





August 25, 2017

BTE 15-028

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Ministry of Transportation – Eastern Region  
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**Re: Brockville Development Lands – Traffic Analysis**

As a follow-up to our conference call and the Ministry of Transportation's comments regarding the Transportation Impact Assessment report and subsequent technical memoranda we would note that the greatest concern which had been expressed was related to the use of 2012 traffic volume counts which were available when the project was initiated as the basis for area traffic projections. It was recognized at that time that development in Brockville has resulted in limited to no traffic growth in the study area. As described in the previous study, a network analysis was completed using Synchro and although it was considered evident that little to no growth in traffic has taken place along the corridor, to reflect a worst case scenario traffic volumes were developed assuming a 1% annual growth in background traffic. Background traffic volumes were further increased by extending that assumed growth in background traffic over a 15 year planning horizon.

In response to your concerns, BTE has reviewed the 2014 turning movement counts provided by the Ministry at the ramp terminals as well as counts that were collected, along the full length of the corridor, by the City of Brockville in May 2016. Comparing these more recent traffic counts to the volumes that had been used for the previous analysis indicates that the volume of most of the traffic movements along the Stewart Boulevard corridor has in fact decreased significantly since 2012.

The analysis of traffic operations had not evaluated plans for future improvements to the Stewart Boulevard / Highway 401 interchange. This was considered beyond the scope of the study, recognizing that:

- Proposed interchange improvements were developed by the Ministry of Transportation over 10 years ago;
- A timeframe for the implementation of those improvements, to our knowledge, has not yet been established;
- There is a need to revisit the improvements that had previously been proposed to examine the changes in traffic demands and the suitability of improvement alternatives such as the potential use of roundabouts to address queuing concerns; and
- The interchange is under the Ministry of Transportation's jurisdiction.

With the decrease in area traffic demands, further analysis of reduced traffic volumes would be of little benefit. We can be confident that the transportation needs of the development lands can be accommodated. The Highway 401 interchange will remain a key component of the area transportation network. As development of the proposed Secondary Plan proceeds, the City of Brockville has expressed a willingness to work with the Ministry in a joint study, re-examining the area surrounding the interchange to address the traffic operations and queuing considerations, so that improvements that satisfy the needs of both the City and the Province are moved forward.

If you have any questions or require further information please do not hesitate to contact us.

Yours truly,

Stephen Brook P.Eng.  
Principal  
BT Engineering

cc. Conal Cosgrove