



February 13, 2023

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

Attention: Ron Warne - Manager of Approvals

**Re: Traffic Peer Review for Gosport Development - 1st Submission
D.M. Wills Associates Project No. 21-81077**

PARTNERS IN
ENGINEERING, PLANNING &
ENVIRONMENTAL SERVICES

D.M. Wills Associates Limited (Wills) has been retained by the Municipality of Brighton (Municipality) to complete a Technical Peer Review of a Traffic Impact Study (TIS) of a proposed development at the east end of Elgin Street, known as Gosport Development or Elgin Street Condominium. A Traffic Impact Study (TIS) was completed in support of the proposed development by Ainley Group (dated March 2, 2022).

The purpose of the technical peer review is to provide a review of the methodology, technical analysis, findings, and recommendations presented in the TIS.

TIS Summary

The following is a summary of the information presented in the TIS:

- A residential development is proposed within the Municipality and will be accessed through Elgin Street E and will have direct access to Prince Street. The proposed development is located at the east end of Elgin Street and to the north of Prince Street.
- The TIS describes the study area to include Elgin Street East, Price Street East and Baldwin Street. Also, the study describes the geometry and cross sections of each of these roads. The study assumes a speed limit of 50 km/hr for both Elgin Street East and Price Street East, while Baldwin Street is posted at 50 km/hr.
- The proposed development will include a total of 32 units in eight fourplex two-three-story buildings and the full build-out of the development is anticipated to be in 2025.
- The traffic data was collected on January 13, 2022, for the study area.
- Based on the collected traffic counts, the traffic operation was assessed at the intersection within the study area for the existing conditions. Synchro software was used to model the intersection within the study area and the operation measures included the



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Level of Service (LOS), delay, volume-to-capacity ratio (v/c ratio), delay, and the 95th percentile (for 2030). The results indicated that the LOSs are all within the acceptable limits at LOS "A."

- The background traffic growth was estimated based on annual traffic growth of 0.5%. The future scenarios included the build-out year (which is 2025) and one horizon year which is set to be 2030.
- Based on the background traffic estimated, the operation measures were assessed for the intersection within the study area using the same procedure as the existing condition. The results indicated that the traffic would operate within the acceptable limits and the LOSs will be at LOS "A" for all the approaches.
- The trip generation of the proposed development is estimated based on the ITE Traffic Manual. The land use that best describes the proposed development was indicated as "Multifamily Housing (Low Rise)" Land Use: 220. The anticipated total trips were estimated to be 14 trips during the a.m. peak hour and 18 trips during the p.m. peak hour.
- These trips were distributed on the adjacent road network within the study area based on the existing directional traffic pattern.
- The anticipated trips were then added to the background traffic conditions to estimate the future traffic conditions with the development consideration.
- The operation measures were assessed for the intersections within the study area and the results indicated that the same LOSs will be maintained despite the slight increase in the delay.
- The TIS also assessed the need for auxiliary lanes based on the TAC Manual. The analysis showed that there is no need for any auxiliary lanes at Baldwin Street.

Comments

Generally, our team concurs with the conclusions of this study that there will not be any impact on the traffic operation within the study area due to the development. However, we have the following comments for your consideration.

- The study assumed the annual traffic growth as 0.5%; however, our team is aware that as part of the ongoing work on the Municipality's Secondary plan, a reasonable annual growth will be 1.25%.



- The study did not indicate which version of the ITE manual is used and it is not clear if the study used the peak hour of the generator or the adjacent street. The recent ITE Manual 11th edition has slightly higher rates for the used land use 220 for multifamily housing that is not close to rail transit. These rates are 0.47 and 0.57 for a.m. and p.m. peak hours of the generator and 0.40 and 0.51 for a.m. and p.m. peak hours of the adjacent street. The directional distribution is 24/76 and 62/38 for a.m. and p.m. peak hours of the generator and the adjacent street.
- For the trip distribution/assignment, there is a typo regarding the trip distribution as it mentions the trips are distributed on Front Street and Water Street, which are not within the area. This needs to be revised/clarified.
- The study horizon was set to be five years from the full build-out. However, the study mentions that the traffic operation will remain excellent for 20 years horizon. This conclusion should be reassessed based on the comments mentioned above and relevant results should be provided (for the 20 years horizon, no need for the Synchro report, just the LOSs would be sufficient).

We trust that this information is suitable for your purposes at this time.
Please contact our office if you have any questions or require clarification.

Respectfully submitted,

A handwritten signature in blue ink that reads "Mostafa Tawfeek".

Mostafa Tawfeek Mohammed, Ph.D., P.Eng., RSP1
Traffic Engineer
D.M. Wills Associates Limited

MT/af