

116 Beech Road

Transportation Impact Assessment

Step 1 Screening Report

Step 2 Scoping Report

Step 3 Strategy Report

Prepared for:

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PN: 2025-188

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1 Screening

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

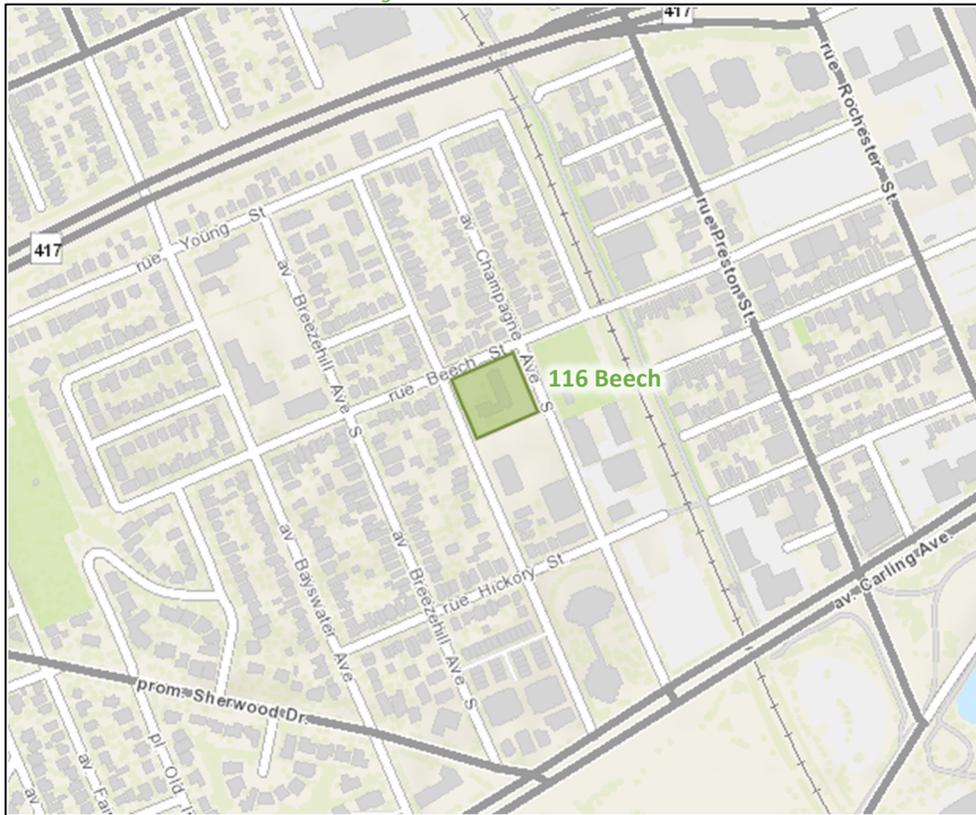
2 Existing and Planned Conditions

2.1 Proposed Development

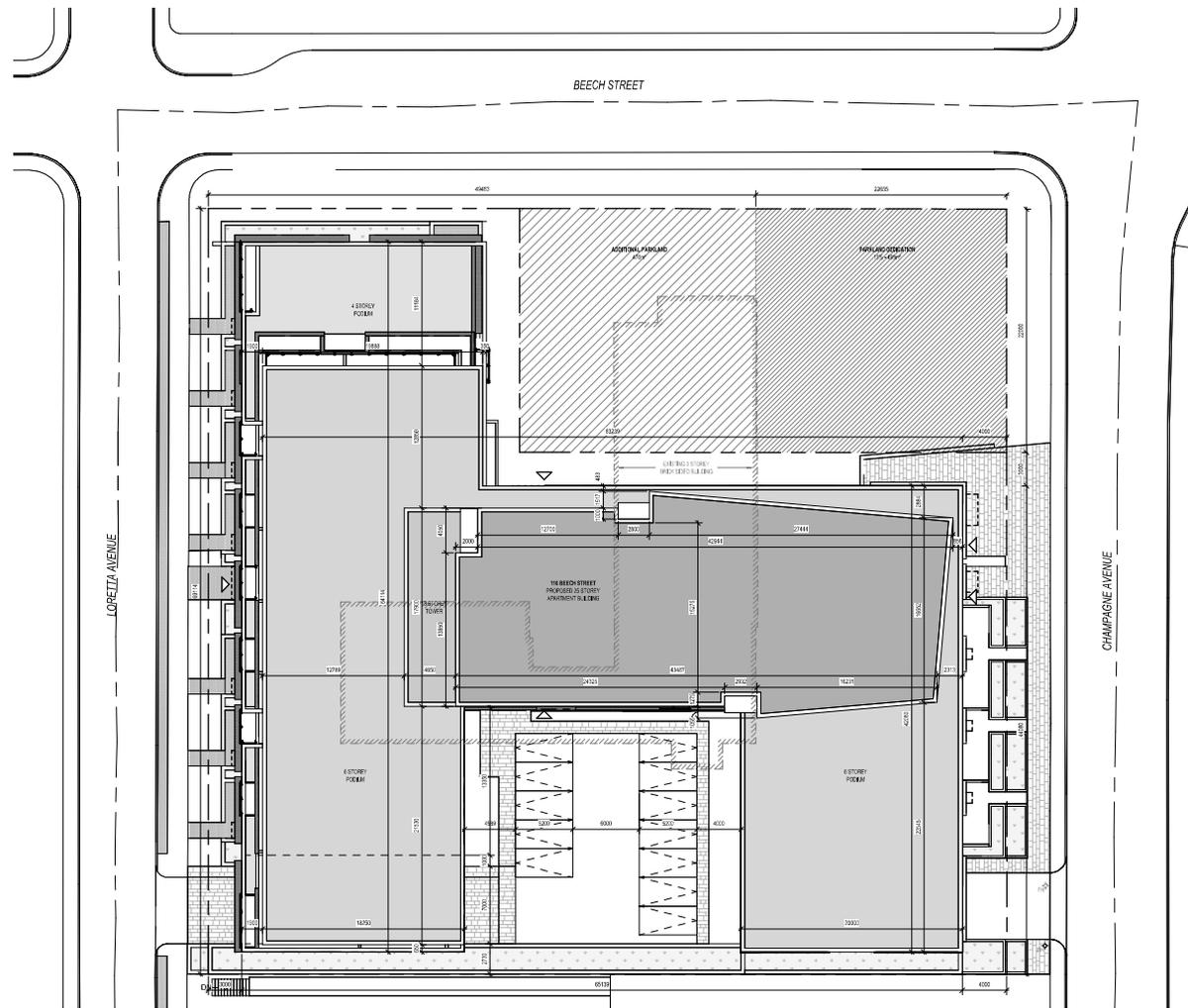
The development site is located at 116 Beech Street, and it is currently zoned as Residential Fifth Density Zone (R5B H(18)). The proposed development includes a 25-storey residential building with 392 dwelling units 113 resident vehicle parking spaces, 30 visitor parking spaces and 200 bicycle parking spaces. The proposed access configuration includes an access to interior parking levels on Champagne Avenue and an access to visitor surface parking on Loretta Avenue. The anticipated full build-out is 2030. The site is located within a hub area along the LRT Line 2.

Figure 1 illustrates the study area context. Figure 2 illustrates the proposed concept plan.

Figure 1: Area Context Plan



Source: <http://maps.ottawa.ca/geoOttawa/> Accessed: December 15, 2025



SITE PLAN SYMBOLS LEGEND

	BUILDING FOOTPRINT		FIRE DEPARTMENT CONNECTION
	BUILDING EXIT		RELOCATED FIRE HYDRANT
	BICYCLE PARKING		EXISTING FIRE HYDRANT TO BE RELOCATED
	PROPERTY LINE		NEW STREET LIGHT
	SETBACK LINE		STREET LIGHT TO BE REMOVED
	OVERHEAD WIRES		EXISTING STREET LIGHT TO REMAIN
	INTERLOCKING STONE PAVERS		EXISTING UTILITY POLE TO REMAIN
	EXISTING TRAFFIC SIGNAL POST		UTILITY POLE TO BE REMOVED/RELOCATED

SITE PLAN SYMBOLS
SCALE: NTS

116 BEECH STREET SITE PLAN
| 2307 | SCALE N.T.S.

Project1 Studio Incorporated | mail@project1studio.ca | project1studio.ca

2.2 Existing Conditions

2.2.1 Area Road Network

Carling Avenue: Carling Avenue is a City of Ottawa arterial road with a six-lane divided urban cross-section including sidewalks on both sides and a 60 km/h posted speed limit. The Ottawa Official Plan reserves a 44.5 metre right of way.

Preston Street: Preston Street is a City of Ottawa arterial road with a two-lane urban cross-section including sidewalks and intermittent on-street parking locations on both sides of the roadway. The speed limit remains 50km/h. The Ottawa Official Plan reserves a 23.0 metre right of way.

Beech Street: Beech Street is a City of Ottawa local road with a two-lane urban cross-section including sidewalks on both sides and on-street parking on the north side of the roadway. The speed limit is an unposted 50km/h and the existing right of way is 20.0 metres.

Champagne Avenue: Champagne Avenue is a City of Ottawa local road with a two-lane urban cross-section including sidewalks on both sides. On-street parking is permitted on the west side of the road between Beech Street and Hickory Street. The speed limit is 30km/h. The existing right of way is 20.0 metres.

Loretta Avenue: Loretta Avenue is a City of Ottawa local road with a two-lane urban cross-section including sidewalks on both sides and on-street parking. Between Beech Street and Hickory Street no parking is permitted. The speed limit is 30km/h and the existing right of way is 20.0 metres.

Pamilla Street: Pamilla Street is a City of Ottawa local road with a two-lane urban cross-section including sidewalks on both sides and on-street parking on the north side of the roadway. The speed limit is an unposted 50km/h and the existing right of way is 15.0 metres.

2.2.2 Existing Intersections

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

<i>Carling Avenue at Champagne Avenue</i>	<p>The intersection of Carling Avenue at Champagne Avenue is a signalized t-intersection. The southbound approach consists of an auxiliary left-turn lane and a right-turn lane, the eastbound approach consists of an auxiliary left-turn lane, two through lanes, and a transit lane and the westbound approach consists of three through lanes and an auxiliary right-turn lane. No turn restrictions were noted.</p> <p>Once the construction is complete, the northbound and southbound approaches will consist of an auxiliary left-turn lane and a shared through/right-turn lane. The eastbound and westbound approaches will each consist of an auxiliary left-turn lane, two through lanes, and an auxiliary right-turn lane that is shared with the transit through lane.</p>
<i>Beech Street at Loretta Avenue</i>	<p>The intersection of Beech Street at Loretta Avenue is an unsignalized with stop control in the north-south direction. All approaches consist of a shared all movement lane. No turn restrictions were noted.</p>
<i>Beech Street at Champagne Avenue</i>	<p>The intersection of Beech Street at Champagne Avenue is an unsignalized all-way stop control intersection with shared all movement lanes on all approaches. No turn restrictions were noted.</p>

Preston Street at Pamilla Street

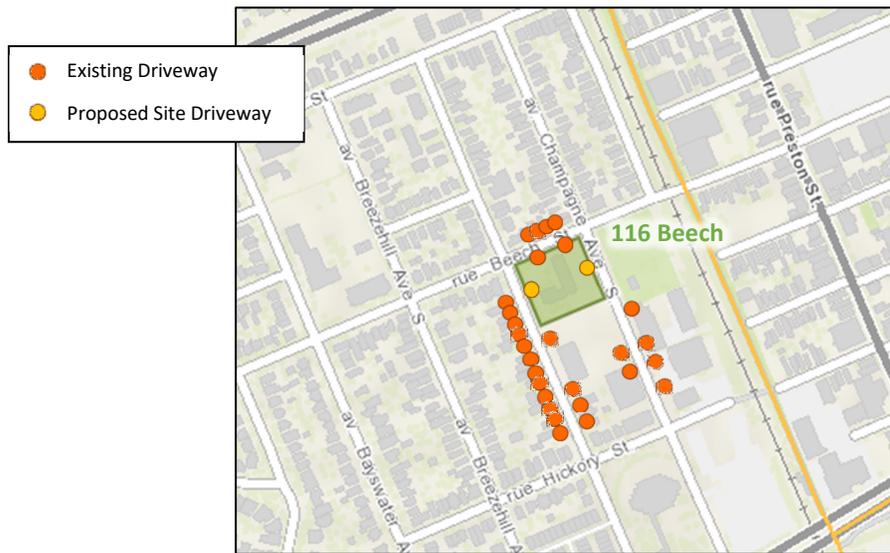
The intersection of Preston Street at Pamilla Street is a signalized intersection. The northbound, southbound and eastbound approaches all consist of a shared all movement lane. The east leg of the intersection is one-way in the eastbound direction. No other turn restrictions were noted.

Preston Street at Beech Street

The intersection of Preston Street at Beech Street is a signalized intersection. The northbound, southbound and westbound approaches each have an auxiliary left-turn lane and a shared through/right-turn lane, and the westbound approach is a shared all movement lane. No turn restrictions were noted.

2.2.3 Existing Driveways

There are existing private residential driveways along Beech Street, private residential driveways and residential tower accesses along Loretta Avenue, residential tower accesses along Champagne within 200 metres of the proposed site access. None of the driveways are not expected to be significant traffic generators and have no impact on this TIA.

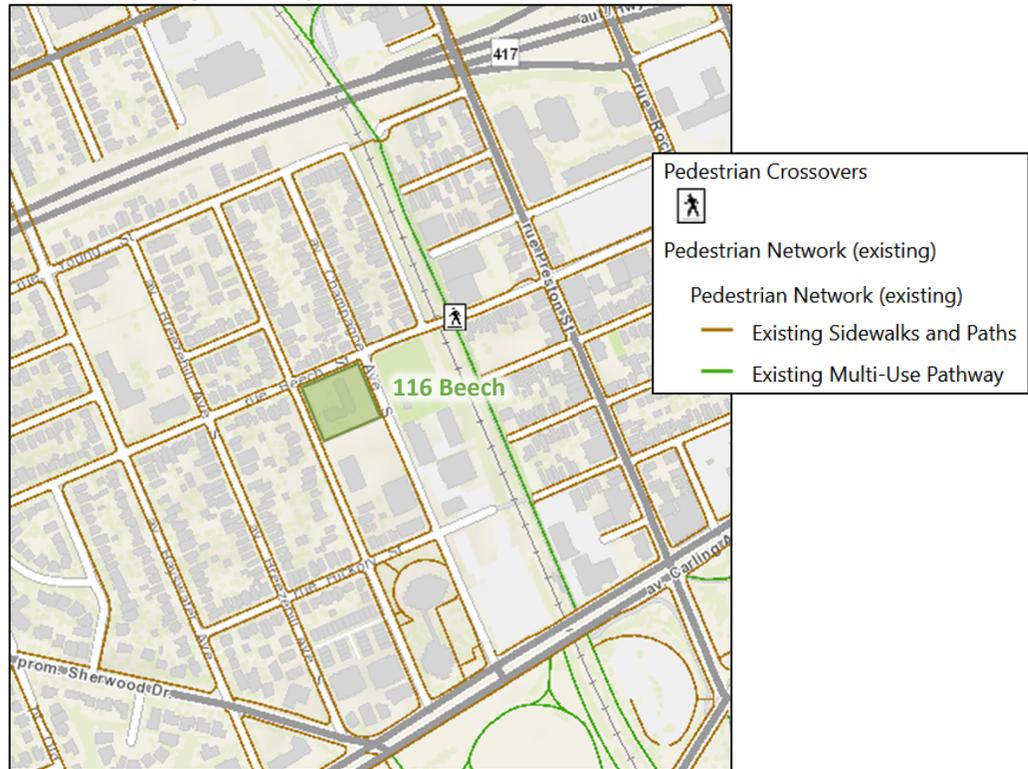


2.2.4 Cycling and Pedestrian Facilities

Figure 3 illustrates the pedestrian facilities in the study area and Figure 4 illustrates the cycling facilities.

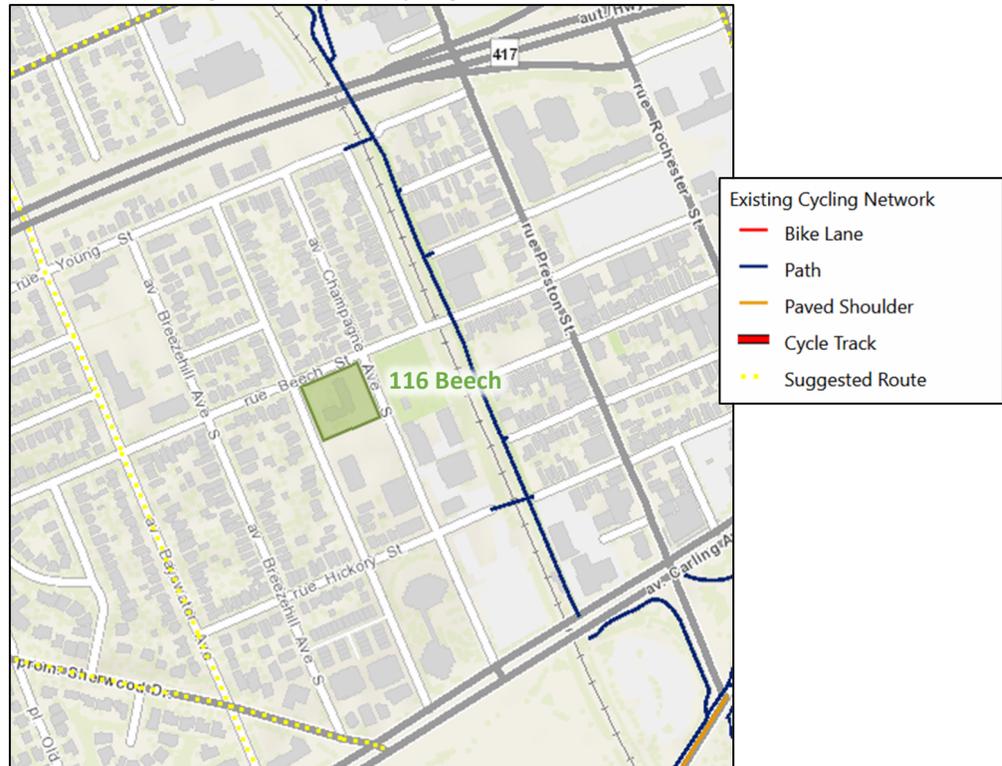
Sidewalks are provided along both sides of the roadways in the area except along Champagne Avenue on the Ev Tremblay Park frontage. Cycling facilities are limited to the path along LRT Line 2 and suggested routes on Bayswater Avenue and Sherwood Drive. The pathway along the LRT and Carling Avenue east of the LRT pathway are cross-town bikeways.

Figure 3: Study Area Pedestrian Facilities



Source: <http://maps.ottawa.ca/geoOttawa/> Accessed: December 15, 2025

Figure 4: Study Area Cycling Facilities



Source: <http://maps.ottawa.ca/geoOttawa/> Accessed: December 15, 2025

Pedestrian and cyclist volumes included in study area intersection counts, presented in Section 2.2.7, have been compiled and are illustrated in Figure 5 and Figure 6, respectively.

Figure 5: Existing Pedestrian Volumes

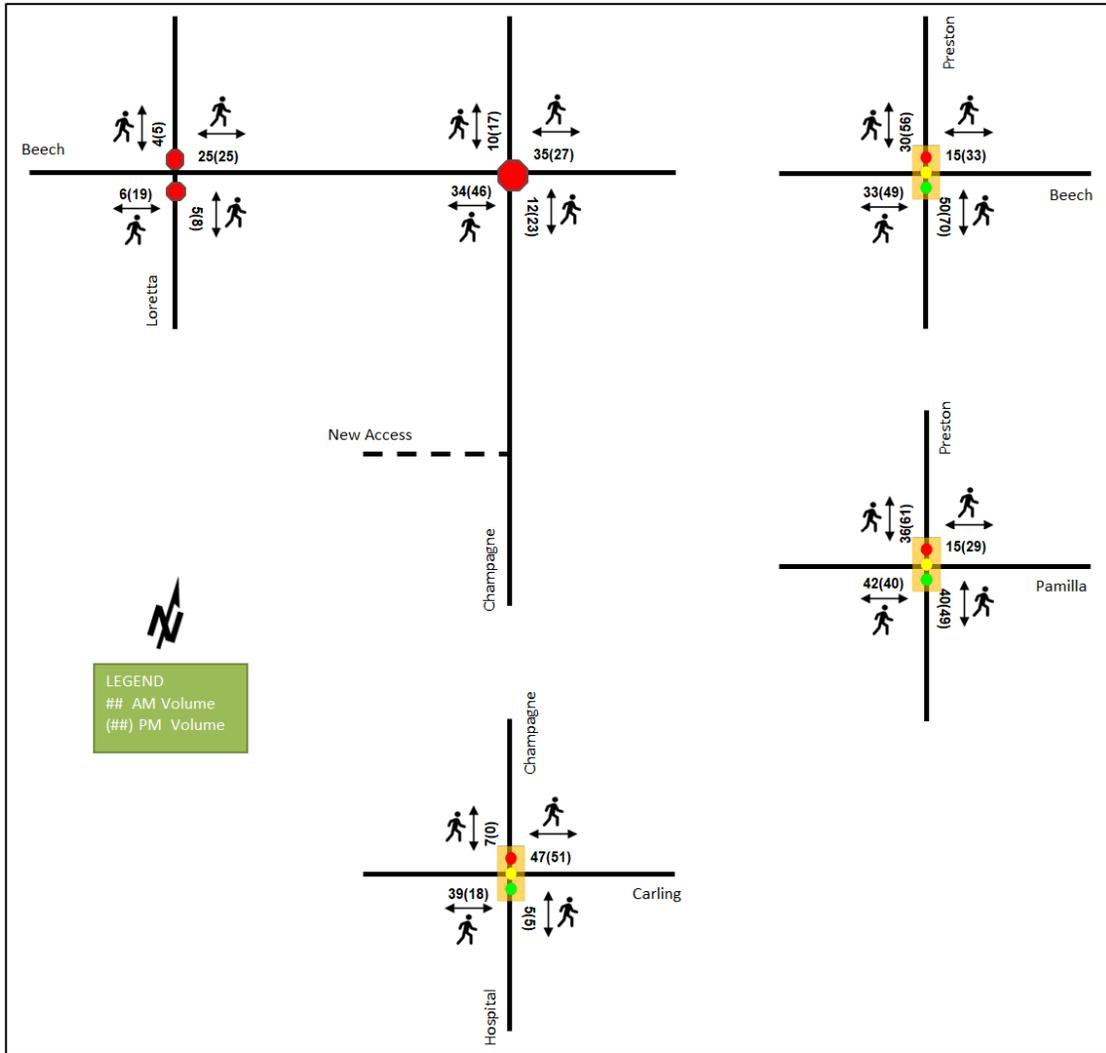
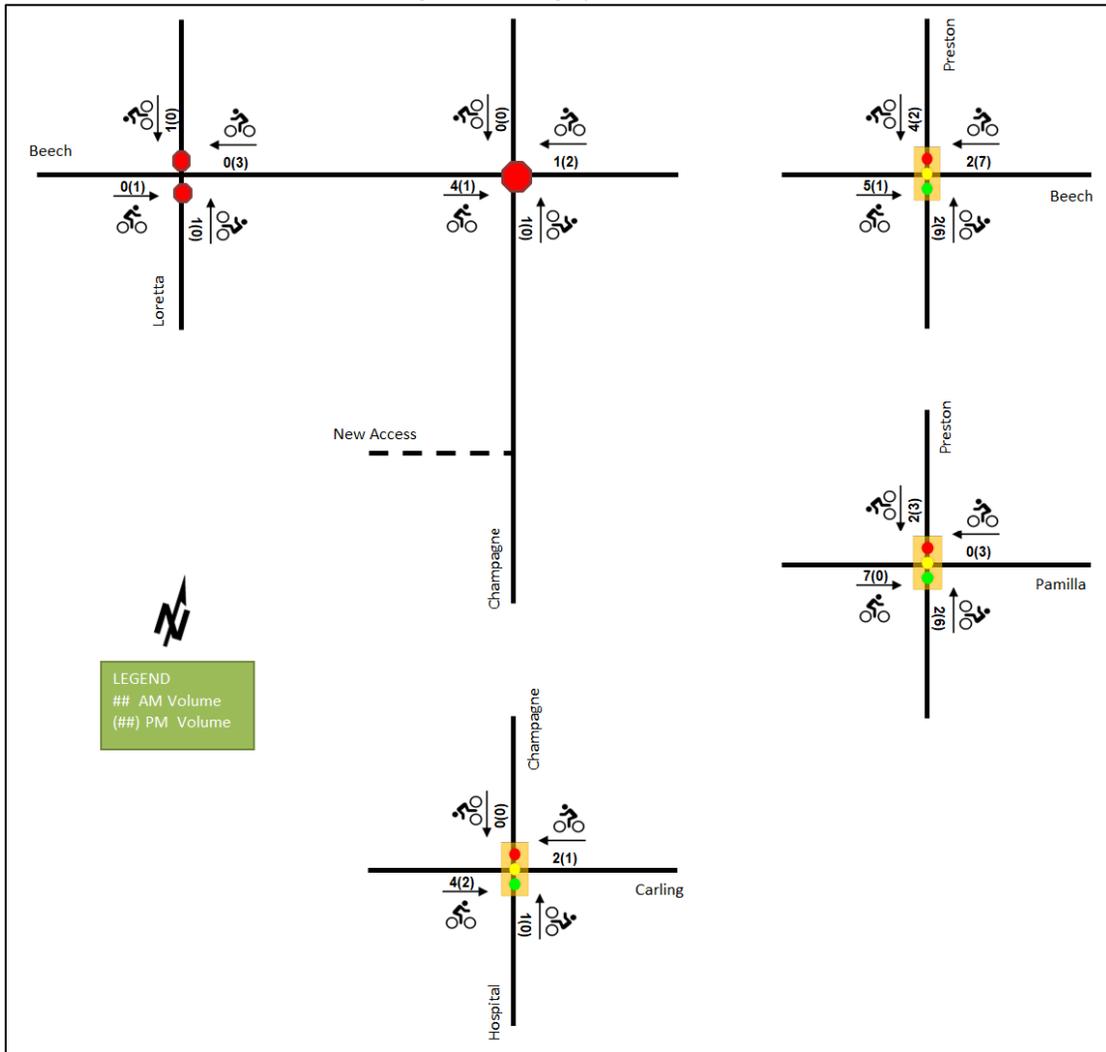


Figure 6: Existing Cyclist Volumes



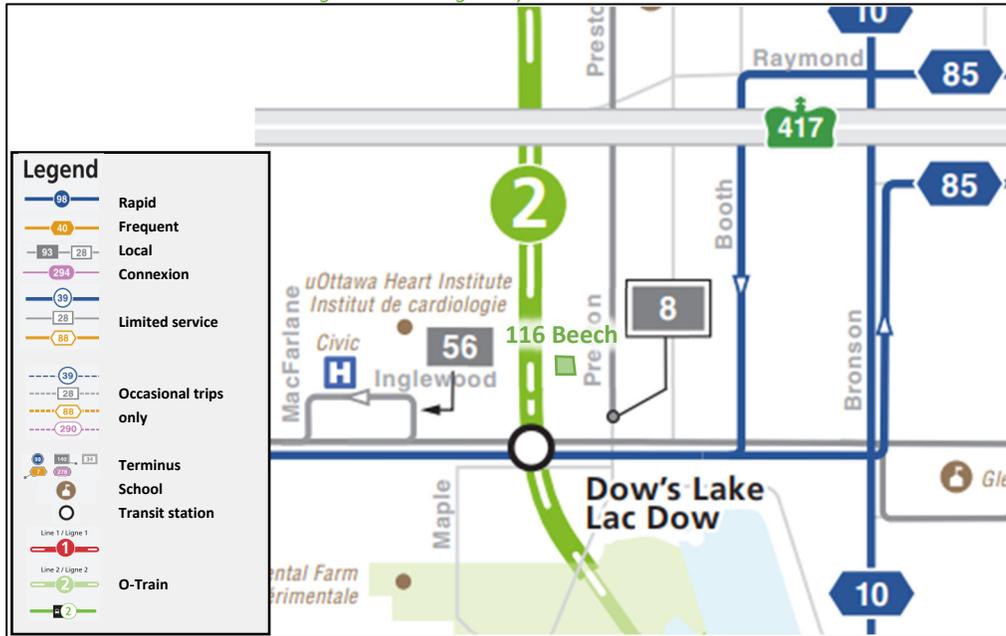
2.2.5 Existing Transit

Figure 7 illustrates the transit system map in the study area and Figure 8 illustrates nearby transit stops. All transit information is from December 15, 2025 and is included for general information purposes and context to the surrounding area.

Within the study area, the routes #8, #56, #85 and LRT Line 2 are located in the vicinity of the site. The frequency of these routes within proximity of the proposed site based on December 15, 2025 service levels are:

- Route #8 – 30-minute service all day
- Route #56 – 15-minute peak period/direction service, 30-minute peak period/off-peak direction service
- Route # 85 – 15-minute daytime service, 30-minute service before 6:00AM and after 7:00PM
- LRT Line 2 – 12-minute service all day

Figure 7: Existing Study Area Transit Service



Source: <http://www.octranspo.com/> Accessed: December 15, 2025

Figure 8: Existing Study Area Transit Stops



Source: <http://www.octranspo.com/> Accessed: December 15, 2025

2.2.6 Existing Area Traffic Management Measures

There are no existing area traffic management measures within the study area.

2.2.7 Existing Peak Hour Travel Demand

Existing turning movement counts were acquired from the City of Ottawa and J&S Traffic Services for the existing study area intersections. Table 1 summarizes the intersection locations and count dates.

Table 1: Intersection Count Date

Intersection	Count Date
Carling Avenue at Champagne Avenue	Wednesday, February 14, 2024
Beech Street at Loretta Avenue	Thursday, November 20, 2025
Beech Street at Champagne Avenue	Tuesday, November 25, 2025
Preston Street at Pamilla Street	Tuesday, November 25, 2025
Preston Street at Beech Street	Thursday, November 20, 2025

Figure 9 illustrates the existing traffic counts and Table 2 summarizes the existing intersection operations. The level of service for signalized intersections is based on volume to capacity ratio (v/c) calculations for individual lane movements and HCM 2000 v/c calculations for the overall intersection, and average delay for unsignalized intersections. Detailed turning movement count data is included in Appendix B and the Synchro worksheets are provided in Appendix C.

Figure 9: Existing Traffic Counts

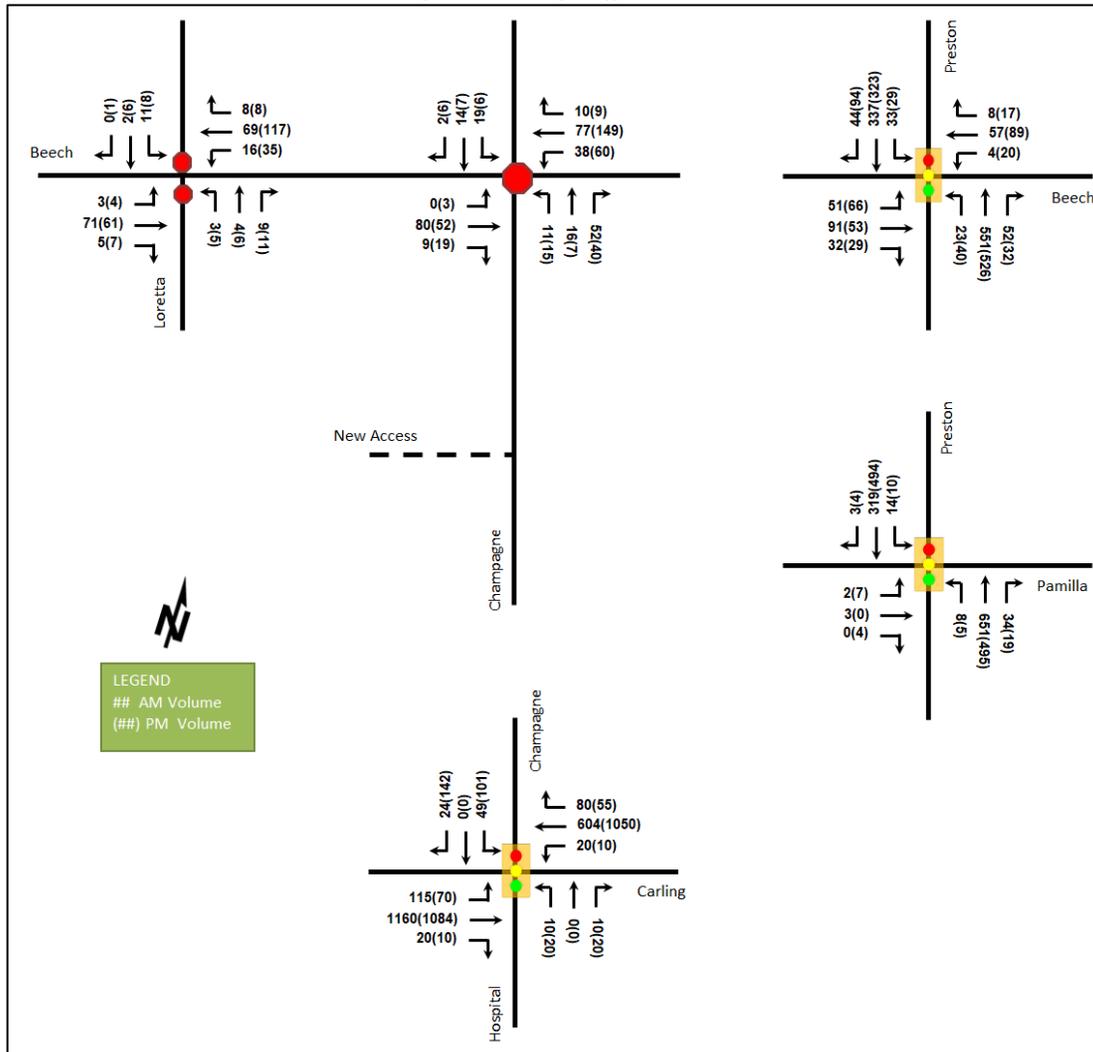


Table 2: Existing Intersection Operations

Intersection	Lane	AM Peak Hour				PM Peak Hour			
		LOS	V/C	Delay (s)	Q (95 th)	LOS	V/C	Delay (s)	Q (95 th)
Carling Avenue at Champagne Avenue Signalized	EBL	B	0.68	69.5	49.3	A	0.55	75.5	37.0
	EBT	A	0.53	12.1	155.8	A	0.50	11.2	133.7
	EBR	A	0.02	0.1	0.0	A	0.01	0.0	0.0
	WBL	A	0.22	58.5	13.3	A	0.14	67.4	9.5
	WBT	A	0.32	13.1	72.5	A	0.54	15.8	147.8
	WBR	A	0.11	3.6	9.0	A	0.07	2.3	4.8
	NBL	A	0.06	42.1	6.6	A	0.11	51.3	12.3
	NBR	A	0.04	2.3	1.3	A	0.08	11.8	5.9
	SBL	A	0.27	48.4	20.0	A	0.55	66.1	43.5
	SBR	A	0.08	8.1	5.1	A	0.40	36.0	41.1
Overall	B	-	16.5	-	-	B	-	18.7	-
Beech Street at Loretta Avenue Unsignalized	EB	A	0.00	7.5	0.0	A	0.00	7.6	0.0
	WB	A	0.01	7.4	0.0	A	0.03	7.5	0.8
	NB	A	0.02	9.6	0.8	B	0.04	10.3	0.8
	SB	B	0.02	10.5	0.8	B	0.03	11.5	0.8
	Overall	A	-	2.2	-	A	-	2.5	-
Beech Street at Champagne Avenue Unsignalized	EB	A	0.12	7.9	3.0	A	0.10	7.7	2.3
	WB	A	0.17	8.2	4.5	A	0.29	8.9	9.0
	NB	A	0.10	7.6	2.3	A	0.08	7.7	2.3
	SB	A	0.05	7.9	1.5	A	0.03	7.7	0.8
	Overall	A	-	7.9	-	A	-	8.4	-
Preston Street at Pamilla Street Signalized	EB	A	0.02	26.8	3.4	A	0.05	6.6	2.7
	NB	A	0.55	7.5	91.1	A	0.40	5.0	53.8
	SB	A	0.27	1.7	9.2	A	0.40	4.2	37.6
	Overall	A	-	5.7	-	A	-	4.6	-
Preston Street at Beech Street Signalized	EB	C	0.71	43.1	45.6	C	0.74	52.6	#48.7
	WBL	A	0.22	28.5	18.4	A	0.46	39.0	34.4
	WBT/R	A	0.03	0.6	0.5	A	0.08	7.9	4.0
	NBL	A	0.05	5.5	m2.5	A	0.08	1.7	1.0
	NBT/R	A	0.57	7.7	44.8	A	0.51	5.3	39.8
	SBL	A	0.09	5.9	5.3	A	0.07	5.2	4.5
	SBT/R	A	0.36	6.7	40.8	A	0.39	6.3	43.5
	Overall	B	-	13.0	-	B	-	13.6	-

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

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

During both the AM and PM peak hours, the study area intersections operate well. No capacity issues are noted, where all movements operate with LOS C or better.

2.2.8 Collision Analysis

Collision data have been acquired from the City of Ottawa open data website (data.ottawa.ca) for five years prior to the commencement of this TIA for the surrounding study area road network. Table 3 summarizes the collision types and conditions in the study area, Figure 10 illustrates the intersections and segments analyzed, and Table 4 summarizes the total collisions for each of these locations. Collision data are included in Appendix D.

Table 3: Study Area Collision Summary, 2018-2022

		Number	%
Total Collisions		16	100%
Classification	Fatality	0	0%
	Non-Fatal Injury	2	13%
	Property Damage Only	14	88%
Initial Impact Type	Angle	4	25%
	Sideswipe	1	6%
	Turning Movement	1	6%
	SMV Unattended	8	50%
	Other	2	13%
Road Surface Condition	Dry	11	69%
	Wet	2	13%
	Loose Snow	1	6%
	Slush	1	6%
	Packed Snow	1	6%
Pedestrian Involved		0	0%
Cyclists Involved		1	6%

Figure 10: Study Area Collision Records



Table 4: Summary of Collision Locations, 2018-2022

Intersections / Segments	Number	%
Intersections / Segments	16	100%
Champagne Ave between Beech St & Hickory St	8	50%
Beech St between Loretta Ave & Champagne Ave	3	19%
Loretta Ave between Beech St & Hickory St	2	13%
Loretta Ave between Beech St & Hickory St	2	13%
Beech St at Champagne Ave	1	6%
Beech St at Loretta Ave	1	6%

	Number	%
Intersections / Segments	16	100%
Hickory St at Loretta Ave	1	6%

Within the study area, the segment of Champagne Avenue between Beech Street and Hickory Street is noted to have experienced slightly collisions than other locations. Table 5 summarizes the collision types and conditions for this location.

One vulnerable mode collision was noted on Beech Street between Loretta Avenue and Champagne Avenue during this five-year period, involving a westbound left-turning vehicle and a cyclist making the eastbound through movement. The collision happened on a Saturday evening in early September 2020 in clear, dry, daylight conditions, and based on the coordinates recorded for the collision, involved a driver seeking to turn into the access for the existing parking lot on the northeast corner of the subject property. The proposed development would move site access to the lower volume streets, with the primary access being on Champagne Avenue, which is parallel to the Trillium Pathway approximately 90-metres offset, and would be anticipated to have a lower interaction with cyclists. Therefore, the proposed development would mitigate any potential for this specific collision pattern on Beech Street to recur.

Table 5: Champagne Avenue between Beech Street and Hickory Street Collision Summary

		Number	%
Total Collisions		8	100%
Classification	Fatality	0	0%
	Non-Fatal Injury	0	0%
	Property Damage Only	8	100%
Initial Impact Type	Angle	2	25%
	Sideswipe	1	13%
	SMV Unattended	5	63%
Road Surface Condition	Dry	5	63%
	Wet	2	25%
	Packed Snow	1	13%
Pedestrian Involved		0	0%
Cyclists Involved		0	0%

The segment of Champagne Avenue between Beech Street and Hickory Street had a total of eight collisions during the 2018-2022 time period, with all eight involving property damage only. The collision types are most represented by single motor vehicle (unattended) with vehicles colliding with parked cars, and two collisions were recorded as being angle collisions and one as a sideswipe. While these collision frequencies are low and not indicative of issues, this segment of Champagne Avenue had significant construction-related disruption for the majority of this period and thus collision patterns are not considered representative, and thus no further review of collisions at this location is required as part of this study.

2.3 Planned Conditions

2.3.1 Changes to the Area Transportation Network

2.3.1.1 Transportation Master Plan (2025)

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

- Active Transportation Network
 - Pedestrian Projects with Prioritization
 - (No projects within the study area)
 - Cycling Projects with Prioritization
 - (No projects within the study area)
- Transit Network
 - Priority Network
 - Carling Avenue (Lincoln Fields Station to Sherwood Drive) – continuous bus lanes
 - Needs-Based Network
 - Carling Transitway (Lincoln Fields Station to Dow’s Lake Station) – median bus lanes
 - Ultimate Network
 - (No additional facilities within the study area)
- Road Network
 - Priority Network or Needs-Based Network or Ultimate Network
 - (No projects within the study area)

2.3.2 Other Study Area Developments

829 Carling Avenue

The proposed development application includes a 40-storey mixed-use building with ground-floor commercial. As part of this development, 396 residential units are proposed. The expected buildout year is 2028 and the development is anticipated to generate 17 AM and 16 PM peak hour two-way auto trips. (Parsons, 2023).

845 Carling Avenue

The proposed development application includes a site plan for the first phase of a mixed-use development comprising two residential towers, one of which with commercial and office space in the podium. Phase 1 of the development includes a 36-storey mixed-use building comprising 280 residential dwelling units, 53,000 sq ft of office space, and 13,444 sq ft of ground floor retail space. The expected buildout year is 2028 and the development is anticipated to generate 49 AM and 50 PM peak hour two-way auto trips. (TIA pending)

870-930 Carling Avenue, 520 Preston Street (New Civic Campus for The Ottawa Hospital)

The proposed development application includes new Civic development for The Ottawa Hospital with the gross floor area of 4.94 million square feet including 3.32 million square feet for hospital land uses, 868,000 for U. Ottawa heart institute, and 750,000 square feet for ancillary retail services, ground floor commercial, hospital appointments, and research and development land uses. As part of this development, 3,095 parking spaces are proposed. The parking garage was anticipated to be built out in 2024 as phase 1 and the hospital buildings begin following the completion of the parking garage. The opening day is expected to occur in 2028, and the anticipated full buildout is 2048. The TIA report for parking garage is anticipated to generate 250 peak hour vehicle trips by 2024 and the construction of hospital building is expected to generate 844 AM and 567 PM peak hour two-way auto trips by 2028 (Parsons, 2021, 2023).

70 Beech Street, 75 Norman Street

The proposed development application includes a minor zoning-by-law amendment and site plan application permitting the construction of a six-storey mixed-use building including 40 one-bedroom units and commercial uses on the ground floor. No TIA or screening form is included as part of the application, however only five parking spaces are proposed for this development, and it is expected to have a negligible impact on the road network.

357-363 Preston Street

The proposed development application includes a site plan for the construction of a six-storey mid-rise building. As part of the development, 45 dwellings, ground-floor commercial space with approximately 3,830 square feet, and 9 vehicle parking spaces and 35 bicycle parking spaces are proposed. The expected buildout year is 2026. The development is expected to generate 4 AM-peak vehicle trips and 5 PM-peak vehicle trips. (Novatech 2024)

17 Aberdeen Street

The proposed application includes development expansion to a 30-storey including 252 units and total 1,015 parking spaces. While no buildout horizon was included within the traffic addendum that is publicly available, the development is not yet constructed and is anticipated to generate 54 AM and 76 PM peak hour two-way auto trips. (IBI Group 2019)

450 Rochester Street

The proposed development application includes an official plan amendment permitting the construction of mixed-use development. As part of this development, in the phase 1 a 9-storey and a 15-storey residential building with approximately 295 units, a grocery store with 21,550 square feet, a liquor store with 12,210 square feet, a retail on ground floor with 4,817 square feet and a retail/commercial with 10,360 square feet on second and third floors for a total of approximately 48,937 square feet of commercial/retail are proposed. Phase 2 consists of a 26-storey residential building with approximately 245 units and a retail store on the ground floor with 10,245 square feet. The buildout years are initially assumed to be 2024 for Phase 1 and 2026 for Phase 2, however construction has not yet commenced. The development is expected to generate 80 AM and 75 PM peak hour two-way auto trips. (Parsons 2019)

552 Booth Street

The proposed development application includes a zoning by-law amendment permitting the construction of five buildings with approximately 1000 residential units. The proposed development also includes five existing heritage buildings which will consist of retail and office uses and add up to approximately 142,000 square feet (Parsons 2018). The forecasting report for this development is not yet available on the City's online development application search tool and thus, the projected trip generation of this development is unknown at this point.

265 Carling Avenue

The proposed application includes a redevelopment of the existing eight-storey building. As part of this redevelopment, 70 residential units, 1,046 square feet commercial space, and 1,745 square feet amenity space are proposed. The expected buildout year is 2026. The development is anticipated to be associated with reduction of 71 two-way person trips during the AM-peak hour and 63 two-way person trips during the PM-peak hour (CGH 2023).

770-774 Bronson Avenue

The proposed development application includes a zoning by-law amendment/site plan application permitting the construction of a 22-storey mixed-use building and a 9-storey residential building, comprising 340 apartment units and 4,742 sq ft of commercial space. Initially anticipated to be built-out by 2025, construction has not yet commenced. The development is anticipated to generate 37 AM and 35 PM peak hour two-way auto trips (CGH 2025).

273-281 Bell Street

The application includes zoning by-law amendment and site plan applications to permit the construction of a six-storey residential building comprising 49 dwelling units. No TIA was required.

3 Study Area and Time Periods

3.1 Study Area

The study area will include the intersections of Carling Avenue at Champagne Avenue, Beech Street at Loretta Avenue, at Champagne Avenue, Preston Street at Pamilla Street, and at Beech Street, and the intersection of site accesses.

The boundary road will be Beech Street, Loretta Avenue and Champagne Avenue and no screenlines are considered.

3.2 Time Periods

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

3.3 Horizon Years

The anticipated build-out year is 2030. As a result, the full build-out plus five years horizon year is 2035.

4 Development-Generated Travel Demand

4.1 Mode Shares

Examining the mode shares recommended in the TRANS Trip Generation Manual (2020) for the subject district, derived from the most recent National Capital Region Origin-Destination survey (OD Survey), the existing average district mode shares by land use for Merivale have been summarized in Table 6.

Table 6: TRANS Trip Generation Manual Recommended Mode Shares – Merivale

Travel Mode	Multi-Unit (High-Rise)	
	AM	PM
Auto Driver	41%	41%
Auto Passenger	6%	11%
Transit	42%	33%
Cycling	2%	2%
Walking	8%	13%
Total	100%	100%

No adjustments to the existing area mode shares will be considered.

4.2 Trip Generation

This TIA has been prepared using the vehicle and person trip rates for the residential dwellings using the TRANS Trip Generation Manual (2020). Table 7 summarizes the person trip rates for the proposed residential land use for each peak period.

Table 7: Trip Generation Person Trip Rates by Peak Period

Land Use	Land Use Code	Peak Period	Vehicle Trip Rate	Person Trip Rates
Multi-Unit High-Rise	221 & 222 (TRANS)	AM	-	0.80
		PM	-	0.90

Using the above person trip rates, the total person trip generation has been estimated. Table 8 summarizes the total person trip generation for the residential land uses.

Table 8: Total Residential Person Trip Generation by Peak Period

Land Use	Units	AM Peak Period			PM Peak Period		
		In	Out	Total	In	Out	Total
Multi-Unit High-Rise	392	97	217	314	205	148	353

Using the above mode share targets and the person trip rates, the person trips by mode have been projected. Trip generation by peak hour has been forecasted using the prescribed peak period conversion factors presented in the TRANS Trip Generation Manual (2020) for the residential component. Table 9 summarizes the residential trip generation by mode and peak hour.

Table 9: Trip Generation by Mode

Travel Mode		AM Peak Hour				PM Peak Hour			
		Mode Share	In	Out	Total	Mode Share	In	Out	Total
Multi-Unit (High-Rise)	Auto Driver	41%	19	43	62	41%	36	28	64
	Auto Passenger	6%	3	6	9	11%	10	7	17
	Transit	42%	22	51	73	33%	31	24	55
	Cycling	2%	1	2	3	2%	2	1	3
	Walking	8%	5	11	15	13%	13	11	24
	Total	100%	50	113	162	100%	92	71	163

As shown above, a total of 62 AM and 64 PM new peak hour two-way vehicle trips are projected as a result of the proposed development.

4.3 Trip Distribution

To understand the travel patterns of the subject development, the OD Survey has been reviewed to determine the travel for the residential component, and these patterns were applied based on the build-out of 2030 Table 10 below summarizes the distributions.

Table 10: OD Survey Distribution – Merivale

To/From	Residential % of Trips
North	55%
South	10%
East	20%
West	15%
Total	100%

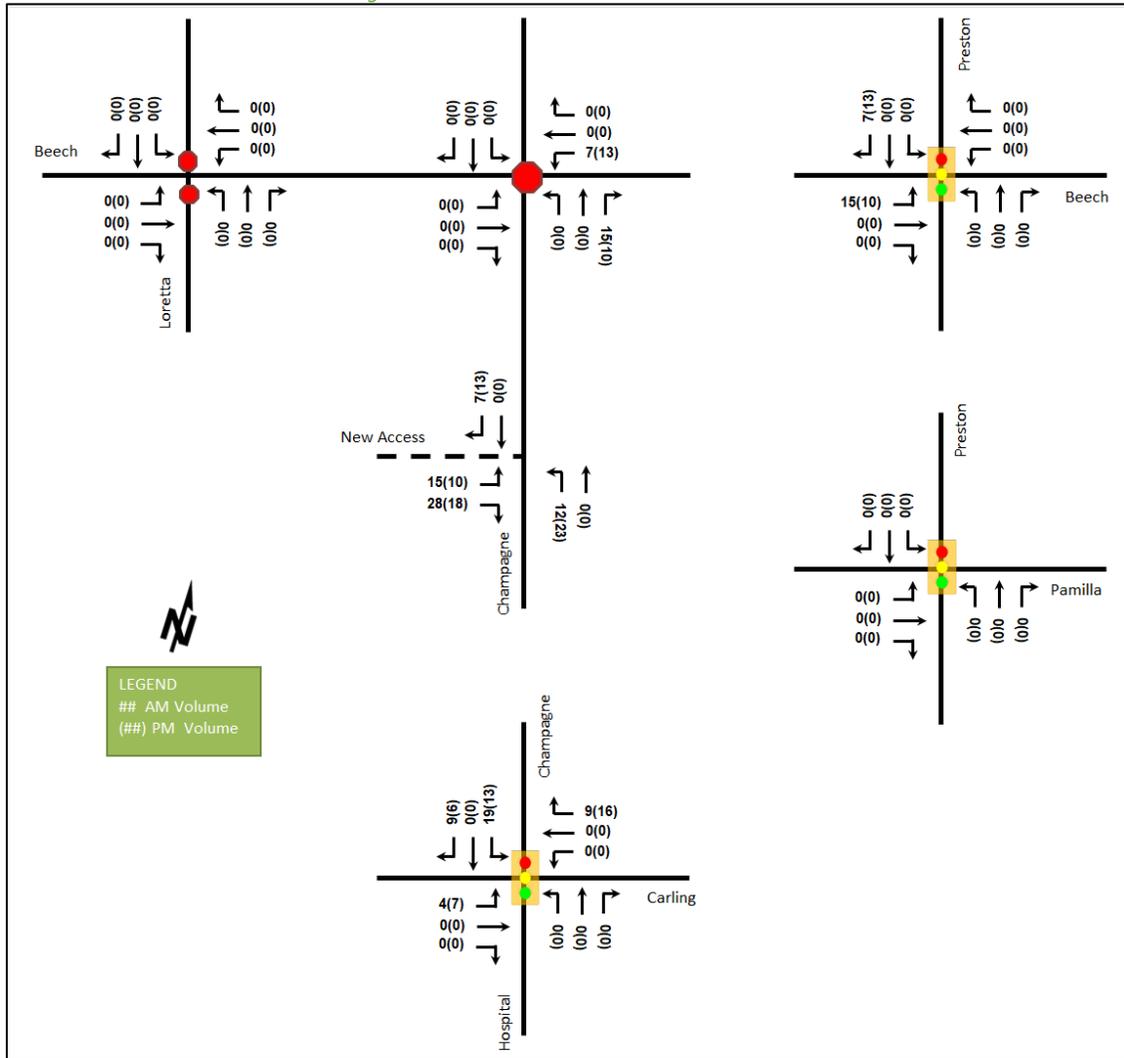
4.4 Trip Assignment

Using the distribution outlined above, turning movement splits, and access to major transportation infrastructure, the trips generated by the site have been assigned to the study area road network. Table 11 summarizes the proportional assignment to the study area roadways, and Figure 11 illustrates the new site generated volumes.

Table 11: Trip Assignment

To/From	Inbound/Outbound Via
North	35% Preston St 20% Carling Ave (E)
South	10% Carling Ave (E)
East	20% Carling Ave(E)
West	15% Carling Ave (W)
Total	100%

Figure 11: New Site Generation Auto Volumes



5 Exemption Review

Table 12 summarizes the exemptions for this TIA.

Table 12: Exemption Review

Module	Element	Explanation	Exempt/Required
Site Design and TDM			
4.1 Development Design	4.1.2 Circulation and Access	Only required for site plan and zoning by-law applications	Required.
	4.1.3 New Street Networks	Only required for plans of subdivision	Exempt
4.2 Parking	4.2.1 Parking Supply	Only required for site plan and zoning by-law applications	Required
4.3 Boundary Street Design		All applications	Required
4.5 Transportation Demand Management	All Elements	Only required when the development generates more than 60 person-trips	Required

Module	Element	Explanation	Exempt/Required
Network Impact			
3.2 Background Network Travel Demand	All Elements	Only required when one or more other Network Impact Modules are triggered	Exempt
3.3 Demand Rationalization		Only required when one or more other Network Impact Modules are triggered	Exempt
4.6 Neighbourhood Traffic Calming	4.6.1 Adjacent Neighbourhoods	<p>If the development meets all of the following criteria along the route(s) site generated traffic is expected to utilize between an arterial road and the site’s access:</p> <ol style="list-style-type: none"> 1. Access to Collector or Local; 2. “Significant sensitive land use presence” exists, where there is at least two of the following adjacent to the subject street segment: <ul style="list-style-type: none"> • School (within 250m walking distance); • Park; • Retirement / Older Adult Facility (i.e. long-term care and retirement homes); • Licenced Child Care Centre; • Community Centre; or • 50%, or greater, of adjacent property along the route(s) is occupied by residential lands and a minimum of 10 occupied residential units are present on the route. 3. Application is for Zoning By-Law Amendment or Draft Plan of Subdivision; 4. At least 75 site-generated auto trips; 5. Site Trip Infiltration is expected. Site traffic will increase peak hour vehicle volumes along the route by 50% or more. 	Exempt
4.7 Transit	4.7.1 Transit Route Capacity	Only required when the development generates more than 75 transit trips	Exempt
	4.7.2 Transit Priority Requirements	Only required when the development generates more than 75 auto trips	Exempt
4.8 Network Concept		Only required when proposed development generates more than 200 person-trips during the peak hour in excess of equivalent volume permitted by established zoning	Exempt (forecasting less than 200 people trips)
4.9 Intersection Design	4.9.1 Intersection Control	Only required when the development generates more than 75 auto trips	Exempt

Module	Element	Explanation	Exempt/Required
	4.9.2 Intersection Design	Only required when the development generates more than 75 auto trips	Exempt

6 Development Design

6.1 Design for Sustainable Modes

The proposed development is a 25-storey residential building. Vehicle parking is located in two levels of interior parking and with 12 short-term parking spaces provided in a small surface lot. Bicycle parking is located in the interior parking levels, one of which is at grade. Elevators are additionally provided from the parking levels for cyclists’ ease of use. Building entrances are located on all sides of the building.

An existing 1.8-metre sidewalks are present along boundary of the site on Loretta Avenue, Beech Street and Champagne Avenue and these will be widened to 2.0-metres. Hard surface connections to this facility are proposed from the building entrances.

Within a 400-metre walk from the building entrances, Dow’s Lake Station and bus stops are located on both sides of Preston Street provide access to transit. The bus stops on Carling are between a 450 and 560-metre walking distance.

The infrastructure TDM checklist is provided in Appendix E.

6.2 Circulation and Access

Vehicular access is provided via a 6-metre wide at grade access on Champagne Avenue to the interior parking, and a 6-metre at grade access on Loretta Avenue to the visitor parking surface lot. The garbage is expected to be collected curbside along Champagne Avenue and will not travel internal to the site.

7 Parking

7.1 Parking Supply

The site is proposed to include a total of 143 vehicle parking spaces, including 30 visitor spaces split between the surface and interior spaces, and 200 bicycle parking spaces.

The site is located within Area Z on Schedule 1A of the parking provisions in the Zoning By-Law and no minimum vehicle parking is required for residents. However, 30 visitor parking spaces and 196 residential bicycle parking spaces are required. The Zoning By-Law sets a maximum vehicle parking provision for developments located within 600 metres of a rapid transit station. A maximum parking ratio of 1.75 spaces per dwelling unit for the residential component, including visitor spaces, resulting in a total of 686 parking spaces.

Overall, the proposed parking rates meet the parking requirements for Area Z. Therefore, the proposed parking supply is considered appropriate for the area and is supported for the rezoning application.

8 Boundary Street Design

Table 13 summarizes the MMLOS analysis for the boundary streets of Beech Street, Champagne Avenue and Loretta Avenue. The existing and future conditions for both streets will be the same and are considered in one row. The MMLOS worksheets has been provided in Appendix F.

Table 13: Boundary Street MMLoS Analysis

Segment	Pedestrian LOS		Bicycle LOS		Transit LOS		Public Realm LOS	
	PLOS	Target	BLOS	Target	TLOS	Target	PRLOS	Target
Beech Street	B	A	D	B	-	-	C	C
Champagne Avenue	B	A	A	B	-	-	C	C
Loretta Avenue	B	A	B	B	-	-	C	C

All three roadways will not meet the pedestrian LOS target and Beech street does not meet the bicycle LOS target. Beech Street would need a 2.0-metre sidewalk and an offset of over 1.5m to meet the target, and both Loretta Avenue and Champagne Avenue would need a 2.0-metre sidewalk to meet the target. The site is expected to provide 2.0-metre sidewalks along the perimeter.

Beech Street would need speed reductions and possible volume reduction to meet the bicycle target.

9 Transportation Demand Management

9.1 Context for TDM

The mode shares used within the TIA represent a split between auto and transit modes. Overall, the modal shares are consistent with the existing area likely to be achieved.

The subject site is within a hub area along the LRT Line 2.

Total bedrooms within the development is subject to the final unit count and layout selections by purchasers. No age restrictions are noted.

9.2 Need and Opportunity

The subject site has been assumed to rely predominantly on auto and transit travel, and those assumptions have been carried through the analysis. The study area intersections are anticipated to have residual capacity and the increase in transit ridership is achievable.

9.3 TDM Program

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

10 Summary of Improvements Indicated and Modifications Options

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

Proposed Site and Screening

- The proposed site includes 392 apartment units, 143 parking spaces and 200 bicycle parking spaces
- Accesses will be provided to Loretta Avenue (surface lot) and Champagne Avenue (interior parking levels)
- The development is proposed to be completed as a single phase by 2030

TIA Screening and Exemptions

- The TIA Screening form indicated a full TIA was required due to trip generation and location triggers
- The exemption review for the TIA did not require new street networks, background network travel demand, demand rationalization, neighbourhood traffic calming review, transit review, network concept review, intersection control review or intersection design review

Existing Conditions

- Carling Avenue and Preston Street are arterial roads, and Beech Street, Loretta Avenue, Champagne Avenue and Pamilla Street are local roads
- Sidewalks are provided on both sides of the study area roadways, excluding the EV Trambley park frontage on Champagne Avenue, and cycling facilities are limited to the LRT Line 2 pathway and suggested routes on Bayswater Avenue and Sherwood Drive
- The collisions in the study area are predominantly single motor vehicle collisions with parked cars and may be associated with construction-related disruptions, and one collision involving a bicycle on Beech Street between Loretta Avenue and Champagne Avenue was recorded during the five-year study period associated with the existing site access which will be mitigated through redevelopment
- Study area intersections operate well

Planned Conditions

- Continuous bus lanes are expected along Carling Avenue, west of LRT Line 2, with median bus lanes noted in the needs network within the TMP

Development Generated Travel Demand

- The proposed development is forecasted produce 162 two-way people trips during the AM peak hour and 163 two-way people trips during the PM peak hour
- Of the forecasted people trips, 62 two-way trips will be vehicle trips during the AM peak hour and 64 two-way trips will be vehicle trips during the PM peak hour based on a 41% modal share
- Of the forecasted people trips, 73 two-way trips will be transit trips during the AM peak hour and 55 two-way trips will be transit trips during the PM peak hour based on a 42/33% modal share
- Of the forecasted trips, 55 % are anticipated to travel north, 20 % to the east, and 15 % to both the west and south

Development Design

- The proposed development is a 25-storey residential building
- Vehicle parking is located within interior parking levels and a visitor 12 space surface lot
- A total of 200 bicycle parking spaces are located internal to the building
- The existing sidewalks on Beech Street, Loretta Avenue and Champagne Avenue will be widened to 2.0-metres and hard surface connections to this facility are proposed from the building entrances
- Bus stops are located at the Dows Lake Station and on Preston Street within a 400-metre walk of the building and additional stops on Carling Avenue are located between a 450 to 560-metre walk of the building
- entrances and OC Transpo bus stop #6695 is proposed to be reconstructed along the site frontage
- Garbage collection will occur curbside on Champagne Avenue

Parking

- The site is proposed to include a total of 143 vehicle parking spaces and 200 bicycle parking spaces
- The proposed parking rates meet the parking requirements for Area Z
- The proposed parking supply is considered appropriate for the area and is supported for the rezoning application

Boundary Street Design

- The boundary streets will not meet pedestrian LOS target due to facility width and/or separation width, and Beech Street will not meet the bicycle LOS target due to travel speeds and volumes
- The site will include widened sidewalks, from 1.8-metres to 2.0-metres to address the pedestrian LOS

TDM

- The mode share targets are achievable and TDM summarized in the TDM checklists

11 Conclusion

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

Prepared By:



John Kingsley, BEng
Transportation Engineering-Intern

Reviewed By:



Andrew Harte, P.Eng.
Senior Transportation Engineer

Appendix A

TIA Screening Form and PM Certification Form

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

Date: 16-Dec-25
Project Number: 2025-188
Project Reference: 116 Beech

1.1 Description of Proposed Development	
Municipal Address	116 Beech Street
Description of Location	Existing residential building.
Land Use Classification	Residential Fifth Density
Development Size	392 apartment units
Accesses	Loretta Avenue and Champagne Avenue
Phase of Development	Single
Buildout Year	2030
TIA Requirement	Full TIA Required

1.2 Trip Generation Trigger	
Land Use Type	Multi-Family (High-Rise)
Development Size	392 Units
Trip Generation Trigger	Yes

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

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



Certification Form for TIA Study PM

TIA Plan Reports

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

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

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

CERTIFICATION



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



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



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



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



is either transportation engineering



or transportation planning.

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

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

Name : Andrew Harte

Professional title: Senior Transportation Engineer / Vice-President Ottawa



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

Office Contact Information (Please Print)
Address: <u>6 Plaza Court</u>
City / Postal Code: <u>Ottawa, K2H 7W1</u>
Telephone / Extension: <u>613-697-3797</u>
Email Address: <u>andrew.harte@cghtransportation.com</u>

Stamp



Revision Date: June 2023

Appendix B

Turning Movement Counts



Transportation Services - Traffic Services

Turning Movement Count - Study Results

CARLING AVE @ CHAMPAGNE AVE

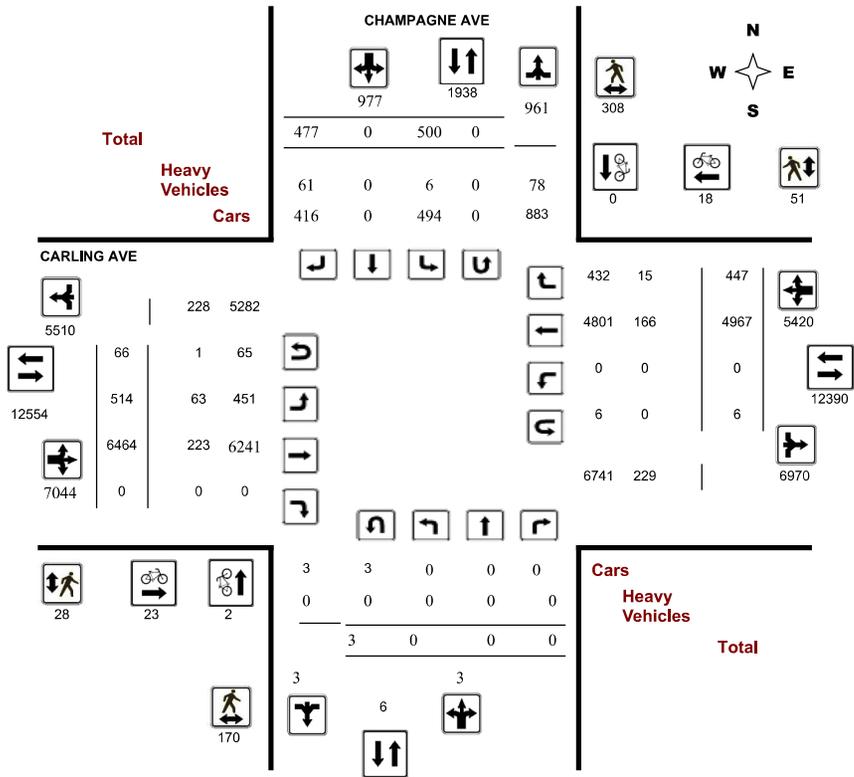
Survey Date: Wednesday, February 14, 2024

WO No: 41461

Start Time: 07:00

Device: Miovision

Full Study Diagram



Transportation Services - Traffic Services

Turning Movement Count - Study Results

CARLING AVE @ CHAMPAGNE AVE

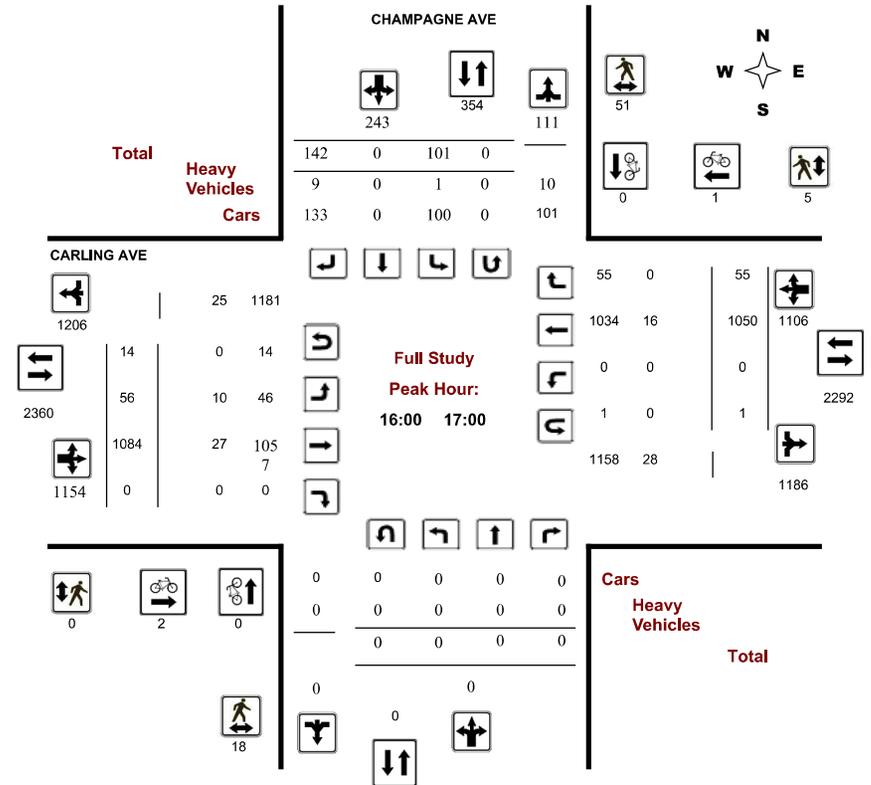
Survey Date: Wednesday, February 14, 2024

WO No: 41461

Start Time: 07:00

Device: Miovision

Full Study Peak Hour Diagram





Transportation Services - Traffic Services

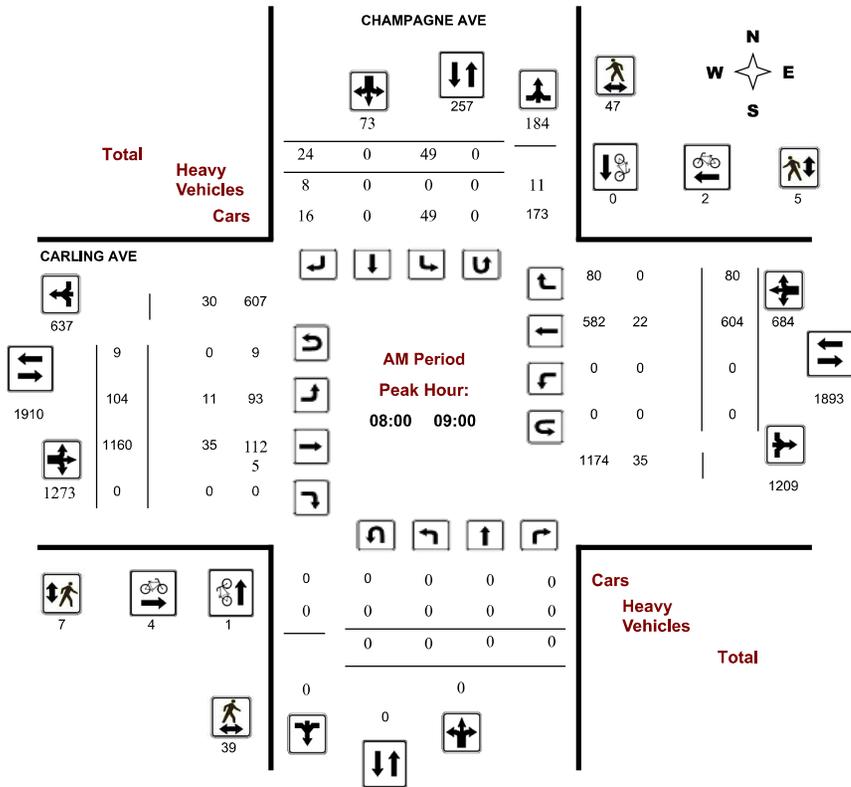
Turning Movement Count - Study Results

CARLING AVE @ CHAMPAGNE AVE

Survey Date: Wednesday, February 14, 2024
Start Time: 07:00

WO No: 41461
Device: Miovision

AM Period Peak Hour Diagram





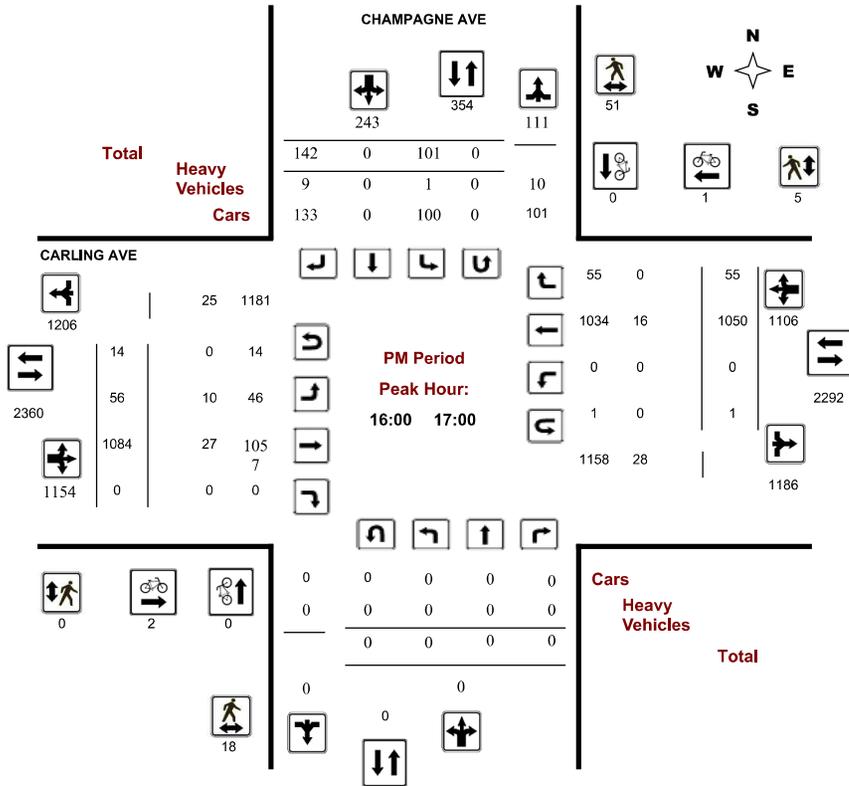
Transportation Services - Traffic Services

Turning Movement Count - Study Results CARLING AVE @ CHAMPAGNE AVE

Survey Date: Wednesday, February 14, 2024
Start Time: 07:00

WO No: 41461
Device: Miovision

PM Period Peak Hour Diagram



Transportation Services - Traffic Services

Turning Movement Count - Study Results CARLING AVE @ CHAMPAGNE AVE

Survey Date: Wednesday, February 14, 2024
Start Time: 07:00

WO No: 41461
Device: Miovision

Full Study Summary (8 HR Standard)

Survey Date: Wednesday, February 14, 2024

Total Observed U-Turns

Northbound: 3	Southbound: 0	AADT Factor
Eastbound: 66	Westbound: 6	

1.00

Period	CHAMPAGNE AVE								CARLING AVE								Grand Total					
	Northbound				Southbound				Eastbound				Westbound									
	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	0	0	0	0	54	0	22	76	76	130	725	0	855	0	394	84	684	1948	2021			
08:00 09:00	0	0	0	0	49	0	24	73	73	104	1160	0	1264	0	604	80	684	1948	2021			
09:00 10:00	0	0	0	0	45	0	23	68	68	53	608	0	661	0	402	49	451	1112	1180			
11:30 12:30	0	0	0	0	36	0	30	66	66	29	538	0	567	0	507	52	559	1126	1192			
12:30 13:30	0	0	0	0	39	0	32	71	71	37	400	0	437	0	514	27	541	978	1049			
15:00 16:00	0	0	0	0	111	0	133	244	244	39	962	0	1001	0	788	40	828	1829	2073			
16:00 17:00	0	0	0	0	101	0	142	243	243	56	1084	0	1140	0	1050	55	1105	2245	2488			
17:00 18:00	0	0	0	0	65	0	71	136	136	66	987	0	1053	0	708	60	768	1821	1957			
Sub Total	0	0	0	0	500	0	477	977	977	514	6464	0	6978	0	4967	447	5414	12392	13369			
U Turns	3				0				3				66				6		72		75	
Total	0	0	0	3	500	0	477	977	980	514	6464	0	7044	0	4967	447	5420	12464	13444			
EQ 12Hr	0	0	0	4	695	0	663	1358	1362	714	8985	0	9791	0	6904	621	7534	17325	18687			
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.																			1.39			
AVG 12Hr	0	0	0	4	695	0	869	1358	1362	714	8985	0	9791	0	6904	621	7534	17325	18687			
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.																			1.00			
AVG 24Hr	0	0	0	5	910	0	1138	1779	1784	935	11770	0	12826	0	9044	814	9870	22696	24480			
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 CARLING AVE @ CHAMPAGNE AVE

Survey Date: Wednesday, February 14, 2024
Start Time: 07:00

WO No: 41461
Device: Miovision

Full Study 15 Minute Increments

CHAMPAGNE AVE										CARLING AVE										Grand Total
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		
07:00	07:15	0	0	0	0	2	0	7	9	9	21	133	0	155	0	92	24	116	271	280
07:15	07:30	0	0	0	0	10	0	7	17	17	35	163	0	200	0	74	24	98	298	315
07:30	07:45	0	0	0	0	19	0	3	22	22	34	195	0	230	0	108	19	127	357	379
07:45	08:00	0	0	0	0	23	0	5	28	28	40	234	0	274	0	120	17	137	411	439
08:15	08:30	0	0	0	0	14	0	7	21	21	37	317	0	355	0	144	27	171	526	547
17:45	18:00	0	0	0	1	11	0	4	15	16	21	214	0	237	0	115	9	124	361	377
08:00	08:15	0	0	0	0	12	0	6	18	18	24	301	0	330	0	132	23	155	485	503
08:30	08:45	0	0	0	0	15	0	6	21	21	23	306	0	331	0	148	18	166	497	518
08:45	09:00	0	0	0	0	8	0	5	13	13	20	236	0	257	0	180	12	192	449	462
09:00	09:15	0	0	0	0	7	0	5	12	12	17	225	0	247	0	117	16	133	380	392
09:15	09:30	0	0	0	0	16	0	6	22	22	20	165	0	187	0	80	10	90	277	299
09:30	09:45	0	0	0	0	13	0	7	20	20	10	118	0	130	0	90	14	104	234	254
09:45	10:00	0	0	0	0	9	0	5	14	14	6	100	0	107	0	115	9	124	231	245
11:30	11:45	0	0	0	0	7	0	7	14	14	5	116	0	122	0	128	11	139	261	275
11:45	12:00	0	0	0	0	6	0	6	12	12	10	161	0	172	0	120	18	140	312	324
12:00	12:15	0	0	0	0	12	0	10	22	22	8	116	0	130	0	139	10	149	279	301
12:15	12:30	0	0	0	0	11	0	7	18	18	6	145	0	153	0	120	13	133	286	304
12:30	12:45	0	0	0	0	10	0	13	23	23	19	106	0	125	0	112	8	120	245	268
12:45	13:00	0	0	0	0	7	0	7	14	14	7	100	0	107	0	117	8	126	233	247
13:00	13:15	0	0	0	0	9	0	3	12	12	6	105	0	112	0	150	4	154	266	278
13:15	13:30	0	0	0	0	13	0	9	22	22	5	89	0	95	0	135	7	143	238	260
15:00	15:15	0	0	0	0	14	0	30	44	44	11	187	0	202	0	176	13	189	391	435
15:15	15:30	0	0	0	0	39	0	30	69	69	7	228	0	236	0	168	13	182	418	487
15:30	15:45	0	0	0	0	29	0	29	58	58	10	261	0	272	0	200	9	209	481	539
15:45	16:00	0	0	0	0	29	0	44	73	73	11	286	0	298	0	244	5	249	547	620
16:00	16:15	0	0	0	0	29	0	38	67	67	13	310	0	325	0	237	16	253	578	645
16:15	16:30	0	0	0	0	25	0	42	67	67	15	265	0	283	0	247	10	258	541	608
16:30	16:45	0	0	0	0	26	0	38	64	64	11	241	0	256	0	254	14	268	524	588
16:45	17:00	0	0	0	0	21	0	24	45	45	17	268	0	290	0	312	15	327	617	662
17:00	17:15	0	0	0	2	19	0	28	47	49	13	212	0	227	0	234	19	253	480	529
17:15	17:30	0	0	0	0	18	0	20	38	38	20	285	0	308	0	170	20	190	498	536
17:30	17:45	0	0	0	0	17	0	19	36	36	12	276	0	291	0	189	12	201	492	528
Total		0	0	0	3	500	0	477	977	980	514	6464	0	7044	0	4967	447	5420	12464	13,444

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 CARLING AVE @ CHAMPAGNE AVE

Survey Date: Wednesday, February 14, 2024
Start Time: 07:00

WO No: 41461
Device: Miovision

Full Study Cyclist Volume

CHAMPAGNE AVE			CARLING AVE			Grand Total
Time Period	Northbound	Southbound	Street Total	Eastbound	Westbound	
07:00	07:15	0	0	0	0	0
07:15	07:30	0	0	0	0	0
07:30	07:45	0	0	0	0	0
07:45	08:00	0	0	0	1	1
08:15	08:30	0	0	0	1	1
17:45	18:00	0	17	0	1	1
08:00	08:15	1	0	1	1	3
08:30	08:45	0	0	0	2	3
08:45	09:00	0	23	155	0	0
09:00	09:15	0	0	0	0	0
09:15	09:30	0	0	0	1	1
09:30	09:45	0	0	0	1	1
09:45	10:00	0	0	0	2	4
11:30	11:45	0	0	0	2	2
11:45	12:00	0	0	0	0	0
12:00	12:15	0	0	0	1	2
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	2	3
15:00	15:15	0	0	0	0	1
15:15	15:30	1	0	1	3	4
15:30	15:45	0	0	0	3	4
15:45	16:00	0	0	0	1	4
16:00	16:15	0	0	0	1	2
16:15	16:30	0	0	0	0	0
16:30	16:45	0	0	0	1	1
16:45	17:00	0	0	0	0	0
17:00	17:15	0	0	0	1	1
17:15	17:30	0	0	0	1	1
17:30	17:45	0	0	0	2	3
Total		2	0	2	23	41



Transportation Services - Traffic Services

Turning Movement Count - Study Results

CARLING AVE @ CHAMPAGNE AVE

Survey Date: Wednesday, February 14, 2024

WO No: 41461

Start Time: 07:00

Device: Miovision

Full Study Pedestrian Volume

CHAMPAGNE AVE

CARLING AVE

Time Period	CHAMPAGNE AVE		Total	CARLING AVE		Total	Grand Total
	NB Approach (E or W Crossing)	SB Approach (E or W Crossing)		EB Approach (N or S Crossing)	WB Approach (N or S Crossing)		
07:00 07:15	2	3	5	0	2	2	7
07:15 07:30	4	6	10	0	1	1	11
07:30 07:45	8	15	23	2	3	5	28
07:45 08:00	4	4	8	2	1	3	11
08:15 08:30	12	19	31	2	0	2	33
17:45 18:00	4	4	8	0	1	1	9
08:00 08:15	5	14	19	2	3	5	24
08:30 08:45	19	12	31	1	0	1	32
08:45 09:00	3	2	5	2	2	4	9
09:00 09:15	2	9	11	0	3	3	14
09:15 09:30	4	7	11	0	0	0	11
09:30 09:45	6	7	13	1	4	5	18
09:45 10:00	6	5	11	1	0	1	12
11:30 11:45	3	3	6	2	1	3	9
11:45 12:00	1	6	7	0	3	3	10
12:00 12:15	4	7	11	0	0	0	11
12:15 12:30	5	7	12	1	2	3	15
12:30 12:45	8	8	16	1	1	2	18
12:45 13:00	4	7	11	0	0	0	11
13:00 13:15	3	5	8	0	1	1	9
13:15 13:30	2	4	6	3	2	5	11
15:00 15:15	8	8	16	2	2	4	20
15:15 15:30	15	40	55	1	5	6	61
15:30 15:45	4	18	22	0	1	1	23
15:45 16:00	5	8	13	2	2	4	17
16:00 16:15	9	17	26	0	0	0	26
16:15 16:30	2	16	18	0	1	1	19
16:30 16:45	5	14	19	0	1	1	20
16:45 17:00	2	4	6	0	3	3	9
17:00 17:15	5	8	13	1	0	1	14
17:15 17:30	2	11	13	0	2	2	15
17:30 17:45	4	10	14	2	4	6	20
Total	170	308	478	28	51	79	557



Transportation Services - Traffic Services

Turning Movement Count - Study Results

CARLING AVE @ CHAMPAGNE AVE

Survey Date: Wednesday, February 14, 2024

WO No: 41461

Start Time: 07:00

Device: Miovision

Full Study Heavy Vehicles

CHAMPAGNE AVE

CARLING AVE

Time Period	CHAMPAGNE AVE						CARLING AVE						Grand Total							
	Northbound			Southbound			Eastbound			Westbound										
	LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT		E TOT	LT	ST	RT	W TOT	STR TOT	
07:00 07:15	0	0	0	0	0	0	0	2	2	2	2	5	0	7	0	6	2	8	15	17
07:15 07:30	0	0	0	0	0	0	0	3	3	3	2	7	0	9	0	5	1	6	15	18
07:30 07:45	0	0	0	0	0	0	0	2	2	2	3	9	0	12	0	4	1	5	17	19
07:45 08:00	0	0	0	0	0	0	0	4	4	4	2	11	0	13	0	1	0	1	14	18
08:15 08:30	0	0	0	0	0	0	0	2	2	2	4	11	0	15	0	7	0	7	22	24
17:45 18:00	0	0	0	0	0	0	0	1	1	1	3	7	0	10	0	2	0	2	12	13
08:00 08:15	0	0	0	0	0	0	0	2	2	2	2	10	0	12	0	6	0	6	18	20
08:30 08:45	0	0	0	0	0	0	0	2	2	2	1	9	0	10	0	5	0	5	15	17
08:45 09:00	0	0	0	0	0	0	0	2	2	2	4	5	0	9	0	4	0	4	13	15
09:00 09:15	0	0	0	0	1	0	0	3	4	4	2	13	0	15	0	2	1	3	18	22
09:15 09:30	0	0	0	0	0	0	0	2	2	2	3	8	0	11	0	4	0	4	15	17
09:30 09:45	0	0	0	0	0	0	0	2	2	2	1	6	0	7	0	10	1	11	18	20
09:45 10:00	0	0	0	0	0	0	0	1	1	1	1	7	0	8	0	11	1	12	20	21
11:30 11:45	0	0	0	0	0	0	0	1	1	1	1	4	0	5	0	9	1	10	15	16
11:45 12:00	0	0	0	0	0	0	0	1	1	1	0	6	0	6	0	1	0	1	7	8
12:00 12:15	0	0	0	0	0	0	0	2	2	2	2	7	0	9	0	7	1	8	17	19
12:15 12:30	0	0	0	0	1	0	1	2	2	2	0	10	0	10	0	7	2	9	19	21
12:30 12:45	0	0	0	0	0	0	0	1	1	1	1	6	0	7	0	6	0	6	13	14
12:45 13:00	0	0	0	0	0	0	0	1	1	1	1	3	0	4	0	4	1	5	9	10
13:00 13:15	0	0	0	0	1	0	0	1	1	1	1	9	0	10	0	8	0	8	18	19
13:15 13:30	0	0	0	0	0	0	0	1	1	1	1	4	0	5	0	3	2	5	10	11
15:00 15:15	0	0	0	0	1	0	2	3	3	3	3	7	0	11	0	7	1	8	19	22
15:15 15:30	0	0	0	0	1	0	1	2	2	2	2	6	0	8	0	4	0	4	12	14
15:30 15:45	0	0	0	0	0	0	0	4	4	4	3	6	0	9	0	6	0	6	15	19
15:45 16:00	0	0	0	0	0	0	0	3	3	3	3	6	0	9	0	5	0	5	14	17
16:00 16:15	0	0	0	0	0	0	0	3	3	3	2	5	0	7	0	6	0	6	13	16
16:15 16:30	0	0	0	0	0	0	0	2	2	2	3	5	0	8	0	4	0	4	12	14
16:30 16:45	0	0	0	0	1	0	2	3	3	3	3	8	0	11	0	3	0	3	14	17
16:45 17:00	0	0	0	0	0	0	0	2	2	2	2	9	0	11	0	3	0	3	14	16
17:00 17:15	0	0	0	0	0	0	0	3	3	3	2	7	0	9	0	6	0	6	15	18
17:15 17:30	0	0	0	0	0	0	0	2	2	2	2	2	0	4	0	3	0	3	7	9
17:30 17:45	0	0	0	0	0	0	0	1	1	1	1	5	0	6	0	7	0	7	13	14
Total: None	0	0	0	0	6	0	61	67	67	63	223	0	287	0	166	15	181	468	535	

Turning Movement Count - Study Results
CARLING AVE @ CHAMPAGNE AVE

Survey Date: Wednesday, February 14, 2024
Start Time: 07:00

WO No: 41461
Device: Miovision

Full Study 15 Minute U-Turn Total
CHAMPAGNE AVE CARLING 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	1	0	1
07:15-07:30	0	0	2	0	2
07:30-07:45	0	0	1	0	1
07:45-08:00	0	0	0	0	0
08:15-08:30	0	0	1	0	1
08:30-08:45	0	0	2	0	2
08:45-09:00	0	0	1	0	1
09:00-09:15	0	0	5	0	5
09:15-09:30	0	0	2	0	2
09:30-09:45	0	0	2	0	2
09:45-10:00	0	0	1	0	1
10:00-10:15	0	0	1	0	1
10:15-10:30	0	0	1	0	1
10:30-10:45	0	0	1	0	1
10:45-11:00	0	0	1	0	1
11:00-11:15	0	0	1	0	1
11:15-11:30	0	0	1	0	1
11:30-11:45	0	0	1	0	1
11:45-12:00	0	0	1	0	1
12:00-12:15	0	0	6	0	6
12:15-12:30	0	0	2	0	2
12:30-12:45	0	0	0	0	0
12:45-13:00	0	0	0	1	1
13:00-13:15	0	0	1	0	1
13:15-13:30	0	0	1	0	1
13:30-13:45	0	0	1	0	1
13:45-14:00	0	0	4	0	4
14:00-14:15	0	0	1	0	1
14:15-14:30	0	0	1	0	1
14:30-14:45	0	0	1	0	1
14:45-15:00	0	0	1	0	1
15:00-15:15	0	0	4	0	4
15:15-15:30	0	0	1	0	1
15:30-15:45	0	0	1	0	1
15:45-16:00	0	0	1	0	1
16:00-16:15	0	0	2	0	2
16:15-16:30	0	0	3	0	3
16:30-16:45	0	0	4	0	4
16:45-17:00	0	0	5	0	5
17:00-17:15	2	0	2	0	4
17:15-17:30	0	0	3	0	3
17:30-17:45	0	0	3	0	3
Total	3	0	66	6	75



Turning Movement Count
Summary Report
Including AM and PM Peak Hours
All Vehicles Except Bicycles and Personal E-Transportation



Beech Street & Loretta Avenue South

Ottawa, ON

Survey Date: Thursday, November 20, 2025
Weather AM: Overcast -5° C
Weather PM: Mostly Sunny +1° C
Start Time: 0700
Survey Duration: 6 Hrs.
Survey Hours: 0700-1000 & 1500-1800
Surveyor(s): J. Mousseau
AADT Factor: 0.9

Time Period	Beech St. Eastbound					Beech St. Westbound					Loretta Ave. South Northbound					Loretta Ave. South Southbound					S/B Tot	Street Total	Grand Total
	LT	ST	RT	UT	E/B Tot	LT	ST	RT	UT	W/B Tot	LT	ST	RT	UT	N/B Tot	LT	ST	RT	UT				
	0700-0800	0	38	2	0	40	8	34	3	0	45	85	4	3	10	0	17	3	0	5			
0800-0900	5	58	6	0	69	7	70	4	0	81	150	3	2	9	1	15	12	0	3	0	15	30	180
0900-1000	3	60	2	0	65	17	52	7	0	76	141	3	3	12	1	19	9	2	1	0	12	31	172
1500-1600	3	44	3	0	50	23	70	8	0	101	151	1	3	6	0	10	5	2	7	0	14	24	175
1600-1700	9	60	5	0	74	31	100	11	0	142	216	7	6	10	0	23	11	6	1	0	18	41	257
1700-1800	4	63	9	0	76	32	100	6	1	139	215	3	6	12	0	21	7	5	2	0	14	35	250
Totals	24	323	27	0	374	118	426	39	1	584	958	21	23	59	2	105	47	15	19	0	81	186	1144

Equivalent 12 & 24-hour Vehicle Volumes Including the Annual Average Daily Traffic (AADT) Factor
Applicable to the Day and Month of the Turning Movement Count

Expansion factors are applied exclusively to standard weekday 8-hour turning movement counts conducted during the hours of 0700h - 1000h, 1130h - 1330h and 1500h - 1800h

Equivalent 12-hour vehicle volumes. These volumes are calculated by multiplying the 8-hour totals by the 8 → 12 expansion factor of 1.39

Eq. 12 Hr	n/a																							
-----------	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Average daily 12-hour vehicle volumes. These volumes are calculated by multiplying the equivalent 12-hour totals by the AADT factor of: 0.9

AADT 12-hr	n/a																							
------------	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

24-Hour AADT. These volumes are calculated by multiplying the average daily 12-hour vehicle volumes by the 12 → 24 expansion factor of 1.31

AADT 24 Hr	n/a																							
------------	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

AADT and expansion factors provided by the City of Ottawa

AM Peak Hour Factor	0.84													Highest Hourly Vehicle Volume Between 0700h & 1000h											
AM Peak Hr	LT	ST	RT	UT	Total	LT	ST	RT	UT	Total	Str. Tot.	LT	ST	RT	UT	Total	LT	ST	RT	UT	Total	Str. Tot.	Gr. Tot.		
0845-0945	3	71	5	0	79	16	69	8	0	93	172	2	4	9	1	16	11	2	0	0	13	29	201		

PM Peak Hour Factor	0.93													Highest Hourly Vehicle Volume Between 1500h & 1800h											
PM Peak Hr	LT	ST	RT	UT	Total	LT	ST	RT	UT	Total	Str. Tot.	LT	ST	RT	UT	Total	LT	ST	RT	UT	Total	Str. Tot.	Gr. Tot.		
1630-1730	4	61	7	0	72	34	117	8	1	160	232	5	6	11	0	22	8	6	1	0	15	37	269		

Comments:

School buses comprise 43.18% of the heavy vehicle traffic.

Notes:

- Includes all vehicle types except bicycles, electric bicycles, and electric scooters.
- When expansion and AADT factors are applied, the results will differ slightly due to rounding.

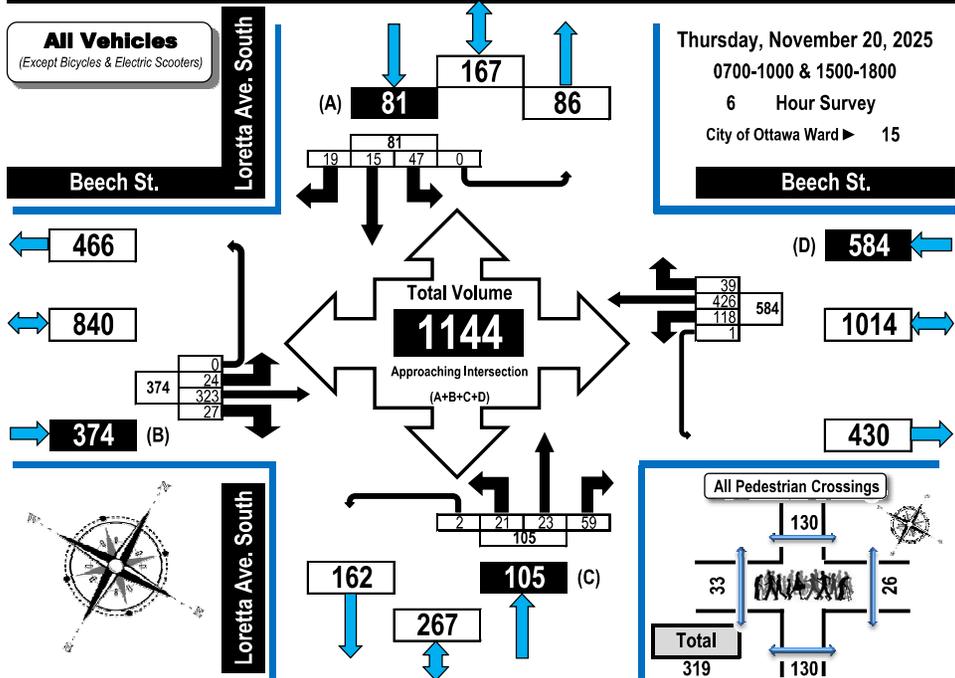


Turning Movement Count Summary, AM and PM Peak Hour Flow Diagrams

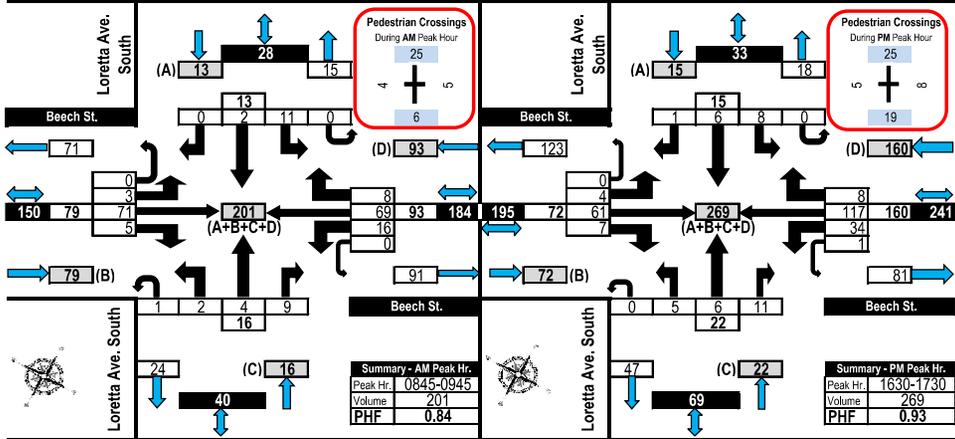
All Vehicles Except Bicycles and Personal E-Transportation



Beech Street & Loretta Avenue South Ottawa, ON



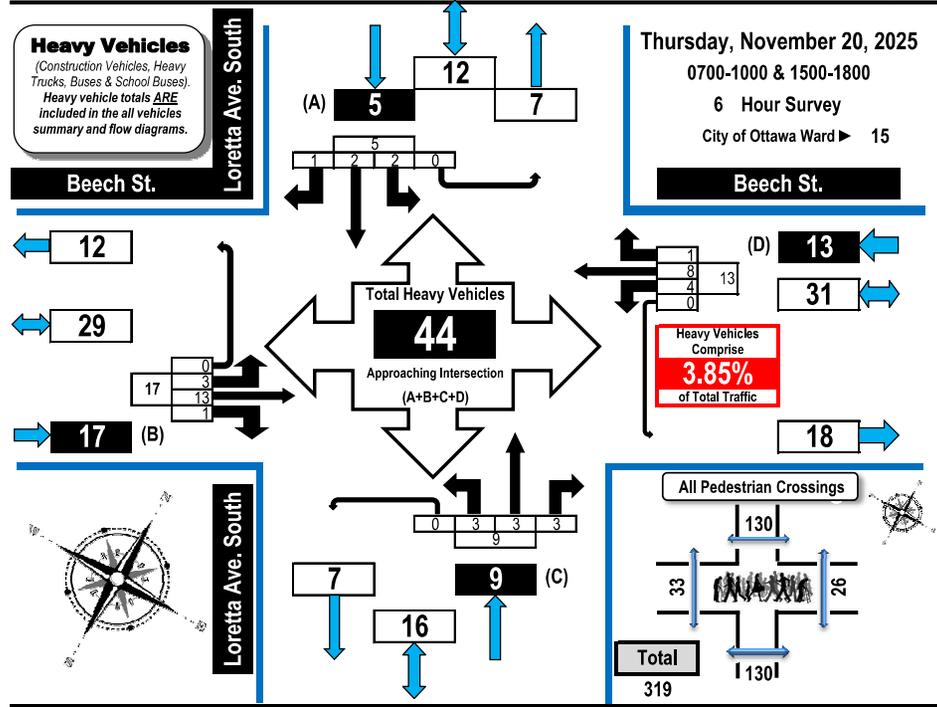
AM Peak Hour Flow Diagram PM Peak Hour Flow Diagram



Turning Movement Count Heavy Vehicle Summary (FHWA Class 4-13) Flow Diagram



Beech Street & Loretta Avenue South Ottawa, ON



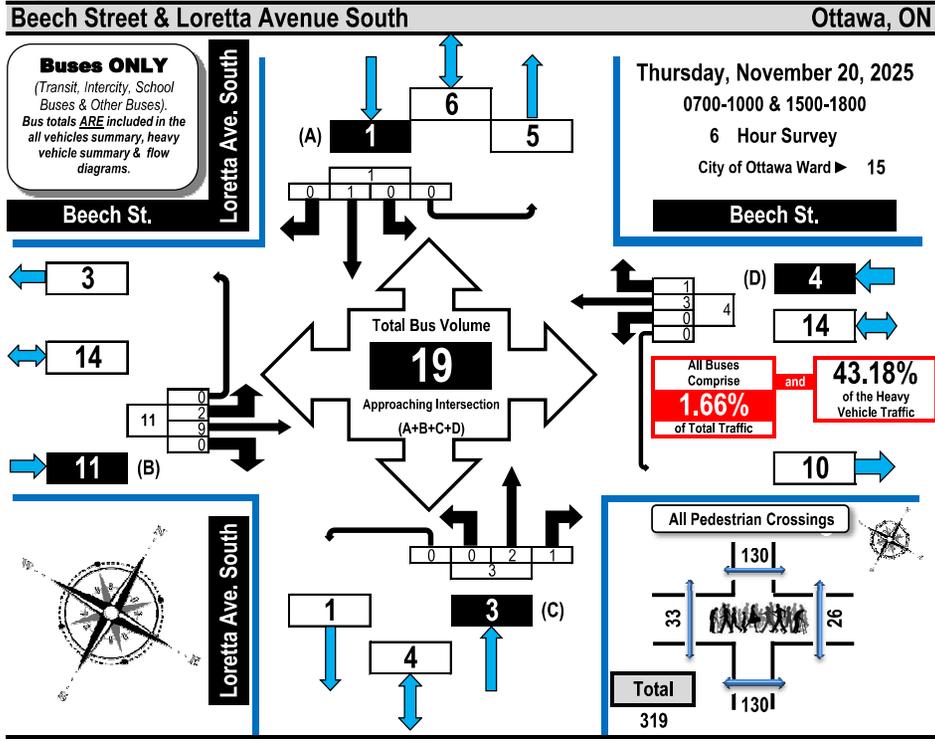
	Beech St. Eastbound					Beech St. Westbound					Loretta Ave. South Northbound					Loretta Ave. South Southbound					
Time Period	LT	ST	RT	UT	EB Tot	LT	ST	RT	UT	WB Tot	LT	ST	RT	UT	NB Tot	LT	ST	RT	UT	SB Tot	GR Tot

0700-0800	0	1	0	0	1	1	2	0	0	3	1	1	1	0	3	0	0	0	0	0	7
0800-0900	1	2	1	0	4	0	3	0	0	3	1	1	0	0	2	1	0	0	0	1	10
0900-1000	1	3	0	0	4	1	3	1	0	5	1	0	1	0	2	1	0	0	0	1	12
1500-1600	1	5	0	0	6	1	0	0	0	1	0	1	1	0	2	0	0	1	0	1	10
1600-1700	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	4
1700-1800	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Totals	3	13	1	0	17	4	8	1	0	13	3	3	3	0	9	2	2	1	0	5	44

Comments:
School buses comprise 43.18% of the heavy vehicle traffic.



Turning Movement Count All Buses Summary (FHWA Class 4 ONLY) Flow Diagram

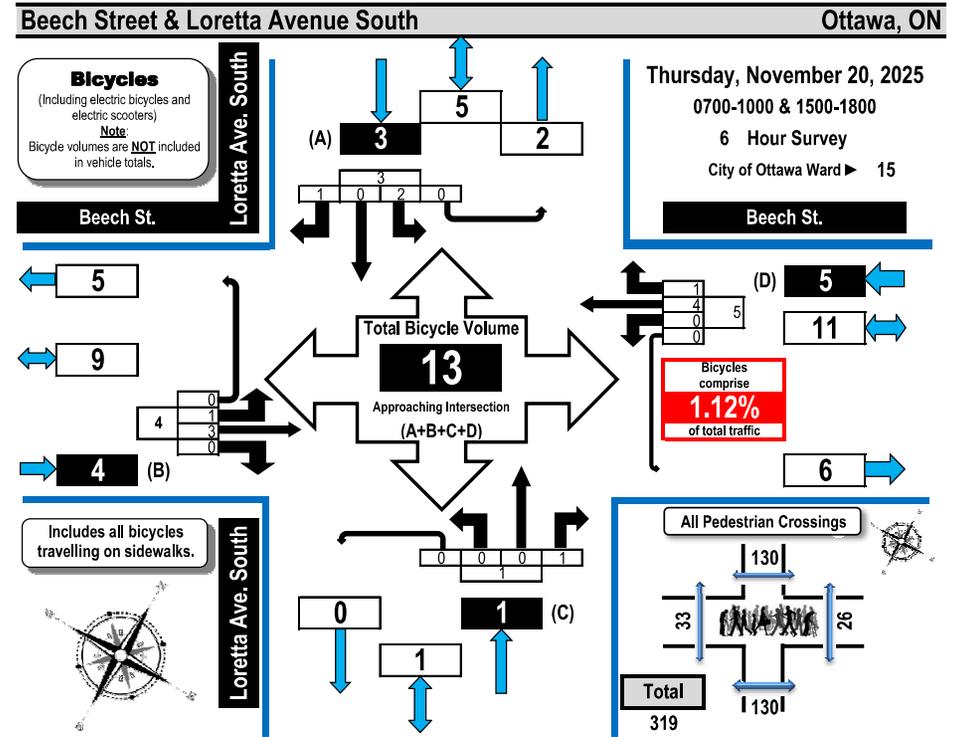


Time Period	Beech St. Eastbound				WB Tot	Beech St. Westbound				NB Tot	Loretta Ave. South Northbound				SB Tot	GR Tot					
	LT	ST	RT	UT		LT	ST	RT	UT		LT	ST	RT	UT							
0700-0800	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	3
0800-0900	1	1	0	0	2	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	5
0900-1000	0	3	0	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	4
1500-1600	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
1600-1700	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
1700-1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	2	9	0	0	11	0	3	1	0	4	0	2	1	0	3	0	1	0	0	1	19

Comments:
School buses comprise 43.18% of the heavy vehicle traffic.



Turning Movement Count Bicycles and Personal E-Transportation Summary Flow Diagram



Time Period	Beech St. Eastbound				WB Tot	Beech St. Westbound				NB Tot	Loretta Ave. South Northbound				SB Tot	GR Tot					
	LT	ST	RT	UT		LT	ST	RT	UT		LT	ST	RT	UT							
0700-0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
0800-0900	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2
0900-1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500-1600	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
1600-1700	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
1700-1800	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	4
Totals	1	3	0	0	4	0	4	1	0	5	0	1	0	1	1	2	0	1	0	3	13

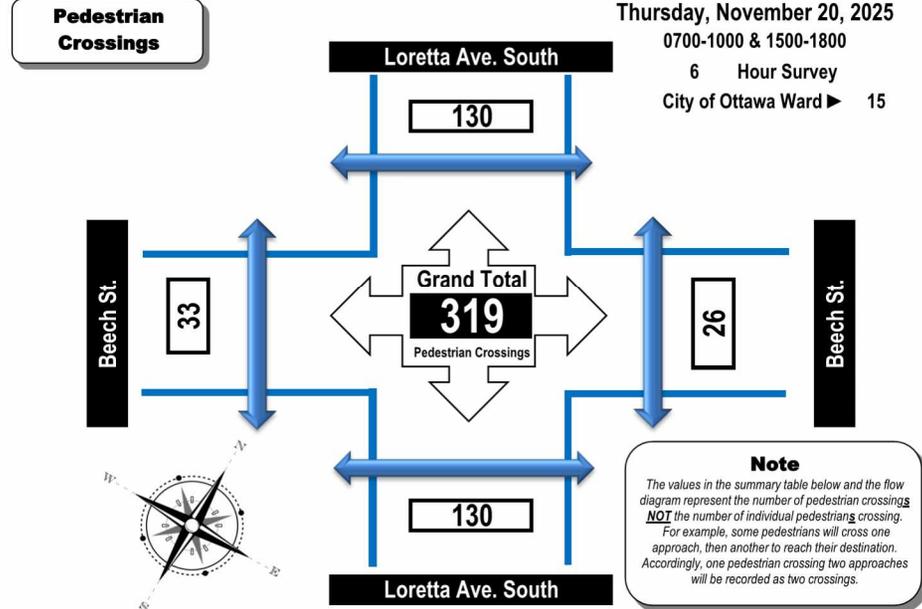
Comments:
School buses comprise 43.18% of the heavy vehicle traffic.



Turning Movement Count Pedestrian Crossings Summary and Flow Diagram



Beech Street & Loretta Avenue South Ottawa, ON



Time Period	West Side Crossing Beech St.	East Side Crossing Beech St.	Street Total	South Side Crossing Loretta Ave. South	North Side Crossing Loretta Ave. South	Street Total	Grand Total
0700-0800	6	2	8	8	11	19	27
0800-0900	3	4	7	41	19	60	67
0900-1000	3	6	9	6	22	28	37
1500-1600	13	2	15	43	31	74	89
1600-1700	3	8	11	20	26	46	57
1700-1800	5	4	9	12	21	33	42
Totals	33	26	59	130	130	260	319

Comments:
School buses comprise 43.18% of the heavy vehicle traffic.



Turning Movement Count Summary Report Including Peak Hours, AADT and Expansion Factors All Vehicles Except Bicycles and Personal E-Transportation



Beech Street & Champagne Avenue South Ottawa, ON

Survey Date: Tuesday, November 25, 2025 Start Time: 0700 AADT Factor: 1.0
 Weather AM: Cloudy +1° C Survey Duration: 8 Hrs. Survey Hours: 0700-1000, 1130-1330 & 1500-1800
 Weather PM: Cloudy +7° C Surveyor(s): J. Mousseau

Time Period	Beech St. Eastbound					Beech St. Westbound					Champagne Ave. South Northbound					Champagne Ave. South Southbound					Street Total	Grand Total	
	LT	ST	RT	UT	E/B Tot	LT	ST	RT	UT	W/B Tot	LT	ST	RT	UT	N/B Tot	LT	ST	RT	UT	S/B Tot			
0700-0800	1	44	2	0	47	32	37	3	0	72	5	5	43	0	53	13	8	1	0	22	75	194	
0800-0900	1	80	8	0	89	42	63	10	0	115	204	9	13	61	0	83	18	11	1	0	30	113	317
0900-1000	1	61	5	0	67	21	50	7	0	78	145	9	11	44	1	65	13	6	2	0	21	86	231
1130-1230	4	49	4	0	57	40	63	19	2	124	181	7	8	37	1	53	18	7	9	0	34	87	268
1230-1330	4	38	11	0	53	42	45	14	5	106	159	14	6	33	0	53	11	7	5	0	23	76	235
1500-1600	5	48	6	0	59	44	98	14	0	156	215	17	13	49	1	80	11	8	3	0	22	102	317
1600-1700	1	54	13	0	68	50	140	10	0	200	268	14	14	41	1	70	4	11	7	0	22	92	360
1700-1800	4	49	16	0	69	48	101	15	2	166	235	13	4	48	0	65	5	7	5	0	17	82	317
Totals	21	423	65	0	509	319	597	92	9	1017	1526	88	74	356	4	522	93	65	33	0	191	713	2239

Equivalent 12 & 24-hour Vehicle Volumes including the Annual Average Daily Traffic (AADT) Factor
Applicable to the Day and Month of the Turning Movement Count
Expansion factors are applied exclusively to standard weekday 8-hour turning movement counts
conducted during the hours of 0700h - 1000h, 1130h - 1330h and 1500h - 1800h

Equivalent 12-hour vehicle volumes. These volumes are calculated by multiplying the 8-hour totals by the 8 → 12 expansion factor of 1.39																							
Equ. 12 Hr	29	588	90	0	708	443	830	128	13	1414	2121	122	103	495	6	726	129	90	46	0	265	991	3112
Average daily 12-hour vehicle volumes. These volumes are calculated by multiplying the equivalent 12-hour totals by the AADT factor of: 1.0																							
AADT 12-hr	29	588	90	0	708	443	830	128	13	1414	2121	122	103	495	6	726	129	90	46	0	265	991	3112
24-Hour AADT. These volumes are calculated by multiplying the average daily 12-hour vehicle volumes by the 12 → 24 expansion factor of 1.31																							
AADT 24 Hr	38	770	118	0	927	581	1087	168	16	1852	2779	160	135	648	7	951	169	118	60	0	348	1298	4077

AADT and expansion factors provided by the City of Ottawa

AM Peak Hour Factor → 0.73													Highest Hourly Vehicle Volume Between 0700h & 1000h												
AM Peak Hr	LT	ST	RT	UT	Total	LT	ST	RT	UT	Total	Str. Tot.	LT	ST	RT	UT	Total	LT	ST	RT	UT	Total	Str. Tot.	Gr. Tot.		
0815-0915	0	80	9	0	89	38	77	10	0	125	214	11	16	52	0	79	19	14	2	0	35	114	328		
OFF Peak Hour Factor → 0.91													Highest Hourly Vehicle Volume Between 1130h & 1330h												
OFF Peak Hr	LT	ST	RT	UT	Total	LT	ST	RT	UT	Total	Str. Tot.	LT	ST	RT	UT	Total	LT	ST	RT	UT	Total	Str. Tot.	Gr. Tot.		
1200-1300	3	48	12	0	63	51	50	23	3	127	190	12	9	35	0	56	16	7	9	0	32	88	278		
PM Peak Hour Factor → 0.85													Highest Hourly Vehicle Volume Between 1500h & 1800h												
PM Peak Hr	LT	ST	RT	UT	Total	LT	ST	RT	UT	Total	Str. Tot.	LT	ST	RT	UT	Total	LT	ST	RT	UT	Total	Str. Tot.	Gr. Tot.		
1630-1730	3	52	19	0	74	60	149	9	0	218	292	14	7	40	1	62	6	7	6	0	19	81	373		

Comments:
School buses comprise 29.41% of the heavy vehicle traffic.

Notes:
1. Includes all vehicle types except bicycles, electric bicycles, and electric scooters.
2. When expansion and AADT factors are applied, the results will differ slightly due to rounding.

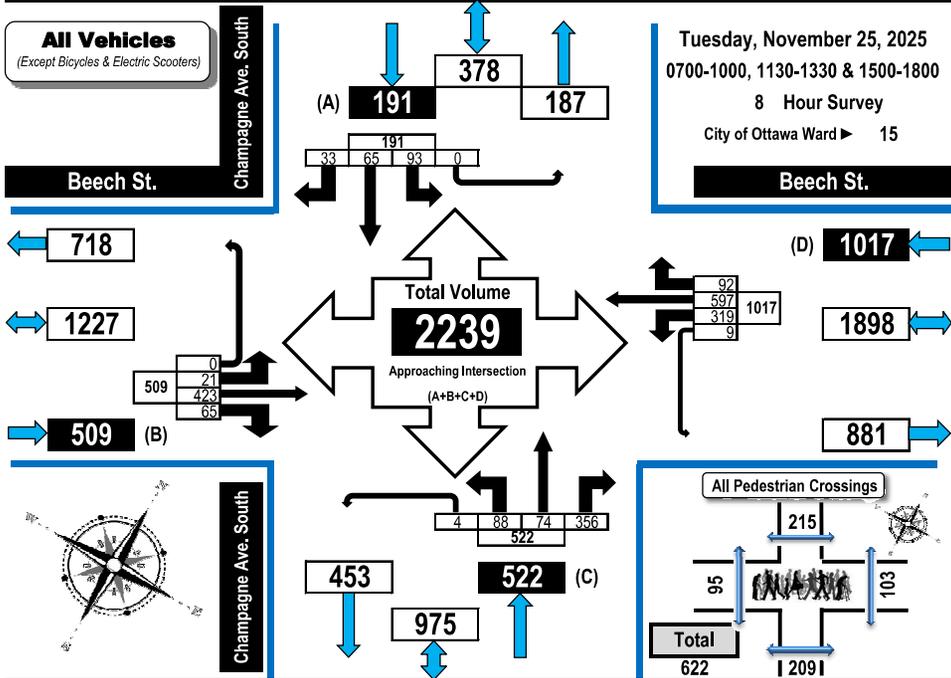


Turning Movement Count Summary, AM and PM Peak Hour Flow Diagrams

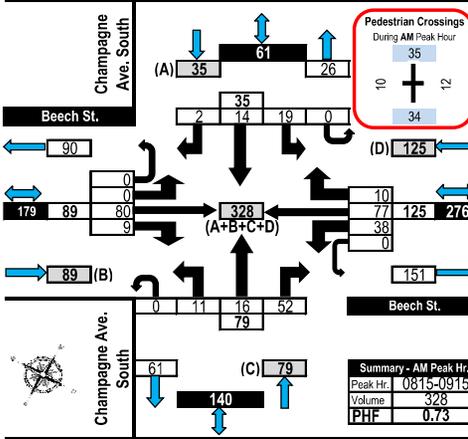


All Vehicles Except Bicycles and Personal E-Transportation

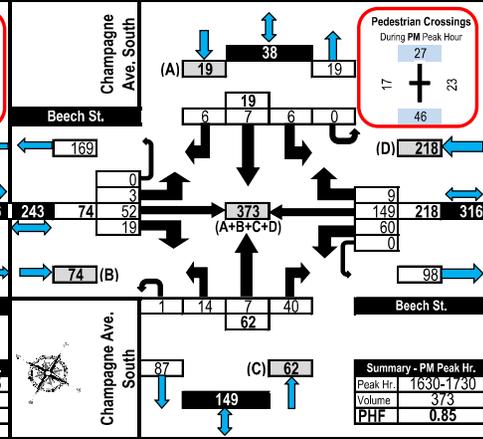
Beech Street & Champagne Avenue South Ottawa, ON



AM Peak Hour Flow Diagram



PM Peak Hour Flow Diagram

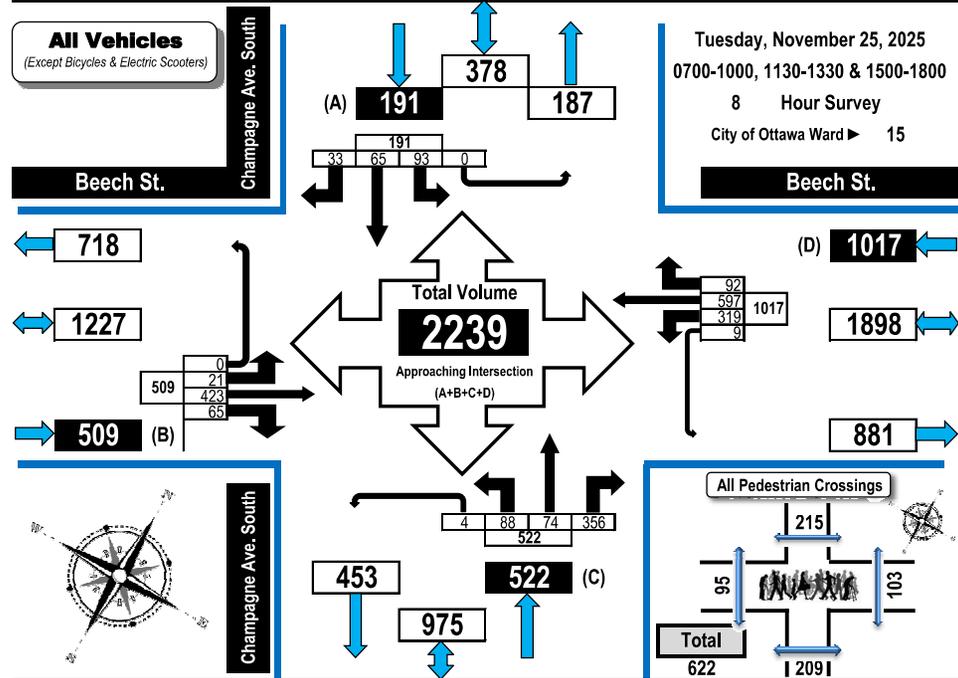


Turning Movement Count Summary, OFF and EVENING Peak Hour Flow Diagrams

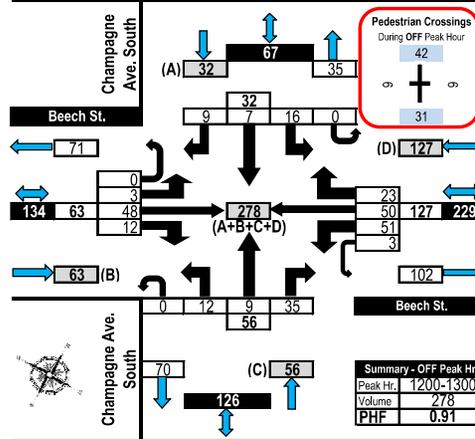


All Vehicles Except Bicycles and Personal E-Transportation

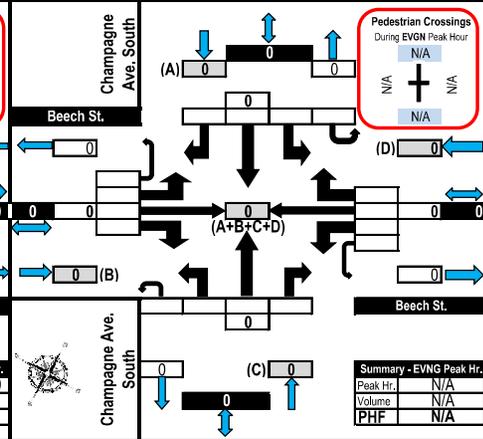
Beech Street & Champagne Avenue South Ottawa, ON



Off Peak Hour Flow Diagram

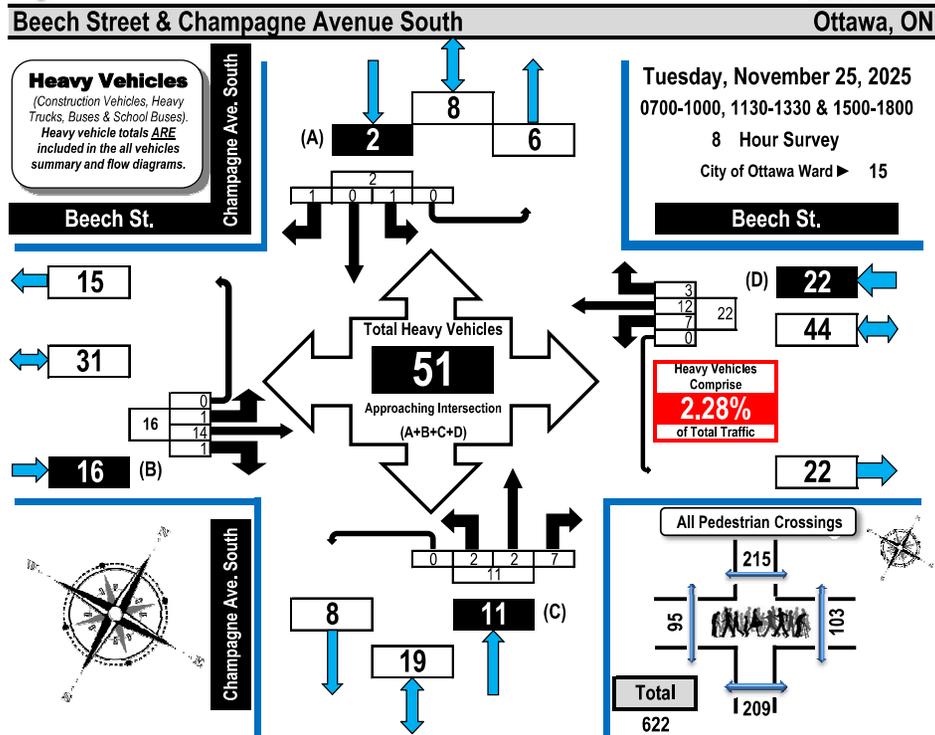


Evening Peak Hour Flow Diagram





Turning Movement Count Heavy Vehicle Summary (FHWA Class 4-13) Flow Diagram

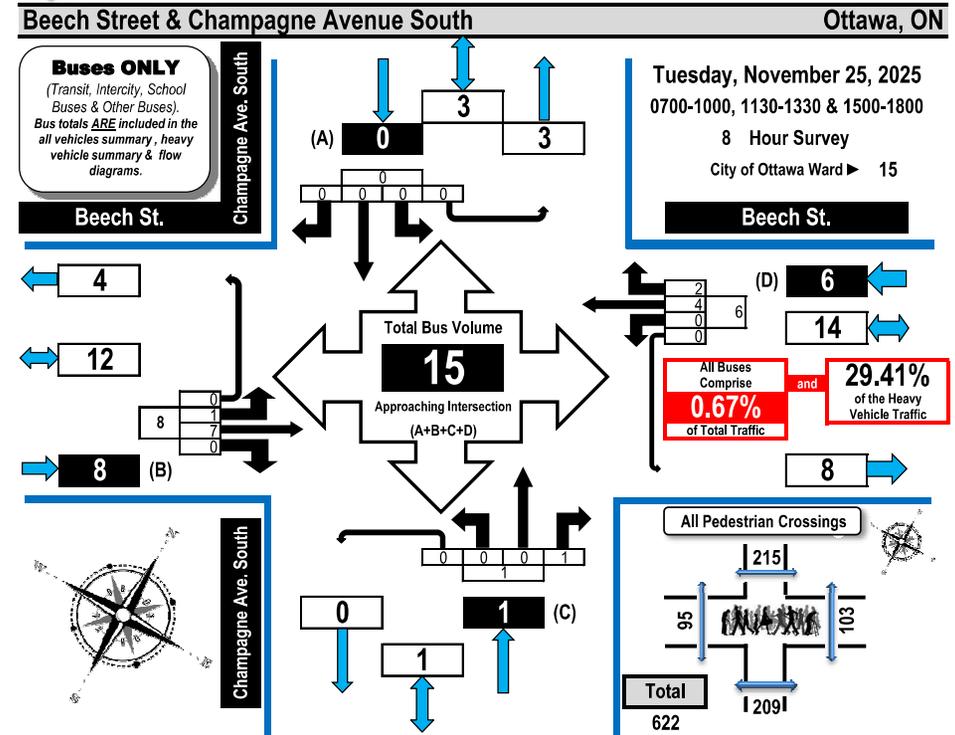


Time Period	Beech St. Eastbound				EB Tot	Beech St. Westbound				WB Tot	Champagne Ave. South Northbound				NB Tot	Champagne Ave. South Southbound				SB Tot	GR Tot		
	LT	ST	RT	UT		LT	ST	RT	UT		LT	ST	RT	UT		LT	ST	RT	UT				
0700-0800	0	1	0	0	1	1	2	0	0	3	0	0	1	0	1	0	0	0	0	0	0	0	5
0800-0900	0	1	0	0	1	0	3	0	0	3	0	0	1	0	1	0	0	0	0	0	0	0	5
0900-1000	0	2	0	0	2	0	3	1	0	4	1	0	1	0	2	0	0	0	0	0	0	0	8
1130-1230	0	2	0	0	2	4	2	0	0	6	0	2	0	0	2	0	0	1	0	1	1	11	
1230-1330	0	1	1	0	2	0	2	0	0	2	1	0	1	0	2	1	0	0	0	0	1	7	
1500-1600	1	5	0	0	6	1	0	2	0	3	0	0	1	0	1	0	0	0	0	0	10		
1600-1700	0	2	0	0	2	1	0	0	0	1	0	0	2	0	2	0	0	0	0	0	5		
1700-1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals	1	14	1	0	16	7	12	3	0	22	2	2	7	0	11	1	0	1	0	2	51		

Comments:
School buses comprise 29.41% of the heavy vehicle traffic.



Turning Movement Count All Buses Summary (FHWA Class 4 ONLY) Flow Diagram

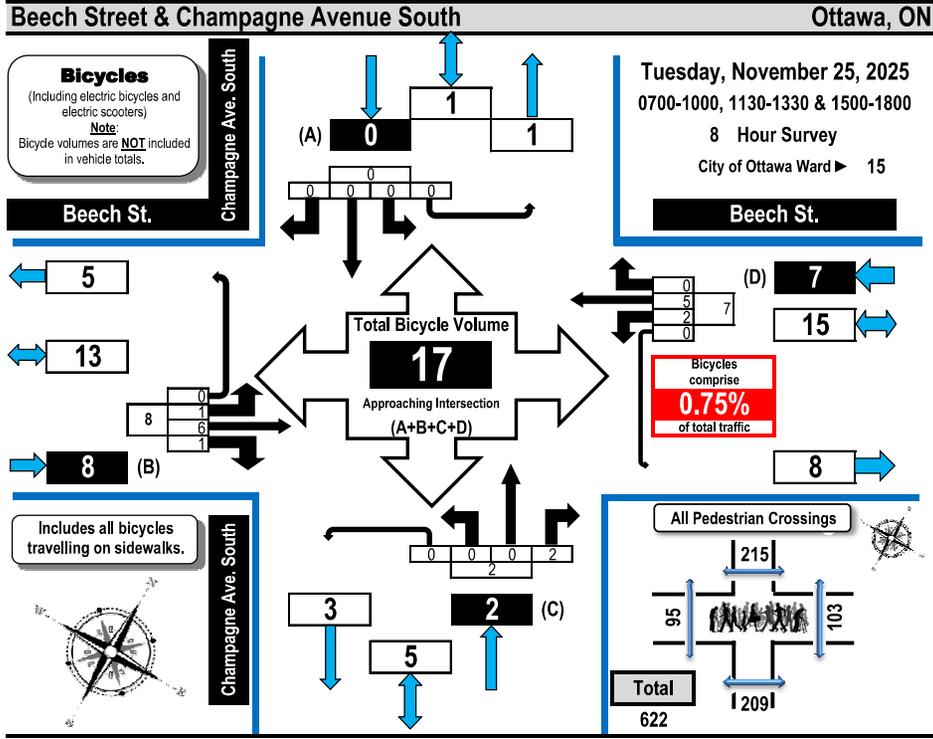


Time Period	Beech St. Eastbound				EB Tot	Beech St. Westbound				WB Tot	Champagne Ave. South Northbound				NB Tot	Champagne Ave. South Southbound				SB Tot	GR Tot
	LT	ST	RT	UT		LT	ST	RT	UT		LT	ST	RT	UT		LT	ST	RT	UT		
0700-0800	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
0800-0900	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
0900-1000	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	3
1130-1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230-1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500-1600	1	4	0	0	5	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	6
1600-1700	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
1700-1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	1	7	0	0	8	0	4	2	0	6	0	0	1	0	1	0	0	0	0	0	15

Comments:
School buses comprise 29.41% of the heavy vehicle traffic.



Turning Movement Count Bicycles and Personal E-Transportation Summary Flow Diagram

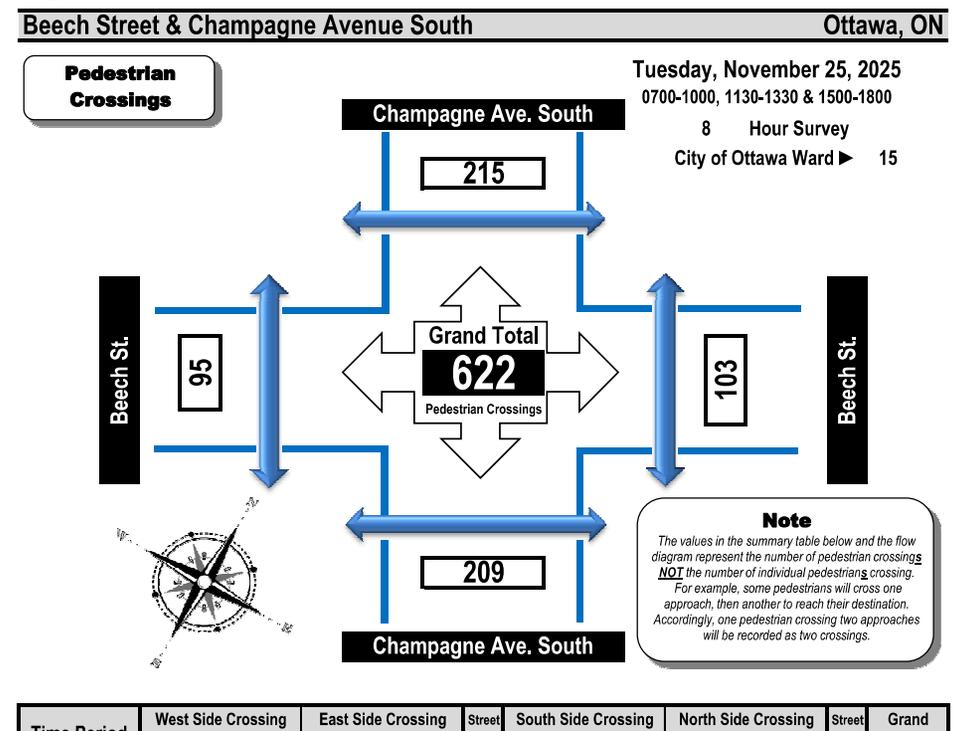


Time Period	Beech St. Eastbound				Beech St. Westbound				Champagne Ave. South Northbound				Champagne Ave. South Southbound				GR Tot		
	LT	ST	RT	UT	LT	ST	RT	UT	LT	ST	RT	UT	LT	ST	RT	UT			
	EB Tot				WB Tot				NB Tot				SB Tot						
0700-0800	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
0800-0900	1	3	0	0	4	0	1	0	0	1	0	0	1	0	1	0	0	0	6
0900-1000	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
1130-1230	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
1230-1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500-1600	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1600-1700	0	2	0	0	2	1	1	0	0	2	0	0	0	0	0	0	0	0	4
1700-1800	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	2
Totals	1	6	1	0	8	2	5	0	0	7	0	0	2	0	2	0	0	0	17

Comments:
School buses comprise 29.41% of the heavy vehicle traffic.



Turning Movement Count Pedestrian Crossings Summary and Flow Diagram

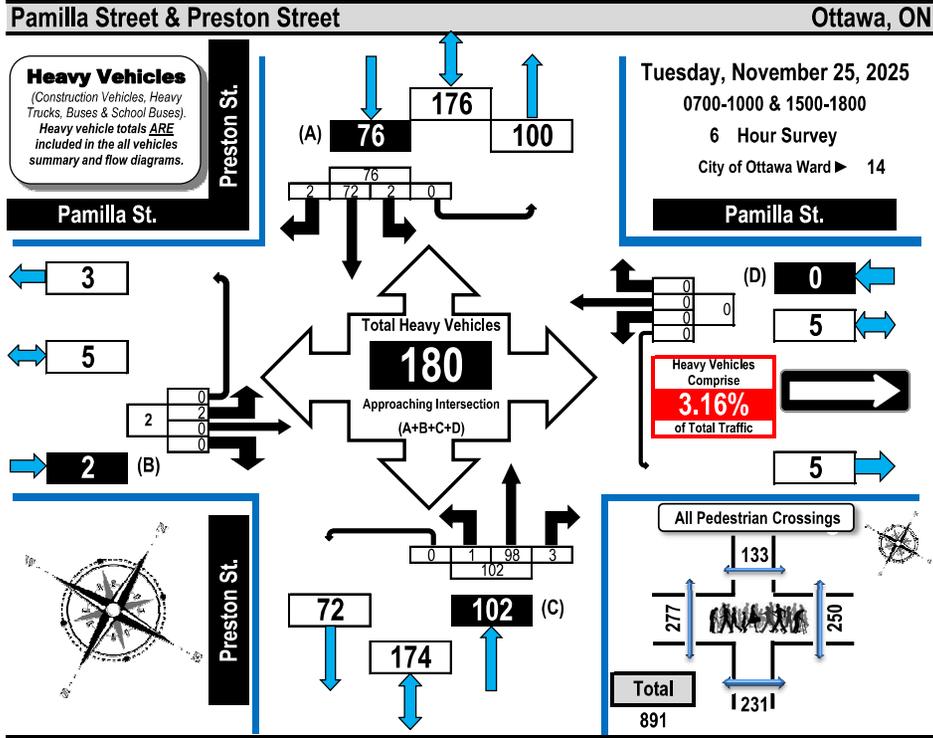


Time Period	West Side Crossing	East Side Crossing	Street Total	South Side Crossing	North Side Crossing	Street Total	Grand Total
	Beech St.	Beech St.		Champagne Ave. South	Champagne Ave. South		
0700-0800	3	8	11	10	11	21	32
0800-0900	7	10	17	33	31	64	81
0900-1000	17	13	30	14	21	35	65
1130-1230	10	16	26	28	40	68	94
1230-1330	12	6	18	26	27	53	71
1500-1600	21	14	35	32	32	64	99
1600-1700	9	21	30	30	36	66	96
1700-1800	16	15	31	36	17	53	84
Totals	95	103	198	209	215	424	622

Comments:
School buses comprise 29.41% of the heavy vehicle traffic.



Turning Movement Count Heavy Vehicle Summary (FHWA Class 4-13) Flow Diagram

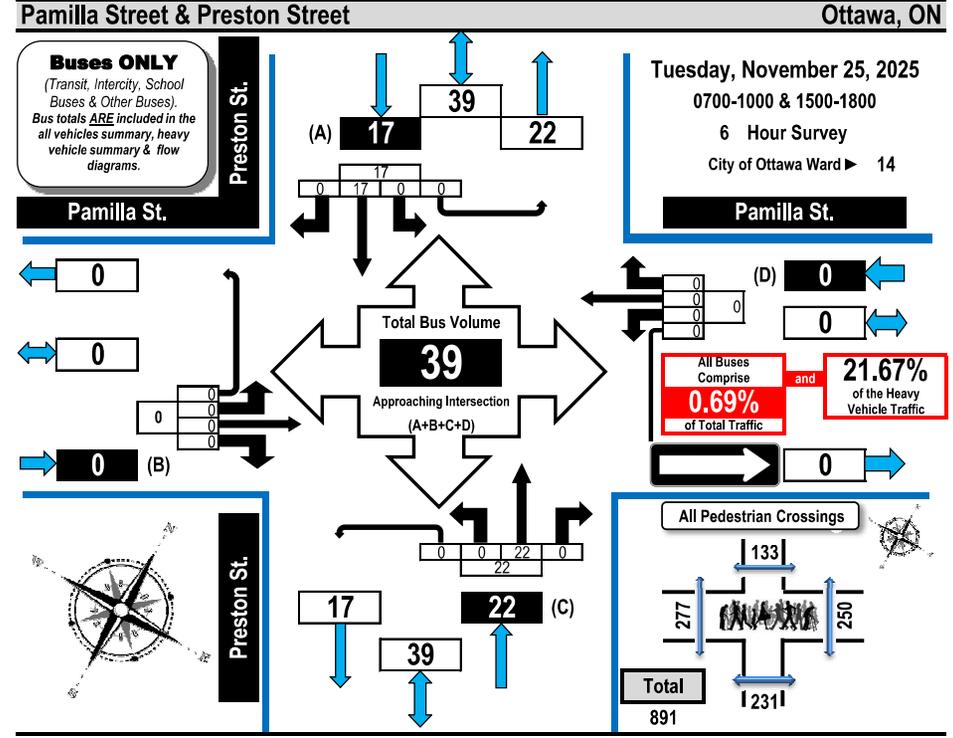


Time Period	Pamilla St. Eastbound					Pamilla St. Westbound					Preston St. Northbound					Preston St. Southbound					SB Tot	GR Tot
	LT	ST	RT	UT	EB Tot	LT	ST	RT	UT	WB Tot	LT	ST	RT	UT	NB Tot	LT	ST	RT	UT			
0700-0800	1	0	0	0	1	0	0	0	0	0	0	0	19	0	19	1	12	0	0	13	33	
0800-0900	0	0	0	0	0	0	0	0	0	0	0	0	20	0	20	0	14	2	0	16	36	
0900-1000	1	0	0	0	1	0	0	0	0	0	0	1	27	1	29	1	21	0	0	22	52	
1500-1600	0	0	0	0	0	0	0	0	0	0	0	0	11	2	13	0	10	0	0	10	23	
1600-1700	0	0	0	0	0	0	0	0	0	0	0	0	14	0	14	0	8	0	0	8	22	
1700-1800	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	0	7	0	0	7	14	
Totals	2	0	0	0	2	0	0	0	0	0	0	1	98	3	102	2	72	2	0	76	180	

Comments:
 OC Transpo and Para Transpo buses, private buses and school buses comprise 21.67% of the heavy vehicle traffic.
 Pamilla Street, east of Preston Street, is one-way eastbound. During the PM time period, traffic would back up from Carling Avenue to beyond Pamilla Street.



Turning Movement Count All Buses Summary (FHWA Class 4 ONLY) Flow Diagram

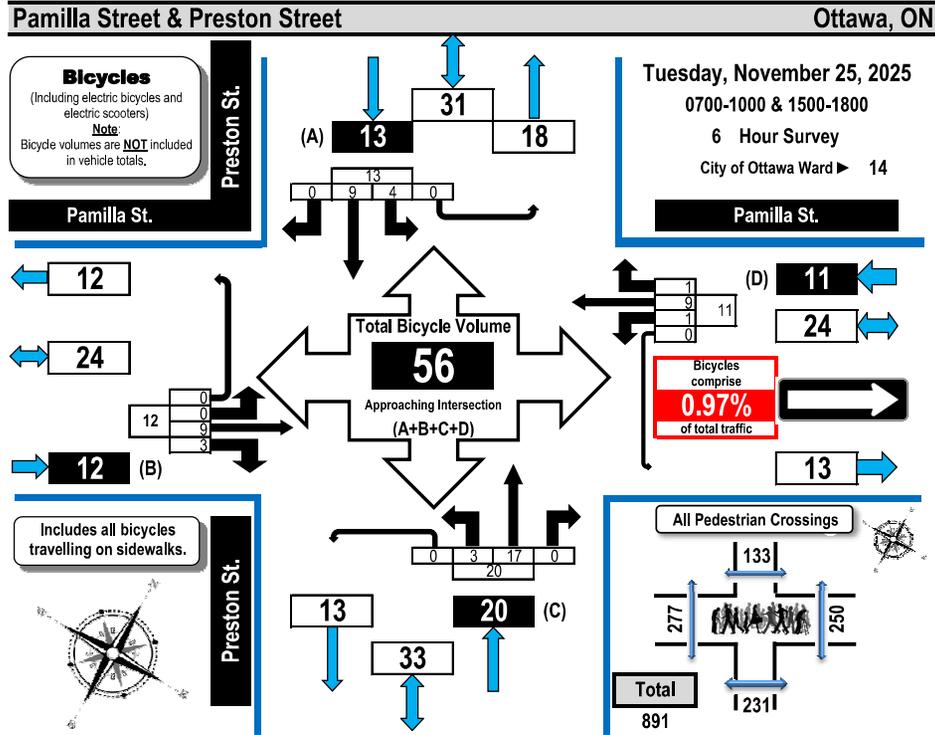


Time Period	Pamilla St. Eastbound					Pamilla St. Westbound					Preston St. Northbound					Preston St. Southbound					SB Tot	GR Tot
	LT	ST	RT	UT	EB Tot	LT	ST	RT	UT	WB Tot	LT	ST	RT	UT	NB Tot	LT	ST	RT	UT			
0700-0800	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	3	0	0	3	6	
0800-0900	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	2	0	0	2	8	
0900-1000	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	5	0	0	5	9	
1500-1600	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	4	
1600-1700	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	4	0	0	4	7	
1700-1800	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	3	0	0	3	5	
Totals	0	0	0	0	0	0	0	0	0	0	0	0	22	0	22	0	17	0	0	17	39	

Comments:
 OC Transpo and Para Transpo buses, private buses and school buses comprise 21.67% of the heavy vehicle traffic.
 Pamilla Street, east of Preston Street, is one-way eastbound. During the PM time period, traffic would back up from Carling Avenue to beyond Pamilla Street.



Turning Movement Count Bicycles and Personal E-Transportation Summary Flow Diagram

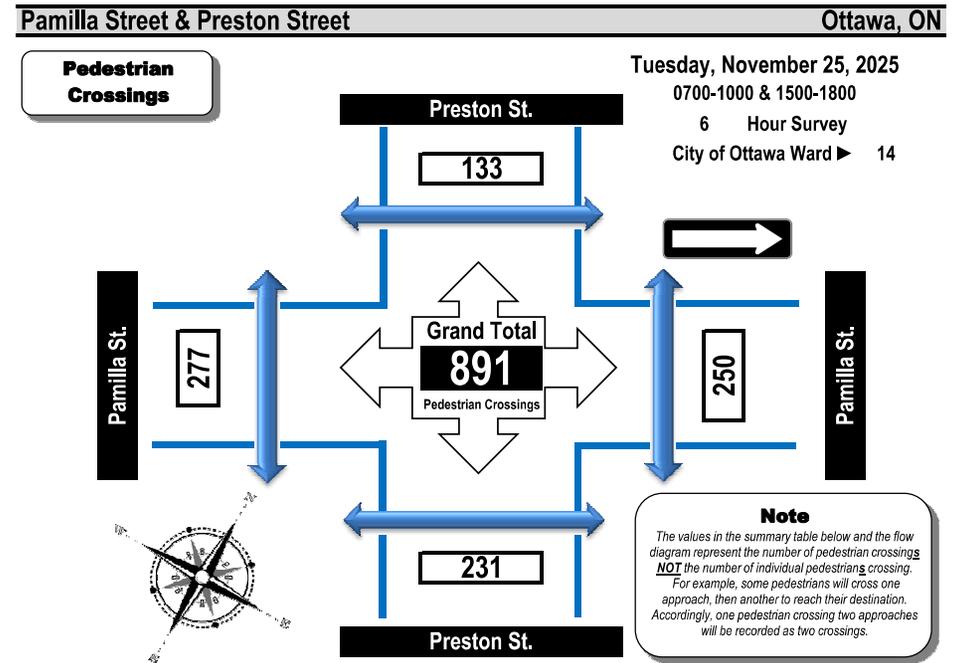


Time Period	Pamilla St.					Pamilla St.					Preston St.					Preston St.					GR Tot
	LT	ST	RT	UT	EB Tot	LT	ST	RT	UT	WB Tot	LT	ST	RT	UT	NB Tot	LT	ST	RT	UT	SB Tot	
0700-0800	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	5
0800-0900	0	4	3	0	7	0	0	0	0	0	0	2	0	0	2	1	1	0	0	2	11
0900-1000	0	5	0	0	5	0	0	0	0	0	1	3	0	0	4	1	0	0	0	1	10
1500-1600	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
1600-1700	0	0	0	0	0	1	4	0	0	5	2	4	0	0	6	1	2	0	0	3	14
1700-1800	0	0	0	0	0	0	2	1	0	3	0	4	0	0	4	0	3	0	0	3	10
Totals	0	9	3	0	12	1	9	1	0	11	3	17	0	0	20	4	9	0	0	13	56

Comments:
OC Transpo and Para Transpo buses, private buses and school buses comprise 21.67% of the heavy vehicle traffic.
Pamilla Street, east of Preston Street, is one-way eastbound. During the PM time period, traffic would back up from Carling Avenue to beyond Pamilla Street.



Turning Movement Count Pedestrian Crossings Summary and Flow Diagram

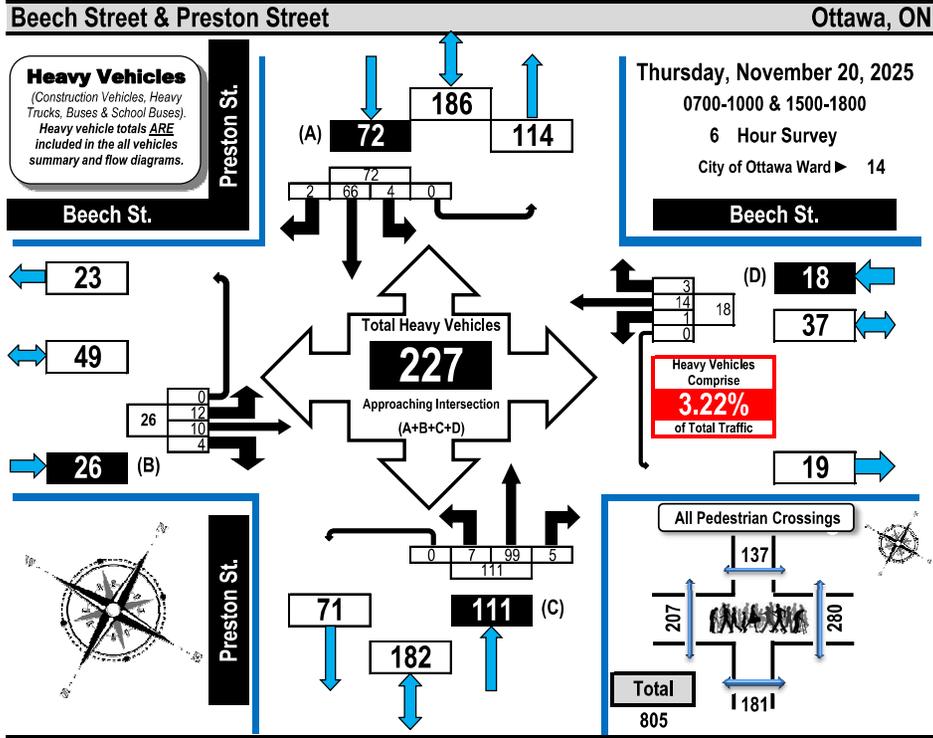


Time Period	West Side Crossing	East Side Crossing	Street	South Side Crossing	North Side Crossing	Street	Grand
	Pamilla St.	Pamilla St.	Total	Preston St.	Preston St.	Total	Total
0700-0800	25	22	47	14	6	20	67
0800-0900	37	41	78	44	13	57	135
0900-1000	24	30	54	20	11	31	85
1500-1600	61	49	110	40	29	69	179
1600-1700	82	49	131	54	31	85	216
1700-1800	48	59	107	59	43	102	209
Totals	277	250	527	231	133	364	891

Comments:
OC Transpo and Para Transpo buses, private buses and school buses comprise 21.67% of the heavy vehicle traffic.
Pamilla Street, east of Preston Street, is one-way eastbound. During the PM time period, traffic would back up from Carling Avenue to beyond Pamilla Street.



Turning Movement Count Heavy Vehicle Summary (FHWA Class 4-13) Flow Diagram

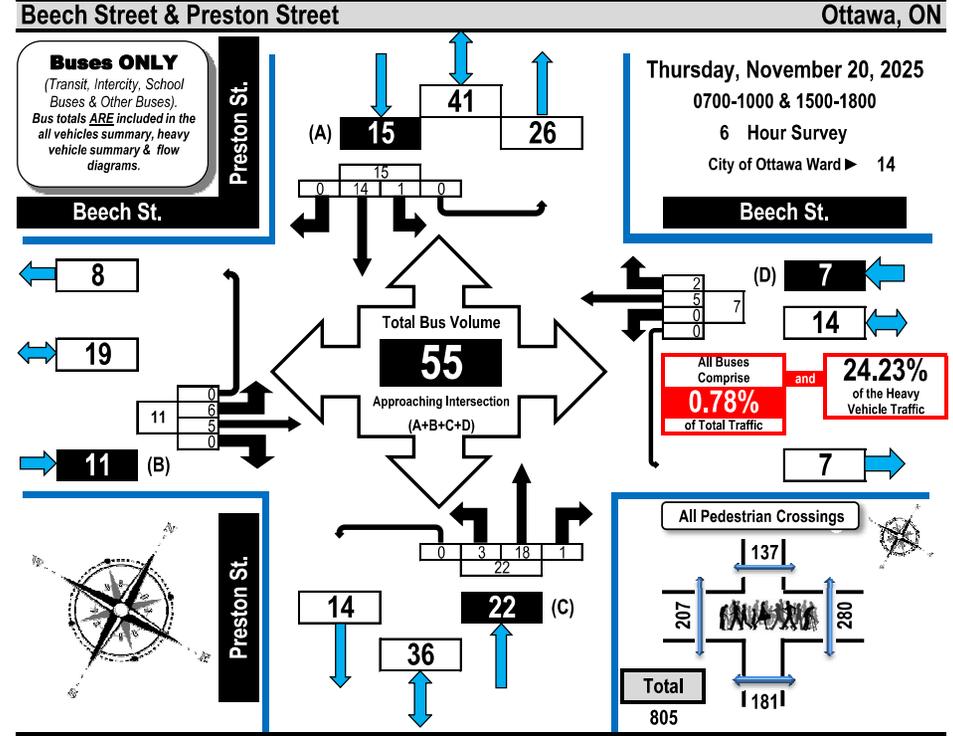


Time Period	Beech St. Eastbound				EB Tot	Beech St. Westbound				WB Tot	Preston St. Northbound				NB Tot	Preston St. Southbound				SB Tot	GR Tot
	LT	ST	RT	UT		LT	ST	RT	UT		LT	ST	RT	UT		LT	ST	RT	UT		
0700-0800	2	1	0	0	3	0	3	0	0	3	2	18	1	0	21	0	8	0	0	8	35
0800-0900	1	1	0	0	2	0	3	2	0	5	1	17	2	0	20	1	15	0	0	16	43
0900-1000	3	1	1	0	5	1	2	1	0	4	3	24	1	0	28	2	18	2	0	22	59
1500-1600	2	3	3	0	8	0	5	0	0	5	1	21	0	0	22	1	11	0	0	12	47
1600-1700	3	4	0	0	7	0	0	0	0	0	0	12	0	0	12	0	10	0	0	10	29
1700-1800	1	0	0	0	1	0	1	0	0	1	0	7	1	0	8	0	4	0	0	4	14
Totals	12	10	4	0	26	1	14	3	0	18	7	99	5	0	111	4	66	2	0	72	227

Comments:
OC Transpo and Para Transpo buses, private buses and school buses comprise 24.23% of the heavy vehicle traffic. During portions of the PM time period, southbound traffic backed up from Carling Avenue to beyond Beech Street.



Turning Movement Count All Buses Summary (FHWA Class 4 ONLY) Flow Diagram



Time Period	Beech St. Eastbound				EB Tot	Beech St. Westbound				WB Tot	Preston St. Northbound				NB Tot	Preston St. Southbound				SB Tot	GR Tot
	LT	ST	RT	UT		LT	ST	RT	UT		LT	ST	RT	UT		LT	ST	RT	UT		
0700-0800	1	0	0	0	1	0	1	0	0	1	0	3	0	0	3	0	2	0	0	2	7
0800-0900	0	1	0	0	1	0	1	2	0	3	1	1	1	0	3	0	4	0	0	4	11
0900-1000	2	1	0	0	3	0	1	0	0	1	1	4	0	0	5	0	2	0	0	2	11
1500-1600	1	1	0	0	2	0	2	0	0	2	1	6	0	0	7	1	2	0	0	3	14
1600-1700	2	2	0	0	4	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	8
1700-1800	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
Totals	6	5	0	0	11	0	5	2	0	7	3	18	1	0	22	1	14	0	0	15	55

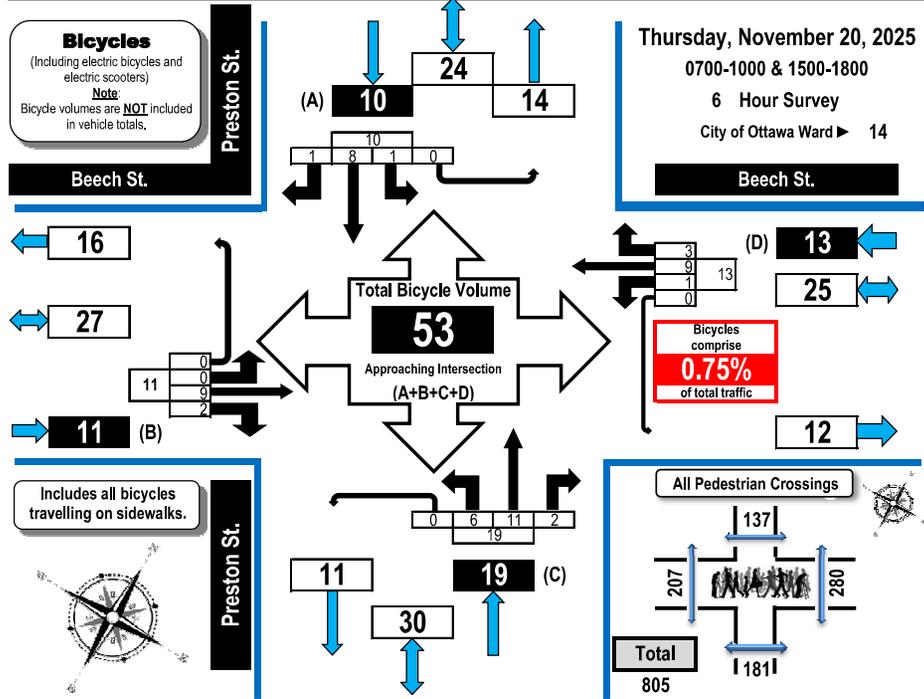
Comments:
OC Transpo and Para Transpo buses, private buses and school buses comprise 24.23% of the heavy vehicle traffic. During portions of the PM time period, southbound traffic backed up from Carling Avenue to beyond Beech Street.



Turning Movement Count Bicycles and Personal E-Transportation Summary Flow Diagram



Beech Street & Preston Street Ottawa, ON



Time Period	Beech St. Eastbound					Beech St. Westbound					Preston St. Northbound					Preston St. Southbound					GR Tot
	LT	ST	RT	UT	EB Tot	LT	ST	RT	UT	WB Tot	LT	ST	RT	UT	NB Tot	LT	ST	RT	UT	SB Tot	
	0700-0800	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	0	1	0	0	
0800-0900	0	4	1	0	5	0	1	1	0	2	1	1	0	0	2	1	3	0	0	4	13
0900-1000	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	1	0	0	1	4
1500-1600	0	1	0	0	1	0	4	0	0	4	0	2	1	0	3	0	1	0	0	1	9
1600-1700	0	1	0	0	1	1	4	2	0	7	2	4	0	0	6	0	1	1	0	2	16
1700-1800	0	2	0	0	2	0	0	0	0	0	2	0	1	0	3	0	1	0	0	1	6
Totals	0	9	2	0	11	1	9	3	0	13	6	11	2	0	19	1	8	1	0	10	53

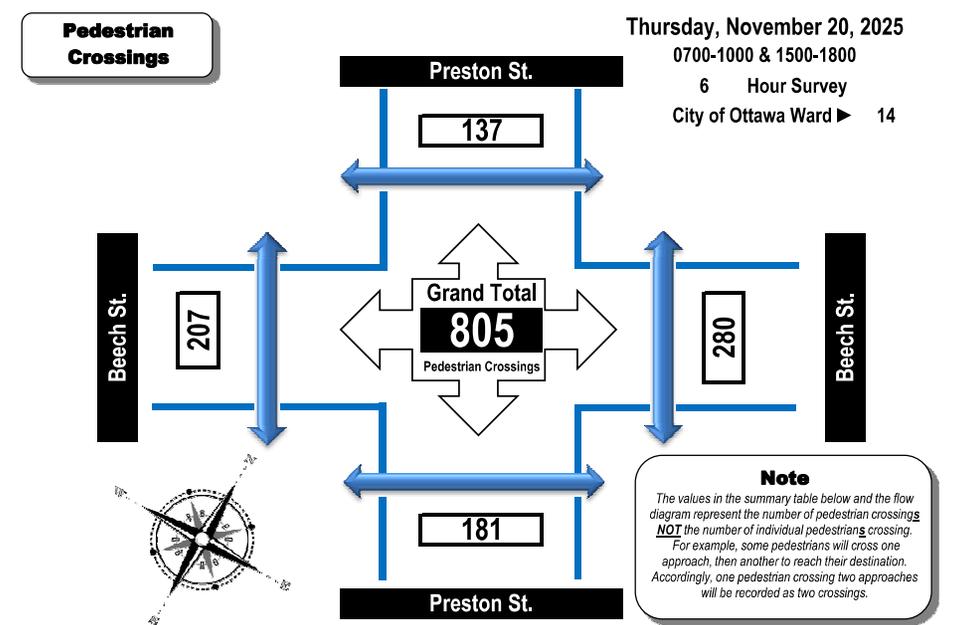
Comments:
 OC Transpo and Para Transpo buses, private buses and school buses comprise 24.23% of the heavy vehicle traffic. During portions of the PM time period, southbound traffic backed up from Carling Avenue to beyond Beech Street.



Turning Movement Count Pedestrian Crossings Summary and Flow Diagram



Beech Street & Preston Street Ottawa, ON



Time Period	West Side Crossing	East Side Crossing	Street Total	South Side Crossing	North Side Crossing	Street Total	Grand Total
	Beech St.	Beech St.		Preston St.	Preston St.		
0700-0800	9	24	33	8	14	22	55
0800-0900	30	50	80	33	15	48	128
0900-1000	13	31	44	22	11	33	77
1500-1600	30	51	81	24	34	58	139
1600-1700	61	56	117	49	33	82	199
1700-1800	64	68	132	45	30	75	207
Totals	207	280	487	181	137	318	805

Comments:
 OC Transpo and Para Transpo buses, private buses and school buses comprise 24.23% of the heavy vehicle traffic. During portions of the PM time period, southbound traffic backed up from Carling Avenue to beyond Beech Street.

Appendix C

Synchro Intersection Worksheets – Existing Conditions

Lanes, Volumes, Timings
1.: Hospital/Champagne & Carling

12-16-2025

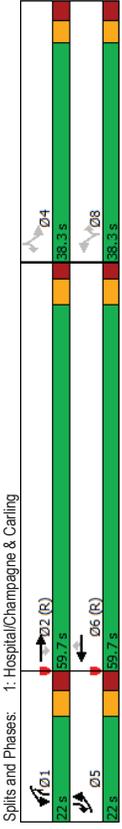
Lanes, Volumes, Timings
1.: Hospital/Champagne & Carling

12-16-2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	115	1160	20	20	604	80	10	0	10	49	0	24
Traffic Volume (vph)	115	1160	20	20	604	80	10	0	10	49	0	24
Future Volume (vph)	1658	3316	1483	1658	3316	1483	1658	0	1483	1658	0	1483
Sat'd. Flow (prot)	0.950			0.950			0.950			0.950		
Flt Permitted	1574	3316	1295	1628	3316	1265	1645	0	1457	1649	0	1454
Sat'd. Flow (perm)	128	1289	22	22	671	89	11	0	11	54	0	27
Lane Group Flow (vph)	Prot	NA	Perm	Prot	NA	Perm	Perm	pm+ov	Perm	pm+ov	Perm	pm+ov
Turn Type	5	2	2	1	6	6	8	8	8	4	4	4
Protected Phases	5	2	2	1	6	6	8	8	8	4	4	4
Permitted Phases												
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	11.6	28.1	28.1	11.6	28.1	28.1	38.3	11.6	38.3	11.6	38.3	11.6
Total Split (s)	22.0	59.7	59.7	22.0	59.7	59.7	38.3	22.0	38.3	22.0	38.3	22.0
Total Split (%)	18.3%	49.8%	49.8%	18.3%	49.8%	49.8%	31.9%	18.3%	31.9%	18.3%	31.9%	18.3%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.7	3.3	3.7	3.3	3.7
All-Red Time (s)	2.9	2.4	2.4	2.9	2.4	2.4	3.0	2.9	3.0	2.9	3.0	2.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.1	6.1	6.6	6.1	6.1	6.3	6.6	6.3	6.6	6.3	6.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead
Lead/Lag Optimize?	Yes											
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	13.6	88.7	88.7	7.2	76.1	76.1	14.6	19.5	14.6	19.5	14.6	25.9
Actuated G/C Ratio	0.11	0.74	0.74	0.06	0.63	0.63	0.12	0.16	0.12	0.16	0.12	0.22
v/c Ratio	0.68	0.53	0.02	0.22	0.32	0.11	0.06	0.04	0.27	0.08	0.08	0.08
Control Delay	69.5	12.1	0.1	58.5	13.1	3.6	42.1	2.3	48.4	8.1	0.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.5	12.1	0.1	58.5	13.1	3.6	42.1	2.3	48.4	8.1	0.0	0.0
LOS	E	B	A	E	B	A	D	A	D	A	D	A
Approach Delay	17.1			13.3			22.2			35.0		
Approach LOS	B			B			C			C		
Queue Length 50th (m)	29.2	70.4	0.0	5.0	35.1	0.0	2.4	0.0	12.3	0.0	0.0	0.0
Queue Length 95th (m)	49.3	155.8	0.0	13.3	72.5	9.0	6.6	1.3	20.0	5.1	0.0	0.0
Internal Link Dist (m)	215.9			182.8			77.0			128.6		
Turn Bay Length (m)	45.0	30.0	30.0	30.0	30.0	15.0	15.0			15.0		
Base Capacity (vph)	216	2451	981	212	2104	835	438	361	439	364	0	0
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.53	0.02	0.10	0.32	0.11	0.03	0.03	0.12	0.07	0.00	0.00

Intersection Summary
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 106 (88%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 16.5
 Intersection Capacity Utilization: 62.2%
 Analysis Period (min): 15
 Intersection LOS: B
 ICU Level of Service: B



Intersection	2.2											
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	3	71	5	16	69	8	3	4	9	11	2	0
Traffic Vol, veh/h	3	71	5	16	69	8	3	4	9	11	2	0
Future Vol, veh/h	25	0	6	6	0	25	4	0	5	5	0	4
Conflicting Peds, #/hr	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Sign Control	-	-	None									
RT Channelized	-	-	-	-	-	-	-	-	-	-	-	-
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	79	6	18	77	9	3	4	10	12	2	0
Major/Minor	Major1	Major2	Minor1	Minor2								
Conflicting Flow All	111	0	0	91	0	0	217	241	93	243	240	111
Stage 1	-	-	-	-	-	-	94	94	-	143	143	-
Stage 2	-	-	-	-	-	-	123	147	-	100	97	-
Critical Hdwy	4:12	-	-	4:12	-	-	7:12	6:52	6:22	7:12	6:52	6:22
Critical Hdwy Stg 1	-	-	-	-	-	-	6:12	5:52	-	6:12	5:52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6:12	5:52	-	6:12	5:52	-
Follow-up Hdwy	2:218	-	-	2:218	-	-	3:518	4:018	3:318	3:518	4:018	3:318
Pot Cap-1 Maneuver	1479	-	-	1504	-	-	739	660	964	711	661	942
Stage 1	-	-	-	-	-	-	913	817	-	860	779	-
Stage 2	-	-	-	-	-	-	881	775	-	906	815	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1450	-	-	1497	-	-	723	634	956	675	635	921
Mov Cap-2 Maneuver	-	-	-	-	-	-	723	634	-	675	635	-
Stage 1	-	-	-	-	-	-	907	811	-	842	754	-
Stage 2	-	-	-	-	-	-	864	750	-	886	809	-
Approach	EB	WB	WB	EB	WB	WB	NB	NB	SB	SB	SB	SB
HCM Control Delay, s	0.3	1.3	1.3	9.6	9.6	9.6	10.5	10.5	10.5	10.5	10.5	10.5
HCM LOS	A	A	A	A	A	A	B	B	B	B	B	B
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	EBL	EBT	EBR	WBR
Capacity (veh/h)	805	1450	-	-	1497	-	-	669	-	-	-	669
HCM Lane V/C Ratio	0.022	0.002	-	-	0.012	-	-	0.022	-	-	-	0.022
HCM Control Delay (s)	9.6	7.5	0	-	7.4	0	-	10.5	-	-	-	10.5
HCM Lane LOS	A	A	A	A	A	A	A	B	A	A	A	B
HCM 95th %ile Q(veh)	0.1	0	-	-	0	-	-	0.1	-	-	-	0.1

Intersection	7.9											
Int Delay, s/veh	7.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	80	9	38	77	10	11	16	52	19	14	2
Traffic Vol, veh/h	0	80	9	38	77	10	11	16	52	19	14	2
Future Vol, veh/h	0	80	9	38	77	10	11	16	52	19	14	2
Conflicting Peds, #/hr	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Sign Control	2	2	2	2	2	2	2	2	2	2	2	2
RT Channelized	0	89	10	42	86	11	12	18	58	21	16	2
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	0	1	0	0	1	0	0	0	1	0	0	1
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	89	10	42	86	11	12	18	58	21	16	2
Approach	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB	SB	SB
Oposing Approach	WB	EB	EB	WB	WB	SB	SB	SB	NB	NB	NB	NB
Oposing Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Conflicting Approach Left	SB	NB	NB	EB	EB	WB						
Conflicting Lanes Left	1	1	1	1	1	1	1	1	1	1	1	1
Conflicting Approach Right	NB	SB	SB	WB								
Conflicting Lanes Right	1	1	1	1	1	1	1	1	1	1	1	1
HCM Control Delay	7.9	7.9	8.2	7.6	7.6	7.6	7.6	7.6	7.9	7.9	7.9	7.9
HCM LOS	A	A	A	A	A	A	A	A	A	A	A	A
Lane	NBLn1	EBLn1	WBLn1	SBLn1								
Vol Left, %	14%	0%	30%	54%	54%	54%	54%	54%	54%	54%	54%	54%
Vol Thru, %	20%	90%	62%	40%	40%	40%	40%	40%	40%	40%	40%	40%
Vol Right, %	66%	10%	8%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Sign Control	Stop											
Traffic Vol by Lane	79	89	125	35	35	35	35	35	35	35	35	35
LT Vol	11	0	38	19	19	19	19	19	19	19	19	19
Through Vol	16	80	77	14	14	14	14	14	14	14	14	14
RT Vol	52	9	10	2	2	2	2	2	2	2	2	2
Lane Flow Rate	88	99	139	39	39	39	39	39	39	39	39	39
Geometry Grp	1	1	1	1	1	1	1	1	1	1	1	1
Degree of Utl (X)	0.101	0.118	0.168	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05
Departure Headway (Ht)	4.146	4.304	4.346	4.638	4.638	4.638	4.638	4.638	4.638	4.638	4.638	4.638
Convergence_Y/N	Yes											
Cap	866	836	831	774	774	774	774	774	774	774	774	774
Service Time	2.161	2.317	2.346	2.654	2.654	2.654	2.654	2.654	2.654	2.654	2.654	2.654
HCM Lane V/C Ratio	0.102	0.118	0.167	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05
HCM Control Delay	7.6	7.9	8.2	7.9	7.9	7.9	7.9	7.9	7.9	7.9	7.9	7.9
HCM Lane LOS	A	A	A	A	A	A	A	A	A	A	A	A
HCM 95th %ile Q	0.3	0.4	0.6	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2

Lanes, Volumes, Timings
4: Preston & Pamilla

12-16-2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	3	0	0	0	0	8	651	34	14	319	3
Future Volume (vph)	2	3	0	0	0	0	8	651	34	14	319	3
Satd. Flow (prot)	0	1710	0	0	0	0	0	1724	0	0	1739	0
Flt Permitted	0.980						0.996				0.965	
Satd. Flow (RTOR)	0	1683	0	0	0	0	1718	0	0	1680	0	0
Lane Group Flow (vph)	0	5	0	0	0	0	770	0	0	373	0	0
Turn Type	Perm	NA					Perm	NA	Perm	NA		
Protected Phases	4	4					2	2	6	6		
Detector Phase	4	4					2	2	6	6		
Switch Phase												
Minimum Initial (s)	10.0	10.0					10.0	10.0	10.0	10.0		
Minimum Split (s)	20.5	20.5					28.1	28.1	28.1	28.1		
Total Split (s)	21.0	21.0					59.0	59.0	59.0	59.0		
Total Split (%)	26.3%	26.3%					73.8%	73.8%	73.8%	73.8%		
Yellow Time (s)	3.3	3.3					3.3	3.3	3.3	3.3		
All-Red Time (s)	2.2	2.2					1.8	1.8	1.8	1.8		
Lost Time Adjust (s)	0.0	0.0					0.0	0.0	0.0	0.0		
Total Lost Time (s)	5.5	5.5					5.1	5.1	5.1	5.1		
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None					C-Max	C-Max	C-Max	C-Max		
Act Effct Green (s)	13.0	13.0					64.6	64.6	64.6	64.6		
Actuated G/C Ratio	0.16	0.16					0.81	0.81	0.81	0.81		
v/c Ratio	0.02	0.02					0.55	0.27	0.27	0.27		
Control Delay	26.8	26.8					7.5	7.5	7.5	7.5		
Queue Delay	0.0	0.0					0.0	0.0	0.0	0.0		
Total Delay	26.8	26.8					7.5	7.5	7.5	7.5		
LOS	C	C					A	A	A	A		
Approach Delay	26.8	26.8					7.5	7.5	7.5	7.5		
Approach LOS	C	C					A	A	A	A		
Queue Length 50th (m)	0.6	0.6					57.3	6.9	6.9	6.9		
Queue Length 95th (m)	3.4	3.4					91.1	9.2	9.2	9.2		
Internal Link Dist (m)	99.0	99.0					144.2	139.8	139.8	139.8		
Turn Bay Length (m)												
Base Capacity (vph)	326	326					1389	1357	1357	1357		
Starvation Cap Reductn	0	0					0	0	0	0		
Spillback Cap Reductn	0	0					0	0	0	0		
Storage Cap Reductn	0	0					0	0	0	0		
Reduced v/c Ratio	0.02	0.02					0.55	0.27	0.27	0.27		

Intersection Summary	
Cycle Length:	80
Actuated Cycle Length:	80
Offset:	48 (60%), Referenced to phase 2:NBLT and 6:SBTL, Start of Green
Natural Cycle:	60
Control Type:	Actuated-Coordinated

Lanes, Volumes, Timings
4: Preston & Pamilla

12-16-2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	3	0	0	0	0	8	651	34	14	319	3
Future Volume (vph)	2	3	0	0	0	0	8	651	34	14	319	3
Satd. Flow (prot)	0	1710	0	0	0	0	0	1724	0	0	1739	0
Flt Permitted	0.980						0.996				0.965	
Satd. Flow (RTOR)	0	1683	0	0	0	0	1718	0	0	1680	0	0
Lane Group Flow (vph)	0	5	0	0	0	0	770	0	0	373	0	0
Turn Type	Perm	NA					Perm	NA	Perm	NA		
Protected Phases	4	4					2	2	6	6		
Detector Phase	4	4					2	2	6	6		
Switch Phase												
Minimum Initial (s)	10.0	10.0					10.0	10.0	10.0	10.0		
Minimum Split (s)	20.5	20.5					28.1	28.1	28.1	28.1		
Total Split (s)	21.0	21.0					59.0	59.0	59.0	59.0		
Total Split (%)	26.3%	26.3%					73.8%	73.8%	73.8%	73.8%		
Yellow Time (s)	3.3	3.3					3.3	3.3	3.3	3.3		
All-Red Time (s)	2.2	2.2					1.8	1.8	1.8	1.8		
Lost Time Adjust (s)	0.0	0.0					0.0	0.0	0.0	0.0		
Total Lost Time (s)	5.5	5.5					5.1	5.1	5.1	5.1		
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None					C-Max	C-Max	C-Max	C-Max		
Act Effct Green (s)	13.0	13.0					64.6	64.6	64.6	64.6		
Actuated G/C Ratio	0.16	0.16					0.81	0.81	0.81	0.81		
v/c Ratio	0.02	0.02					0.55	0.27	0.27	0.27		
Control Delay	26.8	26.8					7.5	7.5	7.5	7.5		
Queue Delay	0.0	0.0					0.0	0.0	0.0	0.0		
Total Delay	26.8	26.8					7.5	7.5	7.5	7.5		
LOS	C	C					A	A	A	A		
Approach Delay	26.8	26.8					7.5	7.5	7.5	7.5		
Approach LOS	C	C					A	A	A	A		
Queue Length 50th (m)	0.6	0.6					57.3	6.9	6.9	6.9		
Queue Length 95th (m)	3.4	3.4					91.1	9.2	9.2	9.2		
Internal Link Dist (m)	99.0	99.0					144.2	139.8	139.8	139.8		
Turn Bay Length (m)												
Base Capacity (vph)	326	326					1389	1357	1357	1357		
Starvation Cap Reductn	0	0					0	0	0	0		
Spillback Cap Reductn	0	0					0	0	0	0		
Storage Cap Reductn	0	0					0	0	0	0		
Reduced v/c Ratio	0.02	0.02					0.55	0.27	0.27	0.27		



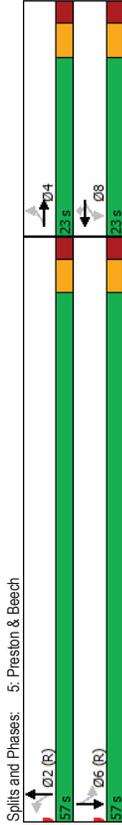
Lanes, Volumes, Timings
5: Preston & Beech

12-16-2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	4	4	4	4	4	4	2	2	2	2	2	2
Traffic Volume (vph)	51	91	32	4	57	8	23	551	52	33	337	44
Future Volume (vph)	51	91	32	4	57	8	23	551	52	33	337	44
Satd. Flow (prot)	0	1645	0	0	1740	1483	1688	1709	0	1688	1703	0
Flt Permitted	0.877			0.979			0.493			0.337		
Satd. Flow (perm)	0	1450	0	0	1703	1397	841	1709	0	575	1703	0
Satd. Flow (RTOR)	13			34			12			17		
Lane Group Flow (vph)	0	194	0	0	67	9	26	670	0	37	423	0
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA	Perm
Permitted Phases	4	4	4	8	8	8	2	2	2	6	6	6
Detector Phase	4	4	4	8	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	22.6	22.6	22.6	22.6	22.6	22.6	33.5	33.5	33.5	33.5	33.5	33.5
Total Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	57.0	57.0	57.0	57.0	57.0	57.0
Total Split (%)	28.8%	28.8%	28.8%	28.8%	28.8%	28.8%	71.3%	71.3%	71.3%	71.3%	71.3%	71.3%
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3
All-Red Time (s)	2.3	2.3	2.3	2.3	2.3	2.3	2.2	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	5.6	5.6	5.6	5.6	5.6	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag Optimize?												
Recall Mode	None	None	None	None	None	None	C	A	A	A	A	A
Act Effct Green (s)	14.5	14.5	14.5	14.5	14.5	14.5	54.4	54.4	54.4	54.4	54.4	54.4
Actuated g/C Ratio	0.18	0.18	0.18	0.18	0.18	0.18	0.68	0.68	0.68	0.68	0.68	0.68
v/c Ratio	0.71	0.22	0.03	0.05	0.57	0.09	0.36	0.36	0.36	0.36	0.36	0.36
Control Delay	43.1	28.5	0.6	5.5	7.6	5.9	6.7	6.7	6.7	6.7	6.7	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.1	28.5	0.6	5.5	7.7	5.9	6.7	6.7	6.7	6.7	6.7	6.7
LOS	D	C	A	A	A	A	A	A	A	A	A	A
Approach Delay	43.1	25.2	7.6	7.6	7.6	7.6	6.7	6.7	6.7	6.7	6.7	6.7
Approach LOS	D	C	A	A	A	A	A	A	A	A	A	A
Queue Length 50th (m)	25.8	8.7	0.0	1.2	30.9	1.7	22.8	22.8	22.8	22.8	22.8	22.8
Queue Length 95th (m)	45.6	18.4	0.5	m2.5	44.8	5.3	40.8	40.8	40.8	40.8	40.8	40.8
Internal Link Dist (m)	213.5	113.1	139.8	139.8	139.8	111.9	111.9	111.9	111.9	111.9	111.9	111.9
Turn Bay Length (m)		15.0	20.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0
Base Capacity (vph)	325	370	330	572	1166	391	1163	1163	1163	1163	1163	1163
Starvation Cap Reductn	0	0	0	0	39	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.18	0.03	0.05	0.59	0.09	0.36	0.36	0.36	0.36	0.36	0.36

Intersection Summary	
Cycle Length:	80
Actuated Cycle Length:	80
Offset:	40 (50%), Referenced to phase 2:NBLT and 6:SBTL, Start of Green
Natural Cycle:	60
Control Type:	Actuated-Coordinated

Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 13.0
 Intersection LOS: B
 Intersection Capacity Utilization 71.8%
 ICU Level of Service C
 Analysis Period (min): 15
 m Volume for 95th percentile queue is metered by upstream signal.



Splits and Phases: 5: Preston & Beech

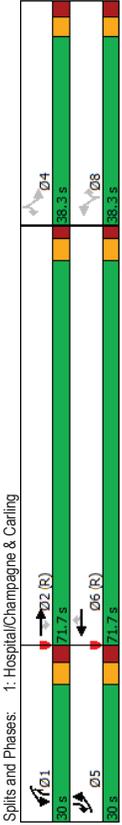
Lanes, Volumes, Timings
5: Preston & Beech

12-16-2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	70	1084	10	10	1050	55	20	0	20	101	0	142
Traffic Volume (vph)	70	1084	10	10	1050	55	20	0	20	101	0	142
Future Volume (vph)	1658	3316	1483	1658	3316	1483	1658	0	1483	1658	0	1483
Satd. Flow (prot)	0.950			0.950			0.950					
FI/Permitted	1605	3316	1388	1640	3316	1217	1658	0	1456	1647	0	1483
Satd. Flow (perm)	77			77			77		24			28
Lane Group Flow (vph)	78	1204	11	11	1167	61	22	0	22	112	0	158
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	pm+ov	Perm	pm+ov	Perm	pm+ov
Protected Phases	5	2	2	1	6	6	8	8	8	4	4	4
Permitted Phases	5	2	2	1	6	6	8	8	8	4	4	4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	5.0	10.0	5.0	5.0
Minimum Split (s)	11.6	28.1	28.1	11.6	28.1	28.1	38.3	11.6	38.3	11.6	38.3	11.6
Total Split (s)	30.0	71.7	71.7	30.0	71.7	71.7	38.3	30.0	38.3	30.0	38.3	30.0
Total Split (%)	21.4%	51.2%	51.2%	21.4%	51.2%	51.2%	27.4%	21.4%	27.4%	21.4%	27.4%	21.4%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.7	3.7	3.3	3.7	3.7
All-Red Time (s)	2.9	2.4	2.4	2.9	2.4	2.4	3.0	2.9	3.0	2.9	3.0	2.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.1	6.1	6.6	6.1	6.1	6.3	6.6	6.6	6.3	6.6	6.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead
Lead/Lag Optimize?	Yes											
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	11.9	102.0	102.0	6.6	91.8	91.8	17.3	23.6	17.3	35.5	35.5	35.5
Actuated G/C Ratio	0.08	0.73	0.73	0.05	0.66	0.66	0.12	0.17	0.12	0.25	0.25	0.25
v/c Ratio	0.55	0.50	0.01	0.14	0.54	0.07	0.11	0.08	0.55	0.40	0.40	0.40
Control Delay	75.5	11.2	0.0	67.4	15.8	2.3	51.3	11.8	66.1	36.0	36.0	36.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.5	11.2	0.0	67.4	15.8	2.3	51.3	11.8	66.1	36.0	36.0	36.0
LOS	E	B	A	E	B	A	D	B	B	E	D	D
Approach Delay	15.0			15.6			31.6			48.5		
Approach LOS	B			B			C			D		
Queue Length 50th (m)	21.1	72.0	0.0	3.0	79.6	0.0	5.6	0.0	30.2	30.6	0.0	30.6
Queue Length 95th (m)	37.0	133.7	0.0	9.5	147.8	4.8	12.3	5.9	43.5	41.1	0.0	41.1
Internal Link Dist (m)	215.9			182.8			77.0			128.6		
Turn Bay Length (m)	45.0	30.0	30.0	30.0	30.0	15.0	15.0			15.0		
Base Capacity (vph)	277	2415	1017	277	2173	824	378	442	376	516	0	516
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.50	0.01	0.04	0.54	0.07	0.06	0.05	0.30	0.31	0.05	0.30

Intersection Summary	
Cycle Length:	140
Actuated Cycle Length:	140
Offset:	11 (8%), Referenced to phase 2EBT and 6:WBT, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated

Maximum v/c Ratio: 0.55
 Intersection Signal Delay: 18.7
 Intersection Capacity Utilization: 60.0%
 Analysis Period (min): 15



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	70	1084	10	10	1050	55	20	0	20	101	0	142
Traffic Volume (vph)	70	1084	10	10	1050	55	20	0	20	101	0	142
Future Volume (vph)	1658	3316	1483	1658	3316	1483	1658	0	1483	1658	0	1483
Satd. Flow (prot)	0.950			0.950			0.950					
FI/Permitted	1605	3316	1388	1640	3316	1217	1658	0	1456	1647	0	1483
Satd. Flow (perm)	77			77			77		24			28
Lane Group Flow (vph)	78	1204	11	11	1167	61	22	0	22	112	0	158
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	pm+ov	Perm	pm+ov	Perm	pm+ov
Protected Phases	5	2	2	1	6	6	8	8	8	4	4	4
Permitted Phases	5	2	2	1	6	6	8	8	8	4	4	4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	5.0	10.0	5.0	5.0
Minimum Split (s)	11.6	28.1	28.1	11.6	28.1	28.1	38.3	11.6	38.3	11.6	38.3	11.6
Total Split (s)	30.0	71.7	71.7	30.0	71.7	71.7	38.3	30.0	38.3	30.0	38.3	30.0
Total Split (%)	21.4%	51.2%	51.2%	21.4%	51.2%	51.2%	27.4%	21.4%	27.4%	21.4%	27.4%	21.4%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.7	3.7	3.3	3.7	3.7
All-Red Time (s)	2.9	2.4	2.4	2.9	2.4	2.4	3.0	2.9	3.0	2.9	3.0	2.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.1	6.1	6.6	6.1	6.1	6.3	6.6	6.6	6.3	6.6	6.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead
Lead/Lag Optimize?	Yes											
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	11.9	102.0	102.0	6.6	91.8	91.8	17.3	23.6	17.3	35.5	35.5	35.5
Actuated G/C Ratio	0.08	0.73	0.73	0.05	0.66	0.66	0.12	0.17	0.12	0.25	0.25	0.25
v/c Ratio	0.55	0.50	0.01	0.14	0.54	0.07	0.11	0.08	0.55	0.40	0.40	0.40
Control Delay	75.5	11.2	0.0	67.4	15.8	2.3	51.3	11.8	66.1	36.0	36.0	36.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.5	11.2	0.0	67.4	15.8	2.3	51.3	11.8	66.1	36.0	36.0	36.0
LOS	E	B	A	E	B	A	D	B	B	E	D	D
Approach Delay	15.0			15.6			31.6			48.5		
Approach LOS	B			B			C			D		
Queue Length 50th (m)	21.1	72.0	0.0	3.0	79.6	0.0	5.6	0.0	30.2	30.6	0.0	30.6
Queue Length 95th (m)	37.0	133.7	0.0	9.5	147.8	4.8	12.3	5.9	43.5	41.1	0.0	41.1
Internal Link Dist (m)	215.9			182.8			77.0			128.6		
Turn Bay Length (m)	45.0	30.0	30.0	30.0	30.0	15.0	15.0			15.0		
Base Capacity (vph)	277	2415	1017	277	2173	824	378	442	376	516	0	516
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.50	0.01	0.04	0.54	0.07	0.06	0.05	0.30	0.31	0.05	0.30

Intersection	2.5											
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	4	6	7	35	117	8	5	6	11	8	6	1
Traffic Vol, veh/h	4	61	7	35	117	8	5	6	11	8	6	1
Future Vol, veh/h	4	61	7	35	117	8	5	6	11	8	6	1
Conflicting Peds, #/hr	25	0	19	19	0	25	5	0	8	8	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	None	-	-	None	-	-	None	-
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	68	8	39	130	9	6	7	12	9	7	1
Major/Minor	Major1	Major2	Major1	Minor1	Minor2							
Conflicting Flow All	164	0	0	95	0	0	321	341	99	336	341	165
Stage 1	-	-	-	-	-	-	99	99	-	238	238	-
Stage 2	-	-	-	-	-	-	222	242	-	98	103	-
Critical Hwy	4:12	-	-	4:12	-	-	7:12	6:52	6:22	7:12	6:52	6:22
Critical Hwy Stg 1	-	-	-	-	-	-	6:12	5:52	-	6:12	5:52	-
Critical Hwy Stg 2	-	-	-	-	-	-	6:12	5:52	-	6:12	5:52	-
Follow-up Hwy	2:218	-	-	2:218	-	-	3:518	4:018	3:318	3:518	4:018	3:318
Pot Cap-1 Maneuver	1414	-	-	1499	-	-	632	581	957	618	581	879
Stage 1	-	-	-	-	-	-	907	813	-	765	708	-
Stage 2	-	-	-	-	-	-	780	705	-	908	810	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1387	-	-	1477	-	-	599	543	937	575	543	859
Mov Cap-2 Maneuver	-	-	-	-	-	-	599	543	-	575	543	-
Stage 1	-	-	-	-	-	-	891	798	-	748	675	-
Stage 2	-	-	-	-	-	-	746	672	-	881	795	-
Approach	EB	WB	WB	NB	NB	SB						
HCM Control Delay, s	0.4	1.6	1.6	10.3	10.3	11.5	11.5	11.5	11.5	11.5	11.5	11.5
HCM LOS	B	B	B	B	B	B	B	B	B	B	B	B
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBLn1	SBL	SBT	SBR
Capacity (veh/h)	707	1387	-	-	1477	-	-	-	-	574	-	-
HCM Lane V/C Ratio	0.035	0.003	-	-	0.026	-	-	-	-	0.029	-	-
HCM Control Delay (s)	10.3	7.6	0	-	7.5	0	-	-	-	11.5	-	-
HCM Lane LOS	B	A	A	A	A	A	A	A	A	A	A	A
HCM 95th %ile Q(veh)	0.1	0	-	-	0.1	-	-	-	-	0.1	-	-

Intersection	8.4											
Int Delay, s/veh	8.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	3	52	19	60	149	9	15	7	40	6	7	6
Traffic Vol, veh/h	3	52	19	60	149	9	15	7	40	6	7	6
Future Vol, veh/h	3	52	19	60	149	9	15	7	40	6	7	6
Conflicting Peds, #/hr	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Sign Control	2	2	2	2	2	2	2	2	2	2	2	2
RT Channelized	3	58	21	67	166	10	17	8	44	7	8	7
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	0	1	0	0	1	0	0	1	0	0	1	0
Grade, %	-	-	-	-	-	-	-	-	-	-	-	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	68	8	39	130	9	6	7	12	9	7	1
Major/Minor	Major1	Major2	Major1	Minor1	Minor2							
Conflicting Flow All	164	0	0	95	0	0	321	341	99	336	341	165
Stage 1	-	-	-	-	-	-	99	99	-	238	238	-
Stage 2	-	-	-	-	-	-	222	242	-	98	103	-
Critical Hwy	4:12	-	-	4:12	-	-	7:12	6:52	6:22	7:12	6:52	6:22
Critical Hwy Stg 1	-	-	-	-	-	-	6:12	5:52	-	6:12	5:52	-
Critical Hwy Stg 2	-	-	-	-	-	-	6:12	5:52	-	6:12	5:52	-
Follow-up Hwy	2:218	-	-	2:218	-	-	3:518	4:018	3:318	3:518	4:018	3:318
Pot Cap-1 Maneuver	1414	-	-	1499	-	-	632	581	957	618	581	879
Stage 1	-	-	-	-	-	-	907	813	-	765	708	-
Stage 2	-	-	-	-	-	-	780	705	-	908	810	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1387	-	-	1477	-	-	599	543	937	575	543	859
Mov Cap-2 Maneuver	-	-	-	-	-	-	599	543	-	575	543	-
Stage 1	-	-	-	-	-	-	891	798	-	748	675	-
Stage 2	-	-	-	-	-	-	746	672	-	881	795	-
Approach	EB	WB	WB	NB	NB	SB						
HCM Control Delay, s	0.4	1.6	1.6	10.3	10.3	11.5	11.5	11.5	11.5	11.5	11.5	11.5
HCM LOS	B	B	B	B	B	B	B	B	B	B	B	B
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBLn1	SBL	SBT	SBR
Capacity (veh/h)	707	1387	-	-	1477	-	-	-	-	574	-	-
HCM Lane V/C Ratio	0.035	0.003	-	-	0.026	-	-	-	-	0.029	-	-
HCM Control Delay (s)	10.3	7.6	0	-	7.5	0	-	-	-	11.5	-	-
HCM Lane LOS	B	A	A	A	A	A	A	A	A	A	A	A
HCM 95th %ile Q(veh)	0.1	0	-	-	0.1	-	-	-	-	0.1	-	-

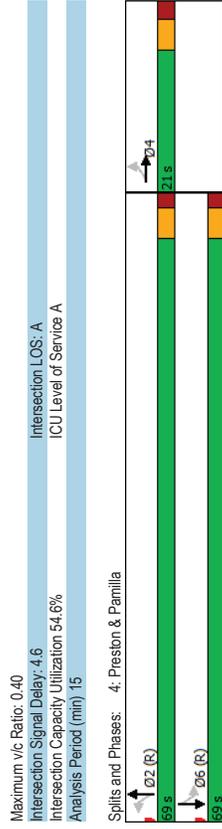
Lanes, Volumes, Timings
4: Preston & Pamilla

12-16-2025

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	0	4	0	0	0	5	495	19	10	494	4
Traffic Volume (vph)	7	0	4	0	0	0	5	495	19	10	494	4
Future Volume (vph)	0	1539	0	0	0	0	0	1727	0	0	1740	0
Satd. Flow (prot)	0.968						0.996				0.989	
Flt Permitted	0	1450	0	0	0	0	1721	0	0	0	1721	0
Satd. Flow (RTOR)	25						5				1	
Lane Group Flow (vph)	0	12	0	0	0	0	0	577	0	0	564	0
Turn Type	Perm	NA					Perm	NA	Perm	NA	Perm	NA
Protected Phases	4	4					2	2	6	6	6	6
Permitted Phases	4	4					2	2	6	6	6	6
Detector Phase	4	4					2	2	6	6	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0					10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	20.5	20.5					28.1	28.1	28.1	28.1	28.1	28.1
Total Split (s)	21.0	21.0					69.0	69.0	69.0	69.0	69.0	69.0
Total Split (%)	23.3%	23.3%					76.7%	76.7%	76.7%	76.7%	76.7%	76.7%
Yellow Time (s)	3.3	3.3					3.3	3.3	3.3	3.3	3.3	3.3
All-Red Time (s)	2.2	2.2					1.8	1.8	1.8	1.8	1.8	1.8
Lost Time Adjust (s)	0.0	0.0					0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5					5.1	5.1	5.1	5.1	5.1	5.1
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None					C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	13.0	13.0					74.6	74.6	74.6	74.6	74.6	74.6
Actuated G/C Ratio	0.14	0.14					0.83	0.83	0.83	0.83	0.83	0.83
v/c Ratio	0.05	0.05					0.40	0.40	0.40	0.40	0.40	0.40
Control Delay	6.6	6.6					5.0	5.0	4.1	4.1	4.1	4.1
Queue Delay	0.0	0.0					0.0	0.0	0.1	0.1	0.1	0.1
Total Delay	6.6	6.6					5.0	5.0	4.2	4.2	4.2	4.2
LOS	A	A					A	A	A	A	A	A
Approach Delay	6.6	6.6					5.0	5.0	4.2	4.2	4.2	4.2
Approach LOS	A	A					A	A	A	A	A	A
Queue Length 50th (m)	0.0	0.0					35.5	35.5	28.2	28.2	28.2	28.2
Queue Length 95th (m)	2.7	2.7					53.6	53.6	37.6	37.6	37.6	37.6
Internal Link Dist (m)	99.0	99.0					144.2	144.2	139.8	139.8	139.8	139.8
Turn Bay Length (m)												
Base Capacity (vph)	270	270					1428	1428	1427	1427	1427	1427
Starvation Cap Reductn	0	0					0	0	155	155	155	155
Spillback Cap Reductn	0	0					0	0	0	0	0	0
Storage Cap Reductn	0	0					0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.04					0.40	0.40	0.44	0.44	0.44	0.44
Intersection Summary												
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 27 (30%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green												
Natural Cycle: 50												
Control Type: Actuated-Coordinated												

Lanes, Volumes, Timings
4: Preston & Pamilla

12-16-2025



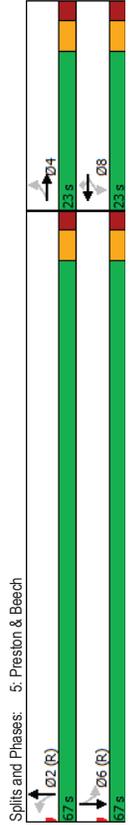
Lanes, Volumes, Timings
5: Preston & Beech

12-16-2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	66	53	29	20	89	17	40	526	32	29	323	94
Traffic Volume (vph)	66	53	29	20	89	17	40	526	32	29	323	94
Future Volume (vph)	0	1614	0	0	1729	1483	1658	1716	0	1658	1644	0
Satd. Flow (prot)	0.799			0.921		0.469						
Flt Permitted	0	1275	0	0	1582	1309	783	1716	0	627	1644	0
Satd. Flow (perm)	12			30		8						
Satd. Flow (RTOR)	0	164	0	0	121	19	44	620	0	32	463	0
Lane Group Flow (vph)	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA	0
Turn Type	4	4	8	8	8	2	2	6	6	6	6	6
Permitted Phases	4	4	8	8	8	2	2	6	6	6	6	6
Detector Phase	4	4	8	8	8	2	2	6	6	6	6	6
Switch Phase	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Initial (s)	22.6	22.6	22.6	22.6	22.6	22.6	33.5	33.5	33.5	33.5	33.5	33.5
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	67.0	67.0	67.0	67.0	67.0	67.0
Total Split (%)	25.6%	25.6%	25.6%	25.6%	25.6%	25.6%	74.4%	74.4%	74.4%	74.4%	74.4%	74.4%
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3
All-Red Time (s)	2.3	2.3	2.3	2.3	2.3	2.3	2.2	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	5.6	5.6	5.6	5.6	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag Optimize?												
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	15.0	15.0	15.0	15.0	15.0	63.9	63.9	63.9	63.9	63.9	63.9	63.9
Actuated G/C Ratio	0.17	0.17	0.17	0.17	0.17	0.71	0.71	0.71	0.71	0.71	0.71	0.71
v/c Ratio	0.74	0.46	0.08	0.08	0.51	0.07	0.39	0.07	0.39	0.07	0.39	0.07
Control Delay	52.6	39.0	7.9	1.7	5.2	6.3	6.3	6.3	6.3	6.3	6.3	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.6	39.0	7.9	1.7	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
LOS	D	D	A	A	A	A	A	A	A	A	A	A
Approach Delay	52.6	34.8	5.1	5.1	5.1	6.2	6.2	6.2	6.2	6.2	6.2	6.2
Approach LOS	D	C	A	A	A	A	A	A	A	A	A	A
Queue Length 50th (m)	24.5	18.5	0.0	0.4	5.1	1.6	27.1	27.1	27.1	27.1	27.1	27.1
Queue Length 95th (m)	#48.7	34.4	4.0	1.0	39.8	4.5	43.5	43.5	43.5	43.5	43.5	43.5
Internal Link Dist (m)	213.5	113.1	139.8	139.8	111.9	111.9	111.9	111.9	111.9	111.9	111.9	111.9
Turn Bay Length (m)	15.0	20.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0
Base Capacity (vph)	256	305	277	556	1220	445	1178	1178	1178	1178	1178	1178
Starvation Cap Reductn	0	0	0	0	0	75	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.40	0.07	0.08	0.54	0.07	0.39	0.07	0.39	0.07	0.39	0.07

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 43 (48%), Referenced to phase 2:NBLT and 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	

Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 13.6
 Intersection LOS: B
 Intersection Capacity Utilization: 70.9%
 ICU Level of Service C
 Analysis Period (min): 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.



Lanes, Volumes, Timings
5: Preston & Beech

12-16-2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	66	53	29	20	89	17	40	526	32	29	323	94
Traffic Volume (vph)	66	53	29	20	89	17	40	526	32	29	323	94
Future Volume (vph)	0	1614	0	0	1729	1483	1658	1716	0	1658	1644	0
Satd. Flow (prot)	0.799			0.921		0.469						
Flt Permitted	0	1275	0	0	1582	1309	783	1716	0	627	1644	0
Satd. Flow (perm)	12			30		8						
Satd. Flow (RTOR)	0	164	0	0	121	19	44	620	0	32	463	0
Lane Group Flow (vph)	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA	0
Turn Type	4	4	8	8	8	2	2	6	6	6	6	6
Permitted Phases	4	4	8	8	8	2	2	6	6	6	6	6
Detector Phase	4	4	8	8	8	2	2	6	6	6	6	6
Switch Phase	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Initial (s)	22.6	22.6	22.6	22.6	22.6	22.6	33.5	33.5	33.5	33.5	33.5	33.5
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	67.0	67.0	67.0	67.0	67.0	67.0
Total Split (%)	25.6%	25.6%	25.6%	25.6%	25.6%	25.6%	74.4%	74.4%	74.4%	74.4%	74.4%	74.4%
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3
All-Red Time (s)	2.3	2.3	2.3	2.3	2.3	2.2	2.2	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	5.6	5.6	5.6	5.6	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag Optimize?												
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	15.0	15.0	15.0	15.0	15.0	63.9	63.9	63.9	63.9	63.9	63.9	63.9
Actuated G/C Ratio	0.17	0.17	0.17	0.17	0.17	0.71	0.71	0.71	0.71	0.71	0.71	0.71
v/c Ratio	0.74	0.46	0.08	0.08	0.51	0.07	0.39	0.07	0.39	0.07	0.39	0.07
Control Delay	52.6	39.0	7.9	1.7	5.2	6.3	6.3	6.3	6.3	6.3	6.3	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.6	39.0	7.9	1.7	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
LOS	D	D	A	A	A	A	A	A	A	A	A	A
Approach Delay	52.6	34.8	5.1	5.1	5.1	6.2	6.2	6.2	6.2	6.2	6.2	6.2
Approach LOS	D	C	A	A	A	A	A	A	A	A	A	A
Queue Length 50th (m)	24.5	18.5	0.0	0.4	5.1	1.6	27.1	27.1	27.1	27.1	27.1	27.1
Queue Length 95th (m)	#48.7	34.4	4.0	1.0	39.8	4.5	43.5	43.5	43.5	43.5	43.5	43.5
Internal Link Dist (m)	213.5	113.1	139.8	139.8	111.9	111.9	111.9	111.9	111.9	111.9	111.9	111.9
Turn Bay Length (m)	15.0	20.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0
Base Capacity (vph)	256	305	277	556	1220	445	1178	1178	1178	1178	1178	1178
Starvation Cap Reductn	0	0	0	0	0	75	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.40	0.07	0.08	0.54	0.07	0.39	0.07	0.39	0.07	0.39	0.07

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 43 (48%), Referenced to phase 2:NBLT and 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	

Appendix D

Collision Data

Accident Date	Accident Year	Accident Time	Location	Environment Condition	Light	Traffic Control	Traffic Control Condition	Classification Of Accident	Initial Impact Type	Road Surface Condition	# Vehicles	# Motorcycles	# Bicycles	# Pedestrians
2019-11-26	2019	7:50	BEECH ST @ CHAMPAGNE AVE (0005614)	01 - Clear	01 - Daylight	02 - Stop sign	0	03 - P.D. only	99 - Other	01 - Dry	2	0	0	0
2019-11-04	2019	13:39	BEECH ST @ LORETTA AVE (0005637)	01 - Clear	01 - Daylight	02 - Stop sign	0	02 - Non-fatal injury	02 - Angle	01 - Dry	2	0	0	0
2019-12-30	2019	14:15	BEECH ST btwn LORETTA AVE & CHAMPAGNE AVE (___320GKV)	03 - Snow	01 - Daylight	10 - No control	0	03 - P.D. only	99 - Other	03 - Loose snow	2	0	0	0
2020-03-03	2020	13:00	BEECH ST btwn LORETTA AVE & CHAMPAGNE AVE (___320GKV)	03 - Snow	01 - Daylight	10 - No control	0	03 - P.D. only	06 - SMV unattended vehicle	04 - Slush	1	0	0	0
2020-09-05	2020	18:13	BEECH ST btwn LORETTA AVE & CHAMPAGNE AVE (___320GKV)	01 - Clear	01 - Daylight	10 - No control	0	02 - Non-fatal injury	05 - Turning movement	01 - Dry	2	0	1	0
2019-04-27	2019	12:50	CHAMPAGNE AVE btwn BEECH ST & HICKORY ST (___320GI2)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	06 - SMV unattended vehicle	01 - Dry	1	0	0	0
2019-02-15	2019	17:00	CHAMPAGNE AVE btwn BEECH ST & HICKORY ST (___320GI2)	01 - Clear	07 - Dark	10 - No control	0	03 - P.D. only	02 - Angle	02 - Wet	2	0	0	0
2019-03-12	2019	Unknown	CHAMPAGNE AVE btwn BEECH ST & HICKORY ST (___320GI2)	01 - Clear	00 - Unknown	10 - No control	0	03 - P.D. only	06 - SMV unattended vehicle	05 - Packed snow	1	0	0	0
2019-04-15	2019	Unknown	CHAMPAGNE AVE btwn BEECH ST & HICKORY ST (___320GI2)	01 - Clear	00 - Unknown	10 - No control	0	03 - P.D. only	06 - SMV unattended vehicle	02 - Wet	1	0	0	0
2019-05-12	2019	15:32	CHAMPAGNE AVE btwn BEECH ST & HICKORY ST (___320GI2)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	02 - Angle	01 - Dry	2	0	0	0
2020-09-04	2020	Unknown	CHAMPAGNE AVE btwn BEECH ST & HICKORY ST (___320GI2)	01 - Clear	00 - Unknown	10 - No control	0	03 - P.D. only	06 - SMV unattended vehicle	01 - Dry	1	0	0	0
2020-10-08	2020	Unknown	CHAMPAGNE AVE btwn BEECH ST & HICKORY ST (___320GI2)	01 - Clear	00 - Unknown	10 - No control	0	03 - P.D. only	06 - SMV unattended vehicle	01 - Dry	1	0	0	0
2022-04-15	2022	14:05	CHAMPAGNE AVE btwn BEECH ST & HICKORY ST (___320GI2)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	04 - Sideswipe	01 - Dry	2	0	0	0
2019-09-03	2019	22:18	HICKORY ST @ LORETTA AVE (0005612)	01 - Clear	07 - Dark	02 - Stop sign	0	03 - P.D. only	02 - Angle	01 - Dry	2	0	0	0
2019-06-18	2019	Unknown	LORETTA AVE btwn BEECH ST & HICKORY ST (___320GIW)	01 - Clear	00 - Unknown	10 - No control	0	03 - P.D. only	06 - SMV unattended vehicle	01 - Dry	1	0	0	0
2020-01-29	2020	Unknown	LORETTA AVE btwn BEECH ST & HICKORY ST (___320GIW)	00 - Unknown	00 - Unknown	10 - No control	0	03 - P.D. only	06 - SMV unattended vehicle	01 - Dry	1	0	0	0

Accident Year	Accident Date	Accident Time	Location	Accident Location	Initial Impact Type	Traffic Control	Vehicle 1 Type	Vehicle 2 Type	Environment Condition 1	Light	Classification Of Accident	X-Coordinate	Y-Coordinate	Vehicle 1 Initial Direction	Vehicle 1 Maneuver	Vehicle 1 First Event	Vehicle 2 Initial Direction	Vehicle 2 Maneuver	Vehicle 2 First Event	No Of Pedestrians	
2019	2019-04-15	00:00	CHAMPAGNE AVE btwn BEECH ST & HICKORY ST (000562)	01 - Non intersection	06 - SMV unattended vehicle	10 - No control	00 - Unknown		01 - Clear	00 - Unknown	03 - P.D. only	366505.42724	5029086.07100	00 - Unknown	00 - Unknown	02 - Unattended vehicle					0
2020	2020-03-03	13:00	BEECH ST btwn LORETTA AVE & CHAMPAGNE AVE (000561)	01 - Non intersection	06 - SMV unattended vehicle	10 - No control	00 - Unknown		03 - Snow	01 - Daylight	03 - P.D. only	366430.50974	5029162.04633	00 - Unknown	00 - Unknown	02 - Unattended vehicle					0
2019	2019-03-12	00:00	CHAMPAGNE AVE btwn BEECH ST & HICKORY ST (000562)	01 - Non intersection	06 - SMV unattended vehicle	10 - No control	05 - Pick-up truck		01 - Clear	00 - Unknown	03 - P.D. only	366509.80193	5029075.49943	01 - North	01 - Going ahead	02 - Unattended vehicle					0
2020	2020-09-04	00:00	CHAMPAGNE AVE btwn BEECH ST & HICKORY ST (000562)	01 - Non intersection	06 - SMV unattended vehicle	10 - No control	05 - Pick-up truck		01 - Clear	00 - Unknown	03 - P.D. only	366511.63333	5029071.36123	01 - North	01 - Going ahead	02 - Unattended vehicle					0
2020	2020-10-08	00:00	CHAMPAGNE AVE btwn BEECH ST & HICKORY ST (000562)	01 - Non intersection	06 - SMV unattended vehicle	10 - No control	00 - Unknown		01 - Clear	00 - Unknown	03 - P.D. only	366500.30581	5029098.17054	01 - North	00 - Unknown	02 - Unattended vehicle					0
2024	2024-03-22	10:10	CHAMPAGNE AVE btwn BEECH ST & HICKORY ST (000562)	04 - A2/near private drive	04 - Sideswipe	10 - No control	01 - Automobile, station wagon	01 - Automobile, station wagon	01 - Clear	07 - Dark	03 - P.D. only	366512.58194	5029069.16779	01 - North	01 - Going ahead	01 - Other motor vehicle	01 - North	13 - Pulling away from shoulder or curb	01 - Other motor vehicle		0
2024	2024-11-06	04:00	CHAMPAGNE AVE btwn BEECH ST & HICKORY ST (000562)	01 - Non intersection	06 - SMV unattended vehicle	10 - No control	09 - Truck - closed	01 - Automobile, station wagon	03 - Clear	01 - Daylight	03 - P.D. only	366511.13757	5029073.57763	01 - North	05 - Turning right	02 - Unattended vehicle	01 - North	11 - Parked	02 - Unattended vehicle		0
2024	2024-05-07	15:30	BEECH ST @ LORETTA AVE (000563)	03 - At intersection	02 - Angle	02 - Stop sign	01 - Automobile, station wagon	01 - Automobile, station wagon	01 - Clear	01 - Daylight	03 - P.D. only	366382.70211	5029141.55702	01 - North	01 - Going ahead	01 - Other motor vehicle	03 - East	01 - Going ahead	01 - Other motor vehicle		0
2024	2024-09-15	05:40	BEECH ST btwn LORETTA AVE & CHAMPAGNE AVE (000561)	04 - A2/near private drive	06 - SMV unattended vehicle	10 - No control	01 - Automobile, station wagon	01 - Automobile, station wagon	01 - Clear	01 - Daylight	03 - P.D. only	366442.24408	5029167.06633	01 - North	09 - Reversing	02 - Unattended vehicle	03 - East	11 - Parked	01 - Other motor vehicle		0
2022	2022-04-15	14:05	CHAMPAGNE AVE btwn BEECH ST & HICKORY ST (000562)	01 - Non intersection	04 - Sideswipe	10 - No control	00 - Unknown	01 - Automobile, station wagon	01 - Clear	01 - Daylight	03 - P.D. only	366519.98744	5029051.67186	02 - South	13 - Pulling away from shoulder or curb	01 - Other motor vehicle	02 - South	01 - Going ahead	01 - Other motor vehicle		0
2024	2024-03-08	23:30	BEECH ST @ CHAMPAGNE AVE (000564)	01 - Non intersection	99 - Other	02 - Stop sign	01 - Automobile, station wagon	01 - Automobile, station wagon	01 - Clear	07 - Dark	03 - P.D. only	366466.70312	5029177.55819	02 - South	10 - Stopped	01 - Other motor vehicle	03 - East	09 - Reversing	01 - Other motor vehicle		0
2024	2024-02-14	11:10	CHAMPAGNE AVE btwn BEECH ST & HICKORY ST (000562)	01 - Non intersection	04 - Sideswipe	10 - No control	01 - Automobile, station wagon	01 - Automobile, station wagon	01 - Clear	01 - Daylight	03 - P.D. only	366506.38304	5029083.81212	02 - South	01 - Going ahead	01 - Other motor vehicle	02 - South	13 - Pulling away from shoulder or curb	01 - Other motor vehicle		0
2019	2019-11-26	07:30	BEECH ST @ CHAMPAGNE AVE (000564)	02 - Intersection related	99 - Other	02 - Stop sign	06 - Delivery van	01 - Automobile, station wagon	01 - Clear	01 - Daylight	03 - P.D. only	366466.70300	5029177.55819	03 - East	09 - Reversing	01 - Other motor vehicle	04 - West	10 - Stopped	01 - Other motor vehicle		0
2024	2024-06-16	14:58	CHAMPAGNE AVE btwn BEECH ST & HICKORY ST (000562)	04 - A2/near private drive	05 - Turning movement	10 - No control	01 - Automobile, station wagon	01 - Automobile, station wagon	02 - Clear	01 - Daylight	03 - P.D. only	366535.20080	5029055.41730	03 - East	05 - Turning right	01 - Other motor vehicle	02 - South	01 - Going ahead	01 - Other motor vehicle		0
2019	2019-02-15	17:00	CHAMPAGNE AVE btwn BEECH ST & HICKORY ST (000562)	04 - A2/near private drive	02 - Angle	10 - No control	01 - Automobile, station wagon	01 - Automobile, station wagon	01 - Clear	07 - Dark	03 - P.D. only	366486.33279	5029131.18218	04 - West	09 - Reversing	01 - Other motor vehicle	02 - South	01 - Going ahead	01 - Other motor vehicle		0
2019	2019-05-12	15:32	CHAMPAGNE AVE btwn BEECH ST & HICKORY ST (000562)	04 - A2/near private drive	02 - Angle	10 - No control	01 - Automobile, station wagon	01 - Automobile, station wagon	01 - Clear	01 - Daylight	03 - P.D. only	366503.00433	5029091.79530	04 - West	09 - Reversing	01 - Other motor vehicle	02 - South	10 - Stopped	01 - Other motor vehicle		0
2019	2019-12-30	14:15	BEECH ST btwn LORETTA AVE & CHAMPAGNE AVE (000561)	01 - Non intersection	99 - Other	10 - No control	05 - Pick-up truck	01 - Automobile, station wagon	03 - Snow	01 - Daylight	03 - P.D. only	366448.11289	5029169.59062	04 - West	06 - Reversing	01 - Other motor vehicle	03 - East	10 - Stopped	01 - Other motor vehicle		0
2020	2020-09-05	18:13	BEECH ST btwn LORETTA AVE & CHAMPAGNE AVE (000561)	04 - A2/near private drive	05 - Turning movement	10 - No control	01 - Automobile, station wagon	06 - Bicycle	01 - Clear	01 - Daylight	02 - Non-fatal injury	366442.09114	5029167.00984	04 - West	04 - Turning left	04 - Cyclist	03 - East	01 - Going ahead	01 - Other motor vehicle		0
2022	2022-09-09	23:39	BEECH ST btwn LORETTA AVE & CHAMPAGNE AVE (000561)	02 - Intersection related	06 - SMV unattended vehicle	10 - No control	01 - Automobile, station wagon	01 - Automobile, station wagon	01 - Clear	07 - Dark	03 - P.D. only	366385.15881	5029142.55742	04 - West	01 - Going ahead	02 - Unattended vehicle	04 - West	11 - Parked	01 - Other motor vehicle		0
2024	2024-11-08	10:00	CHAMPAGNE AVE btwn BEECH ST & HICKORY ST (000562)	04 - A2/near private drive	06 - SMV unattended vehicle	10 - No control	01 - Automobile, station wagon	01 - Automobile, station wagon	01 - Clear	01 - Daylight	03 - P.D. only	366514.08090	5029065.62010	04 - West	09 - Reversing	02 - Unattended vehicle	00 - Unknown	11 - Parked	01 - Other motor vehicle		0
2024	2024-09-13	14:30	CHAMPAGNE AVE btwn BEECH ST & HICKORY ST (000562)	01 - Non intersection	99 - Other	10 - No control	05 - Pick-up truck	01 - Automobile, station wagon	01 - Clear	01 - Daylight	03 - P.D. only	366510.76963	5029073.46985	04 - West	09 - Reversing	01 - Other motor vehicle	02 - South	10 - Stopped	01 - Other motor vehicle		0
2024	2024-11-03	08:24	CHAMPAGNE AVE @ HICKORY ST (000567)	02 - Intersection related	06 - SMV unattended vehicle	02 - Stop sign	01 - Automobile, station wagon	01 - Automobile, station wagon	01 - Clear	01 - Daylight	03 - P.D. only	366557.70148	5028965.55619	04 - West	05 - Turning right	02 - Unattended vehicle	00 - Unknown	11 - Parked	01 - Other motor vehicle		0

Appendix E

TDM Checklist

TDM Measures Checklist:
Residential Developments (multi-family, condominium or subdivision)

Legend

BASIC The measure is generally feasible and effective, and in most cases would benefit the development and its users

BETTER The measure could maximize support for users of sustainable modes, and optimize development performance

★ The measure is one of the most dependably effective tools to encourage the use of sustainable modes

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

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

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

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

Legend

REQUIRED The Official Plan or Zoning By-law provides related guidance that must be followed

BASIC The measure is generally feasible and effective, and in most cases would benefit the development and its users

BETTER The measure could maximize support for users of sustainable modes, and optimize development performance

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

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

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

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

Appendix F

MMLOS Analysis

Multi-Modal Level of Service - Segments Form

Project: 116 Beech
 Consultant: CGH
 Date: Dec 16, 2025
 Scenario: Existing

Segment Name		Beech		Loretta		Champagne	
OP Transect / Policy Area		Within 600m of a rapid transit station		Within 600m of a rapid transit station		Within 600m of a rapid transit station	
Segment Component		Majority (>50%)		Majority (>50%)		Majority (>50%)	
Side of Street		S		E		W	
Pedestrian	PLOS Inputs						
	Posted Speed (km/h)	50 km/h		30 km/h		30 km/h	
	Two-Way ADT	2,400		700		1,500	
	Pedestrian Facility	Sidewalk		Sidewalk		Sidewalk	
	Does the facility meet the TMP Sidewalk or MUP Policy? If not, for MUPs, does the location have a low volume of peak daily users AND are pedestrian volumes likely less than 20% of total users?	Yes		Yes		Yes	
	Facility Width (m)	1.80m		1.80m		1.80m	
	Offset from Motor Vehicle Travel Lanes (m)	< 0.5m		0.5-1.49m		< 0.5m	
	Presence of Adjacent Parking?	-		-		-	
	General Purpose Curb Lane ADT	≤ 3000		≤ 3000		≤ 3000	
	Max. Distance between Controlled Crossings (m)	≤ 200m		201-230m		201-230m	
Score	-	3.50	-	4.25	3.50	-	
PLOS	-	B	-	B	B	-	
Target PLOS	A		A		A		
Bicycle	BLOS Inputs						
	Cycling Route Classification	Elsewhere		Elsewhere		Elsewhere	
	Cycling Facility	Input PLOS First	Shared Operating Space	Input PLOS First	Shared Operating Space	Shared Operating Space	Input PLOS First
	Is the minimum level of separation provided according to OTM Book 18 Pre-Selection Nomograph - Rural Context (Figure 5.6)? (for paved shoulders)	-		-		-	
	Facility Operation	-		-		-	
	Pedestrian/Cyclist Volume	-		-		-	
	Facility Width	-		-		-	
	Boulevard/Buffer Width (excluding curb)	-		-		-	
	Unsignalized Roadway Crossing Type (where cyclists are required to yield)	None		Cross-Street		Cross-Street	
	Number of Travel Lanes at Crossing	-		≤ 2		≤ 2	
Crossing includes Median Refuge (≥ 2.7m)	-		No		No		
Cross-street Posted Speed (km/h)	-		≤ 30 km/h		≤ 30 km/h		
Cycling Path Blockages (e.g. bus stops and/or loading zones)	Rare		Rare		Rare		
Score	-	1.60	-	5.00	4.30	-	
BLOS	-	D	-	A	B	-	
Target BLOS	B		B		B		
Transit	TLOS Inputs						
	Transit Facility	Select Transit Designation		Select Transit Designation		Select Transit Designation	
	Facility Type						
	Expected Transit Running Time						
	Transit Travel Speed (if available)						
TLOS	-	-	-	-	-	-	
Target TLOS	-		-		-		
Public Realm	PRLOS Inputs						
	Context	Input PLOS and BLOS First	Mainstreet or active frontage street within a Hub, Special District, or Village	Input PLOS and BLOS First	Mainstreet or active frontage street within a Hub, Special District, or Village	Mainstreet or active frontage street within a Hub, Special District, or Village	Input PLOS and BLOS First
	Inner Boulevard Width	≤ 0.6m		0.6-1.19m		≤ 0.6m	
	Middle Boulevard Width	≤ 0.5m		≤ 0.5m		≤ 0.5m	
	Outer Boulevard (Frontage) Width	-		-		-	
	Transit Route on Segment?	No		No		No	
	Bus Stop Elements	-		-		-	
	Number of Midblock Traffic Lanes (both travel directions)	≤ 2		≤ 2		≤ 2	
	Score	-	18.60	-	20.40	19.50	-
	PRLOS	-	C	-	C	C	-
Target PRLOS	C		C		C		