

ATTACHMENT J

Transportation Impact Assessment Summary

Overview

A transportation impact assessment (TIA) for the Central Neighbourhood Plan (CNP) has been prepared by Bunt and Associates for the Proponent. The work has been completed in consultation with City staff and the City's Consultants and the report is currently undergoing review for the Proponent to finalize.

TIA Assessment

The TIA assessment for the Central Neighbourhood Plan builds upon the work completed as part of the Silverdale Comprehensive Plan Area (SCPA) Master Infrastructure Strategy (MIS). The current TIA includes refinement to current land use plans, road network and more detailed analysis of traffic volumes. The analysis was done with reference to the City's ongoing TMP and several other plans including the City's OCP and Abbotsford – Mission Transportation Future Plan. While recognizing the City's Vision of promoting sustainable modes of travel and the potential additional West Coast Express (WCE) station near the development site, the analysis utilized the trip generation rates for typical urban/subarea context in North America where the majority of people travel by passenger vehicles as a conservative approach. The general travel pattern assumptions for the development trips were obtained from the TransLink's Regional Transportation Model (RTM) and were used for estimating the post-development traffic volumes. The background volumes (growth without the development) assumption was also made in alignment with the TMP and other Ministry of Transportation and Infrastructure (MOTI) studies.

The TIA considers three future horizon conditions:

- 85% CNP build-out without the new East-West Arterial through the East Neighbourhood
- 100% CNP build-out with the new East-West Arterial but without the new Silverdale Creek Crossing
- SCPA build-out including the East and West Neighbourhoods with the new East-West Arterial and the new Silverdale Creek Crossing

All scenarios assumed 2060 as the future horizon year for full build-out.

The TIA reviews the traffic operational performance for intersections and provides requirements for intersection configurations and laning requirements to mitigate the demands. The SCPA build-out scenario incorporates traffic generated by all neighbourhoods (East, West, and Central) such that intersection configurations and laning requirements proposed are reflective of total area demands.

Next steps

The TIA is currently being finalized to incorporate inputs from other plans being prepared as part of the CNP as well as to incorporate comments from City staff and their Consultants. The Proponent will also need to consult and work with BC MOTI, with City staff's support, to review the analysis and confirm highway intersection requirements.