

Traffic Impact Assessment Screening Form

Project Details

Project Name: _____

Date: _____

Submitted by: _____

1) Trip Generation Trigger

Considering the proposed development's land use and size, the total volume of generated trips must be in accordance with the current edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. If the proposed site is anticipated to generate 26 vph or more, the Trip Generation Trigger is satisfied. Proceed to the next page. For generated trips of 25 vph or less, proceed to Safety Triggers.

Site Generated Peak Hour Traffic*:	☐ 0-25 vph	☐ 26-75 vph	☐ >75 vph
Required assessment type:	Proceed to Safety Trigger	Traffic Brief Required	Full Traffic Impact Assessment Required

*Peak hour is determined by the higher of adjacent street AM or PM peak hour traffic

2) Safety Triggers

Safety Trigger	Yes	No
Are posted speed limits on a boundary street 70 km/h or more?	☐	☐
Are there any horizontal/vertical curvatures on a boundary street that limit sight lines at a proposed driveway?	☐	☐
Is the site access located within 200m of a signalized intersection?	☐	☐
Does a proposed driveway connect to a road within an Access Management Control Area? *	☐	☐
Is the proposed access within auxiliary lanes of an intersection?	☐	☐
Does a proposed driveway make use of an existing median break that serves an existing site?	☐	☐
Is there a documented history of traffic operations or safety concerns on the boundary streets within 500m of the development? **	☐	☐
Does the development include a drive-thru facility?	☐	☐
Is there a high percentage of truck traffic on the boundary streets surrounding the development?	☐	☐
If any of the above questions were answered with a 'Yes', then a Traffic Brief is required. *** Reduced scope brief may be applicable.	☐	☐

* Access Management Control Areas currently consist of rural-arterial roads and urban-high density commercial corridors.

** CKL Traffic Management Staff will advise based on existing traffic operation records, safety reports, resident complaints, historical collision records and other data related to traffic incidents within 500 m of a development.



3) Terms of Reference

City staff can answer questions regarding the traffic assessment; however, City staff do not review or approve the terms of reference for the assessment. The guidelines outline what is required and are summarized below. Please refer to the guidelines for more details.

Terms of Reference Requirements

CKL TIA Guideline Section			
3.1.1 Project and Site Context	Yes	Yes	
3.1.2 Existing Transportation Conditions	Yes	Yes	
3.1.3 Future Background Conditions	Yes	*	*Analysis up to full build-out.
3.1.4 Site Travel Demand	Yes	*	*Only trip generation estimates required
3.1.5 Impact Analysis	Yes	*	*A qualitative assessment of the potential operation issues should be part of the safety assessment
3.1.6 Safety Assessment	Yes	Yes	
3.1.7 Site Plan, Access, and Parking	Yes	Yes	
3.1.8 Transportation Demand Management	*	No	*If demand model reductions are applied, justification with a TDM plan is required. If not, ensure active transportation facility and transit implications are contained elsewhere.
3.1.9 Conclusion and Recommendations	Yes	Yes	
3.1.10 Appendices	Yes	Yes	

***Reduced Scope Traffic Brief Terms of Reference

At the discretion of the City, developments generating less than 26 vph that engage a safety trigger may qualify for a reduced scope traffic brief. A reduced scope traffic brief can vary in requirements depending on the complexity of the development and trigger. Generally, a safety analysis is required to address all triggered issues.