

Appendix L

PIC No. 1

Notice of Public Information Centre Improvements to Brookdale Avenue from Seventh Street Court to Fourteenth Street West



The City of Cornwall invites the community to attend an in-person information centre to learn more about the improvements planned for Brookdale Avenue.

We want to hear from you about a range of options to improve safety for people who use Brookdale Avenue to walk, cycle, drive, or take public transit.

Please join us!

Date: Monday, August 19, 2024

Time: 5:30-7:30 p.m.

Location: Automotive Room, Benson Centre,
800 Seventh Street West, Cornwall

Attendees will:

- Hear the results of the preliminary studies completed
- Understand the issues and safety concerns about this section of Brookdale Avenue
- Provide feedback on alternatives

The proposed improvements

These improvements are proposed to address the deteriorating condition of the asphalt, improve safety, provide pedestrian and cycling facilities, accommodate increasing traffic volumes and plan for future modifications to the City's transportation system.

More about the project

A Municipal Class Environmental Assessment (MCEA) study is being completed in accordance with the MCEA process as a **Schedule C** activity. The City has completed Phase 1 (Identify the Problem or Opportunity) and is now in Phase 2 (Identify Alternative Solutions and Establish the Preferred Solution).

There will be another opportunity to provide input during Phase 3, when the City presents the preferred solution and road design alternatives. Interested persons will also have the opportunity to review the Environmental Study Report (ESR) in Phase 4.

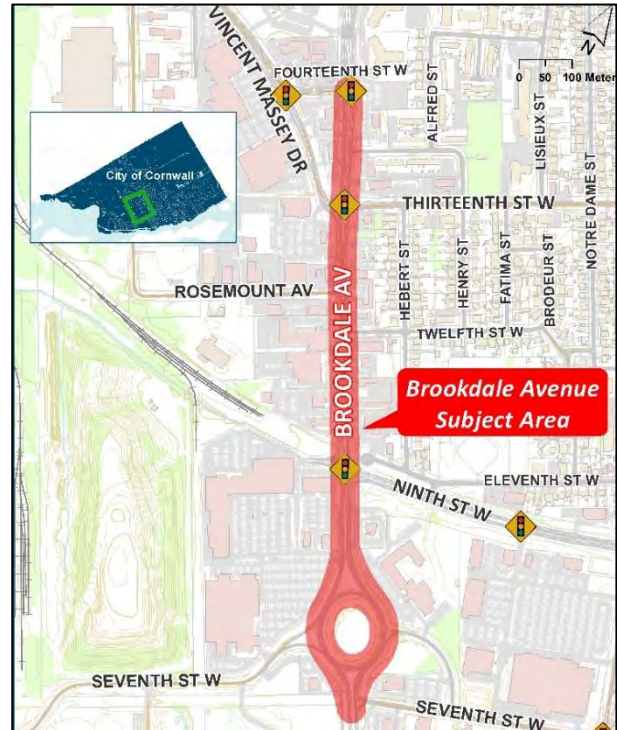
To be added to the project contact mailing list or for more information about the project or the planning process being followed, please contact our consultant or our Manager or visit:

cornwall.ca/mcea-brookdale

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Please note under the *Municipal Freedom of Information and Protection of Privacy Act* and the *Environmental Assessment Act*, unless otherwise stated in this submission, any personal information included in a submission will become part of the public record files for this matter and will be released, if requested to any person.

This Notice is issued August 2, 2024.

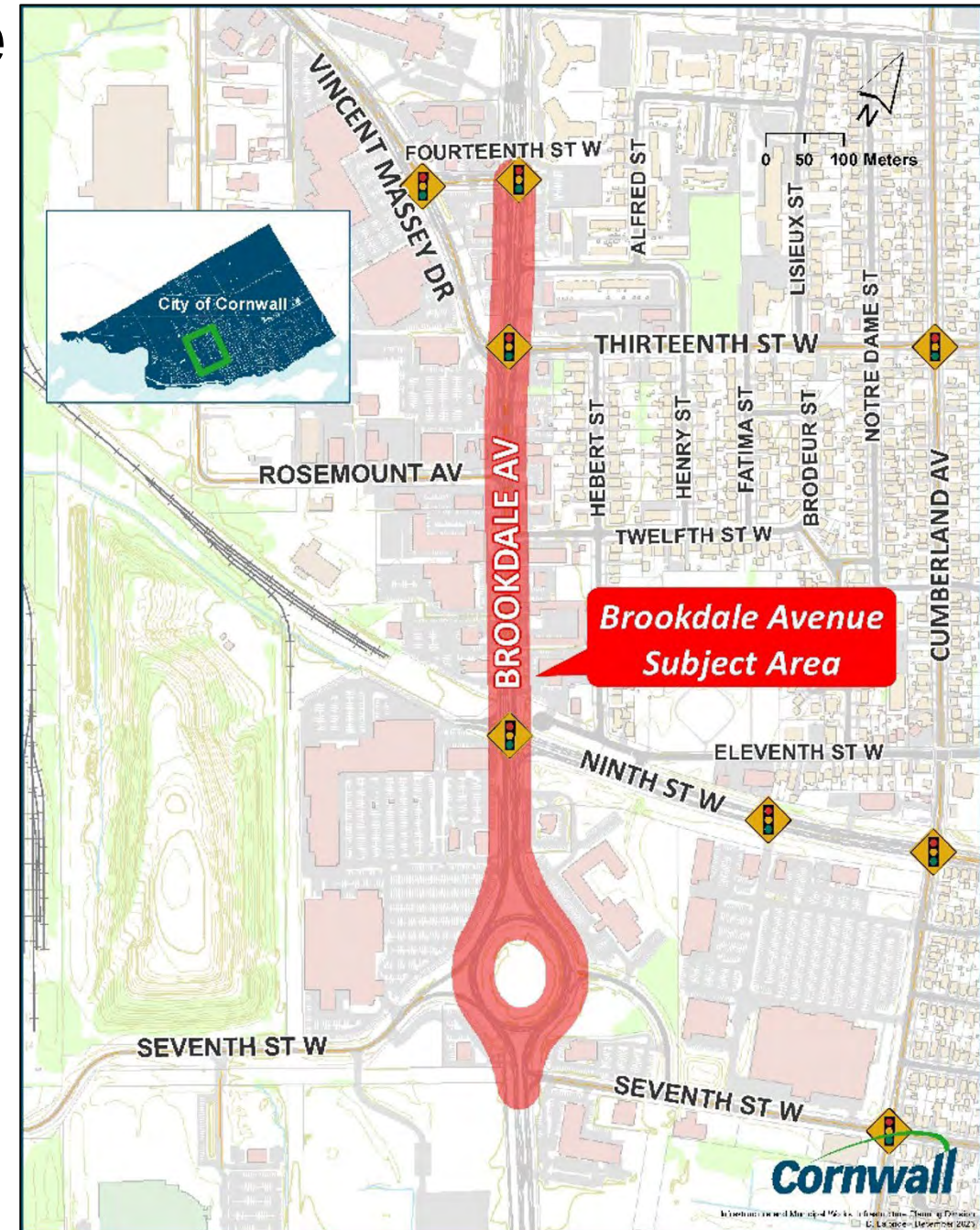


Improvements to Brookdale Avenue Seventh Street to Fourteenth Street

Public Information Centre #1

August 19, 2024

We respectfully acknowledge that Cornwall is located on the traditional territory of the Mohawk People of Akwesasne.

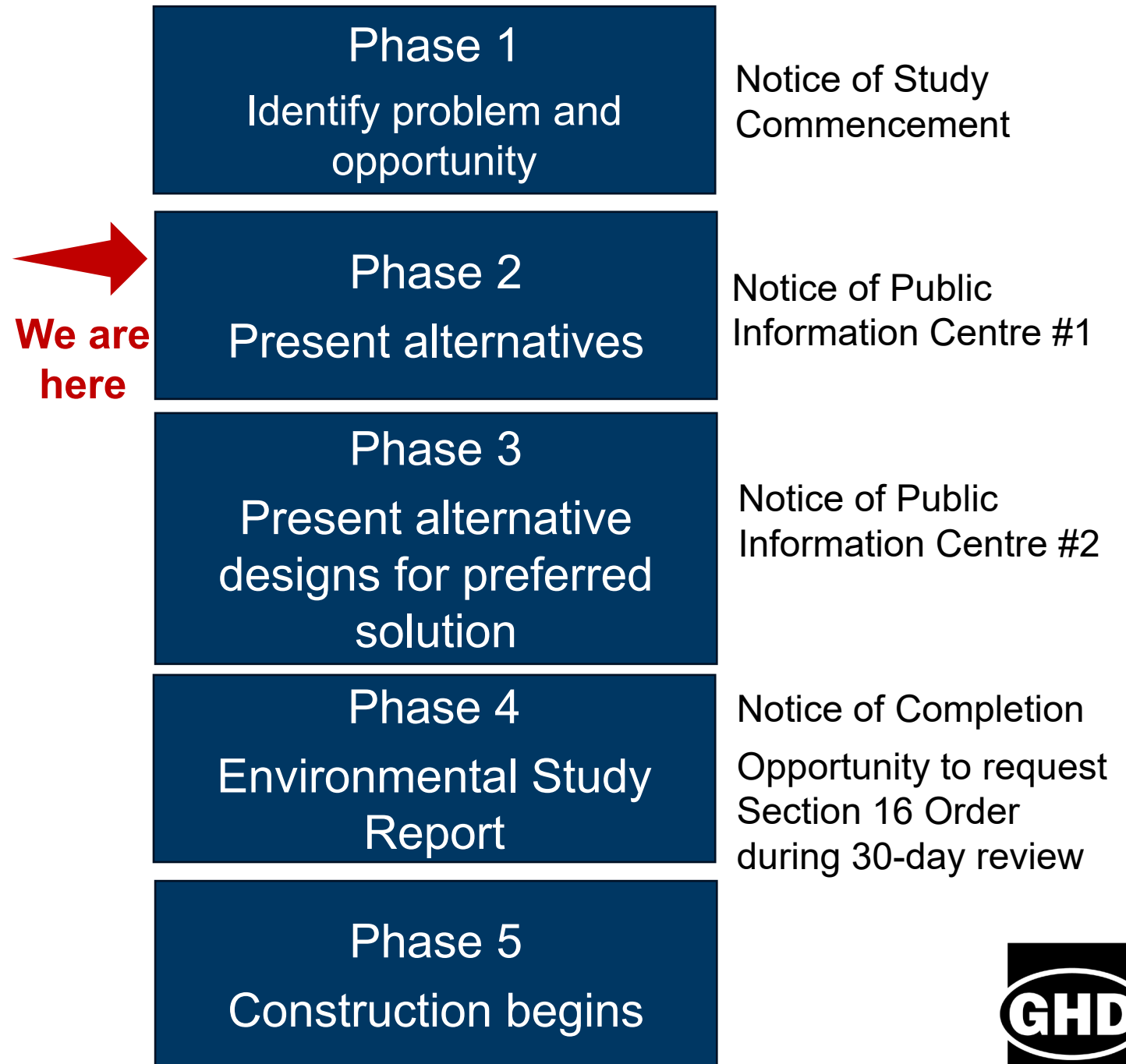


The Study Process

- Follows Schedule C of the Municipal Class Environmental Assessment process
- The Multi-modal Transportation Study was completed in Phase 1.

This Public Information Centre explores alternative solutions (Phase 2).

- Recommended solutions are proposed to address the issues identified with the road.
- The preferred solution, and road design alternatives will be presented in Phase 3.
- Phases 1, 2, and 3 will be documented in an Environmental Study Report (Phase 4).



Brookdale Avenue

Brookdale Avenue is an important transportation corridor for Cornwall.

- About 1.2 km long within the study area
- A busy roadway for shopping, restaurants, and services that connects a variety of neighbourhoods and commercial establishments, and helps connect Highway 401 to the North Channel Bridge which leads to the United States of America

The current road surface is in poor condition and this is an opportunity to improve the asphalt and upgrade the road design to provide safer travel alternatives for all road users – motorists, cyclists and pedestrians.

Existing Conditions

No cycling facilities provided within the study area (not including corridor boundaries).



No midblock pedestrian crossing facilities provided, and there is a missing sidewalk link along corridor's west side.



Between 2013 and 2022, a total of 416 collisions occurred – and these took place at every intersection.



Future Conditions

- There is an assumed 1.2% growth in traffic volumes over the next 20 years.
- With increased population growth, there are growing concerns regarding road safety for all users.
- Without any improvements, future traffic operations are expected to exhibit high levels of congestion and delays along several corridor intersections.



Evaluation Criteria

Transportation

- Ability to manage peak hour traffic volumes at intersections
- Effect on the surrounding traffic network, including traffic redistribution, road closures, and changes in driving behaviour.
- Public transit accessibility and ability to accommodate pedestrian and cycling facilities
- Potential to promote safer traffic conditions for vehicles, pedestrians and cyclists.

Natural Environment

- Impacts to existing trees
- Opportunity for new landscaping.

Socio-Economic Environment

- Effects on property accesses and traffic patterns to businesses

Cultural Environment

- Effect on potential archaeological resources

Financial

- Capital Cost

Alternative Solution 1 Do Nothing

Without any improvements, road conditions will remain the same and we will not be prepared for future traffic volumes which are expected to exhibit high levels of congestion and delays along several corridor intersections.



Recommended Solution for Seventh Street Court

	Alternative 1 Do Nothing	Alternative 2 Signalized Intersection	Alternative 3 Roundabout
Transportation	<ul style="list-style-type: none"> • Able to accommodate future projected traffic during peak hours • Reduced turning movements lower the risk of head-on and side-impact collisions 	<ul style="list-style-type: none"> • Would require redirection of bus lines 3 and 71 from the southbound to the northbound direction on Brookdale • Traffic signals involve higher vehicle speeds, which can result in more severe and potentially fatal crashes 	<ul style="list-style-type: none"> • Slight bus stop relocations • Navigating roundabouts can be more complex for pedestrians and cyclists unfamiliar with the layout. • Roundabouts reduce vehicular speed and reduce the likelihood of certain types of collisions.
Natural Environment	<ul style="list-style-type: none"> • No impacts 	<ul style="list-style-type: none"> • Removal of several trees in median 	<ul style="list-style-type: none"> • Removal of one tree in southeast quadrant and several trees in median • Potential for landscaping in roundabout
Socio-Economic Environment	<ul style="list-style-type: none"> • No impacts to existing accesses for Harvey's Restaurant and 710 Brookdale Avenue from Brookdale Avenue or Seventh Street West • No impacts to Ramada Inn access from Seventh Street Court and Brookdale Avenue. 	<ul style="list-style-type: none"> • Access for Harvey's Restaurant and 710 Brookdale Avenue moved to Seventh Street West. A right-in access maintained from Brookdale Avenue. • Ramada Inn will share access with Tauro restaurant and have access to Brookdale Avenue. 	<ul style="list-style-type: none"> • Access for Harvey's Restaurant and 710 Brookdale Avenue moved to Seventh Street West. • Ramada Inn will share access with Tauro restaurant and have access to Brookdale Avenue.
Cultural Environment	<ul style="list-style-type: none"> • Stage 1 archaeological assessment determined no archaeological potential identified 		
Financial	<ul style="list-style-type: none"> • \$ 	<ul style="list-style-type: none"> • \$\$ 	<ul style="list-style-type: none"> • \$\$\$\$
Results of Evaluation	Recommended – Alternative Solution #3: Roundabout		

Recommended Solution for Seventh Street West

	Alternative 1 Do Nothing	Alternative 2 Closure	Alternative 3 Roundabout
Transportation	<ul style="list-style-type: none"> No impact to bus routes Would not accommodate future projected traffic Traffic circles allow for high speeds and can create complex navigation challenges, increasing potential for collisions and safety risks for pedestrians and cyclists. 	<ul style="list-style-type: none"> Would accommodate future projected traffic Closure of the intersection reduces the conflict points and the likelihood for most collision types. 	<ul style="list-style-type: none"> Would accommodate future projected traffic Navigating roundabouts can be more complex for pedestrians and cyclists unfamiliar with the layout. Roundabouts reduce vehicular speed and reduce the likelihood of certain types of collisions.
Natural Environment	<ul style="list-style-type: none"> No impacts 	<ul style="list-style-type: none"> Removal of several trees required Potential for landscaping in surplus land 	<ul style="list-style-type: none"> Removal of several trees required Potential for landscaping in roundabout
Socio-Economic Environment	<ul style="list-style-type: none"> No impacts to existing accesses for Harvey's Restaurant and 710 Brookdale Avenue from Brookdale Avenue or Seventh Street West No impacts to Ramada Inn access from Seventh Street Court and Brookdale Avenue. 	<ul style="list-style-type: none"> No impacts to existing accesses for Harvey's Restaurant and 710 Brookdale Avenue from Brookdale Avenue or Seventh Street West No impacts to Ramada Inn access from Seventh Street Court and Brookdale Avenue. 	<ul style="list-style-type: none"> Access for Harvey's Restaurant and 710 Brookdale Avenue moved to Seventh Street West. Ramada Inn will share access with Tauro restaurant and have access to Brookdale Avenue.
Cultural Environment	<ul style="list-style-type: none"> No impact 		
Financial	<ul style="list-style-type: none"> \$ 	<ul style="list-style-type: none"> \$\$\$ 	<ul style="list-style-type: none"> \$\$\$\$
Results of Evaluation	Recommended – Alternative Solution #3: Closure		

Recommended Solution for Ninth Street

	Alternative 1 Do Nothing	Alternative 2 Signalized Intersection with additional lanes	Alternative 3 Roundabout
Transportation	<ul style="list-style-type: none"> No impact to bus routes Would not accommodate future projected traffic No sidewalk on the west side of the south approach 	<ul style="list-style-type: none"> Potential for delays at the intersection during morning peak hours Traffic signals involve higher vehicle speeds, which can result in more severe and potentially fatal crashes 	<ul style="list-style-type: none"> Would accommodate future projected traffic Navigating roundabouts can be more complex for pedestrians and cyclists unfamiliar with the layout. Roundabouts reduce vehicular speed and reduce the likelihood of certain types of collisions.
Natural Environment	<ul style="list-style-type: none"> No impacts 	<ul style="list-style-type: none"> Removal of trees in the north approach Potential for landscaping in north approach 	<ul style="list-style-type: none"> Removal of several trees required Potential for landscaping in roundabout
Socio-Economic Environment	<ul style="list-style-type: none"> No impacts to access to businesses 	<ul style="list-style-type: none"> Some entrances on Brookdale Avenue may be closed and/or consolidated 	<ul style="list-style-type: none"> Access to 1106 and 1107 Brookdale removed Existing cul-de-sac at Eleventh Street would be relocated
Cultural Environment	<ul style="list-style-type: none"> No impact 		
Financial	<ul style="list-style-type: none"> \$ 	<ul style="list-style-type: none"> \$\$\$\$ 	<ul style="list-style-type: none"> \$\$\$\$
Results of Evaluation	Recommended – Alternative Solution #2: Signalized intersection with additional lanes		

Recommended Solution for Twelfth Street

	Alternative 1 Do Nothing	Alternative 2 Right-In, Right-Out, Left-In with raised median	Alternative 3 Right-In, Right-Out with raised median	Alternative 4 Right-In, Right-Out, Left-In with Two-Way Left-Turn Lane
Transportation	<ul style="list-style-type: none"> • Would accommodate future projected traffic • No impact to bus routes • Two-Way Left-Turn Lane enhances traffic flow by allowing mid-block turns • Two-Way Left-Turn Lane creates more opportunities for head-on collisions and conflicts with pedestrian and cyclists • Does not accommodate cycling facilities or wider sidewalks 	<ul style="list-style-type: none"> • Require westbound left-turning drivers to turn right at Twelfth Street West and perform a u-turn at Rosemount Avenue • Allows for cycling facilities or wider sidewalks • Fewer turns creates less opportunity for conflicts with pedestrian and cyclists 	<ul style="list-style-type: none"> • Requires westbound left-turning drivers to turn right out of Twelfth St W and perform a u-turn at Thirteenth St W/Vincent Massey Drive. • Does not allow for u-turns at Twelfth St. W, leading to higher number of u-turns at Ninth St. W • Allows for cycling facilities or wider sidewalks • Fewer turns creates less opportunity for conflicts with pedestrian and cyclists 	<ul style="list-style-type: none"> • Two-Way Left-Turn Lane enhances traffic flow by allowing mid-block turns • Two-Way Left-Turn Lane creates more opportunities for head-on collisions and conflicts with pedestrian and cyclists • Does not accommodate cycling facilities or wider sidewalks
Natural Environment	<ul style="list-style-type: none"> • No impact 			
Socio-Economic Environment	<ul style="list-style-type: none"> • No impacts to access to businesses 	<ul style="list-style-type: none"> • Median limits direct access to businesses 	<ul style="list-style-type: none"> • Median limits direct access to businesses 	<ul style="list-style-type: none"> • No impacts to access to businesses
Cultural Environment	<ul style="list-style-type: none"> • No impact 			
Financial	<ul style="list-style-type: none"> • \$ 	<ul style="list-style-type: none"> • \$\$\$ 	<ul style="list-style-type: none"> • \$\$\$ 	<ul style="list-style-type: none"> • \$\$
Results of Evaluation	<p>Recommended – Alternative Solution #2: Right-In, Right-Out, Left-In with raised median</p>			

Recommended Solution for Rosemount Avenue

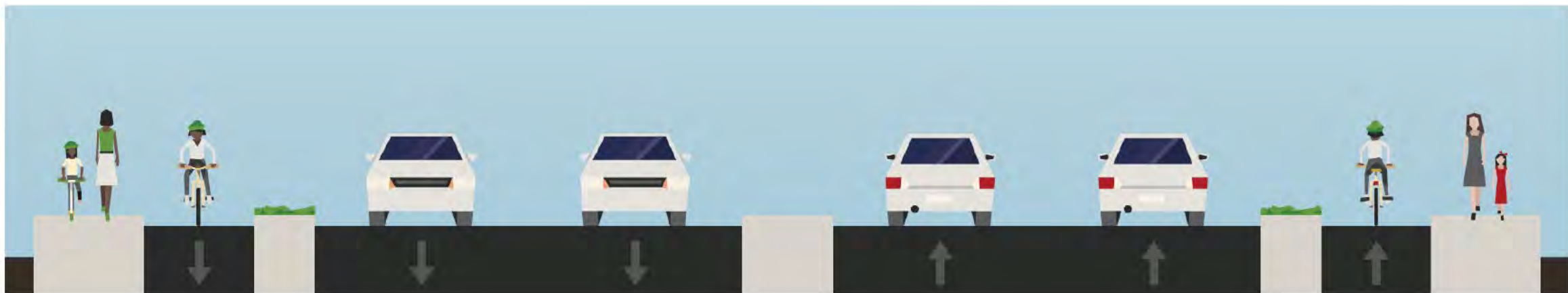
	Alternative 1 – Do Nothing	Alternative 2 Right-In, Right-Out, Left-In with raised median	Alternative 3 Right-In, Right-Out with raised median	Alternative 4 Right-In, Right-Out, Left-In with Two-Way Left-Turn Lane
Transportation	<ul style="list-style-type: none"> No impact to bus routes Would not accommodate future projected traffic Two-Way Left-Turn Lane enhances traffic flow by allowing mid-block turns Two-Way Left-Turn Lane creates more opportunities for head-on collisions and conflicts with pedestrian and cyclists Does not accommodate cycling facilities or wider sidewalks 	<ul style="list-style-type: none"> Potential for delays at the intersection during morning peak hours Require eastbound left-turning drivers to turn right out of Rosemount Avenue and perform a u-turn at Twelfth Street West Allows for cycling facilities or wider sidewalks Fewer turns creates less opportunity for conflicts with pedestrian and cyclists 	<ul style="list-style-type: none"> Would accommodate future projected traffic Requires westbound left-turning drivers to turn right out of Rosemount Avenue and perform a u-turn at Ninth Street West. Does not allow for u-turns at Rosemount Avenue, leading to higher number of u-turns at Thirteenth Street West/Vincent Massey Drive instead Allows for cycling facilities or wider sidewalks Fewer turns creates less opportunity for conflicts with pedestrian and cyclists 	<ul style="list-style-type: none"> Would accommodate future projected traffic Two-Way Left-Turn Lane enhances traffic flow by allowing mid-block turns Requires westbound drivers making left turns from Rosemount Avenue to turn right and then u-turn Two-Way Left-Turn Lane creates more opportunities for head-on collisions and conflicts with pedestrian and cyclists
Natural Environment	<ul style="list-style-type: none"> No landscaping potential 	<ul style="list-style-type: none"> Small landscaping potential for the raised median 	<ul style="list-style-type: none"> Large landscaping potential for the raised median 	<ul style="list-style-type: none"> No landscaping potential
Socio-Economic Environment	<ul style="list-style-type: none"> No impacts to access to businesses 	<ul style="list-style-type: none"> Median limits direct access to businesses 	<ul style="list-style-type: none"> Median limits direct access to businesses 	<ul style="list-style-type: none"> No impacts to access to businesses
Cultural Environment	<ul style="list-style-type: none"> No impact 			
Financial	<ul style="list-style-type: none"> \$ 	<ul style="list-style-type: none"> \$\$\$ 	<ul style="list-style-type: none"> \$\$\$ 	<ul style="list-style-type: none"> \$\$
Results of Evaluation	<p>Recommended – Alternative Solution #2: Right-In, Right-Out, Left-In with raised median</p>			

Recommended Solution for Thirteenth Street/Vincent Massey and Fourteenth Street

	Alternative 1 Do Nothing	Alternative 2 Additional lane	Alternative 3 Roundabout	Alternative 4 T-Intersection at Thirteenth St. W and Additional Northbound Lane on Fourteenth St. W
Transportation	<ul style="list-style-type: none"> Dedicated facilities for pedestrians and cyclists Would not accommodate future projected traffic No impact to bus routes Greater potential for collisions 	<ul style="list-style-type: none"> Would accommodate future projected traffic No impact to bus routes Greater potential for collisions 	<ul style="list-style-type: none"> Would accommodate future projected traffic No impact to bus routes Navigating roundabouts can be more complex for pedestrians and cyclists unfamiliar with the layout Roundabouts reduce vehicular speed and reduce the likelihood of certain types of collisions 	<ul style="list-style-type: none"> Would accommodate future projected traffic Removing west approach could increase traffic volumes at Fourteenth Street West/Brookdale Avenue intersection and result in cut-through traffic across businesses between Vincent Massey Drive and Brookdale Avenue Bus line 6 would require rerouting Greater potential for collisions
Natural Environment	<ul style="list-style-type: none"> No tree removal No opportunity for landscaping 	<ul style="list-style-type: none"> Removal of some trees No opportunity for landscaping 	<ul style="list-style-type: none"> No tree removal Opportunity for landscaping within roundabout 	<ul style="list-style-type: none"> No tree removal Opportunity for landscaping within cul-de-sac
Socio-Economic Environment	<ul style="list-style-type: none"> No impacts to access to businesses 	<ul style="list-style-type: none"> Entrances on Brookdale Avenue may be closed and/or consolidated 	<ul style="list-style-type: none"> Multiple entrances on Brookdale Avenue may be closed and/or consolidated 	<ul style="list-style-type: none"> Requires longer travel routes to/from businesses
Cultural Environment	<ul style="list-style-type: none"> No impact 			
Financial	<ul style="list-style-type: none"> \$ 	<ul style="list-style-type: none"> \$\$\$ 	<ul style="list-style-type: none"> \$\$\$\$ 	<ul style="list-style-type: none"> \$\$\$\$
Results of Evaluation	Recommended – Alternative Solution #3: Roundabout			

Active Transportation Alternatives – Cycle Track

- Sidewalk along the west side of Brookdale Avenue between Ninth Street West and Seventh Street Court
- Controlled pedestrian crossings
- Uni-directional cycling lanes on both sides separated from vehicle lanes



Active Transportation Alternatives – Multi-Use Path

- Single bi-directional multi-use path provided along the corridor’s west side
- Pedestrian sidewalk on east side
- Provides continuity with the existing multi-use path at the corridor’s southern limit



Multi-use path



Recommended Solution for Active Transportation

	Alternative 1 Do Nothing	Alternative 2 Multi-use Path and Sidewalk	Alternative 3 Cycle tracks with sidewalks on both sides
Transportation	<ul style="list-style-type: none"> Does not provide pedestrian or cycling facilities 	<ul style="list-style-type: none"> Provides pedestrian and cycling facilities, but higher potential for conflicts between pedestrians and cyclists compared to cycle tracks Would connect to the existing multi-use path on west side of Brookdale Avenue south of the study area and connects to the multi-use path on Fourteenth Street. Would transition from the west side multi-use path to unidirectional on-street cycling lanes north of Fourteenth Street and northbound cyclists would need to cross Brookdale Avenue 	<ul style="list-style-type: none"> Provides dedicated pedestrian and cycling facilities At the north end of the study area, the cycle tracks would transition to on-street cycling lanes at Fourteenth Street West.
Natural Environment	<ul style="list-style-type: none"> No impact 		
Socio-Economic Environment	<ul style="list-style-type: none"> No land acquisition required 		
Results of Evaluation	<p>Recommended – Alternative Solution #3: Cycle tracks with sidewalks on both sides</p>		

What Do You Think?

**Do you have any comments about the various alternatives being considered?
What do you like or dislike?**



Thank you!

To be added to the project contact mailing list or for more information about the project or the planning process being followed, please contact our consultant or our Acting Transportation Supervisor. You can also visit our website for more information.

cornwall.ca/mcea-brookdale

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Please note the information gathered throughout the study is being collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments received become part of the public record and may be included in study documentation which will be available for public review.



Public Information Centre #1: Monday, August 19, 2024

Improvements to Brookdale Avenue Seventh Street to Fourteenth Street

Comment Form

Please provide any questions or comments you may have about the improvements proposed to Brookdale Avenue, the environmental assessment process, community engagement, or any other information presented at the public information centre.

Name: [Redacted] Address: [Redacted]
Telephone: [Redacted] Email: [Redacted]

Please add me to the contact list to receive updates on this project.

Would like to see access maintained off of Brookdale and 14th st.

Learn more here: cornwall.ca/mcea-brookdale

Please provide comments no later than (September 6, 2024) to one of the following contacts:

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Thank you for your comments!

All personal information included in a submission – such as name, address, telephone number and property location – is collected, maintained and disclosed by the MECP for the purpose of transparency and consultation. The information is collected under the authority of the EA Act or is collected and maintained for the purpose of creating a record that is available to the general public as described in s.37 of the Freedom of Information and Protection of Privacy Act (FIPPA). Personal information you submit will become part of a public record that is available to the general public unless you request that your personal information remain confidential. For more information, please contact the Ministry of the Environment and Climate Change's Freedom of Information and Privacy Coordinator at (416) 327-1434.