

Traffic Impact Assessment

Findings and Recommendations (Excerpt)

Report Prepared by Castleglen Consultants Inc.

7.0 FINDINGS AND RECOMMENDATIONS

7.1 SUMMARY OF FINDINGS

The Traffic Impact Study analysis resulted in the following findings:

- The expected traffic generated by the proposed subdivision of 80 semi-detached houses and 66 townhouse units is expected to result in:
 - 89 vehicles-per-hour during the morning peak hour; and
 - 116 vehicles-per-hour in the afternoon peak hour;
- Based on the intersection capacity analysis, the three STOP-controlled study intersections currently operate with acceptable levels-of-service, delay and volume-to-capacity ratios, and will continue to operate acceptably assuming background traffic growth along Shanly Road and County Road 2 in both the 2022 and 2027 forecast horizon years;
- Assuming the build-out of the proposed development, the study area intersections were found to continue to operate with acceptable conditions during the morning and afternoon peak hours assuming both build-out (2022) and build-out + 5-years (2027) forecasting conditions;
- A left turn lane warrant analysis at the Shanly Road / Gill Street intersection and St. Lawrence Street / County Road 2 intersection indicated that a left turn lane is not warranted at either intersection given forecast 2027 traffic conditions;
- The Gilly Street rail crossing provides adequate sight distances on both the eastbound and westbound approach assuming a STOP-controlled condition is designed according to Transport Canada Grade Crossing Standards and Regulations.

7.2 SUMMARY OF RECOMMENDATIONS

It is recommended that the United Counties of Leeds and Grenville:

- the existing posted speed limit sign located adjacent to the St. Lawrence Street / County Road 2 intersection be moved approximately 120m to the east to maintain low operating speeds nearest the intersection;
- Review the available sight lines north of the Gill Street spur crossing, and if required, undertake a tree trimming/maintenance effort to assure adequate sight distances north of the crossing; and
- Provisions for a “No Truck” signs along Gill Street on either side of the future Gill Street crossing.

From a transportation perspective, it is recommended that the required conditions that would permit the proposed Meadowlands Subdivision to proceed.