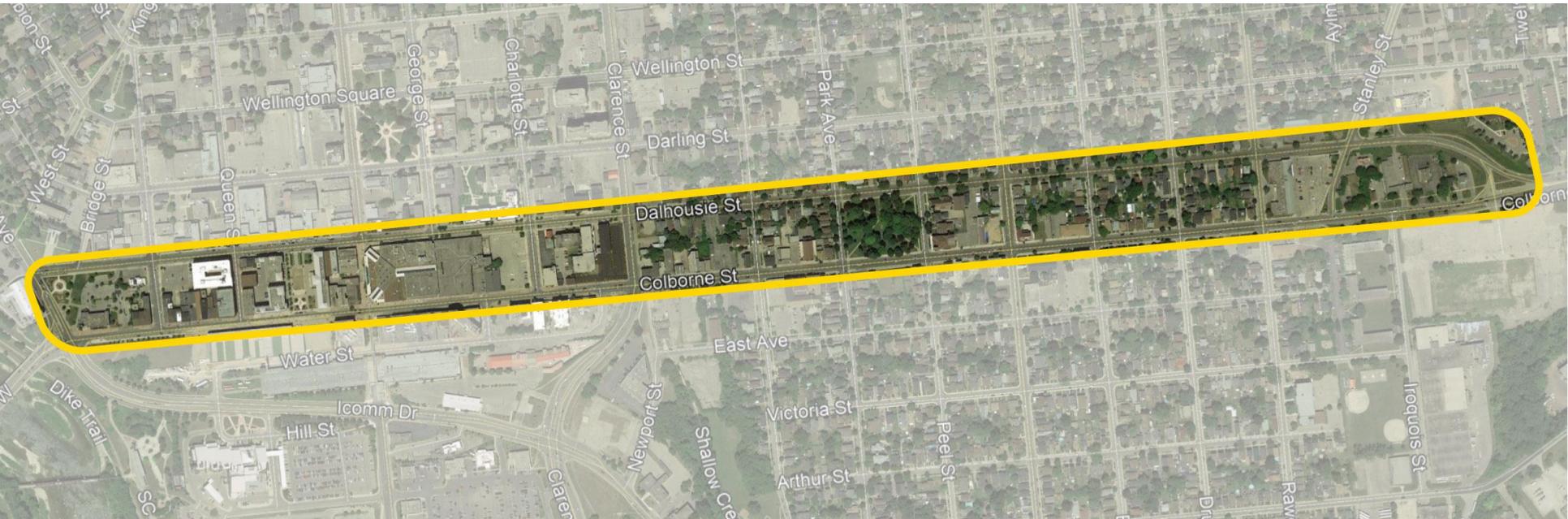


# Downtown Brantford Streetscape (Class EA)

PIC#1 Presentation



# Agenda



1. Review of study area, process and status
2. Vision - Problem/Opportunity Statement
3. Review key studies
4. Review key constraints and most commonly identified priorities
5. Review results from previous stakeholder workshops
6. Sample cross sections from workshops
7. Draft Evaluation Criteria



# Vision

Create a Downtown Brantford that is **attractive**, **vibrant**, and **safe** for all users while providing the **infrastructure** needed to handle growth in the City's core.

- *Make downtown a destination place;*
- *Enhance infrastructure for all transportation modes including pedestrians, cyclists, transit users; and*
- *Improve accessibility and safety in the core.*



# Study Area and Scope



Colborne Street and Dalhousie Street from Brant Avenue and Icomm Drive to the east limit where Colborne Street and Dalhousie meet. North/South streets including Brant Avenue, King Street, Queen Street, Market Street, Charlotte Street, and Clarence Street.

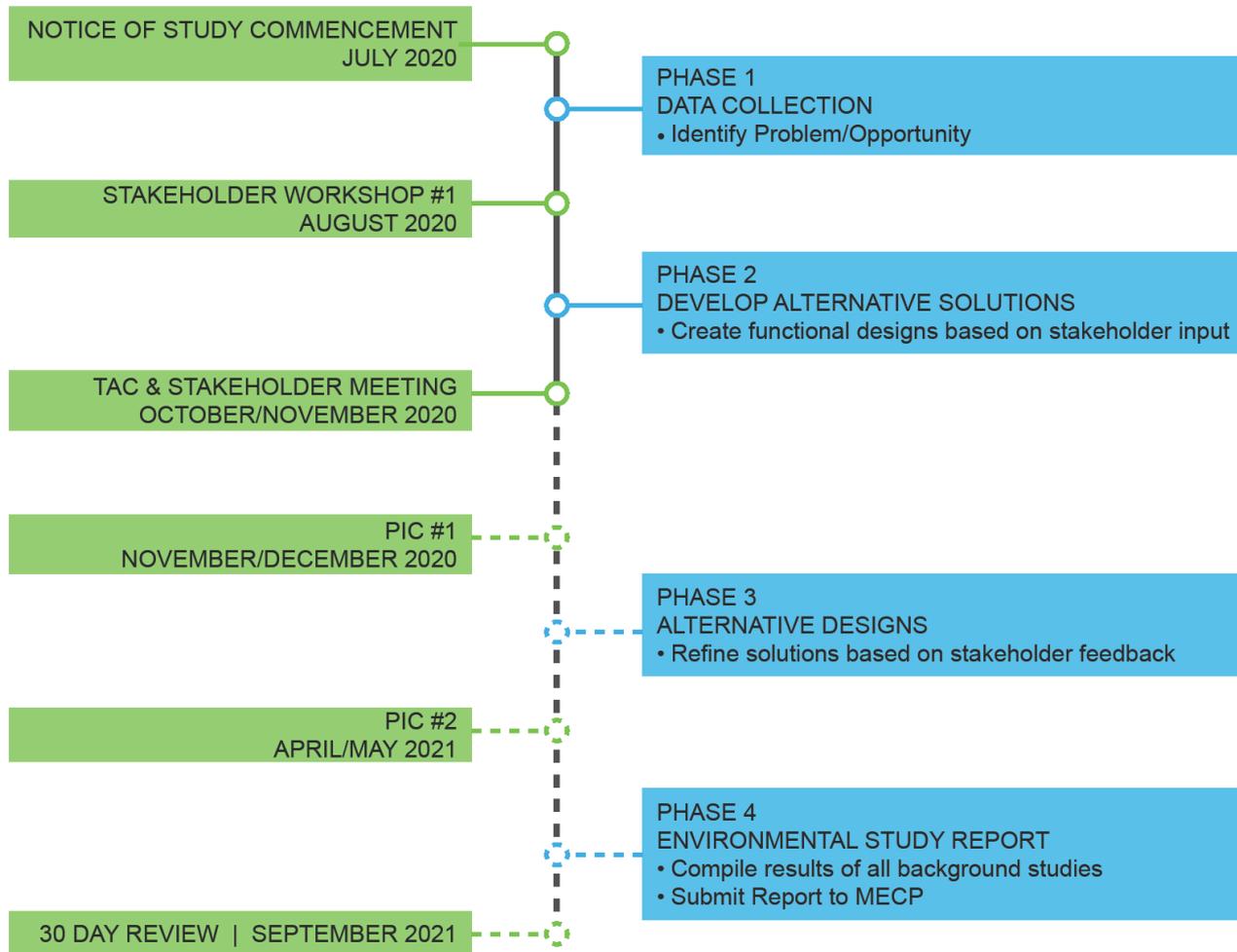
Underground infrastructure and above-ground streetscaping improvements – road configuration, street furniture, plantings, etc.

# Problem/Opportunity Statement

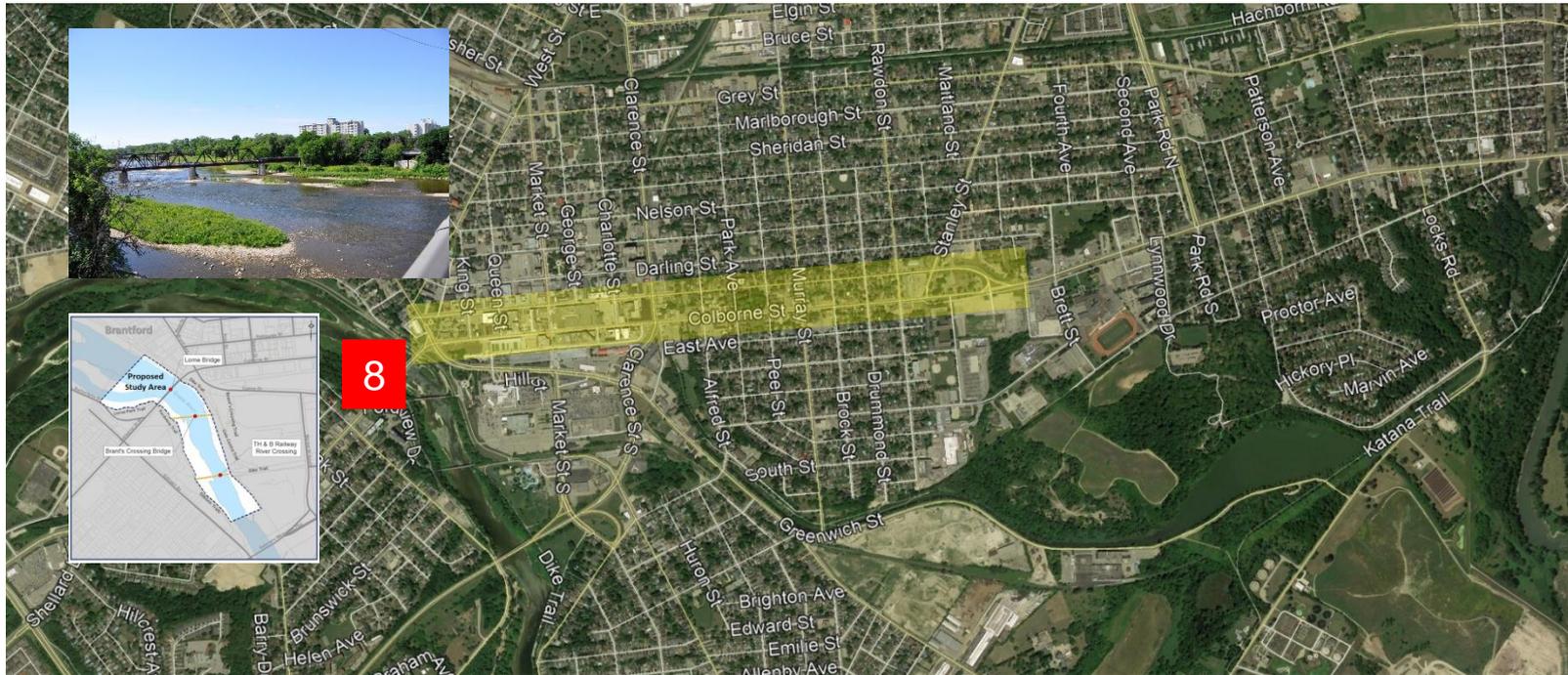
Revitalize Brantford's core by improving infrastructure, accessibility, safety, and rebuilding an aesthetically beautiful and adaptable Downtown.



# Class EA Planning & Design Process



# Studies



## Past studies

1. Transportation Master Plan (2014)
2. Downtown Streetscape Design Plan (2011)
3. Downtown Master Plan (2008)
4. Waterfront Master Plan
5. Conversion of Colborne Street and Dalhousie Street to Two-Way Traffic Operations EA (2010)
6. Feasibility Study for Proposed Transit Terminal/Parking Structure/Commercial Facility (2009)
7. Colborne Street South Side Urban Design Guidelines

## Concurrent Studies

8. Three Grand River Crossings
9. Oak Park Road
10. Transportation Master Plan
11. Master Servicing Plan
12. Official Plan
13. Urban Design Manual



# Key Constraints

## Curbside Management

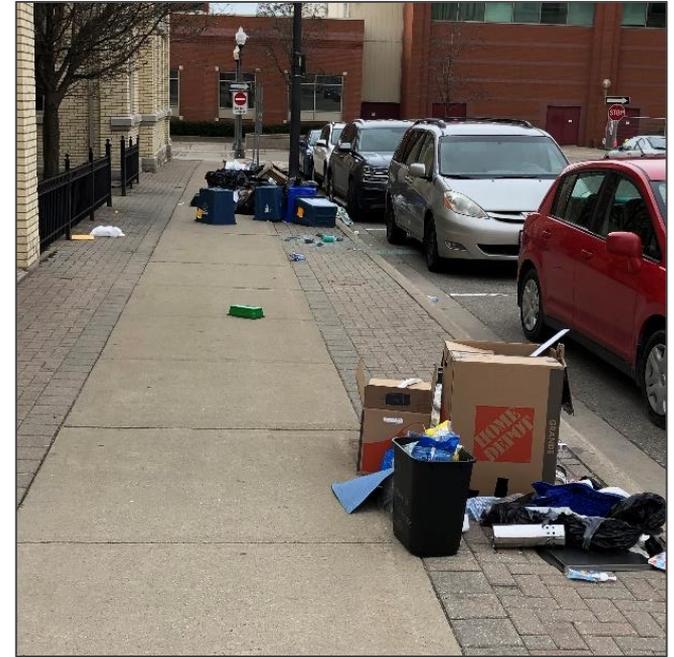
- Frequency of pick-up, ease of access vs. containers, space requirements for unloading

## One-way vs. Two-way Traffic

- Space implications of accommodating two-way traffic, additional lane requirement for turning movements

## Vehicular Priority and Programming

- Layby for loading, unloading and pedestrian infrastructure (shelters)



# Key Constraints

## Accessibility

- Challenges of existing grades in some areas, narrow sidewalk widths
- Connections to existing built-form

## Tree Plantings and Landscaping

- Operational requirements, location of proposed utilities and services
- Minimized by use of soil cells below paving to reduce space above grade

## Bike Lanes

- Connection to greater cycle network
- Space requirements in the right-of-way (balance vs. pedestrian space)
- Space limitations on north/south connections – limited access



# Key Constraints

## Existing Built Form and Facades

- Consistency of theme

## Sustainability and Surface Treatment of Runoff

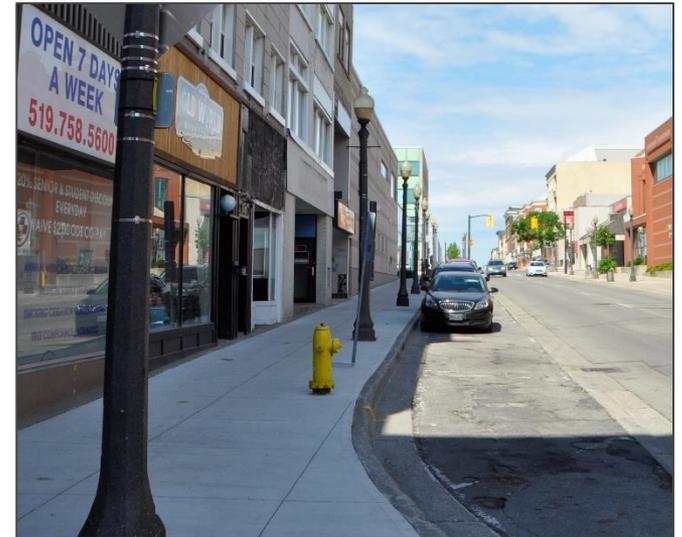
- Space limitations and upkeep requirements (operational)
- Impact of future utility locations

## Parking

- ‘Right amount’ and ‘right location’ to have space for pedestrian elements

## Lighting

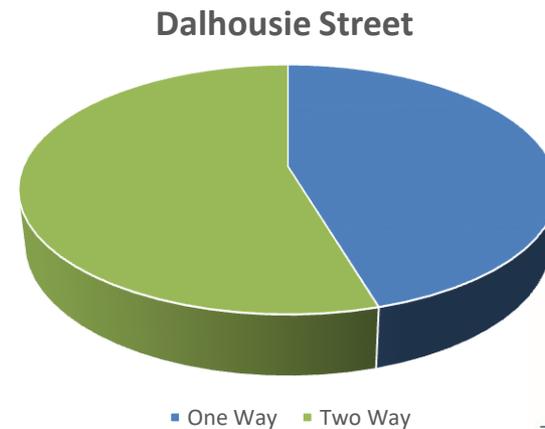
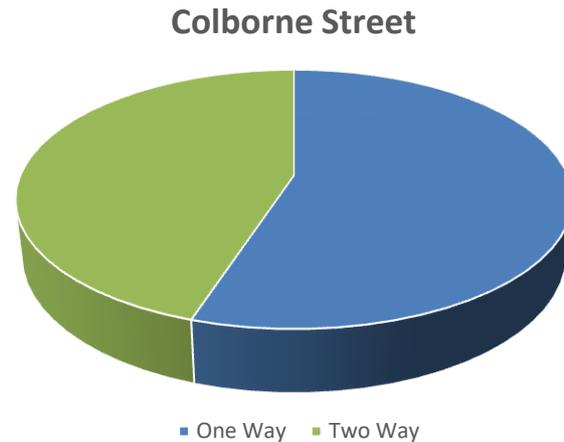
- Balance between pedestrian lighting and vehicular lighting



# Workshop Findings

## One-way versus Two-way Traffic

- **Colborne Street**
- 20 cross sections
- One Way – 11
- Two Way – 9
  
- **Dalhousie Street**
- 11 cross sections
- One Way – 5
- Two Way – 6



# Workshop Findings

## Typical Cross Section Summary

	Two Way	One Way	Wider Sidewalks	On Street Parking	Bike Lanes	Transit Stops	Closed Street
Colborne	9	11	19	16	19	2	-
Dalhousie	6	5	11	9	11	1	-
Queen	1	3	7	5	5	-	1



# Workshop Findings

## Common Priorities

- Create a **pedestrian-friendly environment** - wider sidewalks, patio space, public benches/seating and pedestrian only areas
- **Bike lane** implementation in the downtown area
- Increase the feeling of **safety** in the downtown area to better attract visitors
- Beautification by incorporating more **plants, trees and green spaces**
- **Slower / reduced traffic** in the downtown area – narrower lanes
- Conversion of Dalhousie Street and Colborne Street from one-way to **two-way traffic**.  
OR to maintain **one-way traffic**
- **Accessibility** concerns



# Workshop Findings

Priority	Number of Respondents	Percent of Respondents
Pedestrian-friendly environment (wider sidewalks, patio space, public benches/seating, pedestrian-only areas)	23	53%
Bike lane implementation	14	33%
Increased feeling of safety (including increased lighting)	11	26%
Beautification (increased planting, trees, green spaces)	11	26%
Slower/less traffic (often due to safety concerns)	11	26%
Conversion to two-way traffic (explicit support)	9	21%
Accessibility	9	21%
Curbside Management (garbage pick-up/litter concerns)	6	14%
Support/space for special events	6	14%
Access for alternatives to personal vehicles and connectivity to nearby trails	5	12%
Traffic flow/congestion	4	9%
Parking (general, as an issue)	4	9%
Public art	3	7%
Infrastructure improvements (utilities, sub-surface)	3	7%
Downtown as a “destination” and increased attractions	3	7%



# Preliminary Evaluation Criteria



Vision



Social Environment



Natural Environment



Heritage



Archaeological



Aesthetics/  
Image



Traffic Operations



Side Street Impacts



Vehicle Safety



Pedestrian/  
Cyclist Safety

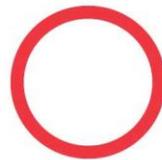


Capital Cost



Maintenance Cost

Legend



Poor



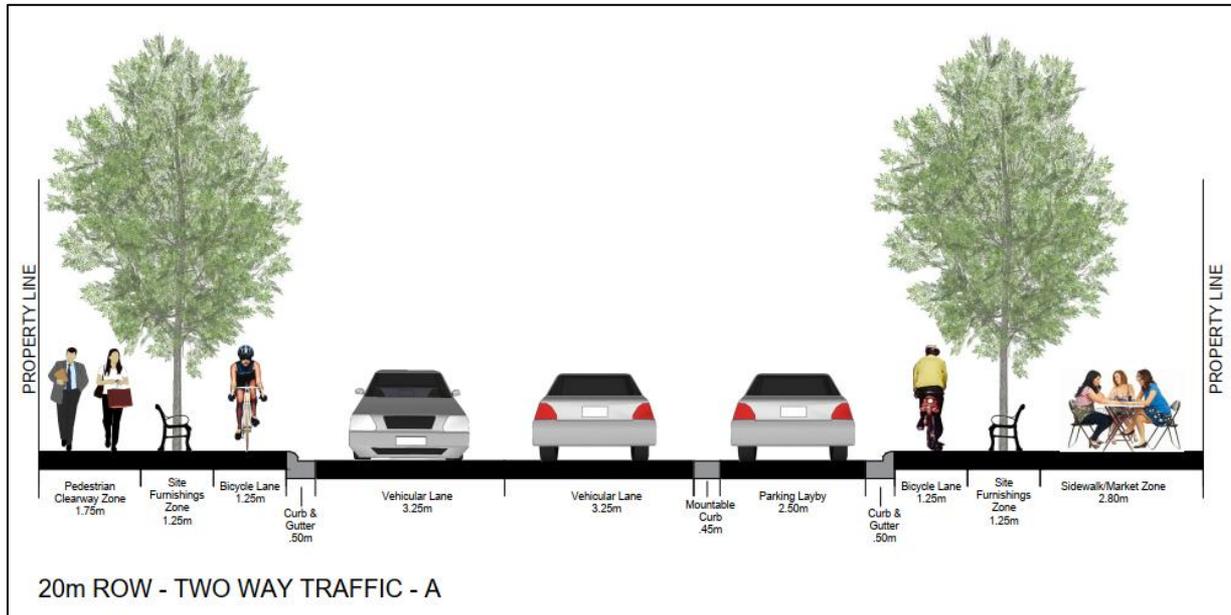
Fair



Good



# Common Cross Sections from Workshops



Vision	
Safety	
Traffic Operations	
Aesthetics	

Two-way traffic

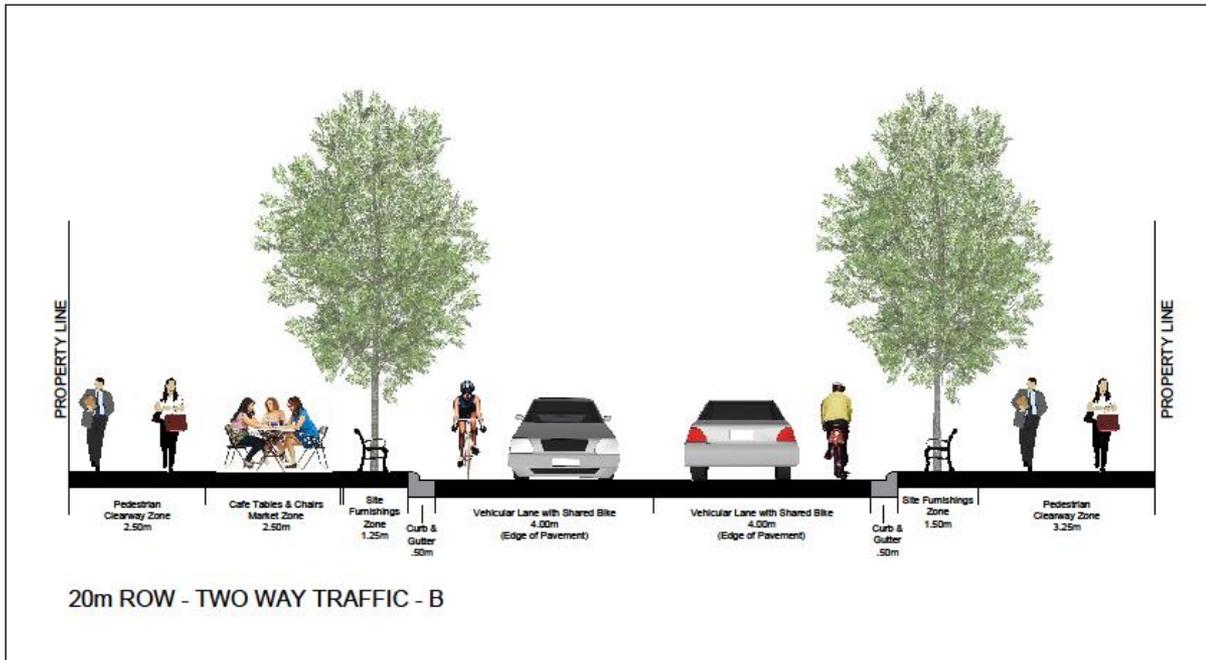
Reduced parking – one side only

Separated bike lanes

Wider sidewalks

Outdoor seating

# Common Cross Sections from Workshops



Vision	
Safety	
Traffic Operations	
Aesthetics	

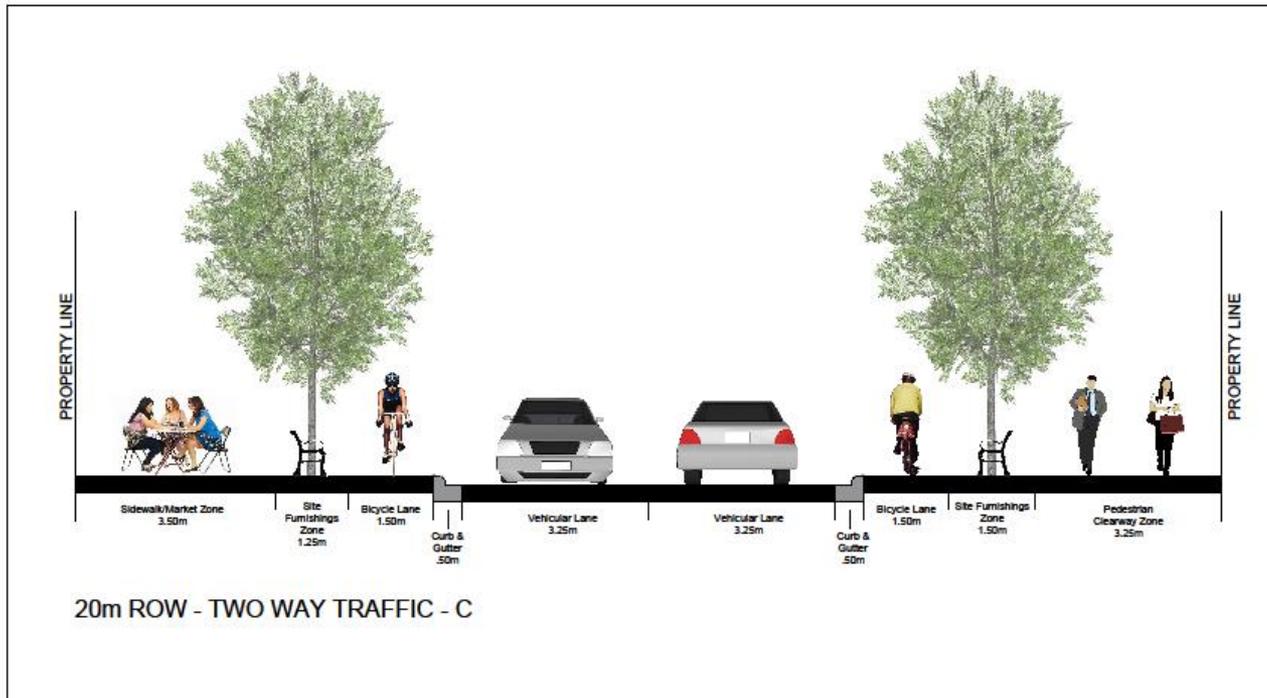
Two-way traffic

Eliminate / reduce parking

Sharrows for sharing bike and traffic lanes

Wider sidewalks

# Common Cross Sections from Workshop



Vision	
Safety	
Traffic Operations	
Aesthetics	

Two-way traffic

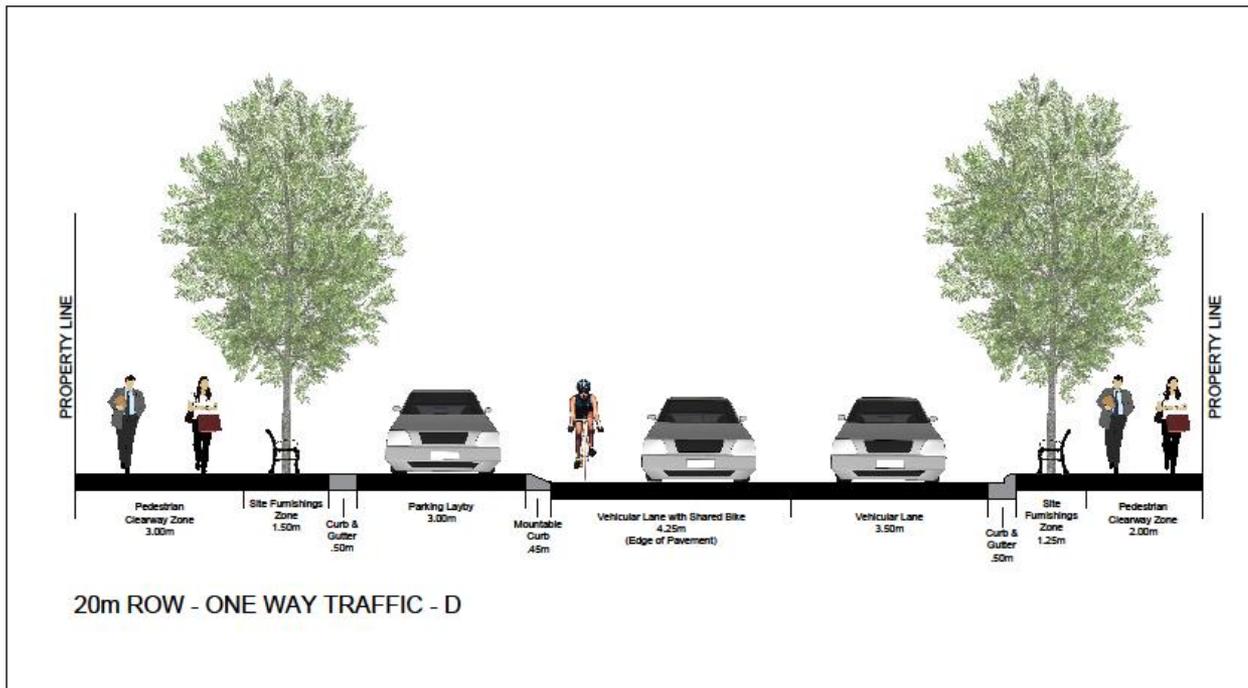
Eliminate / reduce parking

Separated bike lanes

Wider sidewalks



# Common Cross Sections from Workshop



Vision	
Safety	
Traffic Operations	
Aesthetics	

One-way traffic

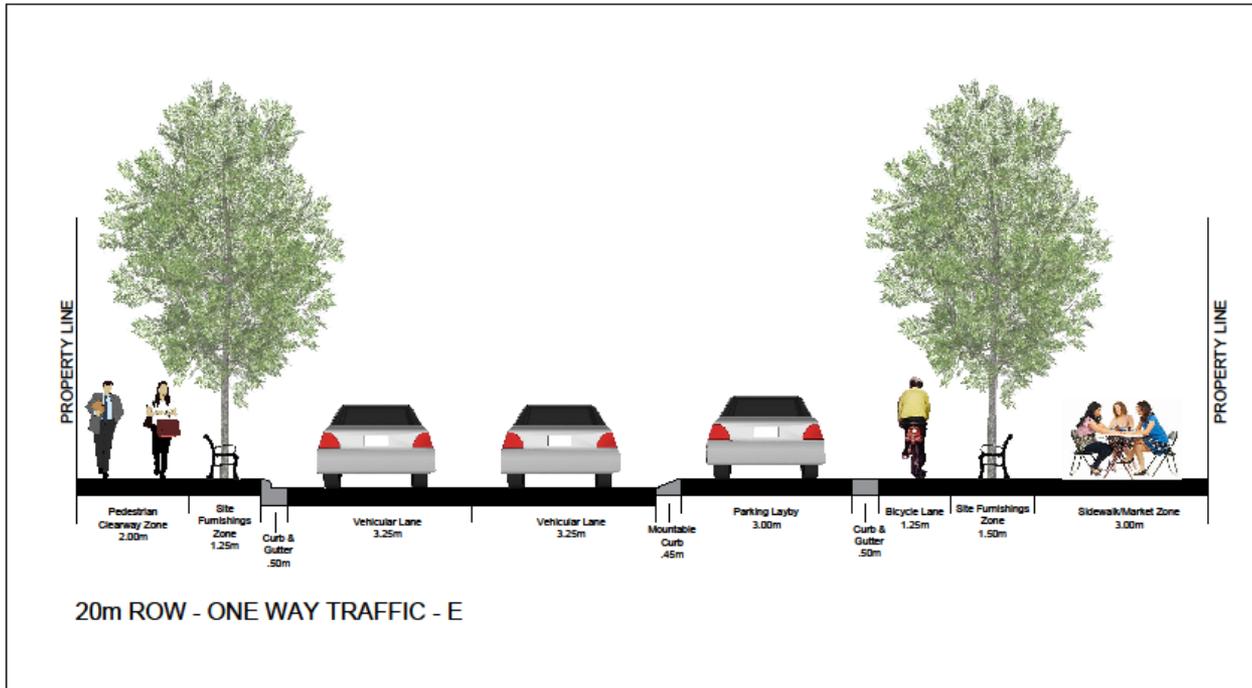
Intermittent layby parking

On-road bike lanes

Wider sidewalks



# Common Cross Sections from Workshop



Vision	
Safety	
Traffic Operations	
Aesthetics	

One-way traffic

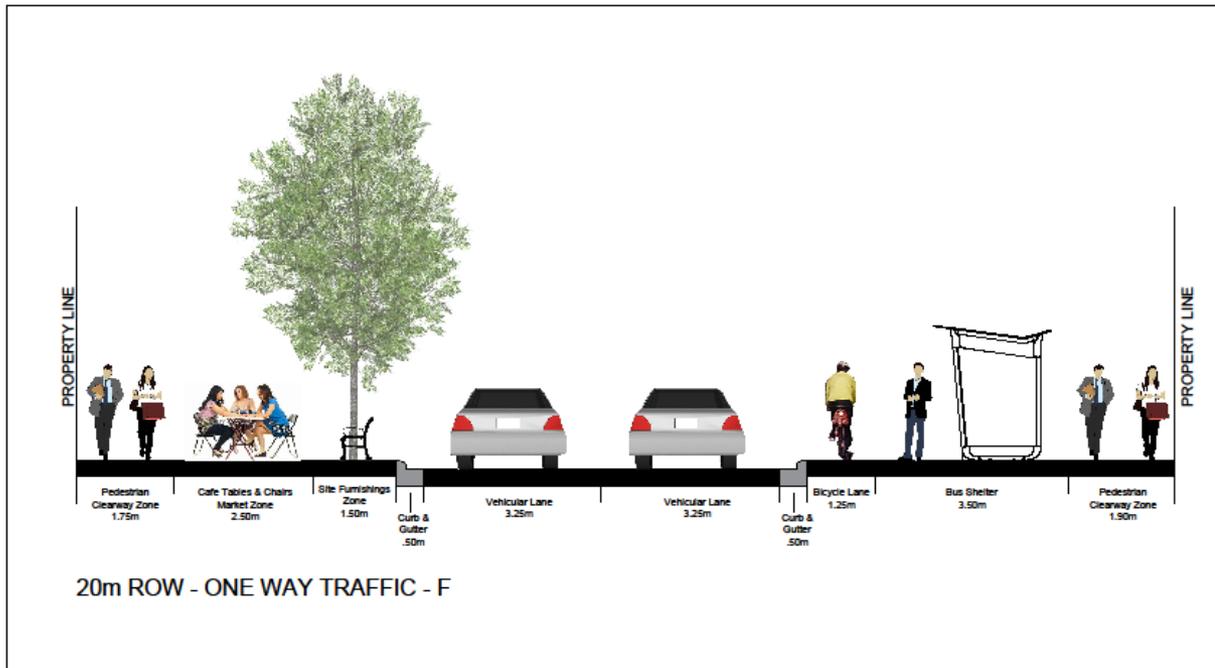
Layby parking

Separated bike lanes

Narrower sidewalks



# Common Cross Sections from Workshop



Vision	
Safety	
Traffic Operations	
Aesthetics	

One-way traffic

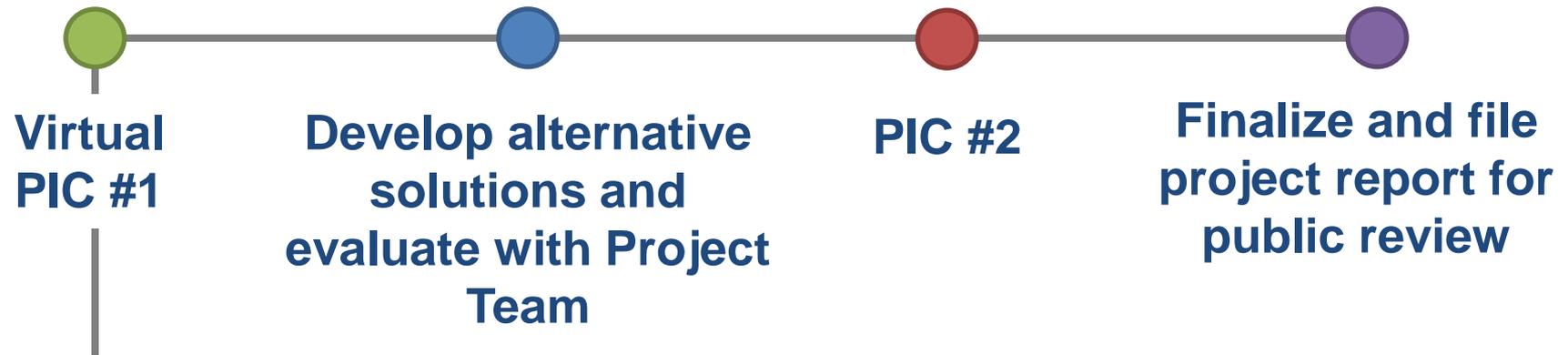
Separated bike lanes

Eliminate / reduce parking

Additional space for public transit stops with wider sidewalks



# Next Steps



**November 30, 2020**  
Presentation slides posted

**December 21, 2020**  
Q/A video posted

**January 25, 2021**  
Q/A document posted

## Ongoing Studies

- Natural Environment
- Cultural Heritage
- Archaeological
- Traffic Impact
- Parking
- Wayfinding
- Stormwater management



# Comments / Questions

**Gagan Batra**  
**City Project Manager**



City of Brantford  
100 Wellington Square  
Brantford, ON N3T 5R7



519-759-4150 x5426



GBatra@brantford.ca

**Vince Pugliese, P.Eng. MBA, PMP**  
**Consultant Project Manager**



MTE Consultants Inc.  
520 Bingemans Centre Drive  
Kitchener, ON N2B 3X9



519-743-6500 x1347



VPugliese@mte85.com

[www.brantford.ca/NewDowntown](http://www.brantford.ca/NewDowntown)

