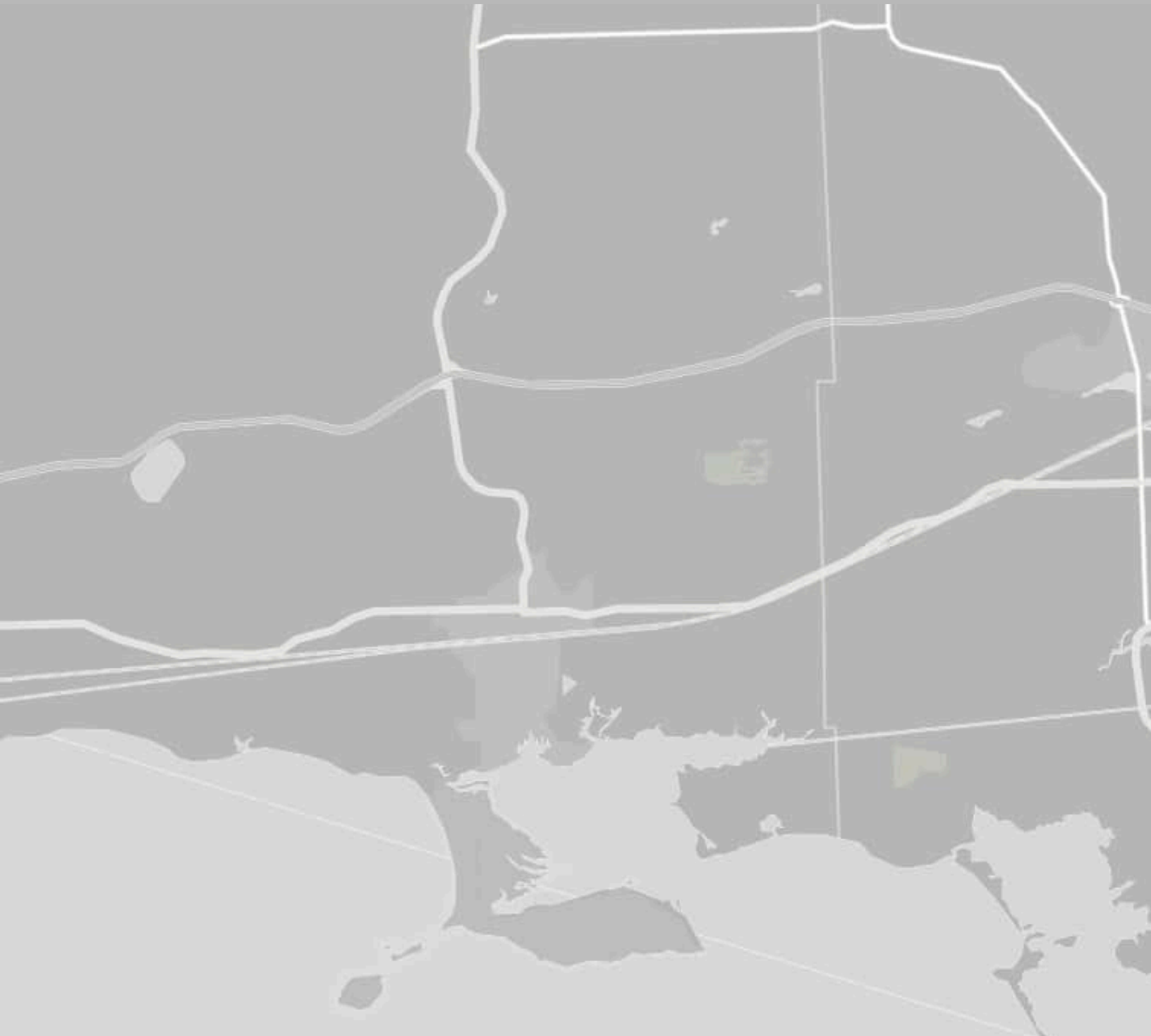


Appendix 1

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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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
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Burlington ON, L7M 0W7
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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; dlatenszky@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; jdavison@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; mtinfo@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; dlatenszky@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; j davidson@porthope.ca; publicworksdir@quintwest.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@stscoco.ca; kforrest@stscoco.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; chanel.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

RVA 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 #1-2 (date sent)	Notice of PIC #2 (date sent)	Notice of Completion (date sent)	Comments Received	Response / Action
Provincial Ministries, Agencies and Departments															
Ministry of the Environment, Conservation and Parks (MECP) Eastern Region	General Contact			1259 Gardiners Rd, Unit 3, Kingston, ON K7P 3J6					27-Oct-23						
Ministry of the Environment, Conservation and Parks (MECP) Eastern Region	Peter Taylor	Director		1259 Gardiners Rd, Unit 3, Kingston, ON K7P 3J6						13-Feb-24					
Ministry of the Environment, Conservation and Parks (MECP) Eastern Region	Kyle Straberger	Regional Issues Coordinator (Acting)		1259 Gardiners Rd, Unit 3, Kingston, ON K7P 3J6						13-Feb-24					
Ministry of the Environment, Conservation and Parks (MECP) Eastern Region	Jon K. Orpana	Regional Environmental Planner		1259 Gardiners Rd, Unit 3, Kingston, ON K7P 3J6						13-Feb-24					
Ministry of the Environment, Conservation and Parks (MECP) - Environmental Assessment Branch				Ministry of the Environment, Conservation and Parks Kingston Regional Office PO Box 22032, 1259 Gardiners Road Kingston, Ontario K7M 8S5								13-Feb-24			
Ministry of Natural Resources and Forestry (MNRF)	Alison Gordon	Regional Planner				To replace other MNRF contact	14-Feb-24								
Ministry of Transportation, Kingston Branch and/or Greater Golden Horsehoe Branch	General Inquiries								14-Nov-23						
									14-Nov-23						
Ministry of Transportation	Greg Malczewski	Director, System Planning Branch		12th Floor, 438 University Ave, Toronto, ON M7A 1Z8 Corridor Management Section 1355 John Counter Boulevard Postal Bag 4000 Kingston, Ontario K7L 5A3 1355 John Counter Blvd, PO Box 400 Kingston, ON K7L 5A3											
Ministry of Transportation	Chantel Rose Brayall	Planning Intern Corridor Management Section					05-Feb-24								
Ministry of Transportation	Prabin Sharma	Senior Project Manager					05-Feb-24								
Ministry of Citizenship and Multiculturalism (MCM)	Karla Barboza	Team Lead, Heritage					03-Apr-24		03-Apr-24						
Federal Ministries, Agencies and Departments															
Crown-Indigenous Relations and Northern Affairs Canada	General contact								14-Nov-23						
Fisheries and Oceans Canada	General Contact			867 Lakeshore Road Burlington, ON L7S 1A1					14-Nov-23						
Canada Post	Stephen McGraw	(Re-direction Clerk)		40 Main Street BRIGHTON, Ontario K0K 1H0					14-Nov-23						
												13-Feb-24			
Municipal Departments, Committees and Services															
Municipality of Brighton - Public Works and Development	Danny Blatenszky	Manager of Operations		Municipality of Brighton 67 Sharp Road Brighton, Ontario K0K 1H0					14-Nov-23						
Municipality of Brighton - Public Works and Development	Lisa Stansel	Administrative Assistant		Municipality of Brighton 67 Sharp Road Brighton, Ontario K0K 1H0					14-Nov-23						
Municipality of Brighton - Planning, Building, Bylaw, and Community Development	Paul Walsh	Director of Planning and Development		Municipality of Brighton 67 Sharp Road Brighton, Ontario K0K 1H0					14-Nov-23						
Municipality of Brighton - Planning, Building, Bylaw, and Community Development	Rene Whiteman								05-Feb-24						
Municipality of Brighton - Planning, Building, Bylaw, and Community Development	Ron Warne								05-Feb-24						
Northumberland County Ambulance (EMS)				555 Courthouse Road COBOURG, Ontario K9A 5J6											
ONTARIO PROVINCIAL POLICE NORTHUMBERLAND O.P.P. - BRIGHTON SITE				95 Dundas Street BRIGHTON, Ontario K0K 1H0											
Other Municipalities and Counties															
Northumberland County	Dwayne Campbell	Manager of Planning							14-Nov-23						
Northumberland County	Brooke Tackaberry	Manager of Road Operations							14-Nov-23						
Northumberland County	Adam McCue	Associate Director of Operations							14-Nov-23						
Northumberland County	Brooke Gillispie								Jan 05 2024						
Northumberland County	Madison Williams	Engineer-in-Training, Public Works							Jan 12 2024						
Northumberland County	Denise Marshall	Director of Public Works							14-Nov-23						
Prince Edward County	Blumenberg	Municipal Clerk							14-Nov-23						
Prince Edward County	Marcia Wallace	Chief Administrative Officer							14-Nov-23						
Township of Alnwick/Haldimand	Brian McMillan	Public Works Manager/Manager of Parks and Recreation													
Town of Cobourg	Laurie Wills	Director of Public Works													
Township of Cramahe	Holly Grant	Chief Administrative Officer / Clerk													
Township of Hamilton	Lucas Kelly	Manager of Road Operations													
Township of Hamilton	Daphne	Director of Corporate Services/Municipal Clerk													
Township of Hamilton	Livingstone	Services/Municipal Clerk													
Municipality of Port Hope	Jeanette Davidson	Director, Works and Engineering							14-Nov-23						
Municipality of Port Hope	Jeanette Davidson	Manager of Roads and Urban Services													
Municipality of Trent Hills	Neil Allanson	- Public Works													
Quinte-West	Chris	Director of Public Works													
							09-Feb-24								
Elected Officials															
Municipality of Brighton	Brian Ostrander	Mayor		35 Alice Street Brighton, Ontario K0K 1H0					14-Nov-23						
Municipality of Brighton	Anne Butwell	Councillor		35 Alice Street Brighton, Ontario K0K 1H0					14-Nov-23						
Municipality of Brighton	Byron Faretis	Councillor		35 Alice Street Brighton, Ontario K0K 1H0					14-Nov-23						
Municipality of Brighton	Emily Rowley	Interim Deputy Mayor		35 Alice Street Brighton, Ontario K0K 1H0					14-Nov-23						
Municipality of Brighton	Jeff Wheeldon	Councillor		35 Alice Street Brighton, Ontario K0K 1H0					14-Nov-23						

Municipality of Brighton	Bobbi Wright	Councillor		35 Alice Street Brighton, Ontario K0K 1H0			14-Nov-23		13-Feb-24	09-Apr-24			
Municipality of Brighton, Clerk's Office	Candice Doiron	Clerk		35 Alice Street Brighton, Ontario K0K 1H0			14-Nov-23		13-Feb-24	09-Apr-24			
Municipality of Brighton	Ron Anderson	Deputy Mayor		35 Alice Street Brighton, Ontario K0K 1H0	on leave of absence		14-Nov-23		13-Feb-24	09-Apr-24			
Downtown Business & Economic Development													
DBIA (Downtown Brighton Improvement Area)	Wayne Jefferson	Treasurer					29-Aug-23		14-Nov-23	13-Feb-24	09-Apr-24		
Conservation Authorities													
Lower Trent Conservation	General Contact (Planning Department)	General Contact (Planning Department)		714 Murray Street, R.R. 1 Trenton, Ontario, K8V 0N1	A whole list of employees can be found here: https://lrc.on.ca/contact-us/			14-Nov-23		09-Apr-24			
Lower Trent Conservation	Ashley Anatasio	Environmental Planner		714 Murray Street, R.R. 1 Trenton, Ontario, K8V 0N1	on maternity leave	08-Nov-23		14-Nov-23		13-Feb-24	09-Apr-24		
Lower Trent Conservation	Cage Comeau	Manager, Watershed Management, Planning and Regulations						14-Nov-23		13-Feb-24	09-Apr-24		
Indigenous Groups													
Williams Treaties Frist Nations	Karry Sandy McKenzie	Process Co-ordinator						10-Nov-23		14-Nov-23			
Alderville First Nation	Chief Taynar Simpson	Chief		PO BOX 46 Roseneath ON K0K 2X0					14-Nov-23		13-Feb-24		
Alderville First Nation	Dave Simpson	Consultation Coordinator			Can't find in employee directory on website				14-Nov-23		13-Feb-24		
Alderville First Nation	Rachel Crowe	Receptionist							14-Nov-23		13-Feb-24		
Curve Lake First Nation	Chief Keith Knott	Chief		22 Winookeedaa Road Curve Lake, Ontario K0L1R0					14-Nov-23		13-Feb-24		
Hiawatha First Nation	Chief Laurie Carr	Chief		431 Hiawatha Line Hiawatha, ON K9J 0E6					14-Nov-23		13-Feb-24		
Hiawatha First Nation	Tom Cowie	Lands/Resource Consultation		431 Hiawatha Line Hiawatha, ON K9J 0E6					14-Nov-23		13-Feb-24		
Hiawatha First Nation	Sean Davison	Lands/Resource Consultation		431 Hiawatha Line Hiawatha, ON K9J 0E6					14-Nov-23		13-Feb-24		
Mississaugas of Scugog Island	Chief Kelly LaRocca	Chief							14-Nov-23				
Mississaugas of Scugog Island	Don Richardson			22521 Island Road Port Perry, ON L9L 1B6					14-Nov-23		13-Feb-24		
Mississaugas of Scugog Island	Waverly Birch			22521 Island Road Port Perry, ON L9L 1B6	Notice of Commencement Undeliverable				14-Nov-23		13-Feb-24		
Mississaugas of Scugog Island	Consultation			22521 Island Road Port Perry, ON L9L 1B6					14-Nov-23		13-Feb-24		
Beausoleil First Nation	Chief Joanne Sandy	Chief							14-Nov-23				
Beausoleil First Nation	Jane Copegog			11 O'genaa Miikaan Christian Island, ON L9M 0A9	Notice of Commencement Undeliverable				14-Nov-23		13-Feb-24		
Beausoleil First Nation	Isabella Marsden	Executive Assistant		11 O'Gemaa Miikaan Christian Island, ON L9M 0A9					14-Nov-23		13-Feb-24		
Beausoleil First Nation	Dayna			11 O'Gemaa Miikaan Christian Island, ON L9M 0A9					14-Nov-23		13-Feb-24		
Chippewas of Georgina Island First Nation	Chief Donna Big Canoe	Chief		R.R.#2 Box N-13, Sutton West, ON, L0E 1R0					14-Nov-23		13-Feb-24		
Chippewas of Georgina Island First Nation	James Porte			R.R.#2 Box N-13, Sutton West, ON, L0E 1R0					14-Nov-23		13-Feb-24		
Chippewas of Rama First Nation	Ben Benson	Community Consultation		200-5884 Rama Road Rama, ON L3V 6H6					14-Nov-23		13-Feb-24		
Chippewas of Rama First Nation	Chief Ted Williams	Chief		200-5884 Rama Road Rama, ON L3V 6H6					14-Nov-23				
Kawartha Nishnawbe	Nodin Webb	Councillor				10-Nov-23		14-Nov-23		13-Feb-24			
Kawartha Nishnawbe	Sam Harvey	Councillor				10-Nov-23		14-Nov-23		13-Feb-24			
Kawartha Nishnawbe	Jack Hoggarth	Councillor				10-Nov-23		14-Nov-23		13-Feb-24			
Kawartha Nishnawbe	Christopher Reid	Legal Counsel						14-Nov-23		13-Feb-24			
Mohawks of the Bay of Quinte	Cassie Thompson	Community Services Department		The Mohawks of the Bay of Quinte 24 Meadow Drive, Tyendinaga Mohawk Territory, ON K0K 1X0				14-Nov-23			13-Feb-24		
Huron-Wendat	General Admin contact	General Admin contact		255, place Chef Michel Laveau Wendake (Quebec) G0A 4V0 Canada				14-Nov-23			13-Feb-24		
Huron-Wendat	Rémy Vincent	Grand Chief											
Education													
The Kawartha Pine Ridge District School Board	Ian Dyck			1994 Fisher Drive, P.O. Box PETERBOROUGH, Ontario K9J 7A1				14-Nov-23			09-Apr-24		
East Northumberland Secondary School	Tracey Burke	Principal		71 Dundas Street, Brighton, Ontario		25-Mar-24					13-Feb-24	09-Apr-24	

Brighton Primary School	Sarah Comerford	Vice Principal	[REDACTED]	24 Elizabeth St, Brighton, ON K0K 1H0	[REDACTED]	25-Mar-24					09-Apr-24			
Brighton Primary School	Andrea Huntschmoll	Principal	[REDACTED]	24 Elizabeth St, Brighton, ON K0K 1H0	[REDACTED]	25-Mar-24					09-Apr-24			
Utilities														
Bell Canada- ROWCC	Bell Canada-ROWCC		[REDACTED]		[REDACTED]	08-Nov-23		14-Nov-23		13-Feb-24	09-Apr-24			
Bell Canada- WSP Group Ltd.	Bell Canada- WSP Group Ltd.		[REDACTED]		[REDACTED]	Email undeliverable	08-Nov-23	14-Nov-23		13-Feb-24				
BELL CANADA ENGINEERING	Mark Taylor		[REDACTED]	75 Bridge Street East, Floor 2 BELLEVILLE, Ontario K8N 5K1	[REDACTED]			14-Nov-23		13-Feb-24	09-Apr-24			
Bell Canada 911 Modification Group			[REDACTED]		[REDACTED]	Added as per Suzanne's request	14-Feb-24			13-Feb-24	09-Apr-24			
BELL-CANADA-911-SERVICE-GROUP	Chantale-Dionne		[REDACTED]		[REDACTED]	Removed as per request		14-Feb-24	14-Nov-23	13-Feb-24				
BELL-CANADA-911-SERVICE-GROUP	Stephanie-Lefebvre		[REDACTED]		[REDACTED]	Removed as per request		14-Feb-24	14-Nov-23	13-Feb-24				
BELL-CANADA-911-SERVICE-GROUP	Alexandre-Gauthier		[REDACTED]		[REDACTED]	Removed as per request		14-Feb-24	14-Nov-23	13-Feb-24				
BELL-CANADA-911-SERVICE-GROUP	Suzanne-Noel		[REDACTED]		[REDACTED]	Removed as per request	05-Feb-24	14-Feb-24		13-Feb-24				
Union Gas Ltd - Enbridge Gas Inc. - Mapping Group			[REDACTED]	1653 Fortune Crescent KINGSTON, Ontario K7P 0E9 P.O. Box 2305 OSHAWA, Ontario L1H 7V5	[REDACTED]									
Union Energy Inc - Enbridge Gas Inc.			[REDACTED]		[REDACTED]									
Cogeco Xplore Inc. Kingston Online Services Lakeshore Internet Services Reach Net Union Gas			[REDACTED]		[REDACTED]									
Hydro One	Corporate Head Office		[REDACTED]		[REDACTED]			14-Nov-23			09-Apr-24			
Hydro One	Secondary Land Use		[REDACTED]		[REDACTED]		14-Dec-23			13-Feb-24	09-Apr-24			
Hydro One	Sun Hongxia		[REDACTED]		[REDACTED]		15-Dec-23			13-Feb-24	09-Apr-24			
Rail, Goods Movement and Transit														
STSCO (Student Transportation Services of Central Ontario), Transportation Department	RUSSELL EMERY	Computer Systems Supervisor	[REDACTED]	885 CLONSILLA AVENUE PETERBOROUGH, Ontario K9J 5Y2	[REDACTED]			14-Nov-23			09-Apr-24			
STSCO (Student Transportation Services of Central Ontario), Transportation Department	Kevin Forrest		[REDACTED]		[REDACTED]					13-Feb-24	09-Apr-24			
TRI-BOARD STUDENT TRANSPORTATION SERVICES	JAIME HEWETT		[REDACTED]	81 DAIRY AVENUE NAPANEE, Ontario K7R 1M5	[REDACTED]					13-Feb-24				
TRI-BOARD STUDENT TRANSPORTATION SERVICES	General Contact		[REDACTED]		[REDACTED]					13-Feb-24	09-Apr-24			
CN Railway	Salar Zulfiquar	Senior Public Works Officer	[REDACTED]		[REDACTED]		09-Feb-24			13-Feb-24	09-Apr-24			
CP Railway	Nafey Gill		[REDACTED]		[REDACTED]		09-Feb-24			13-Feb-24	09-Apr-24			
Other														
Haliburton, Kawartha, Pine Ridge District Health Unit			[REDACTED]	200 ROSE GLEN ROAD PORT HOPE, Ontario L1A 3V6 5700 Yonge Street TORONTO, Ontario M2M 4K5	[REDACTED]									
Ministry of Health & Long Term Care	Sean Brooks		[REDACTED]		[REDACTED]									

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.
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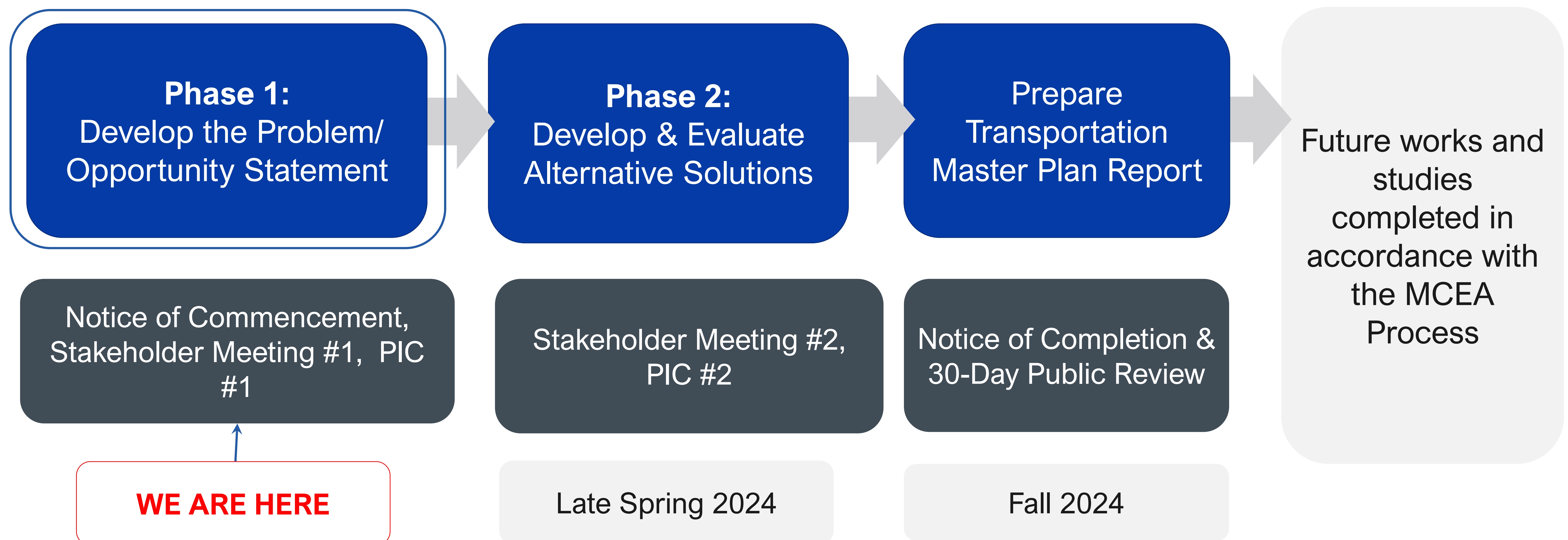
Transportation Master Plan – Problem/Opportunity Statement

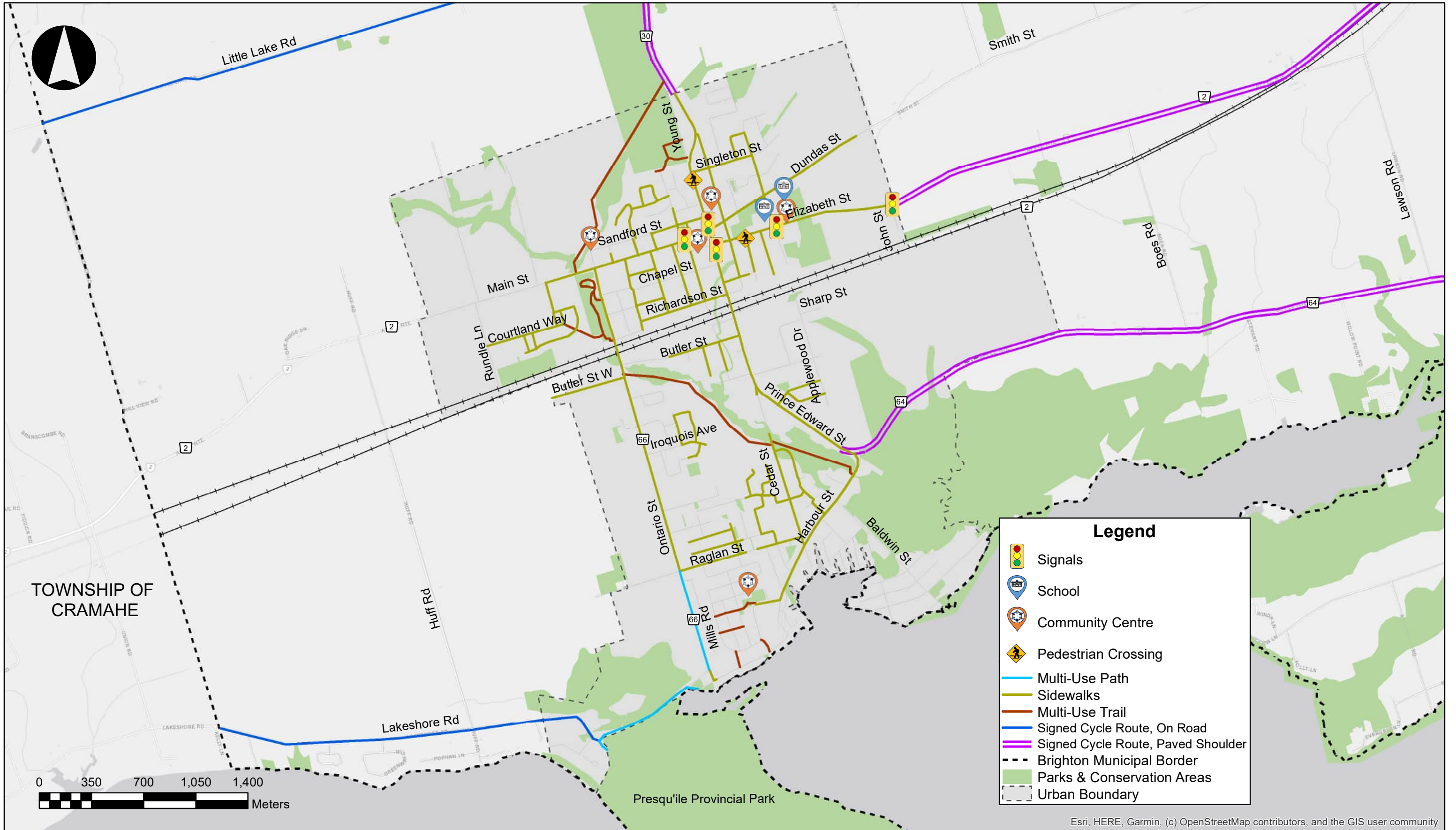
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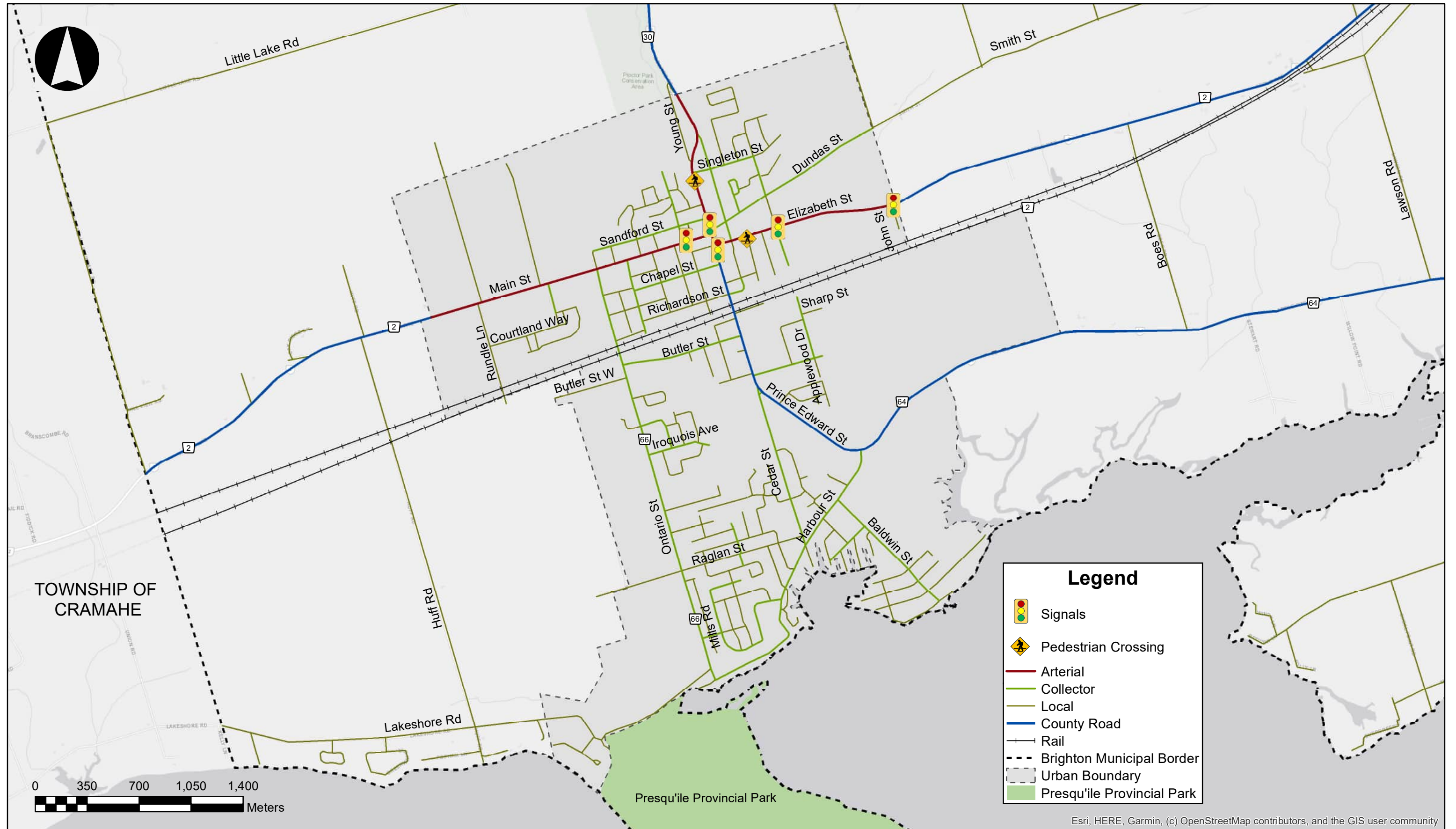
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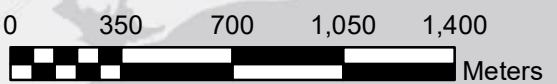
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TOWNSHIP OF CRAMAHE



Legend

- Signals
- Pedestrian Crossing
- Arterial
- Collector
- Local
- County Road
- Rail
- Brighton Municipal Border
- Urban Boundary
- Presqu'ile Provincial Park

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





CITY OF QUINTE WEST

COUNTY OF NORTHUMBERLAND
COUNTY OF HALIFAX
COUNTY OF LINCOLN










TOWNSHIP OF CRAMAHE

Downtown Brighton

0 1,400 2,800 4,200 5,600

Esri, HERE, Garmin, © OpenStreetMap contributors, and the GIS User Community

Legend

-  Community Centre
-  Schools
-  Sidewalks
-  Multi-Use Trail
-  Signed Cycle Route, Paved Shoulder
-  Signed Cycle Route, On Road
-  Urban Boundary
-  Brighton Municipal Border
-  Parks & Conservation Areas



CITY OF QUINTE WEST

COUNTY OF NORTHUMBERLAND
COUNTY OF HALIFAX
COUNTY OF COCOS






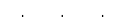


TOWNSHIP OF CRAMAHE

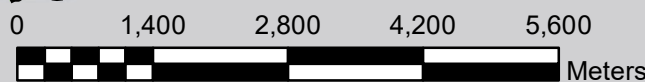
Little Lake

Downtown Brighton

Presqu'île Provincial Park

Legend

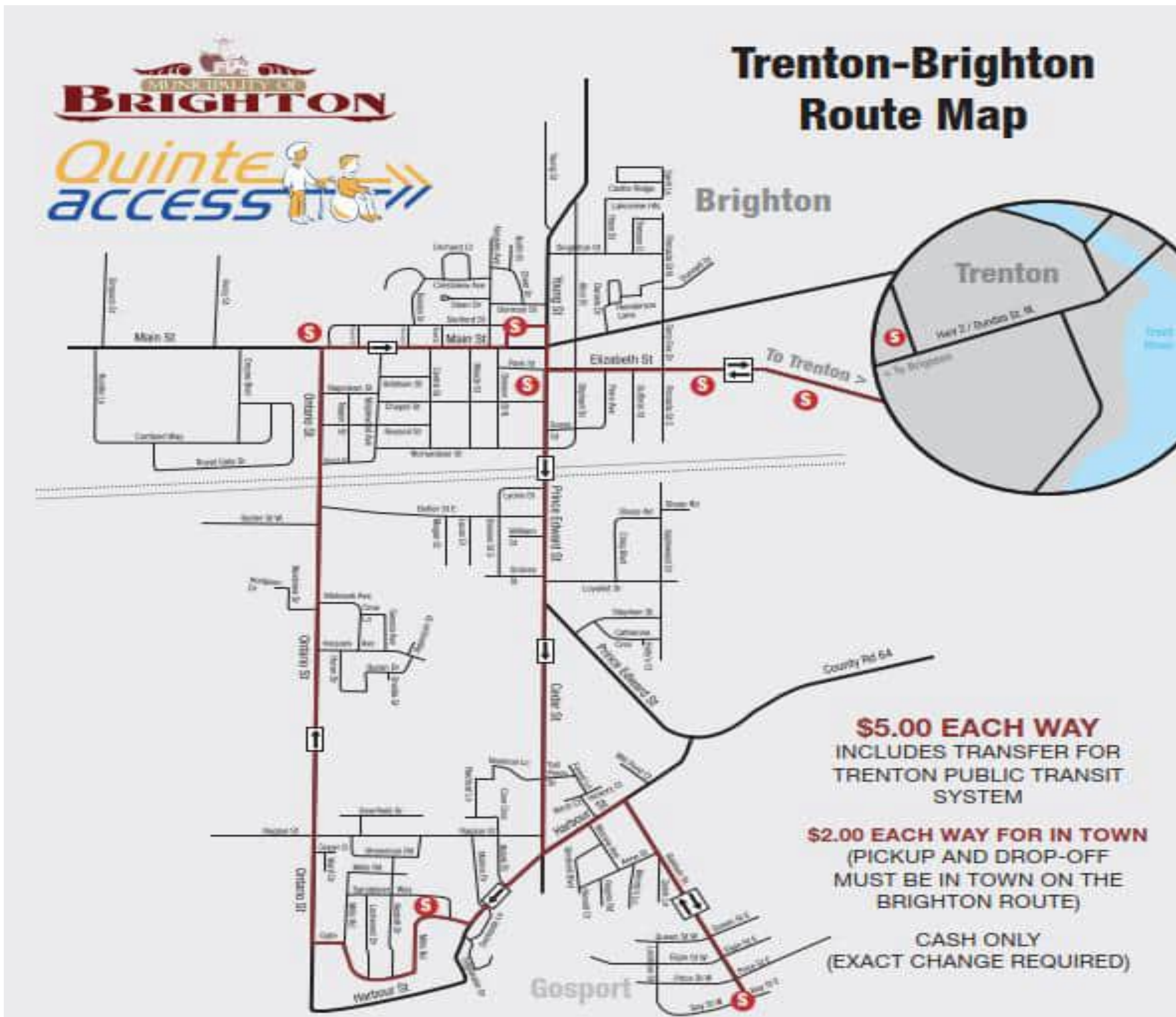
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Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community



Trenton-Brighton, Quinte Transit Route Map



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Effective December 1, 2019

Existing Condition: Parking Lot Operations

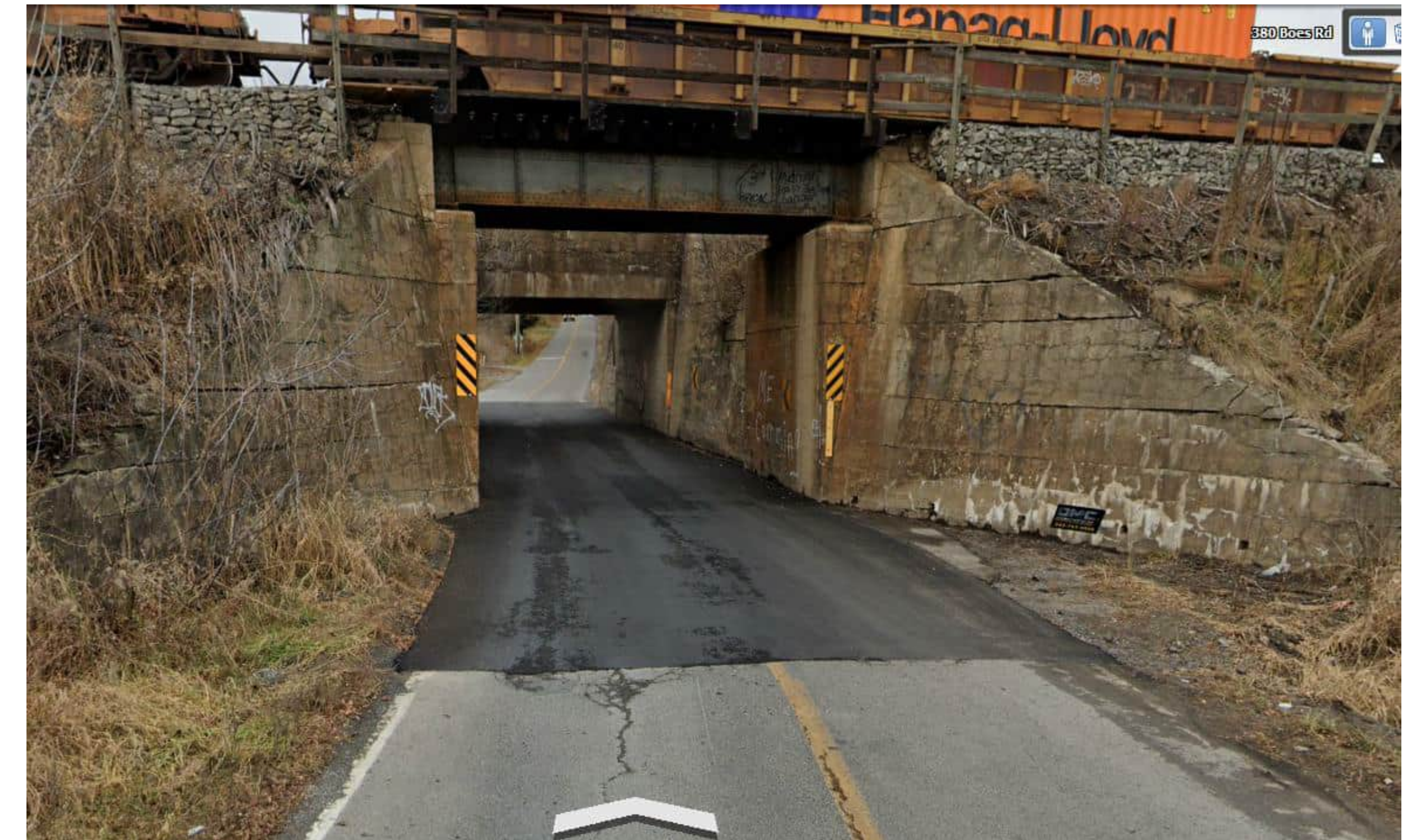
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5	75 Elizabeth Street	186	73	39%	+113
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Total (Lots 1 - 6)		455	231	51%	+224

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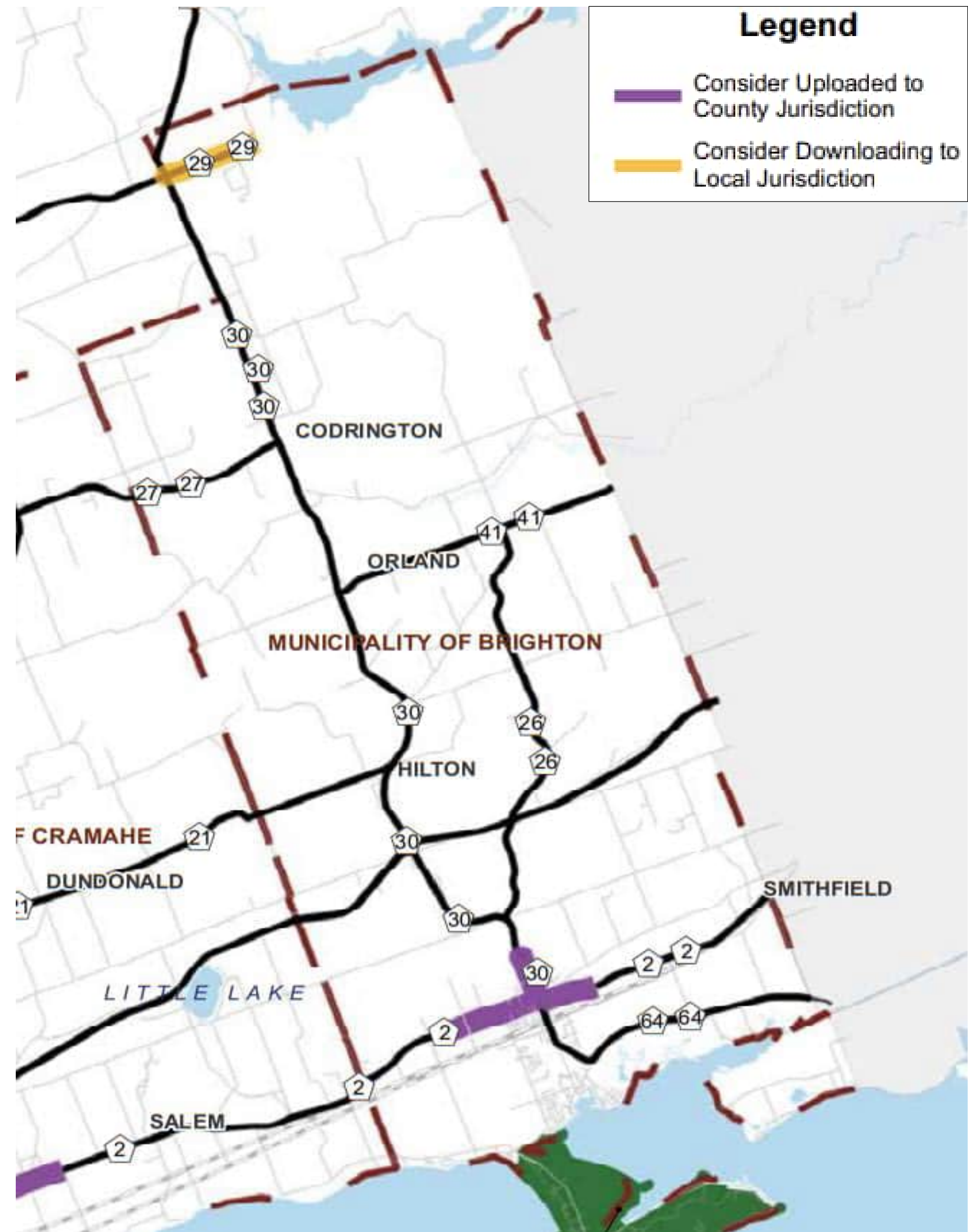


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County of Northumberland TMP (2017) - County Road Network Changes Within Municipality



Proposed Goods Movement Routes



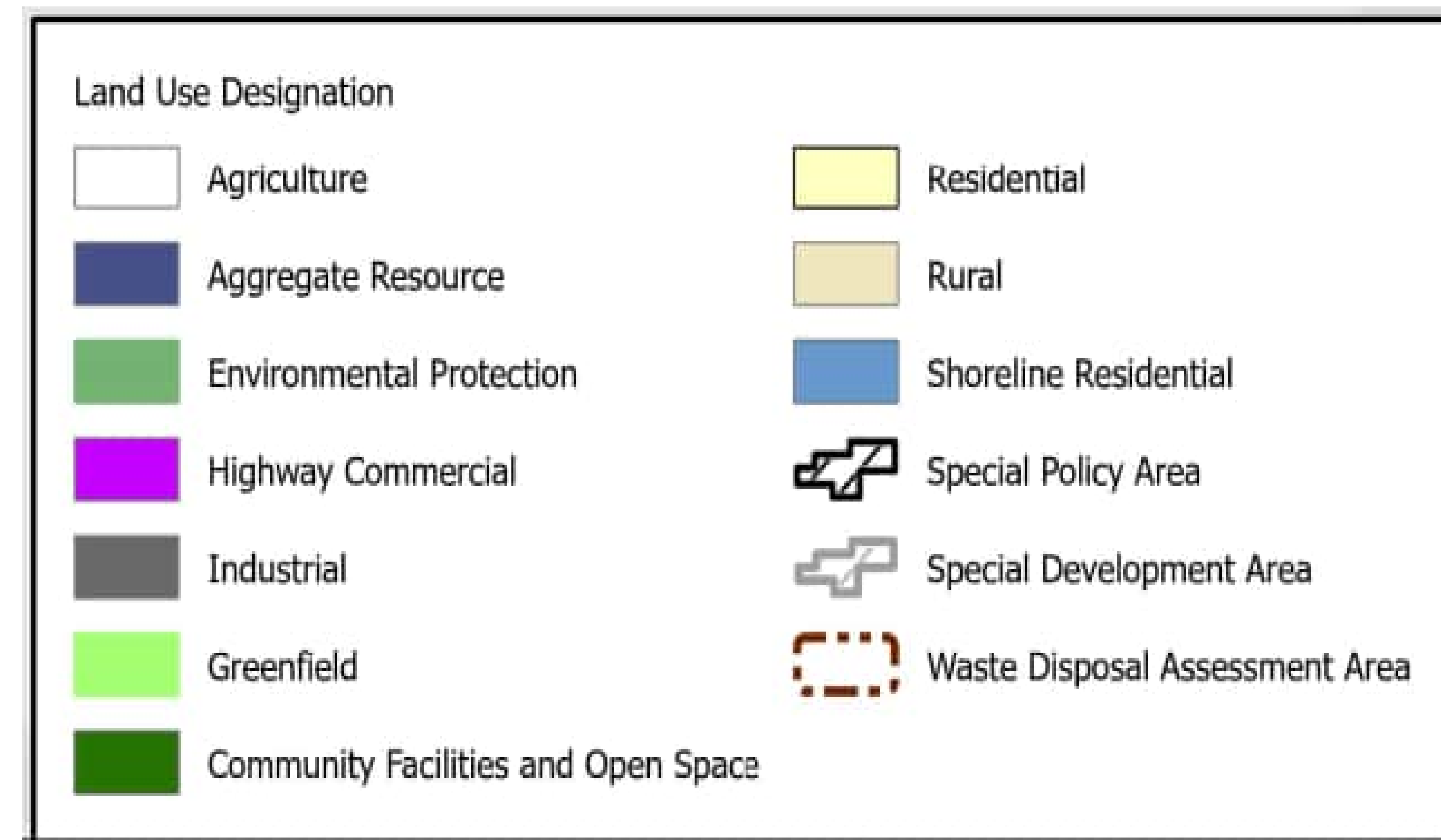
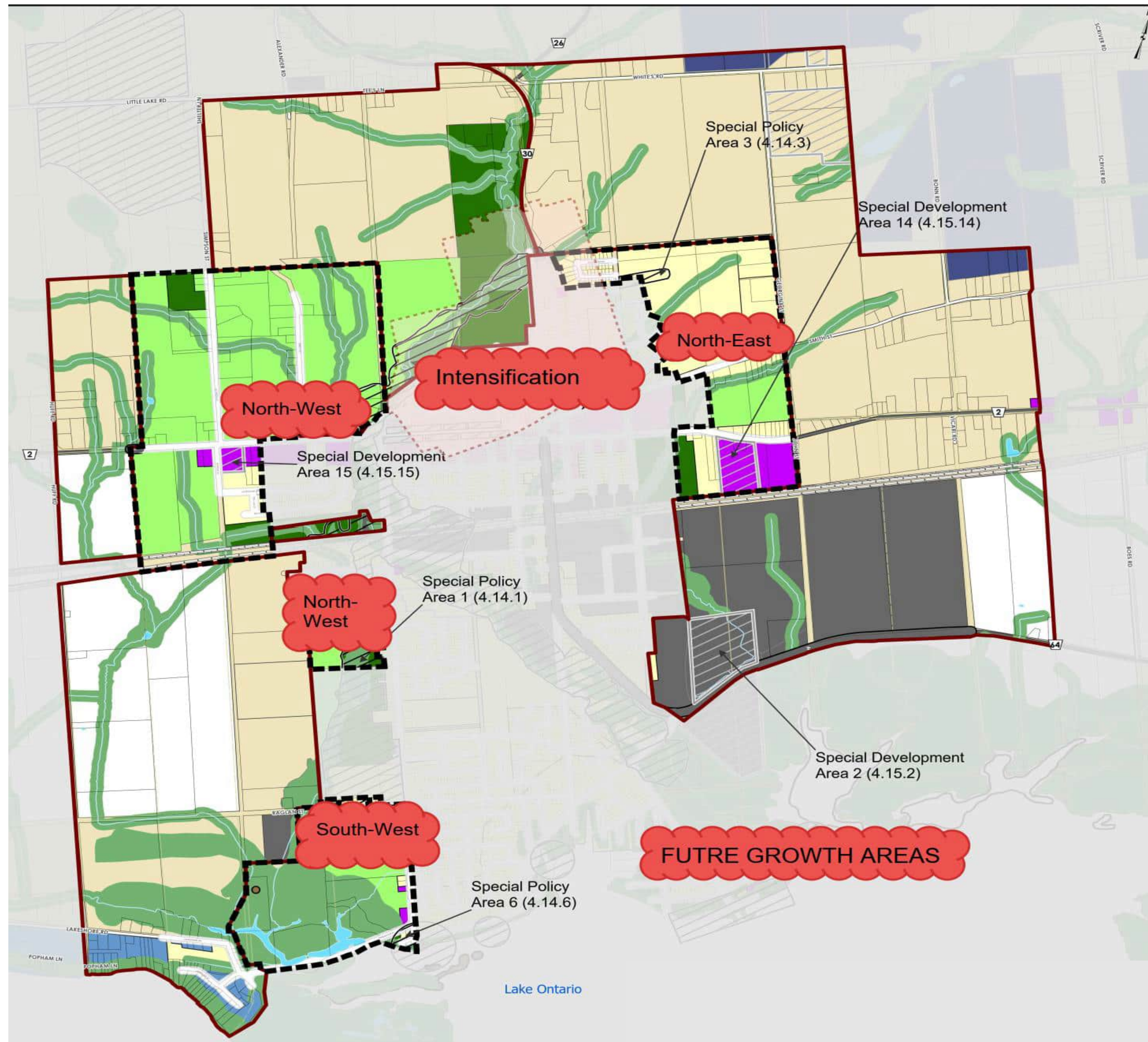
Candidates for Change in Jurisdiction



- Legend**
- Existing Cycling Routes**
 - Paved Shoulder
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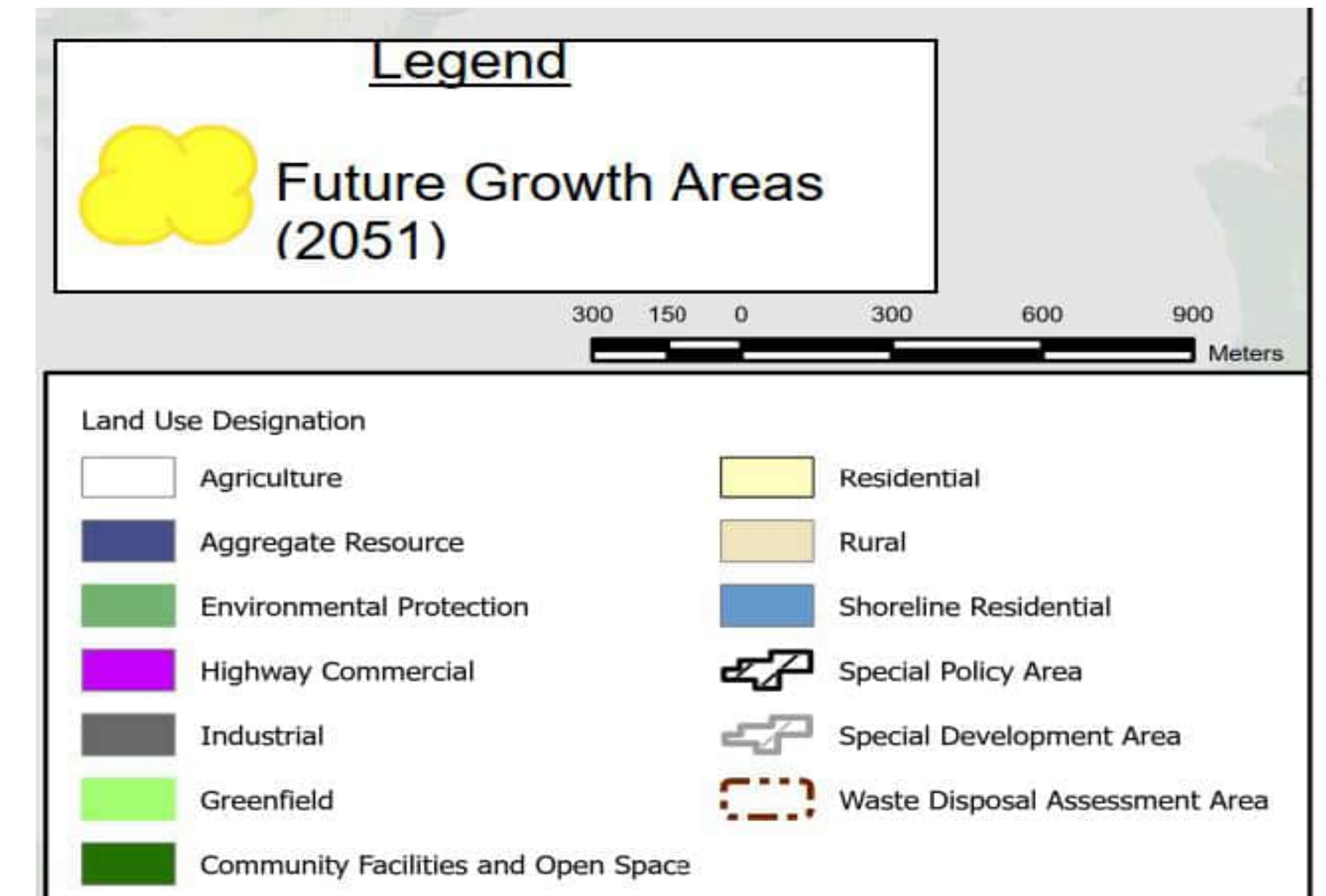
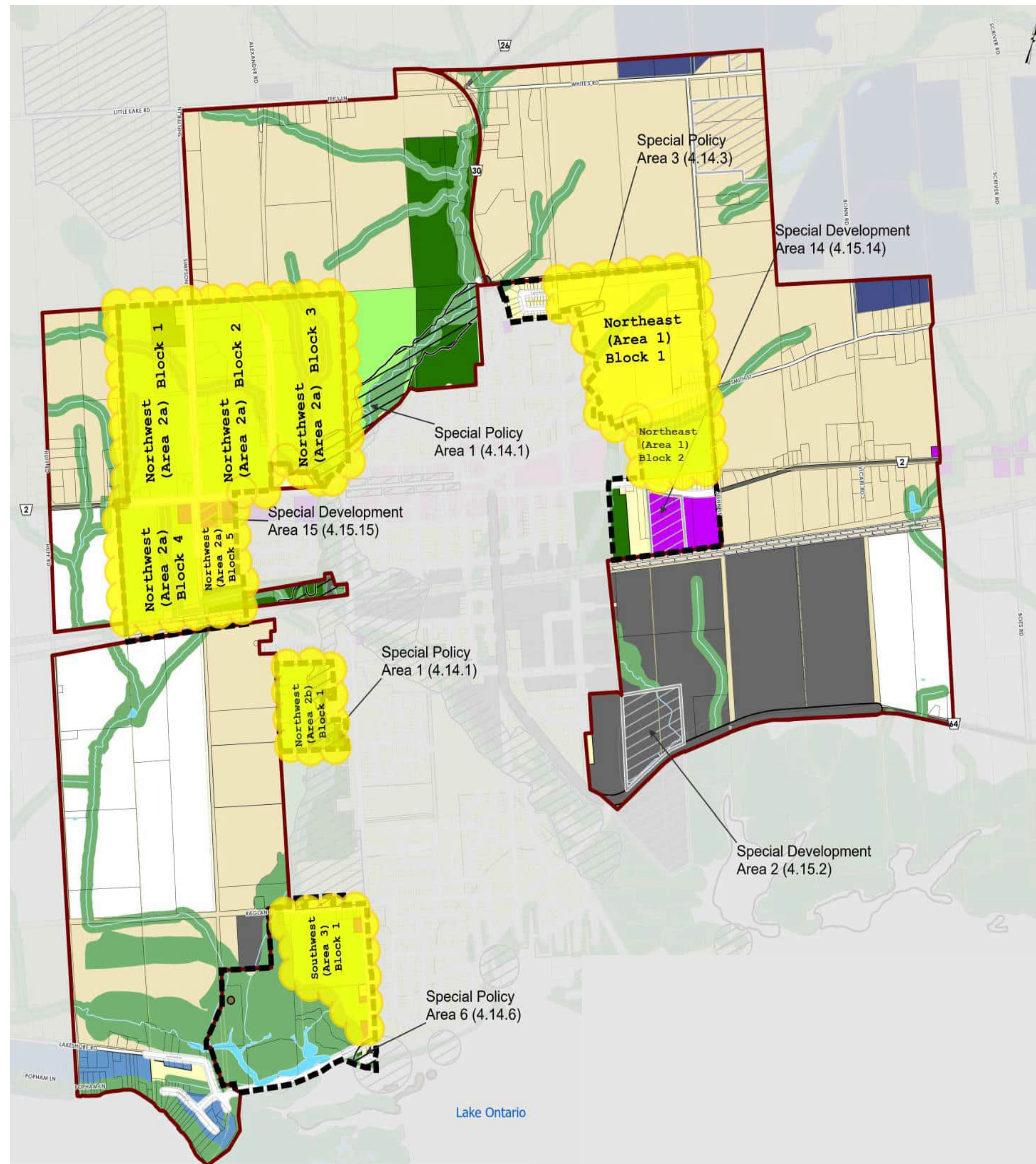


Proposed Phasing, Municipality of Brighton. 2041 Road Network.



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

Municipality of Brighton - Potential Future Growth Areas (2051)



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Municipality of Brighton TMP – Contact Us

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:

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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.

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.
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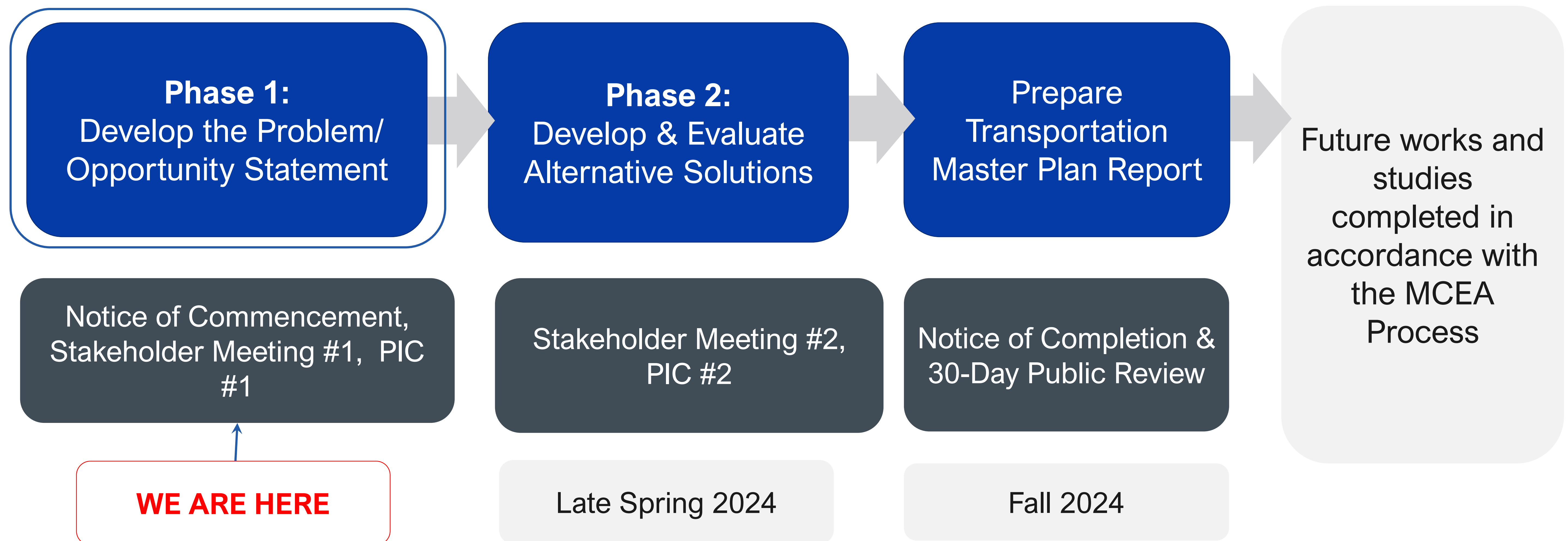
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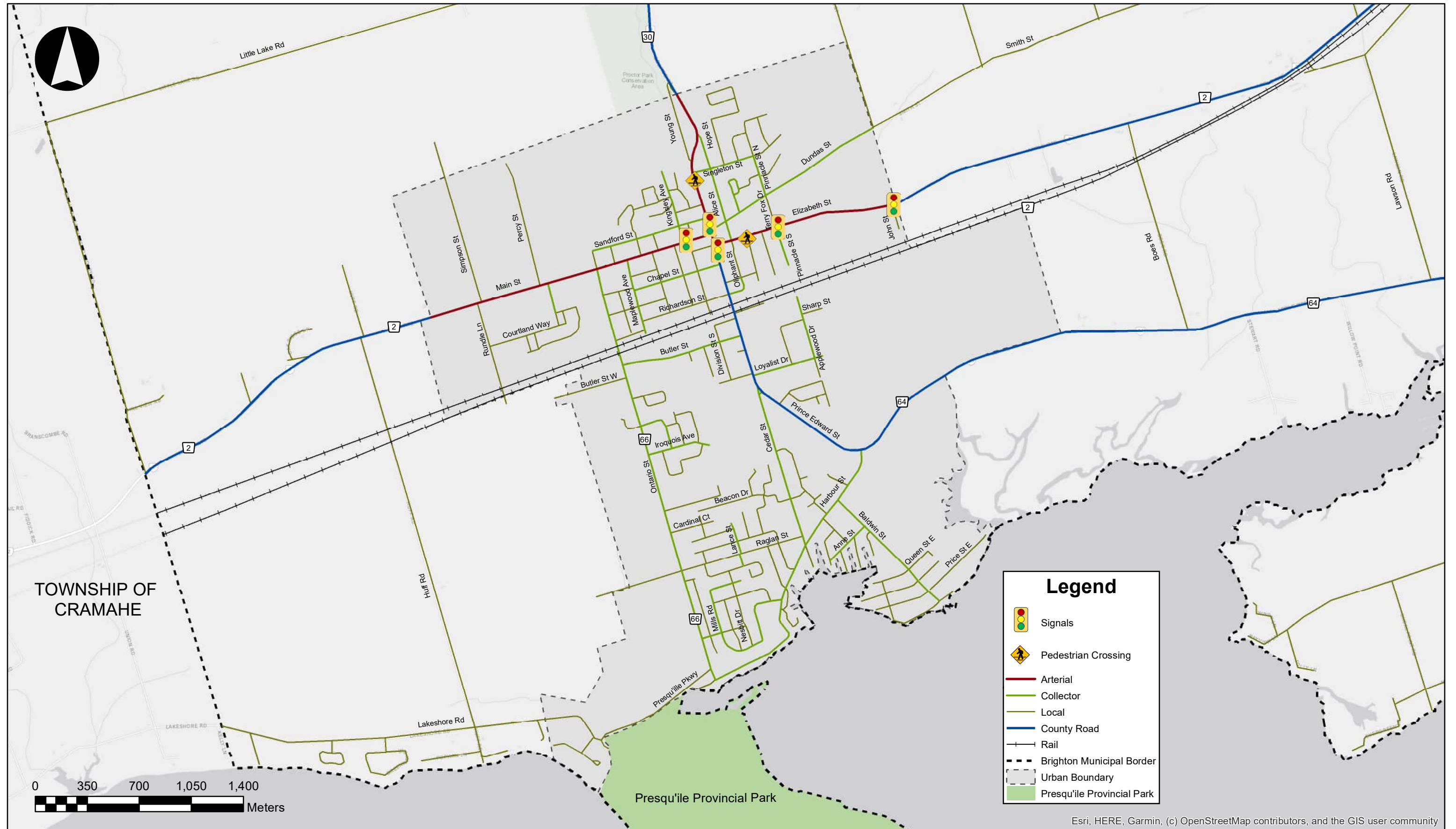


Existing Road Network – Downtown

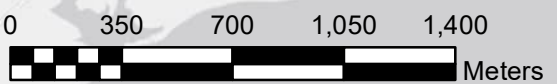
Existing Road Network

Existing Active Transportation Facilities - Downtown











Existing Active Transportation Facilities



TOWNSHIP OF CRAMAHE



Legend

-  Signals
-  Pedestrian Crossing
-  Arterial
-  Collector
-  Local
-  County Road
-  Rail
-  Brighton Municipal Border
-  Urban Boundary
-  Presqu'ile Provincial Park

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

**Municipality of Brighton - Downtown
Downtown Roadway Classification Basemap**





CITY OF QUINTE WEST

COUNTY OF NORTHUMBERLAND
COUNTY OF HALIFAX
COUNTY OF HASTINGS

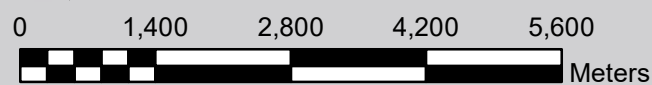
TOWNSHIP OF CRAMAHE

Downtown Brighton

Presqu'île Provincial Park

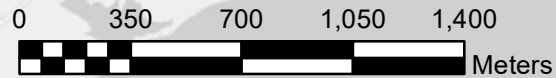
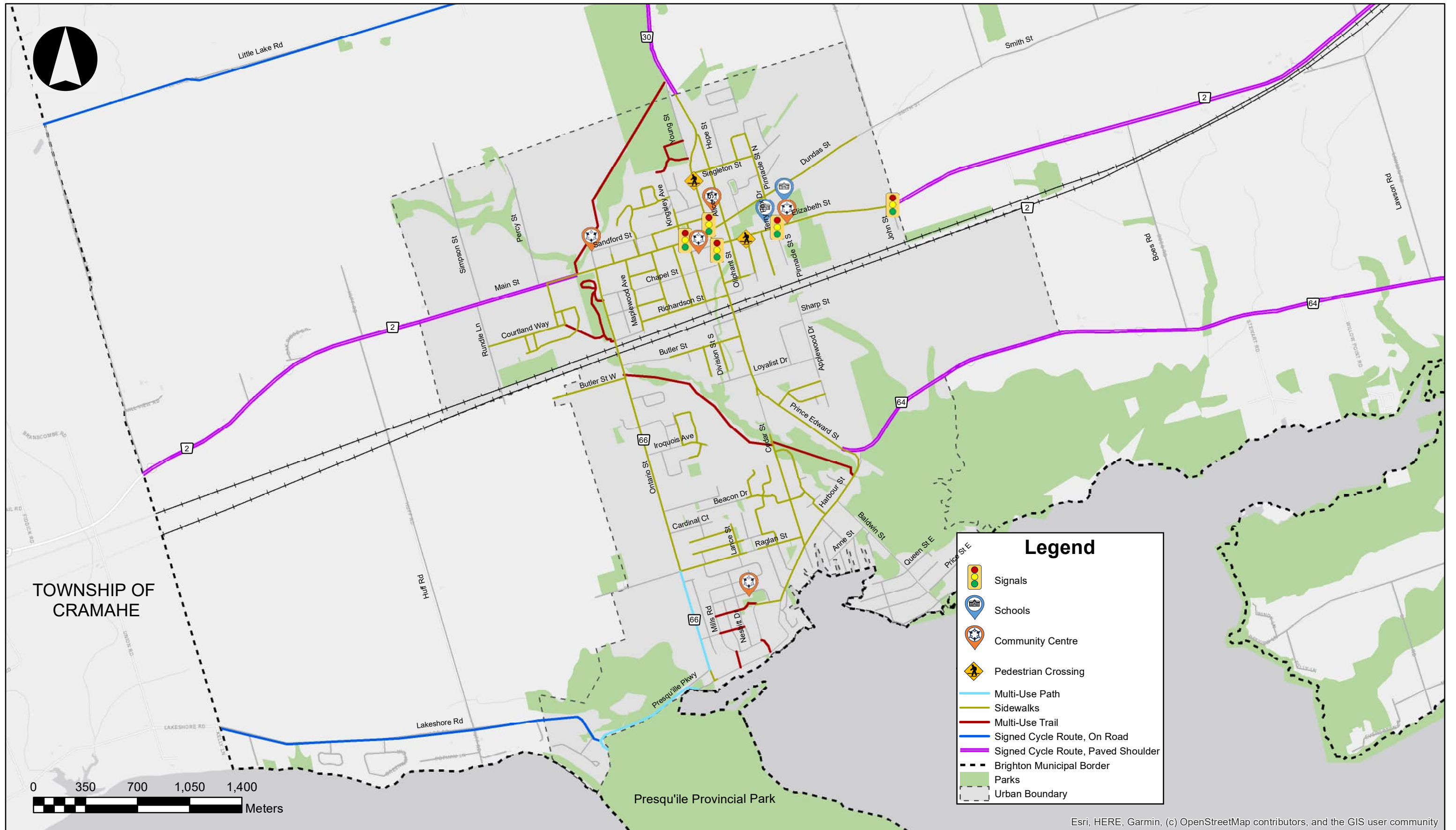
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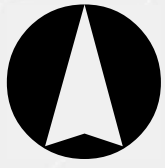


Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community





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



CITY OF QUINTE WEST

COUNTY OF NORTHUMBERLAND
COUNTY OF HALIFAX
COUNTY OF QUINTE WEST










TOWNSHIP OF CRAMAHE

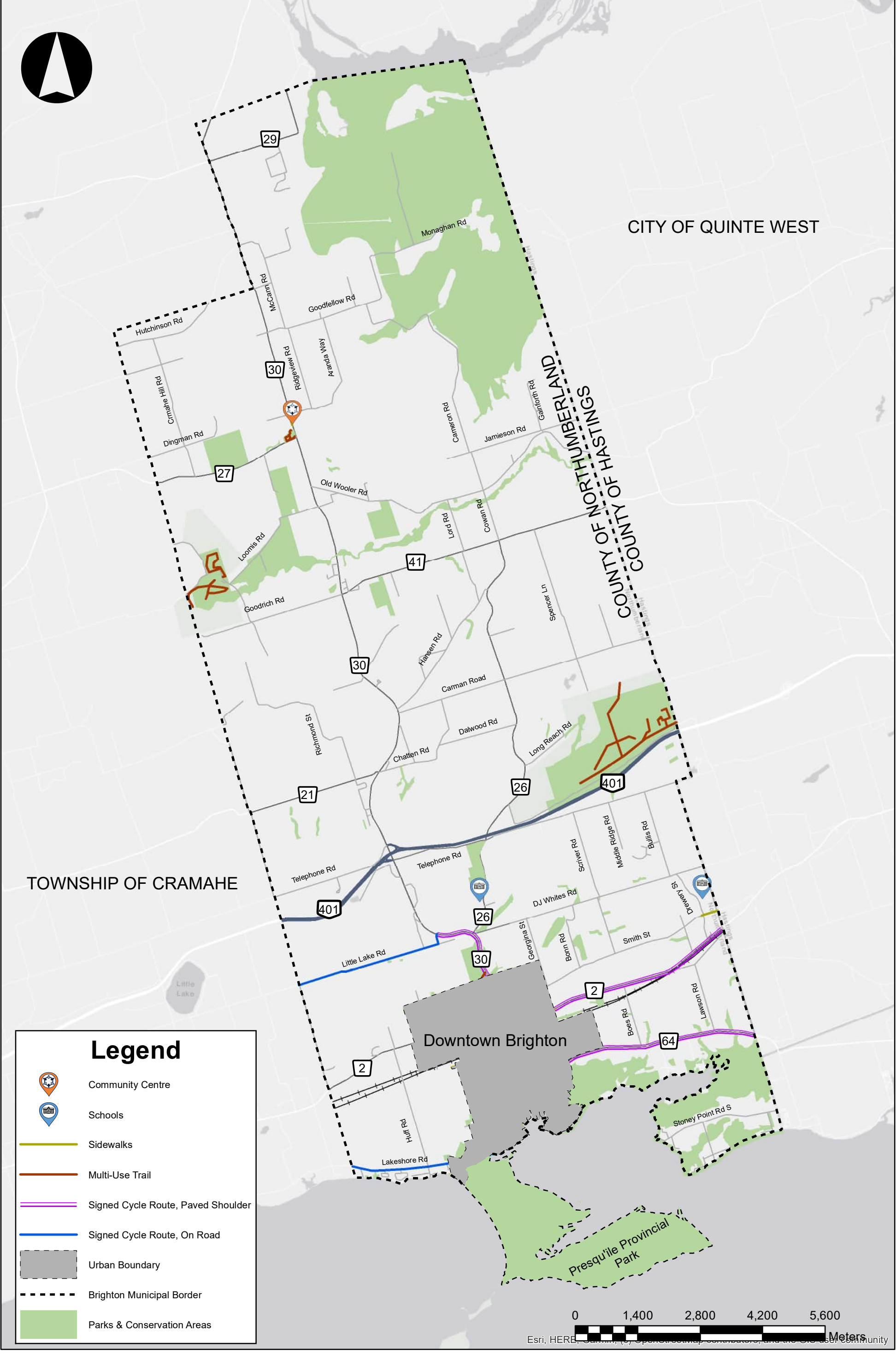
Downtown Brighton

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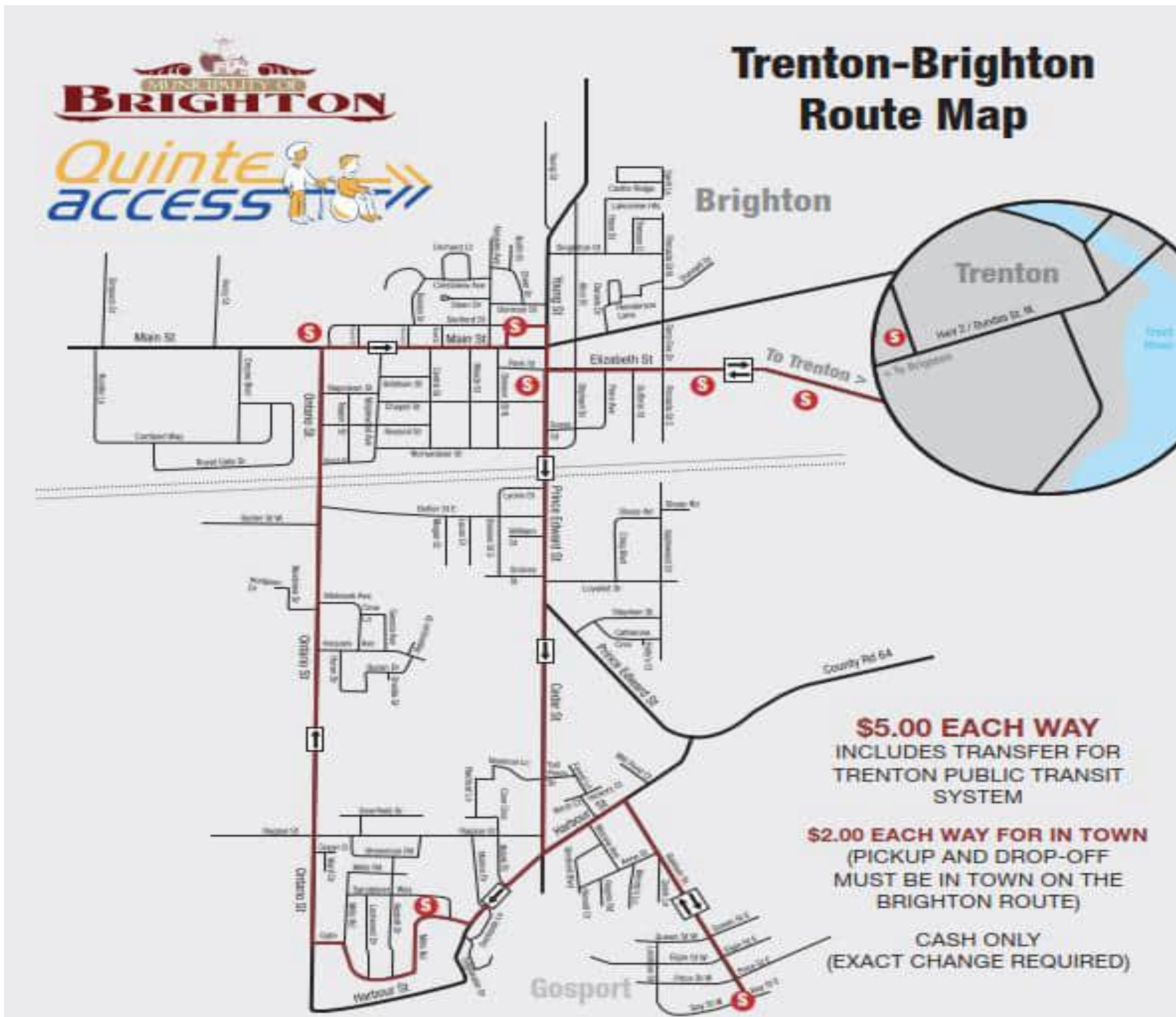
Esri, HERE, Garmin, © OpenStreetMap contributors, and the GIS User Community

Legend

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-  Schools
-  Sidewalks
-  Multi-Use Trail
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Effective December 1, 2019

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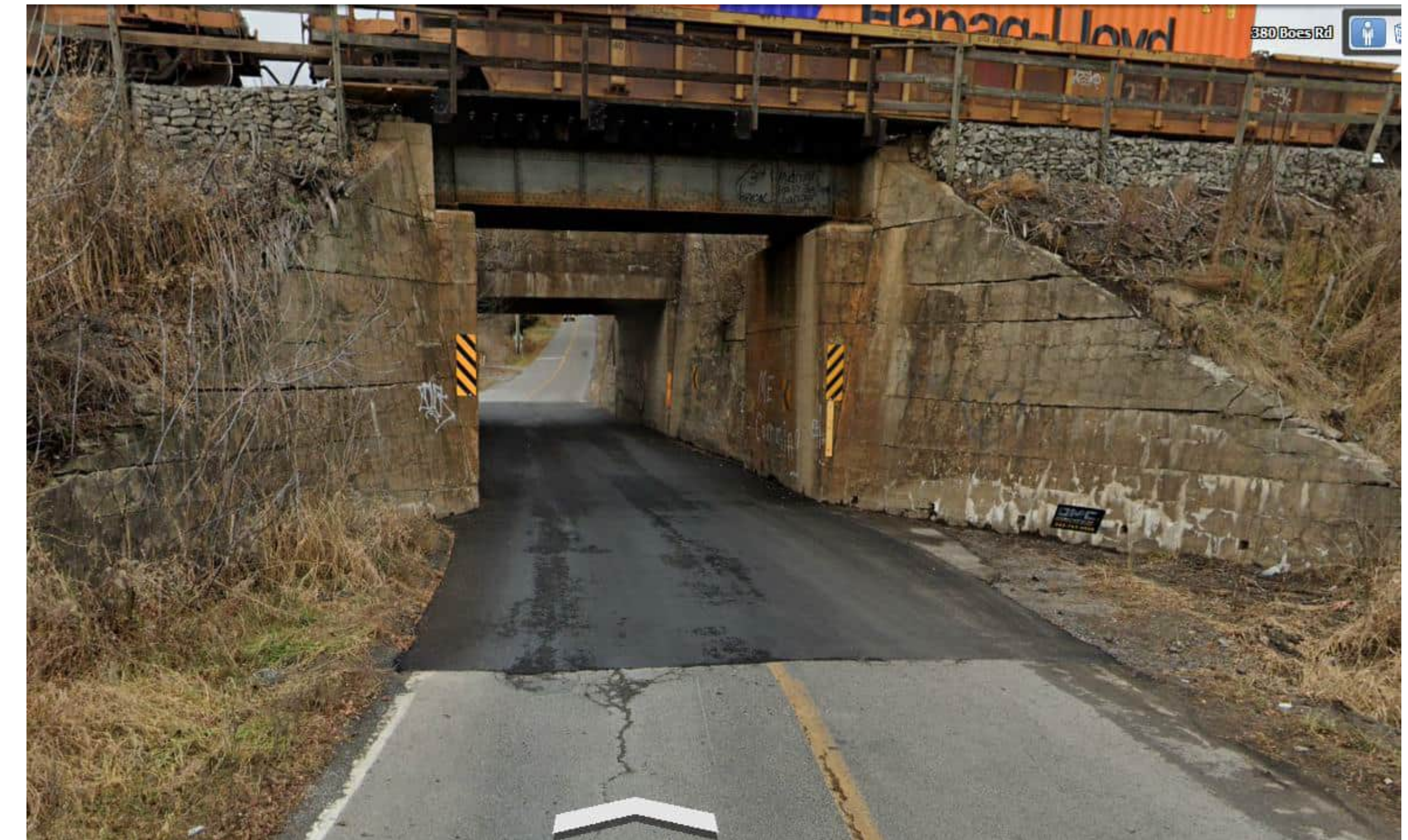
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Boes Road Underpass (Looking North)

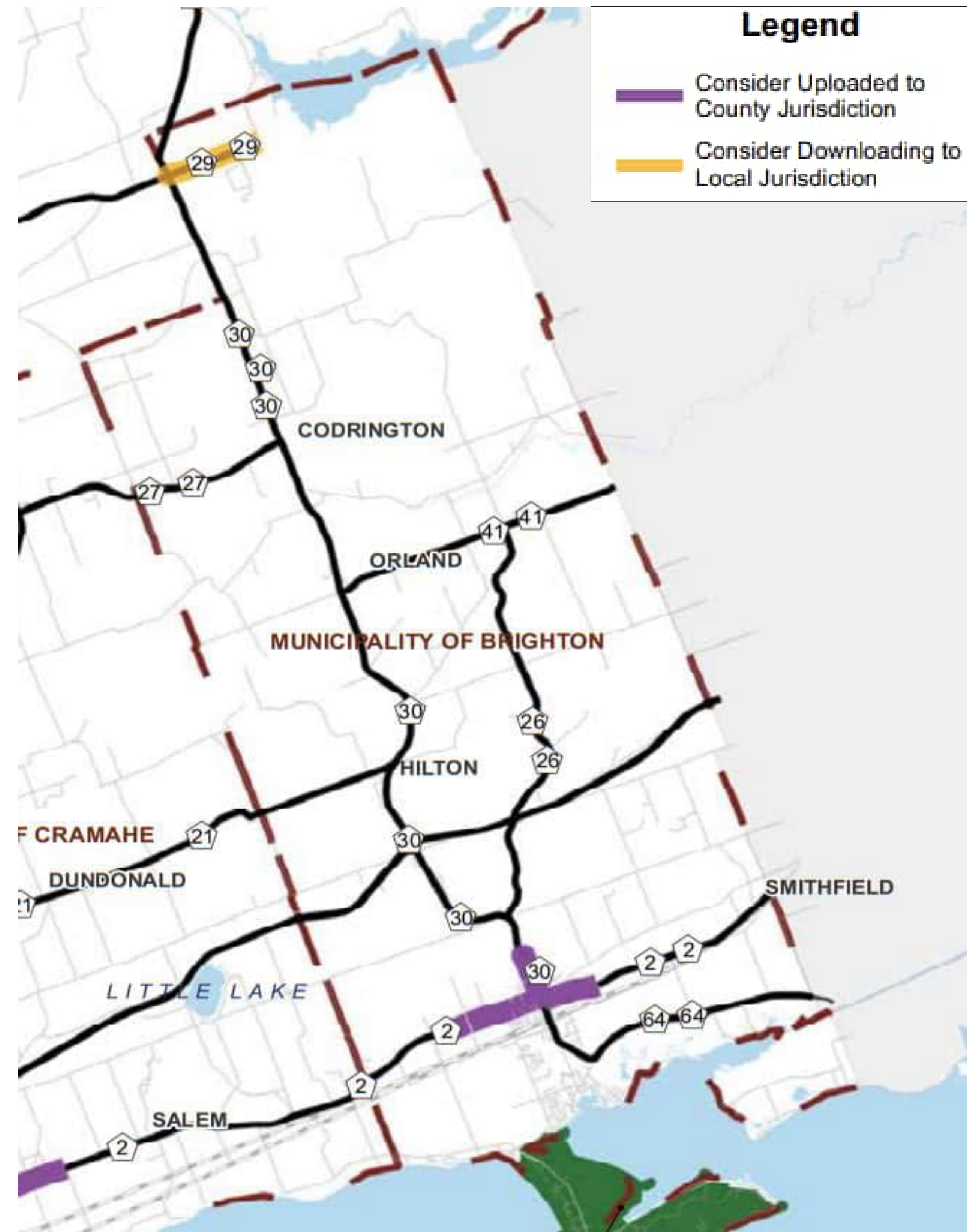


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County of Northumberland TMP (2017) - County Road Network Changes Within Municipality



Proposed Goods Movement Routes

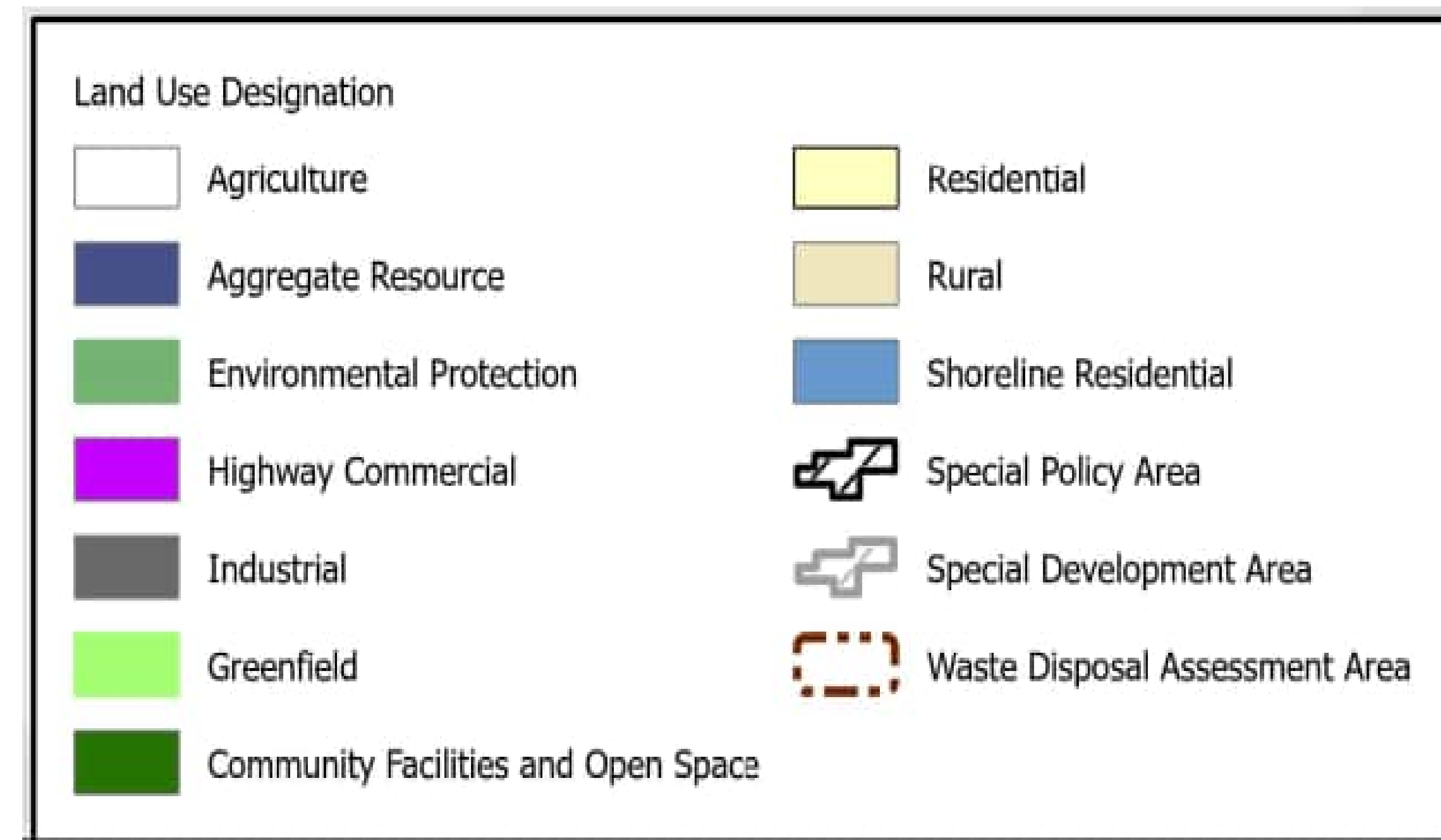
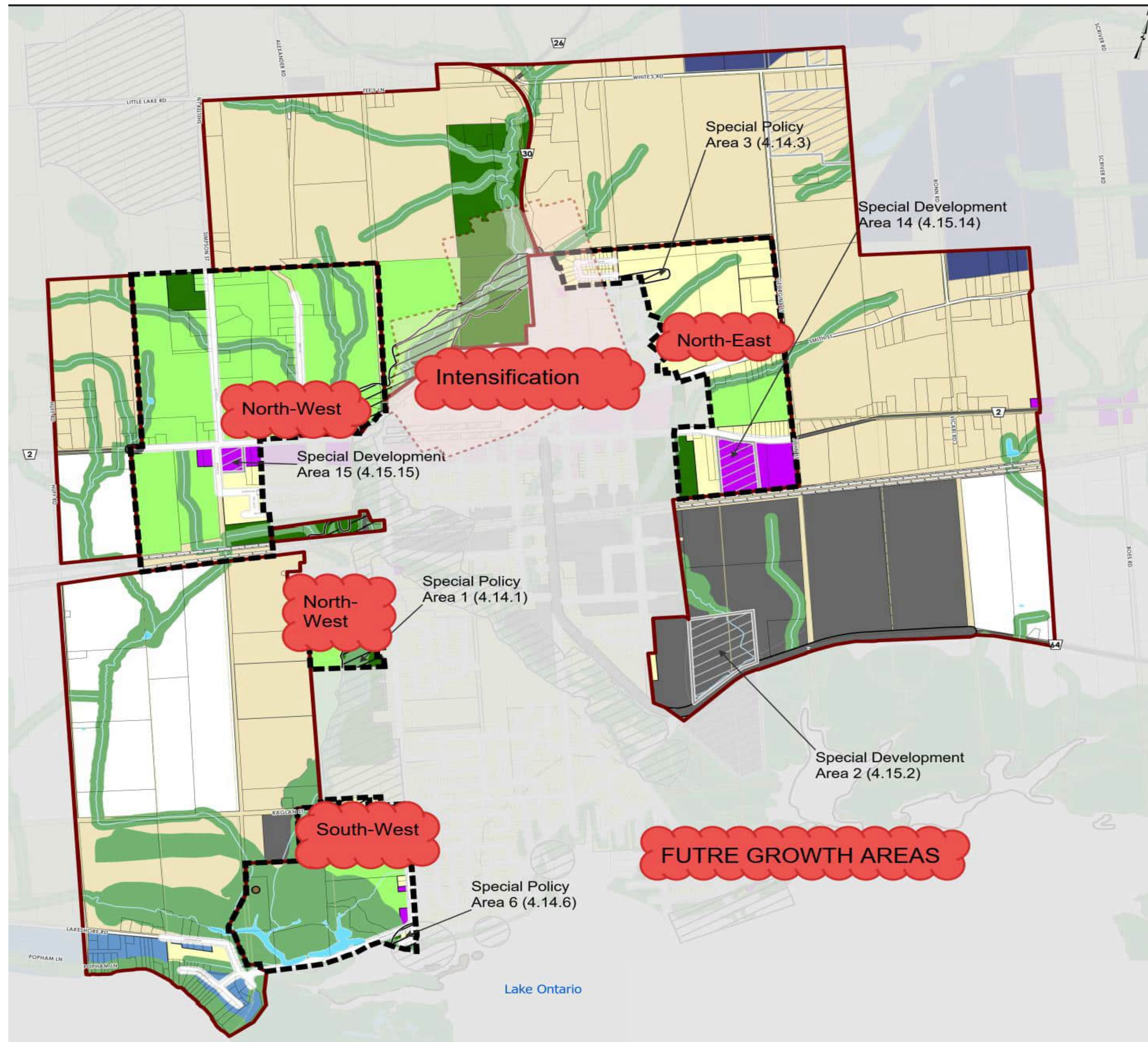


Candidates for Change in Jurisdiction



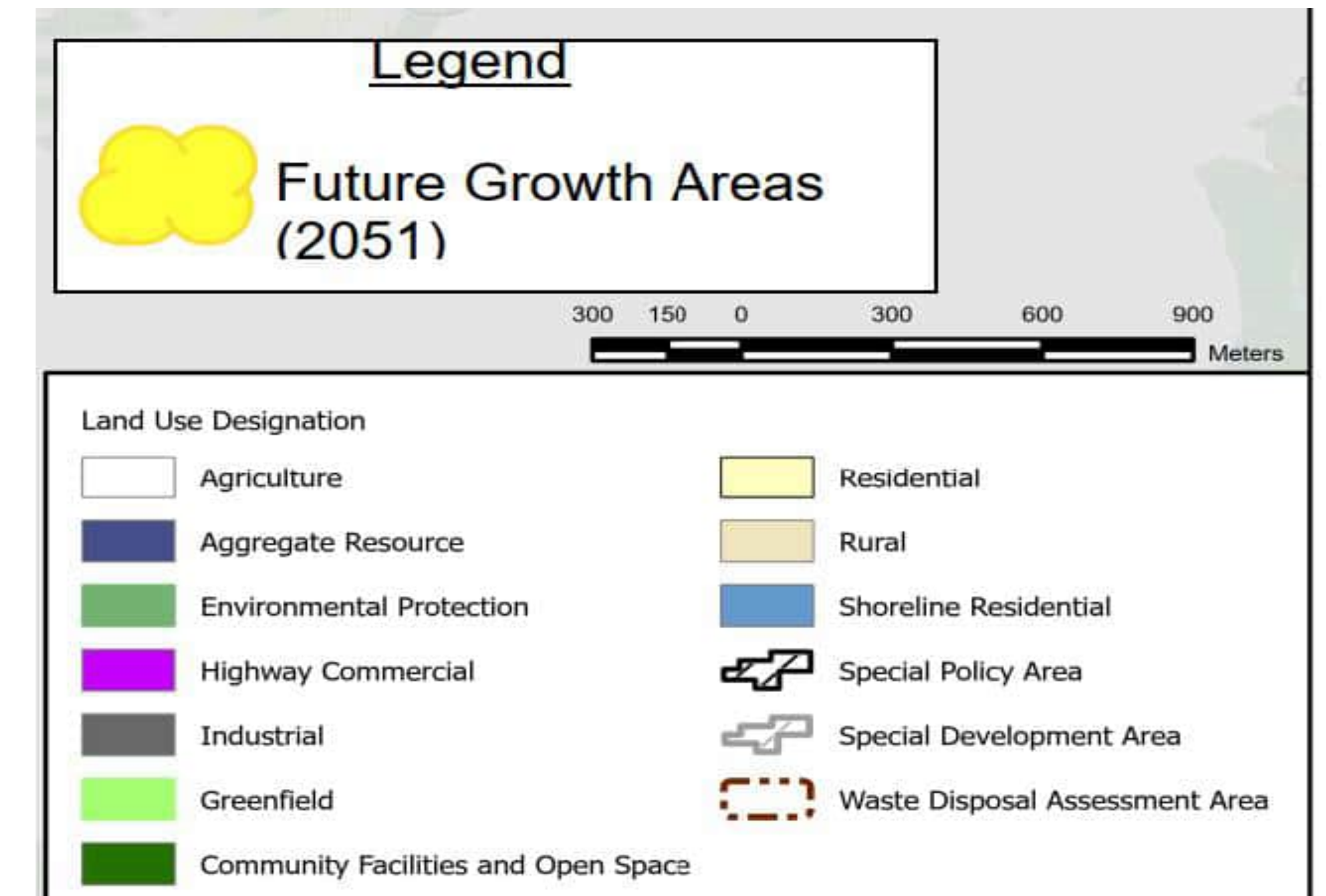
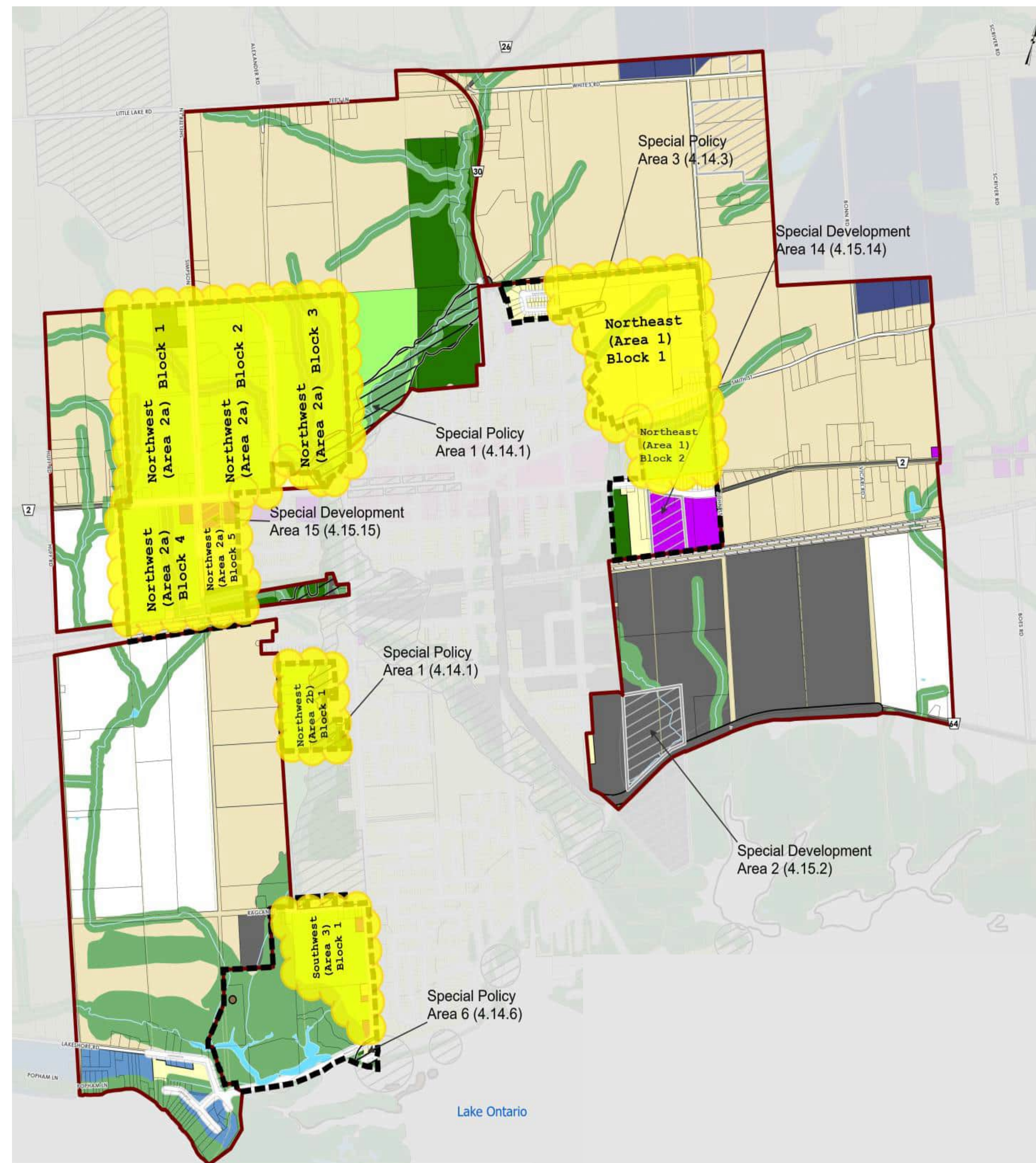
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Mila Khatri

Environmental Planner
Transportation

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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**

	<p>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 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.</p>
06-03-2024	<p>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.</p>
	<p>Hi Leslie,</p>
	<p>I enjoyed chatting with you last night at the public meeting. After my morning walk with my Golden retriever this morning, I'd like to add two more sidewalk comments:</p>
	<p>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.</p>
	<p>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</p>
	<p>Thanks,</p>
06-03-2024	<p>Andrew</p>
	<p>The speed on Raglan St is bad for sure. Once the homes are built behind Ontario St most of the cars will come down Raglan St to Cedar to get to 64. Maybe speed bumps would help.</p>
	<p>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 new homes that have been built. 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.</p>
14-03-2024	<p>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"</p>
	<p>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.</p>
	<p>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 neighbour's 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.</p>
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

1.

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 Presquile 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

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'ile Pkwy from Ontario St west to Lakeshore Rd - provide dedicated bike lanes on this section of Presqu'ile Pkwy.
- #3: Location: Ontario St & Presqu'ile Pkwy. - There is not sidewalk connection from Ontario St onto Presqu'ile 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: Pricess St & Hwy 2/Ontario St: Improve the jog between Princess St & Ontario St on Hwy 2
- #11: Location: Hwy 2 (from Empire Blvd to Rundle 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 (Nofrills)
- #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 interraction of Lakeshore and Bluff road, ~~this may~~ 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} ~~help~~ ^{also} 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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Public Information Centre No. 1, March 5th, 2024 (6:00 p.m. to 8:00 p.m.)**

Comment Form

NAME:

[REDACTED]

EMAIL (OPTIONAL):

[REDACTED]

MAILING ADDRESS (OPTIONAL):

[REDACTED]

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NEED BETTER SIDE WALKS 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 STOP SIGNS

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?

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

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Comment Form

NAME:

[REDACTED]

EMAIL (OPTIONAL):

[REDACTED]

MAILING ADDRESS (OPTIONAL):

[REDACTED]

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?

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 ~~that~~ ^{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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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
Email: mkhatri@rvanderson.com

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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?

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:

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

Mila Khatri
Environmental Planner
Transportation
R.V. Anderson Associates Limited
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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 <dlatenszky@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.

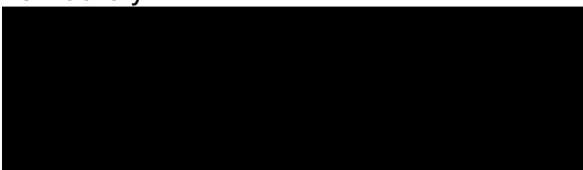
While adding sticky notes to the maps last night, I was distracted and omitted to place a sticky note to an intersection that is of major concern to the residents.

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



This email and any files transmitted with it are confidential and are intended solely for the use of the individual or entity to whom they are addressed. If you are not the intended recipient or the person responsible for delivering the email to the intended recipient, be advised that you have received this email in error and that any use, dissemination, forwarding, printing, or copying of this email is strictly prohibited. If you have received this email in error, please notify the Municipality by return email or telephone at 613-475-0670.

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 or washed out most of the time. Fix

02-May-24 Bridge at Loomis Rd. Coltman Rd needs to be widened.

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-accessible parking.

Sanford experiences excessive speeds - only when hwy 2 is congested/clogged (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 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.

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 multi-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.

02-May-24 #6: Ridgeview Rd is not maintained by municipality but shows up on maps

**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



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.
Kloostva 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?

- 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 -> bvt 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



TOWNSHIP OF CRAMAHE



Low Lake Rd

Lakeshore Rd

Yarke Rd

Prisquill Provincial Park



Legend

- Signals
- School
- Community Centre
- Pedestrian Crossing
- Multi-Use Path
- Sidewalks
- Multi-Use Trail
- Signed Cycle Route, On Road
- Signed Cycle Route, Paved Shoulder
- Brighton Municipal Border
- Parks & Conservation Areas
- Urban Boundary

Map of Downtown Brighton

Legend

- Community Centre
- School
- Emergency
- Multi-Use Trail
- Signed Cycle Route, On Road
- Signed Cycle Route, Paved Shoulder
- Urban Boundary
- Brighton Municipal Border
- Parks & Conservation Areas

TOWNSHIP OF CRAMAHE

Municipality of Brighton
Downtown Existing Active Transportation Facilities Map





CITY OF QUINTE WEST

TOWNSHIP OF CRAMAHE

COUNTY OF NORTHUMBERLAND
COUNTY OF HALiburton

Legend

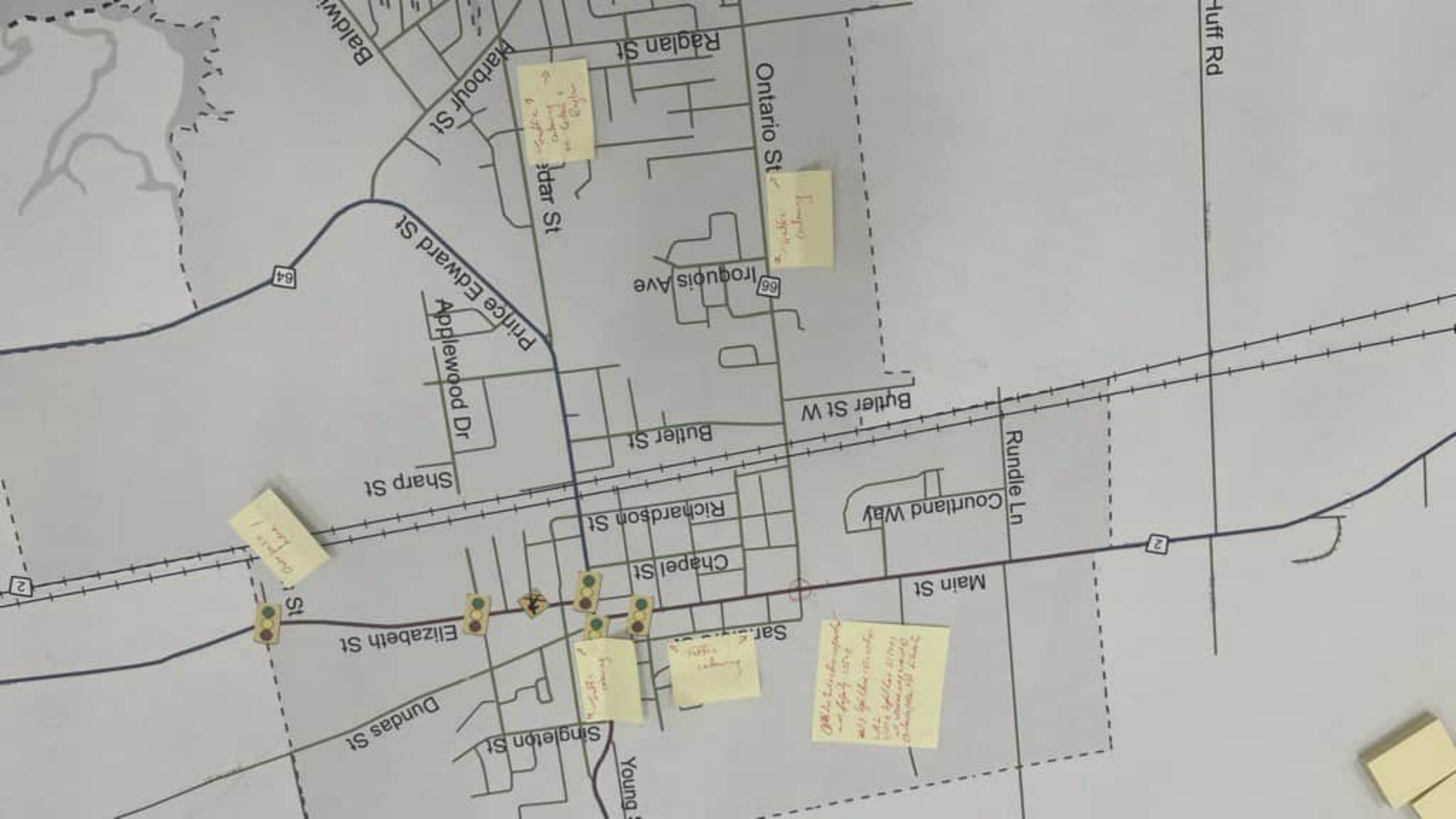
- Community Centre
- Schools
- Sidewalks
- Multi-Use Trail
- Signed Cycle Route, Paved Shoulder
- Signed Cycle Route, On Road
- Urban Boundary
- Brighton Municipal Border
- Parks & Conservation Areas

Downtown Brighton



**Municipality of Brighton
Rural Existing Active Transportation Facilities Map**





Subject
outgoing
on Cedar St

Leaving
at 10:30

Subject
at 10:30

Subject
at 10:30

Leaving
at 10:30

Older, unimpaired
- light level
all 300m intervals
with yellow 100m
at 100m intervals
at 100m intervals

Subject
at 10:30

OF QUINTE WEST



TOWNSHIP OF CRAMAHE



Legend

- Signal
- Pedestrian Crossing
- Arterial
- Collector
- Local
- County Road
- Rail
- Brighton Municipal Border
- Urban Boundary
- Presqu'ile Provincial Park

Esri, HERE, Garmin, (c) DeLorme, St. Louis, MO, USA, and the GIS User Community



**Municipality of Brighton
Downtown Roadway Classification Basemap**

SUMMARY REPORT
PUBLIC INFORMATION CENTER #2



Transportation Master Plan

Public Information Centre #2 Summary Report Final

Municipality of Brighton

This document is protected by copyright and was prepared by R.V. Anderson Associates Limited for the account of the Municipality of Brighton. It shall not be copied without permission. The material in it reflects our best judgment in light of the information available to R.V. Anderson Associates Limited at the time of preparation. Any use which a third party makes of this report, or any reliance on or decisions to be made based on it, are the responsibility of such third parties. R.V. Anderson Associates Limited accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this report.

RVA 237042

April 23, 2025



Municipality of Brighton Transportation Master Plan PIC #2 Summary Report

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APPENDIX 4 – PUBLIC INPUT

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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
- Problem and Opportunity Statement
- Proposed Road Re-classifications and Typical Cross-sections
- 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

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 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



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 #1-2 (date sent)	Notice of PIC #2 (date sent)	Notice of PIC #2-2 (date sent)	Notice of Completion (date sent)	
Provincial Ministries, Agencies and Departments															
Ministry of the Environment, Conservation and Parks (MECP) Eastern Region	General Contact			1259 Gardiners Rd, Unit 3, Kingston, ON K7P 3J6					27-Oct-23	13-Feb-24	09-Apr-24	12-Sep-24	13-Nov-24		
Ministry of the Environment, Conservation and Parks (MECP) Eastern Region	Peter Taylor	Director		1259 Gardiners Rd, Unit 3, Kingston, ON K7P 3J6						13-Feb-24	09-Apr-24	12-Sep-24	13-Nov-24		
Ministry of the Environment, Conservation and Parks (MECP) Eastern Region	Kyle Straberger	Regional Issues Coordinator (Acting)		1259 Gardiners Rd, Unit 3, Kingston, ON K7P 3J6						13-Feb-24	09-Apr-24	12-Sep-24	13-Nov-24		
Ministry of the Environment, Conservation and Parks (MECP) Eastern Region	Jon K. Orpana	Regional Environmental Planner		1259 Gardiners Rd, Unit 3, Kingston, ON K7P 3J6						13-Feb-24	09-Apr-24	12-Sep-24	13-Nov-24		
Ministry of the Environment, Conservation and Parks (MECP) - Environmental Assessment Branch				Ministry of the Environment, Conservation and Parks Kingston Regional Office PO Box 22032, 1259 Gardiners Road Kingston, Ontario K7M 8S5						13-Feb-24	09-Apr-24	12-Sep-24	13-Nov-24		
Ministry of Natural Resources and Forestry (MNRF)	Alison Gordon	Regional Planner				To replace other MNRF contact	14-Feb-24								
Ministry of Transportation, Kingston Branch and/or Greater Golden Horseshoe Branch	General Inquiries								14-Nov-23	13-Feb-24	09-Apr-24	12-Sep-24	13-Nov-24		
Ministry of Transportation	Greg Malczewski	Director, System Planning Branch		12th Floor, 438 University Ave, Toronto, ON M7A 1Z8					14-Nov-23	13-Feb-24	09-Apr-24	12-Sep-24	13-Nov-24		
Ministry of Transportation	Chantel Rose Brayall	Planning Intern Corridor Management Section		Corridor Management Section 1355 John Counter Boulevard Postal Bag 4000 Kingston, Ontario K7L 5A3			05-Feb-24			13-Feb-24	09-Apr-24	12-Sep-24	13-Nov-24		
Ministry of Transportation	Prabin Sharma	Senior Project Manager		1355 John Counter Blvd, PO Box 400 Kingston, ON K7L 5A3			05-Feb-24			13-Feb-24	09-Apr-24	12-Sep-24	13-Nov-24		
Ministry of Citizenship and Multiculturalism (MCM)	Karla Barboza	Team Lead, Heritage					03-Apr-24		03-Apr-24	03-Apr-24	09-Apr-24	12-Sep-24	13-Nov-24		
Federal Ministries, Agencies and Departments															
Crown-Indigenous Relations and Northern Affairs Canada	General Contact								14-Nov-23	13-Feb-24	09-Apr-24	12-Sep-24	13-Nov-24		
Fisheries and Oceans Canada	General Contact			867 Lakeshore Road Burlington, ON L7S 1A1					14-Nov-23	13-Feb-24	09-Apr-24	12-Sep-24	13-Nov-24		
Canada Post	Stephen McGraw	(Re-direction Clerk)		40 Main Street BRIGHTON, Ontario K0K 1H0					14-Nov-23	13-Feb-24	09-Apr-24	12-Sep-24	13-Nov-24		
Municipal Departments, Committees and Services															
Municipality of Brighton - Public Works and Development	Danny Blatenszky	Manager of Operations		Municipality of Brighton 67 Sharp Road Brighton, Ontario K0K 1H0					14-Nov-23	13-Feb-24	09-Apr-24	12-Sep-24	13-Nov-24		
Municipality of Brighton - Public Works and Development	Lisa Stansel	Administrative Assistant		Municipality of Brighton 67 Sharp Road Brighton, Ontario K0K 1H0					14-Nov-23	13-Feb-24	09-Apr-24	12-Sep-24	13-Nov-24		
Municipality of Brighton - Planning, Building, Bylaw, and Community Development	Paul Walsh	Director of Planning and Development		Municipality of Brighton 67 Sharp Road Brighton, Ontario K0K 1H0					14-Nov-23	13-Feb-24	09-Apr-24	12-Sep-24	13-Nov-24		
Municipality of Brighton - Planning, Building, Bylaw, and Community Development	Rene Whiteman						05-Feb-24		05-Feb-24	13-Feb-24	09-Apr-24	12-Sep-24	13-Nov-24		
Municipality of Brighton - Planning, Building, Bylaw, and Community Development	Ron Warne						05-Feb-24		05-Feb-24	13-Feb-24	09-Apr-24	12-Sep-24	13-Nov-24		
Northumberland County Ambulance (EMS)				555 Courthouse Road COBOURG, Ontario K9A 5J6											
ONTARIO PROVINCIAL POLICE NORTHUMBERLAND O.P.P. – BRIGHTON SITE Municipality of Brighton	Elena Athurs	Chief Administrative Officer		95 Dundas Street BRIGHTON, Ontario K0K 1H0			12-Sep-24					12-Sep-24	13-Nov-24		
Other Municipalities and Counties															
Northumberland County	Dwayne Campbell	Manager of Planning							14-Nov-23	13-Feb-24	09-Apr-24	12-Sep-24	13-Nov-24		
Northumberland County	Brooke Tackaberry	Manager of Road Operations							14-Nov-23	13-Feb-24	09-Apr-24	12-Sep-24	13-Nov-24		
Northumberland County	Adam McCue	Associate Director of Operations							14-Nov-23	13-Feb-24	09-Apr-24	12-Sep-24	13-Nov-24		
Northumberland County	Brooke Gillispie	Engineer-in-Training, Public Works							Jan 05 2024	13-Feb-24	09-Apr-24	12-Sep-24	13-Nov-24		
Northumberland County	Madison Williams	Director of Public Works							Jan 12 2024	13-Feb-24	09-Apr-24	12-Sep-24	13-Nov-24		
Northumberland County	Denise Marshall								14-Nov-23	13-Feb-24	09-Apr-24	12-Sep-24	13-Nov-24		
Prince Edward County	Catalina Blumenberg	Municipal Clerk							14-Nov-23	13-Feb-24	09-Apr-24	12-Sep-24	13-Nov-24		
Prince Edward County	Marcia Wallace	Chief Administrative Officer							14-Nov-23	13-Feb-24	09-Apr-24	12-Sep-24	13-Nov-24		
Township of Alnwick/Haldimand	Brian McMillan	Public Works Manager/Manager of Parks and Recreation				left voicemail									
Town of Cobourg	Laurie Wills	Director of Public Works				call on Monday Oct 30									
Township of Cramahe	Holly Grant	Chief Administrative Officer / Clerk				left voicemail									
Township of Hamilton	Lucas Kelly	Manager of Road Operations				left voicemail									
Township of Hamilton	Daphne Livingstone	Director of Corporate Services/Municipal Clerk													
Municipality of Port Hope	Jeanette Davidson	Director, Works and Engineering							14-Nov-23	13-Feb-24	09-Apr-24	12-Sep-24	13-Nov-24		
Municipality of Trent Hills	Neil Allanson	Manager of Roads and Urban Services - Public Works				Left voicemail									
Quinte-West	Chris	Director of Public Works					09-Feb-24			13-Feb-24	09-Apr-24	12-Sep-24	13-Nov-24		
Elected Officials															
Municipality of Brighton	Brian Ostrander	Mayor		35 Alice Street Brighton, Ontario K0K 1H0					14-Nov-23	13-Feb-24	09-Apr-24	12-Sep-24	13-Nov-24		
Municipality of Brighton	Anne Butwell	Councillor		35 Alice Street Brighton, Ontario K0K 1H0					14-Nov-23	13-Feb-24	09-Apr-24	12-Sep-24	13-Nov-24		
Municipality of Brighton	Byron Faretis	Councillor		35 Alice Street Brighton, Ontario K0K 1H0					14-Nov-23	13-Feb-24	09-Apr-24	12-Sep-24	13-Nov-24		
Municipality of Brighton	Emily Rowley	Interim Deputy Mayor		35 Alice Street Brighton, Ontario K0K 1H0					14-Nov-23	13-Feb-24	09-Apr-24	12-Sep-24	13-Nov-24		
Municipality of Brighton	Jeff Wheeldon	Councillor		35 Alice Street Brighton, Ontario K0K 1H0					14-Nov-23	13-Feb-24	09-Apr-24	12-Sep-24	13-Nov-24		
Municipality of Brighton	Bobbi Wright	Councillor		35 Alice Street Brighton, Ontario K0K 1H0					14-Nov-23	13-Feb-24	09-Apr-24	12-Sep-24	13-Nov-24		
Municipality of Brighton, Clerk's Office	Candice Dairon	Clerk		35 Alice Street Brighton, Ontario K0K 1H0					14-Nov-23	13-Feb-24	09-Apr-24	12-Sep-24	13-Nov-24		
Municipality of Brighton	Ron Anderson	Deputy Mayor		35 Alice Street Brighton, Ontario K0K 1H0		on leave of absence			14-Nov-23	13-Feb-24	09-Apr-24	12-Sep-24	13-Nov-24		
Downtown Business & Economic Development															
DBIA (Downtown Brighton Improvement Area)	Wayne Jefferson	Treasurer					29-Aug-23		14-Nov-23	13-Feb-24	09-Apr-24	12-Sep-24	13-Nov-24		
Conservation Authorities															

Lower Trent Conservation	General Contact (Planning Department)	General Contact (Planning Department)		714 Murray Street, R.R. 1 Trenton, Ontario, K8V 0N1		A whole list of employees can be found here: https://tc.on.ca/contact-us/ on maternity leave	08-Nov-23	14-Nov-23	13-Feb-24	09-Apr-24	12-Sep-24	13-Nov-24
Lower Trent Conservation	Ashley Anatasio	Environmental Planner		714 Murray Street, R.R. 1 Trenton, Ontario, K8V 0N1				14-Nov-23	13-Feb-24	09-Apr-24	12-Sep-24	13-Nov-24
Lower Trent Conservation	Cage Comeau	Manager, Watershed Management, Planning and Regulations						14-Nov-23	13-Feb-24	09-Apr-24	12-Sep-24	13-Nov-24
Indigenous Groups												
Williams Treaties Frist Nations	Karry Sandy McKenzie	Process Co-ordinator				CC on communications to Alderville, Curve Lake, Hiawatha, and Mississaugas of Scoug Island (as directed by MECP) Email Undeliverable	10-Nov-23	14-Nov-23				
Alderville First Nation	Chief Taynar Simpson	Chief		PO BOX 46 Rosenearth ON K0K 2X0				14-Nov-23	13-Feb-24			13-Nov-24
Alderville First Nation	Dave Simpson	Consultation Coordinator				Can't find in employee directory on website		14-Nov-23	13-Feb-24			13-Nov-24
Alderville First Nation	Rachel Crowe	Receptionist						14-Nov-23	13-Feb-24			13-Nov-24
Curve Lake First Nation	Chief Keith Knott	Chief		22 Winookeedaa Road Curve Lake, Ontario K0L1R0				14-Nov-23	13-Feb-24			13-Nov-24
Hiawatha First Nation	Chief Laurie Carr	Chief		431 Hiawatha Line Hiawatha, ON K9J 0E6				14-Nov-23	13-Feb-24			13-Nov-24
Hiawatha First Nation	Tom Cowie	Lands/Resource Consultation		431 Hiawatha Line Hiawatha, ON K9J 0E6				14-Nov-23	13-Feb-24			13-Nov-24
Hiawatha First Nation	Sean Davison	Lands/Resource Consultation		431 Hiawatha Line Hiawatha, ON K9J 0E6				14-Nov-23	13-Feb-24			13-Nov-24
Mississaugas of Scougog Island	Chief Kelly LaRocca	Chief						14-Nov-23				13-Nov-24
Mississaugas of Scougog Island	Don Richardson			22521 Island Road Port Perry, ON L9L 1B6				14-Nov-23	13-Feb-24			13-Nov-24
Mississaugas of Scougog Island	Waverly Birch			22521 Island Road Port Perry, ON L9L 1B6		Notice of Commencement Undeliverable		14-Nov-23	13-Feb-24			13-Nov-24
Mississaugas of Scougog Island	Consultation			22521 Island Road Port Perry, ON L9L 1B6				14-Nov-23	13-Feb-24			13-Nov-24
Beausoleil First Nation	Chief Joanne Sandy	Chief						14-Nov-23	13-Feb-24			13-Nov-24
Beausoleil First Nation	Jane Copegg			11 Ogenaa Miikaan Christian Island, ON L9M 0A9		Notice of Commencement Undeliverable		14-Nov-23	13-Feb-24			13-Nov-24
Beausoleil First Nation	Isabella Marsden	Executive Assistant		11 Ogenaa Miikaan Christian Island, ON L9M 0A9				14-Nov-23	13-Feb-24			13-Nov-24
Beausoleil First Nation	Dayna			11 Ogenaa Miikaan Christian Island, ON L9M 0A9				14-Nov-23	13-Feb-24			13-Nov-24
Chippewas of Georgina Island First Nation	Chief Donna Big Canoe	Chief		R.R.#2 Box N-13, Sutton West, ON, L0E 1R0				14-Nov-23	13-Feb-24			13-Nov-24
Chippewas of Georgina Island First Nation	James Porte			R.R.#2 Box N-13, Sutton West, ON, L0E 1R0				14-Nov-23	13-Feb-24			13-Nov-24
Chippewas of Rama First Nation	Ben Benson	Community Consultation		200-5884 Rama Road Rama, ON L3V 6H6				14-Nov-23	13-Feb-24			13-Nov-24
Chippewas of Rama First Nation	Chief Ted Williams	Chief		200-5884 Rama Road Rama, ON L3V 6H6				14-Nov-23	13-Feb-24			13-Nov-24
Kawartha Nishnawbe	Nodin Webb	Councillor					10-Nov-23	14-Nov-23	13-Feb-24			13-Nov-24
Kawartha Nishnawbe	Sam Harvey	Councillor					10-Nov-23	14-Nov-23	13-Feb-24			13-Nov-24
Kawartha Nishnawbe	Jack Hoggarth	Councillor					10-Nov-23	14-Nov-23	13-Feb-24			13-Nov-24
Kawartha Nishnawbe	Christopher Reid	Legal Counsel						14-Nov-23	13-Feb-24			13-Nov-24
Mohawks of the Bay of Quinte	Cassie Thompson	Community Services Department		The Mohawks of the Bay of Quinte 24 Meadow Drive, Tyendinaga Mohawk Territory, ON K0K 1X0				14-Nov-23	13-Feb-24			13-Nov-24
Huron-Wendat	General Admin contact	General Admin contact		255, place Chef Michel Laveau Wendake (Quebec) G0A 4V0 Canada				14-Nov-23	13-Feb-24			13-Nov-24
Huron-Wendat	Rémy Vincent	Grand Chief										
Education												
The Kawartha Pine Ridge District School Board	Ian Dyck			1994 Fisher Drive, P.O. Box PETERBOROUGH, Ontario K9J 7A1				14-Nov-23	13-Feb-24	09-Apr-24	12-Sep-24	13-Nov-24
East Northumberland Secondary School	Tracey Burke	Principal		71 Dundas Street, Brighton, Ontario			25-Mar-24		09-Apr-24	12-Sep-24		13-Nov-24
Brighton Primary School	Sarah Comerford	Vice Principal		24 Elizabeth St, Brighton, ON K0K 1H0			25-Mar-24		09-Apr-24	12-Sep-24		13-Nov-24
Brighton Primary School	Andrea Huntschmoll	Principal		24 Elizabeth St, Brighton, ON K0K 1H0			25-Mar-24		09-Apr-24	12-Sep-24		13-Nov-24
Utilities												
Bell Canada- ROWCC	Bell Canada-ROWCC						08-Nov-23	14-Nov-23	13-Feb-24	09-Apr-24	12-Sep-24	13-Nov-24
Bell Canada- WSP Group Ltd.	Bell Canada- WSP Group Ltd.					Email undeliverable	08-Nov-23	14-Nov-23	13-Feb-24			12-Sep-24
BELL CANADA ENGINEERING	Mark Taylor			75 Bridge Street East, Floor 2 BELLEVILLE, Ontario K8N 5K1				14-Nov-23	13-Feb-24	09-Apr-24	12-Sep-24	13-Nov-24
Bell Canada 911 Modification Group						Added as per Suzanne's request	14-Feb-24		13-Feb-24	09-Apr-24	12-Sep-24	13-Nov-24
BELL CANADA- 911-SERVICE-GROUP	Chantale-Dienne					Removed as per request		14-Feb-24	14-Nov-23	13-Feb-24		
BELL CANADA- 911-SERVICE-GROUP	Stephanie Lefebvre					Removed as per request		14-Feb-24	14-Nov-23	13-Feb-24		
BELL CANADA- 911-SERVICE-GROUP	Alexandre Gauthier					Removed as per request		14-Feb-24	14-Nov-23	13-Feb-24		
BELL CANADA- 911-SERVICE-GROUP	Suzanne Noel					Removed as per request	05-Feb-24	14-Feb-24	13-Feb-24			

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.**

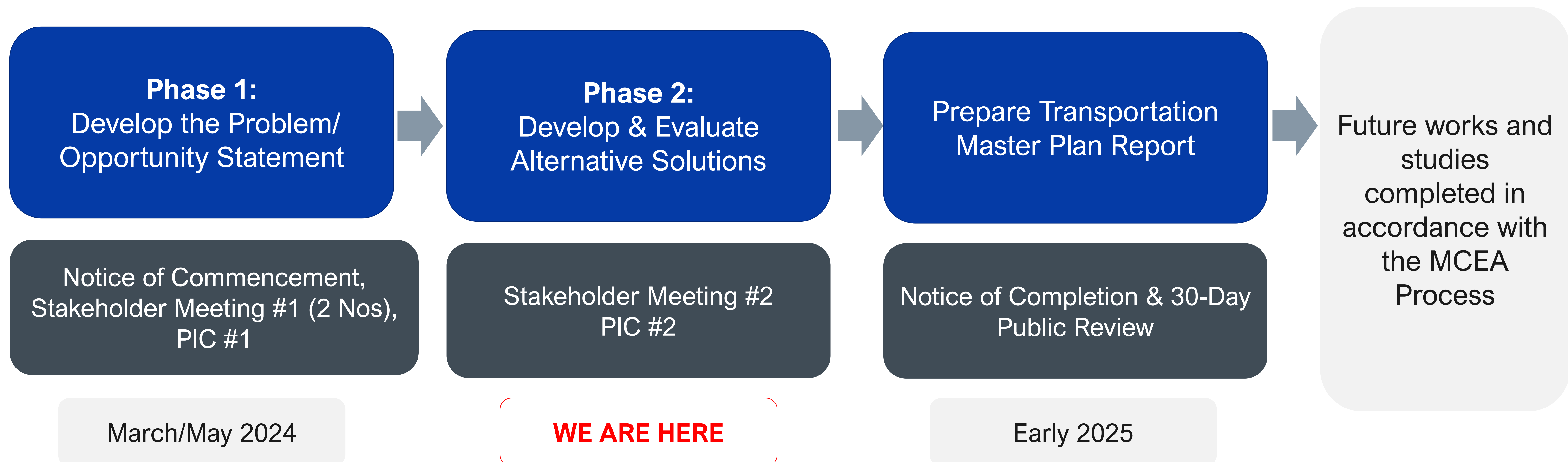
Staff are available to answer your questions.

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.

- 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'ils Pkwy, Ontario St, Harbour St, Hwy 2, Cedar St, Lakeshore Rd, Main St between Rundle 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)

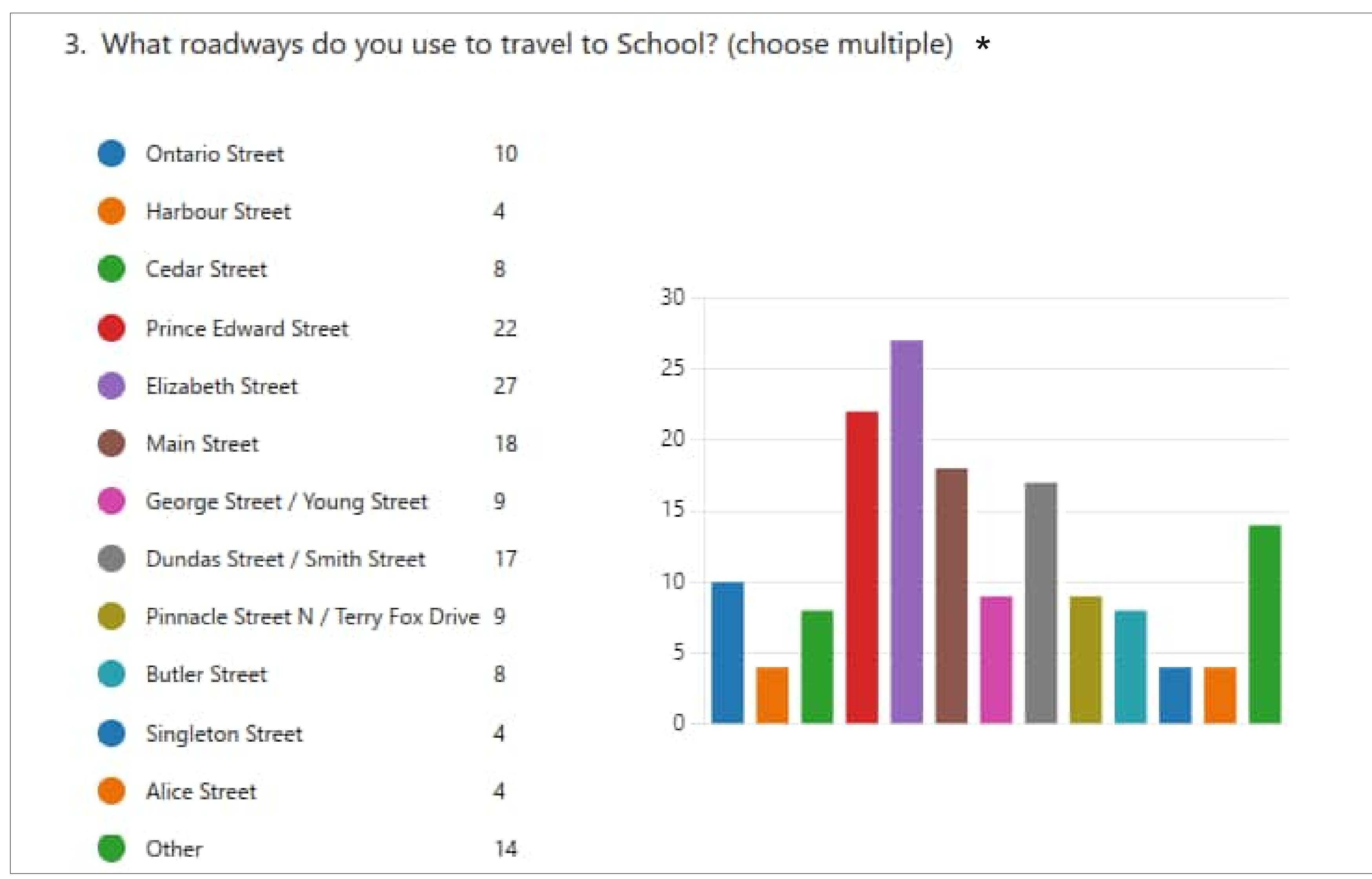
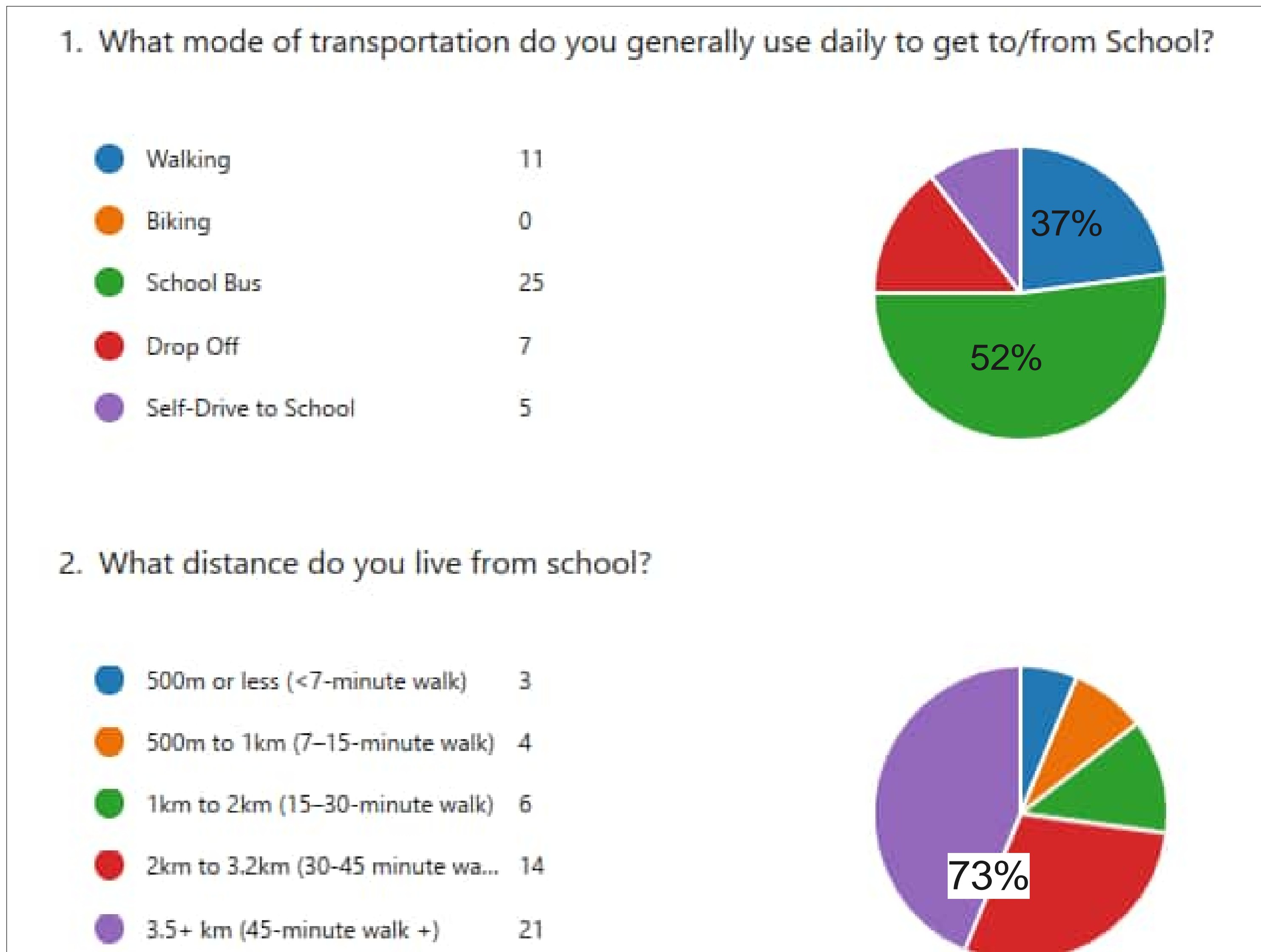
Suggestions/Concerns on traffic intersection controls/road improvements:

- 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

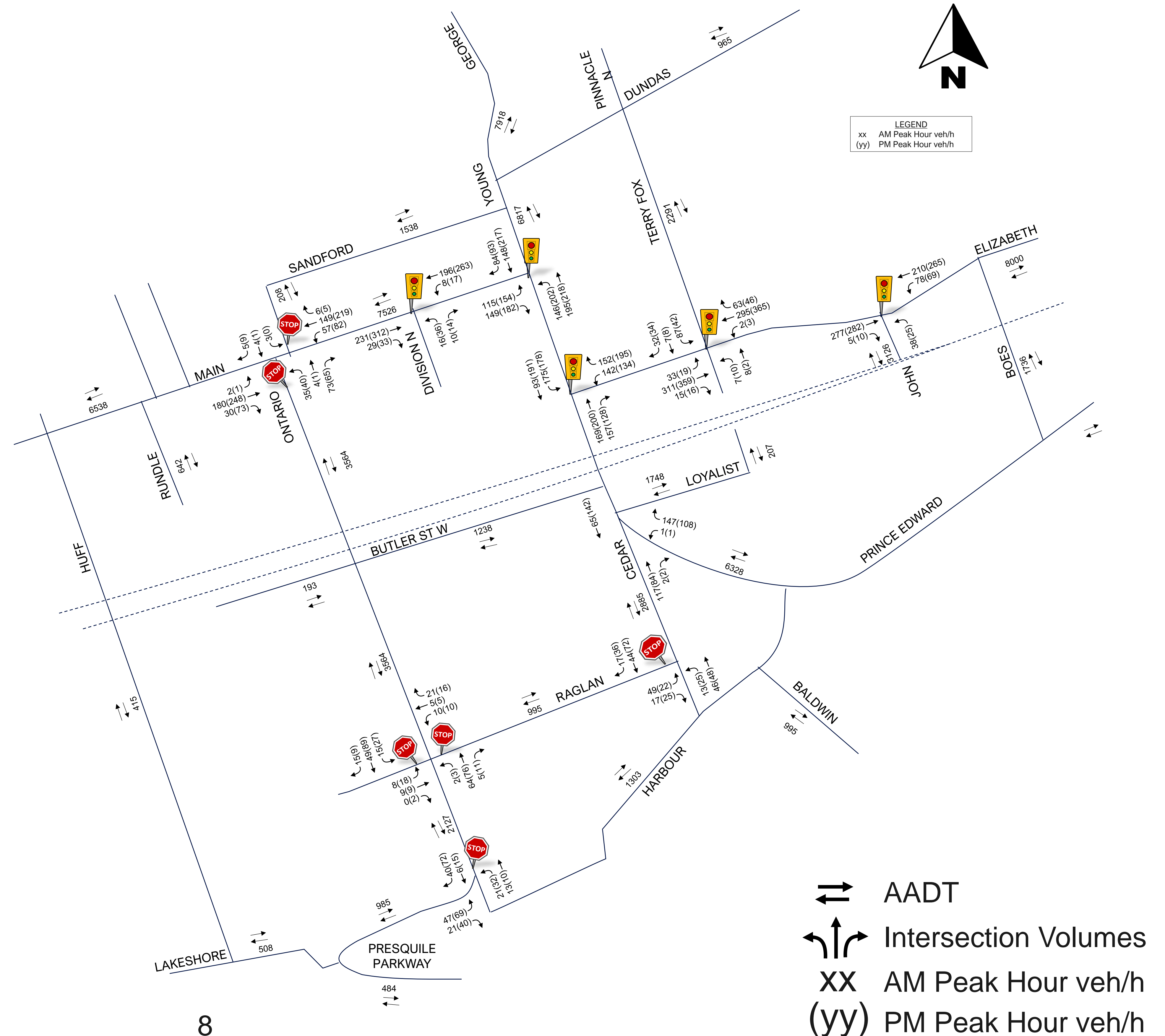
04:03 Average time to complete



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

EXISTING (2024) VOLUMES, INTERSECTIONS AND ROADWAYS

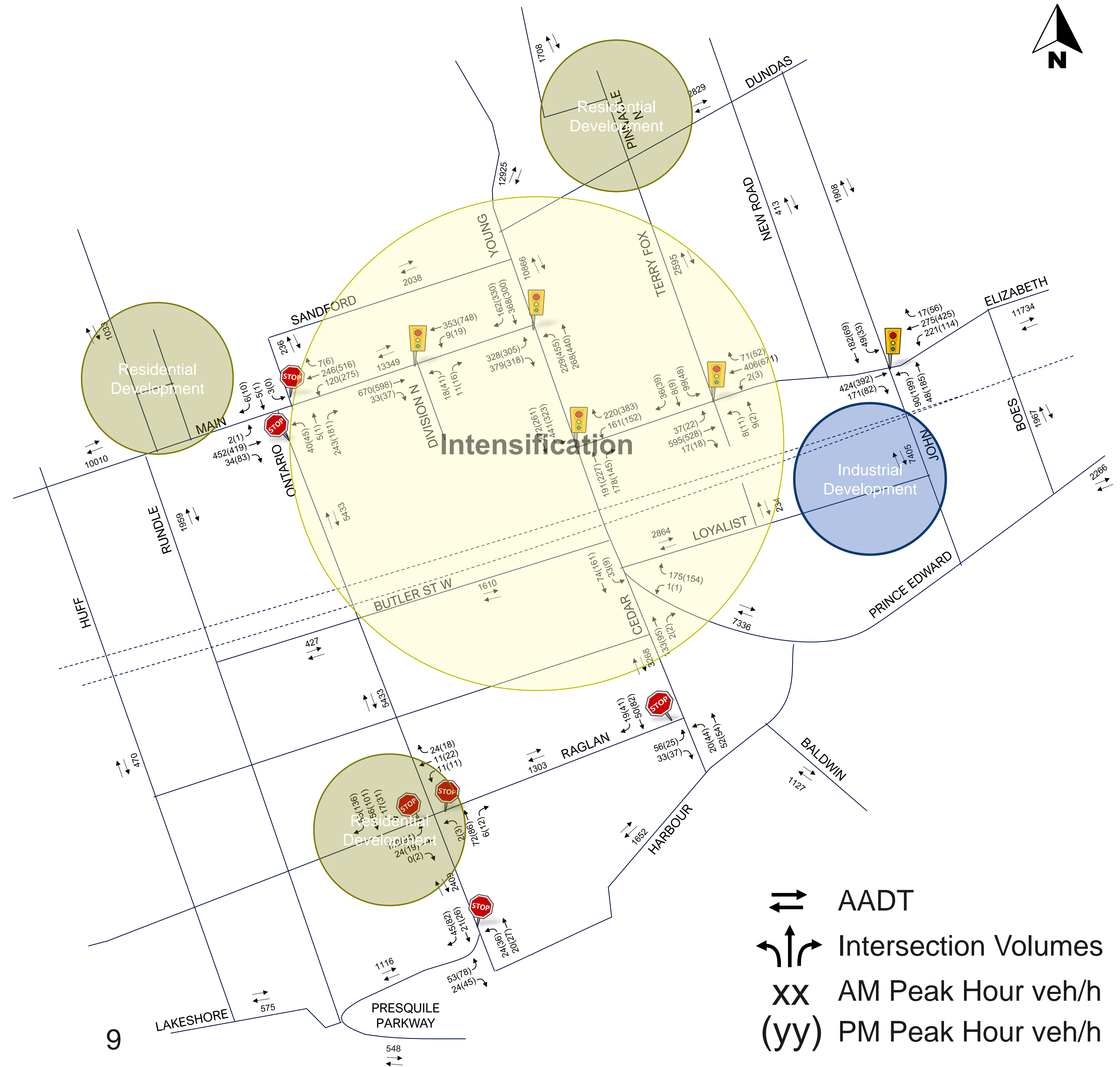
- Traffic data for both Intersections and Roadways was collected in June 2024 before School Closures
- Key Intersections for operation assessment were selected considering existing conditions, Resident Inputs, and Future Road needs (Future growth)



FUTURE 2051 VOLUMES, INTERSECTIONS AND ROADWAYS

- 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

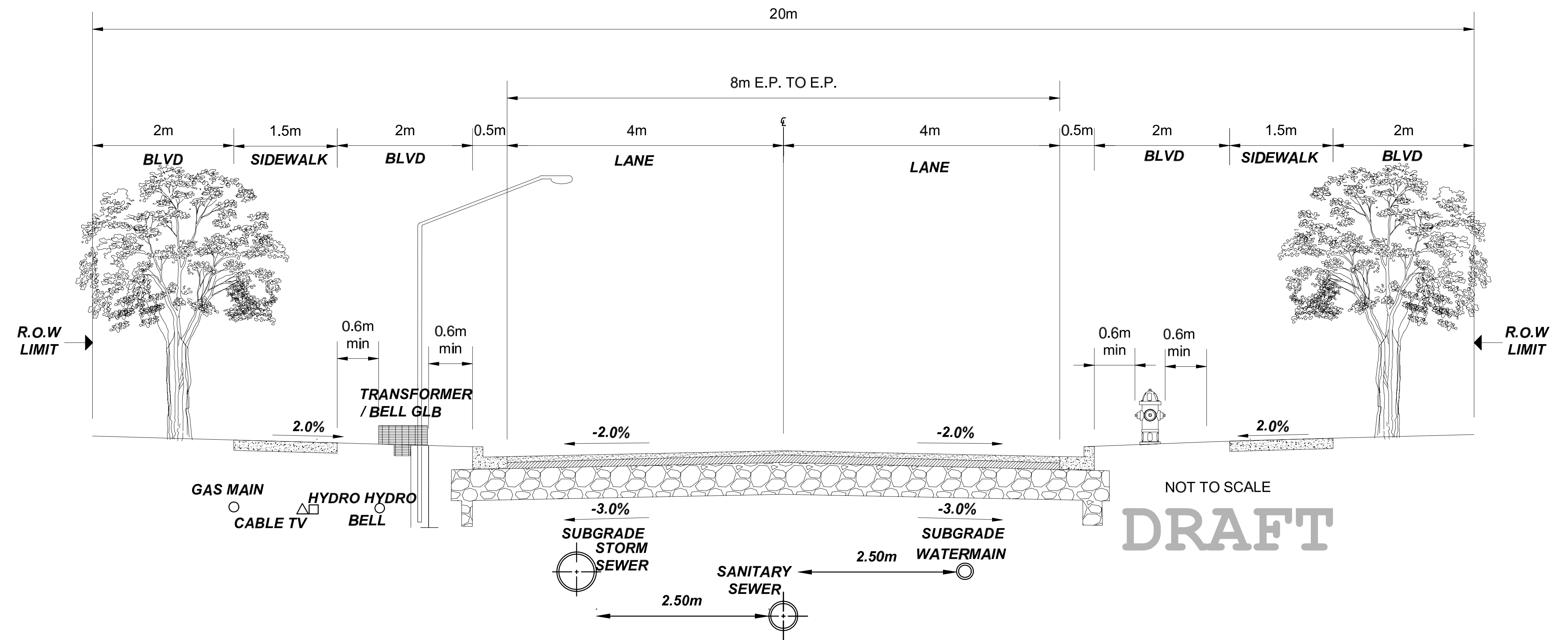
Criteria	Local	Major Local	Collector	Arterial
Service Function	Land access is primary consideration	Traffic movement and land access of equal importance	Traffic movement and land access of equal importance	Traffic movement is primary consideration
Typical Traffic Volume (veh/day)	< 1500	< 2,500	2,500 – 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:

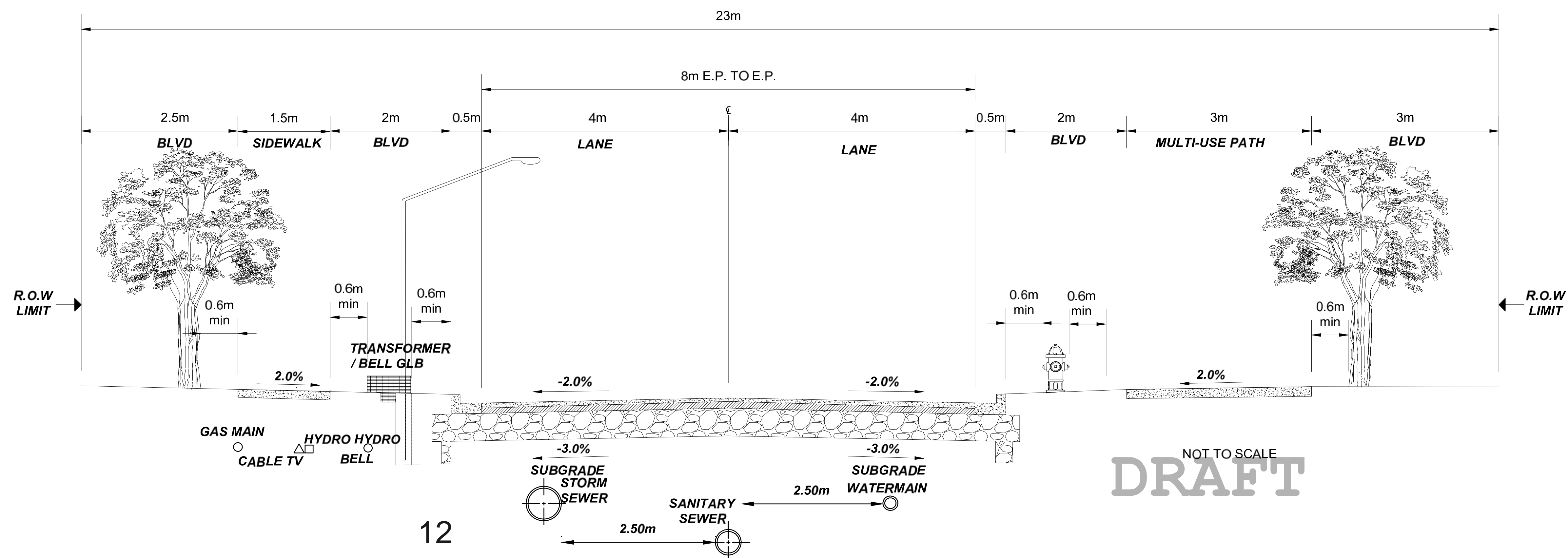
- Utility locations shown are applicable to either side.
- Streetlight or water hydrant are applicable to either side.
- Where possible, maintenance hole lids are to be located outside of vehicle wheel path.
- A minimum of one sidewalk is required, however sidewalks on both sides are required where the 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.

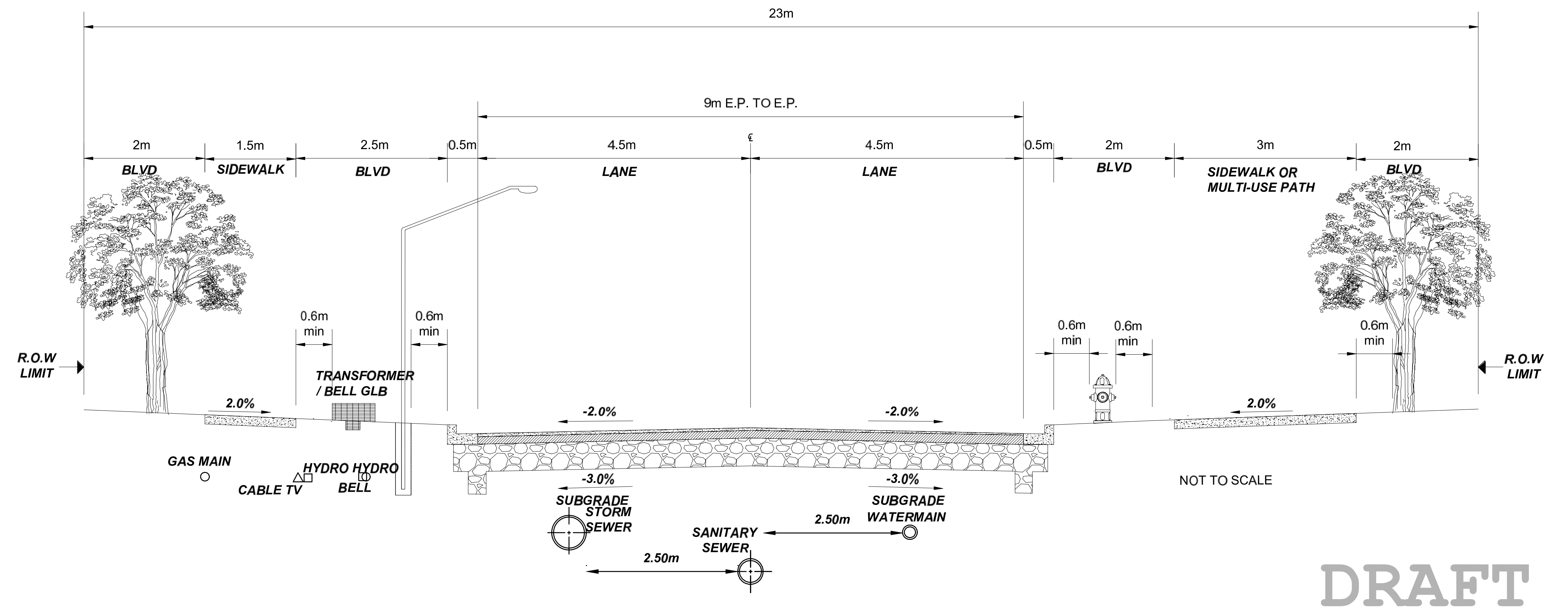


Proposed Typical Road Cross-Sections Urban Collector (23m), Urban Arterial (28m)

Urban Collector

Notes:

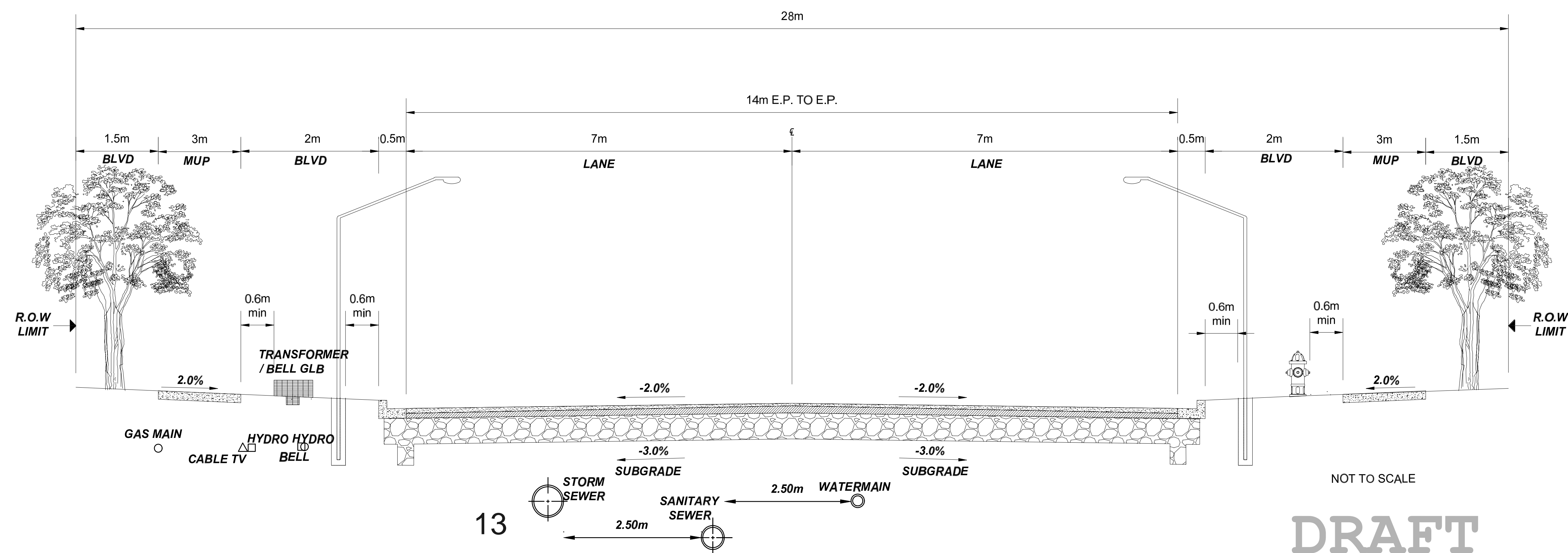
- Utility locations shown are applicable to either side.
- Where possible, maintenance hole lids are to be located out of the tire path.
- Streetlight or water hydrant are applicable to either side.
- Where possible, maintenance hole lids are to be located outside of vehicle wheel path.
- On street parking 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

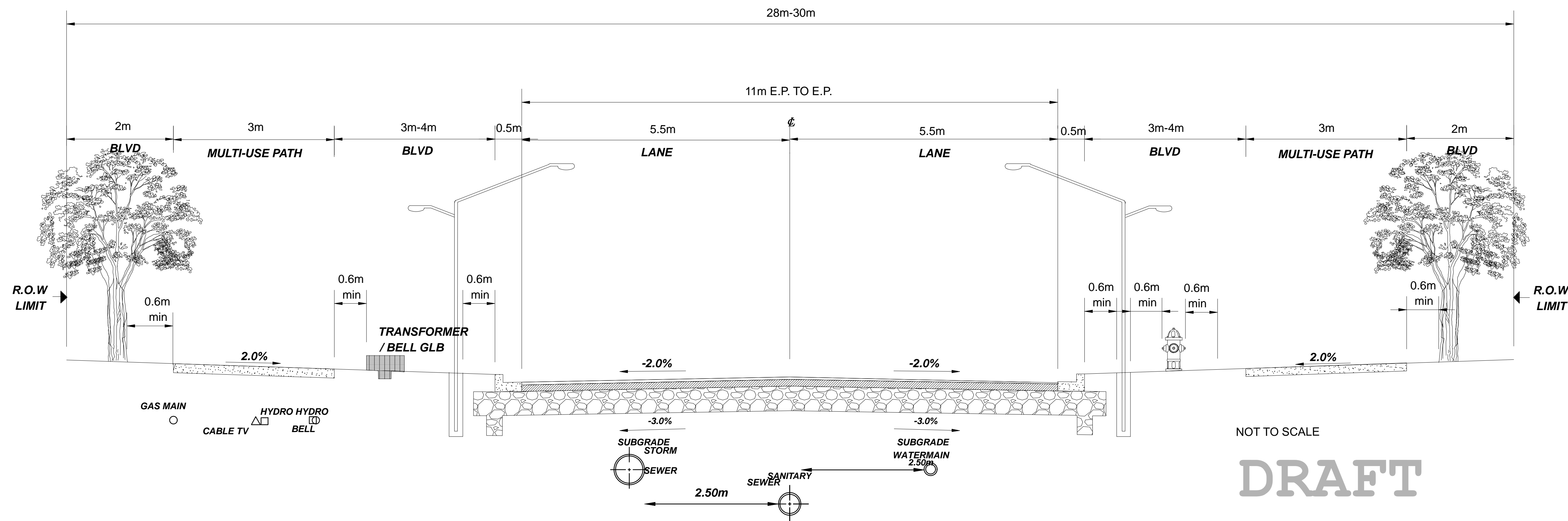


Proposed Typical Road Cross-Section Parkway (28-30m), Rural Collector (30m)

Parkway

Notes:

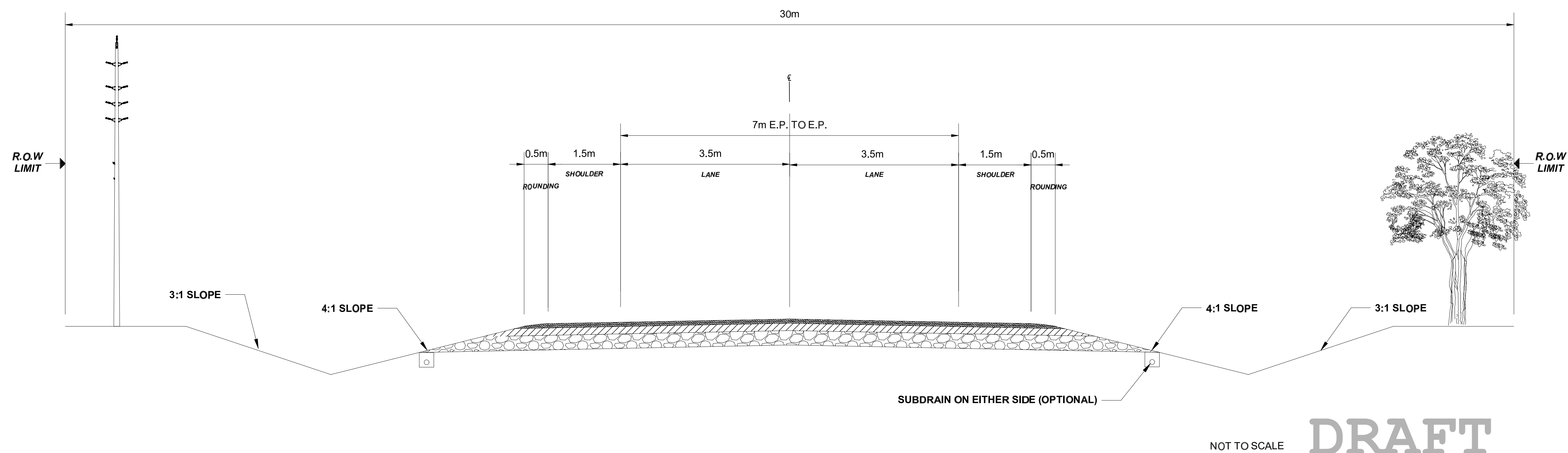
- Utility locations shown are applicable to either side.
- Streetlight or water hydrant are applicable to either side.
- Where possible, maintenance hole lids are to be located outside of vehicle path.
- Where ROW wider than 28m is available, boulevards can be expanded to 4m on each side for additional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



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

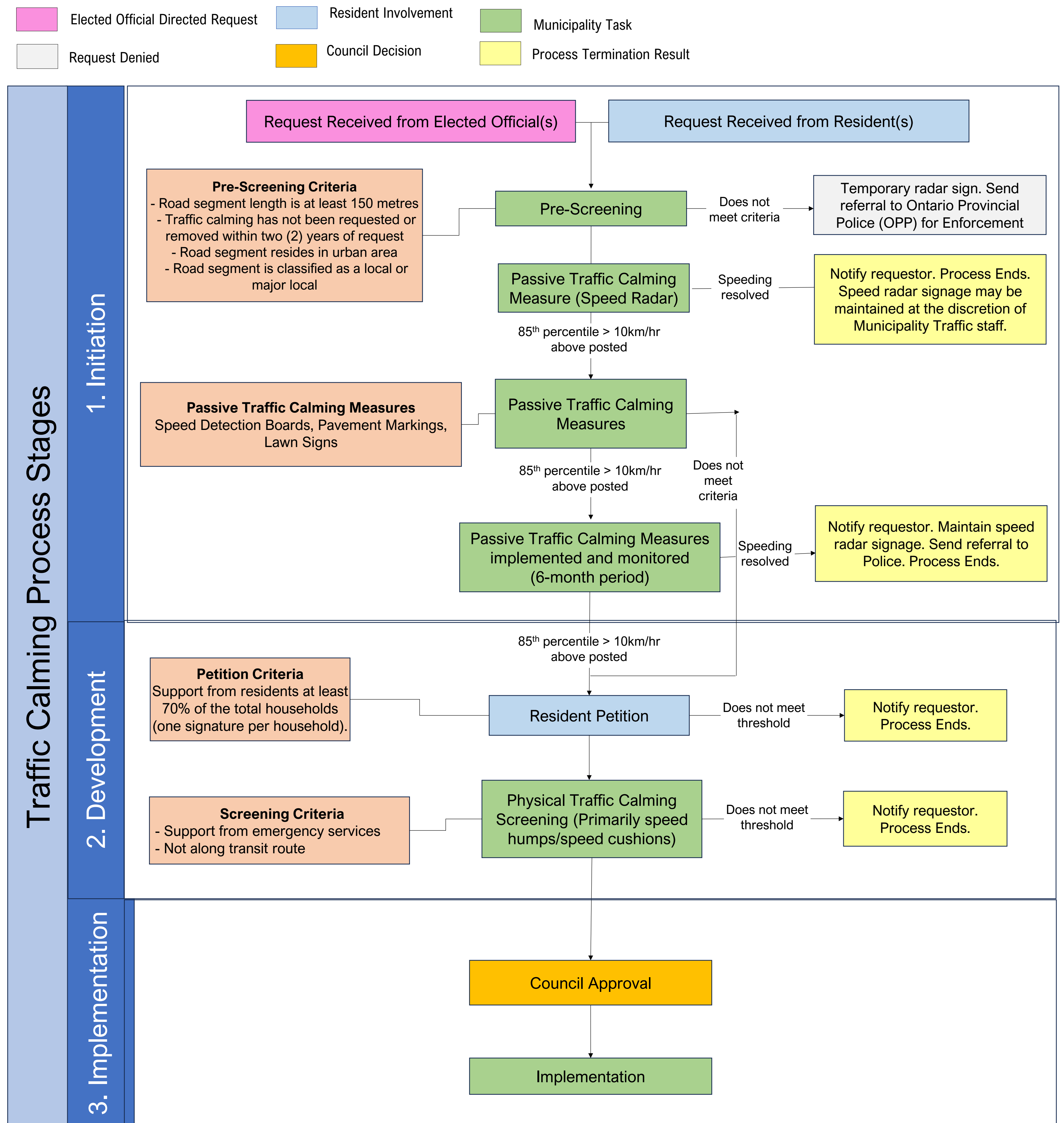
Goods Movement Policy

- 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	<ul style="list-style-type: none"> • 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)	<ul style="list-style-type: none"> • Would excessive delays or vehicle queues be mitigated by a roundabout? • Will the roundabout exhibit the desired level of service?
Traffic Flows	<ul style="list-style-type: none"> • Are entering and exiting traffic volumes relatively balanced under existing and/or future conditions? • Is there a high percentage of turning movements?
Property Availability	<ul style="list-style-type: none"> • Is there sufficient property available for a roundabout? • If property constraints exist, can the surrounding lands be feasibly acquired?
Intersection Geometry	<ul style="list-style-type: none"> • Would the roundabout alleviate sightline concerns caused by skewed horizontal alignment? • Are there more than four (4) approaches?
Proximity to Signals/Rail	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Would the roundabout serve as a transition point between land uses (i.e., residential to commercial, etc.)?
Traffic Calming	<ul style="list-style-type: none"> • Could a roundabout serve to reduce excessive operating speeds?
Vulnerable Road Users	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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)



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

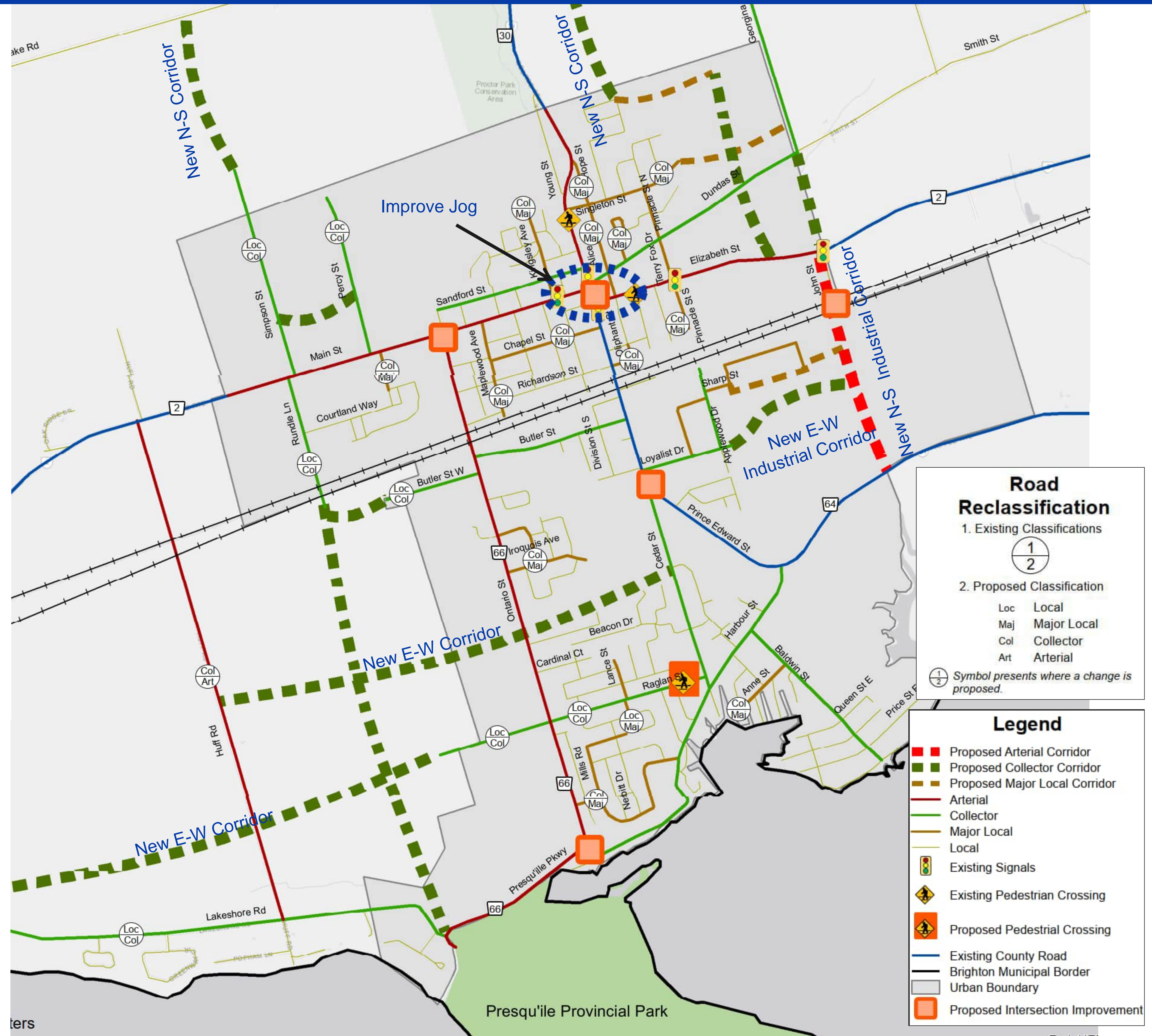
Partially Satisfies Criteria

Satisfies Criteria

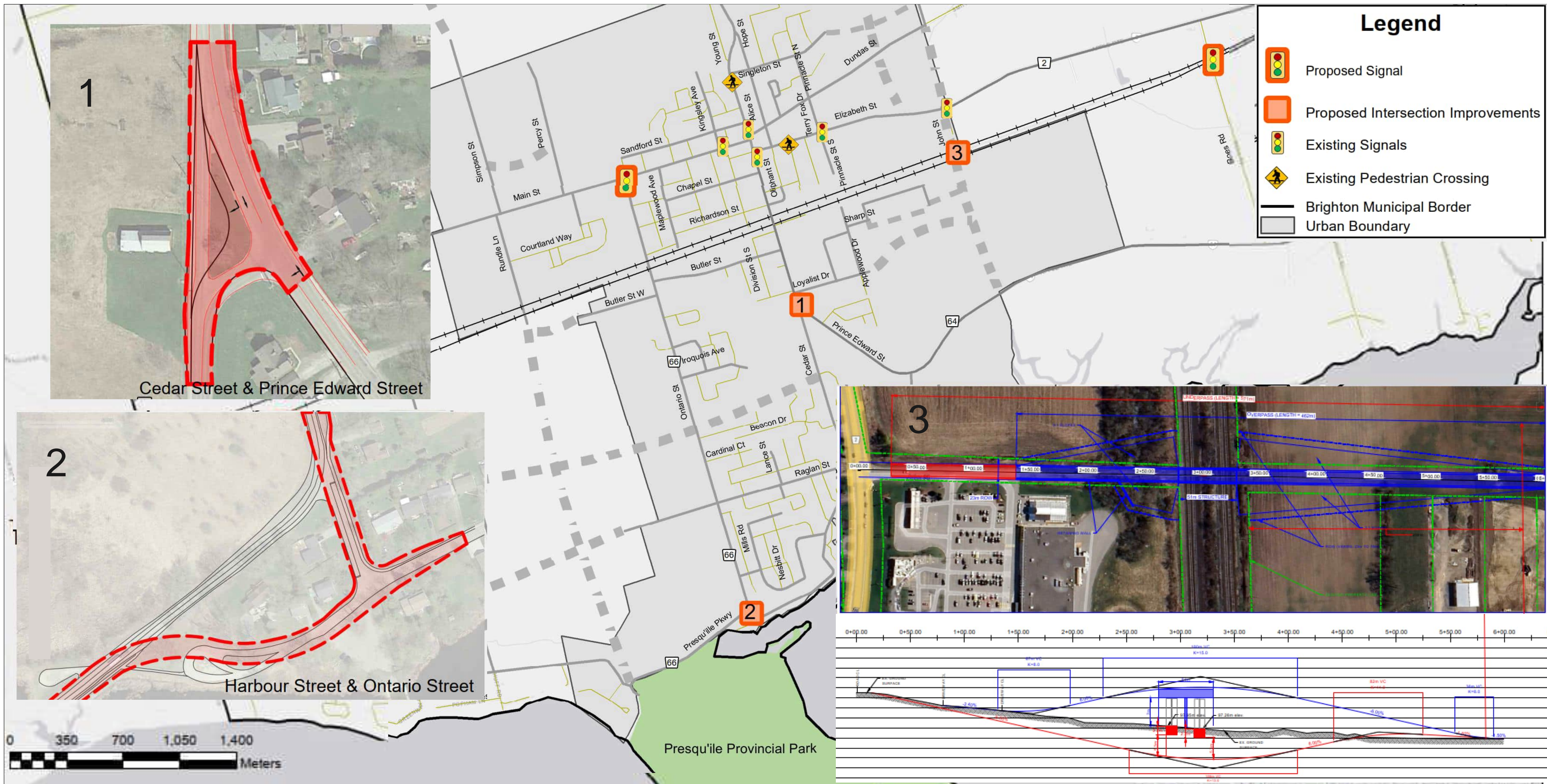
Preferred Solution

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



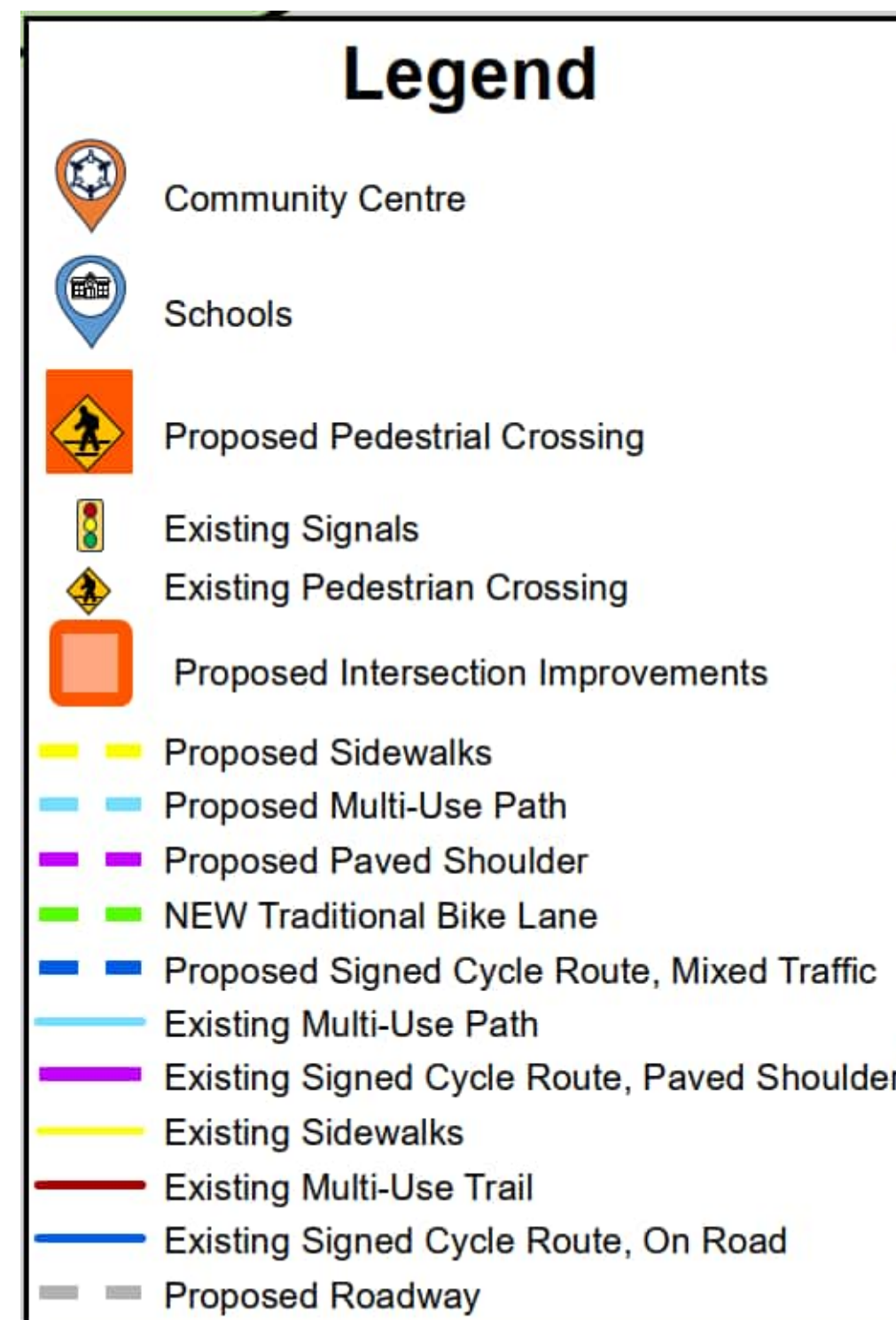
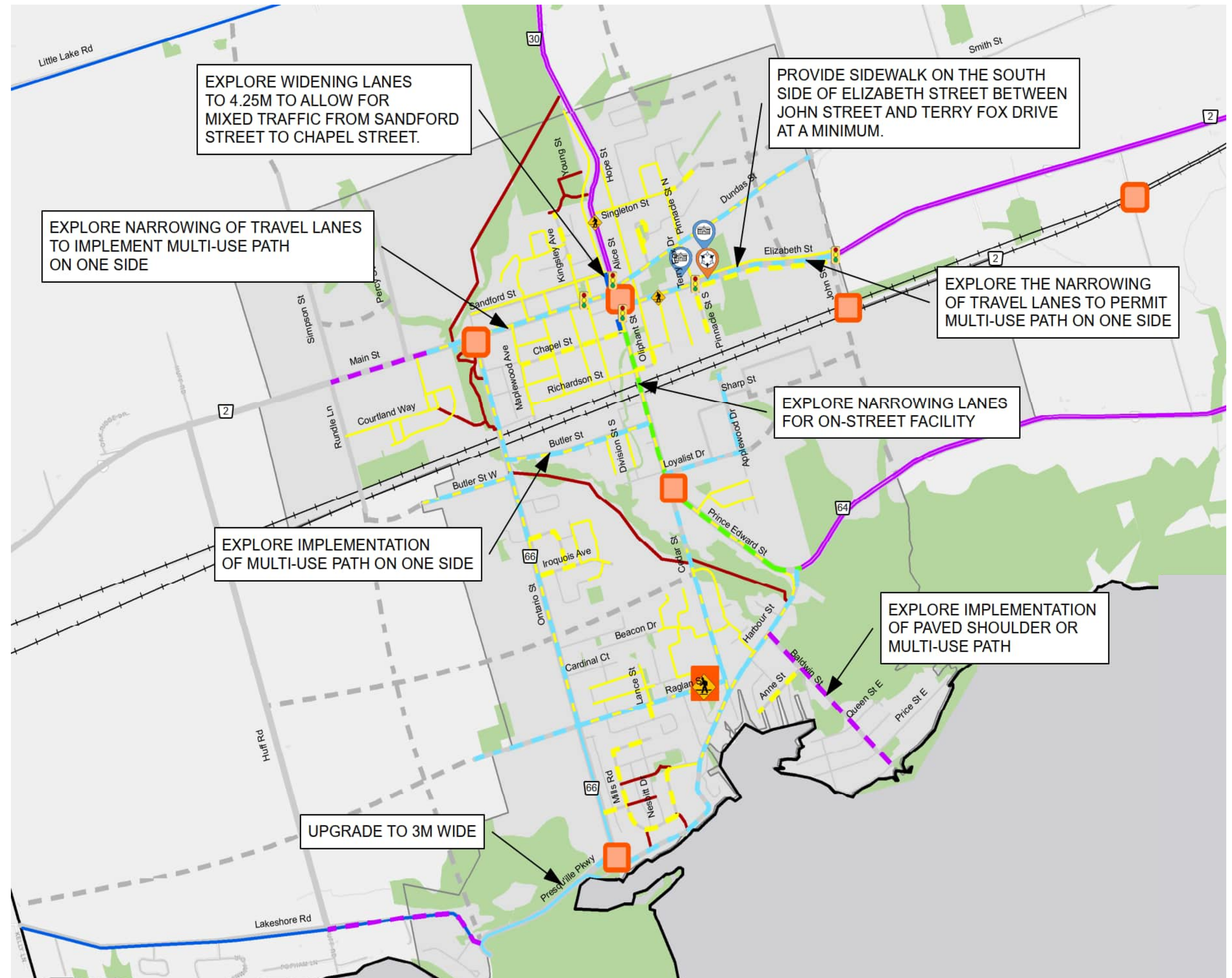
Future Road Network- Intersection Improvements



*Overpass is Recommended Option

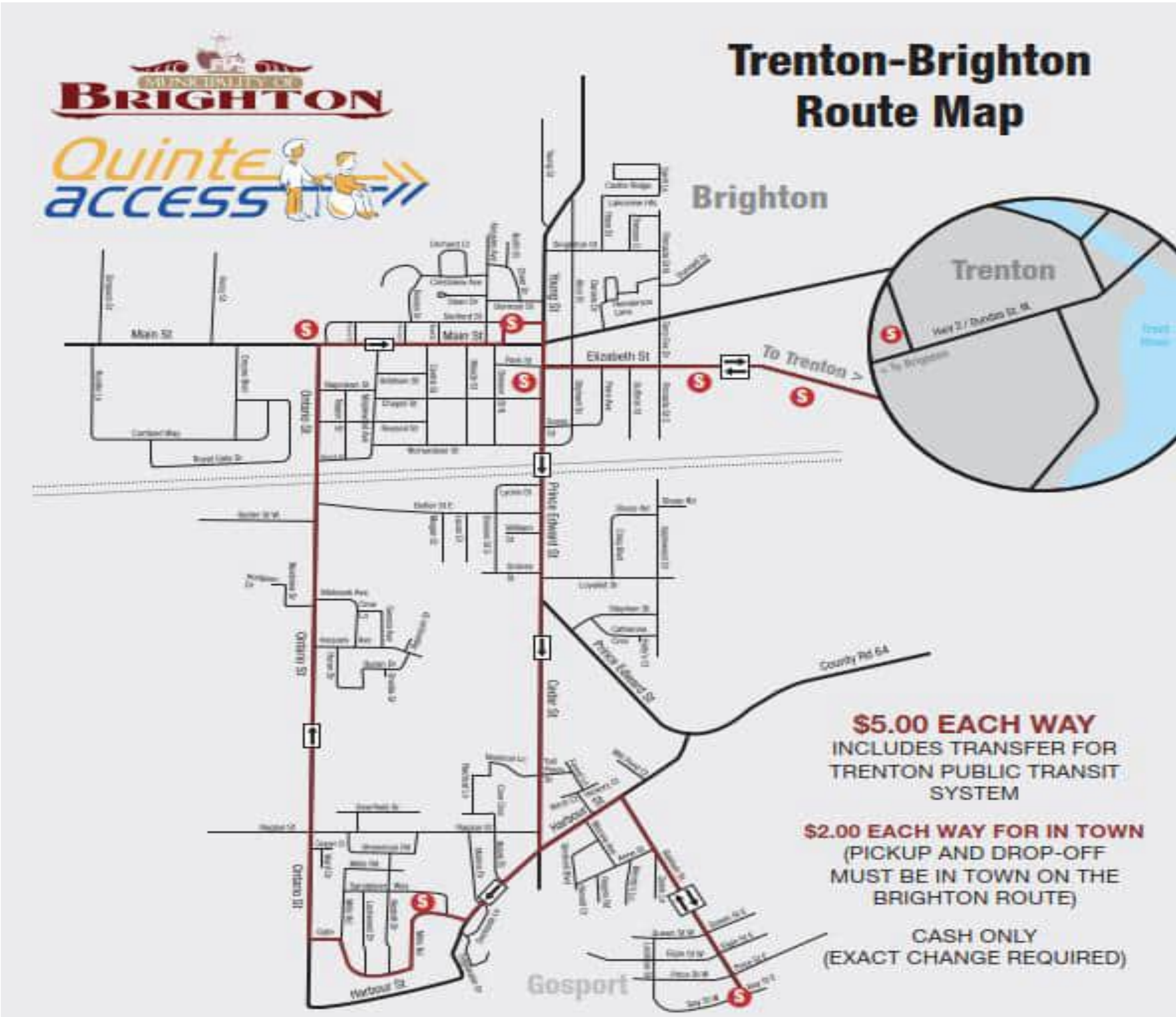
Future Active Transportation is recommended considering:

- 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



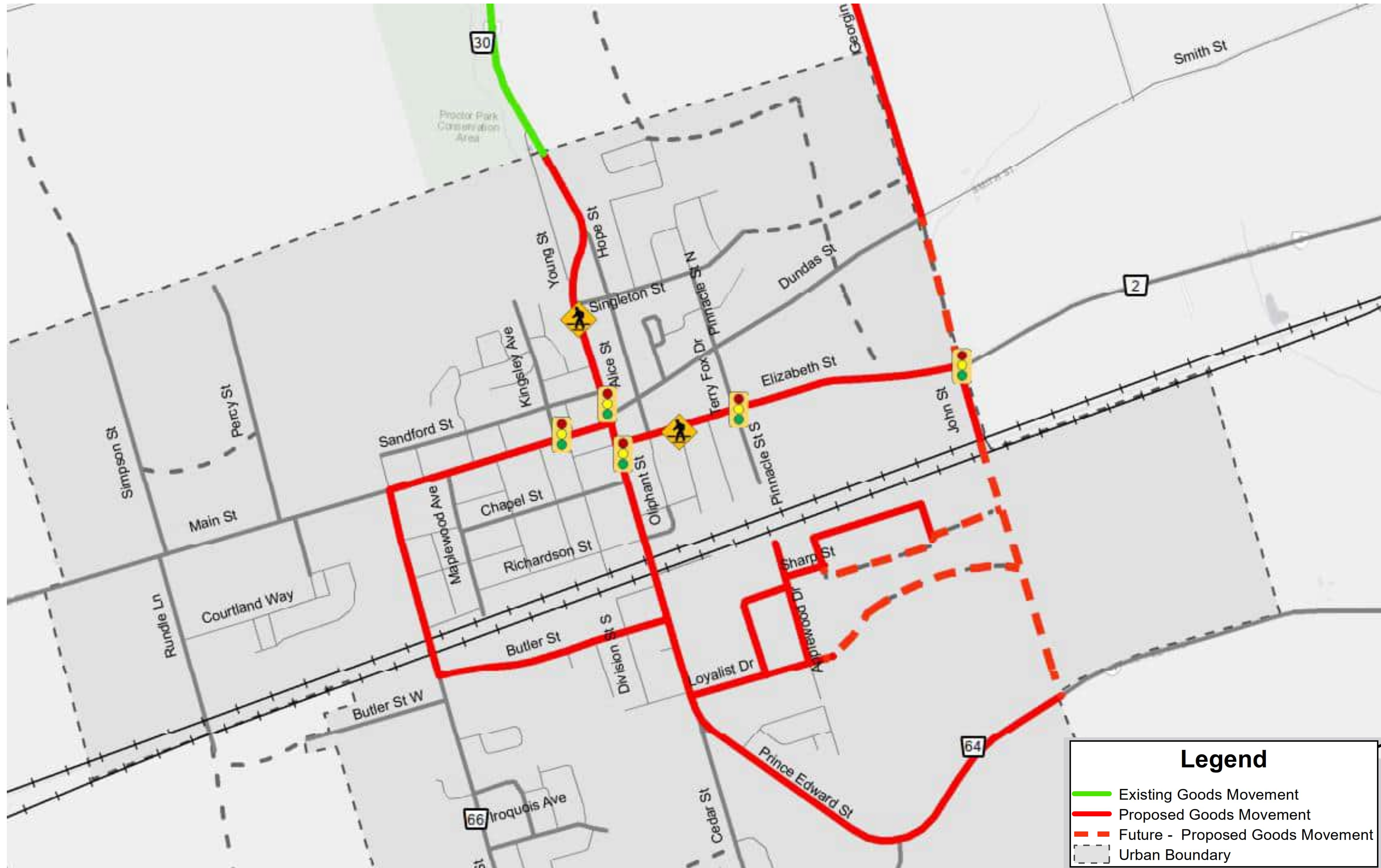
WESTBOUND	PICKUP/DROPOFF LOCATION	TUES/WED/THU	
DEPART	TRENTON - WALMART	11:30	14:00
DEPART	NO FRILLS	11:40	14:10
DEPART	ARENA	11:47	14:17
DEPART	SOBEYS	11:53	14:22
DEPART	BRIGHTON HEALTH SVCS CENTRE	11:58	14:25
DEPART	BRIGHTON BY THE BAY (COMMUNITY CTR)	12:05	14:35
DEPART	GOSPORT (END OF BALDWIN ST)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

EASTBOUND	PICKUP/DROPOFF 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 FRILLS	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



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)



Municipality of Brighton TMP – Contact Us

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

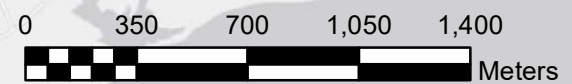
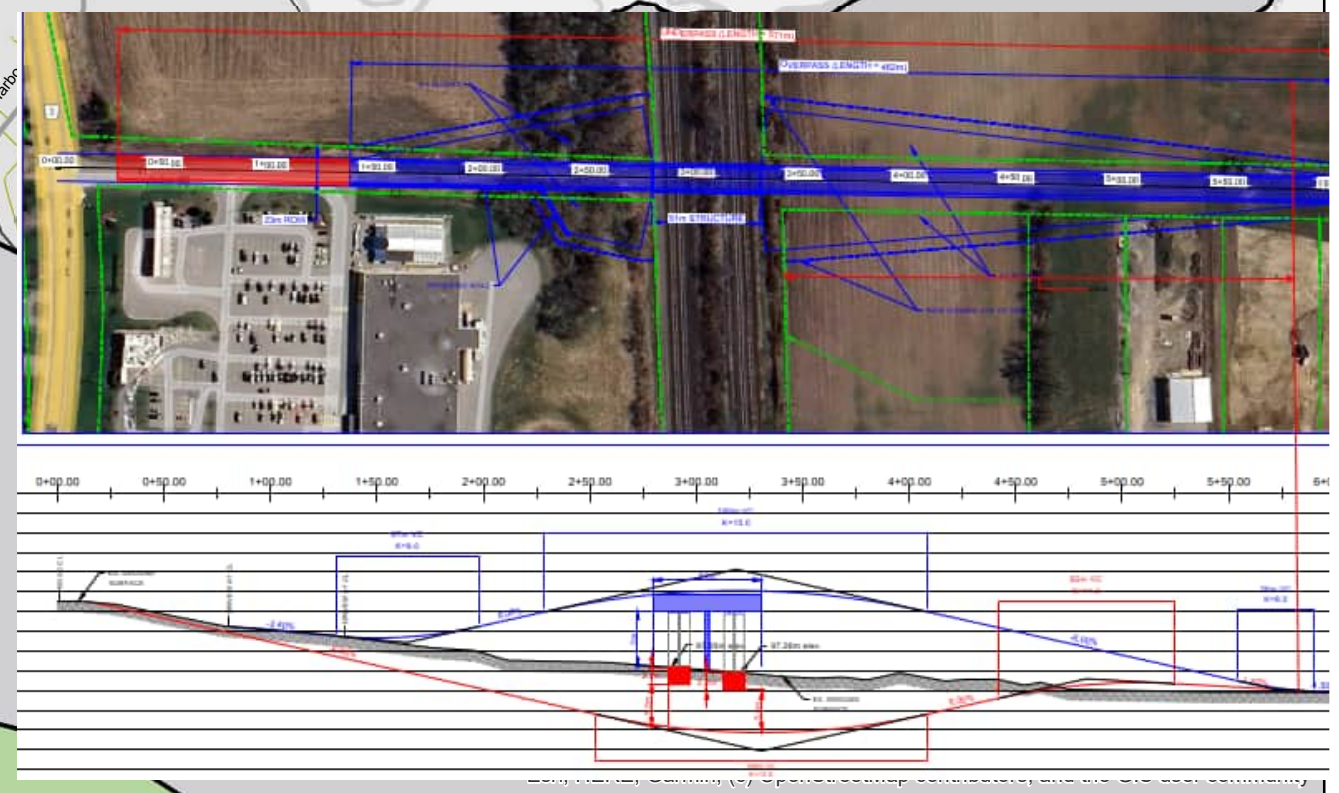
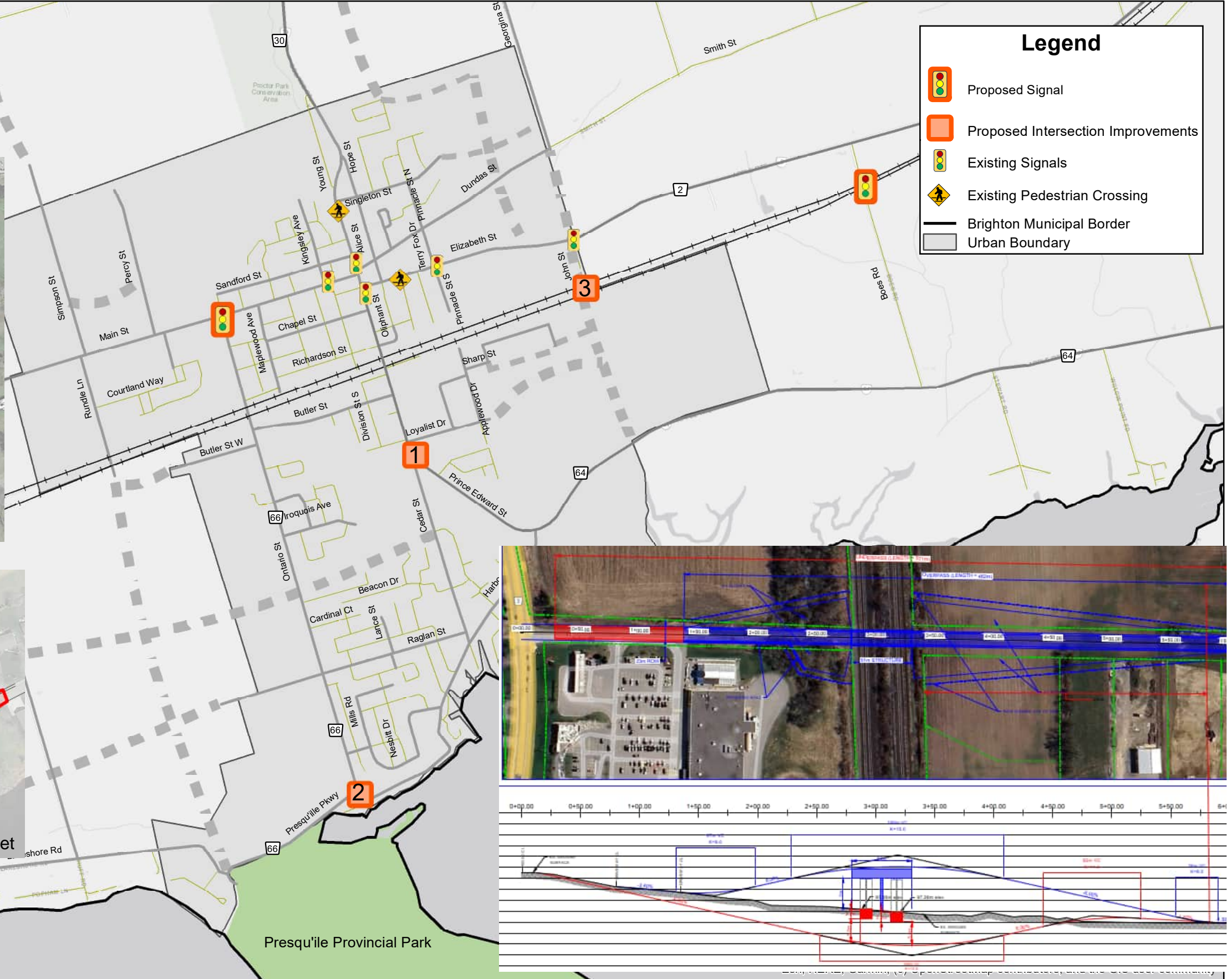
You can also learn more about the project online at

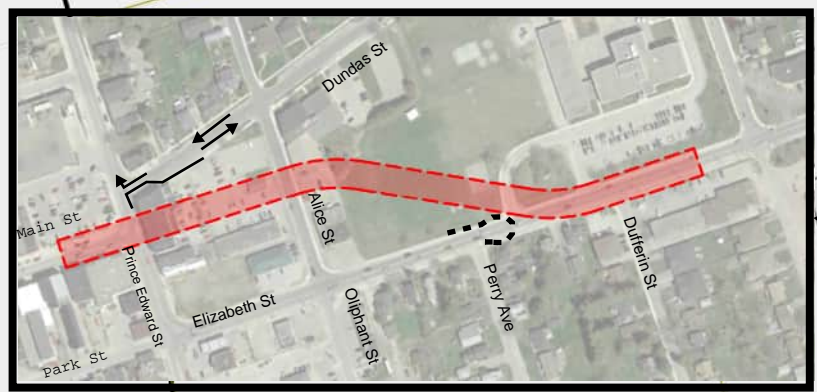
<https://www.brighton.ca/en/doing-business/transportation.aspx>



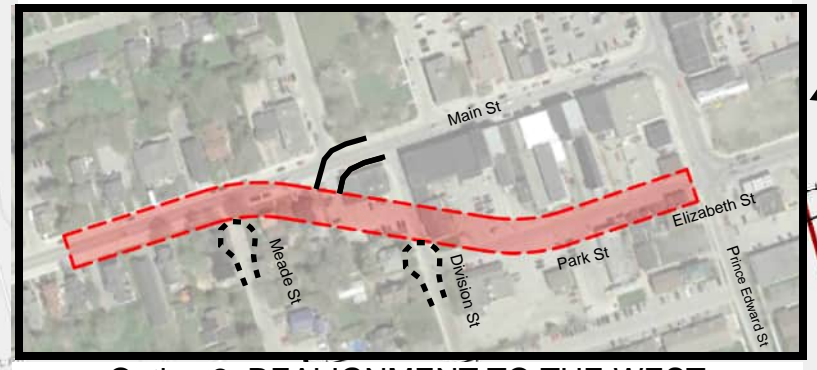
Legend

-  Proposed Signal
-  Proposed Intersection Improvements
-  Existing Signals
-  Existing Pedestrian Crossing
-  Brighton Municipal Border
-  Urban Boundary



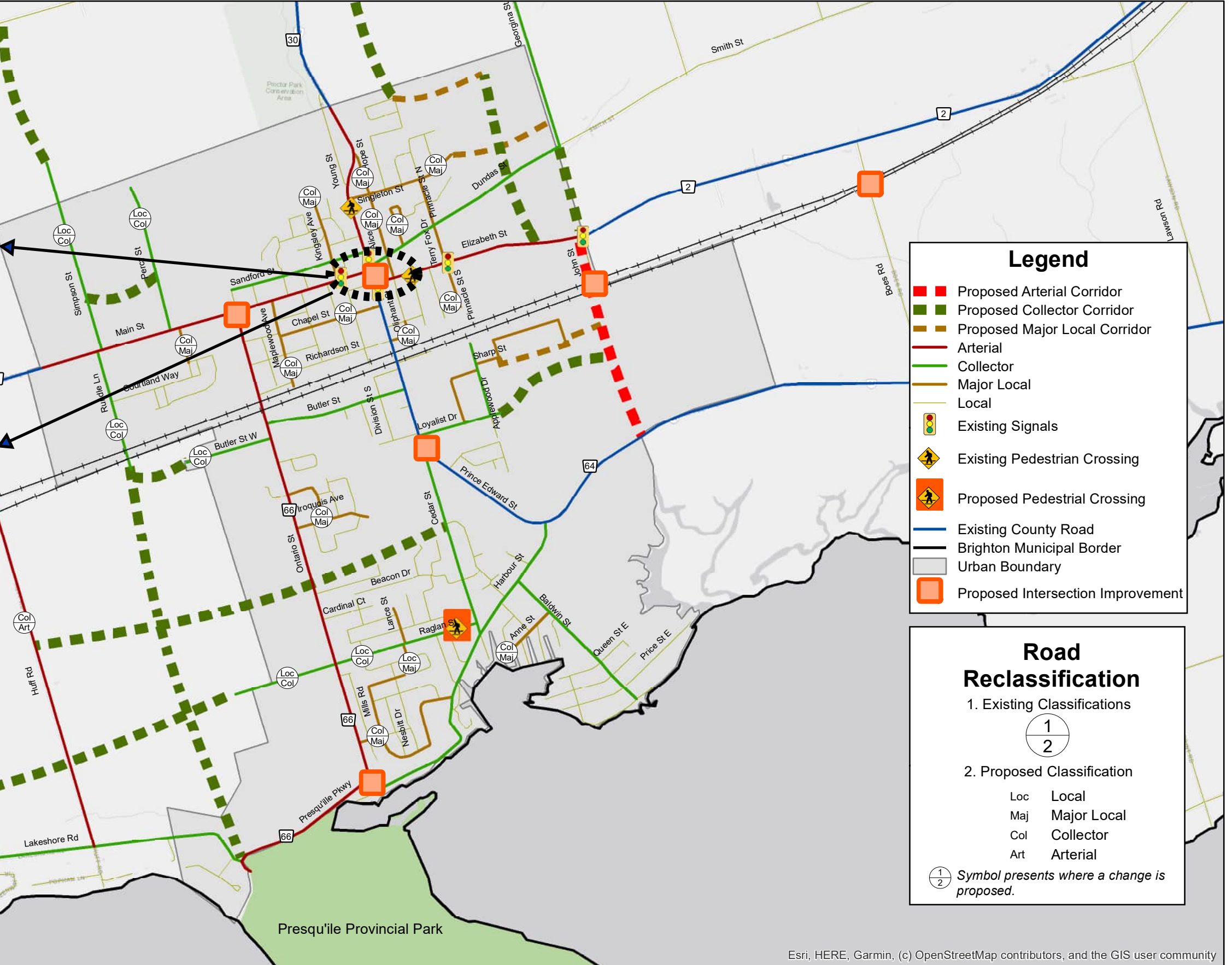
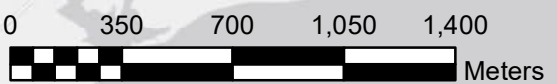


Option 1: REALIGNMENT TO THE EAST



Option 2: REALIGNMENT TO THE WEST

TOWNSHIP OF CRAMAHE



Legend

- Proposed Arterial Corridor
- Proposed Collector Corridor
- Proposed Major Local Corridor
- Arterial
- Collector
- Major Local
- Local
- Existing Signals
- Existing Pedestrian Crossing
- Proposed Pedestrian Crossing
- Existing County Road
- Brighton Municipal Border
- Urban Boundary
- Proposed Intersection Improvement

Road Reclassification

1. Existing Classifications

1
2

2. Proposed Classification

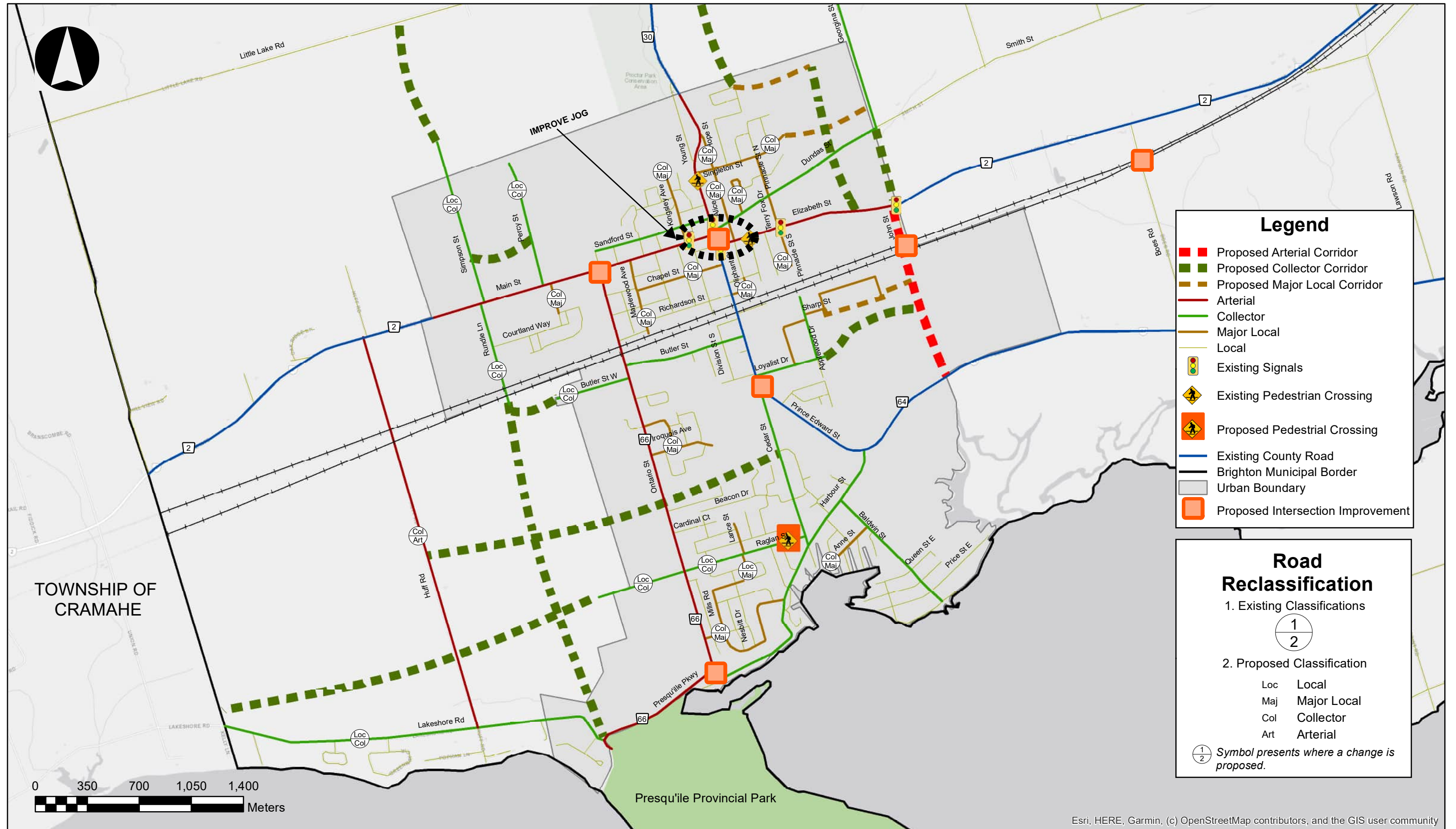
Loc	Local
Maj	Major Local
Col	Collector
Art	Arterial

Symbol presents where a change is proposed.

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







Legend

- Proposed Arterial Corridor
- Proposed Collector Corridor
- Proposed Major Local Corridor
- Arterial
- Collector
- Major Local
- Local
- Existing Signals
- Existing Pedestrian Crossing
- Proposed Pedestrian Crossing
- Existing County Road
- Brighton Municipal Border
- Urban Boundary
- Proposed Intersection Improvement

Road Reclassification

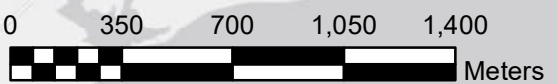
1. Existing Classifications

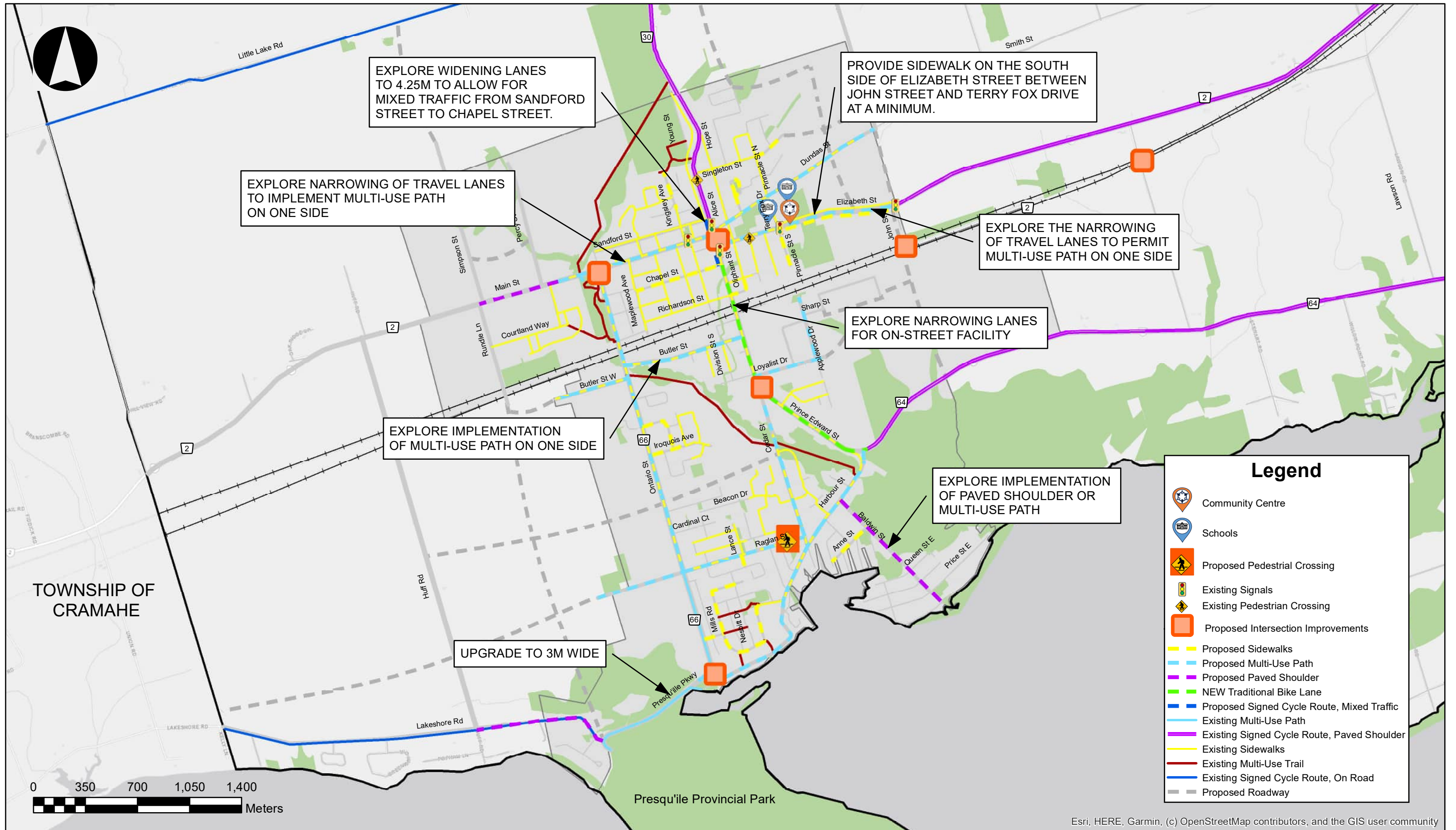
1
2

2. Proposed Classification

Loc	Local
Maj	Major Local
Col	Collector
Art	Arterial

Symbol presents where a change is proposed.





EXPLORE WIDENING LANES TO 4.25M TO ALLOW FOR MIXED TRAFFIC FROM SANDFORD STREET TO CHAPEL STREET.

EXPLORE NARROWING OF TRAVEL LANES TO IMPLEMENT MULTI-USE PATH ON ONE SIDE

PROVIDE SIDEWALK ON THE SOUTH SIDE OF ELIZABETH STREET BETWEEN JOHN STREET AND TERRY FOX DRIVE AT A MINIMUM.

EXPLORE THE NARROWING OF TRAVEL LANES TO PERMIT MULTI-USE PATH ON ONE SIDE

EXPLORE NARROWING LANES FOR ON-STREET FACILITY

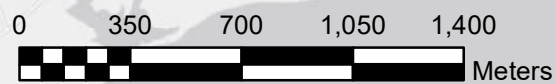
EXPLORE IMPLEMENTATION OF MULTI-USE PATH ON ONE SIDE

EXPLORE IMPLEMENTATION OF PAVED SHOULDER OR MULTI-USE PATH

UPGRADE TO 3M WIDE

Legend

- Community Centre
- Schools
- Proposed Pedestrian Crossing
- Existing Signals
- Existing Pedestrian Crossing
- Proposed Intersection Improvements
- Proposed Sidewalks
- Proposed Multi-Use Path
- Proposed Paved Shoulder
- NEW Traditional Bike Lane
- Proposed Signed Cycle Route, Mixed Traffic
- Existing Multi-Use Path
- Existing Signed Cycle Route, Paved Shoulder
- Existing Sidewalks
- Existing Multi-Use Trail
- Existing Signed Cycle Route, On Road
- Proposed Roadway



TOWNSHIP OF CRAMAHE

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



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.

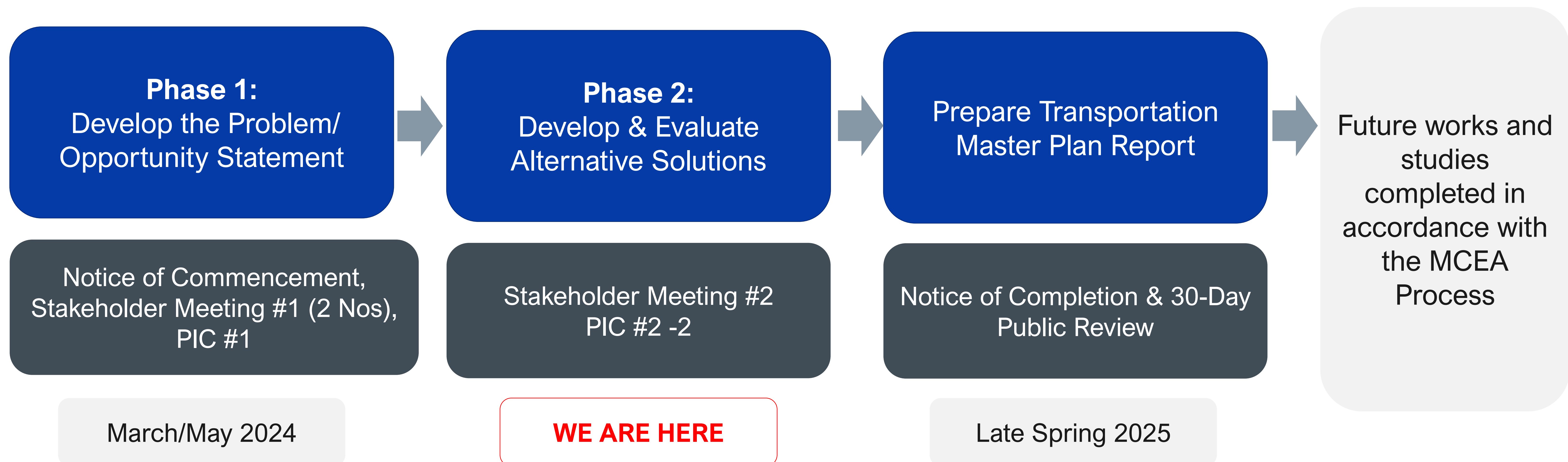
Purpose of the Transportation Master Plan (TMP)

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.





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'ils Pkwy, Ontario St, Harbour St, Hwy 2, Cedar St, Lakeshore Rd, Main St between Rundle 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)

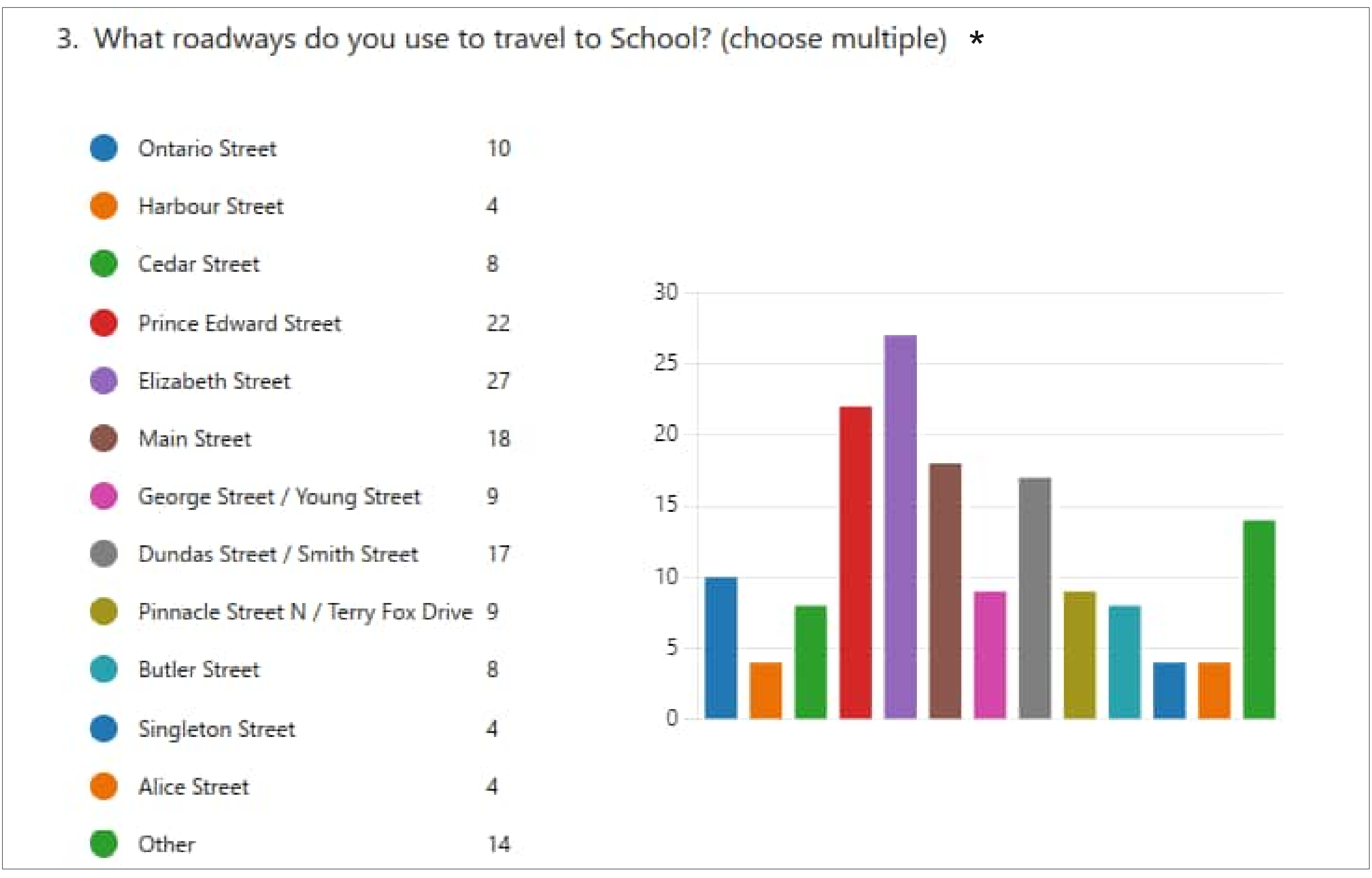
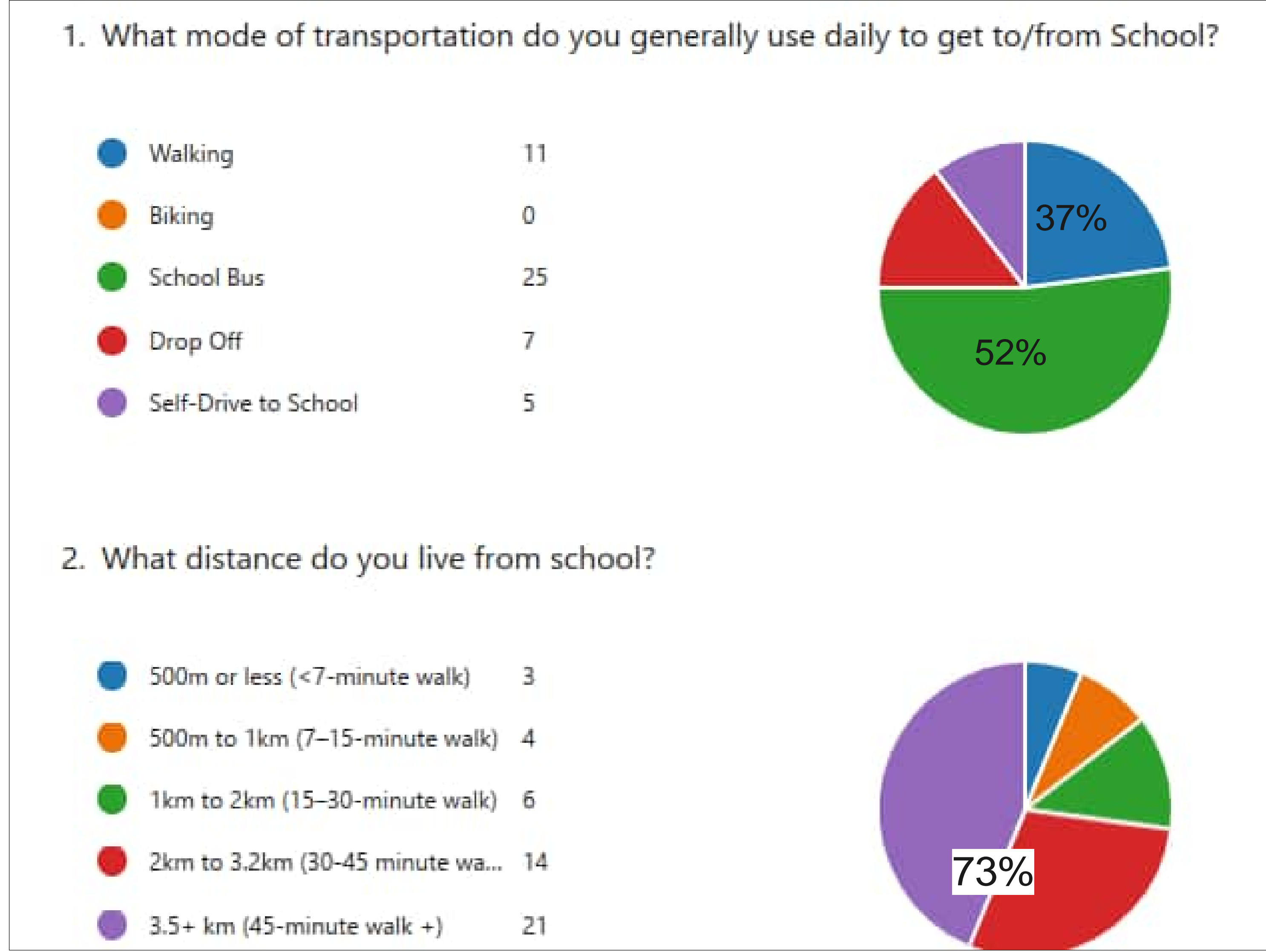
Suggestions/Concerns on traffic intersection controls/road improvements:

- 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

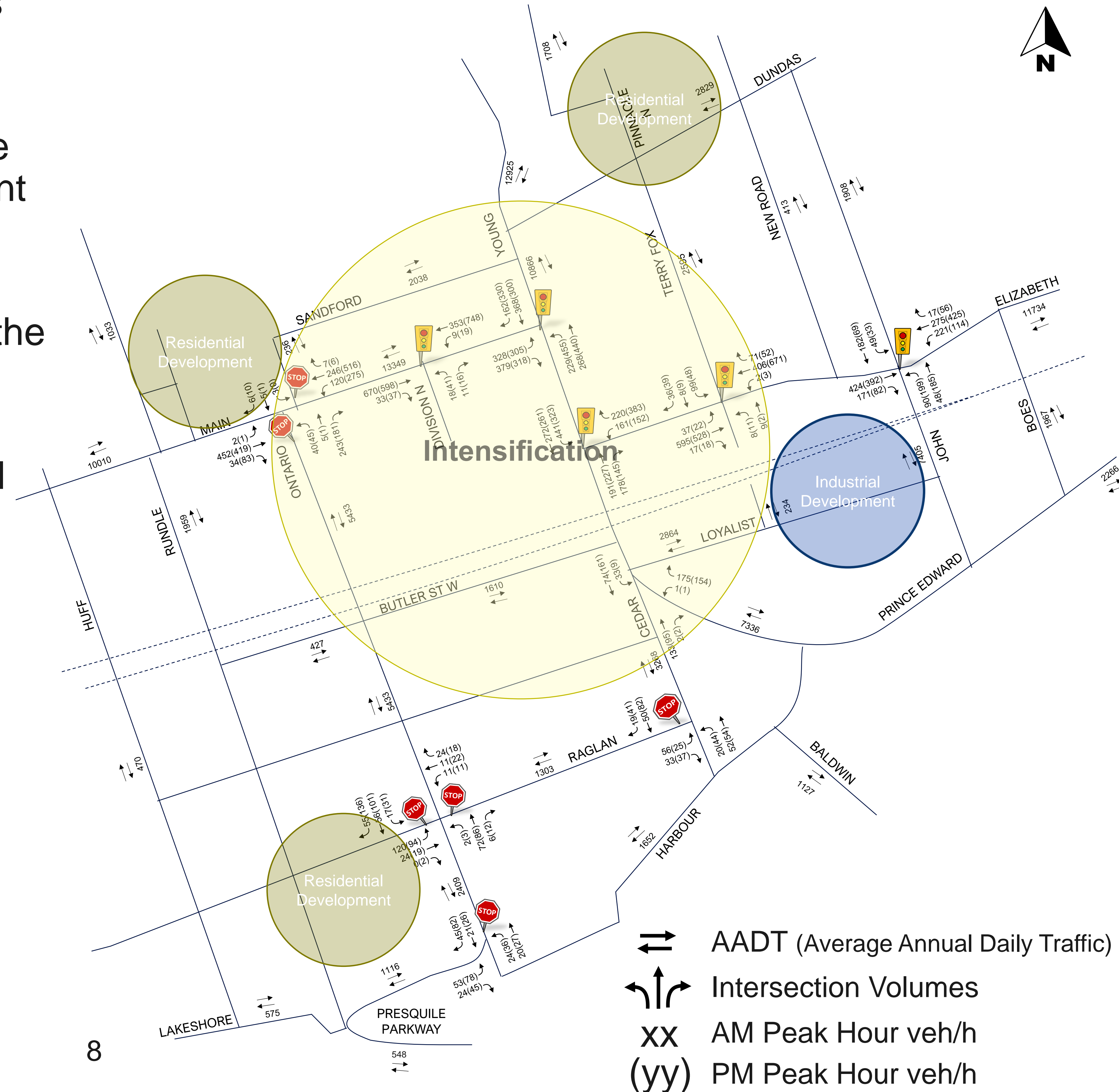


*Pedestrians use roadways including Prince Edward Street, Elizabeth Street, Ontario Street, Butler Street

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

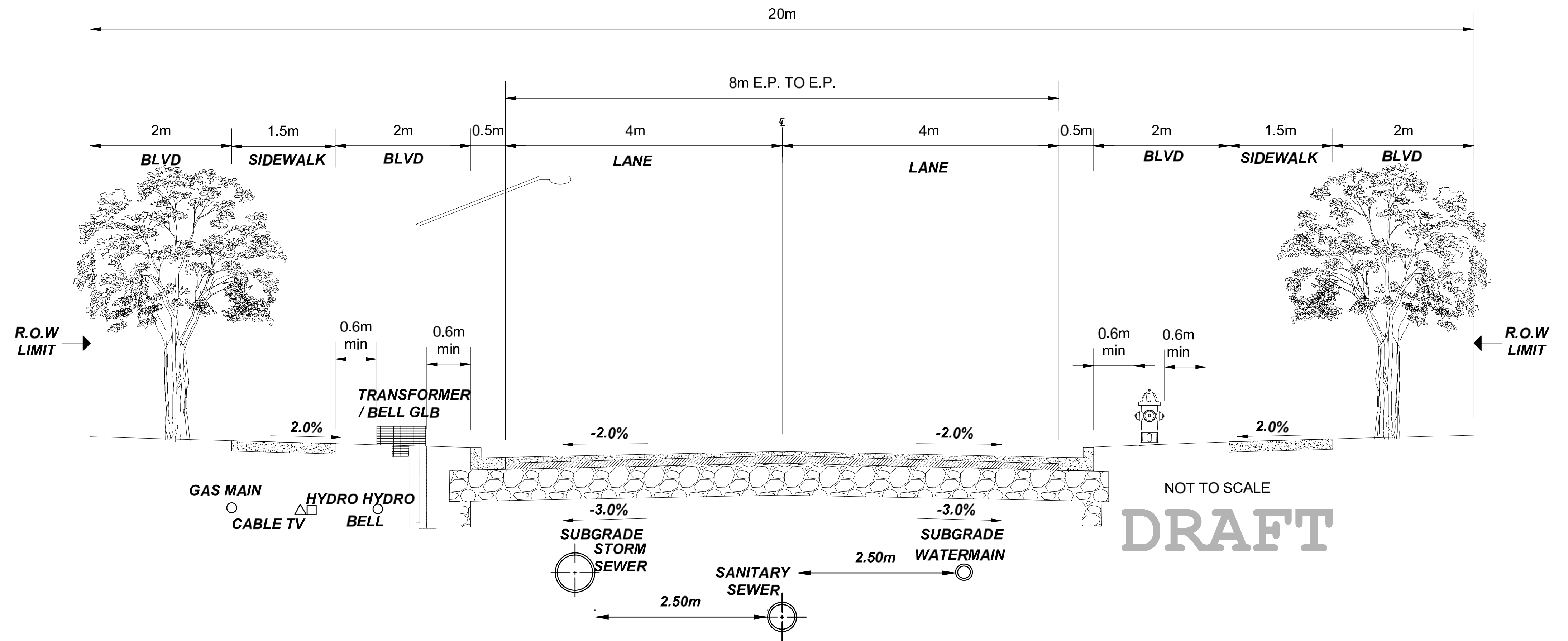
Criteria	Local	Major Local	Collector	Arterial
Service Function	Land access is primary consideration	Traffic movement and land access of equal importance	Traffic movement and land access of equal importance	Traffic movement is primary consideration
Typical Traffic Volume (veh/day)	< 1500	< 2,500	2,500 – 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:

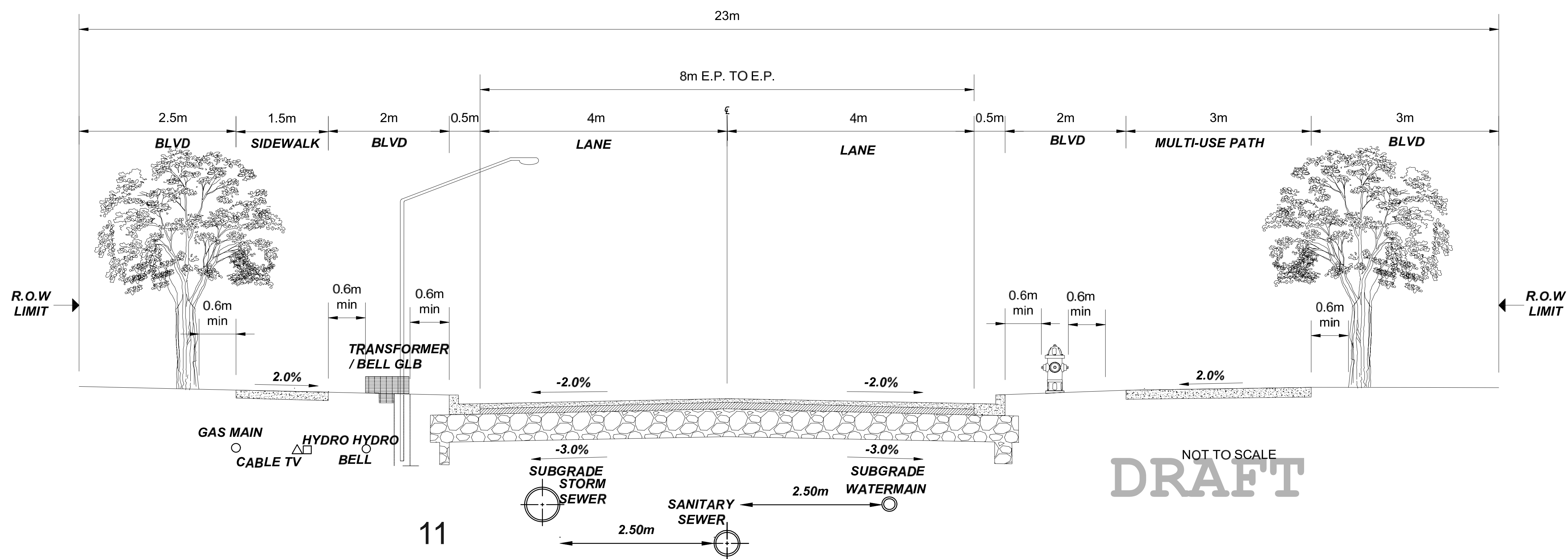
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- Streetlight or water hydrant are applicable to either side.
- Where possible, maintenance hole lids are to be located outside of vehicle wheel path.
- A minimum of one sidewalk is required, however sidewalks on both sides are required where the existing 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.

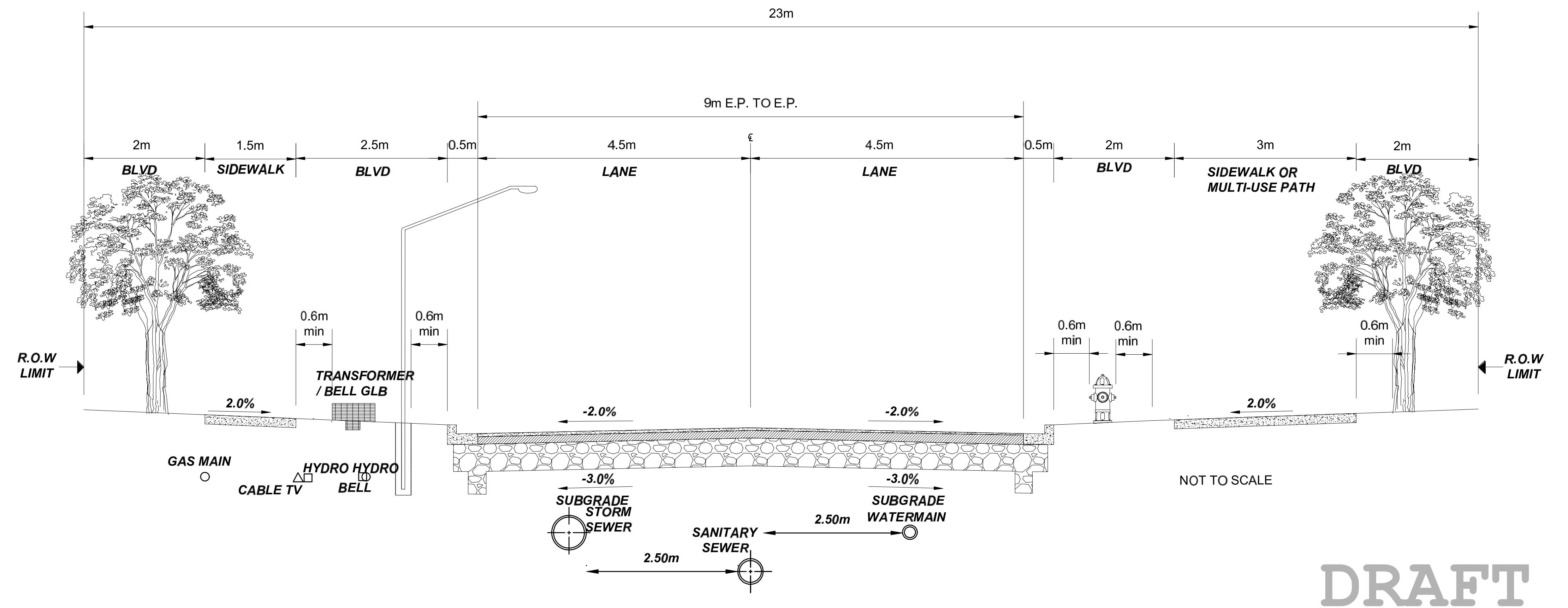


Proposed Typical Road Cross-Sections Urban Collector (23m), Urban Arterial (28m)

Urban Collector

Notes:

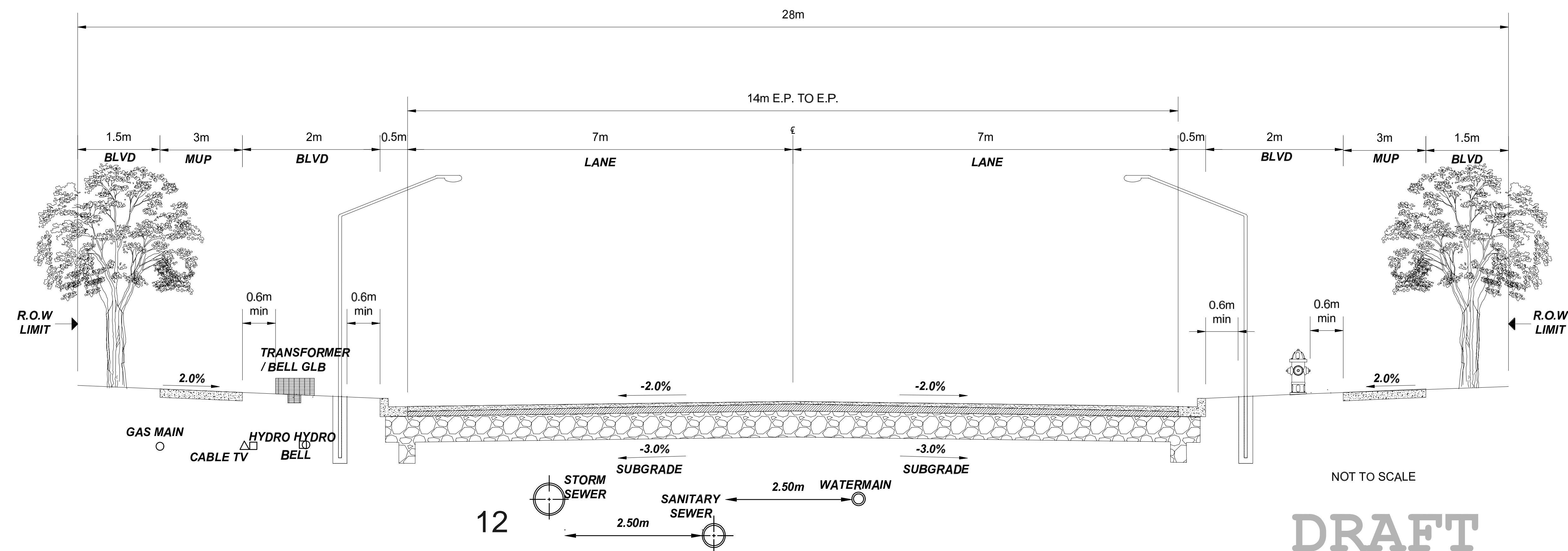
- Utility locations shown are applicable to either side.
- Where possible, maintenance hole lids are to be located out of the tire path.
- Streetlight or water hydrant are applicable to either side.
- Where possible, maintenance hole lids are to be located outside of vehicle wheel path.
- On street parking 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

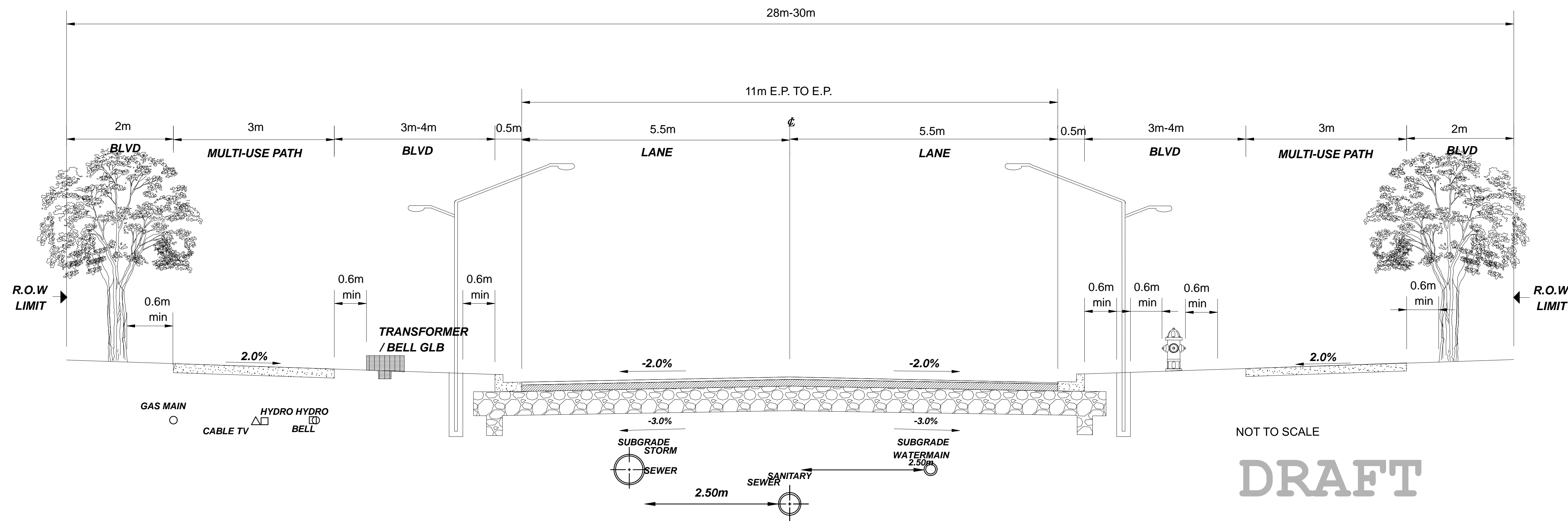


Proposed Typical Road Cross-Section Parkway (28-30m), Rural Collector (30m)

Parkway

Notes:

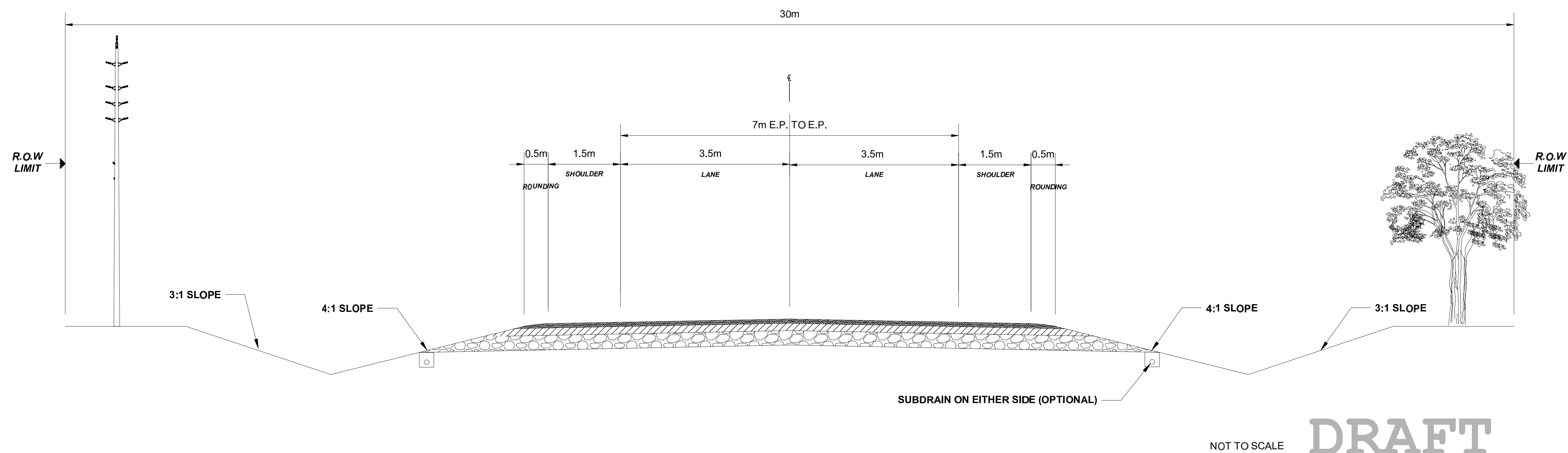
- Utility locations shown are applicable to either side.
- Streetlight or water hydrant are applicable to either side.
- Where possible, maintenance hole lids are to be located outside of vehicle path.
- Where ROW wider than 28m is available, boulevards can be expanded to 4m on each side for additional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



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

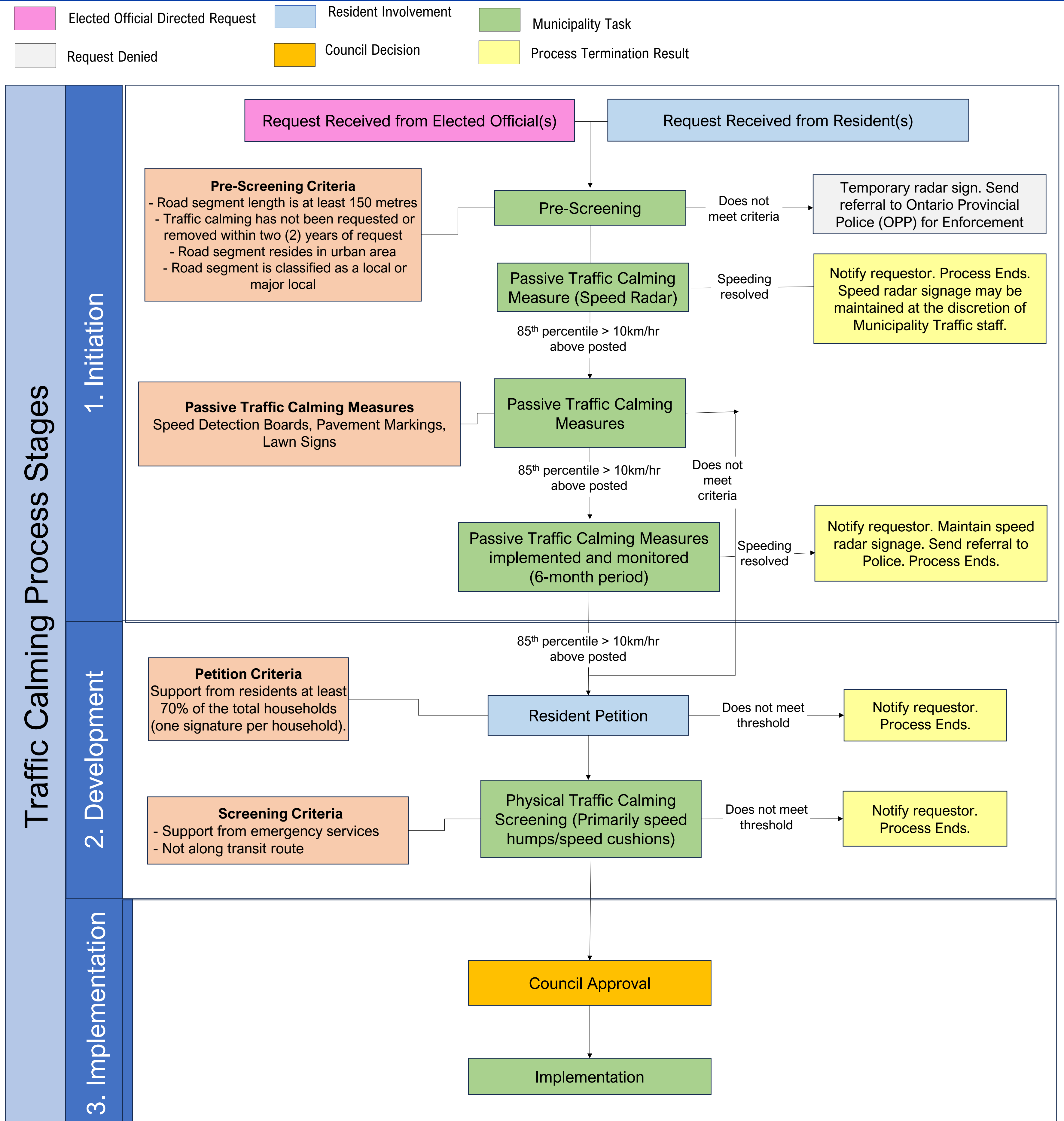
Goods Movement Policy

- 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	<ul style="list-style-type: none"> • 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)	<ul style="list-style-type: none"> • Would excessive delays or vehicle queues be mitigated by a roundabout? • Will the roundabout exhibit the desired level of service?
Traffic Flows	<ul style="list-style-type: none"> • Are entering and exiting traffic volumes relatively balanced under existing and/or future conditions? • Is there a high percentage of turning movements?
Property Availability	<ul style="list-style-type: none"> • Is there sufficient property available for a roundabout? • If property constraints exist, can the surrounding lands be feasibly acquired?
Intersection Geometry	<ul style="list-style-type: none"> • Would the roundabout alleviate sightline concerns caused by skewed horizontal alignment? • Are there more than four (4) approaches?
Proximity to Signals/Rail	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Would the roundabout serve as a transition point between land uses (i.e., residential to commercial, etc.)?
Traffic Calming	<ul style="list-style-type: none"> • Could a roundabout serve to reduce excessive operating speeds?
Vulnerable Road Users	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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

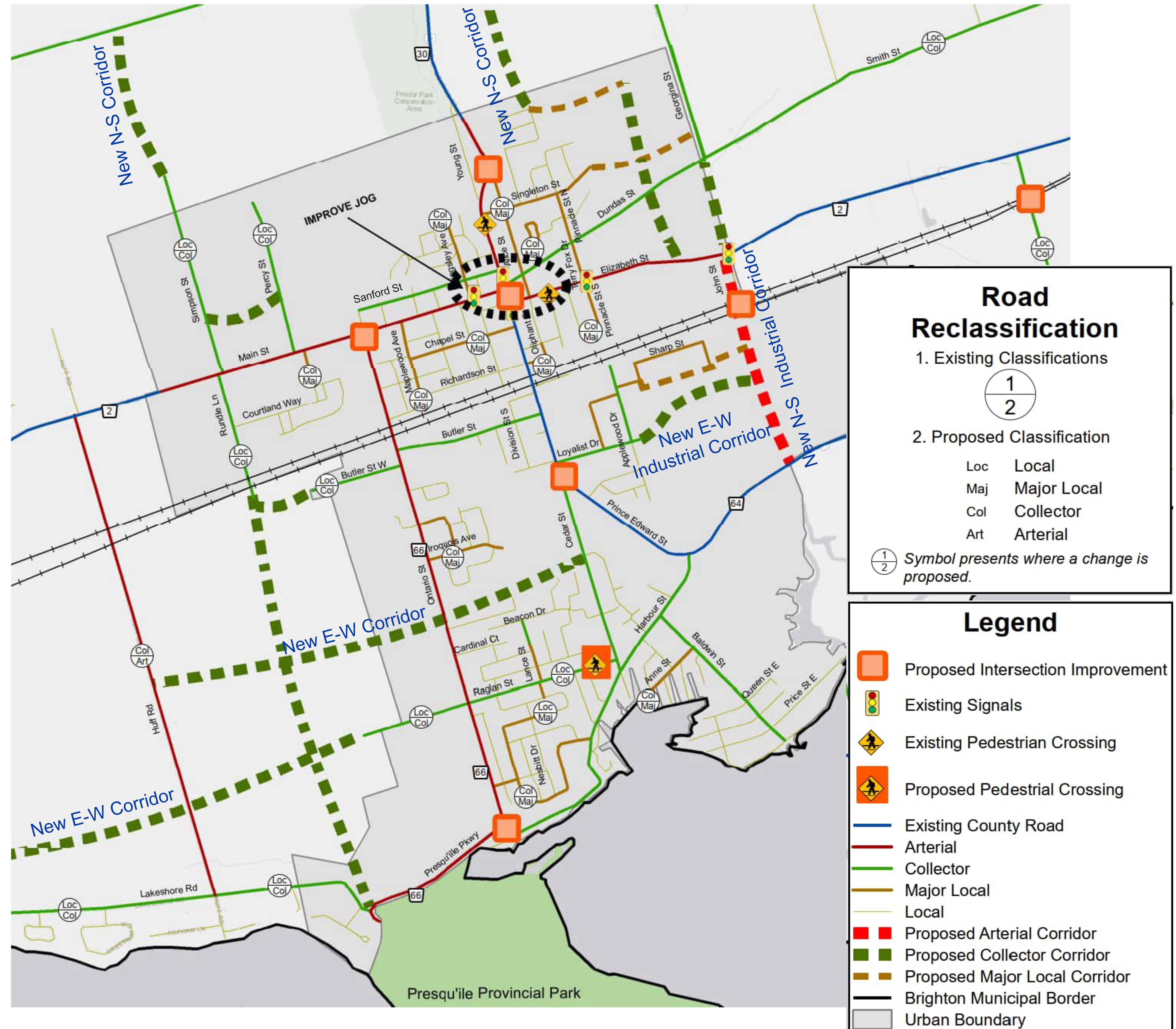
Criteria	Alternative 1: Do Nothing	Alternative 2: Auto Capacity	Alternative 3: Active Transportation and Transit Capacity	Alternative 4: Combination 2+3
Is this alternative consistent with the goals and objectives of the Official Plan?				
Does the alternative provide travel mode choices?				
Does the 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 Network – Road Classifications

Future Road Classification/Re-classification is recommended considering:

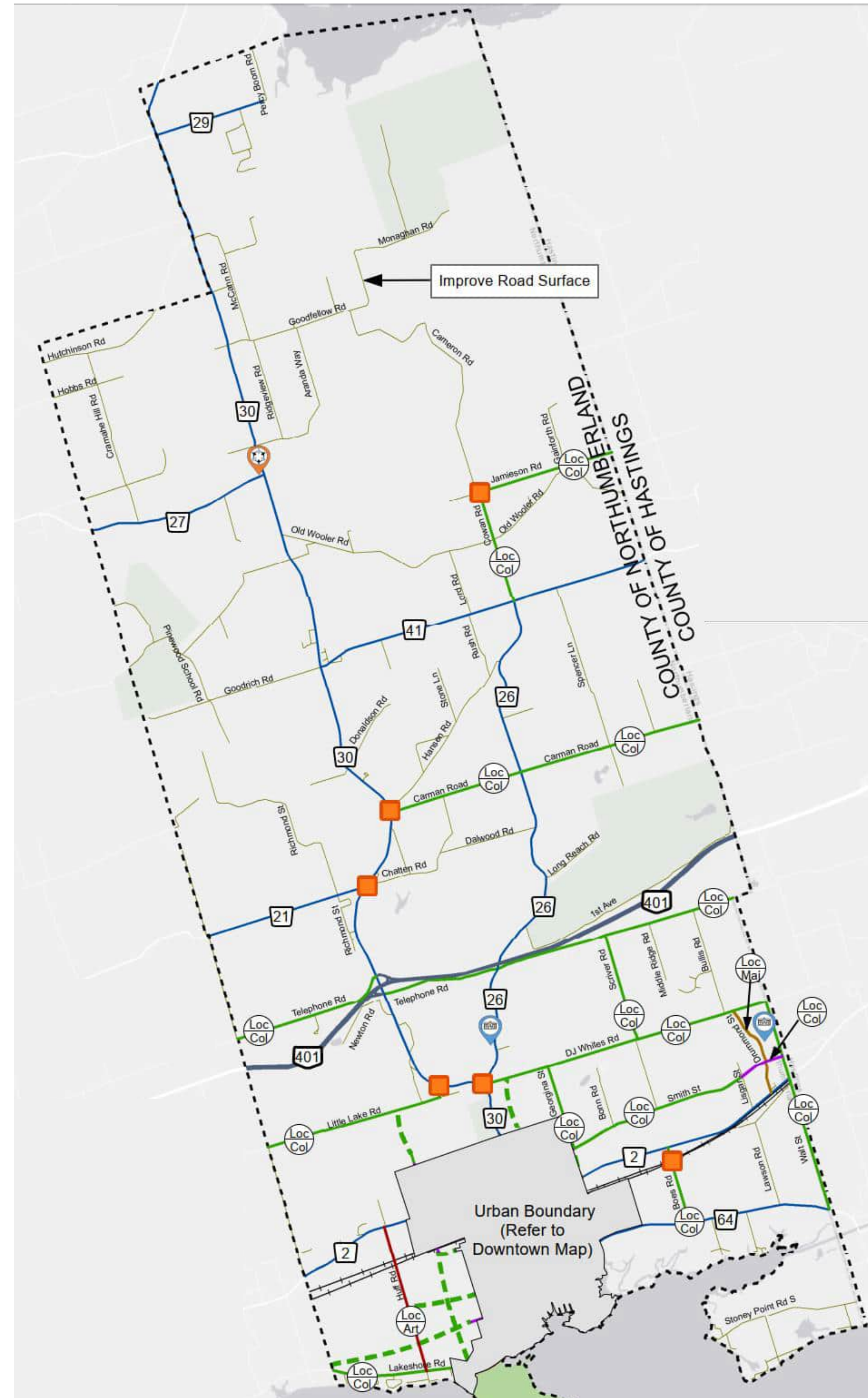
- Road Classifications
- Brighton Official Plan
- Connectivity
- Traffic Flows (AADT)
- Accessibility
- Impacts/mitigations to natural environment during EA study
- Draft Secondary Plan, dated June 2024



Future Road Network – Road Classifications

Future Road Classification/Re-classification is recommended considering:

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



Road Reclassification

1. Existing Classifications

1
2

2. Proposed Classification

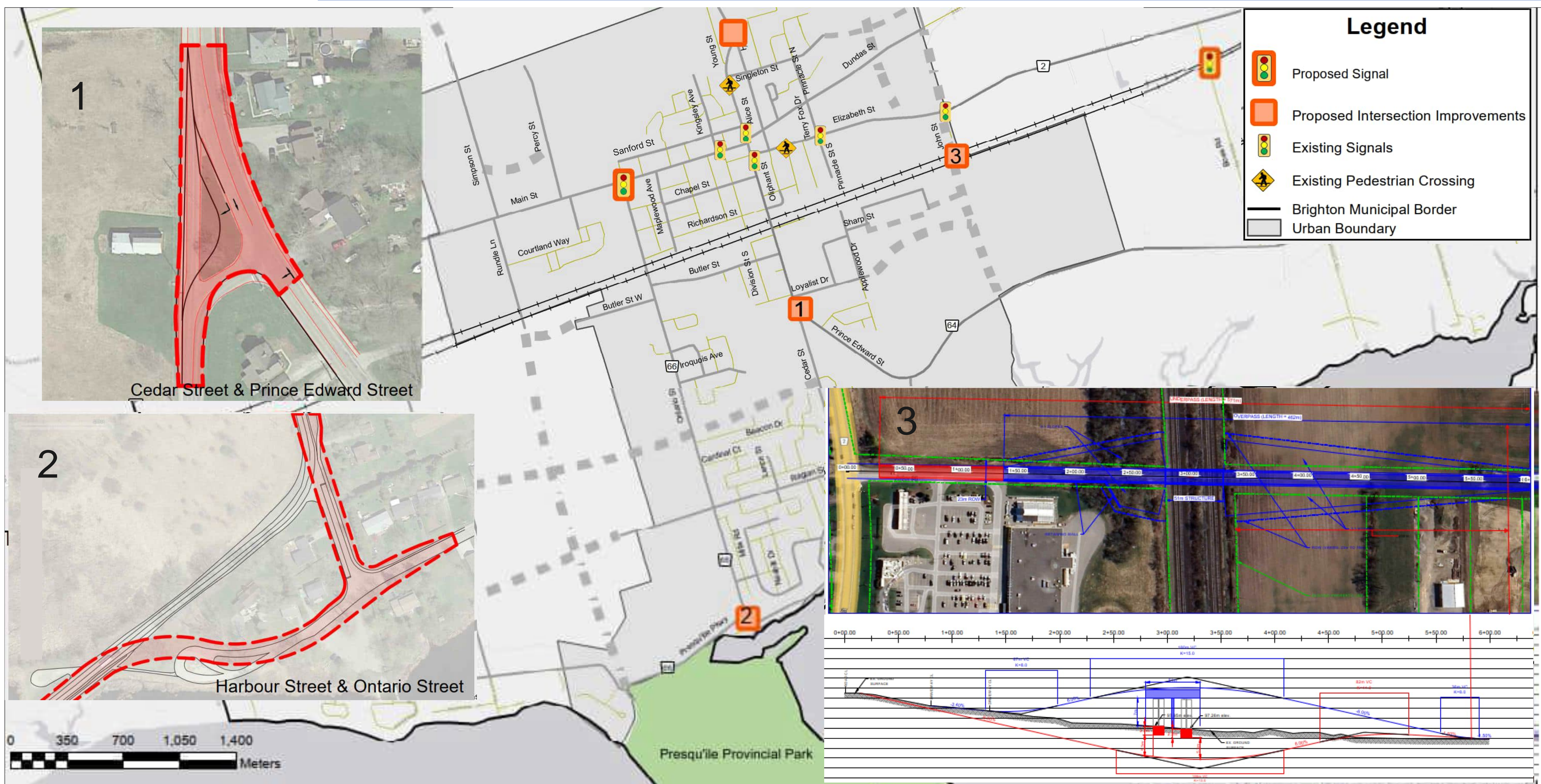
Loc	Local
Maj	Major Local
Col	Collector
Art	Arterial

$\frac{1}{2}$ Symbol presents where a change is proposed.

Legend

	Provincial Road
	County Road
	Urban Arterial
	Urban Collector
	Rural Collector
	Urban Major Local
	Rural Local
	Proposed Rural Collector
	Intersection Control Improvements
	Community Centre
	School

Future Road Network- Intersection Improvements

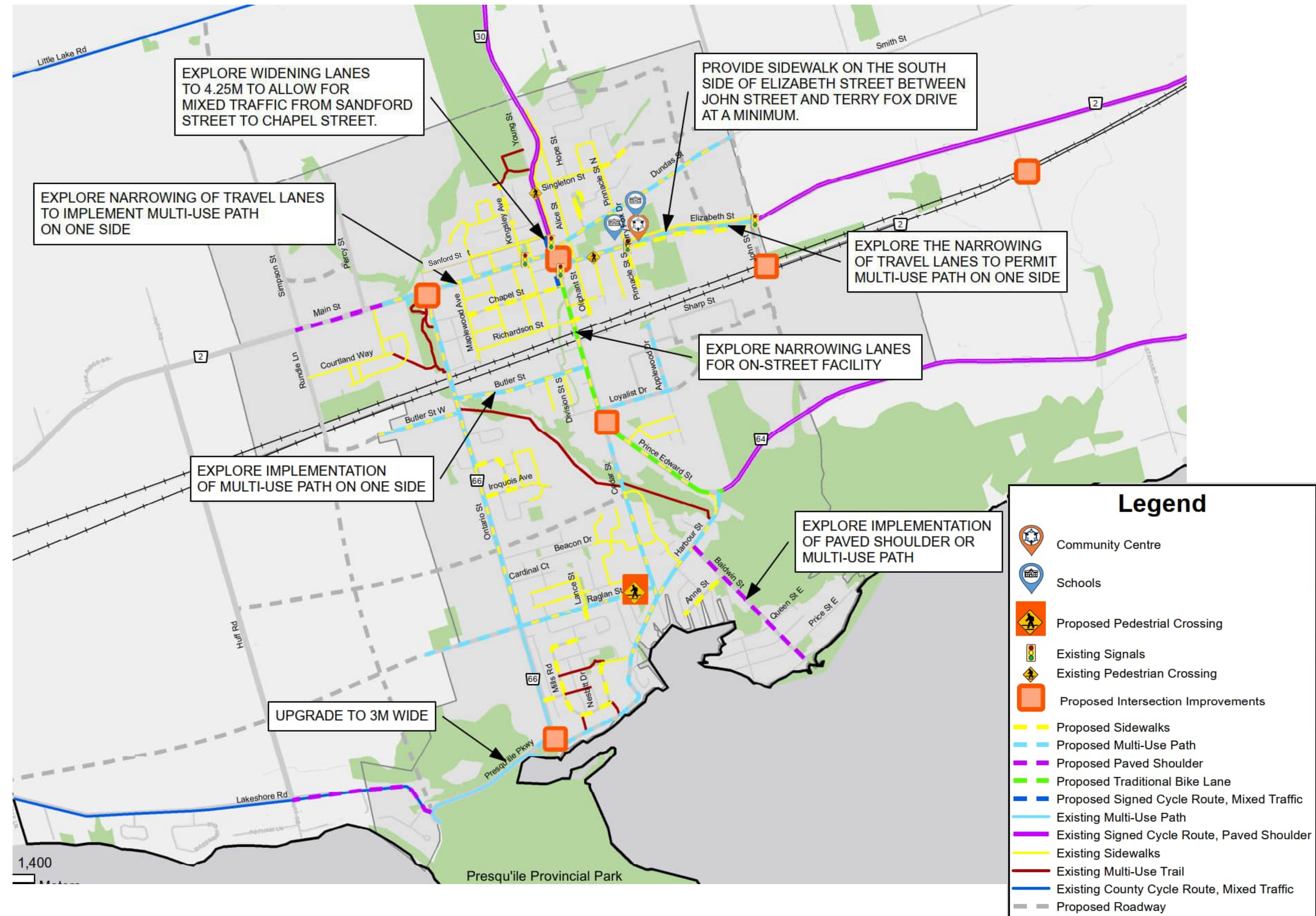


*Overpass is Recommended Option

Future Active Transportation Network

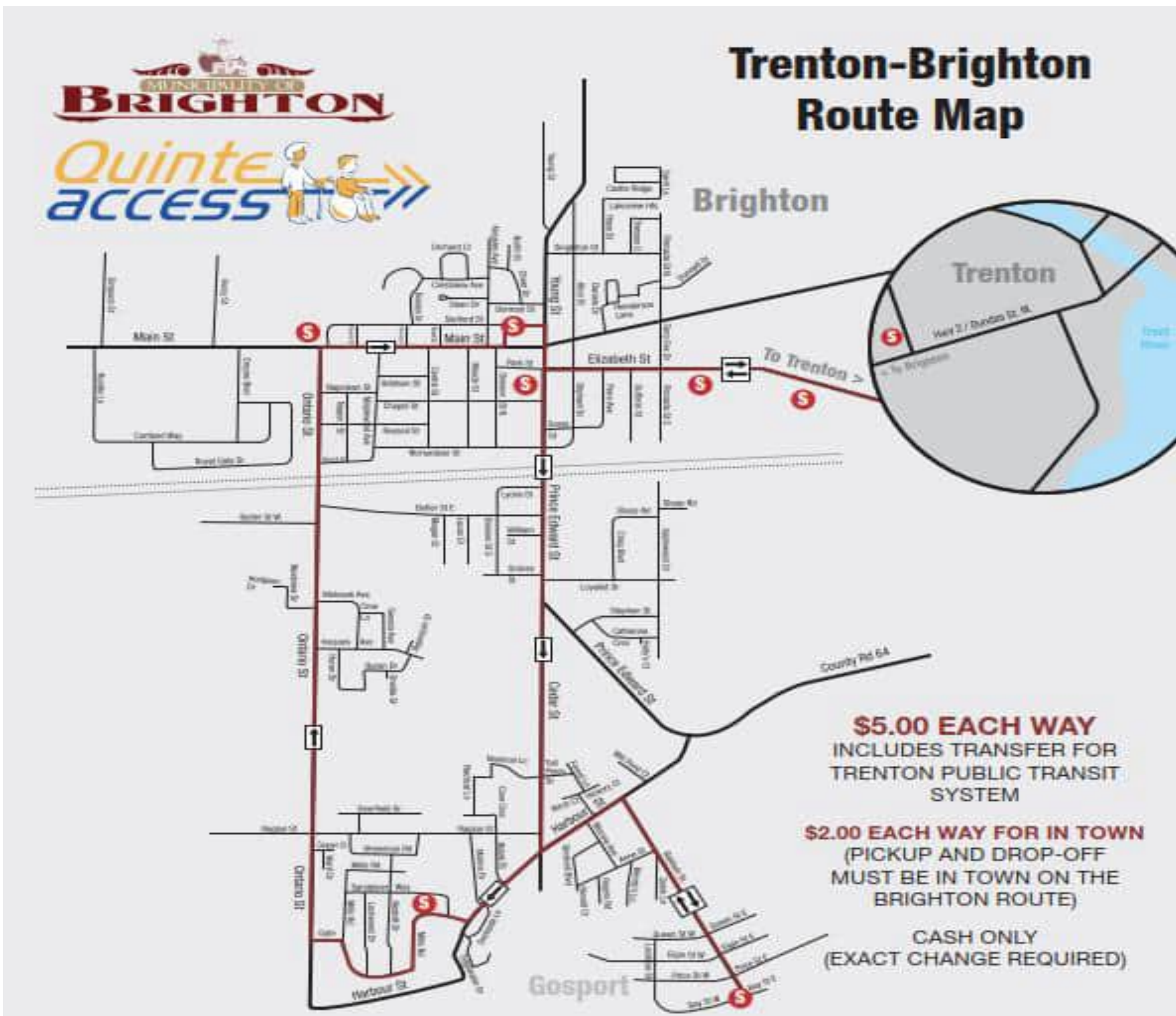
Future Active Transportation is recommended considering:

- 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



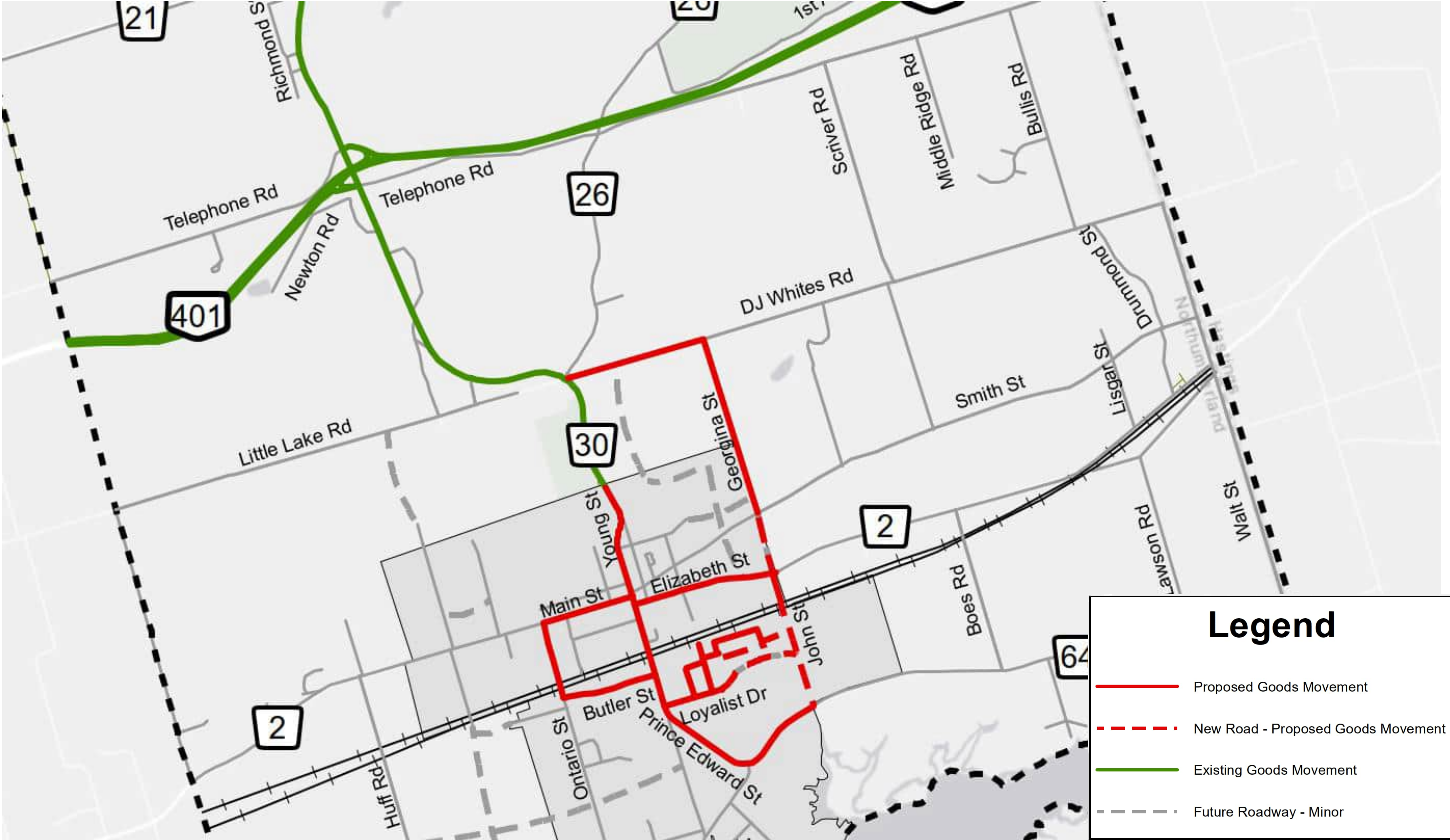
WESTBOUND	PICKUP/DROPOFF LOCATION	TUES/WED/THU	
DEPART	TRENTON - WALMART	11:30	14:00
DEPART	NO FRILLS	11:40	14:10
DEPART	ARENA	11:47	14:17
DEPART	SOBEYS	11:53	14:22
DEPART	BRIGHTON HEALTH SVCS CENTRE	11:58	14:25
DEPART	BRIGHTON BY THE BAY (COMMUNITY CTR)	12:05	14:35
DEPART	GOSPORT (END OF BALDWIN ST)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

EASTBOUND	PICKUP/DROPOFF 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 FRILLS	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)



Municipality of Brighton TMP – Contact Us

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

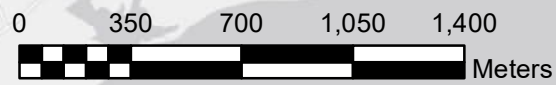
<https://www.brighton.ca/en/doing-business/transportation.aspx>









Cedar Street & Prince Edward Street

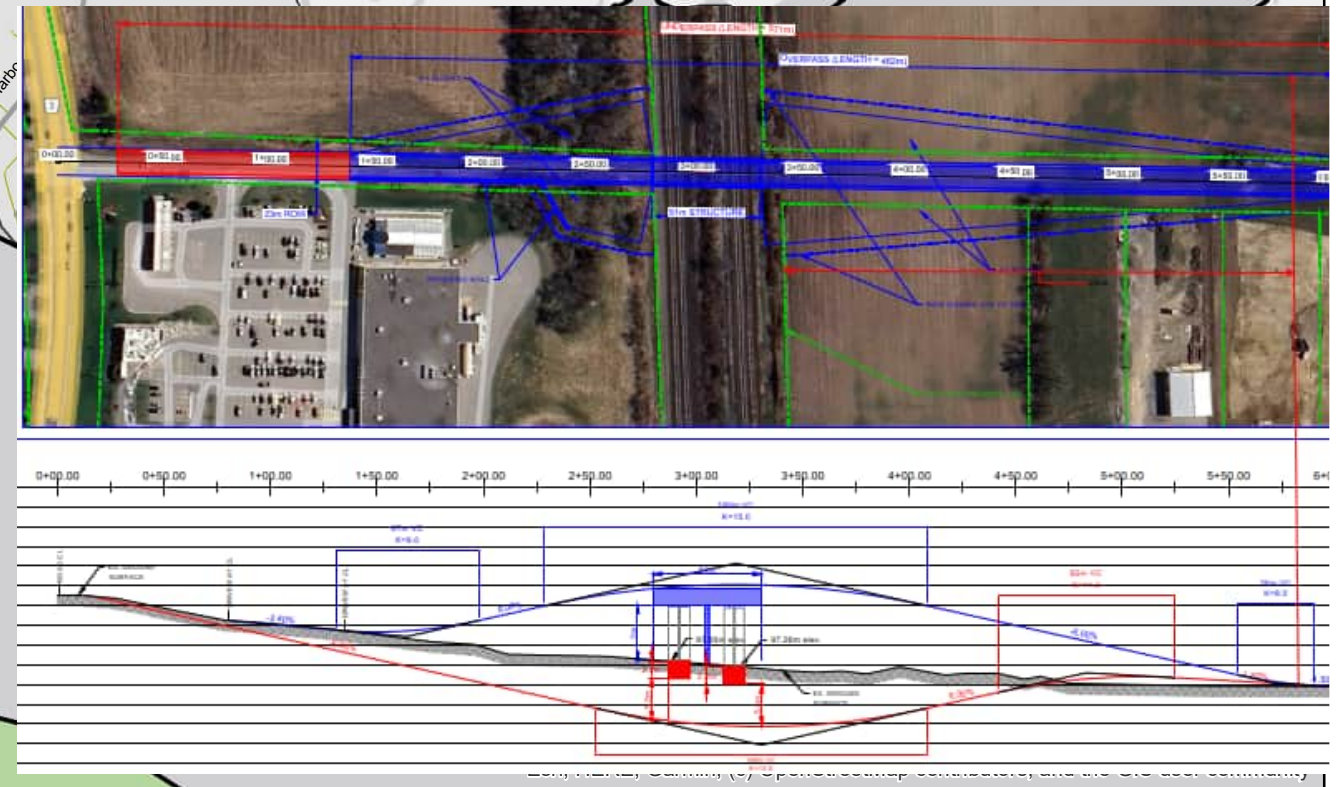
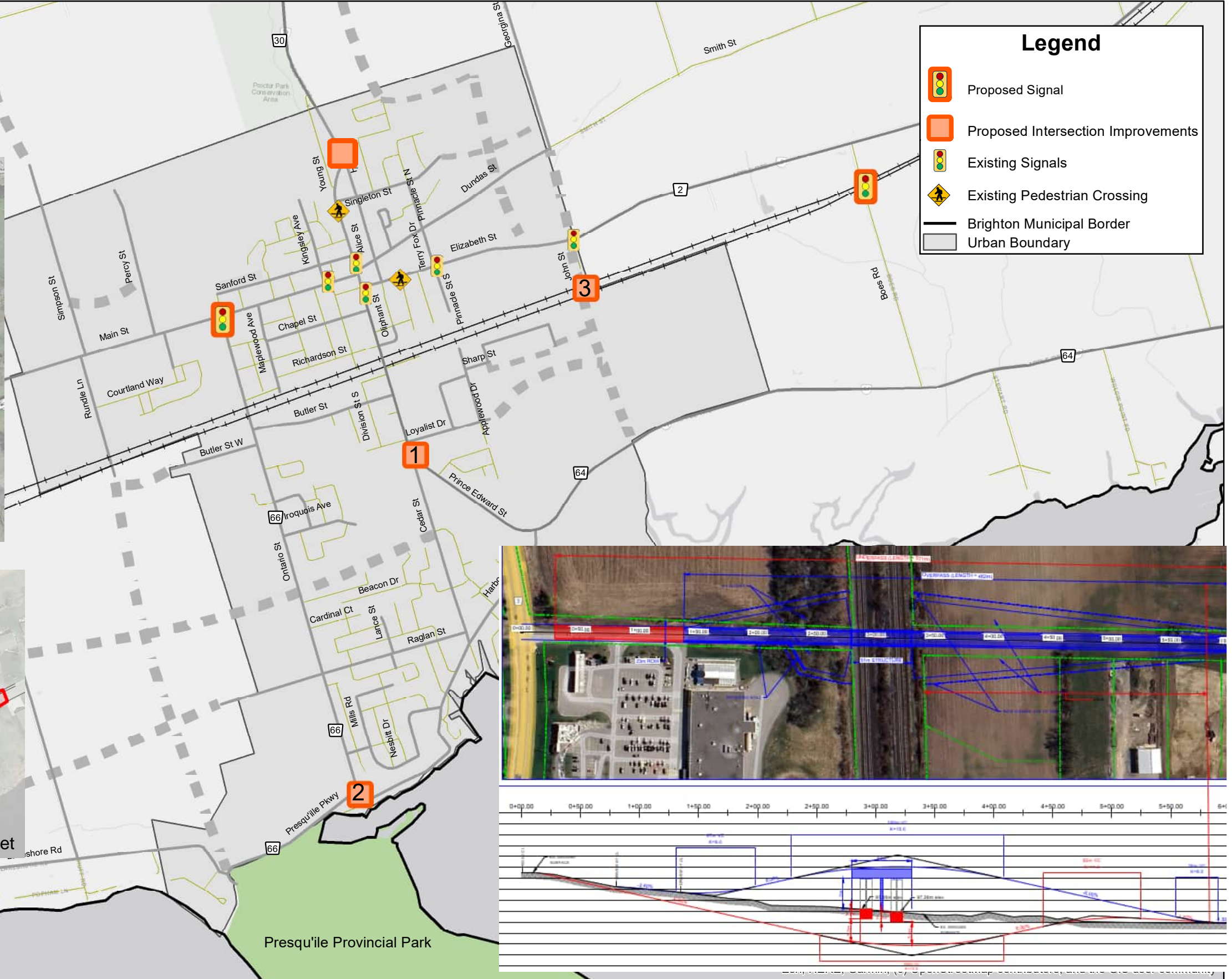


Harbour Street & Ontario Street



Legend

-  Proposed Signal
-  Proposed Intersection Improvements
-  Existing Signals
-  Existing Pedestrian Crossing
-  Brighton Municipal Border
-  Urban Boundary





CITY OF QUINTE WEST

Road Reclassification

1. Existing Classifications



2. Proposed Classification

Loc	Local
Maj	Major Local
Col	Collector
Art	Arterial

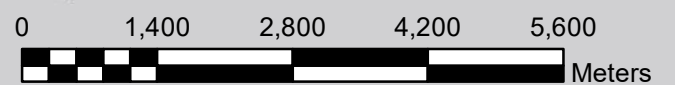
Symbol presents where a change is proposed.

TOWNSHIP OF CRAMAHE

Legend

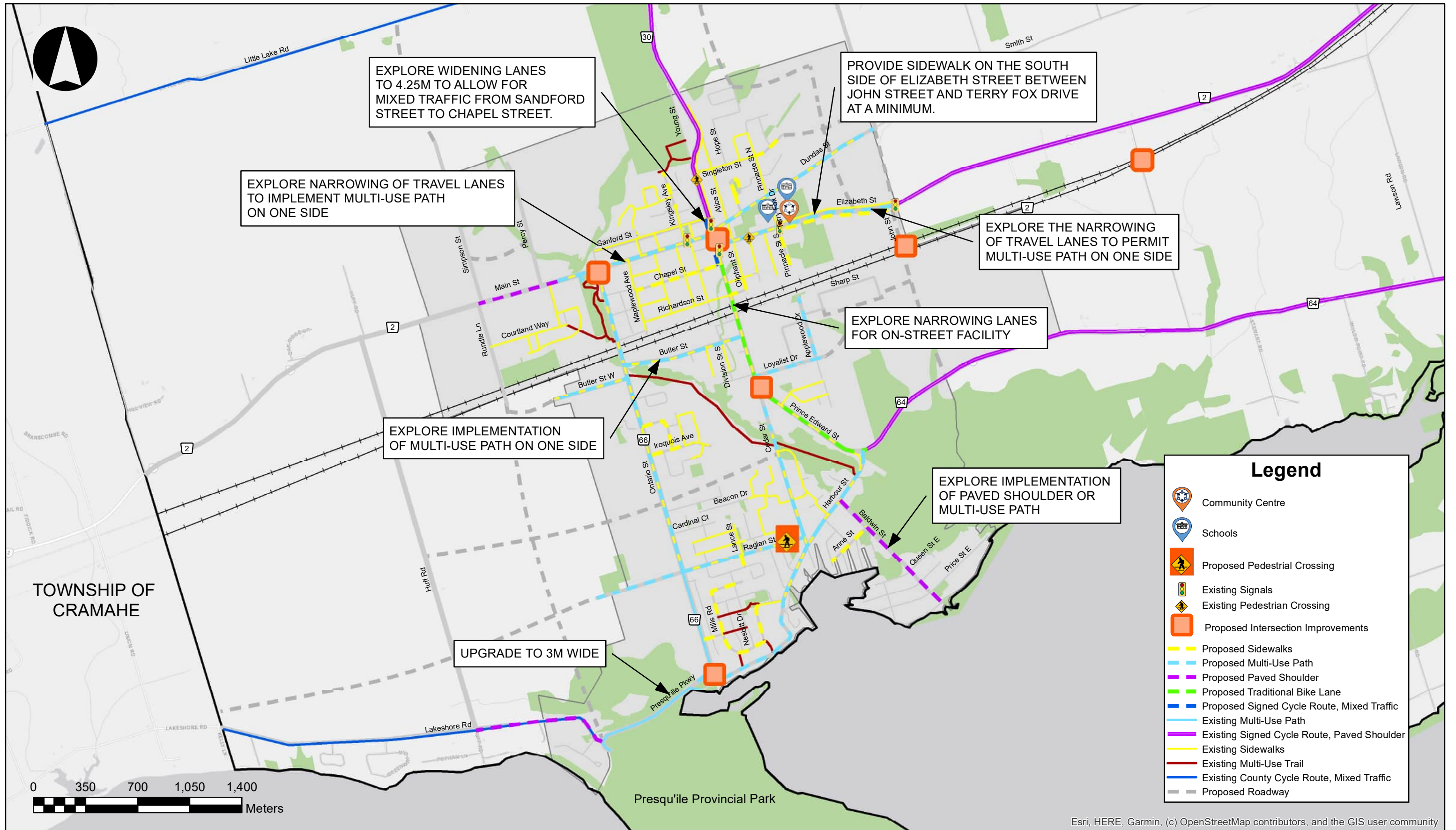
- Provincial Road
- County Road
- Urban Arterial
- Urban Collector
- Rural Collector
- Urban Major Local
- Rural Local
- Proposed Rural Collector
- Intersection Control Improvements
- Community Centre
- School

Urban Boundary
(Refer to
Downtown Map)



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





EXPLORE WIDENING LANES TO 4.25M TO ALLOW FOR MIXED TRAFFIC FROM SANDFORD STREET TO CHAPEL STREET.

EXPLORE NARROWING OF TRAVEL LANES TO IMPLEMENT MULTI-USE PATH ON ONE SIDE

PROVIDE SIDEWALK ON THE SOUTH SIDE OF ELIZABETH STREET BETWEEN JOHN STREET AND TERRY FOX DRIVE AT A MINIMUM.

EXPLORE THE NARROWING OF TRAVEL LANES TO PERMIT MULTI-USE PATH ON ONE SIDE

EXPLORE NARROWING LANES FOR ON-STREET FACILITY

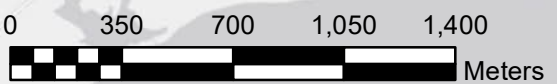
EXPLORE IMPLEMENTATION OF MULTI-USE PATH ON ONE SIDE

EXPLORE IMPLEMENTATION OF PAVED SHOULDER OR MULTI-USE PATH

UPGRADE TO 3M WIDE

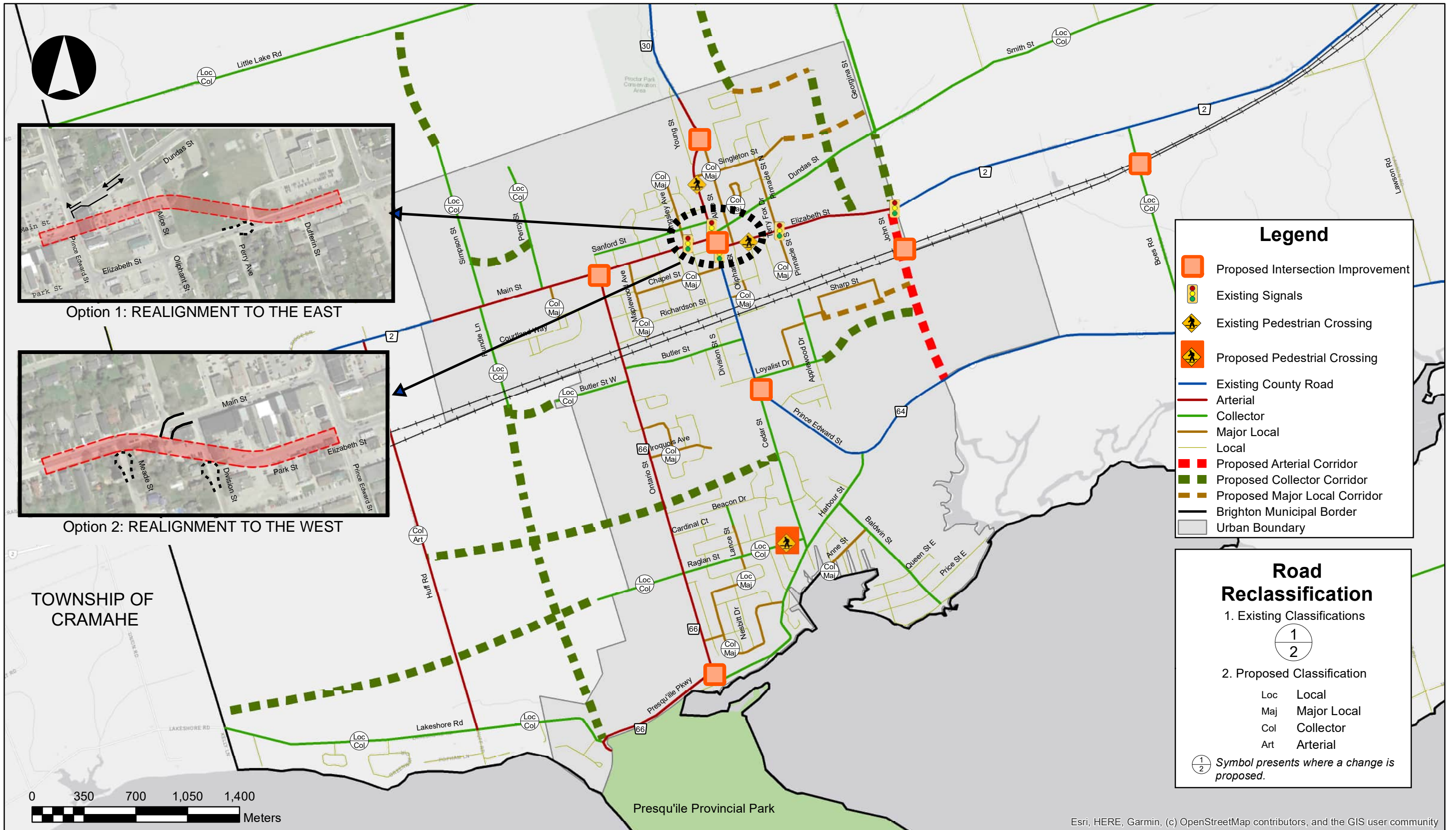
Legend

- Community Centre
- Schools
- Proposed Pedestrian Crossing
- Existing Signals
- Existing Pedestrian Crossing
- Proposed Intersection Improvements
- Proposed Sidewalks
- Proposed Multi-Use Path
- Proposed Paved Shoulder
- Proposed Traditional Bike Lane
- Proposed Signed Cycle Route, Mixed Traffic
- Existing Multi-Use Path
- Existing Signed Cycle Route, Paved Shoulder
- Existing Sidewalks
- Existing Multi-Use Trail
- Existing County Cycle Route, Mixed Traffic
- Proposed Roadway



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





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:

[Redacted]

EMAIL (OPTIONAL):

[Redacted]

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 of 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):

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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
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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>

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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

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.

APPENDIX 4-2

PIC #2-2 Comments Received

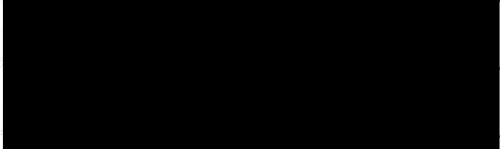


**Municipality of Brighton Transportation Master Plan
Public Information Centre No. 2 – Second Round
November 27, 2024 (6:00 p.m. to 8:00 p.m.)**

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 (Codington) 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 Qurate 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

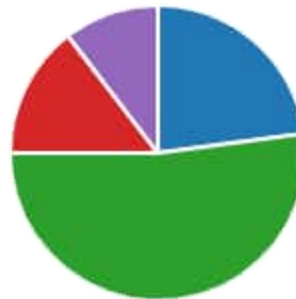
48 Responses

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



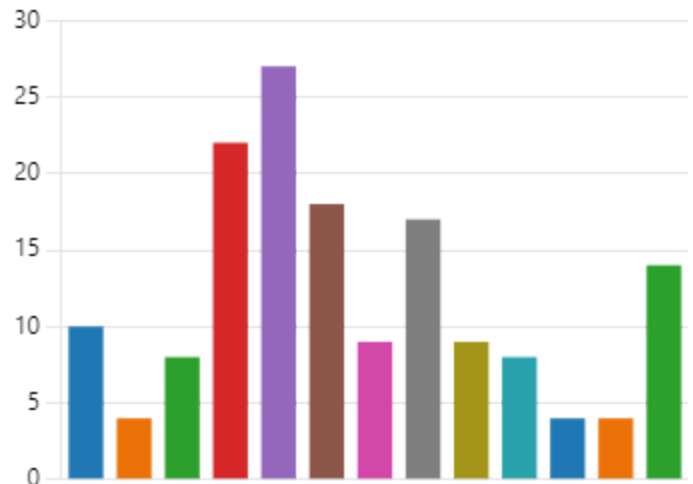
2. What distance do you live from school?

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



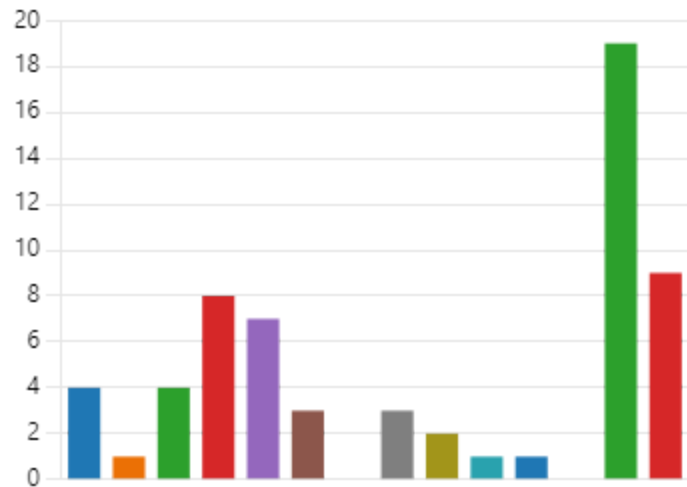
3. What roadways do you use to travel to School? (choose multiple)

● 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

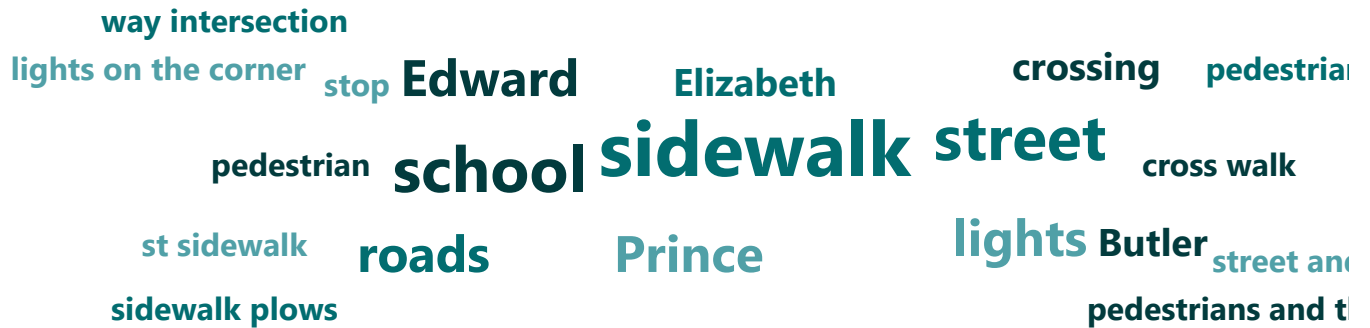
Latest Responses

"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.



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.

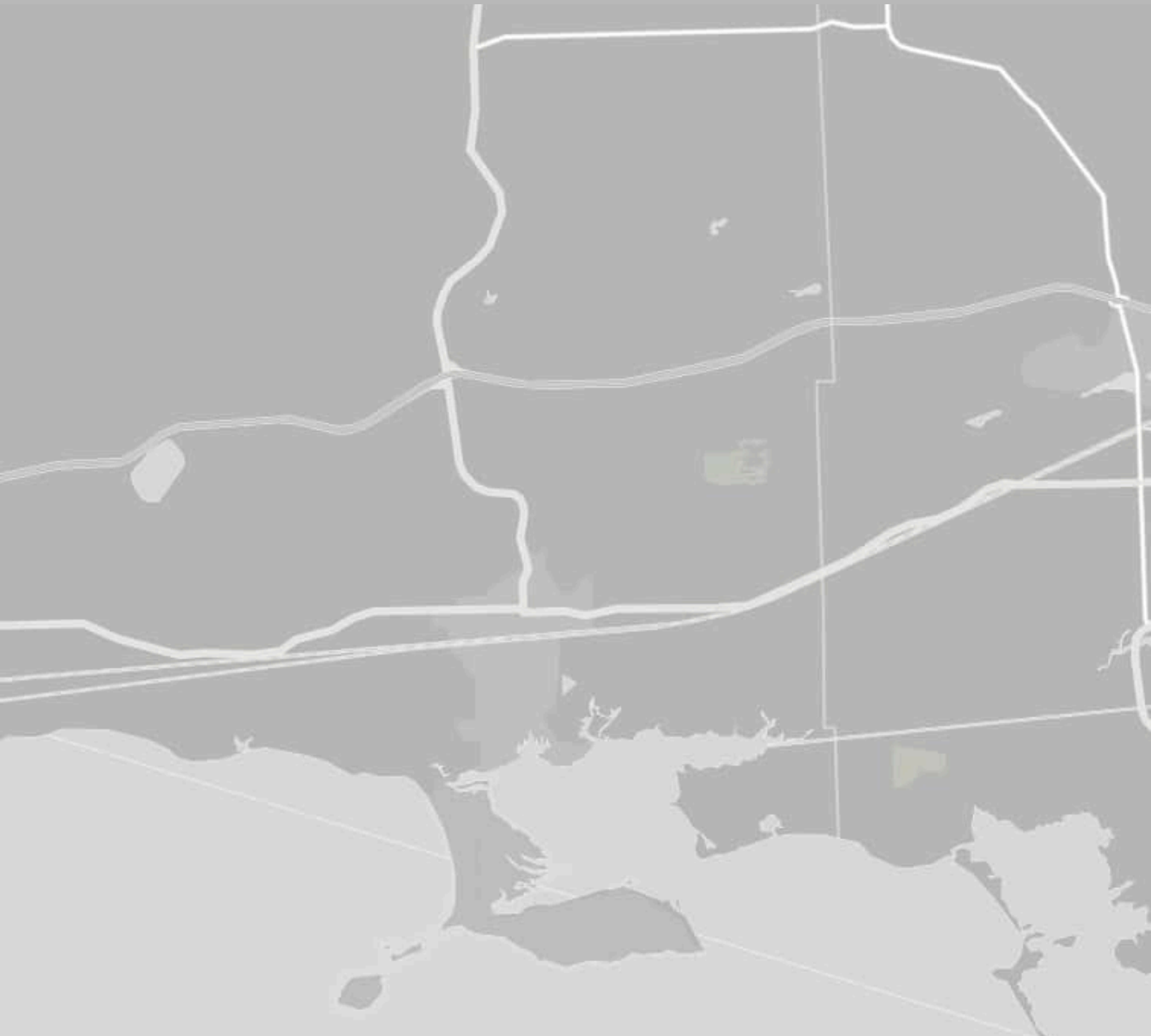


ID	Start time	Completion time	Email	Name	modified ton do you generally use dai	What distance do you live from school?	What roadways do you use to travel to school? (choose multiple)	Please select if there are any roadways you are uncomfortable traveling along during your travel to/from school? (choose multiple)	If you have chosen any of the above roads, please identify issues/concerns	Do you feel that the existing pedestrian roadway crossings are sufficient?	If no, please provide a short detail about the issues/concerns and improvement suggestions.	Are there any areas of your commute that you feel could be improved with transportation infrastructure? I.e. new trail connections, sidewalks, bike lanes, designated pedestrian crossings etc.
2	5-31-24 15:23:51	5-31-24 15:25:25	anonymous		Drop Off	500m to 1km (7-15-minute walk)	Prince Edward Street;Main Street;Elizabeth Street;Dundas Street / Smith Street;	None of the Above;		Yes		The school enforcing an actual "kiss and ride" element at the front of the school and not allowing parents to park there for 20 mins
3	5-31-24 15:27:22	5-31-24 15:31:08	anonymous		Drop Off	500m or less (<7-minute walk)	Elizabeth Street;Dundas Street / Smith Street;Pinnacle Street N / Terry Fox Drive;Alice Street;	Elizabeth Street;	Speeding!! The traffic is insane, our poor crossing guards are literally putting their lives at risk some mornings. Hopefully the speed cameras help.	No	The main cross walk at Perry Ave buttons only work regularly from one side. Often doesn't work when leaving school.	No sure... OPP presents to slow traffic occasionally would be great!
4	5-31-24 15:30:52	5-31-24 15:31:58	anonymous		Walking	2km to 3.2km (30-45 minute walk)	Prince Edward Street;Cedar Street;Elizabeth Street;	Cedar Street;Prince Edward Street;	Sidewalks and crossing	No		Sidewalks and crossings
5	5-31-24 15:54:30	5-31-24 15:55:38	anonymous		School Bus	3.5+ km (45-minute walk +)	Ontario Street;Butler Street;	None of the Above;		Yes		NO
6	5-31-24 16:10:26	5-31-24 16:12:00	anonymous		School Bus	2km to 3.2km (30-45 minute walk)	Cedar Street;Prince Edward Street;Elizabeth Street;Dundas Street / Smith Street;	;		Yes		
7	5-31-24 16:14:37	5-31-24 16:20:21	anonymous		School Bus	1km to 2km (15-30-minute walk)	Prince Edward Street;Elizabeth Street;Butler Street;	Prince Edward Street;Elizabeth Street;	These roads are very busy, and drivers can be going fast down Prince Edward especially. There is no safe place to cross from Butler st onto Prince Edward's sidewalk. I also feel nervous about my child maneuvering the train crossing.	No	I would like narrowed lanes on Prince Edward to reduce speeds, and a pedestrian crossing from Butler to the Prince Edward st sidewalk. I'd like to see the intersection of Prince Edward and Elizabeth street turned into a 3 way intersection, with better pedestrian safety/visibility. I'd like a better barrier between pedestrians and the traffic on Elizabeth st, particularly on the block that contains the school.	I'd love to have protected bike lanes down Prince Edward, and for the Prince Edward/Elizabeth and Young/Main intersections to include a solution for cyclists to get safely around downtown.
8	5-31-24 16:27:21	5-31-24 16:32:19	anonymous		Walking	500m or less (<7-minute walk)	Daniels drive ;	None of the Above;		Yes		More parking for when I do have to drive!!
9	5-31-24 19:15:34	5-31-24 19:16:26	anonymous		Drop Off	500m to 1km (7-15-minute walk)	Ontario Street;Cedar Street;Harbour Street;Prince Edward Street;Main Street;Pinnacle Street N / Terry	None of the Above;		Yes		No
10	6-1-24 6:28:23	6-1-24 6:30:51	anonymous		Drop Off	2km to 3.2km (30-45 minute walk)	Prince Edward Street;Elizabeth Street;Harbour Street;Cedar Street;	Prince Edward Street;	Railway/ train - cause delays	Yes		A bridge over the railroad
11	6-1-24 22:36:44	6-1-24 22:43:54	anonymous		School Bus	2km to 3.2km (30-45 minute walk)	Ontario Street;Prince Edward Street;Elizabeth Street;Main Street;Butler Street;	Crossing Prince Edward St. to connect with Butler St. Cars approaching from the south are frequently still travelling at a fairly high rate of speed before slowing down for the tracks.;		Yes		I know it's an expense, but it would be terrific to see a pedestrian crossing (with push button to activate the warning lights) from the east end of Butler St., across Prince Edward St. so that kids could more safely cross Prince Edward St. it is a busy main artery. Bike lanes on all major roads would be a wonderful idea, and would encourage biking as well as provide a visual cue to drivers to leave cyclists with sufficient space for safety.
12	6-3-24 7:45:41	6-3-24 7:52:16	anonymous		School Bus	2km to 3.2km (30-45 minute walk)	Monk st;Ontario Street;Prince Edward Street;Elizabeth Street;Main Street;Butler Street;	Ontario Street;Prince Edward Street;Monk;	No sidewalks on most. If sideways only for part of the street and most filp from1 side of the street to another. Winter time sidewalk plows are late or leave parts untouched. End up having to walk in the road. Ontario st being the worst. Road is extremely busy and cars speed as its a very long road with no stops	No	Most aren't even marked out and only have crossing guards around the school. Butler and ontario are the worst and busiest	All of the above and maybe a crossing guard of some adult supervision at the track crossings. Half the time they dont work and i have seen kids cross well barriers are still down as tracks are slow, far away or barriers down and no train "coming"
13	6-3-24 8:07:21	6-3-24 8:09:16	anonymous		School Bus	2km to 3.2km (30-45 minute walk)	Main Street;Dundas Street / Smith Street;Whites Road;	None of the Above;		No	Lack of sidewalks along all of the roads used.	Same as above - sidewalks
14	6-3-24 8:08:35	6-3-24 8:10:21	anonymous		School Bus	3.5+ km (45-minute walk +)	Dundas Street / Smith Street;	None of the Above;		Yes		N/a
15	6-3-24 8:20:33	6-3-24 8:25:10	anonymous		School Bus	2km to 3.2km (30-45 minute walk)	Georgina;Dundas Street / Smith Street;	Dundas Street / Smith Street;Georgina;	Speed, mo sidewalk	Yes		Crossing guard at the lights doesn't seem appropriate when high school kids try to cross near the arena
16	6-3-24 8:50:40	6-3-24 8:53:29	anonymous		Walking	500m to 1km (7-15-minute walk)	Pinnacle Street N / Terry Fox Drive;Singleton Street;	Pinnacle Street N / Terry Fox Drive;Singleton Street;	Speeding. Parking on the sidewalks. Not stopping at the stop signs.	No	Cars don't stop. Spending cars.	More Crossing guards
17	6-3-24 8:58:52	6-3-24 9:02:07	anonymous		School Bus	3.5+ km (45-minute walk +)	Ontario Street;Main Street;Alice Street;	None of the Above;		Yes		No
18	6-3-24 9:33:12	6-3-24 9:35:34	anonymous		School Bus	3.5+ km (45-minute walk +)	Hwy 30 - student goes by taxi;	None of the Above;	Students now go by taxi due to un safe bus stop	Yes		We live in country so not applicable
19	6-3-24 9:38:09	6-3-24 9:41:42	anonymous		School Bus	3.5+ km (45-minute walk +)	Alice Street;George Street / Young Street;	Dale Road;		Yes		Dale road needs better drainage to avoid all the damage to the riad
20	6-3-24 10:21:21	6-3-24 10:28:05	anonymous		Drop Off	2km to 3.2km (30-45 minute walk)	Ontario Street;Main Street;Dundas Street / Smith Street;Butler Street;Prince Edward Street;	Elizabeth Street;Main Street;Ontario Street;	Crossing at Ontario/main. zero curbed sidewalks on Elizabeth street and it has become heavy with traffic.	No	Town is getting busier with cars. More flashing lights to cross main roads like hwy 2 before getting to downtown core...	A pedestrian crossing on Main Street before you hit Ontario street. Or soon after.
21	6-3-24 11:21:48	6-3-24 11:24:11	anonymous		Drop Off	1km to 2km (15-30-minute walk)	Prince Edward Street;Cedar Street;Elizabeth Street;	Prince Edward Street;	walking over the tracks and no sidewalks on the one side of road	No		sidewalks and maintained railway tracks
22	6-3-24 13:14:20	6-3-24 13:17:01	anonymous		Self-Drive to School	3.5+ km (45-minute walk +)	Main Street;Prince Edward Street;Elizabeth Street;	None of the Above;		Yes		No
23	6-3-24 17:15:17	6-3-24 17:19:16	anonymous		Walking	500m or less (<7-minute walk)	Pinnacle Street N / Terry Fox Drive;Singleton Street;	Pinnacle Street N / Terry Fox Drive;	When school is let out, the traffic is very fast	Yes		No
24	6-3-24 18:22:36	6-3-24 18:26:04	anonymous		School Bus	3.5+ km (45-minute walk +)	Main Street;Elizabeth Street;Dundas Street / Smith Street;George Street / Young Street;	None of the Above;		No	See next comment	Should be one on George St, closer to apartments
25	6-3-24 20:24:49	6-3-24 20:55:35	anonymous		Walking	1km to 2km (15-30-minute walk)	Prince Edward Street;Elizabeth Street;Pinnacle Street N / Terry Fox Drive;Oliphant, Gross, Perry;	Elizabeth Street;Oliphant (South of Gross);	Oliphant (South of Gross) - no sidewalks and high vehicle traffic (not a main street but many vehicles using this street as a short cut or to avoid traffic on Prince Edward Street and to avoid stop lights on other streets, or to get around line ups from trains, etc.... also Elizabeth Street is a nightmare for attempt to cross (even at the pedestrian crossing with lights and even when a crossing guard is present) - high volume of vehicle traffic especially before and after school, vehicles are going way over speed limit in school zones and often don't stop for pedestrians at the crossing (even when lights are flashing and crossing guard begins moving out onto the road)... often times the button for the lights does not work which makes this area even more dangerous because even though vehicles are supposed to stop when pedestrians are near the crossing, many drivers don't attempt to stop unless the lights are flashing (and even then too many don't stop or aren't paying attention)... I can't even count the number of times that I've seen the crossing guard almost get run over by a vehicle or have a driver verbally abuse them for doing their job... also I should mention that even though we don't cross Prince Edward Street at Butler to get to school, that area is a safety concern as well and needs a pedestrian crossing at the very least (but probably a 3 way stop) for the safety of everyone.	No	Prince Edward at Butler needs a 3 way stop	I would love to see a few more trail links around town, bike lanes or markings on the roads, wider sidewalks (and sidewalks that are not directly beside the road - but have a boulevard or some space between them and the road), and I think more pedestrian crossings is essential - there are some spots in town that have pedestrian crossings that don't even make sense (Sanford street has 2 within 100m of each other with very little vehicle traffic) and Young street has one with lights that I have actually never seen anyone use anytime I have driven, run, or walked by there... but many other busier streets (Prince Edward at Butler, Prince Edward at Loyalist Drive and Cedar, and several spots on Ontario Street) that don't have pedestrian crossings (or 3 or 4 way stops) to slow vehicle traffic and increase safety for pedestrians
26	6-3-24 21:48:41	6-3-24 21:57:53	anonymous		Drop Off	2km to 3.2km (30-45 minute walk)	Elizabeth Street;County rd 2;	County rd 2;	We live down the highway where there is no sidewalks with cars travelling 80km. I do not let my kids walk to and from school which has been a major burden since I have to drive them and it conflicts with my work schedule. The school buses pass our house everyday but apparently we are within walking distance. I do not agree because of the road travelled to get to Enss.	No	I there should be another light by Tim hortons. A lot of kids go there for lunch and run across the road in front of Tim hortons.	I think if kids are expected to be walker and not eligible for bussing they should have a sidewalk and not be in a 80km zone
27	6-7-24 6:45:11	6-7-24 6:47:38	anonymous		School Bus	1km to 2km (15-30-minute walk)	Ontario Street;Prince Edward Street;Butler Street;Elizabeth Street;	Butler Street;	Sidewalk too close to the road	Yes		Extended side walk or bike lane along Butler St
28	6-7-24 14:26:15	6-7-24 14:39:00	anonymous		School Bus	3.5+ km (45-minute walk +)	Elizabeth Street;Dundas Street / Smith Street;	Elizabeth Street;	No sidewalk on one side of Elizabeth Street. Students often decide to cross the traffic filled road because there aren't any crosswalks in peak areas. (By Tim's) These two issues only encourage students to jaywalk and risk getting hit by vehicles.	No	Add a sidewalk on the side of Elizabeth Street without one, add a crosswalk between the lights by no frills, and the lights on the corner of the school by Terry Fox drive.	Elizabeth Street. Particularly the stretch from no frills to the intersection where Terry Fox drive, pinnacle street, and Elizabeth Street meet at a set of lights.
29	6-7-24 14:58:16	6-7-24 14:59:26	anonymous		Walking	500m to 1km (7-15-minute walk)	Main Street;George Street / Young Street;Dundas Street / Smith Street;	Dundas Street / Smith Street;	Too busy with cars and buses	Yes		No
30	6-7-24 15:42:57	6-7-24 15:44:13	anonymous		School Bus	3.5+ km (45-minute walk +)	Prince Edward Street;Elizabeth Street;	None of the Above;		Yes		No
31	6-7-24 15:45:38	6-7-24 15:48:06	anonymous		School Bus	3.5+ km (45-minute walk +)	Elizabeth Street;George Street / Young Street;Dundas Street / Smith Street;Singleton Street;Pinnacle Street N / Terry Fox Drive;Alice Street;	None of the Above;		Yes	Stop painting weird colours on them!	Slower speed limit on CR-30 north of Hwy. 401.
32	6-7-24 16:20:40	6-7-24 16:22:08	anonymous		School Bus	3.5+ km (45-minute walk +)	ldk ;	None of the Above;		No	There's not enough by the Lola's	Bike lanes
33	6-7-24 16:33:44	6-7-24 16:34:51	anonymous		School Bus	3.5+ km (45-minute walk +)	Main Street;	None of the Above;		Yes		n/a
34	6-7-24 18:34:53	6-7-24 18:40:28	anonymous		School Bus	2km to 3.2km (30-45 minute walk)	Harbour Street;Prince Edward Street;raglan;	Cedar Street;	Improper sidewalks that cars park on because they are asphalt	No	Cedar to Prince Edward there is no cross	just what is mentioned above
35	6-7-24 18:56:49	6-7-24 18:59:41	anonymous		School Bus	3.5+ km (45-minute walk +)	Hwy 2;	None of the Above;		No	Too few crossings	Bike lanes and sidewalks
36	6-7-24 19:27:52	6-7-24 19:30:44	anonymous		Self-Drive to School	3.5+ km (45-minute walk +)	George Street / Young Street;	Main Street;	Very busy and hard to get on the road after school as the busses block the other exit	Yes		Bigger parking lot
37	6-7-24 22:26:28	6-7-24 22:28:27	anonymous		Self-Drive to School	3.5+ km (45-minute walk +)	Pinnacle Street N / Terry Fox Drive;Dundas Street / Smith Street;Main Street;Elizabeth Street;	Dundas Street / Smith Street;	Roads uneven	Yes		Bike lanes
38	6-7-24 23:11:45	6-7-24 23:14:44	anonymous		School Bus	3.5+ km (45-minute walk +)	Elizabeth Street;Prince Edward Street;Main Street;	Prince Edward Street;Elizabeth Street;Main Street;	Traffic getting busier every year	Yes		More bike trails
39	6-8-24 7:00:11	6-8-24 7:01:58	anonymous		Walking	2km to 3.2km (30-45 minute walk)	Elizabeth Street;Main Street;George Street / Young Street;Dundas Street / Smith Street;Courtland and Empire;	None of the Above;		Yes		I think Brighton needs more trails in general
40	6-8-24 8:47:05	6-8-24 8:55:40	anonymous		Self-Drive to School	3.5+ km (45-minute walk +)	Dundas Street / Smith Street;Elizabeth Street;George Street / Young Street;	Elizabeth Street;	Exiting the student parking lot onto Elizabeth St to go East is not only very difficult but very dangerous some days. There are plenty of near misses every day.	Yes		The school busses parked in the ENSS student parking lot could position to allow exit of small vehicles from the lot onto Terry Fox Dr. At present, the busses block the exit onto Terry Fox and only allow for small vehicle exit onto Elizabeth St. This is an easy fix for ENSS school administration. It would certainly provide so much more safety before someone else gets hurt at that dangerous exit.
41	6-8-24 10:09:46	6-8-24 10:11:32	anonymous		School Bus	3.5+ km (45-minute walk +)	Main Street;	None of the Above;		Yes		Sidewalks along highway 2 starting at cheer farms headed east.
42	6-9-24 5:42:57	6-9-24 5:45:15	anonymous		Walking	1km to 2km (15-30-minute walk)	Cedar Street;Prince Edward Street;Elizabeth Street;	Cedar Street;	No real sidewalk for a portion on Cedar.	Yes		Sidewalks
43	6-9-24 6:09:13	6-9-24 6:11:08	anonymous		Walking	2km to 3.2km (30-45 minute walk)	Cedar Street;Prince Edward Street;Elizabeth Street;	Cedar Street;		Yes		Sidewalks
44	6-10-24 8:57:29	6-10-24 8:58:33	anonymous		Self-Drive to School	3.5+ km (45-minute walk +)	George Street / Young Street;Pinnacle Street N / Terry Fox Drive;Singleton Street;Elizabeth Street;	None of the Above;		Yes		flashing lights by the cross walks
45	6-10-24 9:04:55	6-10-24 9:10:30	anonymous		School Bus	3.5+ km (45-minute walk +)	Ontario Street;Harbour Street;Cedar Street;Dundas Street / Smith Street;Prince Edward Street;Raglan street;	Harbour Street;	extremely bumpy	Yes		pedestrian crossing and sidewalks could be larger, and shorter wait time for cross walks.
46	6-12-24 7:37:29	6-12-24 7:42:30	anonymous		School Bus	3.5+ km (45-minute walk +)	Main Street;Elizabeth Street;George Street / Young Street;Pinnacle Street N / Terry Fox Drive;	None of the Above;	N/A	Yes	N/A	N/A
47	6-12-24 17:14:35	6-12-24 17:19:06	anonymous		Walking	1km to 2km (15-30-minute walk)	Prince Edward Street;Elizabeth Street;Richardson, Oliphant, Gross;	Prince Edward Street;Richardson, Oliphant;	We need a cross walk at Prince Edward street and Grimes, we need a sidewalk on Richardson (east) and oliphant	No	We need a cross walk at Prince Edward street and Grimes, we need a sidewalk on Richardson (east) and oliphant	We need a cross walk at Prince Edward street and Grimes, we need a sidewalk on Richardson (east) and oliphant
48	6-13-24 14:05:46	6-13-24 14:07:57	anonymous		School Bus	2km to 3.2km (30-45 minute walk)	Ontario Street;Prince Edward Street;Elizabeth Street;Main Street;Dundas Street / Smith Street;Butler Street;	Ontario Street;	Train tracks - many times have been delays or barriers not working correctly	No	As a driver lots of dangerous intersections in town	Sidewalks, train crossing, bike lanes

49	6-13-24 14:08:10	6-13-24 14:13:15 anonymous	Walking	2km to 3.2km (30-45 minute walk)	Ontario Street-Prince Edward Street/Main Street-Dundas Street / Smith Street-Butler Street-Oliphant st very dangerous and no cross walks by plastic company.	Ontario Street-Prince Edward Street:Oliphant:	Ontario is extremely busy - train tracks should at least have a crossing guard if you expect these kids to walk. Oliphant has no sidewalk and dangerous	No	Half the time the kids have to walk up the road on Ontario as the sidewalk plows havent been by before they start their 45 min walk to school. When they do come they arent timed with the street plow and normally have waist height snow banks to come at the start and end of each sidewalk	Bike lanes and safe places to keep at school would help with the commute. We have had 3 bikes destroyed locked at school
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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.

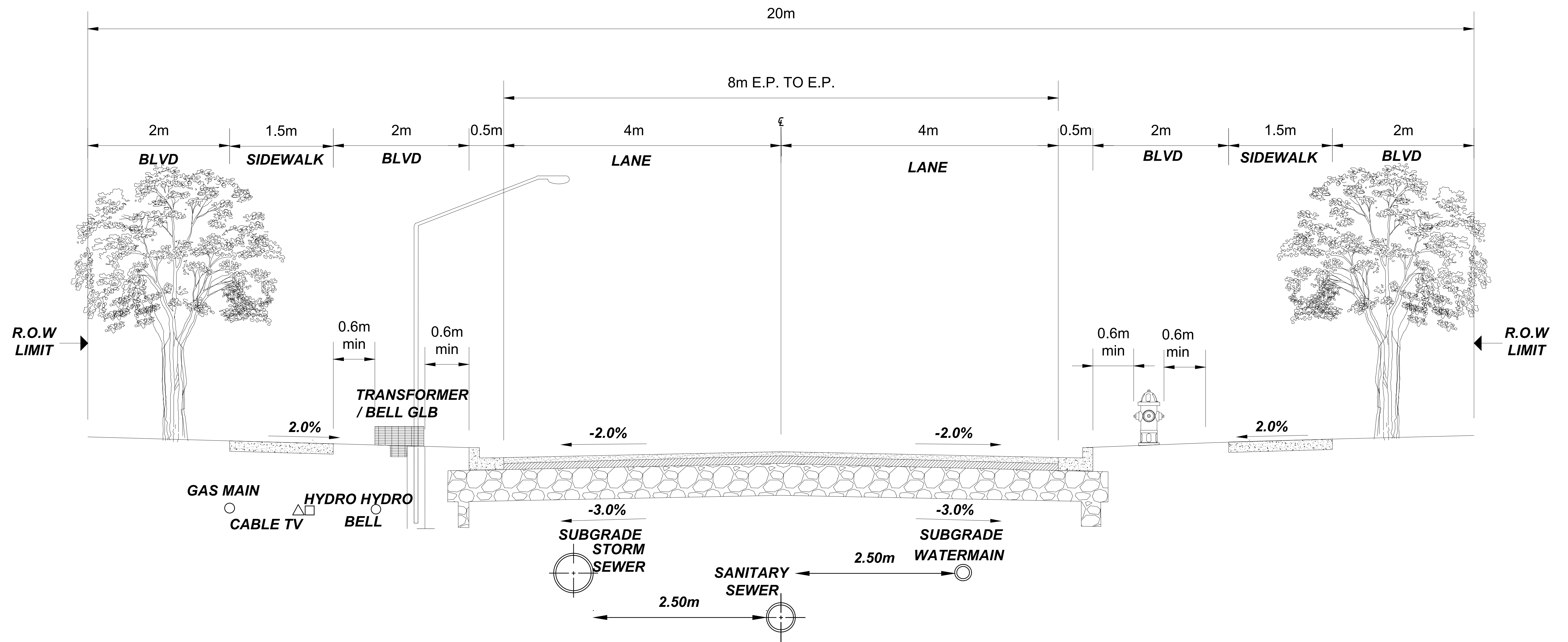
Revised typical road cross sections have been considered in the assessment of each roadway and are provided in **Appendix A**.

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



Notes:

1. Subdrains to be constructed in accordance with Municipality of Brighton standards.
2. All roadway designs are subject to recommendations and considerations addressed in a Geotechnical Investigation Report
3. Streetlight or water hydrant are applicable to either side.
4. Where possible, maintenance hole lids are to be located outside of vehicle wheel path.
5. A minimum of one sidewalk is required, however sidewalks on both sides are required where the existing condition has sidewalks on both sides.
6. On Street parking permitted on one side.
7. All lanes are to be shared by motorists and cyclists. Dedicated bike facilities are not required unless warranted by a study.
8. All dimensions are in metres unless otherwise shown.
9. Existing local roadways may have more narrow ROWs. All new local roadways must have a minimum ROW of 20m.

NOT TO SCALE

BRIGHTON TRANSPORTATION MASTER PLAN
RIGHT OF WAY CROSS SECTIONS

1	TRANSPORTATION MASTER PLAN	RC	24.09.09
No.	Description	By	YY.MM.DD

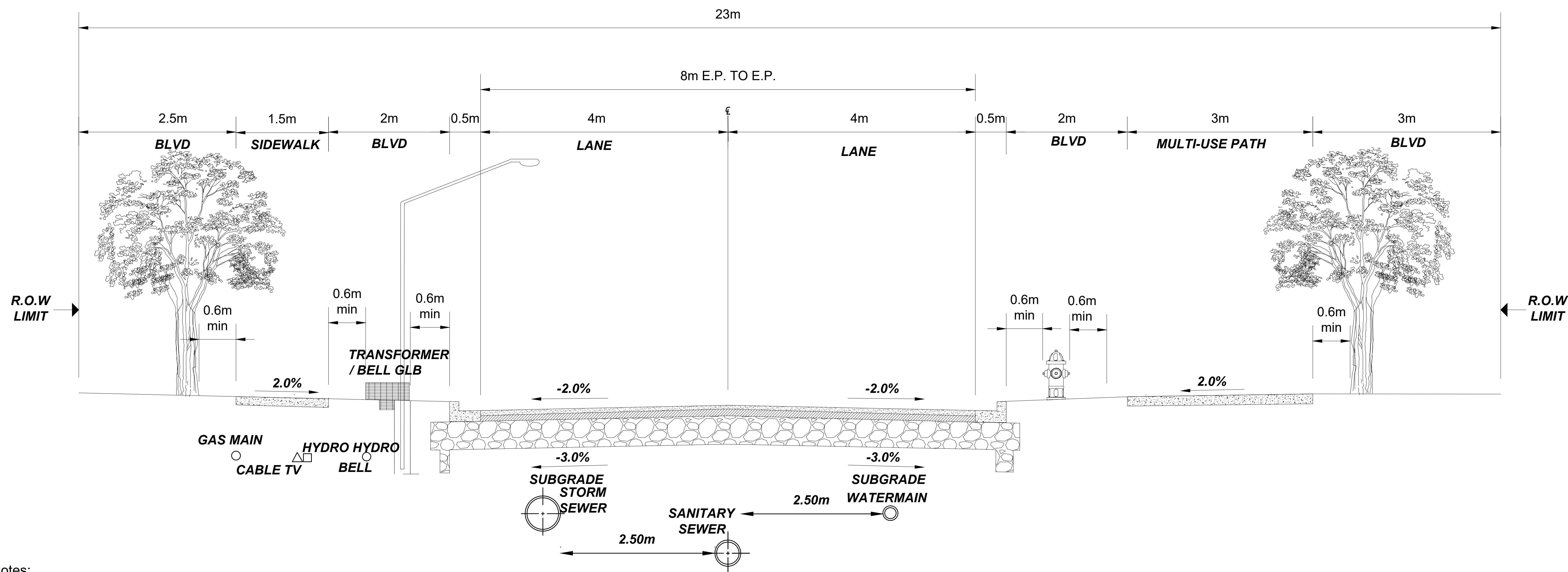
MUNICIPALITY OF BRIGHTON



Project No:	237042	Designed:	BC
Date:		Checked:	AH
Scale:	NTS	Drawn:	BC

TYPICAL ROAD SECTION
URBAN LOCAL ROAD (20m)

DWG NO.
REV.



Notes:

1. Subdrains to be constructed in accordance with Municipality of Brighton standards.
2. All roadway designs are subject to recommendations and considerations addressed in a Geotechnical Investigation Report
3. Streetlight or water hydrant are applicable to either side.
4. Where possible, maintenance hole lids are to be located outside of vehicle wheel path.
5. A minimum of one sidewalk and one multi-use path is required.
6. On-Street parking permitted on one side.
7. All lanes are to be shared by motorists and cyclists. Dedicated bike facilities are not required unless warranted by a study.
8. All dimensions are in metres unless otherwise shown
9. Existing major local roadways may have more narrow ROWs. All new major local roadways must have a minimum ROW of 23m.

NOT TO SCALE

BRIGHTON TRANSPORTATION MASTER PLAN
RIGHT OF WAY CROSS SECTIONS

No.	Description	RC	Date
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		By	YY.MM.DD

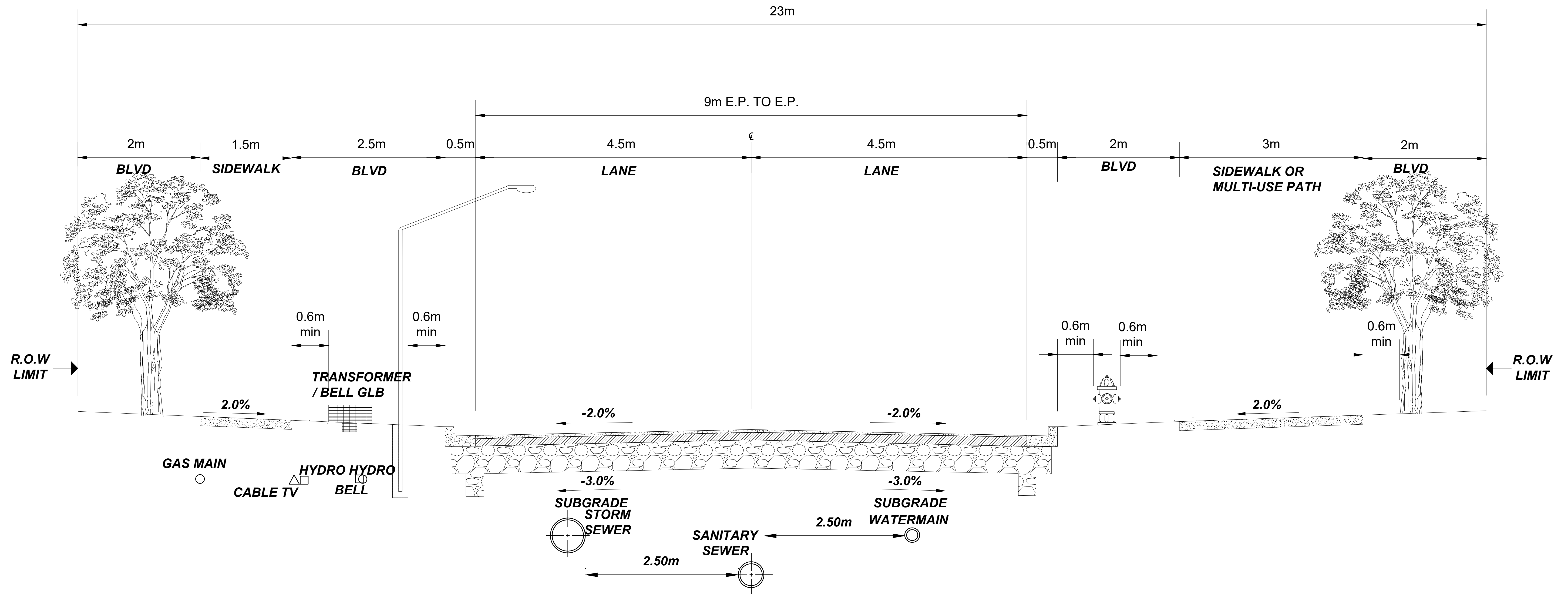
MUNICIPALITY OF BRIGHTON



Project No:	237042	Designed:	BC
Date:		Checked:	AH
Scale:	NTS	Drawn:	BC

TYPICAL ROAD SECTION
URBAN MAJOR LOCAL ROAD
(23m)

DWG NO.
REV.



Notes:

1. Subdrains to be constructed in accordance with Municipality of Brighton standards.
2. All roadway designs are subject to recommendations and considerations addressed in a Geotechnical Investigation Report
3. Streetlight or water hydrant are applicable to either side.
4. Where possible, maintenance hole lids are to be located outside of vehicle wheel path.
5. On street parking permitted on one side.
6. All dimensions are in metres unless otherwise shown.

NOT TO SCALE

BRIGHTON TRANSPORTATION MASTER PLAN
RIGHT OF WAY CROSS SECTIONS

1	TRANSPORTATION MASTER PLAN	RC	24.08.09
No.	Description	By	YY.MM.DD

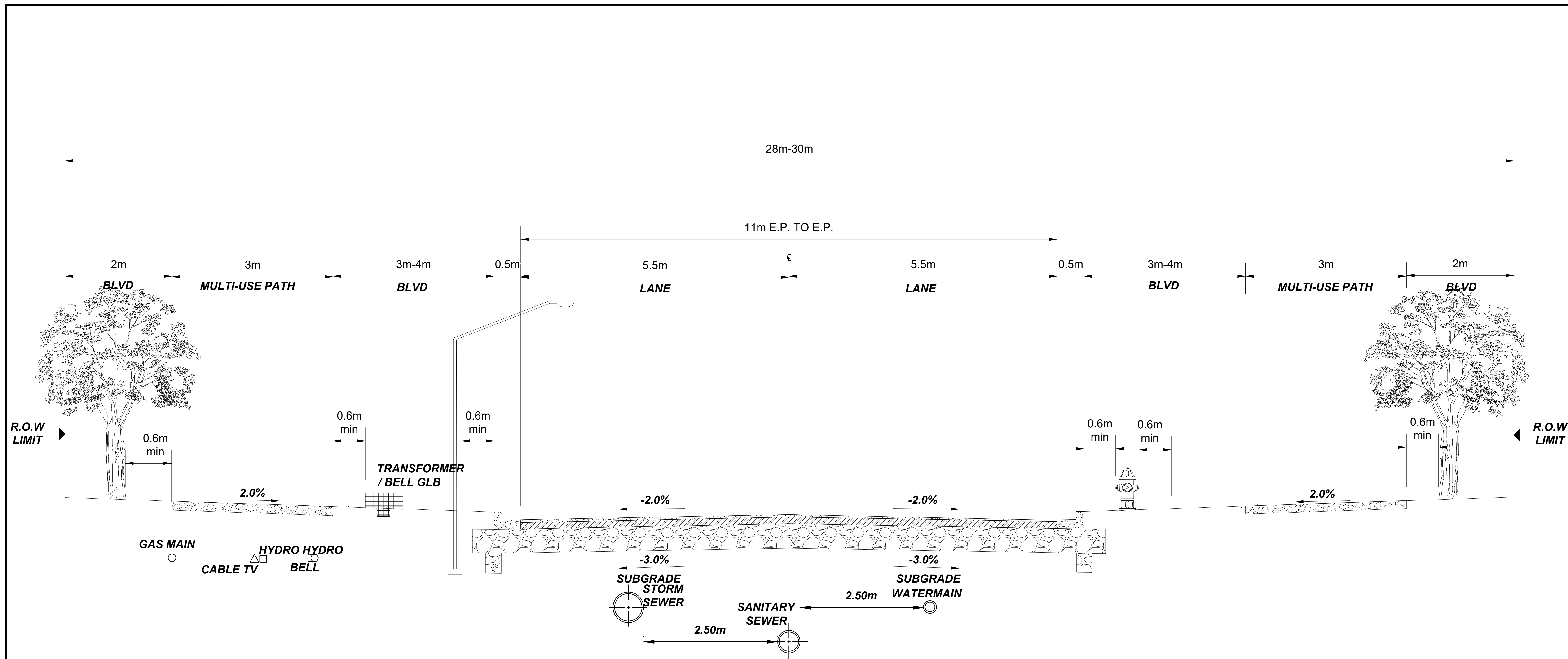
MUNICIPALITY OF BRIGHTON



Project No:	237042	Designed:	BC
Date:		Checked:	AH
Scale:	NTS	Drawn:	BC

TYPICAL ROAD SECTION
URBAN-COLLECTOR ROAD (23m)

DWG NO.
REV.



Notes:

1. Subdrains to be constructed in accordance with Municipality of Brighton standards.
2. All roadway designs are subject to recommendations and considerations addressed in a Geotechnical Investigation Report.
3. Streetlight or water hydrant are applicable to either side.
4. Where possible, maintenance hole lids are to be located outside of vehicle path.
5. 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.
6. All dimensions are in metres unless otherwise shown.

NOT TO SCALE

BRIGHTON TRANSPORTATION MASTER PLAN
RIGHT OF WAY CROSS SECTIONS

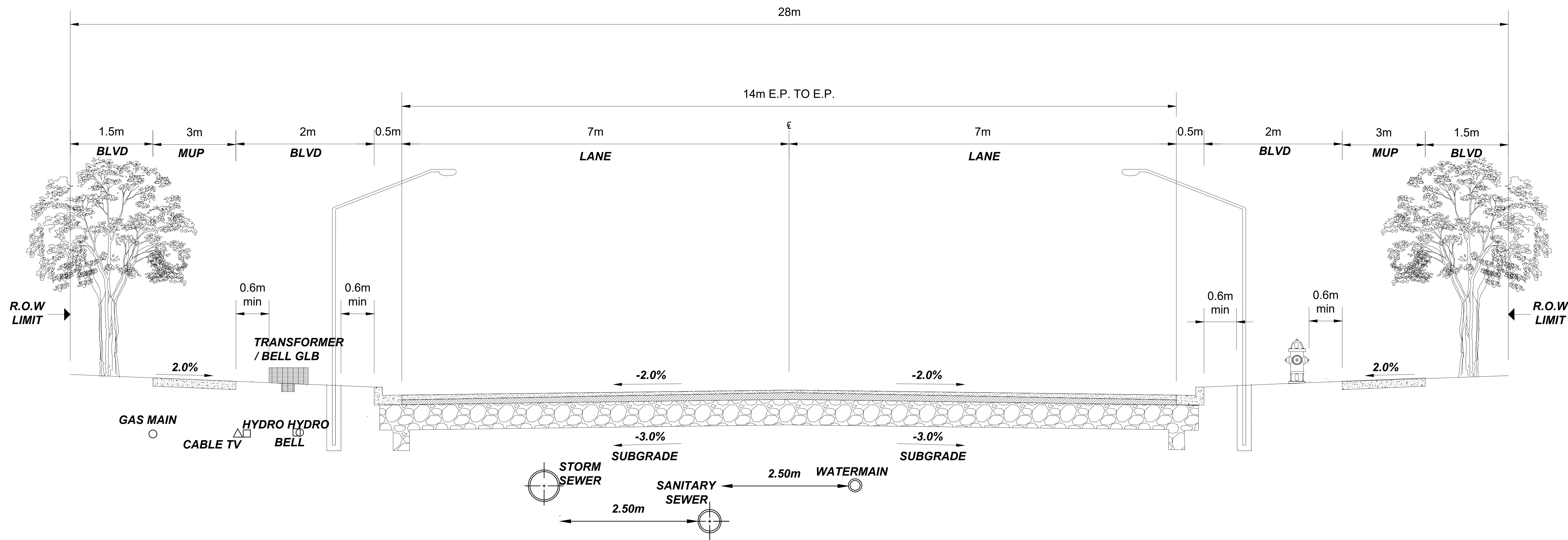
No.	Description	RC	Date
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		By	YY.MM.DD

MUNICIPALITY OF BRIGHTON

Project No:	237042	Designed:	BC
Date:		Checked:	AH
Scale:	NTS	Drawn:	BC

TYPICAL ROAD SECTION
PARKWAY (28m-30m)

DWG NO.
REV.



Notes:

1. Subdrains to be constructed in accordance with Municipality of Brighton standards.
2. All roadway designs are subject to recommendations and considerations addressed in a Geotechnical Investigation Report
3. Locations shown are applicable to either side.
4. Where possible, maintenance hole lids are to be located out of the tire path.
5. Sidewalks or MUP required on both sides of roadway based on OTM 18 requirements.
6. No on-road parking permitted unless authorized by Municipality.
7. All dimensions are in metres unless otherwise shown.

NOT TO SCALE

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BRIGHTON TRANSPORTATION MASTER PLAN
RIGHT OF WAY CROSS SECTIONS

1	TRANSPORTATION MASTER PLAN	RC	24.08.09
No.	Description	By	YY.MM.DD

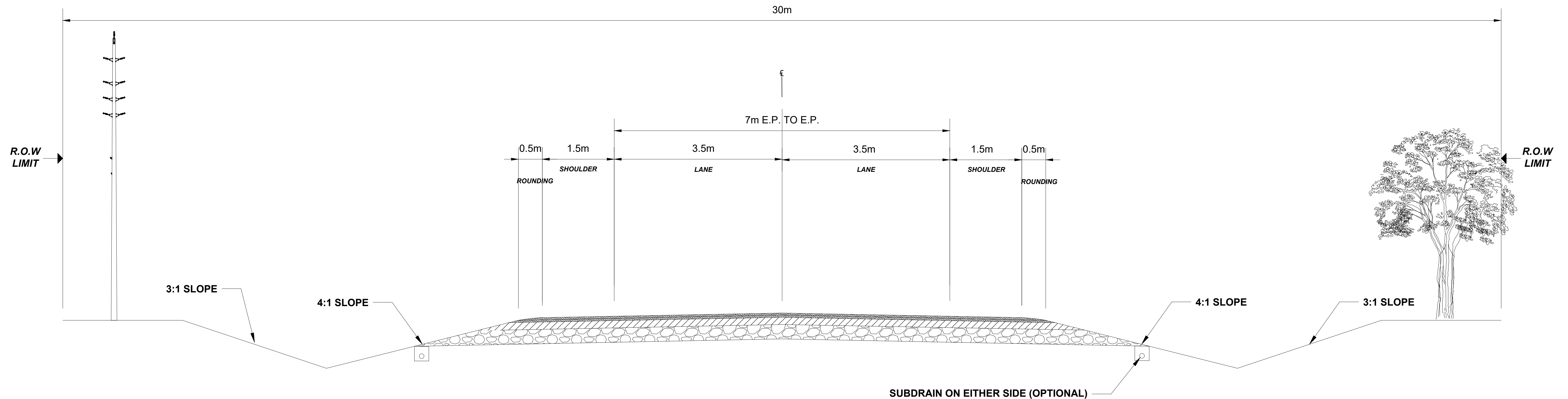
MUNICIPALITY OF BRIGHTON



Project No:	237042	Designed:	BC
Date:		Checked:	AH
Scale:	NTS	Drawn:	BC

TYPICAL ROAD SECTION
URBAN-ARTERIAL ROAD (28m)

DWG NO.
REV.



Notes:

1. For industrial roadway, minimum lane width should be 4m
2. No parking permitted
3. Accommodation of cycling facility as per OTM Book 18
4. Where needed subdrain(s) can be provided
5. All dimensions are metres unless otherwise shown

BRIGHTON TRANSPORTATION MASTER PLAN
RIGHT OF WAY CROSS SECTIONS

1	TRANSPORTATION MASTER PLAN	RC	24.08.09
No.	Description	By	YY.MM.DD

MUNICIPALITY OF BRIGHTON

RVA	
Project No:	237042
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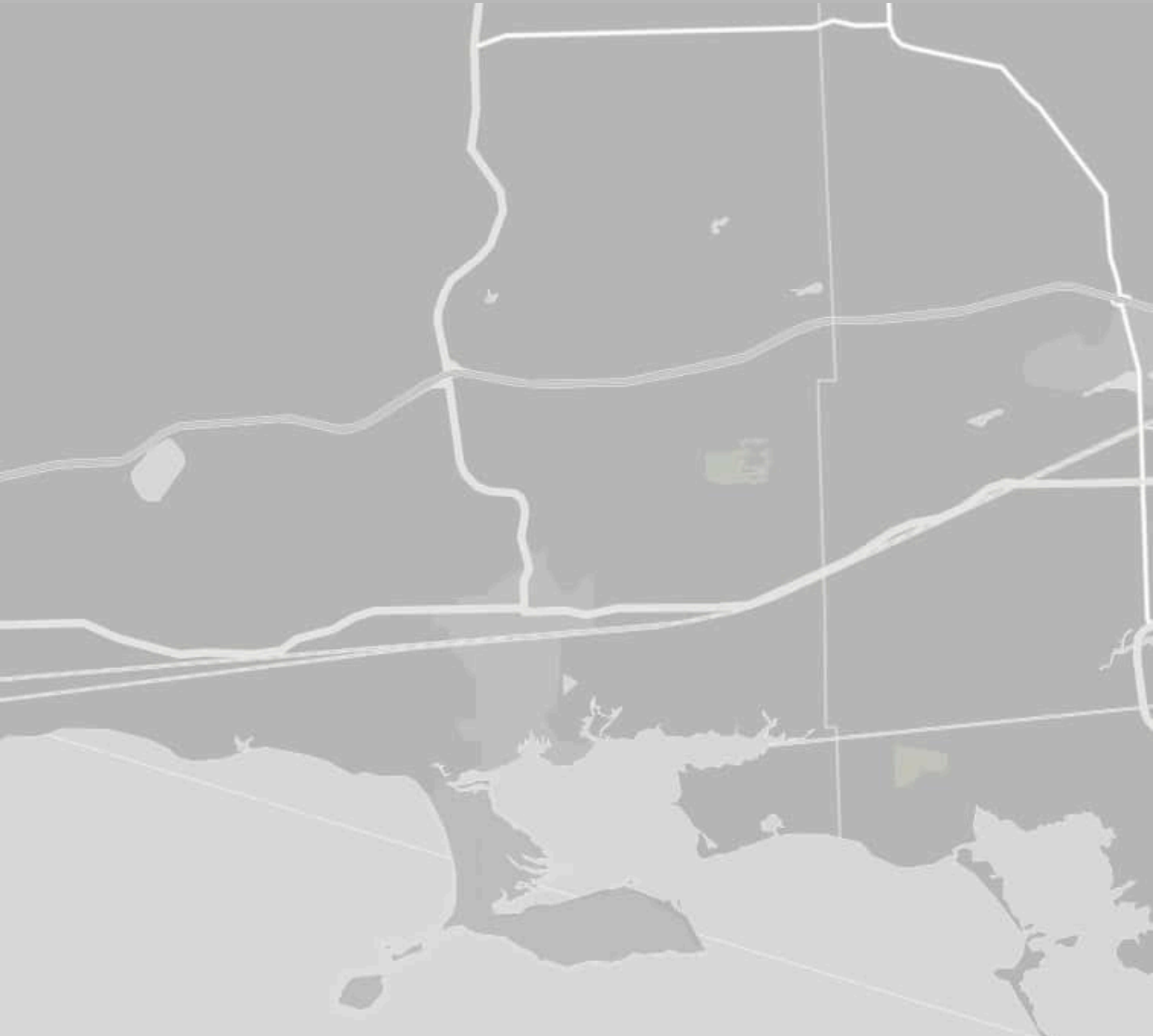
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Drawn	BC

TYPICAL ROAD SECTION
RURAL COLLECTOR(30m)

DWG NO.
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	<ul style="list-style-type: none"> • 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)	<ul style="list-style-type: none"> • Would excessive delays or vehicle queues be mitigated by a roundabout? • Will the roundabout exhibit the desired level of service?
Traffic Flows	<ul style="list-style-type: none"> • Are entering and exiting traffic volumes relatively balanced under existing and/or future conditions? • Is there a high percentage of turning movements?
Property Availability	<ul style="list-style-type: none"> • Is there sufficient property available for a roundabout? • If property constraints exist, can the surrounding lands be feasibly acquired?
Intersection Geometry	<ul style="list-style-type: none"> • Would the roundabout alleviate sightline concerns caused by skewed horizontal alignment? • Are there more than four (4) approaches?
Proximity to Signals/Rail	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Would the roundabout serve as a transition point between land uses (i.e., residential to commercial, etc.)?
Traffic Calming	<ul style="list-style-type: none"> • Could a roundabout serve to reduce excessive operating speeds?
Vulnerable Road Users	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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.