

Improvements to Brookdale Avenue Seventh Street to Fourteenth Street

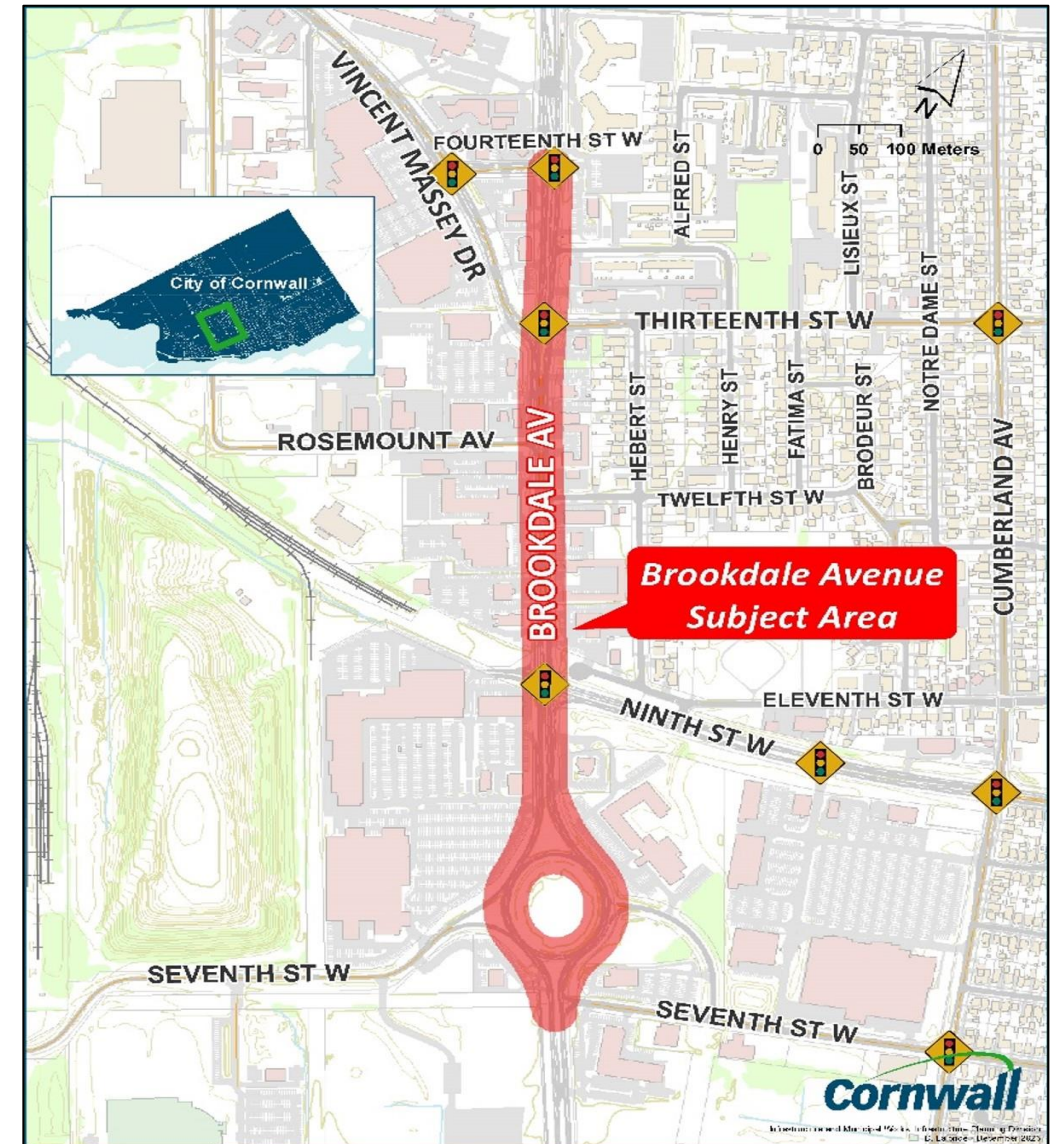
Public Information Centre #2

March 31, 2025

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


Project Overview

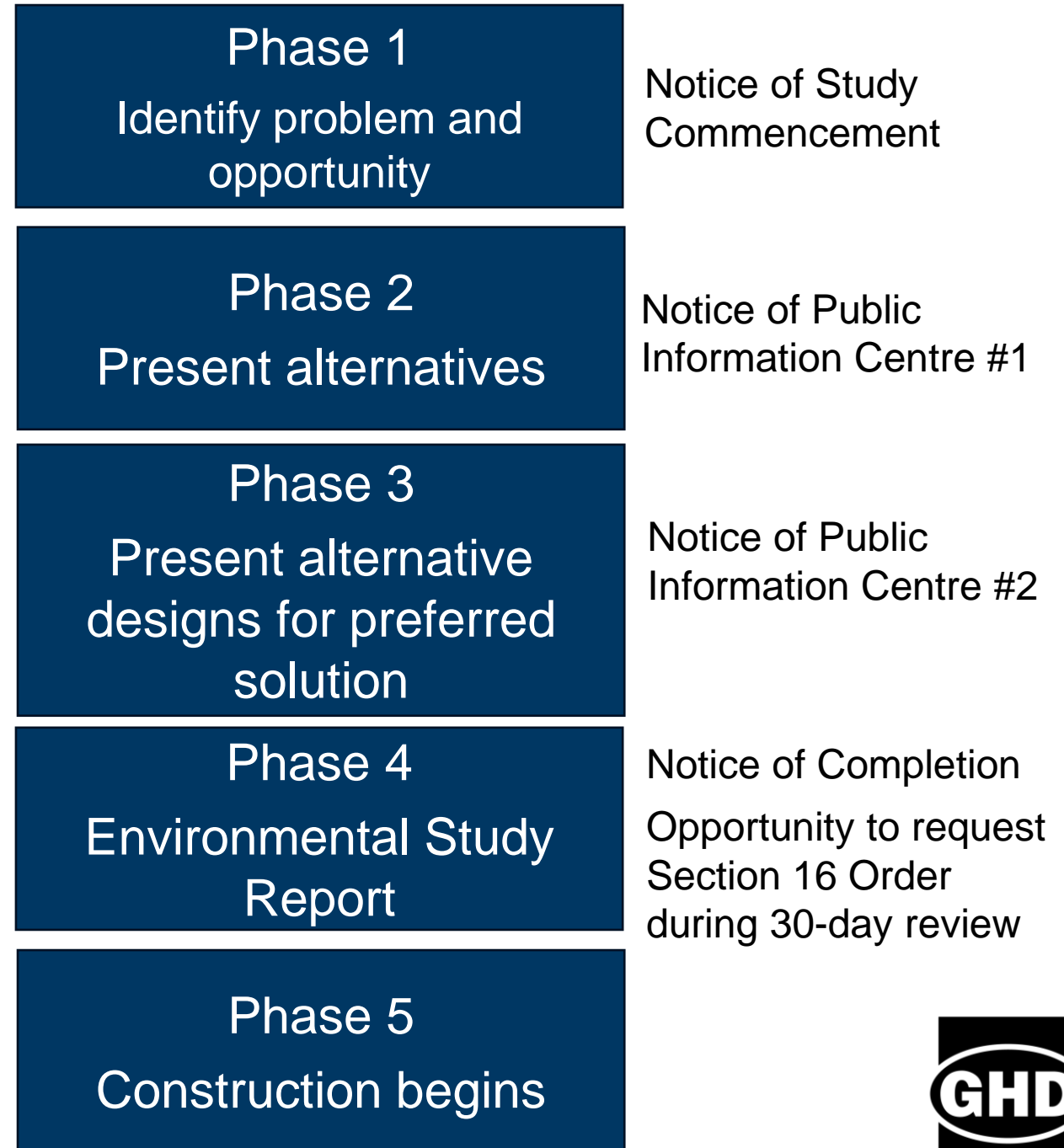
- The City of Cornwall is in the process of making improvements to Brookdale Avenue – from Seventh Street to Fourteenth Street. These improvements are proposed to improve safety, provide pedestrian and cycling facilities, accommodate increasing traffic volumes and plan for future modifications to the City’s transportation system.
- 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), Phase 2 (Alternative Solutions) and is now in Phase 3 (Alternative Designs for Preferred Solution).



The Study Process

- Study follows Schedule C of the Municipal Class Environmental Assessment process
- The Multi-modal Transportation Study was completed in Phase 1.
- The Public Information Centre (PIC) #1 in Phase 2 explored alternative solutions.
- Recommended solutions were proposed to address the issues identified with traffic operations.
- **At PIC #2, we will gather public feedback on the proposed intersection designs and pedestrian crossing locations.**
- Phases 1, 2, and 3 will be documented in an Environmental Study Report (Phase 4).


We are here



Alternatives Solution Summary

The recommended solutions for the corridor as determined after PIC #1 are:

Seventh Street Court: Roundabout - Consolidate intersections into a roundabout at Seventh Street Court.

Seventh Street West: Closure - Close intersection and implement roundabout at Seventh Street Court.

Ninth Street West: Signalized Intersection Optimizations - Add double left-turn lanes and optimize signal timing.

Twelfth Street West/ Rosemount Avenue: Channelized right-turn lanes on Rosemount and Twelfth Street, maintain Two-Way Left Turn Lane on Brookdale Avenue

Thirteenth Street West/Vincent Massey Drive: Add northbound left-turn lane, optimize signal timing.

Fourteenth Street West: Maintain current configuration and improve Thirteenth Street West/Vincent Massey Drive.

Alternative Design Concepts

Based on the recommended solutions selected, associated alternative design concepts were developed:

Seventh Street Court: Two possible locations for midblock pedestrian signals (MPS) north of the proposed roundabout.

- near the centre of the existing traffic circle
- near the Brookdale Centre Plaza access

Ninth Street West: Two options for right-turn channels

- keep right-turn channels with modifications for new cycling facilities
- remove right-turn channels

Twelfth Street West: Two options for pedestrian crossings.

- an intersection pedestrian signal (IPS) on the south side of the intersection
- an MPS approximately 50 metres south of the intersection

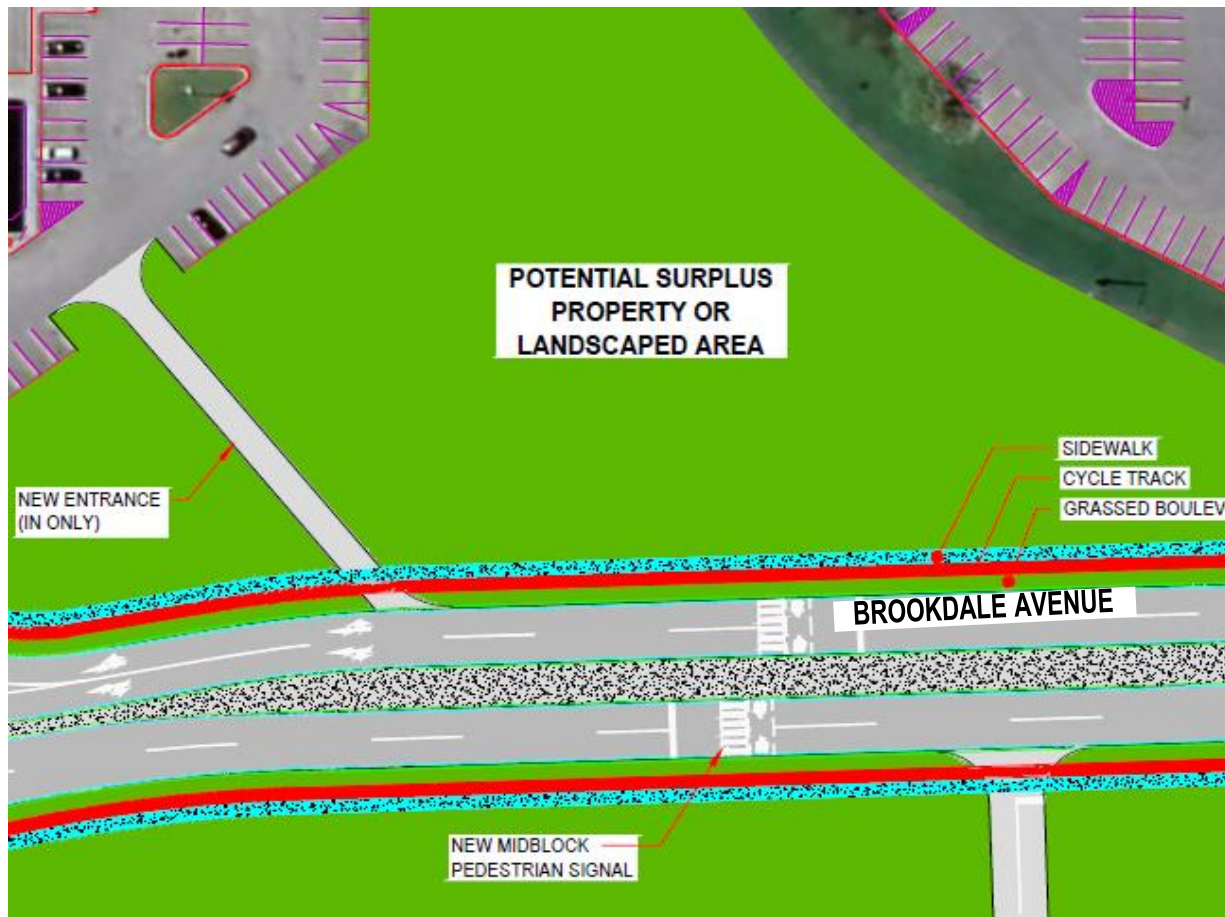
Thirteenth Street West/Vincent Massey Drive: Two options for right-turn channels

- keep right-turn channels with modifications for new cycling facilities
- remove right-turn channels

Improvements to Brookdale Avenue Seventh Street to Fourteenth Street

Seventh Street Court and Brookdale Avenue

Pedestrian Crossing at Centre of Existing Traffic Circle



Pedestrian Crossing at Brookdale Centre Plaza



Pedestrian Crossings at Seventh Street Court

Recommended Design evaluation

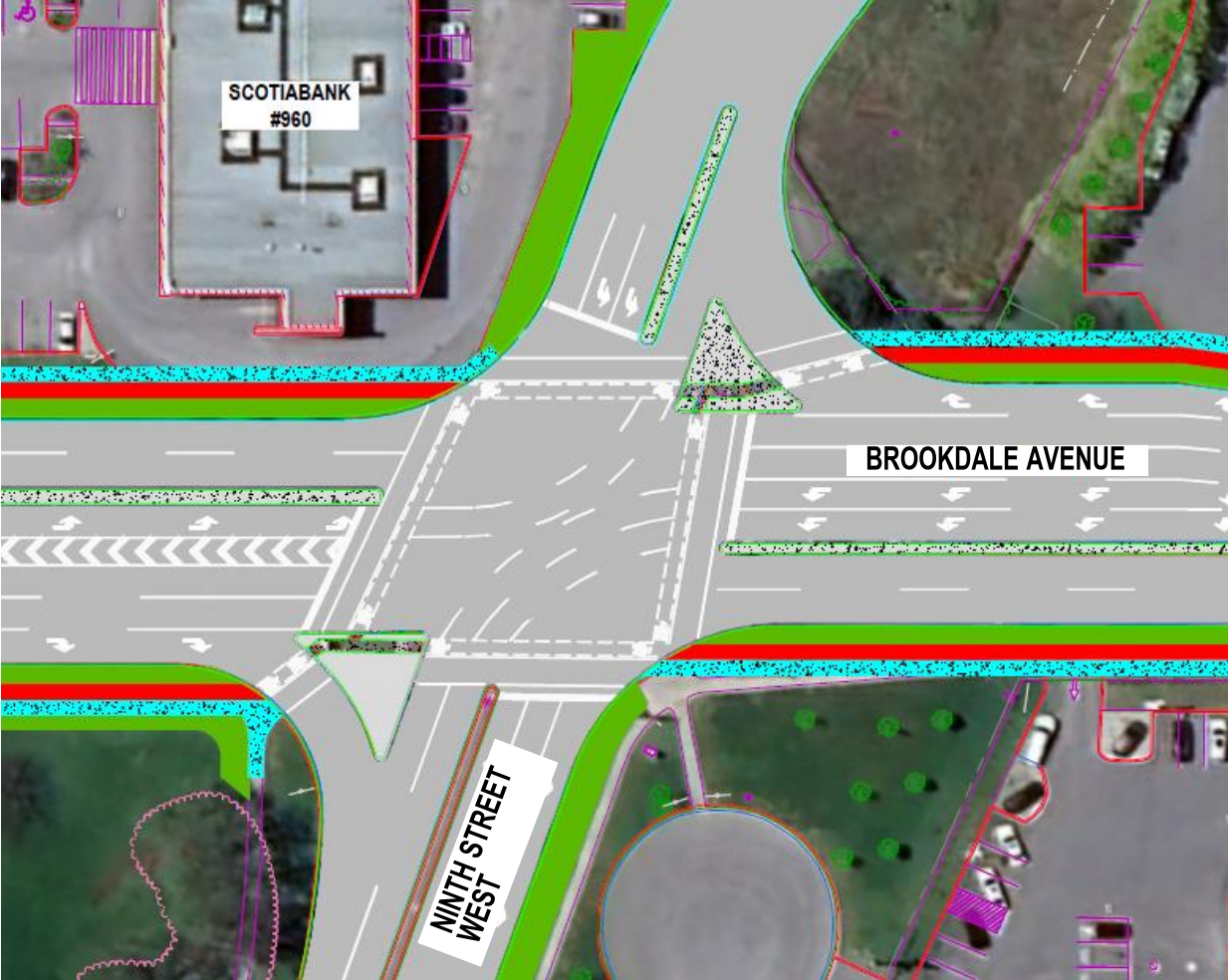
Categories	Alternative 1 - Pedestrian Crossing at Centre of Existing Traffic Circle	Alternative 2 - Pedestrian Crossing at Brookdale Centre Plaza
Transportation	<p>Expected to increase delays for vehicles on Brookdale Avenue only.</p> <p>Well-positioned for pedestrians and cyclists, providing a closer connection to the Benson Centre.</p> <p>No impact on driver risk. Safer for pedestrians and cyclists due to fewer visual distractions.</p>	<p>Expected to increase delays for vehicles on Brookdale Avenue and for vehicles exiting Brookdale Centre.</p> <p>Positioned further away for pedestrians and cyclists from the roundabout and the Benson Centre, but closer to the Brookdale Centre Plaza.</p> <p>Creates potential conflicts with the right-in, right-out (RIRO) access at Brookdale Centre and increases visual distractions due to its location near a commercial driveway.</p>
Natural Environment	No impact on green spaces or landscaping	
Socio-Economic Environment	Positioned 100m from businesses	Positioned near businesses
Financial	Relatively low cost \$	
Results of Evaluation	Crossing at Centre of Existing Traffic Circle	

Improvements to Brookdale Avenue Seventh Street to Fourteenth Street



Ninth Street West and Brookdale Avenue

Right-turn Channels Maintained



Right-turn Channels Removed



Right-turn Channels at Ninth Street West

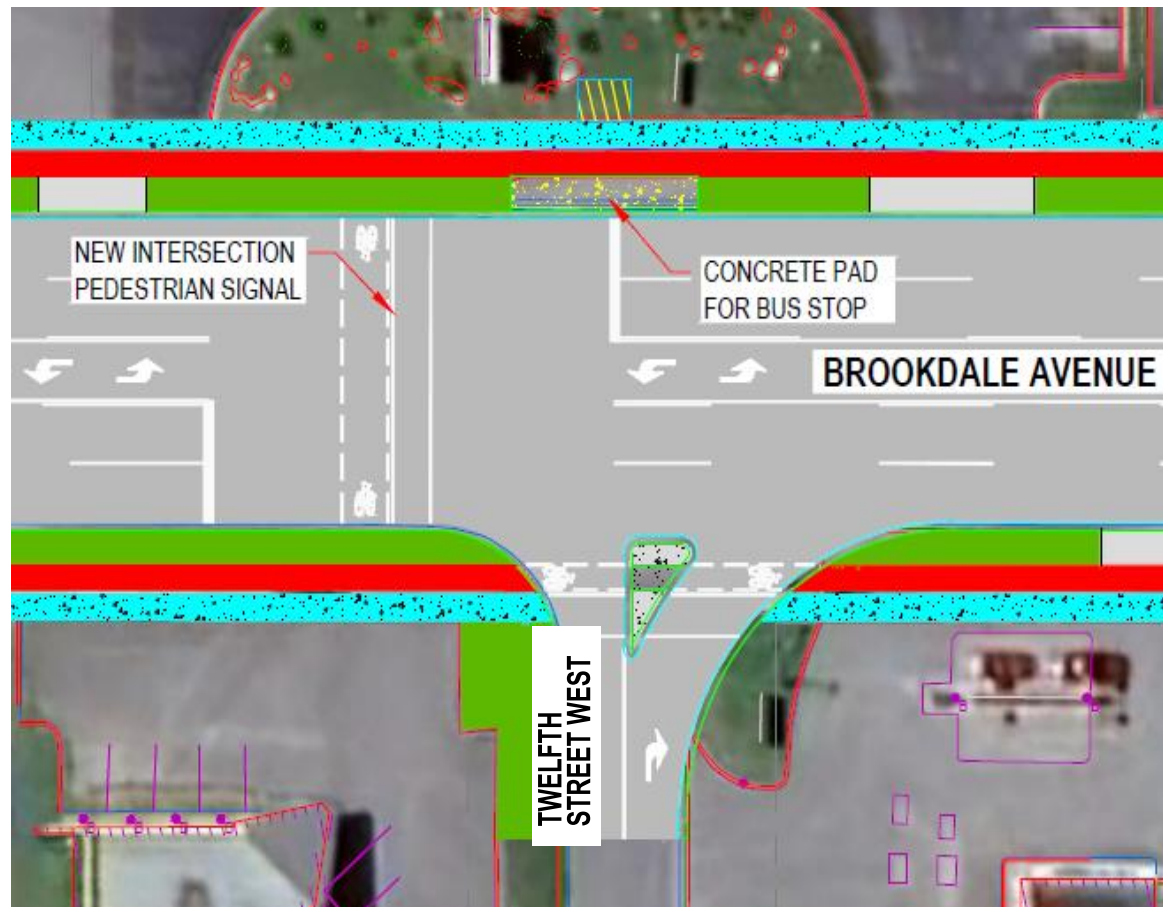
Recommended Design evaluation

Categories	Alternative 1 – Right-turn Channels Maintained	Alternative 2 – Right-turn Channels Removed
Transportation	<p>No delay for right-turns (LOS "A").</p> <p>Right-turn channels facilitate smoother bus movements and provide pedestrian refuge islands, reducing crossing distances.</p> <p>Lower speeds and improved sightlines enhance safety for all users. Pedestrians and cyclists cross with high visibility, reducing the risk of right-turning vehicles failing to yield.</p>	<p>Minor delay for right-turns (LOS "B", max v/c = 0.60).</p> <p>Bus movements are impacted as removing a channel may lead to sharper turns, increasing curb encroachment or requiring more space from adjacent lanes</p> <p>Removing channels shorten pedestrian crossings and eliminates free-flow vehicle conflicts</p> <p>Reduces the clear view of vulnerable road users crossing Ninth Street West.</p>
Natural Environment	Some tree removal may be necessary to accommodate the redesign of the channel into a smart channel.	No impact on green spaces or landscaping
Socio-Economic Environment	No impact on business access or economic activity.	
Financial	Relatively low cost \$	
Results of Evaluation	Right-turn channels maintained	

Improvements to Brookdale Avenue Seventh Street to Fourteenth Street

Twelfth Street West and Brookdale Avenue

Intersection Pedestrian Signal



Midblock Pedestrian Signal



Pedestrian Crossings at Twelfth Street West

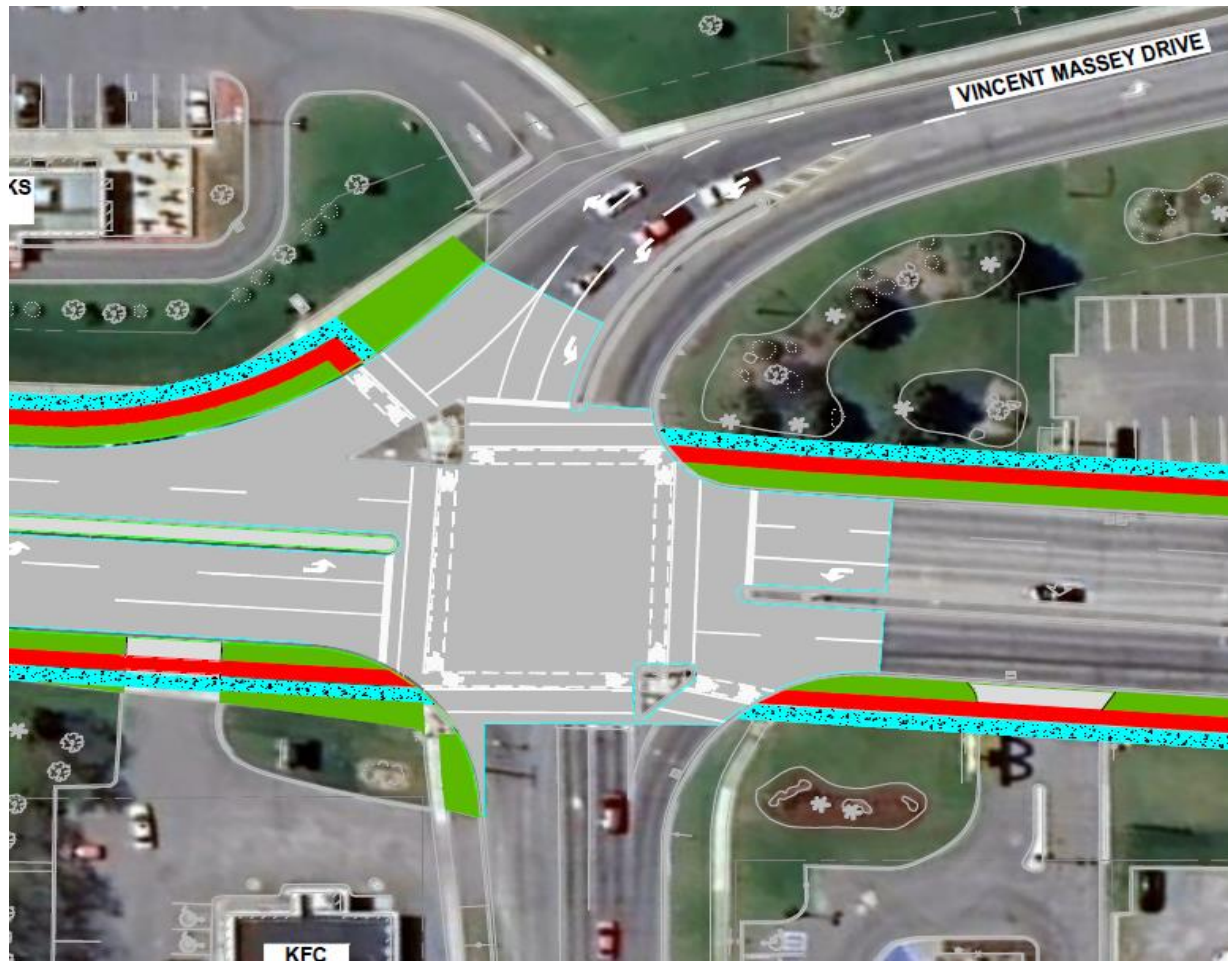
Recommended Design evaluation

Categories	Alternative 1 – Intersection Pedestrian Signal	Alternative 2 – Midblock Pedestrian Signal
Transportation	<p>Expected to increase delays for vehicles on Brookdale Avenue. There is a benefit to westbound right turning traffic due to stopped traffic along Brookdale Avenue when pedestrians are crossing</p> <p>Close to transit routes and is positioned midway between two intersections, which minimizes the distance for pedestrians to walk to cross to the other side of Brookdale Avenue.</p> <p>Positioned at an existing intersection, it offers a more intuitive stopping point for drivers, and crossing point for pedestrians, and cyclists, though vulnerable users must be cautious of turning vehicles when crossing.</p>	<p>Expected to increase delays for vehicles on Brookdale Avenue.</p> <p>Close to transit routes and is positioned close to the midpoint between Ninth Street and Thirteenth Street West intersections, which minimizes the distance for pedestrians to walk to cross to the other side of Brookdale Avenue.</p> <p>Midblock stops are less intuitive for drivers, but they offer safer crossing points for pedestrians and cyclists by eliminating conflicts with turning vehicles.</p>
Natural Environment	No impact on existing trees or landscaping.	
Socio-Economic Environment	No impact on business access or economic activity.	
Financial	Similar cost	
Results of Evaluation	Intersection Pedestrian Signal	

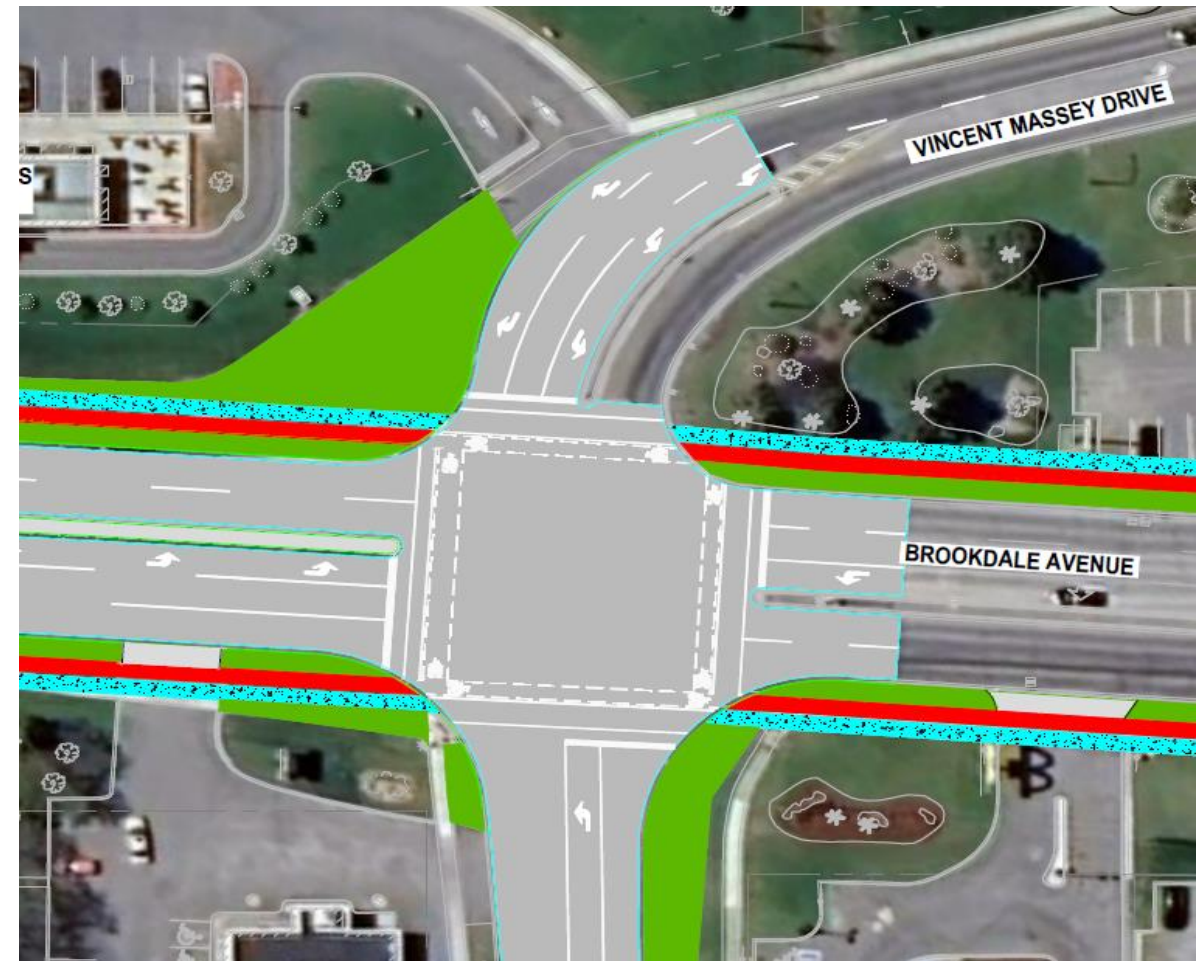
Improvements to Brookdale Avenue Seventh Street to Fourteenth Street

Thirteenth Street West/Vincent Massey Drive and Brookdale Avenue

Right-turn Channels Maintained



Right-turn Channels Removed



Right-turn Channels at Thirteenth Street West

Recommended Design evaluation

Categories	Alternative 1 – Right-turn Channels Maintained	Alternative 2 – Right-turn Channels Removed
Transportation	<p>No delay for right-turns (LOS "A").</p> <p>Right-turn channels facilitate smoother bus movements and provide pedestrian refuge islands, reducing crossing distances.</p> <p>Lower speeds and improved sightlines enhance safety for all users. Pedestrians and cyclists cross with high visibility, reducing the risk of right-turning vehicles failing to yield.</p>	<p>Minor delay for right-turns (LOS "B", max v/c = 0.73).</p> <p>Bus movements are impacted as removing a channel may lead to sharper turns, increasing curb encroachment or requiring more space from adjacent lanes</p> <p>Removing channels shorten pedestrian crossings and eliminates free-flow vehicle conflicts</p> <p>Reduces the clear view of vulnerable road users crossing Ninth Street West.</p>
Natural Environment	No impact on green spaces or landscaping	
Socio-Economic Environment	No impact on business access or economic activity.	
Financial	Relatively low cost \$	
Results of Evaluation	Right-turn channels maintained	

THANK YOU FOR JOINING US!

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 Transportation Supervisor. You can also visit our website for more information.

cornwall.ca/mcea-brookdale

Next Steps

- Receive Public, First Nations and Agency feedback following PIC No.2
- Prepare Environmental Study Report (ESR)
- Issue Notice of Completion and post ESR to City's website for a 30-day calendar period for comment.
- Proceed to detail design of the preferred alignment
- Obtain permits/approvals as required
- Tender the project to contractors for construction

If you would like more information on the Project, please contact us
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