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Date **March 2, 2021** **Report No. 2021-82**

To Chair and Members
Committee of the Whole – Operations and Administration

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

1.0 Type of Report

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

2.0 Topic **Ada Avenue and Palmerston Avenue – Proposed Access Restrictions [Financial Implication - \$125,000]**

3.0 Recommendation

- A. THAT report no. 2021-82 regarding “Ada Avenue and Palmerston Avenue – Proposed Access Restrictions” BE RECEIVED; and
- B. THAT funding in the amount of \$125,000 for an Ada Avenue at Brant Avenue and Palmerston Avenue at Brant Avenue access restriction feasibility study / design be included in the 2022 capital budget.

4.0 Executive Summary

This report is to provide Council with feedback received in response to the proposed access restrictions of Ada Avenue at Brant Avenue and Palmerston Avenue at Brant Avenue. The majority of the residents that responded support the full closure of both intersections.

Staff recommends funding in the amount of \$125,000 be included in the 2022 capital budget to conduct a feasibility study / design.

5.0 Purpose and Overview

To provide City Council with feedback received in response to the proposed access restriction on Ada Avenue at Brant Avenue and Palmerston Avenue at Brant Avenue.

6.0 Background

City Council passed the following resolution at its meeting held October 27, 2020:

Brant Avenue

WHEREAS no left turn signs have been installed on Brant Avenue to prevent drivers from turning left onto Palmerston Avenue and Ada Avenue; and

WHEREAS drivers continue to illegally turn left on to Palmerston Avenue and Ada Avenue from Brant Avenue and proceed to drive at an accelerated speed to get to St. Paul Avenue; and

WHEREAS drivers who disobey the posted no left turn signs, do so to avoid the intersection at Brant Avenue and St. Paul Avenue; and

WHEREAS these same drivers use Palmerston Avenue to avoid the Brant Avenue and St. Paul Avenue intersection by speeding towards Brant Avenue; and

WHEREAS residents on both Palmerston Avenue and Ada Avenue are concerned about the safety of themselves, family members and others;

NOW THEREFORE BE IT RESOLVED:

- A. THAT staff BE DIRECTED to review options for the installation of a barrier on Brant Avenue that physically prevents left turns from northbound Brant Avenue onto Palmerston Avenue and onto Ada Avenue; and
- B. THAT staff BE DIRECTED to remove the right turn angular access from eastbound Palmerston Avenue to southbound Brant Avenue; and
- C. THAT staff BE DIRECTED to notify residents and business owners on Palmerston Avenue, Ada Avenue, Brant Avenue (Bedford Street to St. James Street) and St. Paul Avenue (Palmerston Avenue to Brant Avenue) in writing regarding the proposed intersection changes and ask for their comments and concerns; and

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- D. THAT staff BE DIRECTED to arrange a public meeting with area residents and business owners once social distancing restrictions are lifted; and
 - E. THAT staff BE DIRECTED to report back to Council regarding the preferred intersection design options and recommended funding source.

7.0 Corporate Policy Context

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

- A safe, efficient transportation system connects the community across neighbourhoods, with neighbouring communities and provincial transportation network.

8.0 Input from Other Sources

Letters were delivered to every property on Ada Avenue, Palmerston Avenue, Brant Avenue (Bedford Street to St. James Street), and St. Paul Avenue (Palmerston Avenue to Brant Avenue) requesting feedback on proposed access restriction at the intersections of Ada Avenue at Brant Avenue and Palmerston Avenue at Brant Avenue. The letter is attached as Appendix “A” to this report.

Residents of Ada Avenue and Palmerston Avenue expressed similar concerns and the majority identified full closure as their preferred alternative. However, their comments are summarized separately below as some concerns are unique to the individual street.

Engineering Services was consulted in the preparation of this report, providing information on the scope, cost and timing for the feasibility study / design and construction of the intersection changes selected at this location and any associated works.

8.1 Ada Avenue – Comment Summary

13 households provided feedback, 12 (92%) of which support access restriction and 1 (7%) oppose. 12 of 13 (92%) of those in favour of access restriction support full closure, while one (1) suggested a custom, right-in only access restriction. There are 19 residential properties on Ada Avenue.

The following is a summary of the comments supporting access restriction on Ada Avenue:

- A high volume of traffic uses Ada Avenue as a cut-through route to avoid the traffic control signal at the intersection of Brant Avenue and St. Paul Avenue (from both directions on St. Paul Avenue and Brant Avenue);
- Speeding is a significant concern;
- “No Left Turn” signs on Brant Avenue are disobeyed;
- Several families with young children have moved on to the street in recent years, concern for their safety;
- Suggest protected left-turn phase for traffic turning from northbound Brant Avenue to westbound St. Paul Avenue;
- Concern regarding the impact to garbage/recycling collection, snow removal, and emergency access;
- High demand for on-street parking, including from non-residents;
- Traffic in the area will increase once the apartment building on Grand River Avenue is completed;
- Options other than full closure will do nothing to stop the flow of cut-through traffic on the street;
- Traffic noise;
- Reversing out of the driveway is dangerous.

The following is a summary of the comments opposing access restriction on Ada Avenue:

- Traffic volume is increasing on St. Paul Avenue resulting from the new development on Grand River Avenue. Exiting Ada Avenue onto St. Paul Avenue will become more difficult at specific times;
- Access restriction at Brant Avenue is likely to create other issues;
- Suggest advanced green for northbound traffic on Brant Avenue to turn onto St. Paul Avenue.

A detailed summary of the comments received from Ada Avenue residents is attached as Appendix “B”.

8.2 Palmerston Avenue – Comment Summary

24 households provided feedback, 19 (79%) of which support access restriction and 5 (21%) oppose. 17 of 19 (89%) of those in favour of access restriction support full closure, while two (2) prefer right-in right-out access. There are 42 residential properties on Palmerston Avenue, some of which have apartments.

The following is a summary of the comments supporting access restriction on Palmerston Avenue:

- Concern regarding impact to the driveway if Palmerston Avenue is closed at Brant Avenue;
- Several families with young children have moved on to the street in recent years, concern for their safety;
- Speeding is a significant concern;
- A high volume of traffic uses Palmerston Avenue as a cut-through route to avoid the traffic control signal at the intersection of Brant Avenue and St. Paul Avenue;
- Illegal left turns, “No Left Turn” signs are ignored;
- Reversing out of the driveway is difficult;
- High demand for on-street parking, only room for one vehicle to travel between vehicles parked on both sides of the street;
- Suggest speed humps;
- Suggest all-way stop at intersections of Palmerston Avenue at Chestnut Avenue and Palmerston Avenue at Maple Avenue;
- Traffic noise;
- Vehicle conflicts;
- Access restriction will change traffic patterns in the neighbourhood, potentially having a negative impact on other streets;
- Increasing residential density in the Holmedale area has dramatically increased traffic;
- Suggest protected left-turn phase for traffic turning from northbound Brant Avenue to westbound St. Paul Avenue;
- Full closure at the east end of Palmerston Avenue will increase congestion at the west end of the street;
- Concern regarding impact for snow removal, emergency access, and service vehicles;
- A full closure is the only effective way to reduce unwanted cut-through traffic on the street;
- Pedestrian safety;
- The benefits of full closure outweigh the inconvenience;

The following is a summary of the comments opposing access restriction on Palmerston Avenue:

- Access restriction will cause new traffic flow problems;

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- Need to conduct traffic study;
 - Question if it's only a few cars speeding, and it's being misinterpreted as high traffic volume;
 - Only a small number of vehicles speed on the street. Suggest speed humps;
 - Decisions should be based on data and factual evidence;
 - More cars will be directed to the west end of Palmerston Avenue to access St. Paul Avenue;
 - There isn't a significant number of vehicles that cut through from St. Paul Avenue to Brant Avenue;
 - Increase traffic going past children walking to and from school;
 - There aren't many cars that turn left onto Palmerston Avenue to Brant Avenue;
 - People who do turn left onto Palmerston Avenue and Ada Avenue actually live on those streets;
 - There isn't a well-defined problem;
 - Speed humps should be installed to reduce the speed of traffic
 - The only option is to go down a side street to Dufferin Avenue to access Brant Avenue, which is unacceptable;
 - The two streets are already access restricted, causing severe inconveniences. Do not want further restrictions;
 - Proposed changes would cause further congestion and increase chances of accidents;
 - "No left turn" signs are effective;
 - Suggest traffic control signal changes at the intersection of Brant Avenue and St. Paul Avenue;
 - The negative impact to Chestnut Avenue, Maple Avenue, and Egerton Street;

A detailed summary of the comments received from Palmerston Avenue residents is attached as Appendix "C".

8.3 Brant Avenue and Chestnut Avenue – Comment Summary

Feedback was received from two (2) residents. Their feedback is as follows:

- Advanced left turn signal from Brant Ave. on to St. Paul Ave. would eliminate almost all the problems;
- People take the short cuts because it's near impossible to turn left at the intersection multiple times per day;
- Chestnut Avenue is a shortcut for those going to Holmedale;
- Any decision should involve people who live on Chestnut Avenue, Maple Avenue, and the affected block of St. Paul Avenue;
- Dufferin Avenue would see more traffic, so those residents are also affected
- Prefer the concrete barrier.

A detailed summary of the comments received from Brant Avenue and Chestnut Avenue residents is attached as Appendix “D”.

9.0 Analysis

Full closure of both the Ada Avenue at Brant Avenue and Palmerston Avenue at Brant Avenue intersections is the preferred option identified by the majority of the residents that responded to the letter. A full closure is the only option that will address the original concern of illegal left turns from Brant Avenue onto Ada Avenue and Palmerston Avenue, and address the concern of minimizing through traffic using the two streets to avoid the intersection of Brant Avenue and St. Paul Avenue.

Full closure of the intersections will change traffic patterns in the neighbourhood and may impact waste removal, winter maintenance, and emergency access. Both intersections will need to be thoroughly reviewed to develop full closure conceptual designs, identify impacts to traffic, utilities, and adjacent properties, and prepare a cost estimate for access restriction options. It is recommended that a consultant be hired to conduct a feasibility study to review full closure design options and analyze the impacts on the affected neighbourhood.

Staff was also directed to remove the right turn angular access from eastbound Palmerston Avenue to southbound Brant Avenue. Since full closure was the preferred access restriction alternative identified by residents, the closure of the right turn angular access will be incorporated in the Palmerston Avenue at Brant Avenue intersection conceptual designs.

Once the feasibility study is completed, staff will arrange a public meeting to present the various intersection conceptual designs, feasibility study conclusions, and identify next steps. Following the public meeting, staff will report back to Council on the preferred intersection designs, estimated cost, and recommended funding source.

10.0 Financial Implications

It is recommended that funding in the amount of \$125,000 be included in the 2022 capital budget to hire a consultant to conduct a feasibility study / design for the proposed access restrictions on Ada Avenue and Palmerston Avenue.

11.0 Conclusion

The majority of those that responded support the full closure of the intersections of Ada Avenue at Brant Avenue and Palmerston Avenue at Brant Avenue.

Staff recommend that funding for a feasibility study / design be included in the 2022 capital budget.



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

Prepared By:

Rob Smith, C.E.T., Transportation Technologist

Attachments

Appendix "A" – Letter dated November 27, 2020, regarding Ada Avenue & Palmerston Avenue Proposed Access Restriction – Request for Comment

Appendix "B" – Ada Avenue Proposed Access Restriction - Comment Summary

Appendix "C" – Palmerston Avenue Proposed Access Restriction - Comment Summary

Appendix "D" – Proposed Access Restriction - Comment Summary – Brant Ave. & Chestnut Ave.

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"



November 27, 2020

Ada Avenue & Palmerston Avenue Proposed Access Restriction - Request for Comment

Dear Residents:

Implementation of access restriction measures is under consideration by City Council at the intersections of Ada Avenue at Brant Avenue and Palmerston Avenue at Brant Avenue. Council has directed staff to solicit feedback from the affected neighbourhood for the purpose of receiving their comments and/or concerns with respect to consideration for implementing access restrictions at the intersections to physically restrict illegal left turns from Brant Avenue on to the two local streets. In addition, access restriction will reduce or eliminate short-cutting through traffic. The intersection locations under review are shown in the diagram attached to this letter.

Table 1 outlines access restriction options and their respective advantage(s) and disadvantage(s). Please review the table and include your preferred option in your response to staff. Each of the three (3) access restriction options will reduce vehicle speeds, traffic volumes, conflicts and noise by varying degree.

Table 1 – Access Restriction Options

Option	Advantages	Disadvantages
Full Closure	Fully restrict access to Brant Avenue preventing illegal left turns and eliminating short-cutting through traffic.	Restricts resident access. No access to Brant Avenue. Access via St. Paul Avenue only.
Directional Closure (Exit only)	Allows eastbound traffic to turn right onto Brant Avenue or continue straight through intersection.	Some motorists may deliberately circumvent, particularly during off-peak hours.
Right-in / Right-out Island	Maintain some access to and from Brant Avenue allowing traffic to turn right from Brant Avenue to side street, and turn right from side street to Brant Avenue.	Through traffic would no longer be able to travel through the intersection (across Brant Avenue). Some potential for left turn violations to continue.
Status Quo (Do Nothing)	Full access to side street is maintained.	Does not address concern regarding illegal left turns and short-cutting traffic.

The above mentioned options are illustrated and further described in the attached list of access restriction options.

It is important to note that both intersections must be modified in unison; otherwise modifications at one intersection may shift the problem to the other street. Therefore, based on feedback received, Council must decide to implement some form of access restriction at both intersections, or keep both intersections as they are currently configured.

Council also directed staff to remove the right turn angular access from eastbound Palmerston Avenue to southbound Brant Avenue. Therefore, regardless of which access restriction is preferred, reconstruction to remove this lane on the Palmerston Avenue leg of the intersection may still occur if feasible.

Your input is important. Please provide feedback regarding this proposal by Friday, December 11, 2020 to Rob Smith, C.E.T., Transportation Technologist directly at 519-759-4150 Ext. 5683 or E-mail at rsmith@brantford.ca. Feedback will be reported to City Council to aide in their decision and to determine the next steps. If access restriction is the preferred option, a feasibility study will be required.

Yours truly,






Tom Sliwinski, A.Sc.T.
Supervisor of Parking Operations & R.O.W. Enforcement

CC: Councillor J. Sless
Councillor J. Utley
B. Hutchings, CAO
I. Hans, P. Eng., General Manager, Public Works Commission
R. Loukes, P. Eng., Director of Engineering Services
M. Jacklyn, Director of Operational Services
W. Teufel, Manager of Design and Construction



Access Restrictions Available for Consideration

Measure	Description	Illustration
Full Closure	A barrier extending the entire width of the roadway, which obstructs all motor vehicle traffic movements from continuing along the roadway.	
Directional Closure	A curb extension or vertical barrier extending to approximately the centerline of a roadway, effectively obstructing (prohibiting) one direction of traffic.	
Right-in / Right-out Island	A raised triangular island located at an intersection approach which obstructs left turns and through movements from the intersecting street.	

Appendix “B”

Ada Avenue Proposed Access Restriction - Comment Summary

13 households provided feedback, 12 (92%) of which support access restriction and 1 (7%) oppose. (There are 19 residential properties on Ada Avenue)

12 of 13 (92%) of those in favour of access restriction support **full closure**, while one (1) suggested a custom, right-in only access restriction.

Comments Supporting Access Restriction on Ada Avenue

I have lived in my house for over 26 years and over the last 15 years or so the traffic on Ada Avenue, coming from the direction of the BGH and School for the Blind, has become increasingly more rampant. The amount of vehicles that try to avert the lights at Brant Avenue by flying down Ada Avenue is simply ridiculous! I truly feel that one day there will be an unfortunate tragedy due to the speed that some of these vehicles are using down Ada Avenue. [I] see the continuous traffic that flows down Ada Avenue, not only during rush hour, but at any time of the day simply because people do not want to wait at the lights.

Therefore, my choice would be to have FULL CLOSURE at the end of Ada Avenue. I do realize that this will restrict my access to Brant Avenue from Ada Avenue but I am willing to sacrifice this in order to have again some peace and quiet on this street and to have a street that is safer for all; especially the young children who live on Ada Avenue. There have been too many times that I have witnessed cars driving at very unsafe speeds on this small street and I am actually quite afraid when crossing the street to visit neighbours....this never used to be the case.

Speeding on Ada Avenue has definitely put a damper on how safe we feel. I would also like to address a few other concerns if the full closure takes place. Would it be possible to put an advanced green light from Brant Avenue turning left onto St. Paul Avenue? This would alleviate the number of times I and many others have had to wait at that light to turn left and not make it at the first attempt, even at non-rush hour times. Secondly, how will the closure impact our garbage/recycling and snow services? Given that there is continuous parking on Ada Avenue of so many people who do not even reside on this street, will these large vehicles be able to maneuver down our street efficiently? I would like to see no parking during snow removal season, or at least on one side, as this would help that situation.

I'm ecstatic!! We have 3 new young families on our street with little children and I've been so worried that a tragedy was inevitable. We have witnessed a huge increase of speeders with absolute disregard for the law and for safety of others. My option is for FULL CLOSURE.

This isn't an easy decision and my neighbours are rightfully tired of people speeding down our street to skip the lights on Brant Avenue. I have a question about the "Full Closure" as I think most will think that it is the answer and make this their decision but I am unable to make that choice not knowing how our garbage trucks and snow plow will be able to service our street as they haven't a way to turn around. Do you have any solution for these enmities to continue on our street if the decision is to have full closure at the end of Ada? I am unable to make a decision for full closure until I have all the information up front.

I want to vote for access only from Brant Avenue turning right onto Ada Avenue, [and] no access from Ada turning right onto Brant. That [option] isn't offered. This would mean there would still be access onto Ada from Brant but eliminate rushing any light or speeding down Ada. Maybe this could be brought to the table. For me and my visitors it would mean not having to turn around to park in front of my house at the corner of Ada and St. Paul if the road was completely blocked off on the other end.

We would like to see a full closure at the end of the road. This is the only option that would stop the traffic that comes down the road at high speed in order to avoid the lights at St. Paul Ave. and Brant Ave. We have small children and the increase in traffic and the speed of the traffic is creating a very dangerous situation, especially since sightlines are obscured by the street parking. It is getting worse by the day and we feel once the building is complete on Grand River Ave. it will be even worse. The other options will do absolutely nothing to stop the flow of traffic coming down the street.

My input is that we would prefer to have full closure on Ada Ave. I feel even if it was right-in right-out people will still speed down the street and abuse it, like they already do. We moved to Brantford last year and this is one of the biggest downfalls of living on [this] street. It's such a small street there is no point to having it open just for people to speed down to beat a light or illegally turn on. The noise is horrible and is really unsafe for all our families with children. Even with slow down children playing signs; they are ignored. It will also help stop people who live on different roads from coming and parking their cars for two weeks at a time in front of our houses when we could use the spots. Hoping this goes through as a full closure.

We would prefer a full closure of the access. We do not believe anything other than a full closure will have any benefit for Ada. It is safer with children and too many people use it to avoid the traffic light on Brant Ave. The speeding is very excessive and backing out of our driveways is dangerous, whether by someone turning right onto Ada or turning left illegally onto Ada. Our car has already been hit by a driver in this manner.

While we love the new neighbourhood, there is a tragedy waiting to happen and hence our request through our Councillors. For cars travelling on Brant towards St Paul, the turn onto Ada is a chance to skip the lights at St Paul and Brant. The angle of the turn is about 45 degrees, meaning the cars barely have to lose speed to enter our street. With oncoming traffic the opposite direction on Brant, sometimes they even have to speed up. It seems that cars are going upwards of 80kph in the worst cases. To add to the trouble, there is heavily used street parking, coincidentally on the same side that all the children on the street live. A kid running between cars will not be seen if they pop out suddenly. With 6 children permanently living on the street, with 2 part time (and eventually visitors) this is not a matter of if but when a car hits one of them. I am hoping for full closure at the end of the road. The alternatives do not work. Directional closure still provides cars access to use Ada and Palmerston as shortcuts from St. Paul, which is a secondary problem. The extra time to turn right at Brant Ave. instead of St. Paul is negligible. Right in, right out is less of a measure. There is already signage for no left turns that are ignored. The only way to accurately address this issue for the livelihood of these kids is a full closure. As soon as possible.

We could not be happier, except, Ada Avenue is so very busy. Having the no left turn sign, is a danger in itself as cars simply ignore it and race to complete the turn. I have almost been swiped several times, whilst reversing out of the driveway, which has a lot of parking on our side of the street and is difficult to navigate at the best of times, without factoring in vehicles turning blind in excess of 80kmh. My neighbour has not fared so well and her car has been hit.

That is the least concerning part. The high volume of traffic and the speed, in which they use this street as a short cut, is very terrifying to the children whom reside here. It's my understanding that, until recently there were no children here but there are now four houses with kids. It is an accident waiting to happen.

It is my request that we close the street off entirely at the Brant intersection as the flow of traffic from St Paul is still way too heavy and fast and there is too much parking that also poses a risk.

[We] are both in favour of Full closure. However, since that will increase the traffic turning left onto St. Paul from Brant, especially with the increase due to new apartments on Grand River, we would need an advance light for cars turning left to St. Paul. During rush hours now only 1 or 2 cars can get around the corner. Probably why some turn left on Ada and Palmerston now.

After much thought the last few weeks my wife and I have decided it would be best to close Ada Avenue off completely. If that concerns Palmerston so be it. Seeing a white van going from St. Paul to Brant Avenue at 8 am this morning going over 70 km/h finished the decision. We have lived [on Ada Avenue] for over 35 years and have seen nothing like the last 5 years for cars coming down Paris Road and getting a red at St. Paul and turning right and then flying down our street to gain a few seconds. We went about 15 years with no young children on our street but now there are 3 or 4 families with very young kids here and we are very worried for their safety. And this is not even addressing the no left turn on to Ada from Brant Avenue which the police refuse to enforce. I would estimate this law is broken at least every 2 minutes with people trying to avoid the light at St. Paul and Brant Avenue.

Unfortunately all proposals have concerning issues. A full closure may cause delivery trucks, garbage, fire truck, snow plow difficulties, snow removal is difficult now, along with our overcrowded street parking from none street residents, I assume there would be a spacious turn around as my driveway is not where cars will be allowed to turn around in, but difficult or not this may be our only option as Directional Closure or a Right turn onto Brant Ave. won't solve our problem. The problem is not the illegal left hand turn from Brant Ave. onto Ada it's the turn from St. Paul Ave. to speed down Ada to turn right onto Brant Ave.; they are trying to avoid the red light and traffic from the St. Paul and Brant Ave intersection. They RACE. With small children on our street it's is very concerning. I have been honked at for turning into my own driveway because they tailgate me turning onto Ada from St. Paul and going to slow, almost side struck while backing into my driveway as they speed around the corner and do not expect any one else to be on the road ! I have to be able to pull forward from my driveway, neighbours back into theirs as well; we need to be aware of the speeders rounding the corner. With the current level of residential development in the Homedale area causing more traffic travelling up St. Paul and using side streets to avoid the right turn from St. Paul onto Brant I feel the traffic lights at St. Paul and Brant Ave. ALL require turning signals and no parking on this end of Brant Avenue as the traffic congestion to bring two lanes into one is extremely frustrating therefore dangerous. If traffic would flow better at that intersection maybe they would stop short cutting down Ada Avenue.

I'm in favour of full closure. The people turning left from Brant Ave. onto Ada Ave. are a little bit of a problem but not a huge problem. The big problem is people coming down St. Paul Ave. from the general hospital area. What happens is to turn left onto Brant Ave. from St. Paul, that line up gets really long, especially during peak periods during the day. What people do instead is stay in the right lane, go through Brant Ave. and then turn left on Ada Ave. to get back on Brant Ave. And what happens is once they've gone an extra block out of their way to avoid that long turning lane they speed down our street to make up lost time. It's like a drag strip. A partial block at Brant Ave. won't stop the people avoiding the left turn lane on St. Paul and racing down our street to make up for lost time. Basically if Ada Ave. has a full closure it becomes a cul-de-sac and it's just for the residents of Ada Ave. A full closure is the way to go. The main problem is not people turning left on to Ada Ave. from Brant Ave., it's from people turning left on to Ada Ave. from St. Paul Ave. after they've avoided the left hand turn on to Brant Ave. because it's far too long and they don't want to wait for three or four light changes to be able to turn left on to Brant Ave.

I have resided [on] Ada Avenue for the last 20 years. Over the last few years the traffic has definitely increased but my main concern comes with the SPEED of the traffic. Being home more this past year has allowed me to sit on my front verandah and watch the cars turn onto Ada Ave from St. Paul Ave and try to beat the traffic on Brant Ave. Given that we now have more young families on our street I am concerned for the wellbeing of all. We have even put up some friendly yellow signs to ask motorist to slow down. Unfortunately, I think it has just made it worse.

Upon reading the options, mine would be for FULL CLOSURE. This being said, I would like [to] know, as I know this request has been made in the past, will an advance left turn from Brant onto St Paul be put into place. Right now you can sit for a light or two in heavy traffic times. As well, how will the snow plows, garbage and recycling trucks turn around on our street? Right now the street rarely gets plowed and some days the garbage trucks have a tough time if cars are parked on both sides. This brings me to my final concern will the parking be limited to one side? Thank you once again for trying to make our small friendly neighbourhood street safe for all.

Comments Opposing Access Restriction on Ada Avenue

Unfortunately, from my perspective, none of the proposed adjustments would prove satisfactory. Considering the new construction underway on Grand River Avenue, I would venture that traffic will increase dramatically on St. Paul Avenue. This would make exiting Ada more difficult at specific times. It is already a wait around 3:10 pm when Johnson's employees disperse from work.

Closing off Ada at Brant would definitely make Ada a lighter travelled roadway but at what cost? Narrowing St. Paul Avenue has already created some problems - it is impossible to bike down the roadway (to access Brantford's amazing trail systems) without impeding traffic flow. Further street restrictions are likely to create other issues.

Why have time restrictions for allowable left turns off Brant onto Ada or Palmerston not been proposed? There is no advanced green at the intersection of Brant and St Paul for northbound traffic to turn onto St. Paul – a reason why many decide to illegally turn left off Brant onto Ada and Palmerston? If a decision to close these streets is reached, this advanced turning would have to be addressed.

Appendix “C”

Palmerston Avenue Proposed Access Restriction - Comment Summary

24 households provided feedback, 19 (79%) of which support access restriction and 5 (21%) oppose. (There are 42 residential properties on Palmerston Avenue, some of which have apartments)

17 of 19 (89%) of those in favour of access restriction support full closure, while two (11%) prefer right-in right-out.

Comments Supporting Access Restriction on Palmerston Avenue

We purchased our home in March 2020 with the intention of purchasing a house on Palmerston Ave. We do not want our driveway to be connected to such a busy street [Brant Avenue] to pull in and out of every time we need to leave the house. We are also concerned that if our house is linked to such a busy street than this would impact our property value negatively.

We were informed that [there] are 4 different options to choose from. However, designs for these plans won't be discussed until us as residents put forth our opinion and come up with an option that a majority can agree upon along with you the Councillors. We do not understand how we as home owners can make such a big decision without knowing all of the information in regards to how our driveway will be arranged. We do not agree with this, as our home would be the most effected as stated above.

We do plan to start our family within the next year and a half and we are concerned with being connected to such a busy street with our driveway. We do feel like we have the most say in regards to how this area on the road will be arranged in regards to where our driveway will be placed.

Our solution would be to keep our driveway placed on Palmerston Ave and not connected to Brant Ave. If you have to angle our driveway to design a way to make this happen, it would be appreciated.

[We] are okay with the idea of closing down the end of Palmerston Ave that intersects with Brant Ave only if our driveway is located on Palmerston Ave.

As we discussed today, both of you gentlemen agreed that it is feasible to come up with a solution that keeps our drive way on Palmerston Ave. If need be, moving the guide wires for the hydro pole southward like other poles down Palmerston, to accommodate angling our driveway towards Palmerston Ave was a good idea.

I am writing to support the Full Closure option.

As we are seeing more young families move onto Palmerston this full closure will make a huge difference in safety by reducing the traffic flow. Cars continue to fly down the road using Palmerston Avenue as a cut through. After having an individual being killed crossing from St. Joes to St Andrew's park earlier this year, traffic flow in the immediate area must be adjusted.

I AM HIGHLY IN FAVOUR OF OPTION 1 - FULL CLOSURE for both streets.

I can't count the number of times cars fly down our street towards Brant Avenue. We live right across from the park, so we are VERY aware of the amount of traffic issues that occur daily. Aside from those cars speeding down our street, we also regularly see those who make illegal left turns onto Palmerston from Brant whenever they can. This becomes extremely dangerous for those of us backing out onto Palmerston Avenue from our driveways, since many times you can't see these cars turning and accelerating onto Palmerston from Brant because of the number of vehicles parked on our street.

Hopefully, full closure of this intersection will also eliminate the EXCESSIVE parking around our house from persons who use our street as overflow from both the medical center and the church parking lots.

We have seen numerous accidents happen at the Palmerston/Brant intersection since purchasing our property, including the awful pedestrian death this past winter of a St. Joseph's parishioner crossing Brant Avenue to get to their parked car. It's really time that the City of Brantford recognized these two dangerous intersections!

I am highly in favour of Option 1 - Full Closure for both streets.

There are too many cars that cut through Palmerston on a daily basis creating unsafe conditions during the day and night! Option 1 will ensure a safer environment for pedestrians and bicyclists in the area.

I live on Palmerston Ave and received a public works letter asking about feedback for the proposed access restrictions. I would very much like to see a full closure or a directional closure. We have too many people cutting down the street from Brant and from St. Paul up to Brant. Most of the time people are speeding and not paying attention to the fact that with parking on both sides of the street there is only room for one car to pass at a time. There have been times where head on collisions have been nearly missed. For the safety of the people living on this old narrow street we need to stop people from using it as a way to get around the lights.

I live [on] Palmerston Avenue and have been very concerned over the years how fast motorists drive down our street. It is a narrow street with parking on both sides, and the speed in which some people drive while "cutting" through our area, is extremely dangerous.

I am in favor of Option one - Full Closure, or Option two - Directional Closure.

Right-in right-out island is sensible. I think that's a great idea.

I am very pleased to see that City Council is considering Access Restriction at the Palmerston Ave. at Brant Ave. intersection. As I live on Palmerston Ave. I cannot speak to the issues on Ava Ave.

As for Palmerston Ave., my preferred option is the full closure of Palmerston with no access to Brant Ave. This will help to eliminate the illegal left turns and the short-cutting that is currently happening. My concern with this is that there may still be those who short-cut from St. Paul to Palmerston to Maple and along Egerton St. thus creating a fair bit more traffic on Egerton and not significantly reducing the traffic on Palmerston. A couple of ideas that I would ask you to consider in addition to the full closure would be speed bumps on Palmerston (just like the ones on Dufferin Ave.) or an all-way stop sign on Palmerston at Chestnut Ave. thus making it less attractive to short-cutting.

My Views

1. That access restriction is the preferred option to the status quo.
2. That access to Brant from both Palmerston and Ada is fully closed.
3. That signage is placed on both sides of St. Paul approaching Palmerston that indicate “No Direct Access to Brant Avenue”.
4. That “Stop” signs be installed both ways on Palmerston where it intersects with Chestnut Avenue.

Background

I agree that Council should consider the issues of illegal left turns onto Palmerston Avenue (Palmerston) and Ada Avenue (Ada) from Brant Avenue (Brant) and short-cutting traffic from both Brant and St. Paul Avenue (St. Paul).

I also agree that Council has essentially two tools – prevention and deterrence.

In my experience, I rarely see traffic crossing Brant from Ada to Bedford Street and from Palmerston to St. James. So this was not a significant issue for me.

Rationale

The status quo is not acceptable as the non-local traffic has resulted in excessive speeds, increased traffic volume, conflicts and noise. The neighbourhood is comprised of children and seniors, among others, raising a safety issue from speeding and volume.

In my view, full closure on Ada at Brant would prevent both illegal left turns and short-cutting because there would no longer be any access to or from Brant. This should effectively address the issues of excessive speeds, increased traffic volume, conflicts and noise on Ada as well as safety.

Palmerston is different. The only issues that can be *prevented* by full closure is the illegal left turns from Brant onto Palmerston and the short cutting traffic going northwest on Palmerston from Brant. The closure, however only addresses part of the problem because it does not prevent the short-cutting traffic going southeast on Palmerston from St. Paul to access Brant. Traffic could potentially short-cut from St. Paul onto Palmerston and then turn left onto Maple Avenue to Egerton Street then turn left on Lorne Crescent to access Brant. Potentially this could have the unintended consequence of a reverse effect with regards to excessive speeds, increased traffic volume, conflicts, noise and safety on all of the aforementioned avenues, streets and crescents.

From this perspective, some form of additional *deterrence* to short cutting is required to address the issues of excessive speeds, increased traffic volume, conflicts and noise on Palmerston as well as residential safety.

My first thought was to install “speed bumps” along Palmerston to provide additional traffic calming measures similar to those that exist today on Dufferin Avenue (Dufferin). However, after reading the article in the Brantford Expositor, Thursday, December 3, 2020 – *“City considers ‘slow down’ lawn signs to stop speeding”* Councilor Utley rightly noted that speed bumps and other devices are costly. This caused to me to rethink.

While I understand the motivation for and agree with “slow down” signs, in my view I do not think this will provide sufficient deterrence to resolve the issues that exist on Palmerston.

I am suggesting in conjunction with full closure of access to Brant from Palmerston, that signage be place on both sides of St. Paul approaching Palmerston indicating there is “No Direct Access to Brant Avenue”. In addition, I would also suggest that “Stop” signs be installed both ways on Palmerston where it intersects with Chestnut Avenue. While the latter suggestion may add a degree of inconvenience for the local traffic, it may be enough deterrence to prevent or further limit short cutting traffic and what it brings to the neighbourhood. A stop sign at Palmerston and Maple does not seem warranted as any short cutting traffic will have to slow down to make the turn onto Maple.

The slight cost of this inconvenience for local traffic i.e., closing access to Brant and having to stop at Chestnut does not out way the benefits to be derived from reducing speeds, decreasing traffic volume, conflicts and noise, as well as improving residential safety.

My first choice would be full closure. I’m so tired of all these people turning left and speeding up and down our street. These people really should be stopped. The second choice would be directional closure. I have no problem going out to St. Paul Ave. to eventually go east on Brant Ave.

I reviewed the options several times before thoughtfully making my decision

* My decision is: my first choice is Right in/ Right out and second choice status quo until more broad traffic flow issues in and out of this area from Brant Ave. are addressed.

As a result of expansion/ increasing the density in the Holmedale area the traffic flow has increased dramatically and will continue to do so as more housing developments continue to be allowed. This once tranquil neighbourhood has changed to being a congested artery at the high volume times of the day. I don't think closing streets is the answer, improving traffic flow is.

Additional concern/ opinion: - coming west on Brant Ave. there are 8 streets that go into this area: Scarf[no left turn], Church [advanced left turn barely allows 3 cars to get through], Waterloo, Lorne Cres[advanced turn signal only at certain times of the day although generally heavy traffic there all the time, Lorne Cres,, Palmerston [no left turn], Ada[no left turn] and St Paul Ave[left turn signal is not long enough] - vehicles

are often seen turning left onto Palmerston Ave from Brant Ave when I am out walking so that "no left turn sign" is totally ignored and not policed, perhaps a camera there to catch left turners would be an idea - St Paul is main artery into Holmedale area and this was narrowed years ago and is very busy -there are 17 homes on Ada Ave none of which are multiple units so closing that street would not have the impact doing the same on Palmerston would have. Palmerston Ave has 40 home at least 9 of which have multiple units. As well there are 2 side streets which come into Palmerston Ave [Chestnut and Maple] this adds up to more traffic volume for that reason alone. Blocking egress onto Brant Ave would cause increased traffic going west on Palmerston and congestion at the west end of Palmerston Ave turning onto St Paul Ave. Snow removal on Ada and Palmerston Ave would be affected if closed off at Brant Ave

I am trusting that no drastic decisions are made without further consideration. I am also concerned about the increase traffic this will create on Dufferin Ave

Since my retirement last August I have witnessed firsthand some of the short cutting down Palmerston and the sudden Q-jumping from the left lane of St. Paul Ave waiting to turn left (east) onto Brant Ave. Drivers will suddenly turn right out of the left lane and speed to and turn left on Ada or Palmerston to beat the light. While I would like to reduce or stop the short cuts down these streets I'm not sure that can be achieved without total closure, Option #1 of which I am not in favor. I feel this could restrict access to emergency vehicles and service vehicles. (Fix one problem & create another)

My choice, Right -in- Right-out Island is, along with I would also like consideration to be given to the placing of a stop sign on Palmerston at Chestnut Ave, easterly direction only if possible.

Thank you for working toward this for such a long time and not giving up.

The neighborhood is responding strongly, apparently.

We are thrilled. Hopefully Council will support our choice - which we think is going to be Full Closure, if talk is accurate.

As a young family living on Palmerston Ave, I am thrilled to see that something may be done in the near future about that problematic area.

While I understand illegal left turns from Brant Ave have been identified as the primary concern to address, the flow of cut-through traffic eastbound into Brant Ave (often at high speed) is my main concern. At peak traffic times, it is a real problem and due to the amount of cars parked on the street (as driveways are rare), a real safety concern. I feel that is larger concerns than the illegal left turns, which while unsafe, do not impact each of the families on our streets in as direct a way as the many speeding cut-through drivers. Hopefully the solution decided on will consider the cut through traffic as an equally, if not larger, determinant factor in the chosen way forward.

Our property is strongly in favour of the Full Closure option. Due to the prevalence of on-road parking on both streets, I would anticipate that almost all North-side properties, with vehicles street-parked facing westbound, do not exit directly out onto Brant Ave anyway; and either exit through St Paul or in the case of Palmerston, exit via Maple/Chestnut and then via Dufferin/Lorne for access to Brant. With Dufferin already having large speed-bumps, if that became the main way in this area to access Brant Ave, safety for our neighbourhood would be vastly improved. Those deterrents would likely prevent the increase to traffic using Dufferin as a through-way being noticeable, and if it was, it would certainly be safer; with wider street, speed bumps, and less on-road parking due to driveways on large, spaced-out properties that are further back from the street.

I am writing to you to express my strong support for the proposal for full closure of the intersection of Palmerston Avenue and Brant Avenue.

The situation as it now stands is growing intolerable, as the volume of traffic using Palmerston Avenue as a short cut between Brant Avenue and St. Paul Avenue increases. Speeding is commonplace and the noise produced by the growing number of vehicles without mufflers, with defective mufflers and vehicles that have been specifically modified to produce excessive noise is having a marked detrimental impact on the quality of life in our neighbourhood.

Full closure would be the only effective way to reduce unwanted extra vehicular use of Palmerston Avenue and to eliminate the growing problem of vehicles making illegal left turns from Brant Avenue onto Palmerston Avenue. These illegal left turns are common and pose a serious danger both to other traffic on Palmerston Avenue, oncoming traffic on Brant Avenue and to pedestrians near the intersection. This is so common and so dangerous that it is not unusual to observe vehicles racing to make the left turn and even turning left against the direction of traffic into the right turn access lane on Palmerston Avenue. My wife has had personal experience of coming close to being run down by a car racing down the wrong side of the road in this way.

While I am fully aware of the inconvenience of not having direct access to Brant Avenue that would result from full closure, particularly since our home is close to the intersection in question, I am convinced that the benefits of living on a slightly quieter and far safer road make full closure the obvious best choice.

We reside about half way between Brant Avenue and St. Paul Avenue so we are in a position to see how fast cars are going from both directions as they pick up speed to get to the other side. It's actually quite astonishing the speeds some of these cars are going and it is dangerous.

We are lucky enough to have a driveway that we park in but being able to get out of it is another story. If we have cars parked on either side of our driveway being able to get out is that much more difficult because, although we look often from side to side to make sure it is safe to back out, there have been close calls by other drivers speeding down our street trying to get to either St Paul or Brant Ave.

Just the other day I was on my front porch and observed a driver coming from St Paul heading toward Brant Avenue and you could hear the acceleration of the engine; this car must have reached speeds of 70+ km/h and I just watched in disbelief praying they would not hit someone or an animal. My neighbour that lives directly on the corner of Palmerston at St. Paul on the north side was also witness to this particular incident; she was walking her dog and at the corner of Palmerston and Maple when this car went flying by her. She also watched in disbelief.

The number of cars that speed down Palmerston to get to Brant/St Paul Avenue is a tragic accident waiting to happen. Palmerston is a condensed street with many cars parked on either side of the road at any given time; marry this with people trying to exit their driveways, pedestrians trying to cross the road, drivers attempting to turn onto Palmerston from Chestnut or Maple, and squirrels, cats etc., leaves absolutely NO ROOM for cars speeding, which unfortunately has become the norm on Palmerston and someone is going to get hurt.

With all this being said my husband and I wish for full closure that will restrict access to Brant Avenue preventing illegal left turns and eliminating short-cutting through traffic.

Support full closure. Right-in / right out will not address the cut-through problem.

I have lived in this particular house for the last year and a half and as a person who was born and raised in Brantford, I know this area well.

I love this area and plan on staying here for quite some time and I would like to pass on that I have had concerns regarding the traffic flow, since I moved in. In this past year I have noticed an increase in both the speed and frequency at which people drive down this street. I myself have almost been hit by passing cars making both legal and illegal turns on and off of Palmerston Ave. I know this has been a discussion with some of my neighbours who are both elderly, or have children, and they are concerned as well.

I have a vehicle myself and although Full Closure at the Brant/Palmerston would add slightly to my travel time, it would also help with the safety concerns I have for this street. My second choice would be a directional closure which may help the traffic flow, although I am not sure if it would help with the speed of cars racing down the street. In my opinion, the Right-In, Right-out option will not limit the safety concerns significantly enough to deter both speed or traffic flow, because people make illegal left turns at the Brant/Palmerston intersection often (especially at night - and then they race toward St. Paul), often.

My choice is Full Closure.

I have lived at 20 Palmerston Avenue since 2006, incorporated our company in 2014 and operated from a home office; and in that time, witnessed a steady increase in the number of cars turning left and onto Palmerston along with a marked increase in speed. It does not matter the time or day of week, there are numerous instances where vehicles turn and speed along Palmerston, presumably to get to St. Paul. As a resident and business owner, I'm happy to support full closure option. The net benefit is positive and far outweighs the disadvantages posed. Safety is paramount and as we see newer families move to the neighbourhood with small children, restricting traffic makes perfect sense.

Support full closure. The only thing that will stop illegal left turns and cut-through traffic. See it all the time when we're out walking our dog.

Our family of 6 votes to have the full closures implemented at the end of Ada and Palmerston. I have four children and have lived here for 22 years. multiple times through the years, I have asked our Councillors (they did always get back to me promptly) to see about a stop sign or flashing cross walk at Palmerston / St. Paul ... (much like that at Palmerston and Brant Ave) ... cars and large trucks fly down St. Paul Ave. and the speed and busy traffic is a danger for all the kids in the neighbourhood, those trying to cross over to WROSS, walkers, dog walkers, WROSS students. At times, one can wait 5 minutes to cross. If the full closure helps deter traffic one way that is a help ... however we also feel the extra residents will now travel down Palmerston with increased traffic to exit at St. Paul. The extra traffic brings again more of a wait to cross St. Paul and a danger. I know this is a separate issue but did want to point out our ongoing concerns:

1. Busy fast intersection and difficulty crossing at St. Paul / Palmerston Resolution - push button cross walk to keep traffic flowing until pedestrians need to cross
2. Double sided parking on Palmerston unsafe for children, drivers, pedestrians, very hard to see around all the cars

Resolution - slow traffic down both ways on Palmerston with 3 way stop signs at Palmerston & Chestnut as well as Palmerston & Maple.

I vote for full closure.

Our preference is for full closure.

Comments Opposing Access Restriction on Palmerston Avenue

1. It is my opinion that Palmerston Avenue has different concerns and issues with traffic flow and traffic speed than Ada Avenue. Cutting off the Brant Avenue end of the street would cause different and potentially new problems with traffic flow and volume on Palmerston Avenue where it meets Chestnut Avenue, Maple Avenue, and St. Paul Avenue.
2. Has a traffic study been completed? How many cars are making the illegal turn? How many cars in general travel on each street in this area? I wonder if the true problem is about the number of cars making an illegal turn? OR if in fact, the reality is that it's only a few cars speeding - in either direction, and it's being misinterpreted as high traffic volume. The solution of closing one end of the street may not be the right solution to solve the problem of a few speeding cars.
3. In my view, speeding cars (not many, but a handful each day) is an issue on Palmerston Avenue (in both directions); Can speed bumps be installed? What are the pros and cons for speed bumps?
4. Please don't make a decision on this until some kind of traffic study or data collection of some kind is completed. Closure of these streets impacts the wider Dufferin neighbourhood, so it shouldn't be taken lightly and decisions should be based on data and factual evidence.

Background

In the warmer months, my family ate both breakfast and dinner on our front porch, which allowed us to see traffic go by during morning/evening rushes. I also worked on the front porch for hours at a time this summer and have spent many hours walking/running the neighbourhood, which has allowed me to get a unique sense of where residents live that drive past our house every day.

Before stating my preference, I wanted to point out a couple of things in the letter that seem like flaws or assumptions:

#1 – I don't agree with the statement that says that each of the three options "will reduce vehicle speeds, traffic volumes, conflicts and noise."

I'm not sure how this claim could be made until a traffic study is done on the streets and a follow up study is done to prove the changes. I actually think two of the proposed changes will increase traffic volume, noise and conflicts in certain areas (more on that in my summary of the options below).

#2 - The letter states that "both intersections must be modified in unison." I agree that changes to one intersection would impact the other street. However, by making changes to both intersections, you are assuming the intersections are equal. This is not the case as Ada is a stand-alone street, where Palmerston is a feeder street for Maple, Chestnut and even Dufferin and Lorne Crescent. I know this to be the case because I see the same cars go off/on St. Paul Ave that I see parked in driveways on those streets when I'm out walking the dog/running through the neighbourhood. I imagine motorists on Dufferin/Lorne Crescent use Maple/Chestnut/Palmerston because they are trying to avoid the speed bumps on Dufferin and the light at Dufferin/St. Paul intersection.

#3 – Nowhere in this letter did it state what the problem was that is trying to be solved. I am assuming there have been a couple of complaints about people turning left off of Brant and probably complaints about people speeding. Whatever the motivation is for this letter/action, it should have been stated because without that statement, residents can't give pointed feedback.

Now on to my comments on the proposed options.

Full Closure:

By closing off Brant Avenue, all cars that would have turned left or right on to Brant Ave will now have to drive past at least 17 residences Palmerston to go onto St. Paul (more than 30, if you count from St. Paul to Maple).

This might be fine for Ada Avenue, which is a shorter street and only has maybe 20 residences in total. However, along with having more homes, Palmerston also gets traffic from feeder streets I mentioned above (Chestnut, Maple).

Currently, backing into/out of our driveway is already a stressful situation because of the volume of cars that use the street. Directing even more cars towards St. Paul Avenue will make the situation worse. Already, we had our vehicle hit while it was parked because the person pulling out of another driveway felt hurried because of the volume of cars. This resulted in a \$2,000 insurance claim.

Related to this – Palmerston is a narrow street. By closing off one end of the street, you are forcing more cars to meet each other, which increase the likelihood of an accident.

I recognize that some motorists do use Ada and Palmerston as a way to cut from St. Paul to Brant Avenue. This topic has been raised by neighbours in the past. However, I have paid attention to this issue since it was raised to me in the spring of 2020 and I don't believe there is a significant number of vehicles that cut through from St. Paul to Brant. Besides, we all bought homes on this street knowing what the traffic options were.

Additionally, by closing off the Brant Avenue access, all motorists will be directed towards St. Paul Avenue, which is towards W.E Ross School, Lansdowne and Christ the King. This would actually increase traffic going past children walking to and from school.

Summary: I believe pursuing this option will cause more problems with traffic flow and make the area more dangerous for children.

Directional Closure (Exit only):

I can't comment on the number of cars that turn left onto Brant Avenue off of Palmerston because that is the furthest end of the street from my residence. However, if access to Brant Avenue is cut off, it will force the motorists from Palmerston/Maple/Chestnut who do use that exit option to drive down the entire length of Palmerston, which will cause an increase in traffic and result in more stress/possibility for accidents on Palmerston.

Summary: I believe pursuing this option will cause more problems, though not as many as the full closure mentioned above. It could also direct more vehicles towards where school children walk.

Right-in/Right out Island

From how I understand this, it seems like this option is eliminating the possibility of driving through Palmerston to St. James St. and Ada through to Bedford.

I can't comment on the number of cars that would drive straight through as it is at the furthest end of the street from my residence. However, I imagine there wouldn't be many cars that would choose this option. Maybe only people who are driving to the medical clinic.

I'm not sure if this option would eliminate the traffic light that is at those intersections right now – but that would be an inconvenience for pedestrians, since Brant Ave is very busy and crosswalks are really far apart already.

Summary: I don't think this option would have a big impact and wouldn't be worth investing time/money into. Might also make conditions worse for pedestrians

Status Quo:

Again, with my experience living on Palmerston and walking/running in the neighbourhood, I don't think many cars actually turn left onto Palmerston from Brant Avenue.

To be completely honest, I imagine the people who do turn left on to Palmerston/Ada actually live on those streets.

Along with not possibly causing unforeseen issues, this option is also the cheapest.

Summary: Best option (and cheapest)

Summary

Grouping Ada and Palmerston Avenue together is not ideal as the streets are very different. Palmerston is longer, gets traffic from feeder streets, including Maple, Chestnut, Dufferin and even Lorne Crescent, and has many more homes that will be impacted by a change.

I believe that two of the options (full closure and directional closure) would actually make traffic problems worse for about half of the homes on Palmerston Avenue. A street that is already narrow. It would also direct traffic towards school zones.

Since two options will probably cause more issues and there doesn't seem to be a well-defined problem, the status quo should be maintained.

If the issue of motorists cutting from St. Paul to Brant Avenue is to be considered as part of the problem, my comment to that is that the proposed changes would still have a larger impact on traffic and safety than trying to limit cars from cutting through.

So, again, the status quo should be maintained. Or, better yet, speed bumps should be installed on both Ada and Palmerston. This possibility wasn't suggested in the city's letter because the issue of traffic cutting from St. Paul to Brant wasn't mentioned in the letter.

Our answer to that is no, please don't close off Palmerston Ave. to Brant Ave. The reason for this is that the only other option would be to veer off to the right and try and go down side streets, probably even Dufferin Ave. to get on to Brant Ave. or to go to the corner of Brant and St. Paul which is unacceptable as well. So no, we do not want that closure to happen.

OPTION: STATUS QUO (DO NOTHING)

Reasons: The above two streets are already access restricted, causing severe inconveniences to the home owners on these streets. I have lived on Palmerston Ave, for over 48 years. I do not want to experience further restriction to access my street. Probably, we should have a town-hall type meeting to discuss issues, if any.

I have studied the proposal in regard to changes in Palmerston and Brant Ave intersection. I do not feel that the changes proposed would be beneficial to traffic flow but would cause further congestion and increased chances of accidents with the changes. I feel that nothing should be done to the intersections and however speed bumps should be installed to reduce the speed of traffic.

The traffic on Palmerston Avenue has been a concern of mine for some time. I am less acquainted with the situation as it applies to Ada Avenue. I have noticed that northbound vehicles turning from Brant Avenue onto Palmerston Avenue have become much less of an issue since "no left turn" signs were posted. Consequently, at this time, I see no need for changes to be made to the Brant Avenue/Palmerston Avenue intersection but I do wonder if a fully operational traffic light might be helpful. Any closures, full or partial, will likely result in a "knock on" effect, with traffic being redirected along Chestnut, Maple and/or Egerton Avenues, creating issues for those streets.

In recent years, I have noticed an increase in the speed of vehicles travelling from St. Paul Avenue along Palmerston Avenue and feel that "speed bumps" would be effective in slowing traffic, thereby making it safer for the many pedestrians on our street. I would like to add that any subsequent reduction in legal parking spaces on Palmerston Avenue would be a detriment. I believe that a meeting held last year to discuss changes to parking on Brant Avenue and the effect on neighbouring streets brought into focus the parking issues on Palmerston Avenue for city staff, Councillors and the mayor.

Appendix “D”

Proposed Access Restriction - Comment Summary – Brant Ave. & Chestnut Ave.

Brant Avenue

From someone who has lived on Brant Ave. for a long time and witnessed all the accidents at St. Paul and Brant Avenue, an advanced left signal turn from Brant Ave. on to St. Paul would eliminate almost all the problems you guys are dealing with. People take those short cuts because it's near impossible to turn left at that intersection multiple times per day.

Chestnut Avenue (outside letter delivery area)

We live on Chestnut and would also be impacted as; when we drive toward downtown we access Brant Ave via Palmerston. We also used to come home that way until a neighbour on the corner of Chestnut and Palmerston petitioned the City to have the left turn made illegal. Chestnut is a shortcut for those going to Holmedale but only if you forget to turn at Lorne. Otherwise it makes no sense. Our street is usually very quiet. The only time it was busy was when St. Paul was under construction. I believe that any decision should involve people who live on Chestnut, Maple and the affected block (across from Dufferin Park) on St Paul. Dufferin would see more traffic, so those people are also affected. Does this seem a little elitist? Why should we have a “quiet little enclave”, as the prime mover states? If any change is made, I would prefer the concrete barrier.