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Staff issued a survey dated May 20, 2022, to residents requesting feedback on the implementation of one-way traffic (eastbound) on Scarfe Avenue and implementing an intersection narrowing at Brant Avenue to permit only one vehicle lane. A copy of the survey is attached as appendix “B” to this report. The feedback received revealed a blend of opinions. Ward Councillors requested a public meeting to review further.

A public meeting was held on May 3, 2023, to discuss the various options.

## **5.0 Analysis**

Scarfe Avenue is classified as a local road that connects Brant Avenue and Grand River Avenue. The average annual daily traffic (AADT) volume is 124 vehicles, and the 85<sup>th</sup> percentile speed is 45 km/h (posted speed 50 km/h). An eight (8) hour turning movement count revealed 9 vehicles turned right from Brant Avenue to Scarfe Avenue, 44 vehicles illegally turned left from Brant Avenue to Scarfe Avenue and 110 vehicles travelled eastbound from Grand River Avenue.

During the public meeting held May 3, 2023, residents expressed frustration with the number of vehicles illegally turning left onto Scarfe Avenue and speeding in both directions. A directional closure of Scarfe Avenue at Brant Avenue was suggested by staff, which would restrict westbound access from Brant Avenue to Scarfe Avenue, while still allowing eastbound traffic to access Brant Avenue. Various options to control traffic were discussed, however the full closure of Scarfe Avenue was the preferred alternative of residents.

Traffic Services reviewed various alternatives for closing the street including the use of flexible bollards or a gate. Staff reached out to Emergency Services, the Operational Services Department and Waste Collection Services to solicit their feedback on the proposed changes. City services noted the following concerns:

### **5.1 Emergency Services**

If Scarfe Avenue was fully closed at Brant Avenue, emergency response time would marginally increase as emergency services vehicles would have to travel via Church Street and Grand River Avenue to access Scarfe Avenue. The length of the street would require a turnaround facility if full closure is approved; given property constraints it does not appear one could be provided. The narrow street width may also lead to a situation where the first responding vehicle(s) could be blocked in by later-arriving vehicles. A directional closure of Scarfe Avenue at Brant Avenue is the preferred alternative because an emergency vehicle could travel the wrong-way (westbound) to access Scarfe Avenue in an emergency.

### **5.2 Operational Services**

Operational Services does not support the full closure of roads as it prohibits the ability to efficiently clear snow and sweep the street.

### **5.3 Waste Collection**

Waste Collection Services does not support any changes to the current operations on Scarfe Avenue as it will impact level of service and increase safety risk for operators.

A full closure of the street would require staff on the rear of the truck to walk the entire street and be a spotter while the truck is reversed. There are additional risks involved with reversing, and collecting on the left side of the street going up the hill. Reversing is the most common cause of collisions for fleets.

Converting Scarfe Avenue into a one-way street would require the truck to drive the street twice as they are forbidden to collect on both sides of any street as per company policy.

### **5.4 Recycling Collection**

The contractor responsible for recycling services has concluded that they would not be able to safely service the street if a full closure was implemented at Brant Avenue. The grade of the hill and the need to have to reverse up the hill are major factors in this decision. If the street is fully closed, Scarfe Avenue residents will be required to bring their recycling bins to the corner of Scarfe Avenue and Grand River Avenue for collection.

The contractor suggests converting Scarfe Avenue to a one-way street would have the least amount of impact on services.

Staff recommend a directional closure of the westbound movement on Scarfe Avenue at Brant Avenue to address the illegal left turns while minimizing the negative impacts noted by City services. The proposed directional closure is outlined in Figure 1 below:

**Figure 1 - Proposed Scarfe Avenue Directional Closure**



## 6.0 Financial Implications

The cost to install traffic control signs, pavement markings and bollards to implement the directional closure on Scarfe Avenue at Brant Avenue is \$1,200. Funding will be provided from the Operational Services operating budget.

The directional closure utilizing pavement markings and bollards will be treated as a temporary measure to allow staff time to analyze operating impacts in 2024. A permanent curb extension may be constructed in 2025 at an estimated cost of \$16,000, that would be funded from the Operational Services operating budget. Any variance would be noted in the year end variance report.

## 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.

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## 8.0 Conclusion

Staff recommends a westbound directional closure of Scarfe Avenue at Brant Avenue to address the identified illegal left turns and concerns raised by residents. This type of closure will also minimize negative impacts to City services.



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Mark Jacklyn  
Director of Operational Services, Public Works Commission

Prepared By:  
Rob Smith, C.E.T., Supervisor of Transportation Services

Attachments:  
Appendix "A" – Scarfe Avenue Traffic by-law amendment  
Appendix "B" – Scarfe Avenue Proposed Operational Changes letter

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"

1. Scarfe Avenue – Traffic Control

- a) RECOMMEND that Schedule "6" of Traffic by-law 37-83 which pertains to "One-way Streets" BE AMENDED to provide the following:

<u>COLUMN 1</u>	<u>COLUMN 2</u>	<u>COLUMN 3</u>	<u>COLUMN 4</u>
Scarfe Avenue	From Brant Avenue for 15 metres west of Brant Avenue	At all times Every Day	Easterly

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## Appendix "B"



May 20, 2022

<p align="center"><b>Scarfe Avenue Proposed Operational Changes Request for Comment</b></p>
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Dear Residents:

Currently, northbound vehicles are prohibited from turning left from Brant Avenue on to Scarfe Avenue. This prohibition is regulated through the placement of existing "No Left Turn" regulatory signs. Staff and your Ward 2 Councillors have received complaints that motorists are ignoring the "No Left Turn on to Scarfe Avenue" signs, and turning westbound on to Scarfe Avenue to access Grand River Avenue.

Traffic Services has investigated the location and are recommending the implementation of one-way traffic (eastbound) on Scarfe Avenue between Grand River Avenue and Brant Avenue and implementing an intersection narrowing on Scarfe Avenue at Brant Avenue to permit only one vehicle lane. The proposed one-way eastbound (from Grand River Avenue to Brant Avenue) section of Scarfe Avenue is shown in the diagram on the reverse of this letter.

Staff are soliciting feedback from affected residents and businesses for the purpose of receiving their comments and/or concerns with respect to changing Scarfe Avenue to one-way traffic eastbound (uphill) between Grand River Avenue to Brant Avenue.

Your input is important. Please provide feedback regarding this proposal by Friday, June 3, 2022 to Melissa Lachance, Transportation Technologist directly at 519-759-4150 Ext. 5182 or E-mail at [MLachance@brantford.ca](mailto:MLachance@brantford.ca). Feedback may be reported to City Council to aide in their decision.

Yours truly,

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

CC: Councillor J. Sless  
Councillor J. Utley  
B. Hutchings, CAO  
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