



**Transportation Impact Study
Cambridge West Environmental Assessment
Public Open House
Thursday January 26th, 2017
7:00pm – 9:00pm**

What Are We Going Talk About?



- Review Hierarchy of Studies
- Transportation Impact Study Area
- What the Study Looked At
- What the Study Told Us
- How We Got to the Results
- Remedial Measures

Hierarchy of Studies



Transportation Master Plan

- Sets the framework for how a City will address its current and future transportation needs

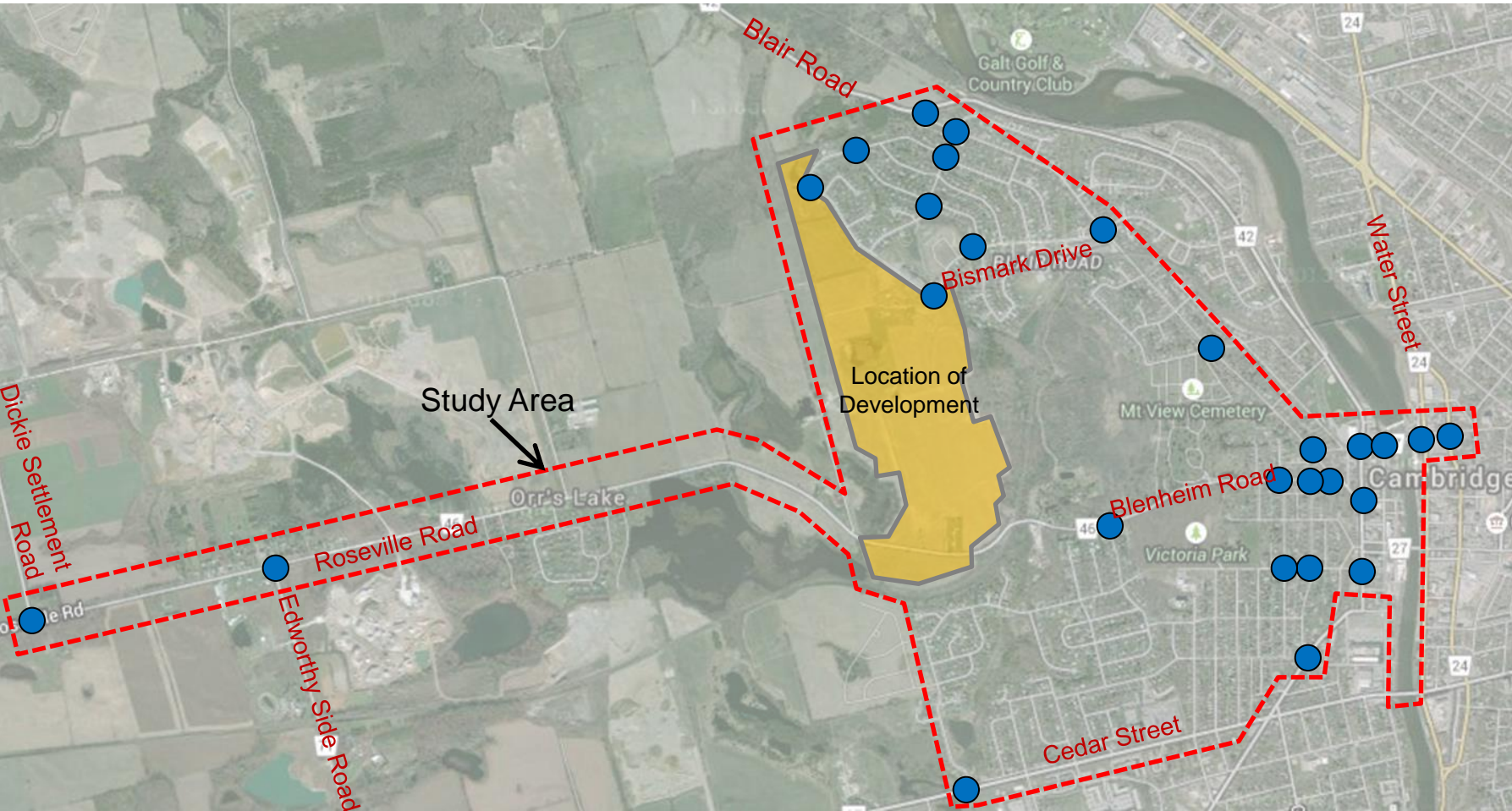
Transportation Network Assessment

- High level evaluation of planned land use on transportation network

Transportation Impact Study (TIS)

- Detailed analysis of proposed development on transportation network

Transportation Impact Study Area



What Did the TIS Look At?



- Analysis of 29 intersections
 - 27 existing intersections
 - 2 new intersections
- Existing, Background, Development and Future traffic volumes and operations
 - AM and PM Peak Hour
 - 2021, 2026, and 2031 analysis years
- Blenheim Road Operational Review
- River Crossing Assessment
- Mitigation Measures

What Did the TIS Tell Us?



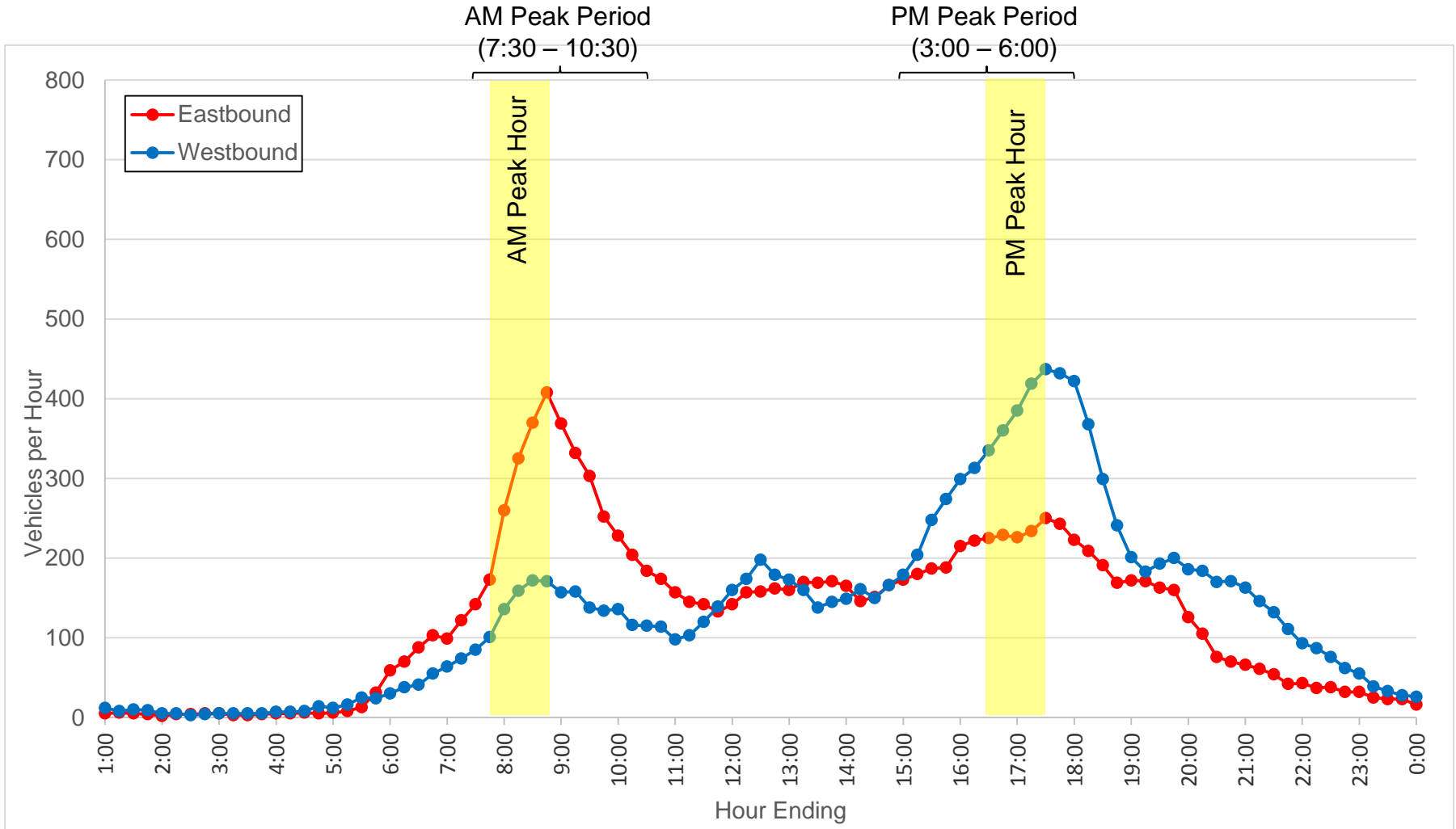
- Transportation network can accommodate the proposed development
- Overall intersections operate well with the exception of a few specific intersection movements
- Blenheim Road has capacity
- Bridges have capacity
- Few improvements to transportation network are recommended

How Did We Get to Results?

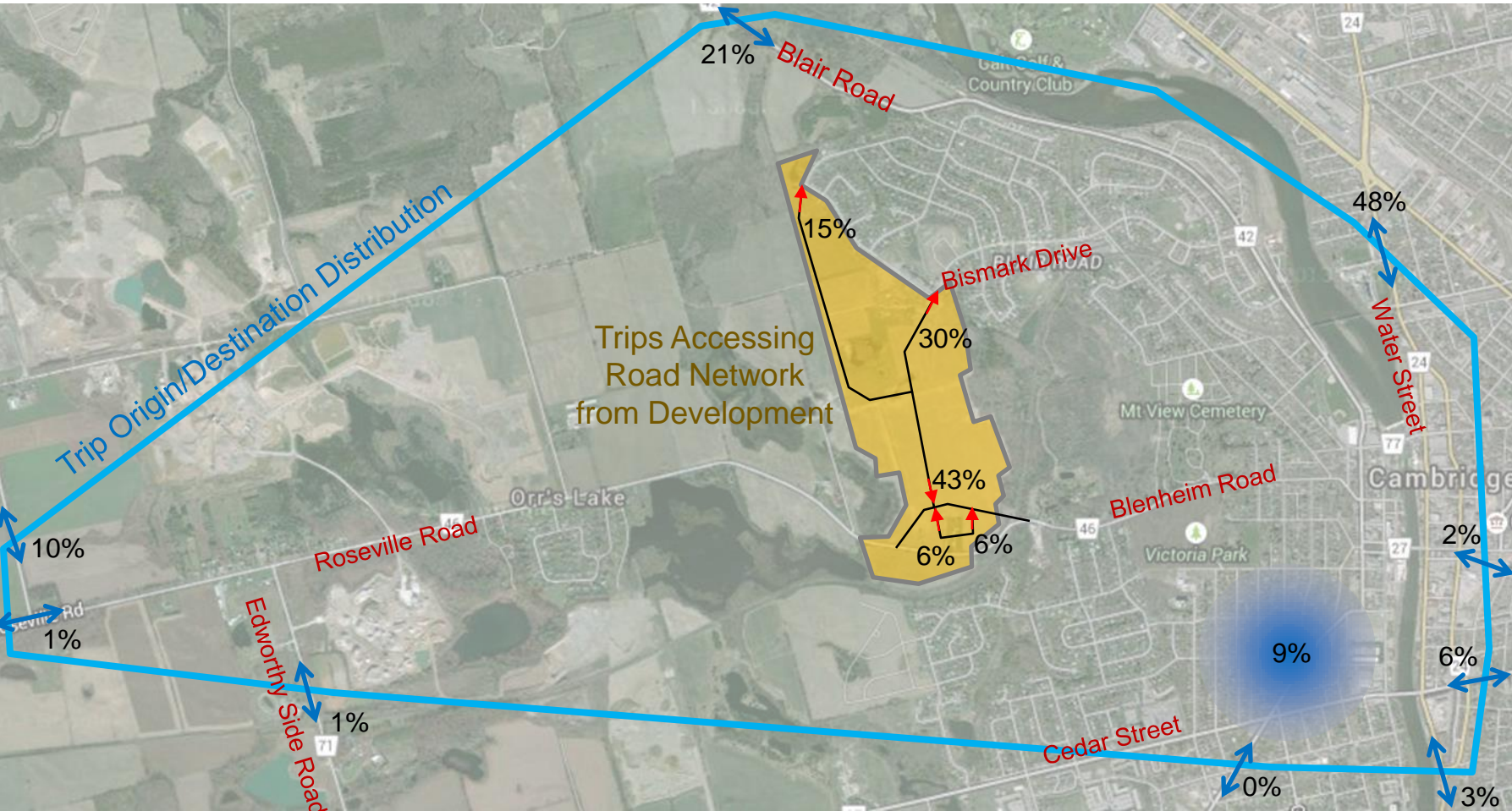


- Existing conditions and operations
- Background Traffic Forecast and Operations
 - Includes general growth plus other developments
- Development Traffic and Operations
 - Identifies traffic generated by the site, distribution of this and assignment of this traffic to the network
- Total Traffic Forecast and Operations
 - Includes background and development traffic
- Remedial Measures Recommended

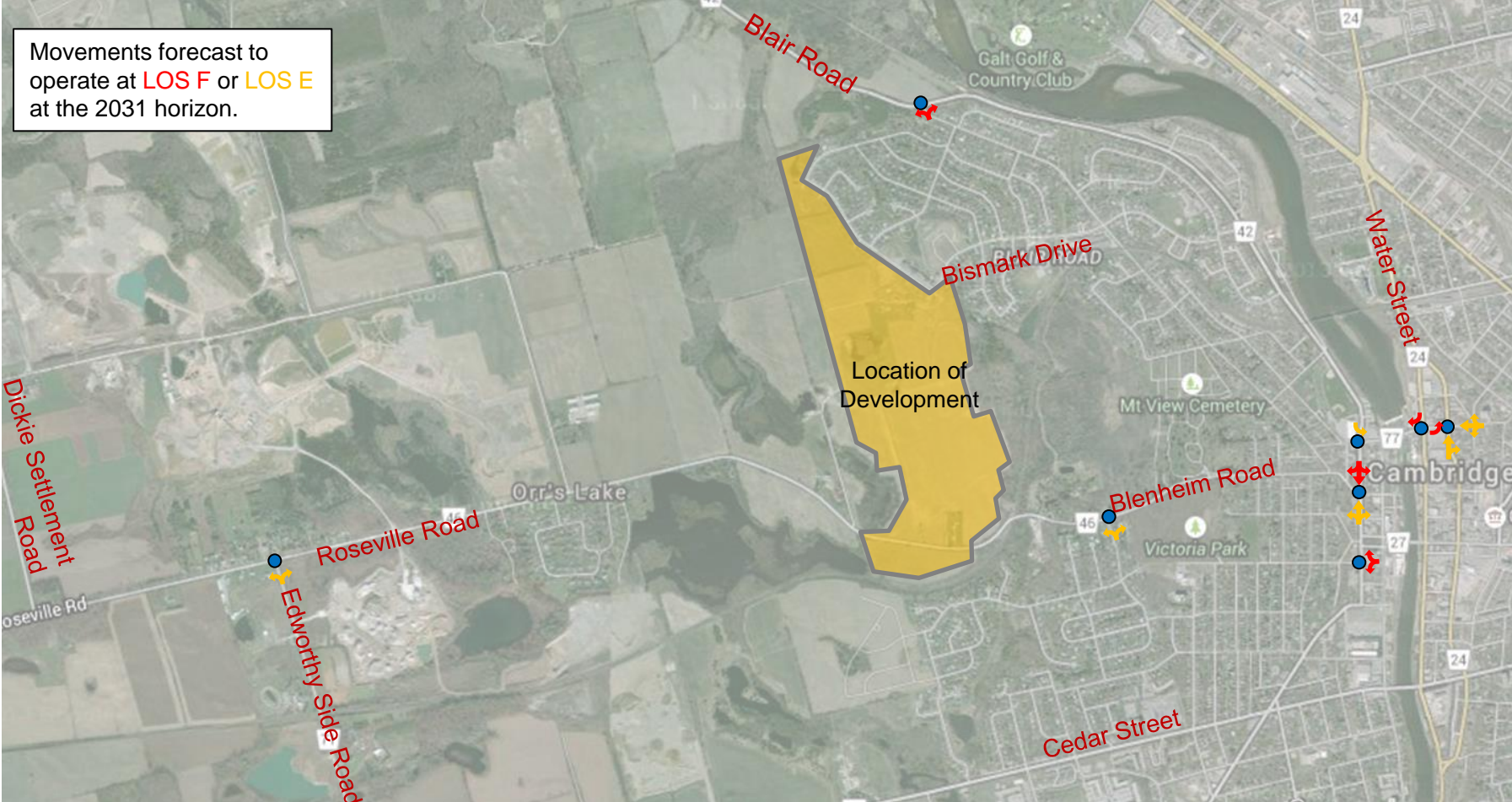
Typical Daily Traffic Profile



Trip Distribution and Assignment



Intersection Analysis Results



Blenheim Road Operational Review



- Capacity
- Vehicle speeds
- Pedestrian crossing

River Crossing Analysis



Street	Capacity (per hour per direction)	AM Peak Hour, Peak Direction (Eastbound) Volume			
		Existing		2031 Total Horizon	
Park Hill Road	1800	1006	(56%)	1324	(74%)
Main Street	750	257	(34%)	281	(37%)
Concession Street	1800	819	(46%)	896	(50%)
Total	4350	2082	(48%)	2502	(58%)

Street	Capacity (per hour per direction)	PM Peak Hour, Peak Direction (Westbound) Volume			
		Existing		2031 Total Horizon	
Park Hill Road	1800	1272	(71%)	1632	(91%)
Main Street	750	361	(48%)	395	(53%)
Concession Street	1800	717	(40%)	784	(44%)
Total	4350	2350	(54%)	2812	(65%)

Recommended Remedial Measures



Signalized Intersections

- Park Hill Road & Water Street: Lane Reconfigurations (Channelized Southbound Right-turn)
- Park Hill Road & Ainslie Street: Lane Reconfigurations (Dual Eastbound Left-turn)

Unsignalized Intersections

- Blair Road and George Street (North): Signal not warranted. Region of Waterloo to reassess every 5 years.

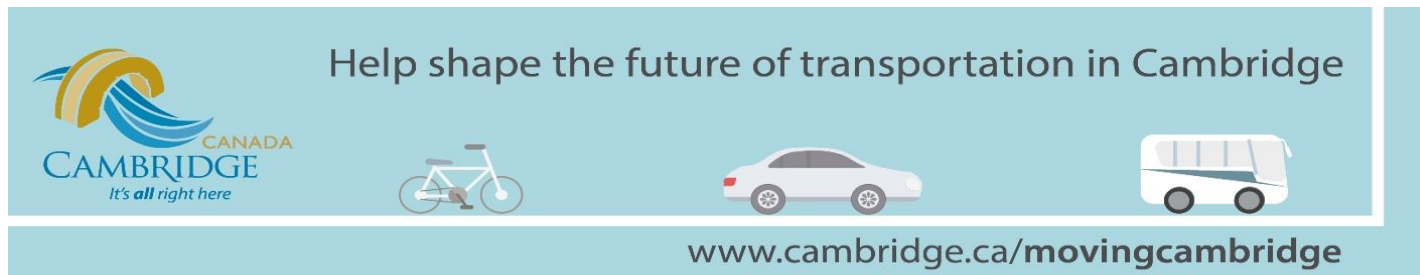
New Intersections

- Blenheim Road and Bismark Drive: Roundabout Recommended
- Blenheim Road and Street H: Unsignalized with westbound left-turn

Your Input



- Ask Questions, if clarification is needed
- Is more analysis required?
- Provide your input into the City Transportation Master Plan and Region Transportation Master Plan



Please Provide your comments on the TIS by March 1st
Comments on the Transportation Master Plan will be accepted throughout the study period (end of 2017)

Questions???

