



# Brighton Road Traffic Review

November 12, 2019 – Council Meeting

# Background

- 2006: Class EA developed the recommended transportation modifications along Brighton Road
- 2008 / 2009: Improvements on Brighton Road were constructed, including a roundabout, multi-use pathway, three raised medians and two traffic circles
- 2012: Further modifications / enhancements were introduced at both the roundabout and two traffic circles
- 2018: Tecumseh Council initiated a follow-up review along the Brighton Road corridor
- 2019: Online survey was completed in April; Field review undertaken in May; Community open house held in July; Final report and presentation to Council in November



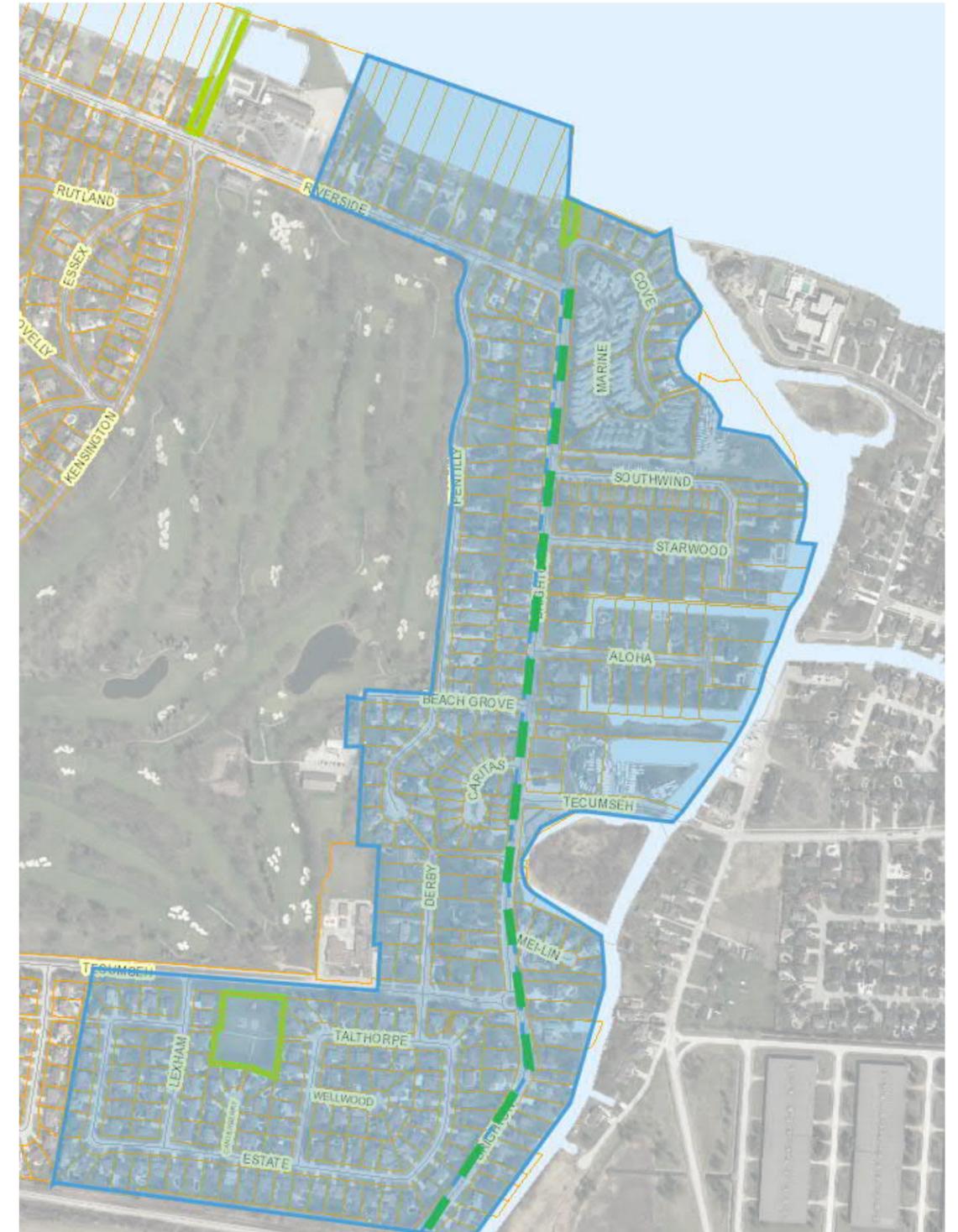
Brighton Road / Southwind Crescent in 2009 (looking south)



Brighton Road / Southwind Crescent in 2014 (looking south)

# April 2019 Online Survey - 1

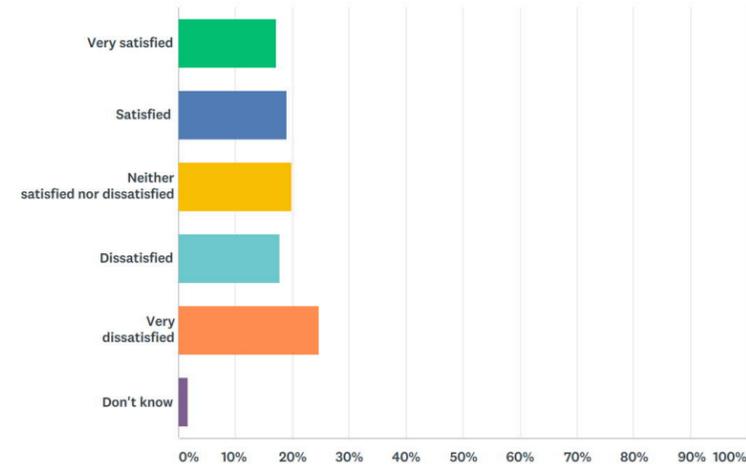
- Online survey open through April 2019
- Postcards were hand delivered to approximately 375 properties surrounding Brighton Road in Tecumseh
- 285 responses provided; 89% of respondents lived in the town of Tecumseh
- Vast majority (78%) of respondents drive on Brighton Road at least several times per week
- Majority of respondents had also walked (65%) / cycled (53%) along Brighton Road
- Vast majority (76%) of cyclists preferred riding on the asphalt multi-use pathway



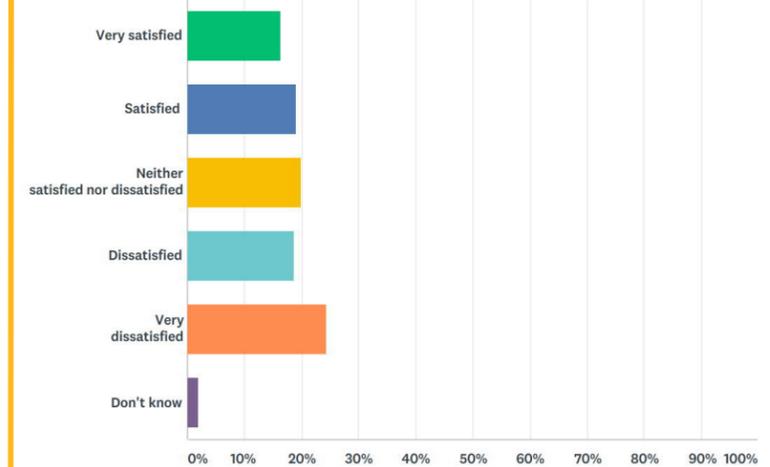
Distribution Area for Online Survey Postcard

# April 2019 Online Survey - 2

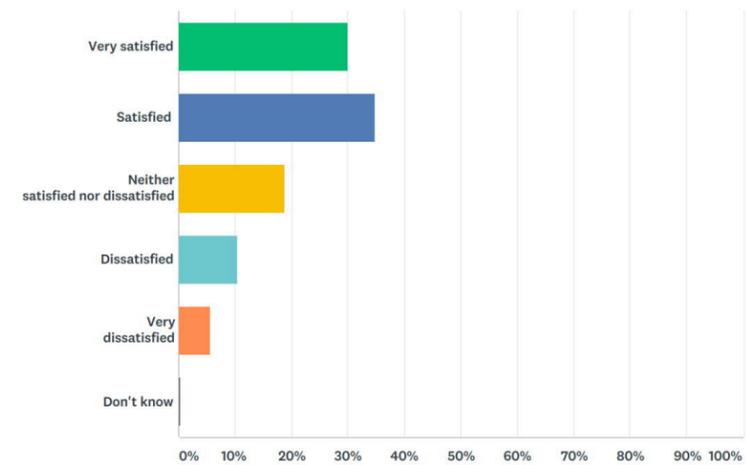
- Vast majority (77%) of respondents correctly identified that at a traffic circle / roundabout, vehicles within the circle have the right-of-way
- Traffic circles: 36% of respondents satisfied with 20% neutral and 42% dissatisfied with the two traffic circles
- All-way stop: 65% of respondents satisfied with 19% neutral and 16% dissatisfied with the all-way stop at (Old) Tecumseh Road
- Roundabout: 83% of respondents satisfied with 7% neutral and 9% dissatisfied with the roundabout at Tecumseh Road East



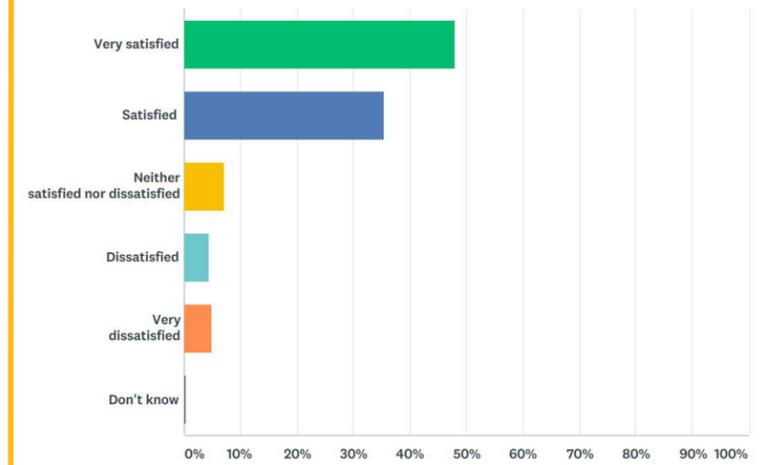
Satisfaction of Traffic Circle @ Southwind Crescent



Satisfaction of Traffic Circle @ Aloha Drive



Satisfaction of All-Way Stop @ (Old) Tecumseh Road



Satisfaction of Roundabout @ Tecumseh Road East

# On-Site Review - 1

- Both the roundabout and all-way stop intersections are anticipated to operate acceptably with minimal delays and queuing within the next 10 years
- Speed and volume data was collected in early April 2019:

Location	Average Daily Traffic (Two-Way)	Posted Speed Limit	Average Speed	85 <sup>th</sup> Percentile speed
Brighton Road south of Tecumseh Road East	4,586	50 km/h	53 km/h	68 km/h
Brighton Road between Aloha Drive and Starwood Lane	4,573	50 km/h	44 km/h	50 km/h
Brighton Road north of Southwind Crescent	4,378	50 km/h	51 km/h	56 km/h

The 85<sup>th</sup> percentile speed is the speed at which 85% of all measured traffic is travelling at or below



## Multi-Use Pathway:

- Well used by both pedestrians and cyclists
- Pavement marking and signage modifications required for the pathway to adhere to provincial (OTM) guidelines

## All-way Stop (with (Old) Tecumseh Road)

- No observed issues, with minimal delay and good compliance, including yielding to pedestrians and cyclists



# On-Site Review - 2

## Roundabout (with Tecumseh Road East)

- Drivers were observed to not yield to pedestrians (although not legally required to)
- Edge of raised truck apron could use better delineation adjacent to drive aisle due to uniform (concrete) surfacing
- Minimal deflection through roundabout for northbound through and eastbound right turn movements



# On-Site Review - 3

## Traffic Circles (with Aloha Drive & Southwind Crescent)

- A number of drivers were observed making an illegal movement when turning left to / from the side street (cutting the corner)
- Drivers on Brighton Road were observed to not yield to pedestrians (although not legally required to)
- Drivers on Brighton Road typically did not yield the right-of-way to vehicles entering from the side street
- Drivers on the side street would typically wait until traffic on Brighton Road had cleared
- Generally effective in maintaining acceptable speeds



# July 2019 Open House

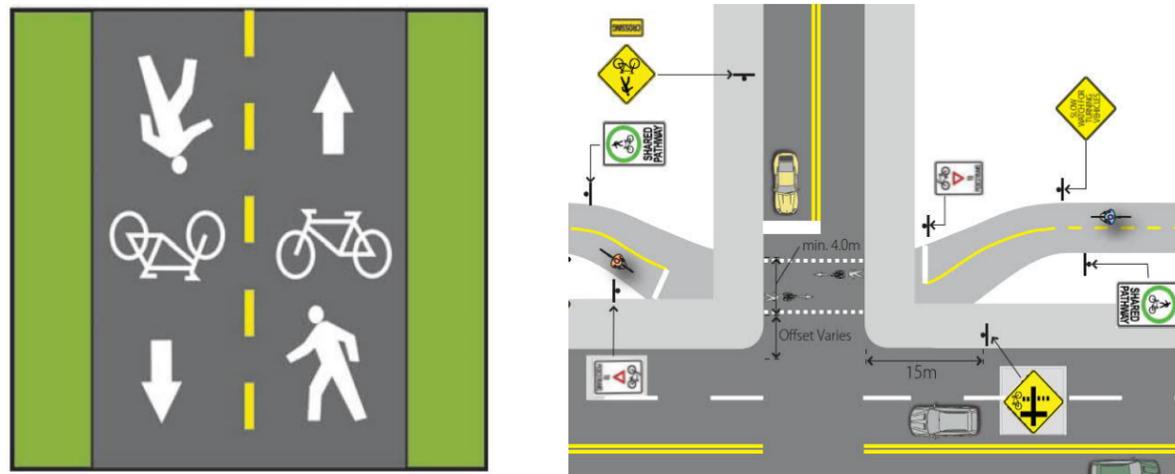
- 24 attendees
- 14 completed comment forms
- All attendees participated in April 2019 online survey
- Half (7) of completed comment forms were in support of the recommended changes.
- The most frequent theme was the need for traffic calming at the north limits closer to Riverside Drive East.
  - Measured speeds do not warrant traffic calming



# Recommendations - 1

## Multi-Use Pathway

- Remove the “stop sign paddles” at all intersections along Brighton Road
- Introduce pavement markings and signage along the pathway
- Introduce “crossrides” where the pathway crosses a stop-control side street



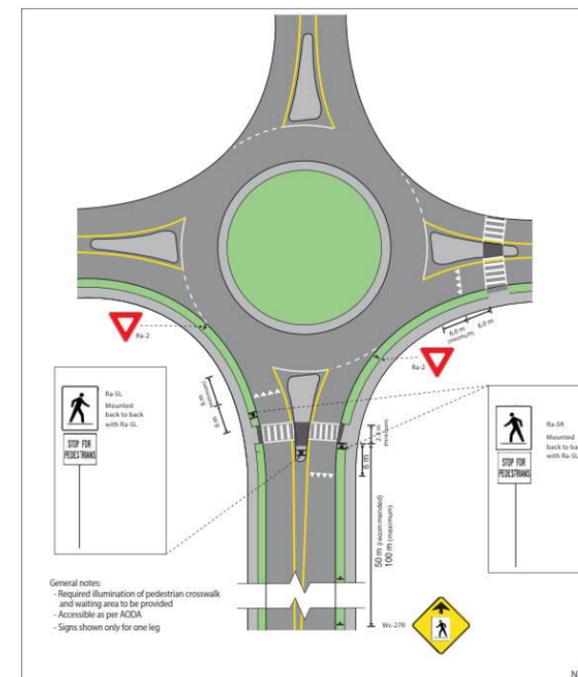
Typical Pavement Markings along Boulevard Multi-Use Pathway (mid-block & crossrides)

## Raised Islands

- Retain existing median islands

## Roundabout (with Tecumseh Road East)

- Introduce pedestrian crossovers (PXOs) on the west and north legs
- Introduce a “crossride” where the pathway crosses the south leg
- Introduce a painted yellow line between the truck apron and the drive aisle



PXO Standard at Roundabouts



Painted Yellow Line on Inside of Roundabout

# Recommendations - 2

## All-Way Stop (with (Old) Tecumseh Road)

- Undertake minor signage changes and enhancements

## Traffic Circles (with Aloha Drive and Southwind Crescent)

- Retain both traffic circles with the following enhancements:
  - Introduce a “crossride” where the multi-use pathway crosses the east legs
  - Raise the splitter island on the east legs only to be 75mm above the surface of the road (similar to the existing truck apron)



Example - Raised Splitter Island

## Traffic Calming

- Introduce additional traffic calming measures on Brighton Road between the VIA railway and the roundabout at Tecumseh Road East



Potential Option:  
2 Sets of Speed Cushions



THANK YOU

QUESTIONS?

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