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Date **May 25, 2023**

Report No. 2023-2

To Chair and Members
Vision Zero Road Safety Committee

From Mark Jacklyn
Director of Operational Services, Public Works Commission

1.0 Type of Report

Consent Item	<input type="checkbox"/>
Item For Consideration	<input checked="" type="checkbox"/>

**2.0 Topic Brantwood Park Road – Traffic Control [Financial
Impact – None]**

3.0 Recommendation

- A. THAT report no. 2023-2 regarding Brantwood Park Road – Traffic Control BE RECEIVED; and
- B. THAT the recommended by-law changes as presented in Appendix “A” and further described in report no. 2023-2, Brantwood Park Road – Traffic Control, BE APPROVED; and
- C. THAT a capital project to implement the Brantwood Park Road traffic calming recommendations BE CONSIDERED in the 2024 capital budget; and
- D. THAT the necessary by-law BE PRESENTED to City Council for ADOPTION.

4.0 Background

Staff received several requests from residents and Ward 4 Councillors regarding the need to improve road safety along Brantwood Park Road. The safety concerns are summarized as follows:

- Right-of-way confusion at school crossings when an adult school crossing guard is not present;
- Motorists failing to come to a complete stop at stop controls;
- Need for improved visibility at pedestrian crosswalks;
- Speeding; and
- Motorists failing to yield to pedestrians at stop controls and the pedestrian crossover.

5.0 Analysis

Brantwood Park Road is classified as a major collector with a posted speed limit of 40 km/h. Speed studies reveal an 85th percentile speed of 57 km/h; which is considered high for street having a posted speed limit of 40 km/h. The 85th percentile speed is the speed in which 85% of motorists are at or below and is the industry standard for assessing vehicle speed operations.

A review of the collision history reveal 42 collisions occurred along Brantwood Park Road over the past five (5) years. Eleven (11) rear-end collisions were reported, indicating high speed and inattentive drivers. Three (3) of the rear-end collisions were reported at the intersection of Brantwood Park Road and Ponytrail Drive. Twenty (20) collisions involving parked cars or fixed object, also indicate high speed and inattentive drivers.

Traffic Services recommend the following traffic safety measures to address concerns along Brantwood Park Road.

5.1 Banbury Road (north) Intersection Recommendation

1. Install a type 'D' Pedestrian Crossover (PXO) and raised crosswalk on the south leg of the intersection by replacing the existing school crossing to provide pedestrian connectivity to the plaza throughout the day.
2. Install flexible bollards to reduce the pedestrian crossing distance and to narrow lane width to assist in addressing driver behaviour concerns.

5.2 Branlyn Community School/Notre Dame Catholic Elementary School Recommendation

1. Install a type 'D' Pedestrian Crossover (PXO) and raised crosswalk in front of the school by replacing the existing school crossing to provide pedestrian connectivity to the school and park throughout the day.
2. Install flexible bollards to reduce the pedestrian crossing distance and to narrow lane width to assist in addressing driver behaviour concerns.

5.3 Ponytrail Drive Intersection Recommendation

1. Install a type 'D' Pedestrian Crossover (PXO) and raised crosswalk on the east leg of the intersection by replacing the existing all-way stop control to address speeding and poor stop compliance concerns, while continuing to provide neighbourhood pedestrian connectivity throughout the day.
2. Install flexible bollards to reduce the pedestrian crossing distance and narrow lane width to assist in addressing driver behaviour concerns.

5.4 Sympatica Crescent (north) Intersection Recommendations

1. Change type 'B' Pedestrian Crossover (PXO) to a type "D" PXO with a raised crosswalk on the north leg of the intersection to address speeding concern while continuing to provide pedestrian connectivity to the park.
2. Narrow the pedestrian crossing distance by using flexible bollards and narrow lane width to assist in addressing driver behaviour concerns.

5.5 Additional Brantwood Park Road Recommendations

1. Reduce the posted speed limit to 30 km/h for the Notre Dame Catholic Elementary School zone (Branlyn Crescent (west intersection) to Trotter Lane).
2. Remove 40 km/h Vehicle Activated Traffic Calming Signs (VATCS) within school zone noted above.
3. Reduce the posted speed limit to 30 km/h for the Lynden Hills Park Playground zone (Fieldgate Drive to Lynden Hills Crescent (south intersection)).
4. Community Safety Zone in front of Branlyn Community School/Notre Dame Catholic Elementary School.
5. Brantwood Park Road is identified in the 2020 Transportation Master Plan for dedicated bike lanes and is ranked #55 on the 2023 Active Transportation Master Plan. Staff will further evaluate as part of the implementation plan on approval of the Plan.

A traffic calming recommendation letter dated March 22, 2023, attached as Appendix "B" to this report, was delivered to 220 properties along Brantwood Park Road. Only five (5) residents (1.4%) provided feedback. All of the residents that responded support the traffic calming recommendations.

The Brantford Fire Department suggests that traffic calming options be limited to the following by road classification:

- Arterial – No traffic calming measures
- Collector – Horizontal deflection or horizontal narrowing
- Local – Vertical or horizontal traffic calming measures

If vertical deflection measures are to be installed, the design and installation of such should be in a manner that causes the least impact to responding emergency vehicles.

Brantford Transit staff note that vertical deflection measures will have an impact on Brantford Transit services. Although it is recognized that the recommendations provide benefits in terms of traffic safety, the measures can have negative impacts on transit services. Reduced speeds and increased frequency or duration of stops impacts their ability to maintain adequate schedule adherence or on time performance, this in turn affects the quality of service provided to transit users.

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 \$1,500. A summary of the costs are outlined below:

- \$1,000 – Maximum Speed signs
- \$500 – Community Safety Zone signs

Staff will submit a capital project for consideration as part of the 2024 capital budget deliberations, at an estimated cost of \$80,000. A summary of the costs are outlined below:

- \$20,000 Brantwood Park Road at Banbury Road (north) PXO with raised crosswalk
- \$20,000 Branlyn Community School/Notre Dame Catholic Elementary School PXO with raised crosswalk
- \$20,000 Brantwood Park Road at Ponytrail Drive PXO with raised crosswalk
- \$20,000 Brantwood Park Road at Sympatica Crescent (north) PXO with raised crosswalk

Brant County will be undertaking a bridge deck replacement on McMillan Road between June and November 2023. The work will result in a signed detour route that will use Powerline Road, Wayne Gretzky Parkway and Lynden Road. City staff raised concern that drivers may use Brantwood Park Road as a by-pass to avoid the detour. As a result, the County agreed to contribute \$16,000 toward temporary speed cushions on Brantwood Park Road.

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.



Mark Jacklyn

Director of Operational Services, Public Works Commission

Prepared By:

Rob Smith, C.E.T., Supervisor of Transportation Services

Attachments

Appendix "A" – Brantwood Park Road corridor traffic control by-law amendments

Appendix "B" – Brantwood Park Road Traffic Calming Recommendations letter dated March 22, 2023

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 “A”

- a) RECOMMEND that Schedule “1” of Traffic By-law 37-83 which pertains to “Through Highways” BE REPEALED as follows:

<u>THROUGH STREET</u>	<u>LIMITS</u>
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Brantwood Park Road By-law 150-2004	From the north side of Sympatica Crescent (south leg) to the east side of Ponytrail Drive
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Brantwood Park Road By-law 150-2004	From the west side of Ponytrail Drive to the south side of Dunsdon Street
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- b) RECOMMEND that Schedule “1” of Traffic By-law 37-83 which pertains to “Through Highways” BE AMENDED to provide the following:

<u>THROUGH STREET</u>	<u>LIMITS</u>
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Brantwood Park Road	From the north side of Sympatica Crescent (south intersection) to the south side of Dunsdon Street
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- c) 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>
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Brantwood Park Road By-law 126-2021	From Lynden Road to Powerline Road	40 km/h
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- d) 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>
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Brantwood Park Road	From Lynden Road to Fieldgate Drive	40 km/h
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Brantwood Park Road	From Fieldgate Drive to Lynden Hills Crescent (south intersection)	30 km/h
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Brantwood Park Road	From Lynden Hills Crescent (south intersection) to Trotter Lane	40 km/h
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Brantwood Park Road	From Trotter Lane to Branlyn Crescent (west intersection)	30 km/h
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Brantwood Park Road	From Branlyn Crescent (west	40 km/h
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intersection) to Powerline Road

- e) 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>
Brantwood Park Road	At the south side of the intersection with Banbury Road (north intersection)
Brantwood Park Road	40 metres east of Kiev Boulevard (east)
Brantwood Park Road	At the east side of the intersection with Ponytrail Drive

- f) 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>
Brantwood Park Road	Trotter Lane to Kiev Boulevard (west intersection)

Appendix “B”



March 22, 2023

Brantwood Park Road Traffic Calming Recommendations
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Dear Residents:

Transportation Services staff has received numerous requests regarding the need to improve road safety on Brantwood Park Road. The safety concerns are summarized as follows:

- Right-of-way confusion at school crossings when an adult school crossing guard is not present;
- Motorists failing to come to a complete stop at stop controls;
- Need for improved visibility of pedestrian crosswalks;
- Vehicles speeding;
- Motorists failing to yield to pedestrians at all-way stop controls and pedestrian crossover.

Given the number of concerns related to Brantwood Park Road, staff took a holistic approach and analyzed the full length of the road to address each concern noted above and provide motorists with consistent traffic control.

Based on the road safety review which identified operating speeds in excess of the posted speed limit and a higher than expected number of collisions, staff will be recommending to the Vision Zero Road Safety Committee the following traffic safety measures to address concerns along Brantwood Park Road:

- Pedestrian Crossover (PXO) with raised crosswalk and flexible bollards:
 - Banbury Road (north intersection) to enhance existing school crossing
 - In front of North Dame Catholic Elementary School to enhance existing school crossing
 - Ponytrail Drive – remove all-way stop control and enhance pedestrian crosswalk
 - Sympatica Crescent (north intersection) – modify existing PXO
- Reduce the posted speed limit to 30 km/h for Notre Dame Catholic Elementary School Zone and Lynden Hills Park Playground Zone

Please contact Melissa Lachance, Transportation Technologist at 519-759-4150 Ext. 5182 or e-mail at mlachance@brantford.ca by Friday, April 7, 2023 if you have any questions or comments regarding the proposed traffic calming measures.

Yours truly,

A handwritten signature in black ink, appearing to be 'Rob Smith', with a stylized, sweeping flourish at the end.

Rob Smith, C.E.T.
Supervisor of Transportation Services

CC: Councillor C. Carpenter
Councillor L. Hunt
I. Hans, P. Eng., General Manager, Public Works Commission
M. Jacklyn, Director of Operational Services
D. Ferguson, C.E.T., Manager of Traffic Services