

1200 Baseline Road

Transportation Impact Assessment

Step 1 Screening Report

Step 2 Scoping Report

Step 3 Strategy Report

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1 Screening

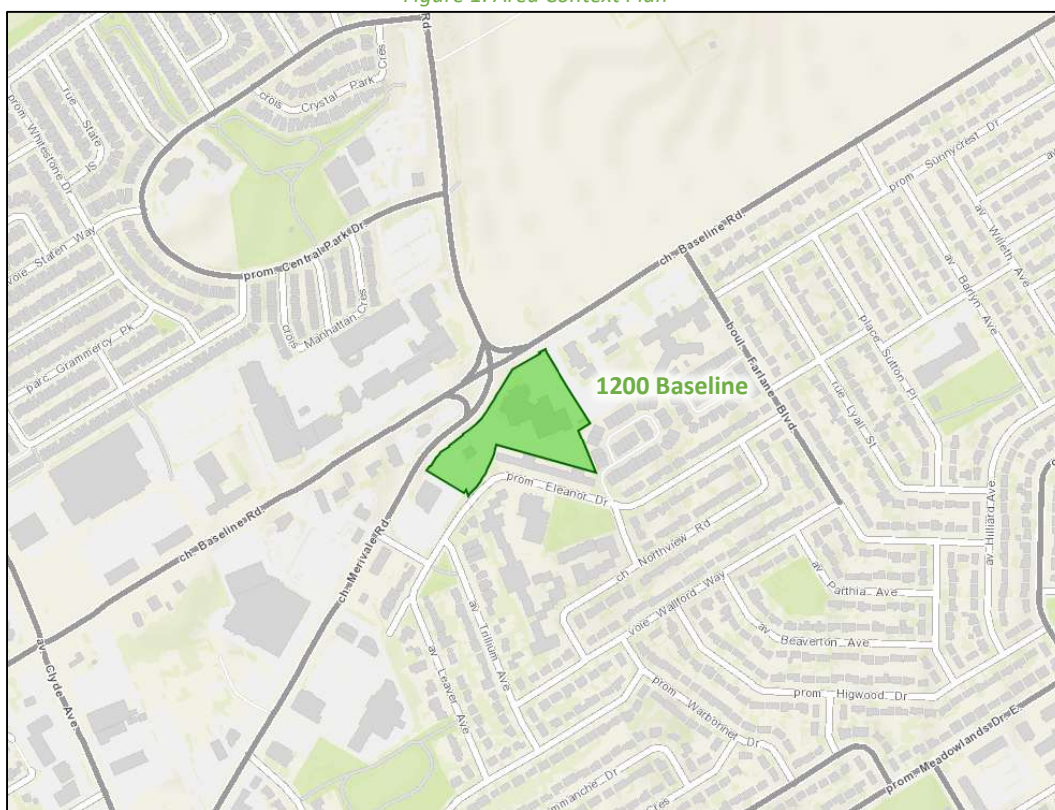
This study has been prepared according to the City of Ottawa's 2017 Transportation Impact Assessment (TIA) Guidelines, incorporating the 2023 Revision to Transportation Impact Assessment Guidelines. Accordingly, a Step 1 Screening Form has been prepared and is included as Appendix A, along with the Certification Form for the TIA Study PM. As shown in the Screening Form, a TIA is required, and this study has been prepared to support a zoning bylaw amendment.

2 Existing and Planned Conditions

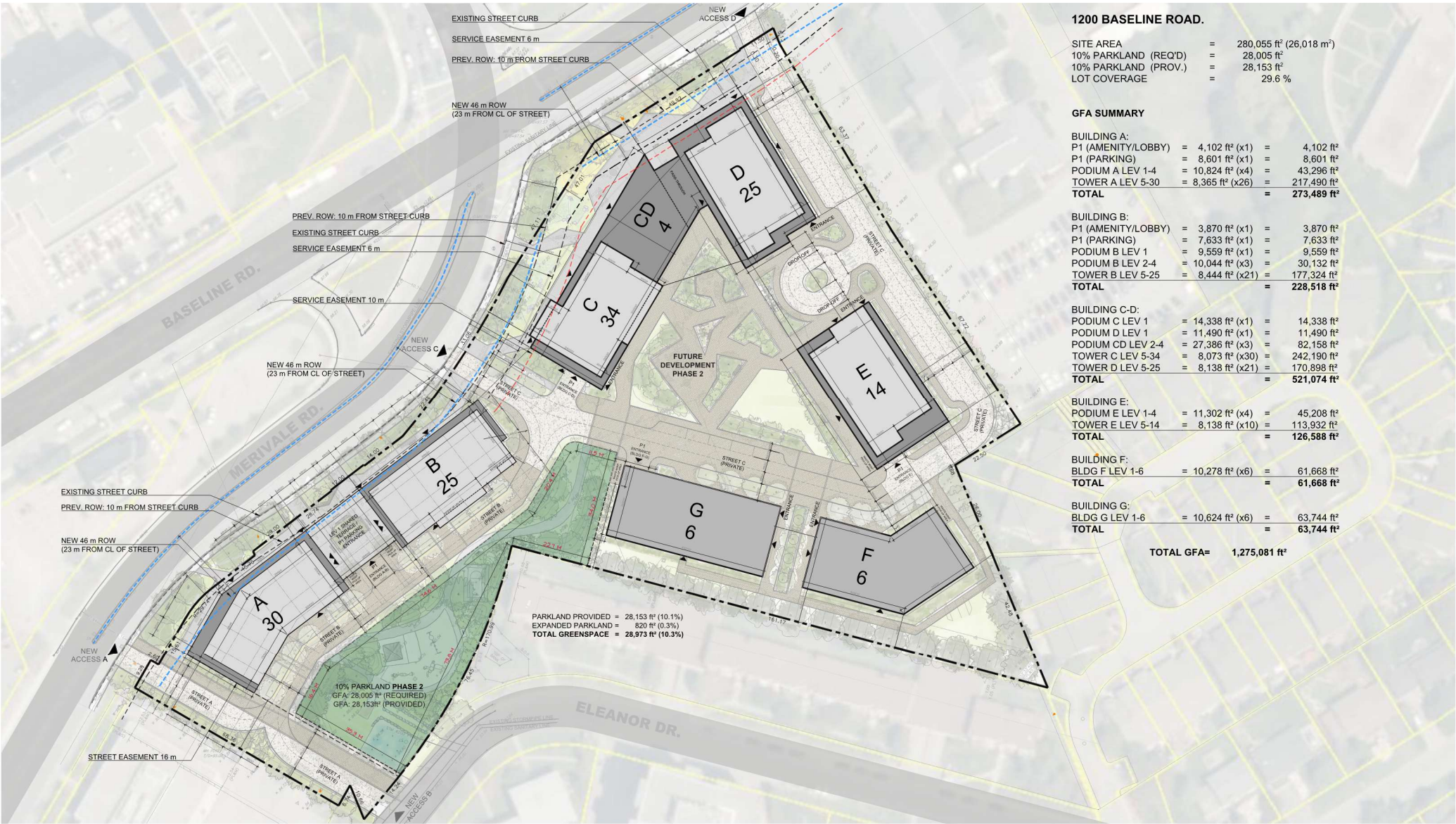
2.1 Proposed Development

The existing site, located at 1200 Baseline Road, is zoned as Arterial Mainstreet Zone (AM10) and includes car dealership and auto service facility with surrounding surface parking lots. The proposed redevelopment is anticipated to include five high-rise buildings and two mid-rise buildings with a maximum of 1291 units and an internal park/amenity space. The existing right-in/right-out access on Baseline Road remains, and two right-in/right-out accesses are proposed on Merivale Road along with a new full-movement access on Eleanor Drive. The anticipated full build-out and occupancy horizon is 2040, with Phase 1 assumed to be the southern portion of the site. The site is located within Merivale Arterial Mainstreet Design Priority Area. Figure 1 illustrates the study area context. Figure 2 illustrates the proposed concept plan.

Figure 1: Area Context Plan



Source: <http://maps.ottawa.ca/geoOttawa/> Accessed: November 12, 2025



1200 BASELINE ROAD.

SITE AREA	=	280,055 ft ² (26,018 m ²)
10% PARKLAND (REQ'D)	=	28,005 ft ²
10% PARKLAND (PROV.)	=	28,153 ft ²
LOT COVERAGE	=	29.6 %

GFA SUMMARY

BUILDING A:		
P1 (AMENITY/LOBBY)	= 4,102 ft ² (x1)	= 4,102 ft ²
P1 (PARKING)	= 8,601 ft ² (x1)	= 8,601 ft ²
PODIUM A LEV 1-4	= 10,824 ft ² (x4)	= 43,296 ft ²
TOWER A LEV 5-30	= 8,365 ft ² (x26)	= 217,490 ft ²
TOTAL		273,489 ft²

BUILDING B:		
P1 (AMENITY/LOBBY)	= 3,870 ft ² (x1)	= 3,870 ft ²
P1 (PARKING)	= 7,633 ft ² (x1)	= 7,633 ft ²
PODIUM B LEV 1	= 9,559 ft ² (x1)	= 9,559 ft ²
PODIUM B LEV 2-4	= 10,044 ft ² (x3)	= 30,132 ft ²
TOWER B LEV 5-25	= 8,444 ft ² (x21)	= 177,324 ft ²
TOTAL		228,518 ft²

BUILDING C-D:		
PODIUM C LEV 1	= 14,338 ft ² (x1)	= 14,338 ft ²
PODIUM D LEV 1	= 11,490 ft ² (x1)	= 11,490 ft ²
PODIUM CD LEV 2-4	= 27,386 ft ² (x3)	= 82,158 ft ²
TOWER C LEV 5-34	= 8,073 ft ² (x30)	= 242,190 ft ²
TOWER D LEV 5-25	= 8,138 ft ² (x21)	= 170,898 ft ²
TOTAL		521,074 ft²

BUILDING E:		
PODIUM E LEV 1-4	= 11,302 ft ² (x4)	= 45,208 ft ²
TOWER E LEV 5-14	= 8,138 ft ² (x10)	= 113,932 ft ²
TOTAL		126,588 ft²

BUILDING F:		
BLDG F LEV 1-6	= 10,278 ft ² (x6)	= 61,668 ft ²
TOTAL		61,668 ft²

BUILDING G:		
BLDG G LEV 1-6	= 10,624 ft ² (x6)	= 63,744 ft ²
TOTAL		63,744 ft²

TOTAL GFA= 1,275,081 ft²

PARKLAND PROVIDED = 28,153 ft² (10.1%)
EXPANDED PARKLAND = 820 ft² (0.3%)
TOTAL GREENSPACE = 28,973 ft² (10.3%)

10% PARKLAND PHASE 2
GFA: 28,005 ft² (REQUIRED)
GFA: 28,153 ft² (PROVIDED)



1200 Baseline Rd.



2.2 Existing Conditions

2.2.1 Area Road Network

Baseline Road: Baseline Road is a City of Ottawa arterial road with a divided four-lane cross-section. Sidewalks are provided on the south side of the road east of Merivale Road and on both sides of the road west of Merivale Road. The posted speed limit is 60 km/h. Within the study area, the City-protected right of way is 39.7 metres west of Merivale Road, 44.7 metres between Merivale Road and Farlane Boulevard, and 42.8 metres between Farlane Boulevard and Zena Street. Baseline Road is designated as a truck route.

Merivale Road: Merivale Road is a City of Ottawa arterial road with a four-lane cross-section. The cross-section is divided north of Baseline Road, and undivided approximately 170 metres south of Baseline Road. Sidewalks are present on both sides of the road. The posted speed limit is 60 km/h. Within the study area, the City-protected right of way is 37.5 metres north of Baseline Road, and the City-protected right of way is 46.0 metres south of Baseline Road. Merivale Road is designated as a truck route.

Farlane Boulevard: Farlane Boulevard is a City of Ottawa collector with a two-lane cross-section with a sidewalk on the west side of the road north of Encore Private. The posted speed limit is 40 km/h. Within the study area, the City-protected right of way is 24.0 metres.

Central Park Drive: Central Park Drive is a City of Ottawa collector with a two-lane cross-section with sidewalks on both sides of the road. The posted speed limit is 40 km/h, and the measured right of way is 23.0 metres.

Burris Lane: Burris Lane is a City of Ottawa local road with a two-lane cross-section with sidewalks on both sides of the road. The posted speed limit is 40 km/h, and the measured right of way is 20.0 metres.

Eleanor Drive: Eleanor Drive is a City of Ottawa local road with a two-lane cross-section with sidewalks on north side of the road between Briardale Crescent and Burris Lane. The posted speed limit is 40 km/h, and the measured right of way is 20.0 metres.

2.2.2 Existing Intersections

The existing signalized area key intersections within 400 metres of the site have been summarized below:

Baseline Road at Merivale Road

The intersection of Baseline Road at Merivale Road is a signalized intersection. The northbound approach consists of two through lanes, a pocket bike lane, and an auxiliary right-turn lane, and the southbound approach consists of two auxiliary left-turn lanes, two through lanes, a bike lane, and an auxiliary channelized right-turn lane. The eastbound approach consists of an auxiliary left-turn lane, a through lane, and a shared through/channelized right-turn lane, and the westbound approach consists of an auxiliary left-turn lane, two through lanes, a pocket bike lane, and an auxiliary channelized right-turn lane. Northbound left-turn movement, and both eastbound and westbound U-turn movements are prohibited.

Baseline Road at Farlane Boulevard

The intersection of Baseline Road at Farlane Boulevard is a signalized T-intersection. The northbound approach consists of an auxiliary left-turn lane and a right-turn lane. The eastbound approach consists of a through lane and a shared through/right-turn lane, and the westbound approach consists of an auxiliary left-turn lane and two through lanes. Eastbound U-turn movement is prohibited.

Baseline Road at Loblaws SC

The intersection of Baseline Road at Loblaws SC is a signalized intersection. The northbound approach consists of a shared left-turn/through lane and a channelized right-turn lane, and the southbound approach consists of an auxiliary left-turn lane and a shared through/right-turn lane. The eastbound approach consists of an auxiliary left-turn lane, two through lanes, and an auxiliary channelized right-turn lane, and the westbound approach consists of an auxiliary left-turn lane, two through lanes, and an auxiliary right-turn lane. Eastbound and westbound U-turn movements are prohibited.

Merivale Road at Central Park Drive South

The intersection of Merivale Road at Central Park Drive South is a signalized T-intersection. The northbound approach consists of an auxiliary left-turn lane and two through lanes, and the southbound approach consists of two through lanes, a bike lane, and an auxiliary right-turn lane. The eastbound approach consists of an auxiliary left-turn lane and a right-turn lane. No turn restrictions were noted.

Merivale Road at Burris Lane

The intersection of Merivale Road at Burris Lane is a signalized intersection. The northbound and southbound approaches each consist of an auxiliary left-turn lane, a through lane, and a shared through/right-turn lane. The eastbound and westbound approaches each consist of an auxiliary left-turn lane and a shared through/right-turn lane. No turn restrictions were noted.

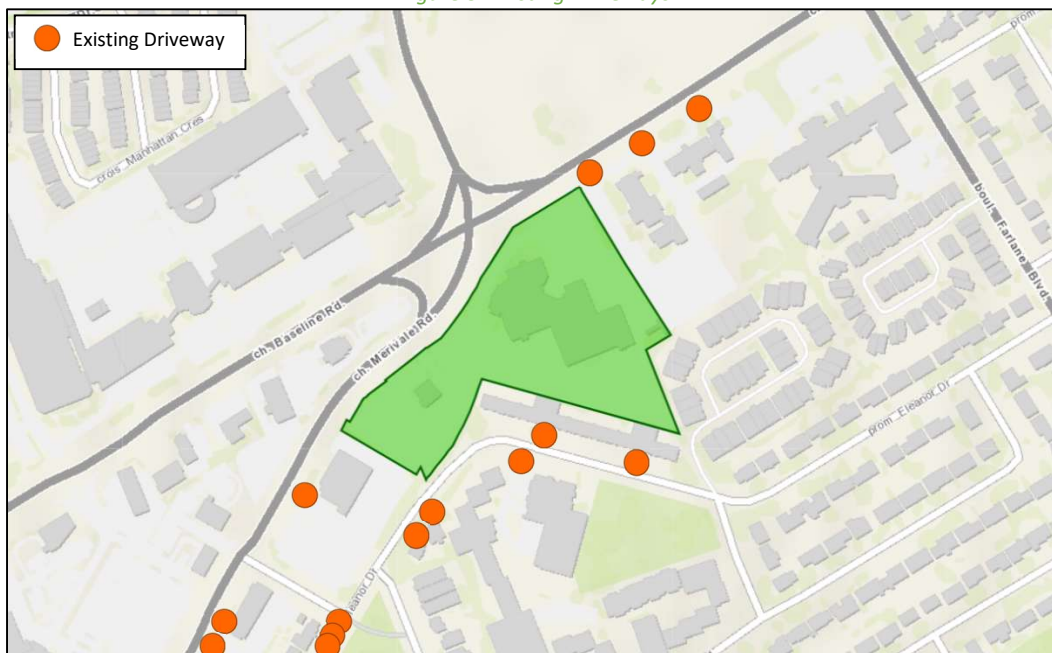
Merivale Road at Loblaws SC

The intersection of Merivale Road at Loblaws SC is a signalized intersection. The northbound and southbound approaches each consist of an auxiliary left-turn lane, a through lane, and a shared through/right-turn lane. The eastbound and westbound approaches each consist of an auxiliary left-turn lane and a shared through/right-turn lane. No turn restrictions were noted.

2.2.3 Existing Driveways

Within 200 metres of the proposed site accesses, there are two driveways to a church and one driveway to an organization on the south side of Baseline Road, one driveway to an office, one driveway to a restaurant and fitness centre, and one driveway to an auto centre on the east side of Merivale Road, two driveways to mid-rise building parking garages and three driveways to residential dwellings on the north side of Eleanor Drive, and two driveways to residential dwellings along with one driveway to a high-rise residential building on the south side of Eleanor Drive. Figure 3 illustrates the existing driveways.

Figure 3: Existing Driveways



Source: <http://maps.ottawa.ca/geoOttawa/> Accessed: November 12, 2025

2.2.4 Cycling and Pedestrian Facilities

Figure 4 illustrates the pedestrian facilities in the study area and Figure 5 illustrates the cycling facilities.

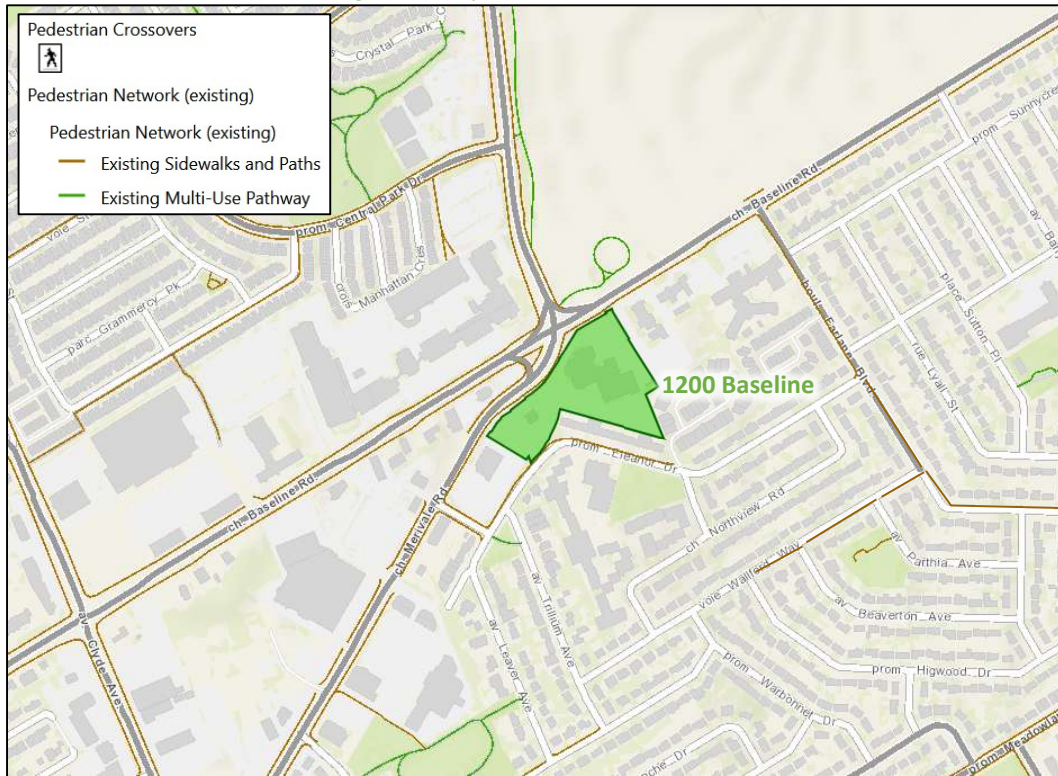
Sidewalks are provided on both sides along Baseline Road west of Merivale Road, Merivale Road, Central Park Drive, Burris Lane, on the west side of Farlane Boulevard, on north side of Eleanor Drive between Briardale Crescent and Burris Lane, and on the south side of Baseline Road east of Merivale Road.

Cycling facilities include a bike lane on the west side of Merivale Road between Central Park Drive South and Baseline Road. Baseline Road is designated as a cross-town bikeway.

The Nepean Trail, comprising existing multi-use pathways and residential roads, starts at the intersection of Baseline Road and Farlane Boulevard to the south, leading to Colonnade Road.

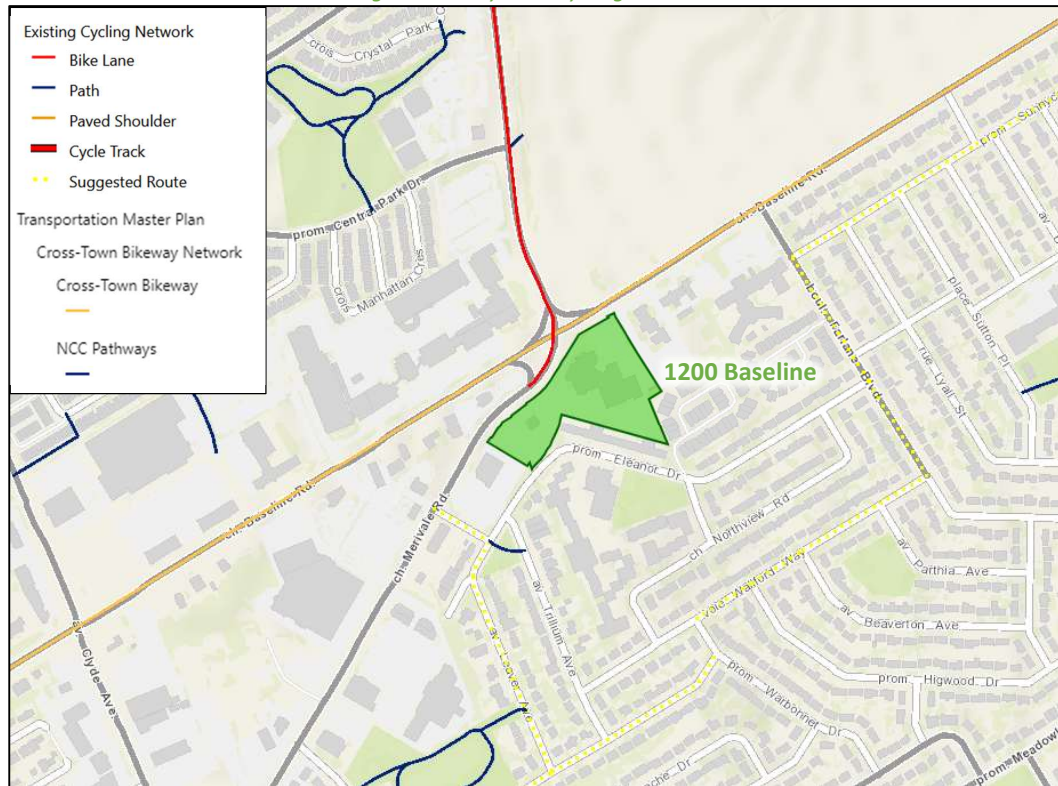
The 2025 TMP identifies sidewalks along Zena Street from Baseline Road to Sunnycrest Drive, along Sunnycrest Drive from Zena Street to Barlyn Avenue, along Barlyn Avenue from Sunnycrest Drive to Hilliard Avenue, along Eleanor Drive from Farlane Boulevard to Greencrest Place, Wallford Way from Highwood Drive to Trillium Avenue, Trillium Avenue from Wallford Way to Beaver Ridge, and Beaver Ridge between Meadowlands Drive and Eagle Lane.

Figure 4: Study Area Pedestrian Facilities



Source: <http://maps.ottawa.ca/geoOttawa/> Accessed: November 12, 2025

Figure 5: Study Area Cycling Facilities



Source: <http://maps.ottawa.ca/geoOttawa/> Accessed: November 12, 2025

Pedestrian and cyclist volumes included in study area intersection counts, presented in Section 2.2.7, have been compiled and are illustrated in Figure 6 and Figure 7, respectively. The City of Ottawa notes that the active mode volumes collected in winter may be lower than summer conditions, although this cannot be confirmed.

Figure 6: Existing Pedestrian Volumes

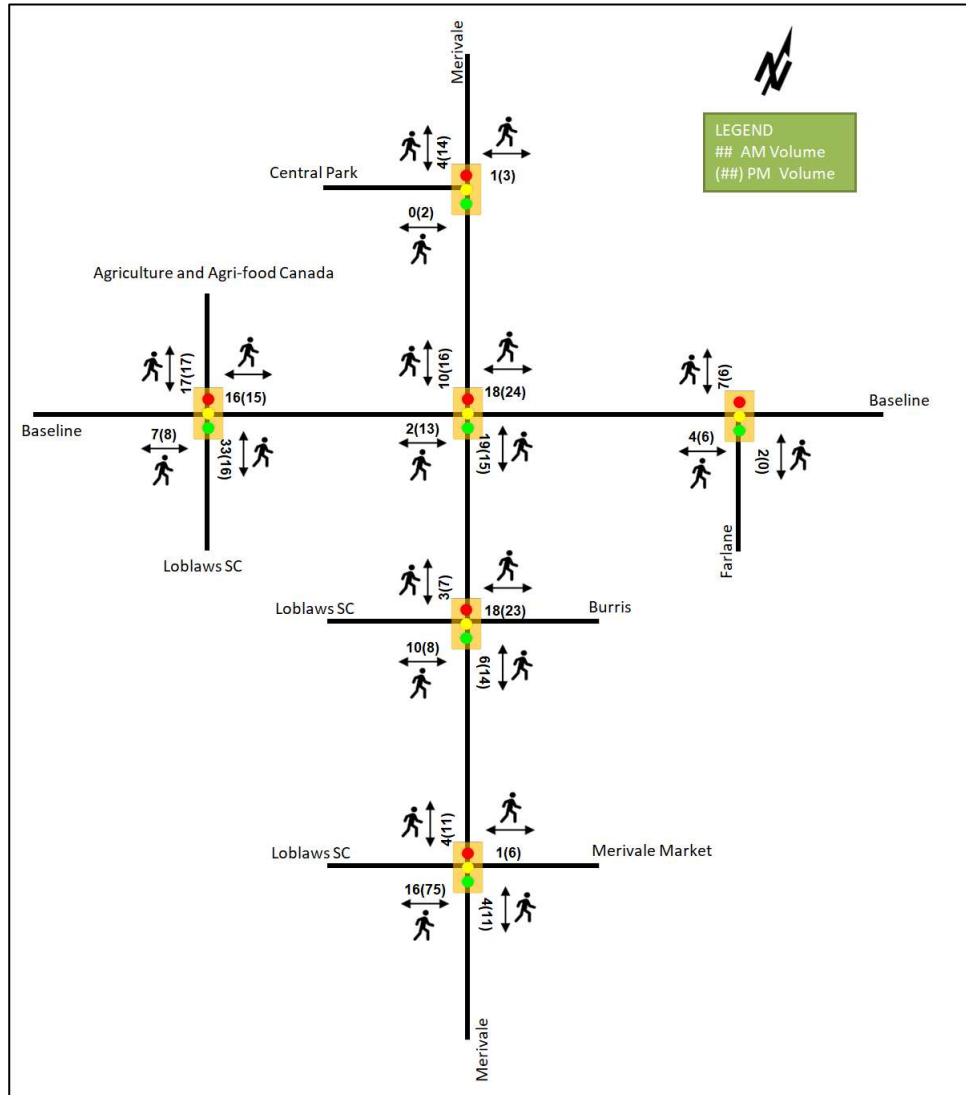
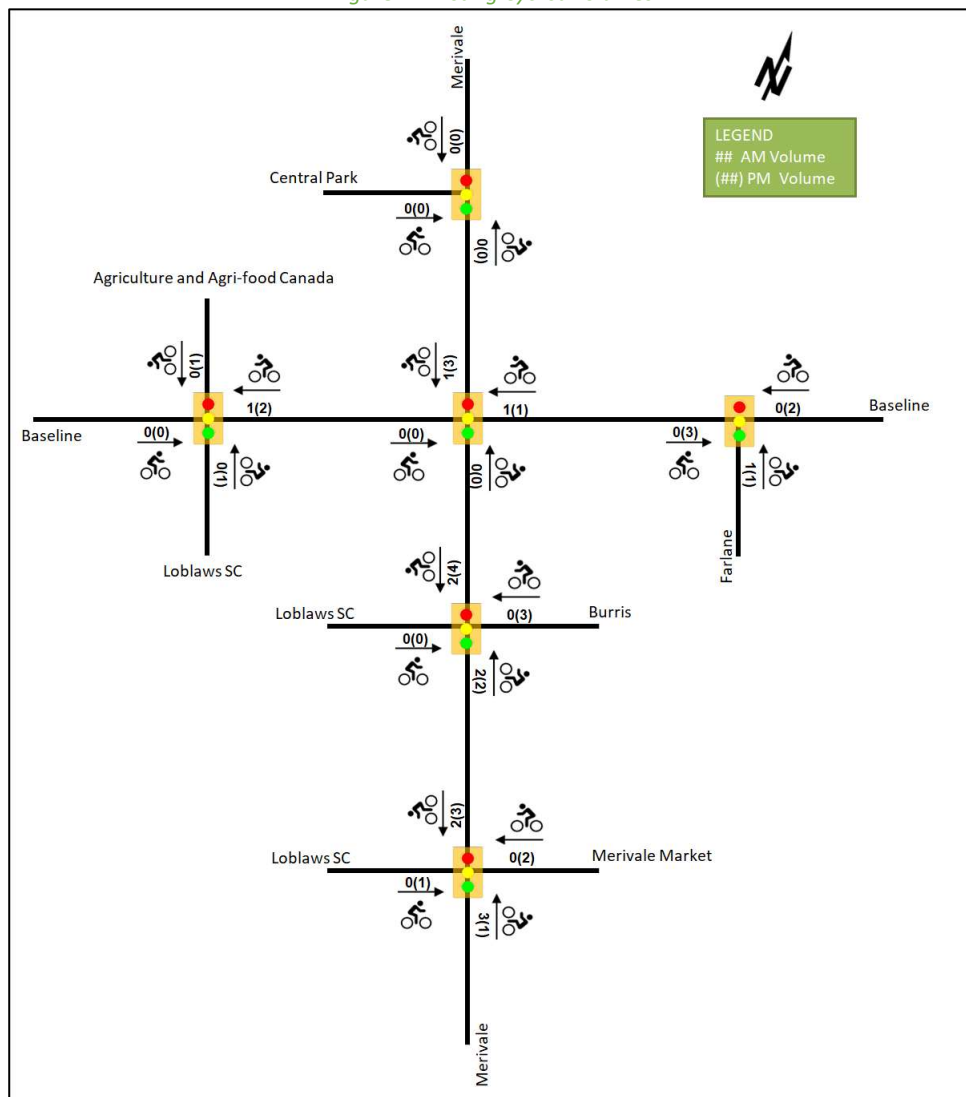


Figure 7: Existing Cyclist Volumes



2.2.5 Existing Transit

Figure 8 illustrates the transit system map in the study area and Figure 9 illustrates nearby transit stops. All transit information is from November 12, 2025, and is included for general information purposes and context to the surrounding area.

Within the study area, routes #53 and #80 travel along Merivale Road. Route #81 northbound travels along Merivale Road, Baseline Road, and Clyde Avenue, and southbound travels along Merivale Road. Route #88 travels along Baseline Road. The frequency of these routes within proximity of the proposed site based on November 12, 2025, service levels are:

- Route # 53 – 15-minute service in the peak period/direction, 30-minute service all day
- Route # 80 – 15-minute service all day, 30-minute service after 7:00 PM
- Route # 81 – 30-minute service all day
- Route # 88 – 10-minute service in the peak period/direction, 15-minute service all day

Figure 8: Existing Study Area Transit Service



Source: <http://www.octranspo.com/> Accessed: November 12, 2025

Figure 9: Existing Study Area Transit Stops



Source: <http://www.octranspo.com/> Accessed: November 12, 2025

2.2.6 Existing Area Traffic Management Measures

Vertical centreline treatments are present on Farlane Boulevard, and the pavement markings of max 40km/h are present on Eleanor Drive.

2.2.7 Existing Peak Hour Travel Demand

Existing turning movement counts were acquired from the City of Ottawa and Ontario Traffic Inc. for the existing study area intersections. Table 1 summarizes the intersection count dates and sources.

Table 1: Intersection Count Date

Intersection	Count Date	Source
Baseline Road at Merivale Road	Wednesday, June 5, 2024	Ontario Traffic Inc.
Baseline Road at Farlane Boulevard	Wednesday August 3, 2022	City of Ottawa
Baseline Road at Loblaws SC	Wednesday, June 5, 2024	Ontario Traffic Inc.
Merivale Road at Central Park Drive S	Wednesday February 23, 2022	City of Ottawa
Merivale Road at Burris Lane	Wednesday, June 5, 2024	Ontario Traffic Inc.
Merivale Road at Loblaws SC	Wednesday, June 5, 2024	Ontario Traffic Inc.

Figure 10 illustrates the existing traffic counts and Table 2 summarizes the existing intersection operations. The level of service for signalized intersections is based on volume to capacity ratio (v/c) calculations for individual lane movements and MMLOS Guidelines weighted v/c methodology for the overall intersection, per direction from Transportation Engineering Services, and average delay for unsignalized intersections. Detailed turning movement count data is included in Appendix B and the Synchro worksheets are provided in Appendix C.

Figure 10: Existing Traffic Counts

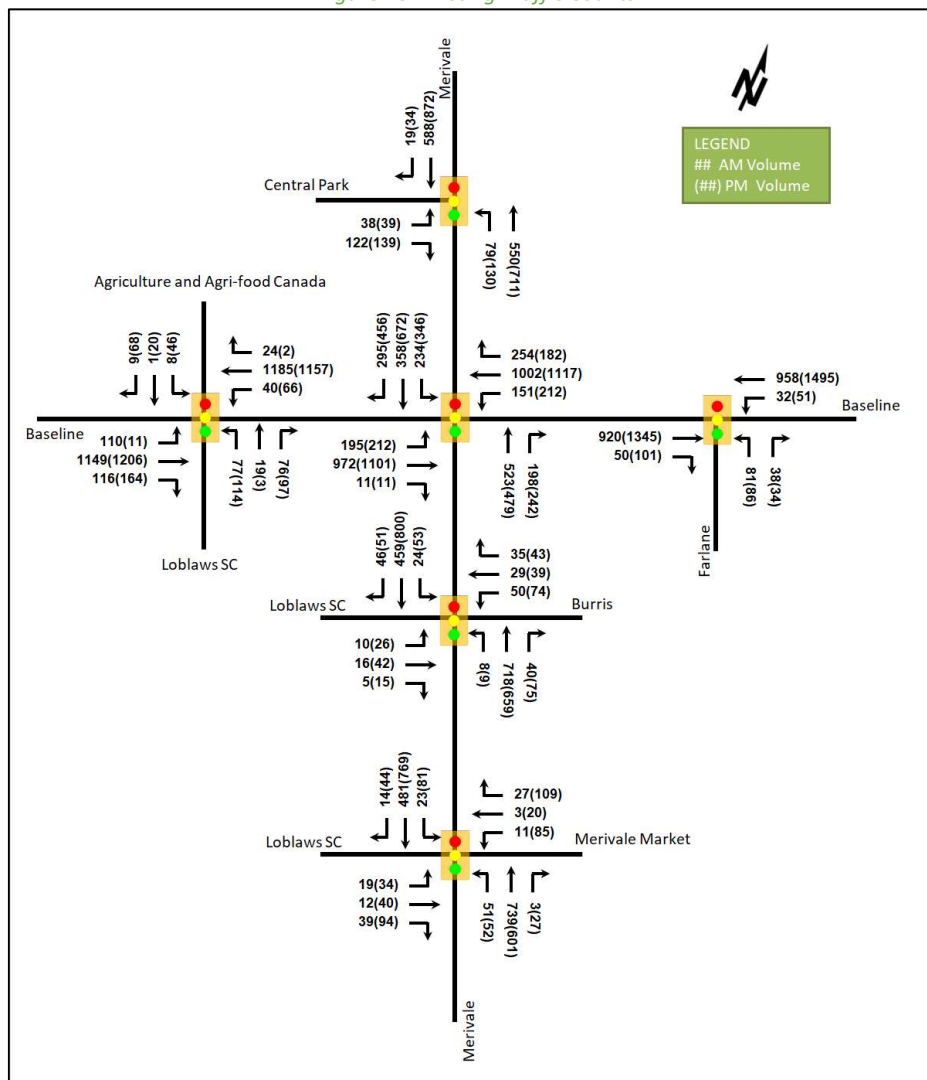


Table 2: Existing Intersection Operations

Intersection	Lane	AM Peak Hour				PM Peak Hour			
		LOS	V/C	Delay (s)	Q (95 th)	LOS	V/C	Delay (s)	Q (95 th)
Baseline Road at Merivale Road Signalized	EBL	E	0.94	105.8	#100.9	F	1.12	151.4	#127.5
	EBT/R	F	1.08	83.8	#193.1	E	0.99	65.6	#226.9
	WBL	D	0.82	84.2	#73.2	F	1.12	151.4	#127.5
	WBT	F	1.13	109.4	#203.4	E	0.99	66.6	#228.4
	WBR	A	0.54	16.2	37.0	A	0.33	12.2	31.3
	NBT	C	0.76	45.6	75.0	C	0.79	62.6	95.3
	NBR	A	0.38	17.8	32.9	A	0.51	25.9	62.6
	SBL	D	0.88	82.7	#54.7	F	1.24	182.3	#99.7
	SBT	A	0.32	26.7	46.5	B	0.65	41.9	113.6
	SBR	A	0.44	4.5	17.7	C	0.75	24.9	103.9
	Overall	E	0.98	68.5	-	E	1.00	70.1	-

Intersection	Lane	AM Peak Hour				PM Peak Hour			
		LOS	V/C	Delay (s)	Q (95 th)	LOS	V/C	Delay (s)	Q (95 th)
Baseline Road at Farlane Boulevard <i>Signalized</i>	EBT/R	A	0.42	4.7	m33.4	B	0.61	6.3	101.1
	WBL	A	0.11	4.9	6.1	A	0.31	9.0	10.9
	WBT	A	0.42	5.2	63.3	B	0.62	6.6	107.6
	NBL	A	0.48	57.0	33.6	A	0.57	68.3	40.5
	NBR	A	0.21	15.2	9.5	A	0.21	17.8	10.2
	Overall	A	0.42	7.2	-	B	0.62	8.3	-
Baseline Road at Loblaws SC <i>Signalized</i>	EBL	A	0.45	11.5	16.3	A	0.05	6.7	3.2
	EBT	A	0.54	9.7	96.6	A	0.54	8.9	104.9
	EBR	A	0.12	4.2	12.3	A	0.17	3.9	16.6
	WBL	A	0.20	6.3	m2.3	A	0.33	12.1	17.4
	WBT	B	0.67	14.1	m33.8	A	0.53	8.7	98.8
	WBR	A	0.03	0.0	m0.0	A	0.00	0.0	0.0
	NBL/T	A	0.46	48.8	37.9	C	0.71	71.1	50.6
	NBR	A	0.27	12.4	14.4	A	0.38	22.7	24.5
	SBL	A	0.04	36.4	6.0	A	0.31	50.0	22.7
	SBT/R	A	0.04	19.5	5.0	A	0.32	17.5	20.0
	Overall	B	0.64	12.7	-	A	0.55	12.4	-
Merivale Road at Central Park Drive S <i>Signalized</i>	EBL	A	0.20	33.6	14.6	A	0.17	28.6	12.0
	EBR	A	0.44	11.1	14.7	A	0.43	8.6	12.6
	NBL	A	0.18	4.3	7.1	A	0.40	8.7	18.1
	NBT	A	0.26	4.2	20.1	A	0.34	6.2	45.3
	SBT	A	0.34	9.9	39.8	A	0.57	17.4	#105.2
	SBR	A	0.03	3.9	3.0	A	0.05	6.8	6.6
	Overall	A	0.34	8.0	-	A	0.53	12.0	-
Merivale Road at Burris Lane <i>Signalized</i>	EBL	A	0.04	16.7	3.4	A	0.11	17.8	7.2
	EBT/R	A	0.07	14.4	5.0	A	0.16	14.6	10.9
	WBL	A	0.21	20.0	10.3	A	0.29	21.4	15.8
	WBT/R	A	0.20	11.1	8.9	A	0.23	11.1	11.9
	NBL	A	0.02	3.0	m0.5	A	0.03	8.3	m1.5
	NBT/R	A	0.39	3.1	9.6	A	0.38	6.4	30.1
	SBL	A	0.07	6.5	m5.0	A	0.16	10.1	10.8
	SBT/R	A	0.26	4.7	m33.5	A	0.44	9.2	57.6
	Overall	A	0.38	4.9	-	A	0.43	9.0	-
Merivale Road at Loblaws SC <i>Signalized</i>	EBL	A	0.07	16.1	4.5	A	0.09	12.9	7.8
	EBT/R	A	0.15	7.9	5.9	A	0.26	9.3	16.6
	WBL	A	0.04	15.4	3.1	A	0.24	14.9	16.2
	WBT/R	A	0.10	7.0	4.0	A	0.24	5.2	11.0
	NBL	A	0.10	9.0	11.5	A	0.24	16.9	13.3
	NBT/R	A	0.35	7.9	57.5	A	0.40	13.5	45.4
	SBL	A	0.06	13.1	5.6	A	0.28	8.7	4.5
	SBT/R	A	0.23	10.0	31.4	A	0.52	8.7	14.1
	Overall	A	0.34	8.9	-	A	0.48	10.6	-

Notes: Saturation flow rate of 1800 veh/h/lane
Queue is measured in metres
Peak Hour Factor = 0.90

Delay = average vehicle delay in seconds
m = metered queue
= volume for the 95th %ile cycle exceeds capacity

Overall, the study area intersections operate well at the existing conditions during both the AM and PM peak hours except for the intersection of Baseline Road at Merivale Road.

At the intersection of Baseline Road at Merivale Road, during the AM peak hour, the eastbound through/right-turn and the westbound through movements are over capacity with extended queues, and the eastbound left-turn and southbound left-turn movement may be subject to extended queues. During the PM peak hour, the eastbound left-turn, westbound left-turn, and southbound left-turn movements are over capacity with extended queues. The eastbound through/right-turn and westbound through movements during the PM peak hour may be subject to extended queues, with a v/c ratio of 0.99. The overall intersection is also near capacity, with v/c ratios of 0.95 during the AM peak hour and 0.99 during the PM peak hour.

At the intersection of Merivale Road at Central Park Drive South, the southbound through movement during the PM peak hour may be subject to extended queues.

2.2.8 Collision Analysis

Collision data have been acquired from the City of Ottawa open data website (data.ottawa.ca) for five years prior to the commencement of this TIA for the surrounding study area road network (2018-2022). Table 3 summarizes the collision types and conditions in the study area, Figure 11 illustrates the area collisions, and Table 4 summarizes the total collisions for each of the locations analyzed. Collision data are included in Appendix D.

Table 3: Study Area Collision Summary, 2018-2022

Total Collisions		Number	%
		190	100%
Classification	Fatality	1	1%
	Non-Fatal Injury	42	22%
	Property Damage Only	147	77%
Initial Impact Type	Approaching	1	1%
	Angle	25	13%
	Rear end	97	51%
	Sideswipe	25	13%
	Turning Movement	19	10%
	SMV Unattended	4	2%
	SMV Other	16	8%
	Other	3	2%
Road Surface Condition	Dry	134	71%
	Wet	29	15%
	Loose Snow	8	4%
	Slush	7	4%
	Packed Snow	5	3%
	Ice	7	4%
Pedestrian Involved		7	4%
Cyclists Involved		6	3%

Figure 11: Study Area Collision Records, 2018-2022



Table 4: Summary of Collision Locations, 2018-2022

Intersections / Segments	Number	%
Baseline Road at Merivale Road	191	100%
Baseline Road at Farlane Boulevard	84	44%
Burris Lane at Merivale Road	34	18%
Baseline Road between Farlane Boulevard and Merivale Road	23	12%
Baseline Road between Loblaw's Sc and Merivale Road	19	10%
Baseline Road between Loblaw's Sc and Merivale Road	12	6%
Merivale Road between Burris Lane and OT/NE Boundary	5	3%
Eleanor Dr between Greencrest Place and Trillium Avenue	4	2%
Baseline Road between Merivale Road and Turn Lane	2	1%
Merivale Road between Merivale Road and OT/NE Boundary	2	1%
Eleanor Drive between Farlane Boulevard and Northview Road	2	1%
Farlane Boulevard between Encore Private and Sunnycrest Drive	2	1%
Farlane Boulevard between Baseline Road and Farlane Blvd	1	1%
Farlane Boulevard between Farlane Boulevard and Sunnycrest Drive	1	1%

The segment of Merivale Road between Baseline Road and Burris Lane is represented by the two locations listed as Merivale Road between Merivale Road and OT/NE Boundary and Merivale Road between Burris Lane and OT/NE Boundary.

Within the study area, a total of seven pedestrian collisions and six cyclist collisions were observed, occurring at the intersections of Baseline Road at Farlane Boulevard and Burris Lane at Merivale Road, and the segments of Baseline Road between Loblaw's and Merivale Road and Merivale Road between Merivale Road and OT/NE Boundary. One turning movement collision involved a cyclist occurred on the segment of Merivale Road between

Merivale Road and OT/NE Boundary, and the lack of continuous cycling facilities across the area driveways may contribute to this collision. A fatal collision has been noted at the intersection of Baseline Road at Merivale Road, and it will be examined below in the discussion of the intersection collision history.

The study area intersections of Baseline Road at Merivale Road, Baseline Road at Farlane Boulevard, Burris Lane at Merivale Road, and segments of Baseline Road between Farlane Boulevard and Merivale Road and between Loblaws Superstore and Merivale Road are noted to have experienced higher collisions than other locations. The locations of pedestrian and cycling collisions will also be discussed. Table 5, Table 6, Table 7, Table 8, and Table 9 summarize the collision types and conditions for each of the locations.

Table 5: Baseline Road at Merivale Road Collision Summary

Total Collisions		Number	%
		84	100%
Classification	Fatality	1	1%
	Non-Fatal Injury	14	17%
	Property Damage Only	69	82%
Initial Impact Type	Angle	9	11%
	Rear end	47	56%
	Sideswipe	18	21%
	Turning Movement	6	7%
	SMV Other	4	5%
Road Surface Condition	Dry	54	64%
	Wet	12	14%
	Loose Snow	5	6%
	Slush	5	6%
	Packed Snow	3	4%
	Ice	5	6%
Pedestrian Involved		0	0%
Cyclists Involved		0	0%

The Baseline Road at Merivale Road intersection had a total of 84 collisions during the 2018-2022 time period, with one involving a fatality, 69 involving property damage only, and the remaining 14 having non-fatal injuries. The collision types are most represented by rear end with 47 collisions, followed by sideswipe with 18 collisions, angle with nine collisions, turning movement with six collisions, and the remaining four SMV other collisions. The fatal collision involving a pickup truck and an SUV occurred on July 1st, 2022, under clear daylight conditions. Since the latest detailed collision records available from the City cover the period from 2017 to 2021, no detailed collision records are currently available.

The latest detailed collision records for this intersection were received from the City for the data range of 2017-2021, which is a 5-year period shifted one year earlier than the open data. From this data, a total of 105 collisions were observed, which is 21 collisions lower than the totals for 2018-2022. Among 105 collisions, 61 rear end, 23 sideswipe, eight angle, eight turning movement, and five SMV other collisions were observed.

Rear-end collisions mostly occurred under dry conditions (38 out of 61), predominantly involving eastbound movements (26 out of 61), followed by northbound and westbound movements (each 13 out of 61), with the remaining collisions involving southbound movements (9 out of 61). The rear end collisions occur across all approaches with majority occurring in the eastbound (42%) and westbound (23%) directions, and 21% noted on the northbound approach. While the rear end collisions are typical of congested conditions, the grade changes approaching the intersection may have an influencing factor on collisions. The sideswipe collisions are

predominantly involving lane changing (18 out of 23) and under dry conditions (20 out of 23) and occur in the eastbound direction (12 of 23). No pattern has been observed for the remaining collision types.

Table 6: Baseline Road at Farlane Boulevard Collision Summary

Total Collisions		Number	%
		34	100%
Classification	Fatality	0	0%
	Non-Fatal Injury	9	26%
	Property Damage Only	25	74%
Initial Impact Type	Angle	4	12%
	Rear end	21	62%
	Turning Movement	5	15%
	SMV Other	4	12%
Road Surface Condition	Dry	30	88%
	Wet	2	6%
	Loose Snow	1	3%
	Slush	1	3%
Pedestrian Involved		2	6%
Cyclists Involved		4	12%

The Baseline Road at Farlane Boulevard intersection had a total of 34 collisions during the 2018-2022 time period, with 25 involving property damage only and the remaining nine having non-fatal injuries. The collision types are most represented by rear end with 21 collisions, followed by turning movement with five collisions, and the remaining four collisions each for angle and SMV other collision types. A total of two pedestrian collisions and four cyclist collisions are noted at this intersection.

The latest detailed collision records for this intersection were received from the City for the data range of 2017-2021, which is a 5-year period shifted one year earlier than the open data. From this data, a total of 35 collisions were observed, including 20 rear ends, six turning movement, five angle, and four SMV other collisions.

Rear-end collisions mostly occurred under dry conditions (18 out of 20), involving eastbound or westbound movements (each 10 out of 20). Rear end collisions are typical congested conditions. The turning movement collisions all involved westbound vehicles, either turning left (4 out of 6) or making a U-turn movement (2 out of 6), mostly occurring under dry conditions (5 out of 6). The permissive phase of the westbound left-turn movement may contribute to the turning movement collisions at this intersection. The City may explore signal timing adjustments, such as fully protected phases or increased red/yellow time, to mitigate these collisions. No pattern has been observed for the remaining collision types.

From the data range of 2017-2021, a total of five cyclist collisions and two pedestrian collisions were noted. Among the cyclists' collisions, four are angle collisions, and one is a turning movement collision. The angle collisions involve vehicles making the northbound right-turn movements while cyclists making the eastbound/westbound through movements. Restrictions of the right turn on red on the northbound approach may reduce these collisions. Two pedestrian collisions occurred as an automobile and a pick-up truck made a northbound left turn. The inclusion of advanced pedestrian walk times may mitigate these collisions.

Table 7: Burris Lane at Merivale Road Collision Summary

Total Collisions		Number	%
		23	100%
Classification	Fatality	0	0%
	Non-Fatal Injury	9	39%

		Number	%
Total Collisions		23	100%
	Property Damage Only	14	61%
Initial Impact Type	Angle	5	22%
	Rear end	4	17%
	Sideswipe	3	13%
	Turning Movement	6	26%
	SMV Other	5	22%
Road Surface Condition	Dry	17	74%
	Wet	6	26%
Pedestrian Involved		5	22%
Cyclists Involved		0	0%

The Burris Lane at Merivale Road intersection had a total of 23 collisions during the 2018-2022 time period, with 14 involving property damage only and the remaining nine having non-fatal injuries. The collision types are most represented by turning movement with six collisions, followed by angle and SMV other each with five collisions, rear end with four collisions, and the remaining three sideswipe collisions. A total of five pedestrian collisions are noted at this intersection.

The latest detailed collision records for this intersection were received from the City for the data range of 2017-2021, which is a 5-year period shifted one year earlier than the open data. From this data, a total of 22 collisions were observed. These included six turning movement collisions, five angle collisions, five SMV other collisions, four rear-end collisions, and two sideswipe collisions. The turning movement collisions all involved left turns (5 out of 6) or making a U-turn movement (1 out of 6), mostly occurring under clear conditions (5 out of 6). The permissive left-turn movement may contribute to the turning movement collisions at this intersection. Angle collisions mostly involved northbound through movements colliding with westbound through movements (3 out of 5). All rear end collisions occurred when a vehicle collided with another vehicle that had already stopped in the northbound direction. No pattern has been observed for the remaining collision types.

Five pedestrian collisions were noted, occurring as a passenger van made an eastbound right turn, two collisions when an automobile made a westbound left turn, a passenger van made a westbound right turn, and a pick-up truck made a southbound movement. Pavement markings at the intersection appear to deteriorate quickly based on historic aerial photography and may need more frequent maintenance to provide visible cues to drivers. An alternative mitigation may be the provision of advanced pedestrian walk times. This is the northern end point of the Nepean Trail route.

Table 8: Segment of Baseline Road between Farlane Boulevard and Merivale Road Collision Summary

		Number	%
Total Collisions		19	100%
Classification	Fatality	0	0%
	Non-Fatal Injury	5	26%
	Property Damage Only	14	74%
Initial Impact Type	Angle	4	21%
	Rear end	10	53%
	Sideswipe	2	11%
	SMV Other	2	11%
	Other	1	5%
Road Surface Condition	Dry	13	68%
	Wet	3	16%

		Number	%
Total Collisions		19	100%
	Packed Snow	1	5%
	Ice	2	11%
Pedestrian Involved		0	0%
Cyclists Involved		0	0%

The segment of Baseline Road between Farlane Boulevard and Merivale Road had a total of 19 collisions during the 2018-2022 time period, with 14 involving property damage only and the remaining five having non-fatal injuries. The collision types are most represented by rear end with ten collisions, followed by angle with four collisions, sideswipe and SMV other each with two collisions, and the remaining one “other” collision.

The latest detailed collision records for this segment were received from the City for the data range of 2017-2021, which is a 5-year period shifted one year earlier than the open data. From this data, a total of 22 collisions were observed, including nine rear ends, five angle, three collisions each for the sideswipe and SMV other collisions, and the remaining two other collisions.

The rear end collisions are typical of congested conditions, predominantly occurring during breaking actions (7 out of 9) and in the westbound direction (6 out of 9). Additionally, three collisions involved three vehicles and one involved four vehicles. Angle collisions mostly occur when northbound left-turn movement (4 out of 5) collides with the eastbound movement (2 out of 5) or westbound through movement (2 out of 5) at the median break for the St Augustine Church driveway. Of note, three of the angled collisions occurred during the fall of 2019 while construction activities were underway on Baseline Road. The total three sideswipe collisions occurred in the eastbound direction, where the run-out lane for the northbound right-turn and the driveways along this segment may contribute to these collisions. No pattern has been observed for the remaining collision types.

Table 9: Segment of Baseline Road between Loblaws Superstore and Merivale Road Collision Summary

		Number	%
Total Collisions		12	100%
Classification	Fatality	0	0%
	Non-Fatal Injury	2	17%
	Property Damage Only	10	83%
Initial Impact Type	Angle	2	17%
	Rear end	9	75%
	Sideswipe	1	8%
Road Surface Condition	Dry	7	58%
	Wet	5	42%
Pedestrian Involved		0	0%
Cyclists Involved		1	8%

The segment of Baseline Road between Loblaws Superstore and Merivale Road had a total of twelve collisions during the 2018-2022 time period, with ten involving property damage only and the remaining two having non-fatal injuries. The collision types are most represented by rear end with nine collisions, followed by angle with two collisions, and the remaining one sideswipe collision.

The latest detailed collision records for this segment were received from the City for the data range of 2017-2021, which is a 5-year period shifted one year earlier than the open data. From this data, a total of 14 collisions were observed. These included eleven rear end collisions, two angle collisions, and one sideswipe collision.

Eight out of 11 of the rear end collisions occurred in the westbound direction. The grade up towards the Loblaws SC intersection is considered the primary factor influence collisions on this segment, although the merge at the Merivale Road intersection for the southbound right-turn run out lane or the single driveway to the Skyline Towers complex may also result in collisions. One angle collision involved a cyclist, occurring at the private driveway as the vehicle made a northbound right while the cyclist traveled westbound. No cycling facilities exist on this section of Baseline Road, and implementation of the cycletracks in the Baseline Road Rapid Transit Corridor design would help mitigate future cycling collisions.

2.3 Planned Conditions

2.3.1 Changes to the Area Transportation Network

2.3.1.1 *Transportation Master Plan (2025)*

The Transportation Master Plan (2025) includes a Capital Infrastructure Plan identifying transportation investment to support the forecasted growth and strategic connectivity and livability targets for the City. It also identifies committed projects, and a subset of priority projects that are expected to be implemented by 2046 based on current affordability assumptions. Area projects anticipated to impact travel in the study area that are included within the Capital Infrastructure Plan are:

- Active Transportation Network
 - Feasibility study of improved road crossings and connectivity to the Experimental Farm Pathway at Merivale Road, Baseline Road and Prince of Wales Drive
 - Sidewalk along Zena Street from Baseline Road to Sunnycrest Drive
 - Sidewalk along Sunnycrest Drive from Zena Street to Barlyn Avenue
 - Sidewalk along Barlyn Avenue from Sunnycrest Drive to Hilliard Avenue
 - Sidewalk along Eleanor Drive from Farlane Boulevard to Greencrest Place
 - Sidewalk along Wallford Way from Highwood Drive to Trillium Avenue
 - Sidewalk along Trillium Avenue from Wallford Way to Beaver Ridge
 - Sidewalk along Beaver Ridge between Meadowlands Drive and Eagle Lane
- Transit Network
 - Priority
 - Baseline-Heron Transitway median BRT from Algonquin College to Billings Bridge
 - Merivale Road continuous bus lanes from Woodfield Drive to Baseline Road
 - Merivale transit priority corridor from Baseline Road to Carling Avenue

2.3.1.2 *Baseline Road Rapid Transit Corridor*

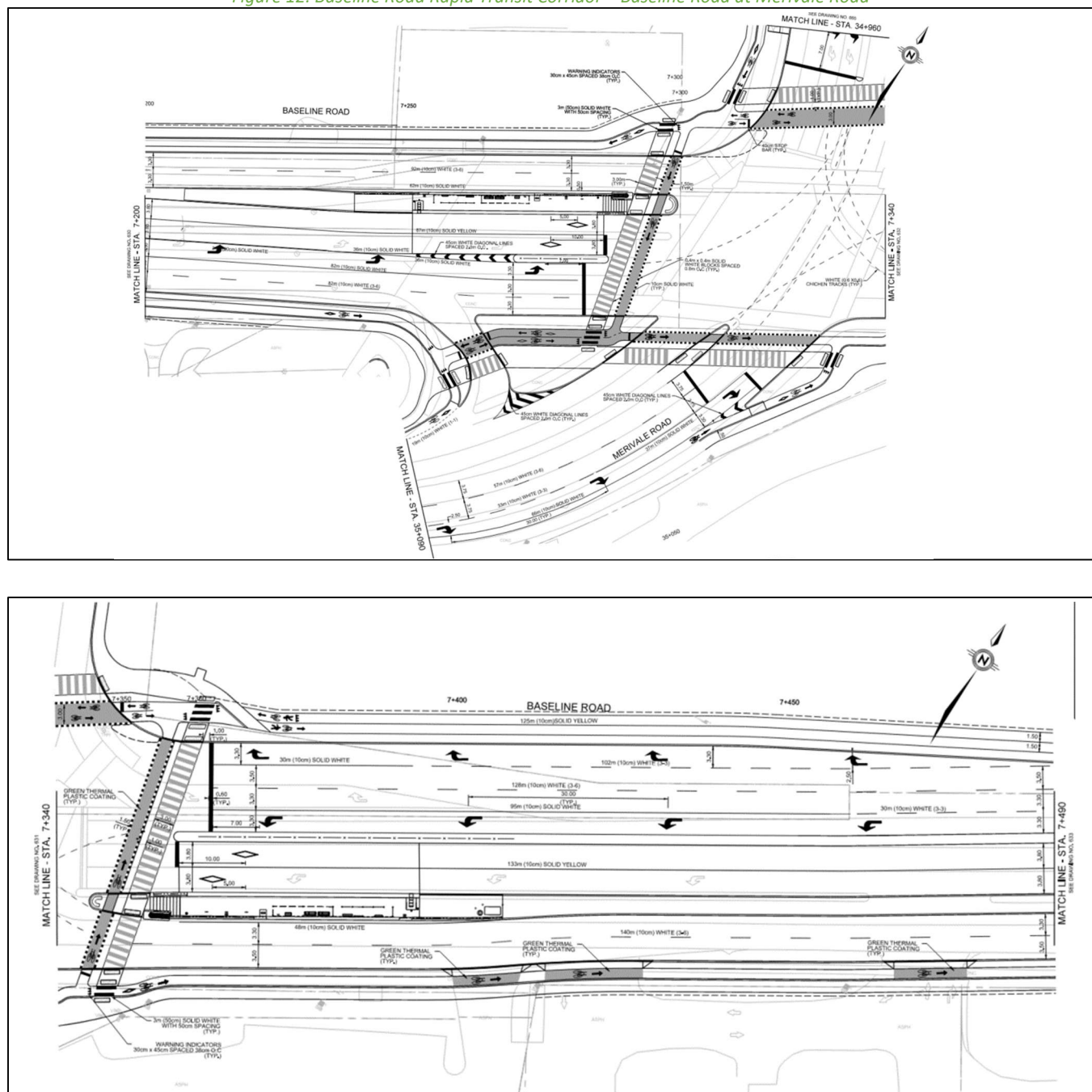
The Baseline Road Rapid Transit Corridor project received environmental assessment approval in 2017. The Baseline Road Rapid Transit Corridor project includes a median bus rapid transit service from Heron Station on Data Centre Road through to Bayshore Station, along Heron Road and Baseline Road, with protected intersections. Within the study area, 1.5 metres of cycletracks and 1.8 metres of sidewalks are proposed on both sides of Baseline Road west of Merivale Road. East of Merivale Road within the study area, a 3.0 metres multi-use pathway is proposed on the north side of Baseline Road, and 1.5 metres of cycletrack and 1.8 metres of sidewalk are proposed on the south side.

Changes along the site frontage include a protected intersection at Baseline Road at Merivale Road, a new eastbound cycletrack along Baseline Road, and a ramp up of the bike lane on Merivale Road.

The timing for the construction of the Baseline Road Rapid Transit Corridor is subject to funding allocations. The Baseline Road Rapid Transit Corridor project is assumed to be built prior to 2040 and will be analyzed in future

horizons. The approved design drawings for the future geometry of Baseline Road at Merivale Road were supplied by the City of Ottawa and are illustrated in Figure 12.

Figure 12: Baseline Road Rapid Transit Corridor – Baseline Road at Merivale Road



2.3.2 Other Study Area Developments

1509 Merivale Road

The proposed development application includes a site plan application for a nine-storey residential building with 202 units. The development is forecasted to generate 32 new AM and 33 new PM two-way peak-hour auto trips. The TIA anticipated 2024 as the build-out year, however the construction has not yet begun, and it will be assumed to be built out by 2040. (CGH Transportation, 2023)

1500 Merivale Road

The proposed development application includes a site plan application for 1,967 dwellings and approximately 12,150 ft² GFA of ground-floor retail to be constructed across multiple phases with an anticipated full build-out horizon of 2038. At 50% buildout, the development is forecasted to generate 118 new AM and 131 new PM two-way peak-hour auto trips. At 100% buildout, the development is forecasted to generate 187 new AM and 219 new PM two-way peak-hour auto trips. (Novatech, 2021)

Phase one will consist of 121 dwellings and approximately 1,647 ft² GFA of ground-floor commercial space. Phase one was anticipated to be completed in 2024, and it is forecasted to generate 16 new AM and 20 new PM two-way peak-hour auto trips. (Novatech, 2023)

1356 Clyde Avenue

The proposed development application includes a zoning by-law amendment application for two high-rise apartment buildings with a total of 468 residential units, 32,927 ft² (3,059 m²) of office space, and 18,568 ft² (1,725 m²) of ground floor retail. Phase one was anticipated to be completed in 2022, and it was forecasted to generate 111 new AM and 116 new PM two-way peak-hour auto trips. Phase two was anticipated to be completed in 2027, and it was forecasted to generate 84 new AM and 89 new PM two-way peak-hour auto trips. (Parsons, 2020)

1357, 1405 Baseline Road

The proposed development application includes a site plan control application for 228 senior adult housing, 174 high-rise units, and 5,900 ft² of retail. The anticipated build-out horizon was 2022, and the construction is currently underway. Without Baseline Rapid Transit, the development is forecasted to generate 90 new AM and 111 new PM two-way peak-hour auto trips. With Baseline Rapid Transit, the development is forecasted to generate 53 new AM and 66 new PM two-way peak-hour auto trips. (Stantec, 2020)

1345 Baseline Road

The proposed development application includes a zoning by-law amendment to allow the construction of a high-rise building with 1,014 units and 8,971 ft² GFA of retail. The development is forecasted to generate 128 new AM and 134 new PM two-way peak-hour auto trips. The anticipated build-out horizon is 2029. (Stantec, 2022)

300 Central Park Drive

The proposed development application includes a zoning by-law amendment to allow the construction of approximately 740 high-rise condominium/townhome units, 180,000 ft² of retail, and 48,000 ft² of office. The development is forecasted to generate 709 new AM and 816 new PM two-way peak-hour auto trips. The anticipated build-out horizon is 2029. (Delcan, 2011)

780 Baseline Road

The proposed development application includes a zoning by-law amendment to allow the construction of a total of 1,089 dwelling units and 30,650 ft² of commercial space in three mixed-used buildings to be constructed across multiple phases with an anticipated full build-out horizon of 2034. Without Baseline Rapid Transit, the development is forecasted to generate 194 new AM and 214 new PM two-way peak-hour auto trips. With Baseline Rapid Transit, the development is forecasted to generate 136 new AM and 139 new PM two-way peak-hour auto trips. (CGH Transportation, 2023)

Phase one will consist of a 24-storey mixed-used building including a total of 304 dwelling units, 4,889 ft² of commercial space, and 2,660 ft² of office space. Phase one is anticipated to be completed in 2026, and it is forecasted to generate 56 new AM and 61 new PM two-way peak-hour auto trips. (CGH Transportation, 2024)

3 Study Area and Time Periods

3.1 Study Area

The study area will include the intersections of:

- Baseline Road at:
 - Merivale Road
 - Farlane Boulevard
 - Loblaw's SC
- Merivale Road at:
 - Central Park Drive South
 - Burris Lane
 - Loblaw's SC

The boundary roads will be Baseline Road, Merivale Road, and Eleanor Drive, and no screenlines are present within proximity to the site.

3.2 Time Periods

As the proposed development is composed entirely of residential units the AM and PM peak hours will be examined.

3.3 Horizon Years

The anticipated build-out year is 2040. As a result, the full build-out plus five years horizon year is 2045.

4 Development-Generated Travel Demand

4.1 Mode Shares

Examining the mode shares recommended in the TRANS Trip Generation Manual (2020) for the subject district, derived from the most recent National Capital Region Origin-Destination survey (OD Survey), the existing average district mode shares by land use for Merivale have been summarized in Table 10.

Table 10: TRANS Trip Generation Manual Recommended Mode Shares – Merivale

Travel Mode	Multi-Unit (High-Rise)		Commercial Generator	
	AM	PM	AM	PM
Auto Driver	41%	41%	71%	61%
Auto Passenger	6%	11%	19%	16%
Transit	42%	33%	1%	8%
Cycling	2%	2%	0%	1%
Walking	8%	13%	9%	14%
Total	100%	100%	100%	100%

As a result of the planned cycling and Baseline Road Rapid Transit Corridor project, along which a station at Merivale Road will be provided, the site transit and cycling mode shares are expected to surpass the values recommended for the Merivale area. Table 11 summarizes the proposed mode share targets for the subject development.

Table 11: Proposed Development Mode Shares

Travel Mode	Multi-Unit (High-Rise)		Commercial Generator	
	AM	PM	AM	PM
Auto Driver	28%	28%	51%	41%
Auto Passenger	5%	9%	16%	13%
Transit	50%	41%	16%	23%
Cycling	5%	5%	0%	1%
Walking	12%	17%	17%	22%
Total	100%	100%	100%	100%

4.2 Trip Generation

This TIA has been prepared using the vehicle and person trip rates for the residential dwellings using the TRANS Trip Generation Manual (2020) and the vehicle trip rates and derived person trip rates for commercial component from the ITE Trip Generation Manual 12th Edition (2017) using the City-prescribed conversion factor of 1.28. Table 12 summarizes the person trip rates for the proposed residential land use for each peak period and the person trip rates for non-residential land use by peak hour.

Table 12: Trip Generation Person Trip Rates by Peak Period

Land Use	Land Use Code	Peak Period	Vehicle Trip Rate	Person Trip Rates
Multi-Unit High-Rise	221 & 222 (TRANS)	AM	-	0.80
		PM	-	0.90
Land Use	Land Use Code	Peak Hour	Vehicle Trip Rate	Person Trip Rates
Strip Retail Plaza (<40k sq. ft.)	822 (ITE)	AM	3.93	5.03
		PM	6.29	8.05

Using the above person trip rates, the total person trip generation has been estimated. Table 13 summarizes the total person trip generation for the residential land use and for non-residential land uses.

Table 13: Person Trip Generation by Peak Period

Land Use	Units	AM Peak Period			PM Peak Period		
		In	Out	Total	In	Out	Total
Multi-Unit (High-Rise)	1291	320	713	1033	674	488	1162
Land Use	GFA	AM Peak Period			PM Peak Period		
		In	Out	Total	In	Out	Total
Strip Retail Plaza (<40k sq. ft.)	16,752 sq. ft	46	38	84	68	68	135

Internal capture rates from the ITE Trip Generation Handbook 3rd Edition have been assigned to the development's retail component for mixed-use developments. The rates summarized in Table 14 represent the percentage of trips to/from the retail use based on the residential component.

Table 14: Internal Capture Rates

Land Use	AM		PM	
	In	Out	In	Out
Residential to/from Shopping Centre	17%	14%	10%	26%

Typical pass-by reductions applied to the retail land use's trip generation are 40%, which is derived from the recommended value presented in the ITE Trip Generation Manual 11th Edition (2021) for the most similar land use with a recommended rate, "Retail (40k – 150k sq. ft.)."

Using the above mode share targets for a BRT area, and the person trip rates, the person trips by mode have been projected. Trip generation by peak hour has been forecasted using the prescribed peak period conversion factors presented in the TRANS Trip Generation Manual (2020) for the residential component. Table 15 summarizes the residential trip generation by mode and peak hour.

Table 15: Trip Generation by Mode

Travel Mode		AM Peak Hour				PM Peak Hour			
		Mode Share	In	Out	Total	Mode Share	In	Out	Total
Multi-Unit (High-Rise)	Auto Driver	29%	42	97	139	29%	80	63	143
	Auto Passenger	5%	8	18	25	9%	26	20	46
	Transit	50%	85	199	284	41%	125	99	224
	Cycling	5%	9	21	30	5%	16	12	28
	Walking	12%	22	50	72	17%	58	45	103
	Total	100%	166	385	550	100%	305	239	544
Strip Retail Plaza (<40k)	Auto Driver	51%	11	10	21	41%	15	13	28
	Auto Passenger	16%	6	5	11	13%	8	7	15
	Transit	16%	6	5	11	23%	14	12	26
	Cycling	0%	0	0	0	1%	1	1	2
	Walking	17%	6	6	12	22%	13	11	24
	Total	100%	29	26	55	100%	51	44	95
	Pass-by	40%	-8	-7	-15	40%	-10	-8	-18
	Internal Capture	varies	-8	-5	-13	varies	-7	-18	-25
Total	Auto Driver	-	53	107	160	-	95	76	171
	Auto Passenger	-	14	23	36	-	34	27	61
	Transit	-	91	204	295	-	139	111	250
	Cycling	-	9	21	30	-	17	13	30
	Walking	-	28	56	84	-	71	56	127
	Total	-	195	411	605	-	356	283	639
	Pass-by	-	-8	-7	-15	-	-10	-8	-18
	Internal Capture	-	-8	-5	-13	-	-7	-18	-25

As shown above, a total of 160 AM and 171 PM new peak-hour two-way vehicle trips are projected as a result of the proposed development.

4.3 Trip Distribution

To understand the travel patterns of the subject development, the OD Survey has been reviewed to determine the travel for the residential component, and these patterns were applied based on the build-out of Merivale. Table 16 below summarizes the distributions.

Table 16: OD Survey Distribution – Merivale

To/From	Residential % of Trips
North	30%
South	25%
East	20%
West	25%
Total	100%

4.4 Trip Assignment

Using the distribution outlined above, turning movement splits, and access to major transportation infrastructure, the trips generated by the site have been assigned to the study area road network. Table 17 summarizes the

proportional assignment to the study area roadways, and Figure 13 illustrates the new site-generated volumes and Figure 14 illustrate the pass-by volumes.

Table 17: Trip Assignment

To/From	Inbound Via	Outbound Via
North	20% Merivale Rd (N), 10% Baseline Rd (E)	20% Merivale Rd (N), 10% Baseline Rd (E)
South	25% Merivale Rd (S)	25% Merivale Rd (S)
East	20% Baseline Rd (E)	20% Baseline Rd (E)
West	25% Baseline Rd (W)	20% Baseline Rd (W), 5% Merivale Rd (S)
Total	100%	100%

Figure 13: New Site Generation Auto Volumes

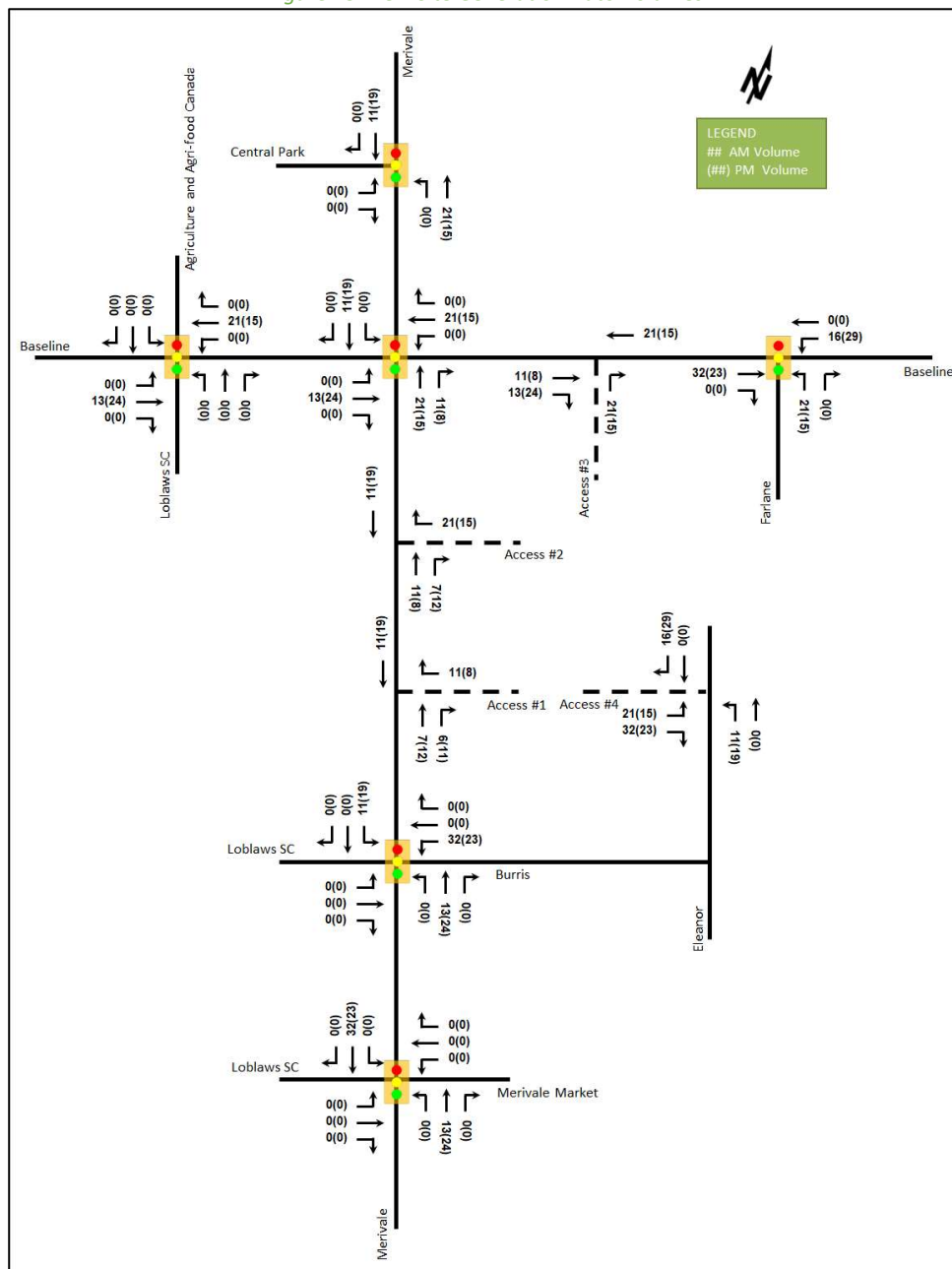
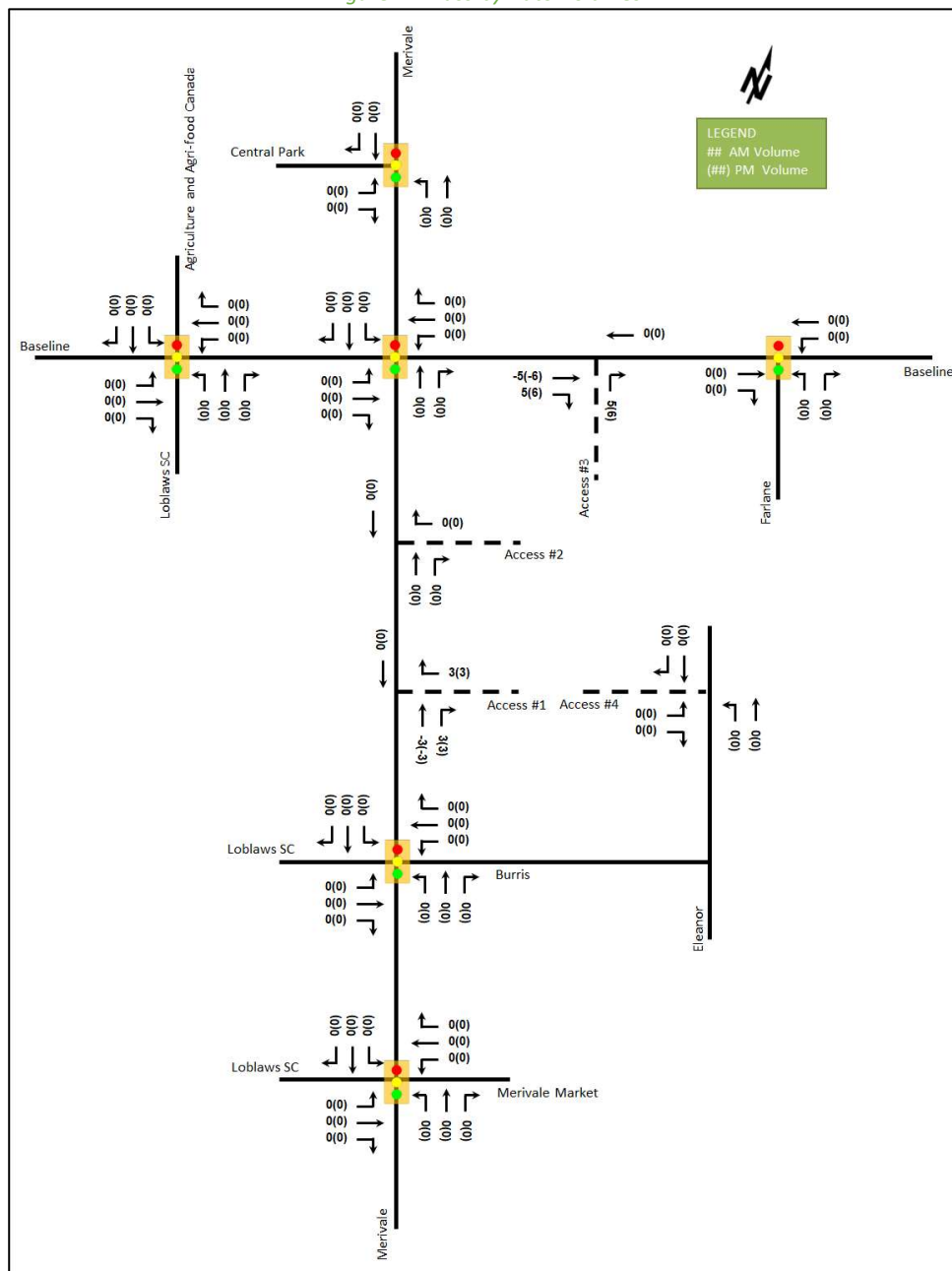


Figure 14: Pass-by Auto Volumes



4.5 Trip Reductions from Existing Site Land Uses

To account for the removal of the existing car dealer, car repair and maintenance service, and associated reductions in the network traffic for the auto trips, an approximation of the existing land uses was derived from the ITE Trip Generation Manual 11th Edition (2017) using the City-prescribed conversion factor of 1.28. Table 18 summarizes the trip generation land use and floor area, and the resultant estimated existing site generated trips by mode have been provided in Appendix E.

Table 18: Trip Generation Person Trip Rates by Peak Hour

Land Use	Land Use Code	GFA (sq. ft.)
Automobile Sales (New)	840 (ITE)	31,235
Automobile Parts and Service Center	943 (ITE)	25,629

The existing site is estimated to produce 98 AM two-way primary auto trips in the AM peak hour and 100 two-way primary auto trips in the PM peak hour based on the existing land uses and the existing area mode shares. Table 19 summarizes the estimated existing trip assignment to the study area roadways. Figure 15 illustrates the total vehicle volume reductions from the existing site land uses, and Table 20 compares the estimated existing primary auto trips and forecasted site-generated primary auto trips. Figure 16 illustrates the forecasted net auto volumes for the redevelopment.

Table 19: Estimated Trip Assignment

To/From	Inbound Via	Outbound Via
North	30% Merivale Rd (N)	20% Merivale Rd (N), 10% Baseline Rd (E)
South	25% Merivale Rd (S)	15% Baseline Rd (E), 10% Merivale Rd (S)
East	10% Baseline Rd (E), 10% Merivale Rd (S)	20% Baseline Rd (E)
West	25% Baseline Rd (W)	25% Merivale Rd (N)
Total	100%	100%

Figure 15: Existing Land Use Auto Volume Reductions

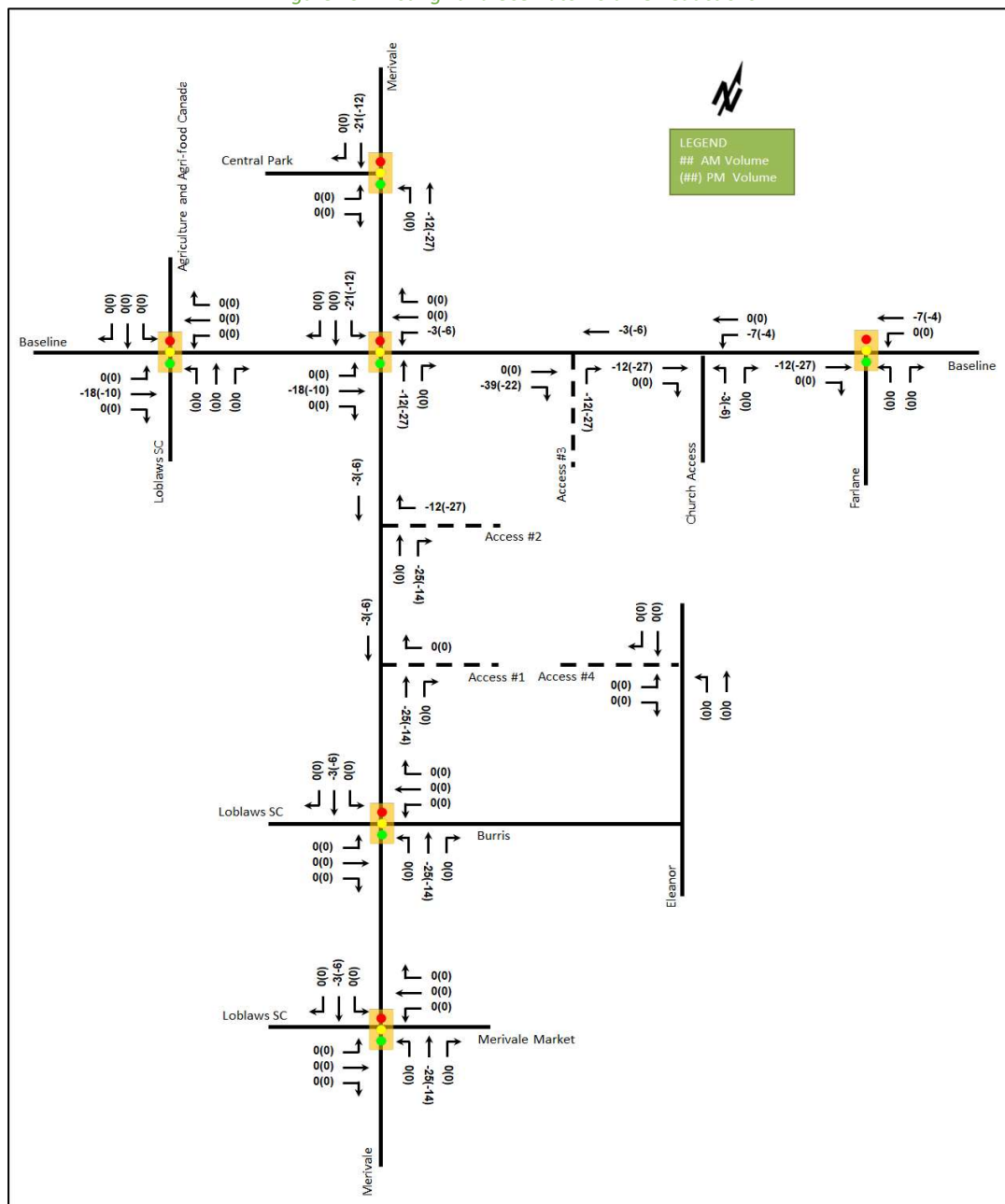
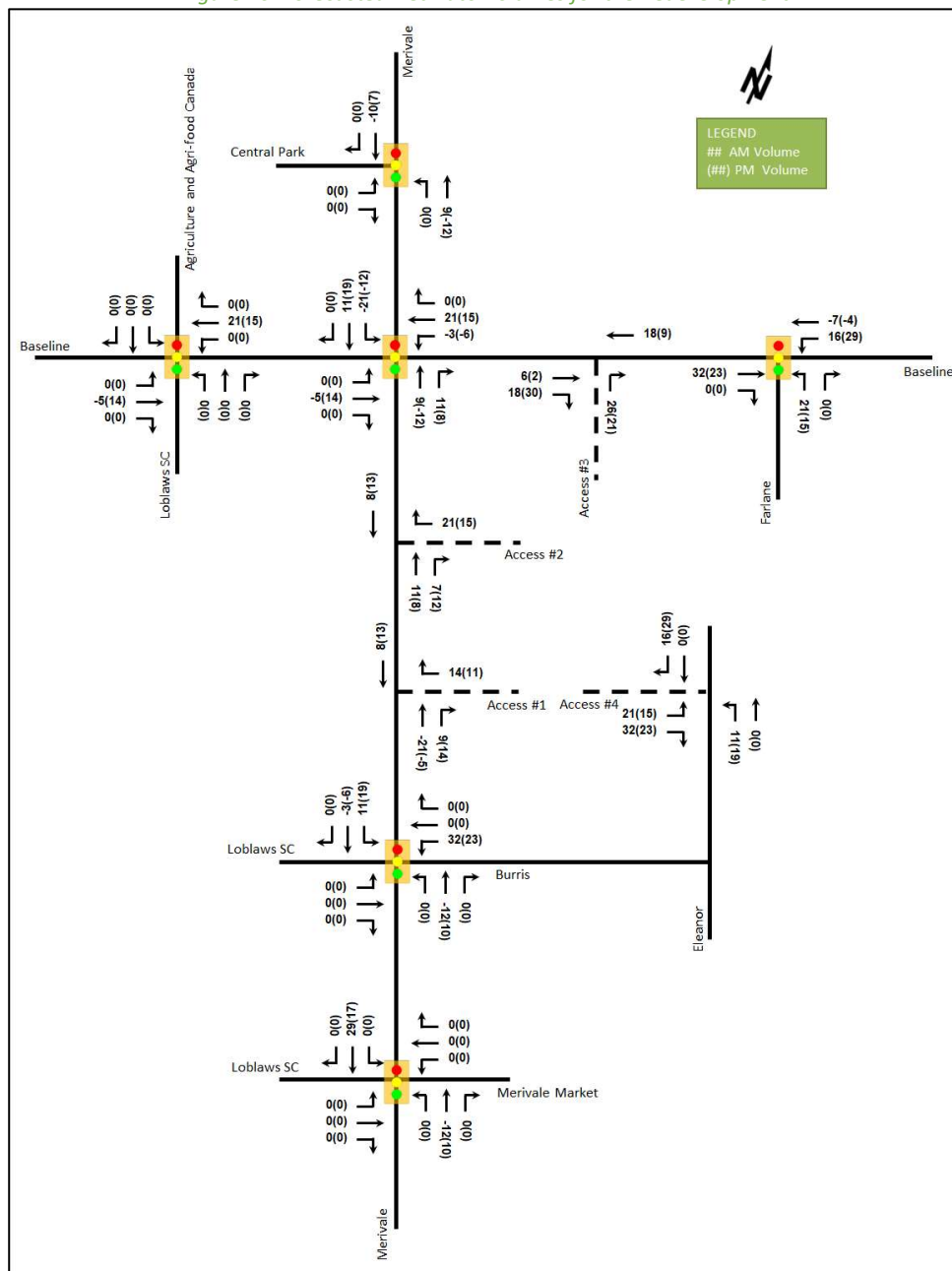


Table 20: Estimated Existing Auto Trip Volumes vs Forecasted Auto Trip Volumes

Scenario	AM Peak Hour				PM Peak Hour			
	Mode Share	In	Out	Total	Mode Share	In	Out	Total
Existing	Varies	70	27	98	Varies	40	60	100
Proposed	Varies	53	107	160	Varies	95	76	171
Difference	-	-17	+80	+62	-	+55	+16	+71

Figure 16: Forecasted Net Auto Volumes for the Redevelopment



5 Exemption Review

Table 21 summarizes the exemptions for this TIA.

Table 21: Exemption Review

Module	Element	Explanation	Exempt/Required
Site Design and TDM			
Development Design	4.1.2 Circulation and Access	Only required for site plan and zoning by-law applications	Required
	4.1.3 New Street Networks	Only required for plans of subdivision	Exempt

Module	Element	Explanation	Exempt/Required
Parking	4.2.1 Parking Supply	Only required for site plan and zoning by-law applications	Required
Boundary Street Design		All applications	Required
Transportation Demand Management	All Elements	Only required when the development generates more than 60 person-trips	Required
Network Impact			
Background Network Travel Demand	All Elements	Only required when one or more other Network Impact Modules are triggered when the development generates more than 75 auto or transit trips	Exempt
Demand Rationalization		Only required when one or more other Network Impact Modules when the development generates more than 75 auto trips	Exempt
Neighbourhood Traffic Calming	4.6.1 Adjacent Neighbourhoods	If the development meets all of the following criteria along the route(s) site generated traffic is expected to utilize between an arterial road and the site's access: 1. Access to Collector or Local; 2. "Significant sensitive land use presence" exists, where there is at least two of the following adjacent to the subject street segment: • School (within 250m walking distance); • Park; • Retirement / Older Adult Facility (i.e. long-term care and retirement homes); • Licenced Child Care Centre; • Community Centre; or • 50%, or greater, of adjacent property along the route(s) is occupied by residential lands and a minimum of 10 occupied residential units are present on the route. 3. Application is for Zoning By-Law Amendment or Draft Plan of Subdivision; 4. At least 75 site-generated auto trips; 5. Site Trip Infiltration is expected. Site traffic will increase peak hour vehicle volumes along the route by 50% or more.	Exempt
Transit	4.7.1 Transit Route Capacity	Only required when the development generates more than 75 transit trips	

Module	Element	Explanation	Exempt/Required
	4.7.2 Transit Priority Requirements	Only required when the development generates more than 75 auto trips	Exempt
Network Concept		Only required when proposed development generates more than 200 person-trips during the peak hour in excess of equivalent volume permitted by established zoning	Exempt – as of right is estimated to be similar unit count
Intersection Design	4.4.1-2/4.9.1 Intersection Control	Only required when the development generates more than 75 auto trips	Exempt
	4.4.3/4.9.2 Intersection Design	Only required when the development generates more than 75 auto trips	Exempt

6 Development Design

6.1 Design for Sustainable Modes

The proposed development is a mixed-use site with two high-rise towers (Towers A and B) with a shared one-storey podium on the south side of the property, and two high-rise towers (Towers C and D) on a shared podium, one standalone high-rise tower (Tower E), and two mid-rise buildings (Buildings F and G) on the east side of the property.

The development will be served by drive aisles supporting mixed flow for autos and bicycles, with framed parking along the internal aisles as well as a drop-off loop on the eastern half of the property, and with laybys for pickups and drop-offs along buildings on the south side of the property. Parking for vehicles and bicycles will be in four underground garages interspersed throughout the site. Elevators are anticipated to provide access between the parking levels and the surface for cyclists' ease of use. The drive aisles access Merivale Road, Baseline Road, and Eleanor Drive.

Two-metre-wide sidewalks are provided along both sides of all drive aisles, with connections between all building entrances, the on-site parkland, and the sidewalks along Merivale Road, Baseline Road, and Eleanor Drive. A multi-modal mid-block connection between Merivale Road and Eleanor Drive is proposed on the east side of the southernmost internal aisles accessing both public roads facilitating pedestrian and cycling access between the two external streets.

6.2 Circulation and Access

Site access is proposed via two (2) two-way right-in/right-out accesses to Merivale Road, each restricted by a median, a two-way full-movement access to Eleanor Drive, and a two-way right-in/right-out access to Baseline Road restricted by a median. The internal drive aisles connect between Merivale Road and Eleanor Drive, north through the site to a loop from Merivale Road to Baseline Road. Laybys for pick-ups and drop-offs are located adjacent to building entrances and parking laybys are provided intermittently. Underground garage access is provided between Towers A and B, at Tower C, at Tower F and at Building G.

The internal drive aisles connection between Merivale Road and Eleanor Drive will be aligned to direct vehicles into the site, thereby reducing the perception of a vehicular cut-through route.

Internal drive aisles are proposed to be 7.0 metres in width, which given the mixed-use nature of the site (including commercial uses) meets the minimum and maximum width requirements from the Zoning By-Law. Emergency

services can navigate the site as it meets the 6.0-metres drive aisle width and 9.0-metre corner radii minimums. Waste collection will take place internal to the site along the drive aisles. No operational issues are noted, and the road geometry is adequate to permit the intended site operations. Turning templates are provided in Appendix F.

7 Parking

7.1 Parking Supply

The site proposes vehicle parking below grade in parking levels of four separate garages for site buildings, accessed by four separate ramps throughout the site area.

Minimum and maximum vehicle and bicycle parking rates derived from the legacy Zoning By-Law (2008-250), the site is found in Area C within Schedule 1 and is noted to be within 600 metres of transit station depicted within Schedule 2A. The resulting parking requirements are noted to be:

- Maximum vehicle parking:
 - 1.75 spaces per dwelling unit for combined resident and visitor parking
 - 4.0 spaces per 100 m² for the commercial parking
 - Equates to 2,259 total spaces for the residential parking and 62 spaces for the commercial parking
- Minimum vehicle parking:
 - 1.2 spaces per dwelling unit for resident parking
 - 0.2 spaces per dwelling unit for visitor parking
 - 3.4 spaces per 100 m² for the commercial parking
 - Equates to 1,549 total spaces for the residential parking, 258 spaces for visitor parking, and 53 spaces for the commercial parking
- Bicycle parking:
 - 0.5 spaces per dwelling unit for combined visitor and resident parking
 - 1.0 space per 250 m² for the commercial parking
 - Equates to 646 spaces for the residential parking and six spaces for the commercial parking

According to the new Zoning By-Law (2026-50), the subject site is noted to be in Area C within Schedule A1, and within 600 m of a transit station depicted within Schedule A4 of the New Zoning By-Law. The resulting changes are anticipated to be:

- Maximum vehicle parking:
 - 1.25 spaces per dwelling unit for combined resident and visitor parking
 - 3.6 spaces per 100 m² for the commercial parking
 - Equates to 1,614 total spaces for the residential parking and 56 spaces for the commercial parking
- Minimum vehicle parking:
 - Zero spaces per dwelling unit for resident parking
 - 0.1 spaces per dwelling unit after the first 24 dwelling units to a maximum of 20 visitor parking spaces per building
 - Equates to 127 total spaces for the visitor parking
- Bicycle parking:
 - 1.0 spaces per dwelling unit for resident parking
 - 0.1 spaces per dwelling unit for visitor parking
 - 2.0 spaces for the first per 250 m², and 1.0 spaces for each 250 m² thereafter for the commercial parking

- Equates to 1,291 long term spaces and 136 short term spaces

Ultimately, the site is subject to the legacy Zoning By-Law (2008-250), and it recommended that these rates be accommodated on site, for visitor and bicycle parking. Should the City be supportive of a reduction to the minimum vehicle parking, given the proximity of the rapid transit station and noting the legacy Zoning By-Law (2008-250) minimum provisions are higher than the New Zoning By-Law (2026-50) maximum provision, reductions to the vehicle parking should be sought during future site plan applications.

8 Boundary Street Design

Table 22 summarizes the MMLOS analysis for the boundary streets of Baseline Road, Merivale Road, and Eleanor Drive. The existing and future conditions for Merivale Road and Eleanor Drive will be the same and are considered in one row. The MMLOS worksheets has been provided in Appendix G.

Table 22: Boundary Street MMLOS Analysis

Segment		Pedestrian LOS		Bicycle LOS		Transit LOS		Public Realm LOS	
		PLOS	Target	BLOS	Target	TLOS	Target	PRLOS	Target
Baseline Road	Ex.	D	B	F	B	B	A	D	D
	Fut.	C	B	C	B	A	A	C	C
Merivale Road	Ex./Fut.	D	B	F	C	B	B	D	D
Eleanor Drive	Ex./Fut.	B	C	C	C	B	E	B	B

Baseline Road and Merivale Road will not meet the pedestrian LOS targets in the existing and future conditions.

Baseline Road and Merivale Road will not meet the bicycle LOS targets in the existing conditions and future conditions.

Baseline Road does not meet the transit LOS targets in the existing conditions.

9 Transportation Demand Management

9.1 Context for TDM

The mode shares used within the TIA represent a shift from auto modes to transit and cycling modes. As the future Baseline Road Rapid Transit Corridor project will enhance the cycling connectivity and transit access of the development and result in residual trip capacity for these modes, the increases in these mode shares is likely to be achieved. Supportive TDM measures should be included aimed at ensuring this outcome and encouraging further shifts towards transit.

The site is located within Merivale Arterial Mainstreet Design Priority Area. Total bedrooms within the development are subject to the unit breakdown. No age restrictions are noted.

9.2 Need and Opportunity

The subject site has been assumed to rely on auto travel and transit with an increase in transit and cycling ridership with the immediate proximity to the future BRT corridor, and those assumptions have been carried through the analysis. Risks associated with failing to meet mode share targets may be increased volumes on the existing overcapacity movements at the intersection of Baseline Road at Merivale Road. The presence of further operational issues will, however, encourage transit uptake.

9.3 TDM Program

The “suite of post occupancy TDM measures” has been summarized in the TDM checklists for the residential land uses. The checklist is provided in Appendix H. The key TDM measures recommended include:

- Display local area maps with walking and cycling routes, and transit route information and schedules at major entrances
- Provide a multimodal travel option information package to new residents
- Contract with providers to install on-site bikeshare (or other micro-mobility, e.g., scootershare)
- Contract with providers to install on-site carshare spaces
- Inclusion of a 1-year Presto card for the initial purchase of condo purchase and/or rental of apartment
- Unbundle parking cost from purchase or rental costs

10 Transit

10.1 Route Capacity

In Section 5.1 the trip generation by mode was estimated, including an estimate of the number of transit trips that will be generated by the proposed development. Table 23 summarizes the transit trip generation.

Table 23: Trip Generation by Transit Mode

Travel Mode	Mode Share	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Transit	Varies	91	204	295	139	111	250

The proposed development is anticipated to generate 295 AM and 250 PM peak hour two-way transit trips. These transit trips are new trips associated with the residential land use and provided for the purposes of transit service and schedule planning for residential origins and destinations. Transit trips from the existing commercial development are not considered or discounted within this section.

From the trip distribution found in section 5.3, these values can be further broken down. Table 24 summarizes forecasted site-generated transit ridership trips by direction and the equivalent bus loads. It is assumed that trips to the north and south may be taken by connecting to the LRT Trillium Line east of the site via the bus routes.

Table 24: Forecasted Site-Generated Transit Ridership

Direction	AM Peak Hour		PM Peak Hour		Service Type	Equivalent Service Increase
	In	Out	In	Out		
North	27	61	42	33	Bus, BRT (future)	One and one-tenth of a standard bus
South	23	51	35	28		A standard bus
East	18	41	28	22		Three-quarters of a standard bus
West	23	51	35	28		A standard bus

11 Access Intersection Design

11.1.1 Access Location Criteria

The site will access the area road network via internal drive aisles connections to Merivale Road, Baseline Road, and Eleanor Drive.

The southernmost access onto Merivale Road, here referred to as Access #1, the other access onto Merivale Road (Access #2), and the access onto Baseline Road (Access #3) will be right-in/right-out, restricted by the medians on

these public roads. The access onto Eleanor Drive (Access #4 – not depicted in the volume figures within this report) is full-movements, and all accesses are two-way.

Access #1 and Access #4 are each 3.0 metres from the adjacent southern property line, and Access #3 is located 3.0 metres from the eastern property line, complying with Private Approach By-Law requirements for offsets from adjacent lot lines.

The spacing between Access #1 and #2 on Merivale Road is approximately 122 metres. The Private Approach By-Law provides a minimum distance of 60 metres from an adjacent street's right-of-way for access on arterial roads for developments with 300 or more parking spaces, and the proposed spacing meets this minimum value.

Access #1 is located approximately 120 metres from the Burris Lane, and approximately 115 metres from its right-of-way. The Geometric Design Guide for Canadian Roads (TAC, 2017) provides a suggested minimum corner clearance of 70 metres from adjacent roadways along undivided departures of signalized intersections, and this value is met by the proposed location. The Private Approach By-Law provides a minimum distance of 60 metres from an adjacent street's right-of-way for access on arterial roads, and this value is met by the proposed location.

Access #2 is located approximately 59 metres from the Baseline Road roadway and approximately 49 metres from its right-of-way. The TAC Geometric Design Guide provides a suggested minimum corner clearance of within or beyond the left-turn taper along divided approaches to signalized intersections, however as no left-turn lane is provided on the northbound approach of the intersection of Baseline Road at Merivale Road, the proposed location is considered appropriate. The Private Approach By-Law provides a minimum distance of 60 metres from an adjacent street's right-of-way for access on arterial roads for developments with 300 or more parking spaces, and the proposed location is approximately 11 metres short of meeting this distance. As two accesses are provided on Merivale Road, and any queuing from the adjacent intersection temporarily blocking the outbound movements from the site access can be mitigated by using the Access #1, which is approximately 178 metres from the Baseline Road intersection. Therefore, the proposed access location is recommended to be approved.

Access #3 is located approximately 73 metres from the Merivale Road roadway and approximately 65 metres from the extension of its right-of-way. The TAC Geometric Design Guide provides a suggested minimum corner clearance of 70 metres from adjacent roadways along divided departures of signalized intersections, and this value is met by the proposed location. The Private Approach By-Law provides a minimum distance of 60 metres from an adjacent street's right-of-way for access on arterial roads, and this value is met by the proposed location.

No additional location criteria beyond the offset to the adjacent property line are applicable for Access #4. The proposed access locations are recommended to be approved.

11.1.2 Geometric Design Criteria

All accesses are 7.0 metres in width and are recommended to have 5.0 metre radii on each side of the access, which supports firetruck and truck movements, as illustrated in the turning templates provided in Appendix F.

The Private Approach By-Law specifies a maximum width for a site access of 9.0 metres, which is noted to be applied at the highway (right-of-way) line and the roadway edge. The resulting access widths at the right-of-way lines are 7.0 m for Access #1, 7.5 metres for Access #2, 7.1 metres for Access #3, and 7.2 metres for Access #4, which all comply with this provision. The resulting access widths at the roadway edge are 17.1 m for Access #1, 16.2 metres for Access #2, 16.1 metres for Access #3, and 17.3 metres for Access #4. Although these widths do not comply with this provision as written, it is noted that this minimum width cannot be met for even a 6.0-metre-wide access combined with City Standard 7.1, that permits truck turns. Therefore, the proposed widths are considered appropriate and are recommended to be approved.

Access #1 has a clear throat length of approximately 44 metres to the intersection with the private road connecting to Access #4. Access #2 has an inbound clear throat length of approximately 36 metres to the internal intersection of private roads/parking garage access for Towers C and D. It is noted that the outbound lane of Access #2 has a layby for pick-ups and drop-offs along Tower C, however, vehicles accessing this lane will not impact inbound vehicles and the presence of this layby is not considered to affect the throat length discussion. Access #3 has a clear throat length of approximately 18 metres to the framed parking on the private road, and Access #4 has a clear throat length of approximately 39 metres to the intersection with the private road connecting to Access #1.

The TAC Geometric Design Guide provides suggested minimum clear throat lengths for a variety of development classifications. For apartment developments of over 200 units, the suggested minimum throat length for major driveways on arterials (as Merivale Road and Baseline Road are classified) is 40 metres, and no target is identified for local roads (as Eleanor Drive is classified). The TAC Geometric Design Guide notes, however, that for larger developments, the appropriate throat length should be determined by access intersection control and the anticipated volumes and types of traffic.

Based on the forecasted volumes, illustrated in Figure 13 and Figure 14, the inbound and outbound trips at the site accesses along Merivale Road and Baseline Road are below 30 vehicles an hour, with Eleanor Drive expected to range between 25 and 54 vehicles. Table 25 summarizes the forecasted volumes, the averaged arrival rates, and the minimum recommended throat lengths based on these values.

Table 25: Access Intersection Volume and Recommended Throat Lengths

Access	AM Peak Hour		PM Peak Hour		Averaged Arrival Rate	Recommended Minimum Throat Length
	In	Out	In	Out		
Access #1 (Merivale Rd)	6	11	11	8	One vehicle every 5.5 - 10 minutes	15 m
Access #2 (Merivale Rd)	7	21	12	15	One vehicle every 5.0 - 8.5 minutes	15 m
Access #3 (Baseline Rd)	13	21	24	15	One vehicle every 2.5 – 4.5 minutes	15 m
Access #4 (Eleanor Dr)	27	53	48	38	One vehicle every 1.0 - 2.0 minutes	15 m

As shown above, an averaged arrival rate of no more than one vehicle every two and half minutes is noted in the case of the arterial accesses. As a result, accommodation of two vehicles arriving at the same time, which would equate to five to 20 minutes of expected traffic, is considered appropriate for Accesses #1, #2, and #3, and these targets are met by all proposed site accesses.

In the case of Access #4 onto the local Eleanor Drive, an averaged arrival rate of no more than one vehicle per one minutes is noted. As a result, accommodation of two vehicles arriving at the same time, which would equate to two to four minutes of expected traffic, therefore a 15-meter throat length is recommended to be an appropriate target. This target is being met.

12 Summary of Improvements Indicated and Modifications Options

The following summarizes the analysis and results presented in this TIA report:

Proposed Site and Screening

- The proposed redevelopment includes five high-rise buildings and two mid-rise buildings with a maximum of 1291 units and an internal park/amenity space

- The existing right-in/right-out access on Baseline Road remains, and two right-in/right-out accesses are proposed on Merivale Road along with a new full-movement access on Eleanor Drive
- The development is proposed to be completed as multiple phases by 2040
- The site is located within Merivale Arterial Mainstreet Design Priority Area
- The trip generation, location, and safety triggers were met for the TIA Screening

Existing Conditions

- Baseline Road and Merivale Road are arterial roads, Farlane Boulevard and Central Park Drive are collector roads, and Burris Lane and Eleanor Drive are local roads in the study area
- Sidewalks are provided on both sides along Baseline Road west of Merivale Road, Merivale Road, Central Park Drive, Burris Lane, on the west side of Farlane Boulevard, on north side of Eleanor Drive between Briardale Crescent and Burris Lane, and on the south side of Baseline Road east of Merivale Road
- A bike lane is present on the west side of Merivale Road between Central Park Drive South and Baseline Road and the Nepean Trail starts at the intersection of Baseline Road and Farlane Boulevard to the south, leading to Colonnade Road
- The study area intersections operate well at the existing conditions during both the AM and PM peak hours except for the intersection of Baseline Road at Merivale Road
- One turning movement collision involved a cyclist occurred on the segment of Merivale Road between Merivale Road and OT/NE Boundary, and the lack of continuous cycling facilities across the area driveways may contribute to this collision
- Two pedestrian collisions and four cyclist collisions occurred at the intersection of Baseline Road at Farlane Boulevard, and the inclusion of advanced pedestrian walk times may mitigate these collisions
- Five pedestrian collisions occurred at the intersection of Burris Lane at Merivale Road and more frequent maintenance to improve visibility for drivers, or the provision of advanced pedestrian walk times, could help mitigate these collisions
- One angle collision involved a cyclist occurred on the segment of Baseline Road between Loblaw's Superstore and Merivale Road and the implementation of the cycletracks in the Baseline Road Rapid Transit Corridor design would help mitigate future cycling collisions

Planned Conditions

- Sidewalks along Zena Street from Baseline Road to Sunnycrest Drive, along Sunnycrest Drive from Zena Street to Barlyn Avenue, along Barlyn Avenue from Sunnycrest Drive to Hilliard Avenue, along Eleanor Drive from Farlane Boulevard to Greencrest Place, Wallford Way from Highwood Drive to Trillium Avenue, Trillium Avenue from Wallford Way to Beaver Ridge, and Beaver Ridge between Meadowlands Drive and Eagle Lane, and a feasibility study of improved road crossings and connectivity to the Experimental Farm Pathway at Merivale Road, Baseline Road and Prince of Wales Drive are identified as priority projects within the TMP Active Transportation Network
- Baseline-Heron Transitway median BRT from Algonquin College to Billings Bridge, Merivale Road continuous bus lanes from Woodfield Drive to Baseline Road, and Merivale transit priority corridor from Baseline Road to Carling Avenue are identified as priority projects within the TMP Transit Network
- The Baseline Road Rapid Transit Corridor project is assumed to be built prior to 2040

Development Generated Travel Demand

- The proposed development is forecasted produce 605 two-way people trips during the AM peak hour and 639 two-way people trips during the PM peak hour
- Of the forecasted people trips, 160 two-way trips will be vehicle trips during the AM peak hour and 171 two-way trips will be vehicle trips during the PM peak hour
- Of the forecasted people trips, 295 two-way transit trips during the AM peak hour and 250 two-way transit trips during the PM peak hour were noted
- The existing site is estimated to produce 98 AM two-way vehicle trips during the AM peak hour and 100 two-way vehicle trips during the PM peak hour
- As a result, the net new auto trips expected from the proposed development is anticipated to be 62 new additional AM peak hour vehicles trips and 71 new additional PM peak hour vehicles trips
- Of the forecasted trips, 30% are anticipated to travel north, 20% to the east, and 25% to both the west and south

Development Design

- The proposed development is a mixed-use site with two high-rise towers (Towers A and B) with a shared one-storey podium, two high-rise towers (Towers C and D) on a shared podium, one standalone high-rise tower (Tower E), and two mid-rise buildings (Buildings F and G)
- Parking for vehicles and bicycles will be in four underground garages interspersed throughout the site
- Two-metre-wide sidewalks are provided along both sides of all drive aisles, with connections between all building entrances, the on-site parkland, and the sidewalks along Merivale Road, Baseline Road, and Eleanor Drive
- The mid-block connection between Merivale Road and Eleanor Drive is proposed to support multi-modal travel and reduce auto cut through opportunities
- Site access is proposed via two (2) two-way right-in/right-out accesses to Merivale Road, each restricted by a median, a two-way full-movement access to Eleanor Drive, and a two-way right-in/right-out access to Baseline Road restricted by a median
- The internal drive aisles connect between Merivale Road and Eleanor Drive, north through the site to a loop from Merivale Road to Baseline Road
- Laybys for pick-ups and drop-offs are located adjacent to building entrances and parking laybys are provided intermittently throughout the site
- Internal drive aisles meet the Zoning By-Law requirements
- Emergency services can navigate the site drive aisles, and waste collection will take place internal to the site along the drive aisles

Parking

- The site is subject to the legacy Zoning By-Law which requires a minimum of 1,807 residential parking spaces and 53 commercial parking spaces and permits a maximum of 2,259 residential parking spaces and 62 commercial parking spaces and 646 bicycle parking spaces for the residential component and six spaces for the commercial component
- Should the City be supportive of a reduction to the minimum vehicle parking, given the proximity of the rapid transit station and noting the legacy Zoning By-Law minimum provisions are higher than the new Zoning By-Law maximum provision, reductions to the vehicle parking should be sought during future site plan applications

Boundary Street Design

- Baseline Road and Merivale Road will not meet the pedestrian or bicycle LOS targets in the existing and future conditions
- Baseline Road does not meet the transit LOS targets in the existing conditions

TDM

- Supportive TDM measures to be included within the proposed development should include:
 - Display local area maps with walking and cycling routes, and transit route information and schedules at major entrances
 - Provide a multimodal travel option information package to new residents
 - Contract with providers to install on-site bikeshare (or other micro-mobility, e.g., scootershare)
 - Contract with providers to install on-site carshare spaces
 - Inclusion of a 1-year Presto card for the initial purchase of condo purchase and/or rental of apartment
 - Unbundle parking cost from purchase or rental costs

Transit

- The proposed development is anticipated to generate ridership increases on the order of three-quarters of a standard bus to one and one-tenth of a standard bus per peak hour per peak direction and these demands are largely expected to be accommodated by bus
- Examining the study area intersection delays, negligible impacts are noted on the transit movements and
- No decrease in transit LOS at the study area intersections are noted as a result of forecasted site-generated traffic

Intersection Design

- The site accesses meet the Private Approach By-Law requirements for offsets from adjacent lot lines, from an adjacent street's right-of-way and the TAC suggested minimum corner clearance
- All accesses are 7.0 metres in width and are recommended to have 5.0 metre radii on each side of the access which support firetruck and truck movements
- Throat lengths are considered adequate based on the anticipated volumes

13 Conclusion

It is recommended that, from a transportation perspective, the proposed development applications proceed.

Prepared By:

Reihaneh Azhdar

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Reviewed By:



Andrew Harte, P.Eng.
Senior Transportation Engineer

Appendix A

TIA Screening Form and PM Certification Form

City of Ottawa 2023 Revisions to 2017 TIA Guidelines
Step 1 - Screening Form

Date: 15-Jul-24
Project Number: 2024-008
Project Reference: 1200 Baseline

1.1 Description of Proposed Development		
Municipal Address	1200 Baseline Road	
Description of Location	At the southeast corner of Baseline Road at Merivale Road intersection	
Land Use Classification	Arterial Mainstreet Zone (AM10)	
Development Size	High-rise buildings with 1388 units	
Accesses	One new access on Eleanor Drive, and existing accesses on Baseline Road and Merivale Road	
Phase of Development	Multiple Phases	
Buildout Year	2040	
TIA Requirement	Full TIA Required	

1.2 Trip Generation Trigger		
Land Use Type	Multi-Family (High-Rise)	
Development Size	1388	Units
Trip Generation Trigger	Yes	

1.3 Location Triggers		
Does the development propose a new driveway to a boundary street that is designated as part of the Transit Priority Network, Rapid Transit network or Cross-Town Bikeways?	No	
Is the development in a Hub, a Protected Major Transit Station Area (PMTSA), or a Design Priority Area (DPA)?	Yes	DPA
Location Trigger	Yes	

1.4. Safety Triggers		
Are posted speed limits on a boundary street 80 km/hr or greater?	No	
Are there any horizontal/vertical curvatures on a boundary street limits sight lines at a proposed driveway?	No	
Is the proposed driveway within the area of influence of an adjacent traffic signal or roundabout (i.e. within 300 m of intersection in rural conditions, or within 150 m of intersection in urban/ suburban conditions)?	Yes	
Is the proposed driveway within auxiliary lanes of an intersection?	Yes	
Does the proposed driveway make use of an existing median break that serves an existing site?	No	
Is there is a documented history of traffic operations or safety concerns on the boundary streets within 500 m of the development?	Yes	High collision at Baseline Road at Merivale Road
Does the development include a drive-thru facility?	No	
Safety Trigger	Yes	



Certification Form for TIA Study PM

TIA Plan Reports

On April 14, 2022, the Province's Bill 109 received Royal Assent providing legislative direction to implement the More Homes for Everyone Act, 2022 aiming to increase the supply of a range of housing options to make housing more affordable. Revisions have been made to the TIA guidelines to comply with Bill 109 and streamline the process for applicants and staff.

Individuals submitting TIA reports will be responsible for all aspects of development-related transportation assessment and reporting, and undertaking such work, in accordance and compliance with the City of Ottawa's Official Plan, the Transportation Master Plan and the Transportation Impact Assessment (2017) Guidelines.

By submitting the attached TIA report (and any associated documents) and signing this document, the individual acknowledges that they meet the four criteria listed below.

CERTIFICATION



I have reviewed and have a sound understanding of the objectives, needs and requirements of the City of Ottawa's Official Plan, Transportation Master Plan and the Transportation Impact Assessment (2017) Guidelines; (Update effective July 2023)



I have a sound knowledge of industry standard practice with respect to the preparation of transportation impact assessment reports, including multi modal level of service review;



I have substantial experience (more than 5 years) in undertaking and delivering transportation impact studies (analysis, reporting and geometric design) with strong background knowledge in transportation planning, engineering or traffic operations; and



I am either a licensed or registered¹ professional in good standing, whose field of expertise



is either transportation engineering



or transportation planning.

¹ License of registration body that oversees the profession is required to have a code of conduct and ethics guidelines that will ensure appropriate conduct and representation for transportation planning and/or transportation engineering works.

Dated at Ottawa this 17 day of August, 20 23.
(City)

Name : Andrew Harte

Professional title: Senior Transportation Engineer / Vice-President Ottawa



Signature of individual certifier that s/he/they meet the above criteria

Office Contact Information (Please Print)
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Stamp



Revision Date: June 2023

Appendix B

Turning Movement Counts



Project #24-226 - CGH Transportation

Intersection Count Report

Intersection: Baseline Rd & Merivale Rd
Municipality: Ottawa
Count Date: Wednesday, Jun 05, 2024
Site Code: 2422600001
Count Categories: Cars, Trucks, Bicycles, Pedestrians
Count Period: 07:00-10:00, 11:30-13:30, 15:00-18:00
Weather: Clear
Comments:



Traffic Count Summary

Intersection: Baseline Rd & Merivale Rd
Site Code: 2422600001
Municipality: Ottawa
Count Date: Jun 05, 2024

Merivale Rd - Traffic Summary

Hour	North Approach Totals						South Approach Totals						Total
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	
07:00 - 08:00	191	238	220	0	649	12	0	291	138	0	429	2	1078
08:00 - 09:00	234	359	295	0	888	18	0	523	198	0	721	2	1609
09:00 - 10:00	217	312	227	0	756	12	0	299	137	0	436	2	1192
BREAK													
11:30 - 12:00	115	195	136	0	446	12	1	138	98	0	237	5	683
12:00 - 13:00	201	375	293	0	869	25	1	335	214	0	550	15	1419
13:00 - 13:30	102	169	119	0	390	11	0	183	91	0	274	7	664
BREAK													
15:00 - 16:00	239	527	358	0	1124	39	0	487	240	0	727	16	1851
16:00 - 17:00	329	620	445	0	1394	32	0	462	254	0	716	16	2110
17:00 - 18:00	301	685	408	0	1394	20	0	506	233	0	739	9	2133
GRAND TOTAL	1929	3480	2501	0	7910	181	2	3224	1603	0	4829	74	12739



Traffic Count Summary

Intersection: Baseline Rd & Merivale Rd
 Site Code: 2422600001
 Municipality: Ottawa
 Count Date: Jun 05, 2024

Baseline Rd - Traffic Summary

Hour	East Approach Totals						West Approach Totals						Total
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	
07:00 - 08:00	86	763	225	0	1074	16	147	797	7	0	951	8	2025
08:00 - 09:00	151	1003	254	0	1408	19	195	972	11	0	1178	10	2586
09:00 - 10:00	124	903	223	0	1250	15	157	656	9	0	822	8	2072
BREAK													
11:30 - 12:00	94	406	106	0	606	8	102	313	13	0	428	6	1034
12:00 - 13:00	186	750	169	0	1105	20	188	603	20	0	811	20	1916
13:00 - 13:30	78	349	103	0	530	10	88	301	7	0	396	9	926
BREAK													
15:00 - 16:00	218	1177	163	0	1558	21	203	753	29	0	985	13	2543
16:00 - 17:00	198	1133	177	0	1508	18	224	1072	11	0	1307	15	2815
17:00 - 18:00	195	1105	179	0	1479	17	224	958	16	0	1198	8	2677
GRAND TOTAL	1330	7589	1599	0	10518	144	1528	6425	123	0	8076	97	18594



Traffic Count Data

Intersection: Baseline Rd & Merivale Rd
 Site Code: 2422600001
 Municipality: Ottawa
 Count Date: Jun 05, 2024

North Approach - Merivale Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	44	52	50	0	146	0	5	1	0	6	0	0	0	0	0	4
07:15	38	43	32	0	113	2	4	0	0	6	0	0	0	0	0	2
07:30	56	71	48	0	175	1	2	0	0	3	0	0	0	0	0	5
07:45	47	58	87	0	192	3	3	2	0	8	0	0	0	0	0	1
08:00	56	85	71	0	212	4	3	1	0	8	0	0	0	0	0	1
08:15	55	86	69	0	210	1	3	4	0	8	0	0	0	0	0	8
08:30	61	87	74	0	222	2	6	2	0	10	0	1	0	0	1	2
08:45	49	83	71	0	203	6	5	3	0	14	0	0	0	0	0	7
09:00	63	75	63	0	201	3	5	0	0	8	0	0	0	0	0	6
09:15	51	75	50	0	176	1	4	0	0	5	0	0	0	0	0	1
09:30	39	75	53	0	167	2	2	2	0	6	0	0	0	0	0	5
09:45	55	71	58	0	184	3	5	1	0	9	0	0	0	0	0	0
SUBTOTAL	614	861	726	0	2201	28	47	16	0	91	0	1	0	0	1	42



Traffic Count Data

Intersection: Baseline Rd & Merivale Rd
Site Code: 2422600001
Municipality: Ottawa
Count Date: Jun 05, 2024

North Approach - Merivale Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
11:30	46	88	53	0	187	3	4	4	0	11	0	1	0	0	1	4
11:45	66	101	77	0	244	0	1	2	0	3	0	0	0	0	0	8
12:00	39	80	77	0	196	5	5	0	0	10	0	0	0	0	0	3
12:15	55	95	65	0	215	3	4	0	0	7	0	0	0	0	0	9
12:30	43	95	72	0	210	0	1	1	0	2	0	0	0	0	0	9
12:45	54	94	75	0	223	2	1	3	0	6	0	0	0	0	0	4
13:00	39	85	57	0	181	5	3	1	0	9	0	0	0	0	0	3
13:15	54	79	60	0	193	4	2	1	0	7	0	0	0	0	0	8
SUBTOTAL	396	717	536	0	1649	22	21	12	0	55	0	1	0	0	1	48



Traffic Count Data

Intersection: Baseline Rd & Merivale Rd
Site Code: 2422600001
Municipality: Ottawa
Count Date: Jun 05, 2024

North Approach - Merivale Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
15:00	41	127	76	0	244	1	6	3	0	10	0	0	0	0	0	4
15:15	44	124	71	0	239	1	2	1	0	4	0	0	0	0	0	6
15:30	53	127	92	0	272	1	2	2	0	5	0	0	0	0	0	12
15:45	96	136	112	0	344	2	3	1	0	6	0	0	0	0	0	17
16:00	79	133	95	0	307	2	3	1	0	6	0	0	0	0	0	6
16:15	84	150	100	0	334	0	3	1	0	4	0	0	0	0	0	13
16:30	94	181	122	0	397	2	3	5	0	10	0	0	0	0	0	7
16:45	65	144	119	0	328	3	3	2	0	8	0	0	0	0	0	6
17:00	103	169	105	0	377	1	3	1	0	5	0	2	0	0	2	7
17:15	77	166	101	0	344	1	3	1	0	5	0	1	0	0	1	4
17:30	61	172	113	0	346	1	1	2	0	4	0	0	0	0	0	6
17:45	56	163	85	0	304	1	5	0	0	6	0	0	0	0	0	3
SUBTOTAL	853	1792	1191	0	3836	16	37	20	0	73	0	3	0	0	3	91
GRAND TOTAL	1863	3370	2453	0	7686	66	105	48	0	219	0	5	0	0	5	181



Traffic Count Data

Intersection: Baseline Rd & Merivale Rd
Site Code: 2422600001
Municipality: Ottawa
Count Date: Jun 05, 2024

South Approach - Merivale Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	0	48	17	0	65	0	7	0	0	7	0	0	0	0	0	0
07:15	0	44	36	0	80	0	5	0	0	5	0	0	0	0	0	0
07:30	0	77	39	0	116	0	5	1	0	6	0	0	0	0	0	0
07:45	0	102	45	0	147	0	3	0	0	3	0	0	0	0	0	2
08:00	0	130	56	0	186	0	5	1	0	6	0	0	0	0	0	0
08:15	0	139	56	0	195	0	5	1	0	6	0	0	0	0	0	0
08:30	0	138	37	0	175	0	5	5	0	10	0	0	0	0	0	0
08:45	0	96	40	0	136	0	5	2	0	7	0	0	0	0	0	2
09:00	0	80	25	0	105	0	5	1	0	6	0	0	0	0	0	0
09:15	0	65	28	0	93	0	5	1	0	6	0	0	0	0	0	1
09:30	0	83	44	0	127	0	5	1	0	6	0	0	0	0	0	1
09:45	0	54	33	0	87	0	2	4	0	6	0	0	0	0	0	0
SUBTOTAL	0	1056	456	0	1512	0	57	17	0	74	0	0	0	0	0	6



Traffic Count Data

Intersection: Baseline Rd & Merivale Rd
Site Code: 2422600001
Municipality: Ottawa
Count Date: Jun 05, 2024

South Approach - Merivale Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
11:30	0	83	50	0	133	0	4	4	0	8	0	0	0	0	0	4
11:45	1	47	41	0	89	0	4	3	0	7	0	0	0	0	0	1
12:00	0	70	45	0	115	0	3	2	0	5	0	0	0	0	0	2
12:15	0	80	52	0	132	0	2	2	0	4	0	0	0	0	0	3
12:30	1	88	60	0	149	0	2	0	0	2	0	0	0	0	0	6
12:45	0	88	52	0	140	0	2	1	0	3	0	0	0	0	0	4
13:00	0	92	45	0	137	0	0	3	0	3	0	1	0	0	1	2
13:15	0	85	42	0	127	0	5	1	0	6	0	0	0	0	0	5
SUBTOTAL	2	633	387	0	1022	0	22	16	0	38	0	1	0	0	1	27



Traffic Count Data

Intersection: Baseline Rd & Merivale Rd
Site Code: 2422600001
Municipality: Ottawa
Count Date: Jun 05, 2024

South Approach - Merivale Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↺	Total	←	↑	→	↺	Total	←	↑	→	↺	Total	
15:00	0	96	52	0	148	0	1	0	0	1	0	0	0	0	0	2
15:15	0	125	66	0	191	0	4	3	0	7	0	1	0	0	1	5
15:30	0	142	61	0	203	0	3	0	0	3	0	0	0	0	0	4
15:45	0	112	58	0	170	0	2	0	0	2	0	1	0	0	1	5
16:00	0	114	55	0	169	0	1	3	0	4	0	0	0	0	0	3
16:15	0	117	80	0	197	0	3	1	0	4	0	0	0	0	0	5
16:30	0	114	58	0	172	0	1	0	0	1	0	0	0	0	0	7
16:45	0	110	56	0	166	0	2	1	0	3	0	0	0	0	0	1
17:00	0	112	67	0	179	0	2	1	0	3	0	0	0	0	0	2
17:15	0	138	59	0	197	0	0	0	0	0	0	0	0	0	0	3
17:30	0	138	52	0	190	0	2	1	0	3	0	3	0	0	3	1
17:45	0	110	53	0	163	0	1	0	0	1	0	0	0	0	0	3
SUBTOTAL	0	1428	717	0	2145	0	22	10	0	32	0	5	0	0	5	41
GRAND TOTAL	2	3117	1560	0	4679	0	101	43	0	144	0	6	0	0	6	74



Traffic Count Data

Intersection: Baseline Rd & Merivale Rd
Site Code: 2422600001
Municipality: Ottawa
Count Date: Jun 05, 2024

East Approach - Baseline Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↺	Total	←	↑	→	↺	Total	←	↑	→	↺	Total	
07:00	11	139	47	0	197	1	6	6	0	13	0	0	0	0	0	4
07:15	25	145	39	0	209	4	8	2	0	14	0	0	0	0	0	5
07:30	17	238	65	0	320	0	9	3	0	12	0	0	0	0	0	5
07:45	26	213	59	0	298	2	5	4	0	11	0	0	0	0	0	2
08:00	25	214	54	0	293	3	8	0	0	11	0	0	0	0	0	6
08:15	45	240	50	0	335	1	5	5	0	11	0	0	0	0	0	4
08:30	32	269	75	0	376	2	5	4	0	11	0	1	0	0	1	3
08:45	39	250	63	0	352	4	11	3	0	18	0	0	0	0	0	6
09:00	24	240	60	0	324	2	9	5	0	16	0	1	0	0	1	7
09:15	27	231	55	0	313	3	7	4	0	14	0	0	0	0	0	2
09:30	35	194	46	0	275	1	5	5	0	11	0	0	0	0	0	5
09:45	31	209	44	0	284	1	7	4	0	12	0	0	0	0	0	1
SUBTOTAL	337	2582	657	0	3576	24	85	45	0	154	0	2	0	0	2	50



Traffic Count Data

Intersection: Baseline Rd & Merivale Rd
Site Code: 2422600001
Municipality: Ottawa
Count Date: Jun 05, 2024

East Approach - Baseline Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
11:30	40	186	51	0	277	2	8	1	0	11	0	0	0	0	0	6
11:45	50	205	51	0	306	2	7	3	0	12	0	0	0	0	0	2
12:00	53	202	44	0	299	1	1	0	0	2	0	0	0	0	0	4
12:15	52	208	48	0	308	1	3	1	0	5	0	0	0	0	0	11
12:30	39	165	35	0	239	1	5	1	0	7	0	0	0	0	0	5
12:45	36	162	40	0	238	3	4	0	0	7	0	0	0	0	0	0
13:00	32	159	57	0	248	3	7	3	0	13	0	0	0	0	0	7
13:15	39	179	41	0	259	4	4	2	0	10	0	0	0	0	0	3
SUBTOTAL	341	1466	367	0	2174	17	39	11	0	67	0	0	0	0	0	38



Traffic Count Data

Intersection: Baseline Rd & Merivale Rd
Site Code: 2422600001
Municipality: Ottawa
Count Date: Jun 05, 2024

East Approach - Baseline Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
15:00	36	259	39	0	334	0	4	2	0	6	0	0	0	0	0	6
15:15	52	290	43	0	385	2	5	1	0	8	0	0	0	0	0	4
15:30	66	307	37	0	410	0	8	0	0	8	0	0	0	0	0	4
15:45	60	296	40	0	396	2	6	1	0	9	0	2	0	0	2	7
16:00	56	270	43	0	369	0	7	0	0	7	0	0	0	0	0	2
16:15	38	305	42	0	385	0	5	0	0	5	0	0	0	0	0	7
16:30	52	272	46	0	370	0	7	1	0	8	0	0	0	0	0	2
16:45	52	261	44	0	357	0	5	1	0	6	0	1	0	0	1	7
17:00	47	274	48	0	369	2	7	1	0	10	0	0	0	0	0	4
17:15	59	286	39	0	384	0	5	2	0	7	0	0	0	0	0	2
17:30	40	261	51	0	352	2	5	0	0	7	0	0	0	0	0	4
17:45	44	264	38	0	346	1	3	0	0	4	0	0	0	0	0	7
SUBTOTAL	602	3345	510	0	4457	9	67	9	0	85	0	3	0	0	3	56
GRAND TOTAL	1280	7393	1534	0	10207	50	191	65	0	306	0	5	0	0	5	144



Traffic Count Data

Intersection: Baseline Rd & Merivale Rd
Site Code: 2422600001
Municipality: Ottawa
Count Date: Jun 05, 2024

West Approach - Baseline Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	34	141	2	0	177	1	4	0	0	5	0	0	0	0	0	4
07:15	29	157	0	0	186	0	6	0	0	6	0	0	0	0	0	0
07:30	42	217	2	0	261	2	3	0	0	5	0	0	0	0	0	2
07:45	38	265	2	0	305	1	4	1	0	6	0	0	0	0	0	2
08:00	42	250	3	0	295	2	6	1	0	9	0	0	0	0	0	1
08:15	51	223	2	0	276	2	11	0	0	13	0	0	0	0	0	2
08:30	44	269	3	0	316	1	4	0	0	5	0	0	0	0	0	3
08:45	53	204	2	0	259	0	5	0	0	5	0	0	0	0	0	4
09:00	32	196	2	0	230	1	12	0	0	13	0	0	0	0	0	1
09:15	32	173	1	0	206	1	10	0	0	11	0	0	0	0	0	4
09:30	41	131	3	0	175	1	4	0	0	5	0	0	0	0	0	1
09:45	48	123	3	0	174	1	7	0	0	8	0	0	0	0	0	2
SUBTOTAL	486	2349	25	0	2860	13	76	2	0	91	0	0	0	0	0	26



Traffic Count Data

Intersection: Baseline Rd & Merivale Rd
Site Code: 2422600001
Municipality: Ottawa
Count Date: Jun 05, 2024

West Approach - Baseline Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
11:30	51	151	4	0	206	1	1	1	0	3	0	0	0	0	0	2
11:45	50	156	8	0	214	0	5	0	0	5	0	0	0	0	0	4
12:00	40	139	4	0	183	1	5	0	0	6	0	0	0	0	0	4
12:15	50	146	4	0	200	1	3	0	0	4	0	0	0	0	0	5
12:30	48	163	5	0	216	1	2	0	0	3	0	0	0	0	0	4
12:45	47	140	6	0	193	0	5	1	0	6	0	0	0	0	0	7
13:00	44	130	3	0	177	2	7	1	0	10	0	0	0	0	0	5
13:15	41	161	3	0	205	1	3	0	0	4	0	0	0	0	0	4
SUBTOTAL	371	1186	37	0	1594	7	31	3	0	41	0	0	0	0	0	35

Traffic Count Data

Intersection: Baseline Rd & Merivale Rd
 Site Code: 2422600001
 Municipality: Ottawa
 Count Date: Jun 05, 2024

West Approach - Baseline Rd

Start Time	Cars				Total	Trucks				Total	Bicycles				Total	Total Peds
	←	↑	→	↻		←	↑	→	↻		←	↑	→	↻		
15:00	38	83	15	0	136	1	5	0	0	6	0	0	0	0	0	1
15:15	50	180	4	0	234	1	4	0	0	5	0	0	0	0	0	3
15:30	48	210	3	0	261	1	6	0	0	7	0	0	0	0	0	4
15:45	63	257	7	0	327	1	8	0	0	9	0	0	0	0	0	5
16:00	49	284	5	0	338	0	5	0	0	5	0	0	0	0	0	3
16:15	62	225	2	0	289	3	7	0	0	10	0	0	0	0	0	1
16:30	54	278	2	0	334	0	4	0	0	4	0	0	0	0	0	7
16:45	55	261	2	0	318	1	8	0	0	9	0	0	0	0	0	4
17:00	56	256	4	0	316	0	7	0	0	7	0	0	0	0	0	1
17:15	45	283	3	0	331	1	4	0	0	5	0	0	0	0	0	4
17:30	65	218	3	0	286	0	5	0	0	5	0	0	0	0	0	2
17:45	56	181	6	0	243	1	4	0	0	5	0	0	0	0	0	1
SUBTOTAL	641	2716	56	0	3413	10	67	0	0	77	0	0	0	0	0	36
GRAND TOTAL	1498	6251	118	0	7867	30	174	5	0	209	0	0	0	0	0	97

Peak Hour Diagram

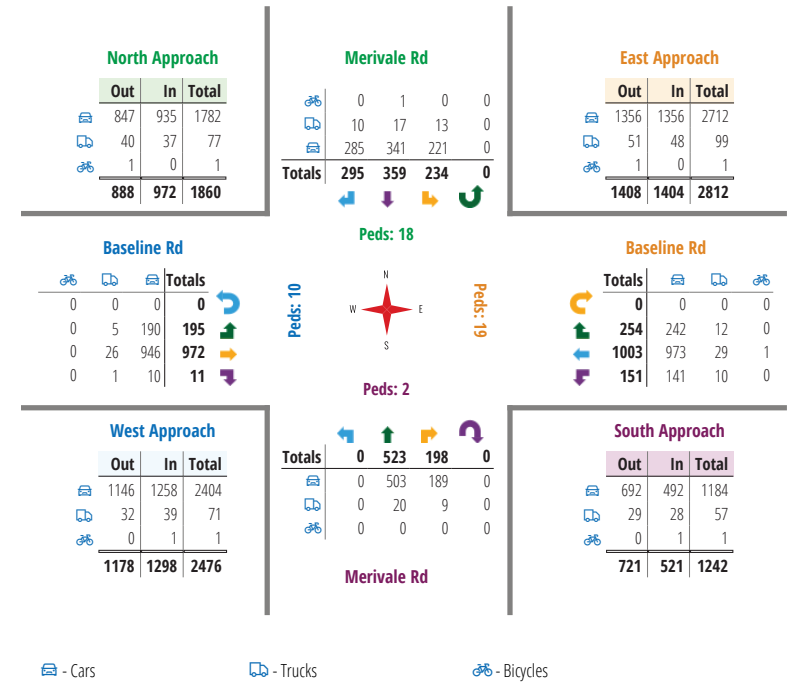
Specified Period
 From: 07:00:00
 To: 10:00:00
One Hour Peak
 From: 08:00:00
 To: 09:00:00

Weather conditions: Clear

Intersection: Baseline Rd & Merivale Rd
Site Code: 2422600001
Count Date: Jun 05, 2024

** Signalized Intersection **

Major Road: Baseline Rd runs E/W



Comments

Peak Hour Summary

Intersection: Baseline Rd & Merivale Rd
Site Code: 2422600001
Count Date: Jun 05, 2024
Period: 07:00 - 10:00

Peak Hour Data (08:00 - 09:00)

	North Approach Merivale Rd					South Approach Merivale Rd					East Approach Baseline Rd					West Approach Baseline Rd					Total Vehicles				
Start Time				Peds	Total				Peds	Total				Peds	Total				Peds	Total					
08:00	60	88	72	0	1	220	0	135	57	0	0	192	28	222	54	0	6	304	44	256	4	0	1	304	1020
08:15	56	89	73	0	8	218	0	144	57	0	0	201	46	245	55	0	4	346	53	234	2	0	2	289	1054
08:30	63	94	76	0	2	233	0	143	42	0	0	185	34	275	79	0	3	388	45	273	3	0	3	321	1127
08:45	55	88	74	0	7	217	0	101	42	0	2	143	43	261	66	0	6	370	53	209	2	0	4	264	994
Grand Total	234	359	295	0	18	888	0	523	198	0	2	721	151	1003	254	0	19	1408	195	972	11	0	10	1178	4195
Approach %	26.4	40.4	33.2	0	-	-	0	72.5	27.5	0	-	-	10.7	71.2	18	0	-	16.6	82.5	0.9	0	-	-	-	-
Totals %	5.6	8.6	7	0	21.2	0	12.5	4.7	0	17.2	3.6	23.9	6.1	0	33.6	4.6	23.2	0.3	0	28.1	-	-	-	-	
PHF	0.93	0.95	0.97	0	0.95	0	0.91	0.87	0	0.9	0.82	0.91	0.8	0	0.91	0.92	0.89	0.69	0	0.92	0.93	-	-	-	
Cars	221	341	285	0	847	0	503	189	0	692	141	973	242	0	1356	190	946	10	0	1146	4041	-	-	-	
% Cars	94.4	95	96.6	0	95.4	0	96.2	95.5	0	96	93.4	97	95.3	0	96.3	97.4	97.3	90.9	0	97.3	96.3	-	-	-	
Trucks	13	17	10	0	40	0	20	9	0	29	10	29	12	0	51	5	26	1	0	32	152	-	-	-	
% Trucks	5.6	4.7	3.4	0	4.5	0	3.8	4.5	0	4	6.6	2.9	4.7	0	3.6	2.6	2.7	9.1	0	2.7	3.6	-	-	-	
Bicycles	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	
% Bicycles	0	0.3	0	0	0.1	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0	0	0	0	
Peds	18	-	-	-	-	2	-	-	-	19	-	-	-	-	10	-	-	-	-	10	-	-	-	49	
% Peds	36.7	-	-	-	-	4.1	-	-	-	38.8	-	-	-	-	20.4	-	-	-	-	20.4	-	-	-	-	

Peak Hour Diagram

Specified Period
From: 11:30:00
To: 13:30:00

One Hour Peak
From: 11:30:00
To: 12:30:00

Intersection: Baseline Rd & Merivale Rd
Site Code: 2422600001
Count Date: Jun 05, 2024

Weather conditions: Clear

** Signalized Intersection **

Major Road: Baseline Rd runs E/W

North Approach

Out	In	Total
842	665	1507
31	21	52
1	0	1
874	686	1560

Merivale Rd

0	1	0	0
6	14	11	0
272	364	206	0
Totals	278	379	217

East Approach

Out	In	Total
1190	986	2176
30	36	66
0	0	0
1220	1022	2242

Baseline Rd

Out	In	Total
0	0	0
0	3	191
0	14	592
0	1	20
Totals	194	606



Baseline Rd

Out	In	Total
0	0	0
199	194	5
820	801	19
201	195	6
Totals	199	820

West Approach

Out	In	Total
803	1074	1877
18	25	43
0	0	0
821	1099	1920

1	293	199	0
1	280	188	0
0	13	11	0
0	0	0	0
Totals	1	293	199

South Approach

Out	In	Total
469	579	1048
24	21	45
0	1	1
493	601	1094

- Cars

- Trucks

- Bicycles

Comments

Peak Hour Summary

Intersection: Baseline Rd & Merivale Rd
 Site Code: 2422600001
 Count Date: Jun 05, 2024
 Period: 11:30 - 13:30

Peak Hour Data (11:30 - 12:30)

	North Approach Merivale Rd					South Approach Merivale Rd					East Approach Baseline Rd					West Approach Baseline Rd					Total Vehicles					
Start Time																										
11:30	49	93	57	0	4	199	0	87	54	0	4	141	42	194	52	0	6	288	52	152	5	0	2	209	837	
11:45	66	102	79	0	8	247	1	51	44	0	1	96	52	212	54	0	2	318	50	161	8	0	4	219	880	
12:00	44	85	77	0	3	206	0	73	47	0	2	120	54	203	44	0	4	301	41	144	4	0	4	189	816	
12:15	58	99	65	0	9	222	0	82	54	0	3	136	53	211	49	0	11	313	51	149	4	0	5	204	875	
Grand Total	217	379	278	0	24	874	1	293	199	0	10	493	201	820	199	0	23	1220	194	606	21	0	15	821	3408	
Approach %	24.8	43.4	31.8	0	-	0.2	59.4	40.4	0	-	16.5	67.2	16.3	0	-	23.6	73.8	2.6	0	-	-	-	-	-	-	
Totals %	6.4	11.1	8.2	0	25.6	0	8.6	5.8	0	14.5	5.9	24.1	5.8	0	35.8	5.7	17.8	0.6	0	24.1	-	-	-	-	-	
PHF	0.82	0.93	0.88	0	0.88	0.25	0.84	0.92	0	0.87	0.93	0.97	0.92	0	0.96	0.93	0.94	0.66	0	0.94	0.97	-	-	-	-	
Cars	206	364	272	0	842	1	280	188	0	469	195	801	194	0	1190	191	592	20	0	803	3304	-	-	-	-	
% Cars	94.9	96	97.8	0	96.3	100	95.6	94.5	0	95.1	97	97.7	97.5	0	97.5	98.5	97.7	95.2	0	97.8	96.9	-	-	-	-	
Trucks	11	14	6	0	31	0	13	11	0	24	6	19	5	0	30	3	14	1	0	18	103	-	-	-	-	
% Trucks	5.1	3.7	2.2	0	3.5	0	4.4	5.5	0	4.9	3	2.3	2.5	0	2.5	1.5	2.3	4.8	0	2.2	3	-	-	-	-	
Bicycles	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	-	-	-	-	
% Bicycles	0	0.3	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
Peds					24	-				10	-				23	-				15	-			72		
% Peds					33.3	-				13.9	-				31.9	-				20.8	-					

Peak Hour Diagram

Specified Period
 From: 15:00:00
 To: 18:00:00
One Hour Peak
 From: 16:30:00
 To: 17:30:00

Intersection: Baseline Rd & Merivale Rd
 Site Code: 2422600001
 Count Date: Jun 05, 2024

Weather conditions: Clear

** Signalized Intersection **

Major Road: Baseline Rd runs E/W

North Approach

Out	In	Total
1446	861	2307
28	12	40
3	0	3
1477	873	2350

Merivale Rd

0	3	0	0
9	12	7	0
447	660	339	0
Totals	456	675	346

East Approach

Out	In	Total
1480	1657	3137
31	32	63
1	0	1
1512	1689	3201

Baseline Rd

Out	In	Total
0	0	0
0	2	210
0	23	1078
0	0	11
Totals	212	1101

Peds: 16

Peds: 24

Peds: 15

Baseline Rd

Out	In	Total
0	0	0
182	177	5
1118	1093	24
212	210	2
Totals	182	1118

West Approach

Out	In	Total
1299	1540	2839
25	33	58
0	1	1
1324	1574	2898

0	479	242	0
0	474	240	0
0	5	2	0
0	0	0	0
Totals	0	479	242

Merivale Rd

South Approach

Out	In	Total
714	881	1595
7	14	21
0	3	3
721	898	1619

- Cars

- Trucks

- Bicycles

Comments



Transportation Services - Traffic Services

Turning Movement Count - Study Results

BASELINE RD @ FARLANE BLVD

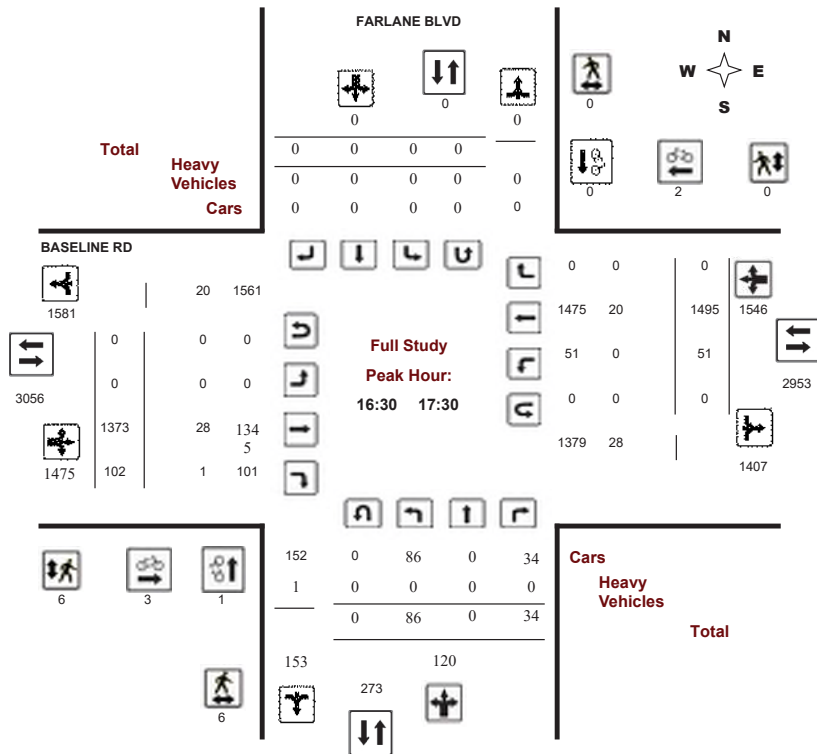
Survey Date: Wednesday, August 03, 2022

WO No: 40506

Start Time: 07:00

Device: Miovision

Full Study Peak Hour Diagram



Transportation Services - Traffic Services

Turning Movement Count - Study Results

BASELINE RD @ FARLANE BLVD

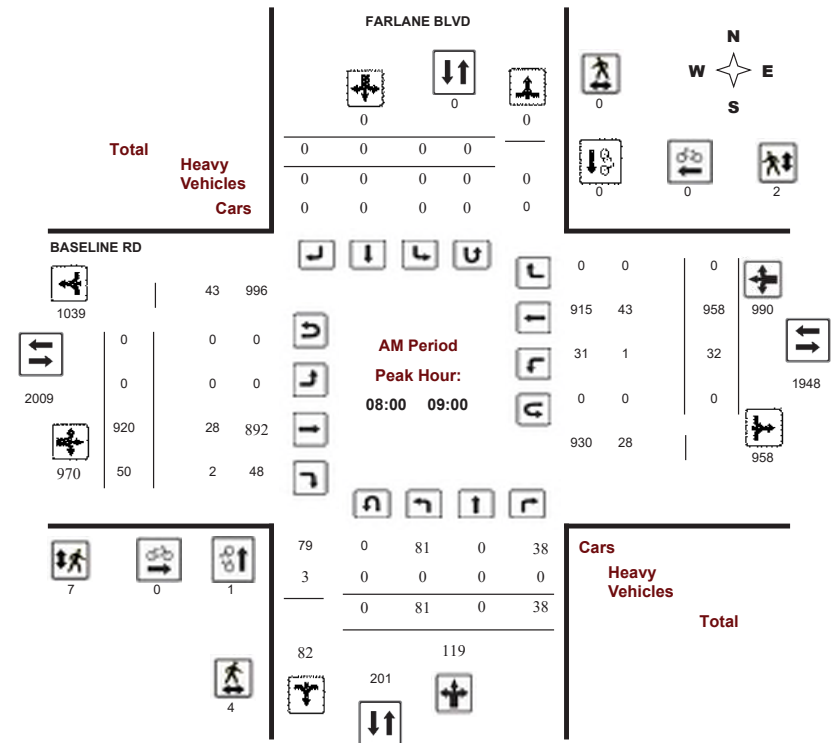
Survey Date: Wednesday, August 03, 2022

WO No: 40506

Start Time: 07:00

Device: Miovision

AM Period Peak Hour Diagram





Transportation Services - Traffic Services

Turning Movement Count - Study Results

BASELINE RD @ FARLANE BLVD

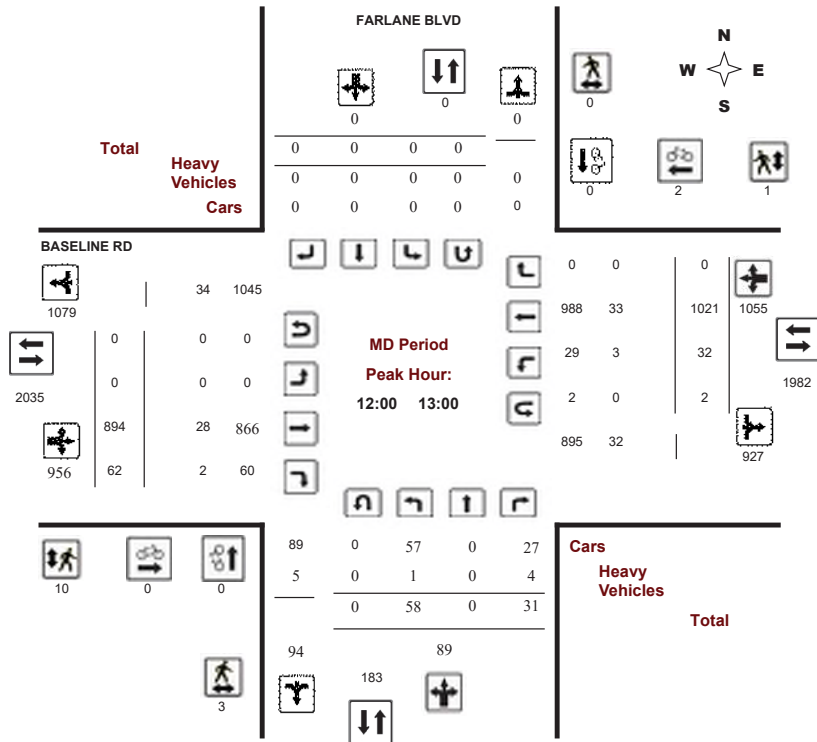
Survey Date: Wednesday, August 03, 2022

WO No: 40506

Start Time: 07:00

Device: Miovision

MD Period Peak Hour Diagram



Transportation Services - Traffic Services

Turning Movement Count - Study Results

BASELINE RD @ FARLANE BLVD

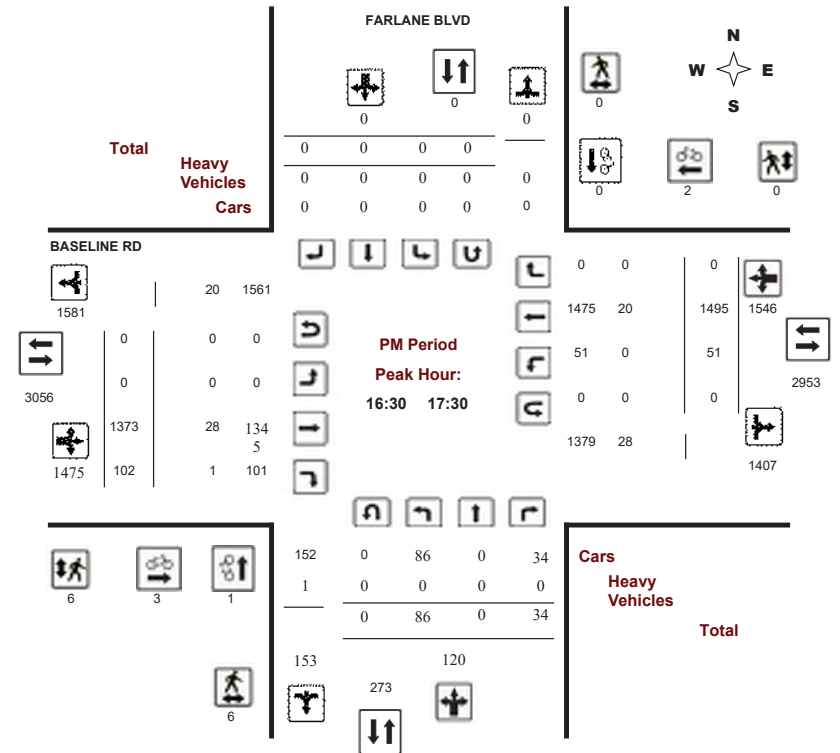
Survey Date: Wednesday, August 03, 2022

WO No: 40506

Start Time: 07:00

Device: Miovision

PM Period Peak Hour Diagram





Transportation Services - Traffic Services

Turning Movement Count - Study Results

BASELINE RD @ FARLANE BLVD

Survey Date: Wednesday, August 03, 2022

WO No: 40506

Start Time: 07:00

Device: Miovision

Full Study Summary (8 HR Standard)

Survey Date: Wednesday, August 03, 2022

Total Observed U-Turns

AADT Factor

Northbound: 0 Southbound: 0
Eastbound: 0 Westbound: 15

FARLANE BLVD										BASELINE RD									
Northbound					Southbound					Eastbound					Westbound				
Period	LT	ST	RT	NB TOT	LT	ST	RT	SB TOT	STR TOT	LT	ST	RT	EB TOT	LT	ST	RT	WB TOT	STR TOT	Grand Total
07:00 08:00	50	0	42	92	0	0	0	0	92	0	648	46	694	25	757	0	782	1476	1568
08:00 09:00	81	0	38	119	0	0	0	0	119	0	920	50	970	32	958	0	990	1960	2079
09:00 10:00	67	0	25	92	0	0	0	0	92	0	753	54	807	24	875	0	899	1706	1798
11:30 12:30	50	0	26	76	0	0	0	0	76	0	927	61	988	24	982	0	1006	1994	2070
12:30 13:30	66	0	24	90	0	0	0	0	90	0	888	51	939	25	1005	0	1030	1969	2059
15:00 16:00	60	0	40	100	0	0	0	0	100	0	1158	72	1230	37	1226	0	1263	2493	2593
16:00 17:00	84	0	35	119	0	0	0	0	119	0	1340	98	1438	50	1429	0	1479	2917	3036
17:00 18:00	59	0	33	92	0	0	0	0	92	0	1297	86	1383	41	1430	0	1471	2854	2946
Sub Total	517	0	263	780	0	0	0	0	780	0	7931	518	8449	258	8662	0	8920	17369	18149
U Turns				0				0	0				0				15	15	15
Total	517	0	263	780	0	0	0	0	780	0	7931	518	8449	258	8662	0	8935	17384	18164
EQ 12Hr	719	0	366	1084	0	0	0	0	1084	0	11024	720	11744	359	12040	0	12420	24164	25248
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.										1.39									
AVG 12Hr	647	0	329	976	0	0	0	0	976	0	9922	648	10570	323	10836	0	11178	21748	22723
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.										.90									
AVG 24Hr	848	0	431	1279	0	0	0	0	1279	0	12998	849	13847	423	14195	0	14643	28490	29767
Note: These volumes are calculated by multiplying the Average Daily 12 hr. totals by 12 to 24 expansion factor.										1.31									
Note: U-Turns provided for approach totals. Refer to 'U-Turn' Report for specific breakdown.																			



Transportation Services - Traffic Services

Turning Movement Count - Study Results

BASELINE RD @ FARLANE BLVD

Survey Date: Wednesday, August 03, 2022

WO No: 40506

Start Time: 07:00

Device: Miovision

Full Study 15 Minute Increments

FARLANE BLVD										BASELINE RD									
Northbound					Southbound					Eastbound					Westbound				
Time Period	LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT	Grand Total
07:00 07:15	12	0	10	22	0	0	0	0	22	0	116	8	124	10	139	0	149	273	295
07:15 07:30	10	0	8	18	0	0	0	0	18	0	156	9	165	4	167	0	172	337	355
07:30 07:45	9	0	13	22	0	0	0	0	22	0	190	8	198	3	205	0	209	407	429
07:45 08:00	19	0	11	30	0	0	0	0	30	0	186	21	207	8	246	0	254	461	491
08:00 08:15	32	0	15	47	0	0	0	0	47	0	200	9	209	13	224	0	237	446	493
08:15 08:30	14	0	10	24	0	0	0	0	24	0	231	8	239	3	236	0	239	478	502
08:30 08:45	21	0	7	28	0	0	0	0	28	0	262	18	280	5	232	0	237	517	545
08:45 09:00	14	0	6	20	0	0	0	0	20	0	227	15	242	11	266	0	277	519	539
09:00 09:15	17	0	8	25	0	0	0	0	25	0	209	13	222	9	217	0	226	448	473
09:15 09:30	13	0	7	20	0	0	0	0	20	0	177	17	194	4	243	0	248	442	462
09:30 09:45	18	0	7	25	0	0	0	0	25	0	180	15	195	4	209	0	214	409	434
09:45 10:00	19	0	3	22	0	0	0	0	22	0	187	9	196	7	206	0	214	410	432
11:30 11:45	14	0	2	16	0	0	0	0	16	0	231	16	247	7	218	0	225	472	488
11:45 12:00	10	0	8	18	0	0	0	0	18	0	242	15	257	1	249	0	250	507	525
12:00 12:15	10	0	10	20	0	0	0	0	20	0	241	16	257	5	251	0	257	514	534
12:15 12:30	16	0	6	22	0	0	0	0	22	0	213	14	227	11	264	0	275	502	524
12:30 12:45	10	0	11	21	0	0	0	0	21	0	208	20	228	6	237	0	243	471	492
12:45 13:00	22	0	4	26	0	0	0	0	26	0	232	12	244	10	269	0	280	524	550
13:00 13:15	16	0	8	24	0	0	0	0	24	0	238	11	249	2	255	0	259	508	532
13:15 13:30	18	0	1	19	0	0	0	0	19	0	210	8	218	7	244	0	251	469	488
15:00 15:15	19	0	10	29	0	0	0	0	29	0	270	20	290	9	282	0	293	583	612
15:15 15:30	20	0	10	30	0	0	0	0	30	0	288	16	304	13	286	0	301	605	635
15:30 15:45	11	0	9	20	0	0	0	0	20	0	304	12	316	10	335	0	345	661	681
15:45 16:00	10	0	11	21	0	0	0	0	21	0	296	24	320	5	323	0	329	649	670
16:00 16:15	21	0	8	29	0	0	0	0	29	0	342	18	360	11	339	0	350	710	739
16:15 16:30	16	0	8	24	0	0	0	0	24	0	332	26	358	11	356	0	367	725	749
16:30 16:45	23	0	8	31	0	0	0	0	31	0	313	23	336	15	348	0	363	699	730
16:45 17:00	24	0	11	35	0	0	0	0	35	0	353	31	384	13	386	0	399	783	818
17:00 17:15	24	0	7	31	0	0	0	0	31	0	339	22	361	13	374	0	387	748	779
17:15 17:30	15	0	8	23	0	0	0	0	23	0	368	26	394	10	387	0	397	791	814
17:30 17:45	8	0	8	16	0	0	0	0	16	0	310	18	328	9	337	0	346	674	690
17:45 18:00	12	0	10	22	0	0	0	0	22	0	280	20	300	9	332	0	342	642	664
Total:	517	0	263	780	0	0	0	0	780	0	7931	518	8449	258	8662	0	8935	17384	18,164

Note: U-Turns are included in Totals.



Transportation Services - Traffic Services

Turning Movement Count - Study Results

BASELINE RD @ FARLANE BLVD

Survey Date: Wednesday, August 03, 2022

WO No: 40506

Start Time: 07:00

Device: Miovision

Full Study Cyclist Volume

FARLANE BLVD			BASELINE RD			Grand Total
Time Period	Northbound	Southbound	Street Total	Eastbound	Westbound	
07:00 07:15	0	0	0	0	1	1
07:15 07:30	0	0	0	0	0	0
07:30 07:45	0	1	1	3	0	4
07:45 08:00	0	0	0	0	0	0
08:00 08:15	1	0	1	0	0	1
08:15 08:30	0	0	0	0	0	0
08:30 08:45	0	0	0	0	0	0
08:45 09:00	0	0	0	0	0	0
09:00 09:15	0	0	0	2	0	2
09:15 09:30	0	0	0	0	1	1
09:30 09:45	0	0	0	2	2	4
09:45 10:00	0	0	0	0	0	0
10:00 10:15	0	0	0	0	0	0
10:15 10:30	0	0	0	2	0	2
10:30 10:45	0	0	0	0	0	0
10:45 11:00	0	0	0	2	0	2
11:00 11:15	0	0	0	0	0	0
11:15 11:30	0	0	0	0	1	1
11:30 11:45	0	0	0	0	0	0
11:45 12:00	0	0	0	2	0	2
12:00 12:15	0	0	0	0	0	0
12:15 12:30	0	0	0	0	1	1
12:30 12:45	0	0	0	0	0	0
12:45 13:00	0	0	0	0	1	1
13:00 13:15	0	0	0	1	3	4
13:15 13:30	1	0	1	0	0	1
15:00 15:15	0	0	0	0	3	3
15:15 15:30	0	0	0	0	0	0
15:30 15:45	0	0	0	1	2	3
15:45 16:00	1	0	1	1	2	4
16:00 16:15	0	1	1	0	1	2
16:15 16:30	0	0	0	0	1	1
16:30 16:45	0	0	0	0	0	0
16:45 17:00	0	0	0	0	1	1
17:00 17:15	0	0	0	0	0	0
17:15 17:30	1	0	1	3	1	5
17:30 17:45	0	0	0	0	0	0
17:45 18:00	0	0	0	0	1	1
Total	4	2	6	15	21	42



Transportation Services - Traffic Services

Turning Movement Count - Study Results

BASELINE RD @ FARLANE BLVD

Survey Date: Wednesday, August 03, 2022

WO No: 40506

Start Time: 07:00

Device: Miovision

Full Study Pedestrian Volume

FARLANE BLVD			BASELINE RD			Grand Total
Time Period	NB Approach (E or W Crossing)	SB Approach (E or W Crossing)	Total	EB Approach (N or S Crossing)	WB Approach (N or S Crossing)	
07:00 07:15	2	0	2	0	1	3
07:15 07:30	1	0	1	2	0	3
07:30 07:45	0	0	0	7	0	7
07:45 08:00	2	0	2	3	0	5
08:00 08:15	0	0	0	1	1	2
08:15 08:30	1	0	1	0	0	1
08:30 08:45	3	0	3	2	1	6
08:45 09:00	0	0	0	4	0	4
09:00 09:15	5	0	5	0	0	5
09:15 09:30	1	0	1	1	0	2
09:30 09:45	0	0	0	1	0	1
09:45 10:00	1	0	1	2	0	3
10:00 10:15	1	0	1	3	0	4
10:15 10:30	1	0	1	1	0	2
10:30 10:45	0	0	0	3	0	3
10:45 11:00	2	0	2	0	0	2
11:00 11:15	0	0	0	2	1	3
11:15 11:30	1	0	1	5	0	6
11:30 11:45	2	0	2	4	0	6
11:45 12:00	1	0	1	1	0	2
12:00 12:15	0	0	0	0	0	0
12:15 12:30	0	0	0	2	0	2
12:30 12:45	0	0	0	2	1	3
12:45 13:00	1	0	1	5	0	6
13:00 13:15	2	0	2	4	0	6
13:15 13:30	1	0	1	1	0	2
13:30 13:45	3	0	3	1	1	5
13:45 14:00	4	0	4	3	0	7
14:00 14:15	3	0	3	2	0	5
14:15 14:30	2	0	2	2	0	4
14:30 14:45	0	0	0	1	0	1
14:45 15:00	2	0	2	0	0	2
15:00 15:15	2	0	2	0	0	2
15:15 15:30	2	0	2	2	0	4
15:30 15:45	1	0	1	2	0	3
15:45 16:00	3	0	3	2	0	5
16:00 16:15	0	0	0	1	0	1
16:15 16:30	2	0	2	0	0	2
16:30 16:45	2	0	2	2	0	4
16:45 17:00	1	0	1	2	0	3
17:00 17:15	3	0	3	2	0	5
17:15 17:30	0	0	0	0	0	0
17:30 17:45	1	0	1	3	0	4
17:45 18:00	0	0	0	2	0	2
Total	45	0	45	62	5	112



Transportation Services - Traffic Services

Turning Movement Count - Study Results

BASELINE RD @ FARLANE BLVD

Survey Date: Wednesday, August 03, 2022

WO No: 40506

Start Time: 07:00

Device: Miovision

Full Study Heavy Vehicles

FARLANE BLVD										BASELINE RD										
Northbound					Southbound					Eastbound					Westbound					Grand Total
Time Period	LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT		
07:00	07:15	0	0	0	0	0	0	0	0	0	7	0	7	0	4	0	4	11	11	
07:15	07:30	0	0	0	0	0	0	0	0	0	4	0	4	0	8	0	8	12	12	
07:30	07:45	0	0	0	0	0	0	0	0	0	5	0	5	0	6	0	6	11	11	
07:45	08:00	0	0	0	0	0	0	0	0	0	6	0	6	0	5	0	5	11	11	
08:00	08:15	0	0	0	0	0	0	0	0	0	4	0	4	0	14	0	14	18	18	
08:15	08:30	0	0	0	0	0	0	0	0	0	8	0	8	0	11	0	11	19	19	
08:30	08:45	0	0	0	0	0	0	0	0	0	11	1	12	0	11	0	11	23	23	
08:45	09:00	0	0	0	0	0	0	0	0	0	5	1	6	1	7	0	8	14	14	
09:00	09:15	1	0	0	1	0	0	0	0	1	0	8	1	9	0	11	0	11	20	21
09:15	09:30	0	0	1	1	0	0	0	0	1	0	12	0	12	0	6	0	6	18	19
09:30	09:45	0	0	0	0	0	0	0	0	0	6	0	6	0	9	0	9	15	15	
09:45	10:00	1	0	0	1	0	0	0	0	1	0	9	0	9	0	8	0	8	17	18
11:30	11:45	0	0	0	0	0	0	0	0	0	10	1	11	0	8	0	8	19	19	
11:45	12:00	0	0	0	0	0	0	0	0	0	4	1	5	0	8	0	8	13	13	
12:00	12:15	1	0	1	2	0	0	0	0	2	0	7	1	8	0	8	0	8	16	18
12:15	12:30	0	0	1	1	0	0	0	0	1	0	5	1	6	2	6	0	8	14	15
12:30	12:45	0	0	2	2	0	0	0	0	2	0	10	0	10	1	10	0	11	21	23
12:45	13:00	0	0	0	0	0	0	0	0	0	6	0	6	0	9	0	9	15	15	
13:00	13:15	0	0	1	1	0	0	0	0	1	0	10	0	10	0	7	0	7	17	18
13:15	13:30	1	0	0	1	0	0	0	0	1	0	7	0	7	1	5	0	6	13	14
15:00	15:15	0	0	0	0	0	0	0	0	0	8	0	8	0	3	0	3	11	11	
15:15	15:30	0	0	0	0	0	0	0	0	0	7	0	7	0	2	0	2	9	9	
15:30	15:45	0	0	0	0	0	0	0	0	0	5	0	5	0	11	0	11	16	16	
15:45	16:00	0	0	0	0	0	0	0	0	0	10	0	10	0	9	0	9	19	19	
16:00	16:15	0	0	0	0	0	0	0	0	0	7	0	7	0	4	0	4	11	11	
16:15	16:30	0	0	0	0	0	0	0	0	0	8	0	8	0	3	0	3	11	11	
16:30	16:45	0	0	0	0	0	0	0	0	0	5	0	5	0	1	0	1	6	6	
16:45	17:00	0	0	0	0	0	0	0	0	0	8	1	9	0	6	0	6	15	15	
17:00	17:15	0	0	0	0	0	0	0	0	0	8	0	8	0	8	0	8	16	16	
17:15	17:30	0	0	0	0	0	0	0	0	0	7	0	7	0	5	0	5	12	12	
17:30	17:45	0	0	1	1	0	0	0	0	1	0	4	1	5	0	5	0	5	10	11
17:45	18:00	0	0	0	0	0	0	0	0	0	3	0	3	0	1	0	1	4	4	
Total: None		4	0	7	11	0	0	0	0	11	0	224	9	233	5	219	0	224	457	468



Transportation Services - Traffic Services

Turning Movement Count - Study Results

BASELINE RD @ FARLANE BLVD

Survey Date: Wednesday, August 03, 2022

WO No: 40506

Start Time: 07:00

Device: Miovision

Full Study 15 Minute U-Turn Total

		FARLANE BLVD				BASELINE RD					
		Northbound		Southbound		Eastbound		Westbound		Total	
Time Period		U-Turn Total		U-Turn Total		U-Turn Total		U-Turn Total			
07:00	07:15	0		0		0		0		0	
07:15	07:30	0		0		0		1		1	
07:30	07:45	0		0		0		1		1	
07:45	08:00	0		0		0		0		0	
08:00	08:15	0		0		0		0		0	
08:15	08:30	0		0		0		0		0	
08:30	08:45	0		0		0		0		0	
08:45	09:00	0		0		0		0		0	
09:00	09:15	0		0		0		0		0	
09:15	09:30	0		0		0		1		1	
09:30	09:45	0		0		0		0		0	
09:45	10:00	0		0		0		1		1	
09:45	10:00	0		0		0		1		1	
11:30	11:45	0		0		0		0		0	
11:45	12:00	0		0		0		0		0	
12:00	12:15	0		0		0		1		1	
12:15	12:30	0		0		0		0		0	
12:30	12:45	0		0		0		0		0	
12:45	13:00	0		0		0		1		1	
13:00	13:15	0		0		0		2		2	
13:15	13:30	0		0		0		0		0	
15:00	15:15	0		0		0		2		2	
15:15	15:30	0		0		0		2		2	
15:30	15:45	0		0		0		0		0	
15:45	16:00	0		0		0		1		1	
16:00	16:15	0		0		0		0		0	
16:15	16:30	0		0		0		0		0	
16:30	16:45	0		0		0		0		0	
16:45	17:00	0		0		0		0		0	
17:00	17:15	0		0		0		0		0	
17:15	17:30	0		0		0		0		0	
17:30	17:45	0		0		0		0		0	
17:45	18:00	0		0		0		1		1	
Total		0		0		0		15		15	



Project #24-226 - CGH Transportation

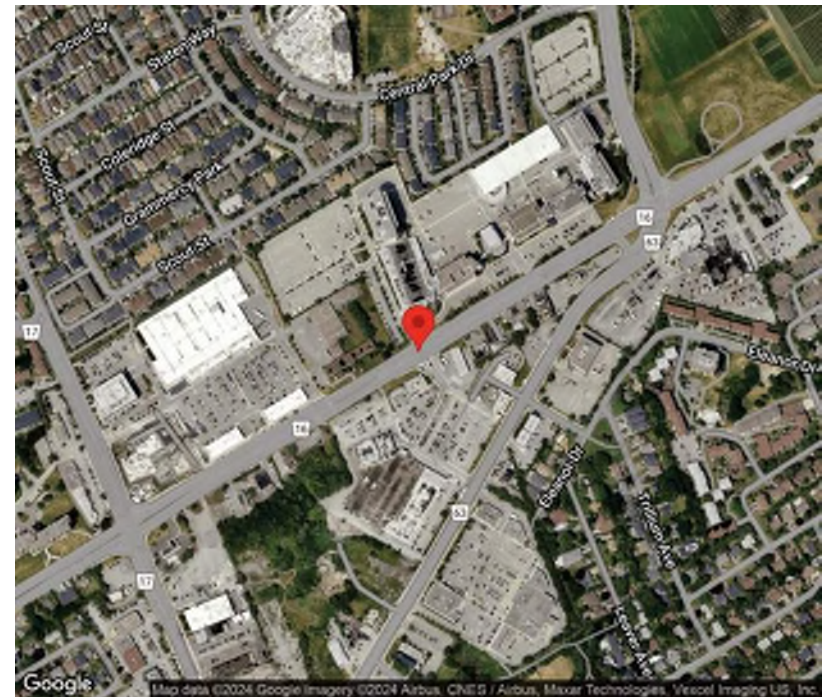
Intersection Count Report

Intersection: Baseline Rd & Loblaws SC
Municipality: Ottawa
Count Date: Wednesday, Jun 05, 2024
Site Code: 2422600002
Count Categories: Cars, Trucks, Bicycles, Pedestrians
Count Period: 07:00-10:00, 11:30-13:30, 15:00-18:00
Weather: Clear
Comments:



Traffic Count Map

Intersection: Baseline Rd & Loblaws SC
Site Code: 2422600002
Municipality: Ottawa
Count Date: Jun 05, 2024





Traffic Count Summary

Intersection: Baseline Rd & Loblaws SC
 Site Code: 2422600002
 Municipality: Ottawa
 Count Date: Jun 05, 2024

Commerical Entrance - Traffic Summary

Hour	North Approach Totals						South Approach Totals						Total
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	
07:00 - 08:00	5	3	9	0	17	6	52	11	61	0	124	5	141
08:00 - 09:00	8	1	9	0	18	16	77	19	76	0	172	7	190
09:00 - 10:00	8	5	8	0	21	22	64	5	56	0	125	2	146
BREAK													
11:30 - 12:00	11	4	15	0	30	12	35	1	49	0	85	5	115
12:00 - 13:00	8	10	32	0	50	77	120	14	113	0	247	12	297
13:00 - 13:30	8	4	7	0	19	12	59	7	38	0	104	2	123
BREAK													
15:00 - 16:00	29	14	57	0	100	16	114	7	87	0	208	10	308
16:00 - 17:00	46	21	68	0	135	15	114	4	97	0	215	8	350
17:00 - 18:00	29	9	48	0	86	16	127	2	98	0	227	5	313
GRAND TOTAL	152	71	253	0	476	192	762	70	675	0	1507	56	1983



Traffic Count Summary

Intersection: Baseline Rd & Loblaws SC
 Site Code: 2422600002
 Municipality: Ottawa
 Count Date: Jun 05, 2024

Baseline Rd - Traffic Summary

Hour	East Approach Totals						West Approach Totals						Total
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	
07:00 - 08:00	45	883	14	0	942	10	58	934	85	0	1077	4	2019
08:00 - 09:00	40	1186	24	0	1250	33	110	1149	116	0	1375	17	2625
09:00 - 10:00	64	992	13	0	1069	16	57	811	122	0	990	9	2059
BREAK													
11:30 - 12:00	36	514	3	1	554	32	6	378	68	0	452	14	1006
12:00 - 13:00	65	946	7	0	1018	78	26	736	183	1	946	65	1964
13:00 - 13:30	34	435	4	0	473	19	23	345	102	0	470	8	943
BREAK													
15:00 - 16:00	89	1438	3	0	1530	16	21	852	211	1	1085	21	2615
16:00 - 17:00	66	1559	2	0	1627	16	11	1206	164	0	1381	17	3008
17:00 - 18:00	57	1469	3	0	1529	10	3	1143	155	0	1301	14	2830
GRAND TOTAL	496	9422	73	1	9992	230	315	7554	1206	2	9077	169	19069



Traffic Count Data

Intersection: Baseline Rd & Loblaws SC
Site Code: 2422600002
Municipality: Ottawa
Count Date: Jun 05, 2024

North Approach - Commerical Entrance

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07:15	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	5
07:30	1	1	3	0	5	0	0	0	0	0	0	1	0	0	1	1
07:45	3	0	4	0	7	1	0	0	0	1	0	0	0	0	0	0
08:00	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
08:15	2	1	3	0	6	0	0	0	0	0	0	0	0	0	0	3
08:30	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	5
08:45	4	0	4	0	8	0	0	0	0	0	0	0	0	0	0	6
09:00	4	2	2	0	8	0	0	0	0	0	0	0	0	0	0	9
09:15	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0	7
09:30	1	1	4	0	6	0	0	0	0	0	0	0	0	0	0	3
09:45	2	1	1	0	4	0	0	0	0	0	0	0	0	0	0	3
SUBTOTAL	20	8	26	0	54	1	0	0	0	1	0	1	0	0	1	44



Traffic Count Data

Intersection: Baseline Rd & Loblaws SC
Site Code: 2422600002
Municipality: Ottawa
Count Date: Jun 05, 2024

North Approach - Commerical Entrance

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
11:30	5	1	5	0	11	0	0	0	0	0	0	0	0	0	0	4
11:45	6	3	10	0	19	0	0	0	0	0	0	0	0	0	0	8
12:00	2	6	15	0	23	0	0	0	0	0	0	0	0	0	0	24
12:15	2	3	7	0	12	0	0	1	0	1	0	0	0	0	0	20
12:30	1	1	6	0	8	0	0	0	0	0	0	0	0	0	0	16
12:45	3	0	3	0	6	0	0	0	0	0	0	0	0	0	0	17
13:00	3	1	4	0	8	0	0	0	0	0	0	0	0	0	0	5
13:15	5	3	3	0	11	0	0	0	0	0	0	0	0	0	0	7
SUBTOTAL	27	18	53	0	98	0	0	1	0	1	0	0	0	0	0	101



Traffic Count Data

Intersection: Baseline Rd & Loblaws SC
Site Code: 2422600002
Municipality: Ottawa
Count Date: Jun 05, 2024

North Approach - Commerical Entrance

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
15:00	5	4	19	0	28	1	0	0	0	1	0	0	0	0	0	2
15:15	6	3	15	0	24	0	0	0	0	0	0	0	0	0	0	4
15:30	4	6	9	0	19	0	0	0	0	0	0	0	0	0	0	5
15:45	13	1	14	0	28	0	0	0	0	0	0	0	0	0	0	5
16:00	19	10	22	0	51	0	0	0	0	0	0	0	0	0	0	0
16:15	7	3	14	0	24	0	0	0	0	0	0	0	0	0	0	4
16:30	11	2	18	0	31	0	0	0	0	0	0	0	0	0	0	3
16:45	9	5	14	0	28	0	0	0	0	0	0	1	0	0	1	8
17:00	6	2	18	0	26	0	0	0	0	0	0	0	0	0	0	3
17:15	9	3	11	0	23	0	0	0	0	0	0	0	0	0	0	4
17:30	11	3	11	0	25	0	0	0	0	0	0	0	0	0	0	3
17:45	3	1	8	0	12	0	0	0	0	0	0	0	0	0	0	6
SUBTOTAL	103	43	173	0	319	1	0	0	0	1	0	1	0	0	1	47
GRAND TOTAL	150	69	252	0	471	2	0	1	0	3	0	2	0	0	2	192



Traffic Count Data

Intersection: Baseline Rd & Loblaws SC
Site Code: 2422600002
Municipality: Ottawa
Count Date: Jun 05, 2024

South Approach - Commerical Entrance

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	8	1	12	0	21	2	0	0	0	2	0	1	0	0	1	3
07:15	16	2	14	0	32	0	0	0	0	0	0	0	0	0	0	0
07:30	14	2	16	0	32	0	0	0	0	0	0	0	0	0	0	1
07:45	12	5	19	0	36	0	0	0	0	0	0	0	0	0	0	1
08:00	8	5	19	0	32	0	0	0	0	0	0	0	0	0	0	2
08:15	17	7	18	0	42	0	0	1	0	1	0	0	0	0	0	0
08:30	27	3	24	0	54	0	0	0	0	0	0	0	0	0	0	2
08:45	25	4	14	0	43	0	0	0	0	0	0	0	0	0	0	3
09:00	15	2	8	0	25	0	0	0	0	0	0	0	0	0	0	0
09:15	18	2	17	0	37	0	0	0	0	0	0	0	0	0	0	1
09:30	14	1	16	0	31	0	0	0	0	0	0	0	0	0	0	0
09:45	17	0	15	0	32	0	0	0	0	0	0	0	0	0	0	1
SUBTOTAL	191	34	192	0	417	2	0	1	0	3	0	1	0	0	1	14



Traffic Count Data

Intersection: Baseline Rd & Loblaws SC
Site Code: 2422600002
Municipality: Ottawa
Count Date: Jun 05, 2024

South Approach - Commerical Entrance

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
11:30	15	0	24	0	39	0	0	0	0	0	0	0	0	0	0	5
11:45	20	1	25	0	46	0	0	0	0	0	0	0	0	0	0	0
12:00	27	1	26	0	54	0	0	0	0	0	0	0	0	0	0	3
12:15	27	6	26	0	59	0	0	0	0	0	0	0	0	0	0	3
12:30	32	6	32	0	70	0	0	0	0	0	0	0	0	0	0	3
12:45	34	1	29	0	64	0	0	0	0	0	0	0	0	0	0	3
13:00	24	5	18	0	47	0	0	1	0	1	0	0	0	0	0	1
13:15	35	2	18	0	55	0	0	1	0	1	0	0	0	0	0	1
SUBTOTAL	214	22	198	0	434	0	0	2	0	2	0	0	0	0	0	19



Traffic Count Data

Intersection: Baseline Rd & Loblaws SC
Site Code: 2422600002
Municipality: Ottawa
Count Date: Jun 05, 2024

South Approach - Commerical Entrance

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
15:00	28	1	17	0	46	0	0	0	0	0	0	0	0	0	0	6
15:15	32	0	19	0	51	0	0	0	0	0	0	0	0	0	0	0
15:30	34	3	22	0	59	0	0	0	0	0	1	2	0	0	3	0
15:45	19	1	29	0	49	0	0	0	0	0	0	0	0	0	0	4
16:00	29	0	19	0	48	1	0	0	0	1	0	0	0	0	0	3
16:15	25	1	24	0	50	0	0	0	0	0	0	0	0	0	0	1
16:30	27	1	29	0	57	0	0	0	0	0	0	0	0	0	0	0
16:45	32	1	25	0	58	0	0	0	0	0	0	1	0	0	1	4
17:00	36	0	21	0	57	0	0	0	0	0	0	0	0	0	0	0
17:15	36	0	23	0	59	0	0	0	0	0	0	0	0	0	0	5
17:30	28	1	29	0	58	0	0	0	0	0	0	0	0	0	0	0
17:45	27	1	25	0	53	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	353	10	282	0	645	1	0	0	0	1	1	3	0	0	4	23
GRAND TOTAL	758	66	672	0	1496	3	0	3	0	6	1	4	0	0	5	56



Traffic Count Data

Intersection: Baseline Rd & Loblaws SC
Site Code: 2422600002
Municipality: Ottawa
Count Date: Jun 05, 2024

East Approach - Baseline Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	9	161	1	0	171	0	6	0	0	6	0	0	0	0	0	0
07:15	13	164	2	0	179	0	8	0	0	8	0	0	0	0	0	5
07:30	9	256	5	0	270	0	9	0	0	9	0	0	0	0	0	0
07:45	14	270	6	0	290	0	9	0	0	9	0	0	0	0	0	5
08:00	11	253	4	0	268	0	8	0	0	8	0	0	0	0	0	4
08:15	10	293	3	0	306	0	11	0	0	11	0	0	0	0	0	4
08:30	13	304	10	0	327	0	6	0	0	6	0	1	0	0	1	8
08:45	5	295	7	0	307	1	15	0	0	16	0	0	0	0	0	17
09:00	19	264	5	0	288	0	9	0	0	9	0	1	0	0	1	12
09:15	16	248	4	0	268	0	7	0	0	7	0	0	0	0	0	3
09:30	18	215	2	0	235	1	5	0	0	6	0	0	0	0	0	0
09:45	10	235	1	0	246	0	8	1	0	9	0	0	0	0	0	1
SUBTOTAL	147	2958	50	0	3155	2	101	1	0	104	0	2	0	0	2	59



Traffic Count Data

Intersection: Baseline Rd & Loblaws SC
Site Code: 2422600002
Municipality: Ottawa
Count Date: Jun 05, 2024

East Approach - Baseline Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
11:30	15	225	2	1	243	2	10	0	0	12	0	0	0	0	0	18
11:45	19	270	1	0	290	0	9	0	0	9	0	0	0	0	0	14
12:00	21	264	2	0	287	0	1	0	0	1	0	0	0	0	0	19
12:15	9	254	1	0	264	0	1	0	0	1	0	0	0	0	0	23
12:30	20	207	3	0	230	0	5	0	0	5	0	0	0	0	0	18
12:45	15	209	1	0	225	0	5	0	0	5	0	0	0	0	0	18
13:00	22	202	0	0	224	0	8	0	0	8	0	0	0	0	0	11
13:15	12	219	4	0	235	0	6	0	0	6	0	0	0	0	0	8
SUBTOTAL	133	1850	14	1	1998	2	45	0	0	47	0	0	0	0	0	129



Traffic Count Data

Intersection: Baseline Rd & Loblaws SC
Site Code: 2422600002
Municipality: Ottawa
Count Date: Jun 05, 2024

East Approach - Baseline Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↺	Total	←	↑	→	↺	Total	←	↑	→	↺	Total	
15:00	19	324	1	0	344	1	7	0	0	8	0	0	0	0	0	2
15:15	18	336	0	0	354	0	5	0	0	5	0	0	0	0	0	5
15:30	26	378	1	0	405	0	11	0	0	11	0	0	0	0	0	3
15:45	25	367	1	0	393	0	7	0	0	7	0	3	0	0	3	6
16:00	17	362	1	0	380	0	8	0	0	8	0	0	0	0	0	5
16:15	21	390	0	0	411	0	5	0	0	5	0	1	0	0	1	3
16:30	14	394	0	0	408	0	12	0	0	12	0	0	0	0	0	4
16:45	14	380	1	0	395	0	6	0	0	6	0	1	0	0	1	4
17:00	14	377	0	0	391	0	6	0	0	6	0	0	0	0	0	4
17:15	13	354	1	0	368	0	5	0	0	5	0	0	0	0	0	0
17:30	16	365	2	0	383	0	5	0	0	5	0	0	0	0	0	5
17:45	14	352	0	0	366	0	5	0	0	5	0	0	0	0	0	1
SUBTOTAL	211	4379	8	0	4598	1	82	0	0	83	0	5	0	0	5	42
GRAND TOTAL	491	9187	72	1	9751	5	228	1	0	234	0	7	0	0	7	230



Traffic Count Data

Intersection: Baseline Rd & Loblaws SC
Site Code: 2422600002
Municipality: Ottawa
Count Date: Jun 05, 2024

West Approach - Baseline Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↺	Total	←	↑	→	↺	Total	←	↑	→	↺	Total	
07:00	7	164	17	0	188	1	4	2	0	7	0	0	0	0	0	1
07:15	18	189	18	0	225	1	6	0	0	7	0	0	0	0	0	2
07:30	11	262	22	0	295	0	4	0	0	4	0	0	0	0	0	0
07:45	20	300	26	0	346	0	5	0	0	5	0	0	0	0	0	1
08:00	22	293	21	0	336	0	9	1	0	10	0	0	0	0	0	2
08:15	32	266	28	0	326	0	11	0	0	11	0	0	0	0	0	2
08:30	28	303	32	0	363	0	4	0	0	4	0	0	0	0	0	7
08:45	28	258	33	0	319	0	5	1	0	6	0	0	0	0	0	6
09:00	29	240	28	0	297	0	11	0	0	11	0	0	0	0	0	4
09:15	11	205	32	0	248	0	9	2	0	11	0	0	0	0	0	2
09:30	10	180	29	0	219	0	4	0	0	4	0	0	0	0	0	0
09:45	7	152	30	0	189	0	9	1	0	10	0	1	0	0	1	3
SUBTOTAL	223	2812	316	0	3351	2	81	7	0	90	0	1	0	0	1	30



Traffic Count Data

Intersection: Baseline Rd & Loblaws SC
Site Code: 2422600002
Municipality: Ottawa
Count Date: Jun 05, 2024

West Approach - Baseline Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
11:30	4	189	37	0	230	0	3	0	0	3	0	0	0	0	0	5
11:45	2	181	31	0	214	0	5	0	0	5	0	0	0	0	0	9
12:00	4	172	44	0	220	0	7	1	0	8	0	0	0	0	0	18
12:15	3	188	48	1	240	0	5	0	0	5	0	0	0	0	0	20
12:30	8	192	46	0	246	0	4	0	0	4	0	0	0	0	0	17
12:45	11	162	44	0	217	0	6	0	0	6	0	0	0	0	0	10
13:00	11	164	49	0	224	1	7	1	0	9	0	0	0	0	0	5
13:15	10	171	52	0	233	1	3	0	0	4	0	0	0	0	0	3
SUBTOTAL	53	1419	351	1	1824	2	40	2	0	44	0	0	0	0	0	87



Traffic Count Data

Intersection: Baseline Rd & Loblaws SC
Site Code: 2422600002
Municipality: Ottawa
Count Date: Jun 05, 2024

West Approach - Baseline Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
15:00	5	121	35	1	162	1	5	0	0	6	0	0	0	0	0	7
15:15	8	218	67	0	293	0	3	1	0	4	0	0	0	0	0	3
15:30	6	221	50	0	277	0	8	0	0	8	0	0	0	0	0	3
15:45	1	267	58	0	326	0	9	0	0	9	0	0	0	0	0	8
16:00	5	309	33	0	347	0	6	0	0	6	0	0	0	0	0	3
16:15	2	268	52	0	322	0	9	0	0	9	0	0	0	0	0	1
16:30	2	302	33	0	337	0	5	0	0	5	0	0	0	0	0	8
16:45	2	298	45	0	345	0	9	1	0	10	0	0	0	0	0	5
17:00	1	306	39	0	346	0	7	0	0	7	0	0	0	0	0	3
17:15	2	314	42	0	358	0	6	0	0	6	0	0	0	0	0	5
17:30	0	263	41	0	304	0	4	0	0	4	0	0	0	0	0	3
17:45	0	238	33	0	271	0	5	0	0	5	0	0	0	0	0	3
SUBTOTAL	34	3125	528	1	3688	1	76	2	0	79	0	0	0	0	0	52
GRAND TOTAL	310	7356	1195	2	8863	5	197	11	0	213	0	1	0	0	1	169



Peak Hour Diagram

Specified Period		One Hour Peak	
From:	07:00:00	From:	08:00:00
To:	10:00:00	To:	09:00:00

Intersection: Baseline Rd & Loblaws SC
Site Code: 2422600002
Count Date: Jun 05, 2024

Weather conditions: Clear

** Signalized Intersection **

Major Road: Baseline Rd runs E/W

North Approach

Out	In	Total
18	153	171
0	0	0
0	0	0
18	153	171

Commercial Entrance

	0	0	0	0
	0	0	0	0
	9	1	8	0
Totals	9	1	8	0

East Approach

	Out	In	Total
	1208	1203	2411
	41	30	71
	1	0	1
	1250	1233	2483

Baseline Rd

			Totals	
0	0	0	0	
0	0	110	110	
0	29	1120	1149	
0	2	114	116	

Peds: 16



Peds: 33

Baseline Rd

	Totals			
	0	0	0	0
	24	24	0	0
	1186	1145	40	1
	40	39	1	0

West Approach

	Out	In	Total
	1344	1231	2575
	31	40	71
	0	1	1
	1375	1272	2647

Totals	77	19	76	0
	77	19	75	0
	0	0	1	0
	0	0	0	0

Commerical Entrance

Commercial Entrance

South Approach

	Out	In	Total
	171	154	325
	1	3	4
	0	0	0
	172	157	329

- Cars

- Trucks

- Bicycles

Comments



Peak Hour Summary

Intersection: Baseline Rd & Loblaws SC
Site Code: 2422600002
Count Date: Jun 05, 2024
Period: 07:00 - 10:00

Peak Hour Data (08:00 - 09:00)

Start Time	North Approach Commercial Entrance						South Approach Commercial Entrance						East Approach Baseline Rd						West Approach Baseline Rd						Total Veh Es
					Peds	Total					Peds	Total					Peds	Total					Peds	Total	
08:00	2	0	0	0	2	2	8	5	19	0	2	32	11	261	4	0	4	276	22	302	22	0	2	346	656
08:15	2	1	3	0	3	6	17	7	19	0	0	43	10	304	3	0	4	317	32	277	28	0	2	337	703
08:30	0	0	2	0	5	2	27	3	24	0	2	54	13	311	10	0	8	334	28	307	32	0	7	367	757
08:45	4	0	4	0	6	8	25	4	14	0	3	43	6	310	7	0	17	323	28	263	34	0	6	325	699
Grand Total	8	1	9	0	16	18	77	19	76	0	7	172	40	1186	24	0	33	1250	110	1149	116	0	17	1375	2815
Approach %	44.4	5.6	50	0	-	-	44.8	11	44.2	0	-	-	3.2	94.9	1.9	0	-	-	8	83.6	8.4	0	-	-	-
Totals %	0.3	0	0.3	0	0.6	0.6	2.7	0.7	2.7	0	6.1	6.1	1.4	42.1	0.9	0	44.4	44.4	3.9	40.8	4.1	0	48.8	48.8	-
PHF	0.5	0.25	0.56	0	0.56	0.56	0.71	0.68	0.79	0	0.8	0.8	0.77	0.95	0.6	0	0.94	0.94	0.86	0.94	0.85	0	0.94	0.93	0.93
Cars	8	1	9	0	18	18	77	19	75	0	171	39	1145	24	0	1208	110	1120	114	0	1344	1344	1344	1344	2741
% Cars	100	100	100	0	100	100	100	100	98.7	0	99.4	99.4	97.5	96.5	100	0	96.6	96.6	100	97.5	98.3	0	97.7	97.7	97.4
Trucks	0	0	0	0	0	0	0	0	1	0	1	1	40	0	0	41	0	29	2	0	31	31	31	73	
% Trucks	0	0	0	0	0	0	0	0	1.3	0	0.6	0.6	2.5	3.4	0	3.3	0	2.5	1.7	0	2.3	2.6	2.6	2.6	2.6
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	
% Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0	0	0	0	0
Peds	16	-	-	-	16	16	7	-	-	-	7	7	33	-	-	33	33	-	-	-	-	17	-	17	73
% Peds	21.9	-	-	-	21.9	21.9	9.6	-	-	-	9.6	9.6	45.2	-	-	45.2	45.2	-	-	-	-	23.3	-	23.3	23.3

	North Approach Commercial Entrance						South Approach Commercial Entrance						East Approach Baseline Rd						West Approach Baseline Rd						Total Veh/s
Start Time					Peds	Total					Peds	Total					Peds	Total					Peds	Total	
11:45	6	3	10	0	8	19	20	1	25	0	0	46	19	279	1	0	14	299	2	186	31	0	9	219	583
12:00	2	6	15	0	24	23	27	1	26	0	3	54	21	265	2	0	19	288	4	179	45	0	18	228	593
12:15	2	3	8	0	20	13	27	6	26	0	3	59	9	255	1	0	20	285	3	193	48	1	20	245	582
12:30	1	1	6	0	16	8	32	6	32	0	3	70	20	212	3	0	18	235	8	196	46	0	17	250	563
Grand Total	11	13	39	0	68	63	106	14	109	0	9	229	69	1011	7	0	74	1087	17	754	170	1	64	942	232
Approach %	17.5	20.6	61.9	0	-	-	46.3	6.1	47.6	0	-	-	6.3	93	0.6	0	-	-	1.8	80	18	0.1	-	-	-
Totals %	0.5	0.6	1.7	0	2.7	4.6	0.6	0.6	4.7	0	9.9	3	43.6	0.3	0	0	46.8	0.7	32.5	7.3	0	0	40.6	-	-
PHF	0.46	0.54	0.65	0	0.68	0.83	0.58	0.85	0	0.82	0.81	0.58	0	0.91	0.53	0.96	0.89	0.25	0.94	0.91	0.94	0.91	0.94	0.91	0.94
Cars	11	13	38	0	62	106	14	109	0	229	69	995	7	0	1071	17	733	169	1	920	228	98	198	228	593
% Cars	100	100	97.4	0	98.4	100	100	100	0	100	100	98.4	100	0	98.5	100	97.2	99.4	100	97.7	98	98	98	98	98
Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	21	1	0	22	39	0	0	0	0
% Trucks	0	0	2.6	0	1.6	0	0	0	0	0	0	1.6	0	0	1.5	0	2.8	0.6	0	2.3	1.7	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds	-	-	-	-	68	-	-	-	-	9	-	-	-	-	-	-	74	-	-	-	-	-	64	-	215
% Peds	-	-	-	-	31.6	-	-	-	-	4.2	-	-	-	-	-	-	34.4	-	-	-	-	-	29.8	-	-



Peak Hour Diagram

Specified Period		One Hour Peak	
From:	15:00:00	From:	16:00:00
To:	18:00:00	To:	17:00:00

Intersection: Baseline Rd & Loblaws SC
Site Code: 2422600002
Count Date: Jun 05, 2024

Weather conditions: Clear

** Signalized Intersection **

Major Road: Baseline Rd runs E/W

North Approach

Out	In	Total
134	16	150
0	0	0
1	1	2
135	17	152

Commercial Entrance

0	1	0	0
0	0	0	0
68	20	46	0
Totals	68	21	46

East Approach

Out	In	Total
1594	1320	2914
31	29	60
2	0	2
1627	1349	2976

Baseline Rd

Out	In	Total
0	0	0
0	11	11
0	29	1177
0	1	163
1381	1741	3122

Peds: 15



Peds: 16

Baseline Rd

Out	In	Total
0	0	0
2	2	0
1559	1526	31
66	66	0

West Approach

Out	In	Total
1351	1707	3058
30	32	62
0	2	2
1381	1741	3122

114	4	97	0
113	3	97	0
1	0	0	0
0	1	0	0

Commercial Entrance

South Approach

Out	In	Total
213	249	462
1	1	2
1	1	2
215	251	466

- Cars

- Trucks

- Bicycles

Comments



Peak Hour Summary

Intersection: Baseline Rd & Loblaws SC
Site Code: 2422600002
Count Date: Jun 05, 2024
Period: 15:00 - 18:00

Peak Hour Data (16:00 - 17:00)

Start Time	North Approach					South Approach					East Approach					West Approach					Total Vehicles
	Car	Truck	Bike	Peds	Total	Car	Truck	Bike	Peds	Total	Car	Truck	Bike	Peds	Total	Car	Truck	Bike	Peds	Total	
16:00	19	10	22	0	51	30	0	19	0	49	17	370	1	0	388	5	315	33	0	353	841
16:15	7	3	14	0	24	25	1	24	0	50	21	396	0	0	417	2	277	52	0	331	822
16:30	11	2	18	0	31	27	1	29	0	57	14	406	0	0	420	2	307	33	0	342	850
16:45	9	6	14	0	29	32	2	25	0	59	14	387	1	0	402	2	307	46	0	355	845
Grand Total	46	21	68	0	135	114	4	97	0	215	66	1559	2	0	1627	11	1206	164	0	1381	3358
Approach %	34.1	15.6	50.4	0	-	53	1.9	45.1	0	-	4.1	95.8	0.1	0	-	0.8	87.3	11.9	0	-	-
Totals %	1.4	0.6	2	0	4	3.4	0.1	2.9	0	6.4	2	46.4	0.1	0	48.5	0.3	35.9	4.9	0	41.1	-
PHF	0.61	0.53	0.77	0	0.66	0.89	0.5	0.84	0	0.91	0.79	0.96	0.5	0	0.97	0.55	0.96	0.79	0	0.97	0.99
Cars	46	20	68	0	134	113	3	97	0	213	66	1526	2	0	1594	11	1177	163	0	1351	3292
% Cars	100	95.2	100	0	99.3	99.1	75	100	0	99.1	100	97.9	100	0	98	100	97.6	99.4	0	97.8	98
% Trucks	0	0	0	0	0	1	0	0	0	1	0	31	0	0	31	0	29	1	0	30	62
% Bicycles	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2.4	0.6	0	2.2	1.8
% Pedestrians	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	4
Peds	0	4.8	0	0	0.7	0	25	0	0	0.5	0	0.1	0	0	0.1	0	0	0	0	0	0.1
% Pedestrians	15	-	-	-	-	8	-	-	-	-	16	-	-	-	-	17	-	-	-	-	56
% Pedestrians	26.8	-	-	-	-	14.3	-	-	-	-	28.6	-	-	-	-	30.4	-	-	-	-	-



Transportation Services - Traffic Services

Turning Movement Count - Study Results

CENTRAL PARK DR S @ MERIVALE RD

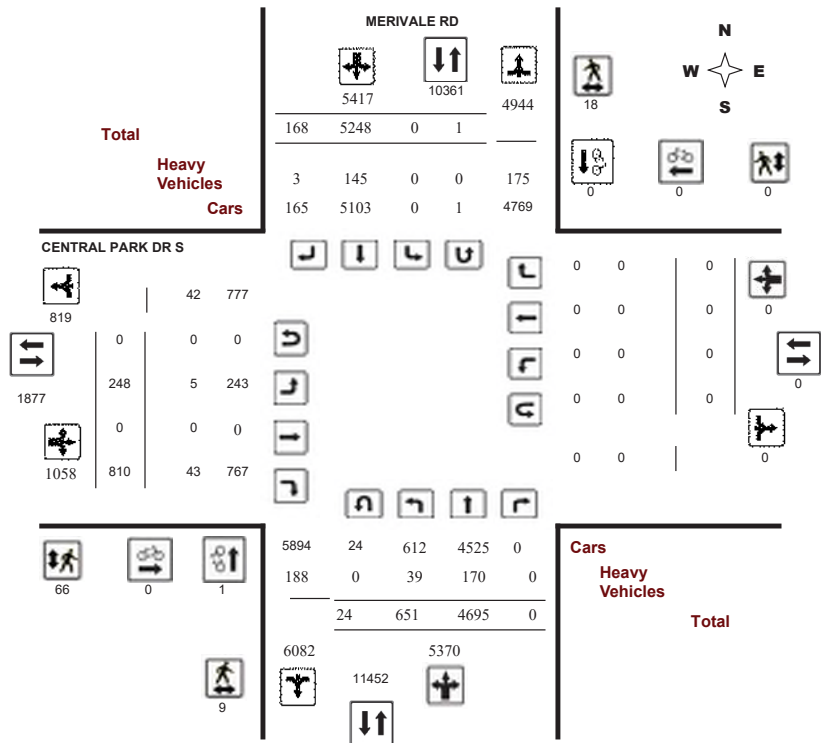
Survey Date: Wednesday, February 23, 2022

WO No: 40159

Start Time: 07:00

Device: Miovision

Full Study Diagram



Transportation Services - Traffic Services

Turning Movement Count - Study Results

CENTRAL PARK DR S @ MERIVALE RD

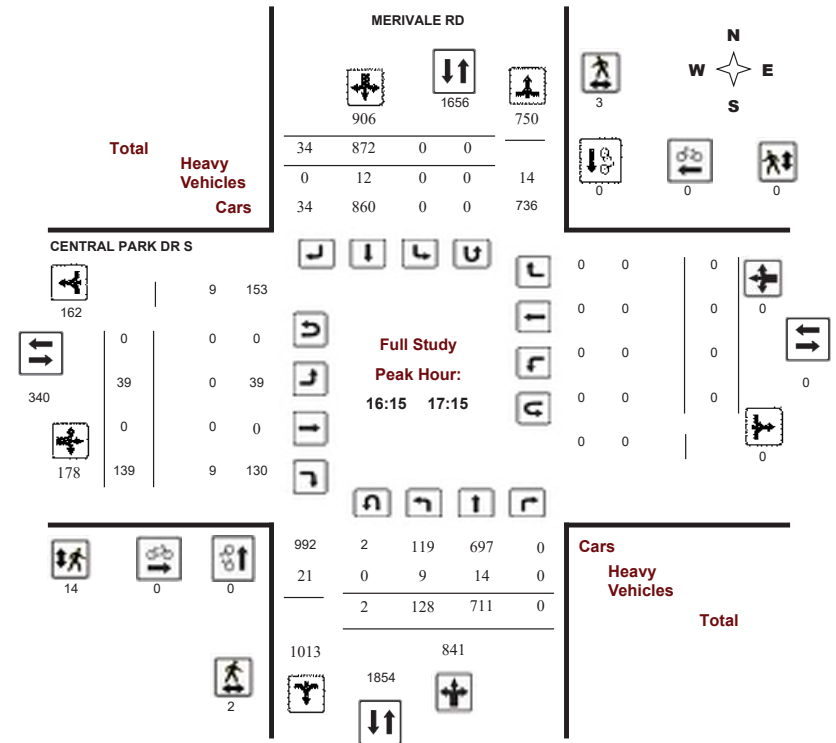
Survey Date: Wednesday, February 23, 2022

WO No: 40159

Start Time: 07:00

Device: Miovision

Full Study Peak Hour Diagram





Transportation Services - Traffic Services

Turning Movement Count - Study Results

CENTRAL PARK DR S @ MERIVALE RD

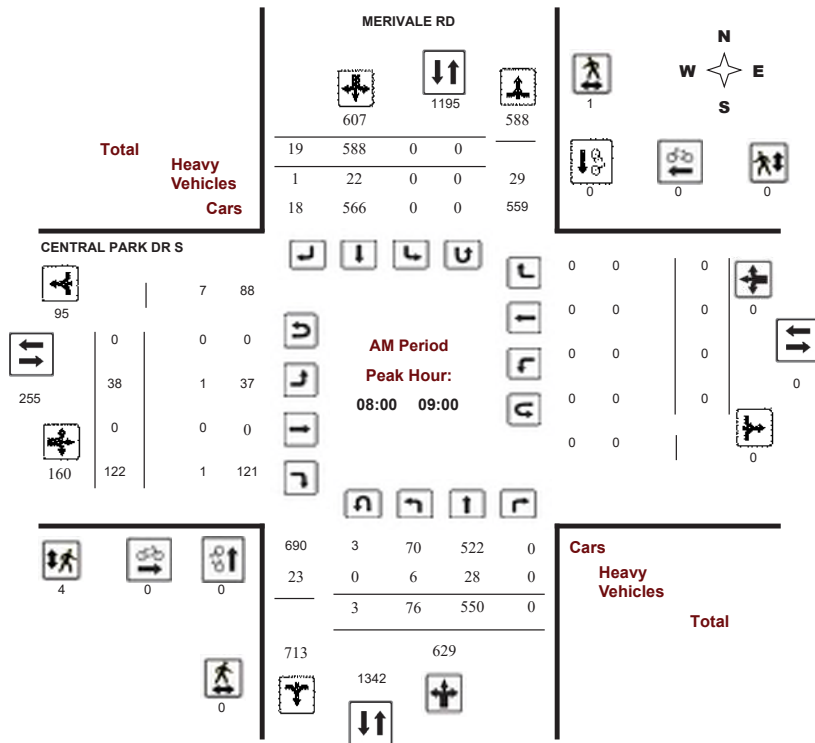
Survey Date: Wednesday, February 23, 2022

WO No: 40159

Start Time: 07:00

Device: Miovision

AM Period Peak Hour Diagram



Transportation Services - Traffic Services

Turning Movement Count - Study Results

CENTRAL PARK DR S @ MERIVALE RD

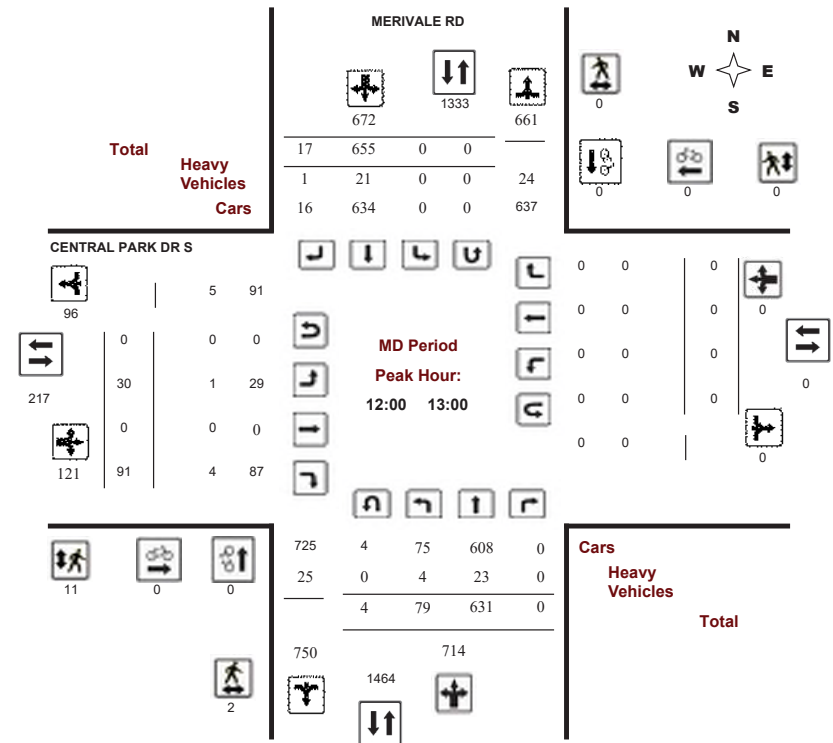
Survey Date: Wednesday, February 23, 2022

WO No: 40159

Start Time: 07:00

Device: Miovision

MD Period Peak Hour Diagram





Transportation Services - Traffic Services

Turning Movement Count - Study Results

CENTRAL PARK DR S @ MERIVALE RD

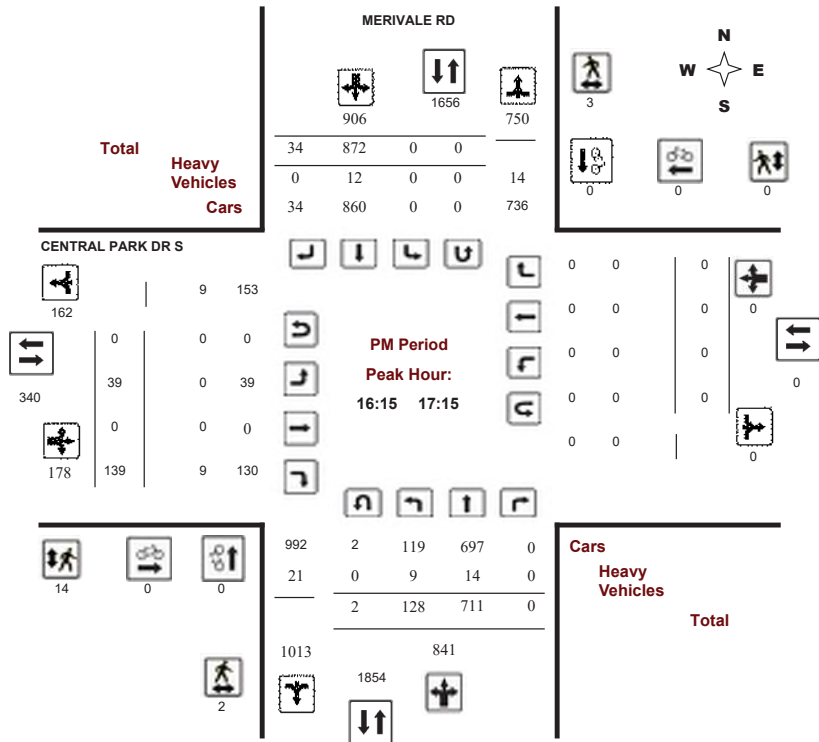
Survey Date: Wednesday, February 23, 2022

WO No: 40159

Start Time: 07:00

Device: Miovision

PM Period Peak Hour Diagram



Transportation Services - Traffic Services

Turning Movement Count - Study Results

CENTRAL PARK DR S @ MERIVALE RD

Survey Date: Wednesday, February 23, 2022

WO No: 40159

Start Time: 07:00

Device: Miovision

Full Study Summary (8 HR Standard)

Survey Date: Wednesday, February 23, 2022

Total Observed U-Turns
Northbound: 24
Southbound: 1
Eastbound: 0
Westbound: 0

AADT Factor

1.00

MERIVALE RD										CENTRAL PARK DR S									
Northbound				Southbound				Eastbound				Westbound							
Period	LT	ST	RT	NB TOT	LT	ST	RT	SB TOT	STR TOT	LT	ST	RT	EB TOT	LT	ST	RT	WB TOT	STR TOT	Grand Total
07:00-08:00	32	378	0	410	0	410	13	423	833	26	0	92	118	0	0	0	0	118	951
08:00-09:00	76	550	0	626	0	588	19	607	1233	38	0	122	160	0	0	0	0	160	1393
09:00-10:00	52	480	0	532	0	526	12	538	1070	24	0	68	92	0	0	0	0	92	1162
11:30-12:30	63	560	0	623	0	676	11	687	1310	20	0	93	113	0	0	0	0	113	1423
12:30-13:30	87	628	0	715	0	644	18	662	1377	30	0	72	102	0	0	0	0	102	1479
15:00-16:00	107	673	0	780	0	769	25	794	1574	36	0	90	126	0	0	0	0	126	1700
16:00-17:00	114	726	0	840	0	838	35	873	1713	43	0	146	189	0	0	0	0	189	1902
17:00-18:00	120	700	0	820	0	797	35	832	1652	31	0	127	158	0	0	0	0	158	1810
Sub Total	651	4695	0	5346	0	5248	168	5416	10762	248	0	810	1058	0	0	0	0	1058	11820
U Turns				24				1	25				0				0	0	25
Total	651	4695	0	5370	0	5248	168	5417	10787	248	0	810	1058	0	0	0	0	1058	11845
EQ 12Hr	905	6526	0	7464	0	7295	234	7530	14994	345	0	1126	1471	0	0	0	0	1471	16465
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.										1.39									
AVG 12Hr	905	6526	0	7464	0	9556	306	7530	14994	345	0	1126	1471	0	0	0	0	1471	16465
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.										1.00									
AVG 24Hr	1186	8549	0	9778	0	12518	401	9864	19642	452	0	1475	1927	0	0	0	0	1927	21569
Note: These volumes are calculated by multiplying the Average Daily 12 hr. totals by 12 to 24 expansion factor.										1.31									
Note: U-Turns provided for approach totals. Refer to 'U-Turn' Report for specific breakdown.																			



Transportation Services - Traffic Services

Turning Movement Count - Study Results

CENTRAL PARK DR S @ MERIVALE RD

Survey Date: Wednesday, February 23, 2022

WO No: 40159

Start Time: 07:00

Device: Miovision

Full Study 15 Minute Increments

MERIVALE RD													CENTRAL PARK DR S												
Northbound				Southbound				Eastbound				Westbound													
Time Period	LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT	Grand Total						
07:00 07:15	4	72	0	76	0	76	3	79	155	8	0	13	21	0	0	0	0	21	176						
07:15 07:30	3	99	0	102	0	76	4	80	182	4	0	23	27	0	0	0	0	27	209						
07:30 07:45	11	99	0	110	0	132	2	134	244	6	0	20	26	0	0	0	0	26	270						
07:45 08:00	14	108	0	123	0	126	4	130	253	8	0	36	44	0	0	0	0	44	297						
08:00 08:15	16	140	0	156	0	128	7	135	291	5	0	37	42	0	0	0	0	42	333						
08:15 08:30	14	152	0	167	0	133	4	137	304	13	0	43	56	0	0	0	0	56	360						
08:30 08:45	22	124	0	148	0	154	3	157	305	12	0	17	29	0	0	0	0	29	334						
08:45 09:00	24	134	0	158	0	173	5	178	336	8	0	25	33	0	0	0	0	33	369						
09:00 09:15	12	115	0	127	0	144	2	146	273	7	0	20	27	0	0	0	0	27	300						
09:15 09:30	16	115	0	131	0	115	5	120	251	4	0	10	14	0	0	0	0	14	265						
09:30 09:45	13	121	0	136	0	151	2	154	290	8	0	24	32	0	0	0	0	32	322						
09:45 10:00	11	129	0	142	0	116	3	119	261	5	0	14	19	0	0	0	0	19	280						
11:30 11:45	16	140	0	156	0	135	1	136	292	7	0	20	27	0	0	0	0	27	319						
11:45 12:00	13	117	0	132	0	190	4	194	326	3	0	18	21	0	0	0	0	21	347						
12:00 12:15	16	163	0	180	0	190	2	192	372	4	0	22	26	0	0	0	0	26	398						
15:00 15:15	24	175	0	199	0	182	6	188	387	11	0	21	32	0	0	0	0	32	419						
17:45 18:00	25	179	0	206	0	189	8	197	403	3	0	38	41	0	0	0	0	41	444						
17:30 17:45	36	167	0	204	0	193	9	202	406	13	0	30	43	0	0	0	0	43	449						
12:15 12:30	18	140	0	159	0	161	4	165	324	6	0	33	39	0	0	0	0	39	363						
12:30 12:45	19	165	0	184	0	157	5	162	346	4	0	16	20	0	0	0	0	20	366						
12:45 13:00	26	163	0	191	0	147	6	153	344	16	0	20	36	0	0	0	0	36	380						
13:00 13:15	21	148	0	170	0	169	1	170	340	5	0	22	27	0	0	0	0	27	367						
13:15 13:30	21	152	0	174	0	171	6	177	351	5	0	14	19	0	0	0	0	19	370						
15:15 15:30	24	165	0	190	0	198	6	204	394	5	0	20	25	0	0	0	0	25	419						
15:30 15:45	27	147	0	174	0	185	8	193	367	11	0	23	34	0	0	0	0	34	401						
15:45 16:00	32	186	0	219	0	204	5	209	428	9	0	26	35	0	0	0	0	35	463						
16:00 16:15	16	180	0	197	0	194	8	202	399	11	0	35	46	0	0	0	0	46	445						
16:15 16:30	35	182	0	217	0	222	6	228	445	13	0	35	48	0	0	0	0	48	493						
16:30 16:45	32	180	0	212	0	231	9	240	452	14	0	38	52	0	0	0	0	52	504						
16:45 17:00	31	184	0	216	0	191	12	203	419	5	0	38	43	0	0	0	0	43	462						
17:00 17:15	30	165	0	196	0	228	7	235	431	7	0	28	35	0	0	0	0	35	466						
17:15 17:30	29	189	0	218	0	187	11	198	416	8	0	31	39	0	0	0	0	39	455						
Total:	651	4695	0	5370	0	5248	168	5417	10787	248	0	810	1058	0	0	0	0	1058	11,845						

Note: U-Turns are included in Totals.



Transportation Services - Traffic Services

Turning Movement Count - Study Results

CENTRAL PARK DR S @ MERIVALE RD

Survey Date: Wednesday, February 23, 2022

WO No: 40159

Start Time: 07:00

Device: Miovision

Full Study Cyclist Volume

MERIVALE RD									CENTRAL PARK DR S								
Time Period	Northbound			Southbound			Street Total	Eastbound			Westbound			Street Total	Grand Total		
07:00 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:15 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:30 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:45 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:00 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:15 08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:30 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:45 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:00 09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:15 09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:30 09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:45 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:30 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:45 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:00 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
15:00 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
17:45 18:00	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0		
17:30 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:15 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:30 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:45 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
13:00 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
13:15 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
15:15 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
15:30 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
15:45 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
16:00 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
16:15 16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
16:30 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
16:45 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
17:00 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
17:15 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1		



Transportation Services - Traffic Services

Turning Movement Count - Study Results

CENTRAL PARK DR S @ MERIVALE RD

Survey Date: Wednesday, February 23, 2022

WO No: 40159

Start Time: 07:00

Device: Miovision

Full Study Pedestrian Volume

Time Period	MERIVALE RD		Total	CENTRAL PARK DR S		Total	Grand Total
	NB Approach (E or W Crossing)	SB Approach (E or W Crossing)		EB Approach (N or S Crossing)	WB Approach (N or S Crossing)		
07:00 07:15	0	1	1	0	0	0	1
07:15 07:30	0	4	4	2	0	2	6
07:30 07:45	2	0	2	3	0	3	5
07:45 08:00	0	0	0	5	0	5	5
08:00 08:15	0	1	1	1	0	1	2
08:15 08:30	0	0	0	3	0	3	3
08:30 08:45	0	0	0	0	0	0	0
08:45 09:00	0	0	0	0	0	0	0
09:00 09:15	0	0	0	1	0	1	1
09:15 09:30	0	1	1	0	0	0	1
09:30 09:45	0	0	0	1	0	1	1
09:45 10:00	0	0	0	1	0	1	1
11:30 11:45	0	2	2	1	0	1	3
11:45 12:00	0	0	0	0	0	0	0
12:00 12:15	0	0	0	3	0	3	3
15:00 15:15	1	0	1	0	0	0	1
17:45 18:00	0	0	0	3	0	3	3
17:30 17:45	0	0	0	1	0	1	1
12:15 12:30	2	0	2	5	0	5	7
12:30 12:45	0	0	0	2	0	2	2
12:45 13:00	0	0	0	1	0	1	1
13:00 13:15	1	1	2	6	0	6	8
13:15 13:30	0	2	2	1	0	1	3
15:15 15:30	0	0	0	2	0	2	2
15:30 15:45	0	0	0	2	0	2	2
15:45 16:00	0	0	0	3	0	3	3
16:00 16:15	0	1	1	1	0	1	2
16:15 16:30	0	0	0	8	0	8	8
16:30 16:45	0	0	0	3	0	3	3
16:45 17:00	1	2	3	2	0	2	5
17:00 17:15	1	1	2	1	0	1	3
17:15 17:30	1	2	3	4	0	4	7
Total	9	18	27	66	0	66	93



Transportation Services - Traffic Services

Turning Movement Count - Study Results

CENTRAL PARK DR S @ MERIVALE RD

Survey Date: Wednesday, February 23, 2022

WO No: 40159

Start Time: 07:00

Device: Miovision

Full Study Heavy Vehicles

MERIVALE RD										CENTRAL PARK DR S									
Time Period	Northbound				Southbound				Eastbound				Westbound				Grand Total		
	LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT		W TOT	STR TOT
07:00	07:15	1	5	0	6	0	1	0	1	7	0	0	0	0	0	0	0	0	7
07:15	07:30	0	7	0	7	0	1	0	1	8	0	0	1	1	0	0	0	1	9
07:30	07:45	1	6	0	7	0	7	0	7	14	0	0	0	0	0	0	0	0	14
07:45	08:00	0	2	0	2	0	5	0	5	7	0	0	1	1	0	0	0	1	8
08:00	08:15	2	7	0	9	0	5	0	5	14	0	0	0	0	0	0	0	0	14
08:15	08:30	1	8	0	9	0	3	0	3	12	0	0	0	0	0	0	0	0	12
08:30	08:45	1	5	0	6	0	9	1	10	16	0	0	1	1	0	0	0	1	17
08:45	09:00	2	8	0	10	0	5	0	5	15	1	0	0	1	0	0	0	1	16
09:00	09:15	1	7	0	8	0	8	0	8	16	1	0	0	1	0	0	0	1	17
09:15	09:30	2	11	0	13	0	4	1	5	18	0	0	0	0	0	0	0	0	18
09:30	09:45	2	3	0	5	0	8	0	8	13	1	0	5	6	0	0	0	6	19
09:45	10:00	0	16	0	16	0	8	0	8	24	0	0	0	0	0	0	0	0	24
11:30	11:45	2	8	0	10	0	6	0	6	16	0	0	1	1	0	0	0	1	17
11:45	12:00	0	5	0	5	0	4	0	4	9	0	0	0	0	0	0	0	0	9
12:00	12:15	1	6	0	7	0	5	0	5	12	0	0	2	2	0	0	0	2	14
15:00	15:15	0	2	0	2	0	6	0	6	8	0	0	3	3	0	0	0	3	11
17:45	18:00	2	2	0	4	0	2	0	2	6	0	0	6	6	0	0	0	6	12
17:30	17:45	3	2	0	5	0	4	0	4	9	0	0	0	0	0	0	0	0	9
12:15	12:30	0	4	0	4	0	7	0	7	11	1	0	1	2	0	0	0	2	13
12:30	12:45	1	6	0	7	0	7	1	8	15	0	0	0	0	0	0	0	0	15
12:45	13:00	2	7	0	9	0	2	0	2	11	0	0	1	1	0	0	0	1	12
13:00	13:15	1	7	0	8	0	6	0	6	14	0	0	2	2	0	0	0	2	16
13:15	13:30	2	6	0	8	0	4	0	4	12	0	0	0	0	0	0	0	0	12
15:15	15:30	1	7	0	8	0	2	0	2	10	0	0	0	0	0	0	0	0	10
15:30	15:45	1	0	0	1	0	6	0	6	7	1	0	2	3	0	0	0	3	10
15:45	16:00	0	5	0	5	0	3	0	3	8	0	0	3	3	0	0	0	3	11
16:00	16:15	1	2	0	3	0	1	0	1	4	0	0	3	3	0	0	0	3	7
16:15	16:30	2	5	0	7	0	4	0	4	11	0	0	3	3	0	0	0	3	14
16:30	16:45	2	3	0	5	0	4	0	4	9	0	0	2	2	0	0	0	2	11
16:45	17:00	2	3	0	5	0	3	0	3	8	0	0	3	3	0	0	0	3	11
17:00	17:15	3	3	0	6	0	1	0	1	7	0	0	1	1	0	0	0	1	8
17:15	17:30	0	2	0	2	0	4	0	4	6	0	0	2	2	0	0	0	2	8
Total:	None	39	170	0	209	0	145	3	148	357	5	0	43	48	0	0	0	48	405



Transportation Services - Traffic Services

Turning Movement Count - Study Results

CENTRAL PARK DR S @ MERIVALE RD

Survey Date: Wednesday, February 23, 2022

WO No: 40159

Start Time: 07:00

Device: Miovision

Full Study 15 Minute U-Turn Total

MERIVALE RD

CENTRAL PARK DR S

Time Period	Northbound U-Turn Total	Southbound U-Turn Total	Eastbound U-Turn Total	Westbound U-Turn Total	Total
07:00 07:15	0	0	0	0	0
07:15 07:30	0	0	0	0	0
07:30 07:45	0	0	0	0	0
07:45 08:00	1	0	0	0	1
08:00 08:15	0	0	0	0	0
08:15 08:30	1	0	0	0	1
08:30 08:45	2	0	0	0	2
08:45 09:00	0	0	0	0	0
09:00 09:15	0	0	0	0	0
09:15 09:30	0	0	0	0	0
09:30 09:45	2	1	0	0	3
09:45 10:00	2	0	0	0	2
11:30 11:45	0	0	0	0	0
11:45 12:00	2	0	0	0	2
12:00 12:15	1	0	0	0	1
15:00 15:15	0	0	0	0	0
17:45 18:00	2	0	0	0	2
17:30 17:45	1	0	0	0	1
12:15 12:30	1	0	0	0	1
12:30 12:45	0	0	0	0	0
12:45 13:00	2	0	0	0	2
13:00 13:15	1	0	0	0	1
13:15 13:30	1	0	0	0	1
15:15 15:30	1	0	0	0	1
15:30 15:45	0	0	0	0	0
15:45 16:00	1	0	0	0	1
16:00 16:15	1	0	0	0	1
16:15 16:30	0	0	0	0	0
16:30 16:45	0	0	0	0	0
16:45 17:00	1	0	0	0	1
17:00 17:15	1	0	0	0	1
17:15 17:30	0	0	0	0	0
Total	24	1	0	0	25



Project #24-226 - CGH Transportation

Intersection Count Report

Intersection: Merivale Rd & Burris Lane - Commercial Access

Municipality: Ottawa

Count Date: Wednesday, Jun 05, 2024

Site Code: 2422600003

Count Categories: Cars, Trucks, Bicycles, Pedestrians

Count Period: 07:00-10:00, 11:30-13:30, 15:00-18:00

Weather: Clear

Comments:



Traffic Count Summary

Intersection: Merivale Rd & Burris Lane - Commercial Access
 Site Code: 2422600003
 Municipality: Ottawa
 Count Date: Jun 05, 2024

Commerical Entrance - Traffic Summary

Hour	North Approach Totals						South Approach Totals						Total
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	
07:00 - 08:00	8	11	3	0	22	8	32	23	27	0	82	10	104
08:00 - 09:00	10	16	5	0	31	3	50	29	35	0	114	6	145
09:00 - 10:00	10	32	12	0	54	2	48	44	31	0	123	12	177
BREAK													
11:30 - 12:00	7	16	16	0	39	6	25	14	16	0	55	6	94
12:00 - 13:00	22	33	18	0	73	8	31	33	27	0	91	7	164
13:00 - 13:30	9	26	9	0	44	0	23	14	26	0	63	8	107
BREAK													
15:00 - 16:00	42	61	22	0	125	2	58	37	28	0	123	12	248
16:00 - 17:00	24	60	15	0	99	20	65	40	39	0	144	15	243
17:00 - 18:00	26	42	15	0	83	7	74	39	45	1	159	14	242
GRAND TOTAL	158	297	115	0	570	56	406	273	274	1	954	90	1524



Traffic Count Summary

Intersection: Merivale Rd & Burris Lane - Commercial Access
 Site Code: 2422600003
 Municipality: Ottawa
 Count Date: Jun 05, 2024

Merivale Rd - Traffic Summary

Hour	East Approach Totals						West Approach Totals						Total
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	
07:00 - 08:00	17	277	21	0	315	23	1	413	13	0	427	6	742
08:00 - 09:00	24	461	46	0	531	18	8	720	40	0	768	10	1299
09:00 - 10:00	27	398	23	0	448	13	12	441	21	0	474	6	922
BREAK													
11:30 - 12:00	14	257	20	0	291	8	10	215	23	0	248	7	539
12:00 - 13:00	39	533	45	0	617	10	26	491	44	0	561	16	1178
13:00 - 13:30	11	233	20	0	264	0	8	257	25	0	290	5	554
BREAK													
15:00 - 16:00	80	647	35	0	762	12	15	653	56	0	724	9	1486
16:00 - 17:00	52	753	47	0	852	22	12	644	77	0	733	17	1585
17:00 - 18:00	53	803	52	0	908	23	9	661	75	0	745	8	1653
GRAND TOTAL	317	4362	309	0	4988	129	101	4495	374	0	4970	84	9958



Traffic Count Data

Intersection: Merivale Rd & Burris Lane - Commercial Access
Site Code: 2422600003
Municipality: Ottawa
Count Date: Jun 05, 2024

North Approach - Commerical Entrance

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	3	3	1	0	7	0	0	0	0	0	0	0	0	0	0	4
07:15	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
07:30	1	3	1	0	5	0	0	0	0	0	0	1	0	0	1	1
07:45	3	3	1	0	7	0	0	0	0	0	0	0	0	0	0	3
08:00	2	4	0	0	6	0	0	0	0	0	0	0	0	0	0	0
08:15	2	5	2	0	9	0	0	0	0	0	0	0	0	0	0	2
08:30	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
08:45	5	6	3	0	14	0	0	0	0	0	0	0	0	0	0	1
09:00	4	10	2	0	16	0	0	0	0	0	0	0	0	0	0	0
09:15	1	7	3	0	11	0	0	0	0	0	0	0	0	0	0	0
09:30	4	8	1	0	13	0	0	0	0	0	0	0	0	0	0	0
09:45	1	7	6	0	14	0	0	0	0	0	0	0	0	0	0	2
SUBTOTAL	28	58	20	0	106	0	0	0	0	0	0	1	0	0	1	13



Traffic Count Data

Intersection: Merivale Rd & Burris Lane - Commercial Access
Site Code: 2422600003
Municipality: Ottawa
Count Date: Jun 05, 2024

North Approach - Commerical Entrance

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
11:30	3	11	8	0	22	0	0	0	0	0	0	0	0	0	0	1
11:45	4	5	7	0	16	0	0	1	0	1	0	0	0	0	0	5
12:00	3	10	9	0	22	0	0	0	0	0	0	0	0	0	0	4
12:15	6	11	0	0	17	0	0	0	0	0	0	0	0	0	0	4
12:30	8	5	4	0	17	0	0	0	0	0	0	0	0	0	0	0
12:45	5	7	5	0	17	0	0	0	0	0	0	0	0	0	0	0
13:00	6	15	6	0	27	0	0	0	0	0	0	0	0	0	0	0
13:15	3	11	3	0	17	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	38	75	42	0	155	0	0	1	0	1	0	0	0	0	0	14



Traffic Count Data

Intersection: Merivale Rd & Burris Lane - Commercial Access
Site Code: 2422600003
Municipality: Ottawa
Count Date: Jun 05, 2024

North Approach - Commerical Entrance

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
15:00	7	12	7	0	26	0	0	0	0	0	0	0	0	0	0	2
15:15	11	13	4	0	28	0	0	0	0	0	0	0	0	0	0	0
15:30	16	21	4	0	41	0	0	0	0	0	0	0	0	0	0	0
15:45	8	15	7	0	30	0	0	0	0	0	0	0	0	0	0	0
16:00	10	14	2	0	26	0	0	0	0	0	0	0	0	0	0	5
16:15	4	20	4	0	28	0	0	0	0	0	0	0	0	0	0	8
16:30	6	9	4	0	19	0	0	0	0	0	0	0	0	0	0	2
16:45	4	16	5	0	25	0	0	0	0	0	0	1	0	0	1	5
17:00	5	10	2	0	17	0	0	0	0	0	0	0	0	0	0	2
17:15	7	14	5	0	26	0	0	0	0	0	0	0	0	0	0	2
17:30	8	5	3	0	16	0	0	0	0	0	0	0	0	0	0	2
17:45	6	13	5	0	24	0	0	0	0	0	0	0	0	0	0	1
SUBTOTAL	92	162	52	0	306	0	0	0	0	0	0	1	0	0	1	29
GRAND TOTAL	158	295	114	0	567	0	0	1	0	1	0	2	0	0	2	56



Traffic Count Data

Intersection: Merivale Rd & Burris Lane - Commercial Access
Site Code: 2422600003
Municipality: Ottawa
Count Date: Jun 05, 2024

South Approach - Burris Lane

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	4	3	3	0	10	0	0	0	0	0	0	1	0	0	1	4
07:15	10	7	7	0	24	0	0	1	0	1	0	0	0	0	0	2
07:30	9	8	7	0	24	0	0	0	0	0	0	0	0	0	0	2
07:45	9	4	9	0	22	0	0	0	0	0	0	0	0	0	0	2
08:00	17	6	6	0	29	0	0	0	0	0	0	0	0	0	0	3
08:15	12	9	10	0	31	1	0	1	0	2	0	0	0	0	0	2
08:30	11	9	14	0	34	0	0	0	0	0	0	0	0	0	0	1
08:45	9	4	4	0	17	0	1	0	0	1	0	0	0	0	0	0
09:00	12	10	9	0	31	0	0	0	0	0	0	0	0	0	0	6
09:15	11	11	7	0	29	0	0	0	0	0	0	0	0	0	0	1
09:30	11	8	6	0	25	0	0	0	0	0	0	6	0	0	6	3
09:45	13	9	9	0	31	0	0	0	0	0	1	0	0	0	1	2
SUBTOTAL	128	88	91	0	307	1	1	2	0	4	1	7	0	0	8	28



Traffic Count Data

Intersection: Merivale Rd & Burris Lane - Commercial Access
Site Code: 2422600003
Municipality: Ottawa
Count Date: Jun 05, 2024

South Approach - Burris Lane

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
11:30	8	8	8	0	24	0	0	0	0	0	0	0	0	0	0	2
11:45	17	6	7	0	30	0	0	1	0	1	0	0	0	0	0	4
12:00	8	8	9	0	25	0	0	0	0	0	0	0	0	0	0	0
12:15	4	7	10	0	21	0	0	0	0	0	0	0	0	0	0	1
12:30	6	8	4	0	18	0	1	0	0	1	0	0	0	0	0	4
12:45	12	9	4	0	25	1	0	0	0	1	0	0	0	0	0	2
13:00	16	7	13	0	36	0	0	0	0	0	0	0	0	0	0	6
13:15	7	7	13	0	27	0	0	0	0	0	0	0	0	0	0	2
SUBTOTAL	78	60	68	0	206	1	1	1	0	3	0	0	0	0	0	21



Traffic Count Data

Intersection: Merivale Rd & Burris Lane - Commercial Access
Site Code: 2422600003
Municipality: Ottawa
Count Date: Jun 05, 2024

South Approach - Burris Lane

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
15:00	19	3	11	0	33	0	0	0	0	0	0	0	0	0	0	5
15:15	15	6	2	0	23	0	0	0	0	0	0	0	0	0	0	2
15:30	15	16	8	0	39	1	0	1	0	2	0	2	0	0	2	3
15:45	8	10	6	0	24	0	0	0	0	0	0	0	0	0	0	2
16:00	18	10	6	0	34	0	0	0	0	0	0	0	0	0	0	3
16:15	20	6	14	0	40	0	0	0	0	0	0	1	0	0	1	9
16:30	17	11	13	0	41	0	0	0	0	0	0	0	0	0	0	2
16:45	10	12	6	0	28	0	0	0	0	0	0	0	0	0	0	1
17:00	18	8	10	0	36	0	0	0	0	0	0	0	0	0	0	4
17:15	23	13	10	0	46	1	0	0	0	1	0	0	0	1	1	0
17:30	21	13	11	0	45	0	0	0	0	0	0	0	2	0	2	6
17:45	11	5	12	0	28	0	0	0	0	0	0	0	0	0	0	4
SUBTOTAL	195	113	109	0	417	2	0	1	0	3	0	3	2	1	6	41
GRAND TOTAL	401	261	268	0	930	4	2	4	0	10	1	10	2	1	14	90



Traffic Count Data

Intersection: Merivale Rd & Burris Lane - Commercial Access
Site Code: 2422600003
Municipality: Ottawa
Count Date: Jun 05, 2024

East Approach - Merivale Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	4	47	9	0	60	1	5	0	0	6	0	0	0	0	0	5
07:15	2	54	4	0	60	1	6	0	0	7	0	0	0	0	0	3
07:30	2	86	0	0	88	0	2	0	0	2	0	0	0	0	0	4
07:45	6	72	8	0	86	1	5	0	0	6	0	0	0	0	0	11
08:00	4	95	10	0	109	0	6	0	0	6	0	1	0	0	1	5
08:15	9	117	11	0	137	0	4	0	0	4	0	0	0	0	0	4
08:30	6	104	11	0	121	0	7	0	0	7	0	1	0	0	1	2
08:45	5	120	13	0	138	0	6	1	0	7	0	0	0	0	0	7
09:00	4	86	7	0	97	0	7	0	0	7	0	0	0	0	0	3
09:15	8	95	6	0	109	1	6	0	0	7	0	0	0	0	0	2
09:30	9	104	5	0	118	0	5	0	0	5	0	0	0	0	0	3
09:45	5	89	5	0	99	0	6	0	0	6	0	0	0	0	0	5
SUBTOTAL	64	1069	89	0	1222	4	65	1	0	70	0	2	0	0	2	54



Traffic Count Data

Intersection: Merivale Rd & Burris Lane - Commercial Access
Site Code: 2422600003
Municipality: Ottawa
Count Date: Jun 05, 2024

East Approach - Merivale Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
11:30	5	119	9	0	133	0	7	0	0	7	0	1	0	0	1	4
11:45	9	129	11	0	149	0	1	0	0	1	0	0	0	0	0	4
12:00	5	128	11	0	144	0	5	0	0	5	0	0	0	0	0	3
12:15	10	140	15	0	165	0	5	0	0	5	0	0	0	0	0	1
12:30	10	124	9	0	143	0	2	0	0	2	0	0	0	0	0	3
12:45	14	125	10	0	149	0	4	0	0	4	0	0	0	0	0	3
13:00	4	112	10	0	126	0	6	0	0	6	0	0	0	0	0	0
13:15	7	110	10	0	127	0	5	0	0	5	0	0	0	0	0	0
SUBTOTAL	64	987	85	0	1136	0	35	0	0	35	0	1	0	0	1	18



Traffic Count Data

Intersection: Merivale Rd & Burris Lane - Commercial Access
Site Code: 2422600003
Municipality: Ottawa
Count Date: Jun 05, 2024

East Approach - Merivale Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↺	Total	←	↑	→	↺	Total	←	↑	→	↺	Total	
15:00	31	136	4	0	171	0	6	0	0	6	0	0	0	0	0	3
15:15	24	150	12	0	186	1	1	0	0	2	0	0	0	0	0	2
15:30	17	177	7	0	201	0	1	0	0	1	0	0	0	0	0	2
15:45	6	173	12	0	191	1	3	0	0	4	0	0	0	0	0	5
16:00	14	181	12	0	207	1	3	0	0	4	0	0	0	0	0	4
16:15	17	162	11	0	190	0	3	0	0	3	0	0	0	0	0	6
16:30	9	207	10	0	226	0	3	0	0	3	0	0	0	0	0	6
16:45	11	192	14	0	217	0	2	0	0	2	0	0	0	0	0	6
17:00	16	194	11	0	221	0	3	0	0	3	0	2	0	0	2	3
17:15	12	195	13	0	220	1	2	0	0	3	0	0	1	0	1	9
17:30	15	199	14	0	228	0	4	0	0	4	0	1	0	0	1	7
17:45	9	198	13	0	220	0	5	0	0	5	0	0	0	0	0	4
SUBTOTAL	181	2164	133	0	2478	4	36	0	0	40	0	3	1	0	4	57
GRAND TOTAL	309	4220	307	0	4836	8	136	1	0	145	0	6	1	0	7	129



Traffic Count Data

Intersection: Merivale Rd & Burris Lane - Commercial Access
Site Code: 2422600003
Municipality: Ottawa
Count Date: Jun 05, 2024

West Approach - Merivale Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↺	Total	←	↑	→	↺	Total	←	↑	→	↺	Total	
07:00	1	61	1	0	63	0	5	0	0	5	0	0	0	0	0	1
07:15	0	84	1	0	85	0	4	0	0	4	0	0	0	0	0	1
07:30	0	107	6	0	113	0	7	0	0	7	0	0	0	0	0	3
07:45	0	142	5	0	147	0	3	0	0	3	0	0	0	0	0	1
08:00	0	189	3	0	192	0	7	2	0	9	0	2	0	0	2	6
08:15	4	192	8	0	204	0	5	0	0	5	0	0	0	0	0	1
08:30	3	169	15	0	187	0	11	1	0	12	0	0	0	0	0	1
08:45	1	139	11	0	151	0	6	0	0	6	0	0	0	0	0	2
09:00	2	104	5	0	111	0	7	1	0	8	0	0	0	0	0	3
09:15	4	103	4	0	111	0	4	0	0	4	0	0	0	0	0	0
09:30	3	120	5	0	128	0	6	0	0	6	0	0	0	0	0	1
09:45	3	91	6	0	100	0	6	0	0	6	0	0	0	0	0	2
SUBTOTAL	21	1501	70	0	1592	0	71	4	0	75	0	2	0	0	2	22



Traffic Count Data

Intersection: Merivale Rd & Burris Lane - Commercial Access
Site Code: 2422600003
Municipality: Ottawa
Count Date: Jun 05, 2024

West Approach - Merivale Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
11:30	5	112	12	0	129	0	6	1	0	7	0	0	0	0	0	3
11:45	5	91	10	0	106	0	6	0	0	6	0	0	0	0	0	4
12:00	9	101	10	0	120	0	4	0	0	4	0	0	0	0	0	7
12:15	10	119	16	0	145	0	2	0	0	2	0	0	0	0	0	2
12:30	2	134	9	0	145	0	2	0	0	2	0	0	0	0	0	1
12:45	5	125	9	0	139	0	4	0	0	4	0	0	0	0	0	6
13:00	4	123	15	0	142	0	2	0	0	2	0	1	0	0	1	3
13:15	4	123	10	0	137	0	8	0	0	8	0	0	0	0	0	2
SUBTOTAL	44	928	91	0	1063	0	34	1	0	35	0	1	0	0	1	28



Traffic Count Data

Intersection: Merivale Rd & Burris Lane - Commercial Access
Site Code: 2422600003
Municipality: Ottawa
Count Date: Jun 05, 2024

West Approach - Merivale Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
15:00	3	144	18	0	165	0	2	0	0	2	0	0	0	0	0	2
15:15	5	158	11	0	174	3	6	1	0	10	0	1	0	0	1	2
15:30	2	175	13	0	190	0	2	0	0	2	0	0	0	0	0	2
15:45	2	161	13	0	176	0	3	0	0	3	0	1	0	0	1	3
16:00	3	166	30	0	199	0	5	1	0	6	0	0	0	0	0	6
16:15	2	161	13	0	176	0	4	0	0	4	0	0	0	0	0	7
16:30	3	165	19	0	187	0	2	0	0	2	0	0	0	0	0	2
16:45	4	139	14	0	157	0	2	0	0	2	0	0	0	0	0	2
17:00	3	171	18	0	192	0	4	0	0	4	0	0	0	0	0	1
17:15	2	159	30	0	191	0	0	0	0	0	0	0	0	0	0	1
17:30	1	170	12	0	183	0	3	0	0	3	0	1	0	0	1	6
17:45	3	151	15	0	169	0	1	0	0	1	0	1	0	0	1	0
SUBTOTAL	33	1920	206	0	2159	3	34	2	0	39	0	4	0	0	4	34
GRAND TOTAL	98	4349	367	0	4814	3	139	7	0	149	0	7	0	0	7	84



Peak Hour Diagram

Specified Period	One Hour Peak
From: 07:00:00	From: 08:00:00
To: 10:00:00	To: 09:00:00

Intersection: Merivale Rd & Burris Lane - Commercial Access
Site Code: 2422600003
Count Date: Jun 05, 2024

Weather conditions: Clear

** Signalized Intersection **

Major Road: Merivale Rd runs E/W

North Approach

Out	In	Total
31	81	112
0	2	2
0	0	0
31	83	114

Commercial Entrance

0	0	0	0
0	0	0	0
5	16	10	0
Totals	5	16	10

East Approach

Out	In	Total
505	733	1238
24	30	54
2	2	4
531	765	1296

Merivale Rd

Totals
0
0
0
2
0

Peds: 3



Peds: 18

Merivale Rd

Totals
0
46
461
24

Peds: 6

West Approach

Out	In	Total
734	490	1224
32	24	56
2	2	4
768	516	1284

50	29	35	0
49	28	34	0
1	1	1	0
0	0	0	0
Totals	50	29	35

Burris Lane

South Approach

Out	In	Total
111	77	188
3	3	6
0	0	0
114	80	194

- Cars

- Trucks

- Bicycles

Comments



Peak Hour Summary

Intersection: Merivale Rd & Burris Lane - Commercial Access
Site Code: 2422600003
Count Date: Jun 05, 2024
Period: 07:00 - 10:00

Peak Hour Data (08:00 - 09:00)

	North Approach Commercial Entrance					South Approach Burris Lane					East Approach Merivale Rd					West Approach Merivale Rd					Total Vehicles				
Start Time																									
08:00	2	4	0	0	0	6	17	6	6	0	3	29	4	102	10	0	5	116	0	198	5	0	6	203	354
08:15	2	5	2	0	2	9	13	9	11	0	2	33	9	121	11	0	4	141	4	197	8	0	1	209	392
08:30	1	1	0	0	0	2	11	9	14	0	1	34	6	112	11	0	2	129	3	180	16	0	1	199	364
08:45	5	6	3	0	1	14	9	5	4	0	0	18	5	126	14	0	7	145	1	145	11	0	2	157	334
Grand Total	10	16	5	0	3	31	50	29	35	0	6	114	24	461	46	0	18	531	8	720	40	0	10	768	1444
Approach %	32.3	51.6	16.1	0	-	43.9	25.4	30.7	0	-	4.5	86.8	8.7	0	-	1	93.8	5.2	0	-	-	-	-	-	-
Totals %	0.7	1.1	0.3	0	2.1	3.5	2	2.4	0	7.9	1.7	31.9	3.2	0	36.8	0.6	49.9	2.8	0	53.2	-	-	-	-	-
PHF	0.5	0.67	0.42	0	0.55	0.74	0.81	0.63	0	0.84	0.67	0.91	0.82	0	0.92	0.5	0.91	0.63	0	0.92	0.92	-	-	-	-
Cars	10	16	5	0	31	49	28	34	0	111	24	436	45	0	505	8	689	37	0	734	1381	-	-	-	-
% Cars	100	100	100	0	100	98	96.6	97.1	0	97.4	100	94.6	97.8	0	95.1	100	95.7	92.5	0	95.6	95.6	-	-	-	-
Trucks	0	0	0	0	0	1	1	1	0	3	0	23	1	0	24	0	29	3	0	32	59	-	-	-	-
% Trucks	0	0	0	0	0	2	3.4	2.9	0	2.6	0	5	2.2	0	4.5	0	4	7.5	0	4.2	4.1	-	-	-	-
Bicycles	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4	-	-	-	-
% Bicycles	0	0	0	0	0	0	0	0	0	0	0	0.4	0	0	0.4	0	0.3	0	0	0.3	0.3	-	-	-	-
Peds	3	-	-	-	-	6	-	-	-	18	-	-	-	-	-	-	-	-	-	10	-	-	-	-	37
% Peds	8.1	-	-	-	-	16.2	-	-	-	48.6	-	-	-	-	-	-	-	-	-	27	-	-	-	-	-



Peak Hour Diagram

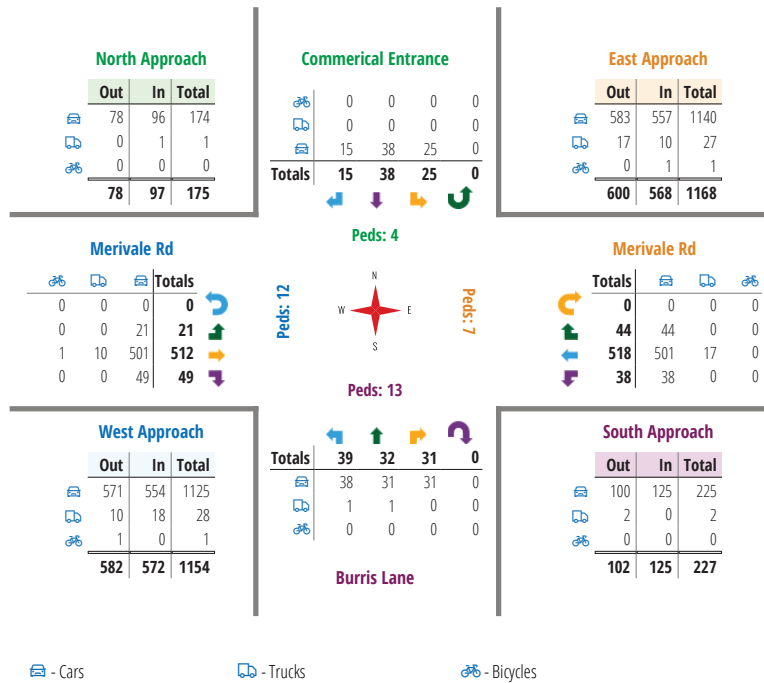
Specified Period	One Hour Peak
From: 11:30:00	From: 12:15:00
To: 13:30:00	To: 13:15:00

Intersection: Merivale Rd & Burris Lane - Commercial Access
Site Code: 2422600003
Count Date: Jun 05, 2024

Weather conditions: Clear

** Signalized Intersection **

Major Road: Merivale Rd runs E/W



Peak Hour Summary

Intersection: Merivale Rd & Burris Lane - Commercial Access
Site Code: 2422600003
Count Date: Jun 05, 2024
Period: 11:30 - 13:30

Peak Hour Data (12:15 - 13:15)

	North Approach Commercial Entrance					South Approach Burris Lane					East Approach Merivale Rd					West Approach Merivale Rd					Total Vehicles				
Start Time					Peds	Total					Peds	Total					Peds	Total					Peds	Total	
12:15	6	11	0	0	4	17	4	7	10	0	1	21	10	145	15	0	1	170	10	121	16	0	2	147	355
12:30	8	5	4	0	0	17	6	9	4	0	4	19	10	126	9	0	3	145	2	136	9	0	1	147	328
12:45	5	7	5	0	0	17	13	9	4	0	2	26	14	129	10	0	3	153	5	129	9	0	6	143	339
13:00	6	15	6	0	0	27	16	7	13	0	6	36	4	118	10	0	0	132	4	126	15	0	3	145	340
Grand Total	25	38	15	0	4	78	39	32	31	0	13	102	38	518	44	0	7	600	21	512	49	0	12	582	1362
Approach %	32.1	48.7	19.2	0	-	-	38.2	31.4	30.4	0	-	-	6.3	86.3	7.3	0	-	3.6	88	8.4	0	-	-	-	-
Totals %	1.8	2.8	1.1	0	5.7	5.7	2.9	2.3	2.3	0	7.5	7.5	2.8	38	3.2	0	44.1	1.5	37.6	3.6	0	42.7	42.7	-	-
PHF	0.78	0.63	0.63	0	0.72	0.72	0.61	0.89	0.6	0	0.71	0.71	0.68	0.89	0.73	0	0.88	0.53	0.94	0.77	0	0.99	0.96	-	-
Cars	25	38	15	0	78	78	38	31	31	0	100	100	38	501	44	0	583	21	501	49	0	571	1322	-	-
% Cars	100	100	100	0	100	100	97.4	96.9	100	0	98	98	100	96.7	100	0	97.2	100	97.9	100	0	98.1	97.8	-	-
% Trucks	0	0	0	0	0	0	0	0	0	0	2	2	0	17	0	0	17	0	10	0	0	10	29	-	-
% Bicycles	0	0	0	0	0	0	2.6	3.1	0	0	2	2	0	3.3	0	0	2.8	0	2	0	0	1.7	2.1	-	-
% Peds	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	-	-
% Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.2	0.1	-	-
Peds					4	-					13	-					7	-					12	-	36
% Peds					11.1	-					36.1	-					19.4	-					33.3	-	-

Comments



Peak Hour Diagram

Specified Period		One Hour Peak	
From:	15:00:00	From:	17:00:00
To:	18:00:00	To:	18:00:00

Intersection: Merivale Rd & Burris Lane - Commercial Access
Site Code: 2422600003
Count Date: Jun 05, 2024

Weather conditions: Clear

** Signalized Intersection **

Major Road: Merivale Rd runs E/W

North Approach

Out	In	Total
83	99	182
0	0	0
0	1	1
83	100	183

Commercial Entrance

0	0	0	0
0	0	0	0
15	42	26	0
Totals	15	42	26

East Approach

Out	In	Total
889	720	1609
15	8	23
4	4	8
908	732	1640

Merivale Rd

Totals	0	0	0
0	0	9	9
2	8	651	661
0	0	75	75

Peds: 7

Peds: 8

Peds: 23

Peds: 14

Merivale Rd

Totals	0	0	0
52	51	0	1
803	786	14	3
53	52	1	0

West Approach

Out	In	Total
735	874	1609
8	15	23
2	3	5
745	892	1637

74	39	45	1
73	39	43	0
1	0	0	0
0	0	2	1
Totals	74	39	45

South Approach

Out	In	Total
155	169	324
1	1	2
3	1	4
159	171	330

Burris Lane

- Cars

- Trucks

- Bicycles

Comments



Peak Hour Summary

Intersection: Merivale Rd & Burris Lane - Commercial Access
Site Code: 2422600003
Count Date: Jun 05, 2024
Period: 15:00 - 18:00

Peak Hour Data (17:00 - 18:00)

Start Time	North Approach Commercial Entrance					South Approach Burris Lane					East Approach Merivale Rd					West Approach Merivale Rd					Total Vehicles				
					Peds	Total					Peds	Total					Peds	Total						Peds	Total
17:00	5	10	2	0	2	17	18	8	10	0	4	36	16	199	11	0	3	226	3	175	18	0	1	196	475
17:15	7	14	5	0	2	26	24	13	10	1	0	48	13	197	14	0	9	224	2	159	30	0	1	191	489
17:30	8	5	3	0	2	16	21	13	13	0	6	47	15	204	14	0	7	233	1	174	12	0	6	187	483
17:45	6	13	5	0	1	24	11	5	12	0	4	28	9	203	13	0	4	225	3	153	15	0	0	171	448
Grand Total	26	42	15	0	7	83	74	39	45	1	14	159	53	803	52	0	23	908	9	661	75	0	8	745	1895
Approach %	31.3	50.6	18.1	0	-	-	46.5	24.5	28.3	0.6	-	-	5.8	88.4	5.7	0	-	-	1.2	88.7	10.1	0	-	-	-
Totals %	1.4	2.2	0.8	0	4.4	4.4	3.9	2.1	2.4	0.1	8.4	8.4	2.8	42.4	2.7	0	47.9	0.5	34.9	4	0	0	39.3	-	
PHF	0.81	0.75	0.75	0	0.8	0.8	0.77	0.75	0.87	0.25	0.83	0.83	0.98	0.93	0	0.97	0.75	0.94	0.63	0	0.95	0.97	-	-	-
Cars	26	42	15	0	83	83	73	39	43	0	155	155	52	786	51	0	889	9	651	75	0	735	1862	-	
% Cars	100	100	100	0	100	100	98.6	100	95.6	0	97.5	97.5	98.1	97.9	98.1	0	97.9	100	98.5	100	0	98.7	98.3	-	
Trucks	0	0	0	0	0	0	1	0	0	0	1	1	1	14	0	0	15	0	8	0	0	8	24	-	
% Trucks	0	0	0	0	0	0	1.4	0	0	0	0.6	0.6	1.9	1.7	0	0	1.7	0	1.2	0	0	1.1	1.3	-	
Bicycles	0	0	0	0	0	0	0	0	2	1	3	3	0	3	1	0	4	0	2	0	0	2	9	-	
% Bicycles	0	0	0	0	0	0	0	0	4.4	100	1.9	1.9	0	0.4	1.9	0	0.4	0	0.3	0	0	0.3	0.5	-	
Peds	7	-	-	-	-	-	14	-	-	-	-	-	23	-	-	-	-	8	-	-	-	-	52	-	
% Peds	13.5	-	-	-	-	-	26.9	-	-	-	-	-	44.2	-	-	-	-	15.4	-	-	-	-	-	-	



Project #24-226 - CGH Transportation

Intersection Count Report

Intersection: Merivale Rd & Loblaws SC
Municipality: Ottawa
Count Date: Wednesday, Jun 05, 2024
Site Code: 2422600004
Count Categories: Cars, Trucks, Bicycles, Pedestrians
Count Period: 07:00-10:00, 11:30-13:30, 15:00-18:00
Weather: Clear
Comments:



Traffic Count Summary

Intersection: Merivale Rd & Loblaws SC
Site Code: 2422600004
Municipality: Ottawa
Count Date: Jun 05, 2024

Commerical Entrance - Traffic Summary

Hour	North Approach Totals						South Approach Totals						Total
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	
07:00 - 08:00	9	4	33	0	46	2	3	1	3	0	7	5	53
08:00 - 09:00	19	12	39	0	70	4	11	3	27	0	41	4	111
09:00 - 10:00	23	20	55	0	98	5	20	8	27	0	55	9	153
BREAK													
11:30 - 12:00	17	19	30	0	66	5	38	13	37	0	88	12	154
12:00 - 13:00	31	29	102	1	163	18	55	21	95	0	171	20	334
13:00 - 13:30	16	17	43	0	76	10	22	17	44	0	83	7	159
BREAK													
15:00 - 16:00	45	42	92	0	179	10	73	31	98	0	202	11	381
16:00 - 17:00	45	37	85	0	167	17	57	27	106	0	190	15	357
17:00 - 18:00	34	41	94	0	169	11	85	21	110	0	216	11	385
GRAND TOTAL	239	221	573	1	1034	82	364	142	547	0	1053	94	2087



Traffic Count Summary

Intersection: Merivale Rd & Loblaw's SC
 Site Code: 2422600004
 Municipality: Ottawa
 Count Date: Jun 05, 2024

Merivale Rd - Traffic Summary

Hour	East Approach Totals						West Approach Totals						Total
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	
07:00 - 08:00	3	286	19	0	308	2	26	405	2	0	433	13	741
08:00 - 09:00	23	481	16	0	520	1	51	742	3	0	796	16	1316
09:00 - 10:00	34	412	10	0	456	1	53	429	6	0	488	29	944
BREAK													
11:30 - 12:00	28	245	20	0	293	5	27	207	15	0	249	24	542
12:00 - 13:00	62	494	30	0	586	15	75	445	30	0	550	75	1136
13:00 - 13:30	27	224	14	0	265	3	23	226	9	0	258	24	523
BREAK													
15:00 - 16:00	71	618	25	0	714	6	57	587	18	0	662	61	1376
16:00 - 17:00	80	711	29	0	820	15	57	588	14	0	659	87	1479
17:00 - 18:00	82	771	44	0	897	6	52	602	27	0	681	75	1578
GRAND TOTAL	410	4242	207	0	4859	54	421	4231	124	0	4776	404	9635



Traffic Count Data

Intersection: Merivale Rd & Loblaw's SC
 Site Code: 2422600004
 Municipality: Ottawa
 Count Date: Jun 05, 2024

North Approach - Commerical Entrance

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	1
07:15	3	0	12	0	15	0	0	0	0	0	0	0	0	0	0	0
07:30	1	1	10	0	12	0	0	0	0	0	0	0	0	0	0	0
07:45	4	3	9	0	16	0	0	0	0	0	0	0	0	0	0	1
08:00	5	0	10	0	15	0	0	0	0	0	0	0	0	0	0	1
08:15	5	5	9	0	19	0	0	0	0	0	0	0	0	0	0	1
08:30	4	4	9	0	17	0	0	0	0	0	0	0	0	0	0	1
08:45	5	3	11	0	19	0	0	0	0	0	0	0	0	0	0	1
09:00	3	1	10	0	14	1	0	1	0	2	0	0	0	0	0	3
09:15	8	4	11	0	23	0	0	0	0	0	0	1	0	0	1	2
09:30	4	6	18	0	28	0	0	0	0	0	0	0	0	0	0	0
09:45	5	8	13	0	26	2	0	2	0	4	0	0	0	0	0	0
SUBTOTAL	48	35	124	0	207	3	0	3	0	6	0	1	0	0	1	11



Traffic Count Data

Intersection: Merivale Rd & Loblaws SC
Site Code: 2422600004
Municipality: Ottawa
Count Date: Jun 05, 2024

North Approach - Commerical Entrance

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
11:30	8	10	11	0	29	0	0	1	0	1	0	0	0	0	0	2
11:45	9	9	17	0	35	0	0	1	0	1	0	0	0	0	0	3
12:00	10	5	26	0	41	0	0	0	0	0	0	0	0	0	0	3
12:15	7	12	19	0	38	0	0	0	0	0	0	0	0	0	0	6
12:30	6	4	29	1	40	0	0	0	0	0	0	0	0	0	0	5
12:45	8	8	27	0	43	0	0	1	0	1	0	0	0	0	0	4
13:00	8	9	18	0	35	0	0	0	0	0	0	0	0	0	0	5
13:15	7	8	25	0	40	1	0	0	0	1	0	0	0	0	0	5
SUBTOTAL	63	65	172	1	301	1	0	3	0	4	0	0	0	0	0	33



Traffic Count Data

Intersection: Merivale Rd & Loblaws SC
Site Code: 2422600004
Municipality: Ottawa
Count Date: Jun 05, 2024

North Approach - Commerical Entrance

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
15:00	8	7	21	0	36	0	0	0	0	0	0	0	0	0	0	1
15:15	13	6	20	0	39	1	0	0	0	1	0	0	0	0	0	4
15:30	11	11	23	0	45	0	0	0	0	0	0	0	0	0	0	4
15:45	12	17	28	0	57	0	0	0	0	0	0	1	0	0	1	1
16:00	13	5	26	0	44	0	0	0	0	0	0	0	0	0	0	3
16:15	14	10	20	0	44	0	0	0	0	0	0	1	0	0	1	6
16:30	10	8	20	0	38	0	0	0	0	0	0	1	0	0	1	5
16:45	7	12	19	0	38	1	0	0	0	1	0	0	0	0	0	3
17:00	7	12	25	0	44	0	0	0	0	0	0	0	0	0	0	3
17:15	8	8	24	0	40	0	0	0	0	0	0	0	0	0	0	3
17:30	7	10	21	0	38	0	0	0	0	0	0	1	0	0	1	4
17:45	12	10	24	0	46	0	0	0	0	0	0	0	0	0	0	1
SUBTOTAL	122	116	271	0	509	2	0	0	0	2	0	4	0	0	4	38
GRAND TOTAL	233	216	567	1	1017	6	0	6	0	12	0	5	0	0	5	82



Traffic Count Data

Intersection: Merivale Rd & Loblaws SC
Site Code: 2422600004
Municipality: Ottawa
Count Date: Jun 05, 2024

South Approach - Commerical Entrance

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	2	1	0	0	3	0	0	1	0	1	0	0	0	0	0	2
07:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
07:45	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0
08:00	1	0	4	0	5	0	0	0	0	0	0	0	0	0	0	1
08:15	2	0	3	0	5	0	0	0	0	0	0	0	0	0	0	2
08:30	4	2	8	0	14	0	0	1	0	1	0	0	0	0	0	0
08:45	4	1	11	0	16	0	0	0	0	0	0	0	0	0	0	1
09:00	1	1	7	0	9	0	0	0	0	0	0	0	0	0	0	2
09:15	9	0	4	0	13	0	0	0	0	0	0	0	0	0	0	3
09:30	3	1	8	0	12	0	0	0	0	0	0	1	0	0	1	2
09:45	7	5	7	0	19	0	0	1	0	1	0	0	0	0	0	2
SUBTOTAL	34	11	54	0	99	0	0	3	0	3	0	1	0	0	1	18



Traffic Count Data

Intersection: Merivale Rd & Loblaws SC
Site Code: 2422600004
Municipality: Ottawa
Count Date: Jun 05, 2024

South Approach - Commerical Entrance

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
11:30	18	2	18	0	38	1	0	0	0	1	0	0	0	0	0	8
11:45	19	11	18	0	48	0	0	1	0	1	0	0	0	0	0	4
12:00	7	3	16	0	26	0	0	0	0	0	0	0	0	0	0	7
12:15	17	6	28	0	51	1	0	0	0	1	0	0	0	0	0	3
12:30	17	5	31	0	53	0	0	1	0	1	0	0	0	0	0	3
12:45	13	7	19	0	39	0	0	0	0	0	0	0	0	0	0	7
13:00	9	7	26	0	42	0	0	0	0	0	0	0	0	0	0	4
13:15	13	9	18	0	40	0	0	0	0	0	0	1	0	0	1	3
SUBTOTAL	113	50	174	0	337	2	0	2	0	4	0	1	0	0	1	39



Traffic Count Data

Intersection: Merivale Rd & Loblaws SC
Site Code: 2422600004
Municipality: Ottawa
Count Date: Jun 05, 2024

South Approach - Commerical Entrance

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
15:00	19	6	23	0	48	0	0	0	0	0	0	0	0	0	0	2
15:15	19	9	24	0	52	0	0	0	0	0	0	0	0	0	0	2
15:30	17	4	23	0	44	0	0	0	0	0	0	3	0	0	3	5
15:45	18	7	28	0	53	0	0	0	0	0	0	2	0	0	2	2
16:00	13	11	32	0	56	0	0	0	0	0	0	0	0	0	0	6
16:15	16	7	22	0	45	0	0	0	0	0	0	0	0	0	0	5
16:30	11	5	31	0	47	0	0	0	0	0	0	0	0	0	0	4
16:45	17	4	21	0	42	0	0	0	0	0	0	0	0	0	0	0
17:00	27	8	20	0	55	0	0	0	0	0	0	0	0	0	0	3
17:15	21	5	32	0	58	0	0	0	0	0	0	1	0	0	1	1
17:30	19	5	25	0	49	0	0	1	0	1	0	0	1	0	1	5
17:45	18	2	31	0	51	0	0	0	0	0	0	0	0	0	0	2
SUBTOTAL	215	73	312	0	600	0	0	1	0	1	0	6	1	0	7	37
GRAND TOTAL	362	134	540	0	1036	2	0	6	0	8	0	8	1	0	9	94



Traffic Count Data

Intersection: Merivale Rd & Loblaws SC
Site Code: 2422600004
Municipality: Ottawa
Count Date: Jun 05, 2024

East Approach - Merivale Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	1	51	5	0	57	0	4	0	0	4	0	0	0	0	0	0
07:15	0	55	5	0	60	0	7	0	0	7	0	0	0	0	0	0
07:30	0	86	4	0	90	0	2	0	0	2	0	0	0	0	0	2
07:45	2	76	5	0	83	0	5	0	0	5	0	0	0	0	0	0
08:00	6	105	5	0	116	0	6	0	0	6	0	0	0	0	0	0
08:15	6	117	5	0	128	0	5	0	0	5	0	0	0	0	0	1
08:30	8	107	2	0	117	0	4	0	0	4	0	0	1	0	1	0
08:45	3	131	2	0	136	0	6	0	0	6	0	0	1	0	1	0
09:00	8	87	4	0	99	0	7	0	0	7	0	0	0	0	0	0
09:15	6	101	2	0	109	0	5	0	0	5	0	0	0	0	0	0
09:30	9	108	3	0	120	0	5	0	0	5	0	0	0	0	0	0
09:45	11	93	1	0	105	0	6	0	0	6	0	0	0	0	0	1
SUBTOTAL	60	1117	43	0	1220	0	62	0	0	62	0	0	2	0	2	4



Traffic Count Data

Intersection: Merivale Rd & Loblaws SC
Site Code: 2422600004
Municipality: Ottawa
Count Date: Jun 05, 2024

East Approach - Merivale Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
11:30	13	111	9	0	133	1	7	0	0	8	0	0	0	0	0	4
11:45	14	125	11	0	150	0	2	0	0	2	0	0	0	0	0	1
12:00	18	124	10	0	152	0	6	0	0	6	0	0	0	0	0	4
12:15	13	119	5	0	137	1	3	0	0	4	0	0	0	0	0	3
12:30	12	118	10	0	140	0	3	0	0	3	0	0	0	0	0	3
12:45	18	117	4	0	139	0	4	1	0	5	0	0	0	0	0	5
13:00	15	116	6	0	137	1	4	0	0	5	0	0	0	0	0	3
13:15	10	100	8	0	118	1	4	0	0	5	0	0	0	0	0	0
SUBTOTAL	113	930	63	0	1106	4	33	1	0	38	0	0	0	0	0	23



Traffic Count Data

Intersection: Merivale Rd & Loblaws SC
Site Code: 2422600004
Municipality: Ottawa
Count Date: Jun 05, 2024

East Approach - Merivale Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
15:00	14	139	6	0	159	0	6	0	0	6	0	0	0	0	0	0
15:15	22	139	4	0	165	0	1	0	0	1	0	0	0	0	0	2
15:30	19	174	7	0	200	0	2	0	0	2	0	0	0	0	0	3
15:45	15	156	8	0	179	1	1	0	0	2	0	0	0	0	0	1
16:00	11	184	6	0	201	0	3	0	0	3	0	0	0	0	0	5
16:15	23	147	8	0	178	1	2	0	0	3	0	0	0	0	0	3
16:30	26	191	7	0	224	0	3	0	0	3	0	0	0	0	0	4
16:45	19	179	8	0	206	0	2	0	0	2	0	0	0	0	0	3
17:00	17	185	10	0	212	1	3	0	0	4	0	2	0	0	2	2
17:15	23	193	13	0	229	0	4	0	0	4	0	0	0	0	0	2
17:30	20	189	11	0	220	0	4	0	0	4	0	1	0	0	1	0
17:45	21	185	10	0	216	0	5	0	0	5	0	0	0	0	0	2
SUBTOTAL	230	2061	98	0	2389	3	36	0	0	39	0	3	0	0	3	27
GRAND TOTAL	403	4108	204	0	4715	7	131	1	0	139	0	3	2	0	5	54



Traffic Count Data

Intersection: Merivale Rd & Loblaws SC
Site Code: 2422600004
Municipality: Ottawa
Count Date: Jun 05, 2024

West Approach - Merivale Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	2	65	0	0	67	0	4	0	0	4	0	0	0	0	0	3
07:15	2	76	1	0	79	0	5	0	0	5	0	0	0	0	0	1
07:30	10	113	0	0	123	0	6	0	0	6	0	0	0	0	0	1
07:45	12	132	1	0	145	0	4	0	0	4	0	0	0	0	0	8
08:00	11	195	1	0	207	0	9	0	0	9	0	2	0	0	2	1
08:15	13	198	1	0	212	0	5	0	0	5	0	0	0	0	0	2
08:30	8	176	0	0	184	0	11	0	0	11	0	1	0	0	1	6
08:45	19	139	1	0	159	0	6	0	0	6	0	0	0	0	0	7
09:00	8	102	0	0	110	0	6	0	0	6	0	0	0	0	0	4
09:15	16	98	4	0	118	0	5	0	0	5	0	0	0	0	0	9
09:30	13	115	2	0	130	0	6	0	0	6	0	0	0	0	0	3
09:45	16	93	0	0	109	0	4	0	0	4	0	0	0	0	0	13
SUBTOTAL	130	1502	11	0	1643	0	71	0	0	71	0	3	0	0	3	58



Traffic Count Data

Intersection: Merivale Rd & Loblaws SC
Site Code: 2422600004
Municipality: Ottawa
Count Date: Jun 05, 2024

West Approach - Merivale Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
11:30	11	111	5	0	127	0	7	0	0	7	0	0	0	0	0	2
11:45	16	84	10	0	110	0	5	0	0	5	0	0	0	0	0	22
12:00	21	95	10	0	126	0	5	0	0	5	0	0	0	0	0	16
12:15	19	115	8	0	142	0	2	0	0	2	0	0	0	0	0	27
12:30	18	102	7	0	127	0	2	0	0	2	0	0	0	0	0	19
12:45	17	121	5	0	143	0	3	0	0	3	0	0	0	0	0	13
13:00	14	97	4	0	115	0	3	0	0	3	0	1	0	0	1	9
13:15	8	118	5	0	131	1	7	0	0	8	0	0	0	0	0	15
SUBTOTAL	124	843	54	0	1021	1	34	0	0	35	0	1	0	0	1	123

Traffic Count Data

Intersection: Merivale Rd & Loblaws SC
Site Code: 2422600004
Municipality: Ottawa
Count Date: Jun 05, 2024

West Approach - Merivale Rd

Start Time	Cars				Total	Trucks				Total	Bicycles				Total	Total Peds
	←	↑	→	↻		←	↑	→	↻		←	↑	→	↻		
15:00	15	129	5	0	149	0	1	0	0	1	0	0	0	0	0	15
15:15	18	142	7	0	167	0	9	0	0	9	0	1	0	0	1	14
15:30	11	160	3	0	174	0	2	0	0	2	0	0	0	0	0	18
15:45	13	139	3	0	155	0	3	0	0	3	0	1	0	0	1	14
16:00	17	158	5	0	180	0	6	0	0	6	0	0	0	0	0	24
16:15	9	147	3	0	159	0	3	0	0	3	0	0	0	0	0	22
16:30	15	143	3	0	161	0	3	0	0	3	0	0	0	0	0	25
16:45	16	125	3	0	144	0	2	0	0	2	0	1	0	0	1	16
17:00	11	157	6	0	174	0	3	0	0	3	0	0	0	0	0	22
17:15	13	157	4	0	174	0	0	0	0	0	0	0	0	0	0	17
17:30	15	150	11	0	176	0	3	0	0	3	0	0	0	0	0	18
17:45	13	130	6	0	149	0	1	0	0	1	0	1	0	0	1	18
SUBTOTAL	166	1737	59	0	1962	0	36	0	0	36	0	4	0	0	4	223
GRAND TOTAL	420	4082	124	0	4626	1	141	0	0	142	0	8	0	0	8	404

Peak Hour Diagram

Specified Period
From: 07:00:00
To: 10:00:00

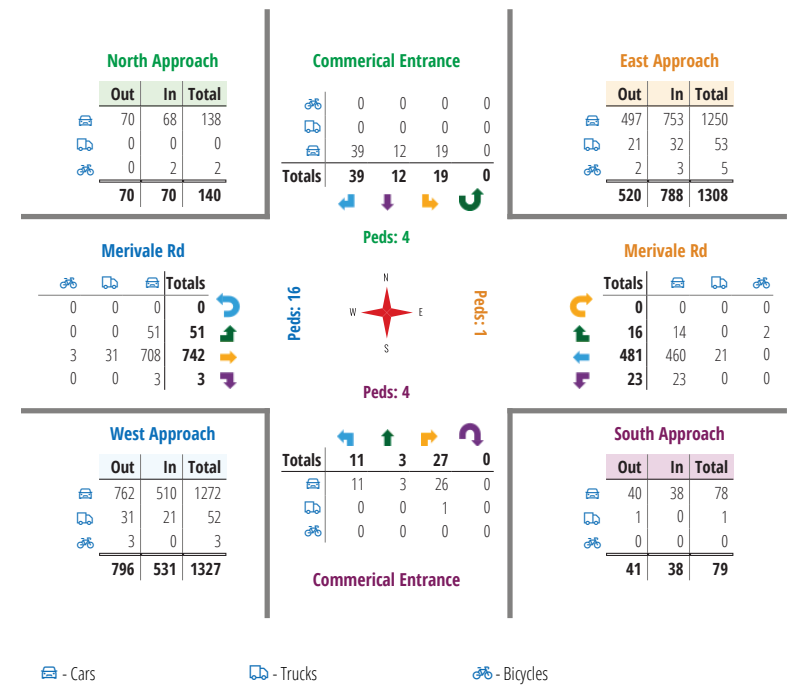
One Hour Peak
From: 08:00:00
To: 09:00:00

Intersection: Merivale Rd & Loblaws SC
Site Code: 2422600004
Count Date: Jun 05, 2024

Weather conditions: Clear

** Signalized Intersection **

Major Road: Merivale Rd runs E/W



Comments

Peak Hour Summary

Intersection: Merivale Rd & Loblaws SC
Site Code: 2422600004
Count Date: Jun 05, 2024
Period: 07:00 - 10:00

Peak Hour Data (08:00 - 09:00)

	North Approach Commercial Entrance					South Approach Commercial Entrance					East Approach Merivale Rd					West Approach Merivale Rd					Total Vehicles											
Start Time																																
08:00	5	0	10	0	1	15	1	0	4	0	1	5	6	111	5	0	0	122	11	206	1	0	1	218	360							
08:15	5	5	9	0	1	19	2	0	3	0	2	5	6	122	5	0	1	133	13	203	1	0	2	217	374							
08:30	4	4	9	0	1	17	4	2	9	0	0	15	8	111	3	0	0	122	8	188	0	0	6	196	350							
08:45	5	3	11	0	1	19	4	1	11	0	1	16	3	137	3	0	0	143	19	145	1	0	7	165	343							
Grand Total	19	12	39	0	4	70	11	3	27	0	4	41	23	481	16	0	1	520	51	742	3	0	16	796	1427							
Approach %	27.1	17.1	55.7	0	-	-	26.8	7.3	65.9	0	-	-	4.4	92.5	3.1	0	-	-	6.4	93.2	0.4	0	-	-	-	-	-	-	-	-	-	
Totals %	1.3	0.8	2.7	0	4.9	0.8	0.2	1.9	0	2.9	1.6	33.7	1.1	0	36.4	3.6	52	0.2	0	55.8	-	-	-	-	-	-	-	-	-	-	-	
PHF	0.95	0.6	0.89	0	0.92	0.69	0.38	0.61	0	0.64	0.72	0.88	0.8	0	0.91	0.67	0.9	0.75	0	0.91	0.95	-	-	-	-	-	-	-	-	-	-	
Cars	19	12	39	0	70	11	3	26	0	40	23	460	14	0	497	51	708	3	0	762	1369	-	-	-	-	-	-	-	-	-	-	
% Cars	100	100	100	0	100	100	100	96.3	0	97.6	100	95.6	87.5	0	95.6	100	95.4	100	0	95.7	95.9	-	-	-	-	-	-	-	-	-	-	-
Trucks	0	0	0	0	0	0	0	0	1	0	1	0	0	0	21	0	0	0	21	0	31	0	0	31	53	-	-	-	-	-	-	-
% Trucks	0	0	0	0	0	0	0	0	3.7	0	2.4	0	4.4	0	0	4	4.2	0	0	3.9	3.7	-	-	-	-	-	-	-	-	-	-	-
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	3	0	0	3	5	-	-	-	-	-	-	-	-	-	-	-
% Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	12.5	0	0.4	0	0.4	0	0	0.4	0.4	-	-	-	-	-	-	-	-	-	-	-
Peds	4	-	-	-	-	4	-	-	-	-	1	-	-	-	-	16	-	-	-	16	-	-	-	-	-	-	-	-	-	-	-	-
% Peds	16	-	-	-	-	16	-	-	-	-	4	-	-	-	-	64	-	-	-	64	-	-	-	-	-	-	-	-	-	-	-	-

Peak Hour Diagram

Specified Period
From: 11:30:00
To: 13:30:00

One Hour Peak
From: 12:00:00
To: 13:00:00

Intersection: Merivale Rd & Loblaws SC
Site Code: 2422600004
Count Date: Jun 05, 2024

Weather conditions: Clear

** Signalized Intersection **

Major Road: Merivale Rd runs E/W

North Approach

Out	In	Total
162	126	288
1	1	2
0	0	0
163	127	290

Commercial Entrance

0	0	0	0
1	0	0	0
101	29	31	1
102	29	31	1

East Approach

Out	In	Total
568	558	1126
18	13	31
0	0	0
586	571	1157

Merivale Rd

Out	In	Total
0	0	0
0	0	75
0	12	433
0	0	30
0	12	445

Peds: 18

0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Merivale Rd

Out	In	Total
0	0	0
30	29	1
494	478	16
62	61	1
0	30	494

West Approach

Out	In	Total
538	633	1171
12	18	30
0	0	0
550	651	1201

Peds: 20

55	21	95	0
54	21	94	0
1	0	1	0
0	0	0	0
55	21	95	0

South Approach

Out	In	Total
169	120	289
2	1	3
0	0	0
171	121	292

- Cars

- Trucks

- Bicycles

Comments

Peak Hour Summary

Intersection: Merivale Rd & Loblaws SC
Site Code: 2422600004
Count Date: Jun 05, 2024
Period: 11:30 - 13:30

Peak Hour Data (12:00 - 13:00)

	North Approach Commerical Entrance						South Approach Commerical Entrance						East Approach Merivale Rd						West Approach Merivale Rd						Total Vehicles
Start Time					Peds	Total					Peds	Total					Peds	Total					Peds	Total	
12:00	10	5	26	0	3	41	7	3	16	0	7	26	18	130	10	0	4	158	21	100	10	0	16	131	356
12:15	7	12	19	0	6	38	18	6	28	0	3	52	14	122	5	0	3	141	19	117	8	0	27	144	375
12:30	6	4	29	1	5	40	17	5	32	0	3	54	12	121	10	0	3	143	18	104	7	0	19	129	366
12:45	8	8	28	0	4	44	13	7	19	0	7	39	18	121	5	0	5	144	17	124	5	0	13	146	373
Grand Total	31	29	102	1	18	163	55	21	95	0	20	171	62	494	30	0	15	586	75	445	30	0	75	550	1470
Approach %	19	17.8	62.6	0.6	-	-	32.2	12.3	55.6	0	-	-	10.6	84.3	5.1	0	-	-	13.6	80.9	5.5	0	-	-	-
Totals %	2.1	2	6.9	0.1	11.1	3.7	1.4	6.5	0	11.6	4.2	33.6	2	0	39.9	5.1	30.3	2	0	37.4					
PHF	0.78	0.6	0.88	0.25	0.93	0.76	0.75	0.74	0	0.79	0.86	0.95	0.75	0	0.93	0.89	0.9	0.75	0	0.94	0.98				
Cars	31	29	101	1	162	54	21	94	0	169	61	478	29	0	568	75	433	30	0	538	1437				
% Cars	100	100	99	100	99.4	98.2	100	98.9	0	98.8	98.4	96.8	96.7	0	96.9	100	97.3	100	0	97.8	97.8				
Trucks	0	0	1	0	1	1	0	1	0	2	1	16	1	0	18	0	12	0	0	12	33				
% Trucks	0	0	1	0	0.6	1.8	0	1.1	0	1.2	1.6	3.2	3.3	0	3.1	0	2.7	0	0	2.2	2.2				
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
% Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Peds	18	-	-	-	-	20	-	-	-	15	-	-	-	75	-	-	-	-	128						
% Peds	14.1	-	-	-	-	15.6	-	-	-	11.7	-	-	-	58.6	-	-	-	-							

Peak Hour Diagram

Specified Period
From: 15:00:00
To: 18:00:00

One Hour Peak
From: 17:00:00
To: 18:00:00

Intersection: Merivale Rd & Loblaws SC
Site Code: 2422600004
Count Date: Jun 05, 2024

Weather conditions: Clear

** Signalized Intersection **

Major Road: Merivale Rd runs E/W

North Approach

Out	In	Total
168	116	284
0	0	0
1	1	2
169	117	286

Commerical Entrance

	0	1	0	0
	0	0	0	0
	94	40	34	0
Totals	94	41	34	0

East Approach

Out	In	Total
877	736	1613
17	8	25
3	2	5
897	746	1643

Merivale Rd

Out	In	Total
0	0	0
0	0	52
1	7	594
0	0	27
602	27	629



Merivale Rd

Out	In	Total
0	0	0
44	44	0
771	752	16
82	81	1

West Approach

Out	In	Total
673	931	1604
7	16	23
1	3	4
681	950	1631

Totals	85	21	110	0
85	20	108	0	0
0	0	1	0	0
0	1	1	0	0

Commerical Entrance

South Approach

Out	In	Total
213	148	361
1	1	2
2	1	3
216	150	366

- Cars

- Trucks

- Bicycles

Comments



Peak Hour Summary

Intersection: Merivale Rd & Loblaw's SC
 Site Code: 2422600004
 Count Date: Jun 05, 2024
 Period: 15:00 - 18:00

Peak Hour Data (17:00 - 18:00)

Start Time	North Approach Commercial Entrance						South Approach Commercial Entrance						East Approach Merivale Rd						West Approach Merivale Rd						Total Vehicles
	←	↑	→	↓	Peds	Total	←	↑	→	↓	Peds	Total	←	↑	→	↓	Peds	Total	←	↑	→	↓	Peds	Total	
17:00	7	12	25	0	3	44	27	8	20	0	3	55	18	190	10	0	2	218	11	160	6	0	22	177	494
17:15	8	8	24	0	3	40	21	6	32	0	1	59	23	197	13	0	2	233	13	157	4	0	17	174	506
17:30	7	11	21	0	4	39	19	5	27	0	5	51	20	194	11	0	0	225	15	153	11	0	18	179	494
17:45	12	10	24	0	1	46	18	2	31	0	2	51	21	190	10	0	2	221	13	132	6	0	18	151	469
Grand Total	34	41	94	0	11	169	85	21	110	0	11	216	82	771	44	0	6	897	52	602	27	0	75	681	1963
Approach %	20.1	24.3	55.6	0	-	-	39.4	9.7	50.9	0	-	-	9.1	86	4.9	0	-	-	7.6	88.4	4	0	-	-	-
Totals %	1.7	2.1	4.8	0	8.6	4.3	1.1	5.6	0	11	4.2	39.3	2.2	0	45.7	2.6	30.7	1.4	0	34.7					
PHF	0.71	0.85	0.94	0	0.92	0.79	0.66	0.86	0	0.92	0.89	0.98	0.85	0	0.96	0.87	0.94	0.61	0	0.95	0.97				
Cars	34	40	94	0	168	85	20	108	0	213	81	752	44	0	877	52	594	27	0	673	1931				
% Cars	100	97.6	100	0	99.4	100	95.2	98.2	0	98.6	98.8	97.5	100	0	97.8	100	98.7	100	0	98.8	98.4				
Trucks	0	0	0	0	0	0	0	1	0	1	1	16	0	0	17	0	7	0	0	7	25				
% Trucks	0	0	0	0	0	0	0	0.9	0	0.5	1.2	2.1	0	0	1.9	0	1.2	0	0	1	1.3				
Bicycles	0	1	0	0	1	0	1	1	0	2	0	3	0	0	3	0	1	0	0	1	7				
% Bicycles	0	2.4	0	0	0.6	0	4.8	0.9	0	0.9	0	0.4	0	0	0.3	0	0.2	0	0	0.1	0.4				
Peds	-	-	-	-	11	-	-	-	-	11	-	-	-	-	6	-	-	-	-	75	-	-	-	-	103
% Peds	-	-	-	-	10.7	-	-	-	-	10.7	-	-	-	-	5.8	-	-	-	-	72.8	-	-	-	-	-

Appendix C

Synchro Intersection Worksheets – Existing Conditions

Lanes, Volumes, Timings
1: Merivale & Baseline

PM Peak Hour
Existing

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰↱	↱	↰	↰↱	↱		↰↱	↰	↰↱	↱	↰
Traffic Volume (vph)	212	1101	11	212	1117	182	0	479	242	346	672	456
Future Volume (vph)	212	1101	11	212	1117	182	0	479	242	346	672	456
Satd. Flow (prot)	1658	3311	0	1658	3316	1469	0	3316	1483	3216	3316	1483
Flt Permitted	0.950			0.950						0.950		
Satd. Flow (perm)	1649	3311	0	1653	3316	1408	0	3316	1433	3159	3316	1428
Satd. Flow (RTOR)		1				134			83			283
Lane Group Flow (vph)	236	1235	0	236	1241	202	0	532	269	384	747	507
Turn Type	Prot	NA		Prot	NA	Perm		NA	pm+ov	Prot	NA	Perm
Protected Phases	5	2		1	6			8	1	7	4	
Permitted Phases						6			8			4
Detector Phase	5	2		1	6	6		8	1	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0		10.0	5.0	5.0	10.0	10.0
Minimum Split (s)	12.1	41.1		12.1	41.1	41.1		34.6	12.1	11.5	34.6	34.6
Total Split (s)	25.0	60.0		25.0	60.0	60.0		35.0	25.0	20.0	55.0	55.0
Total Split (%)	17.9%	42.9%		17.9%	42.9%	42.9%		25.0%	17.9%	14.3%	39.3%	39.3%
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7		3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	3.4	3.4		3.4	3.4	3.4		2.9	3.4	2.8	2.9	2.9
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.1	7.1		7.1	7.1	7.1		6.6	7.1	6.5	6.6	6.6
Lead/Lag	Lead	Lag		Lead	Lag	Lag		Lag	Lead	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes		
Recall Mode	None	C-Max		None	C-Max	C-Max		Max	None	None	Max	Max
Act Effct Green (s)	17.9	52.9		17.9	52.9	52.9		28.4	45.8	13.5	48.4	48.4
Actuated g/C Ratio	0.13	0.38		0.13	0.38	0.38		0.20	0.33	0.10	0.35	0.35
v/c Ratio	1.12	0.99		1.12	0.99	0.33		0.79	0.51	1.24	0.65	0.75
Control Delay	151.4	65.6		151.4	66.6	12.2		62.6	25.9	182.3	41.9	24.9
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	151.4	65.6		151.4	66.6	12.2		62.6	25.9	182.3	41.9	24.9
LOS	F	E		F	E	B		E	C	F	D	C
Approach Delay		79.4			71.9			50.3			69.5	
Approach LOS		E			E			D			E	
Queue Length 50th (m)	~74.7	177.4		~74.7	178.6	12.2		74.3	37.7	~67.7	91.7	57.3
Queue Length 95th (m)	#127.5	#226.9		#127.5	#228.4	31.3		95.3	62.6	#99.7	113.6	103.9
Internal Link Dist (m)		138.9			320.8			294.4			262.9	
Turn Bay Length (m)	110.0			200.0		40.0			75.0	90.0		55.0
Base Capacity (vph)	211	1251		211	1252	615		672	531	310	1146	678
Starvation Cap Reductn	0	0		0	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0		0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0		0	0	0	0	0
Reduced v/c Ratio	1.12	0.99		1.12	0.99	0.33		0.79	0.51	1.24	0.65	0.75

Intersection Summary

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 19 (14%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Scenario 1 1200 Baseline Road 11:59 pm 05/16/2024 Existing
MC

Synchro 11 Report
Page 1

Lanes, Volumes, Timings
1: Merivale & Baseline

PM Peak Hour
Existing

Maximum v/c Ratio: 1.24

Intersection Signal Delay: 70.1

Intersection LOS: E

Intersection Capacity Utilization 101.5%

ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Merivale & Baseline



Scenario 1 1200 Baseline Road 11:59 pm 05/16/2024 Existing
MC

Synchro 11 Report
Page 2

Lanes, Volumes, Timings
2: Farlane & Baseline

PM Peak Hour
Existing

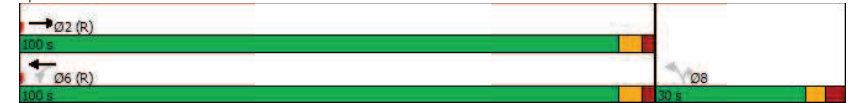
	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↕↕		↕	↕↕	↕	↕
Traffic Volume (vph)	1345	101	51	1495	86	34
Future Volume (vph)	1345	101	51	1495	86	34
Satd. Flow (prot)	3273	0	1658	3316	1658	1483
Flt Permitted			0.131		0.950	
Satd. Flow (perm)	3273	0	229	3316	1641	1464
Satd. Flow (RTOR)	15					38
Lane Group Flow (vph)	1606	0	57	1661	96	38
Turn Type	NA		Perm	NA	Perm	Perm
Protected Phases	2			6		
Permitted Phases			6		8	8
Detector Phase	2		6	6	8	8
Switch Phase						
Minimum Initial (s)	10.0		10.0	10.0	10.0	10.0
Minimum Split (s)	24.8		23.8	23.8	29.3	29.3
Total Split (s)	100.0		100.0	100.0	30.0	30.0
Total Split (%)	76.9%		76.9%	76.9%	23.1%	23.1%
Yellow Time (s)	3.7		3.7	3.7	3.0	3.0
All-Red Time (s)	2.1		2.1	2.1	3.3	3.3
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8		5.8	5.8	6.3	6.3
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Max		C-Max	C-Max	None	None
Act Effct Green (s)	104.5		104.5	104.5	13.4	13.4
Actuated g/C Ratio	0.80		0.80	0.80	0.10	0.10
v/c Ratio	0.61		0.31	0.62	0.57	0.21
Control Delay	6.3		9.0	6.6	68.3	17.8
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	6.3		9.0	6.6	68.3	17.8
LOS	A		A	A	E	B
Approach Delay	6.3			6.7	54.0	
Approach LOS	A			A	D	
Queue Length 50th (m)	65.8		3.0	70.2	23.9	0.0
Queue Length 95th (m)	101.1		10.9	107.6	40.5	10.2
Internal Link Dist (m)	320.8			595.1	149.7	
Turn Bay Length (m)			30.0		40.0	
Base Capacity (vph)	2635		184	2666	299	297
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.61		0.31	0.62	0.32	0.13
Intersection Summary						
Cycle Length: 130						
Actuated Cycle Length: 130						
Offset: 127 (98%), Referenced to phase 2:EBT and 6:WBT, Start of Green						
Natural Cycle: 80						
Control Type: Actuated-Coordinated						

Lanes, Volumes, Timings
2: Farlane & Baseline

PM Peak Hour
Existing

Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 8.3	Intersection LOS: A
Intersection Capacity Utilization 63.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: Farlane & Baseline



Lanes, Volumes, Timings

3: Loblaws SC/Agriculture and Agri-food Canada & Baseline

PM Peak Hour

Existing

	↖	→	↗	↖	←	↖	↖	↖	↖	↖	↖	↖
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖	↖	↖	↖	↖		↖	↖	↖	↖	↖
Traffic Volume (vph)	11	1206	164	66	1157	2	114	3	97	46	20	68
Future Volume (vph)	11	1206	164	66	1157	2	114	3	97	46	20	68
Satd. Flow (prot)	1658	3316	1483	1658	3283	1483	0	1663	1483	1658	1500	0
Flt Permitted	0.184			0.171				0.660		0.604		
Satd. Flow (perm)	320	3316	1425	298	3283	1398	0	1129	1432	1035	1500	0
Satd. Flow (RTOR)			74			28			67		73	
Lane Group Flow (vph)	12	1340	182	73	1286	2	0	130	108	51	98	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases		2			6			8		8	4	
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	2	2	2	6	6	6	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	
Minimum Split (s)	35.6	35.6	35.6	35.6	35.6	35.6	34.3	34.3	34.3	34.3	34.3	
Total Split (s)	90.0	90.0	90.0	90.0	90.0	90.0	40.0	40.0	40.0	40.0	40.0	
Total Split (%)	69.2%	69.2%	69.2%	69.2%	69.2%	69.2%	30.8%	30.8%	30.8%	30.8%	30.8%	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3	3.3	3.3	3.3	
All-Red Time (s)	1.9	1.9	1.9	1.9	1.9	1.9	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.6	5.6	5.6	5.6	5.6	5.6	6.3	6.3	6.3	6.3	6.3	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None	
Act Effct Green (s)	97.0	97.0	97.0	97.0	97.0	97.0	21.1	21.1	21.1	21.1	21.1	
Actuated g/C Ratio	0.75	0.75	0.75	0.75	0.75	0.75	0.16	0.16	0.16	0.16	0.16	
v/c Ratio	0.05	0.54	0.17	0.33	0.53	0.00	0.71	0.38	0.31	0.32	0.32	
Control Delay	6.7	8.9	3.9	12.1	8.7	0.0	71.1	22.7	50.0	17.5	17.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	6.7	8.9	3.9	12.1	8.7	0.0	71.1	22.7	50.0	17.5	17.5	
LOS	A	A	A	B	A	A	E	C	D	D	B	
Approach Delay		8.3			8.8		49.2			28.6		
Approach LOS		A			A		D			C		
Queue Length 50th (m)	0.7	65.5	6.5	5.4	61.6	0.0	32.2	9.3	11.8	5.6		
Queue Length 95th (m)	3.2	104.9	16.6	17.4	98.8	0.0	50.6	24.5	22.7	20.0		
Internal Link Dist (m)		281.5			194.6		45.5			90.2		
Turn Bay Length (m)	45.0		20.0	40.0		95.0			27.0			
Base Capacity (vph)	238	2474	1081	222	2449	1050	292	420	268	442		
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.05	0.54	0.17	0.33	0.53	0.00	0.45	0.26	0.19	0.22		

Intersection Summary

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 36 (28%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Scenario 1 1200 Baseline Road 11:59 pm 05/16/2024 Existing
MCSynchro 11 Report
Page 5

Lanes, Volumes, Timings

3: Loblaws SC/Agriculture and Agri-food Canada & Baseline

PM Peak Hour

Existing

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 12.4

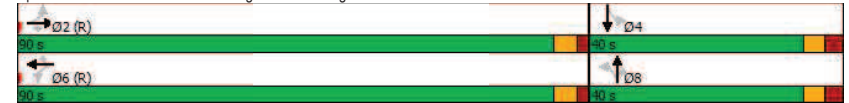
Intersection LOS: B

Intersection Capacity Utilization 79.7%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 3: Loblaws SC/Agriculture and Agri-food Canada & Baseline

Scenario 1 1200 Baseline Road 11:59 pm 05/16/2024 Existing
MCSynchro 11 Report
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Lanes, Volumes, Timings
4: Merivale & Central Park

PM Peak Hour
Existing

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø9	Ø13
Lane Configurations	↰	↱	↰	↱	↱	↱		
Traffic Volume (vph)	39	139	130	711	872	34		
Future Volume (vph)	39	139	130	711	872	34		
Satd. Flow (prot)	1658	1483	1580	3316	3316	1483		
Fit Permitted	0.950		0.197					
Satd. Flow (perm)	1653	1462	327	3316	3316	1422		
Satd. Flow (RTOR)		154				32		
Lane Group Flow (vph)	43	154	144	790	969	38		
Turn Type	Perm	Perm	pm+pt	NA	NA	Perm		
Protected Phases			5	2	6		9	13
Permitted Phases	4	4	2			6		
Detector Phase	4	4	5	2	6	6		
Switch Phase								
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0	1.0	1.0
Minimum Split (s)	28.9	28.9	11.2	24.0	32.0	32.0	3.0	3.0
Total Split (s)	29.0	29.0	13.0	46.0	33.0	33.0	5.0	5.0
Total Split (%)	36.3%	36.3%	16.3%	57.5%	41.3%	41.3%	6%	6%
Yellow Time (s)	3.3	3.3	3.7	3.7	3.7	3.7	2.0	2.0
All-Red Time (s)	2.6	2.6	2.5	2.3	2.3	2.3	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	5.9	5.9	6.2	6.0	6.0	6.0		
Lead/Lag			Lead		Lag	Lag		
Lead-Lag Optimize?			Yes		Yes	Yes		
Recall Mode	None	None	None	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)	12.6	12.6	55.3	55.5	40.8	40.8		
Actuated g/C Ratio	0.16	0.16	0.69	0.69	0.51	0.51		
v/c Ratio	0.17	0.43	0.40	0.34	0.57	0.05		
Control Delay	28.6	8.6	8.7	6.2	17.4	6.8		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	28.6	8.6	8.7	6.2	17.4	6.8		
LOS	C	A	A	A	B	A		
Approach Delay	12.9			6.5	17.0			
Approach LOS	B			A	B			
Queue Length 50th (m)	6.0	0.0	5.4	18.3	46.0	0.4		
Queue Length 95th (m)	12.0	12.6	18.1	45.3	#105.2	6.6		
Internal Link Dist (m)	257.2			262.9	215.0			
Turn Bay Length (m)	30.0		50.0			40.0		
Base Capacity (vph)	477	531	360	2300	1690	740		
Starvation Cap Reductn	0	0	0	0	0	0		
Spillback Cap Reductn	0	0	0	0	0	0		
Storage Cap Reductn	0	0	0	0	0	0		
Reduced v/c Ratio	0.09	0.29	0.40	0.34	0.57	0.05		

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 21 (26%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Lanes, Volumes, Timings
4: Merivale & Central Park

PM Peak Hour
Existing

Maximum v/c Ratio: 0.57

Intersection Signal Delay: 12.0

Intersection LOS: B

Intersection Capacity Utilization 57.2%

ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: Merivale & Central Park



Lanes, Volumes, Timings
5: Merivale & Loblaws SC/Burris

PM Peak Hour
Existing

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	26	42	15	74	39	43	9	659	75	53	800	51
Future Volume (vph)	26	42	15	74	39	43	9	659	75	53	800	51
Satd. Flow (prot)	1658	1667	0	1658	1579	0	1658	3251	0	1658	3279	0
Flt Permitted	0.698			0.715			0.275			0.328		
Satd. Flow (perm)	1196	1667	0	1240	1579	0	479	3251	0	569	3279	0
Satd. Flow (RTOR)		17			48			25			13	
Lane Group Flow (vph)	29	64	0	82	91	0	10	815	0	59	946	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	28.2	28.2		28.2	28.2		25.9	25.9		25.9	25.9	
Total Split (s)	29.0	29.0		29.0	29.0		36.0	36.0		36.0	36.0	
Total Split (%)	44.6%	44.6%		44.6%	44.6%		55.4%	55.4%		55.4%	55.4%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.7	3.7		3.7	3.7	
All-Red Time (s)	3.2	3.2		3.2	3.2		2.2	2.2		2.2	2.2	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.2	6.2		6.2	6.2		5.9	5.9		5.9	5.9	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)	14.8	14.8		14.8	14.8		42.5	42.5		42.5	42.5	
Actuated g/C Ratio	0.23	0.23		0.23	0.23		0.65	0.65		0.65	0.65	
v/c Ratio	0.11	0.16		0.29	0.23		0.03	0.38		0.16	0.44	
Control Delay	17.8	14.6		21.4	11.1		8.3	6.4		10.1	9.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	17.8	14.6		21.4	11.1		8.3	6.4		10.1	9.2	
LOS	B	B		C	B		A	A		B	A	
Approach Delay		15.6			16.0			6.4			9.2	
Approach LOS		B			B			A			A	
Queue Length 50th (m)	3.1	5.0		9.1	4.6		0.3	12.0		2.2	23.3	
Queue Length 95th (m)	7.2	10.9		15.8	11.9		m1.5	30.1		10.8	57.6	
Internal Link Dist (m)		29.5			63.3			109.3			294.4	
Turn Bay Length (m)	25.0			17.0			30.0			65.0		
Base Capacity (vph)	419	595		434	585		313	2135		372	2149	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.07	0.11		0.19	0.16		0.03	0.38		0.16	0.44	

Intersection Summary

Cycle Length: 65

Actuated Cycle Length: 65

Offset: 27 (42%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Scenario 1 1200 Baseline Road 11:59 pm 05/16/2024 Existing
MC

Synchro 11 Report
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Lanes, Volumes, Timings
5: Merivale & Loblaws SC/Burris

PM Peak Hour
Existing

Maximum v/c Ratio: 0.44

Intersection Signal Delay: 9.0

Intersection LOS: A

Intersection Capacity Utilization 63.4%

ICU Level of Service B

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Merivale & Loblaws SC/Burris



Scenario 1 1200 Baseline Road 11:59 pm 05/16/2024 Existing
MC

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Lanes, Volumes, Timings

6: Merivale & Loblaws SC/Merivale Market

PM Peak Hour

Existing

	↖	→	↗	↖	←	↖	↖	↖	↖	↖	↖	↖
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖		↖	↖		↖	↖		↖	↖	
Traffic Volume (vph)	34	40	94	85	20	109	52	601	27	81	769	44
Future Volume (vph)	34	40	94	85	20	109	52	601	27	81	769	44
Satd. Flow (prot)	1658	1488	0	1658	1494	0	1658	3290	0	1658	3282	0
Flt Permitted	0.666			0.663			0.259			0.358		
Satd. Flow (perm)	1158	1488	0	1104	1494	0	450	3290	0	621	3282	0
Satd. Flow (RTOR)		62			117			8			11	
Lane Group Flow (vph)	38	148	0	94	143	0	58	698	0	90	903	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	32.2	32.2		32.2	32.2		27.2	27.2		27.2	27.2	
Total Split (s)	32.2	32.2		32.2	32.2		32.8	32.8		32.8	32.8	
Total Split (%)	49.5%	49.5%		49.5%	49.5%		50.5%	50.5%		50.5%	50.5%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.7	3.7		3.7	3.7	
All-Red Time (s)	3.2	3.2		3.2	3.2		2.5	2.5		2.5	2.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.2	6.2		6.2	6.2		6.2	6.2		6.2	6.2	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)	22.8	22.8		22.8	22.8		34.3	34.3		34.3	34.3	
Actuated g/C Ratio	0.35	0.35		0.35	0.35		0.53	0.53		0.53	0.53	
v/c Ratio	0.09	0.26		0.24	0.24		0.24	0.40		0.28	0.52	
Control Delay	12.9	9.3		14.9	5.2		16.9	13.5		8.7	8.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	12.9	9.3		14.9	5.2		16.9	13.5		8.7	8.7	
LOS	B	A		B	A		B	B		A	A	
Approach Delay		10.0			9.0			13.8			8.7	
Approach LOS		B			A			B			A	
Queue Length 50th (m)	2.7	6.4		7.2	1.8		4.6	31.5		7.7	46.8	
Queue Length 95th (m)	7.8	16.6		16.2	11.0		13.3	45.4		4.5	14.1	
Internal Link Dist (m)		67.5			56.7			412.1			109.3	
Turn Bay Length (m)	60.0			20.0			370.0			45.0		
Base Capacity (vph)	463	632		441	667		237	1739		327	1736	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.08	0.23		0.21	0.21		0.24	0.40		0.28	0.52	

Intersection Summary

Cycle Length: 65

Actuated Cycle Length: 65

Offset: 35 (54%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Scenario 1 1200 Baseline Road 11:59 pm 05/16/2024 Existing
MCSynchro 11 Report
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Lanes, Volumes, Timings

6: Merivale & Loblaws SC/Merivale Market

PM Peak Hour

Existing

Maximum v/c Ratio: 0.52

Intersection Signal Delay: 10.6

Intersection LOS: B

Intersection Capacity Utilization 82.2%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 6: Merivale & Loblaws SC/Merivale Market

Scenario 1 1200 Baseline Road 11:59 pm 05/16/2024 Existing
MCSynchro 11 Report
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Appendix D

Collision Data

Accident Date	Accident Year	Accident Time	Location	Environment	Condition	Light	Traffic Control	Traffic Control Condition	Classification Of Accident	Initial Impact Type	Road Surface Condition	# Vehicles	# Motorcycles	# Bicycles	# Pedestrians
2/20/2018	2018	16:32	BASELINE RD btwn LOBLAWS SC & MERIVALE RD (_32A4ISC)	02 - Rain	01 - Daylight	10 - No control	0	03 - P.D. only	03 - Rear end	02 - Wet	0	0	0	0	0
5/31/2018	2018	18:35	BASELINE RD btwn LOBLAWS SC & MERIVALE RD (_32A4ISC)	02 - Rain	01 - Daylight	10 - No control	0	03 - P.D. only	03 - Rear end	02 - Wet	0	0	0	0	0
7/9/2018	2018	18:25	BASELINE RD btwn LOBLAWS SC & MERIVALE RD (_32A4ISC)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	03 - Rear end	01 - Dry	0	0	0	0	0
9/22/2018	2018	21:08	BASELINE RD btwn LOBLAWS SC & MERIVALE RD (_32A4ISC)	01 - Clear	07 - Dark	10 - No control	0	03 - P.D. only	03 - Rear end	01 - Dry	0	0	0	0	0
10/30/2018	2018	15:20	BASELINE RD btwn LOBLAWS SC & MERIVALE RD (_32A4ISC)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	03 - Rear end	01 - Dry	0	0	0	0	0
3/28/2019	2019	18:00	BASELINE RD btwn LOBLAWS SC & MERIVALE RD (_32A4ISC)	01 - Clear	01 - Daylight	10 - No control	0	02 - Non-fatal injury	02 - Angle	01 - Dry	0	0	0	0	0
7/12/2019	2019	17:02	BASELINE RD btwn LOBLAWS SC & MERIVALE RD (_32A4ISC)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	03 - Rear end	01 - Dry	0	0	0	0	0
9/16/2019	2019	16:58	BASELINE RD btwn LOBLAWS SC & MERIVALE RD (_32A4ISC)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	03 - Rear end	01 - Dry	0	0	0	0	0
9/27/2019	2019	23:05	BASELINE RD btwn LOBLAWS SC & MERIVALE RD (_32A4ISC)	02 - Rain	07 - Dark	10 - No control	0	03 - P.D. only	04 - Sideswipe	02 - Wet	0	0	0	0	0
12/24/2020	2020	12:24	BASELINE RD btwn LOBLAWS SC & MERIVALE RD (_32A4ISC)	02 - Rain	01 - Daylight	10 - No control	0	03 - P.D. only	02 - Wet	01 - Dry	0	0	0	0	0
10/19/2020	2020	8:45	BASELINE RD btwn LOBLAWS SC & MERIVALE RD (_32A4ISC)	02 - Rain	01 - Daylight	10 - No control	0	03 - P.D. only	03 - Rear end	02 - Wet	0	0	0	0	0
6/24/2021	2021	14:33	BASELINE RD btwn LOBLAWS SC & MERIVALE RD (_32A4ISC)	01 - Clear	01 - Daylight	10 - No control	0	02 - Non-fatal injury	02 - Angle	01 - Dry	0	0	1	0	0
8/20/2018	2018	14:42	BASELINE RD btwn MERIVALE RD & TURN LANE (_32A4IA)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	03 - Rear end	01 - Dry	0	0	0	0	0
4/23/2021	2021	17:35	BASELINE RD btwn MERIVALE RD & TURN LANE (_32A4IC)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	04 - Sideswipe	01 - Dry	0	0	0	0	0
1/26/2018	2018	10:57	BASELINE RD btwn FARLANE BLVD & MERIVALE RD (_32A4ID)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	02 - Angle	01 - Dry	0	0	0	0	0
7/12/2018	2018	8:36	BASELINE RD btwn FARLANE BLVD & MERIVALE RD (_32A4ID)	01 - Clear	01 - Daylight	10 - No control	0	02 - Non-fatal injury	03 - Rear end	01 - Dry	0	0	0	0	0
1/25/2019	2019	11:40	BASELINE RD btwn FARLANE BLVD & MERIVALE RD (_32A4ID)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	03 - Rear end	02 - Wet	0	0	0	0	0
1/29/2019	2019	10:45	BASELINE RD btwn FARLANE BLVD & MERIVALE RD (_32A4ID)	03 - Snow	01 - Daylight	10 - No control	0	03 - P.D. only	99 - Other	05 - Packed snow	0	0	0	0	0
4/28/2019	2019	16:36	BASELINE RD btwn FARLANE BLVD & MERIVALE RD (_32A4ID)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	03 - Rear end	01 - Dry	0	0	0	0	0
7/26/2019	2019	11:56	BASELINE RD btwn FARLANE BLVD & MERIVALE RD (_32A4ID)	01 - Clear	01 - Daylight	10 - No control	0	02 - Non-fatal injury	03 - Rear end	01 - Dry	0	0	0	0	0
9/17/2019	2019	23:04	BASELINE RD btwn FARLANE BLVD & MERIVALE RD (_32A4ID)	01 - Clear	07 - Dark	10 - No control	0	03 - P.D. only	02 - Angle	01 - Dry	0	0	0	0	0
10/23/2019	2019	18:45	BASELINE RD btwn FARLANE BLVD & MERIVALE RD (_32A4ID)	01 - Clear	07 - Dark	10 - No control	0	03 - P.D. only	02 - Angle	01 - Dry	0	0	0	0	0
11/14/2019	2019	8:45	BASELINE RD btwn FARLANE BLVD & MERIVALE RD (_32A4ID)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	02 - Angle	01 - Dry	0	0	0	0	0
12/24/2019	2019	8:41	BASELINE RD btwn FARLANE BLVD & MERIVALE RD (_32A4ID)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	04 - Sideswipe	01 - Dry	0	0	0	0	0
3/10/2020	2020	22:56	BASELINE RD btwn FARLANE BLVD & MERIVALE RD (_32A4ID)	01 - Clear	07 - Dark	10 - No control	0	03 - P.D. only	03 - Rear end	06 - Ice	0	0	0	0	0
4/22/2020	2020	2:06	BASELINE RD btwn FARLANE BLVD & MERIVALE RD (_32A4ID)	01 - Clear	07 - Dark	10 - No control	0	03 - P.D. only	07 - SMV other	01 - Dry	0	0	0	0	0
4/30/2021	2021	19:54	BASELINE RD btwn FARLANE BLVD & MERIVALE RD (_32A4ID)	02 - Rain	07 - Dark	10 - No control	0	03 - P.D. only	03 - Rear end	02 - Wet	0	0	0	0	0
5/19/2021	2021	14:18	BASELINE RD btwn FARLANE BLVD & MERIVALE RD (_32A4ID)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	03 - Rear end	01 - Dry	0	0	0	0	0
9/8/2021	2021	21:09	BASELINE RD btwn FARLANE BLVD & MERIVALE RD (_32A4ID)	02 - Rain	07 - Dark	10 - No control	0	02 - Non-fatal injury	07 - SMV other	02 - Wet	0	1	0	0	0
10/29/2021	2021	17:09	BASELINE RD btwn FARLANE BLVD & MERIVALE RD (_32A4ID)	01 - Clear	01 - Daylight	10 - No control	0	02 - Non-fatal injury	03 - Rear end	01 - Dry	0	0	0	0	0
12/24/2021	2021	14:10	BASELINE RD btwn FARLANE BLVD & MERIVALE RD (_32A4ID)	01 - Clear	01 - Daylight	10 - No control	0	02 - Non-fatal injury	04 - Sideswipe	01 - Dry	0	0	0	0	0
1/10/2022	2022	15:10	BASELINE RD btwn FARLANE BLVD & MERIVALE RD (_32A4ID)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	03 - Rear end	01 - Dry	0	0	0	0	0
2/18/2022	2022	17:00	BASELINE RD btwn FARLANE BLVD & MERIVALE RD (_32A4ID)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	03 - Rear end	06 - Ice	0	0	0	0	0
1/8/2018	2018	15:15	BASELINE RD @ FARLANE BLVD (0002725)	03 - Snow	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	04 - Slush	0	0	0	0	0
4/21/2018	2018	9:50	BASELINE RD @ FARLANE BLVD (0002725)	01 - Clear	01 - Daylight	01 - Traffic signal	0	02 - Non-fatal injury	03 - Rear end	01 - Dry	0	0	0	0	0
7/12/2018	2018	17:55	BASELINE RD @ FARLANE BLVD (0002725)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	0	0	0	0	0
9/26/2018	2018	17:48	BASELINE RD @ FARLANE BLVD (0002725)	01 - Clear	01 - Daylight	01 - Traffic signal	0	02 - Non-fatal injury	07 - SMV other	01 - Dry	0	0	0	1	0
9/30/2018	2018	17:25	BASELINE RD @ FARLANE BLVD (0002725)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	07 - SMV other	01 - Dry	0	0	0	0	0
10/11/2018	2018	16:30	BASELINE RD @ FARLANE BLVD (0002725)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	0	0	0	0	0
10/12/2018	2018	18:56	BASELINE RD @ FARLANE BLVD (0002725)	01 - Clear	07 - Dark	01 - Traffic signal	0	02 - Non-fatal injury	05 - Turning movement	01 - Dry	0	0	1	0	0
10/16/2018	2018	21:49	BASELINE RD @ FARLANE BLVD (0002725)	01 - Clear	07 - Dark	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	0	0	0	0	0
1/12/2019	2019	13:13	BASELINE RD @ FARLANE BLVD (0002725)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	05 - Turning movement	01 - Dry	0	0	0	0	0
3/8/2019	2019	14:00	BASELINE RD @ FARLANE BLVD (0002725)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	02 - Angle	01 - Dry	0	0	0	0	0
3/21/2019	2019	14:20	BASELINE RD @ FARLANE BLVD (0002725)	01 - Clear	01 - Daylight	01 - Traffic signal	0	02 - Non-fatal injury	03 - Rear end	01 - Dry	0	0	0	0	0
3/29/2019	2019	16:58	BASELINE RD @ FARLANE BLVD (0002725)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	0	0	0	0	0
4/4/2019	2019	8:40	BASELINE RD @ FARLANE BLVD (0002725)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	0	0	0	0	0
6/12/2019	2019	16:20	BASELINE RD @ FARLANE BLVD (0002725)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	0	0	0	0	0
8/30/2019	2019	14:10	BASELINE RD @ FARLANE BLVD (0002725)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	0	0	0	0	0
9/9/2019	2019	15:51	BASELINE RD @ FARLANE BLVD (0002725)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	0	0	0	0	0
10/23/2019	2019	7:15	BASELINE RD @ FARLANE BLVD (0002725)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	05 - Turning movement	01 - Dry	0	0	0	0	0
10/31/2019	2019	8:15	BASELINE RD @ FARLANE BLVD (0002725)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	0	0	0	0	0
11/22/2019	2019	6:05	BASELINE RD @ FARLANE BLVD (0002725)	01 - Clear	07 - Dark	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	0	0	0	0	0
11/29/2019	2019	14:06	BASELINE RD @ FARLANE BLVD (0002725)	01 - Clear	01 - Daylight	01 - Traffic signal	0	02 - Non-fatal injury	05 - Turning movement	01 - Dry	0	0	0	0	0
5/7/2020	2020	18:40	BASELINE RD @ FARLANE BLVD (0002725)	01 - Clear	01 - Daylight	01 - Traffic signal	0	02 - Non-fatal injury	02 - Angle	01 - Dry	0	0	0	0	0
8/18/2020	2020	19:40	BASELINE RD @ FARLANE BLVD (0002725)	01 - Clear	05 - Dusk	01 - Traffic signal	0	02 - Non-fatal injury	07 - SMV other	01 - Dry	0	0	0	1	0
10/31/2020	2020	11:30	BASELINE RD @ FARLANE BLVD (0002725)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	0	0	0	0	0
1/11/2021	2021	8:30	BASELINE RD @ FARLANE BLVD (0002725)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	0	0	0	0	0
1/13/2021	2021	4:35	BASELINE RD @ FARLANE BLVD (0002725)	01 - Clear	07 - Dark	01 - Traffic signal	0	03 - P.D. only	07 - SMV other	01 - Dry	0	0	0	0	0
5/12/2021	2021	11:52	BASELINE RD @ FARLANE BLVD (0002725)	01 - Clear	01 - Daylight	01 - Traffic signal	0	02 - Non-fatal injury	03 - Rear end	01 - Dry	0	0	0	0	0
6/15/2021	2021	14:00	BASELINE RD @ FARLANE BLVD (0002725)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	02 - Wet	0	0	0	0	0
6/22/2021	2021	22:00	BASELINE RD @ FARLANE BLVD (0002725)	01 - Clear	07 - Dark	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	0	0	0	0	0
7/6/2021	2021	14:58	BASELINE RD @ FARLANE BLVD (0002725)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	02 - Angle	01 - Dry	0	0	1	0	0
7/10/2021	2021	19:05	BASELINE RD @ FARLANE BLVD (0002725)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	05 - Turning movement	01 - Dry	0	0	0	0	0
10/13/2021	2021	19:46	BASELINE RD @ FARLANE BLVD (0002725)	01 - Clear	07 - Dark	01 - Traffic signal	0	02 - Non-fatal injury	02 - Angle	02 - Wet	0	0	1	0	0
12/29/2021	2021	16:03	BASELINE RD @ FARLANE BLVD (0002725)	01 - Clear	05 - Dusk	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	0	0	0	0	0
2/17/2022	2022	18:00	BASELINE RD @ FARLANE BLVD (0002725)	03 - Snow	05 - Dusk	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	03 - Loose snow	0	0	0	0	0
10/4/2018	2018	13:25	MERIVALE RD btwn MERIVALE RD & OT/NE BOUNDARY (_32A1DA)	01 - Clear	05 - Dusk	10 - No control	0	03 - P.D. only	03 - Rear end	03 - Loose snow	0	0	0	0	0
10/10/2019	2019	8:01	MERIVALE RD btwn MERIVALE RD & OT/NE BOUNDARY (_32A1DA)	01 - Clear	01 - Daylight	10 - No control	0	02 - Non-fatal injury	05 - Turning movement	01 - Dry	0	0	1	0	0
1/31/2018	2018	17:32	MERIVALE RD btwn BURRIS LANE & OT/NE BOUNDARY (_32AZ7D)	04 - Freezing Rain	05 - Dusk	10 - No control	0	03 - P.D. only	05 - Turning movement	04 - Slush	0	0	0	0	0
9/6/2018	2018	11:44	MERIVALE RD btwn BURRIS LANE & OT/NE BOUNDARY (_32AZ7D)	01 - Clear	01 - Daylight	10 - No control	0	02 - Non-fatal injury	03 - Rear end	01 - Dry	0	0	0	0	0
10/4/2018	2018	15:38	MERIVALE RD btwn BURRIS LANE & OT/NE BOUNDARY (_32AZ7D)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	02 - Angle	01 - Dry	0	0	0	0	0
12/20/2018	2018	10:17	MERIVALE RD btwn BURRIS LANE & OT/NE BOUNDARY (_32AZ7D)	01 - Clear	01 - Daylight	10 - No control	0	02 - Non-fatal injury	03 - Rear end	01 - Dry	0	0	0	0	0
2/18/2020	2020	10:00	MERIVALE RD btwn BURRIS LANE & OT/NE BOUNDARY (_32AZ7D)	03 - Snow	01 - Daylight	10 - No control	0	03 - P.D. only	03 - Rear end	05 - Packed snow	0	0	0	0	0
1/18/2018	2018	19:55	BURRIS LANE @ MERIVALE RD (0002014)	01 - Clear	07 - Dark	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	01 - Dry	0	0	0	0	0
2/14/2018	2018	18:54	BURRIS LANE @ MERIVALE RD (0002014)	01 - Clear	07 - Dark	01 - Traffic signal	0	02 - Non-fatal injury	07 - SMV other	02 - Wet	0	0	0	1	0
2/18/2018	2018	15:34	BURRIS LANE @ MERIVALE RD (0002014)	01 - Clear	01 - Daylight	01 - Traffic signal	0	02 - Non-fatal injury	02 - Angle	01 - Dry	0	0	0	0	0
2/25/2018	2018	21:07	BURRIS LANE @ MERIVALE RD (0002014)	01 - Clear	07 - Dark	01 - Traffic signal	0	03 - P.D.							

5/3/2018	2018	15:05	BASLINE RD @ MERVALE RD (0002342)	02 - Rain	01 - Daylight	01 - Traffic signal	0	02 - Non-fatal injury	03 - Rear end	02 - Wet	0	0	0	0
5/12/2018	2018	12:30	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	0	0	0	0
5/30/2018	2018	11:09	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	01 - Daylight	01 - Traffic signal	0	02 - Non-fatal injury	04 - Sideswipe	01 - Dry	0	0	0	0
7/17/2018	2018	16:53	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	05 - Turning movement	01 - Dry	0	0	0	0
8/14/2018	2018	23:36	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	07 - Dark	01 - Traffic signal	0	03 - P.D. only	07 - SMV other	01 - Dry	0	0	0	0
8/18/2018	2018	5:38	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	03 - Dawn	01 - Traffic signal	0	02 - Non-fatal injury	02 - Angle	01 - Dry	0	0	0	0
8/26/2018	2018	20:07	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	05 - Dusk	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	01 - Dry	0	0	0	0
9/10/2018	2018	17:24	BASLINE RD @ MERVALE RD (0002342)	02 - Rain	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	02 - Wet	0	0	0	0
10/1/2018	2018	18:58	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	01 - Daylight	01 - Traffic signal	0	02 - Non-fatal injury	03 - Rear end	01 - Dry	0	0	0	0
10/25/2018	2018	16:20	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	01 - Dry	0	0	0	0
11/13/2018	2018	8:07	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	0	0	0	0
11/22/2018	2018	15:56	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	01 - Daylight	01 - Traffic signal	0	02 - Non-fatal injury	03 - Rear end	01 - Dry	0	0	0	0
12/1/2018	2018	9:43	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	03 - Loose snow	0	0	0	0
12/14/2018	2018	16:40	BASLINE RD @ MERVALE RD (0002342)	02 - Rain	05 - Dusk	01 - Traffic signal	0	03 - P.D. only	05 - Turning movement	02 - Wet	0	0	0	0
12/21/2018	2018	18:00	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	07 - Dark	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	0	0	0	0
1/3/2019	2019	7:00	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	03 - Dawn	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	04 - Slush	0	0	0	0
2/1/2019	2019	15:00	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	0	0	0	0
2/15/2019	2019	13:29	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	02 - Angle	02 - Wet	0	0	0	0
4/5/2019	2019	17:44	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	0	0	0	0
4/7/2019	2019	10:17	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	0	0	0	0
4/26/2019	2019	17:45	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	0	0	0	0
5/6/2019	2019	17:55	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	01 - Dry	0	0	0	0
7/4/2019	2019	12:00	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	01 - Daylight	01 - Traffic signal	0	02 - Non-fatal injury	03 - Rear end	01 - Dry	0	0	0	0
7/11/2019	2019	17:30	BASLINE RD @ MERVALE RD (0002342)	02 - Rain	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	02 - Wet	0	0	0	0
7/13/2019	2019	15:30	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	0	0	0	0
7/23/2019	2019	18:00	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	0	0	0	0
8/1/2019	2019	13:14	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	01 - Dry	0	0	0	0
8/29/2019	2019	13:30	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	0	0	0	0
10/10/2019	2019	14:44	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	0	0	0	0
10/15/2019	2019	20:24	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	07 - Dark	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	01 - Dry	0	0	0	0
11/1/2019	2019	16:45	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	05 - Dusk	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	01 - Dry	0	0	0	0
11/18/2019	2019	10:28	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	01 - Dry	0	0	0	0
12/19/2019	2019	8:00	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	0	0	0	0
12/30/2019	2019	10:55	BASLINE RD @ MERVALE RD (0002342)	04 - Freezing Rain	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	07 - SMV other	06 - Ice	0	0	0	0
1/1/2020	2020	16:00	BASLINE RD @ MERVALE RD (0002342)	03 - Snow	05 - Dusk	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	03 - Loose snow	0	0	0	0
1/16/2020	2020	19:17	BASLINE RD @ MERVALE RD (0002342)	05 - Drifting Snow	07 - Dark	01 - Traffic signal	0	02 - Non-fatal injury	03 - Rear end	01 - Dry	0	0	0	0
1/17/2020	2020	8:30	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	06 - Ice	0	0	0	0
1/18/2020	2020	16:15	BASLINE RD @ MERVALE RD (0002342)	03 - Snow	05 - Dusk	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	04 - Slush	0	0	0	0
2/7/2020	2020	8:35	BASLINE RD @ MERVALE RD (0002342)	03 - Snow	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	03 - Loose snow	0	0	0	0
2/7/2020	2020	21:00	BASLINE RD @ MERVALE RD (0002342)	03 - Snow	07 - Dark	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	05 - Packed snow	0	0	0	0
2/21/2020	2020	15:23	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	0	0	0	0
2/27/2020	2020	13:49	BASLINE RD @ MERVALE RD (0002342)	03 - Snow	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	04 - Slush	0	0	0	0
2/29/2020	2020	16:03	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	01 - Daylight	01 - Traffic signal	0	02 - Non-fatal injury	03 - Rear end	01 - Dry	0	0	0	0
3/19/2020	2020	14:36	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	02 - Angle	01 - Dry	0	0	0	0
8/7/2020	2020	15:31	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	02 - Angle	01 - Dry	0	0	0	0
8/13/2020	2020	6:30	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	01 - Dry	0	0	0	0
8/24/2020	2020	7:34	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	01 - Daylight	01 - Traffic signal	0	02 - Non-fatal injury	07 - SMV other	02 - Wet	1	0	0	0
10/2/2020	2020	18:30	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	05 - Dusk	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	01 - Dry	0	0	0	0
10/4/2020	2020	18:40	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	05 - Dusk	01 - Traffic signal	0	03 - P.D. only	02 - Angle	01 - Dry	0	0	0	0
10/6/2020	2020	17:41	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	01 - Dry	0	0	0	0
10/14/2020	2020	20:19	BASLINE RD @ MERVALE RD (0002342)	02 - Rain	07 - Dark	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	02 - Wet	0	0	0	0
10/28/2020	2020	18:32	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	07 - Dark	01 - Traffic signal	0	03 - P.D. only	02 - Angle	01 - Dry	0	0	0	0
11/1/2020	2020	0:43	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	07 - Dark	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	0	0	0	0
11/22/2020	2020	19:15	BASLINE RD @ MERVALE RD (0002342)	03 - Snow	07 - Dark	01 - Traffic signal	0	03 - P.D. only	05 - Turning movement	03 - Loose snow	0	0	0	0
11/23/2020	2020	8:55	BASLINE RD @ MERVALE RD (0002342)	03 - Snow	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	06 - Ice	0	0	0	0
1/21/2021	2021	6:50	BASLINE RD @ MERVALE RD (0002342)	03 - Snow	07 - Dark	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	05 - Packed snow	0	0	0	0
2/1/2021	2021	21:30	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	07 - Dark	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	06 - Ice	0	0	0	0
2/5/2021	2021	17:00	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	02 - Wet	0	0	0	0
2/16/2021	2021	12:00	BASLINE RD @ MERVALE RD (0002342)	03 - Snow	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	06 - Ice	0	0	0	0
3/26/2021	2021	12:51	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	02 - Angle	02 - Wet	0	0	0	0
4/6/2021	2021	13:10	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	0	0	0	0
7/18/2021	2021	10:13	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	01 - Daylight	01 - Traffic signal	0	02 - Non-fatal injury	03 - Rear end	01 - Dry	0	0	0	0
7/20/2021	2021	16:15	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	02 - Angle	01 - Dry	0	0	0	0
8/13/2021	2021	11:05	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	0	0	0	0
9/29/2021	2021	12:30	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	01 - Daylight	01 - Traffic signal	0	02 - Non-fatal injury	07 - SMV other	01 - Dry	1	0	0	0
10/19/2021	2021	14:10	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	0	0	0	0
10/30/2021	2021	10:44	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	01 - Dry	0	0	0	0
11/3/2021	2021	16:55	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	07 - Dark	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	01 - Dry	0	0	0	0
11/16/2021	2021	16:05	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	0	0	0	0
11/17/2021	2021	19:30	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	07 - Dark	01 - Traffic signal	0	03 - P.D. only	05 - Turning movement	01 - Dry	0	0	0	0
12/1/2021	2021	17:10	BASLINE RD @ MERVALE RD (0002342)	02 - Rain	07 - Dark	01 - Traffic signal	0	03 - P.D. only	05 - Turning movement	02 - Wet	0	0	0	0
12/12/2021	2021	16:44	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	05 - Dusk	01 - Traffic signal	0	03 - P.D. only	05 - Turning movement	01 - Dry	0	0	0	0
1/12/2022	2022	12:30	BASLINE RD @ MERVALE RD (0002342)	03 - Snow	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	03 - Loose snow	0	0	0	0
2/18/2022	2022	10:10	BASLINE RD @ MERVALE RD (0002342)	03 - Snow	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	05 - Packed snow	0	0	0	0
2/23/2022	2022	9:47	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	04 - Slush	0	0	0	0
4/2/2022	2022	19:30	BASLINE RD @ MERVALE RD (0002342)	02 - Rain	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	01 - Dry	0	0	0	0
4/7/2022	2022	17:05	BASLINE RD @ MERVALE RD (0002342)	02 - Rain	01 - Daylight	01 - Traffic signal	0	02 - Non-fatal injury	03 - Rear end	02 - Wet	0	0	0	0
4/21/2022	2022	15:00	BASLINE RD @ MERVALE RD (0002342)	02 - Rain	01 - Daylight	01 - Traffic signal	0	02 - Non-fatal injury	03 - Rear end	02 - Wet	0	0	0	0
4/22/2022	2022	8:42	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	0	0	0	0
5/18/2022	2022	18:03	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	01 - Daylight	01 - Traffic signal	0	02 - Non-fatal injury	03 - Rear end	01 - Dry	0	0	0	0
6/19/2022	2022	12:44	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	01 - Daylight	01 - Traffic signal	0	02 - Non-fatal injury	03 - Rear end	01 - Dry	0	0	0	0
7/1/2022	2022	10:54	BASLINE RD @ MERVALE RD (0002342)	01 - Clear	01 - Daylight	01 - Traffic signal	0	01 - Fatal injury	02 - Angle	01 - Dry	0	0	0	0



Transportation Services - Traffic Services

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From: January 1, 2017 **To:** December 31, 2021

Location: BASELINE RD @ FARLANE BLVD

Traffic Control: Traffic signal

Total Collisions: 35

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2017-Jan-11, Wed,15:32	Clear	Turning movement	P.D. only	Wet	West	Turning left	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2017-May-10, Wed,23:30	Clear	Angle	Non-fatal injury	Dry	North	Turning right	Automobile, station wagon	Cyclist	0
					West	Going ahead	Bicycle	Other motor vehicle	
2017-Sep-01, Fri,07:46	Clear	Rear end	P.D. only	Dry	East	Going ahead	Passenger van	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
					East	Stopped	Automobile, station wagon	Other motor vehicle	
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Jan-08, Mon,15:15	Snow	Rear end	P.D. only	Slush	East	Slowing or stopping	Truck - tractor	Skidding/sliding	0
					East	Stopped	Municipal transit bus	Other motor vehicle	
2018-Apr-21, Sat,09:50	Clear	Rear end	Non-fatal injury	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Jul-12, Thu,17:55	Clear	Rear end	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Sep-26, Wed,17:48	Clear	SMV other	Non-fatal injury	Dry	North	Turning left	Automobile, station wagon	Pedestrian	1
2018-Sep-30, Sun,17:25	Clear	SMV other	P.D. only	Dry	North	Turning right	Automobile, station wagon	Curb	0
2018-Oct-11, Thu,16:30	Fog, mist, smoke, dust	Rear end	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Oct-12, Fri,18:56	Clear	Turning movement	Non-fatal injury	Dry	East	Going ahead	Bicycle	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Cyclist	
2018-Oct-18, Thu,21:49	Clear	Rear end	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	



Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2017 **To:** December 31, 2021

Location: BASELINE RD @ FARLANE BLVD

Traffic Control: Traffic signal

Total Collisions: 35

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2019-Jan-12, Sat,13:13	Clear	Turning movement	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	
2019-Mar-08, Fri,14:00	Clear	Angle	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Turning left	Automobile, station wagon	Other motor vehicle	
2019-Mar-21, Thu,14:20	Clear	Rear end	Non-fatal injury	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Municipal transit bus	Other motor vehicle	
2019-Mar-29, Fri,16:58	Clear	Rear end	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Apr-04, Thu,08:40	Clear	Rear end	P.D. only	Dry	West	Slowing or stopping	Pick-up truck	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Jun-12, Wed,16:20	Clear	Rear end	P.D. only	Dry	East	Going ahead	Unknown	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Aug-30, Fri,14:10	Clear	Rear end	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Sep-09, Mon,15:51	Clear	Rear end	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Oct-23, Wed,07:15	Clear	Turning movement	P.D. only	Dry	West	Making "U" turn	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Oct-31, Thu,08:15	Clear	Rear end	P.D. only	Dry	West	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Nov-22, Fri,06:05	Clear	Rear end	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Slowing or stopping	Delivery van	Other motor vehicle	



Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2017 **To:** December 31, 2021

Location: BASELINE RD @ FARLANE BLVD

Traffic Control: Traffic signal

Total Collisions: 35

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2019-Nov-29, Fri,14:06	Clear	Turning movement	Non-fatal injury	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	
					North	Turning right	Automobile, station wagon	Other motor vehicle	
2020-May-27, Wed,18:40	Clear	Angle	Non-fatal injury	Dry	North	Turning right	Automobile, station wagon	Cyclist	0
					West	Going ahead	Bicycle	Other motor vehicle	
2020-Aug-18, Tue,19:40	Clear	SMV other	Non-fatal injury	Dry	North	Turning left	Pick-up truck	Pedestrian	1
2020-Oct-31, Sat,11:30	Clear	Rear end	P.D. only	Dry	East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2021-Jan-11, Mon,08:30	Clear	Rear end	P.D. only	Dry	West	Slowing or stopping	Pick-up truck	Other motor vehicle	0
					West	Stopped	Pick-up truck	Other motor vehicle	
2021-Jan-13, Wed,04:35	Clear	SMV other	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Ran off road	0
2021-May-12, Wed,11:52	Clear	Rear end	Non-fatal injury	Dry	East	Slowing or stopping	Delivery van	Other motor vehicle	0
					East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2021-Jun-15, Tue,14:00	Clear	Rear end	P.D. only	Wet	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Pick-up truck	Other motor vehicle	
					West	Stopped	Pick-up truck	Other motor vehicle	
2021-Jun-22, Tue,22:00	Clear	Rear end	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2021-Jul-06, Tue,14:58	Clear	Angle	P.D. only	Dry	North	Turning right	Passenger van	Cyclist	0
					East	Going ahead	Bicycle	Other motor vehicle	
2021-Jul-10, Sat,19:05	Clear	Turning movement	P.D. only	Dry	West	Making "U" turn	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2021-Oct-13, Wed,19:46	Clear	Angle	Non-fatal injury	Wet	East	Going ahead	Bicycle	Other motor vehicle	0
					North	Turning right	Automobile, station wagon	Cyclist	



Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2017 **To:** December 31, 2021

Location: BASELINE RD @ FARLANE BLVD

Traffic Control: Traffic signal

Total Collisions: 35

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2021-Dec-29, Wed,16:03	Clear	Rear end	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Slowing or stopping	Pick-up truck	Other motor vehicle	

Location: BASELINE RD @ MERIVALE RD

Traffic Control: Traffic signal

Total Collisions: 105

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2017-Jan-04, Wed,17:00	Freezing Rain	Rear end	P.D. only	Ice	East	Slowing or stopping	Pick-up truck	Other motor vehicle	0
					East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2017-Feb-06, Mon,11:19	Clear	Rear end	P.D. only	Dry	West	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	
2017-Feb-09, Thu,12:12	Clear	Rear end	P.D. only	Dry	West	Going ahead	Unknown	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2017-Feb-12, Sun,12:49	Snow	Rear end	P.D. only	Loose snow	East	Slowing or stopping	Automobile, station wagon	Skidding/sliding	0
					East	Stopped	Pick-up truck	Other motor vehicle	
2017-Mar-09, Thu,17:30	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2017-Apr-19, Wed,11:13	Clear	Sideswipe	P.D. only	Dry	West	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2017-May-02, Tue,17:38	Clear	Rear end	P.D. only	Dry	West	Going ahead	Passenger van	Other motor vehicle	0
					West	Stopped	Pick-up truck	Other motor vehicle	
2017-May-13, Sat,13:54	Rain	Rear end	P.D. only	Wet	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Passenger van	Other motor vehicle	



Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2017 **To:** December 31, 2021

Location: BASELINE RD @ MERIVALE RD

Traffic Control: Traffic signal

Total Collisions: 105

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2017-May-25, Thu,18:30	Rain	Rear end	Non-fatal injury	Wet	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
					North	Stopped	Unknown	Other motor vehicle	
2017-Jun-07, Wed,09:11	Clear	Rear end	P.D. only	Dry	East	Going ahead	Pick-up truck	Other motor vehicle	0
					East	Stopped	Pick-up truck	Other motor vehicle	
2017-Jun-11, Sun,15:00	Clear	Sideswipe	P.D. only	Dry	South	Turning left	Passenger van	Other motor vehicle	0
					South	Turning left	Automobile, station wagon	Other motor vehicle	
2017-Jun-19, Mon,16:30	Clear	Sideswipe	P.D. only	Dry	East	Changing lanes	Unknown	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2017-Jun-29, Thu,18:09	Rain	Rear end	P.D. only	Wet	East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2017-Jul-23, Sun,13:07	Clear	Rear end	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2017-Jul-29, Sat,12:00	Clear	Sideswipe	P.D. only	Dry	East	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2017-Sep-09, Sat,17:57	Clear	Rear end	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Passenger van	Other motor vehicle	
2017-Sep-18, Mon,16:30	Clear	Rear end	P.D. only	Dry	East	Turning left	Unknown	Other motor vehicle	0
					East	Turning left	Automobile, station wagon	Other motor vehicle	
2017-Sep-22, Fri,12:34	Clear	Turning movement	P.D. only	Dry	North	Turning left	Unknown	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2017-Sep-25, Mon,10:00	Clear	Rear end	P.D. only	Dry	South	Slowing or stopping	Pick-up truck	Other motor vehicle	0
					South	Stopped	Passenger van	Other motor vehicle	



Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2017 **To:** December 31, 2021

Location: BASELINE RD @ MERIVALE RD

Traffic Control: Traffic signal

Total Collisions: 105

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2017-Sep-29, Fri,14:21	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Truck - tractor	Other motor vehicle	
2017-Oct-06, Fri,19:49	Clear	Rear end	Non-fatal injury	Dry	South	Turning right	Automobile, station wagon	Other motor vehicle	0
					South	Turning right	Automobile, station wagon	Other motor vehicle	
2017-Oct-11, Wed,12:17	Clear	SMV other	Non-fatal injury	Dry	North	Going ahead	Automobile, station wagon	Curb	0
2017-Oct-24, Tue,08:43	Rain	Rear end	P.D. only	Wet	West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2017-Oct-25, Wed,21:33	Clear	Rear end	Non-fatal injury	Dry	North	Turning right	Automobile, station wagon	Other motor vehicle	0
					North	Turning right	Automobile, station wagon	Other motor vehicle	
2017-Oct-28, Sat,15:47	Clear	Rear end	P.D. only	Dry	West	Slowing or stopping	Unknown	Other motor vehicle	0
					West	Stopped	Unknown	Other motor vehicle	
2017-Nov-22, Wed,17:37	Clear	Rear end	Non-fatal injury	Dry	East	Turning left	Automobile, station wagon	Other motor vehicle	0
					East	Turning left	Automobile, station wagon	Other motor vehicle	
2017-Nov-24, Fri,07:27	Clear	Turning movement	Non-fatal injury	Dry	West	Turning left	Pick-up truck	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2017-Dec-01, Fri,16:57	Clear	Rear end	P.D. only	Dry	West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2017-Dec-12, Tue,13:00	Snow	Rear end	Non-fatal injury	Slush	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Turning left	Automobile, station wagon	Other motor vehicle	
2017-Dec-13, Wed,18:26	Snow	Sideswipe	P.D. only	Slush	South	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					South	Turning left	Pick-up truck	Other motor vehicle	
2017-Dec-30, Sat,23:43	Drifting Snow	Rear end	Non-fatal injury	Ice	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	



Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2017 **To:** December 31, 2021

Location: BASELINE RD @ MERIVALE RD

Traffic Control: Traffic signal

Total Collisions: 105

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2018-Jan-16, Tue,08:12	Snow	Rear end	P.D. only	Slush	West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					West	Slowing or stopping	Delivery van	Other motor vehicle	
2018-Mar-06, Tue,17:45	Clear	Sideswipe	P.D. only	Dry	West	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-Mar-29, Thu,15:05	Rain	Rear end	Non-fatal injury	Wet	East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2018-May-12, Sat,12:30	Clear	Rear end	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2018-May-30, Wed,11:09	Clear	Sideswipe	Non-fatal injury	Dry	East	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Jul-17, Tue,16:53	Clear	Turning movement	P.D. only	Dry	East	Turning right	Automobile, station wagon	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	
2018-Aug-14, Tue,23:36	Clear	SMV other	P.D. only	Dry	West	Unknown	Passenger van	Curb	0
2018-Aug-18, Sat,05:38	Clear	Angle	Non-fatal injury	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-Aug-26, Sun,20:07	Clear	Sideswipe	P.D. only	Dry	East	Changing lanes	Unknown	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-Sep-10, Mon,17:24	Rain	Rear end	P.D. only	Wet	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Slowing or stopping	Passenger van	Other motor vehicle	
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Sep-19, Wed,18:58	Clear	Rear end	Non-fatal injury	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
					West	Stopped	Automobile, station wagon	Other motor vehicle	



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Collision Details Report - Public Version

From: January 1, 2017 **To:** December 31, 2021

Location: BASELINE RD @ MERIVALE RD

Traffic Control: Traffic signal

Total Collisions: 105

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2018-Oct-25, Thu,16:20	Clear	Sideswipe	P.D. only	Dry	North	Turning right	Unknown	Other motor vehicle	0
					North	Turning right	Automobile, station wagon	Other motor vehicle	
2018-Nov-13, Tue,08:07	Clear	Rear end	P.D. only	Dry	South	Turning right	Automobile, station wagon	Other motor vehicle	0
					South	Turning right	Automobile, station wagon	Other motor vehicle	
2018-Nov-22, Thu,15:56	Clear	Rear end	Non-fatal injury	Dry	South	Turning left	Delivery van	Other motor vehicle	0
					South	Turning left	Automobile, station wagon	Other motor vehicle	
					South	Turning left	Passenger van	Other motor vehicle	
2018-Dec-11, Tue,09:43	Snow	Rear end	P.D. only	Loose snow	East	Turning left	Automobile, station wagon	Other motor vehicle	0
					East	Turning left	Automobile, station wagon	Other motor vehicle	
2018-Dec-14, Fri,16:40	Rain	Turning movement	P.D. only	Wet	West	Turning left	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-Dec-21, Fri,18:00	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Jan-03, Thu,07:00	Clear	Sideswipe	P.D. only	Slush	East	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Feb-11, Mon,15:00	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Feb-15, Fri,13:25	Clear	Angle	P.D. only	Wet	North	Going ahead	Unknown	Other motor vehicle	0
					West	Going ahead	Passenger van	Other motor vehicle	
2019-Apr-05, Fri,17:44	Clear	Rear end	P.D. only	Dry	South	Turning right	Unknown	Other motor vehicle	0
					South	Turning right	Automobile, station wagon	Other motor vehicle	
2019-Apr-07, Sun,10:17	Clear	Rear end	P.D. only	Dry	East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	



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Collision Details Report - Public Version

From: January 1, 2017 **To:** December 31, 2021

Location: BASELINE RD @ MERIVALE RD

Traffic Control: Traffic signal

Total Collisions: 105

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2019-Apr-26, Fri,17:45	Clear	Rear end	P.D. only	Dry	North	Unknown	Unknown	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Jun-06, Thu,17:55	Clear	Sideswipe	P.D. only	Dry	East	Turning left	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Jul-04, Thu,12:00	Clear	Rear end	Non-fatal injury	Dry	East	Slowing or stopping	Pick-up truck	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Jul-11, Thu,17:30	Rain	Rear end	P.D. only	Wet	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Passenger van	Other motor vehicle	
2019-Jul-13, Sat,15:30	Clear	Rear end	P.D. only	Dry	East	Going ahead	Passenger van	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Jul-23, Tue,18:00	Clear	Rear end	P.D. only	Dry	East	Unknown	Unknown	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Aug-15, Thu,13:14	Clear	Sideswipe	P.D. only	Dry	East	Changing lanes	Pick-up truck	Other motor vehicle	0
					East	Turning left	Automobile, station wagon	Other motor vehicle	
2019-Aug-29, Thu,13:30	Clear	Rear end	P.D. only	Dry	West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Pick-up truck	Other motor vehicle	
2019-Oct-10, Thu,14:44	Clear	Rear end	P.D. only	Dry	East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Oct-15, Tue,20:24	Clear	Sideswipe	P.D. only	Dry	East	Changing lanes	Unknown	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Nov-01, Fri,16:45	Clear	Sideswipe	P.D. only	Dry	East	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Nov-18, Mon,10:28	Clear	Sideswipe	P.D. only	Dry	East	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					East	Turning left	Automobile, station wagon	Other motor vehicle	



Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2017 **To:** December 31, 2021

Location: BASELINE RD @ MERIVALE RD

Traffic Control: Traffic signal

Total Collisions: 105

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2019-Dec-19, Thu,08:00	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2019-Dec-30, Mon,10:55	Freezing Rain	SMV other	P.D. only	Ice	East	Slowing or stopping	Automobile, station wagon	Pole (utility, power)	0
2020-Jan-01, Wed,16:00	Snow	Rear end	P.D. only	Loose snow	North	Turning right	Unknown	Other motor vehicle	0
					North	Turning right	Delivery van	Other motor vehicle	
2020-Jan-16, Thu,19:17	Drifting Snow	Rear end	P.D. only	Dry	East	Going ahead	Pick-up truck	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
					East	Stopped	Automobile, station wagon	Other motor vehicle	
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2020-Jan-17, Fri,08:30	Clear	Rear end	P.D. only	Ice	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Pick-up truck	Other motor vehicle	
2020-Jan-18, Sat,16:15	Snow	Rear end	P.D. only	Slush	East	Slowing or stopping	Pick-up truck	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2020-Feb-07, Fri,08:35	Snow	Rear end	P.D. only	Loose snow	East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2020-Feb-07, Fri,21:00	Snow	Rear end	P.D. only	Packed snow	East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2020-Feb-21, Fri,15:23	Clear	Rear end	P.D. only	Dry	East	Unknown	Unknown	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2020-Feb-27, Thu,13:49	Snow	Rear end	P.D. only	Slush	East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2020-Feb-29, Sat,16:03	Clear	Rear end	Non-fatal injury	Dry	South	Turning right	Automobile, station wagon	Other motor vehicle	0
					South	Turning right	Automobile, station wagon	Other motor vehicle	



Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2017 **To:** December 31, 2021

Location: BASELINE RD @ MERIVALE RD

Traffic Control: Traffic signal

Total Collisions: 105

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2020-Mar-19, Thu,14:36	Clear	Angle	P.D. only	Dry	South	Turning right	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2020-Aug-07, Fri,15:31	Clear	Angle	P.D. only	Dry	East	Going ahead	Pick-up truck	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2020-Aug-13, Thu,06:30	Clear	Sideswipe	P.D. only	Dry	West	Unknown	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Pick-up truck	Other motor vehicle	
2020-Aug-24, Mon,07:34	Clear	SMV other	Non-fatal injury	Wet	East	Slowing or stopping	Motorcycle	Skidding/sliding	0
2020-Oct-02, Fri,18:30	Clear	Sideswipe	P.D. only	Dry	East	Changing lanes	Pick-up truck	Other motor vehicle	0
					East	Going ahead	Passenger van	Other motor vehicle	
2020-Oct-04, Sun,18:40	Clear	Angle	P.D. only	Dry	North	Turning right	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Pick-up truck	Other motor vehicle	
2020-Oct-06, Tue,17:41	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Pick-up truck	Other motor vehicle	
2020-Oct-14, Wed,20:19	Rain	Rear end	P.D. only	Wet	North	Turning right	Unknown	Other motor vehicle	0
					North	Turning right	Pick-up truck	Other motor vehicle	
2020-Oct-28, Wed,18:32	Clear	Angle	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Pick-up truck	Other motor vehicle	
2020-Nov-20, Fri,00:43	Clear	Rear end	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Pick-up truck	Other motor vehicle	
2020-Nov-22, Sun,19:15	Snow	Turning movement	P.D. only	Loose snow	North	Going ahead	Passenger van	Other motor vehicle	0
					South	Turning left	Automobile, station wagon	Other motor vehicle	
2020-Nov-23, Mon,08:55	Snow	Sideswipe	P.D. only	Ice	East	Going ahead	Truck and trailer	Other motor vehicle	0
					East	Turning left	Pick-up truck	Other motor vehicle	



Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2017 **To:** December 31, 2021

Location: BASELINE RD @ MERIVALE RD

Traffic Control: Traffic signal

Total Collisions: 105

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2021-Jan-21, Thu,06:50	Snow	Rear end	P.D. only	Packed snow	East	Slowing or stopping	Pick-up truck	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2021-Feb-01, Mon,21:30	Clear	Rear end	P.D. only	Ice	West	Turning right	Pick-up truck	Other motor vehicle	0
					West	Turning right	Automobile, station wagon	Other motor vehicle	
2021-Feb-05, Fri,17:00	Clear	Rear end	P.D. only	Wet	North	Unknown	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2021-Feb-16, Tue,12:00	Snow	Rear end	P.D. only	Ice	East	Slowing or stopping	Pick-up truck	Other motor vehicle	0
					East	Unknown	Unknown	Other motor vehicle	
2021-Mar-26, Fri,12:51	Clear	Angle	P.D. only	Wet	North	Going ahead	Police vehicle	Other motor vehicle	0
					West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2021-Apr-06, Tue,13:10	Clear	Rear end	P.D. only	Dry	West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
					West	Slowing or stopping	Pick-up truck	Other motor vehicle	
2021-Jul-18, Sun,10:13	Clear	Rear end	Non-fatal injury	Dry	South	Turning right	Automobile, station wagon	Other motor vehicle	0
					South	Turning right	Automobile, station wagon	Other motor vehicle	
2021-Jul-20, Tue,16:15	Clear	Angle	P.D. only	Dry	East	Unknown	Unknown	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2021-Aug-13, Fri,11:05	Clear	Rear end	P.D. only	Dry	South	Turning right	Pick-up truck	Other motor vehicle	0
					South	Turning right	Pick-up truck	Other motor vehicle	
2021-Sep-29, Wed,12:30	Clear	SMV other	Non-fatal injury	Dry	West	Turning left	Motorcycle	Skidding/sliding	0
2021-Oct-19, Tue,14:10	Clear	Rear end	P.D. only	Dry	East	Going ahead	Unknown	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	



Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2017 **To:** December 31, 2021

Location: BASELINE RD @ MERIVALE RD

Traffic Control: Traffic signal

Total Collisions: 105

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2021-Oct-30, Sat,10:44	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					South	Turning right	Pick-up truck	Other motor vehicle	
2021-Nov-03, Wed,16:55	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Pick-up truck	Other motor vehicle	
2021-Nov-16, Tue,16:05	Clear	Rear end	P.D. only	Dry	West	Slowing or stopping	Pick-up truck	Other motor vehicle	0
					West	Slowing or stopping	Delivery van	Other motor vehicle	
2021-Nov-17, Wed,19:30	Clear	Turning movement	P.D. only	Dry	East	Turning left	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Pick-up truck	Other motor vehicle	
2021-Dec-11, Sat,17:10	Rain	Turning movement	P.D. only	Wet	East	Overtaking	Unknown	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	
2021-Dec-12, Sun,16:44	Clear	Turning movement	P.D. only	Dry	West	Going ahead	Unknown	Other motor vehicle	0
					East	Turning left	Automobile, station wagon	Other motor vehicle	

Location: BASELINE RD btwn BASELINE RD & BASELINE RD

Traffic Control: No control

Total Collisions: 4

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2017-Jun-16, Fri,15:25	Clear	Rear end	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2017-Dec-28, Thu,16:53	Clear	SMV other	Non-fatal injury	Ice	West	Going ahead	Automobile, station wagon	Ran off road	0
2018-Aug-20, Mon,14:42	Clear	Rear end	P.D. only	Dry	West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					West	Slowing or stopping	Delivery van	Other motor vehicle	
2021-Apr-23, Fri,17:35	Clear	Sideswipe	P.D. only	Dry	West	Changing lanes	Pick-up truck	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	



Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2017 **To:** December 31, 2021

Location: BASELINE RD btwn LOBLAWS SC & MERIVALE RD

Traffic Control: No control

Total Collisions: 14

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2017-Jun-26, Mon,18:27	Clear	Rear end	P.D. only	Dry	West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					West	Slowing or stopping	Pick-up truck	Other motor vehicle	
2017-Nov-29, Wed,16:18	Clear	Rear end	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Feb-20, Tue,16:32	Rain	Rear end	P.D. only	Wet	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Pick-up truck	Other motor vehicle	
2018-May-31, Thu,18:35	Rain	Rear end	P.D. only	Wet	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Jul-09, Mon,18:25	Clear	Rear end	P.D. only	Dry	West	Going ahead	Pick-up truck	Other motor vehicle	0
					West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2018-Sep-22, Sat,21:08	Clear	Rear end	P.D. only	Dry	East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Oct-30, Tue,15:20	Clear	Rear end	P.D. only	Dry	West	Going ahead	Unknown	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Mar-28, Thu,18:00	Clear	Angle	Non-fatal injury	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Jul-12, Fri,17:02	Clear	Rear end	P.D. only	Dry	East	Slowing or stopping	Pick-up truck	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Sep-16, Mon,16:58	Clear	Rear end	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Sep-27, Fri,23:05	Rain	Sideswipe	P.D. only	Wet	East	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	



Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2017 **To:** December 31, 2021

Location: BASELINE RD btwn LOBLAWS SC & MERIVALE RD

Traffic Control: No control

Total Collisions: 14

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2020-Jan-02, Thu,12:24	Clear	Rear end	P.D. only	Wet	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2020-Oct-19, Mon,08:45	Rain	Rear end	P.D. only	Wet	West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Pick-up truck	Other motor vehicle	
2021-Jun-24, Thu,14:33	Clear	Angle	Non-fatal injury	Dry	North	Turning right	Unknown	Cyclist	0
					West	Going ahead	Bicycle	Other motor vehicle	

Location: BASELINE RD btwn MERIVALE RD & FARLANE BLVD

Traffic Control: No control

Total Collisions: 22

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2017-Feb-28, Tue,11:37	Clear	Angle	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2017-Apr-20, Thu,06:07	Clear	SMV other	P.D. only	Dry	West	Going ahead	Passenger van	Ran off road	0
2017-Sep-05, Tue,17:02	Clear	Sideswipe	P.D. only	Dry	East	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Municipal transit bus	Other motor vehicle	
2017-Nov-24, Fri,17:42	Clear	Rear end	P.D. only	Dry	East	Slowing or stopping	Passenger van	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
					East	Stopped	Automobile, station wagon	Other motor vehicle	
					North	Turning left	Automobile, station wagon	Other motor vehicle	
2017-Dec-24, Sun,17:55	Clear	Other	Non-fatal injury	Wet	West	Going ahead	Unknown	Pedestrian	1
					West	Going ahead	Unknown	Pedestrian	
					West	Going ahead	Unknown	Pedestrian	
2018-Jan-26, Fri,10:57	Clear	Angle	P.D. only	Dry	North	Turning left	Pick-up truck	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	



Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2017 **To:** December 31, 2021

Location: BASELINE RD btwn MERIVALE RD & FARLANE BLVD

Traffic Control: No control

Total Collisions: 22

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2018-Jul-12, Thu,08:36	Clear	Rear end	Non-fatal injury	Dry	West	Slowing or stopping	Truck - dump	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Jan-25, Fri,11:40	Clear	Rear end	P.D. only	Wet	West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2019-Jan-29, Tue,10:45	Snow	Other	P.D. only	Packed snow	East	Unknown	Unknown	Other	0
					East	Going ahead	Automobile, station wagon	Debris falling off vehicle	
2019-Apr-28, Sun,16:36	Clear	Rear end	P.D. only	Dry	East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Jul-26, Fri,11:56	Clear	Rear end	Non-fatal injury	Dry	West	Going ahead	Truck - closed	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Sep-17, Tue,23:04	Clear	Angle	P.D. only	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Oct-23, Wed,18:45	Clear	Angle	P.D. only	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					West	Unknown	Automobile, station wagon	Other motor vehicle	
2019-Nov-04, Mon,08:45	Clear	Angle	P.D. only	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Passenger van	Other motor vehicle	
2019-Dec-24, Tue,08:41	Clear	Sideswipe	P.D. only	Dry	East	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Passenger van	Other motor vehicle	
2020-Mar-10, Tue,22:56	Clear	Rear end	P.D. only	Ice	West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2020-Apr-22, Wed,02:06	Clear	SMV other	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Ran off road	0



Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2017 **To:** December 31, 2021

Location: BASELINE RD btwn MERIVALE RD & FARLANE BLVD

Traffic Control: No control

Total Collisions: 22

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2021-Apr-30, Fri,19:54	Rain	Rear end	P.D. only	Wet	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2021-May-19, Wed,14:18	Clear	Rear end	P.D. only	Dry	West	Going ahead	Pick-up truck	Other motor vehicle	0
					West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2021-Sep-08, Wed,21:09	Rain	SMV other	Non-fatal injury	Wet	West	Going ahead	Motorcycle	Skidding/sliding	0
2021-Oct-29, Fri,17:09	Clear	Rear end	Non-fatal injury	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
					West	Unknown	Unknown	Other motor vehicle	
2021-Dec-24, Fri,14:10	Clear	Sideswipe	Non-fatal injury	Dry	East	Merging	Automobile, station wagon	Other motor vehicle	0
					East	Changing lanes	Automobile, station wagon	Other motor vehicle	

Location: BURRIS LANE @ MERIVALE RD

Traffic Control: Traffic signal

Total Collisions: 22

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2018-Jan-18, Thu,19:55	Clear	Sideswipe	P.D. only	Dry	West	Changing lanes	Pick-up truck	Other motor vehicle	0
					West	Going ahead	Delivery van	Other motor vehicle	
2018-Feb-14, Wed,18:54	Clear	SMV other	Non-fatal injury	Wet	East	Turning right	Passenger van	Pedestrian	1
2018-Feb-18, Sun,15:34	Clear	Angle	Non-fatal injury	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-Feb-25, Sun,21:07	Clear	Angle	P.D. only	Wet	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-Mar-15, Thu,14:20	Clear	Sideswipe	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	



Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2017 **To:** December 31, 2021

Location: BURRIS LANE @ MERIVALE RD

Traffic Control: Traffic signal

Total Collisions: 22

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2018-Oct-10, Wed,15:34	Clear	Turning movement	Non-fatal injury	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-Nov-02, Fri,17:48	Rain	Turning movement	P.D. only	Wet	North	Making "U" turn	Automobile, station wagon	Other motor vehicle	0
					North	Turning left	Automobile, station wagon	Other motor vehicle	
2019-Feb-18, Mon,13:25	Clear	Rear end	P.D. only	Dry	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Jun-05, Wed,10:56	Clear	Angle	Non-fatal injury	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Aug-02, Fri,18:27	Clear	SMV other	Non-fatal injury	Dry	West	Turning left	Automobile, station wagon	Pedestrian	1
2019-Sep-26, Thu,09:09	Clear	Rear end	P.D. only	Dry	North	Unknown	Unknown	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
					North	Unknown	Unknown	Other motor vehicle	
2019-Oct-08, Tue,12:59	Clear	Turning movement	P.D. only	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Nov-29, Fri,10:40	Clear	Angle	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2020-Feb-10, Mon,18:39	Clear	Turning movement	P.D. only	Wet	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2020-Jun-22, Mon,15:02	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Pick-up truck	Other motor vehicle	
2020-Jul-31, Fri,15:59	Clear	Angle	P.D. only	Dry	South	Going ahead	Pick-up truck	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2020-Sep-21, Mon,17:05	Clear	SMV other	Non-fatal injury	Dry	West	Turning left	Automobile, station wagon	Pedestrian	1
2021-May-06, Thu,18:56	Clear	SMV other	Non-fatal injury	Dry	South	Going ahead	Pick-up truck	Pedestrian	1



Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2017 **To:** December 31, 2021

Location: BURRIS LANE @ MERIVALE RD

Traffic Control: Traffic signal

Total Collisions: 22

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2021-Oct-06, Wed,15:27	Clear	Turning movement	P.D. only	Dry	West	Turning left	Pick-up truck	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2021-Oct-19, Tue,09:30	Clear	Rear end	P.D. only	Dry	North	Unknown	Motorcycle	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2021-Nov-23, Tue,15:05	Clear	SMV other	Non-fatal injury	Dry	West	Turning right	Passenger van	Pedestrian	1
2021-Dec-20, Mon,16:55	Clear	Turning movement	P.D. only	Wet	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	

Appendix E

Existing Site-Generated Trips by Mode

Table E1: Existing Site - Trip Generation by Mode

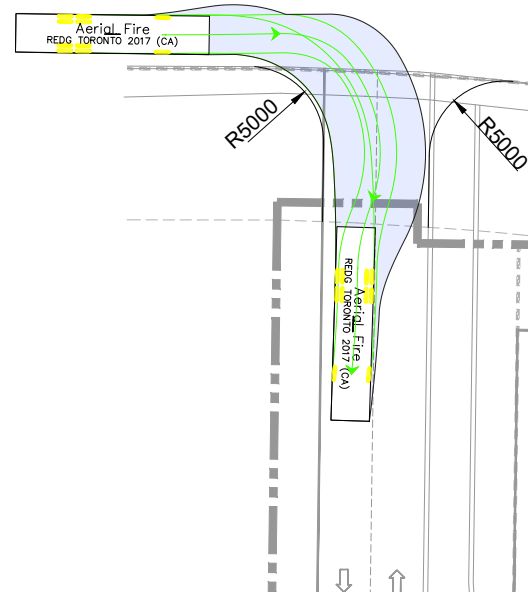
Travel Mode		AM Peak Hour				PM Peak Hour			
		Mode Share	In	Out	Total	Mode Share	In	Out	Total
Automobile Sales	Auto Driver	71%	28	10	38	61%	17	25	42
	Auto Passenger	19%	7	3	10	16%	4	7	11
	Transit	1%	0	0	1	8%	2	3	6
	Cycling	0%	0	0	0	1%	0	0	1
	Walking	9%	4	1	5	14%	4	6	10
	Total	100%	39	14	54	100%	27	41	70
Automobile Parts and Service Center	Auto Driver	71%	28	11	39	61%	14	23	37
	Auto Passenger	19%	8	3	10	16%	4	6	10
	Transit	1%	0	0	1	8%	2	3	5
	Cycling	0%	0	0	0	1%	0	0	1
	Walking	9%	4	1	5	14%	3	5	8
	Total	100%	40	15	55	100%	23	37	61
Total	Auto Driver	-	56	21	77	-	31	48	79
	Auto Passenger	-	15	6	20	-	8	13	21
	Transit	-	0	0	2	-	4	6	11
	Cycling	-	0	0	0	-	0	0	2
	Walking	-	8	2	10	-	7	11	18
	Total	-	79	29	109	-	50	78	131

Appendix F

Turning Templates

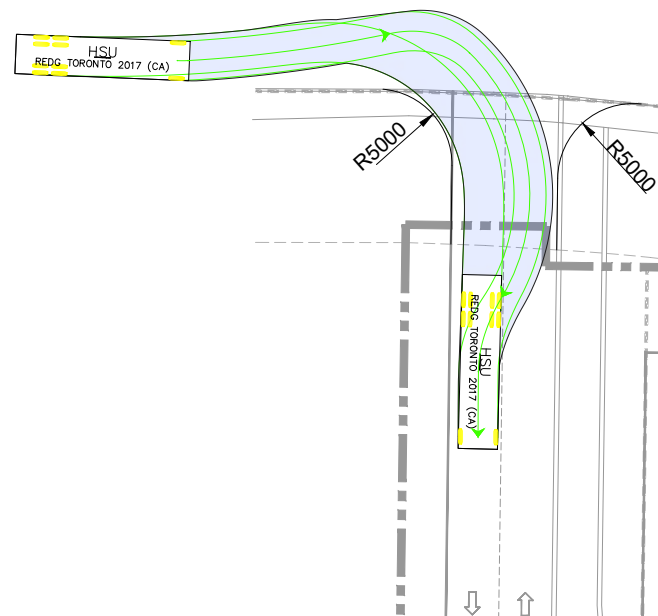
FIRE TRUCK INBOUND TO THE SOUTH ACCESS OF MERIVALE

Merivale Rd



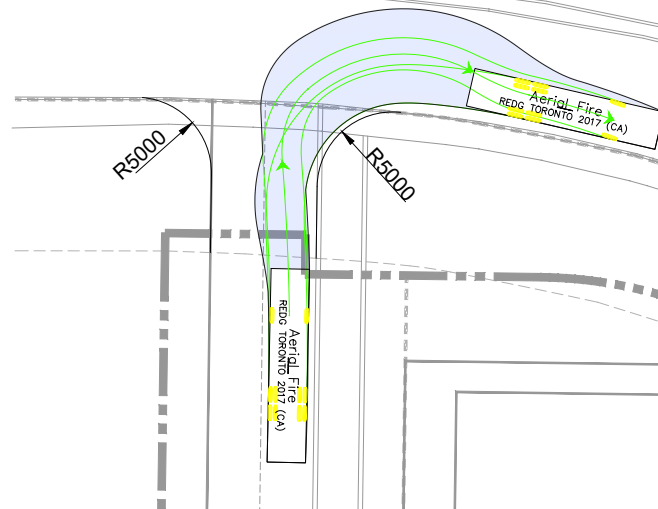
HSU INBOUND TO THE SOUTH ACCESS OF MERIVALE

Merivale Rd



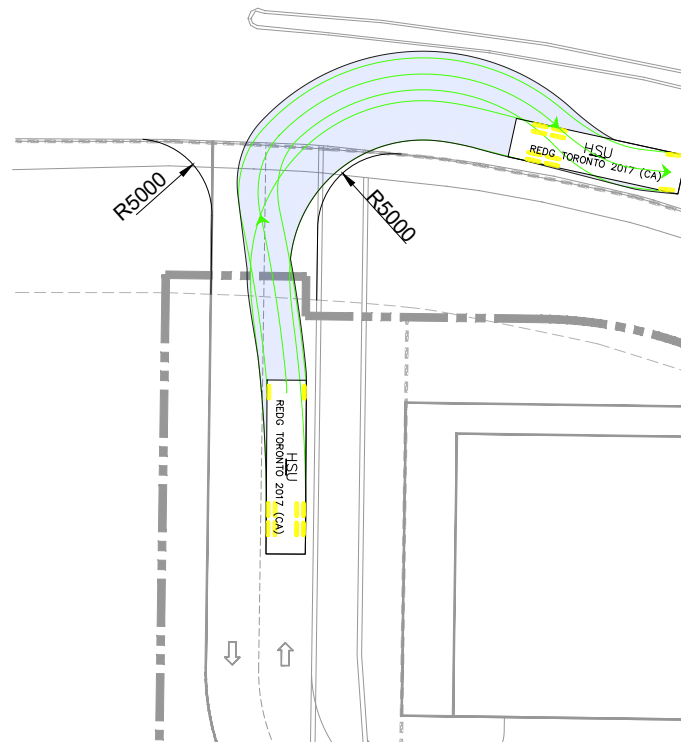
FIRE TRUCK OUTBOUND FROM SOUTH ACCESS OF MERIVALE

Merivale Rd



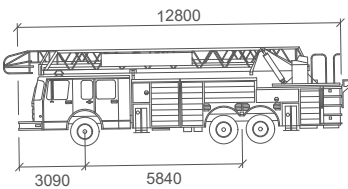
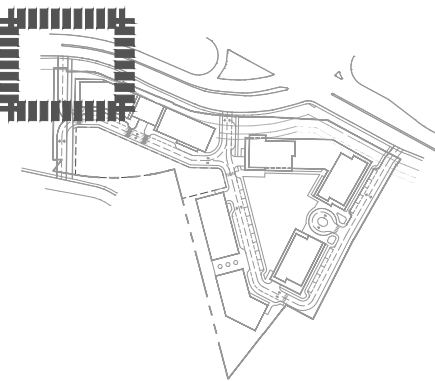
HSU OUTBOUND FROM SOUTH ACCESS OF MERIVALE

Merivale Rd



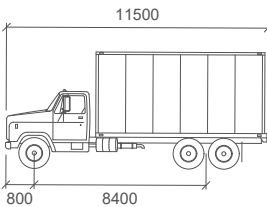
Notes:

Key Plan:



Aerial Fire

Width	: 2540
Track	: 2540
Lock to Lock Time	: 6.0
Steering Angle	: 37.0



HSU

Width	: 2600
Track	: 2600
Lock to Lock Time	: 6.0
Steering Angle	: 39.7

01	Issued for Review:	CH	2025-11-17
REV:	DESCRIPTION:	BY:	DATE:
STATUS:			



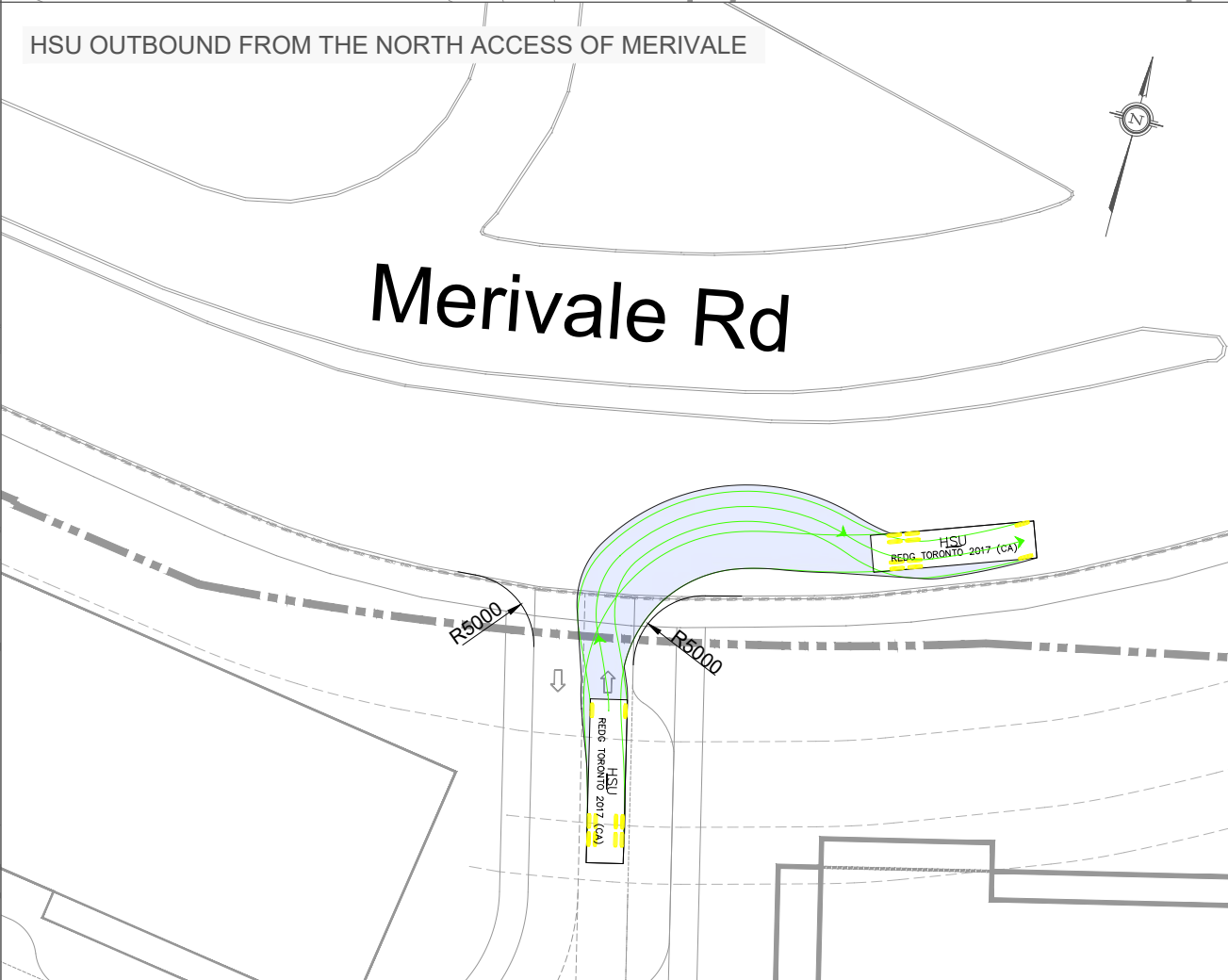
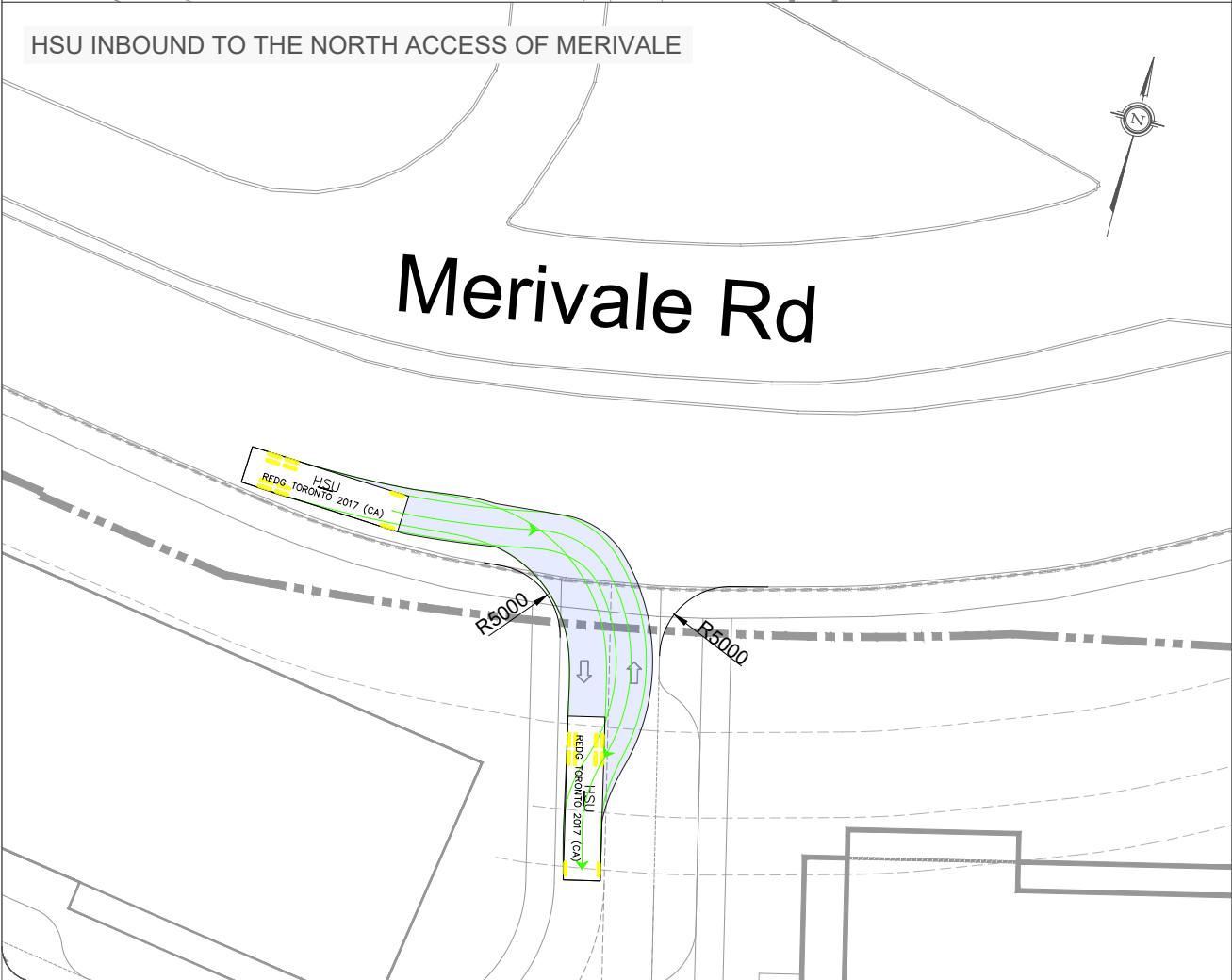
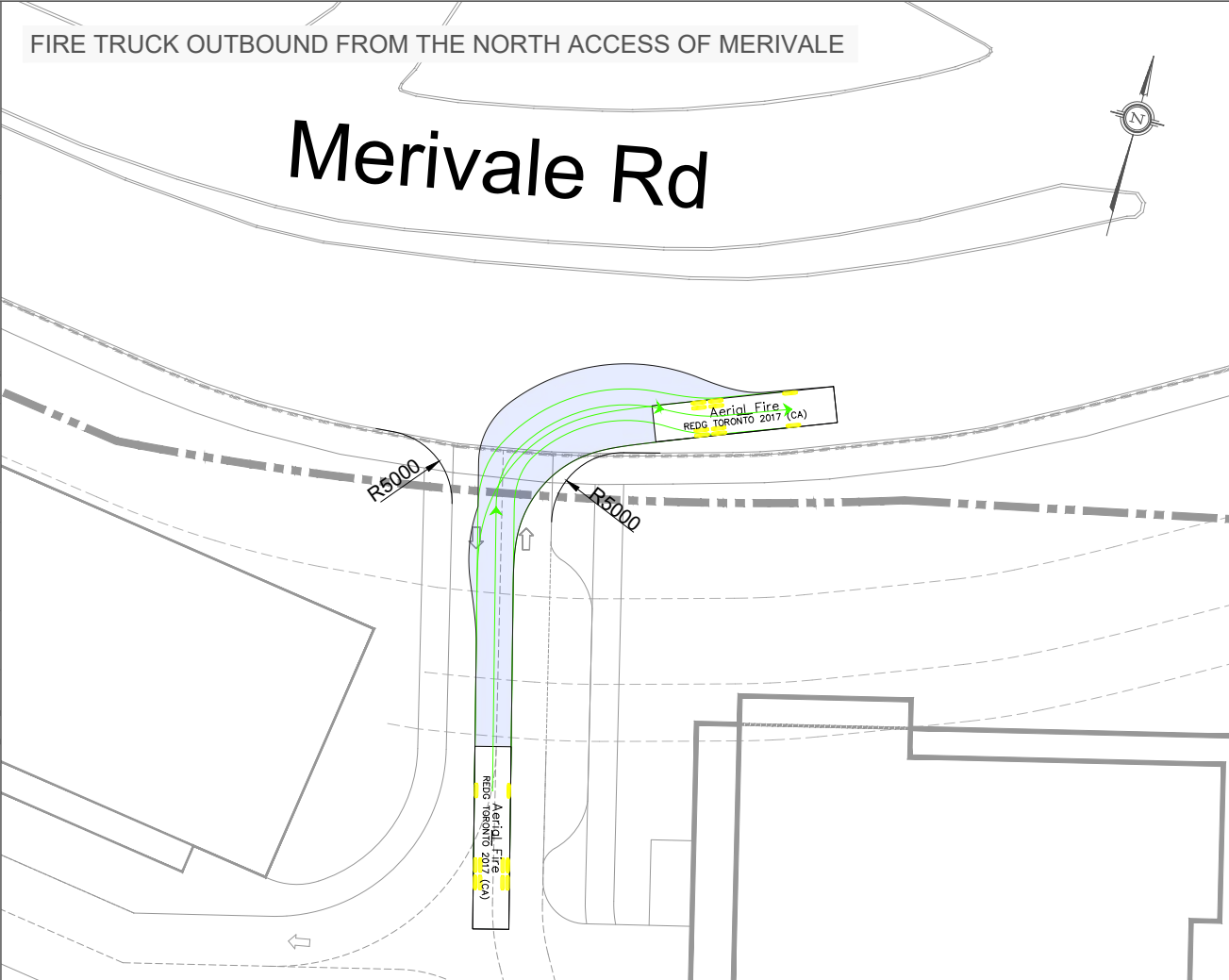
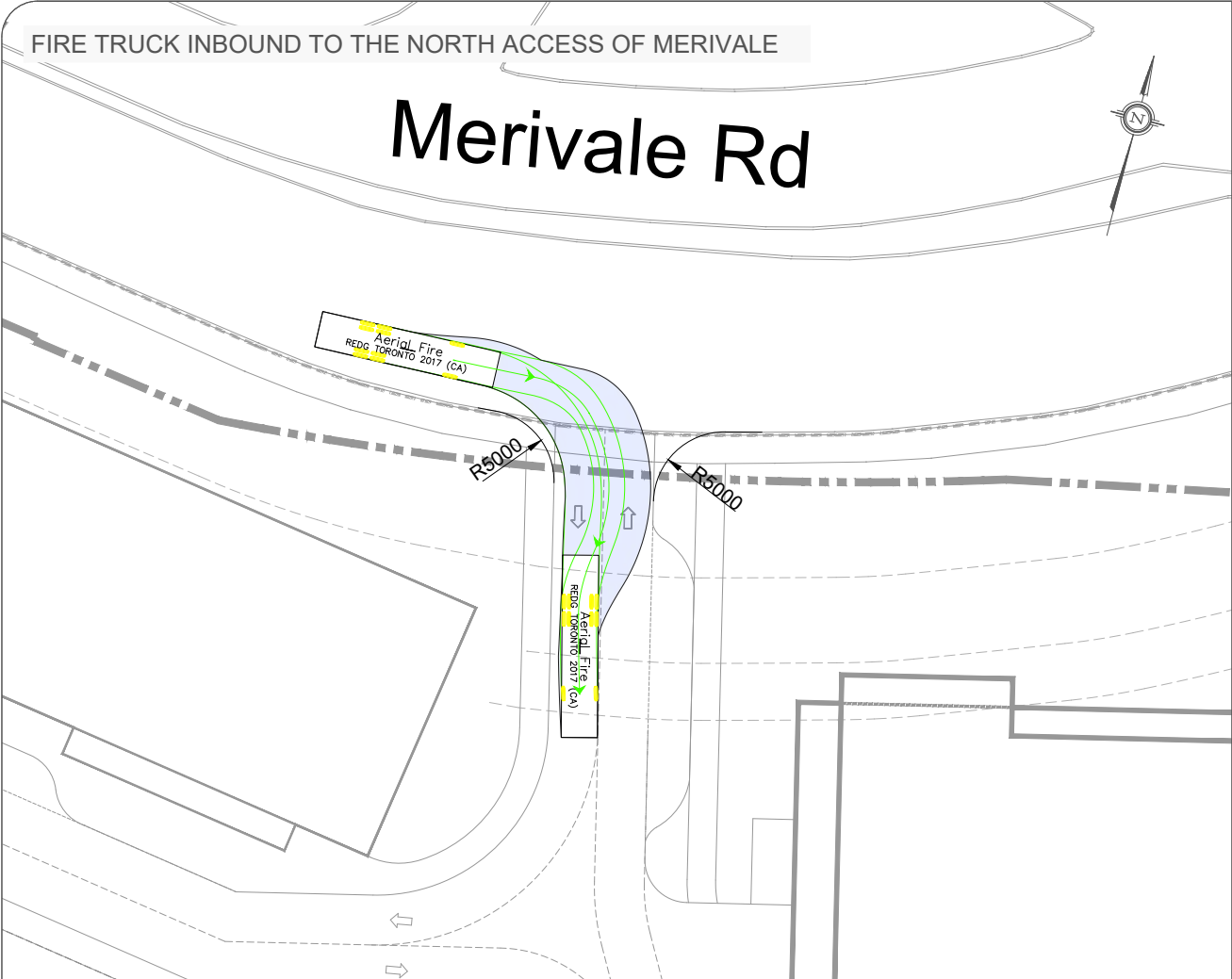
CLIENT: Myers Automotive Group

ARCHITECT:

SITE: 1200 Baseline Road

TITLE: Merivale Rd
Turning Templates

SCALE AT A3: NTS	DATE: 2025-11-17	DRAWN: CH	CHECKED: AL
PROJECT NO: 2024-008	DRAWING NO: 001	REVISION: 01	



Notes:

Key Plan:

12800

Aerial Fire

Width	: 2540
Track	: 2540
Lock to Lock Time	: 6.0
Steering Angle	: 37.0

11500

HSU

Width	: 2600
Track	: 2600
Lock to Lock Time	: 6.0
Steering Angle	: 39.7

01	Issued for Review:	CH	2025-11-17
REV:	DESCRIPTION:	BY:	DATE:
STATUS:			

CGH Transportation

6 Plaza Court
Ottawa, ON
K2H 7W1
(343) 999-9117

CLIENT: Myers Automotive Group

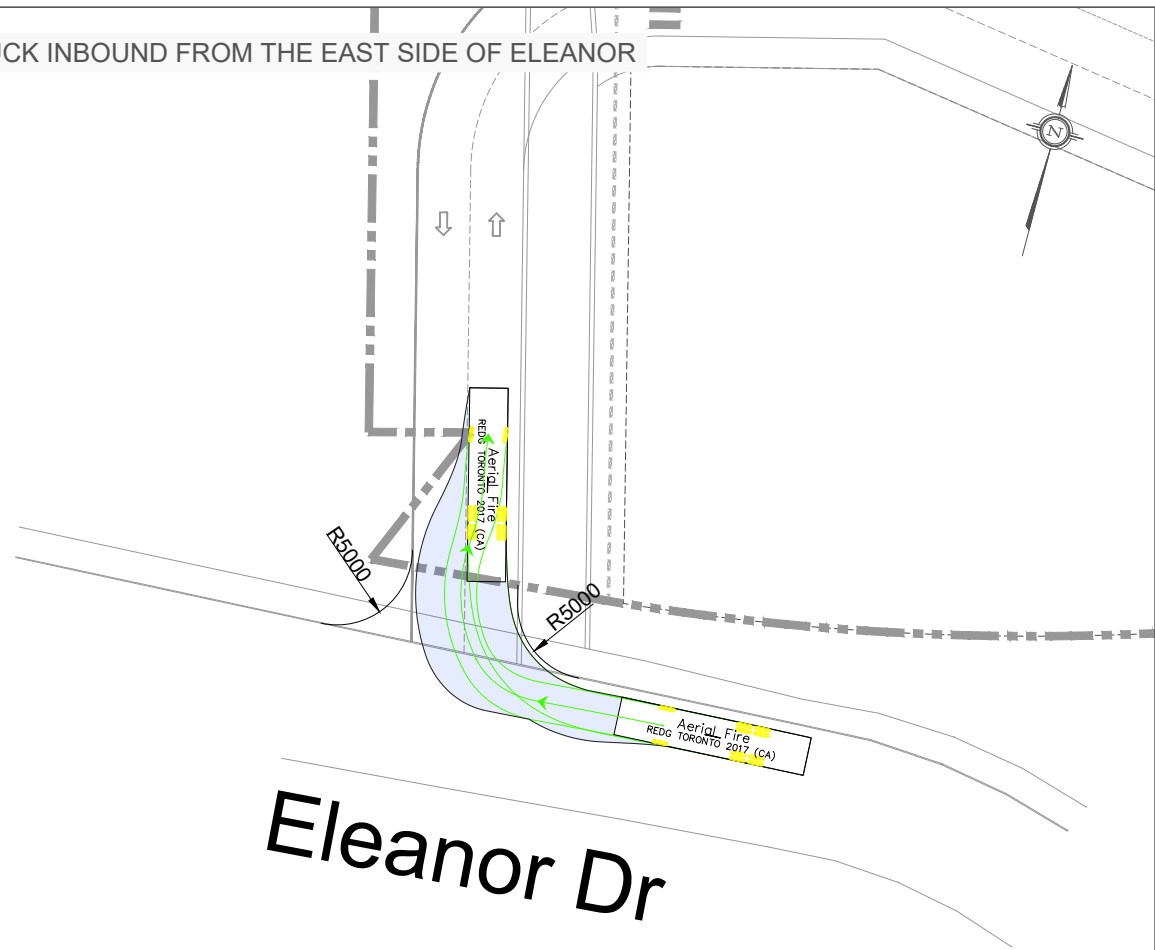
ARCHITECT:

SITE: 1200 Baseline Road

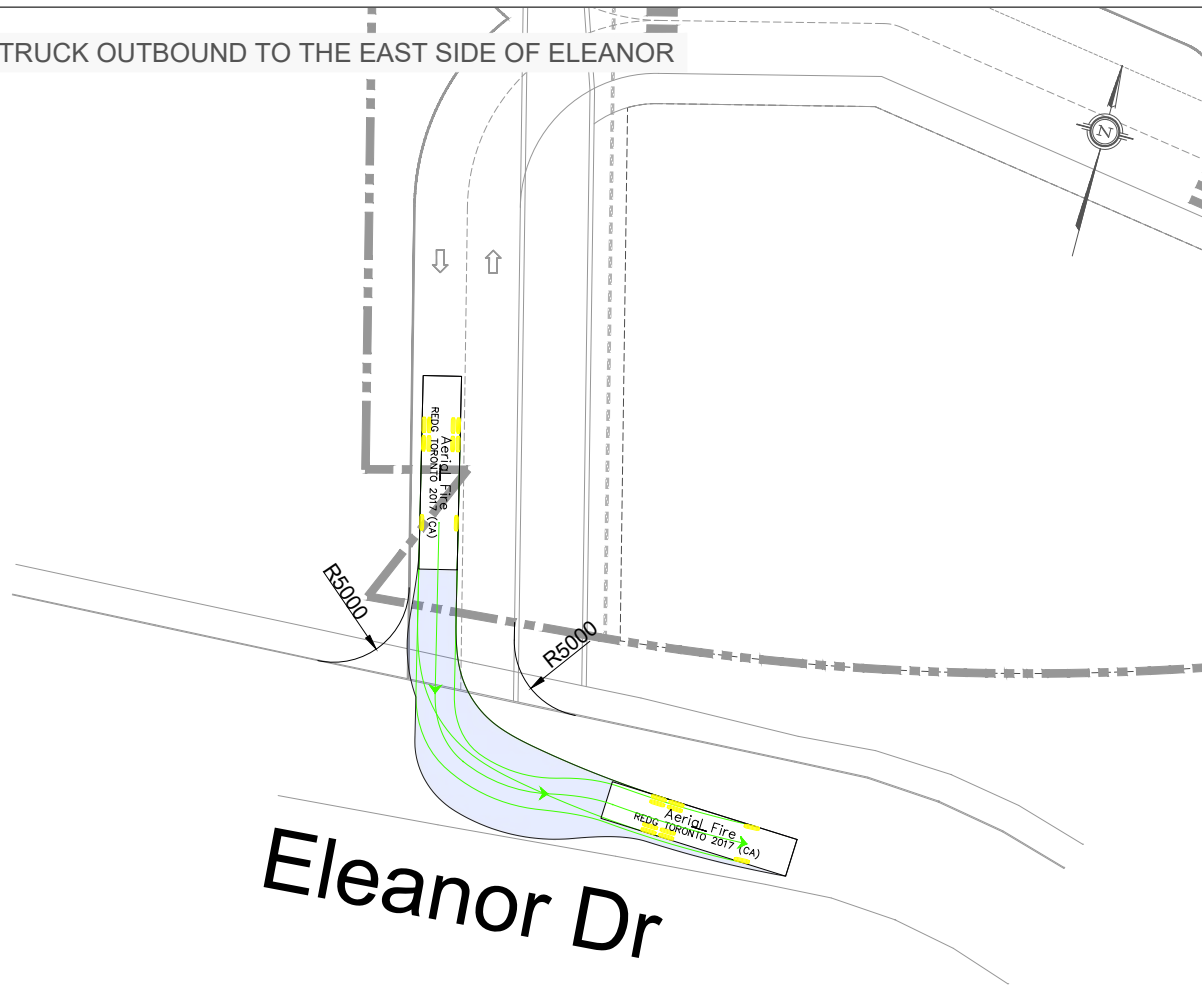
TITLE: Merivale Rd
Turning Templates

SCALE: AT A3:	DATE: 2025-11-17	DRAWN: CH	CHECKED: AL
PROJECT NO: 2024-008	DRAWING NO: 002	REVISION: 01	

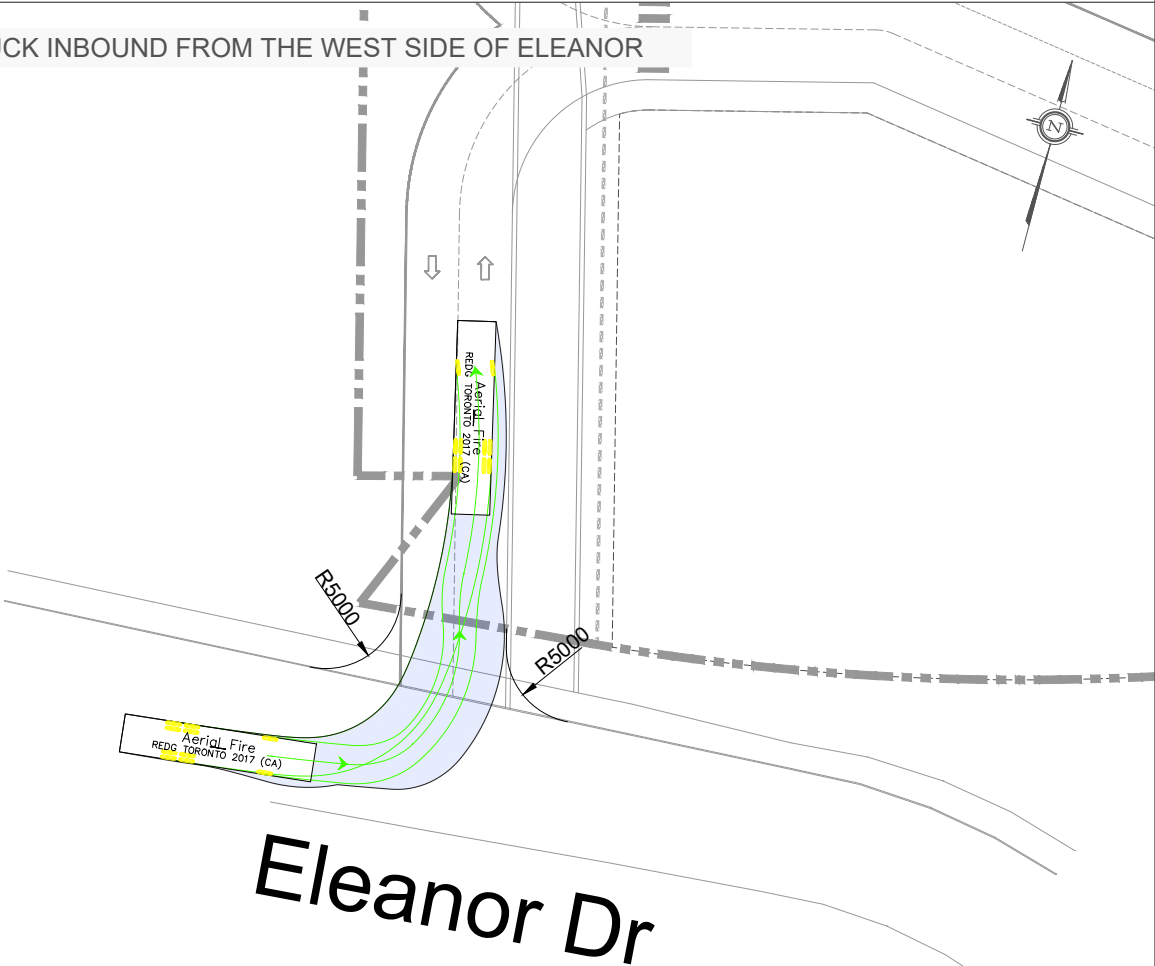
FIRE TRUCK INBOUND FROM THE EAST SIDE OF ELEANOR



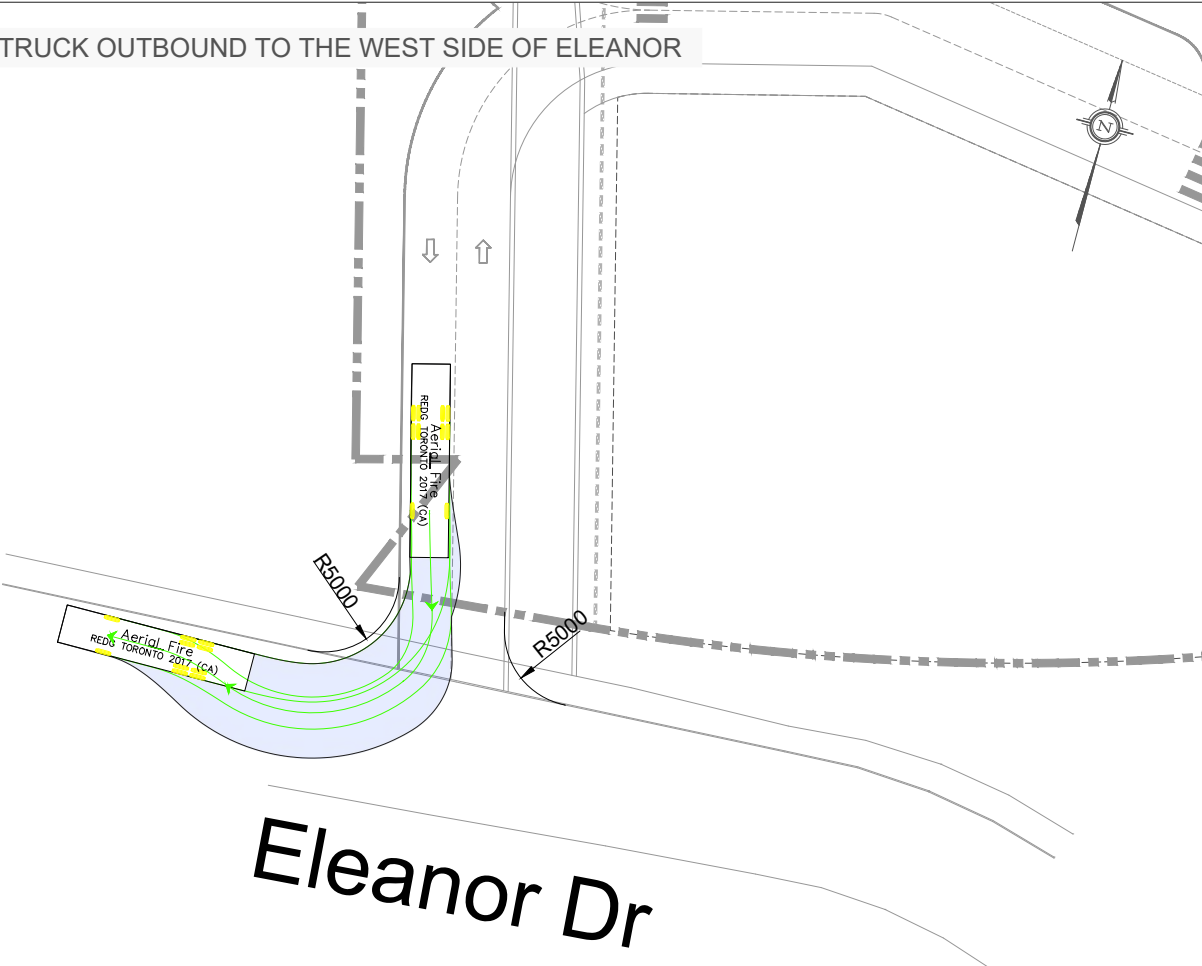
FIRE TRUCK OUTBOUND TO THE EAST SIDE OF ELEANOR



FIRE TRUCK INBOUND FROM THE WEST SIDE OF ELEANOR



FIRE TRUCK OUTBOUND TO THE WEST SIDE OF ELEANOR



Notes:

Key Plan:

12800
3090 5840

Aerial Fire

Width	: 2540
Track	: 2540
Lock to Lock Time	: 6.0
Steering Angle	: 37.0

01	Issued for Review:	CH	2025-11-17
REV:	DESCRIPTION:	BY:	DATE:
STATUS:			

CGH Transportation
6 Plaza Court
Ottawa, ON
K2H 7W1
(343) 999-9117

CLIENT: Myers Automotive Group

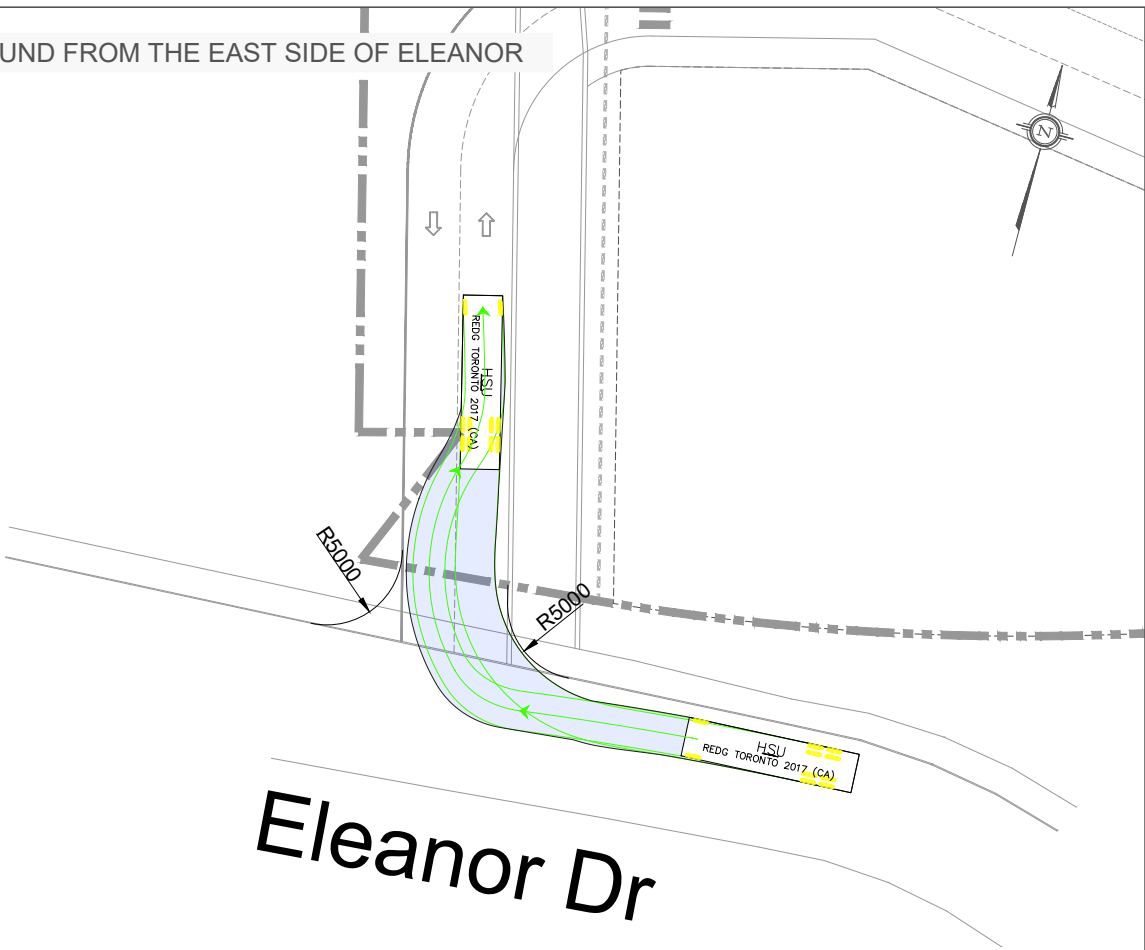
ARCHITECT:

SITE: 1200 Baseline Road

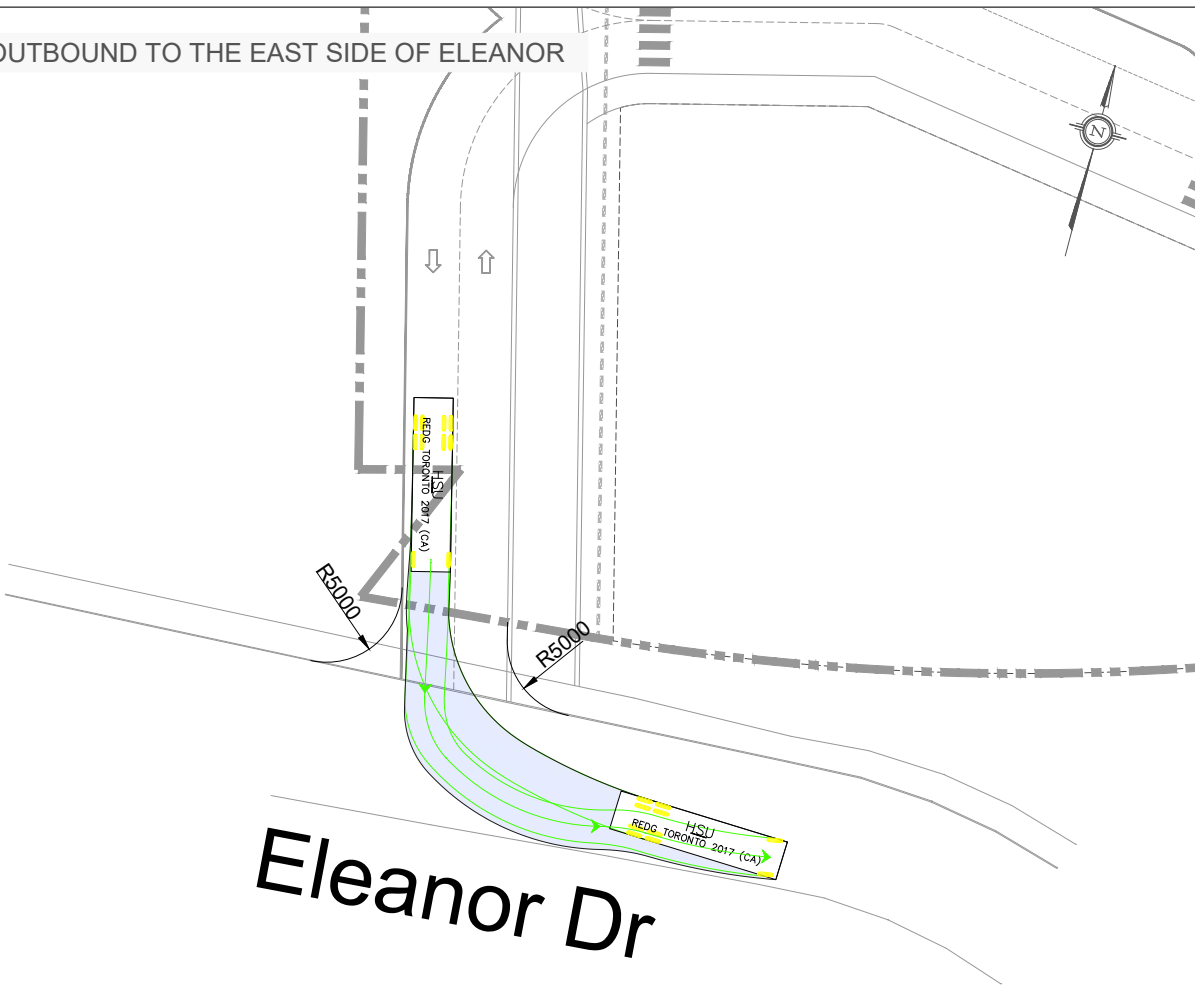
TITLE: Eleanor Dr
Turning Templates

SCALE AT A3: NTS	DATE: 2025-11-17	DRAWN: CH	CHECKED: AL
PROJECT NO: 2024-008	DRAWING NO: 003	REVISION: 01	

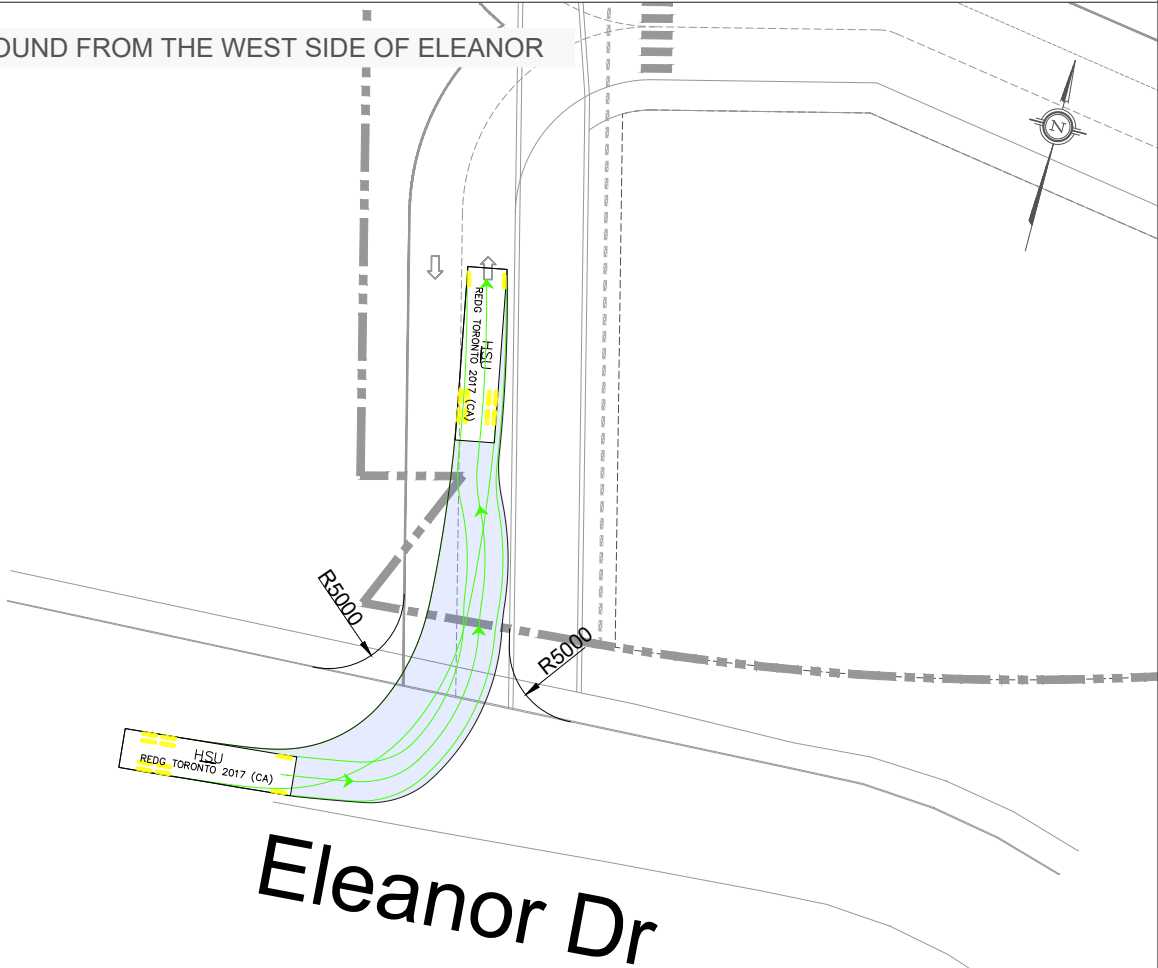
HSU INBOUND FROM THE EAST SIDE OF ELEANOR



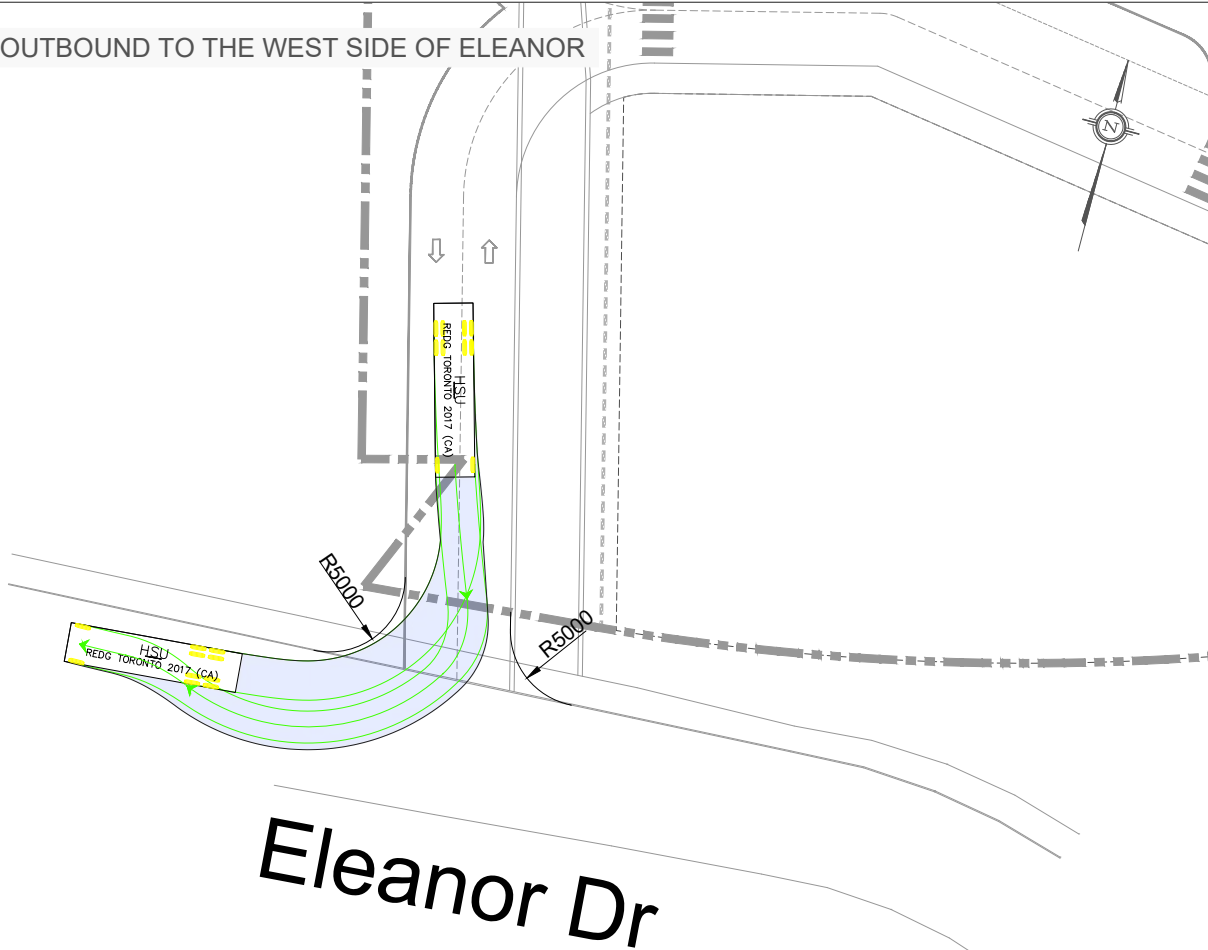
HSU OUTBOUND TO THE EAST SIDE OF ELEANOR



HSU INBOUND FROM THE WEST SIDE OF ELEANOR

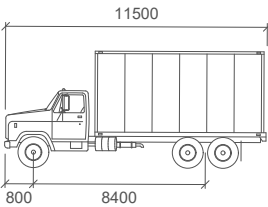
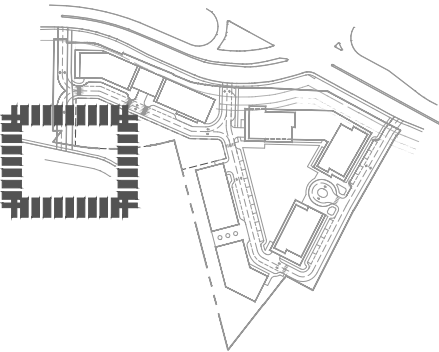


HSU OUTBOUND TO THE WEST SIDE OF ELEANOR



Notes:

Key Plan:



HSU
mm
Width : 2600
Track : 2600
Lock to Lock Time : 6.0
Steering Angle : 39.7

01	Issued for Review:	CH	2025-11-17
REV:	DESCRIPTION:	BY:	DATE:
STATUS:			



CGH Transportation
6 Plaza Court
Ottawa, ON
K2H 7W1
(343) 999-9117

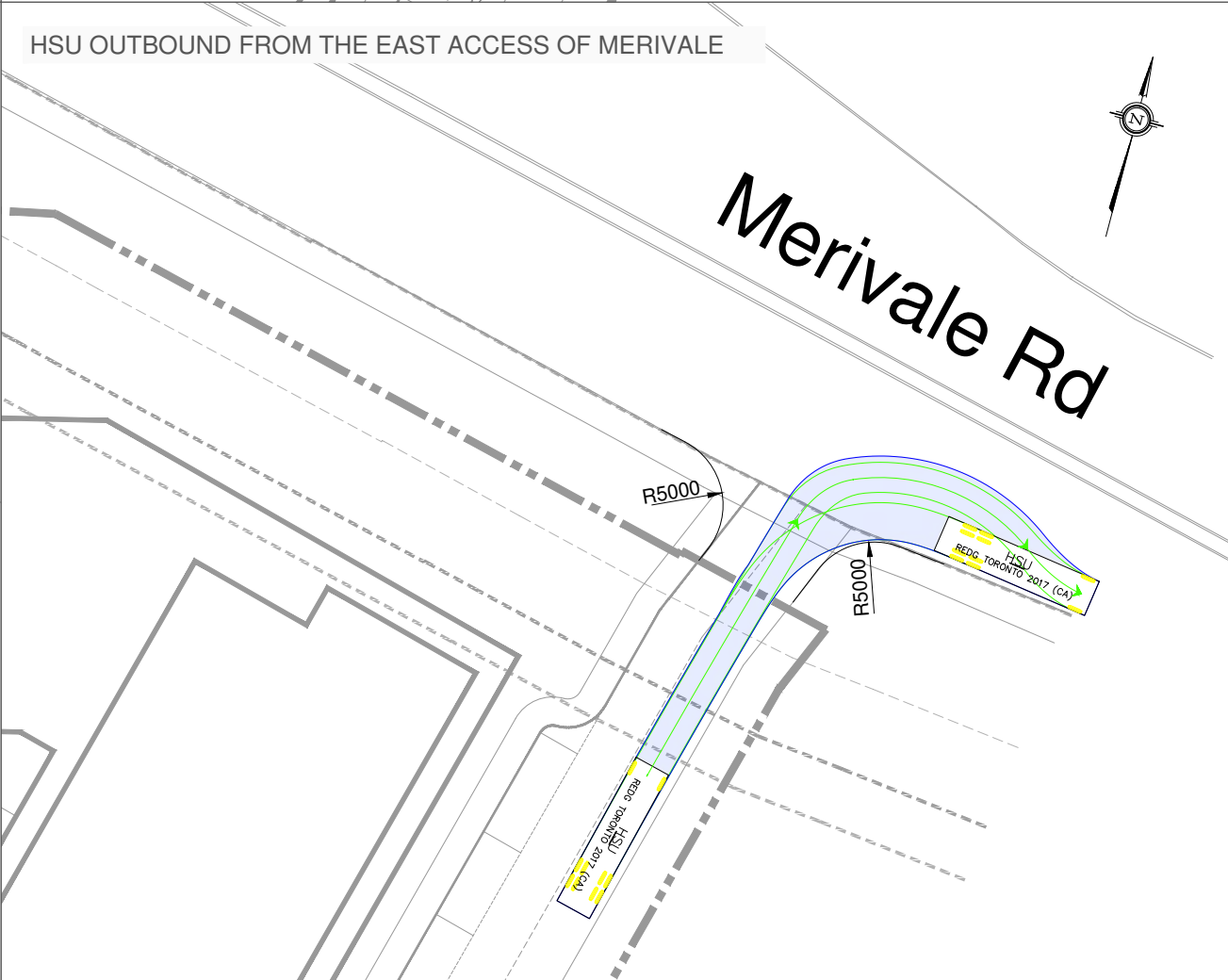
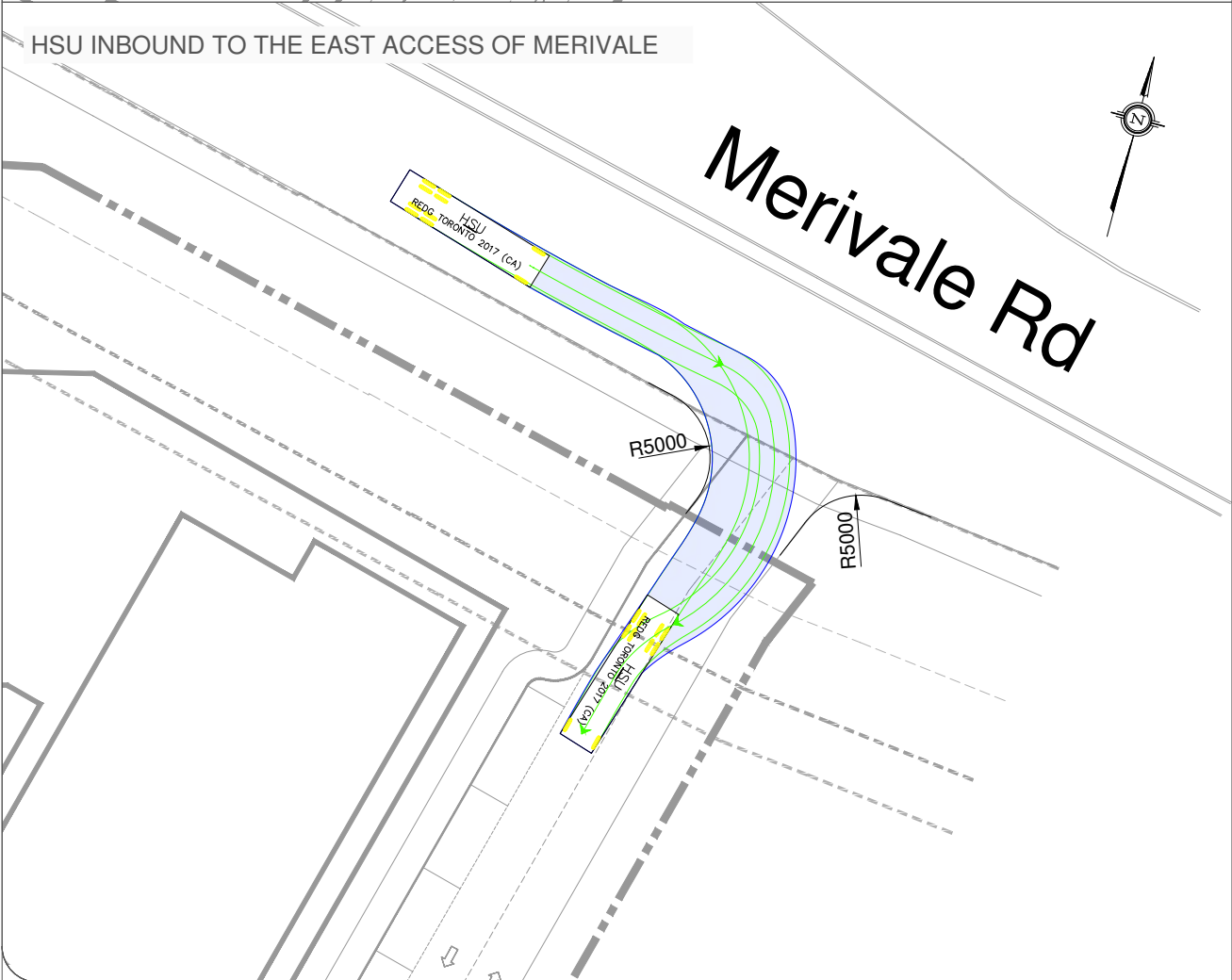
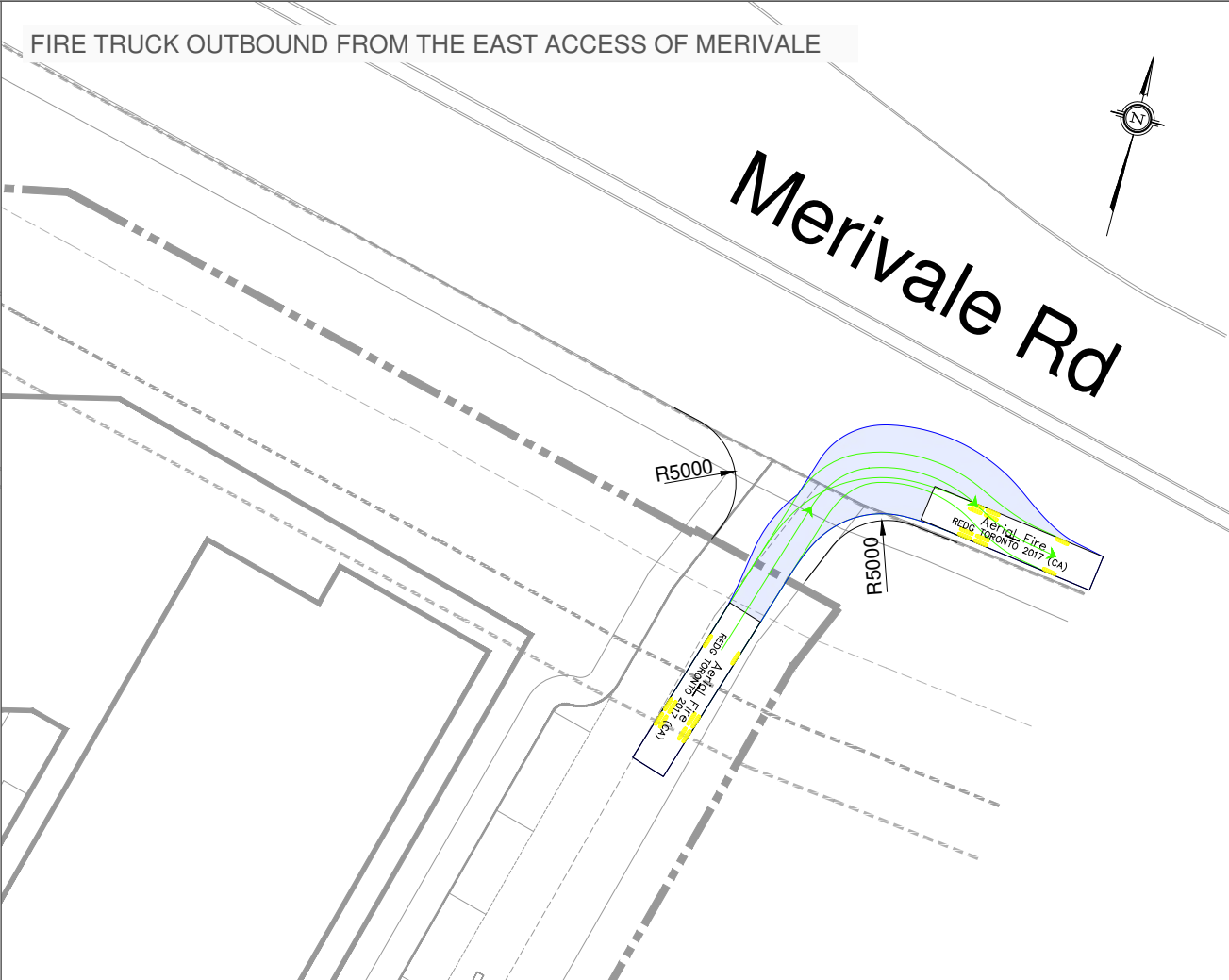
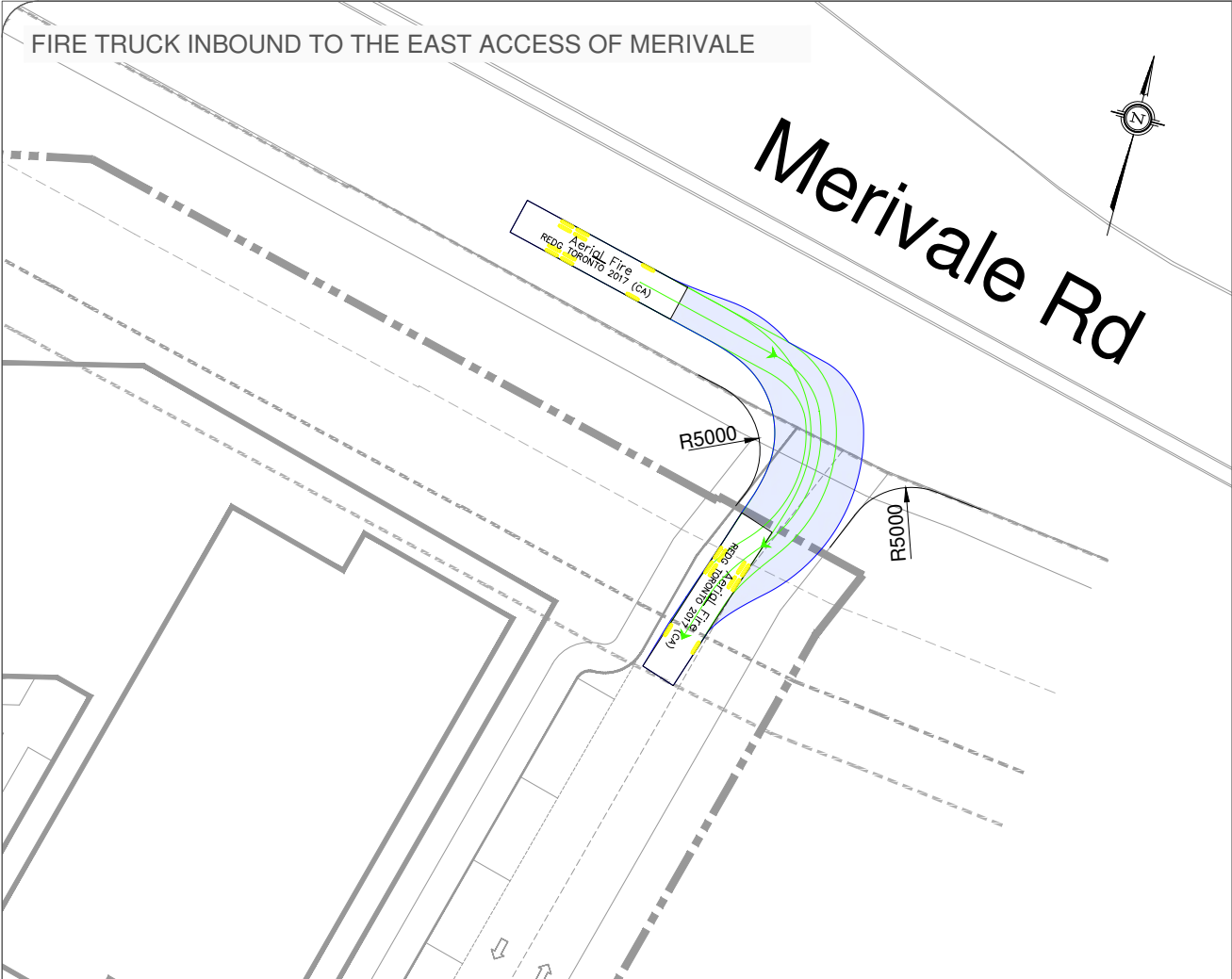
CLIENT: Myers Automotive Group

ARCHITECT:

SITE:
1200 Baseline Road

TITLE: Eleanor Dr
Turning Templates

SCALE AT A3: NTS	DATE: 2025-11-17	DRAWN: CH	CHECKED: AL
PROJECT NO: 2024-008	DRAWING NO: 004	REVISION: 01	



Notes:

Key Plan:

12800

Aerial Fire

Width	: 2540
Track	: 2540
Lock to Lock Time	: 6.0
Steering Angle	: 37.0

11500

HSU

Width	: 2600
Track	: 2600
Lock to Lock Time	: 6.0
Steering Angle	: 39.7

01	Issued for Review:	CH	2025-11-17
REV:	DESCRIPTION:	BY:	DATE:
STATUS:			

 CGH Transportation
6 Plaza Court
Ottawa, ON
K2H 7W1
(343) 999-9117

CLIENT: Myers Automotive Group

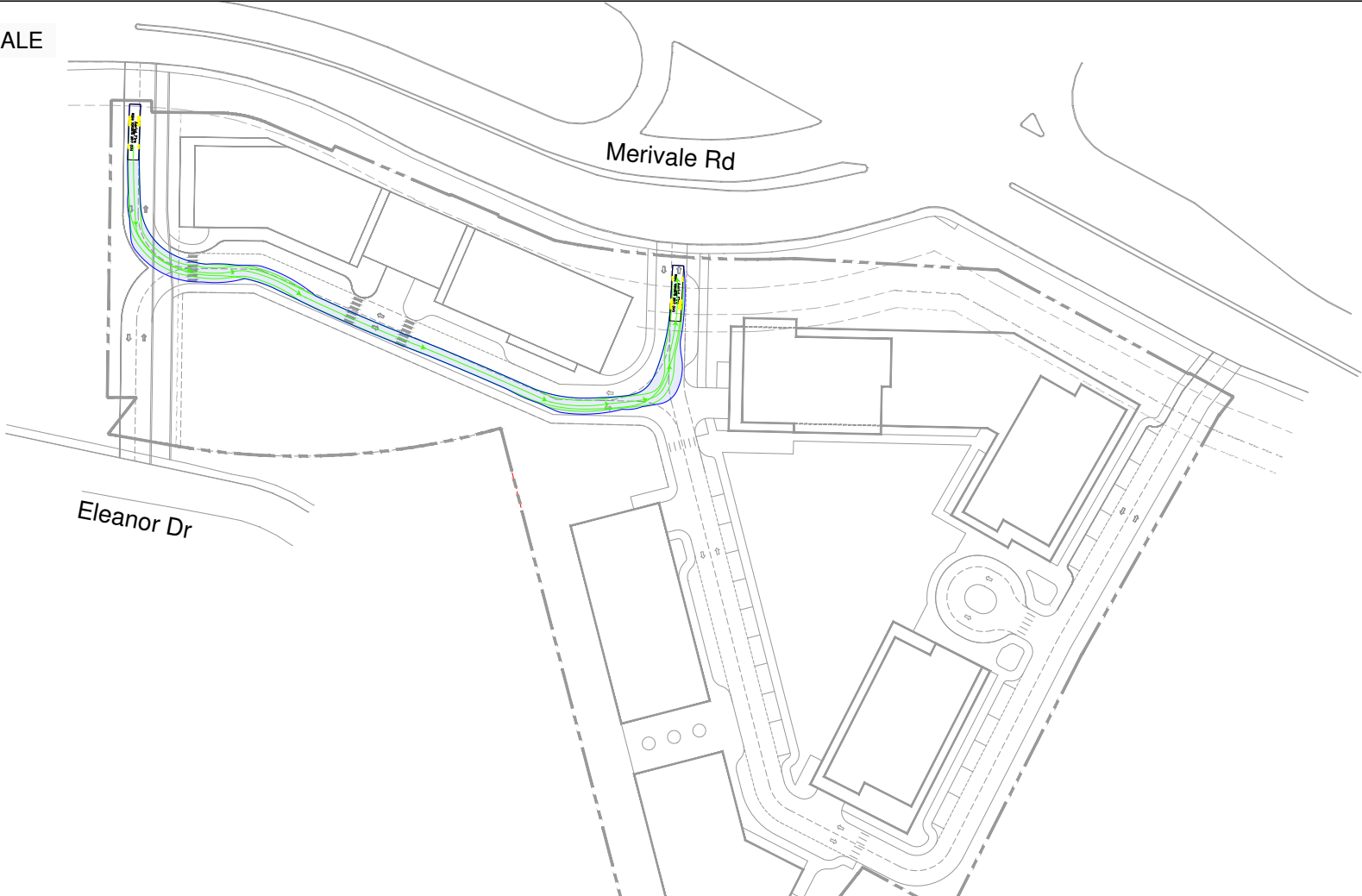
ARCHITECT:

SITE: 1200 Baseline Road

TITLE: Merivale Rd
Turning Templates

SCALE: AT A3: NTS	DATE: 2025-11-17	DRAWN: CH	CHECKED: AL
PROJECT NO: 2024-008	DRAWING NO: 005	REVISION: 01	

FIRE THROUGH SITE MERIVALE TO MERIVALE



FIRE THROUGH SITE ELEANOR TO MERIVALE



Notes:

Key Plan:

A small key plan showing the site's location relative to Merivale Rd and Eleanor Dr. The site is a triangular plot bounded by these two roads.A diagram of an aerial fire truck. Dimensions are provided: overall length 12800, wheelbase 5840, and front overhang 3090.

Aerial Fire

	mm
Width	: 2540
Track	: 2540
Lock to Lock Time	: 6.0
Steering Angle	: 37.0

01	Issued for Review:	CH	2025-11-17
REV:	DESCRIPTION:	BY:	DATE:
STATUS:			

CGH Transportation
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Ottawa, ON
K2H 7W1
(343) 999-9117

CLIENT: Myers Automotive Group

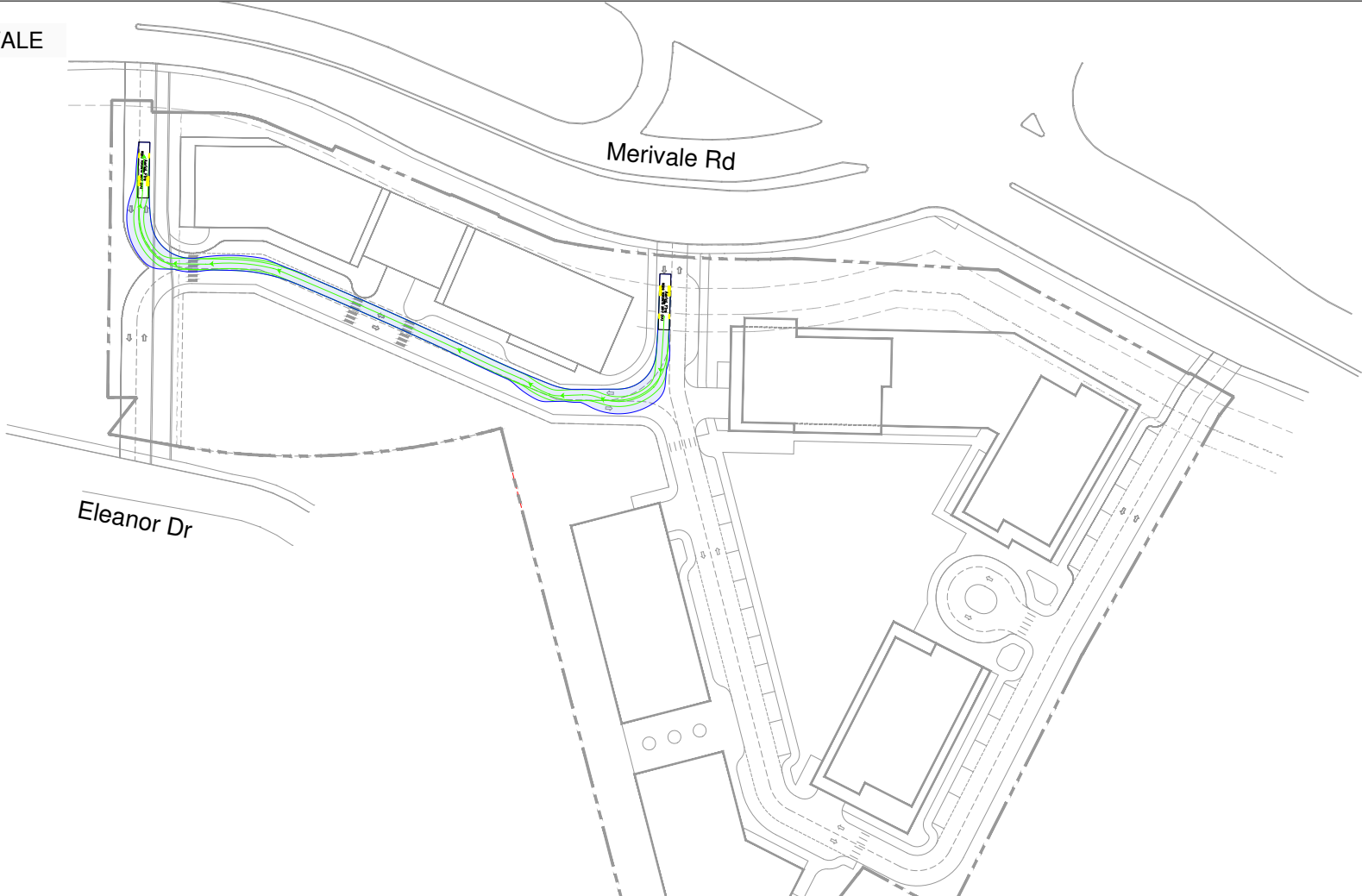
ARCHITECT:

SITE: 1200 Baseline Road

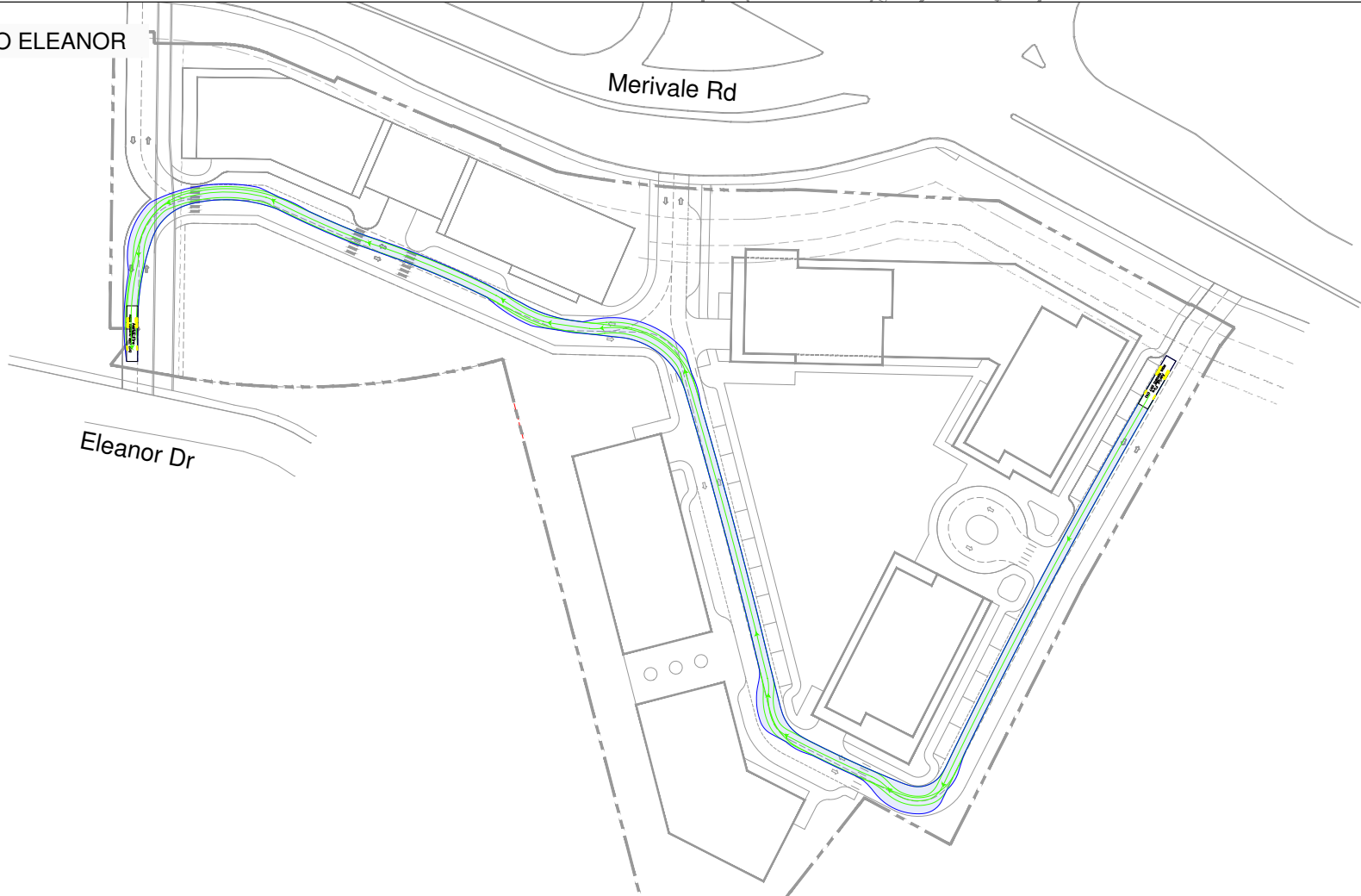
TITLE: Through Site Turning Templates

SCALE: AT A3:	DATE: 2025-11-17	DRAWN: CH	CHECKED: AL
PROJECT NO: 2024-008	DRAWING NO: 001	REVISION: 01	

FIRE THROUGH SITE MERIVALE TO MERIVALE



FIRE THROUGH SITE MERIVALE TO ELEANOR



Notes:

Key Plan:

A key plan showing the site's location within a larger context, including Merivale Rd and Eleanor Dr.A diagram of an aerial fire truck with dimensions: 12800 (overall length), 3090 (wheelbase), and 5840 (rear wheelbase).

Aerial Fire

Width	: 2540
Track	: 2540
Lock to Lock Time	: 6.0
Steering Angle	: 37.0

mm

01	Issued for Review:	CH	2025-11-17
REV:	DESCRIPTION:	BY:	DATE:
STATUS:			

CGH Transportation
6 Plaza Court
Ottawa, ON
K2H 7W1
(343) 999-9117

CLIENT: Myers Automotive Group

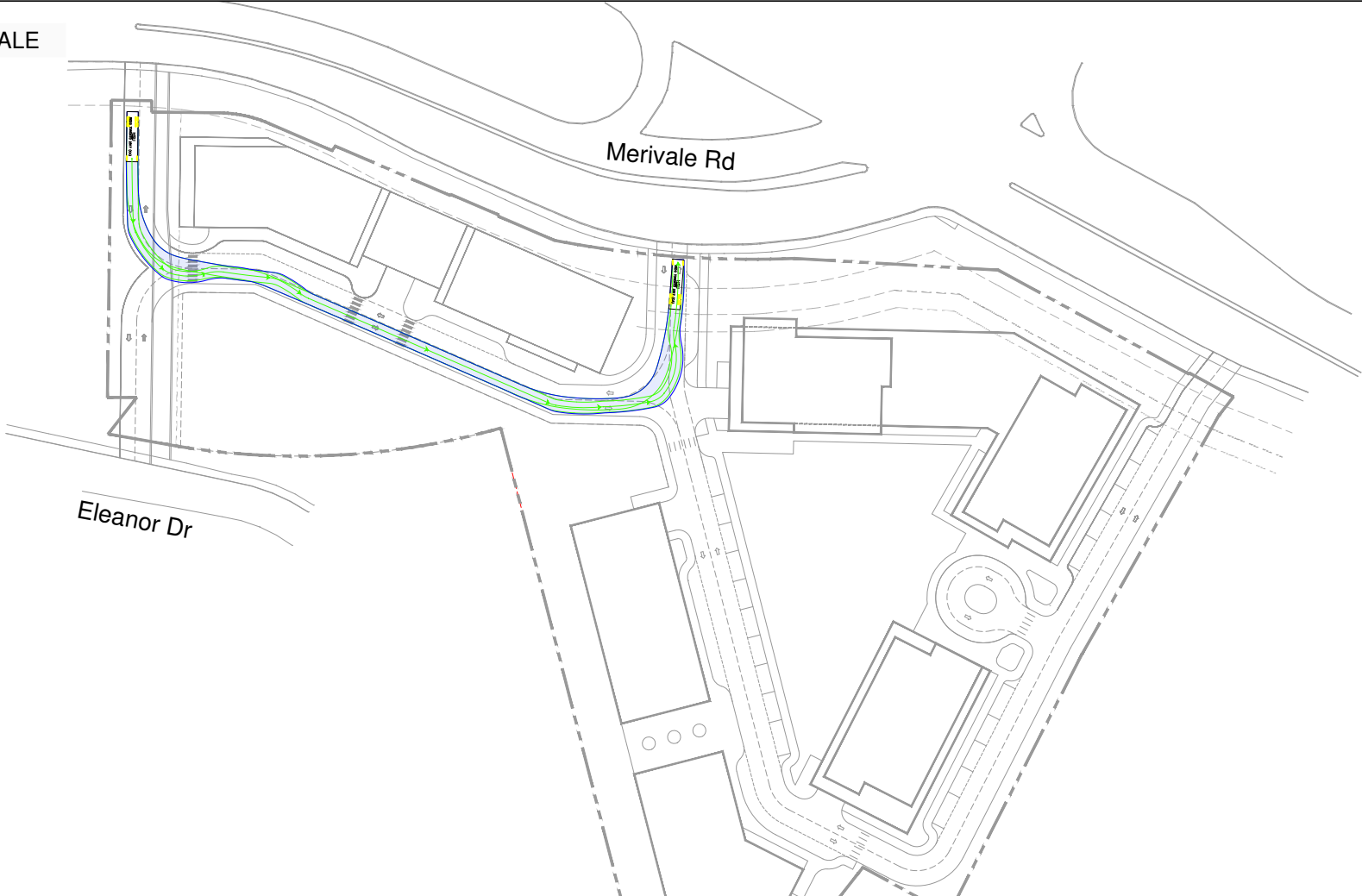
ARCHITECT:

SITE: 1200 Baseline Road

TITLE: Through Site Turning Templates

SCALE: AT A3:	DATE: 2025-11-17	DRAWN: CH	CHECKED: AL
PROJECT NO: 2024-008	DRAWING NO: 002	REVISION: 01	

HSU THROUGH SITE MERIVALE TO MERIVALE

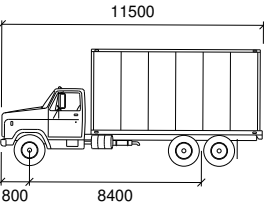
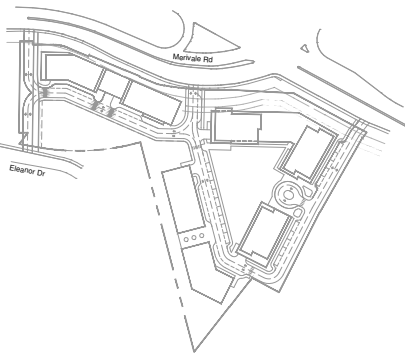


HSU THROUGH SITE ELEANOR TO MERIVALE



Notes:

Key Plan:



HSU

	mm
Width	: 2600
Track	: 2600
Lock to Lock Time	: 6.0
Steering Angle	: 39.7

01	Issued for Review:	CH	2025-11-17
REV:	DESCRIPTION:	BY:	DATE:
STATUS:			



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Ottawa, ON
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CLIENT: Myers Automotive Group

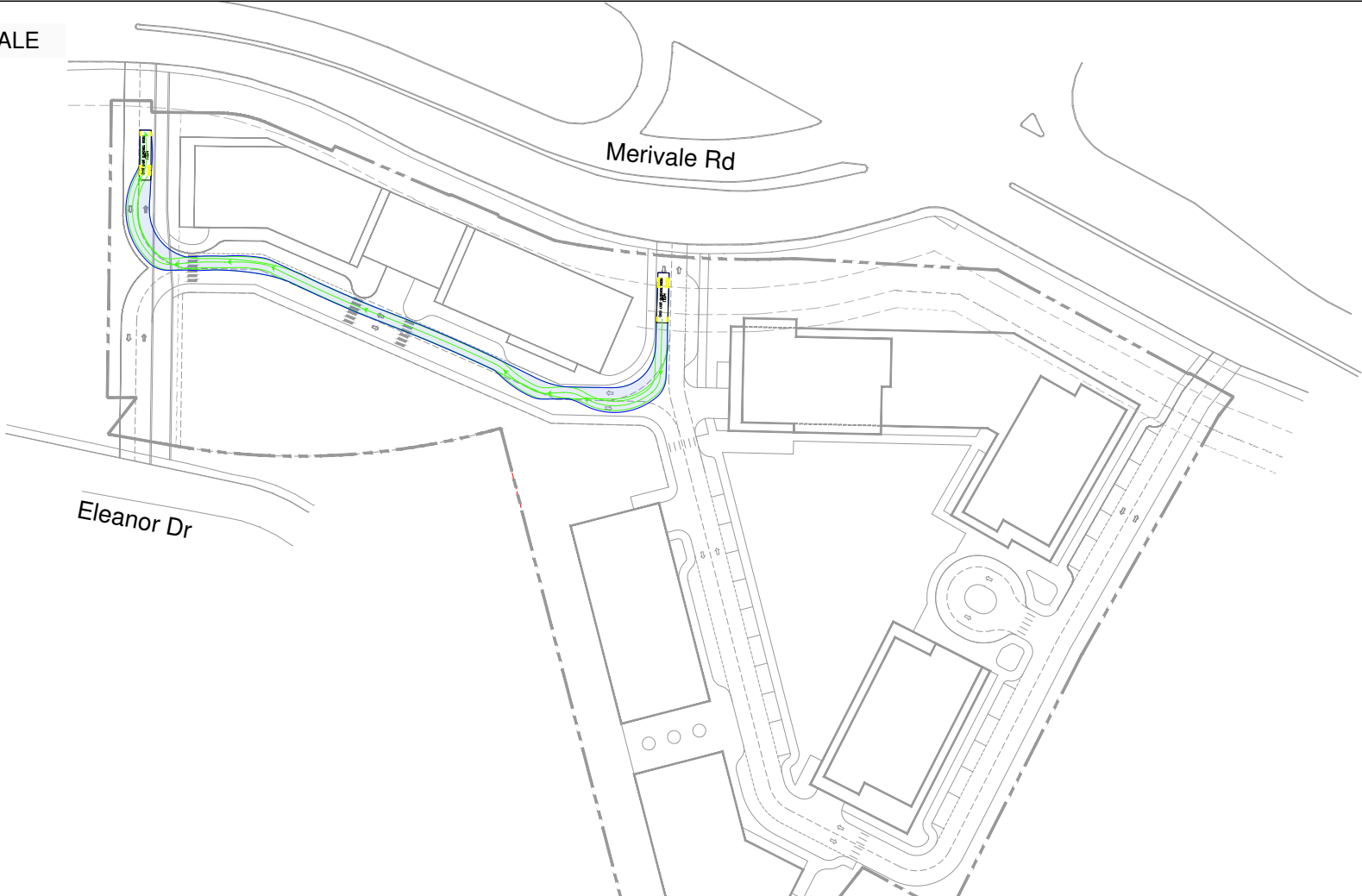
ARCHITECT:

SITE: 1200 Baseline Road

TITLE: Through Ste
Turning Templates

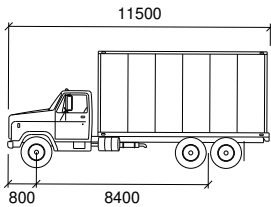
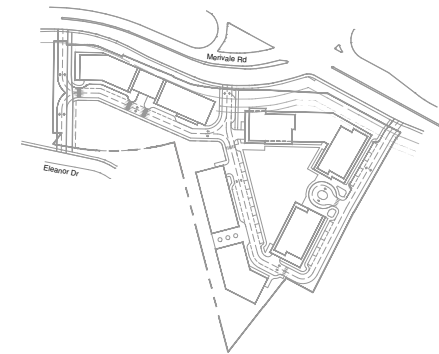
SCALE: AT A3:	DATE: 2025-11-17	DRAWN: CH	CHECKED: AL
PROJECT NO: 2024-008	DRAWING NO: 003	REVISION: 01	

HSU THROUGH SITE MERIVALE TO MERIVALE



Notes:

Key Plan:



HSU	
mm	
Width	: 2600
Track	: 2600
Lock to Lock Time	: 6.0
Steering Angle	: 39.7

HSU THROUGH SITE MERIVALE TO ELEANOR



01	Issued for Review:	CH	2025-11-17
REV:	DESCRIPTION:	BY:	DATE:
STATUS:			



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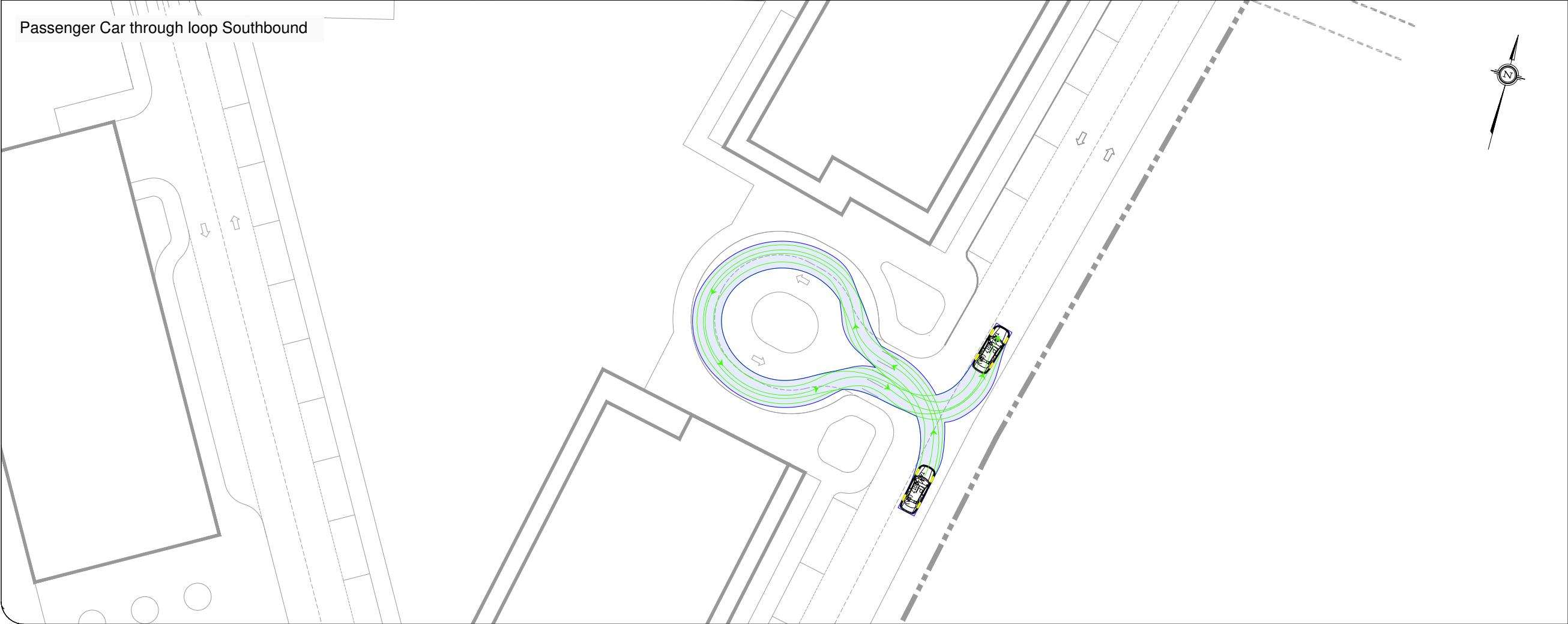
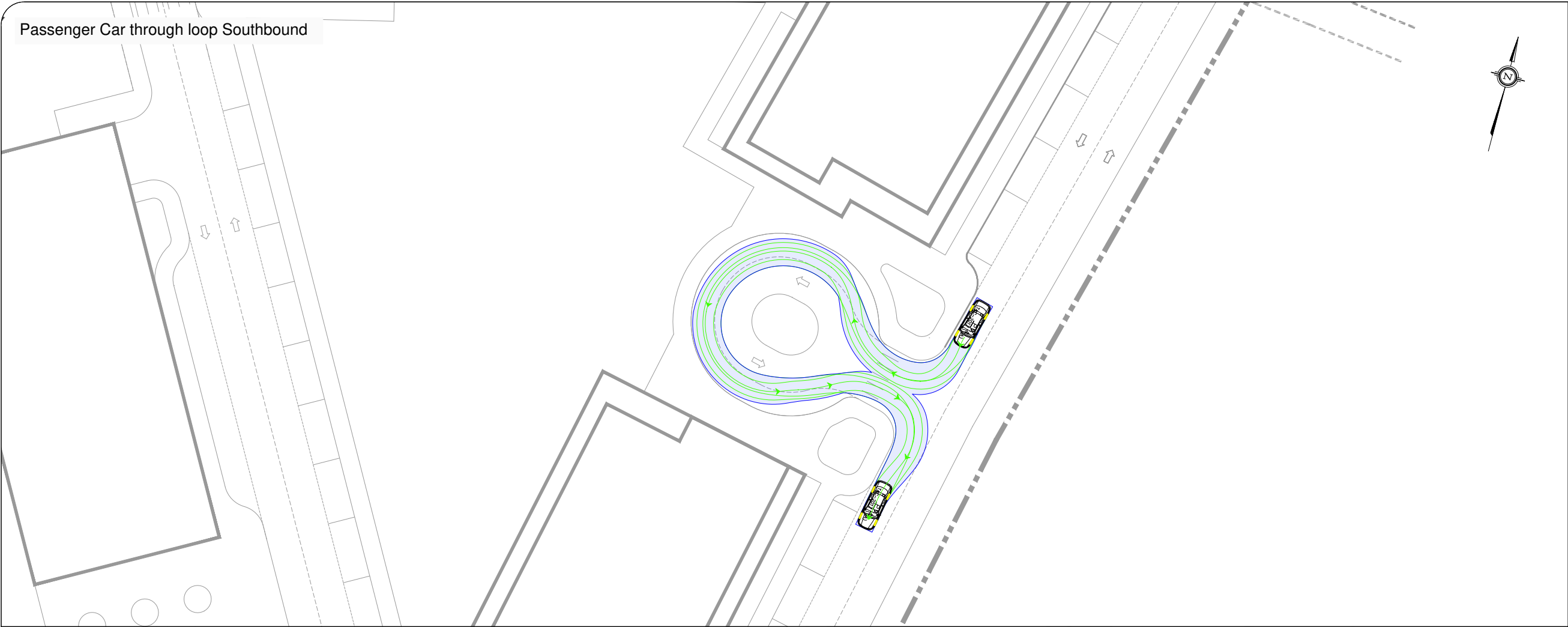
CLIENT: Myers Automotive Group

ARCHITECT:

SITE: 1200 Baseline Road

TITLE: Through Site Turning Templates

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
NTS	2025-11-17	CH	AL
PROJECT NO:	DRAWING NO:	REVISION:	
2024-008	004	01	



Notes:

Key Plan:

5600

1100 3200

P

	mm
Width	: 2000
Track	: 2000
Lock to Lock Time	: 6.0
Steering Angle	: 35.9

01	Issued for Review:	CH	2025-11-17
REV:	DESCRIPTION:	BY:	DATE:
STATUS:			

CGH Transportation
6 Plaza Court
Ottawa, ON
K2H 7W1
(343) 999-9117

CLIENT:

Myers Automotive Group

ARCHITECT:

SITE:

1200 Baseline Road

TITLE:

**Turnaround
Turning Templates**

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
NTS	2025-11-17	CH	AL
PROJECT NO:	DRAWING NO:	REVISION:	
2024-008	005	01	

Appendix G

MMLOS Analysis

Multi-Modal Level of Service - Segments Form

Project: 1200 Baseline

Consultant: CGH

Date: Dec 12, 2025

Scenario: Existing/Future

Segment Name		Baseline (existing)		Baseline (future)		Merivale		Eleanor	
OP Transect / Policy Area		Mainstreet Corridor (outside a Hub)		Mainstreet Corridor (outside a Hub)		Mainstreet Corridor (outside a Hub)		Outer Urban or Suburban	
Segment Component		Majority (>50%)		Majority (>50%)		Majority (>50%)		Majority (>50%)	
Side of Street		S		S		E		N	
Pedestrian	PLOS Inputs								
	Posted Speed (km/h)	60 km/h		60 km/h		60 km/h		40 km/h	
	Two-Way ADT	31,709		32,000		17,000		1,500	
	Pedestrian Facility	Sidewalk		Sidewalk		Sidewalk		Sidewalk	
	Does the facility meet the TMP Sidewalk or MUP Policy? If not, for MUPs, does the location have a low volume of peak daily users AND are pedestrian volumes likely less than 20% of total users?	Yes		Yes		Yes		Yes	
	Facility Width (m)	2.00m		2.00m		2.00m		2.00m	
	Offset from Motor Vehicle Travel Lanes (m)	< 0.5m		0.5-1.49m		< 0.5m		< 0.5m	
	Presence of Adjacent Parking?	-		-		-		-	
	General Purpose Curb Lane ADT	> 3000		> 3000		> 3000		≤ 3000	
	Max. Distance between Controlled Crossings (m)	291-400m		291-400m		291-400m		-	
Score		1.75		2.50		1.75		4.25	
PLOS		D		C		D		B	
Target PLOS		B		B		B		C	
Bicycle	BLOS Inputs								
	Cycling Route Classification	Cross-Town Bikeway		Cross-Town Bikeway		Elsewhere		Elsewhere	
	Cycling Facility	Input PLOS First	Shared Operating Space	Input PLOS First	Cycle Track	Input PLOS First	Shared Operating Space	Input PLOS First	Shared Operating Space
	is the minimum level of separation provided, according to OTM Book 18 Pre-Selection Monograph - Rural Context (Figure 5.617, for paved shoulders)		-		-		-		-
	Facility Operation		-		Unidirectional		-		-
	Pedestrian/Cyclist Volume		-		-		-		-
	Facility Width		-		1.5m-1.79m		-		-
	Boulevard/Buffer Width (excluding curb)		-		1.0-1.49m and no adjacent parking		-		-
	Unsignalized Roadway Crossing Type (where cyclists are required to yield)		None		None		None		None
	Number of Travel Lanes at Crossing		-		-		-		-
	Crossing Includes Median Refuge (≥ 2.7m)		-		-		-		-
	Cross-street Posted Speed (km/h)		-		-		-		-
	Cycling Path Blockages (e.g. bus stops and/or loading zones)	Frequent, Short Duration		-		Frequent, Short Duration		Rare	
	Score	0.45		2.50		0.45		3.30	
	BLOS	F		C		F		C	
Target BLOS		B		B		C		C	
Transit	TLOS Inputs								
	Transit Facility	Rapid Transit Corridor		Rapid Transit Corridor		TP - Continuous Lanes		Mixed Traffic	
	Facility Type	Mixed Traffic		Partially Segregated ROW (Median Rapid Transit)		Mixed Traffic		Mixed Traffic	
	Expected Transit Running Time	Moderately Impeded		Unimpeded		Moderately Impeded		Unimpeded	
	Transit Travel Speed (if available)	60 km/h		60 km/h		60 km/h		40 km/h	
	TLOS	B		A		B		B	
Target TLOS		A		A		B		E (D for frequent transit routes)	
Public Realm	PRLOS Inputs								
	Context	Input PLOS and BLOS First	Mainstreet or active frontage street within a Hub, Special District, or Village	Input PLOS and BLOS First	Mainstreet or active frontage street within a Hub, Special District, or Village	Input PLOS and BLOS First	Mainstreet or active frontage street within a Hub, Special District, or Village	Input PLOS and BLOS First	Other Streets
	Inner Boulevard Width		≤ 0.6m		1.2-1.49m		≤ 0.6m		≤ 0.6m
	Middle Boulevard Width		≤ 0.5m		≤ 0.5m		≤ 0.5m		≤ 0.5m
	Outer Boulevard (Frontage) Width		-		-		-		2.0-2.99m
	Transit Route on Segment?		Yes		Yes		Yes		No
	Bus Stop Elements		Curbside landing zone with shelter behind sidewalk		Curbside platform with shelter (island style)		Curbside landing zone with shelter behind sidewalk		-
	Number of Midblock Traffic Lanes (both travel directions)		4		4		4		≤ 2
	Score	12.30		17.70		12.30		24.60	
	PRLOS	D		C		D		B	
Target PRLOS		D		C		D		B	

Appendix H

TDM Checklist

TDM Measures Checklist:

Non-Residential Developments (office, institutional, retail or industrial)

Legend	
BASIC	The measure is generally feasible and effective, and in most cases would benefit the development and its users
BETTER	The measure could maximize support for users of sustainable modes, and optimize development performance
★	The measure is one of the most dependably effective tools to encourage the use of sustainable modes

TDM measures: <i>Non-residential developments</i>		Check if proposed & add descriptions
1. TDM PROGRAM MANAGEMENT		
1.1 Program coordinator		
BASIC ★	1.1.1 Designate an internal coordinator, or contract with an external coordinator	☐
1.2 Travel surveys		
BETTER	1.2.1 Conduct periodic surveys to identify travel-related behaviours, attitudes, challenges and solutions, and to track progress	☐
2. WALKING AND CYCLING		
2.1 Information on walking/cycling routes & destinations		
BASIC	2.1.1 Display local area maps with walking/cycling access routes and key destinations at major entrances	☒
2.2 Bicycle skills training		
<i>Commuter travel</i>		
BETTER ★	2.2.1 Offer on-site cycling courses for commuters, or subsidize off-site courses	☐
2.3 Valet bike parking		
<i>Visitor travel</i>		
BETTER	2.3.1 Offer secure valet bike parking during public events when demand exceeds fixed supply (e.g. for festivals, concerts, games)	☐

TDM measures: <i>Non-residential developments</i>		Check if proposed & add descriptions
3. TRANSIT		
3.1 Transit information		
BASIC	3.1.1 Display relevant transit schedules and route maps at entrances	☒
BASIC	3.1.2 Provide online links to OC Transpo and STO information	☐
BETTER	3.1.3 Provide real-time arrival information display at entrances	☐
3.2 Transit fare incentives		
<i>Commuter travel</i>		
BETTER	3.2.1 Offer preloaded PRESTO cards to encourage commuters to use transit	☒
BETTER ★	3.2.2 Subsidize or reimburse monthly transit pass purchases by employees	☐
<i>Visitor travel</i>		
BETTER	3.2.3 Arrange inclusion of same-day transit fare in price of tickets (e.g. for festivals, concerts, games)	☐
3.3 Enhanced public transit service		
<i>Commuter travel</i>		
BETTER	3.3.1 Contract with OC Transpo to provide enhanced transit services (e.g. for shift changes, weekends)	☐
<i>Visitor travel</i>		
BETTER	3.3.2 Contract with OC Transpo to provide enhanced transit services (e.g. for festivals, concerts, games)	☐
3.4 Private transit service		
<i>Commuter travel</i>		
BETTER	3.4.1 Provide shuttle service when OC Transpo cannot offer sufficient quality or capacity to serve demand (e.g. for shift changes, weekends)	☐
<i>Visitor travel</i>		
BETTER	3.4.2 Provide shuttle service when OC Transpo cannot offer sufficient quality or capacity to serve demand (e.g. for festivals, concerts, games)	☐

TDM measures: <i>Non-residential developments</i>			Check if proposed & add descriptions
4. RIDESHARING			
4.1 Ridematching service			
<i>Commuter travel</i>			
BASIC	★	4.1.1 Provide a dedicated ridematching portal at OttawaRideMatch.com	☐
4.2 Carpool parking price incentives			
<i>Commuter travel</i>			
BETTER		4.2.1 Provide discounts on parking costs for registered carpools	☐
4.3 Vanpool service			
<i>Commuter travel</i>			
BETTER		4.3.1 Provide a vanpooling service for long-distance commuters	☐
5. CARSHARING & BIKESHARING			
5.1 Bikeshare stations & memberships			
BETTER		5.1.1 Contract with provider to install on-site bikeshare station for use by commuters and visitors	☒
<i>Commuter travel</i>			
BETTER		5.1.2 Provide employees with bikeshare memberships for local business travel	☐
5.2 Carshare vehicles & memberships			
<i>Commuter travel</i>			
BETTER		5.2.1 Contract with provider to install on-site carshare vehicles and promote their use by tenants	☒
BETTER		5.2.2 Provide employees with carshare memberships for local business travel	☐
6. PARKING			
6.1 Priced parking			
<i>Commuter travel</i>			
BASIC	★	6.1.1 Charge for long-term parking (daily, weekly, monthly)	☐
BASIC		6.1.2 Unbundle parking cost from lease rates at multi-tenant sites	☒
<i>Visitor travel</i>			
BETTER		6.1.3 Charge for short-term parking (hourly)	☐

TDM measures: <i>Non-residential developments</i>			Check if proposed & add descriptions
7. TDM MARKETING & COMMUNICATIONS			
7.1 Multimodal travel information			
<i>Commuter travel</i>			
BASIC	★	7.1.1 Provide a multimodal travel option information package to new/relocating employees and students	☐
<i>Visitor travel</i>			
BETTER	★	7.1.2 Include multimodal travel option information in invitations or advertising that attract visitors or customers (e.g. for festivals, concerts, games)	☐
7.2 Personalized trip planning			
<i>Commuter travel</i>			
BETTER	★	7.2.1 Offer personalized trip planning to new/relocating employees	☐
7.3 Promotions			
<i>Commuter travel</i>			
BETTER		7.3.1 Deliver promotions and incentives to maintain awareness, build understanding, and encourage trial of sustainable modes	☐
8. OTHER INCENTIVES & AMENITIES			
8.1 Emergency ride home			
<i>Commuter travel</i>			
BETTER	★	8.1.1 Provide emergency ride home service to non-driving commuters	☐
8.2 Alternative work arrangements			
<i>Commuter travel</i>			
BASIC	★	8.2.1 Encourage flexible work hours	☐
BETTER		8.2.2 Encourage compressed workweeks	☐
BETTER	★	8.2.3 Encourage telework	☐
8.3 Local business travel options			
<i>Commuter travel</i>			
BASIC	★	8.3.1 Provide local business travel options that minimize the need for employees to bring a personal car to work	☐
8.4 Commuter incentives			
<i>Commuter travel</i>			
BETTER		8.4.1 Offer employees a taxable, mode-neutral commuting allowance	☐
8.5 On-site amenities			
<i>Commuter travel</i>			
BETTER		8.5.1 Provide on-site amenities/services to minimize mid-day or mid-commute errands	☐

TDM Measures Checklist:

Residential Developments (multi-family, condominium or subdivision)

Legend	
BASIC	The measure is generally feasible and effective, and in most cases would benefit the development and its users
BETTER	The measure could maximize support for users of sustainable modes, and optimize development performance
★	The measure is one of the most dependably effective tools to encourage the use of sustainable modes

TDM measures: <i>Residential developments</i>		Check if proposed & add descriptions
1. TDM PROGRAM MANAGEMENT		
1.1 Program coordinator		
BASIC ★	1.1.1 Designate an internal coordinator, or contract with an external coordinator	☐
1.2 Travel surveys		
BETTER	1.2.1 Conduct periodic surveys to identify travel-related behaviours, attitudes, challenges and solutions, and to track progress	☐
2. WALKING AND CYCLING		
2.1 Information on walking/cycling routes & destinations		
BASIC	2.1.1 Display local area maps with walking/cycling access routes and key destinations at major entrances (<i>multi-family, condominium</i>)	☒
2.2 Bicycle skills training		
BETTER	2.2.1 Offer on-site cycling courses for residents, or subsidize off-site courses	☐

TDM measures: <i>Residential developments</i>		Check if proposed & add descriptions
3. TRANSIT		
3.1 Transit information		
BASIC	3.1.1 Display relevant transit schedules and route maps at entrances (<i>multi-family, condominium</i>)	☒
BETTER	3.1.2 Provide real-time arrival information display at entrances (<i>multi-family, condominium</i>)	☐
3.2 Transit fare incentives		
BASIC ★	3.2.1 Offer PRESTO cards preloaded with one monthly transit pass on residence purchase/move-in, to encourage residents to use transit	☐
BETTER	3.2.2 Offer at least one year of free monthly transit passes on residence purchase/move-in	☐
3.3 Enhanced public transit service		
BETTER ★	3.3.1 Contract with OC Transpo to provide early transit services until regular services are warranted by occupancy levels (<i>subdivision</i>)	☐
3.4 Private transit service		
BETTER	3.4.1 Provide shuttle service for seniors homes or lifestyle communities (e.g. scheduled mall or supermarket runs)	☐
4. CARSHARING & BIKESHARING		
4.1 Bikeshare stations & memberships		
BETTER	4.1.1 Contract with provider to install on-site bikeshare station (<i>multi-family</i>)	☒
BETTER	4.1.2 Provide residents with bikeshare memberships, either free or subsidized (<i>multi-family</i>)	☐
4.2 Carshare vehicles & memberships		
BETTER	4.2.1 Contract with provider to install on-site carshare vehicles and promote their use by residents	☒
BETTER	4.2.2 Provide residents with carshare memberships, either free or subsidized	☐
5. PARKING		
5.1 Priced parking		
BASIC ★	5.1.1 Unbundle parking cost from purchase price (<i>condominium</i>)	☒
BASIC ★	5.1.2 Unbundle parking cost from monthly rent (<i>multi-family</i>)	☒

TDM measures: <i>Residential developments</i>		Check if proposed & add descriptions
6. TDM MARKETING & COMMUNICATIONS		
6.1 Multimodal travel information		
BASIC ★	6.1.1 Provide a multimodal travel option information package to new residents	☒
6.2 Personalized trip planning		
BETTER ★	6.2.1 Offer personalized trip planning to new residents	☐

TDM-Supportive Development Design and Infrastructure Checklist: *Non-Residential Developments (office, institutional, retail or industrial)*

Legend	
REQUIRED	The Official Plan or Zoning By-law provides related guidance that must be followed
BASIC	The measure is generally feasible and effective, and in most cases would benefit the development and its users
BETTER	The measure could maximize support for users of sustainable modes, and optimize development performance

TDM-supportive design & infrastructure measures: <i>Non-residential developments</i>		Check if completed & add descriptions, explanations or plan/drawing references
1. WALKING & CYCLING: ROUTES		
1.1 Building location & access points		
BASIC	1.1.1 Locate building close to the street, and do not locate parking areas between the street and building entrances	☒
BASIC	1.1.2 Locate building entrances in order to minimize walking distances to sidewalks and transit stops/stations	☒
BASIC	1.1.3 Locate building doors and windows to ensure visibility of pedestrians from the building, for their security and comfort	☒
1.2 Facilities for walking & cycling		
REQUIRED	1.2.1 Provide convenient, direct access to stations or major stops along rapid transit routes within 600 metres; minimize walking distances from buildings to rapid transit; provide pedestrian-friendly, weather-protected (where possible) environment between rapid transit accesses and building entrances; ensure quality linkages from sidewalks through building entrances to integrated stops/stations (<i>see Official Plan policy 4.3.3</i>)	☒
REQUIRED	1.2.2 Provide safe, direct and attractive pedestrian access from public sidewalks to building entrances through such measures as: reducing distances between public sidewalks and major building entrances; providing walkways from public streets to major building entrances; within a site, providing walkways along the front of adjoining buildings, between adjacent buildings, and connecting areas where people may congregate, such as courtyards and transit stops; and providing weather protection through canopies, colonnades, and other design elements wherever possible (<i>see Official Plan policy 4.3.12</i>)	☒

TDM-supportive design & infrastructure measures: <i>Non-residential developments</i>		Check if completed & add descriptions, explanations or plan/drawing references
REQUIRED	1.2.3 Provide sidewalks of smooth, well-drained walking surfaces of contrasting materials or treatments to differentiate pedestrian areas from vehicle areas, and provide marked pedestrian crosswalks at intersection sidewalks (<i>see Official Plan policy 4.3.10</i>)	☒
REQUIRED	1.2.4 Make sidewalks and open space areas easily accessible through features such as gradual grade transition, depressed curbs at street corners and convenient access to extra-wide parking spaces and ramps (<i>see Official Plan policy 4.3.10</i>)	☒
REQUIRED	1.2.5 Include adequately spaced inter-block/street cycling and pedestrian connections to facilitate travel by active transportation. Provide links to the existing or planned network of public sidewalks, multi-use pathways and on-road cycle routes. Where public sidewalks and multi-use pathways intersect with roads, consider providing traffic control devices to give priority to cyclists and pedestrians (<i>see Official Plan policy 4.3.11</i>)	☒
BASIC	1.2.6 Provide safe, direct and attractive walking routes from building entrances to nearby transit stops	☒
BASIC	1.2.7 Ensure that walking routes to transit stops are secure, visible, lighted, shaded and wind-protected wherever possible	☐
BASIC	1.2.8 Design roads used for access or circulation by cyclists using a target operating speed of no more than 30 km/h, or provide a separated cycling facility	☐
1.3 Amenities for walking & cycling		
BASIC	1.3.1 Provide lighting, landscaping and benches along walking and cycling routes between building entrances and streets, sidewalks and trails	☒
BASIC	1.3.2 Provide wayfinding signage for site access (where required, e.g. when multiple buildings or entrances exist) and egress (where warranted, such as when directions to reach transit stops/stations, trails or other common destinations are not obvious)	☒

TDM-supportive design & infrastructure measures: <i>Non-residential developments</i>		Check if completed & add descriptions, explanations or plan/drawing references
2. WALKING & CYCLING: END-OF-TRIP FACILITIES		
2.1 Bicycle parking		
REQUIRED	2.1.1 Provide bicycle parking in highly visible and lighted areas, sheltered from the weather wherever possible (see <i>Official Plan policy 4.3.6</i>)	☒
REQUIRED	2.1.2 Provide the number of bicycle parking spaces specified for various land uses in different parts of Ottawa; provide convenient access to main entrances or well-used areas (see <i>Zoning By-law Section 111</i>)	☒
REQUIRED	2.1.3 Ensure that bicycle parking spaces and access aisles meet minimum dimensions; that no more than 50% of spaces are vertical spaces; and that parking racks are securely anchored (see <i>Zoning By-law Section 111</i>)	☒
BASIC	2.1.4 Provide bicycle parking spaces equivalent to the expected number of commuter cyclists (assuming the cycling mode share target is met), plus the expected peak number of customer/visitor cyclists	☐
BETTER	2.1.5 Provide bicycle parking spaces equivalent to the expected number of commuter and customer/visitor cyclists, plus an additional buffer (e.g. 25 percent extra) to encourage other cyclists and ensure adequate capacity in peak cycling season	☐
2.2 Secure bicycle parking		
REQUIRED	2.2.1 Where more than 50 bicycle parking spaces are provided for a single office building, locate at least 25% of spaces within a building/structure, a secure area (e.g. supervised parking lot or enclosure) or bicycle lockers (see <i>Zoning By-law Section 111</i>)	☒
BETTER	2.2.2 Provide secure bicycle parking spaces equivalent to the expected number of commuter cyclists (assuming the cycling mode share target is met)	☐
2.3 Shower & change facilities		
BASIC	2.3.1 Provide shower and change facilities for the use of active commuters	☐
BETTER	2.3.2 In addition to shower and change facilities, provide dedicated lockers, grooming stations, drying racks and laundry facilities for the use of active commuters	☐
2.4 Bicycle repair station		
BETTER	2.4.1 Provide a permanent bike repair station, with commonly used tools and an air pump, adjacent to the main bicycle parking area (or secure bicycle parking area, if provided)	☐

TDM-supportive design & infrastructure measures: <i>Non-residential developments</i>		Check if completed & add descriptions, explanations or plan/drawing references
3. TRANSIT		
3.1 Customer amenities		
BASIC	3.1.1 Provide shelters, lighting and benches at any on-site transit stops	☐
BASIC	3.1.2 Where the site abuts an off-site transit stop and insufficient space exists for a transit shelter in the public right-of-way, protect land for a shelter and/or install a shelter	☐
BETTER	3.1.3 Provide a secure and comfortable interior waiting area by integrating any on-site transit stops into the building	☐
4. RIDESHARING		
4.1 Pick-up & drop-off facilities		
BASIC	4.1.1 Provide a designated area for carpool drivers (plus taxis and ride-hailing services) to drop off or pick up passengers without using fire lanes or other no-stopping zones	☒
4.2 Carpool parking		
BASIC	4.2.1 Provide signed parking spaces for carpools in a priority location close to a major building entrance, sufficient in number to accommodate the mode share target for carpools	☐
BETTER	4.2.2 At large developments, provide spaces for carpools in a separate, access-controlled parking area to simplify enforcement	☐
5. CARSHARING & BIKESHARING		
5.1 Carshare parking spaces		
BETTER	5.1.1 Provide carshare parking spaces in permitted non-residential zones, occupying either required or provided parking spaces (<i>see Zoning By-law Section 94</i>)	☐
5.2 Bikeshare station location		
BETTER	5.2.1 Provide a designated bikeshare station area near a major building entrance, preferably lighted and sheltered with a direct walkway connection	☐

TDM-supportive design & infrastructure measures: <i>Non-residential developments</i>		Check if completed & add descriptions, explanations or plan/drawing references
6. PARKING		
6.1 Number of parking spaces		
REQUIRED	6.1.1 Do not provide more parking than permitted by zoning, nor less than required by zoning, unless a variance is being applied for	☒
BASIC	6.1.2 Provide parking for long-term and short-term users that is consistent with mode share targets, considering the potential for visitors to use off-site public parking	☐
BASIC	6.1.3 Where a site features more than one use, provide shared parking and reduce the cumulative number of parking spaces accordingly (<i>see Zoning By-law Section 104</i>)	☐
BETTER	6.1.4 Reduce the minimum number of parking spaces required by zoning by one space for each 13 square metres of gross floor area provided as shower rooms, change rooms, locker rooms and other facilities for cyclists in conjunction with bicycle parking (<i>see Zoning By-law Section 111</i>)	☐
6.2 Separate long-term & short-term parking areas		
BETTER	6.2.1 Separate short-term and long-term parking areas using signage or physical barriers, to permit access controls and simplify enforcement (i.e. to discourage employees from parking in visitor spaces, and vice versa)	☐
7. OTHER		
7.1 On-site amenities to minimize off-site trips		
BETTER	7.1.1 Provide on-site amenities to minimize mid-day or mid-commute errands	☐

TDM-Supportive Development Design and Infrastructure Checklist: *Residential Developments (multi-family or condominium)*

Legend	
REQUIRED	The Official Plan or Zoning By-law provides related guidance that must be followed
BASIC	The measure is generally feasible and effective, and in most cases would benefit the development and its users
BETTER	The measure could maximize support for users of sustainable modes, and optimize development performance

TDM-supportive design & infrastructure measures: <i>Residential developments</i>		Check if completed & add descriptions, explanations or plan/drawing references
1. WALKING & CYCLING: ROUTES		
1.1 Building location & access points		
BASIC	1.1.1 Locate building close to the street, and do not locate parking areas between the street and building entrances	☒
BASIC	1.1.2 Locate building entrances in order to minimize walking distances to sidewalks and transit stops/stations	☒
BASIC	1.1.3 Locate building doors and windows to ensure visibility of pedestrians from the building, for their security and comfort	☒
1.2 Facilities for walking & cycling		
REQUIRED	1.2.1 Provide convenient, direct access to stations or major stops along rapid transit routes within 600 metres; minimize walking distances from buildings to rapid transit; provide pedestrian-friendly, weather-protected (where possible) environment between rapid transit accesses and building entrances; ensure quality linkages from sidewalks through building entrances to integrated stops/stations (<i>see Official Plan policy 4.3.3</i>)	☒
REQUIRED	1.2.2 Provide safe, direct and attractive pedestrian access from public sidewalks to building entrances through such measures as: reducing distances between public sidewalks and major building entrances; providing walkways from public streets to major building entrances; within a site, providing walkways along the front of adjoining buildings, between adjacent buildings, and connecting areas where people may congregate, such as courtyards and transit stops; and providing weather protection through canopies, colonnades, and other design elements wherever possible (<i>see Official Plan policy 4.3.12</i>)	☒

TDM-supportive design & infrastructure measures: <i>Residential developments</i>		Check if completed & add descriptions, explanations or plan/drawing references
REQUIRED	1.2.3 Provide sidewalks of smooth, well-drained walking surfaces of contrasting materials or treatments to differentiate pedestrian areas from vehicle areas, and provide marked pedestrian crosswalks at intersection sidewalks (<i>see Official Plan policy 4.3.10</i>)	☒
REQUIRED	1.2.4 Make sidewalks and open space areas easily accessible through features such as gradual grade transition, depressed curbs at street corners and convenient access to extra-wide parking spaces and ramps (<i>see Official Plan policy 4.3.10</i>)	☒
REQUIRED	1.2.5 Include adequately spaced inter-block/street cycling and pedestrian connections to facilitate travel by active transportation. Provide links to the existing or planned network of public sidewalks, multi-use pathways and on-road cycle routes. Where public sidewalks and multi-use pathways intersect with roads, consider providing traffic control devices to give priority to cyclists and pedestrians (<i>see Official Plan policy 4.3.11</i>)	☒
BASIC	1.2.6 Provide safe, direct and attractive walking routes from building entrances to nearby transit stops	☒
BASIC	1.2.7 Ensure that walking routes to transit stops are secure, visible, lighted, shaded and wind-protected wherever possible	☐
BASIC	1.2.8 Design roads used for access or circulation by cyclists using a target operating speed of no more than 30 km/h, or provide a separated cycling facility	☐
1.3 Amenities for walking & cycling		
BASIC	1.3.1 Provide lighting, landscaping and benches along walking and cycling routes between building entrances and streets, sidewalks and trails	☒
BASIC	1.3.2 Provide wayfinding signage for site access (where required, e.g. when multiple buildings or entrances exist) and egress (where warranted, such as when directions to reach transit stops/stations, trails or other common destinations are not obvious)	☒

TDM-supportive design & infrastructure measures: <i>Residential developments</i>		Check if completed & add descriptions, explanations or plan/drawing references
2. WALKING & CYCLING: END-OF-TRIP FACILITIES		
2.1 Bicycle parking		
REQUIRED	2.1.1 Provide bicycle parking in highly visible and lighted areas, sheltered from the weather wherever possible (see <i>Official Plan policy 4.3.6</i>)	☒
REQUIRED	2.1.2 Provide the number of bicycle parking spaces specified for various land uses in different parts of Ottawa; provide convenient access to main entrances or well-used areas (see <i>Zoning By-law Section 111</i>)	☒
REQUIRED	2.1.3 Ensure that bicycle parking spaces and access aisles meet minimum dimensions; that no more than 50% of spaces are vertical spaces; and that parking racks are securely anchored (see <i>Zoning By-law Section 111</i>)	☒
BASIC	2.1.4 Provide bicycle parking spaces equivalent to the expected number of resident-owned bicycles, plus the expected peak number of visitor cyclists	☐
2.2 Secure bicycle parking		
REQUIRED	2.2.1 Where more than 50 bicycle parking spaces are provided for a single residential building, locate at least 25% of spaces within a building/structure, a secure area (e.g. supervised parking lot or enclosure) or bicycle lockers (see <i>Zoning By-law Section 111</i>)	☒
BETTER	2.2.2 Provide secure bicycle parking spaces equivalent to at least the number of units at condominiums or multi-family residential developments	☐
2.3 Bicycle repair station		
BETTER	2.3.1 Provide a permanent bike repair station, with commonly used tools and an air pump, adjacent to the main bicycle parking area (or secure bicycle parking area, if provided)	☐
3. TRANSIT		
3.1 Customer amenities		
BASIC	3.1.1 Provide shelters, lighting and benches at any on-site transit stops	☐
BASIC	3.1.2 Where the site abuts an off-site transit stop and insufficient space exists for a transit shelter in the public right-of-way, protect land for a shelter and/or install a shelter	☐
BETTER	3.1.3 Provide a secure and comfortable interior waiting area by integrating any on-site transit stops into the building	☐

TDM-supportive design & infrastructure measures: <i>Residential developments</i>		Check if completed & add descriptions, explanations or plan/drawing references
4. RIDESHARING		
4.1 Pick-up & drop-off facilities		
BASIC	4.1.1 Provide a designated area for carpool drivers (plus taxis and ride-hailing services) to drop off or pick up passengers without using fire lanes or other no-stopping zones	☒
5. CARSHARING & BIKESHARING		
5.1 Carshare parking spaces		
BETTER	5.1.1 Provide up to three carshare parking spaces in an R3, R4 or R5 Zone for specified residential uses (see <i>Zoning By-law Section 94</i>)	☐
5.2 Bikeshare station location		
BETTER	5.2.1 Provide a designated bikeshare station area near a major building entrance, preferably lighted and sheltered with a direct walkway connection	☐
6. PARKING		
6.1 Number of parking spaces		
REQUIRED	6.1.1 Do not provide more parking than permitted by zoning, nor less than required by zoning, unless a variance is being applied for	☒
BASIC	6.1.2 Provide parking for long-term and short-term users that is consistent with mode share targets, considering the potential for visitors to use off-site public parking	☐
BASIC	6.1.3 Where a site features more than one use, provide shared parking and reduce the cumulative number of parking spaces accordingly (see <i>Zoning By-law Section 104</i>)	☐
BETTER	6.1.4 Reduce the minimum number of parking spaces required by zoning by one space for each 13 square metres of gross floor area provided as shower rooms, change rooms, locker rooms and other facilities for cyclists in conjunction with bicycle parking (see <i>Zoning By-law Section 111</i>)	☐
6.2 Separate long-term & short-term parking areas		
BETTER	6.2.1 Provide separate areas for short-term and long-term parking (using signage or physical barriers) to permit access controls and simplify enforcement (i.e. to discourage residents from parking in visitor spaces, and vice versa)	☐