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## **GENERAL GUIDELINES FOR TRAFFIC IMPACT STUDIES**

The main purpose of a Traffic Impact Study (TIS) is to determine the expected traffic to be generated by the proposed development, the impacts of that traffic on the adjacent road network and to determine any necessary highway design improvements required.

The TIS is to assess the existing traffic conditions and the traffic volumes generated by the proposed development at the date of opening, 5 and 10 year horizons beyond full build-out of the site. Any phasing of the proposed development must also be identified. Traffic volume growth rate assumptions vary across the County depending on location. The timing of development may require studies to be updated to ensure the assessment is accurate and current.

The design and construction of the recommended improvements identified within the approved TIS will be included as a condition of access approval for the proposed development. For highway improvements required on County Roads, the applicant will be required to enter into a legal agreement with the County of Simcoe whereby the owner agrees to assume financial and other responsibilities for the construction of all necessary highway design improvements.

### **The Traffic Impact Study shall include the following:**

- 1) **Development Plan** - including proposed access locations to roadways and adjacent development, internal road network, building locations, parking, etc
- 2) **Land Use Type** - general and specific uses such as residential (single family detached), industrial (general light industrial), lodging (hotel) and commercial (shopping centre). For mixed use developments traffic generation estimates are to be based on full development of the site at the highest traffic generating uses. For example, if zoning permits a variety of uses, the TIS must assume full development of the highest generating use.
- 3) **Development Size** - examples are property size ( acres, hectares ), number of residential units, industrial gross floor area ( sq. ft., sq. m. ) or number of employees, number of hotel rooms and commercial gross leasable area ( sq. ft., sq. m. ).
- 4) **Trip Generation and Distribution** – a.m. and p.m. peak hour trips entering and exiting the proposed development during peak hour of adjacent roadway, but where industrial/commercial use is proposed; the development's peak hours should also be considered. Peak hours may vary according to location, nature of use and season.
- 5) **Information Source** - information for items 2, 3 and 4 can be obtained for most developments from ITE Trip Generation Manual, 10<sup>th</sup> Edition and related updates.
- 6) **Roadway Volumes** - peak hour directional volumes including source of information, as well as the mix of vehicles, i.e. Automobiles, Trucks.
- 7) **Turning Movements** - a.m. and p.m. peak hour turning movements combining development access volumes and roadway volumes as well as directional split assumptions. Also include peak hour turning movements for affected adjacent roadway intersections.
- 8) **Staged Development** - projected turning movements should be included for future expansions and the full build out of the development.
- 9) **Transportation Impact** - assessment of traffic control and lane requirements on the adjacent roadway and development access as well as adjacent affected intersections.
- 10) **Implementation** - proposed timing of installation for any required road improvements, and commitment of the developer to undertake the necessary works.

**Note: These guidelines are not intended to cover all development conditions and are subject to revisions at anytime.** AADT information on County Roads can be obtained on the County of Simcoe website [www.simcoe.ca](http://www.simcoe.ca). Should you require further information, please contact the County of Simcoe Transportation and Engineering Department at 1-705-735-6901 or 1-800-263-3199.