LeBreton Flats – Plan of Subdivision

Transportation Impact Assessment

Ottawa, Ontario

Presented to:

National Capital Commission
202-40 Elgin Street, Ottawa ON, K1P 1C7

October 13, 2026

Certification Form for Transportation Impact Assessment (TIA) Study

TIA Reports

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 and 2023 amendments.

Please note that the Certification is only required for the submission of a TIA. The Screening can be undertaken by a non-certified individual for the purpose of identifying if a TIA is needed or not.

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 registered[1] 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.

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Revision Date: December 2023

Dated at Ottawa (City) this 13 day of October , 20 26 .

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Signature of individual certifier that they meet the above four criteria

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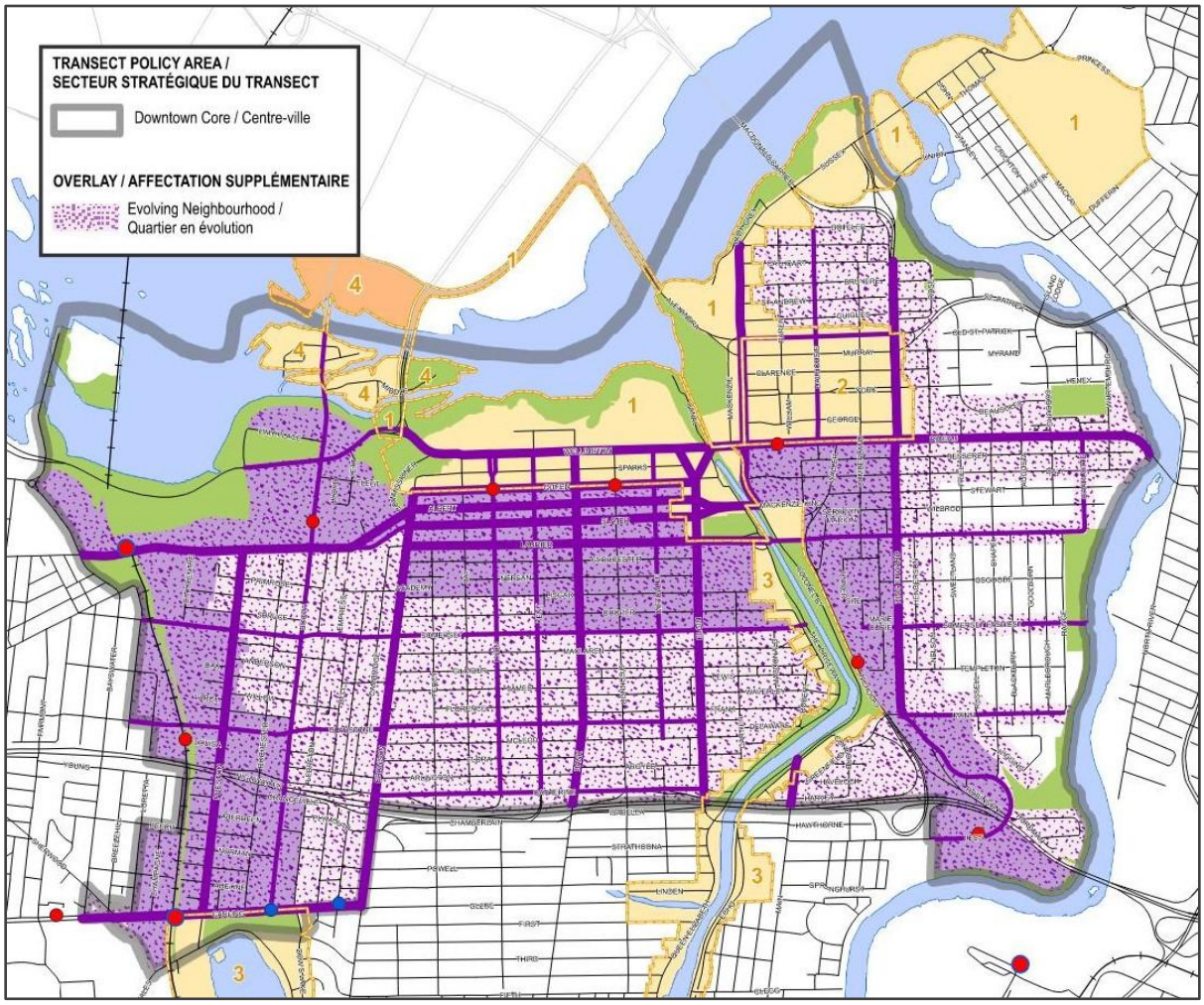
1. INTRODUCTION

LeBreton Flats is a large and unique site in the heart of the Nation's Capital. In many respects, the site is truly a unique strategic redevelopment opportunity. The site is approximately 29 hectares in size and is located just 1.5 kilometres west of the Capital's Parliamentary Precinct and central business district. The site is anchored by two O-Train stations at Pimisi and Bayview, aqueduct water features, and Nepean Inlet, with access to the Ottawa River. The future community of LeBreton Flats has the potential to be a showcase for future urban development in Canada. As with any urban development of this caliber, along with its enormous potential comes significant challenges. Understanding the value of the site as well as the nature and significance of the challenges facing its development is necessary. Failure to do so may unreasonably deem some challenges as development constraints and, in doing so, risk missing the opportunity to undertake proper trade-offs analysis and unnecessarily compromise the full potential of the site.

A complete understanding of the transportation needs and implications of the site is necessary to guide and inform the movement from vision to reality. This report aims to provide the necessary analysis and insight, but certainly will not be the last. As required by the City's TIA guidelines, this report uses past experience to predict future outcomes. There are many high-level assumptions and findings, which are documented within the report, as are the details that are important to transportation professionals.

The immediate surrounding roadway network, consisting of Albert Street, Booth Street, and Wellington Street exhibit varying degrees of congestion today. Expanding the capacity of these roadways is not foreseen, as LeBreton Flats and the roads that surrounds it fall within the City's Downtown Core (refer to **Figure 1**). The City of Ottawa Transportation Master Plan and New Official Plan do not support roadway expansion in this constrained urban area of the City. Therefore, additional roadway capacity has not been proposed as part of this development, other than new local roads provided as part of the development access/egress. Providing a supportive environment for pedestrians and cyclists will improve the capacity of the active transportation network and help to improve active mode share.

Figure 1: Downtown Core Transect Policy Area (Source: City of Ottawa Official Plan 2021)



This report has been prepared in accordance with the City of Ottawa's 2017 Transportation Impact Assessment Guidelines (including changes to the TIA process in 2023), as required by the City of Ottawa in support of the Plan of Subdivision process. Additionally, it is acknowledged that detailed TIA studies will be prepared in the future for each individual development parcel associated with the LeBreton Flats lands, as details and specifics of such developments become known closer to implementation time.

In addition to the above, the following should also be noted:

- **Baseline Conditions:** Study area intersections and roadways surrounding LeBreton Flats have been influenced by O-Train construction activities (e.g., transitway detours, the construction of Booth Street over the O-Train corridor, etc.). With respect to the timelines associated with the Plan of Subdivision process, City Staff agreed to using historical traffic count data from the year 2014, as this is a time that likely best represents normal travel patterns and volumes. It should be noted that O-Train opening delays and the COVID-19 pandemic starting in the spring of 2020 further complicated any potential efforts to collect more recent traffic data that could be viewed as being representative of "typical" conditions. Where possible, the most recent available traffic data (i.e., post-COVID) has been used.

- **Mode Share Targets:** LeBreton Flats currently has exceptional active transportation facilities, and the Plan of Subdivision will build on this by creating world-class facilities to support active transportation and transit modes. Future residents and businesses that will call LeBreton Flats home will be exceptionally well located geographically and supported by the existing transportation system to easily access Ottawa and Gatineau's downtown cores, and some of the other great amenities the Nation's Capital has to offer. As such, and as detailed in this report, it is reasonable to expect an aggressive reduction in the degree to which private vehicles are relied upon. The mode share targets set in this TIA are comparable to those of similar Transit Oriented Developments (TOD), including 900 Albert Street, the Zibi development, and Wateridge Village, and are in line with 2046 targets in the City's TMP.
- **Trip Generation:** The foundation of the analysis in this report is the trip generation expected to be realized from the developments proposed in the Plan of Subdivision. To help decision makers assess the potential traffic impacts, the development yield scenario that resulted in the highest predicted trip generation had been evaluated. It is likely that the proposed development will evolve over time, at which point, updated traffic studies can be completed, if required.
- **Future Opportunities for City Input:** This TIA is focused on the Plan of Subdivision for LeBreton Flats, and is one step in the ultimate development of LeBreton Flats. In addition to the comments received on this TIA, City staff will have additional opportunities for input on the development as part of future Site Plan Applications, as TIAs are submitted for each development parcel, including the potential major events centre.

2. STEP 1 – SCREENING FORM

As required by the City of Ottawa's 2017 Transportation Impact Assessment (TIA) Guidelines, a Screening Form (including changes to the TIA process in 2023) was completed for the proposed development (described below in ***Section 3.1***). The Screening Form triggered the trip generation, location and safety criteria outlined in the City's TIA Step 1 – Screening Form. Since all triggers were met, a formal TIA (i.e., TIA encompassing Steps 1 through 5) is required to accompany the development application. The Screening Form is provided in **Appendix A**.

3. STEP 2 – SCOPING

3.1 Existing and Planned Conditions

3.1.1 Description of Proposed Development

The subject development lands (i.e., LeBreton Flats) are generally situated within the area bound by Booth Street to the east, Wellington Street / Kichi Zibi Mikan to the north, Albert Street to the south and the Trillium Pathway to the west. Several development scenarios were provided, and the scenario that is likely to result in the highest trip generation has been evaluated.

Based on the information provided, the proposed redevelopment of LeBreton Flats is planned to include a mix of high-density residential, office and retail type land uses, as well as approximately 12.7 hectares of parks and open spaces. A summary of size and type of land uses for each development block per planned development phase is provided in **Section 3.3.1** and **Table 6**. It should also be noted that the Plan of Subdivision includes an option to host a new major event centre. Given the size of LeBreton Flats, market demand will ultimately dictate the rate of development.

The Plan of Subdivision depicts four vehicular access points, including one access point to Albert Street, two access points to Wellington Street, and one access point to Booth Street. An additional vehicular access on Albert Street is anticipated for underground parking garage access, however the exact location will be confirmed by the future TIA for the major event centre. All new internal streets within LeBreton Flats are intended to be designed to be slow speed and relatively narrow shared spaces. Almost all parking will be provided in underground lots with access/egress located near the edge of the development.

Internal multi-use pathways will be provided to support active mobility, which will enhance access to parks, provide connectivity between on-site facilities, and will be fully integrated with the Capital Pathway network and the City's extensive pedestrian/cycling network. This active network will also include two new multi-use pathway structures over Ottawa's O-Train Line 1 that will provide convenient and direct access to the highest order public transit via existing light rail transit (LRT) stations at Pimisi and Bayview, as well as regular OC Transpo bus service provided along Booth Street and Albert Street.

The local context of the subject site is provided in **Figure 2**, the overall LeBreton Flats project is provided in **Figure 3**, and the proposed development parcels that are the subject of this Draft Plan of Subdivision are provided in **Figure 4**. This TIA estimates the transportation impacts of the overall LeBreton Flats site per **Figure 3**.

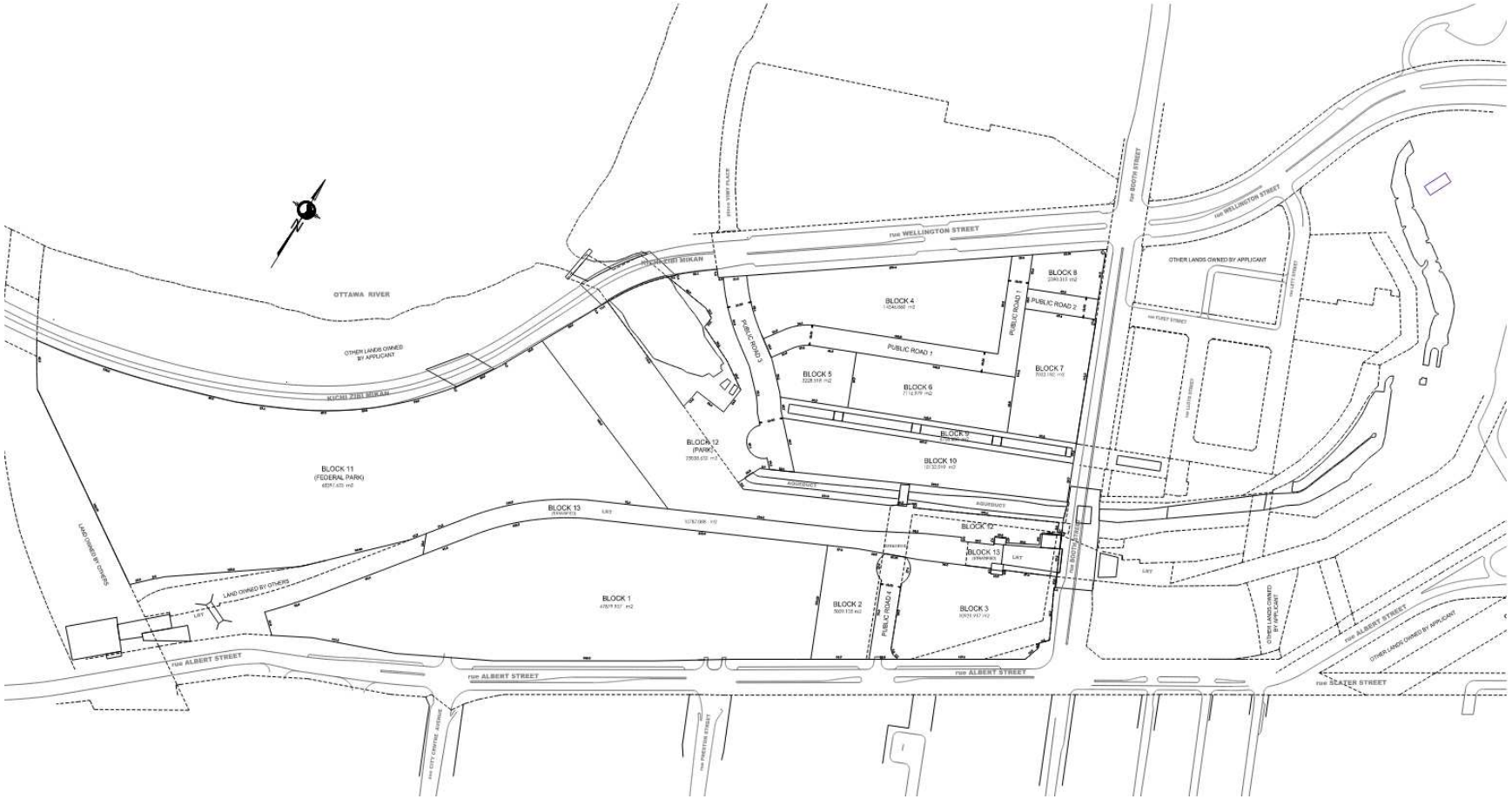
Figure 2: Local Context



Figure 3: Overall LeBreton Flats Project (Source: LeBreton Flats Master Concept Plan)



Figure 4: Draft Plan of Subdivision - Development Parcels



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3.1.2 Existing Conditions

The transportation network surrounding LeBreton Flats has undergone significant changes over the past several years, mainly because of O-Train construction that required temporary detouring of transitway bus traffic onto study area roadways. With respect to the City's TIA Guidelines, the following describes the study area network as it is in its current capacity.

Area Road Network

Wellington Street is a four-lane Arterial roadway (i.e., a two-lane per direction) with sidewalks on both sides, that extends from Sussex Drive in the east to Vimy Place in the west. Beyond Sussex Drive and Vimy Place, Wellington Street continues as Rideau Street and Kichi Zibi Mikan, respectively. Within the vicinity of the subject site, the speed limit is 60 km/h and on-street parking is provided along both sides of the roadway between Booth Street and Vimy Place.

Bay Street is a two-lane, one-way northbound Local roadway with cycling facilities and sidewalks on both sides, located within the vicinity of the subject development. It extends from Catherine Street in the south to Wellington Street in the north. The cycling facility on Bay Street was recently upgraded to provide uni-directional northbound and southbound cycle tracks between Laurier Avenue and Wellington Street. Within the vicinity of the subject site, the posted speed limit is 50 km/h and on-street parking is permitted on the west side of the roadway between Catherine Street and Laurier Avenue.

Lyon Street North is a three-lane, one-way southbound Arterial roadway with sidewalks on both sides, located within the vicinity of the subject development. It extends from Highway 417 in the south to Wellington Street in the north. South of Somerset Street, this roadway is reduced to two lanes. Within the vicinity of the subject site, the posted speed limit is 50 km/h and on-street parking is permitted on the west side of the roadway between Slater Street and Catherine Street. There is a southbound bike lane on the segment south of Albert Street.

Albert Street is a five-lane Arterial roadway (i.e., two eastbound lanes and three westbound travel lanes, with east and westbound shoulder lanes reserved for transit only) along the southern frontage of the subject site. This roadway continues as Mackenzie King Bridge east of Elgin Street and as Scott Street west of Bayview Station Road. East of Empress Avenue, two-way traffic on Albert Street is split into two one-way roadways: eastbound, Albert Street continues one-way as Slater Street, between Bronson Avenue and Elgin Street; and westbound, Albert Street operates as one-way between Bronson Avenue and Elgin Street. There is a bidirectional multi-use pathway on the north side of Albert Street from Commissioner Street in the east to Bayview Station. Within the vicinity of the subject site, the posted speed limit is 50 km/h and Albert Street is designated as a Full Loads truck route with respect to the City's Urban Truck Routes network. It should be noted that there is a recently completed project for the re-alignment of Albert Street and Slater Street, between Empress Avenue to Bay Street, as well as construction on Queen Street.

Slater Street is a three-lane, one-way Arterial roadway within the vicinity of the subject site. It develops/merges with Albert Street and the Mackenzie King Bridge at Empress Avenue in the west and Elgin Street in the east, respectively. Within the vicinity of the subject site, the posted speed limit is 50 km/h, and on street parking is permitted on both sides of the roadway during nonpeak periods and weekends (with the exception of along the southern frontage of the subject site, parking is prohibited), and Slater Street is designated as a Full Loads truck route with respect to the City's Urban Truck Routes network.

Bronson Avenue is a four-lane Arterial roadway (i.e., two travel lanes per direction) with sidewalks on both sides, located within the vicinity of the subject development. It extends from Sparks Street in the north and continues as the Airport Parkway, south of the Rideau River. Within the vicinity of the subject

site, the posted speed limit is 50 km/h and it is designated as a Full Loads truck route south of Albert Street with respect to the City's Urban Truck Routes network.

Booth Street is a four-lane Arterial roadway (i.e., two travel lanes per direction), which passes through the subject development site. It extends from Carling Avenue in the south, crossing the O-Train Line 1 tracks as a bridge within the subject site, and continues north into Gatineau, where it becomes Eddy Street. Booth Street is designated as a Restricted Loads truck route with respect to the City's Urban Truck Routes network. Within the vicinity of the subject site, the posted speed limit is 50 km/h. There are raised cycle tracks and sidewalks on both sides of the roadway within the subject site area. However, south of Albert Street, Booth Street is reduced to a two-lane Major Collector Road with a posted speed limit of 40 km/h. Booth Street, south of Albert Street, supports residential land uses on both sides, sidewalks on both sides, with a narrow set-back and on-street parking on the west side of the roadway. This section of Booth Street is not part of the City's Urban Truck Routes network, and significant efforts have been undertaken to preserve the residential nature of this section of the road, including turning restrictions, speed humps and other traffic calming measures (refer to ***Section 3.1.2*** for more details).

Kichi Zibi Mikan (KZM), formerly known as the Sir John A. Macdonald Parkway, is a four-lane federally owned divided parkway (i.e., two travel lanes per direction) within the vicinity of the subject development. It extends from Vimy Place in the east and continues west where it merges into Carling Avenue (near the Lincoln Fields transit station). Within the vicinity of the subject site, the posted speed limit is 60 km/h and on-street parking is not permitted. A multi-use pathway runs along the Ottawa River parallel to the parkway.

Scott Street is a two- to three- lane Arterial roadway (i.e., one travel lane per direction with a westbound transit lane) within the vicinity of the subject development. It extends from Churchill Avenue in the west and continues as Albert Street, east of Bayview Station Road. Within the vicinity of the subject site, the posted speed limit is 50 km/h and it is designated as a Full Loads truck route with respect to the City's Urban Truck Routes network. It features a pedestrian pathway and cycle track along its north side, from Bayview Station Road to Churchill Avenue, with a sidewalk and cycle track along its south side.

Bayview Station Road is a two-lane Collector roadway (i.e., one travel lane per direction) with sidewalks within the vicinity of the development. It extends between Albert Street in the south and Burnside Avenue in the north. The posted speed limit is 50 km/h and on-street parking is permitted on both sides of the roadway.

Slidell Street is a two-lane Collector roadway (i.e., one travel lane per direction) with one discontinuous sidewalk within the vicinity of the subject development. It extends between Burnside Avenue in the south and KZM in the north, where it continues north as Onigam Street. The posted speed limit is 40 km/h and on-street parking is prohibited.

Preston Street is two-lane Arterial roadway (i.e., one travel lane per direction) within the vicinity of the subject development. It extends between Albert Street in the north and Queen Elizabeth Driveway in the south. Within the vicinity of the subject site, there are sidewalks on both sides, the posted speed limit is 50 km/h and on-street parking is permitted on the east side of the roadway only, and it is designated as a Full Loads truck route with respect to the City's Urban Truck Routes network.

City Centre Avenue is two-lane Local roadway (i.e., one travel lane per direction) with partial sidewalks within the vicinity of the subject development. It extends between Albert Street in the north and Somerset Street in the south. Within the vicinity of the subject site, the posted speed limit is 50 km/h and on-street parking is permitted on both sides of the roadway.

Parkdale Avenue is a two-lane Arterial roadway (i.e., one travel lanes per direction) within the vicinity of the subject development. It extends between Carling Avenue in the south and KZM in the north. The posted speed limit is 50 km/h within the vicinity of the subject site and there are sidewalks on both sides.

Vimy Place is a private two-lane Local roadway (i.e., one travel lanes per direction). It extends between KZM and Booth Street. The posted speed limit is 40km/h and on-street parking is permitted on the south side of the roadway, along the Canadian War Museum frontage.

Somerset Street is a two-lane Arterial roadway (i.e., one travel lane per direction) with sidewalks sharrows on both sides of the street. It extends between Garland Street in the west and the Rideau Canal in the east. West of Garland Street it continues as Wellington Street W. The posted speed limit is 50 km/h and on-street parking is permitted on both sides of the roadway. It is designated as a Full Loads truck route with respect to the City's Urban Truck Routes network.

Study Area Intersections

Wellington/Portage Bridge - The Wellington/Portage Bridge intersection is a signalized, three-legged intersection. The north approach (Portage Bridge) consists of three left turn lanes (including one bus/taxi/HOV lane) and one channelized right-turn lane. The west approach (Wellington Street) consists of three right-turn lanes, and two left turn lanes. The east approach (Wellington Street) consists of two left-turn lanes, and three right-turn lanes (including one transit exclusive lane).

There are no prohibited vehicular movements at this intersection. There is a separate active-modes network at a lower level below the road network.

Booth/Chaudière - The Booth/Chaudière intersection is a signalized, four-legged intersection. All approaches to the intersection include a shared through/right lane and an auxiliary left turn lane, as the intersection has recently been reconstructed as part of the Zibi development project.

Booth/War Museum - The Booth/War Museum intersection is a signalized three-legged intersection. The south approach (Booth Street) consists of one left turn lane and two through lanes. The north approach (Booth Street) consists of two shared lanes for all movements. The west approach (War Museum) consists of one shared lane for all movements. The primary function of this intersection is to provide signalized crossing for users of the Ottawa River Pathway MUP.

Booth/Wellington - The Booth/Wellington intersection is a signalized four-legged intersection. The south approach (Booth Street) consists of one shared through-right turn lane and one through lane. The north approach (Booth Street) consists of two through lanes, one left turn lane, and one right turn lane. The east approach (Wellington Street) consists of one right turn lane and two through lanes. The west approach (Wellington Street) consists of two through lanes. This intersection was recently reconstructed as a protected intersection with cycling lanes separated from vehicular traffic.

Left and right turns are prohibited at the west approach. Left turns are prohibited at the east approach except on Sundays from 7am-1pm in order to facilitate Sunday closures of the KZM. Left turns are prohibited at the south approach.

Albert/Booth - The Albert/Booth intersection is a signalized four-legged intersection. The north approach (Booth Street) consists of one through lane, one left turn and one right turn lane. The south approach (Booth Street) consists of one shared left-through lane and one shared through-right lane. The east approach (Albert Street) consists of one left turn lane, one right turn lane and three through lanes, including one transit exclusive lane. The west approach (Albert Street) consists of one left turn lane, one through lane and one transit exclusive through lane, which acts as a right turn lane for non-transit vehicles.

Left turns are prohibited at the east approach during 7-9AM and 3:30 - 5:30PM on weekdays. Right-Turn-On-Red movements are prohibited from 7AM-9PM on weekdays for the north and east approaches. Through traffic is prohibited from 11PM to 6AM on the north approach.

Trucks are directed to turn left or right on the north approach. Signage indicates that trucks and buses are prohibited from traveling southbound on Booth Street from the Booth/Albert intersection.

Albert/Preston - The Albert/Preston intersection is a signalized, three-legged intersection. The south approach (Preston Street) consists of one left turn, and one right turn lane. The west approach (Albert Street) consists of one through lane and one transit exclusive through lane, which acts as a right turn lane for non-transit vehicles. The east approach (Albert Street) consists of three through lanes, including one transit exclusive lane, and one left turn lane.

There are no prohibited movements at this intersection.

Wellington/Vimy - The Wellington/Vimy intersection is a signalized, three-legged intersection. The north approach (Vimy Pl) consists of one shared lane for all movements. The west approach (KZM) consists of two through lanes, and one left turn lane. The east approach (Wellington Street) consists of one through lane and one shared through-right lane.

There are no prohibited movements at this intersection.

Kichi Zibi Mikan/Slidell - The KZM/Slidell intersection is a signalized, four-legged, intersection. The north approach (Onigam Street) consists of one shared through-right lane. The south approach (Slidell Street) consists of one through lane. The west and east approaches (KZM) each consists of one shared left-through lane and one shared through-right lane.

Left turns and right turns are prohibited at the west approach from 7-9AM and 4-6PM. Right turns are prohibited at the east approach from 7-9AM and 4-6PM, while left turns are prohibited at all times at the east approach. Left turns are prohibited at the north approach. Additionally, both left and right turns are prohibited at the south approach.

Kichi Zibi Mikan/Parkdale - The KZM/Parkdale is an unsignalized interchange connecting KZM and Parkdale Avenue. Two through lanes are maintained in each direction on KZM through the interchange. There are no ramp terminal intersections since all possible movements are accommodated through free-flowing merge and diverge ramps.

Albert/City Centre - The Albert/City Centre intersection is a signalized four-legged intersection. The south approach (City Centre Avenue) consists of a shared left-through-right lane. The north approach (OC Transpo Access) consists of one shared lane for all bus movements. The east approach (Albert Street) consists of one left turn lane, two through lanes (including one transit exclusive lane), and a transit exclusive right turn lane. The west approach (Albert Street) consists of one transit exclusive left turn lane and two through lanes (including one transit exclusive lane that facilitates right-turn movements for non-transit vehicles). The south approach was recently reconstructed to accommodate a cycling facility on the east side of City Centre Avenue, resulting in a single northbound lane at the intersection. Non-transit vehicles are prohibited from entering the north approach of the intersection.

Albert/Bayview Station - The Albert/Bayview Station intersection is a signalized four-legged intersection. The south approach (Bayview Station Road) consists of one through lane, one left turn lane, and one channelized right turn lane. The north approach (Bayview Station Road) consists of one shared through-right lane and one left turn lane. The east approach (Albert Street) consists of one left turn lane, one through lane, and one right-turn lane. The west approach (Scott Street) consists of one left turn lane and one shared through-right lane. This intersection previously had transit priority lanes in the eastbound and westbound directions, but was recently reconstructed as part of the Scott Street

project. The intersection will continue to have a transit priority lane in the westbound direction post-construction. There are no prohibited movements at this intersection.

Scott/Parkdale - The Scott/Parkdale intersection is a signalized four-legged intersection. The north approach (Parkdale Avenue) consists of one shared right turn-through lane, and one left turn lane. The south approach (Parkdale Avenue) consists of one shared right turn-through lane, and one left turn lane. The east approach (Scott Street) consists of one right turn lane, one through lane, and one left turn lane. The west approach (Scott Street) consists of one right turn lane, one through lane, and one left turn lane. This intersection previously had transit priority lanes in the eastbound and westbound directions, but was recently reconstructed. The intersection continues to have a transit priority lane in the westbound direction post-construction (westbound right, buses excepted). There are no prohibited movements at this intersection.

Somerset/Preston - The Somerset/Preston intersection is a signalized, four-legged intersection. All four approaches consist of a shared through-right lane and a left turn lane. There are no prohibited vehicular movements at this intersection, however right turn on red (RTOR) is restricted from 7:00 AM to 7:00 PM.

Somerset/Booth - The Somerset/Booth intersection is a signalized, four-legged intersection. All four approaches consist of a shared through-right lane and a left turn lane. There are no prohibited vehicular movements at this intersection.

Albert/Empress – The Albert/Empress intersection is a signalized, three-legged intersection. The south approach consist of a shared left-through-right lane. The west approach consists of a left turn lane, a through lane, and a through-right lane. The east approach consists of a left turn lane, and two through lanes.

Booth/Fleet – The Booth/Fleet intersection is an unsignalized, three-legged intersection. There is a concrete median on Booth Street, with right-in-right-out operations on the east leg. The south approach consists of two through lanes. The north approach consists of two through lanes. The east approach consists of one westbound right lane.

Existing Driveways to Adjacent Developments

There are 19 driveways that fall within a 200m boundary of the site. These exclude driveways that only serve a single private dwelling. It should be noted that there is ongoing construction for numerous developments in the study area, and the list below does not include temporary construction accesses to these sites that may be present at the time of this report.

- 12 driveways are located near the south perimeter of the site
    - 1 driveway on Empress Avenue that is 40m south of Albert Street, connecting to a seniors' centre and spiritual centre parking lot.
    - 3 driveways on Booth Street. Two of which are approximately 50m south of Albert Street, connecting to office buildings and a townhouse complex. The third driveway is approximately 90m south of Albert Street, connecting to a separate townhouse complex.
    - 3 driveways on Rochester Street, all located at the cul-de-sac at the north end of the street, connecting to townhouse complexes.
    - 3 driveways on Primrose Avenue. Two are located 40m east of the intersection while the remaining driveway is located 100m west of the intersection. All driveways provide connections to separate townhouse complexes; and,

  - 2 driveways on City Centre Avenue, located approximately 50m and 150m south of Albert Street. Both driveways provide connections to an office and retail complex.

- 6 driveways are located near the east perimeter of the site
  - 4 driveways on Lett Street, ranging from approximately 70m south of Wellington Street to approximately 220m south of Wellington Street. All four driveways connect to apartment complexes.
  - 1 driveway is located on Fleet Street, approximately 50m east of Booth Street, providing connection to an apartment show room/office, and
  - 1 driveway is located on Lloyd Street, approximately 90m south of Fleet Street. This driveway provides connection to a surface parking lot.
- 1 driveway is located near the north perimeter of the site
  - This driveway is located on Vimy Place, approximately 260m west of Booth Street, serving the parking lot of the Canadian War Museum.

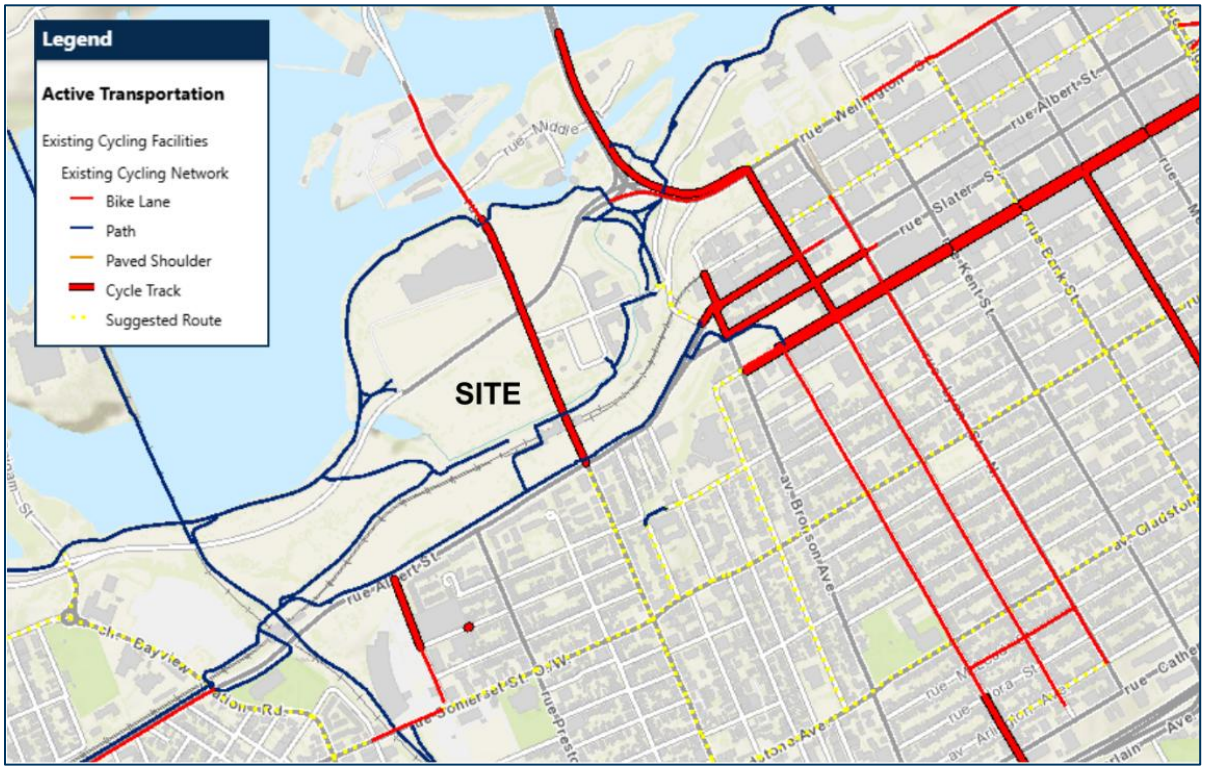
Pedestrian/Cycling Network

The pedestrian network in the vicinity of the site is well developed and offers a number of convenient and scenic routes, such as the expansive Capital Pathway and Trans Canada Trail (along the Ottawa River), the Trillium Pathway (along O-Train Line 2), and the aforementioned multi-use pathway along the north side of Albert Street / Scott Street, all of which are in close proximity to LeBreton Flats and will have direct connectivity to the development. Recently the NCC finished construction on a new multi-use pathway north of the O-Train Line 1 alignment that separates pedestrians from cyclists, and connects the Ottawa River Pathway to Pimisi Station.

Sidewalks are also provided along both sides of study area roadways, in most cases. Exceptions can be found on select local streets accommodating low vehicle speeds, where sidewalks are either reduced to one side only or terminate midblock, such as City Centre Avenue. It should also be noted that KZM does not have sidewalks.

With regard to cycling facilities, the study area is along the Albert Street Cross-Town Bikeway as defined by Part 1 of the City's Transportation Master Plan; additional Cross-Town Bikeways in the area include the Chief William Commanda multi-use pathway bridge, Wellington Street from the Portage Bridge to Rideau Street, and Laurier Street from Percy Street to Cumberland Street. Additionally, the study area is surrounded by various pathway networks (NCC Capital Pathway, Trillium Pathway, and Albert Street multi-use pathway), and protected cycling facilities on City Centre Avenue from Albert Street to Elm Street, on Booth Street from Albert Street to the Ottawa River Pathway, on Albert Street from Commissioner Street to Bay Street, on Slater Street from Bronson Avenue to Lyon Street, on Bronson Avenue from Queen Street to Slater Street, and on Bay Street from Wellington Street to Laurier Avenue. Cycling facilities are also provided across the Chaudière Crossing as part of the Zibi development, which in turn will connect to Gatineau and NCC cycling facilities on the Quebec side of the Ottawa River. The existing multi-use path/cycling network within the vicinity of the subject site, as sourced from GeoOttawa, is shown in the following **Figure 5**.

Figure 5: Existing Multi-Use Path/Cycling Network



As shown in Figure 5, there are currently multi-use pathways directly adjacent to LeBreton Flats along Albert Street, which feed directly into bike lanes on Scott Street to the west, and dedicated cycle tracks on Laurier Avenue to the east. Based on field observations and local area knowledge, cycling activity is considered to be high within the vicinity of the subject development lands.

Transit Network

OC Transpo currently provides the highest order transit service through the heart of LeBreton Flats. The site will benefit from direct access to both O-Train Line 1 and Line 2. The Bayview LRT Station is located along the western limit of LeBreton Flats, which serves as a transfer station between the east-west Line 1 and north-south Line 2. The Pimisi LRT Station is located closer to the eastern limit of LeBreton Flats and provides service for the east-west Line 1.

Additionally, 11 OC Transpo bus stops are located within walking distance to/from LeBreton Flats. The following **Table 1** summarizes existing stops, their associated routes in the New Ways to Bus network and direction of travel. In addition to OC Transpo, STO also provides service between downtown Ottawa and Hull. STO provides service through the study area via Portage Bridge and Wellington Street; however, there are currently no stops within a 10-minute walking distance (800m) to/from the subject development site.

Table 1: Transit Information

Stop #	Location	Route Identifier	Direction
#0433	120m north of Booth/Wellington	8, 13	Southbound
#1877	Immediately south of Booth/Wellington	8, 13	Southbound
#1876	Immediately south of Booth/Wellington	8, 13	Northbound
#2371	Immediately south of Preston/Albert	8, 11	Southbound
#2392	Immediately west of Albert/Empress	12, Night (57, 61, 75)	Westbound
#2396	Immediately east of Albert/Empress	12, Night (57, 61, 75)	Eastbound
#3010	Pimisi LRT Station	O-Train Line 1	East/Westbound
#3010A	Pimisi Station, Upper Level	8, 13	Northbound
#3010B	Pimisi Station, Upper Level	8, 13	Southbound
#3010C	Immediately west of Booth/Albert	12, 13, Night (57, 61, 75)	Westbound
#3010D	Immediately east of Booth/Albert	12, Night (57, 61, 75)	Eastbound
#3060	Bayview LRT Station	O-Train Line 1 & Line 2	East/Westbound & Southbound
#3060A	150m west of City Centre/Albert	11, 12, 13, Night (57, 61, 75)	Westbound
#5722	120m north of Booth/Wellington	8, 13	Northbound
#6659	70m west of Preston/Albert	11, 12, 13, Night (57, 61, 75)	Westbound
#8005	Immediately south of Preston/Albert	8	Northbound

The following **Figure 6** depicts the OC Transpo routes within the vicinity of the LeBreton Flats, and **Table 2** provides additional information with respect to OC Transpo service identified in Table 1.

Figure 6: Transit Routes Within Study Area *(Source: OC Transpo System Map)*

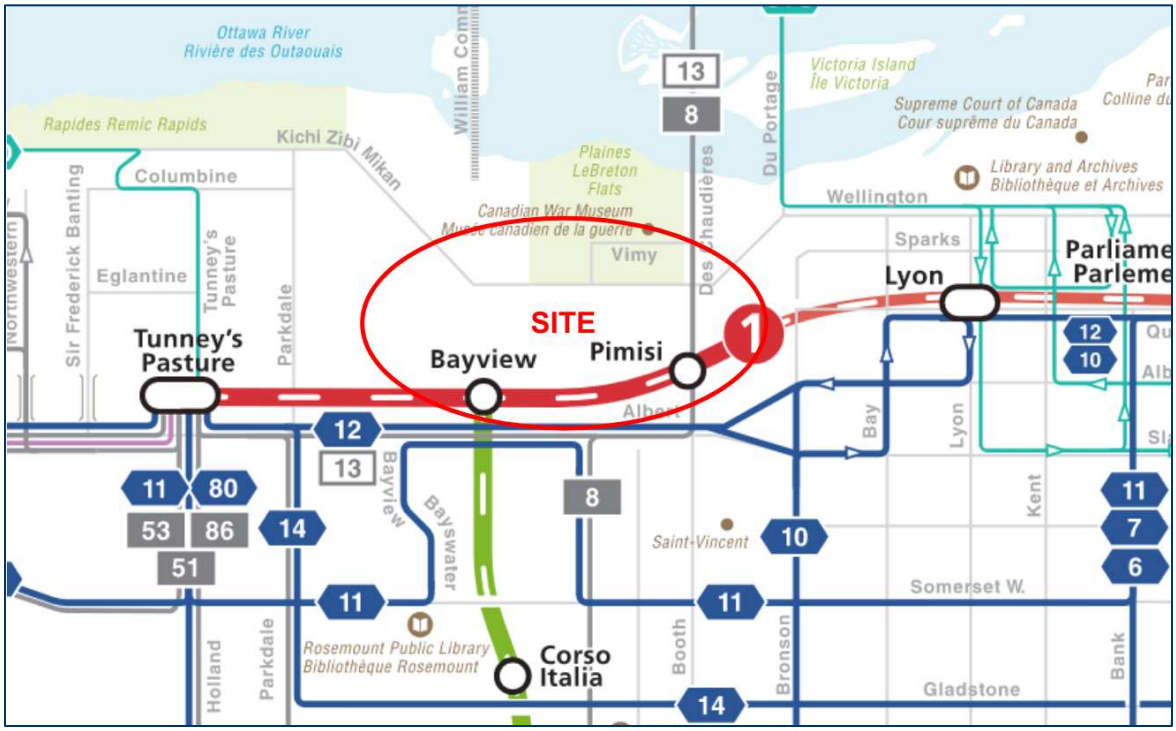


Table 2: OC Transpo Route Information

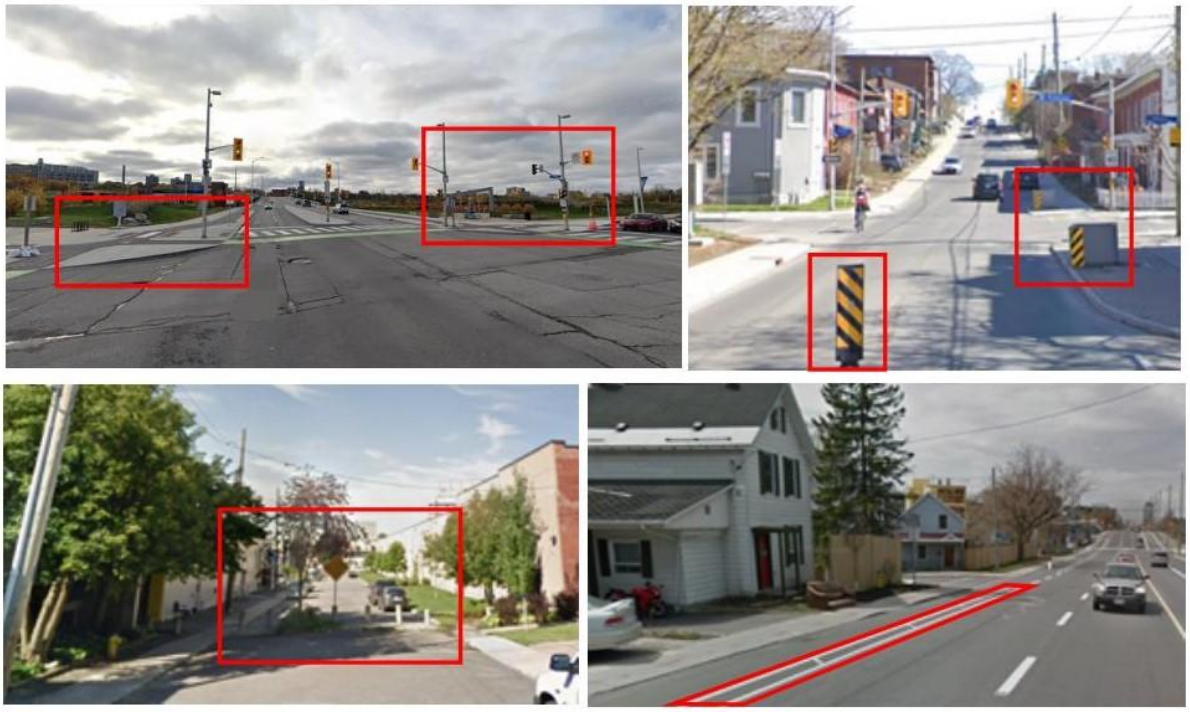
Route	Origin/Destination	Service Type	Peak Hour Headway
1	O-Train Line 1 (Tunney's Pasture ↔ Blair)	LRT	5 min
2	O-Train Line 2 (Bayview ↔ Greenboro)	LRT	12 min
8	Gatineau ↔ Dow's Lake	Local	30 min
11	Waller ↔ Bayshore	Frequent	15 min
12	Blair ↔ Tunney's Pasture	Frequent	15 min
13	Gatineau ↔ Tunney's Pasture	Local	15 min
57	Tunney's Pasture ↔ Carling Campus	Night Route	*Night Route: 30 min*
61	Tunney's Pasture ↔ Stittsville	Night Route	*Night Route: 30 min*
75	Cambrian ↔ Tunney's Pasture	Night Route	*Night Route: 30 min*

Area Traffic Management Measures

The following **Figure 7** highlights the various area traffic management measures implemented within the vicinity of LeBreton Flats. The top left corner of the figure shows bulb-outs, deflectors, and turning restrictions on Wellington/Booth. The figure below shows bulb-outs, planter, and vertical centreline treatments on Booth Street, south of the Booth/Albert intersection. It should also be noted that there are speed humps on Booth between Albert Street and Primrose Avenue. The bottom left corner shows

on-street plazas/vehicle access closure on Elm St. W (vehicle access closures are also present on Spruce St. W). The bottom right corner shows road dieting measures on Scott Street in the form of a bike lane with buffer.

Figure 7: Area Traffic Management



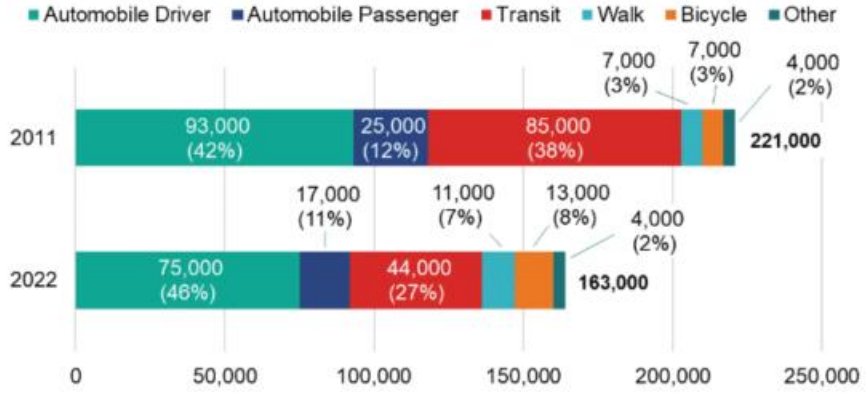
Peak Hour Travel Demands

For the purpose of this assessment and based on the initial study, the following study area intersections have been identified for intersection capacity analysis (traffic count date included in parentheses):

- Portage Bridge/Wellington (June 2014)
- Booth/Chaudière
- Booth/Wellington (May 2013)
- Booth/Albert (January 2024)
- Booth/War Museum (July 2013)
- Albert/Preston (April 2014)
- Vimy/Wellington (June 2014)
- Wellington/Lett (January 2020)
- Slidell/Kichi Zibi Mikan (April 2017)
- Albert-Scott/Bayview Station (March 2023)
- Albert/City Centre (April 2014)
- Parkdale/Kichi Zibi Mikan (February 2020)
- Parkdale/Scott (March 2023)
- Somerset/Preston (December 2023)
- Somerset/Booth (August 2016)

It is noted in the City's 2013 TMP that reliance on vehicles to enter and exit the downtown has been diminishing for some time now, dating back to 1986 and 2011. The number of vehicles arriving downtown in the morning peak period has decreased while the number of people arriving downtown has increased. The current 2025 TMP Part 2 notes that daily trips to the downtown core have decreased between 2011 and 2022 due to a reduction in work trips. Conclusions from the updated Origin-Destination (OD) Travel Survey that was undertaken in 2022 as part of the current TMP show that trips into downtown have been reduced due to the COVID-19 pandemic and the shift to hybrid work. The largest decline was seen in transit trips, however walking and cycling trips have increased in volume and in share by 4% and 5% respectively. **Figure 8** below, from the new 2022 OD Travel Survey, illustrates this graphically.

Figure 8: Daily Mode Share for Trips Destined to the Downtown Core from Outside the Downtown Core (2011-2022)



Source: 2011 and 2022 Origin-Destination Survey.

According to the City of Ottawa's Official Plan (2021), LeBreton Flats falls within the Downtown Core Transect (formerly known as Ottawa's Central Area in older versions of the Official Plan), which encompasses a large portion of the downtown area. Therefore, for the purposes of this study, no background traffic growth (i.e., background traffic growth of 0%) was assumed.

In addition to the lack of growth in background traffic, the study area roadways have been impacted by O-Train- and Chaudiere Crossing- related construction activities for a considerable time (generally 2015-2023) which reduced the attractiveness of relying on private vehicles and prompted some to change their trip time, forego their trips, or change routes/destinations in an effort to avoid congestion. Additionally, the COVID-19 crisis that started in March 2020 further impacted travel patterns, making more recent traffic counts post O-Train implementation not beneficial or representative of "typical" conditions. Therefore, and as agreed to by City Staff, the most recent traffic count data (where available) was used, however the majority of data is historical traffic counts from the year 2014. It should be noted that due to certain data gaps (i.e., not every study area intersection was counted during the year 2014), a volume balancing exercise was conducted (i.e., traffic volumes were appropriately adjusted to minimize large volume imbalances between study area intersections).

The following **Figure 9** depicts observed weekday morning and afternoon peak hour vehicle volumes at the study area intersections and **Figure 10** illustrates pedestrian and cyclist volumes over the same peak hour periods. It should be noted that most of the counts were taken during winter or early spring, which may result in artificially lower cycling volumes due to poor cycling conditions. Additionally, City staff indicate that cycling volumes have greatly increased since 2014, which means cycling volumes below may be underreported for current conditions. Detailed traffic count data is included in **Appendix B**.

Existing Road Safety Conditions

Available collision data for the years 2015 – 2019 was obtained from the City of Ottawa's Open Data Catalogue and provided in **Appendix C**. The collision data includes all collisions occurring at the intersections and the roadway segments within the area surrounding the subject development site, including intersections and segments along Albert Street, Booth Street, Parkdale Avenue, Scott Street, Wellington Street, Somerset Street, and KZM.

Based on the most recent available historical collision data, the 5-year total number of recorded collisions within the study area is 552. Most collisions within the study area (441 incidents or 80%) resulted in property damage only, and the remaining collisions result in either personal injuries (109 incidents or 20%) or fatalities (2 incidents or <1%). Both fatalities occurred outside the development area, at the intersection of KZM with Slidell. The most frequent types of collisions, as cited by police, were rear ends (217 incidents or 39%) and sideswipes (100 incidents or 18%). Collisions organized by location are shown below in **Table 3.**

Segments in the study area with the highest collisions and collision types with more than 6 occurrences were:

- Booth, Chaudière to Wellington - 39 collisions
    - 17 rear end (44%)
    - 10 sideswipe (26%)
    - 8 SMV (21%)
- KZM, Slidell to Parkdale Ramps - 17 collisions
    - 8 rear end (47%)

Intersections in the study area with the highest collisions and collision types with more than 6 occurrences were:

- Booth/Wellington – 67 collisions
    - 26 rear ends (39%)
    - 19 sideswipes (28%)
    - 12 turning movements (18%)
    - 7 angle (10%)
- Albert/Booth – 61 collisions
    - 20 rear ends (33%)
    - 14 turning movement (23%)
    - 12 angle (20%)
    - 9 sideswipe (15%)
- Slater/Bronson – 55 collisions
    - 20 turning movement (36%)
    - 11 SMVs (20%)
    - 11 angle (20%)
    - 9 rear end (15%)
- Albert/Preston – 37 collisions
    - 18 rear ends (49%)
    - 8 sideswipe (22%)
- Parkdale/Scott – 33 collisions
    - 10 rear ends (30%)
    - 8 turning movement (22%)

- Bayview/Scott – 25 collisions
    - 13 turning movement (52%)
- Wellington/Portage 22
    - 10 rear ends (45%)
- Wellington/Vimy – 15 collisions
    - 9 rear ends (60%)
- Albert/Empress – 13 collisions
    - 7 sideswipe (54%)
- Wellington/Lett – 10 collisions
    - 8 rear end (80%)

At high-collision segments and intersections, rear ends are found to be a common collision type. Aside from wet, icy, or snowy road conditions, rear end collisions are likely due to a high volume of traffic and congestion in the study area (i.e. tailgating and stop-and-go). Sideswipe, angle, and turning movement collisions are also common, which may correlate with a high volume of traffic (i.e. insufficient gaps to merge lanes and turn at intersections). Booth Street is at the top of both segment and intersection collisions frequencies, likely as it is a key connection to an interprovincial crossing, and to major east-west roads leading to/from downtown Ottawa like Albert Street and KZM/Wellington Street.

It is noteworthy that within the five years of recorded collision data, there were 10 collisions involving pedestrians. Fortunately, all the reported collisions involving pedestrians were non-fatal; however, personal injuries were reported. There were 3 collisions on Scott Street, 2 of which were at the Bayview Station Road intersection and 1 at the Parkdale Avenue intersection. All 3 collisions on Scott Street were in 2015 and 2016, before active transportation improvements and the reduction of vehicle lanes on Scott. There is likely a relatively high volume of pedestrians due to the multi-use pathway on the north side of Scott Street and close proximity to transitway stations. There were also 3 collisions along Albert, at Preston, Booth, and Empress. Similar to Scott, this may be a combination of relatively high volume of pedestrians due to the multi-use pathway on the north side of the road and proximity to transitway stations, and wide intersections.

There were 19 collisions involving cyclists within the five years of recorded data, 18 of which were at intersections and 1 which was on a roadway segment. It is notable that 5 of the 19 collisions occurred at the intersection of Albert Street and Booth Street between 2016 and 2019. This is followed by 6 collisions along Scott Street between 2015 and 2018, with 3 collisions at the Bayview Road intersection and 3 at the Parkdale Avenue intersection. Similar to collisions involving pedestrians, this may result from a relatively high volume of cyclists using the multi-use pathway near transit stations in combination with large intersections on Scott/Albert. Construction work for Pimisi Station during these years may have also contributed to atypical conditions at Albert and Booth. It should also be noted that Albert Street will be reconstructed in the future with improvements to active transportation facilities, as described further in ***Section 3.1.3***.

Table 3: Collisions by Location

	TOTAL		Property Damage	Non-fatal injury	Fatal		Rear End	Sideswipe	SMV Other	Turning Movement	Angle	Approac-hing	Other
Segment													
Booth – Chaudière to Wellington	**39**		35	4	-		17	10	8	2	1	1	-
Booth – Wellington to Albert	**3**		3	-	-		-	2	-	1	-	-	-
Parkdale – Scott to KZM	**16**		13	3	-		4	-	5	1	6	-	-
Scott – Parkdale to Bayview	**8**		6	2	-		2	2	-	-	4	-	-
Wellington – Vimy to Booth	**12**		10	2	-		5	6	1	-	-	-	-
Wellington – Booth to Portage	**9**		8	1	-		2	5	2	-	-	-	-
KZM – Vimy to Slidell	**10**		7	3	-		2	2	5	-	-	-	1
KZM – Slidell to Parkdale Ramps	**17**		13	4	-		8	4	5	-	-	-	-
Slater – Albert to Commissioner	**1**		1	-	-		-	1	-	-	-	-	-
Albert – Booth to Bronson	**8**		8	-	-		3	5	-	-	-	-	-
Albert – Preston to Booth	**6**		4	2	-		-	2	2	1	-	-	1
Albert – City Centre to Preston	**3**		2	1	-		-	1	1	1	-	-	-

	TOTAL		Property Damage	Non-fatal injury	Fatal		Rear End	Sideswipe	SMV Other	Turning Movement	Angle	Approac-hing	Other
Albert – Bayview to City Centre	**7**		6	1	-		1	2	2	1	-	1	-
Intersection													
Albert/Empress	**13**		11	2	-		3	7	2	-	-	-	1
Parkdale/Scott	**33**		27	6	-		10	6	3	8	5	1	-
Wellington/Lett	**10**		9	1	-		8	-	-	-	2	-	-
Wellington/ Portage	**22**		19	3	-		10	7	2	1	1	-	1
Wellington/ Vimy	**15**		14	1	-		9	3	-	2	-	-	1
KZM/Slidell	**13**		10	1	2		6	1	-	1	5	-	-
Slater/Bronson	**55**		44	11	-		9	11	3	20	11	1	-
Albert/Booth	**61**		44	17	-		20	9	6	14	12	-	-
Albert/Bronson	**11**		9	2	-		-	3	-	1	6	1	-
Albert/City Centre	**3**		3	-	-		1	1	-	-	1	-	-
Albert/ Commissioner	**8**		6	2	-		-	2	1	2	3	-	-
Albert/Preston	**37**		28	9	-		18	8	1	4	5	1	-
Bayview/Scott	**25**		16	9	-		5	2	2	13	3	-	-
Booth/ Wellington	**67**		57	10	-		26	19	3	12	7	-	-

Figure 9: Turning Movement Counts, AM Peak (PM Peak)

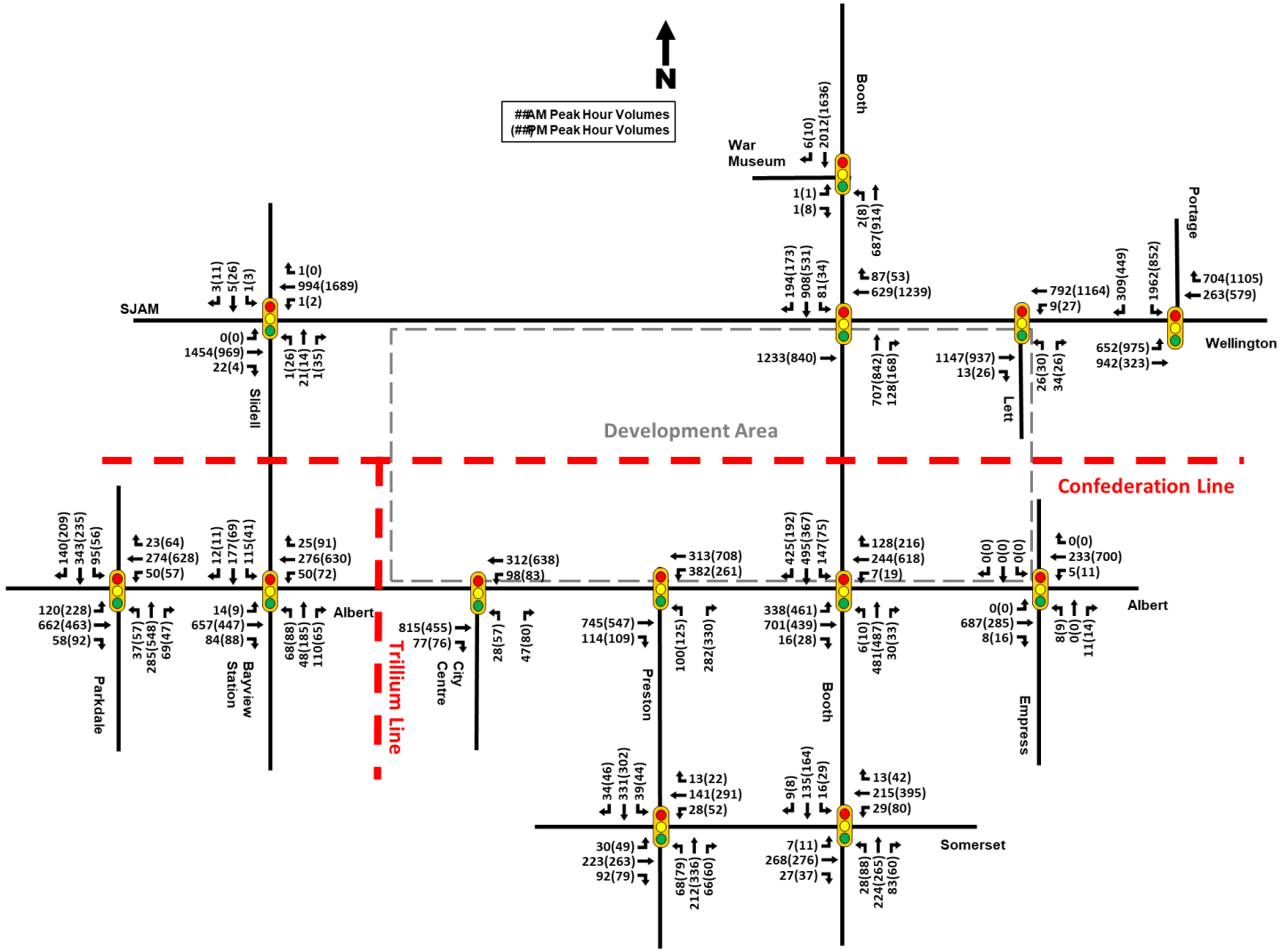
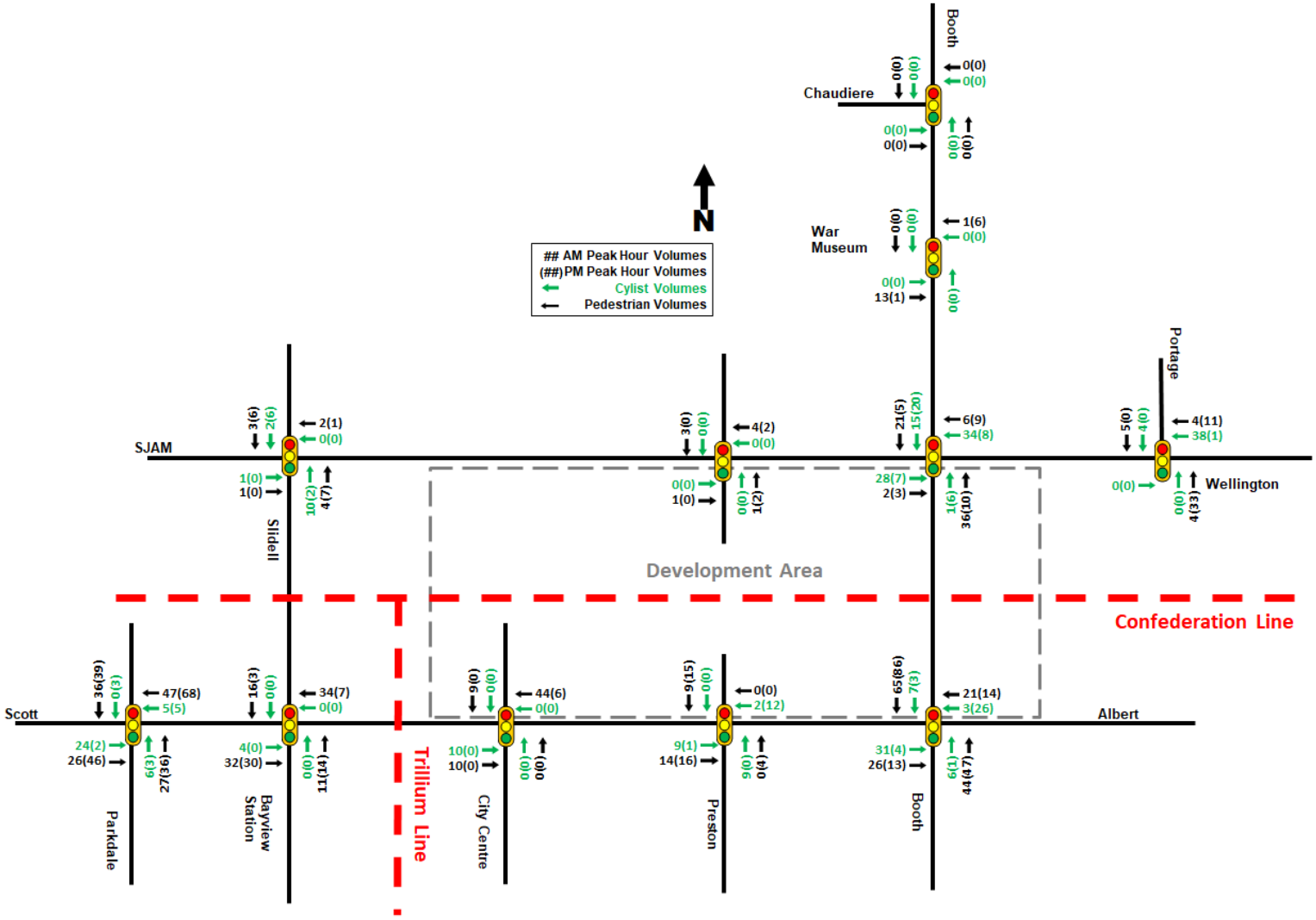


Figure 10: Existing Pedestrian and Cyclist Volumes, AM Peak (PM Peak)



3.1.3 Planned Conditions

Active Transportation Projects

Cycling projects underway or planned in the area include:

- A segregated bike facility on Wellington Street providing connectivity between Portage Bridge and Mackenzie Avenue.
- Eastbound cycle tracks along Albert Street through the study area, from City Centre Avenue in the west to Empress Avenue in the east, as part of the Albert Street Cycling / Pedestrian Modifications project. As part of this project some sections of the existing multi-use pathway on the north side of Albert Street will be converted to uni-directional westbound cycle tracks and sidewalks with limited contextual exceptions. Protected intersections at City Centre Avenue, Preston Street and Booth Street will also be implemented as part of this project.
- Uni-directional cycle tracks along Albert Street east of the study area as part of various improvement projects along Albert Street and Slater Street[1], extending from Empress Avenue in the west to the Mackenzie King Bridge in the east.

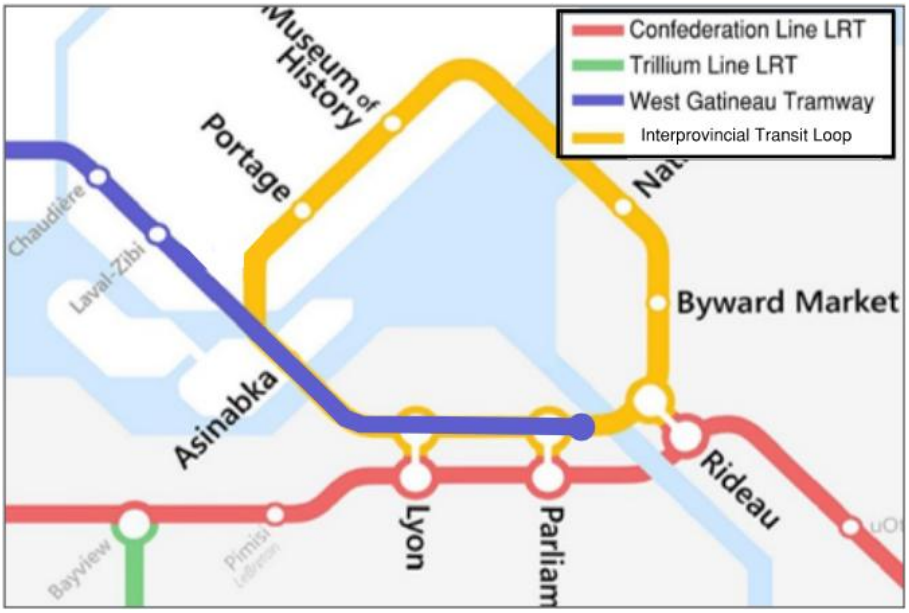
Transit Projects

With the completion of Ottawa's O-Train Line 1 in 2019, there are no proposed or ongoing transit projects within the vicinity of the site identified in the City of Ottawa's Transportation Master Plan (TMP). Construction work for the Stage 2 LRT extension of O-Train Line 1 is ongoing at the time of this study; while no construction on Stage 2 is located within the study area, the extension of the line will increase the usage of O-Train Line 1, which bisects the LeBreton Flats site. In the coming years, the transit-only lanes along Albert and Slater Streets will be removed as part of the various upgrades to pedestrian and cycling facilities, identified in the section above.

The STO has studied a tramway connecting the growing west end of Gatineau to downtown Ottawa, including potential connections to O-Train Line 1. Note that the government of Quebec has asked Mobilité Infra Québec (MIQ) to continue and optimize the Gatineau-Ottawa tramway project (TramGO), with recommendations expected by November 20, 2026. The system would traverse the Portage Bridge into Ottawa. The closest TramGO station to LeBreton Flats would be at the intersection of Wellington/Lyon, which is approximately 730m from the northeast corner of the development site. The NCC's National Capital Core Area Plan and Confederation Boulevard Planning and Design Guidelines also contemplate the possibility of a tram station on Victoria Island. Additionally, the NCC has indicated an interest in pursuing an Interprovincial Transit Loop connecting the downtowns of Ottawa and Gatineau[2]. **Figure 11** below shows all existing and proposed rapid transit networks in the downtown area.

[1] Reconstruction Of Albert Street, Queen Street, Slater Street And Bronson Avenue - Draft Design Roll Plan, January, 2021
[2] https://ncc-ccn.gc.ca/news/national-capital-region-loop-the-idea-whose-time-has-come

Figure 11: Proposed Downtown Rapid Transit Network



Road Projects

Referencing the City of Ottawa's Construction and Infrastructure Projects website, construction is anticipated to impact the following roadways within the study area. These construction projects may relate to road resurfacing, watermains, sewers, multi-use pathways, and bike facilities, which are all opportunities to change roadway characteristics/functionality:

- Short-term (1-5 years)
    - Albert Street Cycling / Pedestrian Modifications project, between City Centre Avenue and Empress Avenue.
    - Wellington Street resurfacing, from O'Connor to Vimy.
    - Commissioner Street resurfacing and sidewalk renewal.
- Medium-term (5+ years or construction start yet to be determined)
    - Albert Street and Slater Street, Bay Street to Elgin Street.

Other Area Development

Planned developments within the study area have been identified using the City's Development Application Search Tool. The following **Table 4** below summarizes planned and active developments within the vicinity of the subject development lands.

Table 4: Area Development

Location	Description	Size	Type
3-4 Booth	Zibi Project, Chaudière and Albert Islands Redevelopment	(Ottawa Sector) - 1,202 condo units - 51,954 ft^2 retail - 184,045 ft^2 office - 160 suite hotel	Mixed-use community
133 Booth	East LeBreton Flats Redevelopment	- 592 residential units - 5,190 ft^2 daycare - 3,265 ft^2 ground floor commercial	Mixed-use community
900 Albert	Three high-rise residential buildings with commercial	- 1,232 condo units - 150 suite hotel - 128,370 ft^2 retail - 197,324 ft^2 office	Mixed-use residential buildings

It should be noted that the projected impact of the developments summarized in Table 4 are included in the subsequent analysis. It is acknowledged that there are other developments in the area such as Ādisōke (555 Albert Street), 1010 Somerset Street West, and 299 City Centre Avenue (previously 989 Somerset Street West). As per discussions with City staff over the course of this project, these developments were not included in the background developments.

3.2 Study Area and Time Periods

3.2.1 Study Area

The following existing study area intersections were agreed to be assessed through discussions with City staff:

- Portage Bridge/Wellington
- Booth/Chaudière
- Booth/Wellington
- Booth/Albert
- Booth/War Museum
- Albert/Preston
- Vimy/Wellington
- Slidell/Kichi Zibi Mikan
- Bayview Station/Albert
- Albert/City Centre
- Parkdale/Scott
- Somerset/Booth
- Somerset/Preston
- Albert/Empress

The defined study area is considered to be relatively large and should capture the majority of the projected traffic generated by the proposed development lands. Traffic impacts outside the defined study area should be relatively small. However, shifts in demand may occur outside of the study area due to the currently saturated road network. Such changes in travel behaviour may be captured by the City's regional macroscopic transportation demand model, which is currently being updated to help assess future infrastructure needs.

3.2.2 Time Periods

Given the surrounding road network (e.g., Albert Street, Wellington Street) typically experience the heaviest traffic volumes during the weekday morning and afternoon peak hours, this assessment considered weekday morning and afternoon peak hours for analysis purposes only.

3.2.3 Horizon Years

As noted in the TIA Guidelines, when a development will proceed in phases, TIA analysis must be completed for each development phase. Due to the scope of the development, it is difficult to select an exact year for full build-out of each phase, however through discussions with the NCC, the following horizons were agreed to for assessment.

- 2030: Phase 1 build-out
- 2040: Phase 2 build-out
- 2050: Phase 3 build-out

It is noted in the TIA Guidelines that a "build-out plus five years horizon" is also required. It is also noted that the City may waive the need to analyze a "build-out plus five years horizon". It is proposed here that due to the numerous stages to this development along with the lack of background traffic growth, that no "build-out plus five years horizon" be required.

3.3 Development-Generated Travel Demand

3.3.1 Land Use

As previously described, the Plan of Subdivision for LeBreton Flats is planned to include a mix of high-density residential, office, retail and hotel type land uses, as well as approximately 12.7 hectares of parks and open spaces. It should also be noted that the current Plan of Subdivision includes an option to host a major event centre. As part of the previous Master Concept Plan process, a land use planning exercise was undertaken for four potential development scenarios that were envisioned for LeBreton Flats. Of the four scenarios, Scenario 4 had the highest density and therefore, was considered to exhibit the highest potential trip generation on standard weekday. As such, Scenario 4 was carried forward for analysis as it reflects the "worst case scenario" from a trip generation perspective. As part of the Plan of Subdivision, Scenario 4 has been further refined, as summarized in **Table 5**.

Table 5: Potential Development Scenarios – Scenario 4

Scenario	Description	Townhome (units)	Mid- / High-Rise (units)	Retail (ft^2)	Office (ft^2)	Hotel (ft^2)
Master Concept Plan	Major Event Centre & Highest Density	301	3,816	261,035	508,734	154,419
Scenario 4 Refined	**Major Event Centre & Highest Density**	280	5,947	278,408	372,743	166,572
Difference	-	-21	+2,131	+17,373	-135,991	+12,153

For analysis purposes, the Plan of Subdivision has been assumed to be built-out in the following phases:

Phase 1: Early Stages (approximately 2026-2030)

Land Sales + Development

- Albert District (east of Booth Street, North of Albert Street) {parcels A9, A10}
- Flats North (+associated new streets) {parcels F1, F2, F3, F8}
- Albert District West: Major events centre development (major event centre site) {parcels A1, A2, A3, A4, A5}
    - If no major event centre is developed (or other special uses): NCC will proceed with Alternate Site option (+associated streets)

Infrastructure & Open Space Investments

- Cave Creek Sewer
- Urban Playground
- Inlet area
- Ph1. City Park (East)
- Preston Pedestrian/Bike Bridge
- Connecting pathway to Bayview station on the north side of the O-Train corridor (completed)
- Potential for limited improvements for interim uses in the Aqueduct District

Phase 2: Middle Stages (2030-2040)

Land Sales + Development

- Albert District West {parcel A6}
- Albert District East (south of Albert Street) {A11, A12}
- Flats South (+associated streets) {F9, F10}

Infrastructure & Open Space Investments

- Covered Aqueduct enhancements
- Aqueduct District Open Spaces
- Ph2. City Park (west)
- Capital Park
- City Centre Pedestrian/Bike Bridge

Phase 3: Later Stages (2040+)

Land Sales + Development

- Aqueduct District {AD2, AD3, AD4, AD5}
- Albert District West, between Broad and Booth (+associated streets) {A7, A8}
- Flats (Pindigen Park Site) {F4, F5, F6, F7}
- Flats South {F11, F12}

The following **Table 6** summarizes the size and type of land uses for each development block per planned phase of development for refined Scenario 4. **Figure 12** below shows the location of the blocks per phase from the LeBreton Flats Master Concept Plan. **Figure 13** below shows how the development blocks in the current subdivision plan correspond to the phasing from the LeBreton Flats Master Concept Plan.

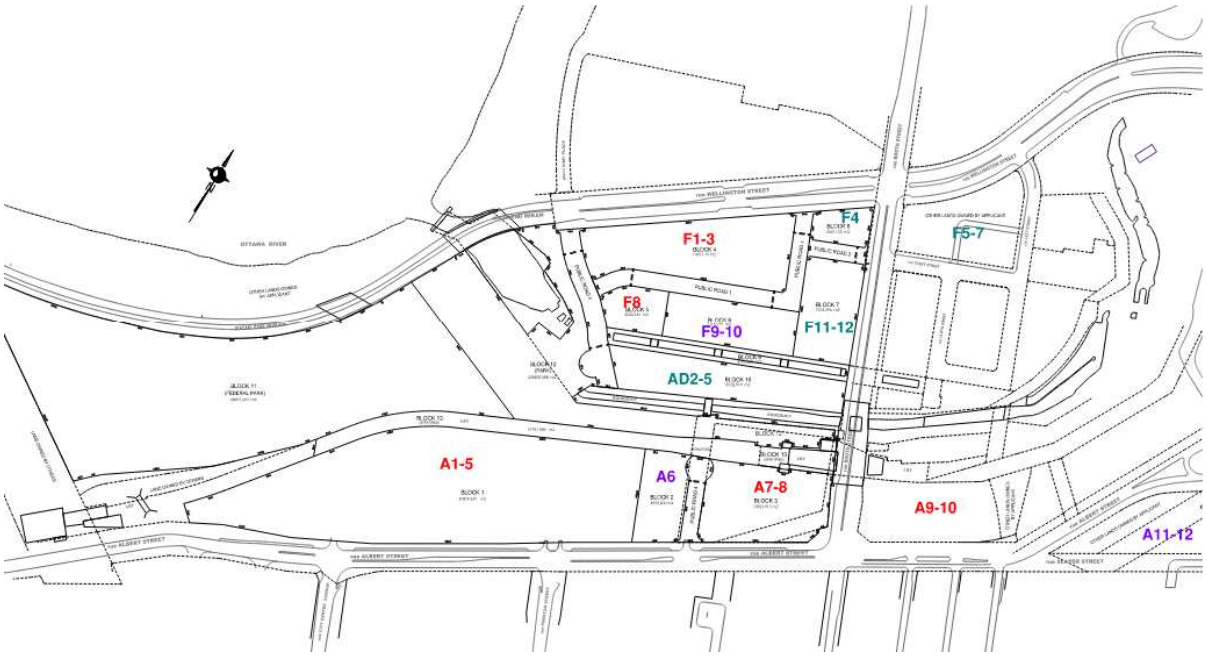
Table 6: Scenario 4 Land Use Build-out by Block/Phase

Block	Land Use				
	Multi-Unit Low-Rise Housing (units)	Multi-Unit Mid/High-Rise Housing (units)	Shopping Center (ft^2)	General Office (ft^2)	Hotel (ft^2)
Phase 1 (2026-2030)					
A1-5 (Major Event Centre)	0	1,300	59,847	50,978	113,871 (225 rooms)
A9	0	228	10,333	-	-
A10 (a+b)	0	452	20,333	-	-
F1-3	206	351	9,246	-	-
F8	0	221	9,515	-	52,700 (104 rooms)
Phase 1 Total	*206*	*2,552*	*109,274*	*50,978*	*166,571*
Phase 2 (2030-2040)					
A6	0	316	16,609	22,550	-
A11	0	314	11,259	-	-
A12	0	195	6,458	-	-
F9-F10	28	504	11,410	-	-
Phase 2 Total	*28*	*1,329*	*45,736*	*22,550*	-
Phase 3 (2040+)					
A7-8	0	852	42,571	52,183	-
F4	46	135	-		-
F5	0	191	-		-
F6	0	184	-		-
F7	0	55	-		-
F11-12	0	649	50,074		-
AD2-5	0	0	40,009	247,032	-
Phase 3 Total	*46*	*2,066*	*132,654*	*299,215*	-
Total	**280**	**5,947**	**287,664**	**372,743**	**166,571**

Figure 12: Block/Phase Map



Figure 13: Plan of Subdivision Blocks vs. LeBreton Flats Master Concept Plan Phases



3.3.2 Trip Generation

For the purpose of this assessment, projected residential site-generated traffic was estimated using the City of Ottawa TRANS Trip Generation Manual (2020). Projected retail, office and hotel traffic was estimated using the trip generation rates from the 10th Edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. This method of predicting trip generation is considered industry best practice, is the method required as part of a formal Traffic Impact Assessment Study for the City of Ottawa, and is the method agreed to specifically for this project through discussions with the City of Ottawa.

Based on the foregoing and the information provided, the following **Table 7** summarizes appropriate vehicle trip generation rates for estimating projected site-generated traffic by land use. It should be noted that the first listed equation is an average person trip generation rate, and the second equation is a "line of best fit" equation that more accurately represents the trend of person trip generation based on land use size. Typical industry practice is to use the "line of best fit" equation for site-generated traffic projections, if available.

Table 7: Trip Generation Rates

Land Use	Land Use Code (TRANS / ITE)	AM Peak Hour	PM Peak Hour
Low-Rise Multi-family Housing *(X = Units)*	TRANS Multi-Unit (Low-Rise)	T = 1.35(X) x directional split x modal share x peak hour adjustment factor	T = 1.58(X) x directional split x modal share x peak hour adjustment factor
Mid-Rise Multi-family Housing *(X = Dwelling Units)*	TRANS Multi-Unit (High-Rise)	T = 0.80(X) x directional split x peak hour adjustment factor	T = 0.90X) x directional split x peak hour adjustment factor
High-Rise Multi-family Housing *(X = Dwelling Units)*	TRANS Multi-Unit (High-Rise)		
Shopping Center *(X = 1,000 ft² GFA)*	ITE 820 General Urban/Suburban	T = 5.03(X); or Ln(T) = 0.86(X) + 2.53	T = 7.49(X); or Ln(T) = 0.66(X) + 4.04
General Office Building *(X = 1,000 ft² GFA)*	ITE 710 General Urban/Suburban	T = 1.25(X); or T = 1.23(X) + 6.01	T = 1.35(X); or T = 1.32(X) + 6.07
Hotel *(X = Rooms)*	ITE 310 General Urban/Suburban	T = 0.47(X); or T = 0.5(X) – 5.34	T = 0.60(X); or T = 0.75(X) - 26.02

Note: T = Average Person Trip Ends

With respect to TRANS residential trip generation rates, the TRANS Trip Generation Manual provides a person trip rate for the AM and PM peak periods. Adjustment factors are also provided in the TRANS Trip Generation Manual to convert the person peak period trip rates into peak hour trip rates after the application of directional splits and modal shares (vehicular, transit, cycling, walking).

With respect to ITE Trip Generation rates, the data used to develop these rates in the 10th Edition of the Trip Generation Manual provides person trips for certain development types, including Shopping Center (ITE Land Use Code 820) and General Office Building (ITE Land Use Code 710). These person trips were calculated for each land use, and then broken down into trips for different modes (vehicle,

transit, cycling and walking) by using the mode split agreed upon with the City for this development (refer to Travel Mode Shares below).

The Hotel Land Use Code (ITE Code 310) only includes vehicular trip generation, with the data collection surveys used to develop the trip generation typically conducted in highly suburban locations with limited access to transit and dedicated non-motorized facilities (e.g., sidewalks, bike lanes, etc. are generally limited). To properly consider the multi-modal trips generated by the Hotel land use, projected site-generated traffic (estimated using ITE trip generation rates) is converted to projected site-generated person trips. To convert projected ITE vehicle trips to person trips, an auto occupancy factor and non-auto trip factor is applied to the ITE trip generation rates. According to the City's TIA Guidelines, and based on available American Census data, the typical modal share of non-auto person trips is approximately 10% and the typical auto occupancy is 1.15. When combined/solving for "person trips" (i.e., Persons = 1.15xAutos + 0.10xPersons), a factor of 1.28 is used to convert vehicle trips to person trips. These person trips are then broken down into trips for different modes (vehicle, transit, cycling and walking) by using the mode split agreed upon with the City for this development (refer to Travel Mode Shares below).

The following **Table 8** and **Table 9** summarizes the resulting projected two-way person site trip generation for each phase of development, by development block and by land use type, respectively.

Table 8: Projected Site Person Trip Generation by Block / Parcel

Block	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Phase 1 (2026-2030)						
A1-5 (Major Event Centre)	570	679	1249	869	848	1717
A9	83	113	196	192	176	368
A10 (a+b)	152	215	367	322	291	613
F1-3	94	214	308	177	134	311
F8	112	134	246	221	195	416
Phase 1 Total	*1011*	*1355*	*2366*	*1781*	*1644*	*3425*
Phase 2 (2030-2040)						
A6	169	170	339	281	313	594
A11	99	142	241	222	200	422
A12	59	89	148	149	135	284
F9-10	131	215	346	281	245	526
Phase 2 Total	*458*	*616*	*1074*	*933*	*893*	*1826*
Phase 3 (2040+)						
A7-8	370	420	790	578	592	1170
F4	29	66	95	54	41	95
F5	25	58	83	48	36	84
F6	25	55	80	47	36	83
F7	9	17	26	14	10	24
F11-12	285	365	650	540	494	1034
AD2-5	460	191	651	392	595	987
Phase 3 Total	*1203*	*1172*	*2375*	*1673*	*1804*	*3477*
Total Person Trips	**2672**	**3143**	**5815**	**4387**	**4341**	**8728**

Table 9: Projected Site Person Trip Generation by Land Use Type

Block	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Phase 1 (2026-2030)						
Residential	397	886	1283	735	540	1275
Retail	417	355	772	890	890	1780
Office	81	14	95	24	97	121
Hotel	116	100	216	132	117	249
Phase 1 Total	*1011*	*1355*	*2366*	*1781*	*1644*	*3425*
Phase 2 (2030-2040)						
Residential	190	420	610	352	258	610
Retail	219	187	406	563	563	1126
Office	49	9	58	18	72	90
Hotel	-	-	-	-	-	-
Phase 2 Total	*458*	*616*	*1074*	*933*	*893*	*1826*
Phase 3 (2040+)						
Residential	294	655	949	542	397	939
Retail	529	450	979	1039	1039	2078
Office	380	67	447	92	368	460
Hotel	-	-	-	-	-	-
Phase 3 Total	*1203*	*1172*	*2375*	*1673*	*1804*	*3477*
Total Person Trips	**2672**	**3143**	**5815**	**4387**	**4341**	**8728**

As shown in Tables 8 and 9, the full build-out of LeBreton Flats is ultimately projected to generate an approximate two-way total of 5,800 and 8,700 person trips per hour during weekday morning and afternoon peak hours, respectively.

It should be noted that a percentage of projected site-generated trips can be attributed to ‘pass-by’ traffic (i.e., a quick stopover at LeBreton Flats on someone’s normal daily commute), which does not impact overall network capacity, as a ‘pass-by’ trip is traffic already using the adjacent transportation network. Additionally, the percentage of projected site-generated trips could theoretically be further reduced, as a certain percentage of trips will be ‘internal’ trips (i.e., originate from and be destined to LeBreton Flats, such as individuals who live, work and shop all within LeBreton Flats). A high-level estimate of internal trip capture rate was calculated using the methodology outlined in the *National Cooperative Highway Research Program (NCHRP) Report 684 – Enhancing Internal Trip Capture Estimate for Mixed-Use Developments*. The calculation showed that a person trip reduction for LeBreton Flats due to internal capture could range from 5% to 13% (approximately 260 to 1060 trips in the peak hours).

Given that these potential reductions to projected site-generated trips will largely impact walking/cycling trips (because these are the likely mode choices for internal trips at LeBreton Flats), these reductions were not considered in the subsequent analysis, in order to provide a conservative estimate in this higher-level study. Future TIAs for individual parcels of land should consider internal trip generation for their site-specific studies.

3.3.3 Travel Mode Shares

In order to determine the number of person trips arriving/departing by travel mode, total projected person trips are subdivided by mode share values, derived from the 2011 TRANS National Capital Region (NCR) Origin-Destination (OD) survey data, the nature/context of the proposed development and local area knowledge. Key factors that are taken into consideration, beyond NCR OD survey data, include: proximity and quality of transit, pedestrian and cycling facilities, purpose of trips, etc.

Based on discussions with City Staff and remaining consistent with assumptions used for TIA studies prepared for other area development sites, such as 900 Albert Street (25-30% driver, 5-10% passenger, 45-55% transit, 15% active), the Zibi development (25-30% driver, 5% passenger, 45-55% transit, 20% active), and Wateridge Village (45-55% driver, 10% passenger, 30-35% transit, 20% active). LeBreton Flats is considered to be a Transit Oriented Development (TOD) site, given its proximity/connectivity to the highest order transit service. The TRANS Trip Generation Manual identifies this area (i.e., in close proximity to Pimisi and Bayview Stations) as up to 70% of trips being sustainable modes.

More recently, the 2025 TMP Part 2 identifies a 2022 observed active transportation mode share of 53.6%, transit share of 12.7%, auto driver share of 26.0%, and auto passenger share of 7.8% for the Downtown Core transect of residence. The 2046 mode share target for the Downtown Core transect of residence is 57% for active transportation, 15% for transit, 20.5% for auto driver, and 7.5% for auto passenger. TRANS mode share data for trips-from-home available to the City of Ottawa shows that in the Ottawa Centre and Ottawa Inner Area districts for apartment dwellings within 600m of rapid transit, active transportation mode shares were between 40% and 50% in the AM and PM peak periods. As such, the following summarizes the projected modal split of site-generated traffic for the subject development:

- **15%** **Auto Driver**
- **5%** **Auto Passenger**
- **35%** **Transit**
- **45%** **Walking and Cycling**

Based on the foregoing, the resulting projected vehicle, transit, and active transportation trips generated by the proposed development are summarized in **Table 10**, **Table 11,** and **Table 12**, respectively. It is worth noting that the actual transit mode share will differ by parcel, depending on the distance from the O-Train station. However, for simplicity a blended mode share was carried for the entire site.

Table 10: Projected Site Vehicle Trip Generation

Block	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Phase 1 (2026-2030)						
A1-5 (Major Event Centre)	81	91	173	126	124	250
A9	12	15	27	28	26	54
A10 (a+b)	22	30	52	46	42	88
F1-3	12	28	40	24	18	42
F8	16	19	35	32	29	61
Phase 1 Total	*143*	*183*	*327*	*256*	*239*	*495*
Phase 2 (2030-2040)						
A6	24	23	47	41	46	87
A11	14	19	33	32	29	61
A12	8	12	20	22	20	42
F9-F10	18	29	47	40	35	75
Phase 2 Total	*64*	*83*	*147*	*135*	*130*	*265*
Phase 3 (2040+)						
A7-8	53	58	111	84	87	171
F4	4	9	13	7	5	12
F5	3	8	11	7	5	12
F6	3	7	10	6	5	11
F7	1	2	3	2	1	3
F11-12	41	51	92	78	72	150
AD2-5	69	29	98	59	89	148
Phase 3 Total	*174*	*164*	*338*	*243*	*264*	*507*
Total 'New' Vehicle Trips	**381**	**430**	**812**	**634**	**633**	**1267**

As shown in Table 10, the full build-out of LeBreton Flats is projected to generate approximate two-way vehicle volumes of 810 veh/h and 1,270 veh/h during weekday morning and afternoon peak hours, respectively.

Table 11: Projected Site Transit Trip Generation

Block	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Phase 1 (2026-2030)						
A1-5 (Major Event Centre)	198	231	429	301	294	595
A9	29	39	68	67	61	128
A10 (a+b)	53	75	128	112	101	213
F1-3	33	75	108	60	46	106
F8	38	47	85	75	69	144
Phase 1 Total	*351*	*467*	*818*	*615*	*571*	*1186*
Phase 2 (2030-2040)						
A6	59	60	119	97	109	206
A11	34	50	84	76	69	145
A12	21	31	52	51	46	97
F9-10	45	75	120	97	85	182
Phase 2 Total	*159*	*216*	*375*	*321*	*309*	*630*
Phase 3 (2040+)						
A7-8	130	147	277	200	205	405
F4	10	23	33	18	14	32
F5	9	20	29	16	12	28
F6	9	19	28	16	12	28
F7	3	6	9	5	3	8
F11-12	100	127	227	188	172	360
AD2-5	161	66	227	138	208	346
Phase 3 Total	*422*	*408*	*830*	*581*	*626*	*1207*
Total 'New' Transit Trips	**932**	**1091**	**2023**	**1517**	**1506**	**3023**

As shown in Table 11, the full build-out of LeBreton Flats is projected to generate approximate two-way transit trip volumes of 2,020 trips/h and 3,020 trips/h during weekday morning and afternoon peak hours, respectively.

Table 12: Projected Site Active Trip Generation

Block	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Phase 1 (2026-2030)						
A1-5 (Major Event Centre)	261	308	569	399	387	786
A9	39	53	92	88	81	169
A10 (a+b)	71	101	172	149	134	283
F1-3	45	102	147	85	64	149
F8	52	62	114	99	91	190
Phase 1 Total	*468*	*626*	*1094*	*820*	*757*	*1577*
Phase 2 (2030-2040)						
A6	78	80	158	129	142	271
A11	46	67	113	102	91	193
A12	28	42	70	69	62	131
F9-10	62	101	163	131	113	244
Phase 2 Total	*214*	*290*	*504*	*431*	*408*	*839*
Phase 3 (2040+)						
A7-8	170	196	366	266	271	537
F4	14	31	45	26	20	46
F5	12	28	40	23	17	40
F6	12	27	39	23	17	40
F7	5	8	13	7	6	13
F11-12	131	169	300	249	227	476
AD2-5	207	85	292	178	268	446
Phase 3 Total	*551*	*544*	*1095*	*772*	*826*	*1598*
Total 'New' Active Trips	**1233**	**1460**	**2693**	**2023**	**1991**	**4014**

As shown in Table 12, the full build-out of LeBreton Flats is projected to generate approximate two-way active trip volumes of 2,690 trips/h and 4,010 trips/h during weekday morning and afternoon peak hours, respectively.

It should be noted that given most transit trips begin or end as an active mode, it can be expected that approximately 4,710 trips/h and 7,040 trips/h will be made to/from/within LeBreton Flats as an active mode during weekday morning and afternoon peak hours, respectively. Given this relatively high projected volume of site-generated trips made by active modes, special consideration should be given to sidewalk/pathway capacity during design. Additional discussion on proposed roadway cross sections is provided in the subsequent section.

3.3.4 Trip Distribution and Assignment

The projected distribution of site-generated vehicular traffic was derived based on existing travel patterns, the site's connections to/from the surrounding road network, and local area knowledge. (e.g., the location and proximity of other employment areas, residential communities, entertainment, etc.). For analysis purposes, the following approximate distribution of projected site-generated traffic was assumed, which is consistent with data from the most recent 2011 TRANS Origin-Destination (OD) travel survey (i.e., "existing travel patterns"), consistent with the assumptions used for TIA studies prepared for other area development sites (e.g., Zibi, 900 Albert, etc.), and has been agreed to with the City of Ottawa for use in this study.

Departure

- 60% to the east via Wellington Street and Albert Street
- 15% to the west via KZM and Albert Street
- 5% to the north via Chaudière Crossing and Portage Bridge
- 20% to the south via Booth Street, Preston Street, Parkdale Avenue and Lyon Street.

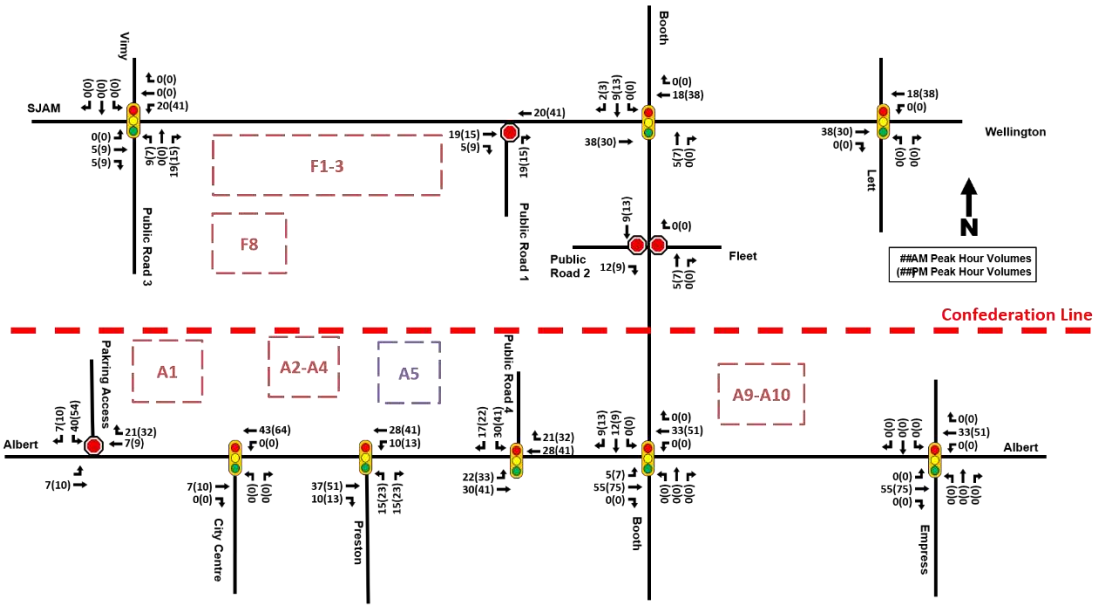
Arrival

- 40% from the east via Wellington Street and Albert Street
- 15% from the west via KZM and Albert Street
- 10% from the north via Chaudière Crossing and Portage Bridge
- 35% from the south via Booth Street, Preston Street, Parkdale Avenue and Bay Street.

Based on the above assumed distribution, projected site-generated traffic was assigned to the study area network, which is depicted as the following **Figure 14** to **Figure 17**. Site traffic was assigned individually according to each development parcel; this was done to account for the unique situation for parcels north of O-Train Line 1 (i.e., Flats District), where the turning restrictions at Booth Street make access to these parcels difficult.

It should be noted that given size of the study area network and the number of study area intersections, each phase of site-generated traffic is subsequently depicted as two separate figures. The first figure for each phase depicts the assignment of site-generated traffic to the greater study area network, and the second figure for each phase depicts the assignment of site-generated traffic to site driveway connections and the immediate road network surrounding the subject development lands.

Figure 14: Projected Site-Generated Traffic – Phase 1



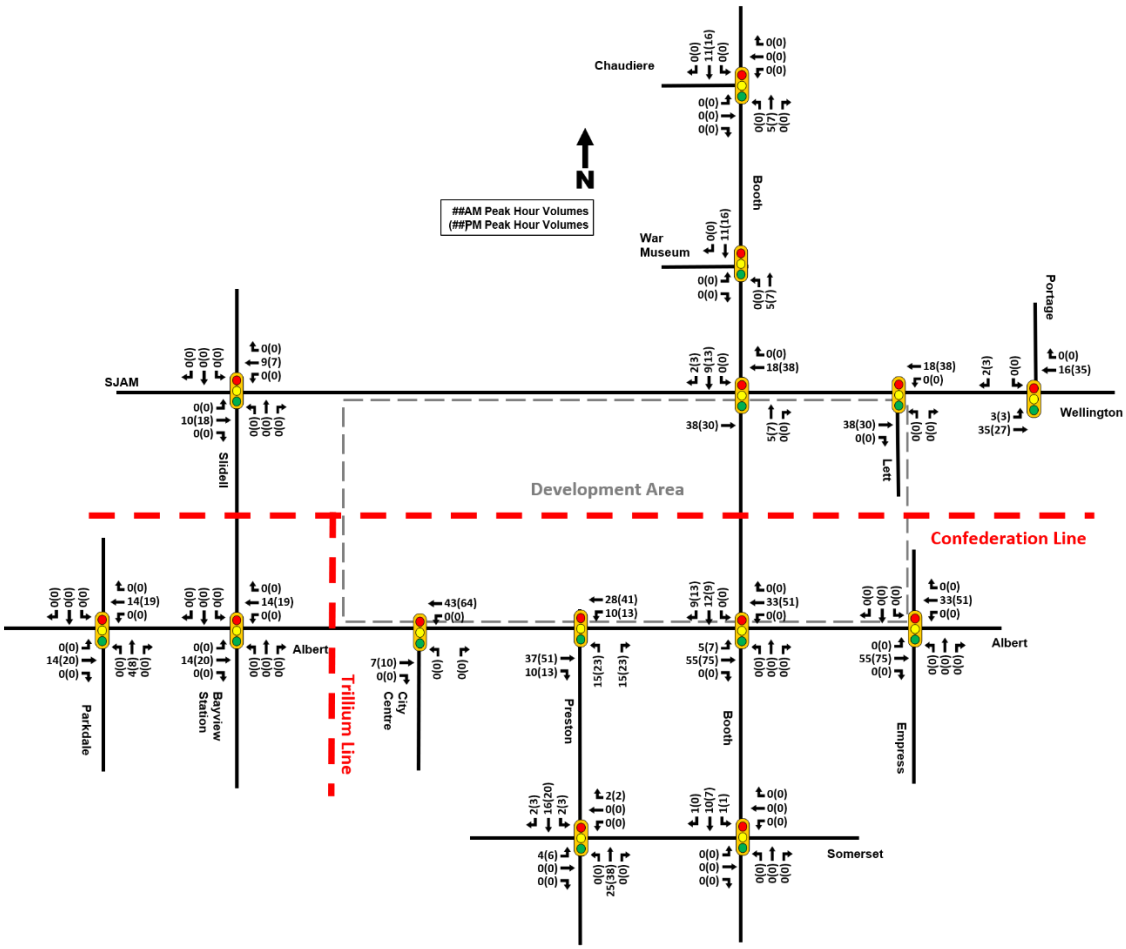


Figure 15: Projected Site-Generated Traffic – Phase 2

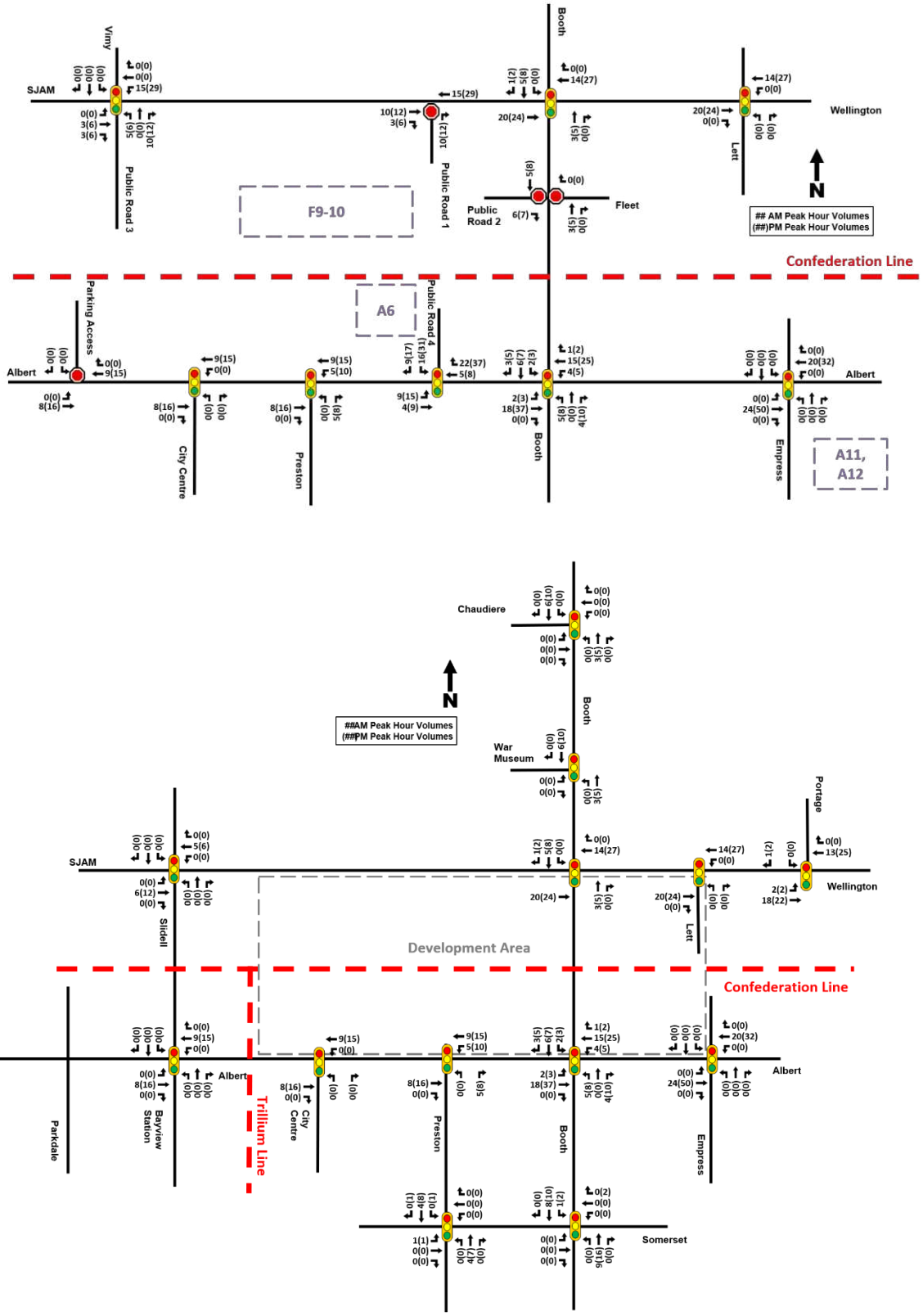


Figure 16: Projected Site-Generated Traffic – Phase 3

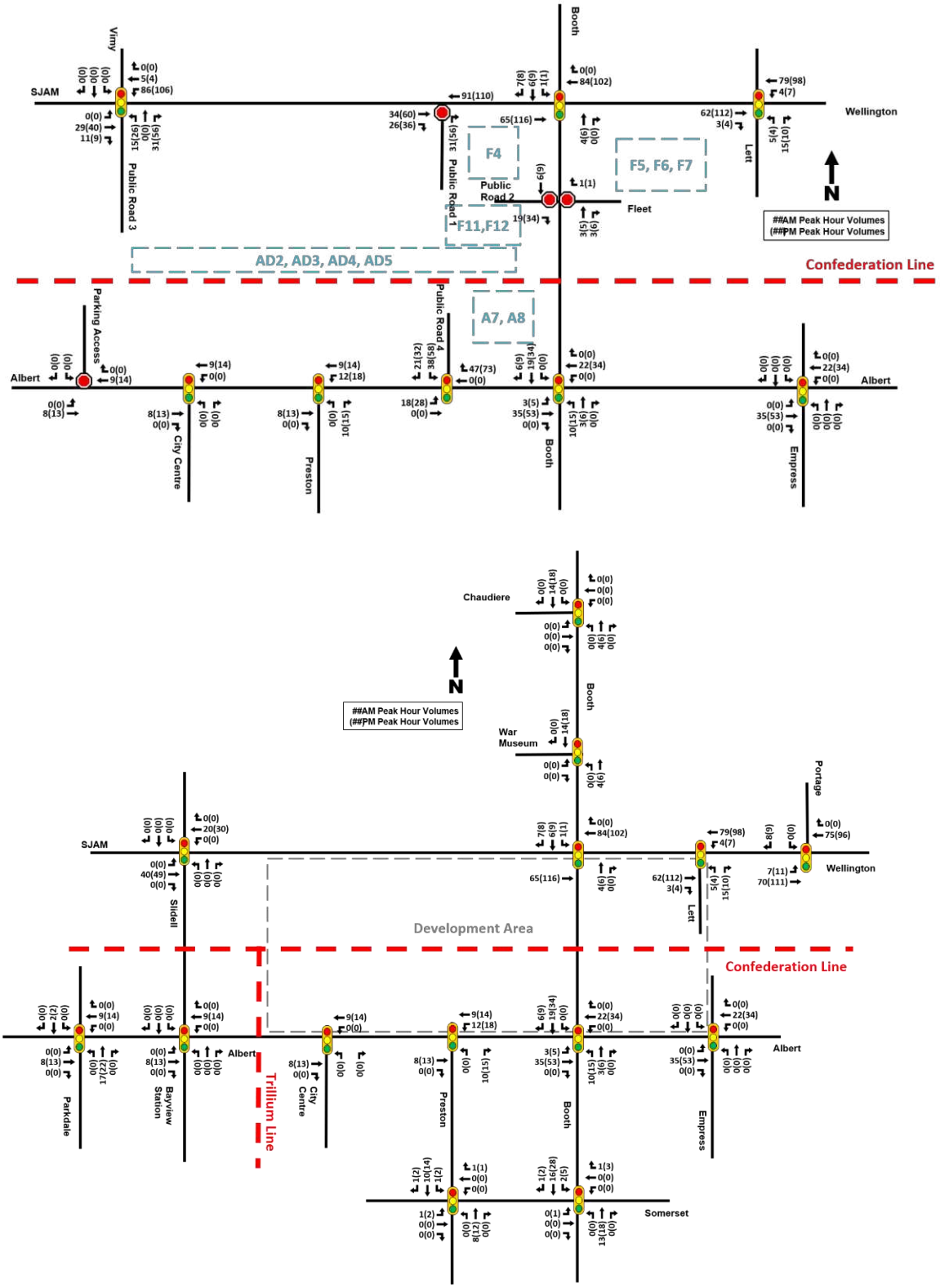
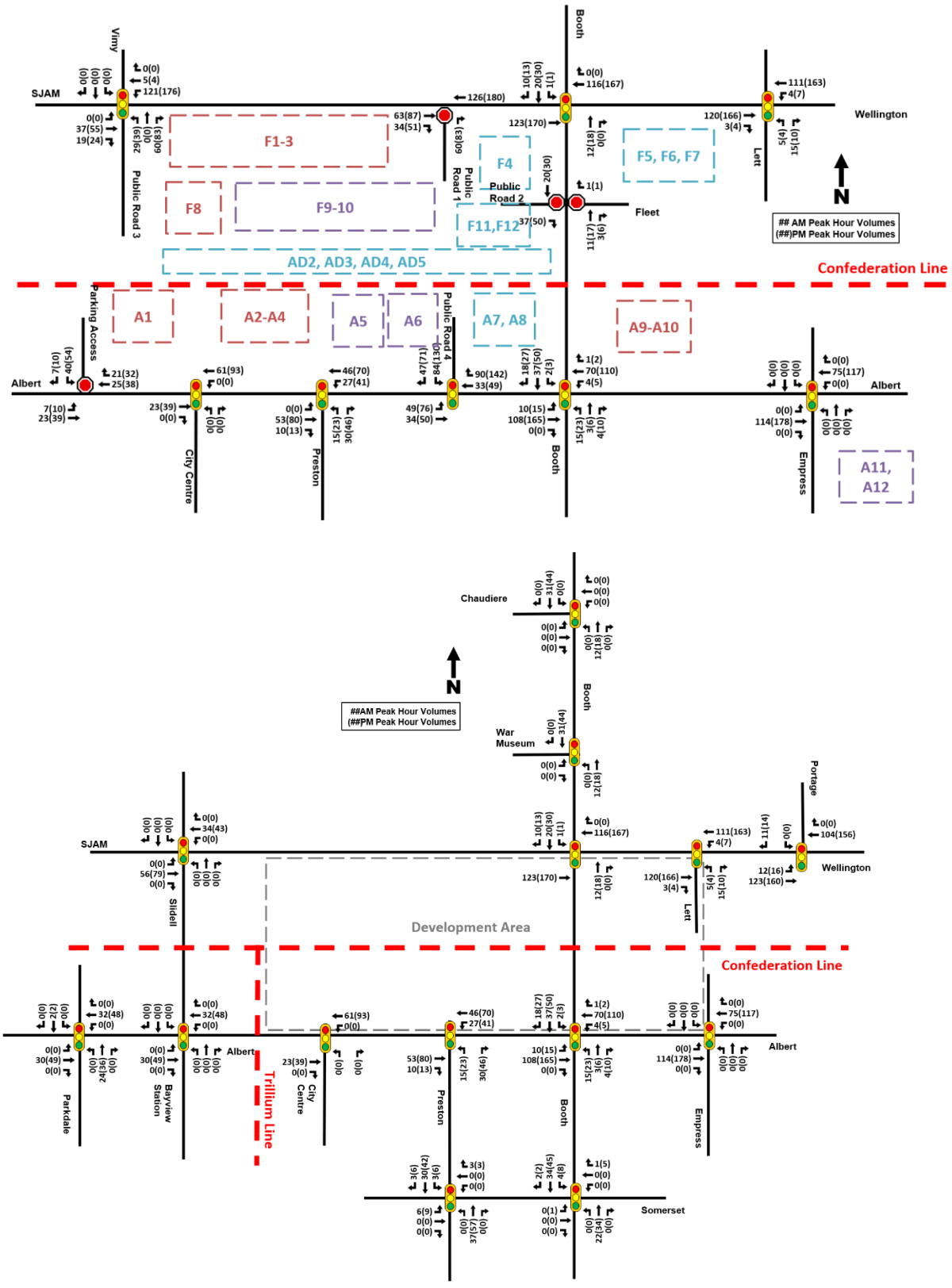


Figure 17: Projected Site-Generated Traffic – Full Build-Out



3.4 Exemptions Review

Given the size and nature of the proposed development lands, and following discussion with City Staff, the following TIA analysis modules are recommended to be exempted from this TIA analysis: Modules 4.1.2, 4.2, 4.4, and 4.6. It is our understanding that the City will request that these modules be included in future development applications for individual parcels of land. The following **Table 13** summarizes the modules that were considered for exemption.

Table 13: Module Exemption Review

Module	Element	Exemption Criteria	Exemption Status
Design Review			
4.1 Development Design	4.1.2 Circulation and Access	Required for Site Plans	**Exempt**
	4.1.3 New Street Networks	Required for Plans of Subdivision	**Not Exempt**
4.2 Parking	4.2.1 Parking Supply	Required for Site Plans	**Exempt**
	4.2.2 Spillover Parking	Eliminated in 2023 TIA Update	**N/A**
4.4 Access Intersections	4.4.1 Location and Design of Access	Combined with 4.9 in 2023 TIA Update	**N/A**
	4.4.2 Intersection Control		
	4.4.3 Intersection Design		
Network Impact			
4.5 Transportation Demand Management	All Elements	Not required for non-residential Site Plans expected to have fewer than 60 employees and/or students on location at any given time	**Not Exempt**
4.6 Neighbourhood Traffic Calming	All Elements	Required when all the new criteria in the 2017 TIA Guidelines Update are met	**Exempt**
4.8 Network Concept	All Elements	Required when development is projected to generate more than 200 person-trips during the peak hour, in excess of the equivalent volume permitted by the established zoning	**Not Exempt**

4. STEP 3 – ANALYSIS

4.1 Background Network Travel Demands

4.1.1 Transportation Network Plans

As previously mentioned in Section 3.1.3, the current transit-only lanes along Albert Street will be decommissioned and returned to general traffic use and/or active modes, as part of various projects between Holland Avenue in the west and Mackenzie King Bridge in the east. The roadway cross-section from Holland Avenue to Bayview Station Road will have a single through lane in each direction, while the cross-section from City Centre Avenue to Empress Avenue will have two through lanes in each direction.

As part of the Zibi development, the vehicular capacity of the Booth-Eddy Street corridor has been reduced and has been rededicated to cycling/pedestrian facilities. This has resulted in a single vehicular travel lane in each direction across the Chaudière Crossing.

As part of the LeBreton Flats Plan of Subdivision, it was proposed that a bridge dedicated to serving pedestrians and cyclists only be extended over O-Train Line 1 in the Preston Street corridor between Albert Street and KZM/Wellington Street. It was identified in the City's current and previous Transportation Master Plans as a new arterial roadway link to serve all travel modes and has since been amended to replace the roadway link with an active transportation only bridge.

As noted in Section 3.1.3, the City of Gatineau has released plans for a tramway connecting the growing area of Aylmer to downtown Ottawa, via the Portage Bridge. The closest TramGO would be to LeBreton Flats is at the intersection of Wellington/Portage Bridge, which is approximately 270m from the northeast corner of the development site. Although there are currently no projections for OC Transpo and STO ridership changes, it can be expected that there may be fewer trips on bus routes crossing into Gatineau on Booth Street, such as OC Transpo Route 85.

These future transportation network plans have been included/assumed in the subsequent analysis, with the exception of a new interprovincial bridge between Ottawa and Gatineau east of downtown. There is an ongoing study of the Kettle Island Corridor, also known as the Eastern Bridge, as of July 2026.

4.1.2 Background Growth and Traffic Volume Balancing

Due to certain data gaps (i.e., not every study area intersection was counted during the same year), a volume balancing exercise was conducted, which resulted in the following modifications to peak hour vehicular volumes at study area intersections (note, the following negative values indicate veh/h that were removed, and positive values indicate veh/h that were added):

- Booth/War Museum[3]: SB [-850(AM), -930(PM)]
- Booth/Wellington: SB [-120(AM), -70(PM)], WB [-50(PM)]
- Albert/Preston: EB [-110(AM), -50(PM)], WB [-50 (AM), -100 (PM)]
- Albert/City Centre: EB [-120(AM)]
- KZM/Slidell: WB [-50(AM), -120(PM)]

[3] It is noted that the turning movement count at Booth Street / War Museum on July 18, 2013, was flagged as an anomaly in the Zibi development 2014 TIA. Because of this, the Booth Street corridor was balanced according to the counts at its intersections with Wellington Street and Albert Street. The discrepancy between Booth Street / Wellington Street and Booth Street / War Museum was fully addressed in the adjustments at the Booth Street / War Museum intersection

- Wellington/Vimy: EB [+20(AM)]; WB [-90(PM)]
- Wellington/Lett: EB [+180(AM)]; WB [-130(AM), -50(PM)]
- Wellington/Portage: EB [-140 (AM), -240(PM)]
- Booth/Somerset: NB [+130 (PM)]

Based on the foregoing volume balancing assumptions, **Figure 18** on the following page depicts the resulting baseline existing conditions.

As previously mentioned in ***Section 3.1.2***, Ottawa's downtown arterial network is generally accepted to operate at capacity during peak hours; additionally, the City's TMP notes that the number of cars arriving downtown in the morning peak period has been decreasing since 1986. Therefore, background traffic volumes have exhibited negligible growth, and it can be argued that they are trending downwards.

In addition to negligible background traffic growth, study area roadways have been impacted by the extended O-Train related construction which prompted some travelers to forego tips altogether, make different mode choices, take different travel routes, or change trip times to avoid increased congestion brought by detours. Therefore, and as agreed to by City Staff, historical traffic count data from the year 2014 (where available) was used for analysis purposes, with more recent counts used where available, and zero background growth (i.e., background growth rate of 0%) was applied.

4.1.3 Current and Anticipated Area Developments

Using the City's online Development Application Tool, planned developments including 900 Albert, East Flats and Zibi were identified to have impacts on the study area. As such, the projected site-generated traffic from these developments was included in the subsequent analysis. Excerpts from the TIA study reports for 900 Albert, LeBreton East Flats and Zibi are included as **Appendix D**, depicting projected site-generated traffic for these developments. Trips generated by these developments were carried through all study area intersections for this report, regardless of where the study area terminated for each individual development.

Given that the TIA studies prepared for the identified area developments did not include some of the intersections located within the LeBreton study area, projected site-generated traffic from such area developments was appropriately distributed/assigned throughout the LeBreton study area as described in Step 2 - Scoping. The resulting assignment of projected site-generated traffic from other area developments is depicted in **Figure 19**, while **Figure 20** depicts the total background traffic volumes for this analysis, including existing conditions, background growth (0%) and traffic volumes from other area developments.

Figure 18: Existing Volumes, AM Peak (PM Peak)

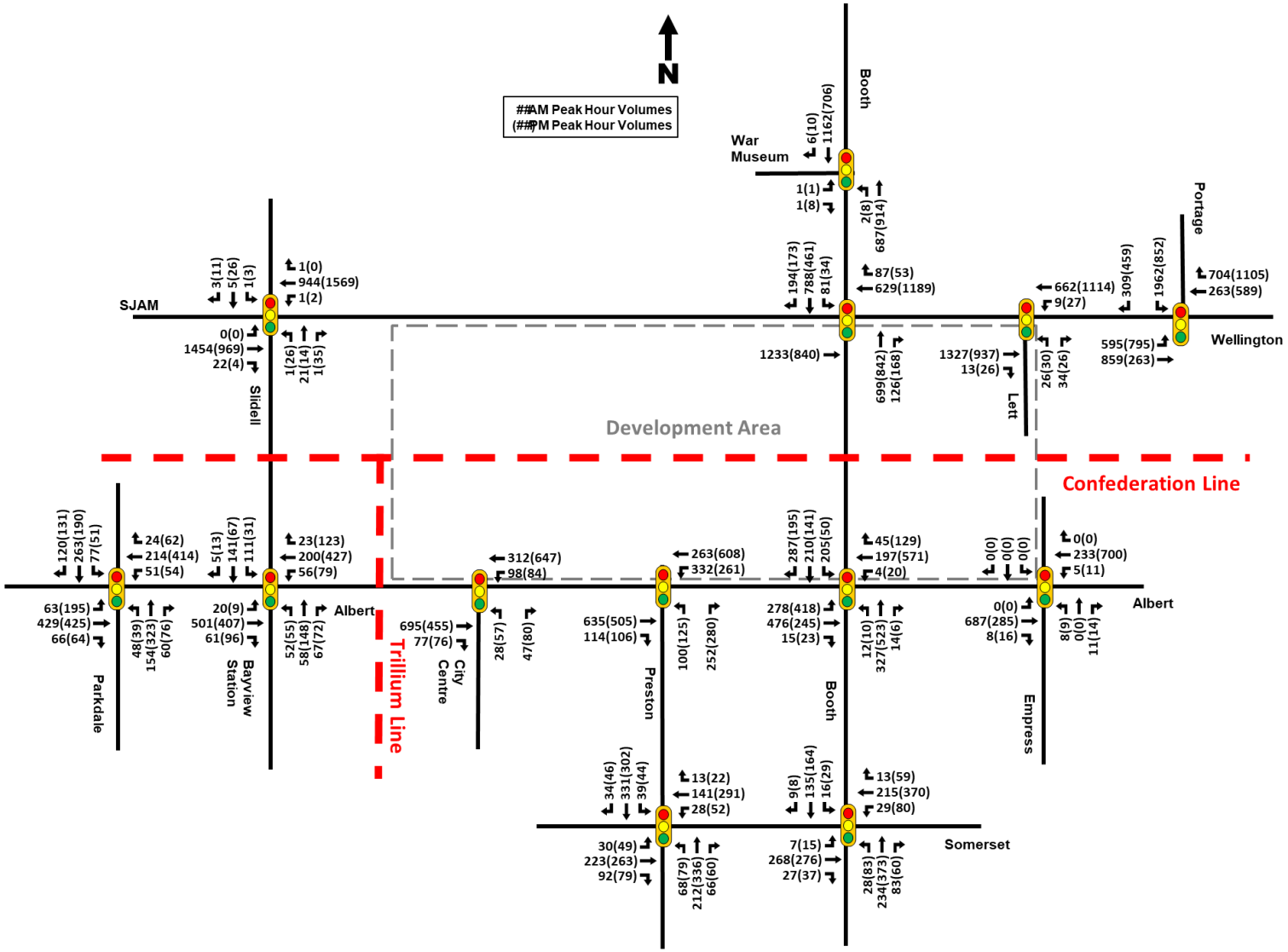


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Figure 19: Trips Generated by Area Developments, AM Peak (PM Peak)

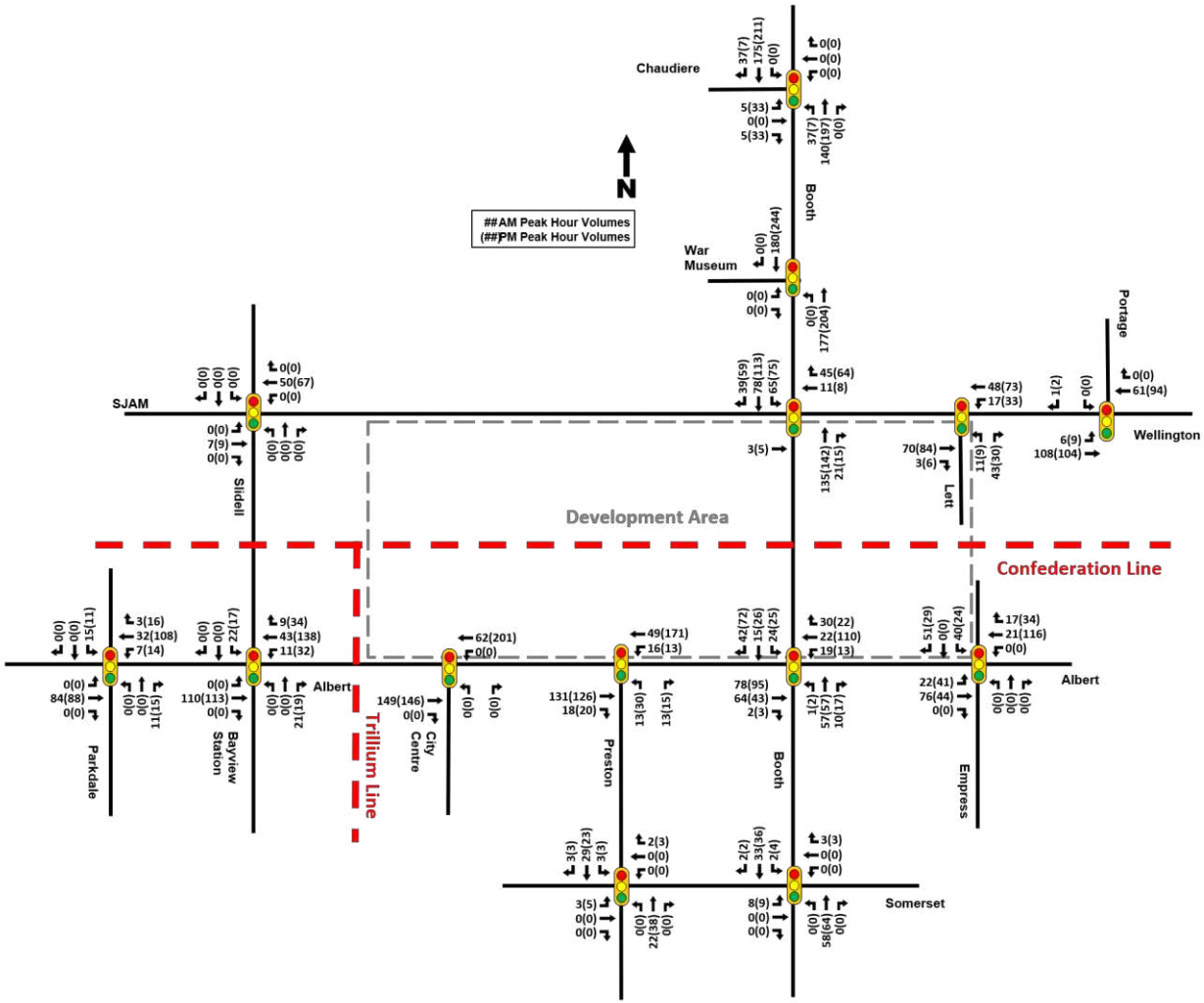
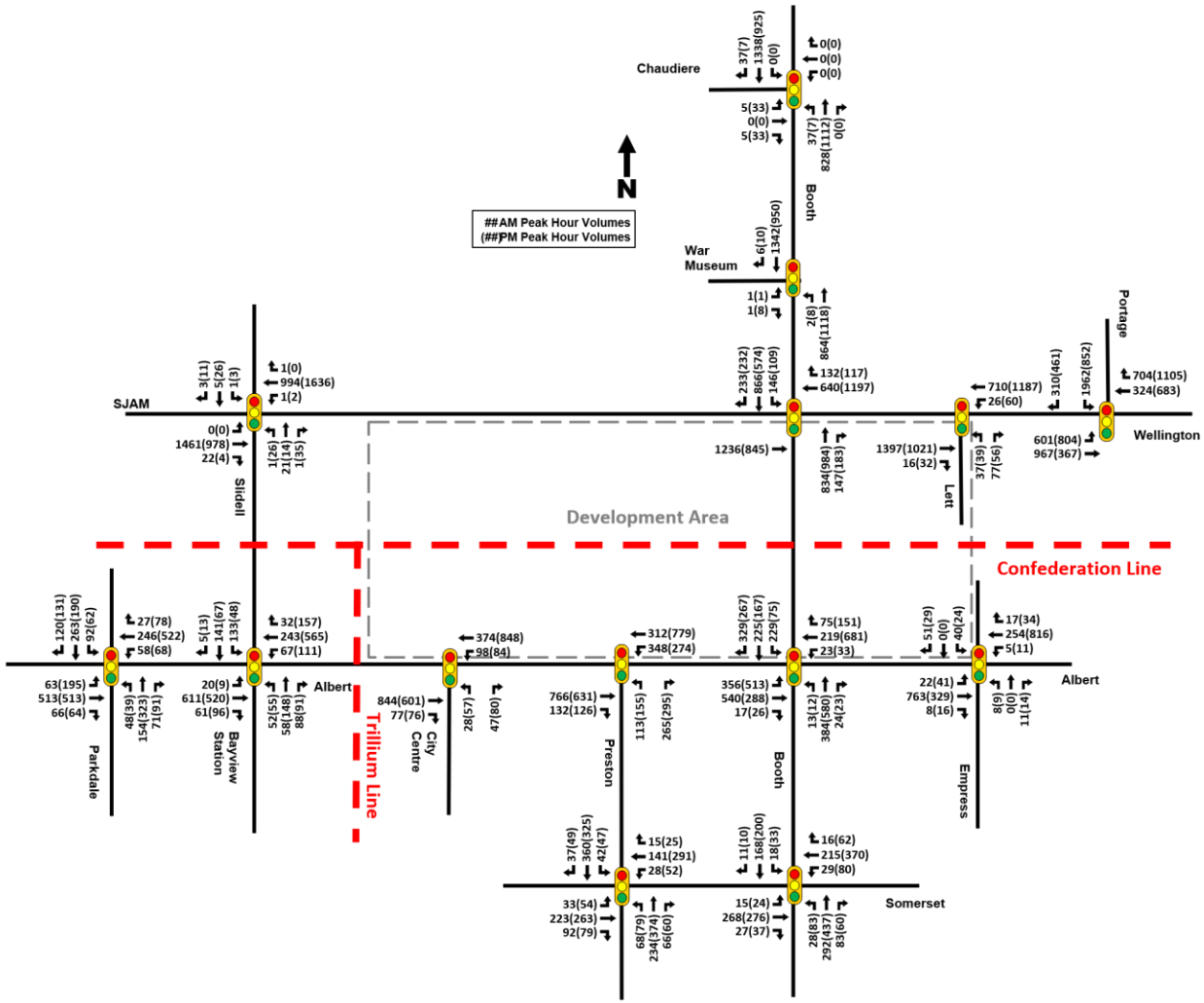


Figure 20: Future Background Turning Movement Volumes, AM Peak (PM Peak)



4.2 Demand Rationalization

The following section summarizes the study area intersection capacity analysis for Existing, Future Background and Future Total Volume scenarios. For analysis purposes, the Existing Conditions scenario is considered to be 2026, the Future Background scenario is considered to be 2030 and the Future Total Volume scenario is 2030 for Phase 1, 2040 for Phase 2 and 2050 for Phase 3.

Using the intersection capacity analysis software Synchro (v11), study area intersections were assessed in terms of vehicle delay, volume-to-capacity ratio (v/c) and the corresponding Level of Service (LOS). It should be noted that the overall performance of a signalized intersection is calculated as a weighted v/c ratio and assigned a corresponding LOS, with critical movements assigned a LOS based on their respective v/c ratio. The overall performance of an unsignalized intersection is a LOS output from Synchro, which is based on an Intersection Capacity Utilization (ICU) method, and critical movements are assigned a LOS based on delay. **Table 14** shows the vehicular level of service that corresponds to each v/c ratio.

Table 14: Level of Service vs. V/C Ratio

Level of Service	Volume to Capacity Ratio
A	0 to 0.60
B	0.61 to 0.70
C	0.71 to 0.80
D	0.81 to 0.90
E	0.91 to 1.00
F	> 1.00

Given the number of study area intersections, the general proximity between intersections/driveways within the study area, the level of existing network saturation, and the level of variability with respect to developing a Plan of Subdivision for a large area such as LeBreton Flats, estimated 95th percentile queues at study area intersections were not assessed in detail as part of this TIA study report (although, the 95th percentile queues are stated for the critical movement for each intersection). For the purpose of this assessment, study area intersections with a LOS at, or over capacity (i.e., LOS 'E' or 'F') and long delays (i.e., delays greater than 35s), it is reasonable to conclude that 95th percentile queues are also problematic (e.g. problematic queues spill back and block driveways and/or adjacent intersections, extend beyond provided turn lane storage, etc.) and therefore, provide limited to no additional value for analysis/decision purposes.

The City of Ottawa follows a Multi-Modal Level of Service (MMLOS) policy, which evaluates all modes of transportation, including pedestrians, cyclists, transit, and vehicles. The MMLOS analysis allows for trade-offs between the different modes of transportation, prioritizing different modes depending on the location within the City. The City's MMLOS Guidelines define the LOS targets for each mode of transportation based on the Official Plan Designation / Policy Area, and are presented in **Table 15**.

Table 15: Minimum Desirable MMLOS Targets by Official Plan Policy/Designation

OP Designation / Policy Area	Ped LOS	Bike LOS		Transit LOS		Auto LOS
		Cross-Town	Elsewhere	TP – Isolated Measures	Mixed Traffic	
within 600m of Rapid Transit Station	A	A	B	D	E	E
Downtown Core Transect	A	A	B	D	E	E

Due to the central location of the study area, all roadways and intersections within the study area have a Pedestrian LOS (PLOS) target of LOS 'A', and an Auto LOS target of LOS 'E', indicating the focus on pedestrians. Any streets with cross-town bikeways (Albert St., Scott St., Wellington St. east of Portage Bridge) have a Bike LOS (BLOS) target of LOS 'A', while other streets have BLOS targets of LOS 'B'. There are no plans for transit priority above and beyond isolated measures on Somerset St., therefore the Transit LOS (TLOS) target is LOS 'D' for Somerset St. and LOS 'E' for all other locations where transit operates in mixed traffic.

4.2.1 Existing and Future Background Conditions

Based on existing volumes depicted in Figure 16 and existing signal timing plans provided by the City, the following **Table 16** summarizes the existing performance of study area intersections. Detailed Synchro output data for Existing and Future Background Conditions will be provided separately to City staff.

Table 16: Study Area Intersection Operations - Existing Conditions

Intersections	Overall			Critical Movement				
	Delay (s)	v/c Ratio	v/c LOS	Mvmt	Delay (s)	v/c Ratio	v/c LOS	95th% Queue (m)
Booth & Chaudière	3 (3)	0.68 (0.54)	B (A)	SBTR	3 (1)	0.68 (0.42)	B (A)	0 (0)
Booth & War Museum	5 (5)	0.43 (0.31)	A (A)	SBTR	8 (5)	0.43 (0.25)	A (A)	117 (63)
Booth & Wellington	32 (31)	0.88 (0.85)	D (D)	NBTR	46 (35)	0.90 (0.84)	D (D)	#123 (#178)
Booth & Albert	29 (31)	0.59 (0.70)	A (B)	EBL	21 (30)	0.55 (0.87)	A (D)	57 (#128)
Albert & Empress	10 (11)	0.37 (0.45)	A (A)	EBTR	10 (10)	0.45 (0.28)	A (A)	44 (32)
Albert & Preston	17 (14)	0.66 (0.53)	B (A)	NBR	15 (14)	0.67 (0.67)	B (B)	26 (26)
Albert & City Centre	7 (7)	0.45 (0.48)	A (A)	EBT	7 (5)	0.50 (0.34)	A (A)	114 (46)
Albert/Scott & Bayview	18 (16)	0.45 (0.41)	A (A)	EBTR	6 (17)	0.49 (0.44)	A (A)	92 (m116)
Scott & Parkdale	21 (30)	0.56 (0.72)	A (C)	SBTR	29 (30)	0.65 (0.62)	B (B)	92 (73)
KZM & Slidell	3 (7)	0.50 (0.65)	A (B)	WBT	3 (8)	0.34 (0.65)	A (B)	36 (90)
Wellington/KZM & Vimy	3 (3)	0.46 (0.51)	A (A)	WBT	2 (4)	0.30 (0.52)	A (A)	23 (49)
Wellington & Lett	5 (4)	0.50 (0.41)	A (A)	EBTR	5 (2)	0.51 (0.36)	A (A)	m8 (19)
Wellington & Portage	111 (39)	1.21 (0.84)	F (D)	SBL	230 (53)	1.44 (0.88)	F (D)	#427 (#168)
Somerset & Booth	20 (22)	0.50 (0.64)	A (B)	NBLTR	36 (30)	0.77 (0.82)	C (D)	70 (#124)
Somerset & Preston	30 (28)	0.63 (0.65)	B (B)	NBTR	32 (43)	0.63 (0.85)	B (D)	62 (#100)

As shown in Table 16, the intersection of Wellington Street at Portage Bridge is operating over capacity in the weekday morning peak hour, with a LOS 'F'. This is mainly driven by the southbound left turn volume, which has a v/c ratio of 1.44. The southbound left turn 95th percentile queues are significantly lengthy in the AM peak hour but are accommodated by the existing capacity. It should be noted that the southbound left turn has three lanes, one of which is a bus/taxi/HOV lane. However, since HOV vehicle data was not available at this intersection, the southbound left turn approach was modelled with only two lanes, therefore this analysis can be considered conservative. This assumption will be carried forward to future analyses as well. All other movements at this intersection operate with acceptable

LOS. There is minimal opportunity for improvement in LOS for the southbound left turn movement, as reassigning green time from other conflicting movements is not possible as it either violates the minimum green time (i.e., pedestrian crossing time) or it results in further deterioration in overall intersection operations. When the future TramGO is in place across the Portage Bridge it may encourage a shift in mode of transportation to transit, reducing the volume of vehicles crossing the bridge from Gatineau and improving the LOS of the intersection.

The only other notable intersection for Existing Conditions is Booth Street at Wellington Street, which operates with a LOS 'D' in both peak hours, with the heaviest movements being eastbound in the morning peak hour and westbound in the afternoon peak hour.

The following **Table 17** summarizes the projected study area intersection performance based on Future Background volumes, assuming no significant changes to existing signal timing plans (i.e., slight tweaks to optimize phases, but not cycle lengths). One exception is in the Albert Street corridor, where signal timing was adjusted to provide fully protected left and right turn phases depending on volumes, in consideration of City of Ottawa's Protected Intersection Design Guidelines (PIDG). Future Background volumes were derived by summing together existing traffic volumes and projected site-generated traffic from the other area developments (i.e., summing volumes together from Figure 18 and Figure 19, resulting in Figure 20). Given an annual background traffic growth rate was assumed to be zero and assuming other area development will be fully built-out by the year 2030, Table 17 summarizes the study area intersection performance for all the Future Background scenarios.

Table 17: Study Area Intersection Operations – Future Background Conditions

Intersections	Overall			Critical Movement				
	Delay (s)	v/c Ratio	v/c LOS	Mvmt	Delay (s)	v/c Ratio	v/c LOS	95th % Queue (m)
Booth & Chaudière	9 (12)	0.82 (0.77)	D (C)	SBTR	11 (8)	0.84 (0.66)	D (B)	#386 (118)
Booth & War Museum	6 (7)	0.66 (0.54)	B (A)	SBTR	10 (6)	0.66 (0.47)	B (A)	#313 (#137)
Booth & Wellington	46 (32)	0.93 (0.94)	E (E)	NBTR	89 (37)	0.99 (1.00)	E (E)	#150 (m130)
Booth & Albert	73 (96)	0.94 (1.10)	E (F)	EBL	114 (190)	1.11 (1.33)	F (F)	#174 (#259)
Albert & Empress	14 (16)	0.38 (0.38)	A (A)	EBTR	16 (28)	0.39 (0.17)	A (A)	m70 (m48)
Albert & Preston	35 (24)	0.70 (0.62)	B (B)	WBL	43 (20)	0.79 (0.54)	C (A)	m#116 (m52)
Albert & City Centre	15 (14)	0.46 (0.40)	A (A)	NBLR	27 (44)	0.39 (0.65)	A (B)	20 (41)
Albert/Scott & Bayview Station	18 (18)	0.49 (0.59)	A (A)	EBTR	11 (15)	0.61 (0.54)	B (A)	157 (m144)
Scott & Parkdale	28 (42)	0.65 (0.89)	B (D)	WBT	23 (66)	0.40 (1.02)	A (F)	57 (m#136)
KZM & Slidell	3 (7)	0.50 (0.68)	A (B)	WBT	3 (8)	0.36 (0.68)	A (B)	38 (99)
Wellington/KZM & Vimy	2 (3)	0.46 (0.54)	A (A)	WBT	2 (3)	0.32 (0.53)	A (A)	7 (51)
Wellington & Lett	15 (5)	0.55 (0.44)	A (A)	EBTR	20 (2)	0.57 (0.40)	A (A)	m165 (m30)
Wellington & Portage	109 (40)	1.21 (0.87)	F (D)	SBL	232 (53)	1.45 (0.88)	F (D)	#427 (#169)
Somerset & Booth	21 (27)	0.55 (0.71)	A (C)	NBLTR	36 (42)	0.81 (0.92)	D (E)	81 (#148)
Somerset & Preston	33 (30)	0.68 (0.70)	B (B)	NBTR	35 (47)	0.71 (0.89)	C (D)	71 (#118)

As expected, delays and v/c ratios increase within the study area due to an increase in future background traffic. The intersection of Wellington Street at Portage Bridge, which was over capacity in

the morning peak hour for Existing Conditions, continues to be over capacity in the Future Background Conditions.

The current implementation of protected intersections and cycle tracks on Scott Street and Albert Street, along with the decommissioning of bus-only lanes into general traffic lanes will have an impact on traffic operations at many intersections:

- The westbound through movement at the intersection of Scott Street and Parkdale Avenue is over capacity in the PM peak hour, as the eastbound left turn movement is fully protected due to the westbound crossride. This results in less green time for the westbound through movement. It is possible to optimize the signal timing at this intersection to improve the westbound through at the expense of the northbound through, however that optimization has not been undertaken here.
- Despite having two eastbound and two westbound through lanes, the intersection of Albert Street and City Centre Avenue will have slightly worse operations in Future Background, as the fully protected westbound left turn phasing reduces the amount of green time available for the rest of the intersection. Additionally, the consolidation of the northbound approach into a single lane increases delays on this approach.
- The intersection of Albert Street and Preston Street will have increased delay, as the westbound left turn movement has to be fully protected due to the eastbound crossride. In addition, the northbound right turn movement can be on an overlap phase with the westbound left turn, with No Right Turn on Red (RTOR) restrictions in place, as per the PIDG.
- There will be a significant impact to traffic operations at Booth Street and Albert Street, as the protected intersection requires the eastbound left turn and southbound left turn be fully protected, and the southbound right turn to operate on an overlap phase with the eastbound left turn and No RTOR. It has also been conservatively assumed to have the westbound left turn and northbound left turn fully protected as well. The result will be long delays, and v/c ratios over 1.0 in the PM peak hour and over 0.90 in the AM peak hour. The eastbound left turn operates poorly in both peak hours, as does the southbound left and right turns in the AM peak hour. Other over or approaching capacity movements at this intersection include northbound through/right movement in in the PM peak hour. Mitigation measures are explored on subsequent pages.

Potential Reductions to Background Vehicle Demand

Notwithstanding the exemplary existing and planned measures to accommodate and promote active/sustainable modes of transportation within the study area, the following are potential network modifications/projects delivered by others that may improve the performance of study area intersections operating at, or over capacity from a vehicular operations perspective only. In some cases, these network modifications may contradict with policy direction, decisions or investments in infrastructure, and should not be considered requirements as conditions of development approval unless otherwise stipulated by the City. Therefore, the modifications have been separated into two groups – a primary group of preferred modifications that supports the City's TMP by improving conditions for all modes of transportations, and a secondary group of alternatives that improves operating conditions for vehicles only, with potential negative impacts on other modes of transportation.

It should be noted that although the network modifications listed below are all technically possible, they may not be feasible due to physical/economical constraints and/or they may not satisfy or support policy/political/planning objectives. Therefore, the possible modifications to improve the performance of study area intersections are only provided for information/decision making purposes only. If any of

these possible modifications are deemed to be desirable, further analysis may be required to support their justification.

Group A – Preferred Network Modifications

The following are the most preferred due to their prioritization for all modes of transportation, not just motorized modes. Further improvements to vehicular LOS may be observed as trips are shifted to alternative modes of transportation or alternative corridors as major projects within the National Capital Region are completed.

Transit Projects

- When the future TramGO is in place across the Portage Bridge in 2028, trips across the Portage Bridge may be shifted away from the vehicular mode and towards the transit mode. It is recommended that the City monitor traffic volumes at the intersection of Wellington Street and Portage Bridge and respond to a reduction in vehicular traffic accordingly.
- O-Train Line 1 Stage 2 LRT (with improved reliability extension drawing additional trips when open in 2027/2028).

Active Mobility Projects

- Improvements to cycling facilities throughout LeBreton Flats and along Albert Street into downtown (mode shift to cycling).
- The Chief William Commanda multi-use pathway interprovincial bridge (as the mitigation measures are based on older traffic count data, there may be mode shifts to cycling and walking since the construction of new infrastructure).
- These changes would improve operations at most intersections in the study area, with a specific benefit to Booth Street at Albert Street, Albert Street at Preston Street and Parkdale Avenue at Scott Street.

Group B – Alternative Network Modifications

The following are less preferred due to their prioritization for vehicular modes only, and not benefitting active transportation and transit modes.

Ottawa River Sixth Crossing

- The NCC recently completed a Long-Term Integrated Crossings Plan; a potential future additional crossing of the Ottawa River may result in a vehicular shift to alternative corridors; however, the decision rests with the Government of Canada to implement a Sixth Crossing.

Wellington Street at Portage Bridge

- Re-designate southbound through and westbound through HOV lanes for general purpose traffic. This would prioritize single occupancy vehicles over high occupancy vehicles, including buses and carpool vehicles, running contrary to the City's stated goals for reducing vehicular traffic.

Mitigation Measure: Booth Street at Albert Street

- Redesign the proposed Albert Street plans to accommodate dual eastbound left-turn lanes at Booth Street by converting an eastbound through lane to an eastbound left turn lane. The updated signal timing for the protected intersection already requires the eastbound left turn be a fully protected movement, which is consistent with what would be required if it were a double

eastbound left turn. **Table 18** outlines the intersection operations of Booth Street at Albert Street with a single eastbound left and with a double eastbound left.

Table 18: Booth at Albert – Double Eastbound Left Turn Analysis, AM Peak (PM Peak)

Scenario	Mvmt	Volume (vph)	Delay (s)	v/c Ratio	v/c LOS	95th Queue (m)
Single EBL	EBL	356 (513)	114 (190)	1.11 (1.33)	F (F)	#174 (#259)
	EBTR	540 (288)	27 (19)	0.43 (0.22)	A (A)	100 (47)
	Overall	-	73 (96)	0.94 (1.10)	E (F)	-
Double EBL	EBL	356 (513)	38 (46)	0.57 (0.84)	A (D)	55 (#96)
	EBTR	540 (288)	43 (28)	0.82 (0.47)	D (A)	#219 (118)
	Overall	-	66 (64)	0.91 (0.91)	E (E)	-

- It is clear that the implementation of a double eastbound left would provide a significant improvement on eastbound left turn operations, which comes with the tradeoff of worse eastbound through operations and queues.
- The overall intersection with a double eastbound left turn operates better both peak hours, with significant improvement to the operations of the eastbound approach. There remain issues in the northbound and southbound directions that exist in both scenarios (i.e., single EBL and double EBL). Given this, **it is recommended that a double eastbound left turn lane be provided in the Albert Street proposed design**. It should be noted that this analysis is based on turning movement counts from January 2024, reflecting the most up to date traffic information possible.

4.2.2 Total Projected Conditions

The following section summarizes the study area intersection capacity analysis for total projected volume scenarios for the 2030, 2040 and 2050 horizon years. Total projected volumes depicted in **Figure 21**, **Figure 22** and **Figure 23** were derived by superimposing LeBreton Flats site-generated traffic volumes onto projected background traffic volumes. It should be noted that given the size of the study area network and the number of study area intersections, each horizon year is subsequently depicted as two separate figures. The first figure for each horizon year depicts the total projected traffic volumes for site driveway connections / immediate road network surrounding the subject development lands and the second figure depicts the total projected traffic volumes for the greater study area network.

Figure 21: Total Projected Traffic Volumes – 2030 (Phase One), AM Peak (PM Peak)

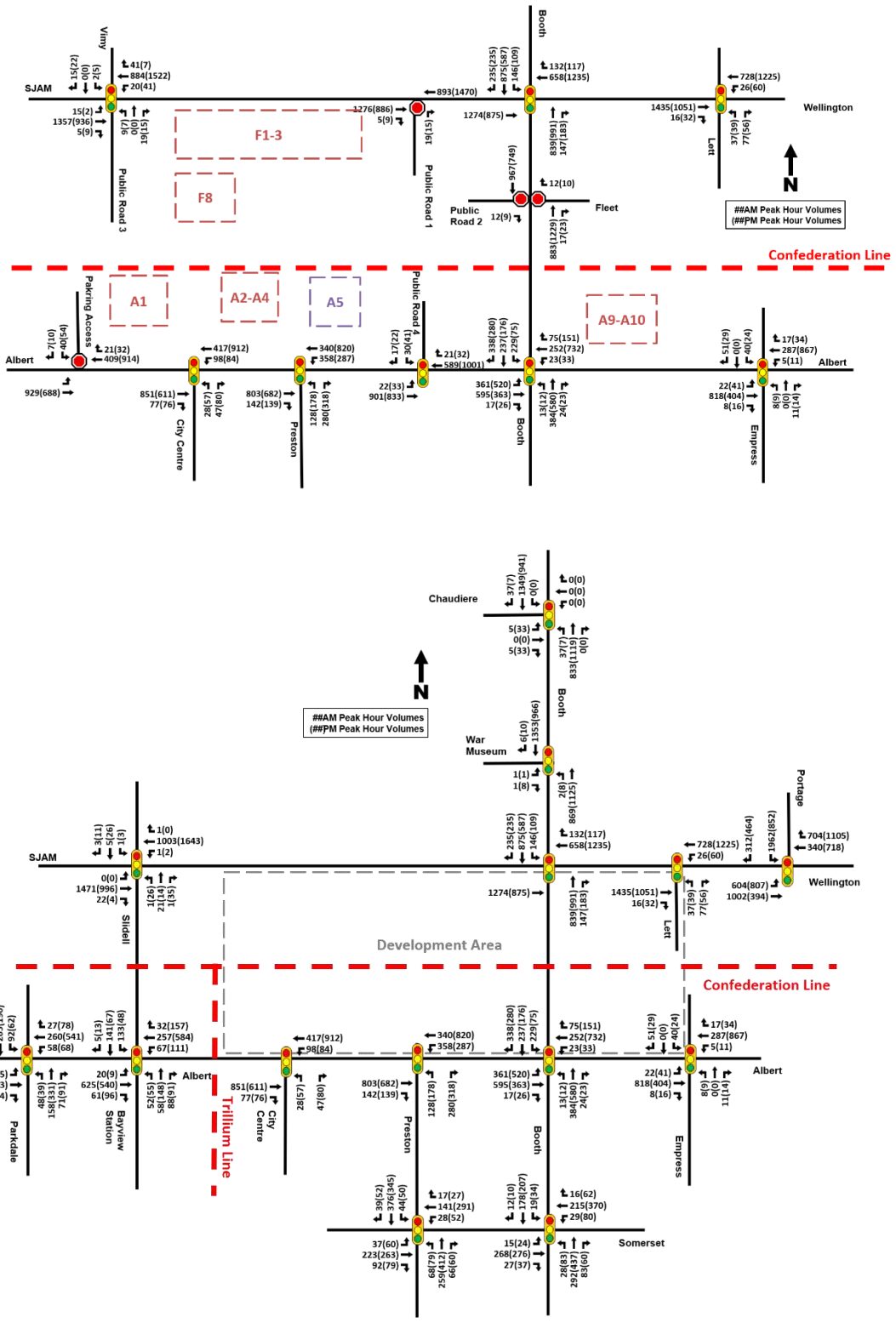


Figure 22: Total Projected Traffic Volumes – 2040 (Phase One & Two), AM Peak (PM Peak)

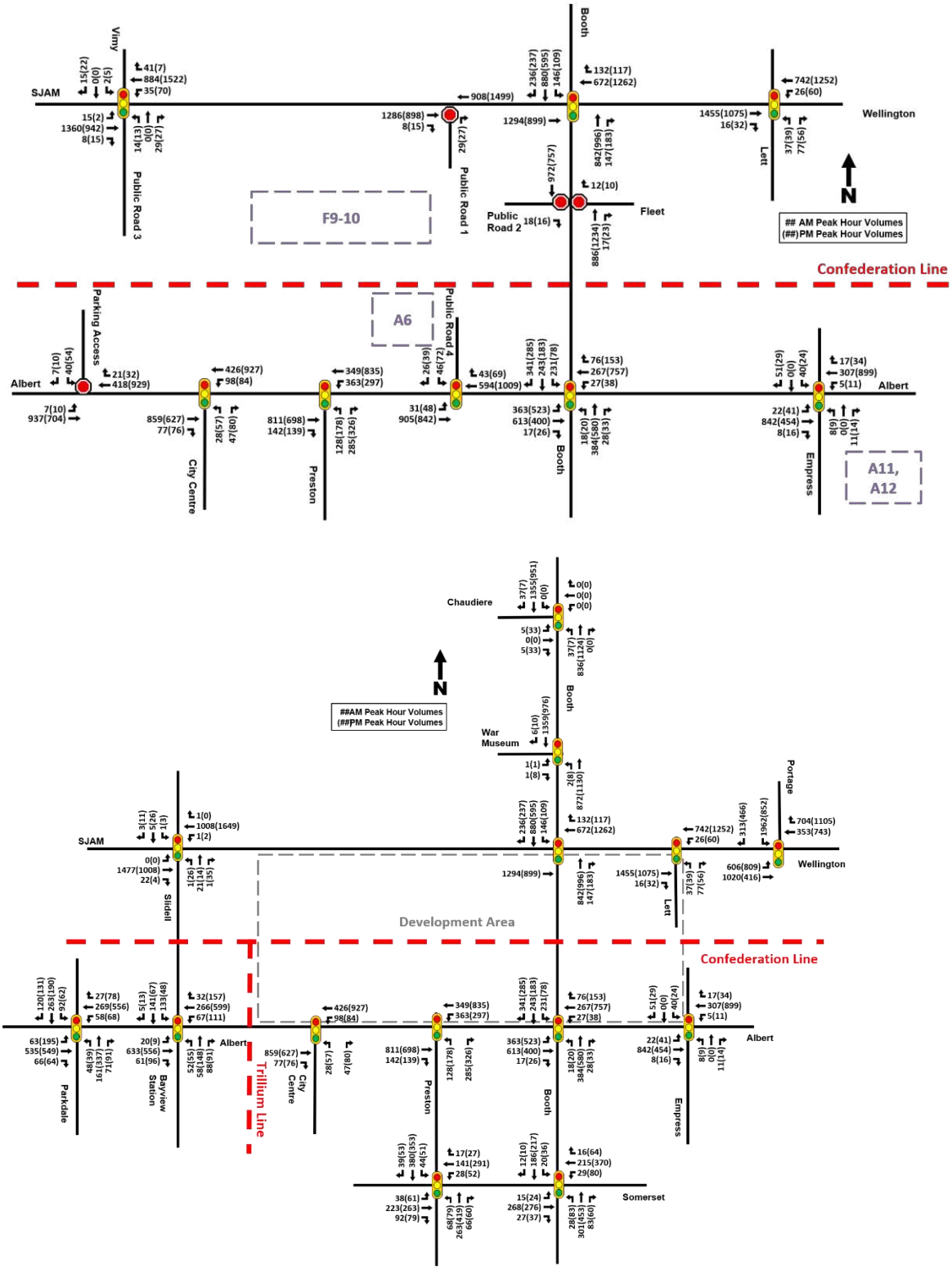
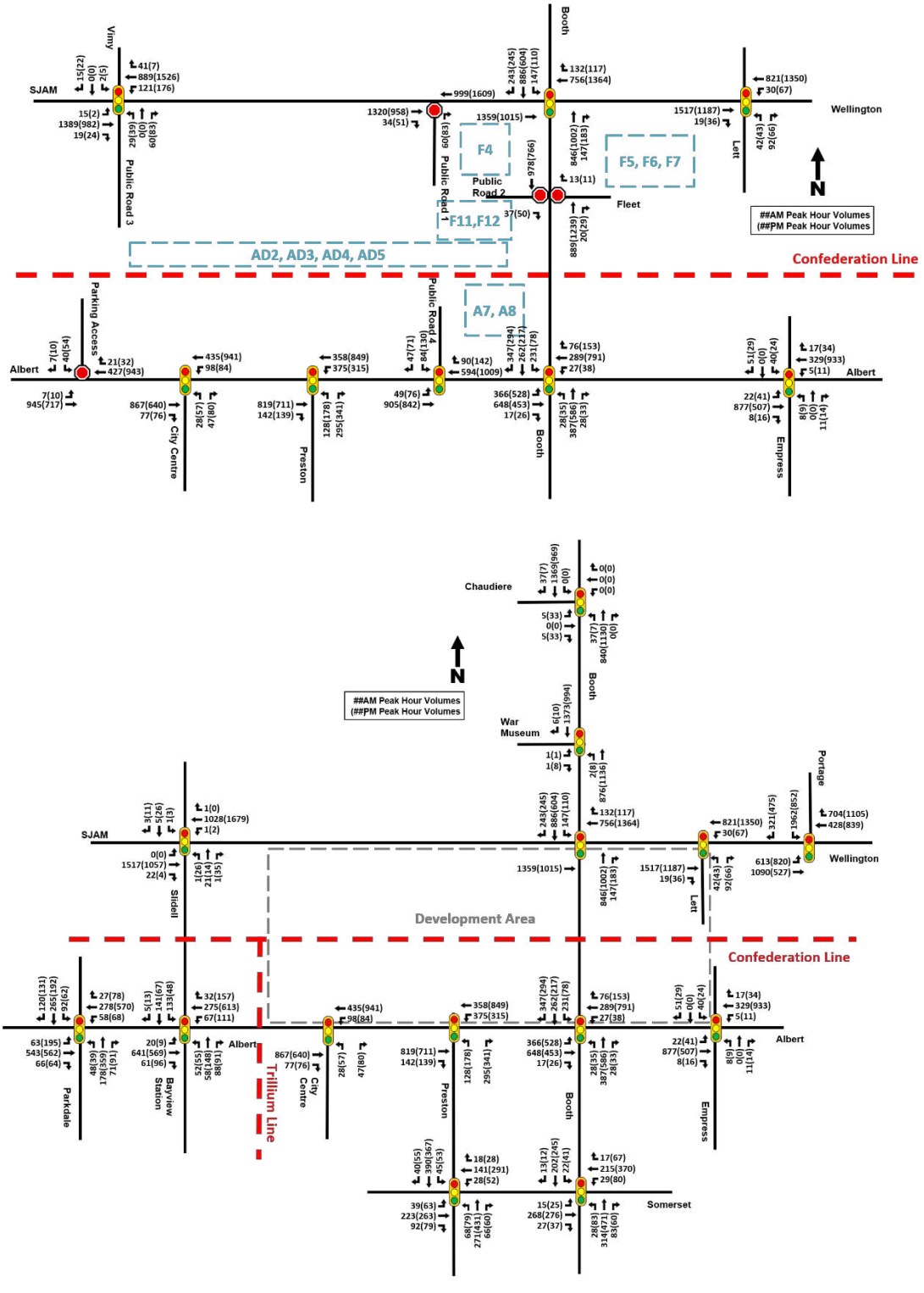


Figure 23: Total Projected Traffic Volumes – 2050 (Phase One, Two & Three), AM Peak (PM Peak)



Similar to existing baseline and background conditions, total projected conditions were assessed using the intersection capacity analysis software Synchro (v11) and using the same metrics such as v/c and delay. The following network modifications were included in the analysis (i.e., existing signal timing plans were not modified, unless otherwise specified below) for the three horizon scenarios, based on the changes to the road network shown in the Plan of Subdivision:

Network Modifications from Plan of Subdivision

Albert Street at Empress Avenue

- Modified to include north leg and eastbound left-turn lane, actuated-coordinated signal control with a 120s signal cycle.

Booth Street at Fleet Street/Public Road 2

- Modified to include west leg with stop control on the minor approach, permitting right-out movements only.

Wellington Street at Vimy Place/Public Road 3

- Modified to include a fully protected northbound left turn phase and an auxiliary northbound left turn lane for the bi-directional MUP crossing on the west leg.

New Intersections from Plan of Subdivision

Albert Street at Public Road 4

- Actuated-coordinated signal control with a 120s signal cycle during AM and PM peaks.
- It is noted that this proposed signal is located approximately 150m away from both the Albert Street / Booth Street traffic signal and the Albert Street / Preston Street traffic signal, which is shown in the *City of Ottawa's Official Plan Schedule P – Pimisi Station and LeBreton Flats District – Mobility Network*. The location of this signal helps to prioritize active modes by enabling pedestrians and cyclists to cross Albert Street (in particular, to reach Pimisi O-Train Station) without travelling ~300m upstream or downstream to adjacent signals, as well as distribute vehicular trips to/from the development across numerous intersections. There is precedence elsewhere in the City in urbanized areas for traffic signals to be spaced closer than 150m apart (e.g., Elgin Street, Bank Street, Somerset Street, etc.). As Preston Street will no longer be extended as a vehicular roadway north of Albert Street, all trips that would have used the Preston Street extension to access lands south of the O-Train will be assigned to Public Road 4, further justifying the signal from a network connectivity perspective.
- Signal warrant analysis (Justification 7) based on OTM Book 12 was conducted for this new intersection. A signal was not warranted with future Phase 3 total volumes, however is recommended due to the above noted connections it provides for the transportation network, in line with TMP Policy 6-4 *Make it Easier to Cross the Road*, as well as the City's Multimodal Level of Service Guidelines, which identify a maximum distance between controlled crossings of 200m when the Average Daily Traffic (ADT) is greater than 1,500 vpd. This is especially important in locations in close proximity to O-Train stations, such as this. It should also be noted that a separate signal warrant will have to be undertaken as part of the TIA for the major event centre, as this is a potential location for underground parking access.

Albert Street at Parking Access

- Assumed to be an underground parking lot access for the major event centre. Exact location and configuration to be confirmed by the future TIA for the major event centre.
- In this TIA, this has been assumed to be a stop control on the minor approach only with a southbound left turn lane and a southbound right turn lane.

Wellington Street at Public Road 1

- Right-in/right-out with stop control on the minor approach only.

Operational analysis for all key intersections was conducted based on total projected volumes depicted in Figures 21 to 23, existing signal timing plans and the previously described network modifications. **Tables 19 to 21** summarizes the projected performance of study area intersections for the 2030, 2040

and 2050 horizon years. Detailed Synchro output data for total projected conditions will be provided separately to City staff.

Table 19: Study Area Intersection Operations - 2030 Phase 1 Total Projected Conditions

Intersections	Overall			Critical Movement				
	Delay (s)	v/c Ratio	LOS	Mvmt	Delay (s)	v/c Ratio	LOS	95th % Queue (m)
Booth & Chaudière	10 (12)	0.83 (0.78)	D (C)	SBTR	11 (8)	0.85 (0.68)	D (B)	#391 (123)
Booth & War Museum	6 (8)	0.66 (0.55)	B (A)	SBTR	9 (7)	0.66 (0.48)	B (A)	#310 (#197)
Booth & Wellington	39 (36)	0.96 (0.96)	E (E)	NBTR	71 (52)	1.03 (1.05)	F (F)	#154 (m120)
Booth & Albert	72 (118)	0.95 (1.17)	E (F)	EBL	135 (258)	1.13 (1.46)	F (F)	#178 (#261)
Albert & Empress	7 (8)	0.33 (0.35)	A (A)	SBLTR	21 (8)	0.44 (0.25)	A (A)	19 (7)
Albert & Preston	46 (34)	0.85 (0.75)	D (C)	NBTR	104 (70)	0.92 (0.89)	E (D)	#125 (#133)
Albert & City Centre	14 (15)	0.46 (0.42)	A (A)	NBLR	13 (49)	0.36 (0.69)	A (B)	12 (44)
Albert/Scott & Bayview Station	18 (17)	0.56 (0.60)	A (A)	EBTR	11 (14)	0.62 (0.56)	B (A)	160 (m152)
Scott & Parkdale	28 (45)	0.66 (0.91)	B (E)	WBT	23 (76)	0.43 (1.05)	A (F)	59 (m#140)
KZM & Slidell	4 (7)	0.50 (0.68)	A (B)	WBT	5 (8)	0.36 (0.68)	A (B)	88 (100)
Wellington/KZM & Vimy	5 (6)	0.47 (0.53)	A (A)	WBTR	6 (8)	0.33 (0.54)	A (A)	72 (127)
Wellington & Lett	13 (5)	0.59 (0.45)	A (A)	EBTR	14 (3)	0.61 (0.41)	B (A)	197 (m31)
Wellington & Portage	109 (41)	1.22 (0.89)	F (D)	SBL	234 (53)	1.45 (0.88)	F (D)	#427 (#169)
Albert & Public Road 4	12 (7)	0.33 (0.42)	A (A)	WBTR	10 (5)	0.25 (0.42)	A (A)	m89 (m55)
Albert & Parking Access (unsignalized)	1 (4)	-	A (A)	SBL	40 (121)	0.29 (0.71)	E (F)	9 (27)
Booth & Public Road 2/Fleet (unsignalized)	0 (0)	-	A (A)	WBR	12 (14)	0.02 (0.03)	B (B)	1 (1)
Wellington Public Road 1 (unsignalized)	0 (0)	-	A (A)	NBR	10 (10)	0.03 (0.02)	B (A)	1 (1)
Somerset & Booth	21 (25)	0.55 (0.69)	A (B)	NBLTR	36 (34)	0.81 (0.87)	D (D)	81 (#142)
Somerset & Preston	35 (29)	0.70 (0.72)	B (C)	NBTR	37 (44)	0.76 (0.88)	C (D)	#78 (#125)

As shown in Table 19, the Booth Street at Albert Street and Wellington Street at Portage Bridge intersections are projected to continue operating over capacity during weekday morning or afternoon peak hours. The only other noticeable change to intersection operations from Future Background Conditions is the northbound through movement at the intersection of Booth Street at Wellington Street, which increases from a v/c ratio of 0.99 (AM) and 1.00 (PM) to 1.03 (AM) and 1.05 (PM), and the eastbound left and southbound left that further deteriorate at Booth Street at Albert Street. All other study area intersections are projected to continue operating similar to future background conditions, with only minor increases in volumes and delays.

The new unsignalized intersection of Albert Street at Parking Access is projected to see delay LOS F for the southbound left movement in the PM peak hour. Synchro as a macroscopic modelling tool, may be limited in assessing gaps in traffic and delays at unsignalized intersections compared to SimTraffic, its paired microscopic modelling tool. Therefore, it is useful to check delays at unsignalized intersections on SimTraffic. SimTraffic results show a delay of approximately 21 seconds per vehicle and a 95th percentile queue of 18m for the southbound left in the PM peak hour, suggesting that delays for this

movement may not be as severe as reported by Synchro. It appears to be feasible for a stop control on the minor approach for Albert Street at Parking Access with two southbound lanes, however this should be examined in further detail in the TIA for the major event centre.

Table 20: Study Area Intersection Operations - 2040 Phase 2 Total Projected Conditions

Intersections	Overall			Critical Movement				
	Delay (s)	v/c Ratio	LOS	Mvmt	Delay (s)	v/c Ratio	LOS	95th % Queue (m)
Booth & Chaudière	10 (11)	0.83 (0.78)	D (C)	SBTR	11 (8)	0.85 (0.68)	D (B)	#394 (127)
Booth & War Museum	7 (9)	0.67 (0.55)	B (A)	SBTR	10 (9)	0.67 (0.49)	B (A)	#321 (#205)
Booth & Wellington	49 (51)	0.97 (0.96)	E (E)	NBTR	96 (53)	1.04 (1.05)	F (F)	#155 (m112)
Booth & Albert	79 (116)	0.98 (1.16)	E (F)	EBL	149 (262)	1.18 (1.47)	F (F)	#179 (#261)
Albert & Empress	7 (16)	0.33 (0.51)	A (A)	WBTR	6 (20)	0.13 (0.55)	A (A)	26 (101)
Albert & Preston	42 (36)	0.85 (0.78)	D (C)	NBTR	81 (72)	0.93 (0.91)	E (E)	#128 (#137)
Albert & City Centre	13 (14)	0.47 (0.42)	A (A)	NBLR	13 (49)	0.36 (0.69)	A (B)	12 (44)
Albert/Scott & Bayview Station	18 (18)	0.57 (0.62)	A (B)	EBTR	11 (15)	0.63 (0.57)	B (A)	163 (m159)
Scott & Parkdale	29 (47)	0.67 (0.92)	B (E)	WBT	23 (85)	0.44 (1.08)	A (F)	60 (m#142)
KZM & Slidell	4 (7)	0.50 (0.68)	A (B)	WBT	5 (8)	0.36 (0.68)	A (B)	88 (100)
Wellington/KZM & Vimy	7 (12)	0.49 (0.55)	A (A)	WBTR	8 (14)	0.35 (0.56)	A (A)	73 (183)
Wellington & Lett	15 (8)	0.57 (0.45)	A (A)	EBTR	19 (9)	0.59 (0.47)	A (A)	m149 (m83)
Wellington & Portage	138 (47)	1.30 (0.86)	F (D)	SBL	309 (64)	1.62 (0.93)	F (E)	#427 (#168)
Albert & Public Road 4	15 (12)	0.34 (0.49)	A (A)	SBLR	41 (50)	0.34 (0.49)	A (A)	25 (39)
Albert & Parking Access (unsignalized)	1 (5)	-	A (A)	SBL	42 (141)	0.30 (0.77)	E (F)	37 (29)
Booth & Public Road 2/Fleet (unsignalized)	0 (0)	-	A (A)	WBR	12 (14)	0.02 (0.03)	B (B)	1 (1)
Wellington & Public Road 1 (unsignalized)	0 (0)	-	A (A)	NBR	10 (10)	0.04 (0.03)	A (A)	1 (1)
Somerset & Booth	22 (26)	0.56 (0.76)	A (C)	NBLTR	36 (36)	0.81 (0.89)	D (D)	84 (#148)
Somerset & Preston	35 (30)	0.71 (0.73)	B (C)	NBTR	37 (45)	0.76 (0.90)	C (D)	#80 (#127)

As shown in Table 20, study area intersections are projected to continue operating similar in the year 2040 when compared to the projected conditions for the 2030 horizon year. With the exception of previously identified problematic intersections, all study area intersections are projected to operate acceptably, at LOS ‘E’ or better.

Table 21: Study Area Intersection Operations - 2050 Phase 3 Total Projected Conditions

Intersections	Overall			Critical Movement				
	Delay (s)	v/c Ratio	v/c LOS	Mvmt	Delay (s)	v/c Ratio	v/c LOS	95th % Queue (m)
Booth & Chaudière	10 (11)	0.84 (0.78)	D (C)	SBTR	12 (9)	0.86 (0.70)	D (B)	#400 (133)
Booth & War Museum	7 (9)	0.67 (0.56)	B (A)	SBTR	10 (9)	0.67 (0.49)	B (A)	#325 (#211)
Booth & Wellington	57 (54)	1.03 (1.00)	F (E)	NBTR	101 (61)	1.12 (1.06)	F (F)	#164 (m103)
Booth & Albert	80 (124)	0.99 (1.20)	E (F)	EBL	150 (319)	1.19 (1.61)	F (F)	#181 (#272)
Albert & Empress	8 (8)	0.34 (0.38)	A (A)	SBLTR	15 (8)	0.41 (0.25)	A (A)	16 (7)
Albert & Preston	51 (39)	0.90 (0.81)	D (D)	NBTR	104 (70)	0.92 (0.89)	E (D)	#125 (#147)
Albert & City Centre	14 (14)	0.47 (0.42)	A (A)	NBLTR	13 (49)	0.36 (0.69)	A (B)	12 (44)
Albert/Scott & Bayview Station	18 (34)	0.58 (0.62)	A (B)	EBTR	12 (14)	0.64 (0.58)	B (A)	165 (m159)
Scott & Parkdale	29 (40)	0.69 (0.89)	B (D)	NBLTR	36 (81)	0.70 (1.02)	B (F)	85 (#176)
KZM & Slidell	3 (7)	0.51 (0.70)	A (B)	WBT	3 (8)	0.37 (0.70)	A (B)	39 (105)
Wellington/KZM & Vimy	21 (17)	0.80 (0.59)	C (A)	EBTR	30 (16)	0.85 (0.50)	D (A)	#215 (114)
Wellington & Lett	17 (10)	0.60 (0.49)	A (A)	EBTR	23 (13)	0.62 (0.51)	B (A)	m149 (m104)
Wellington & Portage	134 (53)	1.29 (0.91)	F (E)	SBL	304 (64)	1.60 (0.93)	F (E)	#423 (#168)
Albert & Public Road 4	19 (32)	0.37 (0.61)	A (B)	SBLR	53 (61)	0.61 (0.76)	B (C)	45 (70)
Albert & Parking Access (unsignalized)	1 (5)	-	A (A)	SBL	43 (160)	0.31 (0.82)	E (F)	10 (31)
Booth & Public Road 2/Fleet (unsignalized)	0 (0)	-	A (A)	WBR	12 (14)	0.03 (0.03)	B (B)	1 (1)
Wellington & Public Road 1 (unsignalized)	0 (0)	-	A (A)	NBR	11 (10)	0.10 (0.10)	B (A)	3 (3)
Somerset & Booth	22 (27)	0.57 (0.77)	A (C)	NBLTR	37 (40)	0.82 (0.91)	D (E)	87 (#155)
Somerset & Preston	36 (32)	0.73 (0.76)	C (C)	NBTR	37 (49)	0.77 (0.92)	C (E)	#88 (#132)

As shown in Table 21, operational conditions at key study area intersections in the year 2050 are expected to be slightly worse than those in the 2040 horizon year. The following intersections operated acceptably in the 2040 horizon year and will continue to operate acceptably in the 2050 horizon year:

- Booth Street and Chaudière
- Booth Street and War Museum
- Albert Street and Empress Avenue
- Albert Street and Preston Street
- Albert Street and City Centre Avenue
- Albert Street / Scott Street and Bayview Station Road
- Kichi Zibi Mikan and Slidell Street
- Wellington Street / Kichi Zibi Mikan and Vimy Place
- Wellington Street and Lett Street
- Albert Street and Public Road 4

- Booth Street and Fleet Street/Public Road 2
- Wellington Street and Public Road 1
- Somerset Street and Booth Street
- Somerset Street and Preston Street

The following intersections were over capacity in at least one peak hour in the 2040 horizon year, and continue to be over capacity in at least one peak hour in the 2050 horizon year, with minimal increase to the v/c ratio:

- Albert Street and Booth Street (PM peak hour)
- Wellington Street and Portage Bridge (AM peak hour)

The following intersection was approaching capacity in at least one peak hour in the 2040 horizon year, and is now just over capacity in at least one peak hour in the 2050 horizon year, with minimal increase to the v/c ratio:

- Wellington Street and Booth Street (AM peak hour)

As previously noted, due to the implementation of a protected intersection at Booth Street and Albert Street as part of the Albert Street Cycling / Pedestrian Modifications, the intersection is projected to be over capacity in the Future Background Conditions in 2030. As noted in ***Section 3.1.2***, one mitigation measure worth considering in the proposed design for Albert Street is the implementation of a double eastbound left turn in order to provide relief to one of the heaviest volume movements at the intersection, while still maintain the principles of a protected intersection. The intersection operations at Booth Street and Albert Street for the 2050 Phase 3 Horizon are shown in **Table 22** for a single eastbound left and a double eastbound left.

Table 22: Booth at Albert – 2050 Phase 3 Horizon Double EBL, AM Peak (PM Peak)

Scenario	Mvmt	Volume (vph)	Delay (s)	v/c Ratio	v/c LOS	95th Queue (m)
Single EBL	EBL	366 (528)	150 (319)	1.19 (1.61)	F (F)	#181 (#272)
	EBTR	648 (453)	16 (19)	0.50 (0.37)	A (A)	86 (63)
	Overall	-	80 (124)	0.99 (1.20)	E (F)	-
Double EBL	EBL	366 (528)	45 (68)	0.63 (0.90)	B (D)	67 (#103)
	EBTR	648 (453)	57 (28)	0.98 (0.71)	E (C)	#267 (#162)
	Overall	-	83 (84)	1.00 (1.01)	E (F)	-

The results of the double eastbound left analysis indicate that the proposed configuration is preferred over the single eastbound left configuration in the Phase 3 horizon, as well as in the Future Background Conditions. Therefore, **it is recommended that for the Albert Street Cycling / Pedestrian Modifications, the lane arrangement for the intersection of Albert Street at Booth Street be reconfigured in advance of construction, to accommodate a double eastbound left and a single eastbound through**. It should be noted that since this mitigation measure is recommended in the Future Background Conditions as part of the Albert Street Cycling / Pedestrian Modifications, not the LeBreton Flats development, it is not expected that the cost of this upgrade be attributed to the LeBreton Flats development.

4.2.3 Adjustments to Travel Demand

Adjusting modal splits away from projected auto trips further is difficult to justify, as certain individuals will ultimately be required to travel by vehicle for one reason or another (e.g., distance between origin/destination is too great, travel is a requirement for employment, physical disabilities limit travel options, etc.). Additionally, adjusting the auto modal share for site-generated traffic much lower will have a negligible effect on the performance of study area network.

With the opening of O-Train Line 1 (which occurred after much of the traffic count data used in this analysis), O-Train Line 2, and the coming Stage 2 expansion of O-Train Line 1, it is anticipated that there will be an increased number of transit users, which is likely to alleviate the vehicular demand on study area intersections. As noted above, there is also the future TramGO, downtown transit loop, and Eastern Bridge projects that have the potential to reduce interprovincial vehicular travel, including along the Booth Street corridor. Furthermore, with the planned and ongoing improvements to active transportation facilities as identified in ***Section 3.1.3*** and as proposed as part of the Plan of Subdivision, it is anticipated there will be a shift to more active modes in the study area in the future. In addition to a shift to alternative modes, peak network demand may also be further spread beyond peak hours with individuals able to modify their working hours (e.g., individuals choosing to leave for work earlier or later to avoid the most congested network conditions) or working remotely (or telecommuting) from their homes. The benefit of some of these can already be seen in more recent traffic counts (i.e., post-COVID) which show slightly lower vehicular volumes than pre-COVID.

Based on the foregoing, no adjustments to background or site-generated network demand were considered for the purposes of this TIA study. However, it should be noted that new traffic data will be collected for each development application related to LeBreton Flats to feed into TIA studies for each application. The updated data collected with each study should more accurately reflect the benefits of Ottawa's new LRT service, which may potentially alleviate vehicular demand on study area intersections.

Network Modifications to Support Access to the Flats District

Since the City removed the Preston Street extension, some network modifications were considered for access to the LeBreton Flats district.

Due to the limited number of north-south connections between Wellington Street / KZM and Albert Street, there are limited opportunities for network modifications to improve north-south vehicular capacity while still prioritizing non-vehicular modes of transportation. An example of this is the potential for permitting northbound right turns at the intersection of Slidell Street at KZM, which would result in an increase of cut-through traffic through the residential section of Bayswater Avenue. Bayswater Avenue is classified as a local street from Carling Avenue to Gladstone Street. Furthermore, due to requests from residents, speed humps and flex posts were implemented in recent years as traffic calming measures. These two factors show that while allowing the northbound right turn at Slidell Street / KZM may improve traffic operations in the study area, there are other reasons that it would not be an acceptable network modification solution. It should be noted that this should not preclude transit from being permitted to make the movement.

The only modification that appears to have some merit is allowing the northbound left turn movement at the Booth Street and Wellington Street intersection, making it accessible to all traffic. This movement was previously allowed for transit only, but with the recent reconstruction of the intersection as a protected intersection, it has been removed. The City provided an EMME model for the scenario with the northbound left turn being implemented at the intersection of Booth Street and Wellington Street, which indicated that 112 vehicles would make a northbound left turn movement during the AM peak hour. Based on traffic patterns (i.e., heavier westbound flow in PM peak hour), it was estimated that

this volume would be 204 vehicles in the PM peak hour. This has been modelled in Synchro software (assumed to operate with protected phasing due to crossing the southbound cycle track, and some adjustments to the signal timing splits (but maintaining cycle lengths) for the Phase 3 horizon. This option is compared against the default Phase 3 scenario in the table below (i.e., with no northbound left turn movement).

Table 23: Booth Street at Wellington Street – Permitted Northbound Left Turn, Phase 3

Scenario	Movements	Delay (s)	v/c Ratio	v/c LOS
No Northbound Left Turn	EBT	59 (18)	0.97 (0.70)	E (B)
	WBT	28 (94)	0.54 (0.96)	A (E)
	WBR	15 (18)	0.19 (0.15)	A (A)
	NBTR	101 (61)	1.12 (1.06)	F (F)
	SBL	147 (87)	0.91 (0.91)	E (E)
	SBT	31 (25)	0.69 (0.45)	B (A)
	SBR	20 (20)	0.38 (0.37)	A (A)
	Overall	**57 (54)**	**1.03 (1.00)**	**F (E)**
Northbound Left Turn Permitted	EBT	103 (26)	0.97 (0.78)	E (C)
	WBT	28 (95)	0.54 (1.05)	A (F)
	WBR	14 (18)	0.16 (0.14)	A (A)
	NBL	123 (70)	0.98 (0.98)	E (E)
	NBTR	94 (63)	1.00 (1.07)	E (F)
	SBL	138 (30)	0.91 (0.53)	E (A)
	SBT	55 (37)	0.97 (0.61)	E (B)
	SBR	17 (23)	0.47 (0.46)	A (A)
	Overall	**74 (57)**	**0.98 (1.03)**	**E (F)**

Implementing a northbound left turn movement at the intersection of Booth Street at Wellington Street increases the overall delay in both peak hours, as well as the delay and v/c ratio for several movements. Specifically, the delay for the southbound through movement increases by approximately 24 seconds in the AM peak hour, with the v/c ratio approaching LOS 'F'. The westbound through in the PM peak becomes over capacity. The northbound left turn movement also operates with high levels of delay and v/c ratios, as the heavy movements on all approaches to the intersection do not allow for much green time to be assigned to this movement. In addition to operational concerns, implementing the northbound left turn would require a reconstruction of the recently built protected intersection to provide space for the additional lane. This indicates that **a northbound left turn movement is not recommended at the intersection of Booth Street and Wellington Street**.

4.3 Boundary Street Design

The LeBreton Flats site is bounded by arterial roadways on three sides, with Albert Street to the south, Booth Street to the east, and Wellington Street to the north. O-Train Line 2 forms the western boundary of the site. Of these roadways, Booth Street and Albert Street already meet (or are going to meet) the City's Complete Streets philosophy, while Wellington Street could see benefit from improved Complete Street elements.

4.3.1 Albert Street

As previously noted in this document, Albert Street has ongoing or planned construction that will transform it into a multi-modal corridor that supports all road users. As shown in **Figure 24**, this includes a four-lane cross-section, with cycle tracks and sidewalks on both sides of Albert Street adjacent to the

LeBreton Flats site, which will support the multi-modal vision for LeBreton Flats. Some proposed changes to the design have already been identified in this report, including:

- Converting one of the eastbound through lanes at Albert Street / Booth Street into an eastbound left turn lane to accommodate the heavy eastbound left turn volumes.
- Provision of a new protected signalized intersection at Albert Street / Public Road 4, between Booth Street and Preston Street.
- Provision of an unsignalized intersection at Albert Street / Parking Access, between City Centre Avenue and Bayview Station Road.

Figure 24: Proposed Design for Albert Street Adjacent to Site (Source: Robinson Consultants Inc, March 2019)



4.3.2 Booth Street

Booth Street through the site mainly consists of the bridge across the O-Train Line 1 tracks, which features a four-lane cross-section, sidewalks and cycle tracks. South of the site, Booth Street through the residential area features a two-lane cross-section and numerous traffic calming elements. North of the site, Booth Street narrows to a two-lane cross-section with sidewalks and cycle tracks on both sides of the street. The intersection of Booth Street / Wellington Street was recently reconstructed to feature protected intersection elements, while the intersection of Booth Street / Albert Street is proposed to be reconstructed as part of the improvements to the Albert Street corridor. The only proposed change to Booth Street as part of this project is a right-out access on the west side of Booth Street, across from the existing right-in/right-out access on the east side of Booth Street, south of Wellington Street and north of O-Train Line 1.

4.3.3 Wellington Street

Wellington Street adjacent to the site is a four-lane roadway with sidewalks and on-street parking on both sides of the street, with a speed limit of 60 km/h. The roadway cross-section has not been updated in some time, and reflects the previous purpose it served as part of the old Sir John A Macdonald Parkway, which was a scenic parkway focused on vehicular travel.

As part of the LeBreton Flats Plan of Subdivision, a southern leg at the signalized intersection of Vimy Place is proposed in order to provide access to the Flats District. In addition, a new right-in/right-out access is proposed between the signalized intersections (at Public Road 1). These changes will increase friction on the south side of Wellington Street, resulting in more turning conflicts between vehicles, pedestrians and cyclists.

West of Vimy Place, Wellington Street transitions into Kichi Zibi Mikan, which is governed by the National Capital Commission, who is reshaping their vision for parkways in the National Capital Region, focusing them more on active and sustainable transportation and less on vehicular movement. East of the LeBreton Flats site, Wellington Street is envisioned to be part of the TramGO project, which will see

a median tramway along the Portage Bridge and Wellington Street. The size of the LeBreton Flats development and desire to focus on multi-modal transportation presents an opportunity for the City of Ottawa to capitalize on the adjacent projects and consider a redesign of the Wellington Street corridor between Vimy Place and the Portage Bridge.

Some considerations for a redesign of the corridor include:

- The removal of on-street parking on both sides of Wellington Street, especially with the potential for additional underground parking to be provided at the LeBreton Flats site. This would reduce the roadway cross-section, allowing for a lower speed limit and a shorter crossing distance for pedestrians and cyclists.
- Removal of the concrete median, which in combination with a lower speed limit should encourage a slower operating speed for vehicles, increasing safety for all roadway users.
- Provision of cycle tracks or multi-use pathways on both sides of the street to provide cyclists with a separated facility, protecting users from vehicular traffic. These facilities would tie into the Ottawa River Pathway at Vimy Place, as well as existing cycle tracks at Booth Street and any future cycling facilities provided as part of the LeBreton Flats development (e.g., in the Flats District).
- Reconstruction of the signalized intersections into protected intersections, including the intersections at Vimy Place and Lett Street.

Mobility

A Multi Modal Level of Service (MMLOS) analysis for Wellington Street from Vimy Place to Lett Street was undertaken for the future background conditions. MMLOS analysis was not undertaken for Booth Street as it is already designed as a complete street, nor Albert Street as it is currently part of a complete street renewal project. The results of this analysis are shown in **Table 24**. As there are no transit routes, and there is no truck route designation on this section of Wellington Street, the focus of this MMLOS analysis is only on pedestrians and cyclists. Public Realm LOS (PRLOS) is evaluated as well for Segment LOS, to support the consideration of Healthy Streets elements. The MMLOS targets are consistent with those shown in Table 15.

Table 24: Segment MMLOS – Background LOS

Street	Segment	PLOS	BLOS	TLOS	PRLOS
Wellington	Vimy - Lett	B	E	-	C
	Target	*A*	*B*	-	-

Due to the existing wide sidewalks (~4.0m) and presence of a parking lane, the PLOS score is LOS ‘B’, which approaches the desired LOS ‘A’. The lack of cycling facilities requires cyclists to operate in vehicular lanes, resulting in a LOS ‘E’ and not approaching the desired BLOS target of LOS ‘B’. The quality of Public Realm LOS on this corridor can be described as good. While the pedestrian and boulevard width is acceptable, the high design speed of 70 km/h, the lack of a cycling facility, and the number of midblock traffic lanes result in room for improvement, with a PRLOS ‘C’.

To improve the MMLOS for pedestrians and cyclists, the recommended improvements for Wellington Street are to remove on-street parking and replace it with a cycle track. This would allow cyclists to operate on their own segregated facility, while maintaining the offset from vehicular travel lanes for pedestrians. An additional consideration would be to remove the center concrete median, reduce the width of travelled lanes to the minimum required, and reduce the posted speed limit from 60 km/h to 50 km/h. The benefits of these changes on the MMLOS scoring are shown in the table below.

Table 25: Segment MMLOS – Conceptual LOS

Street	Segment	PLOS	BLOS	TLOS	PRLOS
Wellington	Vimy - Lett	A	A	-	B
	Target	*A*	*B*	-	-

The removal of the parking lane and reduction to roadway cross-section, along with the implementation of separated cycling facilities, improves the LOS for both pedestrians and cyclists to LOS 'A', and the PRLOS to LOS 'B'. These proposed changes would have minimal impact on the vehicular LOS, and therefore should be considered by the City of Ottawa in the future.

Road Safety

As identified in ***Section 3.1.2***, existing collision data was reviewed as part of this study. There were no concerning trends in collisions for this segment of Wellington Street, however it is worth noting that a lower speed limit and narrower travel lanes are generally associated with fewer collisions. In addition, the proposed changes to improve the cycling facilities will greatly improve safety for cyclists on Wellington Street.

Neighbourhood Traffic Management

As identified in ***Section 4.2.2***, the projected intersection operations on this corridor are not anticipated to be overly impacted by the LeBreton Flats development. The recommendations for improvements to Wellington Street will result in slower travel speeds, and improved conditions for active transportation, potentially increasing the shift of users from vehicular modes to other modes of transportation, in line with the City's new TMP. No further changes are recommended for this section of Wellington Street as part of this TIA.

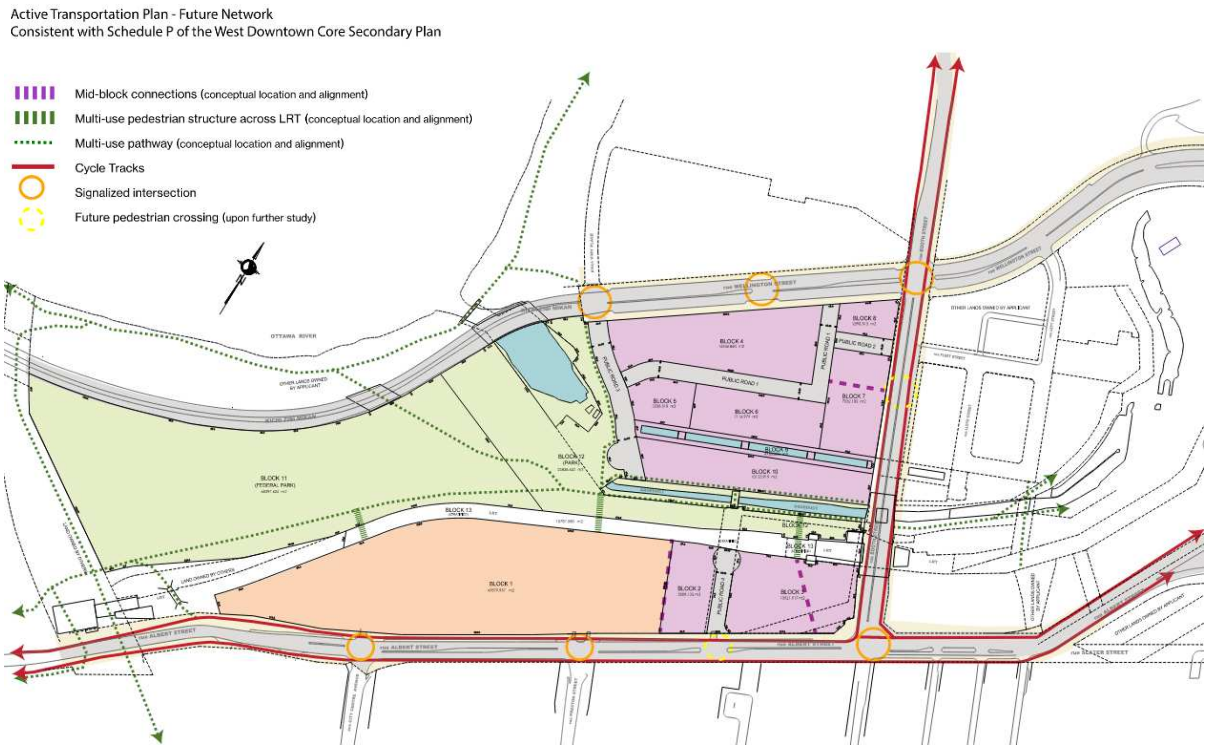
4.4 Development Design

4.4.1 New Street Networks

The proposed street network for the LeBreton Flats development, as shown in Figure 4, is designed with all modes of transportation in mind. All streets are designed to be low-speed, local streets that focus on providing safe connections for pedestrians and cyclists to pathways and sidewalks in the area, as well as to the nearby O-Train stations. There are very few continuous streets in the development, as the focus of the development is on maximizing benefits for sustainable, alternative modes of transportation, while reducing the focus on personal vehicles. However, the planned street network does allow for emergency vehicles and maintenance operations (i.e. waste collection, snow removal) to operate efficiently.

The ultimate active transportation network for the site is provided in **Figure 25**, that shows connections to existing and planned active transportation network in and adjacent to the subdivision area.

Figure 25: New Active Transportation Network



Conceptual cross-sections are provided in **Figures 26** to **28**, which have been adjusted from the cross-sections in the LeBreton Flats Master Concept Plan. Note that these are undergoing review and for illustrative purposes only. Additionally, the Streetmix software used to visualize the cross-sections shows the roadway as a typical asphalt road with curbs, however it is envisioned that this would be a curbless roadway with atypical surface treatments to enforce a shared street environment. The narrowed cross-sections and aforementioned design elements are strongly encouraged to support traffic calming and achieve 30km/h or less operating speeds.

Figure 26: Conceptual Cross-Section, Public Road 1



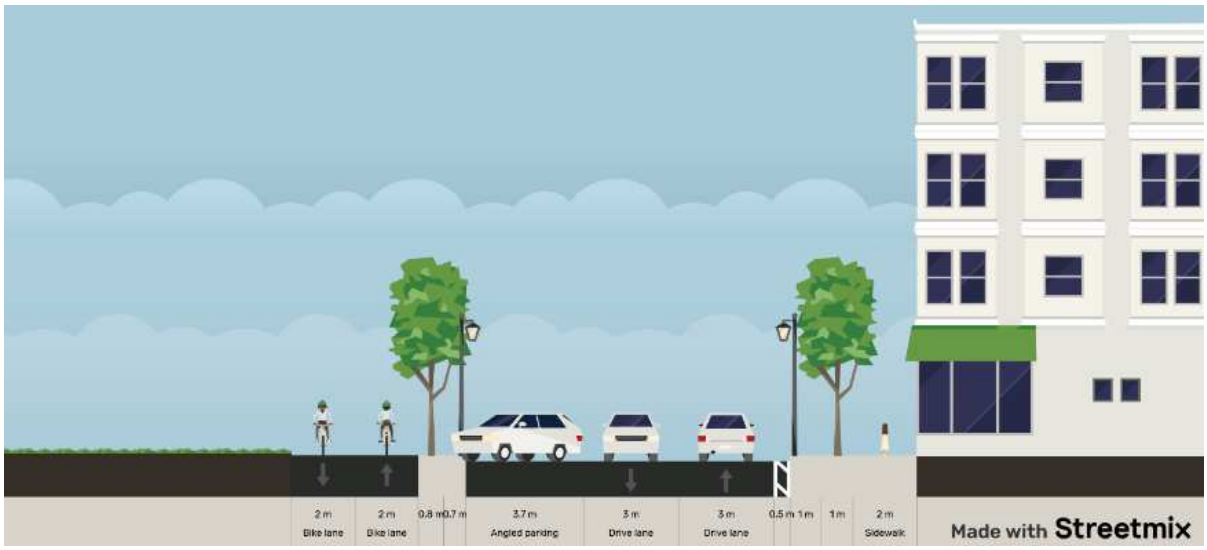
Public 1 Road is envisioned to be a low-speed roadway with no requirement for cycling facilities, variable on-street parking or loading zones on one side of the roadway. There are two lanes of traffic, landscaping buffer, lighting, and sidewalks on both sides of the roadway. The total ROW required for this roadway is 15.6m, 2.4m narrower than the City's Standard Cross-Section.

Figure 27: Conceptual Cross-Section, Public Roads 2 and 4



Public Roads 2 and 4 are envisioned to a low-speed, low-traffic roadway with no requirements for cycling facilities or on-street parking. Therefore the cross-section includes two lanes of traffic, landscaping, lighting, and sidewalks on both sides of the roadway. The total ROW for these roadways is 15m, which is 3m narrower than the City's Standard Cros-Section.

Figure 28: Conceptual Cross-Section, Public Road 3



Public Road 3 is envisioned to be a low-speed roadway with no requirement for on-road cycling facilities, and some angled parking at the south end to provide access to the proposed City of Ottawa park and playground. A multi-use pathway is provided on the west side of the roadway that will connect

across Wellington Street to the Ottawa River Pathway, and across the O-Train Line 1 to Preston Street (a bike lane is shown in the figure due to software limitations). Therefore, the cross-section includes two lanes of traffic, sidewalk, and landscaping on the east side of the street, and lighting on both sides of the roadway. Angled parking is assumed to be located between Public Road 1 and north of the turnaround loop at the south end of Public Road 3.

The total ROW required for this roadway is 19.7m, 1.7m wider than the City's Standard Cross-Section. However, this is mainly due to the City's requirement for parking in close proximity to the proposed playground at the south end of Public Road 3. Without this requirement, a narrower cross-section could be provided.

4.5 Transportation Demand Management

4.5.1 Context for TDM

The proposed mode share of the development, as outlined in ***Section 3.3.3***, is 15% auto driver, 5% auto passenger, 35% transit, and 45% walking and cycling. It was previously discussed in this section that the findings of the 2022 OD Survey for sustainable modes of travel in the Downtown Core support the transit and active transportation mode shares assumed for the LeBreton Flats development.

With the LeBreton Flats location just west of downtown, it falls under the Downtown Core Transect in the Official Plan, but with two O-Train stations located within the site, it can also be considered a Design Priority Area (DPA). This allows the development to place a greater emphasis on non-auto modes, as there are no minimum parking requirements for the development. The ultimate decision for providing parking is up to each individual developer, however past studies for the lands make mention of a desire for minimal parking, and where required, implementing shared parking between land uses.

4.5.2 Need and Opportunity

It is clear that to meet the above noted mode share targets that an aggressive TDM program is required. The following are two key points to consider for the development of the TDM program for LeBreton Flats.

1. Other similar Transit-Oriented Developments in the City have had similar targets to what is being proposed for LeBreton Flats. Those developments are listed below along with a high-level summary of the proposed TDM measures for each development:
    - 900 Albert Street – 25 to 30% auto driver, 5 to 10% auto passenger, 45 to 55% transit, 15% active.
        - Enhanced sidewalks and lighting, ride-sharing programs, carpool incentives, preferential parking for hybrid/electric vehicles, on-site transit information booth, subsidized transit passes; additional shelter area for transit users; on-site change rooms/shower facilities.
    - Zibi – 25 to 30% auto driver, 5% auto passenger, 45 to 55% transit, 20% active.
        - Small development blocks with frequent intersections, pedestrian streets and woonerfs, secure bicycle parking, parking minimums with shared parking between buildings/land uses, car sharing programs/facilities, provide information/material to future residents and employees to educate them on sustainability objectives.
    - CFB Wateridge Development – 45 to 50% auto driver, 10% auto passenger, 30 to 35% transit, 20% active.
        - Ride-sharing programs, carpool incentives, preferential parking for hybrid vehicles, on-site transit information booth, on-site change rooms/shower facilities

2. Committing to an aggressive TDM program is necessary and prudent, with the recognition and understanding that some TDM measures will be attractive and effective from the outset, while others will become more attractive as the development progresses and nears completion.

The main opportunity for the LeBreton Flats lands is that the NCC is a willing and committed landowner, willing to put forth an attractive and aggressive TDM plan that will help to create the vision for LeBreton Flats being presented in this and other reports. Other opportunities to be considered as part of the LeBreton Flats development are:

- The NCC is **committed to working with OC Transpo** to pursue strategies that boost transit mode share to and from LeBreton Flats, including methods to encourage/incentivize developers and future residents to use transit. This would provide a great jump-start to encourage transit usage and could be supported by transit fare incentives for non-residential developments at LeBreton Flats.
- According to Section 602 of the City's New Zoning By-law (No. 2026-50), **no off-street motor vehicle parking is required** to be provided on the entire site, given the proximity of the development to O-Train stations.
    - According to Section 602 of the City's New Zoning By-law, there is a maximum number of motor vehicle parking permitted at the LeBreton Flats site, due to its proximity to O-Train stations. These numbers are equivalent to 1.0 parking space per dwelling unit and 1.0 per 100m^2 of GFA for office land uses and retail stores. This would translate to a **maximum allowable number of parking spaces on-site of approximately 7,000**.
    - This is significantly higher than the number of vehicular trips expected to be generated by the site (approximately 2170 entering and exiting during the AM and PM peak hours) indicating that it is important that **maximum parking provisions on-site be more stringent than those outlined in the City's New Zoning By-law (No. 2026-50).**
- The minimum number of bicycle parking spaces as required by Section 613 of the City's New Zoning By-law (No. 2026-50) are:
        - 1 long-term space per dwelling unit for a building with 13 or more residential units,
        - 2 short-term spaces with an additional 1 space per 250 m² above 250 m² for retail store up to 999 m² or 1 space per 250 m² to a maximum of 30 spaces for a retail store of 1,000 m² or greater,
        - 1 long-term space per 250m^2 and 4 short-term spaces with an additional 1 space per 250 m² above 1,000 m² for an office, and
        - 6 short-term spaces with an additional 1 space per 250 m² of associated restaurant or assembly space above 1,000 m² for a hotel.
        - This would result in **approximately 6,000 bike parking spaces** on-site.
    - Given that 15% of trips are expected to be made by auto drivers, and 45% of trips are expected to be made by active modes, it would be worthwhile to **provide an equivalent or greater number of bicycle parking spaces on-site when compared to vehicular parking spaces**.

4.5.3 TDM Program

According to the City's TIA Guidelines, an analysis of Transportation Demand Management (TDM) measures is required when a proposed development is projected to have more than 60 employees on-site at any given time. It is understood that the City generally prefers a post-occupancy TDM program be in place ahead of site plan approval; however, with different parcels of land likely to have different owners or developers, it is difficult to project which TDM measures will be used by each owner. The proposed design of the LeBreton Flats site encourages active modes of transportation as much as

possible, as outlined in detail in this TIA, by using design solutions such as filtered permeability, numerous multi-use pathways and sidewalks, and woonerf or slow streets.

It is expected that a TDM strategy will be established for each individual development application at the time of development approval. Given that this TIA is for the entire site, and that individual TIAs will be required for each individual development, it is recommended that the City take a closer review of TDM programs at that stage of the planning process. Many of the TDM programs are specifically related to operations of a specific company or developer, such as offering discounted transit passes or flexible working hours, which cannot be captured in this TIA. That being said, some potential TDM-supportive measures that can be considered for LeBreton Flats are listed below:

- **TDM Program Coordinator** – Given the scale of the development, there could be a dedicated coordinator position to manage the development and implementation of the LeBreton Flats TDM program.
- **Travel Surveys** – The NCC could commission travel surveys / monitoring programs to be undertaken at intervals throughout the development of LeBreton Flats in order to gauge the mode share and make adjustments to requirements accordingly. For example, such surveys could be undertaken at 20% completion intervals (i.e., a 20-year development would be undertaken every 4 years).
- **Enhanced Public Transit Service** – Given the existing presence of OC Transpo routes on Booth Street, Albert Street and Preston Street, as well as O-Train Line 1 and Line 2, it is expected that OC Transpo will be monitoring transit usage in and around LeBreton Flats throughout the development process. ***Section 4.7*** of this TIA provides additional discussion on transit capacity in and around LeBreton Flats.
- **On-Site Amenities** – The mixed-use nature of the LeBreton Flats development suggests that a variety of amenities and services will be available on-site, which will reduce need for and dependency on personal vehicles.
- **Parking-Related Strategies** – The following are some TDM measures specifically related to vehicular parking management.
    - A **maximum limit** on parking supply (either a per unit rate or maximum stalls per development) more aggressive than the City's New Zoning By-law (No. 2026-50).
    - **Charge for all parking** (i.e., short-term, and long-term parking), with short-term parking being charged at a higher parking rate.
    - Provide **carpool and carshare vehicles with discounts** on parking costs and/or provide more of them with more convenient parking locations.
    - **Unbundle parking cost** from commercial/office lease rates, residential purchase prices and monthly rent. Alternatively, the NCC (or another entity, such as a private company) could maintain control of all parking on-site.

- In addition to the above, there are numerous TDM measures that can be included as a requirement for each individual development as part of the procurement process. These measures tend to be physical measures that would have to be constructed / installed as part of each development. They include:
    - **Displaying local area maps** with walking/cycling access routes, key destinations, transit schedules and route maps at major entrances.
    - Provide **real-time transit arrival information** display at entrances to buildings in LeBreton Flats.
    - **Install on-site bikeshare stations** for use by commuters and visitors.
    - Generous provisions for **secure bike parking.**
    - **Curb management accommodation** (e.g., percentage of curb space dedicated to pick-up/drop-off activity).
    - **Minimum bicycle parking provisions** that are higher than the City standard (e.g., 2+ bike parking stalls per residential unit)
    - Mandating **bicycle maintenance and repair facilities and end-of-trip amenities** (e.g., showers and change rooms).

The formal TDM Checklist, provided by the City, has been attached as **Appendix E** and is filled out for measures that may be applicable to the LeBreton Flats site. It is worth reiterating that it is difficult to project which specific measures will be utilized by individual developments.

4.6 Transit

With respect to the City's TIA Guidelines, this module reviews the potential impacts on existing and planned transit networks and service to ensure that level of service is not unacceptably impacted.

4.6.1 Route Capacity

The transit routes that serve the subject site were previously summarized in Table 2. It is expected that 35 percent of the trips generated by the site will be accommodated by transit, and that the majority of transit usage for people accessing the development site will be completed by LRT (either O-Train Line 1 or Line 2). It is expected that Bayview Station on the western edge of the development site will service the Park District and the western portion of the Albert District, including the major event centre (if constructed). The Flats District and Aqueduct District will be well served by Pimisi Station on Booth Street.

Based upon the analysis provided in Step 2 of the TIA, and summarized in **Table 26**, it is expected that the number of transit trips generated from the three phases of the LeBreton Flats development will range from 2,020 to 3,020 additional transit trips in both peak hours. This will result in an approximate total of 5,044 additional transit passengers generated by the LeBreton Flats development during the peak hours.

Table 26: Peak Hour Transit Trips by Development Phase

Block	AM Peak Hour			PM Peak Hour			Total Peak Hour
	In	Out	Total	In	Out	Total	
Phase 1 Total	351	467	817	615	571	1185	2002
Phase 2 Total	159	216	375	321	309	630	1,005
Phase 3 Total	422	408	830	581	626	1207	2,037
Total 'New' Transit Trips	**932**	**1091**	**2022**	**1517**	**1506**	**3022**	**5,044**

Using information from the City of Ottawa's EMME model, the following breakdown was calculated for transit users around the study area in order to assume a distribution to various O-Train or bus routes. It should be noted that the numbers in **Table 27** include all transit users around the study area and travelling through the study area, not just those from LeBreton Flats.

Table 27: EMME 2031 Transit Trip Distribution – AM Peak Hour

Transit Mode	Eastbound		Westbound	
	Volume	Percentage	Volume	Percentage
LRT	28,146	97%	9,557	95%
Bus	930	3%	543	5%
Total	29,076	100%	10,100	100%

The data provided in Table 27 indicates that around the study area, of all eastbound transit trips in the AM peak hour, 97% are made by LRT and 3% are made by bus. 95% of all westbound transit trips are made by LRT and 5% are made by bus. Of all LRT trips, 75% are headed eastbound and 25% are headed westbound, while bus trips see 63% of trips headed eastbound and 37% of trips headed westbound. This information allows for the assignment of transit trips to stations and bus stops in the area as shown in **Table 28** and **Figure 29** below.

Table 28: Projected LeBreton Flats Transit Trip Distribution – Full Buildout

Block	AM Peak Hour						PM Peak Hour					
	In			Out			In			Out		
	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB
A1-5 (Major Events Centre)	**198**	**147**	**51**	**231**	**171**	**60**	**301**	**78**	**223**	**294**	**76**	**218**
LRT (Bayview)	191	143	48	223	166	57	288	76	212	281	74	207
Bus	7	4	3	8	5	3	13	2	11	13	2	11
A9-10	**82**	**61**	**21**	**114**	**85**	**29**	**179**	**46**	**133**	**162**	**42**	**120**
LRT (Pimisi)	79	59	20	110	82	28	171	45	126	155	41	114
Bus	3	2	1	4	3	1	8	1	7	7	1	6
Flats District (F1-4, 8-12, AD 2-5)	**387**	**287**	**100**	**413**	**307**	**106**	**576**	**148**	**428**	**594**	**153**	**441**
LRT (Pimisi)	373	278	95	399	298	101	551	144	407	567	148	419
Bus	14	9	5	14	9	5	25	4	21	27	5	22
A6	**59**	**44**	**15**	**60**	**45**	**15**	**97**	**25**	**72**	**109**	**28**	**81**
LRT (Pimisi)	57	43	14	58	44	14	92	24	68	104	27	77
Bus	2	1	1	2	1	1	5	1	4	5	1	4
A11-12	**55**	**41**	**14**	**81**	**60**	**21**	**127**	**33**	**94**	**115**	**30**	**85**
LRT (Pimisi)	53	40	13	78	58	20	121	32	89	110	29	81
Bus	2	1	1	3	2	1	6	1	5	5	1	4
A7-8	**130**	**96**	**34**	**147**	**109**	**38**	**200**	**52**	**148**	**205**	**53**	**152**
LRT (Pimisi)	125	93	32	142	106	36	191	50	141	195	51	144
Bus	5	3	2	5	3	2	9	2	7	10	2	8
F5-7	**21**	**16**	**5**	**45**	**33**	**12**	**37**	**10**	**27**	**27**	**7**	**20**
LRT (Pimisi)	21	16	5	43	32	11	36	10	26	26	7	19
Bus	0	0	0	2	1	1	1	0	1	1	0	1
LRT	**899**	**672**	**227**	**1053**	**786**	**267**	**1450**	**381**	**1069**	**1438**	**377**	**1061**
Bus	**33**	**20**	**13**	**38**	**24**	**14**	**67**	**11**	**56**	**68**	**12**	**56**

Based on the City's EMME model, it is estimated that 12% of the eastbound LRT trips originate from O-Train Line 2, and 12% of the westbound LRT trips are destined to O-Train Line 2, transferring at Bayview Station. Therefore based on the trips in the above table, approximately 81 trips (of 672 LRT "in" eastbound trips) would arrive from and 32 trips (of 267 LRT "out" westbound trips) would depart to O-Train Line 2 in the AM peak hour. In the PM peak hour, approximately 46 trips (of 381 LRT "in" eastbound trips) would arrive from and 127 trips (of 1061 LRT "out" westbound trips) would depart to O-Train Line 2.

Figure 29: Projected LeBreton Flats Transit Trip Distribution – Full Buildout



The full build-out of the LeBreton Flats development is expected to generate approximately 1,952 LRT trips in the AM peak hour and 2,888 trips in the PM peak hour. It is important to note that not all new riders will be on O-Train Line 1 at the same time. For example, in the morning peak hour at LeBreton Flats there will be 786 new eastbound riders boarding the LRT, and 672 new eastbound riders departing the LRT. Therefore, the net increase in LRT riders is not 1,458 riders, but rather 114 riders. With the current O-Train Line 1 capacity of 10,700 passengers per hour per direction, the trips generated by LeBreton Flats would represent approximately 7% of eastbound and 2% of westbound capacity in the morning, and 4% of eastbound and 10% of westbound capacity in the afternoon.

It is worth noting the City is expecting an increase in planned capacity of O-Train Line 1 to 18,000 passengers per hour per direction by 2031, and 24,000 passengers per hour per direction at ultimate build out[4], and that at the time of the development of the Confederation Line Environmental Assessment the LeBreton Flats redevelopment was a known entity and our understanding is that it was included in the development of the planned future O-Train Line 1 capacity.

The full build-out of the LeBreton Flats development is expected to generate approximately 81 northbound and 32 southbound O-Train Line 2 trips in the AM peak hour, and 46 northbound and 127 southbound trips in the PM peak hour. With an estimated capacity of 2,100 passengers per hour per direction, the trips generated by LeBreton Flats would represent approximately 4% of northbound capacity and 2% of southbound capacity in the morning, and 2% of northbound capacity and 6% of southbound capacity in the afternoon.

The full build-out of the LeBreton Flats development is expected to generate approximately 71 bus trips in the AM peak hour and 135 in the PM peak hour. These trips are split between trips into LeBreton Flats and trips out of LeBreton Flats. Assuming a similar transit plan and bus routings to the existing plan shown in Table 2, it can be expected that the additional trips to buses will be distributed as follows:

- Eastbound AM (includes buses to Gatineau): 32 buses per hour = 1 new rider per bus.
- Westbound AM (includes buses from Gatineau): 47 buses per hour = 1 new rider per 2 buses.
- Eastbound PM: 47 buses per hour = 1 new rider per 2 buses.
- Westbound PM: 32 buses per hour = 3 new riders per bus.

4.6.2 Transit Priority

Given that the fully grade separated O-Train Line 1 bisects the LeBreton Flats development lands transit travel times should be unimpeded. Additionally, both O-Train Line 2 and the proposed TramGO are approximately a 10-minute walk from the centre of the LeBreton Flats development lands. Therefore, additional bus transit priority measures are not required as part of this study.

4.7 Review of Network Concept

With respect to the City's TIA Guidelines, this module determines if changes to the Transportation Master Plan (TMP) concepts for auto or transit networks are required to accommodate the development-generated travel demands.

The purpose of this section of the TIA is to outline any changes to the existing or planned transportation network that are required due to added traffic from a new development. It is important to recognize that the existing arterial road network, serving the area of LeBreton Flats, is generally approaching or over

[4] https://www.octranspo.com/images/files/ready4rail/PDF/confederation_line_faqs.pdf

capacity during the peak periods. The LeBreton Plan of Subdivision proposes a plan that will rely heavily on active modes and the transit network to service the community's transportation needs. Nonetheless, there will be an additional automotive demand placed on the surrounding arterial network as a result of the proposed development.

Creating additional roadway capacity within the central area of Ottawa is not considered a priority for the Transportation Master Plan, nor is it practical in a constrained urban environment such as in the vicinity of LeBreton Flats. Therefore, the assumption is that additional roadway capacity will not be provided as part of this development. That being said, the addition of a vibrant central urban community as proposed in the Plan of Subdivision will increase the City's active and transit mode share, helping to achieve TMP mode share objectives. Further, the Plan of Subdivision supports the City's objectives of increasing the number of roadways that can be defined as "Complete Streets" (e.g. interior streets designed to prioritize active modes, recommended removal of on-street parking on Wellington Street). Providing a supportive environment for pedestrians and cyclists will improve the capacity of the active transportation network and help to improve active mode share.

The Plan of Subdivision does deviate from the TMP in that it has eliminated the proposed Preston Street extension between Albert Street and Wellington Street for auto modes. The link is proposed to remain for active modes only. This deviation is described in detail in past studies for the development.

4.8 Intersection Design

This module determines the design elements of study area intersections required to accommodate the proposed development, consistent with the City's Complete Streets philosophy and MMLOS practices.

4.8.1 Intersection Control

All study area intersections are currently traffic signal controlled and are more or less fully built out. Based on the City's policies, goals and objectives, additional road widenings or intersection control is not supported. However, several area intersections will continue to operate over capacity. The following are other projects, previously identified in ***Section 4.2.2***. that may provide a reduction in vehicular demand at these intersections, without requiring additional roadway infrastructure:

Projects by Others That May Reduce Vehicle Trips

Transit Projects

- When the future TramGO is in place across the Portage Bridge, trips across the Portage Bridge may be shifted away from the vehicular mode and towards the transit mode. It is recommended that the City monitor traffic volumes at the intersection of **Wellington Street and Portage Bridge** and respond to a reduction in vehicular traffic accordingly.
- O-Train Line 1 Stage 2 LRT (with improved reliability and extension drawing additional trips).

Active Mobility Projects

Further improvements to vehicular LOS may be observed as trips are shifted to alternative modes of transportation or alternative corridors as major projects within the National Capital Region are completed. Projects that may reduce the vehicular demand in the study area include:

- Improvements to cycling facilities within LeBreton Flats and along Albert Street into downtown (mode shift to cycling). This would improve operations at most intersections in the study area, with a specific benefit to **Booth Street at Albert Street, Albert Street at Preston Street and Parkdale Avenue at Scott Street**.
- Construction of the **Chief William Commanda multi-use pathway interprovincial bridge** (mode shift to walking and cycling), has provided an attractive alternative route for pedestrians and cyclists to travel between Ottawa and Gatineau.

4.8.2 Intersection Design

Intersection details are typically not part of plans of subdivisions; however, it is expected that connections to the boundary road network will be designed to the latest standards/guidelines (e.g., adequate turning radii will be provided for trucks, sufficiently long driveway clear throat lengths will be provided, etc.). Intersections are shown to be located at appropriate distances from existing intersections, and signalization is suggested at a minimal number of locations to provide for protected movements to/from the LeBreton Flats development. The approximate location and design of new driveway connections will be refined during the development application process. Nevertheless, the following is a MMLOS analysis for the planned signalized access intersections to/from LeBreton Flats.

Intersection MMLOS Summary

A Multi-Modal Level of Service (MMLOS) assessment was conducted for the boundary intersections on Wellington Street (since Albert Street will be reconstructed separate from this project), to gauge the extent of risk, comfort and stress for active modes and gauge the extent of impedance, delay and reliability for buses and cars. **Table 29** provides an MMLOS summary for existing conditions for all modes, including Pedestrian (PLOS), Bike (BLOS), Transit (TLOS), and Auto (AutoLOS) at signalized intersections. Target MMLOS values were identified in Table 14 and are identified at the bottom of each street in the table. **Table 30** summarizes the projected background intersection MMLOS with planned network improvements, as outlined in *Section 3.1.3*. **Table 31** summarizes the intersection MMLOS with the full build-out of the LeBreton Flats development. This includes minimal changes to the roadway cross-sections, however it does involve the addition of new approaches to intersections on the south side of Wellington Street. The detailed assessment is included as **Appendix F**.

One important note regarding the PLOS and BLOS is that this review focuses on existing city streets, and planned improvements. Therefore, it does not accurately reflect the robust segregated pathway network that is included as part of the Plan of Subdivision. This pathway network will allow active transportation users to avoid travelling on busy vehicular corridors such as Wellington Street and Booth Street, **providing them with a level of risk, comfort and stress that would be comparable to a LOS 'A'**.

Table 29: Intersection MMLOS – Existing LOS

Major Street	Cross Street	PLOS	BLOS	TLOS	AutoLOS
Wellington	Vimy Place	C	C	-	A
	Booth	C	A	C	C
	Lett	C	B	-	A
	Target	*A*	*B*	*E*	*E*

Table 30: Intersection MMLOS – Future LOS

Major Street	Cross Street	PLOS	BLOS	TLOS	AutoLOS
Wellington	Vimy Place	C	C	-	A
	Booth	C	A	D	D
	Lett	C	B	-	A
	Target	*A*	*B*	*E*	*E*

As shown in Table 29 and Table 30, study area intersections on Wellington Street generally do not meet PLOS targets but meet BLOS, TLOS, and AutoOS targets. Takeaways regarding the Intersection MMLOS are noted below.

Pedestrian LOS

- The removal of the existing parking lanes on Wellington Street as identified in *Section 4.3.3* would benefit pedestrians as it reduces their crossing distance.

- The only existing intersection without zebra stripe hi-visibility markings is Wellington Street at Vimy Place. It is recommended that this be rectified once Vimy Place is extended to the south side of Wellington Street as part of the development.
- Any new intersections, such as Albert Street at Public Road 4, should implement zebra stripe hi-vis markings.
- The implementation of leading pedestrian intervals (LPIs) at intersections that operate well is recommended, such as at Booth Street at Chaudière, Wellington Street at Vimy Place, Albert Street / Scott Street at Bayview Station Road, Albert Street at City Centre Avenue and Wellington Street at Lett Street.
- The implementation of No Right-Turn-on-Red provisions at intersection that operate well is also recommended.
- As noted above, a robust network of multi-use pathways is proposed as part of the Plan of Subdivision, including a recently-built east-west pathway along the north side of O-Train Line 1. This pathway provides pedestrians with a more comfortable, safer route through the area, and will ultimately connect to facilities further east on Wellington Street and Albert Street.

Bicycle LOS

- Where protected intersections are provided, and intersection operations allow for it, leading bike intervals should be provided alongside the LPIs. These features in addition to a cycle track, can raise the BLOS to LOS 'A' at Vimy Place and Lett Street.
- As noted above, a robust network of multi-use pathways is proposed as part of the Plan of Subdivision, including a recently built east-west pathway along the north side of O-Train Line 1. This pathway provides cyclists with a more comfortable, safer route through the area, and will ultimately connect to facilities further east on Wellington Street and Albert Street.

Transit LOS

- Transit LOS is not considered to be too concerning, as O-Train access along this corridor should help supersede the need for improvements to increase transit LOS targets.
- Low TLOS is mainly attributed to vehicle movements experiencing long delays, which impact bus travel time/reliability. There is a slight decrease in TLOS and AutoLOS at Wellington / Booth in future conditions from LOS 'C' to 'D', which is still acceptable.

Auto LOS

- The Auto LOS exceeds the target at all intersections under existing and future conditions, operating with acceptable LOS during peak periods.

The impact of these suggestions on MMLOS scoring are shown in the table below.

Table 31: Intersection MMLOS - Conceptual LOS

Major Street	Cross Street	PLOS	BLOS	TLOS	AutoLOS
Wellington	Vimy Place	C	A	-	A
	Booth	C	A	D	D
	Lett	C	A	-	A
	Target	*A*	*B*	*E*	*E*

There are minor improvements to the PLOS scoring that are not captured by the overall grade letters. The most significant improvements to PLOS will come with further reducing the number of vehicular lanes and reducing the signal cycle length, which may be challenging given the traffic volumes on this corridor. Protected intersections and crossrides, if implemented at Vimy Place and Lett, are shown to benefit BLOS and should be considered by the City in the future.

5. CONCLUSION AND RECOMMENDATION

The future community of LeBreton Flats has the potential to be a showcase for future urban development in Canada. As with any urban development of this caliber, there is both enormous potential and significant challenges. It is important to understand the value of the site, as failure to do so may unreasonably deem some elements as challenges and miss the opportunity to undertake proper trade-off analysis, therefore unnecessarily compromising the full potential of the site.

This Transportation Impact Assessment followed the City of Ottawa TIA Guidelines to assess and evaluate the potential benefits and impacts that are anticipated to City of Ottawa roadways as part of the LeBreton Flats development. The full development is anticipated to generate approximately 5,800 person trips in the weekday morning peak hour, and 8,700 person trips in the weekday afternoon peak hour. The development is targeting aggressive modal splits for site generated traffic, including 15% auto driver trips, 5% auto passenger, 35% transit trips and 45% active transportation trips. This results in an expected increase in peak hour vehicle traffic onto adjacent roadways of approximately 810 vehicles per hour in the morning and 1,270 vehicles per hour in the afternoon.

Background projects delivered by others that may reduce vehicle demand in the future and improve the performance of study area intersections while prioritizing active modes include the construction of the TramGO, completion of the Stage 2 LRT extension and improvements to cycling facilities on Albert Street / Scott Street. The future Preston Street active transportation bridge will also help prioritize active modes.

It is important to note that not all decisions related to this development need to be made at this time due to the size of the LeBreton Flats development (e.g., “conditional approval” can be offered), as there will be ample opportunities for refinement to the transportation analysis as each parcel of land is developed and undergoes its own TIA process, including submission for approval. It should also be noted that given the significant timelines for the ultimate build-out of this project, it is important to recognize that travel patterns will change as projects like the O-Train Line 1 Stage 2 extension, TramGO, the downtown transit loop, and potentially other projects, such as a sixth crossing of the Ottawa River, are designed and constructed.

While it is difficult to provide a detailed TDM Implementation Program at this time given that this TIA is for the entire site, it is recommended that specific TDM initiatives be given further consideration as each development phase or site move forward. That being said, potential TDM measures that can be implemented across LeBreton Flats have been identified in ***Section 4.5*** and are recommended for consideration, which includes some physical measures, travel surveys, and monitoring programs.

APPENDIX A: City of Ottawa TIA – Screening Form

City of Ottawa 2017 TIA Guidelines Screening Form

1. Description of Proposed Development

Municipal Address	
Description of Location	LeBreton Flats
Land Use Classification	Residential, commercial, office, hotel
Development Size (units)	4,448 residential units
Development Size (m^2)	19,756m^2 commercial, 47,263m^2 office, 14,346m^2 hotel
Number of Accesses and Locations	9 new vehicular roadway accesses
Phase of Development	Phases 1 - 3
Buildout Year	2030 (Phase 1), 2040 (Phase 2), 2050 (Phase 3)

If available, please attach a sketch of the development or site plan to this form.

2. Trip Generation Trigger

Considering the Development's Land Use type and Size (as filled out in the previous section), please refer to the Trip Generation Trigger checks below.

Land Use Type	Minimum Development Size (60 trips)
Single-Detached [1]	60 units
Multi-Use Family (Low-Rise) [1]	90 units
Multi-Use Family (High-Rise) [1]	150 units
Office [2]	1,400 square meters (m^2)
Industrial [2]	7,000 m^2
Fast-food restaurant or coffee shop [2]	110 m^2
Destination retail [2]	1800 m^2
Gas station or convenience market [2]	90 m^2

** If the development has a land use type other than what is presented in the table above, estimates of person-trip generation may be made based on average trip generation characteristics represented in the current edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual.*

If the proposed development size is greater than the sizes identified above, the Trip Generation Trigger is satisfied.

3. Location Triggers

	Yes	No
Does the development propose a new driveway to a boundary street that is designated as part of the City's Transit Priority, Rapid Transit or Cross-Town Bikeways Networks?	X	
Is the development in a Design Priority Area (DPA) , Transit-Oriented Development (TOD) zone , or Protected Major Transit Station Area (PMTSA)?*	X	

**DPA and TOD are identified in the City of Ottawa Official Plan (DPA in Section 2.5.1 and Schedules A and B; TOD in Annex 6). See Chapter 4 for a list of City of Ottawa Planning and Engineering documents that support the completion of TIA). PMTSAs are identified in Schedule C1 - Protected Major Transit Station Areas (PMTSA).*

If any of the above questions were answered with 'Yes,' the Location Trigger is satisfied.

4. Safety Triggers

	Yes	No
Are posted speed limits on a boundary street are 80 km/hr or greater?		X
Are there any horizontal/vertical curvatures on a boundary street limits sight lines at a proposed driveway?	X	
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)?	X	
Is the proposed driveway within auxiliary lanes of an intersection?	X	
Does the proposed driveway make use of an existing median break that serves an existing site?	X	
Is there is a documented history of traffic operations or safety concerns on the boundary streets within 500 m of the development?	X	
Does the development include a drive-thru facility?		X

If any of the above questions were answered with 'Yes,' the Safety Trigger is satisfied.

5. Summary

	Yes	No
Does the development satisfy the Trip Generation Trigger?	X	
Does the development satisfy the Location Trigger?	X	
Does the development satisfy the Safety Trigger?	X	

If none of the triggers are satisfied, the TIA Study is complete. If one or more of the triggers is satisfied, the TIA Study must continue into the next stage (Screening and Scoping).

APPENDIX B: City of Ottawa - Traffic Count and Signal Timing Data

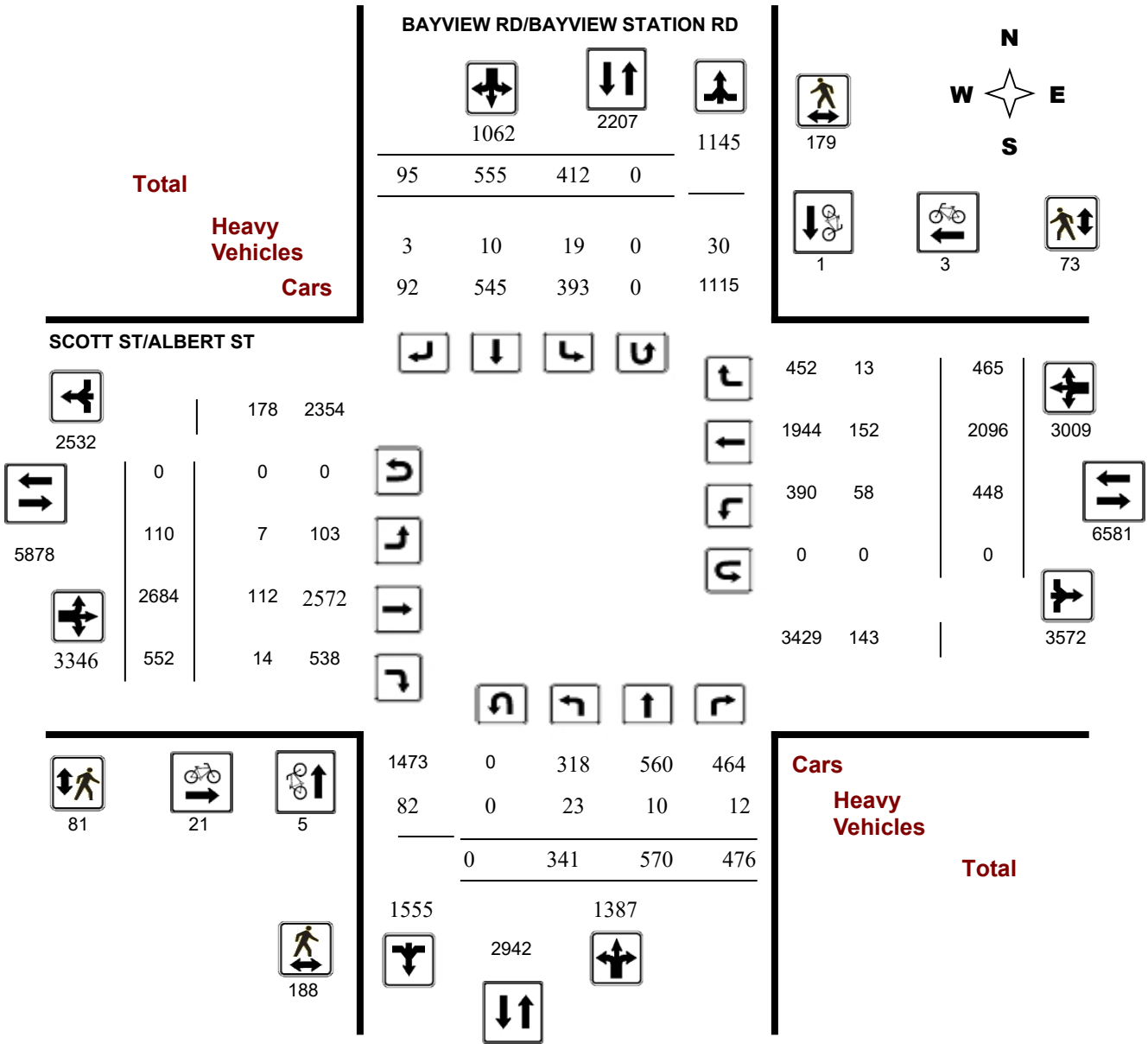
Transportation Services - Traffic Services

Turning Movement Count - Study Results

BAYVIEW RD/BAYVIEW STATION RD @ SCOTT ST/ALBERT ST

Survey Date: Wednesday, March 08, 2023
Start Time: 07:00
WO No: 40839
Device: Miovision

Full Study Diagram



Transportation Services - Traffic Services

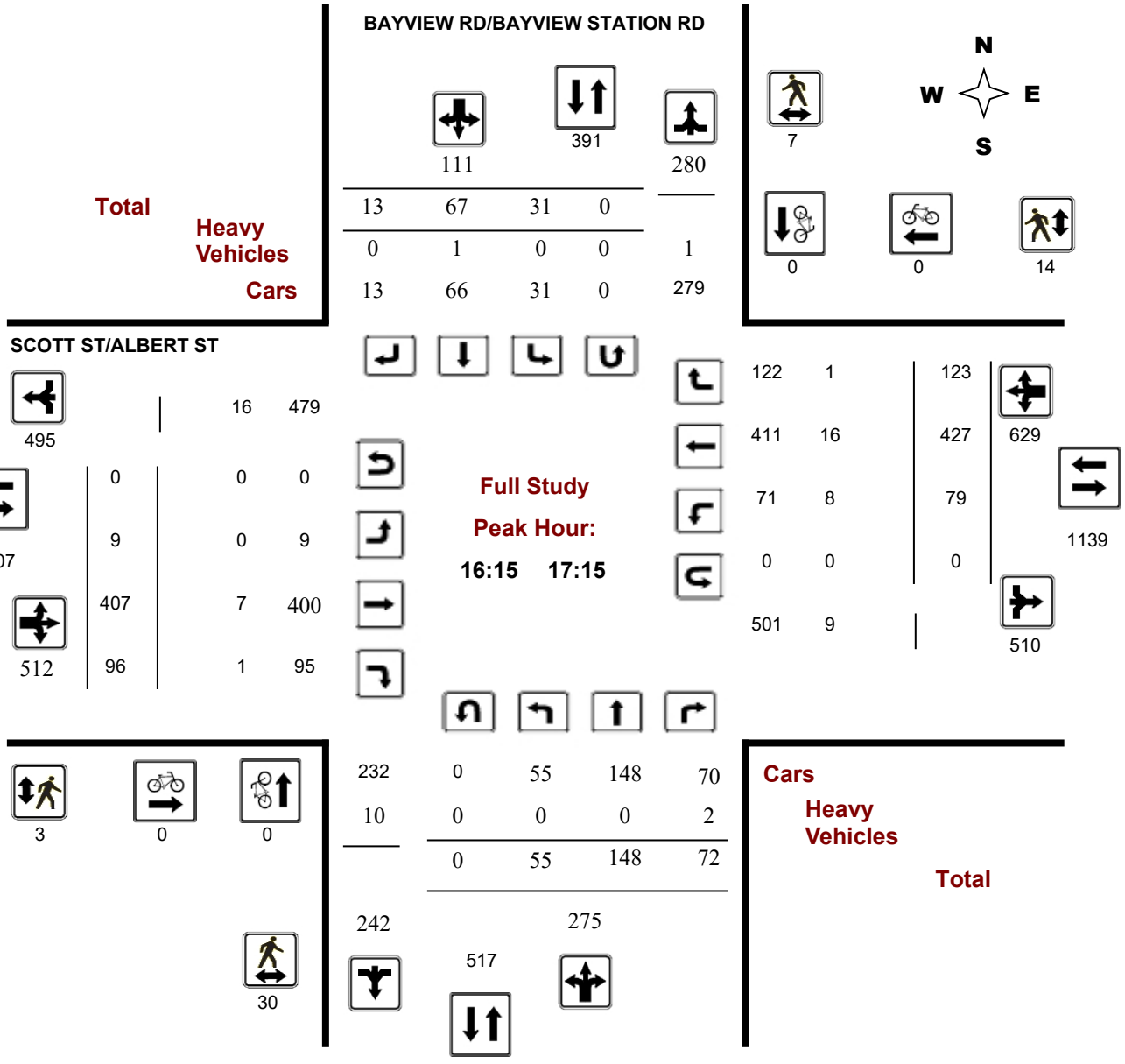
Turning Movement Count - Study Results

BAYVIEW RD/BAYVIEW STATION RD @ SCOTT ST/ALBERT ST

Survey Date: Wednesday, March 08, 2023 **WO No:** 40839

Start Time: 07:00 **Device:** Miovision

Full Study Peak Hour Diagram



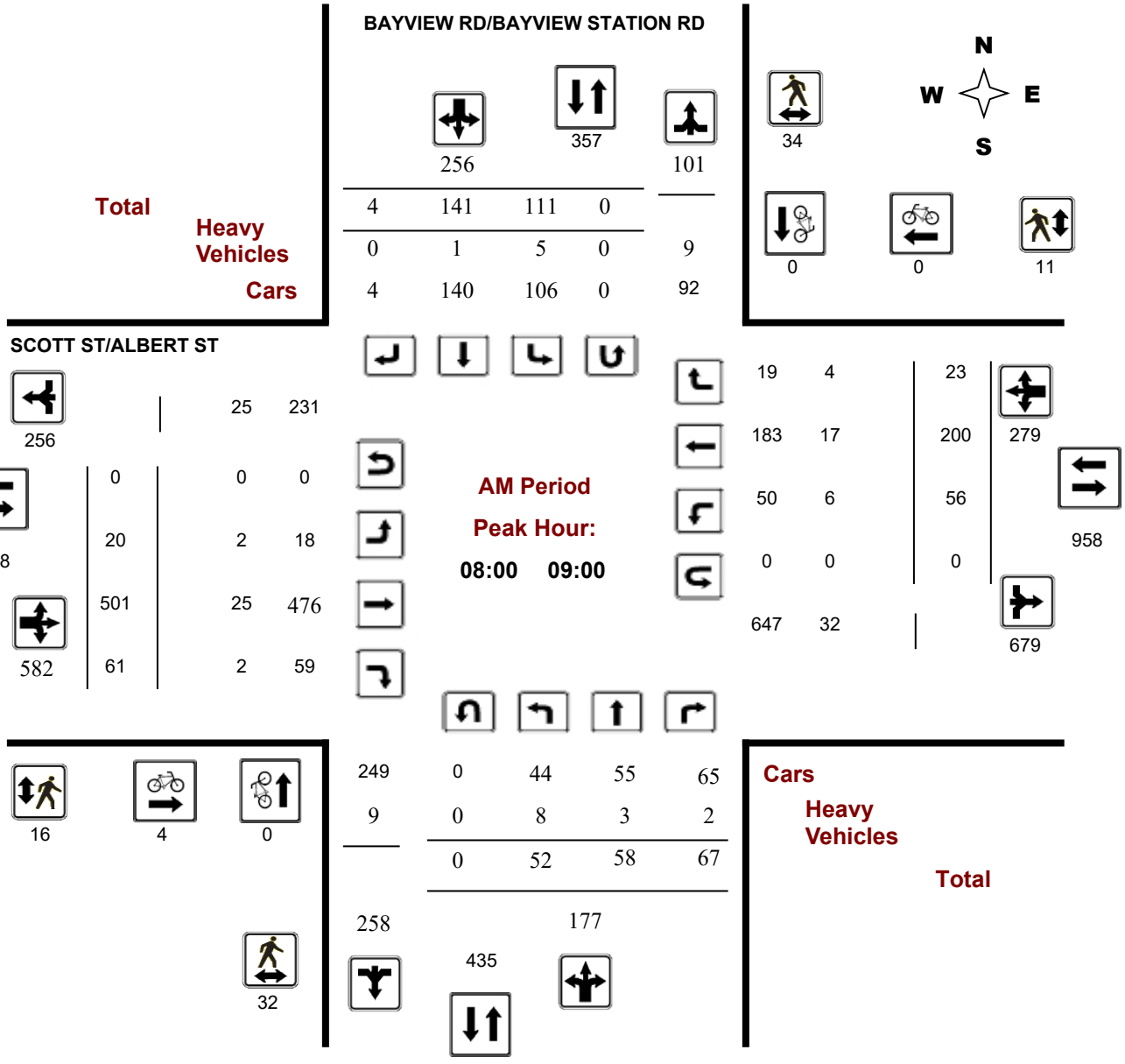
Transportation Services - Traffic Services

Turning Movement Count - Study Results

BAYVIEW RD/BAYVIEW STATION RD @ SCOTT ST/ALBERT ST

Survey Date: Wednesday, March 08, 2023
Start Time: 07:00
WO No: 40839
Device: Miovision

AM Period Peak Hour Diagram



Transportation Services - Traffic Services

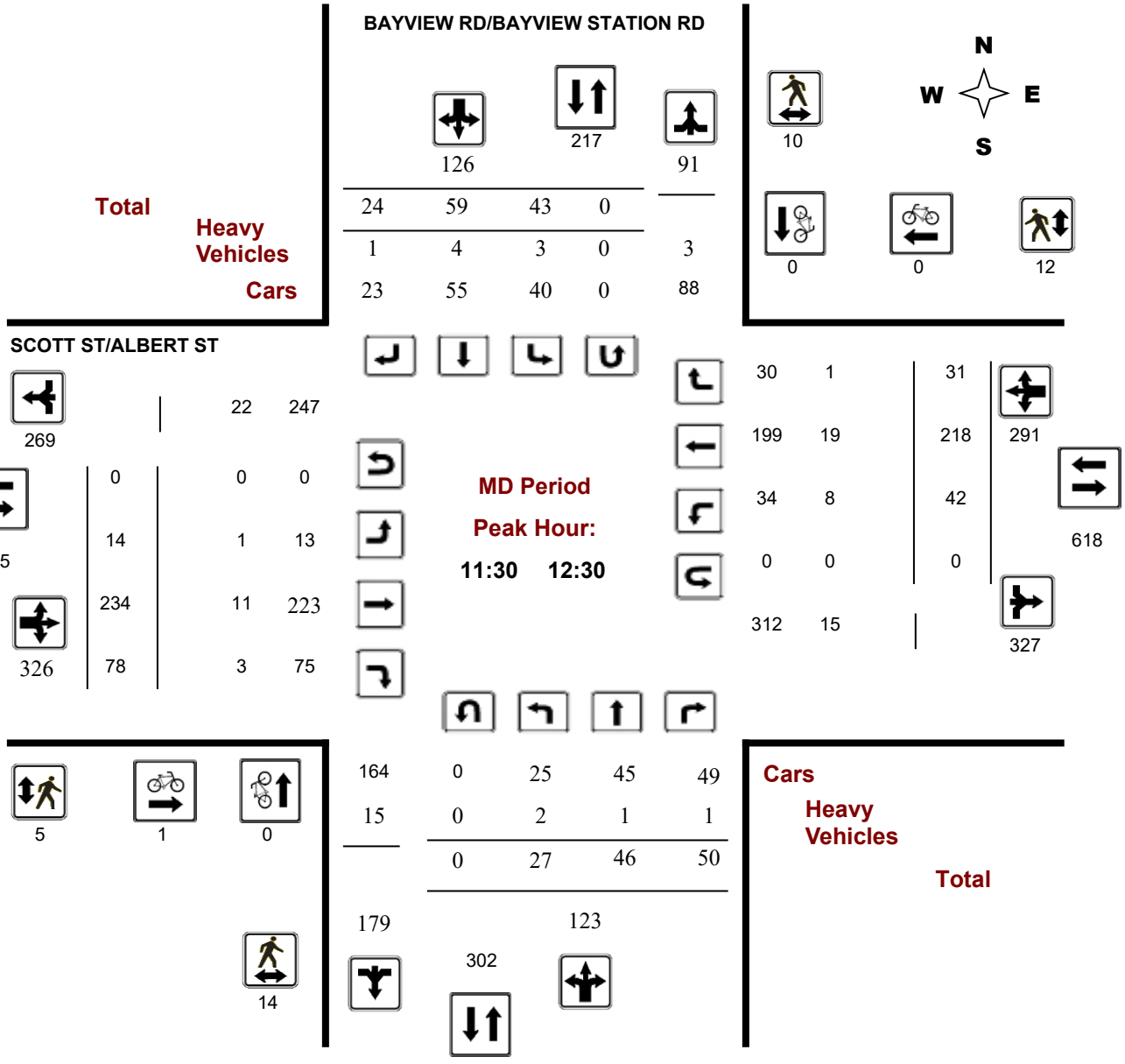
Turning Movement Count - Study Results

BAYVIEW RD/BAYVIEW STATION RD @ SCOTT ST/ALBERT ST

Survey Date: Wednesday, March 08, 2023 **WO No:** 40839

Start Time: 07:00 **Device:** Miovision

MD Period Peak Hour Diagram



Transportation Services - Traffic Services

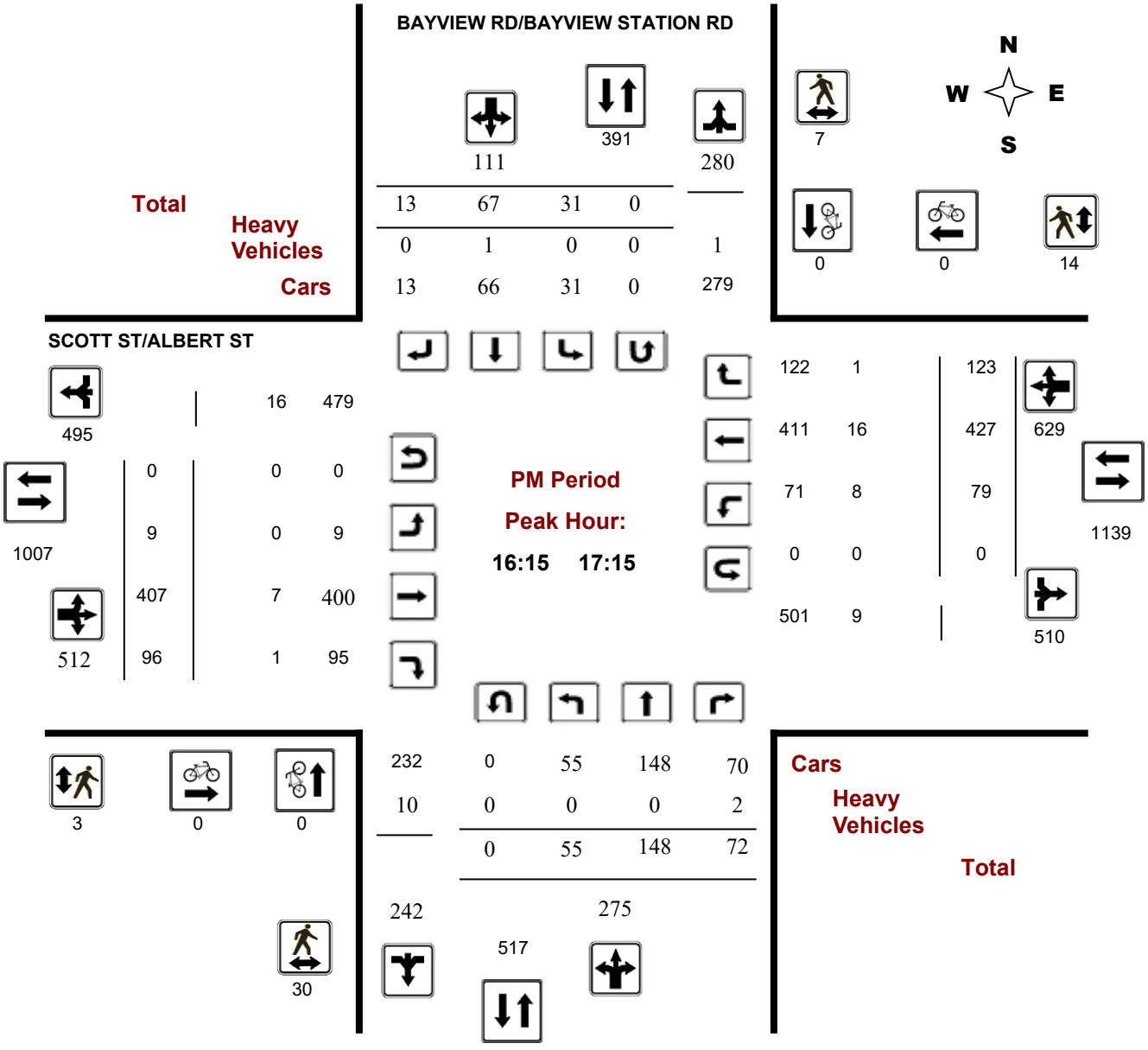
Turning Movement Count - Study Results

BAYVIEW RD/BAYVIEW STATION RD @ SCOTT ST/ALBERT ST

Survey Date: Wednesday, March 08, 2023 **WO No:** 40839

Start Time: 07:00 **Device:** Miovision

PM Period Peak Hour Diagram



Transportation Services - Traffic Services

Turning Movement Count - Study Results

BAYVIEW RD/BAYVIEW STATION RD @ SCOTT ST/ALBERT ST

Survey Date: Wednesday, March 08, 2023 **WO No:** 40839

Start Time: 07:00 **Device:** Miovision

Full Study Summary (8 HR Standard)

Survey Date: Wednesday, March 08, 2023

Total Observed U-Turns

Northbound: 0 Southbound: 0

Eastbound: 0 Westbound: 0

AADT Factor

1.00

	BAYVIEW RD/BAYVIEW STATION RD									SCOTT ST/ALBERT ST									
	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	25	24	49	**98**	66	86	6	**158**	**256**	12	314	38	**364**	35	144	20	**199**	**563**	**819**
08:00 09:00	52	58	67	**177**	111	141	4	**256**	**433**	20	501	61	**582**	56	200	23	**279**	**861**	**1294**
09:00 10:00	36	39	59	**134**	53	57	5	**115**	**249**	19	294	63	**376**	47	168	28	**243**	**619**	**868**
11:30 12:30	27	46	50	**123**	43	59	24	**126**	**249**	14	234	78	**326**	42	218	31	**291**	**617**	**866**
12:30 13:30	44	40	47	**131**	23	39	12	**74**	**205**	15	243	47	**305**	57	201	32	**290**	**595**	**800**
15:00 16:00	42	107	63	**212**	42	38	16	**96**	**308**	9	329	72	**410**	52	344	113	**509**	**919**	**1227**
16:00 17:00	55	156	76	**287**	29	70	10	**109**	**396**	13	369	89	**471**	85	427	125	**637**	**1108**	**1504**
17:00 18:00	60	100	65	**225**	45	65	18	**128**	**353**	8	400	104	**512**	74	394	93	**561**	**1073**	**1426**
Sub Total	341	570	476	**1387**	412	555	95	**1062**	**2449**	110	2684	552	**3346**	448	2096	465	**3009**	**6355**	**8804**
U Turns				**0**				**0**	**0**				**0**				**0**	**0**	**0**
Total	341	570	476	**1387**	412	555	95	**1062**	**2449**	110	2684	552	**3346**	448	2096	465	**3009**	**6355**	**8804**
EQ 12Hr	474	792	662	**1928**	573	771	132	**1476**	**3404**	153	3731	767	**4651**	623	2913	646	**4183**	**8833**	**12238**
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.														**1.39**					
AVG 12Hr	474	792	662	**1928**	573	1011	173	**1476**	**3404**	153	3731	767	**4651**	623	2913	646	**4183**	**8833**	**12238**
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.														**1.00**					
AVG 24Hr	621	1038	867	**2526**	751	1324	227	**1934**	**4459**	200	4888	1005	**6093**	816	3816	846	**5480**	**11571**	**16032**
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

BAYVIEW RD/BAYVIEW STATION RD @ SCOTT ST/ALBERT ST

Survey Date: Wednesday, March 08, 2023 **WO No:** 40839

Start Time: 07:00 **Device:** Miovision

Full Study 15 Minute Increments

		BAYVIEW RD/BAYVIEW STATION RD									SCOTT ST/ALBERT ST									
		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	5	7	7	19	5	9	0	14	33	4	62	7	73	8	29	1	38	111	144
07:15	07:30	3	3	7	13	13	21	1	35	48	1	63	8	72	10	22	5	37	109	157
07:30	07:45	9	7	19	35	28	24	2	54	89	2	96	8	106	8	33	5	46	152	241
07:45	08:00	8	7	16	31	20	32	3	55	86	5	93	15	113	9	60	9	78	191	277
08:00	08:15	8	7	19	34	23	33	0	56	90	3	116	11	130	16	38	7	61	191	281
08:15	08:30	11	10	20	41	41	43	2	86	127	6	142	13	161	18	45	4	67	228	355
08:30	08:45	13	22	16	51	27	34	0	61	112	3	109	16	128	14	61	6	81	209	321
09:00	09:15	9	6	21	36	26	14	3	43	79	6	87	17	110	11	53	6	70	180	259
09:15	09:30	14	13	15	42	10	14	0	24	66	8	82	12	102	13	40	6	59	161	227
09:30	09:45	7	10	14	31	10	17	2	29	60	3	59	12	74	11	33	5	49	123	183
11:30	11:45	4	8	10	22	13	15	5	33	55	3	45	11	59	16	50	3	69	128	183
11:45	12:00	10	14	13	37	13	18	4	35	72	2	74	24	100	7	49	8	64	164	236
12:00	12:15	5	12	16	33	9	13	8	30	63	4	58	21	83	8	55	9	72	155	218
12:15	12:30	8	12	11	31	8	13	7	28	59	5	57	22	84	11	64	11	86	170	229
12:30	12:45	11	8	5	24	6	7	2	15	39	2	58	14	74	9	48	9	66	140	179
12:45	13:00	13	6	11	30	7	9	3	19	49	2	68	11	81	8	45	8	61	142	191
13:00	13:15	9	10	13	32	4	9	3	16	48	4	54	9	67	23	58	10	91	158	206
17:30	17:45	11	21	21	53	13	17	3	33	86	2	88	31	121	12	97	30	139	260	346
17:45	18:00	18	12	22	52	15	14	6	35	87	3	118	23	144	15	97	19	131	275	362
08:45	09:00	20	19	12	51	20	31	2	53	104	8	134	21	163	8	56	6	70	233	337
09:45	10:00	6	10	9	25	7	12	0	19	44	2	66	22	90	12	42	11	65	155	199
13:15	13:30	11	16	18	45	6	14	4	24	69	7	63	13	83	17	50	5	72	155	224
15:00	15:15	8	20	12	40	11	5	5	21	61	0	86	20	106	6	73	24	103	209	270
15:15	15:30	21	25	17	63	15	11	3	29	92	7	75	19	101	18	89	26	133	234	326
15:30	15:45	7	28	21	56	11	11	5	27	83	1	81	15	97	17	87	31	135	232	315
15:45	16:00	6	34	13	53	5	11	3	19	72	1	87	18	106	11	95	32	138	244	316
16:00	16:15	15	39	16	70	10	21	4	35	105	5	72	21	98	28	112	23	163	261	366
16:15	16:30	15	43	14	72	9	13	4	26	98	3	109	15	127	10	110	35	155	282	380
16:30	16:45	13	38	27	78	3	16	0	19	97	0	81	28	109	25	110	38	173	282	379
16:45	17:00	12	36	19	67	7	20	2	29	96	5	107	25	137	22	95	29	146	283	379
17:00	17:15	15	31	12	58	12	18	7	37	95	1	110	28	139	22	112	21	155	294	389
17:15	17:30	16	36	10	62	5	16	2	23	85	2	84	22	108	25	88	23	136	244	329
Total:		341	570	476	1387	412	555	95	1062	2449	110	2684	552	3346	448	2096	465	3009	6355	8,804

Note: U-Turns are included in Totals.

Transportation Services - Traffic Services

Turning Movement Count - Study Results

BAYVIEW RD/BAYVIEW STATION RD @ SCOTT ST/ALBERT ST

Survey Date: Wednesday, March 08, 2023 **WO No:** 40839

Start Time: 07:00 **Device:** Miovision

Full Study Cyclist Volume

Time Period		BAYVIEW RD/BAYVIEW STATION RD			SCOTT ST/ALBERT ST			
		Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	Grand Total
07:00	07:15	0	0	0	0	0	0	0
07:15	07:30	0	0	0	2	0	2	2
07:30	07:45	0	0	0	1	0	1	1
07:45	08:00	2	1	3	4	0	4	7
08:00	08:15	0	0	0	2	0	2	2
08:15	08:30	0	0	0	0	0	0	0
08:30	08:45	0	0	0	1	0	1	1
09:00	09:15	0	0	0	2	0	2	2
09:15	09:30	0	0	0	2	0	2	2
09:30	09:45	0	0	0	1	0	1	1
11:30	11:45	0	0	0	1	0	1	1
11:45	12:00	0	0	0	0	0	0	0
12:00	12:15	0	0	0	0	0	0	0
12:15	12:30	0	0	0	0	0	0	0
12:30	12:45	0	0	0	0	0	0	0
12:45	13:00	0	0	0	0	0	0	0
13:00	13:15	0	0	0	0	0	0	0
17:30	17:45	0	0	0	1	0	1	1
17:45	18:00	1	0	1	1	0	1	2
08:45	09:00	0	0	0	1	0	1	1
09:45	10:00	0	0	0	0	0	0	0
13:15	13:30	0	0	0	1	0	1	1
15:00	15:15	1	0	1	1	0	1	2
15:15	15:30	1	0	1	0	1	1	2
15:30	15:45	0	0	0	0	2	2	2
15:45	16:00	0	0	0	0	0	0	0
16:00	16:15	0	0	0	0	0	0	0
16:15	16:30	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0
Total		5	1	**6**	21	3	24	30

Transportation Services - Traffic Services

Turning Movement Count - Study Results

BAYVIEW RD/BAYVIEW STATION RD @ SCOTT ST/ALBERT ST

Survey Date: Wednesday, March 08, 2023 **WO No:** 40839

Start Time: 07:00 **Device:** Miovision

Full Study Pedestrian Volume

	BAYVIEW RD/BAYVIEW STATION RD			SCOTT ST/ALBERT ST			
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)	**Total**	**Grand Total**
07:00 07:15	1	1	**2**	1	0	**1**	**3**
07:15 07:30	4	6	**10**	0	0	**0**	**10**
07:30 07:45	5	3	**8**	1	2	**3**	**11**
07:45 08:00	8	9	**17**	3	1	**4**	**21**
08:00 08:15	6	9	**15**	6	1	**7**	**22**
08:15 08:30	13	12	**25**	4	4	**8**	**33**
08:30 08:45	10	6	**16**	2	4	**6**	**22**
09:00 09:15	4	5	**9**	1	1	**2**	**11**
09:15 09:30	2	6	**8**	1	1	**2**	**10**
09:30 09:45	1	1	**2**	1	0	**1**	**3**
11:30 11:45	4	3	**7**	1	1	**2**	**9**
11:45 12:00	1	2	**3**	1	2	**3**	**6**
12:00 12:15	6	4	**10**	1	6	**7**	**17**
12:15 12:30	3	1	**4**	2	3	**5**	**9**
12:30 12:45	1	9	**10**	3	2	**5**	**15**
12:45 13:00	2	6	**8**	4	0	**4**	**12**
13:00 13:15	1	1	**2**	1	1	**2**	**4**
17:30 17:45	12	11	**23**	5	6	**11**	**34**
17:45 18:00	18	14	**32**	7	2	**9**	**41**
08:45 09:00	3	7	**10**	4	2	**6**	**16**
09:45 10:00	7	5	**12**	2	2	**4**	**16**
13:15 13:30	0	5	**5**	4	4	**8**	**13**
15:00 15:15	2	7	**9**	7	0	**7**	**16**
15:15 15:30	6	11	**17**	6	1	**7**	**24**
15:30 15:45	1	5	**6**	1	1	**2**	**8**
15:45 16:00	9	16	**25**	5	1	**6**	**31**
16:00 16:15	14	2	**16**	2	4	**6**	**22**
16:15 16:30	5	3	**8**	1	2	**3**	**11**
16:30 16:45	9	1	**10**	1	2	**3**	**13**
16:45 17:00	10	0	**10**	0	7	**7**	**17**
17:00 17:15	6	3	**9**	1	3	**4**	**13**
17:15 17:30	14	5	**19**	2	7	**9**	**28**
Total	188	179	**367**	81	73	**154**	**521**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

BAYVIEW RD/BAYVIEW STATION RD @ SCOTT ST/ALBERT ST

Survey Date: Wednesday, March 08, 2023 **WO No:** 40839

Start Time: 07:00 **Device:** Miovision

Full Study Heavy Vehicles

BAYVIEW RD/BAYVIEW STATION RD **SCOTT ST/ALBERT ST**

Time Period		Northbound				Southbound					Eastbound				Westbound					
		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	0	0	1	**1**	0	0	0	**0**	**1**	0	4	0	**4**	2	6	1	**9**	**13**	**14**
07:15	07:30	0	0	0	**0**	0	1	0	**1**	**1**	0	2	0	**2**	2	1	0	**3**	**5**	**6**
07:30	07:45	0	2	0	**2**	0	0	0	**0**	**2**	1	3	0	**4**	3	3	0	**6**	**10**	**12**
07:45	08:00	0	0	0	**0**	1	0	0	**1**	**1**	1	6	1	**8**	0	8	3	**11**	**19**	**20**
08:00	08:15	1	0	1	**2**	0	0	0	**0**	**2**	0	6	0	**6**	2	7	2	**11**	**17**	**19**
08:15	08:30	0	1	0	**1**	0	0	0	**0**	**1**	0	4	0	**4**	1	6	0	**7**	**11**	**12**
08:30	08:45	0	2	1	**3**	2	0	0	**2**	**5**	1	9	0	**10**	1	1	2	**4**	**14**	**19**
09:00	09:15	2	0	0	**2**	0	0	0	**0**	**2**	0	5	0	**5**	2	2	0	**4**	**9**	**11**
09:15	09:30	6	2	0	**8**	0	0	0	**0**	**8**	1	5	0	**6**	3	8	0	**11**	**17**	**25**
09:30	09:45	2	2	0	**4**	3	0	0	**3**	**7**	0	6	0	**6**	3	5	1	**9**	**15**	**22**
11:30	11:45	0	0	1	**1**	1	1	1	**3**	**4**	0	1	1	**2**	2	3	0	**5**	**7**	**11**
11:45	12:00	0	0	0	**0**	1	2	0	**3**	**3**	1	4	1	**6**	3	7	1	**11**	**17**	**20**
12:00	12:15	1	1	0	**2**	1	0	0	**1**	**3**	0	3	1	**4**	1	5	0	**6**	**10**	**13**
12:15	12:30	1	0	0	**1**	0	1	0	**1**	**2**	0	3	0	**3**	2	4	0	**6**	**9**	**11**
12:30	12:45	0	0	0	**0**	0	0	0	**0**	**0**	0	4	1	**5**	0	6	0	**6**	**11**	**11**
12:45	13:00	1	0	1	**2**	0	0	0	**0**	**2**	0	5	0	**5**	2	3	1	**6**	**11**	**13**
13:00	13:15	0	0	0	**0**	1	0	0	**1**	**1**	0	3	1	**4**	1	5	0	**6**	**10**	**11**
17:30	17:45	0	0	1	**1**	0	0	0	**0**	**1**	0	3	0	**3**	1	2	0	**3**	**6**	**7**
17:45	18:00	0	0	0	**0**	1	0	0	**1**	**1**	0	3	0	**3**	2	5	1	**8**	**11**	**12**
08:45	09:00	7	0	0	**7**	3	1	0	**4**	**11**	1	6	2	**9**	2	3	0	**5**	**14**	**25**
09:45	10:00	1	0	0	**1**	0	1	0	**1**	**2**	1	7	2	**10**	2	7	0	**9**	**19**	**21**
13:15	13:30	0	0	0	**0**	0	0	0	**0**	**0**	0	2	1	**3**	1	4	0	**5**	**8**	**8**
15:00	15:15	0	0	1	**1**	0	1	1	**2**	**3**	0	1	1	**2**	1	10	0	**11**	**13**	**16**
15:15	15:30	0	0	0	**0**	4	1	0	**5**	**5**	0	2	0	**2**	2	5	0	**7**	**9**	**14**
15:30	15:45	1	0	1	**2**	0	0	0	**0**	**2**	0	3	1	**4**	4	6	0	**10**	**14**	**16**
15:45	16:00	0	0	0	**0**	0	0	0	**0**	**0**	0	2	0	**2**	1	5	0	**6**	**8**	**8**
16:00	16:15	0	0	2	**2**	0	0	0	**0**	**2**	0	2	0	**2**	3	7	0	**10**	**12**	**14**
16:15	16:30	0	0	0	**0**	0	0	0	**0**	**0**	0	0	1	**1**	1	4	0	**5**	**6**	**6**
16:30	16:45	0	0	1	**1**	0	1	0	**1**	**2**	0	2	0	**2**	2	5	1	**8**	**10**	**12**
16:45	17:00	0	0	0	**0**	0	0	0	**0**	**0**	0	3	0	**3**	2	3	0	**5**	**8**	**8**
17:00	17:15	0	0	1	**1**	0	0	0	**0**	**1**	0	2	0	**2**	3	4	0	**7**	**9**	**10**
17:15	17:30	0	0	0	**0**	1	0	1	**2**	**2**	0	1	0	**1**	1	2	0	**3**	**4**	**6**
Total:	None	23	10	12	**45**	19	10	3	**32**	**77**	7	112	14	**133**	58	152	13	**223**	**356**	**433**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

BAYVIEW RD/BAYVIEW STATION RD @ SCOTT ST/ALBERT ST

Survey Date: Wednesday, March 08, 2023 **WO No:** 40839

Start Time: 07:00 **Device:** Miovision

Full Study 15 Minute U-Turn Total

Time Period		BAYVIEW RD/BAYVIEW STATION RD		SCOTT ST/ALBERT ST		
		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	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
09:00	09:15	0	0	0	0	0
09:15	09:30	0	0	0	0	0
09:30	09:45	0	0	0	0	0
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	0	0
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	0	0
13:00	13:15	0	0	0	0	0
17:30	17:45	0	0	0	0	0
17:45	18:00	0	0	0	0	0
08:45	09:00	0	0	0	0	0
09:45	10:00	0	0	0	0	0
13:15	13:30	0	0	0	0	0
15:00	15:15	0	0	0	0	0
15:15	15:30	0	0	0	0	0
15:30	15:45	0	0	0	0	0
15:45	16:00	0	0	0	0	0
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
Total		0	0	0	0	0

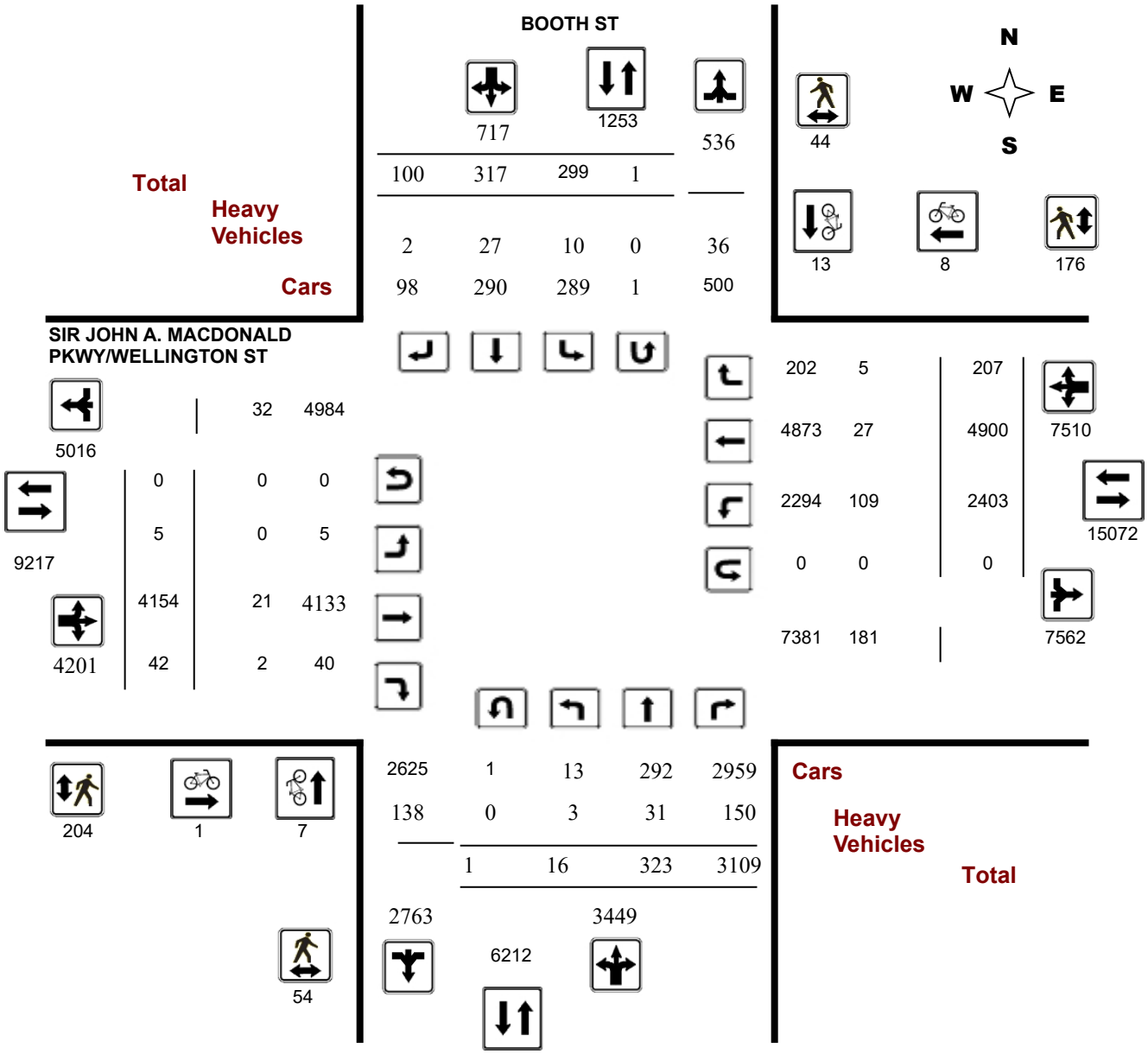
Transportation Services - Traffic Services

Turning Movement Count - Study Results

BOOTH ST @ SIR JOHN A. MACDONALD PKWY/WELLINGTON ST

Survey Date: Thursday, March 02, 2023
Start Time: 07:00
WO No: 40833
Device: Miovision

Full Study Diagram



Transportation Services - Traffic Services

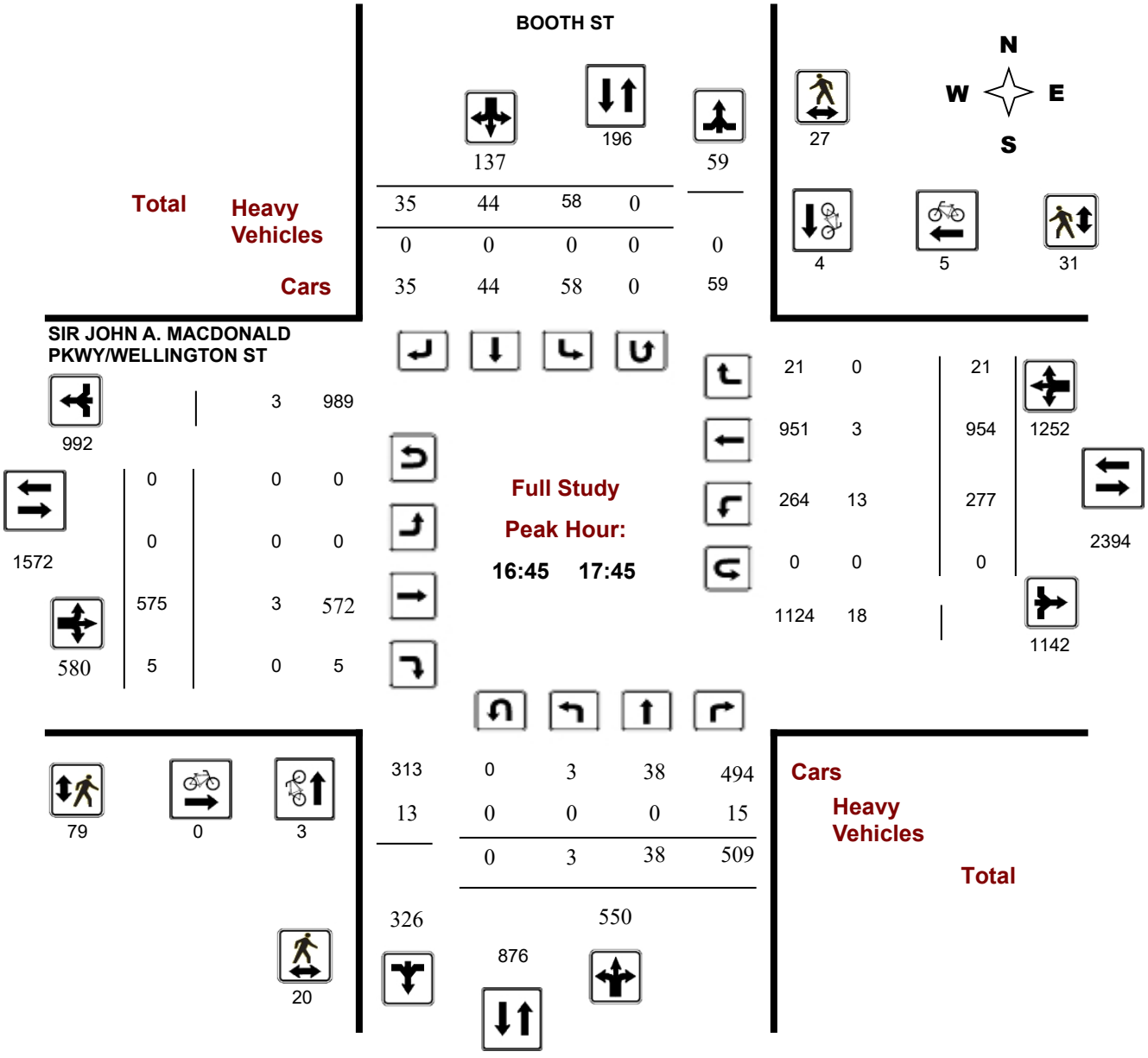
Turning Movement Count - Study Results

BOOTH ST @ SIR JOHN A. MACDONALD PKWY/WELLINGTON ST

Survey Date: Thursday, March 02, 2023 **WO No:** 40833

Start Time: 07:00 **Device:** Miovision

Full Study Peak Hour Diagram



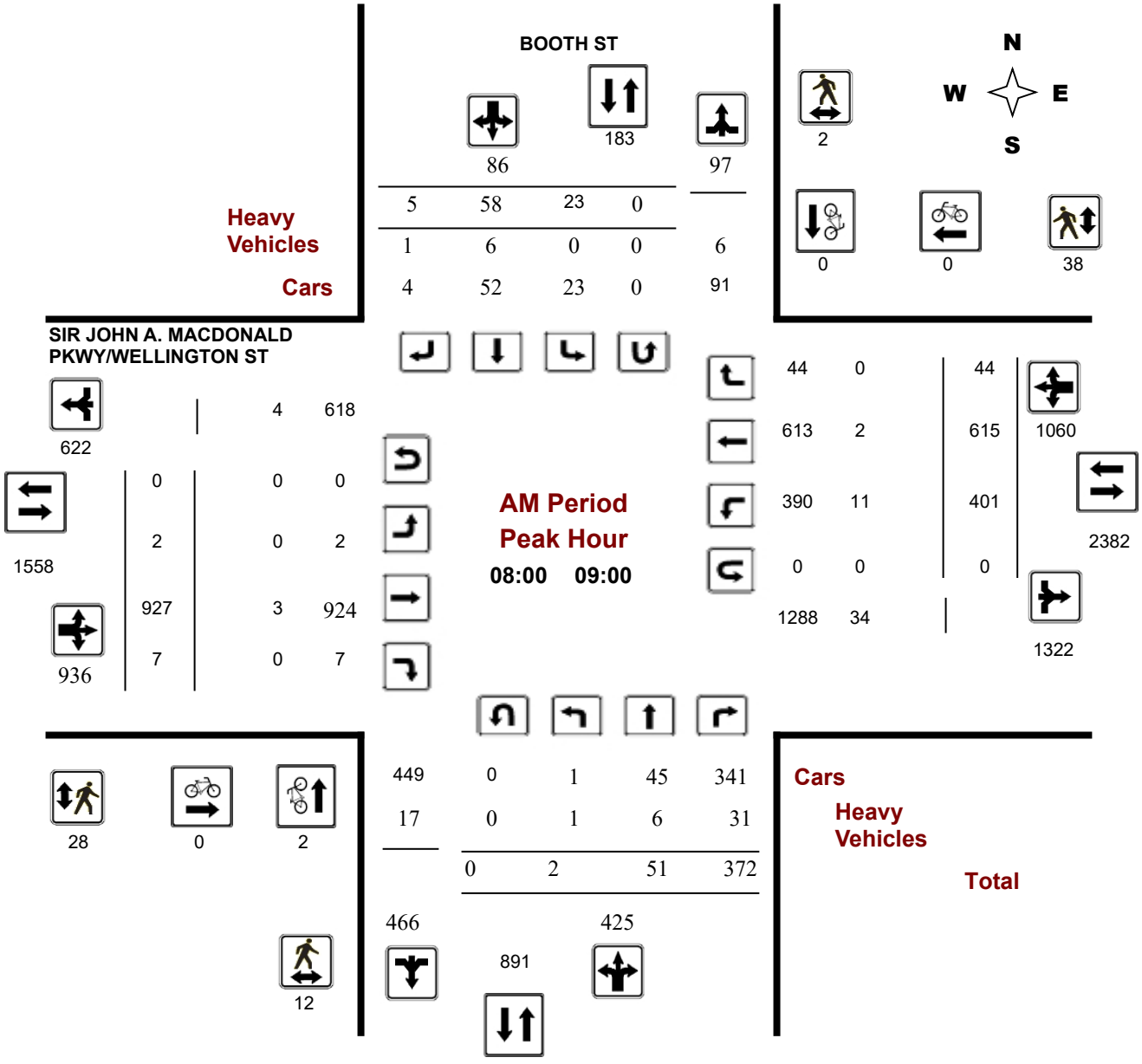
Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

BOOTH ST @ SIR JOHN A. MACDONALD PKWY/WELLINGTON ST

Survey Date: Thursday, March 02, 2023 **WO No:** 40833

Start Time: 07:00 **Device:** Miovision



Comments

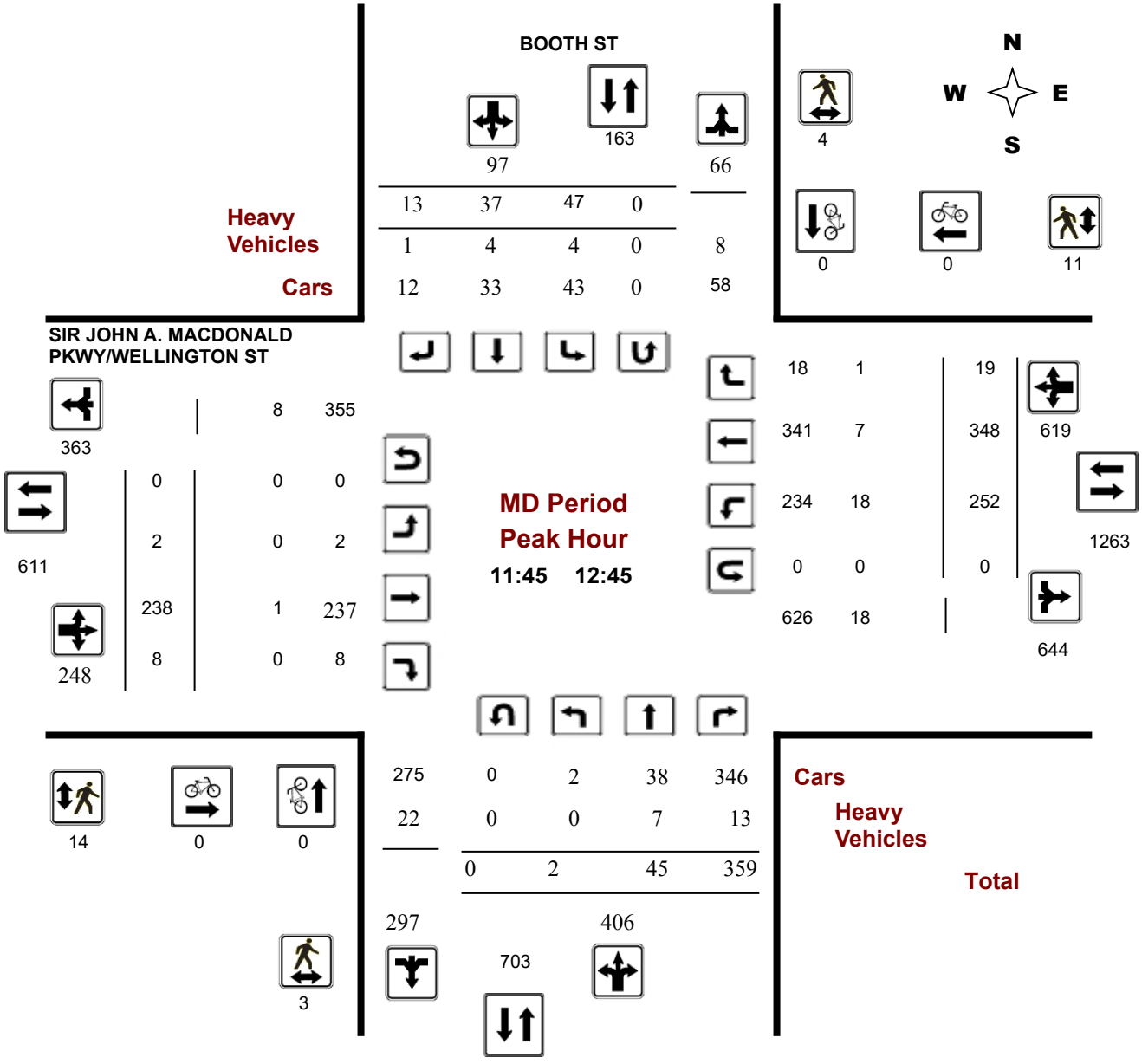
Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

BOOTH ST @ SIR JOHN A. MACDONALD PKWY/WELLINGTON ST

Survey Date: Thursday, March 02, 2023 **WO No:** 40833

Start Time: 07:00 **Device:** Miovision



Comments

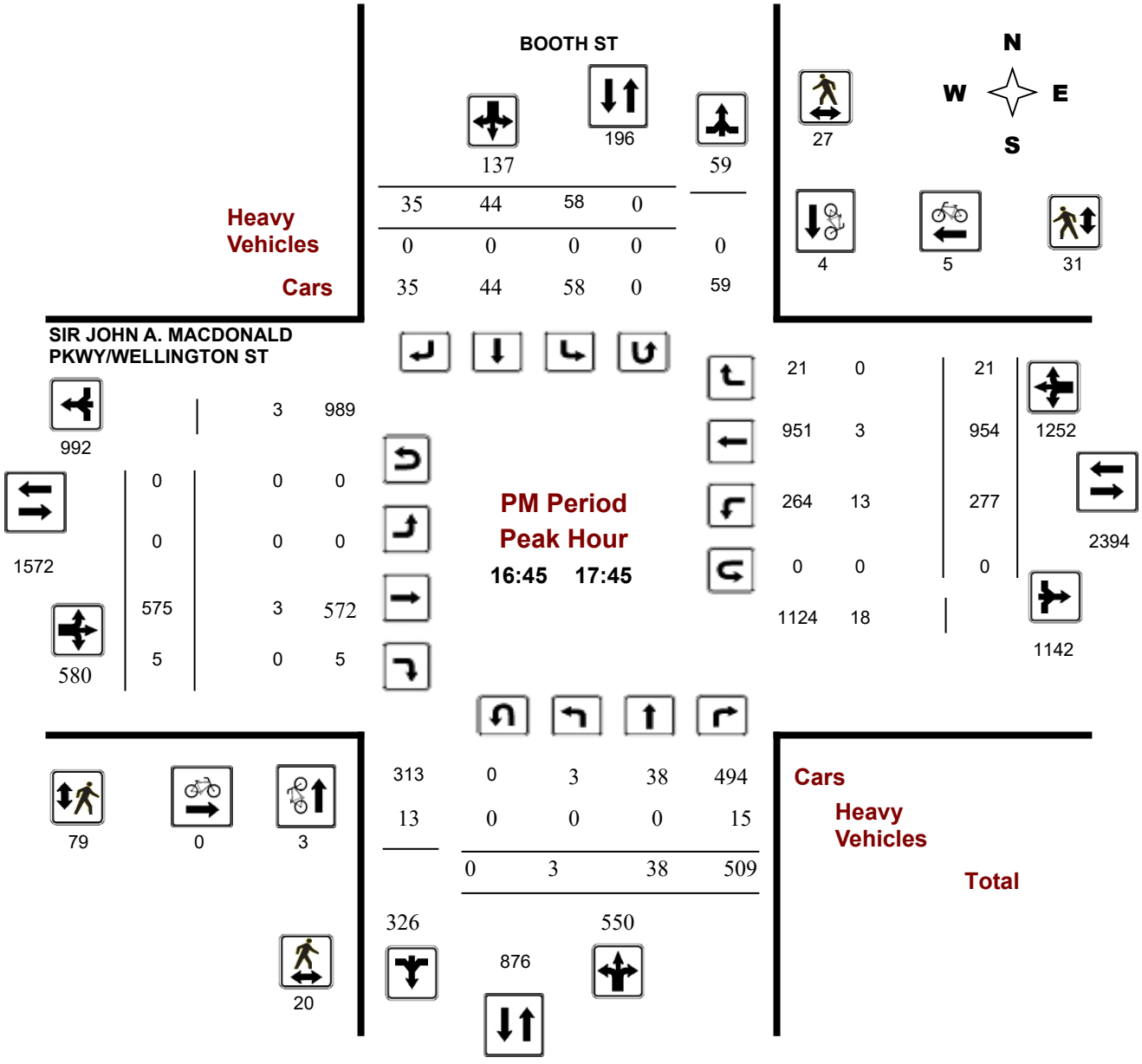
Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

BOOTH ST @ SIR JOHN A. MACDONALD PKWY/WELLINGTON ST

Survey Date: Thursday, March 02, 2023 **WO No:** 40833

Start Time: 07:00 **Device:** Miovision



Comments

Transportation Services - Traffic Services

Turning Movement Count - Study Results

BOOTH ST @ SIR JOHN A. MACDONALD PKWY/WELLINGTON ST

Survey Date: Thursday, March 02, 2023 **WO No:** 40833

Start Time: 07:00 **Device:** Miovision

Full Study Summary (8 HR Standard)

Survey Date: Thursday, March 02, 2023

Total Observed U-Turns

Northbound: 1 Southbound: 1

Eastbound: 0 Westbound: 0

AADT Factor

1.00

	BOOTH ST									SIR JOHN A. MACDONALD PKWY/WELLINGTON ST									
	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	3	37	333	**373**	17	29	4	**50**	**423**	0	633	4	**637**	396	512	46	**954**	**1591**	**2014**
08:00 09:00	2	51	372	**425**	23	58	5	**86**	**511**	2	927	7	**936**	401	615	44	**1060**	**1996**	**2507**
09:00 10:00	2	49	357	**408**	26	21	2	**49**	**457**	0	552	8	**560**	319	382	23	**724**	**1284**	**1741**
11:30 12:30	2	48	371	**421**	38	33	12	**83**	**504**	2	239	4	**245**	262	343	16	**621**	**866**	**1370**
12:30 13:30	0	42	365	**407**	47	38	3	**88**	**495**	0	235	6	**241**	216	340	22	**578**	**819**	**1314**
15:00 16:00	2	29	422	**453**	50	57	24	**131**	**584**	0	530	5	**535**	239	832	11	**1082**	**1617**	**2201**
16:00 17:00	2	24	332	**358**	51	39	16	**106**	**464**	0	499	6	**505**	299	1051	28	**1378**	**1883**	**2347**
17:00 18:00	3	43	557	**603**	47	42	34	**123**	**726**	1	539	2	**542**	271	825	17	**1113**	**1655**	**2381**
Sub Total	16	323	3109	**3448**	299	317	100	**716**	**4164**	5	4154	42	**4201**	2403	4900	207	**7510**	**11711**	**15875**
U Turns				**1**				**1**	**2**				**0**				**0**	**0**	**2**
Total	16	323	3109	**3449**	299	317	100	**717**	**4166**	5	4154	42	**4201**	2403	4900	207	**7510**	**11711**	**15877**
EQ 12Hr	22	449	4322	**4794**	416	441	139	**997**	**5791**	7	5774	58	**5839**	3340	6811	288	**10439**	**16278**	**22069**
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.														**1.39**					
AVG 12Hr	22	449	4322	**4794**	416	577	182	**997**	**5791**	7	5774	58	**5839**	3340	6811	288	**10439**	**16278**	**22069**
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.														**1.00**					
AVG 24Hr	29	588	5662	**6280**	545	756	238	**1306**	**7586**	9	7564	76	**7649**	4375	8922	377	**13675**	**21324**	**28910**
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

BOOTH ST @ SIR JOHN A. MACDONALD PKWY/WELLINGTON ST

Survey Date: Thursday, March 02, 2023 **WO No:** 40833

Start Time: 07:00 **Device:** Miovision

Full Study 15 Minute Increments

		BOOTH ST									SIR JOHN A. MACDONALD PKWY/WELLINGTON ST									
		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	0	9	69	78	5	8	1	14	92	0	92	1	93	103	117	13	233	326	418
07:15	07:30	1	6	85	92	6	8	2	16	108	0	134	3	137	96	132	9	237	374	482
07:30	07:45	0	12	67	79	3	10	0	13	92	0	178	0	178	98	128	16	242	420	512
07:45	08:00	2	10	112	125	3	3	1	7	132	0	229	0	229	99	135	8	242	471	603
08:00	08:15	0	8	79	87	5	12	2	19	106	1	224	0	225	91	137	15	243	468	574
08:15	08:30	1	13	96	110	7	16	3	26	136	0	237	3	240	108	168	8	284	524	660
08:30	08:45	1	20	105	126	6	15	0	21	147	0	234	1	235	106	170	9	285	520	667
08:45	09:00	0	10	92	102	5	15	0	20	122	1	232	3	236	96	140	12	248	484	606
09:00	09:15	0	13	78	91	9	11	0	20	111	0	170	0	170	89	125	10	224	394	505
09:15	09:30	0	14	98	112	7	2	0	9	121	0	155	1	156	70	86	3	159	315	436
09:30	09:45	2	7	81	90	3	5	1	9	99	0	119	1	120	83	80	7	170	290	389
09:45	10:00	0	15	100	115	7	3	1	11	126	0	108	6	114	77	91	3	171	285	411
11:30	11:45	0	13	89	102	6	6	1	13	115	0	59	2	61	62	76	2	140	201	316
11:45	12:00	1	13	84	98	13	11	5	29	127	1	64	0	65	77	86	5	168	233	360
12:00	12:15	0	11	89	100	7	11	3	21	121	1	58	1	60	52	101	5	158	218	339
12:15	12:30	1	11	109	121	12	5	3	20	141	0	58	1	59	71	80	4	155	214	355
12:30	12:45	0	10	77	87	15	10	2	27	114	0	58	6	64	52	81	5	138	202	316
12:45	13:00	0	10	93	103	14	7	0	21	124	0	65	0	65	55	90	7	152	217	341
13:00	13:15	0	17	89	106	8	12	1	21	127	0	54	0	54	58	81	5	144	198	325
13:15	13:30	0	5	106	111	10	9	0	19	130	0	58	0	58	51	88	5	144	202	332
15:00	15:15	0	9	146	155	22	20	7	49	204	0	127	0	127	46	157	1	204	331	535
15:15	15:30	1	12	109	122	15	19	11	46	168	0	98	2	100	60	221	2	283	383	551
15:30	15:45	1	3	95	99	6	8	4	18	117	0	169	3	172	70	203	5	278	450	567
15:45	16:00	0	5	72	77	7	10	2	19	96	0	136	0	136	63	251	3	317	453	549
16:00	16:15	0	8	55	63	11	13	8	32	95	0	90	2	92	68	252	8	328	420	515
16:15	16:30	0	7	78	85	4	12	2	18	103	0	118	0	118	83	294	4	381	499	602
16:30	16:45	2	4	80	86	19	6	1	26	112	0	159	1	160	70	227	9	306	466	578
16:45	17:00	0	5	119	124	17	8	5	30	154	0	132	3	135	78	278	7	363	498	652
17:00	17:15	0	7	111	118	11	16	8	35	153	0	164	2	166	69	254	9	332	498	651
17:15	17:30	3	16	159	178	13	9	17	39	217	0	135	0	135	65	208	3	276	411	628
17:30	17:45	0	10	120	130	17	11	5	33	163	0	144	0	144	65	214	2	281	425	588
17:45	18:00	0	10	167	177	6	6	4	16	193	1	96	0	97	72	149	3	224	321	514
Total:		16	323	3109	3449	299	317	100	717	4166	5	4154	42	4201	2403	4900	207	7510	11711	15,877

Note: U-Turns are included in Totals.

Transportation Services - Traffic Services

Turning Movement Count - Study Results

BOOTH ST @ SIR JOHN A. MACDONALD PKWY/WELLINGTON ST

Survey Date: Thursday, March 02, 2023 **WO No:** 40833

Start Time: 07:00 **Device:** Miovision

Full Study Cyclist Volume

Time Period		BOOTH ST			SIR JOHN A. MACDONALD PKWY/WELLINGTON ST			
		Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	Grand Total
07:00	07:15	0	0	0	0	0	0	0
07:15	07:30	0	0	0	0	0	0	0
07:30	07:45	0	0	0	0	0	0	0
07:45	08:00	0	1	1	0	0	0	1
08:00	08:15	0	0	0	0	0	0	0
08:15	08:30	1	0	1	0	0	0	1
08:30	08:45	1	0	1	0	0	0	1
08:45	09:00	0	0	0	0	0	0	0
09:00	09:15	0	0	0	0	0	0	0
09:15	09:30	0	0	0	0	0	0	0
09:30	09:45	0	0	0	0	0	0	0
09:45	10:00	0	0	0	0	0	0	0
11:30	11:45	0	0	0	0	0	0	0
11:45	12:00	0	0	0	0	0	0	0
12:00	12:15	0	0	0	0	0	0	0
12:15	12:30	0	0	0	0	0	0	0
12:30	12:45	0	0	0	0	0	0	0
12:45	13:00	0	0	0	0	0	0	0
13:00	13:15	0	0	0	0	1	1	1
13:15	13:30	0	0	0	0	0	0	0
15:00	15:15	0	1	1	1	1	2	3
15:15	15:30	0	1	1	0	0	0	1
15:30	15:45	0	3	3	0	0	0	3
15:45	16:00	0	2	2	0	0	0	2
16:00	16:15	0	0	0	0	0	0	0
16:15	16:30	2	0	2	0	0	0	2
16:30	16:45	0	0	0	0	0	0	0
16:45	17:00	0	1	1	0	2	2	3
17:00	17:15	1	1	2	0	1	1	3
17:15	17:30	1	0	1	0	0	0	1
17:30	17:45	1	2	3	0	2	2	5
17:45	18:00	0	1	1	0	1	1	2
Total		7	13	**20**	1	8	9	29

Transportation Services - Traffic Services

Turning Movement Count - Study Results

BOOTH ST @ SIR JOHN A. MACDONALD PKWY/WELLINGTON ST

Survey Date: Thursday, March 02, 2023 **WO No:** 40833

Start Time: 07:00 **Device:** Miovision

Full Study Pedestrian Volume

	BOOTH ST			SIR JOHN A. MACDONALD PKWY/WELLINGTON ST			
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)	Total	Grand Total
07:00 07:15	2	0	**2**	0	6	**6**	**8**
07:15 07:30	1	1	**2**	3	2	**5**	**7**
07:30 07:45	2	0	**2**	3	7	**10**	**12**
07:45 08:00	0	0	**0**	4	8	**12**	**12**
08:00 08:15	4	0	**4**	6	7	**13**	**17**
08:15 08:30	0	1	**1**	2	14	**16**	**17**
08:30 08:45	5	0	**5**	9	12	**21**	**26**
08:45 09:00	3	1	**4**	11	5	**16**	**20**
09:00 09:15	0	0	**0**	0	8	**8**	**8**
09:15 09:30	0	0	**0**	2	1	**3**	**3**
09:30 09:45	0	0	**0**	3	2	**5**	**5**
09:45 10:00	0	0	**0**	3	2	**5**	**5**
11:30 11:45	1	0	**1**	1	0	**1**	**2**
11:45 12:00	0	0	**0**	4	3	**7**	**7**
12:00 12:15	1	1	**2**	2	6	**8**	**10**
12:15 12:30	2	1	**3**	4	2	**6**	**9**
12:30 12:45	0	2	**2**	4	0	**4**	**6**
12:45 13:00	0	0	**0**	2	0	**2**	**2**
13:00 13:15	1	1	**2**	1	2	**3**	**5**
13:15 13:30	2	0	**2**	4	1	**5**	**7**
15:00 15:15	0	0	**0**	5	1	**6**	**6**
15:15 15:30	0	0	**0**	2	4	**6**	**6**
15:30 15:45	1	0	**1**	7	8	**15**	**16**
15:45 16:00	1	1	**2**	10	6	**16**	**18**
16:00 16:15	3	1	**4**	6	5	**11**	**15**
16:15 16:30	0	3	**3**	8	9	**17**	**20**
16:30 16:45	2	2	**4**	8	12	**20**	**24**
16:45 17:00	4	9	**13**	21	9	**30**	**43**
17:00 17:15	5	9	**14**	24	7	**31**	**45**
17:15 17:30	5	3	**8**	17	9	**26**	**34**
17:30 17:45	6	6	**12**	17	6	**23**	**35**
17:45 18:00	3	2	**5**	11	12	**23**	**28**
Total	54	44	**98**	204	176	**380**	**478**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

BOOTH ST @ SIR JOHN A. MACDONALD PKWY/WELLINGTON ST

Survey Date: Thursday, March 02, 2023 **WO No:** 40833

Start Time: 07:00 **Device:** Miovision

Full Study Heavy Vehicles

		BOOTH ST									SIR JOHN A. MACDONALD PKWY/WELLINGTON ST									
		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	0	0	8	**14**	0	0	0	**1**	**15**	0	0	0	**1**	6	1	1	**16**	**17**	**16**
07:15	07:30	0	1	3	**9**	1	0	0	**2**	**11**	0	0	0	**1**	5	1	0	**10**	**11**	**11**
07:30	07:45	0	1	3	**8**	1	0	0	**3**	**11**	0	2	0	**4**	4	2	1	**13**	**17**	**14**
07:45	08:00	1	0	5	**8**	0	0	0	**0**	**8**	0	0	0	**2**	2	1	0	**8**	**10**	**9**
08:00	08:15	0	1	9	**13**	0	1	0	**2**	**15**	0	0	0	**1**	2	1	0	**12**	**13**	**14**
08:15	08:30	1	3	7	**17**	0	2	1	**6**	**23**	0	0	0	**3**	4	1	0	**12**	**15**	**19**
08:30	08:45	0	2	11	**16**	0	1	0	**3**	**19**	0	2	0	**2**	2	0	0	**15**	**17**	**18**
08:45	09:00	0	0	4	**9**	0	2	0	**2**	**11**	0	1	0	**1**	3	0	0	**8**	**9**	**10**
09:00	09:15	0	2	6	**12**	1	1	0	**4**	**16**	0	0	0	**0**	3	0	0	**10**	**10**	**13**
09:15	09:30	0	2	9	**15**	0	1	0	**3**	**18**	0	4	0	**6**	3	2	0	**18**	**24**	**21**
09:30	09:45	1	1	2	**7**	0	1	0	**2**	**9**	0	0	1	**2**	1	0	0	**3**	**5**	**7**
09:45	10:00	0	0	10	**14**	0	1	0	**1**	**15**	0	1	1	**2**	2	0	0	**13**	**15**	**15**
11:30	11:45	0	3	7	**16**	0	2	0	**5**	**21**	0	0	0	**1**	4	1	0	**12**	**13**	**17**
11:45	12:00	0	2	1	**7**	1	1	0	**4**	**11**	0	1	0	**3**	3	2	0	**8**	**11**	**11**
12:00	12:15	0	4	3	**12**	1	1	0	**7**	**19**	0	0	0	**1**	4	1	1	**10**	**11**	**15**
12:15	12:30	0	1	7	**13**	2	0	1	**4**	**17**	0	0	0	**3**	5	2	0	**16**	**19**	**18**
12:30	12:45	0	0	2	**10**	0	2	0	**2**	**12**	0	0	0	**2**	6	2	0	**10**	**12**	**12**
12:45	13:00	0	1	5	**9**	0	1	0	**2**	**11**	0	0	0	**0**	2	0	0	**7**	**7**	**9**
13:00	13:15	0	4	2	**13**	0	3	0	**7**	**20**	0	1	0	**1**	4	0	0	**7**	**8**	**14**
13:15	13:30	0	0	6	**9**	2	3	0	**5**	**14**	0	0	0	**2**	0	2	0	**10**	**12**	**13**
15:00	15:15	0	0	4	**11**	0	1	0	**1**	**12**	0	0	0	**0**	6	0	0	**10**	**10**	**11**
15:15	15:30	0	2	8	**13**	0	0	0	**2**	**15**	0	0	0	**1**	3	1	0	**12**	**13**	**14**
15:30	15:45	0	0	2	**8**	0	1	0	**2**	**10**	0	2	0	**3**	5	1	1	**11**	**14**	**12**
15:45	16:00	0	0	3	**7**	0	0	0	**0**	**7**	0	1	0	**1**	4	0	0	**8**	**9**	**8**
16:00	16:15	0	0	1	**7**	0	1	0	**2**	**9**	0	2	0	**3**	5	1	1	**10**	**13**	**11**
16:15	16:30	0	0	3	**5**	0	1	0	**1**	**6**	0	1	0	**3**	1	2	0	**7**	**10**	**8**
16:30	16:45	0	0	3	**7**	1	0	0	**1**	**8**	0	0	0	**0**	4	0	0	**8**	**8**	**8**
16:45	17:00	0	0	4	**8**	0	0	0	**0**	**8**	0	0	0	**0**	4	0	0	**8**	**8**	**8**
17:00	17:15	0	0	5	**9**	0	0	0	**0**	**9**	0	0	0	**0**	4	0	0	**9**	**9**	**9**
17:15	17:30	0	0	4	**6**	0	0	0	**0**	**6**	0	2	0	**4**	2	2	0	**10**	**14**	**10**
17:30	17:45	0	0	2	**5**	0	0	0	**0**	**5**	0	1	0	**2**	3	1	0	**7**	**9**	**7**
17:45	18:00	0	1	1	**5**	0	0	0	**1**	**6**	0	0	0	**0**	3	0	0	**4**	**4**	**5**
Total:	None	3	31	150	**322**	10	27	2	**75**	**397**	0	21	2	**55**	109	27	5	**322**	**377**	**387**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

BOOTH ST @ SIR JOHN A. MACDONALD PKWY/WELLINGTON ST

Survey Date: Thursday, March 02, 2023 **WO No:** 40833

Start Time: 07:00 **Device:** Miovision

Full Study 15 Minute U-Turn Total

Time Period		BOOTH ST Northbound U-Turn Total	BOOTH ST Southbound U-Turn Total	SIR JOHN A. MACDONALD PKWY/WELLINGTON ST Eastbound U-Turn Total	SIR JOHN A. MACDONALD PKWY/WELLINGTON ST 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	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	0	0
09:30	09:45	0	0	0	0	0
09:45	10:00	0	0	0	0	0
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	0	0
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	0	0
13:00	13:15	0	0	0	0	0
13:15	13:30	0	0	0	0	0
15:00	15:15	0	0	0	0	0
15:15	15:30	0	1	0	0	1
15:30	15:45	0	0	0	0	0
15:45	16:00	0	0	0	0	0
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	0	0
Total		1	1	0	0	2

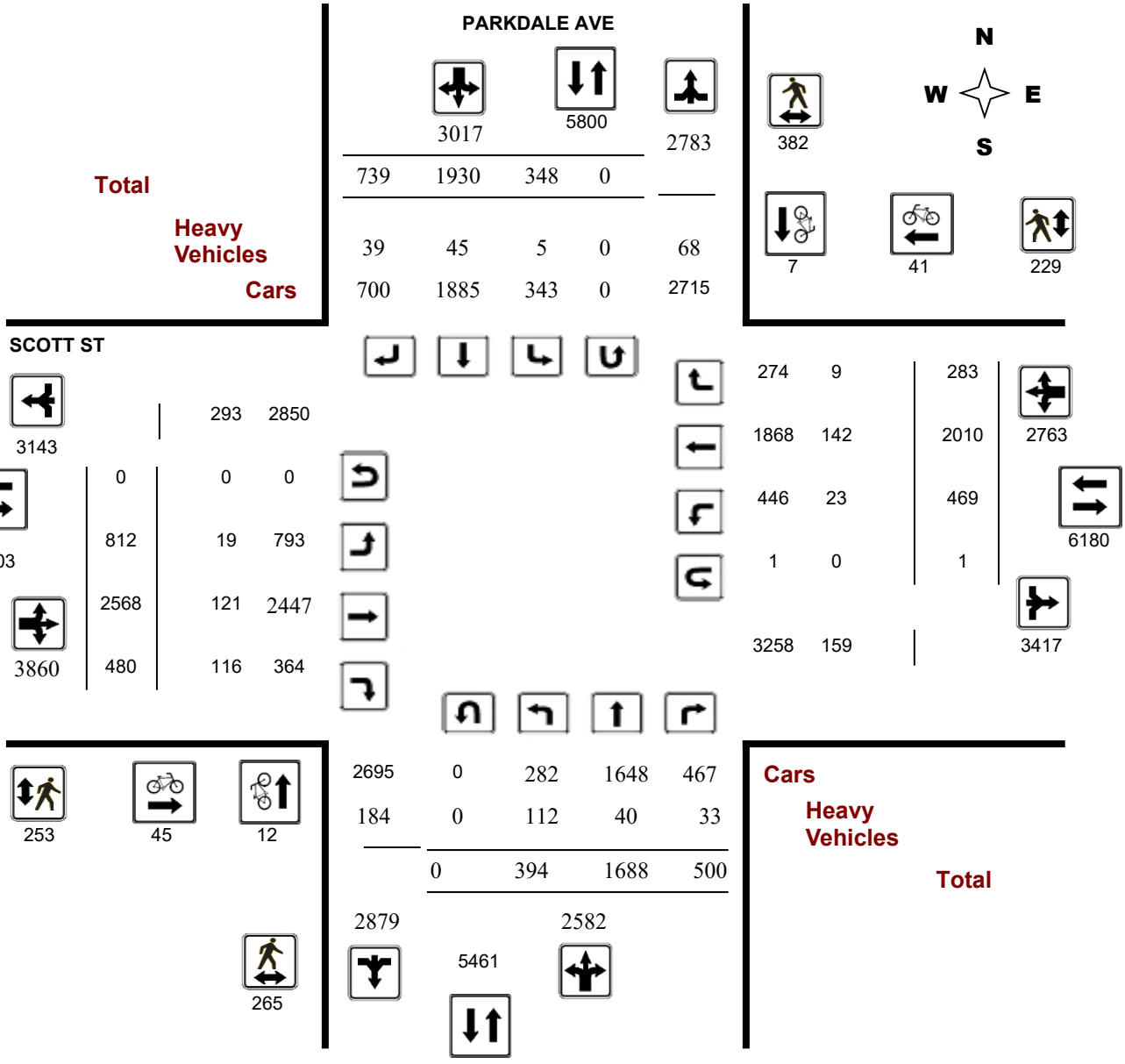
Transportation Services - Traffic Services

Turning Movement Count - Study Results

PARKDALE AVE @ SCOTT ST

Survey Date: Wednesday, March 08, 2023
Start Time: 07:00
WO No: 40838
Device: Miovision

Full Study Diagram



Transportation Services - Traffic Services

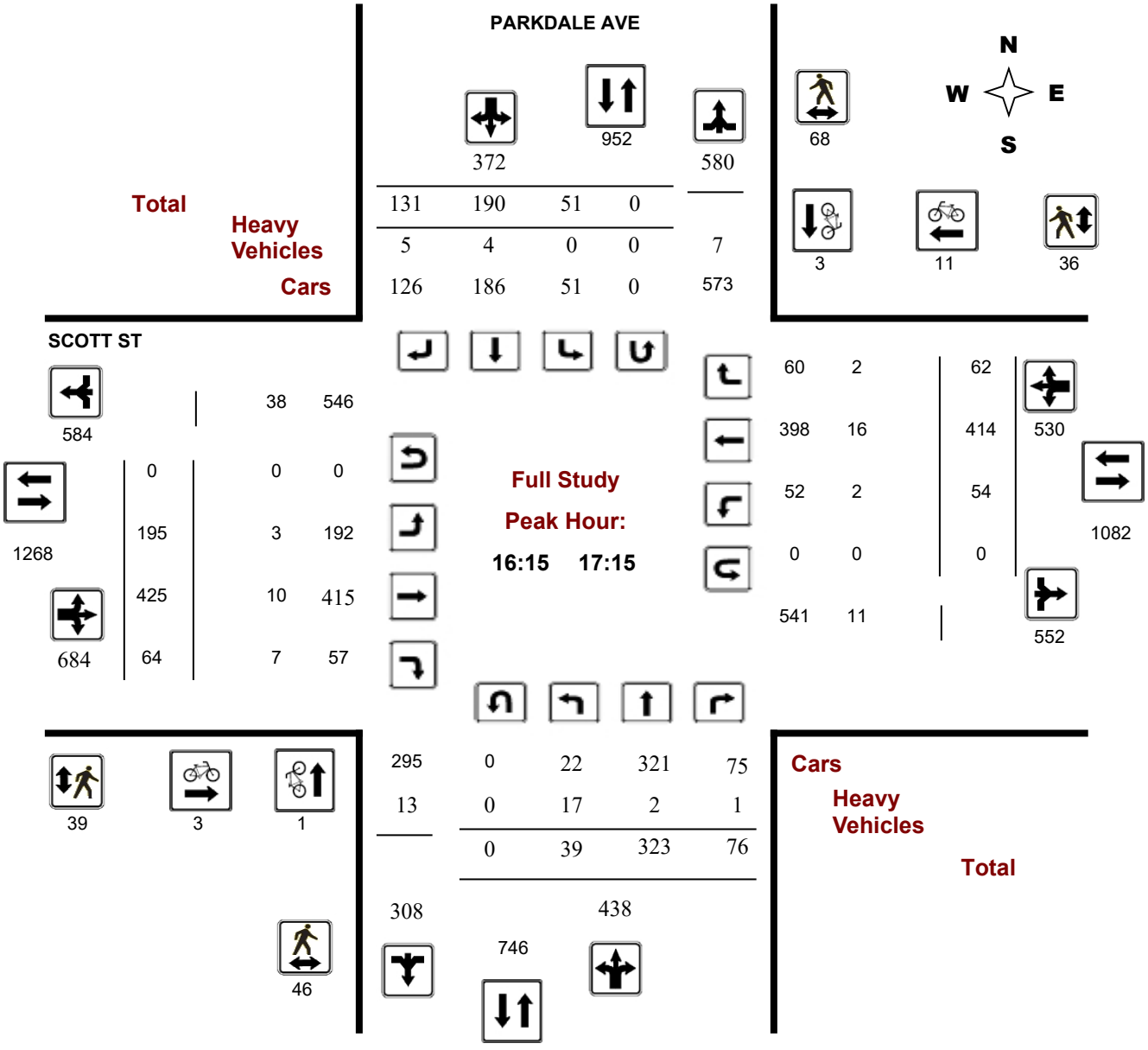
Turning Movement Count - Study Results

PARKDALE AVE @ SCOTT ST

Survey Date: Wednesday, March 08, 2023 **WO No:** 40838

Start Time: 07:00 **Device:** Miovision

Full Study Peak Hour Diagram



Transportation Services - Traffic Services

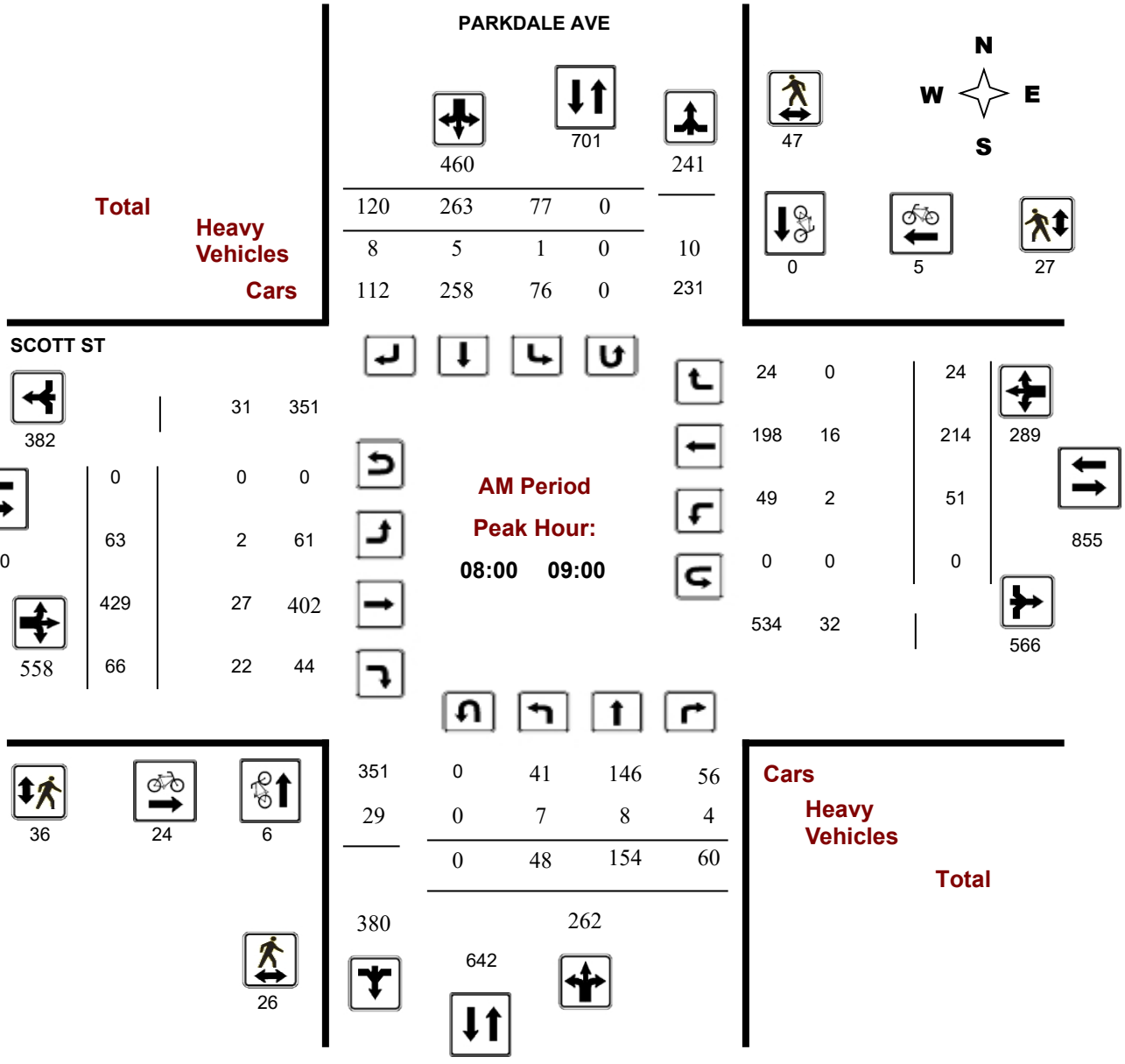
Turning Movement Count - Study Results

PARKDALE AVE @ SCOTT ST

Survey Date: Wednesday, March 08, 2023 **WO No:** 40838

Start Time: 07:00 **Device:** Miovision

AM Period Peak Hour Diagram



Transportation Services - Traffic Services

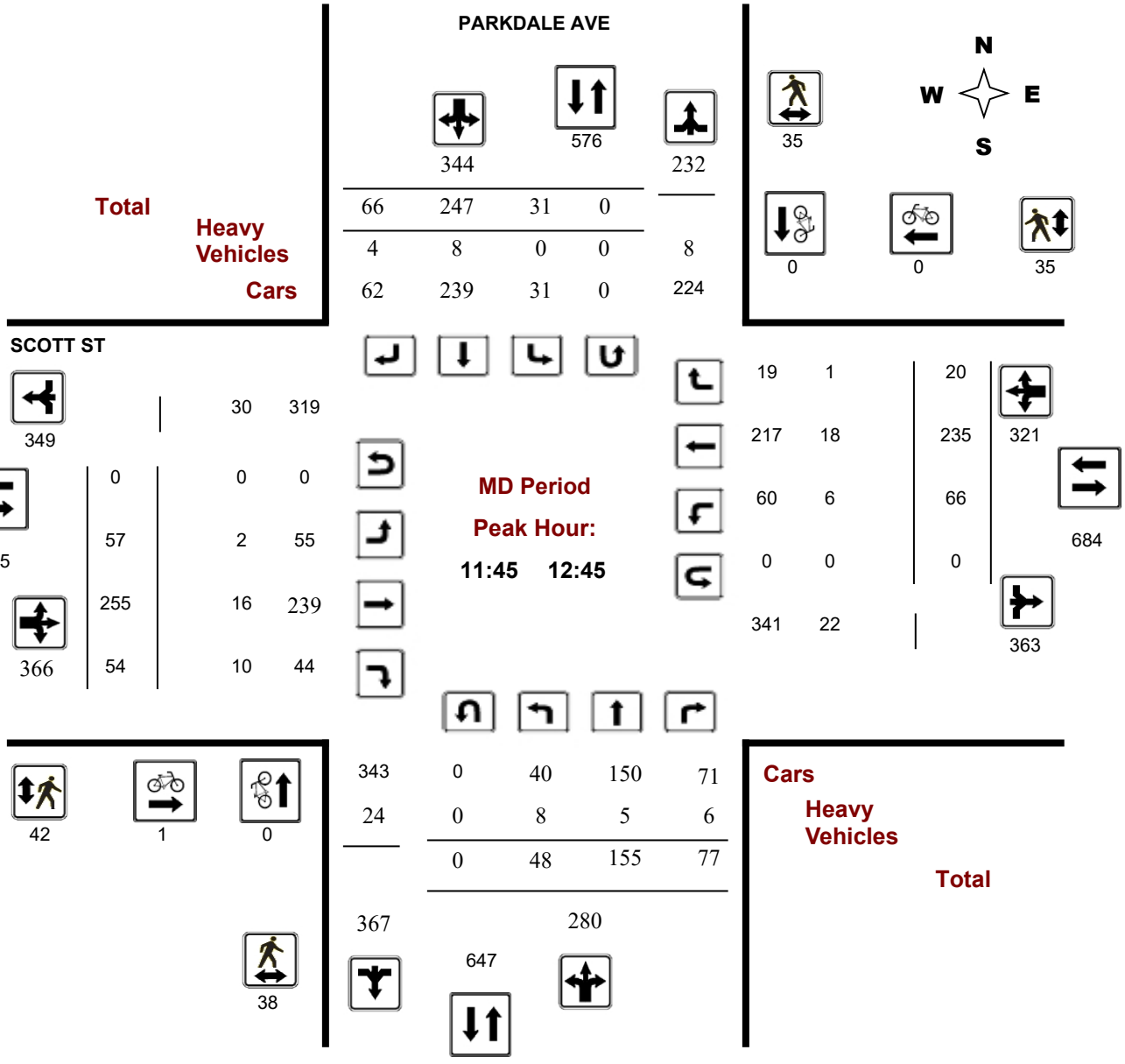
Turning Movement Count - Study Results

PARKDALE AVE @ SCOTT ST

Survey Date: Wednesday, March 08, 2023 **WO No:** 40838

Start Time: 07:00 **Device:** Miovision

MD Period Peak Hour Diagram



Transportation Services - Traffic Services

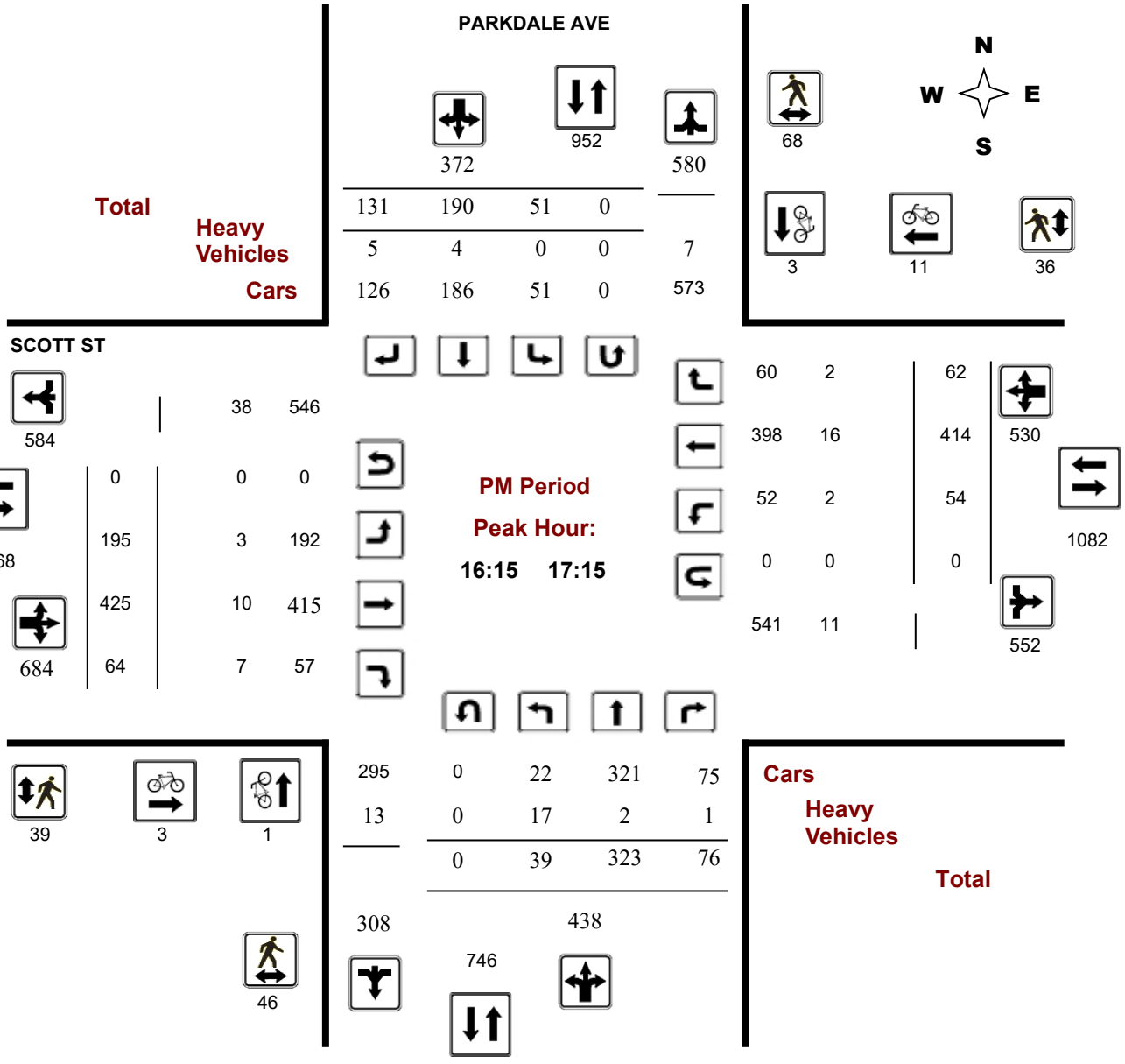
Turning Movement Count - Study Results

PARKDALE AVE @ SCOTT ST

Survey Date: Wednesday, March 08, 2023 **WO No:** 40838

Start Time: 07:00 **Device:** Miovision

PM Period Peak Hour Diagram



Transportation Services - Traffic Services

Turning Movement Count - Study Results

PARKDALE AVE @ SCOTT ST

Survey Date: Wednesday, March 08, 2023 **WO No:** 40838

Start Time: 07:00 **Device:** Miovision

Full Study Summary (8 HR Standard)

Survey Date: Wednesday, March 08, 2023

Total Observed U-Turns

Northbound: 0 Southbound: 0

Eastbound: 0 Westbound: 1

AADT Factor

1.00

	PARKDALE AVE									SCOTT ST									
	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	51	177	55	**283**	31	353	101	**485**	**768**	49	266	34	**349**	41	141	25	**207**	**556**	**1324**
08:00 09:00	48	154	60	**262**	77	263	120	**460**	**722**	63	429	66	**558**	51	214	24	**289**	**847**	**1569**
09:00 10:00	63	153	61	**277**	44	230	84	**358**	**635**	71	269	49	**389**	40	172	20	**232**	**621**	**1256**
11:30 12:30	47	156	72	**275**	31	238	65	**334**	**609**	52	236	51	**339**	69	213	19	**301**	**640**	**1249**
12:30 13:30	46	178	65	**289**	24	223	52	**299**	**588**	56	233	66	**355**	78	186	30	**294**	**649**	**1237**
15:00 16:00	53	205	60	**318**	45	221	87	**353**	**671**	154	323	70	**547**	74	310	54	**438**	**985**	**1656**
16:00 17:00	41	335	71	**447**	47	210	120	**377**	**824**	194	397	77	**668**	50	399	61	**510**	**1178**	**2002**
17:00 18:00	45	330	56	**431**	49	192	110	**351**	**782**	173	415	67	**655**	66	375	50	**491**	**1146**	**1928**
Sub Total	394	1688	500	**2582**	348	1930	739	**3017**	**5599**	812	2568	480	**3860**	469	2010	283	**2762**	**6622**	**12221**
U Turns				**0**				**0**	**0**				**0**				**1**	**1**	**1**
Total	394	1688	500	**2582**	348	1930	739	**3017**	**5599**	812	2568	480	**3860**	469	2010	283	**2763**	**6623**	**12222**
EQ 12Hr	548	2346	695	**3589**	484	2683	1027	**4194**	**7783**	1129	3570	667	**5365**	652	2794	393	**3841**	**9206**	**16989**
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.														**1.39**					
AVG 12Hr	548	2346	695	**3589**	484	3514	1346	**4194**	**7783**	1129	3570	667	**5365**	652	2794	393	**3841**	**9206**	**16989**
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.														**1.00**					
AVG 24Hr	718	3073	910	**4702**	634	4603	1763	**5494**	**10196**	1479	4677	874	**7028**	854	3660	515	**5032**	**12060**	**22256**
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

PARKDALE AVE @ SCOTT ST

Survey Date: Wednesday, March 08, 2023 **WO No:** 40838

Start Time: 07:00 **Device:** Miovision

Full Study 15 Minute Increments

		PARKDALE AVE									SCOTT ST									
		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	13	53	19	85	7	80	19	106	191	11	45	10	66	7	25	7	39	105	296
07:15	07:30	11	42	5	58	4	82	26	112	170	11	55	6	72	7	24	1	32	104	274
07:30	07:45	15	36	13	64	6	108	30	144	208	8	82	6	96	13	33	7	53	149	357
07:45	08:00	12	46	18	76	14	83	26	123	199	19	84	12	115	14	59	10	83	198	397
08:00	08:15	10	44	11	65	28	74	28	130	195	12	90	15	117	12	47	0	59	176	371
08:15	08:30	9	42	15	66	19	78	30	127	193	19	122	20	161	14	45	11	70	231	424
08:30	08:45	16	27	11	54	19	58	31	108	162	15	100	13	128	16	60	8	84	212	374
08:45	09:00	13	41	23	77	11	53	31	95	172	17	117	18	152	9	62	5	76	228	400
09:00	09:15	19	50	16	85	16	50	31	97	182	18	71	15	104	11	58	10	79	183	365
09:15	09:30	23	36	18	77	12	56	21	89	166	17	74	13	104	11	44	3	58	162	328
09:30	09:45	11	42	11	64	5	61	20	86	150	16	55	10	81	9	35	4	48	129	279
09:45	10:00	10	25	16	51	11	63	12	86	137	20	69	11	100	9	35	3	47	147	284
11:30	11:45	11	40	16	67	4	65	16	85	152	12	39	14	65	23	36	6	65	130	282
11:45	12:00	14	34	25	73	11	55	14	80	153	12	69	12	93	16	52	7	75	168	321
12:00	12:15	5	33	20	58	10	58	17	85	143	14	59	11	84	15	57	3	75	159	302
12:15	12:30	17	49	11	77	6	60	18	84	161	14	69	14	97	15	68	3	86	183	344
12:30	12:45	12	39	21	72	4	74	17	95	167	17	58	17	92	20	58	7	85	177	344
12:45	13:00	8	43	23	74	6	58	9	73	147	10	61	13	84	17	42	8	67	151	298
13:00	13:15	15	57	9	81	4	36	16	56	137	16	56	24	96	20	42	7	69	165	302
13:15	13:30	11	39	12	62	10	55	10	75	137	13	58	12	83	21	44	8	73	156	293
15:00	15:15	10	59	17	86	16	68	26	110	196	18	70	17	105	16	68	9	93	198	394
15:15	15:30	22	39	14	75	10	45	17	72	147	51	80	13	144	22	89	8	119	263	410
15:30	15:45	12	75	18	105	8	47	20	75	180	46	86	21	153	21	78	20	119	272	452
15:45	16:00	9	32	11	52	11	61	24	96	148	39	87	19	145	15	75	17	107	252	400
16:00	16:15	13	85	17	115	12	63	22	97	212	50	83	31	164	14	88	14	116	280	492
16:15	16:30	12	86	18	116	15	55	26	96	212	49	95	15	159	9	108	17	134	293	505
16:30	16:45	9	77	24	110	8	41	38	87	197	49	107	14	170	13	113	13	139	309	506
16:45	17:00	7	87	12	106	12	51	34	97	203	46	112	17	175	14	90	17	121	296	499
17:00	17:15	11	73	22	106	16	43	33	92	198	51	111	18	180	18	103	15	136	316	514
17:30	17:45	10	79	7	96	11	48	31	90	186	33	99	20	152	11	83	15	110	262	448
17:45	18:00	14	86	16	116	16	52	18	86	202	41	102	9	152	22	92	8	122	274	476
17:15	17:30	10	92	11	113	6	49	28	83	196	48	103	20	171	15	97	12	124	295	491
Total:		394	1688	500	2582	348	1930	739	3017	5599	812	2568	480	3860	469	2010	283	2763	6623	12,222

Note: U-Turns are included in Totals.

Transportation Services - Traffic Services

Turning Movement Count - Study Results

PARKDALE AVE @ SCOTT ST

Survey Date: Wednesday, March 08, 2023 **WO No:** 40838

Start Time: 07:00 **Device:** Miovision

Full Study Cyclist Volume

Time Period		PARKDALE AVE			SCOTT ST			
		Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	Grand Total
07:00	07:15	0	0	0	0	0	0	0
07:15	07:30	1	0	1	0	1	1	2
07:30	07:45	0	0	0	1	2	3	3
07:45	08:00	1	0	1	0	0	0	1
08:00	08:15	2	0	2	7	2	9	11
08:15	08:30	0	0	0	4	1	5	5
08:30	08:45	1	0	1	6	1	7	8
08:45	09:00	3	0	3	7	1	8	11
09:00	09:15	0	0	0	1	0	1	1
09:15	09:30	0	0	0	3	0	3	3
09:30	09:45	0	0	0	3	0	3	3
09:45	10:00	0	1	1	2	3	5	6
11:30	11:45	0	1	1	1	2	3	4
11:45	12:00	0	0	0	0	0	0	0
12:00	12:15	0	0	0	0	0	0	0
12:15	12:30	0	0	0	0	0	0	0
12:30	12:45	0	0	0	1	0	1	1
12:45	13:00	0	0	0	0	0	0	0
13:00	13:15	0	0	0	0	0	0	0
13:15	13:30	0	0	0	0	0	0	0
15:00	15:15	1	0	1	1	0	1	2
15:15	15:30	0	1	1	0	4	4	5
15:30	15:45	1	0	1	0	0	0	1
15:45	16:00	0	1	1	0	3	3	4
16:00	16:15	0	0	0	2	0	2	2
16:15	16:30	0	1	1	1	1	2	3
16:30	16:45	0	0	0	1	3	4	4
16:45	17:00	1	2	3	0	5	5	8
17:00	17:15	0	0	0	1	2	3	3
17:30	17:45	1	0	1	1	3	4	5
17:45	18:00	0	0	0	1	6	7	7
17:15	17:30	0	0	0	1	1	2	2
Total		12	7	**19**	45	41	86	105

Transportation Services - Traffic Services

Turning Movement Count - Study Results

PARKDALE AVE @ SCOTT ST

Survey Date: Wednesday, March 08, 2023 **WO No:** 40838

Start Time: 07:00 **Device:** Miovision

Full Study Pedestrian Volume

	PARKDALE AVE			SCOTT ST			
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)	**Total**	**Grand Total**
07:00 07:15	6	3	**9**	1	10	**11**	**20**
07:15 07:30	1	12	**13**	0	3	**3**	**16**
07:30 07:45	9	11	**20**	4	6	**10**	**30**
07:45 08:00	16	17	**33**	14	8	**22**	**55**
08:00 08:15	8	17	**25**	13	8	**21**	**46**
08:15 08:30	6	10	**16**	7	4	**11**	**27**
08:30 08:45	7	12	**19**	10	9	**19**	**38**
08:45 09:00	5	8	**13**	6	6	**12**	**25**
09:00 09:15	4	4	**8**	2	3	**5**	**13**
09:15 09:30	2	4	**6**	2	4	**6**	**12**
09:30 09:45	4	6	**10**	4	3	**7**	**17**
09:45 10:00	2	4	**6**	6	2	**8**	**14**
11:30 11:45	2	6	**8**	4	5	**9**	**17**
11:45 12:00	9	11	**20**	7	5	**12**	**32**
12:00 12:15	12	6	**18**	12	9	**21**	**39**
12:15 12:30	8	8	**16**	14	9	**23**	**39**
12:30 12:45	9	10	**19**	9	12	**21**	**40**
12:45 13:00	8	11	**19**	12	13	**25**	**44**
13:00 13:15	4	9	**13**	9	7	**16**	**29**
13:15 13:30	7	10	**17**	10	6	**16**	**33**
15:00 15:15	0	16	**16**	9	2	**11**	**27**
15:15 15:30	3	13	**16**	8	3	**11**	**27**
15:30 15:45	4	13	**17**	8	6	**14**	**31**
15:45 16:00	6	19	**25**	9	7	**16**	**41**
16:00 16:15	10	19	**29**	10	14	**24**	**53**
16:15 16:30	17	18	**35**	12	8	**20**	**55**
16:30 16:45	7	24	**31**	10	11	**21**	**52**
16:45 17:00	14	12	**26**	8	13	**21**	**47**
17:00 17:15	8	14	**22**	9	4	**13**	**35**
17:30 17:45	36	17	**53**	10	10	**20**	**73**
17:45 18:00	19	23	**42**	7	9	**16**	**58**
17:15 17:30	12	15	**27**	7	10	**17**	**44**
Total	265	382	**647**	253	229	**482**	**1129**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

PARKDALE AVE @ SCOTT ST

Survey Date: Wednesday, March 08, 2023 **WO No:** 40838

Start Time: 07:00 **Device:** Miovision

Full Study Heavy Vehicles

		PARKDALE AVE									SCOTT ST									
		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	1	1	**6**	0	1	2	**3**	**9**	2	0	5	**7**	2	5	1	**8**	**15**	**24**
07:15	07:30	3	2	0	**5**	0	1	2	**3**	**8**	0	3	4	**7**	0	1	0	**1**	**8**	**16**
07:30	07:45	1	2	2	**5**	0	2	2	**4**	**9**	0	3	2	**5**	0	2	0	**2**	**7**	**16**
07:45	08:00	3	0	6	**9**	1	0	1	**2**	**11**	1	10	5	**16**	1	7	1	**9**	**25**	**36**
08:00	08:15	3	2	1	**6**	0	2	2	**4**	**10**	0	6	3	**9**	0	7	0	**7**	**16**	**26**
08:15	08:30	0	1	1	**2**	0	1	1	**2**	**4**	0	6	7	**13**	2	5	0	**7**	**20**	**24**
08:30	08:45	2	3	1	**6**	1	1	3	**5**	**11**	2	8	4	**14**	0	2	0	**2**	**16**	**27**
08:45	09:00	2	2	1	**5**	0	1	2	**3**	**8**	0	7	8	**15**	0	2	0	**2**	**17**	**25**
09:00	09:15	4	2	0	**6**	0	1	2	**3**	**9**	0	3	10	**13**	1	1	0	**2**	**15**	**24**
09:15	09:30	7	2	4	**13**	0	2	1	**3**	**16**	0	7	5	**12**	0	7	0	**7**	**19**	**35**
09:30	09:45	2	4	1	**7**	0	4	3	**7**	**14**	1	5	8	**14**	1	4	0	**5**	**19**	**33**
09:45	10:00	2	2	3	**7**	0	2	1	**3**	**10**	1	10	2	**13**	2	8	1	**11**	**24**	**34**
11:30	11:45	3	2	0	**5**	0	1	1	**2**	**7**	1	2	6	**9**	1	3	0	**4**	**13**	**20**
11:45	12:00	3	3	3	**9**	0	2	1	**3**	**12**	0	5	2	**7**	2	2	0	**4**	**11**	**23**
12:00	12:15	1	0	0	**1**	0	2	1	**3**	**4**	0	3	3	**6**	0	5	1	**6**	**12**	**16**
12:15	12:30	1	2	1	**4**	0	1	0	**1**	**5**	0	3	2	**5**	2	4	0	**6**	**11**	**16**
12:30	12:45	3	0	2	**5**	0	3	2	**5**	**10**	2	5	3	**10**	2	7	0	**9**	**19**	**29**
12:45	13:00	2	4	1	**7**	1	4	0	**5**	**12**	0	3	3	**6**	1	4	1	**6**	**12**	**24**
13:00	13:15	3	0	0	**3**	0	1	3	**4**	**7**	0	5	6	**11**	1	5	0	**6**	**17**	**24**
13:15	13:30	3	0	1	**4**	0	2	0	**2**	**6**	1	2	2	**5**	0	5	0	**5**	**10**	**16**
15:00	15:15	5	1	0	**6**	1	1	1	**3**	**9**	0	1	2	**3**	0	7	1	**8**	**11**	**20**
15:15	15:30	6	2	0	**8**	0	1	0	**1**	**9**	1	1	1	**3**	0	8	0	**8**	**11**	**20**
15:30	15:45	4	1	1	**6**	0	2	1	**3**	**9**	1	2	3	**6**	1	8	0	**9**	**15**	**24**
15:45	16:00	8	0	0	**8**	0	2	0	**2**	**10**	0	2	2	**4**	0	4	0	**4**	**8**	**18**
16:00	16:15	6	0	1	**7**	1	0	0	**1**	**8**	1	2	5	**8**	1	5	1	**7**	**15**	**23**
16:15	16:30	3	0	0	**3**	0	3	0	**3**	**6**	0	2	3	**5**	0	4	1	**5**	**10**	**16**
16:30	16:45	5	1	0	**6**	0	0	3	**3**	**9**	1	3	2	**6**	0	4	1	**5**	**11**	**20**
16:45	17:00	4	0	1	**5**	0	1	0	**1**	**6**	0	3	2	**5**	1	5	0	**6**	**11**	**17**
17:00	17:15	5	1	0	**6**	0	0	2	**2**	**8**	2	2	0	**4**	1	3	0	**4**	**8**	**16**
17:30	17:45	6	0	0	**6**	0	0	1	**1**	**7**	0	3	3	**6**	1	1	0	**2**	**8**	**15**
17:45	18:00	4	0	1	**5**	0	1	0	**1**	**6**	1	2	1	**4**	0	4	0	**4**	**8**	**14**
17:15	17:30	4	0	0	**4**	0	0	1	**1**	**5**	1	2	2	**5**	0	3	0	**3**	**8**	**13**
Total:	None	112	40	33	**185**	5	45	39	**89**	**274**	19	121	116	**256**	23	142	9	**174**	**430**	**704**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

PARKDALE AVE @ SCOTT ST

Survey Date: Wednesday, March 08, 2023 **WO No:** 40838

Start Time: 07:00 **Device:** Miovision

Full Study 15 Minute U-Turn Total

		PARKDALE AVE		SCOTT ST		
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	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	0	0
09:30	09:45	0	0	0	0	0
09:45	10:00	0	0	0	0	0
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	0	0
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	0	0
13:00	13:15	0	0	0	0	0
13:15	13:30	0	0	0	0	0
15:00	15:15	0	0	0	0	0
15:15	15:30	0	0	0	0	0
15:30	15:45	0	0	0	0	0
15:45	16:00	0	0	0	0	0
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
17:30	17:45	0	0	0	1	1
17:45	18:00	0	0	0	0	0
17:15	17:30	0	0	0	0	0
Total		0	0	0	1	1

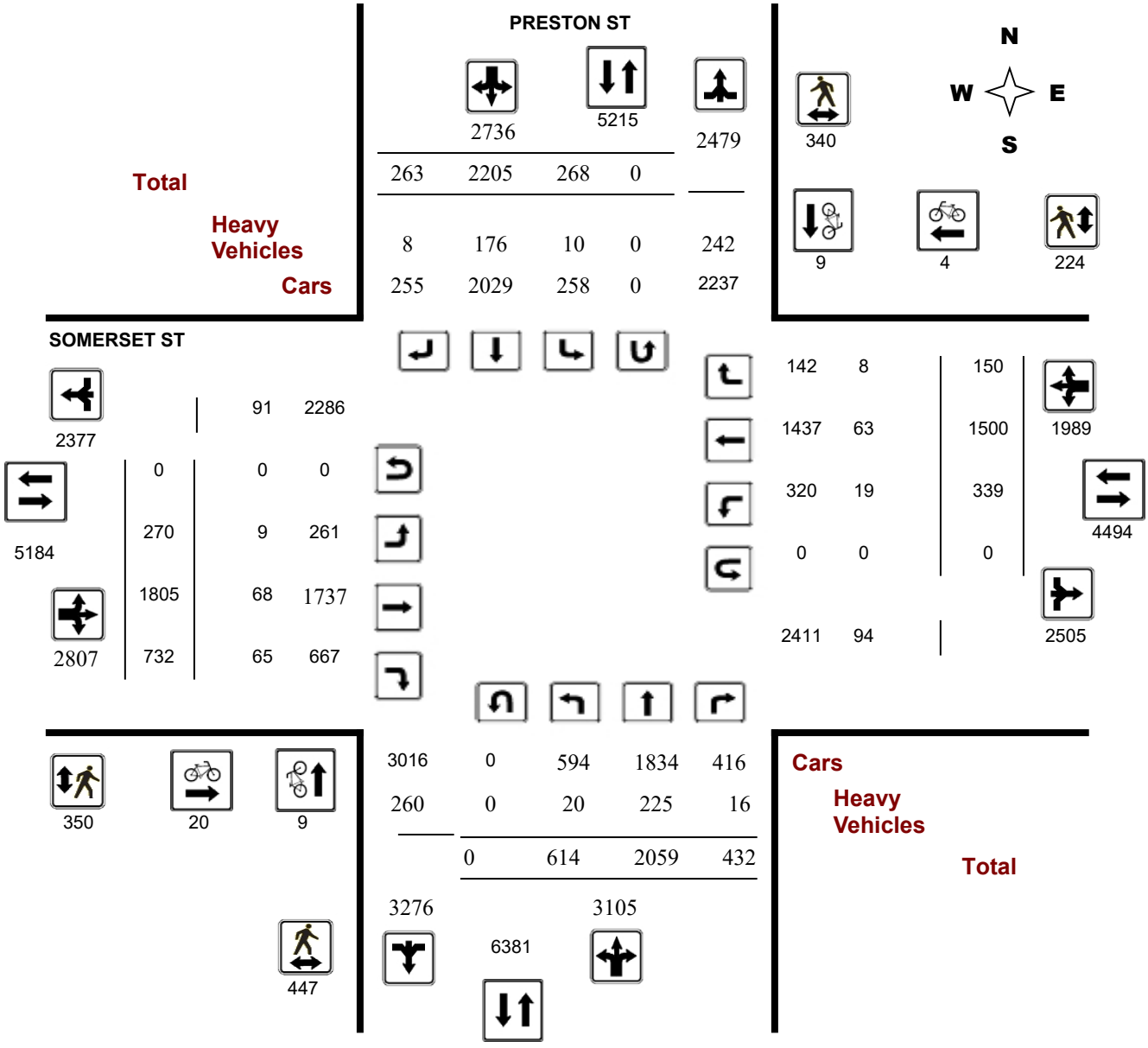
Transportation Services - Traffic Services

Turning Movement Count - Study Results

PRESTON ST @ SOMERSET ST

Survey Date: Tuesday, December 19, 2023
Start Time: 07:00
WO No: 41404
Device: Miovision

Full Study Diagram



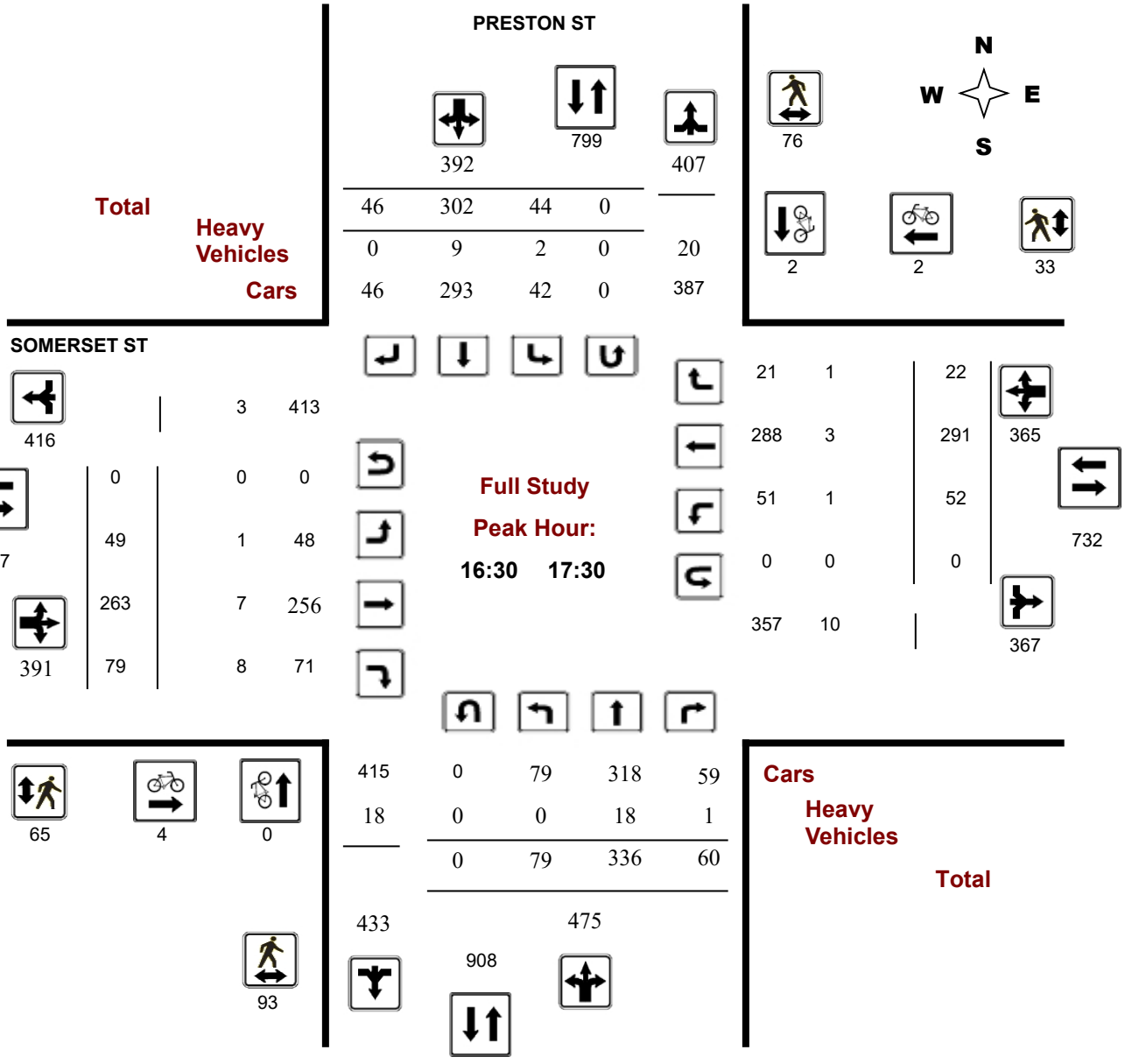
Transportation Services - Traffic Services

Turning Movement Count - Study Results

PRESTON ST @ SOMERSET ST

Survey Date: Tuesday, December 19, 2023
Start Time: 07:00
WO No: 41404
Device: Miovision

Full Study Peak Hour Diagram



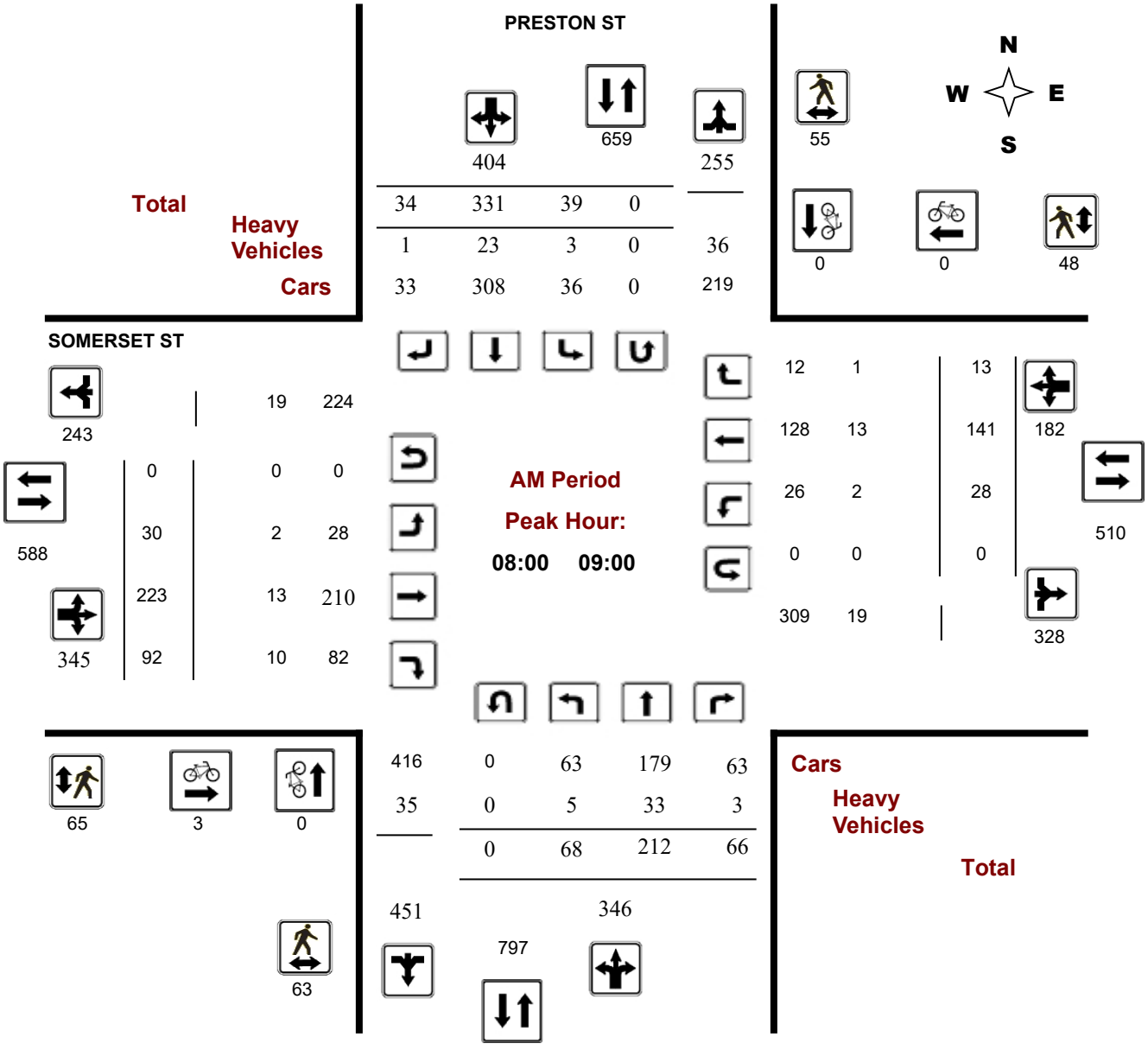
Transportation Services - Traffic Services

Turning Movement Count - Study Results

PRESTON ST @ SOMERSET ST

Survey Date: Tuesday, December 19, 2023
Start Time: 07:00
WO No: 41404
Device: Miovision

AM Period Peak Hour Diagram



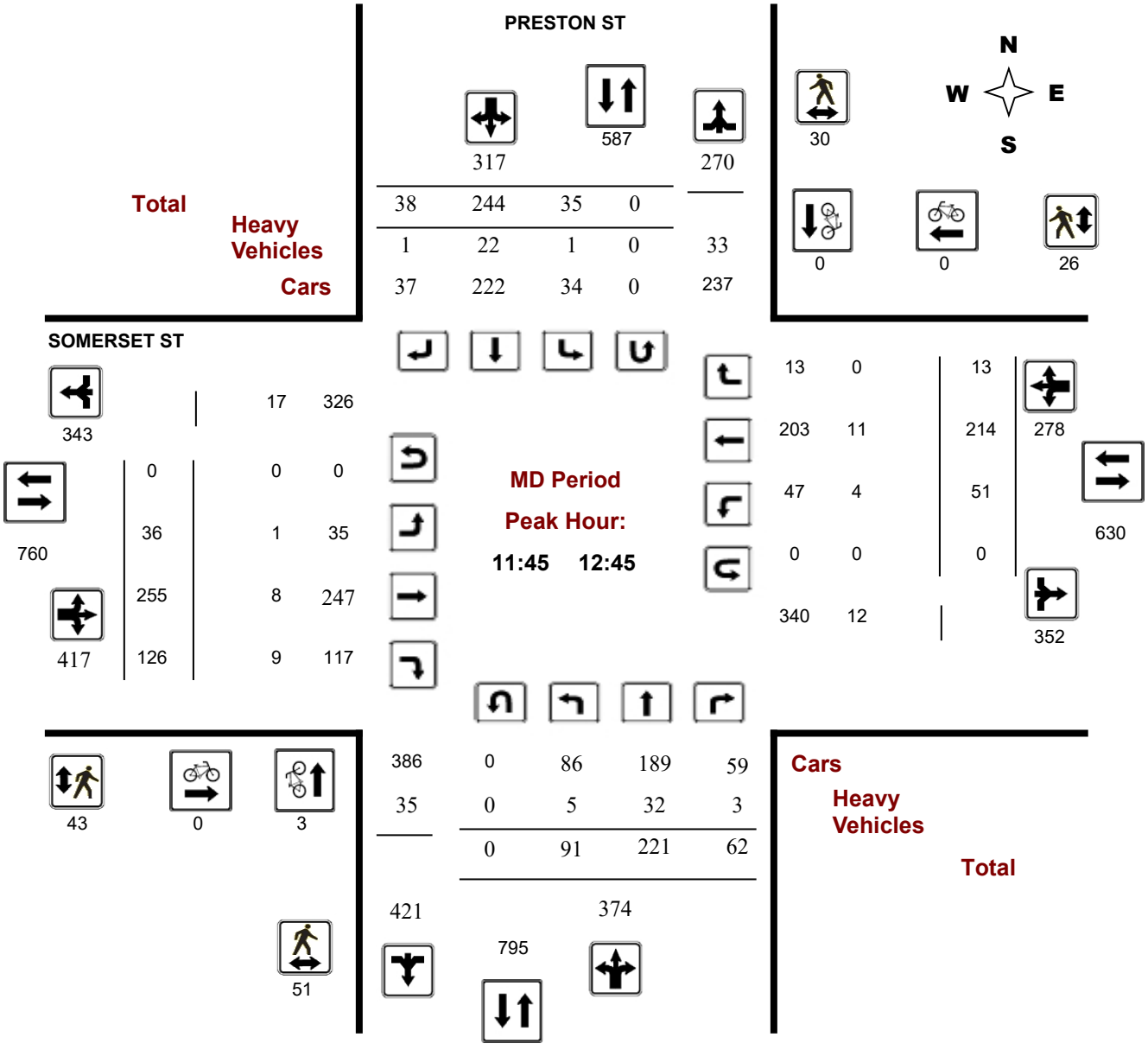
Transportation Services - Traffic Services

Turning Movement Count - Study Results

PRESTON ST @ SOMERSET ST

Survey Date: Tuesday, December 19, 2023
Start Time: 07:00
WO No: 41404
Device: Miovision

MD Period Peak Hour Diagram



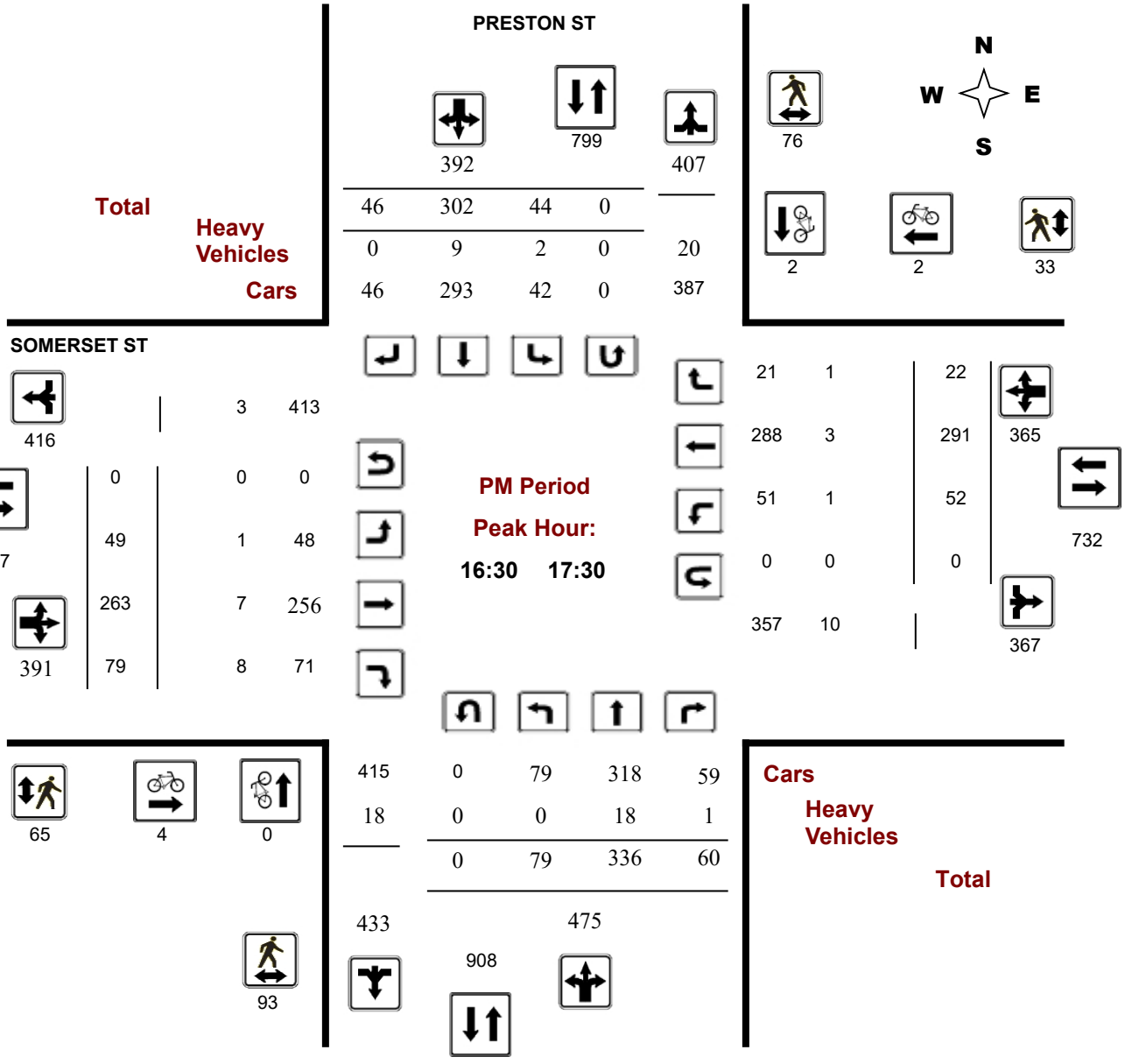
Transportation Services - Traffic Services

Turning Movement Count - Study Results

PRESTON ST @ SOMERSET ST

Survey Date: Tuesday, December 19, 2023
Start Time: 07:00
WO No: 41404
Device: Miovision

PM Period Peak Hour Diagram



Transportation Services - Traffic Services

Turning Movement Count - Study Results

PRESTON ST @ SOMERSET ST

Survey Date: Tuesday, December 19, 2023 **WO No:** 41404

Start Time: 07:00 **Device:** Miovision

Full Study Summary (8 HR Standard)

Survey Date: Tuesday, December 19, 2023

Total Observed U-Turns

Northbound: 0 Southbound: 0

Eastbound: 0 Westbound: 0

AADT Factor

1.30

	PRESTON ST									SOMERSET ST									
	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	38	191	28	**257**	24	349	17	**390**	**647**	19	167	79	**265**	19	84	4	**107**	**372**	**1019**
08:00 09:00	68	212	66	**346**	39	331	34	**404**	**750**	30	223	92	**345**	28	141	13	**182**	**527**	**1277**
09:00 10:00	65	220	46	**331**	28	254	28	**310**	**641**	20	183	68	**271**	34	130	14	**178**	**449**	**1090**
11:30 12:30	84	207	59	**350**	31	245	41	**317**	**667**	35	261	135	**431**	44	219	14	**277**	**708**	**1375**
12:30 13:30	91	215	65	**371**	31	252	31	**314**	**685**	32	221	102	**355**	56	188	16	**260**	**615**	**1300**
15:00 16:00	98	348	51	**497**	35	245	34	**314**	**811**	43	267	107	**417**	50	217	32	**299**	**716**	**1527**
16:00 17:00	75	325	57	**457**	42	291	45	**378**	**835**	50	246	61	**357**	56	298	31	**385**	**742**	**1577**
17:00 18:00	95	341	60	**496**	38	238	33	**309**	**805**	41	237	88	**366**	52	223	26	**301**	**667**	**1472**
Sub Total	614	2059	432	**3105**	268	2205	263	**2736**	**5841**	270	1805	732	**2807**	339	1500	150	**1989**	**4796**	**10637**
U Turns				**0**				**0**	**0**				**0**				**0**	**0**	**0**
Total	614	2059	432	**3105**	268	2205	263	**2736**	**5841**	270	1805	732	**2807**	339	1500	150	**1989**	**4796**	**10637**
EQ 12Hr	853	2862	600	**4316**	373	3065	366	**3803**	**8119**	375	2509	1017	**3902**	471	2085	208	**2765**	**6666**	**14785**
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.														**1.39**					
AVG 12Hr	1109	3721	780	**5611**	485	5220	623	**4944**	**10555**	488	3262	1322	**5073**	612	2711	270	**3595**	**8666**	**19221**
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.														**1.30**					
AVG 24Hr	1453	4875	1022	**7350**	635	6838	816	**6477**	**13827**	639	4273	1732	**6646**	802	3551	354	**4709**	**11352**	**25180**
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

PRESTON ST @ SOMERSET ST

Survey Date: Tuesday, December 19, 2023 **WO No:** 41404

Start Time: 07:00 **Device:** Miovision

Full Study 15 Minute Increments

		PRESTON ST									SOMERSET ST									
		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	7	42	5	54	4	102	1	107	161	9	37	22	68	1	15	2	18	86	247
07:15	07:30	9	47	5	61	4	71	3	78	139	3	37	17	57	3	14	0	17	74	213
07:30	07:45	10	52	10	72	9	87	5	101	173	0	42	18	60	10	22	1	33	93	266
07:45	08:00	12	50	8	70	7	89	8	104	174	7	51	22	80	5	33	1	39	119	293
08:00	08:15	8	61	18	87	15	89	12	116	203	5	55	19	79	5	36	2	43	122	325
08:15	08:30	16	61	17	94	4	77	10	91	185	12	56	24	92	5	33	4	42	134	319
08:30	08:45	19	44	12	75	11	93	9	113	188	5	60	29	94	7	34	1	42	136	324
08:45	09:00	25	46	19	90	9	72	3	84	174	8	52	20	80	11	38	6	55	135	309
09:00	09:15	11	62	14	87	11	69	3	83	170	4	43	21	68	10	39	1	50	118	288
09:15	09:30	16	56	16	88	5	68	8	81	169	7	47	15	69	8	34	9	51	120	289
09:30	09:45	19	55	11	85	4	58	8	70	155	6	49	18	73	9	21	2	32	105	260
09:45	10:00	19	47	5	71	8	59	9	76	147	3	44	14	61	7	36	2	45	106	253
11:30	11:45	16	31	14	61	2	66	12	80	141	5	58	35	98	11	55	6	72	170	311
17:45	18:00	22	70	18	110	10	46	8	64	174	14	64	23	101	15	40	7	62	163	337
16:30	16:45	14	75	12	101	14	83	12	109	210	16	63	12	91	15	83	4	102	193	403
11:45	12:00	20	62	16	98	8	63	10	81	179	12	73	41	126	14	64	2	80	206	385
12:00	12:15	27	54	15	96	13	58	10	81	177	13	58	30	101	10	52	4	66	167	344
12:15	12:30	21	60	14	95	8	58	9	75	170	5	72	29	106	9	48	2	59	165	335
12:30	12:45	23	45	17	85	6	65	9	80	165	6	52	26	84	18	50	5	73	157	322
12:45	13:00	22	71	20	113	8	59	8	75	188	12	47	26	85	11	48	1	60	145	333
13:00	13:15	28	43	8	79	11	59	5	75	154	8	62	25	95	14	35	3	52	147	301
13:15	13:30	18	56	20	94	6	69	9	84	178	6	60	25	91	13	55	7	75	166	344
15:00	15:15	22	88	13	123	8	53	11	72	195	16	72	30	118	15	52	7	74	192	387
15:15	15:30	23	81	18	122	7	76	9	92	214	7	50	28	85	13	50	8	71	156	370
15:30	15:45	28	96	9	133	10	57	6	73	206	12	69	24	105	16	55	7	78	183	389
15:45	16:00	25	83	11	119	10	59	8	77	196	8	76	25	109	6	60	10	76	185	381
16:00	16:15	24	95	15	134	5	63	11	79	213	10	45	15	70	11	68	12	91	161	374
16:15	16:30	17	82	14	113	9	72	10	91	204	10	60	17	87	18	70	8	96	183	387
16:45	17:00	20	73	16	109	14	73	12	99	208	14	78	17	109	12	77	7	96	205	413
17:00	17:15	29	89	16	134	8	62	15	85	219	11	64	22	97	14	67	6	87	184	403
17:15	17:30	16	99	16	131	8	84	7	99	230	8	58	28	94	11	64	5	80	174	404
17:30	17:45	28	83	10	121	12	46	3	61	182	8	51	15	74	12	52	8	72	146	328
Total:		614	2059	432	3105	268	2205	263	2736	5841	270	1805	732	2807	339	1500	150	1989	4796	10,637

Note: U-Turns are included in Totals.

Transportation Services - Traffic Services

Turning Movement Count - Study Results

PRESTON ST @ SOMERSET ST

Survey Date: Tuesday, December 19, 2023 **WO No:** 41404

Start Time: 07:00 **Device:** Miovision

Full Study Cyclist Volume

Time Period		PRESTON ST			SOMERSET ST			
		Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	Grand Total
07:00	07:15	0	0	0	0	0	0	0
07:15	07:30	0	0	0	0	0	0	0
07:30	07:45	0	0	0	0	0	0	0
07:45	08:00	0	0	0	1	0	1	1
08:00	08:15	0	0	0	0	0	0	0
08:15	08:30	0	0	0	2	0	2	2
08:30	08:45	0	0	0	0	0	0	0
08:45	09:00	0	0	0	1	0	1	1
09:00	09:15	0	0	0	2	0	2	2
09:15	09:30	0	0	0	0	0	0	0
09:30	09:45	0	1	1	2	0	2	3
09:45	10:00	0	0	0	1	0	1	1
11:30	11:45	0	3	3	1	0	1	4
17:45	18:00	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	1	1	1
11:45	12:00	0	0	0	0	0	0	0
12:00	12:15	1	0	1	0	0	0	1
12:15	12:30	0	0	0	0	0	0	0
12:30	12:45	2	0	2	0	0	0	2
12:45	13:00	5	0	5	1	0	1	6
13:00	13:15	0	1	1	3	0	3	4
13:15	13:30	0	1	1	0	0	0	1
15:00	15:15	0	0	0	0	0	0	0
15:15	15:30	0	0	0	0	0	0	0
15:30	15:45	1	0	1	0	1	1	2
15:45	16:00	0	1	1	0	0	0	1
16:00	16:15	0	0	0	0	1	1	1
16:15	16:30	0	0	0	0	0	0	0
16:45	17:00	0	0	0	1	0	1	1
17:00	17:15	0	0	0	1	1	2	2
17:15	17:30	0	2	2	2	0	2	4
17:30	17:45	0	0	0	2	0	2	2
Total		9	9	**18**	20	4	24	42

Transportation Services - Traffic Services

Turning Movement Count - Study Results

PRESTON ST @ SOMERSET ST

Survey Date: Tuesday, December 19, 2023 **WO No:** 41404

Start Time: 07:00 **Device:** Miovision

Full Study Pedestrian Volume

	PRESTON ST			SOMERSET ST			
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)	**Total**	**Grand Total**
07:00 07:15	9	3	**12**	4	5	**9**	**21**
07:15 07:30	4	4	**8**	3	1	**4**	**12**
07:30 07:45	8	3	**11**	4	5	**9**	**20**
07:45 08:00	5	6	**11**	7	4	**11**	**22**
08:00 08:15	11	12	**23**	19	12	**31**	**54**
08:15 08:30	25	20	**45**	21	18	**39**	**84**
08:30 08:45	19	17	**36**	19	15	**34**	**70**
08:45 09:00	8	6	**14**	6	3	**9**	**23**
09:00 09:15	3	11	**14**	7	1	**8**	**22**
09:15 09:30	5	4	**9**	9	3	**12**	**21**
09:30 09:45	2	6	**8**	4	2	**6**	**14**
09:45 10:00	7	8	**15**	10	4	**14**	**29**
11:30 11:45	6	5	**11**	6	4	**10**	**21**
17:45 18:00	18	8	**26**	10	10	**20**	**46**
16:30 16:45	25	18	**43**	18	6	**24**	**67**
11:45 12:00	13	14	**27**	12	7	**19**	**46**
12:00 12:15	7	4	**11**	7	8	**15**	**26**
12:15 12:30	12	7	**19**	8	5	**13**	**32**
12:30 12:45	19	5	**24**	16	6	**22**	**46**
12:45 13:00	8	11	**19**	7	0	**7**	**26**
13:00 13:15	10	13	**23**	12	5	**17**	**40**
13:15 13:30	14	3	**17**	6	5	**11**	**28**
15:00 15:15	28	10	**38**	13	7	**20**	**58**
15:15 15:30	30	13	**43**	6	11	**17**	**60**
15:30 15:45	10	11	**21**	8	8	**16**	**37**
15:45 16:00	19	18	**37**	12	5	**17**	**54**
16:00 16:15	16	14	**30**	23	12	**35**	**65**
16:15 16:30	20	14	**34**	13	13	**26**	**60**
16:45 17:00	24	20	**44**	16	9	**25**	**69**
17:00 17:15	26	16	**42**	13	12	**25**	**67**
17:15 17:30	18	22	**40**	18	6	**24**	**64**
17:30 17:45	18	14	**32**	13	12	**25**	**57**
Total	447	340	**787**	350	224	**574**	**1361**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

PRESTON ST @ SOMERSET ST

Survey Date: Tuesday, December 19, 2023 **WO No:** 41404

Start Time: 07:00 **Device:** Miovision

Full Study Heavy Vehicles

		PRESTON ST									SOMERSET ST									
		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	0	9	0	**9**	0	8	0	**8**	**17**	0	1	2	**3**	0	3	1	**4**	**7**	**24**
07:15	07:30	0	5	1	**6**	0	7	0	**7**	**13**	0	2	1	**3**	0	0	0	**0**	**3**	**16**
07:30	07:45	0	10	1	**11**	0	7	1	**8**	**19**	0	2	1	**3**	0	3	0	**3**	**6**	**25**
07:45	08:00	1	6	1	**8**	0	7	0	**7**	**15**	2	3	0	**5**	0	4	0	**4**	**9**	**24**
08:00	08:15	0	10	1	**11**	2	4	1	**7**	**18**	1	5	4	**10**	0	3	0	**3**	**13**	**31**
08:15	08:30	2	7	0	**9**	0	5	0	**5**	**14**	0	2	1	**3**	0	4	0	**4**	**7**	**21**
08:30	08:45	2	7	0	**9**	0	7	0	**7**	**16**	1	4	4	**9**	1	3	1	**5**	**14**	**30**
08:45	09:00	1	9	2	**12**	1	7	0	**8**	**20**	0	2	1	**3**	1	3	0	**4**	**7**	**27**
09:00	09:15	0	9	0	**9**	1	9	0	**10**	**19**	0	1	2	**3**	0	3	0	**3**	**6**	**25**
09:15	09:30	1	8	1	**10**	0	8	0	**8**	**18**	1	0	3	**4**	1	3	1	**5**	**9**	**27**
09:30	09:45	1	9	0	**10**	0	5	1	**6**	**16**	0	5	1	**6**	1	3	0	**4**	**10**	**26**
09:45	10:00	2	9	0	**11**	0	12	0	**12**	**23**	0	2	2	**4**	0	1	2	**3**	**7**	**30**
11:30	11:45	0	6	0	**6**	0	11	1	**12**	**18**	0	0	2	**2**	1	4	0	**5**	**7**	**25**
17:45	18:00	0	4	0	**4**	0	2	0	**2**	**6**	0	0	3	**3**	0	0	0	**0**	**3**	**9**
16:30	16:45	0	4	1	**5**	1	3	0	**4**	**9**	1	1	3	**5**	0	1	0	**1**	**6**	**15**
11:45	12:00	1	4	1	**6**	0	6	0	**6**	**12**	0	3	1	**4**	1	3	0	**4**	**8**	**20**
12:00	12:15	2	6	0	**8**	0	4	0	**4**	**12**	0	1	3	**4**	1	1	0	**2**	**6**	**18**
12:15	12:30	1	14	1	**16**	1	5	1	**7**	**23**	0	2	4	**6**	1	2	0	**3**	**9**	**32**
12:30	12:45	1	8	1	**10**	0	7	0	**7**	**17**	1	2	1	**4**	1	5	0	**6**	**10**	**27**
12:45	13:00	3	9	1	**13**	0	4	0	**4**	**17**	0	2	3	**5**	1	4	0	**5**	**10**	**27**
13:00	13:15	1	8	0	**9**	1	11	0	**12**	**21**	0	3	2	**5**	3	1	0	**4**	**9**	**30**
13:15	13:30	1	11	2	**14**	1	11	2	**14**	**28**	1	4	2	**7**	0	1	0	**1**	**8**	**36**
15:00	15:15	0	8	0	**8**	1	2	0	**3**	**11**	0	2	2	**4**	0	0	0	**0**	**4**	**15**
15:15	15:30	0	7	1	**8**	0	2	0	**2**	**10**	0	2	1	**3**	0	0	0	**0**	**3**	**13**
15:30	15:45	0	4	0	**4**	0	6	0	**6**	**10**	1	5	1	**7**	1	1	0	**2**	**9**	**19**
15:45	16:00	0	7	0	**7**	0	2	0	**2**	**9**	0	0	3	**3**	1	1	0	**2**	**5**	**14**
16:00	16:15	0	2	1	**3**	0	3	1	**4**	**7**	0	1	3	**4**	1	1	1	**3**	**7**	**14**
16:15	16:30	0	4	0	**4**	0	3	0	**3**	**7**	0	5	3	**8**	2	1	1	**4**	**12**	**19**
16:45	17:00	0	5	0	**5**	1	5	0	**6**	**11**	0	2	1	**3**	0	0	1	**1**	**4**	**15**
17:00	17:15	0	4	0	**4**	0	1	0	**1**	**5**	0	2	3	**5**	0	2	0	**2**	**7**	**12**
17:15	17:30	0	5	0	**5**	0	0	0	**0**	**5**	0	2	1	**3**	1	0	0	**1**	**4**	**9**
17:30	17:45	0	7	0	**7**	0	2	0	**2**	**9**	0	0	1	**1**	0	2	0	**2**	**3**	**12**
Total:	None	20	225	16	**261**	10	176	8	**194**	**455**	9	68	65	**142**	19	63	8	**90**	**232**	**687**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

PRESTON ST @ SOMERSET ST

Survey Date: Tuesday, December 19, 2023 **WO No:** 41404

Start Time: 07:00 **Device:** Miovision

Full Study 15 Minute U-Turn Total

		PRESTON ST		SOMERSET ST		
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	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	0	0
09:30	09:45	0	0	0	0	0
09:45	10:00	0	0	0	0	0
11:30	11:45	0	0	0	0	0
17:45	18:00	0	0	0	0	0
16:30	16:45	0	0	0	0	0
11:45	12:00	0	0	0	0	0
12:00	12:15	0	0	0	0	0
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	0	0
13:00	13:15	0	0	0	0	0
13:15	13:30	0	0	0	0	0
15:00	15:15	0	0	0	0	0
15:15	15:30	0	0	0	0	0
15:30	15:45	0	0	0	0	0
15:45	16:00	0	0	0	0	0
16:00	16:15	0	0	0	0	0
16:15	16:30	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
Total		0	0	0	0	0

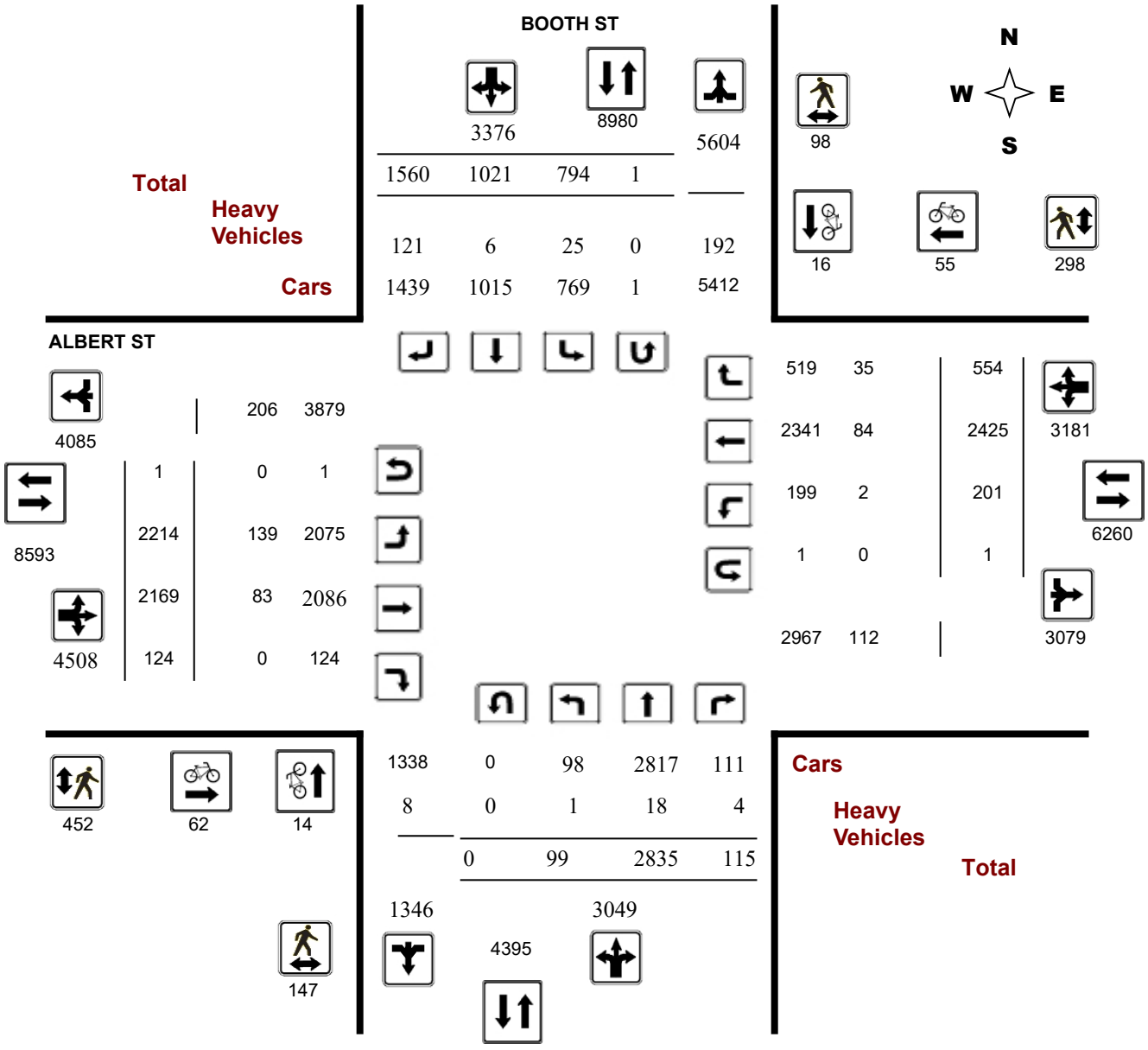
Transportation Services - Traffic Services

Turning Movement Count - Study Results

ALBERT ST @ BOOTH ST

Survey Date: Tuesday, January 30, 2024
Start Time: 07:00
WO No: 41538
Device: Miovision

Full Study Diagram



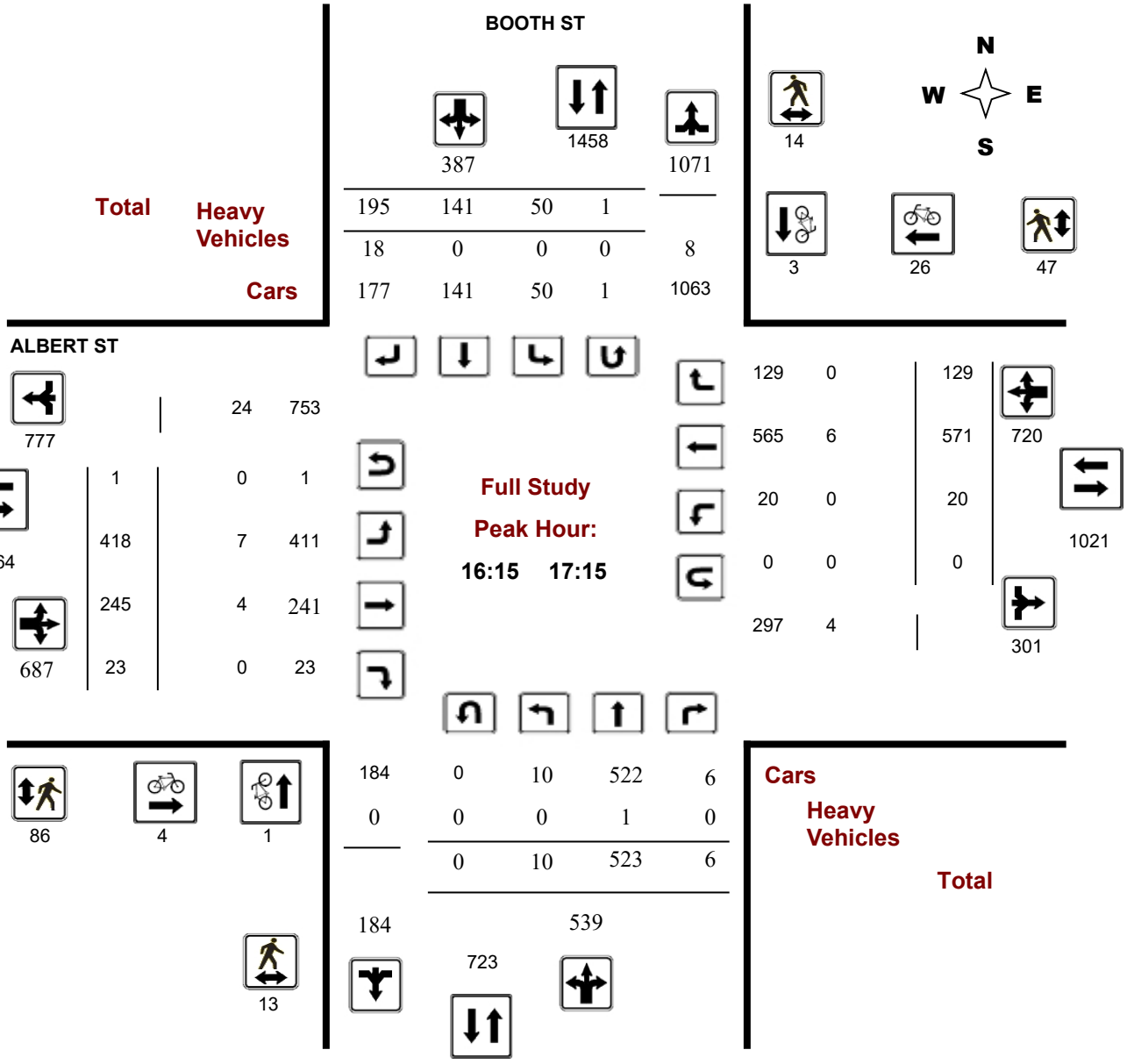
Transportation Services - Traffic Services

Turning Movement Count - Study Results

ALBERT ST @ BOOTH ST

Survey Date: Tuesday, January 30, 2024
Start Time: 07:00
WO No: 41538
Device: Miovision

Full Study Peak Hour Diagram



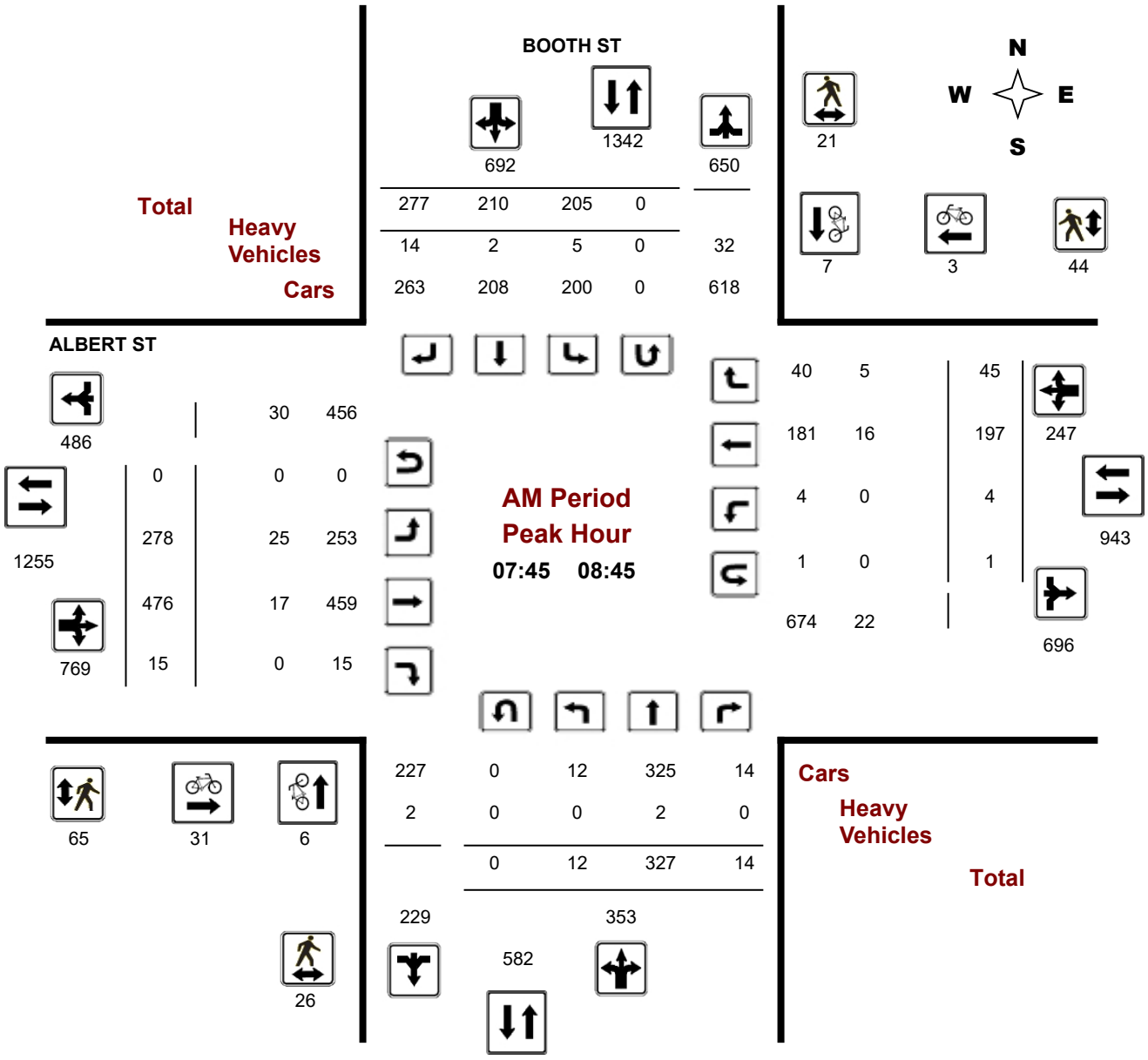
Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

ALBERT ST @ BOOTH ST

Survey Date: Tuesday, January 30, 2024 **WO No:** 41538

Start Time: 07:00 **Device:** Miovision



Comments:

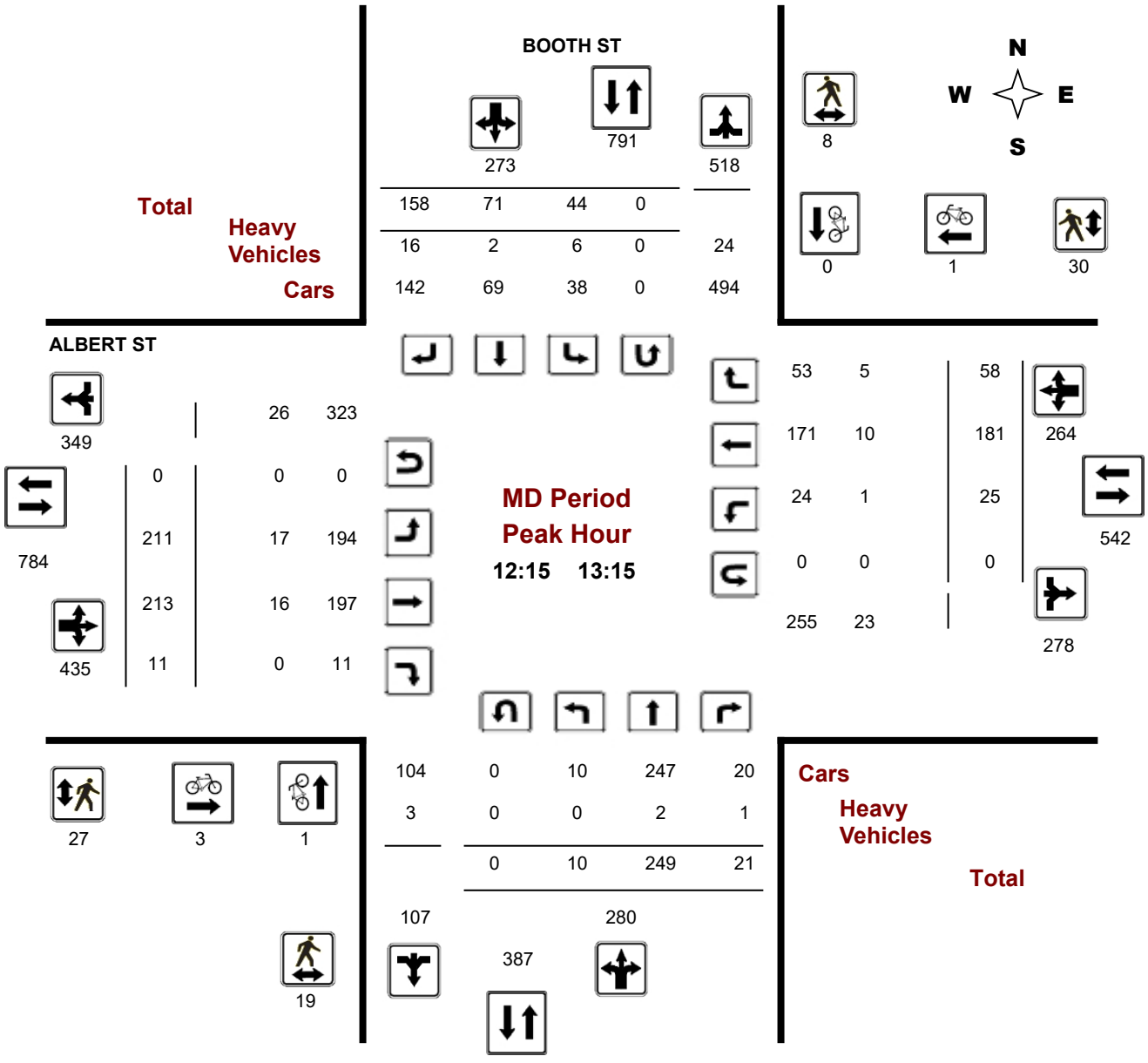
Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

ALBERT ST @ BOOTH ST

Survey Date: Tuesday, January 30, 2024 **WO No:** 41538

Start Time: 07:00 **Device:** Miovision



Comments:

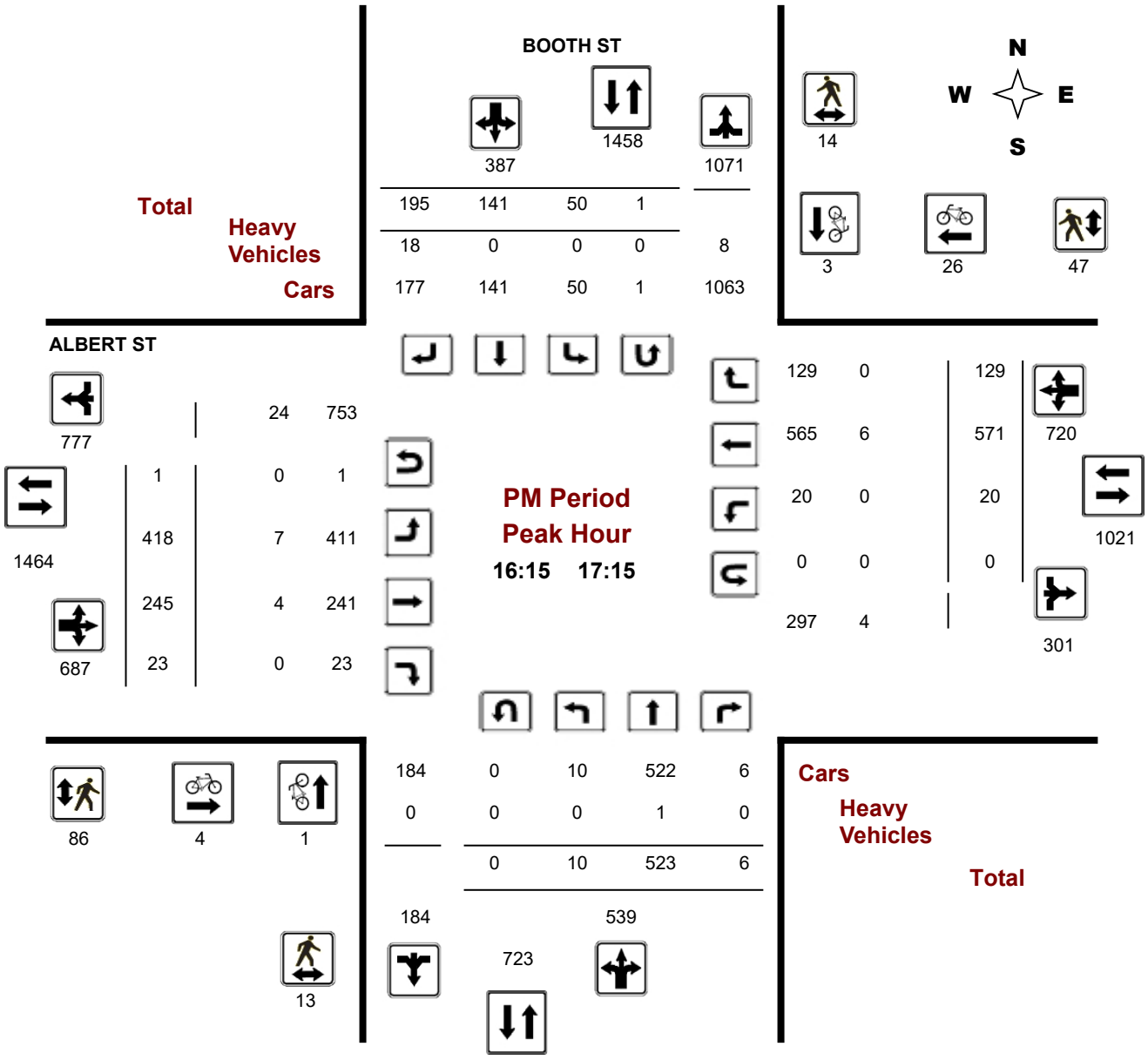
Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

ALBERT ST @ BOOTH ST

Survey Date: Tuesday, January 30, 2024 **WO No:** 41538

Start Time: 07:00 **Device:** Miovision



Comments:

Transportation Services - Traffic Services

Turning Movement Count - Study Results

ALBERT ST @ BOOTH ST

Survey Date: Tuesday, January 30, 2024 **WO No:** 41538

Start Time: 07:00 **Device:** Miovision

Full Study Summary (8 HR Standard)

Survey Date: Tuesday, January 30, 2024

Total Observed U-Turns

Northbound: 0 Southbound: 1

Eastbound: 1 Westbound: 1

AADT Factor

1.10

	BOOTH ST									ALBERT ST									
	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	3	383	2	**388**	151	178	288	**617**	**1005**	220	261	1	**482**	0	113	26	**139**	**621**	**1626**
08:00 09:00	12	283	17	**312**	214	204	269	**687**	**999**	269	493	21	**783**	4	210	47	**261**	**1044**	**2043**
09:00 10:00	11	302	22	**335**	87	115	198	**400**	**735**	189	281	20	**490**	24	162	36	**222**	**712**	**1447**
11:30 12:30	18	244	20	**282**	36	78	130	**244**	**526**	187	193	16	**396**	29	198	62	**289**	**685**	**1211**
12:30 13:30	10	268	20	**298**	43	66	150	**259**	**557**	204	204	10	**418**	24	163	53	**240**	**658**	**1215**
15:00 16:00	24	420	14	**458**	117	124	137	**378**	**836**	414	234	16	**664**	69	494	117	**680**	**1344**	**2180**
16:00 17:00	8	537	6	**551**	55	159	209	**423**	**974**	375	235	17	**627**	16	584	124	**724**	**1351**	**2325**
17:00 18:00	13	398	14	**425**	91	97	179	**367**	**792**	356	268	23	**647**	35	501	89	**625**	**1272**	**2064**
Sub Total	99	2835	115	**3049**	794	1021	1560	**3375**	**6424**	2214	2169	124	**4507**	201	2425	554	**3180**	**7687**	**14111**
U Turns				**0**				**1**	**1**				**1**				**1**	**2**	**3**
Total	99	2835	115	**3049**	794	1021	1560	**3376**	**6425**	2214	2169	124	**4508**	201	2425	554	**3181**	**7689**	**14114**
EQ 12Hr	138	3941	160	**4238**	1104	1419	2168	**4693**	**8931**	3077	3015	172	**6266**	279	3371	770	**4422**	**10688**	**19618**
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.														**1.39**					
AVG 12Hr	152	4335	176	**4662**	1214	2045	3125	**5162**	**9824**	3385	3317	189	**6893**	307	3708	847	**4864**	**11757**	**21580**
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.														**1.10**					
AVG 24Hr	199	5679	231	**6107**	1590	2679	4094	**6762**	**12869**	4434	4345	248	**9030**	402	4857	1110	**6372**	**15402**	**28270**
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

ALBERT ST @ BOOTH ST

Survey Date: Tuesday, January 30, 2024 **WO No:** 41538

Start Time: 07:00 **Device:** Miovision

Full Study 15 Minute Increments

		BOOTH ST									ALBERT ST									
		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	2	78	1	81	32	34	82	148	229	55	43	1	99	0	22	9	31	130	359
07:15	07:30	0	100	0	100	32	37	72	141	241	47	42	0	89	0	25	8	33	122	363
07:30	07:45	0	105	1	106	38	41	69	148	254	58	84	0	142	0	39	3	42	184	438
07:45	08:00	1	100	0	101	49	66	65	180	281	60	92	0	152	0	27	6	34	186	467
08:00	08:15	5	65	5	75	41	51	72	164	239	53	121	8	182	1	50	14	65	247	486
08:15	08:30	4	88	6	98	64	51	74	189	287	73	140	3	216	2	62	10	74	290	577
08:30	08:45	2	74	3	79	51	42	66	159	238	92	123	4	219	1	58	15	74	293	531
08:45	09:00	1	56	3	60	58	60	57	175	235	51	109	6	166	0	40	8	48	214	449
09:00	09:15	1	81	2	84	25	41	60	126	210	63	114	10	187	5	50	8	63	250	460
09:15	09:30	3	75	3	81	25	30	36	91	172	39	66	4	109	7	40	10	57	166	338
09:30	09:45	3	82	5	90	24	22	55	101	191	51	52	2	105	4	38	9	51	156	347
09:45	10:00	4	64	12	80	13	22	47	82	162	36	49	4	89	8	34	9	51	140	302
11:30	11:45	3	67	1	71	9	17	25	51	122	40	46	4	90	9	44	13	66	156	278
11:45	12:00	5	65	3	73	10	21	41	72	145	42	45	3	90	6	50	17	73	163	308
12:00	12:15	6	58	11	75	9	17	27	53	128	49	51	6	106	8	44	16	68	174	302
12:15	12:30	4	54	5	63	8	23	37	68	131	56	51	3	110	6	60	16	82	192	323
12:30	12:45	3	69	3	75	14	21	44	79	154	43	60	3	106	7	44	8	59	165	319
12:45	13:00	2	60	4	66	9	13	35	57	123	52	51	0	103	4	42	22	68	171	294
13:00	13:15	1	66	9	76	13	14	42	69	145	60	51	5	116	8	35	12	55	171	316
13:15	13:30	4	73	4	81	7	18	29	54	135	49	42	2	93	5	42	11	58	151	286
15:00	15:15	7	102	1	110	19	24	25	68	178	113	62	4	179	24	75	24	123	302	480
15:15	15:30	5	110	4	119	38	38	42	118	237	85	58	5	148	32	148	34	214	362	599
15:30	15:45	8	126	8	142	31	34	34	99	241	107	60	3	170	4	129	27	160	330	571
15:45	16:00	4	82	1	87	29	28	36	93	180	109	54	4	167	9	142	32	183	350	530
16:00	16:15	3	141	1	145	22	35	56	113	258	66	67	4	137	6	135	32	173	310	568
16:15	16:30	4	133	3	140	16	35	46	97	237	107	48	5	160	1	171	44	216	376	613
16:30	16:45	1	135	1	137	5	46	53	104	241	105	60	5	171	4	116	19	139	310	551
16:45	17:00	0	128	1	129	12	43	54	110	239	97	60	3	160	5	162	29	196	356	595
17:00	17:15	5	127	1	133	17	17	42	76	209	109	77	10	196	10	122	37	169	365	574
17:15	17:30	1	84	6	91	29	26	45	100	191	94	68	4	166	9	158	23	190	356	547
17:30	17:45	5	107	7	119	28	29	47	104	223	92	61	5	158	5	113	16	134	292	515
17:45	18:00	2	80	0	82	17	25	45	87	169	61	62	4	127	11	108	13	132	259	428
Total:		99	2835	115	3049	794	1021	1560	3376	6425	2214	2169	124	4508	201	2425	554	3181	7689	14,114

Note: U-Turns are included in Totals.

Transportation Services - Traffic Services

Turning Movement Count - Study Results

ALBERT ST @ BOOTH ST

Survey Date: Tuesday, January 30, 2024 **WO No:** 41538

Start Time: 07:00 **Device:** Miovision

Full Study Cyclist Volume

Time Period		BOOTH ST			ALBERT ST			
		Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	Grand Total
07:00	07:15	0	0	0	3	1	4	4
07:15	07:30	0	2	2	1	0	1	3
07:30	07:45	0	0	0	1	1	2	2
07:45	08:00	1	1	2	3	2	5	7
08:00	08:15	1	3	4	6	0	6	10
08:15	08:30	3	1	4	7	1	8	12
08:30	08:45	1	2	3	15	0	15	18
08:45	09:00	0	1	1	5	0	5	6
09:00	09:15	0	0	0	2	0	2	2
09:15	09:30	0	1	1	5	0	5	6
09:30	09:45	0	0	0	2	0	2	2
09:45	10:00	0	0	0	0	0	0	0
11:30	11:45	1	0	1	0	0	0	1
11:45	12:00	0	1	1	0	2	2	3
12:00	12:15	1	0	1	0	0	0	1
12:15	12:30	1	0	1	0	0	0	1
12:30	12:45	0	0	0	2	0	2	2
12:45	13:00	0	0	0	0	0	0	0
13:00	13:15	0	0	0	1	1	2	2
13:15	13:30	0	0	0	0	0	0	0
15:00	15:15	1	0	1	0	2	2	3
15:15	15:30	0	1	1	0	2	2	3
15:30	15:45	1	0	1	1	1	2	3
15:45	16:00	1	0	1	1	0	1	2
16:00	16:15	0	0	0	3	4	7	7
16:15	16:30	1	3	4	3	3	6	10
16:30	16:45	0	0	0	0	4	4	4
16:45	17:00	0	0	0	0	13	13	13
17:00	17:15	0	0	0	1	6	7	7
17:15	17:30	0	0	0	0	3	3	3
17:30	17:45	1	0	1	0	5	5	6
17:45	18:00	0	0	0	0	4	4	4
Total		14	16	**30**	62	55	117	147

Transportation Services - Traffic Services

Turning Movement Count - Study Results

ALBERT ST @ BOOTH ST

Survey Date: Tuesday, January 30, 2024 **WO No:** 41538

Start Time: 07:00 **Device:** Miovision

Full Study Pedestrian Volume

	BOOTH ST			ALBERT ST			
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)	**Total**	**Grand Total**
07:00 07:15	0	5	**5**	5	6	**11**	**16**
07:15 07:30	0	3	**3**	13	6	**19**	**22**
07:30 07:45	0	2	**2**	12	5	**17**	**19**
07:45 08:00	0	5	**5**	22	10	**32**	**37**
08:00 08:15	6	8	**14**	17	14	**31**	**45**
08:15 08:30	8	6	**14**	14	12	**26**	**40**
08:30 08:45	12	2	**14**	12	8	**20**	**34**
08:45 09:00	4	2	**6**	21	9	**30**	**36**
09:00 09:15	5	4	**9**	9	11	**20**	**29**
09:15 09:30	5	1	**6**	6	13	**19**	**25**
09:30 09:45	7	1	**8**	12	4	**16**	**24**
09:45 10:00	4	3	**7**	9	4	**13**	**20**
11:30 11:45	2	0	**2**	11	5	**16**	**18**
11:45 12:00	2	1	**3**	11	1	**12**	**15**
12:00 12:15	6	2	**8**	6	10	**16**	**24**
12:15 12:30	7	1	**8**	7	13	**20**	**28**
12:30 12:45	4	2	**6**	5	3	**8**	**14**
12:45 13:00	5	0	**5**	10	7	**17**	**22**
13:00 13:15	3	5	**8**	5	7	**12**	**20**
13:15 13:30	4	1	**5**	8	4	**12**	**17**
15:00 15:15	5	0	**5**	13	2	**15**	**20**
15:15 15:30	6	6	**12**	25	15	**40**	**52**
15:30 15:45	3	0	**3**	15	12	**27**	**30**
15:45 16:00	9	1	**10**	28	16	**44**	**54**
16:00 16:15	3	7	**10**	12	11	**23**	**33**
16:15 16:30	0	8	**8**	22	13	**35**	**43**
16:30 16:45	0	3	**3**	19	15	**34**	**37**
16:45 17:00	1	1	**2**	26	7	**33**	**35**
17:00 17:15	12	2	**14**	19	12	**31**	**45**
17:15 17:30	11	10	**21**	21	15	**36**	**57**
17:30 17:45	8	0	**8**	21	16	**37**	**45**
17:45 18:00	5	6	**11**	16	12	**28**	**39**
Total	147	98	**245**	452	298	**750**	**995**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

ALBERT ST @ BOOTH ST

Survey Date: Tuesday, January 30, 2024 **WO No:** 41538

Start Time: 07:00 **Device:** Miovision

Full Study Heavy Vehicles

		BOOTH ST									ALBERT ST									
		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	0	0	0	**0**	1	0	4	**5**	**5**	6	4	0	**10**	0	1	2	**3**	**13**	**18**
07:15	07:30	0	0	0	**0**	1	0	5	**6**	**6**	6	1	0	**7**	0	0	0	**0**	**7**	**13**
07:30	07:45	0	1	0	**1**	0	0	3	**3**	**4**	5	2	0	**7**	0	3	1	**4**	**11**	**15**
07:45	08:00	0	0	0	**0**	0	1	4	**5**	**5**	4	4	0	**8**	0	0	1	**1**	**9**	**14**
08:00	08:15	0	2	0	**2**	3	0	3	**6**	**8**	3	4	0	**7**	0	9	1	**10**	**17**	**25**
08:15	08:30	0	0	0	**0**	0	1	4	**5**	**5**	10	8	0	**18**	0	3	1	**4**	**22**	**27**
08:30	08:45	0	0	0	**0**	2	0	3	**5**	**5**	8	1	0	**9**	0	4	2	**6**	**15**	**20**
08:45	09:00	0	0	0	**0**	1	0	7	**8**	**8**	4	3	0	**7**	0	2	1	**3**	**10**	**18**
09:00	09:15	0	0	0	**0**	0	0	3	**3**	**3**	6	7	0	**13**	0	5	1	**6**	**19**	**22**
09:15	09:30	0	0	0	**0**	1	1	3	**5**	**5**	4	4	0	**8**	0	1	5	**6**	**14**	**19**
09:30	09:45	0	1	0	**1**	1	0	5	**6**	**7**	9	3	0	**12**	0	3	2	**5**	**17**	**24**
09:45	10:00	0	3	0	**3**	1	0	3	**4**	**7**	5	3	0	**8**	0	4	4	**8**	**16**	**23**
11:30	11:45	1	1	0	**2**	1	0	2	**3**	**5**	3	1	0	**4**	0	5	2	**7**	**11**	**16**
11:45	12:00	0	0	0	**0**	1	0	2	**3**	**3**	2	2	0	**4**	0	2	1	**3**	**7**	**10**
12:00	12:15	0	0	0	**0**	1	0	2	**3**	**3**	3	4	0	**7**	0	4	2	**6**	**13**	**16**
12:15	12:30	0	0	0	**0**	1	0	5	**6**	**6**	6	4	0	**10**	0	3	1	**4**	**14**	**20**
12:30	12:45	0	0	0	**0**	2	2	5	**9**	**9**	4	2	0	**6**	0	2	0	**2**	**8**	**17**
12:45	13:00	0	1	1	**2**	1	0	2	**3**	**5**	4	5	0	**9**	0	2	4	**6**	**15**	**20**
13:00	13:15	0	1	0	**1**	2	0	4	**6**	**7**	3	5	0	**8**	1	3	0	**4**	**12**	**19**
13:15	13:30	0	2	0	**2**	2	0	3	**5**	**7**	6	3	0	**9**	1	3	3	**7**	**16**	**23**
15:00	15:15	0	0	0	**0**	1	1	4	**6**	**6**	9	2	0	**11**	0	5	0	**5**	**16**	**22**
15:15	15:30	0	2	1	**3**	0	0	5	**5**	**8**	4	2	0	**6**	0	6	0	**6**	**12**	**20**
15:30	15:45	0	0	0	**0**	0	0	6	**6**	**6**	4	0	0	**4**	0	2	1	**3**	**7**	**13**
15:45	16:00	0	2	1	**3**	0	0	3	**3**	**6**	2	2	0	**4**	0	2	0	**2**	**6**	**12**
16:00	16:15	0	0	0	**0**	1	0	4	**5**	**5**	2	2	0	**4**	0	2	0	**2**	**6**	**11**
16:15	16:30	0	0	0	**0**	0	0	2	**2**	**2**	0	1	0	**1**	0	1	0	**1**	**2**	**4**
16:30	16:45	0	0	0	**0**	0	0	7	**7**	**7**	2	0	0	**2**	0	3	0	**3**	**5**	**12**
16:45	17:00	0	1	0	**1**	0	0	3	**3**	**4**	2	2	0	**4**	0	1	0	**1**	**5**	**9**
17:00	17:15	0	0	0	**0**	0	0	6	**6**	**6**	3	1	0	**4**	0	1	0	**1**	**5**	**11**
17:15	17:30	0	0	0	**0**	0	0	1	**1**	**1**	4	1	0	**5**	0	1	0	**1**	**6**	**7**
17:30	17:45	0	0	1	**1**	1	0	5	**6**	**7**	4	0	0	**4**	0	1	0	**1**	**5**	**12**
17:45	18:00	0	1	0	**1**	0	0	3	**3**	**4**	2	0	0	**2**	0	0	0	**0**	**2**	**6**
Total:	None	1	18	4	**23**	25	6	121	**152**	**175**	139	83	0	**222**	2	84	35	**121**	**343**	**518**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

ALBERT ST @ BOOTH ST

Survey Date: Tuesday, January 30, 2024 **WO No:** 41538

Start Time: 07:00 **Device:** Miovision

Full Study 15 Minute U-Turn Total

Time Period		BOOTH ST Northbound U-Turn Total	BOOTH ST Southbound U-Turn Total	ALBERT ST Eastbound U-Turn Total	ALBERT ST 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	0	0	0	1	1
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	0	0
09:30	09:45	0	0	0	0	0
09:45	10:00	0	0	0	0	0
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	0	0
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	0	0
13:00	13:15	0	0	0	0	0
13:15	13:30	0	0	0	0	0
15:00	15:15	0	0	0	0	0
15:15	15:30	0	0	0	0	0
15:30	15:45	0	0	0	0	0
15:45	16:00	0	0	0	0	0
16:00	16:15	0	0	0	0	0
16:15	16:30	0	0	0	0	0
16:30	16:45	0	0	1	0	1
16:45	17:00	0	1	0	0	1
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	0	0
Total		0	1	1	1	3

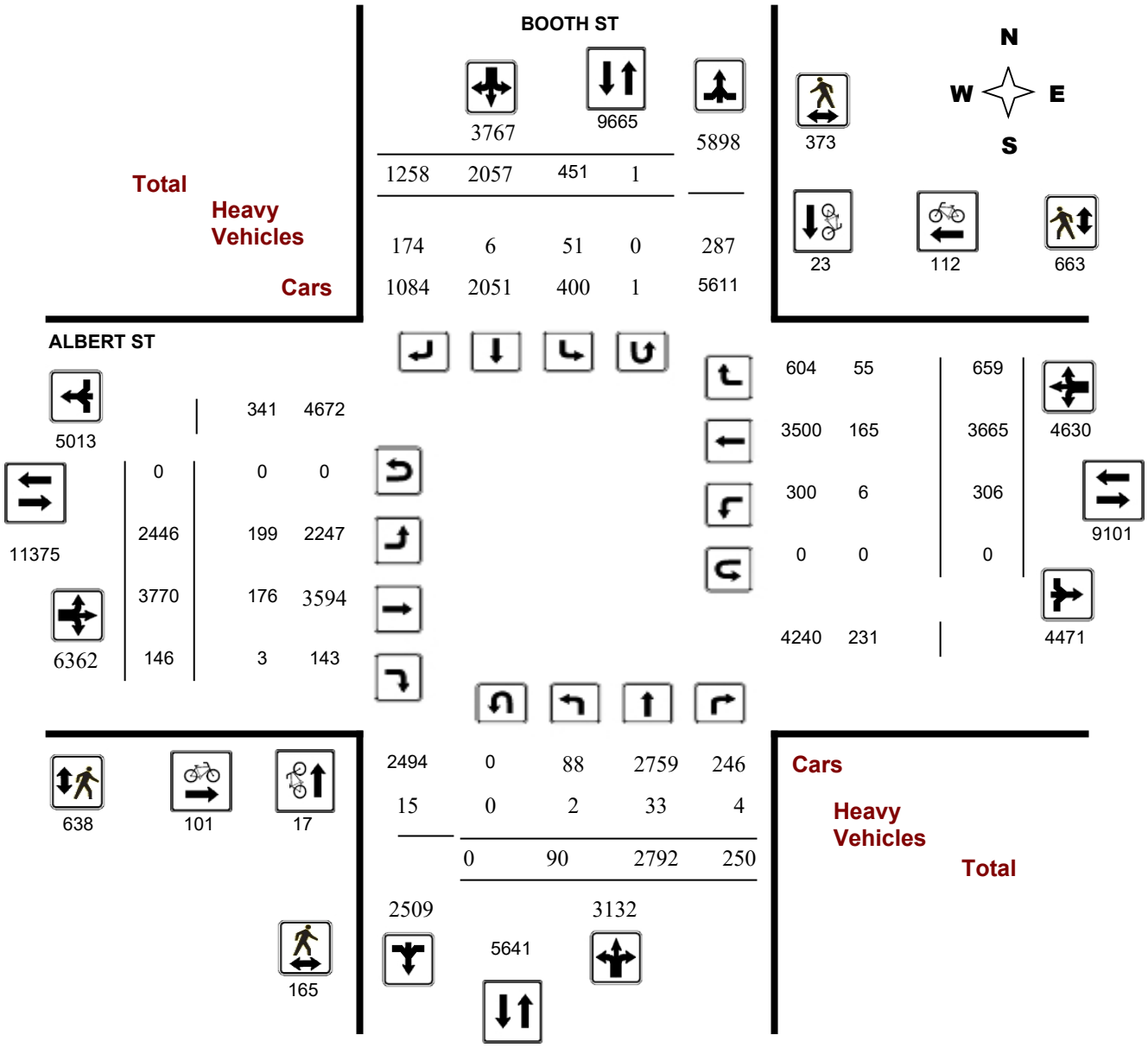
Transportation Services - Traffic Services

Turning Movement Count - Study Results

ALBERT ST @ BOOTH ST

Survey Date: Thursday, December 05, 2019
Start Time: 07:00
WO No: 39199
Device: Miovision

Full Study Diagram



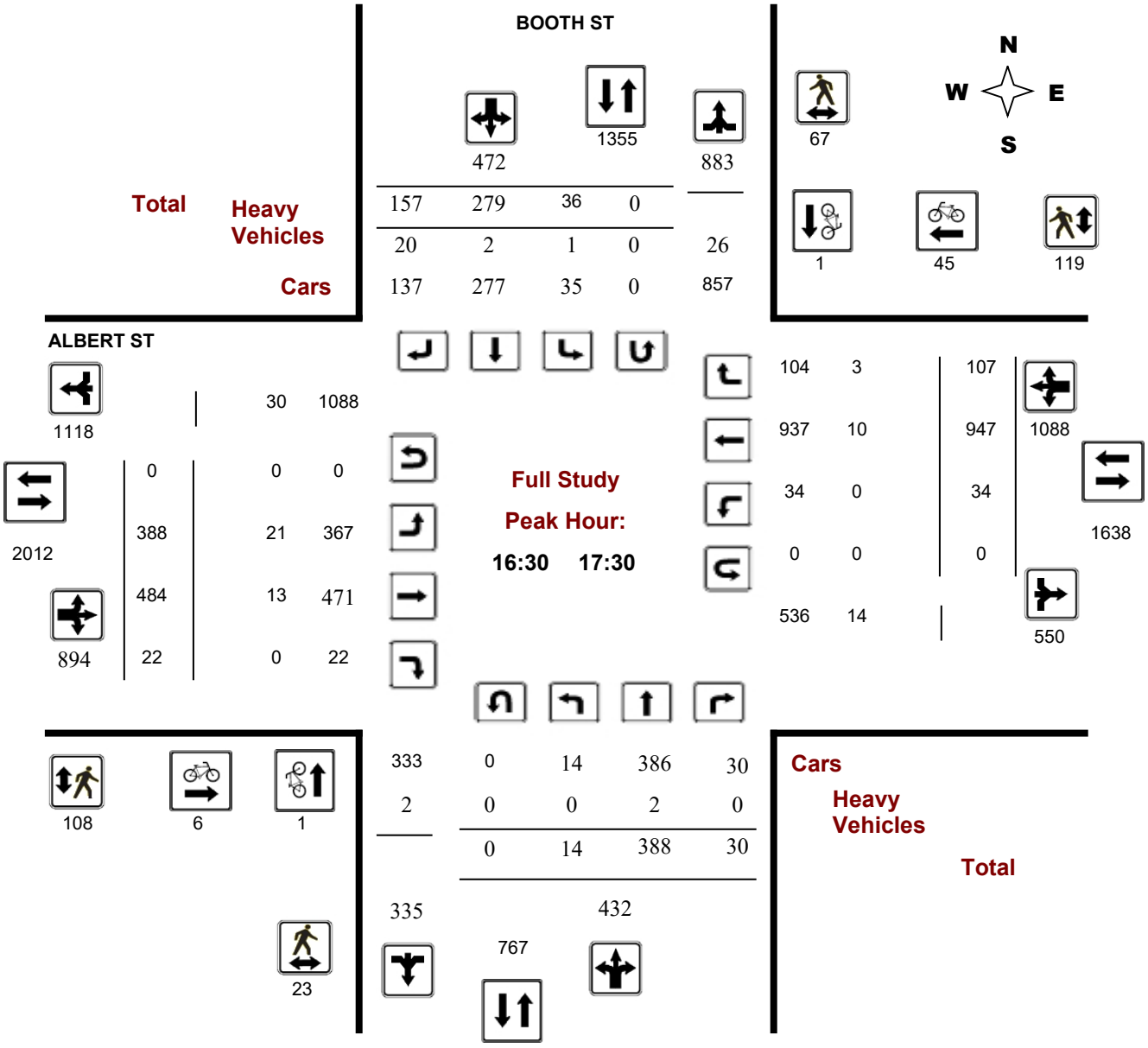
Transportation Services - Traffic Services

Turning Movement Count - Study Results

ALBERT ST @ BOOTH ST

Survey Date: Thursday, December 05, 2019
Start Time: 07:00
WO No: 39199
Device: Miovision

Full Study Peak Hour Diagram



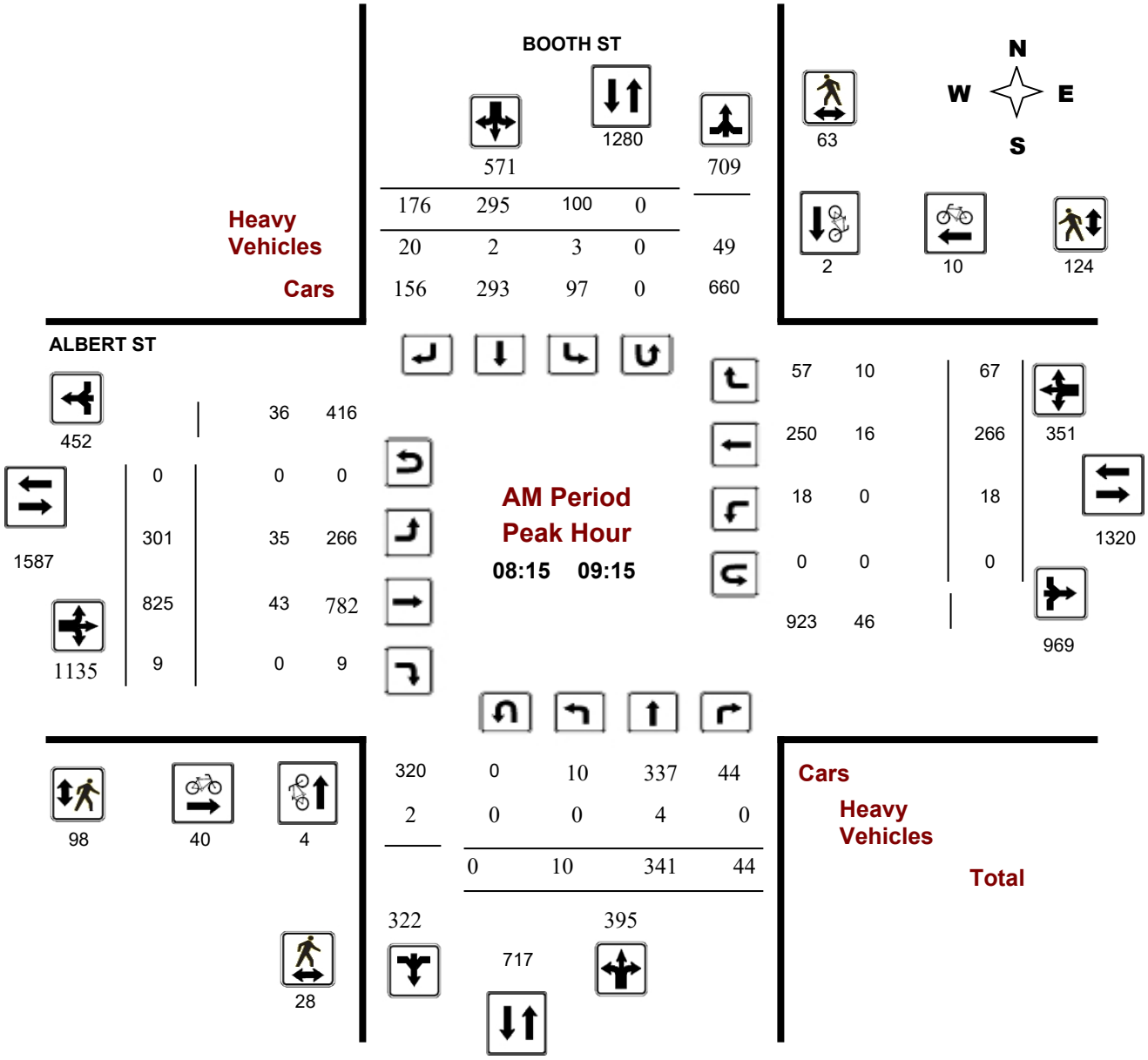
Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

ALBERT ST @ BOOTH ST

Survey Date: Thursday, December 05, 2019 **WO No:** 39199

Start Time: 07:00 **Device:** Miovision



Comments

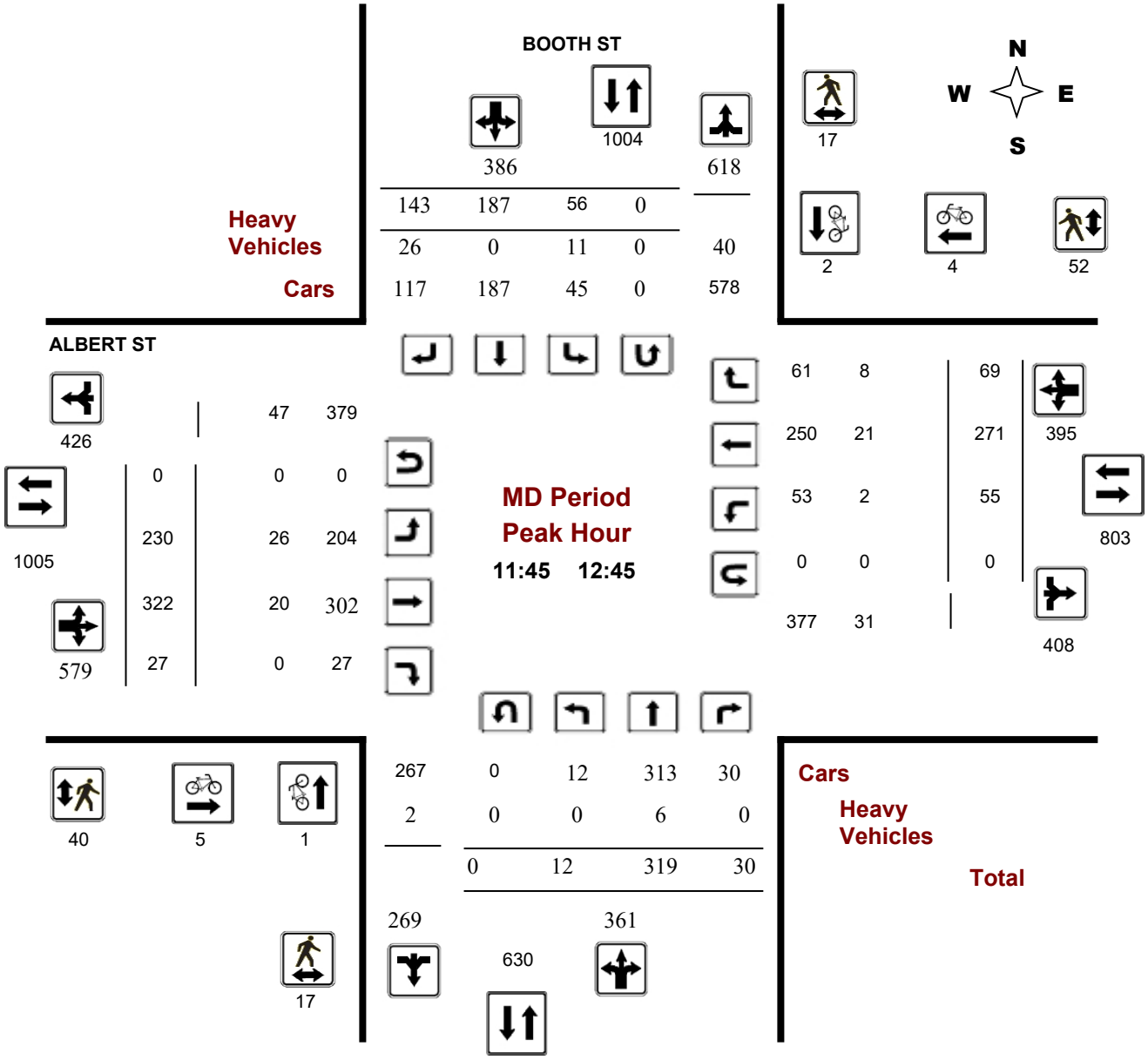
Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

ALBERT ST @ BOOTH ST

Survey Date: Thursday, December 05, 2019 **WO No:** 39199

Start Time: 07:00 **Device:** Miovision



Comments

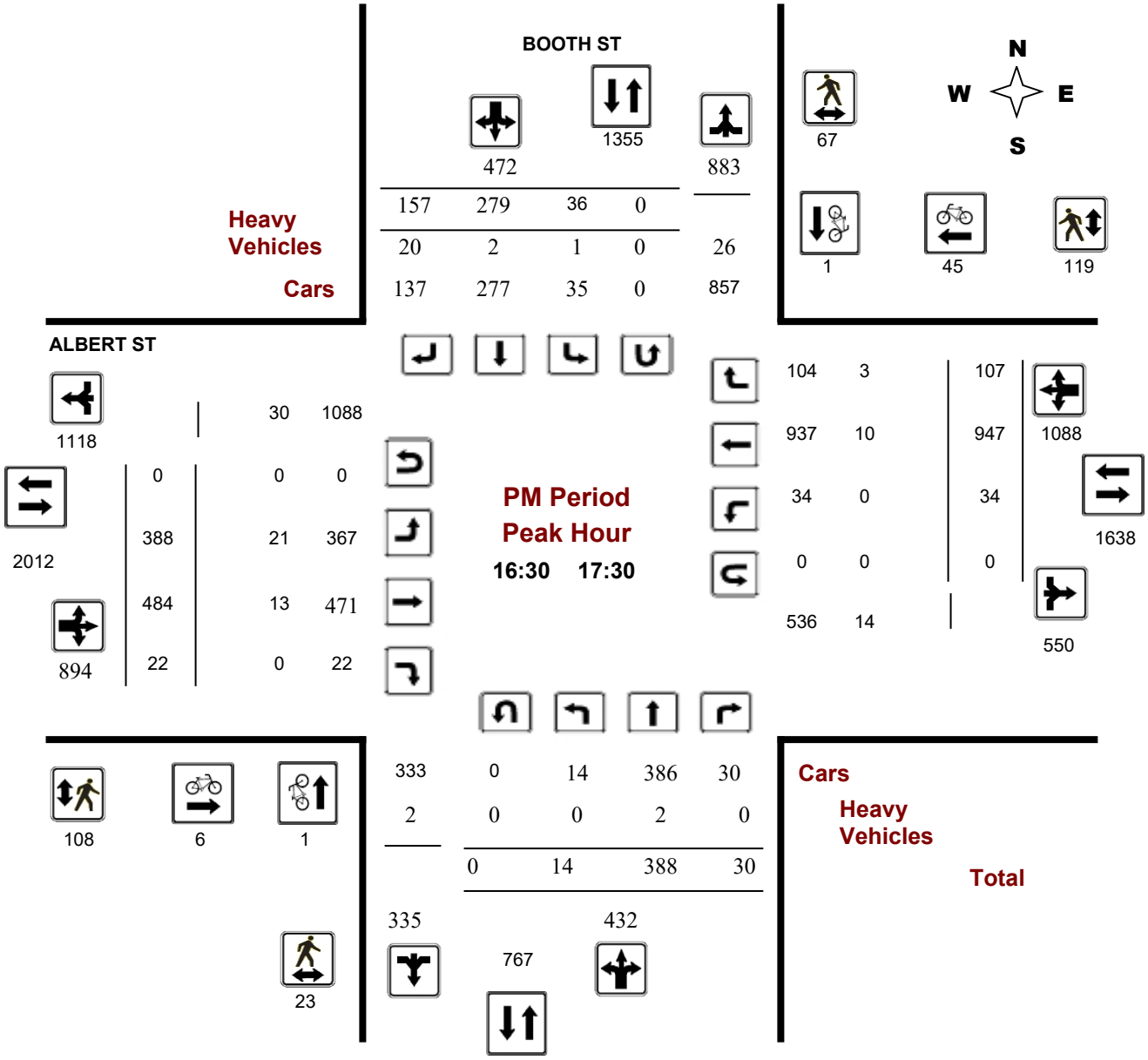
Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

ALBERT ST @ BOOTH ST

Survey Date: Thursday, December 05, 2019 **WO No:** 39199

Start Time: 07:00 **Device:** Miovision



Comments

Transportation Services - Traffic Services

Turning Movement Count - Study Results

ALBERT ST @ BOOTH ST

Survey Date: Thursday, December 05, 2019 **WO No:** 39199

Start Time: 07:00 **Device:** Miovision

Full Study Summary (8 HR Standard)

Survey Date: Thursday, December 05, 2019

Total Observed U-Turns

Northbound: 0 Southbound: 1

Eastbound: 0 Westbound: 0

AADT Factor

1.00

	BOOTH ST								ALBERT ST									
	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	9	323	24	**356**	71	334	173	**578**	**934**	234	484	6	**724**	6	213	51	**270**	**994**	**1928**
08:00 09:00	9	343	42	**394**	92	311	167	**570**	**964**	296	814	10	**1120**	16	265	53	**334**	**1454**	**2418**
09:00 10:00	7	284	48	**339**	75	277	176	**528**	**867**	268	653	15	**936**	31	233	60	**324**	**1260**	**2127**
11:30 12:30	10	311	27	**348**	46	182	154	**382**	**730**	229	315	26	**570**	58	290	67	**415**	**985**	**1715**
12:30 13:30	12	323	39	**374**	47	167	123	**337**	**711**	230	268	23	**521**	49	219	77	**345**	**866**	**1577**
15:00 16:00	12	447	16	**475**	37	240	160	**437**	**912**	421	355	18	**794**	67	704	129	**900**	**1694**	**2606**
16:00 17:00	15	367	31	**413**	44	282	143	**469**	**882**	381	409	27	**817**	44	949	121	**1114**	**1931**	**2813**
17:00 18:00	16	394	23	**433**	39	264	162	**465**	**898**	387	472	21	**880**	35	792	101	**928**	**1808**	**2706**
Sub Total	90	2792	250	**3132**	451	2057	1258	**3766**	**6898**	2446	3770	146	**6362**	306	3665	659	**4630**	**10992**	**17890**
U Turns				**0**				**1**	**1**				**0**				**0**	**0**	**1**
Total	90	2792	250	**3132**	451	2057	1258	**3767**	**6899**	2446	3770	146	**6362**	306	3665	659	**4630**	**10992**	**17891**
EQ 12Hr	125	3881	348	**4353**	627	2859	1749	**5236**	**9590**	3400	5240	203	**8843**	425	5094	916	**6436**	**15279**	**24868**
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.														**1.39**					
AVG 12Hr	118	3658	328	**4103**	591	2695	1648	**4935**	**9590**	3204	4939	191	**8334**	401	4801	863	**6065**	**15279**	**24868**
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.														**1**					
AVG 24Hr	154	4791	429	**5375**	774	3530	2159	**6465**	**11840**	4198	6470	251	**10918**	525	6290	1131	**7946**	**18864**	**30704**
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

ALBERT ST @ BOOTH ST

Survey Date: Thursday, December 05, 2019 **WO No:** 39199

Start Time: 07:00 **Device:** Miovision

Full Study 15 Minute Increments

		BOOTH ST									ALBERT ST									
		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	3	79	5	87	13	92	57	162	8	58	78	2	138	3	43	10	56	8	443
07:15	07:30	1	73	5	79	17	79	38	134	11	54	106	2	162	2	53	13	68	11	443
07:30	07:45	4	93	6	103	20	91	39	150	8	55	119	0	174	0	50	11	61	8	488
07:45	08:00	1	78	8	87	21	72	39	132	7	67	181	2	250	1	67	17	85	7	554
08:00	08:15	1	86	11	98	15	88	38	141	6	69	187	1	257	4	54	11	69	6	565
08:15	08:30	2	69	9	80	28	81	46	155	4	71	218	3	292	5	60	12	77	4	604
08:30	08:45	5	103	12	120	25	68	45	138	7	80	206	3	289	3	73	13	89	7	636
08:45	09:00	1	85	10	96	24	74	38	136	9	76	203	3	282	4	78	17	99	9	613
09:00	09:15	2	84	13	99	23	72	47	142	9	74	198	0	272	6	55	25	86	9	599
09:15	09:30	2	75	13	90	18	67	39	124	13	49	166	1	216	8	58	14	80	13	510
09:30	09:45	1	74	9	84	16	72	49	138	13	65	147	7	219	10	68	11	89	13	530
09:45	10:00	2	51	13	66	18	66	41	125	13	80	142	7	229	7	52	10	69	13	489
11:30	11:45	0	89	8	97	8	42	39	89	7	60	69	5	134	11	68	18	97	7	417
11:45	12:00	4	64	7	75	17	51	46	114	12	50	81	12	143	13	88	15	116	12	448
12:00	12:15	4	85	5	94	15	46	35	96	15	64	83	8	155	11	67	14	92	15	437
12:15	12:30	2	73	7	82	6	43	34	83	8	55	82	1	138	23	67	20	110	8	413
12:30	12:45	2	97	11	110	18	47	28	93	8	61	76	6	143	8	49	20	77	8	423
12:45	13:00	3	79	8	90	8	42	28	78	7	58	64	6	128	13	51	20	84	7	380
13:00	13:15	5	81	8	94	11	36	34	81	9	58	63	6	127	15	71	21	107	9	409
13:15	13:30	2	66	12	80	10	42	33	85	9	53	65	5	123	13	48	16	77	9	365
15:00	15:15	6	117	3	126	10	52	39	101	10	108	68	4	180	31	127	31	189	10	596
15:15	15:30	4	108	5	117	7	56	38	101	12	112	85	3	200	11	161	31	203	12	621
15:30	15:45	0	110	4	114	10	79	43	132	8	96	106	6	208	15	198	37	250	8	704
15:45	16:00	2	112	4	118	10	53	40	103	11	105	96	5	206	10	218	30	258	11	685
16:00	16:15	6	96	4	106	11	75	40	126	10	89	93	7	189	10	207	32	249	10	670
16:15	16:30	5	88	3	96	10	70	23	103	4	99	101	8	208	16	247	33	296	4	703
16:30	16:45	3	90	14	107	13	76	41	130	6	91	98	5	194	6	249	27	282	6	713
16:45	17:00	1	93	10	104	10	61	39	110	10	102	117	7	226	12	246	29	287	10	727
17:00	17:15	4	105	2	111	7	77	38	122	5	92	136	6	234	11	225	21	257	5	724
17:15	17:30	6	100	4	110	6	65	39	110	4	103	133	4	240	5	227	30	262	4	722
17:30	17:45	1	102	6	109	13	65	45	123	4	92	90	6	188	10	177	24	211	4	631
17:45	18:00	5	87	11	103	13	57	40	110	3	100	113	5	218	9	163	26	198	3	629
Total:		90	2792	250	3132	451	2057	1258	3767	270	2446	3770	146	6362	306	3665	659	4630	270	17,891

Note: U-Turns are included in Totals.

Transportation Services - Traffic Services

Turning Movement Count - Study Results

ALBERT ST @ BOOTH ST

Survey Date: Thursday, December 05, 2019 **WO No:** 39199

Start Time: 07:00 **Device:** Miovision

Full Study Cyclist Volume

Time Period		BOOTH ST			ALBERT ST			
		Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	Grand Total
07:00	07:15	0	0	0	0	1	1	1
07:15	07:30	1	0	1	2	0	2	3
07:30	07:45	1	3	4	13	2	15	19
07:45	08:00	3	3	6	6	0	6	12
08:00	08:15	1	0	1	10	0	10	11
08:15	08:30	1	0	1	10	2	12	13
08:30	08:45	2	1	3	10	3	13	16
08:45	09:00	0	0	0	8	3	11	11
09:00	09:15	1	1	2	12	2	14	16
09:15	09:30	0	1	1	4	0	4	5
09:30	09:45	1	1	2	2	2	4	6
09:45	10:00	0	0	0	1	0	1	1
11:30	11:45	0	0	0	0	0	0	0
11:45	12:00	0	0	0	1	0	1	1
12:00	12:15	0	0	0	1	1	2	2
12:15	12:30	0	2	2	2	1	3	5
12:30	12:45	1	0	1	1	2	3	4
12:45	13:00	0	0	0	0	2	2	2
13:00	13:15	1	1	2	1	1	2	4
13:15	13:30	0	0	0	1	2	3	3
15:00	15:15	0	3	3	0	2	2	5
15:15	15:30	0	0	0	0	6	6	6
15:30	15:45	0	0	0	2	4	6	6
15:45	16:00	0	2	2	2	3	5	7
16:00	16:15	1	0	1	4	6	10	11
16:15	16:30	2	3	5	1	8	9	14
16:30	16:45	0	0	0	4	5	9	9
16:45	17:00	1	0	1	1	13	14	15
17:00	17:15	0	0	0	0	12	12	12
17:15	17:30	0	1	1	1	15	16	17
17:30	17:45	0	1	1	0	10	10	11
17:45	18:00	0	0	0	1	4	5	5
Total		17	23	**40**	101	112	213	253

Transportation Services - Traffic Services

Turning Movement Count - Study Results

ALBERT ST @ BOOTH ST

Survey Date: Thursday, December 05, 2019 **WO No:** 39199

Start Time: 07:00 **Device:** Miovision

Full Study Pedestrian Volume

	BOOTH ST			ALBERT ST			
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)	**Total**	**Grand Total**
07:00 07:15	1	6	**7**	12	12	**24**	**31**
07:15 07:30	3	8	**11**	13	17	**30**	**41**
07:30 07:45	8	13	**21**	27	21	**48**	**69**
07:45 08:00	9	15	**24**	23	28	**51**	**75**
08:00 08:15	6	19	**25**	28	35	**63**	**88**
08:15 08:30	13	21	**34**	28	32	**60**	**94**
08:30 08:45	6	15	**21**	27	32	**59**	**80**
08:45 09:00	5	17	**22**	27	38	**65**	**87**
09:00 09:15	4	10	**14**	16	22	**38**	**52**
09:15 09:30	7	6	**13**	14	12	**26**	**39**
09:30 09:45	6	3	**9**	12	17	**29**	**38**
09:45 10:00	4	8	**12**	15	11	**26**	**38**
11:30 11:45	4	3	**7**	7	6	**13**	**20**
11:45 12:00	6	2	**8**	10	13	**23**	**31**
12:00 12:15	4	1	**5**	9	11	**20**	**25**
12:15 12:30	4	8	**12**	8	18	**26**	**38**
12:30 12:45	3	6	**9**	13	10	**23**	**32**
12:45 13:00	2	6	**8**	9	9	**18**	**26**
13:00 13:15	6	7	**13**	25	9	**34**	**47**
13:15 13:30	2	4	**6**	7	11	**18**	**24**
15:00 15:15	6	10	**16**	20	17	**37**	**53**
15:15 15:30	5	15	**20**	25	15	**40**	**60**
15:30 15:45	5	7	**12**	18	26	**44**	**56**
15:45 16:00	8	14	**22**	23	20	**43**	**65**
16:00 16:15	4	20	**24**	33	25	**58**	**82**
16:15 16:30	4	27	**31**	27	26	**53**	**84**
16:30 16:45	2	16	**18**	26	30	**56**	**74**
16:45 17:00	2	16	**18**	18	34	**52**	**70**
17:00 17:15	12	14	**26**	40	22	**62**	**88**
17:15 17:30	7	21	**28**	24	33	**57**	**85**
17:30 17:45	4	17	**21**	30	34	**64**	**85**
17:45 18:00	3	18	**21**	24	17	**41**	**62**
Total	165	373	**538**	638	663	**1301**	**1839**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

ALBERT ST @ BOOTH ST

Survey Date: Thursday, December 05, 2019 **WO No:** 39199

Start Time: 07:00 **Device:** Miovision

Full Study Heavy Vehicles

		BOOTH ST									ALBERT ST									
		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	0	2	0	**2**	1	0	5	**6**	**8**	6	5	0	**11**	0	4	1	**5**	**16**	**24**
07:15	07:30	0	1	0	**1**	4	0	6	**10**	**11**	5	7	0	**12**	0	6	1	**7**	**19**	**30**
07:30	07:45	0	0	0	**0**	5	0	3	**8**	**8**	5	7	0	**12**	0	5	3	**8**	**20**	**28**
07:45	08:00	0	0	0	**0**	2	0	5	**7**	**7**	8	6	0	**14**	0	5	3	**8**	**22**	**29**
08:00	08:15	1	0	0	**1**	2	0	3	**5**	**6**	4	11	0	**15**	0	3	2	**5**	**20**	**26**
08:15	08:30	0	1	0	**1**	0	1	2	**3**	**4**	7	7	0	**14**	0	4	1	**5**	**19**	**23**
08:30	08:45	0	1	0	**1**	2	0	4	**6**	**7**	4	22	0	**26**	0	4	1	**5**	**31**	**38**
08:45	09:00	0	1	0	**1**	0	1	7	**8**	**9**	11	6	0	**17**	0	5	4	**9**	**26**	**35**
09:00	09:15	0	1	0	**1**	1	0	7	**8**	**9**	13	8	0	**21**	0	3	4	**7**	**28**	**37**
09:15	09:30	0	3	0	**3**	3	0	7	**10**	**13**	11	7	1	**19**	0	6	3	**9**	**28**	**41**
09:30	09:45	0	2	0	**2**	0	0	11	**11**	**13**	8	5	0	**13**	0	7	1	**8**	**21**	**34**
09:45	10:00	0	3	1	**4**	3	0	6	**9**	**13**	9	7	0	**16**	0	5	1	**6**	**22**	**35**
11:30	11:45	0	1	0	**1**	1	0	5	**6**	**7**	10	4	1	**15**	0	5	4	**9**	**24**	**31**
11:45	12:00	0	1	0	**1**	5	0	6	**11**	**12**	7	6	0	**13**	0	11	1	**12**	**25**	**37**
12:00	12:15	0	1	0	**1**	4	0	10	**14**	**15**	8	3	0	**11**	1	4	3	**8**	**19**	**34**
12:15	12:30	0	1	0	**1**	0	0	7	**7**	**8**	6	6	0	**12**	1	1	2	**4**	**16**	**24**
12:30	12:45	0	3	0	**3**	2	0	3	**5**	**8**	5	5	0	**10**	0	5	2	**7**	**17**	**25**
12:45	13:00	0	0	0	**0**	1	1	5	**7**	**7**	5	5	1	**11**	0	10	5	**15**	**26**	**33**
13:00	13:15	0	0	1	**1**	5	0	3	**8**	**9**	5	6	0	**11**	0	4	1	**5**	**16**	**25**
13:15	13:30	0	0	1	**1**	2	0	6	**8**	**9**	1	6	0	**7**	1	4	3	**8**	**15**	**24**
15:00	15:15	0	1	0	**1**	1	0	8	**9**	**10**	3	6	0	**9**	0	9	1	**10**	**19**	**29**
15:15	15:30	1	4	0	**5**	1	0	6	**7**	**12**	4	2	0	**6**	0	5	3	**8**	**14**	**26**
15:30	15:45	0	1	0	**1**	1	0	6	**7**	**8**	5	3	0	**8**	1	13	1	**15**	**23**	**31**
15:45	16:00	0	1	1	**2**	2	0	7	**9**	**11**	9	5	0	**14**	1	8	0	**9**	**23**	**34**
16:00	16:15	0	1	0	**1**	1	0	8	**9**	**10**	6	2	0	**8**	0	8	0	**8**	**16**	**26**
16:15	16:30	0	0	0	**0**	0	0	4	**4**	**4**	5	1	0	**6**	1	6	0	**7**	**13**	**17**
16:30	16:45	0	0	0	**0**	1	1	4	**6**	**6**	5	1	0	**6**	0	4	1	**5**	**11**	**17**
16:45	17:00	0	1	0	**1**	0	1	8	**9**	**10**	6	5	0	**11**	0	2	1	**3**	**14**	**24**
17:00	17:15	0	1	0	**1**	0	0	4	**4**	**5**	5	4	0	**9**	0	2	1	**3**	**12**	**17**
17:15	17:30	0	0	0	**0**	0	0	4	**4**	**4**	5	3	0	**8**	0	2	0	**2**	**10**	**14**
17:30	17:45	0	1	0	**1**	1	0	2	**3**	**4**	4	3	0	**7**	0	2	0	**2**	**9**	**13**
17:45	18:00	0	0	0	**0**	0	1	2	**3**	**3**	4	2	0	**6**	0	3	1	**4**	**10**	**13**
Total:	None	2	33	4	**39**	51	6	174	**231**	**270**	199	176	3	**378**	6	165	55	**226**	**604**	**874**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

ALBERT ST @ BOOTH ST

Survey Date: Thursday, December 05, 2019 **WO No:** 39199

Start Time: 07:00 **Device:** Miovision

Full Study 15 Minute U-Turn Total

Time Period		BOOTH ST Northbound U-Turn Total	BOOTH ST Southbound U-Turn Total	ALBERT ST Eastbound U-Turn Total	ALBERT ST 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	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	0	0
09:30	09:45	0	1	0	0	1
09:45	10:00	0	0	0	0	0
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	0	0
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	0	0
13:00	13:15	0	0	0	0	0
13:15	13:30	0	0	0	0	0
15:00	15:15	0	0	0	0	0
15:15	15:30	0	0	0	0	0
15:30	15:45	0	0	0	0	0
15:45	16:00	0	0	0	0	0
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	0	0
Total		0	1	0	0	1

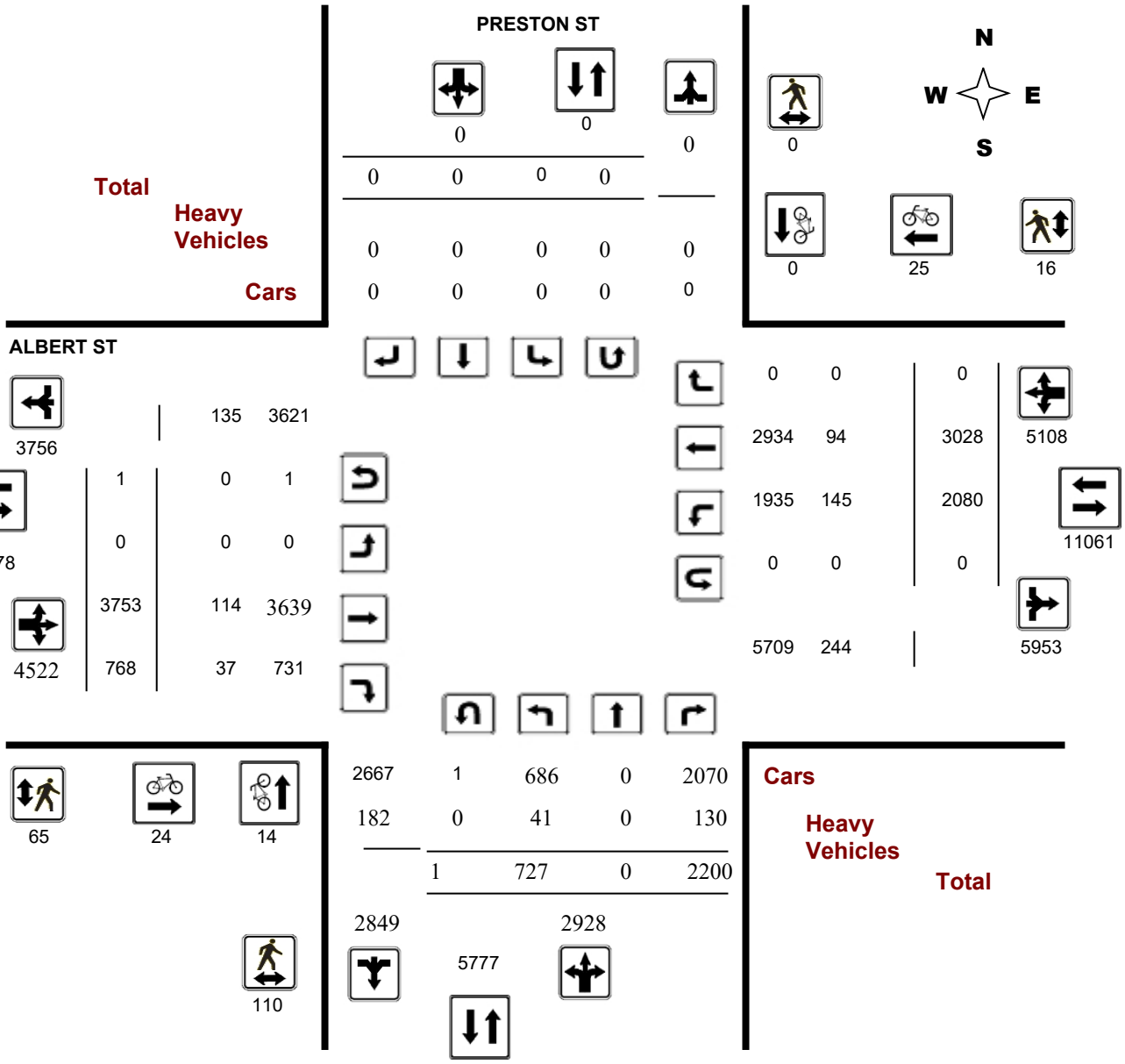
Transportation Services - Traffic Services

Turning Movement Count - Study Results

ALBERT ST @ PRESTON ST

Survey Date: Wednesday, April 02, 2014
Start Time: 07:00
WO No: 29661
Device: Miovision

Full Study Diagram



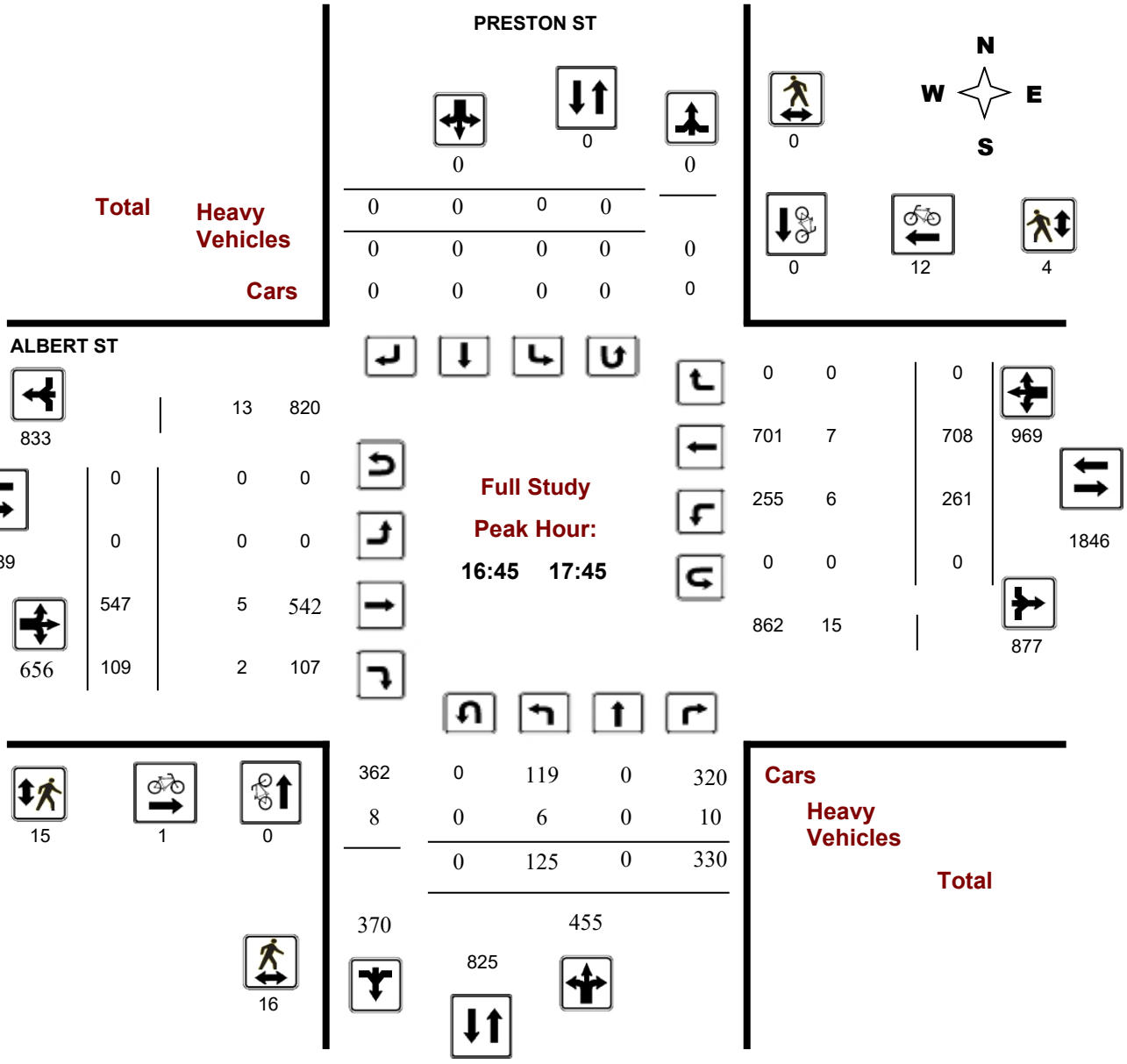
Transportation Services - Traffic Services

Turning Movement Count - Study Results

ALBERT ST @ PRESTON ST

Survey Date: Wednesday, April 02, 2014
Start Time: 07:00
WO No: 29661
Device: Miovision

Full Study Peak Hour Diagram



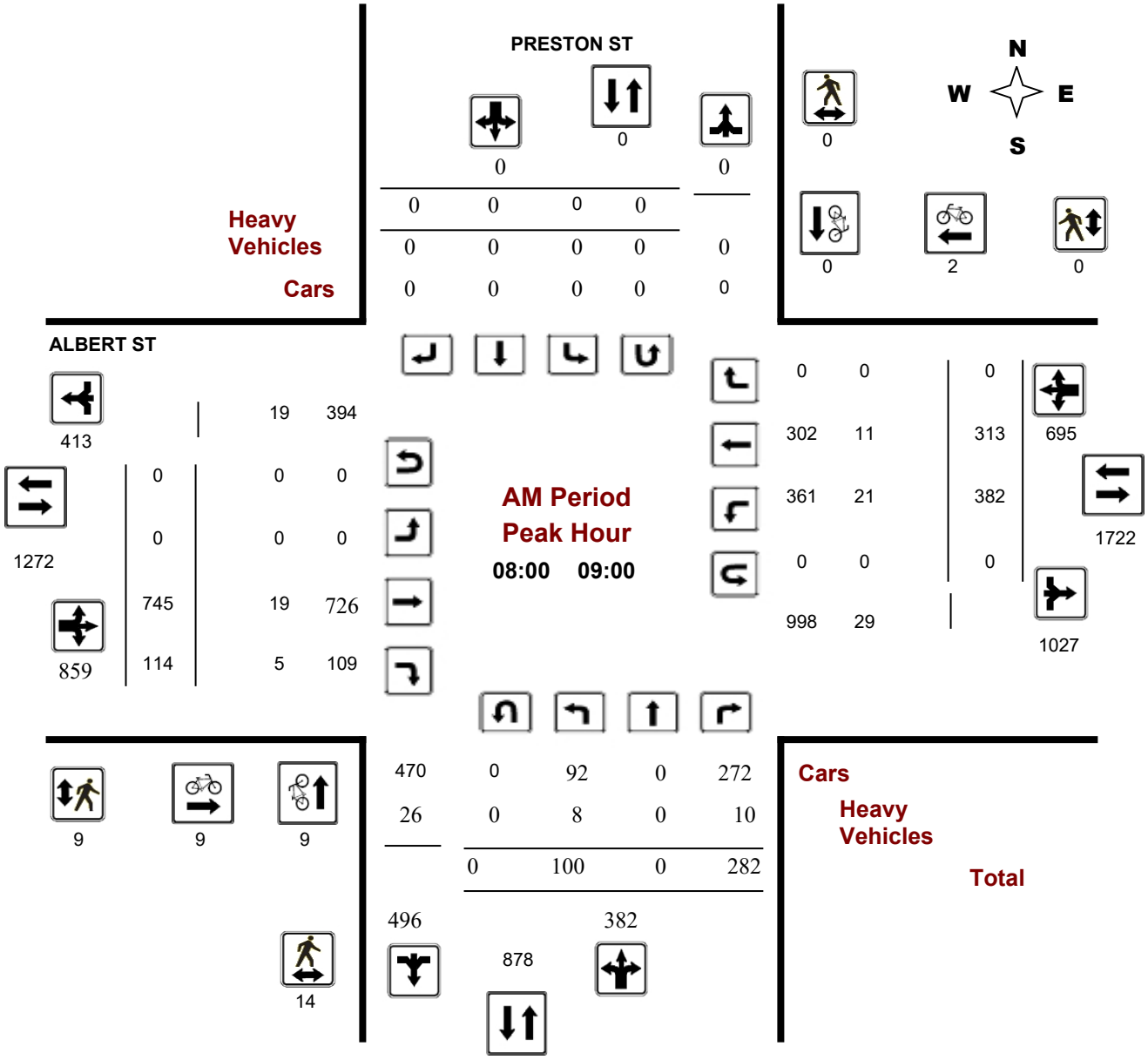
Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

ALBERT ST @ PRESTON ST

Survey Date: Wednesday, April 02, 2014 **WO No:** 29661

Start Time: 07:00 **Device:** Miovision



Comments

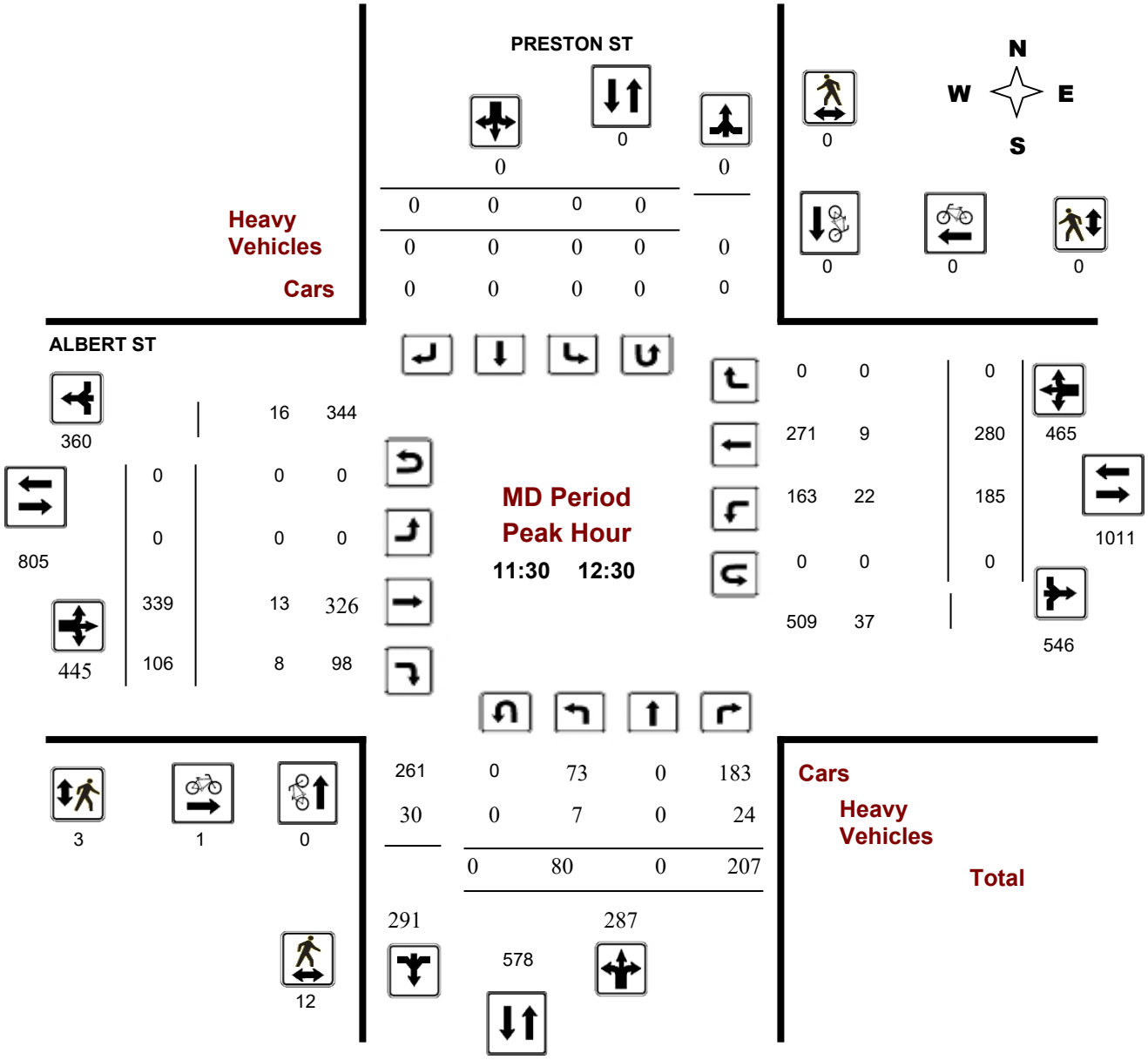
Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

ALBERT ST @ PRESTON ST

Survey Date: Wednesday, April 02, 2014 **WO No:** 29661

Start Time: 07:00 **Device:** Miovision



Comments

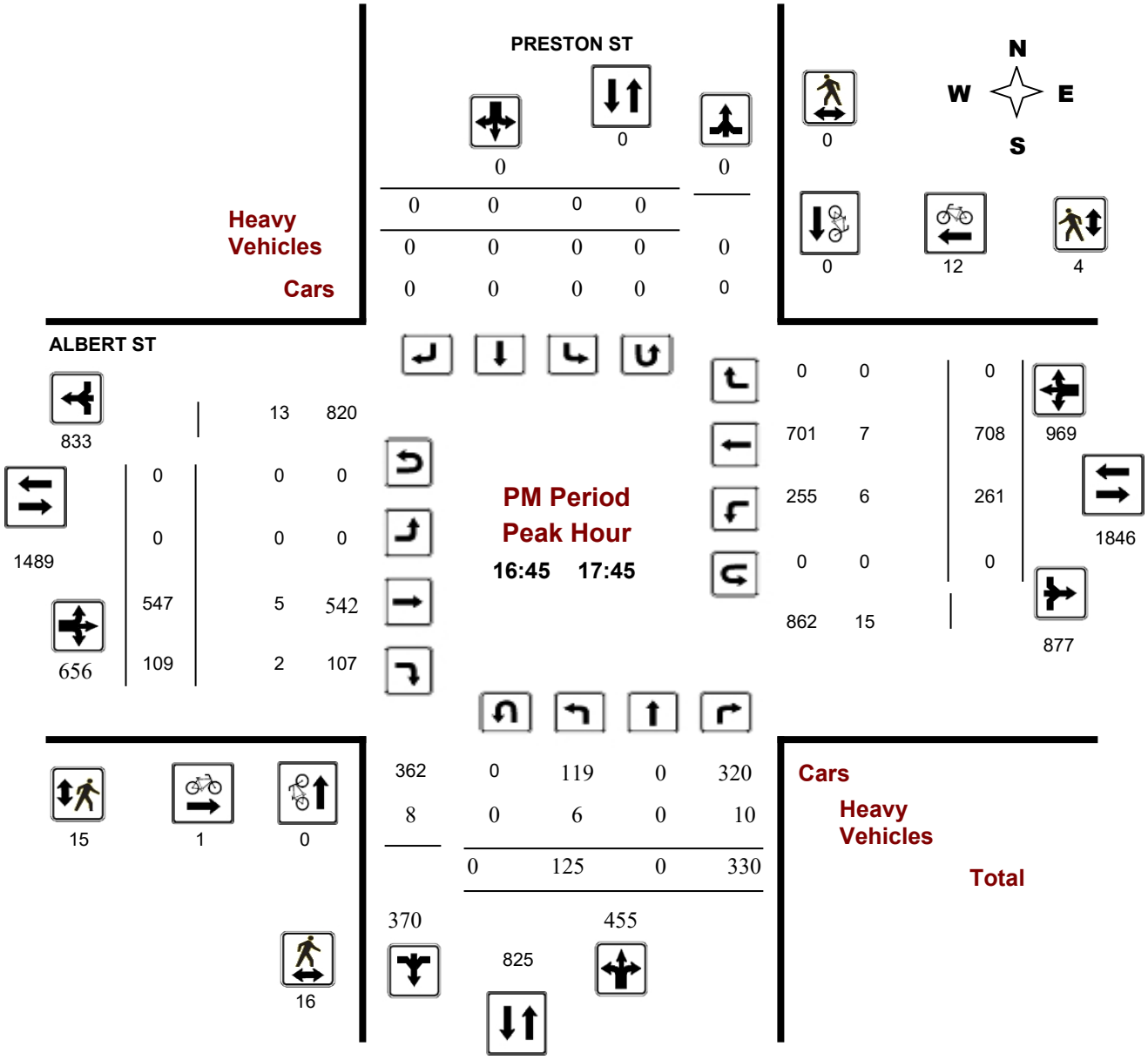
Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

ALBERT ST @ PRESTON ST

Survey Date: Wednesday, April 02, 2014 **WO No:** 29661

Start Time: 07:00 **Device:** Miovision



Comments

Transportation Services - Traffic Services

Turning Movement Count - Study Results

ALBERT ST @ PRESTON ST

Survey Date: Wednesday, April 02, 2014 **WO No:** 29661

Start Time: 07:00 **Device:** Miovision

Full Study Summary (8 HR Standard)

Survey Date: Wednesday, April 02, 2014

Total Observed U-Turns

Northbound: 1 Southbound: 0

Eastbound: 1 Westbound: 0

AADT Factor

.90

	PRESTON ST								ALBERT ST									
	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	54	0	245	**299**	0	0	0	**0**	**299**	0	450	69	**519**	390	277	0	**667**	**1186**	**1485**
08:00 09:00	100	0	282	**382**	0	0	0	**0**	**382**	0	745	114	**859**	382	313	0	**695**	**1554**	**1936**
09:00 10:00	82	0	198	**280**	0	0	0	**0**	**280**	0	416	81	**497**	228	263	0	**491**	**988**	**1268**
11:30 12:30	80	0	207	**287**	0	0	0	**0**	**287**	0	339	106	**445**	185	280	0	**465**	**910**	**1197**
12:30 13:30	72	0	190	**262**	0	0	0	**0**	**262**	0	317	82	**399**	166	239	0	**405**	**804**	**1066**
15:00 16:00	113	0	377	**490**	0	0	0	**0**	**490**	0	458	97	**555**	223	406	0	**629**	**1184**	**1674**
16:00 17:00	112	0	370	**482**	0	0	0	**0**	**482**	0	548	104	**652**	247	639	0	**886**	**1538**	**2020**
17:00 18:00	114	0	331	**445**	0	0	0	**0**	**445**	0	480	115	**595**	259	611	0	**870**	**1465**	**1910**
Sub Total	727	0	2200	**2927**	0	0	0	**0**	**2927**	0	3753	768	**4521**	2080	3028	0	**5108**	**9629**	**12556**
U Turns				**1**				**0**	**1**				**1**				**0**	**1**	**2**
Total	727	0	2200	**2928**	0	0	0	**0**	**2928**	0	3753	768	**4522**	2080	3028	0	**5108**	**9630**	**12558**
EQ 12Hr	1011	0	3058	**4070**	0	0	0	**0**	**4070**	0	5217	1068	**6286**	2891	4209	0	**7100**	**13386**	**17456**
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.														**1.39**					
AVG 12Hr	857	0	2594	**3452**	0	0	0	**0**	**3663**	0	4425	905	**5331**	2452	3570	0	**6022**	**12047**	**15710**
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.														**0.9**					
AVG 24Hr	1123	0	3398	**4522**	0	0	0	**0**	**4522**	0	5796	1186	**6984**	3213	4677	0	**7889**	**14873**	**19395**
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

ALBERT ST @ PRESTON ST

Survey Date: Wednesday, April 02, 2014 **WO No:** 29661

Start Time: 07:00 **Device:** Miovision

Full Study 15 Minute Increments

		PRESTON ST									ALBERT ST									
		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	15	0	56	71	0	0	0	0	5	0	69	15	84	90	51	0	141	5	296
07:15	07:30	12	0	48	60	0	0	0	0	3	0	88	13	101	113	67	0	180	3	341
07:30	07:45	12	0	78	90	0	0	0	0	7	0	137	15	152	100	88	0	188	7	430
07:45	08:00	15	0	63	78	0	0	0	0	5	0	156	26	182	87	71	0	158	5	418
08:00	08:15	26	0	76	102	0	0	0	0	2	0	176	20	196	111	78	0	189	2	487
08:15	08:30	20	0	68	88	0	0	0	0	6	0	218	28	246	101	64	0	165	6	499
08:30	08:45	30	0	74	104	0	0	0	0	6	0	177	30	207	94	73	0	167	6	478
08:45	09:00	24	0	64	88	0	0	0	0	4	0	174	36	210	76	98	0	174	4	472
09:00	09:15	27	0	52	79	0	0	0	0	4	0	129	18	147	80	82	0	162	4	388
09:15	09:30	24	0	58	82	0	0	0	0	2	0	120	29	149	57	70	0	127	2	358
09:30	09:45	13	0	45	58	0	0	0	0	6	0	91	18	109	48	58	0	106	6	273
09:45	10:00	18	0	43	61	0	0	0	0	4	0	76	16	92	43	53	0	96	4	249
11:30	11:45	28	0	50	78	0	0	0	0	11	0	94	19	113	40	76	0	116	11	307
11:45	12:00	18	0	64	82	0	0	0	0	10	0	74	39	113	53	64	0	117	10	312
12:00	12:15	18	0	47	65	0	0	0	0	3	0	88	27	115	39	69	0	108	3	288
12:15	12:30	16	0	46	62	0	0	0	0	7	0	83	21	104	53	71	0	124	7	290
12:30	12:45	19	0	42	61	0	0	0	0	10	0	70	23	93	37	64	0	101	10	255
12:45	13:00	21	0	49	71	0	0	0	0	4	0	66	21	87	49	63	0	112	4	270
13:00	13:15	15	0	58	73	0	0	0	0	5	0	84	19	103	42	54	0	96	5	272
13:15	13:30	17	0	41	58	0	0	0	0	6	0	97	19	116	38	58	0	96	6	270
15:00	15:15	27	0	99	126	0	0	0	0	8	0	97	21	118	52	95	0	147	8	391
15:15	15:30	20	0	96	116	0	0	0	0	8	0	102	25	128	51	100	0	151	8	395
15:30	15:45	22	0	93	115	0	0	0	0	3	0	129	18	147	50	103	0	153	3	415
15:45	16:00	44	0	89	133	0	0	0	0	7	0	130	33	163	70	108	0	178	7	474
16:00	16:15	29	0	89	118	0	0	0	0	5	0	134	33	167	57	133	0	190	5	475
16:15	16:30	22	0	117	139	0	0	0	0	7	0	137	30	167	71	157	0	228	7	534
16:30	16:45	33	0	89	122	0	0	0	0	4	0	117	23	140	56	162	0	218	4	480
16:45	17:00	28	0	75	103	0	0	0	0	4	0	160	18	178	63	187	0	250	4	531
17:00	17:15	37	0	96	133	0	0	0	0	4	0	134	41	175	66	155	0	221	4	529
17:15	17:30	34	0	72	106	0	0	0	0	5	0	129	22	151	71	190	0	261	5	518
17:30	17:45	26	0	87	113	0	0	0	0	3	0	124	28	152	61	176	0	237	3	502
17:45	18:00	17	0	76	93	0	0	0	0	3	0	93	24	117	61	90	0	151	3	361
Total:		727	0	2200	2928	0	0	0	0	171	0	3753	768	4522	2080	3028	0	5108	171	12,558

Note: U-Turns are included in Totals.

Transportation Services - Traffic Services

Turning Movement Count - Study Results

ALBERT ST @ PRESTON ST

Survey Date: Wednesday, April 02, 2014 **WO No:** 29661

Start Time: 07:00 **Device:** Miovision

Full Study Cyclist Volume

Time Period		PRESTON ST			ALBERT ST			
		Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	Grand Total
07:00	07:15	0	0	0	0	1	1	1
07:15	07:30	1	0	1	0	0	0	1
07:30	07:45	0	0	0	2	0	2	2
07:45	08:00	1	0	1	3	0	3	4
08:00	08:15	4	0	4	5	0	5	9
08:15	08:30	1	0	1	2	1	3	4
08:30	08:45	2	0	2	1	1	2	4
08:45	09:00	2	0	2	1	0	1	3
09:00	09:15	0	0	0	2	0	2	2
09:15	09:30	0	0	0	2	0	2	2
09:30	09:45	1	0	1	1	0	1	2
09:45	10:00	0	0	0	1	0	1	1
11:30	11:45	0	0	0	1	0	1	1
11:45	12:00	0	0	0	0	0	0	0
12:00	12:15	0	0	0	0	0	0	0
12:15	12:30	0	0	0	0	0	0	0
12:30	12:45	0	0	0	0	0	0	0
12:45	13:00	0	0	0	0	1	1	1
13:00	13:15	0	0	0	0	0	0	0
13:15	13:30	0	0	0	0	0	0	0
15:00	15:15	0	0	0	0	0	0	0
15:15	15:30	0	0	0	0	1	1	1
15:30	15:45	0	0	0	0	1	1	1
15:45	16:00	1	0	1	1	0	1	2
16:00	16:15	0	0	0	0	1	1	1
16:15	16:30	0	0	0	1	0	1	1
16:30	16:45	1	0	1	0	3	3	4
16:45	17:00	0	0	0	0	2	2	2
17:00	17:15	0	0	0	1	1	2	2
17:15	17:30	0	0	0	0	8	8	8
17:30	17:45	0	0	0	0	1	1	1
17:45	18:00	0	0	0	0	3	3	3
Total		14	0	**14**	24	25	49	63

Transportation Services - Traffic Services

Turning Movement Count - Study Results

ALBERT ST @ PRESTON ST

Survey Date: Wednesday, April 02, 2014 **WO No:** 29661

Start Time: 07:00 **Device:** Miovision

Full Study Pedestrian Volume

	PRESTON ST			ALBERT ST			
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)	**Total**	**Grand Total**
07:00 07:15	1	0	**1**	1	0	**1**	**2**
07:15 07:30	3	0	**3**	4	0	**4**	**7**
07:30 07:45	3	0	**3**	5	0	**5**	**8**
07:45 08:00	3	0	**3**	1	0	**1**	**4**
08:00 08:15	4	0	**4**	2	0	**2**	**6**
08:15 08:30	3	0	**3**	3	0	**3**	**6**
08:30 08:45	5	0	**5**	4	0	**4**	**9**
08:45 09:00	2	0	**2**	0	0	**0**	**2**
09:00 09:15	7	0	**7**	0	0	**0**	**7**
09:15 09:30	4	0	**4**	1	0	**1**	**5**
09:30 09:45	3	0	**3**	2	0	**2**	**5**
09:45 10:00	5	0	**5**	2	0	**2**	**7**
11:30 11:45	5	0	**5**	0	0	**0**	**5**
11:45 12:00	3	0	**3**	1	0	**1**	**4**
12:00 12:15	2	0	**2**	2	0	**2**	**4**
12:15 12:30	2	0	**2**	0	0	**0**	**2**
12:30 12:45	2	0	**2**	0	0	**0**	**2**
12:45 13:00	2	0	**2**	5	0	**5**	**7**
13:00 13:15	2	0	**2**	1	2	**3**	**5**
13:15 13:30	0	0	**0**	0	2	**2**	**2**
15:00 15:15	4	0	**4**	2	0	**2**	**6**
15:15 15:30	3	0	**3**	5	0	**5**	**8**
15:30 15:45	3	0	**3**	2	1	**3**	**6**
15:45 16:00	0	0	**0**	4	1	**5**	**5**
16:00 16:15	3	0	**3**	0	2	**2**	**5**
16:15 16:30	12	0	**12**	0	3	**3**	**15**
16:30 16:45	6	0	**6**	0	1	**1**	**7**
16:45 17:00	8	0	**8**	0	1	**1**	**9**
17:00 17:15	3	0	**3**	6	0	**6**	**9**
17:15 17:30	3	0	**3**	2	1	**3**	**6**
17:30 17:45	2	0	**2**	7	2	**9**	**11**
17:45 18:00	2	0	**2**	3	0	**3**	**5**
Total	110	0	**110**	65	16	**81**	**191**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

ALBERT ST @ PRESTON ST

Survey Date: Wednesday, April 02, 2014 **WO No:** 29661

Start Time: 07:00 **Device:** Miovision

Full Study Heavy Vehicles

		PRESTON ST									ALBERT ST									
		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	2	0	3	**5**	0	0	0	**0**	**5**	0	2	0	**2**	2	2	0	**4**	**6**	**11**
07:15	07:30	0	0	3	**3**	0	0	0	**0**	**3**	0	1	2	**3**	7	2	0	**9**	**12**	**15**
07:30	07:45	2	0	5	**7**	0	0	0	**0**	**7**	0	6	0	**6**	4	6	0	**10**	**16**	**23**
07:45	08:00	1	0	4	**5**	0	0	0	**0**	**5**	0	9	2	**11**	5	3	0	**8**	**19**	**24**
08:00	08:15	1	0	1	**2**	0	0	0	**0**	**2**	0	6	0	**6**	5	3	0	**8**	**14**	**16**
08:15	08:30	1	0	5	**6**	0	0	0	**0**	**6**	0	3	3	**6**	6	2	0	**8**	**14**	**20**
08:30	08:45	5	0	1	**6**	0	0	0	**0**	**6**	0	3	0	**3**	6	2	0	**8**	**11**	**17**
08:45	09:00	1	0	3	**4**	0	0	0	**0**	**4**	0	7	2	**9**	4	4	0	**8**	**17**	**21**
09:00	09:15	1	0	3	**4**	0	0	0	**0**	**4**	0	6	3	**9**	8	3	0	**11**	**20**	**24**
09:15	09:30	0	0	2	**2**	0	0	0	**0**	**2**	0	9	3	**12**	7	7	0	**14**	**26**	**28**
09:30	09:45	1	0	5	**6**	0	0	0	**0**	**6**	0	2	1	**3**	7	3	0	**10**	**13**	**19**
09:45	10:00	0	0	4	**4**	0	0	0	**0**	**4**	0	5	0	**5**	3	6	0	**9**	**14**	**18**
11:30	11:45	2	0	9	**11**	0	0	0	**0**	**11**	0	3	1	**4**	5	1	0	**6**	**10**	**21**
11:45	12:00	2	0	8	**10**	0	0	0	**0**	**10**	0	1	4	**5**	6	5	0	**11**	**16**	**26**
12:00	12:15	2	0	1	**3**	0	0	0	**0**	**3**	0	5	1	**6**	4	1	0	**5**	**11**	**14**
12:15	12:30	1	0	6	**7**	0	0	0	**0**	**7**	0	4	2	**6**	7	2	0	**9**	**15**	**22**
12:30	12:45	4	0	6	**10**	0	0	0	**0**	**10**	0	3	2	**5**	5	3	0	**8**	**13**	**23**
12:45	13:00	0	0	4	**4**	0	0	0	**0**	**4**	0	2	1	**3**	9	4	0	**13**	**16**	**20**
13:00	13:15	0	0	5	**5**	0	0	0	**0**	**5**	0	2	3	**5**	8	4	0	**12**	**17**	**22**
13:15	13:30	0	0	6	**6**	0	0	0	**0**	**6**	0	7	1	**8**	4	3	0	**7**	**15**	**21**
15:00	15:15	2	0	6	**8**	0	0	0	**0**	**8**	0	2	0	**2**	2	3	0	**5**	**7**	**15**
15:15	15:30	2	0	6	**8**	0	0	0	**0**	**8**	0	5	0	**5**	4	2	0	**6**	**11**	**19**
15:30	15:45	1	0	2	**3**	0	0	0	**0**	**3**	0	3	0	**3**	3	5	0	**8**	**11**	**14**
15:45	16:00	3	0	4	**7**	0	0	0	**0**	**7**	0	5	0	**5**	6	4	0	**10**	**15**	**22**
16:00	16:15	0	0	5	**5**	0	0	0	**0**	**5**	0	2	0	**2**	4	0	0	**4**	**6**	**11**
16:15	16:30	0	0	7	**7**	0	0	0	**0**	**7**	0	2	2	**4**	5	4	0	**9**	**13**	**20**
16:30	16:45	1	0	3	**4**	0	0	0	**0**	**4**	0	1	2	**3**	1	2	0	**3**	**6**	**10**
16:45	17:00	3	0	1	**4**	0	0	0	**0**	**4**	0	2	1	**3**	2	3	0	**5**	**8**	**12**
17:00	17:15	1	0	3	**4**	0	0	0	**0**	**4**	0	1	1	**2**	2	2	0	**4**	**6**	**10**
17:15	17:30	1	0	4	**5**	0	0	0	**0**	**5**	0	1	0	**1**	1	1	0	**2**	**3**	**8**
17:30	17:45	1	0	2	**3**	0	0	0	**0**	**3**	0	1	0	**1**	1	1	0	**2**	**3**	**6**
17:45	18:00	0	0	3	**3**	0	0	0	**0**	**3**	0	3	0	**3**	2	1	0	**3**	**6**	**9**
Total:	None	41	0	130	**171**	0	0	0	**0**	**171**	0	114	37	**151**	145	94	0	**239**	**390**	**561**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

ALBERT ST @ PRESTON ST

Survey Date: Wednesday, April 02, 2014 **WO No:** 29661

Start Time: 07:00 **Device:** Miovision

Full Study 15 Minute U-Turn Total

Time Period		PRESTON ST Northbound U-Turn Total	PRESTON ST Southbound U-Turn Total	ALBERT ST Eastbound U-Turn Total	ALBERT ST 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	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	0	0
09:30	09:45	0	0	0	0	0
09:45	10:00	0	0	0	0	0
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	0	0
12:15	12:30	0	0	0	0	0
12:30	12:45	0	0	0	0	0
12:45	13:00	1	0	0	0	1
13:00	13:15	0	0	0	0	0
13:15	13:30	0	0	0	0	0
15:00	15:15	0	0	0	0	0
15:15	15:30	0	0	1	0	1
15:30	15:45	0	0	0	0	0
15:45	16:00	0	0	0	0	0
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	0	0
Total		1	0	1	0	2

Transportation Services - Traffic Services

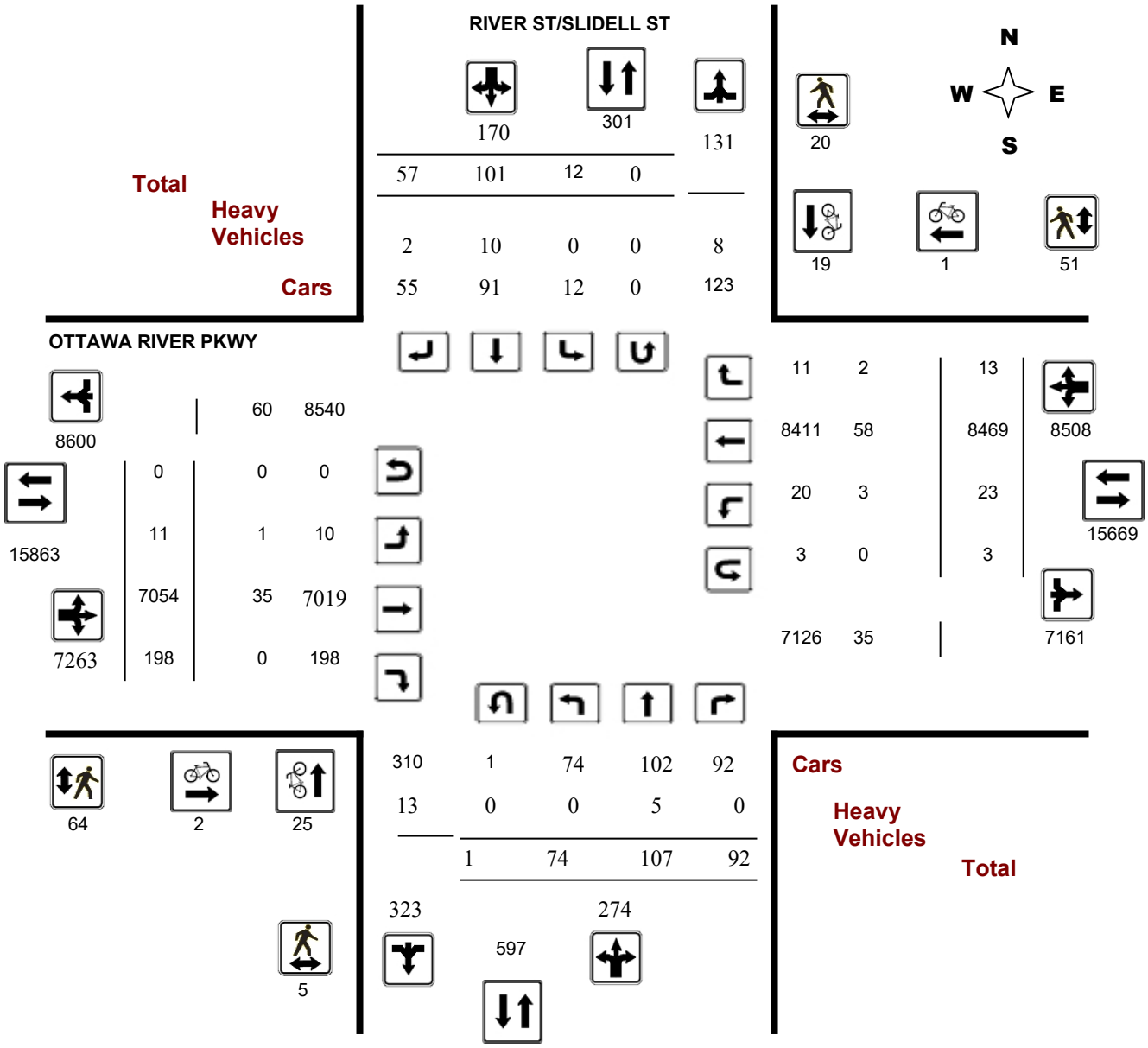
Turning Movement Count - Study Results

OTTAWA RIVER PKWY @ RIVER ST/SLIDELL ST

Survey Date: Tuesday, April 25, 2017
Start Time: 07:00

WO No: 36950
Device: Miovision

Full Study Diagram



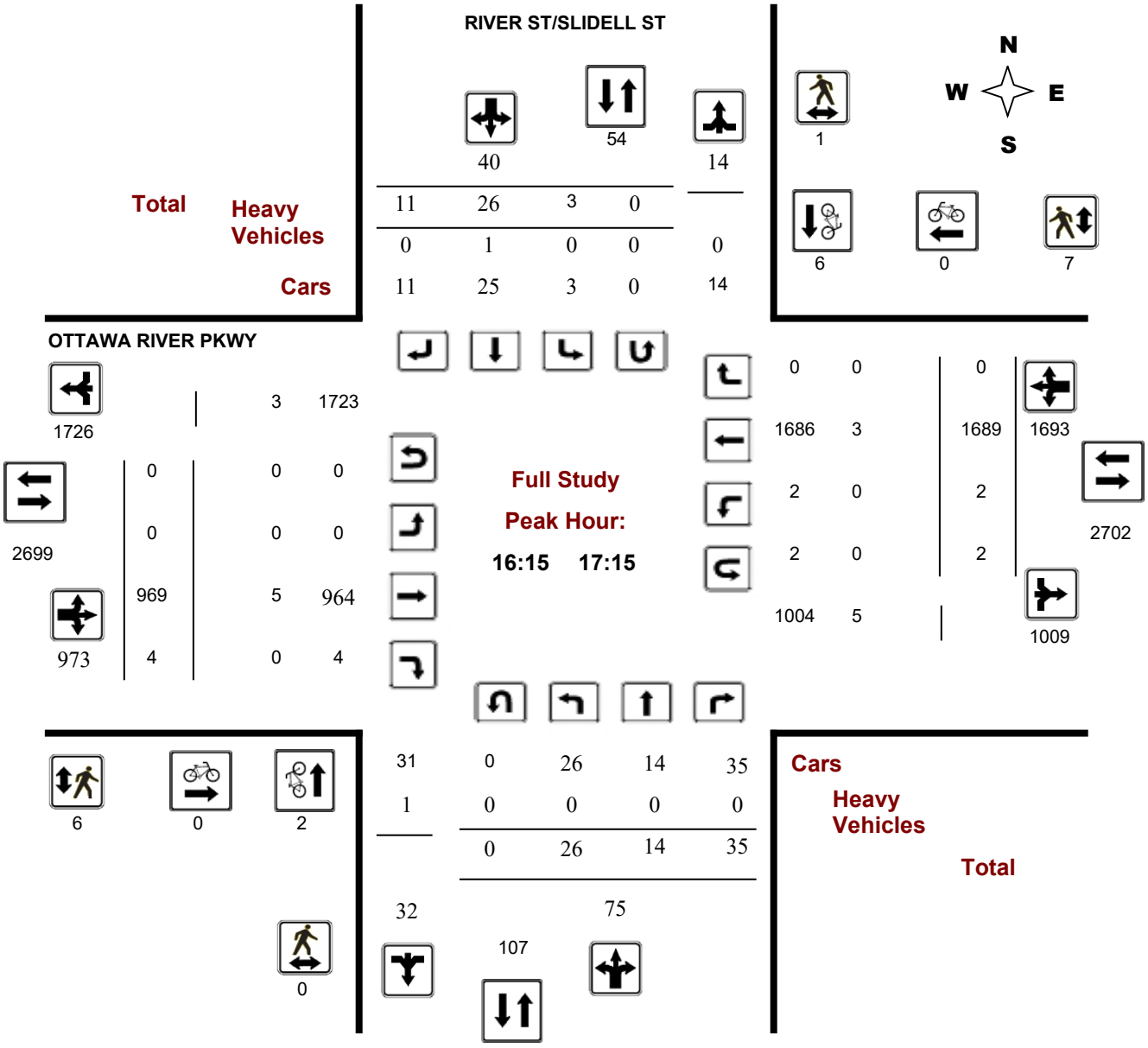
Transportation Services - Traffic Services

Turning Movement Count - Study Results

OTTAWA RIVER PKWY @ RIVER ST/SLIDELL ST

Survey Date: Tuesday, April 25, 2017
Start Time: 07:00
WO No: 36950
Device: Miovision

Full Study Peak Hour Diagram



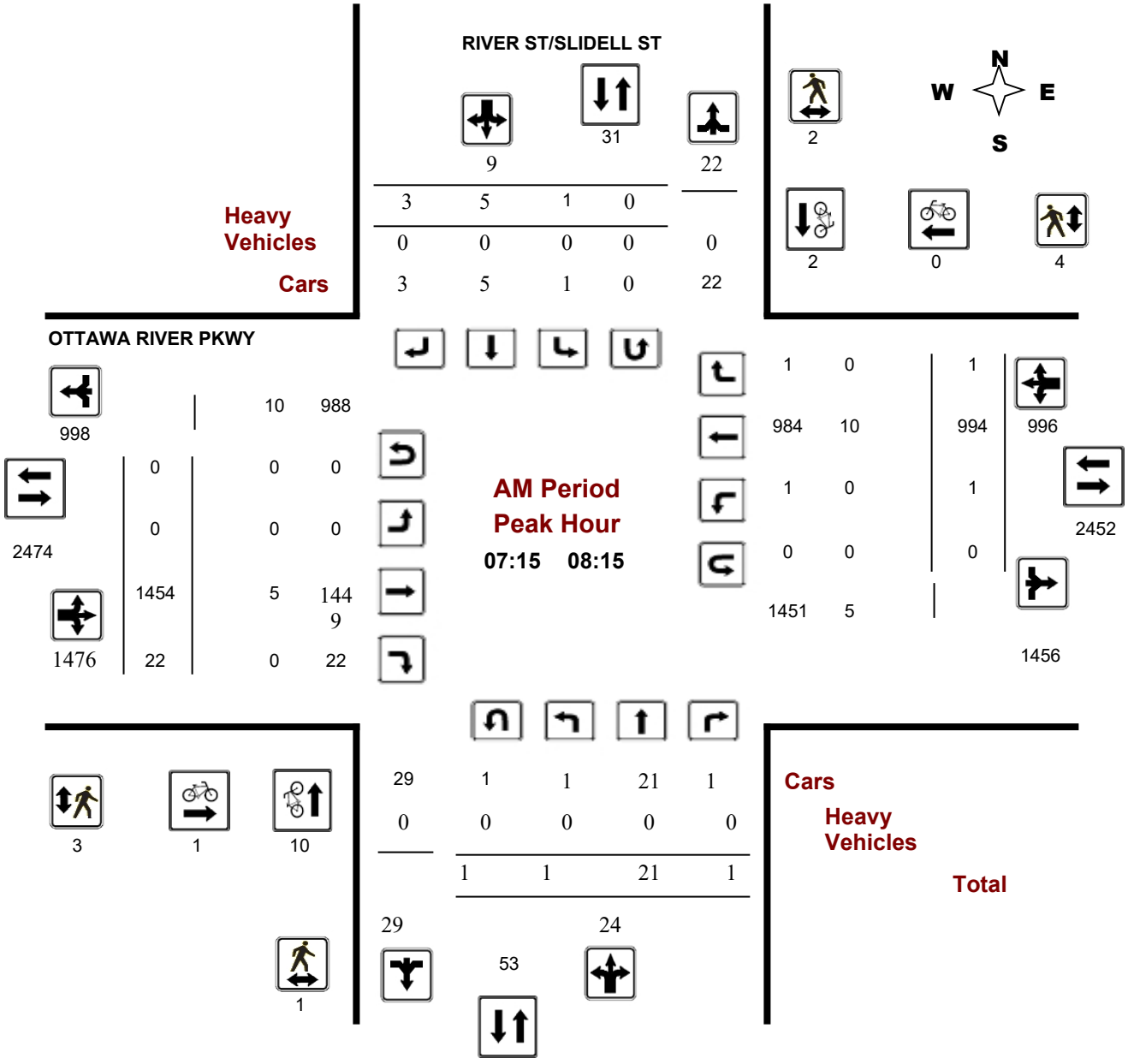
Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

OTTAWA RIVER PKWY @ RIVER ST/SLIDELL ST

Survey Date: Tuesday, April 25, 2017
Start Time: 07:00

WO No: 36950
Device: Miovision



Comments

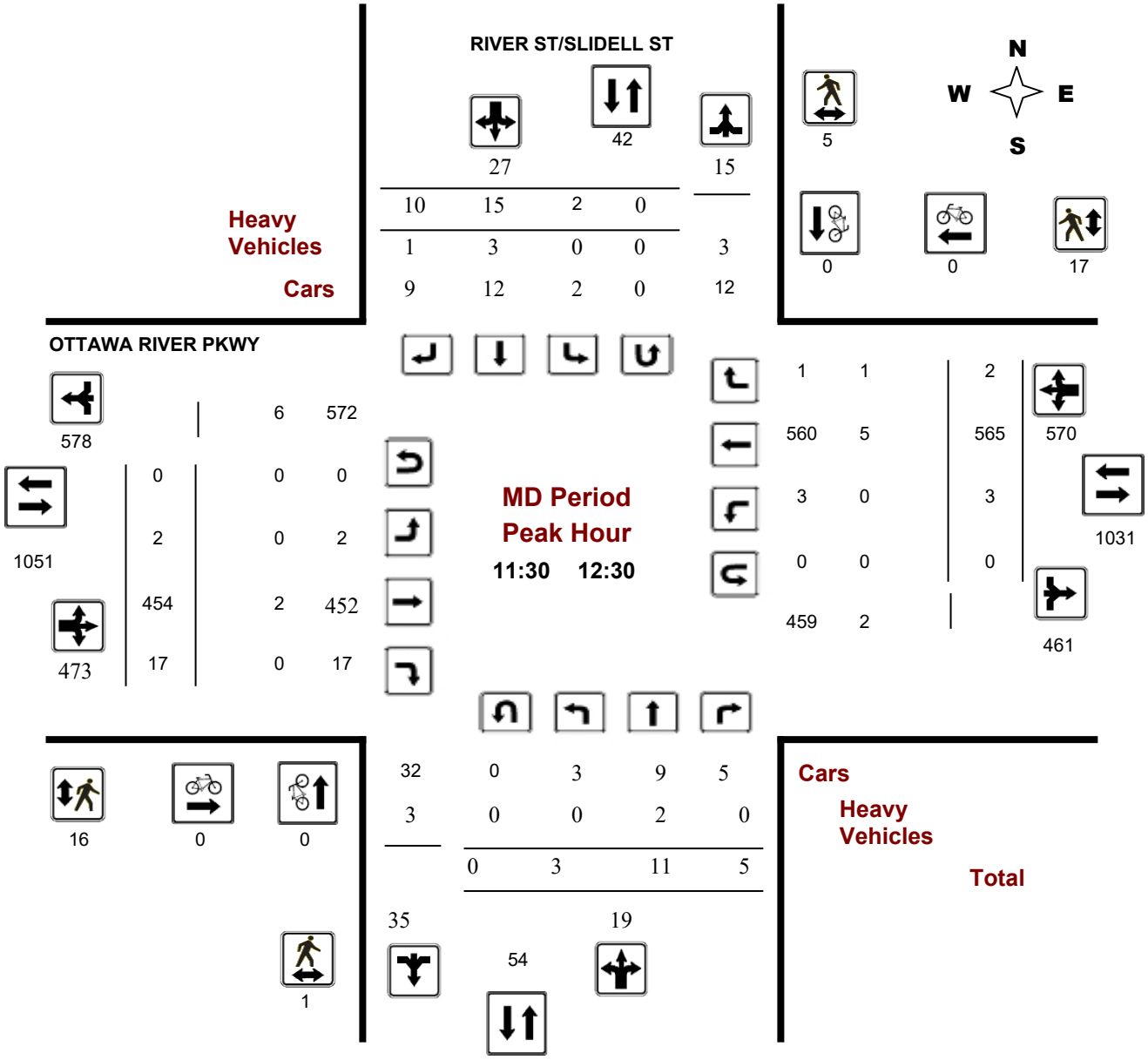
Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

OTTAWA RIVER PKWY @ RIVER ST/SLIDELL ST

Survey Date: Tuesday, April 25, 2017
Start Time: 07:00

WO No: 36950
Device: Miovision



Comments

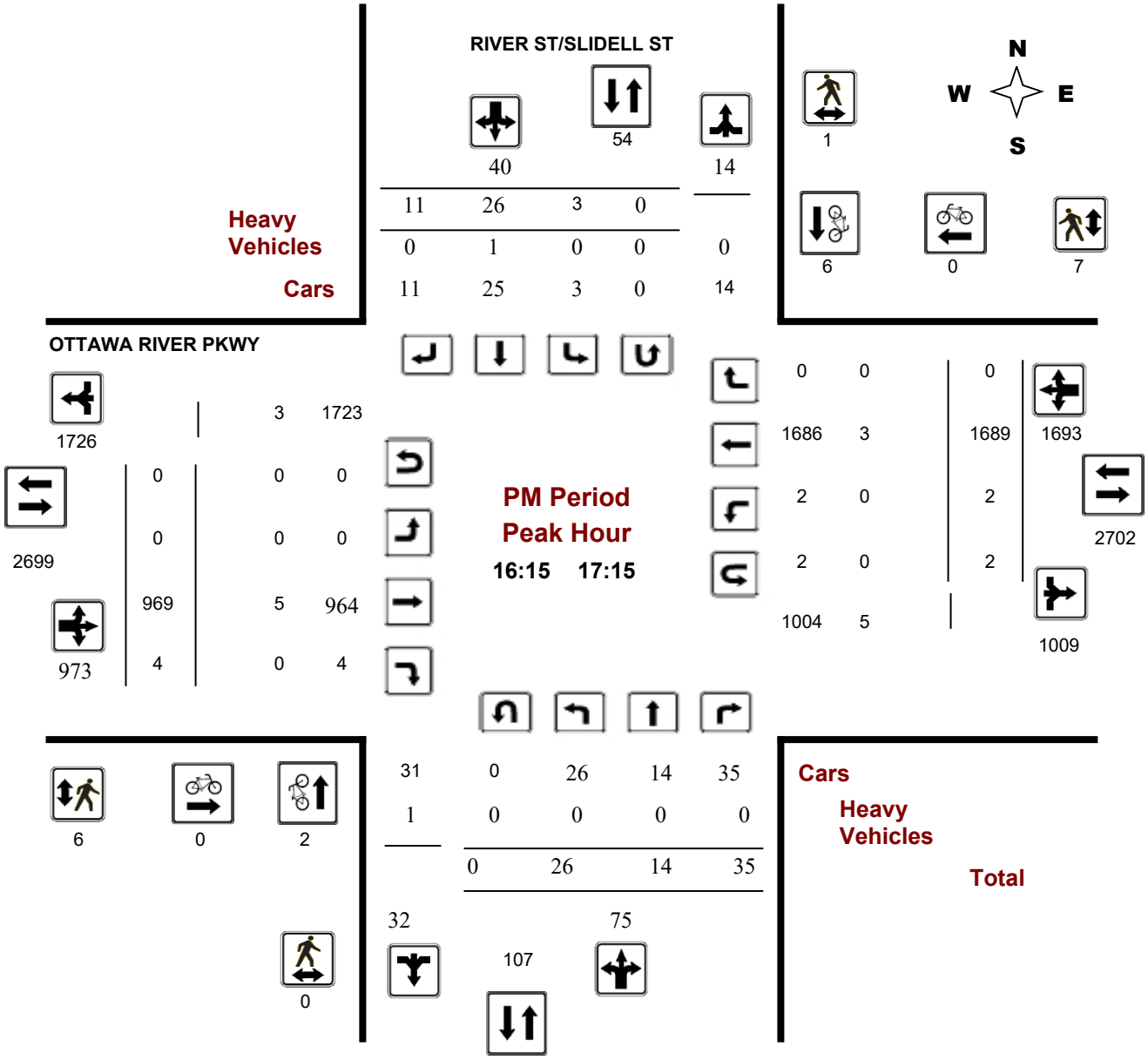
Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

OTTAWA RIVER PKWY @ RIVER ST/SLIDELL ST

Survey Date: Tuesday, April 25, 2017
Start Time: 07:00

WO No: 36950
Device: Miovision



Comments

Transportation Services - Traffic Services

Turning Movement Count - Study Results

OTTAWA RIVER PKWY @ RIVER ST/SLIDELL ST

Survey Date: Tuesday, April 25, 2017 **WO No:** 36950

Start Time: 07:00 **Device:** Miovision

Full Study Summary (8 HR Standard)

Survey Date: Tuesday, April 25, 2017

Total Observed U-Turns

Northbound: 1 Southbound: 0

Eastbound: 0 Westbound: 3

AADT Factor

.90

	RIVER ST/SLIDELL ST									OTTAWA RIVER PKWY									
	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	1	22	0	**23**	1	4	2	**7**	**30**	0	1315	21	**1336**	0	986	1	**987**	**2323**	**2353**
08:00 09:00	0	28	4	**32**	0	8	4	**12**	**44**	1	1401	39	**1441**	1	909	1	**911**	**2352**	**2396**
09:00 10:00	2	15	2	**19**	0	14	5	**19**	**38**	2	698	80	**780**	3	693	5	**701**	**1481**	**1519**
11:30 12:30	3	11	5	**19**	2	15	10	**27**	**46**	2	454	17	**473**	3	565	2	**570**	**1043**	**1089**
12:30 13:30	4	7	7	**18**	3	11	6	**20**	**38**	6	418	20	**444**	10	529	1	**540**	**984**	**1022**
15:00 16:00	10	2	22	**34**	3	9	10	**22**	**56**	0	993	12	**1005**	2	1502	0	**1504**	**2509**	**2565**
16:00 17:00	27	15	38	**80**	3	24	11	**38**	**118**	0	954	3	**957**	0	1684	0	**1684**	**2641**	**2759**
17:00 18:00	27	7	14	**48**	0	16	9	**25**	**73**	0	821	6	**827**	4	1601	3	**1608**	**2435**	**2508**
Sub Total	74	107	92	**273**	12	101	57	**170**	**443**	11	7054	198	**7263**	23	8469	13	**8505**	**15768**	**16211**
U Turns				**1**				**0**	**1**				**0**				**3**	**3**	**4**
Total	74	107	92	**274**	12	101	57	**170**	**444**	11	7054	198	**7263**	23	8469	13	**8508**	**15771**	**16215**
EQ 12Hr	103	149	128	**381**	17	140	79	**236**	**617**	15	9805	275	**10096**	32	11772	18	**11826**	**21922**	**22539**
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.														**1.39**					
AVG 12Hr	87	126	108	**323**	14	119	67	**200**	**555**	13	8317	233	**8563**	27	9985	15	**10031**	**19730**	**20285**
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.														**0.9**					
AVG 24Hr	114	165	142	**423**	19	156	88	**263**	**686**	17	10895	306	**11218**	36	13080	20	**13141**	**24359**	**25045**
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

OTTAWA RIVER PKWY @ RIVER ST/SLIDELL ST

Survey Date: Tuesday, April 25, 2017 **WO No:** 36950

Start Time: 07:00 **Device:** Miovision

Full Study 15 Minute Increments

		RIVER ST/SLIDELL ST									OTTAWA RIVER PKWY									
		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	0	10	0	10	0	0	0	0	1	0	268	8	276	0	246	0	246	1	532
07:15	07:30	1	2	0	3	1	0	1	2	0	0	360	3	363	0	234	1	235	0	603
07:30	07:45	0	2	0	3	0	1	1	2	0	0	312	8	320	0	271	0	271	0	596
07:45	08:00	0	8	0	8	0	3	0	3	0	0	375	2	377	0	235	0	235	0	623
08:00	08:15	0	9	1	10	0	1	1	2	0	0	407	9	416	1	254	0	255	0	683
08:15	08:30	0	11	1	12	0	3	1	4	0	0	338	8	346	0	221	0	221	0	583
08:30	08:45	0	2	0	2	0	2	2	4	0	0	351	9	360	0	193	0	193	0	559
08:45	09:00	0	6	2	8	0	2	0	2	2	1	305	13	319	0	241	1	242	2	571
09:00	09:15	1	3	1	5	0	4	2	6	0	0	249	27	276	1	241	1	243	0	530
09:15	09:30	0	5	0	5	0	2	1	3	1	0	170	24	194	2	171	2	175	1	377
09:30	09:45	0	4	1	5	0	4	1	5	0	1	154	17	172	0	135	0	135	0	317
09:45	10:00	1	3	0	4	0	4	1	5	2	1	125	12	138	0	146	2	148	2	295
11:30	11:45	1	4	2	7	0	4	3	7	1	0	120	5	125	1	126	0	127	1	266
11:45	12:00	0	0	0	0	0	3	5	8	0	2	117	3	122	0	138	0	138	0	268
12:00	12:15	1	4	1	6	0	6	1	7	4	0	121	5	126	2	149	2	153	4	292
12:15	12:30	1	3	2	6	2	2	1	5	1	0	96	4	100	0	152	0	152	1	263
12:30	12:45	1	0	2	3	1	1	1	3	1	2	112	7	121	3	132	0	135	1	262
12:45	13:00	1	1	0	2	1	8	3	12	1	2	92	6	100	2	130	0	132	1	246
13:00	13:15	1	3	2	6	1	2	0	3	0	1	100	4	105	1	137	0	138	0	252
13:15	13:30	1	3	3	7	0	0	2	2	0	1	114	3	118	4	130	1	136	0	263
15:00	15:15	1	1	4	6	3	3	2	8	1	0	262	5	267	1	309	0	310	1	591
15:15	15:30	1	0	8	9	0	5	3	8	1	0	235	1	236	0	424	0	424	1	677
15:30	15:45	4	0	6	10	0	1	1	2	0	0	241	3	244	0	370	0	370	0	626
15:45	16:00	4	1	4	9	0	0	4	4	0	0	255	3	258	1	399	0	400	0	671
16:00	16:15	9	5	9	23	0	1	2	3	0	0	213	0	213	0	450	0	450	0	689
16:15	16:30	6	3	9	18	3	6	4	13	1	0	255	2	257	0	412	0	412	1	700
16:30	16:45	6	4	13	23	0	12	5	17	0	0	245	0	245	0	432	0	432	0	717
16:45	17:00	6	3	7	16	0	5	0	5	0	0	241	1	242	0	390	0	391	0	654
17:00	17:15	8	4	6	18	0	3	2	5	0	0	228	1	229	2	455	0	458	0	710
17:15	17:30	11	1	4	16	0	8	2	10	0	0	221	4	225	1	388	1	390	0	641
17:30	17:45	4	0	1	5	0	4	4	8	0	0	209	0	209	0	420	1	421	0	643
17:45	18:00	4	2	3	9	0	1	1	2	0	0	163	1	164	1	338	1	340	0	515
Total:		74	107	92	274	12	101	57	170	17	11	7054	198	7263	23	8469	13	8508	17	16,215

Note: U-Turns are included in Totals.

Transportation Services - Traffic Services

Turning Movement Count - Study Results

OTTAWA RIVER PKWY @ RIVER ST/SLIDELL ST

Survey Date: Tuesday, April 25, 2017 **WO No:** 36950

Start Time: 07:00 **Device:** Miovision

Full Study Cyclist Volume

Time Period		RIVER ST/SLIDELL ST			OTTAWA RIVER PKWY			
		Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	Grand Total
07:00	07:15	0	1	1	0	0	0	1
07:15	07:30	1	1	2	0	0	0	2
07:30	07:45	2	1	3	1	0	1	4
07:45	08:00	3	0	3	0	0	0	3
08:00	08:15	4	0	4	0	0	0	4
08:15	08:30	1	0	1	0	0	0	1
08:30	08:45	1	0	1	0	0	0	1
08:45	09:00	1	0	1	0	0	0	1
09:00	09:15	0	0	0	0	0	0	0
09:15	09:30	2	0	2	0	0	0	2
09:30	09:45	2	0	2	0	0	0	2
09:45	10:00	0	0	0	0	0	0	0
11:30	11:45	0	0	0	0	0	0	0
11:45	12:00	0	0	0	0	0	0	0
12:00	12:15	0	0	0	0	0	0	0
12:15	12:30	0	0	0	0	0	0	0
12:30	12:45	0	0	0	0	0	0	0
12:45	13:00	0	0	0	1	0	1	1
13:00	13:15	0	0	0	0	0	0	0
13:15	13:30	0	0	0	0	0	0	0
15:00	15:15	0	2	2	0	0	0	2
15:15	15:30	1	0	1	0	0	0	1
15:30	15:45	0	1	1	0	1	1	2
15:45	16:00	0	0	0	0	0	0	0
16:00	16:15	1	3	4	0	0	0	4
16:15	16:30	0	0	0	0	0	0	0
16:30	16:45	0	2	2	0	0	0	2
16:45	17:00	1	3	4	0	0	0	4
17:00	17:15	1	1	2	0	0	0	2
17:15	17:30	1	0	1	0	0	0	1
17:30	17:45	1	1	2	0	0	0	2
17:45	18:00	2	3	5	0	0	0	5
Total		25	19	**44**	2	1	3	47

Transportation Services - Traffic Services

Turning Movement Count - Study Results

OTTAWA RIVER PKWY @ RIVER ST/SLIDELL ST

Survey Date: Tuesday, April 25, 2017 **WO No:** 36950

Start Time: 07:00 **Device:** Miovision

Full Study Pedestrian Volume

	RIVER ST/SLIDELL ST			OTTAWA RIVER PKWY			
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)	**Total**	**Grand Total**
07:00 07:15	0	0	**0**	2	0	**2**	**2**
07:15 07:30	0	0	**0**	0	2	**2**	**2**
07:30 07:45	0	2	**2**	2	0	**2**	**4**
07:45 08:00	1	0	**1**	1	2	**3**	**4**
08:00 08:15	0	0	**0**	0	0	**0**	**0**
08:15 08:30	0	1	**1**	2	1	**3**	**4**
08:30 08:45	0	0	**0**	3	3	**6**	**6**
08:45 09:00	0	0	**0**	1	0	**1**	**1**
09:00 09:15	2	0	**2**	0	2	**2**	**4**
09:15 09:30	0	0	**0**	0	0	**0**	**0**
09:30 09:45	0	0	**0**	1	1	**2**	**2**
09:45 10:00	0	0	**0**	0	3	**3**	**3**
11:30 11:45	0	0	**0**	1	3	**4**	**4**
11:45 12:00	0	2	**2**	3	4	**7**	**9**
12:00 12:15	1	2	**3**	3	6	**9**	**12**
12:15 12:30	0	1	**1**	9	4	**13**	**14**
12:30 12:45	0	4	**4**	7	4	**11**	**15**
12:45 13:00	0	3	**3**	9	0	**9**	**12**
13:00 13:15	0	2	**2**	4	1	**5**	**7**
13:15 13:30	0	1	**1**	3	0	**3**	**4**
15:00 15:15	0	0	**0**	0	0	**0**	**0**
15:15 15:30	0	0	**0**	0	2	**2**	**2**
15:30 15:45	0	0	**0**	2	1	**3**	**3**
15:45 16:00	0	0	**0**	0	1	**1**	**1**
16:00 16:15	0	1	**1**	1	0	**1**	**2**
16:15 16:30	0	0	**0**	2	2	**4**	**4**
16:30 16:45	0	1	**1**	1	2	**3**	**4**
16:45 17:00	0	0	**0**	0	1	**1**	**1**
17:00 17:15	0	0	**0**	3	2	**5**	**5**
17:15 17:30	0	0	**0**	2	0	**2**	**2**
17:30 17:45	1	0	**1**	1	1	**2**	**3**
17:45 18:00	0	0	**0**	1	3	**4**	**4**
Total	5	20	**25**	64	51	**115**	**140**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

OTTAWA RIVER PKWY @ RIVER ST/SLIDELL ST

Survey Date: Tuesday, April 25, 2017 **WO No:** 36950

Start Time: 07:00 **Device:** Miovision

Full Study Heavy Vehicles

		RIVER ST/SLIDELL ST									OTTAWA RIVER PKWY									
		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	0	1	0	**1**	0	0	0	**0**	**1**	0	0	0	**0**	0	3	0	**3**	**3**	**4**
07:15	07:30	0	0	0	**0**	0	0	0	**0**	**0**	0	3	0	**3**	0	2	0	**2**	**5**	**5**
07:30	07:45	0	0	0	**0**	0	0	0	**0**	**0**	0	1	0	**1**	0	1	0	**1**	**2**	**2**
07:45	08:00	0	0	0	**0**	0	0	0	**0**	**0**	0	0	0	**0**	0	3	0	**3**	**3**	**3**
08:00	08:15	0	0	0	**0**	0	0	0	**0**	**0**	0	1	0	**1**	0	4	0	**4**	**5**	**5**
08:15	08:30	0	0	0	**0**	0	0	0	**0**	**0**	0	2	0	**2**	0	3	0	**3**	**5**	**5**
08:30	08:45	0	0	0	**0**	0	0	0	**0**	**0**	0	1	0	**1**	0	0	0	**0**	**1**	**1**
08:45	09:00	0	1	0	**1**	0	1	0	**1**	**2**	1	3	0	**4**	0	4	0	**4**	**8**	**10**
09:00	09:15	0	0	0	**0**	0	0	0	**0**	**0**	0	3	0	**3**	0	4	0	**4**	**7**	**7**
09:15	09:30	0	1	0	**1**	0	0	0	**0**	**1**	0	2	0	**2**	1	2	0	**3**	**5**	**6**
09:30	09:45	0	0	0	**0**	0	0	0	**0**	**0**	0	5	0	**5**	0	3	0	**3**	**8**	**8**
09:45	10:00	0	0	0	**0**	0	1	1	**2**	**2**	0	0	0	**0**	0	6	1	**7**	**7**	**9**
11:30	11:45	0	0	0	**0**	0	1	0	**1**	**1**	0	0	0	**0**	0	1	0	**1**	**1**	**2**
11:45	12:00	0	0	0	**0**	0	0	0	**0**	**0**	0	2	0	**2**	0	2	0	**2**	**4**	**4**
12:00	12:15	0	2	0	**2**	0	2	0	**2**	**4**	0	0	0	**0**	0	2	1	**3**	**3**	**7**
12:15	12:30	0	0	0	**0**	0	0	1	**1**	**1**	0	0	0	**0**	0	0	0	**0**	**0**	**1**
12:30	12:45	0	0	0	**0**	0	1	0	**1**	**1**	0	1	0	**1**	1	2	0	**3**	**4**	**5**
12:45	13:00	0	0	0	**0**	0	1	0	**1**	**1**	0	1	0	**1**	0	0	0	**0**	**1**	**2**
13:00	13:15	0	0	0	**0**	0	0	0	**0**	**0**	0	0	0	**0**	0	1	0	**1**	**1**	**1**
13:15	13:30	0	0	0	**0**	0	0	0	**0**	**0**	0	0	0	**0**	0	0	0	**0**	**0**	**0**
15:00	15:15	0	0	0	**0**	0	1	0	**1**	**1**	0	0	0	**0**	0	1	0	**1**	**1**	**2**
15:15	15:30	0	0	0	**0**	0	1	0	**1**	**1**	0	0	0	**0**	0	1	0	**1**	**1**	**2**
15:30	15:45	0	0	0	**0**	0	0	0	**0**	**0**	0	2	0	**2**	0	4	0	**4**	**6**	**6**
15:45	16:00	0	0	0	**0**	0	0	0	**0**	**0**	0	2	0	**2**	0	4	0	**4**	**6**	**6**
16:00	16:15	0	0	0	**0**	0	0	0	**0**	**0**	0	0	0	**0**	0	1	0	**1**	**1**	**1**
16:15	16:30	0	0	0	**0**	0	1	0	**1**	**1**	0	1	0	**1**	0	0	0	**0**	**1**	**2**
16:30	16:45	0	0	0	**0**	0	0	0	**0**	**0**	0	1	0	**1**	0	0	0	**0**	**1**	**1**
16:45	17:00	0	0	0	**0**	0	0	0	**0**	**0**	0	2	0	**2**	0	1	0	**1**	**3**	**3**
17:00	17:15	0	0	0	**0**	0	0	0	**0**	**0**	0	1	0	**1**	0	2	0	**2**	**3**	**3**
17:15	17:30	0	0	0	**0**	0	0	0	**0**	**0**	0	1	0	**1**	0	0	0	**0**	**1**	**1**
17:30	17:45	0	0	0	**0**	0	0	0	**0**	**0**	0	0	0	**0**	0	0	0	**0**	**0**	**0**
17:45	18:00	0	0	0	**0**	0	0	0	**0**	**0**	0	0	0	**0**	1	1	0	**2**	**2**	**2**
Total:	None	0	5	0	**5**	0	10	2	**12**	**17**	1	35	0	**36**	3	58	2	**63**	**99**	**116**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

OTTAWA RIVER PKWY @ RIVER ST/SLIDELL ST

Survey Date: Tuesday, April 25, 2017 **WO No:** 36950

Start Time: 07:00 **Device:** Miovision

Full Study 15 Minute U-Turn Total

Time Period		RIVER ST/SLIDELL ST		OTTAWA RIVER PKWY		
		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	1	0	0	0	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	0	0
09:30	09:45	0	0	0	0	0
09:45	10:00	0	0	0	0	0
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	0	0
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	0	0
13:00	13:15	0	0	0	0	0
13:15	13:30	0	0	0	1	1
15:00	15:15	0	0	0	0	0
15:15	15:30	0	0	0	0	0
15:30	15:45	0	0	0	0	0
15:45	16:00	0	0	0	0	0
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	1	1
17:00	17:15	0	0	0	1	1
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	0	0
Total		1	0	0	3	4

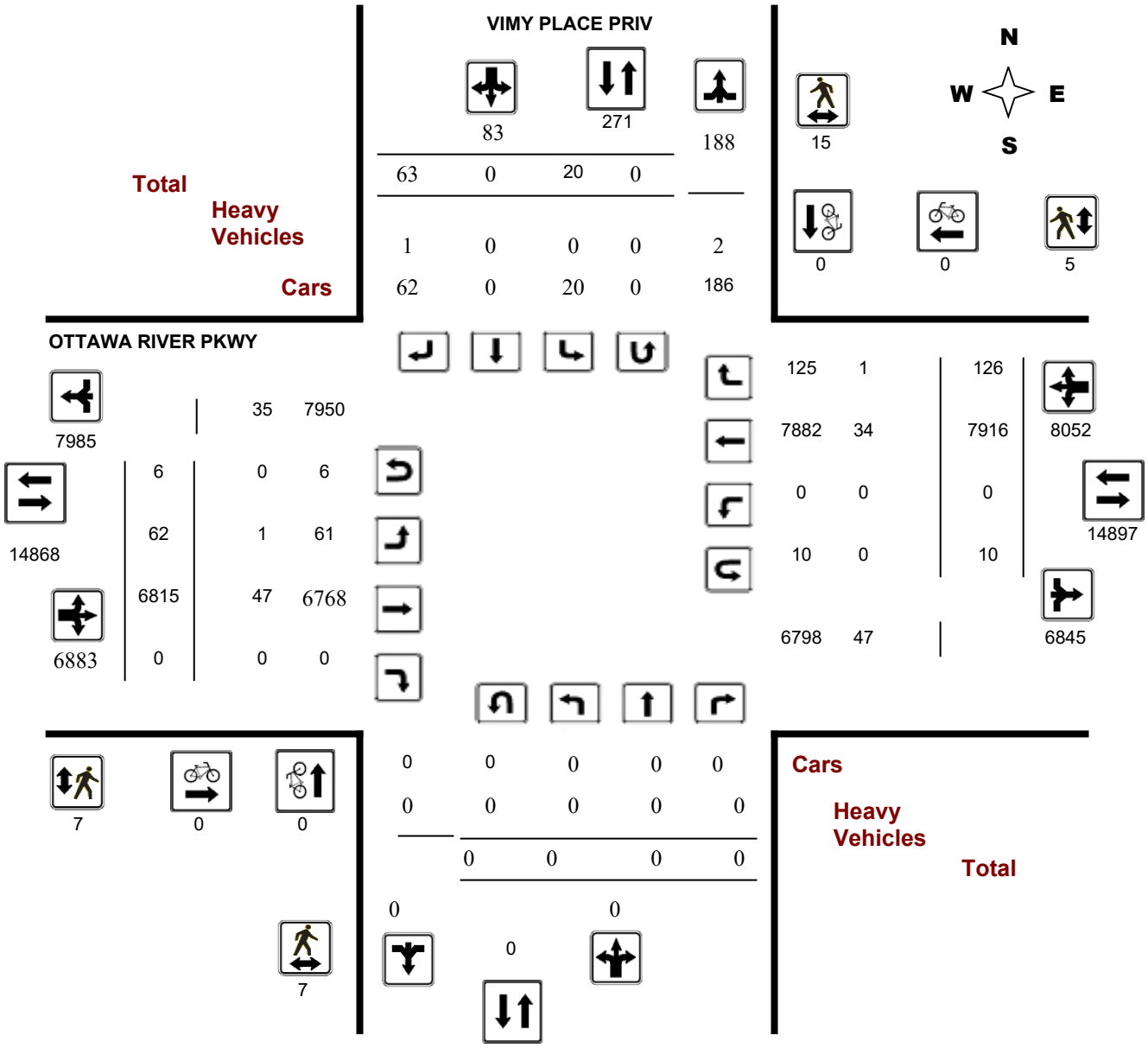
Transportation Services - Traffic Services

Turning Movement Count - Study Results

OTTAWA RIVER PKWY @ VIMY PLACE PRIV

Survey Date: Thursday, January 23, 2020
Start Time: 07:00
WO No: 39382
Device: Miovision

Full Study Diagram



5472221 - THU JAN 23, 2020 - 8HRS - LORETTA

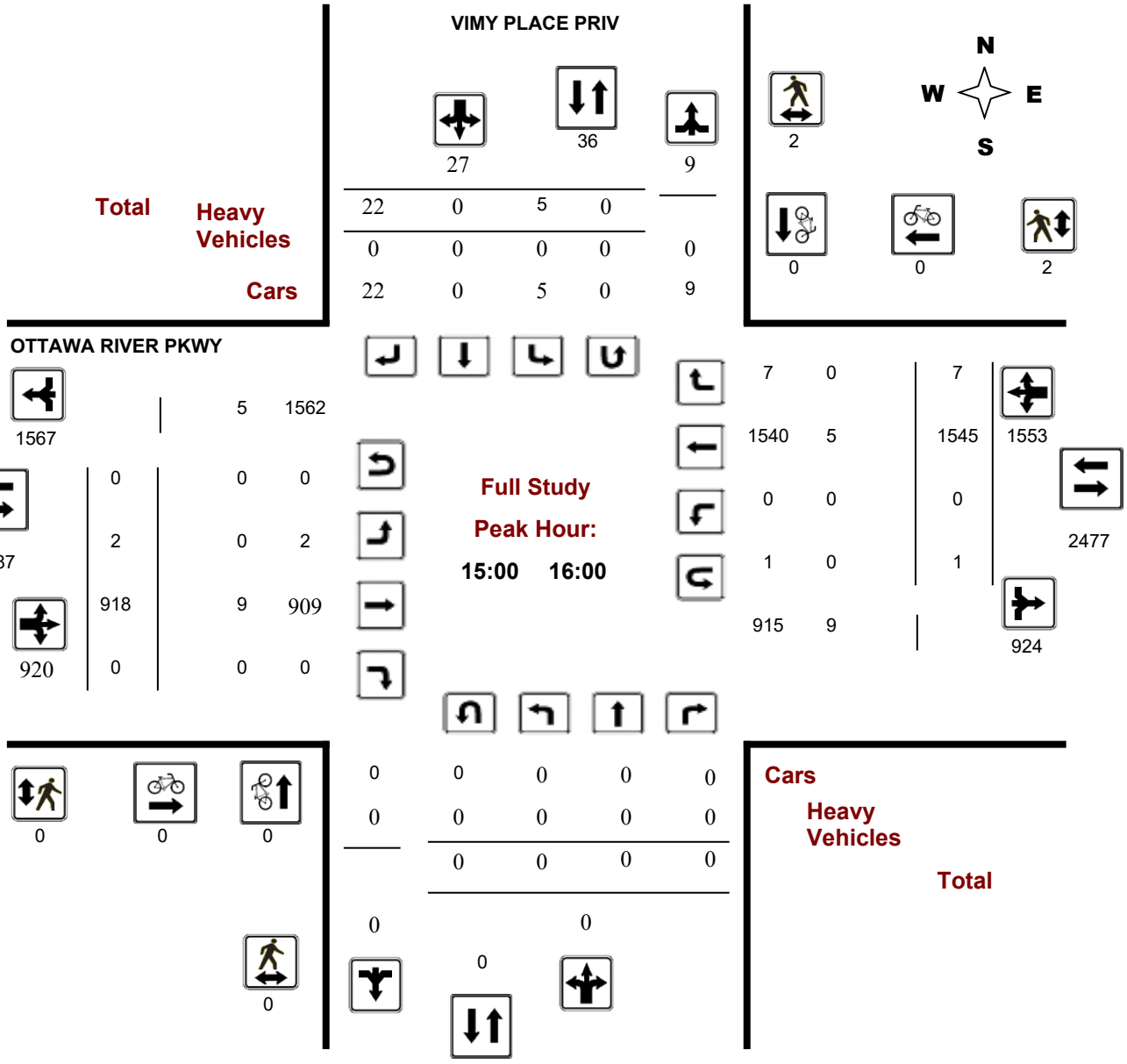
Transportation Services - Traffic Services

Turning Movement Count - Study Results

OTTAWA RIVER PKWY @ VIMY PLACE PRIV

Survey Date: Thursday, January 23, 2020
Start Time: 07:00
WO No: 39382
Device: Miovision

Full Study Peak Hour Diagram



5472221 - THU JAN 23, 2020 - 8HRS - LORETTA

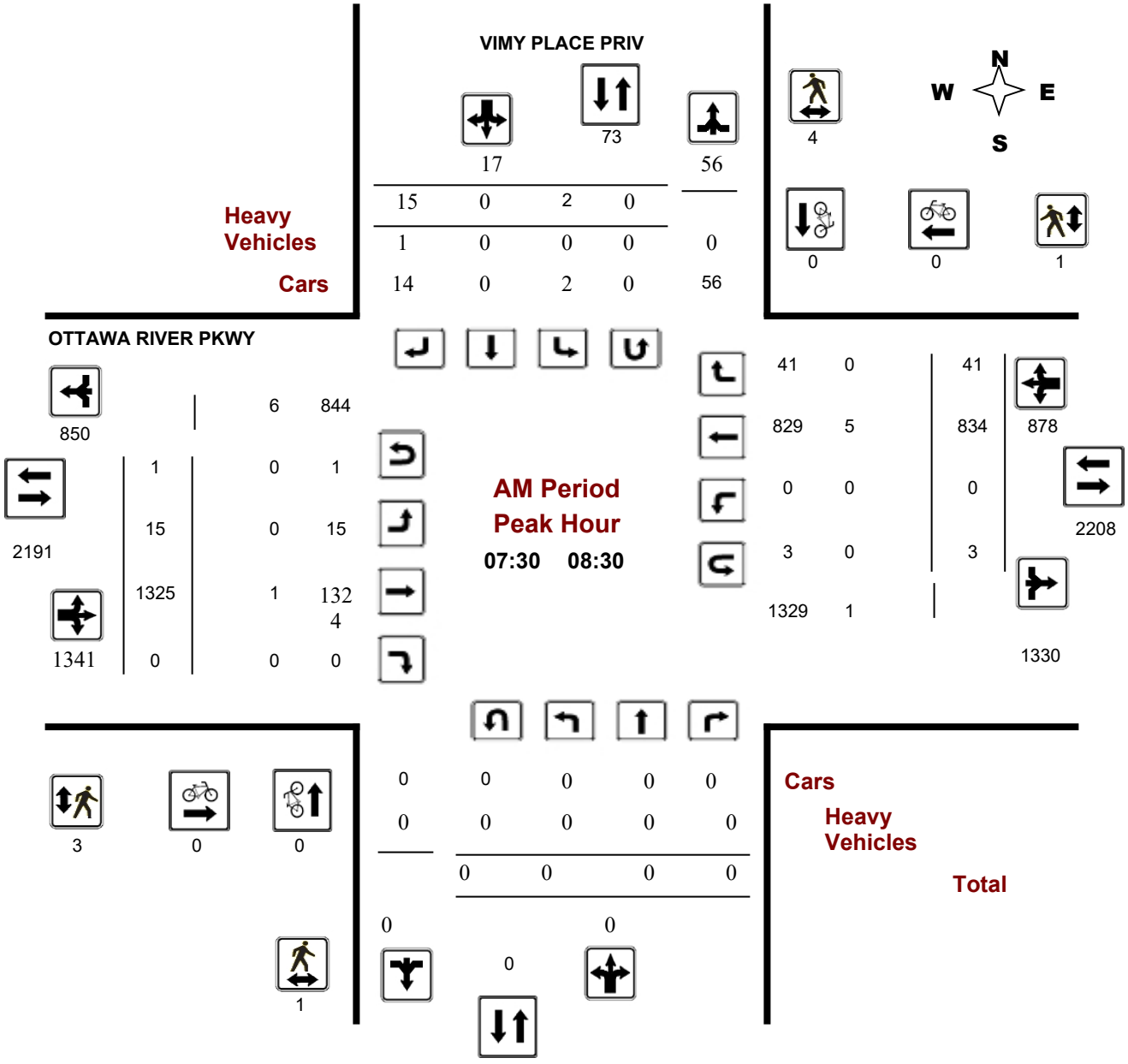
Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

OTTAWA RIVER PKWY @ VIMY PLACE PRIV

Survey Date: Thursday, January 23, 2020 **WO No:** 39382

Start Time: 07:00 **Device:** Miovision



Comments 5472221 - THU JAN 23, 2020 - 8HRS - LORETTA

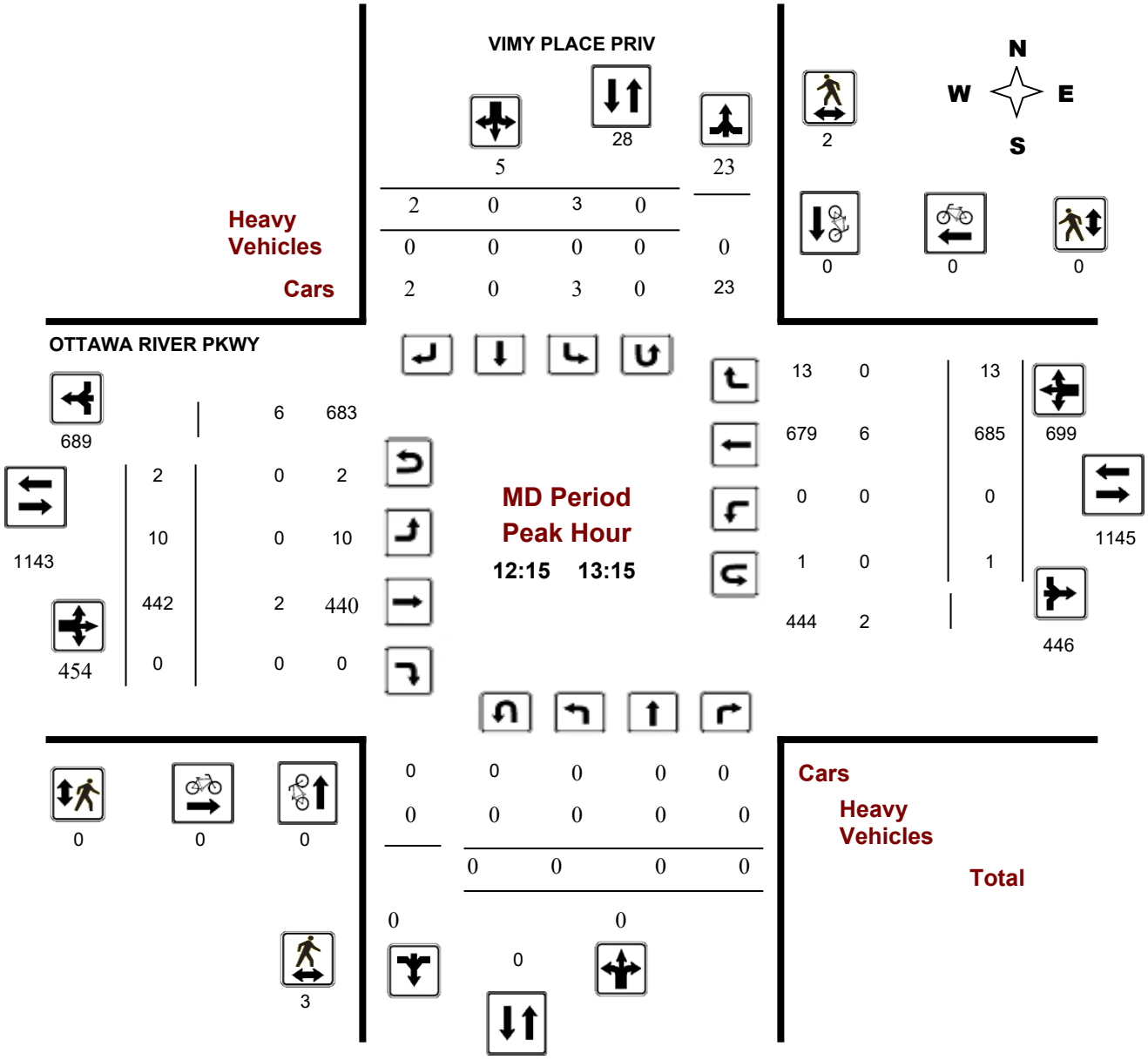
Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

OTTAWA RIVER PKWY @ VIMY PLACE PRIV

Survey Date: Thursday, January 23, 2020 **WO No:** 39382

Start Time: 07:00 **Device:** Miovision


VIMY PLACE PRIV
OTTAWA RIVER PKWY
N
W
E
S
Heavy Vehicles
Cars
5
28
23
2
0
3
0
0
0
0
0
0
0
2
0
3
0
23
2
0
0
0
689
6
683
2
0
2
1143
10
0
10
442
2
440
454
0
0
0
13
0
679
6
0
0
1
0
444
2
13
685
0
1
699
1145
446
0
0
0
3
0
0
0
0
0
0
0

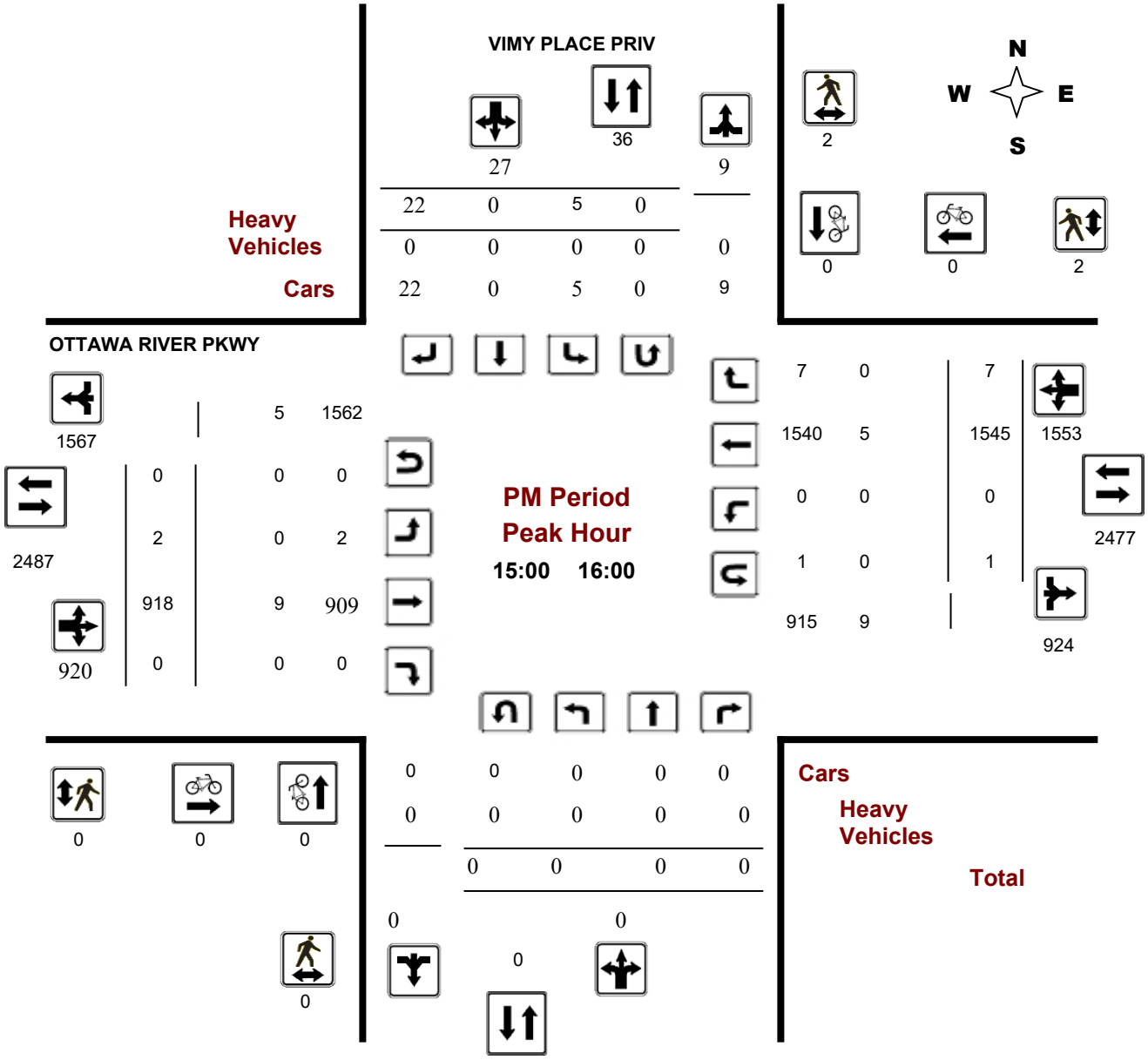
Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

OTTAWA RIVER PKWY @ VIMY PLACE PRIV

Survey Date: Thursday, January 23, 2020 **WO No:** 39382

Start Time: 07:00 **Device:** Miovision



Comments 5472221 - THU JAN 23, 2020 - 8HRS - LORETTA

Transportation Services - Traffic Services

Turning Movement Count - Study Results

OTTAWA RIVER PKWY @ VIMY PLACE PRIV

Survey Date: Thursday, January 23, 2020 **WO No:** 39382

Start Time: 07:00 **Device:** Miovision

Full Study Summary (8 HR Standard)

Survey Date: Thursday, January 23, 2020

Total Observed U-Turns

Northbound: 0 Southbound: 0

Eastbound: 6 Westbound: 10

AADT Factor

1.00

	VIMY PLACE PRIV									OTTAWA RIVER PKWY									
	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	0	0	0	**0**	3	0	12	**15**	**15**	11	1280	0	**1291**	0	830	26	**856**	**2147**	**2162**
08:00 09:00	0	0	0	**0**	0	0	7	**7**	**7**	21	1338	0	**1359**	0	780	38	**818**	**2177**	**2184**
09:00 10:00	0	0	0	**0**	0	0	4	**4**	**4**	6	904	0	**910**	0	523	11	**534**	**1444**	**1448**
11:30 12:30	0	0	0	**0**	4	0	2	**6**	**6**	3	403	0	**406**	0	613	4	**617**	**1023**	**1029**
12:30 13:30	0	0	0	**0**	1	0	2	**3**	**3**	12	414	0	**426**	0	660	15	**675**	**1101**	**1104**
15:00 16:00	0	0	0	**0**	5	0	22	**27**	**27**	2	918	0	**920**	0	1545	7	**1552**	**2472**	**2499**
16:00 17:00	0	0	0	**0**	5	0	7	**12**	**12**	3	823	0	**826**	0	1637	6	**1643**	**2469**	**2481**
17:00 18:00	0	0	0	**0**	2	0	7	**9**	**9**	4	735	0	**739**	0	1328	19	**1347**	**2086**	**2095**
Sub Total	0	0	0	**0**	20	0	63	**83**	**83**	62	6815	0	**6877**	0	7916	126	**8042**	**14919**	**15002**
U Turns				**0**				**0**	**0**				**6**				**10**	**16**	**16**
Total	0	0	0	**0**	20	0	63	**83**	**83**	62	6815	0	**6883**	0	7916	126	**8052**	**14935**	**15018**
EQ 12Hr	0	0	0	**0**	28	0	88	**115**	**115**	86	9473	0	**9567**	0	11003	175	**11192**	**20760**	**20875**
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.														**1.39**					
AVG 12Hr	0	0	0	**0**	26	0	83	**109**	**115**	81	8928	0	**9017**	0	10370	165	**10548**	**20760**	**20875**
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.														**1**					
AVG 24Hr	0	0	0	**0**	34	0	108	**142**	**142**	106	11695	0	**11812**	0	13585	216	**13818**	**25630**	**25772**
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

OTTAWA RIVER PKWY @ VIMY PLACE PRIV

Survey Date: Thursday, January 23, 2020 **WO No:** 39382

Start Time: 07:00 **Device:** Miovision

Full Study 15 Minute Increments

		VIMY PLACE PRIV									OTTAWA RIVER PKWY								
		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	0	0	0	0	0	0	0	0	0	0	308	0	308	0	194	5	199	0	507
07:15	07:30	0	0	0	0	1	0	1	2	0	3	321	0	325	0	215	5	221	0	548
07:30	07:45	0	0	0	0	1	0	4	5	1	4	330	0	334	0	216	9	226	1	565
07:45	08:00	0	0	0	0	1	0	7	8	0	4	321	0	326	0	205	7	212	0	546
08:00	08:15	0	0	0	0	0	0	4	4	0	2	337	0	339	0	214	11	226	0	569
08:15	08:30	0	0	0	0	0	0	0	0	0	5	337	0	342	0	199	14	214	0	556
08:30	08:45	0	0	0	0	0	0	1	1	0	8	348	0	356	0	195	8	203	0	560
08:45	09:00	0	0	0	0	0	0	2	2	0	6	316	0	322	0	172	5	177	0	501
09:00	09:15	0	0	0	0	0	0	2	2	0	3	291	0	294	0	142	4	146	0	442
09:15	09:30	0	0	0	0	0	0	1	1	0	1	258	0	259	0	117	2	120	0	380
09:30	09:45	0	0	0	0	0	0	0	0	0	0	178	0	178	0	150	3	154	0	332
09:45	10:00	0	0	0	0	0	0	1	1	0	2	177	0	179	0	114	2	117	0	297
11:30	11:45	0	0	0	0	1	0	1	2	0	1	94	0	95	0	123	0	123	0	220
11:45	12:00	0	0	0	0	0	0	0	0	0	0	107	0	108	0	150	1	152	0	260
12:00	12:15	0	0	0	0	1	0	1	2	0	1	96	0	97	0	148	3	151	0	250
12:15	12:30	0	0	0	0	2	0	0	2	0	1	106	0	107	0	192	0	192	0	301
12:30	12:45	0	0	0	0	0	0	1	1	0	5	119	0	125	0	152	1	153	0	279
12:45	13:00	0	0	0	0	1	0	1	2	0	2	103	0	106	0	145	2	147	0	255
13:00	13:15	0	0	0	0	0	0	0	0	0	2	114	0	116	0	196	10	207	0	323
13:15	13:30	0	0	0	0	0	0	0	0	0	3	78	0	81	0	167	2	169	0	250
15:00	15:15	0	0	0	0	2	0	5	7	0	0	250	0	250	0	392	2	395	0	652
15:15	15:30	0	0	0	0	3	0	9	12	0	1	221	0	222	0	459	1	460	0	694
15:30	15:45	0	0	0	0	0	0	6	6	0	1	222	0	223	0	318	1	319	0	548
15:45	16:00	0	0	0	0	0	0	2	2	0	0	225	0	225	0	376	3	379	0	606
16:00	16:15	0	0	0	0	1	0	0	1	0	0	191	0	192	0	399	2	401	0	594
16:15	16:30	0	0	0	0	3	0	4	7	0	0	212	0	212	0	438	2	440	0	659
16:30	16:45	0	0	0	0	1	0	2	3	0	0	193	0	193	0	400	1	401	0	597
16:45	17:00	0	0	0	0	0	0	1	1	0	3	227	0	230	0	400	1	401	0	632
17:00	17:15	0	0	0	0	1	0	4	5	0	1	209	0	210	0	389	7	396	0	611
17:15	17:30	0	0	0	0	1	0	1	2	0	1	195	0	196	0	361	6	367	0	565
17:30	17:45	0	0	0	0	0	0	1	1	0	1	169	0	170	0	324	3	327	0	498
17:45	18:00	0	0	0	0	0	0	1	1	0	1	162	0	163	0	254	3	257	0	421
Total:		0	0	0	0	20	0	63	83	1	62	6815	0	6883	0	7916	126	8052	1	15,018

Note: U-Turns are included in Totals.

Transportation Services - Traffic Services

Turning Movement Count - Study Results

OTTAWA RIVER PKWY @ VIMY PLACE PRIV

Survey Date: Thursday, January 23, 2020 **WO No:** 39382

Start Time: 07:00 **Device:** Miovision

Full Study Cyclist Volume

Time Period		VIMY PLACE PRIV			OTTAWA RIVER PKWY			
		Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	Grand Total
07:00	07:15	0	0	0	0	0	0	0
07:15	07:30	0	0	0	0	0	0	0
07:30	07:45	0	0	0	0	0	0	0
07:45	08:00	0	0	0	0	0	0	0
08:00	08:15	0	0	0	0	0	0	0
08:15	08:30	0	0	0	0	0	0	0
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	0	0	0	0
09:15	09:30	0	0	0	0	0	0	0
09:30	09:45	0	0	0	0	0	0	0
09:45	10:00	0	0	0	0	0	0	0
11:30	11:45	0	0	0	0	0	0	0
11:45	12:00	0	0	0	0	0	0	0
12:00	12:15	0	0	0	0	0	0	0
12:15	12:30	0	0	0	0	0	0	0
12:30	12:45	0	0	0	0	0	0	0
12:45	13:00	0	0	0	0	0	0	0
13:00	13:15	0	0	0	0	0	0	0
13:15	13:30	0	0	0	0	0	0	0
15:00	15:15	0	0	0	0	0	0	0
15:15	15:30	0	0	0	0	0	0	0
15:30	15:45	0	0	0	0	0	0	0
15:45	16:00	0	0	0	0	0	0	0
16:00	16:15	0	0	0	0	0	0	0
16:15	16:30	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0
Total		0	0	**0**	0	0	0	0

Transportation Services - Traffic Services

Turning Movement Count - Study Results

OTTAWA RIVER PKWY @ VIMY PLACE PRIV

Survey Date: Thursday, January 23, 2020 **WO No:** 39382

Start Time: 07:00 **Device:** Miovision

Full Study Pedestrian Volume

	VIMY PLACE PRIV			OTTAWA RIVER PKWY			
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)	**Total**	**Grand Total**
07:00 07:15	0	0	**0**	0	0	**0**	**0**
07:15 07:30	0	0	**0**	0	0	**0**	**0**
07:30 07:45	0	0	**0**	0	0	**0**	**0**
07:45 08:00	0	0	**0**	0	0	**0**	**0**
08:00 08:15	1	3	**4**	3	1	**4**	**8**
08:15 08:30	0	1	**1**	0	0	**0**	**1**
08:30 08:45	0	2	**2**	0	0	**0**	**2**
08:45 09:00	0	1	**1**	0	0	**0**	**1**
09:00 09:15	0	0	**0**	0	0	**0**	**0**
09:15 09:30	0	1	**1**	0	0	**0**	**1**
09:30 09:45	0	0	**0**	0	0	**0**	**0**
09:45 10:00	0	0	**0**	0	0	**0**	**0**
11:30 11:45	0	0	**0**	0	0	**0**	**0**
11:45 12:00	0	0	**0**	0	1	**1**	**1**
12:00 12:15	2	2	**4**	2	0	**2**	**6**
12:15 12:30	0	1	**1**	0	0	**0**	**1**
12:30 12:45	0	0	**0**	0	0	**0**	**0**
12:45 13:00	2	0	**2**	0	0	**0**	**2**
13:00 13:15	1	1	**2**	0	0	**0**	**2**
13:15 13:30	0	0	**0**	1	1	**2**	**2**
15:00 15:15	0	1	**1**	0	0	**0**	**1**
15:15 15:30	0	1	**1**	0	2	**2**	**3**
15:30 15:45	0	0	**0**	0	0	**0**	**0**
15:45 16:00	0	0	**0**	0	0	**0**	**0**
16:00 16:15	0	0	**0**	0	0	**0**	**0**
16:15 16:30	0	0	**0**	0	0	**0**	**0**
16:30 16:45	0	0	**0**	0	0	**0**	**0**
16:45 17:00	0	0	**0**	0	0	**0**	**0**
17:00 17:15	0	0	**0**	0	0	**0**	**0**
17:15 17:30	1	0	**1**	1	0	**1**	**2**
17:30 17:45	0	1	**1**	0	0	**0**	**1**
17:45 18:00	0	0	**0**	0	0	**0**	**0**
Total	7	15	**22**	7	5	**12**	**34**

5472221 - THU JAN 23, 2020 - 8HRS - LORETTA

Transportation Services - Traffic Services

Turning Movement Count - Study Results

OTTAWA RIVER PKWY @ VIMY PLACE PRIV

Survey Date: Thursday, January 23, 2020 **WO No:** 39382

Start Time: 07:00 **Device:** Miovision

Full Study Heavy Vehicles

		VIMY PLACE PRIV									OTTAWA RIVER PKWY									
		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	0	0	0	**0**	0	0	0	**0**	**0**	0	1	0	**1**	0	0	0	**0**	**1**	**1**
07:15	07:30	0	0	0	**0**	0	0	0	**0**	**0**	0	1	0	**1**	0	2	0	**2**	**3**	**3**
07:30	07:45	0	0	0	**0**	0	0	1	**1**	**1**	0	0	0	**0**	0	3	0	**3**	**3**	**4**
07:45	08:00	0	0	0	**0**	0	0	0	**0**	**0**	0	1	0	**1**	0	1	0	**1**	**2**	**2**
08:00	08:15	0	0	0	**0**	0	0	0	**0**	**0**	0	0	0	**0**	0	1	0	**1**	**1**	**1**
08:15	08:30	0	0	0	**0**	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	1	1	**2**	**2**	**2**
08:45	09:00	0	0	0	**0**	0	0	0	**0**	**0**	0	3	0	**3**	0	2	0	**2**	**5**	**5**
09:00	09:15	0	0	0	**0**	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	5	0	**5**	0	0	0	**0**	**5**	**5**
09:30	09:45	0	0	0	**0**	0	0	0	**0**	**0**	0	3	0	**3**	0	0	0	**0**	**3**	**3**
09:45	10:00	0	0	0	**0**	0	0	0	**0**	**0**	0	3	0	**3**	0	1	0	**1**	**4**	**4**
11:30	11:45	0	0	0	**0**	0	0	0	**0**	**0**	0	0	0	**0**	0	1	0	**1**	**1**	**1**
11:45	12:00	0	0	0	**0**	0	0	0	**0**	**0**	0	2	0	**2**	0	0	0	**0**	**2**	**2**
12:00	12:15	0	0	0	**0**	0	0	0	**0**	**0**	1	0	0	**1**	0	2	0	**2**	**3**	**3**
12:15	12:30	0	0	0	**0**	0	0	0	**0**	**0**	0	0	0	**0**	0	2	0	**2**	**2**	**2**
12:30	12:45	0	0	0	**0**	0	0	0	**0**	**0**	0	0	0	**0**	0	3	0	**3**	**3**	**3**
12:45	13:00	0	0	0	**0**	0	0	0	**0**	**0**	0	1	0	**1**	0	0	0	**0**	**1**	**1**
13:00	13:15	0	0	0	**0**	0	0	0	**0**	**0**	0	1	0	**1**	0	1	0	**1**	**2**	**2**
13:15	13:30	0	0	0	**0**	0	0	0	**0**	**0**	0	1	0	**1**	0	0	0	**0**	**1**	**1**
15:00	15:15	0	0	0	**0**	0	0	0	**0**	**0**	0	2	0	**2**	0	0	0	**0**	**2**	**2**
15:15	15:30	0	0	0	**0**	0	0	0	**0**	**0**	0	2	0	**2**	0	1	0	**1**	**3**	**3**
15:30	15:45	0	0	0	**0**	0	0	0	**0**	**0**	0	3	0	**3**	0	2	0	**2**	**5**	**5**
15:45	16:00	0	0	0	**0**	0	0	0	**0**	**0**	0	2	0	**2**	0	2	0	**2**	**4**	**4**
16:00	16:15	0	0	0	**0**	0	0	0	**0**	**0**	0	3	0	**3**	0	2	0	**2**	**5**	**5**
16:15	16:30	0	0	0	**0**	0	0	0	**0**	**0**	0	3	0	**3**	0	1	0	**1**	**4**	**4**
16:30	16:45	0	0	0	**0**	0	0	0	**0**	**0**	0	1	0	**1**	0	1	0	**1**	**2**	**2**
16:45	17:00	0	0	0	**0**	0	0	0	**0**	**0**	0	3	0	**3**	0	3	0	**3**	**6**	**6**
17:00	17:15	0	0	0	**0**	0	0	0	**0**	**0**	0	3	0	**3**	0	1	0	**1**	**4**	**4**
17:15	17:30	0	0	0	**0**	0	0	0	**0**	**0**	0	0	0	**0**	0	0	0	**0**	**0**	**0**
17:30	17:45	0	0	0	**0**	0	0	0	**0**	**0**	0	1	0	**1**	0	1	0	**1**	**2**	**2**
17:45	18:00	0	0	0	**0**	0	0	0	**0**	**0**	0	2	0	**2**	0	0	0	**0**	**2**	**2**
Total:	None	0	0	0	**0**	0	0	1	**1**	**1**	1	47	0	**48**	0	34	1	**35**	**83**	**84**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

OTTAWA RIVER PKWY @ VIMY PLACE PRIV

Survey Date: Thursday, January 23, 2020 **WO No:** 39382

Start Time: 07:00 **Device:** Miovision

Full Study 15 Minute U-Turn Total

Time Period		VIMY PLACE PRIV		OTTAWA RIVER PKWY		
		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	1	1	2
07:30	07:45	0	0	0	1	1
07:45	08:00	0	0	1	0	1
08:00	08:15	0	0	0	1	1
08:15	08:30	0	0	0	1	1
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	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	1	1	2
12:00	12:15	0	0	0	0	0
12:15	12:30	0	0	0	0	0
12:30	12:45	0	0	1	0	1
12:45	13:00	0	0	1	0	1
13:00	13:15	0	0	0	1	1
13:15	13:30	0	0	0	0	0
15:00	15:15	0	0	0	1	1
15:15	15:30	0	0	0	0	0
15:30	15:45	0	0	0	0	0
15:45	16:00	0	0	0	0	0
16:00	16:15	0	0	1	0	1
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	0	0
Total		0	0	6	10	16

Transportation Services - Traffic Services

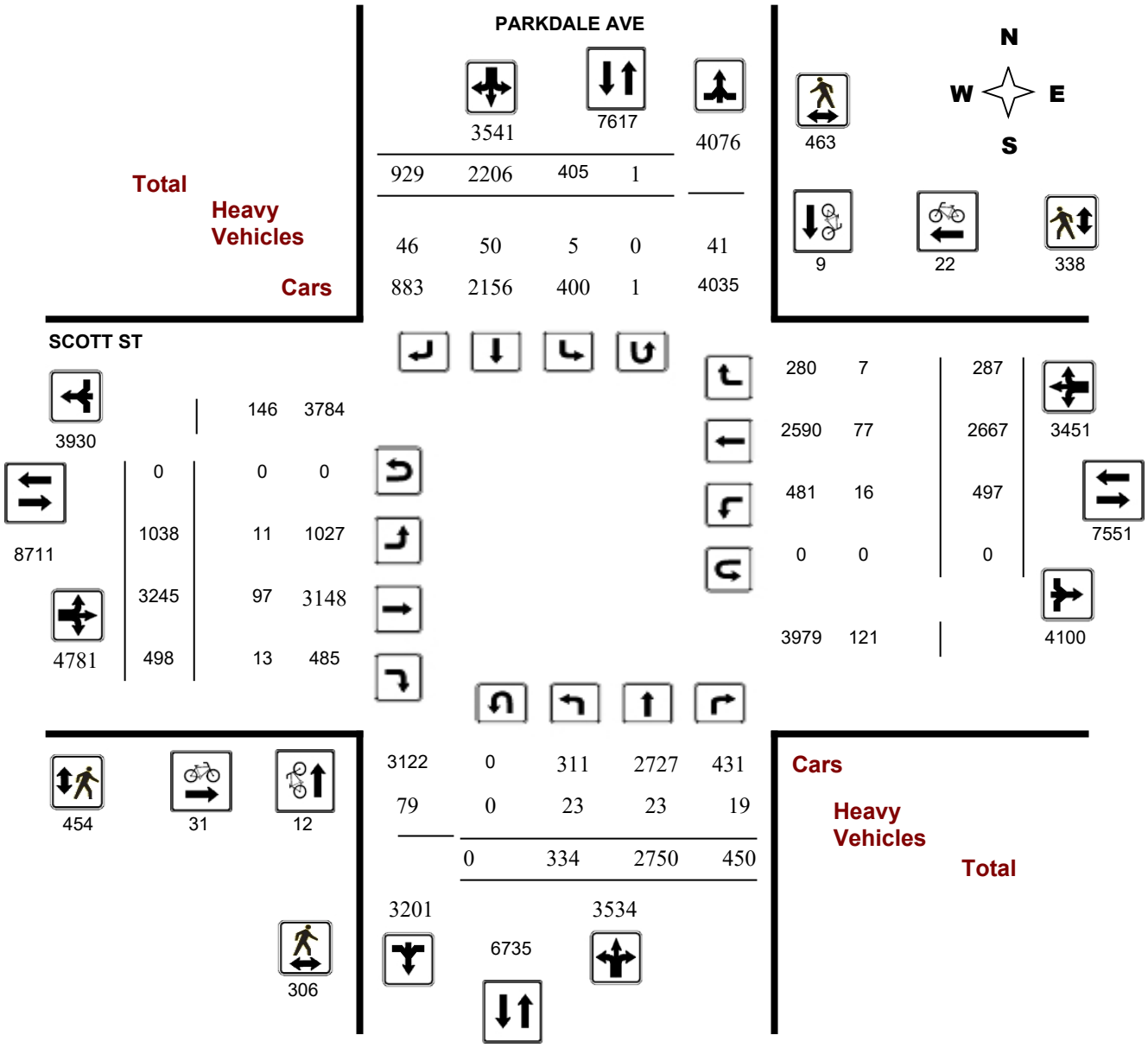
Turning Movement Count - Study Results

PARKDALE AVE @ SCOTT ST

Survey Date: Tuesday, April 01, 2014
Start Time: 07:00

WO No: 1288
Device: Miovision

Full Study Diagram



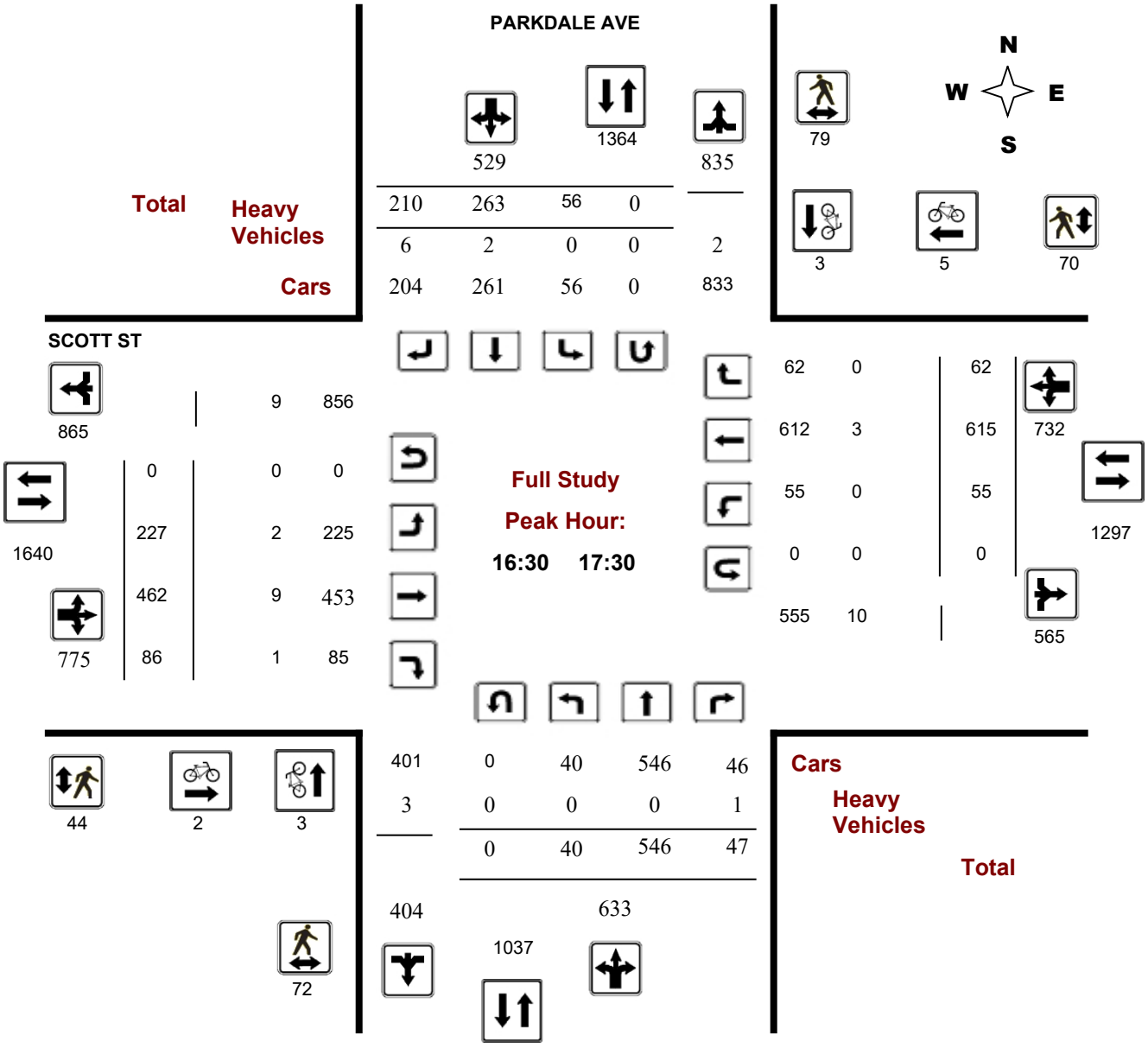
Transportation Services - Traffic Services

Turning Movement Count - Study Results

PARKDALE AVE @ SCOTT ST

Survey Date: Tuesday, April 01, 2014
Start Time: 07:00
WO No: 1288
Device: Miovision

Full Study Peak Hour Diagram



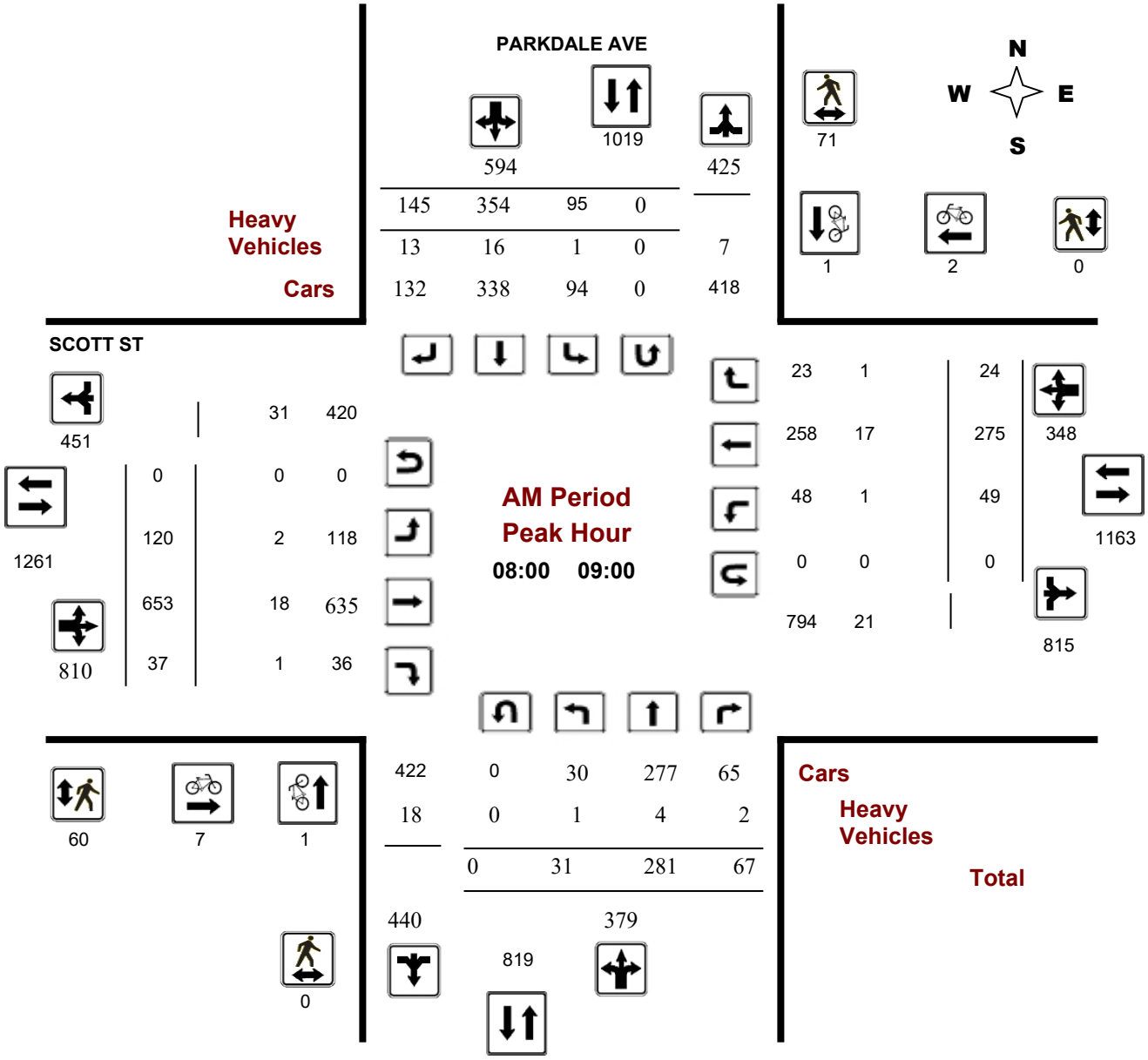
Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

PARKDALE AVE @ SCOTT ST

Survey Date: Tuesday, April 01, 2014
Start Time: 07:00

WO No: 1288
Device: Miovision



Comments

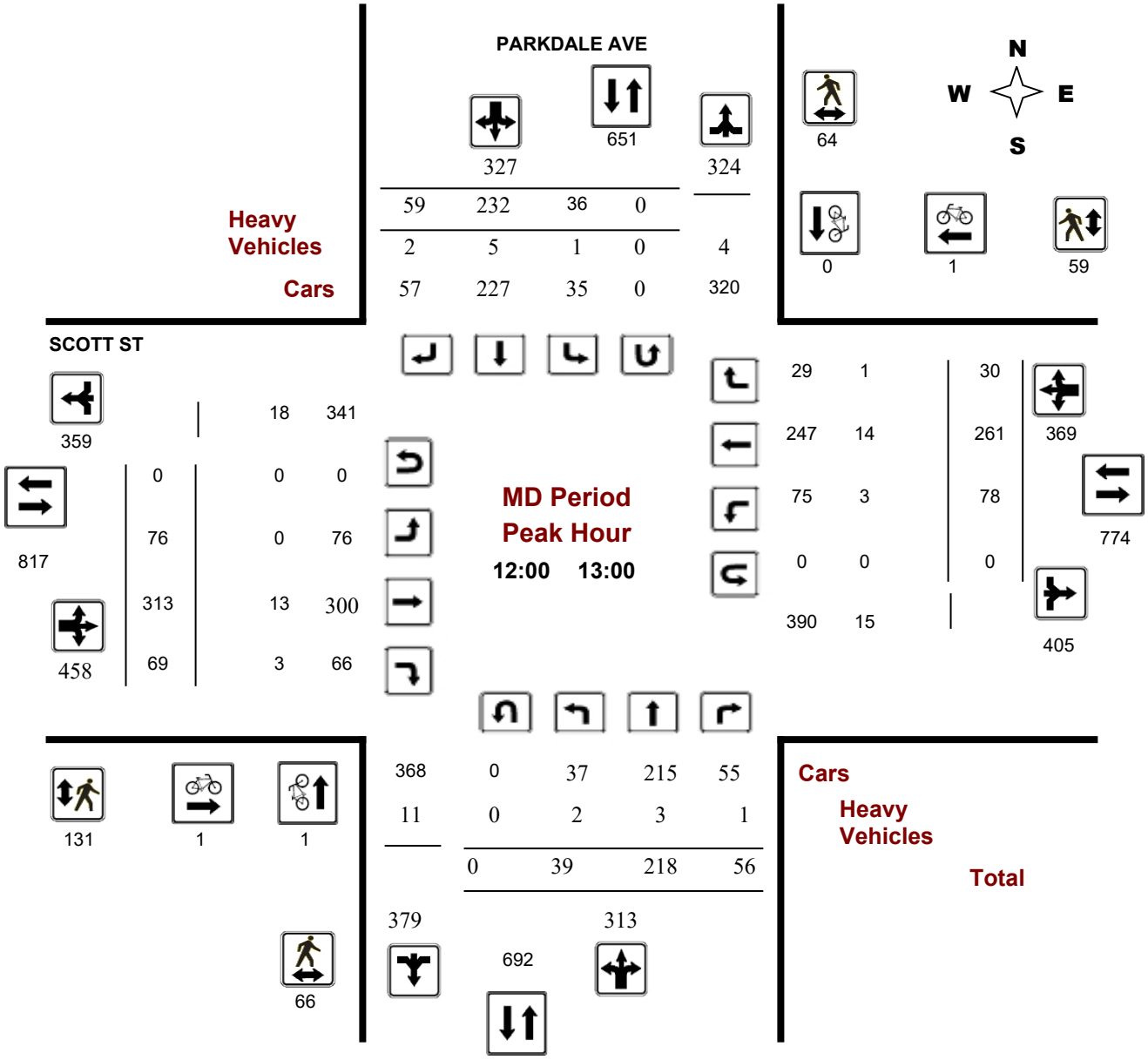
Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

PARKDALE AVE @ SCOTT ST

Survey Date: Tuesday, April 01, 2014
Start Time: 07:00

WO No: 1288
Device: Miovision



Comments

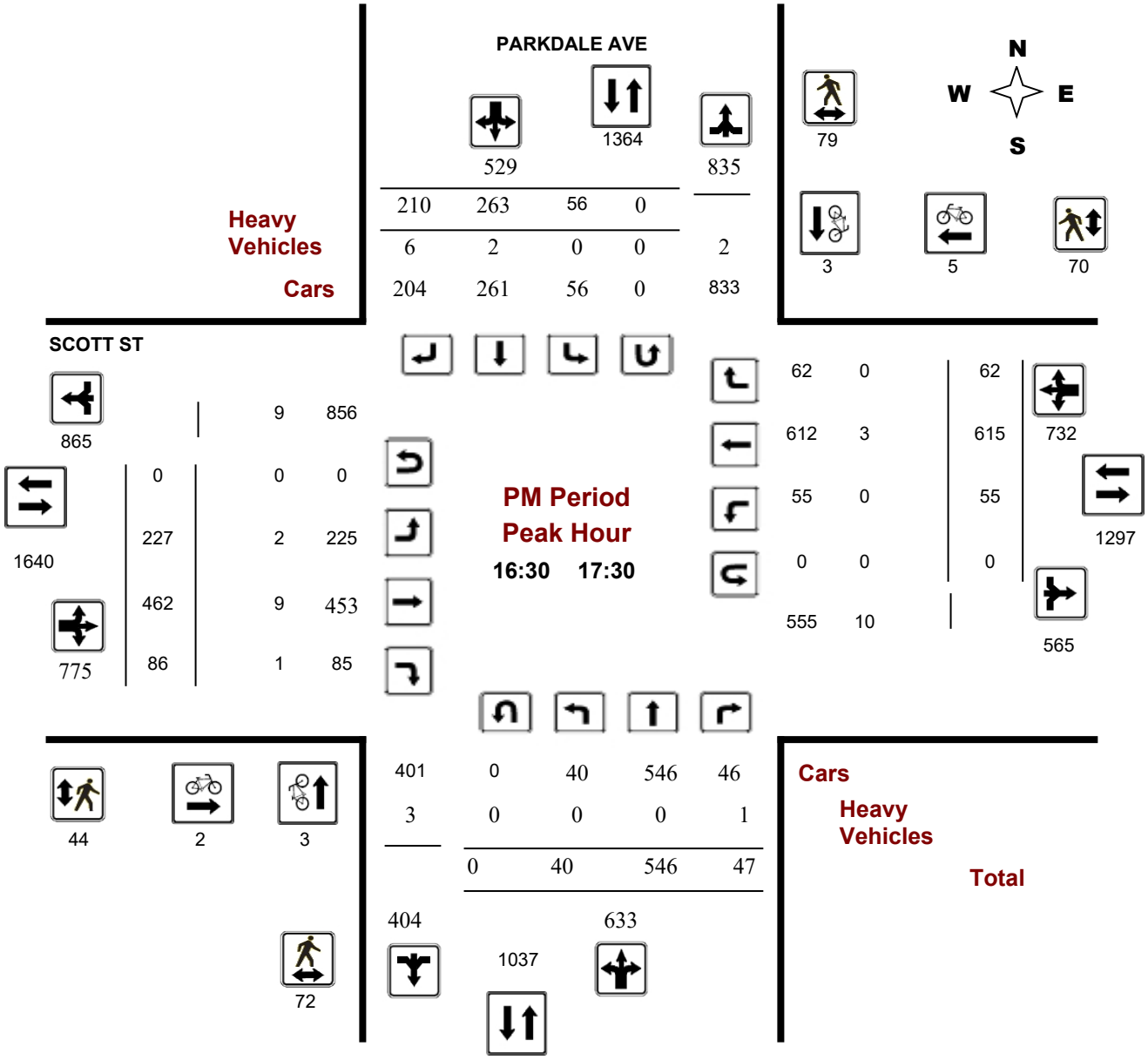
Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

PARKDALE AVE @ SCOTT ST

Survey Date: Tuesday, April 01, 2014
Start Time: 07:00

WO No: 1288
Device: Miovision



Comments

Transportation Services - Traffic Services

Turning Movement Count - Study Results

PARKDALE AVE @ SCOTT ST

Survey Date: Tuesday, April 01, 2014 **WO No:** 1288

Start Time: 07:00 **Device:** Miovision

Full Study Summary (8 HR Standard)

Survey Date: Tuesday, April 01, 2014

Total Observed U-Turns

Northbound: 0 Southbound: 1

Eastbound: 0 Westbound: 0

AADT Factor

.90

	PARKDALE AVE									SCOTT ST									
	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	30	227	47	**304**	63	381	139	**583**	**887**	79	356	44	**479**	59	198	21	**278**	**757**	**1644**
08:00 09:00	31	281	67	**379**	95	354	145	**594**	**973**	120	653	37	**810**	49	275	24	**348**	**1158**	**2131**
09:00 10:00	53	216	61	**330**	34	264	89	**387**	**717**	58	377	54	**489**	63	221	24	**308**	**797**	**1514**
11:30 12:30	41	194	60	**295**	43	240	75	**358**	**653**	66	316	68	**450**	55	240	33	**328**	**778**	**1431**
12:30 13:30	48	235	54	**337**	35	218	55	**308**	**645**	70	289	67	**426**	79	256	31	**366**	**792**	**1437**
15:00 16:00	53	508	63	**624**	34	244	106	**384**	**1008**	202	367	72	**641**	50	349	36	**435**	**1076**	**2084**
16:00 17:00	34	590	47	**671**	55	237	166	**458**	**1129**	238	461	65	**764**	52	550	65	**667**	**1431**	**2560**
17:00 18:00	44	499	51	**594**	46	268	154	**468**	**1062**	205	426	91	**722**	90	578	53	**721**	**1443**	**2505**
Sub Total	334	2750	450	**3534**	405	2206	929	**3540**	**7074**	1038	3245	498	**4781**	497	2667	287	**3451**	**8232**	**15306**
U Turns				**0**				**1**	**1**				**0**				**0**	**0**	**1**
Total	334	2750	450	**3534**	405	2206	929	**3541**	**7075**	1038	3245	498	**4781**	497	2667	287	**3451**	**8232**	**15307**
EQ 12Hr	464	3822	626	**4912**	563	3066	1291	**4922**	**9834**	1443	4511	692	**6646**	691	3707	399	**4797**	**11442**	**21277**
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.														**1.39**					
AVG 12Hr	394	3242	531	**4167**	477	2601	1095	**4175**	**8851**	1224	3826	587	**5637**	586	3144	338	**4069**	**10298**	**19149**
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.														**0.9**					
AVG 24Hr	516	4247	695	**5458**	626	3407	1435	**5469**	**10927**	1603	5012	769	**7384**	768	4119	443	**5330**	**12714**	**23641**
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

PARKDALE AVE @ SCOTT ST

Survey Date: Tuesday, April 01, 2014 **WO No:** 1288

Start Time: 07:00 **Device:** Miovision

Full Study 15 Minute Increments

		PARKDALE AVE									SCOTT ST									
		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	2	75	6	83	14	94	30	138	3	13	58	8	79	11	43	4	58	3	358
07:15	07:30	9	49	11	69	11	102	31	144	7	16	76	11	103	17	41	4	62	7	378
07:30	07:45	4	52	12	68	16	93	36	145	4	25	97	12	134	15	58	9	82	4	429
07:45	08:00	15	51	18	84	22	92	42	156	4	25	125	13	163	16	56	4	76	4	479
08:00	08:15	11	77	11	99	31	80	27	138	7	30	171	5	206	14	72	6	92	7	535
08:15	08:30	9	67	12	88	16	92	36	144	5	29	166	7	202	7	61	4	72	5	506
08:30	08:45	6	63	23	92	23	96	38	157	13	37	149	11	197	12	65	7	84	13	530
08:45	09:00	5	74	21	100	25	86	44	155	12	24	167	14	205	16	77	7	100	12	560
09:00	09:15	15	72	14	101	12	69	28	109	5	19	132	13	164	13	67	11	91	5	465
09:15	09:30	16	65	22	103	7	78	31	116	13	18	92	9	119	12	59	6	77	13	415
09:30	09:45	12	28	9	49	10	77	17	104	3	13	94	19	126	22	47	3	72	3	351
09:45	10:00	10	51	16	77	5	40	13	58	5	8	59	13	80	16	48	4	68	5	283
11:30	11:45	16	43	16	75	10	60	24	95	5	15	84	14	113	14	58	5	77	5	360
11:45	12:00	10	54	13	77	17	60	20	97	5	14	78	13	105	10	58	17	85	5	364
12:00	12:15	11	47	13	71	11	61	11	83	4	13	93	21	127	17	64	6	87	4	368
12:15	12:30	4	50	18	72	5	59	20	84	3	24	61	20	105	14	60	5	79	3	340
12:30	12:45	12	64	12	88	10	52	16	78	5	20	67	11	98	26	67	11	104	5	368
12:45	13:00	12	57	13	82	10	60	12	82	2	19	92	17	128	21	70	8	99	2	391
13:00	13:15	11	63	11	85	6	54	12	72	5	11	70	19	100	18	64	8	90	5	347
13:15	13:30	13	51	18	82	9	52	15	76	8	20	60	20	100	14	55	4	73	8	331
15:00	15:15	14	109	12	135	7	72	20	99	5	31	76	19	126	12	64	5	81	5	441
15:15	15:30	14	130	14	158	5	59	28	92	9	61	96	27	184	15	73	10	98	9	532
15:30	15:45	14	138	18	170	12	61	31	104	5	48	97	9	154	9	100	9	118	5	546
15:45	16:00	11	131	19	161	10	52	27	89	6	62	98	17	177	14	112	12	138	6	565
16:00	16:15	10	149	11	170	15	55	23	93	2	63	123	13	199	22	130	12	164	2	626
16:15	16:30	7	156	13	176	7	56	35	98	4	59	108	14	181	13	137	25	175	4	630
16:30	16:45	7	158	15	180	16	63	49	128	2	58	131	20	209	6	134	17	157	2	674
16:45	17:00	10	127	8	145	17	63	59	139	3	58	99	18	175	11	149	11	171	3	630
17:00	17:15	13	125	16	154	13	79	53	145	3	50	138	23	211	19	169	22	210	3	720
17:15	17:30	10	136	8	154	10	58	49	117	1	61	94	25	180	19	163	12	194	1	645
17:30	17:45	15	127	12	154	12	77	30	119	6	46	93	24	163	32	122	6	160	6	596
17:45	18:00	6	111	15	132	11	54	22	87	2	48	101	19	168	20	124	13	157	2	544
Total:		334	2750	450	3534	405	2206	929	3541	166	1038	3245	498	4781	497	2667	287	3451	166	15,307

Note: U-Turns are included in Totals.

Transportation Services - Traffic Services

Turning Movement Count - Study Results

PARKDALE AVE @ SCOTT ST

Survey Date: Tuesday, April 01, 2014 **WO No:** 1288

Start Time: 07:00 **Device:** Miovision

Full Study Cyclist Volume

Time Period		PARKDALE AVE			SCOTT ST			
		Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	Grand Total
07:00	07:15	0	0	0	3	0	3	3
07:15	07:30	0	0	0	1	0	1	1
07:30	07:45	2	0	2	2	1	3	5
07:45	08:00	0	0	0	2	0	2	2
08:00	08:15	0	1	1	2	1	3	4
08:15	08:30	1	0	1	2	0	2	3
08:30	08:45	0	0	0	1	0	1	1
08:45	09:00	0	0	0	2	1	3	3
09:00	09:15	0	0	0	3	0	3	3
09:15	09:30	0	0	0	0	1	1	1
09:30	09:45	0	0	0	1	0	1	1
09:45	10:00	0	0	0	0	0	0	0
11:30	11:45	0	0	0	0	0	0	0
11:45	12:00	0	0	0	0	0	0	0
12:00	12:15	1	0	1	0	0	0	1
12:15	12:30	0	0	0	0	0	0	0
12:30	12:45	0	0	0	1	1	2	2
12:45	13:00	0	0	0	0	0	0	0
13:00	13:15	1	0	1	1	0	1	2
13:15	13:30	0	0	0	0	0	0	0
15:00	15:15	0	0	0	1	0	1	1
15:15	15:30	0	1	1	1	0	1	2
15:30	15:45	0	1	1	1	0	1	2
15:45	16:00	0	1	1	0	0	0	1
16:00	16:15	2	1	3	2	0	2	5
16:15	16:30	2	1	3	2	1	3	6
16:30	16:45	2	0	2	0	2	2	4
16:45	17:00	0	0	0	0	2	2	2
17:00	17:15	0	1	1	0	1	1	2
17:15	17:30	1	2	3	2	0	2	5
17:30	17:45	0	0	0	1	2	3	3
17:45	18:00	0	0	0	0	9	9	9
Total		12	9	**21**	31	22	53	74

Transportation Services - Traffic Services

Turning Movement Count - Study Results

PARKDALE AVE @ SCOTT ST

Survey Date: Tuesday, April 01, 2014 **WO No:** 1288

Start Time: 07:00 **Device:** Miovision

Full Study Pedestrian Volume

		PARKDALE AVE			SCOTT ST			
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)	**Total**	**Grand Total**
07:00	07:15	7	13	**20**	12	6	**18**	**38**
07:15	07:30	4	14	**18**	8	12	**20**	**38**
07:30	07:45	8	18	**26**	9	12	**21**	**47**
07:45	08:00	18	17	**35**	20	10	**30**	**65**
08:00	08:15	0	23	**23**	11	0	**11**	**34**
08:15	08:30	0	10	**10**	16	0	**16**	**26**
08:30	08:45	0	18	**18**	19	0	**19**	**37**
08:45	09:00	0	20	**20**	14	0	**14**	**34**
09:00	09:15	1	1	**2**	8	0	**8**	**10**
09:15	09:30	2	6	**8**	11	0	**11**	**19**
09:30	09:45	2	4	**6**	11	9	**20**	**26**
09:45	10:00	3	2	**5**	8	6	**14**	**19**
11:30	11:45	6	14	**20**	8	13	**21**	**41**
11:45	12:00	9	11	**20**	12	13	**25**	**45**
12:00	12:15	15	28	**43**	32	22	**54**	**97**
12:15	12:30	19	17	**36**	33	15	**48**	**84**
12:30	12:45	15	12	**27**	29	12	**41**	**68**
12:45	13:00	17	7	**24**	37	10	**47**	**71**
13:00	13:15	6	11	**17**	10	8	**18**	**35**
13:15	13:30	9	6	**15**	16	10	**26**	**41**
15:00	15:15	1	4	**5**	10	9	**19**	**24**
15:15	15:30	12	13	**25**	15	11	**26**	**51**
15:30	15:45	13	21	**34**	15	23	**38**	**72**
15:45	16:00	9	18	**27**	10	15	**25**	**52**
16:00	16:15	15	16	**31**	12	15	**27**	**58**
16:15	16:30	17	21	**38**	14	10	**24**	**62**
16:30	16:45	16	17	**33**	14	18	**32**	**65**
16:45	17:00	16	22	**38**	10	22	**32**	**70**
17:00	17:15	18	21	**39**	14	15	**29**	**68**
17:15	17:30	22	19	**41**	6	15	**21**	**62**
17:30	17:45	7	14	**21**	5	10	**15**	**36**
17:45	18:00	19	25	**44**	5	17	**22**	**66**
Total	.....	306	463	**769**	454	338	**792**	**1561**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

PARKDALE AVE @ SCOTT ST

Survey Date: Tuesday, April 01, 2014 **WO No:** 1288

Start Time: 07:00 **Device:** Miovision

Full Study Heavy Vehicles

		PARKDALE AVE									SCOTT ST									
		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	0	1	0	**1**	0	0	2	**2**	**3**	1	3	1	**5**	0	2	0	**2**	**7**	**10**
07:15	07:30	1	0	0	**1**	1	1	4	**6**	**7**	0	3	1	**4**	0	3	0	**3**	**7**	**14**
07:30	07:45	0	1	0	**1**	1	1	1	**3**	**4**	2	3	0	**5**	1	5	0	**6**	**11**	**15**
07:45	08:00	1	0	1	**2**	0	1	1	**2**	**4**	0	2	0	**2**	0	2	0	**2**	**4**	**8**
08:00	08:15	1	2	0	**3**	0	0	4	**4**	**7**	1	6	0	**7**	1	6	0	**7**	**14**	**21**
08:15	08:30	0	1	0	**1**	0	1	3	**4**	**5**	0	2	0	**2**	0	3	0	**3**	**5**	**10**
08:30	08:45	0	1	2	**3**	0	7	3	**10**	**13**	1	4	0	**5**	0	4	0	**4**	**9**	**22**
08:45	09:00	0	0	0	**0**	1	8	3	**12**	**12**	0	6	1	**7**	0	4	1	**5**	**12**	**24**
09:00	09:15	0	1	1	**2**	0	2	1	**3**	**5**	1	3	0	**4**	0	2	0	**2**	**6**	**11**
09:15	09:30	0	1	4	**5**	0	8	0	**8**	**13**	0	4	0	**4**	1	1	2	**4**	**8**	**21**
09:30	09:45	0	1	0	**1**	0	2	0	**2**	**3**	0	6	1	**7**	3	3	0	**6**	**13**	**16**
09:45	10:00	2	1	2	**5**	0	0	0	**0**	**5**	0	2	1	**3**	0	2	0	**2**	**5**	**10**
11:30	11:45	0	3	0	**3**	0	1	1	**2**	**5**	0	1	1	**2**	2	2	0	**4**	**6**	**11**
11:45	12:00	0	1	2	**3**	0	2	0	**2**	**5**	1	2	0	**3**	1	2	0	**3**	**6**	**11**
12:00	12:15	0	0	0	**0**	0	3	1	**4**	**4**	0	3	1	**4**	0	3	0	**3**	**7**	**11**
12:15	12:30	0	1	1	**2**	0	1	0	**1**	**3**	0	3	1	**4**	1	6	0	**7**	**11**	**14**
12:30	12:45	2	1	0	**3**	0	1	1	**2**	**5**	0	4	1	**5**	0	3	1	**4**	**9**	**14**
12:45	13:00	0	1	0	**1**	1	0	0	**1**	**2**	0	3	0	**3**	2	2	0	**4**	**7**	**9**
13:00	13:15	1	0	1	**2**	1	1	1	**3**	**5**	0	4	1	**5**	1	1	0	**2**	**7**	**12**
13:15	13:30	1	2	1	**4**	0	4	0	**4**	**8**	0	2	0	**2**	1	2	1	**4**	**6**	**14**
15:00	15:15	4	0	0	**4**	0	0	1	**1**	**5**	0	3	0	**3**	0	5	0	**5**	**8**	**13**
15:15	15:30	3	2	0	**5**	0	1	3	**4**	**9**	2	3	0	**5**	0	3	2	**5**	**10**	**19**
15:30	15:45	2	0	1	**3**	0	1	1	**2**	**5**	0	3	0	**3**	0	2	0	**2**	**5**	**10**
15:45	16:00	3	0	1	**4**	0	0	2	**2**	**6**	0	5	2	**7**	1	3	0	**4**	**11**	**17**
16:00	16:15	1	0	0	**1**	0	1	0	**1**	**2**	0	3	0	**3**	1	0	0	**1**	**4**	**6**
16:15	16:30	1	0	0	**1**	0	0	3	**3**	**4**	0	1	0	**1**	0	0	0	**0**	**1**	**5**
16:30	16:45	0	0	0	**0**	0	1	1	**2**	**2**	1	3	1	**5**	0	0	0	**0**	**5**	**7**
16:45	17:00	0	0	0	**0**	0	1	2	**3**	**3**	0	2	0	**2**	0	0	0	**0**	**2**	**5**
17:00	17:15	0	0	1	**1**	0	0	2	**2**	**3**	1	3	0	**4**	0	0	0	**0**	**4**	**7**
17:15	17:30	0	0	0	**0**	0	0	1	**1**	**1**	0	1	0	**1**	0	3	0	**3**	**4**	**5**
17:30	17:45	0	2	1	**3**	0	1	2	**3**	**6**	0	3	0	**3**	0	2	0	**2**	**5**	**11**
17:45	18:00	0	0	0	**0**	0	0	2	**2**	**2**	0	1	0	**1**	0	1	0	**1**	**2**	**4**
Total:	None	23	23	19	**65**	5	50	46	**101**	**166**	11	97	13	**121**	16	77	7	**100**	**221**	**387**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

PARKDALE AVE @ SCOTT ST

Survey Date: Tuesday, April 01, 2014 **WO No:** 1288

Start Time: 07:00 **Device:** Miovision

Full Study 15 Minute U-Turn Total

		PARKDALE AVE		SCOTT ST		
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	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	0	0
09:30	09:45	0	0	0	0	0
09:45	10:00	0	0	0	0	0
11:30	11:45	0	1	0	0	1
11:45	12:00	0	0	0	0	0
12:00	12:15	0	0	0	0	0
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	0	0
13:00	13:15	0	0	0	0	0
13:15	13:30	0	0	0	0	0
15:00	15:15	0	0	0	0	0
15:15	15:30	0	0	0	0	0
15:30	15:45	0	0	0	0	0
15:45	16:00	0	0	0	0	0
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	0	0
Total		0	1	0	0	1

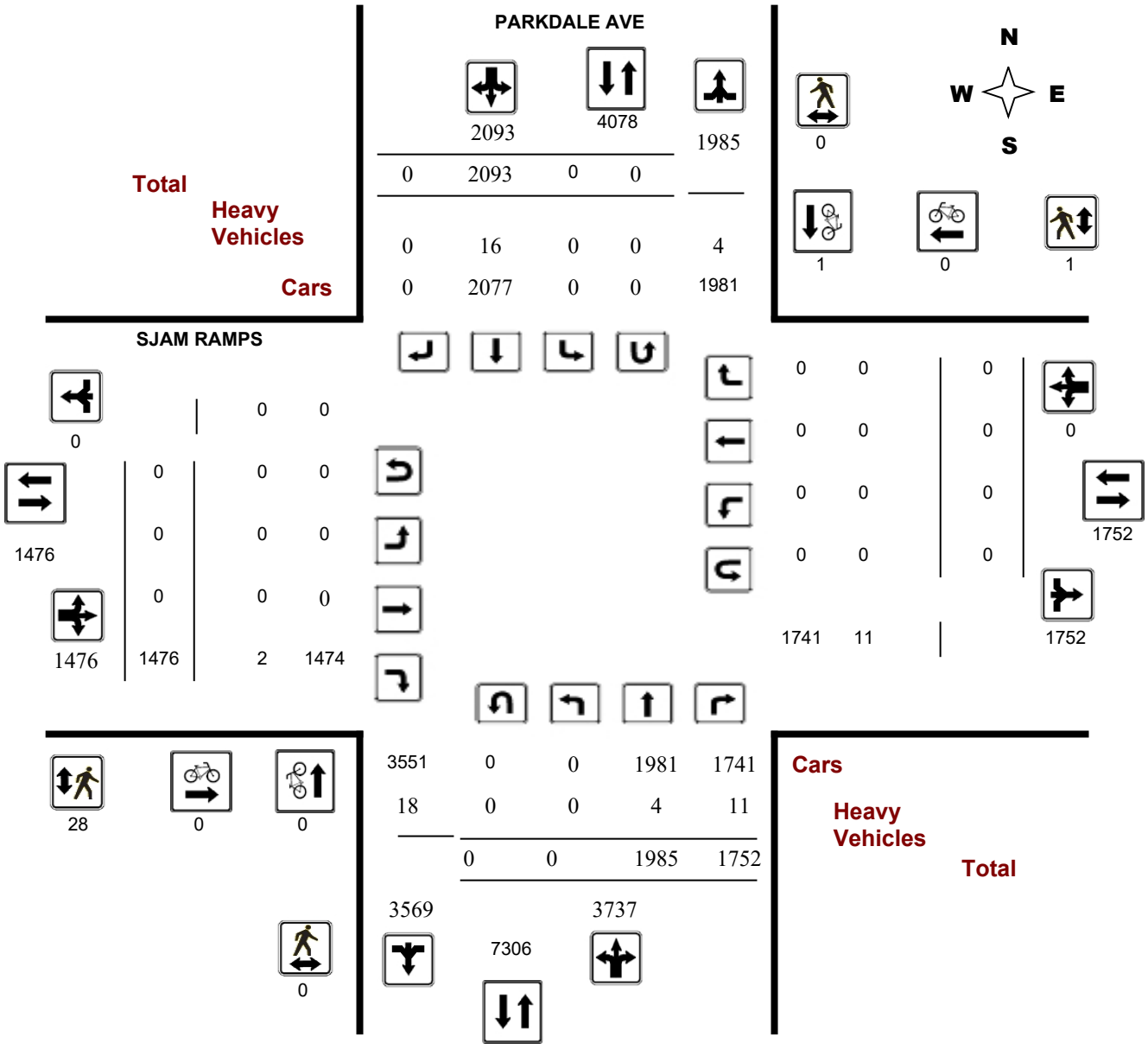
Transportation Services - Traffic Services

Turning Movement Count - Study Results

PARKDALE AVE @ SIR JOHN A. MACDONALD PKWY RAMPS

Survey Date: Wednesday, February 26, 2020
Start Time: 07:00
WO No: 39635
Device: Miovision

Full Study Diagram


PARKDALE AVE
SJAM RAMPS
N
W
E
S
Total
Heavy Vehicles
Cars
2093
4078
1985
0
2093
0
0
0
16
0
0
4
0
2077
0
0
1981
0
1
0
1
0
0
0

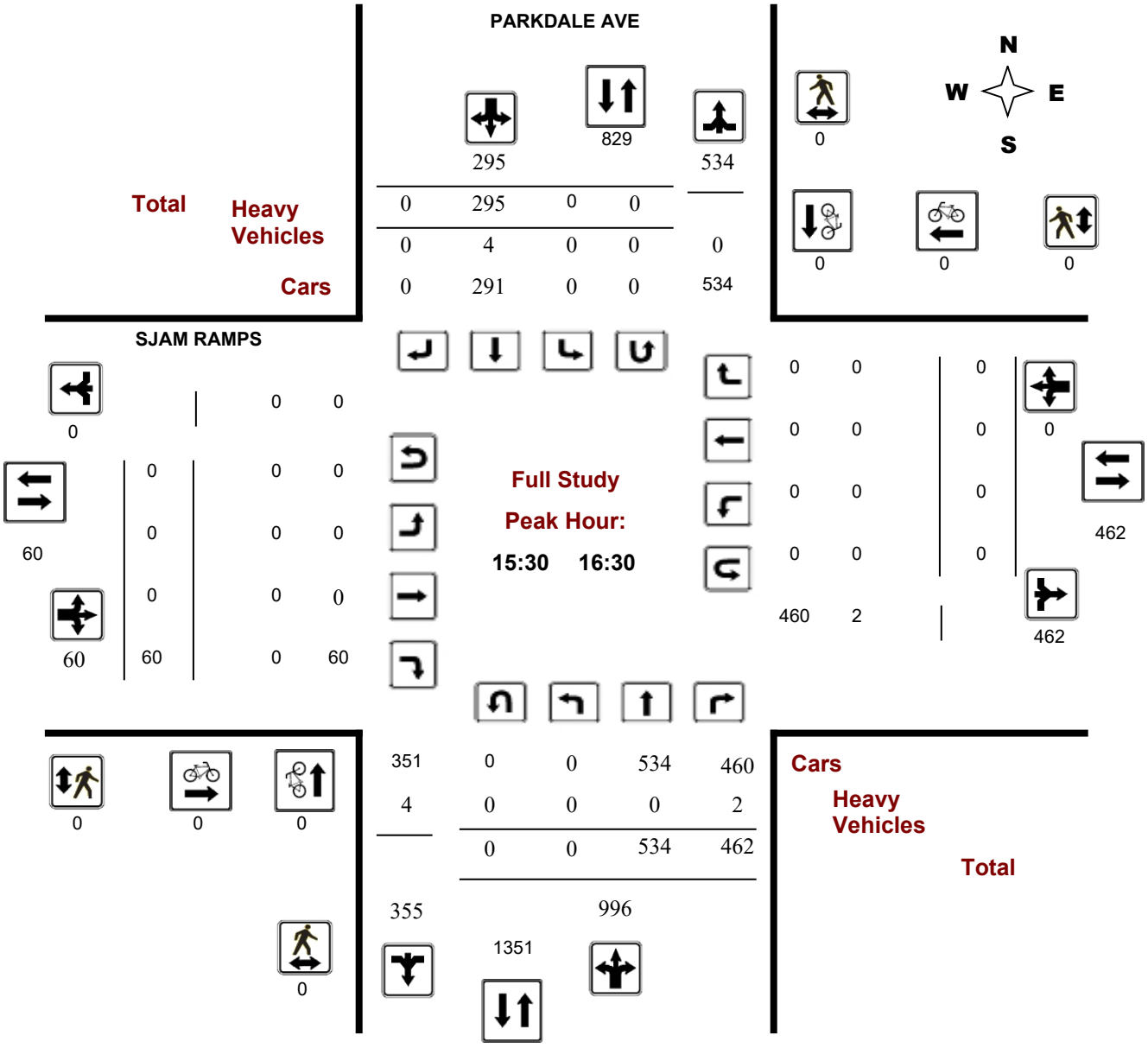
Transportation Services - Traffic Services

Turning Movement Count - Study Results

PARKDALE AVE @ SIR JOHN A. MACDONALD PKWY RAMPS

Survey Date: Wednesday, February 26, 2020
Start Time: 07:00
WO No: 39635
Device: Miovision

Full Study Peak Hour Diagram



PARKDALE AVE @ SJAM RAMPS - FEB 26 2020 - 8HR

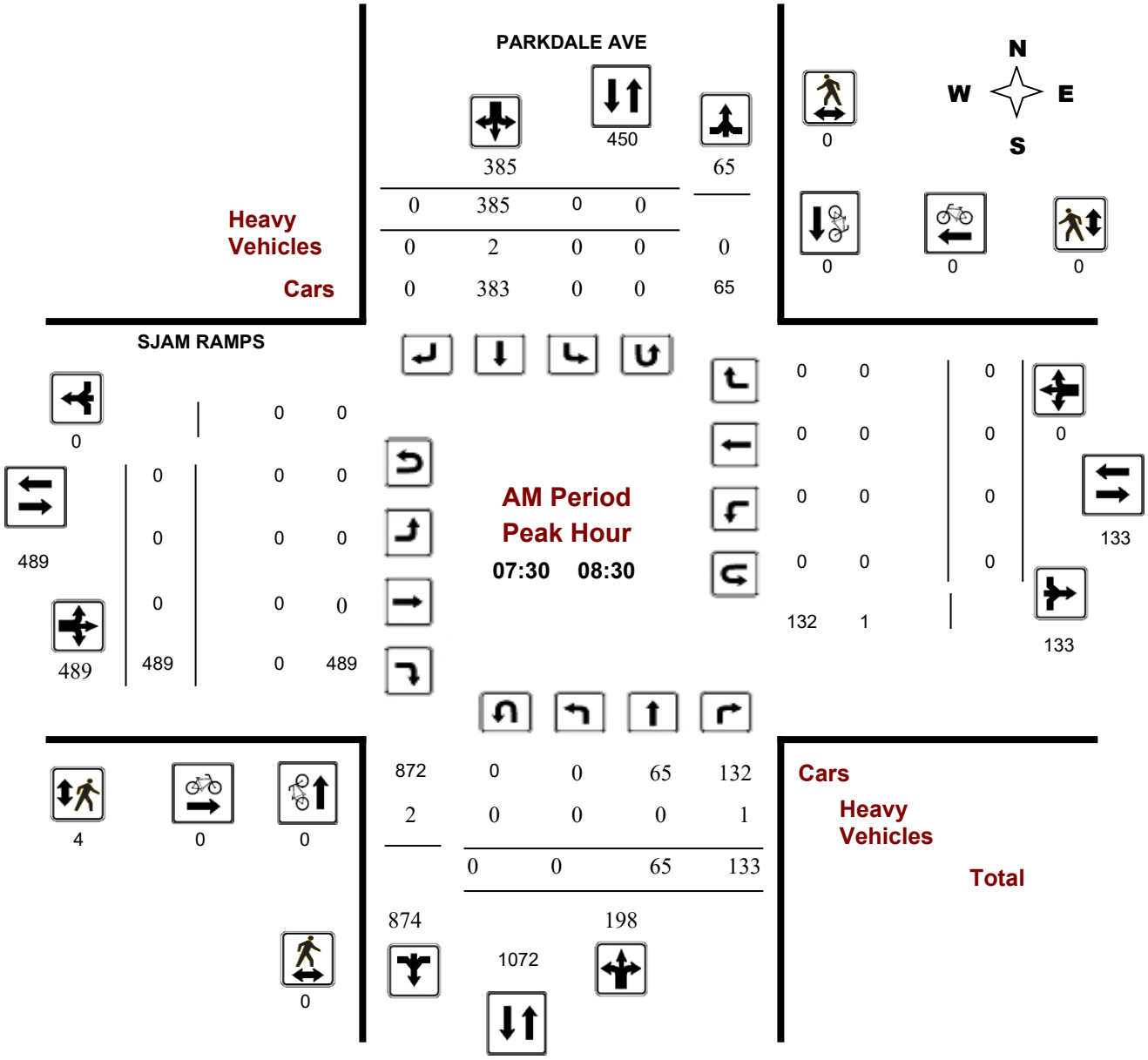
Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

PARKDALE AVE @ SIR JOHN A. MACDONALD PKWY RAMPS

Survey Date: Wednesday, February 26, 2020 **WO No:** 39635

Start Time: 07:00 **Device:** Miovision



Comments PARKDALE AVE @ SJAM RAMPS - FEB 26 2020 - 8HR

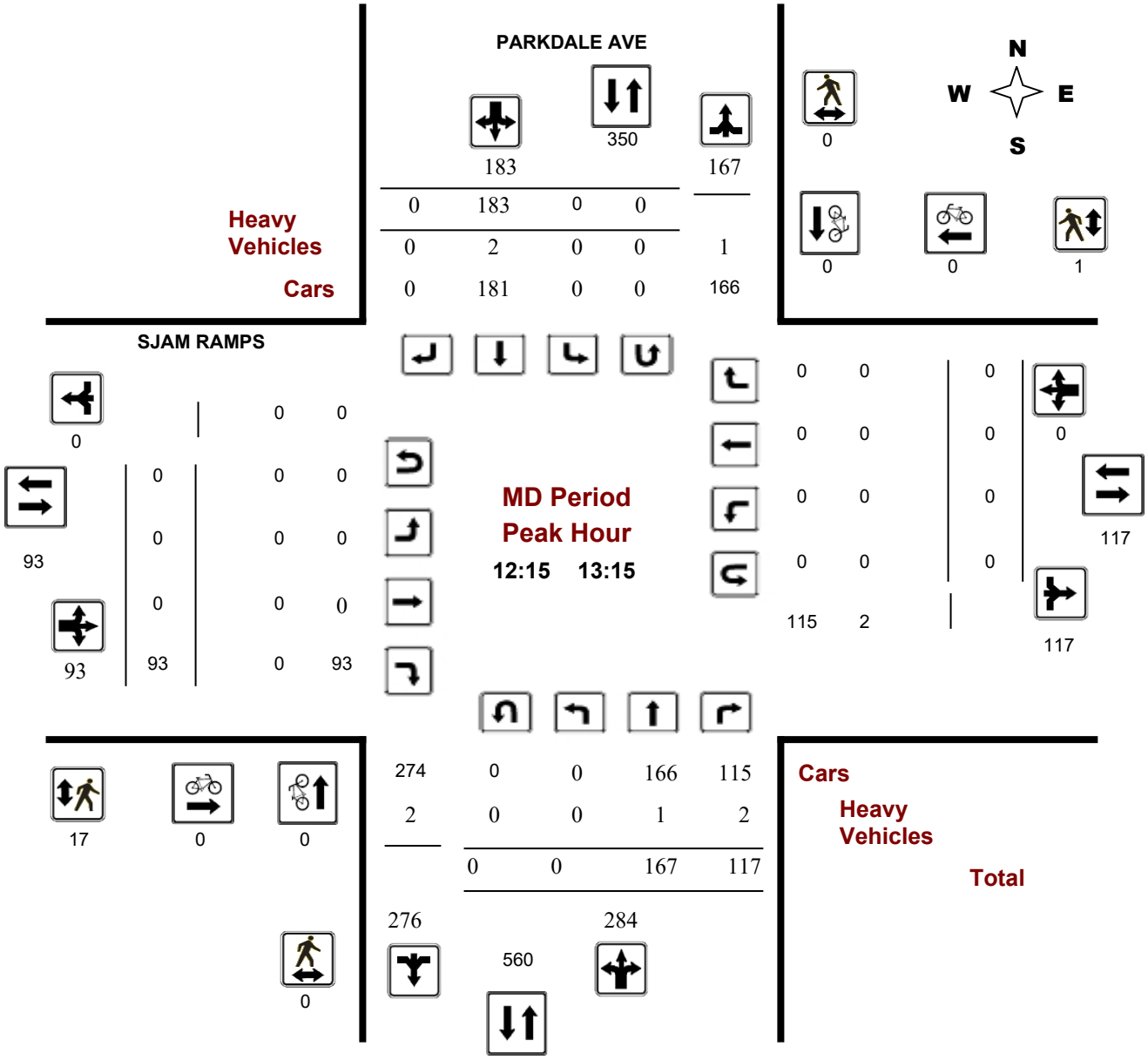
Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

PARKDALE AVE @ SIR JOHN A. MACDONALD PKWY RAMPS

Survey Date: Wednesday, February 26, 2020 **WO No:** 39635

Start Time: 07:00 **Device:** Miovision



Comments PARKDALE AVE @ SJAM RAMPS - FEB 26 2020 - 8HR

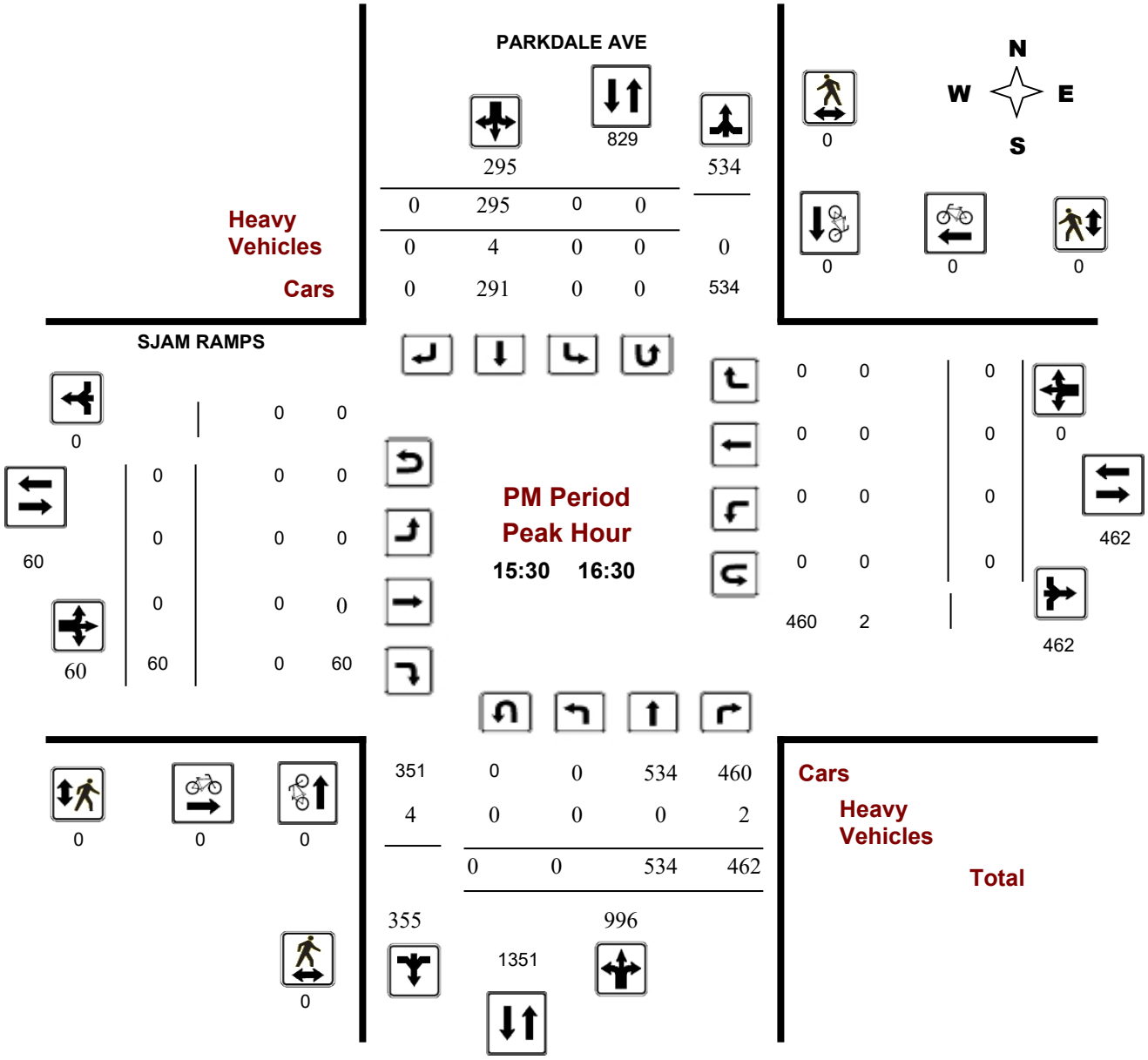
Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

PARKDALE AVE @ SIR JOHN A. MACDONALD PKWY RAMPS

Survey Date: Wednesday, February 26, 2020 **WO No:** 39635

Start Time: 07:00 **Device:** Miovision



Comments PARKDALE AVE @ SJAM RAMPS - FEB 26 2020 - 8HR

Transportation Services - Traffic Services

Turning Movement Count - Study Results

PARKDALE AVE @ SIR JOHN A. MACDONALD PKWY RAMPS

Survey Date: Wednesday, February 26, 2020 **WO No:** 39635

Start Time: 07:00 **Device:** Miovision

Full Study Summary (8 HR Standard)

Survey Date: Wednesday, February 26, 2020

Total Observed U-Turns

Northbound: 0 Southbound: 0

Eastbound: 0 Westbound: 0

AADT Factor

1.00

	PARKDALE AVE								SJAM RAMPS									
	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	0	61	109	**170**	0	369	0	**369**	**539**	0	0	484	**484**	0	0	0	**0**	**484**	**1023**
08:00 09:00	0	74	131	**205**	0	385	0	**385**	**590**	0	0	415	**415**	0	0	0	**0**	**415**	**1005**
09:00 10:00	0	65	101	**166**	0	230	0	**230**	**396**	0	0	205	**205**	0	0	0	**0**	**205**	**601**
11:30 12:30	0	130	134	**264**	0	168	0	**168**	**432**	0	0	96	**96**	0	0	0	**0**	**96**	**528**
12:30 13:30	0	177	120	**297**	0	158	0	**158**	**455**	0	0	90	**90**	0	0	0	**0**	**90**	**545**
15:00 16:00	0	582	473	**1055**	0	212	0	**212**	**1267**	0	0	54	**54**	0	0	0	**0**	**54**	**1321**
16:00 17:00	0	480	420	**900**	0	347	0	**347**	**1247**	0	0	59	**59**	0	0	0	**0**	**59**	**1306**
17:00 18:00	0	416	264	**680**	0	224	0	**224**	**904**	0	0	73	**73**	0	0	0	**0**	**73**	**977**
Sub Total	0	1985	1752	**3737**	0	2093	0	**2093**	**5830**	0	0	1476	**1476**	0	0	0	**0**	**1476**	**7306**
U Turns				**0**				**0**	**0**				**0**				**0**	**0**	**0**
Total	0	1985	1752	**3737**	0	2093	0	**2093**	**5830**	0	0	1476	**1476**	0	0	0	**0**	**1476**	**7306**
EQ 12Hr	0	2759	2435	**5194**	0	2909	0	**2909**	**8104**	0	0	2052	**2052**	0	0	0	**0**	**2052**	**10155**

Note: These values are calculated by multiplying the totals by the appropriate expansion factor. **1.39**

AVG 12Hr	0	2600	2295	**4895**	0	2742	0	**2742**	**8104**	0	0	1934	**1934**	0	0	0	**0**	**2052**	**10155**

Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor. **1**

AVG 24Hr	0	3406	3007	**6413**	0	3592	0	**3592**	**10005**	0	0	2533	**2533**	0	0	0	**0**	**2533**	**12538**

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

PARKDALE AVE @ SIR JOHN A. MACDONALD PKWY RAMPS

Survey Date: Wednesday, February 26, 2020 **WO No:** 39635

Start Time: 07:00 **Device:** Miovision

Full Study 15 Minute Increments

PARKDALE AVE **SJAM RAMPS**

Time Period		Northbound				Southbound					Eastbound				Westbound					
		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	0	16	25	41	0	105	0	105	3	0	0	118	118	0	0	0	0	3	264
07:15	07:30	0	16	15	31	0	85	0	85	1	0	0	118	118	0	0	0	0	1	234
07:30	07:45	0	16	34	50	0	99	0	99	1	0	0	130	130	0	0	0	0	1	279
07:45	08:00	0	13	35	48	0	80	0	80	0	0	0	118	118	0	0	0	0	0	246
08:00	08:15	0	24	28	52	0	102	0	102	1	0	0	123	123	0	0	0	0	1	277
08:15	08:30	0	12	36	48	0	104	0	104	1	0	0	118	118	0	0	0	0	1	270
08:30	08:45	0	15	36	51	0	96	0	96	1	0	0	93	93	0	0	0	0	1	240
08:45	09:00	0	23	31	54	0	83	0	83	2	0	0	81	81	0	0	0	0	2	218
09:00	09:15	0	9	31	40	0	62	0	62	0	0	0	60	60	0	0	0	0	0	162
09:15	09:30	0	17	25	42	0	61	0	61	0	0	0	60	60	0	0	0	0	0	163
09:30	09:45	0	20	22	42	0	60	0	60	1	0	0	42	42	0	0	0	0	1	144
09:45	10:00	0	19	23	42	0	47	0	47	1	0	0	43	43	0	0	0	0	1	132
11:30	11:45	0	24	25	49	0	37	0	37	0	0	0	29	29	0	0	0	0	0	115
11:45	12:00	0	36	38	74	0	45	0	45	0	0	0	30	30	0	0	0	0	0	149
12:00	12:15	0	34	40	74	0	38	0	38	0	0	0	19	19	0	0	0	0	0	131
12:15	12:30	0	36	31	67	0	48	0	48	1	0	0	18	18	0	0	0	0	1	133
12:30	12:45	0	43	29	72	0	52	0	52	2	0	0	20	20	0	0	0	0	2	144
12:45	13:00	0	42	30	72	0	45	0	45	1	0	0	23	23	0	0	0	0	1	140
13:00	13:15	0	46	27	73	0	38	0	38	1	0	0	32	32	0	0	0	0	1	143
13:15	13:30	0	46	34	80	0	23	0	23	0	0	0	15	15	0	0	0	0	0	118
15:00	15:15	0	169	134	303	0	31	0	31	1	0	0	11	11	0	0	0	0	1	345
15:15	15:30	0	137	96	233	0	52	0	52	1	0	0	10	10	0	0	0	0	1	295
15:30	15:45	0	134	124	258	0	72	0	72	4	0	0	14	14	0	0	0	0	4	344
15:45	16:00	0	142	119	261	0	57	0	57	1	0	0	19	19	0	0	0	0	1	337
16:00	16:15	0	138	115	253	0	79	0	79	0	0	0	11	11	0	0	0	0	0	343
16:15	16:30	0	120	104	224	0	87	0	87	1	0	0	16	16	0	0	0	0	1	327
16:30	16:45	0	102	104	206	0	99	0	99	2	0	0	16	16	0	0	0	0	2	321
16:45	17:00	0	120	97	217	0	82	0	82	0	0	0	16	16	0	0	0	0	0	315
17:00	17:15	0	113	75	188	0	69	0	69	1	0	0	14	14	0	0	0	0	1	271
17:15	17:30	0	109	98	207	0	54	0	54	1	0	0	22	22	0	0	0	0	1	283
17:30	17:45	0	95	43	138	0	59	0	59	0	0	0	24	24	0	0	0	0	0	221
17:45	18:00	0	99	48	147	0	42	0	42	2	0	0	13	13	0	0	0	0	2	202
Total:		0	1985	1752	3737	0	2093	0	2093	31	0	0	1476	1476	0	0	0	0	31	7,306

Note: U-Turns are included in Totals.

Transportation Services - Traffic Services

Turning Movement Count - Study Results

PARKDALE AVE @ SIR JOHN A. MACDONALD PKWY RAMPS

Survey Date: Wednesday, February 26, 2020 **WO No:** 39635

Start Time: 07:00 **Device:** Miovision

Full Study Cyclist Volume

Time Period		PARKDALE AVE			SJAM RAMPS			
		Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	Grand Total
07:00	07:15	0	0	0	0	0	0	0
07:15	07:30	0	1	1	0	0	0	1
07:30	07:45	0	0	0	0	0	0	0
07:45	08:00	0	0	0	0	0	0	0
08:00	08:15	0	0	0	0	0	0	0
08:15	08:30	0	0	0	0	0	0	0
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	0	0	0	0
09:15	09:30	0	0	0	0	0	0	0
09:30	09:45	0	0	0	0	0	0	0
09:45	10:00	0	0	0	0	0	0	0
11:30	11:45	0	0	0	0	0	0	0
11:45	12:00	0	0	0	0	0	0	0
12:00	12:15	0	0	0	0	0	0	0
12:15	12:30	0	0	0	0	0	0	0
12:30	12:45	0	0	0	0	0	0	0
12:45	13:00	0	0	0	0	0	0	0
13:00	13:15	0	0	0	0	0	0	0
13:15	13:30	0	0	0	0	0	0	0
15:00	15:15	0	0	0	0	0	0	0
15:15	15:30	0	0	0	0	0	0	0
15:30	15:45	0	0	0	0	0	0	0
15:45	16:00	0	0	0	0	0	0	0
16:00	16:15	0	0	0	0	0	0	0
16:15	16:30	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0
Total		0	1	**1**	0	0	0	1

Transportation Services - Traffic Services

Turning Movement Count - Study Results

PARKDALE AVE @ SIR JOHN A. MACDONALD PKWY RAMPS

Survey Date: Wednesday, February 26, 2020 **WO No:** 39635

Start Time: 07:00 **Device:** Miovision

Full Study Pedestrian Volume

	PARKDALE AVE			SJAM RAMPS			
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)	Total	Grand Total
07:00 07:15	0	0	**0**	0	0	**0**	**0**
07:15 07:30	0	0	**0**	0	0	**0**	**0**
07:30 07:45	0	0	**0**	0	0	**0**	**0**
07:45 08:00	0	0	**0**	2	0	**2**	**2**
08:00 08:15	0	0	**0**	2	0	**2**	**2**
08:15 08:30	0	0	**0**	0	0	**0**	**0**
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**	0	0	**0**	**0**
09:15 09:30	0	0	**0**	0	0	**0**	**0**
09:30 09:45	0	0	**0**	0	0	**0**	**0**
09:45 10:00	0	0	**0**	0	0	**0**	**0**
11:30 11:45	0	0	**0**	0	0	**0**	**0**
11:45 12:00	0	0	**0**	1	0	**1**	**1**
12:00 12:15	0	0	**0**	3	0	**3**	**3**
12:15 12:30	0	0	**0**	4	0	**4**	**4**
12:30 12:45	0	0	**0**	9	1	**10**	**10**
12:45 13:00	0	0	**0**	4	0	**4**	**4**
13:00 13:15	0	0	**0**	0	0	**0**	**0**
13:15 13:30	0	0	**0**	0	0	**0**	**0**
15:00 15:15	0	0	**0**	1	0	**1**	**1**
15:15 15:30	0	0	**0**	1	0	**1**	**1**
15:30 15:45	0	0	**0**	0	0	**0**	**0**
15:45 16:00	0	0	**0**	0	0	**0**	**0**
16:00 16:15	0	0	**0**	0	0	**0**	**0**
16:15 16:30	0	0	**0**	0	0	**0**	**0**
16:30 16:45	0	0	**0**	0	0	**0**	**0**
16:45 17:00	0	0	**0**	1	0	**1**	**1**
17:00 17:15	0	0	**0**	0	0	**0**	**0**
17:15 17:30	0	0	**0**	0	0	**0**	**0**
17:30 17:45	0	0	**0**	0	0	**0**	**0**
17:45 18:00	0	0	**0**	0	0	**0**	**0**
Total	0	0	**0**	28	1	**29**	**29**

PARKDALE AVE @ SJAM RAMPS - FEB 26 2020 - 8HR

Transportation Services - Traffic Services

Turning Movement Count - Study Results

X 2 B Geo_ID DO NOT APPROVE @ X 2 B Geo_ID DO NOT APPROVE

Survey Date: Wednesday, February 26, 2020 **WO No:** 39635

Start Time: 07:00 **Device:** Miovision

Full Study Heavy Vehicles

PARKDALE AVE **SJAM RAMPS**

Time Period		Northbound				Southbound					Eastbound				Westbound					
		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	0	0	2	**2**	0	1	0	**1**	**3**	0	0	0	**0**	0	0	0	**0**	**0**	**3**
07:15	07:30	0	1	0	**1**	0	0	0	**0**	**1**	0	0	0	**0**	0	0	0	**0**	**0**	**1**
07:30	07:45	0	0	0	**0**	0	1	0	**1**	**1**	0	0	0	**0**	0	0	0	**0**	**0**	**1**
07:45	08:00	0	0	0	**0**	0	0	0	**0**	**0**	0	0	0	**0**	0	0	0	**0**	**0**	**0**
08:00	08:15	0	0	0	**0**	0	1	0	**1**	**1**	0	0	0	**0**	0	0	0	**0**	**0**	**1**
08:15	08:30	0	0	1	**1**	0	0	0	**0**	**1**	0	0	0	**0**	0	0	0	**0**	**0**	**1**
08:30	08:45	0	0	0	**0**	0	1	0	**1**	**1**	0	0	0	**0**	0	0	0	**0**	**0**	**1**
08:45	09:00	0	0	0	**0**	0	2	0	**2**	**2**	0	0	2	**2**	0	0	0	**0**	**2**	**4**
09:00	09:15	0	0	0	**0**	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	0	**0**	**0**	**0**
09:30	09:45	0	0	0	**0**	0	1	0	**1**	**1**	0	0	0	**0**	0	0	0	**0**	**0**	**1**
09:45	10:00	0	0	1	**1**	0	0	0	**0**	**1**	0	0	0	**0**	0	0	0	**0**	**0**	**1**
11:30	11:45	0	0	0	**0**	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	0	**0**	**0**	**0**
12:00	12:15	0	0	0	**0**	0	0	0	**0**	**0**	0	0	0	**0**	0	0	0	**0**	**0**	**0**
12:15	12:30	0	0	1	**1**	0	0	0	**0**	**1**	0	0	0	**0**	0	0	0	**0**	**0**	**1**
12:30	12:45	0	1	0	**1**	0	1	0	**1**	**2**	0	0	0	**0**	0	0	0	**0**	**0**	**2**
12:45	13:00	0	0	0	**0**	0	1	0	**1**	**1**	0	0	0	**0**	0	0	0	**0**	**0**	**1**
13:00	13:15	0	0	1	**1**	0	0	0	**0**	**1**	0	0	0	**0**	0	0	0	**0**	**0**	**1**
13:15	13:30	0	0	0	**0**	0	0	0	**0**	**0**	0	0	0	**0**	0	0	0	**0**	**0**	**0**
15:00	15:15	0	1	0	**1**	0	0	0	**0**	**1**	0	0	0	**0**	0	0	0	**0**	**0**	**1**
15:15	15:30	0	0	0	**0**	0	1	0	**1**	**1**	0	0	0	**0**	0	0	0	**0**	**0**	**1**
15:30	15:45	0	0	1	**1**	0	3	0	**3**	**4**	0	0	0	**0**	0	0	0	**0**	**0**	**4**
15:45	16:00	0	0	1	**1**	0	0	0	**0**	**1**	0	0	0	**0**	0	0	0	**0**	**0**	**1**
16:00	16:15	0	0	0	**0**	0	0	0	**0**	**0**	0	0	0	**0**	0	0	0	**0**	**0**	**0**
16:15	16:30	0	0	0	**0**	0	1	0	**1**	**1**	0	0	0	**0**	0	0	0	**0**	**0**	**1**
16:30	16:45	0	1	1	**2**	0	0	0	**0**	**2**	0	0	0	**0**	0	0	0	**0**	**0**	**2**
16:45	17:00	0	0	0	**0**	0	0	0	**0**	**0**	0	0	0	**0**	0	0	0	**0**	**0**	**0**
17:00	17:15	0	0	0	**0**	0	1	0	**1**	**1**	0	0	0	**0**	0	0	0	**0**	**0**	**1**
17:15	17:30	0	0	1	**1**	0	0	0	**0**	**1**	0	0	0	**0**	0	0	0	**0**	**0**	**1**
17:30	17:45	0	0	0	**0**	0	0	0	**0**	**0**	0	0	0	**0**	0	0	0	**0**	**0**	**0**
17:45	18:00	0	0	1	**1**	0	1	0	**1**	**2**	0	0	0	**0**	0	0	0	**0**	**0**	**2**
Total:	None	0	4	11	**15**	0	16	0	**16**	**31**	0	0	2	**2**	0	0	0	**0**	**2**	**33**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

PARKDALE AVE @ SIR JOHN A. MACDONALD PKWY RAMPS

Survey Date: Wednesday, February 26, 2020 **WO No:** 39635

Start Time: 07:00 **Device:** Miovision

Full Study 15 Minute U-Turn Total

		PARKDALE AVE		SJAM RAMPS		
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	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	0	0
09:30	09:45	0	0	0	0	0
09:45	10:00	0	0	0	0	0
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	0	0
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	0	0
13:00	13:15	0	0	0	0	0
13:15	13:30	0	0	0	0	0
15:00	15:15	0	0	0	0	0
15:15	15:30	0	0	0	0	0
15:30	15:45	0	0	0	0	0
15:45	16:00	0	0	0	0	0
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	0	0
Total		0	0	0	0	0

Public Works - Traffic Services

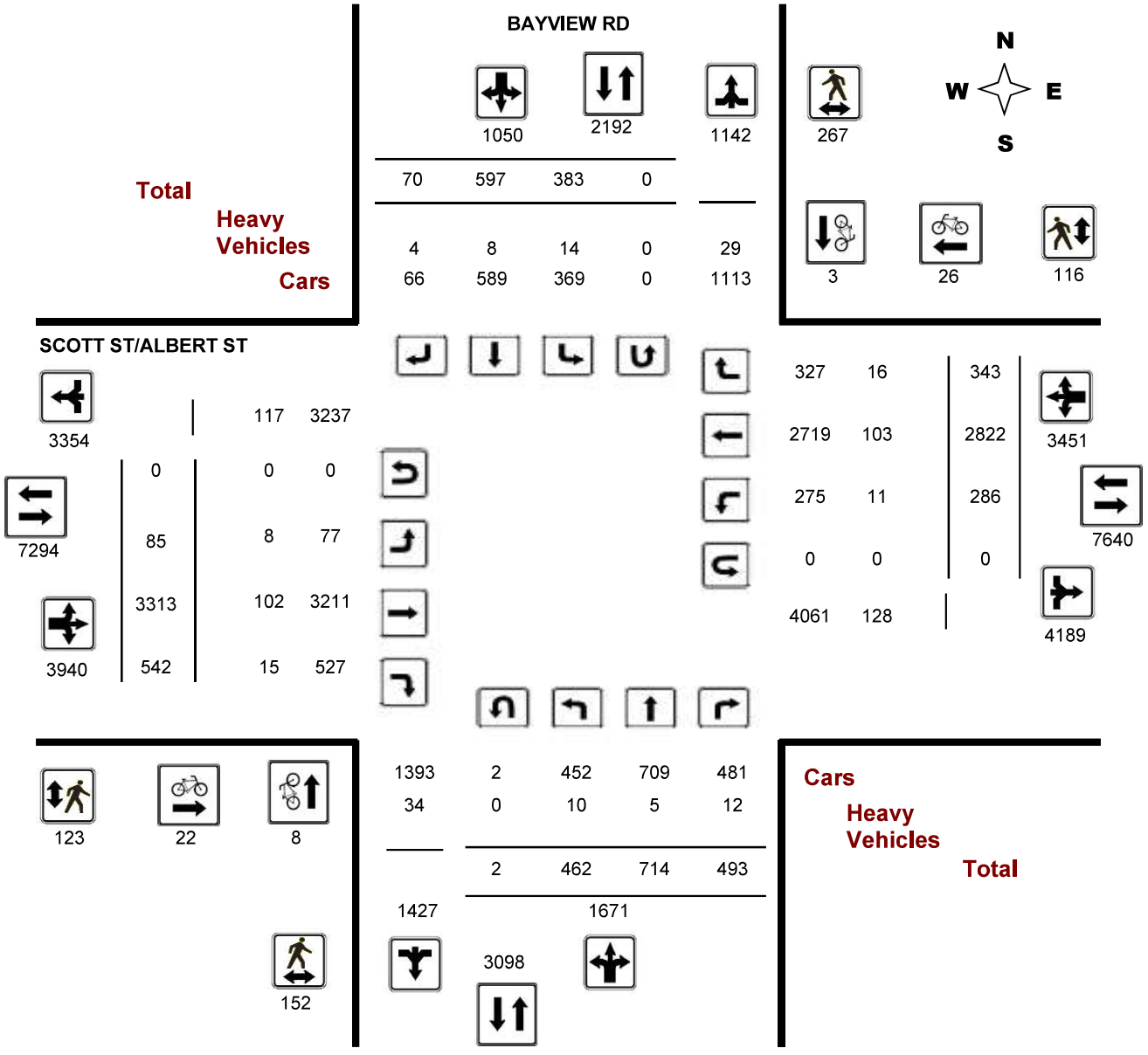
Turning Movement Count - Full Study Diagram

BAYVIEW RD @ SCOTT ST/ALBERT ST

Survey Date: Tuesday, April 01, 2014

WO#: 1292

Device: Miovision



Comments

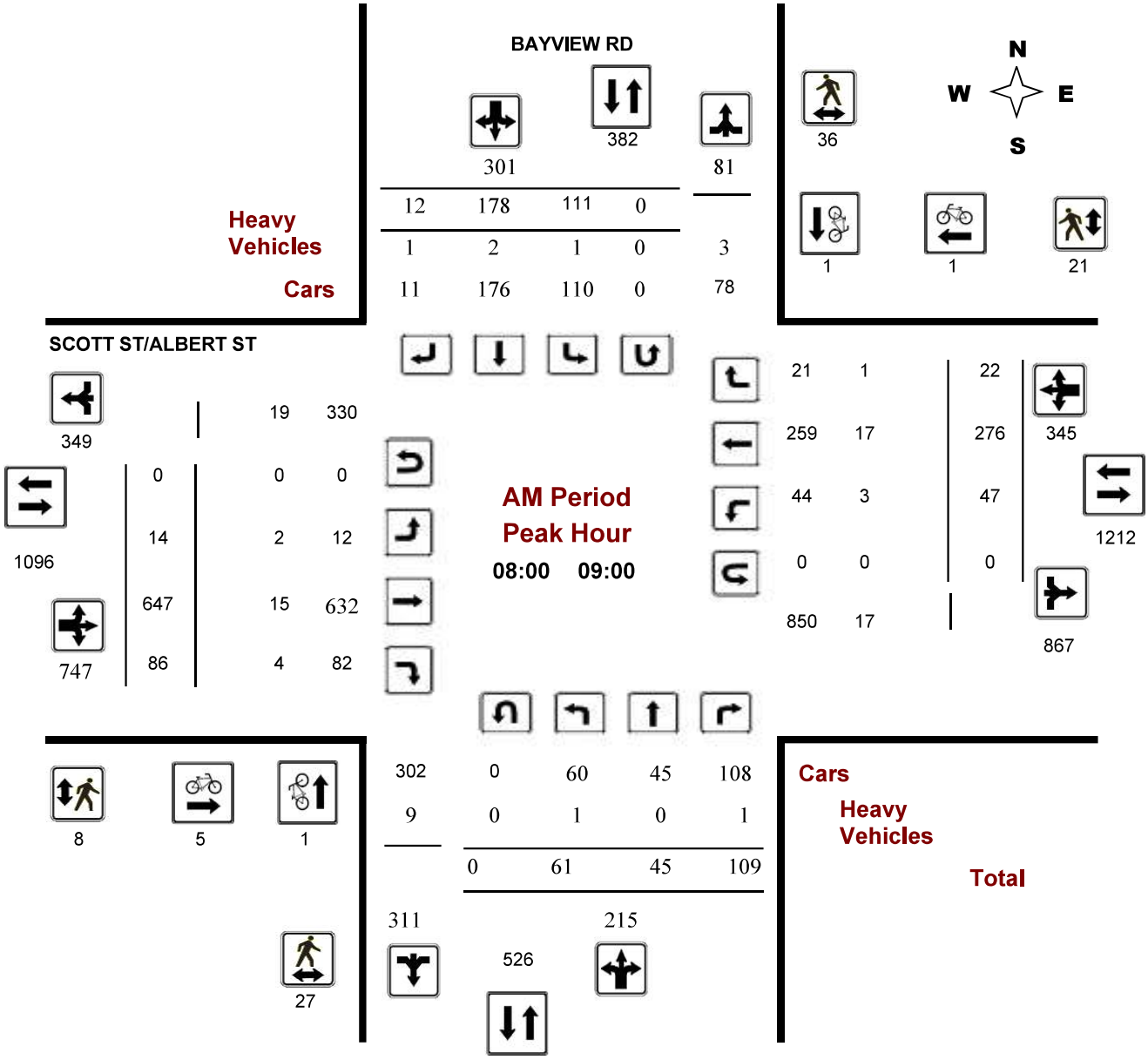
Public Works - Traffic Services

Turning Movement Count - Peak Hour Diagram

BAYVIEW RD @ SCOTT ST/ALBERT ST

Survey Date: Tuesday, April 01, 2014
Start Time: 07:00

WO No: 1292
Device: Miovision



Comments

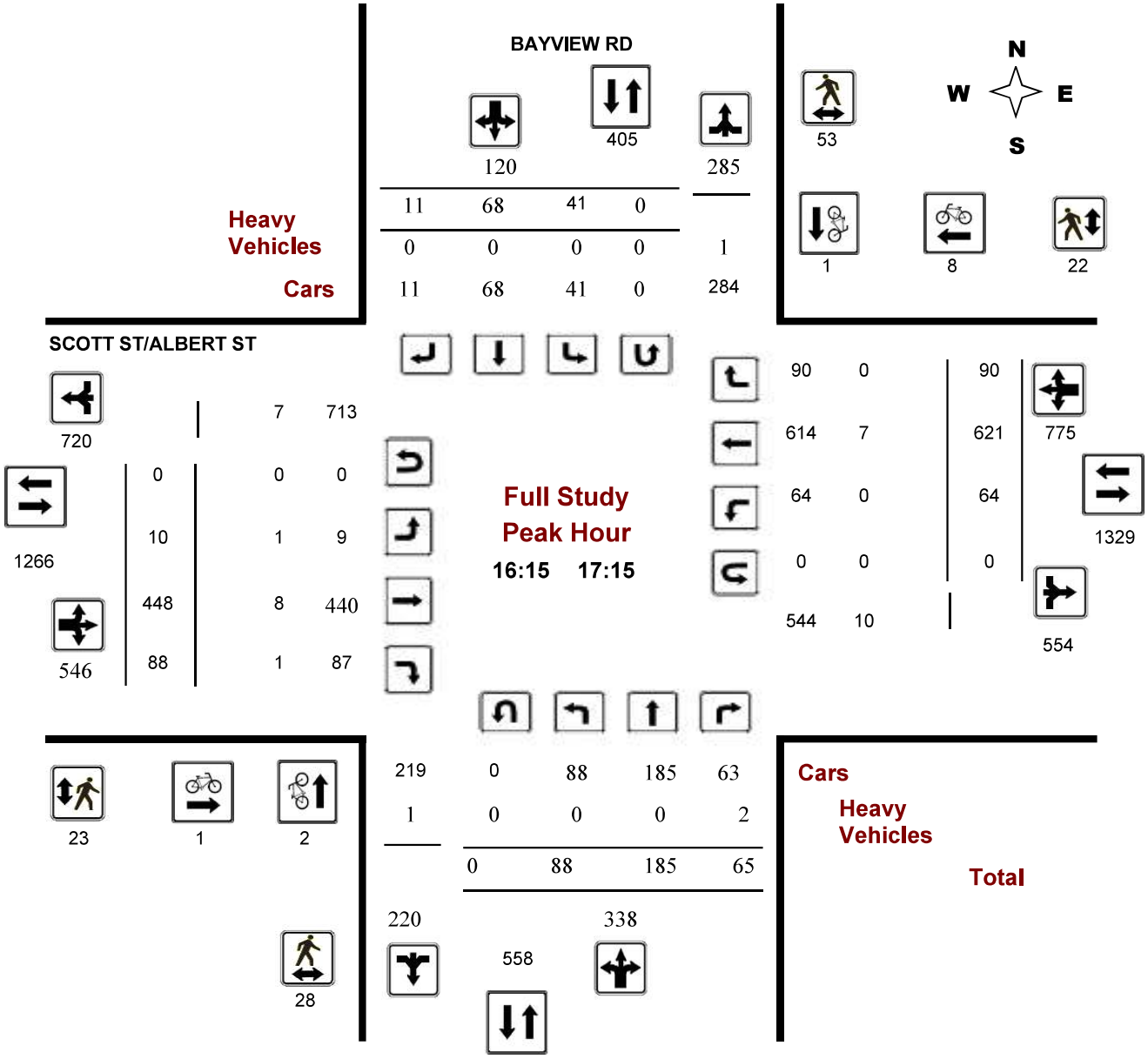
Public Works - Traffic Services

Turning Movement Count - Peak Hour Diagram

BAYVIEW RD @ SCOTT ST/ALBERT ST

Survey Date: Tuesday, April 01, 2014 **WO No:** 1292

Start Time: 07:00 **Device:** Miovision



Comments

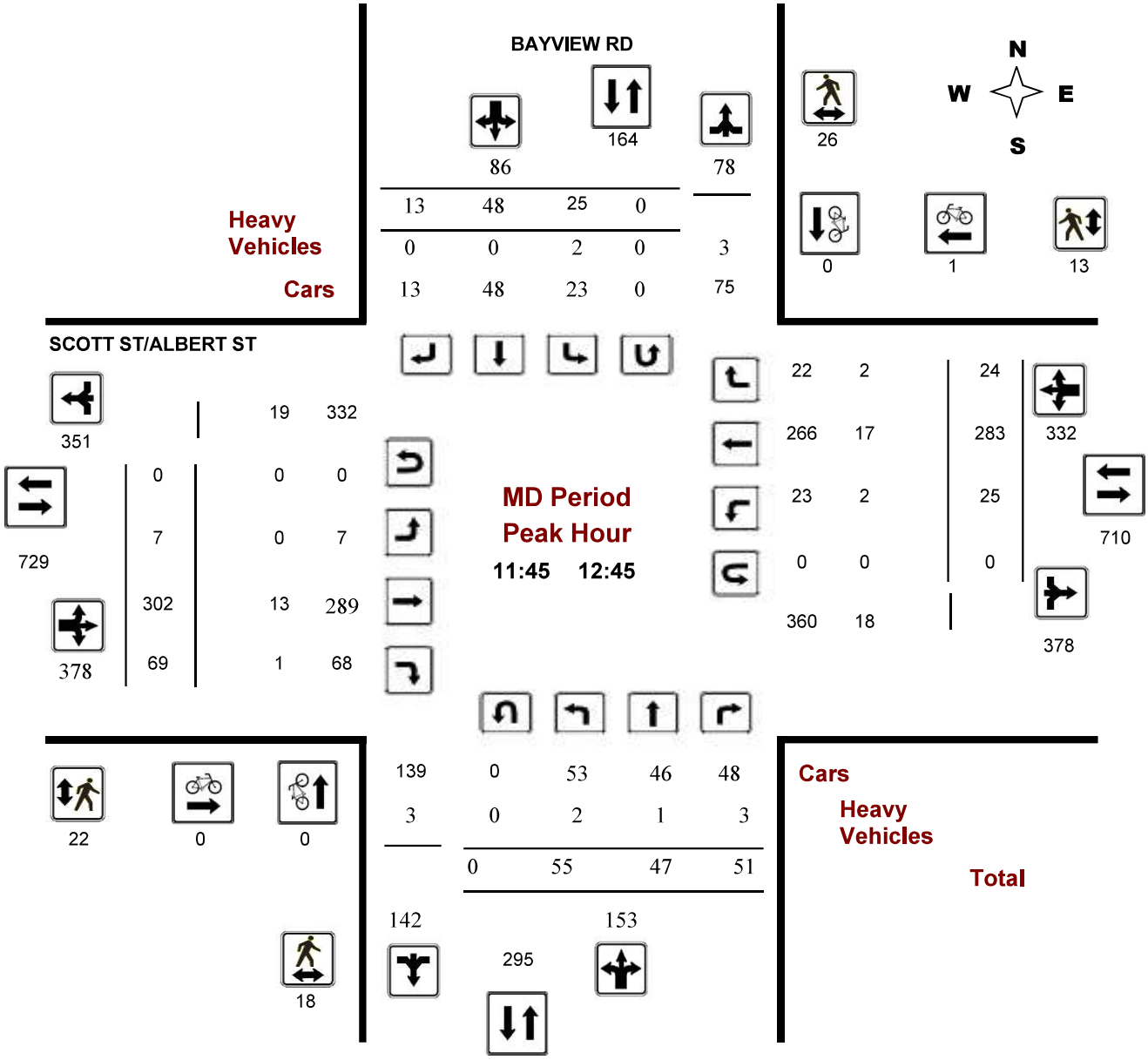
Public Works - Traffic Services

Turning Movement Count - Peak Hour Diagram

BAYVIEW RD @ SCOTT ST/ALBERT ST

Survey Date: Tuesday, April 01, 2014 **WO No:** 1292

Start Time: 07:00 **Device:** Miovision



Comments

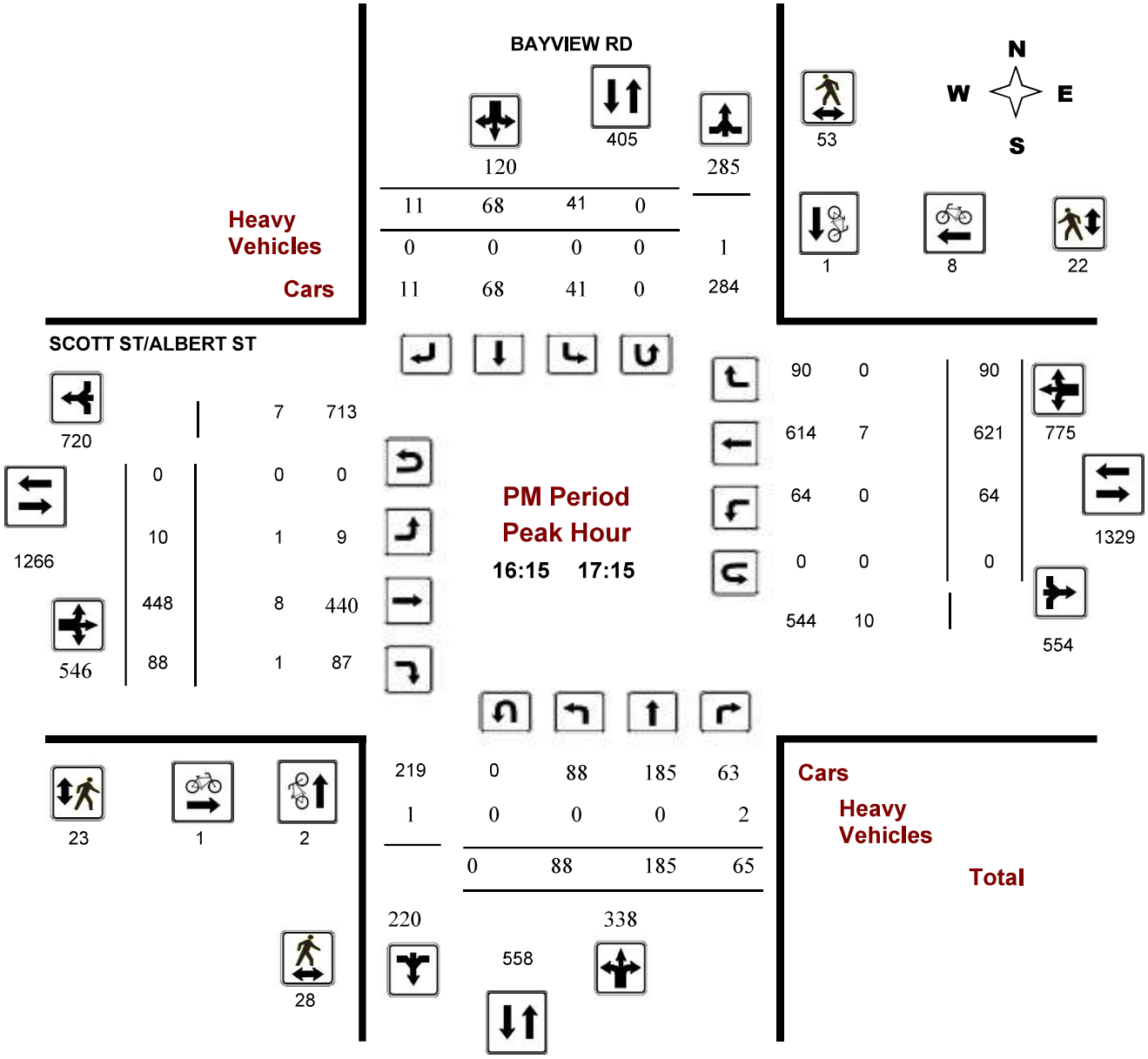
Public Works - Traffic Services

Turning Movement Count - Peak Hour Diagram

BAYVIEW RD @ SCOTT ST/ALBERT ST

Survey Date: Tuesday, April 01, 2014 **WO No:** 1292

Start Time: 07:00 **Device:** Miovision



Comments

Public Works - Traffic Services

Work Order
1292

Turning Movement Count - Full Study Summary Report

BAYVIEW RD @ SCOTT ST/ALBERT ST

Survey Date: Tuesday, April 01, 2014

Total Observed U-Turns

Northbound: 2 Southbound: 0
Eastbound: 0 Westbound: 0

AADT Factor
.90

Full Study

	BAYVIEW RD									SCOTT ST/ALBERT ST									
	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	29	34	58	**121**	78	101	3	**182**	**303**	10	420	47	**477**	25	227	21	**273**	**750**	**1053**
08:00 09:00	61	45	109	**215**	111	178	12	**301**	**516**	14	647	86	**747**	47	276	22	**345**	**1092**	**1608**
09:00 10:00	34	28	50	**112**	48	64	9	**121**	**233**	12	384	45	**441**	36	222	29	**287**	**728**	**961**
11:30 12:30	49	43	54	**146**	32	53	11	**96**	**242**	7	318	72	**397**	20	268	17	**305**	**702**	**944**
12:30 13:30	55	37	48	**140**	28	40	14	**82**	**222**	19	278	64	**361**	23	269	24	**316**	**677**	**899**
15:00 16:00	72	185	45	**302**	20	54	6	**80**	**382**	6	391	71	**468**	22	364	76	**462**	**930**	**1312**
16:00 17:00	91	212	59	**362**	36	60	10	**106**	**468**	12	449	87	**548**	57	575	98	**730**	**1278**	**1746**
17:00 18:00	71	130	70	**271**	30	47	5	**82**	**353**	5	426	70	**501**	56	621	56	**733**	**1234**	**1587**
Sub Total	462	714	493	**1669**	383	597	70	**1050**	**2719**	85	3313	542	**3940**	286	2822	343	**3451**	**7391**	**10110**
U Turns				**2**				**0**	**2**				**0**				**0**	**0**	**2**
Total	462	714	493	**1671**	383	597	70	**1050**	**2721**	85	3313	542	**3940**	286	2822	343	**3451**	**7391**	**10112**
EQ 12Hr	642	992	685	**2323**	532	830	97	**1460**	**3783**	118	4605	753	**5477**	398	3923	477	**4797**	**10274**	**14057**
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.													**1.39**						
AVG 12Hr	578	893	617	**2090**	479	747	88	**1314**	**3404**	106	4145	678	**4929**	358	3530	429	**4317**	**9246**	**12650**
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.													**.90**						
AVG 24Hr	757	1170	808	**2738**	628	978	115	**1721**	**4459**	139	5429	888	**6457**	469	4625	562	**5656**	**12113**	**16572**
Note: These volumes are calculated by multiplying the Average Daily 12 hr. totals by 12 to 24 expansion factor.													**1.31**						

Comments:

Note: U-Turns provided for approach totals. Refer to 'U-Turn' Report for specific breakdown.

Public Works - Traffic Services

W.O. 1292

Turning Movement Count - 15 Minute Summary Report

BAYVIEW RD @ SCOTT ST/ALBERT ST

Survey Date: Tuesday, April 01, 2014

Total Observed U-Turns

Northbound: 2 Southbound: 0

Eastbound: 0 Westbound: 0

		BAYVIEW RD									SCOTT ST/ALBERT ST									
		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	5	5	6	**16**	11	12	0	**23**	**39**	1	71	9	**81**	3	43	7	**53**	**134**	**173**
07:15	07:30	8	6	13	**27**	21	32	0	**53**	**80**	4	78	15	**97**	8	56	3	**67**	**164**	**244**
07:30	07:45	9	11	25	**47**	23	32	1	**56**	**103**	1	119	13	**133**	9	51	6	**66**	**199**	**302**
07:45	08:00	7	12	14	**33**	23	25	2	**50**	**83**	4	152	10	**166**	5	77	5	**87**	**253**	**336**
08:00	08:15	14	10	33	**57**	32	40	3	**75**	**132**	3	149	22	**174**	15	65	7	**87**	**261**	**393**
08:15	08:30	10	10	35	**55**	27	55	1	**83**	**138**	3	155	29	**187**	7	48	5	**60**	**247**	**385**
08:30	08:45	15	10	24	**49**	29	47	3	**79**	**128**	3	175	13	**191**	11	78	7	**96**	**287**	**415**
08:45	09:00	22	15	17	**54**	23	36	5	**64**	**118**	5	168	22	**195**	14	85	3	**102**	**297**	**415**
09:00	09:15	13	12	15	**40**	8	24	3	**35**	**75**	3	130	11	**144**	13	70	7	**90**	**234**	**309**
09:15	09:30	11	7	16	**34**	18	15	0	**33**	**67**	4	102	10	**116**	8	54	9	**71**	**187**	**254**
09:30	09:45	4	6	11	**21**	12	11	2	**25**	**46**	3	76	14	**93**	7	51	9	**67**	**160**	**206**
09:45	10:00	6	3	8	**17**	10	14	4	**28**	**45**	2	76	10	**88**	8	47	4	**59**	**147**	**192**
11:30	11:45	10	6	19	**35**	15	10	2	**27**	**62**	2	89	19	**110**	2	65	3	**70**	**180**	**242**
11:45	12:00	13	12	18	**43**	6	15	5	**26**	**69**	2	82	25	**109**	7	65	5	**77**	**186**	**255**
12:00	12:15	11	12	10	**33**	5	15	2	**22**	**55**	2	81	20	**103**	4	77	8	**89**	**192**	**247**
12:15	12:30	15	13	7	**35**	6	13	2	**21**	**56**	1	66	8	**75**	7	61	1	**69**	**144**	**200**
12:30	12:45	16	10	16	**42**	8	5	4	**17**	**59**	2	73	16	**91**	7	80	10	**97**	**188**	**247**
12:45	13:00	10	14	12	**36**	4	9	2	**15**	**51**	7	75	22	**104**	6	72	4	**82**	**186**	**237**
13:00	13:15	13	8	9	**30**	8	13	3	**24**	**54**	6	65	15	**86**	3	62	6	**71**	**157**	**211**
13:15	13:30	16	5	11	**32**	8	13	5	**26**	**58**	4	65	11	**80**	7	55	4	**66**	**146**	**204**
15:00	15:15	16	37	11	**64**	3	19	2	**24**	**88**	0	81	17	**98**	6	66	12	**84**	**182**	**270**
15:15	15:30	12	44	4	**60**	4	11	1	**16**	**76**	1	102	17	**120**	5	81	15	**101**	**221**	**297**
15:30	15:45	30	50	15	**95**	5	13	2	**20**	**115**	3	99	25	**127**	8	94	14	**116**	**243**	**358**
15:45	16:00	14	54	15	**83**	8	11	1	**20**	**103**	2	109	12	**123**	3	123	35	**161**	**284**	**387**
16:00	16:15	24	69	13	**106**	9	13	2	**24**	**130**	3	122	21	**146**	10	127	25	**162**	**308**	**438**
16:15	16:30	20	50	16	**86**	7	13	3	**23**	**109**	6	101	25	**132**	11	151	36	**198**	**330**	**439**
16:30	16:45	23	44	14	**81**	10	17	2	**29**	**110**	3	113	23	**139**	19	130	15	**164**	**303**	**413**
16:45	17:00	24	49	16	**89**	10	17	3	**30**	**119**	0	113	18	**131**	17	167	22	**206**	**337**	**456**
17:00	17:15	21	42	19	**82**	14	21	3	**38**	**120**	1	121	22	**144**	17	173	17	**207**	**351**	**471**
17:15	17:30	22	41	13	**76**	6	10	0	**16**	**92**	0	95	21	**116**	12	163	18	**193**	**309**	**401**
17:30	17:45	15	29	21	**65**	5	8	1	**14**	**79**	1	103	16	**120**	13	152	11	**176**	**296**	**375**
17:45	18:00	13	18	17	**48**	5	8	1	**14**	**62**	3	107	11	**121**	14	133	10	**157**	**278**	**340**
TOTAL:		462	714	493	**1671**	383	597	70	**1050**	**2721**	85	3313	542	**3940**	286	2822	343	**3451**	**7391**	**10112**

Note: U-Turns are included in Totals.

Comment:

Public Works - Traffic Services

Work Order
1292

Turning Movement Count - Pedestrian Volume Report

BAYVIEW RD @ SCOTT ST/ALBERT ST

Count Date: Tuesday, April 01, 2014 **Start Time:** 07:00

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)	Total	Grand Total
07:00 07:15	1	4	**5**	2	0	**2**	**7**
07:15 07:30	1	8	**9**	2	4	**6**	**15**
07:30 07:45	2	14	**16**	8	0	**8**	**24**
07:45 08:00	9	12	**21**	4	5	**9**	**30**
07:00 08:00	13	38	**51**	16	9	**25**	**76**
08:00 08:15	7	8	**15**	3	5	**8**	**23**
08:15 08:30	5	12	**17**	4	4	**8**	**25**
08:30 08:45	9	11	**20**	0	9	**9**	**29**
08:45 09:00	6	5	**11**	1	3	**4**	**15**
08:00 09:00	27	36	**63**	8	21	**29**	**92**
09:00 09:15	5	6	**11**	4	4	**8**	**19**
09:15 09:30	3	5	**8**	0	3	**3**	**11**
09:30 09:45	3	2	**5**	1	4	**5**	**10**
09:45 10:00	4	1	**5**	1	1	**2**	**7**
09:00 10:00	15	14	**29**	6	12	**18**	**47**
11:30 11:45	1	6	**7**	2	1	**3**	**10**
11:45 12:00	0	5	**5**	4	1	**5**	**10**
12:00 12:15	3	10	**13**	2	5	**7**	**20**
12:15 12:30	8	6	**14**	13	2	**15**	**29**
11:30 12:30	12	27	**39**	21	9	**30**	**69**
12:30 12:45	7	5	**12**	3	5	**8**	**20**
12:45 13:00	1	2	**3**	5	4	**9**	**12**
13:00 13:15	2	2	**4**	4	2	**6**	**10**
13:15 13:30	4	7	**11**	2	1	**3**	**14**
12:30 13:30	14	16	**30**	14	12	**26**	**56**
15:00 15:15	7	2	**9**	2	3	**5**	**14**
15:15 15:30	2	6	**8**	1	2	**3**	**11**
15:30 15:45	2	5	**7**	4	3	**7**	**14**
15:45 16:00	6	9	**15**	0	4	**4**	**19**
15:00 16:00	17	22	**39**	7	12	**19**	**58**
16:00 16:15	2	16	**18**	6	0	**6**	**24**
16:15 16:30	7	14	**21**	9	4	**13**	**34**
16:30 16:45	8	12	**20**	5	4	**9**	**29**
16:45 17:00	6	13	**19**	4	7	**11**	**30**
16:00 17:00	23	55	**78**	24	15	**39**	**117**
17:00 17:15	7	14	**21**	5	7	**12**	**33**
17:15 17:30	5	16	**21**	8	3	**11**	**32**
17:30 17:45	12	20	**32**	5	8	**13**	**45**
17:45 18:00	7	9	**16**	9	8	**17**	**33**
17:00 18:00	31	59	**90**	27	26	**53**	**143**
Total	152	267	**419**	123	116	**239**	**658**

Comment:

Public Works - Traffic Services

Turning Movement Count - Cyclist Volume Report

Work Order
1292

BAYVIEW RD @ SCOTT ST/ALBERT ST

Count Date: Tuesday, April 01, 2014 **Start Time:** 07:00

	BAYVIEW RD			SCOTT ST/ALBERT ST			
Time Period	Northbound	Southbound	**Street Total**	Eastbound	Westbound	**Street Total**	**Grand Total**
07:00 08:00	0	0	**0**	6	1	**7**	**7**
08:00 09:00	1	1	**2**	5	1	**6**	**8**
09:00 10:00	0	0	**0**	5	0	**5**	**5**
11:30 12:30	1	0	**1**	0	0	**0**	**1**
12:30 13:30	0	1	**1**	0	1	**1**	**2**
15:00 16:00	2	0	**2**	2	5	**7**	**9**
16:00 17:00	2	1	**3**	1	9	**10**	**13**
17:00 18:00	2	0	**2**	3	9	**12**	**14**
Total	8	3	**11**	22	26	**48**	**59**

Comment:

Note: These volumes consists of bicycles only (no mopeds or motorcycles) and ARE NOT included in the Turning Movement Count Summary.

Public Works - Traffic Services

W.O. 1292

Turning Movement Count - Heavy Vehicle Report

BAYVIEW RD @ SCOTT ST/ALBERT ST

Survey Date: Tuesday, April 01, 2014

		BAYVIEW RD									SCOTT ST/ALBERT ST									
		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	08:00	1	1	1	**3**	2	1	0	**3**	**6**	1	12	3	**16**	1	14	5	**20**	**36**	**42**
08:00	09:00	1	0	1	**2**	1	2	1	**4**	**6**	2	15	4	**21**	3	17	1	**21**	**42**	**48**
09:00	10:00	2	0	2	**4**	6	0	1	**7**	**11**	1	18	2	**21**	1	12	4	**17**	**38**	**49**
11:30	12:30	3	2	4	**9**	2	1	0	**3**	**12**	1	10	1	**12**	1	17	0	**18**	**30**	**42**
12:30	13:30	1	2	2	**5**	3	2	2	**7**	**12**	2	15	2	**19**	1	16	4	**21**	**40**	**52**
15:00	16:00	2	0	0	**2**	0	1	0	**1**	**3**	0	16	2	**18**	1	14	2	**17**	**35**	**38**
16:00	17:00	0	0	2	**2**	0	0	0	**0**	**2**	1	10	0	**11**	0	4	0	**4**	**15**	**17**
17:00	18:00	0	0	0	**0**	0	1	0	**1**	**1**	0	6	1	**7**	3	9	0	**12**	**19**	**20**
Sub Total		10	5	12	**27**	14	8	4	**26**	**53**	8	102	15	**125**	11	103	16	**130**	**255**	**308**
U-Turns (Heavy Vehicles)					**0**				**0**	**0**				**0**				**0**	**0**	**0**
Total		10	5	12	**0**	14	8	4	**26**	**53**	8	102	15	**125**	11	103	16	**130**	**255**	**308**

Heavy Vehicles are vehicles having one rear axle with four or more wheels, or having two or more rear axles. These vehicles include most O.C. Transpo, school and inter-city buses. Further, they ARE included in the Turning Movement Count Summary.

Public Works - Traffic Services

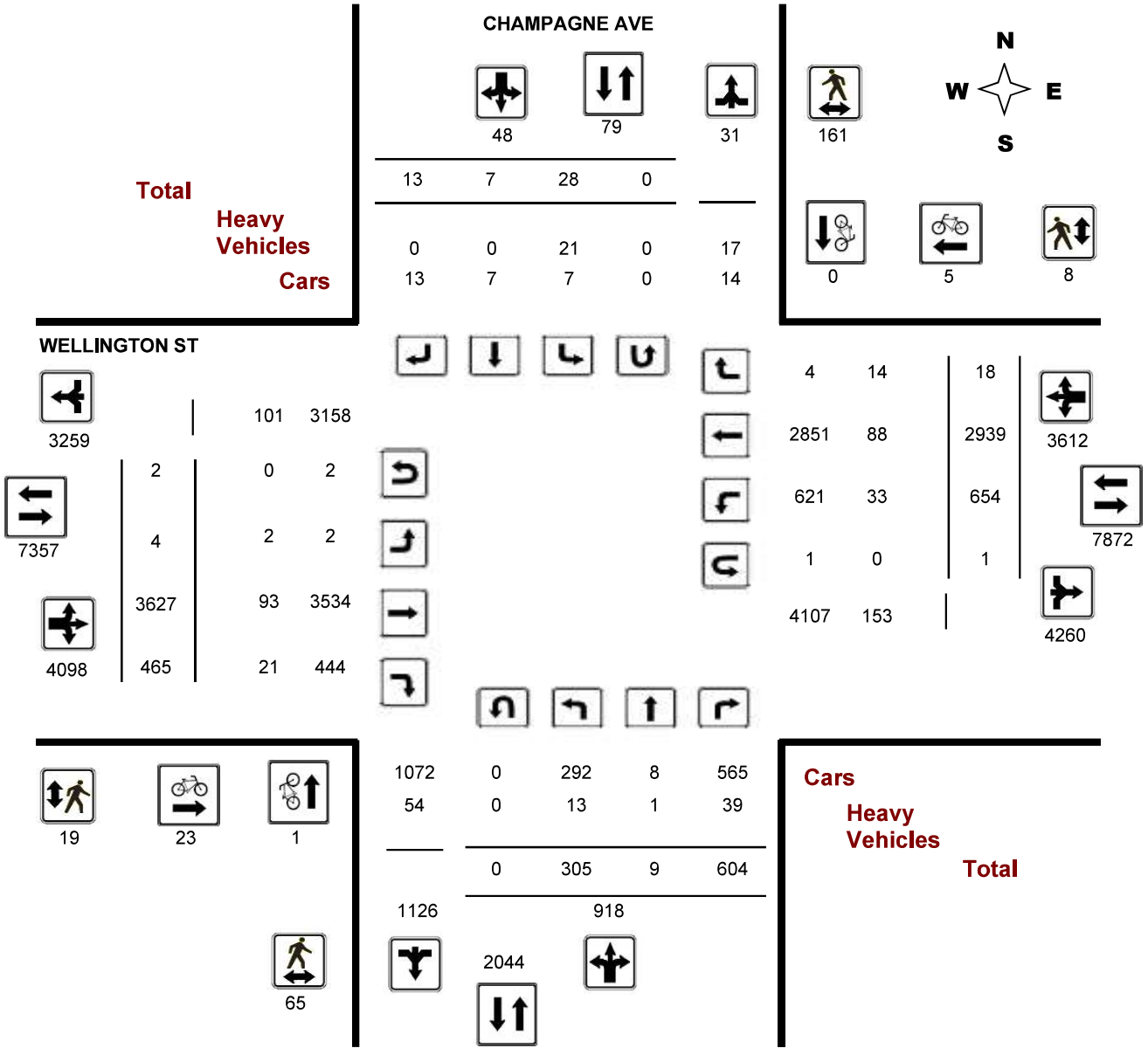
Turning Movement Count - Full Study Diagram

CHAMPAGNE AVE @ WELLINGTON ST

Survey Date: Wednesday, April 02, 2014

WO#: 29660

Device: Miovision



Comments

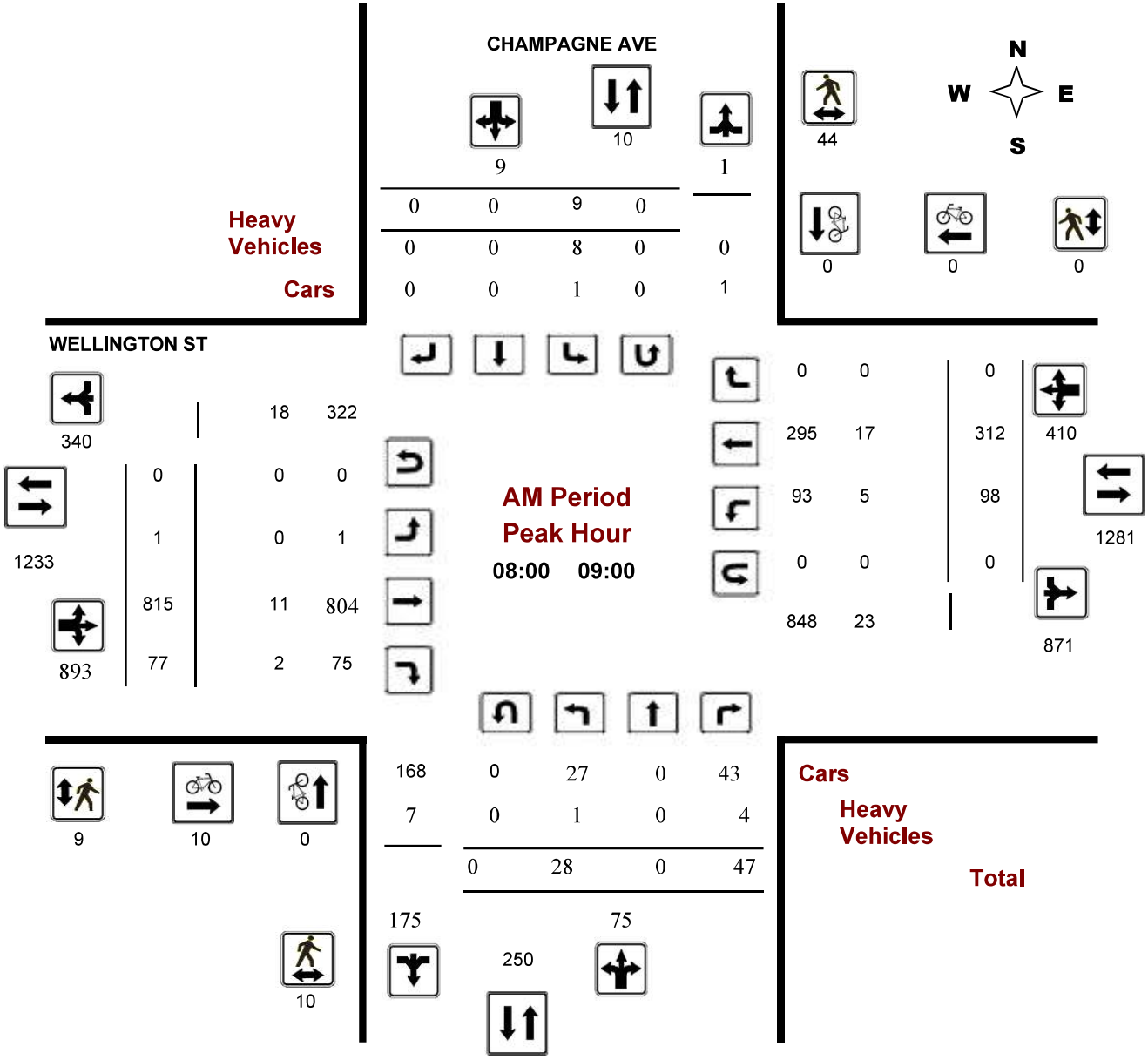
Public Works - Traffic Services

Turning Movement Count - Peak Hour Diagram

CHAMPAGNE AVE @ WELLINGTON ST

Survey Date: Wednesday, April 02, 2014 **WO No:** 29660

Start Time: 07:00 **Device:** Miovision



Comments

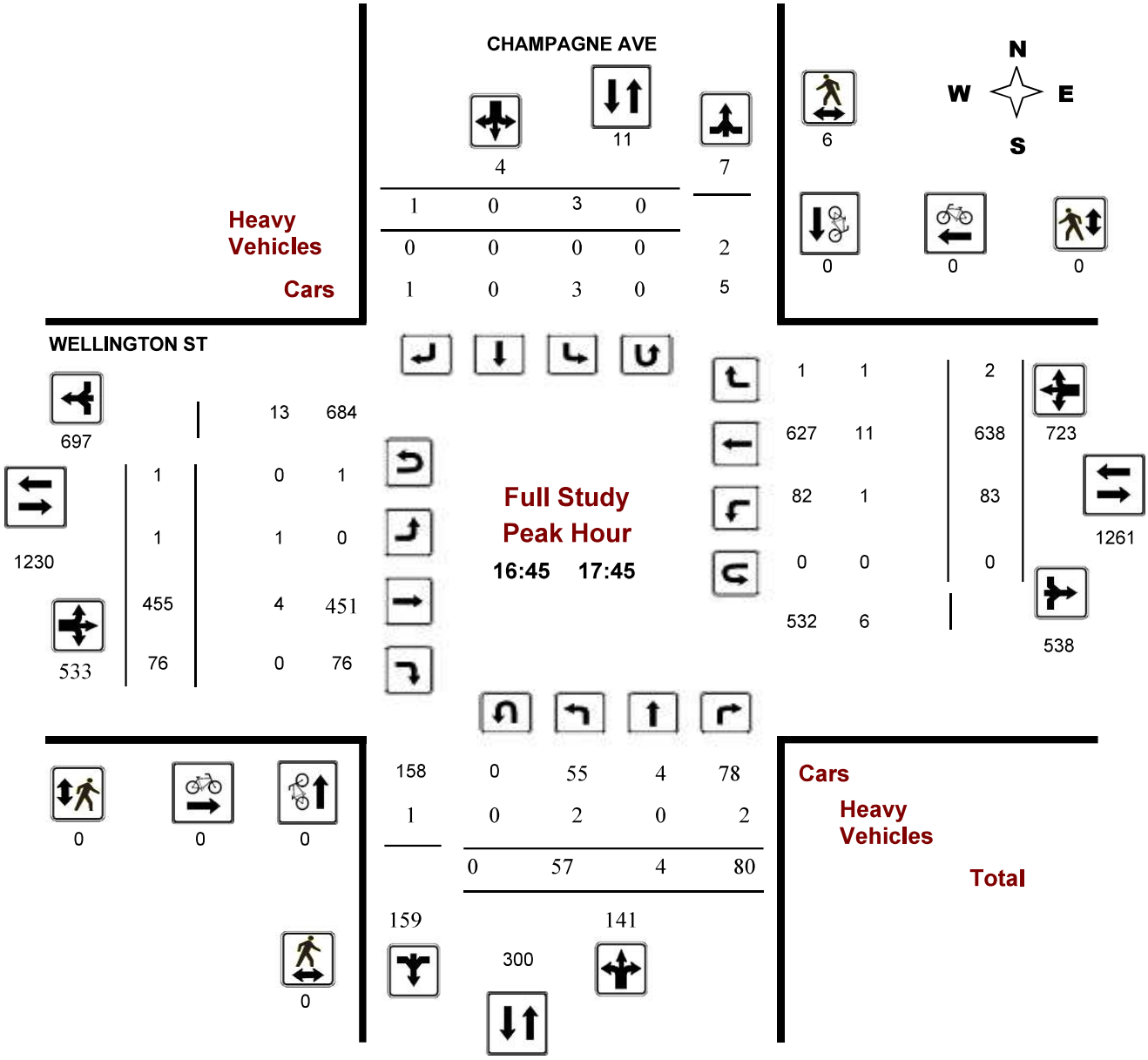
Public Works - Traffic Services

Turning Movement Count - Peak Hour Diagram

CHAMPAGNE AVE @ WELLINGTON ST

Survey Date: Wednesday, April 02, 2014
Start Time: 07:00

WO No: 29660
Device: Miovision



Comments

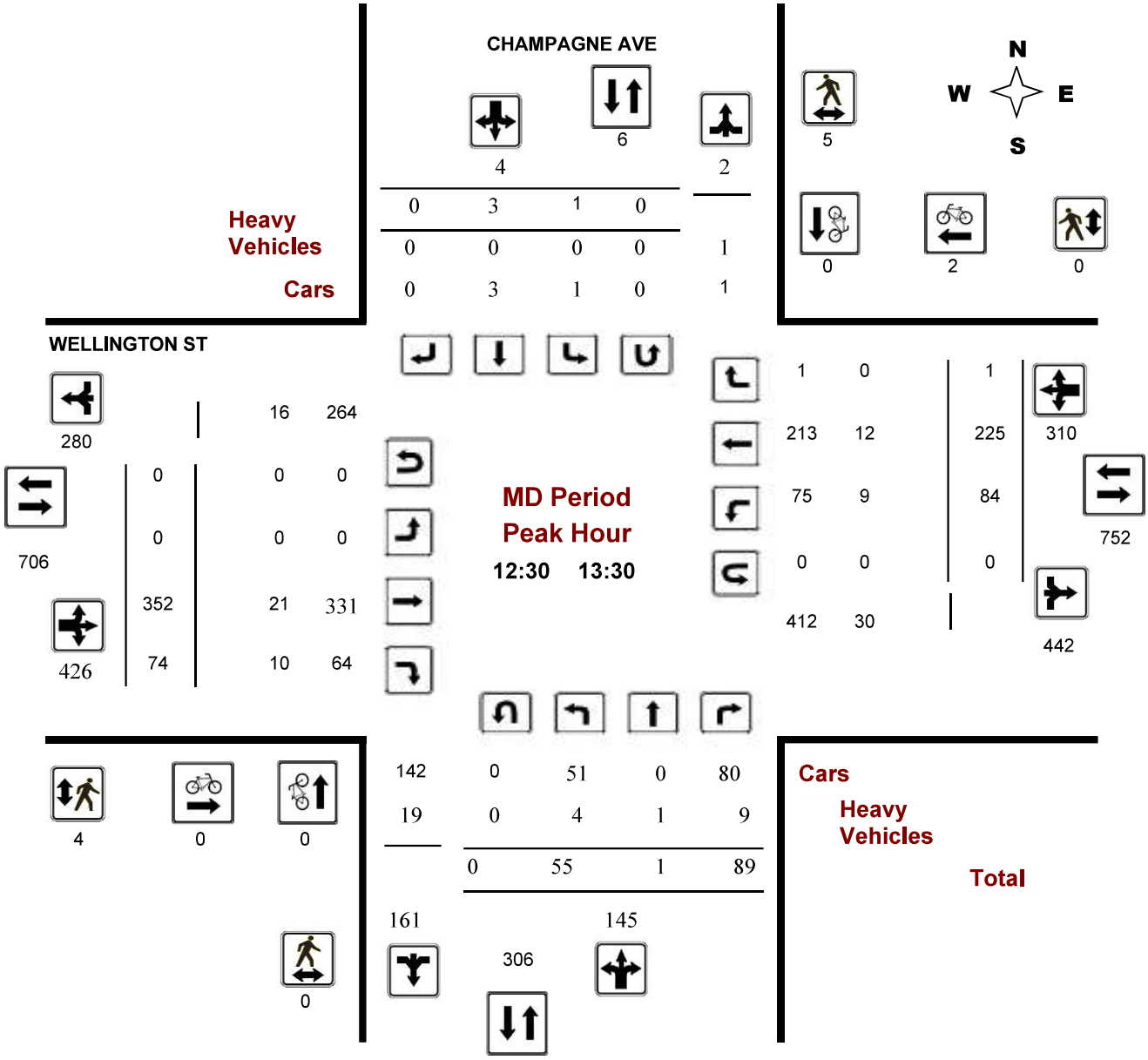
Public Works - Traffic Services

Turning Movement Count - Peak Hour Diagram

CHAMPAGNE AVE @ WELLINGTON ST

Survey Date: Wednesday, April 02, 2014
Start Time: 07:00

WO No: 29660
Device: Miovision



Comments

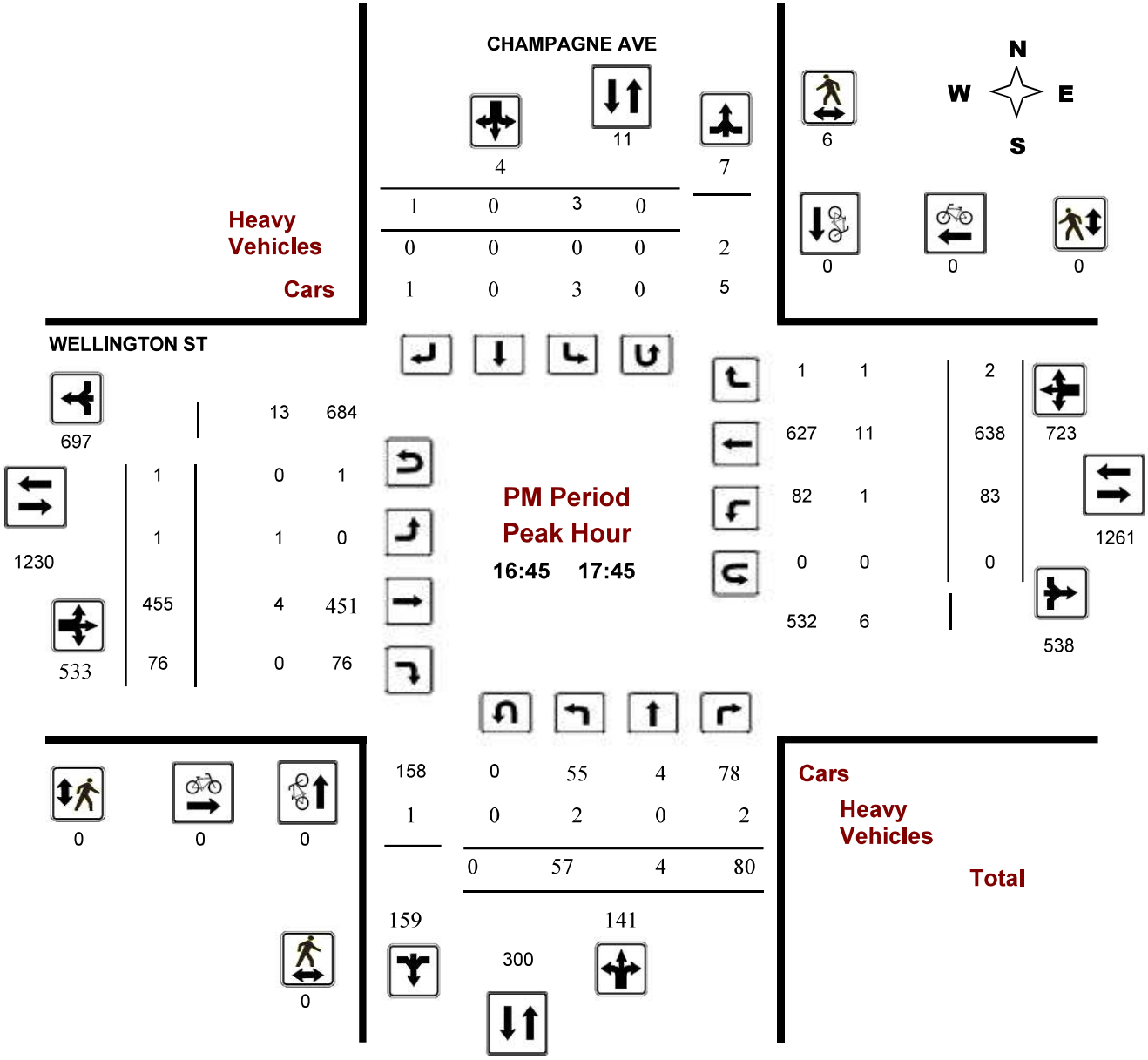
Public Works - Traffic Services

Turning Movement Count - Peak Hour Diagram

CHAMPAGNE AVE @ WELLINGTON ST

Survey Date: Wednesday, April 02, 2014
Start Time: 07:00

WO No: 29660
Device: Miovision



Comments

Public Works - Traffic Services

Work Order
29660

Turning Movement Count - Full Study Summary Report

CHAMPAGNE AVE @ WELLINGTON ST

Survey Date: Wednesday, April 02, 2014

Total Observed U-Turns

Northbound: 0 Southbound: 0
Eastbound: 2 Westbound: 1

AADT Factor
.90

Full Study

	CHAMPAGNE AVE									WELLINGTON ST									
	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	7	0	33	**40**	8	0	0	**8**	**48**	0	466	50	**516**	68	253	3	**324**	**840**	**888**
08:00 09:00	28	0	47	**75**	9	0	0	**9**	**84**	1	815	77	**893**	98	312	0	**410**	**1303**	**1387**
09:00 10:00	25	0	66	**91**	4	1	0	**5**	**96**	0	423	54	**477**	100	256	2	**358**	**835**	**931**
11:30 12:30	43	0	111	**154**	0	0	0	**0**	**154**	0	320	53	**373**	98	240	0	**338**	**711**	**865**
12:30 13:30	55	1	89	**145**	1	3	0	**4**	**149**	0	352	74	**426**	84	225	1	**310**	**736**	**885**
15:00 16:00	44	1	92	**137**	1	3	11	**15**	**152**	1	452	28	**481**	66	436	9	**511**	**992**	**1144**
16:00 17:00	57	4	90	**151**	2	0	1	**3**	**154**	1	347	52	**400**	48	647	2	**697**	**1097**	**1251**
17:00 18:00	46	3	76	**125**	3	0	1	**4**	**129**	1	452	77	**530**	92	570	1	**663**	**1193**	**1322**
Sub Total	305	9	604	**918**	28	7	13	**48**	**966**	4	3627	465	**4096**	654	2939	18	**3611**	**7707**	**8673**
U Turns				**0**				**0**	**0**				**2**				**1**	**3**	**3**
Total	305	9	604	**918**	28	7	13	**48**	**966**	4	3627	465	**4098**	654	2939	18	**3612**	**7710**	**8676**
EQ 12Hr	424	13	840	**1276**	39	10	18	**67**	**1343**	6	5042	646	**5696**	909	4085	25	**5021**	**10717**	**12060**
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.													**1.39**						
AVG 12Hr	382	11	756	**1148**	35	9	16	**60**	**1208**	5	4537	582	**5127**	818	3677	23	**4519**	**9646**	**10854**
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.													**.90**						
AVG 24Hr	500	15	990	**1504**	46	11	21	**79**	**1583**	7	5944	762	**6716**	1072	4816	29	**5919**	**12635**	**14218**
Note: These volumes are calculated by multiplying the Average Daily 12 hr. totals by 12 to 24 expansion factor.													**1.31**						

Comments:

Note: U-Turns provided for approach totals. Refer to 'U-Turn' Report for specific breakdown.

Public Works - Traffic Services

W.O. 29660

Turning Movement Count - 15 Minute Summary Report

CHAMPAGNE AVE @ WELLINGTON ST

Survey Date: Wednesday, April 02, 2014

Total Observed U-Turns

Northbound: 0 Southbound: 0

Eastbound: 2 Westbound: 1

		CHAMPAGNE AVE									WELLINGTON ST									
		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	2	0	8	**10**	1	0	0	**1**	**11**	0	67	10	**77**	12	50	2	**64**	**141**	**152**
07:15	07:30	3	0	4	**7**	2	0	0	**2**	**9**	0	95	13	**108**	21	55	0	**76**	**184**	**193**
07:30	07:45	1	0	9	**10**	2	0	0	**2**	**12**	0	144	14	**158**	18	75	1	**94**	**252**	**264**
07:45	08:00	1	0	12	**13**	3	0	0	**3**	**16**	0	160	13	**173**	17	73	0	**90**	**263**	**279**
08:00	08:15	6	0	12	**18**	2	0	0	**2**	**20**	1	196	14	**211**	21	78	0	**99**	**310**	**330**
08:15	08:30	6	0	5	**11**	1	0	0	**1**	**12**	0	225	20	**245**	27	72	0	**99**	**344**	**356**
08:30	08:45	11	0	16	**27**	2	0	0	**2**	**29**	0	190	22	**212**	24	66	0	**90**	**302**	**331**
08:45	09:00	5	0	14	**19**	4	0	0	**4**	**23**	0	204	21	**225**	26	96	0	**122**	**347**	**370**
09:00	09:15	11	0	19	**30**	2	0	0	**2**	**32**	0	125	21	**146**	31	77	1	**109**	**255**	**287**
09:15	09:30	5	0	17	**22**	2	0	0	**2**	**24**	0	128	14	**142**	27	73	1	**101**	**243**	**267**
09:30	09:45	4	0	17	**21**	0	0	0	**0**	**21**	0	90	6	**96**	22	57	0	**79**	**175**	**196**
09:45	10:00	5	0	13	**18**	0	1	0	**1**	**19**	0	80	13	**93**	20	49	0	**69**	**162**	**181**
11:30	11:45	11	0	22	**33**	0	0	0	**0**	**33**	0	77	7	**84**	30	70	0	**101**	**185**	**218**
11:45	12:00	11	0	32	**43**	0	0	0	**0**	**43**	0	85	20	**105**	30	51	0	**81**	**186**	**229**
12:00	12:15	13	0	34	**47**	0	0	0	**0**	**47**	0	73	10	**83**	19	60	0	**79**	**162**	**209**
12:15	12:30	8	0	23	**31**	0	0	0	**0**	**31**	0	85	16	**101**	19	59	0	**78**	**179**	**210**
12:30	12:45	20	0	21	**41**	0	3	0	**3**	**44**	0	75	14	**89**	22	59	0	**81**	**170**	**214**
12:45	13:00	12	0	21	**33**	0	0	0	**0**	**33**	0	62	32	**94**	23	60	0	**83**	**177**	**210**
13:00	13:15	11	0	23	**34**	0	0	0	**0**	**34**	0	78	15	**93**	17	42	1	**60**	**153**	**187**
13:15	13:30	12	1	24	**37**	1	0	0	**1**	**38**	0	137	13	**150**	22	64	0	**86**	**236**	**274**
15:00	15:15	14	1	27	**42**	0	3	5	**8**	**50**	0	108	5	**113**	26	94	1	**121**	**234**	**284**
15:15	15:30	13	0	16	**29**	0	0	2	**2**	**31**	0	94	9	**103**	15	94	2	**111**	**214**	**245**
15:30	15:45	9	0	29	**38**	0	0	4	**4**	**42**	0	117	7	**124**	9	117	3	**129**	**253**	**295**
15:45	16:00	8	0	20	**28**	1	0	0	**1**	**29**	1	133	7	**141**	16	131	3	**150**	**291**	**320**
16:00	16:15	9	0	22	**31**	0	0	0	**0**	**31**	0	99	13	**113**	7	135	0	**142**	**255**	**286**
16:15	16:30	15	2	23	**40**	2	0	0	**2**	**42**	0	87	14	**101**	16	161	0	**177**	**278**	**320**
16:30	16:45	19	1	26	**46**	0	0	1	**1**	**47**	1	68	11	**80**	9	167	1	**177**	**257**	**304**
16:45	17:00	14	1	19	**34**	0	0	0	**0**	**34**	0	93	14	**107**	16	184	1	**201**	**308**	**342**
17:00	17:15	19	3	28	**50**	2	0	1	**3**	**53**	1	131	24	**157**	16	159	0	**175**	**332**	**385**
17:15	17:30	13	0	19	**32**	0	0	0	**0**	**32**	0	108	18	**126**	25	152	0	**177**	**303**	**335**
17:30	17:45	11	0	14	**25**	1	0	0	**1**	**26**	0	123	20	**143**	26	143	1	**170**	**313**	**339**
17:45	18:00	3	0	15	**18**	0	0	0	**0**	**18**	0	90	15	**105**	25	116	0	**141**	**246**	**264**
TOTAL:		305	9	604	**918**	28	7	13	**48**	**966**	4	3627	465	**4098**	654	2939	18	**3612**	**7710**	**8676**

Note: U-Turns are included in Totals.

Comment:

Public Works - Traffic Services

Work Order
29660

Turning Movement Count - Pedestrian Volume Report

CHAMPAGNE AVE @ WELLINGTON ST

Count Date: Wednesday, April 02, 2014 **Start Time:** 07:00

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)	Total	Grand Total
07:00 07:15	0	8	**8**	0	1	**1**	**9**
07:15 07:30	3	10	**13**	0	1	**1**	**14**
07:30 07:45	1	13	**14**	0	0	**0**	**14**
07:45 08:00	4	12	**16**	1	0	**1**	**17**
07:00 08:00	8	43	**51**	1	2	**3**	**54**
08:00 08:15	3	11	**14**	1	0	**1**	**15**
08:15 08:30	3	14	**17**	3	0	**3**	**20**
08:30 08:45	1	11	**12**	2	0	**2**	**14**
08:45 09:00	3	8	**11**	3	0	**3**	**14**
08:00 09:00	10	44	**54**	9	0	**9**	**63**
09:00 09:15	7	5	**12**	2	0	**2**	**14**
09:15 09:30	3	4	**7**	1	0	**1**	**8**
09:30 09:45	3	5	**8**	0	1	**1**	**9**
09:45 10:00	5	3	**8**	0	0	**0**	**8**
09:00 10:00	18	17	**35**	3	1	**4**	**39**
11:30 11:45	3	2	**5**	1	0	**1**	**6**
11:45 12:00	1	10	**11**	0	0	**0**	**11**
12:00 12:15	3	3	**6**	1	1	**2**	**8**
12:15 12:30	2	0	**2**	0	0	**0**	**2**
11:30 12:30	9	15	**24**	2	1	**3**	**27**
12:30 12:45	0	1	**1**	2	0	**2**	**3**
12:45 13:00	0	1	**1**	1	0	**1**	**2**
13:00 13:15	0	2	**2**	0	0	**0**	**2**
13:15 13:30	0	1	**1**	1	0	**1**	**2**
12:30 13:30	0	5	**5**	4	0	**4**	**9**
15:00 15:15	2	0	**2**	0	1	**1**	**3**
15:15 15:30	7	0	**7**	0	1	**1**	**8**
15:30 15:45	5	0	**5**	0	0	**0**	**5**
15:45 16:00	6	0	**6**	0	2	**2**	**8**
15:00 16:00	20	0	**20**	0	4	**4**	**24**
16:00 16:15	0	20	**20**	0	0	**0**	**20**
16:15 16:30	0	7	**7**	0	0	**0**	**7**
16:30 16:45	0	4	**4**	0	0	**0**	**4**
16:45 17:00	0	6	**6**	0	0	**0**	**6**
16:00 17:00	0	37	**37**	0	0	**0**	**37**
17:00 17:15	0	0	**0**	0	0	**0**	**0**
17:15 17:30	0	0	**0**	0	0	**0**	**0**
17:30 17:45	0	0	**0**	0	0	**0**	**0**
17:45 18:00	0	0	**0**	0	0	**0**	**0**
17:00 18:00	0	0	**0**	0	0	**0**	**0**
Total	65	161	**226**	19	8	**27**	**253**

Comment:

Public Works - Traffic Services

Turning Movement Count - Cyclist Volume Report

Work Order
29660

CHAMPAGNE AVE @ WELLINGTON ST

Count Date: Wednesday, April 02, 2014 **Start Time:** 07:00

	CHAMPAGNE AVE			WELLINGTON ST			
Time Period	Northbound	Southbound	**Street Total**	Eastbound	Westbound	**Street Total**	**Grand Total**
07:00 08:00	0	0	**0**	7	1	**8**	**8**
08:00 09:00	0	0	**0**	10	0	**10**	**10**
09:00 10:00	1	0	**1**	5	0	**5**	**6**
11:30 12:30	0	0	**0**	1	0	**1**	**1**
12:30 13:30	0	0	**0**	0	2	**2**	**2**
15:00 16:00	0	0	**0**	0	2	**2**	**2**
16:00 17:00	0	0	**0**	0	0	**0**	**0**
17:00 18:00	0	0	**0**	0	0	**0**	**0**
Total	1	0	**1**	23	5	**28**	**29**

Comment:

Note: These volumes consists of bicycles only (no mopeds or motorcycles) and ARE NOT included in the Turning Movement Count Summary.

Public Works - Traffic Services

W.O. 29660

Turning Movement Count - Heavy Vehicle Report

CHAMPAGNE AVE @ WELLINGTON ST

Survey Date: Wednesday, April 02, 2014

		CHAMPAGNE AVE									WELLINGTON ST									
		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	08:00	0	0	6	**6**	7	0	0	**7**	**13**	0	6	1	**7**	3	11	2	**16**	**23**	**36**
08:00	09:00	1	0	4	**5**	8	0	0	**8**	**13**	0	11	2	**13**	5	17	0	**22**	**35**	**48**
09:00	10:00	2	0	5	**7**	4	0	0	**4**	**11**	0	21	1	**22**	4	15	2	**21**	**43**	**54**
11:30	12:30	1	0	9	**10**	0	0	0	**0**	**10**	0	9	4	**13**	7	7	0	**14**	**27**	**37**
12:30	13:30	4	1	9	**14**	0	0	0	**0**	**14**	0	21	10	**31**	9	12	0	**21**	**52**	**66**
15:00	16:00	1	0	2	**3**	1	0	0	**1**	**4**	1	14	2	**17**	4	11	8	**23**	**40**	**44**
16:00	17:00	2	0	2	**4**	1	0	0	**1**	**5**	0	6	1	**7**	1	4	1	**6**	**13**	**18**
17:00	18:00	2	0	2	**4**	0	0	0	**0**	**4**	1	5	0	**6**	0	11	1	**12**	**18**	**22**
Sub Total		13	1	39	**53**	21	0	0	**21**	**74**	2	93	21	**116**	33	88	14	**135**	**251**	**325**
U-Turns (Heavy Vehicles)					**0**				**0**	**0**				**0**				**0**	**0**	**0**
Total		13	1	39	**0**	21	0	0	**21**	**74**	2	93	21	**116**	33	88	14	**135**	**251**	**325**

Heavy Vehicles are vehicles having one rear axle with four or more wheels, or having two or more rear axles. These vehicles include most O.C. Transpo, school and inter-city buses. Further, they ARE included in the Turning Movement Count Summary.

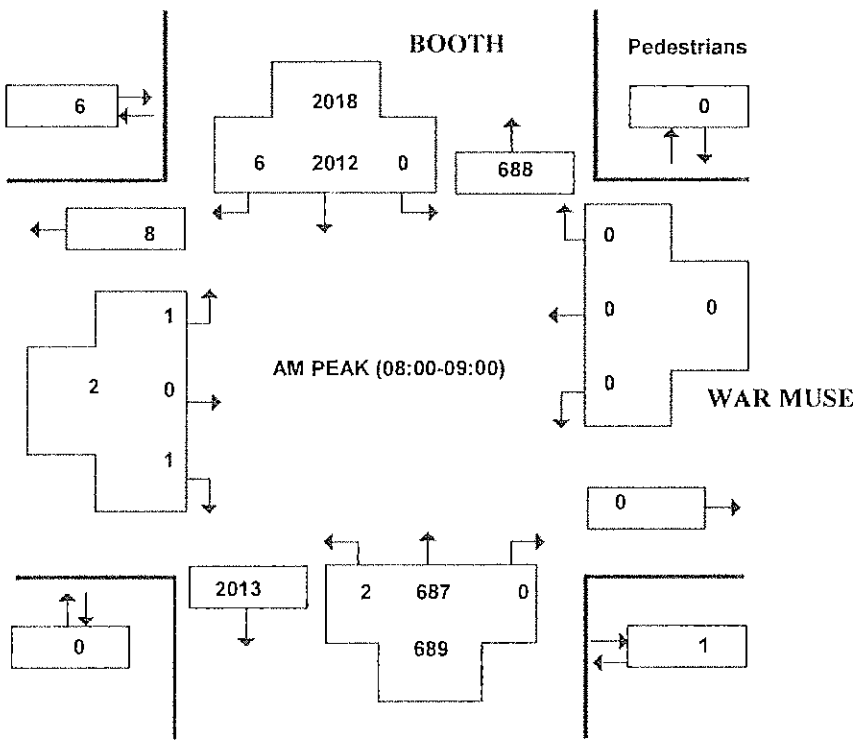
BOOTH ST and WAR MUSEUM

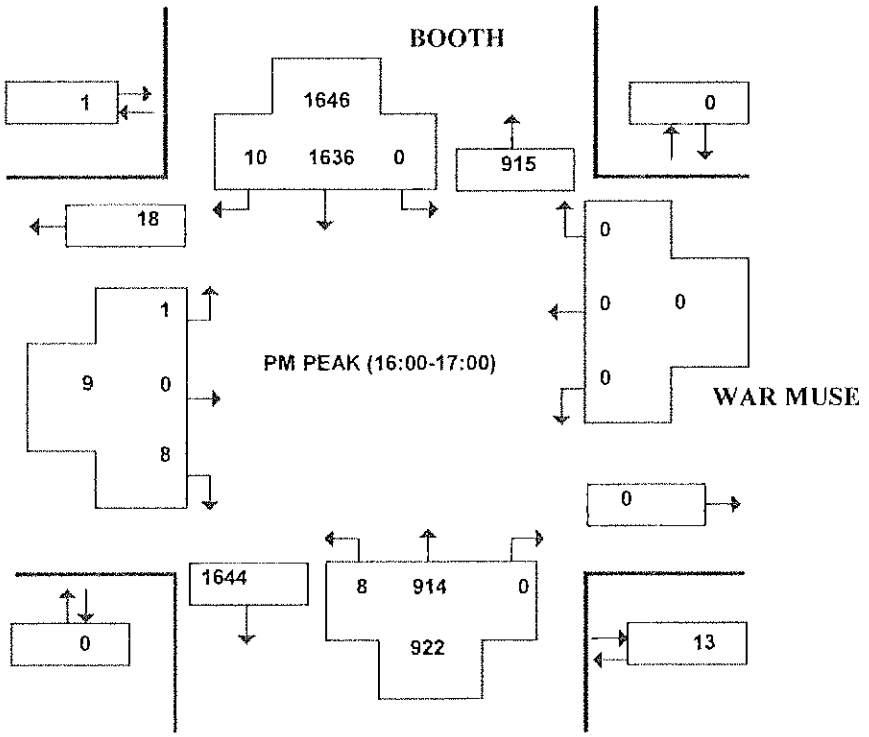
(ULRS Listing BOOTH & WAR MUSE)

Survey Date: Thursday 18 July 2013
Conditions: DRY
Start Time: 0700

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

AADT Factor
Thursday in July is 9





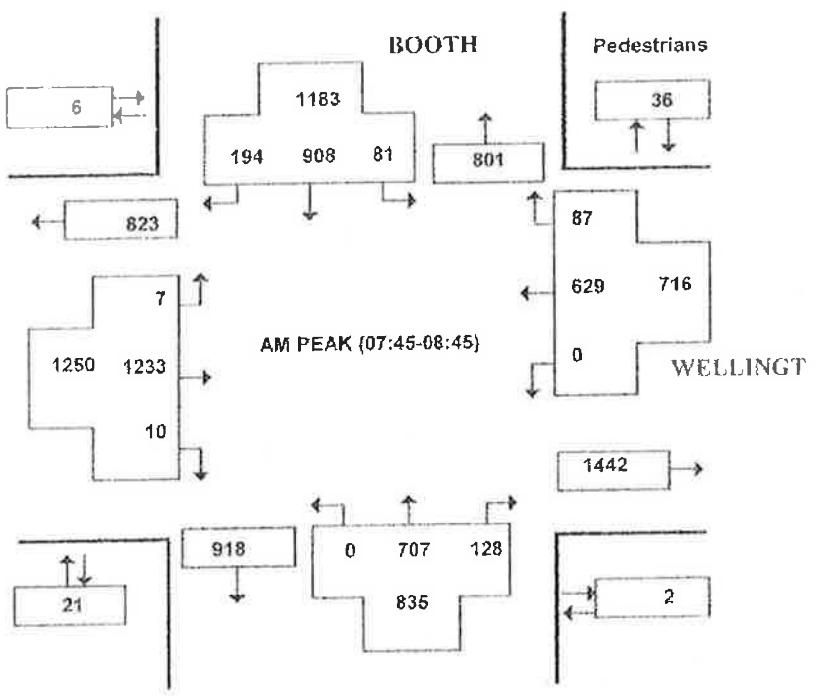
BOOTH ST and WELLINGTON ST /OT. R.

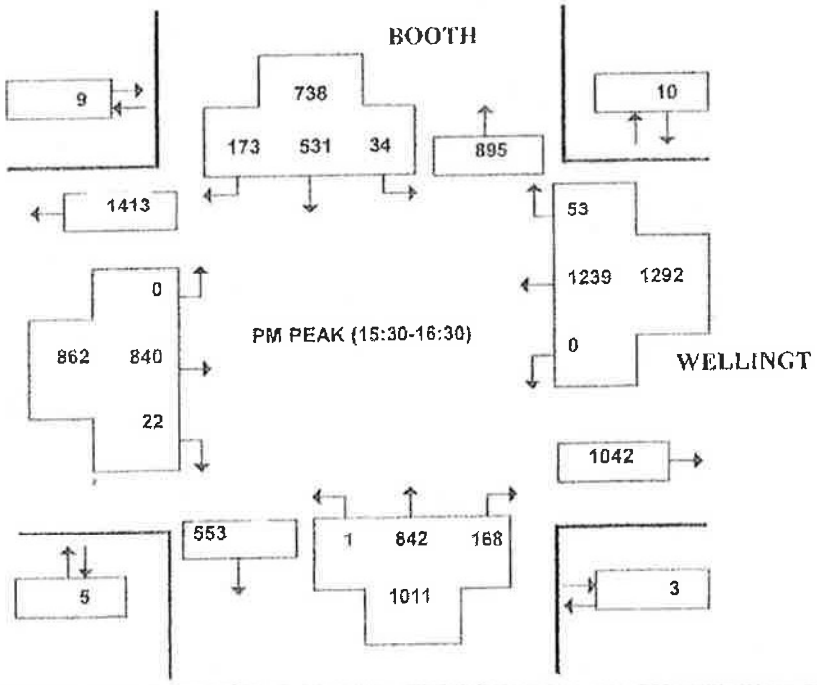
(ULRS Listing BOOTH & WELLINGT)

Survey Date: Friday 10 May 2013
Conditions: dry
Start Time: 0700

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

AADT Factor
Friday in May is
8





Approved by : MO

Printed on : 01/08/2013

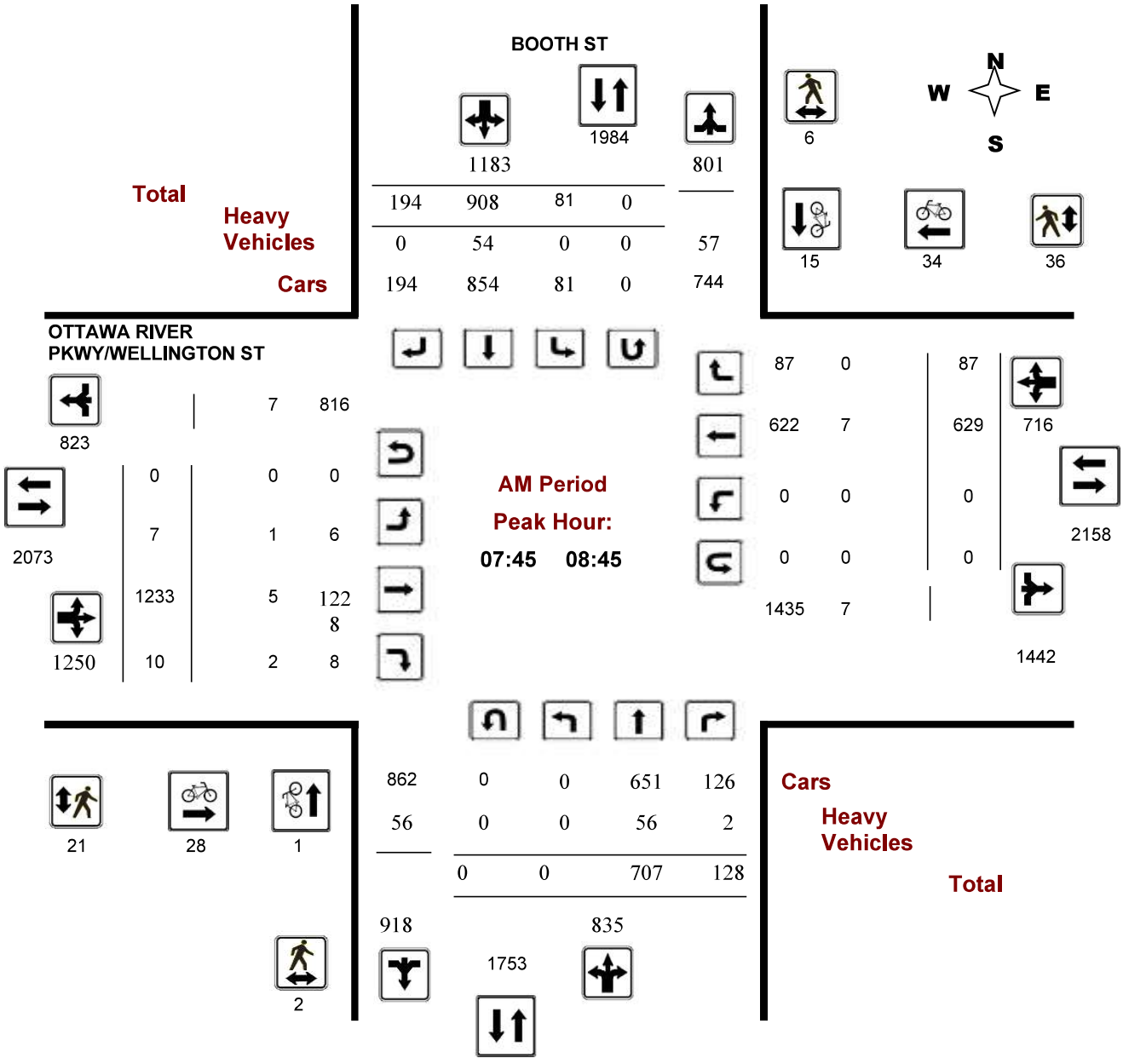
Public Works - Traffic Services

Turning Movement Count - Full Study Peak Hour Diagram

BOOTH ST @ OTTAWA RIVER PKWY/WELLINGTON ST

Survey Date: Friday, May 10, 2013 **WO No:** 31217

Start Time: 07:00 **Device:**



Comments

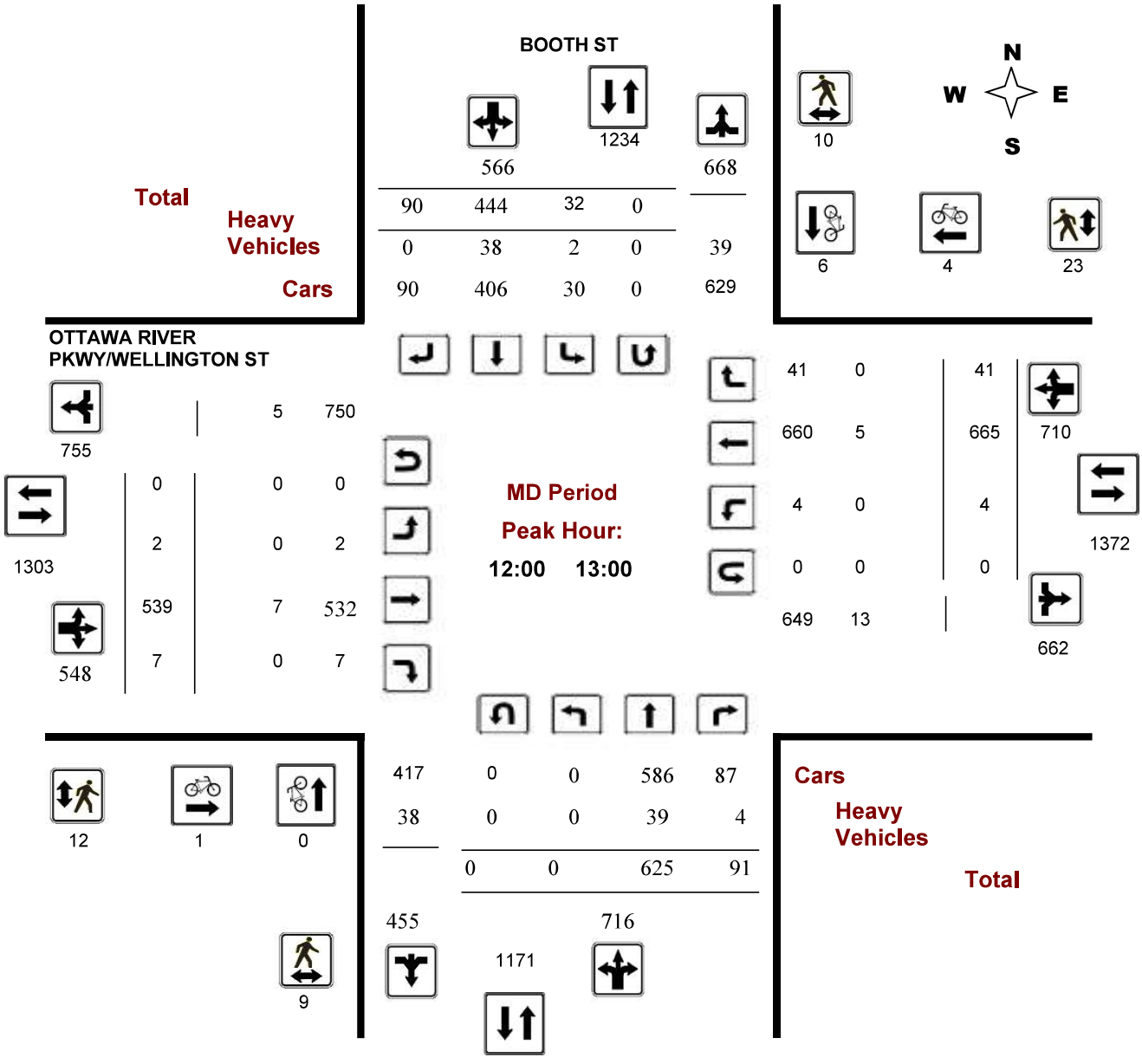
Public Works - Traffic Services

Turning Movement Count - Full Study Peak Hour Diagram

BOOTH ST @ OTTAWA RIVER PKWY/WELLINGTON ST

Survey Date: Friday, May 10, 2013 **WO No:** 31217

Start Time: 07:00 **Device:**



Comments

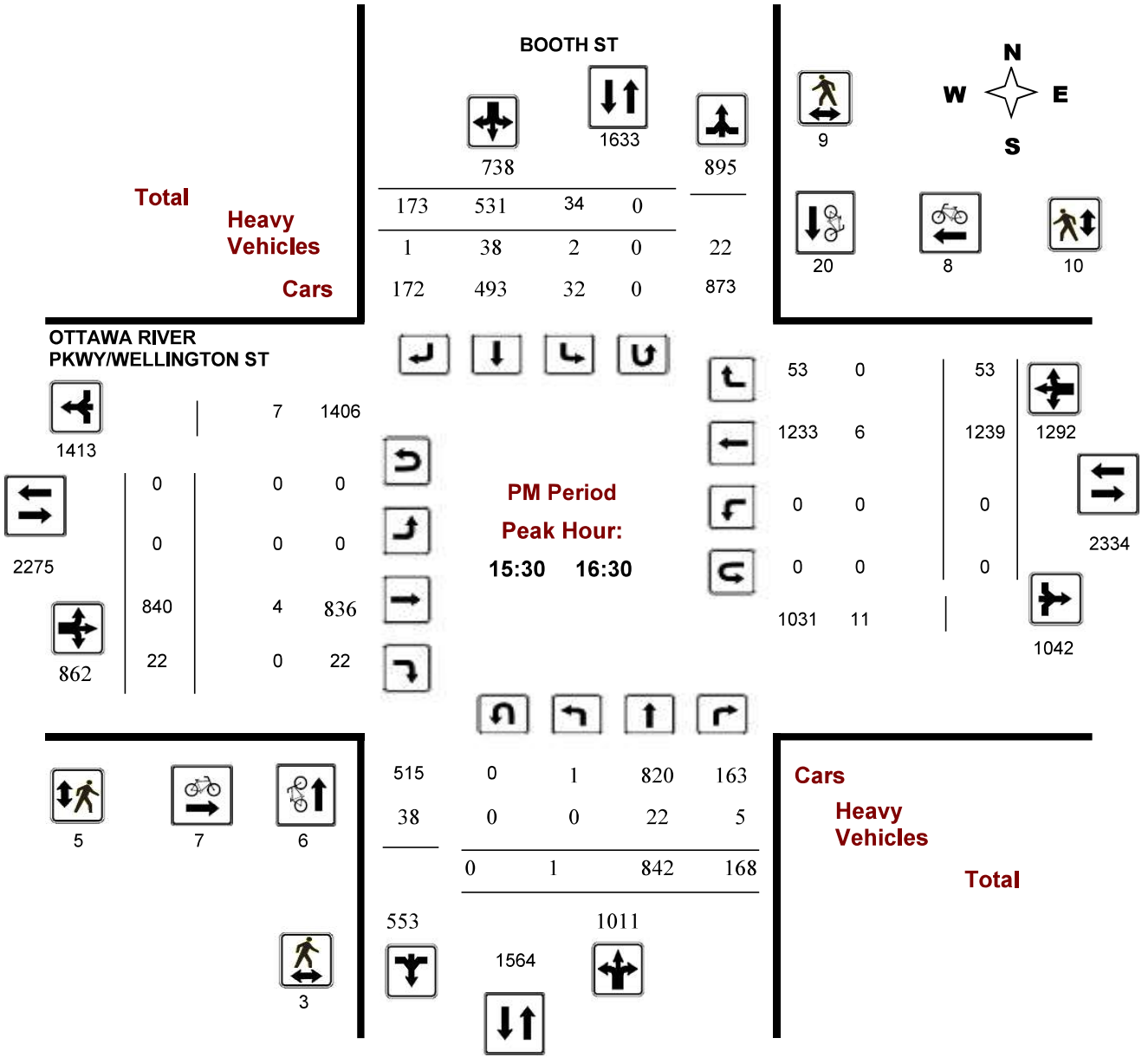
Public Works - Traffic Services

Turning Movement Count - Full Study Peak Hour Diagram

BOOTH ST @ OTTAWA RIVER PKWY/WELLINGTON ST

Survey Date: Friday, May 10, 2013 **WO No:** 31217

Start Time: 07:00 **Device:**



Comments

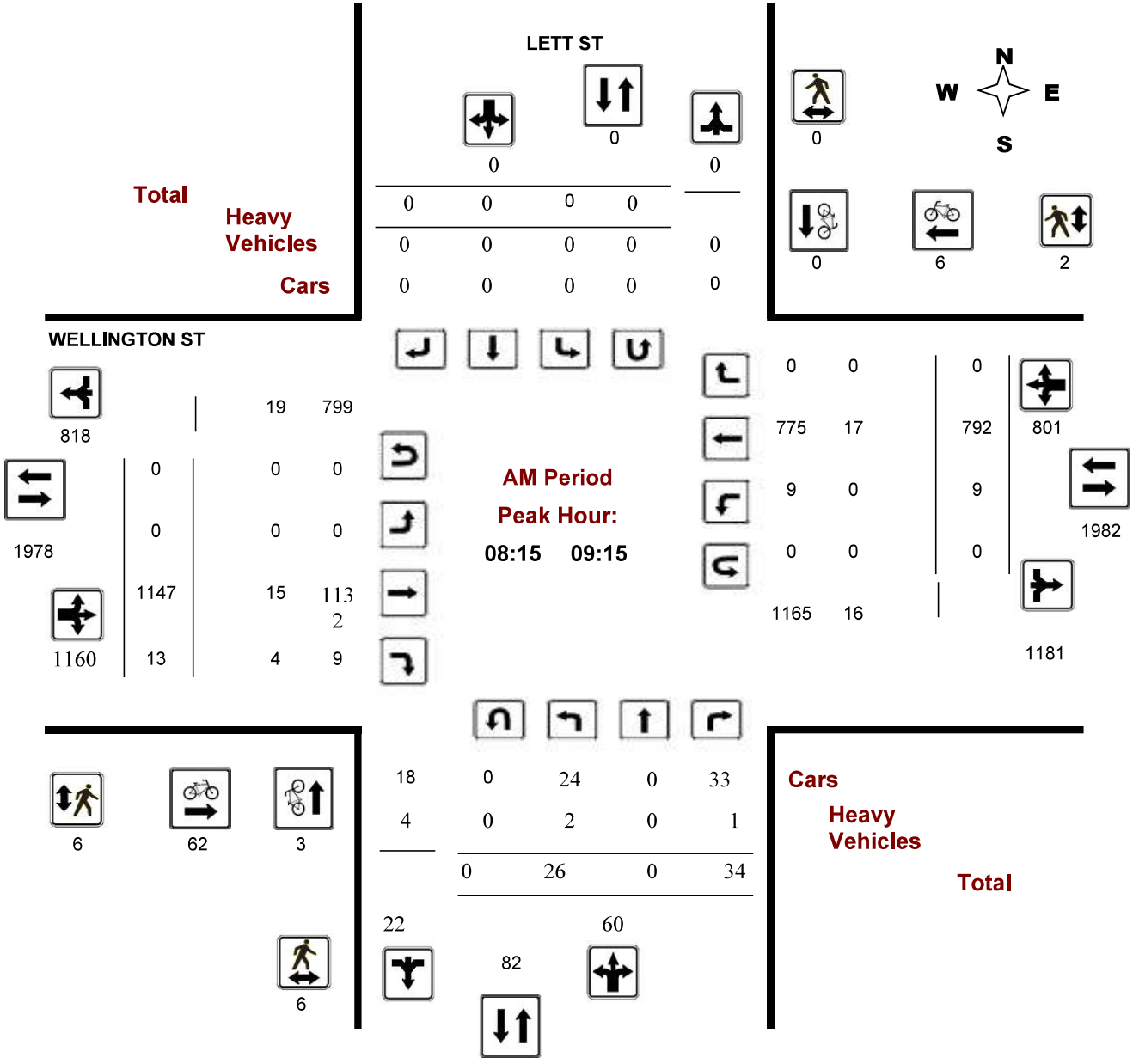
Public Works - Traffic Services

Turning Movement Count - Full Study Peak Hour Diagram

WELLINGTON ST @ LETT ST

Survey Date: Monday, August 17, 2015
Start Time: 07:00

WO No: 35251
Device: Jamar Technologies, Inc



Comments

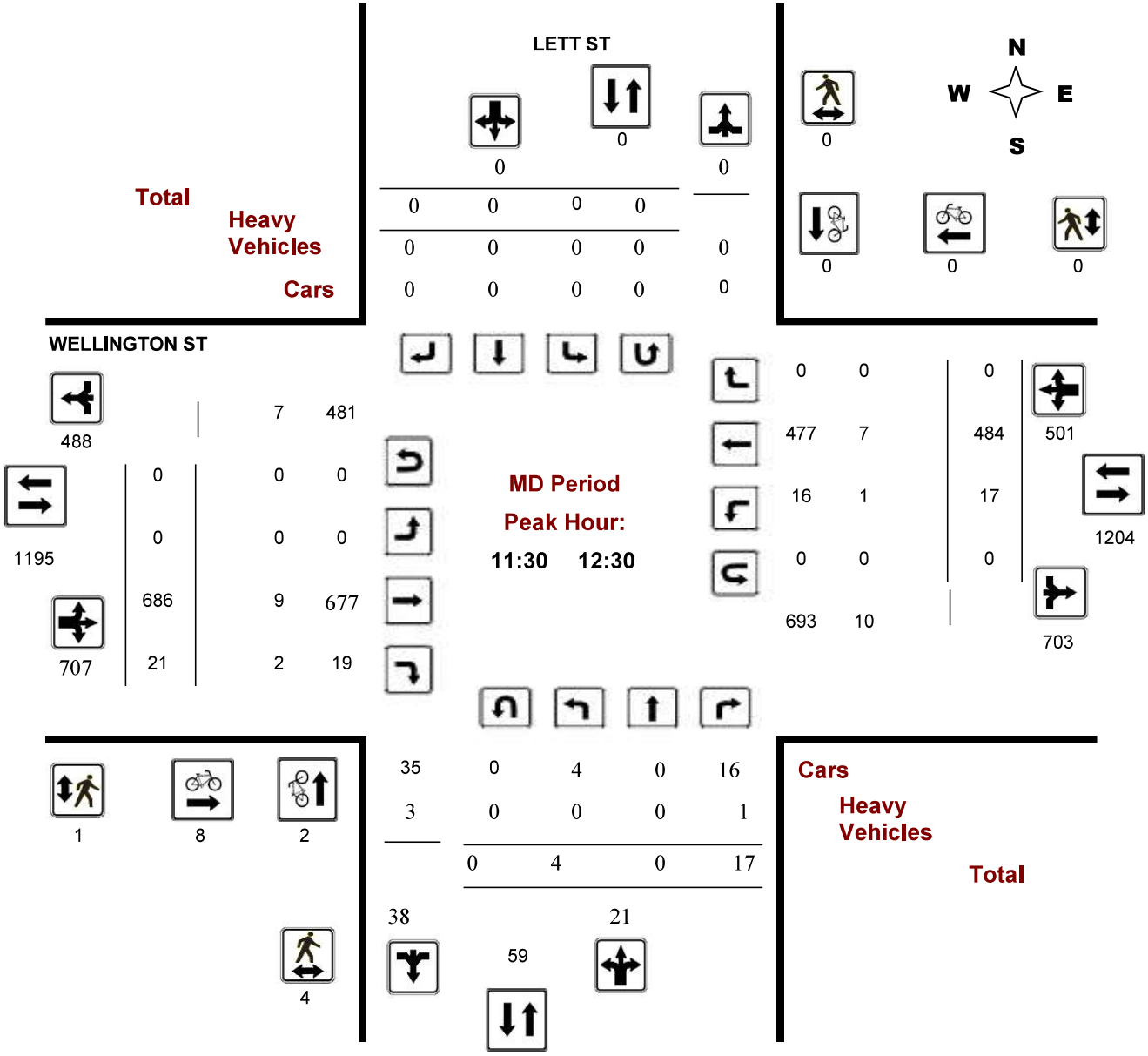
Public Works - Traffic Services

Turning Movement Count - Full Study Peak Hour Diagram

WELLINGTON ST @ LETT ST

Survey Date: Monday, August 17, 2015
Start Time: 07:00

WO No: 35251
Device: Jamar Technologies, Inc



Comments

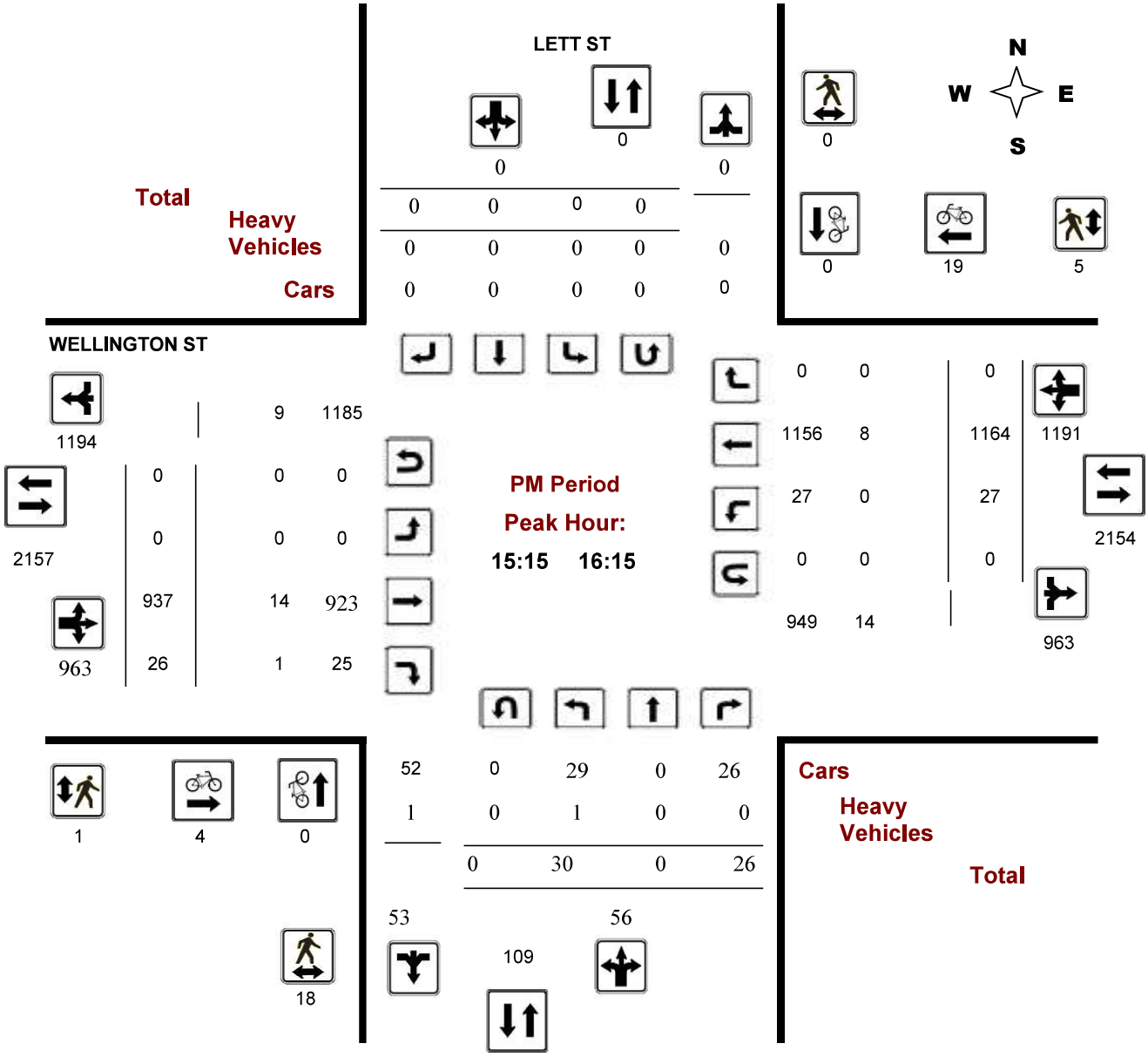
Public Works - Traffic Services

Turning Movement Count - Full Study Peak Hour Diagram

WELLINGTON ST @ LETT ST

Survey Date: Monday, August 17, 2015
Start Time: 07:00

WO No: 35251
Device: Jamar Technologies, Inc



Comments

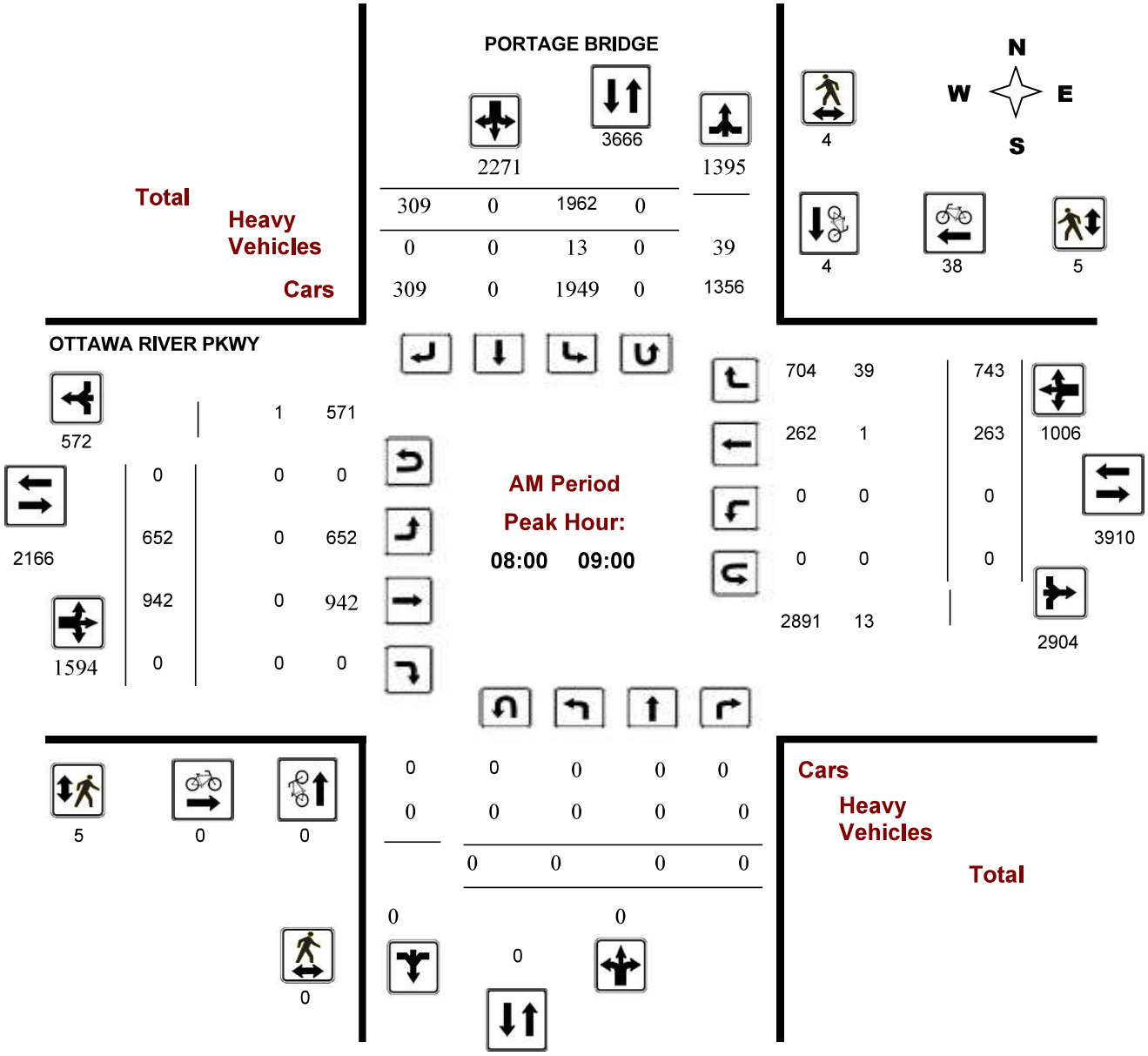
Public Works - Traffic Services

Turning Movement Count - Full Study Peak Hour Diagram

OTTAWA RIVER PKWY @ PORTAGE BRIDGE

Survey Date: Wednesday, June 11, 2014
Start Time: 07:00

WO No: 29831
Device: Jamar Technologies, Inc



Comments

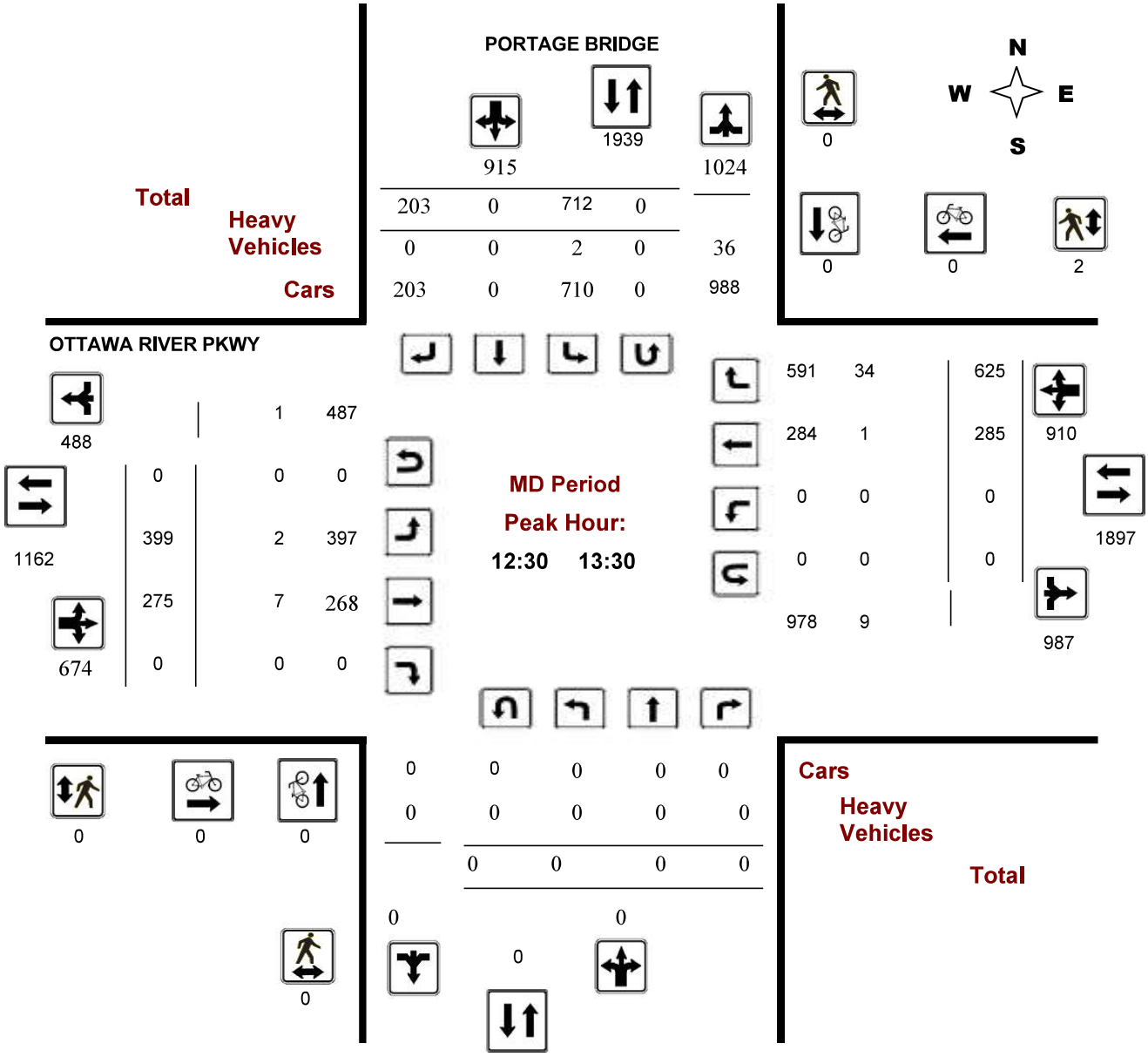
Public Works - Traffic Services

Turning Movement Count - Full Study Peak Hour Diagram

OTTAWA RIVER PKWY @ PORTAGE BRIDGE

Survey Date: Wednesday, June 11, 2014
Start Time: 07:00

WO No: 29831
Device: Jamar Technologies, Inc



Comments

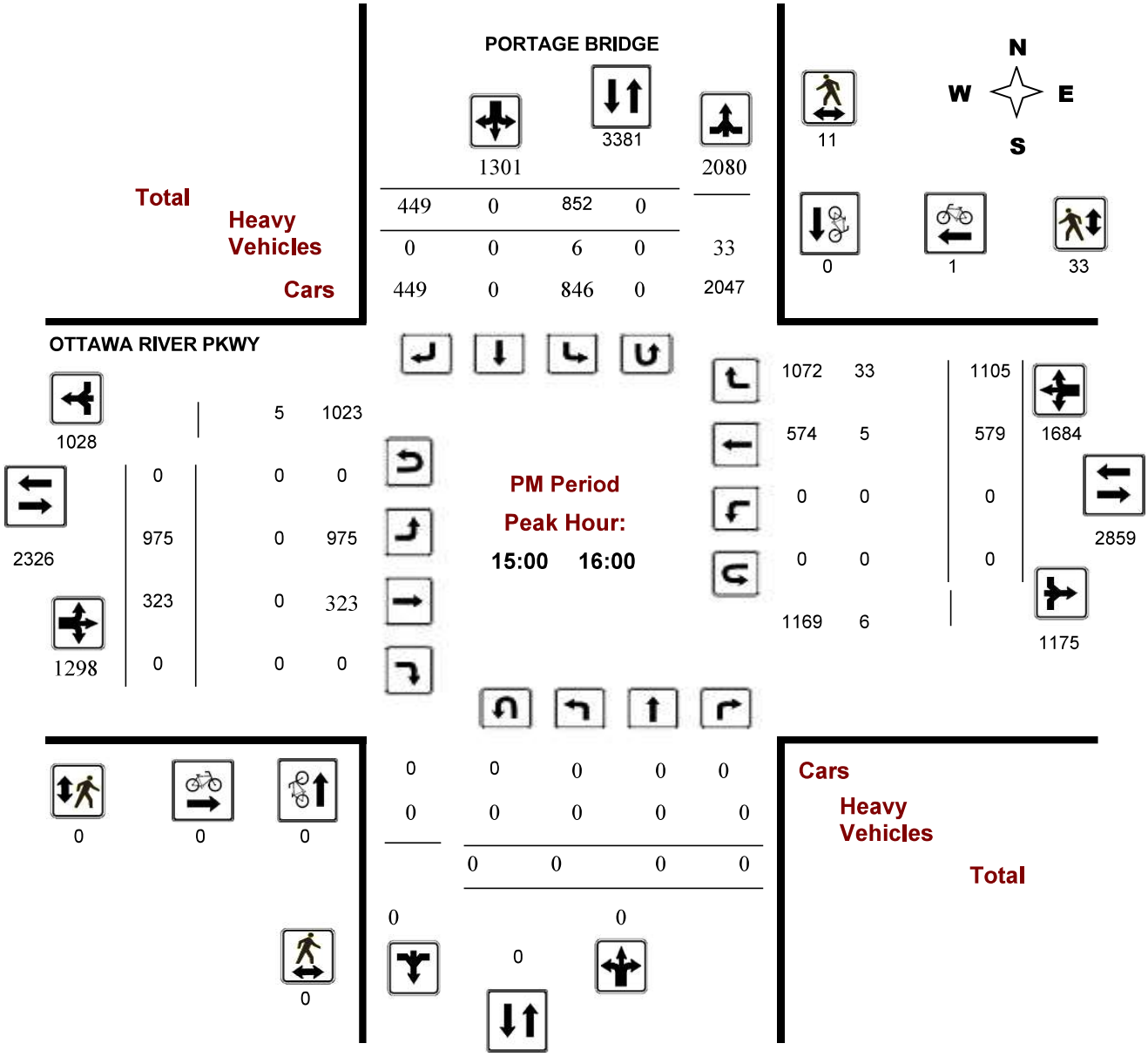
Public Works - Traffic Services

Turning Movement Count - Full Study Peak Hour Diagram

OTTAWA RIVER PKWY @ PORTAGE BRIDGE

Survey Date: Wednesday, June 11, 2014
Start Time: 07:00

WO No: 29831
Device: Jamar Technologies, Inc



Comments

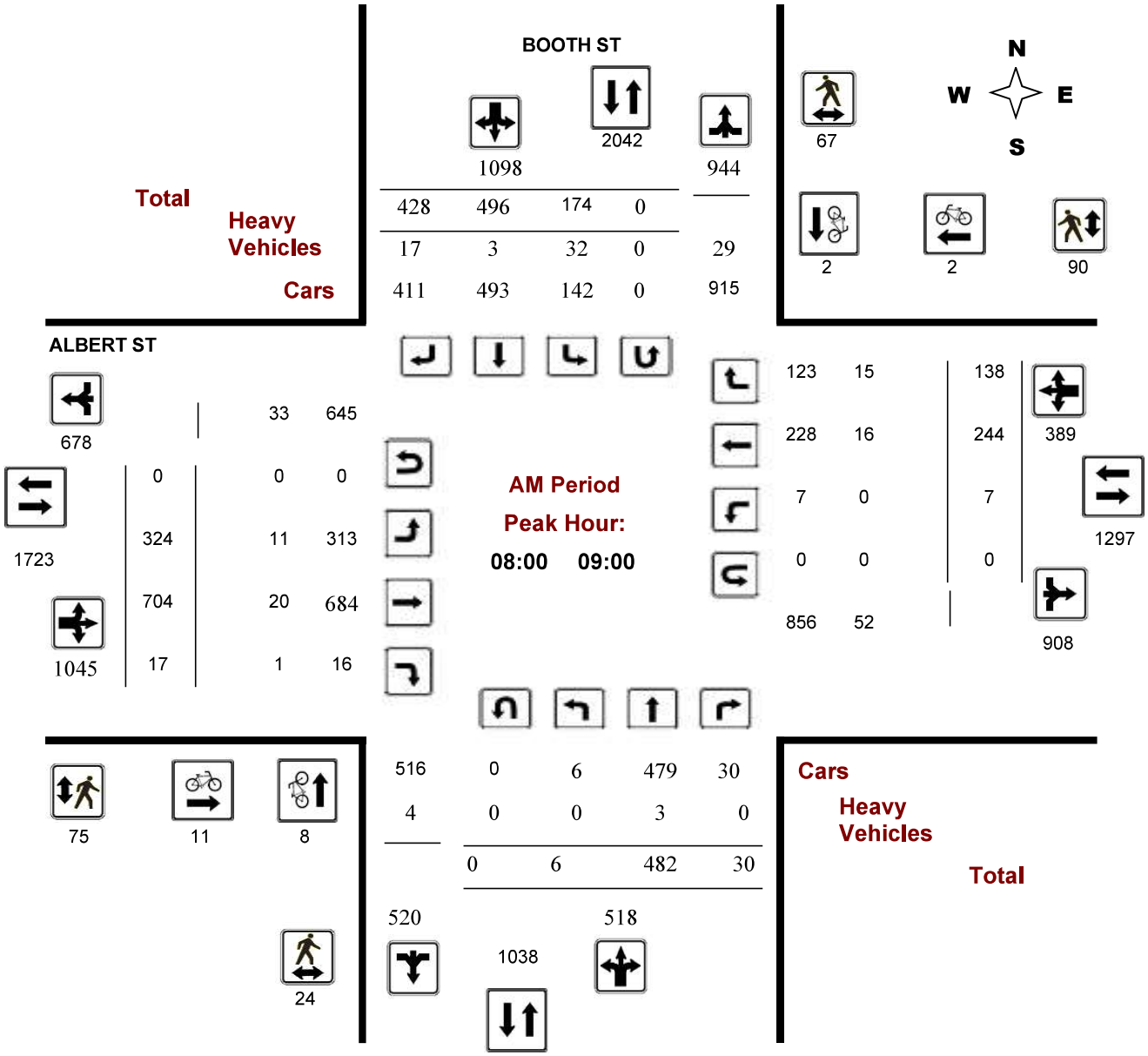
Public Works - Traffic Services

Turning Movement Count - Full Study Peak Hour Diagram

ALBERT ST @ BOOTH ST

Survey Date: Wednesday, April 02, 2014 **WO No:** 1294

Start Time: 07:00 **Device:** Miovision



Comments

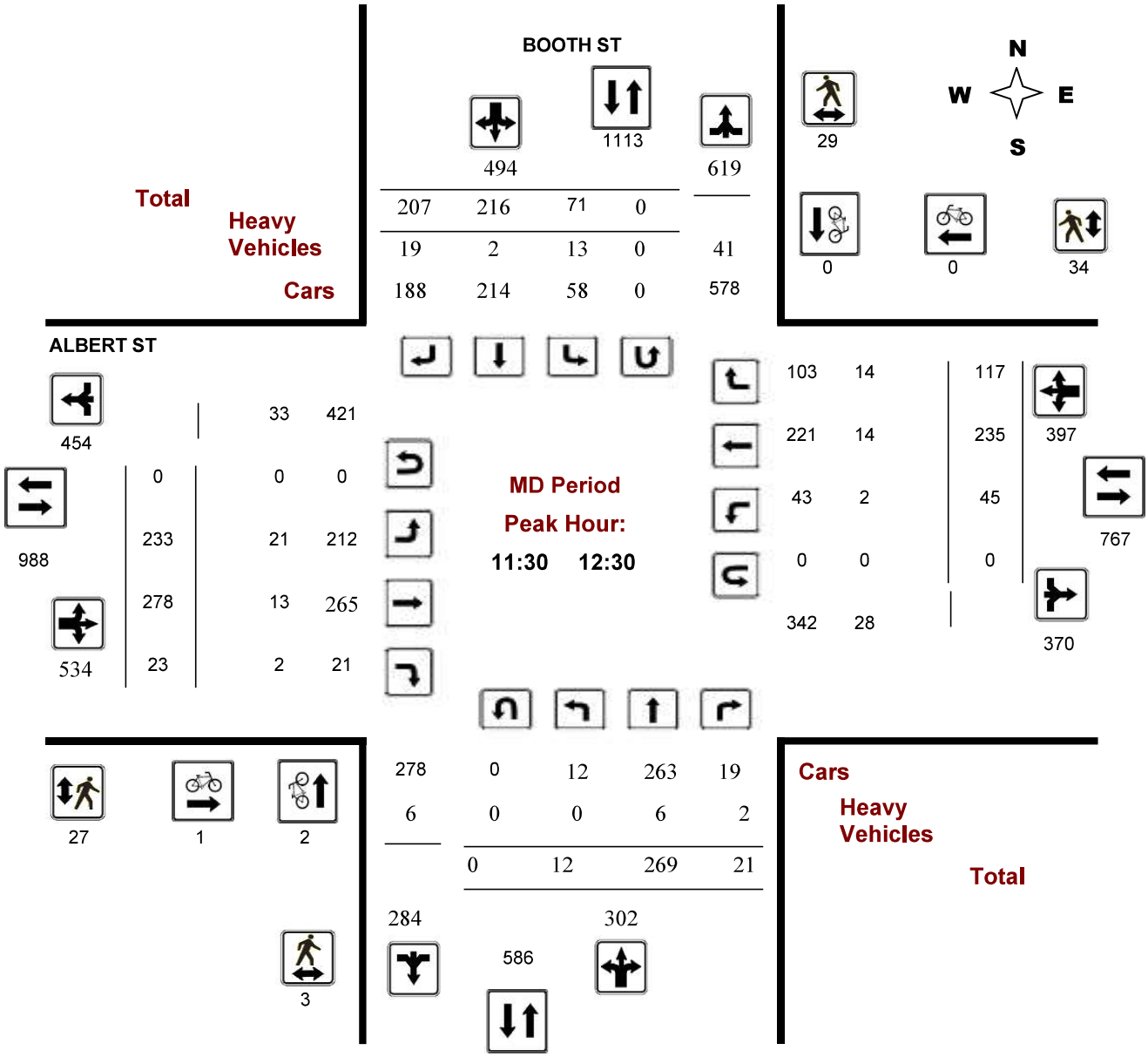
Public Works - Traffic Services

Turning Movement Count - Full Study Peak Hour Diagram

ALBERT ST @ BOOTH ST

Survey Date: Wednesday, April 02, 2014 **WO No:** 1294

Start Time: 07:00 **Device:** Miovision



Comments

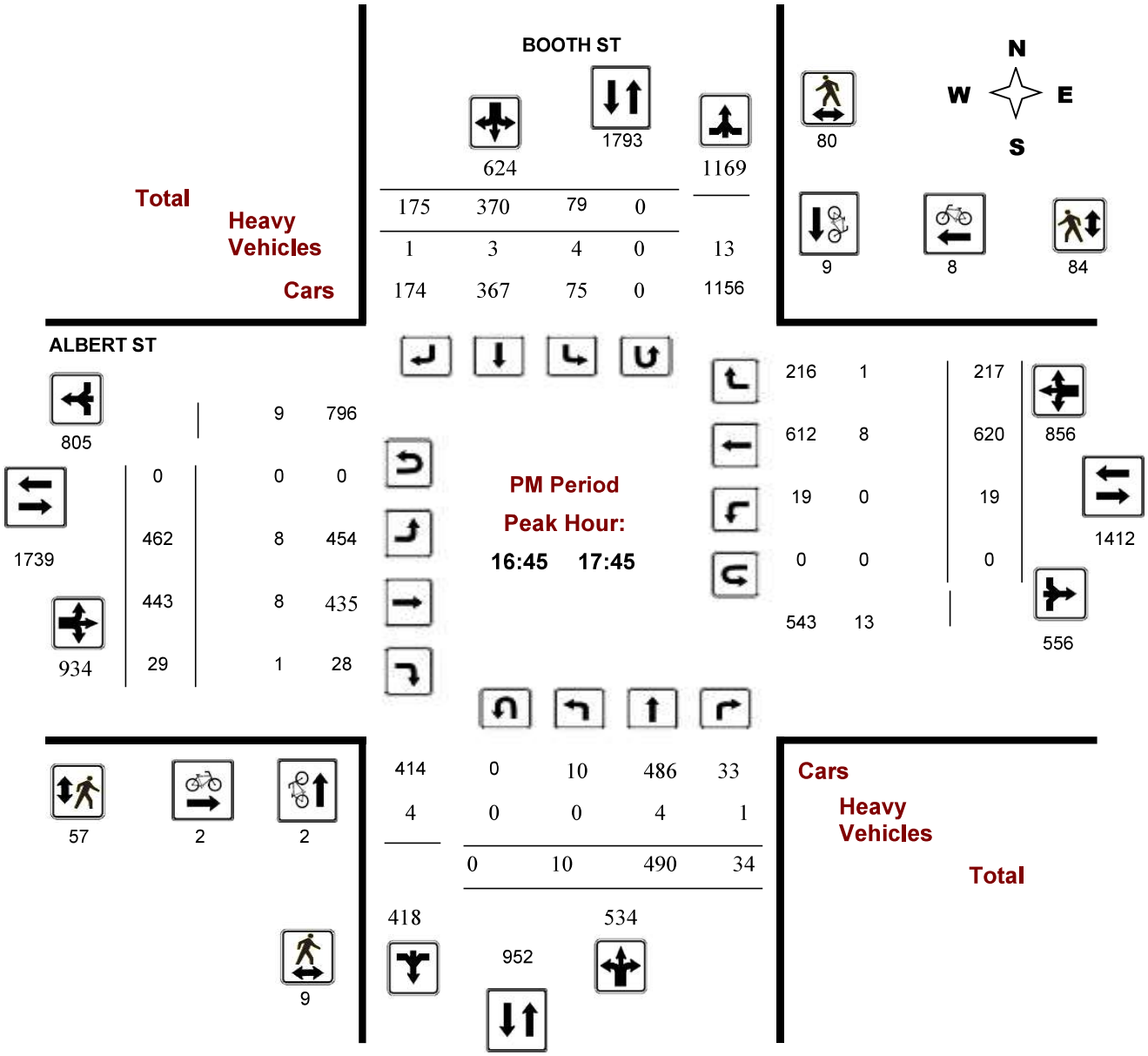
Public Works - Traffic Services

Turning Movement Count - Full Study Peak Hour Diagram

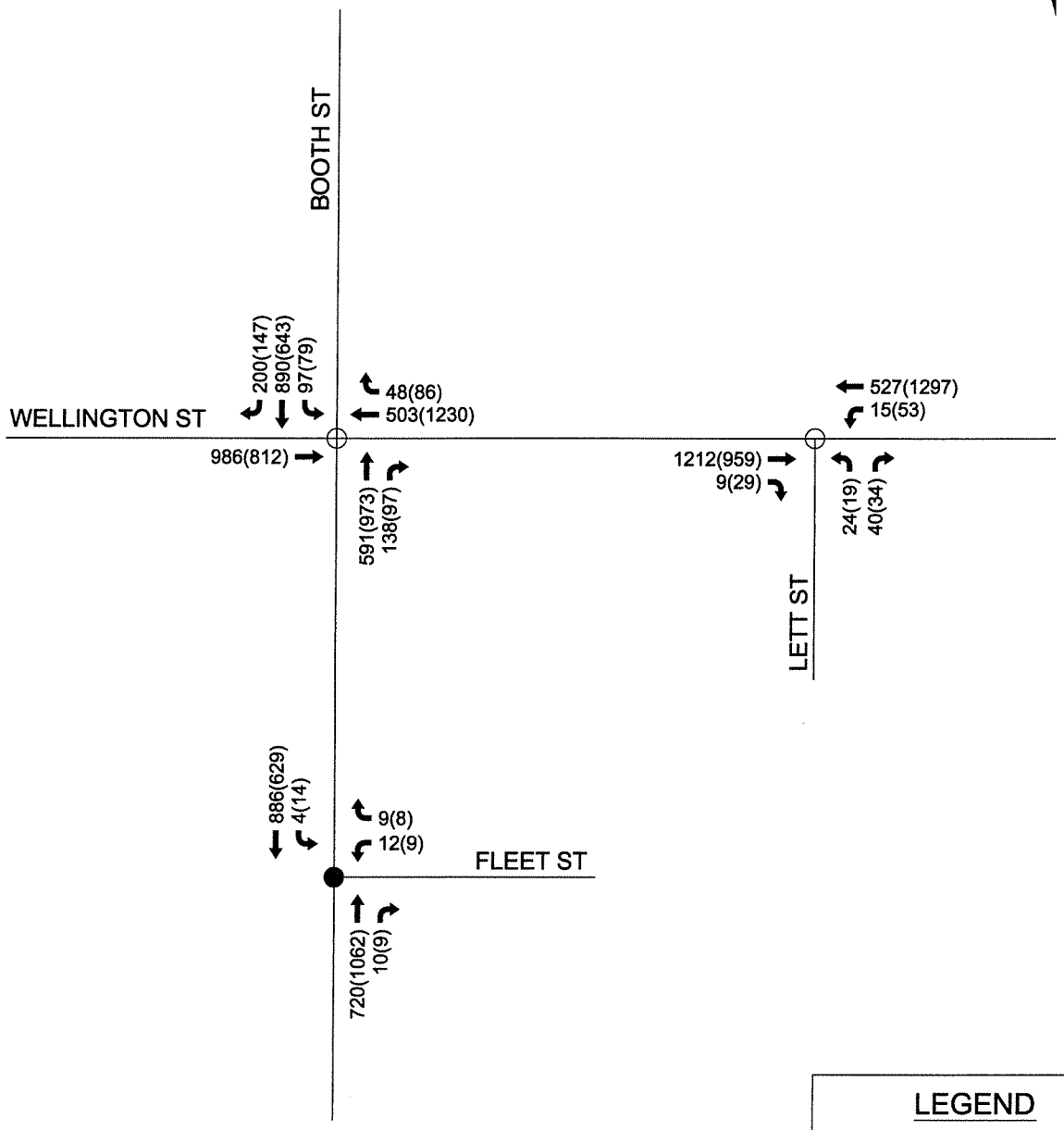
ALBERT ST @ BOOTH ST

Survey Date: Wednesday, April 02, 2014 **WO No:** 1294

Start Time: 07:00 **Device:** Miovision



Comments



LEGEND

- Unsignalized Intersection
- Signalized Intersection
- xx VPH AM Peak Hour
- (xx) VPH PM Peak Hour

NOVATECH
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Facsimile (613) 254-5867
Email: novainfo@novatech-eng.com

LEBRETON PHASE III, 300 LETT STREET

2013 TOTAL TRAFFIC

105006 APRIL 2011 FIGURE 7

SHT8X11.DWG - 216mmX278mm

Traffic Signal Timing

City of Ottawa, Transportation Services Department

Traffic Signal Operations Unit

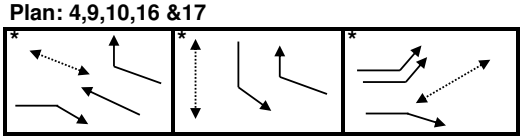
Intersection:	**Main:** Wellington	**Side:**	Portage Bridge
Controller:	**MS-3200**	**TSD:**	**5474**
Author:	Matthew Anderson	**Date:**	06-May-2020

Existing Timing Plans†

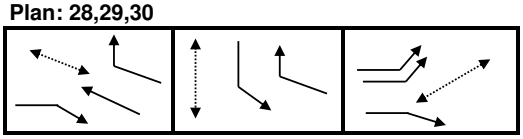
	Plan								**Ped Minimum Time**		
	Night 4	**Evening** 9	**Weekend AM** 10	**Morning** 16	**Weekend** 17	**AM Peak** 28	**Off Peak** 29	**PM Peak** 30	***Walk***	***DW***	***A+R***
Cycle	Free	Free	Free	Free	Free	Free	Free	Free			
Offset	X	X	X	X	X	X	X	X			
EB Thru	max=26.5	max=27.5	max=36.5	max=27.5	max=36.5	max=27.5	max=36.5	max=36.5	-	-	3.3+3.2
WB Thru	max=26.5	max=27.5	max=36.5	max=27.5	max=36.5	max=27.5	max=36.5	max=36.5	7	13	3.3+3.2
WB Right (fp)	max=26.1	max=31.1	max=41.1	max=51.1	max=31.1	max=51.1	44.1	44.1	-	-	3.3+2.8
SB Thru	max=26.1	max=31.1	max=41.1	max=58.1	max=31.1	max=51.1	44.1	44.1	26	12	3.3+2.8
EB Left (fp)	max=20.8	max=26.8	max=33.8	max=40.8	max=45.8	42.8	42.8	max=55.8	25	12	3.3+2.5

Phasing Sequence‡

Plan: 4,9,10,16 &17



Plan: 28,29,30



Notes:

1) For all plans except 28,29,30, the EW thru movements have minimum recalls of 10 seconds green. There are no ped recalls

2) For all plans except 28,29,30 the maximum splits provided will be extended if the pedestrian phases are actuated to satisfy the walk and flashing-don't-walk intervals.

Schedule

Weekday

Time	Plan
0:00	4
6:30	16
7:00	28
9:30	29
14:30	30
17:00	9
22:30	4

Weekend

Time	Plan
0:15	4
7:00	10
10:00	17
22:00	4

Notes

†: Time for each direction includes amber and all red intervals

‡: Start of first phase should be used as reference point for offset

Asterisk (*) Indicates actuated phase

(fp): Fully Protected Left Turn

◄·····► Pedestrian signal

Cost is $59.96 ($53.06 + HST)

Traffic Signal Timing

City of Ottawa, Transportation Services Department

Traffic Signal Operations Unit

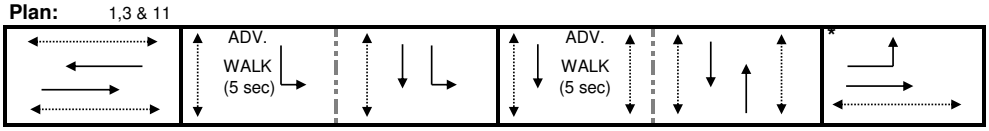
Intersection:	**Main:** Albert	**Side:**	Booth
Controller:	**ATC-3**	**TSD:**	**5465**
Author:	Matthew Anderson	**Date:**	09-Aug-2021

Existing Timing Plans†

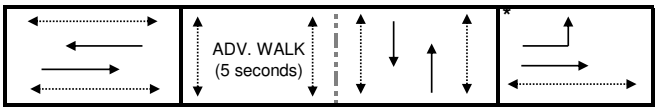
	Plan						Ped Minimum Time		
	AM Peak	**Off Peak**	**PM Peak**	**Night**	**Weekend**	**AM Heavy**	***Walk***	***DW***	***A+R***
	1	2	3	4	5	11			
Cycle	120	85	120	85	85	120			
Offset	104	38	9	3	38	104			
EB Thru	55	50	70	37	50	67	7	23	3.3+3.2
WB Thru	37	37	41	37	37	36	7	23	3.3+3.2
SB Left	25	-	12	13	-	15	-	-	3.3+3.2
NB Thru	40	35	38	35	35	38	7	21	3.3+3.2
SB Thru	65	35	50	48	35	53	7	21	3.3+3.2
EB Left	18	13	29	-	13	31	-	-	3.3+3.2

Phasing Sequence‡

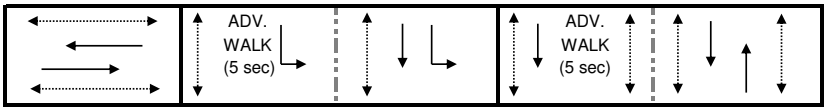
Plan: 1,3 & 11



Plan: 2 & 5



Plan: 4



Notes:
1) Plans 1, 3, and 11, have an alternative walk time of 10 seconds for the NS thru movements.
2) The SB thru movement is prohibited from 11:00pm to 6:00am.
3) The SB and WB right turn on red is prohibited on weekdays from 7:00am to 9:00pm.
4) The WB left turn is prohibited on weekdays from 7:00am to 9:00am, and 3:30pm to 5:30pm with bicycles excepted

Schedule

Weekday

Time	Plan
0:15	4
6:00	1
8:00	11
9:30	2
15:00	3
18:30	2
23:00	4

Saturday

Time	Plan
0:15	4
6:00	2
12:00	5
18:00	2
23:00	4

Sunday

Time	Plan
0:15	4
8:00	2
12:00	5
18:00	2
23:00	4

NOTES

†: Time for each direction includes amber and all red intervals

‡: Start of first phase should be used as reference point for offset

Asterisk (*) Indicates actuated phase

(fp): Fully Protected Left Turn

◄·····► Pedestrian signal

Cost is $59.96 ($53.06 + HST)

Traffic Signal Timing

City of Ottawa, Transportation Services Department

Traffic Signal Operations Unit

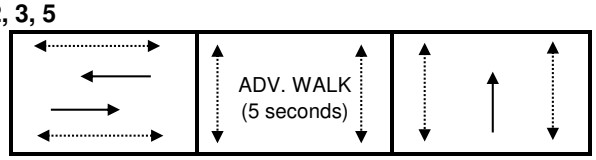
Intersection:	**Main:**	Albert / Slater	**Side:**	Empress	
Controller:	**ATC3**			**TSD:**	**5658**
Author:	Matthew Anderson			**Date:**	09-Aug-2021

Existing Timing Plans†

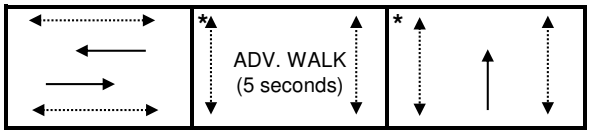
	Plan					**Ped Minimum Time**		
	AM Peak 1	**Off Peak** 2	**PM Peak** 3	**Night** 4	**Weekend** 5	***Walk***	***DW***	***A+R***
Cycle	120	75	120	70	75			
Offset	87	6	87	X	6			
EB Thru	81	36	81	31	36	7	15	3.3+3.8
WB Thru	81	36	81	31	36	7	15	3.3+3.8
NB Thru	39	39	39	39	39	10	23	3.3+3.0
SB Thru	39	39	39	39	39	10	23	3.3+3.0

Phasing Sequence‡

Plan: 1, 2, 3, 5



Plan: 4



Schedule

Weekday

Time	Plan
0:15	4
6:00	1
9:30	2
15:00	3
18:30	2
22:30	4

Weekend

Time	Plan
0:15	4
8:00	2
22:00	4

Notes

†: Time for each direction includes amber and all red intervals

‡: Start of first phase should be used as reference point for offset

Asterisk (*) Indicates actuated phase

(fp): Fully Protected Left Turn

◄·····► Pedestrian signal

Cost is $59.96 ($53.06 + HST)

Traffic Signal Timing

City of Ottawa, Transportation Services Department

Traffic Signal Operations Unit

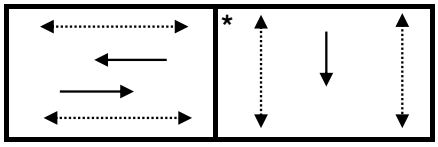
Intersection:	***Main:*** SJAM	***Side:***	Vimy
Controller:	**ATC 3**	**TSD:**	**6570**
Author:	Matthew Anderson	**Date:**	11-Aug-2021

Existing Timing Plans†

	Plan					**Ped Minimum Time**		
	AM Peak 1	**Off Peak** 2	**PM Peak** 3	**Night** 4	**Weekend** 5	***Walk***	***DW***	***A+R***
Cycle	95	80	120	80	80			
Offset	59	10	37	64	10			
EB Thru	62	47	87	47	47	-	-	3.7+2.3
WB Thru	62	47	87	47	47	20	11	3.7+2.3
SB Thru	33	33	33	33	33	7	19	3.3+3.0

Phasing Sequence‡

Plan: All



Schedule

Weekday

Time	Plan
0:15	4
6:00	1
9:30	2
15:00	3
18:00	2
22:00	4

Weekend

Time	Plan
0:15	4
8:00	2
12:00	5
18:00	2
22:00	4

Notes

†: Time for each direction includes amber and all red intervals

‡: Start of first phase should be used as reference point for offset

Asterisk (*) Indicates actuated phase

(fp): Fully Protected Left Turn

◄·····► Pedestrian signal

Cost is $59.96 ($53.06 + HST)

Traffic Signal Timing

City of Ottawa, Transportation Services Department

Traffic Signal Operations Unit

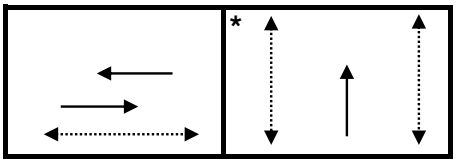
Intersection:	**Main:** Wellington	**Side:**	Lett
Controller:	**MS-3200**	**TSD:**	**6565**
Author:	Matthew Anderson	**Date:**	11-Aug-2021

Existing Timing Plans†

	Plan					Ped Minimum Time		
	AM Peak 1	**Off Peak** 2	**PM Peak** 3	**Night** 4	**Weekend** 5	***Walk***	***DW***	***A+R***
Cycle	95	80	120	70	80			
Offset	60	X	27	X	X			
EB Thru	61	46	86	36	46	15	9	3.7+2.1
WB Thru	61	46	86	36	46	-	-	3.7+2.1
NB Thru	34	34	34	34	34	7	21	3.3+2.6

Phasing Sequence‡

Plan: All



Schedule

Weekday

Time	Plan
0:15	4
6:00	1
9:30	2
15:00	3
18:00	2
22:00	4

Weekend

Time	Plan
0:15	4
8:00	2
12:00	5
18:00	2
22:00	4

Notes

†: Time for each direction includes amber and all red intervals

‡: Start of first phase should be used as reference point for offset

Asterisk (*) Indicates actuated phase

(fp): Fully Protected Left Turn

◄·····► Pedestrian signal

Cost is $59.96 ($53.06 + HST)

Traffic Signal Timing

City of Ottawa, Transportation Services Department

Traffic Signal Operations Unit

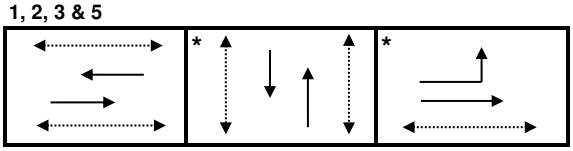
Intersection:	***Main:*** Albert	***Side:***	City Centre
Controller:	**ATC 3**	**TSD:**	**5661**
Author:	Matthew Anderson	**Date:**	11-Aug-2021

Existing Timing Plans†

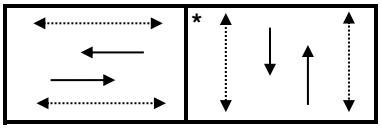
	Plan					**Ped Minimum Time**		
	AM Peak 1	**Off Peak** 2	**PM Peak** 3	**Night** 4	**Weekend** 5	***Walk***	***DW***	***A+R***
Cycle	120	85	120	65	85			
Offset	80	55	80	X	55			
EB Thru	84	56	84	35	56	7	14	3.3+3.0
WB Thru	67	45	67	35	45	7	14	3.3+3.0
NB Thru	36	29	36	30	29	7	16	3.3+3.0
SB Thru	36	29	36	30	29	7	16	3.3+3.0
EB Left	17	11	17	-	11	-	-	3.3+3.0

Phasing Sequence‡

Plan: 1, 2, 3 & 5



Plan: 4



Schedule

Weekday

Time	Plan
0:15	4
6:00	1
9:30	2
15:00	3
18:30	2
22:00	4

Weekend

Time	Plan
0:15	4
8:00	2
12:00	5
18:00	2
22:00	4

Notes

†: Time for each direction includes amber and all red intervals

‡: Start of first phase should be used as reference point for offset

Asterisk (*) Indicates actuated phase

(fp): Fully Protected Left Turn

◄·····► Pedestrian signal

Cost is $59.96 ($53.06 + HST)

Traffic Signal Timing

City of Ottawa, Transportation Services Department

Traffic Signal Operations Unit

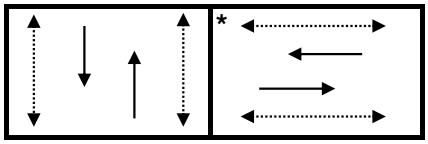
Intersection:	***Main:*** Booth	***Side:***	Perley
Controller:	**ATC3**	**TSD:**	**5461**
Author:	Matthew Anderson	**Date:**	09-Aug-2021

Existing Timing Plans†

	Plan					Ped Minimum Time		
	AM Peak 1	**Off Peak** 2	**PM Peak** 3	**Night** 4	**Weekend** 5	***Walk***	***DW***	***A+R***
Cycle	75	80	75	70	80			
Offset	47	X	10	X	X			
NB Thru	53	58	53	48	58	15	15	3.3+2.6
SB Thru	53	58	53	48	58	15	15	3.3+2.6
EB Thru	22	22	22	22	22	7	9	3.0+3.2
WB Thru	22	22	22	22	22	7	9	3.0+3.2

Phasing Sequence‡

Plan: All



Schedule

Weekday

Time	Plan
0:15	4
6:00	1
9:30	2
15:00	3
18:00	2
22:00	4

Weekend

Time	Plan
0:15	4
8:00	2
12:00	5
18:00	2
22:00	4

Notes

†: Time for each direction includes amber and all red intervals

‡: Start of first phase should be used as reference point for offset

Asterisk (*) Indicates actuated phase

(fp): Fully Protected Left Turn

◄·····► Pedestrian signal

Cost is $59.96 ($53.06 + HST)

Traffic Signal Timing

City of Ottawa, Transportation Services Department

Traffic Signal Operations Unit

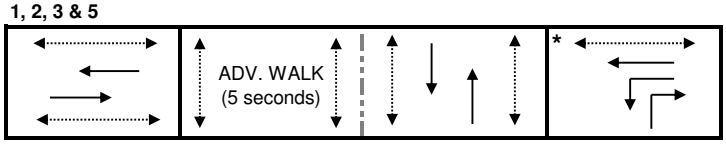
Intersection:	***Main:*** Albert	***Side:***	Preston
Controller:	**Ms 3200**	**TSD:**	**5009**
Author:	Matthew Anderson	**Date:**	11-Aug-2021

Existing Timing Plans†

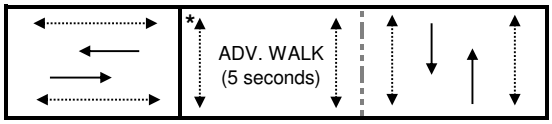
	Plan					**Ped Minimum Time**		
	AM Peak 1	**Off Peak** 2	**PM Peak** 3	**Night** 4	**Weekend** 5	***Walk***	***DW***	***A+R***
Cycle	120	80	120	70	80			
Offset	55	75	65	X	75			
EB Thru	65	35	61	41	35	7	18	3.3+3.5
WB Thru	90	48	77	41	48	7	18	3.3+3.5
NB Thru	30	32	43	29	32	7	16	3.3+3.0
NB Thru	30	32	43	29	32	7	16	3.3+3.0
WB Left	25	13	16	-	13	-	-	3.3+2.9
NB Right	25	13	16	-	13	-	-	3.3+2.9

Phasing Sequence‡

Plan: 1, 2, 3 & 5



Plan: 4



Notes: 1) The NB right turn is prohibited on red, weekdays between 700-1900

Schedule

Weekday

Time	Plan
0:15	4
6:00	1
9:30	2
15:00	3
18:30	2
22:00	4

Weekend

Time	Plan
0:15	4
8:00	2
12:00	5
18:00	2
22:00	4

Notes

†: Time for each direction includes amber and all red intervals

‡: Start of first phase should be used as reference point for offset

Asterisk (*) Indicates actuated phase

(fp): Fully Protected Left Turn

◄·····► Pedestrian signal

Cost is $59.96 ($53.06 + HST)

Traffic Signal Timing

City of Ottawa, Transportation Services Department

Traffic Signal Operations Unit

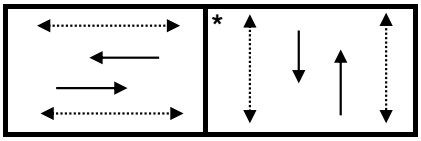
Intersection:	***Main:*** Albert / Scott	***Side:***	Bayview Station
Controller:	**MS 3200**	**TSD:**	**5613**
Author:	Matthew Anderson	**Date:**	11-Aug-2021

Existing Timing Plans†

	Plan						**Ped Minimum Time**		
	Early AM	**Off Peak**	**PM Peak**	**Night**	**Weekend**	**AM Peak**	***Walk***	***DW***	***A+R***
	1	2	3	4	5	21			
Cycle	95	65	100	70	65	100			
Offset	40	54	65	X	54	40			
EB Thru	63	33	68	38	33	68	7	19	3.3+3.2
WB Thru	63	33	68	38	33	68	7	19	3.3+3.2
NB Thru	32	32	32	32	32	32	7	19	3.3+3.1
SB Thru	32	32	32	32	32	32	7	19	3.3+3.1

Phasing Sequence‡

Plan: All



Schedule

Weekday

Time	Plan
0:15	4
6:30	1
7:45	21
9:30	2
15:00	3
18:30	2
22:30	4

Saturday

Time	Plan
0:15	4
6:30	2
9:00	5
18:30	2
22:30	4

Sunday

Time	Plan
0:15	4
6:30	2
9:00	5
18:00	2
22:30	4

Notes

†: Time for each direction includes amber and all red intervals

‡: Start of first phase should be used as reference point for offset

Asterisk (*) Indicates actuated phase

(fp): Fully Protected Left Turn

◄·····► Pedestrian signal

Cost is $59.96 ($53.06 + HST)

Traffic Signal Timing

City of Ottawa, Transportation Services Department

Traffic Signal Operations Unit

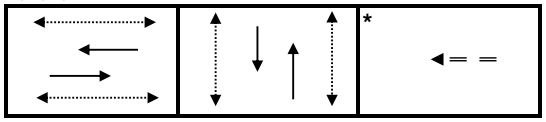
Intersection:	***Main:*** Scott	***Side:***	Parkdale
Controller:	**ATC 3**	**TSD:**	**5310**
Author:	Matthew Anderson	**Date:**	11-Aug-2021

Existing Timing Plans†

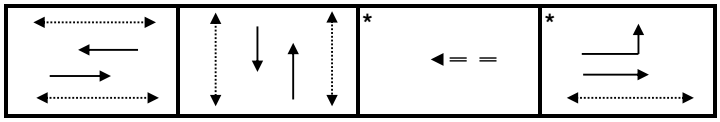
	Plan						**Ped Minimum Time**		
	AM Peak 1	**Off Peak** 2	**PM Peak** 3	**Night** 4	**Weekend** 5	**AM Heavy** 21	***Walk***	***DW***	***A+R***
Cycle	95	75	100	70	75	100			
Offset	91	33	8	61	33	91			
EB Thru	46	34	49	29	34	51	7	15	3.3+2.8
WB Thru	46	34	34	29	34	51	7	15	3.3+2.8
NB Thru	43	35	45	35	35	43	10	19	3.0+3.3
SB Thru	43	35	45	35	35	43	10	19	3.0+3.3
WB Bus	6	6	6	6	6	6	-	-	0.0+2.0
EB Left	-	-	15	-	-	-	-	-	3.3+2.3

Phasing Sequence‡

Plan: 1, 2, 4, 5 & 21



Plan: 3



Schedule

Weekday

Time	Plan
0:15	4
6:30	1
7:45	21
9:30	2
15:00	3
18:30	2
22:30	4

Saturday

Time	Plan
0:15	4
6:30	2
9:00	5
18:30	2
22:30	4

Sunday

Time	Plan
0:15	4
6:30	2
9:00	5
18:00	2
22:30	4

Notes

†: Time for each direction includes amber and all red intervals

‡: Start of first phase should be used as reference point for offset

Asterisk (*) Indicates actuated phase

(fp): Fully Protected Left Turn

◄·····► Pedestrian signal

═ ═ ➔ Transit signal

Cost is $59.96 ($53.06 + HST)

Traffic Signal Timing

City of Ottawa, Transportation Services Department

Traffic Signal Operations Unit

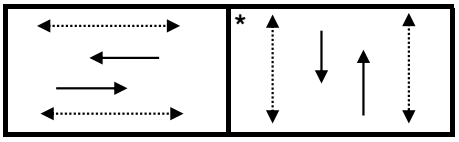
Intersection:	***Main:***	SJAM	***Side:***	Slidell
Controller:	**ATC 3**		**TSD:**	**5890**
Author:	Matthew Anderson		**Date:**	11-Aug-2021

Existing Timing Plans†

	Plan				**Ped Minimum Time**		
	AM Peak 1	**Off Peak** 2	**PM Peak** 3	**Night** 4	***Walk***	***DW***	***A+R***
Cycle	95	Free	95	Free			
Offset	0	X	0	X			
EB Thru	61	max = 53.5	61	max = 54.5	15	10	3.7+1.8
WB Thru	61	max = 53.5	61	max = 54.5	15	10	3.7+1.8
NB Thru	34	max = 31.3	34	max = 31.3	7	20	3.3+3.0
SB Thru	34	max = 31.3	34	max = 31.3	7	20	3.3+3.0

Phasing Sequence‡

Plan: All



Notes: 1) Plans 2 & 4, have a max and ped recall on the EW movements
2) Plans 1 & 3, have a ped recall on the EW movements

Schedule

Weekday

Time	Plan
0:15	4
6:30	1
9:00	2
15:00	3
18:30	2
21:00	4

Weekend

Time	Plan
0:10	4
7:00	2
19:00	4

Notes

†: Time for each direction includes amber and all red intervals

‡: Start of first phase should be used as reference point for offset

Asterisk (*) Indicates actuated phase

(fp): Fully Protected Left Turn

◄·····► Pedestrian signal

Cost is $59.96 ($53.06 + HST)

Traffic Signal Timing

City of Ottawa, Transportation Services Department

Traffic Signal Operations Unit

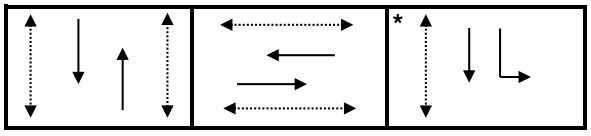
Intersection:	**Main:** Booth	**Side:**	SJAM / Wellington
Controller:	**MS 3200**	**TSD:**	**6567**
Author:	Matthew Anderson	**Date:**	09-Aug-2021

Existing Timing Plans†

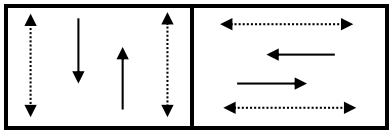
	Plan					**Ped Minimum Time**		
	AM Peak 1	**Off Peak** 2	**PM Peak** 3	**Night** 4	**Weekend** 5	***Walk***	***DW***	***A+R***
Cycle	95	85	120	75	85			
Offset	31	58	3	23	58			
NB Thru	35	35	48	35	35	10	15	3.3+3.5
SB Thru	35	35	48	35	35	10	15	3.3+3.6
EB Thru	48	38	60	40	38	10	19	3.7+3.1
WB Thru	48	38	60	40	38	10	19	3.7+3.1
SB Left	12	12	12	-	12	-	-	3.3+3.5

Phasing Sequence‡

Plan: 1,2,3,5



Plan: 4



Schedule

Weekday

Time	Plan
0:15	4
6:00	1
9:30	2
15:00	3
18:00	2
23:45	4

Weekend

Time	Plan
0:15	4
8:00	2
12:00	5
18:00	2
22:00	4

Notes

†: Time for each direction includes amber and all red intervals

‡: Start of first phase should be used as reference point for offset

Asterisk (*) Indicates actuated phase

(fp): Fully Protected Left Turn

◄·····► Pedestrian signal

Cost is $59.96 ($53.06 + HST)

Traffic Signal Timing

City of Ottawa, Transportation Services Department

Traffic Signal Operations Unit

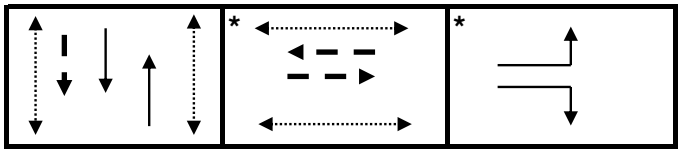
Intersection:	**Main:** Booth	**Side:**	War museum
Controller:	**MS 3200**	**TSD:**	**6564**
Author:	Matthew Anderson	**Date:**	09-Aug-2021

Existing Timing Plans†

	Plan					**Ped Minimum Time**		
	AM Peak 1	**Off Peak** 2	**PM Peak** 3	**Night** 4	**Weekend** 5	***Walk***	***DW***	***A+R***
Cycle	95	85	95	85	95			
Offset	47	X	10	X	X			
NB Thru	49	39	49	39	49	20	5	3.3+2.6
SB Thru	49	39	49	39	49	20	5	3.3+2.6
EW Bike	29	29	29	29	29	7	15	3.0+4.0
EB Exit (fp)	17	17	17	17	17	-	-	3.3+2.9

Phasing Sequence‡

Plan: All



Schedule

Weekday

Time	Plan
0:15	4
6:00	1
9:30	2
15:00	3
18:00	2
22:00	4

Weekend

Time	Plan
0:15	4
8:00	2
12:00	5
18:00	2
22:00	4

Notes

†: Time for each direction includes amber and all red intervals

‡: Start of first phase should be used as reference point for offset

Asterisk (*) Indicates actuated phase

(fp): Fully Protected Left Turn

◄·····► Pedestrian signal

– – ► Bike signal

Cost is $58.78 ($52.02 + HST)

Traffic Signal Timing

City of Ottawa, Public Works Department

Traffic Signal Operations Unit

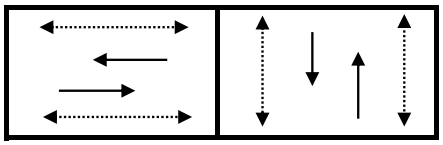
Intersection:	***Main:*** Somerset	***Side:***	Booth
Controller:	**MS3200**	**TSD:**	**5017**
Author:	Hamadoun Issabre	**Date:**	07-Mar-2024

Existing Timing Plans†

	Plan					**Ped Minimum Time**		
	AM Peak 1	**Off Peak** 2	**PM Peak** 3	**Night** 4	**Weekend** 5	***Walk***	***DW***	***A+R***
Cycle	80	75	75	55	65			
Offset	0	16	1	42	42			
EB Thru	42	43	38	27	35	7	8	3.3+2.1
WB Thru	42	43	38	27	35	7	8	3.3+2.1
NB Thru	38	32	37	28	30	7	11	3.3+2.3
SB Thru	38	32	37	28	30	7	11	3.3+2.3

Phasing Sequence‡

Plan: All



Schedule

Weekday

Time	Plan
0:15	4
6:00	1
9:30	2
15:00	3
18:00	2
22:00	4

Weekend

Time	Plan
0:15	4
8:00	2
12:00	5
18:00	2
22:00	4

Notes

†: Time for each direction includes amber and all red intervals

‡: Start of first phase should be used as reference point for offset

Asterisk (*) Indicates actuated phase

(fp): Fully Protected Left Turn

◄·····► Pedestrian signal

Cost is $62.38 ($55.20 + HST)

Traffic Signal Timing

City of Ottawa, Public Works Department

Traffic Signal Operations Unit

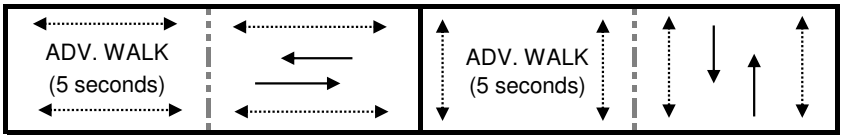
Intersection:	***Main:*** Somerset	***Side:***	Preston
Controller:	**ATC3**	**TSD:**	**5079**
Author:	Hamadoun Issabre	**Date:**	07-May-2024

Existing Timing Plans†

	Plan					Ped Minimum Time		
	AM Peak 1	**Off Peak** 2	**PM Peak** 3	**Night** 4	**Weekend** 5	***Walk***	***DW***	***A+R***
Cycle	80	75	75	60	65			
Offset	58	73	32	28	28			
EB Thru	43	42	41	30	31	7	12	3.3+2.3
WB Thru	43	42	41	30	31	7	12	3.3+2.3
NB Thru	37	33	34	30	34	7	14	3.3+2.4
SB Thru	37	33	34	30	34	7	14	3.3+2.4

Phasing Sequence‡

Plan:



Notes: 1) All movements have a No Right-turn on Red restriction between 7:00 - 19:00, Mon to Fri

Schedule

Weekday

Time	Plan
0:15	4
6:00	1
9:30	2
15:00	3
18:00	2
22:00	4

Saturday

Time	Plan
0:15	4
8:00	2
12:00	5
18:00	2
22:00	4

Notes

†: Time for each direction includes amber and all red intervals

‡: Start of first phase should be used as reference point for offset

Asterisk (*) Indicates actuated phase

(fp): Fully Protected Left Turn

◄·····► Pedestrian signal

Cost is $62.38 ($55.20 + HST)

APPENDIX C: City of Ottawa - Collision Data

STUDY AREA	YEAR	DATE	TIME	COLLISION_ID	LOCATION	X	Y	LONGITUDE	LATITUDE	ENVIRONMENT	LIGHT	SURFACE_CONDITION	TRAFFIC_CONTROL	TRAFFIC_CONTROL_CONDITION	COLLISION_CLASSIFICATION	IMPACT_TYPE	NO_OF_PEDESTRIANS	FID
Y	2015	2015/07/05 04:00:00+00	1899/12/31 22:34:00+00	15-7406	ALBERT ST @ BRONSON AVE	366739.7188	5031015	-75.70859528	45.41632843	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	02 - Angle	0	7191
Y	2015	2015/12/14 05:00:00+00	1900/01/01 01:55:00+00	15-12926	ALBERT ST @ BRONSON AVE	366738.9688	5031017.5	-75.70861053	45.41635132	02 - Rain	07 - Dark	02 - Wet	01 - Traffic signal	01 - Functioning	02 - Non-fatal injury	02 - Angle	0	12464
Y	2015	2015/12/08 05:00:00+00	1899/12/31 20:16:00+00	15-12682	ALBERT ST @ COMMISSIONER ST	366713.6875	5030970	-75.7089386	45.41592789	02 - Rain	01 - Daylight	02 - Wet	02 - Stop sign	01 - Functioning	03 - P.D. only	02 - Angle	0	12980
Y	2015	2015/01/05 05:00:00+00	1899/12/31 13:33:00+00	15-134	ALBERT ST @ EMPRESS AVE	366577.125	5030722	-75.71071625	45.41370773	06 - Strong wind	01 - Daylight	06 - Ice	01 - Traffic signal	01 - Functioning	02 - Non-fatal injury	03 - Rear end	0	234
Y	2015	2015/01/16 05:00:00+00	1899/12/31 19:29:00+00	15-853	ALBERT ST @ EMPRESS AVE	366576.6563	5030720.5	-75.71071625	45.41369629	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	99 - Other	0	653
Y	2015	2015/02/20 05:00:00+00	1899/12/31 11:16:00+00	15-2852	ALBERT ST @ EMPRESS AVE	366573.8125	5030720	-75.71075439	45.41368806	01 - Clear	07 - Dark	02 - Wet	01 - Traffic signal	01 - Functioning	03 - P.D. only	07 - SMV other	0	2656
Y	2015	2015/01/29 05:00:00+00	1899/12/31 13:55:00+00	15-1510	ALBERT ST @ PRESTON ST	366160.375	5030465.5	-75.71607208	45.41143799	01 - Clear	01 - Daylight	06 - Ice	01 - Traffic signal	01 - Functioning	03 - P.D. only	03 - Rear end	0	1329
Y	2015	2015/02/04 05:00:00+00	1899/12/31 15:00:00+00	15-1958	ALBERT ST @ PRESTON ST	366158.6875	5030466.5	-75.71608734	45.41144562	03 - Snow	01 - Daylight	06 - Ice	01 - Traffic signal	01 - Functioning	02 - Non-fatal injury	03 - Rear end	0	1693
Y	2015	2015/02/17 05:00:00+00	1899/12/31 13:52:00+00	15-2700	ALBERT ST @ PRESTON ST	366160.375	5030465.5	-75.71607208	45.41143799	01 - Clear	01 - Daylight	06 - Ice	01 - Traffic signal	01 - Functioning	03 - P.D. only	03 - Rear end	0	2500
Y	2015	2015/03/03 05:00:00+00	1899/12/31 21:15:00+00	15-3451	ALBERT ST @ PRESTON ST	366158.6875	5030465	-75.71608734	45.41143036	03 - Snow	01 - Daylight	05 - Packed snow	01 - Traffic signal	01 - Functioning	03 - P.D. only	03 - Rear end	0	3949
Y	2015	2015/07/19 04:00:00+00	1899/12/31 22:55:00+00	15-7872	ALBERT ST @ PRESTON ST	366160.0625	5030465	-75.71607208	45.41143036	02 - Rain	01 - Daylight	02 - Wet	01 - Traffic signal	01 - Functioning	02 - Non-fatal injury	02 - Angle	0	7320
Y	2015	2015/07/12 04:00:00+00	1899/12/31 23:30:00+00	15-7596	ALBERT ST @ PRESTON ST	366161.4063	5030463	-75.71605682	45.41141129	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	03 - Rear end	0	7443
Y	2015	2015/10/29 04:00:00+00	1899/12/31 21:25:00+00	15-11234	ALBERT ST @ PRESTON ST	366161.4063	5030464	-75.71605682	45.41142273	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	05 - Turning movement	0	11258
Y	2015	2015/12/21 05:00:00+00	1899/12/31 12:20:00+00	15-13146	ALBERT ST @ PRESTON ST	366160.6875	5030464	-75.71606445	45.41141891	01 - Clear	03 - Dawn	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	01 - Approaching	0	13292
Y	2015	2015/05/27 04:00:00+00	1899/12/31 21:30:00+00	15-13635	ALBERT ST @ PRESTON ST	366161.4375	5030463	-75.71605682	45.41141129	00 - Unknown	01 - Daylight	00 - Unknown	01 - Traffic signal	00 - Unknown	03 - P.D. only	04 - Sideswipe	0	13643
Y	2015	2015/07/09 04:00:00+00	1899/12/31 19:32:00+00	15-7540	ALBERT ST btwn Continuation of ALBERT ST & BOOTH ST	366342.2188	5030573.5	-75.71372986	45.41239166	01 - Clear	01 - Daylight	01 - Dry	10 - No control		03 - P.D. only	04 - Sideswipe	0	7384
Y	2015	2015/07/05 04:00:00+00	1899/12/31 05:44:00+00	15-7394	ALBERT ST btwn PRESTON ST & Continuation of ALBERT ST	366289	5030545.5	-75.7144165	45.41214371	01 - Clear	07 - Dark	01 - Dry	10 - No control		03 - P.D. only	07 - SMV other	0	7100
Y	2015	2015/08/23 04:00:00+00	1900/01/01 02:16:00+00	15-8954	ALBERT ST btwn PRESTON ST & Continuation of ALBERT ST	366179.375	5030476	-75.71582794	45.41152954	01 - Clear	07 - Dark	01 - Dry	10 - No control		02 - Non-fatal injury	05 - Turning movement	0	8691
Y	2015	2015/10/20 04:00:00+00	1899/12/31 21:56:00+00	15-10904	ALBERT ST btwn PRESTON ST & Continuation of ALBERT ST	366178.4063	5030476	-75.71583557	45.41152573	01 - Clear	01 - Daylight	01 - Dry	10 - No control		03 - P.D. only	04 - Sideswipe	0	10122
Y	2015	2015/12/29 05:00:00+00	1899/12/31 19:54:00+00	15-13391	ALBERT ST btwn SCOTT ST & CITY CENTRE AVE (2)	365862.9688	5030304	-75.71988678	45.41001129	03 - Snow	01 - Daylight	03 - Loose snow	10 - No control		03 - P.D. only	07 - SMV other	0	13989
Y	2015	2015/01/07 05:00:00+00	1899/12/31 22:20:00+00	15-305	BAYVIEW RD @ SCOTT ST/ALBERT ST	365519.0313	5030071	-75.72431183	45.40794373	01 - Clear	05 - Dusk	05 - Packed snow	01 - Traffic signal	01 - Functioning	03 - P.D. only	05 - Turning movement	0	407
Y	2015	2015/02/13 05:00:00+00	1899/12/31 14:25:00+00	15-2476	BAYVIEW RD @ SCOTT ST/ALBERT ST	365520	5030071	-75.72429657	45.40794373	01 - Clear	01 - Daylight	02 - Wet	01 - Traffic signal	01 - Functioning	03 - P.D. only	04 - Sideswipe	0	2575
Y	2015	2015/03/15 04:00:00+00	1899/12/31 21:49:00+00	15-3848	BAYVIEW RD @ SCOTT ST/ALBERT ST	365518.0625	5030071	-75.72431946	45.40794373	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	03 - Rear end	0	3757
Y	2015	2015/07/02 04:00:00+00	1900/01/01 00:46:00+00	15-7334	BAYVIEW RD @ SCOTT ST/ALBERT ST	365520.4688	5030070	-75.72428894	45.40793228	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	02 - Non-fatal injury	07 - SMV other	1	7040
Y	2015	2015/06/29 04:00:00+00	1899/12/31 15:53:00+00	15-7184	BAYVIEW RD @ SCOTT ST/ALBERT ST	365519.75	5030070.5	-75.7243042	45.4079361	01 - Clear	01 - Daylight	02 - Wet	01 - Traffic signal	01 - Functioning	02 - Non-fatal injury	02 - Angle	0	7618
Y	2015	2015/08/28 04:00:00+00	1899/12/31 12:30:00+00	15-9120	BAYVIEW RD @ SCOTT ST/ALBERT ST	365519.0313	5030072	-75.72431183	45.40795135	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	05 - Turning movement	0	9681
Y	2015	2015/03/21 04:00:00+00	1899/12/31 22:51:00+00	15-4000	BOOTH ST @ 148 N OF MIDDLE ST/E.B.EDDY S	366035.5313	5031415	-75.71754456	45.41999054	06 - Strong wind	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	03 - Rear end	0	3698
Y	2015	2015/07/21 04:00:00+00	1899/12/31 22:45:00+00	15-7932	BOOTH ST @ 148 N OF MIDDLE ST/E.B.EDDY S	366036.25	5031415.5	-75.71753693	45.41999435	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	02 - Non-fatal injury	03 - Rear end	0	7463
Y	2015	2015/01/05 05:00:00+00	1899/12/31 19:08:00+00	15-157	BOOTH ST @ OTTAWA RIVER PKWY/WELLINGTON ST	366264.25	5031006	-75.7146759	45.41629028	01 - Clear	01 - Daylight	02 - Wet	01 - Traffic signal	01 - Functioning	03 - P.D. only	03 - Rear end	0	257
Y	2015	2015/01/21 05:00:00+00	1900/01/01 00:19:00+00	15-1129	BOOTH ST @ OTTAWA RIVER PKWY/WELLINGTON ST	366263.2813	5031005	-75.71468353	45.41628265	01 - Clear	07 - Dark	02 - Wet	01 - Traffic signal	01 - Functioning	03 - P.D. only	07 - SMV other	0	1450
Y	2015	2015/01/28 05:00:00+00	1899/12/31 15:07:00+00	15-1427	BOOTH ST @ OTTAWA RIVER PKWY/WELLINGTON ST	366262.9375	5031007.5	-75.71469116	45.41630554	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	04 - Sideswipe	0	1937
Y	2015	2015/02/12 05:00:00+00	1899/12/31 15:10:00+00	15-2422	BOOTH ST @ OTTAWA RIVER PKWY/WELLINGTON ST	366263.9063	5031007.5	-75.7146759	45.41630554	01 - Clear	01 - Daylight	04 - Slush	01 - Traffic signal	01 - Functioning	03 - P.D. only	03 - Rear end	0	2521
Y	2015	2015/02/13 05:00:00+00	1899/12/31 18:13:00+00	15-2490	BOOTH ST @ OTTAWA RIVER PKWY/WELLINGTON ST	366265.2188	5031006	-75.71466064	45.41629028	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	03 - Rear end	0	2589
Y	2015	2015/03/22 04:00:00+00	1899/12/31 13:52:00+00	15-4013	BOOTH ST @ OTTAWA RIVER PKWY/WELLINGTON ST	366264.0313	5031005.5	-75.7146759	45.41628265	03 - Snow	01 - Daylight	03 - Loose snow	01 - Traffic signal	01 - Functioning	03 - P.D. only	03 - Rear end	0	4642
Y	2015	2015/05/28 04:00:00+00	1899/12/31 21:14:00+00	15-6074	BOOTH ST @ OTTAWA RIVER PKWY/WELLINGTON ST	366263.5938	5031008	-75.71468353	45.41630936	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	02 - Non-fatal injury	05 - Turning movement	0	6191
Y	2015	2015/07/20 04:00:00+00	1899/12/31 21:15:00+00	15-7895	BOOTH ST @ OTTAWA RIVER PKWY/WELLINGTON ST	366264.3125	5031006.5	-75.7146759	45.41629791	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	03 - Rear end	0	7343
Y	2015	2015/08/01 04:00:00+00	1899/12/31 06:38:00+00	15-8276	BOOTH ST @ OTTAWA RIVER PKWY/WELLINGTON ST	366263.5938	5031007.5	-75.71468353	45.41630173	01 - Clear	07 - Dark	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	05 - Turning movement	0	8085
Y	2015	2015/08/14 04:00:00+00	1899/12/31 23:30:00+00	15-8819	BOOTH ST @ OTTAWA RIVER PKWY/WELLINGTON ST	366263.5313	5031005	-75.71468353	45.41627884	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	00 - Unknown	02 - Non-fatal injury	03 - Rear end	0	8917
Y	2015	2015/09/03 04:00:00+00	1899/12/31 14:48:00+00	15-9297	BOOTH ST @ OTTAWA RIVER PKWY/WELLINGTON ST	366264.25	5031006.5	-75.7146759	45.4162941	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	04 - Sideswipe	0	9571
Y	2015	2015/11/05 05:00:00+00	1899/12/31 21:51:00+00	15-11488	BOOTH ST @ OTTAWA RIVER PKWY/WELLINGTON ST	366264.25	5031005	-75.7146759	45.41628265	01 - Clear	05 - Dusk	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	04 - Sideswipe	0	11202
Y	2015	2015/11/17 05:00:00+00	1900/01/01 01:00:00+00	15-11922	BOOTH ST @ OTTAWA RIVER PKWY/WELLINGTON ST	366264.25	5031006	-75.7146759	45.41629028	01 - Clear	07 - Dark	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	05 - Turning movement	0	11685
Y	2015	2015/11/26 05:00:00+00	1900/01/01 04:43:00+00	15-12279	BOOTH ST @ OTTAWA RIVER PKWY/WELLINGTON ST	366262.8125	5031006	-75.71469116	45.41629028	01 - Clear	07 - Dark	01 - Dry	01 - Traffic signal	00 - Unknown	03 - P.D. only	04 - Sideswipe	0	12414
Y	2015	2015/12/01 05:00:00+00	1899/12/31 10:40:00+00	15-12432	BOOTH ST @ OTTAWA RIVER PKWY/WELLINGTON ST	366264.25	5031005	-75.7146759	45.41628265	01 - Clear	07 - Dark	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	04 - Sideswipe	0	12490
Y	2015	2015/10/14 04:00:00+00	1899/12/31 22:09:00+00	15-13721	BOOTH ST @ OTTAWA RIVER PKWY/WELLINGTON ST	366265.7813	5031010	-75.71465302	45.41632843	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	00 - Unknown	02 - Non-fatal injury	03 - Rear end	0	13724
Y	2015	2015/10/02 04:00:00+00	1899/12/31 13:00:00+00	15-13734	BOOTH ST @ OTTAWA RIVER PKWY/WELLINGTON ST	366263.0625	5031004	-75.71469116	45.41627121	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	03 - Rear end	0	13737
Y	2015	2015/02/20 05:00:00+00	1899/12/31 23:15:00+00	15-2913	BOOTH ST btwn 148 N OF MIDDLE ST/E.B. EDDY S & MIDDLE ST	366078.25	5031346.5	-75.7170105	45.41937256	01 - Clear	07 - Dark	02 - Wet	10 - No control		03 - P.D. only	07 - SMV other	0	2717
Y	2015	2015/08/27 04:00:00+00	1899/12/31 14:09:00+00	15-9081	BOOTH ST btwn 148 N OF MIDDLE ST/E.B. EDDY S & MIDDLE ST	366104.0625	5031304.5	-75.71668243	45.41899109	01 - Clear	01 - Daylight	01 - Dry	10 - No control		03 - P.D. only	04 - Sideswipe	0	9733
Y	2015	2015/05/12 04:00:00+00	1899/12/31 13:19:00+00	15-5527	BOOTH ST btwn MIDDLE ST & VIMY PLACE PRIV	366177.3438	5031202.5	-75.71575928	45.41806412	02 - Rain	01 - Daylight	02 - Wet	10 - No control		03 - P.D. only	07 - SMV other	0	5589
Y	2015	2015/09/17 04:00:00+00	1899/12/31 18:55:00+00	15-9802	BOOTH ST btwn MIDDLE ST & VIMY PLACE PRIV	366157.9375	5031233	-75.71600342	45.41834259	01 - Clear	01 - Daylight	01 - Dry	10 - No control		03 - P.D. only	03 - Rear end	0	9668
Y	2015	2015/12/15 05:00:00+00	1899/12/31 13:40:00+00	15-13769	BOOTH ST btwn PROVINCIAL BOUNDARY & 208 N OF MIDDLE ST/E.B. EDDY N	365991.7813	5031517.5	-75.71809387	45.4209137	02 - Rain	01 - Daylight	02 - Wet	10 - No control		03 - P.D. only	03 - Rear end	0	13771
Y	2015	2015/03/25 05:00:00+00	1900/01/01 04:34:00+00	15-3101	BOOTH ST btwn VIMY PLACE PRIV & OTTAWA RIVER PKWY	366249.4375	5031044	-75.71485901	45.41663361	01 - Clear	07 - Dark	06 - Ice	10 - No control		03 - P.D. only	03 - Rear end	0	3499
Y	2015	2015/06/24 04:00:00+00	1899/12/31 12:40:00+00	15-7014	BOOTH ST btwn VIMY PLACE PRIV & OTTAWA RIVER PKWY	366246.9688	5031048	-75.71488953	45.41667175	01 - Clear	01 - Daylight	01 - Dry	10 - No control		03 - P.D. only	04 - Sideswipe	0	7244
Y	2015	2015/09/14 04:00:00+00	1899/12/31 21:26:00+00	15-9672	BOOTH ST btwn VIMY PLACE PRIV & OTTAWA RIVER PKWY	366249.125	5031049.5	-75.71485901	45.4166832	01 - Clear	01 - Daylight	01 - Dry	10 - No control		03 - P.D. only	03 - Rear end	0	9188
Y	2015	2015/01/20 05:00:00+00	1899/12/31 15:15:00+00	15-1023	BRONSON AVE @ COMMISSIONER ST/SLATER ST	366768.5938	5030952.5	-75.70823669	45.41576385	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	02 - Non-fatal injury	02 - Angle	0	1243
Y	2015	2015/03/08 05:00:00+00	1899/12/31 22:47:00+00	15-3607	BRONSON AVE @ COMMISSIONER ST/SLATER ST	366767.75	5030946	-75.70825195	45.41570663	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	04 - Sideswipe	0	3110
Y	2015	2015/03/23 04:00:00+00	1899/12/31 14:58:00+00	15-4035	BRONSON AVE @ COMMISSIONER ST/SLATER ST	366769.6563	5030949	-75.70822144	45.41573334	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	02 - Non-fatal injury	05 - Turning movement	0	4765
Y	2015	2015/03/23 04:00:00+00	1899/12/31 23:37:00+00	15-4062	BRONSON AVE @ COMMISSIONER ST/SLATER ST	366768.625	5030948	-75.70823669	45.41572571	01 - Clear	07 - Dark	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	05 - Turning movement	0	4792
Y	2015	2015/06/19 04:00:00+00	1899/12/31 15:44:00+00	15-6828	BRONSON AVE @ COMMISSIONER ST/SLATER ST	366768.7188	5030949	-75.70823669	45.41573334	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	00 - Unknown	02 - Non-fatal injury	04 - Sideswipe	0	6027
Y	2015	2015/06/19 04:00:00+00	1899/12/31 22:47:00+00	15-6867	BRONSON AVE @ COMMISSIONER ST/SLATER ST	366768	5030949.5	-75.70824432	45.41573715	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	02 - Non-fatal injury	05 - Turning movement	0	6066
Y	2015	2015/07/14 04:00:00+00	1900/01/01 03:04:00+00	15-7715	BRONSON AVE @ COMMISSIONER ST/SLATER ST	366769.4375	5030948	-75.70822906	45.41572571	01 - Clear	07 - Dark	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	04 - Sideswipe	0	7226
Y	2015	2015/10/28 04:00:00+00	1899/12/31 19:50:00+00	15-11179	BRONSON AVE @ COMMISSIONER ST/SLATER ST	366769.4375	5030947.5	-75.70822906	45.41571808	02 - Rain	01 - Daylight	02 - Wet	01 - Traffic signal	01 - Functioning	03 - P.D. only	05 - Turning movement	0	11538
Y	2015	2015/11/27 05:00:00+00	1899/12/31 11:24:00+00	15-12282	BRONSON AVE @ COMMISSIONER ST/SLATER ST	366769.4375	5030948.5	-75.70822906	45.41572952	01 - Clear	03 - Dawn	01 - Dry	01 - Traffic signal	01 - Functioning	02 - Non-fatal injury	05 - Turning movement	0	12417
Y	2015	2015/12/06 05:00:00+00	1899/12/31 23:10:00+00	15-12626	BRONSON AVE @ COMMISSIONER ST/SLATER ST	366769.3125	5030949.5	-75.70822906	45.41573715	01 - Clear	07 - Dark	01 - Dry	01 - Traffic signal	01 - Functioning	02 - Non-fatal injury	03 - Rear end	0	12741
Y	2015	2015/02/04 05:00:00+00	1899/12/31 20:16:00+00	15-1998	OTTAWA RIVER PKWY @ PORTAGE BRIDGE	366515.6188	5031315	-75.71142578	45.41904831	03 - Snow	01 - Daylight	03 - Loose snow	01 - Traffic signal	01 - Functioning	03 - P.D. only	03 - Rear end	0	1733
Y	2015	2015/02/25 05:00:00+00	1899/12/31 19:29:00+00	15-3221	OTTAWA RIVER PKWY @ PORTAGE BRIDGE	366515.9375	5031315	-75.71141815	45.41904831	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	04 - Sideswipe	0	3219
Y	2015	2015/06/07 04:00:00+00	1899/12/31 08:55:00+00	15-13641	OTTAWA RIVER PKWY @ PORTAGE BRIDGE	366516.7813	5031316.5	-75.71141052	45.41906357	01 - Clear	07 - Dark	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	07 - SMV other	0	13649
Y	2015	2015/12/30 05:00:00+00	1900/01/01 03:06:00+00	15-13442	OTTAWA RIVER PKWY @ PORTAGE BRIDGE	366516.2188	5031314.5	-75.71141815	45.41904449	03 - Snow	07 - Dark	04 - Slush	01 - Traffic signal	01 - Functioning	02 - Non-fatal injury	03 - Rear end	0	13851
Y	2015	2015/01/26 05:00:00+00	1899/12/31 13:52:00+00	15-13516	OTTAWA RIVER PKWY @ RIVER ST/SLIDELL ST	365157.6563	5030377	-75.72888947	45.41072845	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	03 - Rear end	0	13018
Y	2015	2015/02/21 05:00:00+00	1899/12/31 18:26:00+00	15-13561	OTTAWA RIVER PKWY @ RIVER ST/SLIDELL ST	365157.625	5030376	-75.72888947	45.41071701	00 - Unknown	01 - Daylight	03 - Loose snow	01 - Traffic signal	01 - Functioning	03 - P.D. only	02 - Angle	0	13061
Y	2015	2015/04/28 04:00:00+00	1899/12/31 20:55:00+00	15-13618	OTTAWA RIVER PKWY @ RIVER ST/SLIDELL ST	365158.4375	5030379.5	-75.72888184	45.41075134	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	02 - Angle	0	13542
Y	2015	2015/10/28 04:00:00+00	1899/12/31 22:00:00+00	15-11156	OTTAWA RIVER PKWY @ VIMY PLACE PRIV	365974.8438	5030797.5	-75.71839905	45.41444016	01 - Clear	03 - Dawn	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	04 - Sideswipe	0	11515
Y	2015	2015/12/11 05:00:00+00	1899/12/31 21:16:00+00	15-12813	OTTAWA RIVER PKWY @ VIMY PLACE PRIV	365974.8125	5030797.5	-75.71839905	45.41444016	02 - Rain	05 - Dusk	02 - Wet	01 - Traffic signal	01 - Functioning	03 - P.D. only	05 - Turning movement	0	12285
Y	2015	2015/01/14 05:00:00+00	1899/12/31 14:22:00+00	15-13507	OTTAWA RIVER PKWY @ VIMY PLACE PRIV	365974.0625	5030797.5	-75.71840668	45.41444016	01 - Clear	01 - Daylight	02 - Wet	01 - Traffic signal	01 - Functioning	03 - P.D. only	03 - Rear end	0	13007
Y	2015	2015/12/22 05:00:00+00	1899/12/31 21:45:00+00	15-13216	OTTAWA RIVER PKWY @ VIMY PLACE PRIV	365975.125	5030798	-75.71839142	45.41444397	02 - Rain	05 - Dusk	02 - Wet	01 - Traffic signal	00 - Unknown	03 - P.D. only	03 - Rear end	0	13358
Y	2015	2015/01/15 05:00:00+00	1899/12/31 16:15:00+00	15-13503	OTTAWA RIVER PKWY @ VIMY PLACE PRIV	365971.9688	5030801.5	-75.71843719	45.4144783	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	99 - Other	0	13911
Y	2015	2015/01/16 05:00:00+00	1899/12/31 11:45:00+00	15-906	OTTAWA RIVER PKWY btwn TRANSITWAY - TIME POINT & VIMY PLACE PRIV	365947.7188	5030781.5	-75.71874237	45.4142952	03 - Snow	07 - Dark	05 - Packed snow	10 - No control		03 - P.D. only	04 - Sideswipe	0	906
Y	2015	2015/12/04 05:00:00+00	1900/01/01 02:59:00+00	15-13739	OTTAWA RIVER PKWY btwn TRANSITWAY - TIME POINT & VIMY PLACE PRIV	365940.7813	5030779	-75.71884155	45.41427612	01 - Clear	07 - Dark	01 - Dry	10 - No control		02 - Non-fatal injury	03 - Rear end	0	3845
Y	2015	2015/01/13 05:00:00+00	1899/12/31 23:20:00+00	15-13523	OTTAWA RIVER PKWY btwn TRANSITWAY - TIME POINT & VIMY PLACE PRIV	365953.8125	5030784	-75.71866608	45.4143219	03 - Snow	07 - Dark	05 - Packed snow	10 - No control		03 - P.D. only	07 - SMV other	0	13025
Y	2015	2015/02/14 05:00:00+00	1899/12/31 14:15:00+00	15-13551	OTTAWA RIVER PKWY btwn TRANSITWAY - TIME POINT & VIMY PLACE PRIV	365907.0938	5030729.5	-75.7192688	45.41383362	03 - Snow	01 - Daylight	03 - Loose snow	10 - No control		03 - P.D. only	99 - Other	0	13052
Y	2015	2015/01/28 05:00:00+00	1899/12/31 15:15:00+00	15-1441	OTTAWA RIVER PKWY btwn VIMY PLACE PRIV & BOOTH ST	366254.0625	5030999.5	-75.7148056	45.41623306	01 - Clear	01 - Daylight	01 - Dry	10 - No control		02 - Non-fatal injury	03 - Rear end	0	1941
Y	2015	2015/02/13 05:00:00+00	1899/12/31 11:43:00+00	15-2458	OTTAWA RIVER PKWY btwn VIMY PLACE PRIV & BOOTH ST	366177.4375	5030945	-75.71578979	45.4157486	03 - Snow	03 - Dawn	06 - Ice	10 - No control		03 - P.D. only	07 - SMV other	0	2557
Y	2015	2015/06/02 04:00:00+00	1899/12/31 19:17:00+00	15-13637	OTTAWA RIVER PKWY btwn VIMY PLACE PRIV & BOOTH ST	366194.0625	5030956	-75.71557617	45.4158496	01 - Clear	01 - Daylight	01 - Dry	10 - No control		03 - P.D. only	04 - Sideswipe	0	13645
Y	2015	2015/10/15 04:00:00+00	1899/12/31 05:00:00+00	15-13725	OTTAWA RIVER PKWY btwn VIMY PLACE PRIV & BOOTH ST	366234.2188	5030985.5	-75.7150573	45.41610718	01 - Clear	00 - Unknown	01 - Dry	10 - No control		03 - P.D. only	04 - Sideswipe	0	13728
Y	2015	2015/06/26 04:00:00+00	1899/12/31 18:34:00+00	15-7099	OTTAWA RIVER PKWY OFFR-EB @ PARKDALE AVE	364682.75	5030333	-75.73496246	45.41036987	01 - Clear	01 - Daylight	01 - Dry	03 - Yield sign	01 - Functioning	02 - Non-fatal injury	03 - Rear end	0	7724
Y	2015	2015/02/12 05:00:00+00	1899/12/31 11:31:00+00	15-13550	OTTAWA RIVER PKWY OFFR-EB @ PARKDALE AVE	364683.5	5030331.5	-75.73495483	45.41035843	03 - Snow	03 - Dawn	02 - Wet	03 - Yield sign	01 - Functioning	03 - P.D. only	03 - Rear end	0	13051
Y	2015	2015/10/26 04:00:00+00	1899/12/31 13:49:00+00	15-13728	OTTAWA RIVER PKWY OFFR-EB @ PARKDALE AVE	364683	5030332	-75.73495483	45.41036224	01 - Clear	01 - Daylight	01 - Dry	03 - Yield sign	01 - Functioning	03 - P.D. only	03 - Rear end	0	13731
Y	2015	2015/09/28 04:00:00+00	1899/12/31 20

STUDY ARI	YEAR	DATE	TIME	COLLISION_ID	LOCATION	X	Y	LONGITUDE	LATITUDE	ENVIRONMENT	LIGHT	SURFACE_CONDITION	TRAFFIC_CONTROL	TRAFFIC_CONTROL_CONDITION	COLLISION_CLASSIFICATION	IMPACT_TYPE	NO_OF_PEDESTRIANS	FID
Y	2016	2016/08/04 04:00:00+00	1899/12/31 22:03:00+00	16-7298	105 S OF COMMISSIONER ST @ ALBERT ST	366666.2813	5030879.5	-75.70955658	45.41511536	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	04 - Sideswipe	0	7990
Y	2016	2016/01/15 05:00:00+00	1899/12/31 21:30:00+00	16-631	ALBERT ST @ BOOTH ST	366428.0313	5030626.5	-75.71263123	45.41286087	01 - Clear	01 - Daylight	02 - Wet	01 - Traffic signal	01 - Functioning	03 - P.D. only	03 - Rear end	0	831
Y	2016	2016/02/17 05:00:00+00	1900/01/01 00:31:00+00	16-1906	ALBERT ST @ BOOTH ST	366429.0938	5030626.5	-75.71261597	45.41286087	01 - Clear	07 - Dark	03 - Loose snow	01 - Traffic signal	01 - Functioning	03 - P.D. only	02 - Angle	0	1711
Y	2016	2016/02/25 05:00:00+00	1900/01/01 00:28:00+00	16-2363	ALBERT ST @ BOOTH ST	366427.5938	5030626.5	-75.71263123	45.41286087	01 - Clear	07 - Dark	02 - Wet	01 - Traffic signal	01 - Functioning	03 - P.D. only	03 - Rear end	0	2800
Y	2016	2016/07/16 04:00:00+00	1899/12/31 15:21:00+00	16-6736	ALBERT ST @ BOOTH ST	366428	5030626.5	-75.71263123	45.41286087	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	04 - Sideswipe	0	6133
Y	2016	2016/07/06 04:00:00+00	1899/12/31 12:25:00+00	16-6429	ALBERT ST @ BOOTH ST	366428.2813	5030625	-75.7126236	45.41284943	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	02 - Non-fatal injury	05 - Turning movement	0	6483
Y	2016	2016/07/10 04:00:00+00	1899/12/31 16:59:00+00	16-6550	ALBERT ST @ BOOTH ST	366429.6563	5030625.5	-75.71260834	45.41285324	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	02 - Non-fatal injury	04 - Sideswipe	0	6943
Y	2016	2016/08/17 04:00:00+00	1899/12/31 06:56:00+00	16-7633	ALBERT ST @ BOOTH ST	366428.6875	5030628.5	-75.7126236	45.41287994	01 - Clear	07 - Dark	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	07 - SMV other	0	7337
Y	2016	2016/09/18 04:00:00+00	1899/12/31 15:29:00+00	16-8585	ALBERT ST @ BOOTH ST	366429.25	5030627	-75.71261597	45.41286469	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	05 - Turning movement	0	8398
Y	2016	2016/11/16 05:00:00+00	1900/01/01 04:30:00+00	16-10577	ALBERT ST @ BOOTH ST	366427.5938	5030627.5	-75.71263123	45.41287231	01 - Clear	07 - Dark	01 - Dry	01 - Traffic signal	01 - Functioning	02 - Non-fatal injury	02 - Angle	0	10639
Y	2016	2016/12/17 05:00:00+00	1899/12/31 17:20:00+00	16-11948	ALBERT ST @ BOOTH ST	366428.4688	5030626.5	-75.7126236	45.41286087	03 - Snow	01 - Daylight	03 - Loose snow	01 - Traffic signal	01 - Functioning	03 - P.D. only	02 - Angle	0	11265
Y	2016	2016/11/29 05:00:00+00	1899/12/31 11:39:00+00	16-11077	ALBERT ST @ BOOTH ST	366429.5313	5030625.5	-75.71260834	45.41284943	03 - Snow	07 - Dark	02 - Wet	01 - Traffic signal	01 - Functioning	03 - P.D. only	02 - Angle	0	11691
Y	2016	2016/02/16 05:00:00+00	1899/12/31 19:53:00+00	16-1782	ALBERT ST @ BRONSON AVE	366741.0938	5031017.5	-75.70858002	45.41635513	03 - Snow	01 - Daylight	03 - Loose snow	01 - Traffic signal	01 - Functioning	02 - Non-fatal injury	01 - Approaching	0	1982
Y	2016	2016/07/31 04:00:00+00	1899/12/31 19:55:00+00	16-7187	ALBERT ST @ BRONSON AVE	366739.4375	5031017	-75.70860291	45.4163475	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	02 - Angle	0	7473
Y	2016	2016/09/03 04:00:00+00	1900/01/01 02:47:00+00	16-8161	ALBERT ST @ BRONSON AVE	366739.0313	5031016.5	-75.70861053	45.41633987	01 - Clear	07 - Dark	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	02 - Angle	0	8175
Y	2016	2016/10/11 04:00:00+00	1899/12/31 19:34:00+00	16-9288	ALBERT ST @ BRONSON AVE	366739.0313	5031017	-75.70861053	45.41634369	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	04 - Sideswipe	0	9787
Y	2016	2016/10/05 04:00:00+00	1899/12/31 12:47:00+00	16-9098	ALBERT ST @ COMMISSIONER ST	366713.9063	5030971.5	-75.70893097	45.41593933	01 - Clear	01 - Daylight	01 - Dry	02 - Stop sign	01 - Functioning	02 - Non-fatal injury	05 - Turning movement	0	9297
Y	2016	2016/06/14 04:00:00+00	1899/12/31 23:41:00+00	16-5718	ALBERT ST @ EMPRESS AVE	366577.375	5030720.5	-75.71070862	45.41369247	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	03 - Rear end	0	5479
Y	2016	2016/06/30 04:00:00+00	1899/12/31 15:45:00+00	16-6251	ALBERT ST @ PERKINS ST	366534.5625	5030695	-75.71125793	45.41346741	01 - Clear	01 - Daylight	01 - Dry	02 - Stop sign	01 - Functioning	03 - P.D. only	03 - Rear end	0	6045
Y	2016	2016/01/04 05:00:00+00	1899/12/31 23:13:00+00	16-95	ALBERT ST @ PRESTON ST	366161.0625	5030464.5	-75.71605682	45.41142654	01 - Clear	07 - Dark	03 - Loose snow	01 - Traffic signal	01 - Functioning	03 - P.D. only	03 - Rear end	0	95
Y	2016	2016/02/15 05:00:00+00	1899/12/31 17:15:00+00	16-1731	ALBERT ST @ PRESTON ST	366160.3438	5030464.5	-75.71607208	45.41142654	01 - Clear	01 - Daylight	06 - Ice	01 - Traffic signal	01 - Functioning	03 - P.D. only	03 - Rear end	0	1931
Y	2016	2016/02/19 05:00:00+00	1899/12/31 15:51:00+00	16-2077	ALBERT ST @ PRESTON ST	366161.1875	5030464.5	-75.71605682	45.41142654	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	03 - Rear end	0	2877
Y	2016	2016/03/21 04:00:00+00	1899/12/31 14:00:00+00	16-3140	ALBERT ST @ PRESTON ST	366160.3125	5030464.5	-75.71607208	45.41142654	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	02 - Non-fatal injury	05 - Turning movement	0	3039
Y	2016	2016/06/10 04:00:00+00	1899/12/31 15:44:00+00	16-5596	ALBERT ST @ PRESTON ST	366161	5030464.5	-75.71606445	45.41142654	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	04 - Sideswipe	0	5213
Y	2016	2016/07/07 04:00:00+00	1899/12/31 20:46:00+00	16-6478	ALBERT ST @ PRESTON ST	366159.9063	5030465	-75.71607208	45.41143036	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	03 - Rear end	0	6533
Y	2016	2016/08/24 04:00:00+00	1899/12/31 09:54:00+00	16-7834	ALBERT ST @ PRESTON ST	366161.0625	5030464.5	-75.71605682	45.41142654	01 - Clear	07 - Dark	01 - Dry	01 - Traffic signal	01 - Functioning	02 - Non-fatal injury	02 - Angle	0	7305
Y	2016	2016/08/01 04:00:00+00	1899/12/31 15:37:00+00	16-7196	ALBERT ST @ PRESTON ST	366160.1875	5030464.5	-75.71607208	45.41142654	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	02 - Non-fatal injury	04 - Sideswipe	0	7482
Y	2016	2016/09/23 04:00:00+00	1899/12/31 12:36:00+00	16-8760	ALBERT ST @ PRESTON ST	366160.7813	5030464.5	-75.71606445	45.41142654	02 - Rain	01 - Daylight	02 - Wet	01 - Traffic signal	01 - Functioning	03 - P.D. only	05 - Turning movement	0	8761
Y	2016	2016/09/14 04:00:00+00	1899/12/31 17:24:00+00	16-8460	ALBERT ST @ PRESTON ST	366161.0625	5030465	-75.71605682	45.41143036	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	04 - Sideswipe	0	8950
Y	2016	2016/05/13 04:00:00+00	1900/01/01 02:33:00+00	16-4717	ALBERT ST btwn CITY CENTRE AVE & PRESTON ST	366116.4063	5030437.5	-75.71663666	45.41119003	01 - Clear	07 - Dark	01 - Dry	10 - No control		02 - Non-fatal injury	05 - Turning movement	0	4262
Y	2016	2016/08/05 04:00:00+00	1899/12/31 16:40:00+00	16-7318	ALBERT ST btwn PERKINS ST & TRANSIT	366556.4063	5030707.5	-75.71097565	45.41357803	01 - Clear	01 - Daylight	01 - Dry	10 - No control		03 - P.D. only	04 - Sideswipe	0	7200
Y	2016	2016/07/21 04:00:00+00	1899/12/31 12:05:00+00	16-6864	ALBERT ST btwn SCOTT ST & CITY CENTRE AVE (2)	365873.8125	5030307.5	-75.71974945	45.41003799	01 - Clear	01 - Daylight	01 - Dry	10 - No control		03 - P.D. only	04 - Sideswipe	0	6709
Y	2016	2016/10/21 04:00:00+00	1899/12/31 16:49:00+00	16-9657	ALBERT ST btwn SCOTT ST & CITY CENTRE AVE (2)	365944.5938	5030340	-75.71884155	45.4103241	02 - Rain	01 - Daylight	02 - Wet	10 - No control		02 - Non-fatal injury	01 - Approaching	0	9460
Y	2016	2016/02/10 05:00:00+00	1899/12/31 13:11:00+00	16-1493	BAYVIEW RD @ SCOTT ST/ALBERT ST	365518.8438	5030072	-75.72431183	45.40794754	03 - Snow	01 - Daylight	04 - Slush	01 - Traffic signal	01 - Functioning	02 - Non-fatal injury	05 - Turning movement	0	1893
Y	2016	2016/03/02 05:00:00+00	1899/12/31 23:24:00+00	16-2609	BAYVIEW RD @ SCOTT ST/ALBERT ST	365520.5313	5030072	-75.72428894	45.40795135	01 - Clear	05 - Dusk	02 - Wet	01 - Traffic signal	01 - Functioning	02 - Non-fatal injury	07 - SMV other	1	2234
Y	2016	2016/06/16 04:00:00+00	1899/12/31 13:38:00+00	16-5760	BAYVIEW RD @ SCOTT ST/ALBERT ST	365519.0313	5030071.5	-75.72431183	45.40794754	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	02 - Non-fatal injury	05 - Turning movement	0	5868
Y	2016	2016/08/18 04:00:00+00	1899/12/31 12:50:00+00	16-7677	BAYVIEW RD @ SCOTT ST/ALBERT ST	365518.125	5030072	-75.72431946	45.40794754	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	04 - Sideswipe	0	7389
Y	2016	2016/08/02 04:00:00+00	1900/01/01 00:13:00+00	16-7236	BAYVIEW RD @ SCOTT ST/ALBERT ST	365519.1563	5030071.5	-75.72431183	45.40794754	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	02 - Non-fatal injury	05 - Turning movement	0	7588
Y	2016	2016/09/15 04:00:00+00	1899/12/31 18:14:00+00	16-8487	BAYVIEW RD @ SCOTT ST/ALBERT ST	365518.8125	5030072	-75.72431183	45.40794754	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	05 - Turning movement	0	8977
Y	2016	2016/12/15 05:00:00+00	1899/12/31 22:07:00+00	16-11845	BAYVIEW RD @ SCOTT ST/ALBERT ST	365518.8125	5030071.5	-75.72431183	45.40794373	01 - Clear	07 - Dark	03 - Loose snow	01 - Traffic signal	01 - Functioning	03 - P.D. only	05 - Turning movement	0	11466
Y	2016	2016/12/20 05:00:00+00	1899/12/31 14:07:00+00	16-12093	BAYVIEW RD @ SCOTT ST/ALBERT ST	365519.875	5030071	-75.72429657	45.40794373	01 - Clear	01 - Daylight	04 - Slush	01 - Traffic signal	01 - Functioning	03 - P.D. only	02 - Angle	0	12809
Y	2016	2016/04/04 04:00:00+00	1899/12/31 14:18:00+00	16-3501	BOOTH ST @ 148 N OF MIDDLE ST/E.B.EDDY S	366034.5	5031417	-75.71755981	45.4200058	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	03 - Rear end	0	3915
Y	2016	2016/07/07 04:00:00+00	1899/12/31 20:05:00+00	16-6477	BOOTH ST @ 208 N OF MIDDLE ST/E.B. EDDY N	366010.4063	5031471.5	-75.71785736	45.42050171	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	04 - Sideswipe	0	6532
Y	2016	2016/09/15 04:00:00+00	1899/12/31 14:10:00+00	16-8481	BOOTH ST @ FLEET ST	366296.4688	5030975	-75.71427155	45.41564941	01 - Clear	01 - Daylight	01 - Dry	02 - Stop sign	01 - Functioning	03 - P.D. only	05 - Turning movement	0	8971
Y	2016	2016/04/07 04:00:00+00	1899/12/31 18:44:00+00	16-3669	BOOTH ST @ OTTAWA RIVER PKWY/WELLINGTON ST	366265.375	5031006.5	-75.71466064	45.4162941	03 - Snow	01 - Daylight	03 - Loose snow	01 - Traffic signal	01 - Functioning	03 - P.D. only	03 - Rear end	0	3182
Y	2016	2016/03/25 04:00:00+00	1900/01/01 03:21:00+00	16-3288	BOOTH ST @ OTTAWA RIVER PKWY/WELLINGTON ST	366262.8438	5031006	-75.71469116	45.41629028	01 - Clear	07 - Dark	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	04 - Sideswipe	0	3805
Y	2016	2016/05/13 04:00:00+00	1899/12/31 23:03:00+00	16-4706	BOOTH ST @ OTTAWA RIVER PKWY/WELLINGTON ST	366264.5	5031007.5	-75.71466827	45.41630173	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	03 - Rear end	0	4127
Y	2016	2016/06/24 04:00:00+00	1899/12/31 18:42:00+00	16-6061	BOOTH ST @ OTTAWA RIVER PKWY/WELLINGTON ST	366264.1875	5031007	-75.7146759	45.41629791	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	04 - Sideswipe	0	6412
Y	2016	2016/09/04 04:00:00+00	1899/12/31 14:30:00+00	16-8170	BOOTH ST @ OTTAWA RIVER PKWY/WELLINGTON ST	366264.8125	5031007.5	-75.71466827	45.41629791	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	05 - Turning movement	0	8183
Y	2016	2016/10/03 04:00:00+00	1899/12/31 17:15:00+00	16-9042	BOOTH ST @ OTTAWA RIVER PKWY/WELLINGTON ST	366264.4375	5031008	-75.71466827	45.41630554	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	02 - Angle	0	9239
Y	2016	2016/12/06 05:00:00+00	1899/12/31 13:45:00+00	16-11362	BOOTH ST @ OTTAWA RIVER PKWY/WELLINGTON ST	366264.0313	5031006	-75.7146759	45.41629028	01 - Clear	01 - Daylight	02 - Wet	01 - Traffic signal	01 - Functioning	03 - P.D. only	04 - Sideswipe	0	11576
Y	2016	2016/01/15 05:00:00+00	1899/12/31 23:43:00+00	16-12663	BOOTH ST @ OTTAWA RIVER PKWY/WELLINGTON ST	366263.9375	5031005	-75.7146759	45.41628265	01 - Clear	07 - Dark	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	04 - Sideswipe	0	12047
Y	2016	2016/09/04 04:00:00+00	1899/12/31 18:30:00+00	16-12537	BOOTH ST @ OTTAWA RIVER PKWY/WELLINGTON ST	366263.7188	5031008	-75.71468353	45.41630554	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	02 - Non-fatal injury	03 - Rear end	0	12651
Y	2016	2016/08/19 04:00:00+00	1899/12/31 22:11:00+00	16-12550	BOOTH ST @ OTTAWA RIVER PKWY/WELLINGTON ST	366264.4063	5031007	-75.7146759	45.41629791	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	03 - Rear end	0	12664
Y	2016	2016/01/19 05:00:00+00	1899/12/31 13:05:00+00	16-754	BOOTH ST btwn MIDDLE ST & VIMY PLACE PRIV	366129.8438	5031271.5	-75.716362	45.41868973	01 - Clear	01 - Daylight	02 - Wet	10 - No control		03 - P.D. only	07 - SMV other	0	154
Y	2016	2016/03/15 04:00:00+00	1899/12/31 20:10:00+00	16-2991	BOOTH ST btwn MIDDLE ST & VIMY PLACE PRIV	366228.7813	5031102	-75.71511841	45.41715622	02 - Rain	01 - Daylight	02 - Wet	10 - No control		03 - P.D. only	03 - Rear end	0	2990
Y	2016	2016/06/16 04:00:00+00	1899/12/31 16:45:00+00	16-5764	BOOTH ST btwn OTTAWA RIVER PKWY & FLEET ST	366267.5	5030999	-75.71463013	45.41622925	01 - Clear	01 - Daylight	01 - Dry	10 - No control		03 - P.D. only	03 - Rear end	0	5872
Y	2016	2016/08/22 04:00:00+00	1899/12/31 22:37:00+00	16-7790	BOOTH ST btwn PROVINCIAL BOUNDARY & 208 N OF MIDDLE ST/E.B. EDDY N	365990.5	5031513.5	-75.71810913	45.42087936	01 - Clear	01 - Daylight	01 - Dry	10 - No control		02 - Non-fatal injury	05 - Turning movement	0	7083
Y	2016	2016/11/04 04:00:00+00	1899/12/31 11:22:00+00	16-10138	BOOTH ST btwn PROVINCIAL BOUNDARY & 208 N OF MIDDLE ST/E.B. EDDY N	366006.6563	5031480	-75.71790314	45.420578	01 - Clear	07 - Dark	01 - Dry	10 - No control		03 - P.D. only	04 - Sideswipe	0	10777
Y	2016	2016/12/24 05:00:00+00	1899/12/31 12:03:00+00	16-12594	BOOTH ST btwn PROVINCIAL BOUNDARY & 208 N OF MIDDLE ST/E.B. EDDY N	365983.9375	5031527.5	-75.71819305	45.42100906	03 - Snow	07 - Dark	02 - Wet	10 - No control		03 - P.D. only	07 - SMV other	0	12709
Y	2016	2016/02/01 05:00:00+00	1899/12/31 18:35:00+00	16-1238	BRONSON AVE @ COMMISSIONER ST/SLATER ST	366768.9375	5030949	-75.70823669	45.41572952	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	02 - Angle	0	1447
Y	2016	2016/02/22 05:00:00+00	1899/12/31 13:02:00+00	16-2185	BRONSON AVE @ COMMISSIONER ST/SLATER ST	366769.8125	5030948.5	-75.70822144	45.41572571	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	04 - Sideswipe	0	2623
Y	2016	2016/04/12 04:00:00+00	1899/12/31 15:16:00+00	16-3804	BRONSON AVE @ COMMISSIONER ST/SLATER ST	366768.4063	5030949	-75.70824432	45.41572952	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	05 - Turning movement	0	3450
Y	2016	2016/05/23 04:00:00+00	1899/12/31 20:22:00+00	16-4988	BRONSON AVE @ COMMISSIONER ST/SLATER ST	366767.7813	5030949.5	-75.70825195	45.41573334	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	05 - Turning movement	0	4910
Y	2016	2016/05/26 04:00:00+00	1899/12/31 19:39:00+00	16-5105	BRONSON AVE @ COMMISSIONER ST/SLATER ST	366768.5	5030949	-75.70823669	45.41573334	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	02 - Non-fatal injury	05 - Turning movement	0	5292
Y	2016	2016/06/05 04:00:00+00	1899/12/31 21:22:00+00	16-5456	BRONSON AVE @ COMMISSIONER ST/SLATER ST	366769.0938	5030948	-75.70822906	45.41572189	01 - Clear	01 - Daylight	02 - Wet	01 - Traffic signal	01 - Functioning	03 - P.D. only	05 - Turning movement	0	5705
Y	2016	2016/06/07 04:00:00+00	1899/12/31 16:06:00+00	16-5504	BRONSON AVE @ COMMISSIONER ST/SLATER ST	366769.9938	5030948.5	-75.70822906	45.41572952	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	02 - Angle	0	5752
Y	2016	2016/06/16 04:00:00+00	1899/12/31 18:20:00+00	16-5769	BRONSON AVE @ COMMISSIONER ST/SLATER ST	366768.3125	5030948	-75.70824432	45.41572189	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	05 - Turning movement	0	5877
Y	2016	2016/07/22 04:00:00+00	1899/12/31 17:31:00+00	16-6911	BRONSON AVE @ COMMISSIONER ST/SLATER ST	366769.3438	5030949.5	-75.70822906	45.41573334	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	05 - Turning movement	0	6225
Y	2016	2016/07/20 04:00:00+00	1899/12/31 19:29:00+00	16-6847	BRONSON AVE @ COMMISSIONER ST/SLATER ST	366769.3438	5030948	-75.70822906	45.41572571	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	02 - Non-fatal injury	02 - Angle	0	6692
Y	2016	2016/09/18 04:00:00+00	1899/12/31 16:44:00+00	16-8587	BRONSON AVE @ COMMISSIONER ST/SLATER ST	366767.5938	5030948	-75.70825195	45.41572189	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	05 - Turning movement	0	8400
Y	2016	2016/09/15 04:00:00+00	1899/12/31 23:50:00+00	16-8503	BRONSON AVE @ COMMISSIONER ST/SLATER ST	366767.5938	5030949	-75.70825195	45.41572952	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	04 - Sideswipe	0	8993
Y	2016	2016/10/11 04:00:00+00	1899/12/31 15:07:00+00	16-9280	BRONSON AVE @ COMMISSIONER ST/SLATER ST	366770.125	5030948.5	-75.70822144	45.41572571	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	05 - Turning movement	0	9779
Y	2016	2016/10/06 04:00:00+00	1899/12/31 19:01:00+00	16-9164	BRONSON AVE @ COMMISSIONER ST/SLATER ST	366769.375	5030949	-75.70822906	45.41572952	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	05 - Turning movement	0	9953
Y	2016	2016/11/21 05:00:00+00	1900/01/01 03:01:00+00	16-10795	BRONSON AVE @ COMMISSIONER ST/SLATER ST	366769.4063	5030947.5	-75.70822906	45.41571808	03 - Snow	07 - Dark	03 - Loose snow	01 - Traffic signal	01 - Functioning	03 - P.D. only	07 - SMV other	0	10752
Y	2016	2016/01/04 05:00:00+00	1900/01/01 00:48:00+00	16-96	OTTAWA RIVER PKWY @ PORTAGE BRIDGE	366516.75	5031315	-75.7144052	45.41904831	03 - Snow	07 - Dark	03 - Loose snow	01 - Traffic signal	01 - Functioning	03 - P.D. only	04 - Sideswipe	0	96
Y	2016	2016/07/09 04:00:00+00	1899/12/31 22:39:00+00	16-6536	OTTAWA RIVER PKWY @ PORTAGE BRIDGE	366515.7188	5031314.5	-75.7142578	45.41904449	02 - Rain	01 - Daylight	02 - Wet	01 - Traffic signal	01 - Functioning	03 - P.D. only	03 - Rear end	0	6929
Y	2016	2016/08/25 04:00:00+00	1899/12/31 17:10:00+00	16-12568	OTTAWA RIVER PKWY @ PORTAGE BRIDGE	366516.2188	5031314.5	-75.71141815	45.41904449	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	04 - Sideswipe	0	12683
Y	2016	2016/12/29 05:00:00+00	1899/12/31 18:32:00+00	16-12729	OTTAWA RIVER PKWY @ RIVER ST/SLIDELL ST	365159.2188	5030375.5	-75.72886658	45.4107132	03 - Snow	01 - Daylight	03 - Loose snow	01 - Traffic signal	01 - Functioning	01 - Fatal injury	03 - Rear end	0	12114
Y	2016	2016/07/17 04:00:00+00	1899/12/31 19:55:00+00	16-12578	OTTAWA RIVER PKWY @ RIVER ST/SLIDELL ST	365153.4688	5030375	-75.72894287	45.41070938	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	02 - Non-fatal injury	02 - Angle	0	12693
Y	2016	2016/10/30 04:00:00+00	1899/12/31 21:00:00+00	16-12602	OTTAWA RIVER PKWY @ RIVER ST/SLIDELL ST	365156.9063	5030377.5	-75.72889709	45.41073227	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	02 - Angle	0	12717
Y	2016	2016/06/25 04:00:00+00	1899/12/31 15:56:00+00	16-6090	OTTAWA RIVER PKWY @ VIMY PLACE PRIV	365975.2188	5030800	-75.71839142	45.41445923	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	03 - Rear end	0	6442
Y	2016	2016/09/01 04:00:00+00	1899/12/31 10:36:00+00	16-8059	OTTAWA RIVER PKWY @ VIMY PLACE PRIV	365973.8125	5030797.5	-75.71841431	45.41443634	01 - Clear	07 - Dark	01 - Dry	01 - Traffic signal	01 - Functioning	03 - P.D. only	04 - Sideswipe	0	8568
Y	2016	2016/01/13 05:00:00+00	1899/12/31 21:09:00+00	16-12656	OTTAWA RIVER PKWY @ VIMY PLACE PRIV	365975.9063	5030797.5	-75.71838379	45.41444016	01 - Clear	01 - Daylight	02 - Wet	01 - Traffic signal	01 - Functioning	03 - P.D. only	03 - Rear end	0	12041
Y	2016	2016/12/31 05:00:00+00	1899/12/31 18:50:00+00	16-12470	OTTAWA RIVER PKWY @ VIMY PLACE PRIV	365975.1875	5030798	-75.71839142	45.41444397	03 - Snow	01 - Daylight	03 - Loose snow	01 - Traffic signal	01 - Functioning	03 - P.D. only	05 - Turning movement	0	12956
Y	2016	2016/03/02 05:00:00+00	1899/12/31 16:05:00+00	16-12683	OTTAWA RIVER PKWY btwn TRANSITWAY - TIME POINT & VIMY PLACE PRIV	365723.8438	5030498.5	-75.72164154	45.41176987	03 - Snow	01 - Daylight	06 - Ice	10 - No control		03 - P.D. only	07 - SMV other	0	12067
Y	2016	2016/04/20 04:00:00+00	1899/12/31 21:17:00+00	16-12714	OTTAWA RIVER PKWY btwn TRANSITWAY - TIME POINT & VIMY PLACE PRIV	365949.8438	5030780	-75.71871948	45.41428375	01 - Clear	01 - Daylight	01 - Dry	10 - No control		02 - Non-fatal injury	07 - SMV other	0	12097
Y	2016	2016/09/26

Study Area	Year	Record	Location	X	Y	Longitude	Latitude	Date	Time	Environment	Road_Surface	Traffic_Control	Collision_Location	Light	Collision_Classification	Impact_type	FID
Y	2017	150	ALBERT ST @ BOOTH ST	366428.3438	5030626	-75.7126236	45.41285706	1.49638E+12	-2.209E+12	01 - Clear	01 - Dry	01 - Traffic signal	03 - At intersection	01 - Daylight	03 - P.D. only	07 - SMV other	51
Y	2017	151	ALBERT ST @ BOOTH ST	366429.0313	5030626.5	-75.71261597	45.41286087	1.49448E+12	-2.20902E+12	01 - Clear	01 - Dry	01 - Traffic signal	02 - Intersection related	01 - Daylight	03 - P.D. only	04 - Sideswipe	52
Y	2017	152	ALBERT ST @ BOOTH ST	366427.6875	5030626	-75.71263123	45.41285706	1.49975E+12	-2.209E+12	01 - Clear	02 - Wet	01 - Traffic signal	03 - At intersection	01 - Daylight	02 - Non-fatal injury	05 - Turning movement	53
Y	2017	153	ALBERT ST @ BOOTH ST	366429.1563	5030625.5	-75.71261597	45.41284943	1.50381E+12	-2.20897E+12	01 - Clear	01 - Dry	01 - Traffic signal	03 - At intersection	07 - Dark	03 - P.D. only	05 - Turning movement	54
Y	2017	154	ALBERT ST @ BOOTH ST	366430.375	5030626.5	-75.71260071	45.41286087	1.49666E+12	-2.20897E+12	01 - Clear	01 - Dry	01 - Traffic signal	03 - At intersection	07 - Dark	03 - P.D. only	05 - Turning movement	55
Y	2017	155	ALBERT ST @ BOOTH ST	366427.7813	5030627	-75.71263123	45.41286469	1.50078E+12	-2.209E+12	01 - Clear	01 - Dry	01 - Traffic signal	02 - Intersection related	01 - Daylight	03 - P.D. only	03 - Rear end	56
Y	2017	156	ALBERT ST @ BOOTH ST	366429.625	5030627.5	-75.71260834	45.4128685	1.50536E+12	-2.20903E+12	01 - Clear	01 - Dry	01 - Traffic signal	03 - At intersection	01 - Daylight	03 - P.D. only	02 - Angle	57
Y	2017	157	ALBERT ST @ BOOTH ST	366429.6875	5030626.5	-75.71260834	45.41286087	1.50942E+12	-2.209E+12	01 - Clear	01 - Dry	01 - Traffic signal	02 - Intersection related	01 - Daylight	03 - P.D. only	04 - Sideswipe	58
Y	2017	158	ALBERT ST @ BOOTH ST	366428.6875	5030627	-75.7126236	45.41286469	1.51305E+12	-2.20902E+12	03 - Snow	05 - Packed snow	01 - Traffic signal	02 - Intersection related	01 - Daylight	03 - P.D. only	03 - Rear end	59
Y	2017	159	ALBERT ST @ BOOTH ST	366427.6875	5030628	-75.71263123	45.41287231	1.51089E+12	-2.20898E+12	01 - Clear	01 - Dry	01 - Traffic signal	02 - Intersection related	07 - Dark	03 - P.D. only	03 - Rear end	60
Y	2017	160	ALBERT ST @ BOOTH ST	366429.1563	5030625.5	-75.71261597	45.41284943	1.51262E+12	-2.20898E+12	01 - Clear	01 - Dry	01 - Traffic signal	02 - Intersection related	07 - Dark	02 - Non-fatal injury	05 - Turning movement	61
Y	2017	161	ALBERT ST @ BOOTH ST	366429.4375	5030627.5	-75.71260834	45.41287231	1.4861E+12	-2.209E+12	01 - Clear	01 - Dry	01 - Traffic signal	02 - Intersection related	01 - Daylight	03 - P.D. only	03 - Rear end	62
Y	2017	162	ALBERT ST @ BOOTH ST	366428.6875	5030626.5	-75.7126236	45.41286087	1.48489E+12	-2.20902E+12	01 - Clear	01 - Dry	01 - Traffic signal	03 - At intersection	01 - Daylight	03 - P.D. only	04 - Sideswipe	63
Y	2017	163	ALBERT ST @ BOOTH ST	366429.4375	5030625.5	-75.71260834	45.41284943	1.48662E+12	-2.20902E+12	01 - Clear	01 - Dry	01 - Traffic signal	02 - Intersection related	01 - Daylight	03 - P.D. only	03 - Rear end	64
Y	2017	164	ALBERT ST @ BOOTH ST	366427.6875	5030627	-75.71263123	45.4128685	1.48713E+12	-2.20902E+12	01 - Clear	01 - Dry	01 - Traffic signal	02 - Intersection related	01 - Daylight	03 - P.D. only	03 - Rear end	65
Y	2017	165	ALBERT ST @ BOOTH ST	366428.3438	5030628	-75.7126236	45.41287231	1.48946E+12	-2.20901E+12	03 - Snow	03 - Loose snow	01 - Traffic signal	03 - At intersection	01 - Daylight	03 - P.D. only	05 - Turning movement	66
Y	2017	166	ALBERT ST @ BOOTH ST	366429.4375	5030627.5	-75.71260834	45.41287231	1.49119E+12	-2.20901E+12	01 - Clear	01 - Dry	01 - Traffic signal	02 - Intersection related	01 - Daylight	03 - P.D. only	03 - Rear end	67
Y	2017	167	ALBERT ST @ BOOTH ST	366429.1563	5030626	-75.71261597	45.41285324	1.51401E+12	-2.20901E+12	03 - Snow	03 - Loose snow	01 - Traffic signal	03 - At intersection	01 - Daylight	03 - P.D. only	03 - Rear end	68
Y	2017	169	ALBERT ST @ BRONSON AVE	366740.0313	5031018	-75.70859528	45.41635513	1.49733E+12	-2.209E+12	01 - Clear	01 - Dry	01 - Traffic signal	02 - Intersection related	01 - Daylight	03 - P.D. only	05 - Turning movement	70
Y	2017	170	ALBERT ST @ COMMISSIONER ST	366714.0313	5030973	-75.70893097	45.41595078	1.49499E+12	-2.209E+12	01 - Clear	01 - Dry	02 - Stop sign	03 - At intersection	01 - Daylight	02 - Non-fatal injury	05 - Turning movement	71
Y	2017	171	ALBERT ST @ COMMISSIONER ST	366714.6875	5030971	-75.70892334	45.41593552	1.50778E+12	-2.20901E+12	01 - Clear	01 - Dry	02 - Stop sign	03 - At intersection	01 - Daylight	03 - P.D. only	04 - Sideswipe	72
Y	2017	172	ALBERT ST @ COMMISSIONER ST	366714.0313	5030972	-75.70893097	45.41594696	1.49085E+12	-2.20902E+12	01 - Clear	01 - Dry	02 - Stop sign	02 - Intersection related	01 - Daylight	03 - P.D. only	02 - Angle	73
Y	2017	173	ALBERT ST @ COMMISSIONER ST	366714.6563	5030973	-75.70892334	45.41595078	1.51401E+12	-2.20901E+12	03 - Snow	03 - Loose snow	02 - Stop sign	03 - At intersection	01 - Daylight	03 - P.D. only	04 - Sideswipe	74
Y	2017	185	ALBERT ST @ EMPRESS AVE	366576.6875	5030720.5	-75.71071625	45.41369247	1.50579E+12	-2.209E+12	01 - Clear	01 - Dry	01 - Traffic signal	02 - Intersection related	01 - Daylight	03 - P.D. only	04 - Sideswipe	86
Y	2017	186	ALBERT ST @ EMPRESS AVE	366577.1875	5030720.5	-75.71070862	45.41369247	1.51012E+12	-2.20901E+12	01 - Clear	01 - Dry	01 - Traffic signal	02 - Intersection related	01 - Daylight	03 - P.D. only	04 - Sideswipe	87
Y	2017	187	ALBERT ST @ EMPRESS AVE	366577.4375	5030721	-75.71070862	45.41369629	1.48834E+12	-2.20901E+12	02 - Rain	02 - Wet	01 - Traffic signal	02 - Intersection related	01 - Daylight	03 - P.D. only	03 - Rear end	88
Y	2017	188	ALBERT ST @ EMPRESS AVE	366577.0313	5030721	-75.71071625	45.4137001	1.48938E+12	-2.20902E+12	01 - Clear	01 - Dry	01 - Traffic signal	03 - At intersection	01 - Daylight	03 - P.D. only	04 - Sideswipe	89
Y	2017	205	ALBERT ST @ PERKINS ST	366534.0313	5030697	-75.71126556	45.41348648	1.51012E+12	-2.20902E+12	01 - Clear	01 - Dry	02 - Stop sign	03 - At intersection	01 - Daylight	03 - P.D. only	07 - SMV other	205
Y	2017	206	ALBERT ST @ PRESTON ST	366160.2188	5030466	-75.71607208	45.41143799	1.49586E+12	-2.20899E+12	01 - Clear	01 - Dry	01 - Traffic signal	02 - Intersection related	01 - Daylight	03 - P.D. only	03 - Rear end	206
Y	2017	207	ALBERT ST @ PRESTON ST	366161.0313	5030466	-75.71605682	45.41143799	1.49672E+12	-2.209E+12	02 - Rain	02 - Wet	01 - Traffic signal	02 - Intersection related	01 - Daylight	03 - P.D. only	03 - Rear end	207
Y	2017	208	ALBERT ST @ PRESTON ST	366161.0313	5030464	-75.71605682	45.41142273	1.4994E+12	-2.20897E+12	01 - Clear	01 - Dry	01 - Traffic signal	02 - Intersection related	07 - Dark	03 - P.D. only	03 - Rear end	208
Y	2017	209	ALBERT ST @ PRESTON ST	366159.375	5030466	-75.71607971	45.4114418	1.50666E+12	-2.209E+12	01 - Clear	01 - Dry	01 - Traffic signal	02 - Intersection related	01 - Daylight	02 - Non-fatal injury	03 - Rear end	209
Y	2017	210	ALBERT ST @ PRESTON ST	366162.4063	5030466.5	-75.71604156	45.4114418	1.48351E+12	-2.20898E+12	03 - Snow	03 - Loose snow	01 - Traffic signal	02 - Intersection related	07 - Dark	03 - P.D. only	03 - Rear end	210
Y	2017	211	ALBERT ST @ PRESTON ST	366161.0313	5030465	-75.71605682	45.41143417	1.49206E+12	-2.20899E+12	01 - Clear	01 - Dry	01 - Traffic signal	02 - Intersection related	01 - Daylight	02 - Non-fatal injury	03 - Rear end	211
Y	2017	219	ALBERT ST btwn CITY CENTRE AVE & PRESTON ST	366132.9375	5030447	-75.71642303	45.41127396	1.48904E+12	-2.20901E+12	01 - Clear	01 - Dry	10 - No control	01 - Non intersection	01 - Daylight	03 - P.D. only	04 - Sideswipe	219
Y	2017	222	ALBERT ST btwn LORNE AVE & PERKINS ST	366519.3438	5030687	-75.7114563	45.41339493	1.48765E+12	-2.20899E+12	02 - Rain	02 - Wet	10 - No control	01 - Non intersection	05 - Dusk	03 - P.D. only	04 - Sideswipe	222
Y	2017	226	ALBERT ST btwn PRESTON ST & Continuation of ALBERT ST	366252.4375	5030526	-75.7148819	45.41197586	1.49666E+12	-2.209E+12	01 - Clear	01 - Dry	10 - No control	01 - Non intersection	01 - Daylight	02 - Non-fatal injury	07 - SMV other	226
Y	2017	227	ALBERT ST btwn SCOTT ST & CITY CENTRE AVE (1)	365728.5625	5030212.5	-75.72161865	45.40919876	1.50692E+12	-2.20903E+12	01 - Clear	01 - Dry	10 - No control	01 - Non intersection	01 - Daylight	03 - P.D. only	04 - Sideswipe	227
Y	2017	228	ALBERT ST btwn SCOTT ST & CITY CENTRE AVE (1)	365654.5313	5030150.5	-75.72257233	45.40864563	1.48955E+12	-2.20902E+12	05 - Drifting Snow	03 - Loose snow	10 - No control	01 - Non intersection	01 - Daylight	03 - P.D. only	03 - Rear end	228
Y	2017	1567	BAYVIEW RD @ SCOTT ST/ALBERT ST	365520.25	5030070.5	-75.72429657	45.40793991	1.49992E+12	-2.20899E+12	01 - Clear	01 - Dry	01 - Traffic signal	02 - Intersection related	01 - Daylight	03 - P.D. only	03 - Rear end	1795
Y	2017	1568	BAYVIEW RD @ SCOTT ST/ALBERT ST	365519.9688	5030071.5	-75.72429657	45.40794373	1.49992E+12	-2.20898E+12	01 - Clear	01 - Dry	01 - Traffic signal	03 - At intersection	07 - Dark	03 - P.D. only	02 - Angle	1796
Y	2017	1569	BAYVIEW RD @ SCOTT ST/ALBERT ST	365520.4688	5030072	-75.72428894	45.40794754	1.5064E+12	-2.20901E+12	01 - Clear	01 - Dry	01 - Traffic signal	03 - At intersection	01 - Daylight	02 - Non-fatal injury	05 - Turning movement	1797
Y	2017	1570	BAYVIEW RD @ SCOTT ST/ALBERT ST	365520.0625	5030071.5	-75.72429657	45.40794754	1.49007E+12	-2.20899E+12	01 - Clear	01 - Dry	01 - Traffic signal	03 - At intersection	07 - Dark	02 - Non-fatal injury	05 - Turning movement	1798
Y	2017	1571	BAYVIEW RD @ SCOTT ST/ALBERT ST	365518.5625	5030071.5	-75.72431946	45.40794373	1.51392E+12	-2.209E+12	01 - Clear	03 - Loose snow	01 - Traffic signal	03 - At intersection	01 - Daylight	03 - P.D. only	05 - Turning movement	1799
Y	2017	2052	BOOTH ST @ MIDDLE ST	366114.375	5031294	-75.7165523	45.41889191	1.49914E+12	-2.20903E+12	01 - Clear	01 - Dry	02 - Stop sign	02 - Intersection related	01 - Daylight	03 - P.D. only	03 - Rear end	2854
Y	2017	2053	BOOTH ST @ MIDDLE ST	366115.3125	5031291.5	-75.7165451	45.41887283	1.51323E+12	-2.20899E+12	03 - Snow	04 - Slush	02 - Stop sign	03 - At intersection	07 - Dark	03 - P.D. only	05 - Turning movement	2855
Y	2017	2054	BOOTH ST @ MIDDLE ST	366115.5313	5031291.5	-75.71653748	45.41887283	1.50994E+12	-2.209E+12	01 - Clear	01 - Dry	02 - Stop sign	02 - Intersection related	01 - Daylight	03 - P.D. only	04 - Sideswipe	2856
Y	2017	2059	BOOTH ST @ OTTAWA RIVER PKWY/WELLINGTON ST	366264.5938	5031007.5	-75.71466827	45.41630173	1.49776E+12	-2.20901E+12	01 - Clear	01 - Dry	01 - Traffic signal	02 - Intersection related	01 - Daylight	03 - P.D. only	03 - Rear end	2861
Y	2017	2060	BOOTH ST @ OTTAWA RIVER PKWY/WELLINGTON ST	366264.5625	5031005.5	-75.71466827	45.41628265	1.4937E+12	-2.209E+12	02 - Rain	02 - Wet	01 - Traffic signal	03 - At intersection	01 - Daylight	02 - Non-fatal injury	05 - Turning movement	2862
Y	2017	2061	BOOTH ST @ OTTAWA RIVER PKWY/WELLINGTON ST	366265.5313	5031005.5	-75.71466064	45.41628647	1.49914E+12	-2.209E+12	01 - Clear	01 - Dry	01 - Traffic signal	02 - Intersection related	01 - Daylight	03 - P.D. only	04 - Sideswipe	2863
Y	2017	2062	BOOTH ST @ OTTAWA RIVER PKWY/WELLINGTON ST	366263.7813	5031006.5	-75.71468353	45.4162941	1.49992E+12	-2.20899E+12	01 - Clear	01 - Dry	01 - Traffic signal	02 - Intersection related	01 - Daylight	03 - P.D. only	03 - Rear end	2864
Y	2017	2063	BOOTH ST @ OTTAWA RIVER PKWY/WELLINGTON ST	366263.7813	5031006	-75.71468353	45.41629028	1.50726E+12	-2.20901E+12	01 - Clear	01 - Dry	01 - Traffic signal	03 - At intersection	01 - Daylight	03 - P.D. only	05 - Turning movement	2865
Y	2017	2064	BOOTH ST @ OTTAWA RIVER PKWY/WELLINGTON ST	366265.25	5031005.5	-75.71466064	45.41628265	1.50813E+12	-2.20899E+12	01 - Clear	01 - Dry	01 - Traffic signal	02 - Intersection related	01 - Daylight	03 - P.D. only	03 - Rear end	2866
Y	2017	2065	BOOTH ST @ OTTAWA RIVER PKWY/WELLINGTON ST	366263.9375	5031005.5	-75.7146759	45.41628265	1.50864E+12	-2.20903E+12	01 - Clear	01 - Dry	01 - Traffic signal	03 - At intersection	01 - Daylight	03 - P.D. only	07 - SMV other	2867
Y	2017	2066	BOOTH ST @ OTTAWA RIVER PKWY/WELLINGTON ST	366264.5938	5031007.5	-75.71466827	45.41630173	1.51219E+12	-2.209E+12	01 - Clear	01 - Dry	01 - Traffic signal	02 - Intersection related	05 - Dusk	03 - P.D. only	03 - Rear end	2868
Y	2017	2067	BOOTH ST @ OTTAWA RIVER PKWY/WELLINGTON ST	366263.25	5031008	-75.71468353	45.41630936	1.51107E+12	-2.20902E+12	03 - Snow	02 - Wet	01 - Traffic signal	03 - At intersection	01 - Daylight	02 - Non-fatal injury	02 - Angle	2869
Y	2017	2068	BOOTH ST @ OTTAWA RIVER PKWY/WELLINGTON ST	366264.2188	5031007.5	-75.71466827	45.41630173	1.51029E+12	-2.20902E+12	01 - Clear	01 - Dry	01 - Traffic signal	03 - At intersection	01 - Daylight	03 - P.D. only	02 - Angle	2870
Y	2017	2069	BOOTH ST @ OTTAWA RIVER PKWY/WELLINGTON ST	366262.5938	5031008	-75.71469879	45.41630936	1.51141E+12	-2.20899E+12	01 - Clear	01 - Dry	01 - Traffic signal	03 - At intersection	07 - Dark	03 - P.D. only	05 - Turning movement	2871
Y	2017	2070	BOOTH ST @ OTTAWA RIVER PKWY/WELLINGTON ST	366264.7188	5031006.5	-75.71466827	45.4162941	1.51012E+12	-2.20902E+12	01 - Clear	01 - Dry	01 - Traffic signal	02 - Intersection related	01 - Daylight	03 - P.D. only	03 - Rear end	2872
Y	2017	2071	BOOTH ST @ OTTAWA RIVER PKWY/WELLINGTON ST	366264.3438	5031007.5	-75.7146759	45.41630554	1.48437E+12	-2.20899E+12	01 - Clear	01 - Dry	01 - Traffic signal	03 - At intersection	07 - Dark	03 - P.D. only	02 - Angle	2873
Y	2017	2072	BOOTH ST @ OTTAWA RIVER PKWY/WELLINGTON ST	366264.0313	5031006	-75.7146759	45.41629028	1.49007E+12	-2.20899E+12	01 - Clear	01 - Dry	01 - Traffic signal	03 - At intersection	05 - Dusk	03 - P.D. only	04 - Sideswipe	2874
Y	2017	2073	BOOTH ST @ OTTAWA RIVER PKWY/WELLINGTON ST	366262.5625	5031006.5	-75.71469879	45.41629791	1.48757E+12	-2.20903E+12	01 - Clear	02 - Wet	01 - Traffic signal	02 - Intersection related	01 - Daylight	03 - P.D. only	04 - Sideswipe	2875
Y	2017	2074	BOOTH ST @ OTTAWA RIVER PKWY/WELLINGTON ST	366264.6563	5031008.5	-75.71466827	45.41631317	1.49033E+12	-2.20902E+12	03 - Snow	05 - Packed snow	01 - Traffic signal	02 - Intersection related	01 - Daylight	03 - P.D. only	04 - Sideswipe	2876
Y	2017	2075	BOOTH ST @ OTTAWA RIVER PKWY/WELLINGTON ST	366264.25	5031006.5	-75.7146759	45.41629791	1.50847E+12	-2.209E+12	01 - Clear	01 - Dry	01 - Traffic signal	02 - Intersection related	01 - Daylight	03 - P.D. only	03 - Rear end	2877
Y	2017	2097	BOOTH ST btwn 148 N OF MIDDLE ST/E.B. EDDY S & MIDDLE ST	366054.2813	5031376	-75.71730804	45.41963959	1.51435E+12	-2.20899E+12	01 - Clear	01 - Dry	10 - No control	01 - Non intersection	07 - Dark	03 - P.D. only	07 - SMV other	2899
Y	2017	2101	BOOTH ST btwn FLEET ST & END	366345.75	5030822.5	-75.71365356	45.41463089	1.48774E+12	-2.20899E+12	01 - Clear	01 - Dry	10 - No control	01 - Non intersection	07 - Dark	03 - P.D. only	04 - Sideswipe	2019
Y	2017	2104	BOOTH ST btwn MIDDLE ST & VIMY PLACE PRIV	366223.7813	5031111	-75.71517944	45.41724014	1.49802E+12	-2.20899E+12	01 - Clear	01 - Dry	10 - No control	01 - Non intersection	01 - Daylight	03 - P.D. only	03 - Rear end	2120
Y	2017	2105	BOOTH ST btwn MIDDLE ST & VIMY PLACE PRIV	366141.7813	5031252	-75.71620941	45.41851044	1.51288E+12	-2.20906E+12	03 - Snow	05 - Packed snow	10 - No control	01 - Non intersection	07 - Dark	02 - Non-fatal injury	01 - Approaching	2124
Y	2017	2106	BOOTH ST btwn MIDDLE ST & VIMY PLACE PRIV	366193.3125	5031176	-75.71556091	45.41782379	1.49145E+12	-2.20903E+12	02 - Rain	02 - Wet	10 - No control	04 - At/near private drive	01 - Daylight	03 - P.D. only	02 - Angle	2128
Y	2017	2107	BOOTH ST btwn PROVINCIAL BOUNDARY & 208 N OF MIDDLE ST/E.B. EDDY N	365999.6875	5031495	-75.71799469	45.42071533	1.48368E+12	-2.20901E+12	03 - Snow	06 - Ice	10 - No control	01 - Non intersection	01 - Daylight	03 - P.D. only	03 - Rear end	2132
Y	2017	2108	BOOTH ST btwn PROVINCIAL BOUNDARY & 208 N OF MIDDLE ST/E.B. EDDY N	365991.8125	5031515	-75.71809387	45.42089081	1.50415E+12	-2.20905E+12	02 - Rain	02 - Wet	10 - No control	07 - Overpass or bridge	07 - Dark	03 - P.D. only	07 - SMV other	2133
Y	2017	2349	BRONSON AVE @ COMMISSIONER ST/SLATER ST	366769.25	5030948.5	-75.70822906	45.41572952	1.50389E+12	-2.20903E+12	01 - Clear	01 - Dry	01 - Traffic signal	03 - At intersection	01 - Daylight	03 - P.D. only	01 - Approaching	2493
Y	2017	2350	BRONSON AVE @ COMMISSIONER ST/SLATER ST	366767.6875	5030950	-75.70825195	45.41574097	1.50916E+12	-2.20898E+12	01 - Clear	02 - Wet	01 - Traffic signal	02 - Intersection related	07 - Dark	03 - P.D. only	05 - Turning movement	2494
Y	2017	2351	BRONSON AVE @ COMMISSIONER ST/SLATER ST	366768.9375	5030948.5	-75.70823669	45.41572571	1.50623E+12	-2.209E+12	01 - Clear	01 - Dry	01 - Traffic signal	02 - Intersection related	01 - Daylight	03 - P.D. only	04 - Sideswipe	2495
Y	2017	2352	BRONSON AVE @ COMMISSIONER ST/SLATER ST	366768.7188	5030949	-75.70823669	45.41572952	1.50683E+12	-2.20901E+12	01 - Clear	01 - Dry	01 - Traffic signal	02 - Intersection related	01 - Daylight	03 - P.D. only	06 - SMV unattended vehicle	2496
Y	2017	2353	BRONSON AVE @ COMMISSIONER ST/SLATER ST	366769.25	5030949	-75.70822906	45.41572952	1.5064E+12	-2.20901E+12	01 - Clear	01 - Dry	01 - Traffic signal	03 - At intersection	01 - Daylight	03 - P.D. only	05 - Turning movement	2497
Y	2017	2354	BRONSON AVE @ COMMISSIONER ST/SLATER ST	366768.8125	5030948.5	-75.70823669	45.41572952	1.51305E+12	-2.20899E+12	03 - Snow	03 - Loose snow	01 - Traffic signal	02 - Intersection related	07 - Dark	03 - P.D. only	07 - SMV other	2498
Y	2017	2355	BRONSON AVE @ COMMISSIONER ST/SLATER ST	366770.375	5030948	-75.70821381	45.41572189	1.51176E+12	-2.20902E+12	01 - Clear	02 - Wet	01 - Traffic signal	03 - At intersection	01 - Daylight	02 - Non-fatal injury	02 - Angle	2499
Y	2017	2356	BRONSON AVE @ COMMISSIONER ST/SLATER ST	366769.7813	5030948	-75.70822144	45.41572189	1.48437E+12	-2.20901E+12	01 - Clear	01 - Dry	01 - Traffic signal	03 - At intersection	01 - Daylight	03 - P.D. only	05 - Turning movement	2500
Y	2017	2357	BRONSON AVE @ COMMISSIONER ST/SLATER ST	366769.7188	5030948.5	-75.70822144	45.41572952	1.48713E+12	-2.20903E+12	03 - Snow	03 - Loose snow	01 - Traffic signal	03 - At intersection	01 - Daylight	03 - P.D. only	02 - Angle	2501
Y	2017	2358	BRONSON AVE @ COMMISSIONER ST/SLATER ST	366768.2813	5030948	-75.70824432	45.41572571	1.48618E+12	-2.20899E+12	01 - Clear	01 - Dry	01 - Traffic signal	03 - At intersection	07 - Dark	03 - P.D. only	05 - Turning movement	2502
Y	2017	2359	BRONSON AVE @ COMMISSIONER ST/SLATER ST	366769.7188	5030948	-75.70822144	45.41572189	1.48852E+12	-2.209E+12	01 - Clear	01 - Dry	01 - Traffic signal	03 - At intersection	01 - Daylight	03 - P.D. only	04 - Sideswipe	2503
Y	2017	2360	BRONSON AVE @ COMMISSIONER ST/SLATER ST	366769.7188	5030949	-75.70822144	45.41573334	1.48946E+12	-2.20897E+12	03 - Snow	05 - Packed snow	01 - Traffic signal	02 - Intersection related	07 - Dark	03 - P.D. only	03 - Rear end	2504
Y	2017	2361	BRONSON AVE @ COMMISSIONER ST/SLATER ST	366769.0625	5030949	-75.70822906	45.41573334	1.49128E+12	-2.209E+12	02 - Rain	02 - Wet	01 - Traffic signal	02 - Intersection related	01 - Daylight	03 - P.D. only	03 - Rear end	2505
Y	2017	11144	OTTAWA RIVER PKWY @ PORTAGE BRIDGE	366516.5313	5031314.5	-75.71141052	45.41904449	1.49551E+12	-2.20899E+12	01 - Clear	01 - Dry	01 - Traffic signal	02 - Intersection related	01 - Daylight	03 - P.D. only	02 - Angle	11640
Y	2017	11145	OTTAWA RIVER PKWY @ PORTAGE BRIDGE	366515.9688	5031314.5	-75.71141815	45.41904449	1.49491E+12	-2.209E+12	01 - Clear	01 - Dry	01 - Traffic signal	02 - Intersection related	01 - Daylight	03 - P.D. only	99 - Other	11641
Y	2017	11146	OTTAWA RIVER PKWY @ PORTAGE BRIDGE	366516.2813	5031313.5	-75.71141815	45.41903687	1.49016E+12	-2.20902E+12	01 - Clear	01 - Dry	01 - Traffic signal	02 - Intersection related	01 - Daylight	02 - Non-fatal injury	03 - Rear end	11642
Y	2017	11147	OTTAWA RIVER PKWY @ PORTAGE BRIDGE	366516.0938	5031313	-75.71141815	45.41903305	1.49111E+12	-2.20898E+12	01 - Clear	01 - Dry	01 - Traffic signal	02 - Intersection related	07 - Dark	03 - P.D. only	04 - Sideswipe	11643
Y	2017	11148	OTTAWA RIVER PKWY @ PORTAGE BRIDGE	366516.2188	5031314.5	-75.71141815	45.41904449	1.49577E+12	-2.20902E+12	01 - Clear	02 - Wet	01 - Traffic signal	02 - Intersection related	01 - Daylight	03 - P.D. only	03 - Rear end	11644
Y	2017	11149	OTTAWA RIVER PKWY @ PORTAGE BRIDGE	366516.0313	5031316.5	-75.71141815	45.41905975	1.49119E+12	-2.20899E+12	02 - Rain	02 - Wet	01 - Traffic signal	02 - Intersection related	01 - Daylight	03 - P.D. only	04 - Sideswipe	11645
Y	2017	11155	OTTAWA RIVER PKWY @ RIVER ST/SLIDELL ST	365156.7188	5030377.5	-75.72890472	45.41073227	1.50096E+12	-2.209E+12	01 - Clear	01 - Dry	01 - Traffic signal	02 - Intersection related	01 - Daylight	03 - P.D. only	03 - Rear end	11651
Y	2017	11156	OTTAWA RIVER PKWY @ VIMY PLACE PRIV	365977	5030795.5	-75.71836853	45.41442108	1.48601E+12	-2.20903E+12	01 - Clear	02 - Wet	01 - Traffic signal	02 - Intersection related	01 - Daylight	03 - P.D. only	03 - Rear end	11652
Y	2017	11157	OTTAWA RIVER PKWY @ VIMY PLACE PRIV	365975.75	5030796.5	-75.71838379	45.41443253	1.48904E+12	-2.209E+12	01 - Clear	01 - Dry	01 - Traffic signal	02 - Intersection related	01 - Daylight	03 - P.D. only	03 - Rear end	11653
Y	2017	11158	OTTAWA RIVER PKWY @ VIMY PLACE PRIV	365974.1875	5030798.5	-75.71840668	45.41444778	1.51444E+12	-2.209E+12	01 - Clear	06 - Ice	01 - Traffic signal	02 - Intersection related	01 - Daylight	02 - Non-fatal injury	03 - Rear end	11654
Y	2017	11159	OTTAWA RIVER PKWY @ WELLINGTON ST EB	366690.75	5031277.5	-75.70919037	45.41869736	1.49344E+12	-2.20901E+12	01 - Clear	01 - Dry	02 - Stop sign	02 - Intersection related	01 - Daylight	03 - P.D. only	03 - Rear end	11655
Y	2017	11163	OTTAWA RIVER PKWY btwn TRANSITWAY - TIME POINT & VIMY PLACE PRIV	365766.3125	5030525.5	-75.72109222	45.41201019	1.4981E+12	-2.20901E+12	01 - Clear	01 - Dry	10 - No control	01 - Non intersection	01 - Daylight	03 - P.D. only	07 - SMV other	11659
Y	2017	11164	OTTAWA RIVER PKWY btwn VIMY PLACE PRIV & BOOTH ST	366093.75	5030885	-75.71686554	45.41521835	1.50657E+12	-2.209E+12	00 - Unknown	01 - Dry	10 - No control	01 - Non intersection	01 - Daylight	03 - P.D. only	03 - Rear end	11660
Y	2017	11165	OTTAWA RIVER PKWY btwn VIMY PLACE PRIV & BOOTH ST	366227.75	5030980.5	-75.7151413	45.41606522	1.49473E+12	-2.20898E+12	02 - Rain	02 - Wet	10 - No control	01 - Non intersection	07 - Dark	03 - P.D. only	04 - Sideswipe	11661
Y	2017	11171	OTTAWA RIVER PKWY OFFR-EB @ PARKDALE AVE	364685.0938	5030331	-

Y	2017	11265	PARKDALE AVE @ SCOTT ST	364950.0313	5029727	-75.73162079	45.4048996	1.49352E+12	-2.20901E+12	02 - Rain	02 - Wet	01 - Traffic signal	02 - Intersection related	01 - Daylight	03 - P.D. only	04 - Sideswipe	11191
Y	2017	11266	PARKDALE AVE @ SCOTT ST	364948.6875	5029726.5	-75.73163605	45.40489197	1.49923E+12	-2.20903E+12	01 - Clear	01 - Dry	01 - Traffic signal	03 - At intersection	01 - Daylight	03 - P.D. only	03 - Rear end	11192
Y	2017	11267	PARKDALE AVE @ SCOTT ST	364949.7188	5029726	-75.73162842	45.40488434	1.4988E+12	-2.20905E+12	01 - Clear	02 - Wet	01 - Traffic signal	03 - At intersection	07 - Dark	03 - P.D. only	02 - Angle	11193
Y	2017	11268	PARKDALE AVE @ SCOTT ST	364948.4375	5029727	-75.73164368	45.40489578	1.50173E+12	-2.209E+12	01 - Clear	01 - Dry	01 - Traffic signal	03 - At intersection	01 - Daylight	03 - P.D. only	05 - Turning movement	11194
Y	2017	11269	PARKDALE AVE @ SCOTT ST	364950.7188	5029726.5	-75.73161316	45.40489197	1.48791E+12	-2.20902E+12	01 - Clear	01 - Dry	01 - Traffic signal	03 - At intersection	01 - Daylight	03 - P.D. only	02 - Angle	11195
Y	2017	11270	PARKDALE AVE @ SCOTT ST	364950.0313	5029726	-75.73162079	45.40488434	1.4886E+12	-2.20899E+12	01 - Clear	01 - Dry	01 - Traffic signal	02 - Intersection related	05 - Dusk	03 - P.D. only	03 - Rear end	11196
Y	2017	11295	PARKDALE AVE btwn TO BE DETERMINED & EMMERSON AVE	364709.4375	5030285	-75.73462677	45.409935	1.49888E+12	-2.209E+12	01 - Clear	01 - Dry	10 - No control	01 - Non intersection	01 - Daylight	02 - Non-fatal injury	05 - Turning movement	11221
Y	2017	11296	PARKDALE AVE WB OFF RAMP/OTTAWA RIVER PKWY btwn OTTAWA RIVER PKWY & PA	364694.125	5030582	-75.73478699	45.41261292	1.49007E+12	-2.20903E+12	03 - Snow	05 - Packed snow	10 - No control	01 - Non intersection	01 - Daylight	03 - P.D. only	03 - Rear end	11222
Y	2017	11297	PARKDALE AVE WB ON RAMP/OTTAWA RIVER PKWY btwn PARKDALE AVE & OTTAWA R	364662	5030406.5	-75.73521423	45.41103363	1.49396E+12	-2.209E+12	02 - Rain	02 - Wet	10 - No control	01 - Non intersection	01 - Daylight	02 - Non-fatal injury	03 - Rear end	11223
Y	2017	12641	SCOTT ST @ STIRLING AVE	365212.5938	5029884	-75.7282486	45.40628815	1.51366E+12	-2.20903E+12	03 - Snow	03 - Loose snow	02 - Stop sign	02 - Intersection related	03 - Dawn	03 - P.D. only	02 - Angle	12802
Y	2017	12645	SCOTT ST btwn PARKDALE AVE & PINEHURST AVE	364974.7813	5029740.5	-75.73130035	45.40501785	1.4956E+12	-2.20901E+12	01 - Clear	01 - Dry	10 - No control	01 - Non intersection	01 - Daylight	03 - P.D. only	03 - Rear end	12806
Y	2017	12646	SCOTT ST btwn PINHEY ST & MERTON ST	365309.3125	5029944.5	-75.727005	45.4068222	1.5096E+12	-2.209E+12	01 - Clear	02 - Wet	10 - No control	01 - Non intersection	01 - Daylight	02 - Non-fatal injury	03 - Rear end	12807
Y	2017	12647	SCOTT ST btwn STIRLING AVE & PINHEY ST	365264.0938	5029915	-75.72758484	45.40656281	1.51089E+12	-2.209E+12	01 - Clear	01 - Dry	10 - No control	01 - Non intersection	07 - Dark	03 - P.D. only	04 - Sideswipe	12808
Y	2017	13996	WELLINGTON ST @ LETT ST	366355.2813	5031112	-75.71350098	45.41723633	1.49638E+12	-2.209E+12	01 - Clear	01 - Dry	01 - Traffic signal	02 - Intersection related	01 - Daylight	03 - P.D. only	03 - Rear end	13828
Y	2017	13997	WELLINGTON ST @ LETT ST	366354.125	5031111.5	-75.71351624	45.4172287	1.50372E+12	-2.20902E+12	01 - Clear	01 - Dry	01 - Traffic signal	02 - Intersection related	01 - Daylight	02 - Non-fatal injury	03 - Rear end	13829
Y	2017	14007	WELLINGTON ST btwn OTTAWA RIVER PKWY & TO BE DETERMINED	366357.25	5031113.5	-75.71347046	45.41725159	1.49041E+12	-2.20898E+12	01 - Clear	02 - Wet	10 - No control	01 - Non intersection	07 - Dark	03 - P.D. only	07 - SMV other	14269

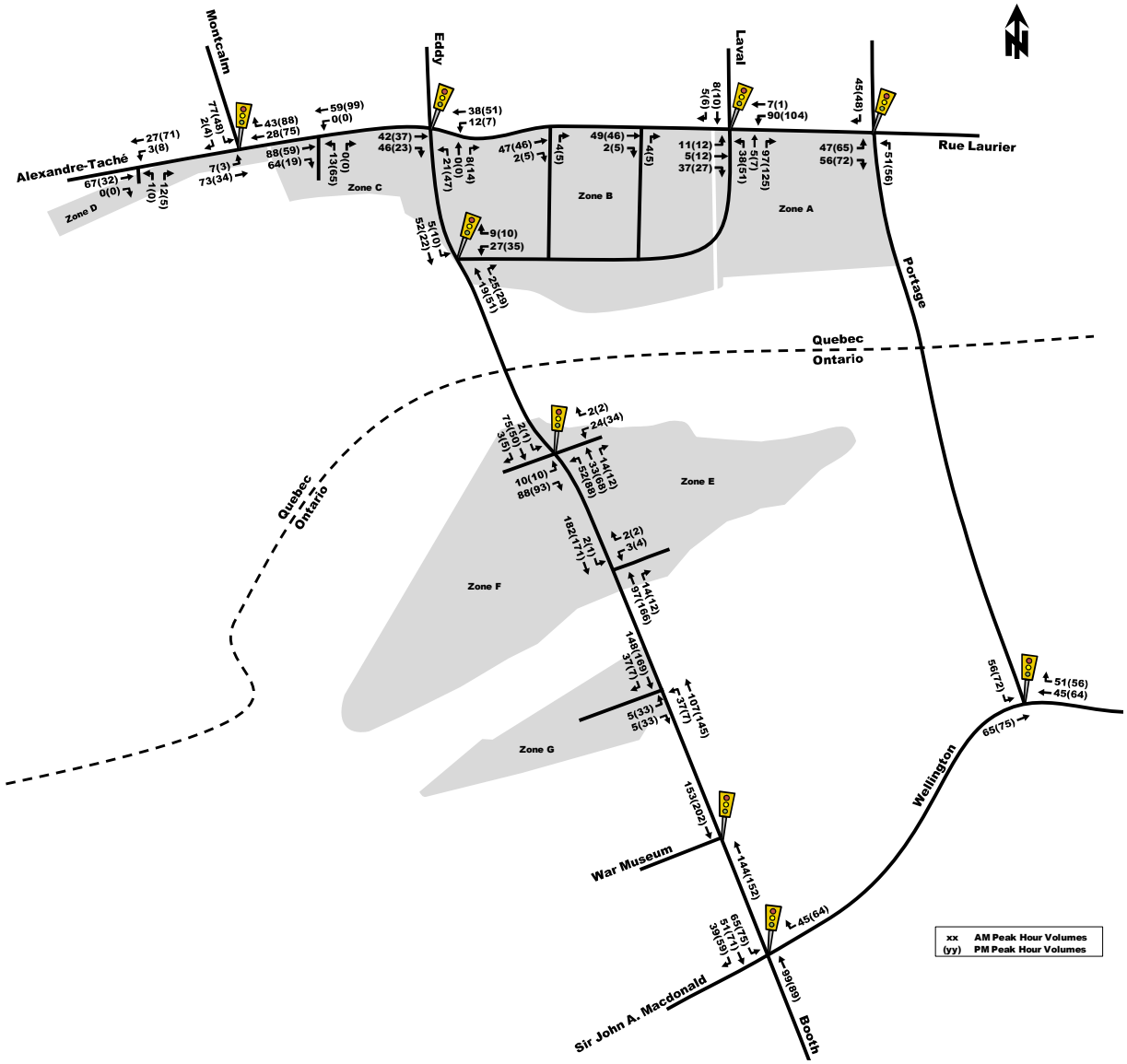
STUDY AREA	YEAR	DATE	ANOM_ID	TIME	LOCATION	GEO_ID	ACCIDENT_LOCATION	CLASS_OF_ACCIDENT	IMPACT_TYPE	ENVIRONMENT	LIGHT	ROAD_SURFACE_CONDITION	TRAFFIC_CONTROL	TRAFFIC_CONTROL_CONDITION	NO_OF_PEDESTRIANS	X	Y	LONGITUDE	LATITUDE	ObjectId
Y	2018	2018/03/23 00:00:00+00	18-3105	8:35:00 AM	ALBERT ST @ BOOTH ST (0002162)	2162	02 - Intersection related	03 - P.D. only	04 - Sideswipe	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	0	366428.3448	5030626.567	-75.71262535	45.41286137	3227
Y	2018	2018/04/10 00:00:00+00	18-3579	7:21:00 AM	ALBERT ST @ BOOTH ST (0002162)	2162	03 - At intersection	03 - P.D. only	05 - Turning movement	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	0	366427.6479	5030625.87	-75.71263434	45.41285516	3514
Y	2018	2018/05/30 00:00:00+00	18-4989	6:06:00 AM	ALBERT ST @ BOOTH ST (0002162)	2162	03 - At intersection	02 - Non-fatal injury	05 - Turning movement	01 - Clear	03 - Dawn	01 - Dry	01 - Traffic signal	01 - Functioning	0	366428.6235	5030626.715	-75.71262177	45.41286268	4447
Y	2018	2018/05/17 00:00:00+00	18-4633	9:51:00 PM	ALBERT ST @ BOOTH ST (0002162)	2162	03 - At intersection	02 - Non-fatal injury	02 - Angle	01 - Clear	07 - Dark	01 - Dry	01 - Traffic signal	01 - Functioning	0	366428.6933	5030626.566	-75.7126209	45.41286133	4757
Y	2018	2018/06/12 00:00:00+00	18-5487	4:30:00 PM	ALBERT ST @ BOOTH ST (0002162)	2162	02 - Intersection related	03 - P.D. only	03 - Rear end	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	0	366428.3247	5030626.736	-75.71262558	45.41286289	5524
Y	2018	2018/08/10 00:00:00+00	18-7283	5:52:00 PM	ALBERT ST @ BOOTH ST (0002162)	2162	03 - At intersection	02 - Non-fatal injury	05 - Turning movement	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	0	366428.6927	5030626.567	-75.7126209	45.41286134	7821
Y	2018	2018/09/22 00:00:00+00	18-8603	12:45:00 PM	ALBERT ST @ BOOTH ST (0002162)	2162	03 - At intersection	03 - P.D. only	02 - Angle	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	02 - Not functioning	0	366428.6934	5030626.566	-75.7126209	45.41286133	8009
Y	2018	2018/09/14 00:00:00+00	18-8281	2:58:00 PM	ALBERT ST @ BOOTH ST (0002162)	2162	02 - Intersection related	02 - Non-fatal injury	03 - Rear end	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	0	366428.7812	5030626.688	-75.71261976	45.41286242	8885
Y	2018	2018/10/20 00:00:00+00	18-9657	5:00:00 PM	ALBERT ST @ BOOTH ST (0002162)	2162	03 - At intersection	02 - Non-fatal injury	05 - Turning movement	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	0	366428.693	5030626.567	-75.7126209	45.41286134	9411
Y	2018	2018/11/02 00:00:00+00	18-10104	7:47:00 AM	ALBERT ST @ BOOTH ST (0002162)	2162	02 - Intersection related	02 - Non-fatal injury	03 - Rear end	02 - Rain	01 - Daylight	02 - Wet	01 - Traffic signal	01 - Functioning	0	366428.6931	5030626.567	-75.7126209	45.41286134	10134
Y	2018	2018/04/06 00:00:00+00	18-3499	4:02:00 PM	ALBERT ST @ BRONSON AVE (0002160)	2160	02 - Intersection related	03 - P.D. only	04 - Sideswipe	02 - Rain	01 - Daylight	04 - Slush	01 - Traffic signal	01 - Functioning	0	366739.7045	5031016.575	-75.70859873	45.41634306	3633
Y	2018	2018/05/15 00:00:00+00	18-4553	6:30:00 PM	ALBERT ST @ EMPRESS AVE (0010851)	10851	02 - Intersection related	03 - P.D. only	04 - Sideswipe	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	00 - Unknown	0	366576.8856	5030720.754	-75.71071594	45.41369574	4702
Y	2018	2018/04/09 00:00:00+00	18-3569	4:05:00 PM	ALBERT ST @ PERKINS ST (0002220)	2220	02 - Intersection related	03 - P.D. only	04 - Sideswipe	01 - Clear	01 - Daylight	01 - Dry	02 - Stop sign	01 - Functioning	0	366535.6983	5030695.574	-75.71124527	45.41347281	3504
Y	2018	2018/02/07 00:00:00+00	18-1685	7:41:00 PM	ALBERT ST @ PRESTON ST (0002217)	2217	03 - At intersection	03 - P.D. only	02 - Angle	03 - Snow	07 - Dark	03 - Loose snow	01 - Traffic signal	01 - Functioning	0	366160.3486	5030465.965	-75.71606899	45.41143986	1601
Y	2018	2018/07/08 00:00:00+00	18-6312	6:41:00 PM	ALBERT ST @ PRESTON ST (0002217)	2217	02 - Intersection related	02 - Non-fatal injury	07 - SMV other	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	1	366160.6974	5030464.571	-75.7160647	45.41142729	6290
Y	2018	2018/09/14 00:00:00+00	18-8272	1:24:00 PM	ALBERT ST @ PRESTON ST (0002217)	2217	02 - Intersection related	03 - P.D. only	04 - Sideswipe	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	0	366160.7063	5030464.569	-75.71606459	45.41142728	8876
Y	2018	2018/10/03 00:00:00+00	18-9027	4:51:00 PM	ALBERT ST @ PRESTON ST (0002217)	2217	03 - At intersection	03 - P.D. only	05 - Turning movement	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	0	366160.6781	5030464.577	-75.71606495	45.41142734	9578
Y	2018	2018/10/20 00:00:00+00	18-10218	6:15:00 PM	ALBERT ST @ PRESTON ST (0002217)	2217	03 - At intersection	02 - Non-fatal injury	02 - Angle	01 - Clear	07 - Dark	01 - Dry	01 - Traffic signal	01 - Functioning	0	366160.6966	5030464.571	-75.71606471	45.41142729	10506
Y	2018	2018/12/07 00:00:00+00	18-11658	2:35:00 PM	ALBERT ST @ PRESTON ST (0002217)	2217	03 - At intersection	03 - P.D. only	02 - Angle	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	0	366160.7182	5030464.54	-75.71606444	45.41142701	11064
Y	2018	2018/11/26 00:00:00+00	18-11180	10:16:00 AM	ALBERT ST btwn COMMISSIONER ST & BRONSON AVE (__3ZA337)	__3ZA337	01 - Non intersection	03 - P.D. only	04 - Sideswipe	02 - Rain	01 - Daylight	02 - Wet	10 - No control		0	366735.93	5031011.558	-75.70864758	45.41629825	11316
Y	2018	2018/10/10 00:00:00+00	18-9205	1:48:00 AM	ALBERT ST btwn Continuation of ALBERT ST & BOOTH ST (__3ZA2G2)	__3ZA2G2	01 - Non intersection	03 - P.D. only	03 - Rear end	01 - Clear	07 - Dark	01 - Dry	10 - No control		0	366421.7915	5030622.282	-75.7127096	45.41282339	9229
Y	2018	2018/12/03 00:00:00+00	18-11475	7:09:00 PM	ALBERT ST btwn PRESTON ST & Continuation of ALBERT ST (__3ZA33O)	__3ZA33O	01 - Non intersection	03 - P.D. only	99 - Other	01 - Clear	07 - Dark	01 - Dry	10 - No control		0	366228.677	5030508.138	-75.71519086	45.41181333	11727
Y	2018	2018/01/28 00:00:00+00	18-1149	3:33:00 AM	ALBERT ST btwn SCOTT ST & CITY CENTRE AVE (2) (__3ZA32WB)	__3ZA32WB	01 - Non intersection	03 - P.D. only	07 - SMV other	01 - Clear	07 - Dark	02 - Wet	10 - No control		0	365912.9405	5030324.138	-75.71924712	45.41018539	1363
Y	2018	2018/02/02 00:00:00+00	18-1397	4:30:00 PM	ALBERT ST btwn SCOTT ST & CITY CENTRE AVE (2) (__3ZA32WB)	__3ZA32WB	01 - Non intersection	03 - P.D. only	05 - Turning movement	01 - Clear	01 - Daylight	01 - Dry	10 - No control		0	365941.5853	5030338.003	-75.71887948	45.41030764	1811
Y	2018	2018/07/10 00:00:00+00	18-6376	11:22:00 PM	BAYVIEW RD @ SCOTT ST/ALBERT ST (0005646)	5646	03 - At intersection	03 - P.D. only	05 - Turning movement	01 - Clear	07 - Dark	01 - Dry	01 - Traffic signal	01 - Functioning	0	365519.0769	5030071.525	-75.7243061	45.40794672	6769
Y	2018	2018/10/19 00:00:00+00	18-9596	1:48:00 PM	BAYVIEW RD @ SCOTT ST/ALBERT ST (0005646)	5646	03 - At intersection	03 - P.D. only	03 - Rear end	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	0	365519.0369	5030071.564	-75.72431011	45.40794708	9102
Y	2018	2018/11/22 00:00:00+00	18-10993	12:42:00 PM	BAYVIEW RD @ SCOTT ST/ALBERT ST (0005646)	5646	02 - Intersection related	03 - P.D. only	03 - Rear end	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	0	365519.1445	5030071.453	-75.72430875	45.40794607	10237
Y	2018	2018/11/02 00:00:00+00	18-10109	8:54:00 AM	BAYVIEW RD @ SCOTT ST/ALBERT ST (0005646)	5646	03 - At intersection	03 - P.D. only	05 - Turning movement	02 - Rain	01 - Daylight	02 - Wet	01 - Traffic signal	01 - Functioning	0	365519.0372	5030071.565	-75.72431011	45.40794709	10271
Y	2018	2018/06/29 00:00:00+00	18-6050	3:22:00 PM	BOOTH ST @ 148 N OF MIDDLE ST/E.B.EDDY S (0012189)	12189	02 - Intersection related	03 - P.D. only	04 - Sideswipe	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	0	366035.5926	5031416.536	-75.71754458	45.42000377	6230
Y	2018	2018/01/07 00:00:00+00	18-302	8:10:00 PM	BOOTH ST @ OTTAWA RIVER PKWY/WELLINGTON ST (0012252)	12252	03 - At intersection	03 - P.D. only	02 - Angle	03 - Snow	07 - Dark	05 - Packed snow	01 - Traffic signal	01 - Functioning	0	366263.2117	5031005.991	-75.7146876	45.41628984	502
Y	2018	2018/04/23 00:00:00+00	18-3931	6:20:00 PM	BOOTH ST @ OTTAWA RIVER PKWY/WELLINGTON ST (0012252)	12252	02 - Intersection related	03 - P.D. only	04 - Sideswipe	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	0	366264.2571	5031006.688	-75.71467416	45.41629603	3360
Y	2018	2018/04/09 00:00:00+00	18-3573	5:57:00 PM	BOOTH ST @ OTTAWA RIVER PKWY/WELLINGTON ST (0012252)	12252	02 - Intersection related	02 - Non-fatal injury	03 - Rear end	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	0	366264.6054	5031007.385	-75.71466962	45.41630226	3508
Y	2018	2018/07/04 00:00:00+00	18-6169	11:43:00 AM	BOOTH ST @ OTTAWA RIVER PKWY/WELLINGTON ST (0012252)	12252	03 - At intersection	03 - P.D. only	05 - Turning movement	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	0	366264.301	5031006.754	-75.71467359	45.41629661	6351
Y	2018	2018/11/16 00:00:00+00	18-10670	6:39:00 AM	BOOTH ST @ OTTAWA RIVER PKWY/WELLINGTON ST (0012252)	12252	02 - Intersection related	03 - P.D. only	03 - Rear end	03 - Snow	07 - Dark	03 - Loose snow	01 - Traffic signal	01 - Functioning	0	366264.2082	5031006.528	-75.7146748	45.41629459	10341
Y	2018	2018/12/08 00:00:00+00	18-11710	10:32:00 PM	BOOTH ST @ OTTAWA RIVER PKWY/WELLINGTON ST (0012252)	12252	03 - At intersection	03 - P.D. only	05 - Turning movement	03 - Snow	07 - Dark	05 - Packed snow	01 - Traffic signal	01 - Functioning	0	366264.455	5031006.711	-75.71467163	45.41629621	11554
Y	2018	2018/01/13 00:00:00+00	18-12621	3:02:00 AM	BOOTH ST @ OTTAWA RIVER PKWY/WELLINGTON ST (0012252)	12252	03 - At intersection	03 - P.D. only	07 - SMV other	03 - Snow	07 - Dark	04 - Slush	01 - Traffic signal	01 - Functioning	0	366264.257	5031006.663	-75.71467416	45.4162958	12145
Y	2018	2018/12/01 00:00:00+00	18-12819	5:01:00 PM	BOOTH ST @ OTTAWA RIVER PKWY/WELLINGTON ST (0012252)	12252	02 - Intersection related	03 - P.D. only	03 - Rear end	01 - Clear	07 - Dark	01 - Dry	01 - Traffic signal	01 - Functioning	0	366264.2599	5031006.689	-75.71467412	45.41629603	12609
Y	2018	2018/05/28 00:00:00+00	18-12810	5:30:00 AM	BOOTH ST btwn 148 N OF MIDDLE ST/E.B. EDDY S & MIDDLE ST (__3ZBPMPC)	__3ZBPMPC	07 - Overpass or bridge	03 - P.D. only	07 - SMV other	02 - Rain	03 - Dawn	02 - Wet	10 - No control		0	366075.1822	5031344.406	-75.71704773	45.4193513	12479
Y	2018	2018/12/06 00:00:00+00	18-12825	10:00:00 AM	BOOTH ST btwn MIDDLE ST & VIMY PLACE PRIV (__5VHI3U)	__5VHI3U	01 - Non intersection	03 - P.D. only	04 - Sideswipe	01 - Clear	01 - Daylight	01 - Dry	10 - No control		0	366138.2042	5031259.619	-75.71625309	45.41858289	12615
Y	2018	2018/01/07 00:00:00+00	18-278	10:30:00 AM	BOOTH ST btwn PROVINCIAL BOUNDARY & 208 N OF MIDDLE ST/E.B. EDDY N (__3ZBPMPA)	__3ZBPMPA	01 - Non intersection	03 - P.D. only	03 - Rear end	01 - Clear	01 - Daylight	01 - Dry	10 - No control		0	366001.6988	5031489.73	-75.71796854	45.42066532	178
Y	2018	2018/07/16 00:00:00+00	18-6570	7:13:00 AM	BOOTH ST btwn VIMY PLACE PRIV & OTTAWA RIVER PKWY (__5VHI2X)	__5VHI2X	01 - Non intersection	03 - P.D. only	03 - Rear end	01 - Clear	01 - Daylight	01 - Dry	10 - No control		0	366256.8775	5031025.669	-75.71476607	45.41646746	6835
Y	2018	2018/01/11 00:00:00+00	18-504	7:48:00 PM	BRONSON AVE @ COMMISSIONER ST/SLATER ST (0001679)	1679	02 - Intersection related	03 - P.D. only	04 - Sideswipe	02 - Rain	07 - Dark	02 - Wet	01 - Traffic signal	01 - Functioning	0	366769.0538	5030949.961	-75.70823214	45.41574109	204
Y	2018	2018/01/08 00:00:00+00	18-320	8:40:00 AM	BRONSON AVE @ COMMISSIONER ST/SLATER ST (0001679)	1679	02 - Intersection related	03 - P.D. only	03 - Rear end	03 - Snow	01 - Daylight	03 - Loose snow	01 - Traffic signal	01 - Functioning	0	366768.7058	5030948.568	-75.7082677	45.41572858	520
Y	2018	2018/01/08 00:00:00+00	18-324	9:51:00 AM	BRONSON AVE @ COMMISSIONER ST/SLATER ST (0001679)	1679	02 - Intersection related	03 - P.D. only	04 - Sideswipe	03 - Snow	01 - Daylight	03 - Loose snow	01 - Traffic signal	01 - Functioning	0	366768.7054	5030948.568	-75.7082677	45.41572858	524
Y	2018	2018/07/06 00:00:00+00	18-6265	4:30:00 PM	BRONSON AVE @ COMMISSIONER ST/SLATER ST (0001679)	1679	03 - At intersection	03 - P.D. only	02 - Angle	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	0	366768.6969	5030948.412	-75.7082369	45.41572718	6965
Y	2018	2018/08/15 00:00:00+00	18-7397	6:31:00 PM	BRONSON AVE @ COMMISSIONER ST/SLATER ST (0001679)	1679	03 - At intersection	03 - P.D. only	02 - Angle	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	0	366768.7054	5030948.568	-75.7082677	45.41572858	7214
Y	2018	2018/09/02 00:00:00+00	18-7878	2:44:00 AM	BRONSON AVE @ COMMISSIONER ST/SLATER ST (0001679)	1679	03 - At intersection	02 - Non-fatal injury	02 - Angle	01 - Clear	07 - Dark	01 - Dry	01 - Traffic signal	01 - Functioning	0	366768.6848	5030948.633	-75.70823703	45.41572917	7535
Y	2018	2018/09/16 00:00:00+00	18-8348	12:42:00 PM	BRONSON AVE @ COMMISSIONER ST/SLATER ST (0001679)	1679	03 - At intersection	02 - Non-fatal injury	05 - Turning movement	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	0	366768.6369	5030948.822	-75.7082761	45.41573087	8417
Y	2018	2018/12/12 00:00:00+00	18-11856	11:20:00 AM	BRONSON AVE @ COMMISSIONER ST/SLATER ST (0001679)	1679	03 - At intersection	03 - P.D. only	02 - Angle	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	0	366768.6327	5030948.555	-75.7082377	45.41572841	11801
Y	2018	2018/09/28 00:00:00+00	18-8977	12:30:00 PM	OTTAWA RIVER PKWY @ RIVER ST/SLIDELL ST (0005099)	5099	02 - Intersection related	03 - P.D. only	03 - Rear end	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	0	365156.696	5030377.639	-75.72890114	45.41073241	8363
Y	2018	2018/01/05 00:00:00+00	18-12607	2:00:00 PM	OTTAWA RIVER PKWY @ RIVER ST/SLIDELL ST (0005099)	5099	02 - Intersection related	03 - P.D. only	03 - Rear end	03 - Snow	01 - Daylight	06 - Ice	01 - Traffic signal	01 - Functioning	0	365156.8347	5030377.421	-75.7288994	45.41073043	12131
Y	2018	2018/10/20 00:00:00+00	18-12762	11:30:00 PM	OTTAWA RIVER PKWY @ RIVER ST/SLIDELL ST (0005099)	5099	03 - At intersection	03 - P.D. only	05 - Turning movement	01 - Clear	07 - Dark	01 - Dry	01 - Traffic signal	01 - Functioning	0	365156.7038	5030377.572	-75.72890105	45.41073181	12299
Y	2018	2018/12/07 00:00:00+00	18-12826	6:45:00 AM	OTTAWA RIVER PKWY @ RIVER ST/SLIDELL ST (0005099)	5099	03 - At intersection	01 - Fatal injury	02 - Angle	99 - Other	07 - Dark	01 - Dry	01 - Traffic signal	01 - Functioning	0	365156.7032	5030377.572	-75.72890106	45.41073181	12616
Y	2018	2018/01/07 00:00:00+00	18-12610	7:35:00 AM	OTTAWA RIVER PKWY btwn TRANSITWAY - TIME POINT & VIMY PLACE PRIV (__5VHI2QA)	__5VHI2QA	01 - Non intersection	02 - Non-fatal injury	07 - SMV other	00 - Unknown	03 - Dawn	06 - Ice	10 - No control		0	365913.5887	5030742.975	-75.71918691	45.41395392	12134
Y	2018	2018/04/05 00:00:00+00	18-12736	4:00:00 PM	OTTAWA RIVER PKWY btwn TRANSITWAY - TIME POINT & VIMY PLACE PRIV (__5VHI2QA)	__5VHI2QA	01 - Non intersection	03 - P.D. only	04 - Sideswipe	00 - Unknown	01 - Daylight	00 - Unknown	10 - No control		0	365650.0956	5030463.838	-75.72258756	45.41146528	12273
Y	2018	2018/07/16 00:00:00+00	18-6579	4:20:00 PM	OTTAWA RIVER PKWY btwn VIMY PLACE PRIV & BOOTH ST (__5VHI2QB)	__5VHI2QB	01 - Non intersection	03 - P.D. only	04 - Sideswipe	01 - Clear	01 - Daylight	01 - Dry	10 - No control		0	366171.553	5030939.441	-75.7158669	45.41569909	6844
Y	2018	2018/09/07 00:00:00+00	18-8037	3:35:00 PM	OTTAWA RIVER PKWY btwn VIMY PLACE PRIV & BOOTH ST (__5VHI2QB)	__5VHI2QB	01 - Non intersection	03 - P.D. only	03 - Rear end	01 - Clear	01 - Daylight	01 - Dry	10 - No control		0	366003.7567	5030818.227	-75.71802565	45.41462314	8598
Y	2018	2018/02/12 00:00:00+00	18-12666	6:18:00 PM	OTTAWA RIVER PKWY btwn VIMY PLACE PRIV & BOOTH ST (__5VHI2QB)	__5VHI2QB	01 - Non intersection	03 - P.D. only	03 - Rear end	02 - Rain	05 - Dusk	02 - Wet	10 - No control		0	366201.7542	5030961.596	-75.7154783	45.41589578	12190
Y	2018	2018/09/28 00:00:00+00	18-12732	12:45:00 PM	OTTAWA RIVER PKWY EB btwn RAMP & SLIDELL ST (__3ZA24L)	__3ZA24L	01 - Non intersection	03 - P.D. only	04 - Sideswipe	01 - Clear	01 - Daylight	01 - Dry	10 - No control		0	364841.2972	5030362.706	-75.73293204	45.41062517	12269
Y	2018	2018/06/11 00:00:00+00	18-5409	12:48:00 PM	OTTAWA RIVER PKWY OFFR-EB @ PARKDALE AVE (0011241)	11241	02 - Intersection related	03 - P.D. only	03 - Rear end	01 - Clear	01 - Daylight	01 - Dry	03 - Yield sign	01 - Functioning	0	364684.0285	5030331.417	-75.73494487	45.41035712	5442
Y	2018	2018/10/25 00:00:00+00	18-12634	6:45:00 AM	OTTAWA RIVER PKWY OFFR-EB @ PARKDALE AVE (0011241)	11241	02 - Intersection related	02 - Non-fatal injury	03 - Rear end	01 - Clear	07 - Dark	01 - Dry	03 - Yield sign	01 - Functioning	0	364684.068	5030331.424	-75.7494437	45.41035718	12158
Y	2018	2018/09/08 00:00:00+00	18-12705	5:30:00 PM	OTTAWA RIVER PKWY WB btwn RAMP & RIVER ST (__3ZA24N)	__3ZA24N	01 - Non intersection	02 - Non-fatal injury	07 - SMV other	01 - Clear	01 - Daylight	01 - Dry	10 - No control		0	364861.6894	5030385.3	-75.73268879	45.41082672	12127
Y	2018	2018/04/04 00:00:00+00	18-12722	6:50:00 AM	OTTAWA RIVER PKWY WB btwn RAMP & RIVER ST (__3ZA24N)	__3ZA24N	01 - Non intersection	03 - P.D. only	03 - Rear end	03 - Snow	01 - Daylight	02 - Wet	10 - No control		0	364947.2127	5030355.422	-75.73157991	45.41055055	12259
Y	2018	2018/03/17 00:00:00+00	18-2968	3:05:00 PM	PARKDALE AVE @ SCOTT ST (0002213)	2213	02 - Intersection related	03 - P.D. only	04 - Sideswipe	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	0	364949.7034	5029726.559	-75.73162481	45.40489197	2809
Y	2018	2018/04/12 00:00:00+00	18-3658	5:56:00 PM	PARKDALE AVE @ SCOTT ST (0002213)	2213	02 - Intersection related	03 - P.D. only	03 - Rear end	02 - Rain	01 - Daylight	02 - Wet	01 - Traffic signal	01 - Functioning	0	364950.052	5029726.56	-75.73162036	45.40489194	3168
Y	2018	2018/03/23 00:00:00+00	18-3104	7:46:00 AM	PARKDALE AVE @ SCOTT ST (0002213)	2213	02 - Intersection related	03 - P.D. only	04 - Sideswipe	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	0	364949.7034	5029726.56	-75.73162481	45.40489197	3221
Y	2018	2018/05/10 00:00:00+00	18-4404	8:45:00 AM	PARKDALE AVE @ SCOTT ST (0002213)	2213	02 - Intersection related	03 - P.D. only	04 - Sideswipe	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	0	364949.7034	5029726.561	-75.73162481	45.40489198	4360
Y	2018	2018/08/24 00:00:00+00	18-7636	1:55:00 PM	PARKDALE AVE @ SCOTT ST (0002213)	2213	03 - At intersection	02 - Non-fatal injury	05 - Turning movement	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	0	364949.7032	5029726.56	-75.73162482	45.40489197	7037
Y	2018	2018/10/04 00:00:00+00	18-9055	2:43:00 PM	PARKDALE AVE @ SCOTT ST (0002213)	2213	03 - At intersection	02 - Non-fatal injury	05 - Turning movement	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	0	364949.6268	5029726.598	-75.73162579	45.40489232	9607
Y	2018	2018/10/23 00:00:00+00	18-9735	5:07:00 PM	PARKDALE AVE @ SCOTT ST (0002213)	2213	02 - Intersection related	03 - P.D. only	04 - Sideswipe	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	0	364949.7347	5029726.48	-75.73162442	45.40489125	9680
Y	2018	2018/11/18 00:00:00+00	18-10796	6:30:00 PM	PARKDALE AVE @ SCOTT ST (0002213)	2213	02 - Intersection related	03 - P.D. only	03 - Rear end	01 - Clear	07 - Dark	01 - Dry	01 - Traffic signal	01 - Functioning	0	364949.4987	5029726.643	-75.73162742	45.40489274	10101
Y	2018	2018/12/03 00:00:00+00	18-11496	6:35:00 PM	PARKDALE AVE @ SCOTT ST (0002213)	2213	03 - At intersection	03 - P.D. only	01 - Approaching	01 - Clear	07 - Dark	02 - Wet	01 - Traffic signal	01 - Functioning	0	364949.65	5029726.675	-75.73162548	45.40489301	11748
Y	2018	2018/02/28 00:00:00+00	18-2412	2:45:00 PM	PARKDALE AVE btwn BURNSIDE AVE & LYNDALE AVE (__3ZA32H)	__3ZA32H	04 - At/near private drive	03 - P.D. only	02 - Angle	01 - Clear	01 - Daylight	01 - Dry	10 - No control		0	364792.9333	5030088.056	-75.73358329	45.40815809	2445
Y	2018	2018/03/20 00:00:00+00	18-3141	4:15:00 PM	PARKDALE AVE btwn BURNSIDE AVE & LYNDALE AVE (__3ZA32H)	__3ZA32H	01 - Non intersection	02 - Non-fatal injury	03 - Rear end	01 - Clear	01 - Daylight	01 - Dry	10 - No control		0	364790.7691	5030094.278	-75.73361018	45.40821426	3672
Y	2018	2018/01/17 00:00:00+00	18-805	12:00:00 PM	PARKDALE AVE btwn EMMERSON AVE & COLOMBINE DRWY (__3ZA326)	__3ZA326	01 - Non intersection	03 - P.D. only	06 - SMV unattended vehicle	01 - Clear	01 - Daylight	03 - Loose snow	10 - No control		0	364725.5097	5030246.092	-75.7442535	45.40958583	605
Y	2018	2018/11/07 00:00:00+00	18-10329	7:50:00 AM	PARKDALE AVE btwn EMMERSON AVE & COLOMBINE DRWY (__3ZA326)	__3ZA326	01 - Non intersection	03 - P.D. only	03 - Rear end	01 - Clear	01 - Daylight	01 - Dry	10 - No control		0	364726.8039	5030243.532	-75.73440912	45.40956269	10419
Y	2018	2018/10/19 00:00:00+00	18-9601	2:30:00 PM	WELLINGTON ST btwn BOOTH ST & END (__3ZA2GX)	__3ZA2GX	01 - Non intersection	03 - P.D. only	04 - Sideswipe	01 - Clear	01 - Daylight	01 - Dry	10 - No control		0	366503.3738	5030787.431	-75.71164672	45.41430217	9015
Y	2018	2018/05/12 00:00:00+00	18-4476	4:53:00 PM	WELLINGTON ST btwn OTTAWA RIVER PKWY & TO BE DETERMINED (__5VHJWJ)	__5VHJWJ	01 - Non intersection	03 - P.D. only	06 - SMV unattended vehicle	01 - Clear	01 - Daylight	01 - Dry	10 - No control		0	366345.6769	5031093.295	-75.71362314	45.41706813	4882
Y	2018	2018/10/11 00:00:00+00	18-9254	6:52:00 AM	WELLINGTON ST btwn TURN LANE & Continuation of WELLINGTON ST (__3ZBPOI)	__3ZBPOI	01 - Non intersection	03 - P.D. only	03 - Rear end	02 - Rain	07 - Dark	02 - Wet	10 - No control		0	366685.2788	5031294.64	-75.7025913	45.41884983	9507
Y	2018	2018/01/30 00:00:00+00	18-1212	9:02:00 AM	WELLINGTON ST btwn TURN LANE & TO BE DETERMINED (__3ZA2L9)	__3ZA2L9	07 - Overpass or bridge	02 - Non-fatal injury	03 - Rear end	03 - Snow	01 - Daylight	02 - Wet	10 - No control		0	366611.6676	5031284.853	-75.71020084	45.41876827	1633
Y	2018	2018/09/18 00:00:00+00	18-8446	6:03:00 PM	WELLINGTON ST btwn TUR

Study Area	Year	Accident_Date	Accident_Time	Location	Geo_ID	Accident_Location	Classification	Initial_Impact_Type	Environment	Light	Road_Surface	Traffic_Control	Traffic_Control_Condition	Number_of_Pedestrians	X	Y	Latitude	Longitude	FID
Y	2019	2019/07/19 10:56:00+00	2019/07/19 10:56:00+00	105 S OF COMMISSIONER ST @ ALBERT ST (0016880)	16880	02 - Intersection related	03 - P.D. only	03 - Rear end	01 - Clear	01 - Daylight	01 - Dry	13 - MPS	01 - Functioning	0	366666.2747	5030879.415	45.41511543	-75.70955407	7631
Y	2019	2019/01/11 14:25:00+00	2019/01/11 14:25:00+00	ALBERT ST @ BOOTH ST (0002162)	2162	02 - Intersection related	03 - P.D. only	03 - Rear end	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	0	366428.7192	5030626.722	45.41286273	-75.71262055	815
Y	2019	2019/01/14 16:14:00+00	2019/01/14 16:14:00+00	ALBERT ST @ BOOTH ST (0002162)	2162	03 - At intersection	03 - P.D. only	05 - Turning movement	01 - Clear	01 - Daylight	02 - Wet	01 - Traffic signal	01 - Functioning	0	366428.7517	5030626.628	45.41286188	-75.71262014	963
Y	2019	2019/01/29 19:45:00+00	2019/01/29 19:45:00+00	ALBERT ST @ BOOTH ST (0002162)	2162	02 - Intersection related	03 - P.D. only	07 - SMV other	03 - Snow	07 - Dark	04 - Slush	01 - Traffic signal	01 - Functioning	0	366428.7587	5030626.706	45.41286258	-75.71262004	1826
Y	2019	2019/02/25 12:36:00+00	2019/02/25 12:36:00+00	ALBERT ST @ BOOTH ST (0002162)	2162	03 - At intersection	03 - P.D. only	02 - Angle	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	0	366428.6932	5030626.567	45.41286134	-75.7126209	2049
Y	2019	2019/02/14 19:30:00+00	2019/02/14 19:30:00+00	ALBERT ST @ BOOTH ST (0002162)	2162	03 - At intersection	03 - P.D. only	05 - Turning movement	03 - Snow	07 - Dark	04 - Slush	01 - Traffic signal	01 - Functioning	0	366428.6818	5030626.696	45.4128625	-75.71262103	2396
Y	2019	2019/02/11 14:03:00+00	2019/02/11 14:03:00+00	ALBERT ST @ BOOTH ST (0002162)	2162	03 - At intersection	02 - Non-fatal injury	02 - Angle	01 - Clear	01 - Daylight	06 - Ice	01 - Traffic signal	01 - Functioning	0	366428.6929	5030626.567	45.41286134	-75.7126209	2715
Y	2019	2019/03/13 20:22:00+00	2019/03/13 20:22:00+00	ALBERT ST @ BOOTH ST (0002162)	2162	02 - Intersection related	03 - P.D. only	04 - Sideswipe	03 - Snow	07 - Dark	03 - Loose snow	01 - Traffic signal	01 - Functioning	0	366428.5996	5030626.621	45.41286184	-75.71262209	3743
Y	2019	2019/03/13 17:15:00+00	2019/03/13 17:15:00+00	ALBERT ST @ BOOTH ST (0002162)	2162	02 - Intersection related	03 - P.D. only	03 - Rear end	03 - Snow	01 - Daylight	04 - Slush	01 - Traffic signal	01 - Functioning	0	366428.6928	5030626.567	45.41286134	-75.7126209	3976
Y	2019	2019/04/10 07:00:00+00	2019/04/10 07:00:00+00	ALBERT ST @ BOOTH ST (0002162)	2162	02 - Intersection related	03 - P.D. only	04 - Sideswipe	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	0	366428.6596	5030626.503	45.41286076	-75.71262134	4084
Y	2019	2019/04/06 22:18:00+00	2019/04/06 22:18:00+00	ALBERT ST @ BOOTH ST (0002162)	2162	03 - At intersection	02 - Non-fatal injury	07 - SMV other	01 - Clear	07 - Dark	01 - Dry	01 - Traffic signal	01 - Functioning	1	366428.793	5030626.518	45.41286089	-75.71261963	4457
Y	2019	2019/04/12 21:40:00+00	2019/04/12 21:40:00+00	ALBERT ST @ BOOTH ST (0002162)	2162	02 - Intersection related	03 - P.D. only	03 - Rear end	01 - Clear	07 - Dark	01 - Dry	01 - Traffic signal	01 - Functioning	0	366428.7026	5030626.698	45.41286252	-75.71262076	4664
Y	2019	2019/05/21 08:30:00+00	2019/05/21 08:30:00+00	ALBERT ST @ BOOTH ST (0002162)	2162	03 - At intersection	02 - Non-fatal injury	05 - Turning movement	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	0	366428.7056	5030626.587	45.41286152	-75.71262074	5533
Y	2019	2019/05/14 09:33:00+00	2019/05/14 09:33:00+00	ALBERT ST @ BOOTH ST (0002162)	2162	03 - At intersection	03 - P.D. only	04 - Sideswipe	02 - Rain	01 - Daylight	02 - Wet	01 - Traffic signal	01 - Functioning	0	366428.6454	5030626.755	45.41286303	-75.71262148	5620
Y	2019	2019/05/17 14:45:00+00	2019/05/17 14:45:00+00	ALBERT ST @ BOOTH ST (0002162)	2162	02 - Intersection related	03 - P.D. only	03 - Rear end	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	0	366428.7653	5030626.475	45.4128605	-75.71261999	5782
Y	2019	2019/07/14 14:53:00+00	2019/07/14 14:53:00+00	ALBERT ST @ BOOTH ST (0002162)	2162	03 - At intersection	02 - Non-fatal injury	02 - Angle	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	0	366428.6593	5030626.515	45.41286088	-75.71262134	7099
Y	2019	2019/08/30 13:00:00+00	2019/08/30 13:00:00+00	ALBERT ST @ BOOTH ST (0002162)	2162	03 - At intersection	03 - P.D. only	02 - Angle	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	0	366428.5725	5030626.691	45.41286246	-75.71262242	9850
Y	2019	2019/10/16 15:08:00+00	2019/10/16 15:08:00+00	ALBERT ST @ BOOTH ST (0002162)	2162	02 - Intersection related	03 - P.D. only	03 - Rear end	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	00 - Unknown	0	366428.6226	5030626.641	45.41286201	-75.71262179	10674
Y	2019	2019/11/20 23:34:00+00	2019/11/20 23:34:00+00	ALBERT ST @ BOOTH ST (0002162)	2162	03 - At intersection	03 - P.D. only	02 - Angle	01 - Clear	07 - Dark	02 - Wet	01 - Traffic signal	01 - Functioning	0	366428.8509	5030626.299	45.41285892	-75.71261892	12312
Y	2019	2019/11/19 09:43:00+00	2019/11/19 09:43:00+00	ALBERT ST @ BOOTH ST (0002162)	2162	03 - At intersection	02 - Non-fatal injury	07 - SMV other	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	1	366428.6845	5030626.586	45.41286151	-75.71262101	12430
Y	2019	2019/11/14 09:00:00+00	2019/11/14 09:00:00+00	ALBERT ST @ BOOTH ST (0002162)	2162	02 - Intersection related	03 - P.D. only	03 - Rear end	03 - Snow	01 - Daylight	04 - Slush	01 - Traffic signal	01 - Functioning	0	366430.5388	5030628.093	45.41287491	-75.71259713	12967
Y	2019	2019/12/14 17:23:00+00	2019/12/14 17:23:00+00	ALBERT ST @ BOOTH ST (0002162)	2162	03 - At intersection	02 - Non-fatal injury	07 - SMV other	02 - Rain	07 - Dark	02 - Wet	01 - Traffic signal	01 - Functioning	1	366428.8187	5030626.661	45.41286218	-75.71261928	13679
Y	2019	2019/12/05 19:00:00+00	2019/12/05 19:00:00+00	ALBERT ST @ BOOTH ST (0002162)	2162	02 - Intersection related	03 - P.D. only	03 - Rear end	01 - Clear	07 - Dark	03 - Loose snow	01 - Traffic signal	01 - Functioning	0	366428.5005	5030626.394	45.4128598	-75.71262338	13922
Y	2019	2019/02/12 12:23:00+00	2019/02/12 12:23:00+00	ALBERT ST @ BRONSON AVE (0002160)	2160	02 - Intersection related	03 - P.D. only	04 - Sideswipe	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	0	366739.8248	5031016.425	45.41634169	-75.70859721	2758
Y	2019	2019/04/14 12:58:00+00	2019/04/14 12:58:00+00	ALBERT ST @ BRONSON AVE (0002160)	2160	02 - Intersection related	03 - P.D. only	04 - Sideswipe	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	0	366739.6031	5031016.897	45.41634597	-75.70859998	4781
Y	2019	2019/07/14 16:10:00+00	2019/07/14 16:10:00+00	ALBERT ST @ BRONSON AVE (0002160)	2160	02 - Intersection related	03 - P.D. only	02 - Angle	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	0	366739.744	5031016.629	45.41634355	-75.70859822	7104
Y	2019	2019/02/12 18:00:00+00	2019/02/12 18:00:00+00	ALBERT ST @ CITY CENTRE AVE (0006346)	6346	03 - At intersection	03 - P.D. only	02 - Angle	03 - Snow	05 - Dusk	03 - Loose snow	01 - Traffic signal	01 - Functioning	0	365955.5448	5030344.518	45.41036504	-75.71870035	2774
Y	2019	2019/08/06 11:22:00+00	2019/08/06 11:22:00+00	ALBERT ST @ CITY CENTRE AVE (0006346)	6346	02 - Intersection related	03 - P.D. only	04 - Sideswipe	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	0	365955.4853	5030344.657	45.4103663	-75.71870109	8688
Y	2019	2019/08/29 15:49:00+00	2019/08/29 15:49:00+00	ALBERT ST @ CITY CENTRE AVE (0006346)	6346	02 - Intersection related	03 - P.D. only	03 - Rear end	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	0	365955.6605	5030344.664	45.41036635	-75.71869886	9220
Y	2019	2019/06/13 20:01:00+00	2019/06/13 20:01:00+00	ALBERT ST @ COMMISSIONER ST (0002171)	2171	02 - Intersection related	03 - P.D. only	07 - SMV other	01 - Clear	01 - Daylight	02 - Wet	02 - Stop sign	01 - Functioning	0	366713.5301	5030971.623	45.41594091	-75.70893877	6465
Y	2019	2019/06/12 22:03:00+00	2019/06/12 22:03:00+00	ALBERT ST @ COMMISSIONER ST (0002171)	2171	03 - At intersection	03 - P.D. only	02 - Angle	01 - Clear	07 - Dark	01 - Dry	02 - Stop sign	01 - Functioning	0	366713.6186	5030971.612	45.4159408	-75.70893764	6688
Y	2019	2019/04/26 20:11:00+00	2019/04/26 20:11:00+00	ALBERT ST @ EMPRESS AVE (0010851)	10851	02 - Intersection related	03 - P.D. only	04 - Sideswipe	02 - Rain	05 - Dusk	02 - Wet	01 - Traffic signal	01 - Functioning	0	366576.5109	5030720.742	45.41369567	-75.71072073	4166
Y	2019	2019/05/10 15:36:00+00	2019/05/10 15:36:00+00	ALBERT ST @ EMPRESS AVE (0010851)	10851	02 - Intersection related	03 - P.D. only	04 - Sideswipe	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	0	366576.792	5030720.592	45.41369429	-75.71071716	5079
Y	2019	2019/06/05 15:13:00+00	2019/06/05 15:13:00+00	ALBERT ST @ EMPRESS AVE (0010851)	10851	02 - Intersection related	03 - P.D. only	04 - Sideswipe	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	0	366576.8112	5030720.473	45.41369322	-75.71071693	6235
Y	2019	2019/10/15 09:38:00+00	2019/10/15 09:38:00+00	ALBERT ST @ EMPRESS AVE (0010851)	10851	03 - At intersection	02 - Non-fatal injury	07 - SMV other	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	1	366576.6376	5030720.594	45.41369412	-75.71071913	10345
Y	2019	2019/07/26 10:24:00+00	2019/07/26 10:24:00+00	ALBERT ST @ PERKINS ST (0002220)	2220	02 - Intersection related	03 - P.D. only	02 - Angle	01 - Clear	01 - Daylight	01 - Dry	02 - Stop sign	01 - Functioning	0	366535.7477	5030695.577	45.41347283	-75.71124464	8924
Y	2019	2019/01/03 22:00:00+00	2019/01/03 22:00:00+00	ALBERT ST @ PRESTON ST (0002217)	2217	02 - Intersection related	03 - P.D. only	04 - Sideswipe	03 - Snow	07 - Dark	02 - Wet	01 - Traffic signal	01 - Functioning	0	366160.7515	5030464.526	45.41142689	-75.71606402	328
Y	2019	2019/01/29 16:14:00+00	2019/01/29 16:14:00+00	ALBERT ST @ PRESTON ST (0002217)	2217	02 - Intersection related	03 - P.D. only	03 - Rear end	03 - Snow	01 - Daylight	04 - Slush	01 - Traffic signal	01 - Functioning	0	366160.5651	5030464.683	45.41142831	-75.71606638	1634
Y	2019	2019/02/18 16:57:00+00	2019/02/18 16:57:00+00	ALBERT ST @ PRESTON ST (0002217)	2217	02 - Intersection related	03 - P.D. only	03 - Rear end	01 - Clear	05 - Dusk	01 - Dry	01 - Traffic signal	01 - Functioning	0	366160.3794	5030464.573	45.41142733	-75.71606877	2279
Y	2019	2019/02/15 19:58:00+00	2019/02/15 19:58:00+00	ALBERT ST @ PRESTON ST (0002217)	2217	02 - Intersection related	03 - P.D. only	04 - Sideswipe	01 - Clear	07 - Dark	01 - Dry	01 - Traffic signal	01 - Functioning	0	366160.5798	5030464.589	45.41142746	-75.7160662	2852
Y	2019	2019/04/06 15:29:00+00	2019/04/06 15:29:00+00	ALBERT ST @ PRESTON ST (0002217)	2217	02 - Intersection related	03 - P.D. only	04 - Sideswipe	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	0	366160.7718	5030464.609	45.41142762	-75.71606375	4451
Y	2019	2019/07/03 11:30:00+00	2019/07/03 11:30:00+00	ALBERT ST @ PRESTON ST (0002217)	2217	02 - Intersection related	03 - P.D. only	03 - Rear end	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	0	366160.7424	5030464.521	45.41142684	-75.71606413	7451
Y	2019	2019/03/13 18:43:00+00	2019/03/13 18:43:00+00	ALBERT ST btwn BRICKHILL ST & COMMISSIONER ST (__3ZA2GZ)	__3ZA2GZ	01 - Non intersection	03 - P.D. only	03 - Rear end	03 - Snow	05 - Dusk	04 - Slush	10 - No control		0	366710.4099	5030965.335	45.41588461	-75.70897942	3992
Y	2019	2019/04/05 01:04:00+00	2019/04/05 01:04:00+00	ALBERT ST btwn CITY CENTRE AVE & PRESTON ST (__3ZA32G)	__3ZA32G	01 - Non intersection	03 - P.D. only	07 - SMV other	01 - Clear	07 - Dark	01 - Dry	10 - No control		0	365978.6298	5030356.251	45.4104686	-75.718404	4402
Y	2019	2019/02/21 17:10:00+00	2019/02/21 17:10:00+00	ALBERT ST btwn Continuation of ALBERT ST & BOOTH ST (__3ZA2G2)	__3ZA2G2	01 - Non intersection	03 - P.D. only	04 - Sideswipe	01 - Clear	01 - Daylight	01 - Dry	10 - No control		0	366353.5011	5030579.711	45.41244636	-75.71358733	2168
Y	2019	2019/11/30 11:00:00+00	2019/11/30 11:00:00+00	ALBERT ST btwn PRESTON ST & Continuation of ALBERT ST (__3ZA33O)	__3ZA33O	01 - Non intersection	03 - P.D. only	04 - Sideswipe	01 - Clear	01 - Daylight	01 - Dry	10 - No control		0	366238.912	5030514.909	45.41187336	-75.71505926	12527
Y	2019	2019/01/16 17:40:00+00	2019/01/16 17:40:00+00	ALBERT ST btwn SLATER ST & BRICKHILL ST (__3ZBOG9)	__3ZBOG9	01 - Non intersection	03 - P.D. only	03 - Rear end	01 - Clear	07 - Dark	02 - Wet	10 - No control		0	366613.1856	5030775.724	45.41418714	-75.71024531	663
Y	2019	2019/04/23 18:19:00+00	2019/04/23 18:19:00+00	BAYVIEW RD @ SCOTT ST/ALBERT ST (0005646)	5646	03 - At intersection	02 - Non-fatal injury	05 - Turning movement	02 - Rain	01 - Daylight	02 - Wet	01 - Traffic signal	01 - Functioning	0	365518.9208	5030071.735	45.40794863	-75.72431157	4912
Y	2019	2019/12/03 10:35:00+00	2019/12/03 10:35:00+00	BAYVIEW RD @ SCOTT ST/ALBERT ST (0005646)	5646	02 - Intersection related	03 - P.D. only	03 - Rear end	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	0	365519.0592	5030071.462	45.40794616	-75.72430984	13808
Y	2019	2019/01/01 14:10:00+00	2019/01/01 14:10:00+00	BOOTH ST @ SIR JOHN A. MACDONALD PKWY/WELLINGTON ST (00122	12252	03 - At intersection	03 - P.D. only	02 - Angle	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	0	366264.2684	5031006.876	45.41629772	-75.71467399	131
Y	2019	2019/03/21 09:20:00+00	2019/03/21 09:20:00+00	BOOTH ST @ SIR JOHN A. MACDONALD PKWY/WELLINGTON ST (00122	12252	02 - Intersection related	02 - Non-fatal injury	03 - Rear end	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	0	366264.1644	5031006.65	45.41629569	-75.71467535	3392
Y	2019	2019/05/28 06:20:00+00	2019/05/28 06:20:00+00	BOOTH ST @ SIR JOHN A. MACDONALD PKWY/WELLINGTON ST (00122	12252	02 - Intersection related	03 - P.D. only	04 - Sideswipe	02 - Rain	01 - Daylight	02 - Wet	01 - Traffic signal	01 - Functioning	0	366264.2234	5031006.833	45.41629734	-75.71467457	5744
Y	2019	2019/08/21 17:45:00+00	2019/08/21 17:45:00+00	BOOTH ST @ SIR JOHN A. MACDONALD PKWY/WELLINGTON ST (00122	12252	02 - Intersection related	03 - P.D. only	04 - Sideswipe	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	0	366264.3879	5031006.732	45.41629641	-75.71467248	8030
Y	2019	2019/08/22 19:12:00+00	2019/08/22 19:12:00+00	BOOTH ST @ SIR JOHN A. MACDONALD PKWY/WELLINGTON ST (00122	12252	02 - Intersection related	03 - P.D. only	03 - Rear end	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	0	366264.2384	5031006.753	45.41629661	-75.71467439	8076
Y	2019	2019/08/27 08:45:00+00	2019/08/27 08:45:00+00	BOOTH ST @ SIR JOHN A. MACDONALD PKWY/WELLINGTON ST (00122	12252	02 - Intersection related	03 - P.D. only	04 - Sideswipe	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	0	366264.1485	5031006.726	45.41629637	-75.71467554	9154
Y	2019	2019/08/24 07:29:00+00	2019/08/24 07:29:00+00	BOOTH ST @ SIR JOHN A. MACDONALD PKWY/WELLINGTON ST (00122	12252	02 - Intersection related	03 - P.D. only	04 - Sideswipe	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	0	366264.2451	5031006.678	45.41629593	-75.71467431	9919
Y	2019	2019/08/27 06:50:00+00	2019/08/27 06:50:00+00	BOOTH ST @ SIR JOHN A. MACDONALD PKWY/WELLINGTON ST (00122	12252	03 - At intersection	03 - P.D. only	05 - Turning movement	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	0	366264.2078	5031006.748	45.41629657	-75.71467478	9997
Y	2019	2019/08/27 08:38:00+00	2019/08/27 08:38:00+00	BOOTH ST @ SIR JOHN A. MACDONALD PKWY/WELLINGTON ST (00122	12252	03 - At intersection	03 - P.D. only	05 - Turning movement	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	0	366264.209	5031006.748	45.41629657	-75.71467476	10000
Y	2019	2019/10/19 06:56:00+00	2019/10/19 06:56:00+00	BOOTH ST @ SIR JOHN A. MACDONALD PKWY/WELLINGTON ST (00122	12252	03 - At intersection	02 - Non-fatal injury	02 - Angle	01 - Clear	03 - Dawn	01 - Dry	01 - Traffic signal	01 - Functioning	0	366264.0645	5031006.769	45.41629677	-75.71467661	11676
Y	2019	2019/06/04 10:30:00+00	2019/06/04 10:30:00+00	BOOTH ST @ SIR JOHN A. MACDONALD PKWY/WELLINGTON ST (00122	12252	02 - Intersection related	03 - P.D. only	03 - Rear end	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	0	366264.1332	5031006.688	45.41629604	-75.71467574	14001
Y	2019	2019/11/27 14:00:00+00	2019/11/27 14:00:00+00	BOOTH ST @ SIR JOHN A. MACDONALD PKWY/WELLINGTON ST (00122	12252	02 - Intersection related	03 - P.D. only	04 - Sideswipe	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	0	366264.3611	5031006.876	45.4162977	-75.7146728	14010
Y	2019	2019/04/14 17:10:00+00	2019/04/14 17:10:00+00	BOOTH ST @ SIR JOHN A. MACDONALD PKWY/WELLINGTON ST (00122	12252	02 - Intersection related	03 - P.D. only	03 - Rear end	02 - Rain	01 - Daylight	02 - Wet	01 - Traffic signal	01 - Functioning	0	366264.2745	5031006.601	45.41629524	-75.71467395	14285
Y	2019	2019/12/30 12:51:00+00	2019/12/30 12:51:00+00	BOOTH ST @ SIR JOHN A. MACDONALD PKWY/WELLINGTON ST (00122	12252	02 - Intersection related	02 - Non-fatal injury	03 - Rear end	04 - Freezing Rain	07 - Dark	04 - Slush	01 - Traffic signal	01 - Functioning	0	366264.9567	5031006.536	45.41629459	-75.7146524	14391
Y	2019	2019/12/21 13:34:00+00	2019/12/21 13:34:00+00	BOOTH ST @ SIR JOHN A. MACDONALD PKWY/WELLINGTON ST (00122	12252	02 - Intersection related	03 - P.D. only	05 - Turning movement	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	0	366264.0356	5031005.6	45.41628625	-75.71467712	14934
Y	2019	2019/02/21 23:00:00+00	2019/02/21 23:00:00+00	BOOTH ST btwn MIDDLE ST & VIMY PLACE PRIV (__5VHJ3U)	__5VHJ3U	01 - Non intersection	03 - P.D. only	04 - Sideswipe	01 - Clear	07 - Dark	02 - Wet	10 - No control		0	366166.189	5031222.885	45.41824991	-75.71590013	2124
Y	2019	2019/02/24 07:02:00+00	2019/02/24 07:02:00+00	BOOTH ST btwn MIDDLE ST & VIMY PLACE PRIV (__5VHJ3U)	__5VHJ3U	01 - Non intersection	03 - P.D. only	07 - SMV other	04 - Freezing Rain	03 - Dawn	06 - Ice	10 - No control		0	366228.8533	5031095.914	45.41710196	-75.71511534	2193
Y	2019	2019/12/21 12:00:00+00	2019/12/21 12:00:00+00	BOOTH ST btwn MIDDLE ST & VIMY PLACE PRIV (__5VHJ3U)	__5VHJ3U	07 - Overpass or bridge	02 - Non-fatal injury	03 - Rear end	01 - Clear	01 - Daylight	02 - Wet	10 - No control		0	366129.92	5031270.151	45.41867838	-75.71635762	14932
Y	2019	2019/04/22 07:00:00+00	2019/04/22 07:00:00+00	BOOTH ST btwn OTTAWA RIVER PKWY & FLEET ST (__5VHJ61)	__5VHJ61	01 - Non intersection	03 - P.D. only	04 - Sideswipe	01 - Clear	01 - Daylight	01 - Dry	10 - No control		0	366286.4937	5030956.785	45.41584506	-75.71439629	4541
Y	2019	2019/09/17 06:30:00+00	2019/09/17 06:30:00+00	BOOTH ST btwn OTTAWA RIVER PKWY & FLEET ST (__5VHJ61)	__5VHJ61	01 - Non intersection	03 - P.D. only	04 - Sideswipe	01 - Clear	03 - Dawn	01 - Dry	10 - No control		0	366281.7139	5030967.471	45.41594163	-75.71445603	9027
Y	2019	2019/10/27 10:50:00+00	2019/10/27 10:50:00+00	BOOTH ST btwn VIMY PLACE PRIV & OTTAWA RIVER PKWY (__5VHJ2X)	__5VHJ2X	01 - Non intersection	03 - P.D. only	03 - Rear end	01 - Clear	01 - Daylight	01 - Dry	10 - No control		0	366258.6417	5031020.957	45.41642491	-75.71474412	11919
Y	2019	2019/04/10 15:35:00+00	2019/04/10 15:35:00+00	BOOTH ST btwn VIMY PLACE PRIV & OTTAWA RIVER PKWY (__5VHJ2X)	__5VHJ2X	01 - Non intersection	03 - P.D. only	03 - Rear end	01 - Clear	01 - Daylight	01 - Dry	10 - No control		0	366242.2096	5031063.401	45.41680825	-75.71494876	14281
Y	2019	2019/03/14 01:00:00+00	2019/03/14 01:00:00+00	BOOTH ST btwn WELLINGTON ST & ALBERT ST (__3ZA2G1)	__3ZA2G1	01 - Non intersection	03 - P.D. only	04 - Sideswipe	01 - Clear	01 - Daylight	04 - Slush	10 - No control		0	366411.3301	5030661.251	45.41317495	-75.71283837	3752
Y	2019	2019/01/18 10:50:00+00	2019/01/18 10:50:00+00	BRONSON AVE @ COMMISSIONER ST/SLATER ST (0001679)	1679	02 - Intersection related	03 - P.D. only	03 - Rear end	03 - Snow	01 - Daylight	04 - Slush	01 - Traffic signal	01 - Functioning	0	366768.7904	5030948.362	45.41572672	-75.70823571	286
Y	2019	2019/01/20 15:14:00+00	2019/01/20 15:14:00+00	BRONSON AVE @ COMMISSIONER ST/SLATER ST (0001679)	1679	02 - Intersection related	03 - P.D. only	03 - Rear end	03 - Snow	01 - Daylight	02 - Wet	01 - Traffic signal	01 - Functioning	0	366768.4681	5030948.622	45.41572909	-75.7082398	402
Y	2019	2019/01/20 15:31:00+00	2019/01/20 15:31:00+00	BRONSON AVE @ COMMISSIONER ST/SLATER ST (0001679)	1679	02 - Intersection related	03 - P.D. only	03 - Rear end	03 - Snow	01 - Daylight	05 - Packed snow	01 - Traffic signal	01 - Functioning	0	366768.7211	5030948.706	45.41572982	-75.70823655	415
Y	2019	2019/01/27 10:08:00+00	2019/01/27 10:08:00+00	BRONSON AVE @ COMMISSIONER ST/SLATER ST (0001679)	1679	03 - At intersection	03 - P.D. only	02 - Angle	03 - Snow	01 - Daylight	03 - Loose snow	01 - Traffic signal	01 - Functioning	0	366768.8223	5030948.486	45.41572784	-75.70823529	1261
Y	2019	2019/02/02 12:30:00+00	2019/02/02 12:30:00+00	BRONSON AVE @ COMMISSIONER ST/SLATER ST (0001679)	1679	02 - Intersection related	03 - P.D. only	03 - Rear end	03 - Snow	01 - Daylight	03 - Loose snow	01 - Traffic signal	01 - Functioning	0	366768.4342	5030948.497	45.41572797	-75.70824024	1624
Y	2019	2019/02/25 08:55:00+00	2019/02/25 08:55:00+00	BRONSON AVE @ COMMISSIONER ST/SLATER ST (0001679)	1679	02 - Intersection related	03 - P.D. only	04 - Sideswipe	01 - Clear	01 - Daylight	02 - Wet	01 - Traffic signal	01 - Functioning	0	366768.8385	5030948.726	45.41572999	-75.70823505	2038
Y	2019	2019/02/13 09:55:00+00	2019/02/13 09:55:00+00	BRONSON AVE @ COMMISSIONER ST/SLATER ST (0001679)	1679	02 - Intersection related	03 - P.D. only	03 - Rear end	03 - Snow	01 - Daylight	04 - Slush	01 - Traffic signal	01 - Functioning	0	366768.7056	5030948.567	45.41572858	-75.70823677	2792
Y	2019	2019/03/07 15:14:00+00	2019/03/07 15:14:00+00	BRONSON AVE @ COMMISSIONER ST/SLATER ST (0001679)	1679	02 - Intersection related	03 - P.D. only	04 - Sideswipe	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	0	366768.7315	5030948.438	45.41572741	-75.70823645	3047
Y	2019	2019/05/17 08:30:00+00	2019/05/17 08:30:00+00	BRONSON AVE @ COMMISSIONER ST/SLATER ST (0001679)	1679	03 - At intersection	03 - P.D. only	05 - Turning movement	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	0	366768.6877	5030948.577	45.41572867	-75.708237	5865
Y	2019	2019/02/21 07:57:00+00	2019/02/21 07:57:00+00	OTTAWA RIVER PKWY @ PORTAGE BRIDGE (0009072)	9072	02 - Intersection

Y	2019	2019/01/16 00:00:00+00	2019/01/16 00:00:00+00	PARKDALE AVE btwn BURNSIDE AVE & LYNDALE AVE (__3ZA32H)	__3ZA32H	01 - Non intersection	03 - P.D. only	06 - SMV unattended vehicle	03 - Snow	00 - Unknown	04 - Slush	10 - No control		0	364853.56	5029948.291	45.40689531	-75.73282587	633
Y	2019	2019/01/24 22:00:00+00	2019/01/24 22:00:00+00	PARKDALE AVE btwn BURNSIDE AVE & LYNDALE AVE (__3ZA32H)	__3ZA32H	01 - Non intersection	03 - P.D. only	06 - SMV unattended vehicle	01 - Clear	07 - Dark	01 - Dry	10 - No control		0	364793.6364	5030086.203	45.40814135	-75.73357453	1418
Y	2019	2019/07/18 12:57:00+00	2019/07/18 12:57:00+00	PARKDALE AVE btwn LYNDALE AVE & SCOTT ST (__3ZA31W)	__3ZA31W	04 - At/near private drive	03 - P.D. only	02 - Angle	01 - Clear	01 - Daylight	01 - Dry	10 - No control		0	364877.7554	5029892.617	45.40639229	-75.73252359	7600
Y	2019	2019/08/06 10:25:00+00	2019/08/06 10:25:00+00	PARKDALE AVE btwn LYNDALE AVE & SCOTT ST (__3ZA31W)	__3ZA31W	04 - At/near private drive	02 - Non-fatal injury	07 - SMV other	01 - Clear	01 - Daylight	01 - Dry	10 - No control		1	364916.979	5029801.718	45.40557103	-75.73203365	8687
Y	2019	2019/02/02 13:42:00+00	2019/02/02 13:42:00+00	SCOTT ST btwn HILDA ST & BAYVIEW RD (__3ZA32U)	__3ZA32U	01 - Non intersection	03 - P.D. only	04 - Sideswipe	03 - Snow	01 - Daylight	03 - Loose snow	10 - No control		0	365514.9775	5030069.363	45.40792763	-75.72436224	1610
Y	2019	2019/12/31 06:30:00+00	2019/12/31 06:30:00+00	SCOTT ST btwn PARKDALE AVE & PINEHURST AVE (__3ZA31U)	__3ZA31U	04 - At/near private drive	03 - P.D. only	02 - Angle	03 - Snow	07 - Dark	03 - Loose snow	10 - No control		0	364962.4684	5029734.056	45.40495832	-75.73146085	14424
Y	2019	2019/06/25 16:50:00+00	2019/06/25 16:50:00+00	WELLINGTON ST @ LETT ST (0012269)	12269	02 - Intersection related	03 - P.D. only	03 - Rear end	01 - Clear	01 - Daylight	01 - Dry	01 - Traffic signal	01 - Functioning	0	366355.3951	5031111.272	45.41722903	-75.71349674	6753
Y	2019	2019/07/17 10:36:00+00	2019/07/17 10:36:00+00	WELLINGTON ST btwn TURN LANE & TO BE DETERMINED (__3ZA2L9)	__3ZA2L9	01 - Non intersection	03 - P.D. only	04 - Sideswipe	01 - Clear	01 - Daylight	01 - Dry	10 - No control		0	366474.49	5031272.137	45.41866596	-75.71195505	7546
Y	2019	2019/05/21 08:05:00+00	2019/05/21 08:05:00+00	WELLINGTON ST btwn TURN LANE & TO BE DETERMINED (__3ZA2L9)	__3ZA2L9	01 - Non intersection	03 - P.D. only	04 - Sideswipe	01 - Clear	01 - Daylight	01 - Dry	10 - No control		0	366630.6264	5031280.427	45.41872677	-75.70995917	14333

APPENDIX D: Adjacent Development TIAs

Figure 12: 'New' Site-Generated Traffic Volumes (Ottawa + Gatineau Sites)



5.4 Other Planned/Potential Development in the Vicinity of the Study Area

The Domtar lands are not the only site in this area of Gatineau and Ottawa that has development/redevelopment potential. The following Table 8 summarizes development sites identified by the Cities of Gatineau and Ottawa, as well their assumed development yield. Also included in this table are the assumptions used to estimate vehicle trips and the resultant peak hour vehicle trips. These being approximately 1000 vph two-way total during both peak hours for the Gatineau sites, and approximately 1300 vph two-way total during both peak hours for the Ottawa sites. Combining both provinces, the two-way peak hour total is approximately 2200 vph to 2400 vph.

Figure 9: Site Generated Traffic Volumes

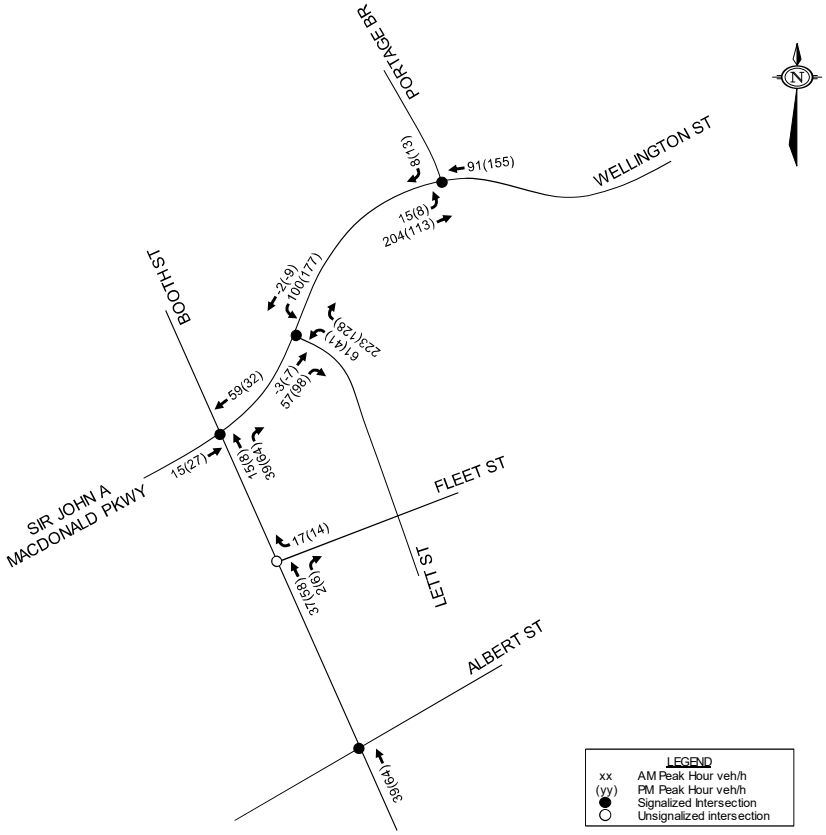


Figure 10: 2031 Total Traffic Volumes

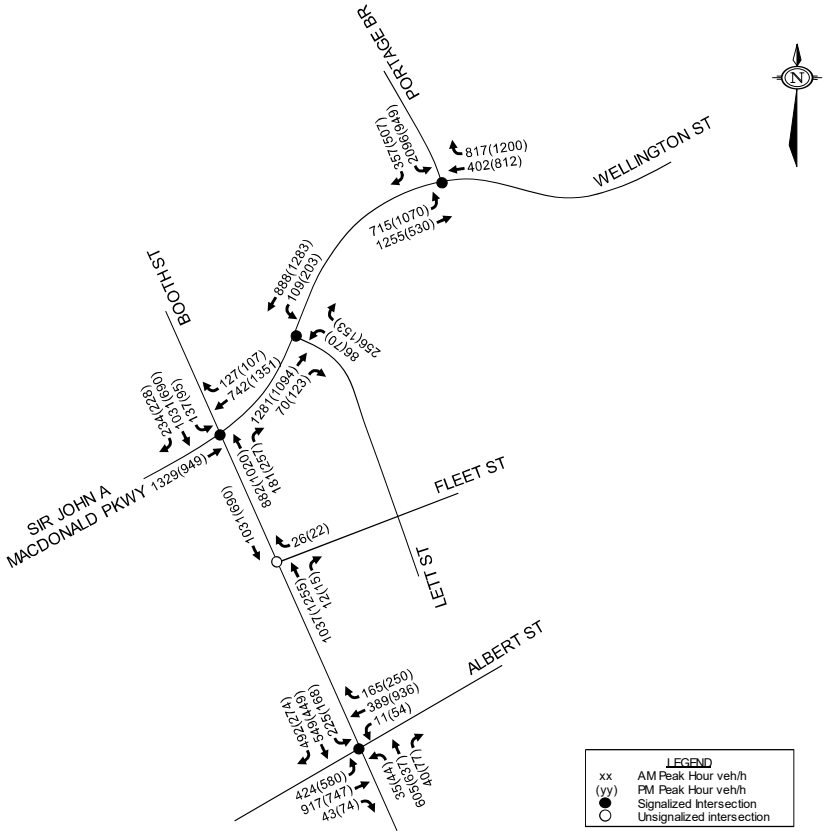
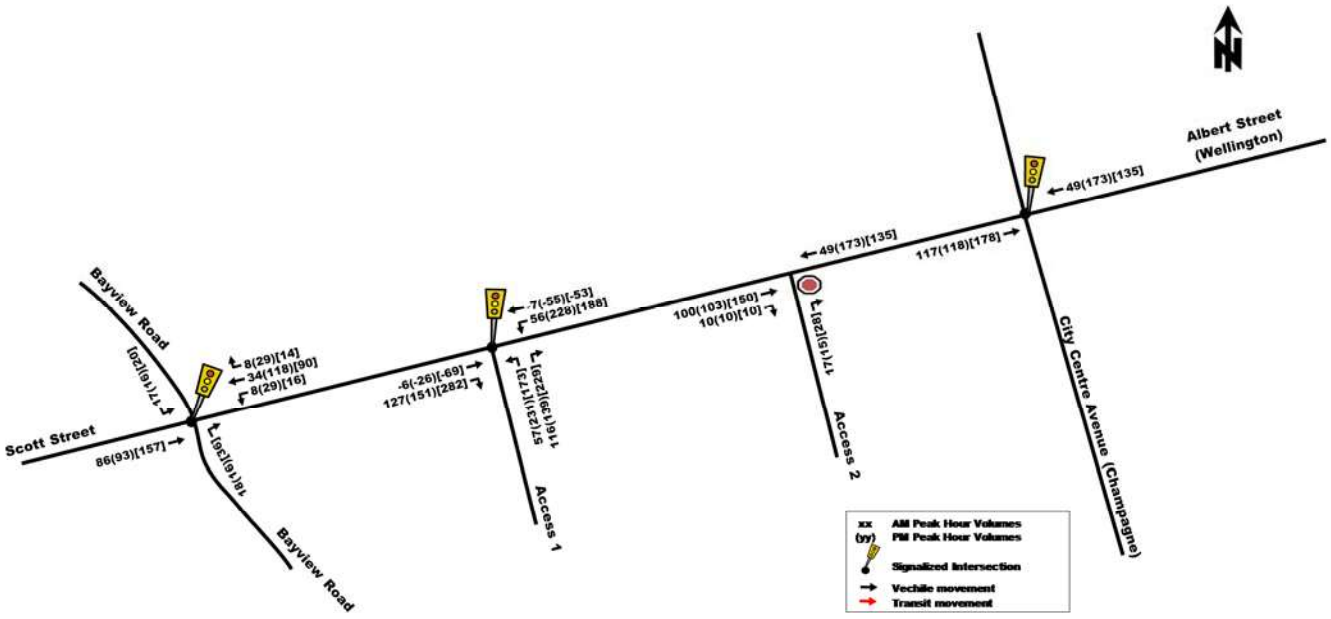


Figure 11: New and Pass-by Site-Generated Traffic Volumes – 2025

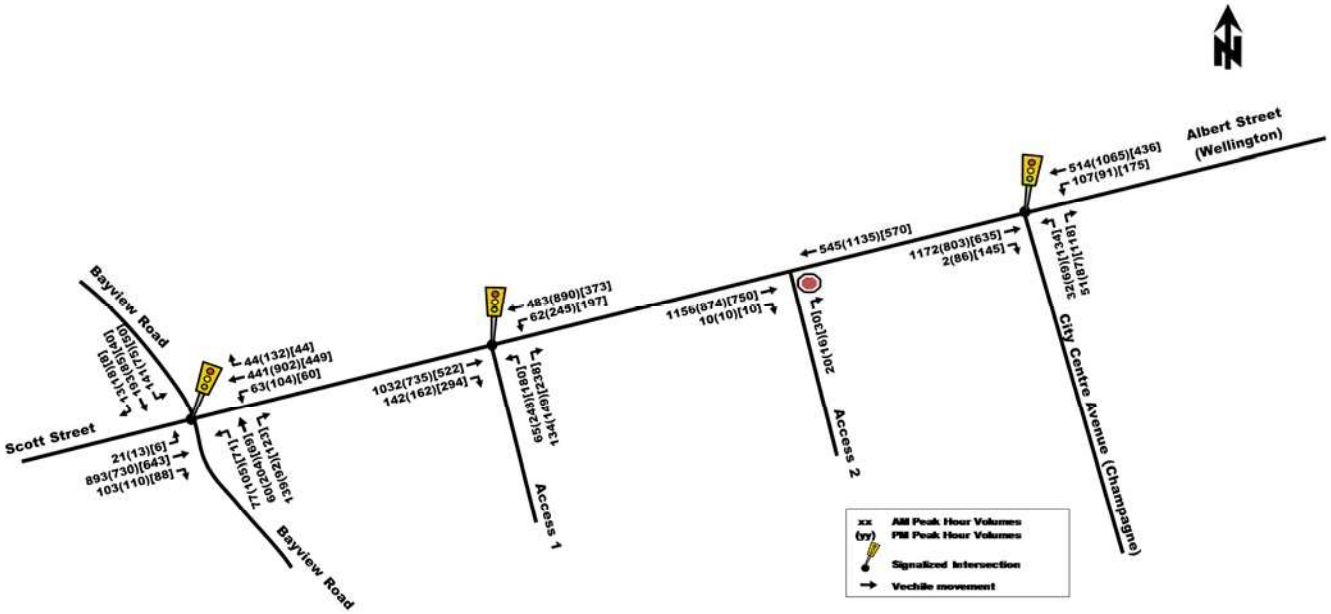


FUTURE TRAFFIC OPERATIONS

PROJECTED CONDITIONS AT FULL SITE DEVELOPMENT

The total projected volumes associated with the proposed development were derived by superimposing new and pass-by site-generated traffic volumes (Figure 10 and 11) onto projected background traffic volumes (Figure 7 and 8). The resulting total projected volumes for the horizon years 2020 and 2025 are illustrated as Figure 12 and 13, respectively.

Figure 12: Total Projected Peak Hour Traffic Volumes - 2020



APPENDIX E: Transportation Demand Management Checklist

Introduction

The City of Ottawa's *Transportation Impact Assessment (TIA) Guidelines* (specifically Module 4.3—Transportation Demand Management) requires proponents of qualifying developments to assess the context, need and opportunity for transportation demand management (TDM) measures at their development. The guidelines require that proponents complete the City's **TDM Measures Checklist**, at a minimum, to identify any TDM measures being proposed.

The remaining sections of this document are:

- Using the Checklist
- Glossary
- TDM Measures Checklist: Non-Residential Developments
- TDM Measures Checklist: Residential developments

Readers are encouraged to contact the City of Ottawa's TDM Officer for any guidance and assistance they require to complete this checklist.

Using the Checklist

The City's *TIA Guidelines* are designed so that *Module 3.1—Development-Generated Travel Demand*, *Module 4.1—Development Design*, and *Module 4.2—Parking* are complete before a proponent begins *Module 4.3—Transportation Demand Management*.

Within Module 4.3, *Element 4.3.1—Context for TDM* and *Element 4.3.2—Need and Opportunity* are intended to create an understanding of the need for any TDM measures, and of the results they are expected to achieve or support. Once those two elements are complete, proponents begin *Element 4.3.3—TDM Program* that requires proponents to identify proposed TDM measures using the **TDM Measures Checklist**, at a minimum. The *TIA Guidelines* note that the City may require additional analysis for large or complex development proposals, or those that represent a higher degree of performance risk; as well, proponents proposing TDM measures for a new development must also propose an implementation plan that addresses planning and coordination, funding and human resources, timelines for action, performance targets and monitoring requirements.

This **TDM Measures Checklist** document includes two actual checklists, one for non-residential developments (office, institutional, retail or industrial) and one for residential developments (multi-family, condominium or subdivision). Readers may download the applicable checklist in electronic format and complete it electronically, or print it out and complete it by hand. As an alternative, they may create a freestanding document that lists the TDM measures being proposed and provides additional detail on them, including an implementation plan as required by the City's *TIA Guidelines*.

Each measure in the checklist is numbered for easy reference. Each measure is also flagged as:

- 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.

Glossary

This glossary defines and describes the following measures that are identified in the **TDM Measures Checklist**:

TDM program management
- Program coordinator
- Travel surveys

Parking
- Priced parking

Walking & cycling
- Information on walking/cycling routes & destinations
- Bicycle skills training
- Valet bike parking

Transit
- Transit information
- Transit fare incentives
- Enhanced public transit service
- Private transit service

Ridesharing
- Ridematching service
- Carpool parking price incentives
- Vanpool service

Carsharing & bikesharing
- Bikeshare stations & memberships
- Carshare vehicles & memberships

TDM marketing & communications
- Multimodal travel information
- Personalized trip planning
- Promotions

Other incentives & amenities
- Emergency ride home
- Alternative work arrangements
- Local business travel options
- Commuter incentives
- On-site amenities

For further information on selecting and implementing TDM measures (particularly as they apply to non-residential developments, with a focus on workplaces), readers may find it helpful to consult Transport Canada's *Workplace Travel Plans: Guidance for Canadian Employers*, which can be downloaded in English and French from the ACT Canada website at www.actcanada.com/resources/act-resources.

▶ *TDM program management*

While some TDM measures can be implemented with a minimum of effort through routine channels (e.g. parking or human resources), more complex measures or a larger development site may warrant assigning responsibility for TDM program coordination to a designated person either inside or outside the implementing organization. Similarly, some TDM measures are more effective if they are targeted or customized for specific audiences, and would benefit from the collection of related information.

Program coordinator. This person is charged with day-to-day TDM program development and implementation. Only in very large employers with thousands of workers is this likely to be a full-time, dedicated position. Usually, it is added to an existing role in parking, real estate, human resources or environmental management. In practice, this role may be called TDM coordinator, commute trip reduction coordinator or employee transportation coordinator. The City of Ottawa can identify external resources (e.g. non-profit organizations or consultants) that could provide these services.

Travel surveys. Travel surveys are most commonly conducted at workplaces, but can be helpful in other settings. They identify how and why people travel the way they do, and what barriers and opportunities exist for different behaviours. They usually capture the following information:

- *Personal data* including home address or postal code, destination, job type or function, employment status (full-time, part-time and/or teleworker), gender, age and hours of work
- *Commute information* including distance or time for the trip between home and work, usual methods of commuting, and reasons for choosing them
- *Barriers and opportunities* including why other commuting methods are unattractive, willingness to consider other options, and what improvements to other options could make them more attractive

▶ *Parking*

Priced parking. Charging for parking is typically among the most effective ways of getting drivers to consider other travel options. While drivers may not support parking fees, they can be more accepting if the revenues are used to improve other travel options (e.g. new showers and change rooms, improved bicycle parking or subsidized transit passes). At workplaces or daytime destinations, parking discounts (e.g. early bird specials, daily passes that cost significantly less than the equivalent hourly charge, monthly passes that cost significantly less than the equivalent daily charge) encourage long-term parking and discourage the use of other travel options. For residential uses, unbundling parking costs from dwelling purchase, lease or rental costs provides an incentive for residents to own fewer cars, and can reduce car use and the costs of parking provision.

▶ *Walking & cycling*

Active transportation options like cycling and walking are particularly attractive for short trips (typically up to 5 km and 2 km, respectively). Other supportive factors include an active, health-conscious audience, and development proximity to high-quality walking and cycling networks. Common challenges to active transportation include rain, darkness, snowy or icy conditions, personal safety concerns, the potential for bicycle theft, and a lack of shower and change facilities for those making longer trips.

Information on walking/cycling routes & destinations. Ottawa, Gatineau and the National Capital Commission all publish maps to help people identify the most convenient and comfortable walking or cycling routes.

Bicycle skills training. Potential cyclists can be intimidated by the need to ride on roads shared with motor vehicles. This barrier can be reduced or eliminated by offering cycling skills training to interested cyclists (e.g. CAN-BIKE certification courses).

Valet bike parking. For large events, temporary “valet parking” areas can be easily set up to maximize convenience and security for cyclists. Experienced local non-profit groups can help.

▶ *Transit*

Transit information. Difficulty in finding or understanding basic information on transit fares, routes and schedules can prevent people from trying transit. Employers can help by providing online links to OC Transpo and STO websites. Transit users also appreciate visible maps and schedules of transit routes that serve the site; even better, a screen that shows real-time transit arrival information is particularly useful at sites with many transit users and an adjacent transit stop or station.

Transit fare incentives. Free or subsidized transit fares are an attractive incentive for non-transit riders to try transit. Many non-users are unsure of how to pay a fare, and providing tickets or a preloaded PRESTO card (or, for special events, pre-arranging with OC Transpo that transit fares are included with event tickets) overcome that barrier.

Enhanced public transit service. OC Transpo may adjust transit routes, stop locations, service hours or frequencies for an agreed fee under contract, or at no cost where warranted by the potential ridership increase. Information provided by a survey of people who travel to a given development can support these decisions.

Private transit service. At remote suburban or rural workplaces, a poor transit connection to the nearest rapid transit station can be an obstacle for potential transit users, and an employer in this situation could initiate a private shuttle service to make transit use more feasible or attractive. Other circumstances where a shuttle makes sense include large special events, or a residential development for people with limited independent mobility who still require regular access to shops and services.

▶ *Ridesharing*

Ridesharing's potential is greatest in situations where transit ridership is low, where parking costs are high, and/or where large numbers of car commuters (e.g. employees or full-time students) live reasonably far from the workplace.

Ridematching service. Potential carpoolers in Ottawa are served by www.OttawaRideMatch.com, an online service to help people find carpool partners. Employers can arrange for a dedicated portal where their employees can search for potential carpool partners only among their colleagues, if they desire. Some very large employers may establish internal ridematching services, to maximize employee uptake and corporate control. Ridematching service providers typically include a waiver to relieve employers of liability when their employees start carpooling through a ridematching service. Ridesharing with co-workers also tends to eliminate security concerns.

Carpool parking price incentives. Discounted parking fees for carpools can be an extra incentive to rideshare.

Vanpool service. Vanpools operate in the Toronto and Vancouver metropolitan areas, where vans that carry up to about ten occupants are driven by one of the vanpool members. Vanpools tend to operate on a cost-recovery basis, and are most practical for long-distance commutes where transit is not an option. Current legislation in Ontario does not permit third-party (i.e. private or non-profit) vanpool services, but does permit employers to operate internal vanpools.

▶ *Carsharing & bikesharing*

Bikeshare station & memberships. VeloGO Bike Share and Right Bike both operate bikesharing services in Ottawa. Developments that would benefit from having a bikeshare station installed at or near their development may negotiate directly with either service provider.

Carshare vehicles & memberships. VRTUCAR and Zipcar both operate carsharing services in Ottawa, for use by the general public or by businesses as an alternative to corporate fleets. Carsharing services offer 24-hour access, self-serve reservation systems, itemized monthly billings, and outsourcing of all financing, insurance, maintenance and administrative responsibilities.

▶ *TDM marketing & communications*

Multimodal travel information. Aside from mode-specific information discussed elsewhere in this document, multimodal information that identifies and explains the full range of travel options available to people can be very influential—especially when provided at times and locations where individuals are actively choosing among those options. Examples include: employees when their employer is relocating, or when they are joining a new employer; students when they are starting a program at a new institution; visitors or customers travelling to an unfamiliar destination, or when faced with new options (e.g. shuttle services or parking restrictions); and residents when they purchase or occupy a residence that is new to them.

Personalized trip planning. As an extension to the simple provision of information, this technique (also known as *individualized marketing*) is effective in helping people make more sustainable travel choices. The approach involves identifying who is most likely to change their travel choices (notably relocating employees, students or residents) giving them customized information, training and incentives to support them in making that change. It may be conducted with assistance from an external service provider with the necessary skills, and delivered in a variety of settings including workplaces and homes.

Promotions. Special events and incentives can raise awareness and encourage individuals to examine and try new travel options.

- *Special events* can help attract attention, build participation and celebrate successes. Events that have been held in Ottawa include Earth Day (in April) Bike to Work Month (in May), Environment Week (early June), International Car Free Day (September 22), and Canadian Ridesharing Week (October). At workplaces or educational institutions, similarly effective internal events could include workshops, lunch-and-learns, inter-departmental challenges, pancake breakfasts, and so on.
- *Incentives* can encourage trial of sustainable modes, and might include loyalty rewards for duration or consistency of activity (e.g. 1,000 km commuted by bicycle), participation prizes (e.g. for completing a survey or joining a special event), or personal recognition that highlights individual accomplishments.

▶ *Other incentives & amenities*

Emergency ride home. This measure assures non-driving commuters that they will be able to get home quickly and conveniently in case of family emergency (or in some workplaces, in case of unexpected overtime, severe weather conditions, or the early departure of a carpool driver) by offering a chit or reimbursement for taxi, carshare or rental car usage. Limits on annual usage or cost per employee may be set, although across North America the actual rates of usage are typically very low.

Alternative work arrangements. A number of alternatives to the standard 9-to-5, Monday-to-Friday workweek can support sustainable commuting (and work-life balance) at workplaces:

- *Flexible working hours* allow transit commuters to take advantage of the fastest and most convenient transit services, and allow potential carpoolers to include people who work slightly different schedules in their search for carpool partners. They also allow active commuters to travel at least one direction in daylight, either in the morning or the afternoon, during the winter.
- *Compressed workweeks* allow employees to work their required hours over fewer days (e.g. five days in four, or ten days in nine), eliminating the need to commute on certain days. For employees, this can promote work-life balance and gives flexibility for appointments. For employers, this can permit extended service hours as well as reduced parking demands if employees stagger their days off.
- *Telework* is a normal part of many workplaces. It helps reduce commuting activity, and can lead to significant cost savings through workspace sharing. Telework initiatives involve many stakeholders, and may face as much resistance as support within an organization. Consultation, education and training are helpful.

Local business travel options. A common obstacle for people who might prefer to not drive to work is that their employer requires them to bring a car to work so they can make business trips during the day. Giving employees convenient alternatives to private cars for local business travel during the workday makes walking, cycling, transit or carpooling in someone else's car more practical.

- *Walking and cycling*—Active transportation can be a convenient and enjoyable way to make short business trips. They can also reduce employer expenses, although they may require extra travel time. Providing a fleet of shared bikes, or reimbursing cyclists for the kilometres they ride, are inexpensive ways to validate their choice.
- *Public transit*—Transit can be convenient and inexpensive compared to driving. OC Transpo's PRESTO cards are transferable among employees and automatically reloadable, making them the perfect tool for enabling transit use during the day.
- *Ridesharin*g—When multiple employees attend the same off-site meeting or event, they can be reminded to carpool whenever possible.
- *Taxis or ride-hailing*—Taxis and ride-hailing can eliminate parking costs, save time and eliminate collision liability concerns. Taxi chits eliminate cash transactions and minimize paperwork.
    - *Fleet vehicles or carsharing*—Fleet vehicles can be cost-effective for high travel volumes, while carsharing is a great option for less frequent trips.
    - *Interoffice shuttles*—Employers with multiple worksites in the region could use a shuttle service to move people as well as mail or supplies.
    - *Videoconferencing*—New technologies mean that staying in the office to hold meetings electronically is more viable, affordable and productive than ever.

Commuter incentives. Financial incentives can help create a level playing field and support commuting by sustainable modes. A "commuting allowance" given to all employees as a taxable benefit is one such incentive; employees who choose to drive could then be charged for parking, while other employees could use the allowance for transit fares or cycling equipment, or for spending or saving. (Note that in the United States this practice is known as "parking cash-out," and is popular because commuting allowances are not taxable up to a certain limit). Alternatively, a monthly commuting allowance for non-driving employees would give drivers an incentive to choose a different commuting mode. Another practical incentive for active commuters or transit users is to offer them discounted "rainy day" parking passes for a small number of days each month.

On-site amenities. Developments that offer services to limit employees' need for a car during their commute (e.g. to drop off clothing at the dry cleaners) or during their workday (e.g. to buy lunch) can free employees to make the commuting decision that otherwise works best for them.

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: *Non-residential developments*	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	☑ To be determined by individual developers
	1.2	**Travel surveys**	
BETTER	1.2.1	Conduct periodic surveys to identify travel-related behaviours, attitudes, challenges and solutions, and to track progress	☑ The NCC could commission a travel survey every 5 years during the development to gauge the effectiveness of measures.
	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	☑ This could be made to be a requirement of all developments in the LeBreton Flats area.
	2.2	**Bicycle skills training**	
		Commuter travel	
BETTER ★	2.2.1	Offer on-site cycling courses for commuters, or subsidize off-site courses	☐ To be determined by individual developers
	2.3	**Valet bike parking**	
		Visitor travel	
BETTER	2.3.1	Offer secure valet bike parking during public events when demand exceeds fixed supply (e.g. for festivals, concerts, games)	☐ To be determined by individual developers

		TDM measures: *Non-residential developments*	Check if proposed & add descriptions
		3. TRANSIT	
		3.1 Transit information	
BASIC	3.1.1	Display relevant transit schedules and route maps at entrances	☑ This could be made to be a requirement of all developments in the LeBreton Flats area.
BASIC	3.1.2	Provide online links to OC Transpo and STO information	☐ To be determined by individual developers
BETTER	3.1.3	Provide real-time arrival information display at entrances	☑ This could be made to be a requirement of all developments in the LeBreton Flats area.
		3.2 Transit fare incentives	
		Commuter travel	
BETTER	3.2.1	Offer preloaded PRESTO cards to encourage commuters to use transit	☐ To be determined by individual developers
BETTER ★	3.2.2	Subsidize or reimburse monthly transit pass purchases by employees	☐ To be determined by individual developers
		Visitor travel	
BETTER	3.2.3	Arrange inclusion of same-day transit fare in price of tickets (e.g. for festivals, concerts, games)	☐ To be determined by individual developers
		3.3 Enhanced public transit service	
		Commuter travel	
BETTER	3.3.1	Contract with OC Transpo to provide enhanced transit services (e.g. for shift changes, weekends)	☑ Given the existing OC Transpo service in the area, it is assumed this will be ongoing throughout the development of LeBreton Flats.
		Visitor travel	
BETTER	3.3.2	Contract with OC Transpo to provide enhanced transit services (e.g. for festivals, concerts, games)	☑ Given the existing OC Transpo service in the area, it is assumed this will be ongoing throughout the development of LeBreton Flats.
		3.4 Private transit service	
		Commuter travel	
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)	☐ To be determined by individual developers
		Visitor travel	
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)	☐ To be determined by individual developers

			TDM measures: *Non-residential developments*	Check if proposed & add descriptions
		4.	**RIDESHARING**	
		4.1	**Ridematching service**	
			Commuter travel	
BASIC	★	4.1.1	Provide a dedicated ridematching portal at OttawaRideMatch.com	☐ To be determined by individual developers
		4.2	**Carpool parking price incentives**	
			Commuter travel	
BETTER		4.2.1	Provide discounts on parking costs for registered carpools	☑ This could be made to be a requirement of all developments in the LeBreton Flats area.
		4.3	**Vanpool service**	
			Commuter travel	
BETTER		4.3.1	Provide a vanpooling service for long-distance commuters	☑ To be determined by individual developers
		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	☑ This could be made to be a requirement of all developments in the LeBreton Flats area.
			Commuter travel	
BETTER		5.1.2	Provide employees with bikeshare memberships for local business travel	☐ To be determined by individual developers
		5.2	**Carshare vehicles & memberships**	
			Commuter travel	
BETTER		5.2.1	Contract with provider to install on-site carshare vehicles and promote their use by tenants	☑ To be determined by individual developers
BETTER		5.2.2	Provide employees with carshare memberships for local business travel	☐ To be determined by individual developers
		6.	**PARKING**	
		6.1	**Priced parking**	
			Commuter travel	
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	☑ This could be made to be a requirement of all developments in the LeBreton Flats area.
			Visitor travel	
BETTER		6.1.3	Charge for short-term parking (hourly)	☑

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

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: *Residential developments*	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	☑ To be determined by individual developers
	1.2	**Travel surveys**	
BETTER	1.2.1	Conduct periodic surveys to identify travel-related behaviours, attitudes, challenges and solutions, and to track progress	☑ The NCC could commission a travel survey every 5 years during the development to gauge the effectiveness of measures.
	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 *(multi-family, condominium)*	☑ This could be made to be a requirement of all developments in the LeBreton Flats area.
	2.2	**Bicycle skills training**	
BETTER	2.2.1	Offer on-site cycling courses for residents, or subsidize off-site courses	☐ To be determined by individual developers

			TDM measures: *Residential developments*	Check if proposed & add descriptions
		3.	**TRANSIT**	
		3.1	**Transit information**	
BASIC		3.1.1	Display relevant transit schedules and route maps at entrances *(multi-family, condominium)*	☑ This could be made to be a requirement of all developments in the LeBreton Flats area.
BETTER		3.1.2	Provide real-time arrival information display at entrances *(multi-family, condominium)*	☑ This could be made to be a requirement of all developments in the LeBreton Flats area.
		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	☐ To be determined by individual developers
BETTER		3.2.2	Offer at least one year of free monthly transit passes on residence purchase/move-in	☐ To be determined by individual developers
		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 *(subdivision)*	☑ Given the existing OC Transpo service in the area, it is assumed this will be ongoing throughout the development of LeBreton Flats.
		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)	☐ To be determined by individual developers
		4.	**CARSHARING & BIKESHARING**	
		4.1	**Bikeshare stations & memberships**	
BETTER		4.1.1	Contract with provider to install on-site bikeshare station (*multi-family)*	☑ This could be made to be a requirement of all developments in the LeBreton Flats area.
BETTER		4.1.2	Provide residents with bikeshare memberships, either free or subsidized *(multi-family)*	☐ To be determined by individual developers
		4.2	**Carshare vehicles & memberships**	
BETTER		4.2.1	Contract with provider to install on-site carshare vehicles and promote their use by residents	☑ To be determined by individual developers
BETTER		4.2.2	Provide residents with carshare memberships, either free or subsidized	☐ To be determined by individual developers
		5.	**PARKING**	
		5.1	**Priced parking**	
BASIC	★	5.1.1	Unbundle parking cost from purchase price *(condominium)*	☑ This could be made to be a requirement of all developments in the LeBreton Flats area.
BASIC	★	5.1.2	Unbundle parking cost from monthly rent *(multi-family)*	☑ This could be made to be a requirement of all developments in the LeBreton Flats area.

			TDM measures: *Residential developments*	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	☐ To be determined by individual developers
		6.2	**Personalized trip planning**	
BETTER	★	6.2.1	Offer personalized trip planning to new residents	☐ To be determined by individual developers

APPENDIX F: MMLOS Analysis

Multi-Modal Level of Service - Segments Form

Project: LeBreton Flats TIA
Consultant: Morrison Hershfield now Stantec
Date: Oct 25, 2024
Scenario: Wellington Street - Future Background, Conceptual

		Segment Name	Wellington - Vimy to Lett, Future Background				Wellington - Vimy to Lett, Proposed			
		OP Transect / Policy Area	Within 600m of a rapid transit station				Within 600m of a rapid transit station			
		Segment Component	Majority (>50%)		Critical		Majority (>50%)		Critical	
		Side of Street	W or N	E or S	W or N	E or S	W or N	E or S	W or N	E or S
Pedestrian	PLOS Inputs									
	Posted Speed (km/h)		60 km/h		60 km/h		50 km/h		50 km/h	
	Two-Way ADT		25,000		25,000		30,000		30,000	
	Pedestrian Facility		Sidewalk	Sidewalk			Sidewalk	Sidewalk		
	Does the facility meet the TMP Sidewalk or MUP Policy? If not, for MUPs, is it outside of an anticipated high-volume area and does it have a low-to-moderate volume of pedestrians relative to cyclists (≤ 20%)?		Yes	Yes			Yes	Yes		
	Facility Width (m)		4.00m	4.00m			4.00m	4.00m		
	Offset from Motor Vehicle Travel Lanes (m)		≥ 3.0m	≥ 3.0m			≥ 3.0m	≥ 3.0m		
	Presence of Adjacent Parking?		Yes	Yes			No	No		
	General Purpose Curb Lane ADT		> 3000	> 3000			-	-		
	Max. Distance between Controlled Crossings (m)		≤ 200m	≤ 200m			≤ 200m	≤ 200m		
	PLOS		B	B	-	-	A	A	-	-
	Target PLOS		A				A			
Bicycle	BLOS Inputs									
	Cycling Route Classification		Elsewhere				Elsewhere			
	Cycling Facility		Shared Operating Space	Shared Operating Space	Input PLOS First	Input PLOS First	Cycle Track	Cycle Track	Input PLOS First	Input PLOS First
	Is the minimum level of separation provided according to OTM Book 18 Pre-Selection Nomograph - Rural Context (Figure 5.6)? (for paved shoulders)		-	-			-	-		
	Facility Operation		-	-			Unidirectional	Unidirectional		
	Pedestrian/Cyclist Volume		-	-			-	-		
	Facility Width		-	-			2.1-2.5m	2.1-2.5m		
	Boulevard/Buffer Width (excluding curb)		-	-			0.6-0.99m	0.6-0.99m		
	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)		Rare	Rare			Rare	Rare		
	BLOS		E	E	-	-	A	A	-	-
	Target BLOS		B				B			
Transit	TLOS Inputs									
	Transit Facility		Select Transit Designation				Select Transit Designation			
	Facility Type									
	Transit Travel Speed (Mixed Traffic Only)		-	-			-	-		
	TLOS		-	-			-	-		
	Target TLOS		-				-			
Public Realm	PRLOS Inputs									
	Context		Mainstreet or active frontage street within a Hub, Special District, or Village	Mainstreet or active frontage street within a Hub, Special District, or Village			Mainstreet or active frontage street within a Hub, Special District, or Village	Mainstreet or active frontage street within a Hub, Special District, or Village		
	Inner Boulevard Width		2.0-3.99m	2.0-3.99m			0.6-1.19m	0.6-1.19m		
	Middle Boulevard Width		≤ 0.5m	≤ 0.5m			0.5-1.49m	0.5-1.49m		
	Outer Boulevard (Frontage) Width		-	-			-	-		
	Transit Route on Segment?		No	No			No	No		
	Bus Stop Elements		-	-			-	-		
	Number of Midblock Traffic Lanes (both travel directions)		4				4			
	Design Speed (km/h)		70 km/h				60 km/h			
	PRLOS		C	C			B	B		
			C				B			

Multi-Modal Level of Service - Intersections Form

Project: LeBreton Flats TIA
Consultant: Morrison Hershfield now Stantec
Date: Oct 25, 2024
Scenario: Existing Conditions

	Intersection Name	Wellington / Vimy				Wellington / Broad				Wellington / Booth				Wellington / Lett			
	OP Transect / Policy Area	Within 600m of a rapid transit station				Within 600m of a rapid transit station				Within 600m of a rapid transit station				Within 600m of a rapid transit station			
Pedestrian	PLOS Inputs																
	Pedestrians Crossing the	North Leg	South Leg	East Leg	West Leg	North Leg	South Leg	East Leg	West Leg	North Leg	South Leg	East Leg	West Leg	North Leg	South Leg	East Leg	West Leg
	Number of Travel Lanes Crossed	1-3	1-3	4	5	No Crosswalk	1-3	4	4	6	4	5	4	No Crosswalk	1-3	5	4
	Median Refuge (>2.7m)	No	No	No	No	-	No	No	No	No	No	No	No	-	No	No	No
	Crosswalk Treatment	Std Transverse Markings	Std Transverse Markings	Std Transverse Markings	Std Transverse Markings	-	Std Transverse Markings	Std Transverse Markings	Std Transverse Markings	Zebra Stripe Hi-Vis Markings	Zebra Stripe Hi-Vis Markings	Zebra Stripe Hi-Vis Markings	Zebra Stripe Hi-Vis Markings	-	Std Transverse Markings	Std Transverse Markings	Std Transverse Markings
	Signal Cycle Length (sec)	106-120				106-120				106-120				106-120			
	Conflict with Right-Turn Vehicles (For PLOS & BLOS)	WBR	EBR	NBR	SBR	WBR	EBR	NBR	SBR	WBR	EBR	NBR	SBR	WBR	EBR	NBR	SBR
	Right-Turn Geometry	Right-Turn With No Channel	No Right-Turn / Prohib.	No Right-Turn / Prohib.	Right-Turn With No Channel	No Right-Turn / Prohib.	No Right-Turn / Prohib.	No Right-Turn / Prohib.	No Right-Turn / Prohib.	Right-Turn With No Channel	No Right-Turn / Prohib.	Right-Turn With No Channel	Right-Turn With No Channel	No Right-Turn / Prohib.	Right-Turn With No Channel	Right-Turn With No Channel	No Right-Turn / Prohib.
	Right-Turn Signal Phasing	Permissive	-	-	Permissive	-	-	-	-	Permissive	-	Permissive	Permissive	-	Permissive	Permissive	-
	Right-Turn Volume	≤ 150 veh/h	-	-	≤ 150 veh/h	-	-	-	-	≤ 150 veh/h	-	> 300 veh/h	≤ 150 veh/h	-	≤ 150 veh/h	≤ 150 veh/h	-
	Right-Turn Effective Corner Radius	> 8m	-	-	> 8m	-	-	-	-	> 8m	-	≤ 8m	> 8m	-	≤ 8m	≤ 8m	-
	Cross-street Posted Speed (km/h)	60 km/h		40 km/h		60 km/h				60 km/h		50 km/h		60 km/h		30 km/h	
	Conflict with Left-Turn Vehicles (For PLOS & BLOS)	EBL	WBL	SBL	NBL	EBL	WBL	SBL	NBL	EBL	WBL	SBL	NBL	EBL	WBL	SBL	NBL
	Left-Turn Signal Phasing	Perm or Prot+Perm	No Left-Turn / Prohib.	Perm or Prot+Perm	No Left-Turn / Prohib.	No Left-Turn / Prohib.	No Left-Turn / Prohib.	No Left-Turn / Prohib.	No Left-Turn / Prohib.	No Left-Turn / Prohib.	No Left-Turn / Prohib.	Perm or Prot+Perm	No Left-Turn / Prohib.	No Left-Turn / Prohib.	Perm or Prot+Perm	No Left-Turn / Prohib.	Perm or Prot+Perm
	Left-Turn Volume	≤ 50 veh/h	-	≤ 50 veh/h	-	-	-	-	-	-	-	> 50 to 100 veh/h	-	-	≤ 50 veh/h	-	≤ 50 veh/h
	Left-Turn Opposing Lanes	-	-	-	-	-	-	-	-	-	-	≥ 2	-	-	-	-	-
	Score	3.60	3.90	3.40	2.75	-	3.90	-	-	2.15	3.45	2.00	3.30	-	3.75	2.75	3.40
	PLOS	B	B	C	C	-	B	-	-	D	C	D	C	-	B	C	C
		C				B				C				C			
	Target PLOS	A				A				A				A			
Bicycle	BLOS Inputs																
	Cycling Route Classification	Elsewhere				Elsewhere				Elsewhere				Elsewhere			
	Cyclists Crossing the	North Leg	South Leg	East Leg	West Leg	North Leg	South Leg	East Leg	West Leg	North Leg	South Leg	East Leg	West Leg	North Leg	South Leg	East Leg	West Leg
	Type of Cycling Facility Across Leg	Mixed Traffic	Mixed Traffic		Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Crossride	Crossride	Crossride	Crossride	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic
	Two-Way ADT on Adjacent Roadway	25,000		500		25,000		1		21,324		7,586		28,789		872	
	Floating Bike Lane or Right-Turn Lane Crossover Approaching the Crossing?	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
	Crossride Operation	-	-		-	-	-	-	-	Unidirectional	Unidirectional	Unidirectional	Unidirectional	-	-	-	-
	Target Crossride Setback Met?	-	-	-	-	-	-	-	-	Yes	-	Yes	Yes	-	-	-	-
	Right-Turn Vehicle Volume from Adjacent Roadway > 100 veh/h?	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-
	Cyclist Left-Turn Operation	WBL	EBL	NBL	SBL	WBL	EBL	NBL	SBL	WBL	EBL	NBL	SBL	WBL	EBL	NBL	SBL
	Cyclist Left-Turn Treatment Type	No Left-Turn	General Purpose Through-Left or Single Left-Turn Lane	No Left-Turn	General Purpose Through-Left or Single Left-Turn Lane	No Left-Turn	No Left-Turn	No Left-Turn	No Left-Turn	Protected Corner	Protected Corner	Protected Corner	Protected Corner	General Purpose Through-Left or Single Left-Turn Lane	No Left-Turn	General Purpose Through-Left or Single Left-Turn Lane	No Left-Turn
	Vehicle Lanes Crossed by Cyclists	-	One Lane Crossed	-	No Lane Crossed	-	-	-	-	-	-	-	-	One Lane Crossed	-	No Lane Crossed	-
	Score	80	60	-	130	100	100	150	150	140	150	60	140	60	90	130	150
	BLOS	C	D	-	A	B	B	A	A	A	A	D	A	D	C	A	A
		C				A				A				B			
	Target BLOS	B				B				B				B			
Transit	TLOS Inputs																
	Transit Facility	Select Transit Designation				Select Transit Designation				Mixed Traffic				Select Transit Designation			
	Vehicles Travelling	Southbound	Northbound	Westbound	Eastbound	Southbound	Northbound	Westbound	Eastbound	Southbound	Northbound	Westbound	Eastbound	Southbound	Northbound	Westbound	Eastbound
	Average Transit Delay									21-35 sec	36-55 sec						
	Example Transit Priority Treatment									-	-						
	TLOS	-	-	-	-	-	-	-	-	C	D	-	-	-	-	-	-
		-				-				C				-			
	Target TLOS	-				-				E				-			
Auto	AutoLOS Inputs																
	Overall Intersection Volume to Capacity Ratio	0 to 0.60				0 to 0.60				0.71 to 0.80				0 to 0.60			
	AutoLOS	A				A				C				A			
	Target AutoLOS	E				E				E				E			

Multi-Modal Level of Service - Intersections Form

Project: LeBreton Flats TIA
Consultant: Morrison Hershfield now Stantec
Date: Oct 25, 2024
Scenario: Future Conditions

	Intersection Name	Wellington / Vimy				Wellington / Broad				Wellington / Booth				Wellington / Lett			
	OP Transect / Policy Area	Within 600m of a rapid transit station				Within 600m of a rapid transit station				Within 600m of a rapid transit station				Within 600m of a rapid transit station			
Pedestrian	PLOS Inputs																
	Pedestrians Crossing the	North Leg	South Leg	East Leg	West Leg	North Leg	South Leg	East Leg	West Leg	North Leg	South Leg	East Leg	West Leg	North Leg	South Leg	East Leg	West Leg
	Number of Travel Lanes Crossed	1-3	1-3	5	5	No Crosswalk	1-3	5	4	6	4	5	4	No Crosswalk	1-3	5	4
	Median Refuge (>2.7m)	No	No	No	No	-	No	No	No	No	No	No	No	-	No	No	No
	Crosswalk Treatment	Std Transverse Markings	Std Transverse Markings	Std Transverse Markings	Std Transverse Markings	-	Std Transverse Markings	Std Transverse Markings	Std Transverse Markings	Zebra Stripe Hi-Vis Markings	Zebra Stripe Hi-Vis Markings	Zebra Stripe Hi-Vis Markings	Zebra Stripe Hi-Vis Markings	-	Std Transverse Markings	Std Transverse Markings	Std Transverse Markings
	Signal Cycle Length (sec)	106-120				106-120				106-120				106-120			
	Conflict with Right-Turn Vehicles (For PLOS & BLOS)	WBR	EBR	NBR	SBR	WBR	EBR	NBR	SBR	WBR	EBR	NBR	SBR	WBR	EBR	NBR	SBR
	Right-Turn Geometry	Right-Turn With No Channel	Right-Turn With No Channel	Right-Turn With No Channel	Right-Turn With No Channel	No Right-Turn / Prohib.	Right-Turn With No Channel	Right-Turn With No Channel	No Right-Turn / Prohib.	Right-Turn With No Channel	No Right-Turn / Prohib.	Right-Turn With No Channel	Right-Turn With No Channel	No Right-Turn / Prohib.	Right-Turn With No Channel	Right-Turn With No Channel	No Right-Turn / Prohib.
	Right-Turn Signal Phasing	Permissive	Permissive	Permissive	Permissive	-	Permissive	Permissive	-	Permissive	-	Permissive	Permissive	-	Permissive	Permissive	-
	Right-Turn Volume	≤ 150 veh/h	≤ 150 veh/h	≤ 150 veh/h	≤ 150 veh/h	-	≤ 150 veh/h	≤ 150 veh/h	-	≤ 150 veh/h	-	> 150 to 300 veh/h	≤ 150 veh/h	-	≤ 150 veh/h	≤ 150 veh/h	-
	Right-Turn Effective Corner Radius	≤ 8m	≤ 8m	≤ 8m	≤ 8m	-	≤ 8m	≤ 8m	-	> 8m	-	≤ 8m	> 8m	-	≤ 8m	≤ 8m	-
	Cross-street Posted Speed (km/h)	50 km/h		40 km/h		50 km/h		40 km/h		50 km/h		50 km/h		50 km/h		30 km/h	
	Conflict with Left-Turn Vehicles (For PLOS & BLOS)	EBL	WBL	SBL	NBL	EBL	WBL	SBL	NBL	EBL	WBL	SBL	NBL	EBL	WBL	SBL	NBL
	Left-Turn Signal Phasing	Perm or Prot+Perm (with centreline hardening and/or LPI)	Perm or Prot+Perm (with centreline hardening and/or LPI)	Perm or Prot+Perm (with centreline hardening and/or LPI)	Perm or Prot+Perm (with centreline hardening and/or LPI)	No Left-Turn / Prohib.	Fully Protected	No Left-Turn / Prohib.	Perm or Prot+Perm (with centreline hardening and/or LPI)	No Left-Turn / Prohib.	No Left-Turn / Prohib.	Perm or Prot+Perm	No Left-Turn / Prohib.	No Left-Turn / Prohib.	Perm or Prot+Perm	No Left-Turn / Prohib.	Perm or Prot+Perm
	Left-Turn Volume	≤ 50 veh/h	> 50 to 100 veh/h	≤ 50 veh/h	≤ 50 veh/h	-	-	-	≤ 50 veh/h	-	-	> 100 veh/h	-	-	> 50 to 100 veh/h	-	≤ 50 veh/h
	Left-Turn Opposing Lanes	-	≥ 2	-	-	-	-	-	-	-	-	-	-	-	≥ 2	-	-
	Score	3.75	3.60	2.75	2.75	-	3.75	2.75	3.40	2.30	3.45	2.45	3.30	-	3.55	2.75	3.40
	PLOS	B	B	C	C	-	B	C	C	D	C	D	C	-	B	C	C
		C				C				C				C			
	Target PLOS	A				A				A				A			
Bicycle	BLOS Inputs																
	Cycling Route Classification	Elsewhere				Elsewhere				Elsewhere				Elsewhere			
	Cyclists Crossing the	North Leg	South Leg	East Leg	West Leg	North Leg	South Leg	East Leg	West Leg	North Leg	South Leg	East Leg	West Leg	North Leg	South Leg	East Leg	West Leg
	Type of Cycling Facility Across Leg	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Crossride	Crossride	Crossride	Crossride	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic
	Two-Way ADT on Adjacent Roadway	31,608		1,392		31,392		1,000		30,324		25,800		31,932		1,308	
	Floating Bike Lane or Right-Turn Lane Crossover Approaching the Crossing?	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
	Crossride Operation	-	-	-	-	-	-	-	-	Unidirectional	Unidirectional	Unidirectional	Unidirectional	-	-	-	-
	Target Crossride Setback Met?	-	-	-	-	-	-	-	-	Yes	-	Yes	Yes	-	-	-	-
	Right-Turn Vehicle Volume from Adjacent Roadway > 100 veh/h?	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Cyclist Left-Turn Operation	WBL	EBL	NBL	SBL	WBL	EBL	NBL	SBL	WBL	EBL	NBL	SBL	WBL	EBL	NBL	SBL
	Cyclist Left-Turn Treatment Type	General Purpose Through-Left or Single Left-Turn Lane	General Purpose Through-Left or Single Left-Turn Lane	General Purpose Through-Left or Single Left-Turn Lane	General Purpose Through-Left or Single Left-Turn Lane	General Purpose Through-Left or Single Left-Turn Lane	General Purpose Through-Left or Single Left-Turn Lane	General Purpose Through-Left or Single Left-Turn Lane	No Left-Turn	Protected Corner	Protected Corner	Protected Corner	Protected Corner	General Purpose Through-Left or Single Left-Turn Lane	No Left-Turn	General Purpose Through-Left or Single Left-Turn Lane	No Left-Turn
	Vehicle Lanes Crossed by Cyclists	One Lane Crossed	One Lane Crossed	No Lane Crossed	No Lane Crossed	One Lane Crossed	One Lane Crossed	No Lane Crossed	-	-	-	-	-	One Lane Crossed	-	No Lane Crossed	-
	Score	50	20	130	130	60	50	130	150	140	150	90	140	60	50	130	150
	BLOS	D	E	A	A	D	D	A	A	A	A	C	A	D	D	A	A
		C				B				A				B			
	Target BLOS	B				B				B				B			
Transit	TLOS Inputs																
	Transit Facility	Select Transit Designation				Select Transit Designation				Mixed Traffic				Select Transit Designation			
	Vehicles Travelling	Southbound	Northbound	Westbound	Eastbound	Southbound	Northbound	Westbound	Eastbound	Southbound	Northbound	Westbound	Eastbound	Southbound	Northbound	Westbound	Eastbound
	Average Transit Delay									21-35 sec	> 80 sec						
	Example Transit Priority Treatment									-	-						
	TLOS	-	-	-	-	-	-	-	-	C	F	-	-	-	-	-	-
		-				-				D				-			
	Target TLOS	-				-				E				-			
Auto	AutoLOS Inputs																
	Overall Intersection Volume to Capacity Ratio	0 to 0.60				0 to 0.60				0.81 to 0.90				0 to 0.60			
	AutoLOS	A				A				D				A			
	Target AutoLOS	E				E				E				E			

Multi-Modal Level of Service - Intersections Form

Project: LeBreton Flats TIA
Consultant: Morrison Hershfield now Stantec
Date: Oct 25, 2024
Scenario: Proposed Conditions

	Intersection Name	Wellington / Vimy				Wellington / Broad				Wellington / Booth				Wellington / Lett			
	OP Transect / Policy Area	Within 600m of a rapid transit station				Within 600m of a rapid transit station				Within 600m of a rapid transit station				Within 600m of a rapid transit station			
Pedestrian	PLOS Inputs																
	Pedestrians Crossing the	North Leg	South Leg	East Leg	West Leg	North Leg	South Leg	East Leg	West Leg	North Leg	South Leg	East Leg	West Leg	North Leg	South Leg	East Leg	West Leg
	Number of Travel Lanes Crossed	1-3	1-3	5	5	No Crosswalk	1-3	5	4	6	4	5	4	No Crosswalk	1-3	5	4
	Median Refuge (>2.7m)	No	No	No	No	-	No	No	No	No	No	No	No	-	No	No	No
	Crosswalk Treatment	Zebra Stripe Hi-Vis Markings	Zebra Stripe Hi-Vis Markings	Zebra Stripe Hi-Vis Markings	Zebra Stripe Hi-Vis Markings	-	Zebra Stripe Hi-Vis Markings	Zebra Stripe Hi-Vis Markings	Zebra Stripe Hi-Vis Markings	Zebra Stripe Hi-Vis Markings	Zebra Stripe Hi-Vis Markings	Zebra Stripe Hi-Vis Markings	Zebra Stripe Hi-Vis Markings	-	Zebra Stripe Hi-Vis Markings	Zebra Stripe Hi-Vis Markings	Zebra Stripe Hi-Vis Markings
	Signal Cycle Length (sec)	106-120				106-120				106-120				106-120			
	Conflict with Right-Turn Vehicles (For PLOS & BLOS)	WBR	EBR	NBR	SBR	WBR	EBR	NBR	SBR	WBR	EBR	NBR	SBR	WBR	EBR	NBR	SBR
	Right-Turn Geometry	Right-Turn With No Channel	Right-Turn With No Channel	Right-Turn With No Channel	Right-Turn With No Channel	No Right-Turn / Prohib.	Right-Turn With No Channel	Right-Turn With No Channel	No Right-Turn / Prohib.	Right-Turn With No Channel	No Right-Turn / Prohib.	Right-Turn With No Channel	Right-Turn With No Channel	No Right-Turn / Prohib.	Right-Turn With No Channel	Right-Turn With No Channel	No Right-Turn / Prohib.
	Right-Turn Signal Phasing	Permissive (with LPI/LBI)	Permissive (with LPI/LBI)	Permissive (with LPI/LBI)	Permissive (with LPI/LBI)	-	Protected-Permissive (with LPI/LBI)	Protected-Permissive (with LPI/LBI)	-	Permissive (with LPI/LBI)	-	Permissive (with LPI/LBI)	Permissive (with LPI/LBI)	-	Permissive (with LPI/LBI)	Permissive (with LPI/LBI)	-
	Right-Turn Volume	≤ 150 veh/h	≤ 150 veh/h	≤ 150 veh/h	≤ 150 veh/h	-	≤ 150 veh/h	≤ 150 veh/h	-	≤ 150 veh/h	-	> 150 to 300 veh/h	≤ 150 veh/h	-	≤ 150 veh/h	≤ 150 veh/h	-
	Right-Turn Effective Corner Radius	≤ 8m	≤ 8m	≤ 8m	≤ 8m	-	≤ 8m	≤ 8m	-	> 8m	-	≤ 8m	> 8m	-	≤ 8m	≤ 8m	-
	Cross-street Posted Speed (km/h)	50 km/h		40 km/h		50 km/h		40 km/h		50 km/h		50 km/h		50 km/h		30 km/h	
	Conflict with Left-Turn Vehicles (For PLOS & BLOS)	EBL	WBL	SBL	NBL	EBL	WBL	SBL	NBL	EBL	WBL	SBL	NBL	EBL	WBL	SBL	NBL
	Left-Turn Signal Phasing	Perm or Prot+Perm (with centreline hardening and/or LPI)	Perm or Prot+Perm (with centreline hardening and/or LPI)	Perm or Prot+Perm (with centreline hardening and/or LPI)	Perm or Prot+Perm (with centreline hardening and/or LPI)	No Left-Turn / Prohib.	Fully Protected	No Left-Turn / Prohib.	Perm or Prot+Perm (with centreline hardening and/or LPI)	No Left-Turn / Prohib.	No Left-Turn / Prohib.	Perm or Prot+Perm (with centreline hardening and/or LPI)	No Left-Turn / Prohib.	No Left-Turn / Prohib.	Perm or Prot+Perm (with centreline hardening and/or LPI)	No Left-Turn / Prohib.	Perm or Prot+Perm (with centreline hardening and/or LPI)
	Left-Turn Volume	≤ 50 veh/h	> 50 to 100 veh/h	≤ 50 veh/h	≤ 50 veh/h	-	-	-	≤ 50 veh/h	-	-	> 100 veh/h	-	-	> 50 to 100 veh/h	-	≤ 50 veh/h
	Left-Turn Opposing Lanes	-	≥ 2	-	-	-	-	-	-	-	-	-	-	-	≥ 2	-	-
	Score	3.95	3.80	2.95	2.95	-	3.95	2.95	3.45	2.45	3.45	2.65	3.45	-	3.80	2.95	3.45
	PLOS	B	B	C	C	-	B	C	C	D	C	C	C	-	B	C	C
		C				C				C				C			
	Target PLOS	A				A				A				A			
Bicycle	BLOS Inputs																
	Cycling Route Classification	Elsewhere				Elsewhere				Elsewhere				Elsewhere			
	Cyclists Crossing the	North Leg	South Leg	East Leg	West Leg	North Leg	South Leg	East Leg	West Leg	North Leg	South Leg	East Leg	West Leg	North Leg	South Leg	East Leg	West Leg
	Type of Cycling Facility Across Leg	Crossride	Crossride	Crossride	Crossride	Crossride	Crossride	Crossride	Crossride	Crossride	Crossride	Crossride	Crossride	Crossride	Crossride	Mixed Traffic	Mixed Traffic
	Two-Way ADT on Adjacent Roadway	31,608		1,392		31,392		1,000		30,324		25,800		31,932		1,308	
	Floating Bike Lane or Right-Turn Lane Crossover Approaching the Crossing?	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
	Crossride Operation	Unidirectional	Unidirectional	Unidirectional	Unidirectional	Unidirectional	Unidirectional	Unidirectional	Unidirectional	Unidirectional	Unidirectional	Unidirectional	Unidirectional	Unidirectional	Unidirectional	-	-
	Target Crossride Setback Met?	Yes	Yes	No	No	-	Yes	No	-	Yes	-	Yes	Yes	-	Yes	-	-
	Right-Turn Vehicle Volume from Adjacent Roadway > 100 veh/h?	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Cyclist Left-Turn Operation	WBL	EBL	NBL	SBL	WBL	EBL	NBL	SBL	WBL	EBL	NBL	SBL	WBL	EBL	NBL	SBL
	Cyclist Left-Turn Treatment Type	Protected Corner	Protected Corner	Protected Corner	Protected Corner	Protected Corner	Protected Corner	Protected Corner	Protected Corner	Protected Corner	Protected Corner	Protected Corner	Protected Corner	Protected Corner	Protected Corner	Protected Corner	Protected Corner
	Vehicle Lanes Crossed by Cyclists	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Score	145	115	145	145	150	150	150	150	145	150	110	145	150	115	145	150
	BLOS	A	B	A	A	A	A	A	A	A	A	B	A	A	B	A	A
		A				A				A				A			
	Target BLOS	B				B				B				B			
Transit	TLOS Inputs																
	Transit Facility	Select Transit Designation				Select Transit Designation				Mixed Traffic				Select Transit Designation			
	Vehicles Travelling	Southbound	Northbound	Westbound	Eastbound	Southbound	Northbound	Westbound	Eastbound	Southbound	Northbound	Westbound	Eastbound	Southbound	Northbound	Westbound	Eastbound
	Average Transit Delay									21-35 sec	> 80 sec						
	Example Transit Priority Treatment									-	-						
	TLOS	-	-	-	-	-	-	-	-	C	F	-	-	-	-	-	-
		-				-				D				-			
	Target TLOS	-				-				E				-			
Auto	AutoLOS Inputs																
	Overall Intersection Volume to Capacity Ratio	0 to 0.60				0 to 0.60				0.81 to 0.90				0 to 0.60			
	AutoLOS	A				A				D				A			
	Target AutoLOS	E				E				E				E			