

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.