11 January
Project: 200392

Michael Frijia
Development Manager
Southside Group
75 Blackfriars Street
London ON N6H 1K8

Dear Mr. Frijia:

RE: NORTH STREET SUBDIVISION, TILLSONBURG – TRANSPORTATION IMPACT STUDY

In August 2020, Paradigm Transportation Solutions Limited (Paradigm) completed a Transportation Impact Study (TIS) for the proposed North Street Subdivision in the Town of Tillsonburg, Oxford County.

The Tillsonburg District Chamber of Commerce has provided the following comments on the transportation study:

_The Tillsonburg District Chamber of Commerce would like to suggest further traffic studies are done in this area for the following reasons:_

1. _This study was done in July and the question is that there is less traffic in that area during July and August as school is out and people are vacationing. This year in particular we are in the middle of a “pandemic” and people were asked not to leave their homes._

_We are curious how a study done in July compared to Now and not in pandemic mode would look._

We appreciate the concern expressed by the Tillsonburg District Chamber of Commerce, and would like to clarify that traffic studies, undertaken during COVID-19 restrictions in Ontario municipalities, include appropriate measures to address reduced roadway traffic volumes in analysing existing traffic conditions.

In general, traffic studies during COVID-19 restrictions use traffic counts undertaken within the last two to three years (2017-2019), to analyse base year traffic conditions. Where two-to-three year traffic counts are not available, new traffic counts have been undertaken and adjustments made based on historical trends and/or available recent traffic counts at nearby intersections.
Alternatively, land use information in surrounding areas have been used to confirm base year traffic conditions.

It should be noted, however, that development traffic impacts are not assessed under existing (or base Year) traffic conditions, but future traffic conditions.

For the subject North Street Subdivision, the impacts due to the proposed 172 (107 single family and 65 multi-family) dwelling units were assessed under future 2025 and 2032 traffic conditions. Future traffic volumes include new traffic generated by the development and growth in road traffic estimated over five years (2025) and ten years (2030) using a reasonably high growth rate of 2% compounded per year.

As indicated in the August 2020 TIS, the following five study area intersections were analysed for assessing development traffic impacts:

- North Street West (Oxford Road 20) and Broadway (Oxford Road 19);
- North Street West and Quarter Town Line;
- North Street West and Woodland Crescent/Street A;
- North Street West and Brad Avenue/Street A; and
- Quarter Town Line and Park Place/Street C.

For the above intersections, there are no recent (2017-2019) traffic counts that could have been used as existing or base year traffic conditions. In fact, the only available intersection traffic counts are counts conducted in November 2015 for the North Street and Broadway intersection.

Additional available information includes AADT (Average Annual Daily Traffic) traffic counts undertaken in 2016/2017 and 2018/19, on North Street at two locations, east and west of Broadway. AADT volumes represent average traffic in both directions on a given roadway section, over a 24 hour period. Based on hourly traffic variation generally on roadways, the PM (afternoon) peak hour traffic volumes (in both directions) are 10% of the AADT totals.

In light of the available traffic information as outlined above, it was necessary to conduct intersection traffic counts for all the study area intersections in 2020, for the purpose of establishing base year traffic conditions and for forecasting and assessing future (2025 and 2030) traffic conditions.

It is common practice, in undertaking traffic studies, to avoid traffic counts during the summer months of June, July, and August. However, new traffic counts for the above intersections were undertaken in July 2020 because, in the unusual COVID-19 circumstances, roadway traffic volumes have started to increase after significant reductions during the months of April and May. Also, there was no certainty that there would be full reopening of schools in September 2020, as in other years. Like businesses and other institutions, schools also were
not reopened fully in September 2020. Based on Paradigm’s traffic study in another municipality involving school traffic, school traffic was not restored to the same level in September 2020, as it used to be in previous years.

For the purpose of the August 2020 Transportation Impact Study (TIS), the traffic counts obtained in July 2020 were compared to the available intersection traffic counts from November 2015 and AADT data from 2016/17 and 2018/19, and were assessed to be appropriate for use as ‘existing’ or ‘base year’ traffic conditions.

As noted earlier, the base year (2020) traffic volumes were increased at 2% (compounded) growth rate over five years (2025), and ten years (2030) to obtain future traffic conditions for assessing traffic impacts due to the proposed development. These projections are reasonably conservative, and as demonstrated in the Transportation Impact Study (TIS) the projected traffic volumes are well within roadway capacities in the study area of the development.

Also, as shown in Table 4.4 in the TIS, all study area intersections and movements are forecast to operate at satisfactory levels of service (mostly high levels of service, A or B) during both AM and PM peak hours, under 2030 total traffic conditions.

In sum, the assumptions and data used in the August 2020 Transportation Impact Study for the North Street Subdivision in Tillsonburg, are consistent with practices adopted to address reduced roadway traffic volumes during COVID-19 restrictions. In addition, the assessment of development traffic impacts has been undertaken under future traffic conditions based on reasonably conservative traffic projections.

Based on these considerations, the August 2020 Transportation Impact Study, its findings, and its conclusions, are adequate for the purpose of assessing development traffic impacts for the subject North Street Subdivision. As well, based on the conclusions of the TIS, the subject development is appropriate to be considered for approval as proposed.

We trust that the foregoing addresses your requirements. Please do not hesitate to contact us if you need additional information or clarifications.

Yours very truly,

PARADIGM TRANSPORTATION SOLUTIONS LIMITED

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