

## Transportation Impact Report

### What is the purpose of this?



A *traffic impact study (TIS)* is an evaluation of the effects a proposed development is expected to have on the existing road network. The study is intended to recommend mitigation measures to address travel demands generated by the development, if necessary.

### Who should prepare this?



A *traffic impact study (TIS)* is to be prepared by a qualified transportation consultant. The report must be stamped, dated and signed by a Professional Engineer.

### When is this required?



A *traffic impact study (TIS)* is required at the time of submission of a development application. Updates to a TIS may be required following partial build-out of a phased development (e.g. a large-scale phased plan of subdivision). A *Road Assessment Report* may also be required to demonstrate the anticipated remaining life and condition of a given road. These reports have different completion requirements than what is required for a *TIS*.

Applications where the County is the approval authority that may require a *traffic impact study (TIS)* include, but are not limited to:

- Official Plan Amendment
- Plan of Subdivision / Condominium

Other municipal/provincial level applications that may require a *traffic impact study (TIS)* include:

- Zoning By-law Amendment
- Site Plan Control
- Local Official Plan Amendment
- Development Permits (Niagara Escarpment Commission Development Permits are a Provincial requirement. Study requirements must be scoped to adhere to the policies of the Niagara Escarpment Plan (NEP) (2017) and any applicable guideline which may be more restrictive than municipal standards).

### Why do we need this?



*Traffic impact studies (TIS)* are required to:

- provide an assessment of the proposed development on the current and proposed road system(s)
- provide a basis on which to evaluate the appropriateness of the scale of the proposed development
- review traffic flow to ensure safe and efficient access for vehicular and active transportation users
- incorporate *complete streets* and *complete transportation system* elements (further defined in section 9.18 of the County OP)

- identify how the needs of our pedestrians, transit services, cyclists, and the movement of goods are given priority over single occupant cars (County OP policy 8.2(b))
- provide recommendations for improvements to infrastructure, service upgrades and mitigation measures to reduce any negative impacts of a development

How should  
this be  
prepared?



A *traffic impact study (TIS)* should contain:

#### **Background/Introduction**

- the purpose, proposal, site location, site access and on-site circulation

#### **Existing Conditions**

- site and area description, road network (classifications), traffic volumes, speed limits, lane configurations, street names, transit service, traffic intersection operations, active transportation (bicycle, pedestrian, etc.) network
- information should be provided on detailed maps and diagrams

#### **Background Traffic Forecasts**

- study horizon periods, road connections and phasing of development, time period for traffic analysis, seasonal adjustments of traffic volumes, traffic growth factors, forecast background traffic

#### **Preliminary Design Review**

- total traffic volumes, total traffic operations, sight line analysis, internal road system analysis

#### **Site Traffic Impacts**

- site location, proposed land use and phasing, site access, and site generated trips

#### **Future Conditions**

- traffic volumes, planned road network improvements, future background intersection operations, future transit service,
- planned active transportation facilities, as well as the demonstration of how these facilities will connect to the wider community
- consider the traffic implications of any proposed or draft approved developments in proximity
- vehicular trip generation, trip distribution, future total traffic intersection operations, queuing analysis, etc.
- walkability assessment (County OP policy 8.4(6))
- street pattern preferability (grid pattern vs. cul-de-sacs) (County OP policy 9.13(1)(e))
- address policy section 8.2 of the County OP – General Transportation Policies

#### **Conclusions and Recommendations**

- summary of key findings on the impacts of the proposed development
- summary of recommended improvements

The list may be modified in pre-submission consultation with the review agencies. A Transportation Impact Study should not be completed in isolation from other technical development studies/reports. Efforts should be made by the qualified professional(s) to integrate and interpret key findings and mitigation measures from other supporting studies/reports related to the proposed development with the Transportation Impact Study.

### What else should we know?



Pre-submission consultation or discussion is required with County Transportation staff (if the development affects a County Road), municipal engineering staff, and Ministry of Transportation (MTO), where applicable. Typically, County planning staff will issue the preliminary pre-submission consultation request for comments to County Transportation Services prior to the applicant issuing this request. The local municipal planner will also likely do the same with their respective road authorities. It is recommended that the applicants and/or their consultants submit a full scope of work proposal for review and approval by any applicable road authorities. The scope of a TIS will often be commiserate with the level of development being proposed in relation to the existing road network.

MTO, county, and municipal road authorities all have their own standards and classifications for siting new entrances and intersections. Pre-submission consultation is recommended with road authorities at an early design stage to determine feasibility of design. In some cases, exemptions may be granted from road authorities via separate permits and applications.

Appendix D of the County Official Plan highlights the County's functional road classification.

A traffic impact study may be requested for lands within the NEP area on matters related to agricultural-related and on-farm diversified uses, aggregate uses, infrastructure uses, and recreation uses.

### What other resources are available?



Grey County Cycling and Trails Master Plan - <https://www.grey.ca/programs-initiatives/grey-county-cycling-and-trails-master-plan>

Grey County Transportation Master Plan - <https://www.grey.ca/roads/transportation-master-plan>

Grey County Transportation Services Permits - <https://www.grey.ca/roads/permit-forms>

Ministry of Transportation (Highway Corridor Management) - <http://www.mto.gov.on.ca/english/highway-bridges/highway-corridor-management/index.shtml>

Niagara Escarpment Plan - <https://escarpment.org/LandPlanning/NEP>

\*This document is intended to be used for guideline purposes only. It will not be applied as a means of approving or rejecting development proposals, but rather it will be used to provide technical direction throughout the planning and development process.