

2025

MAY

TRANSPORTATION MASTER PLAN

Municipality of Brighton



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Executive Summary

Introduction

A Transportation Master Plan (TMP) is a long-range planning document that provides direction and prioritization on transportation policy and infrastructure investments within the Municipality. The Municipality of Brighton has initiated the study to develop a long-term road network and active transportation strategy that connects residents and visitors in a diverse and barrier-free manner.

The TMP study seeks to fulfill a variety of transportation-related goals over the next 25 years, with specific focus on policy and infrastructure investments that enable equitable mobility, harness growth, boost tourism, and contribute to an enriched quality of life for residents. The TMP helps facilitate capital expenditures by aggregating the recommendations into different timeframes, which allows the Municipality to address current mobility needs while preparing for future demands that have not been realized yet.

The TMP was developed by R.V. Anderson Associates Limited (RVA) under the direction of the Brighton staff, and was bolstered by the input received from the public, stakeholders, and schools throughout the extensive consultation process. The TMP was conducted in accordance with the requirements of the Municipal Class Environmental Assessment (MCEA) Master Plan Approach #1, which is an approved process under the Environmental Assessment Act.

Planning Context

The Municipality of Brighton is a lower-tier municipality located in the southeastern area of Northumberland County (the “County”). As of 2021, a total of 12,108 residents live in the Municipality, distributed throughout the urban area that abuts Lake Ontario and the rural hamlets that extend northerly towards the Municipality of Trent Hills. The population of Brighton can be generally described as an aging population, with a larger proportion of those aged 65 and over compared to the provincial averages.

The economy of Brighton is driven by the plethora of small businesses that are locally owned and operated, including a wide variety of restaurants, retail spaces,

and personal services. Employment throughout the community is also supported by manufacturing, automotive care, food processing, and agriculture industries.

The housing within Brighton is largely low density, with over 88% of dwelling units classified as single-detached. This low density cultivates a dependence on automobiles as a travel mode, as the feasibility of transit is greatly limited and active transportation modes become far less desirable. However, despite the steadfast automobile culture in Brighton, the public consultation process indicates that there is a keen interest in walking and cycling as both a recreational activity and mode of travel for short trips. As such, providing network enhancements for sustainable modes was a key focus area of the TMP.

Problem and Opportunity Statement

As part of Phase 1 of the MCEA process, the TMP project team developed the following Problem and Opportunity statement:

“The Municipality population is forecast to grow from the existing year of 2021 to the future year of 2051, with an approximate residential population increase of 4,800 (40%) and an employment population of 860 (35%).

The Master Plan will outline the direction for developing a balanced transportation system within the Municipality, offering a variety of mode choices to the residents and visitors through a well-connected network, with efficiently operating and easy-to-access transportation infrastructure for the next 25 years.

The Municipal-owned transportation road network including sidewalks, trails, and multi-use paths will provide safe, environmentally responsible, and sustainable operations for all transportation modes including vehicular and non-vehicular.”

Evaluation Criteria

Phase 2 of the MCEA process involves the examination of alternatives in their ability to address the problems and opportunities from Phase 1. Four (4) alternative solutions were established during the planning process, including:

Alternative 1: Do Nothing – Represents the existing condition of a roadway with no further enhancement to vehicular capacity or active transportation accommodation. In other words, this alternative evaluates the corridor’s ability to adapt to future demands in its current state.

Alternative 2: Auto Capacity – Consists of a roadway upgrade that improves the performance of the corridor for auto modes, which can include metrics such as reduced vehicle delays and/or increased auto capacity (i.e., ability to carry more vehicles without compromising the performance of the roadway).

Alternative 3: Active Transportation and Transit – Supports sustainable travel modes by considering improvements that increase the efficiency, comfortability, accessibility, and/or connectivity of active transportation and transit travel modes.

Alternative 4: Combination of Alternatives 2 and 3 – Fosters multi-modal mobility by acting as a combination of Alternative 2 and Alternative 3. Alternative 4 considers how the solution serves to improve auto capacity and sustainable travel modes alike.

Recommendations

Timelines

The TMP recommendations are organized into various timelines of implementation to balance the fiscal and resource demands that are necessitated by the improvements. Moreover, with some recommendations dependant on future developments, the timelines help ensure that improvements are only implemented when the demand for them exists. The timelines are as follows:

Short-Term (Up to Five Years) – The short-term recommendations are intended to be “quick win” strategies that have an immediate impact on mobility, but are commonly associated with a less complex implementation process.

Medium-Term (Six to Ten Years) – The medium-term recommendations are planned to occur within six (6) to ten (10) years of the TMP. These recommendations may be larger in scale, or may not trigger a need until certain developments or plans come into fruition.

Long-Term (Eleven to Twenty-Five Years) – The long-term recommendations are to occur within eleven to twenty-five years of the TMP. These initiatives are typically devised in response to future needs that have yet to be triggered, or may be substantial in nature which requires a robust planning and budgeting process.

Categories

The TMP presents a wide variety of transported-related initiatives, ranging from policy to roadway construction. As such, the TMP organizes and groups recommendations of similar essence. The TMP recommendation categories include: (1) Policy, Documentation and Guidelines; (2) Active Transportation; (3) New Roadways; and (4) Localized Intersection Improvements.

Policy, Documentation and Guideline Recommendations

The recommendations that fall within the Policy, Documentation and Guideline categories are generally quick to implement with less significant monetary implications. The recommendations in this category are summarized in Table ES-1.

Table ES-1 – Proposed Policy, Documentation and Guideline Recommendations

Code	Proposed Improvement	Description	Cost	Timing
PDG-1	Adopt Community Safety Zone (CSZ) Policy	Adopt Community Safety Zone (CSZ) Policy for use selecting and establishing new CSZs.	-	Short-Term
PDG -2	Establish goods movement network	Implement restrictive truck route signage to facilitate goods movement along designated routes only.	\$14k	Short-Term
PDG -3	Adopt Roundabout Implementation Guidelines	Adopt Roundabout Implementation Guidelines to help guide future intersection control studies.	-	Short-Term
PDG -4	Adopt Traffic Calming Policy	Adopt Traffic Calming Policy for use in streamlining the traffic calming request and implementation process.	-	Short-Term
PDG -5	Adopt revised road classifications	Adopt revised road classifications and incorporate them into Schedule 'C' of the Official Plan.	-	Short-Term
PDG -6	Adopt Speed Limit Policy	Adopt the Speed Limit Policy to aid in establishing appropriate speed limits for Municipal roadways.	-	Short-Term
PDG -7	Create Traffic Impact Study (TIS) Guidelines	Formulate Traffic Impact Study (TIS) Guidelines to facilitate preparation of TIS reports for new developments.	\$20k	Short-Term

The proposed road classification network for the rural and urban areas are shown in Exhibit ES-1 and Exhibit ES-2, respectively. Furthermore, as part of the TMP, new typical roadway cross sections were formulated for each road classification type. These cross sections represent the desired minimum design characteristics for new roadways, and seek to provide a complete streets approach that accommodates all road users.

Active Transportation

The active transportation recommendations are aggregated into two sub-categories: cycling facilities and sidewalk facilities. The cycling facility recommendations provide varying degrees of separation from vehicular traffic, with the overarching intention to provide a network that meets the needs of all levels of cyclist. The cyclist network recommendations are summarized in Table ES-2 and shown graphically in Exhibit ES-3.

Table ES-2 – Proposed Cycling Recommendations

Code	Corridor	Facility Type	Limits	Cost	Timing	Required EA
AT-1	Applewood Drive	Multi-Use Path	Loyalist Drive to Northerly Limit	\$295k	Long-Term	Schedule B
AT-2	Baldwin Street	Paved Shoulder	Harbour Street to Lambton Street/Bay Street East	\$120k	Short-Term	Schedule B
AT-3	Butler Street	Multi-Use Path	Ontario Street to Cedar Street	\$475k	Long-Term	Schedule B
AT-4	Butler Street West	Multi-Use Path	Westerly Limit to Ontario Street	\$295k	Long-Term	Schedule B
AT-5	Cedar Street	Multi-Use Path	Harbour Street to Prince Edward Street	\$590k	Short-Term	Schedule B
AT-6	Dundas Street	Multi-Use Path	Prince Edward Street to Urban Boundary	\$770k	Short-Term	Schedule B
AT-7	Elizabeth Street	Multi-Use Path	Prince Edward Street to John Street	\$710k	Short-Term	Schedule B

Code	Corridor	Facility Type	Limits	Cost	Timing	Required EA
AT-8	Harbour Street	Multi-Use Path	Ontario Street to Prince Edward Street	\$1.2m	Short-Term	Schedule B
AT-9	Lakeshore Road	Paved Shoulder	Huff Road to Presqu'île Parkway	\$105k	Long-Term	Schedule B
AT-10	Loyalist Drive	Multi-Use Path	Cedar Street to Easterly Limit	\$295k	Long-Term	Schedule B
AT-11	Main Street	Multi-Use Path	Empire Boulevard to Prince Edward Street	\$650k	Short-Term	Schedule B
AT-12	Ontario Street	Multi-Use Path	Raglan Street to Main Street	\$1.3m	Mid-Term	Schedule B
AT-13	Presqu'île Parkway	Multi-Use Path (Widened)	Presqu'île Provincial Park to Ontario Street	\$590k	TBD	Schedule B
AT-14	Prince Edward Street	Conventional Bike Lane	Harbour Street to Elizabeth Street	N/A	Short-Term	N/A
AT-15	Prince Edward Street	Conventional Bike Lane	Elizabeth Street to Municipal Boundary	\$335k	Long-Term	Schedule B
AT-16	Raglan Street	Multi-Use Path	Westerly Limit to Cedar Street	\$885k	Long-Term	Schedule B

N/A = Not Applicable | TBD = To be determined based on road rehabilitation timing

The sidewalk network recommendations are intended to address connectivity gaps within the existing network and connect pedestrians to future areas of development. The sidewalk network recommendations are summarized in Table ES-3 and shown graphically in Exhibit ES-4.

Table ES-3 – Proposed Sidewalk and Trail Facilities

Code	Corridor	Limits	Cost	Timing
AT-17	Anne Street	Brintnell Boulevard to Baldwin Street	\$145k	TBD
AT-18	Daniels Drive	Along One (1) Side for Entire Loop	\$190k	Long-Term
AT-19	Elizabeth Street	Pinnacle Street South to Urban Boundary	\$380k	Short-Term
AT-20	Iroquois Avenue	Ontario Street to Seneca Drive	\$95k	Short-Term
AT-21	Kingsley Avenue	Northerly Limit to a Point 15 Metres South of Dean Drive	\$145k	Short-Term
AT-22	Lance Street	Raglan Street to Shewman Road	\$50k	Long-Term
AT-23	Mills Road	Nesbitt Drive to existing sidewalk opposite 7 Mills Road	\$525k	Long-Term
AT-24	Mohawk Avenue	Ontario Street to Iroquois Avenue	\$145k	Short-Term
AT-25	Oliphant Street/ Richardson Street	Prince Edward Street to Gross Street	\$95k	TBD
AT-26	Pinnacle Street South	Elizabeth Street to Southerly Limit	\$145k	Long-Term
AT-27	Presqu'ile Gate	Ontario Street to Mills Road	\$95k	TBD
AT-28	New Pedestrian Trail	Cedar Street to Butler Street	\$280k	Short-Term
AT-29	New Pedestrian Trail	South of Cortland Way and north of the CN/CP Rail Lines	\$190k	Short-Term

TBD = To be determined based on road rehabilitation timing

New Roadways

New roadways have been recommended to enhance the existing network connectivity and enable emerging development in Brighton. A summary of the proposed new roadways is provided in Table ES-4, and a corresponding graphic is shown in Exhibit ES-5.

Table ES-4 – Proposed New Roadway Recommendations

Code*	Proposed Roadway Name	Limits	Cost	Timing	Required EA
Urban Cross Section					
C-1	Castle Ridge Extension	Sarill Lane to New Collector #2	\$4.8m	Long-Term	Schedule C
C-2	Dunnet Drive Extension	Existing Easterly Limit to Hardy Lane	\$4.8m	Mid-Term	Schedule C
C-3	Meadowcreek Drive	Existing Westerly Limit to Ontario Street	\$4.1m	Mid-Term	Schedule C
C-4	Meadowcreek Drive	Ontario Street to Urban Boundary	\$3.2m	Long-Term	Schedule C
C-5	New Collector # 1	Simpson Street to Percy Street	\$4.1m	Long-Term	Schedule C
C-6	New Collector # 2	New Major Local to Elizabeth Street	\$8.9m	Long-Term	Schedule C
C-7	Rundle Lane	Urban Boundary to Presqu'île Parkway	\$2.4m	Long-Term	Schedule C
C-8	Singleton Street Extension	Existing Easterly Limit to Georgine Street	\$4.8m	Long-Term	Schedule C
Industrial Cross Section					
C-9	Georgina Street Extension	Smith Street to Elizabeth Street	\$4.1m	Short-Term	Schedule C
C-10	John Street Extension	Elizabeth Street to Prince Edward Street	\$8.9m	Long-Term	Schedule C
C-11	Loyalist Drive Extension	Applewood Drive to John Street Extension	\$5.7m	Long-Term	Schedule C
C-12	Sharp Road Extension	Sharp Street to John Street Extension	\$4.8m	Mid-Term	Schedule C
Rural Cross Section					
C-13	Butler Street West	Rundle Lane to Urban Boundary	\$1.6m	Long-Term	Schedule C
C-14	Meadowcreek Drive	Huff Road to Urban Boundary	\$6.3m	Long-Term	Schedule C
C-15	New Collector # 3	Princess Street to Little Lake Road	\$25.2m	Long-Term	Schedule C
C-16	Raglan Street Extension	Municipal Boundary to Existing Westerly Limit	\$13.7m	Long-Term	Schedule C
C-17	Rundle Lane	Existing Southerly Limit to Urban Boundary	\$11.1m	Long-Term	Schedule C

Code*	Proposed Roadway Name	Limits	Cost	Timing	Required EA
C-18	Sarill Lane Extension	Whites Road to Castle Ridge Drive	\$5.3m	Long-Term	Schedule C
C-19	Simpson Street	Little Lake Drive to Existing Northerly Limit	\$4.8m	Long-Term	Schedule C

*The recommendation code (C-XX) corresponds with the numbers presented in Exhibit ES-5.

Localized Intersection Improvements

The localized intersection improvements include measures that address site-specific concerns such as skewed roadway alignment, general safety concerns, unsuitable intersection mode of control (i.e., traffic signal, all-way stop, etc.), or other. The proposed localized intersection improvements are summarized in Table ES-5, with a corresponding visual shown in Exhibit ES-6.

Table ES-5 – Proposed Localized Intersection Improvement Recommendations

Code*	Intersection	Proposed Improvement	Cost	Timing	Required EA
C-20	George Street and Alice Street	Investigation of sightline issues.	\$20k	Short-Term	N/A
C-21	John Street	Provide overpass bypassing the CN/CP rail lines, thereby enabling the John Street arterial road extension.	\$75.2m	Long-term	Schedule C
C-22	Main Street and Ontario Street	Implement traffic signal and auxiliary turn lanes.	\$1.0m	Short-Term	N/A
C-23	Main Street/Elizabeth Street and George Street/Prince Edward Street	Alignment of Main Street and Elizabeth Street.	\$4.9m	Long-term	Schedule C
C-24	Ontario Street and Presqu'île Parkway (Harbour Street)	Re-alignment of Presqu'île Parkway.	\$3.7m	Long-term	Schedule C
C-25	Prince Edward Street and Cedar Street	Adjust lane alignment to create a T-intersection with a southbound auxiliary right-turn lane.	County	Short-Term	N/A

Code*	Intersection	Proposed Improvement	Cost	Timing	Required EA
C-26	Raglan Street	Implement pedestrian crossing	\$14k	Short-Term	N/A
C-27	Boes Road and CN/CP Rail Line	Implement a traffic signal to facilitate safe operation under the bridge.	\$500k	Short-Term	N/A
C-28	County Road 30 and County Road 26/Whites Road	Implement a roundabout	\$1.0m	Short-Term	Schedule B
C-29	County Road 30 and Little Lake Road	Complete sightline study to discern whether realignment is required.	\$20k	Short-Term	N/A
C-30	County Road 30 and County Road 21	Complete sightline study to discern whether realignment is required.	\$20k	Short-Term	N/A
C-31	County Road 30 and Carmen Road/Hansen Road	Complete study to evaluate alternatives for consolidating the closely spaced intersections.	\$20k	Short-Term	N/A

*The recommendation code (C-XX) corresponds with the numbers presented in Exhibit ES-6.

NA = Not Applicable

Goods Movement Network

A goods movement network—or otherwise known as truck route network—is a designated network of roads that are intended to carry truck traffic to an extent reasonably possible. By establishing a network of truck routes, the needs of the trucking industry can be optimized while limiting the impact that substantial truck traffic could have on sensitive residential communities. The TMP recommends a goods movement network for the urban area, where there was formerly no formally established network. The proposed goods movement network for the Brighton urban area is shown in Exhibit ES-7.

Existing Highway 401 emergency detour route (EDR) through the Municipality of Brighton was reviewed and recommendations to upgrade the Telephone Road corridor to Rural Collector was provided to be considered as an alternate EDR in the future.

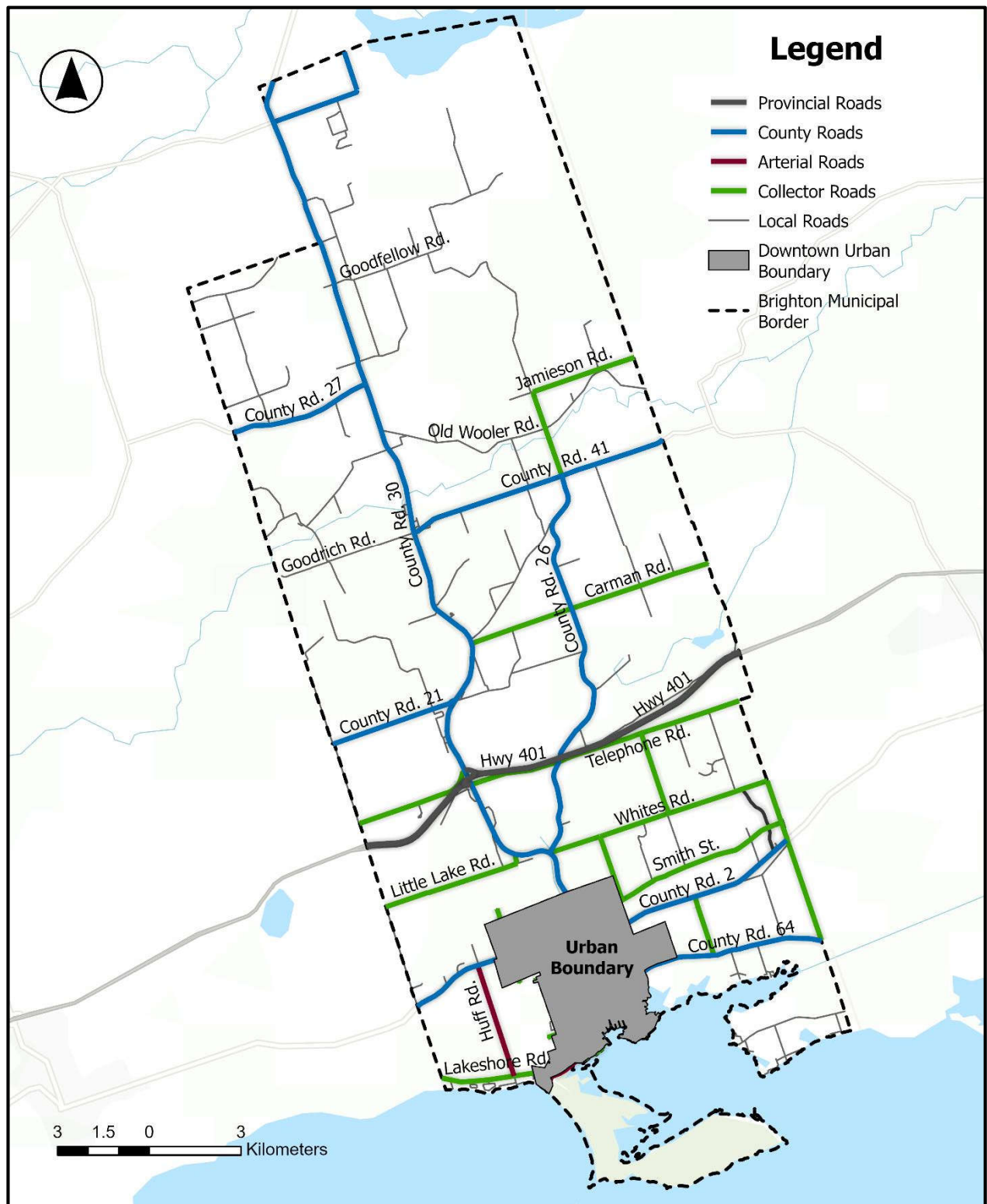


Exhibit ES-1 – Proposed Road Classification Network – Rural Area

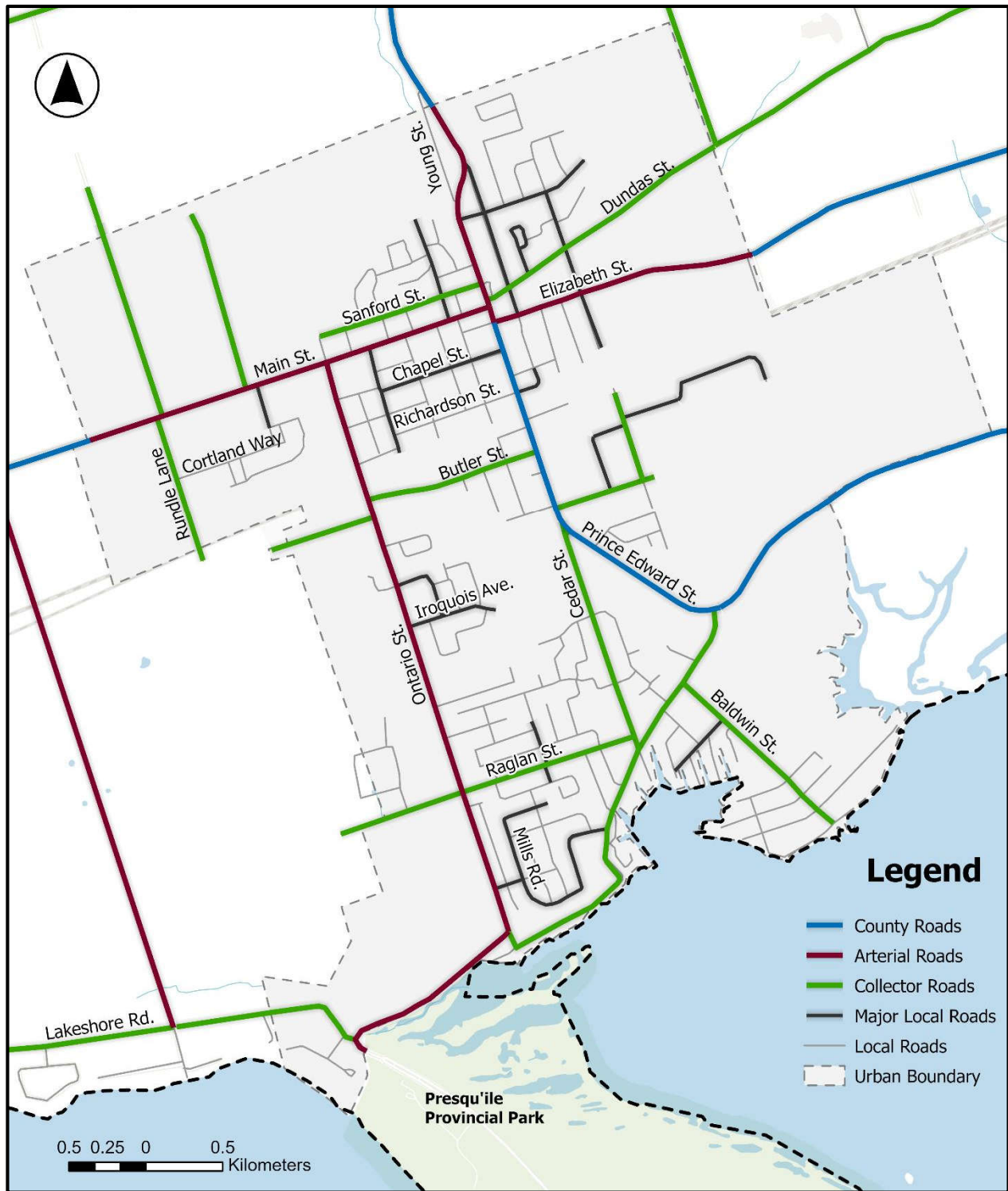


Exhibit ES-2 – Proposed Road Classification Network – Urban Area



Exhibit ES-3 – Proposed Cycling Network

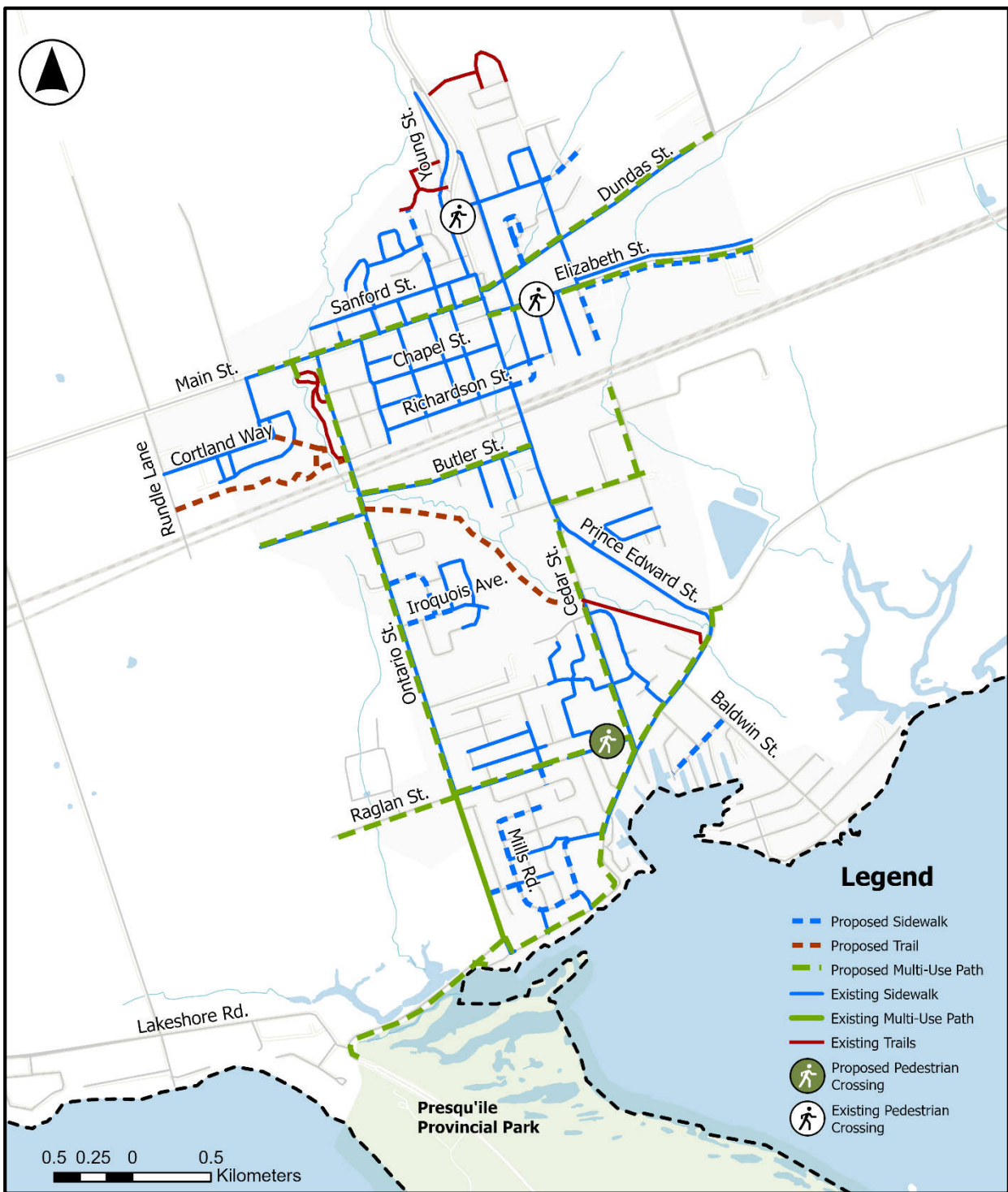


Exhibit ES-4 – Proposed Sidewalk and Trail Network

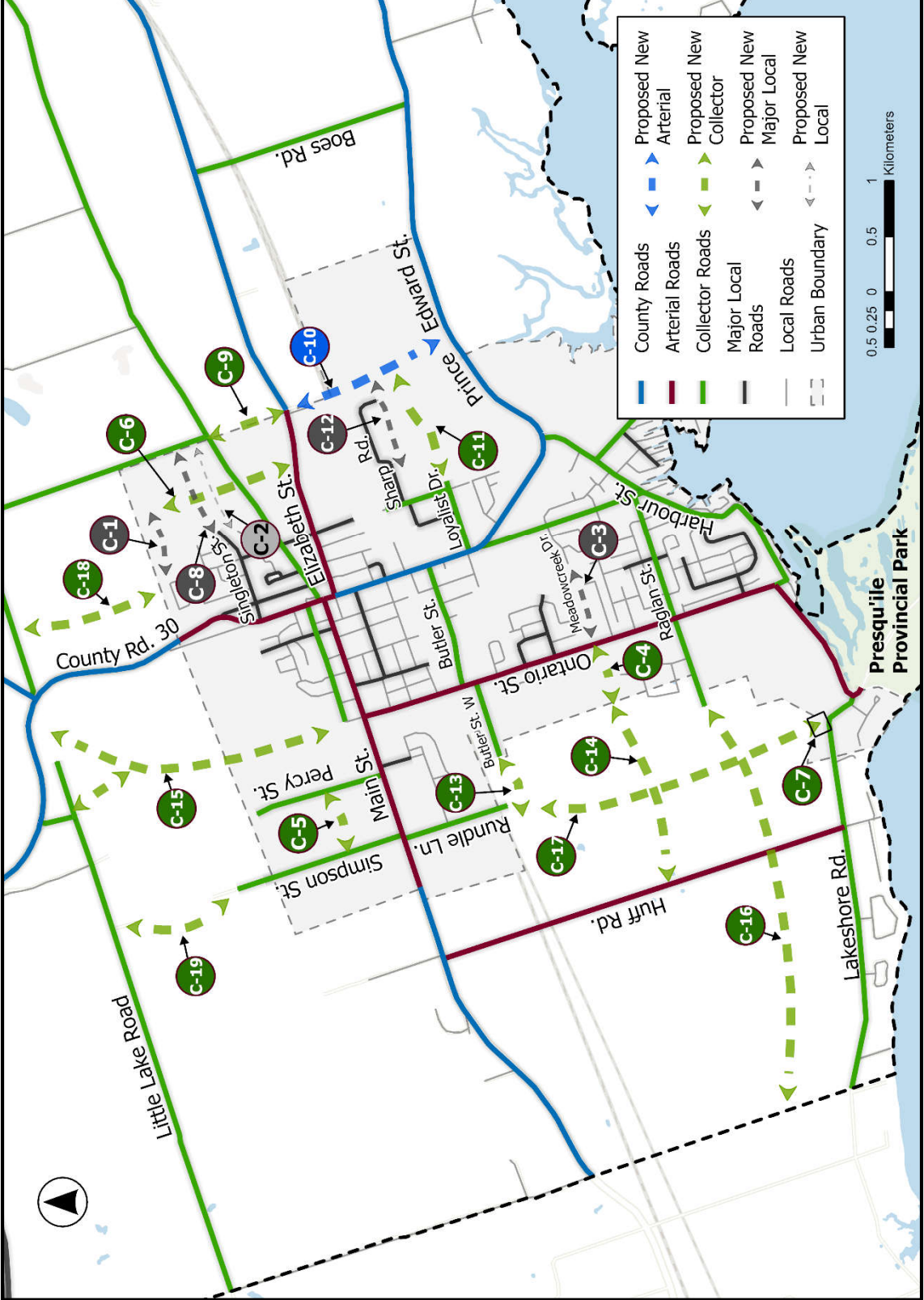


Exhibit ES-5 – Proposed New Roadways

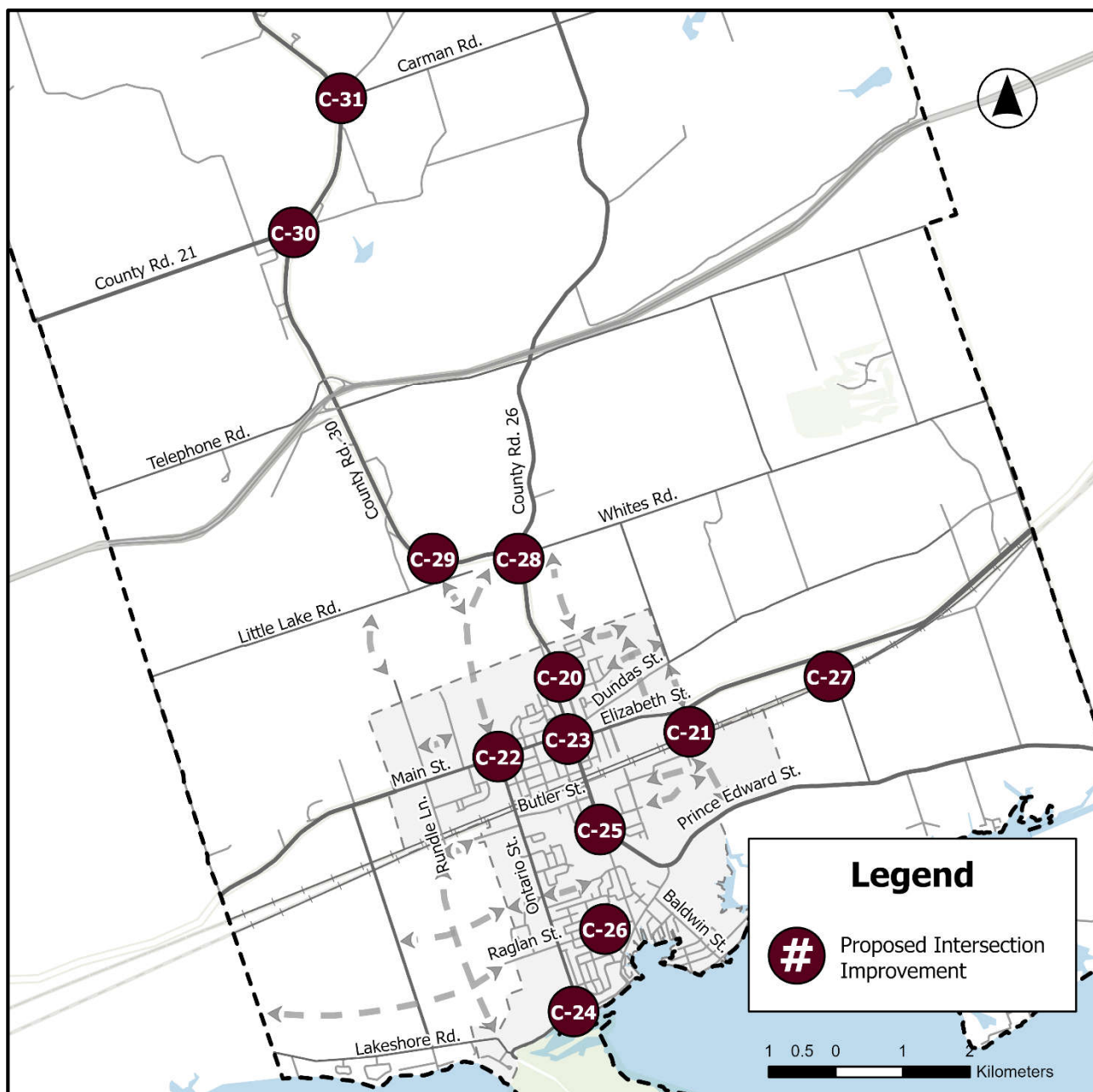


Exhibit ES-6 – Proposed Localized Intersection Improvements

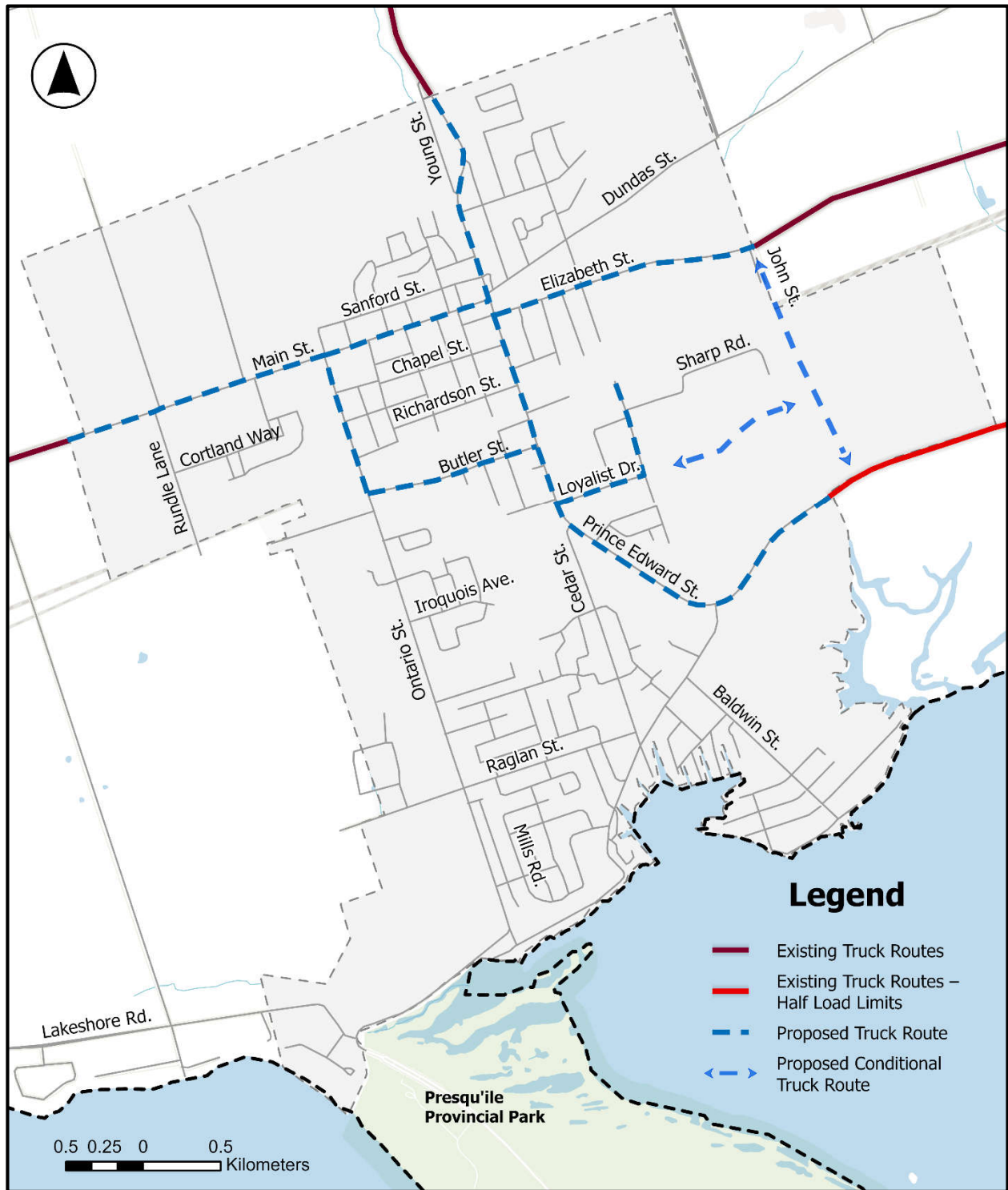


Exhibit ES-7 – Proposed Goods Movement Network

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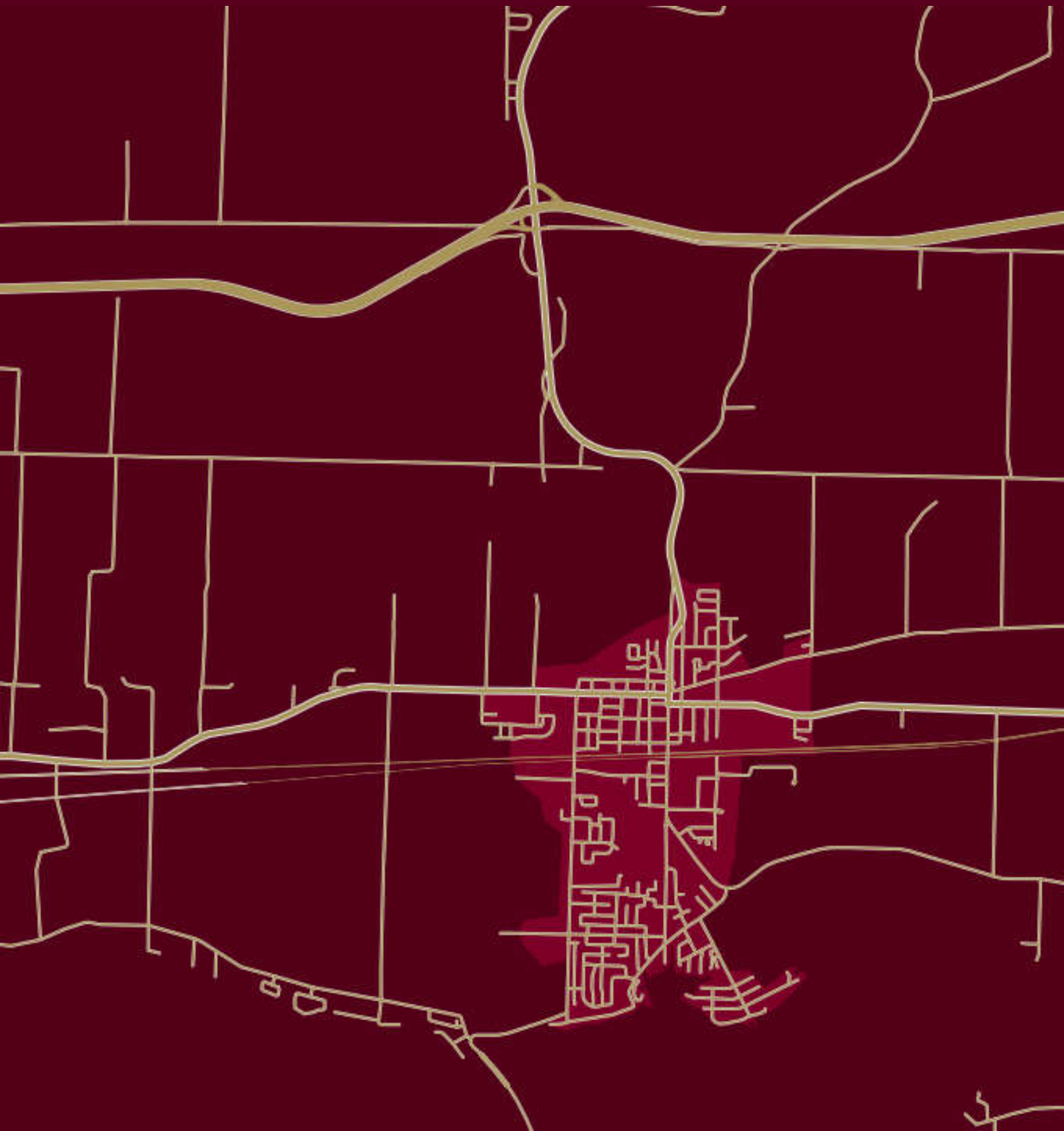
Appendices

Appendix 1 – Communications Plan & Consultation Summaries

Appendix 2 – Road Classification Technical Memorandum

Appendix 3 – Roundabout Implementation Guidelines

1 Introduction



1 Introduction

1.1 What is a Transportation Master Plan (TMP)?

A Transportation Master Plan (TMP) is a long-range planning document that provides direction and prioritization on transportation policy and infrastructure investments within the Municipality. The Municipality of Brighton has initiated the study to develop a long-term road network and active transportation strategy that connects residents and visitors in a diverse and barrier-free manner.

The TMP study seeks to fulfill a variety of transportation-related goals over the next 25 years, with specific focus on policy and infrastructure investments that enable equitable mobility, harness growth, boost tourism, and contribute to an enriched quality of life for residents. The TMP recognizes that the context of mobility is dynamic in nature—and therefore serves as a “living document” that may be adapted as new realities emerge that were not contemplated at the time of this study.

A number of high-level objectives were identified in the early stages of the study to facilitate the TMP process. These objectives were to connect different land use areas; promote sustainable modes of transportation such as cycling and walking; promote safe, environmentally responsible, and accessible mobility; and, update/create transportation policy documents and strategies that steward the desires of the Brighton community. The TMP helps facilitate capital expenditures by aggregating the recommendations into different timeframes, which allows the Municipality to address current mobility needs while preparing for future demands that have not been realized yet.

1.2 How was the TMP Developed?

The TMP was developed by R.V. Anderson Associates Limited (RVA) under the direction of Brighton staff and was supplemented by the significant input received from the public, stakeholders, and schools throughout the extensive consultation process. The study process can be generally broken down into four (4) main stages, as illustrated in Exhibit 1.1 and briefly described as follows:

1. Existing Conditions Assessment

The Existing Conditions Assessment considered the policies, plans, infrastructure, and intersection operations that comprise Brighton’s transportation network today.

This stage was a vital step in understanding travel patterns and trends within the municipality and served as a benchmark of the current mobility landscape.

2. Identifying Future Needs and Opportunities

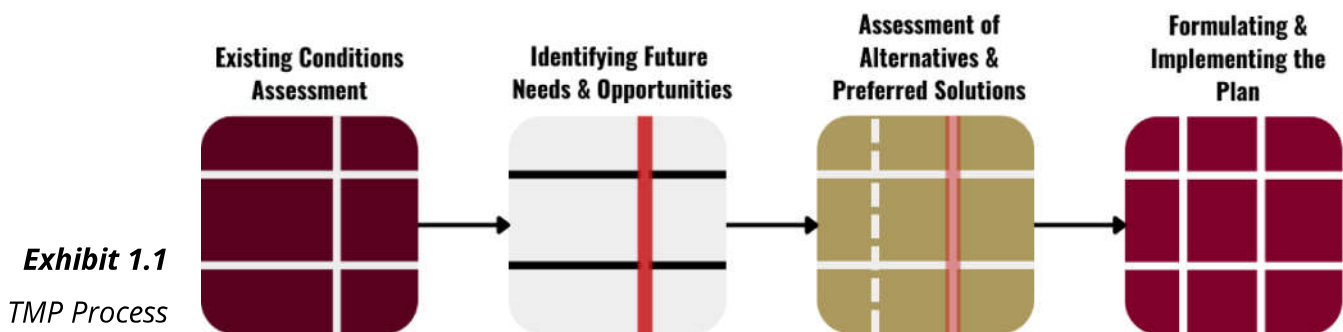
The Identifying Future Needs and Opportunities stage included a fulsome review of population and employment growth projections, in addition to a multi-modal transportation network review. The undertakings in this stage included intersection operational analysis, posted speed determination, intersection mode of controls (i.e., all-way stop, traffic signal, etc.), and pedestrian crossing feasibility.

3. Assessment of Alternatives and Preferred Solutions

Using the findings from the second stage, a detailed analysis of potential alternatives and preferred solutions was completed. In a collaborative process with stakeholders and the public, preference was given to solutions that resonated with the community vision.

4. Formulating and Implementing the Plan

As a culmination of all of the preceding stages, the fourth stage brings everything together into the draft TMP document. This draft document is subject to a 30-day public review and comment period, with the final TMP being presented to Brighton council for adoption thereafter.



1.3 MCEA Process for Master Plans

The TMP was conducted in accordance with the requirements of the Municipal Class Environmental Assessment (MCEA) Master Plan Approach #1, which is an approved process under the Environmental Assessment Act. The MCEA process is broken down into five (5) phases, as follows:

Phase 1 – Identify problem or opportunity;

Phase 2 – Identify alternative solutions, evaluate, and select the preferred solution;

Phase 3 – Identify alternative design concepts, evaluate, and select the preferred design concepts;

Phase 4 – Complete the Environmental Study Report (ESR) and place it on the public record; and

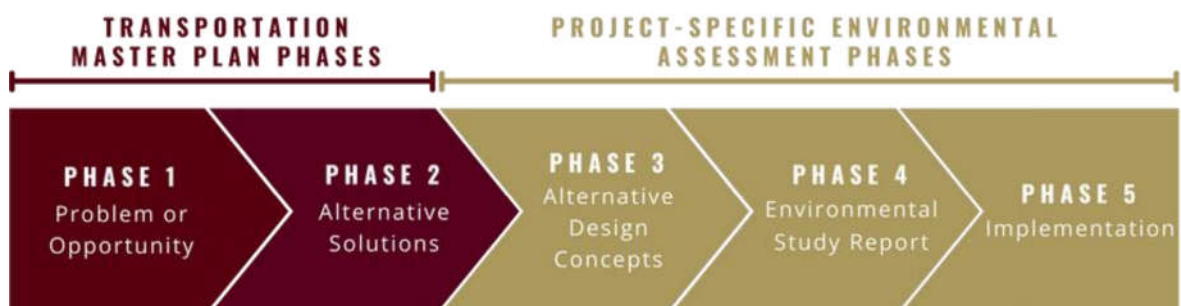
Phase 5 – Project implementation, which is to undertake the contract drawings and tender documents for the project and proceed to construction and operation of the project.

Master Plans are long range plans which integrate infrastructure requirements for existing and future land uses with EA planning principles. At a minimum, Master Plans must follow the same steps as Phases 1 and 2 of the MCEA process but can also cover other phases. Master Plans following Approach #1 must also allow for integration with the Municipality's Official and Secondary Plans. Exhibit 1.2 illustrates the steps for the MCEA Master Plan Approach #1 process to develop a TMP document.

Approach #1 involves the Master Plan being undertaken with a broad scope and level of assessment. This involves analysis on a systems scale, which enables the Municipality to identify needs and establish broader transportation alternatives and solutions. The inventory of the natural, social and economic environments which are to be considered when assessing the alternative solutions are also broader.

The Master Plan becomes the basis for future investigations for the specific Schedule "B" and "C" projects identified within it. The final deliverable comprises of documentation of the planning process, including public consultation, as provided in the TMP.

Exhibit 1.2
*Environmental
Assessment
Process for
Master Plans*



1.3.1 Engagement and Communication Plan

Public consultation is a key feature of master planning studies. Input received from the public and stakeholder groups, potentially affected Indigenous Communities, provincial ministries, technical agencies, and authorities help create a mutually beneficial medium between project planners and the public. The Communication Plan containing comprehensive details of engagement including meetings, public information centres, school student engagement, stakeholder working groups, interest groups, and online engagement is provided in Appendix 1.

A Notice of Study Commencement was sent to a complete list of technical agencies, special interest groups and Indigenous Communities on October 26th, 2023.

Public Information Centres and Online Engagement

Public Information Centres (PICs) were held at the conclusion of Phase 1 and 2 of the TMP study. To increase accessibility and exposure for public input, each PIC had two (2) rounds: the first was held at Owen Gibb Community Hall, and the second was held at Codrington Community Centre. The PICs invited residents to learn about the study and share their opinion on the study materials. After each PIC, a Summary Report was prepared highlighting the purpose of the PIC, the format in which they took place, and the feedback received. These Summary Reports are available in Appendix 1.

A total of four (4) PIC rounds were held as part of the TMP study, as listed below:

PIC #1-1 was held on March 5th, 2024, at the Owen Gibb Community Hall. The purpose of this PIC was to introduce the study and garner public feedback on key issues and constraints that should be considered in the development of the TMP.

PIC #1-2 was held on May 2nd, 2024, at the Codrington Community Centre. The purpose of this PIC was to introduce the study and solicit input from those who were unable to attend the first session.

PIC #2-1 was held on October 3rd, 2024, at the Owen Gibb Community Hall. The purpose of this PIC was to present and solicit responses on the preliminary improvement alternatives, evaluation of alternatives, and the preferred set of solutions.

PIC #2-2 was held on November 27th, 2024, at the Codrington Community Centre. The purpose of this PIC was to present and solicit responses on the preliminary

improvement alternatives, evaluation of alternatives, and the preferred set of solutions from those who were unable to attend the third session.

School Student Engagement

As part of the consultation process, a student survey was conducted for school students. The intent of the survey was to gain a deeper understanding of existing student travel patterns, trends, preferences, and concerns. The results of this survey were used in identifying key active transportation and road safety solutions near schools. A summary of results from the school student engagement survey is provided in Appendix 1.

Stakeholder Working Group

At the outset of the TMP, a number of stakeholders and technical agencies were identified and invite to the stakeholder working group (SWG). The primary goal of the SWG is to consult on technical aspects of the TMP—and includes Municipality of Brighton staff, Northumberland County staff, Ministry of Transportation of Ontario (MTO) staff, and CN/CP Rail staff.

Interest Groups

Key interest groups such as student transportations services, the Kawartha Pine Ridge District School Board, the Downtown Business Improvement Area (DBIA), and various indigenous communities, were invited to voice their thoughts and concerns on any transportation-related items that could be included in the scope of the TMP.

Online Engagement

An online avenue was provided using the Municipal website. The webpage provided project updates and materials, as well as the contact information for the project team.

1.4 Guiding Documents

The TMP decision-making process was heavily influenced by a variety of local, regional, and provincial plans that are concerned with transportation, land-use planning, and environmental protection. The objectives of the TMP study to enhance or support the overarching strategies or visions of these plans as they relate to mobility within Brighton.

1.4.1 Provincial Plans and Policies

Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) came into effect on May 1st, 2020, under Section 3 of the Planning Act. The PPS provides guidance on a number of community planning interests, including land use planning, management of natural resources, health and safety, transportation, and more. The guidance related to transportation is largely encompassed in Policy 1.6.7.3, Policy 1.6.7.4, and Policy 1.2.1 (d), with the overarching vision being to minimize reliance on automobile trips and promote current and future widespread adoption of active transportation and transit.

A Place to Grow (2020)

The A Place to Grow Plan builds on the PPS to provide a growth structure for the Greater Golden Horseshoe area of southern Ontario and support intensification through strategic planning and infrastructure investments.

With respect to transportation, the Plan is primarily focused on encouraging active transportation and transit through the implementation of complete streets and transportation demand management (TDM) initiatives.

1.4.2 County Plans and Policies

Northumberland County Transportation Master Plan (2017)

The Northumberland County TMP provides a roadmap for multi-modal transportation strategy, policy, and infrastructure initiatives across County-owned facilities in the near, medium, and long-term planning horizons.

Northumberland County Cycling Master Plan (2014)

The Northumberland County Cycling Master Plan evaluates and outlines future cycling infrastructure improvements within the County. The recommendations within this Plan encompass cycling links and signage strategies within Brighton.

Northumberland County Official Plan (2016)

The Northumberland County OP provides a planning framework for matters at the regional and provincial level—including growth projections, land use planning, transportation, sustainability, economic strategies, and more.

1.4.3 Municipal Plans and Policies

Municipality of Brighton Zoning By-Law #140-2002 (2020)

The Municipality of Brighton Zoning By-Law controls specific land use characteristics such as building height, parking, and more. The primary goal of the zoning by-law is to regulate how land is developed to make sure that new developments are adequately integrated with the adjacent community.

Municipality of Brighton Official Plan (2020)

The Municipality of Brighton Official Plan (OP) provides a long-term vision for how Brighton will grow. It provides a framework for items such as land use, transportation, and more, and helps guide the decision-making process regarding zoning, development, and infrastructure. The OP also includes population trends and forecasting, which was referenced when planning future mobility needs.

Municipality of Brighton Road Needs Assessment (2018 and 2023)

A Road Needs Assessment was completed in 2018 and 2023, highlighting the needs of the roadway network based on their existing condition, road classification, and life cycle assumptions. The plans also propose reconstruction or rehabilitation strategies.

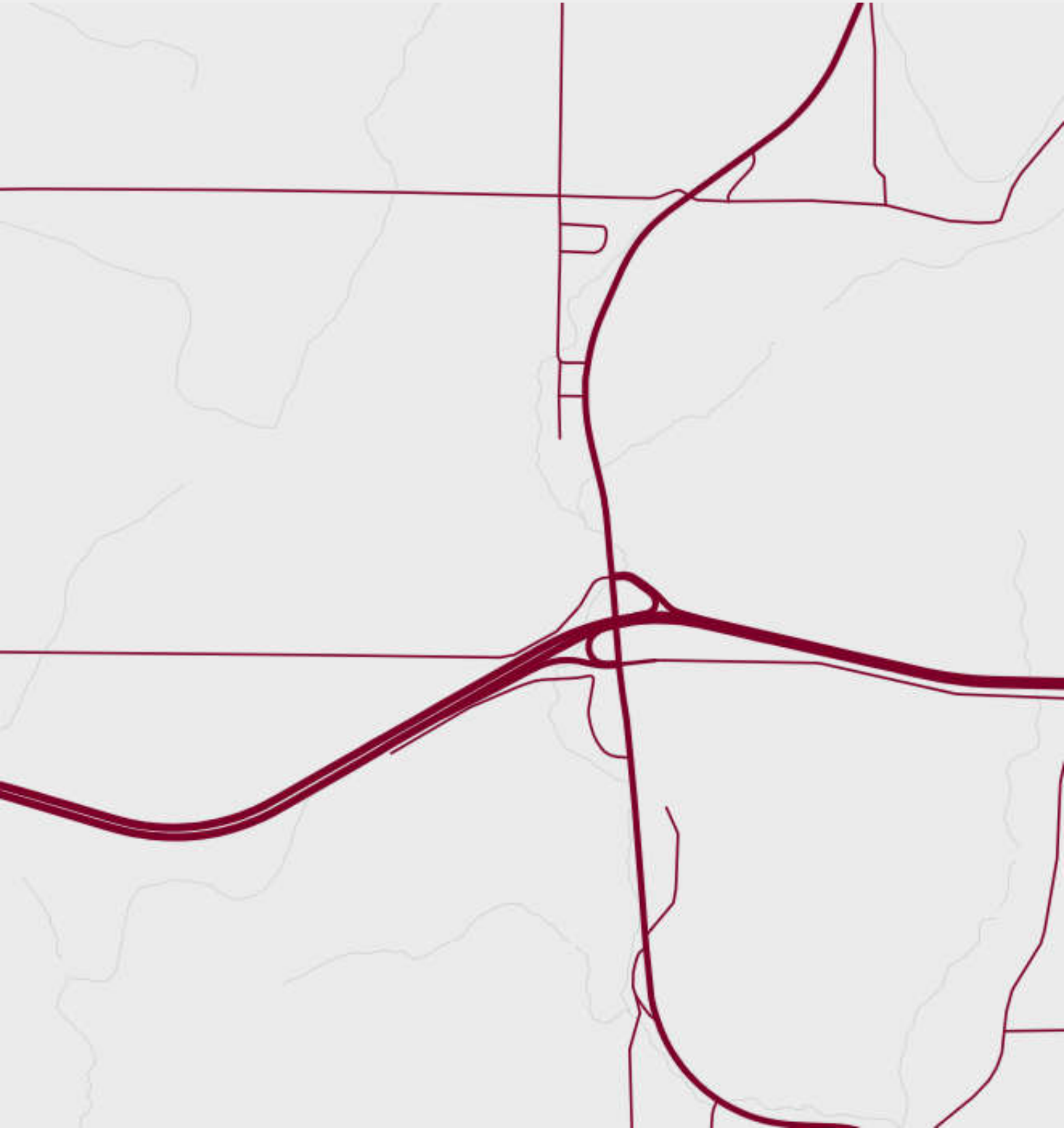
Municipality of Brighton Corporate Asset Management Plan (2022)

The Corporate Asset Management Plan describes and tracks Municipal Assets. The TMP referenced this study to compile a robust inventory on existing transportation assets such as roadways, sidewalks, and trails.

Municipality of Brighton Secondary Plan Background Report (2022)

The Secondary Plan Background Report provides direction for land use and development given the natural physical characteristics of the greenfield areas situated between the existing urban boundary and the extremities of the Brighton settlement area.

2 Brighton Today



2 Brighton Today

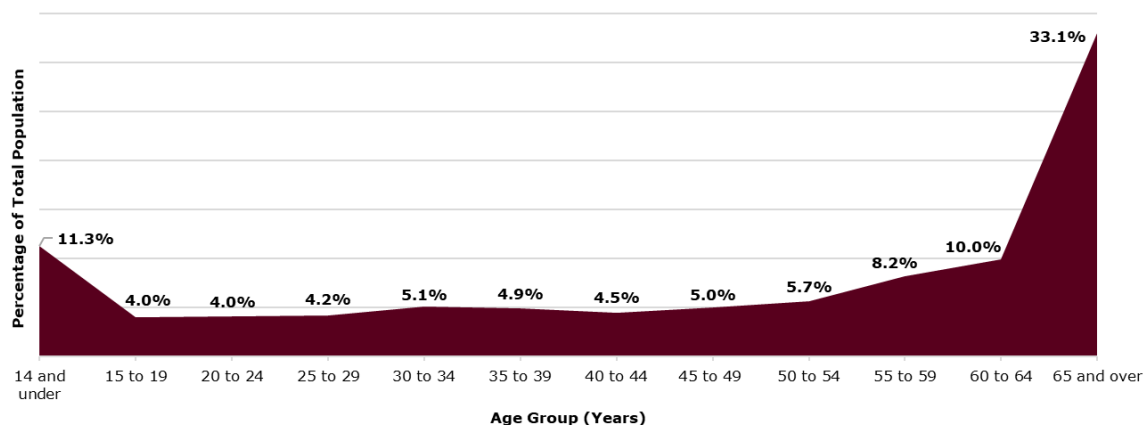
2.1 The Community

The Municipality of Brighton is a lower-tier municipality located in the southeastern area of Northumberland County (the “County”). As of 2021, a total of 12,108 residents live in the Municipality, distributed throughout the urban area that abuts Lake Ontario and the rural hamlets that extend northerly towards the Municipality of Trent Hills. The Provincial Highway 401 corridor traverses the Municipality in parallel with the shoreline of Lake Ontario, connecting Brighton to its east and west neighbours of the City of Quinte West and the Municipality of Cramahe, respectively.

2.1.1 The People

Based on the 2021 Census, the Municipality of Brighton generally reflects an older population, with a large proportion of residents (33.1%) in the 65 and over age category. Moreover, there is a larger proportion of those aged 55 to 59 and 60 to 64 compared to the other age categories, indicating that this trend is likely to continue as these groups enter the 65 and over category over the coming years. The distribution of age categories for Brighton residents is graphically illustrated in Exhibit 2.1.

Exhibit 2.1
*Age Distribution
for Brighton
Residents
(2021 Census)*



2.1.2 The Economy

One of the primary engines for Brighton’s local economy is the several small businesses that are owned and operated within the Municipality, which comprise a wide variety of restaurants, retail spaces, and personal services. Local employment is also supplemented by other sectors such as manufacturing, automotive care, food processing, and agriculture.

2.1.3 The Housing

The housing in Brighton is largely low density housing, with over 88% of total dwelling units classified as single-detached. The remaining portion of the housing is split between a relatively even mix of low-rise apartments, semi-detached homes, townhomes, accessory dwelling units, and other (i.e., movable units).

2.2 Mobility Planning Context

An integral part of the planning process is to demonstrate a holistic understanding of the current mobility landscape within Brighton. This section summarizes key insights on how, why, and where people are moving within Brighton and the broader area, and will provide the necessary framework to prescribe unique and effective mobility solutions for the community.

2.2.1 Travel Mode Share

The travel mode share provides insight on the “how” within the existing mobility context. The term “travel mode share” refers to the method in which people complete their trips—whether it be by car, bus, bike, foot, personal device, or other.

The travel mode share was determined utilizing the results of the Transportation Tomorrow Survey (TTS). TTS is a cooperative program run by local and provincial government agencies to collect, compile, and disseminate information about travel characteristics in southern Ontario. The survey has been undertaken in five-year intervals since it first launched in 1986, with variations being made over time to make the results more beneficial for city planning practitioners. As of the most recent survey year of 2022, the Municipality of Brighton has been included in the survey for the first time.

Based on the TTS results, approximately 81% of trips are completed as an automobile driver and 13% are completed as an automobile passenger. For more sustainable modes, transit is used for less than 2% of trips, walking is used for approximately 3% of trips, and cycling is used for less than 0.5% of trips. The survey also recorded that less than 0.5% of trips were made by alternative modes such as e-scooters. Based on these results, it can be concluded that Brighton demonstrates a significant reliance on automobiles as a travel mode. This conclusion aligns with what is commonly realized in largely rural areas, as low density land uses tend to

counteract the viability and/or attractiveness of active transportation modes and transit.

2.2.2 Commuter Trip Characteristics

Based on the 2022 TTS results shown in Table 2.1 and graphically illustrated in Exhibit 2.2, approximately 39% of Brighton residents commute to a place of work within the Municipality. The next most prominent commuter destination for Brighton residents is Hastings County and its associated lower-tier municipalities. The intracounty municipalities of Cramahe, Cobourg, Alnwick/Haldimand, and Trent Hills exhibit a relatively even reception of Brighton commuters. The remaining distribution of commuters travel west along the shoreline of Lake Ontario towards the Greater Toronto Area (GTA), with the most prominent GTA locations including Toronto, Whitby, Ajax, Markham, and Oshawa.

Table 2.1 – Distribution of Commuting Destinations for Residents of Brighton (TTS 2022)

Commuter Destination	Distribution of Commuters
Brighton	39%
Hastings County	31%
Toronto	5%
Cobourg	4%
Cramahe	4%
Trent Hills	4%
Whitby	3%
Alnwick/Haldimand	3%
Ajax	2%
Markham	2%
Oshawa	2%
Mississauga	<1%
Clarington	<1%
Burlington	<1%
Milton	<1%

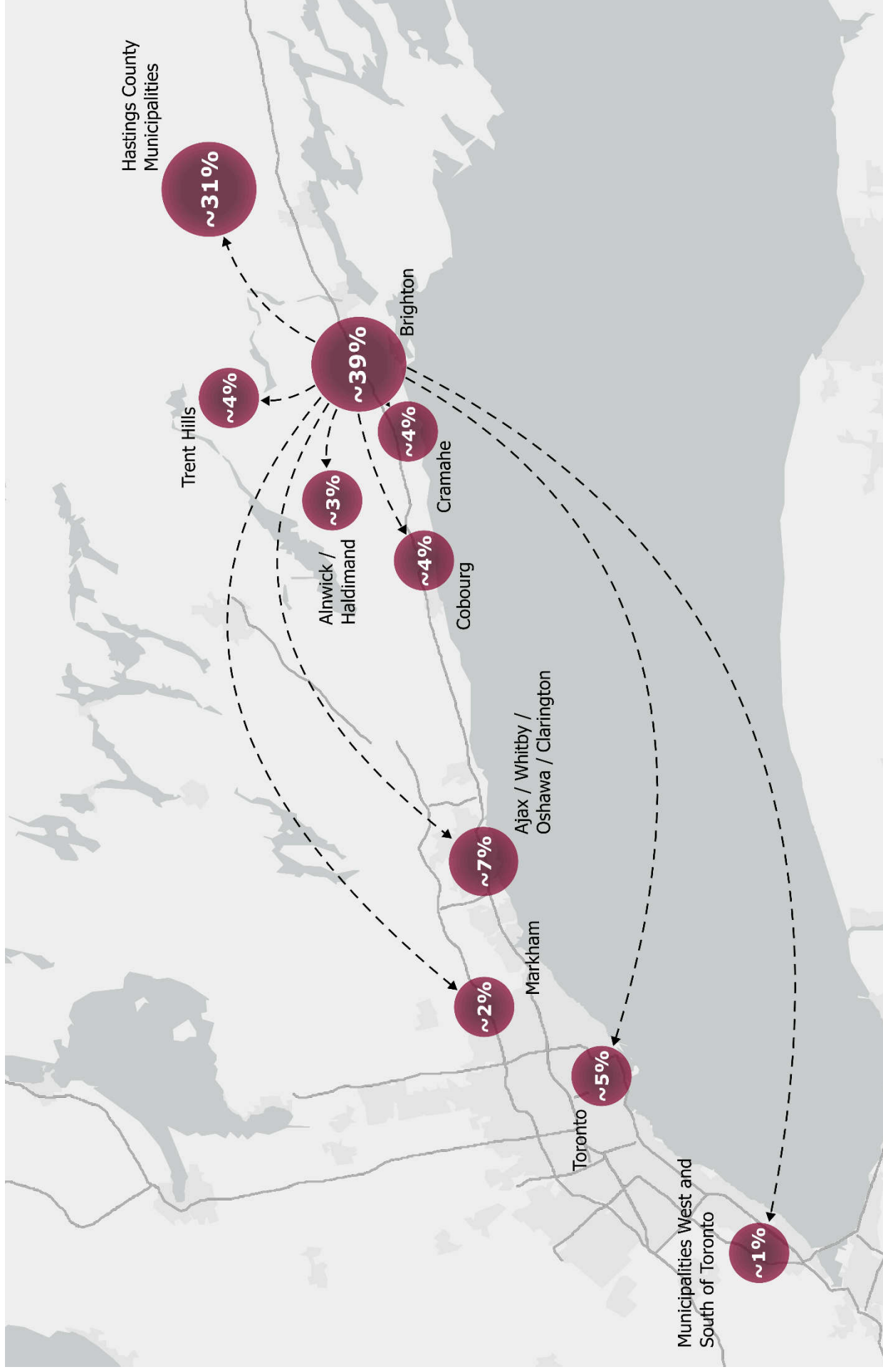


Exhibit 2.2 – Distribution of Commuting Destinations for Residents of Brighton (TTS 2022)

2.3 Road Network

2.3.1 Road Classification Definitions

In essence, the purpose of any transportation system is to move people and goods. However, a transportation system can achieve its optimal operations, safety, and urban design when the roads comprising it are serving their intended purpose. For example, the primary function of Highway 401 is to move people and goods across potentially vast distances, with consistent land access being a secondary consideration in its planning and design. In contrast, for local residential roads, the intended purpose of the street is to provide access to land in a safe and multi-modal manner. In many cases, these intended functions conflict with one another, which is why a designated road hierarchy is an integral structuring technique in planning an effective transportation system.

The Municipality of Brighton is home to a variety of roadways. The roadway classifications that exist in Brighton today, along with their intended purpose, are briefly described as follows:

Freeways are roadways of the highest order, usually consisting of multi-lane (more than four total through lanes including two through lanes in each direction), high-speed highways that generally accommodate long-distance travels between different municipalities, regions/counties, and provinces. Freeways are defined as highways limited to through traffic with access to the corridor only being provided by interchanges. Highway 401 serves as Brighton's sole freeway.

Arterial Roads are higher-order corridors that are intended to accommodate relatively high volumes of traffic and provide efficient, uninterrupted movement for through volumes (barring interruptions from traffic signals along the corridor). Resultantly, majority of trips will utilize an arterial roadway at some point in their route. In Brighton today, County roads make up for majority of the arterial roadway collection.

Collector Roads are intended to carry moderate traffic volumes, with traffic movement and land access having a similar level of importance. In the ideal road system, collector roads will accumulate traffic from local streets and eventually connect to the foregoing higher-order roadways to accommodate the greater portion of travel. There are a number of collector roadways in Brighton today, many of which are situated in the downtown.

Local Roads are intended to provide access to their adjacent land uses. These roadways generally carry much lower volumes than the other roadways, as they are only intended to service trip ends (either origin or destination of a trip). All local roadways within the municipal boundary are under the jurisdiction of Brighton.

2.3.2 Existing Road Network

The existing road network was extracted from Schedule C of the Official Plan (2020) and is aggregated by jurisdiction and road classification. This road network is shown in Exhibit 2.3 for the rural area and Exhibit 2.4 for the urban area.

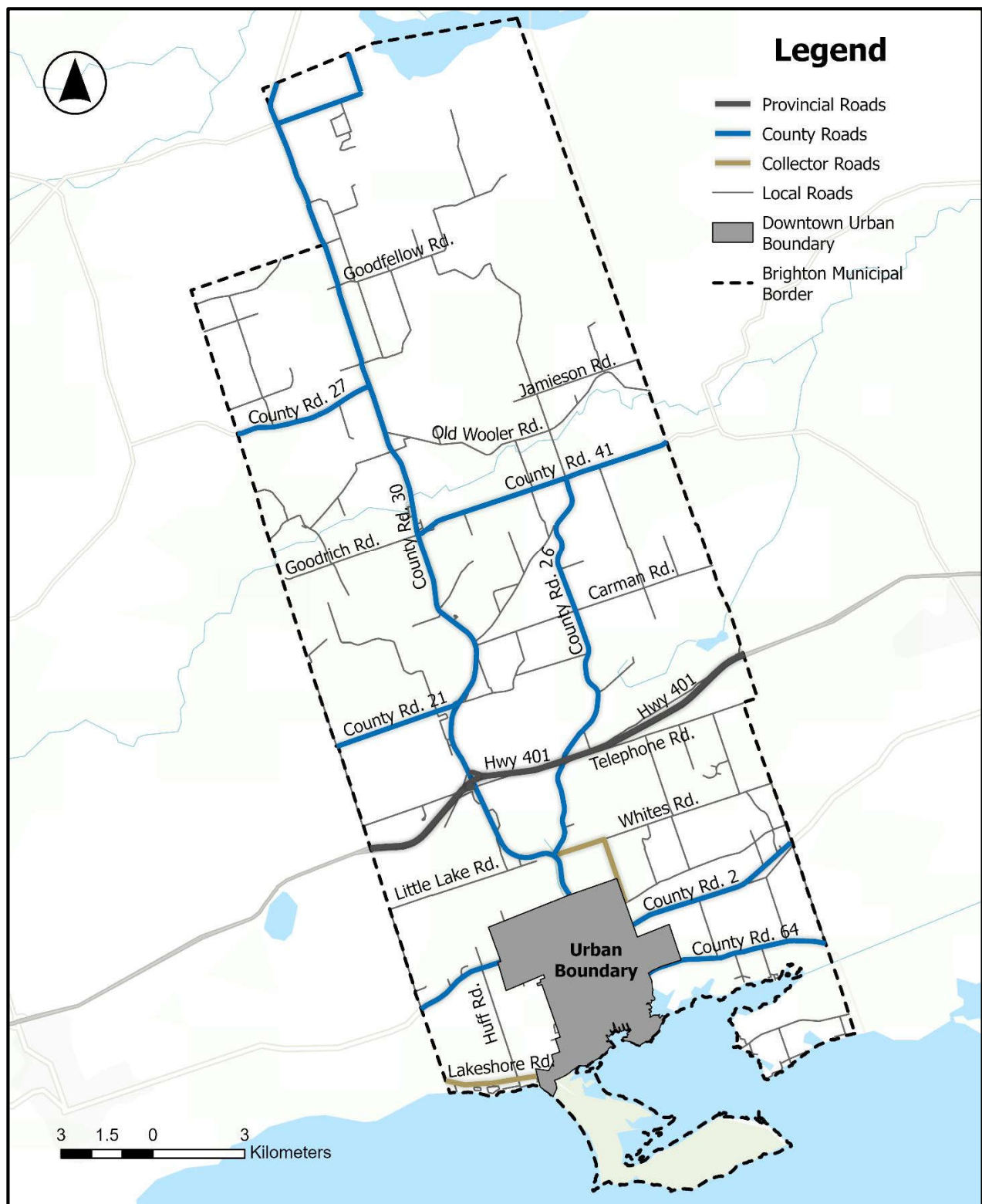


Exhibit 2.3 – Existing Road Classification Network (Rural Area)

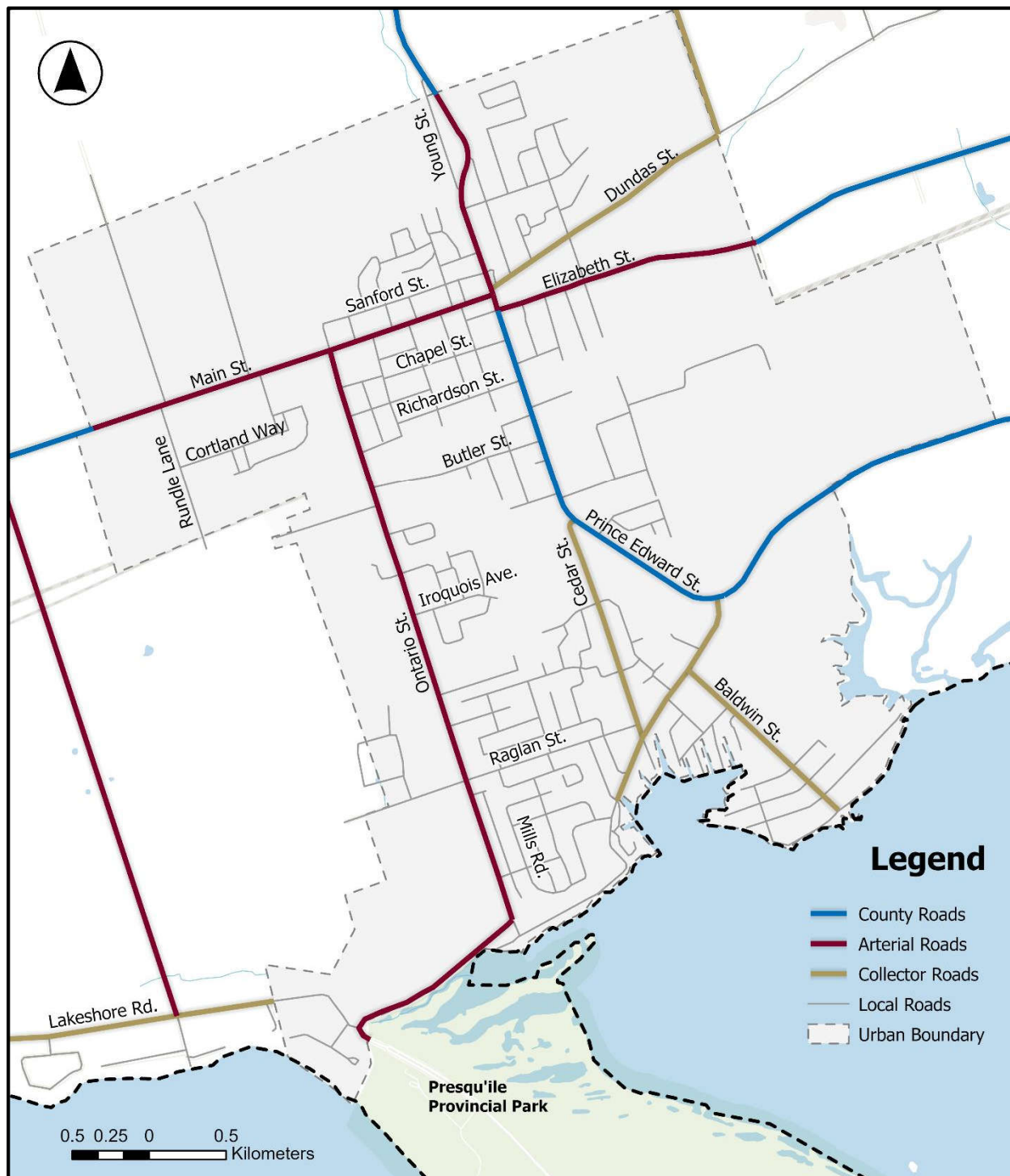


Exhibit 2.4 – Existing Road Classification Network (Urban Area)

2.3.3 Goods Movement

A “truck route” is a corridor that is formally designated for use by certain types of trucks, as to optimize the efficiency of the route while mitigating impacts to sensitive areas such as residential communities. The network of these corridors is commonly referred to as the “truck route network” or “goods movement network”. It is understood that the movement of goods can also be achieved through other means, such as the existing rail lines or by water, but the TMP herein is focused on the roadway component of the goods movement network.

There are numerous factors that should be considered when planning a truck route including adjacent land uses, water crossings/bridges, road classification, number of lanes, traffic operations, active transportation activity, and noise. Moreover, geotechnical investigation should be undertaken to ensure that certain roadways can accommodate the increased load. An optimal goods movement network will facilitate truck volumes along corridors that are adequately designed for large vehicles and have sufficient reserve capacity to mobilize commerce within Brighton, all while limiting undesirable noise in residential areas or hindering the comfortability and/or safety of active transportation users. The intent of the goods movement network is to carry truck volumes for majority of their trip, with the understanding that minor deviations may need to be made on occasion to complete the trip (i.e., a delivery vehicle exiting the goods movement network to complete their drop-off in a residential area).

While there is no formal goods movement network in Brighton today, truck mobility is largely facilitated by Highway 401 and the County roads. However, a number of County roads have a half load limit, which seeks to protect the road base after the “spring thaw” period where its load bearing capacity is greatly reduced. The half-load limits are generally signed between March 1st and April 30th, and are removed when the integrity of the road base has been restored to an acceptable level. The roadways in Brighton that have half-load limits include County Road 21, County Road 26, County Road 41, County Road 64, County Road 27, and County Road 29.

The existing goods movement network for the rural area is graphically illustrated in Exhibit 2.5. Currently, there is no established goods movement route within the urban area of the Municipality.

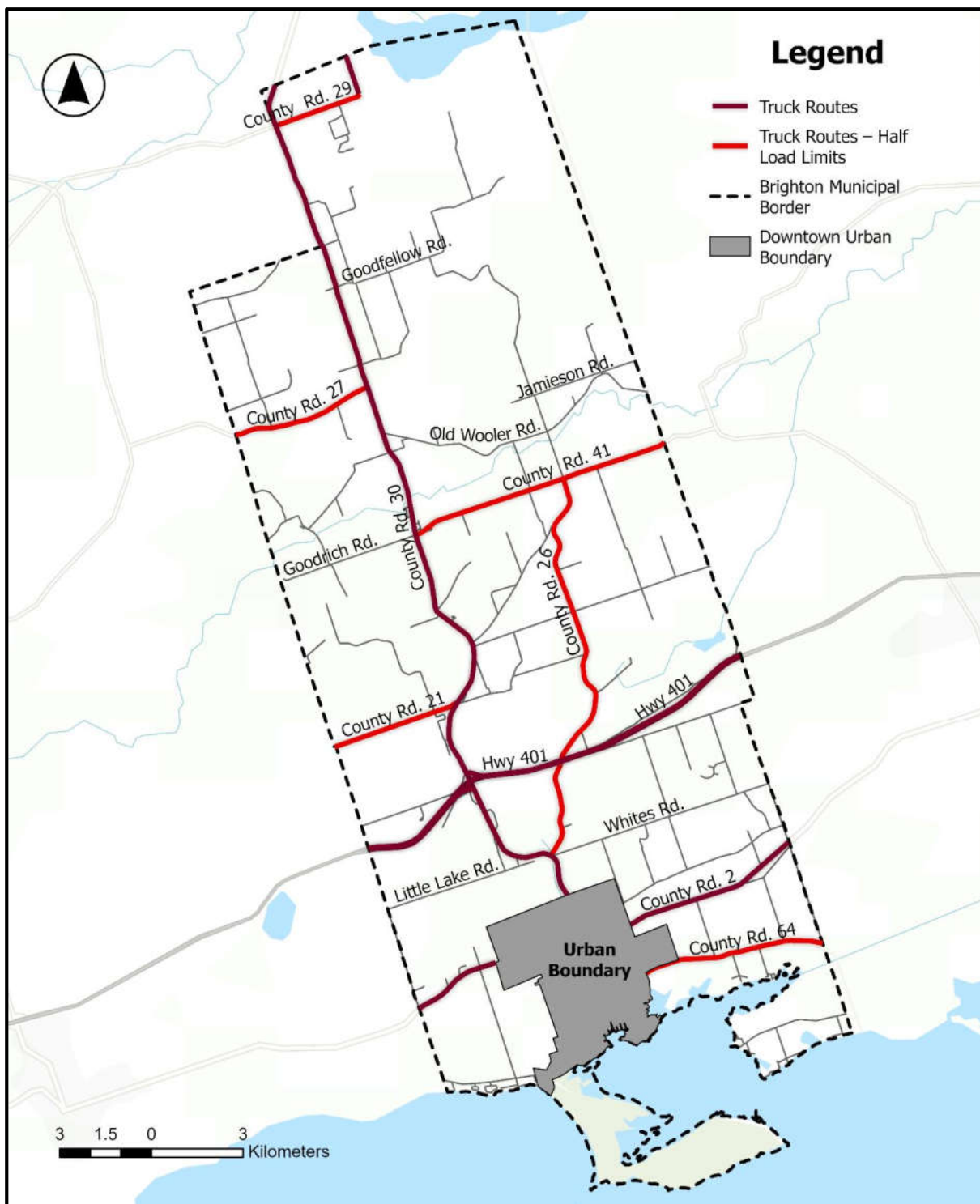


Exhibit 2.5 – Existing Goods Movement Network (Rural Area)

2.3.4 Public Parking Facilities

There are six (6) public parking lots in the urban area. Through these lots, a total of 494 parking spaces are provided, barring any losses due to special events that could consume portions of the parking supply. The public parking lots are illustrated in Exhibit 2.6.

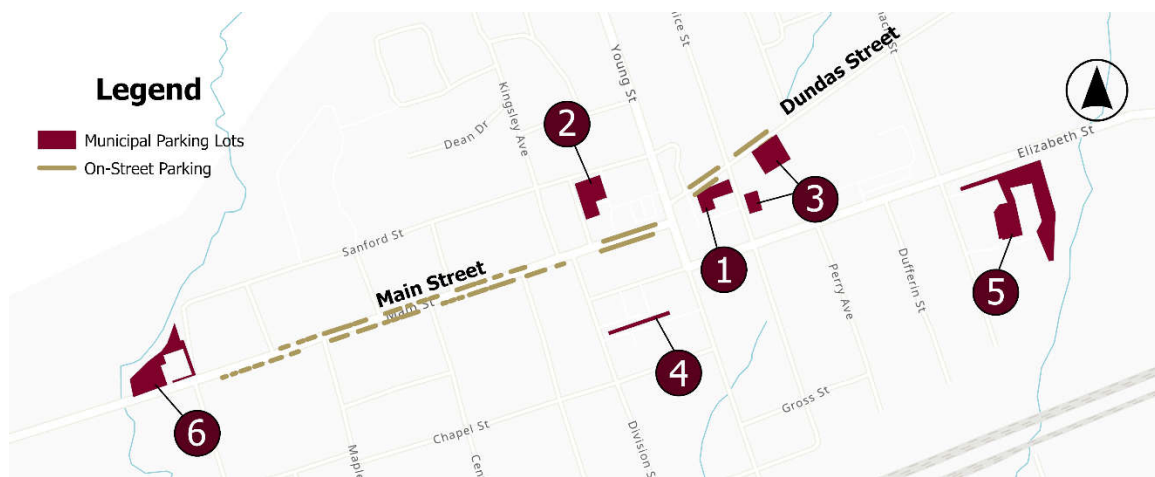


Exhibit 2.6 – Existing Parking Supply

The parking provision associated with each of these municipal lots is summarized in Table 2.2. The largest lot is the 75 Elizabeth Street lot with 186 spaces, followed by the 170 Main Street lot with 85 spaces and the 14 Main Street lot with 75 spaces. The remaining lots provide a smaller parking provision but can still accommodate 35 to 40 vehicles each.

Table 2.2 – Existing Municipal Parking Lots

Parking Lot ID	Parking Lot Address	Available Parking Supply
1	11 Dundas Street	35 spaces
2	14 Main Street	75 spaces
3	20 Elizabeth Street	39 spaces
4	42 Prince Edward Street	35 spaces
5	75 Elizabeth Street	186 spaces
6	170 Main Street	85 spaces
TOTAL		455 spaces

To assess the existing parking demand, surveys were completed on weekday and weekends including Thursday, Saturday and Sunday, with parking utilization being recorded at 30-minute intervals from 11:00am to 7:00pm. Parking surveys were conducted on Thursday, September 7th, 2023, and Saturday, September 9th, 2023. A parking survey was also conducted on the Sunday of the 2023 Labour Day long weekend—a period that has historically generated increased visitation and parking demands in the Brighton urban area.

It was found through these surveys that the highest parking demands were observed during the Thursday survey, which is likely attributed to the large population of retirees in Brighton. However, even at the busiest times, none of the public parking lots exceeded 80% of their available capacity, with 224 open parking spaces available across all lots at the time of the maximum observed demand. The maximum observed parking demands for each lot is summarized in Table 2.3.

Table 2.3 – Maximum Observed Parking Survey Results

Lot ID	Parking Lot Address	Available Parking Supply	Peak Parking Demand	Peak Utilization	Parking Surplus/ Deficit
1	11 Dundas Street	35 spaces	24 spaces	69%	+11 spaces
2	14 Main Street	75 spaces	44 spaces	59%	+31 spaces
3	20 Elizabeth Street	39 spaces	22 spaces	56%	+17 spaces
4	42 Prince Edward Street	35 spaces	28 spaces	80%	+7 spaces
5	75 Elizabeth Street	186 spaces	73 spaces	39%	+113 spaces
6	170 Main Street	85 spaces	40 spaces	47%	+45 spaces
TOTAL		455 spaces	231 spaces	51%	+224 spaces

As part of the survey, parking turnover (i.e., how long patrons were parked in a specific space) was also recorded. It is noted that parking turnover is largely a product of the surrounding land uses. For example, the 20 Elizabeth Street lot is in close proximity to various employment generators, which would require employees to park for the entire length of their shift, whereas the 42 Prince Edward Street lot is in close proximity to various commercial land uses which lends itself to quick shopping or leisure trips. Despite these general trends, the analysis of parking turnover concluded that majority of trips to urban area spend less than one (1) hour parked at their location before leaving.

2.3.5 Transit Services

The Municipality does not have their own commuter transit system, however there are a few alternative options for residents or tourists who do need transit options. The Municipality offers 'The Brighton Bus', that operates two (2) days a week from downtown Brighton to Presqu'île Park.

Northumberland County provides a shuttle service called "Commuter Connect" that travels to the Oshawa Go Station. Northumberland County also provides Community Care on-demand service for adults with disabilities or adults who do not have the ability to drive.

The Quinte West transit system has a scheduled bus from Brighton to Trenton on Tuesday, Wednesday, and Thursday during peak hours. Quinte West also has a special service within Brighton and Quinte West for adults with disabilities or adults who do not have the ability to drive.

2.3.6 Active Transportation Network

Brighton has a number of commuting and recreational active transportation facilities including sidewalks, multi-use paths (MUPs), multi-use trails (MUTs), and paved shoulders. There are currently two (2) active transportation linkages in each of the east and west directions with connections to adjacent municipalities as shown in Exhibit 2.7. To the east, County Road 64 (Great Lakes Waterfront Trail) and County Road 2 have paved shoulders connecting to the Quinte West. To the west, Lakeshore Road (Great Lakes Waterfront Trail and Presqu'île Promise) and County Road 2 (part of Presqu'île Promise) are a signed route and paved shoulder route, respectively. Little Lake Road (Presqu'île Promise) is also a signed route.



Exhibit 2.7 – Existing Cycling Network

For those on foot, Brighton provides over 31 kilometres of sidewalk, largely concentrated in the downtown area. There is also a multi-use path along Ontario Street, in addition to the Tobey Trail Link and Stalwood Trail which each extend approximately 900 metres in length and are situated close to the downtown.

The Municipality of Brighton has a number of recreational facilities within proximity of the urban centre. The most popular trails are part of the Presqu'île Provincial Park, which are connected by the Presqu'île Promise and the Great Lakes Waterfront Trail. This trail system provides recreational and tourism access to the beaches and campgrounds within the peninsula as shown in Exhibit 2.8. Additional recreational walking trails can also be found at King Edward Park and Codrington Park.

Exhibit 2.8
Presqu'île
Provincial Park
Trails



2.3.7 Rail Crossings

Rail crossings are an important passage in the transportation network. As such, it is vital to regularly monitor their operation and ensure that their design accommodates the needs of both the rail industry and the local community.

Currently, there are two (2) rail lines that traverse Brighton from east-west. These rail lines are under the jurisdiction of CN/CP Rail and generally travel in tandem—oftentimes resulting in two (2) closely spaced rail crossings whenever they intersect with a roadway. The corridors that intersect with the rail lines include Huff Road, Ontario Street (County Road 66), Prince Edward Street, Lawson Settlement Road, and Boes Road.

Majority of the aforementioned crossings are configured as at-grade crossings (i.e., rail and roadway are at the same elevation, meaning only one can move at any single time). The only exception to this configuration is Boes Road, which consists of rail travelling over top of vehicular traffic through the use of an overpass. While this configuration is usually ideal for both trains and vehicles, the current structure provides a narrow passage which can only accommodate one (1) vehicle at a time. This requires southbound traffic to yield, which can cause confusion and potential safety concerns due to sight lines issues. An image of the Boes Road underpass is shown in Exhibit 2.9.



Exhibit 2.9
Boes Road Rail
Underpass

Source: Google Maps

2.4 What We Have Heard

Respondents throughout the engagement process highlighted a number of consistent themes. The key action items outlined by the public include:

Public Information Centres

- Provide enhanced active transportation infrastructure, particularly for corridors with no sidewalks. Identified corridors include Presqu'ile Parkway, Ontario Street, Harbour Street West, County Road 2, Cedar Street, Lakeshore Road, and Main Street.
- Provide active transportation connectivity to the natural areas north of Highway 401.
- Mitigate speeding issues through the use of traffic calming measures.
- Review the need for an all-way stop and/or traffic signal at certain locations.
- Evaluate the feasibility of removing the “jog” (misaligned roadways) at Elizabeth Street and Main Street.
- Support emergency service response times to communities south of the existing CN/CP rail line, as the at-grade crossings can cause significant delays during train events.

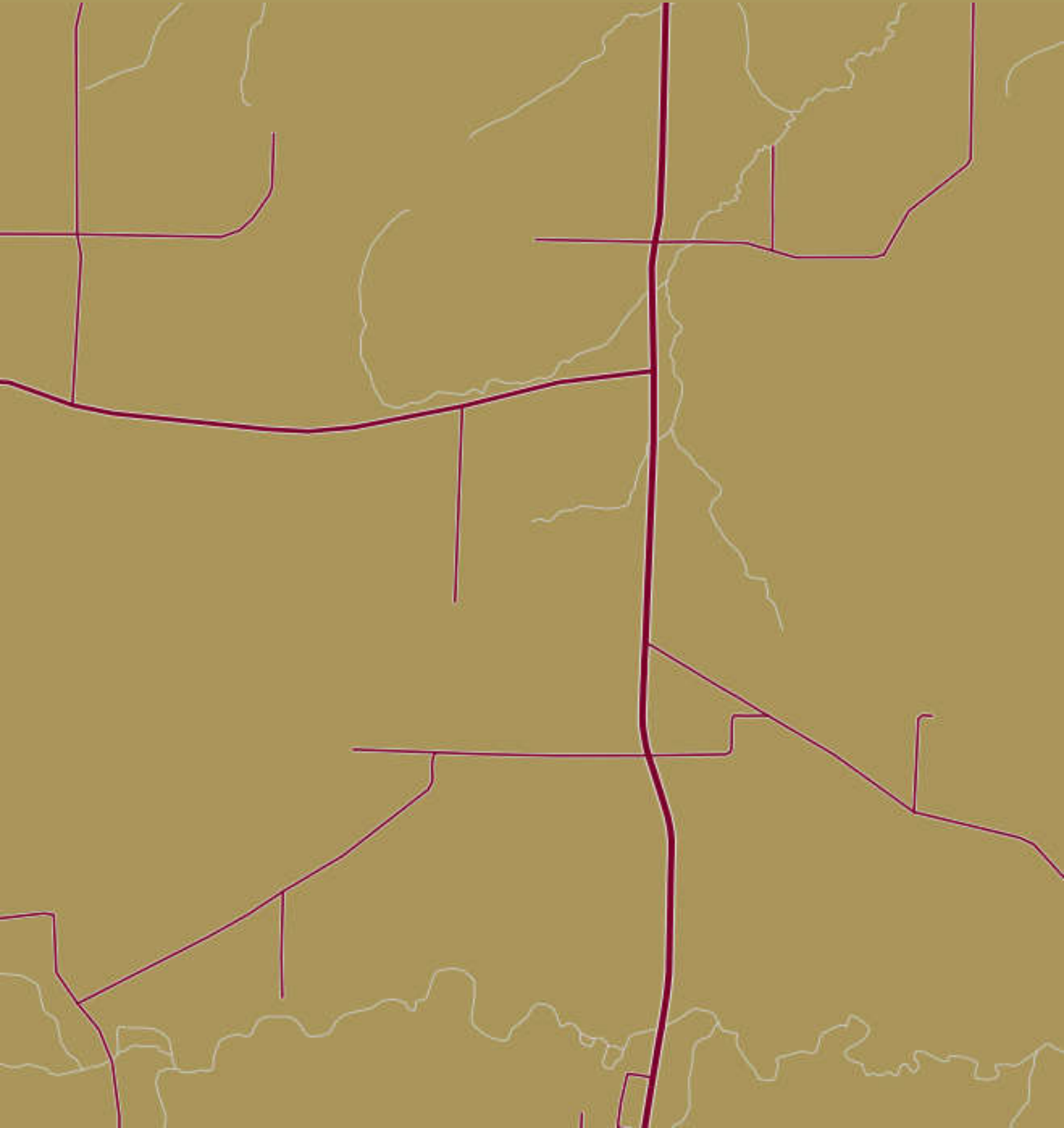
Interest Groups

- Address resident concerns regarding the walkability to and from schools, or to and from bus stop locations, by enhancing safety for pedestrians.
- Review the need for additional pedestrian crossing locations.
- Explore improvements to wayfinding for students.

Student Surveys

- Implement sidewalk infills where gaps exist near schools and in general.
- Provide additional pedestrian crossing points so that students can cross more comfortably.
- Mitigate speeding near schools.
- Provide more bike lanes and bike-friendly trails across the Municipality.
- Provide secure bicycle storage at schools.

3 Brighton Tomorrow



3 Brighton Tomorrow

3.1 Planning Groundwork

This section provides the framework and foundations for which all recommendations in the TMP have been made.

3.1.1 Complete Streets

The Complete Streets approach is a design philosophy that seeks to accommodate all road users regardless of age, ability or selected mode of transportation. The primary goal of a Complete Street is to create a balanced, multi-modal transportation network that serves to improve road safety and enhance the urban landscape simultaneously. Complete Streets bely the traditional auto-centric approach to road design and provide all road users with access to transportation equity.

In general, designing streets that provide a plethora of diverse and welcoming transportation options will:

- Alleviate and manage congestion on the transportation network by supporting other modes such as walking, cycling, transit, and more.
- Reduce greenhouse gas emissions by shifting road users out of their cars.
- Help foster safe and livable communities.
- Create an accessible and navigable roadside environment for those with mobility impairments and needs.
- Promote thriving businesses through enhanced roadside walkability and activity.

Based on the feedback received throughout the consultation process, the Complete Streets approach resonates with the community vision for more a more multi-modal approach to mobility, with a heavier focus on walking and cycling compared to auto modes.

3.1.2 Problem and Opportunity

As part of Phase 1 of the MCEA process, the TMP project team developed the following Problem and Opportunity statement:

“The Municipality population is forecast to grow from the existing year of 2021 to the future year of 2051, with an approximate residential population increase of 4,800 (40%) and an employment population of 860 (35%).

The Master Plan will outline the direction for developing a balanced transportation system within the Municipality, offering a variety of mode choices to the residents and visitors through a well-connected network, with efficiently operating and easy-to-access transportation infrastructure for the next 25 years.

The Municipal-owned transportation road network including sidewalks, trails, and multi-use paths will provide safe, environmentally responsible, and sustainable operations for all transportation modes including vehicular and non-vehicular.”

3.1.3 Evaluation Criteria

As part of Phase 2 of the MCEA process, the TMP utilized an evaluation criteria for each improvement alternative, inclusive of the following:

Integration – Is the alternative consistent with the goals and objectives of the Official Plan (OP)?

Multi-Modal – Does the alternative provide various travel mode choices?

Connectivity – Does the alternative provide network connectivity?

Sustainability – Does the alternative provide access to active transportation and/or local transit?

Operations – Does the alternative address the projected travel demand?

Growth – Will the alternative support population and employment growth?

The process utilized in identifying the preferred solution from a list of possible solutions is shown in Table 3.1.

Table 3.1 – Evaluation Matrix to Assess Alternative Improvement Solutions

Criteria	Alternative 1: Do Nothing	Alternative 2: Auto Capacity	Alternative 3: Active Transportation and Transit	Alternative 4: Combination 2 + 3
Integration				
Multi-Modal				
Connectivity				
Sustainability				
Operations				
Growth				

 Does Not Satisfy Criteria
  Partially Satisfies Criteria
  Satisfies Criteria
  Preferred Solution

3.1.4 Emerging Trends

Emerging trends and technology advancements are a lurking factor to consider when planning a strategic transportation network. In many cases, emerging trends in transportation have the potential to significantly alter the way people and goods are transported. The emerging trends that are most relevant to Brighton are briefly described below:

Connected and Autonomous Vehicles (CAVs)

Connected and Autonomous Vehicles (CAVs) are vehicles that, to a certain level, can autonomously perform driving tasks on behalf of the actual driver. The level of autonomy for vehicles is classified from Level 0 to Level 5, with Level 0 referring to a vehicle where the driver is fully responsible for all driving tasks, and Level 5 referring to vehicles that are able to functionally perform all driving tasks on behalf of the driver. The vast majority of vehicles on the roadway in Brighton today would be classified under Level 1 or Level 2 automation, which includes vehicles that provide

some degree of driving assistance such as cruise control, lane assist, and/or safety features (i.e., automatic braking).

There is currently extensive research being undertaken by transportation professionals, the automotive industry, public health agencies, and more, regarding the feasibility and timelines of more widespread CAV adoption. Regardless of timelines however, a certainty is that CAVs will play an integral role in the future of mobility and will impact the way road systems are designed, planned, and used.

Smartphone Applications

Smartphone applications are becoming an increasingly customary medium between travellers and the transportation system. Applications on mobile devices connect users to various mobility avenues which allows them to efficiently plan trips.

Electric Vehicles (EVs)

Electric Vehicles (EVs) and plug-in hybrids are becoming much more prevalent, with Transport Canada forming the Zero-Emission Vehicle (ZEV) Council in March 2023 in hopes of hastening the switch to zero-emission vehicles in Canada. In fact, Transport Canada intends to decarbonize the transportation sector by committing to achieving 100% zero-emission vehicle sales by 2035 for all new light-duty vehicles. The influx of EVs will require substantial investment in new infrastructure to support it.

3.2 Future Mobility Needs

This section considers existing and future transportation demands to identify future mobility needs within Brighton.

3.2.1 Future Growth Projections

Residential Growth

As part of the Brighton Secondary Plan (June 2024), growth scenarios for the Municipality were formulated for the 2051 horizon year. The “high growth” scenario considers approximately 5,225 additional persons which triggers the need for approximately 1,900 new dwelling units Municipality-wide. These new units have been allocated throughout the Secondary Plan areas, as shown in Exhibit 3.1.

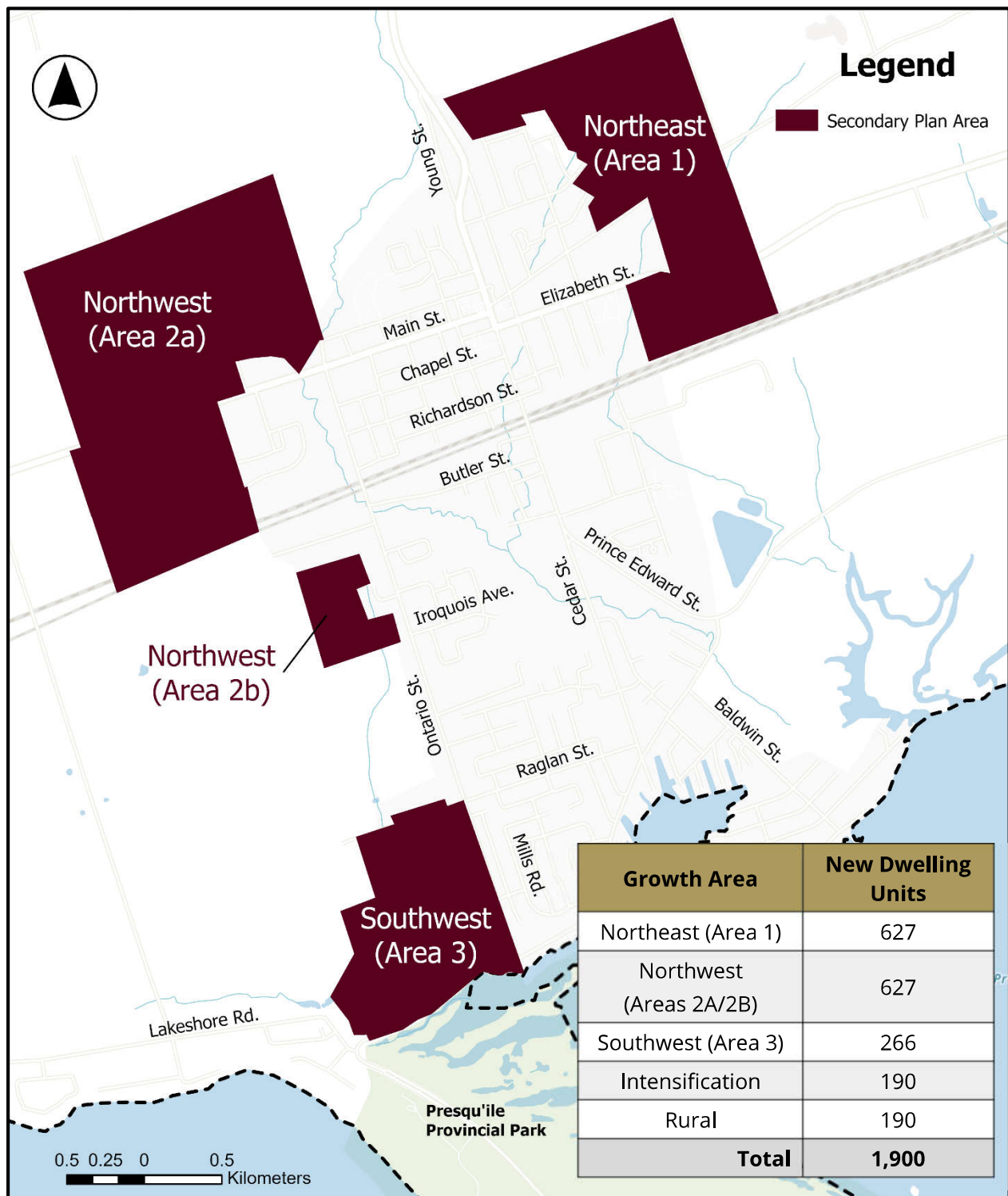


Exhibit 3.1 – Secondary Plan Areas and Residential Growth

Employment Growth

Brighton's Economic Development department has proposed an industrial park to be located south of the CN/CP rail corridor, between Sharp Road and John Street. This new industrial park will span across 1,500 square metres of land and bring new industry to Brighton.

3.2.2 Focus Corridors

A number of corridors were identified through the consultation process and an evaluation of the alternative roadway network improvements. These focus corridors are as follows:

Raglan Street

Raglan Street is an existing two-lane local roadway located in the urban area of Brighton. Throughout its entirety, Raglan Street is surrounded by single family detached land dwellings. The corridor displays a rural cross section west of Ontario Street and an urban cross section east of Ontario Street. There is a sidewalk provided along the north side of the street, and access to a park/green space area is available along the south side of the street, between residences 103 Raglan Street and 105 Raglan Street.

Throughout the consultation process, respondents noted speeding concerns along Raglan Street. This has caused complications for those attempting to cross the street to access the park/green space area.

Boes Road

Boes Road is a rural two-lane road that travels between County Road 2 and County Road 64. Towards the northerly terminus of Boes Road, a narrow underpass is provided which can only accommodate one (1) vehicle at a time. To mitigate the concerns associated with this, the southbound direction is required to yield for northbound traffic.

The primary focus for this corridor is to explore alternatives for the underpass or another improvement option that will more effectively facilitate traffic for opposing directions. It was pointed out by CN/CP rail that there are no plans to improve this crossing in the near future.

Main Street

Main Street is an arterial roadway that serves as one of the primary downtown corridors. The roadway is one (1) lane in each direction with on-street parking available on both sides. Main Street has been identified as a focus corridor due to its prominence as a downtown vessel, in addition to its importance as an east-west corridor.

Prince Edward Street

Similar to Main Street, Prince Edward Street serves as one of the pillar north-south corridors for the downtown realm. In the downtown area, the corridor consists of two (2) lanes in each direction between Main Street and Elizabeth Street, but transitions to one (1) lane in each direction south of Elizabeth Street. Prince Edward Street has been identified as a focus corridor due to its role as a connecting link between the downtown and major east-west corridors.

Ontario Street

Ontario Street is a two-lane roadway that is surrounded by predominantly residential land uses. It has been selected as a focus corridor because it transitions into Presqu'île Parkway at its southerly terminus and also serves as one of the few significant north-south corridors in the urban area.

3.2.3 Transportation Modal Split Targets

The selection of travel mode is largely a function of convenience, comfortability, accessibility, available infrastructure, and safety. The TMP seeks to foster a multi-modal network to improve sustainability and promote healthy lifestyles for Brighton residents. Defining modal split targets is an effective method of quantifying the degree to which alternative modes are being adopted, which in turn allows the Municipality to prioritize infrastructure investments.

It is understood that due to the rural nature of Brighton, dependence on automobiles as a commuting method is steadfast. However, Brighton residents noted throughout the consultation process that there is a general interest in active transportation as a recreational activity and for short trips, and this is further supported by the Northumberland County Cycling Master Plan which found that 62% of County residents are interested in cycling but uncomfortable in traffic.

This finding aligns with the low distribution of residents that commute via bike, as utilizing cycling as a commuting mode often requires a high degree of comfortability and skill. In response, the intention of the TMP is to facilitate community adoption of cycling as a recreational activity rather than a commuting mode, as this is the necessary first step in more widespread cycling adoption.

The TMP utilizes short-term (up to five years), medium-term (six to ten years), and long-term (eleven to twenty-five years) horizons for transportation analysis and solutions. For modal split targets, desired splits have been defined for the short-term and medium-term, with the understanding that future TMP updates will benchmark current progress and define suitable and achievable long-term targets thereafter. The commuter modal split targets for short trips (i.e., less than one kilometre) are shown in Table 3.2.

Table 3.2 – Modal Split Targets for Short Trips (Less Than One Kilometre)

Travel Mode	2022 TTS	Short-Term Target	Medium-Term Target
Automobile Driver	64%	60%	55%
Automobile Passenger	7%	7%	6%
Walking	28%	30%	34%
Cycling	1%	3%	5%
Public Transit	<1%	<1%	<1%
Other	<1%	<1%	<1%

As shown in Table 2.3, the short-term targets indicate a gradual increase in the adoption of active transportation modes, and will be primarily driven by short-term infrastructure investments and incorporation of dedicated facilities. As for the medium-term, the increase in active transportation adoption is more aggressive, resulting from overall network connectivity and an overall shift in community attitude towards sustainable modes.

3.2.4 Previously Planned Improvements

Northumberland County, in collaboration with the Municipality of Brighton, is currently in the process of upgrading County Road 64 (Prince Edward Street) from Elizabeth Street to Stoney Point Road. The project is being completed in two (2) different phases: Phase 1 is completed as of 2024, covering the rural road section from Harbour Street to Stoney Point Road, and consisting of a road resurfacing, culvert replacement, and the addition of paved shoulders; phase 2 is scheduled for completion in 2025/2026, covering the urban road section between Elizabeth Street and Harbour Street, with design considerations including upgraded sidewalks, cycling facilities, traffic calming features, rehabilitation/replacement of sewers and watermain, grading improvements, and intersection upgrades including re-configuration of the Cedar Street/ Prince Edward Street intersection.

3.2.5 Needs and Opportunities

The following needs and opportunities were derived through a consolidation of existing conditions, public feedback, stakeholder consultation and anticipated changes.

Needs

Roadway Safety – One of the most consistent themes through the engagement process was the desire for safer roads. The biggest concerns are related to speeding and discontinuous sidewalks.

Active Transportation – There is a general community interest in active transportation modes—specifically cycling. However, with most members of the public being relatively inexperienced with cycling, there are concerns regarding safety due to the limited number of dedicated cycling facilities.

Adoption of Alternative Transportation Modes – As can be expected given the rural nature of Brighton, there is a very high dependence on automobiles compared to other modes. While this reliance is difficult to break, increasing adoption of sustainable modes for recreational use and short trips is the first step in more widespread adoption.

Accessibility – Brighton has an aging population, with this trend expected to continue in the coming years. As such, it is vital that all persons, regardless of age or

ability, are able to travel comfortably and safely in their communities. Creating barrier-free transportation options is a current and future need for Brighton.

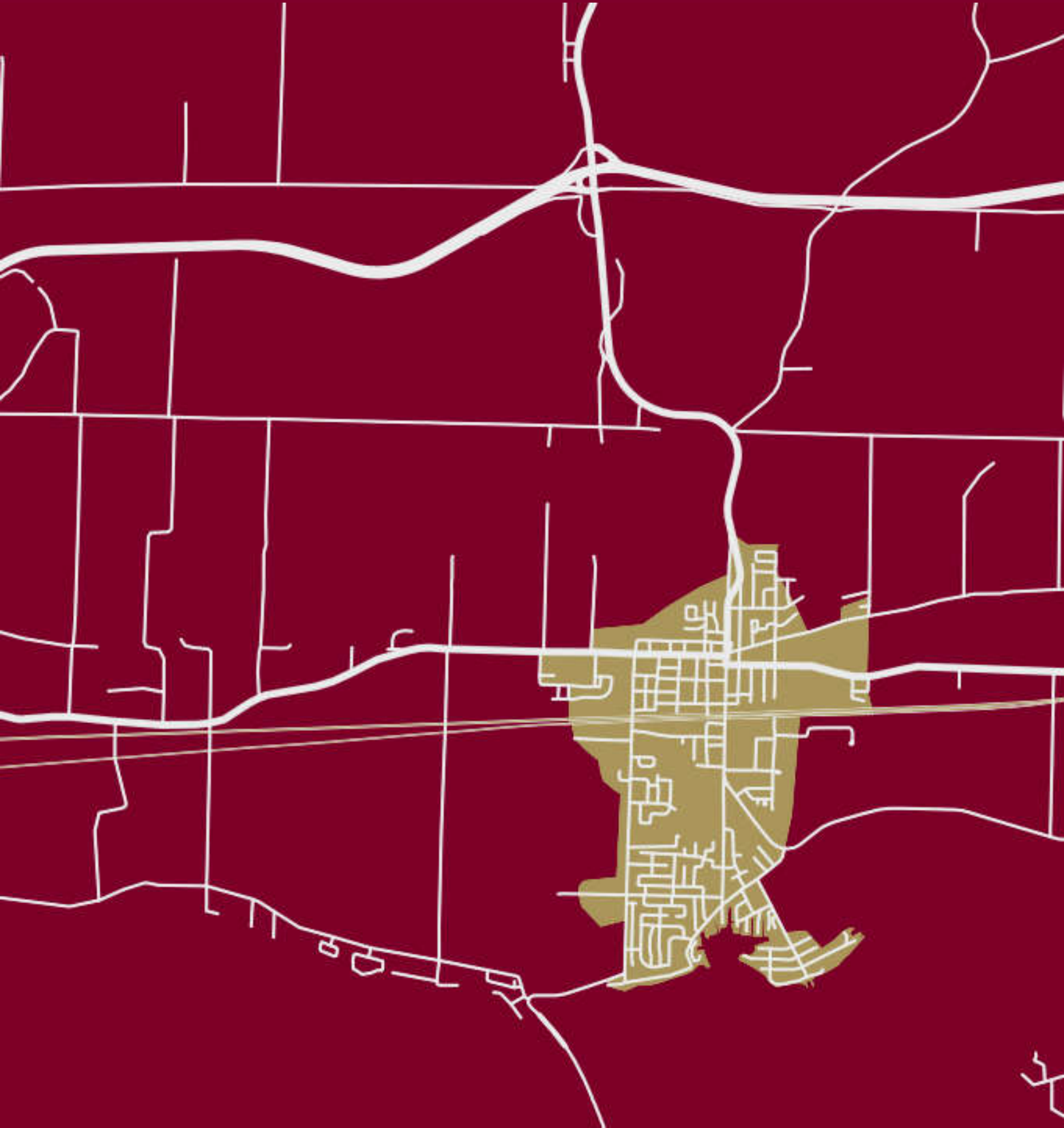
Opportunities

Desire for Traffic Calming – Traffic calming is oftentimes a contentious topic. However, respondents throughout the engagement process have noted support for traffic calming measures in their communities.

Recreational Cycling – Without desire or interest for cycling, it becomes more difficult to allocate space and resources for dedicated cycling facilities. Luckily, residents of Brighton have exclaimed interest in cycling as both a recreational activity and mode of transport.

Road Design – In conjunction with the TMP, Brighton developed new cross sections for each of the different road classes. This provided a unique opportunity to cater the design to the identified safety, multi-modal, and accessibility needs.

4 The Road Ahead



4 The Road Ahead

4.1 Road Re-Classification

There are times where roadways bely their intended service function—whether it be a local road serving as a thoroughfare or an arterial road that fails to efficiently move people and goods. For this reason, it is good practice to intermittently review the existing roadway hierarchy in conjunction with its actual operation in addition to its planned operation as known developments start to materialize.

As part of the TMP, a road reclassification exercise was completed for the entire road network. The process involved the application of an objective roadway criteria including characteristics such as intended service function, typical traffic volumes, posted speeds, active transportation needs, parking provision, traffic calming feasibility, and more. The process also considered the role that each roadway may serve in the future with known developments already in the pipeline.

Moreover, with the existing roadway network consisting of Provincial highways, County roads, arterial roads, collector roads, and local roads. In consultation with the Municipality, the re-classification exercise aggregated the local road type into two (2) sub-types: the local roadway and the major local roadway. This change was made due to the large number of local roadways within Brighton that exhibit varying roadway characteristics and feel.

The resulting proposed roadway hierarchy is shown in Exhibit 4.1 for rural Brighton and Exhibit 4.2 for the urban area of Brighton, respectively. The technical memorandum outlining the criteria for road re-classification and typical roadway cross sections is provided in Appendix 2.

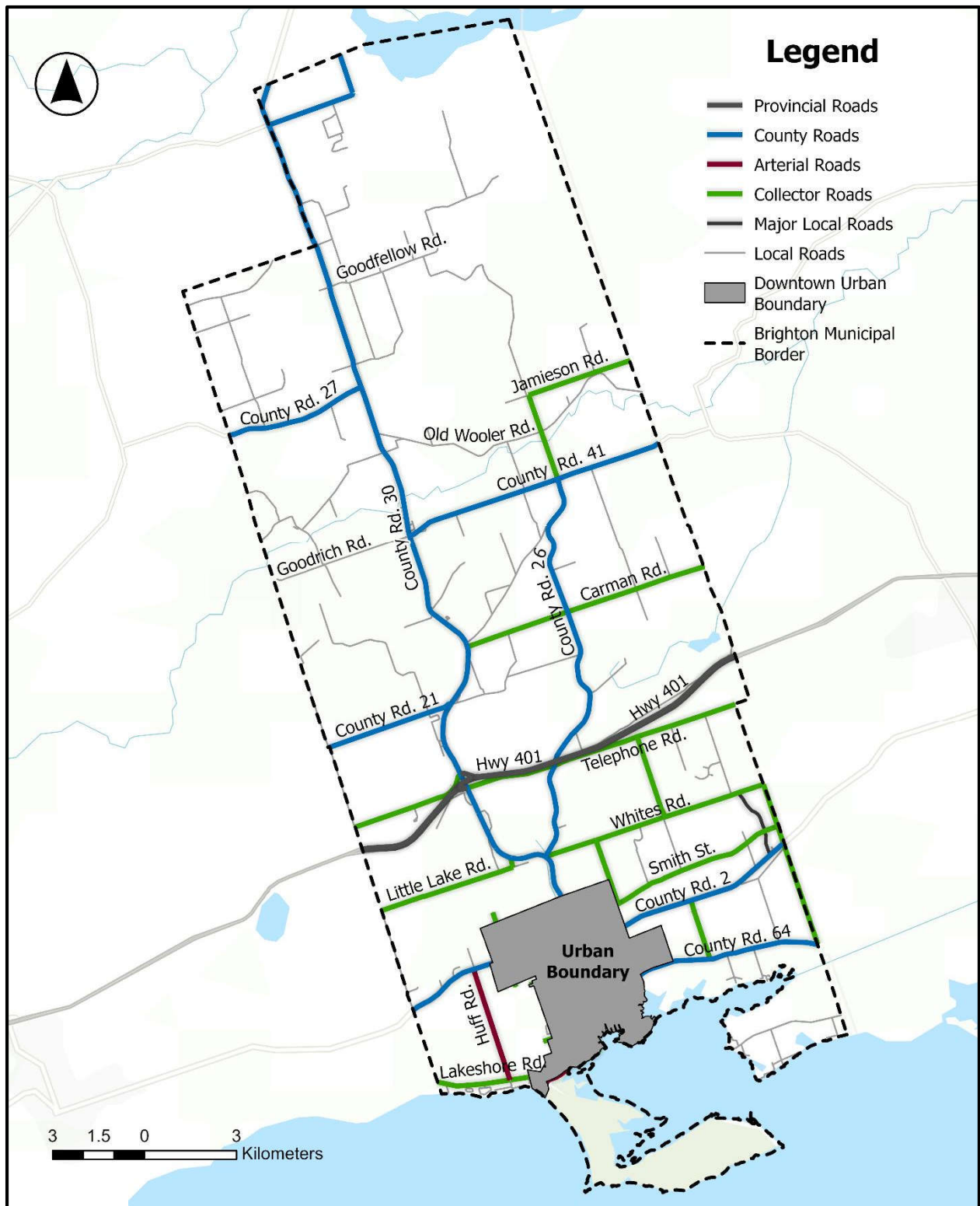


Exhibit 4.1 – Proposed Road Classification Network (Rural Area)

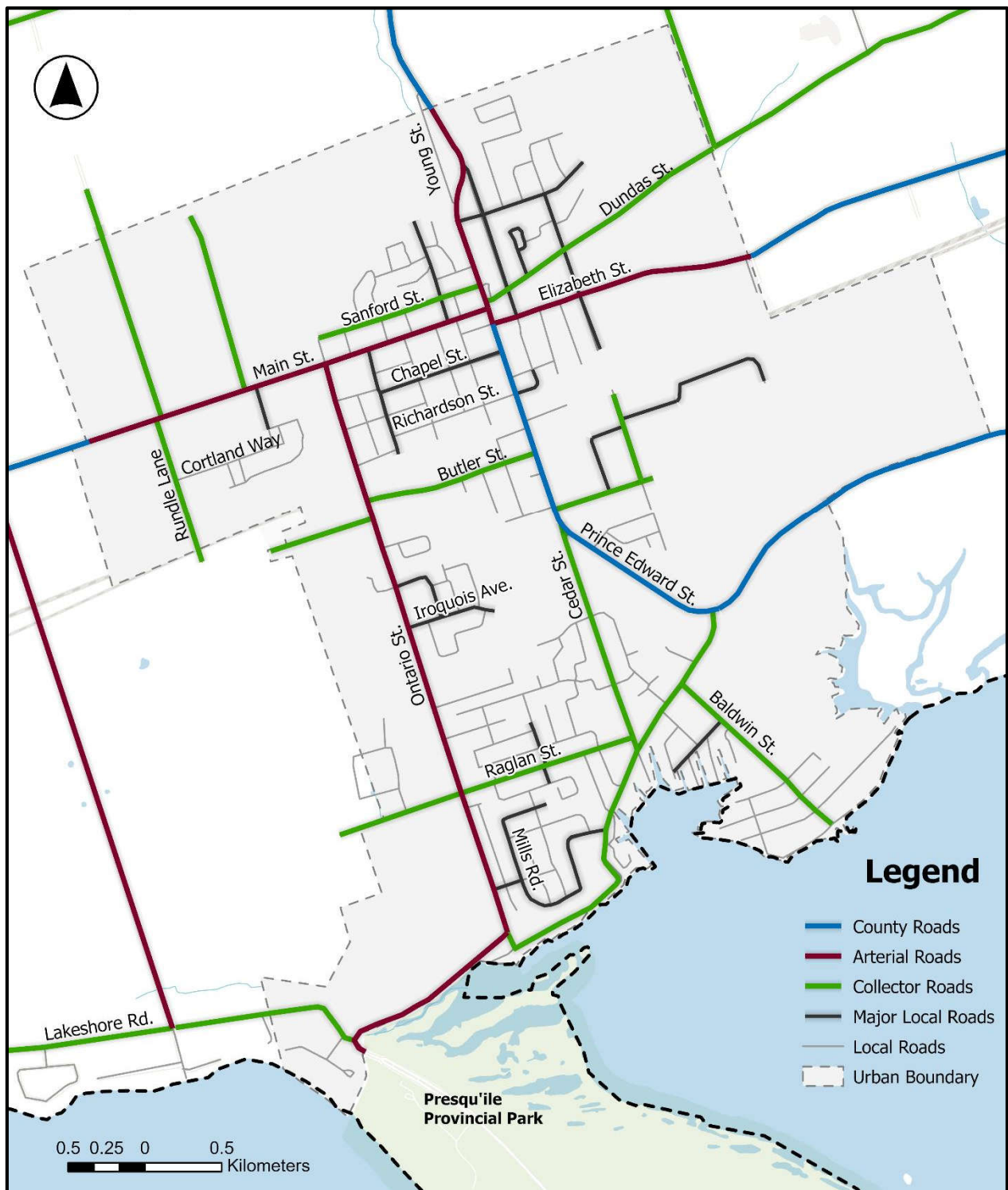


Exhibit 4.2 – Proposed Road Classification Network (Urban Area)

4.2 Complete Streets

To support the Complete Streets approach, new typical cross sections were formulated as part of the TMP. These road cross sections represent the intended design for new roads. Where existing roadways do not meet the minimum typical design, the expectation is that upgrades will be made at the time of road rehabilitation.

4.2.1 Local Road Cross Section

The local road cross section is intended to provide access to land use and provide multi-modal options for connection to higher order roadways. The local road cross section consists of a four-metre-wide lane in each direction, a minimum of one (1) sidewalk with two (2) being ideal, and cyclists sharing the roadway with vehicles. The total right-of-way width for the local road cross section is 20 metres.

Exhibit 4.3 represents an exemplary local road cross section that supplements shared cycling facilities through the use of various Ontario Traffic Manual (OTM) signage and pavement marking attributes.

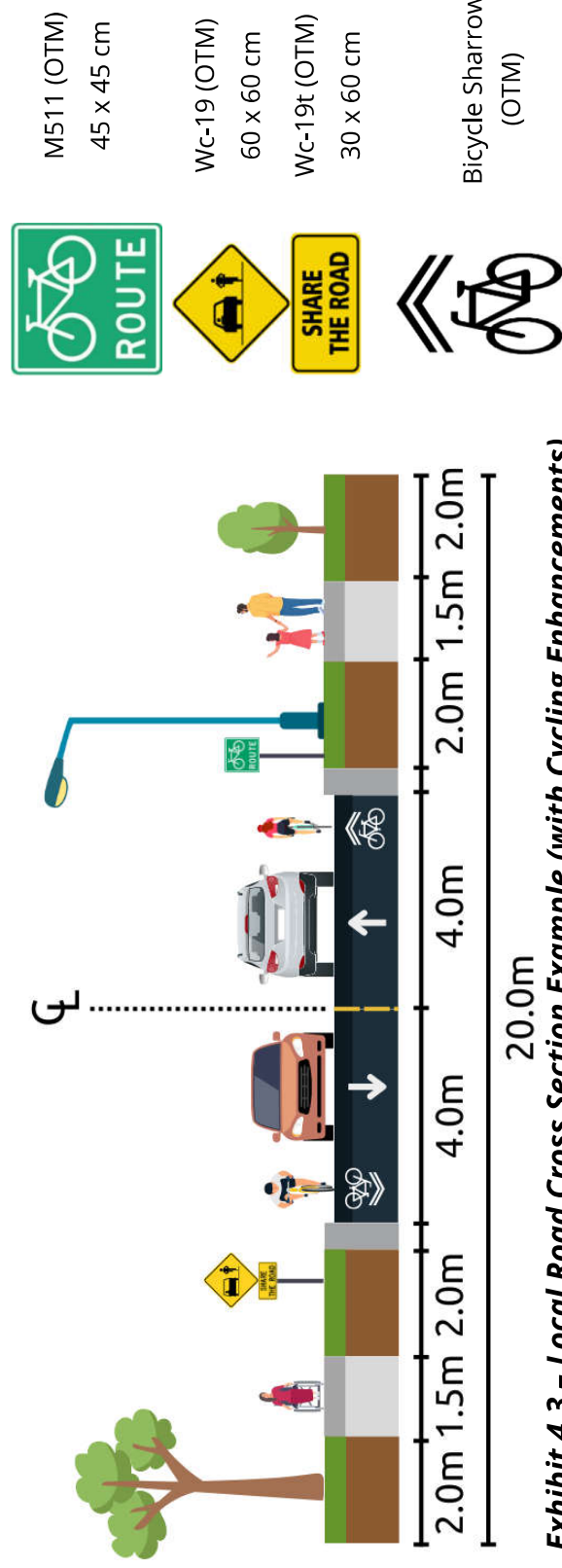


Exhibit 4.3 – Local Road Cross Section Example (with Cycling Enhancements)

4.2.2 Major Local Road Cross Section

The major local road cross section is similar to the local road cross section but offers a multi-use path on one (1) side and enhanced green space on the extremity of the right-of-way. The multi-use path provides a dedicated facility for cyclists that are not comfortable sharing the road with vehicles, with more experienced and comfortable cyclists still afforded the opportunity to travel alongside vehicles. The total right-of-way requirement for the major local road cross section is 23 metres.

Exhibit 4.4 shows a typical major local road cross section with cycling enhancements. Similar to the local road cross section, dedicated cycling facilities are not provided on the roadway itself, with vehicles and cyclists expected to share the roadway. However, if warranted by a study, dedicated cycling facilities (i.e., bike lanes) could be considered. For the multi-use path, OTM signage (Rb-71) is provided to indicate that the facility is travelled by various modes.

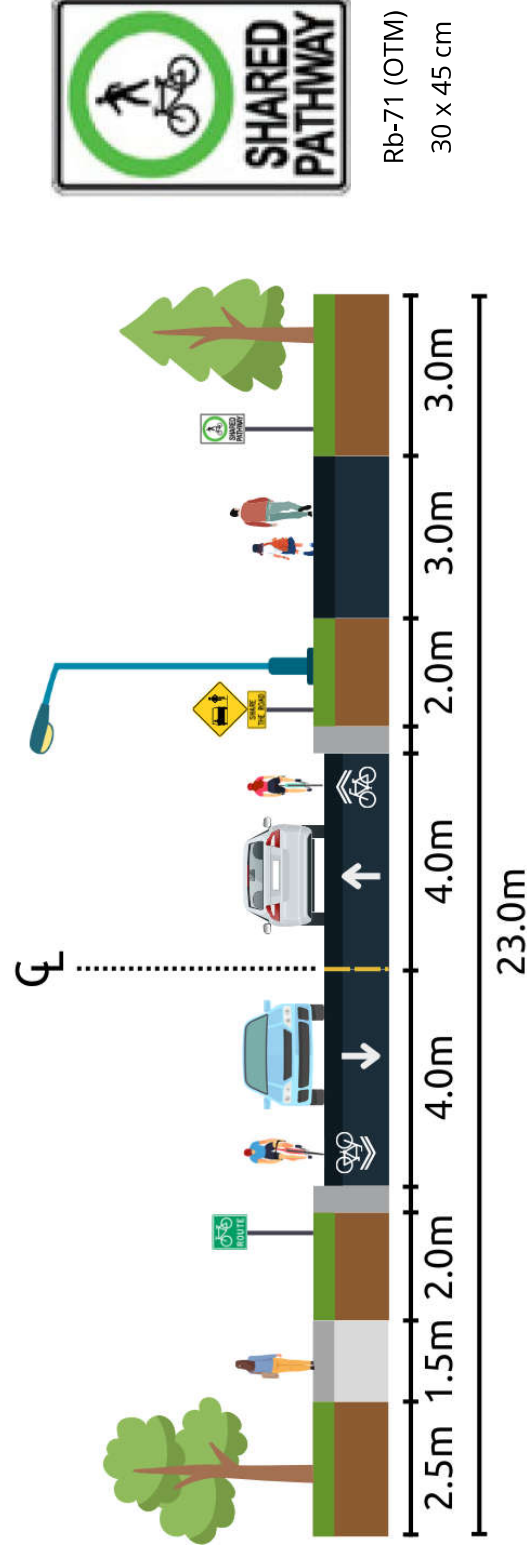


Exhibit 4.4 – Major Local Road Cross Section Example (with Cycling Enhancements)

4.2.3 Collector Road Cross Section

In an ideal road network, the collector road cross section will transfer road users from local feeder roads to the higher order corridors to complete the larger portion of their travels. The collector road typical cross section consists of a sidewalk on one (1) side and either another sidewalk or a multi-use path on the other side. There are 4.5-metre-wide vehicular travel lane in each direction providing a shared space for vehicles and cyclists. The total right-of-way width for the collector road cross section is 23 metres.

Exhibit 4.5 shows a typical collector road cross section with cycling enhancements (i.e., signed route and sharrows). The collector road typical cross section is similar to the major local road cross section, except with greater asphalt width for the roadway travel lanes.

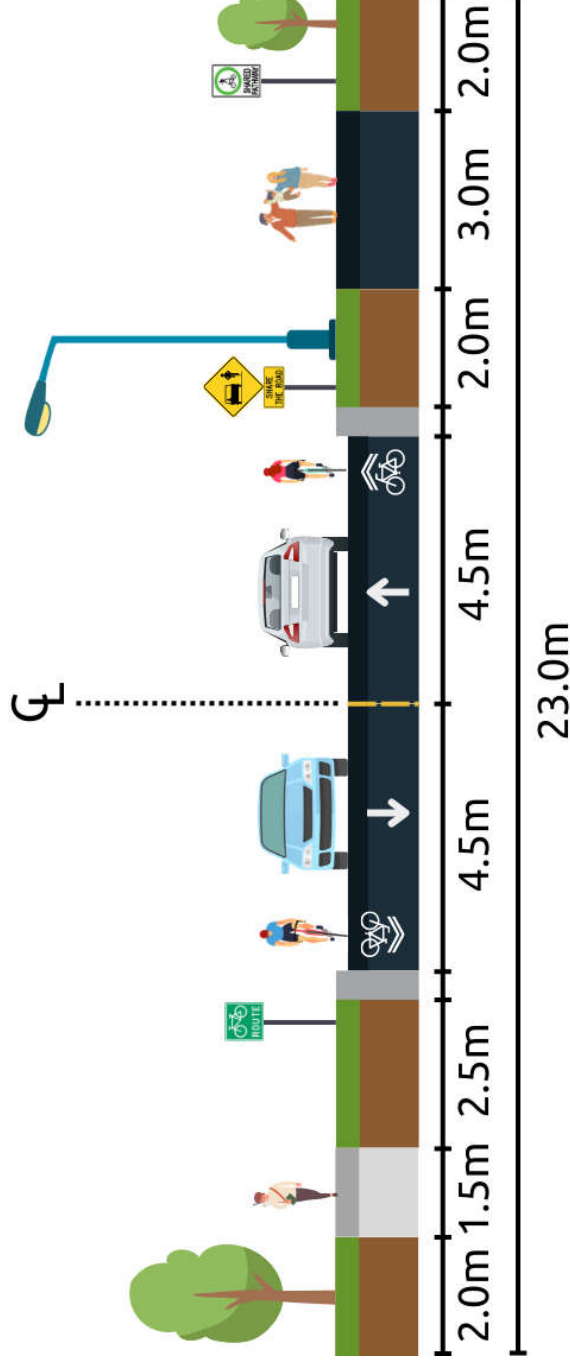


Exhibit 4.5 – Collector Road Cross Section Example (with Cycling Enhancements)

4.2.4 Parkway Cross Section

The parkway typical cross section is a multi-modal corridor that provides a multi-use path on either side with a large boulevard separating its users from vehicular traffic. The total asphalt width is 11 metres which can be allocated to various roadway amenities as needed. If desired, dedicated cycling facilities can be provided based on the methodology in OTM Book 18. The typical right-of-way width for parkways is 28 to 30 metres depending on boulevard width.

Exhibit 4.6 shows an example of a parkway corridor with buffered bicycle lanes that are supported by Reserved Bicycle Lane signage (Rb-84A OTM). The design below is an example of a parkway corridor that is focused on optimal active transportation accommodation; the design of each corridor will be subject to corridor-specific needs including illumination as per streetlighting assessment.

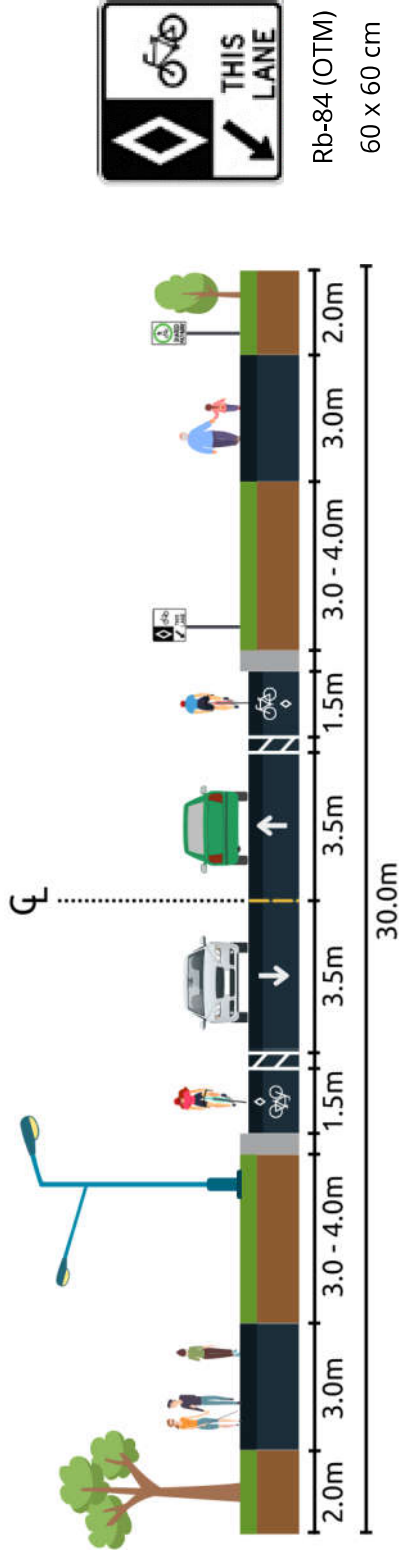


Exhibit 4.6 – Parkway Cross Section Example (with Cycling Enhancements)

4.2.5 Urban and Industrial Arterial Road Cross Section

The urban arterial road typical cross section is meant to facilitate people and goods by providing largely unimpeded travel over longer distances. The arterial road typical cross section provides 14 metres of asphalt width which can be allocated based on corridor-specific needs. Each side provides a three-metre-wide multi-use path separated by two (2) metres of boulevard space. Cycling facilities should be provided based on OTM Book 18. On-street parking is generally prohibited along arterial roadways to maintain safe and efficient flow of vehicles and bikes. The typical right-of-way width for arterial roadways is 28 metres.

Exhibit 4.7 shows an example of an arterial road with a cycling focus and a two-way left-turn lane (TWLTL). The bicycle lanes shown in the example are buffered bicycle lanes that are supported by Reserved Bicycle Lane signage (Rb-84A OTM). However, the cross section for arterials is not a “one-size-fits-all” solution. In many cases, the cross section will need to be adapted to property constraints and corridor-specific needs.

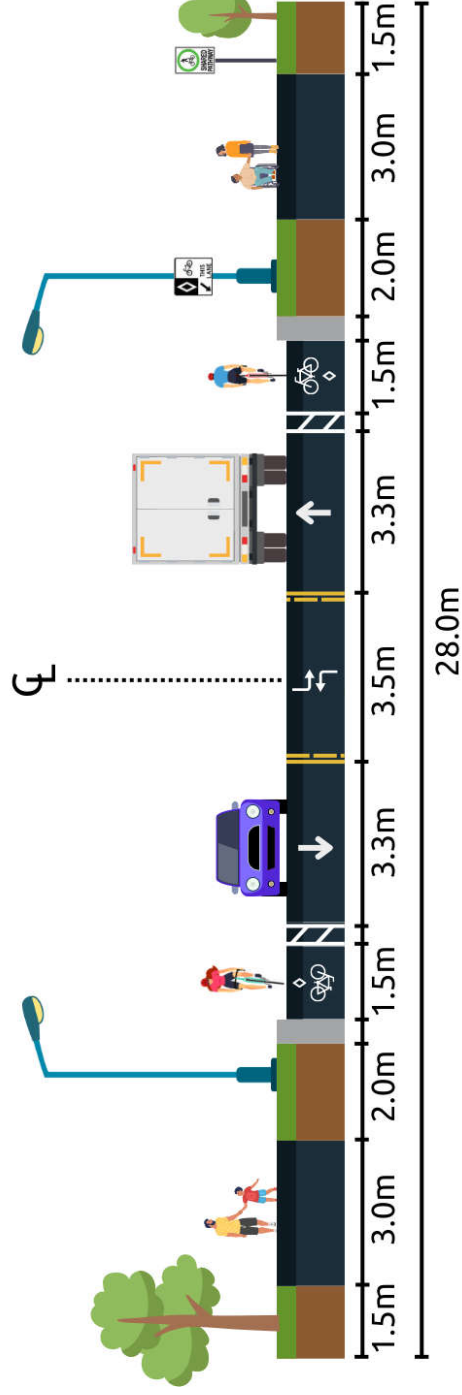


Exhibit 4.7 – Urban Arterial Cross Section Example (with Cycling Enhancements)

The industrial arterial road cross section consists of the same right-of-way width (28 metres) and asphalt width (14 metres) as the urban arterial cross section but re-allocates the space as needed to provide enhanced accommodation for goods movement. Active transportation users are still accommodated by a three-metre-wide multi-use path on both sides, but vehicular modes are now accommodated by two (2) lanes in each direction. Another important aspect of the industrial arterial cross section is that it must be equipped with enhanced load bearing capacity, as it is intended to carry more substantial traffic volumes and heavier vehicles.

The industrial arterial road cross section is shown in Exhibit 4.8.

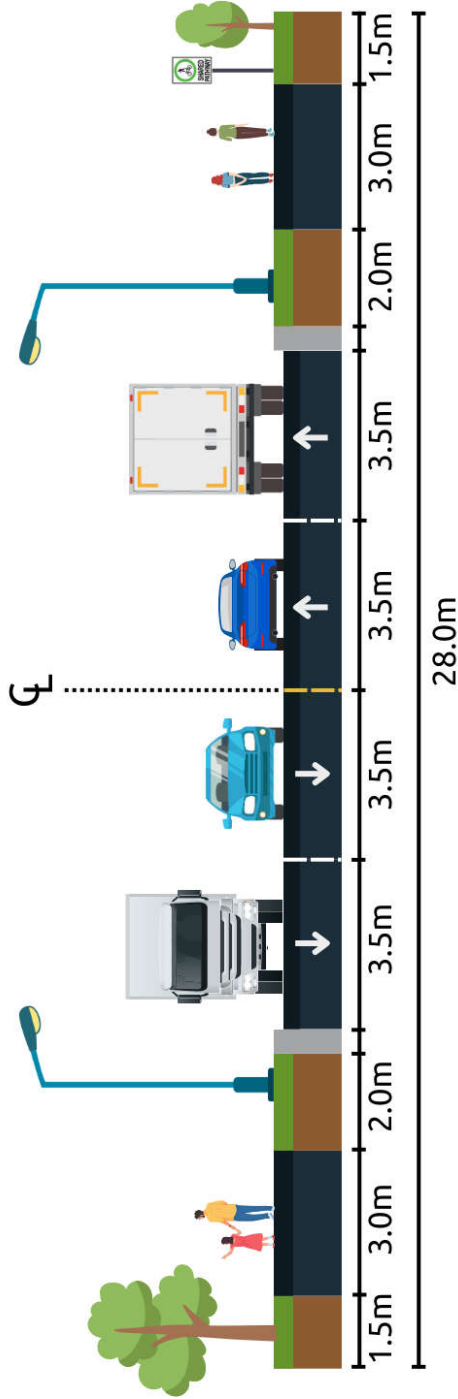


Exhibit 4.8 – Industrial Arterial Cross Section Example

4.2.6 Rural Collector Road Cross Section

The rural collector road typical cross section is intended for majority of the well-travelled routes beyond the urban area of Brighton. The asphalt width is seven (7) metres wide, comprised of a single 3.5-metre-wide travel lane in each direction with a 1.5-metre-wide shoulder and a half-metre rounding area before descending into a drainage ditch. In some cases, cycling enhancements may be pursued in the form of signed bike routes or dedicated bike lanes.

The typical rural collector cross section has a total right-of-way width of 30 metres, with the understanding that property availability will be specific to each corridor. An example of the typical rural collector cross section is shown in Exhibit 4.9.

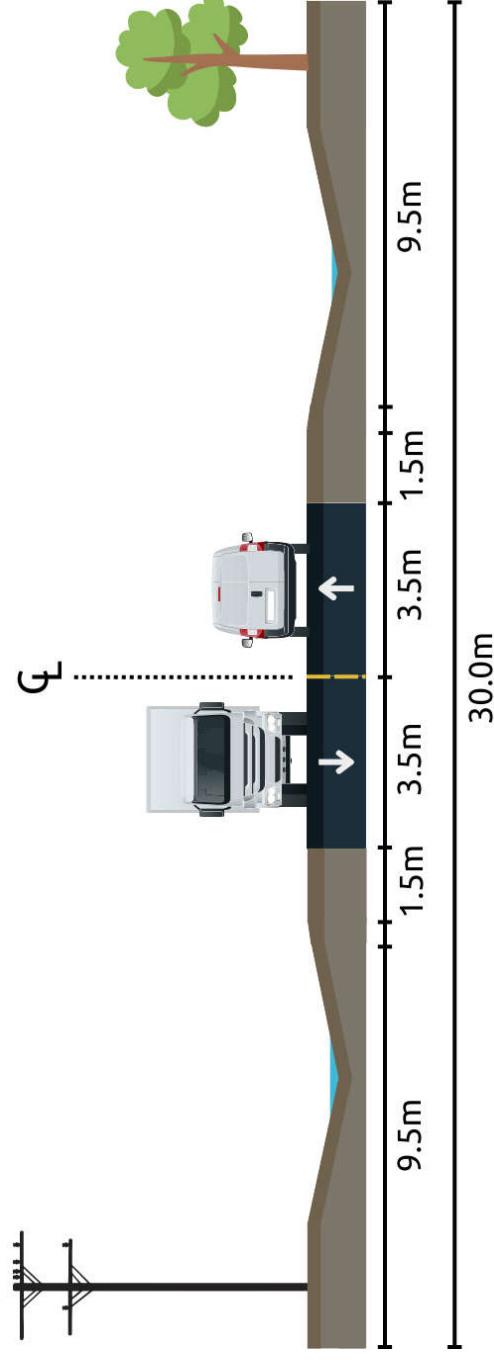


Exhibit 4.9 – Rural Collector Cross Section Example

4.3 Road Safety

Road safety was consistently identified as an improvement area throughout the consultation process. The principal concerns related to speeding and lack of infrastructure for active transportation users.

4.3.1 Traffic Calming

Traffic calming is the act of managing driver behaviour and operating speeds through the application of various passive and/or physical roadway measures. A street that is well traffic calmed usually results in operating speeds and traffic volumes that are suitable for the intended function of the street, which reduces cut-through traffic on local streets and creates a safer, more inclusive community.

Traffic calming can be implemented in a variety of ways, although the types of measures can generally be classified as either passive (soft) or physical.

Passive Traffic Calming measures can include road signage, pavement markings, lawn signs, flexible signs and flexible bollards. These measures are typically quick and cost-efficient to implement, with the intended purpose being to reduce driver operating speeds through increased driver workload and perceived risk. Many municipalities start with passive traffic calming and only implement physical traffic calming if the speeding/cut-through issues still persist.

Physical Traffic Calming measures, as the name suggests, are any traffic calming measures that include a physical alteration to the travelled path of the roadway. While physical traffic calming measures are more effective in reducing operating speeds and cut-through traffic, they are more expensive and are usually met with discord within communities—largely due to the two (2) typical factions of those heavily in favour of traffic calming and those heavily against. Examples of physical traffic calming include speed humps, speed cushions, raised crosswalks, curb extensions, and many more.

Traffic Calming Policy

Creating a streamlined traffic calming process helps balance the expectations of residents with the available resources of the Municipality. Moreover, the policy allows for a progressive approach to traffic calming, allowing cost-friendly options to be properly evaluated before moving forward with more expensive measures.

The general process of the traffic calming policy is as follows:

1. A pre-screening is completed to evaluate if the roadway is suitable for traffic calming.
2. Passive traffic calming measures are implemented in the form of radar signage, and operating speeds are monitored.
3. Passive traffic calming measures are upgraded to flex signage, and operating speeds are monitored.
4. Petition is undertaken. Where at least 70% of residents support physical traffic calming (one signature per household), physical traffic calming is implemented, unless otherwise disapproved by emergency services, transit services, or council.

If speeding issues are resolved at any point throughout the process, subsequent steps are not pursued, but the existing measures will be maintained along with a police referral. A more detailed explanation of the process can be found in the Traffic Calming Policy.

4.3.2 Speed Limit Policy

The Speed Limit Policy allows for members of the public, council or Municipality staff to request speed limit adjustments on Municipal roadways. Following a request, the roadway speed limit is reviewed using the methodology outlined in the Transportation Association of Canada (TAC) *Guidelines for Establishing Posted Speed Limits*, with the results being communicated to the impacted parties thereafter. For all roadways, speed limits are enacted in accordance with the *Highway Traffic Act* and any amendments or regulations related thereto.

The objective of the speed limit policy is to set to safe speed limits that balance the mobility needs of its users. The full details of the process can be found in the Speed Limit Policy.

4.3.3 Community Safety Zone Policy

Community Safety Zones (CSZs) are designated areas that are intended to improve driver behaviour, reduce operating speeds, minimize distracted driving, and enhance safety. Community safety zones are strategically placed in areas with a high concentration of vulnerable road users, such as near schools or parks.

As part of the TMP, the Community Safety Zone Policy was created. This policy is intended to streamline how community safety zones are selected and established, in

alignment with the *Highway Traffic Act* and any amendments or regulations related thereto.

4.4 Roundabout Implementation

Currently, there are no roundabouts in Brighton. However, roundabouts are a form of intersection control that are realizing increased popularity in Ontario. While they are not always the preferred solution, there are cases where roundabouts provide a far better level of service and safety than traditional traffic signals. As a result, roundabouts should be added to the shortlist of design options for intersections that would otherwise be defaulted to a traffic signal.

The implementation of roundabouts is commonly preceded by a complex planning and justification process. The decision to implement a traffic signal or roundabout will be subject to unique, location-specific circumstances, as each option presents its own advantages and disadvantages. In alignment with the TMP, a set of Roundabout Implementation Guidelines has been developed, providing a series of checklist items that will aid roadway practitioners in finding the most suitable intersection control alternative.

The checklist considers items such as safety, operations, traffic flows, property availability, intersection geometry, proximity to signals and/or rail, surrounding land use, traffic calming, vulnerable road users (i.e., cyclists and pedestrians), and cost. The Roundabout Implementation Guidelines are provided in Appendix 3.

4.5 Active Transportation

Active transportation was one (1) of the most prominent topics throughout the consultation process. In general, residents are keen on enhancing connectivity for both cyclists and pedestrians in a safe, inclusive manner.

4.5.1 Cycling Facility Selection

The first step in providing an inclusive cycling network is to understand the current cycling culture within Brighton. The “Four Types” categorization is an approach to classifying the types of cyclists based on their comfortability and experience on the roadway (R. Geller). The approach categorizes cyclists into the following groups:

- Strong & Fearless
- Enthused & Confident
- Interested but Concerned
- No Way No How

The categorization approach isolates target markets with respect to cycling, with the overall intent being to progressively move members of each category along until they reach the “Strong & Fearless category”. The benefit of this approach is that each target market requires different initiatives to enhance their comfortability. For example, the “Interested but Concerned” category may require a greater emphasis on provided fully separated cycling facilities that will help residents gain experience completing recreational trips on their bicycle. In contrast, residents in the “Enthused & Confident” category are likely more concerned with network connectivity, which will allow them to travel vast distances on their bike for long recreational trips or commuting.

Based on the Northumberland County Cycling Master Plan, a large proportion of residents (62%) within the County are interested in cycling but are not comfortable travelling alongside vehicular traffic. Similar views on cycling were also received throughout the consultation process. Therefore, it is expected that the community of Brighton can be reasonably described as “Interested but Concerned”

In order to target this category, varying degrees of separation must be provided within the network, with specific efforts to provide fully separated facilities where possible (i.e., multi-use paths separated by a boulevard). This approach allows for residents to select a facility based on their comfortability and experience, and will ignite a positive shift in cycling culture within Brighton.

When considering the active transportation accommodation along a new corridor, practitioners can follow the methodology outlined in the Ontario Traffic Manual – Book 18 Cycling Facilities (OTM Book 18). The OTM methodology provides a three (3) step process to selecting appropriate cycling facilities. These steps are to:

1. Pre-select facility based on right-of-way availability, adjacent land uses, motor vehicles volumes, and motor vehicle speeds. This can be done through the OTM Urban/Suburban Nomograph as seen in Exhibit 4.10, and Rural Nomograph as seen in Exhibit 4.11.
2. Complete a robust review of corridor-specific context, considerations, and constraints.
3. Justify the decision and document potential design treatments.

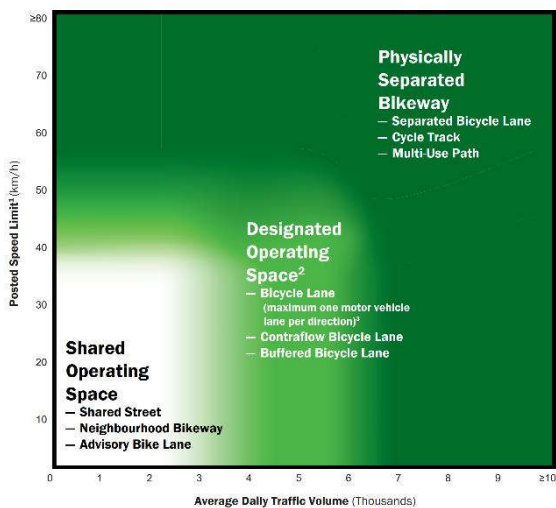


Exhibit 4.10 – Desirable Cycling Facility Pre-Selection Nomograph – Urban Context (OTM Book 18)

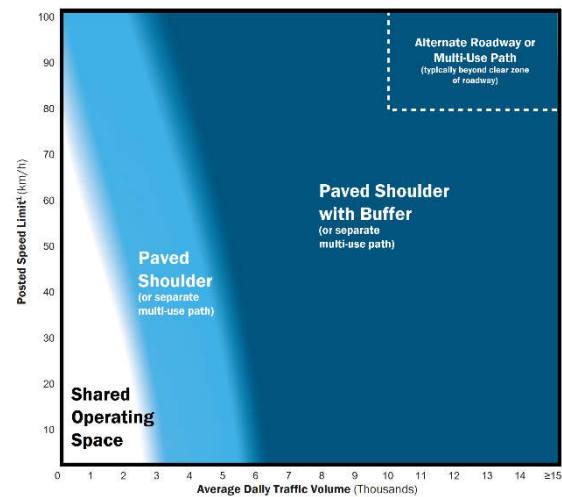


Exhibit 4.11 – Desirable Cycling Facility Pre-Selection Nomograph – Rural Context (OTM Book 18)

4.5.2 Multi-Modal Level of Service (MMLOS)

Multi-modal level of service (MMLOS) is a method of quantifying the degree to which all modes of travel on a roadway are accommodated. In short, the “level of service”—commonly referred to as “LOS”—is a letter grade that is assigned to a roadway based on its performance, ranging from LOS ‘F’ as the least desirable grade to LOS ‘A’ as the most desirable grade. As an example, a roadway with narrow bike facilities, no buffer from traffic, and many conflicts with other modes (i.e., driveways), may be assigned a bicycle LOS of ‘F’. In contrast, a roadway with spacious bike facilities, physical buffers from traffic, and little-to-no conflicts with other modes, may be assigned a bicycle LOS of ‘A’.

The MMLOS considers pedestrians, bicycles, transit, trucks, and cars, with an individual grade assigned for each respective mode. In many cases, roadway

practitioners must focus their efforts on certain modes in light of potential property and cost constraints. An example of this would be Main Street, where the principal focus should be on walkability and access to local business (on-street parking) rather than accommodation of large trucks. The evaluation of what levels of service can be reasonably achieved for each mode should be discussed at the onset of any roadway project.

The Ontario Traffic Council (OTC) developed the *Multi-Modal Level of Service Guidelines* in February 2022. This methodology outlines a step-by-step approach to assessing multi-modal operations, from establishing LOS targets to assessing future design alternatives through the lens of each respective mode. The MMLOS analysis should be undertaken at the planning/preliminary design stage of each roadway project to prescribe roadway design elements that promote the targeted multi-modal performance of the corridor.

4.5.3 New Cycling Facilities

The proposed cycling network seeks to foster an enhanced interest and comfortability for cycling, with specific focus on recreational trips and short trips. Where possible, fully separated facilities have been provided in the form of multi-use paths in response to the community being identified as “interested but concerned”. However, to accommodate more experienced cyclists as well, on-road facilities have been proposed along Prince Edward Street, which is a common link for longer cycling trips that travel beyond the borders of the Municipality.

The proposed cycling facilities are summarized in Table 4.1 and correspondingly illustrated in Exhibit 4.12.

Table 4.1 – Proposed Cycling Facilities

Code	Corridor	Facility Type	Limits
AT-1	Applewood Drive	Multi-Use Path	Loyalist Drive to Northerly Limit
AT-2	Baldwin Street	Paved Shoulder	Harbour Street to Lambton Street/Bay Street East
AT-3	Butler Street	Multi-Use Path	Ontario Street to Cedar Street
AT-4	Butler Street West	Multi-Use Path	Westerly Limit to Ontario Street
AT-5	Cedar Street	Multi-Use Path	Harbour Street to Prince Edward Street
AT-6	Dundas Street	Multi-Use Path	Prince Edward Street to Urban Boundary
AT-7	Elizabeth Street	Multi-Use Path	Prince Edward Street to John Street
AT-8	Harbour Street	Multi-Use Path	Ontario Street to Prince Edward Street
AT-9	Lakeshore Road	Paved Shoulder	Huff Road to Presqu'île Parkway
AT-10	Loyalist Drive	Multi-Use Path	Cedar Street to Easterly Limit
AT-11	Main Street	Multi-Use Path	Empire Boulevard to Prince Edward Street
AT-12	Ontario Street	Multi-Use Path	Raglan Street to Main Street
AT-13	Presqu'île Parkway	Multi-Use Path (Widened)	Presqu'île Provincial Park to Ontario Street
AT-14	Prince Edward Street	Conventional Bike Lane	Harbour Street to Elizabeth Street
AT-15	Prince Edward Street	Conventional Bike Lane	Elizabeth Street to Municipal Boundary
AT-16	Raglan Street	Multi-Use Path	Westerly Limit to Cedar Street



Exhibit 4.12 – Proposed Cycling Network

4.5.4 Pedestrian Network

Pedestrian facility connectivity was a key takeaway from the public consultation process, with a general theme that too few separated facilities are provided across the community, especially near schools. To address this concern, separated walking facilities were incorporated into all typical roadway cross sections, thus ensuring that all future subdivisions and new roadways include a separated walking facility.

Moreover, new walking facilities have been proposed within the urban area. The proposed pedestrian network is summarized in Table 4.2 and illustrated in Exhibit 4.13. It is noted that Table 4.2 only lists sidewalks and trails, but pedestrians are also accommodated by the proposed multi-use path additions that are included under *Section 4.4.3 New Cycling Facilities*.

Table 4.2 – Proposed Sidewalk and Trail Facilities

Code	Corridor	Limits
AT-17	Anne Street	Brintnell Boulevard to Baldwin Street
AT-18	Daniels Drive	Along One (1) Side for Entire Loop
AT-19	Elizabeth Street	Pinnacle Street South to Urban Boundary
AT-20	Iroquois Avenue	Ontario Street to Seneca Drive
AT-21	Kingsley Avenue	Northerly Limit to a Point 15 Metres South of Dean Drive
AT-22	Lance Street	Raglan Street to Shewman Road
AT-23	Mills Road	Nesbitt Drive to existing sidewalk opposite 7 Mills Road
AT-24	Mohawk Avenue	Ontario Street to Iroquois Avenue
AT-25	Oliphant Street/ Richardson Street	Prince Edward Street to Gross Street
AT-26	Pinnacle Street South	Elizabeth Street to Southerly Limit
AT-27	Presqu'ile Gate	Ontario Street to Mills Road
AT-28	New Pedestrian Trail	Cedar Street to Butler Street
AT-29	New Pedestrian Trail	South of Cortland Way and north of the CN/CP Rail Lines

In addition to new sidewalk links, a new pedestrian crossing (PXO) has been proposed along Raglan Street opposite the entrance to the local green/park space. This PXO is intended to provide a safe access to the park located south of Raglan Street by connecting to the existing sidewalk on the north side of the street with the existing park entrance on the south side of the street.

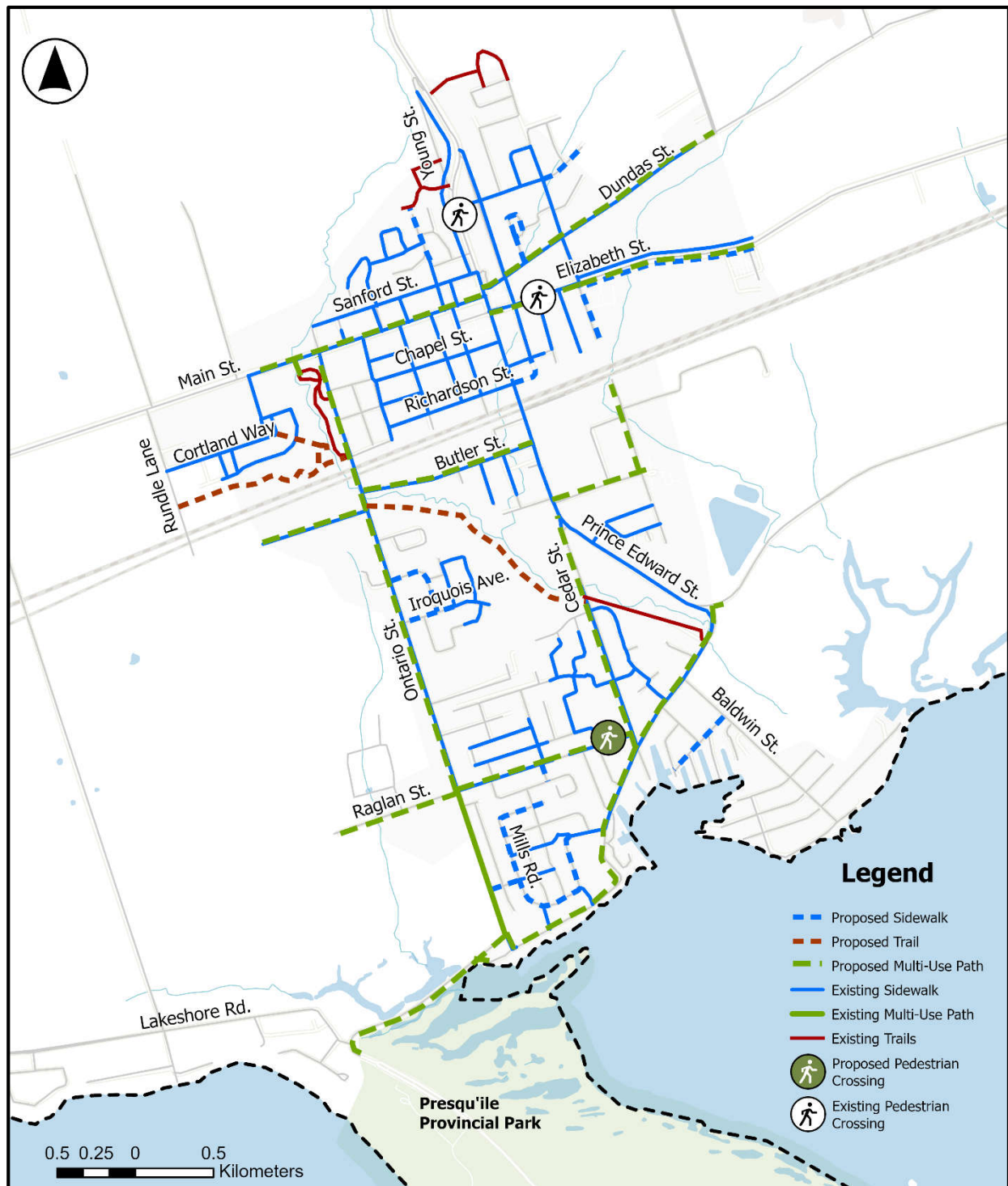


Exhibit 4.13 – Proposed Pedestrian and Trail Network

4.6 New Roadways

New roadway links are vital in maintaining sufficient roadway operations and connectivity while introducing new residents, business, and recreational space. The identification of new roadway links considered a number of items including future traffic conditions, known development configurations, and overall network connectivity.

A review of Brighton's road network emphasized a need for new collector roads—links that can help reduce thoroughfare on local roadways and serve as a natural transition from strictly residential land uses to more mixed-use and commercial space. The primary goal of the new collector roads is to provide additional, unimpeded connectivity within the urban area, with roadways equipped to accommodate multi-modal mobility to a greater degree than local streets. Moreover, the network review identified the need for additional major local corridors in the northeast and southwest quadrants of the urban area

The placement and classification of the proposed roadways have been made at a planning level and are conceptual in nature. It should be noted that road projects recommended within this section will require coordinated roadway or Environmental Assessment (EA) studies to first confirm their feasibility and then evaluate suitable design alternatives thereafter.

A summary of the proposed new roadways is provided in Table 4.3, with a corresponding visual provided in Exhibit 4.14.

Table 4.3 – Proposed New Roadways

Code*	Proposed Roadway Name	Limits
Urban Cross Section		
C-1	Castle Ridge Extension	Sarill Lane to New Collector #2
C-2	Dunnet Drive Extension	Existing Easterly Limit to Hardy Lane
C-3	Meadowcreek Drive	Existing Westerly Limit to Ontario Street
C-4	Meadowcreek Drive	Ontario Street to Urban Boundary
C-5	New Collector # 1	Simpson Street to Percy Street
C-6	New Collector # 2	New Major Local to Elizabeth Street
C-7	Rundle Lane	Urban Boundary to Presqu'île Parkway
C-8	Singleton Street Extension	Existing Easterly Limit to Georgine Street
Industrial Cross Section		
C-9	Georgina Street Extension	Smith Street to Elizabeth Street
C-10	John Street Extension	Elizabeth Street to Prince Edward Street
C-11	Loyalist Drive Extension	Applewood Drive to John Street Extension
C-12	Sharp Road Extension	Sharp Street to John Street Extension
Rural Cross Section		
C-13	Butler Street West	Rundle Lane to Urban Boundary
C-14	Meadowcreek Drive	Huff Road to Urban Boundary
C-15	New Collector # 3	Princess Street to Little Lake Road
C-16	Raglan Street Extension	Municipal Boundary to Existing Westerly Limit
C-17	Rundle Lane	Existing Southerly Limit to Urban Boundary
C-18	Sarill Lane Extension	Whites Road to Castle Ridge Drive
C-19	Simpson Street	Little Lake Drive to Existing Northerly Limit

*The recommendation code (C-XX) corresponds with the numbers presented in Exhibit 4.14.

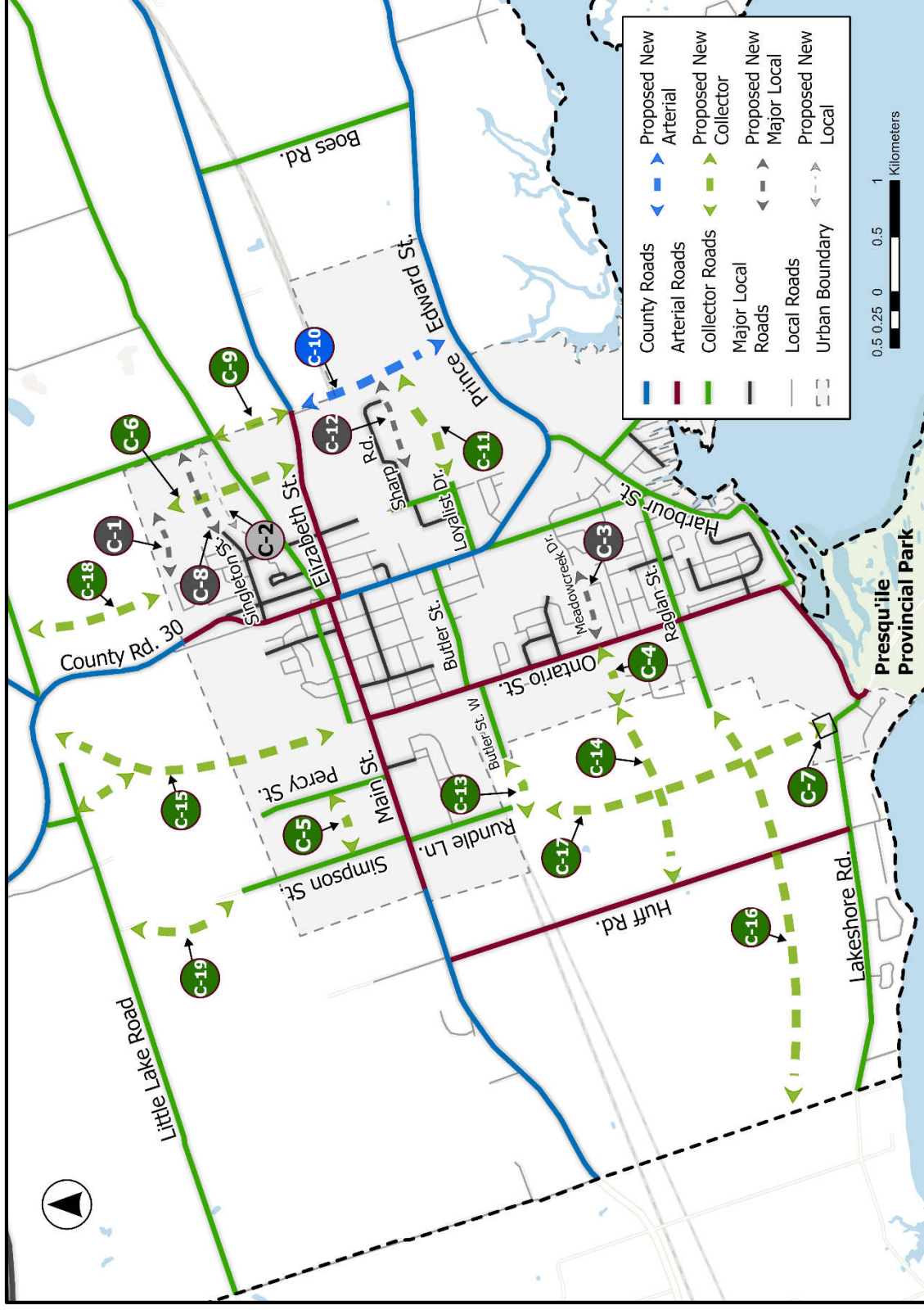


Exhibit 4.14 – Proposed New Roadways

4.7 Localized Intersection Improvements

Localized intersection improvements refer to modifications at individual intersections that will greatly improve capacity, safety, or connectivity. The improvements can be relatively minor in nature, such as re-allocating asphalt width through the use of pavement markings—or more significant, such as roadway re-alignment.

The proposed localized intersection improvements are summarized in Table 4.4, with a corresponding graphic shown in Exhibit 4.15.

Table 4.4 – Proposed Localized Intersection Improvements

Code*	Intersection	Proposed Improvement
C-20	George Street and Alice Street	Investigation of sightline issues.
C-21	John Street	Provide overpass bypassing the CN/CP rail lines, thereby enabling the John Street arterial road extension.
C-22	Main Street and Ontario Street	Implement traffic signal and auxiliary turn lanes.
C-23	Main Street/Elizabeth Street and George Street/Prince Edward Street	Alignment of Main Street and Elizabeth Street.
C-24	Ontario Street and Presqu'île Parkway (Harbour Street)	Re-alignment of Presqu'île Parkway.
C-25	Prince Edward Street and Cedar Street	Adjust lane alignment to create a T-intersection with a southbound auxiliary right-turn lane.
C-26	Raglan Street	Implement pedestrian crossing
C-27	Boes Road and CN/CP Rail Line	Implement a traffic signal to facilitate safe operation under the bridge.
C-28	County Road 30 and County Road 26/Whites Road	Implement a roundabout
C-29	County Road 30 and Little Lake Road	Complete sightline study to discern whether realignment is required.
C-30	County Road 30 and County Road 21	Complete sightline study to discern whether realignment is required.
C-31	County Road 30 and Carmen Road/Hansen Road	Complete study to evaluate alternatives for consolidating the closely spaced intersections.

*The recommendation code (C-XX) corresponds with the numbers presented in Exhibit 4.15.

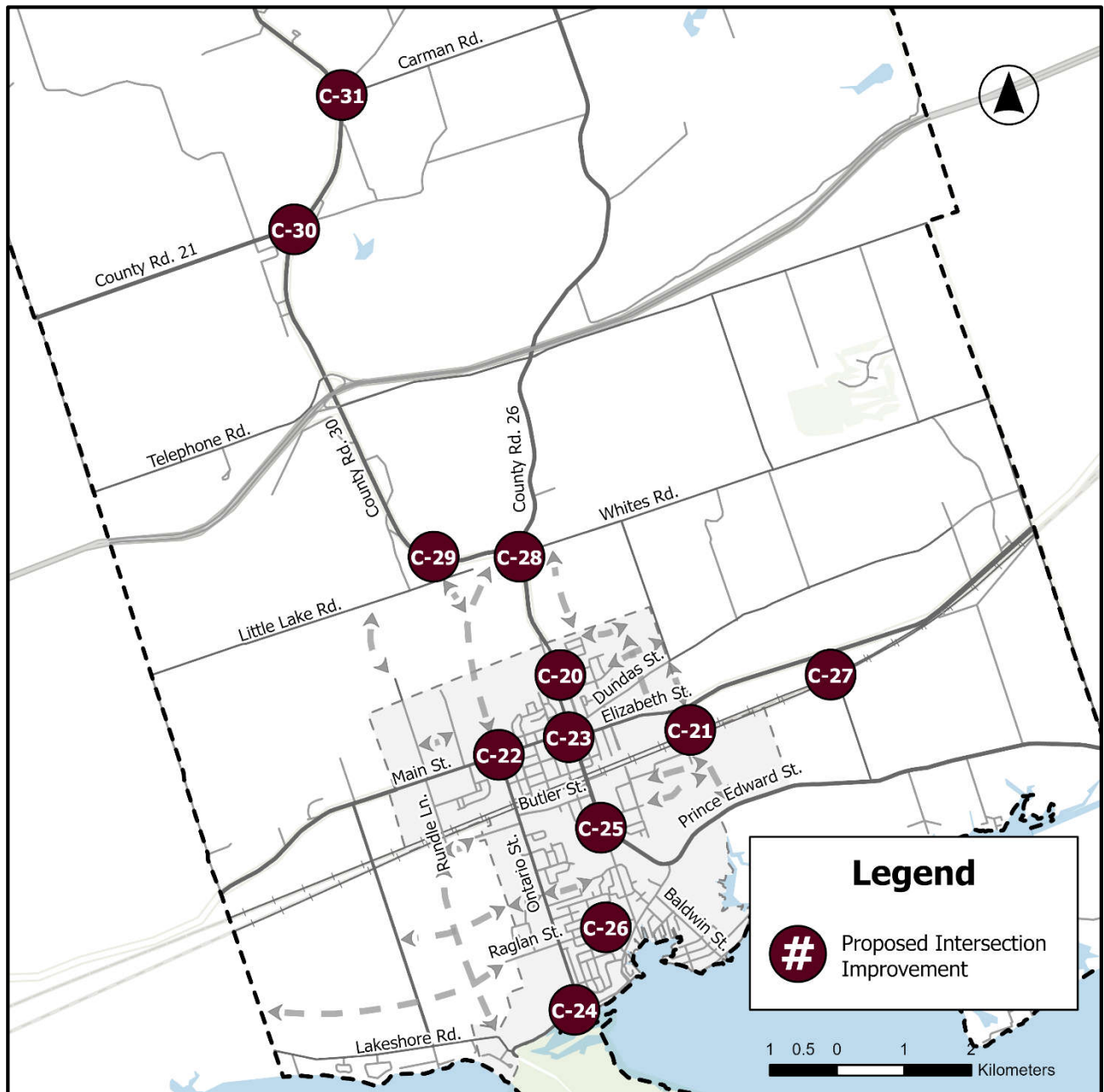


Exhibit 4.15 – Proposed Localized Intersection Improvements

The recommendation for an overpass over the rail lines (C-21) is intended to mobilize and support the future industrial park that is planned for the lands surrounding Sharp Road, south of the rail lines. This recommendation was prefaced by an extensive evaluation of alternatives, with the two (2) primary solutions being an underpass or an overpass. It was determined through this review that an overpass is the preferred option due to its comparatively minor property impacts and integration with the existing and future road configuration.

The recommendation for the Main Street/Elizabeth Street and George Street/Prince Street re-alignment will mitigate the operational shortfalls that are associated with closely spaced intersections and provide an enhanced multi-modal level of service by reducing conflicts and out-of-way travel for all modes. It is noted that this recommendation will be subject to a Schedule 'C' Municipal Class Environmental Assessment to confirm its feasibility and preferred alternative.

The remaining localized intersection improvement recommendations include further studies to upgrade intersections to traffic signals or roundabouts, mitigate potential sightline issues, re-align intersections for operational and safety benefits, and implement a pedestrian crossing along Raglan Street.

4.8 Proposed Goods Movement Network

While the existing goods movement network throughout rural Brighton is somewhat defined through a network of County Roads and Highway 401, the rural area could benefit from enhanced signage measures. In general, truck drivers are likely to select appropriate goods movement corridors based solely off experience and perceived comfortability of the roadway (i.e., lane widths, roadway alignment, etc.). However, the implementation of signage could serve to support unfamiliar truck drivers and keep all heavy vehicles within the designated network.

As for the urban area, there is currently no defined goods movement network. In some cases, such as Alice Street, truck movement has been prohibited through the use of restrictive truck signage, but this practice is scarce throughout the urban area. The lack of a defined truck route network can disrupt traffic flow, compromise roadway integrity, and introduce unnecessary discord between sensitive residential areas and the trucking industry.

As a result, the proposed goods movement recommendations are to introduce designated truck routes in the urban area and provide enhanced truck signage

across the Municipality as a whole. The proposed truck routes in the urban area maintain a keen focus on emerging commerce areas such as the proposed Brighton industrial park to be located east of Sharp Street, in addition to the following items:

- Existing truck routes
- Adjacent land uses
- Roadway classification
- Traffic operations
- Pedestrian/cyclist activity
- Noise
- Geotechnical considerations

Signage

The method in which municipalities facilitate truck movements varies by location, with the general options being permissive signage (OTM Rb-61), restrictive signage (OTM Rb-62), or a hybrid signage system (a combination of both permissive and restrictive signage). The Municipality currently utilizes a restrictive signage system for certain corridors, which indicates that a familiarity with restrictive signage is likely to exist within Brighton today. Therefore, to maintain continuity with this practice, it is recommended that Brighton continue utilizing restrictive truck signage to establish the network.



Rb-61 (OTM)
60 x 60 cm



Rb-62 (OTM)
60 x 60 cm



Rb-62A (OTM)
60 x 75 cm

The proposed goods movement corridors are summarized in Table 4.5 and graphically illustrated in Exhibit 4.16. The proposed truck routes that are denoted as “Conditional” are along corridors that do not exist today, but are proposed as per Section 4.6 of this document. For example, the extension of John Street between Elizabeth Street and Prince Edward Street does not exist today but is a recommended new roadway. At the time of implementation for the John Street extension, the roadway should be designed as an industrial arterial with the intention of truck accommodation. For proposed truck routes along corridors that

do exist today, the intention is that these roadways are supported with signage to help promote truck pathing along these corridors—and where design deficiencies may exist, these corridors should be upgraded to commercial vehicle standard at the time of roadway re-construction.

Table 4.5 – Proposed Goods Movement Corridors

Corridor	Limits
Main Street	Urban boundary to Young Street/Prince Edward Street
Ontario Street	Butler Street to Main Street
Butler Street	Ontario Street to Prince Edward Street
Young Street	Urban boundary to Main Street
Prince Edward Street	Main Street to urban boundary
Elizabeth Street	Prince Edward Street to urban boundary
Loyalist Drive	Prince Edward Street to Applewood Drive
Applewood Drive	Loyalist Drive to Northerly Limit
Loyalist Drive Extension*	Applewood Drive to John Street Extension
John Street Extension*	Elizabeth Street to Prince Edward Street

*Conditional Truck Route – subject to the implementation of proposed roadways

Highway 401 Emergency Detour Routes

Schedule 'C' of the Northumberland Official Plan (OP) shows emergency detour routes (EDRs) in the event of Highway 401 closures. Emergency detour routes passing through Brighton's downtown consist of County Road 15, County Road 2, and County Road 30. It was heard throughout the PICs that there are concerns regarding the significant amounts of traffic that are diverted through the downtown area in times of Highway 401 closures.

Northumberland County is coordinating with the MTO to evaluate alternate Highway 401 emergency detour route options. Based on discussion with the Municipality, Telephone Road, which runs parallel to Highway 401, is recommended to be upgraded to a rural collector roadway so that it can be used as an emergency detour route in the future.

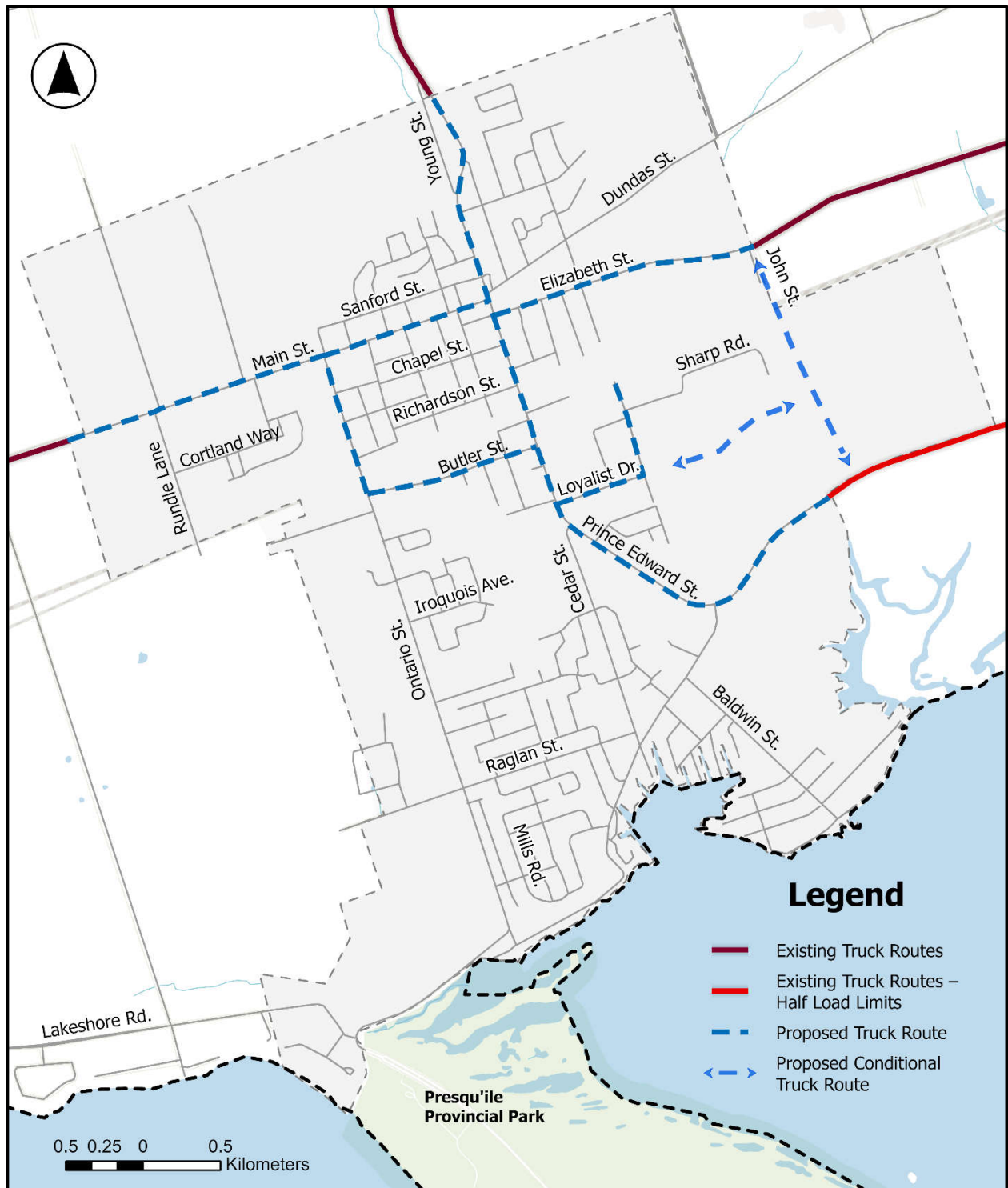
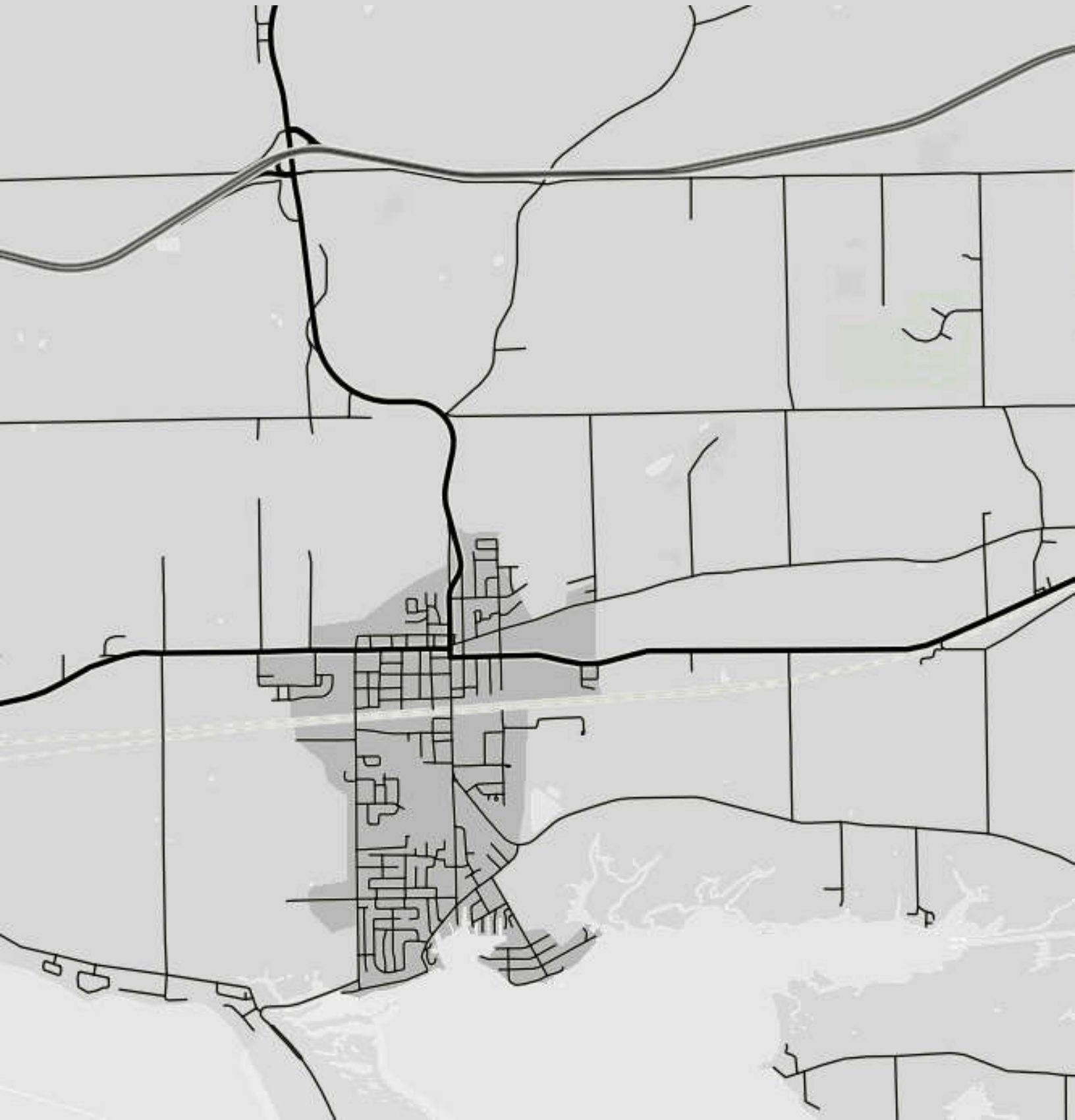


Exhibit 4.16 – Proposed Goods Movement Network

5 Implementation Plan



5 Implementation Plan

5.1 Timelines and Categories

The phasing plan provides general timelines for implementation in light of the resource and monetary strains that are imposed on the Municipality by the improvements. Moreover, by grouping the improvements into defined horizon years, network capacity and connectivity improvements can be introduced in alignment with future demands that are currently in the pipeline. The implementation timelines are organized into three (3) different horizon years as follows:

Short-Term (Up to Five Years) – The short-term recommendations are intended to be “quick win” strategies that have an immediate impact on mobility, but are commonly associated with a less complex implementation process. Substantial projects can still be grouped in the short-term category if there is a pressing need for mobility improvements under prevailing conditions or the near future.

Medium-Term (Six to Ten Years) – The medium-term recommendations are planned to occur within six (6) to ten (10) years of the TMP. These recommendations may be larger in scale, or may not trigger a need until certain developments or plans come into fruition.

Long-Term (Eleven to Twenty-Five Years) – The long-term recommendations are to occur within eleven to twenty-five years of the TMP. These initiatives are typically devised in response to future needs that have yet to be triggered, or may be substantial in nature which requires a robust planning and budgeting process.

5.1.1 Implementation Considerations

It is important to note that the implementation of each infrastructure project is subject to its own unique challenges and requirements (i.e., AODA, design standards, etc.) which will be explored at the planning and design stages for each specific project. In fact, the realization of infrastructure projects is commonly impeded by land availability constraints, topography challenges and presence of environmentally sensitive areas.

All major roadway improvements that have potential for some or significant adverse environmental effects are subject to the Schedule ‘B’ or ‘C’ Municipal Class Environmental Assessment (EA) process as outlined in the 2023 amendment. This will allow the solution to be further refined through public and technical agency consultation and develop a design that addresses public concerns and mitigates

potential environmental impacts. In general, Schedule 'B' EAs have the potential for adverse environmental impacts and can include improvements or minor expansions to existing facilities or new projects that are smaller in scale, whereas Schedule 'C' EAs are anticipated to have more sizeable environmental impacts and can include the construction of new facilities or major expansions to existing facilities. Roadway projects that are limited in scale (formerly classified as MCEA Schedule A or A+) such as rehabilitation works, minor reconstruction, or replacement of existing infrastructure are now exempt from the MCEA process.

The cost estimates associated with the proposed improvements do not include property acquisition, utility relocation, and construction cost escalation due to economic pressure and political landscape.

5.1.2 Potential Funding Sources

Opportunities for funding transportation projects exist beyond the annual capital budget process through various levels of government. These opportunities appear intermittently at the Federal and Provincial level, which will require regular monitoring from Municipal staff. Examples of funding sources from each level of government include:

Federal

Canada Public Transit Fund – The Canada Public Transit Fund (CPTF) seeks to provide enhanced public transit and active transportation across the country by providing \$3 billion per year for sustainable infrastructure. This fund is beginning in 2026/2027 and will support sustainable travel modes across a wide variety of Canadian communities.

Provincial

Infrastructure Ontario (IO) – The IO program is a loan program that provides long-term financing to municipalities, allowing for larger infrastructure undertakings such as road or bridge revitalizations. The loan program has helped over \$18 billion in infrastructure investments across Ontario since its inception.

County

Capital Budgeting Process – Proposed infrastructure improvements along County corridors should be funded through the Northumberland County's capital budget.

Local

Development Charges – Funding for transportation infrastructure projects is identified within the Development Charges (DC) Background Study (2024). The Municipality may attempt to recover capital cost expenditures under the provincial legislation to manage and foster growth in Brighton.

Capital Budgeting Process – Local infrastructure projects, among other items, are identified on an annual basis through the capital budgeting process.

5.2 Implementation Plan

The TMP implementation plan honours the different categories in which the recommendations present themselves. The TMP initiatives are grouped as follows: (1) Policy, Documentation and Guidelines; (2) Active Transportation; (3) New Roadways; and (4) Localized Intersection Improvements.

5.2.1 Policy, Documentation and Guideline Recommendations

Table 5.1 – Proposed Policy, Documentation and Guideline Recommendations

Code	Proposed Improvement	Description	Cost	Timing
PDG-1	Adopt Community Safety Zone (CSZ) Policy	Adopt Community Safety Zone (CSZ) Policy for use selecting and establishing new CSZs.	-	Short-Term
PDG -2	Establish goods movement network	Implement restrictive truck route signage to facilitate goods movement along designated routes only.	\$14k	Short-Term
PDG -3	Adopt Roundabout Implementation Guidelines	Adopt Roundabout Implementation Guidelines to help guide future intersection control studies.	-	Short-Term
PDG -4	Adopt Traffic Calming Policy	Adopt Traffic Calming Policy for use in streamlining the traffic calming request and implementation process.	-	Short-Term
PDG -5	Adopt revised road classifications	Adopt revised road classifications and incorporate them into Schedule 'C' of the Official Plan.	-	Short-Term
PDG -6	Adopt Speed Limit Policy	Adopt the Speed Limit Policy to aid in establishing appropriate speed limits for Municipal roadways.	-	Short-Term

PDG -7	Create Traffic Impact Study (TIS) Guidelines	Formulate Traffic Impact Study (TIS) Guidelines to facilitate preparation of TIS reports for new developments.	\$20k	Short-Term
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5.2.2 Active Transportation Recommendations

Cycling Network Proposed Improvements

The cycling recommendations are summarized in Table 5.2 with their associated cost, timing of implementation and required EA Schedule.

Table 5.2 – Proposed Cycling Recommendations

Code	Corridor	Facility Type	Limits	Cost	Timing	Required EA
AT-1	Applewood Drive	Multi-Use Path	Loyalist Drive to Northerly Limit	\$295k	Long-Term	Schedule B
AT-2	Baldwin Street	Paved Shoulder	Harbour Street to Lambton Street/Bay Street East	\$120k	Short-Term	Schedule B
AT-3	Butler Street	Multi-Use Path	Ontario Street to Cedar Street	\$475k	Long-Term	Schedule B
AT-4	Butler Street W	Multi-Use Path	Westerly Limit to Ontario Street	\$295k	Long-Term	Schedule B
AT-5	Cedar Street	Multi-Use Path	Harbour Street to Prince Edward Street	\$590k	Short-Term	Schedule B
AT-6	Dundas Street	Multi-Use Path	Prince Edward Street to Urban Boundary	\$770k	Short-Term	Schedule B
AT-7	Elizabeth Street	Multi-Use Path	Prince Edward Street to John Street	\$710k	Short-Term	Schedule B
AT-8	Harbour Street	Multi-Use Path	Ontario Street to Prince Edward Street	\$1.2m	Short-Term	Schedule B
AT-9	Lakeshore Road	Paved Shoulder	Huff Road to Presqu'île Parkway	\$105k	Long-Term	Schedule B
AT-10	Loyalist Drive	Multi-Use Path	Cedar Street to Easterly Limit	\$295k	Long-Term	Schedule B

Code	Corridor	Facility Type	Limits	Cost	Timing	Required EA
AT-11	Main Street	Multi-Use Path	Empire Boulevard to Prince Edward Street	\$650k	Short-Term	Schedule B
AT-12	Ontario Street	Multi-Use Path	Raglan Street to Main Street	\$1.3m	Mid-Term	Schedule B
AT-13	Presquile Parkway	Multi-Use Path (Widened)	Presqu'île Provincial Park to Ontario Street	\$590k	TBD	Schedule B
AT-14	Prince Edward Street	Conventional Bike Lane	Harbour Street to Elizabeth Street	N/A	Short-Term	N/A
AT-15	Prince Edward Street	Conventional Bike Lane	Elizabeth Street to Municipal Boundary	\$335k	Long-Term	Schedule B
AT-16	Raglan Street	Multi-Use Path	Westerly Limit to Cedar Street	\$885k	Long-Term	Schedule B

N/A = Not Applicable | TBD = To be determined based on road rehabilitation timing

Sidewalk Network Proposed Improvements

The proposed improvements to the sidewalk network are summarized in Table 5.3 with their associated cost and timing of implementation. It is noted that Table 5.3 only includes sidewalk additions, but pedestrians are also accommodated by the multi-use trails summarized in Table 5.2.

Table 5.3 – Proposed Sidewalk Recommendations

Code	Corridor	Limits	Cost	Timing
AT-17	Anne Street	Brintnell Boulevard to Baldwin Street	\$145k	TBD
AT-18	Daniels Drive	Along One (1) Side for Entire Loop	\$190k	Long-Term
AT-19	Elizabeth Street	Pinnacle Street South to Urban Boundary	\$380k	Short-Term
AT-20	Iroquois Avenue	Ontario Street to Seneca Drive	\$95k	Short-Term
AT-21	Kingsley Avenue	Northerly Limit to a Point 15 Metres South of Dean Drive	\$145k	Short-Term
AT-22	Lance Street	Raglan Street to Shewman Road	\$50k	Long-Term
AT-23	Mills Road	Nesbitt Drive to existing sidewalk opposite 7 Mills Road	\$525k	Long-Term
AT-24	Mohawk Avenue	Ontario Street to Iroquois Avenue	\$145k	Short-Term
AT-25	Oliphant Street/ Richardson Street	Prince Edward Street to Gross Street	\$95k	TBD
AT-26	Pinnacle Street South	Elizabeth Street to Southerly Limit	\$145k	Long-Term
AT-27	Presqu'ile Gate	Ontario Street to Mills Road	\$95k	TBD
AT-28	New Pedestrian Trail	Cedar Street to Butler Street	\$280k	Short-Term
AT-29	New Pedestrian Trail	South of Cortland Way and north of the CN/CP Rail Lines	\$190k	Short-Term

TBD = To be determined based on road rehabilitation timing

5.2.3 New Roadway Recommendations

A list of the proposed new recommended roadways is provided in Table 5.4 including approximate cost, timing and required EA Schedule.

Table 5.4 – Proposed New Roadway Recommendations

Code*	Proposed Roadway Name	Limits	Cost	Timing	Required EA
Urban Cross Section					
C-1	Castle Ridge Extension	Sarill Lane to New Collector #2	\$4.8m	Long-Term	Schedule C
C-2	Dunnet Drive Extension	Existing Easterly Limit to Hardy Lane	\$4.8m	Mid-Term	Schedule C
C-3	Meadowcreek Drive	Existing Westerly Limit to Ontario Street	\$4.1m	Mid-Term	Schedule C
C-4	Meadowcreek Drive	Ontario Street to Urban Boundary	\$3.2m	Long-Term	Schedule C
C-5	New Collector # 1	Simpson Street to Percy Street	\$4.1m	Long-Term	Schedule C
C-6	New Collector # 2	New Major Local to Elizabeth Street	\$8.9m	Long-Term	Schedule C
C-7	Rundle Lane	Urban Boundary to Presqu'île Parkway	\$2.4m	Long-Term	Schedule C
C-8	Singleton Street Extension	Existing Easterly Limit to Georgine Street	\$4.8m	Long-Term	Schedule C
Industrial Cross Section					
C-9	Georgina Street Extension	Smith Street to Elizabeth Street	\$4.1m	Short-Term	Schedule C
C-10	John Street Extension	Elizabeth Street to Prince Edward Street	\$8.9m	Long-Term	Schedule C
C-11	Loyalist Drive Extension	Applewood Drive to John Street Extension	\$5.7m	Long-Term	Schedule C
C-12	Sharp Road Extension	Sharp Street to John Street Extension	\$4.8m	Mid-Term	Schedule C
Rural Cross Section					
C-13	Butler Street West	Rundle Lane to Urban Boundary	\$1.6m	Long-Term	Schedule C

Code*	Proposed Roadway Name	Limits	Cost	Timing	Required EA
C-14	Meadowcreek Drive	Huff Road to Urban Boundary	\$6.3m	Long-Term	Schedule C
C-15	New Collector # 3	Princess Street to Little Lake Road	\$25.2m	Long-Term	Schedule C
C-16	Raglan Street Extension	Municipal Boundary to Existing Westerly Limit	\$13.7m	Long-Term	Schedule C
C-17	Rundle Lane	Existing Southerly Limit to Urban Boundary	\$11.1m	Long-Term	Schedule C
C-18	Sarill Lane Extension	Whites Road to Castle Ridge Drive	\$5.3m	Long-Term	Schedule C
C-19	Simpson Street	Little Lake Drive to Existing Northerly Limit	\$4.8m	Long-Term	Schedule C

*The recommendation code (C-XX) corresponds with the numbers presented in Exhibit 4.14.

5.2.4 Localized Intersection Improvement Recommendations

The localized intersection improvement recommendations including approximate cost, timing and required EA Schedule are provided in Table 5.5.

Table 5.5 – Proposed Localized Intersection Improvement Recommendations

Code*	Intersection	Proposed Improvement	Cost	Timing	Required EA
C-20	George Street and Alice Street	Investigation of sightline issues.	\$20k	Short-Term	N/A
C-21	John Street	Provide overpass bypassing the CN/CP rail lines, thereby enabling the John Street arterial road extension.	\$75.2m	Long-term	Schedule C
C-22	Main Street and Ontario Street	Implement traffic signal and auxiliary turn lanes.	\$1.0m	Short-Term	N/A
C-23	Main Street/Elizabeth Street and George Street/Prince Edward Street	Alignment of Main Street and Elizabeth Street.	\$4.9m	Long-term	Schedule C

Code*	Intersection	Proposed Improvement	Cost	Timing	Required EA
C-24	Ontario Street and Presqu'île Parkway (Harbour Street)	Re-alignment of Presqu'île Parkway.	\$3.7m	Long-term	Schedule C
C-25	Prince Edward Street and Cedar Street	Adjust lane alignment to create a T-intersection with a southbound auxiliary right-turn lane.	County	Short-Term	N/A
C-26	Raglan Street	Implement pedestrian crossing	\$14k	Short-Term	N/A
C-27	Boes Road and CN/CP Rail Line	Implement a traffic signal to facilitate safe operation under the bridge.	\$500k	Short-Term	N/A
C-28	County Road 30 and County Road 26/Whites Road	Implement a roundabout	\$1.0m	Short-Term	Schedule B
C-29	County Road 30 and Little Lake Road	Complete sightline study to discern whether realignment is required.	\$20k	Short-Term	N/A
C-30	County Road 30 and County Road 21	Complete sightline study to discern whether realignment is required.	\$20k	Short-Term	N/A
C-31	County Road 30 and Carmen Road/Hansen Road	Complete study to evaluate alternatives for consolidating the closely spaced intersections.	\$20k	Short-Term	N/A

*The recommendation code (C-XX) corresponds with the numbers presented in Exhibit 4.15.

NA = Not Applicable

5.3 Plan Monitoring and Updates

It is important for the Municipality to initiate a monitoring program for the TMP. The monitoring process allows the Municipality to track progress against the desired timelines and also quantify the degree to which the initiatives are influencing mobility. The performance metrics focus on the key action items of the TMP and provides a corresponding data source and review interval period. The monitoring plan is outlined in Table 5.6.

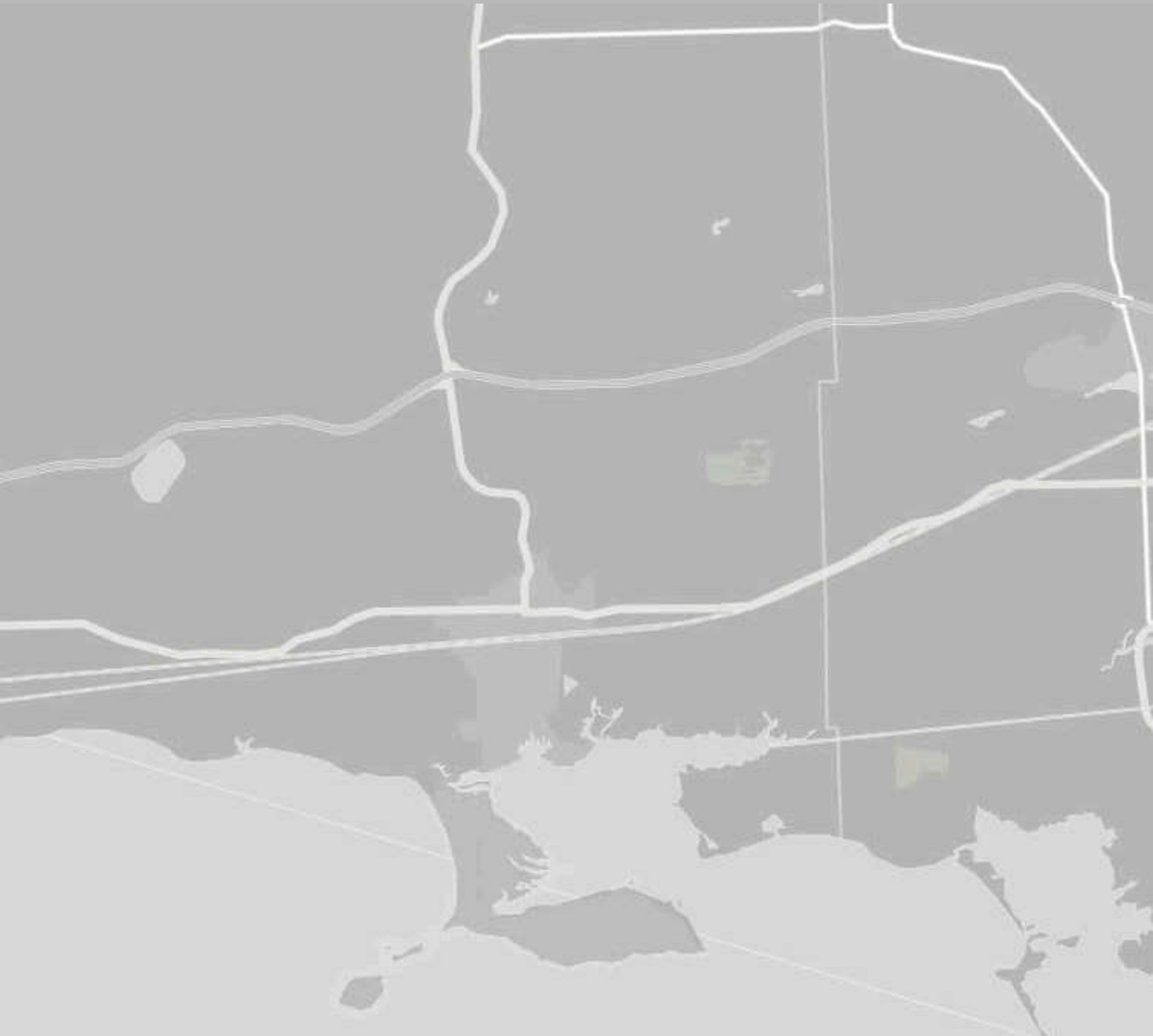
Table 5.6 – TMP Monitoring Plan

Performance Metric	Data Source	Review Frequency
New Roadways		
Total kilometre length of road network.	Capital Program	Annually
Mobility Characteristics		
Commuting mode share	TTS	Five (5) Years
Average commute distance	TTS	Five (5) Years
Automobile ownership (number of vehicles per household)	TTS	Five (5) Years
Active Transportation		
Total kilometre length of cycling facility by class (i.e., shared, dedicated, etc.)	Capital Program	Annually
Total kilometre length of pedestrian accommodation by class (i.e., sidewalk, multi-use trail, etc.)	Capital Program	Annually
Number of sidewalk gaps or accessibility barriers within the pedestrian network.	Capital Program	Annually
Transit		
Transit ridership data	NRT	Annually
Goods Movement		
Total kilometre length of designated truck routes	Capital Program	Annually

It is understood that the recommendations of the TMP are based on the best information available at the time of the study. In reality, the dynamic nature of the political and economic landscape has a significant bearing on how development unfolds. It is for this reason that the MCEA process recommends a review of master plans every (5) years to ensure that the transportation network is adaptable to new realities that were not contemplated at the time of this study.

Appendix 1

Communications Plan & Consultation Summaries



COMMUNICATION PLAN

Municipality of Brighton Transportation Master Plan

Communications Plan Final

**Prepared for:
Municipality of Brighton**



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**RVA 237042
February 9, 2024**

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RVA 237042

February 9, 2024

Municipality of Brighton
67 Sharp Road
Brighton, Ontario K0K 1H0

Attention: Leslie Whiteman
Director of Public Works and Infrastructure

Dear Mr. Whiteman:

Re: Municipality of Brighton Transportation Master Plan – Communications Plan - Final

Please see enclosed the Draft Communications Plan for the Municipality of Brighton's Transportation Master Plan.

Yours very truly,

R.V. ANDERSON ASSOCIATES LIMITED

Mila Khatri
Junior Environmental Planner

Andrew McGregor
Senior Planner/Project Manager

MUNICIPALITY OF BRIGHTON TRANSPORTATION MASTER PLAN

COMMUNICATIONS PLAN

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Table 4.1 Phase 1 Communication Tactics

Table 4.2 Phase 2 Communication Tactics

1.0 INTRODUCTION

The Municipality of Brighton has retained RVA to undertake a Transportation Master Plan (TMP), which outlines the direction for providing a balanced transportation system within the Municipality to offer a variety of modes of transportation options to the residents and visitors with a well-connected, efficiently operating, and easy to access transportation infrastructure for next 25 years.

The development of the Transportation Master Plan has been broken down into two phases:

1. Phase 1: Identification of Issues, Opportunities, and Needs
2. Phase 2: Development of Transportation Master Plan and Recommendations

Phase 1 of this undertaking will include data and information gathering to identify known and unknown transportation problems and challenges as well as cultural heritage features. This phase will involve interactive consultation and the sharing of information with key stakeholders and the public on the state of the transportation system within the Municipality.

Phase 2 of this project involves conducting thorough analysis of studies and investigations initiated/completed in Phase 1. Recommendations will be made for the transportation network, policies, and strategic initiatives to enhance and support the goals and objectives of the Municipality of Brighton's Official Plan. During this phase, key stakeholders and the public will be engaged to gather feedback on the analyses and preliminary recommendations to improve the transportation network within the Municipality.

2.0 PURPOSE OF THE COMMUNICATIONS PLAN

The goal of the Communications Plan is to outline a communications strategy and approach to stakeholder communications that will be consistent throughout the duration of the project. This Plan outlines key stakeholders such as the public including high school students, technical agencies, Indigenous communities, and other interest groups that will be engaged with during the project.

The Communications Plan provides a framework to manage and coordinate communications, in terms of who will receive communications, how communications will be delivered, what information will be communicated, and the frequency of communications.

3.0 PROJECT MEETINGS

As part of the project management process, virtual bi-weekly or monthly meetings will be scheduled with the Municipality's Project Manager and internal TAC group, comprising of the Project Team and Municipality staff, throughout the duration of the project. Municipality staff will include planning, road, and operations staff on an as-needed basis. Bi-weekly virtual project meetings will occur during the Phases 1 and 2, for a total of four months (first two months and last two months). Monthly project meetings will be held for the remainder of the project duration to review preliminary findings and discuss technical details, for a total of eight months.

4.0 STAKEHOLDER REGISTER

In accordance with project requirements, appropriate members of the public, special interest groups, utility companies, technical agencies, school boards, and Indigenous Communities will be contacted during the development of the Transportation Master Plan. This will be accomplished by establishing a stakeholder register.

4.1 Stakeholder Working Group (SWG)

Stakeholders and technical agencies, that may have an interest in the project have been identified, added to a Stakeholder Working Group (SWG) and will be engaged with throughout the duration of the project. The goal of the SWG is to consult agencies on the technical aspects of the Transportation Master Plan. The Municipality of Brighton has provided a preliminary list of stakeholders to include in the SWG. Other interested parties may be identified and added to or removed from the mailing list as the project unfolds. At this point, we anticipate the SWG to include individuals from:

- Municipality of Brighton
 - › Planning Department
 - › Operations Department
 - › Public Works Department
- Northumberland County
- City of Quinte-West
- Ministry of Transportation
- CN Railway
- CP Railway

The appropriate level of engagement, communication tactics, timing and frequency for the SWG are described in Table 4.1 and Table 4.2.

4.2 Interest Groups

Stakeholders, Indigenous Communities, and interest groups that may have an interest in and concerns regarding the road and transportation network within the Municipality of Brighton will be engaged with separately from the Stakeholder Working Group. The purpose of meeting with interest groups and Indigenous Communities will be to collect their feedback and allow them to voice their concerns or identify other transportation-related issues that may be included in the scope of this study.

In consultation with the Municipality of Brighton, the Interest Group is anticipated to include:

- Student Transportation Services of Central Ontario (STSCO)
- The Kawartha Pine Ridge District School Board
- Downtown Brighton Improvement Area (BIA)
- Alderville First Nation

The appropriate level of engagement, communication tactics, timing and frequency for the Interest Groups are described in Table 4.1 and Table 4.2.

4.3 Indigenous Community Consultation

Recognizing the Municipality of Brighton's duty to consult with Indigenous Communities, the Municipality will engage with Indigenous Communities throughout the project.

Communication tactics to engage with Indigenous Communities will include personal email notifications regarding project communications and inclusion in engagement with Interest Groups

The Indigenous Communities that may be contacted include the following, but not limited to:

- Alderville First Nation
- Curve Lake First Nation
- Hiawatha First Nation
- Mississaugas of Scugog Island
- Beausoleil First Nation
- Chippewas of Georgina Island First Nation
- Chippewas of Rama First Nation
- Kawartha Nishnawbe
- Mohwaks of the Bay of Quinte

- Huron-Wendat

5.0 COMMUNICATION STRATEGY

This section provides a description of the recommended communication tactics to be employed as part of the overall communication strategy, as well as the implementation of these tactics, in both Phase 1 and 2 of the project.

5.1 Phase 1: Identification of Issues, Opportunities, and Needs

Through Phase 1 of the project, interested stakeholders and members of the public will have a variety of opportunities to provide input on the issues and identify additional concerns that were missed.

5.1.1 Phase 1: Issues, Opportunities, and Needs Identification Communication Tactics

The following approach will be applied during Phase 1 of the project.

[Advertisement of the Launching of the Transportation Master Plan](#)

A Notice of Study Commencement will be prepared and published, outlining the purpose of developing a Transportation Master Plan and requesting public and stakeholder input in upcoming engagement activities. The notice will be distributed to the concerned agencies and stakeholders in consultation with the Municipality of Brighton.

[Stakeholder Working Group Meeting #1](#)

A Stakeholder Working Group Meeting (#1) will be held to obtain focused and representative input to the study, vision, and problem/opportunity statement. A questionnaire will be prepared for distribution, administered by the Municipality of Brighton, to obtain feedback regarding existing issues of concern, ideas and areas of improvement and any other relevant comments for the study. Information gathered from this meeting will be included for consideration at the first Interactive Public Information Centre. Presentation materials will be shared with SWG meeting attendees ahead of time and they will be encouraged to provide written comments to be discussed during the meeting.

[Interest Group Meeting #1](#)

A meeting with the Interest Group (#1) will be held to obtain comments on the study, vision, and problem/opportunity statement. A questionnaire will be prepared for distribution, administered by the Municipality of Brighton, to obtain feedback regarding existing issues of concern, ideas and areas of improvement and any other relevant comments for the study.

Information gathered from this meeting will be included for consideration at the first Interactive Public Information Centre. Presentation materials will be shared with meeting attendees ahead of time and they will be encouraged to provide written comments to be discussed during the meeting.

Interactive Public Information Centre #1

An Interactive Public Information Centre (PIC #1) will be held to provide an opportunity for the public to interact and provide input on the purpose and objectives of the study, study issues and constraints, issues the Project Team may not be aware of, existing operating conditions, and anticipated next steps.

The PIC will be coordinated by RVA and a virtual presentation of the PIC material will be made available. A board presenting key issues received at the first Stakeholder Workshop Meeting will be shown. The PIC will solicit input from various stakeholders on the current community direction and vision for the future as it relates to transportation.

5.1.2 Implementation of Phase 1 Communication Tactics

Table 5.1 Phase 1 Communication Tactics

Tactic	Audience	Details	Timeline
Notice of Study Commencement	Stakeholder Advisory Committee, general public	A Notice of Study Commencement will be published outlining project purpose, details, and requesting public input.	October 26, 2023
Stakeholder Working Group Meeting #1	Stakeholders identified in Section 4.1	A meeting to gather input on the study, vision, and opportunity statement. A survey will be prepared by RVA and distributed by Municipality of Brighton.	February 26, 2024
Interest Group Meeting #1	Stakeholders identified in Section 4.2	A meeting to gather input on the study, vision, and opportunity statement. A survey will be prepared by RVA and distributed by Municipality of Brighton.	February 28, 2024
Interactive Public Information Centre #1	Residents, businesses, general public	A public information centre to present information and gather input. A survey will be prepared by RVA and distributed by Municipality of Brighton.	March 5, 2024

5.2 Phase 2: Development of Transportation Master Plan and Recommendations

5.2.1 Phase 2: Development of Transportation Master Plan and Recommendations Communication Strategy

The following communication tactics will be applied during Phase 2 of the project.

Interactive Meeting with High School Students

An interactive engagement session with high school students will be organized to gather input and feedback on transportation-related issues facing younger members of the community. Following this meeting, the comments received, especially related to “Community Safety Zones” and “School Safety Zones”, will be addressed while preparing the improvement plans.

Stakeholder Working Group Meeting #2

A Stakeholder Working Group Meeting (#2) will be held in a format similar to SWG Meeting #1 with the goal of obtaining input regarding the identification and analysis of the proposed improvements. A questionnaire and comment sheets will be prepared to obtain the necessary input regarding the alternatives and preliminary evaluation of them.

Interest Group Meeting #2

A second meeting with the Interest Group will be Interest Group Meeting #1 with the goal of obtaining input regarding the identification and analysis of the proposed improvements. A questionnaire and comment sheets will be prepared to obtain the necessary input regarding the alternatives and preliminary evaluation of them.

Interactive Public Information Centre #2

PIC #2 will be held to present the proposed improvement alternatives identified in the study, the preliminary evaluation of the alternatives, and the preferred solutions. The second PIC will also be conducted similar to PIC #1, in an interactive type of format. The material presented will include a “walk-through” of the study objectives, analysis and findings to date and anticipated next steps. A questionnaire will be designed by RVA for distribution by the Municipality, to assess the public’s attitude toward the process, methodology and recommendations of the study.

5.2.2 Implementation of Phase 2 Recommended Communication Strategy

Table 5.2 Phase 2 Communication Tactics

Tactic	Audience	Details	Timeline
Interactive Meeting with High School Students	Local high school students	Meeting to gather their input, especially on “Community Safety Zones” and “School Safety Zones”	TDB
Stakeholder Working Group Meeting #2	Stakeholders identified in Section 4.1	SWG meeting, to gather feedback on study findings and recommendations. A survey will be prepared by RVA and distributed by Municipality of Brighton.	Week 4 of May 2024
Interest Group Meeting #2	Stakeholders identified in Section 4.2	To gather feedback on study findings and recommendations. A survey will be prepared by RVA and distributed by Municipality of Brighton.	Week 4 of May 2024
Interactive Public Information Centre #2	Residents, businesses, general public	PIC#2, to gather feedback on study findings and recommendations. A survey will be prepared by RVA and distributed by Municipality of Brighton.	Week 1 of June 2024

5.3 AODA Requirements

All communications are required to be provided in accordance with the Accessibility for Ontarians with Disabilities Act (AODA). This includes having respect for persons with disabilities and using all reasonable efforts to ensure equal opportunity is provided to obtain and provide input.

Throughout the project, RVA, working with the Municipality of Brighton, will ensure all materials provided by RVA will be AODA compliant.

6.0 CONCLUSIONS

The activities contained in this communications plan reflect the need to have an outreach program for local residents, businesses, and interested agencies throughout the development of the Transportation Master Plan. As the project unfolds and public interest grows, the Communications Plan will be updated as required.

SUMMARY REPORT

PUBLIC INFORMATION CENTER #1



Transportation Master Plan

Public Information Centre #1 Summary Report Final

Municipality of Brighton

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RVA 237042

April 23, 2025

Municipality of Brighton Transportation Master Plan PIC #1 Summary Report

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1.0 Introduction

The Municipality of Brighton (Municipality) is a growing and evolving community with a unique mix of business, agricultural, education, arts, culture, recreation, and tourism features which attract both young and old personnel. Situated within the southeastern point of the County of Northumberland, the Municipality hugs the shoreline of Lake Ontario and is seen as a gateway to the Presqu'île Provincial Park. The small-town feel of Brighton has attracted many new residents wishing to leave the big city behind and enjoy a quieter lifestyle but still appreciate some big city amenities.

Given the unique demographics of Brighton, a well-balanced multi-modal transportation system is essential to complement the already well-balanced quality of life offered within the Municipality. As a result, the Municipality of has retained R.V. Anderson Associates Limited (RVA) to undertake completion of a Transportation Master Plan (TMP) Study which outlines the direction for providing a balanced transportation system within the Municipality that offers a variety of mode choices to residents and visitors through well-connected and easy to access transportation infrastructure.

As the TMP addresses Phase 1 and Phase 2 of the Municipal Class Environmental Assessment (MCEA) process, two (2) public information centres are being held as part of the study. The public consultation seeks to ensure that the diverse interests and needs of all road users, business owners, and community residents, can be considered for the final recommendations.

1.1 Public Information Centre

The first Public Information Centre (PIC) was held on March 5, 2024, in the Owen Gibb Community Hall in King Edward Arena Park from 6:00pm to 8:00pm. The format of the PIC was an informal "Open House", with materials pertaining to the study on display for the public to view and provide feedback. Members of the project team, which included staff from the Municipality and R.V. Anderson Associates Limited, were present to discuss the projects and concerns brought forwards by the attendees.

A second round of PIC #1 (PIC #1-2) in an open-house style was held on May 2, 2024, at the Codrington Community Centre from 6:00pm to 8:pm. The purpose of hosting a second round of PIC #1 was to provide opportunity for those living in rural areas of the Municipality to attend the PIC and provide their comments on the TMP study. The format of the PIC and materials presented were similar to PIC #1.

2.0 Stakeholders and Notification

In accordance with the MCEA process, notification to the public and stakeholders is required for public consultation. Notification of the PIC was provided through various avenues, as outlined below:

- **General Public**
 - Notice of PIC #1 was posted on the Municipality of Brighton's website on February 9, 2024.
 - PIC #1 details were advertised on the CIYM Brighton radio station several times a day from February 8, 2024, to March 4, 2024.
 - Notice of PIC #1-2 was posted on the Municipality of Brighton's website on April 8, 2024.
 - PIC #1-2 details were advertised on the CIYM Brighton radio station several times a day from April 8, 2024, to May 2, 2024.
 - PIC #1-2 details were also shared on the Municipality's Facebook page, as recommended by a resident after PIC #1.
- **Project Mailing List (Technical Agencies, Local Interest Groups, Indigenous Communities, and other parties who previously submitted comments or indicated interests in the project)**
 - Email containing the notice and details of PIC #1 was sent on February 13, 2024.
 - Email containing the notice and details of PIC #1-2 was sent on April 8, 2024.

Refer to **Appendix 1** for copies of the published notifications and project mailing list.

3.0 Consultation Material

The purpose of PIC #1 and PIC #1-2 was to outline the details of the TMP study, and to receive input from the public on the key issues and concerns regarding roadways, active transportation, and intersection operations within the City.

The display boards exhibited at the first PIC are included in **Appendix 2**, and presented information on the following study components:

- Purpose of the TMP
- Problem and Opportunity Statement
- MCEA Process
- Existing Road Network and Intersections
- County Road Network Changes within the Municipality of Brighton
- Potential Future Growth Areas
- Existing Active Transportation
- Transit Route Map
- Operations of the Municipality Parking Lots
- Next Steps

In addition to the display materials outlined above, four large maps of the rural and Downtown areas were presented, illustrating the existing active transportation and road network were printed, which allowed the open-house attendees to provide their input for specific areas and/or corridors throughout the Municipality. Images of the maps with comments from the attendees can be found in **Appendix 3**, complimented by a detailed list of the included comments.

Comment sheets were also made available for PIC attendees to provide their input. The comment sheet and display materials were made available on the Municipality's website following each PIC.

4.0 Participation and Comment Summary

Attendees were requested to sign-in upon arrival at the PIC venue. Based on the information provided on the sign-in sheet from PIC #1, there were a total of 11 attendees, which included representation from the City Council and community residents.

Meeting attendees were encouraged to provide comments and feedback on the materials presented and the study in general. Comment forms were provided for attendees to complete. A total of three comment forms were completed for the first PIC, with some additional feedback being provided through email. All of the comment forms and additional feedback are provided in **Appendix 3**.

4.1 Road and Intersection Improvements

Majority of the comments received during the PICs were from sticky notes attendees used to mark corridors and intersections on the large maps. The sticky notes identified key road corridors and intersections that pose concerns and challenges for the community. A summary of those comments is in the table below.

PIC #1 / #1-2	Corridor / Intersection	Summary of Comments
PIC #1	Harbour Street & Cedar Street	Vehicular traffic moving west on Harbour Street turning north onto Cedar Street frequently do not stop at the yield sign to give pedestrians crossing the right-of-way. It is suggested to replace the yield sign with a STOP sign to increase pedestrian safety.
PIC #1	Raglan Street	There is increased vehicle traffic and speeding concerns, especially near Walas Park Playground where it is a safety concern for parents and children crossing the road. It is suggested that a crosswalk and signage be implemented near the park. It was also suggested that the posted speed be reduced as a traffic calming method.
PIC #1	Prince Edward Street	Emergency vehicles have previously been impeded by the train crossing.
PIC #1	Ontario Street	Emergency vehicles have previously been impeded by the train crossing.
PIC #1	Goodrich Road & County Road 30	There are speeding concerns at the intersection near the Golden Pond Senior Home.
PIC #1	Smith Street & Lisgar Road	It was suggested to have a STOP sign at this intersection.
PIC #1	Lakeshore Road & Huff Road	It was proposed to implement a 4-way STOP sign as Lakeshore Road is considered a cycling route.
PIC #1	Ontario Street	It was suggested to implement traffic calming measures between Butler Street and Raglan Street.

PIC #1 / #1-2	Corridor / Intersection	Summary of Comments
PIC #1 / PIC #1-2	Ontario Street & Highway 2	A traffic signal is recommended with improved road alignment to address sightline issues.
PIC #1 / PIC #1-2	Princess Street & Highway 2/Ontario Street	It is recommended to improve the jog between Princess Street and Ontario Street on Highway 2.
PIC #1	Main Street	There are concerns regarding on-street parking between County Road 30 and Maplewood Avenue as the parking spots are small. It was suggested to reconsider the location of these on-street parking spots.
PIC #1	County Road 30 & Young Street	There is a conflict with the east/west pedestrian crossing and traffic turning north onto County Road 30.
PIC #1	Boes Road & Railroad Crossing	It is recommended to have a traffic signal at the bridge.
PIC #1 / PIC #1-2	Sanford Street	It is recommended to implement traffic calming measures on Sanford Street west of County Road 30. Speeding concerns along this corridor.
PIC #1-2	Carman Road	There are speeding concerns along this corridor.
PIC #1-2	Pinnacle Street & Terry Fox Drive	School safety concerns. Suggest to have crossing guards at the 4-way stop control intersection.

4.2 Active Transportation Improvements

Comments received during and after the PICs also identified several corridors that require active transportation improvements (i.e., addition of sidewalks). Corridors requiring active transportation facilities or connections to existing active transportation facilities are as follows:

- Young Street – sidewalk missing when exiting Proctor Park up until Neil Peart Way

- Presqu'ile Parkway – from Ontario Street to Lakeshore Road
- Ontario Street – missing a sidewalk connection onto Presqu'ile Parkway
- Harbour Street West – sidewalk upgrades required
- Highway 2 – sidewalk missing from Empire Boulevard to Rundle Street and from Terry Fox Drive to John Street
- Cedar Street – upgrade required from paved shoulder to sidewalk
- Lakeshore Road – improved active transportation facilities
- North of Highway 401 – not enough multi-use paths that connect to the natural areas/parks. There should be active transportation connectivity to these established green spaces.
- Main Street between Rundle Lane and Percy Street – missing sidewalk near the new retirement home.

4.3 Other Issues or Opportunities

A few responses noted that truck traffic within the Municipality is of concern. It was suggested that be implemented so that large trucks are not driving on Raglan Street. It was also suggested that a review of the detour routes within the Municipality is required when Highway 401 closes during the winter. This results in transport trucks using Main Street/Elizabeth Street, posing safety risks for pedestrians and local traffic.

5.0 Conclusions and Next Steps

The PICs provided an introduction of the study to the community and provided an opportunity for interested parties to provide their input. Comments on the various topics were received, with a number of trends becoming evident. Some of these trends are as follows:

- a. Respondents would like to see enhanced active transportation infrastructure, especially sidewalks and addition of missing links.
- b. There are a number of corridors and intersections, mostly throughout the centralized area of the Municipality, that have been identified for exhibiting operational issues (speed, safety, etc.) by respondents.
- c. Respondents would like to see additional safety and traffic calming measures near parks and playgrounds.

All comments received during PIC #1 and PIC #1-2, as well as comments received after each PIC via email, will be considered by the study team as alternatives for an improved transportation network are developed and evaluated.

5.1 Public Information Centre #2

The next PIC is planned to be held in Fall 2024. The purpose of PIC #2 will be to present proposed transportation infrastructure improvements that address concerns identified in Phase 1 of the study and through public consultation. PIC #2 will allow for stakeholders and the public to provide input on the recommendations.

A Draft Transportation Master Plan Report will be prepared following PIC #2 incorporating comments received from stakeholders and identifying the final refined set of recommended improvements to the Municipality's transportation network.

APPENDIX 1

NOTIFICATION MATERIAL



APPENDIX 1-1
PIC #1 Notices





Municipality of Brighton Transportation Master Plan

Notice of Public Information Centre #1

The Study

The Municipality of Brighton has initiated a Transportation Master Plan (TMP) to develop a long-term road network and active transportation strategy that will address existing needs and accommodate projected population growth within the municipality. The Master Plan will outline the direction for a balanced transportation system within the Municipality, offering a variety of mode choices to the residents and visitors through a well-connected network, efficiently operating, and easy-to-access transportation infrastructure for the next 25 years.

The study is being conducted in accordance with the requirements of Master Plan Approach #1 of the *Municipal Class Environmental Assessment* (October 2000, amended in 2007, 2011, 2015, and 2023), which is an approved process under the *Environmental Assessment Act*. This approach involves the preparation of a Master Plan document at the conclusion of Phases 1 and 2 of the Municipal Class EA process.

You Are Invited to Participate!

The Municipality of Brighton is planning to host the first of two Public Information Centres for this study. **Public Information Centre #1** will provide an overview of the Study including the problem and opportunities to be addressed and allow the public to provide input on the issues and identify additional concerns that may have been missed.

You are invited to join us in-person for the first Public Information Centre on **Tuesday March 5th, 2024, from 6:00pm – 8:00pm** to learn more about the project and provide comments. The open house will use a drop-in format with no formal presentation. Materials about the study on display and members of the project team will be available to answer questions and discuss the project.

Location: Owen Gibb Community Hall, King Edward Park Arena
75 Elizabeth Street, Brighton, Ontario, K0K 1H0

Date: Tuesday March 5th, 2024

Time: 6:00pm – 8:00pm

For More Information

As the study progresses and more information becomes available, it will be posted on the project webpage at <https://www.brighton.ca/en/doing-business/transportation.aspx>.

If you have any questions or comments regarding the study, or wish to be added to the email list for receiving notices, please contact one of the project team members:

Leslie Whiteman, P. Eng.

Director of Public Works and Infrastructure
Municipality of Brighton
67 Sharp Road
Brighton, Ontario K0K 1H0
Tel: (613) 475-1162 x 109
Email: lwhiteman@brighton.ca

Altaf Hussain, P. Eng.

Project Lead
R.V. Anderson Associates Limited
4900 Palladium Way, Suite 200
Burlington ON, L7M 0W7
Tel: (289) 348 1234 x 4516
Email: ahussain@rvanderson.com

This notice was first issued on February 13, 2024.

*Information collected will be used in accordance with the Freedom of Information and Protection Privacy Act. With the exception of personal information, all comments will become part of the public record.

Mila Khatri

From: Mila Khatri
Sent: February 13, 2024 2:33 PM
To: peter.g.taylor@ontario.ca; kyle.straberger@ontario.ca; Jon.Orpana@ontario.ca; sharon.rew@ontario.ca; mtinfo@ontario.ca; greg.malczewski@ontario.ca; Brayall, Chantel (MTO); corridoreast@ontario.ca; prabin.sharma@ontario.ca; aadnc.infopubs.aandc@canada.ca; info@dfo-mpo.gc.ca; stephen.mcgraw@canadapost.ca; dblatenszky@brighton.ca; lisa@brighton.ca; pwalsh@brighton.ca; rwhiteman@brighton.ca; rwarne@brighton.ca; Campbelld@northumberland.ca; tackaberryb@northumberland.ca; mccuea@northumberland.ca; gillispieb@northumberland.ca; williamsma@northumberland.ca; marshalld@northumberland.ca; cblumenberg@pecounty.on.ca; mwallace@pecounty.on.ca; jdavidson@porthope.ca; publicworksdir@quintewest.ca; mayor@brighton.ca; abutwell@brighton.ca; bfaretis@brighton.ca; erowley@brighton.ca; jwheeldon@brighton.ca; bwright@brighton.ca; cdoiron@brighton.ca; randerson@brighton.ca; General email; planning@ltc.on.ca; ashley.anastasio@ltc.on.ca; gage.comeau@ltc.on.ca; inquiries@williamstreatiesfirstnations.ca; tsimpson@alderville.ca; consultation@alderville.ca; afnreception@alderville.ca; keithk@curvelake.ca; chiefcarr@hiawathafn.ca; tcowie@hiawathafn.ca; sdavison@hiawathafn.ca; don@ibabraiding.com; wbirch@ibabraiding.com; consultation@scugogfirstnation.com; jcopegog@chimnissing.ca; council@chimnissing.ca; danamonague@chimnissing.ca; donna.bigcanoe@georginaisland.com; jl.porte@georginaisland.com; consultation@ramafirstnation.ca; benb@ramafirstnation.ca; nodin.webb@hotmail.com; samgharvey@live.com; giwednang@hotmail.com; lawreid@aol.com; consultation@mbq-tmt.org; administration@wendake.ca; ian_dyck@kprdsb.ca; rowcentre@bell.ca; circulations@wsp.ca; mark.taylor3@bell.ca; chantale.dionne@bell.ca; stephanie.lefebvre@bell.ca; alexandre.gauthier1@bell.ca; suzanne.noel@bell.ca; Regulatory@HydroOne.com; secondarylanduse@hydroone.com; Susan.SUN@HydroOne.com; remery@stsco.ca; kforrest@stsco.ca; info@triboard.ca; salar.zulfiquar@cn.ca; nafey.gill@cpkcr.com
Cc: Altaf Hussain; Leslie Whiteman
Subject: Municipality of Brighton - Transportation Master Plan - Notice of PIC #1
Attachments: 237042_BrightonTMP_Notice of PIC1_vf.pdf

Dear Sir/Madam,

On behalf of the Municipality of Brighton, please find attached the Notice of Public Information Centre #1 for the **Municipality of Brighton Transportation Master Plan**. The study is being completed to provide the Municipality with long-term road network and active transportation strategies that will support both existing needs and accommodate further projected population growth.

The Municipality of Brighton is planning to host the first of two PICs. This PIC #1 will provide an overview of the Study including the problem and opportunities to be addressed and allow the public to provide input on the issues and identify additional concerns that may have been missed.

The open house will use a drop-in format with no formal presentation. Materials about the study on display and members of the project team will be available to answer questions and discuss the project. Details for PIC #1 is below:

Date: March 5th, 2024

Time: 6:00pm - 8:00pm

Location: Owen Gibb Community Hall, King Edward Park
Arena
75 Elizabeth Street, Brighton, Ontario, K0K
1H0

Please visit the project webpage at [Municipality of Brighton - Transportation Master Plan](#), or contact the project team members listed on the attached notice for further information on this project.

Regards,

Mila Khatri, MES (she/her)

Environmental Planner



R.V. Anderson Associates Limited
4900 Palladium Way, Suite 200, Burlington ON L7M 0W7
t 289 348 1234 ext. 4501 | m 647-862-1621

[LinkedIn](#) | [Facebook](#) | [Website](#)



APPENDIX 1-2

PIC #1-2 Notices





Municipality of Brighton Transportation Master Plan

Notice of Public Information Centre #1 (2nd Round)

The Study

The Municipality of Brighton has initiated a Transportation Master Plan (TMP) to develop a long-term road network and active transportation strategy that will address existing needs and accommodate projected population growth within the municipality. The Master Plan will outline the direction for a balanced transportation system within the Municipality, offering a variety of mode choices to the residents and visitors through a well-connected network, efficiently operating, and easy-to-access transportation infrastructure for the next 25 years.

The study is being conducted in accordance with the requirements of Master Plan Approach #1 of the *Municipal Class Environmental Assessment* (October 2000, amended in 2007, 2011, 2015, and 2023), which is an approved process under the *Environmental Assessment Act*. This approach involves the preparation of a Master Plan document at the conclusion of Phases 1 and 2 of the Municipal Class EA process.

You Are Invited to Participate!

The Municipality of Brighton is planning to host a second round of the first Public Information Centre in a new location, to encourage all residents of Brighton to attend and participate. **Public Information Centre #1 (2nd round)** will provide an overview of the Study including the problem and opportunities to be addressed and allow the public to provide input on the issues and identify additional concerns that may have been missed.

You are invited to join us in-person for the second round of Public Information Centre #1 on **Thursday, May 2, 2024, from 6:00pm – 8:00pm** to learn more about the project and provide comments. The open house will use a drop-in format with no formal presentation. Materials about the study on display and members of the project team will be available to answer questions and discuss the project.

Location: Codrington Community Centre
2992 County Rd 30, Codrington, ON K0K 1R0
Date: Thursday, May 2, 2024
Time: 6:00pm – 8:00pm

For More Information

As the study progresses and more information becomes available, it will be posted on the project webpage at <https://www.brighton.ca/en/doing-business/transportation.aspx>.

If you have any questions or comments regarding the study, or wish to be added to the email list for receiving notices, please contact one of the project team members:

Leslie Whiteman, P. Eng.
Director of Public Works and Infrastructure
Municipality of Brighton
67 Sharp Road
Brighton, Ontario K0K 1H0
Tel: (613) 475-1162 x 109
Email: lwhiteman@brighton.ca

Altaf Hussain, P. Eng.
Project Lead
R.V. Anderson Associates Limited
4900 Palladium Way, Suite 200
Burlington ON, L7M 0W7
Tel: (289) 348 1234 x 4516
Email: ahussain@rvanderson.com

This notice was first issued on April 8, 2024.

*Information collected will be used in accordance with the Freedom of Information and Protection Privacy Act. With the exception of personal information, all comments will become part of the public record.

Mila Khatri

From: Mila Khatri
Sent: April 9, 2024 10:20 AM
To: peter.g.taylor@ontario.ca; kyle.straberger@ontario.ca; Jon.Orpana@ontario.ca; SR.Planning@ontario.ca; mtoinfo@ontario.ca; greg.malczewski@ontario.ca; prabin.sharma@ontario.ca; Barboza, Karla (She/Her) (MCM); aadnc.infopubs.aandc@canada.ca; info@dfo-mpo.gc.ca; stephen.mcgraw@canadapost.ca; dblatenszky@brighton.ca; lisa@brighton.ca; pwalsh@brighton.ca; rwhiteman@brighton.ca; rwarne@brighton.ca; Campbelld@northumberland.ca; tackaberryb@northumberland.ca; mccuea@northumberland.ca; gillispiieb@northumberland.ca; williamsma@northumberland.ca; marshalld@northumberland.ca; cblumenberg@pecounty.on.ca; mwallace@pecounty.on.ca; jdavidson@porthope.ca; publicworksdir@quintewest.ca; mayor@brighton.ca; abutwell@brighton.ca; bfaretis@brighton.ca; erowley@brighton.ca; jwheeldon@brighton.ca; bwright@brighton.ca; cdoiron@brighton.ca; randerson@brighton.ca; General email; planning@ltc.on.ca; ashley.anastasio@ltc.on.ca; gage.comeau@ltc.on.ca; ian_dyck@kprdsb.ca; Tracey_burke@kprdsb.ca; sarah_comerford@kprdsb.ca; andrea_huntschmoll@kprdsb.ca; rowcentre@bell.ca; circulations@wsp.ca; mark.taylor3@bell.ca; modifications.911@bell.ca; chantale.dionne@bell.ca; stephanie.lefebvre@bell.ca; alexandre.gauthier1@bell.ca; suzanne.noel@bell.ca; Regulatory@HydroOne.com; secondarylanduse@hydroone.com; susan.sun@hydroone.com; remery@stsko.ca; kforrest@stsko.ca; info@triboard.ca; salar.zulfiquar@cn.ca; nafey.gill@cpkcr.com; dhopson@cogeco.ca; 4andrewreid@gmail.com; harrison.donaldj@gmail.com; agram14@hotmail.com; stephenj.korn@gmail.com; chandel.brayall@ontario.ca; corridoreast@ontario.ca
Cc: Altaf Hussain; Leslie Whiteman
Subject: Municipality of Brighton - Transportation Master Plan - Notice of Second Round of PIC #1
Attachments: 237042_BrightonTMP_Notice of PIC1_2_vf.pdf

Dear Sir/Madam,

On behalf of the Municipality of Brighton, please find attached the Notice for the *second round* of Public Information Centre #1 for the **Municipality of Brighton Transportation Master Plan**. The study is being completed to provide the Municipality with long-term road network and active transportation strategies that will support both existing needs and accommodate further projected population growth.

The Municipality of Brighton is planning to host a *second round* of PIC #1 to provide further opportunity for the Brighton community to attend and provide comments. This *second round* PIC #1 will provide an overview of the Study including the problem and opportunities to be addressed and allow the public to provide input on the issues and identify additional concerns that may have been missed.

The open house will use a drop-in format with no formal presentation. Materials about the study on display and members of the project team will be available to answer questions and discuss the project. Details for PIC #1 is below:

Date: Thursday May 2, 2024
Time: 6:00pm - 8:00pm
Location: Codrington Community Centre
2992 County Road 30
Codrington, ON K0K 1R0

Please visit the project webpage at [Municipality of Brighton - Transportation Master Plan](#), or contact the project team members listed on the attached notice for further information on this project.

Regards,

Mila Khatri, MES, ENV SP (she/her)

Environmental Planner



R.V. Anderson Associates Limited
4900 Palladium Way, Suite 200, Burlington ON L7M 0W7
t 289 348 1234 ext. 4501 | m 647-862-1621

[LinkedIn](#) | [Facebook](#) | [Website](#)



APPENDIX 1-3

Technical Agency Stakeholder List



Agency	Contact	Title	Email	Address	Phone	Notes	Date Added to List	Date Removed from List	Notice of Study (date sent)	Notice of PIC #1 (date sent)	Notice of PIC #2 (date sent)	Notice of Completion (date sent)	Comments Received	Response / Action
Provincial Ministries, Agencies and Departments														
Ministry of Natural Resources and Forestry (MNRF) - Parks (MECP) Eastern Region	General Contact Peter Taylor Regional Issues Coordinator (Acting) Kyle Strabarger Jon K. Orpana	Director Regional Environmental Planner		1260 Gardinens Rd. Unit 3, Kingston, ON K7P 3J8 1299 Gardinens Rd. Unit 3, Kingston, ON K7P 3J6 1299 Gardinens Rd. Unit 3, Kingston, ON K7P 3J6 Ministry of the Environment, Conservation and Parks Kingston Regional Office 1299 Gardinens Road Kingston, Ontario K7M 8S5					27-Oct-23	13-Feb-24 09-Apr-24 13-Feb-24 13-Feb-24 09-Apr-24				
Ministry of the Environment, Conservation and Parks (MECP) - Environmental Assessment Branch														
Ministry of Natural Resources and Forestry (MNRF) - Greater Golden Horseshoe Branch	Aileen Gordon General Inquiries	Regional Planner		12th Floor, 438 University Ave., Toronto, Ontario M5G 1Z1 Corridor Management Section 1395 John Counter Boulevard Postal Bag 4000 Toronto, ON M5V 3A3 1395 John Counter Blvd., PO Box 400 Kingston, ON K7L 5A3		To replace other MNRF contact.	14-Feb-24		14-Nov-23 14-Nov-23	09-Apr-24 09-Apr-24 09-Apr-24 09-Apr-24				
Ministry of Transportation	Greg Malczewski	Director, System Planning Branch												
Ministry of Transportation	Charlene Rose Bryant	Planning Intern Corridor Management Section												
Ministry of Transportation	Prabin Sharma	Senior Project Manager					05-Feb-24							
Ministry of Citizenship and Multiculturalism (MCM)	Karla Barboza	Team Lead, Heritage					05-Feb-24							
Federal Ministries, Agencies and Departments														
Government of Canada - Indigenous Relations and Northern Affairs	General contact	(Re-direction Clerk)					03-Apr-24	03-Apr-24						
Fisheries and Oceans Canada	General Contact			867 Lakeshore Road Burlington, ON L7S 1A1										
Canada Post	Stephen McGraw			BRIGHTON, Ontario K0K 1H0										
Municipal Departments, Committees and Services														
Municipality of Brighton - Public Works and Development	Danny Blatensky	Manager of Operations		Municipality of Brighton 87 Shara Road Brighton, Ontario K0K 1H0				14-Nov-23		09-Apr-24				
Municipality of Brighton - Public Works and Development	Lisa Stansel	Administrative Assistant		87 Shara Road Brighton, Ontario K0K 1H0				14-Nov-23		09-Apr-24				
Municipality of Brighton - Planning, Building, Bylaw, and Community Development	Paul Walsh	Director of Planning and Development		Municipality of Brighton 87 Shara Road Brighton, Ontario K0K 1H0										
Municipality of Brighton - Planning, Building, Bylaw, and Community Development	Rene Whiteman							05-Feb-24		09-Apr-24				
Municipality of Brighton - Planning, Building, Bylaw, and Community Development	Ron Warne							05-Feb-24		09-Apr-24				
Northumberland County Ambulance (EMS)				655 Courthouse Road COBOURG, Ontario K9C 1R5 85 Dundas Street BRIGHTON, Ontario K0K 1H0										
ONTARIO PROVINCIAL POLICE NORTHUMBERLAND O.P.P. – BRIGHTON SITE														
Other Municipalities and Counties	Dwayne Campbell	Manager of Planning												
Northumberland County	Brooke Teckberry	Manager of Road Operations						14-Nov-23		09-Apr-24				
Northumberland County	Adam McCue	Associate Director of Operations						14-Nov-23		09-Apr-24				
Northumberland County	Medison Williams	Engineer-in-Chief Training, Public Works						Jan 08 2024		09-Apr-24				
Northumberland County	Denise Marshall	Director of Public Works						Jan 12 2024		09-Apr-24				
Prince Edward County	Catalina	Municipal Clerk						14-Nov-23		09-Apr-24				
Prince Edward County	Marsha Wallace	Chief Administrative Officer						14-Nov-23		09-Apr-24				
Township of Annapolis-Haldimand	Brian McMillan	Parks and Recreation												
Town of Cobourg	Laura Willis	Director of Public Works												
Township of North York	Michelle MacKay	Public Works Supervisor / Clerk												
Township of Hamilton	Lucie Kelly	Manager of Road Operations												
Township of Hamilton	Daphne	Director of Corporate												
Township of Hamilton	Livingsone	Services/Municipal Clerk												
Municipality of Port Hope	Jeanette Davidson	Assistant Engineering												
Municipality of Trent Hills Quinte-West	Neil Allanson Chris	Manager of Roads and Urban Services - Public Works Director of public Works					09-Feb-24			09-Apr-24				
Elected Officials														
Municipality of Brighton	Brian Ottander	Mayor		35 Alice Street Brighton, Ontario K0K 1H0			13-Feb-24			09-Apr-24				
Municipality of Brighton	Arnie Burwell	Councillor		35 Alice Street Brighton, Ontario K0K 1H0			13-Feb-24			09-Apr-24				
Municipality of Brighton	Byron Faretta	Councillor		35 Alice Street Brighton, Ontario K0K 1H0			13-Feb-24			09-Apr-24				
Municipality of Brighton	Emily Rowley	Interim Deputy Mayor		35 Alice Street Brighton, Ontario K0K 1H0			13-Feb-24			09-Apr-24				
Municipality of Brighton	Jeff Wheelodon	Councillor		35 Alice Street Brighton, Ontario K0K 1H0			13-Feb-24			09-Apr-24				

100

APPENDIX 2

PIC DISPLAY MATERIALS



APPENDIX 2-1

PIC #1 Display Materials



Welcome

Public Information Centre #1

March 5th, 2024, at 6:00 p.m. to 8:00 p.m.

PLEASE SIGN IN

Please review the materials and provide your comments on the sheets available,
or online, by **March 19th, 2024**.

Staff are available to answer your questions.

Purpose of the Transportation Master Plan (TMP)

The TMP will provide the Municipality with long-term (2051) transportation strategies to support existing and future transportation needs. Specific goals are to:

- Connect residential, commercial, industrial, and recreational areas.
- Promote sustainable multi-modal links to areas of growth and key transportation corridors to accommodate population/employment growth by 2051.
- Promote safe, environmentally responsible, and accessible transportation network.
- Update and create transportation policies to support community vision.
- Update transportation section and schedules within the Municipality's Official Plan.
- Create a capital plan to meet the Municipality's future transportation needs.

The TMP will also review municipality connectivity to infrastructure owned/operated by others, such as:

- County Roads;
- Transit;
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Additionally, the TMP will consider changes proposed by these various agencies to their transportation infrastructure.

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The TMP will consider the Input/Feedback from the members of the stakeholders/public by completing the following tasks:

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- Interactive meeting with High School to understand issues related to School Safety Zone and Community Safety Zones.
- Public Information Centre #2 to gain feedback from the public on the TMP draft recommendations.

Transportation Master Plan – Problem/Opportunity Statement

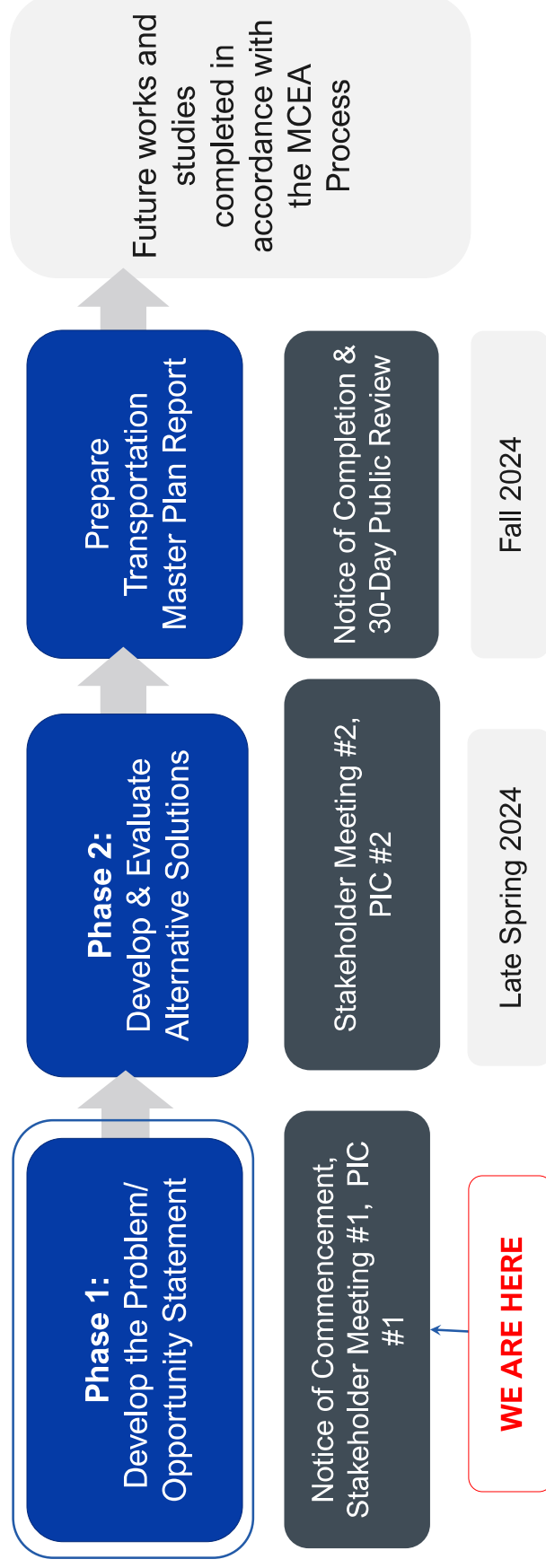
The Municipality population is forecasted to grow from 2021 approximately 4800 (40%), and employment by 860 (35%) by 2051. This growth will significantly increase demand on the transportation system, creating challenges and a need for improvement for various modes.

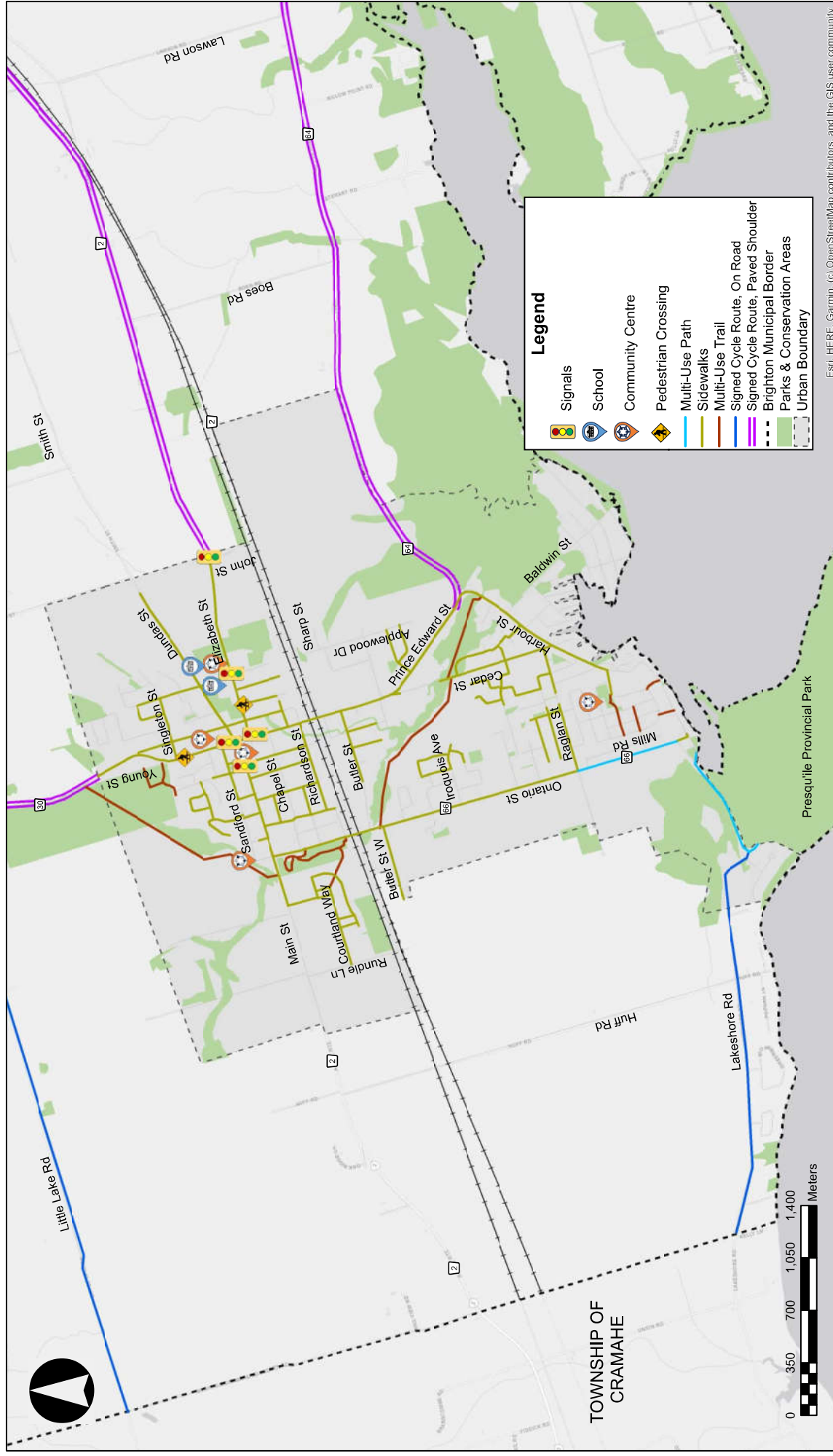
The Master Plan will outline the direction for developing a balanced transportation system within the municipality, offering a variety of mode choices to the residents and visitors through a **well-connected network, efficiently operating, and easy-to-access** transportation infrastructure for next 25 years.

The municipality-owned transportation road network including sidewalks, trails and multi-use paths will provide safe, environmentally responsible, and **sustainable operations for all transportation modes** including vehicular and non-vehicular.

Transportation Master Plan (TMP) – MCEA Process

- The TMP is being completed in accordance with the Municipal Class Environmental Assessment (MCEA) process for Master Plan Approach #1.
- This is an approved process under the Ontario Environmental Assessment Act.
- The MCEA process allows for a transparent decision making and alternative evaluation process in consideration of the natural, cultural, social and economic environment.

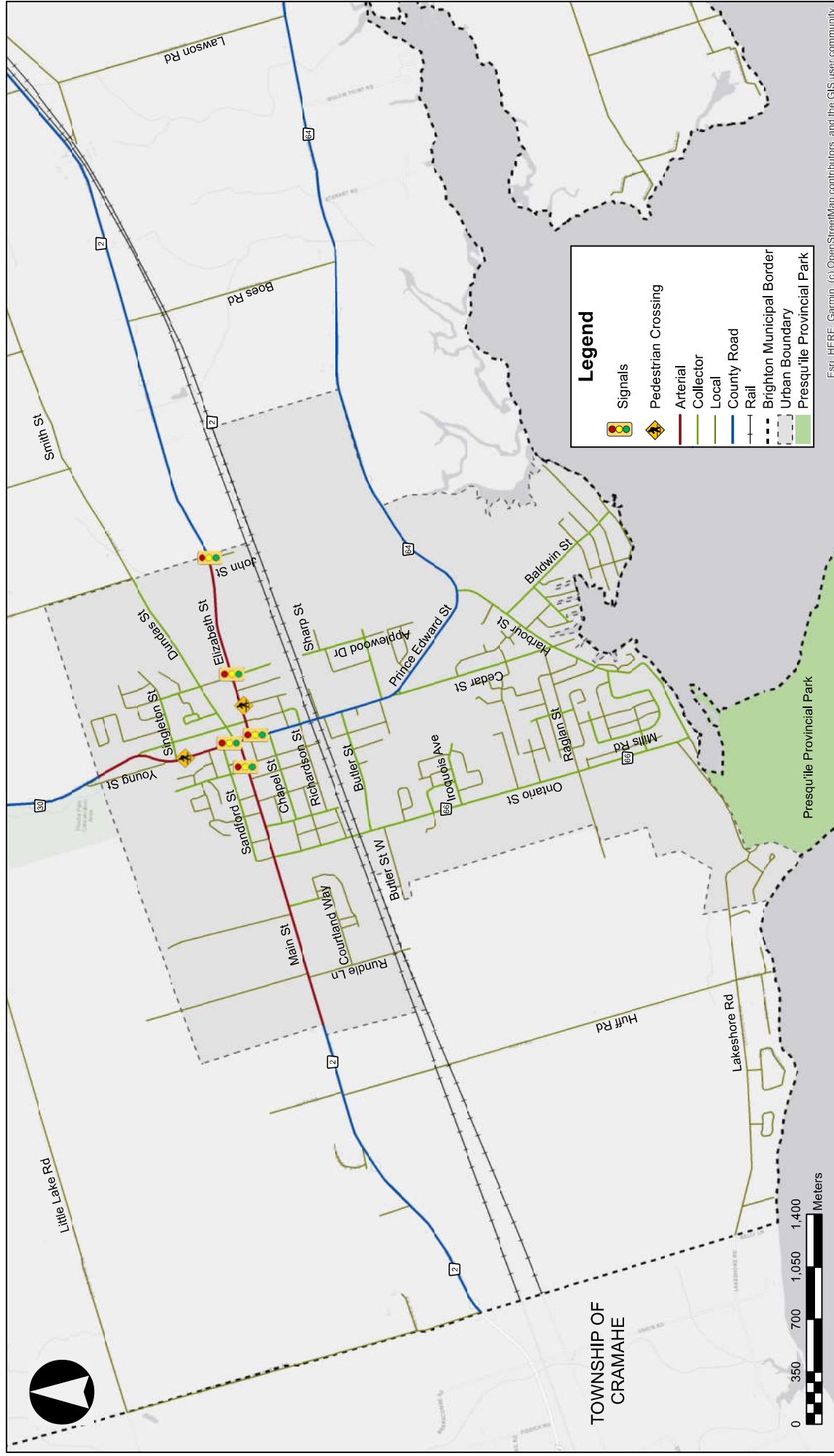




Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community



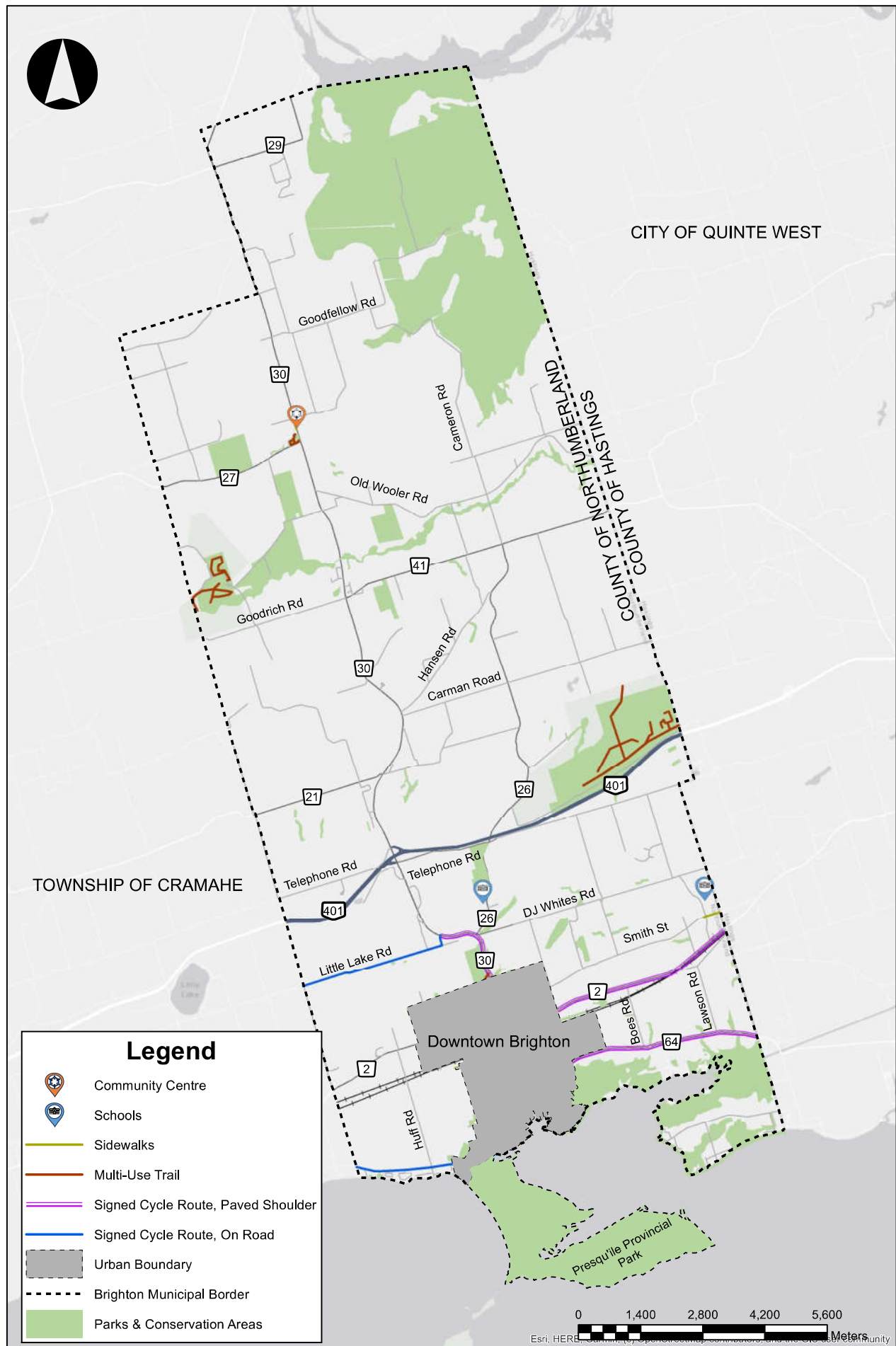
Municipality of Brighton Downtown Existing Active Transportation Facilities Map

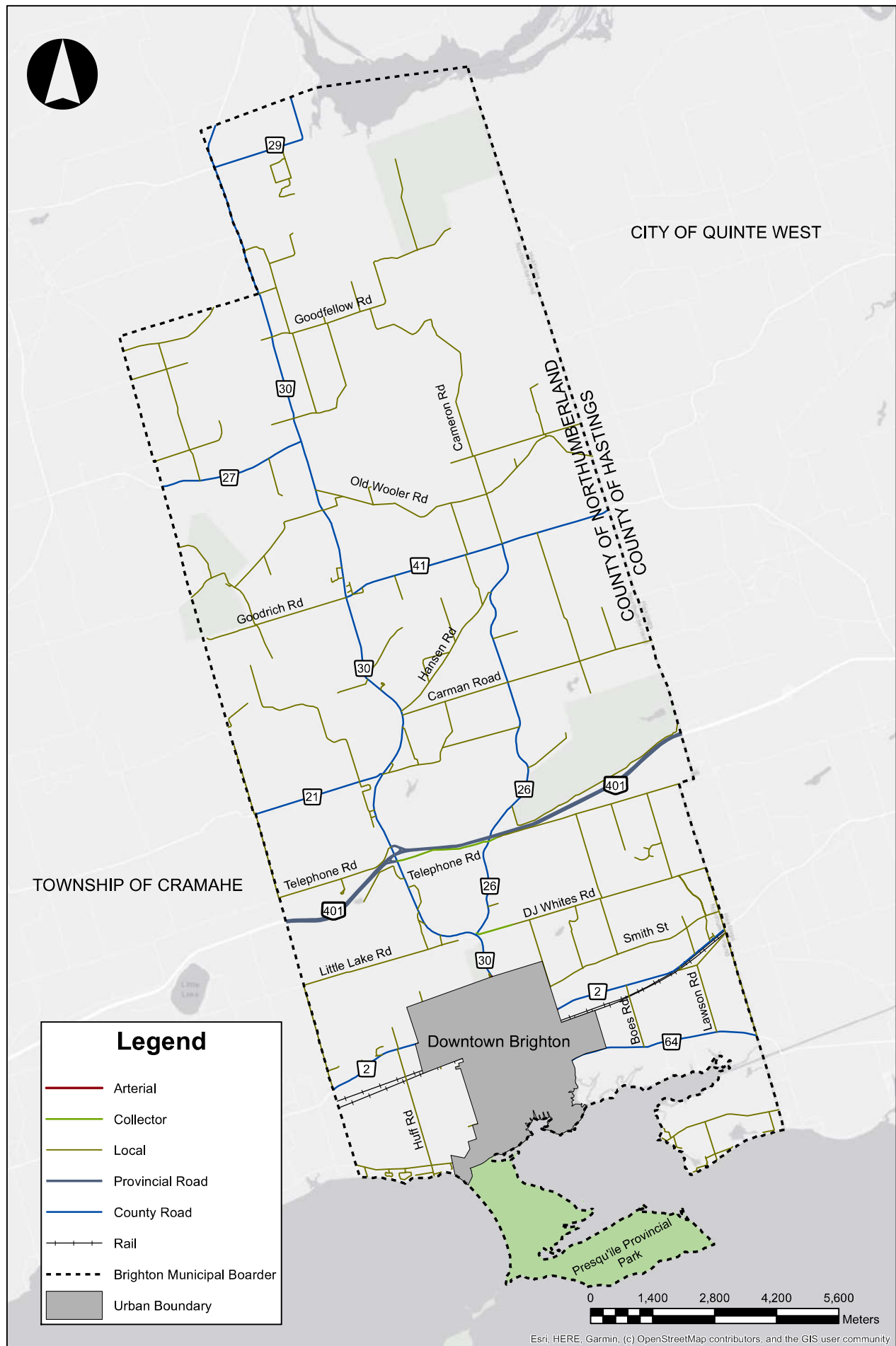


Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community

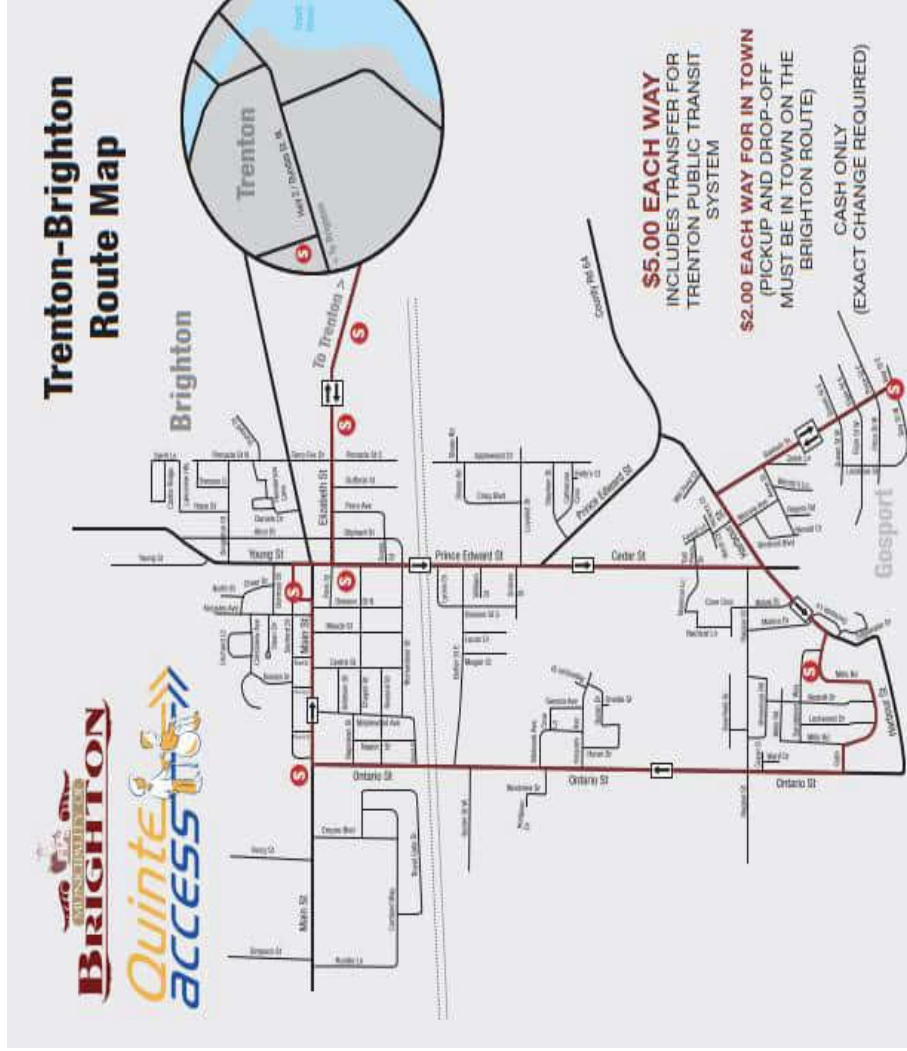


Municipality of Brighton Downtown Roadway Classification Basemap





Trenton-Brighton, Quinte Transit Route Map



WESTBOUND	PICKUP/DROP-OFF LOCATION	TUES/WED/THU
DEPART	TRENTON - WALMART	11:30 14:00
DEPART	NO FRILLS	11:40 14:10
DEPART	ARENA	11:47 14:17
DEPART	SOBEYS	11:53 14:22
DEPART	BRIGHTON HEALTH SVCS CENTRE	11:58 14:25
DEPART	BRIGHTON BY THE BAY (COMMUNITY CTR)	12:05 14:35
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ARRIVE	TRENTON - WALMART	12:25 14:55

EASTBOUND	PICKUP/DROP-OFF LOCATION	TUES/WED/THU
DEPART	PRINCE EDWARD SQUARE	9:15
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DEPART	BRIGHTON BY THE BAY (COMMUNITY CTR)	9:25
DEPART	BRIGHTON HEALTH SVCS CENTRE	9:35
DEPART	SOBEYS	9:38
DEPART	ARENA	9:43
DEPART	NO FRILLS	9:50
ARRIVE	TRENTON - WALMART	10:00

Effective December 1, 2019

Existing Condition: Parking Lot Operations

8-Hour parking surveys were completed, on a regular weekday, on Saturday, on Sunday (Labor Day long weekend to capture visitors)

Generally, all parking lots were found busier on a regular weekday compared to weekend.



ID	Parking Lot	Available Inventory	Maximum Demand	Peak Utilization	Parking Surplus / Deficit
1	11 Dundas Street	35	24	69%	+11
2	14 Main Street	75	44	59%	+31
3	20 Elizabeth Street	39	22	56%	+17
4	42 Prince Edward Street	35	28	80%	+7
5	75 Elizabeth Street	186	73	39%	+113
6	170 Main Street	85	40	47%	+45
Total (Lots 1 - 6)		455	231	51%	+224

Existing Condition: Intersection Operations

- The Municipality Operates five Signalized Intersections and one Signalized Pedestrian Crossing.
- The County TMP noted that generally, there are no existing intersection operation and collision concerns at any the County intersections within the Municipality.
- Boes Road:
 - Review the operation and safety at the Boes Road/Rail underpass
 - Review existing operating speed along Boes Road between County Road 2 and County Road 64 to determine the appropriate posted speed

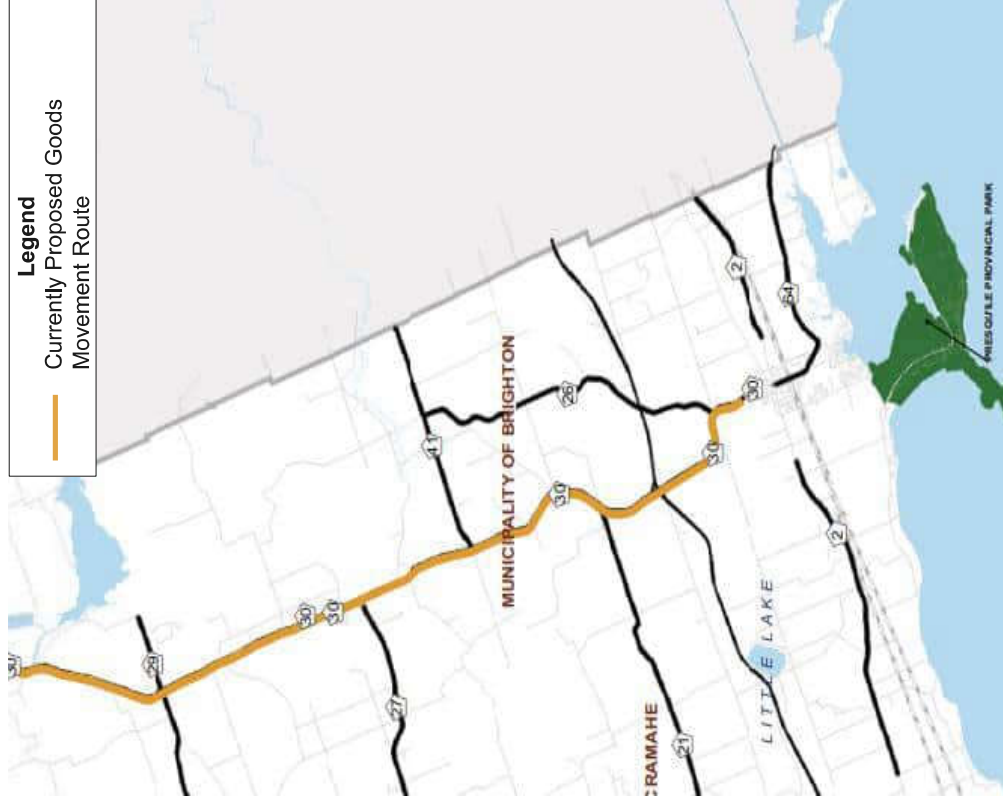


Boes Road Underpass (Looking North)

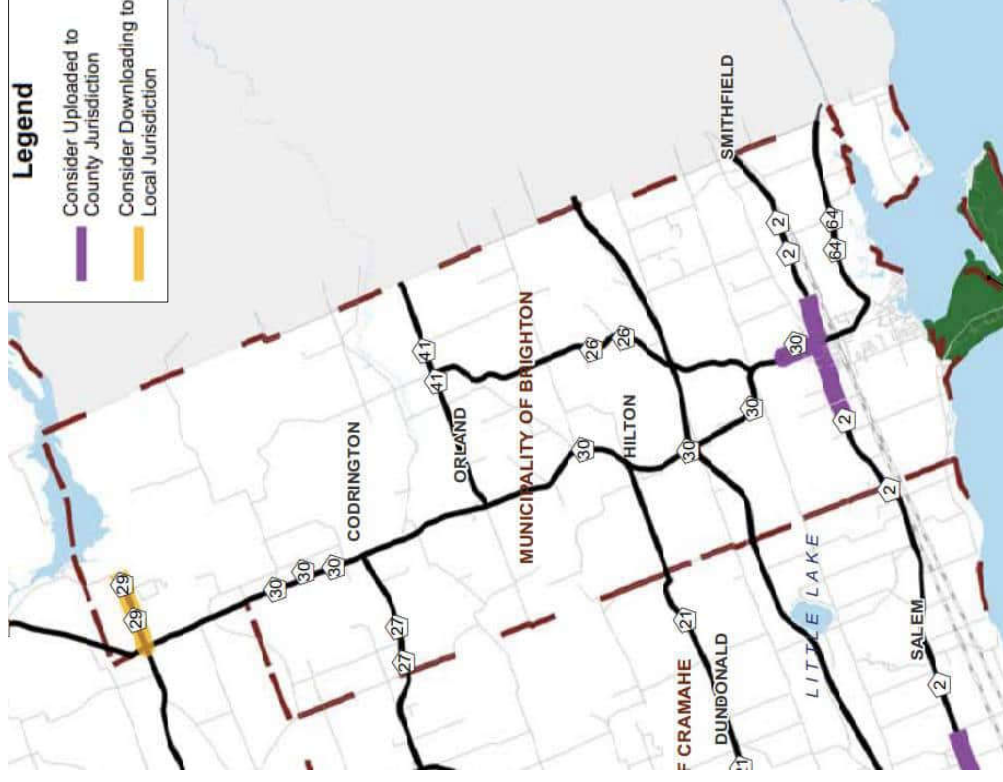


Boes Road Underpass (Looking South)

County of Northumberland TMP (2017) - County Road Network Changes Within Municipality

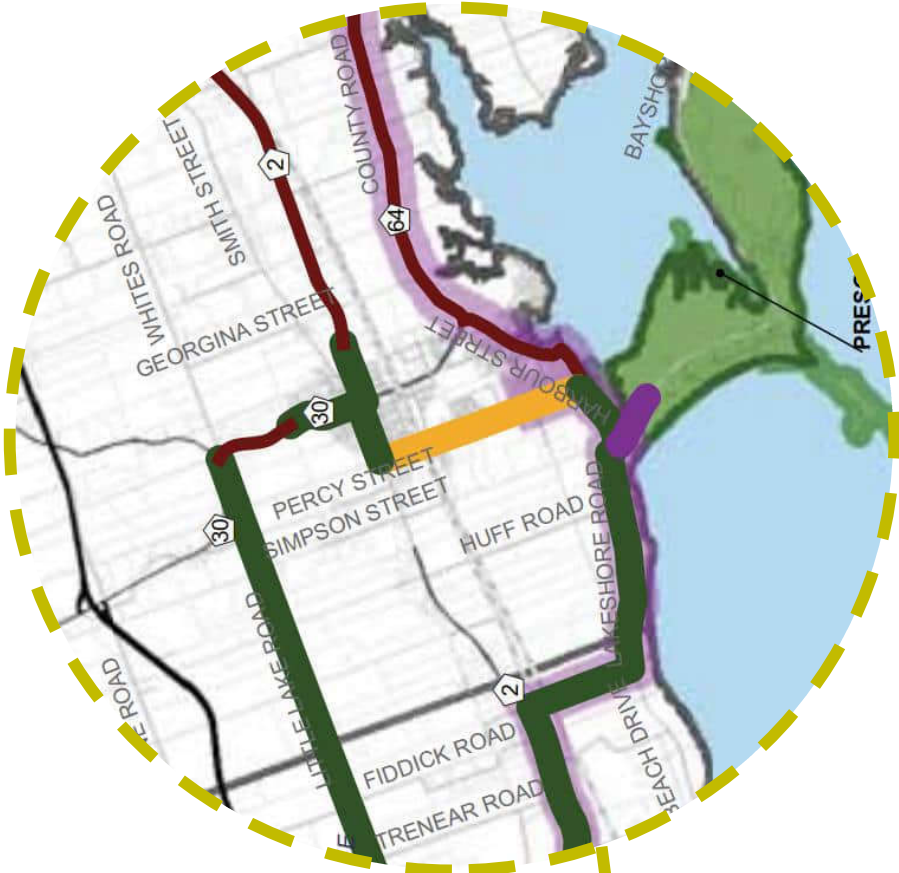


Proposed Goods Movement Routes



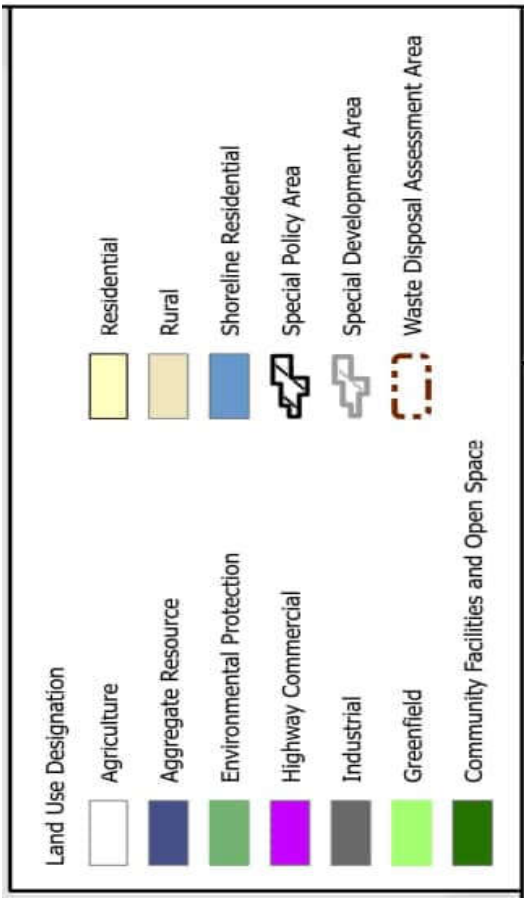
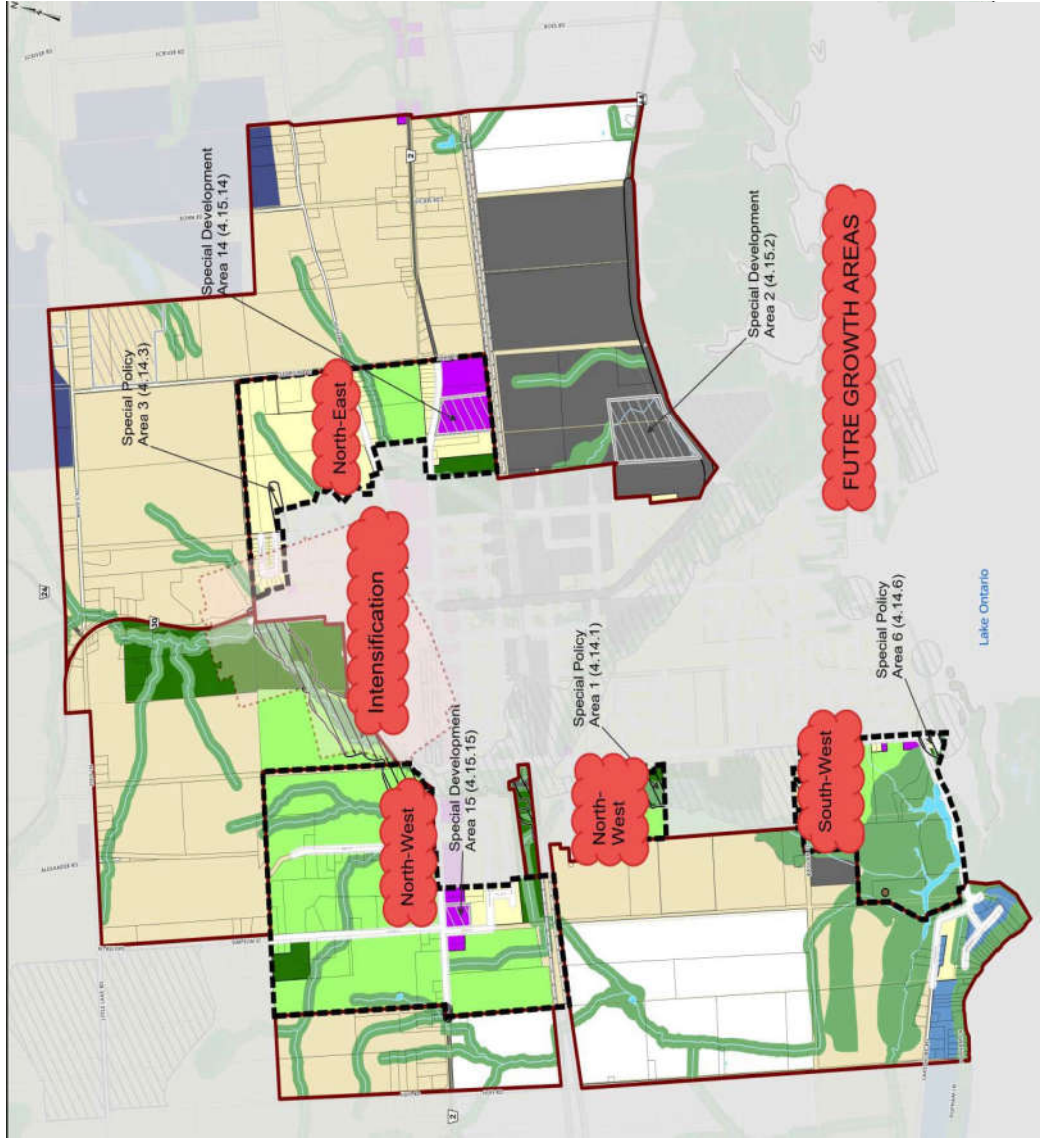
Candidates for Change in Jurisdiction

County of Northumberland TMAP (2017) - County AT Road Network Improvements

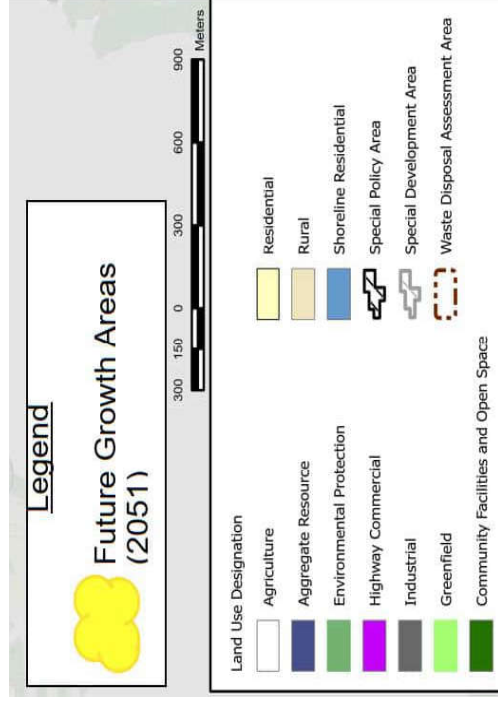


- Legend**
- Existing Cycling Routes**
- Paved Shoulder
 - Bike Lane
 - Signed Bike Route with Sharrow
- Proposed Phasing**
- Short Term (0-5 Years)
 - Medium Term (6-10 Years)
 - Long Term (10-15 Years)
- Other Trails**
- Oak Ridges Trail
 - Waterfront Trail

Proposed Phasing, Municipality of Brighton. 2041 Road Network.



Source: Secondary Plan Background Report, September 2022 (Figure 14- Existing Official Plan Designations)



Municipality of Brighton - Potential Future Growth (2051)

Potential Future Growth (2051)							
	Years				Increase* (2021 to 2051)	Total Growth (2021 to 2051)	Growth Rate per Year (2021 to 2051)
	2021	2031	2041	2051			
Population	12,704	14,399	15,946	17,533	4,829	38%	1.08%
Dwelling Units	5,098	5,667	6,246	6,998	1,900	37%	1.06%
Employment	2,682	2,774	3,167	3,544	862	32%	0.93%

*Statistics are to be further refined in consultation with Municipality of Brighton

- Review and compile the existing issues and opportunities in the Municipality's transportation network in consideration of input received today.
- Interactive meeting with High School (Winter/Spring 2024)
- Undertake Future Road Network Analysis Considering Town's Growth by 2051 and Identity Constraints.
- Develop draft recommendations to address the issues/constraints identified in the Municipality's future transportation network.
- Stakeholder Working Group and Public Information Centre #2 to receive input on the draft study recommendations (Late Spring 2024)
- Prepare Transportation Master Plan Report and Issue Notice of Study Completion (Fall 2024).

Thank you for your participation!

Please place comments in the comment box or send comment sheet via mail or email by March 19th, 2024, to:

Leslie Whiteman, P. Eng.

Director of Public Works and
Infrastructure

Municipality of Brighton

Phone: 613-475-1162 Ext. 109

Email: lwhiteman@brighton.ca

Mila Khatri

Environmental Planner
Transportation

R.V. Anderson Associates Limited

Phone: 416-497-8600x 4501

Email: mkhatri@rvanderson.com

You can also learn more about the project online at

<https://www.brighton.ca/en/doing-business/transportation.aspx>

APPENDIX 2-2

PIC #1-2 Display Materials



Welcome

Public Information Centre #1 (2nd Round)
May 2nd, 2024, at 6:00 p.m. to 8:00 p.m.

PLEASE SIGN IN

Please review the materials and provide your comments on the sheets available,
or online, by **May 17th, 2024**.

Staff are available to answer your questions.

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Transportation Master Plan – Problem/Opportunity Statement

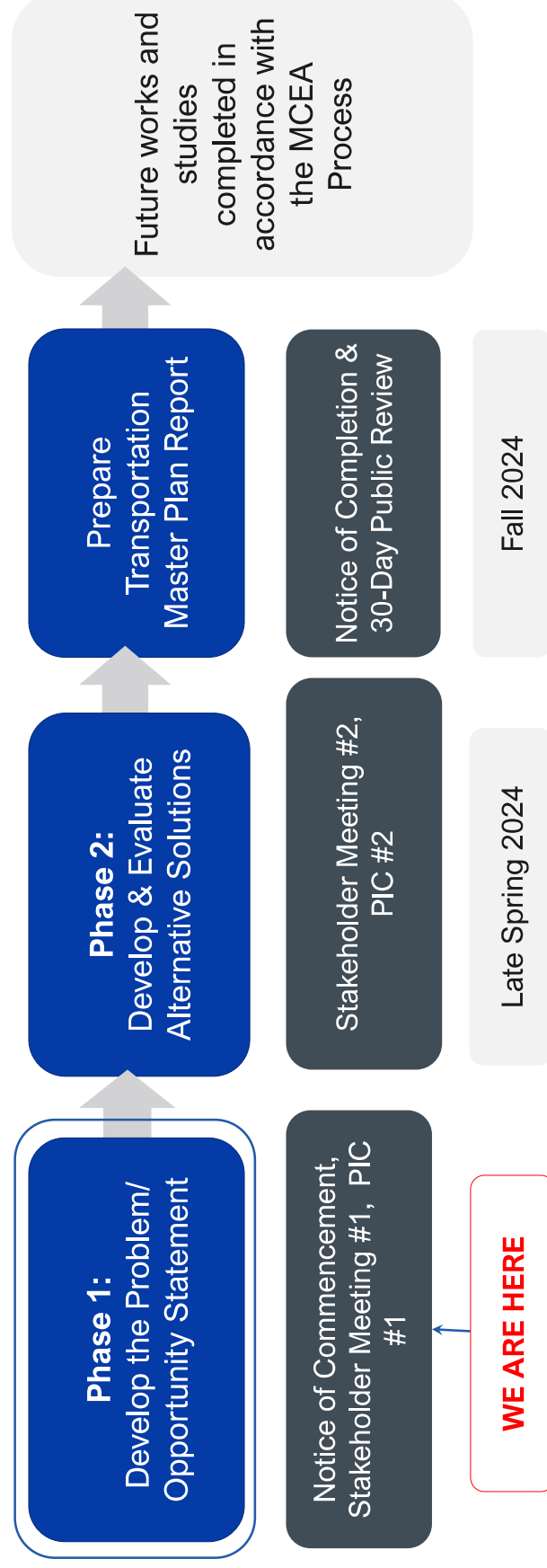
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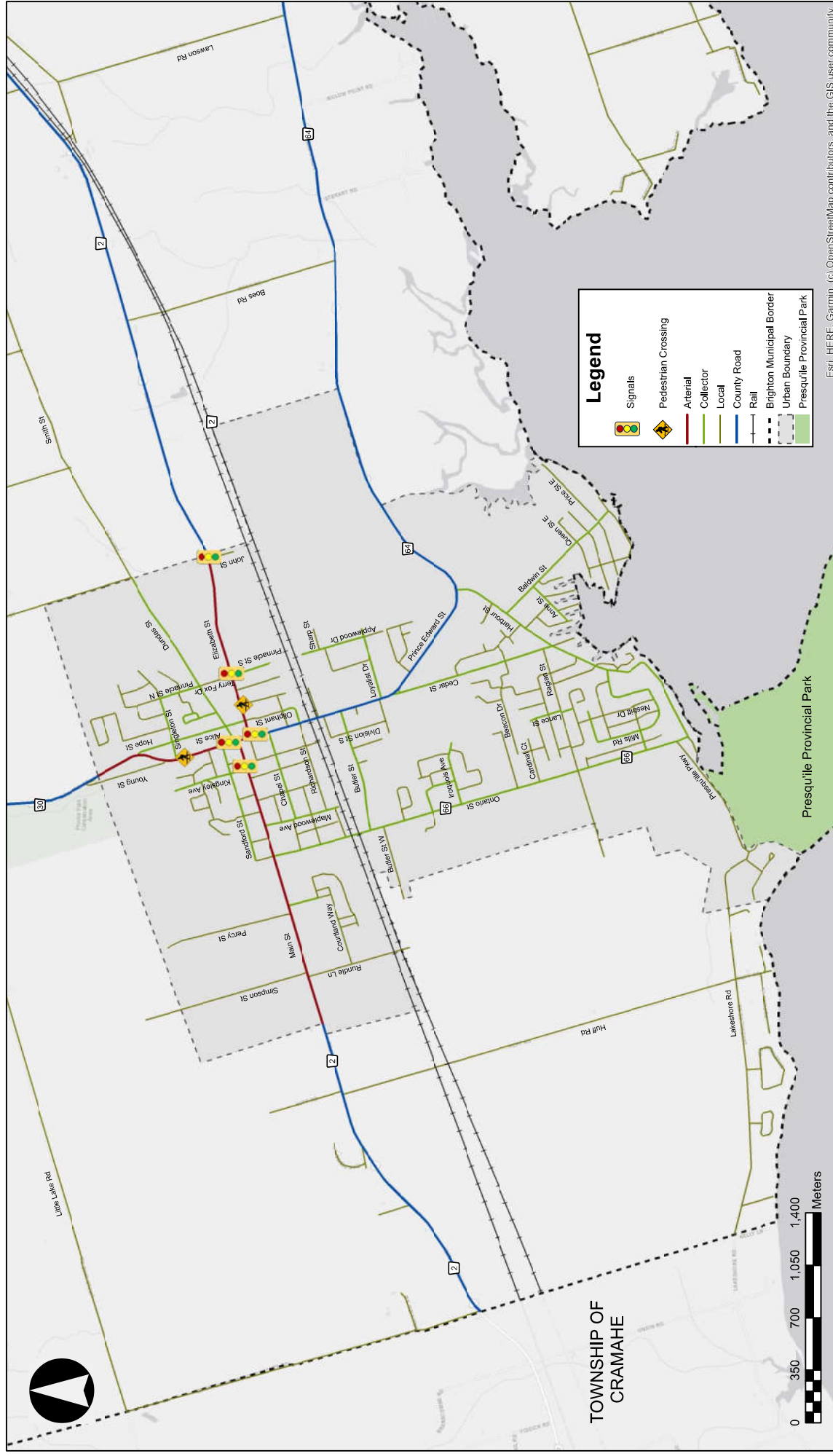


Existing Road Network – Downtown

Existing Road Network

Existing Active Transportation Facilities - Downtown

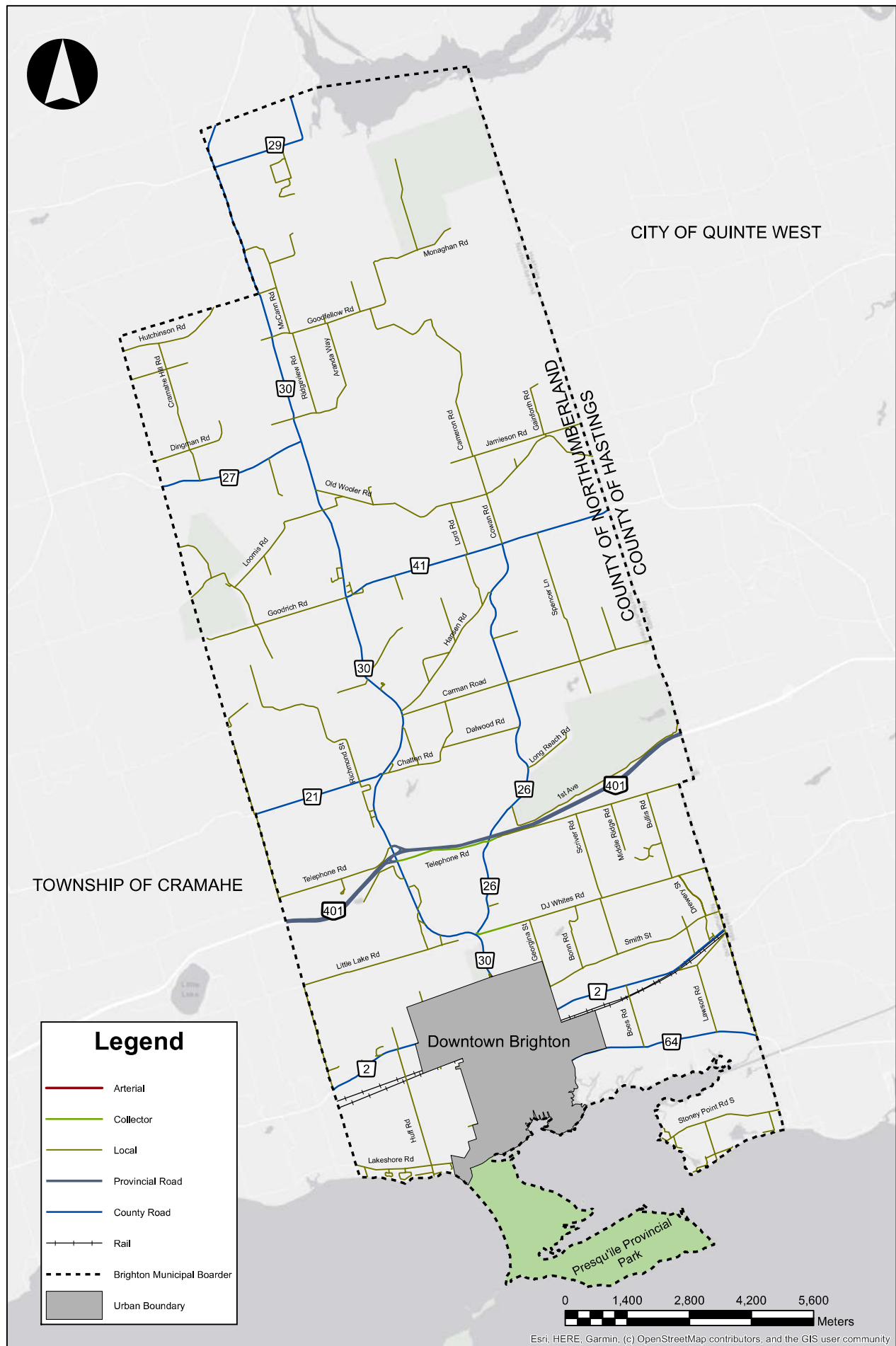
Existing Active Transportation Facilities

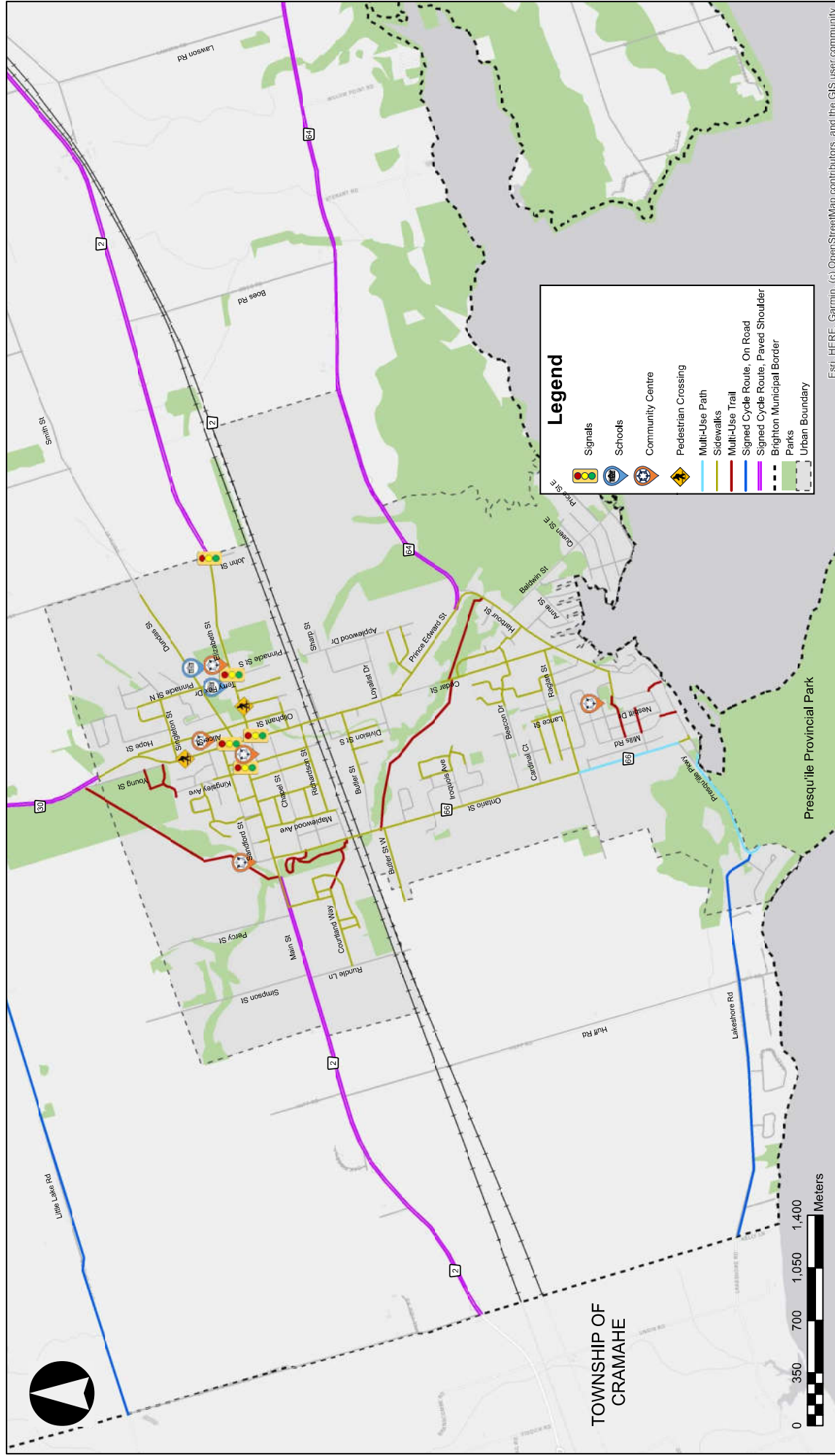


Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community



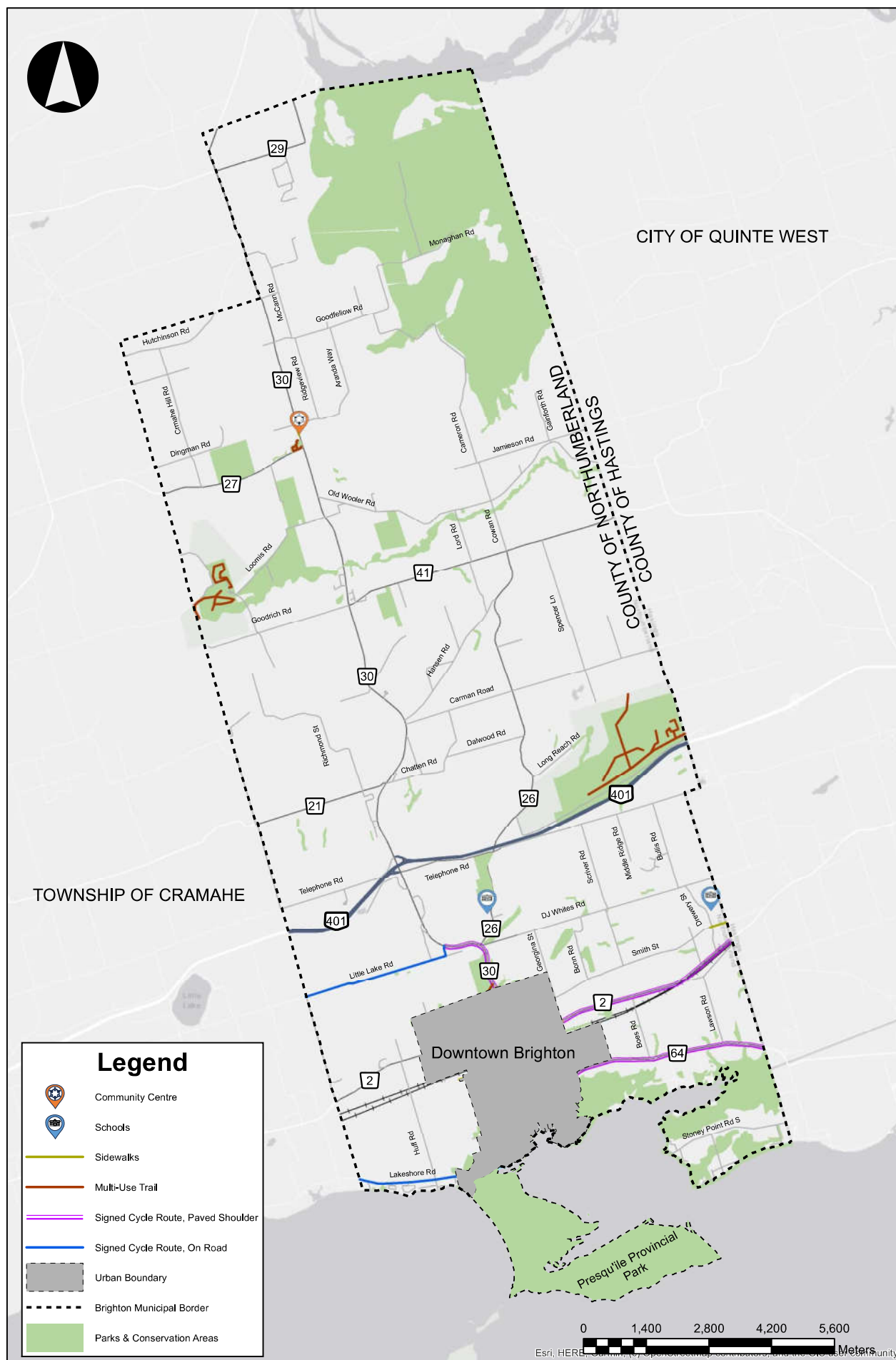
Municipality of Brighton - Downtown Downtown Roadway Classification Basemap



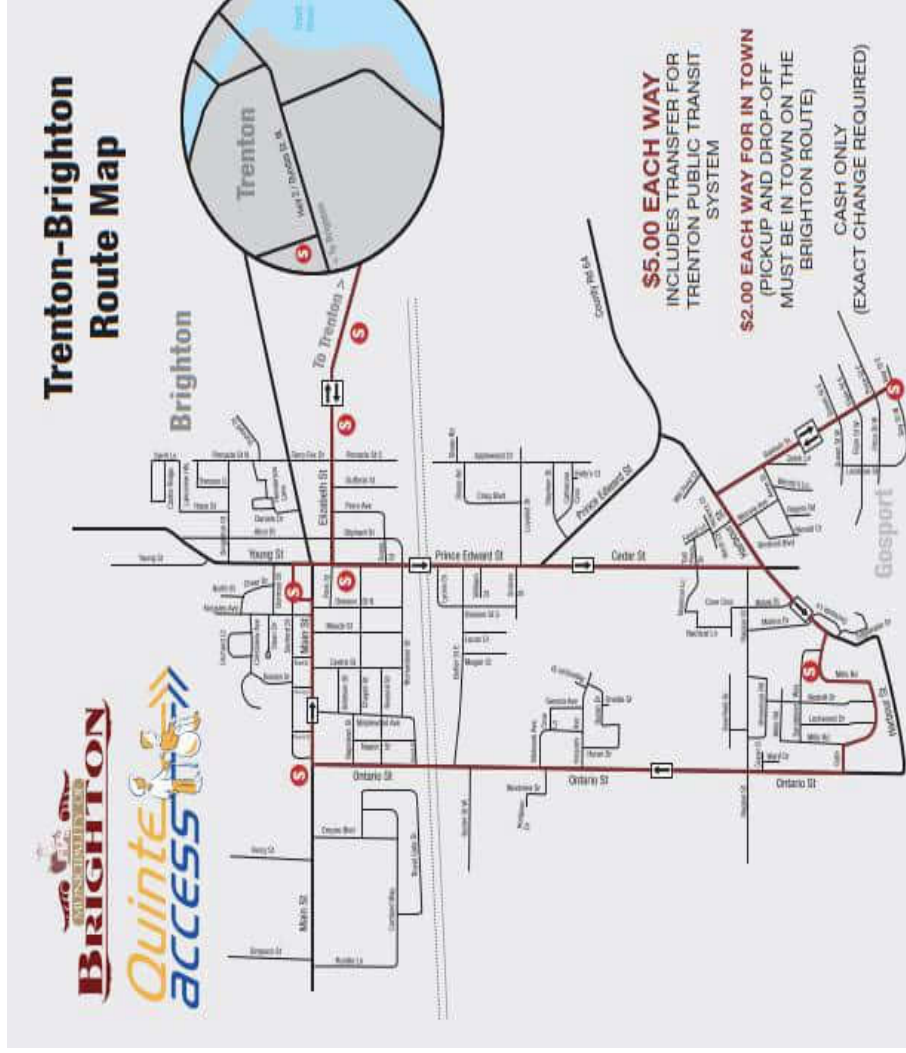


Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community





Trenton-Brighton, Quinte Transit Route Map



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DEPART	ARENA	9:43
DEPART	NO FRILLS	9:50
ARRIVE	TRENTON - WALMART	10:00

Effective December 1, 2019

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- The Municipality Operates five Signalized Intersections and two Signalized Pedestrian Crossing.
- The County TMP noted that generally, there are no existing intersection operation and collision concerns at any the County intersections within the Municipality.
- Boes Road:
 - Review the operation and safety at the Boes Road/Rail underpass
 - Review existing operating speed along Boes Road between County Road 2 and County Road 64 to determine the appropriate posted speed

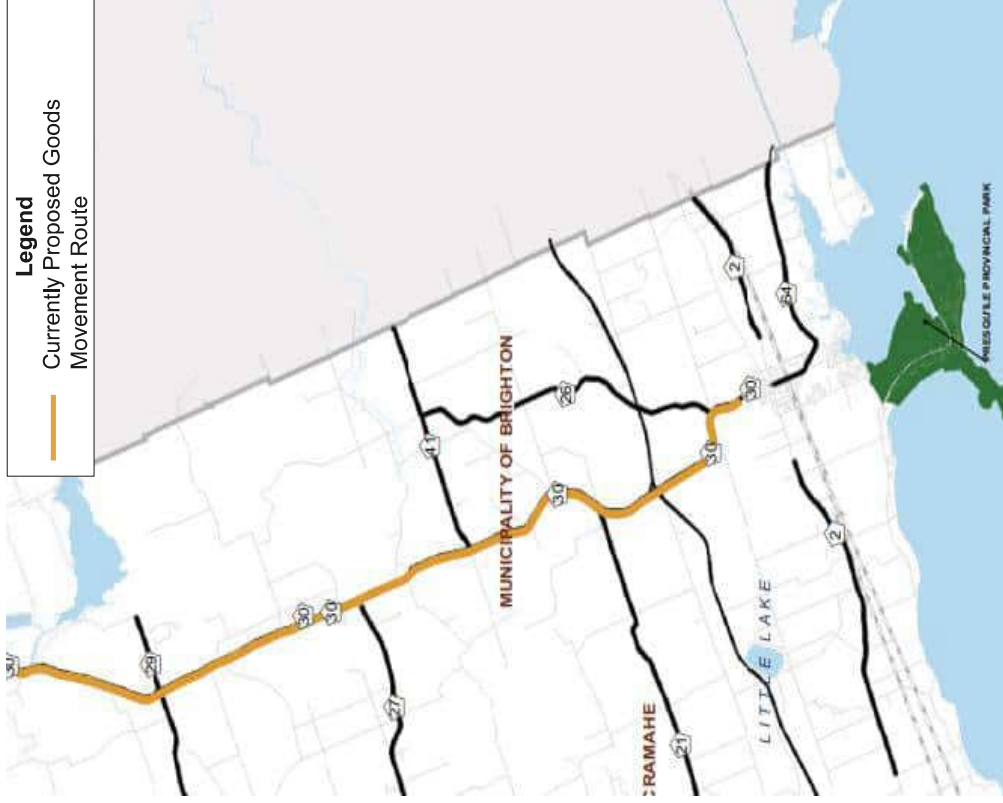


Boes Road Underpass (Looking North)

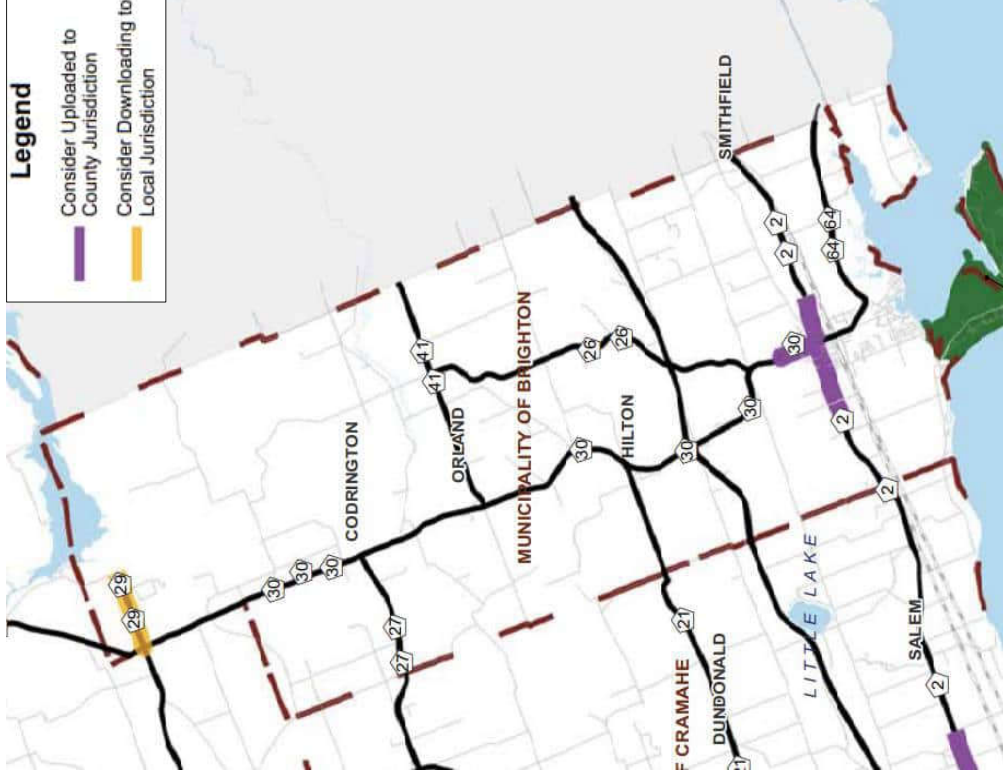


Boes Road Underpass (Looking South)

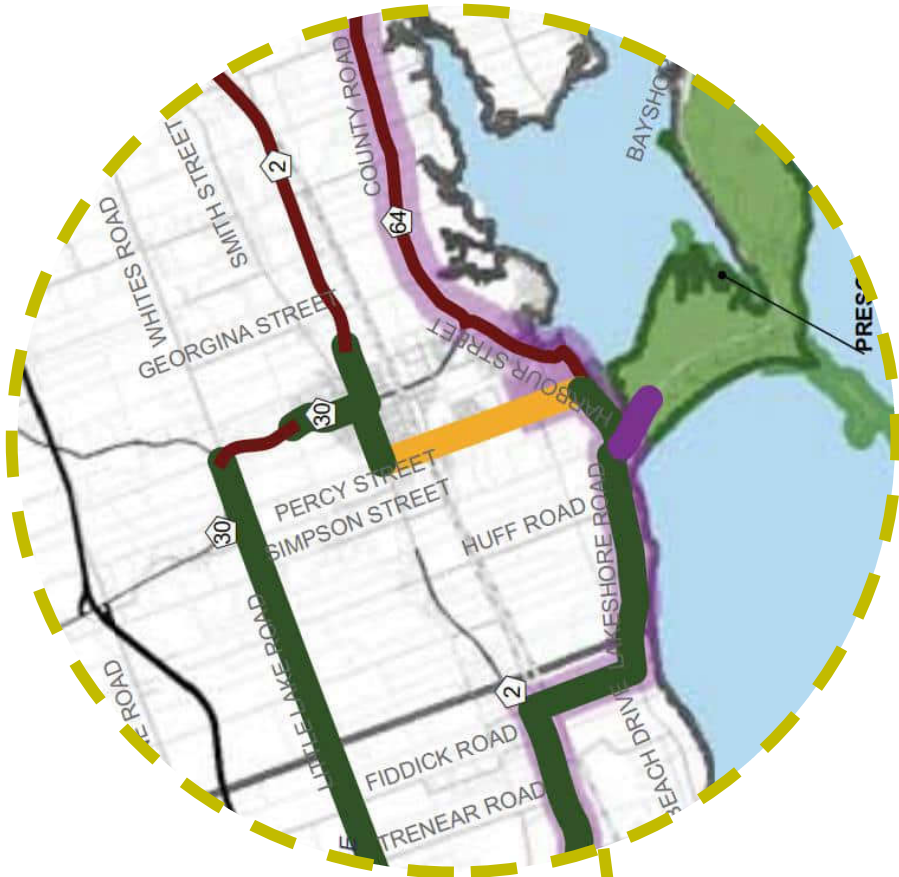
County of Northumberland TMP (2017) - County Road Network Changes Within Municipality



Proposed Goods Movement Routes



Candidates for Change in Jurisdiction



Legend

Existing Cycling Routes

- Paved Shoulder
- Bike Lane
- Signed Bike Route with Sharrow

Proposed Phasing

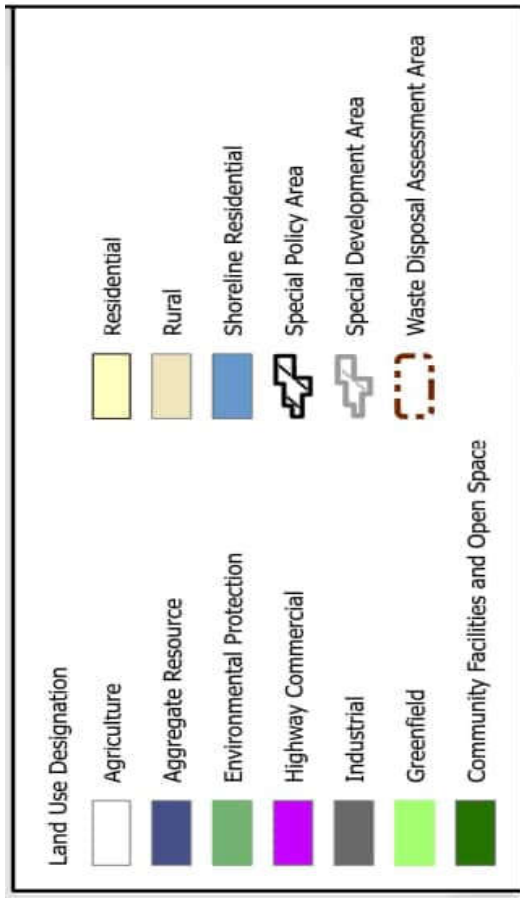
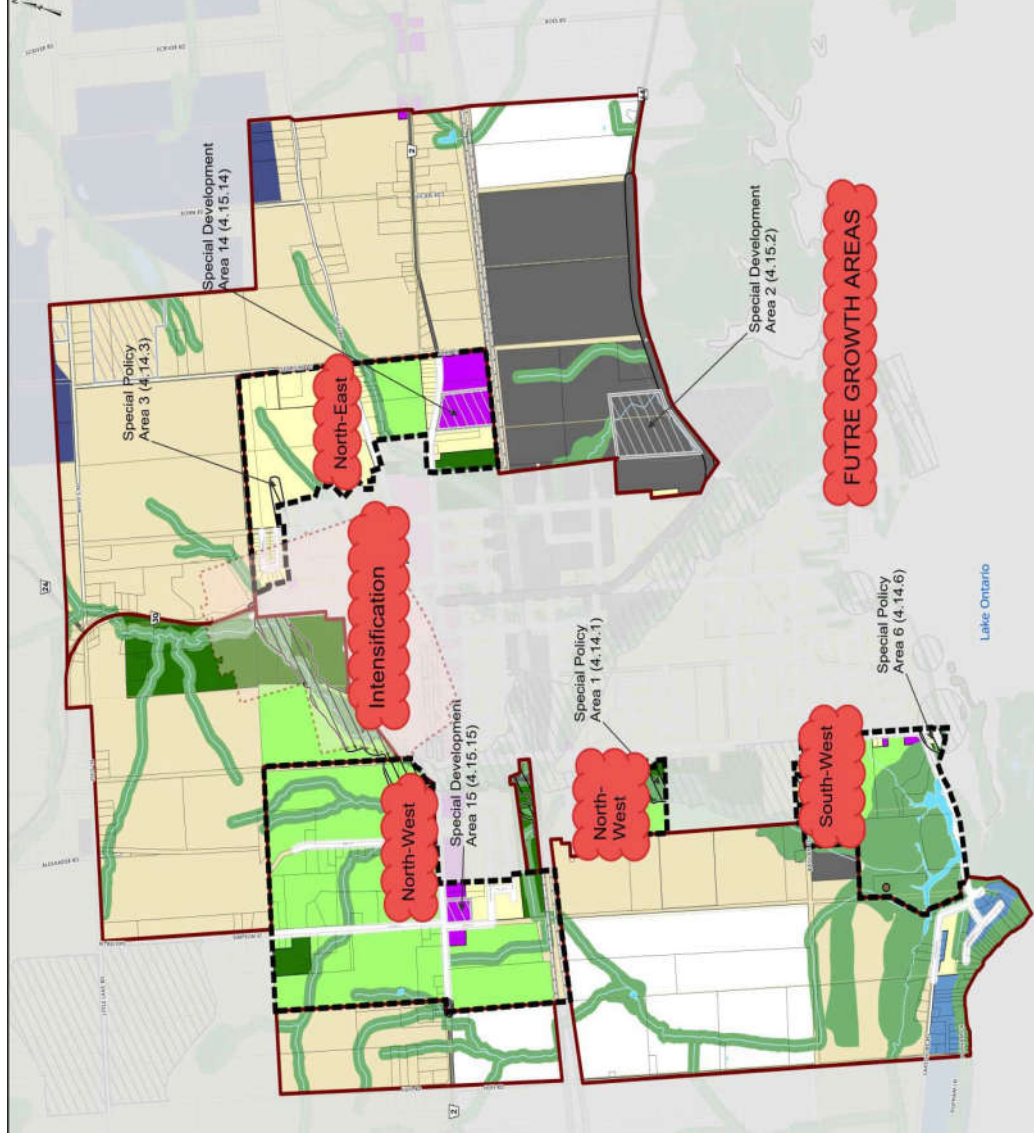
- Short Term (0-5 Years)
- Medium Term (6-10 Years)
- Long Term (10-15 Years)

Other Trails

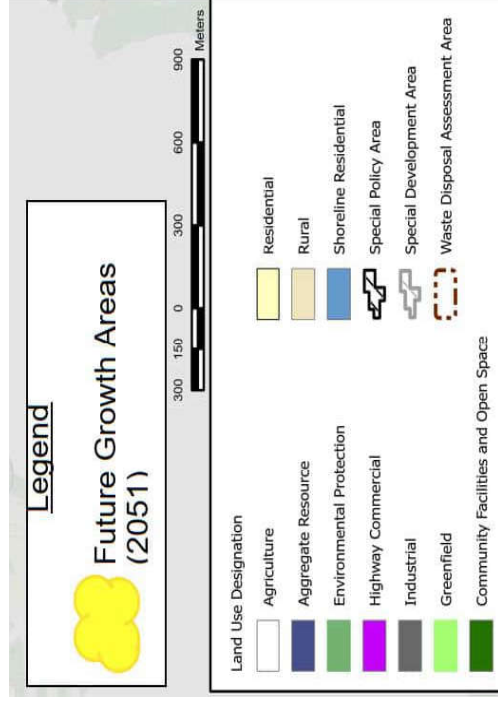
- Oak Ridges Trail
- Waterfront Trail

Proposed Phasing, Municipality of Brighton. 2041 Road Network.

Municipality of Brighton - Potential Future Growth Areas



Source: Secondary Plan Background Report, September 2022 (Figure 14- Existing Official Plan Designations)



Municipality of Brighton - Potential Future Growth (2051)

Potential Future Growth (2051)							
	Years				Increase* (2021 to 2051)	Total Growth (2021 to 2051)	Growth Rate per Year (2021 to 2051)
	2021	2031	2041	2051			
Population	12,704	14,399	15,946	17,533	4,829	38%	1.08%
Dwelling Units	5,098	5,667	6,246	6,998	1,900	37%	1.06%
Employment	2,682	2,774	3,167	3,544	862	32%	0.93%

*Statistics are to be further refined in consultation with Municipality of Brighton

- Review and compile the existing issues and opportunities in the Municipality's transportation network in consideration of input received today.
- Interactive meeting with High School (Winter/Spring 2024)
- Undertake Future Road Network Analysis Considering Town's Growth by 2051 and Identity Constraints.
- Develop draft recommendations to address the issues/constraints identified in the Municipality's future transportation network.
- Stakeholder Working Group and Public Information Centre #2 to receive input on the draft study recommendations (Late Spring 2024)
- Prepare Transportation Master Plan Report and Issue Notice of Study Completion (Fall 2024).

Thank you for your participation!

Please place comments in the comment box or send comment sheet via mail or email by May 17th, 2024, to:

Leslie Whiteman, P. Eng.

Director of Public Works and
Infrastructure

Municipality of Brighton

Phone: 613-475-1162 Ext. 109

Email: lwhiteman@brighton.ca

Mila Khatri

Environmental Planner
Transportation

R.V. Anderson Associates Limited

Phone: 416-497-8600x 4501

Email: mkhatri@rvanderson.com

You can also learn more about the project online at

<https://www.brighton.ca/en/doing-business/transportation.aspx>

APPENDIX 3

PUBLIC INPUT



APPENDIX 3-1

PIC #1 Comment Sheets and Public Input



Date Comments Received	Summary of Comment
------------------------	--------------------

06-03-2024	While adding sticky notes to the maps last night, I was distracted and omitted to place a sticky note to an intersection that is of major concern to the residents. I was reminded of this problem this morning by a very colorful expletive deleted tirade from a resident concerning the intersection of Harbour Street and Cedar Street who was just returning from her morning walk and had a scary incident. Pedestrians walking west on Harbour have to cross to the sidewalks on the west side of Cedar to continue their journey either west along Harbour or north on Cedar. The issue is that vehicle traffic going west on Harbour and then turning north onto Cedar at the cut off are frequently ignore the yield sign despite the fact pedestrians are there. As was pointed out to me in rather colorful language, vehicle drivers are NOT yielding the right of way to pedestrians and there have been a number of near misses. It has been strongly suggested that (a) the current yield sign should be replaced with a STOP sign and (b) that a cross walk should be installed to allow pedestrians safe passage across the road. I share this with you and trust you will add this intersection to the list of concern items to be addressed in the Transportation Master Plan. Hi Leslie, I enjoyed chatting with you last night at the public meeting. After my morning walk with my Golden this morning, I'd like to add two more sidewalk comments: 1) currently there is no sidewalk coming out of Proctor Park onto Young St. I think that's a glaring oversight. A sidewalk extension to Neil Peart Way (on the west side of Young St) is warranted. It would enable pedestrians to safely exit the park, head south towards downtown, and connect to the newly installed crosswalk on Young. 2) related to sidewalks, I noticed there is a painted solid white line beside the sidewalk, on the north side of Elizabeth St running in front of BPS. Unfortunately, it stops at Alice St. I'm wondering if more thought needs to be given to expanding dedicated bike lanes in the downtown core of the municipality Thanks, Andrew The speed on Raglan St is bad for sure. Once the homes are build behind Ontario St most of the cars will come down Raglan St to Cedar to get to 64. Maybe speed bumps would help. I have lived at 105 Raglan St since 1990 beside the entrance to the park. Now that Raglan St is a thru way street to Ontario St the increase of cars going by the park has increased a lot. More children are coming to the park with all the news homes that have been build. The children have no safe way of crossing the road to the park. I feel a crosswalk or a speed bump would help in this location. Yes on Raglan Street. Raglan is a long straight stretch of road that entices drivers to exceed the speed limit. Details regarding this issue is in the attached file "Traffic Study - South of Tracks - Stiles" Off of Raglan Street is the entrance to Walas Park Playground which is adjoining to my property. I have witnessed several occasions when it has been dangerous for Parents & Children entering and exiting the park. Speed and negligence on the part of motorists has been the contributing issue. In the attached file "Traffic Study - South of Tracks - Stiles" a crosswalk and speed humps requirement has been documented. Emergency vehicle (Ambulance, Fire Truck, Police) rapid response to incidents can and has been impeded down Prince Edward and Ontario Streets due to the train crossing. Last year my neighbours garden shed, the surrounding trees and the fencing were engulfed in flames and Fire Truck response was delayed by approximately 10 minutes while waiting for 2 trains to cross the intersections.
14-03-2024	
22-03-2024	

I wanted to take the opportunity to add my voice to this email thread. I know that my 3 years living on Raglan have been extremely frustrating with regards to the playground crosswalk issue, so I cannot imagine how my dear neighbours feel that have dealt with this for many more years. I understand the need for research, discussing and planning. I applaud your approach and the requirement for due diligence. But, we are not talking about building an overpass or tunnel here. We simply would like to see the application of some white traffic paint and the laying down of some asphalt. A crosswalk, writing Playground Ahead on the roadway in the East and West directions and 2 speed bumps is all that is required to address this situation and finally put it to rest. With regards to your comment that "the area of crossing in question is very close to the Raglan/Cedar intersection which makes placing a crosswalk at that location precarious and possibly dangerous as motorists turning from Cedar would have little notification of the crosswalk's presence." You have already placed a sign on Cedar about 50 feet from the intersection and the crosswalk would be approximately over 200 feet from the intersection. Your explanation does not make sense to me. Travelling north on Cedar to the right-angle entrance to Prince Edward St and the stop sign there located about 50 feet away has no signs of skid marks due to little notification! Why is Raglan different? As far as the cost of some asphalt I have noticed that the side road of Loyalist Drive recently received a new resurfacing. I wish the main intersections and streets in downtown Brighton looked just as well. Priorities? I understand there is some concern about speed bumps causing damage to the snow plows. Maybe a discussion and fact-finding meeting with the crew that plows the Presqu'ile Pkwy in the winter would be enlightening. They seem to have no issues. Also, I understand that there is concern that the speed bumps would hinder the response time of fire trucks and ambulances travelling on Raglan. It would seem to me that the seconds taken to slow down would pale in comparison to the 5 to 10 minute wait at the rail crossing while a house burns or a heart attack proves fatal. I have trouble understanding this line of reasoning. I know that my frustration comes clearly thru in this email, but I just desire for something to be finally done and put this issue to rest once and for all, for the health and safety of our children in the area. I sure hope the proposed work on Hwy 64 has more success than this.

22-03-2024

- 4.
- a) There needs to be a better system put in place when the 401 is closed both east and west bound. When 401 is closed, which happens a lot in the winter, downtown Brighton is full of transport trucks. They come down main street or Elizabeth Street. It becomes very unsafe for pedestrians and local traffic. It has happened when children are walking to school. There is never any police presence to help.
 - b) Since Raglan Street was opened up in 2019 the traffic has increased tremendously along with speed. Opening up Raglan has given the residents of Marina St., Fox Den, Cove, Pier Dr., Ontario St., Brighton By the Bay subdivision, Nautical and all five phases of Hamilton Woods, Deerfield and Lance, Ontario St. a shortcut home, short cuts means speed. With two more subdivisions on Ontario St., it will get even worse. There is a park on Raglan Street with an entrance not visible to drivers. I would like to point out that this park was not indicated on your first map of your presentation. I will provide pictures at the end of the email.
Residents on Raglan from Cedar Street to Cove have been addressing the park entrance and traffic issues here for at least 5 years with no answers or solutions. It is felt that the only solution would be speed HUMPS as other municipalities have done. We have been given many excuses for not putting them, ie. Slow down emergency vehicles to damaging snow plows. I have been in touch with one of our previous Fire Chiefs and he says and disagrees and our municipality plows the road going into Presquille Park.
Cedar Street
The traffic is very heavy on this Street as well. There is a lot of speeding on this street. Many residents including myself have been passed on this Street by other vehicles. When cars turn onto Raglan from Cedar Street from both directions they fly around the corner. There is a yield sign at the intersection of Cedar and Harbour which is ignored. I feel the intersection of Cedar and Raglan should be a 3 way stop.
 - c)
As previously mentioned, there should be a crosswalk at the park entrance on Raglan Street. There have been too many close calls with pedestrians trying to cross the street. All the big trucks and heavy equipment come from Trenton via highway 64, Harbour the onto to Raglan to the developments.
We have been instructed by Mayor Ostrander on many occasions that traffic is not up to the municipality to enforce but the OPP. The OPP have been co-operative when we call and set up radar. However, when only a marked Car is available, cars slow down when they come around the corner. We also appreciate the fact that they can not monitor traffic here 24/7.
 2.
Raglan Street is a completely finished subdivision. These big trucks should not be allowed on our street. It was recommended by a previous staff in planning that a truck route be put in place. When they turn onto Cedar, they should continue down to Butler then into Ontario Street where all the construction is. Butler Street already has businesses with large trucks. A No Heavy Truck sign should be placed at each end of Raglan.
A speed reduction from 50 to 40 kmp was approved a few years ago, but speed signs were never changed.
 3.
I would now like to touch base on black kat results from Raglan St. showing the increase of traffic volume and speed.

21-03-2024

Comments Received During PIC #1 Maps:

Rural existing AT Facilities Map Comments:

- #1: Intersection: Goodrich Rd & County Road 30 - Golden Pond Senior Home - vehicles are speeding past the home, making it dangerous for seniors walking on gravel shoulder
 #2: Location: Telephone Road west of Hwy 401 interchange at County Road 30 - upload Telephone Rd from Cramahe border to County Rd 26 to Notrumbreland
 #3: Location: Telephone Rd & CR 26 - 40km speed is too slow here
 #4: Location: Smith St & Lisgar Rd - Stop sign at Smith St & Lisgar. Some safety concerns with children walking or on bikes at this intersection

05-03-2024

RVA 237042

Downtown Existing AT Facilities Map Comments: (West to east, south to north)

- #1: Location: Lakeshore Rd & Huff Rd - Proposing 4-way stop (currently 2-way stop with stopping for Huff) & biking trail along Lakeshore Rd as it is considered as a cycling route.
- #2: Location: Section of Presqu'île Pkwy from Ontario St west to Lakeshore Rd - provide dedicated bike lanes on this section of Presqu'île Pkwy.
- #3: Location: Ontario St & Presqu'île Pkwy. - There is not sidewalk connection from Ontario St onto Presqu'île Pkwy
- #4: Location: Harbour St W (Ontario St to Mill St) - need sidewalk upgrades
- #5: Location: Cedar & Raglan - speeding issue along Cedar. Add stop sign along Cedar (to may it 3-way)
- #6: Location: Raglan & Ontario - speeding issue along Ontario. Add a stop sign to Ontario (to make it 4-way)
- #7 : Location: Raglan & Cedar: Access to park off Raglan needs a pedestrian crosswalk
- #8: Location: Ontario St (between Butler st & Raglan St) - suggested to narrow down Ontario St for traffic calming. Feels like a highway & speeding issues
- #9: Location: Ontario St & Hwy 2 - Traffic light required along with improved road alignment
- #10: Location: Princes St & Hwy 2/Ontario St: Improve the jog between Princess St & Ontario St on Hwy 2
- #11: Location: Hwy 2 (from Empire Blvd to Rundie St) - need a sidewalk connection
- #12: Location: Cedar St- needs a full sidewalk as the paved shoulder is dangerous.
- #13: Location: Main St/CR2 - on-street parking issue on CR2 between CR30 and Maplewood Ave. Spots are too small, handicapped space is too small, and possible located in bad spots.
- #14: Location: CR30 at Young St - conflict with east/west pedestrian with traffic turning north onto CR30
- #15: Location: Hwy 2- sidewalk needed on south side of Hwy 2 area from Terry Fox Dr to John St (NoTrills)
- #16: Location: Boes Rd & Railroad crossing - suggestion to have traffic light at bridge
- #17: General - be able to walk & cycle everywhere, plan for future transit

05-03-2024

Downtown Roadway Classification Map:

- #1: Location: Ontario (Iroquois to Raglan) - need traffic calming on this section of Ontario
- #2: Location: Hwy 2 & Ontario St - intersection operation issues; sightline issues
- #3: Location: Sanford St wets of CR30 - Traffic calming along Sanford St west of CR30
- #4: Location: Alice St - (between Dundas & Singleton) - need traffic calming
- #5: Location: Cedar St (between Raglan & Prince Edward St) - need traffic calming

05-03-2024

**Municipality of Brighton Transportation Master Plan
Public Information Centre No. 1, March 5th, 2024 (6:00 p.m. to 8:00 p.m.)**

Comment Form

NAME: _____

EMAIL (OPTIONAL): _____

MAILING ADDRESS (OPTIONAL): _____

1. Please identify your concerns as they pertain to the following study components:

- a) How do you feel the Municipality's streets accommodate the various modes/users (accessibility, active transportation, transit, trucks, etc.)? Are there any missing links in the walking or cycling network? Are there any locations with mobility/accessibility concerns/issues?**

Lakeshore road is too narrow to accomodate a proper ^{cycling} path as well as a proper walking area.

- b) Are there areas where you experience excessive traffic speeds? If yes, what do you think it is contributing to it? What do you think might help address speeding in these areas?**

Excessive speed ^{and traffic} during the camping season especially more so May → Oct.

- c) Are there any intersections or roads where you experience operation issues (i.e., long intersection queues, traffic delays)? Are there locations where you have safety concerns (driving, walking, cycling)? Are there locations where a pedestrian crossing maybe needed?**

I would like to see a 4 way stop on the intersection of Lakeshore and Bluff road, ~~the way~~ during the ^{time} when trees/bushes are fully leafed out; it is difficult to see when you come down bluff rd and about to enter Lakeshore Rd and also a 4 way stop may ^{help} ~~slow~~ traffic down.

- d) Are there any missing links in the road network that would improve mobility by providing a new roadway or bridge connection?

Wider road ways

2. Are there any other issues or opportunities to improve the Municipality's transportation network you would like the project team to consider i.e. truck movements, traffic signal operations, street lighting, speed limits, traffic signs?

3. Do you have any other comments regarding the study/study area or other materials presented?

Please provide comments by March 19th, 2024 to:

Leslie Whiteman, P. Eng.
Director of Public Works and Infrastructure
Municipality of Brighton
Phone: 613-475-1162 Ext. 109
Email: lwhiteman@brighton.ca

Mila Khatri
Environmental Planner Transportation
R.V. Anderson Associates Limited
Phone: 416-497-8600x 4501
Email: mkhatri@rvanderson.com

Please use additional paper if required to complete your comments. For more information, please visit the project website at: <https://www.brighton.ca/en/doing-business/transportation.aspx>

With the exception of personal information, all comments will become part of the public record of study. The study is being conducted according to the requirements of the Municipal Class Environmental Assessment, which is a planning process approved under Ontario's Environmental Assessment Act.

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NEED BETTER SIDEWALKS WALKING PATHS ON
CEDAR - HARBOR

- b) Are there areas where you experience excessive traffic speeds? If yes, what do you think it is contributing to it? What do you think might help address speeding in these areas?

YES - SANFORD ST

People use as a shortcut to avoid downtown
SPEED ON KINGSLEY/VETERANS WAY AND
SANFORD - DON'T USE STOPSIGNS

- c) Are there any intersections or roads where you experience operation issues (i.e., long intersection queues, traffic delays)? Are there locations where you have safety concerns (driving, walking, cycling)? Are there locations where a pedestrian crossing maybe needed?

VETERANS WAY + SANFORD ST

UNSAFE DUE TO SPEEDERS AND NO STOPPING
TOURISTS/SENIORS/DOG WALKERS ALWAYS
AT RISK

d) Are there any missing links in the road network that would improve mobility by providing a new roadway or bridge connection?

A DOWNTOWN BYPASS

2. Are there any other issues or opportunities to improve the Municipality's transportation network you would like the project team to consider i.e. truck movements, traffic signal operations, street lighting, speed limits, traffic signs?

NO TRUCKS THROUGH TOWN.

TRAFFIC LIGHT NEAR YMCA

3. Do you have any other comments regarding the study/study area or other materials presented?

Please provide comments by March 19th, 2024 to:

Leslie Whiteman, P. Eng.

Director of Public Works and Infrastructure
Municipality of Brighton
Phone: 613-475-1162 Ext. 109
Email: lwhiteman@brighton.ca

Mila Khatri

Environmental Planner Transportation
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Phone: 416-497-8600x 4501
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- b) Are there areas where you experience excessive traffic speeds? If yes, what do you think it is contributing to it? What do you think might help address speeding in these areas?**

At times, usually warmer months, people drive excessively fast + concerned about kids being out on bikes and within the community. People go 80+ speeds in the 60 portion.

Smith Street and Lisgar a stop sign will help slow those down going both West + East*

- c) Are there any intersections or roads where you experience operation issues (i.e., long intersection queues, traffic delays)? Are there locations where you have safety concerns (driving, walking, cycling)? Are there locations where a pedestrian crossing maybe needed?**

Smith Street + Lisgar. Turning West onto Smith two signs blocking traffic from the East. By the time ~~it~~ you see that it is clear, you are in the middle of the intersection.

- d) Are there any missing links in the road network that would improve mobility by providing a new roadway or bridge connection?

2. Are there any other issues or opportunities to improve the Municipality's transportation network you would like the project team to consider i.e. truck movements, traffic signal operations, street lighting, speed limits, traffic signs?

Speed has been decreased in the past (80kph-60kph) and Smith is getting much busier w/ new builds etc. More kids out about wanting to walk/bike to the Public School to play. A stop sign @ the intersection @ Smith St. + Lisgar would help make the intersection safer and slow people down.

3. Do you have any other comments regarding the study/study area or other materials presented?

There was a black box study done Nov. 2022. We would like to see some data ~~from~~ ^{that} is recent and during times children are out playing (after school, weekends) or peak tourist times. Thank you.

Please provide comments by March 19th, 2024 to:

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Email: lwhiteman@brighton.ca

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- b) Are there areas where you experience excessive traffic speeds? If yes, what do you think it is contributing to it? What do you think might help address speeding in these areas?**

The speed on Raglan St is bad for sure. Once the homes are build behind Ontario St most of the cars will come down Raglan St to Cedar to get to 64. Maybe speed bumps would help.

- c) Are there any intersections or roads where you experience operation issues (i.e., long intersection queues, traffic delays)? Are there locations where you have safety concerns (driving, walking, cycling)? Are there locations where a pedestrian crossing maybe needed?**

I have lived at 105 Raglan St since 1990 beside the entrance to the park. Now that Raglan St is a thru way street to Ontario St the increase of cars going by the park has increased a lot. More children are coming to the park with all the news homes that have been build. The children have no safe way of crossing the road to the park. I feel a crosswalk or a speed bump would help in this location.

- d) Are there any missing links in the road network that would improve mobility by providing a new roadway or bridge connection?**

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3. Do you have any other comments regarding the study/study area or other materials presented?

Please provide comments by March 19th, 2024 to:

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THANK YOU FOR YOUR TIME AND EFFORT!

Mila Khatri

From: Altaf Hussain
Sent: March 7, 2024 9:29 AM
To: [REDACTED]
Cc: Leslie Whiteman; Danny Blatenszky; John Gooding; Mila Khatri
Subject: RE: Brighton Transportation Master Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Good morning [REDACTED]

It was a pleasure meeting you in the public information centre.

Many thanks for the comments and we will incorporate these into our analysis.

Regards

Altaf Hussain, P. Eng. (he/him)

Manager, Traffic and Transportation Planning



R.V. Anderson Associates Limited
4900 Palladium Way, Suite 200, Burlington ON L7M 0W7
t 289 348 1234 ext. 4516 | m 416-887-7318

[LinkedIn](#) | [Facebook](#) | [Website](#)



From: [REDACTED]
Sent: Wednesday, March 6, 2024 7:26 PM
To: Altaf Hussain <ahussain@rvanderson.com>
Cc: Leslie Whiteman <lwhiteman@brighton.ca>; Danny Blatenszky <dblatenszky@brighton.ca>; John Gooding <jgooding@brighton.ca>
Subject: Brighton Transportation Master Plan

[CAUTION EXTERNAL EMAIL] Make Sure that it is legitimate **before** Replying or Clicking on any links

Mr Hussain

I was nice to meet you last evening and talk about the Transportation Master Plan your firm is doing for Brighton.

While adding sticky notes to the maps last night, I was distracted and omitted to place a sticky note to an intersection that is of major concern to the residents.

I was reminded of this problem this morning by a very colorful expletive deleted tirade from a resident concerning the intersection of Harbour Street and Cedar Street who was just returning from her morning walk and had a scary incident.

Pedestrians walking west on Harbour have to cross to the sidewalks on the west side of Cedar to continue their journey either west along Harbour or north on Cedar. The issue is that vehicle traffic going west on Harbour and then turning north onto Cedar at the cut off and frequently ignore the yield sign despite the fact pedestrians are there. As was pointed out to me in rather colorful language, vehicle drivers are NOT yielding the right of way to pedestrians and there have been a number of near misses. It has been strongly suggested that (a) the current yield sign should be replaced with a STOP sign and (b) that a cross walk should be installed to allow pedestrians safe passage across the road.

I share this with you and trust you will add this intersection to the list of concern items to be addressed in the Transportation Master Plan.

Sincerely



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Mila Khatri

From: [REDACTED]
Sent: March 25, 2024 9:47 AM
To: Altaf Hussain; Mila Khatri
Cc: Leslie Whiteman
Subject: Comments received and up coming meetings

Follow Up Flag: Follow up
Flag Status: Completed

[CAUTION EXTERNAL EMAIL] Make Sure that it is legitimate **before** Replying or Clicking on any links

Good morning gentlemen

I respectfully ask that the up coming public meetings be posted on the Municipality's facebook website. I believe it is Ben Hagerman you contact.

Unfortunately, many people were not aware if the March 5 meeting, including myself and approximately 10 people from Raglan Street.

Public meetings have been posted on a regular basis on the municipality's Facebook page as many residents follow it.

This will ensure a good turn out at the next meetings.

If these meetings already have a date, please advise.

Also, could you please tell me what you do with all the comments received with areas if concern? Do you you do a site visit, or pass them onto Public Works and Planning department.

Thank you for your time.

Mila Khatri

From: Leslie Whiteman <lwhiteman@brighton.ca>
Sent: March 6, 2024 11:00 AM
To: Altaf Hussain
Cc: Mila Khatri; Nick Palomba; Rao Marthi; Troan, Rebecca (MECP)
Subject: FW: TMP additional comments

Importance: High

Follow Up Flag: Follow up
Flag Status: Flagged

[CAUTION EXTERNAL EMAIL] Make Sure that it is legitimate **before** Replying or Clicking on any links

Dear all,

Thank you for a very solid and very good PIC from last night. Very much appreciated that effort that RV Anderson has extended to the Municipality of Brighton in our endeavours to provide a functional, practical and feasible living document in moving forward.

Please see the comments just below from [REDACTED] and if you can included from the other comments received it would be most appreciated. Altaf, I will reach out to the councillors and to the High School staff in the ensuing days (Probably next week).

Again, thank you all.

Regards,

Leslie Whiteman, P. Eng.,
Director of Public Works and Infrastructure,
Municipality of Brighton,
Tel: (613) 475-1162, ext. 109
Cell: (613) 849-7914
Email: lwhiteman@brighton.ca

From: [REDACTED]
Sent: Wednesday, March 6, 2024 10:53 AM
To: Leslie Whiteman <lwhiteman@brighton.ca>
Subject: TMP additional comments

You don't often get email from [REDACTED] [Learn why this is important](#)

Hi Leslie,

I enjoyed chatting with you last night at the public meeting. After my morning walk with my Golden Retrievers this morning, I'd like to add two more sidewalk comments:

1) currently there is no sidewalk coming out of Proctor Park onto Young St. I think that's a glaring oversight. A sidewalk extension to Neil Peart Way (on the west side of Young St) is warranted. It would enable pedestrians to safely exit the park, head south towards downtown, and connect to the newly installed crosswalk on Young.

2) related to sidewalks, I noticed there is a painted solid white line beside the sidewalk, on the north side of Elizabeth St running in front of BPS. Unfortunately, it stops at Alice St. I'm wondering if more thought needs to be given to expanding dedicated bike lanes in the downtown core of the municipality

Thanks,



APPENDIX 3-2

PIC #1-2 Comment Sheets and Public Input



Date Comments Received

Summary of Comment

	Agriculture vehicles need roads to move our produce to elevator on Highway 30, Campbellford and Quinte West on County Road 40. Fertilizer plant was built on Telephone Road in Colborne.
	There is speeding on Carman Rd. Some drivers when Hwy 401 is closed, that used Carman Rd speed along with truck.
	When 401 is closed, Carman Rd is not safe. Hwy 30 is flooded with traffic.
	Safety - All walkers on our roads should be required to wear reflective clothing.
	Missing links in the road network to improve mobility - Entrance to Hansen Rd at west end off Hwy 30. Khoostra Rd need to be fixed, it is mostly flooded ro washed out most of the time. Fix
02-May-24	Bridge at Loomis Rd. Coltman Rd needs to be widened.
	Missing links - pedestriam/accessible acces to new retirement home (hwy 2 west/Rundle lane). Safety - south of railroad tracks; increased growth but limited emergency access if a train is going.
	All routes need to have accessibility in mind - pedestrian-accessible parking.
	Sanford experiences excessive speeds - only when hwy 2 is congested/clocked (Sunday evening in the summer) too fast on Sanford St.
	School zones - I have seen people speed through crosswalk with lights activated (and during drop-off / pick-up times)
	Hwy 2/Ontario St/Princess St - unsafe intersection, no pedestrian lights/crossings are not aligned. Increased turning/traffic im summer (park)
	Main street lights - I like the advanced walk lights, but still see issues especially right turn cars
	By Industrial Park - Pedestrian safety - sidewalks/crosswalks not aligned.
02-May-24	1 Is there a standard road width for new residential developments (curb to curb)
	2 Is there a requirement to have sidewalks on all streets in new residential developments.
	3 Why is there no sidewalk on Crispen st which is a fairly new development.
08-May-24	

Comments Received During PIC #1-2 Maps:

Rural existing AT Facilities Map Comments:

	#1: Not enough multi-use paths north of Hwy 401 as you have to drive to the natural areas/parks there and then go use the multi-use paths in those green spaces. There should be connectivity to these green spaces using mutli-use trails to connect to these green spaces.
02-May-24	#2: provide connectivity to natural areas where multi-use trails exist.

Downtown Existing AT Facilities Map Comments:

02-May-24	#1: We have shown 5 community centres, but they are not all community centres. Especially south of Raglan, north of Sandford St.
	Downtown Roadway Classification Map:
	#1: South of Main St, between Rundell Ln and Percy St - no sidewalks at all at new retirement home. There are none on Rundell Ln, none on Hwy 2, not safe for residents to go for a walk or for people to walk on Main St to visit the home.
	#2: Ontario St & Hwy 2 - this intersection is unsafe, no lights, lots of traffic, especially during the summer.
	#3: Pinnacle St & Terry Fox Drive - school safety, crossing guards are essential at 4-way stop control.
02-May-24	#4: Cedar St & Beacon Drive - tree blocking the traffic signal. Cannot see traffic coming from the south.

Rural Roadway Classification Map Comments:

- #1: Telephone Road between CR30 and CR60 - No reason for speed limits under 60km/h. Commenter is looking for higher posted speeds.
- #2: Old Wooler Rd & Cowan Intersection - cut trees out at intersection as they are causing line of sight issues.
- #3: CR30 & Aranda Way intersection - very difficult to see traffic coming north on Cr30 from Aranda Way. Line of sight issues for westbound traffic going north.
- #4: Ridgeview Rd is not paved. It is a gravel road. Delivery trucks and services use this road and often have vehicles stuck here in winter as the road is not maintained.
- #5: Cameron Rd - this is the road between Goodfellow Rd and Jaimeson. This is the only road other than CR30 that goes through Brighton.
- #6: Ridgeview Rd is not maintained by municipality but shows up on maps

02-May-24

**Municipality of Brighton Transportation Master Plan
Public Information Centre No. 1 (Second Round)
May 2, 2024 (6:00 p.m. to 8:00 p.m.)**

Comment Form

NAME

EMAIL (OPTIONAL):

MAILING ADDRESS (OPTIONAL):

1. Please identify your concerns as they pertain to the following study components:

a) How do you feel the Municipality's streets accommodate the various modes/users (accessibility, active transportation, transit, trucks, etc.)? Are there any missing links in the walking or cycling network? Are there any locations with mobility/accessibility concerns/issues?

1 Is there a standard road width for new residential developments (curb to curb)
2 Is there a requirement to have sidewalks on all streets in new residential developments.
3 Why is there no sidewalk on Crispen st which is a fairly new development.

b) Are there areas where you experience excessive traffic speeds? If yes, what do you think it is contributing to it? What do you think might help address speeding in these areas?

c) Are there any intersections or roads where you experience operation issues (i.e., long intersection queues, traffic delays)? Are there locations where you have safety concerns (driving, walking, cycling)? Are there locations where a pedestrian crossing maybe needed?

d) Are there any missing links in the road network that would improve mobility by providing a new roadway or bridge connection?

2. Are there any other issues or opportunities to improve the Municipality's transportation network you would like the project team to consider i.e. truck movements, traffic signal operations, street lighting, speed limits, traffic signs?

3. Do you have any other comments regarding the study/study area or other materials presented?

Please provide comments by May 17th, 2024 to:

Leslie Whiteman, P. Eng.
Director of Public Works and
Infrastructure
Municipality of Brighton
Phone: 613-475-1162 Ext. 109
Email: lwhiteman@brighton.ca

Mila Khatri
Environmental Planner
Transportation
R.V. Anderson Associates Limited
Phone: 416-497-8600x 4501
Email: mkhatri@rvanderson.com

Please use additional paper if required to complete your comments.

For more information, please visit the project website at: <https://www.brighton.ca/en/doing-business/transportation.aspx>

With the exception of personal information, all comments will become part of the public record of study. The study is being conducted according to the requirements of the Municipal Class Environmental Assessment, which is a planning process approved under Ontario's Environmental Assessment Act.

THANK YOU FOR YOUR TIME AND EFFORT!

LOGIN



CARSP+ACPSER



2017 CARSP CONFERENCE - TORONTO | RESEARCH AND EVALUATION

AN EXAMINATION OF CHILDREN'S SAFETY ASSOCIATED WITH THEIR BEHAVIOR WHILE CROSSING THE CROSSWALK TO REACH THE PARK ENTRANCE

🕒 Posted on June 29, 2017 🕒 Updated on October 29, 2022

Author(s): Mojgan Rafiei

**Slidedeck Presentation Only (no paper
submitted):**

[6B_1_Rafiei](#)

Abstract:

Today's parents accompany their children to school, park, and playground by car instead of walk, what reduce children's potential physical activity. However, to some extent, road insecurity while crossing streets to get to those destinations might be a good reason to avoid walking in these environments. Much attention has been paid lately to the road safety conditions around schools, but little is known about the surroundings of the parks and park entrance. Many of schoolchildren go to park after school and on weekend, especially park with playground in dense urban areas where there is no yard to play. It is somehow surprising that researchers so far neglect these child pedestrian travels around the park and playground. The objective of this study is to examine the influential factors on children's safety while crossing streets near park and to observe their walking behaviors all the way to the park entrance. The method put in place to answer our objective is based on observational data collection on site. Crosswalk characteristics, as well as children's behavior while crossing and all the way to the park entrance were recorded under observational grids for four parks in the Montreal central boroughs. Fifteen crossings were visited, each of them having a minimum of 30 observed children. A typology of children's behaviors while crossing and from the crossing to the park entrance was calculated according to several variables related to the crossing (width, presence of light, road marking, etc.), the park entrance configuration (distance to the crossing, presence of fences, etc.) and the child involved (age, sex, accompanied or not, etc.). Preliminary results show that children often accompanied while crossing but let loose between the crossing and the park entrance, especially in smaller park. Other analyses are currently under review to know more about the influence of crossing characteristics on children (and vehicles) behaviors at intersections. Providing safety near park, combined with safe route to other destinations, can be a good way to promote active transport and livable neighborhoods for all. So, ensuring a safe trip to the park is as important as the school trip, and this is why our results are relevant to urban planners and road safety authorities. Parks in dense urban settings are an important destination for play and other social interactions between children but also parents and neighbors. The crosswalk characteristics have impact on child pedestrian and their companion's decision making while crossing. In addition, the incorrect behavior of children and their companions when crossing the street put them at risk.

**Municipality of Brighton Transportation Master Plan
Public Information Centre No. 1 (Second Round)
May 2nd, 2024 (6:00 p.m. to 8:00 p.m.)**

Comment Form

NAME:

EMAIL (OPTIONAL):

MAILING ADDRESS (OPTIONAL):

1. Please identify your concerns as they pertain to the following study components:

a) How do you feel the Municipality's streets accommodate the various modes/users (accessibility, active transportation, transit, trucks, etc.)? Are there any missing links in the walking or cycling network? Are there any locations with mobility/accessibility concerns/issues?

Agriculture vehicles need roads to move
our produce to elevator on Highway 30,
Campbellford and Quinte West on County Road
40. Fertilizer plant was built on
Telephone road in Colborne.

b) Are there areas where you experience excessive traffic speeds? If yes, what do you think it is contributing to it? What do you think might help address speeding in these areas?

There is speeding on Carman Road.
Some drivers when 401 is closed,
that used Carman road speed along with
trucks.

c) Are there any intersections or roads where you experience operation issues (i.e., long intersection queues, traffic delays)? Are there locations where you have safety concerns (driving, walking, cycling)? Are there locations where a pedestrian crossing maybe needed?

When 401 is closed, Carman Road is
not safe, Highway 30 is flooded with
traffic.

- Safety -> All walkers on our roads should
be required to wear reflective clothing.

- d) Are there any missing links in the road network that would improve mobility by providing a new roadway or bridge connection?

Entrance to Hansen road at West end off Highway 30.
Kloostra road needs to be fixed, it is mostly flooded or washed out most of the time.

Fix Bridge at Loomis road.
Cottman Road needs to be widened.

2. Are there any other issues or opportunities to improve the Municipality's transportation network you would like the project team to consider i.e. truck movements, traffic signal operations, street lighting, speed limits, traffic signs?

3. Do you have any other comments regarding the study/study area or other materials presented?

Please provide comments by May 17th, 2024 to:

Leslie Whiteman, P. Eng.
Director of Public Works and Infrastructure
Municipality of Brighton
Phone: 613-475-1162 Ext. 109
Email: lwhiteman@brighton.ca

Mila Khatri
Environmental Planner Transportation
R.V. Anderson Associates Limited
Phone: 416-497-8600x 4501
Email: mkhatri@rvanderson.com

Please use additional paper if required to complete your comments. For more information, please visit the project website at: <https://www.brighton.ca/en/doing-business/transportation.aspx>

With the exception of personal information, all comments will become part of the public record of study. The study is being conducted according to the requirements of the Municipal Class Environmental Assessment, which is a planning process approved under Ontario's Environmental Assessment Act.

**Municipality of Brighton Transportation Master Plan
Public Information Centre No. 1 (Second Round)
May 2nd, 2024 (6:00 p.m. to 8:00 p.m.)**

Comment Form

NAME: _____

EMAIL (OPTIONAL): _____

MAILING ADDRESS (OPTIONAL): _____

1. Please identify your concerns as they pertain to the following study components:

- a) How do you feel the Municipality's streets accommodate the various modes/users (accessibility, active transportation, transit, trucks, etc.)? Are there any missing links in the walking or cycling network? Are there any locations with mobility/accessibility concerns/issues?

Missing links - pedestrian / accessible access to
New Retirement home (Hwy 2 west / Rundle lane)
Safety south of Railroad tracks - increased growth
but limited emergency access if a train is going
All routes need to have accessibility in mind - pedestrian

- b) Are there areas where you experience excessive traffic speeds? If yes, what do you think it is contributing to it? What do you think might help address speeding in these areas? ^{- accessible parking}

- My street - only when Hwy 2 congested / blocked - Sunday evening in the summer -> too fast on Sanford St
- School zones - I have seen people speed through crosswalk with lights activated
↳ and at drop off + pick up times

- c) Are there any intersections or roads where you experience operation issues (i.e., long intersection queues, traffic delays)? Are there locations where you have safety concerns (driving, walking, cycling)? Are there locations where a pedestrian crossing maybe needed?

- Hwy 2 / Ontario St / Princess St -> unsafe intersection, no pedestrian lights / crossings not aligned, increased turning traffic in summer (park)
- Main street lights - I like the advanced walk lights, but still see issues especially right turn cars
- By Industrial Park -> Pedestrian safety - sidewalks / crosswalks not aligned

d) Are there any missing links in the road network that would improve mobility by providing a new roadway or bridge connection?

- Areas South of the tracks - increased train traffic, concern about emergency access

- Farming traffic is important!! They need right of way and more understanding.

2. Are there any other issues or opportunities to improve the Municipality's transportation network you would like the project team to consider i.e. truck movements, traffic signal operations, street lighting, speed limits, traffic signs?

Traffic lights -> Hwy 2/ Ontario st
Likely ~~is~~ unrealistic -> but transports downtown
there is not enough room to turn corners -
backs up traffic. * change light schedule in

3. Do you have any other comments regarding the study/study area or other materials presented?

summer
Sundays
when
401
is full
-> to
help
move
west
bound
traffic

Please provide comments by May 17th, 2024 to:

Leslie Whiteman, P. Eng.
Director of Public Works and Infrastructure
Municipality of Brighton
Phone: 613-475-1162 Ext. 109
Email: lwhiteman@brighton.ca

Mila Khatri
Environmental Planner Transportation
R.V. Anderson Associates Limited
Phone: 416-497-8600x 4501
Email: mkhatri@rvanderson.com

Please use additional paper if required to complete your comments. For more information, please visit the project website at: <https://www.brighton.ca/en/doing-business/transportation.aspx>

With the exception of personal information, all comments will become part of the public record of study. The study is being conducted according to the requirements of the Municipal Class Environmental Assessment, which is a planning process approved under Ontario's Environmental Assessment Act.

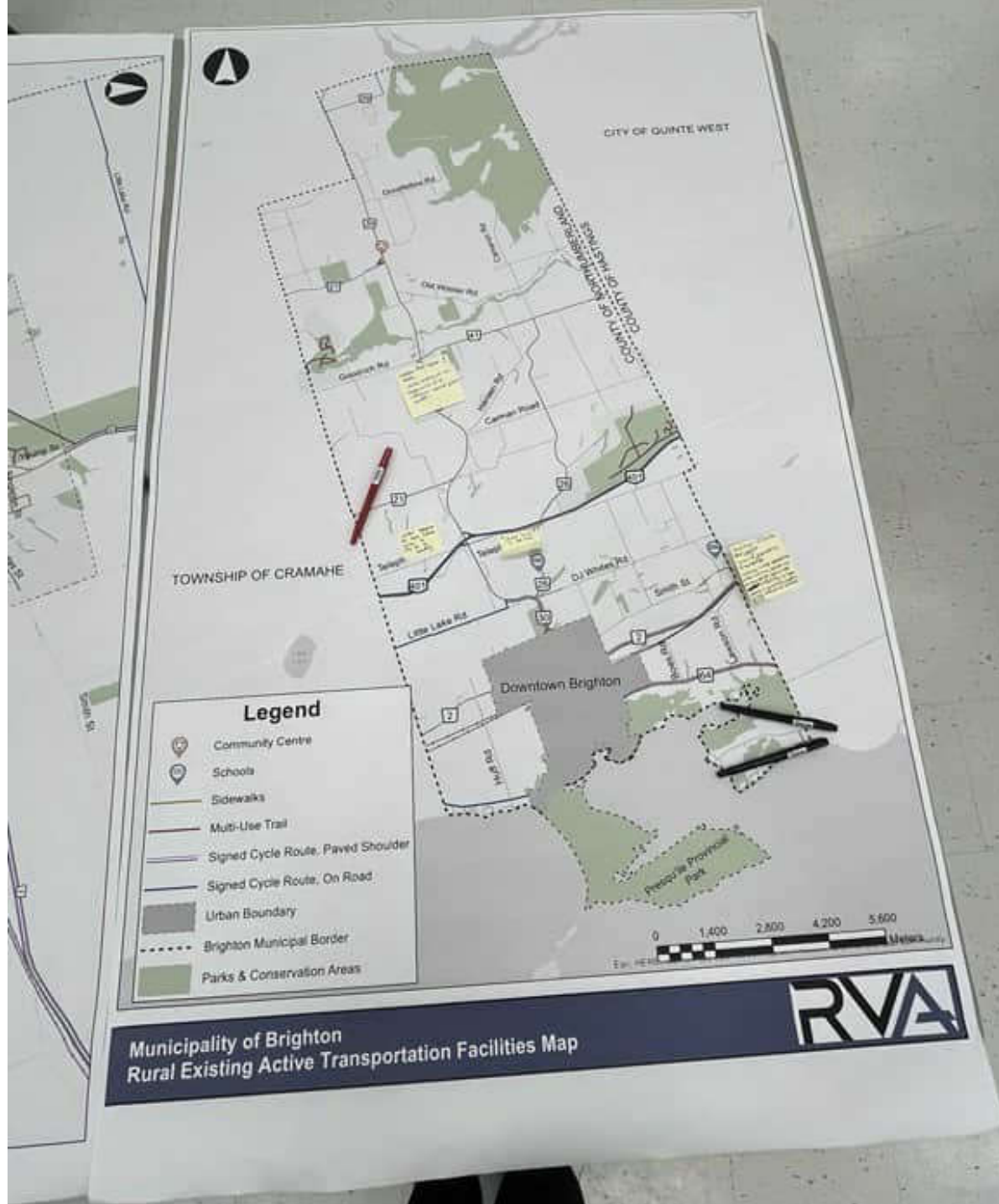
APPENDIX 3-3

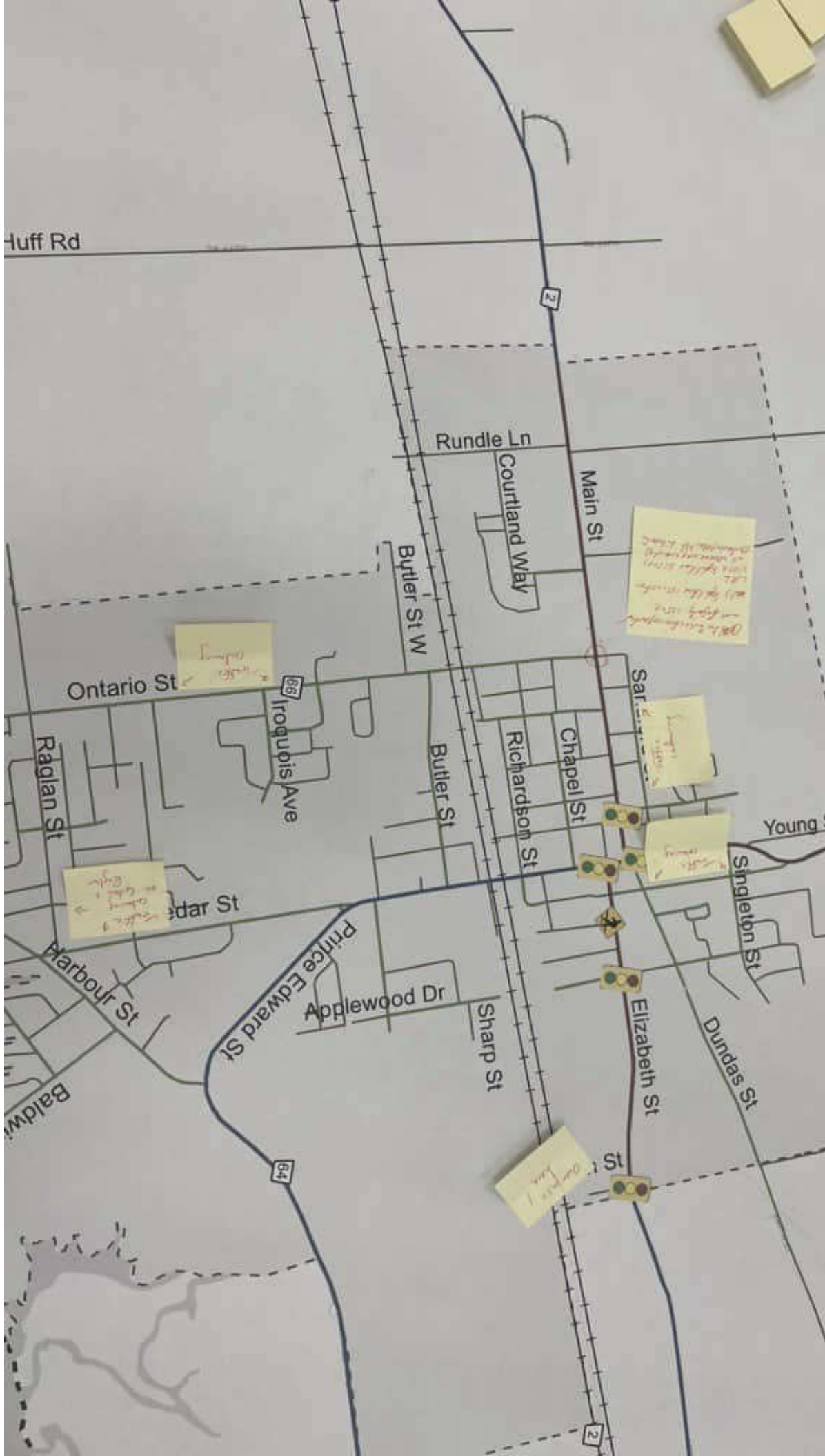
Map Photos with Sticky Tab Comments





Municipality of Brighton
Downtown Existing Active Transportation Facilities Map





SUMMARY REPORT

PUBLIC INFORMATION CENTER #2



Transportation Master Plan

Public Information Centre #2 Summary Report Final

Municipality of Brighton

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RVA 237042

April 23, 2025

Municipality of Brighton Transportation Master Plan PIC #2 Summary Report

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APPENDICES

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APPENDIX 4 – PUBLIC INPUT

APPENDIX 4-1 – PIC #2-1 Comments Received

APPENDIX 4-2 – PIC #2-2 Comments Received

1.0 Introduction

The Municipality of Brighton (Municipality) is a growing and evolving community with a unique mix of business, agricultural, education, arts, culture, recreation, and tourism features which attract both young and old personnel. Situated within the southeastern point of the County of Northumberland, the Municipality hugs the shoreline of Lake Ontario and is seen as a gateway to the Presqu'île Provincial Park. The small-town feel of Brighton has attracted many new residents wishing to leave the big city behind and enjoy a quieter lifestyle but still appreciate some big city amenities.

Given the unique demographics of Brighton, a well-balanced multi-modal transportation system is essential to complement the already well-balanced quality of life offered within the Municipality. As a result, the Municipality of has retained R.V. Anderson Associates Limited (RVA) to undertake completion of a Transportation Master Plan (TMP) Study which outlines the direction for providing a balanced transportation system within the Municipality that offers a variety of mode choices to residents and visitors through well-connected and easy to access transportation infrastructure.

As the TMP addresses Phases 1 and 2 of the Municipal Class Environmental Assessment (MCEA) process, two (2) Public Information Centres (PIC) were held as part of the study. The public consultation seeks to ensure that the diverse interests and needs of all road users, business owners, and community residents, can be considered in the final recommendations.

1.1 Public Information Centre

The first round of PIC#2 (PIC #2-1) was held on October 3rd, 2024, in the Owen Gibb Community Hall in King Edward Arena Park from 6:00pm to 8:00pm. The format of the PIC was an informal "Open House", with materials pertaining to the study on display for the public to view and provide feedback. Members of the project team, which included staff from the Municipality and R.V. Anderson Associates Limited, were present to discuss the draft TMP study outcomes and concerns brought forwards by the attendees.

The second round of PIC #2 (PIC #2-2) in an open-house style was held on November 27th, 2024, at the Codrington Community Centre from 6:00pm to 8:pm. The purpose of hosting a second round of PIC #2 was to provide opportunity for those living in rural areas of the Municipality to attend the PIC and provide their comments on the TMP study. The format of the PIC and materials presented were similar to PIC #2.

2.0 Interested Parties and Notification

In accordance with the MCEA process, notification to the public and interested parties is required for public consultation. Notification of the PIC was provided through various avenues, as outlined below:

- **General Public**
 - Notice of PIC #2-1 was posted on the Municipality of Brighton’s website on September 12, 2024.
 - Notice of PIC #2-2 was posted on the Municipality of Brighton’s website on November 13, 2024.
 - PIC #2-1 and PIC #2-2 details were shared on the Municipality’s Facebook page.
- **Project Mailing List (Technical Agencies, Local Interest Groups, Indigenous Communities, and other parties who previously submitted comments or indicated interests in the project)**
 - Email containing the notice and details of PIC #2-1 was sent on September 12, 2024.
 - Email containing the notice and details of PIC #2-2 was sent on November 13, 2024.

Refer to **Appendix 1** for copies of the published notifications and **Appendix 2** for the project mailing list.

3.0 Consultation Material

The purpose of PIC #2-1 and PIC #2-2 was to present the proposed improvement alternatives identified through the study including the preferred solutions and obtain feedback from the public.

The display boards exhibited at the second round of PICs are included in **Appendix 3**, and presented information on the following study components:

- | | |
|-------------------------------------|---|
| • Purpose of the TMP | • Proposed Road Re-classifications and Typical Cross-sections |
| • Problem and Opportunity Statement | • Traffic Calming Policy Framework |

- MCEA Process
- Feedback From PIC #1
- Existing Conditions
- Evaluation of Alternative Solutions
- Future Transportation Improvements
- Next Steps

In addition to the display materials outlined above, three large maps of the Downtown area were presented at PIC #2, illustrating the proposed active transportation improvements, proposed road classifications, and proposed intersection improvements, which allowed the open-house attendees to provide their input for specific areas and/or corridors throughout the Municipality. Large maps of rural Brighton were also presented at PIC #2-2. Images of the maps with comments from the attendees can be found in **Appendix 4**, complimented by a detailed list of the included comments.

Comment sheets were also made available for PIC attendees to provide their input. The comment sheet and display materials were made available on the Municipality's website for three (3) weeks following each PIC.

4.0 Participation and Comment Summary

Attendees were requested to sign-in upon arrival at the PIC venue. Based on the information provided on the sign-in sheet from PIC #2-1, there were a total of 8 attendees, which included representation from the City Council and community residents. There were total of 6 attendees at PIC #2-2.

Meeting attendees were encouraged to provide comments and feedback on the materials presented and the TMP study in general. Comment forms were provided for attendees to complete. A total of 3 comment forms were completed during PIC #2-1 and 1 comment form during PIC #2-2, with some additional feedback being provided through email. All of the comment forms and additional feedback are provided in **Appendix 3**.

4.1 Road Corridor and Intersection Improvements

Majority of the comments received during the PICs were from sticky notes attendees used to mark road corridors and intersections on the large maps. The sticky notes identified key road corridors and intersections that pose concerns and challenges for the community. A summary of those comments is provided in the table below.

PIC #2-1 / PIC #2-2	Corridor / Intersection	Summary of Comments
PIC #2-1	Harbour Street & Ontario Street	Changes will force traffic to go along Harbour St. which is not capable of handling more traffic. Ontario St. is newer & wider and can handle greater traffic volumes. Using vacant land in northwest corner to change curve radius will be a better solution. Realign intersection and implement a 3-way stop
PIC #2-1	Raglan Street	Traffic calming such as speed bumps required. This corridor should not have heavy equipment, large recreational vehicles, and trucks on it. Corridor should be designated as a Community Safety Zone.
PIC #2-1	Raglan Street & Cedar Street	Consider turning it into a 3-way stop intersection.
PIC #2-1	Ontario Street	Traffic calming measures such as speed bumps needed.
PIC #2-1	Cedar Street	Traffic calming measures such as speed bumps needed.
PIC #2-1	Aranda Way & County Road 30	Eastbound traffic has line of sight issues to the south. This is a dangerous intersection. Possible solution would be implementing a roundabout. Intersection improvements should be considered.
PIC #2-1	Elizabeth Street & Main Street	The “jog” should be improved. A firehall is proposed at one of the corners of this intersection.
PIC #2-1	Alice Street & George Street	Consider closing this intersection or make it a “no left-turn” either from Alice onto George and from George onto Alice.
PIC #2-1	Ontario Street & Main Street	Implement a roundabout at this intersection.
PIC #2-1	Highway 2 & Huff Road	Additional lighting is required at this intersection.
PIC #2-1	Ontario Street & Pres’quill Parkway	Intersection needs reconfiguration to properly connect with Harbour Street.
PIC #2-2	Telephone Road	Suggest increasing posted speed to 60km/h east of County Road 30.

PIC #2-1 / PIC #2-2	Corridor / Intersection	Summary of Comments
PIC #2-2	Aranda Way	Road service needs work. A hidden driveway sign is required.
PIC #2-2	Main Street (Percy Street to Simpson Street)	Sidewalk along Main Street needed on both sides.

Other comments regarding roadways are summarized below:

- Narrow roads where possible and line them with trees to control speeding and provide more room for active transportation.
- A resident prefers the western realignment concept for Main Street.
- Goods movement (trucks) needs to be kept out of the core of the Municipality as roads are too narrow and in poor maintenance to handle trucks.
- Greater traffic calming measures are needed.
- A truck route should be developed for goods movement.

4.2 Active Transportation Improvements

Comments received during and after the PICs also identified active transportation improvements (i.e., addition of sidewalks). Comments regarding active transportation facilities are summarized below:

- A resident would like to see bike lanes on every major street, taking space away from vehicles.
- A resident prefers bike lanes to multi-use pathways (MUPs) since MUPs usually have many dog walkers on them and that poses a safety concerns for cyclists also sharing the pathway. Resident would prefer to have the sidewalk separated from the bike lanes.
- Sidewalk extension needed on Young Street, north from Sanford Street to Proctor Park.
- There are not enough active transportation facilities in the north (Codrington), especially on County Road 30.

5.0 Conclusions and Next Steps

The PICs in Phase 2 of the TMP Study presented the proposed transportation infrastructure improvements that addresses concerns identified in Phase 1 of the study and through public consultation. Comments on the various topics were received, with a number of trends becoming evident. Some of these trends are as follows:

- a. Respondents would like to see enhanced active transportation infrastructure, especially sidewalks and addition of missing links.
- b. There are a number of road corridors and intersections, mostly throughout the centralized area of the Municipality, that have been identified for exhibiting operational issues (speed, safety, etc.) by respondents.
- c. Respondents would like to see additional safety and traffic calming measures near parks and playgrounds.

All comments received during PIC #2-1 and PIC #2-2, as well as comments received after each PIC via email, will be considered by the study team as the recommended improvements are refined for the transportation network.

5.1 Next Steps

Now that two PICs have been held as part of this study and a preferred set of improvements have been identified, a Draft Transportation Master Plan Report will be prepared for the Municipality's review. The Draft TMP Report will include the proposed set of improvements within the Municipality of Brighton to accommodate the projected employment and population and provide consideration to the comments/ feedback that was received from public and technical agencies throughout the duration of this study.

APPENDIX 1

NOTICES



APPENDIX 1-1
PIC #2-1 Notices





Municipality of Brighton Transportation Master Plan

Notice of Public Information Centre #2

The Study

The Municipality of Brighton has initiated a Transportation Master Plan (TMP) to develop a long-term road network and active transportation strategy that will address existing needs and accommodate projected population growth within the municipality. The Master Plan will outline the direction for a balanced transportation system within the Municipality, offering a variety of mode choices to the residents and visitors through a well-connected network, efficiently operating, and easy-to-access transportation infrastructure for the next 25 years.

The study is being conducted in accordance with the requirements of Master Plan Approach #1 of the *Municipal Class Environmental Assessment* (October 2000, amended in 2007, 2011, 2015, and 2023), which is an approved process under the *Environmental Assessment Act*. This approach involves the preparation of a Master Plan document at the conclusion of Phases 1 and 2 of the Municipal Class EA process.

You Are Invited to Participate!

The Municipality of Brighton is planning to host the second of two Public Information Centres for this study. **Public Information Centre #2** will present the proposed improvement alternatives identified in the study and the preferred solutions.

You are invited to join us in-person for the Second Public Information Centre on **Thursday October 3, 2024, from 6:00pm – 8:00pm** to learn more about the project and provide comments/input. The open house will use a drop-in format with no formal presentation. Materials about the study will be on display boards and members of the project team will be available to answer questions and discuss the project.

Location: Owen Gibb Community Hall, King Edward Park Arena
75 Elizabeth Street, Brighton, Ontario, K0K 1H0
Date: Thursday October 3, 2024
Time: 6:00pm – 8:00pm

For More Information

As the study progresses and more information becomes available, it will be posted on the project webpage at <https://www.brighton.ca/en/doing-business/transportation.aspx>.

If you have any questions or comments regarding the study, or wish to be added to the email list for receiving notices, please contact one of the project team members:

Leslie Whiteman, P. Eng.
Director of Public Works and Infrastructure
Municipality of Brighton
67 Sharp Road
Brighton, Ontario K0K 1H0
Tel: (613) 475-1162 x 109
Email: lwhiteman@brighton.ca

Altaf Hussain, P. Eng.
Project Lead
R.V. Anderson Associates Limited
4900 Palladium Way, Suite 200
Burlington ON, L7M 0W7
Tel: (289) 348 1234 x 4516
Email: ahussain@rvanderson.com

This notice was first issued on September 12, 2024.

*Information collected will be used in accordance with the Freedom of Information and Protection Privacy Act. With the exception of personal information, all comments will become part of the public record.

APPENDIX 1-2

PIC #2-2 Notices





Municipality of Brighton Transportation Master Plan

Notice of Public Information Centre #2 (2nd Round)

The Study

The Municipality of Brighton has initiated a Transportation Master Plan (TMP) to develop a long-term road network and active transportation strategy that will address existing needs and accommodate projected population growth within the municipality. The Master Plan will outline the direction for a balanced transportation system within the Municipality, offering a variety of mode choices to the residents and visitors through a well-connected network, efficiently operating, and easy-to-access transportation infrastructure for the next 25 years.

The study is being conducted in accordance with the requirements of Master Plan Approach #1 of the *Municipal Class Environmental Assessment* (October 2000, amended in 2007, 2011, 2015, and 2023), which is an approved process under the *Environmental Assessment Act*. This approach involves the preparation of a Master Plan document at the conclusion of Phases 1 and 2 of the Municipal Class EA process.

You Are Invited to Participate!

The Municipality of Brighton is planning to host a second round of the second Public Information Centre in a new location, to encourage all residents of Brighton to attend and participate. **Public Information Centre #2 (2nd round)** will present the proposed improvement alternatives identified in the study and the preferred solutions.

You are invited to join us in-person for the second round of Public Information Centre #2 on **Wednesday, November 27, 2024, from 6:00pm – 8:00pm** to learn more about the project and provide comments. The open house will use a drop-in format with no formal presentation. Materials about the study on display and members of the project team will be available to answer questions and discuss the project.

Location: Codrington Community Centre
2992 County Rd 30, Codrington, ON K0K 1R0
Date: Wednesday, November 27, 2024
Time: 6:00pm – 8:00pm

For More Information

As the study progresses and more information becomes available, it will be posted on the project webpage at <https://www.brighton.ca/en/doing-business/transportation.aspx>.

If you have any questions or comments regarding the study, or wish to be added to the email list for receiving notices, please contact one of the project team members:

Leslie Whiteman, P. Eng.
Director of Public Works and Infrastructure
Municipality of Brighton
67 Sharp Road
Brighton, Ontario K0K 1H0
Tel: (613) 475-1162 x 109
Email: lwhiteman@brighton.ca

Altat Hussain, P. Eng.
Project Lead
R.V. Anderson Associates Limited
4900 Palladium Way, Suite 200
Burlington ON, L7M 0W7
Tel: (289) 348 1234 x 4516
Email: ahussain@rvanderson.com

This notice was first issued on November 13, 2024.

*Information collected will be used in accordance with the Freedom of Information and Protection Privacy Act. With the exception of personal information, all comments will become part of the public record.

APPENDIX 2

STUDY CONTACT LIST



Conservation Authorities

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APPENDIX 3

PIC DISPLAY MATERIALS



APPENDIX 3-1

PIC #2-1 Display Slides & Maps



Welcome

Public Information Centre #

October 3rd, 2024, at 6:00 p.m. to 8:00 p.m.

PLEASE SIGN IN

Please review the materials and provide your comments on the sheets available,
or online, by **October 17th, 2024**.

Staff are available to answer your questions.

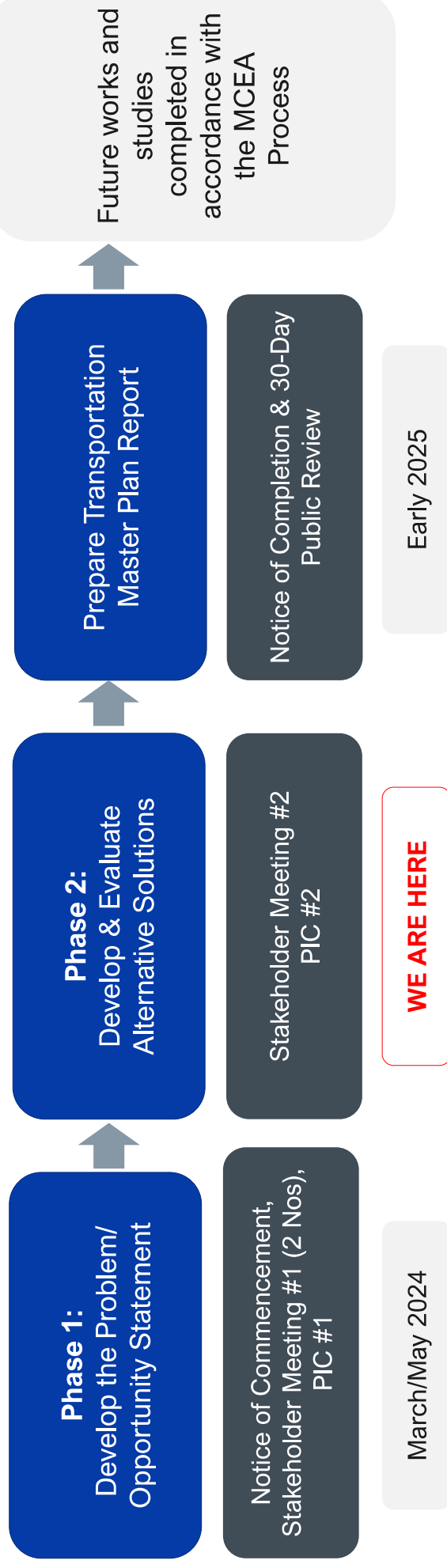
Purpose of the Transportation Master Plan (TMP)

The TMP will provide the Municipality with long-term (2051) transportation strategies to support existing and future transportation needs. Specific goals are to:

- Connect residential, commercial, industrial, and recreational areas.
- Promote sustainable multi-modal links to areas of growth and key transportation corridors to accommodate population/employment growth by 2051.
- Promote safe, environmentally responsible, and accessible transportation network.
- Update and create transportation policies to support community vision.
- Update transportation section and schedules within the Municipality's Official Plan.
- Create a capital plan to meet the Municipality's future transportation needs.

Transportation Master Plan (TMP) – MCEA Process

- The TMP is being completed in accordance with the Municipal Class Environmental Assessment (MCEA) process for Master Plan Approach #1.
- This is an approved process under the Ontario Environmental Assessment Act.
- The MCEA process allows for a transparent decision making and alternative evaluation process in consideration of the natural, cultural, social and economic environment.



Transportation Master Plan – Problem/Opportunity Statement

The Municipality population is forecasted to grow from 2021 approximately 4,800 (40%), and employment by 860 (35%) by 2051. This growth will significantly increase demand on the transportation system, creating challenges and a need for improvement for various modes.

The Master Plan will outline the direction for developing a balanced transportation system within the municipality, offering a variety of mode choices to the residents and visitors through a **well-connected network, efficiently operating, and easy-to-access** transportation infrastructure for next 25 years.

The municipality-owned transportation road network including sidewalks, trails and multi-use paths will provide safe, environmentally responsible, and **sustainable operations for all transportation modes** including vehicular and non-vehicular.

Summary of Key Comments/Feedback – PIC# 1 (2 of 2), March 05, 2024/ May 02, 2024, and School Surveys (May 18 to June 13, 2024)

- Safety Issues along many road mainly along Hwy 2, Cedar St, Harbour St, Ontario St, Raglan St, Butler St, Sanford St, Carman Rd
- Intersection Operation Issues: Ontario St/Main St, Cedar St/ Prince Edward St (CR64), Boes Rd Underpass at Rail Crossing, Goodrich Rd/CR30, Smith St/Lisgar Rd, Lakeshore/Huff Rd, Princess St/Hwy2, Young St/CR30, Pinnacle St/Terry Fox Dr
- Active Transportation Improvements along: Young St, Presqu'ile Pkwy, Ontario St, Harbour St, Hwy 2, Cedar St, Lakeshore Rd, Main St between Rundell Lane and Percy St, not enough multiuse path north of Hwy 401 areas that connect to trails located in parks/natural areas

Summary of Key Comments/Feedback – PIC# 1 (2 of 2), March 05, 2024/ May 02, 2024, and School Surveys (May 18 to June 13, 2024)

Suggestions/Concerns on traffic intersection controls/road improvements:

- Emergency vehicle concerns to access residents south of rail line
- Removal of jog between Princess St and Ontario St on Main St in addition to traffic signals
- Replace Yield Sign with a STOP at Prince Edward St/Cedar St
- Traffic calming along Raglan and Butler Streets
- STOP sign at Smith St/Lisgar Rd
- All-way STOP sign at Lakeshore Rd/Huff Rd intersection due to cycle route along Lakeshore Rd
- Pedestrian crossing concerns at Raglan St near Walas Park playground

School Surveys (8 Questions) – Key Comments/Feedback (May 18 to June 13, 2024)

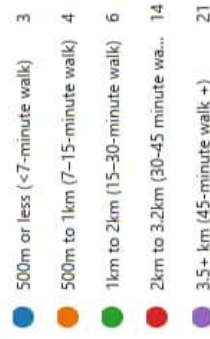
48 Responses

04:03 Average time to complete

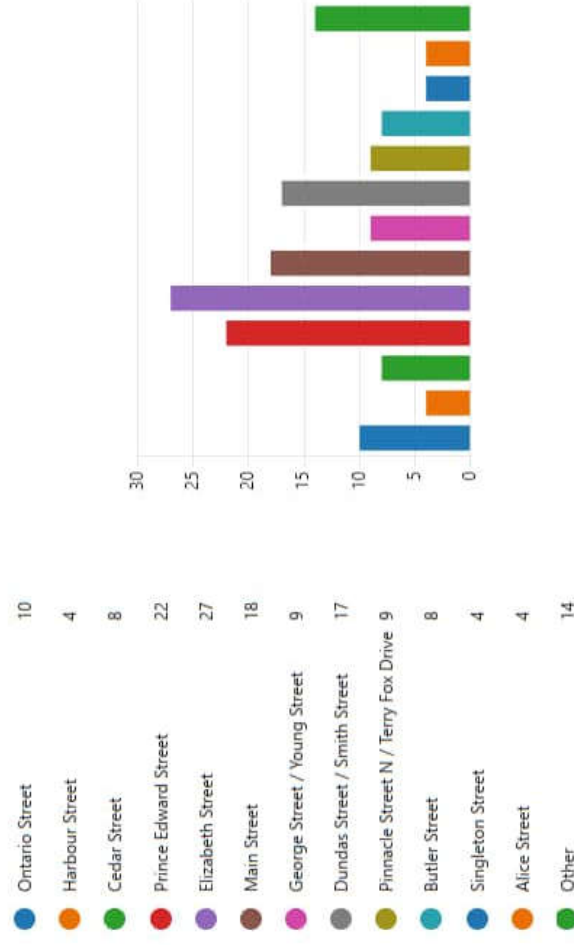
1. What mode of transportation do you generally use daily to get to/from School?



2. What distance do you live from school?



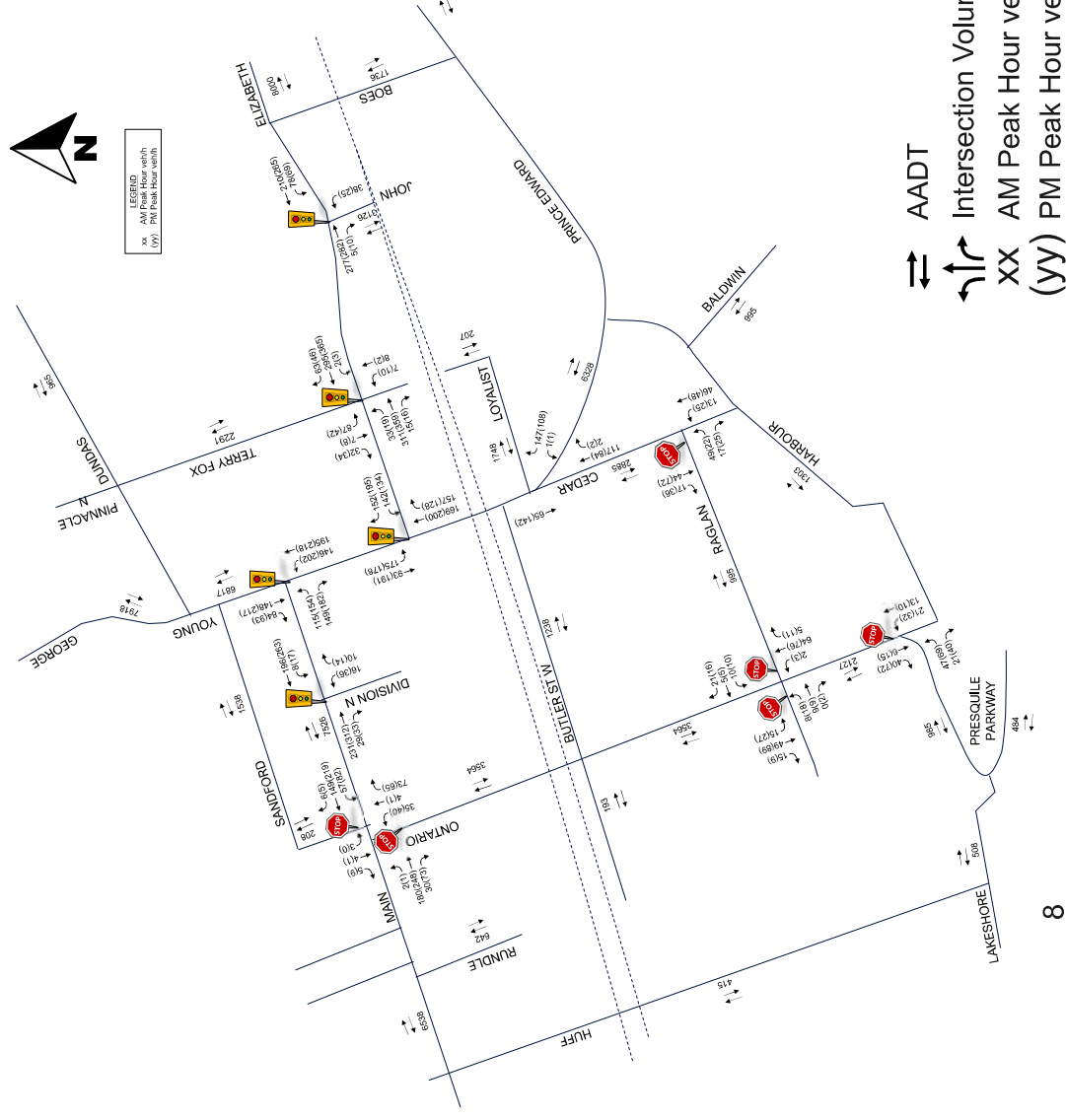
3. What roadways do you use to travel to School? (choose multiple) *



*Pedestrians use roadways including Prince Edward Street, Elizabeth Street, Ontario Street, Butler Street

EXISTING (2024) VOLUMES, INTERSECTIONS AND ROADWAYS

- Traffic data for both Intersections and Roadways was collected in June 2024 before School Closures
- Key Intersections for operation assessment were selected considering existing conditions, Resident Inputs, and Future Road needs (Future growth)

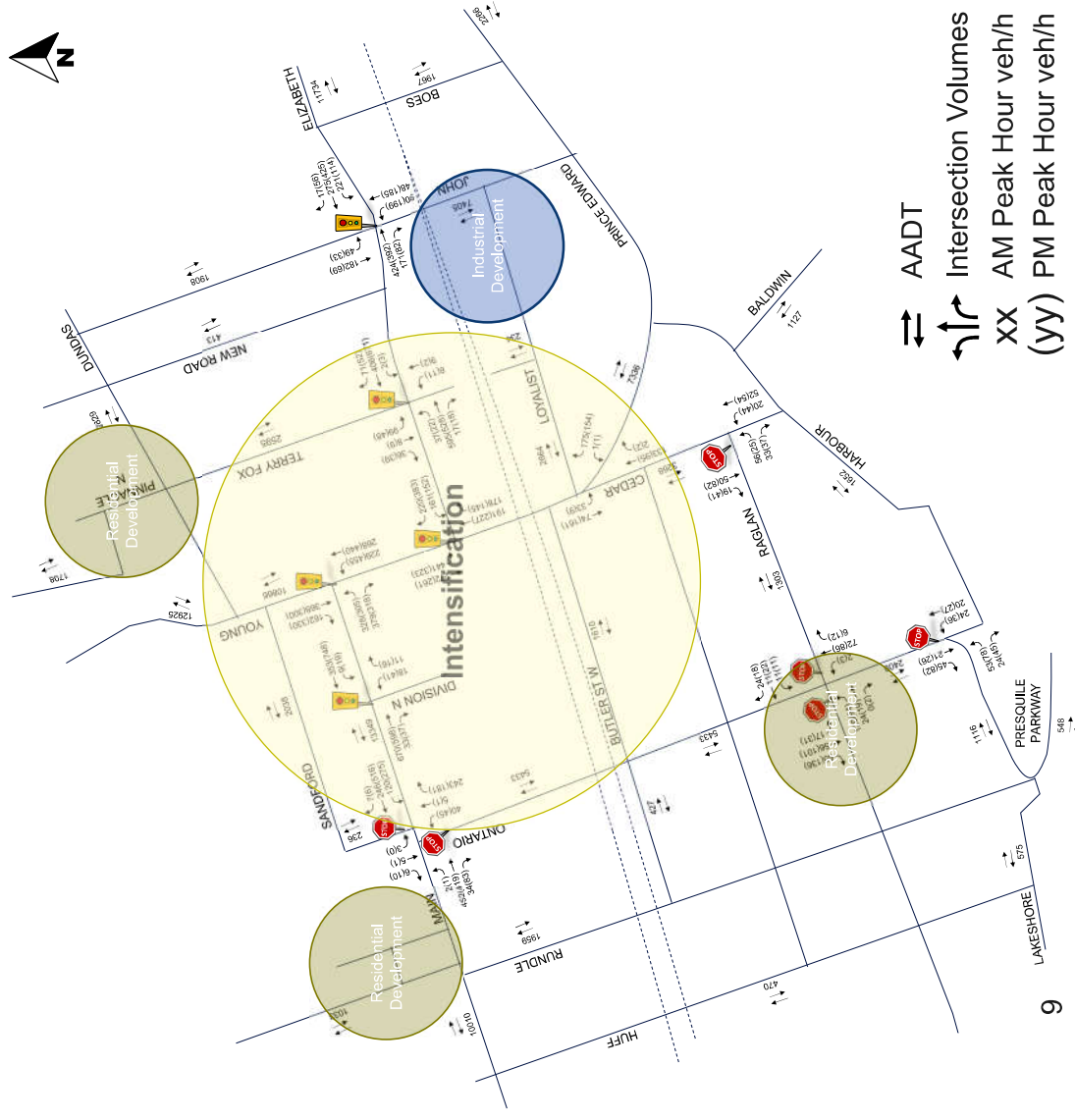




- 

AADT

Intersection Volumes
 xx AM Peak Hour veh/h
 (yy) PM Peak Hour veh/h



EXISTING (2024) AND FUTURE (2051) OPERATIONS

Intersection	Existing 2024						Future 2051					
	AM			PM			AM			PM		
	V/C	Delay (s)	LOS	V/C	Delay (s)	LOS	V/C	Delay (s)	LOS	V/C	Delay (s)	LOS
Unsignalized												
Cedar Street / Raglan Street	0.20	4	A	0.21	3	A	0.22	4	A	0.26	3	A
Cedar Street / Prince Edward Street	0.21	5	A	0.17	4	A	0.24	4	A	0.21	4	A
Ontario Street / Raglan Street	0.21	3	A	0.23	3	A	0.35	6	A	0.41	5	A
Presqu'ile Parkway / Ontario Street	0.12	2	A	0.12	2	A	0.12	2	A	0.13	2	A
Ontario Street / Princess Street /Main Street	0.37	4	A	0.48	3	A	-	-	-	-	-	-
Signalized												
Division Street N / Main Street	0.18	3	A	0.25	4	A	0.49	3	A	0.60	6	A
Prince Edward Street / Main Street	0.24	20	C	0.34	22	C	0.59	30	C	0.69	28	C
Prince Edward Street / Elizabeth Street	0.34	21	C	0.37	21	C	0.64	23	C	0.63	26	C
Terry Fox Drive / Elizabeth Street	0.35	13	B	0.34	9	A	0.45	12	B	0.56	9	A
John Street / Elizabeth Street	0.31	13	B	0.30	11	B	0.73	24	C	0.72	26	C
Ontario Street / Princess Street /Main Street	-	-	-	-	-	-	0.41	10	B	0.49	10	B

LOS= Level of Service, Delay= Average Delay per Vehicle in Seconds, V/C= Volume to Capacity Ratio

Proposed Road Classifications

Proposed Road Classification based on following key considerations:

- TAC Design Guidelines
- Increased AADT thresholds
- Segregation of existing Locals into Local and Major Local
- Complete Streets Design
- Traffic Calming Policy
- Intersection Spacing
- More detail for arterial roadways
- Generally, Industrial roadways have wider pavement width

- 1-School zones or other regulatory restrictions could further reduce posted speed
- 2-Use OTM Book 18 as a guide to select the correct cycling facility for the roadway.
- 3- Applicable to adjacent stop-controlled intersections
- 4 – Applicable to adjacent signalized intersections
- 5- Industrial Roads will have wider pavement widths

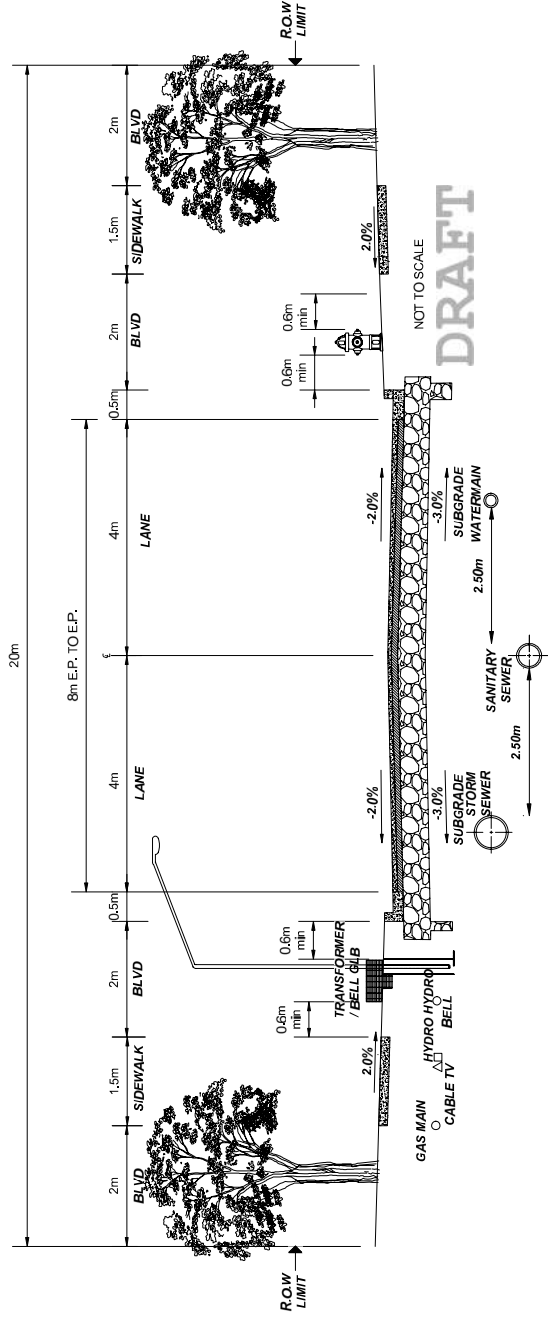
Criteria	Local	Major Local	Collector	Arterial
Service Function	Land access is primary consideration	Traffic movement and land access of equal importance	Traffic movement and land access of equal importance	Traffic movement is primary consideration
Typical Traffic Volume (veh/day)	< 1500	< 2,500	2,500 – 6,000	> 6,000
Flow Characteristics	Interrupted flow	Interrupted flow	Interrupted flow	Uninterrupted flow except at traffic signals
Posted Speed (km/h)¹	40	40	50 – 60	50 – 70
Vehicle Type	Passenger and service vehicles	Passenger and service vehicles	All types	All types
Desirable Connections	Locals, collectors	Locals, collectors	Locals, collectors, arterials	Collectors, arterials, expressways, freeways
Transit Service	Not permitted	Generally avoided	Permitted	Permitted
Accommodation of Cyclists²	No restrictions or special facilities.	MUP on one side	No restrictions. Dedicated facilities recommended	No restrictions. Dedicated facilities recommended
Accommodation of Pedestrians	Sidewalk on one side	Sidewalk on both sides, unless MUP on one side	Sidewalks provided on both sides	Sidewalks provided on both sides
On-Street Parking	One or both sides	One or both sides	One or both sides	No parking
Traffic Calming	Where warranted	Where warranted	Not permitted	Not permitted
Min Intersection Spacing (m)	60	60	120	200 ³ or 400 ⁴
Typical Right-of-Way¹ Width (m)	20	23 ⁵	23 ⁵	28 ⁵

Proposed Typical Road Cross-Sections Urban Local (20m), Urban Major Local (23m)

Urban Local

Notes:

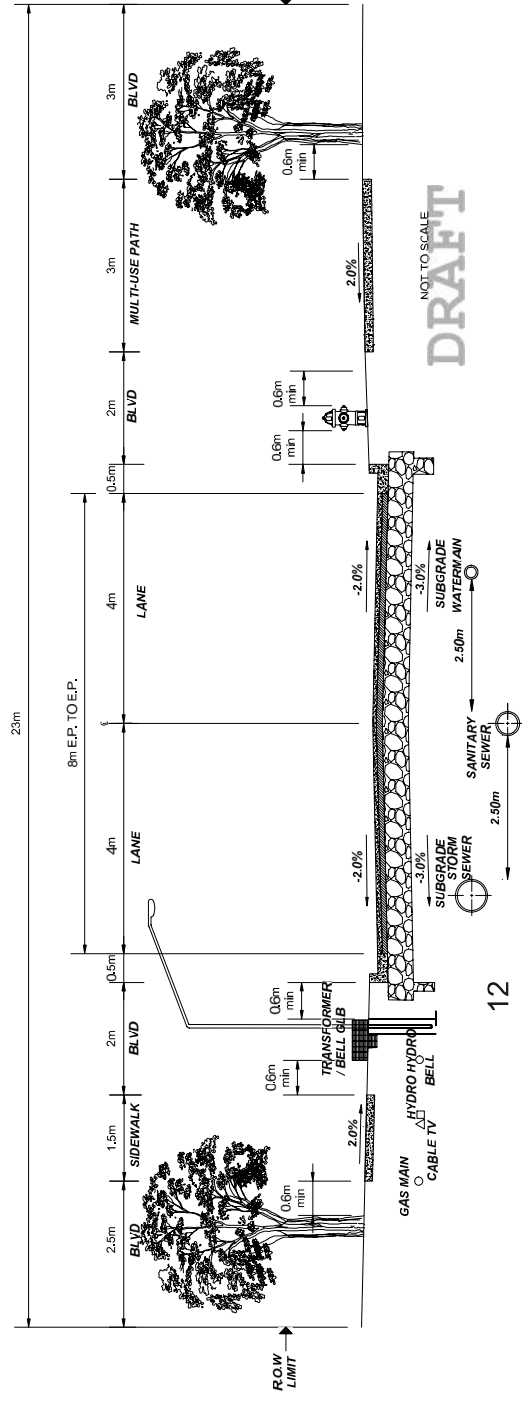
- Utility locations shown are applicable to either side.
- Streetlight or water hydrant are applicable to either side.
- Where possible, maintenance hole lids are to be located outside of vehicle wheel path.
- A minimum of one sidewalk is required, however sidewalks on both sides are required where the existing condition has sidewalks on both sides.
- On Street parking permitted on one side.
- All lanes are to be shared by motorists and cyclists. Dedicated bike facilities are not required unless warranted by a study.
- Existing local roadways may have more narrow ROWs.
- All new local roadways must have a minimum ROW of 20m.



Urban Major Local

Notes:

- Utility locations shown are applicable to either side.
- Streetlight or water hydrant are applicable to either side.
- Where possible, maintenance hole lids are to be located outside of vehicle wheel path.
- A minimum of one sidewalk and one multi-use path is required.
- On-Street parking permitted on one side.
- All lanes are to be shared by motorists and cyclists. Dedicated bike facilities are not required unless warranted by a study.
- All dimensions are in meters unless otherwise shown.
- Existing major local roadways may have narrow ROWs. All new major local roadways must have a minimum ROW of 23m.
- For Industrial Roads, Pavement Width would increase to 10m, and on-street parking would be restricted.

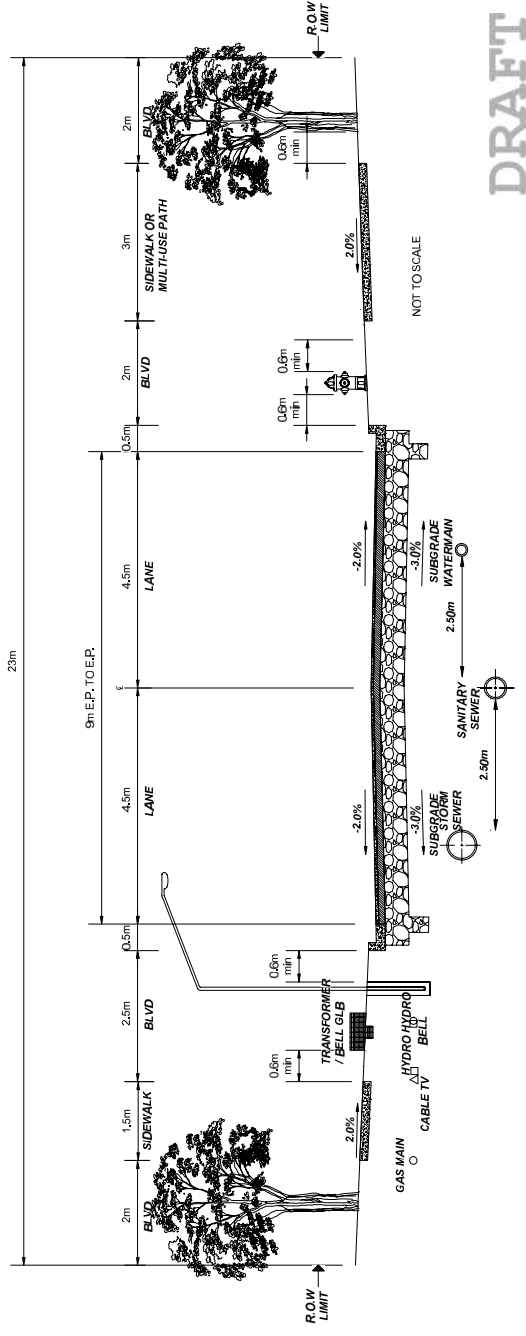


Proposed Typical Road Cross-Sections Urban Collector (23m), Urban Arterial (28m)

Urban Collector

Notes:

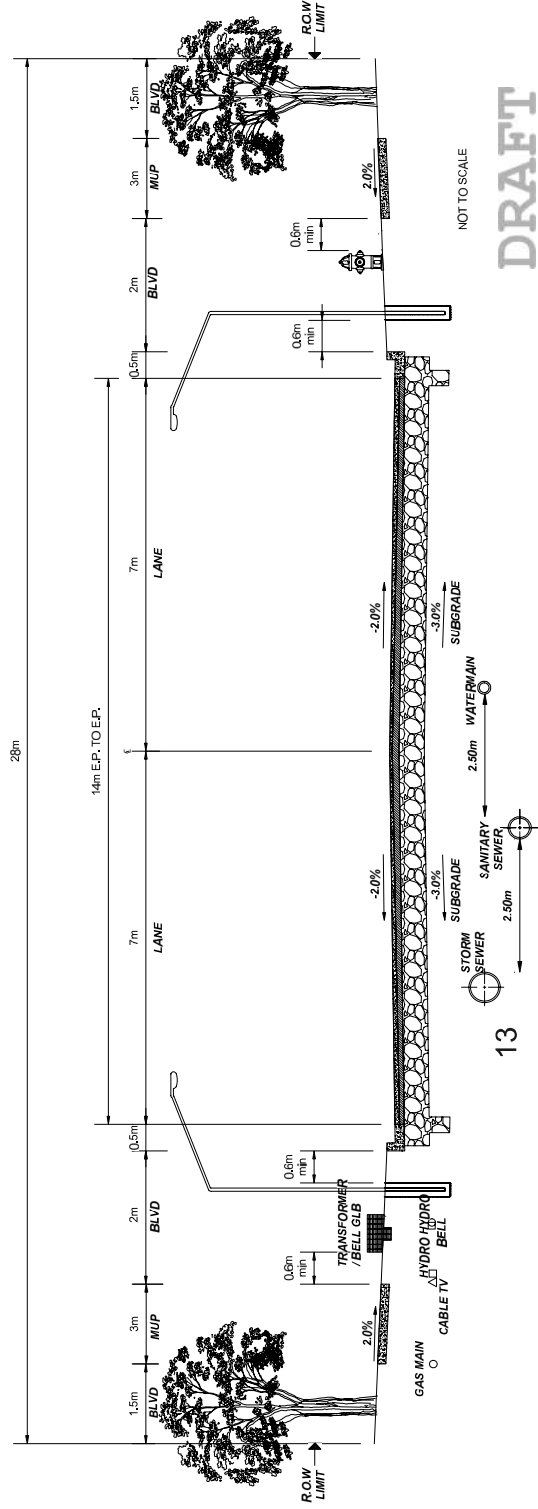
- Utility locations shown are applicable to either side.
- Where possible, maintenance hole lids are to be located out of the tire path.
- Streetlight or water hydrant are applicable to either side.
- Where possible, maintenance hole lids are to be located outside of vehicle wheel path.
- On street parking permitted on one side.
- For Industrial Roads, Pavement Width would increase to 10m and on-street parking would be restricted.



Urban Arterial

Notes:

- Utility locations shown are applicable to either side.
- Where possible, maintenance hole lids are to be located out of the tire path.
- Sidewalks or MUP required on both sides of roadway based on OTM 18 requirements.
- No on-road parking permitted unless authorized by Municipality.
- For Industrial Roads, curb lanes width would increase from 3.5. to 3.75m



Notes:

- Utility locations shown are applicable to either side.
- Streetlight or water hydrant are applicable to either side.
- Where possible, maintenance hole lids are to be located outside of vehicle path.
- Where ROW wider than 28m is available, boulevards can be expanded to 4m on each side for additional landscape space for total of 30m row.



Notes:

- For industrial roadway, minimum lane width should be 4m
- No parking permitted
- Accommodation of cycling facility as per OTM Book 18
- Where needed subdrain(s) can be provided



Community Safety Zone Policy

- Application locations around schools, parks, recreation areas, senior residences, or collision prone intersections
- Objective is to improve driver behavior, reduce operating speeds, minimize distracted driving, and enhance safety

Roundabout Policy

- Prescreening and implementation stages

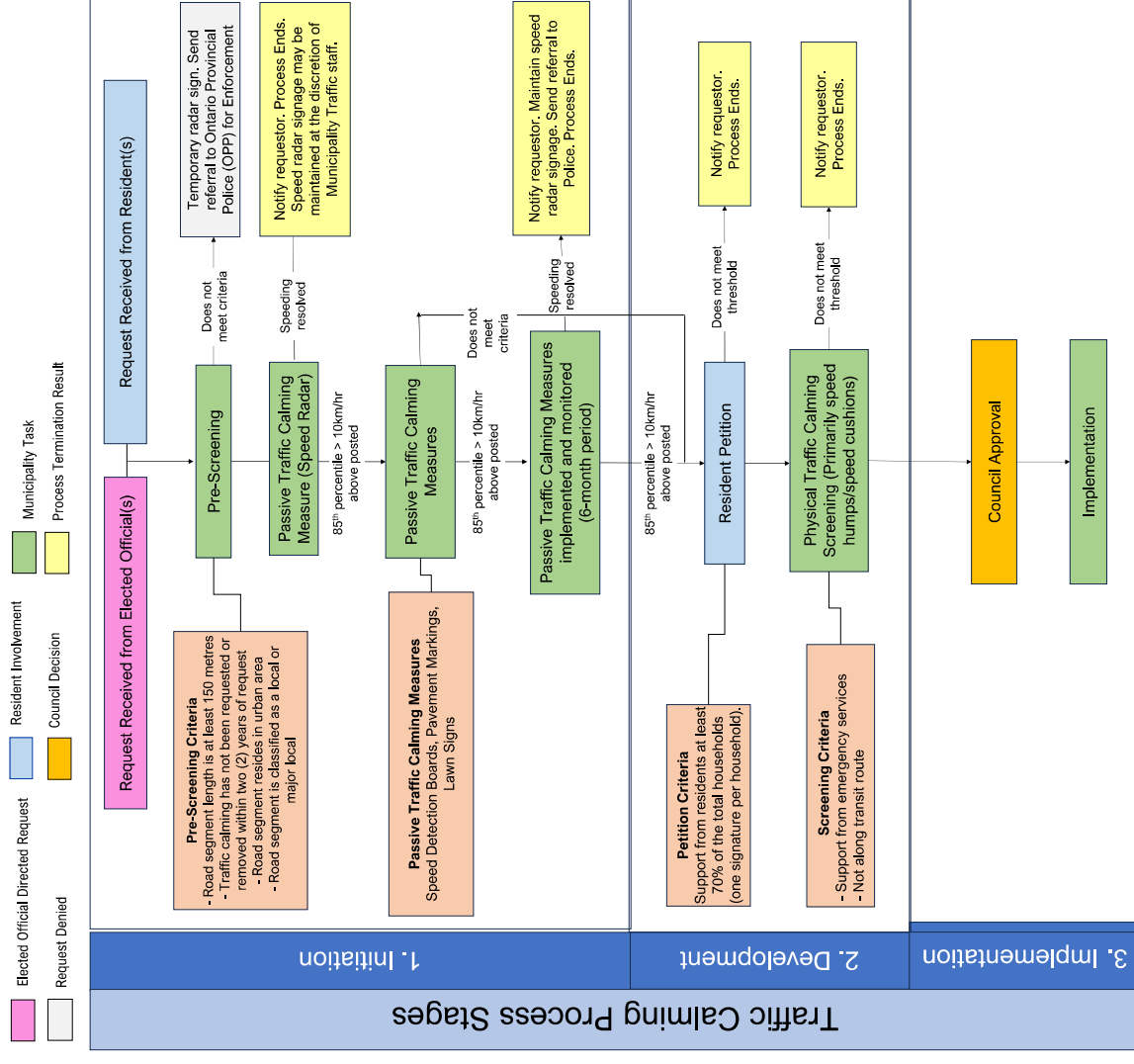
Goods Movement Policy

- Encourage trucks to travel along corridors that are designed for the movement of large vehicles
- Minimize the unnecessary use of residential streets or sensitive areas

Criteria	Roundabout Pre-Screening Assessment
Safety	• Is there an abnormally high number of angle and/or turning movement collisions at the intersection? • Would a roundabout allow for access management benefits?
Operations (Delays, Queues)	• Would excessive delays or vehicle queues be mitigated by a roundabout? • Will the roundabout exhibit the desired level of service?
Traffic Flows	• Are entering and exiting traffic volumes relatively balanced under existing and/or future conditions? • Is there a high percentage of turning movements?
Property Availability	• Is there sufficient property available for a roundabout? • If property constraints exist, can the surrounding lands be feasibly acquired?
Intersection Geometry	• Would the roundabout alleviate sightline concerns caused by skewed horizontal alignment? • Are there more than four (4) approaches?
Proximity to Signals/Rail	• Could queues from a nearby traffic signal spill back into the roundabout? • Could queues from a nearby rail crossing spill back into the roundabout? • Could queues from a roundabout spill back into a rail crossing?
Land Use	• Would the roundabout serve as a transition point between land uses (i.e., residential to commercial, etc.)?
Traffic Calming	• Could a roundabout serve to reduce excessive operating speeds?
Vulnerable Road Users	• Is there a high number of cyclists and/or pedestrians that regularly traverse the intersection? • Is there a large number of visually or mobility impaired pedestrians that are expected to traverse the intersection?
Cost	• Is a roundabout financially feasible compared to other forms of traffic control (implementation, maintenance, etc.)

Traffic Calming Policy Framework

- Traffic Calming Process consists of 3 Key steps including Initiation, Development and Implementation
- Requires minimum resources to handle process towards Implementation
- Contains interim solutions to rectify the issues/complaints (Passive Traffic Calming measures)
- Contains simplified criteria to support Physical Traffic Calming measures (speed humps, speed cushions)



Develop and Evaluate Alternative Solutions

Step 1: Identify potential ways or alternative strategies to address the transportation needs, goals and objectives

Step 2 : Detailed evaluation process that will result in a Preferred Transportation System that best addresses the needs, goals and objectives

Alternative 1: Do Nothing	Maintain the existing transportation system as it is today
Alternative 2: Improve Existing Roadway System Capacity	Increase capacity / connectivity of the existing transportation system for auto only
Alternative 3: Improve Existing Active Transportation and Transit Service	Increase capacity / connectivity of the existing transportation system for these modes
Alternative 4: Combination of Alternatives 2 & 3	Increase capacity / connectivity of all transportation modes

Develop and Evaluate Alternative Solutions

Criteria	Alternative 1: Do Nothing	Alternative 2: Auto Capacity	Alternative 3: Active Transportation and Transit Capacity	Alternative 4: Combination 2+3
Is this alternative consistent with the goals and objectives of the Official Plan?				
Does the alternative provide travel mode choices?				
Does the alternative provide network connectivity?				
Does the alternative provide access to active transportation and local transit?				
Does the alternative address the projected travel demand?				
Will the alternative support population and employment Growth?				



Does Not Satisfy Criteria



Partially Satisfies Criteria



Satisfies Criteria

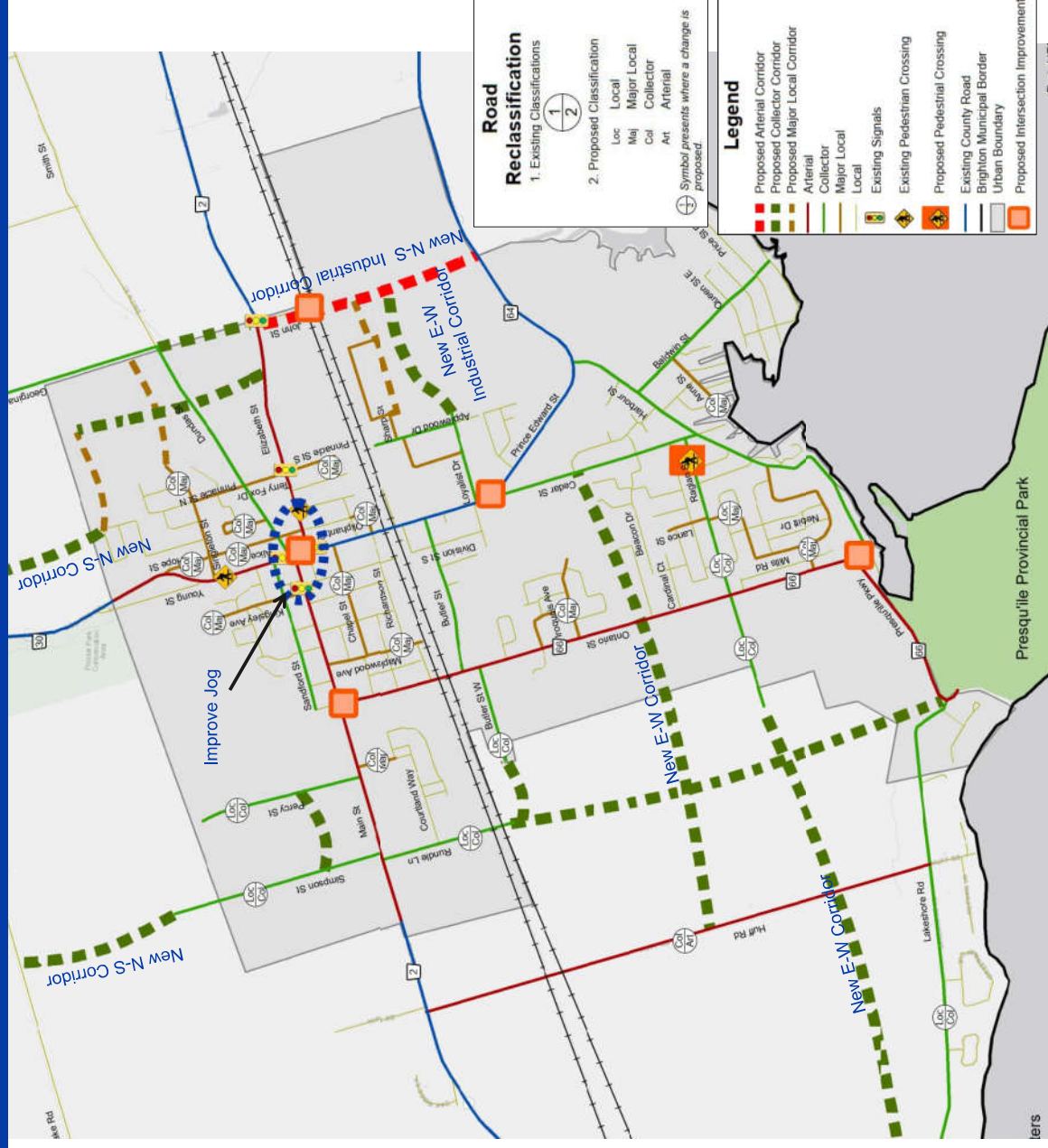


Preferred Solution

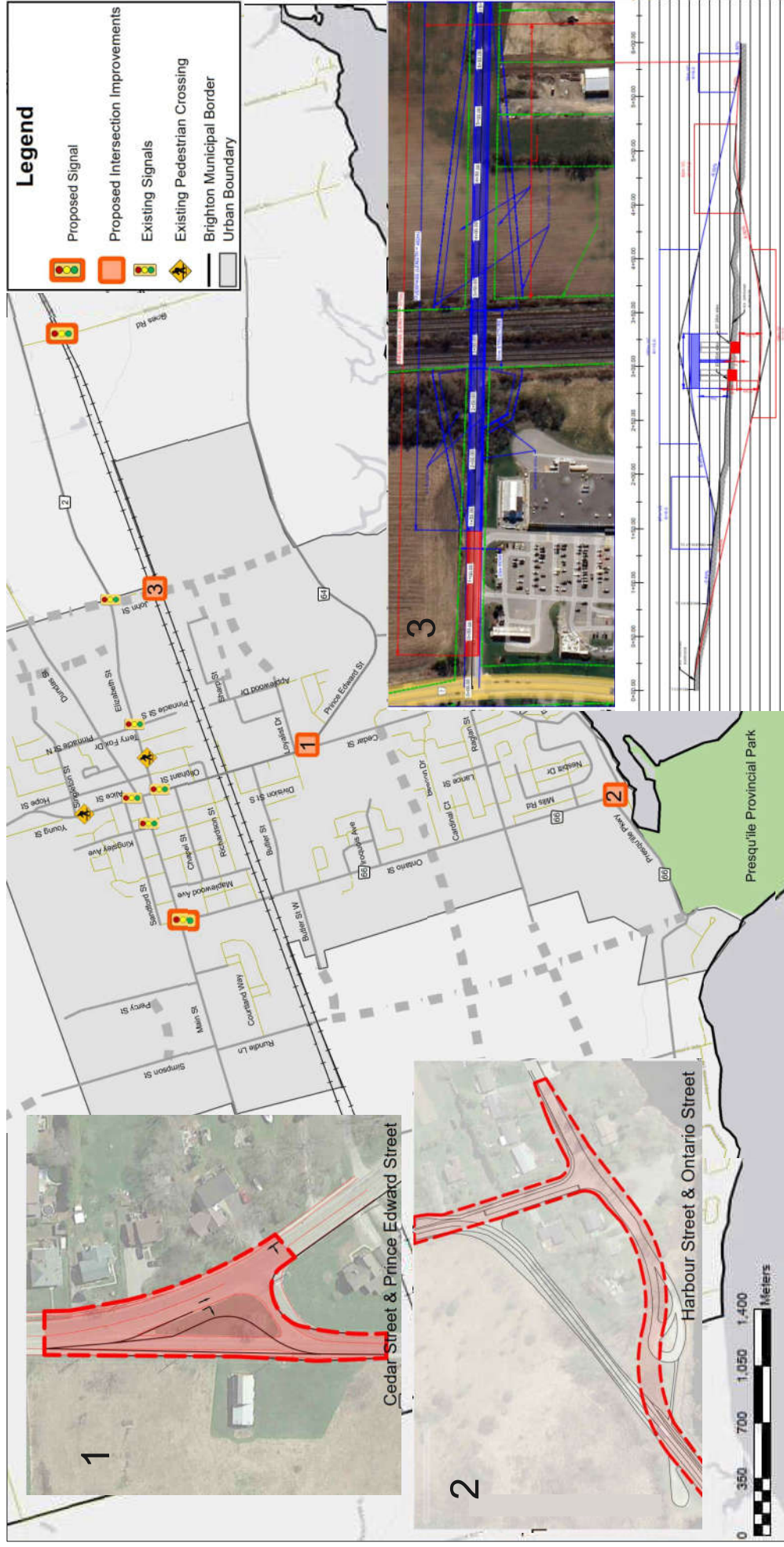
Future Road Classification/Re-classification is recommended considering:

- Road Classifications
- Brighton Official Plan
- Connectivity
- Traffic Flows (AADT)
- Accessibility
- Impacts/mitigations to natural environment during EA study
- Draft Secondary Plan, dated June 2024

Future Road Network – Road Classifications



Future Road Network- Intersection Improvements

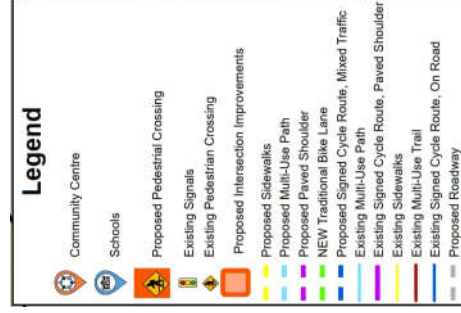
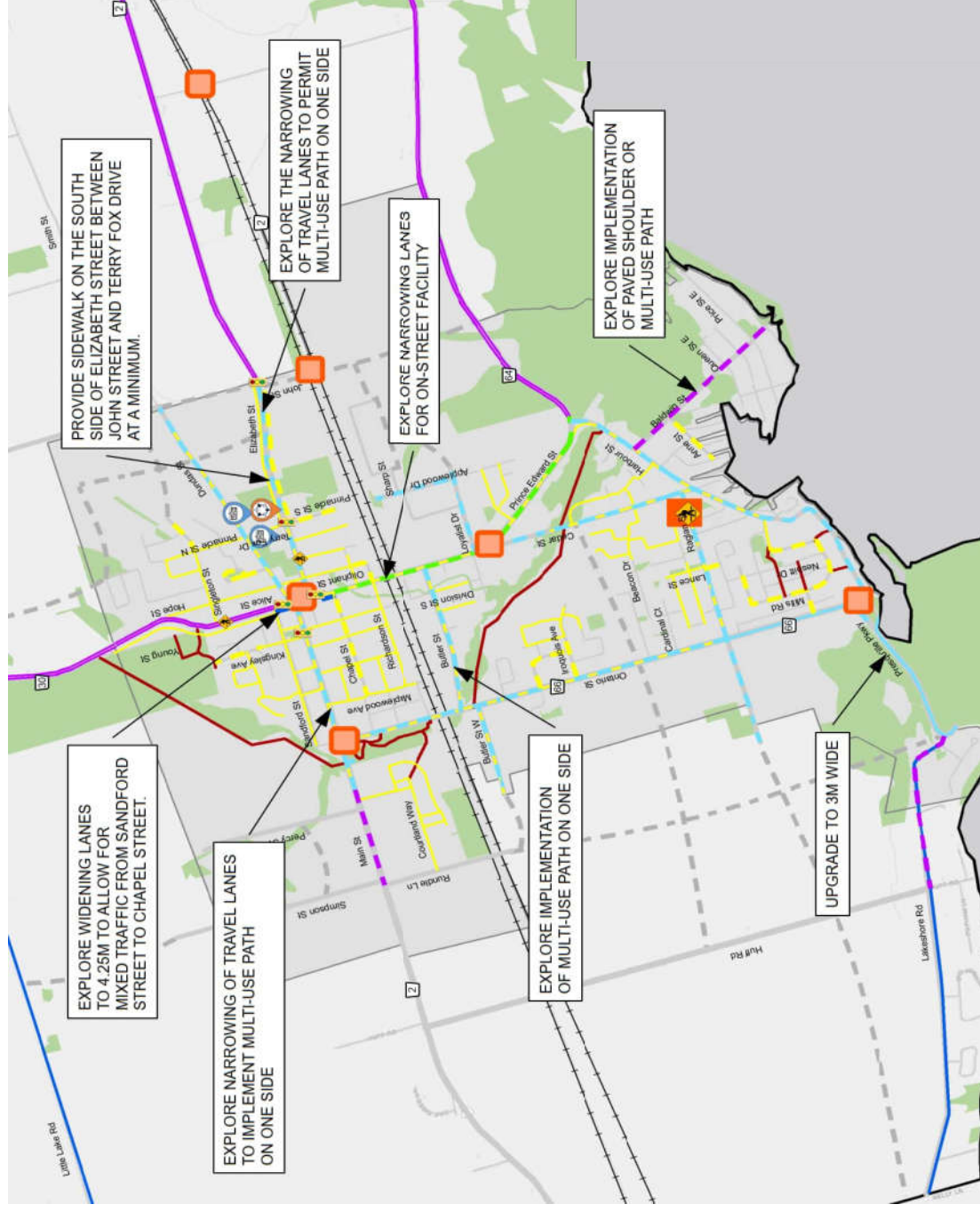


*Overpass is Recommended Option

Future Active Transportation Network

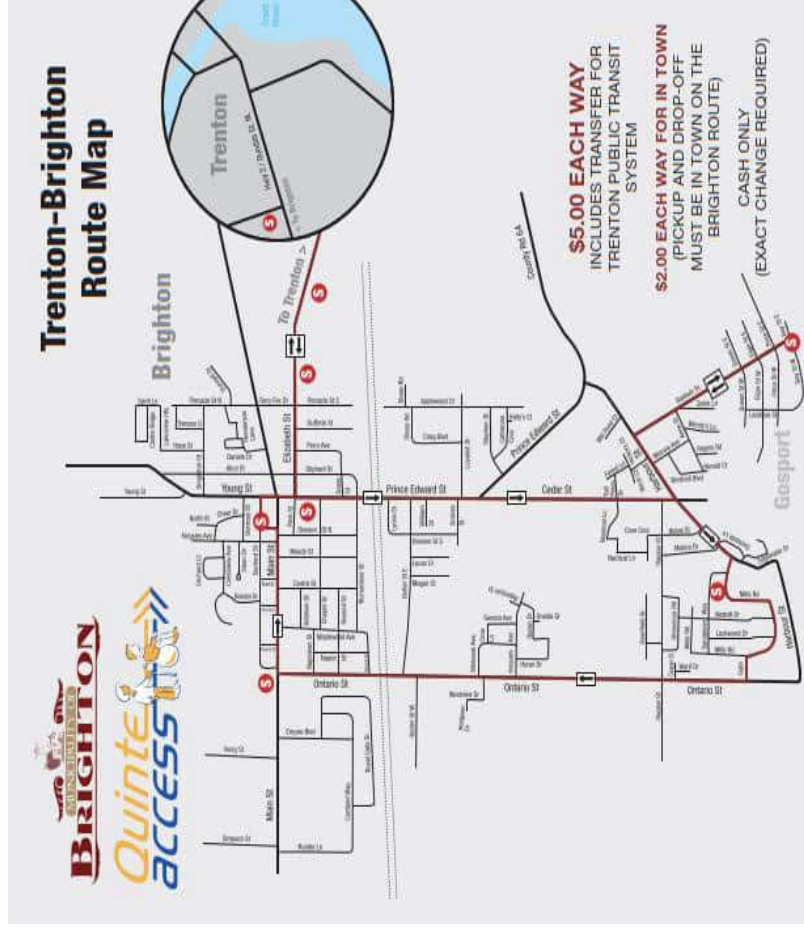
Future Active Transportation is recommended considering:

- Land Uses
- Feasibility of Existing Road Cross Section
- Road Classifications
- Connectivity to Facilities, Parks, Schools
- Accessibility
- Future Road Network



Trenton-Brighton, Quinte Transit Route Map

Existing Transit Route



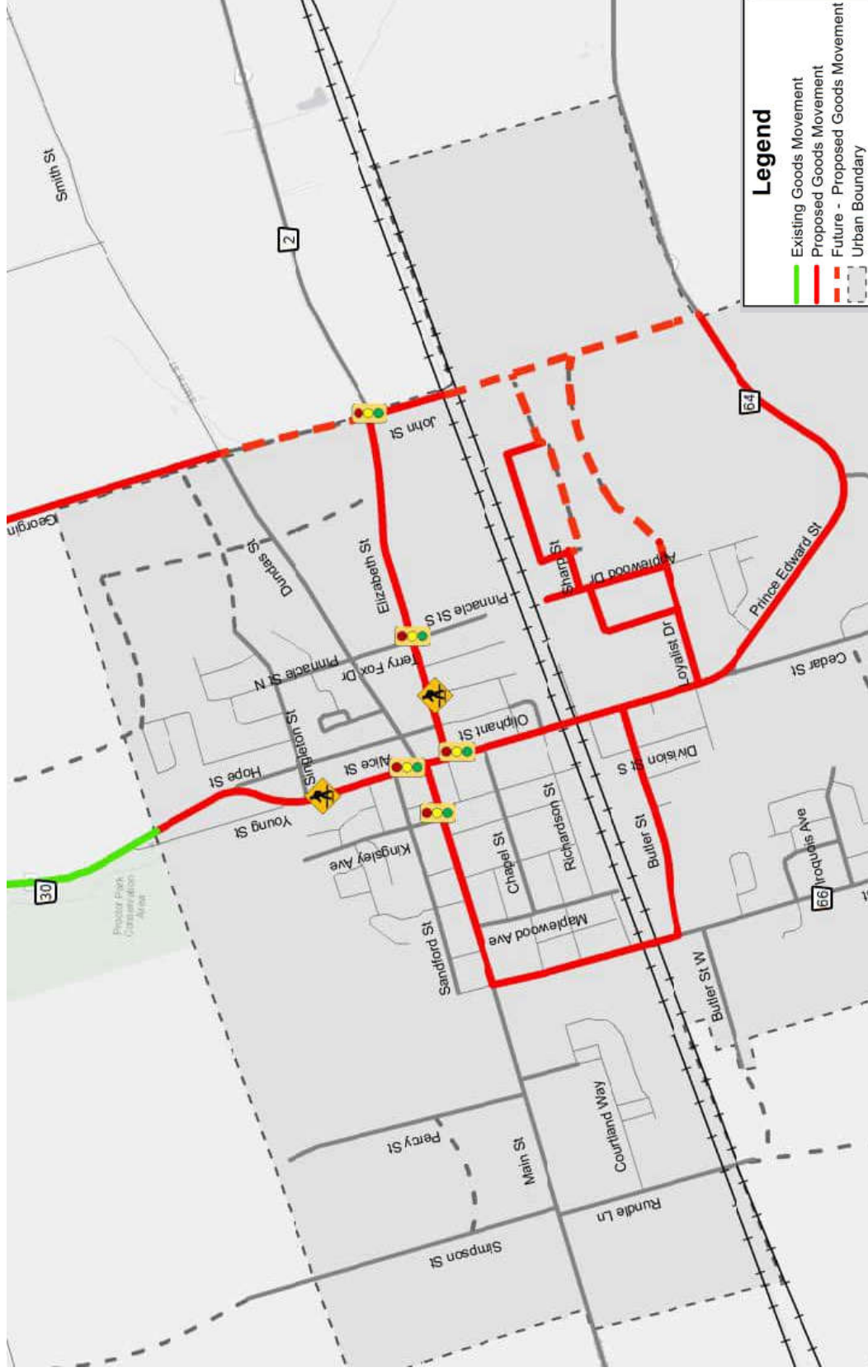
WESTBOUND	PICKUP/DROP/OFF LOCATION	TUES/WED/THU
DEPART	TRENTON - WALMART	11:30 14:00
DEPART	IND. FIELDS	11:40 14:10
DEPART	ARENA	11:47 14:17
DEPART	SOBEYS	11:53 14:22
DEPART	BRIGHTON HEALTH SVCS CENTRE	11:58 14:25
DEPART	BRIGHTON BY THE BAY (COMMUNITY CTR)	12:05 14:35
DEPART	GOSPORT (END OF BALDWIN ST)	12:10 14:40
DEPART	PRINCE EDWARD SQUARE	12:15 14:45
ARRIVE	TRENTON - WALMART	12:25 14:55

EASTBOUND	PICKUP/DROP/OFF LOCATION	TUES/WED/THU
DEPART	PRINCE EDWARD SQUARE	9:15
DEPART	GOSPORT (END OF BALDWIN ST)	9:20
DEPART	BRIGHTON BY THE BAY (COMMUNITY CTR)	9:25
DEPART	BRIGHTON HEALTH SVCS CENTRE	9:35
DEPART	SOBEYS	9:38
DEPART	ARENA	9:43
DEPART	IND. FIELDS	9:50
ARRIVE	TRENTON - WALMART	10:00

Effective December 1, 2019

In coordination with the Quinte Transit, it is recommended to monitor ridership demand and adjust transit frequency and stop locations

Proposed Goods Movement Routes



Next Steps

1. Update Documents/Maps based on Input from the today's Public Information Centre # 2
2. Draft Transportation Master Plan Report (Late 2024)
3. Final Transportation Master Plan Report and Issue Notice of Study Completion (Early 2025)

Thank you for your participation!

Please place comments in the comment box or send comment sheet via mail or email by October 17th, 2024, to:

Leslie Whiteman, P. Eng.

Director of Public Works and
Infrastructure

Municipality of Brighton

Phone: 613-475-1162 Ext. 109

Email: lwhiteman@brighton.ca

Mila Khatri

Environmental Planner
Transportation

R.V. Anderson Associates Limited

Phone: 416-497-8600x 4501

Email: mkhatri@rvanderson.com

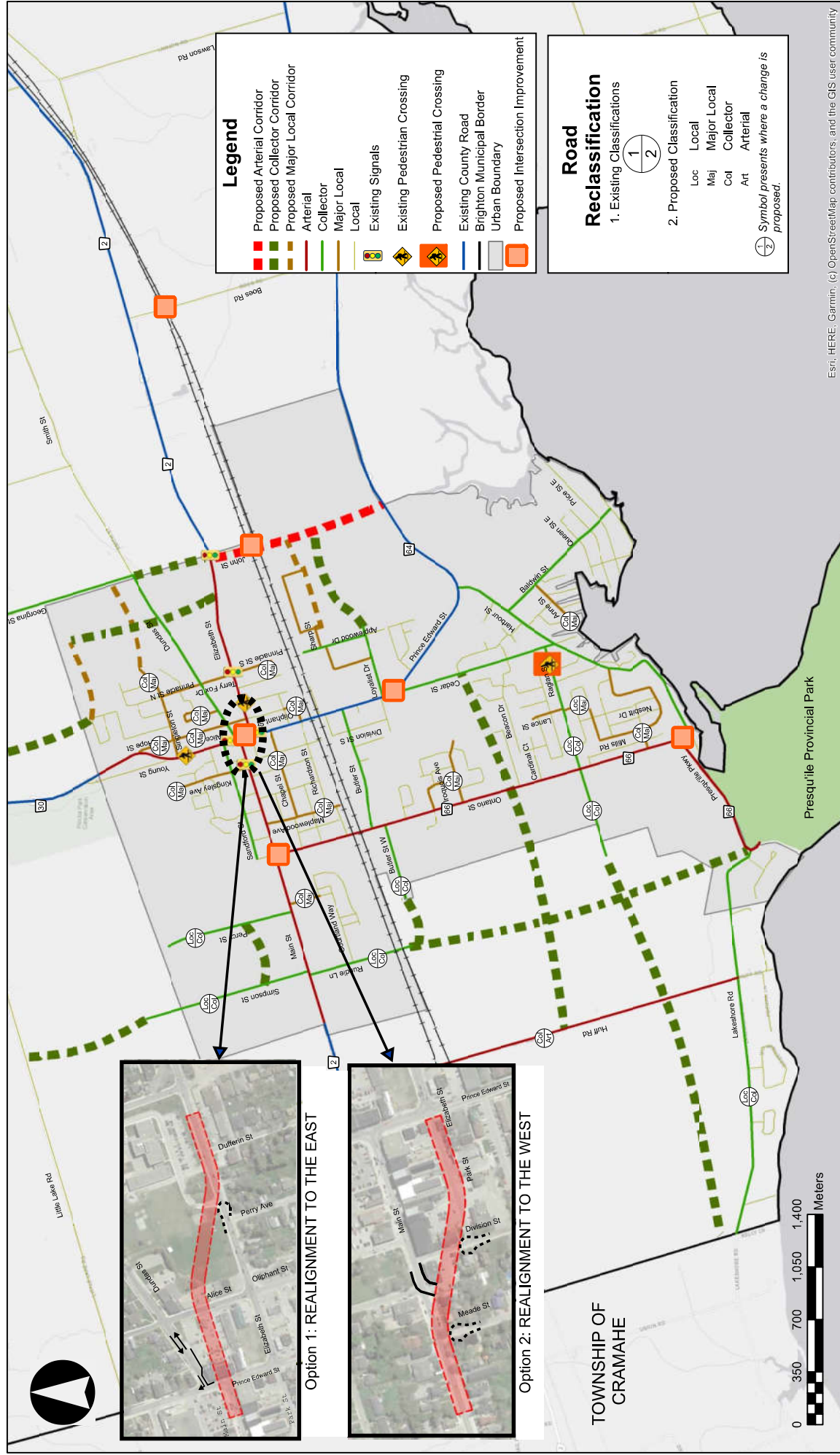
You can also learn more about the project online at

<https://www.brighton.ca/en/doing-business/transportation.aspx>



Municipality of Brighton - Downtown Preliminary Intersection Improvement Concepts

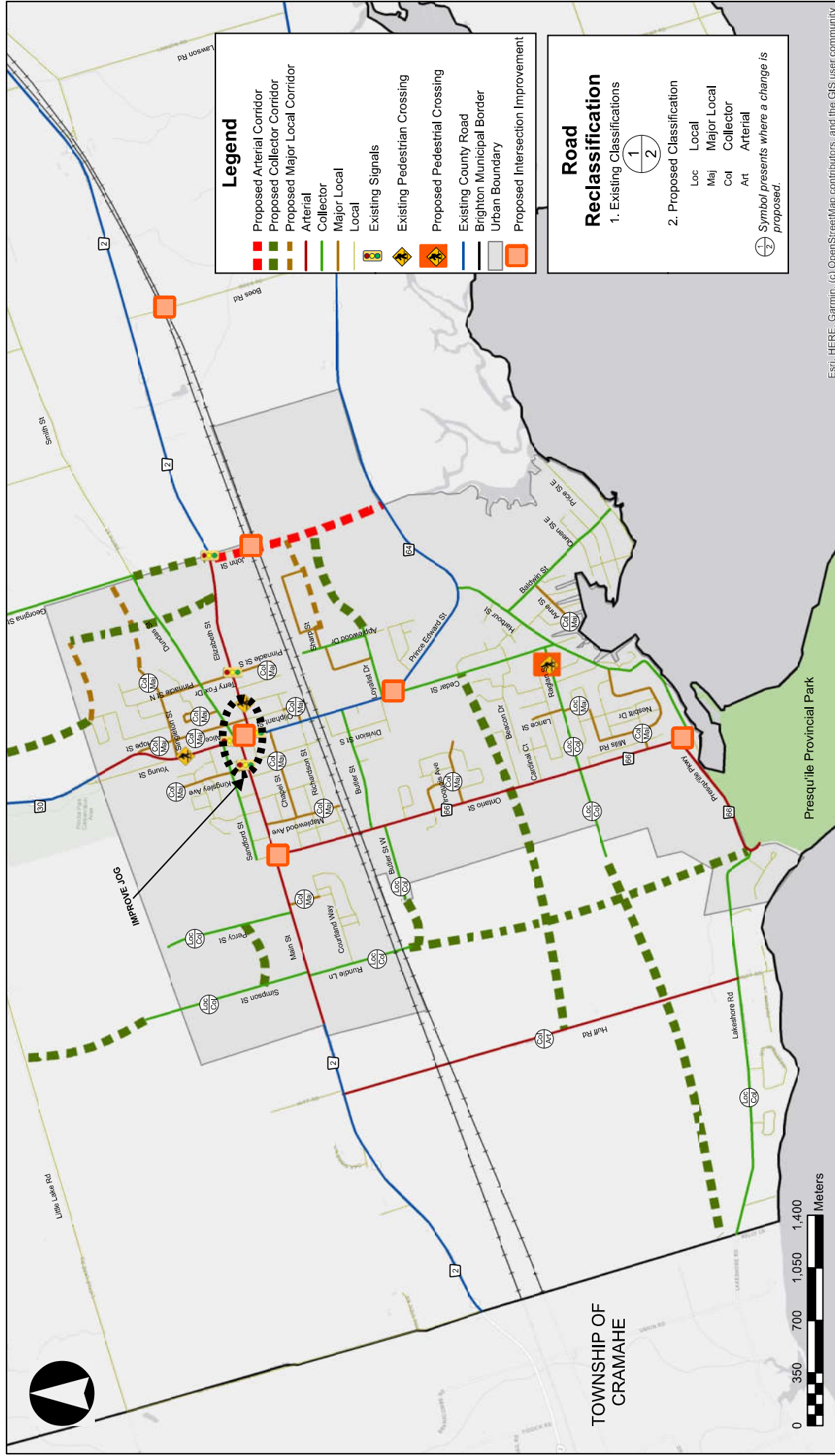




Municipality of Brighton - Downtown Proposed Future Road Network - DRAFT



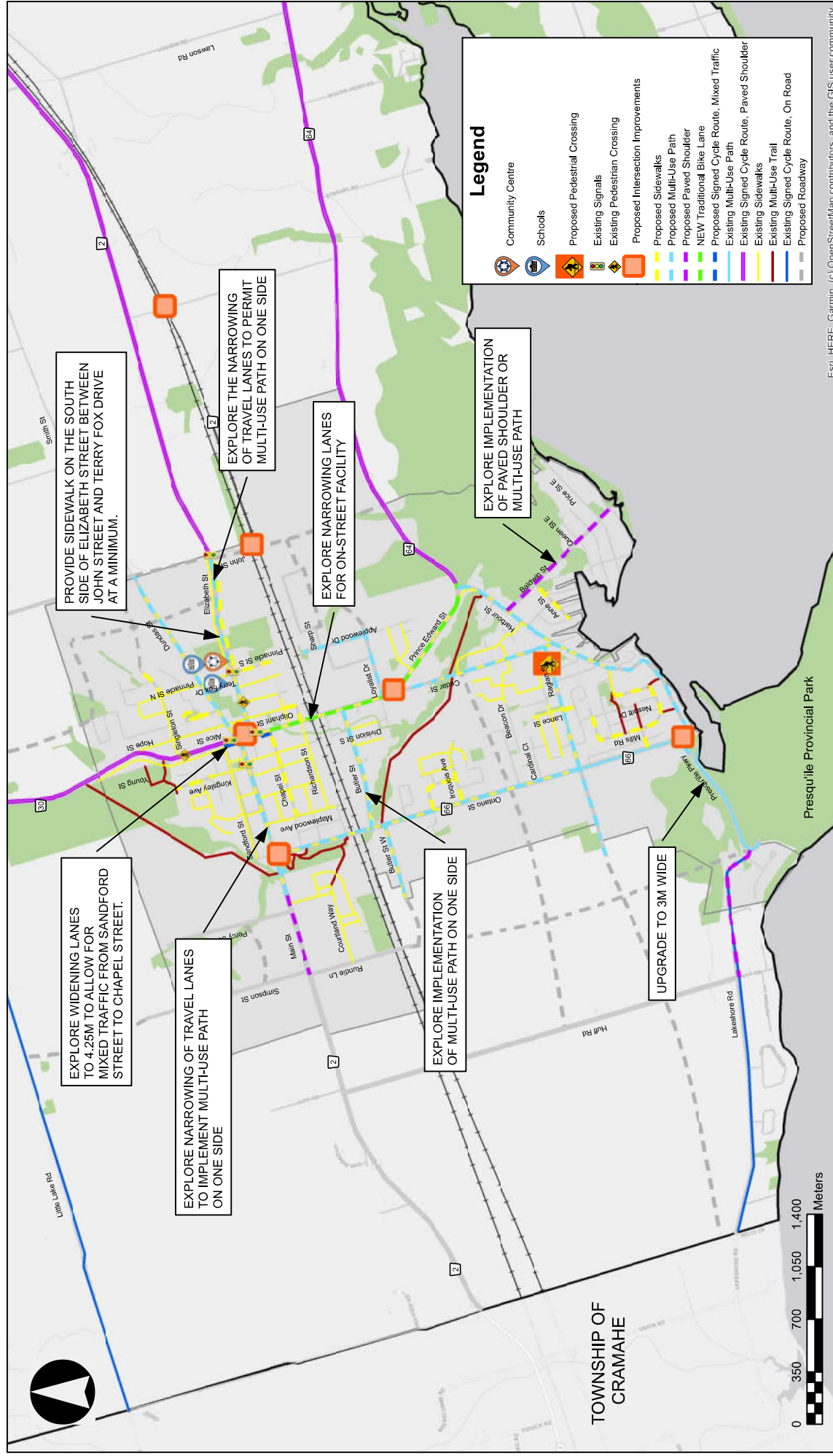




Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community



Municipality of Brighton - Downtown Proposed Future Road Network - DRAFT



Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community



Municipality of Brighton - Downtown Proposed Active Transportation Facilities - DRAFT

APPENDIX 3-2

PIC #2-2 Display Slides & Maps



Welcome

Public Information Centre # 2-2
November 27th, 2024, at 6:00 p.m. to 8:00 p.m.

PLEASE SIGN IN

Please review the materials and provide your comments on the sheets available,
or online, by **December 11th, 2024**.

Staff are available to answer your questions.

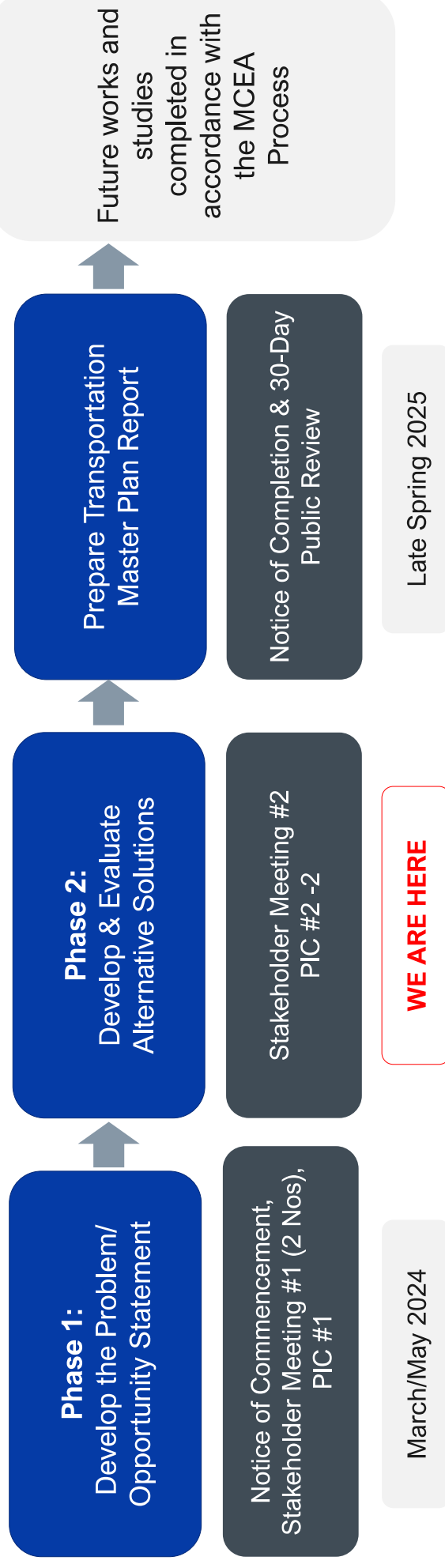
Purpose of the Transportation Master Plan (TMP)

The TMP will provide the Municipality with long-term (2051) transportation strategies to support existing and future transportation needs. Specific goals are to:

- Connect residential, commercial, industrial, and recreational areas.
- Promote sustainable multi-modal links to areas of growth and key transportation corridors to accommodate population/employment growth by 2051.
- Promote safe, environmentally responsible, and accessible transportation network.
- Update and create transportation policies to support community vision.
- Update transportation section and schedules within the Municipality's Official Plan.
- Create a capital plan to meet the Municipality's future transportation needs.

Transportation Master Plan (TMP) – MCEA Process

- The TMP is being completed in accordance with the Municipal Class Environmental Assessment (MCEA) process for Master Plan Approach #1.
- This is an approved process under the Ontario Environmental Assessment Act.
- The MCEA process allows for a transparent decision making and alternative evaluation process in consideration of the natural, cultural, social and economic environment.



The Municipality population is forecasted to grow from 2021 approximately 4,800 (40%), and employment by 860 (35%) by 2051. This growth will significantly increase demand on the transportation system, creating challenges and a need for improvement for various modes.

The Master Plan will outline the direction for developing a balanced transportation system within the municipality, offering a variety of mode choices to the residents and visitors through a **well-connected network, efficiently operating, and easy-to-access** transportation infrastructure for next 25 years.

The municipality-owned transportation road network including sidewalks, trails and multi-use paths will provide safe, environmentally responsible, and **sustainable operations for all transportation modes** including vehicular and non-vehicular.

Summary of Key Comments/Feedback – PIC# 1 (2 of 2), March 05, 2024/ May 02, 2024, and School Surveys (May 18 to June 13, 2024)

- Safety Issues along many road mainly along Hwy 2, Cedar St, Harbour St, Ontario St, Raglan St, Butler St, Sanford St, Carman Rd
- Intersection Operation Issues: Ontario St/Main St, Cedar St/ Prince Edward St (CR64), Boes Rd Underpass at Rail Crossing, Goodrich Rd/CR30, Smith St/Lisgar Rd, Lakeshore/Huff Rd, Princess St/Hwy2, Young St/CR30, Pinnacle St/Terry Fox Dr
- Active Transportation Improvements along: Young St, Presqu'ile Pkwy, Ontario St, Harbour St, Hwy 2, Cedar St, Lakeshore Rd, Main St between Rundell Lane and Percy St, not enough multiuse path north of Hwy 401 areas that connect to trails located in parks/natural areas

Summary of Key Comments/Feedback – PIC# 1 (2 of 2), March 05, 2024/ May 02, 2024, and School Surveys (May 18 to June 13, 2024)

Suggestions/Concerns on traffic intersection controls/road improvements:

- Emergency vehicle concerns to access residents south of rail line
- Removal of jog between Princess St and Ontario St on Main St in addition to traffic signals
- Replace Yield Sign with a STOP at Prince Edward St/Cedar St
- Traffic calming along Raglan and Butler Streets
- STOP sign at Smith St/Lisgar Rd
- All-way STOP sign at Lakeshore Rd/Huff Rd intersection due to cycle route along Lakeshore Rd
- Pedestrian crossing concerns at Raglan St near Walas Park playground

School Surveys (8 Questions) – Key Comments/Feedback (May 18 to June 13, 2024)

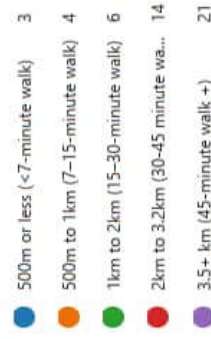
48 Responses

04:03 Average time to complete

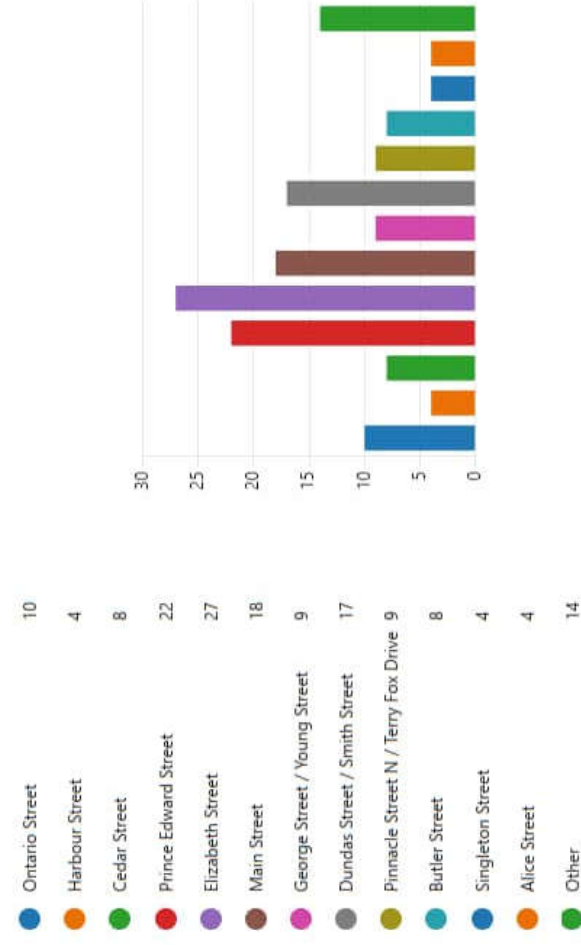
1. What mode of transportation do you generally use daily to get to/from School?



2. What distance do you live from school?



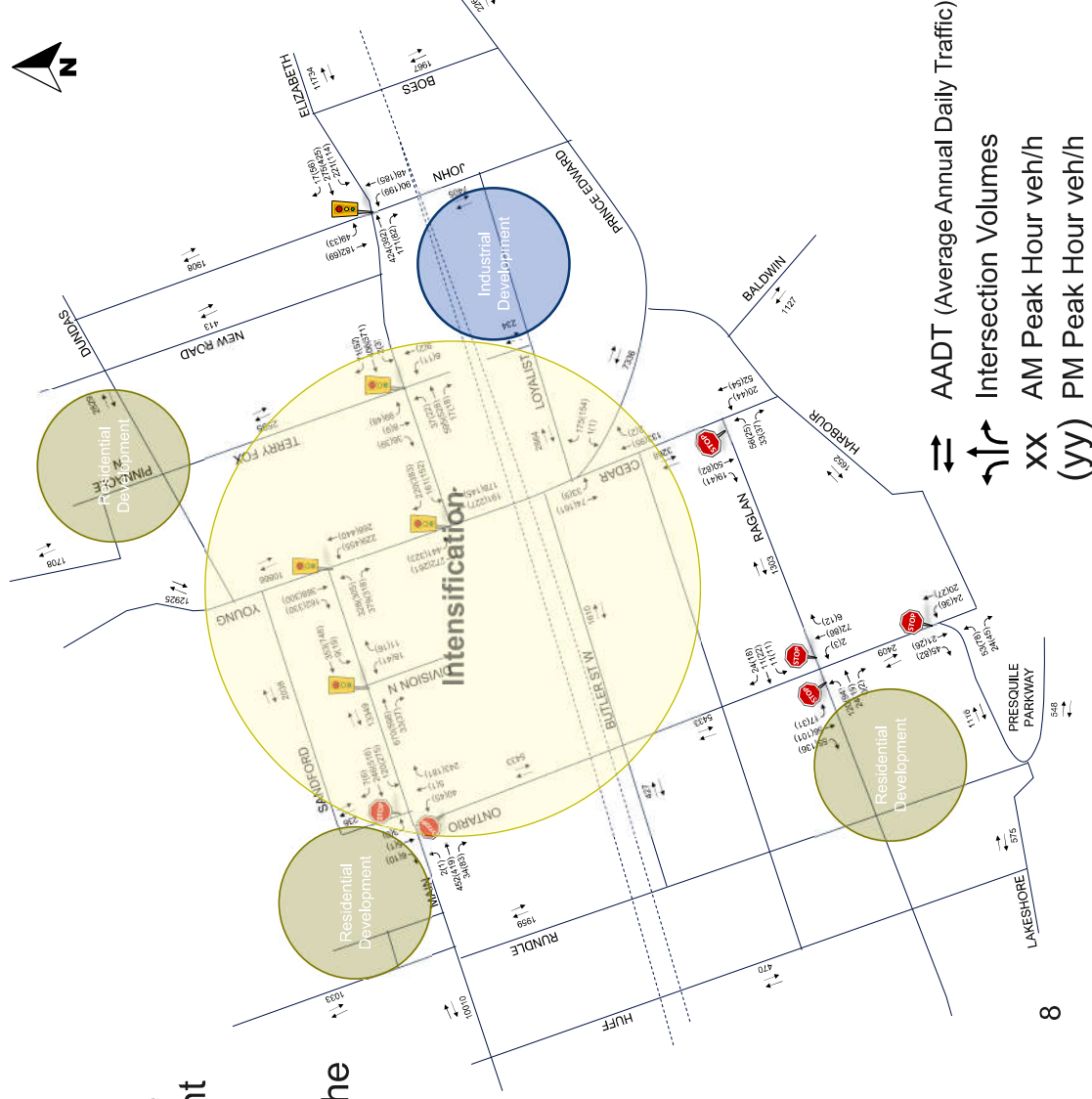
3. What roadways do you use to travel to School? (choose multiple) *



*Pedestrians use roadways including Prince Edward Street, Elizabeth Street, Ontario Street, Butler Street

Future 2051 Volumes, Intersections and Roadways

- Traffic data for both Intersections and Roadways was collected in June 2024 before School Closures
- Key Intersections for operation assessment were selected considering existing conditions, Resident Inputs, and Future Road needs (Future growth)
- Future Traffic was estimated from the future residential and industrial statistics mainly within the Downtown boundary
- 0.5% per year additional traffic growth was assumed to account for rural, intensification, and other traffic



Location	Residential Units
Rural	190
Urban intensification	190
North-west (Areas 2a and 2b)	627
North-east (Area 1)	627
South-west (Area 3)	266
Total	1,900

Existing (2024) and Future (2051) Operations

Intersection	Existing 2024						Future 2051					
	AM			PM			AM			PM		
	V/C	Delay (s)	LOS	V/C	Delay (s)	LOS	V/C	Delay (s)	LOS	V/C	Delay (s)	LOS
Unsignalized												
Cedar Street / Raglan Street	0.20	4	A	0.21	3	A	0.22	4	A	0.26	3	A
Cedar Street / Prince Edward Street	0.21	5	A	0.17	4	A	0.24	4	A	0.21	4	A
Ontario Street / Raglan Street	0.21	3	A	0.23	3	A	0.35	6	A	0.41	5	A
Presqu'ile Parkway / Ontario Street	0.12	2	A	0.12	2	A	0.12	2	A	0.13	2	A
Ontario Street / Princess Street /Main Street	0.37	4	A	0.48	3	A	-	-	-	-	-	-
Signalized												
Division Street N / Main Street	0.18	3	A	0.25	4	A	0.49	3	A	0.60	6	A
Prince Edward Street / Main Street	0.24	20	C	0.34	22	C	0.59	30	C	0.69	28	C
Prince Edward Street / Elizabeth Street	0.34	21	C	0.37	21	C	0.64	23	C	0.63	26	C
Terry Fox Drive / Elizabeth Street	0.35	13	B	0.34	9	A	0.45	12	B	0.56	9	A
John Street / Elizabeth Street	0.31	13	B	0.30	11	B	0.73	24	C	0.72	26	C
Ontario Street / Princess Street /Main Street	-	-	-	-	-	-	0.41	10	B	0.49	10	B

LOS= Level of Service, Delay= Average Delay per Vehicle in Seconds, V/C= Volume to Capacity Ratio

Proposed Road Classifications

Proposed Road Classification based on following key considerations:

- TAC Design Guidelines
- Increased AADT thresholds
- Segregation of existing Locals into Local and Major Local
- Complete Streets Design
- Traffic Calming Policy
- Intersection Spacing
- More detail for arterial roadways
- Generally, Industrial roadways have wider pavement width

1- School zones or other regulatory restrictions could further reduce posted speed

2- Use OTM Book 18 as a guide to select the correct cycling facility for the roadway.

3- Applicable to adjacent stop-controlled intersections

4 – Applicable to adjacent signalized intersections

5- Industrial Roads will have wider pavement widths

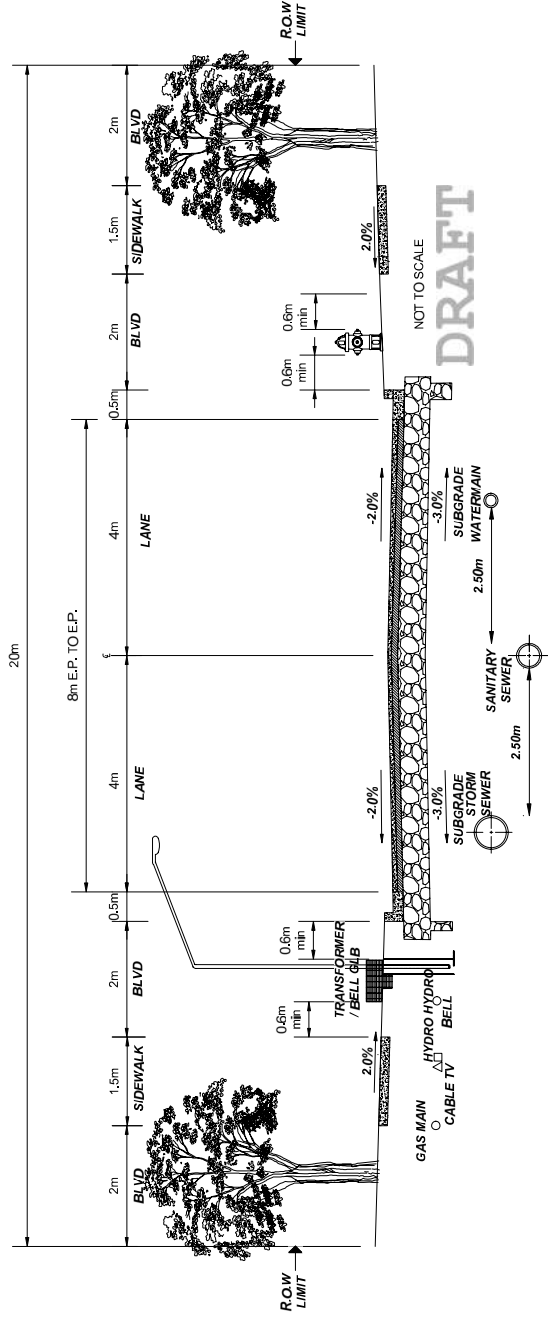
Criteria	Local	Major Local	Collector	Arterial
Service Function	Land access is primary consideration	Traffic movement and land access of equal importance	Traffic movement and land access of equal importance	Traffic movement is primary consideration
Typical Traffic Volume (veh/day)	< 1500	< 2,500	2,500 – 6,000	> 6,000
Flow Characteristics	Interrupted flow	Interrupted flow	Interrupted flow	Uninterrupted flow except at traffic signals
Posted Speed (km/h) ¹	40	40	50 – 60	50 – 70
Vehicle Type	Passenger and service vehicles	Passenger and service vehicles	All types	All types
Desirable Connections	Locals, collectors	Locals, collectors	Locals, collectors, arterials	Collectors, arterials, expressways, freeways
Transit Service	Not permitted	Generally avoided	Permitted	Permitted
Accommodation of Cyclists²	No restrictions or special facilities.	MUP on one side	No restrictions. Dedicated facilities recommended	No restrictions. Dedicated facilities recommended
Accommodation of Pedestrians	Sidewalk on one side	Sidewalk on both sides, unless MUP on one side	Sidewalks provided on both sides	Sidewalks provided on both sides
On-Street Parking	One or both sides	One or both sides	One or both sides	No parking
Traffic Calming	Where warranted	Where warranted	Not permitted	Not permitted
Min Intersection Spacing (m)	60	60	120	200 ³ or 400 ⁴
Typical Right-of-Way Width (m)	20	23 ⁵	23 ⁵	28 ⁵

Proposed Typical Road Cross-Sections Urban Local (20m), Urban Major Local (23m)

Urban Local

Notes:

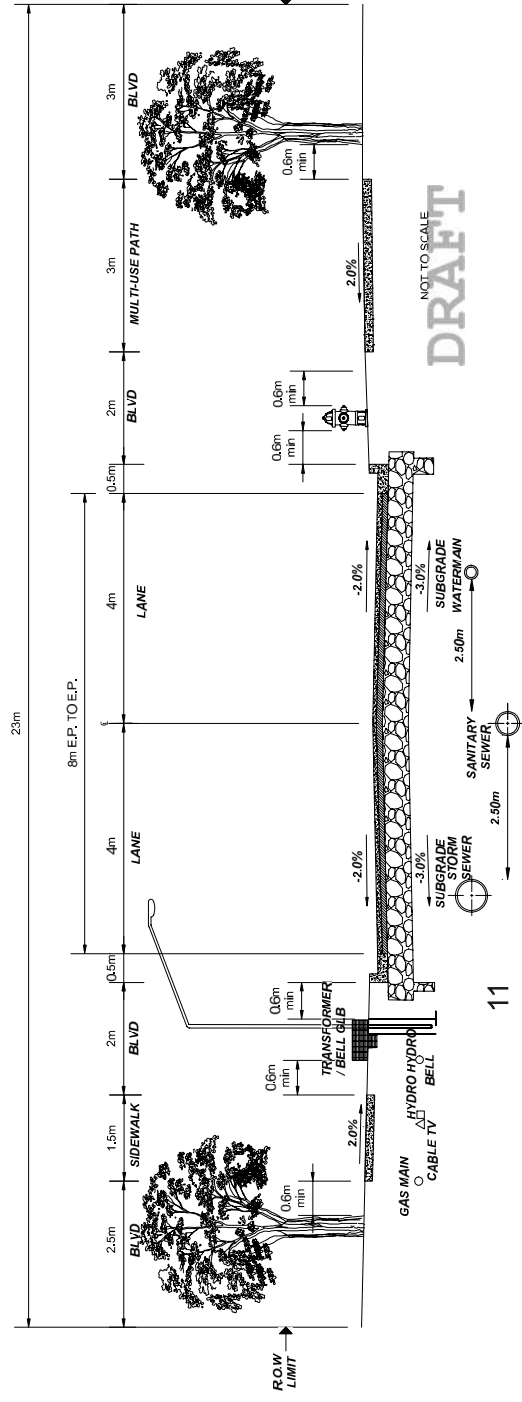
- Utility locations shown are applicable to either side.
- Streetlight or water hydrant are applicable to either side.
- Where possible, maintenance hole lids are to be located outside of vehicle wheel path.
- A minimum of one sidewalk is required, however sidewalks on both sides are required where the existing condition has sidewalks on both sides.
- On Street parking permitted on one side.
- All lanes are to be shared by motorists and cyclists. Dedicated bike facilities are not required unless warranted by a study.
- Existing local roadways may have more narrow ROWs.
- All new local roadways must have a minimum ROW of 20m.



Urban Major Local

Notes:

- Utility locations shown are applicable to either side.
- Streetlight or water hydrant are applicable to either side.
- Where possible, maintenance hole lids are to be located outside of vehicle wheel path.
- A minimum of one sidewalk and one multi-use path is required.
- On-Street parking permitted on one side.
- All lanes are to be shared by motorists and cyclists. Dedicated bike facilities are not required unless warranted by a study.
- All dimensions are in meters unless otherwise shown.
- Existing major local roadways may have narrow ROWs. All new major local roadways must have a minimum ROW of 23m.
- For Industrial Roads, Pavement Width would increase to 10m, and on-street parking would be restricted.

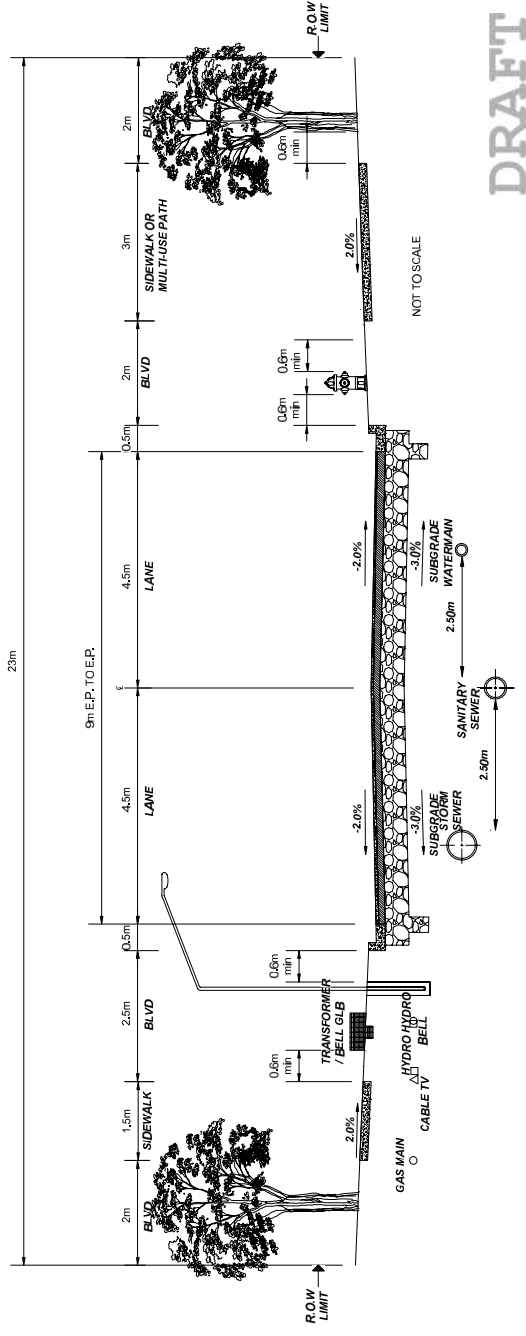


Proposed Typical Road Cross-Sections Urban Collector (23m), Urban Arterial (28m)

Urban Collector

Notes:

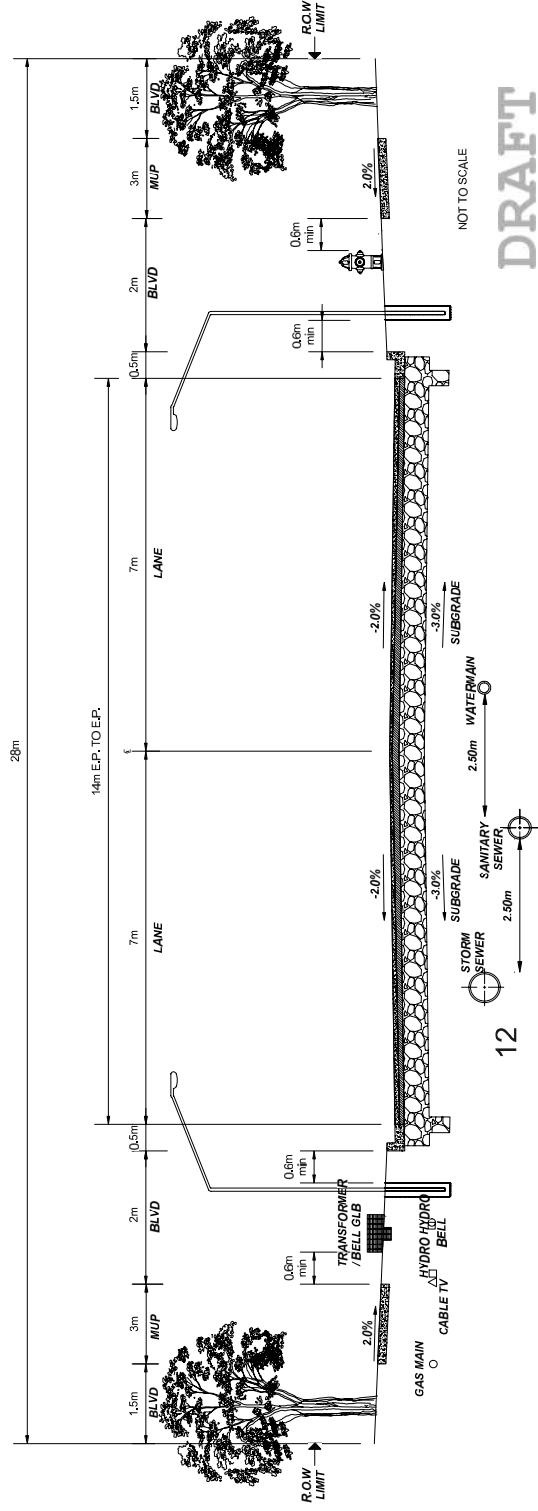
- Utility locations shown are applicable to either side.
- Where possible, maintenance hole lids are to be located out of the tire path.
- Streetlight or water hydrant are applicable to either side.
- Where possible, maintenance hole lids are to be located outside of vehicle wheel path.
- On street parking permitted on one side.
- For Industrial Roads, Pavement Width would increase to 10m and on-street parking would be restricted.



Urban Arterial

Notes:

- Utility locations shown are applicable to either side.
- Where possible, maintenance hole lids are to be located out of the tire path.
- Sidewalks or MUP required on both sides of roadway based on OTM 18 requirements.
- No on-road parking permitted unless authorized by Municipality.
- For Industrial Roads, curb lanes width would increase from 3.5. to 3.75m

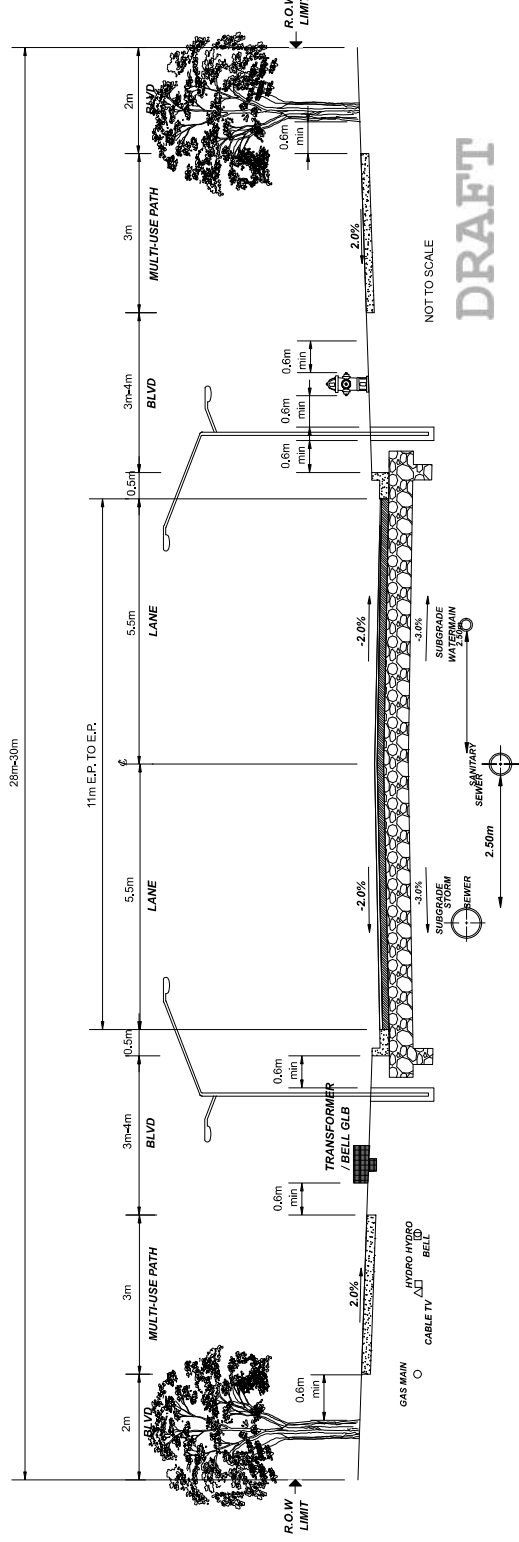


Proposed Typical Road Cross-Section Parkway (28-30m), Rural Collector (30m)

Parkway

Notes:

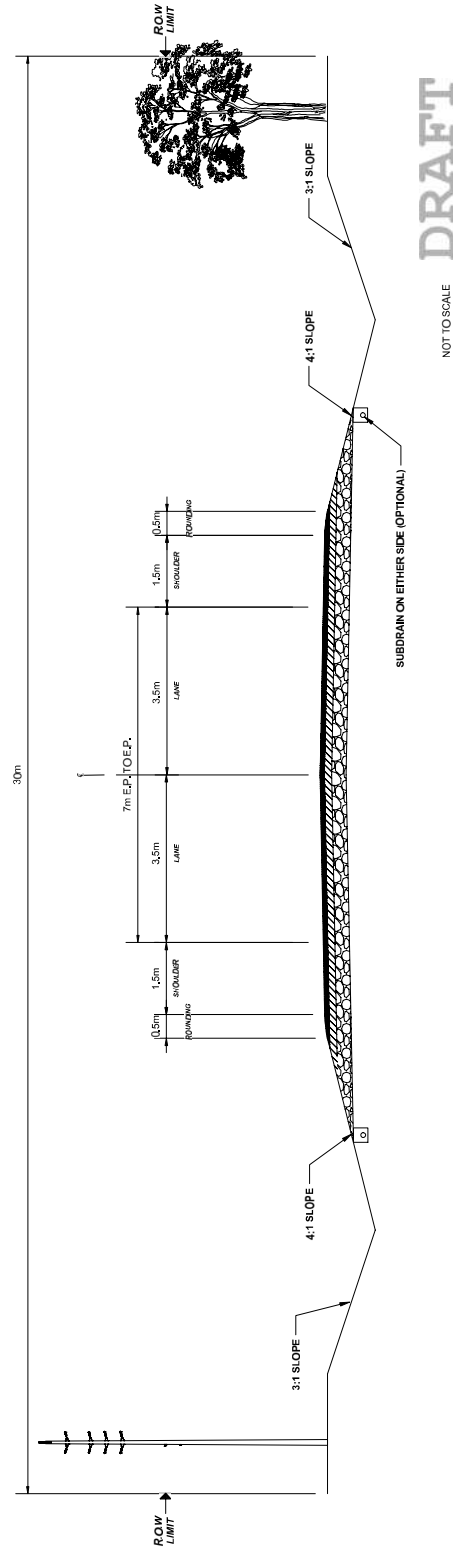
- Utility locations shown are applicable to either side.
- Streetlight or water hydrant are applicable to either side.
- Where possible, maintenance hole lids are to be located outside of vehicle path.
- Where ROW wider than 28m is available, boulevards can be expanded to 4m on each side for additional landscape space for total of 30m row.



Rural Collector

Notes:

- For industrial roadway, minimum lane width should be 4m
- No parking permitted
- Accommodation of cycling facility as per OTM Book 18
- Where needed subdrain(s) can be provided



Other Policies

Community Safety Zone Policy

- Application locations around schools, parks, recreation areas, senior residences, or collision prone intersections
- Objective is to improve driver behavior, reduce operating speeds, minimize distracted driving, and enhance safety

Roundabout Policy

- Prescreening and implementation stages

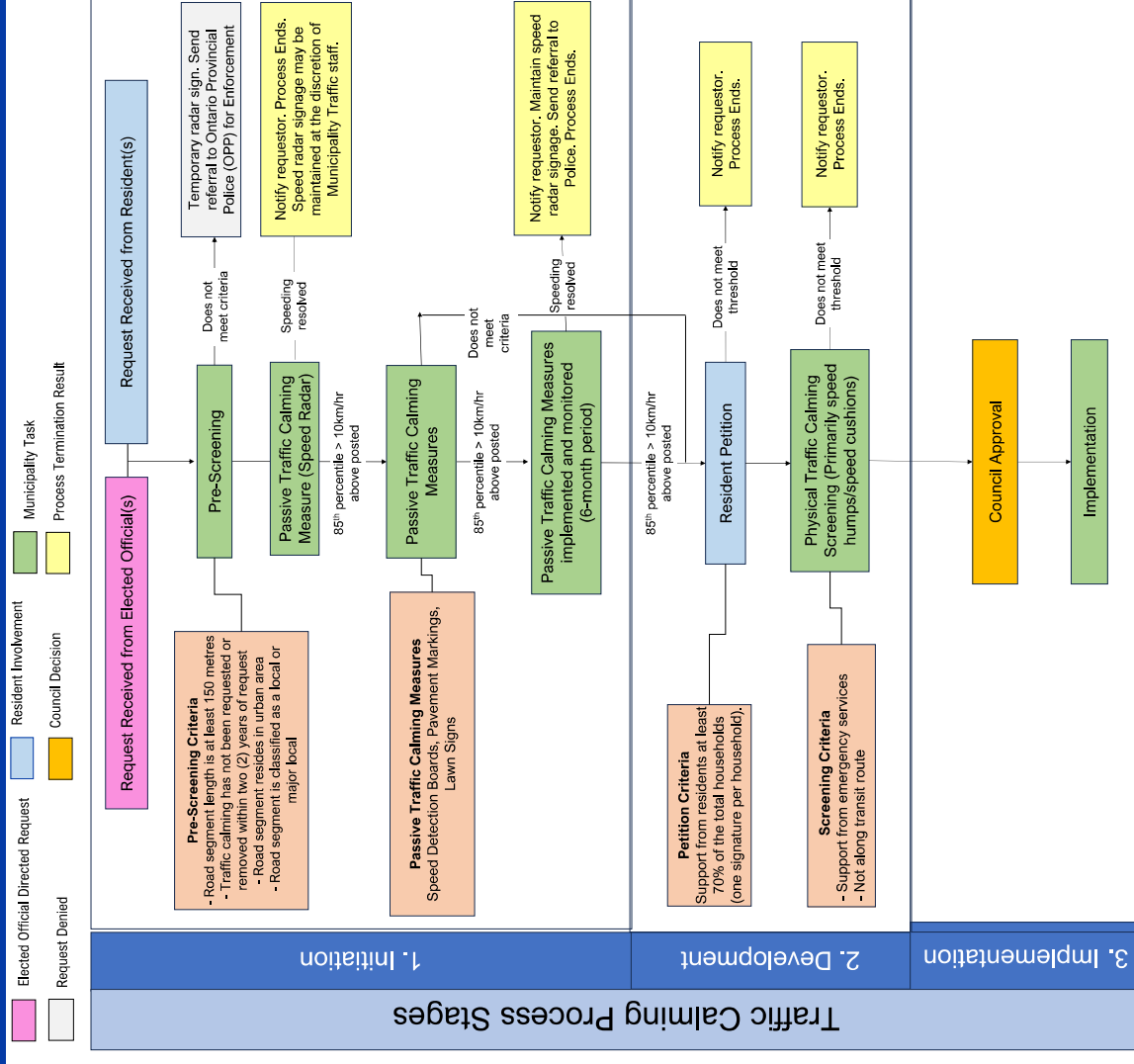
Goods Movement Policy

- Encourage trucks to travel along corridors that are designed for the movement of large vehicles
- Minimize the unnecessary use of residential streets or sensitive areas

Criteria	Roundabout Pre-Screening Assessment
Safety	• Is there an abnormally high number of angle and/or turning movement collisions at the intersection? • Would a roundabout allow for access management benefits?
Operations (Delays, Queues)	• Would excessive delays or vehicle queues be mitigated by a roundabout? • Will the roundabout exhibit the desired level of service?
Traffic Flows	• Are entering and exiting traffic volumes relatively balanced under existing and/or future conditions? • Is there a high percentage of turning movements?
Property Availability	• Is there sufficient property available for a roundabout? • If property constraints exist, can the surrounding lands be feasibly acquired?
Intersection Geometry	• Would the roundabout alleviate sightline concerns caused by skewed horizontal alignment? • Are there more than four (4) approaches?
Proximity to Signals/Rail	• Could queues from a nearby traffic signal spill back into the roundabout? • Could queues from a nearby rail crossing spill back into the roundabout? • Could queues from a roundabout spill back into a rail crossing?
Land Use	• Would the roundabout serve as a transition point between land uses (i.e., residential to commercial, etc.)?
Traffic Calming	• Could a roundabout serve to reduce excessive operating speeds?
Vulnerable Road Users	• Is there a high number of cyclists and/or pedestrians that regularly traverse the intersection? • Is there a large number of visually or mobility impaired pedestrians that are expected to traverse the intersection?
Cost	• Is a roundabout financially feasible compared to other forms of traffic control (implementation, maintenance, etc.)

Traffic Calming Policy Framework

- Traffic Calming Process consists of 3 Key steps including Initiation, Development and Implementation
- Requires minimum resources to handle process towards Implementation
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Develop and Evaluate Alternative Solutions

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Does the alternative provide network connectivity?				
Does the alternative provide access to active transportation and local transit?				
Does the alternative address the projected travel demand?				
Will the alternative support population and employment Growth?				



Does Not Satisfy Criteria



Partially Satisfies Criteria



Satisfies Criteria

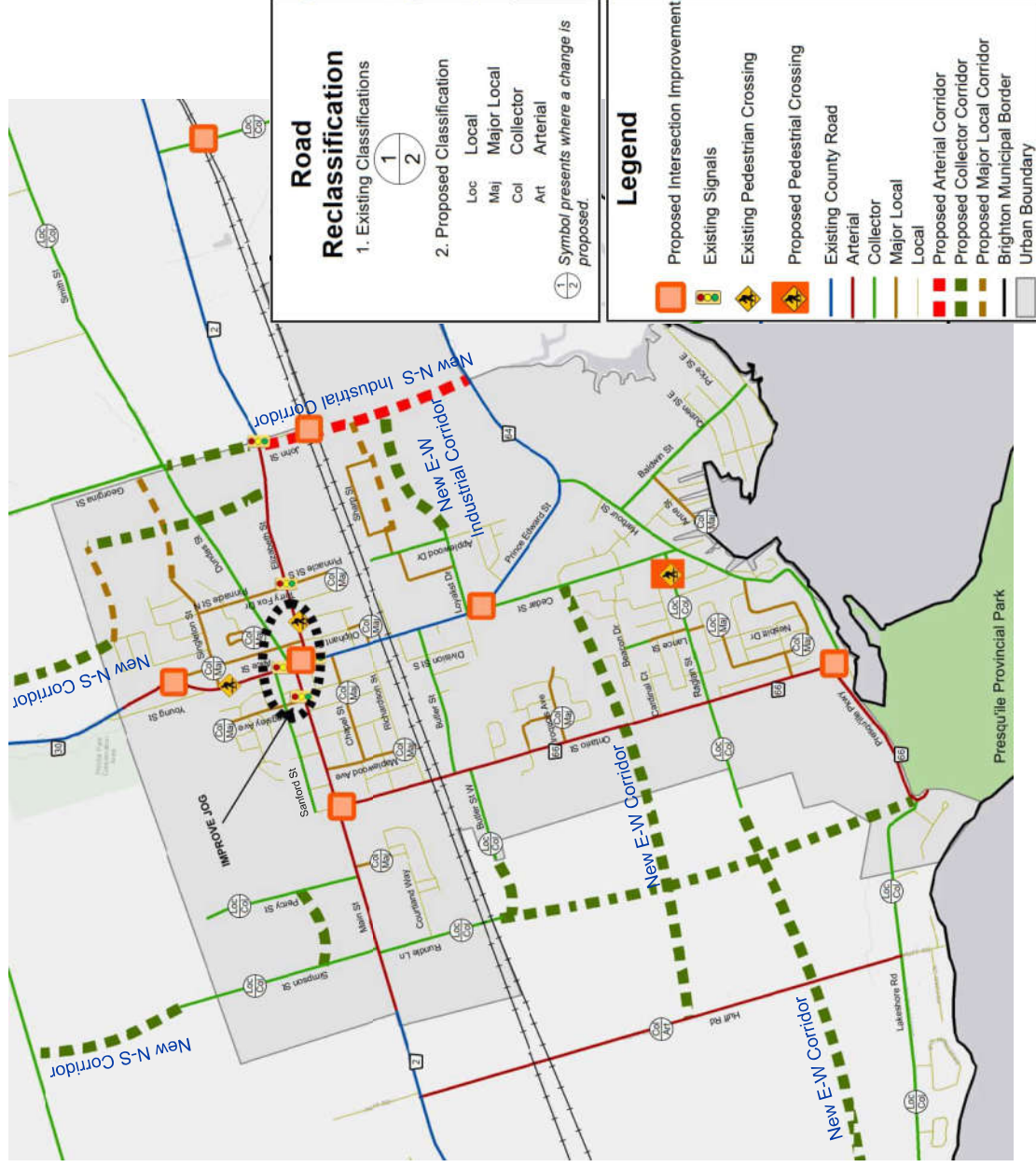


Preferred Solution

Future Road Network – Road Classifications

Future Road Classification/Re-classification is recommended considering:

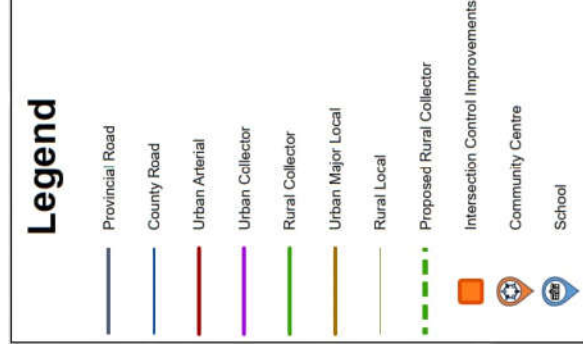
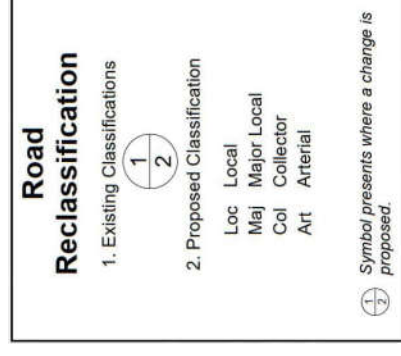
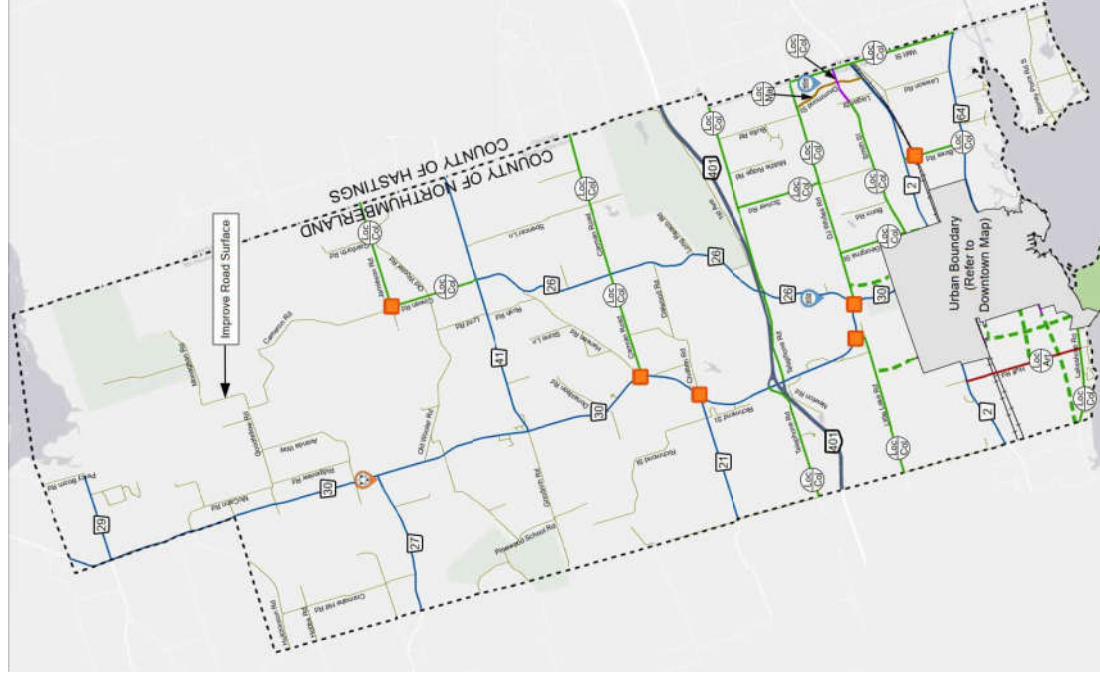
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- Brighton Official Plan
- Connectivity
- Traffic Flows (AADT)
- Accessibility
- Impacts/mitigations to natural environment during EA study
- Draft Secondary Plan, dated June 2024



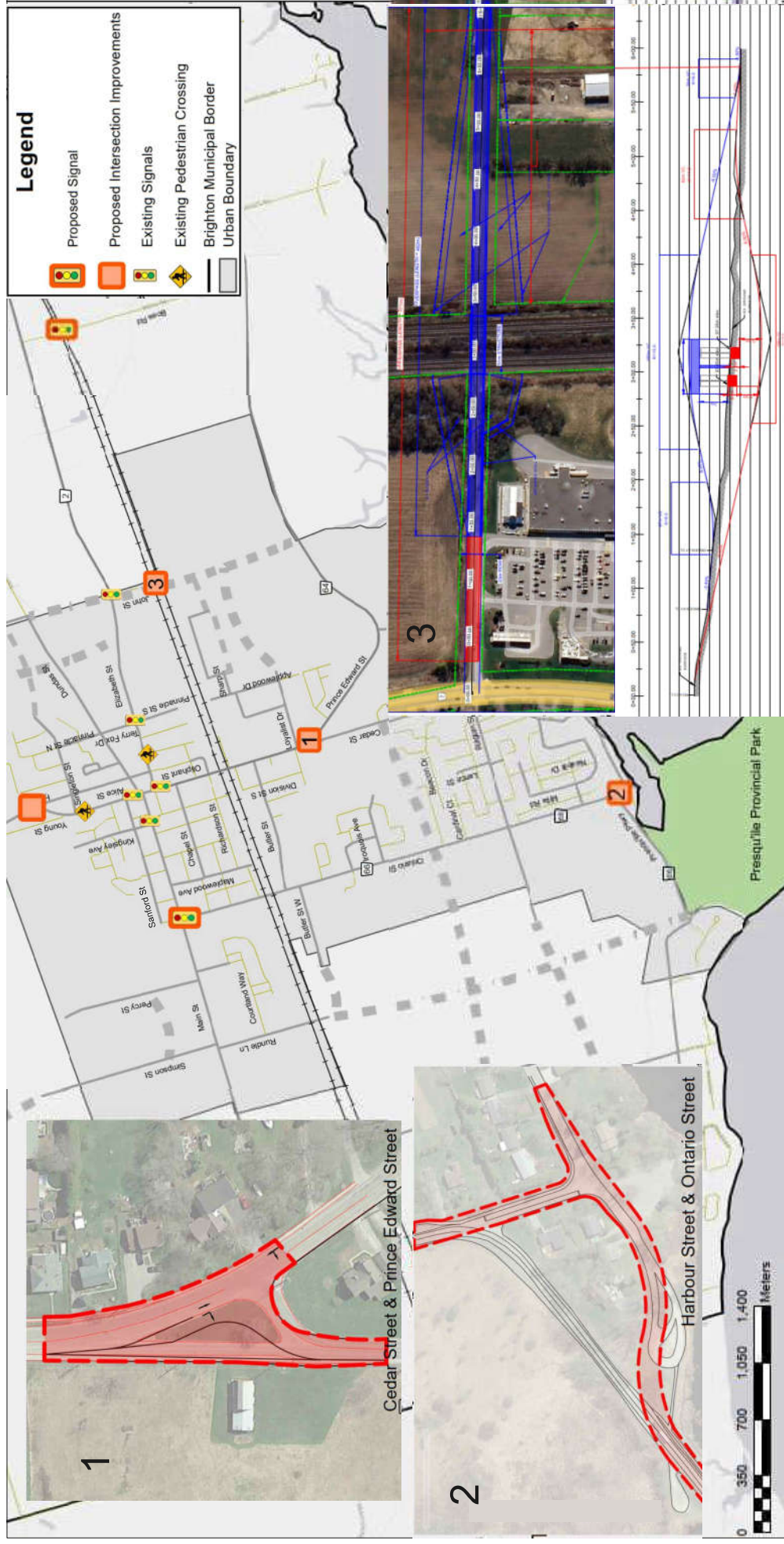
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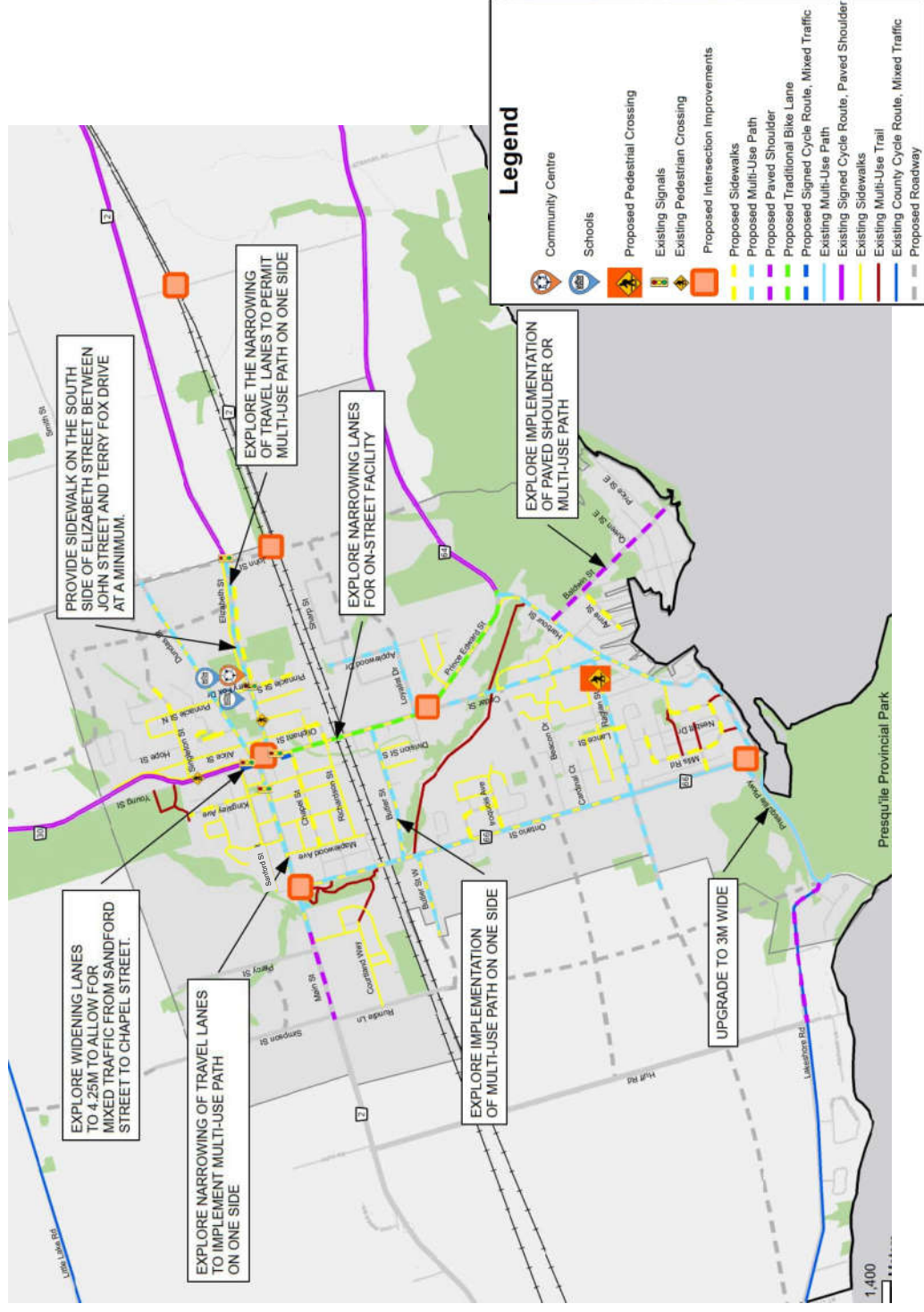
Future Road Network- Intersection Improvements



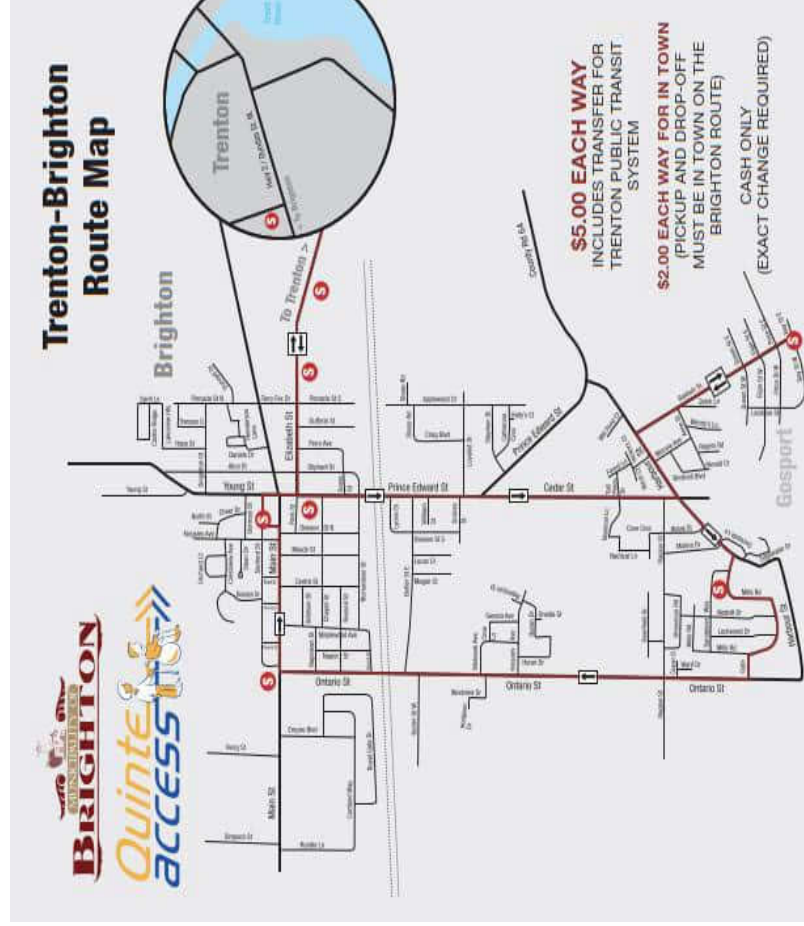
Future Active Transportation Network

Future Active Transportation is recommended considering:

- Land Uses
- Feasibility of Existing Road Cross Section
- Road Classifications
- Connectivity to Facilities, Parks, Schools
- Accessibility
- Future Road Network



Existing Transit Route



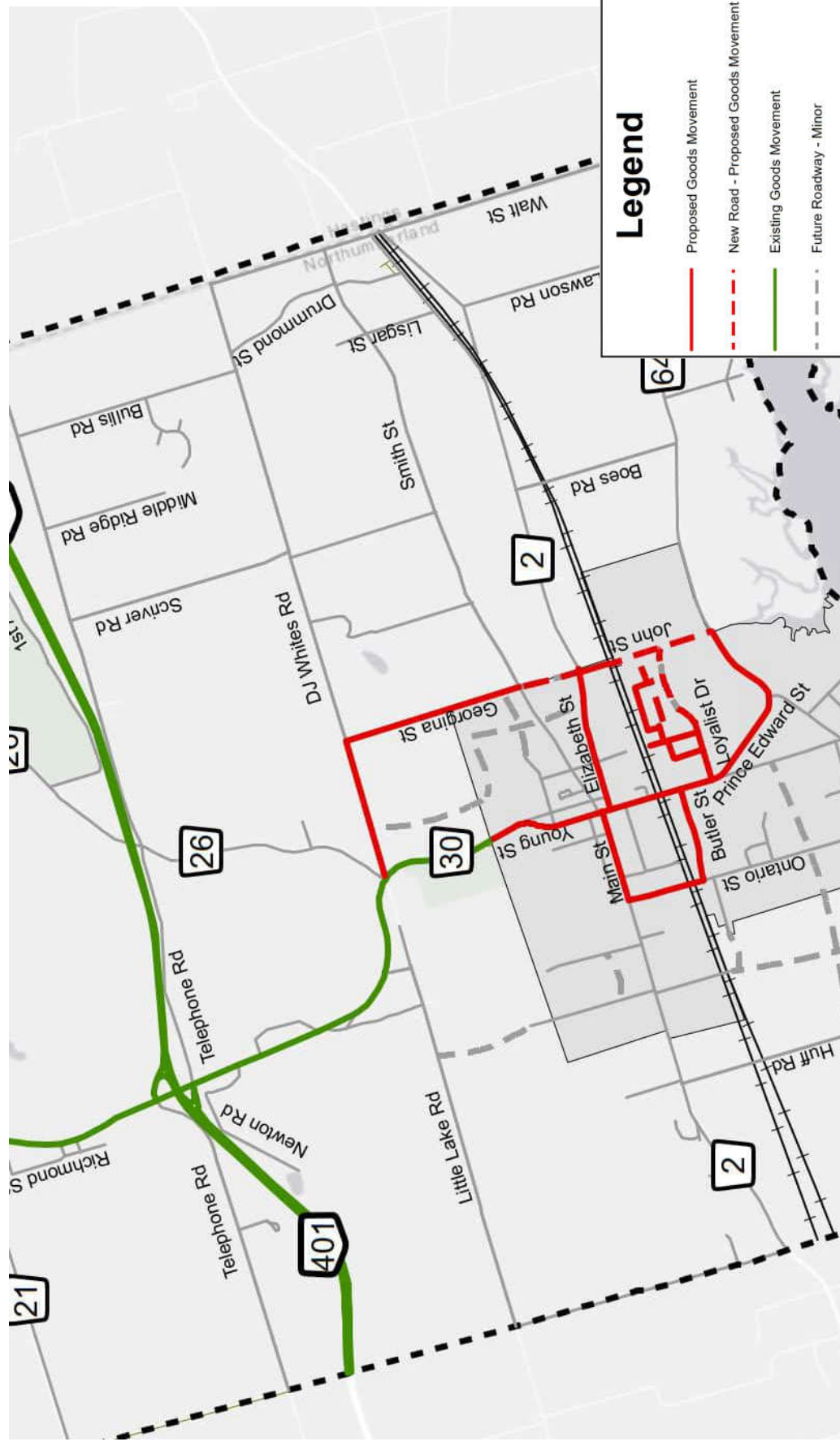
WESTBOUND	PICKUP/DROP-OFF LOCATION	TUES/WED/THU
DEPART	TRENTON - WALMART	11:30
DEPART	NO. FIELDS	11:40
DEPART	ARENA	11:47
DEPART	SOBEYS	11:53
DEPART	BRIGHTON HEALTH SVCS CENTRE	11:58
DEPART	BRIGHTON BY THE BAY (COMMUNITY CTR)	12:05
DEPART	GOSPORT (END OF BALDWIN ST)	12:10
DEPART	PRINCE EDWARD SQUARE	12:15
ARRIVE	TRENTON - WALMART	12:25
		14:00
		14:10
		14:17
		14:22
		14:25
		14:35
		14:40
		14:45
		14:55

EASTBOUND	PICKUP/DROP-OFF LOCATION	TUES/WED/THU
DEPART	PRINCE EDWARD SQUARE	9:15
DEPART	GOSPORT (END OF BALDWIN ST)	9:20
DEPART	BRIGHTON BY THE BAY (COMMUNITY CTR)	9:25
DEPART	BRIGHTON HEALTH SVCS CENTRE	9:35
DEPART	SOBEYS	9:38
DEPART	ARENA	9:43
DEPART	NO. FIELDS	9:50
ARRIVE	TRENTON - WALMART	10:00

Effective December 1, 2019

In coordination with the Quinte Transit, it is recommended to monitor ridership demand and adjust transit frequency and stop locations

Proposed Goods Movement Routes



Next Steps

1. Update Documents/Maps based on Input from the today's Public Information Centre # 2
2. Draft Transportation Master Plan Report (Winter 2025)
3. Final Transportation Master Plan Report and Issue Notice of Study Completion (Late Spring 2025)

Thank you for your participation!

Please place comments in the comment box or send comment sheet via mail or email by December 11th, 2024, to:

Altaf Hussain, P. Eng.

Consultant Project Lead

R.V. Anderson Associates Limited

Phone: 289-348-1234 Ext. 4516

Email: ahussain@rvanderson.com

Mila Khatri

Environmental Planner, Transportation

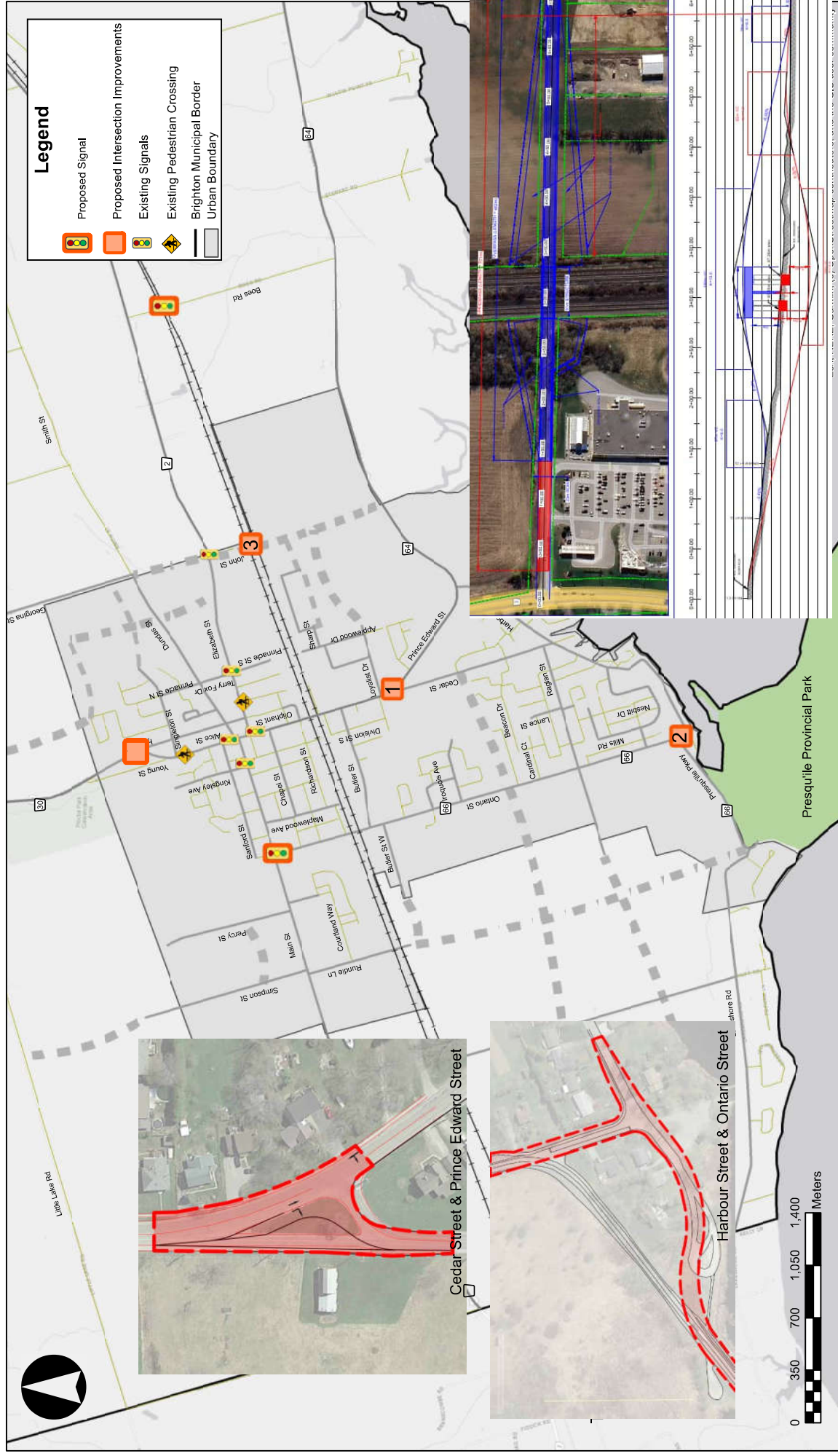
R.V. Anderson Associates Limited

Phone: 289-348-1234 x 4501

Email: mkhatri@rvanderson.com

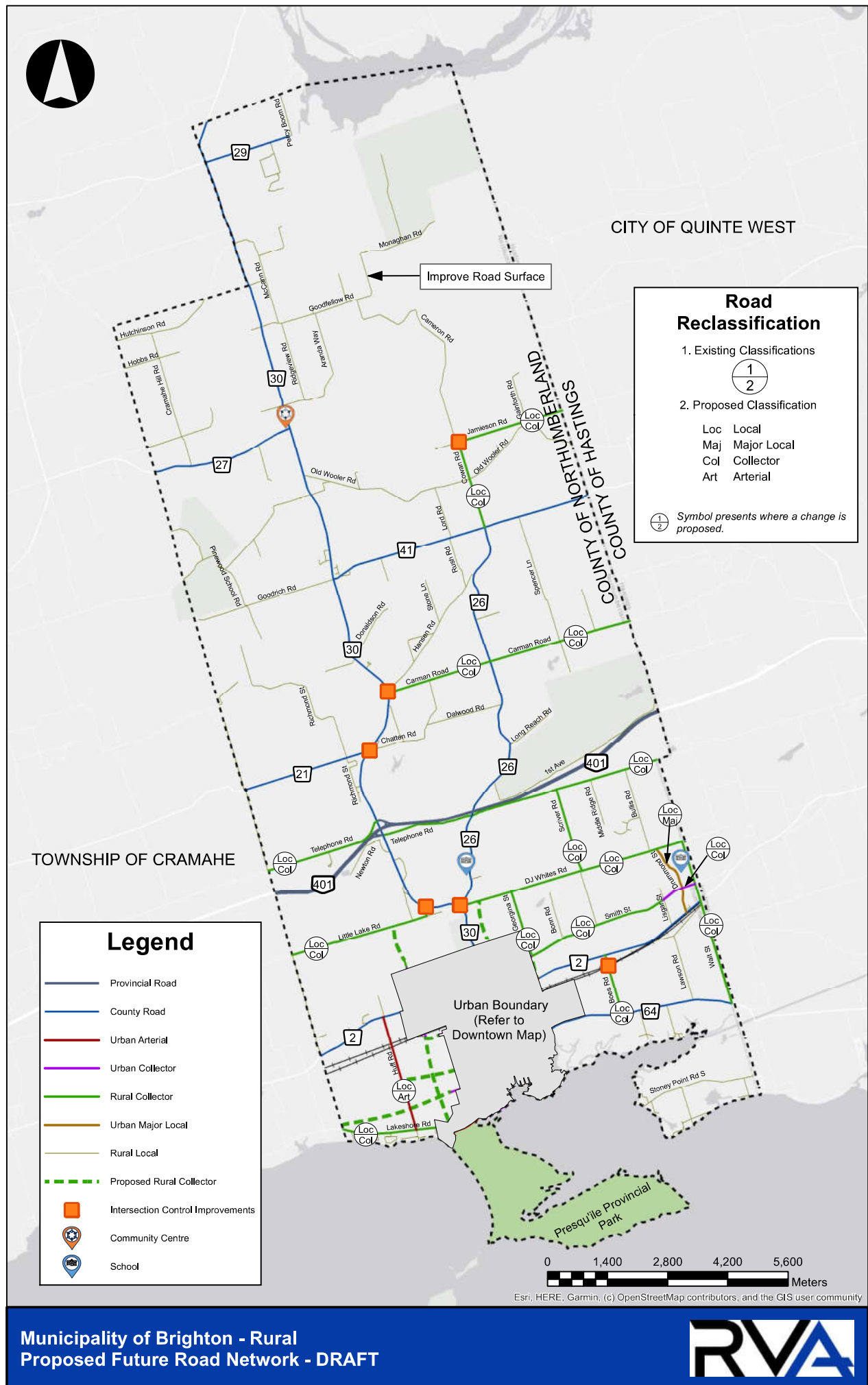
You can also learn more about the project online at

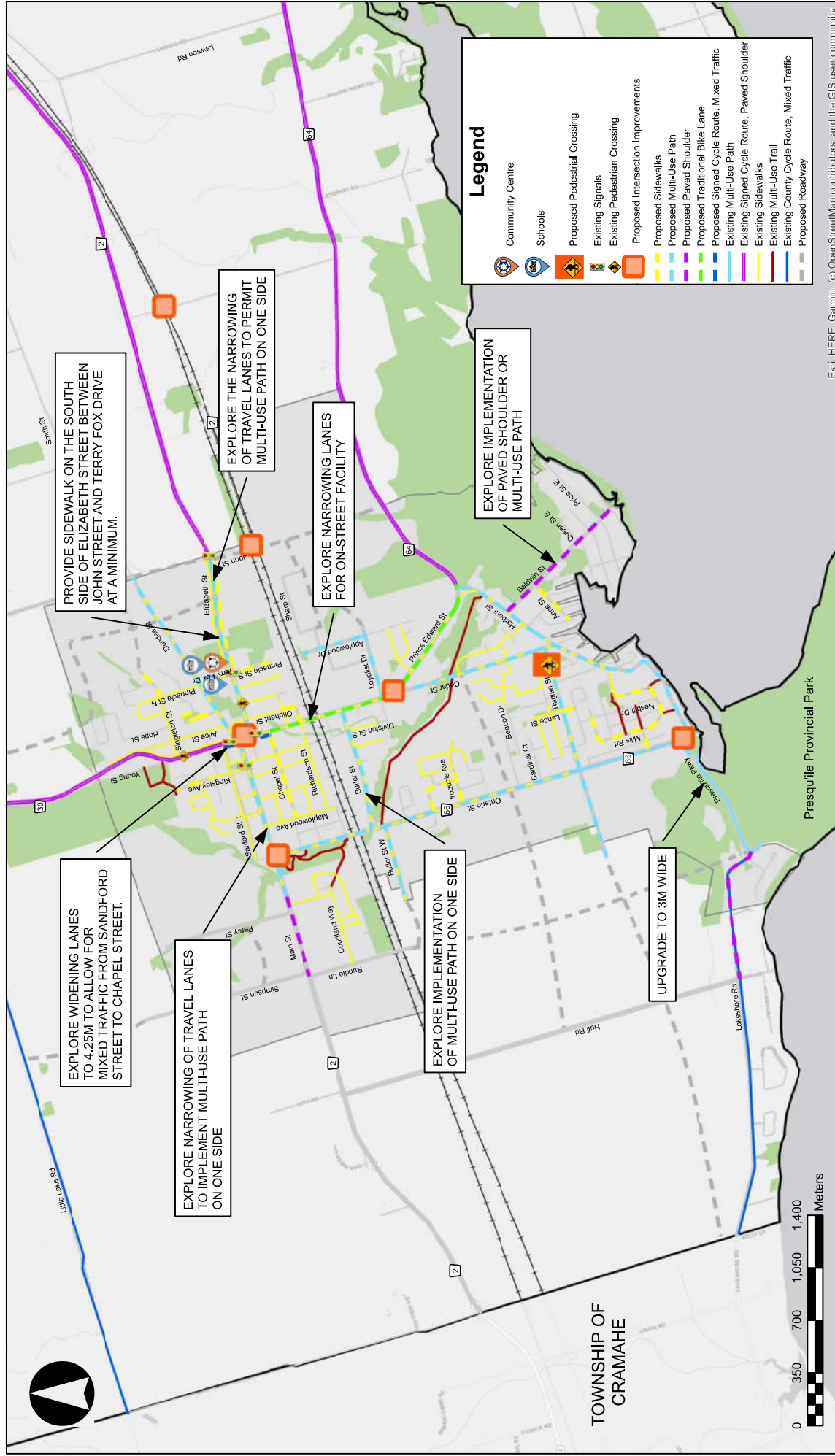
<https://www.brighton.ca/en/doing-business/transportation.aspx>



Municipality of Brighton - Downtown Preliminary Intersection Improvement Concepts







Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community



Municipality of Brighton - Downtown Proposed Active Transportation Facilities - DRAFT

APPENDIX 4

PUBLIC INPUT



APPENDIX 4-1

PIC #2-1 Comments Received



**Municipality of Brighton Transportation Master Plan
Public Information Centre No. 2, October 3rd, 2024 (6:00 p.m. to 8:00 p.m.)**

Comment Form

NAME:

EMAIL (OPTIONAL):

MAILING ADDRESS (OPTIONAL):

1. Please identify your concerns as they pertain to the following study components:

a) Do you have comments or feedback on the proposed active transportation (Pedestrian and cyclist) network? Do you wish to see any additional active transportation links within the municipality?

I would love to see bike lanes on every major street, taking space away from vehicles. I will not usually use multi-use paths if I'm cycling because they're usually full of dog walkers, making them unsafe for bikes or rollerblades, making them into extra-wide sidewalks rather than multi-use.

b) Do you have any comments or feedback regarding the proposed intersection improvements?

Can you provide a visual overlay of a roundabout's use of space, so we can easily examine where they would fit?

c) Do you have any comments or feedback regarding the proposed vehicular road network, road classification criteria, or goods movement (truck) routes?

Please narrow roads wherever possible, and line them with trees, to help control speed and make more room for active transportation. Proposal for rerouting Main is fascinating! I prefer west concept.

d) Do you have any comments or feedback regarding the proposed, Community Safety Zone, Roundabout or Traffic Calming Policies?

Narrower streets is a passive traffic calming feature!

**Municipality of Brighton Transportation Master Plan
Public Information Centre No. 2, October 3rd, 2024 (6:00 p.m. to 8:00 p.m.)**

Comment Form

NAME: _____

EMAIL (OPTIONAL): _____

MAILING ADDRESS (OPTIONAL): _____

1. Please identify your concerns as they pertain to the following study components:

a) Do you have comments or feedback on the proposed active transportation (Pedestrian and cyclist) network? Do you wish to see any additional active transportation links within the municipality?

- there ought to be a sidewalk extension on Young St;
north from Sanford St. to Procter Park

b) Do you have any comments or feedback regarding the proposed intersection improvements?

c) Do you have any comments or feedback regarding the proposed vehicular road network, road classification criteria, or goods movement (truck) routes?

d) Do you have any comments or feedback regarding the proposed, Community Safety Zone, Roundabout or Traffic Calming Policies?

Municipality of Brighton Transportation Master Plan
Public Information Centre No. 2, October 3rd, 2024 (6:00 p.m. to 8:00 p.m.)

Comment Form

NAME: _____

EMAIL (OPTIONAL): _____

MAILING ADDRESS (OPTIONAL): _____

1. Please identify your concerns as they pertain to the following study components:

a) Do you have comments or feedback on the proposed active transportation (Pedestrian and cyclist) network? Do you wish to see any additional active transportation links within the municipality?

re slide 20 - #2 - changes to Harbour/Ontario - this will force traffic to go along Harbour St which is not capable of taking that traffic. Ontario St is newer & wider and can handle volume of traffic better than Harbour St. I think using the vacant lot on north west to change the curve radius will be an easier/better solution. Also need to consider heavy usage at boat dock/launch on south side

b) Do you have any comments or feedback regarding the proposed intersection improvements?

- see above - if plan proceeds, there will be constant traffic flow issues as a 3 way stop will be required.

c) Do you have any comments or feedback regarding the proposed vehicular road network, road classification criteria, or goods movement (truck) routes?

- goods movement (trucks) need to be kept out of the core - roads too narrow and in poor maintenance to handle them

d) Do you have any comments or feedback regarding the proposed, Community Safety Zone, Roundabout or Traffic Calming Policies?

more traffic calming needed!

**Municipality of Brighton Transportation Master Plan
Public Information Centre No. 2, October 3rd, 2024 (6:00 p.m. to 8:00 p.m.)**

Comment Form

NAME

EMAIL (OPTIONAL):

MAILING ADDRESS (OPTIONAL):

1. Please identify your concerns as they pertain to the following study components:

- a) Do you have comments or feedback on the proposed active transportation (Pedestrian and cyclist) network? Do you wish to see any additional active transportation links within the municipality?

- b) Do you have any comments or feedback regarding the proposed intersection improvements?

The intersection at Aranda Way and County Road 30 is blind to the south when approached from the east. This is a very dangerous situation. A reasonable solution would be a roundabout at this intersection.

- c) Do you have any comments or feedback regarding the proposed vehicular road network, road classification criteria, or goods movement (truck) routes?

- d) Do you have any comments or feedback regarding the proposed, Community Safety Zone, Roundabout or Traffic Calming policies?

2. Do you have any other comments regarding the study/study area or other materials presented?

Please provide comments by October 17th, 2024 to:

Leslie Whiteman, P. Eng.
Director of Public Works and
Infrastructure
Municipality of Brighton
Phone: 613-475-1162 Ext. 109
Email: lwhiteman@brighton.ca

Mila Khatri
Environmental Planner
Transportation
R.V. Anderson Associates Limited
Phone: 416-497-8600x 4501
Email: mkhatri@rvanderson.com

Please use additional paper if required to complete your comments.

For more information, please visit the project website at: <https://www.brighton.ca/en/doing-business/transportation.aspx>

With the exception of personal information, all comments will become part of the public record of study. The study is being conducted according to the requirements of the Municipal Class Environmental Assessment, which is a planning process approved under Ontario's Environmental Assessment Act.

THANK YOU FOR YOUR TIME AND EFFORT!

Mila Khatri

From: Leslie Whiteman <lwhiteman@brighton.ca>
Sent: October 16, 2024 1:47 PM
To: Mila Khatri; Altaf Hussain
Cc: Brian Ostrander
Subject: FW: Transportation Master Plan - Alice Street

Follow Up Flag: Follow up
Flag Status: Flagged

[CAUTION EXTERNAL EMAIL] Make Sure that it is legitimate **before** Replying or Clicking on any links

Altaf/Mila,

Can we possibly capture this under comments. The Mayor has sent through and from what I recall the comments related to the PIC #2, close on October 17th, 2024.

Regards,

Leslie Whiteman, P. Eng.,
Director of Public Works and Infrastructure,
Municipality of Brighton,
Tel: (613) 475-1162, ext. 109
Cell: (613) 849-7914
Email: lwhiteman@brighton.ca

From: Brian Ostrander <BOstrander@brighton.ca>
Sent: October 11, 2024 10:08 AM
To: Leslie Whiteman <lwhiteman@brighton.ca>
Cc: ahussain@rvanderson.com; mkhatri@rvanderson.com
Subject: Transportation Master Plan - Alice Street

LW

A quick follow-up to our chat on Monday afternoon noting that there was a transportation plan conducted in the early part of this century (2004/05 or so). A number of those recommendations have been implemented but one that was considered and rejected but may have merit (or a version thereof may) was the concept of closing the Alice and George Street intersection. Alternatively making that intersection a no left turn (either from Alice onto George and from George onto Alice).

Offered for your consideration,

B

His Worship Brian Ostrander
Mayor of Brighton
(343) 645-4785

CONFIDENTIALITY NOTICE: The contents of this **email** message and any attachments are intended solely for the addressee(s) and may contain **confidential** and/or privileged information and may be legally protected from disclosure.

**Municipality of Brighton Transportation Master Plan
Public Information Centre No. 2, October 3rd, 2024 (6:00 p.m. to 8:00 p.m.)**

Comment Form

NAME

EMAIL (OPTIONAL)

MAILING ADDRESS (OPTIONAL)

1. Please identify your concerns as they pertain to the following study components:

- a) Do you have comments or feedback on the proposed active transportation (Pedestrian and cyclist) network? Do you wish to see any additional active transportation links within the municipality?

- b) Do you have any comments or feedback regarding the proposed intersection improvements?

The intersection at Aranda Way and County Road 30 is blind to the south when approached from the east. This is a very dangerous situation. A reasonable solution would be a roundabout at this intersection.

- c) Do you have any comments or feedback regarding the proposed vehicular road network, road classification criteria, or goods movement (truck) routes?

- d) Do you have any comments or feedback regarding the proposed, Community Safety Zone, Roundabout or Traffic Calming policies?

2. Do you have any other comments regarding the study/study area or other materials presented?

Please provide comments by October 17th, 2024 to:

Leslie Whiteman, P. Eng.
Director of Public Works and
Infrastructure
Municipality of Brighton
Phone: 613-475-1162 Ext. 109
Email: lwhiteman@brighton.ca

Mila Khatri
Environmental Planner
Transportation
R.V. Anderson Associates Limited
Phone: 416-497-8600x 4501
Email: mkhatri@rvanderson.com

Please use additional paper if required to complete your comments.

For more information, please visit the project website at: <https://www.brighton.ca/en/doing-business/transportation.aspx>

With the exception of personal information, all comments will become part of the public record of study. The study is being conducted according to the requirements of the Municipal Class Environmental Assessment, which is a planning process approved under Ontario's Environmental Assessment Act.

THANK YOU FOR YOUR TIME AND EFFORT!

Mila Khatri

From: [REDACTED]
Sent: October 14, 2024 2:03 PM
To: Leslie Whiteman; Mila Khatri; Altaf Hussain
Subject: My comments from TMP meeting
Attachments: Screenshot_20241006_163541_Chrome.jpg; Screenshot_20241006_163425_Google.jpg

[CAUTION EXTERNAL EMAIL] Make Sure that it is legitimate **before** Replying or Clicking on any links

COMMENT FORM

[REDACTED]

1. a) I agree with the crosswalk at the park entrance on Raglan Street. However, I asked Mr. Hussain at the meeting if there were any statistics to show that crosswalks slow down traffic. His answer was "very interesting question". So to me that means NO.
Therefore, I really do not see anything in the report that is going to slow down the traffic on Raglan Street.. I still feel strongly that speed humps are required as well.
b) I would like you to consider making the intersection of Raglan and Cedar Street a 3 way stop. Cars come flying around the corner from Cedar in both directions way too fast.
c) I do not feel that heavy equipment, dump trucks and cement trucks and all large vehicles should be down Raglan Street. These big trucks and equipment all come from Trenton, so they are not aware of the surroundings, ie. school bus stops and pedestrian traffic. There needs to be a truck route. All large vehicles should go down Cedar Street, turn onto Butler and turn onto Ontario street. This should also include all motor homes and large RVs as there has been an increase of these recreational vehicles coming down Raglan as a shortcut to Presquile Park.
d) Why are you not recommending any speed humps to slow traffic down on Raglan Street and Ontario Street as these two streets were specifically mentioned in the RFP. There should also be speed humps on Cedar Street. I spoke to one of Brighton's previous Fire Chiefs and he said that speed humps would not interfere in any way with emergency vehicles due to the wide wheel base. They would not interfere with snow plowing either as there are speed humps going into Presquile Park which to municipality plows in winter.
I feel that Raglan Street qualifies to be designated as a Community Safety Zone as it has a park and 4 school bus stops.

2. Other comments regarding this study:

On page 17 of the RFP, Data and information gathering: (d) gathering of information through discussions with Municipality of Brighton Staff, THE STAFF OF SURROUNDING AREAS

I don't see anywhere in your report that you have discussed calming or speeding issues with other municipalities I am attaching some recent calming procedures used by Belleville.

Thank you for your time and hope to get some of my questions and issues addressed.

[REDACTED]

APPENDIX 4-2

PIC #2-2 Comments Received



**Municipality of Brighton Transportation Master Plan
Public Information Centre No. 2 – Second Round
November 27, 2024 (6:00 p.m. to 8:00 p.m.)**

Comment Form

NAME:

EMAIL:

MAILING ADDRESS (OPTIONAL):

1. Please identify your concerns as they pertain to the following study components:

- a) Do you have comments or feedback on the proposed active transportation (Pedestrian and cyclist) network? Do you wish to see any additional active transportation links within the municipality?

There is very little planning related to the north (Coddington) area. I am concerned about the dangers of walking or biking on Hwy 30. Cars & trucks go well over the posted speed.

- b) Do you have any comments or feedback regarding the proposed intersection improvements?

- c) Do you have any comments or feedback regarding the proposed vehicular road network, road classification criteria, or goods movement (truck) routes?

- d) Do you have any comments or feedback regarding the proposed, Community Safety Zone, Roundabout or Traffic Calming Policies?

2. Do you have any other comments regarding the study/study area or other materials presented?

There are no scheduled stops for Quante Transit north of the 401. Very few people in this location are aware that it exists. More education is definitely necessary.

Please provide comments by December 11, 2024, to:

Altat Hussain, P. Eng.
Consultant Project Lead
R.V. Anderson Associates Limited
Phone: 289-348-1234 Ext. 4516
Email: ahussain@rvanderson.com

Mila Khatri
Environmental Planner, Transportation
R.V. Anderson Associates Limited
Phone: 289-348-1234 x 4501
Email: mkhatri@rvanderson.com

Please use additional paper if required to complete your comments. For more information, please visit the project website at: <https://www.brighton.ca/en/doing-business/transportation.aspx>

With the exception of personal information, all comments will become part of the public record of study. The study is being conducted according to the requirements of the Municipal Class Environmental Assessment, which is a planning process approved under Ontario's Environmental Assessment Act.

Mila Khatri

From: [REDACTED]
Sent: January 2, 2025 12:04 PM
To: Mila Khatri; Altaf Hussain
Subject: Fwd: Smith st. Smithfield

Follow Up Flag: Follow up
Flag Status: Flagged

[CAUTION EXTERNAL EMAIL] Make Sure that it is legitimate **before** Replying or Clicking on any links

Happy New Year,

Please see below in yellow highlighted.

----- Forwarded message -----

From: **Brian Ostrander** <BOstrander@brighton.ca>
Date: Thu, Jan 2, 2025 at 10:37 AM
Subject: Re: Smith st. Smithfield
To: [REDACTED]

Happy New Year [REDACTED]

Thank you for your note.

I trust that you engaged with our Transportation Master Planning engineers over this past year as they will be making a number of recommendations on areas in the community that we should focus on from a traffic calming perspective. If you weren't able to do so, please let me know and I'll be sure to add your comments to their list.

His Worship Brian Ostrander
Mayor of Brighton
Warden of Northumberland
NEW (343) 645-4785

Happy New Year. The speeds through Smithfield are going to kill someone, there is no respect for the 40km zone. We need to copy Port Hope Dorset St West and install the same style of speed bumps. this will slow people down.

Origin: <https://www.brighton.ca/en/municipal-services/mayor-and-council.aspx>

This email was sent to you by [REDACTED] through
<https://www.brighton.ca>.

SUMMARY REPORT
School Student Survey

R.V. Anderson Associates Limited
4900 Palladium Way, Suite 200
Burlington ON L7M 0W7
T 289 348 1234 F 855 833 4022
rvanderson.com



RVA 237042

July 10, 2024

Municipality of Brighton
67 Sharp Road
Brighton, ON K0K 1H0

Attention: Leslie Whiteman, P.Eng.
Director of Public Works and Infrastructure

Dear Mr. Whiteman:

Re: Municipality of Brighton's Transportation Master Plan
Summary of Results from School Student Survey

Please see the enclosed results and summary of the School Student Survey for the Municipality's Transportation Master Plan.

Yours very truly,

Altaf Hussain, P.Eng., M.A.Sc.
R.V. ANDERSON ASSOCIATES LIMITED

Brighton Transportation Master Plan - Student Survey

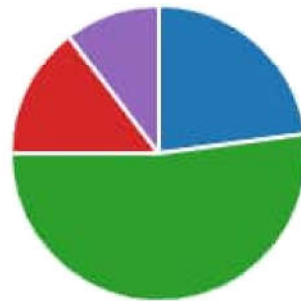
48 Responses

04:03 Average time to complete

Active Status

1. What mode of transportation do you generally use daily to get to/from School?

Walking	11
Biking	0
School Bus	25
Drop Off	7
Self-Drive to School	5



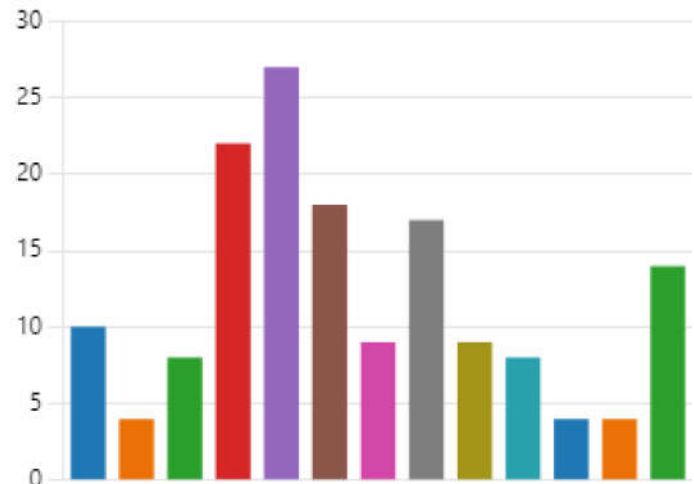
2. What distance do you live from school?

500m or less (<7-minute walk)	3
500m to 1km (7–15-minute walk)	4
1km to 2km (15–30-minute walk)	6
2km to 3.2km (30-45 minute wa...)	14
3.5+ km (45-minute walk +)	21



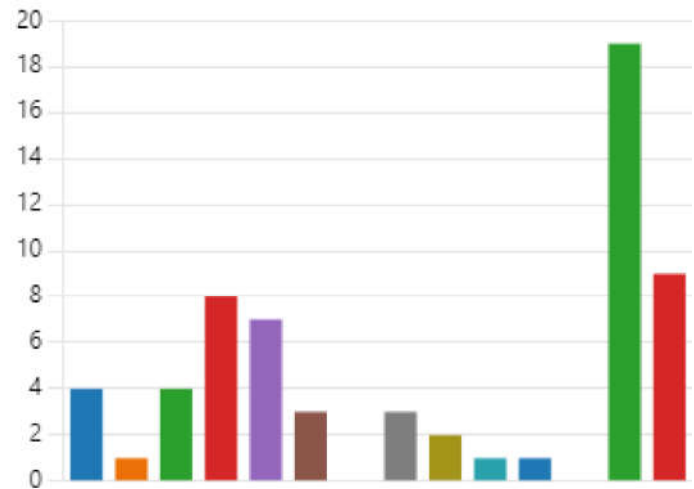
3. What roadways do you use to travel to School? (choose multiple)

Ontario Street	10
Harbour Street	4
Cedar Street	8
Prince Edward Street	22
Elizabeth Street	27
Main Street	18
George Street / Young Street	9
Dundas Street / Smith Street	17
Pinnacle Street N / Terry Fox Drive	9
Butler Street	8
Singleton Street	4
Alice Street	4
Other	14



4. Please select if there are any roadways you are uncomfortable traveling along during your travel to/from School ? (choose multiple)

Ontario Street	4
Harbour Street	1
Cedar Street	4
Prince Edward Street	8
Elizabeth Street	7
Main Street	3
George Street / Young Street	0
Dundas Street / Smith Street	3
Pinnacle Street N / Terry Fox Drive	2
Butler Street	1
Singleton Street	1
Alice Street	0
None of the Above	19
Other	9



5. If you have chosen any of the above roads, please identify issues/concerns.

28
Responses

Latest Responses

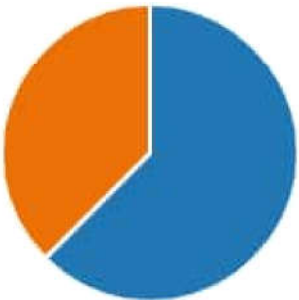
- "Ontario is extremely busy - train tracks should at least have a crossi...
- "Train tracks - many times have been delays or barriers not working ...
- "We need a cross walk at Prince Edward street and Grimes, we need ...

11 respondents (39%) answered Sidewalks for this question.



6. Do you feel that the existing pedestrian roadway crossings are sufficient?

- Yes 30
- No 18



7. If no, please provide a short detail about the issues/concerns and improvement suggestions.

18
Responses

Latest Responses

"Half the time the kids have to walk up the road on Ontario as the si...

"As a driver lots of dangerous intersections in town"

"We need a cross walk at Prince Edward street and Grimes, we need ...

6 respondents (33%) answered **sidewalk** for this question.

way intersection
lights on the corner stop Edward Elizabeth crossing pedestrian
pedestrian school sidewalk street cross walk
st sidewalk roads Prince lights Butler street and
sidewalk plows pedestrians and t

8. Are there any areas of your commute that you feel could be improved within transportation infrastructure? i.e. new trail connections, sidewalks, bike lanes, designated pedestrian crossings etc.

47
Responses

Latest Responses

"Bike lanes and safe places to keep at school would help with the co...

"Sidewalks, train crossing, bike lanes "

"We need a cross walk at Prince Edward street and Grimes, we need ...

🔄 Update

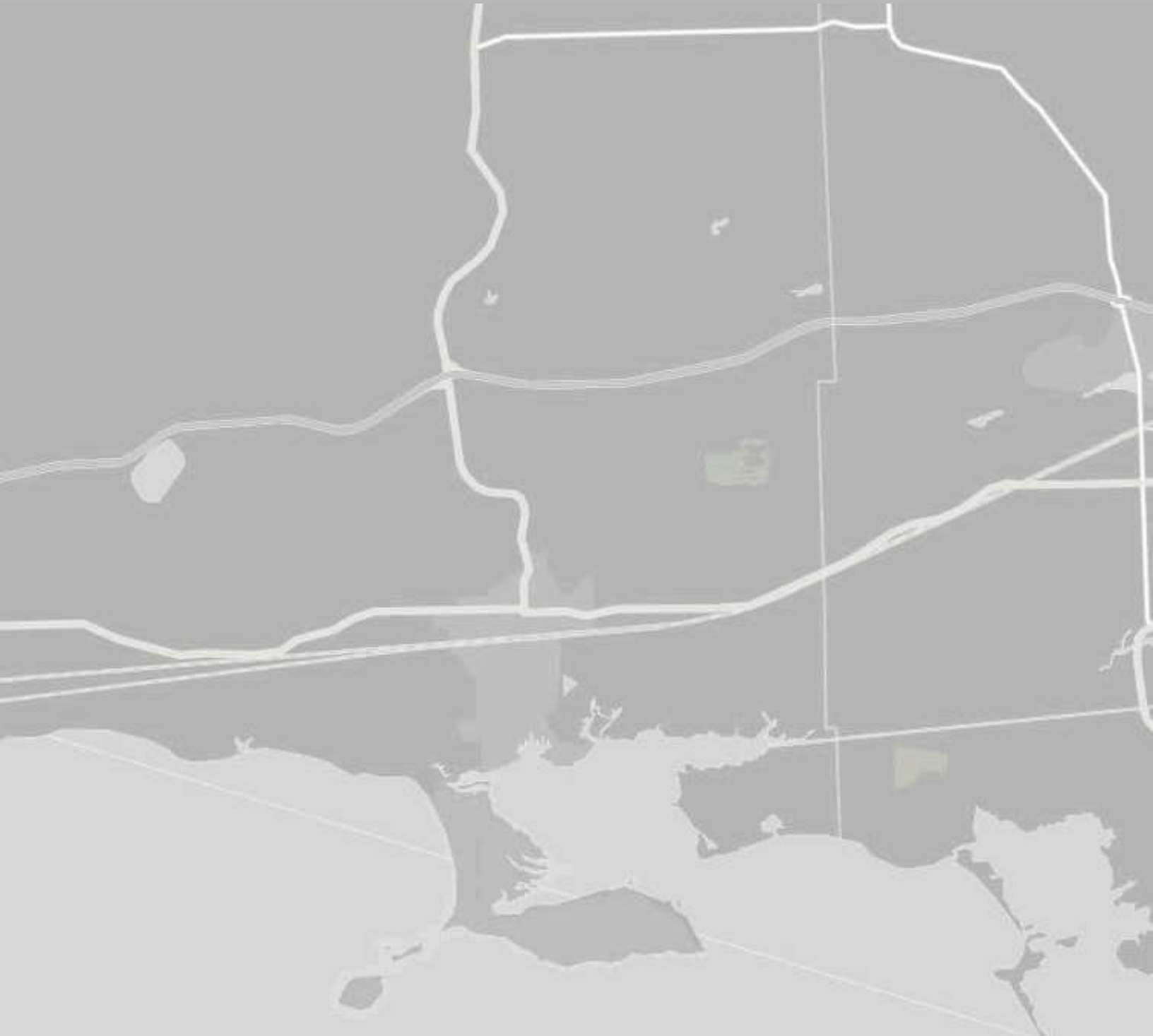
12 respondents (25%) answered **Sidewalks** for this question.

Sidewalks and crossings cross walks school Ontario street lanes and s
Main Street Edward St Sidewalks bike lanes
Elizabeth Street lights crossing and
roads Prince pedestrian crossing slow kids
sidewalks that are not

[illegible]

Appendix 2

Road Classification Technical Memorandum



TECHNICAL MEMORANDUM

To: Elana Arthurs, Municipality of Brighton **RVA:** 237042

From: Altaf Hussain, P.Eng., R.V. Anderson Associates Limited
Rebecca Conrod, EIT, R.V. Anderson Associates Limited

Date: April 23, 2025

Subject: Brighton Transportation Master Plan - Road Reclassification Assessment for
Municipality Roads, Municipality of Brighton - Technical Memorandum # 3

1.0 Introduction

As part of the ongoing Transportation Master Plan (TMP) study, it has been identified that a reclassification of roads within the Municipality of Brighton is required. Therefore, the road system within the Municipality of Brighton has been assessed using a formal set of road classification criteria.

1.1 Road Class Types

Freeways and **Expressways** are roadways of the highest order, usually consisting of multi-lane (more than four total through lanes including two through lanes in each direction), high-speed highways that generally accommodate long-distance travels between different cities and regions. Although these are often used interchangeably, freeways are defined as highways limited to through traffic, with access to the corridor only being provided by interchanges, whereas expressways consist of a divided roadway for through traffic, with access provided through interchanges or controlled access points.

Secondary/King's Highway generally consist of 2-lane or 4-lane (one lane or two lanes in each direction) corridors that transfer traffic between freeways and arterials. These may be divided or undivided, with at-grade intersections and potential for short sections of Freeways within the overall corridor.

Arterial Roads are higher-order corridors that are intended to accommodate relatively high volumes of traffic and provide efficient, uninterrupted movement for through volumes (barring interruptions from traffic signals along the corridor). Resultantly, majority of resident and emergency vehicle trips will utilize an arterial roadway at some point in their route.

Collector Roads are intended to carry moderate traffic volumes, with traffic movement and land access having a similar level of importance. In the ideal road system, collector roads will garner traffic from local roads/streets, eventually connecting to the foregoing higher-order roadways to accommodate the larger portion of travel.

Local Roads are intended to provide access to their adjacent land uses. These roadways generally carry much lower volumes than the other classifications, as they are only intended to service trip ends (either origin or destination of a trip).

2.0 Road Classification Characteristics

2.1 Land Use

The classification of a roadway is heavily influenced by the characteristics of the adjacent land uses. This is because as the nature and intensity of a land use changes, so does the demand that is placed on the adjacent transportation network. For example, in predominantly industrial areas, there will be an increased desire for efficient movement of goods, whereas residential areas desire a greater emphasis on multimodal movements, on-street parking, and land access.

It is to be noted that the classification of urban roads contrasts significantly from rural roads, as rural roads are designed to achieve different purposes (i.e., rural roads are designed to accommodate a greater percentage agricultural vehicles). As such, the classifications of urban and rural roads are usually completed separately with their own respective characteristics.

2.2 Service Function

Roadways are generally designed to serve a certain purpose, with the primary objective of any roadway being to provide either uninterrupted flow of traffic, access to land, or a balanced combination of both. It is generally understood that the primary objective for freeways and arterials is to provide uninterrupted flow of traffic at higher speeds, as the intended purpose of higher order roads is to enable efficient movement of people and goods. In contrast, the intended function of local roadways is to provide access to land, which generally results in an increased number of traffic disruptions (i.e., access driveways,

pedestrian crossings) and lower posted speeds. A combination of traffic movement and land access is typically provided by a collector road, which establishes balance through limiting the number of site accesses and fostering higher operating speeds than local roads.

In addition to the intended service function, the roadway classification should also consider the traffic volumes carried by the roadway. Higher order roads are designed to carry substantial traffic volumes through increased right-of-way width.

2.3 Connections

An important characteristic of road classification is to create a connected and continuous network of roadways with similar functions. By doing so, road users can transfer between roadways without controverting the intended use of the roadway (i.e., using a local road as a cut-through route when its intended function is land access). **Table 2.1** summarizes the road classification connections for the ideal road network.

TABLE 2.1 – IDEAL NETWORK ROAD CLASSIFICATION CONNECTIONS

Road Classification	Connections					
	Local	Collector	Arterial	King's Highway	Expressway	Freeway
Local	✓	✓	•	•	X	X
Collector	✓	✓	✓	•	•	•
Arterial	•	✓	✓	✓	✓	✓
King's Highway	•	•	✓	✓	✓	✓
Expressway	X	•	✓	✓	✓	✓
Freeway	X	•	✓	✓	✓	✓

- ✓ indicates that the two (2) road classifications are an ideal connection.
- indicates that connecting the two (2) road classifications should be avoided, where possible.
- X indicates that the two (2) road classifications should not connect under any circumstance.

As shown in **Table 2.1**, the ideal road network maintains connection between roadways of similar function. There are some circumstances where the ideal connections cannot be made, which may result in locals connecting with arterials and collectors connecting with expressways/freeways; while these connections are not preferable, these commonly occur in many municipalities and are sometimes unavoidable. There are some connections, however, such as local roads and freeways, that should not be implemented under any circumstance.

2.4 Design Consistency

The geometric characteristics of a roadway play an impactful role in shaping the behaviour of its road users. In terms of road classification, the intent should be to provide consistency among roadways with the same classification so that drivers inherently understand the function and purpose of each roadway. Similar to the road classification connections, there will be circumstances where two (2) roadways with significantly different cross-sections meet the criteria for the same classification; in these cases, efforts should be made to provide consistency through operating speeds and driver workload.

3.0 Municipality of Brighton Road Classifications

3.1 Classification Criteria

Within the Municipality, road classifications are based on traffic volumes, or the road type and environment. The 2017 Road needs assessment highlighted that the municipality follows the 1991 Ministry of Transportation Ontario Inventory Manual for Municipal Roads for their road classifications. Per the manual, rural roadways are classified based on their AADT while semi-urban and urban roads consider their primary function or roadside environment.

Engineering Design Guidelines for the Corporation of the Municipality of Brighton dated: May 29, 2018 presents road classification under Section B noting that all roadways in new developments shall be classified according to the Municipality of Brighton Official Plan, expected traffic volume and intended use of the roadway. For predominantly residential areas, four classifications shall be noted, as follows: Arterial, Collector, Local, Laneways. These classifications are defined in the Municipality of Brighton Official Plan. For industrial areas, the streets shall be classified Local or Collector dependent upon the length of the street, traffic volume expected, and volume of truck traffic expected. Arterial roadways shall be sub-classified as divided or undivided. The proposed classification of all streets in the development shall be confirmed with the Municipality of Brighton prior to the commencement of the design. The Municipality's Engineering Design Guidelines presents guidelines that are to be used for the road classification which are summarized in **Table 3.1**.

TABLE 3.1 – SUMMARY OF MUNICIPALITY OF BRIGHTON CURRENT ROAD CLASSIFICATION GUIDELINES

Guidelines	Local	Collector	Arterial
Source Provided	Land Access	Land Access Traffic Movement Transit Routes	Traffic movement Transit Routes
Length of Trip	Short	Medium	Long
Flow	Interrupted	Interrupted	Through Collector
Interconnections	Locals, collectors	Locals, collectors, arterials	Arterials, Freeway
Estimated AADT	0-1,000	1,000-3,000	Over 3,000
Minimum Right-of-Way Width (m) – Urban Residential Street	17-20	20-30	26-36
Minimum Right-of-Way Width (m) – Industrial Street	17-20	20-30	26-36

As part of the review of the Municipality's road network, a set of standard road classification criteria has been formulated, with the details of each criterion being calibrated to the context of Brighton.

Many of the higher order roadways within the Municipality of Brighton are under the jurisdiction of the County of Northumberland or Ministry of Transportation of Ontario (MTO), with the remaining Municipality-owned corridors being classified as locals, collectors, and arterials. However, given that the Municipality roads represent a wide variety of classification criteria, it is recommended that the Municipality further segregate the locals classification into local and major local roadways. The proposed road classification assessment for the Municipality roads is shown in **Table 3.2**.

The set of criteria was developed with reference to the *Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads (2017)*, with specific modifications made to calibrate the current Municipality of Brighton road classification guidelines.

Table 3.2 – Municipality of Brighton Proposed Urban Road Classification Criteria

Criteria	Local	Major Local	Collector	Arterial
Service Function	Land access is primary consideration	Traffic movement and land access of equal importance	Traffic movement and land access of equal importance	Traffic movement is primary consideration
Typical Traffic Volume (veh/day)	< 1500	< 2,500	2,500 – 6,000	> 6,000
Flow Characteristics	Interrupted flow	Interrupted flow	Interrupted flow	Uninterrupted flow except at traffic signals
Posted Speed (km/h)*	40	40	50 – 60	50 – 70
Vehicle Type	Passenger and service vehicles	Passenger and service vehicles	All types	All types
Desirable Connections	Locals, collectors	Locals, collectors	Locals, collectors, arterials	Collectors, arterials, expressways, freeways
Transit Service	Not permitted	Generally avoided	Permitted	Permitted
Accommodation of Cyclists**	No restrictions or special facilities.	MUP on one side	No restrictions. Dedicated facilities recommended	No restrictions. Dedicated facilities recommended
Accommodation of Pedestrians	Sidewalk on one side	Sidewalk on both sides, unless MUP on one side	Sidewalks provided on both sides	Sidewalks provided on both sides
On-Street Parking	One or both sides	One or both sides	One or both sides	No parking
Traffic Calming	Where warranted	Where warranted	Not permitted	Not permitted
Minimum Intersection Spacing (m)	60	60	120	200 ¹ 400 ²
Typical Right-of-Way Width (m)***	20	23	23-26	26-30

*School zones or other regulatory restrictions could further reduce posted speed

**Use OTM Book 18 as a guide to select the correct cycling facility for the roadway.

***Upper limit of ROW for Collector and Arterial for Industrial Roadways

¹ Applicable to adjacent stop-controlled intersections

² Applicable to adjacent signalized intersections

It is important to note that most roadways, especially in older communities, will not correspond solely with one section. In these cases, there is a certain degree of ambiguity regarding the roadway's hierarchy and planning judgement must be applied to properly assign the appropriate classification.

Road classification for rural areas within the Municipality of Brighton was also reviewed and some of the existing rural local roadways were recommended to upgrade as rural collector with 30m ROW containing open ditches and paved shoulders on both sides.

Additionally, a typical road cross section of “Parkway” with 28-30m ROW containing multi-use paths in addition to 3-4m boulevards on both sides was developed which is intended to apply along arterial roadways where significant active transportation activities are envisioned.

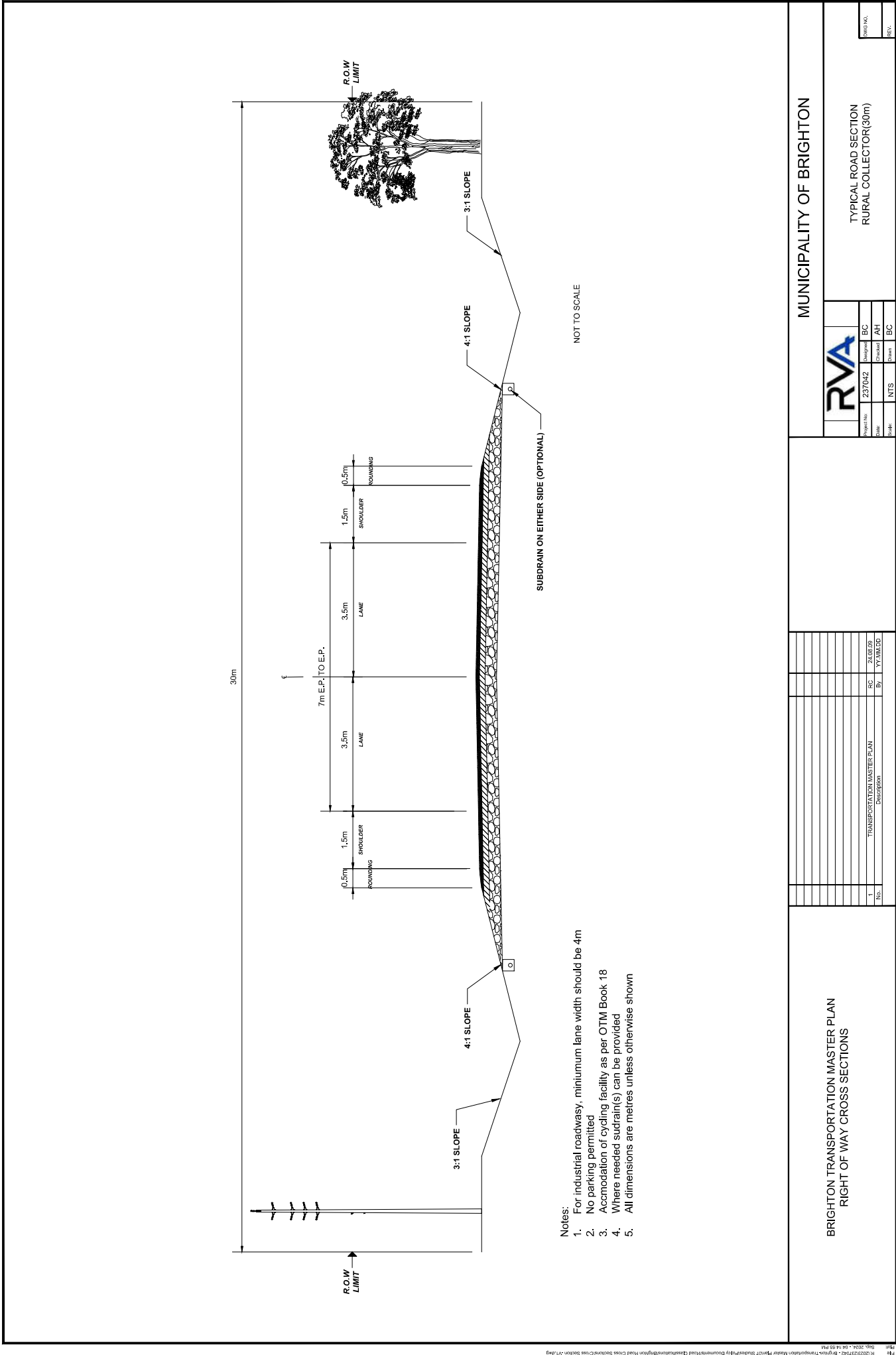
Revised typical road cross sections have been considered in the assessment of each roadway and are provided in **Appendix A**.

4.0 Road Reclassifications and Identification of Additional Roadways and Active Transportation Facilities

Using the methodology outlined in foregoing sections, a reclassification of all Municipality-owned roadways has been completed utilizing the criteria noted in **Table 3.2**, in addition to traffic forecast that was completed for the planning 2051 horizon year that is reflective of housing and employment within the Municipality. Existing active transportation facilities including sidewalks, trails and multi-use paths within the Municipality of Brighton downtown were also reviewed. Recommendations to include new roadways, re-classification of existing roadways, connectivity of cycling and pedestrian networks were provided.

APPENDIX A

Typical Road Cross Sections



MUNICIPALITY OF BRIGHTON

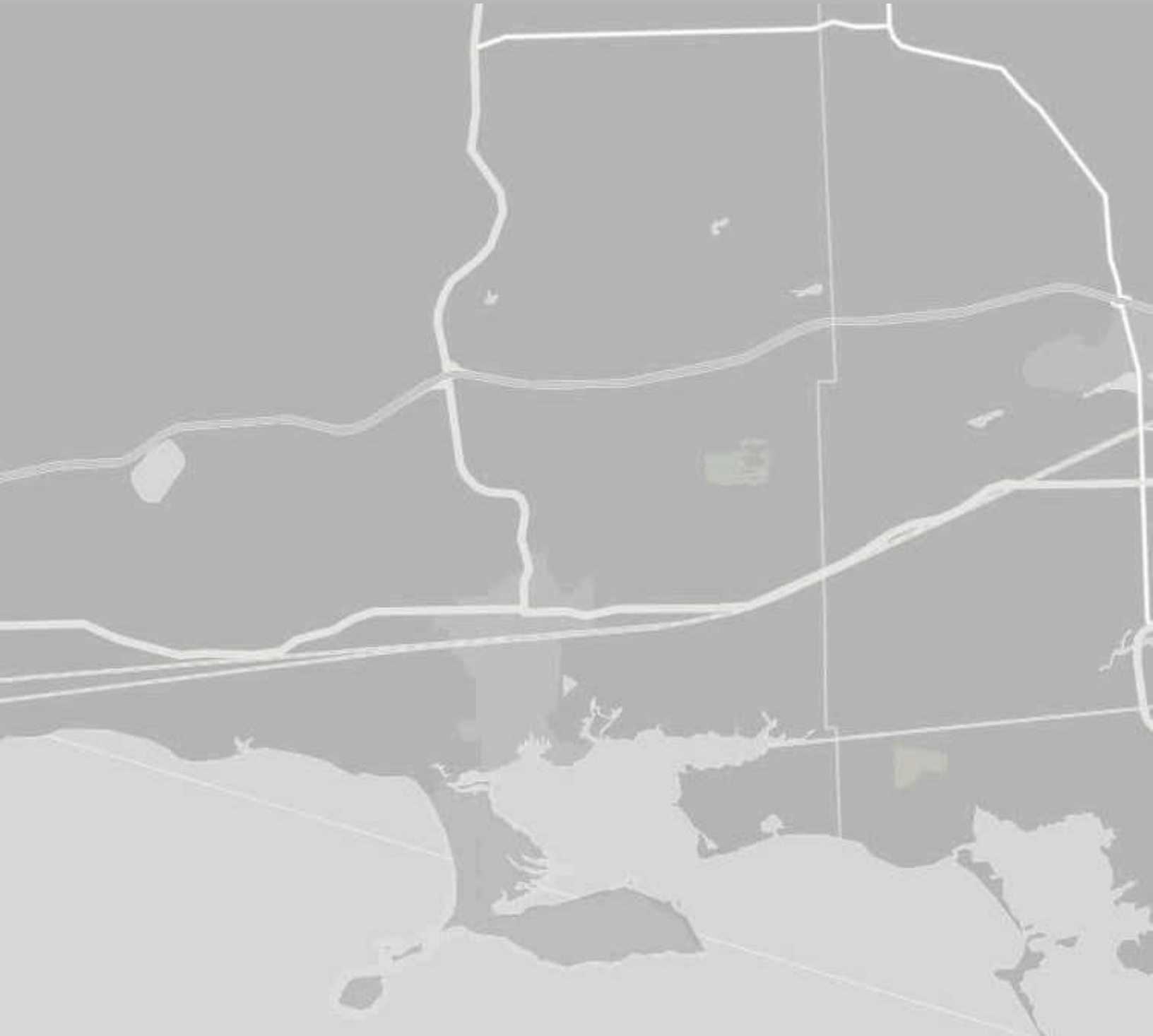


TYPICAL ROAD SECTION
RURAL COLLECTOR(30m)

Project No.	237042	Designed	BC
Date		Checked	AH
Scale	NTS	Drawn	BC
Rev.			

Appendix 3

Roundabout Implementation Guidelines



TECHNICAL MEMORANDUM

To: Elana Arthurs, Municipality of Brighton **RVA:** 237042

From: Altaf Hussain, P.Eng., R.V. Anderson Associates Limited
Rebecca Conrod, EIT, R.V. Anderson Associates Limited

Date: April 23, 2025

Subject: Transportation Master Plan – Roundabout Implementation Guidelines,
Municipality of Brighton

1.0 Introduction

Roundabouts are a form of intersection control that are becoming increasingly prevalent in North America, and specifically in the Niagara Region (see **Figure 1.1**). However, while roundabouts have been proven as a safer and likely efficient mode of control as compared to traffic signals, the implementation of roundabouts is usually preceded by a complex planning and justification process. Determining whether a traffic signal or roundabout is more suitable for an intersection is location-specific, with each option presenting unique advantages and disadvantages.

Therefore, in alignment with the ongoing Transportation Master Plan (TMP), a review of best practices has been completed to formulate a Roundabout Implementation Guidelines for the Municipality of Brighton. The primary objective of this policy will be to provide general guidelines on where roundabouts are appropriate, and in contrast, where other forms of traffic control should be explored.

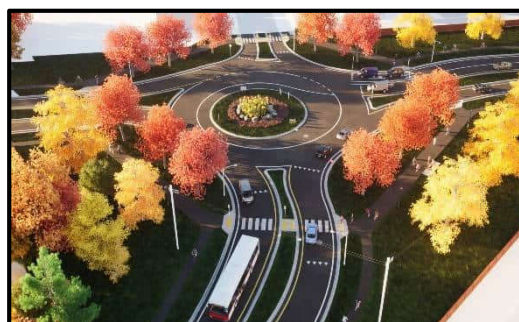


FIGURE 1.1 – ROUNDABOUT TRAFFIC CONTROL

2.0 Roundabout Implementation Policy

2.1 Policy Applicability

Roundabouts should be considered as an intersection control alternative in existing development areas where:

- The existing roadway geometry permits;
- A stop-controlled intersection is being contemplated for an upgraded traffic control;
- Capital improvements are being considered;
- Traffic safety and/or capacity issues exist; or
- The implementation of a roundabout is supported by a traffic study.

Furthermore, roundabouts should be considered in new development areas where:

- A new intersection is planned along an arterial or major collector road that warrants or may warrant a future traffic signal or all-way stop;
- A new intersection is planned along a local road where traffic calming, or development staging is required; or
- The implementation of a roundabout is supported by a traffic study.

2.2 Roundabout Suitability

1.1.1. Roundabout Criteria

Roundabouts, traffic signals, and all-way stops all present their own benefits and complications. The items outlined in this section are important to consider but are not mandatory requirements for a roundabout. When evaluating the preferred traffic control of an intersection, judgement must be applied to evaluate the most appropriate alternative based on various site-specific criteria.

Roundabouts are generally preferred as an alternative intersection control where:

- The entering and exiting volumes are generally balanced across all approaches, with a high percentage of turning movements;
- There are concerns regarding traffic safety;

- An unconventional configuration exists (i.e., skewed approaches, more than four (4) legs, etc.);
- Vehicles are travelling at excessive operating speeds;
- Significant delays exist for minor street volumes (two-way stop control) and signal warrants are not met;
- The node is a transitional area for the surrounding land use i.e., residential to commercial, urban to rural, etc.;
- The node serves as a gateway to a neighbourhood, commercial development, or urban area; and/or
- There is a notable number of U-turn manoeuvres.

Roundabouts should generally be avoided at intersections where:

- There are property constraints or utility conflicts;
- Problematic vertical grades exist;
- There is close proximity to a signalized intersection where vehicle queues could disrupt roundabout operations;
- There is close proximity to a rail crossing where vehicle queues could disrupt rail or roundabout operations;
- Traffic signal progression exists along the corridor; and
- A significant number of cyclists or pedestrians regularly traverse the intersection.

1.1.2. Roundabout Pre-Screening

A pre-screening assessment can be completed to evaluate the suitability and desirability of a roundabout. The pre-screening criteria is summarized in **Table 1.1**.

TABLE 1.1 – ROUNDABOUT PRE-SCREENING ASSESSMENT

Criteria	Assessment
Safety	• Is there an abnormally high number of angle and/or turning movement collisions at the intersection? • Would a roundabout allow for access management benefits?

Operations (Delays, Queues)	• Would excessive delays or vehicle queues be mitigated by a roundabout? • Will the roundabout exhibit the desired level of service?
Traffic Flows	• Are entering and exiting traffic volumes relatively balanced under existing and/or future conditions? • Is there a high percentage of turning movements?
Property Availability	• Is there sufficient property available for a roundabout? • If property constraints exist, can the surrounding lands be feasibly acquired?
Intersection Geometry	• Would the roundabout alleviate sightline concerns caused by skewed horizontal alignment? • Are there more than four (4) approaches?
Proximity to Signals/Rail	• Could queues from a nearby traffic signal spill back into the roundabout? • Could queues from a nearby rail crossing spill back into the roundabout? • Could queues from a roundabout spill back into a rail crossing?
Land Use	• Would the roundabout serve as a transition point between land uses (i.e., residential to commercial, etc.)?
Traffic Calming	• Could a roundabout serve to reduce excessive operating speeds?
Vulnerable Road Users	• Is there a high number of cyclists and/or pedestrians that regularly traverse the intersection? • Is there a large number of visually or mobility impaired pedestrians that are expected to traverse the intersection?
Cost	• Is a roundabout financially feasible compared to other forms of traffic control (implementation, maintenance, etc.)

2.3 Roundabout Implementation

Whenever possible, input from various stakeholders and the general public should be solicited and considered for the roundabout design option. This can be done through the use of in-person or online public information centres (PICs). However, all design aspects will be carried out in accordance with the latest *Transportation Association of Canada (TAC)* standards and *NCHRP 672 Roundabouts: An Informational Guide, Second Edition* guidelines.

Where new development plans are received by the Municipality that are suitable for a roundabout, the Municipality reserves the right to incorporate roundabouts into the development plans as needed.