Municipality of Brighton - Transportation Master Plan

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.

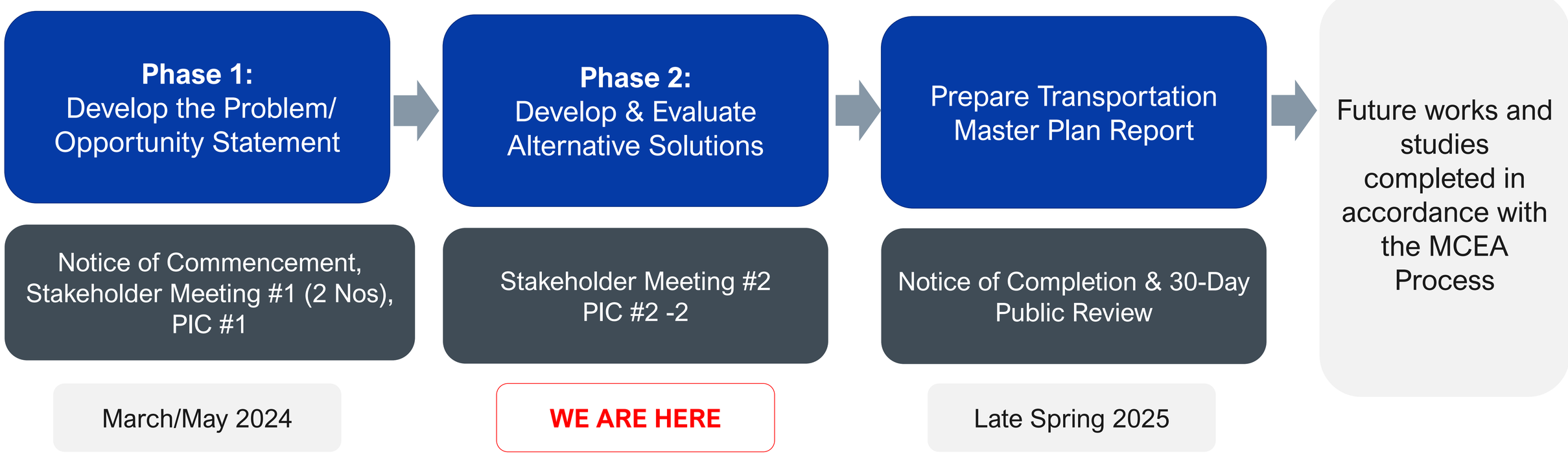
Purpose of the Transportation Master Plan (TMP)

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.

PICs# 1 – Key Comments/Feedback

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

PICs# 1 – Key Comments/Feedback

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

Suggestions/Concerns on traffic intersection controls/road improvements:

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

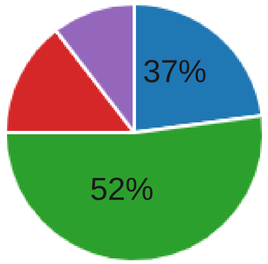
School Surveys (8 Questions) – Key Comments/Feedback (May 18 to June 13, 2024)

48 Responses

04:03 Average time to complete

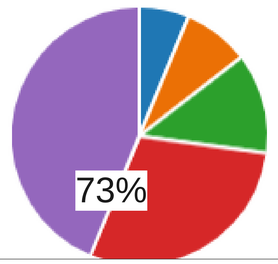
1. What mode of transportation do you generally use daily to get to/from School?

Walking	11
Biking	0
School Bus	25
Drop Off	7
Self-Drive to School	5



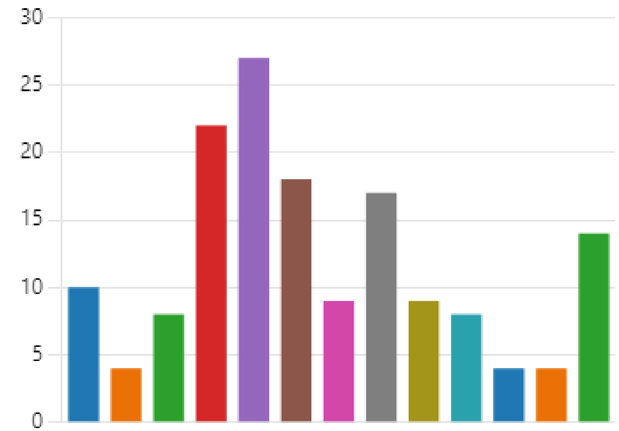
2. What distance do you live from school?

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

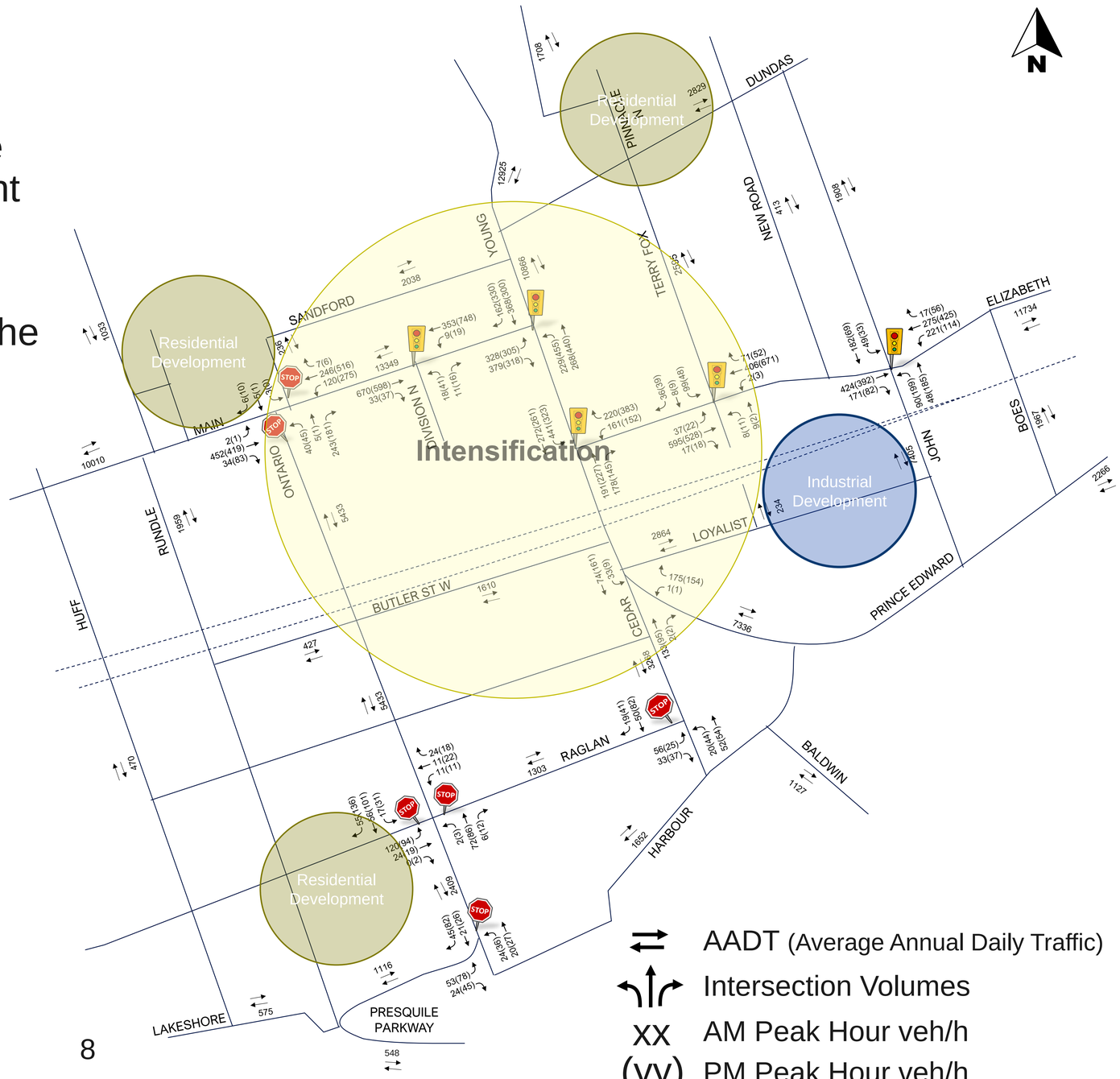


*Pedestrians use roadways including Prince Edward Street, Elizabeth Street, Ontario Street, Butler Street

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

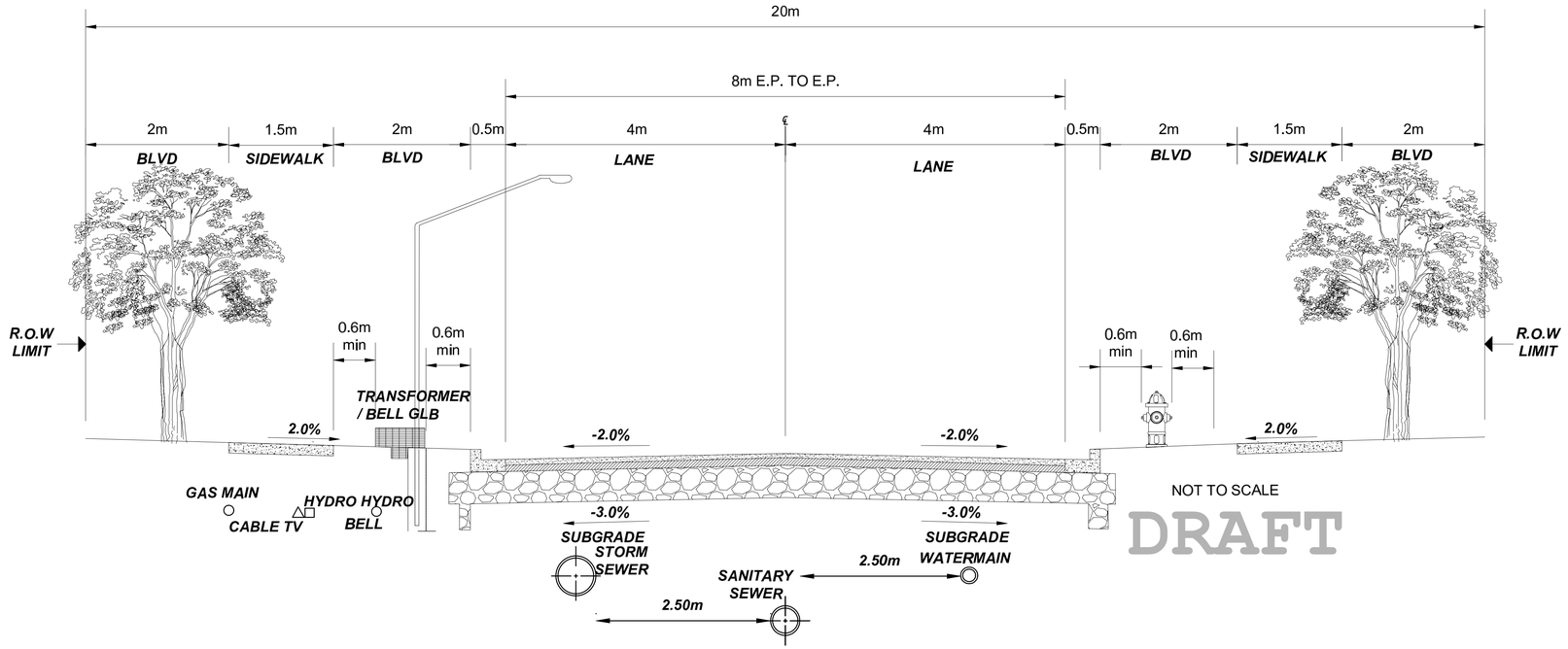
Criteria	Local	Major Local	Collector	Arterial
Service Function	Land access is primary consideration	Traffic movement and land access of equal importance	Traffic movement and land access of equal importance	Traffic movement is primary consideration
Typical Traffic Volume (veh/day)	< 1500	< 2,500	2,500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

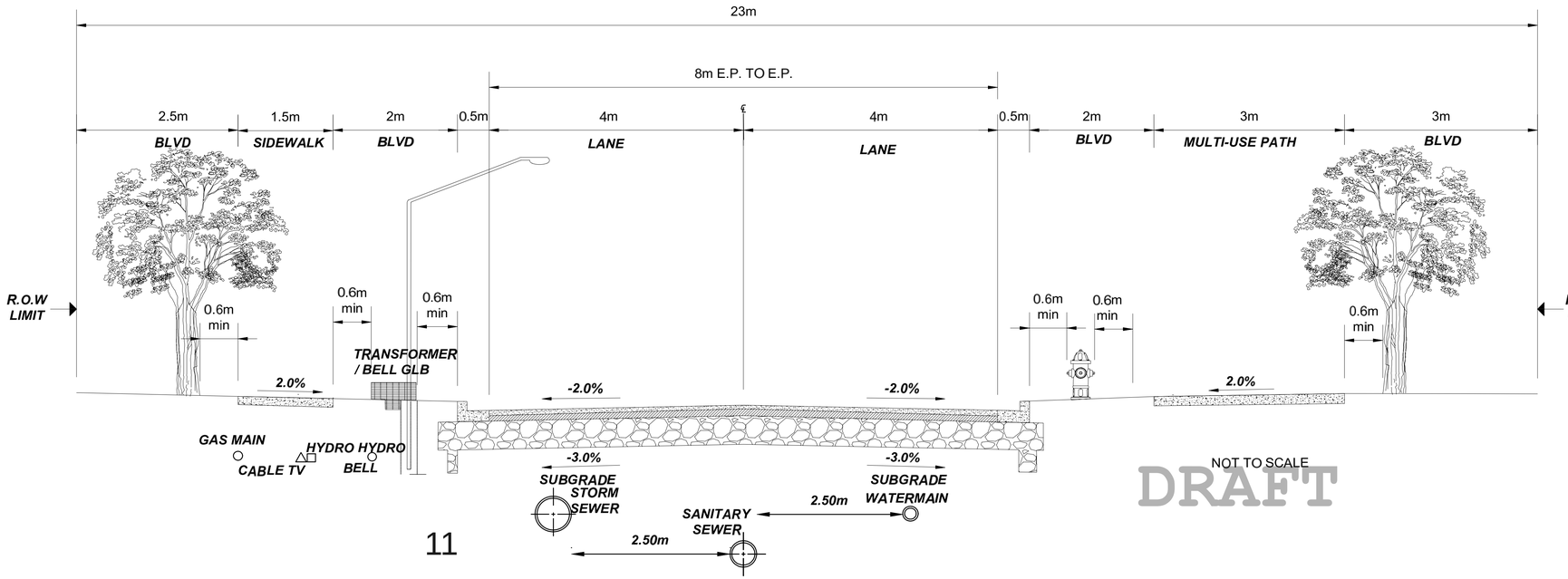
- Utility locations shown are applicable to either side.
- Streetlight or water hydrant are applicable to either side.
- Where possible, maintenance hole lids are to be located outside of vehicle wheel path.
- A minimum of one sidewalk is required, however sidewalks on both sides are required where the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

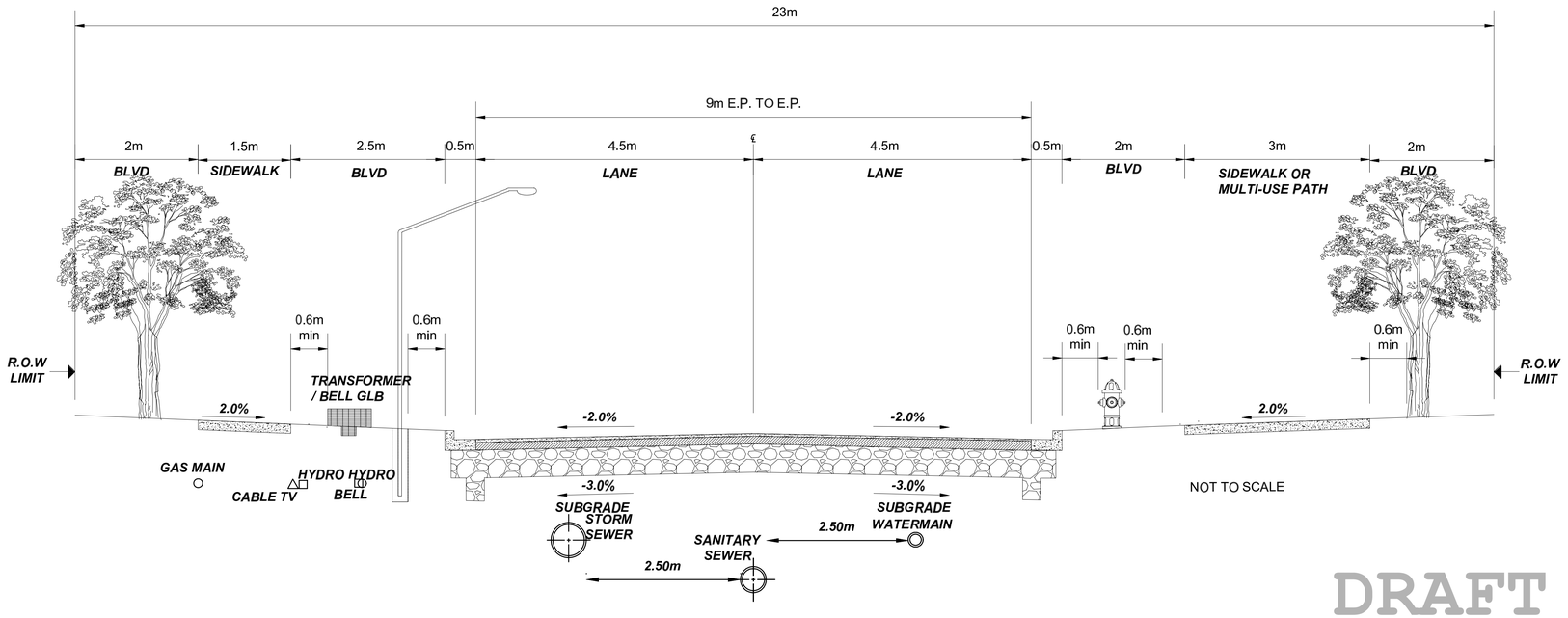


Proposed Typical Road Cross-Sections
Urban Collector (23m), Urban Arterial (28m)

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.



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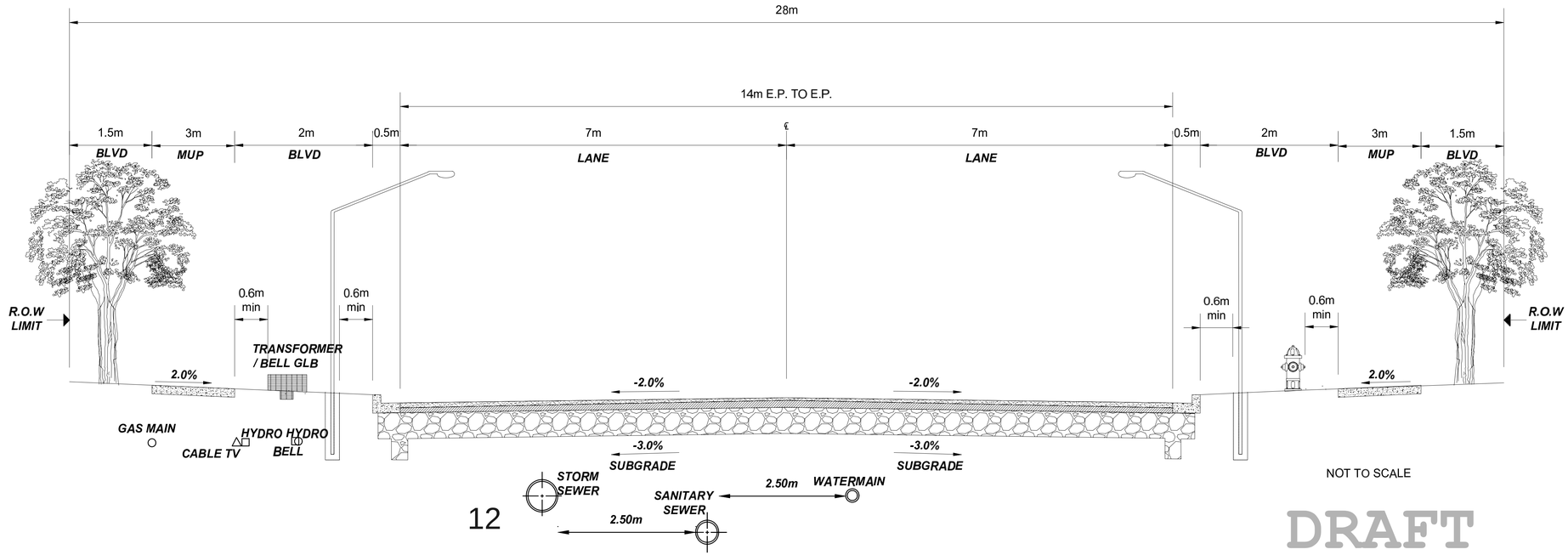
Urban Arterial

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



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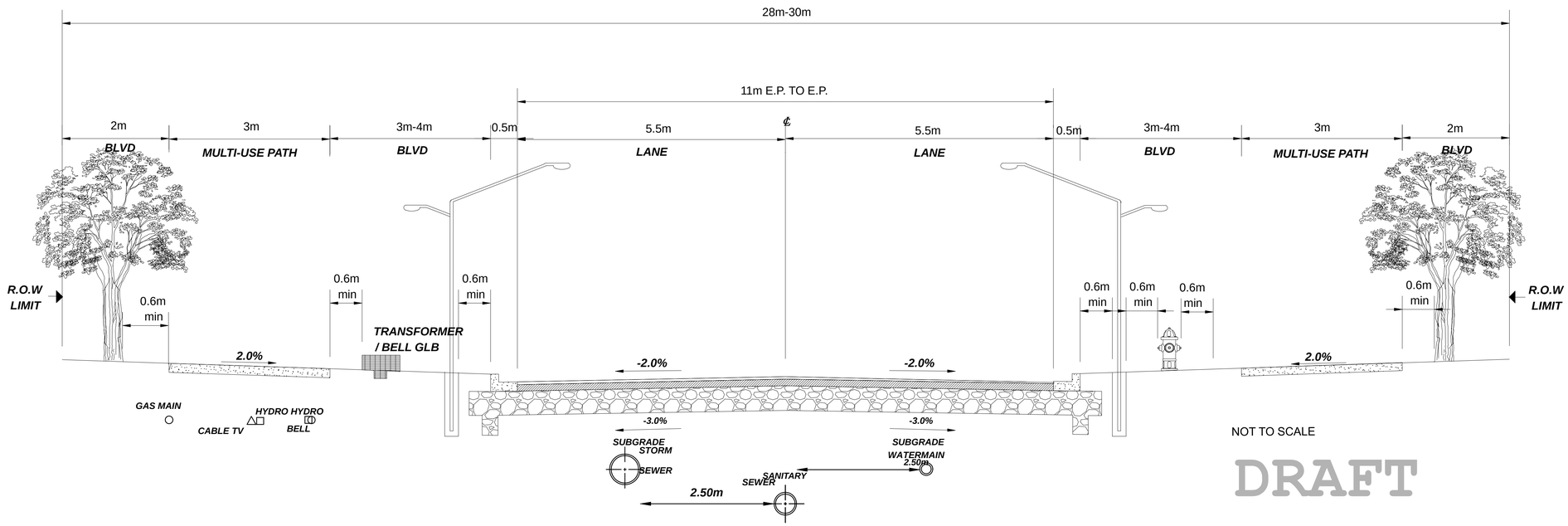
Proposed Typical Road Cross-Section
Parkway (28-30m), Rural Collector (30m)

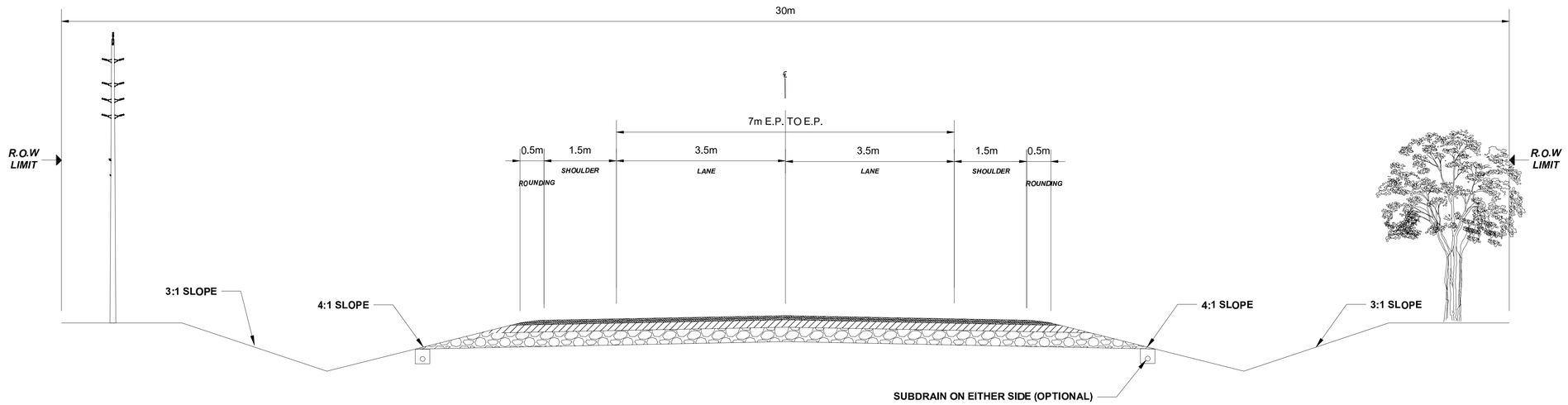
Parkway

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



Rural Collector

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



Other Policies

Community Safety Zone Policy

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

Roundabout Policy

- Prescreening and implementation stages

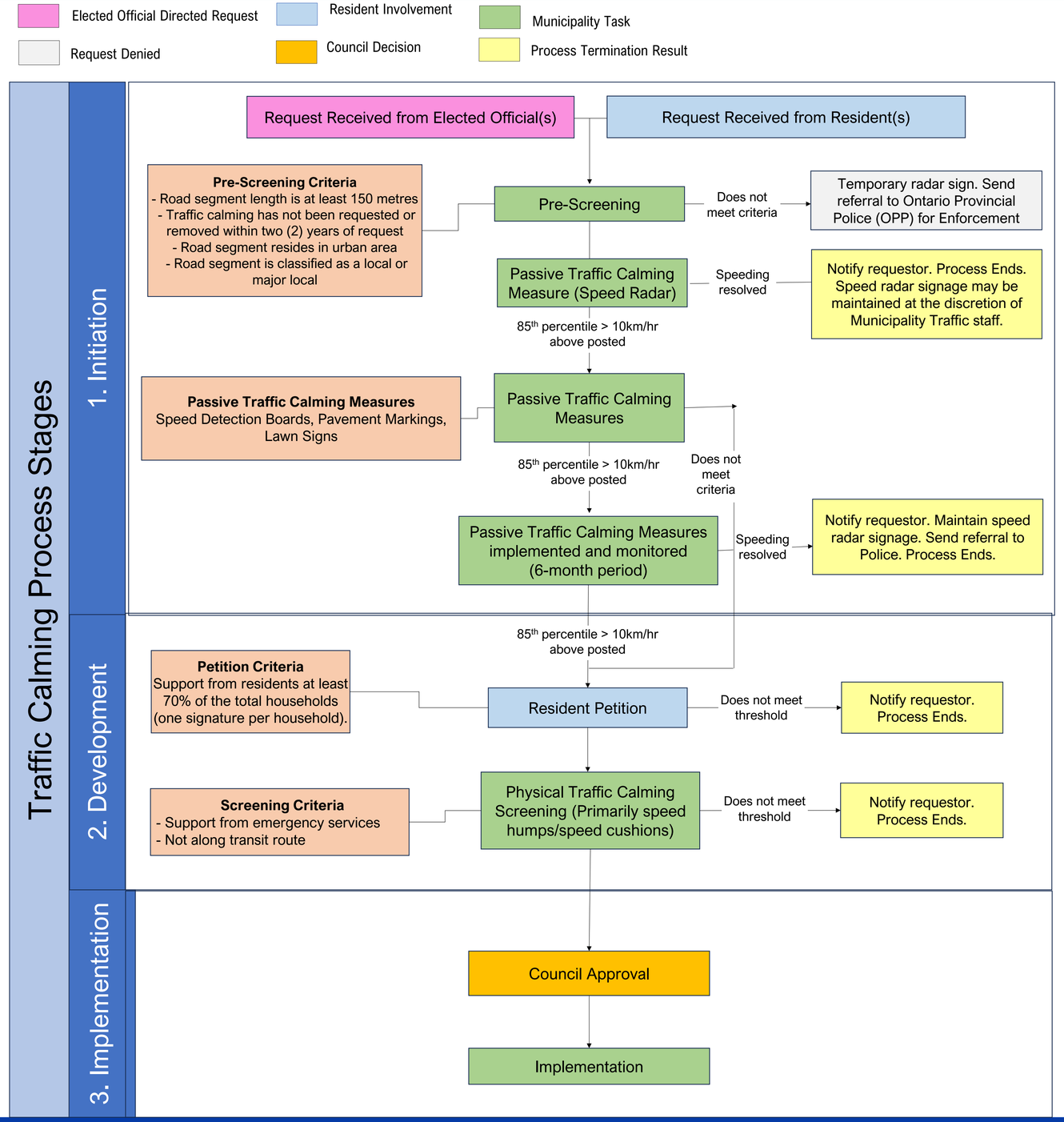
Goods Movement Policy

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

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

Traffic Calming Policy Framework

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

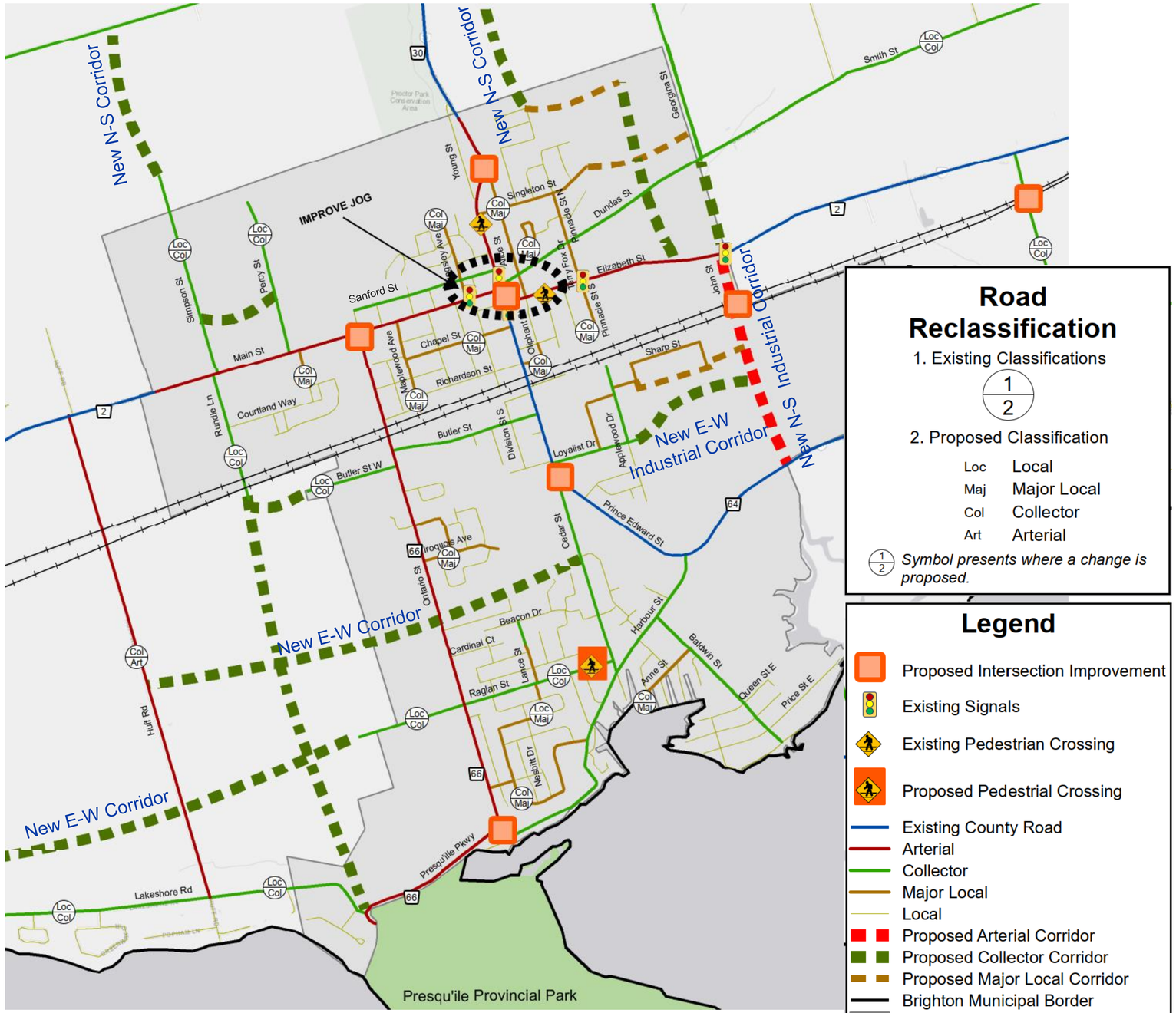
Criteria	Alternative 1: Do Nothing	Alternative 2: Auto Capacity	Alternative 3: Active Transportation and Transit Capacity	Alternative 4: Combination 2+3
Is this alternative consistent with the goals and objectives of the Official Plan?	○	◒	◒	●
Does the alternative provide travel mode choices?	○	◒	◒	●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



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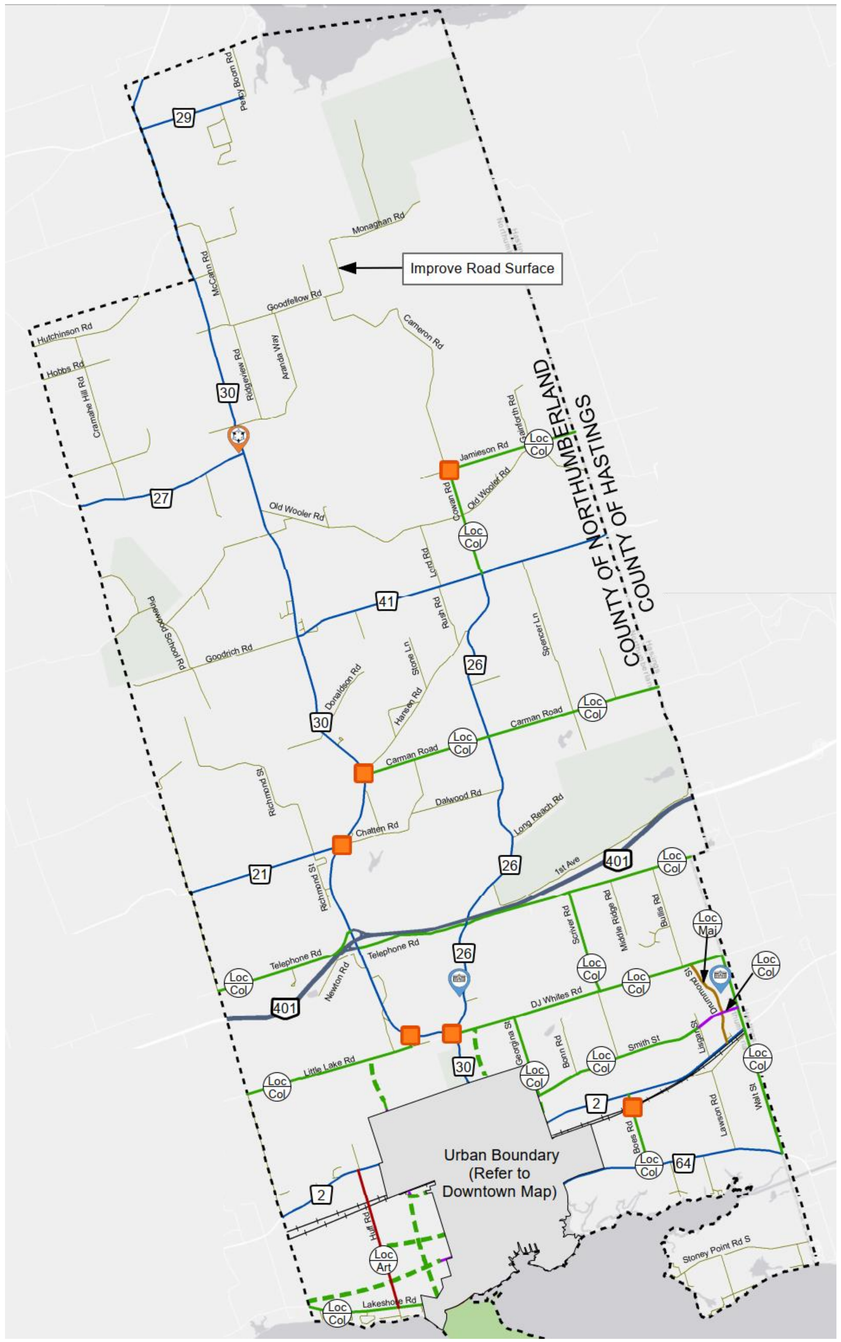


Road Reclassification

1. Existing Classifications

1/2

2. Proposed Classification

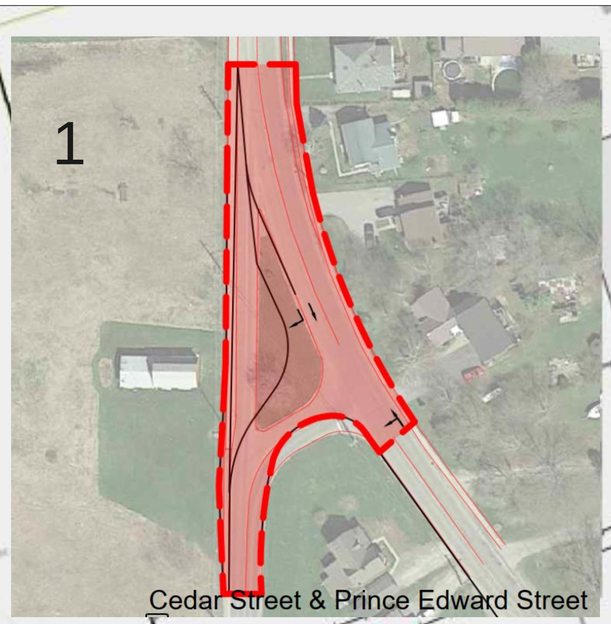
Loc	Local
Maj	Major Local
Col	Collector
Art	Arterial

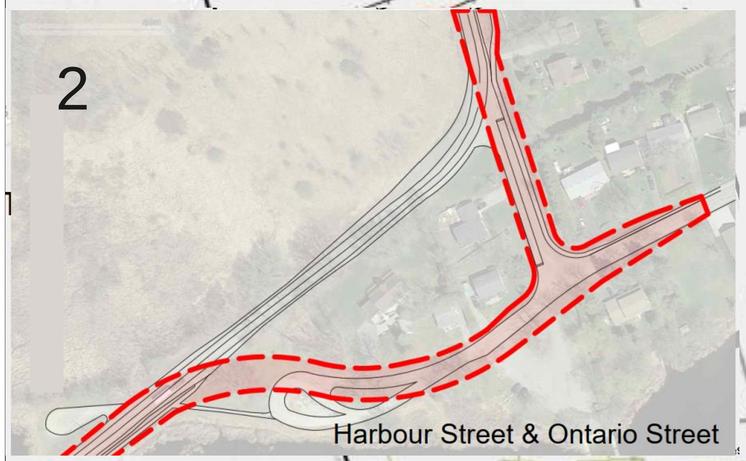
1/2 *Symbol presents where a change is proposed.*

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



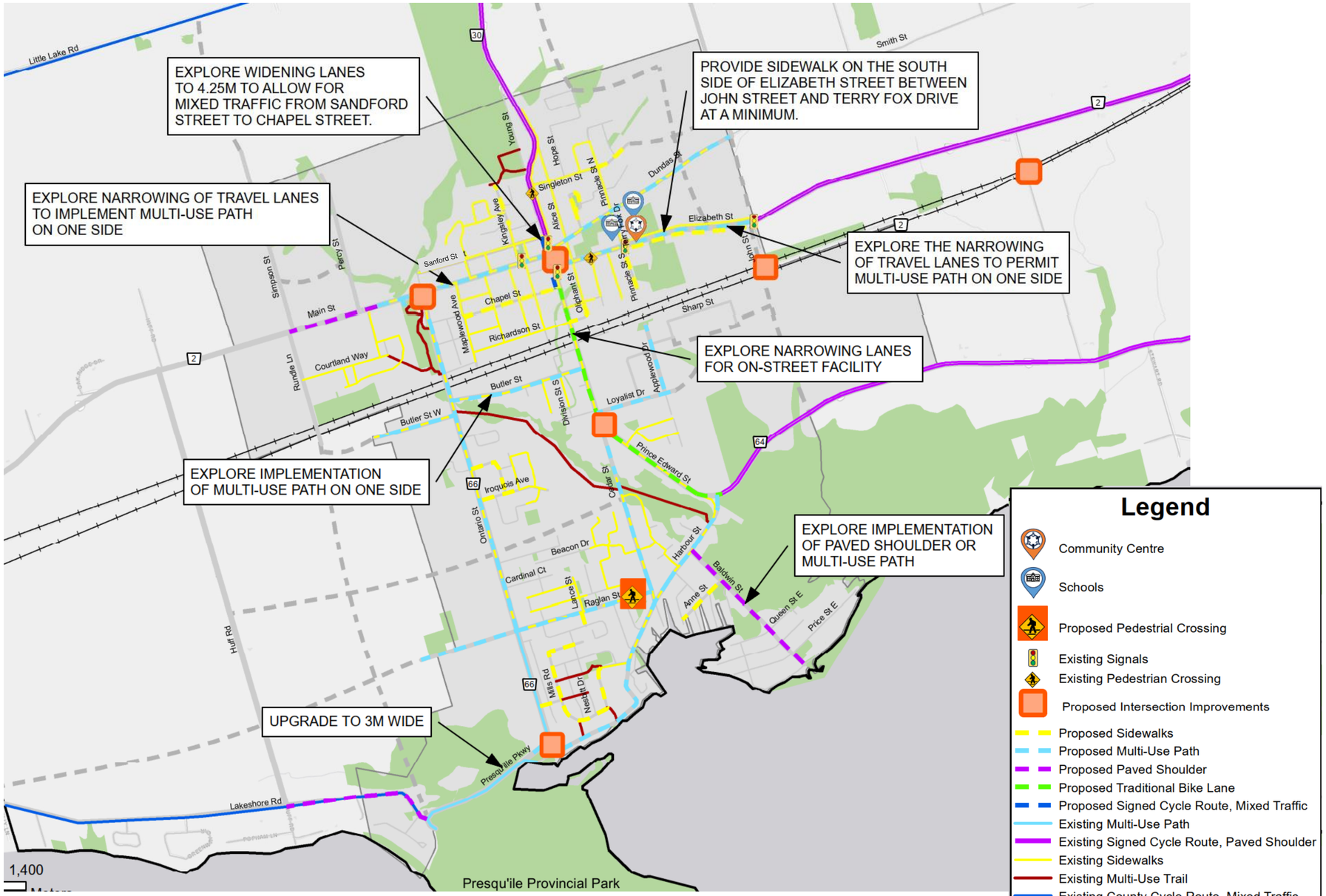


*Overpass is Recommended Option

Future Active Transportation Network

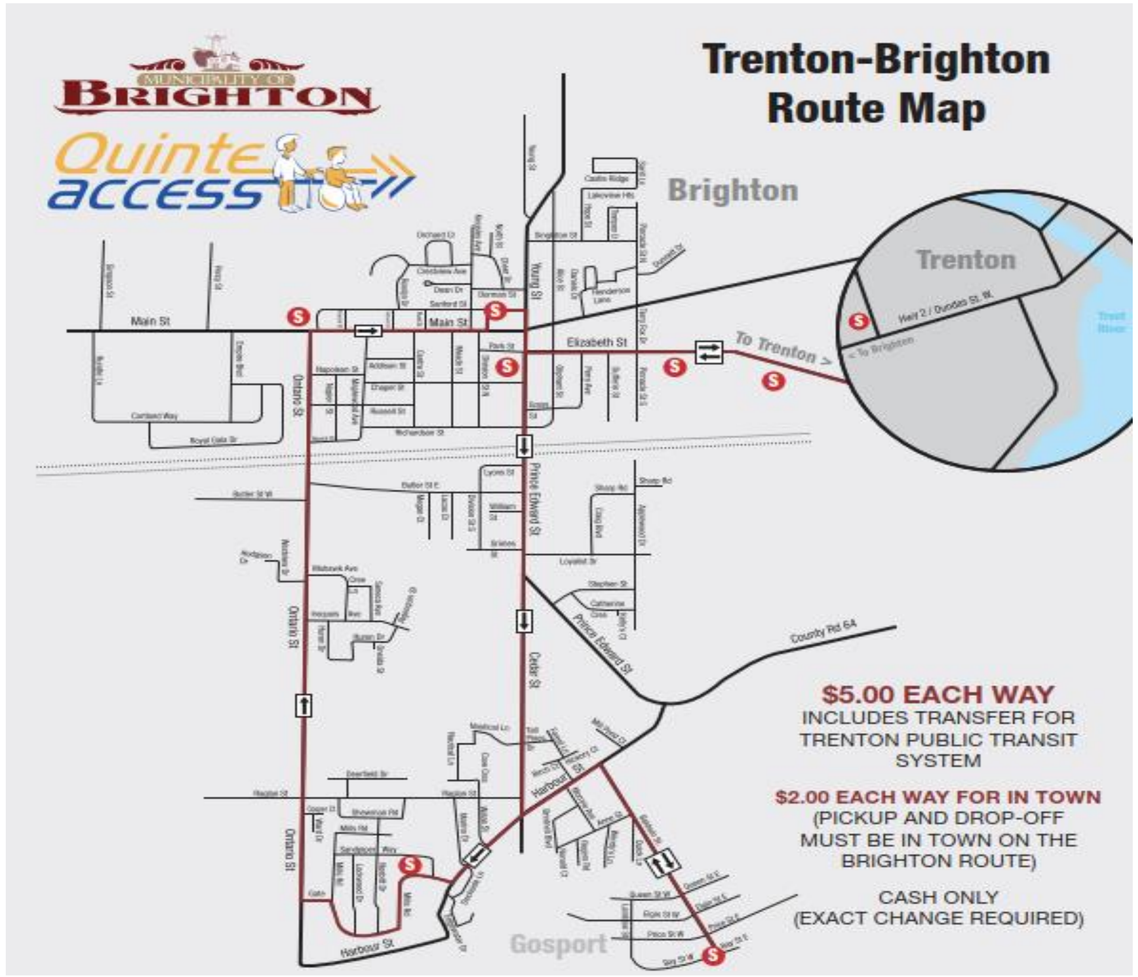
Future Active Transportation is recommended considering:

- 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



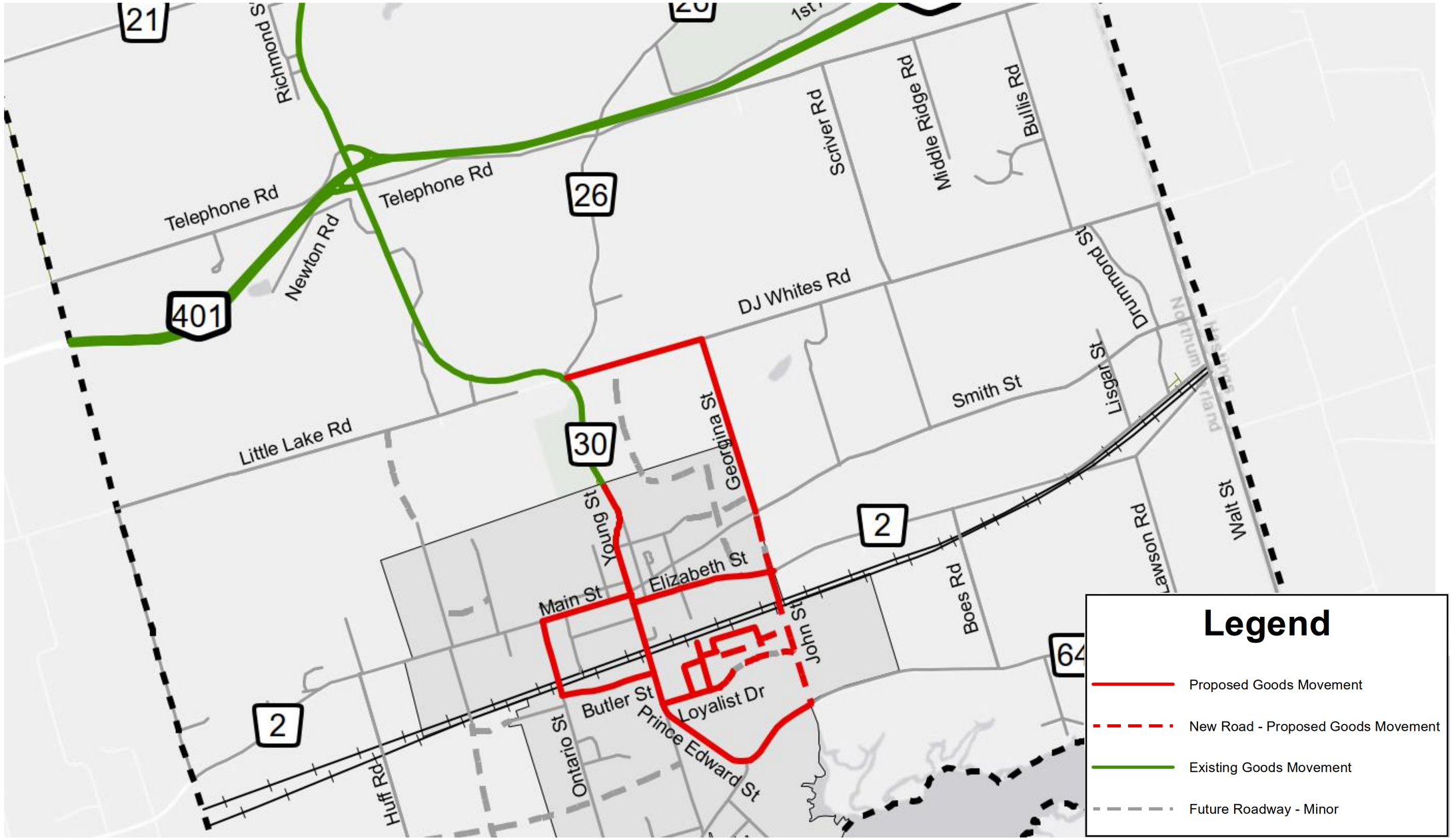
WESTBOUND	PICKUP/DROPOFF LOCATION	TUES/WED/THU	
DEPART	TRENTON - WALMART	11:30	14:00
DEPART	NO FRILLS	11:40	14:10
DEPART	ARENA	11:47	14:17
DEPART	SOBEYS	11:53	14:22
DEPART	BRIGHTON HEALTH SVCS CENTRE	11:56	14:25
DEPART	BRIGHTON BY THE BAY (COMMUNITY CTR)	12:05	14:35
DEPART	GOSPORT (END OF BALDWIN ST)	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:

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Environmental Planner, Transportation
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You can also learn more about the project online at
https://www.brighton.ca/en/doing-business/transportation.aspx