



BHARJ INC.

# PROPOSED COLLEGIATE, 279 ST VINCENT STREET, MEAFORD TRAFFIC IMPACT STUDY

March 04, 2026

FINAL





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BHARJ INC.

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TRANSITECH CONSULTING

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# SIGNATURES

PREPARED BY



March 4, 2026

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# EXECUTIVE SUMMARY

## **Development Proposal**

Repurposing of the existing building on site as a collegiate, the construction of 79 new residential stacked townhouse units to the south and east of the existing building for students and teachers and a formalized surface parking lot providing 103 spaces, including four accessible spaces. The existing driveways are proposed to remain. The proposed collegiate will provide in the order of 15 classrooms with a target enrolment of up to 200 students.

## **Study Area Network**

1. St Vincent St at Aiken St and Edwin St E
2. St Vincent St at Eliza St
3. St Vincent St at Margaret St
4. S Sykes St at Edwin St and Margaret St
5. Aiken St at site driveway
6. Eliza St at east site driveway
7. Eliza St at east site driveway

## **Existing Traffic Volumes**

Classified TMCs were surveyed on Thursday, October 3, 2024.

## **Existing Traffic Operations**

The study area network operates with minimal delay and queuing with the lowest LOS of C experienced at any one movement.

## **Corridor Growth**

A conservative 2.5% annual corridor growth rate was applied to the through volumes along Highway 26 and St Vincent Street.

## **Future Background Traffic Operations**

The study area network operates with minimal delay and queuing with the lowest LOS of C experienced at any one movement amongst the unsignalized intersections.

## **Site Trip Generation**

ITE Land Use code 550 for a University/College was used to estimate the number of trips generated the site during the weekday morning and afternoon peak hours.

The proposed site is forecast to generate **156** and **167** two-way vehicle trips during the weekday morning and afternoon peak hours, respectively, with 36 vehicles departing the site during the morning peak hour (drop-offs) and 53 vehicles entering the site during the afternoon peak hour (pick-ups). Trip generation forecasts that 84 vehicles will travel to the site and park during the morning peak hour and 61 parked vehicles will depart the site during the afternoon peak hour.

**Site Trip Distribution**

TO/FROM	ROUTE	AM IN	AM OUT	PM IN	PM OUT
Northwest	S Sykes Street (Hwy 26)	42%	35%	36%	43%
Southeast	S Sykes Street (Hwy 26)	27%	36%	44%	35%
North	St Vincent Street	6%	6%	6%	6%
South	St Vincent Street/County Road 7	18%	19%	10%	9%
West	Edwin Street	7%	4%	4%	7%

**Future Total Traffic Operations**

The study area network operates with minimal delay and queuing with the inclusion of site related traffic volumes, with the lowest LOS of D experienced at any one movement amongst the unsignalized intersections.

**Parking and Loading**

There are no vehicle parking standards in the prevailing Zoning By-Law 60-2009 that can be applied to the redevelopment proposal. The proposed on-site parking supply is **103 spaces**, including the four barrier-free spaces. This supply adequately accommodates the vehicle trip generation for the site, which is forecast to generate 84 inbound and 61 outbound parked vehicles during the weekday morning and afternoon peak periods, respectively.

A parking occupancy survey was carried out at Muskoka campus of Georgian College located in the town of Bracebridge on Wednesday, October 16, 2024, between the hours of 9:00am and 5:30pm. The site provides 114 vehicle parking spaces and serves approximately 300 post-secondary students. The supply rate is 0.38 spaces per student. The results of the survey show that the maximum occupancy during the 8.5-hour survey period was 60 vehicles between 9:30 and 10:00. This represents 53% of the total supply on site. It also represents a maximum parking occupancy rate of 0.20 spaces per student (60 spaces / 300 students). When applied to the subject site with a projected enrolment of 200 students, this results in a requirement of approximately 40 spaces.

The existing building is served by two loading spaces that will be retained. Each space will be a minimum of 9.0m in length, 3.5m in width and have a vertical clearance of at least 4.0 metres.

**Transportation Demand Management (TDM)**

A total of 20 secure and weather protected bicycle parking spaces are proposed on site for the use of students, staff members and visitors to encourage greater bicycle trips to/from the site.

The Collegiate will further explore the following opportunities as part of its commitment towards TDM:

- Provision of a shuttle bus service to/from the site based upon a census carried out by the Collegiate as to where non-resident students reside.
- Provision of secure spaces on site for micromobility users. If demand for micromobility is deemed to be high enough, the Collegiate will also look into providing spaces that also allow users to charge their devices.
- Ongoing discussions with Grey County to see if GTR 3 and 4 can be reinstated and to see if Grey County would consider having the Collegiate as a new stop on either of these transit bus routes if they were to return in the future.
- Provision of designated, signed carpool spaces on site for staff and students who travel to/from the site using private vehicles but with multiple occupants. Users would require a parking pass to park in these designated spaces and would be enforced by site maintenance staff.

# 1 INTRODUCTION

Transitech Consulting is retained by Bharj Inc. (the Client) to prepare a Traffic Impact Study (TIS) report in support of a Site Plan application to the Municipality of Meaford (the Municipality) for the repurposing and redevelopment of a 6.87-acre site at 279 St Vincent Street in Meaford, Grey County (the site). The site is bounded by Eliza Street to the north, private residential properties to the east, Aiken Street to the south and St Vincent Street to the west. The site, which is the former location of the Georgian Bay Secondary School, is currently unoccupied with the exception of Meaford Community Gardens at the southern end of the site. The site has two existing driveways via Eliza Street and one via Aiken Street. The site is currently zoned as Urban Institutional (UI) and is subject to Zoning By-law 60-2009 dated July 2019.

**Figure 1-1** illustrates the site location.

This report is based on the response to our study Terms of Reference (TOR) received from Municipal Staff via e-mail correspondence on June 4, 2024. The TOR to Municipal Staff, and their response, is attached as **Appendix A**.

---

## 1.1 REDEVELOPMENT PROPOSAL

Based upon the Proposed Site Plan (Dwg #A0.2) prepared by Mechways Inc. dated January 9, 2024, the redevelopment proposal involves the repurposing of the existing 107,500 square feet (ft<sup>2</sup>) building on site as a collegiate, the construction of 79 new residential stacked townhouse units to the south and east of the existing building for students and teachers and a formalized surface parking lot providing 103 spaces, including four accessible spaces. The existing driveways are proposed to remain. The proposed collegiate will provide in the order of 15 classrooms, a gymnasium and a cafeteria with a target enrolment of approximately 200 students. It is anticipated that most if not all students will travel from within Meaford and from other lakefront towns such as Thornbury and Clarksburg. It is not anticipated that many, if any, students will be travelling from higher density areas such as Owen Sound and Collingwood, since these areas are already served by Georgian College.

Approximately 20 of the stacked townhouse units will be allocated to teachers. The provision of free onsite accommodation for staff will be a way of incentivizing qualified individuals to join the collegiate for teaching purposes and to offset any salary limitations. The remaining 59 units will be allocated to students, with a capacity of up to four students per unit, with no parking allocation for student residence. Up to 236 students can reside on-site if needed. Again, the provision of onsite paid student accommodation is a way of incentivizing students to enrol in the collegiate and live on site. This would negate the need for travel to/from the site for a large portion of the student enrolment.

**Figure 1-2** illustrates the proposed site plan.

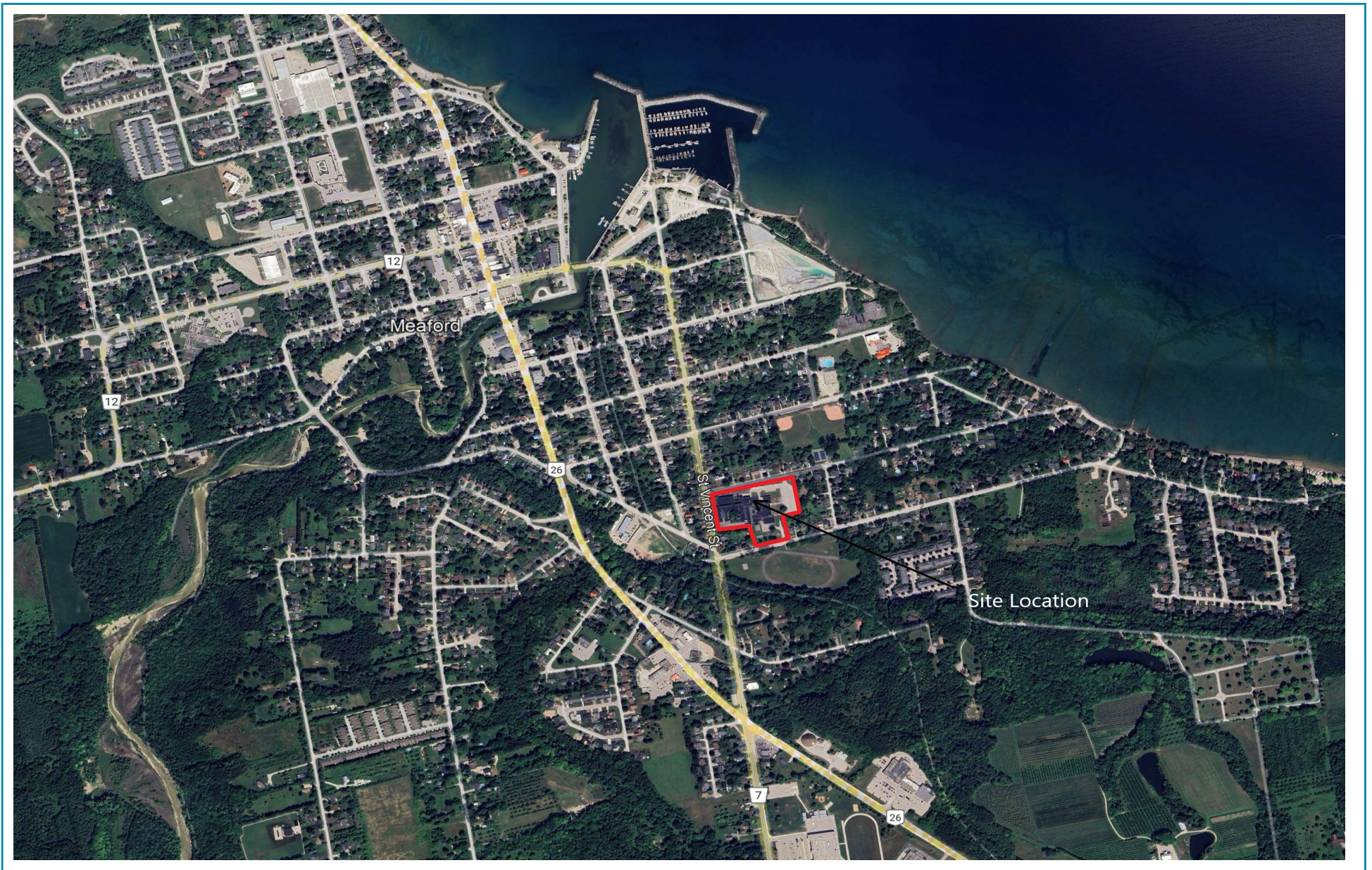
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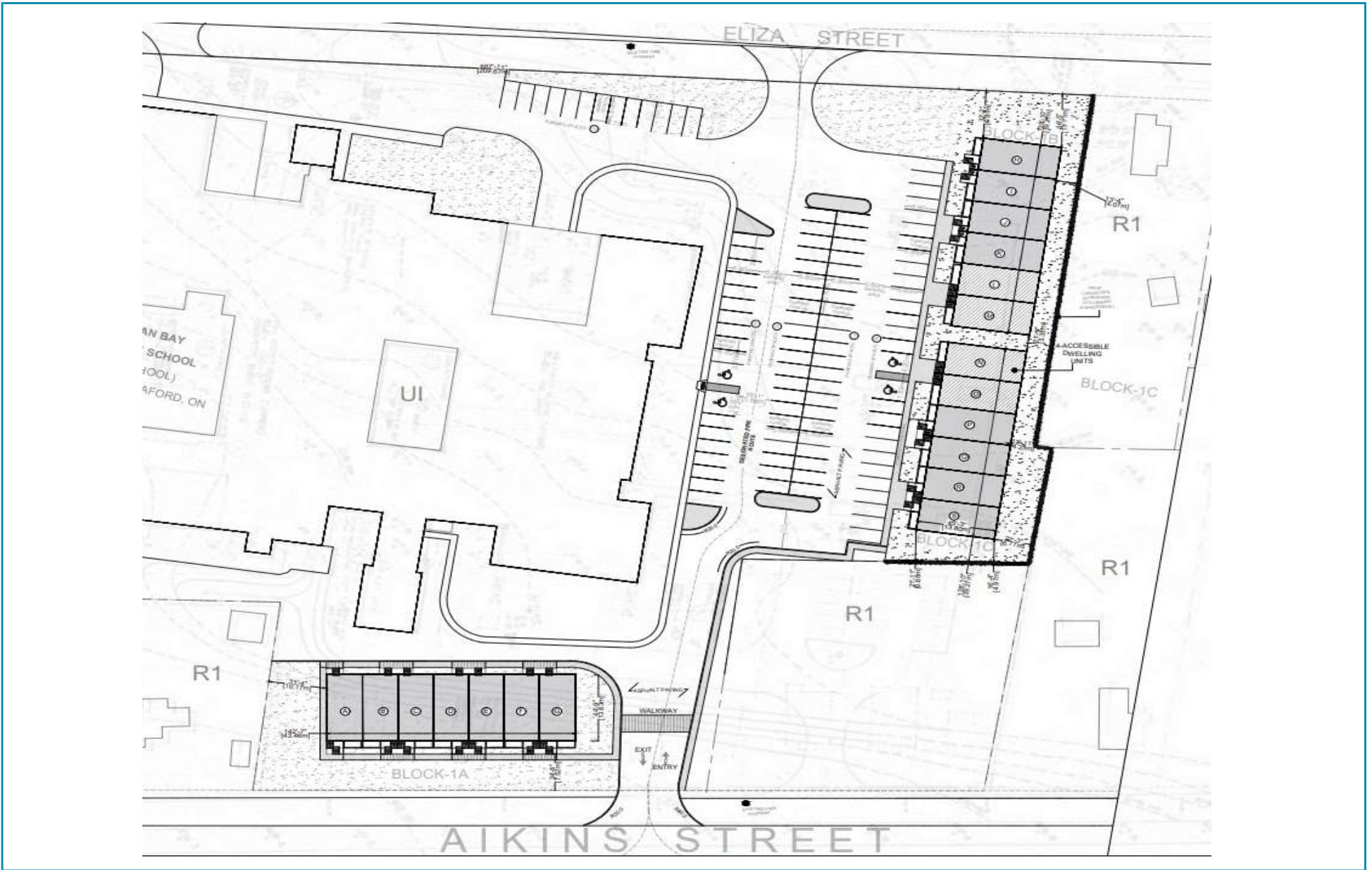
## 1.2 STUDY SCOPE

This report includes the following:

1. Review of existing traffic volumes at the boundary roads;
2. Evaluation of existing transportation facilities;
3. Review of future background developments and proposed roadway improvements;
4. Trip generation, distribution and assignment of site trips at the site access and study intersections;
5. Assessment of future total traffic conditions at the site access and study intersections to determine necessary roadway improvements, if necessary;
6. Recommended road network improvements to accommodate the proposed development, if necessary;
7. Review of parking requirements based upon the ITE Parking Manual and proxy site survey data; and
8. A review of the Transportation Demand Management (TDM) strategy for the site.

The primary objective of this study is to evaluate the operational impacts on the local road network and vehicle parking requirements of the development proposal. The study approach and findings are documented herein.





# 2 EXISTING CONDITIONS

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## 2.1 ROAD NETWORK

The following roadways are located within the study area and are listed by classification:

- **S Sykes Street (Highway 26)** is a primary transportation route between Central Ontario and Owen Sound as well as northern Bruce and Grey Counties. It extends between Highway 6 in Owen Sound and Highway 400 in Barrie at distance of approximately 115km. Although Highway 26 is generally under the jurisdiction of the Ontario Ministry of Transportation (MTO), the section through the urban area of Meaford is designated as a “Connecting Link” and is under the jurisdiction of the Municipality. This Connecting Link extends between Ford Avenue and the location of the MTO Meaford Yard, at a distance of approximately 3.4km.

A Connecting Link is defined by the MTO as a class of roadway that links two segments of provincial highway under the jurisdiction of the Municipality. S Sykes Street generally functions as an arterial road, though it also fulfills the function of a main street in the urban area, where access is more important than vehicular throughput.

Within the study area, S Sykes Street has a three-lane cross-section, intersects with St Vincent Street, Edwin Street and Margaret Street and has a posted speed limit of 50km/h. Sidewalks are present along both sides.

- **St Vincent Street** is a Municipal Urban Collector Road extending between Highway 26 and Trowbridge Street at distance of approximately 1.6km. To the south of Highway 26, St Vincent Street becomes Count Road 7, which is under the jurisdiction of Grey County.

Within the study area, St Vincent Street has a two-lane cross-section, intersects with Highway 26, Aiken Street, Edwin Street E, Eliza Street and Margaret Street and has a posted speed limit of 40km/h. A sidewalk is present along the east side of St Vincent Street and on-street parking is permitted in the vicinity of the subject site. There is “No Stopping” on the east side of St Vincent Street and “No Parking” sign on the west side, just south of Aiken Street.

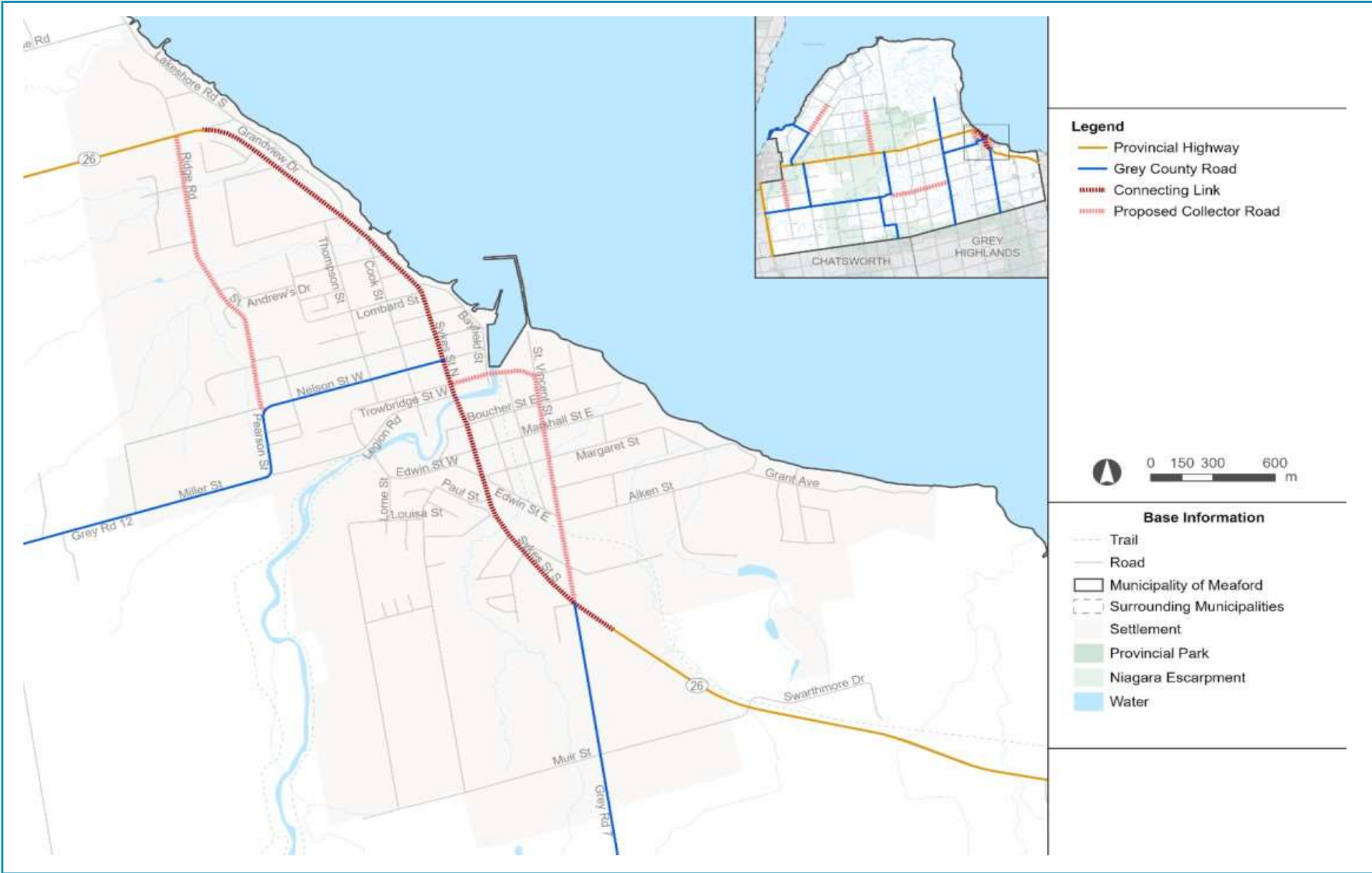
- **Aiken Street, Edwin Street E, Eliza Street and Margaret Street** are all Municipal Local Roads with a two-lane cross-section, a sidewalk along one side and a posted speed limit of 40km/h. On-street parking is available along all these roads except from 2:00am to 6:00am between November 15 to April 1. All vehicles must park three metres away from fire hydrants and nine meters away from a road intersection.

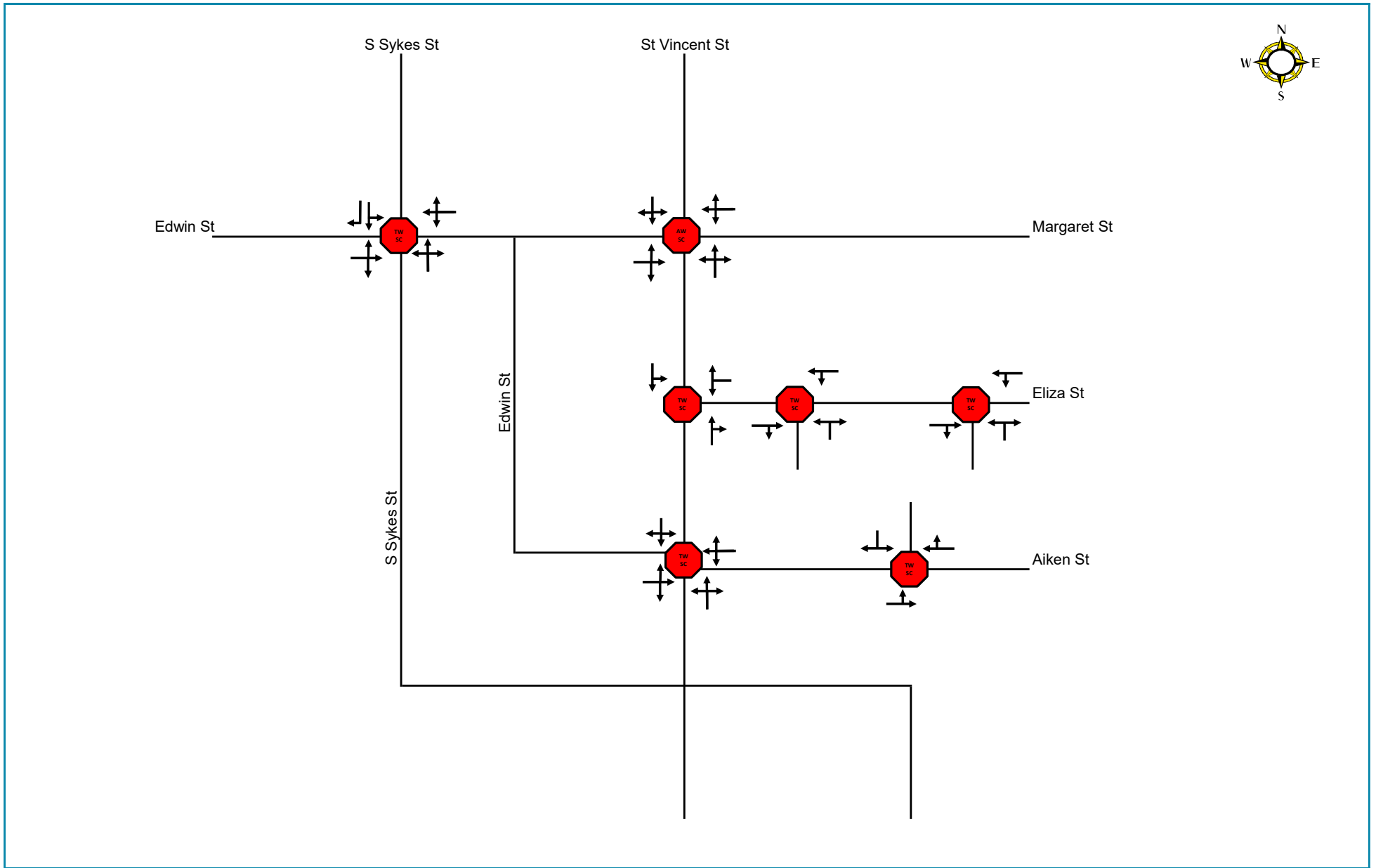
**Figure 2-1** illustrates the Road Classification Map from the Municipality’s Transportation Master Plan. **Figure 2-2** illustrates the existing lane configurations and traffic control at the study intersections.

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## 2.2 TRANSIT

Historically, Routes 3 and 4 of the Grey Transit Route (GTR), operated by Grey County, served the urban area of Meaford where the site is located. However, these routes discontinued on March 31, 2025, due to the expiration of provincial funding. Therefore, there is currently no transit serving Meaford.





**Legend**

- signalized intersection
- stop-control intersection
- lane direction

### Existing Lane Configuration & Signal Control

Figure 2-2

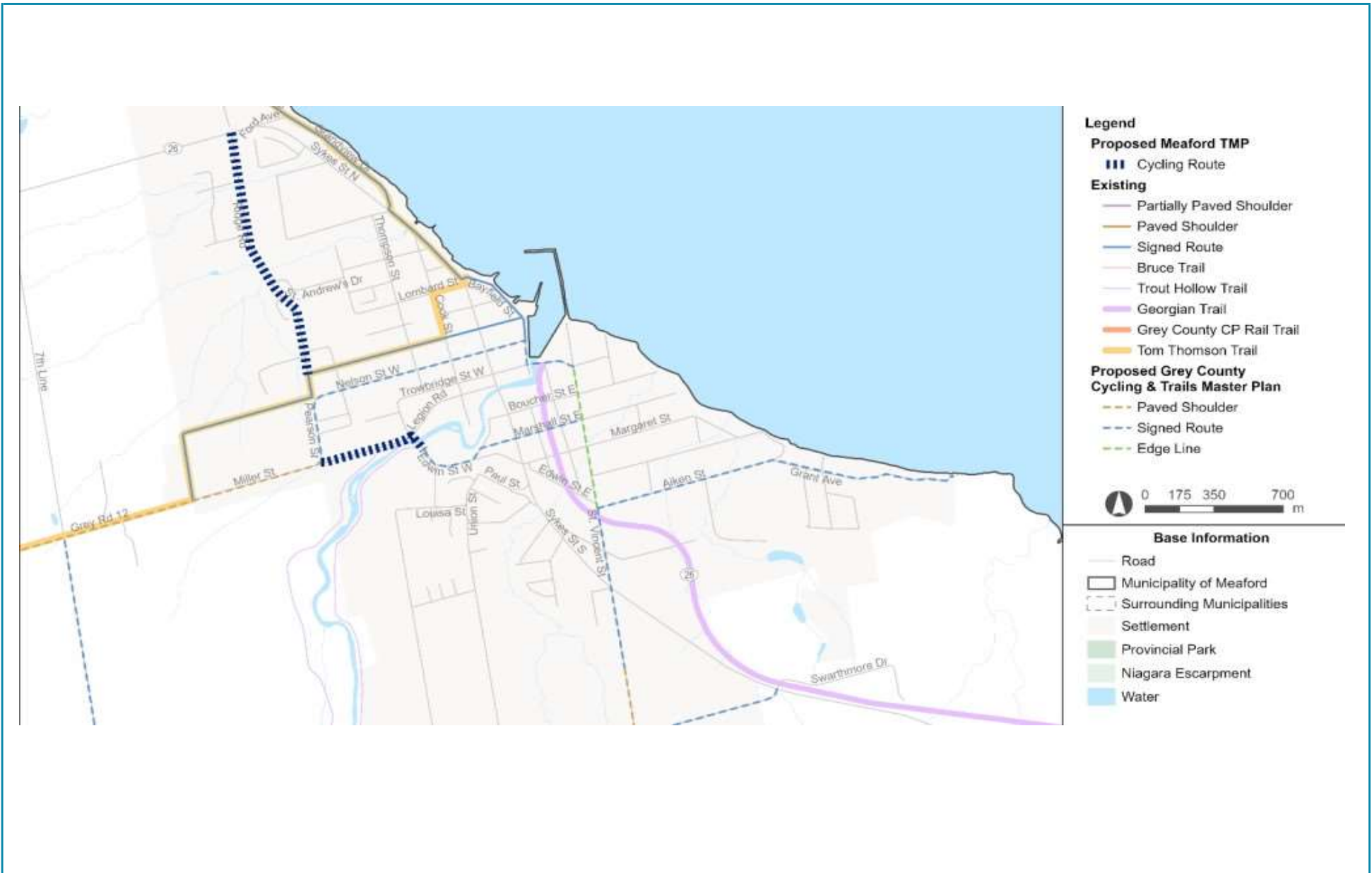
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## 2.3 ACTIVE TRANSPORTATION

**Figure 2-3** illustrates the existing and proposed cycle routes in the urban area of Meaford taken from the Municipality's TMP. St Vincent Street is designated to have painted edge lines for cyclists between Aiken Street and Bridge Street and signed bike routes are designated along Aiken Street, Grant Avenue, St Vincent Street south of Aiken Street, Marshall Street E, Bridge Street and Bayfield Street.

The Georgian Trail is a 34-kilometre Active Transportation (AT) trail that extends between Collingwood and Meaford along the south coast of Georgian Bay. It extends through both Edwin Street E and St Vincent Street in the vicinity of the site.

The provision of sidewalks within the study area network has been described in Section 2.1 above.



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## 2.4 TRAFFIC VOLUMES

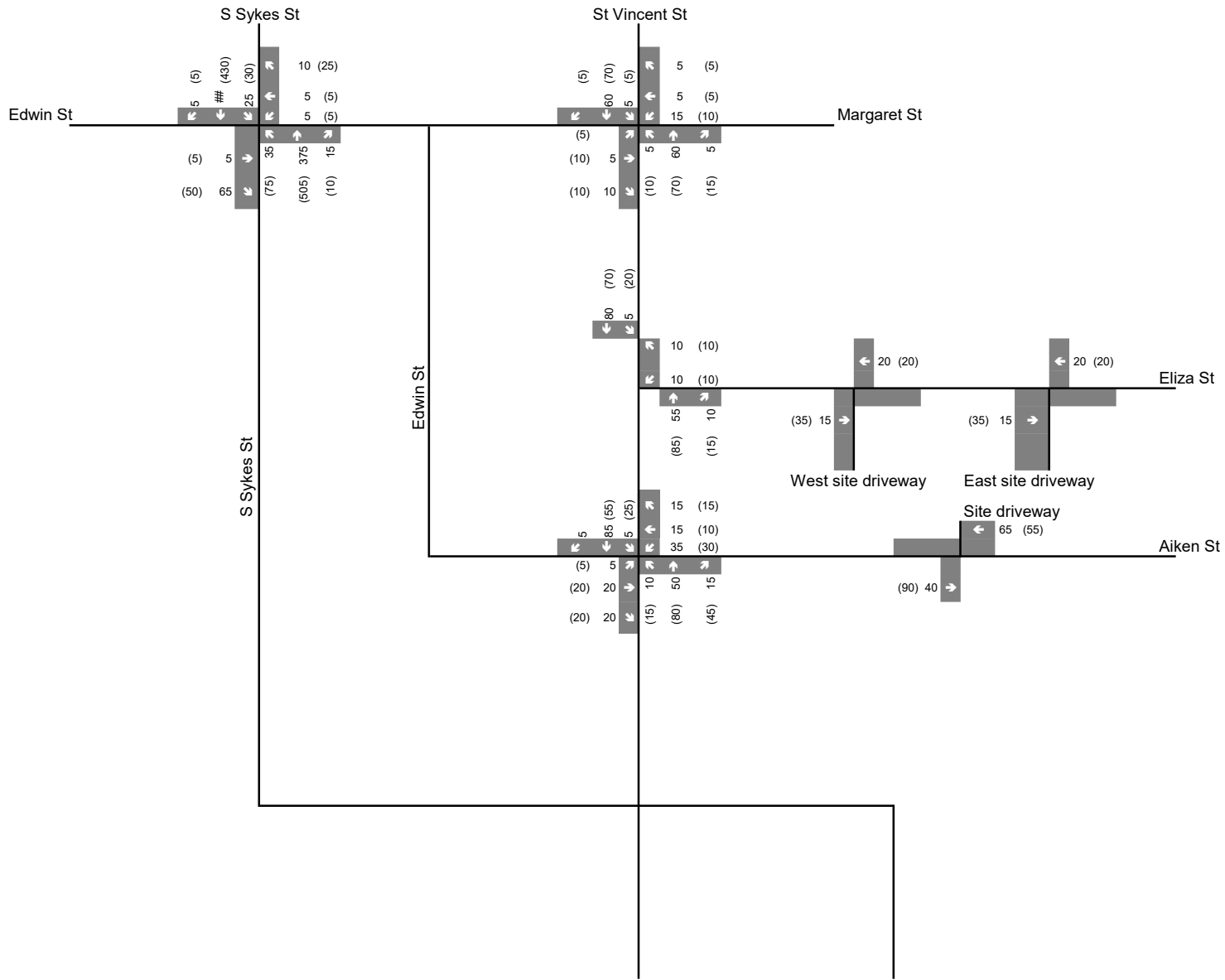
Horizon Data Services was retained to undertake Classified Turning Movement Counts (TMCs) at the study area intersections from 7:00am to 9:00am and again from 4:00pm to 6:00pm on Thursday, October 3, 2024.

**Table 2.1** summarizes the data collection date for each study intersection. The raw turning movement count data is attached as **Appendix B**.

**Table 2.1** Existing Turning Movement Count Summary

NO.	INTERSECTION/DRIVEWAY	SIGNAL CONTROL	COUNT DATE
2	St Vincent St at Aiken St and Edwin St E	Unsignalized	October 3, 2024
3	St Vincent St at Eliza St		
4	St Vincent St at Margaret St		
5	S Sykes St at Edwin St and Margaret St		
6	Aiken St at site driveway		
7	Eliza St at east site driveway		
8	Eliza St at west site driveway		

**Figure 2-4** illustrates the existing traffic volumes.



xx A.M. Peak Hour Traffic Volumes  
 (xx) P.M. Peak Hour Traffic Volumes

Existing Traffic Volumes  
 Figure 2-4

## 2.5 EXISTING TRAFFIC OPERATIONS

### 2.5.1 ANALYSIS METHODOLOGY

Capacity analyses were undertaken using the Synchro 11 traffic analysis software to analyze existing traffic conditions in the study area. This software incorporates the methodology outlined in the Highway Capacity Manual (HCM), Transportation Research Board, 2000.

An intersection capacity analysis provides an indication of traffic operations based on calculations of volume-to-capacity (v/c) and delays for individual movements at an intersection. Level of Service (LOS) denoted by letters 'A' through 'D', represent satisfactory traffic operations. LOS denoted by the letters 'E' and 'F' represent congested traffic operations. LOS definitions for unsignalized intersections are included in **Appendix C**.

### 2.5.2 ANALYSIS PARAMETERS

The following parameters have been utilized in the assessment:

- Existing lane configurations
- Observed overall intersection Peak Hour Factor (PHF)
- Heavy vehicle percentages and conflicting pedestrian and cyclist volumes as extracted from the TMCs
- Synchro default values for all other inputs

Existing traffic volume data and traffic signal phasing were inputted into the Synchro 11 traffic analysis model to determine existing levels of service and critical movements at the intersections in the study area.

### 2.5.3 ANALYSIS RESULTS

**Table 2.2** summarizes the existing traffic operations. The results of the analyses indicate the study area intersections are operating well within capacity and with generally acceptable levels of service. The Synchro analysis reports for existing conditions are attached as **Appendix D**.

**Table 2.2** Synchro Analysis Results Summary – Existing Conditions

INTERSECTION	CONTROL TYPE <sup>1</sup>	AM PEAK HOUR			PM PEAK HOUR		
		LOS (Delay in Seconds) <sup>2</sup>	V/C	95 <sup>th</sup> Percentile Queue (m)	LOS (Delay in Seconds) <sup>2</sup>	V/C	95 <sup>th</sup> Percentile Queue (m)
S Sykes St at Edwin St and Margaret St	TWSC	EB – B (13) WB – C (17)	0.13 0.06	4 2	EB – B (13) WB – C (19)	0.12 0.12	3 3
St Vincent St at Margaret St	AWSC	NB – A (8) SB – A (8) EB – A (7) WB – A (7)	n/a	n/a	NB – A (8) SB – A (8) EB – A (7) WB – A (7)	n/a	n/a
St Vincent St at Eliza St	TWSC	WB – A (10)	0.03	1	WB – A (9)	0.03	1
St Vincent St at Edwin St and Aiken St	TWSC	EB – A (9) WB – A (10)	0.06 0.10	1 3	EB – A (9) WB – B (10)	0.06 0.09	1 2

Notes: 1. TWSC – Two-Way Stop Control / AWSC – All-Way Stop Control.  
2. Delay rounded to the nearest whole number.

The results demonstrate that, under existing conditions, the study area network has significant capacity with minimal delay and queuing at all movements. The highest vehicle delay within the study area network takes place at the westbound approach of the S Sykes Street, Edwin Street and Margaret Street intersection, with an LOS of C during both weekday peak hours.

# 3 FUTURE BACKGROUND CONDITIONS

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## 3.1 HORIZON YEARS

The following horizon years were selected for assessment:

- 2026 – opening year
  - 2031 – five years post opening year
  - 2036 – ten years post opening year
- 

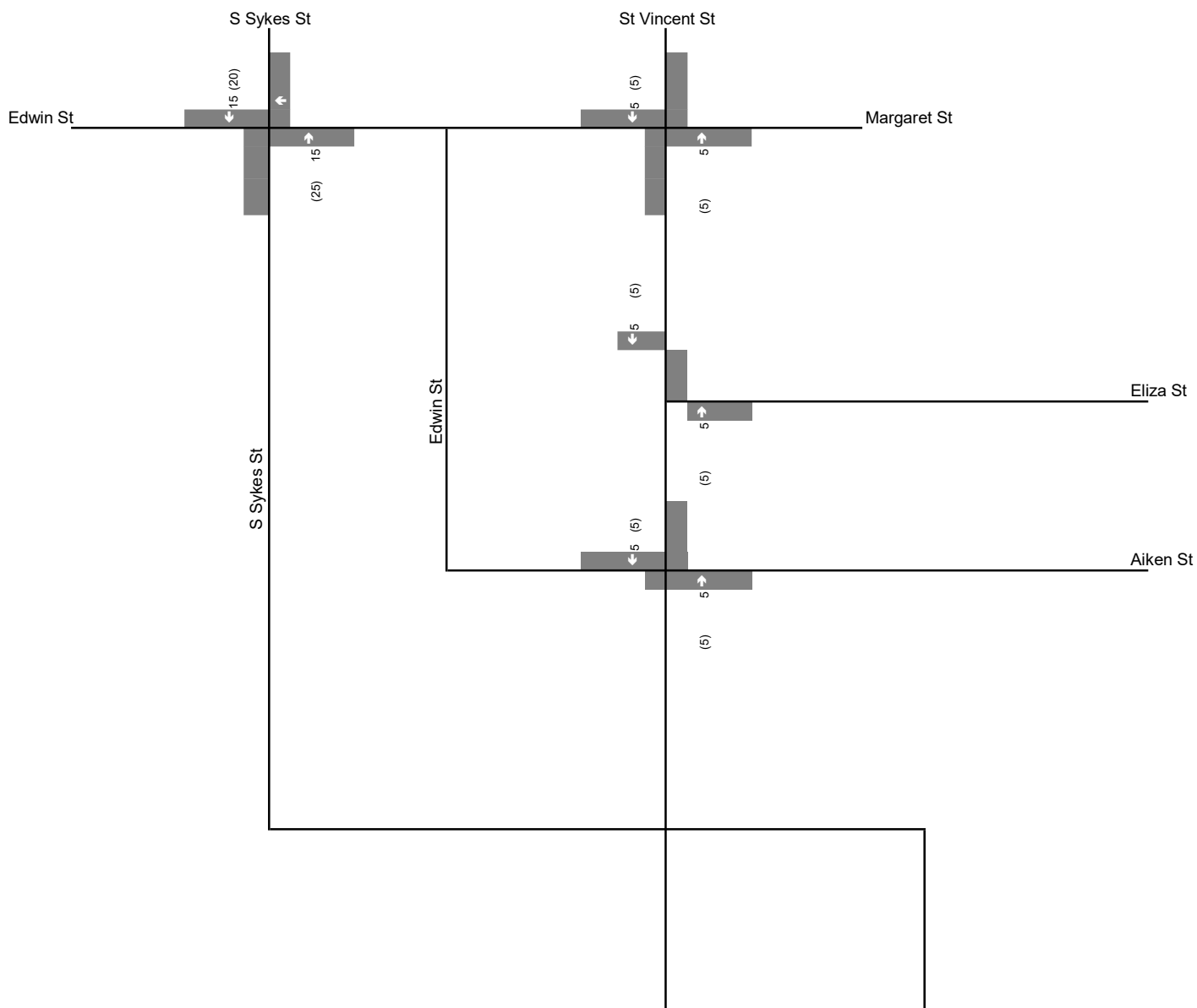
## 3.2 CORRIDOR GROWTH

To adopt a robust approach to the traffic analyses of the study area network under future conditions, a 2.5% annual corridor growth rate was applied to the through volumes along St Vincent Street and S Sykes Street (Highway 26). Corridor growth volumes for the 2026, 2031 and 2036 horizon years are illustrated in **Figure 3-1**, **Figure 3-2** and **Figure 3-3**.

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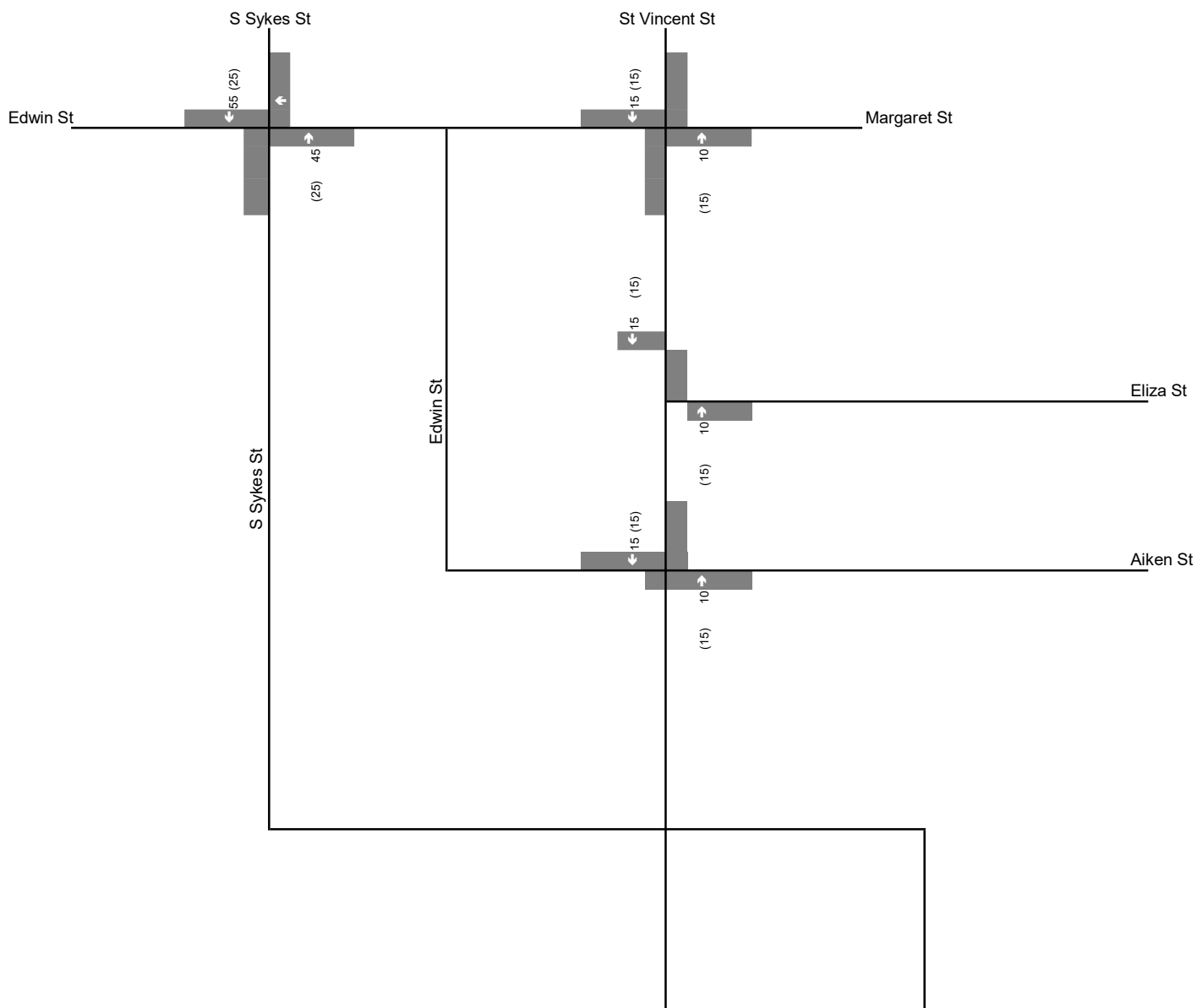
## 3.3 FUTURE BACKGROUND VOLUMES

Future background traffic volumes were generated by combining existing and annual corridor growth volumes. Future background volumes for the 2026, 2031 and 2036 horizon years are illustrated in **Figure 3-4**, **Figure 3-5** and **Figure 3-6**.

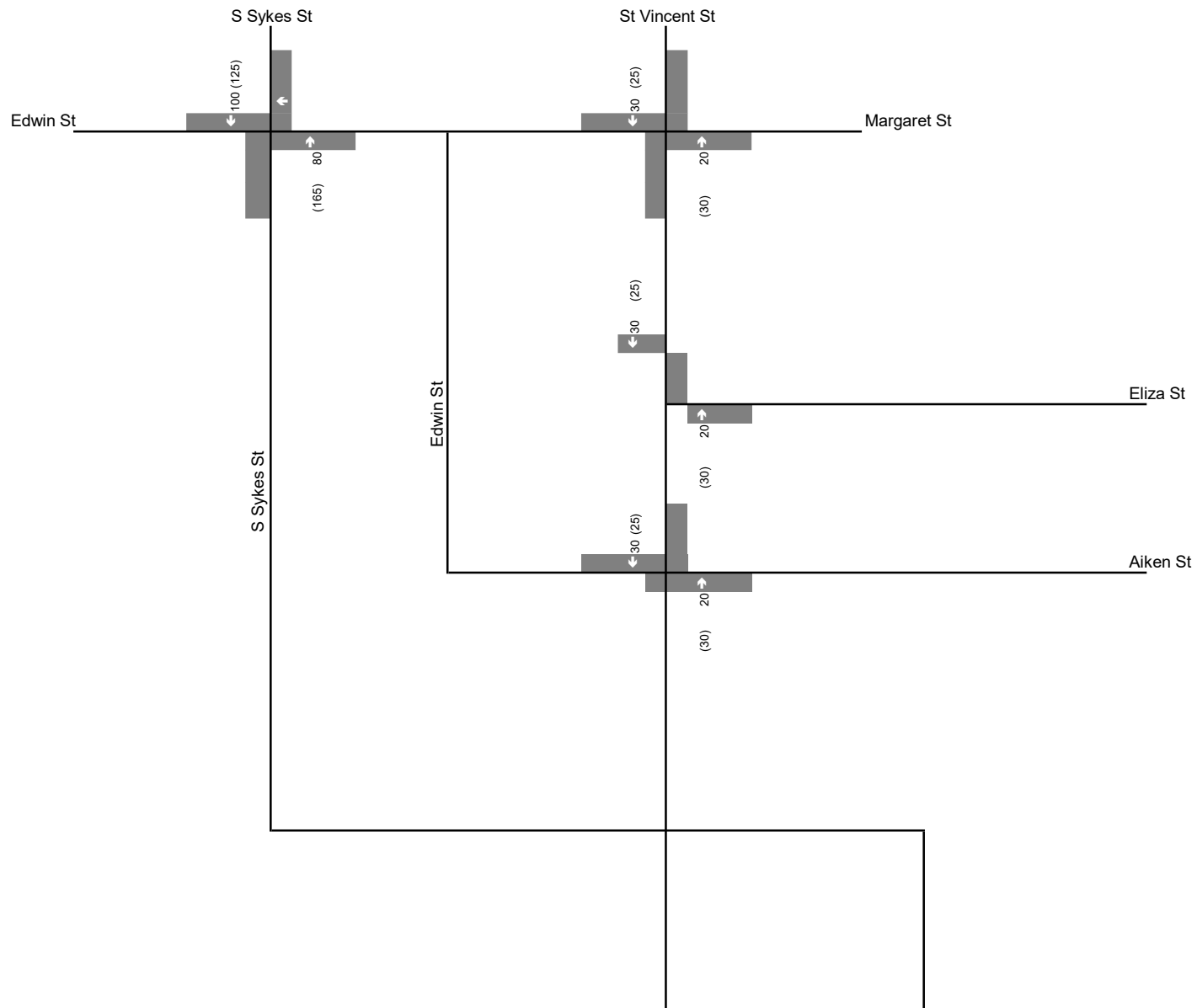


xx A.M. Peak Hour Traffic Volumes  
 (xx) P.M. Peak Hour Traffic Volumes



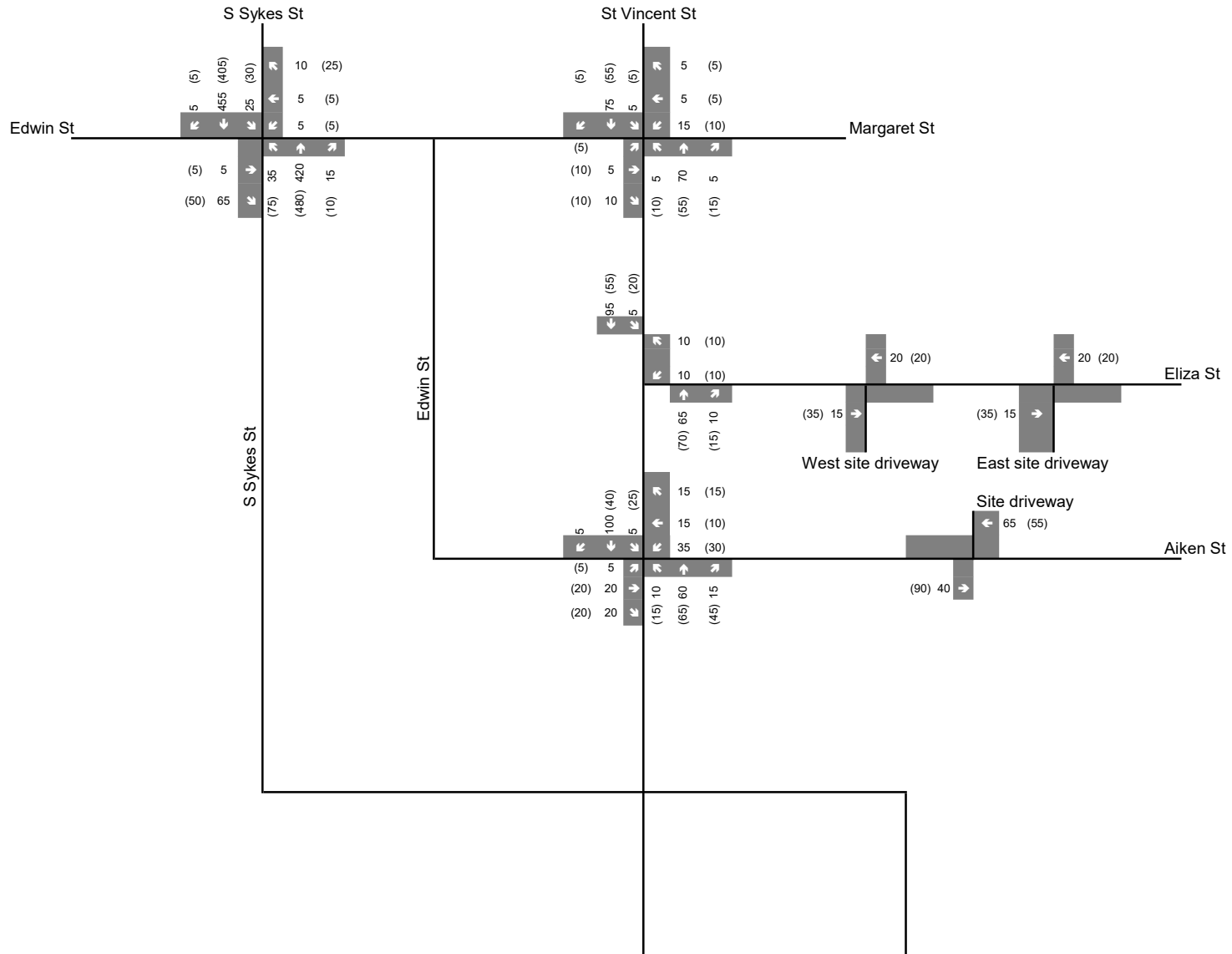


xx A.M. Peak Hour Traffic Volumes  
 (xx) P.M. Peak Hour Traffic Volumes



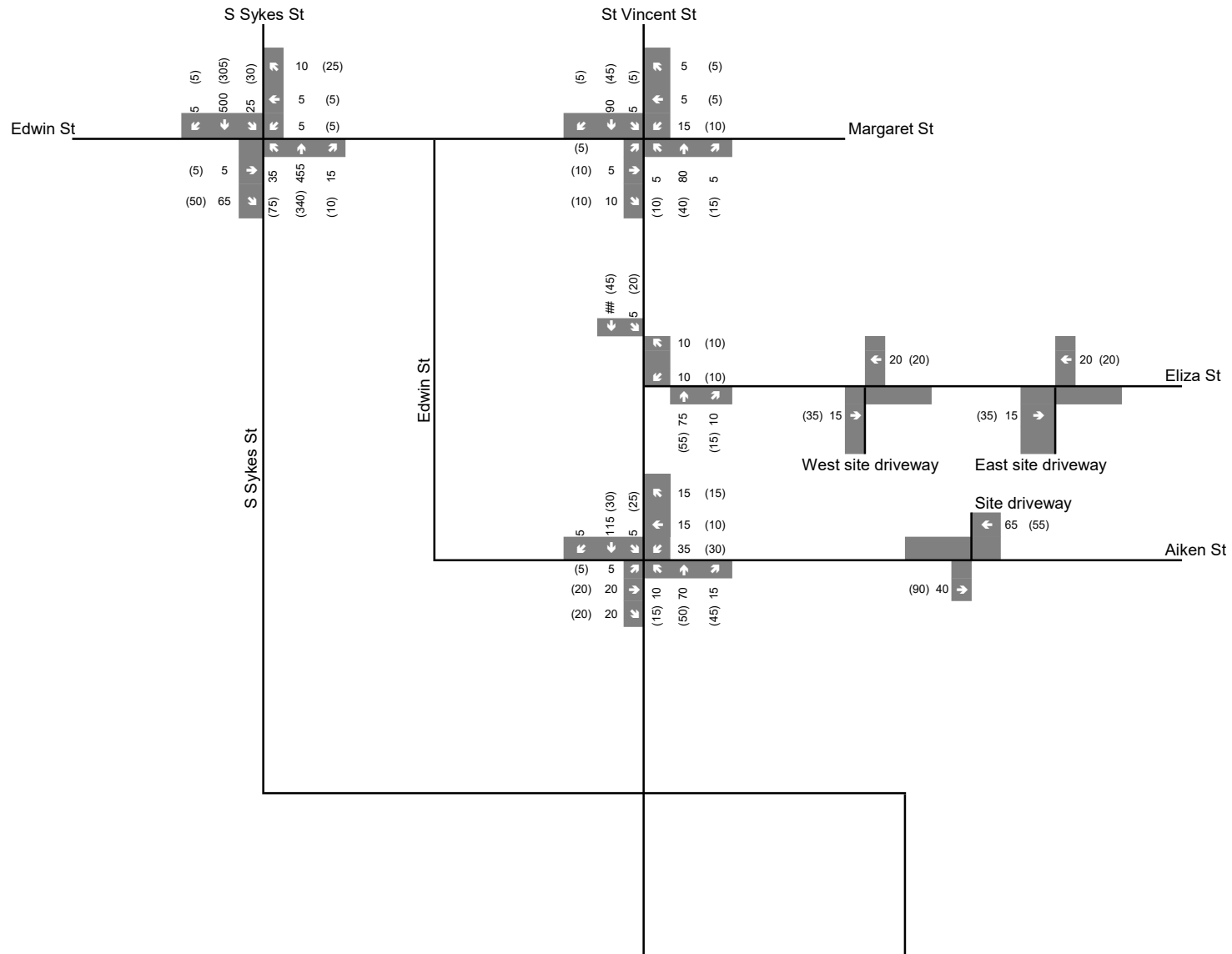


xx A.M. Peak Hour Traffic Volumes  
 (xx) P.M. Peak Hour Traffic Volumes



xx A.M. Peak Hour Traffic Volumes  
 (xx) P.M. Peak Hour Traffic Volumes

2031 Future Background Volumes  
 Figure 3-5



## 3.4 FUTURE BACKGROUND TRAFFIC OPERATIONS

### 3.4.1 2026 OPENING YEAR

**Table 3.1** summarizes future background traffic operations for the 2026 opening year and indicates the study area intersections are forecast to generally operate with acceptable levels of service and within capacity.

The Synchro analysis reports for 2026 future background conditions are attached as **Appendix E**.

**Table 3.1 Synchro Analysis Results Summary – 2026 Future Background Conditions**

INTERSECTION	CONTROL TYPE <sup>1</sup>	AM PEAK HOUR			PM PEAK HOUR		
		LOS (Delay in Seconds) <sup>2</sup>	V/C	95 <sup>th</sup> Percentile Queue (m)	LOS (Delay in Seconds) <sup>2</sup>	V/C	95 <sup>th</sup> Percentile Queue (m)
S Sykes St at Edwin St and Margaret St	TWSC	EB – B (13) WB – C (18)	0.13 0.07	4 2	EB – B (14) WB – C (20)	0.12 0.13	3 4
St Vincent St at Margaret St	AWSC	NB – A (8) SB – A (8) EB – A (7) WB – A (8)	n/a	n/a	NB – A (8) SB – A (8) EB – A (7) WB – A (7)	n/a	n/a
St Vincent St at Eliza St	TWSC	WB – A (10)	0.03	1	WB – A (9)	0.03	1
St Vincent St at Edwin St and Aiken St	TWSC	EB – A (10) WB – A (10)	0.07 0.10	2 3	EB – A (9) WB – B (10)	0.06 0.09	1 2

Notes: 1. TWSC – Two-Way Stop Control / AWSC – All-Way Stop Control.  
2. Delay rounded to the nearest whole number.

The results demonstrate that, under 2026 future background conditions, all unsignalized intersections generally operate the same as under existing conditions with little to no difference in delay and queuing at all movements.

### 3.4.2 2031 – FIVE YEARS POST OPENING YEAR

**Table 3.2** summarizes future background traffic operations for the 2031 five years post opening year and indicates the study area intersections are forecast to generally operate with acceptable levels of service and within capacity.

The Synchro analysis reports for 2031 future background conditions are attached as **Appendix F**.

**Table 3.2 Synchro Analysis Results Summary – 2031 Future Background Conditions**

INTERSECTION	CONTROL TYPE <sup>1</sup>	AM PEAK HOUR			PM PEAK HOUR		
		LOS (Delay in Seconds) <sup>2</sup>	V/C	95 <sup>th</sup> Percentile Queue (m)	LOS (Delay in Seconds) <sup>2</sup>	V/C	95 <sup>th</sup> Percentile Queue (m)
S Sykes St at Edwin St and Margaret St	TWSC	EB – B (14) WB – C (20)	0.15 0.08	4 2	EB – B (15) WB – C (23)	0.14 0.15	4 4
St Vincent St at Margaret St	AWSC	NB – A (8) SB – A (8) EB – A (7) WB – A (8)	n/a	n/a	NB – A (8) SB – A (8) EB – A (7) WB – A (8)	n/a	n/a
St Vincent St at Eliza St	TWSC	WB – A (10)	0.03	1	WB – A (10)	0.03	1
St Vincent St at Edwin St and Aiken St	TWSC	EB – A (10) WB – B (10)	0.07 0.10	2 3	EB – A (9) WB – B (11)	0.06 0.09	1 2

Notes: 1. TWSC – Two-Way Stop Control / AWSC – All-Way Stop Control.  
2. Delay rounded to the nearest whole number.

The results demonstrate that, under 2031 future background conditions, all unsignalized intersections generally operate the same as under 2026 future background conditions with little to no difference in delay and queuing at all movements.

### 3.4.3 2036 – TEN YEARS POST OPENING YEAR

**Table 3.3** summarizes future background traffic operations for the 2036 ten years post opening year and indicates the study area intersections are forecast to generally operate with acceptable levels of service and within capacity.

The Synchro analysis reports for 2036 future background conditions are attached as **Appendix G**.

**Table 3.3 Synchro Analysis Results Summary – 2036 Future Background Conditions**

INTERSECTION	CONTROL TYPE <sup>1</sup>	AM PEAK HOUR			PM PEAK HOUR		
		LOS (Delay in Seconds) <sup>2</sup>	V/C	95 <sup>th</sup> Percentile Queue (m)	LOS (Delay in Seconds) <sup>2</sup>	V/C	95 <sup>th</sup> Percentile Queue (m)
S Sykes St at Edwin St and Margaret St	TWSC	EB – B (15) WB – C (24)	0.16 0.09	5 3	EB – C (17) WB – D (28)	0.16 0.19	4 5
St Vincent St at Margaret St	AWSC	NB – A (8) SB – A (8) EB – A (7) WB – A (8)	n/a	n/a	NB – A (8) SB – A (8) EB – A (7) WB – A (8)	n/a	n/a
St Vincent St at Eliza St	TWSC	WB – A (10)	0.03	1	WB – A (10)	0.03	1
St Vincent St at Edwin St and Aiken St	TWSC	EB – B (11) WB – B (10)	0.12 0.12	3 3	EB – A (9) WB – B (11)	0.06 0.10	2 3

Notes: 1. TWSC – Two-Way Stop Control / AWSC – All-Way Stop Control.  
2. Delay rounded to the nearest whole number.

The results demonstrate that, under 2036 future background conditions, all unsignalized intersections generally operate the same as under 2031 future background conditions with little to no difference in delay and queuing at all movements.

# 4 SITE GENERATED TRAFFIC

## 4.1 TRIP GENERATION

Site trip generation was calculated using the 11<sup>th</sup> Edition of the Trip Generation Manual published by the Institute of Transportation Engineers (ITE Manual). ITE Land Use code 550 for a University/College using the ‘Students’ Independent Variable was selected to estimate the number of trips generated the site during the weekday morning and afternoon peak hours. This land use was selected from the ITE Manual since it best reflects the land use nature of the redevelopment proposal.

Since there are minimal transit routes operating in the study area, and with the traffic counts indicating a very low volume of pedestrians and cyclists, it is assumed that all trips will be completed via automobile. **Table 4.1** summarizes the site trip generation.

**Table 4.1 Site Trip Generation**

LAND USE	AM PEAK HOUR			PM PEAK HOUR		
	Inbound	Outbound	2-Way	Inbound	Outbound	2-Way
<b>University/College (LUC 550)</b>						
<b>Trip Rate Per Student (200 students)</b>	0.60	0.18	0.78	0.27	0.57	0.84
<b>Trip Generation</b>	120	36	156	53	114	167

The proposed site is forecast to generate **156** and **167** two-way vehicle trips during the weekday morning and afternoon peak hours, respectively. The 36 vehicles departing the site during the morning peak hour can be categorized as vehicles dropping off students/staff. Similarly, the 53 vehicles entering the site during the afternoon peak hour can be categorized as vehicles picking up students/staff. This means that 84 vehicles will travel to the site and park during the morning peak hour and 61 parked vehicles will depart the site during the afternoon peak hour. This is based upon the assumption that classes will begin at 9:00am and final classes will end at 5:00pm. However, the schedule/timetable of the proposed collegiate has not yet been determined.

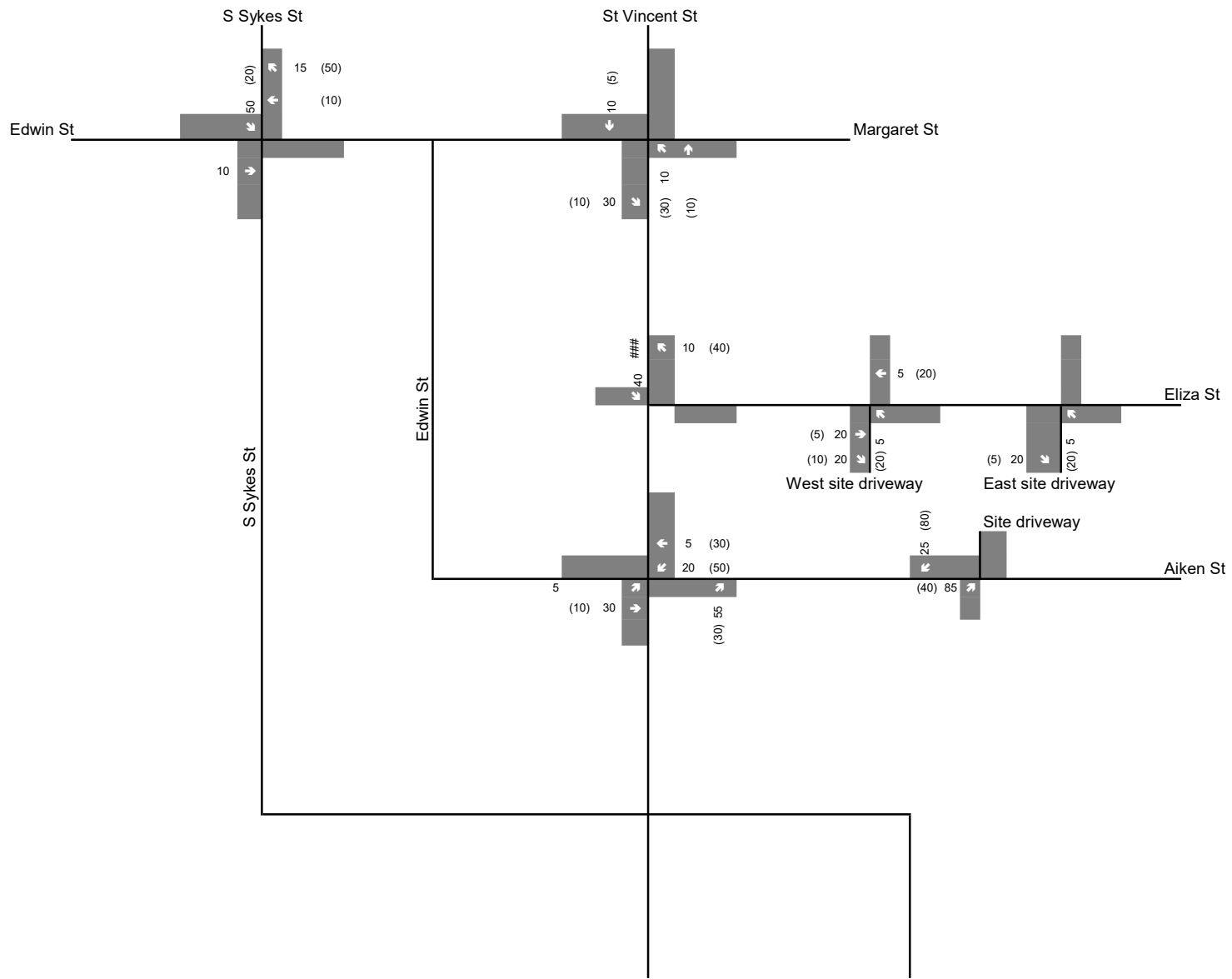
## 4.2 TRIP DISTRIBUTION AND ROUTE ASSIGNMENT

Trip distribution was calculated using the percentages of inbound and outbound movements at the five gateway locations of the study area network, that is, S Sykes Street (northeast/southeast), St Vincent Street/County Road 7 (north/south) and Edwin Street (east/west). Route assignment was based on driver route logic, that is, ease of turning movements, shortest distances and quickest travel times. **Table 4.2** sets out the trip distribution and route assignment of site traffic.

**Table 4.2 Site Trip Distribution**

TO/FROM	ROUTE	AM IN	AM OUT	PM IN	PM OUT
Northwest	S Sykes Street (Hwy 26)	42%	35%	36%	43%
Southeast	S Sykes Street (Hwy 26)	27%	36%	44%	35%
North	St Vincent Street	6%	6%	6%	6%
South	St Vincent Street/County Road 7	18%	19%	10%	9%
West	Edwin Street	7%	4%	4%	7%
<b>Total</b>		<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

**Figure 4-1** illustrates the resulting assignment of the site-generated auto trips to the study road network during the morning and afternoon peak hours.



# 5 FUTURE TOTAL CONDITIONS

## 5.1 FUTURE TOTAL TRAFFIC VOLUMES

Future total traffic volumes for the 2026, 2031 and 2036 horizon year, which are a combination of future background and development site volumes, are illustrated in [Figure 5-1](#), [Figure 5-2](#) and [Figure 5-3](#).

## 5.2 FUTURE TOTAL TRAFFIC OPERATIONS

### 5.2.1 2026 OPENING YEAR

**Table 5.1** summarizes future total traffic operations for the 2026 opening year and indicates the study area intersections are forecast to generally operate with acceptable levels of service and within capacity.

The Synchro analysis reports for 2026 future total conditions are attached as **Appendix H**.

**Table 5.1** Synchro Analysis Results Summary – 2026 Future Total Conditions

INTERSECTION	CONTROL TYPE <sup>1</sup>	AM PEAK HOUR			PM PEAK HOUR		
		LOS (Delay in Seconds) <sup>2</sup>	V/C	95 <sup>th</sup> Percentile Queue (m)	LOS (Delay in Seconds) <sup>2</sup>	V/C	95 <sup>th</sup> Percentile Queue (m)
S Sykes St at Edwin St and Margaret St	TWSC	EB – C (16) WB – C (17)	0.20 0.11	6 3	EB – C (16) WB – C (22)	0.17 0.32	5 11
St Vincent St at Margaret St	AWSC	NB – A (8) SB – A (8) EB – A (7) WB – A (8)	n/a	n/a	NB – A (8) SB – A (8) EB – A (8) WB – A (8)	n/a	n/a
St Vincent St at Eliza St	TWSC	WB – A (10)	0.05	1	WB – A (9)	0.07	2
St Vincent St at Edwin St and Aiken St	TWSC	EB – A (10) WB – B (12)	0.11 0.19	3 6	EB – A (9) WB – B (12)	0.07 0.25	2 8

Notes: 1. TWSC – Two-Way Stop Control / AWSC – All-Way Stop Control.  
2. Delay rounded to the nearest whole number.

The results demonstrate that, under 2026 future total conditions with the inclusion of site related traffic, all unsignalized intersections generally operate the same as under 2026 future background conditions with little to no difference in delay and queuing at all movements.

### 5.2.2 2031 – FIVE YEARS POST OPENING YEAR

**Table 5.2** summarizes future total traffic operations for the 2031 horizon year and indicates the study area intersections are forecast to generally operate with acceptable levels of service and within capacity.

The Synchro analysis reports for 2031 future total conditions are attached as **Appendix I**.

**Table 5.2 Synchro Analysis Results Summary – 2031 Future Total Conditions**

INTERSECTION	CONTROL TYPE <sup>1</sup>	AM PEAK HOUR			PM PEAK HOUR		
		LOS (Delay in Seconds) <sup>2</sup>	V/C	95 <sup>th</sup> Percentile Queue (m)	LOS (Delay in Seconds) <sup>2</sup>	V/C	95 <sup>th</sup> Percentile Queue (m)
S Sykes St at Edwin St and Margaret St	TWSC	EB – C (17) WB – C (21)	0.22 0.16	7 4	EB – C (18) WB – D (26)	0.19 0.37	6 13
St Vincent St at Margaret St	AWSC	NB – A (8) SB – A (8) EB – A (7) WB – A (8)	n/a	n/a	NB – A (8) SB – A (8) EB – A (7) WB – A (8)	n/a	n/a
St Vincent St at Eliza St	TWSC	WB – A (10)	0.05	1	WB – A (10)	0.07	2
St Vincent St at Edwin St and Aiken St	TWSC	EB – A (10) WB – B (12)	0.11 0.19	3 6	EB – A (9) WB – B (13)	0.07 0.25	2 8

Notes: 1. TWSC – Two-Way Stop Control / AWSC – All-Way Stop Control.  
2. Delay rounded to the nearest whole number.

The results demonstrate that, under 2031 future total conditions, all unsignalized intersections generally operate the same as under 2031 future background conditions with little to no difference in delay and queuing at all movements.

### 5.2.3 2036 – TEN YEARS POST OPENING YEAR

**Table 5.3** summarizes future total traffic operations for the 2036 horizon year and indicates the study area intersections are forecast to generally operate with acceptable levels of service and within capacity.

The Synchro analysis reports for 2036 future total conditions are attached as **Appendix J**.

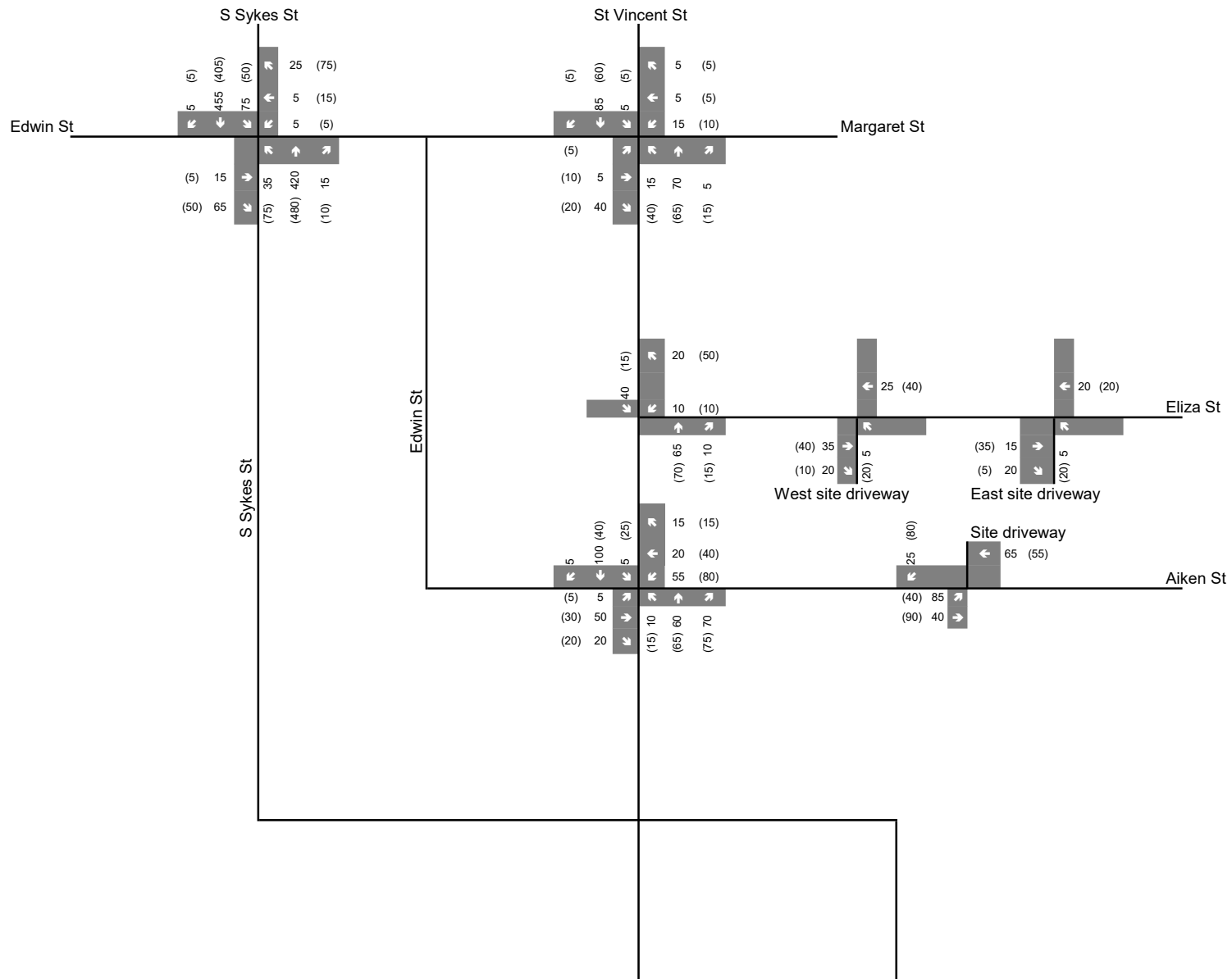
**Table 5.3 Synchro Analysis Results Summary – 2036 Future Total Conditions**

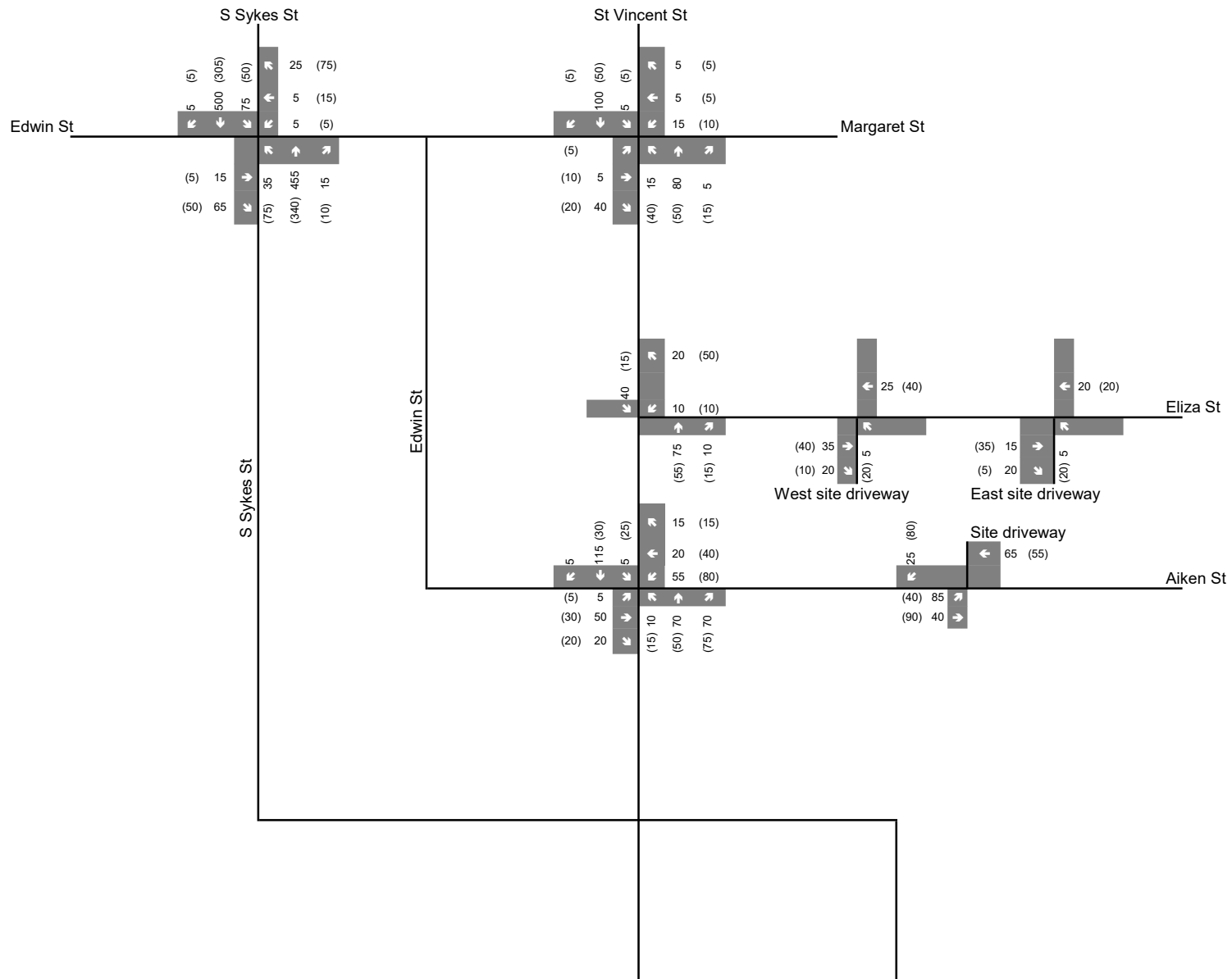
INTERSECTION	CONTROL TYPE <sup>1</sup>	AM PEAK HOUR			PM PEAK HOUR		
		LOS (Delay in Seconds) <sup>2</sup>	V/C	95 <sup>th</sup> Percentile Queue (m)	LOS (Delay in Seconds) <sup>2</sup>	V/C	95 <sup>th</sup> Percentile Queue (m)
S Sykes St at Edwin St and Margaret St	TWSC	EB – C (20) WB – C (25)	0.25 0.19	8 5	EB – C (21) WB – D (34)	0.23 0.45	7 17
St Vincent St at Margaret St	AWSC	NB – A (8) SB – A (8) EB – A (7) WB – A (8)	n/a	n/a	NB – A (8) SB – A (8) EB – A (8) WB – A (8)	n/a	n/a
St Vincent St at Eliza St	TWSC	WB – B (10)	0.05	1	WB – A (10)	0.07	2
St Vincent St at Edwin St and Aiken St	TWSC	EB – B (10) WB – B (12)	0.12 0.20	3 6	EB – A (9) WB – B (13)	0.08 0.26	2 8

Notes: 1. TWSC – Two-Way Stop Control / AWSC – All-Way Stop Control.  
2. Delay rounded to the nearest whole number.

The results demonstrate that, under 2036 future total conditions, all unsignalized intersections generally operate the same as under 2036 future background conditions with little to no difference in delay and queuing at all movements.







xx A.M. Peak Hour Traffic Volumes  
 (xx) P.M. Peak Hour Traffic Volumes

2036 Future Total Volumes

Figure 5-3



# 6 PARKING & LOADING

## 6.1 MUNICIPAL ZONING BY-LAW REQUIREMENTS

There are no vehicle parking standards in the prevailing Zoning By-Law 60-2009 that can be applied to the redevelopment proposal. Table 5.3 of the By-law outlines non-residential parking requirements which includes elementary and secondary schools but does not include universities or colleges. The highest vehicle parking rate for an educational institution is one space per 9m<sup>2</sup> of a gymnasium's GFA. Since the proposal includes a gymnasium with a GFA of 675m<sup>2</sup>, this would result in a minimum on-site parking requirement of 75 spaces.

Table 5.4 of By-Law 60-2009 sets out site barrier-free parking requirements. For developments supplying between 101 and 200 vehicle parking spaces, the barrier-free parking standard is one space plus 3% of required parking spaces. If applied to the site, this would require four barrier-free parking spaces.

Table 5.5 of By-Law 60-2009 sets out site loading space requirements. For developments with a GFA of 2,751m<sup>2</sup> or higher, the standard is two spaces plus one additional space for each additional 9,290m<sup>2</sup>. If applied to the site, this would technically require three loading spaces.

## 6.2 VEHICLE PARKING

### 6.2.1 PROXY SITE SURVEY DATA

To determine the parking needs for the site, a parking occupancy survey was carried out at Muskoka campus of Georgian College located in the town of Bracebridge. Based on correspondence from campus staff, the building has a Gross Floor Area (GFA) of 16,646 ft<sup>2</sup>, provides 114 vehicle parking spaces and serves approximately 300 post-secondary students per year, 25% of which are full-time and 75% are part-time. The campus also has three full-time staff members and approximately 20 part-time staff. Therefore, the current supply rate is 0.38 spaces per student.

The parking survey took place on Wednesday, October 16, 2024, between the hours of 9:00am and 5:30pm, at intervals of 30 minutes. **Table 6.1** summarizes the results of the parking survey. **Appendix K** contains the raw survey data.

**Table 6.1** Proxy Site Parking Occupancy Survey Data Summary

TIME		REGULAR	ACCESSIBLE	TOTAL	% OF SUPPLY
From	To				
09:00	9:30	58	1	59	52%
<b>9:30</b>	<b>10:00</b>	<b>59</b>	<b>1</b>	<b>60</b>	<b>53%</b>
10:00	10:30	58	1	59	52%
10:30	11:00	58	1	59	52%
11:00	11:30	58	1	59	52%
11:30	12:00	53	1	54	47%
12:00	12:30	46	0	46	40%
12:30	13:00	42	0	42	37%
13:00	13:30	46	0	46	40%
13:30	14:00	47	0	47	41%
14:00	14:30	44	0	44	39%
14:30	15:00	44	0	44	39%
15:00	15:30	43	0	43	38%

15:30	16:00	26	0	26	23%
16:00	16:30	8	0	8	7%
16:30	17:00	1	0	1	1%
17:00	17:30	1	0	1	1%
<b>Max</b>		<b>59</b>	<b>1</b>	<b>60</b>	<b>53%</b>
<b>Min</b>		<b>1</b>	<b>1</b>	<b>1</b>	<b>1%</b>
<b>Avg</b>		<b>41</b>	<b>1</b>	<b>42</b>	<b>4%</b>

The results of the survey show that the maximum occupancy during the 8.5-hour survey period was 60 vehicles between 9:30 and 10:00. This represents 53% of the total supply on site. It also represents a maximum parking occupancy rate of 0.20 spaces per student (60 spaces / 300 students). When applied to the subject site with a projected enrolment of 200 students, this results in a requirement of approximately 40 spaces.

### 6.2.2 PROPOSED PARKING SUPPLY

Since the proposed parking supply on site is **103 spaces**, including the required four barrier-free spaces, this exceeds the highest minimum By-law requirement by 28 spaces. This supply also adequately accommodates the vehicle trip generation for the site, discussed in section 4.1 above, which is forecast to generate 84 inbound and 61 outbound parked vehicles during the weekday morning and afternoon peak periods, respectively. Finally, this supply far exceeds both parking supply and demand rate per student observed at the Muskoka campus of Georgian College proxy site.

If parking needs increase in the event that there is an increased enrolment of students and recruitment of staff over a period of time, the collegiate will likely look to construct more parking on site around the building where possible through a Site Plan Amendment application to the Municipality. In addition, the collegiate will look to purchase nearby land for the purposes of constructing additional parking is deemed essential. However, the Transportation Demand Management (TDM) strategy on site will seek to limit the need for parking by strengthening other travel modes such a private bus system and secure and sheltered bike parking, including parking for e-scooters and e-bikes.

## 6.3 LOADING

The existing building is served by two loading spaces that will be retained. As per By-law 60-2009, each space will be a minimum of 9.0m in length, 3.5m in width and have a vertical clearance of at least 4.0 metres.

# 7 TRANSPORTATION DEMAND MANAGEMENT

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## 7.1 PRIVATE BUS SERVICE

The Collegiate will explore opportunities to provide a shuttle bus service to/from the site based upon a census carried out by the Collegiate as to where non-resident students reside. The census would be undertaken using a survey asking newly enrolled students whether they require transportation to/from the Collegiate. This survey will determine the route, the size of vehicle required as well as the number of buses required. Offering a site-specific bus service will reduce the vehicle traffic impact of the site as well as reducing the need for parking on-site.

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## 7.2 BICYCLE PARKING

There are no By-law requirements for bicycle parking on site. However, given the educational nature of the land use, it is proposed to provide 20 secure and weather protected bicycle parking spaces on site for the use of students, staff members and visitors to encourage greater bicycle trips to/from the site.

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## 7.3 MICROMOBILITY

The Collegiate will explore opportunities for providing secure spaces on site for micromobility users, that is, e-bikes and e-scooters. If demand for micromobility is deemed to be high enough, the Collegiate will also look into providing spaces that also allow users to charge their devices.

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## 7.4 GREY TRANSIT ROUTES

The Collegiate plans to be in regular communications with Grey County to see if GTR 3 and 4 can be reinstated and to see if Grey County would consider having the Collegiate as a new stop on either of these transit bus routes. Both these factors would induce an increase in bus ridership and provide site users travelling within and outside of Meaford with more travel options, thus reducing the reliance on private vehicles.

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## 7.5 CARPOOLING

The Collegiate will explore opportunities for providing designated, signed carpool spaces on site for staff and students who travel to/from the site using private vehicles but with multiple occupants. Users would require a parking pass to park in these designated spaces and would be enforced by site maintenance staff to ensure users have at least two occupants in their vehicles.

# 8 SUMMARY AND CONCLUSION

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## 8.1 SUMMARY

Transitech Consulting is retained to prepare a Traffic Impact Study report in support of a Site Plan application to the Municipality of Meaford for the repurposing and redevelopment of 279 St Vincent Street, which is the former site of Georgian Bay Secondary School. The site has two existing driveways via Eliza Street and one via Aiken Street. The site is currently zoned as Urban Institutional (UI) and is subject to Zoning By-law 60-2009.

The redevelopment proposal involves the repurposing of the existing building on site as a collegiate, the construction of 79 new residential stacked townhouse units to the south and east of the existing building for students and teachers and a formalized surface parking lot providing 103 spaces, including four accessible spaces. The existing driveways are proposed to remain. The proposed collegiate will provide in the order of 15 classrooms with a target enrolment of around 200 students.

Approximately 20 of the stacked townhouse units will be allocated to teachers with one parking space allocated to each unit. The remaining 59 units will be allocated to students, with a capacity of up to four students per unit, with no parking allocation for student residence. Up to 236 students can reside on-site.

Historically, Routes 3 and 4 of the Grey Transit Route (GTR), operated by Grey County, serve the urban area of Meaford where the site is located. However, these routes discontinued on March 31, 2025, due to the expiration of provincial funding. Therefore, there is currently no transit serving Meaford.

Within the Municipality's TMP, St Vincent Street is designated to have painted edge lines for cyclists between Aiken Street and Bridge Street and signed bike routes are designated along Aiken Street, Grant Avenue, St Vincent Street south of Aiken Street, Marshall Street E, Bridge Street and Bayfield Street. The Georgian Trail extends through both Edwin Street E and St Vincent Street in the vicinity of the site.

Horizon Data Services was retained to survey traffic counts at the study area intersections from 7:00am to 9:00am and again from 4:00pm to 6:00pm on Thursday, October 3, 2024.

Under 2036 future background conditions, the study area network has significant capacity with minimal delay and queuing at all movements. The highest vehicle delay takes place at the westbound approach of the S Sykes Street, Edwin Street and Margaret Street intersection, with an LOS of D during both weekday peak hours.

Site trip generation during the weekday morning and afternoon peak hours was calculated using the 11th Edition of the ITE Trip Generation Manual using Land Use code 550 (University/College). The proposed site is forecast to generate 156 and 167 two-way vehicle trips during the weekday morning and afternoon peak hours, respectively.

Trip distribution was calculated using the percentages of inbound and outbound movements at the five gateway locations of the study area network, that is, S Sykes Street (northeast/southeast), St Vincent Street/County Road 7 (north/south) and Edwin Street (east/west). Route assignment was based on driver route logic, that is, ease of turning movements, shortest distances and quickest travel times.

Under future total conditions with site generated traffic, the study area network generally operates the same as under future background conditions with minimal difference in delay and queuing at all unsignalized intersections. The study area network has sufficient capacity to accommodate the traffic forecast to be generated by the redevelopment proposal under future total conditions.

A parking occupancy survey was carried out at Muskoka campus of Georgian College located in the town of Bracebridge on Wednesday, October 16, 2024, between the hours of 9:00am and 5:30pm, at intervals of 30 minutes. The site provides 114 vehicle parking spaces and serves approximately 300 post-secondary students. The current supply rate is 0.38 spaces per student and the maximum parking occupancy rate is 0.20 spaces per student (60 spaces / 300 students). When applied to the subject site with a projected enrolment of 200 students, this results in a requirement of approximately 40 spaces.

There are no vehicle parking standards in the prevailing Zoning By-Law 60-2009 that can be applied to the redevelopment proposal. The proposed on-site parking supply is 103 spaces, including the required four barrier-free spaces. This supply adequately accommodates the vehicle trip generation for the site, which is forecast to generate 84 inbound and 61 outbound parked vehicles during the weekday morning and afternoon peak periods, respectively. The existing building is served by two loading spaces that will be retained. Each space will be a minimum of 9.0m in length, 3.5m in width and have a vertical clearance of at least 4.0 metres.

There are no By-law requirements for bicycle parking on site. However, given the educational nature of the land use, it is proposed to provide 20 secure and weather protected bicycle parking spaces on site for all site users.

The Collegiate will explore opportunities to provide a shuttle bus service based upon a census as to where non-resident students reside. The census would be undertaken using a survey asking newly enrolled students whether they require transportation to/from the site. The Collegiate will explore opportunities for providing secure spaces on site for micromobility users, that is, e-bikes and e-scooters. The Collegiate will also explore opportunities for providing designated, signed carpool spaces on site for staff and students who travel to/from the site using private vehicles but with multiple occupants.

The Collegiate plans to be in regular communications with Grey County to see if GTR 3 and 4 can be reinstated and to see if Grey County would consider having the Collegiate as a new stop on either of these transit bus routes if these routes were to ever return.

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## 8.2 CONCLUSION

It is Transitech's professional opinion that traffic volumes associated with the proposed redevelopment can be more than sufficiently accommodated by the existing study area network without any mitigation requirements.

# APPENDIX

**A**

STUDY TERMS OF  
REFERENCE  
CORRESPONDENCE



# APPENDIX

**B**

TURNING  
MOVEMENT COUNT  
DATA



# APPENDIX

# C

LEVEL OF SERVICE  
DEFINITIONS



# APPENDIX

**D**

EXISTING SYNCHRO  
ANALYSIS REPORTS



# APPENDIX

**E**

2026 FUTURE  
BACKGROUND  
SYNCHRO REPORTS



# APPENDIX

**F**

2031 FUTURE  
BACKGROUND  
SYNCHRO REPORTS



# APPENDIX

**G**

2036 FUTURE  
BACKGROUND  
SYNCHRO REPORTS

# APPENDIX

**H**

2026 FUTURE TOTAL  
SYNCHRO ANALYSIS  
REPORTS

# APPENDIX



## 2031 FUTURE TOTAL SYNCHRO ANALYSIS REPORTS

# APPENDIX

J

2036 FUTURE TOTAL  
SYNCHRO ANALYSIS  
REPORTS

# APPENDIX

**K**

PROXY SITE SURVEY  
DATA