

# Transportation Report - Leitrim East Lands

Official Plan Amendment - Urban and Village Boundary Expansion



## Revision Schedule

Revision	Description	Author	Date	Quality Check	Date	Independent Review	Date
1	Draft 1	JP	June 20, 2025	CM	June 20, 2025		

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# 1 Introduction

This Transportation Report has been prepared for the Leitrim Landowners Group for an Urban and Village Boundary Expansion Official Plan Amendment (OPA) application for the Leitrim East Lands. The Leitrim Landowners Group is comprised of Urbandale Corporation, Richcraft Homes, and Claridge Homes. The OPA application seeks to expand the City of Ottawa's existing urban boundary to include the subject lands.

The subject lands, of approximately 605 acres, are identified in Figure 1 below. It is generally located east of Bank Street and the existing Findlay Creek community, south of Leitrim Road, and west of Hawthorne Road.

The purpose of this Transportation Report is to assess the available transportation capacity through an evaluation of whether the existing and planned transportation infrastructure (such as roads and public transit) can support the proposed development on the subject lands. It will also identify the potential for transportation improvements that will serve not just the subject lands, but the City of Ottawa as a whole.

This report has been prepared using an approach that is comparable to the level of detail in the City of Ottawa's own analysis in the 2019-2021 Official Plan Comprehensive Review. Should the subject lands be redesignated and added to the Urban Boundary in the Official Plan, further transportation impact assessments will be completed to the level of detail in the City's Terms of Reference during the CDP and/or Secondary Planning phase. The level of detail in this report addresses Section 2.3.2 1 b) of the Provincial Planning Statement.



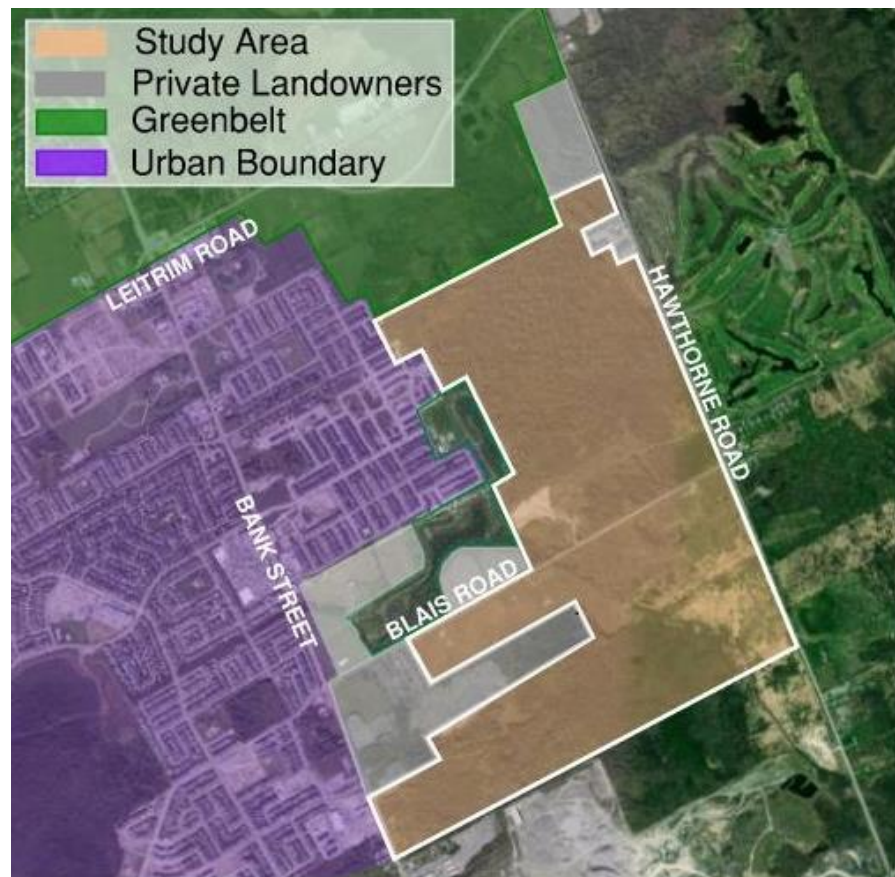


Figure 1 – Subject Lands

### 1.1 Background

On August 22, 2024 the provincial Minister of Housing issued the 2024 Provincial Planning Statement (PPS), which took effect on October 20, 2024. The PPS permits private landowners to apply for Urban Boundary Expansions. Previously, this permission was only granted to municipalities through a comprehensive review of their Official Plan.

During the preparation of Ottawa's 2022 Official Plan, the subject site was scored favourably as candidate land to be included into the City's urban boundaries, though ultimately, the lands were not added to the City's urban boundaries. Since 2022, demographic trends and legislative changes to the growth projection methodology have resulted in an identified shortfall in the City's land supply available to accommodate residential growth forecasted over the next three years (servicing capacity and suitably zoned) and fifteen years (designated and available).



## 1.2 Land Use

As per the City of Ottawa's Official Plan, the subject lands are currently in the Rural Transect and designated as Rural Countryside. As per the Zoning By-Law, the subject lands are categorized as Rural Countryside (RU) Zone. The Findlay Creek community to the west of the subject lands is zoned as residential in various forms.

The conceptual plans for the subject lands include 4,711 dwelling units for the developable area (approximately 333 acres or 56% of the subject lands), with an approximate unit breakdown as follows:

- 2,356 Singles (50%)
- 471 Townhouses (10%)
- 942 Back-to-Back Townhouses (20%)
- 942 Stacked Townhouses (20%)

The remainder of the lands would be used for infrastructure and amenities, including roadways, schools, parks, open space, and a stormwater pond facility.



## 2 Existing Conditions

### 2.1 Key Roadways

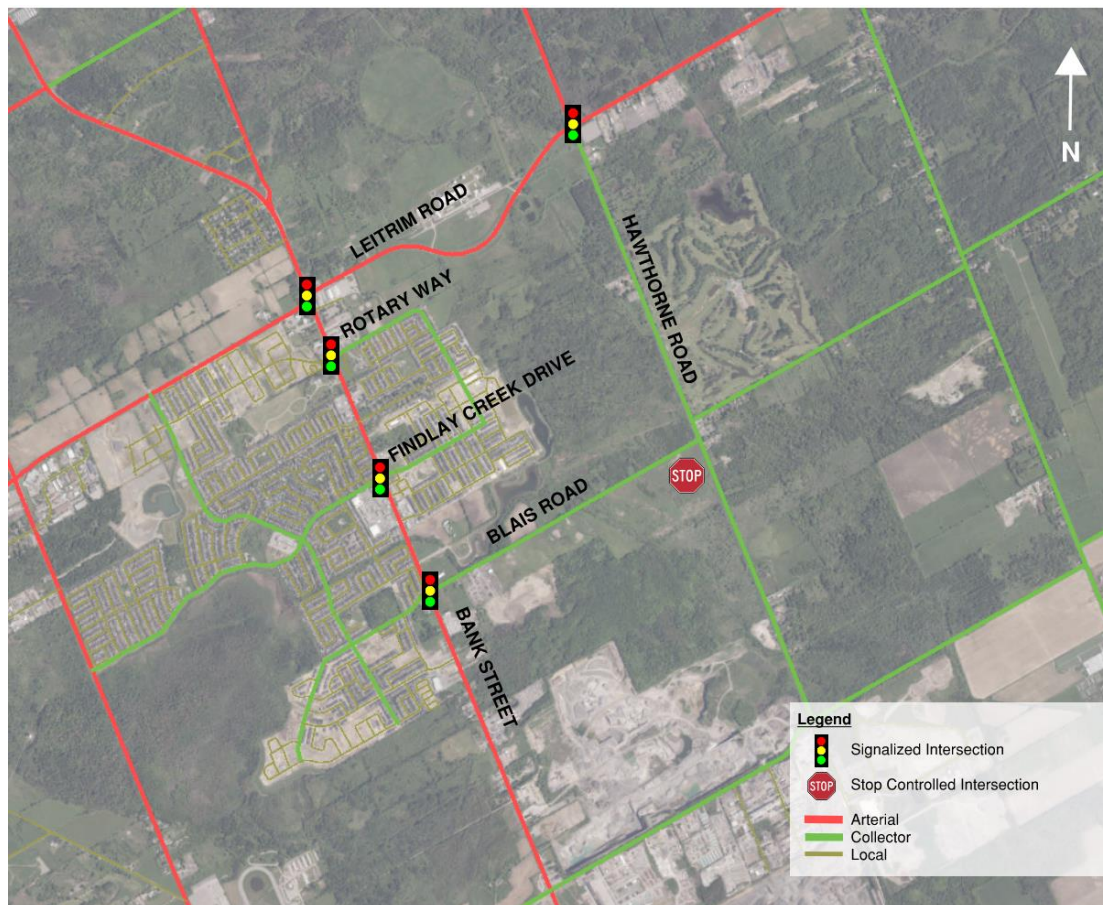


Figure 2 – Road Network and Intersections (Source: GeoOttawa)

Key roadways in the study area are shown in Figure 2 and described below.

#### Bank Street

Bank Street is an arterial roadway posted at 70km/h through the Findlay Creek community, and posted at 80km/h south of Shuttleworth Drive and north of Conroy Road. Bank Street is a two-lane road through most of the study area and widens out to four lanes north of Leitrin Road. It is a key north-south roadway providing connectivity from the community to the heart of downtown Ottawa and south beyond City of Ottawa boundaries. It is also designated as a full load truck route. Some segments of sidewalk are present in the urban area but absent for most of the study area. Paved shoulders for cycling are available north of Blais Road.





### Leitrim Road

Leitrim Road is a two-lane arterial roadway posted at 60 km/h through the Findlay Creek community, and posted at 80km/h east of Leitrim Park and 400m west of Bank Street. It is a key east-west roadway on the northern edge of Findlay Creek that connects to the Riverside South neighbourhood, Limebank Road, and Leitrim O-Train Station to the west, and continues east as a rural roadway. It is a full load truck route, with mostly no sidewalks. There are paved shoulders for cycling on Leitrim Road for most of the study area.

### Rotary Way

Rotary Way is a two-lane collector roadway posted at 50km/h, primarily providing access to Bank Street and Findlay Creek Drive for the eastern Findlay Creek neighbourhood. It is not a truck route. There are sidewalks on both sides of the road but no designated cycling facility.

### Findlay Creek Drive

Findlay Creek Drive is a two-lane collector roadway posted at 50km/h. It provides an east-west connection to Rotary Way, Bank Street, and Albion Road South. It is not a truck route. There are pedestrian facilities on both sides with a multi-use pathway on the south side of the road approaching Albion Road South.

### Blais Road

Blais Road is a two-lane collector roadway posted at 80km/h that provides an east-west connection between Bank Street and Hawthorne Road. Blais Road becomes Miikana Road west of Bank Street. It is a restricted load truck route. There are no active transportation facilities.

### Hawthorne Road

Hawthorne Road is a two-lane north-south roadway that connects to the eastern part of inner suburban Ottawa. It is classified as an arterial north of Leitrim Road and as a collector south of Leitrim Road. It is a full load truck route. There are segments of paved shoulders at the Hawthorne/Leitrim intersection.

## 2.2 Key Intersections

The intersections within the study area of the report include signalized and unsignalized intersections, and are shown in Figure 2.

### Signalized

#### Bank Street & Leitrim Road

- 1 northbound through lane, 1 northbound through/right, 1 auxiliary northbound left lane
- 1 westbound through lane, 1 auxiliary westbound left lane, 1 auxiliary westbound right lane



## **Transportation Report – Leitrim East Lands**

- 1 southbound through lane, 1 southbound through/right lane, 1 southbound auxiliary left lane
- 1 eastbound through lane

### **Bank Street & Rotary Way**

- 1 auxiliary westbound left lane, 1 westbound through/right lane
- 1 auxiliary southbound left lane, 1 southbound through lane
- 1 northbound through lane, 1 auxiliary northbound right lane
- The west leg of the intersection will be Barrett Farm Drive, which is not fully constructed yet.

### **Bank Street & Findlay Creek Drive**

- 1 auxiliary westbound left, 1 westbound through/right lane
- 1 auxiliary southbound left lane, 1 southbound through lane, 1 auxiliary southbound right lane
- 1 auxiliary northbound left lane, 1 northbound through/right lane
- 1 auxiliary eastbound left lane, 1 eastbound through/right lane
- There is a median on the west and east legs.

### **Bank Street & Blais Road/Miikana Road**

- Protected intersection
- 1 auxiliary northbound left lane, 1 northbound through/right lane
- 1 auxiliary westbound left lane, 1 westbound through/right lane
- 1 auxiliary southbound left lane, 1 southbound through lane, 1 auxiliary southbound right lane
- 1 auxiliary eastbound left lane, 1 eastbound through/right lane

### **Leitrim Road & Hawthorne Road**

- 1 auxiliary northbound left lane, 1 northbound through/right lane
- 1 auxiliary westbound left lane, 1 westbound through/right lane
- 1 auxiliary southbound left lane, 1 southbound through/right lane
- 1 auxiliary eastbound left lane, 1 eastbound through/right lane

## **Unsignalized**



### Hawthorne Road & Blais Road

- Unsignalized 3-leg intersection, Blais is stop-controlled.
- One lane in each direction.
- This intersection is in close proximity to Louiseize Road & Hawthorne Road, which is another 3-leg intersection with Louiseize stop-controlled.

## 2.3 Active Transportation Network

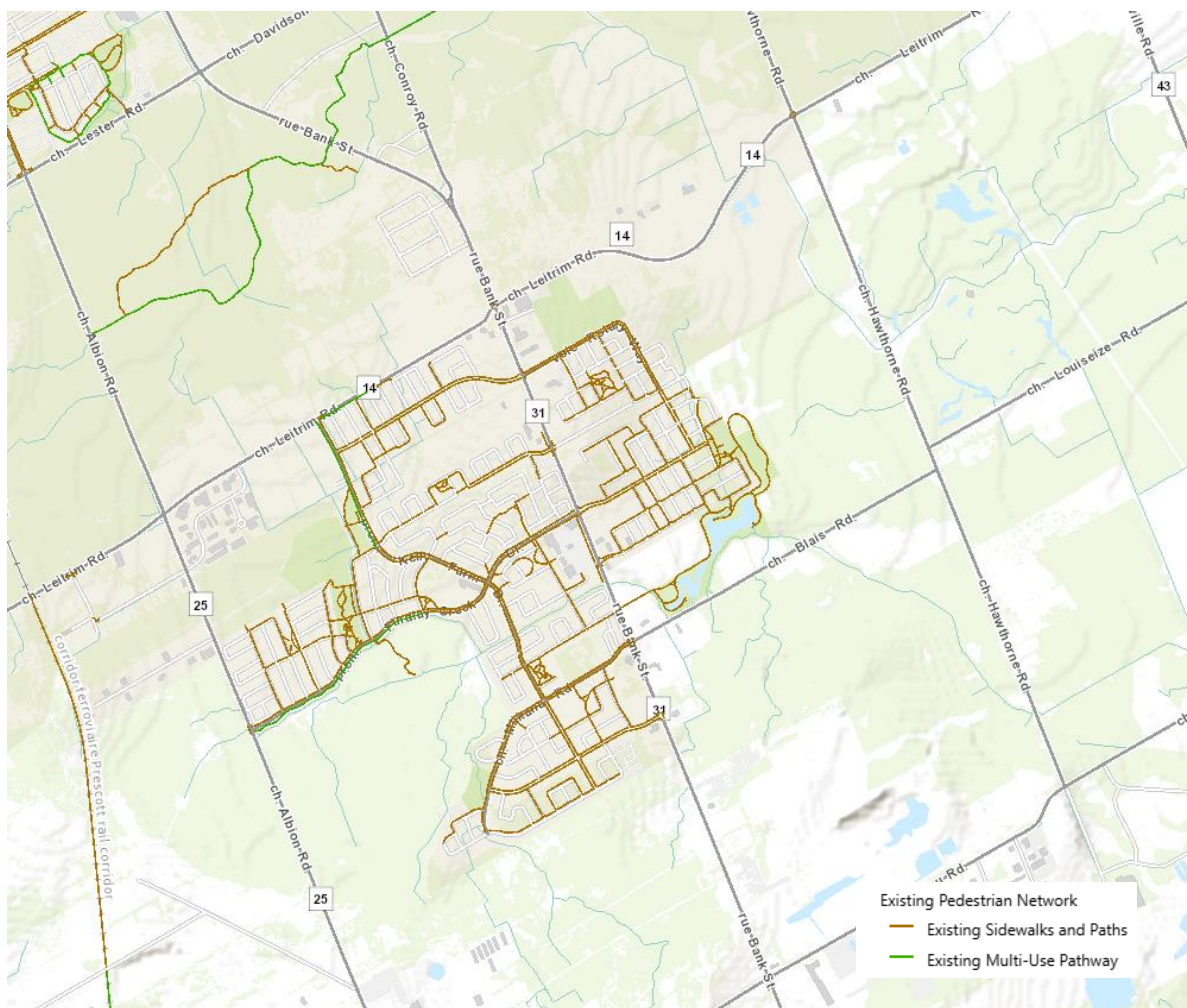


Figure 3 – Existing Pedestrian Network (Source: GeoOttawa)

## Walking

Existing pedestrian facilities are shown above in Figure 3. Pedestrian facilities near the subject lands primarily consist of residential sidewalks provided on one or both sides of the road and pathways. There is a lack of pedestrian facilities on Leitrim Road, Hawthorne Road, and Blais Road given its rural context.

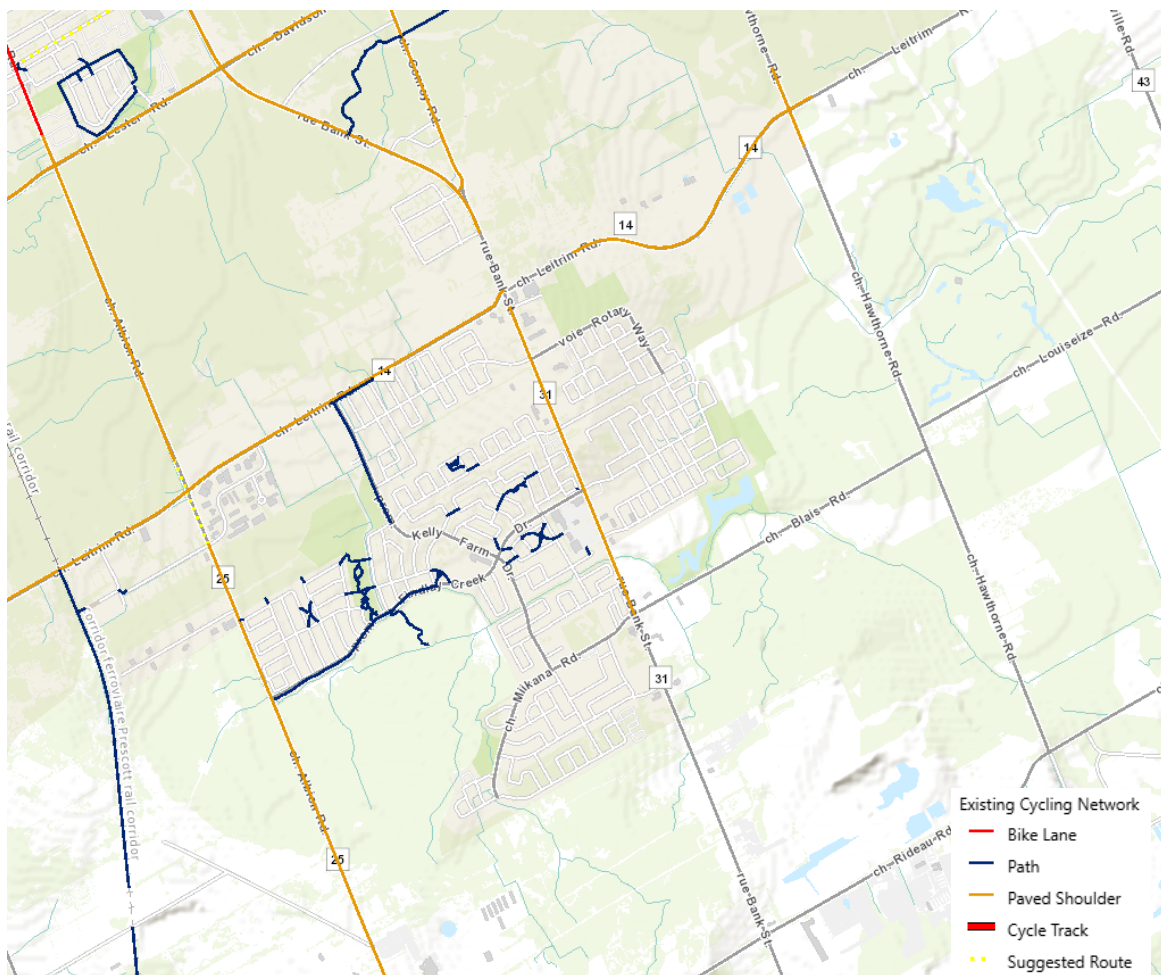


Figure 4 – Existing Cycling Network (Source: GeoOttawa)

## Cycling

Existing cycling facilities are shown above in Figure 4. The cycling network near the subject lands primarily consists of paved shoulders and multi-use pathways. Paved shoulders are provided on Bank Street and Leitrim Road. Multi-use pathways that are primarily neighbourhood shortcuts and recreational trails are available on the west side of the Findlay Creek community. The Osgoode-Leitrim Pathway is located west of the community and Albion Road South.

## 2.4 Transit Network

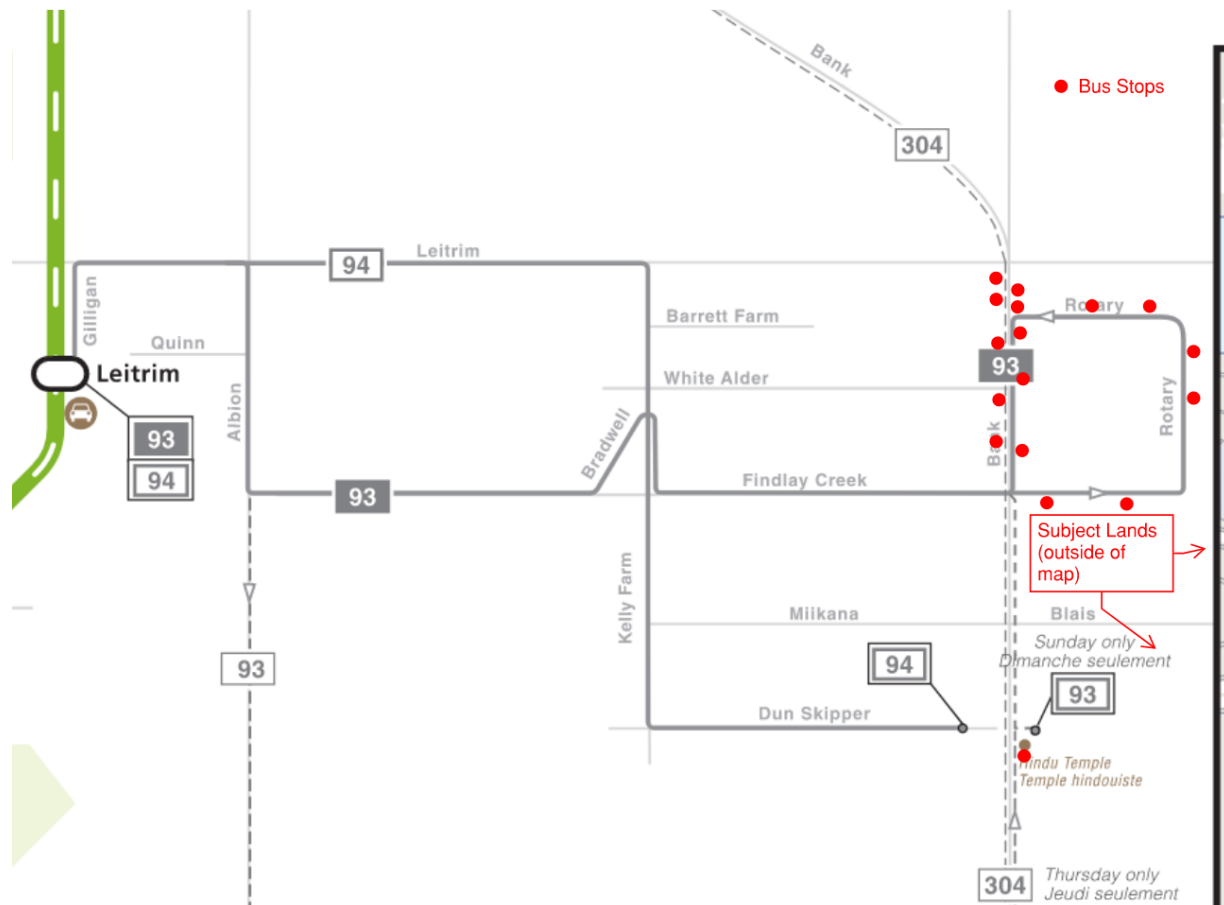


Figure 5 – Existing Transit Network (Source: New Ways to Bus System Map)

Figure 5 shows the existing transit network near the subject lands. There is no existing transit service directly in the subject lands. Current transit service near the lands consists of OC Transpo Local Route 93, Route 94, and Limited Service Route 304.

- Route 93 runs with a 30-minute headway everyday, between Rotary Way and Leitrim Station via Findlay Creek Drive.
- Route 94 runs Monday to Friday between Leitrim Station and Dun Skipper Drive. There are 6 trips in the AM peak departing from Dun Skipper Drive and 6 trips in the PM peak departing from Leitrim Station, with a 30-minute headway.
- Route 304 departs from Osgoode / Greely / Metcalfe once in the AM peak and departs from Billings Bridge / South Keys once in the PM peak.



Leitrim O-Train Line 2 Station is located approximately at a 5km radius from the subject lands, and connects to Bowesville Station and Limebank Station (Riverside South) to the southwest, South Keys Station (transfer point to Line 4 and Airport) to the north, and all stations up to Bayview Station (transfer point to Line 1 and Downtown Ottawa) to the north.

New large residential developments proposed on the subject lands may have the opportunity to create critical mass to support transit ridership and expanded service. Bus routes can change in the future to accommodate demand and connect future neighbourhoods to Leitrim Station and other higher order transit nodes.

## 2.5 Area Traffic Management Measures

There are traffic calming measures on Rotary Way and Findlay Creek Drive consisting of vertical centreline delineators and speed monitoring boards.

## 2.6 Existing Traffic Volumes

Turning movement count data at the study area intersections received from the City of Ottawa were collected in 2019 to 2025. Count dates are shown in Table 1 and the data is included in Appendix A.

*Table 1 – Traffic Count Dates*

Intersection	Count Date
<b>Bank Street &amp; Leitrim Road</b>	March 4, 2025
<b>Bank Street &amp; Rotary Way</b>	December 4, 2019
<b>Bank Street &amp; White Alder Avenue-Analdea Drive</b>	October 30, 2024
<b>Bank Street &amp; Findlay Creek Drive</b>	February 23, 2023
<b>Bank Street &amp; Blais Road-Miikana Road</b>	July 6, 2023
<b>Leitrim Road &amp; Hawthorne Road</b>	December 11, 2019
<b>Hawthorne Road &amp; Blais Road</b>	September 29, 2022

Most of the traffic counts are dated post-COVID, which is assumed to account for hybrid work arrangements and result in a more distributed demand on the road network in the peak hours compared to pre-COVID. Volume balancing was conducted where appropriate and the differences in pre- and post-COVID counts were considered in volume balancing for intersections with older count data. Figure 6 below shows existing traffic volumes.



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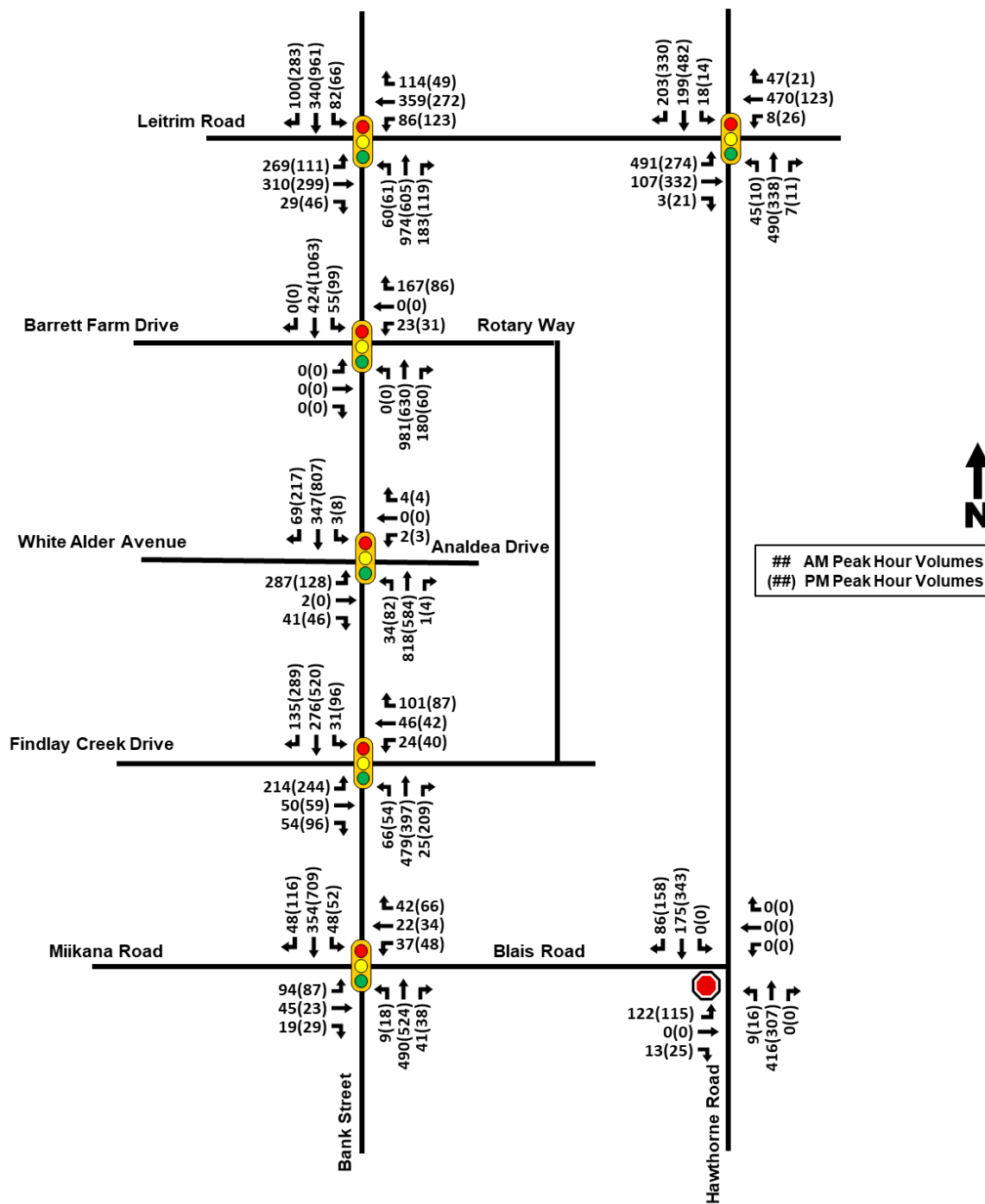


Figure 6 – Existing Traffic Volumes





## 2.7 Existing Roadway Capacity

Figure 7 and Figure 8 below show the 2022 lane capacity and v/c ratio from EMME model data. The model plots are included in Appendix B.

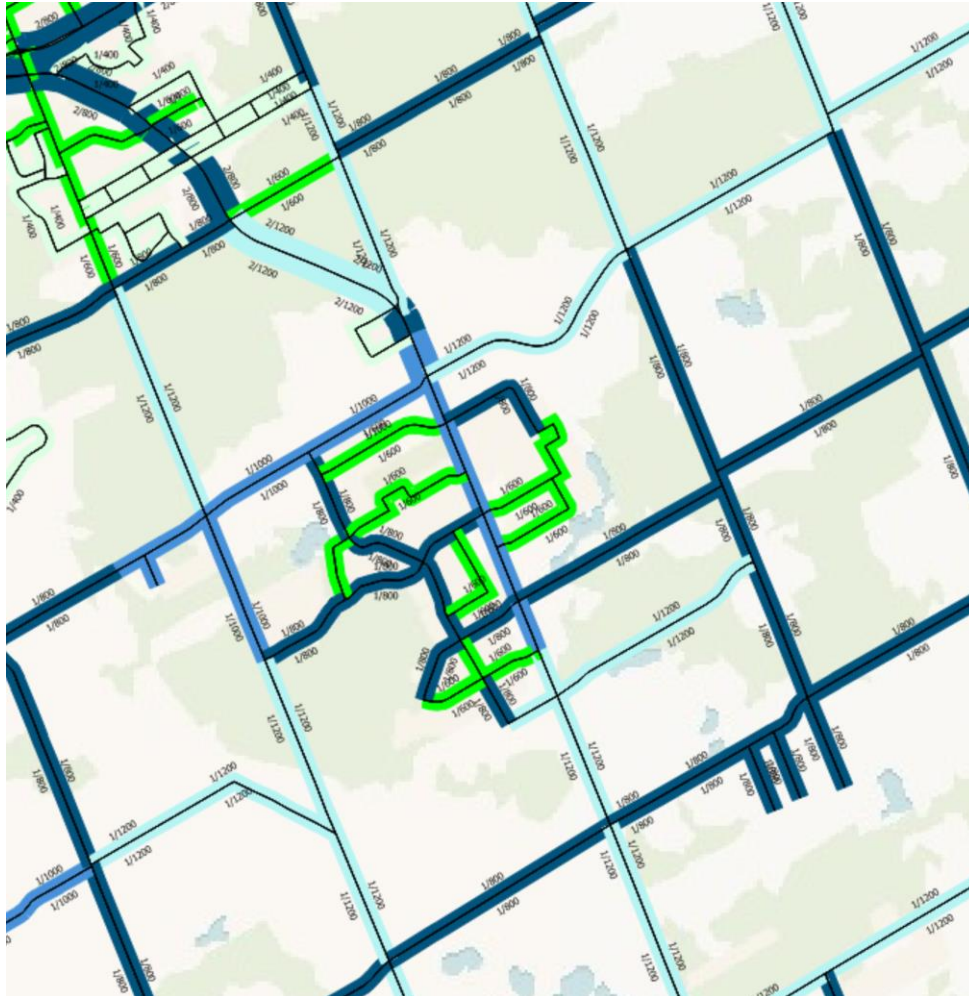


Figure 7 – 2022 Lane Capacity





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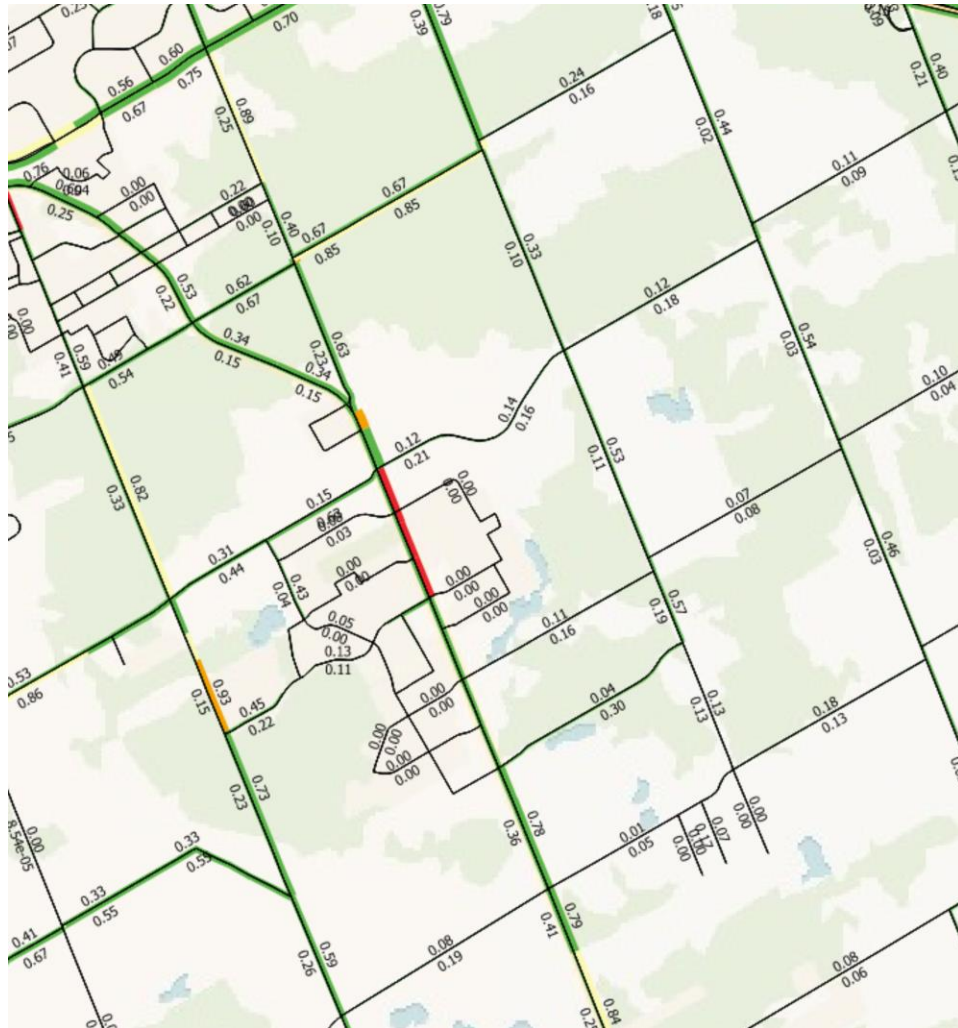


Figure 8 – 2022 v/c Ratio, AM

Using the EMME model data and referencing the existing traffic volumes, existing capacity was estimated for various key points around the site considering the AM peak directions as shown below in Table 2.

Table 2 – Estimated Existing Capacity, AM

Street	Approximate Volume	Lanes per direction	Capacity per lane (vphpl)	v/c
Bank Street, northbound, Orville Kemp to Leitrim	1,603	2	1,000	0.80
Bank Street, northbound, Findlay Creek to Leitrim	1,031	1	1,000	1.03
Leitrim Road, westbound, Kelly Farm to Bank	151	1	1,000	0.15



Hawthorne Road, northbound, Leitrim to Blais	428	1	800	0.54
Hawthorne Road, northbound, Leitrim to Davidson	396	1	1,200	0.33

In the study area, the only segment that is currently overcapacity is northbound on Bank Street from Findlay Creek Drive to Leitrim Road. Additionally, northbound on Bank Street from Orville Kemp Street to Conroy Road is nearing capacity with a v/c ratio between 0.9 and 1.0. With the exception of the overcapacity road segment on Bank Street, most of the roadways surrounding the subject lands have residual capacity.

### 3 Planned Conditions

#### 3.1 Changes to the Transportation Network

There are no planned projects directly within the boundaries of the subject lands from the 2013 Transportation Master Plan (TMP). However, there are several projects from the 2013 TMP that fall within the broader area that are relevant to the future transportation context of the lands, as shown in Figure 9 and Figure 10, and described in Table 3. The Network Concept includes projects that would achieve the TMP's target for travel behaviour and level of service, while the Affordable Network is a subset of projects that is affordable with the City's funding.



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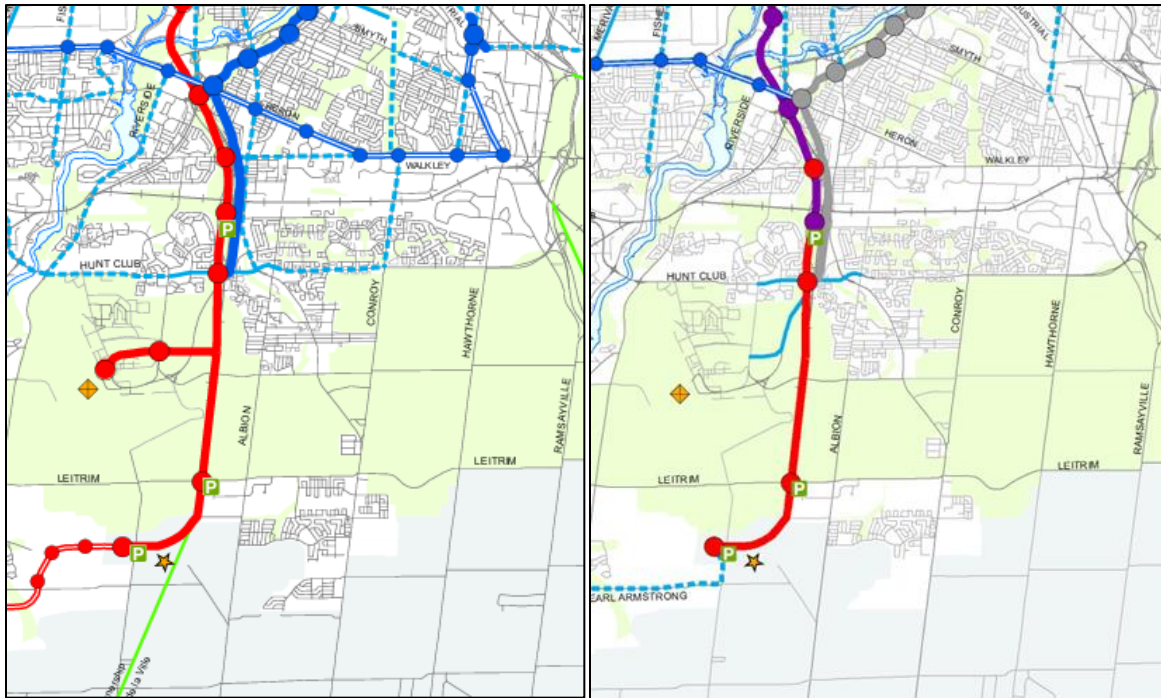


Figure 9 – 2013 Transportation Master Plan, Transit

2031 Transit, Network Concept (Left) and Affordable Network (Right)

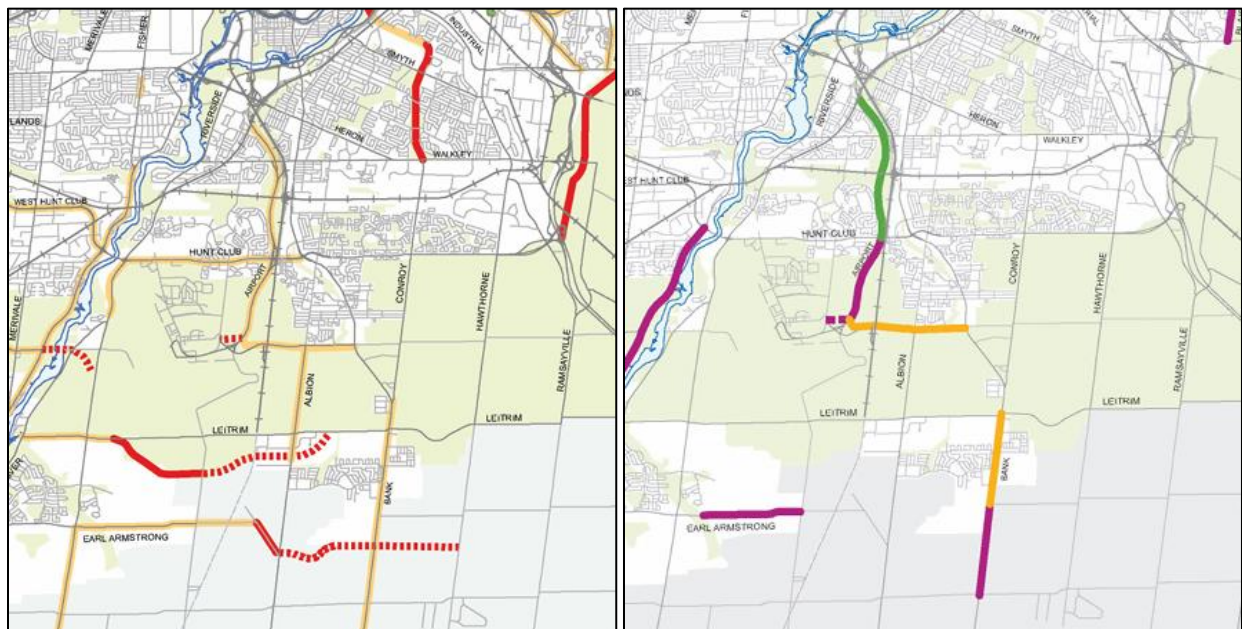


Figure 10 – 2013 Transportation Master Plan, Roads

2031 Roads, Network Concept (Left) and Affordable Network (Right)



*Table 3 – 2013 Transportation Master Plan, Transit and Roads Project Description*

Project	General Description
Albion Road (Network Concept)	Widen from two to four lanes between Leitrim Road and Lester Road
Bank Street (Affordable Network and Network Concept)	Affordable: Widen from two to four lanes between Leitrim Road and Rideau Road Concept: Widen from two to four lanes between Rideau Road and Parkway Road
Earl Armstrong (Affordable Network and Network Concept)	Affordable: Widen from two to four lanes between Limebank Road and Bowesville Road Concept: New two-lane road between Albion Road and Bank Street Concept: New two-lane road between Bank Street and Hawthorne
Hunt Club Road (Affordable Network and Network Concept)	Concept: Transit signal priority and queue jump lanes at selected intersections between Conroy Road and Albion Road Affordable: Road widening to provide exclusive bus lanes and transit signal priority between Albion Road and Uplands Drive.
Leitrim Road (Network Concept)	New four-lane re-aligned road between Limebank Road and Albion Road
Lester Road (Affordable Network and Network Concept)	Widen from two to four lanes between Airport Parkway and Bank Street

The City of Ottawa is currently undertaking an update to their TMP, with Part 2 – Capital Infrastructure Plan nearing completion as of June 2025. Therefore, the projects in the 2025 TMP are better suited for this assessment of future transportation conditions.

A recent update to the draft materials includes projects in the 2046 horizon. The transit and roadway projects are shown in Figure 11, Figure 12, and Table 4 below. The Needs Based Network is equivalent to the 2013 TMP's Network Concept, and the Priority Network is equivalent to the 2013 TMP's Affordable Network. There are no projects directly within the subject lands but an increase in transit projects near the lands is noted in the 2025 TMP when compared to the 2013 TMP, which is intended to support growth in the Findlay Creek community and transit connectivity to other communities.





## Transportation Report – Leitrim East Lands

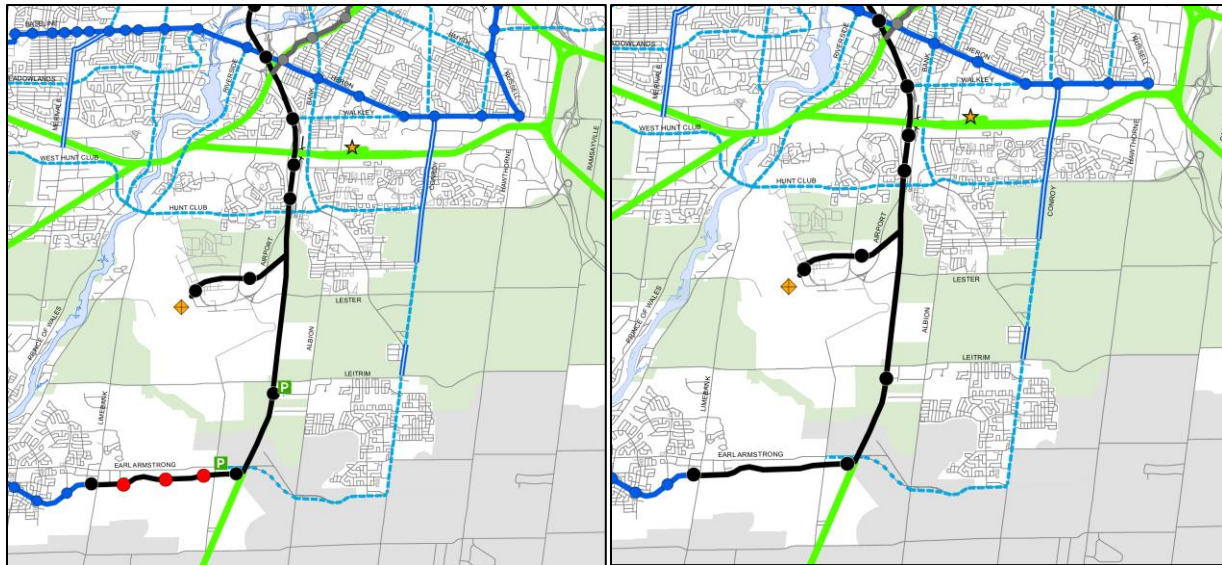


Figure 11 – 2025 Transportation Master Plan Part 2 Draft, Transit

2046 Transit Network, Needs Based (Left) and Priority Network (Right)

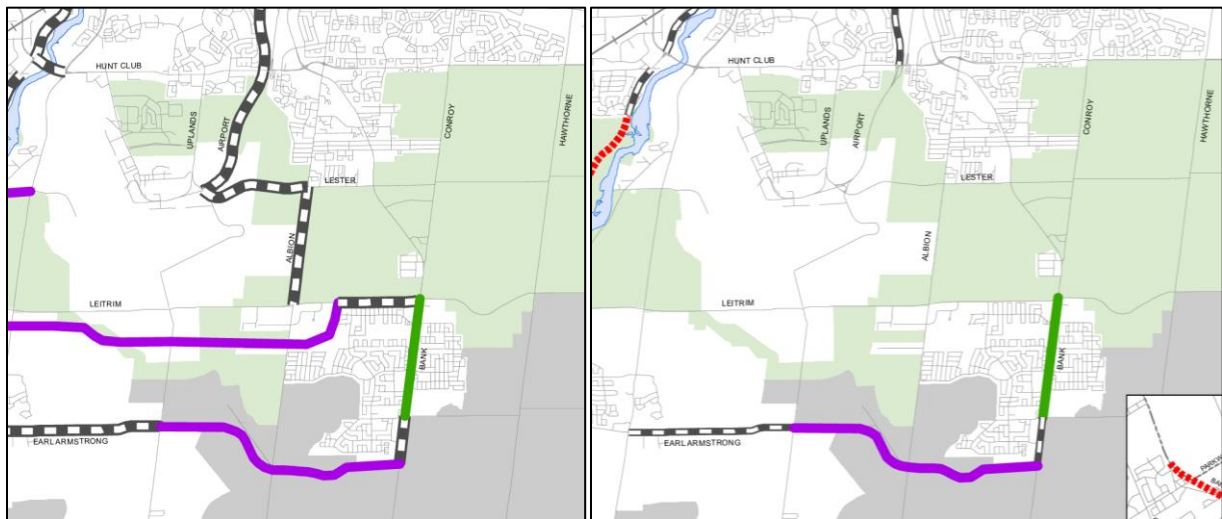


Figure 12 – 2025 Transportation Master Plan Part 2 Draft, Roads

2046 Roads Network, Needs Based (Left) and Priority Network (Right)



## Transportation Report – Leitrim East Lands

*Table 4 – 2025 Transportation Master Plan Part 2 Draft, Transit and Roads Project Description*

Project	General Description
Albion Road Widening (Needs Based)	Widen from two to four lanes between Leitrim Road and Lester Road.
Bank Street (Needs Based and Priority)	<p>Widen from two to four lanes between Blais Road and Earl Armstrong Road Extension. Shown as a Committed Project (in green line).</p> <p>It is also noted as a Transit Priority Corridor from Leitrim Road to Earl Armstrong Extension (in dashed blue line).</p>
Conroy Road Transit Corridor (Priority)	Continuous bus lanes between Walkley Road and Leitrim Road, except transit priority measures between Rosabella and Bank
Earl Armstrong Road Widening (Needs Based and Priority)	Widen from two to four lanes between Limebank Road and Bowesville Road.
Earl Armstrong Road Extension (Needs Based and Priority)	<p>New/upgraded two-lane road between Bowesville Station and Bank Street.</p> <p>It is also noted as a Transit Priority Corridor from Bank Street to Bowesville Station (in dashed blue line).</p>
Heron/Walkley Transitway (Priority)	Billings Bridge to Russell Road. Moved from Needs Based to Priority Network as of June 11, 2025
Leitrim Road (Needs Based)	Re-align and widen from two to four lanes between Limebank Road and Bank Street

Figure 13 and Table 5 below show the planned active transportation projects in the study area from the 2023 TMP Part 1 and their proposed prioritization from the 2025 TMP Part 2 draft.



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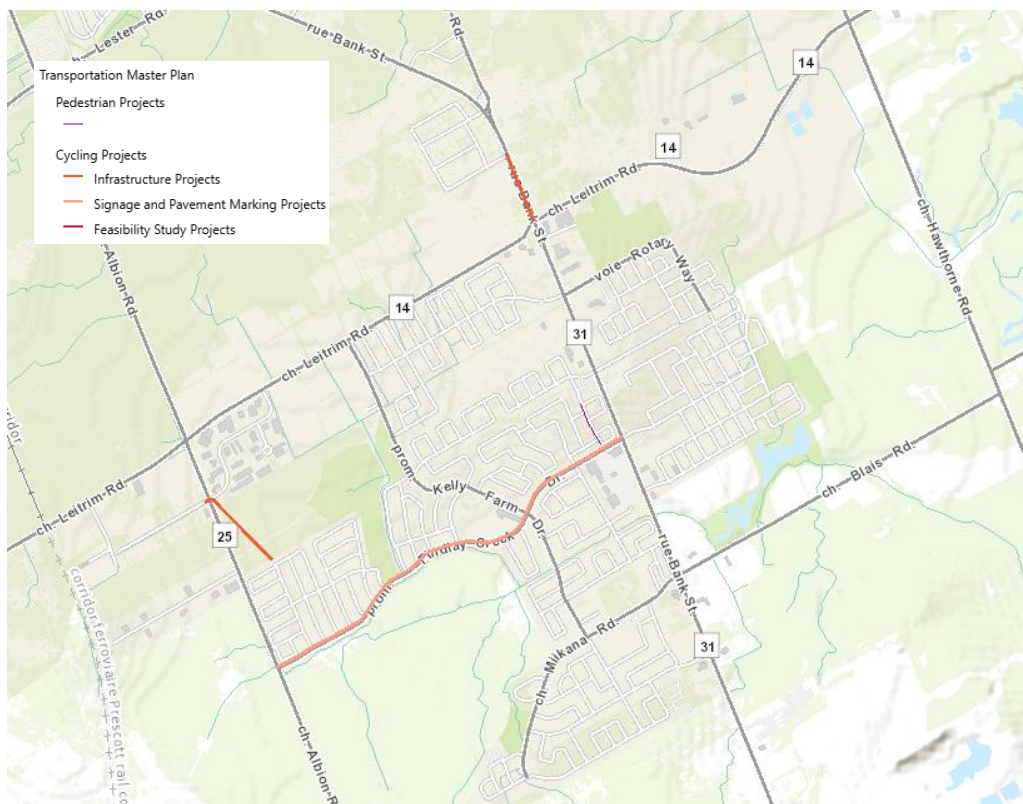


Figure 13 – 2023 Transportation Master Plan Part 1, Active Transportation Projects (Source: GeoOttawa)

Table 5 – Transportation Master Plan, Active Transportation Projects Prioritization

Project	Proposed Prioritization
Paved shoulders on Bank Street from Leitrim Road to Orville Kemp Street	First Phase
Sidewalk along Meadowlilly Road between Purple Finch Crescent and Cache Bay Crescent	Later Phase
Bike lanes where feasible on Findlay Creek Drive	First Phase
Leitrim Station Pathway – a multi-use pathway connecting Findlay Creek to Leitrim LRT station via Quinn Road	First Phase

Three of the four projects in Findlay Creek are noted to be in the first phase of prioritization, which would enhance active transportation infrastructure in the community.

## 3.2 Other Study Area Developments

There are no active development applications within the vicinity of the study area. A recent development application at 4789 Bank Street was active from 2017 to 2020. This was a subdivision and zoning bylaw



application to permit a 467-unit urban residential subdivision with mixed-use development along Bank Street. Most of the subdivision appears to have been constructed.

Although there is no active development application, the City of Ottawa is currently undertaking the Tewin Community Design Plan and Secondary Plan. The new Tewin community (Future Neighbourhood Overlay) will be a large development, located approximately 5.5km east of the site and generally bound by Leitrim Road, Ramsayville Road, Farmers Way, and Thunder Road. The new community may accommodate up to 35,000 and 45,000 residents and thousands of jobs.

## 4 Forecasting

### 4.1 Trip Generation

#### 4.1.1 Trip Generation Rate

The total lands are approximately 605 acres, with a total developable area of 333 acres (56%). A total of 4711 units are projected. The proposed unit breakdown is 2,356 single-detached houses (50%), 471 townhouses (10%), 942 back-to-back townhouses (20%), and 942 stacked townhouses (20%). No employment or commercial uses have been assumed at this time.

In this assessment, trip generation estimated for each land use type based on the recommended residential trip generation rates from the 2020 TRANS Trip Generation Manual prepared by WSP and the directional splits from corresponding land use codes from ITE, as shown below in Table 6.

*Table 6 – Residential Trip Generation Rates*

Land Use	Land Use Code	AM Peak Hour	PM Peak Hour
Single-Family Detached Housing	210	2.05 25% entering, 75% exiting	2.48 63% entering, 37% exiting
Multifamily Housing (Low-Rise)	220	1.35 24% entering, 76% exiting	1.58 63% entering, 37% exiting

#### 4.1.2 Site-Generated Trips

Total person trips calculated for the subject lands in the peak period are shown below in Table 7.





*Table 7 – Projected Site Person Trip Generation by Land Use Type, Peak Period*

Land Use	Units	AM			PM		
		In	Out	Total	In	Out	Total
Single-Family Detached Housing	2356 du	1207	3622	4830	3681	2162	5843
Multifamily Housing (Low-Rise)	2355 du	763	2416	3179	2344	1377	3721
Total Person Trips		1970	6039	8009	6025	3539	9564

Therefore, a total of 8,009 and 9,564 two-way person trips are projected in the AM peak period and PM peak period respectively.

## 4.1.3 Mode Share

The total projected person trips are subdivided by mode share values to determine the number of person trips arriving and departing by travel mode. The subject site falls within the South Gloucester / Leitrim District as identified in the 2020 TRANS Trip Generation Manual, where the associated residential mode share values are shown in Table 8 for single-detached housing and low-rise multifamily housing. However, a future mode share will be assumed in subdividing site person trips. This is explained in the subsequent section.

*Table 8 – South Gloucester / Leitrim District Residential Mode Share*

Mode	Single-Detached		Low-Rise Multifamily Housing	
	AM	PM	AM	PM
Auto Driver	54%	55%	59%	62%
Auto Passenger	24%	25%	20%	18%
Transit	12%	9%	16%	17%
Cycling	1%	1%	1%	1%
Walking	9%	10%	4%	3%

### 4.1.3.1 Future Mode Share

Based on the study's horizon year of 2046, planned changes to the transportation network, and general Official Plan policy directions, some increase in transit, cycling, and walking mode share is anticipated. Further stages in the development process will also ensure that the design of the subject lands can support local walking and cycling trips within the neighbourhood and the Findlay Creek community. Additionally, Official Plan Big Policy Move 2 states that by 2046 the majority of trips in the city will be made by sustainable transportation. Residential mode share from the 2020 TRANS Trip Generation Manual for similar suburban districts were also considered. With this in mind, the future mode share assumptions were set for the subject lands with auto driver decreasing to 49% and sustainable modes increasing accordingly. The resulting mode share is shown in Table 9.



## Transportation Report – Leitrim East Lands

*Table 9 – Future Mode Share*

Mode	Single-Detached Housing		Low-Rise Multifamily Housing	
	AM	PM	AM	PM
Auto Driver	49%	49%	49%	49%
Auto Passenger	24%	25%	20%	18%
Transit	15%	13%	19%	20%
Cycling	2%	2%	2%	2%
Walking	10%	11%	10%	11%

These future mode share targets were applied to the person trip generation, followed by the conversion of the peak period values to peak hour using the rates from the 2020 TRANS Trip Generation Manual as the Manual reports trip generation rates by peak period. The resulting values are shown in Table 10 below.

*Table 10 – Projected New Single-Detached and Multifamily (Low-Rise) Modal Site Trip Generation, Peak Hour*

Single-Detached Housing	Mode Share		AM			PM		
	AM	PM	IN	OUT	TOTAL	IN	OUT	TOTAL
Auto Driver	49%	49%	284	852	1136	794	466	1260
Auto Passenger	24%	25%	139	435	574	405	238	643
Transit	15%	13%	100	259	359	225	132	357
Cycling	2%	2%	14	42	56	35	21	56
Walking	10%	11%	70	231	301	211	124	334
<b>TOTAL</b>	<b>100%</b>	<b>100%</b>	<b>607</b>	<b>1819</b>	<b>2426</b>	<b>1669</b>	<b>980</b>	<b>2650</b>
Multifamily Housing (Low-Rise)	Mode Share		AM			PM		
	AM	PM	IN	OUT	TOTAL	IN	OUT	TOTAL
Auto Driver	49%	49%	179	568	748	505	297	802
Auto Passenger	20%	18%	73	232	305	186	109	295
Transit	19%	20%	80	252	332	220	129	350
Cycling	2%	2%	9	28	37	23	13	36
Walking	10%	11%	44	140	184	134	79	213
<b>TOTAL</b>	<b>100%</b>	<b>100%</b>	<b>386</b>	<b>1221</b>	<b>1606</b>	<b>1068</b>	<b>627</b>	<b>1695</b>

In summary, the subject lands is projected to generate:

- 2,426 two-way trips from single-detached housing in the AM peak hour
- 1,606 two-way trips from multifamily (low-rise) housing in the AM peak hour



**= 4,032 total two-way person trips in the AM peak hour**

- 2,650 two-way trips from single-detached housing in the PM peak hour
- 1,695 two-way trips from multifamily (low-rise) housing in the PM peak hour

**= 4,345 total two-way person trips in the PM peak hour**

With regards to auto driver trips, the subject lands is projected to generate:

- 1,136 two-way auto driver trips from single-detached housing in the AM peak hour
- 748 two-way auto driver trips from multifamily (low-rise) housing in the AM peak hour

**= 1,884 total two-way auto driver trips in the AM peak hour**

- 1,260 two-way auto driver trips from single-detached housing in the PM peak hour
- 802 two-way auto driver trips from multifamily (low-rise) housing in the PM peak hour

**= 2,062 total two-way auto driver trips in the PM peak hour**

#### **4.1.4 Trip Distribution and Assignment**

The projected distribution of site-generated vehicular traffic was derived based on existing travel patterns as indicated by the 2011 TRANS Origin-Destination travel survey, existing AM and PM peak hour volumes, the site's connections to/from the surrounding road network, and logical trip routings.

There is currently no concept plan for the transportation network within the subject lands. Therefore, no new roadways on the lands were assumed for the purposes of this transportation assessment. Traffic volumes were assigned to existing roadways that touch the subject lands, which include Blais Road, Hawthorne Road, and two points identified in the existing Findlay Creek neighbourhood road network that appear as potential road extensions: Chamomile Way and Rosales Ridge. This is shown in Figure 14.



## Transportation Report – Leitrim East Lands



Figure 14 – Potential Road Extension Points

The following approximate distribution and assignment of projected site-generated traffic was assumed for the residential uses, as shown in Table 11. The resulting site-generated traffic volumes are shown in Figure 15.

Table 11 – Proposed Residential Trip Distribution and Assignment

%	Distribution Direction	IN Assignment		OUT Assignment	
55%	To/From North	40%	via Bank/Conroy	40%	via Bank/Conroy
		40%	via Hawthorne	40%	via Hawthorne
		20%	via Albion	20%	via Albion
10%	To/From South	70%	via Bank	70%	via Bank
		30%	via Hawthorne	30%	via Hawthorne
5%	To/From East	40%	via Leitrim	40%	via Leitrim
		20%	via Hawthorne	20%	via Hawthorne
		40%	via Hawthorne from Highway	40%	via Hawthorne toward Highway
30%	To/From West	40%	via Leitrim	40%	via Leitrim
		10%	via Bank from north	10%	via Bank to north
		20%	via Bank from south	20%	via Bank to south



# Transportation Report – Leitrim East Lands

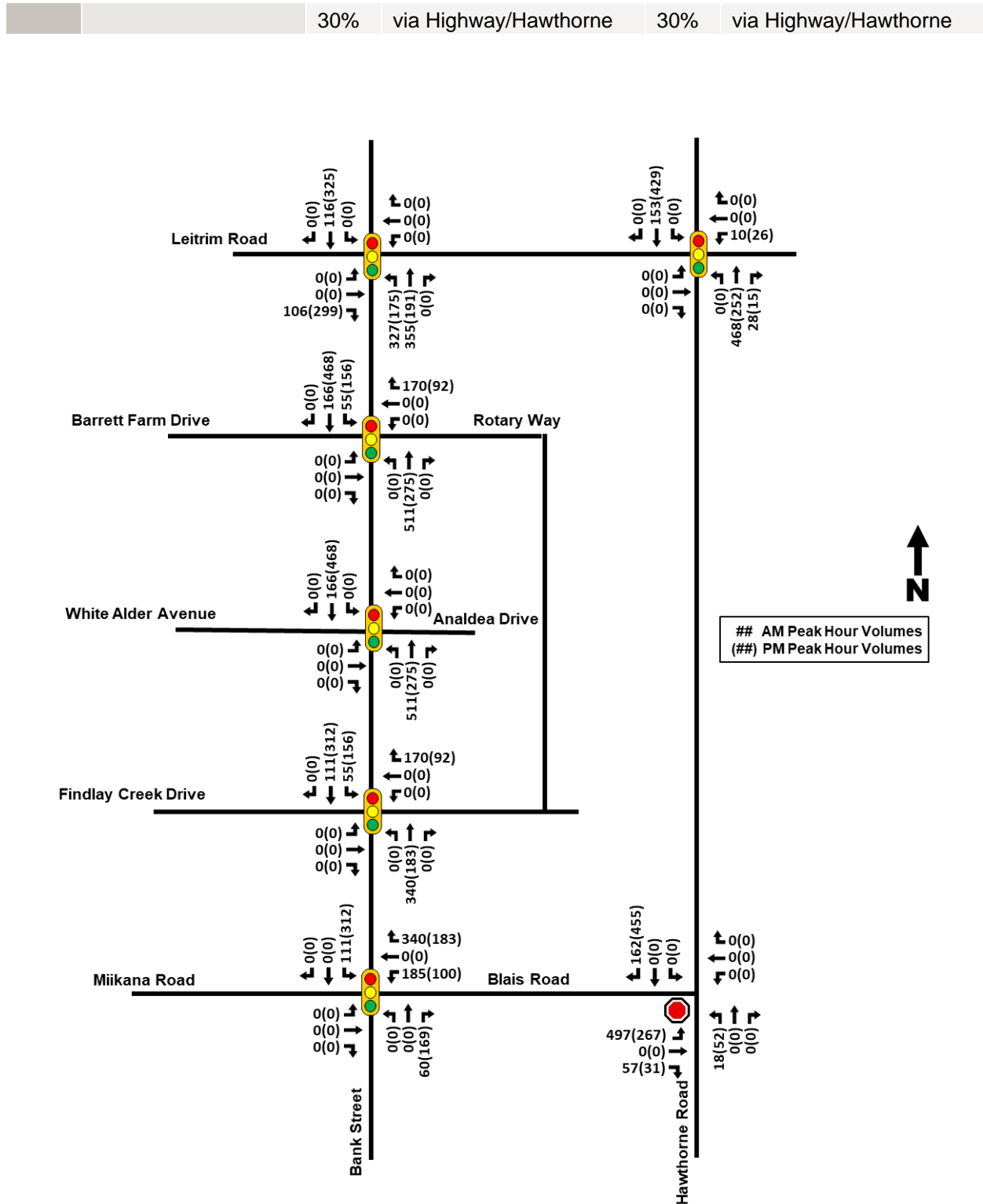


Figure 15 – Projected Site-Generated Traffic



## 5 Future Road Network Travel Demands

### 5.1 General Background Growth

Using the 2022 and 2046 EMME model provided by the City of Ottawa, the following growth rates in Table 12 were assumed for corridors in the study area. A corridor average was used for Bank and Leitrim to balance outliers. Nonetheless, there is a significant growth in the westbound direction on the Leitrim corridor that is likely attributed to the future Tewin community east of the site.

*Table 12 – EMME Background Growth Rates*

Street	Section	Direction	Average Annual % Growth
Bank Street	Mitch Owens-Rideau	NB	2.0%
		SB	1.8%
Leitrim Road	Kelly Farm Dr-Ramsayville	EB	2.4%
		WB	7.0%
Blais Street	Bank-Hawthorne	EB	2.8%
		WB	4.1%
Hawthorne Road	Blais-Leitrim	NB	2.0%
		SB	1.2%
	Davidson-Leitrim	NB	3.9%
		SB	1.6%
	Rideau-Blais	NB	5.4%
		SB	1.1%
Findlay Creek Drive	Cedar Creek-Bank	EB	1.1%
		WB	1.3%

As discussed in Section 3.1, the 2013 TMP and 2025 TMP Part 2 draft shows planned projects in the area. For the purposes of the transportation assessment, it will be assumed that Bank Street will be widened from two to four lanes between Leitrim Road and Blais Road in the 2046 horizon as it is shown as a committed project in the 2025 TMP Part 2 draft.

### 5.2 Other Developments

As discussed in Section 3.2, there are no other active development applications within the study area. A zoning bylaw and subdivision application at 4789 Bank Street was active from 2017 to 2020. The application entailed a 467-unit urban residential subdivision with mixed-use development along Bank Street. Most of the subdivision appears to have been constructed.





Although there is no active development application, the City of Ottawa is currently undertaking the Tewin Community Design Plan and Secondary Plan. The new Tewin community (Future Neighbourhood Overlay) will be a large development, located approximately 5.5km east of the site and generally bound by Leitrim Road, Ramsayville Road, Farmers Way, and Thunder Road. The new community may accommodate up to 35,000 and 45,000 residents and thousands of jobs.

### 5.3 Future Background Roadway Capacity

Figure 16 and Figure 17 below show the 2046 lane capacity and v/c ratio from EMME model data. 2046 base case volumes are shown in Figure 18. The model plots are included in Appendix B.

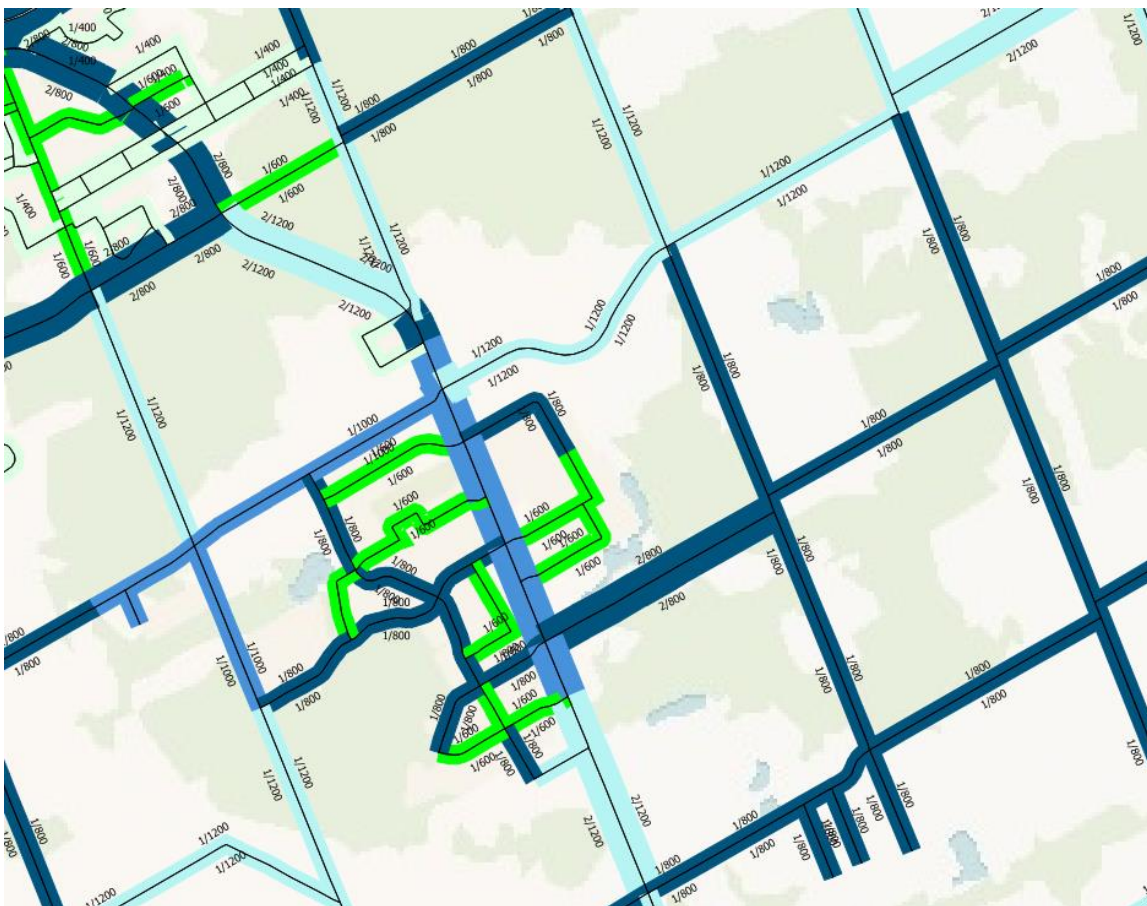


Figure 16 – 2046 Lane Capacity

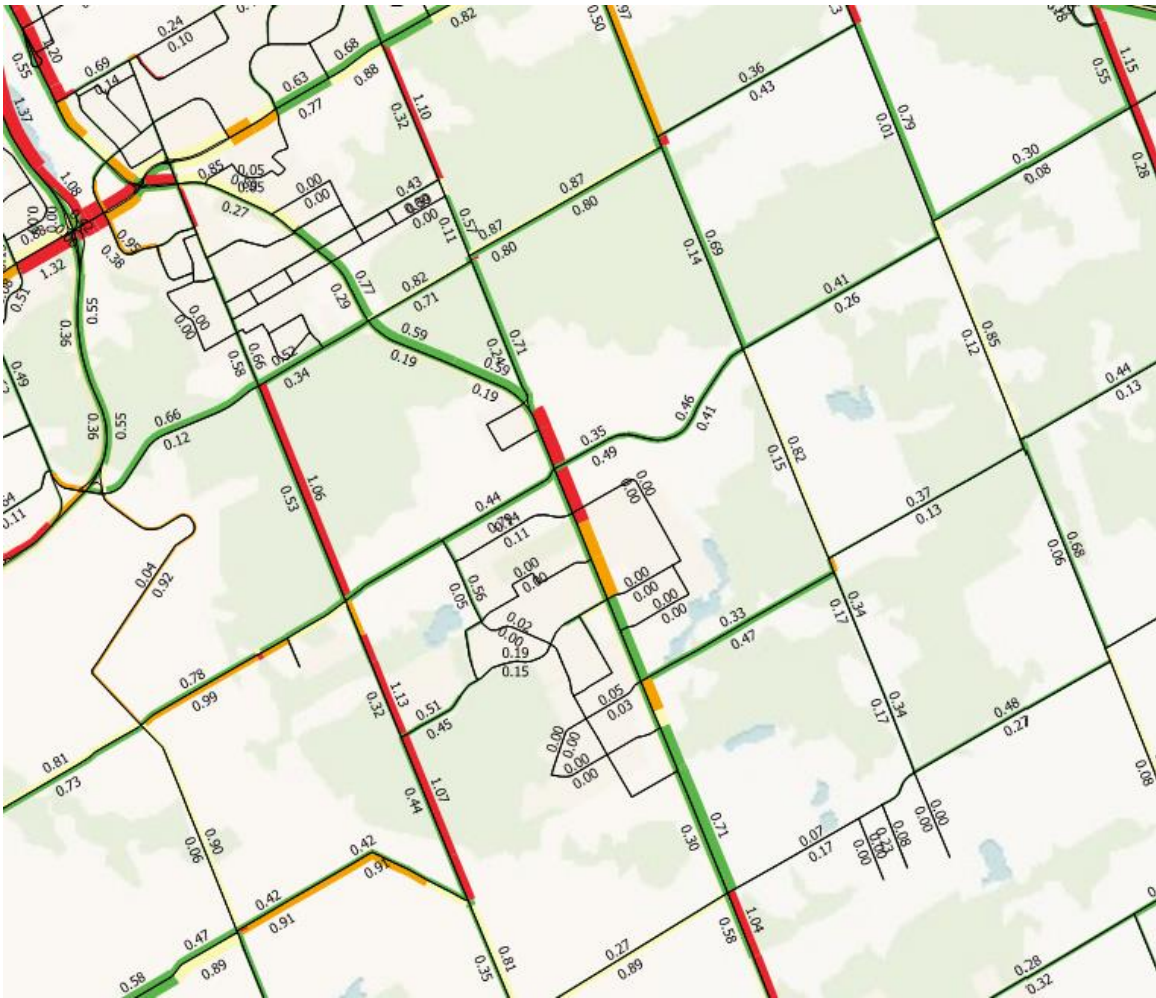


Figure 17 – 2046 v/c Ratio, AM





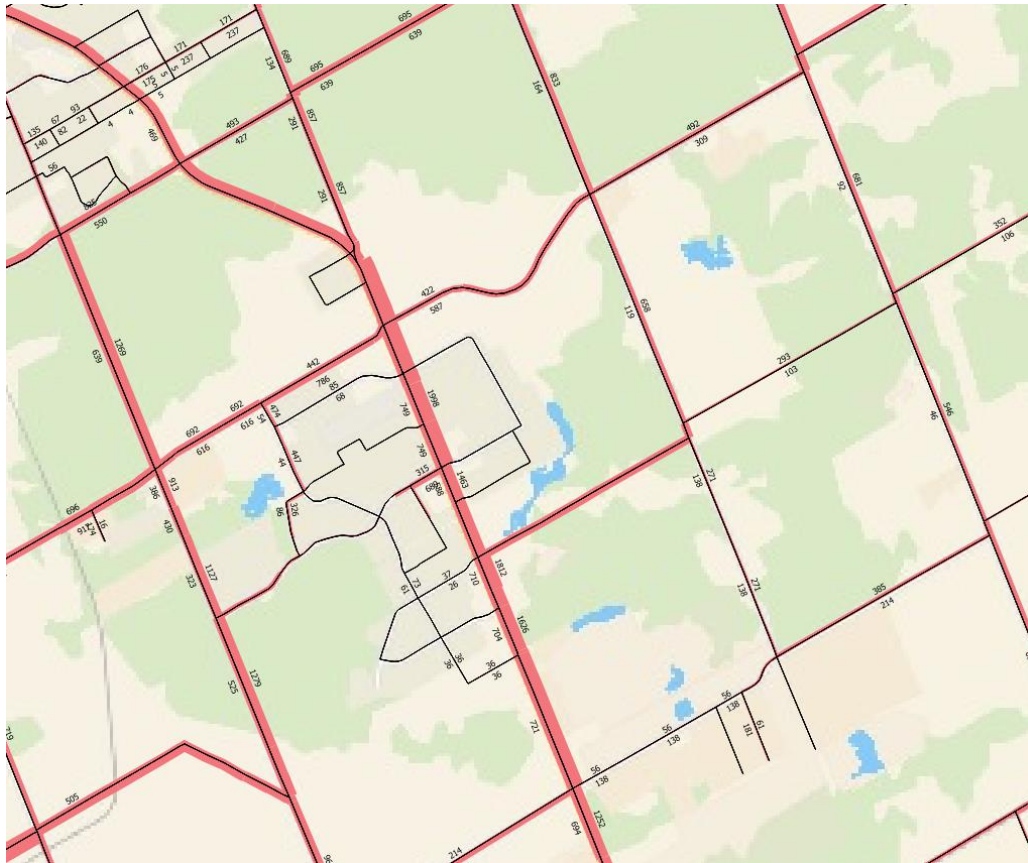


Figure 18 – 2046 Volumes, AM

## 5.4 Future Total Roadway Capacity

Based on the model, Table 13 below shows estimated roadway capacity for various key points around the study area considering AM peak directions.

Table 13 – Estimated Future Roadway Capacity, AM 2046

Street	Approximate Background Volume	Lanes per direction	Capacity per lane (vphpl)	Background v/c	Site-Generated Trips, AM	Total v/c
Bank Street, northbound, Leitrim to Conroy	2,050	2	1000	1.02	355	1.20
Bank Street, northbound, Findlay Creek to Rotary	1,998	2	1,000	0.99	511	1.25



## Transportation Report – Leitrim East Lands

Leitrim Road, westbound, Bank to Kelly Farm	442	1	1,000	0.44	327	0.77
Hawthorne Road, northbound, Blais to Leitrim	658	1	800	0.82	497	1.44
Hawthorne Road, northbound, Leitrim to Davidson	833	1	1,200	0.69	468	1.08

Bank Street northbound from Leitrim to Conroy is projected to be over capacity in 2046. Bank Street northbound from Findlay Creek to Rotary Way is approaching capacity with a v/c ratio of 0.99 in the Future Background scenario, and over capacity with addition of site-generated trips from the subject lands. Hawthorne Road northbound from Blais to Leitrim, and Leitrim to Davidson may also become over capacity with the addition of site-generated trips from the subject lands. It is also noted from the v/c ratio model that various segments of Albion Road are already projected to be over capacity in the Future Background scenario.

Given these road capacity projections, there are some other considerations to be made for the 2046 horizon. Auto drivers may avoid over capacity routes northbound on Bank and Albion and distribute themselves across the road network by utilizing the remaining capacity westbound/eastbound on Leitrim. Additionally, the two-lane extension of Earl Armstrong to Bank Street as a Priority Network project in the new TMP would create a key east-west arterial connection that may provide another option for trips destined north (via Limebank Road or Riverside Drive) and west (via Vimy Memorial Bridge / Standherd Drive).

## 6 Development Design

As this Official Plan Amendment application aims to redesignate the subject lands with a Future Neighbourhood Overlay, Official Plan Policy 5.6.2.1 can be referred to for direction on the site's transportation network: 'Create 15-minute neighbourhoods supported by funded transit and infrastructure'.

There is currently no concept plan for the transportation network within the subject lands. There are opportunities further in the planning process to ensure that the site's transportation network supports 15-minute neighbourhoods to connect residents with local destinations, where sustainable transportation is prioritized, and uses the existing and planned transportation infrastructure in an efficient manner. It is recommended that:

- Future plans and designs of the on-site road network adhere to City of Ottawa standards and focus on Complete Street principles, contributing towards the creation of 15-minute neighbourhoods,



- Protected intersections be provided where suitable with the reconstruction of intersections or the construction of new intersections,
- The future road network is a compact grid that supports directness and connectivity of walking, cycling, and transit routes and efficient built form. The fully-connected grid street network should be designed as access streets,
- Future active transportation linkages be made that connect different uses in the neighbourhood and existing adjacent neighbourhoods, such as residential, employment, commercial, service, and recreational amenities, and
- The methods described in the Traffic Calming Manual be applied to future streets.

Subsequent TIAs for subdivision or site plan applications on the subject lands would be subject to a review of the City of Ottawa's Transportation Demand Management Measures Checklist and Transportation Demand Management Supportive Development Design and Infrastructure Checklist, that will consider site-specific design for sustainable modes.

## 7 Boundary Street Design

### 7.1 Access to Collector/Arterial Roadways

The subject lands benefit from access to existing east-west (Blais Road) and north-south (Hawthorne Road) collector roadways. Connections to the existing neighbourhood east of Bank Street via the two locations identified in Section 4.1.4 are additional potential connections to Rotary Way and Findlay Creek Drive collector roadways, and a logical extension of the existing community and its road network. Thus, the subject lands benefit from multiple accesses via the collector roadways to key arterial roadways such as Bank Street, Leitrim Road, and Hawthorne Road north of Leitrim.

Additionally, as described in Section 3.1, the 2013 TMP and 2025 TMP Part 2 draft show planned increase in roadway capacity and connectivity to support growth in the Findlay Creek community in close proximity to the subject lands. Therefore, the subject lands will utilize and benefit from these planned infrastructure improvements on key arterials, specifically the committed widening of Bank Street from two to four lanes and the extension of Earl Armstrong Road to Bank Street as a Priority Network project.

### 7.2 Active Transportation Facilities

To support the change from a rural cross-section to an urban cross-section on the roadways immediately within or along subject lands, new active transportation facilities such as sidewalks and cycling facilities will be required on Blais Road and Hawthorne Road where there is none currently.

Additional active transportation infrastructure improvements are recommended if the future road network is confirmed to connect to the existing road network in the neighbourhood east of Bank Street. For



example, it may be beneficial to extend the planned bike lanes on Findlay Creek Drive to east of Bank Street, to provide an east-west connection through the Findlay Creek community and to the planned MUP to Leitrim Station via Quinn Road.

It is also recommended that the planned reconstruction and new construction of roadways like widening of Bank Street and extension of Earl Armstrong Road use the opportunity to implement Complete Street design that integrates an upgrade of active transportation facilities.

Furthermore, it is noted that Bank Street through Findlay Creek is designated as a Mainstreet Corridor with the Evolving Neighbourhood Overlay as per Official Plan Schedule B7 which will bring a walkable and pleasant corridor design. This presents more opportunities that can complement the creation of 15-minute neighbourhoods on the lands, as parts of the Mainstreet Corridor can be within a 1.5km walking distance from the subject lands.

## 8 Transit

Based on Official Plan policy, Future Neighbourhoods should focus on existing and funded transit infrastructure.

The subject lands present the opportunity to create critical mass that can support increased ridership at Leitrim Station through bus feeder routes. This can entail modifications to the routing of Route 93 and 94 to service the subject lands and increase the headway from 30-minutes to at least 15-minutes so that it is an attractive and convenient option to connect with the O-Train. Such an improvement would benefit not only the residents of the subject lands, but all residents in the area who use Route 93 and 94.

Moreover, significant transit improvements are noted in the 2013 TMP and the 2025 TMP Part 2 draft that shows the City's commitment to enhancing transit infrastructure near the subject lands, which future growth can benefit from. Notably, continuous bus lanes and transit priority corridors are proposed on Conroy Road, and transit priority corridors are proposed in the 2025 TMP Part 2 draft Priority Network on Bank Street and Earl Armstrong extension in the Findlay Creek community. The continuous bus lanes on Conroy in particular adds north-south transit capacity in addition to Line 2.

The transit priority corridor projects suggest that future bus service is anticipated on these roadways. Critical mass from the subject lands can support new bus service on Bank Street, Conroy Road, and the Earl Armstrong extension. The potential new bus service on Bank, Conroy, and Earl Armstrong extension can support future residents of Findlay Creek as a whole, with a direct connection to Bowesville Station to the west or destinations within the greenbelt and Alta Vista district, such as Hurdman Station/O-Train Line 1, and the future transitway on Walkley Road / Heron Road to the north.



## 9 Conclusion

This Transportation Report has been prepared for the Urban and Village Boundary Expansion Official Plan Amendment (OPA) application for the Leitrim East Lands. The subject lands are located immediately east of the existing Findlay Creek neighbourhood. Approximately 4,711 dwelling units are planned for the lands, with a conceptual unit breakdown of 50% single-detached, 10% townhouses, 20% back-to-back townhouses, and 20% stacked townhouses.

### Existing Conditions

The current transportation network near the lands consists of the existing suburban and rural road network in the Findlay Creek neighbourhood. With the exception of the AM peak northbound direction on Bank Street between Leitrim Road and Findlay Creek Drive, there is residual capacity on the existing road network within the general study area.

### Site-Generated Trips

As per the conceptual unit breakdown, the total site generated trips are projected to be 4,032 two-way person trips in the AM peak hour and 4,345 two-way person trips in the PM peak hour. This consists of 1,884 two-way auto driver trips in the AM peak hour and 2,062 two-way auto driver trips in the PM peak hour.

### Future Conditions

Bank Street between Leitrim Road and Conroy Road is projected to be over capacity in the 2046 Future Background conditions. Based on high-level estimates, site-generated trips may cause sections of Bank Street and Hawthorne Road near the lands to be over capacity. There are some considerations that can be made for auto drivers avoiding congested routes and better distribute themselves on the residual capacity available on Leitrim and the Earl Armstrong extension that would create another arterial connection to Limebank Road, Riverside Drive, and Strandherd Road.

### Development and Boundary Street Design

There is currently no concept plan for the transportation network within the subject lands. There are opportunities in the planning process to ensure that the site's transportation network supports 15-minute neighbourhoods to connect residents with local destinations, where sustainable transportation is prioritized, and uses the existing and planned transportation infrastructure in an efficient manner.

As for the boundary street network, the subject lands benefit from access to existing collectors and various points of connections to key arterials in the area like Bank, Leitrim, and Hawthorne north of Leitrim. Planned changes to the road network like the committed widening of Bank Street from Leitrim to Blais, and extension of Earl Armstrong to Bank Street as a Priority Project indicate future infrastructure projects that are intended to support growth in the Findlay Creek area. New active transportation infrastructure would be required on rural collector roads adjacent to the subject lands to create Complete



## Transportation Report – Leitrim East Lands

Streets, such as Blais Road and Hawthorne Road, as well as on the existing road network in the community adjacent to the subject lands. With regards to transit, an increase in transit priority in the area for the 2025 TMP is noted on Bank, Conroy, and Earl Armstrong extension that would also support growth in the area. The subject lands would help create critical mass to support these future transit projects and ensure adequate ridership not only on these corridors, but also potentially Leitrim Station via enhancement of existing Findlay Creek bus routes.



# Appendices



## **Appendix A Turning Movement Counts**





## Turning Movement Count - Study Results

### BANK ST @ LEITRIM RD

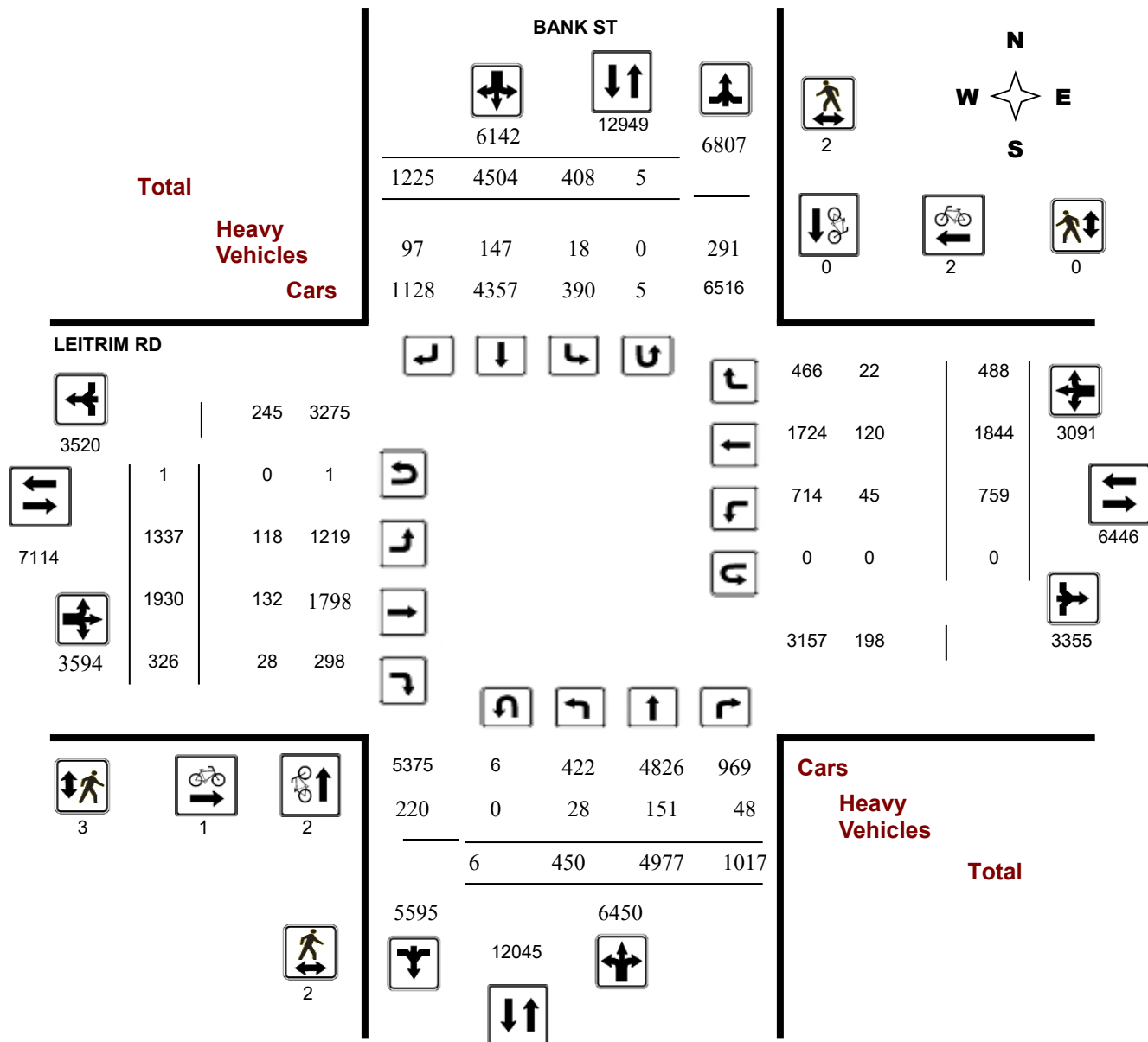
**Survey Date:** Tuesday, March 04, 2025

**Start Time:** 07:00

**WO No:** 42566

**Device:** Miovision

### Full Study Diagram



## Turning Movement Count - Study Results

### BANK ST @ LEITRIM RD

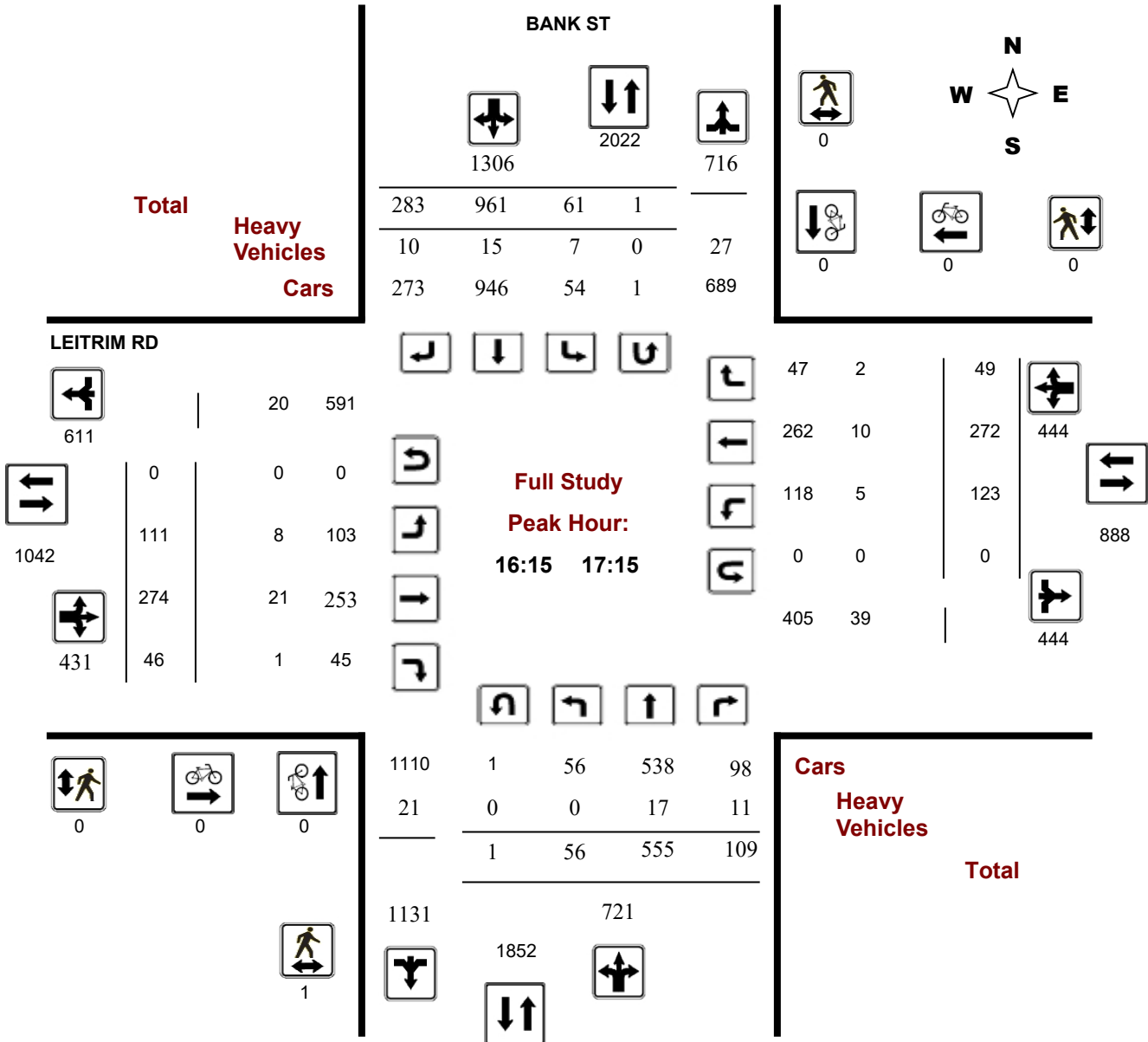
**Survey Date:** Tuesday, March 04, 2025

**WO No:** 42566

**Start Time:** 07:00

**Device:** Miovision

### Full Study Peak Hour Diagram



## Turning Movement Count - Study Results

### BANK ST @ LEITRIM RD

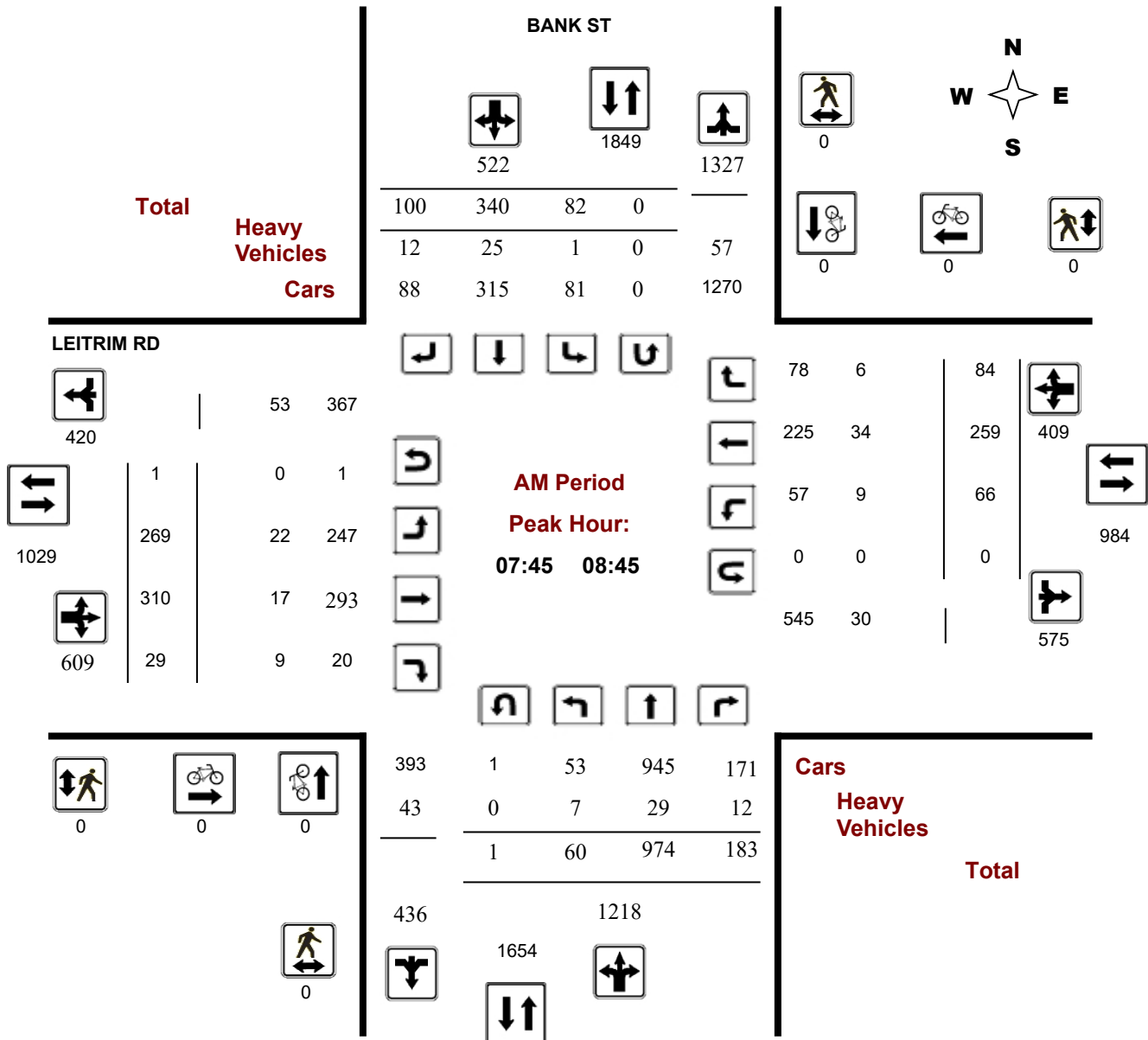
**Survey Date:** Tuesday, March 04, 2025

**WO No:** 42566

**Start Time:** 07:00

**Device:** Miovision

### AM Period Peak Hour Diagram



## Turning Movement Count - Study Results

**BANK ST @ LEITRIM RD**

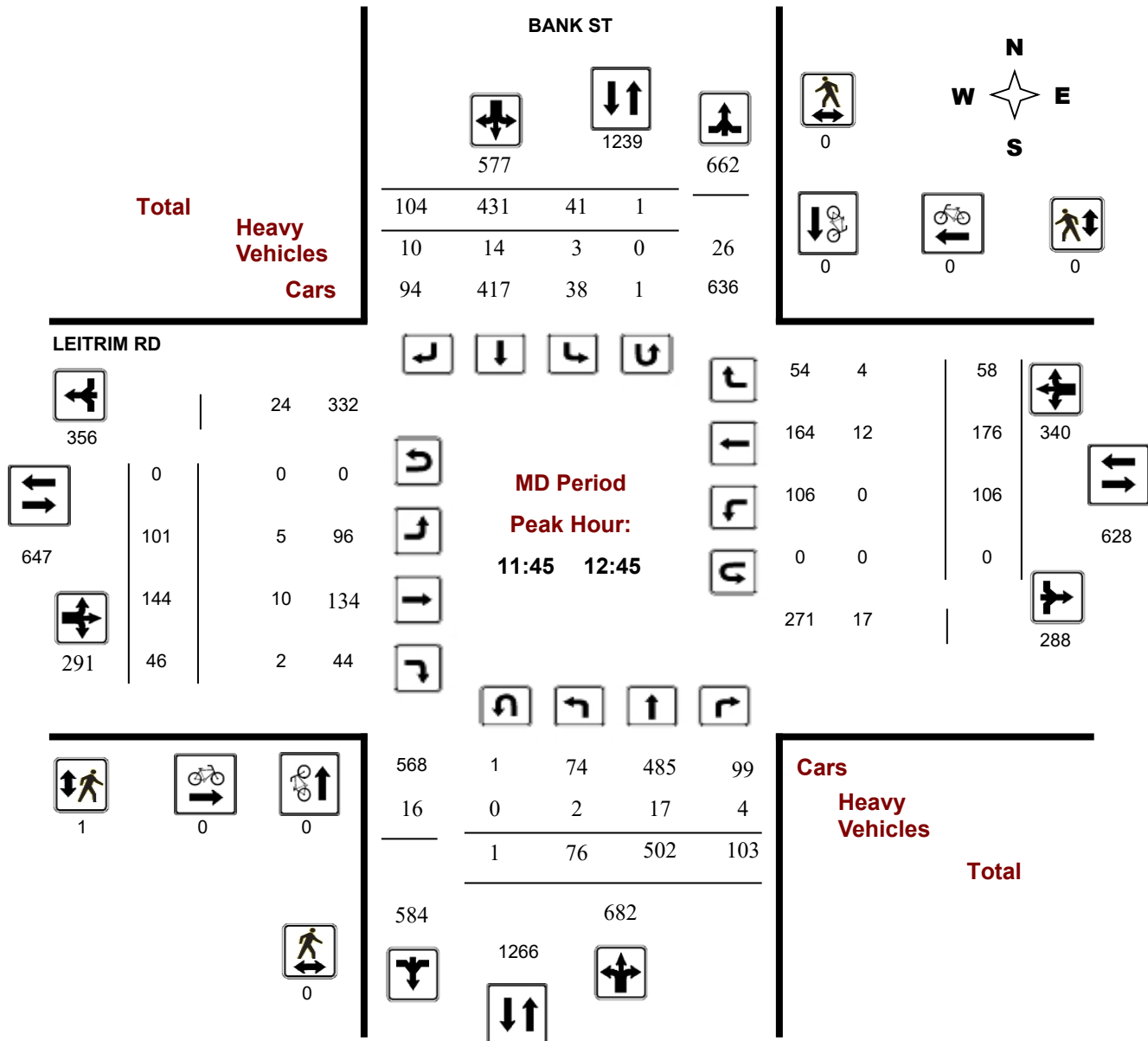
**Survey Date:** Tuesday, March 04, 2025

**WO No:** 42566

**Start Time:** 07:00

Device: Miovision

## MD Period Peak Hour Diagram



## Turning Movement Count - Study Results

**BANK ST @ LEITRIM RD**

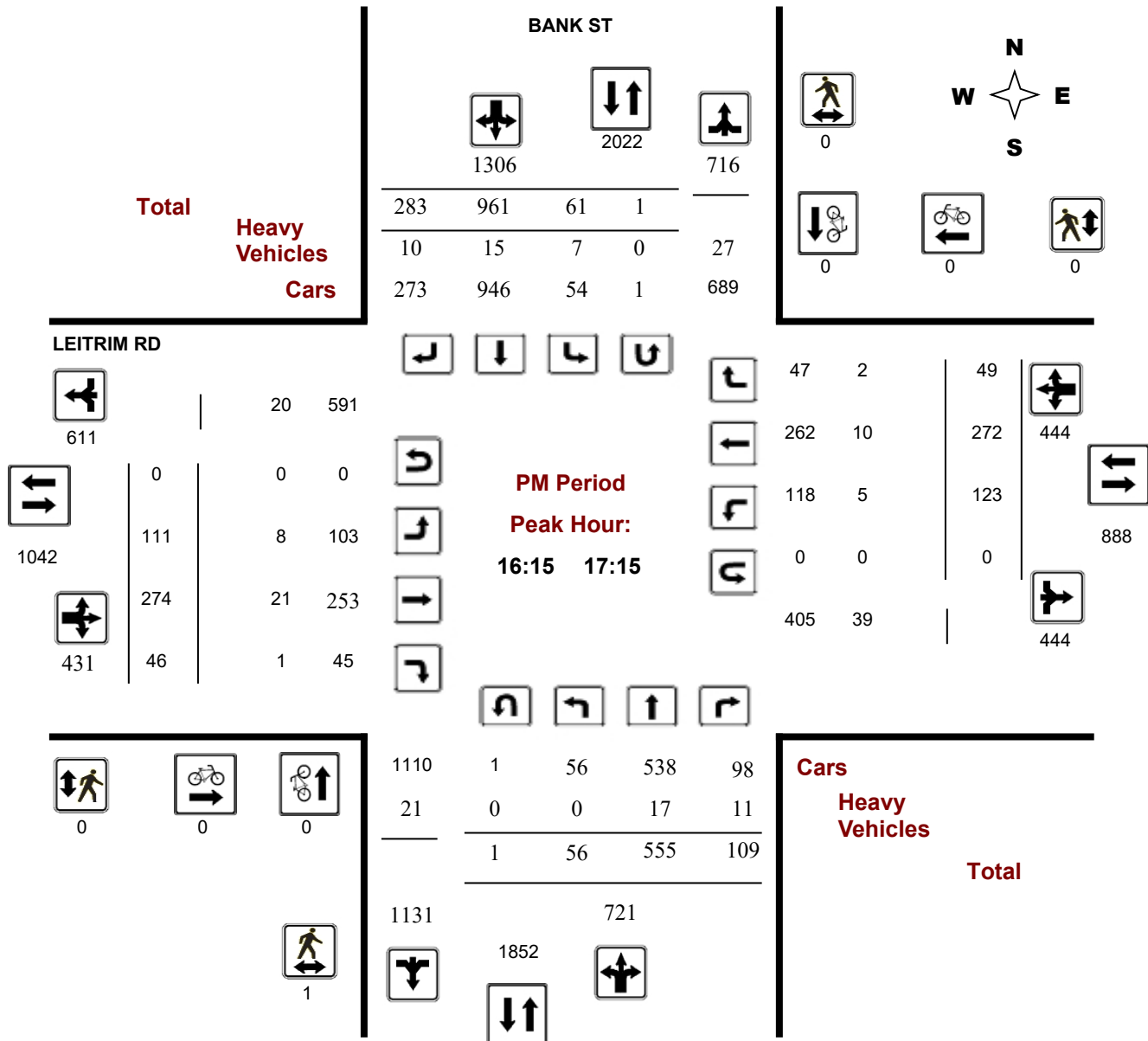
**Survey Date:** Tuesday, March 04, 2025

**WO No:** 42566

**Start Time:** 07:00

Device: Miovision

### PM Period Peak Hour Diagram





# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### BANK ST @ LEITRIM RD

**Survey Date:** Tuesday, March 04, 2025

**WO No:** 42566

**Start Time:** 07:00

**Device:** Miovision

### Full Study Summary (8 HR Standard)

**Survey Date:** Tuesday, March 04, 2025

#### Total Observed U-Turns

Northbound: 6 Southbound: 5  
Eastbound: 1 Westbound: 0

#### AADT Factor

1.00

BANK ST										LEITRIM RD										STR TOT	Grand Total
Period	Northbound				Southbound				STR TOT	Eastbound				Westbound				WB TOT			
	LT	ST	RT	NB TOT	LT	ST	RT	SB TOT		LT	ST	RT	EB TOT	LT	ST	RT					
07:00	08:00	56	901	191	1148	72	243	83	398	1546	188	338	37	563	67	238	88	393	956	2502	
08:00	09:00	66	913	188	1167	56	361	115	532	1699	315	320	22	657	57	243	67	367	1024	2723	
09:00	10:00	55	674	160	889	44	398	101	543	1432	336	251	24	611	75	172	45	292	903	2335	
11:30	12:30	73	504	104	681	38	426	109	573	1254	105	152	43	300	94	164	62	320	620	1874	
12:30	13:30	43	442	75	560	41	469	80	590	1150	89	133	54	276	97	152	58	307	583	1733	
15:00	16:00	57	474	93	624	49	750	206	1005	1629	91	262	54	407	124	333	79	536	943	2572	
16:00	17:00	56	541	104	701	52	972	288	1312	2013	102	276	41	419	104	287	46	437	856	2869	
17:00	18:00	44	528	102	674	56	885	243	1184	1858	111	198	51	360	141	255	43	439	799	2657	
Sub Total		450	4977	1017	6444	408	4504	1225	6137	12581	1337	1930	326	3593	759	1844	488	3091	6684	19265	
U Turns		6				5				11	1				0				1	12	
Total		450	4977	1017	6450	408	4504	1225	6142	12592	1337	1930	326	3594	759	1844	488	3091	6685	19277	
EQ 12Hr		626	6918	1414	8966	567	6261	1703	8537	17503	1858	2683	453	4996	1055	2563	678	4296	9292	26795	
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.															1.39						
AVG 12Hr		626	6918	1414	8966	567	8201	2231	8537	17503	1858	2683	453	4996	1055	2563	678	4296	9292	26795	
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.															1.00						
AVG 24Hr		820	9063	1852	11745	743	10743	2923	11183	22929	2434	3515	593	6545	1382	3358	888	5628	12173	35101	
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

### BANK ST @ LEITRIM RD

**Survey Date:** Tuesday, March 04, 2025

**WO No:** 42566

**Start Time:** 07:00

**Device:** Miovision

### Full Study 15 Minute Increments

#### BANK ST

#### LEITRIM RD

##### Northbound

##### Southbound

##### Eastbound

##### Westbound

Time Period	LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT	Grand Total	
07:00	07:15	12	147	41	200	13	48	20	81	281	33	70	7	110	15	54	13	82	192	473
07:15	07:30	18	229	60	307	12	58	23	93	400	51	94	10	155	21	51	20	92	247	647
07:30	07:45	16	239	48	303	18	62	22	102	405	55	96	8	159	10	68	27	105	264	669
07:45	08:00	10	286	42	338	29	75	18	122	460	49	78	12	139	21	65	28	114	253	713
08:15	08:30	13	203	53	270	28	82	33	143	413	73	77	4	154	14	82	16	112	266	679
12:00	12:15	18	124	9	151	19	100	30	150	301	32	39	18	89	30	53	20	103	192	493
08:00	08:15	14	262	46	322	13	82	20	115	437	62	74	11	147	14	61	20	95	242	679
08:30	08:45	23	223	42	288	12	101	29	142	430	85	81	2	169	17	51	20	88	257	687
08:45	09:00	16	225	47	288	3	96	33	132	420	95	88	5	188	12	49	11	72	260	680
09:00	09:15	17	183	41	241	11	92	23	126	367	95	58	7	160	15	47	11	73	233	600
09:45	10:00	13	140	28	181	13	98	19	130	311	62	72	5	139	24	43	9	76	215	526
11:45	12:00	24	148	32	204	6	100	26	132	336	26	38	3	67	26	43	14	83	150	486
13:00	13:15	13	120	22	156	11	134	23	168	324	23	27	12	62	20	37	14	71	133	457
15:00	15:15	22	120	17	159	14	123	27	165	324	17	46	16	79	26	91	19	136	215	539
16:00	16:15	12	122	26	160	6	231	62	299	459	25	69	11	105	17	69	7	93	198	657
16:15	16:30	13	125	35	173	12	249	73	335	508	26	60	5	91	25	83	15	123	214	722
16:45	17:00	19	151	26	197	18	254	87	359	556	19	78	11	108	33	76	14	123	231	787
17:00	17:15	12	136	31	179	15	220	57	292	471	34	67	16	117	36	54	10	100	217	688
17:30	17:45	11	119	20	150	12	223	63	298	448	25	47	15	87	27	68	7	102	189	637
17:15	17:30	11	154	26	191	14	236	65	315	506	29	38	5	72	33	60	16	109	181	687
17:45	18:00	10	119	25	155	15	206	58	279	434	23	46	15	84	45	73	10	128	212	646
09:15	09:30	13	188	50	251	12	107	34	153	404	87	65	5	157	19	38	8	65	222	626
09:30	09:45	12	163	41	216	8	101	25	134	350	92	56	7	155	17	44	17	78	233	583
11:30	11:45	10	109	27	146	9	120	28	158	304	25	39	10	74	15	31	14	60	134	438
12:15	12:30	21	123	36	180	4	106	25	135	315	22	36	12	70	23	37	14	74	144	459
16:30	16:45	12	143	17	172	16	238	66	320	492	32	69	14	115	29	59	10	98	213	705
12:30	12:45	13	107	26	147	12	125	23	160	307	21	31	13	65	27	43	10	80	145	452
12:45	13:00	11	117	21	149	13	115	22	150	299	25	45	17	87	37	38	17	92	179	478
13:15	13:30	6	98	6	110	5	95	12	112	222	20	30	12	62	13	34	17	64	126	348
15:15	15:30	19	110	23	153	14	197	63	274	427	26	60	12	98	35	99	23	157	255	682
15:30	15:45	6	132	33	171	13	206	58	277	448	24	65	12	101	28	66	28	122	223	671
15:45	16:00	10	112	20	142	8	224	58	291	433	24	91	14	129	35	77	9	121	250	683
Total:		450	4977	1017	6450	408	4504	1225	6142	12592	1337	1930	326	3594	759	1844	488	3091	6685	19,277

Note: U-Turns are included in Totals, cyclist volume is not included in totals. For cyclist volumes refer to Cyclist Volume report.





# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### BANK ST @ LEITRIM RD

**Survey Date:** Tuesday, March 04, 2025

**WO No:** 42566

**Start Time:** 07:00

**Device:** Miovision

## Full Study Cyclist Volume

		BANK ST			LEITRIM RD			Grand Total
Time Period		Northbound	Southbound	Street Total	Eastbound	Westbound	Street 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	1	2	2
07:45	08:00	0	0	0	0	0	0	0
08:15	08:30	0	0	0	0	0	0	0
12:00	12:15	0	0	0	0	0	0	0
08:00	08:15	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
09:45	10:00	0	0	0	0	0	0	0
11:45	12:00	0	0	0	0	0	0	0
13:00	13:15	1	0	1	0	0	0	1
15:00	15:15	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
16:45	17:00	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0
17:45	18:00	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
11:30	11:45	0	0	0	0	0	0	0
12:15	12:30	0	0	0	0	0	0	0
16:30	16:45	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
13:15	13:30	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
Total		2	0	2	1	2	3	5



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### BANK ST @ LEITRIM RD

**Survey Date:** Tuesday, March 04, 2025

**WO No:** 42566

**Start Time:** 07:00

**Device:** Miovision

### Full Study Pedestrian Volume

#### BANK ST

#### LEITRIM RD

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	1	1	0	0	0	1
07:45 08:00	0	0	0	0	0	0	0
08:15 08:30	0	0	0	0	0	0	0
12:00 12:15	0	0	0	0	0	0	0
08:00 08:15	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	1	0	1	1
09:45 10:00	1	0	1	0	0	0	1
11:45 12:00	0	0	0	0	0	0	0
13:00 13:15	0	0	0	0	0	0	0
15:00 15:15	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
16:45 17:00	0	0	0	0	0	0	0
17:00 17:15	0	0	0	0	0	0	0
17:30 17:45	0	0	0	0	0	0	0
17:15 17:30	0	0	0	0	0	0	0
17:45 18:00	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
11:30 11:45	0	1	1	1	0	1	2
12:15 12:30	0	0	0	0	0	0	0
16:30 16:45	1	0	1	0	0	0	1
12:30 12:45	0	0	0	1	0	1	1
12:45 13:00	0	0	0	0	0	0	0
13:15 13:30	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
<b>Total .....</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>7</b>



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### BANK ST @ LEITRIM RD

**Survey Date:** Tuesday, March 04, 2025

**WO No:** 42566

**Start Time:** 07:00

**Device:** Miovision

## Full Study Heavy Vehicles

### BANK ST

### LEITRIM RD

Northbound

Southbound

Eastbound

Westbound

Time Period	LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT	Grand Total
07:00 07:15	1	5	1	7	0	6	2	8	15	1	3	1	5	7	5	0	12	17	32
07:15 07:30	6	7	0	13	0	1	2	3	16	1	1	1	3	3	3	3	9	12	28
07:30 07:45	3	8	2	13	0	7	2	9	22	1	4	1	6	1	6	2	9	15	37
07:45 08:00	1	6	1	8	0	2	2	4	12	6	6	6	18	2	11	0	13	31	43
08:15 08:30	2	6	2	10	0	7	2	9	19	6	4	1	11	1	11	1	13	24	43
12:00 12:15	2	4	1	7	3	4	6	13	20	2	1	1	4	0	4	3	7	11	31
08:00 08:15	1	7	5	13	1	10	4	15	28	4	6	1	11	4	9	2	15	26	54
08:30 08:45	3	10	4	17	0	6	4	10	27	6	1	1	8	2	3	3	8	16	43
08:45 09:00	2	6	2	10	1	6	2	9	19	7	3	0	10	1	5	0	6	16	35
09:00 09:15	1	5	0	6	2	4	6	12	18	9	7	0	16	1	5	0	6	22	40
09:45 10:00	0	2	1	3	1	6	5	12	15	6	14	0	20	0	4	0	4	24	39
11:45 12:00	0	6	1	7	0	3	1	4	11	1	4	0	5	0	1	1	2	7	18
13:00 13:15	1	4	0	5	0	7	6	13	18	3	8	1	12	2	1	1	4	16	34
15:00 15:15	0	5	0	5	0	3	5	8	13	2	2	2	6	2	4	0	6	12	25
16:00 16:15	1	4	0	5	0	5	4	9	14	4	5	3	12	0	5	0	5	17	31
16:15 16:30	0	2	1	3	0	6	4	10	13	3	3	0	6	3	4	1	8	14	27
16:45 17:00	0	9	6	15	3	3	0	6	21	1	7	0	8	1	3	0	4	12	33
17:00 17:15	0	2	3	5	3	2	1	6	11	1	4	1	6	0	2	1	3	9	20
17:30 17:45	0	4	1	5	0	1	1	2	7	1	1	0	2	0	0	0	0	2	9
17:15 17:30	0	3	1	4	0	1	0	1	5	1	3	0	4	0	0	2	2	6	11
17:45 18:00	0	3	0	3	0	4	1	5	8	2	0	1	3	0	1	0	1	4	12
09:15 09:30	0	5	2	7	1	9	5	15	22	10	4	1	15	2	3	0	5	20	42
09:30 09:45	0	5	2	7	0	6	7	13	20	7	6	0	13	6	5	0	11	24	44
11:30 11:45	0	8	0	8	0	9	5	14	22	3	1	1	5	0	4	0	4	9	31
12:15 12:30	0	5	1	6	0	2	2	4	10	1	2	0	3	0	4	0	4	7	17
16:30 16:45	0	4	1	5	1	4	5	10	15	3	7	0	10	1	1	0	2	12	27
12:30 12:45	0	2	1	3	0	5	1	6	9	1	3	1	5	0	3	0	3	8	17
12:45 13:00	1	1	2	4	0	4	1	5	9	7	3	3	13	1	7	0	8	21	30
13:15 13:30	0	3	0	3	1	2	2	5	8	8	5	0	13	1	1	0	2	15	23
15:15 15:30	2	5	1	8	0	5	4	9	17	4	5	1	10	1	3	0	4	14	31
15:30 15:45	0	1	4	5	1	2	2	5	10	4	4	0	8	3	2	0	5	13	23
15:45 16:00	1	4	2	7	0	5	3	8	15	2	5	0	7	0	0	2	2	9	24
Total: None	28	151	48	227	18	147	97	262	489	118	132	28	278	45	120	22	187	465	954

# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### BANK ST @ LEITRIM RD

**Survey Date:** Tuesday, March 04, 2025

**WO No:** 42566

**Start Time:** 07:00

**Device:** Miovision

### Full Study 15 Minute U-Turn Total

BANK ST

LEITRIM RD

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
08:15	08:30	1	0	0	0	1
12:00	12:15	0	1	0	0	1
08:00	08:15	0	0	0	0	0
08:30	08:45	0	0	1	0	1
08:45	09:00	0	0	0	0	0
09:00	09:15	0	0	0	0	0
09:45	10:00	0	0	0	0	0
11:45	12:00	0	0	0	0	0
13:00	13:15	1	0	0	0	1
15:00	15:15	0	1	0	0	1
16:00	16:15	0	0	0	0	0
16:15	16:30	0	1	0	0	1
16:45	17:00	1	0	0	0	1
17:00	17:15	0	0	0	0	0
17:30	17:45	0	0	0	0	0
17:15	17:30	0	0	0	0	0
17:45	18:00	1	0	0	0	1
09:15	09:30	0	0	0	0	0
09:30	09:45	0	0	0	0	0
11:30	11:45	0	1	0	0	1
12:15	12:30	0	0	0	0	0
16:30	16:45	0	0	0	0	0
12:30	12:45	1	0	0	0	1
12:45	13:00	0	0	0	0	0
13:15	13:30	0	0	0	0	0
15:15	15:30	1	0	0	0	1
15:30	15:45	0	0	0	0	0
15:45	16:00	0	1	0	0	1
Total		6	5	1	0	12

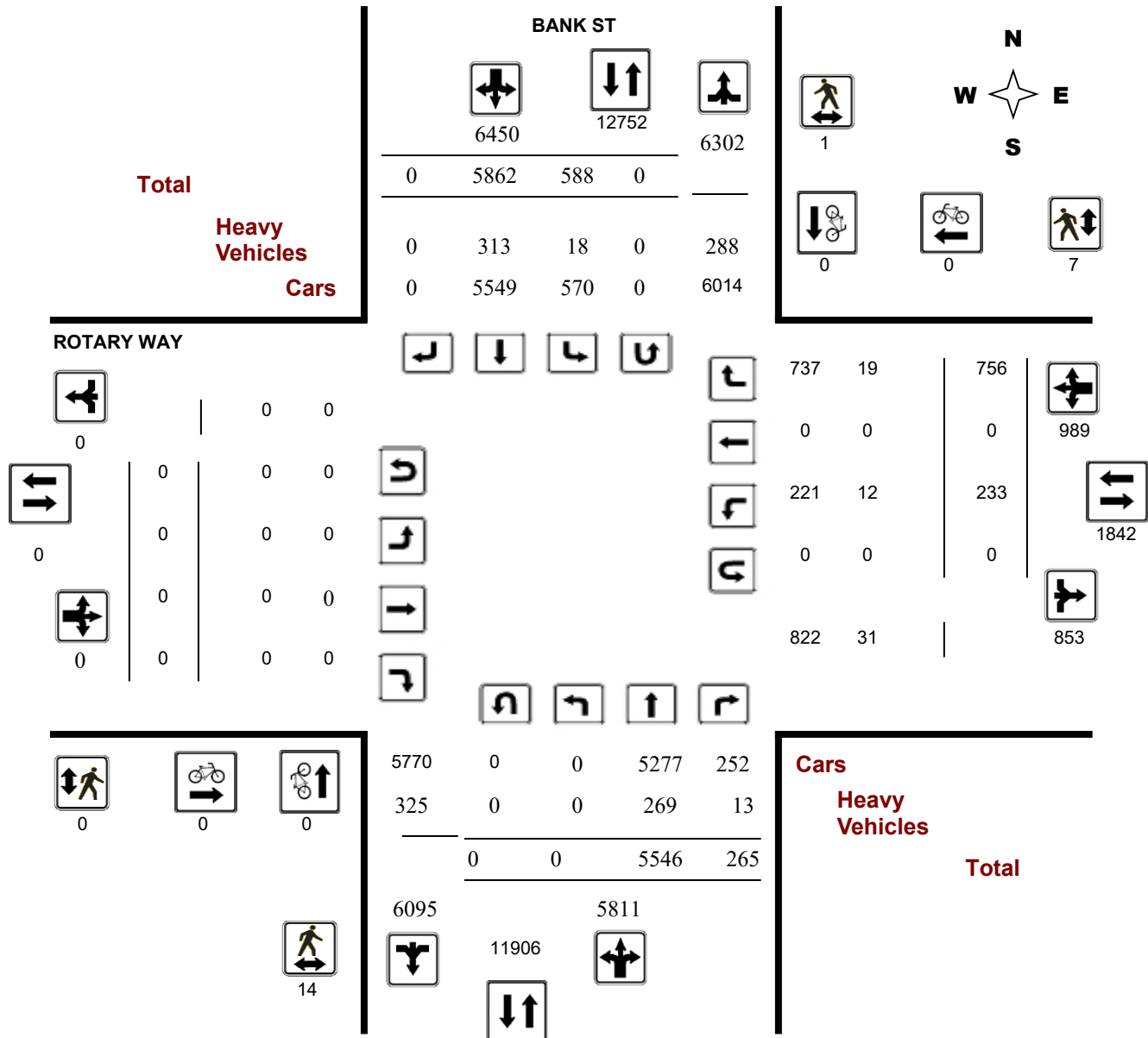
**Survey Date:** Wednesday, December 04, 2019

**Start Time:** 07:00

**WO No:** 39158

**Device:** Miovision

### Full Study Diagram



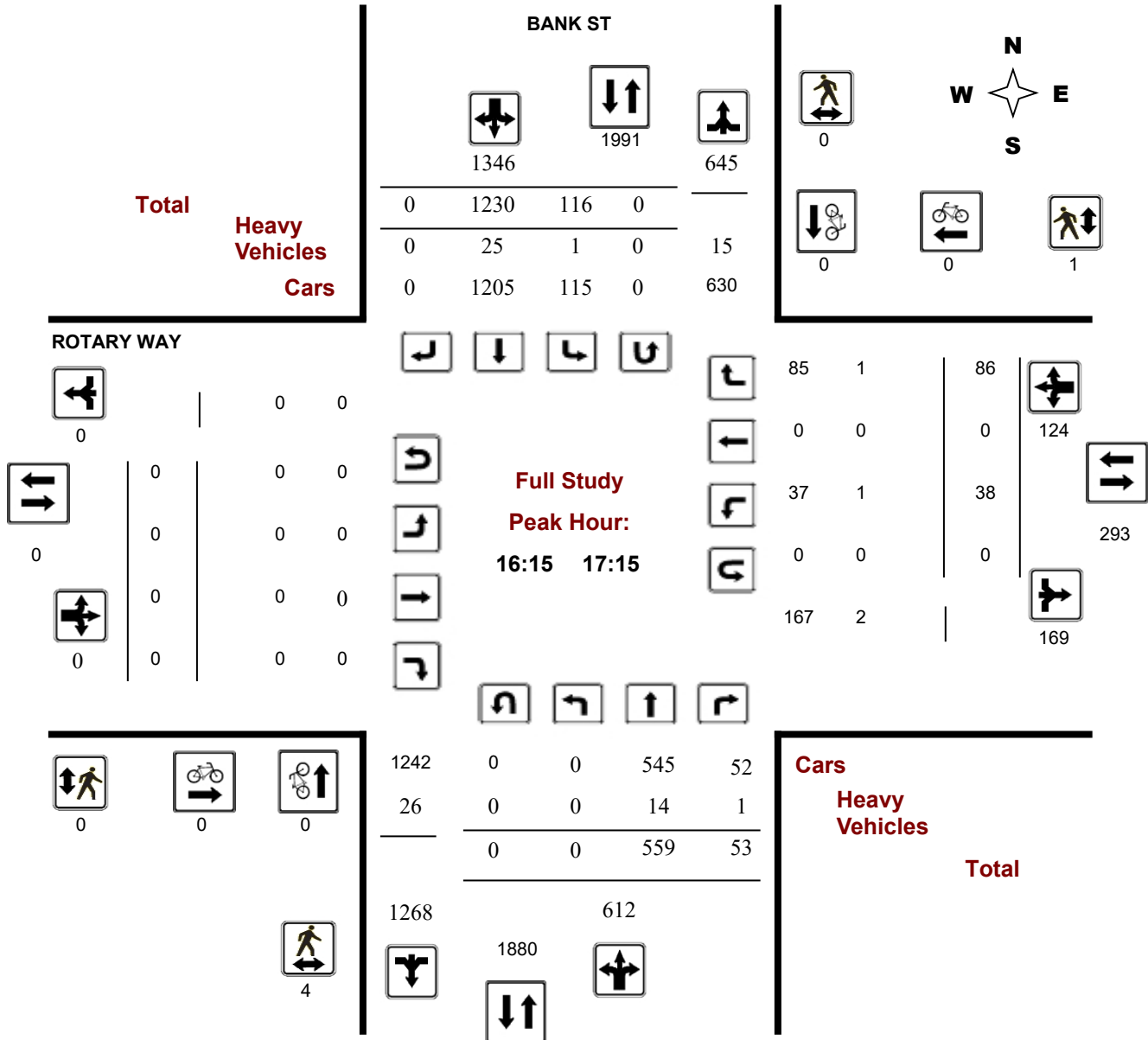
**Survey Date:** Wednesday, December 04, 2019

**WO No:** 39158

**Start Time:** 07:00

**Device:** Miovision

### Full Study Peak Hour Diagram



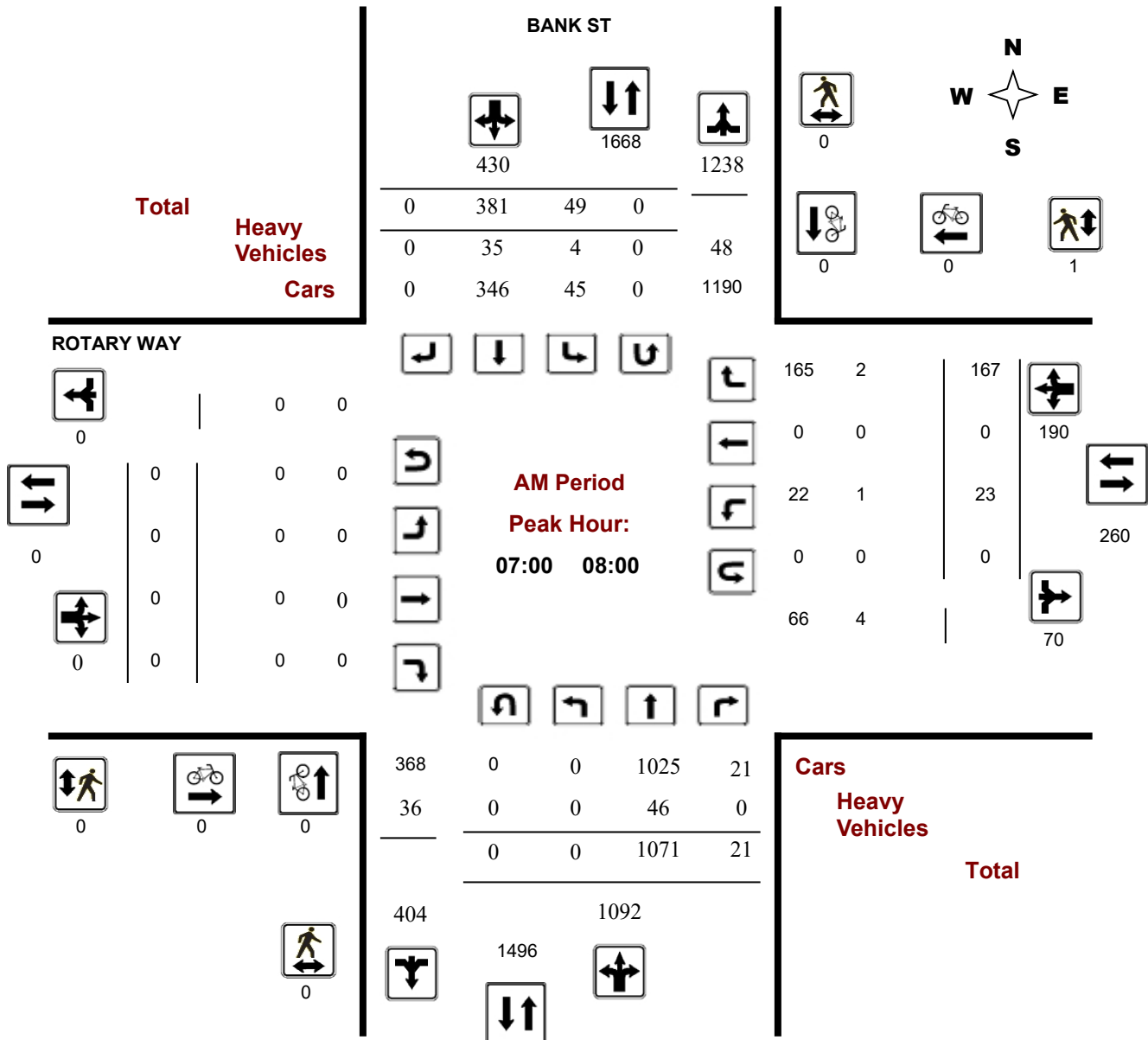
**Survey Date:** Wednesday, December 04, 2019

**WO No:** 39158

**Start Time:** 07:00

**Device:** Miovision

### AM Period Peak Hour Diagram





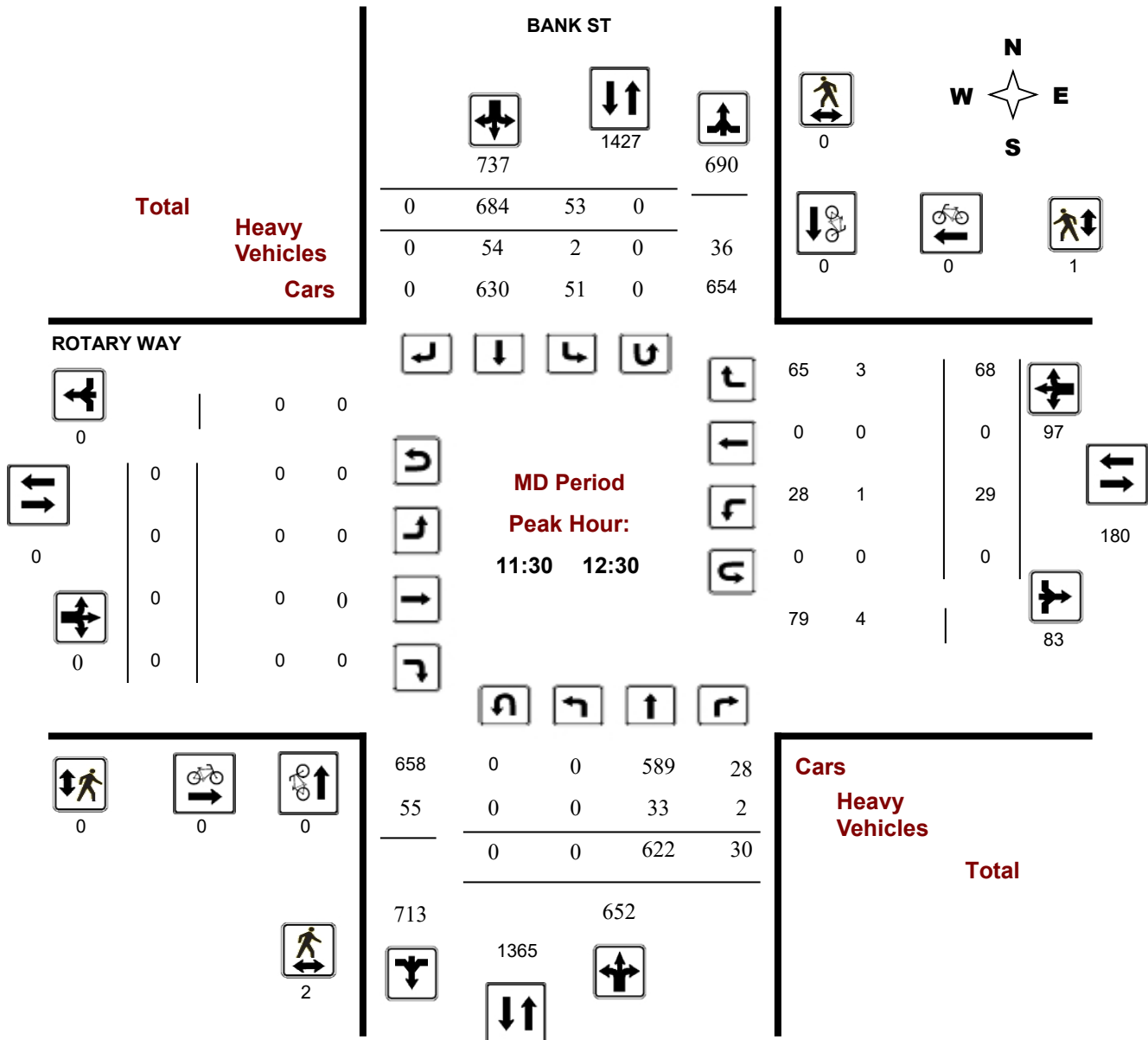
**Survey Date:** Wednesday, December 04, 2019

**WO No:** 39158

**Start Time:** 07:00

**Device:** Miovision

### MD Period Peak Hour Diagram



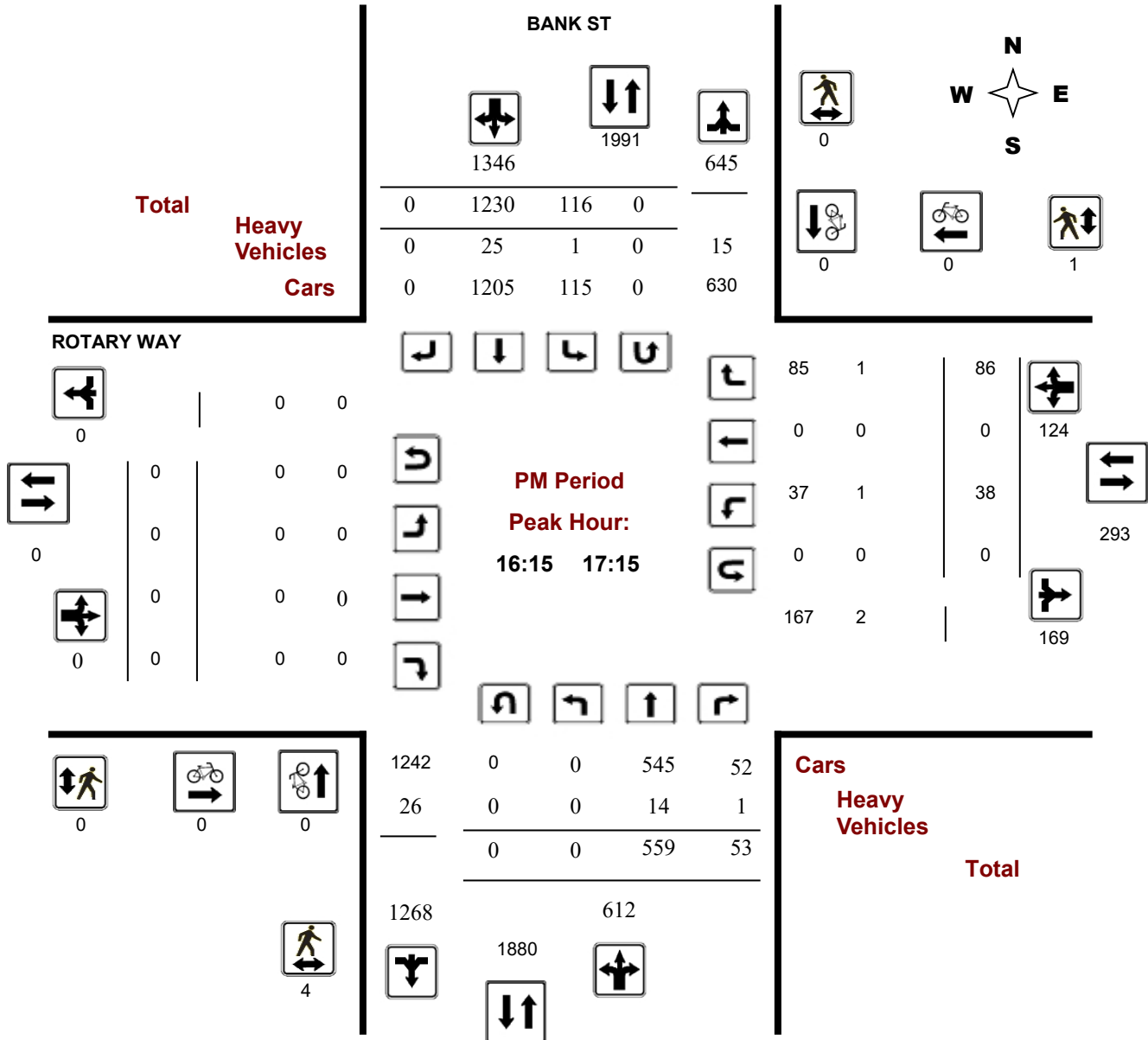
**Survey Date:** Wednesday, December 04, 2019

**WO No:** 39158

**Start Time:** 07:00

**Device:** Miovision

### PM Period Peak Hour Diagram





# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### BANK ST @ ROTARY WAY

**Survey Date:** Wednesday, December 04, 2019

**WO No:** 39158

**Start Time:** 07:00

**Device:** Miovision

### Full Study Summary (8 HR Standard)

**Survey Date:** Wednesday, December 04, 2019

#### Total Observed U-Turns

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

#### AADT Factor

1.00

BANK ST										ROTARY WAY										STR TOT	Grand Total
Period	Northbound				Southbound				STR TOT	Eastbound				Westbound				WB TOT			
	LT	ST	RT	NB TOT	LT	ST	RT	SB TOT		LT	ST	RT	EB TOT	LT	ST	RT					
07:00	08:00	0	1071	21	1092	49	381	0	430	1522	0	0	0	0	23	0	167	190	190	1712	
08:00	09:00	0	921	26	947	54	457	0	511	1458	0	0	0	0	27	0	142	169	169	1627	
09:00	10:00	0	691	14	705	37	372	0	409	1114	0	0	0	0	18	0	88	106	106	1220	
11:30	12:30	0	622	30	652	53	684	0	737	1389	0	0	0	0	29	0	68	97	97	1486	
12:30	13:30	0	537	32	569	60	630	0	690	1259	0	0	0	0	23	0	57	80	80	1339	
15:00	16:00	0	616	51	667	90	1015	0	1105	1772	0	0	0	0	43	0	90	133	133	1905	
16:00	17:00	0	538	47	585	114	1249	0	1363	1948	0	0	0	0	41	0	82	123	123	2071	
17:00	18:00	0	550	44	594	131	1074	0	1205	1799	0	0	0	0	29	0	62	91	91	1890	
Sub Total		0	5546	265	5811	588	5862	0	6450	12261	0	0	0	0	233	0	756	989	989	13250	
U Turns		0				0				0	0				0				0	0	0
Total		0	5546	265	5811	588	5862	0	6450	12261	0	0	0	0	233	0	756	989	989	13250	
EQ 12Hr		0	7709	368	8077	817	8148	0	8966	17043	0	0	0	0	324	0	1051	1375	1375	18418	
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.														1.39							
AVG 12Hr		0	7709	368	8077	817	10674	0	8966	17043	0	0	0	0	324	0	1051	1375	1375	18418	
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.														1.00							
AVG 24Hr		0	10099	482	10581	1070	13983	0	11745	22326	0	0	0	0	424	0	1377	1801	1801	24128	
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

### BANK ST @ ROTARY WAY

**Survey Date:** Wednesday, December 04, 2019

**WO No:** 39158

**Start Time:** 07:00

**Device:** Miovision

## Full Study 15 Minute Increments

### BANK ST

### ROTARY WAY

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	269	1	270	10	97	0	107	377	0	0	0	0	8	0	36	44	44	421
07:15 07:30	0	284	5	289	8	85	0	93	382	0	0	0	0	4	0	40	44	44	426
07:30 07:45	0	288	7	295	14	101	0	115	410	0	0	0	0	5	0	48	53	53	463
17:45 18:00	0	104	9	113	33	243	0	276	389	0	0	0	0	3	0	12	15	15	404
09:15 09:30	0	161	7	168	12	100	0	112	280	0	0	0	0	1	0	21	22	22	302
07:45 08:00	0	230	8	238	17	98	0	115	353	0	0	0	0	6	0	43	49	49	402
08:00 08:15	0	237	6	243	18	115	0	133	376	0	0	0	0	15	0	26	41	41	417
08:30 08:45	0	242	5	247	11	113	0	124	371	0	0	0	0	3	0	37	40	40	411
08:45 09:00	0	185	8	193	10	132	0	142	335	0	0	0	0	4	0	34	38	38	373
09:00 09:15	0	205	2	207	7	82	0	89	296	0	0	0	0	8	0	29	37	37	333
08:15 08:30	0	257	7	264	15	97	0	112	376	0	0	0	0	5	0	45	50	50	426
16:30 16:45	0	129	12	141	28	328	0	356	497	0	0	0	0	6	0	19	25	25	522
09:30 09:45	0	181	4	185	11	86	0	97	282	0	0	0	0	5	0	18	23	23	305
09:45 10:00	0	144	1	145	7	104	0	111	256	0	0	0	0	4	0	20	24	24	280
11:30 11:45	0	170	7	177	9	161	0	170	347	0	0	0	0	2	0	13	15	15	362
11:45 12:00	0	136	3	139	19	184	0	203	342	0	0	0	0	9	0	16	25	25	367
12:00 12:15	0	136	10	146	9	156	0	165	311	0	0	0	0	13	0	19	32	32	343
12:15 12:30	0	180	10	190	16	183	0	199	389	0	0	0	0	5	0	20	25	25	414
12:30 12:45	0	138	13	151	19	169	0	188	339	0	0	0	0	7	0	12	19	19	358
12:45 13:00	0	130	7	137	17	150	0	167	304	0	0	0	0	9	0	20	29	29	333
13:00 13:15	0	143	8	151	15	158	0	173	324	0	0	0	0	2	0	13	15	15	339
13:15 13:30	0	126	4	130	9	153	0	162	292	0	0	0	0	5	0	12	17	17	309
15:15 15:30	0	178	17	195	15	241	0	256	451	0	0	0	0	11	0	33	44	44	495
15:30 15:45	0	134	12	146	29	262	0	291	437	0	0	0	0	7	0	22	29	29	466
15:45 16:00	0	154	9	163	34	281	0	315	478	0	0	0	0	11	0	18	29	29	507
16:00 16:15	0	140	12	152	27	318	0	345	497	0	0	0	0	13	0	23	36	36	533
16:15 16:30	0	142	8	150	26	297	0	323	473	0	0	0	0	10	0	23	33	33	506
16:45 17:00	0	127	15	142	33	306	0	339	481	0	0	0	0	12	0	17	29	29	510
17:00 17:15	0	161	18	179	29	299	0	328	507	0	0	0	0	10	0	27	37	37	544
17:15 17:30	0	142	7	149	45	268	0	313	462	0	0	0	0	6	0	13	19	19	481
17:30 17:45	0	143	10	153	24	264	0	288	441	0	0	0	0	10	0	10	20	20	461
15:00 15:15	0	150	13	163	12	231	0	243	406	0	0	0	0	14	0	17	31	31	437
Total:	0	5546	265	5811	588	5862	0	6450	12261	0	0	0	0	233	0	756	989	989	13,250

Note: U-Turns are included in Totals, cyclist volume is not included in totals. For cyclist volumes refer to Cyclist Volume report.



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### BANK ST @ ROTARY WAY

**Survey Date:** Wednesday, December 04, 2019

**WO No:** 39158

**Start Time:** 07:00

**Device:** Miovision

### Full Study Cyclist Volume

		BANK ST			ROTARY WAY			Grand Total
Time Period		Northbound	Southbound	Street Total	Eastbound	Westbound	Street 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
17:45	18:00	0	0	0	0	0	0	0
09:15	09:30	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
08:30	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
08:15	08:30	0	0	0	0	0	0	0
16:30	16:45	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
15:15	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
16:45	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
15:00	15:15	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	0



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### BANK ST @ ROTARY WAY

**Survey Date:** Wednesday, December 04, 2019

**WO No:** 39158

**Start Time:** 07:00

**Device:** Miovision

### Full Study Pedestrian Volume

#### BANK ST

#### ROTARY WAY

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	1	1	1
07:15 07:30	0	0	0	0	0	0	0
07:30 07:45	0	0	0	0	0	0	0
17:45 18:00	2	0	2	0	0	0	2
09:15 09:30	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	2	2	2
08:30 08:45	0	0	0	0	0	0	0
08:45 09:00	0	0	0	0	1	1	1
09:00 09:15	0	0	0	0	0	0	0
08:15 08:30	0	0	0	0	0	0	0
16:30 16:45	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	2	0	2	0	0	0	2
12:15 12:30	0	0	0	0	1	1	1
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	1	0	1	0	0	0	1
13:15 13:30	0	0	0	0	0	0	0
15:15 15:30	0	0	0	0	0	0	0
15:30 15:45	2	0	2	0	0	0	2
15:45 16:00	1	0	1	0	0	0	1
16:00 16:15	0	1	1	0	0	0	1
16:15 16:30	3	0	3	0	0	0	3
16:45 17:00	1	0	1	0	0	0	1
17:00 17:15	0	0	0	0	1	1	1
17:15 17:30	0	0	0	0	0	0	0
17:30 17:45	0	0	0	0	1	1	1
15:00 15:15	2	0	2	0	0	0	2
<b>Total .....</b>	<b>14</b>	<b>1</b>	<b>15</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>22</b>



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### BANK ST @ ROTARY WAY

**Survey Date:** Wednesday, December 04, 2019

**WO No:** 39158

**Start Time:** 07:00

**Device:** Miovision

### Full Study Heavy Vehicles

#### BANK ST

#### ROTARY WAY

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	13	0	13	3	11	0	14	27	0	0	0	0	0	0	0	0	0	27
07:15 07:30	0	15	0	15	0	8	0	8	23	0	0	0	0	1	0	2	3	3	26
07:30 07:45	0	12	0	12	0	11	0	11	23	0	0	0	0	0	0	0	0	0	23
17:45 18:00	0	2	2	4	0	2	0	2	6	0	0	0	0	0	0	1	1	1	7
09:15 09:30	0	8	2	10	0	11	0	11	21	0	0	0	0	0	0	1	1	1	22
07:45 08:00	0	6	0	6	1	5	0	6	12	0	0	0	0	0	0	0	0	0	12
08:00 08:15	0	9	0	9	0	15	0	15	24	0	0	0	0	0	0	0	0	0	24
08:30 08:45	0	15	1	16	0	14	0	14	30	0	0	0	0	0	0	2	2	2	32
08:45 09:00	0	9	0	9	3	14	0	17	26	0	0	0	0	1	0	1	2	2	28
09:00 09:15	0	13	0	13	0	10	0	10	23	0	0	0	0	2	0	1	3	3	26
08:15 08:30	0	16	0	16	2	7	0	9	25	0	0	0	0	0	0	0	0	0	25
16:30 16:45	0	7	0	7	0	7	0	7	14	0	0	0	0	0	0	0	0	0	14
09:30 09:45	0	8	1	9	0	9	0	9	18	0	0	0	0	0	0	1	1	1	19
09:45 10:00	0	15	0	15	0	9	0	9	24	0	0	0	0	0	0	1	1	1	25
11:30 11:45	0	11	0	11	0	18	0	18	29	0	0	0	0	0	0	0	0	0	29
11:45 12:00	0	3	0	3	1	15	0	16	19	0	0	0	0	0	0	0	0	0	19
12:00 12:15	0	7	2	9	1	11	0	12	21	0	0	0	0	1	0	3	4	4	25
12:15 12:30	0	12	0	12	0	10	0	10	22	0	0	0	0	0	0	0	0	0	22
12:30 12:45	0	10	0	10	1	13	0	14	24	0	0	0	0	1	0	0	1	1	25
12:45 13:00	0	4	0	4	1	10	0	11	15	0	0	0	0	1	0	1	2	2	17
13:00 13:15	0	14	1	15	0	13	0	13	28	0	0	0	0	0	0	0	0	0	28
13:15 13:30	0	12	0	12	1	13	0	14	26	0	0	0	0	0	0	0	0	0	26
15:15 15:30	0	14	2	16	1	12	0	13	29	0	0	0	0	1	0	1	2	2	31
15:30 15:45	0	9	0	9	1	6	0	7	16	0	0	0	0	1	0	0	1	1	17
15:45 16:00	0	4	0	4	0	9	0	9	13	0	0	0	0	2	0	0	2	2	15
16:00 16:15	0	3	0	3	1	4	0	5	8	0	0	0	0	0	0	1	1	1	9
16:15 16:30	0	3	0	3	1	9	0	10	13	0	0	0	0	1	0	1	2	2	15
16:45 17:00	0	1	0	1	0	7	0	7	8	0	0	0	0	0	0	0	0	0	8
17:00 17:15	0	3	1	4	0	2	0	2	6	0	0	0	0	0	0	0	0	0	6
17:15 17:30	0	2	0	2	0	5	0	5	7	0	0	0	0	0	0	0	0	0	7
17:30 17:45	0	2	0	2	0	4	0	4	6	0	0	0	0	0	0	0	0	0	6
15:00 15:15	0	7	1	8	0	19	0	19	27	0	0	0	0	0	0	2	2	2	29
Total: None	0	269	13	282	18	313	0	331	613	0	0	0	0	12	0	19	31	31	644





# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### BANK ST @ ROTARY WAY

**Survey Date:** Wednesday, December 04, 2019

**WO No:** 39158

**Start Time:** 07:00

**Device:** Miovision

### Full Study 15 Minute U-Turn Total

#### BANK ST

#### ROTARY WAY

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
17:45	18:00	0	0	0	0	0
09:15	09:30	0	0	0	0	0
07:45	08:00	0	0	0	0	0
08:00	08:15	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
08:15	08:30	0	0	0	0	0
16:30	16:45	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
15:15	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
15:00	15:15	0	0	0	0	0
Total		0	0	0	0	0

## Turning Movement Count - Study Results

### ANALDEA DR/WHITE ALDER AVE @ BANK ST

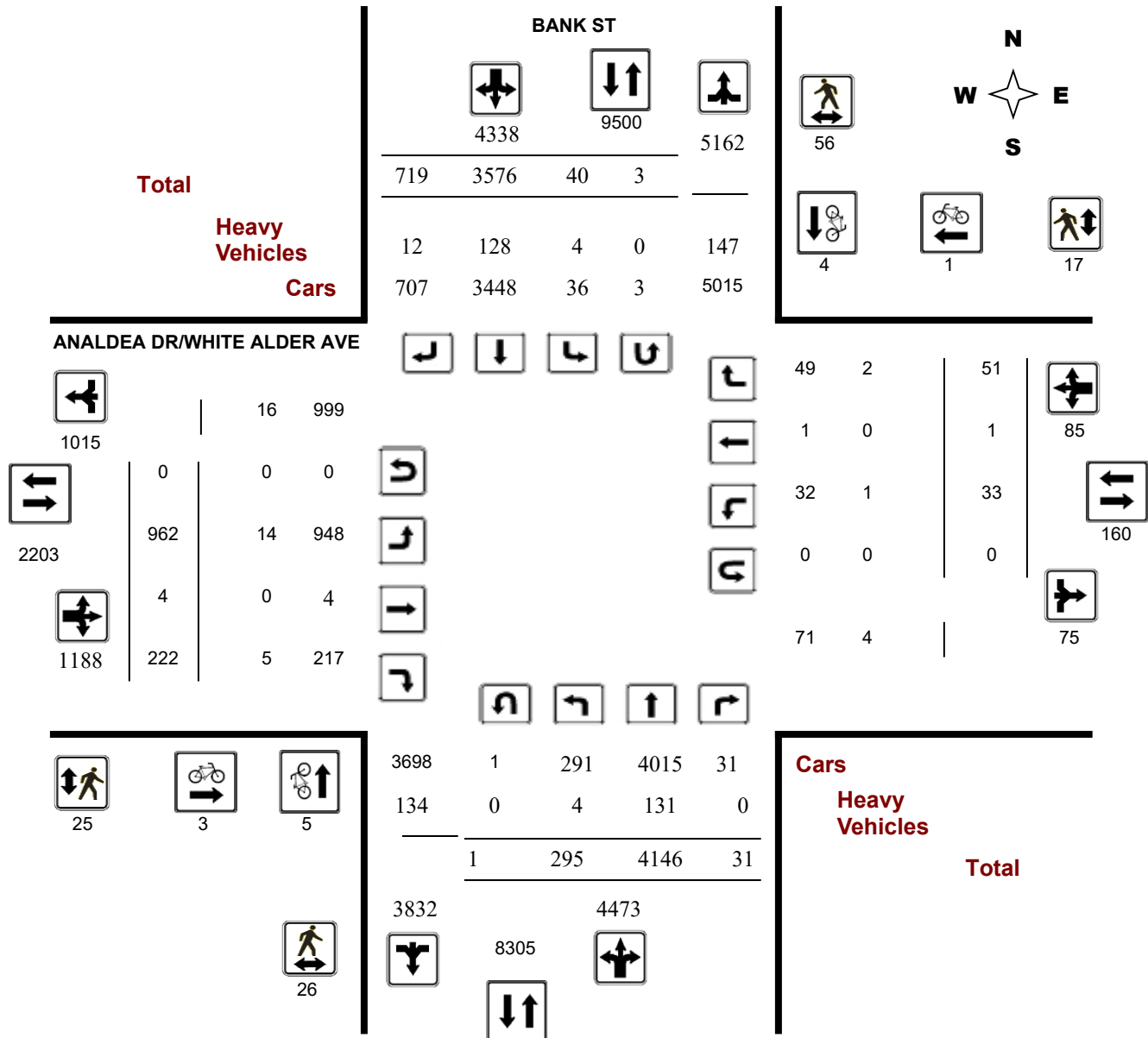
**Survey Date:** Wednesday, October 30, 2024

**WO No:** 42353

**Start Time:** 07:00

**Device:** Miovision

### Full Study Diagram



## Turning Movement Count - Study Results

### ANALDEA DR/WHITE ALDER AVE @ BANK ST

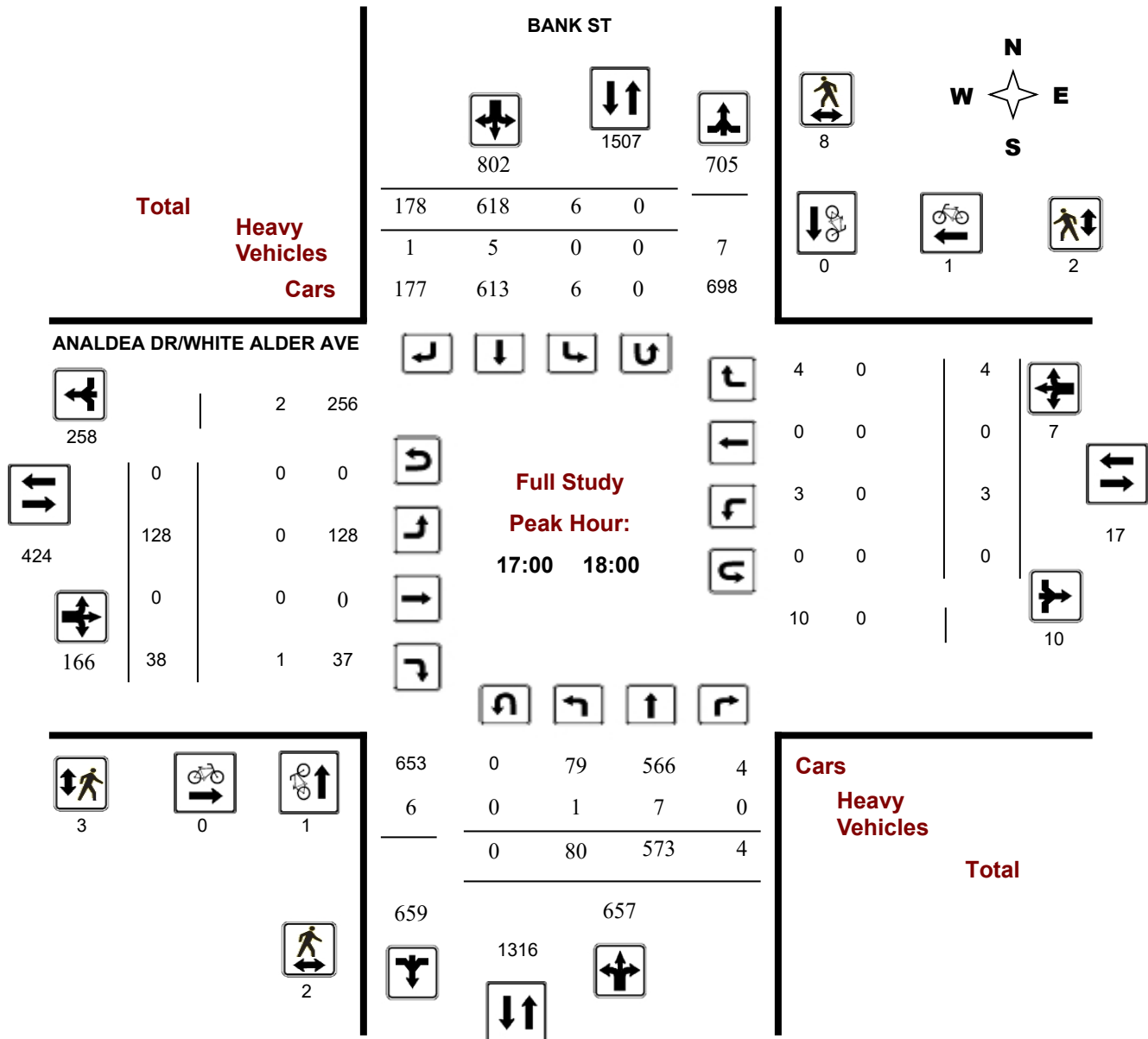
**Survey Date:** Wednesday, October 30, 2024

**WO No:** 42353

**Start Time:** 07:00

Device: Miovision

## Full Study Peak Hour Diagram



## Turning Movement Count - Study Results

### ANALDEA DR/WHITE ALDER AVE @ BANK ST

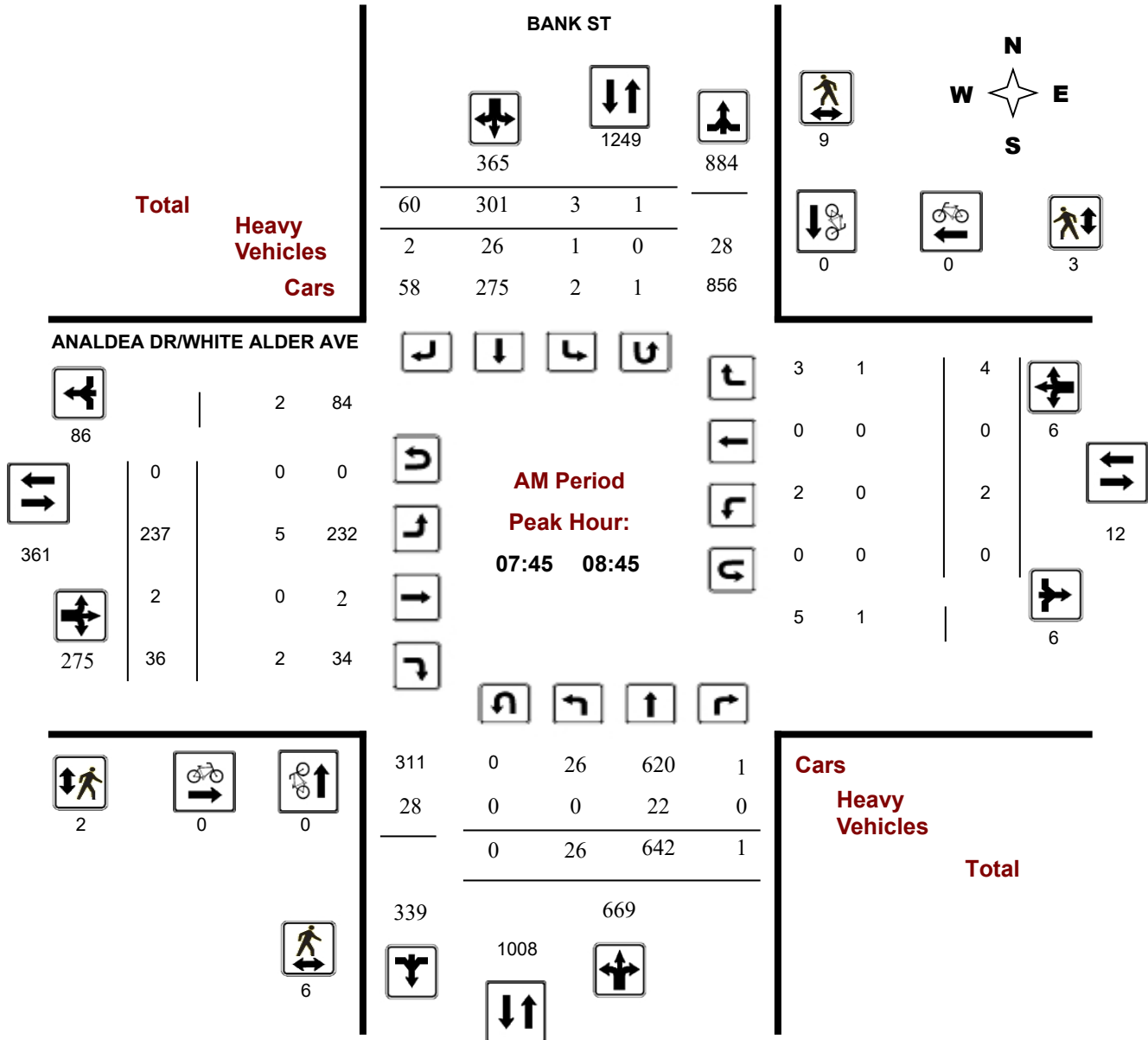
**Survey Date:** Wednesday, October 30, 2024

**WO No:** 42353

**Start Time:** 07:00

**Device:** Miovision

### AM Period Peak Hour Diagram



## Turning Movement Count - Study Results

### ANALDEA DR/WHITE ALDER AVE @ BANK ST

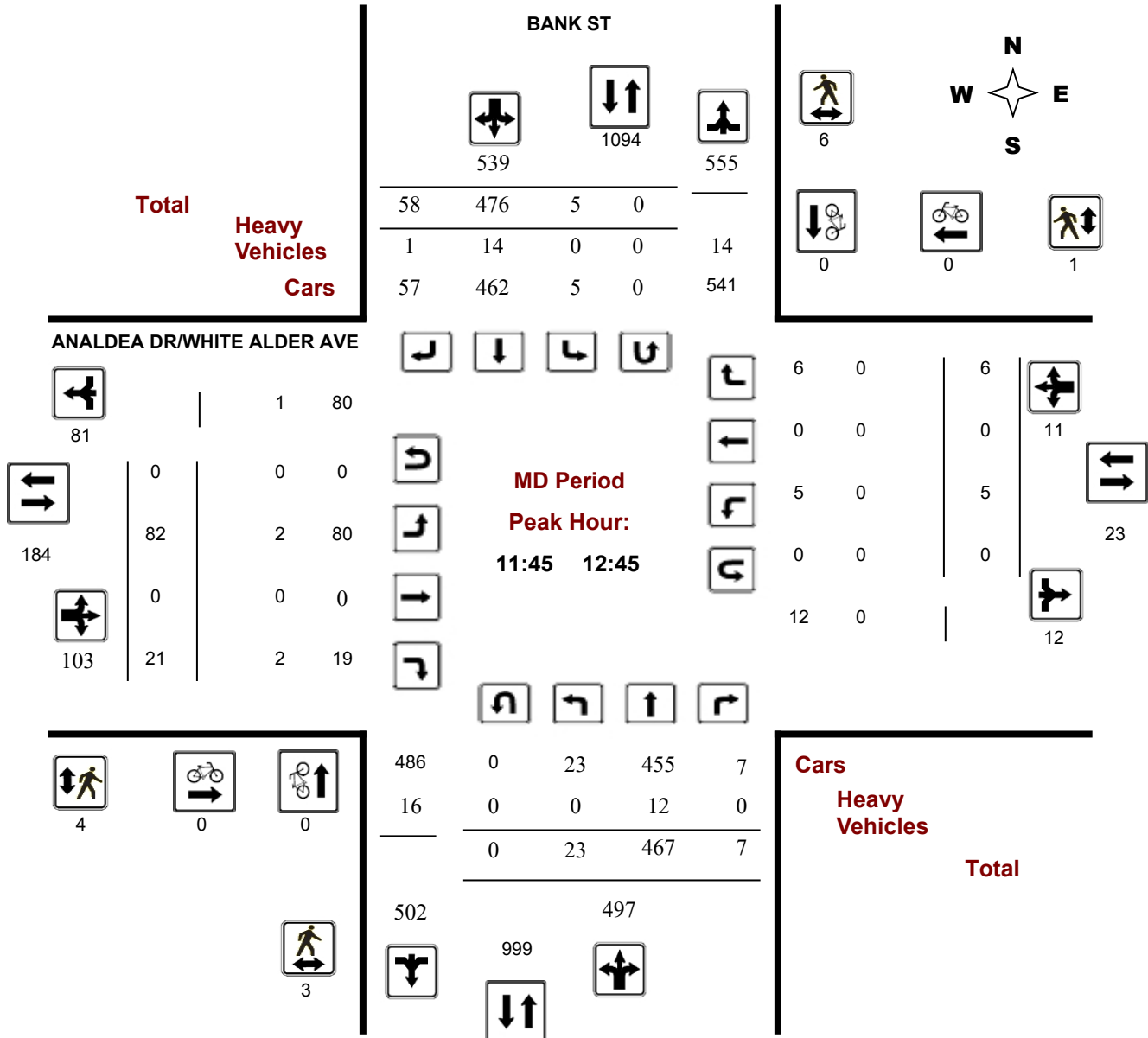
**Survey Date:** Wednesday, October 30, 2024

**WO No:** 42353

**Start Time:** 07:00

**Device:** Miovision

### MD Period Peak Hour Diagram



## Turning Movement Count - Study Results

### ANALDEA DR/WHITE ALDER AVE @ BANK ST

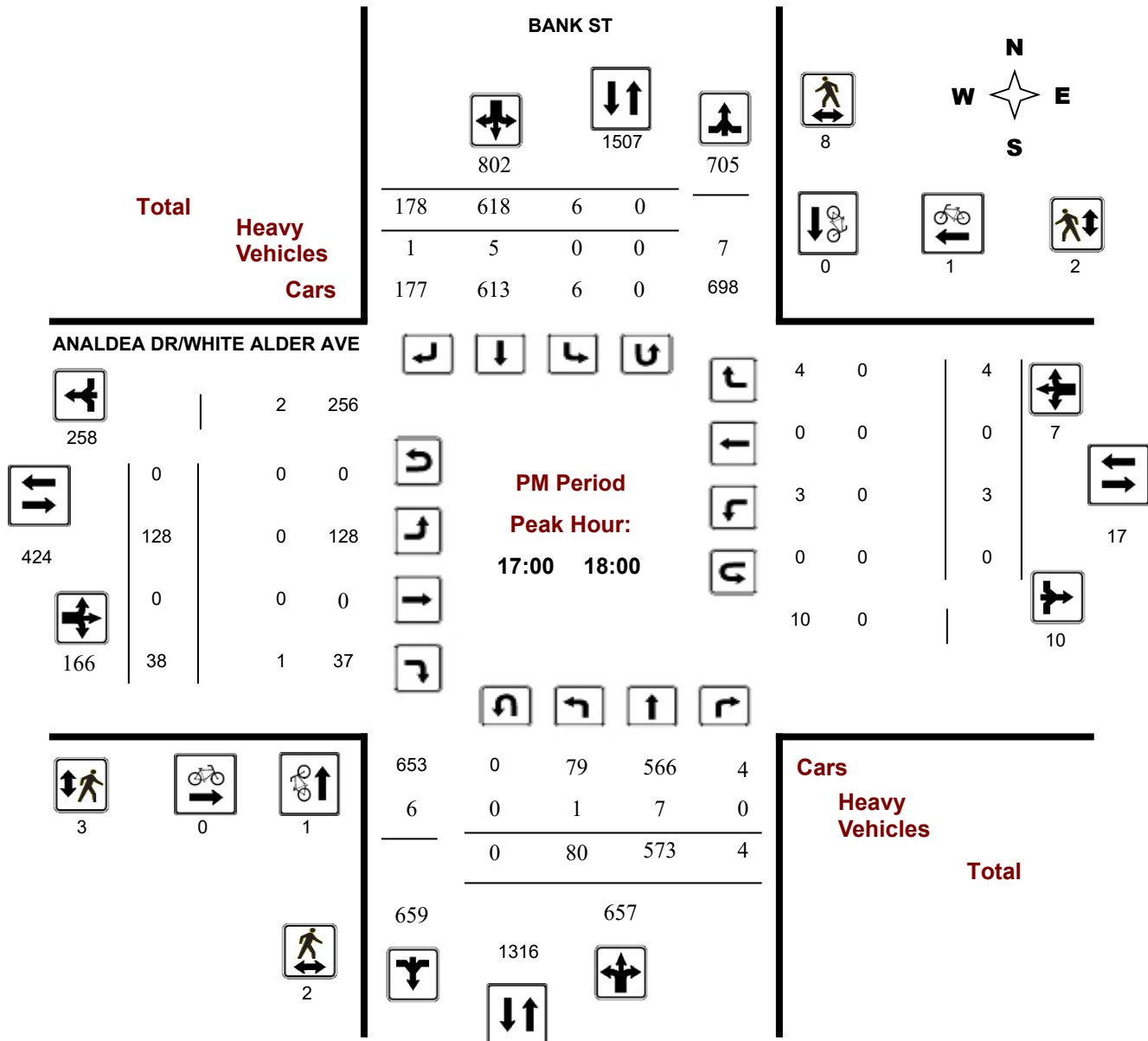
**Survey Date:** Wednesday, October 30, 2024

**WO No:** 42353

**Start Time:** 07:00

Device: Miovision

### PM Period Peak Hour Diagram





# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### ANALDEA DR/WHITE ALDER AVE @ BANK ST

**Survey Date:** Wednesday, October 30, 2024

**WO No:** 42353

**Start Time:** 07:00

**Device:** Miovision

### Full Study Summary (8 HR Standard)

**Survey Date:** Wednesday, October 30, 2024

#### Total Observed U-Turns

#### AADT Factor

Northbound: 1 Southbound: 3  
Eastbound: 0 Westbound: 0  
.90

BANK ST										ANALDEA DR/WHITE ALDER AVE										
Period	Northbound				Southbound				STR TOT	Eastbound				Westbound				STR TOT	Grand Total	
	LT	ST	RT	NB TOT	LT	ST	RT	SB TOT		LT	ST	RT	EB TOT	LT	ST	RT	WB TOT			
07:00 08:00	13	622	1	636	5	248	30	283	919	195	1	28	224	2	0	0	2	226	1145	
08:00 09:00	27	601	2	630	3	312	65	380	1010	196	2	32	230	3	0	6	9	239	1249	
09:00 10:00	14	469	3	486	4	360	45	409	895	99	0	10	109	4	0	6	10	119	1014	
11:30 12:30	19	466	6	491	5	460	50	515	1006	78	0	21	99	5	0	5	10	109	1115	
12:30 13:30	26	413	4	443	2	436	85	523	966	75	0	24	99	4	0	8	12	111	1077	
15:00 16:00	40	517	6	563	12	568	118	698	1261	85	0	26	111	9	1	20	30	141	1402	
16:00 17:00	76	485	5	566	3	574	148	725	1291	106	1	43	150	3	0	2	5	155	1446	
17:00 18:00	80	573	4	657	6	618	178	802	1459	128	0	38	166	3	0	4	7	173	1632	
Sub Total	295	4146	31	4472	40	3576	719	4335	8807	962	4	222	1188	33	1	51	85	1273	10080	
U Turns				1				3	4				0				0	0	4	
Total	295	4146	31	4473	40	3576	719	4338	8811	962	4	222	1188	33	1	51	85	1273	10084	
EQ 12Hr	410	5763	43	6217	56	4971	999	6030	12247	1337	6	309	1651	46	1	71	118	1769	14017	
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.														1.39						
AVG 12Hr	369	5187	39	5595	50	5860	1178	5427	11022	1203	5	278	1486	41	1	64	106	1592	12615	
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.														.90						
AVG 24Hr	483	6795	51	7329	66	7677	1543	7109	14439	1576	7	364	1947	54	1	84	139	2086	16526	
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

### ANALDEA DR/WHITE ALDER AVE @ BANK ST

**Survey Date:** Wednesday, October 30, 2024

**WO No:** 42353

**Start Time:** 07:00

**Device:** Miovision

## Full Study 15 Minute Increments

BANK ST										ANALDEA DR/WHITE ALDER AVE										
Northbound					Southbound					Eastbound					Westbound					Grand Total
Time Period	LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT		
07:00	07:15	2	133	0	135	3	60	4	67	202	22	1	1	24	0	0	0	0	24	226
07:15	07:30	4	153	0	157	1	58	8	67	224	48	0	6	54	2	0	0	2	56	280
07:30	07:45	3	166	1	170	1	58	7	66	236	49	0	9	58	0	0	0	0	58	294
17:45	18:00	11	148	0	159	1	144	51	196	355	30	0	8	38	0	0	0	0	38	393
07:45	08:00	4	170	0	174	0	72	11	84	258	76	0	12	88	0	0	0	0	88	346
08:00	08:15	6	160	0	166	0	77	15	92	258	60	0	12	72	2	0	0	2	74	332
08:15	08:30	11	149	0	160	0	71	19	90	250	54	1	5	60	0	0	2	2	62	312
08:45	09:00	5	129	1	135	0	83	16	99	234	35	0	8	43	1	0	2	3	46	280
09:00	09:15	9	120	0	129	1	93	12	107	236	27	0	2	29	0	0	2	2	31	267
09:30	09:45	1	137	0	138	1	91	8	100	238	26	0	5	31	2	0	1	3	34	272
09:45	10:00	0	111	2	113	2	89	13	104	217	21	0	2	23	0	0	1	1	24	241
11:30	11:45	4	96	0	100	0	112	9	121	221	20	0	5	25	1	0	0	1	26	247
11:45	12:00	5	113	1	119	0	111	15	126	245	21	0	6	27	0	0	0	0	27	272
12:00	12:15	2	118	2	122	3	126	12	141	263	10	0	6	16	3	0	3	6	22	285
12:30	12:45	8	97	1	106	0	128	17	145	251	24	0	5	29	1	0	1	2	31	282
12:45	13:00	6	98	2	107	1	106	22	129	236	11	0	9	20	2	0	6	8	28	264
13:00	13:15	5	100	0	105	1	94	30	125	230	22	0	4	26	1	0	1	2	28	258
13:15	13:30	7	118	1	126	0	108	16	125	251	18	0	6	24	0	0	0	0	24	275
15:00	15:15	4	145	2	151	2	137	14	153	304	24	0	3	27	1	0	2	3	30	334
15:15	15:30	5	133	1	139	3	118	29	150	289	26	0	8	34	6	0	15	21	55	344
15:30	15:45	15	125	1	141	3	164	36	203	344	14	0	4	18	0	0	1	1	19	363
15:45	16:00	16	114	2	132	4	149	39	192	324	21	0	11	32	2	1	2	5	37	361
16:00	16:15	19	110	0	129	0	144	30	174	303	19	0	12	31	0	0	0	0	31	334
16:15	16:30	22	121	1	144	1	158	34	193	337	23	1	8	32	1	0	0	1	33	370
16:45	17:00	19	119	1	139	2	130	43	175	314	28	0	12	40	2	0	1	3	43	357
17:00	17:15	29	135	2	166	2	161	49	212	378	29	0	11	40	3	0	2	5	45	423
17:15	17:30	18	141	2	161	2	147	42	191	352	35	0	7	42	0	0	1	1	43	395
17:30	17:45	22	149	0	171	1	166	36	203	374	34	0	12	46	0	0	1	1	47	421
16:30	16:45	16	135	3	154	0	142	41	183	337	36	0	11	47	0	0	1	1	48	385
08:30	08:45	5	163	1	169	3	81	15	99	268	47	1	7	55	0	0	2	2	57	325
09:15	09:30	4	101	1	106	0	87	12	99	205	25	0	1	26	2	0	2	4	30	235
12:15	12:30	8	139	3	150	2	111	14	127	277	27	0	4	31	1	0	2	3	34	311
Total:		295	4146	31	4473	40	3576	719	4338	8811	962	4	222	1188	33	1	51	85	1273	10,084

Note: U-Turns are included in Totals, cyclist volume is not included in totals. For cyclist volumes refer to Cyclist Volume report.



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### ANALDEA DR/WHITE ALDER AVE @ BANK ST

**Survey Date:** Wednesday, October 30, 2024

**WO No:** 42353

**Start Time:** 07:00

**Device:** Miovision

### Full Study Cyclist Volume

		BANK ST			ANALDEA DR/WHITE ALDER AVE			Grand Total
Time Period		Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	
07:00	07:15	0	0	0	0	0	0	0
07:15	07:30	1	1	2	1	0	1	3
07:30	07:45	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	1	1	1
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
08:45	09:00	0	0	0	0	0	0	0
09:00	09:15	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
12:30	12:45	0	0	0	0	0	0	0
12:45	13:00	1	0	1	0	0	0	1
13:00	13:15	1	0	1	0	0	0	1
13:15	13:30	0	0	0	0	0	0	0
15:00	15:15	0	1	1	0	0	0	1
15:15	15:30	0	0	0	0	0	0	0
15:30	15:45	1	1	2	0	0	0	2
15:45	16:00	0	0	0	0	0	0	0
16:00	16:15	0	1	1	0	0	0	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	0	0	0	0
17:15	17:30	1	0	1	0	0	0	1
17:30	17:45	0	0	0	0	0	0	0
16:30	16:45	0	0	0	1	0	1	1
08:30	08:45	0	0	0	0	0	0	0
09:15	09:30	0	0	0	0	0	0	0
12:15	12:30	0	0	0	0	0	0	0
Total		5	4	9	3	1	4	13



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### ANALDEA DR/WHITE ALDER AVE @ BANK ST

**Survey Date:** Wednesday, October 30, 2024

**WO No:** 42353

**Start Time:** 07:00

**Device:** Miovision

### Full Study Pedestrian Volume

#### BANK ST

#### ANALDEA DR/WHITE ALDER AVE

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	2	2	2	0	2	4
07:15 07:30	1	0	1	1	0	1	2
07:30 07:45	0	3	3	1	0	1	4
17:45 18:00	0	0	0	1	0	1	1
07:45 08:00	1	3	4	0	1	1	5
08:00 08:15	4	4	8	0	2	2	10
08:15 08:30	0	2	2	1	0	1	3
08:45 09:00	2	1	3	0	1	1	4
09:00 09:15	1	3	4	0	0	0	4
09:30 09:45	0	5	5	0	3	3	8
09:45 10:00	0	1	1	0	0	0	1
11:30 11:45	1	1	2	0	0	0	2
11:45 12:00	0	1	1	1	0	1	2
12:00 12:15	1	0	1	0	0	0	1
12:30 12:45	1	2	3	1	1	2	5
12:45 13:00	0	1	1	1	0	1	2
13:00 13:15	0	4	4	0	0	0	4
13:15 13:30	1	2	3	1	0	1	4
15:00 15:15	2	0	2	1	1	2	4
15:15 15:30	0	1	1	1	1	2	3
15:30 15:45	1	0	1	1	1	2	3
15:45 16:00	0	1	1	4	0	4	5
16:00 16:15	0	0	0	1	0	1	1
16:15 16:30	1	0	1	0	1	1	2
16:45 17:00	1	6	7	1	0	1	8
17:00 17:15	2	6	8	0	1	1	9
17:15 17:30	0	0	0	1	0	1	1
17:30 17:45	0	2	2	1	1	2	4
16:30 16:45	2	0	2	1	1	2	4
08:30 08:45	1	0	1	1	0	1	2
09:15 09:30	2	2	4	0	2	2	6
12:15 12:30	1	3	4	2	0	2	6
<b>Total .....</b>	<b>26</b>	<b>56</b>	<b>82</b>	<b>25</b>	<b>17</b>	<b>42</b>	<b>124</b>



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### ANALDEA DR/WHITE ALDER AVE @ BANK ST

**Survey Date:** Wednesday, October 30, 2024

**WO No:** 42353

**Start Time:** 07:00

**Device:** Miovision

### Full Study Heavy Vehicles

		BANK ST									ANALDEA DR/WHITE ALDER AVE									
		Northbound			N TOT	Southbound			S TOT	STR TOT	Eastbound			E TOT	Westbound			W TOT	STR TOT	Grand Total
Time Period		LT	ST	RT		LT	ST	RT			LT	ST	RT		LT	ST	RT			
07:00	07:15	0	2	0	2	1	7	0	8	10	0	0	0	0	0	0	0	0	0	10
07:15	07:30	1	1	0	2	0	8	3	11	13	1	0	0	1	1	0	0	1	2	15
07:30	07:45	0	6	0	6	0	2	0	2	8	0	0	0	0	0	0	0	0	0	8
17:45	18:00	1	1	0	2	0	0	1	1	3	0	0	0	0	0	0	0	0	0	3
07:45	08:00	0	7	0	7	0	6	0	6	13	2	0	0	2	0	0	0	0	2	15
08:00	08:15	0	5	0	5	0	12	1	13	18	1	0	2	3	0	0	0	0	3	21
08:15	08:30	0	2	0	2	0	7	1	8	10	0	0	0	0	0	0	0	0	0	10
08:45	09:00	0	3	0	3	0	2	0	2	5	0	0	0	0	0	0	0	0	0	5
09:00	09:15	0	4	0	4	1	7	0	8	12	0	0	0	0	0	0	1	1	1	13
09:30	09:45	0	11	0	11	0	10	0	10	21	0	0	0	0	0	0	0	0	0	21
09:45	10:00	0	6	0	6	0	2	0	2	8	0	0	0	0	0	0	0	0	0	8
11:30	11:45	0	4	0	4	0	5	0	5	9	0	0	0	0	0	0	0	0	0	9
11:45	12:00	0	1	0	1	0	3	0	3	4	0	0	1	1	0	0	0	0	1	5
12:00	12:15	0	3	0	3	0	5	0	5	8	1	0	0	1	0	0	0	0	1	9
12:30	12:45	0	3	0	3	0	2	0	2	5	0	0	1	1	0	0	0	0	1	6
12:45	13:00	0	2	0	2	0	3	0	3	5	0	0	0	0	0	0	0	0	0	5
13:00	13:15	0	4	0	4	0	4	0	4	8	0	0	0	0	0	0	0	0	0	8
13:15	13:30	0	4	0	4	0	6	1	7	11	0	0	0	0	0	0	0	0	0	11
15:00	15:15	0	6	0	6	0	1	0	1	7	2	0	0	2	0	0	0	0	2	9
15:15	15:30	0	9	0	9	1	2	0	3	12	2	0	0	2	0	0	0	0	2	14
15:30	15:45	1	5	0	6	0	2	0	2	8	0	0	0	0	0	0	0	0	0	8
15:45	16:00	0	1	0	1	0	2	0	2	3	0	0	0	0	0	0	0	0	0	3
16:00	16:15	0	3	0	3	0	5	2	7	10	0	0	0	0	0	0	0	0	0	10
16:15	16:30	1	9	0	10	0	3	0	3	13	1	0	0	1	0	0	0	0	1	14
16:45	17:00	0	3	0	3	0	2	1	3	6	0	0	0	0	0	0	0	0	0	6
17:00	17:15	0	3	0	3	0	2	0	2	5	0	0	0	0	0	0	0	0	0	5
17:15	17:30	0	3	0	3	0	1	0	1	4	0	0	0	0	0	0	0	0	0	4
17:30	17:45	0	0	0	0	0	2	0	2	2	0	0	1	1	0	0	0	0	1	3
16:30	16:45	0	6	0	6	0	4	1	5	11	1	0	0	1	0	0	0	0	1	12
08:30	08:45	0	8	0	8	1	1	0	2	10	2	0	0	2	0	0	1	1	3	13
09:15	09:30	0	1	0	1	0	6	0	6	7	0	0	0	0	0	0	0	0	0	7
12:15	12:30	0	5	0	5	0	4	1	5	10	1	0	0	1	0	0	0	0	1	11
Total:	None	4	131	0	135	4	128	12	144	279	14	0	5	19	1	0	2	3	22	301

# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### ANALDEA DR/WHITE ALDER AVE @ BANK ST

**Survey Date:** Wednesday, October 30, 2024

**WO No:** 42353

**Start Time:** 07:00

**Device:** Miovision

### Full Study 15 Minute U-Turn Total

		BANK ST		ANALDEA DR/WHITE ALDER AVE		
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
17:45	18:00	0	0	0	0	0
07:45	08:00	0	1	0	0	1
08:00	08:15	0	0	0	0	0
08:15	08:30	0	0	0	0	0
08:45	09:00	0	0	0	0	0
09:00	09:15	0	1	0	0	1
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
12:30	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	1	0	0	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
16:45	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
16:30	16:45	0	0	0	0	0
08:30	08:45	0	0	0	0	0
09:15	09:30	0	0	0	0	0
12:15	12:30	0	0	0	0	0
Total		1	3	0	0	4

**Survey Date:** Thursday, February 23, 2023

**Start Time:** 07:00

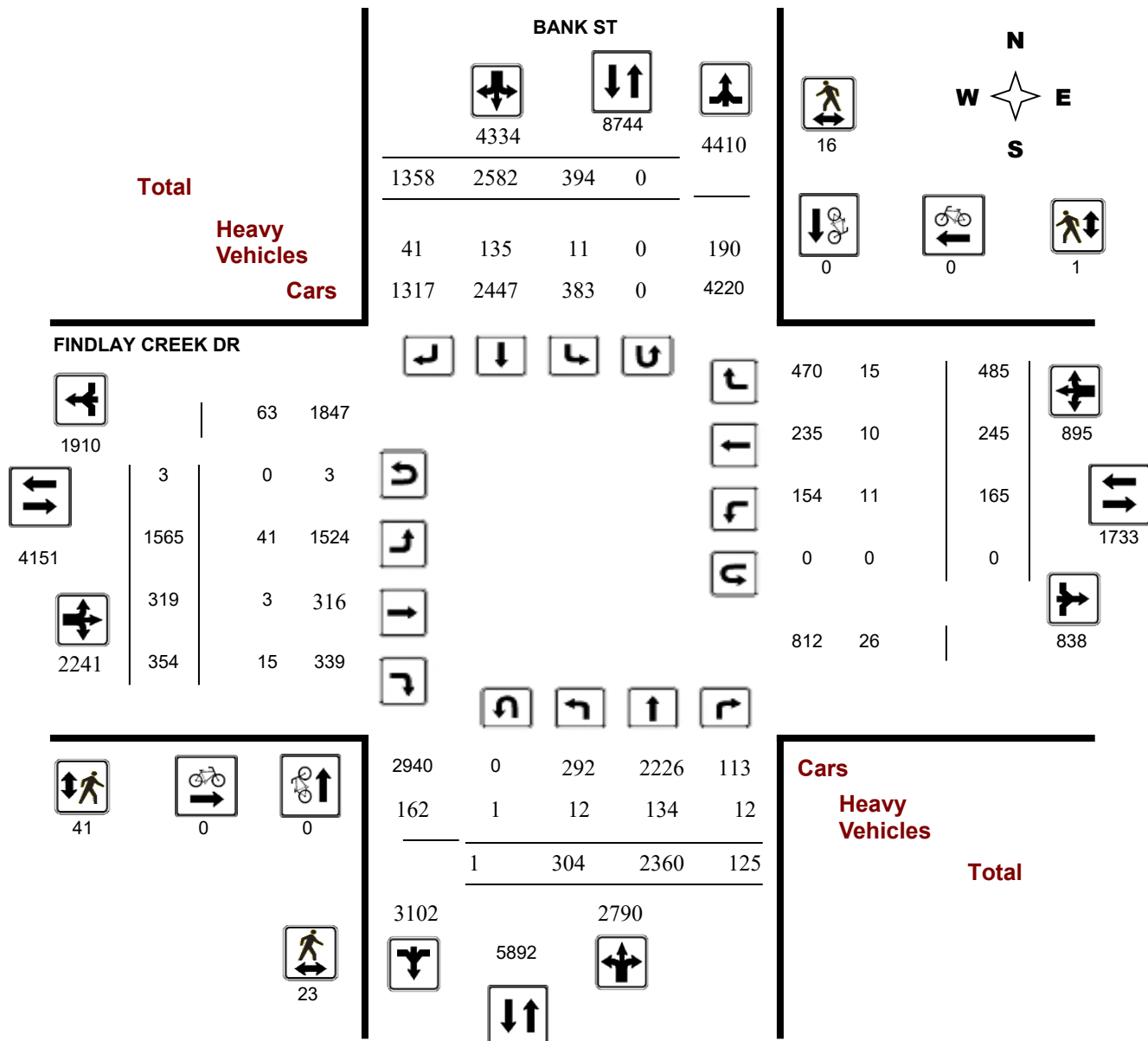
**WO No:**

40803

**Device:**

Miovision

### Full Study Diagram



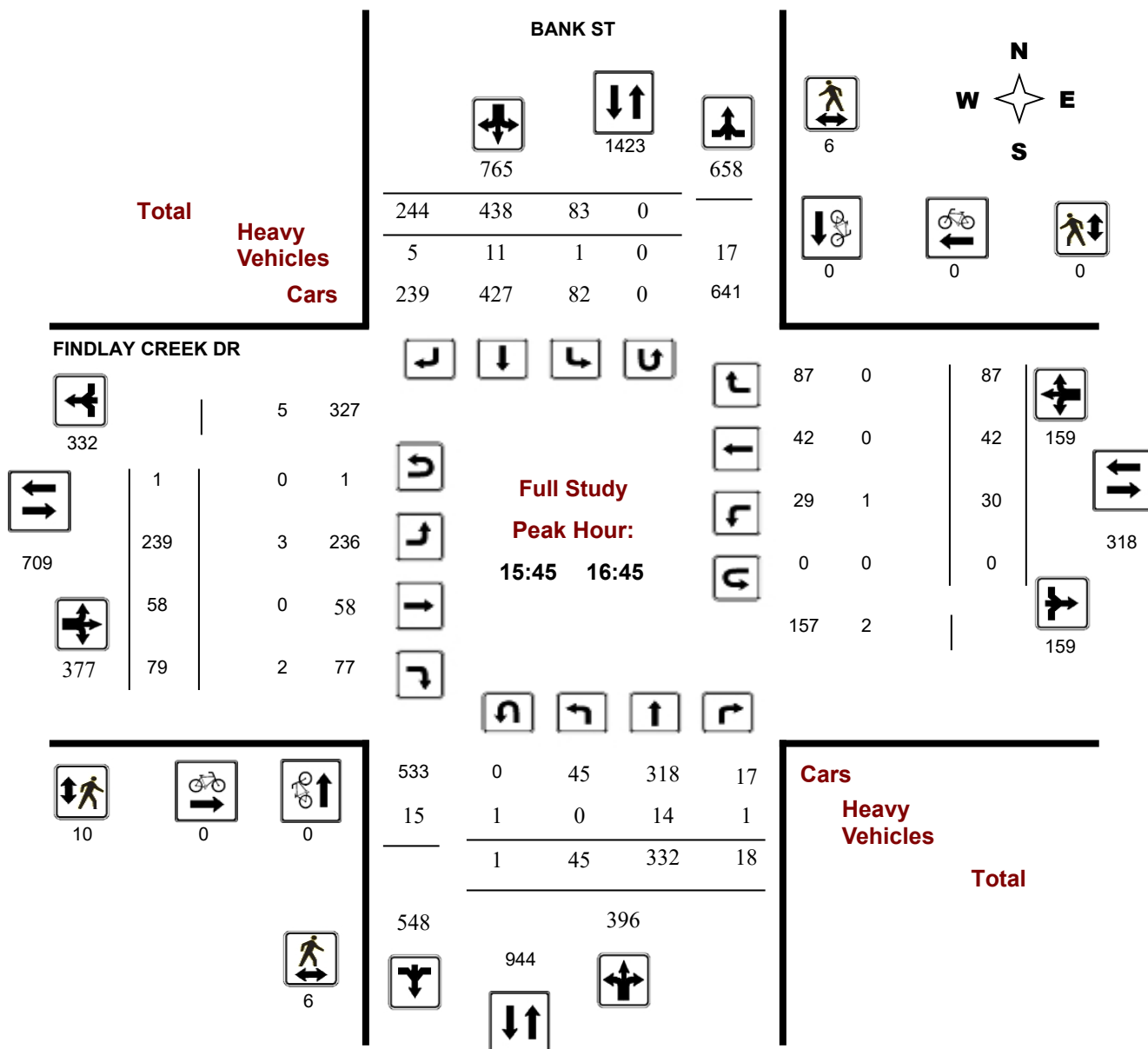
**Survey Date:** Thursday, February 23, 2023

**WO No:** 40803

**Start Time:** 07:00

**Device:** Miovision

### Full Study Peak Hour Diagram



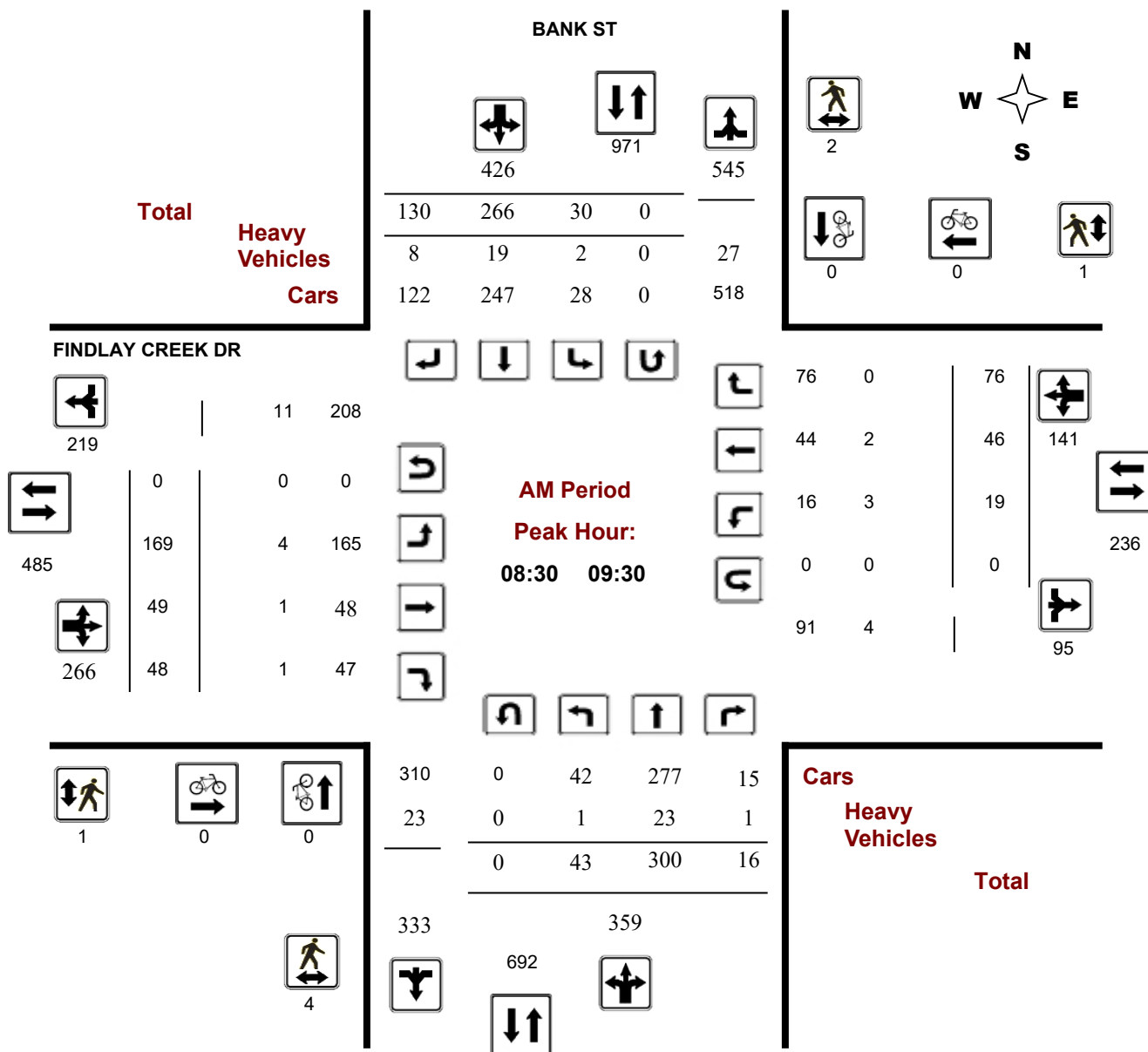
**Survey Date:** Thursday, February 23, 2023

**WO No:** 40803

**Start Time:** 07:00

**Device:** Miovision

### AM Period Peak Hour Diagram





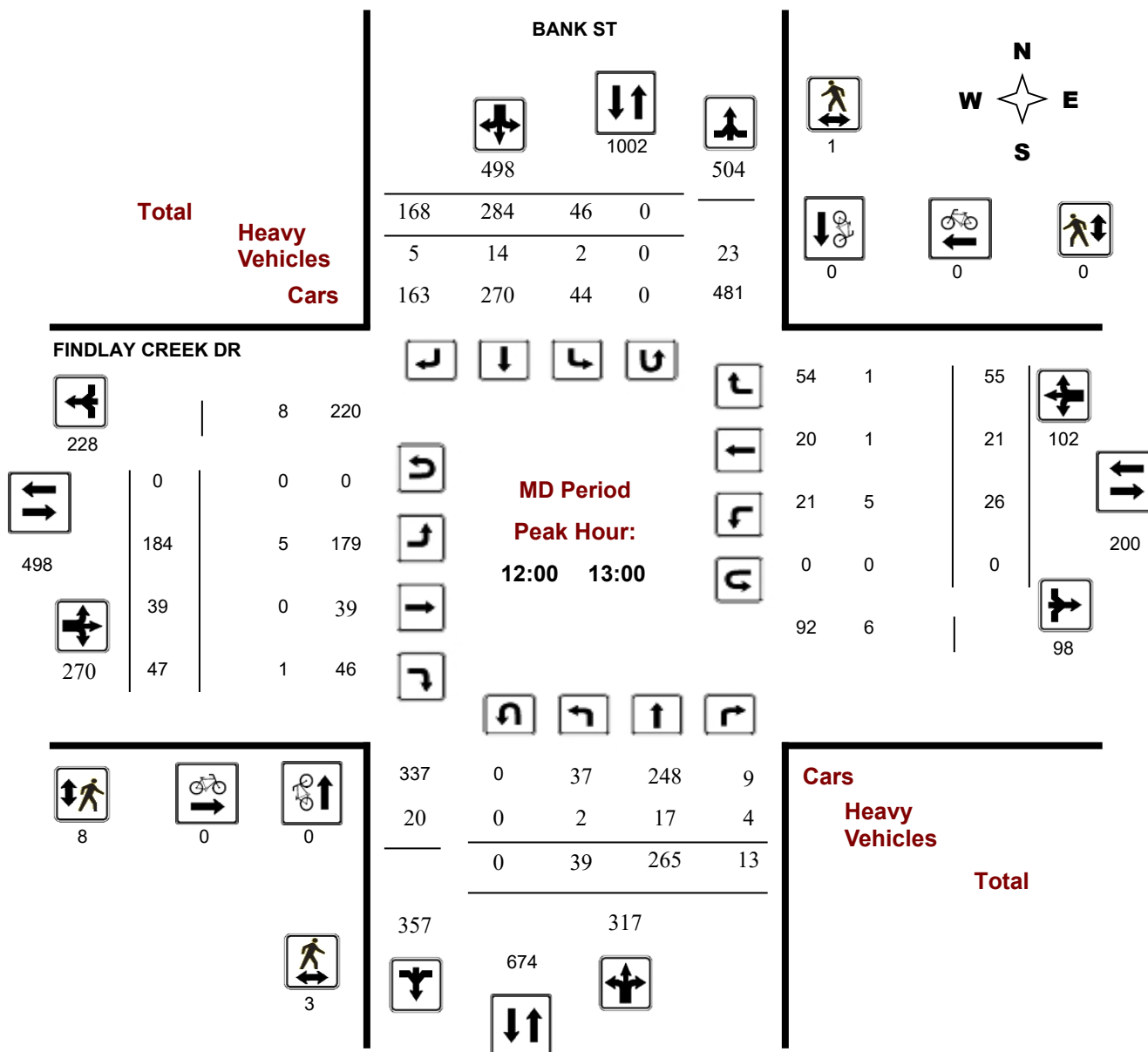
**Survey Date:** Thursday, February 23, 2023

**WO No:** 40803

**Start Time:** 07:00

**Device:** Miovision

### MD Period Peak Hour Diagram



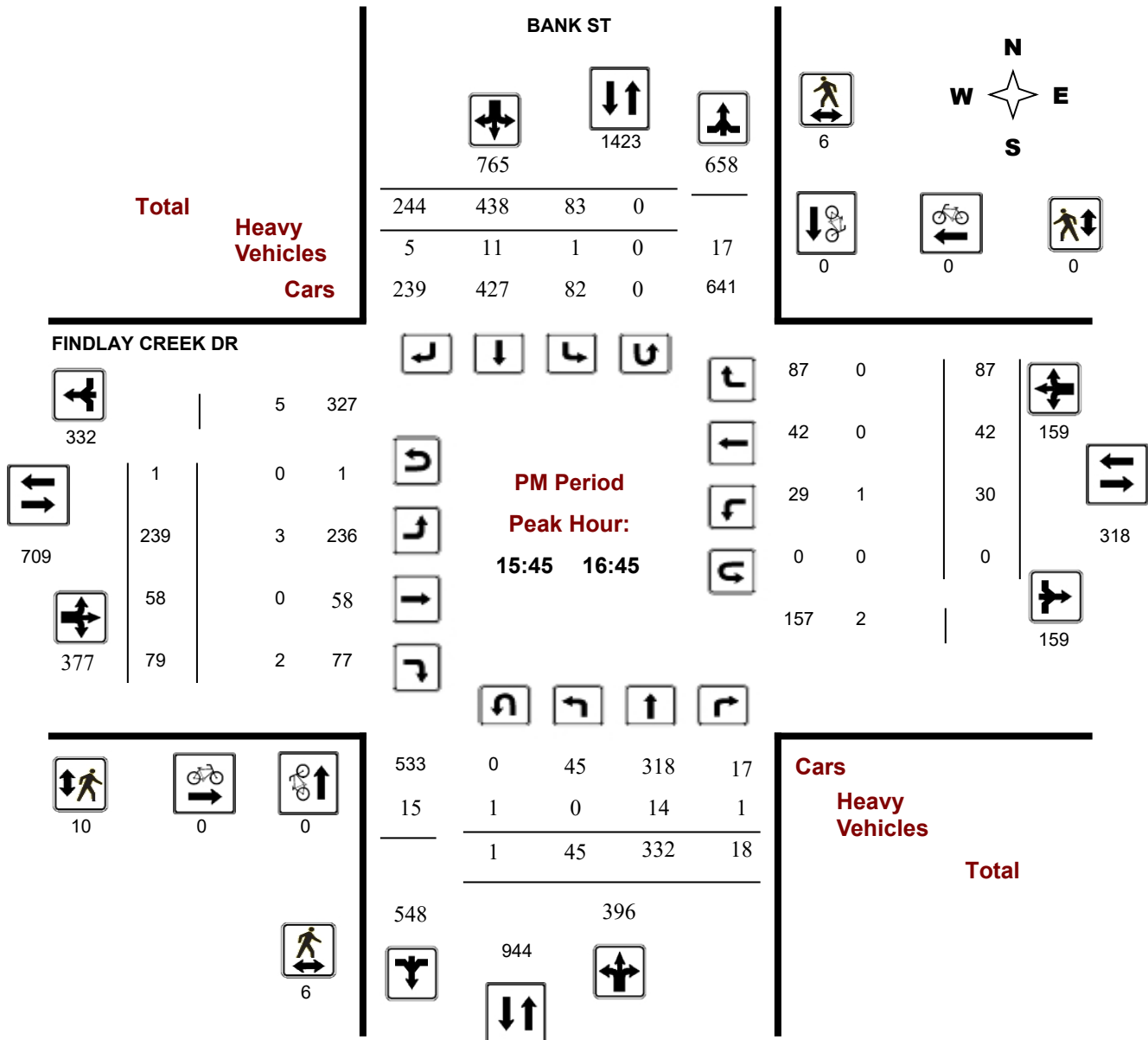
**Survey Date:** Thursday, February 23, 2023

**WO No:** 40803

**Start Time:** 07:00

**Device:** Miovision

### PM Period Peak Hour Diagram





# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### BANK ST @ FINDLAY CREEK DR

**Survey Date:** Thursday, February 23, 2023

**WO No:** 40803

**Start Time:** 07:00

**Device:** Miovision

### Full Study Summary (8 HR Standard)

**Survey Date:** Thursday, February 23, 2023

#### Total Observed U-Turns

#### AADT Factor

Northbound: 1 Southbound: 0  
Eastbound: 3 Westbound: 0  
.90

BANK ST										FINDLAY CREEK DR									
Period	Northbound				Southbound				STR TOT	Eastbound				Westbound				STR TOT	Grand Total
	LT	ST	RT	NB TOT	LT	ST	RT	SB TOT		LT	ST	RT	EB TOT	LT	ST	RT	WB TOT		
07:00 08:00	17	341	25	383	33	229	48	310	693	219	28	34	281	11	21	67	99	380	1073
08:00 09:00	36	315	12	363	31	274	119	424	787	193	25	43	261	20	27	72	119	380	1167
09:00 10:00	33	271	17	321	33	244	125	402	723	172	53	38	263	14	43	57	114	377	1100
11:30 12:30	33	262	13	308	47	295	151	493	801	165	34	39	238	18	26	54	98	336	1137
12:30 13:30	42	240	11	293	42	273	179	494	787	183	38	47	268	31	20	38	89	357	1144
15:00 16:00	55	295	21	371	55	435	262	752	1123	197	46	52	295	33	36	60	129	424	1547
16:00 17:00	46	325	19	390	80	441	252	773	1163	249	55	64	368	28	37	87	152	520	1683
17:00 18:00	42	311	7	360	73	391	222	686	1046	187	40	37	264	10	35	50	95	359	1405
Sub Total	304	2360	125	2789	394	2582	1358	4334	7123	1565	319	354	2238	165	245	485	895	3133	10256
U Turns	1				0				1	3				0				3	4
Total	304	2360	125	2790	394	2582	1358	4334	7124	1565	319	354	2241	165	245	485	895	3136	10260
EQ 12Hr	423	3280	174	3878	548	3589	1888	6024	9902	2175	443	492	3115	229	341	674	1244	4359	14261
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.														1.39					
AVG 12Hr	381	2952	157	3490	493	4231	2226	5422	8912	1958	399	443	2804	206	307	607	1120	3923	12835
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.														.90					
AVG 24Hr	499	3867	206	4572	646	5543	2916	7103	11675	2565	523	580	3673	270	402	795	1467	5139	16814
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

### BANK ST @ FINDLAY CREEK DR

**Survey Date:** Thursday, February 23, 2023

**WO No:** 40803

**Start Time:** 07:00

**Device:** Miovision

## Full Study 15 Minute Increments

### BANK ST

### FINDLAY CREEK DR

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	60	6	69	6	55	13	74	143	45	7	6	58	2	4	10	16	74	217
07:15 07:30	5	92	7	104	12	48	17	77	181	48	5	9	62	4	8	18	30	92	273
07:30 07:45	3	85	6	94	8	64	10	82	176	61	6	8	75	2	3	23	28	103	279
11:45 12:00	6	64	1	71	13	86	39	138	209	34	8	7	49	4	8	14	26	75	284
17:45 18:00	12	56	1	69	21	93	50	164	233	45	6	16	67	3	8	7	18	85	318
07:45 08:00	6	104	6	116	7	62	8	77	193	65	10	11	86	3	6	16	25	111	304
08:00 08:15	6	75	2	83	7	71	28	106	189	54	7	12	73	1	8	18	27	100	289
08:15 08:30	7	74	4	85	10	60	25	95	180	57	3	6	66	6	3	13	22	88	268
08:30 08:45	8	82	3	93	7	74	30	111	204	39	3	10	52	6	5	22	33	85	289
08:45 09:00	15	84	3	102	7	69	36	112	214	43	12	15	70	7	11	19	37	107	321
09:00 09:15	13	69	2	84	6	62	38	106	190	46	17	13	76	3	19	19	41	117	307
09:15 09:30	7	65	8	80	10	61	26	97	177	41	17	10	68	3	11	16	30	98	275
09:30 09:45	9	71	4	84	6	66	26	98	182	39	11	8	58	7	6	5	18	76	258
09:45 10:00	4	66	3	73	11	55	35	101	174	46	8	7	62	1	7	17	25	87	261
11:30 11:45	11	53	5	69	10	69	36	115	184	45	9	6	60	3	4	13	20	80	264
12:00 12:15	8	87	6	101	10	75	42	127	228	43	7	15	65	6	7	14	27	92	320
12:15 12:30	8	58	1	67	14	65	34	113	180	43	10	11	64	5	7	13	25	89	269
12:30 12:45	12	73	5	90	8	72	46	126	216	47	14	7	68	5	4	21	30	98	314
12:45 13:00	11	47	1	59	14	72	46	132	191	51	8	14	73	10	3	7	20	93	284
13:00 13:15	8	59	3	70	8	64	50	122	192	53	8	11	72	10	7	8	25	97	289
13:15 13:30	11	61	2	74	12	65	37	114	188	32	8	15	55	6	6	2	14	69	257
15:15 15:30	9	71	1	81	13	124	70	207	288	46	8	8	62	11	2	17	30	92	380
15:30 15:45	16	77	11	104	13	105	74	192	296	51	11	9	71	7	15	18	40	111	407
15:45 16:00	17	85	4	107	19	121	63	203	310	52	20	30	102	11	14	17	42	144	454
16:00 16:15	8	99	6	113	19	98	50	167	280	76	14	13	103	8	9	24	41	144	424
16:15 16:30	7	69	2	78	17	113	77	207	285	55	10	19	85	7	9	22	38	123	408
16:30 16:45	13	79	6	98	28	106	54	188	286	56	14	17	87	4	10	24	38	125	411
16:45 17:00	18	78	5	101	16	124	71	211	312	62	17	15	95	9	9	17	35	130	442
17:00 17:15	16	94	1	111	18	122	63	203	314	49	15	3	67	3	12	13	28	95	409
17:15 17:30	7	65	2	74	17	95	59	171	245	48	7	8	63	3	7	15	25	88	333
17:30 17:45	7	96	3	106	17	81	50	148	254	45	12	10	67	1	8	15	24	91	345
15:00 15:15	13	62	5	80	10	85	55	150	230	48	7	5	60	4	5	8	17	77	307
Total:	304	2360	125	2790	394	2582	1358	4334	7124	1565	319	354	2241	165	245	485	895	3136	10,260

Note: U-Turns are included in Totals, cyclist volume is not included in totals. For cyclist volumes refer to Cyclist Volume report.



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### BANK ST @ FINDLAY CREEK DR

**Survey Date:** Thursday, February 23, 2023

**WO No:** 40803

**Start Time:** 07:00

**Device:** Miovision

## Full Study Cyclist Volume

		BANK ST			FINDLAY CREEK DR			Grand Total
Time Period		Northbound	Southbound	Street Total	Eastbound	Westbound	Street 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
11:45	12:00	0	0	0	0	0	0	0
17:45	18:00	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
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
15:15	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
15:00	15:15	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	0



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### BANK ST @ FINDLAY CREEK DR

**Survey Date:** Thursday, February 23, 2023

**WO No:** 40803

**Start Time:** 07:00

**Device:** Miovision

### Full Study Pedestrian Volume

#### BANK ST

#### FINDLAY CREEK DR

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	4	0	4	6
07:15 07:30	1	0	1	0	0	0	1
07:30 07:45	0	1	1	1	0	1	2
11:45 12:00	1	0	1	0	0	0	1
17:45 18:00	0	0	0	1	0	1	1
07:45 08:00	0	0	0	0	0	0	0
08:00 08:15	0	1	1	1	0	1	2
08:15 08:30	0	0	0	0	0	0	0
08:30 08:45	1	0	1	0	1	1	2
08:45 09:00	1	0	1	0	0	0	1
09:00 09:15	2	1	3	1	0	1	4
09:15 09:30	0	1	1	0	0	0	1
09:30 09:45	0	1	1	1	0	1	2
09:45 10:00	0	0	0	0	0	0	0
11:30 11:45	2	0	2	2	0	2	4
12:00 12:15	0	0	0	2	0	2	2
12:15 12:30	1	1	2	1	0	1	3
12:30 12:45	1	0	1	4	0	4	5
12:45 13:00	1	0	1	1	0	1	2
13:00 13:15	0	2	2	4	0	4	6
13:15 13:30	1	0	1	0	0	0	1
15:15 15:30	2	0	2	4	0	4	6
15:30 15:45	0	0	0	0	0	0	0
15:45 16:00	1	0	1	2	0	2	3
16:00 16:15	1	0	1	1	0	1	2
16:15 16:30	3	4	7	4	0	4	11
16:30 16:45	1	2	3	3	0	3	6
16:45 17:00	0	1	1	0	0	0	1
17:00 17:15	1	0	1	1	0	1	2
17:15 17:30	1	0	1	2	0	2	3
17:30 17:45	0	0	0	1	0	1	1
15:00 15:15	0	0	0	0	0	0	0
<b>Total .....</b>	<b>23</b>	<b>16</b>	<b>39</b>	<b>41</b>	<b>1</b>	<b>42</b>	<b>81</b>



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### BANK ST @ FINDLAY CREEK DR

**Survey Date:** Thursday, February 23, 2023

**WO No:** 40803

**Start Time:** 07:00

**Device:** Miovision

### Full Study Heavy Vehicles

#### BANK ST

#### FINDLAY CREEK DR

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	7	0	7	0	2	3	5	12	2	0	1	3	0	0	0	0	3	15
07:15 07:30	1	6	0	7	1	3	0	4	11	3	0	0	3	0	0	0	0	3	14
07:30 07:45	0	6	0	6	2	9	2	13	19	2	0	1	3	0	0	0	0	3	22
11:45 12:00	0	6	0	6	1	2	2	5	11	1	0	0	1	1	0	1	2	3	14
17:45 18:00	0	3	0	3	0	1	1	2	5	1	0	0	1	0	1	0	1	2	7
07:45 08:00	1	3	0	4	0	8	0	8	12	4	1	1	6	0	0	0	0	6	18
08:00 08:15	0	3	0	3	0	6	1	7	10	1	0	1	2	0	0	0	0	2	12
08:15 08:30	2	7	0	9	0	7	1	8	17	2	0	0	2	0	0	0	0	2	19
08:30 08:45	1	4	0	5	0	5	2	7	12	2	0	0	2	0	1	0	1	3	15
08:45 09:00	0	10	0	10	1	6	2	9	19	0	1	1	2	0	0	0	0	2	21
09:00 09:15	0	7	0	7	1	5	1	7	14	1	0	0	1	2	0	0	2	3	17
09:15 09:30	0	2	1	3	0	3	3	6	9	1	0	0	1	1	1	0	2	3	12
09:30 09:45	0	4	1	5	0	8	1	9	14	2	0	2	4	0	1	1	2	6	20
09:45 10:00	0	7	1	8	0	1	1	2	10	0	0	2	2	0	1	3	4	6	16
11:30 11:45	1	3	1	5	0	8	2	10	15	3	0	1	4	0	0	0	0	4	19
12:00 12:15	1	4	1	6	1	5	1	7	13	1	0	1	2	1	0	0	1	3	16
12:15 12:30	1	6	1	8	1	2	2	5	13	0	0	0	0	1	0	0	1	1	14
12:30 12:45	0	5	2	7	0	2	2	4	11	4	0	0	4	0	1	1	2	6	17
12:45 13:00	0	2	0	2	0	5	0	5	7	0	0	0	0	3	0	0	3	3	10
13:00 13:15	0	5	0	5	0	7	2	9	14	1	0	0	1	1	0	2	3	4	18
13:15 13:30	2	3	1	6	0	4	1	5	11	0	0	2	2	0	0	0	0	2	13
15:15 15:30	1	2	0	3	0	9	2	11	14	0	0	0	0	0	0	1	1	1	15
15:30 15:45	1	3	1	5	0	4	0	4	9	1	0	0	1	0	0	0	0	1	10
15:45 16:00	0	5	0	6	1	3	1	5	11	0	0	1	1	0	0	0	0	1	12
16:00 16:15	0	2	0	2	0	3	1	4	6	2	0	0	2	1	0	0	1	3	9
16:15 16:30	0	2	1	3	0	3	2	5	8	0	0	1	1	0	0	0	0	1	9
16:30 16:45	0	5	0	5	0	2	1	3	8	1	0	0	1	0	0	0	0	1	9
16:45 17:00	0	3	0	3	1	1	1	3	6	1	1	0	2	0	1	0	1	3	9
17:00 17:15	0	3	0	3	0	2	0	2	5	2	0	0	2	0	0	1	1	3	8
17:15 17:30	0	1	0	1	0	3	1	4	5	1	0	0	1	0	1	0	1	2	7
17:30 17:45	0	3	0	3	0	3	2	5	8	0	0	0	0	0	2	3	5	5	13
15:00 15:15	0	2	1	3	1	3	0	4	7	2	0	0	2	0	0	2	2	4	11
Total: None	12	134	12	159	11	135	41	187	346	41	3	15	59	11	10	15	36	95	441



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### BANK ST @ FINDLAY CREEK DR

**Survey Date:** Thursday, February 23, 2023

**WO No:** 40803

**Start Time:** 07:00

**Device:** Miovision

### Full Study 15 Minute U-Turn Total

#### BANK ST

#### FINDLAY CREEK DR

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
11:45	12:00	0	0	0	0	0
17:45	18:00	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	1	0	1
11:30	11:45	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
15:15	15:30	0	0	0	0	0
15:30	15:45	0	0	0	0	0
15:45	16:00	1	0	0	0	1
16:00	16:15	0	0	0	0	0
16:15	16:30	0	0	1	0	1
16:30	16:45	0	0	0	0	0
16:45	17:00	0	0	1	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
15:00	15:15	0	0	0	0	0
Total		1	0	3	0	4



## Turning Movement Count - Study Results

### BLAIS RD @ BANK ST

**Survey Date:** Thursday, July 06, 2023

**Start Time:** 07:00

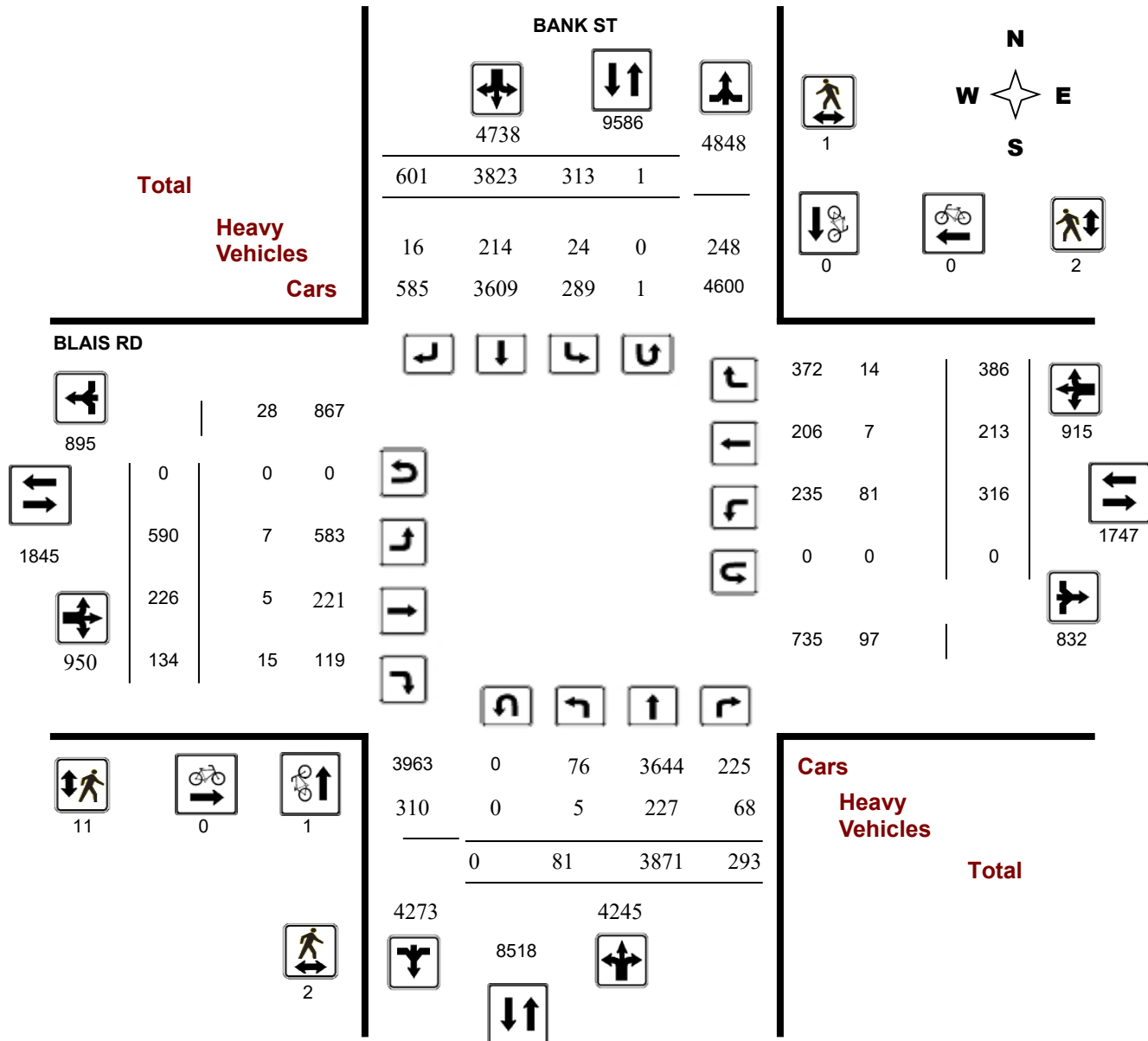
**WO No:**

41064

**Device:**

Miovision

### Full Study Diagram



## Turning Movement Count - Study Results

### BLAIS RD @ BANK ST

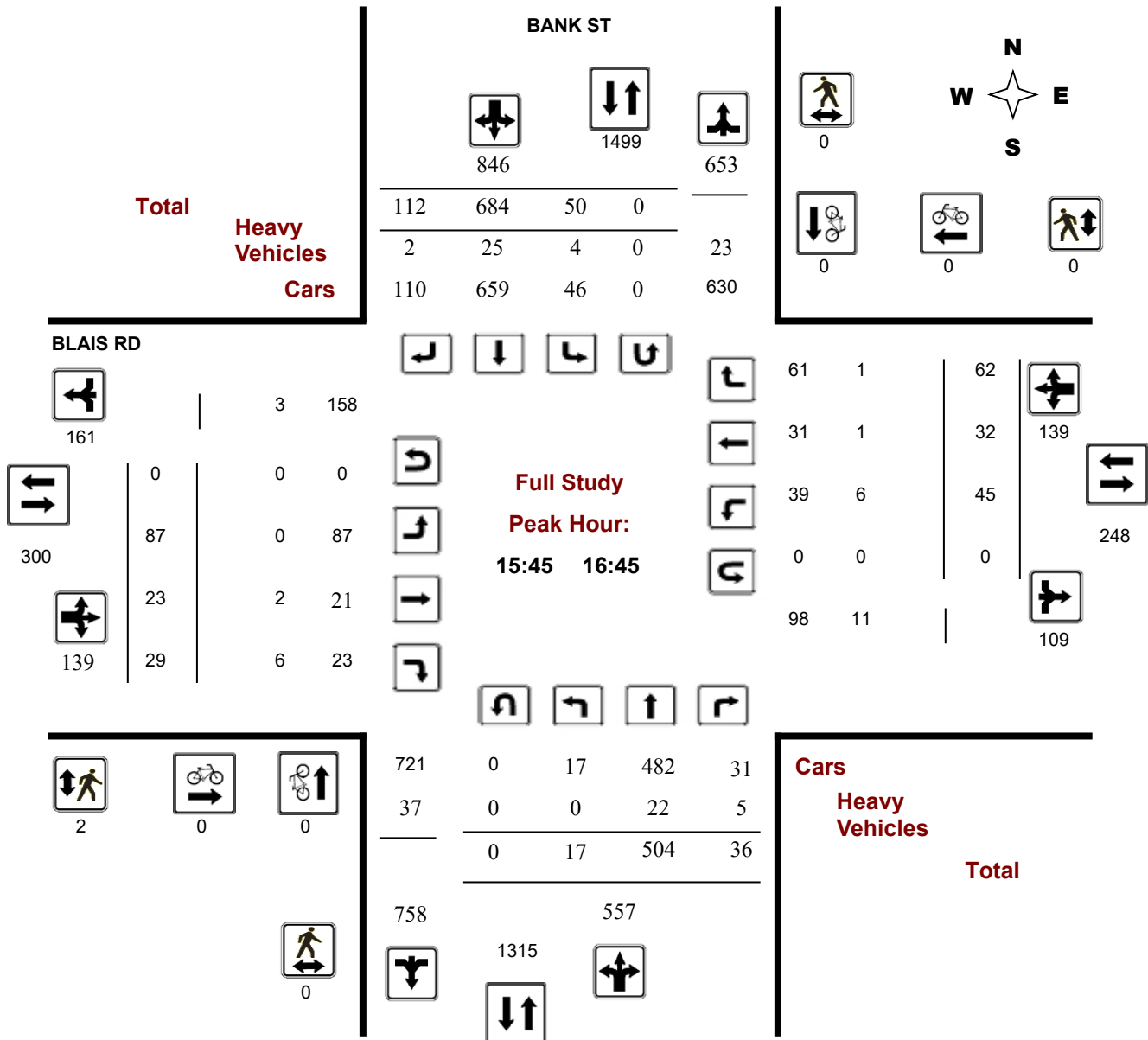
**Survey Date:** Thursday, July 06, 2023

**WO No:** 41064

**Start Time:** 07:00

**Device:** Miovision

### Full Study Peak Hour Diagram



## Turning Movement Count - Study Results

### BLAIS RD @ BANK ST

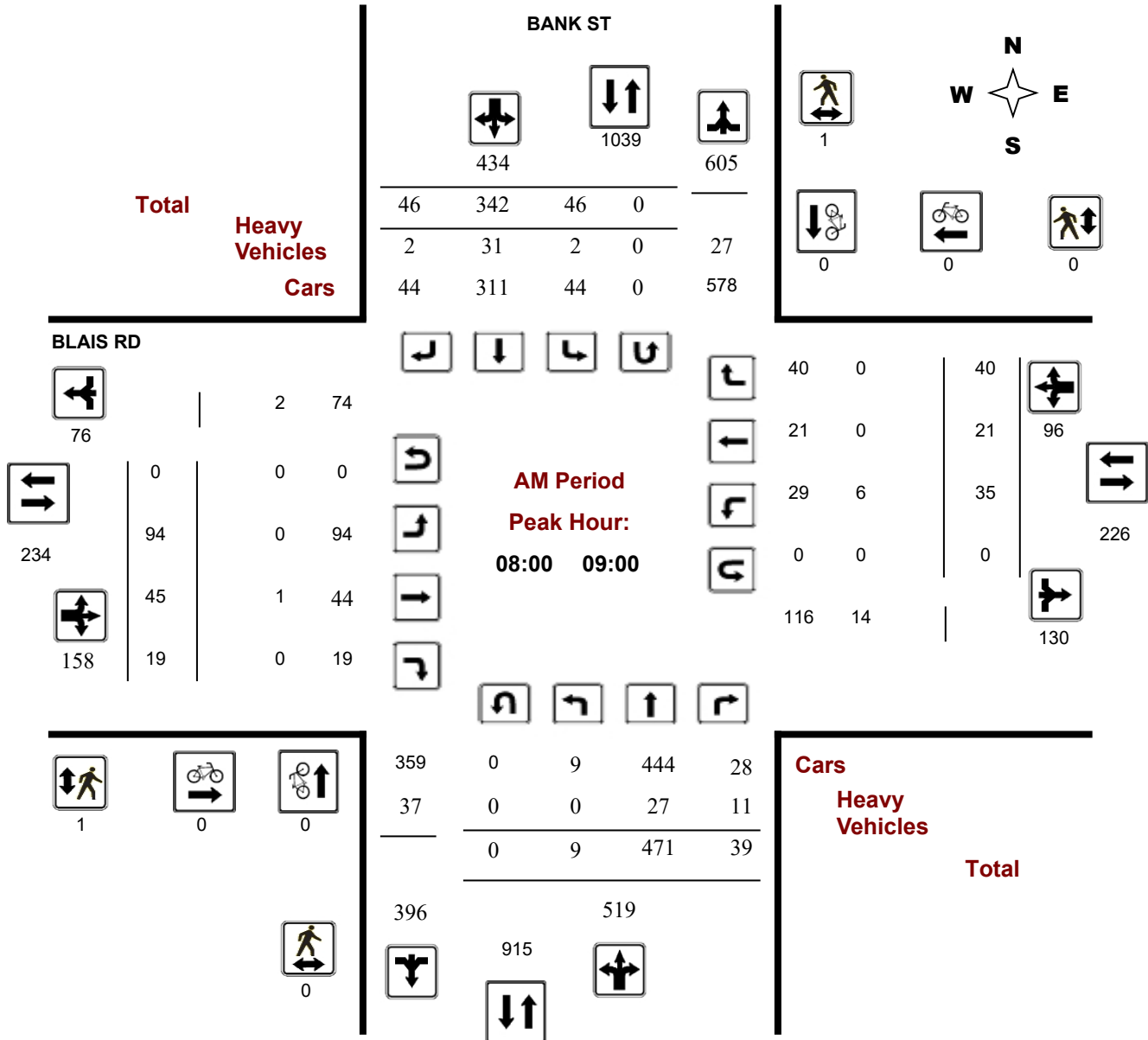
**Survey Date:** Thursday, July 06, 2023

**WO No:** 41064

**Start Time:** 07:00

**Device:** Miovision

### AM Period Peak Hour Diagram



## Turning Movement Count - Study Results

**BLAIS RD @ BANK ST**

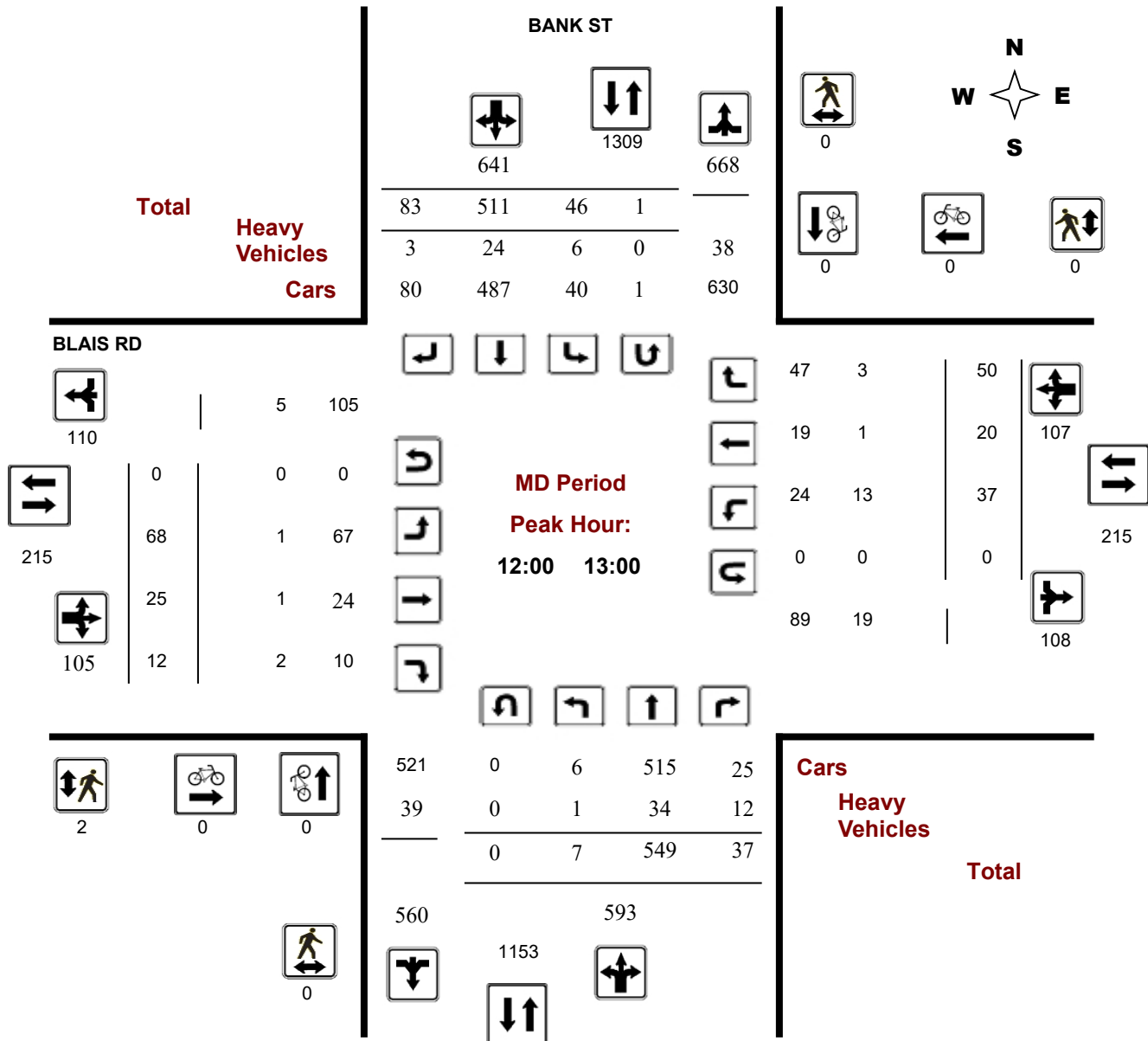
**Survey Date:** Thursday, July 06, 2023

**WO No:** 41064

**Start Time:** 07:00

Device: Miovision

## MD Period Peak Hour Diagram



## Turning Movement Count - Study Results

### BLAIS RD @ BANK ST

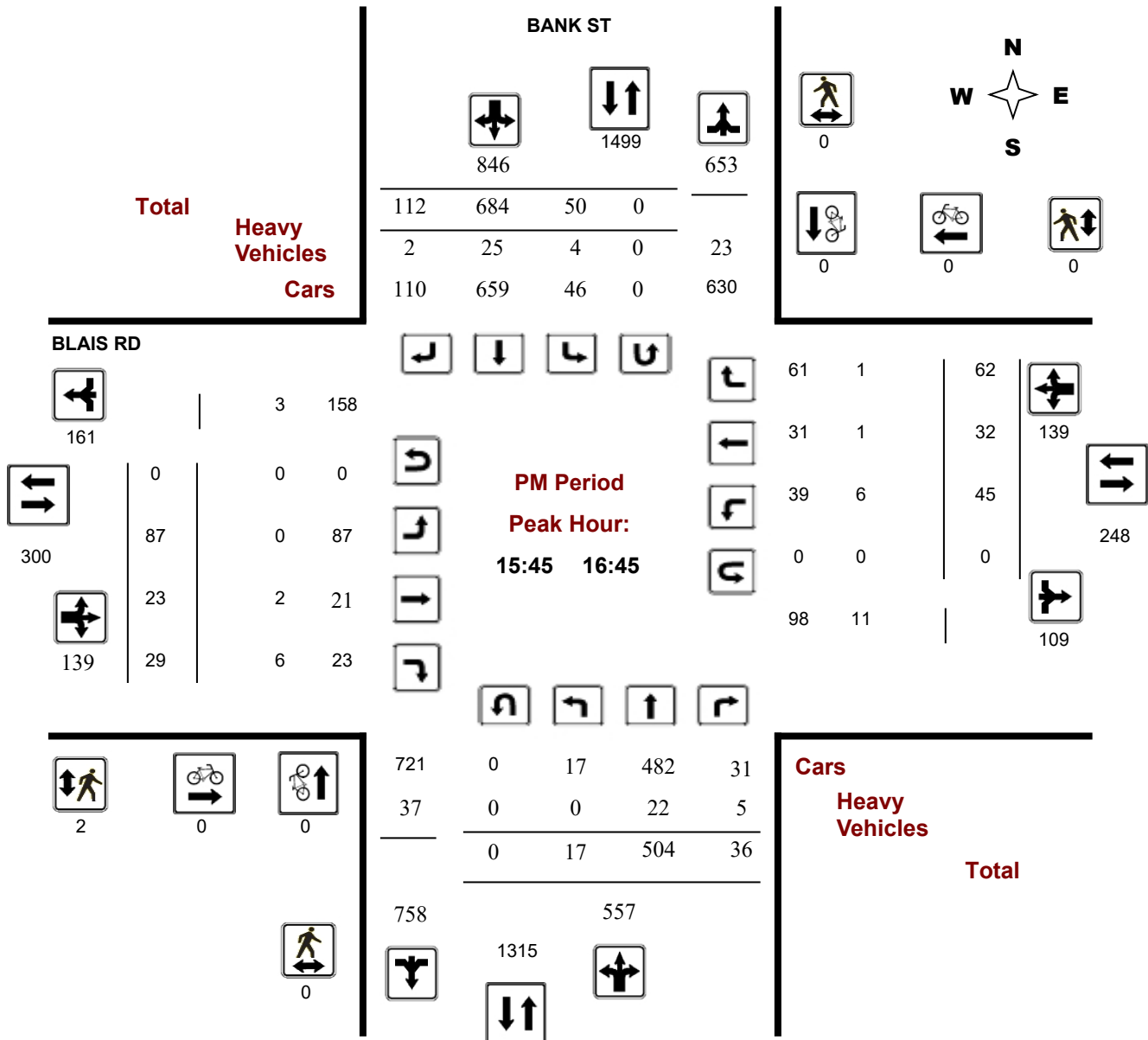
**Survey Date:** Thursday, July 06, 2023

**WO No:** 41064

**Start Time:** 07:00

**Device:** Miovision

### PM Period Peak Hour Diagram



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### BLAIS RD @ BANK ST

**Survey Date:** Thursday, July 06, 2023

**WO No:** 41064

**Start Time:** 07:00

**Device:** Miovision

### Full Study Summary (8 HR Standard)

**Survey Date:** Thursday, July 06, 2023

#### Total Observed U-Turns

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

#### AADT Factor

.90

BANK ST										BLAIS RD										STR TOT	Grand Total
Period	Northbound				Southbound				STR TOT	Eastbound				Westbound				WB TOT			
	LT	ST	RT	NB TOT	LT	ST	RT	SB TOT		LT	ST	RT	EB TOT	LT	ST	RT					
07:00	08:00	6	480	34	520	35	284	39	358	878	79	38	11	128	32	11	36	79	207	1085	
08:00	09:00	9	471	39	519	46	342	46	434	953	94	45	19	158	35	21	40	96	254	1207	
09:00	10:00	10	472	33	515	31	365	52	448	963	60	29	11	100	38	19	33	90	190	1153	
11:30	12:30	7	511	40	558	34	465	72	571	1129	80	24	17	121	42	19	44	105	226	1355	
12:30	13:30	8	482	38	528	40	525	79	644	1172	56	21	13	90	39	18	49	106	196	1368	
15:00	16:00	10	466	48	524	42	585	101	728	1252	69	24	17	110	51	31	59	141	251	1503	
16:00	17:00	21	506	27	554	49	654	112	815	1369	86	19	25	130	42	41	69	152	282	1651	
17:00	18:00	10	483	34	527	36	603	100	739	1266	66	26	21	113	37	53	56	146	259	1525	
Sub Total		81	3871	293	4245	313	3823	601	4737	8982	590	226	134	950	316	213	386	915	1865	10847	
U Turns		0				1				1	0				0				0	1	
Total		81	3871	293	4245	313	3823	601	4738	8983	590	226	134	950	316	213	386	915	1865	10848	
EQ 12Hr		113	5381	407	5901	435	5314	835	6586	12486	820	314	186	1320	439	296	537	1272	2592	15079	
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.														1.39							
AVG 12Hr		102	4843	366	5311	392	6265	985	5927	11237	738	283	167	1188	395	266	483	1145	2333	13571	
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.														.90							
AVG 24Hr		134	6344	479	6957	514	8207	1290	7764	14720	967	371	219	1556	517	348	633	1500	3056	17778	
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

### BLAIS RD @ BANK ST

**Survey Date:** Thursday, July 06, 2023

**WO No:** 41064

**Start Time:** 07:00

**Device:** Miovision

## Full Study 15 Minute Increments

### BANK ST

### BLAIS RD

Northbound

Southbound

Eastbound

Westbound

Time Period	LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT	Grand Total	
07:00	07:15	0	113	7	120	10	71	6	87	207	13	6	2	21	7	3	6	16	37	244
07:15	07:30	3	125	2	130	7	57	8	72	202	21	14	5	40	4	1	8	13	53	255
07:30	07:45	1	129	20	150	11	79	13	103	253	22	11	2	35	6	5	14	25	60	313
07:45	08:00	2	113	5	120	7	77	12	96	216	23	7	2	32	15	2	8	25	57	273
08:00	08:15	1	124	12	137	11	73	10	94	231	27	20	5	52	6	8	6	20	72	303
08:15	08:30	4	123	12	139	11	87	14	112	251	19	8	7	34	4	3	7	14	48	299
08:30	08:45	4	117	8	129	6	100	7	113	242	25	10	2	37	9	1	11	21	58	300
08:45	09:00	0	107	7	114	18	82	15	115	229	23	7	5	35	16	9	16	41	76	305
09:00	09:15	3	128	8	139	9	80	17	106	245	12	4	3	19	11	2	11	24	43	288
17:45	18:00	2	108	8	118	11	110	23	144	262	11	5	7	23	3	17	12	32	55	317
13:00	13:15	3	96	12	111	7	110	14	131	242	14	8	3	25	8	5	10	23	48	290
09:15	09:30	2	124	10	136	6	95	10	111	247	13	11	1	25	6	10	10	26	51	298
09:30	09:45	4	105	5	114	7	95	10	112	226	20	8	3	31	9	2	5	16	47	273
09:45	10:00	1	115	10	126	9	95	15	119	245	15	6	4	25	12	5	7	24	49	294
11:30	11:45	1	111	16	128	6	127	17	150	278	19	4	8	31	14	5	11	30	61	339
11:45	12:00	1	115	4	120	9	104	16	129	249	19	4	4	27	13	5	8	26	53	302
12:00	12:15	2	143	10	155	10	104	21	135	290	24	11	4	39	10	5	11	26	65	355
12:15	12:30	3	142	10	155	9	130	18	158	313	18	5	1	24	5	4	14	23	47	360
12:30	12:45	1	135	10	146	13	134	24	171	317	10	7	5	22	8	5	13	26	48	365
12:45	13:00	1	129	7	137	14	143	20	177	314	16	2	2	20	14	6	12	32	52	366
13:15	13:30	3	122	9	134	6	138	21	165	299	16	4	3	23	9	2	14	25	48	347
15:00	15:15	3	135	12	150	7	113	22	142	292	13	7	5	25	11	4	14	29	54	346
15:15	15:30	2	119	18	139	12	128	23	163	302	22	5	3	30	14	12	17	43	73	375
15:30	15:45	3	98	6	107	9	165	28	202	309	15	4	2	21	14	11	14	39	60	369
15:45	16:00	2	114	12	128	14	179	28	221	349	19	8	7	34	12	4	14	30	64	413
16:00	16:15	7	134	10	151	8	162	26	196	347	29	3	6	38	10	7	19	36	74	421
16:15	16:30	3	125	9	137	13	181	31	225	362	16	5	6	27	10	11	14	35	62	424
16:30	16:45	5	131	5	141	15	162	27	204	345	23	7	10	40	13	10	15	38	78	423
16:45	17:00	6	116	3	125	13	149	28	190	315	18	4	3	25	9	13	21	43	68	383
17:00	17:15	1	136	10	147	5	169	27	201	348	14	4	2	20	15	11	14	40	60	408
17:15	17:30	4	136	10	150	12	160	28	200	350	20	9	5	34	13	17	15	45	79	429
17:30	17:45	3	103	6	112	8	164	22	194	306	21	8	7	36	6	8	15	29	65	371
Total:		81	3871	293	4245	313	3823	601	4738	8983	590	226	134	950	316	213	386	915	1865	10,848

Note: U-Turns are included in Totals, cyclist volume is not included in totals. For cyclist volumes refer to Cyclist Volume report.



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### BLAIS RD @ BANK ST

**Survey Date:** Thursday, July 06, 2023

**WO No:** 41064

**Start Time:** 07:00

**Device:** Miovision

### Full Study Cyclist Volume

		BANK ST			BLAIS RD			Grand Total
Time Period		Northbound	Southbound	Street Total	Eastbound	Westbound	Street 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
17:45	18:00	0	0	0	0	0	0	0
13:00	13:15	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
13:15	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	1	0	1	0	0	0	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
Total		1	0	1	0	0	0	1





# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### BLAIS RD @ BANK ST

**Survey Date:** Thursday, July 06, 2023

**WO No:** 41064

**Start Time:** 07:00

**Device:** Miovision

### Full Study Pedestrian Volume

#### BANK ST

#### BLAIS RD

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	1	0	1	0	1	1	2
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	1	1	1	0	1	2
08:45 09:00	0	0	0	0	0	0	0
09:00 09:15	0	0	0	0	0	0	0
17:45 18:00	0	0	0	1	0	1	1
13:00 13:15	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	2	0	2	2
12:30 12:45	0	0	0	0	0	0	0
12:45 13:00	0	0	0	0	0	0	0
13:15 13:30	0	0	0	1	0	1	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	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	2	0	2	2
16:45 17:00	0	0	0	3	0	3	3
17:00 17:15	0	0	0	1	0	1	1
17:15 17:30	1	0	1	0	1	1	2
17:30 17:45	0	0	0	0	0	0	0
<b>Total .....</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>11</b>	<b>2</b>	<b>13</b>	<b>16</b>



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### BLAIS RD @ BANK ST

**Survey Date:** Thursday, July 06, 2023

**WO No:** 41064

**Start Time:** 07:00

**Device:** Miovision

### Full Study Heavy Vehicles

BANK ST											BLAIS RD									
Northbound					Southbound					Eastbound					Westbound					Grand Total
Time Period	LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT		
07:00	07:15	0	17	1	18	0	9	1	10	28	0	0	1	1	0	0	0	0	1	29
07:15	07:30	0	13	0	13	1	7	0	8	21	1	0	0	1	1	0	1	2	3	24
07:30	07:45	0	8	2	10	1	12	1	14	24	0	0	0	0	3	0	0	3	3	27
07:45	08:00	0	10	1	11	2	6	1	9	20	0	0	0	0	10	0	0	10	10	30
08:00	08:15	0	8	4	12	2	5	1	8	20	0	0	0	0	0	0	0	0	0	20
08:15	08:30	0	10	3	13	0	7	0	7	20	0	1	0	1	1	0	0	1	2	22
08:30	08:45	0	4	2	6	0	8	0	8	14	0	0	0	0	2	0	0	2	2	16
08:45	09:00	0	5	2	7	0	11	1	12	19	0	0	0	0	3	0	0	3	3	22
09:00	09:15	0	14	2	16	0	7	2	9	25	0	0	0	0	4	0	0	4	4	29
17:45	18:00	0	5	0	5	1	0	0	1	6	0	0	1	1	0	0	0	0	1	7
13:00	13:15	1	9	5	15	0	4	0	4	19	0	1	0	1	2	0	0	2	3	22
09:15	09:30	0	10	0	10	0	8	1	9	19	0	0	0	0	1	1	1	3	3	22
09:30	09:45	0	10	2	12	0	14	0	14	26	1	0	0	1	5	0	1	6	7	33
09:45	10:00	0	10	2	12	0	12	1	13	25	1	0	0	1	4	0	0	4	5	30
11:30	11:45	1	4	7	12	2	7	0	9	21	0	0	2	2	7	0	1	8	10	31
11:45	12:00	1	8	1	10	1	3	1	5	15	1	0	0	1	2	0	0	2	3	18
12:00	12:15	0	12	3	15	1	2	1	4	19	1	1	0	2	4	0	2	6	8	27
12:15	12:30	0	5	4	9	1	6	1	8	17	0	0	0	0	1	1	1	3	3	20
12:30	12:45	1	7	3	11	2	6	1	9	20	0	0	2	2	2	0	0	2	4	24
12:45	13:00	0	10	2	12	2	10	0	12	24	0	0	0	0	6	0	0	6	6	30
13:15	13:30	0	4	4	8	0	7	0	7	15	1	0	2	3	3	0	3	6	9	24
15:00	15:15	0	6	4	10	0	11	1	12	22	0	0	1	1	4	0	2	6	7	29
15:15	15:30	0	3	5	8	0	4	0	4	12	0	0	0	0	2	1	0	3	3	15
15:30	15:45	0	2	1	3	0	6	0	6	9	0	0	0	0	2	1	0	3	3	12
15:45	16:00	0	6	2	8	2	7	1	10	18	0	1	3	4	3	0	0	3	7	25
16:00	16:15	0	5	0	5	1	8	1	10	15	0	0	0	0	0	0	1	1	1	16
16:15	16:30	0	8	1	9	0	4	0	4	13	0	1	0	1	1	1	0	2	3	16
16:30	16:45	0	3	2	5	1	6	0	7	12	0	0	3	3	2	0	0	2	5	17
16:45	17:00	1	3	1	5	2	4	0	6	11	1	0	0	1	1	0	0	1	2	13
17:00	17:15	0	4	1	5	0	7	0	7	12	0	0	0	0	4	1	1	6	6	18
17:15	17:30	0	2	0	2	2	4	0	6	8	0	0	0	0	1	0	0	1	1	9
17:30	17:45	0	2	1	3	0	2	0	2	5	0	0	0	0	0	1	0	1	1	6
Total:	None	5	227	68	300	24	214	16	254	554	7	5	15	27	81	7	14	102	129	683

# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### BLAIS RD @ BANK ST

**Survey Date:** Thursday, July 06, 2023

**WO No:** 41064

**Start Time:** 07:00

**Device:** Miovision

### Full Study 15 Minute U-Turn Total

BANK ST

BLAIS RD

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
17:45	18:00	0	0	0	0	0
13:00	13:15	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	1	0	0	1
12:30	12:45	0	0	0	0	0
12:45	13:00	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
17:30	17:45	0	0	0	0	0
Total		0	1	0	0	1

## Turning Movement Count - Study Results

### HAWTHORNE RD @ LEITRIM RD

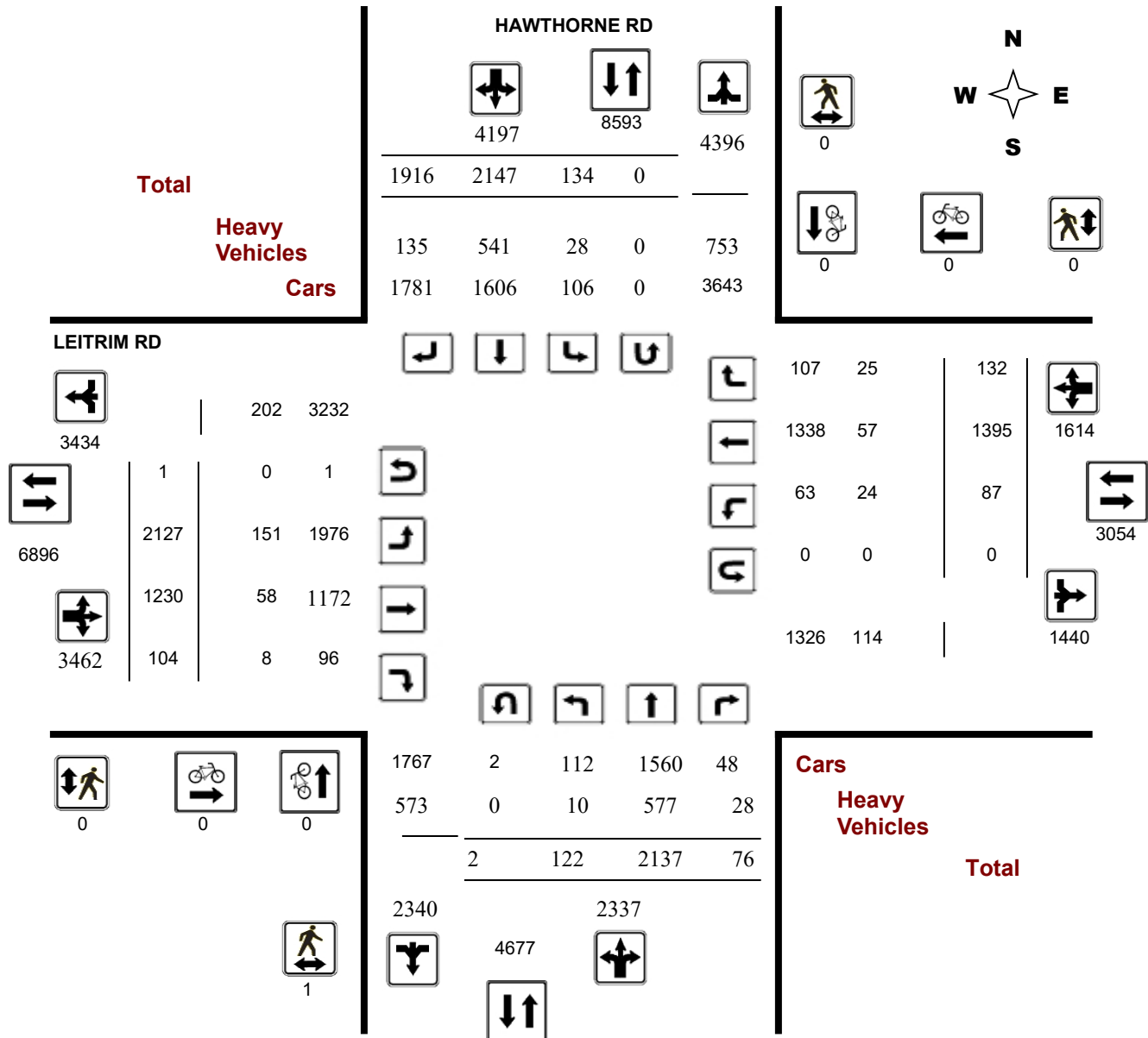
**Survey Date:** Wednesday, December 11, 2019

**Start Time:** 07:00

**WO No:** 39161

**Device:** Miovision

### Full Study Diagram



## Turning Movement Count - Study Results

### HAWTHORNE RD @ LEITRIM RD

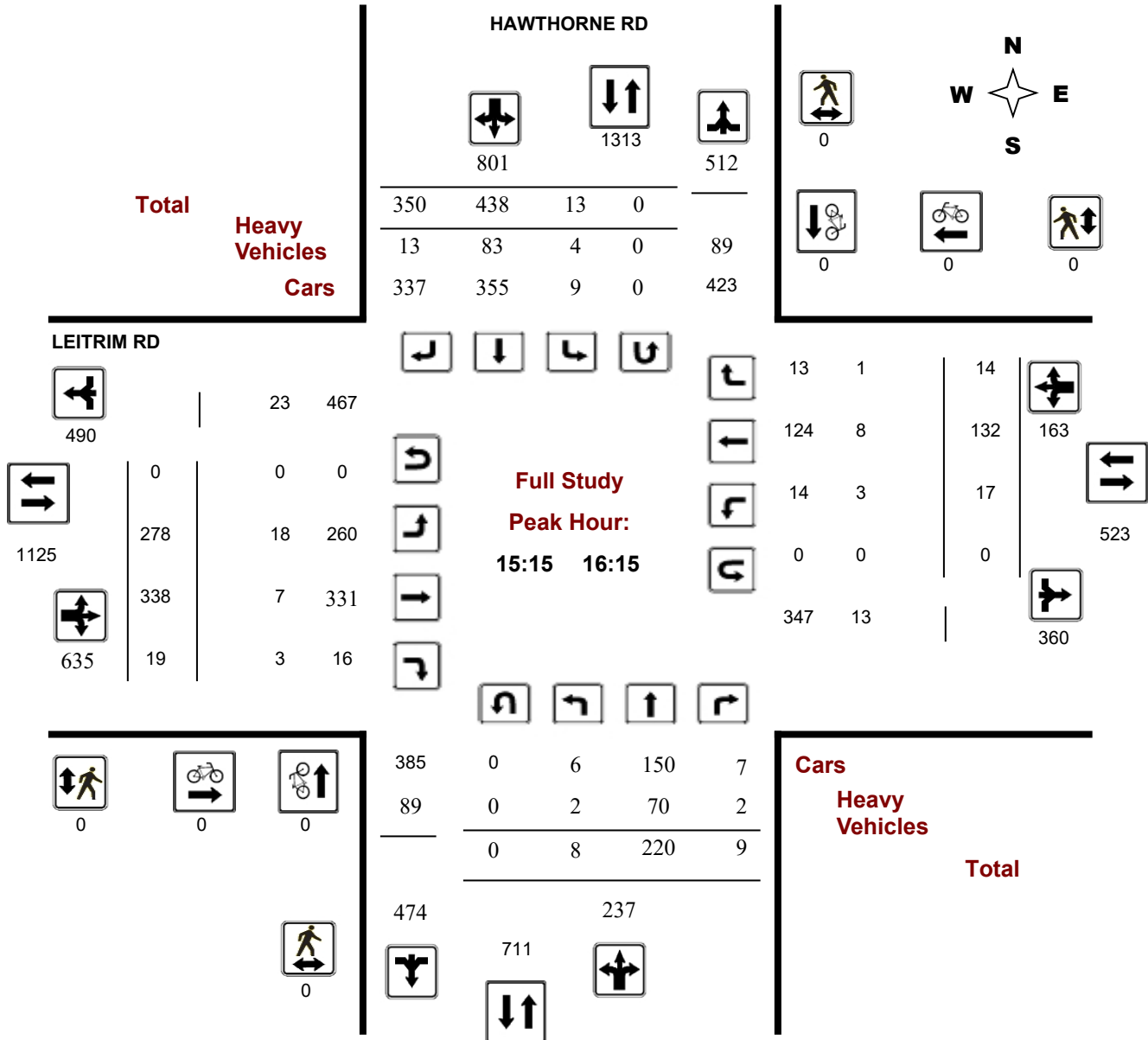
**Survey Date:** Wednesday, December 11, 2019

**WO No:** 39161

**Start Time:** 07:00

**Device:** Miovision

### Full Study Peak Hour Diagram



## Turning Movement Count - Study Results

### HAWTHORNE RD @ LEITRIM RD

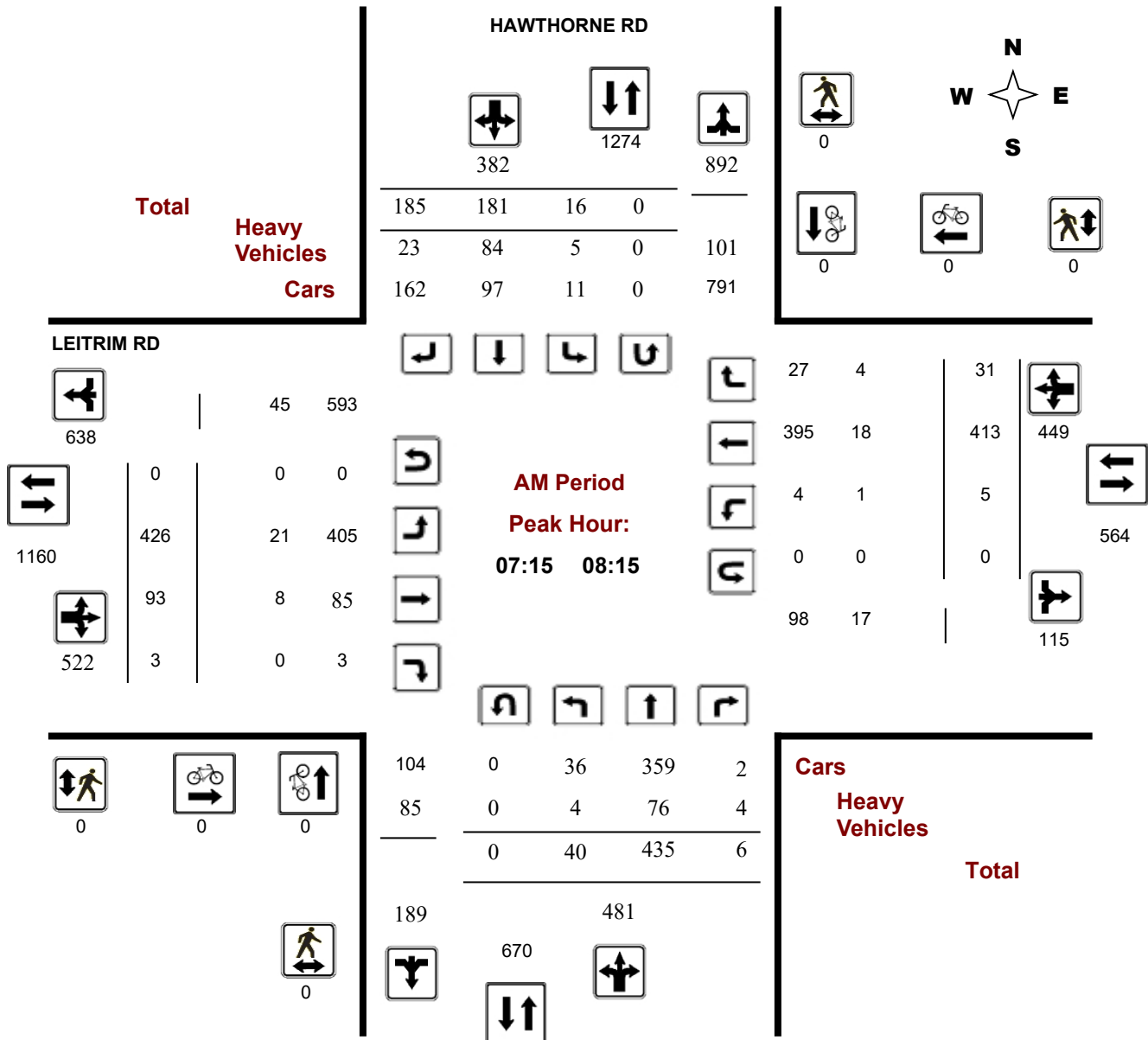
**Survey Date:** Wednesday, December 11, 2019

**WO No:** 39161

**Start Time:** 07:00

**Device:** Miovision

### AM Period Peak Hour Diagram



## Turning Movement Count - Study Results

### HAWTHORNE RD @ LEITRIM RD

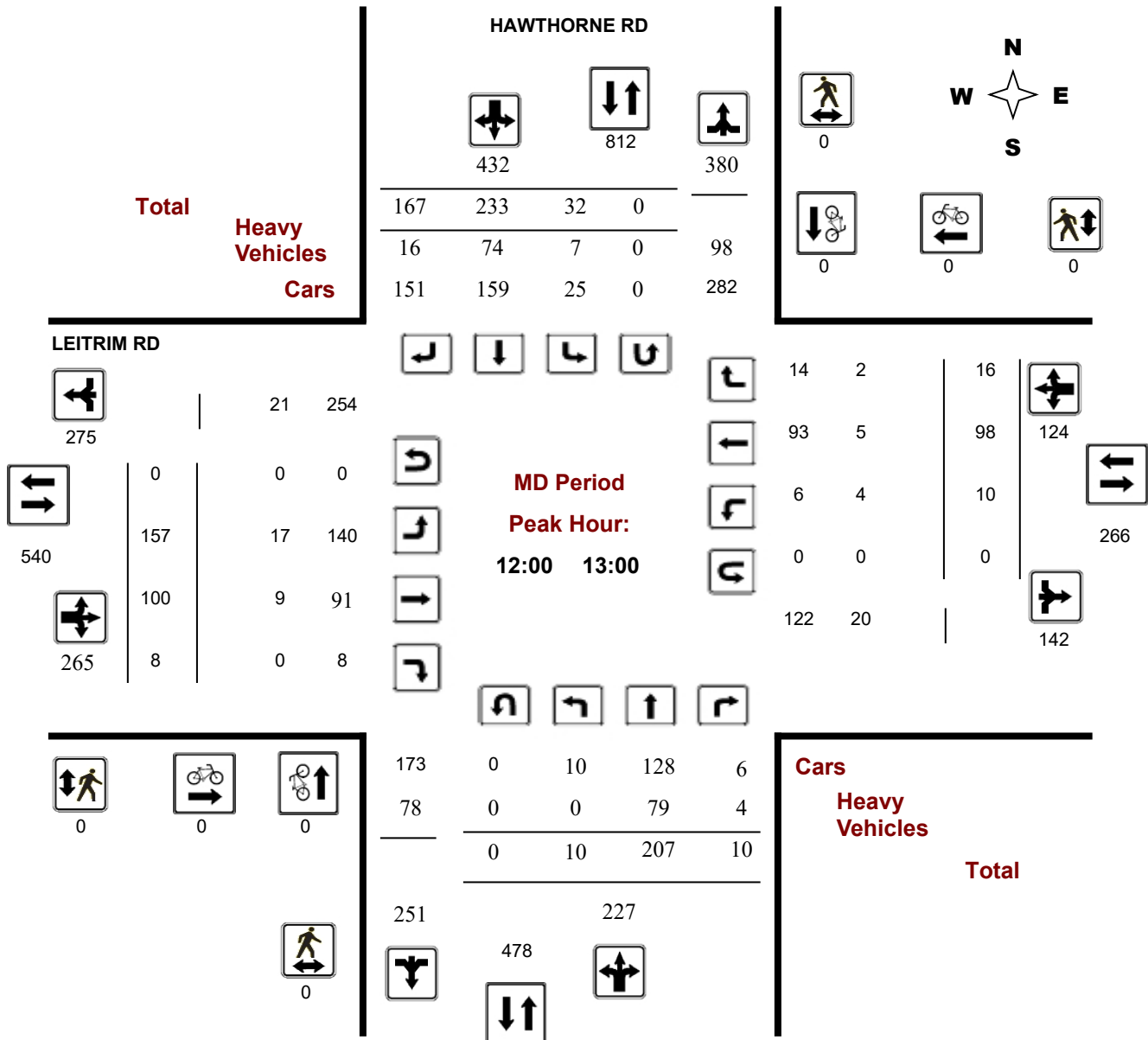
**Survey Date:** Wednesday, December 11, 2019

**WO No:** 39161

**Start Time:** 07:00

**Device:** Miovision

### MD Period Peak Hour Diagram



## Turning Movement Count - Study Results

### HAWTHORNE RD @ LEITRIM RD

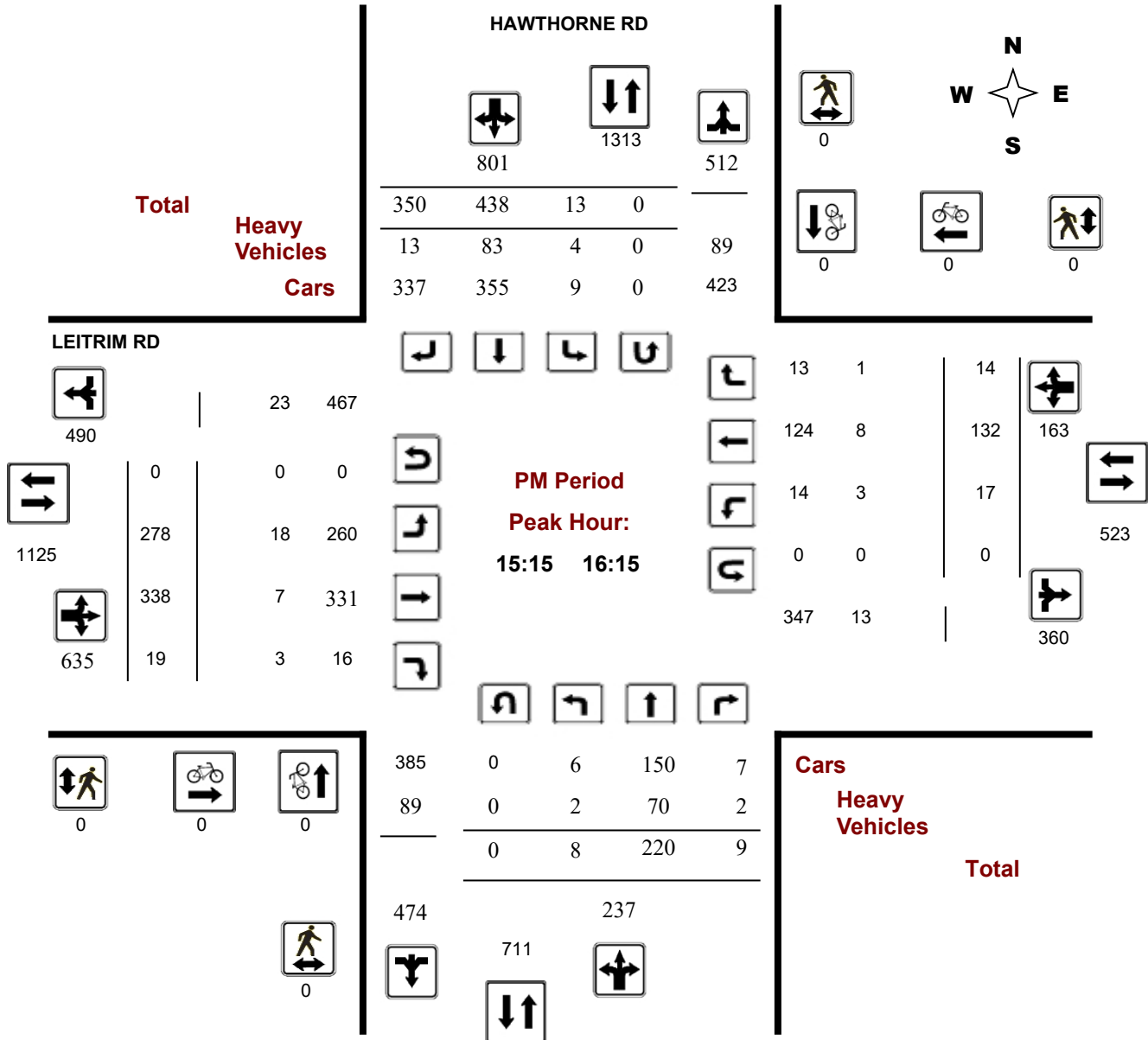
**Survey Date:** Wednesday, December 11, 2019

**WO No:** 39161

**Start Time:** 07:00

**Device:** Miovision

### PM Period Peak Hour Diagram





# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### HAWTHORNE RD @ LEITRIM RD

**Survey Date:** Wednesday, December 11, 2019

**WO No:** 39161

**Start Time:** 07:00

**Device:** Miovision

### Full Study Summary (8 HR Standard)

**Survey Date:** Wednesday, December 11, 2019

#### Total Observed U-Turns

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

#### AADT Factor

1.00

#### HAWTHORNE RD

#### LEITRIM RD

		Northbound				Southbound				Eastbound				Westbound									
Period		LT	ST	RT	NB TOT	LT	ST	RT	SB TOT	STR TOT	LT	ST	RT	EB TOT	LT	ST	RT	WB TOT	STR TOT	Grand Total			
07:00	08:00	45	417	6	468	15	183	192	390	858	403	89	1	493	6	403	30	439	932	1790			
08:00	09:00	27	431	5	463	7	176	172	355	818	376	99	10	485	6	271	19	296	781	1599			
09:00	10:00	8	286	8	302	16	189	149	354	656	282	72	5	359	5	127	13	145	504	1160			
11:30	12:30	7	201	9	217	27	219	175	421	638	161	103	8	272	5	87	16	108	380	1018			
12:30	13:30	14	197	9	220	25	224	190	439	659	176	80	9	265	9	93	18	120	385	1044			
15:00	16:00	10	221	7	238	15	429	347	791	1029	269	327	22	618	14	135	10	159	777	1806			
16:00	17:00	7	194	18	219	12	414	366	792	1011	281	294	26	601	26	139	13	178	779	1790			
17:00	18:00	4	190	14	208	17	313	325	655	863	179	166	23	368	16	140	13	169	537	1400			
Sub Total		122	2137	76	2335	134	2147	1916	4197	6532	2127	1230	104	3461	87	1395	132	1614	5075	11607			
U Turns		2				0				2				1				0				1	3
Total		122	2137	76	2337	134	2147	1916	4197	6534	2127	1230	104	3462	87	1395	132	1614	5076	11610			
EQ 12Hr		170	2970	106	3248	186	2984	2663	5834	9082	2957	1710	145	4812	121	1939	183	2243	7056	16138			
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.															1.39								
AVG 12Hr		170	2970	106	3248	186	3909	3489	5834	9082	2957	1710	145	4812	121	1939	183	2243	7056	16138			
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.															1.00								
AVG 24Hr		223	3891	139	4255	244	5121	4571	7643	11897	3874	2240	190	6304	159	2540	240	2938	9243	21141			

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

1.39

<b>AVG 12Hr</b>	170	2970	106	3248	186	3909	3489	5834	9082	2957	1710	145	4812	121	1939	183	2243	7056	16138
-----------------	-----	------	-----	------	-----	------	------	------	------	------	------	-----	------	-----	------	-----	------	------	-------

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

1.00

<b>AVG 24Hr</b>	223	3891	139	4255	244	5121	4571	7643	11897	3874	2240	190	6304	159	2540	240	2938	9243	21141
-----------------	-----	------	-----	------	-----	------	------	------	-------	------	------	-----	------	-----	------	-----	------	------	-------

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

### HAWTHORNE RD @ LEITRIM RD

**Survey Date:** Wednesday, December 11, 2019

**WO No:** 39161

**Start Time:** 07:00

**Device:** Miovision

### Full Study 15 Minute Increments

#### HAWTHORNE RD

#### LEITRIM RD

##### Northbound

##### Southbound

##### Eastbound

##### Westbound

Time Period	LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT	Grand Total	
07:00	07:15	8	96	1	105	2	48	43	93	198	78	16	0	94	2	93	7	102	196	394
07:15	07:30	17	103	1	121	5	36	51	92	213	106	34	1	141	1	108	6	115	256	469
07:30	07:45	13	102	3	118	6	50	47	103	221	112	23	0	135	2	105	9	116	251	472
07:45	08:00	7	116	1	124	2	49	51	102	226	107	16	0	123	1	97	8	106	229	455
08:00	08:15	3	114	1	118	3	46	36	85	203	101	20	2	123	1	103	8	112	235	438
17:45	18:00	0	39	5	44	3	76	86	165	209	47	32	6	85	2	32	0	34	119	328
09:30	09:45	2	73	1	77	4	45	31	80	157	62	10	2	74	1	33	3	37	111	268
08:15	08:30	13	136	0	149	2	48	42	92	241	90	19	5	114	2	62	6	70	184	425
08:30	08:45	6	105	1	112	0	33	49	82	194	100	28	2	130	1	63	4	68	198	392
08:45	09:00	5	76	3	84	2	49	45	96	180	85	32	1	118	2	43	1	46	164	344
09:00	09:15	2	70	4	76	5	46	48	99	175	79	28	0	107	1	48	5	54	161	336
09:15	09:30	2	74	3	80	3	50	42	95	175	98	22	3	124	1	28	4	33	157	332
09:45	10:00	2	69	0	71	4	48	28	80	151	43	12	0	55	2	18	1	21	76	227
11:30	11:45	2	55	1	58	3	52	44	99	157	43	20	2	65	0	23	4	27	92	249
11:45	12:00	1	44	3	48	2	51	57	110	158	41	19	2	62	1	17	4	22	84	242
12:00	12:15	1	46	3	50	13	54	26	93	143	46	31	4	81	1	27	5	33	114	257
12:15	12:30	3	56	2	61	9	62	48	119	180	31	33	0	64	3	20	3	26	90	270
12:30	12:45	5	66	3	74	7	51	52	110	184	40	19	4	63	3	19	2	24	87	271
12:45	13:00	1	39	2	42	3	66	41	110	152	40	17	0	57	3	32	6	41	98	250
13:00	13:15	3	29	2	34	5	57	52	114	148	47	21	3	71	2	26	7	35	106	254
16:45	17:00	2	45	6	53	4	92	97	193	246	66	57	4	127	6	33	2	41	168	414
13:15	13:30	5	63	2	70	10	50	45	105	175	49	23	2	74	1	16	3	20	94	269
15:00	15:15	2	56	2	60	6	98	87	191	251	72	80	7	159	2	36	3	41	200	451
15:15	15:30	1	53	0	54	3	107	91	201	255	76	82	4	162	1	37	5	43	205	460
15:30	15:45	4	59	3	66	5	124	88	217	283	56	87	8	151	5	24	0	29	180	463
15:45	16:00	3	53	2	58	1	100	81	182	240	65	78	3	146	6	38	2	46	192	432
16:00	16:15	0	55	4	59	4	107	90	201	260	81	91	4	176	5	33	7	45	221	481
16:15	16:30	2	40	3	45	1	116	97	214	259	61	59	10	130	11	27	2	40	170	429
16:30	16:45	3	54	5	62	3	99	82	184	246	73	87	8	168	4	46	2	52	220	466
17:00	17:15	4	64	5	73	1	99	80	180	253	47	56	6	109	4	53	5	62	171	424
17:15	17:30	0	53	1	54	7	95	104	206	260	39	42	7	88	7	39	5	51	139	399
17:30	17:45	0	34	3	37	6	43	55	104	141	46	36	4	86	3	16	3	22	108	249
Total:		122	2137	76	2337	134	2147	1916	4197	6534	2127	1230	104	3462	87	1395	132	1614	5076	11,610

Note: U-Turns are included in Totals, cyclist volume is not included in totals. For cyclist volumes refer to Cyclist Volume report.



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### HAWTHORNE RD @ LEITRIM RD

**Survey Date:** Wednesday, December 11, 2019

**WO No:** 39161

**Start Time:** 07:00

**Device:** Miovision

### Full Study Cyclist Volume

#### HAWTHORNE RD

#### LEITRIM RD

Time Period		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
17:45	18:00	0	0	0	0	0	0	0
09:30	09:45	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
09:45	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
16:45	17:00	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
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
Total		0	0	0	0	0	0	0



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### HAWTHORNE RD @ LEITRIM RD

**Survey Date:** Wednesday, December 11, 2019

**WO No:** 39161

**Start Time:** 07:00

**Device:** Miovision

### Full Study Pedestrian Volume

#### HAWTHORNE RD

#### LEITRIM RD

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	0	0	0	0	0	0	0
17:45 18:00	0	0	0	0	0	0	0
09:30 09:45	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	1	0	1	0	0	0	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	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
16:45 17:00	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
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
<b>Total .....</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### HAWTHORNE RD @ LEITRIM RD

**Survey Date:** Wednesday, December 11, 2019

**WO No:** 39161

**Start Time:** 07:00

**Device:** Miovision

## Full Study Heavy Vehicles

### HAWTHORNE RD

### LEITRIM RD

Northbound

Southbound

Eastbound

Westbound

Time Period	LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT	Grand Total
07:00 07:15	0	25	0	25	0	15	10	25	50	5	2	0	7	0	4	5	9	16	66
07:15 07:30	4	26	0	30	3	17	7	27	57	8	2	0	10	0	5	1	6	16	73
07:30 07:45	0	16	3	19	0	20	3	23	42	6	3	0	9	0	5	3	8	17	59
07:45 08:00	0	14	1	15	1	20	10	31	46	6	3	0	9	1	6	0	7	16	62
08:00 08:15	0	20	0	20	1	27	3	31	51	1	0	0	1	0	2	0	2	3	54
17:45 18:00	0	8	0	8	0	6	0	6	14	4	2	0	6	2	1	0	3	9	23
09:30 09:45	1	24	1	26	1	16	5	22	48	6	2	0	8	1	3	0	4	12	60
08:15 08:30	1	27	0	28	1	18	7	26	54	8	0	3	11	1	1	1	3	14	68
08:30 08:45	0	17	1	18	0	14	6	20	38	2	2	0	4	0	3	1	4	8	46
08:45 09:00	0	16	0	16	0	23	5	28	44	4	5	0	9	0	1	1	2	11	55
09:00 09:15	0	20	3	23	0	14	5	19	42	5	1	0	6	1	1	2	4	10	52
09:15 09:30	0	24	0	24	2	23	9	34	58	6	2	0	8	0	3	1	4	12	70
09:45 10:00	1	24	0	25	2	18	5	25	50	1	2	0	3	2	1	1	4	7	57
11:30 11:45	0	28	0	28	1	22	5	28	56	2	1	1	4	0	1	1	2	6	62
11:45 12:00	0	21	2	23	0	20	4	24	47	6	2	0	8	1	1	2	4	12	59
12:00 12:15	0	21	1	22	1	15	2	18	40	7	3	0	10	0	3	1	4	14	54
12:15 12:30	0	22	0	22	2	22	6	30	52	5	3	0	8	2	0	1	3	11	63
12:30 12:45	0	22	2	24	3	18	5	26	50	4	1	0	5	1	0	0	1	6	56
12:45 13:00	0	14	1	15	1	19	3	23	38	1	2	0	3	1	2	0	3	6	44
13:00 13:15	0	15	0	15	0	22	8	30	45	2	0	0	2	1	1	1	3	5	50
16:45 17:00	0	11	2	13	0	8	1	9	22	9	0	0	9	0	1	0	1	10	32
13:15 13:30	0	28	1	29	1	15	5	21	50	6	0	0	6	1	1	0	2	8	58
15:00 15:15	1	21	1	23	0	27	4	31	54	4	2	0	6	1	1	0	2	8	62
15:15 15:30	0	27	0	27	0	19	3	22	49	7	2	0	9	0	5	1	6	15	64
15:30 15:45	0	16	1	17	1	28	2	31	48	2	1	2	5	1	3	0	4	9	57
15:45 16:00	2	15	0	17	0	21	4	25	42	7	1	0	8	2	0	0	2	10	52
16:00 16:15	0	12	1	13	3	15	4	22	35	2	3	1	6	0	0	0	0	6	41
16:15 16:30	0	9	1	10	0	12	1	13	23	8	1	0	9	4	1	1	6	15	38
16:30 16:45	0	12	2	14	0	7	0	7	21	9	7	0	16	0	0	0	0	16	37
17:00 17:15	0	7	2	9	1	6	1	8	17	6	1	0	7	1	0	0	1	8	25
17:15 17:30	0	5	1	6	2	8	2	12	18	0	1	1	2	0	0	0	0	2	20
17:30 17:45	0	10	1	11	1	6	0	7	18	2	1	0	3	0	1	1	2	5	23
Total: None	10	577	28	615	28	541	135	704	1319	151	58	8	217	24	57	25	106	323	1,642

# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### HAWTHORNE RD @ LEITRIM RD

**Survey Date:** Wednesday, December 11, 2019

**WO No:** 39161

**Start Time:** 07:00

**Device:** Miovision

### Full Study 15 Minute U-Turn Total

#### HAWTHORNE RD

#### LEITRIM RD

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
17:45	18:00	0	0	0	0	0
09:30	09:45	1	0	0	0	1
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	1	0	1	0	2
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
16:45	17:00	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
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		2	0	1	0	3

## Turning Movement Count - Study Results

### BLAIS RD @ HAWTHORNE RD

**Survey Date:** Thursday, September 29, 2022

**Start Time:** 07:00

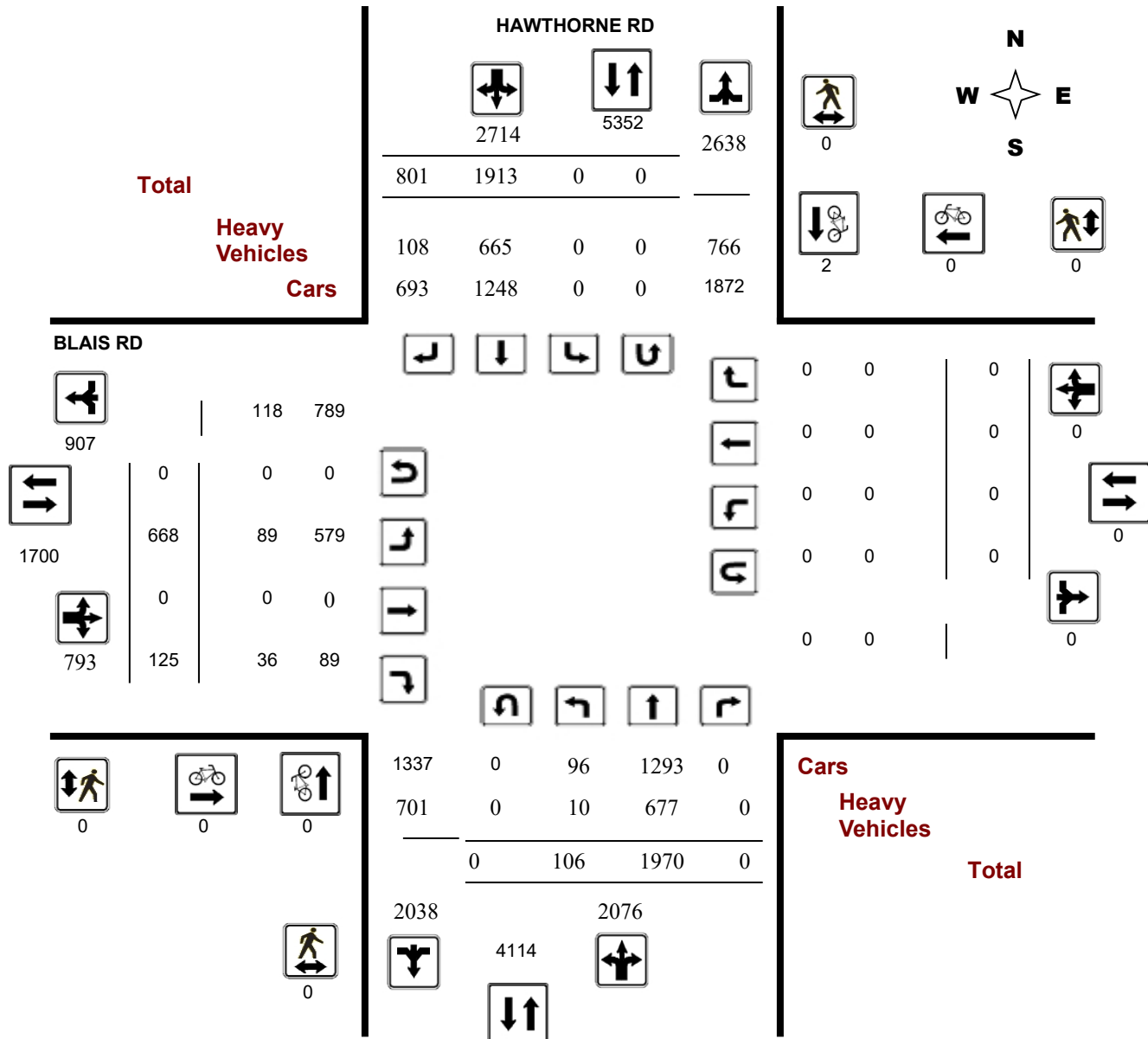
**WO No:**

40589

**Device:**

Miovision

### Full Study Diagram



## Turning Movement Count - Study Results

## BLAIS RD @ HAWTHORNE RD

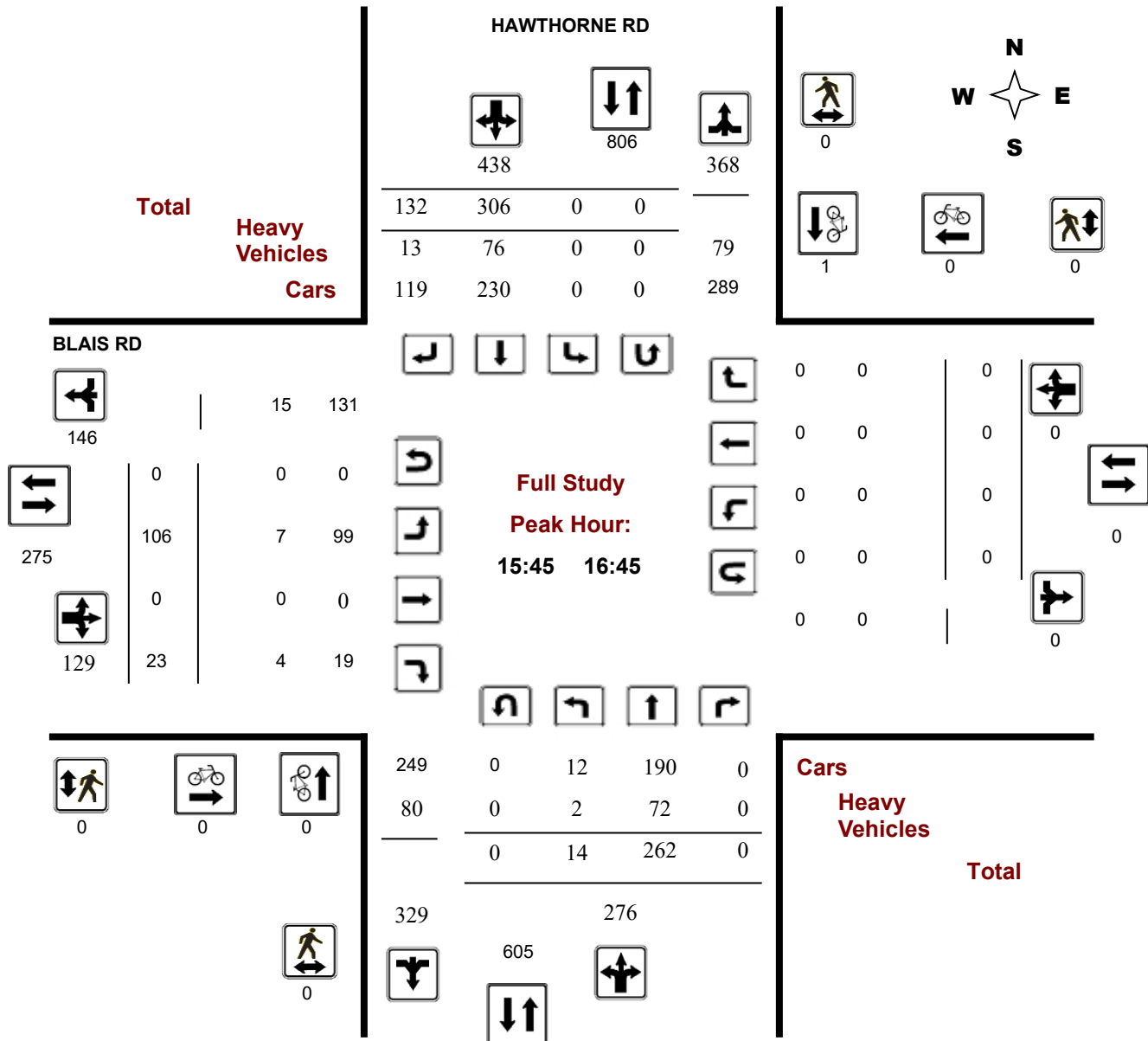
**Survey Date:** Thursday, September 29, 2022

**WO No:** 40589

**Start Time:** 07:00

Device: Miovision

## Full Study Peak Hour Diagram





## Turning Movement Count - Study Results

### BLAIS RD @ HAWTHORNE RD

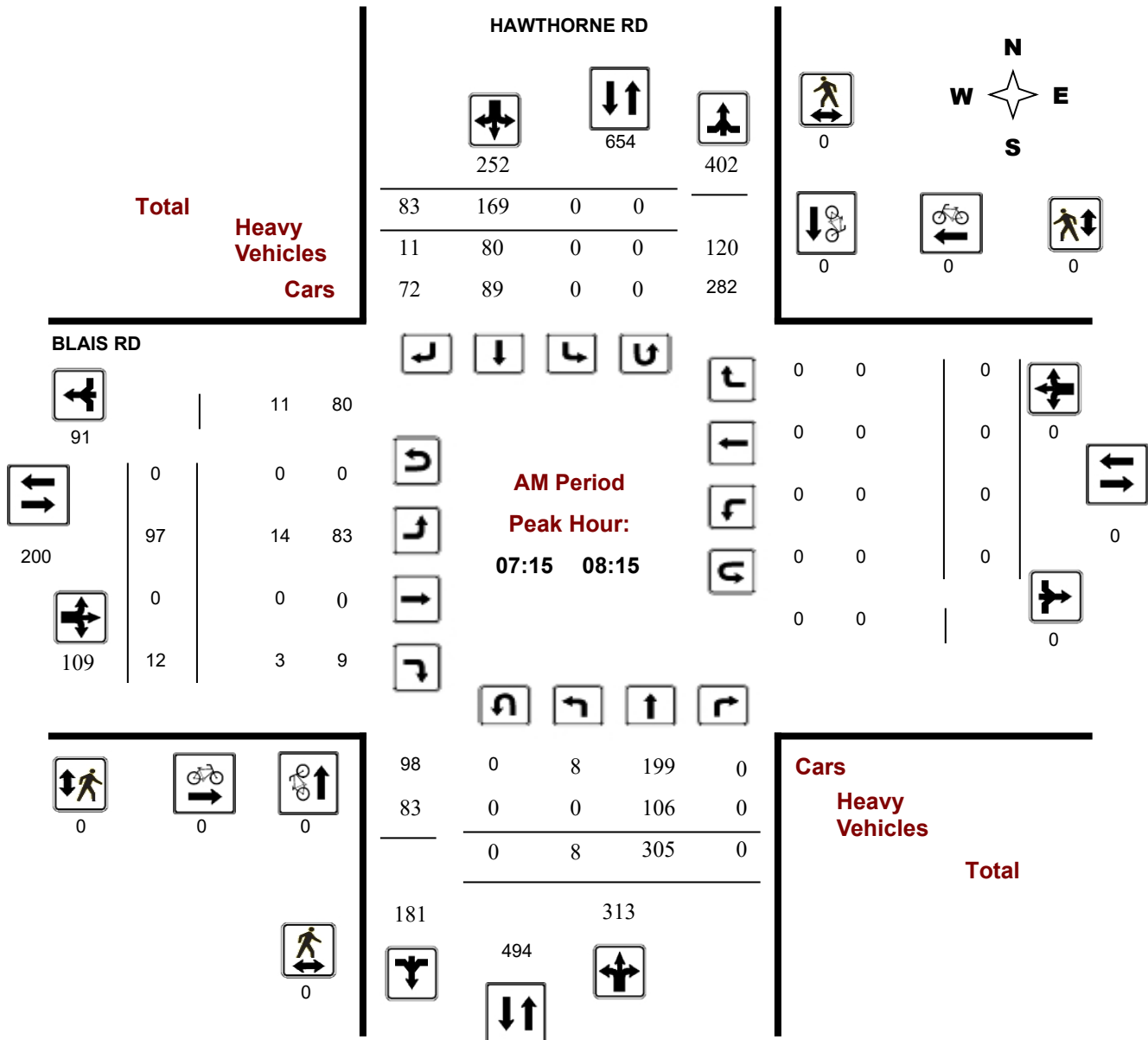
**Survey Date:** Thursday, September 29, 2022

**WO No:** 40589

**Start Time:** 07:00

**Device:** Miovision

### AM Period Peak Hour Diagram



## Turning Movement Count - Study Results

### BLAIS RD @ HAWTHORNE RD

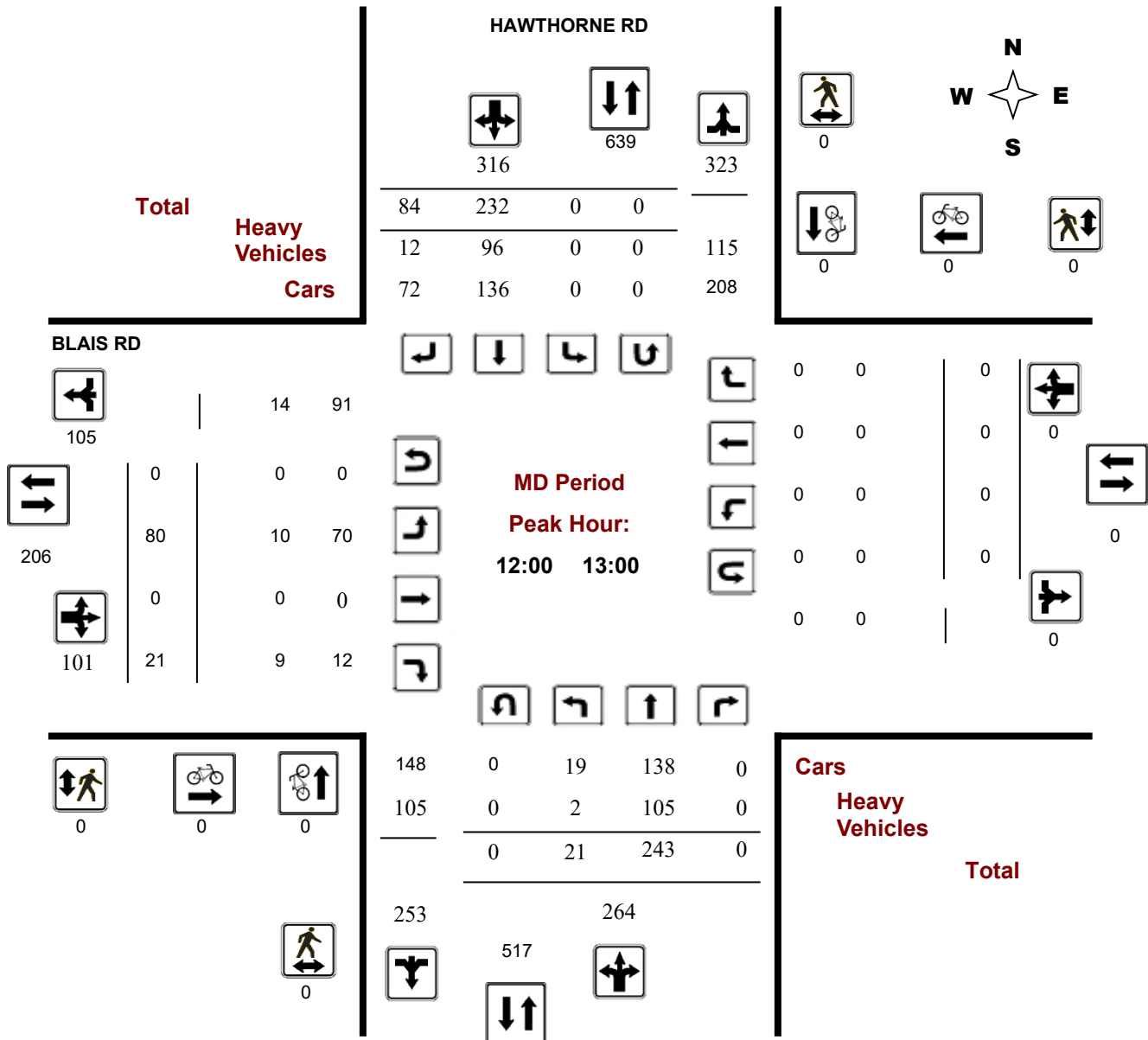
**Survey Date:** Thursday, September 29, 2022

**WO No:** 40589

**Start Time:** 07:00

**Device:** Miovision

### MD Period Peak Hour Diagram



## Turning Movement Count - Study Results

## BLAIS RD @ HAWTHORNE RD

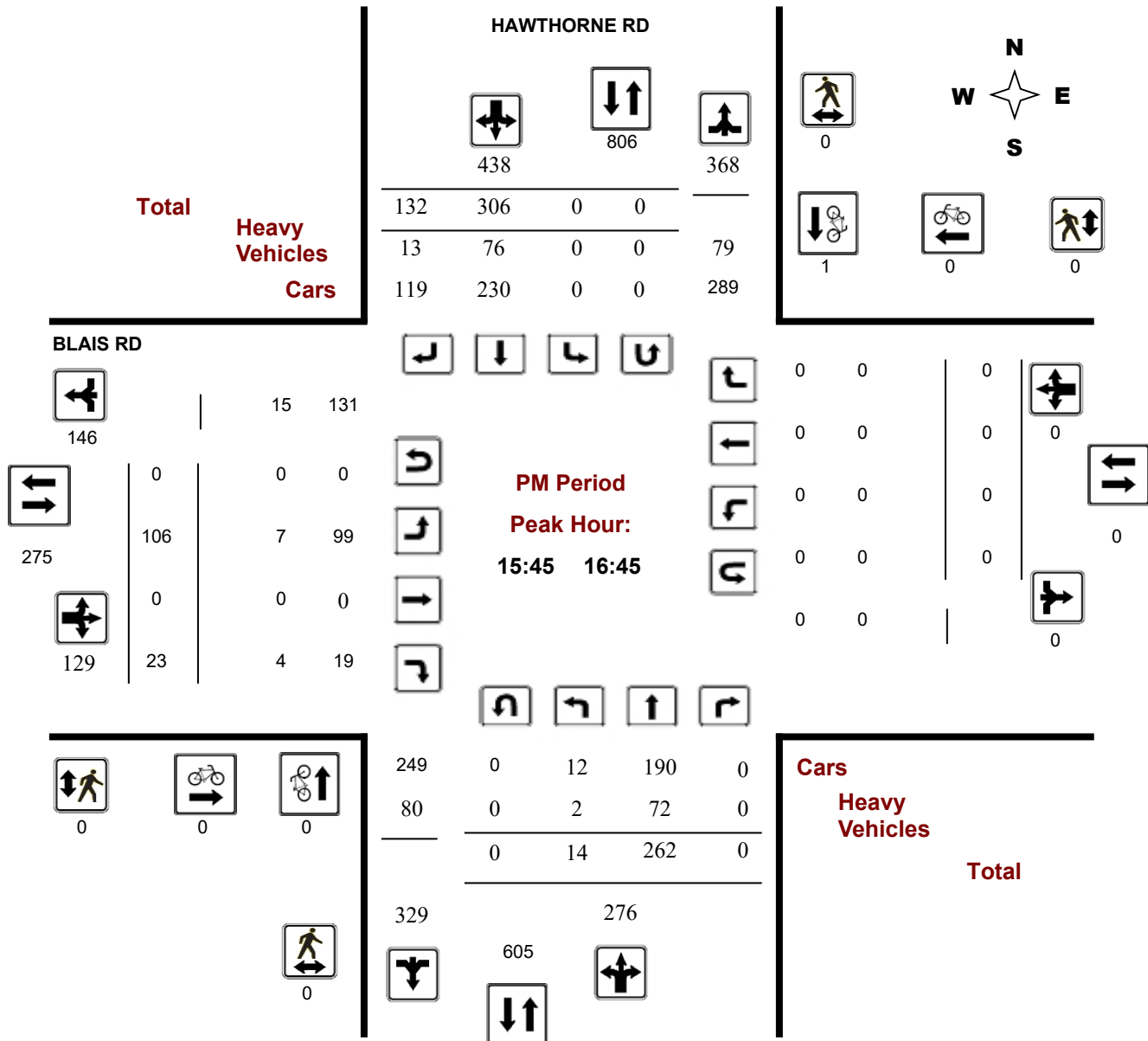
**Survey Date:** Thursday, September 29, 2022

**WO No:** 40589

**Start Time:** 07:00

Device: Miovision

### PM Period Peak Hour Diagram



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### BLAIS RD @ HAWTHORNE RD

**Survey Date:** Thursday, September 29, 2022

**WO No:** 40589

**Start Time:** 07:00

**Device:** Miovision

### Full Study Summary (8 HR Standard)

**Survey Date:** Thursday, September 29, 2022

#### Total Observed U-Turns

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

#### AADT Factor

1.00

#### HAWTHORNE RD

#### BLAIS RD

Period	Northbound					Southbound					Eastbound					Westbound					Grand Total
	LT	ST	RT	NB TOT		LT	ST	RT	SB TOT	STR TOT	LT	ST	RT	EB TOT		LT	ST	RT	WB TOT	STR TOT	
07:00 08:00	6	284	0	290		0	181	86	267	557	97	0	14	111		0	0	0	0	111	668
08:00 09:00	13	275	0	288		0	196	81	277	565	77	0	12	89		0	0	0	0	89	654
09:00 10:00	10	232	0	242		0	204	86	290	532	68	0	16	84		0	0	0	0	84	616
11:30 12:30	14	235	0	249		0	229	94	323	572	66	0	17	83		0	0	0	0	83	655
12:30 13:30	19	231	0	250		0	220	82	302	552	88	0	18	106		0	0	0	0	106	658
15:00 16:00	9	236	0	245		0	295	132	427	672	91	0	14	105		0	0	0	0	105	777
16:00 17:00	18	257	0	275		0	306	132	438	713	92	0	25	117		0	0	0	0	117	830
17:00 18:00	17	220	0	237		0	282	108	390	627	89	0	9	98		0	0	0	0	98	725
<b>Sub Total</b>	106	1970	0	2076		0	1913	801	2714	4790	668	0	125	793		0	0	0	0	793	5583
<b>U Turns</b>				0					0	0				0					0	0	0
<b>Total</b>	106	1970	0	2076		0	1913	801	2714	4790	668	0	125	793		0	0	0	0	793	5583
<b>EQ 12Hr</b>	147	2738	0	2886		0	2659	1113	3772	6658	929	0	174	1102		0	0	0	0	1102	7760

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

1.39

<b>AVG 12Hr</b>	147	2738	0	2886		0	3483	1459	3772	6658	929	0	174	1102		0	0	0	0	1102	7760
-----------------	-----	------	---	------	--	---	------	------	------	------	-----	---	-----	------	--	---	---	---	---	------	------

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

1.00

<b>AVG 24Hr</b>	193	3587	0	3781		0	4563	1911	4941	8722	1217	0	228	1444		0	0	0	0	1444	10166
-----------------	-----	------	---	------	--	---	------	------	------	------	------	---	-----	------	--	---	---	---	---	------	-------

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

### BLAIS RD @ HAWTHORNE RD

**Survey Date:** Thursday, September 29, 2022

**WO No:** 40589

**Start Time:** 07:00

**Device:** Miovision

## Full Study 15 Minute Increments

### HAWTHORNE RD

### BLAIS RD

Northbound

Southbound

Eastbound

Westbound

Time Period	LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT	Grand Total
07:00 07:15	1	52	0	53	0	57	22	79	132	20	0	4	24	0	0	0	0	24	156
07:15 07:30	1	79	0	80	0	52	21	73	153	26	0	4	30	0	0	0	0	30	183
07:30 07:45	1	79	0	80	0	42	20	62	142	25	0	2	27	0	0	0	0	27	169
17:45 18:00	7	34	0	41	0	53	28	81	122	14	0	2	16	0	0	0	0	16	138
07:45 08:00	3	74	0	77	0	30	23	53	130	26	0	4	30	0	0	0	0	30	160
08:00 08:15	3	73	0	76	0	45	19	64	140	20	0	2	22	0	0	0	0	22	162
08:15 08:30	5	80	0	85	0	49	23	72	157	19	0	4	23	0	0	0	0	23	180
08:30 08:45	2	63	0	65	0	41	25	66	131	20	0	5	25	0	0	0	0	25	156
08:45 09:00	3	59	0	62	0	61	14	75	137	18	0	1	19	0	0	0	0	19	156
09:00 09:15	1	55	0	56	0	61	27	88	144	19	0	3	22	0	0	0	0	22	166
09:15 09:30	4	62	0	66	0	48	23	71	137	18	0	2	20	0	0	0	0	20	157
09:30 09:45	4	57	0	61	0	43	21	64	125	16	0	4	20	0	0	0	0	20	145
09:45 10:00	1	58	0	59	0	52	15	67	126	15	0	7	22	0	0	0	0	22	148
11:30 11:45	1	70	0	71	0	47	34	81	152	11	0	3	14	0	0	0	0	14	166
11:45 12:00	0	53	0	53	0	65	22	87	140	14	0	2	16	0	0	0	0	16	156
12:00 12:15	2	53	0	55	0	63	17	80	135	20	0	6	26	0	0	0	0	26	161
12:15 12:30	11	59	0	70	0	54	21	75	145	21	0	6	27	0	0	0	0	27	172
12:30 12:45	5	60	0	65	0	51	24	75	140	16	0	3	19	0	0	0	0	19	159
12:45 13:00	3	71	0	74	0	64	22	86	160	23	0	6	29	0	0	0	0	29	189
13:00 13:15	7	47	0	54	0	51	23	74	128	24	0	6	30	0	0	0	0	30	158
13:15 13:30	4	53	0	57	0	54	13	67	124	25	0	3	28	0	0	0	0	28	152
15:00 15:15	1	58	0	59	0	63	35	98	157	23	0	3	26	0	0	0	0	26	183
15:15 15:30	2	60	0	62	0	79	33	112	174	15	0	2	17	0	0	0	0	17	191
15:30 15:45	4	58	0	62	0	71	30	101	163	21	0	6	27	0	0	0	0	27	190
15:45 16:00	2	60	0	62	0	82	34	116	178	32	0	3	35	0	0	0	0	35	213
16:00 16:15	4	76	0	80	0	75	28	103	183	26	0	8	34	0	0	0	0	34	217
16:15 16:30	2	74	0	76	0	70	40	110	186	20	0	6	26	0	0	0	0	26	212
16:30 16:45	6	52	0	58	0	79	30	109	167	28	0	6	34	0	0	0	0	34	201
16:45 17:00	6	55	0	61	0	82	34	116	177	18	0	5	23	0	0	0	0	23	200
17:00 17:15	2	69	0	71	0	84	28	112	183	32	0	4	36	0	0	0	0	36	219
17:15 17:30	3	69	0	72	0	80	28	108	180	26	0	1	27	0	0	0	0	27	207
17:30 17:45	5	48	0	53	0	65	24	89	142	17	0	2	19	0	0	0	0	19	161
Total:	106	1970	0	2076	0	1913	801	2714	4790	668	0	125	793	0	0	0	0	793	5,583

Note: U-Turns are included in Totals, cyclist volume is not included in totals. For cyclist volumes refer to Cyclist Volume report.



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### BLAIS RD @ HAWTHORNE RD

**Survey Date:** Thursday, September 29, 2022

**WO No:** 40589

**Start Time:** 07:00

**Device:** Miovision

### Full Study Cyclist Volume

#### HAWTHORNE RD

#### BLAIS RD

Time Period		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
17:45	18:00	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	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	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	1	1	0	0	0	1
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
Total		0	2	2	0	0	0	2



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### BLAIS RD @ HAWTHORNE RD

**Survey Date:** Thursday, September 29, 2022

**WO No:** 40589

**Start Time:** 07:00

**Device:** Miovision

### Full Study Pedestrian Volume

#### HAWTHORNE RD

#### BLAIS RD

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
17:45 18:00	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
<b>Total .....</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### BLAIS RD @ HAWTHORNE RD

**Survey Date:** Thursday, September 29, 2022

**WO No:** 40589

**Start Time:** 07:00

**Device:** Miovision

## Full Study Heavy Vehicles

### HAWTHORNE RD

### BLAIS RD

Northbound

Southbound

Eastbound

Westbound

Time Period	LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT	Grand Total
07:00 07:15	1	11	0	12	0	19	6	25	37	8	0	2	10	0	0	0	0	10	47
07:15 07:30	0	33	0	33	0	20	3	23	56	3	0	1	4	0	0	0	0	4	60
07:30 07:45	0	25	0	25	0	19	3	22	47	3	0	0	3	0	0	0	0	3	50
17:45 18:00	0	8	0	8	0	8	1	9	17	0	0	1	1	0	0	0	0	1	18
07:45 08:00	0	30	0	30	0	16	2	18	48	1	0	0	1	0	0	0	0	1	49
08:00 08:15	0	18	0	18	0	25	3	28	46	7	0	2	9	0	0	0	0	9	55
08:15 08:30	2	26	0	28	0	21	6	27	55	4	0	1	5	0	0	0	0	5	60
08:30 08:45	0	18	0	18	0	23	4	27	45	3	0	0	3	0	0	0	0	3	48
08:45 09:00	0	25	0	25	0	29	2	31	56	3	0	0	3	0	0	0	0	3	59
09:00 09:15	0	22	0	22	0	32	6	38	60	4	0	0	4	0	0	0	0	4	64
09:15 09:30	0	23	0	23	0	22	3	25	48	3	0	0	3	0	0	0	0	3	51
09:30 09:45	0	21	0	21	0	22	4	26	47	1	0	0	1	0	0	0	0	1	48
09:45 10:00	0	17	0	17	0	21	2	23	40	3	0	3	6	0	0	0	0	6	46
11:30 11:45	0	28	0	28	0	18	7	25	53	3	0	1	4	0	0	0	0	4	57
11:45 12:00	0	22	0	22	0	27	5	32	54	4	0	2	6	0	0	0	0	6	60
12:00 12:15	0	21	0	21	0	25	5	30	51	5	0	3	8	0	0	0	0	8	59
12:15 12:30	2	26	0	28	0	30	3	33	61	2	0	3	5	0	0	0	0	5	66
12:30 12:45	0	19	0	19	0	20	0	20	39	1	0	0	1	0	0	0	0	1	40
12:45 13:00	0	39	0	39	0	21	4	25	64	2	0	3	5	0	0	0	0	5	69
13:00 13:15	0	20	0	20	0	27	5	32	52	5	0	4	9	0	0	0	0	9	61
13:15 13:30	2	24	0	26	0	21	4	25	51	3	0	0	3	0	0	0	0	3	54
15:00 15:15	0	29	0	29	0	19	2	21	50	4	0	1	5	0	0	0	0	5	55
15:15 15:30	0	27	0	27	0	27	4	31	58	0	0	1	1	0	0	0	0	1	59
15:30 15:45	1	24	0	25	0	20	5	25	50	2	0	0	2	0	0	0	0	2	52
15:45 16:00	1	15	0	16	0	22	3	25	41	0	0	0	0	0	0	0	0	0	41
16:00 16:15	0	25	0	25	0	17	4	21	46	3	0	1	4	0	0	0	0	4	50
16:15 16:30	1	23	0	24	0	18	3	21	45	3	0	2	5	0	0	0	0	5	50
16:30 16:45	0	9	0	9	0	19	3	22	31	1	0	1	2	0	0	0	0	2	33
16:45 17:00	0	15	0	15	0	15	1	16	31	2	0	2	4	0	0	0	0	4	35
17:00 17:15	0	14	0	14	0	15	4	19	33	2	0	1	3	0	0	0	0	3	36
17:15 17:30	0	9	0	9	0	16	1	17	26	0	0	0	0	0	0	0	0	0	26
17:30 17:45	0	11	0	11	0	11	0	11	22	4	0	1	5	0	0	0	0	5	27
Total:	None	10	677	0	687	0	665	108	773	1460	89	0	36	125	0	0	0	125	1,585



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### BLAIS RD @ HAWTHORNE RD

**Survey Date:** Thursday, September 29, 2022

**WO No:** 40589

**Start Time:** 07:00

**Device:** Miovision

### Full Study 15 Minute U-Turn Total

#### HAWTHORNE RD

#### BLAIS RD

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
17:45	18:00	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
Total		0	0	0	0	0

## **Appendix B EMME Model Plots**



TRANS Regional Model

Version 1.01 - Assigned December, 2024

AM Peak Hour Total Traffic Volume

Screenline 8

2022 Model - Basecase

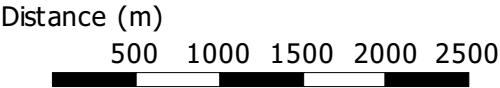
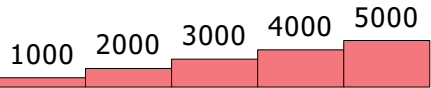
N/A

User Initials: TIMW  
Plot Prepared: June, 2025  
EMME Scenario: 22002



Legend

AM Peak Hour Total Traffic Volume



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Recipients are required to use caution and professional judgement in using and interpreting model outputs. In particular, caution should be used when focusing on a geographically limited area (such as a single road or intersection), as the model is primarily designed to simulate regional-scale phenomena and has been calibrated at a regional level.

As a general good practice, it is recommended that the user confirm the network coding within the area of interest, and compare base year forecasts against traffic count data to assess the extent to which the model may be over- or under-estimating the travel demand.



TRANS Regional Model

Version 1.01 - Assigned December 2024

AM Network Coding, Lane and Capacity

Screenline 8

2022 Model - Basecase

N/A

User Initials: TW

Plot Prepared: June 2025

EMME Scenario: 22002



Legend

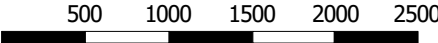
Lane Capacity

- 400 vphpl
- 600 vphpl
- 800 vphpl
- 1000 vphpl
- 1200 vphpl
- 1400 vphpl
- 1500 vphpl
- 1700 vphpl
- 1800 vphpl

umber of Lanes Per Direction



Distance (m)



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TRANS Regional Model

Version 1.01 - Assigned December, 2024

AM Peak Hour Volume Capacity Ratio

Screenline 8

2022 Model - Basecase

N/A

User Initials: TW

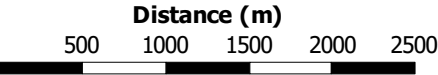
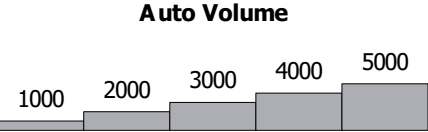
Plot Prepared: June, 2025

EMME Scenario: 22002



Legend

- Volume Capacity Ratio
- 0.0 <= V/C < 0.8
  - 0.8 <= V/C < 0.9
  - 0.9 <= V/C < 1.0
  - V/C > 1.0



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TRANS Regional Model

Version 1.01 - Assigned December, 2024

AM Peak Hour Total Traffic Volume

Screenline 8

2046 Model - Basecase

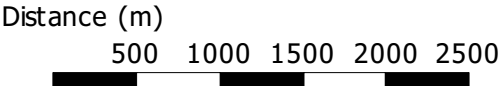
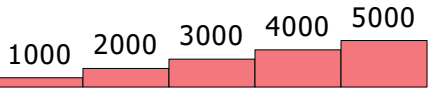
N/A

User Initials: TIMW  
Plot Prepared: June, 2025  
EMME Scenario: 46001



Legend

AM Peak Hour Total Traffic Volume



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# TRANS Regional Model

Version 1.01 - Assigned December 2024

AM Network Coding, Lane and Capacity

Screenline 8

2046 Model - Basecase

N/A

User Initials: TW  
Plot Prepared: June 2025  
EMME Scenario: 46001



## Legend

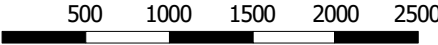
### Lane Capacity

- 400 vphpl
- 600 vphpl
- 800 vphpl
- 1000 vphpl
- 1200 vphpl
- 1400 vphpl
- 1500 vphpl
- 1700 vphpl
- 1800 vphpl

### umber of Lanes Per Direction



### Distance (m)



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TRANS Regional Model

Version 1.01 - Assigned December, 2024

AM Peak Hour Volume Capacity Ratio

Screenline 8

2046 Model - Basecase

N/A

User Initials: TW

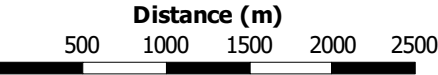
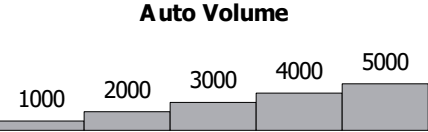
Plot Prepared: June, 2025

EMME Scenario: 46001



Legend

- Volume Capacity Ratio
- 0.0 <= V/C < 0.8
  - 0.8 <= V/C < 0.9
  - 0.9 <= V/C < 1.0
  - V/C > 1.0



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