Welcome

Public Information Centre #1

Veterans Memorial Parkway Road and Bridge Improvements Municipal Class Environmental Assessment Study

City of Brantford
September 24, 2026

Purpose of the Public Information Centre (PIC)

- Introduce the study
- Outline the Class EA process and study schedule
- Review background information and existing conditions
- Review Problem and Opportunity Statement
- Introduce the proposed Alternative Solutions
- Highlight the Evaluation Criteria
- Present Evaluation of Alternative Solutions
- Review the Preliminary Preferred Solutions

How to Participate?

- Ask the Project Team questions and fill out Comment Sheets
- Visit project webpage: **Brantford.ca/VMPEA**
- Join the study mailing list or contact the Project Team
- Provide comments and feedback on this package by **October 9, 2026**

Study Area

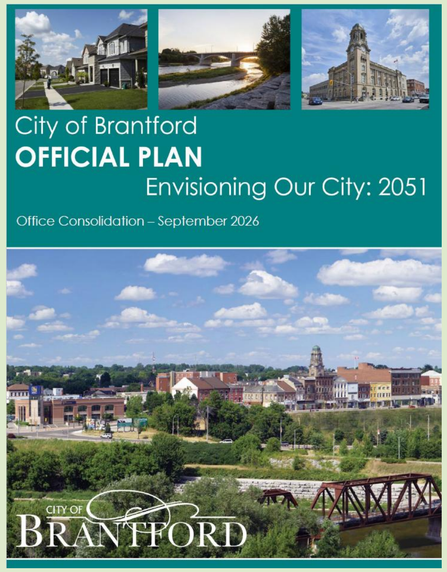
| Study Area

Veterans Memorial Parkway (VMP) between Mount Pleasant Street and Erie Avenue

| Reason for the Project

- Existing two-lane roadway nearing capacity at peak-periods
- Key east-west corridor with growing travel demand
- Potential corridor widening under consideration

Project Background

Documents	Document Purpose	Key Context for Veterans Memorial Parkway
	**Official Plan (2026)** – establishes the long-term land use planning framework for the City, guiding growth and development to 2051. It provides policies to coordinate land use, transportation, infrastructure, environmental protection and community development.	■ VMP is a connector to Brantford's lower downtown core ■ The study area has core natural areas ■ Identifies VMP as a Major Arterial road ■ Study area is within Special Policy area 1 (Floodplain) ■ Gap in active transportation on this corridor
	**Transportation Master Plan (2021)** – provides long-term transportation strategy to support planned growth to 2051. Guides development of a safe, connected and balanced transportation network.	■ Identifies capacity constraint along this corridor by 2051 (consistent with the 2014 TMP findings and 2031 horizon) ■ Recommends road widening and other improvements by 2051 (identified the need for an EA) ■ Recommends protecting lands for a possible future extension ■ Supports active transportation and filling gaps in infrastructure

MCEA Process + Project Schedule

We are here

Phase 1: Problem or Opportunity

Notice of Study Commencement and PIC 1 September 2026

Phase 2: Alternative Solutions

Public Information Centre (PIC) #1 September 24, 2026

Phase 3: Alternative Design Concepts

Public Information Centre (PIC) #2 Winter/Spring 2027

Phase 4: Environmental Study Report

Notice of Study Completion Fall 2027

- Environmental Study Report estimated to be completed Fall 2027
- Next Steps once this EA study is complete, this project will proceed into Design and Construction

Existing Conditions – Transportation

Current Conditions:

- Two-lane, bi-directional east-west, major arterial road, with 50km/h (east of bridge) and 70km/h (west end) posted speed
- **No active transportation facilities**, aside from paved shoulders (cycling)
- VMP trail runs on the south side of VMP for 280m and ends at Graham Avenue, no pedestrian facilities on bridge (pedestrian)

Existing Traffic Conditions:

- The majority of the Study Area intersections are operating at an **acceptable level of service in terms of traffic.**
- **Minor queue spill back issues** at intersections of VMP and VMP/Clarence and Erie.

Existing Conditions – Bridges

Bridge over Grand River:

- Four (4) span structure constructed in 1972
- 181.66m long carrying 3 lanes of traffic
- Approximately 34% of the surveyed deck area has steel corrosion
- Concrete barrier walls exhibit extensive deterioration and reinforcement corrosion
- The steel superstructure is generally in fair condition but has localized deterioration at the girder ends
- The abutment bearings also exhibited moderate to severe corrosion, including localized severe corrosion and section loss

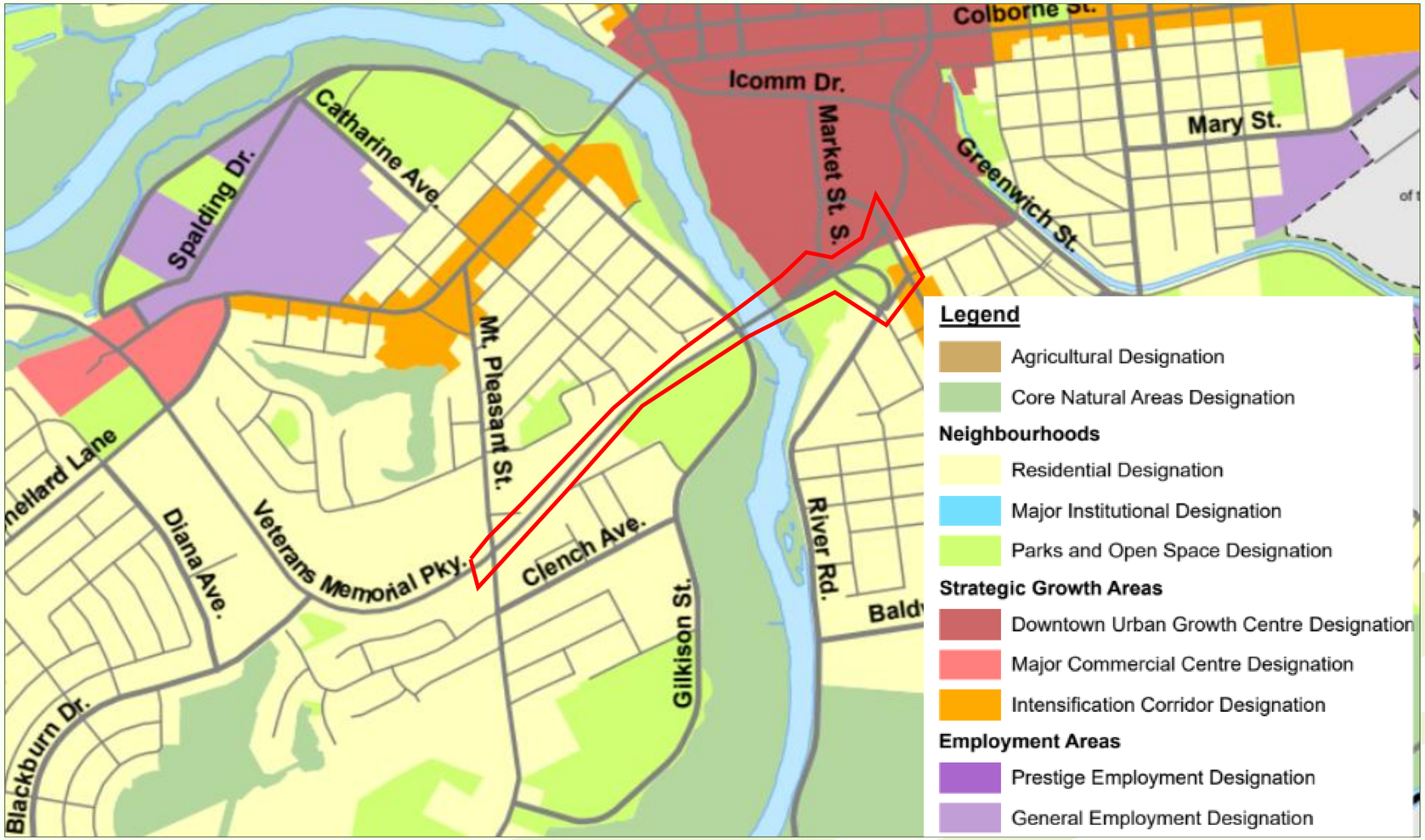
Bridge over Market Street:

- Single span structure constructed in 1972
- 26.82m long carrying 3 lanes of traffic
- Approximately 61% of the surveyed deck area has steel corrosion
- Concrete barrier walls exhibit significant deterioration and reinforcement corrosion
- The reinforced concrete abutments were assessed as fair-to-poor, with cracking, delamination and localized spalling
- The elastomeric bearings were also assessed as fair-to-poor, exhibiting cracking, bulging and localized inclination

Existing Conditions – Land Use

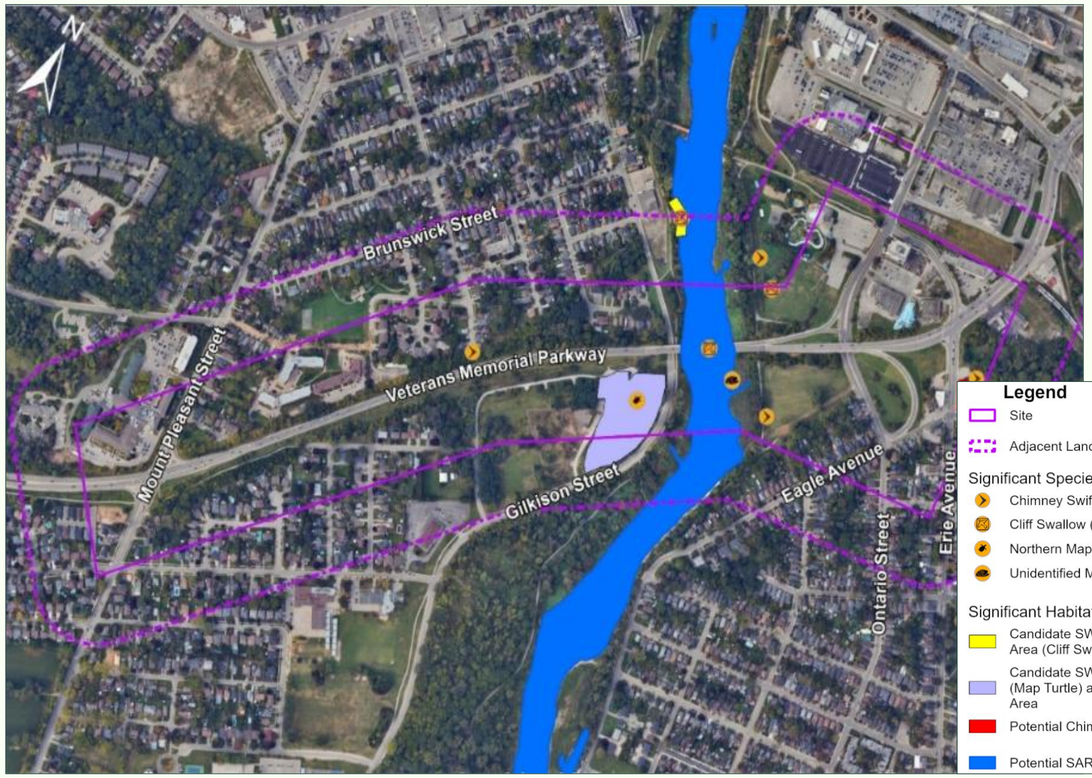
Land uses adjacent to the Study Area:

- **West:** Residential (single family homes, some mid-rise apartments)
- **East:** Large commercial area (Downtown Urban Growth Centre)
- **South:** Residential and Intensification Corridor
- Core Natural Areas
- Recreational parks and open spaces
- Abandoned Category 3 Landfill site at Dogford Park



Data Source: City of Brantford, Official Plan, Schedule 3: Land Use Plan (Excerpt)

Existing Conditions – Natural Environment



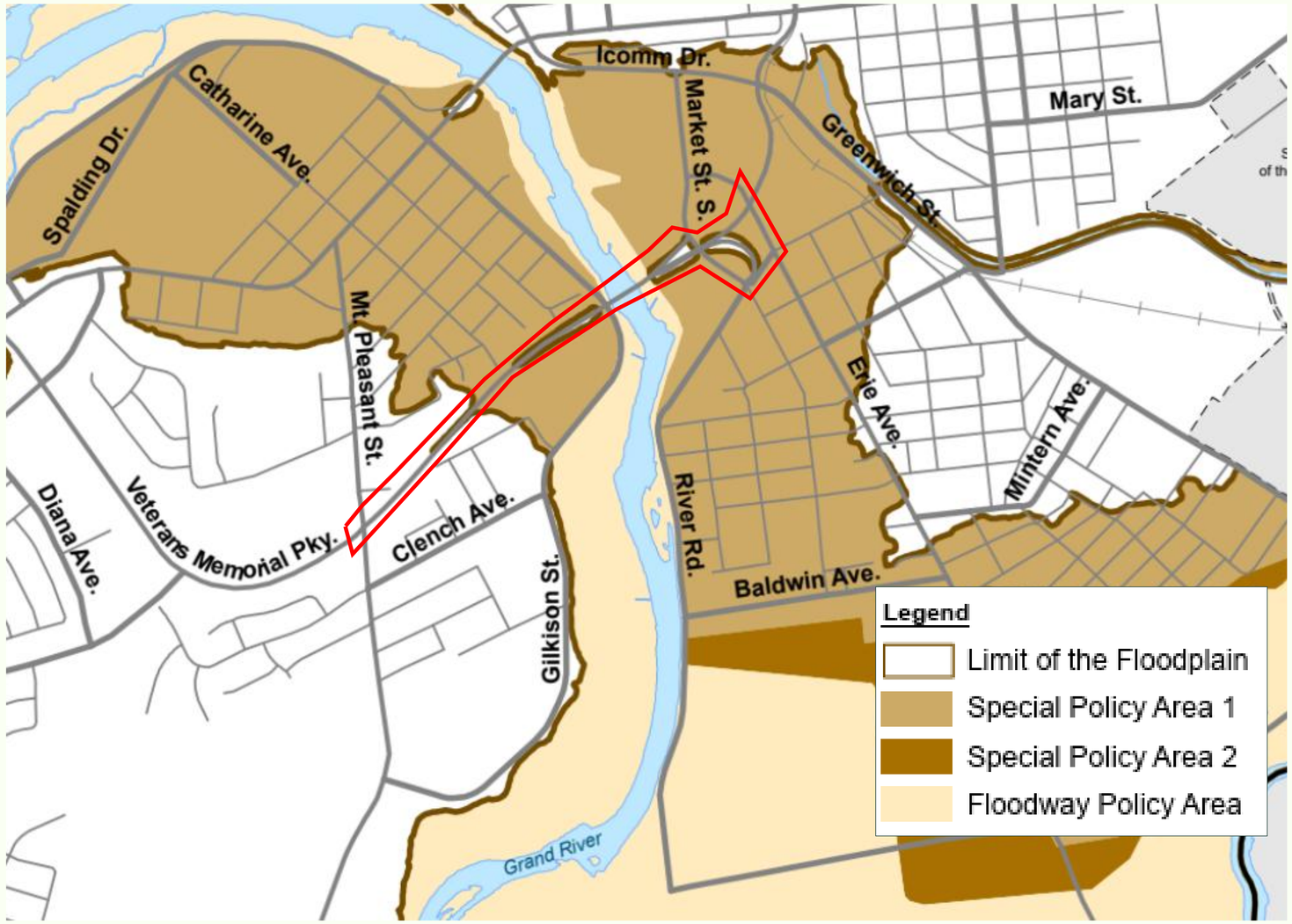
Data Source: Grand River Conservation Authority Interactive Mapping Application (Excerpt)

- Site Visits completed by the Project Team:
  - 3 Anurans
  - 3 Breeding Birds
  - 2 aquatic visits
  - 1 SAR tree Sweep
  - 2 Vegetation/ Ecological Land Classification (ELC)
  - 1 Ontario Wetland Evaluation System (OWES)
- **Aquatic SAR** critical habitat present
- Potential bat roosting habitat adjacent to the Study Area

- Active **Cliff Swallow** nests observed underneath Bridge over Grand River
- **Northern Map Turtle** noted west side of Grand River south of VMP
- **Fish (Cyprinid species)** observed in portion of the drain
- **Grand River** – important aquatic habitat
- **Woodlands** to the north and south of the Study Area
- Unnamed drainage feature flows parallel to VMP

Existing Conditions – Stormwater Management and Drainage

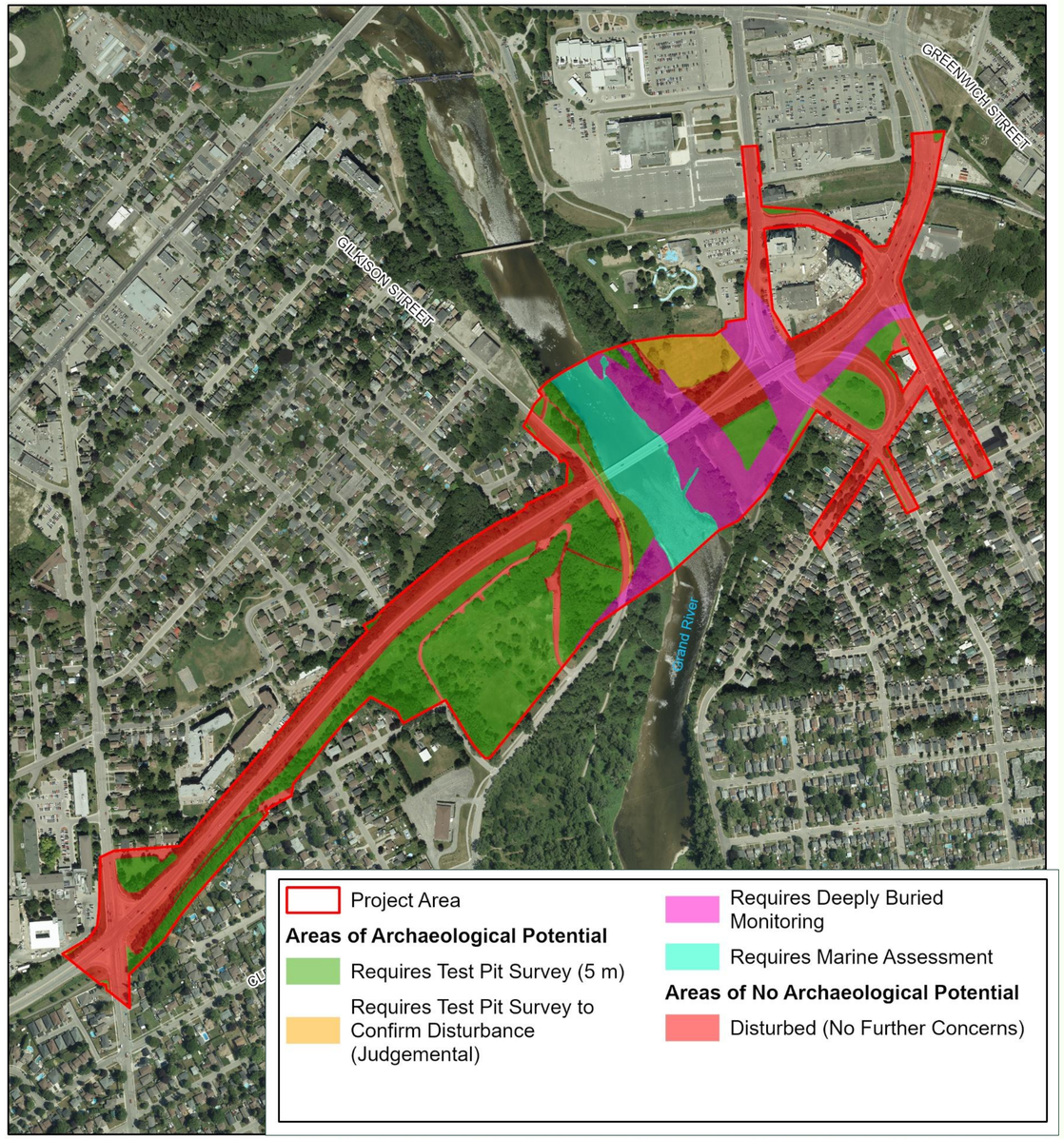
- Existing Drainage Conditions:
  - Corridor drains to the **Grand River watershed** through roadside ditches, a bridge drainage system, and municipal storm sewers
  - Located within an **IPZ-3 source water protection area** and adjacent to **Grand River floodplain lands**
  - **Seasonal flooding** occurs near Gilkison Street
- Future Drainage Requirements:
  - Consider **floodplain constraints**
  - Maintain **existing drainage** patterns
  - **Protect source water** resources
  - Preserve **flood conveyance**



Data Source: City of Brantford, Official Plan: Schedule 7-1 Floodplain (Excerpt)

Existing Conditions – Archeology and Cultural Heritage

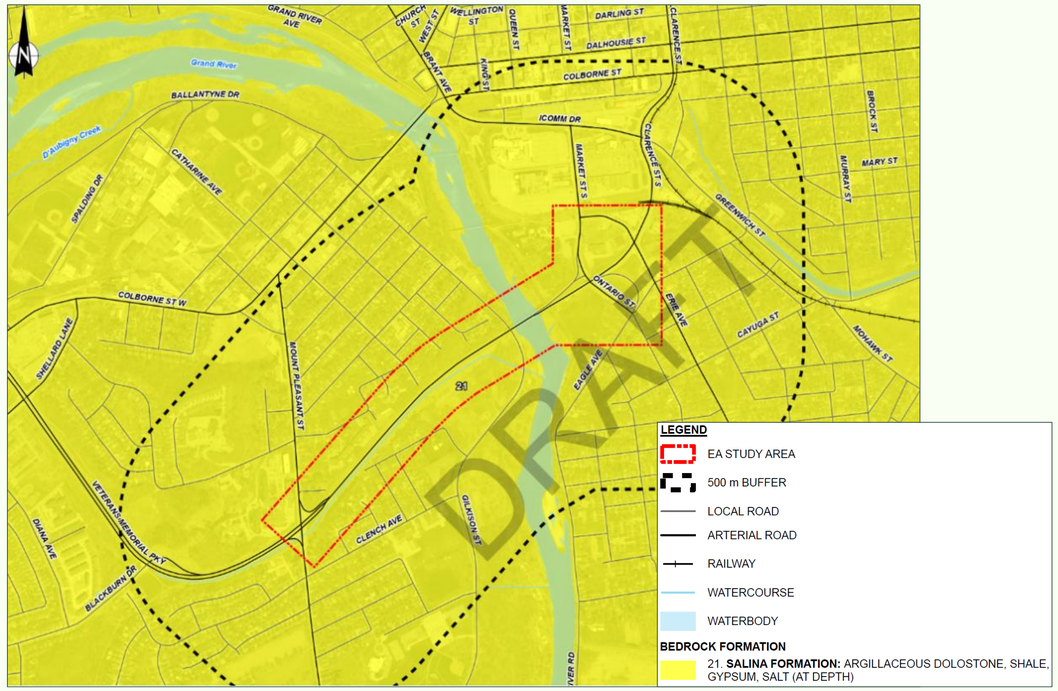
- Based on the Stage 1 Archaeological Assessment, there are areas that will need to be assessed, areas that are disturbed, and areas that will require monitoring
- Test pitting, deeply buried monitoring, and Marine Assessment will be required
- The limits of the alternative design concepts (Phase 3) will determine the level of mitigation and further studies required
- 27 Built Heritage Sites (BHRs) and 4 Cultural Heritage Landscapes (CHLs) were identified
- Properties with BHRs or CHLs within 50 m of the Study Area to be confirmed in Phase 3 once the alternative design concepts are finalized



Existing Conditions – Geotechnical and Geology

Geotechnical and Hydrogeological

- Located in the **Caledonia Dam Grand River sub-watershed** of the Lower Grand River watershed (GRCA jurisdiction)
- Elevations range from **205m to 195m** (water elevation ~195m), sloping toward the Grand River
- Study Area is situated within the **Norfolk Sand Plains**, characterized by glacial sands and silts
- Phase 3 geotechnical and hydrogeological investigations will include:
  - 5 boreholes
  - 2 monitoring wells



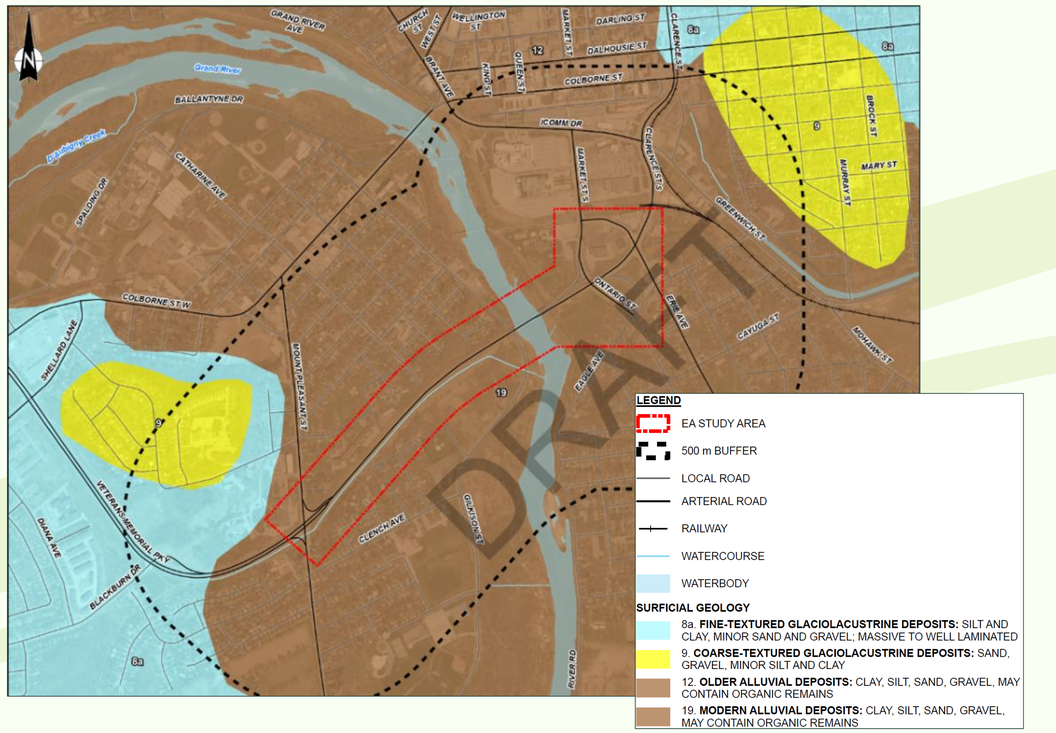
Geology

Surface:

- Modern alluvial deposits: clay, silts, sand, and gravel with organic remains
- Coarse-textured glaciolacustrine deposits: sand, gravel, minor silt and clay
- Fine glaciolacustrine deposits: silt, clay, minor sand and gravel

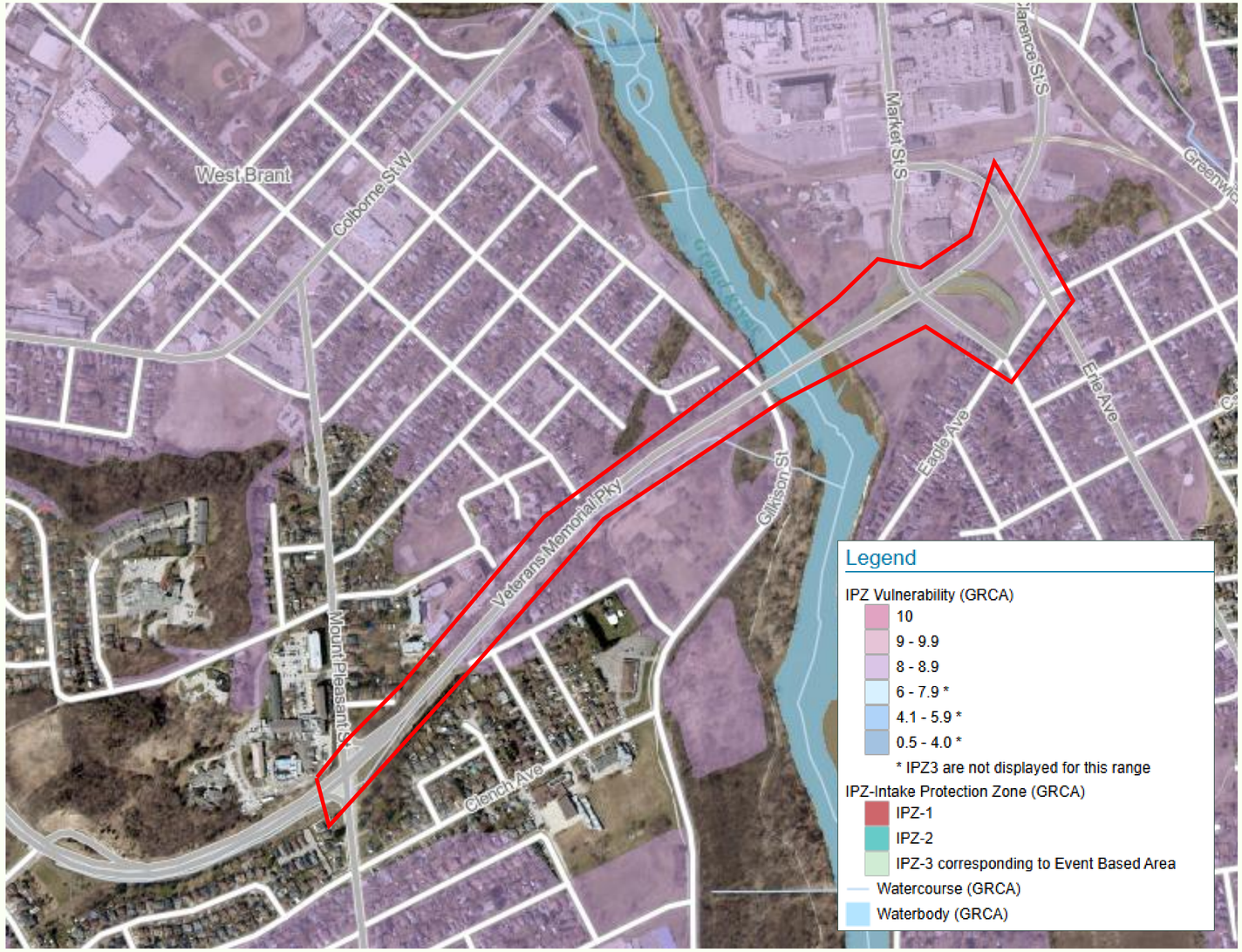
Bedrock

- Salina Formation
- Consists of dolostone and gypsum
- Bedrock surface ~ 10m to 22m below ground surface



Existing Conditions – Source Water Protection

- The Study Area lies entirely within the Grand River Source Protection Area (SPA), regulated by the Grand River Conservation Authority (GRCA)
- An Intake Protection Zone (IPZ-3) is located within a majority of the Study Area
  - The vulnerability score of this IPZ is 8



Data Source: Grand River Conservation Authority Interactive Mapping Application (Excerpt)

Transportation Assessment – Traffic Operations

Future Traffic Conditions:

- **2051 Do Nothing Scenario:** congestion and operational challenges are anticipated, and traffic queues are exceeding available storage.
- **2051 Widening (4-Lane) Scenario:** Traffic volumes expected to increase by ~20% (diverted from the Lorne Bridge). Intersection improvements will be required. These improvements will be explored in the Phase 3 Design Concept alternatives.

Needs for Improvement:

- Traffic volumes will exceed existing roadway capacity by 2051. VMP requires additional capacity to support growth and improve downtown access.
- Traffic modelling shows that widening VMP from 2 to 4 lanes will help to relieve congestion on VMP as well as the capacity issues on the Lorne Bridge (network improvement).
- It is recognized that beyond 2051, transportation optimization (capacity and multi-modal uses) must be considered in future TMP updates.

Problem & Opportunity Statement

Need & Justification

The problem and opportunity statement defines the starting point in the undertaking of the Class EA study and assists in defining the scope of the project.

- Traffic evaluation shows that Veterans Memorial Parkway will be operating at overcapacity in 2051 in both the AM and PM peak hours
- Active Transportation facilities are not provided within the study area
- The bridge over Market Street South is in fair condition and can be rehabilitated
- The bridge over Grand River is in fair to good condition and can be rehabilitated

Problem & Opportunity Statement

Veterans Memorial Parkway is a key east-west corridor and one of only two vehicular crossings of the Grand River in this area. The existing bridges require rehabilitation or replacement, do not adequately support active transportation, and are affected by flooding concerns. Future growth is also expected to exceed the corridor's capacity by 2051.

Accordingly, there is an opportunity to identify transportation, bridge, active transportation, and flood resilience improvements that support future growth, improve connectivity across the Grand River, and address the long-term needs of the corridor and overall transportation network.

The City of Brantford is, therefore, carrying out this Schedule C MCEA Study for Veterans Memorial Parkway to review the improvement required to address overall corridor needs (roadway and bridges).

Development of Alternative Solutions

Due to the nature of the study area, three sets of alternative solutions were developed for the study area:

1) Alternative Solutions for the Roadway (considers the road cross section spanning the entire study area)
2) Alternative Solutions for Bridge 1 (over Grand River)
3) Alternative Solutions for Bridge 2 (Market Street South)

Roadway Alternative Solutions

Long List

The following long list of alternative planning solutions were developed to address the problems and opportunities statement in relation to the roadway:

1

Do Nothing

Maintain existing corridor conditions of Veterans Memorial Parkway with no changes

2

Intersection Improvements only

Improve existing intersection controls (signal vs. roundabout) as well as adding turning lanes if needed/feasible. Additionally, active transportation improvements will be implemented

3

Widen parallel corridor

Widen a parallel road, such as Colborne Street (Lorne Bridge) beyond planned program (e.g. from 4 lanes to 6 lanes)

4

Widen to 4 lanes (with intersection improvements)

Widen Veterans Memorial Parkway to 4 lanes between Mount Pleasant Street and Erie Avenue and improve existing intersection control. Additionally, active transportation improvements will be implemented. (*TMP Solution*)

Bridge 1 (over Grand River) Alternative Solutions

Long List

The following alternative planning solutions were developed to address the problems and opportunities statement related to the bridge over the Grand River:

1. **Do Nothing:** Maintain the existing bridge conditions of the bridge over the Grand River

2. **Rehabilitate and Widen:** Rehabilitate the existing bridge over the Grand River, widening the superstructure and substructure to support 4 lanes and add active transportation facilities *(Supportive of TMP Solution)*

3. **Rehabilitation and Twin:** Rehabilitate the existing bridge and build a twin bridge parallel to the existing to support the additional 2 lanes and active transportation facilities *(Supportive of TMP Solution)*

4. **Replace Bridge with Provision for Future Transportation Uses:** Replace the existing bridge with a new bridge which can support the road widening to 4 lanes and a substructure that could support a potential future widening for transportation uses, and additional active transportation facilities on both sides of the roadway *(Supportive of TMP Solution)*

Bridge 2 (Market Street S.) Alternative Solutions

Long List

The following alternative planning solutions were developed to address the problems and opportunities statement related to the bridge over Market Street S.:

1. **Do Nothing:** Maintain the existing bridge conditions of the bridge over the Grand River

2. **Rehabilitate and Widen:** Rehabilitate the existing bridge over the Grand River, widening the bridge deck to support 4 lanes and add active transportation facilities *(Supportive of TMP Solution)*

3. **Rehabilitation and Twin:** Rehabilitate the existing bridge and build a twin bridge parallel to the existing to support the additional 2 lanes and active transportation facilities *(Supportive of TMP Solution)*

4. **Replace Bridge with Provision for Future Transportation Uses:** Replace the existing bridge with a new bridge which can support the road widening to 4 lanes and a substructure that could support a potential future widening for transportation uses, and additional active transportation facilities on both sides of the roadway *(Supportive of TMP Solution)*

Roadway Alternatives
Long List Pre-Screening Evaluation

Option	Technically Feasible	Financially Feasible	Satisfy Problem/ Opportunity	Result & Comments
Do Nothing	N/A	N/A	NO	**Carry Forward** (carried forward as per MCEA Guidelines requirement for a baseline option)
Intersection Improvements Only	YES	YES	NO	**Do Not Carry Forward** – This option does not satisfy the problem and opportunity statement identified in Phase 1 (i.e. would not address need for additional capacity / multi-modal uses).
Widen Parallel Corridor	NO	YES	NO	**Do Not Carry Forward** – Not technically feasible, due to physical restrictions preventing further widening. This option also does not satisfy all the problems and opportunities identified in Phase 1.
Widen to 4 Lanes	YES	YES	YES	**Carry Forward** – This option is technically feasible, is not expected to be cost prohibitive and will satisfy the Problem and Opportunity Statement.

Bridge 1 (Grand River) Alternatives Long List Pre-Screening Evaluation

Option	Does it address the problem (4 lanes)	Does it have the ability to expand?	Does the existing bridge get rehabbed / replaced?	Potential Hydraulic / Flood Impacts	**Result & Comments**
Do Nothing	NO	NO	NO	N/A	**Carry Forward** - carried forward as per MCEA Guidelines requirement for a baseline option
Rehabilitate and Widen Existing	YES	NO	YES	LESS	**Carry Forward** – will move forward for additional evaluation.
Twin (with Rehabilitation)	YES	NO	YES	MORE	**Do Not Carry Forward** – Twinning of the bridge may increase flooding depth over the road and may require a larger property footprint.
Replace with Provision for Future Transportation Uses	YES	YES	YES	LESS	**Carry Forward** – will move forward for additional evaluation.

Bridge 2 (Market Street South) Alternatives Long List Pre-Screening Evaluation

Option	Does it address the problem (4 lanes)	Does it have the ability to expand?	Does the existing bridge get rehabbed / replaced?	Potential Future Roundabout Impacts	Result & Comments
Do Nothing	NO	NO	NO	N/A	**Carry Forward** - carried forward as per MCEA Guidelines requirement for a baseline option.
Rehabilitate and Widen Existing	YES	NO	YES	LESS	**Carry Forward** – will move forward for additional evaluation.
Twin (with Rehabilitation)	YES	NO	YES	MORE	**Do Not Carry Forward** – Twinning of the bridge may require a larger property footprint.
Replace with Provision for Future Transportation Uses	YES	YES	YES	LESS	**Carry Forward** – will move forward for additional evaluation.

Evaluation Criteria For Evaluating Alternative Solutions

Socio-Economic Environment

- Provincial and Municipal Policies and Legislation
- Property and access
- Community Mobility and Connectivity
- Aesthetics/Placemaking
- Recreation
- Health and Safety
- Noise, Vibration and Air Quality

Technical

- Traffic Operations
- Road Safety
- Multi-Modal/Accessibility
- Lifecycle Durability/Constructability
- Utilities
- Construction Impacts
- Climate Change Considerations
- Stormwater Management
- Operations and Maintenance
- Capital Costs

Natural Environment

- Grand River
- Terrestrial Environment (wildlife, migratory birds, vegetation, etc.)
- Aquatic Environment (fish and fish habitat, water quality / quantity, etc.)
- Species at Risk

Cultural Environment

- Archaeological Resources
- Built Heritage Resources
- Cultural Heritage Landscapes

Roadway Alternatives Evaluation

Category	Alternative 1: Do Nothing	Alternative 2: Widen to 4 Lanes with Active Transportation Facilities
Natural Environment	• No impacts and/or improvements to the terrestrial and aquatic environment • Indigenous Interests: No change anticipated	• Potential improvements to water quality in the Grand River (less run-off when upgraded to urban cross section) • Potential impacts to terrestrial habitat and vegetation expected with vegetation/tree removal • Indigenous Interests: Potential impacts to traditional land use activities (hunting, fishing, trapping, foraging)
Cultural Environment	• No impacts to archaeological, cultural landscapes or built heritage resources • Indigenous Interests: No change anticipated	• May have impact, dependent on Stage 2 survey and footprint of design concept alternatives • 27 Built Heritage Resources and 4 Cultural Heritage Landscapes identified within/adjacent to Study Area • Indigenous Interests: May have impact on culturally significant landscapes or archaeological resources.
Socio - Economic Environment	• Does not align with Provincial and Municipal planning policies and acts • No impacts and/or improvements to socio-economic environment • Indigenous Interests: No change anticipated	• Aligns with all municipal and provincial planning policies and acts, the TMP, and the active transportation master plan • Improved accessibility and new pedestrian connections • Opportunity to improve placemaking and streetscaping • Increase of noise and vibration with additional travel lane • Future construction has associated cost implication but alleviates risks of existing infrastructure deterioration and increasing operations costs • Indigenous Interests: Potential for improved safe access to the Grand River
Technical Considerations	• Traffic operations will not improve and will continue to exceed capacity in 2051 • No ability to improve road safety, active transportation network • May increase emissions due to more idling traffic • No impact to operations and maintenance • Indigenous Interests: Increased vulnerability to water quality of the Grand River due to roadside ditches	• Traffic operations and congestion will be improved • Ability to improve road safety, and multi-modal capacity/network • Some impact/relocation of utilities may be required • Potential to improve emissions, due to less idling • More resilience to flooding events • Increase cost and impact to operations and maintenance • Indigenous Interests: Potential for temporary access restrictions during construction. Improved climate change resilience
Overall Summary	**Not Preferred** Does not address the problems and opportunities identified	**Preferred** Offers improvements to active transportation, climate change resiliency, traffic operations, overall network health, connectivity, and safety at intersections with some expected impacts to the natural and cultural environment which

Bridge 1 (Grand River) Alternatives Evaluation

Category	Alternative 1: Do Nothing	Alternative 2: Rehabilitate and Widen Existing Bridge	Alternative 3: Replace Existing Bridge with Provision for Future Transportation Uses
Natural Environment	• No impacts to Grand River or the terrestrial environment • Indigenous Interests: Aquatic environment impacted by roadway drainage	• Impact expected to the Grand River and fish habitat during construction • Same or more impact to the Grand River once complete • Indigenous Interests: Potential temporary impacts to traditional land use activities (fishing)	• Temporary impact on the Grand River and fish habitat during construction • New bridge may present opportunity for reduced long-term impacts on the Grand River once complete. • Indigenous Interests: Potential temporary impacts to traditional land use activities
Cultural Environment	• No impacts to cultural landscapes, built heritage resources or archaeological sites • Indigenous Interests: No change anticipated	• Construction will have impacts to undisturbed area and may impact built heritage resources, cultural landscape or archeological sites • Indigenous Interests: May have impact on archaeological resources or cultural heritage landscapes	• Bridge construction will have direct impacts to previously undisturbed area and may impact built heritage resources, archeological resources or cultural heritage landscape • Grand River as a Heritage River and Cultural Heritage Landscape • Indigenous Interests: May have impact on archaeological resources or cultural heritage landscapes
Socio - Economic Environment	• Does not align with Provincial and municipal planning policies and • Indigenous Interests: No change anticipated	• Aligns with all municipal and provincial planning policies and acts and the TMP • Indigenous Interests: Improved access to the Grand River.	• Aligns with all municipal and provincial planning policies and acts and the TMP • Indigenous Interests: Improved access to the Grand River for fishing and canoeing. Opportunity for bridge naming and art.
Technical Considerations	• Does not allow for rehabilitation or widening. Traffic and bridge conditions will worsen over time. • Indigenous Interests: No impact anticipated	• Improvement to traffic operations and active transportation with a lower capital cost but shorter life span (more future rehabilitation) • Indigenous Interests: Temporary access restrictions during construction	• Improvement to traffic operations and active transportation with opportunity to expand further in the future • Opportunity to improve infrastructure for climate change resilience • Higher capital cost but longer life span. • Indigenous Interests: May required in-water construction depending on bridge design; improved climate change resilience
Overall Summary	**Not Preferred** Does not address the problems and opportunities	**Preferred** Offers improvements to active transportation, traffic operations,	**Preferred** Offers improvements to active transportation, climate change resiliency, traffic operations,

Bridge 2 (Market Street South) Alternatives Evaluation

Category	Alternative 1: Do Nothing	Alternative 2: Rehabilitate and Widen Existing Bridge	Alternative 3: Replace Existing Bridge with Provision for Future Transportation Uses
Natural Environment	• No impacts to the terrestrial and aquatic environment • Indigenous Interests: : No change anticipated	• Potential minor impact expected (vegetation/tree removal) to accommodate widened bridge • Indigenous Interests: No change anticipated	• Potential impact expected (vegetation/tree removal) to accommodate widened bridge deck • Indigenous Interests: Potential impacts to traditional land use activities (foraging)
Cultural Environment	• No impacts to archaeological, cultural landscapes or built heritage resources • Indigenous Interests: No change anticipated	• Bridge construction may potentially impact built heritage resources or disturb archaeological resources • Indigenous Interests: May have impact on archaeological resources.	• Bridge construction may potentially impact built heritage resources or disturb archaeological resources • Indigenous Interests: May have impact on archaeological resources.
Socio - Economic Environment	• Does not align with Provincial and municipal planning policies • Indigenous Interests: No opportunities identified	• Aligns with all municipal and provincial planning policies and acts, the TMP, and the active transportation master plan • Indigenous Interests: No opportunities identified	• Aligns with all municipal and provincial planning policies and acts, the TMP, and the active transportation master plan • Opportunity to improve streetscaping • Indigenous Interests: Opportunity for bridge naming and art
Technical Considerations	• Does not allow for reconstruction of the bridge or widening of the roadway. • Traffic and bridge conditions will worsen over time. • Indigenous Interests: No impact anticipated	• Improvement to traffic operations and active transportation with a lower capital cost but shorter life span (more future rehabilitation) • Indigenous Interests: No impacts anticipated	• Improvement to traffic operations and active transportation with opportunity to expand further in the future • Higher capital cost but longer life span. • Indigenous Interests: No impacts anticipated
Overall Summary	**Not Preferred** Does not address the problems and opportunities identified	**Preferred** Offers improvements to active transportation, traffic operations, overall network health, connectivity, and lower cost.	**Preferred** Offers longer-term improvements to active transportation, traffic operations, overall network health, connectivity, as well as opportunity to expand the roadway for future transportation uses beyond 2051.

Roadway Preferred Solution Benefits

The preliminary preferred solution for the roadway is to widen the roadway from 2 to 4 lanes across the study area with other intersection improvements as well as active transportation facilities provided on one or both sides of the corridor.

Opportunity for improved accessibility and active transportation facilities

Opportunity for placemaking and streetscaping

Improved east–west transportation connection

Opportunity to increase transit in this corridor

Improvement to congestion across the two vehicular bridges across the Grand River (VMP and Lorne Bridge)

Bridge 1 (Grand River) Preferred Solution Benefits

Both **Alternative 2: Rehabilitation and Widening** and **Alternative 3: Replace Existing Bridge with Provision for Future Capacity Solutions** were selected to move forward for the Grand River Bridge as both address the study needs and objectives while requiring additional investigations to fully understand their implications. Phase 3 will include alternative design concepts for both solutions, with consideration of the possibility that Alternative 2 could function as an interim improvement strategy, while Alternative 3 could be implemented as the ultimate long-term solution when replacement becomes warranted and feasible.

Opportunity for improved accessibility and access for pedestrians across the Grand River

Improved east–west transportation connection

Address the need to replace aging infrastructure

Improvement to congestion across the two vehicular bridges across the Grand River (VMP and Lorne Bridge)

Opportunity to reduce flooding issues adjacent to the Grand River within the study area

Opportunities to streetscape the bridge and allow for pedestrians to rest and enjoy the view over the Grand River

Bridge 2 (Market Street S) Preferred Solution Benefits

Both the Alternative 2: Rehabilitation and Widening and the Alternative 3: Replace Existing Bridge with Provision for Future Capacity Solutions were selected to move forward with the Market Street South bridge. Phase 3 will include alternative design concepts for both solutions.

Opportunity for improved accessibility and access for pedestrians

Address the need to replace aging infrastructure

Improved east–west transportation connection

Opportunities to improve traffic congestion on this corridor and in the network

Next Steps

1. Gather input from consultation and prepare PIC 1 Summary Report
2. Finalize Preferred Solution for roadway and two bridges
3. Develop Alternative Design Concepts and Evaluate the Alternatives
4. PIC #2 will present results of evaluation and preliminary preferred design concept

Keep up to date by checking the project website:
Brantford.ca/VMPEA

How to Participate!

Fill out a Comment Form
Provide your feedback by October 9th

Join the Project Mailing List
Be notified of the future projects

Contact the Project Team
Reach out to the Project Team at contact information provided below

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