

## 7. **TRANSPORTATION POLICIES**

The transportation policies of this Plan are concerned primarily with the road network, since travel by means of private vehicle is the predominant means of moving goods and people within the Municipality of Brighton.

Bicycling is recognized as an alternative mode of transportation, which can play a positive role in improving mobility and quality of life as part of a balanced transportation system.

### 7.1 **TRANSPORTATION PLAN**

The Transportation Plan, forming Schedule “C” of this Plan, is based on the interrelationship of land use and transportation. The road pattern is designated to facilitate a satisfactory and efficient movement of both people and goods to and from the various land use areas within the Municipality, as well as through traffic movement.

The existing and proposed roads for the Municipality are classified on Schedule “C” according to their ultimate function. Where additional land is required for widening and extensions, such land shall be obtained, wherever possible, in the course of approving applications for development under the *Planning Act*.

Reintroduce the section speaking to area around the grade separation areas.

#### 7.1.1 **General Principles**

The road network is designed to facilitate a satisfactory movement of both people and goods to and from the various land use areas within the Municipality, as well as through traffic movement. Accordingly, the road network is classified by function to facilitate the planning and implementation of road improvements, maintenance and operation.

The road alignments delineated on Schedule "A" generally follow the existing rights-of-way. The location of the alignments of future proposed roads is approximate and subject to detailed engineering design studies.

### 7.1.2 Policies

a. Council will integrate the planning of the road network under its jurisdiction with the existing and proposed network of roads under the jurisdiction of the Province of Ontario and the County of Northumberland which serve the Municipality.

b. It shall be the policy of this Plan that the roads within the Town of Brighton are classified according to their predominant function having regard for jurisdiction. The functional classifications are described as follows:

i) Arterial Roads

Arterial roads are existing roads designed to facilitate the inter-area or through movement of medium volumes of traffic on 2 to 4 traffic lanes and provide limited land access to abutting properties. The minimum right-of-way width will vary from 26 metres to 36 metres.

ii) Collector Roads

Collector roads shall provide for the movement of local traffic to arterial roads or for the distribution of traffic to local roads, as well as provide access to abutting properties. The minimum right-of-way width shall be 20 to 30 metres with on-street parking restriction.

iii) Local Roads

Local streets are roads of two traffic lanes which provide access to abutting properties and which are designed to facilitate predominantly local traffic movements at low operating speeds. The design right-of-way width is 20 metres; however, alternative standards may be acceptable.

c. Council will require as a condition of the approval of any new development or redevelopment that sufficient lands are conveyed to the appropriate road authority to provide for a road right-of-way width in accordance with the functional classification as

set forth on Schedule "A" and the corresponding design right-of-way width set forth under Section 7.1.2.b) hereof.

- d. Council in considering development or redevelopment proposals adjacent arterial or collector roads shall require, as a condition of approval, appropriate setbacks, buffering, servicing and landscaping so as to reduce the negative effects of such roads on adjacent residential development. Where feasible and desirable, reverse frontage lots for residential development shall be encouraged adjacent to Arterial Roads. Council will consult with the County of Northumberland and the Ministry of Transportation and Communications in determining appropriate setback requirements.
- e. It shall be the policy of this Plan that Council will not assume or dedicate any roads which do not meet the minimum acceptable standards of the Municipality.

### **7.1.3 Pattern**

The road pattern as shown on Schedule "C" is based on the establishment of a hierarchy of roads established in accordance with the principles set out in the following subsections.

The overall road pattern should be in harmony with the proposed road pattern of the adjoining municipalities, the County road system and the provincial highway system.

### **7.1.4 Public and Private Parking**

#### ***7.1.4.1 General Principle***

This Plan recognizes the importance of public and private parking facilities and further intends that adequate public and private parking be provided to serve the needs of the Town and thereby, ensure the efficient movement of through traffic.

#### ***7.1.4.2 Policies***

- a. Council will maintain and enhance the supply of short term parking within the Core Area.

- b. Council will require, as a condition of development or redevelopment, that adequate off-street parking and loading facilities be provided and further that ingress and egress to the areas will be limited in number and designed to acceptable standards for traffic safety. Council will further encourage the sharing of access points by similar adjoining land uses, where practicable, to minimize traffic hazards on Arterial or Collector Roads.
- c. Council will discourage, where appropriate, on-street parking on Arterial and Collector Roads to facilitate the efficient movement of traffic, and, shall encourage replacement of such on-street parking with sufficient off-street parking areas.
- d. Where necessary and feasible, off-street parking, driveways and/or loading areas adjacent to Residential Uses will be suitably screened or buffered through the use of fences, berms or other appropriate landscape treatment. All parking areas will be suitably surfaced and be appropriately illuminated to facilitate and ensure the safety and convenience of pedestrian or vehicular access to the land uses served thereby.
- e. Council shall consider the acquisition of lands in appropriate locations for the provision of off-street parking within the Core Area where parking and/or loading problems exist.
- f. Council may at its discretion, enter into an agreement with the owner or operator of a building within the Core Area to provide for the payment of cash-in-lieu of all or part of the zoning Bylaw requirements pertaining to the provision of off-street parking in accordance with the Planning Act.

### **7.1.5 Alternative Modes of Transportation**

#### ***7.1.5.1 General Policies***

It is the intent of this Plan to encourage the development of a transportation system for alternative modes of transportation (i.e. pedestrian and bicycle) which links the various activity and open space nodes throughout the community.

**7.1.5.2 Policies**

- a. Council will encourage the development of a "link-node" system which will link major pedestrian destinations such as schools, parks and commercial areas by a system of pedestrian paths, sidewalks and bicycle routes.
- b. The Pedestrian and Bicycle Path network shall be designed and developed in such a manner as to provide for safe, and wherever possible, unobstructed pedestrian walkways and bicycle paths. Such facilities will be designed in a manner which minimizes the potential for conflict between other modes of transportation and the bicycle and pedestrian routes.
- c. Where possible, the pedestrian and bicycle path network will be integrated with natural amenities such as streams and valleys, public parkland and open space areas.
- d. Council shall, in co-operation with the appropriate agencies, investigate the opportunities for the development of pedestrian and bicycle paths along the road rights-of-way and watercourses.
- e. It shall further be the policy of this Plan that the pedestrian and bicycle path network is considered to represent part of the transportation system and, wherever appropriate, such lands shall be dedicated as public rights-of-way. Council, in the review and consideration of development and/or redevelopment proposals, shall require the dedication of lands to be developed as part of the pedestrian and bicycle path network.