

# 400 Coventry Road

## Transportation Impact Assessment

Step 1 Screening Report

Step 2 Scoping Report

Step 3 Forecasting Report

Step 4 Strategy Report (Revised for SPA)

Prepared for:

Groupe Oradev Inc.  
1100 René-Lévesque Blvd W #700  
Montreal, Quebec H3B 4N4

Prepared by:



6 Plaza Court  
Ottawa, ON K2H 7W1

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# 1 Screening

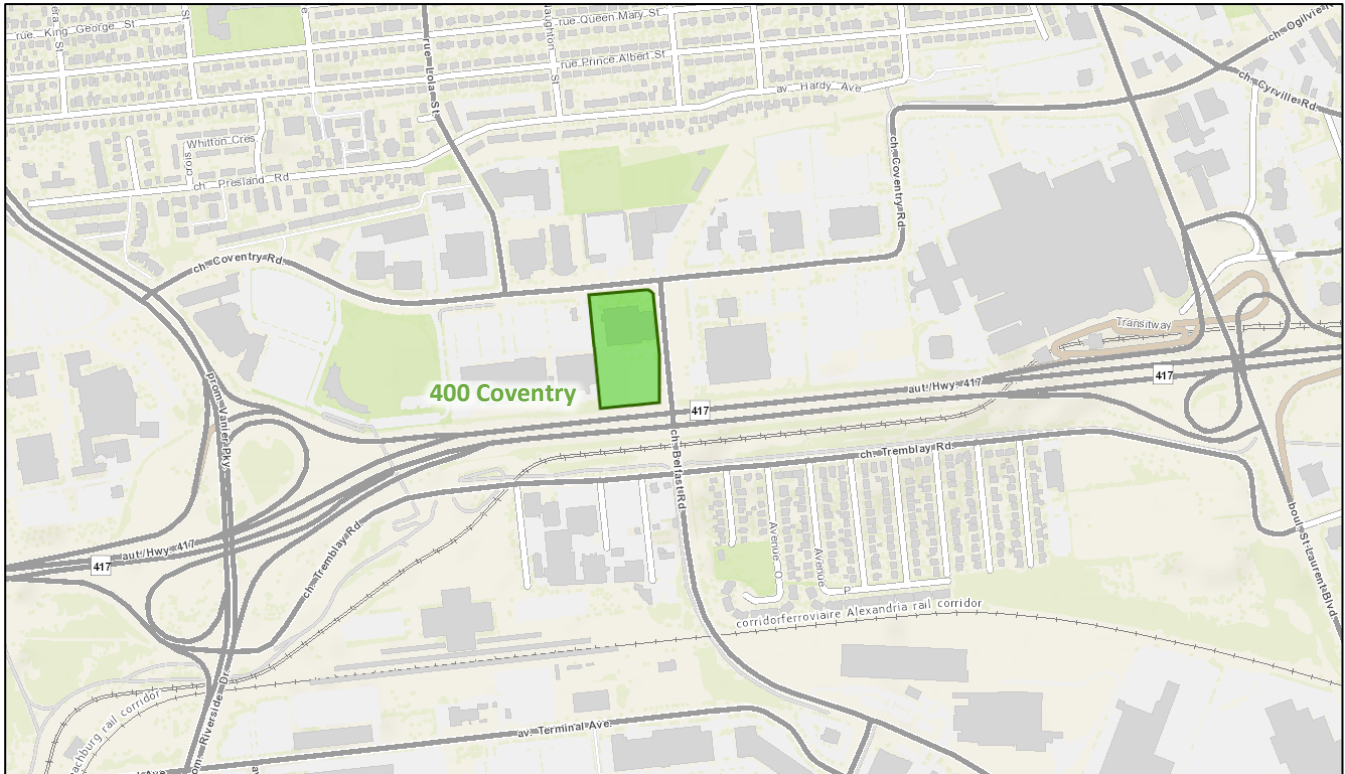
This study has been prepared according to the City of Ottawa’s 2017 Transportation Impact Assessment (TIA) Guidelines. Accordingly, a Step 1 Screening Form has been prepared and is included as Appendix A, along with the Certification Form for the TIA Study PM. As shown in the Screening Form, a TIA is required including the Design Review component and the Network Impact Component. This study was prepared to support a zoning bylaw amendment and has been updated to support the current site plan application.

# 2 Existing and Planned Conditions

## 2.1 Proposed Development

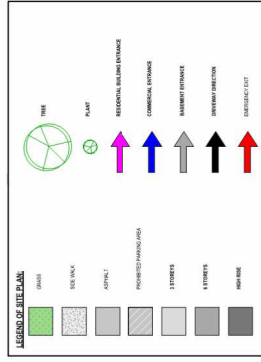
The development site is located at 400 Coventry Road within the Tremblay TOD and Industrial Avenue/ Cyrville Mixed Use Centre design priority areas, the Tremblay TOD Plan area, and the Tremblay, St. Laurent and Cyrville Secondary Plan area. The development site is zoned as General Mixed Use Zone (GM6 H(34) and GM6 H(90)). The development is proposed as seven residential towers, two of which are on a mixed-use podium, a park, and a surface parking lot. The tower heights vary from 18 to 30 storeys. In total, the redevelopment will comprise 1,768 residential units, 16,340 sq. ft. of commercial space, and will include a total of 1,204 vehicle spaces across three levels of underground parking and a surface lot and 900 bicycle parking spaces. Access is to be provided via a new public local road connecting Belfast Road to the drive aisles of the commercial parcel to the west, and via an existing access to the proposed underground parking on Coventry Road. Construction will occur in multiple phases with an anticipated full build-out and occupancy horizon of 2032. 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: September 1, 2022

# 400 COVENTRY RD OTTAWA



**SITE INFORMATION**

**SITE AREA (LOT AREA)**  
 NORTH SIDE 5,715  
 SOUTH SIDE 8,554

**HEIGHT**

TOWER	HEIGHT	MECHANICAL
TOWER E1	25 Storeys	8m
TOWER E2	23 Storeys	7.8m
TOWER D	20 Storeys	6.8m
TOWER A	18 Storeys	6.2m
TOWER B	30 Storeys	9.3m
TOWER C	27 Storeys	8.7m
TOWER C2	27 Storeys	8.7m

**PARKING RATES**

Category	Rate
Residential	0.5 p/unit
Retail	1.25 p/100m <sup>2</sup>

**AMENITIES RATE**

Category	Rate
Required	6m <sup>2</sup> /unit

**SETBACKS PROVIDED**

Direction	Setback
NORTH	2.2m
SOUTH	2m
EAST	0.8m
WEST	3m
NORTH Side	14.3m
SOUTH Side	2.2m

**INFO SETBACK**  
4m from HWY 147

**DEVELOPMENT STATISTICS**

**RESIDENTIAL UNITS**  
 Apartments 1768

**ESTIMATED GFA**

Category	Value
Retail	1518
Residential	144555

**TOTAL BUILDING AREA**

Category	Value
Retail	1518
Residential	60135
TOTAL	144555

**PARKING**

Category	Value
Residential	355
Visitor	71
Retail	106
Total	532

**AMENITIES**

Category	Value
Required	6m <sup>2</sup> x 1768 = 10608
Provided	5081
Shortfall	5527

**PARKLAND DEDICATION**

Category	Value
Required	2021
Provided	1825
Shortfall	196

**LOT COVERAGE**

Category	Value
Total lot area (including park)	16,290
Built up area (excluding park and road)	4079
Percentage: 8%	54,364/688
Landscaped surfaces: hard and soft	3,657
Percentage: 42%	45,633/912
Percentage: 3.77%	3,777

**NOTES**

- Assumes typical residential floor height of 3m. Assumes retail ground floor height of 6m.
- For the purpose of this concept, an average of 80m<sup>2</sup>/2 (860sf) unit size is used to calculate the approximate total number of units.
- The base plan (lot lines, existing roads and surrounding areas) is based on the City's open plan data and aerial images. The site area is approximate and all dimensions need to be confirmed by a legal survey.
- This concept considers the internal street envisioned in the Tremblay TOD plan as a public right-of-way, allowing for the park to be located in a more pedestrian scale streetscape. This solution would depend on negotiations with other landowners and temporary easements to allow for a road loop towards Coventry Road. In the case of the internal street being a private street or multi-use path, the park would likely need to be relocated to a public street frontage (Coventry Rd or Belfast Rd) reducing the commercial frontage.

No. REVISION DATE: 2023.06.01 BY: CR



630 René-Lévesque Blvd W Suite 3200, Montreal, Quebec H3B 1S6  
www.neufarchitectes.com

DESIGNED BY: CR  
 REVIEWED BY: SP  
 DATE: 2023.05.24



## 2.2 Existing Conditions

### 2.2.1 Area Road Network

**Coventry Road:** Coventry Road is a City of Ottawa arterial road with a five-lane urban cross-section between Lola Street and the 500 Coventry Road access where a two-way left-turn lane is present, and a four-lane, divided urban cross-section in the remainder of the study area. Sidewalks are present on both sides of the road except between the westerly 330 Coventry Road access and Lola Street, where a MUP is present on the south side of the road and between the two St Laurent Shopping Centre accesses where a MUP is present on the west/north side of the road. Cycletracks are present on both sides of the road between Lola Street and Belfast Road and bike lanes are present on both sides of the road between Belfast Road and the westerly St. Laurent Shopping Centre access, and east of the easterly shopping centre access, and on the east/south side of the road between the two shopping centre accesses. The posted speed limit is 60 km/h, and the City-protected right of way is 30.0 metres within the study area. Coventry Road is designated as a truck route.

**Ogilvie Road:** Ogilvie Road is a City of Ottawa arterial road with a four-lane, divided urban cross-section with bike lanes and sidewalks on both sides of the road. The posted speed limit is 60 km/h and the City protected right of way is 44.5 metres within the study area. Ogilvie Road is designated as a truck route.

**Vanier Parkway:** Vanier Parkway is a City of Ottawa arterial road a four-lane, divided urban cross-section with sidewalks on both sides of the road within the study area. The posted speed limit is 60 km. The existing right of way throughout the study area varies along adjacent properties. Vanier Parkway south of Coventry Road is designated as a truck route.

**Riverside Drive:** Riverside Drive is a City of Ottawa arterial road with a six-lane, divided urban cross-section with sidewalks on both sides of the road within the study area. The posted speed limit is 60 km/h, and the City-protected right of way is 44.5 metres within the study area. Riverside Drive is designated as a truck route.

**St. Laurent Boulevard:** St Laurent Boulevard is a City of Ottawa arterial road with a six-lane, divided urban cross-section with sidewalks on both sides of the road. The posted speed limit is 60 km/h, and the City-protected right of way is 44.5 metres within the study area. St Laurent Boulevard is designated as a truck route.

**Tremblay Road:** Tremblay Road is a City of Ottawa major collector road with a two-lane urban cross-section east of Pickering Place and with a divided four-lane urban cross-section west of Pickering Place. East of the Via Rail station access, sidewalks are present on the south side of the road, and a MUP is present on the north side of the road, largely within the rail line right of way. West of the Via Rail station access, a MUP is on the south side of the road, largely within the adjacent right of way. The posted speed limit is 50 km/h, and the City-protected right of way is 26.0 metres.

**Belfast Road:** Belfast Road is a City of Ottawa major collector road with a two-lane rural cross-section north of Tremblay Road, and a collector road with a two-lane urban cross-section south of Tremblay Road. Sidewalks are present on both sides of the road at intersections and along bridges, outside of which gravel shoulders are present on both sides north of Tremblay Road, a MUP is present on the west side and a paved shoulder on the east side between Tremblay Road and the rail line, a MUP is present on the west side of the road to the south. The unposted speed limit is assumed to be 50 km/h. The existing right of way throughout the study area varies throughout the study area but is typically 26.0 metres along the site frontage. Belfast Road is designated as a truck route.

**Lola Street:** Lola Street is a City of Ottawa collector road with a two-lane urban cross-section. Sidewalks are present on both sides south of Presland Road. Asphalt pathways are present on both sides of the road north of Presland Road except for the segment on the west side of the road between Hart Avenue and Prince Albert Street, which



has a sidewalk. The unposted speed limit is assumed to be 50 km/h, and the City-protected right of way is 24.0 metres within the study area.

### 2.2.2 Existing Intersections

The existing key intersections within one kilometre of the site have been summarized below:

#### *Coventry Road at Vanier Parkway*

The intersection of Coventry Road at Vanier Parkway is a signalized intersection. The northbound approach consists of an auxiliary left-turn lane, two throughs lane, and an auxiliary channelized right-turn lane, and the southbound approach consists of two auxiliary left-turn lanes, two through lanes, and an auxiliary shared through/channelized right-turn lane. The eastbound approach consists of shared left-turn/through lane and an auxiliary right-turn lane, and the westbound approach consists of an auxiliary left-turn lane, a left-turn lane, a shared left-turn/through lane, and a right-turn lane. Trucks are restricted from accessing the north leg of the intersection, no other turn restrictions are noted.

#### *Coventry Road at Lola Street*

The intersection of Coventry Road at Lola Street is a signalized intersection. The private northbound approach consists of a left-turn lane and a shared through/right-turn lane, and the southbound approach consists of an auxiliary left-turn lane and a shared through/right-turn lane. The eastbound approach consists of an auxiliary left-turn lane, a through lane, and a shared through/right-turn lane, and the westbound approach consists of an auxiliary left-turn lane continuing from a two-way left-turn lane, a through lane, and a shared through/right-turn lane. Trucks are restricted from turning onto Lola Street, no other turn restrictions are noted.

#### *Coventry Road at Belfast Road*

The intersection of Coventry Road at Belfast Road is a signalized intersection. The northbound approach consists of a shared left-turn/through lane, an auxiliary right-turn lane, and a cycletrack and the private southbound approach consists of a shared all-movement lane. The eastbound approach consists of an auxiliary left turn lane continuing from a two-way left-turn lane, a through lane, a right-turn lane, and a cycletrack and the westbound approach consists of a two-way left-turn lane, a shared through/right-turn lane and a cycletrack. Eastbound U-turn movements are restricted at this intersection.

#### *Coventry Road / Ogilvie Road at St. Laurent Boulevard*

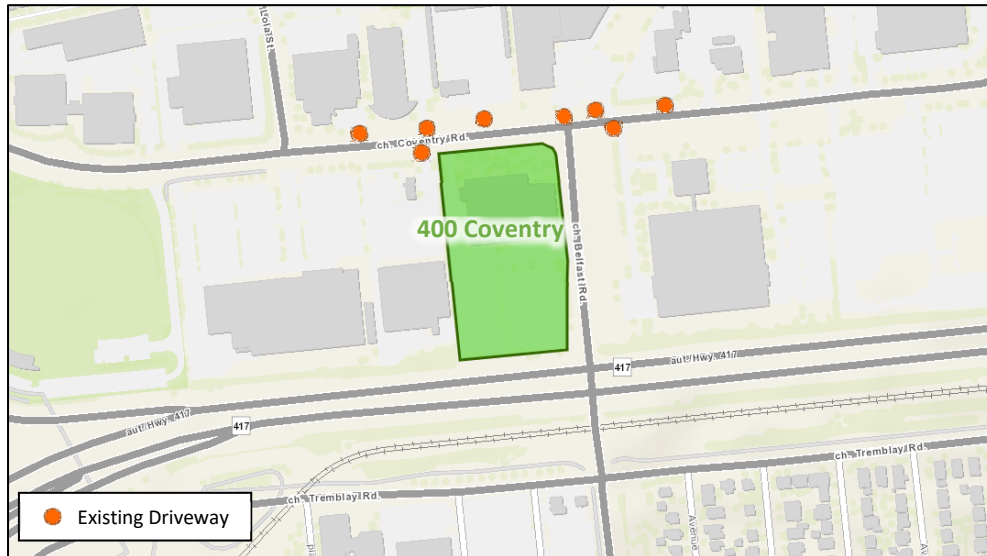
The intersection of St Laurent Boulevard at Coventry Road/Ogilvie Road is a signalized intersection. The northbound approach consists of an auxiliary left-turn lane, two through lanes, and a shared through/channelized right-turn lane, and the southbound approach consists of an auxiliary left-turn lane, three through lanes and an auxiliary channelized right-turn lane. The eastbound and westbound approaches each consist of two auxiliary left-turn lanes, two through lanes, a bike lane, and an auxiliary channelized right-turn lane. U-turns on all approaches are restricted at this intersection.

<i>Tremblay Road / Hwy 417 EB at Riverside Drive</i>	The intersection of Tremblay Road/the Highway 417 eastbound ramp terminal at Riverside Drive is a signalized intersection. The northbound approach consists of two through lanes and a shared through/channelized right-turn lane, and the southbound approach consists of an auxiliary left-turn lane, and two through lanes. Fifty-five metres upstream of this approach, an off-ramp to Highway 417 eastbound is present. The eastbound approach consists of an auxiliary left-turn lane, a left-turn lane, a through lane, and an auxiliary through/channelized right-turn lane, and the westbound approach consists of a left-turn lane, a right-turn lane, and an auxiliary right-turn lane. Southbound U-turns and westbound right-turn on red are restricted at this intersection.
<i>Tremblay Road at Via Rail Station</i>	The intersection of Tremblay Road at the Via Rail station access is a signalized intersection. The northbound approach consists of a left-turn lane and a right-turn lane, and the southbound approach consists of a shared all-movement lane. The eastbound and westbound approaches each consists of an auxiliary left-turn lane, two through lanes, and an auxiliary right-turn lane. The north leg of the intersection is restricted to authorized vehicles only, no other turn restrictions are noted.
<i>Tremblay Road at Belfast Road</i>	The intersection of Tremblay Road at Belfast Road is a signalized intersection. Each approach consists of an auxiliary left-turn lane and a shared through/right-turn lane. No turn restrictions are noted.
<i>Tremblay Road at St. Laurent Boulevard</i>	The intersection of Tremblay Road at St. Laurent Boulevard is a signalized intersection. The northbound approach consists of an auxiliary left-turn lane, two through lanes, and a shared through/right-turn lane, and the southbound approach consists of an auxiliary left-turn lane, two through lanes, and an auxiliary right-turn lane. The eastbound and westbound approaches each consists of an auxiliary left-turn lane and a shared through/right-turn lane. No turn restrictions are noted.

### 2.2.3 Existing Driveways

Within 200 metres, one driveway to a retail plaza and a driveway to an office are present on the south side of Coventry Road. One driveway to each a transforming station, a truck rental site, a retail plaza, and an auto repair shop and two driveways to office buildings are present on the north side of Coventry Road. Figure 3 illustrates the existing driveways.

Figure 3: Existing Driveways



#### 2.2.4 Cycling and Pedestrian Facilities

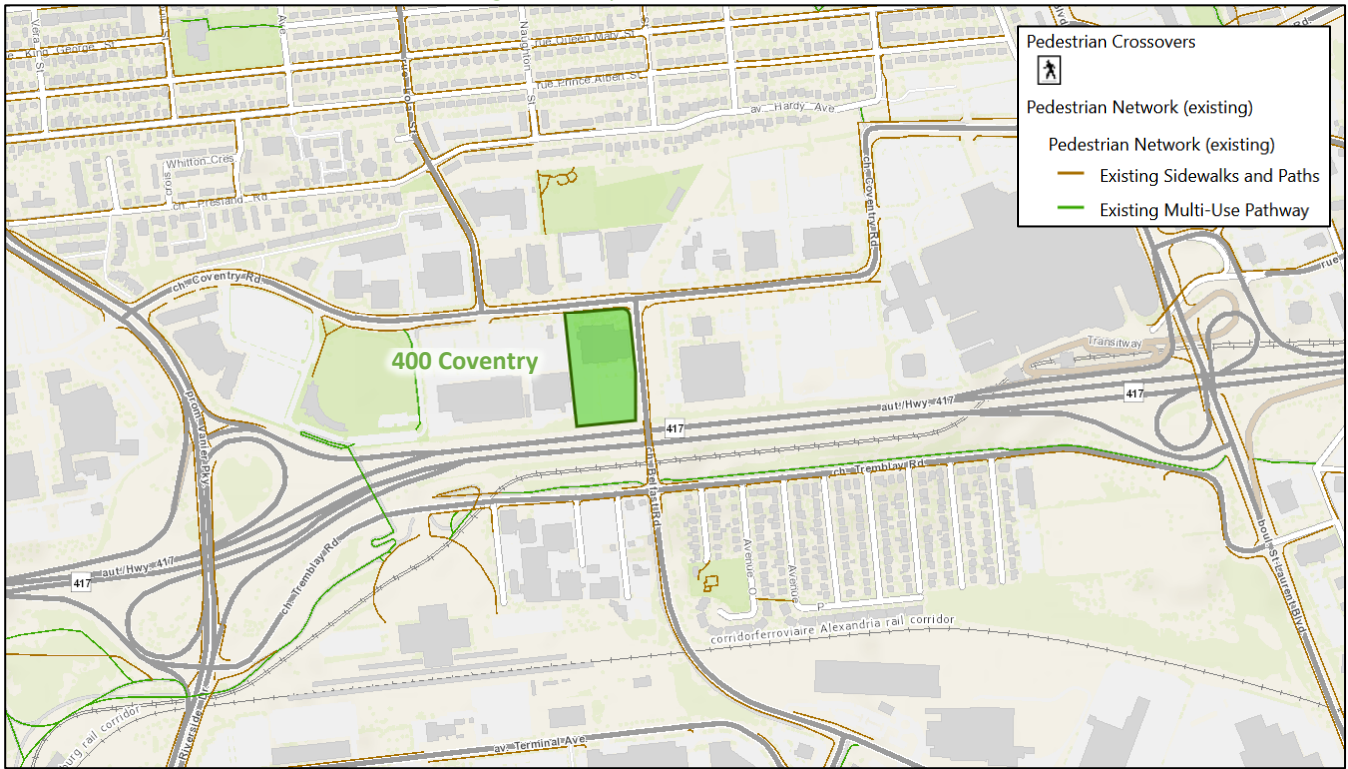
Figure 4 illustrates the pedestrian facilities in the study area and Figure 5 illustrates the cycling facilities.

Sidewalks are provided on both sides of Coventry Road excepting the 80-metre section west of Lola Street where a MUP is present in place of a sidewalk on the south side of the road, on Vanier Parkway, Ogilvie Road, St. Laurent Boulevard, Riverside Drive, Lola Street south of Presland Road, and on the west side of Belfast Road at the intersection of Coventry Road and across the highway overpass connecting to Tremblay Road. Sidewalks are also present on the south side of Tremblay Road east of the Via Rail access and on the west side of the Lola Street between Hart Avenue and Prince Albert Street. Asphalt pathways are present on the north side of Tremblay Road, on both sides of Lola Street north of Presland Road except for the segment on the west side of the road between Hart Avenue and Prince Albert Street.

Cycletracks are present on both sides of Coventry Road between Lola Street and Belfast Road. Bike lanes are present on both sides of Coventry Road between Belfast Road and the westerly St. Laurent Shopping Centre access, and east of the easterly shopping centre access, and on the east/south side of the road between the two shopping centre accesses. MUPs are present on the north side of Tremblay Road east of the Via Rail station access, on the south side of Tremblay Road west of the Via Rail station access, and on the west side of Belfast Road south of Tremblay Road.

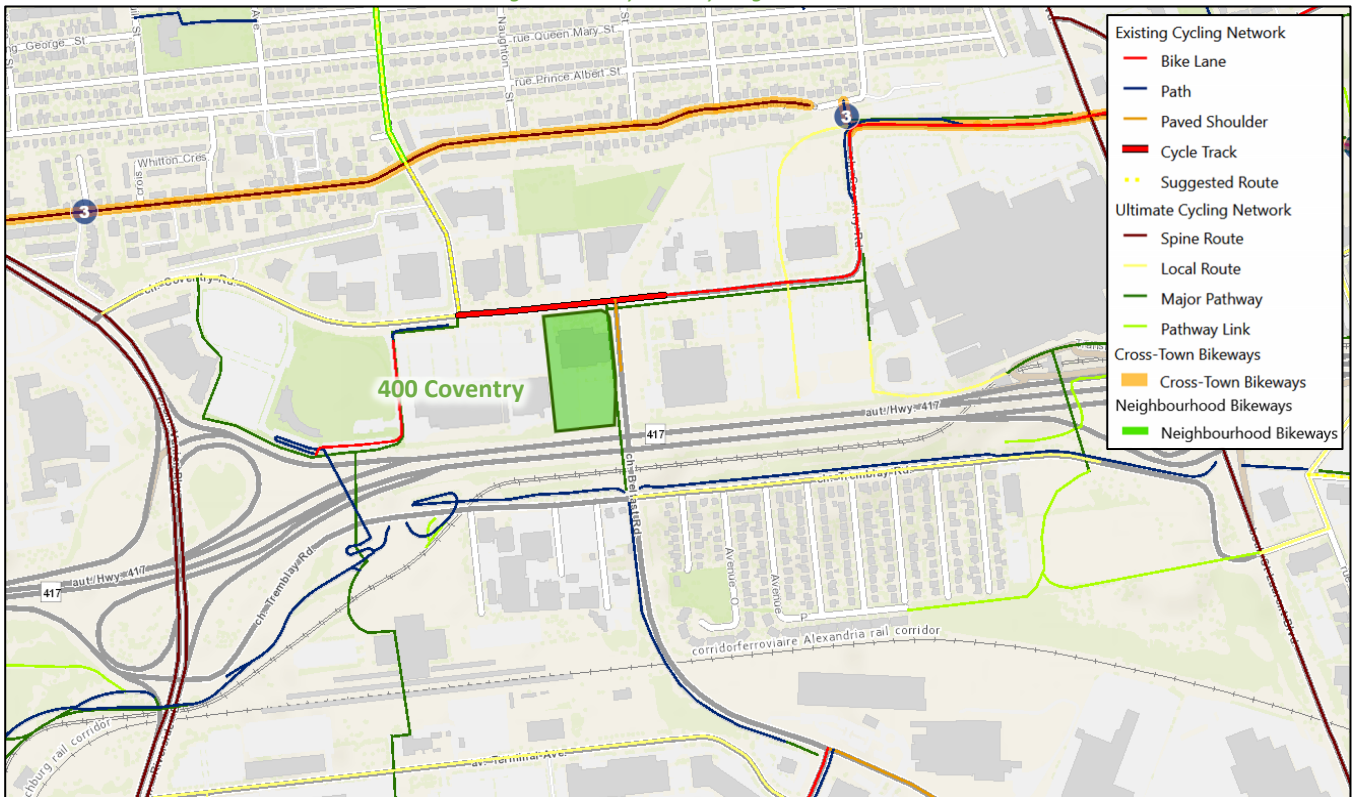
West Presland Road, Presland Road, and Hardy Avenue connect to Coventry Road and Ogilvie Road to comprise a cross-town bikeway, and Lola Street north of Presland Road is a neighbourhood bikeway. Vanier Parkway, Ogilvie Road, St Laurent Boulevard, Riverside Drive, and Ogilvie Road are spine routes, and Coventry Road, Tremblay Road, and Lola Street south of Presland Road are local routes.

Figure 4: Study Area Pedestrian Facilities



Source: <http://maps.ottawa.ca/geoOttawa/> Accessed: September 1, 2022

Figure 5: Study Area Cycling Facilities



Source: <http://maps.ottawa.ca/geoOttawa/> Accessed: September 1, 2022

Pedestrian and cyclist volumes included in study area intersection counts, presented in Section 2.2.7, have been compiled and are illustrated in Figure 6 and Figure 7, respectively.

Figure 6: Existing Pedestrian Volumes

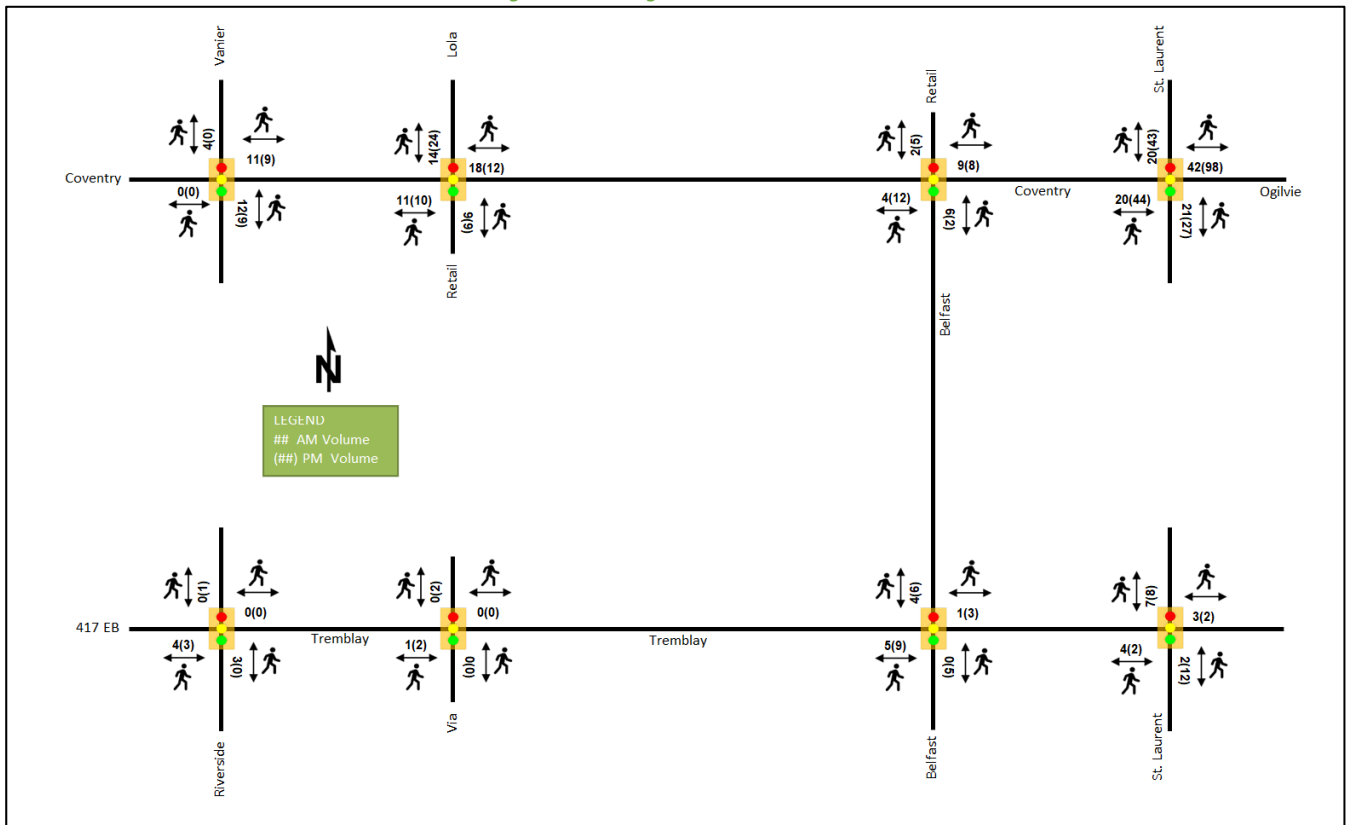
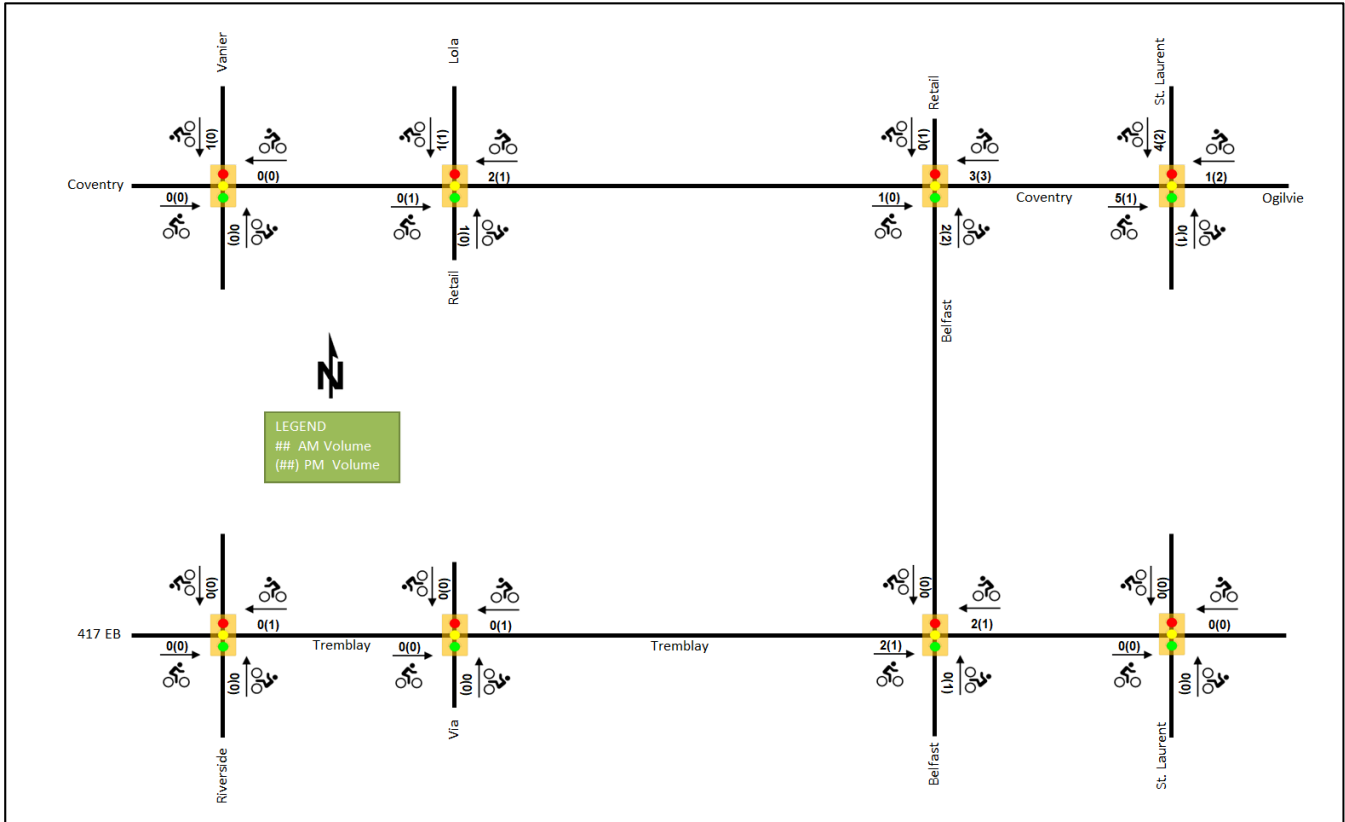


Figure 7: Existing Cyclist Volumes



### 2.2.5 Existing Transit

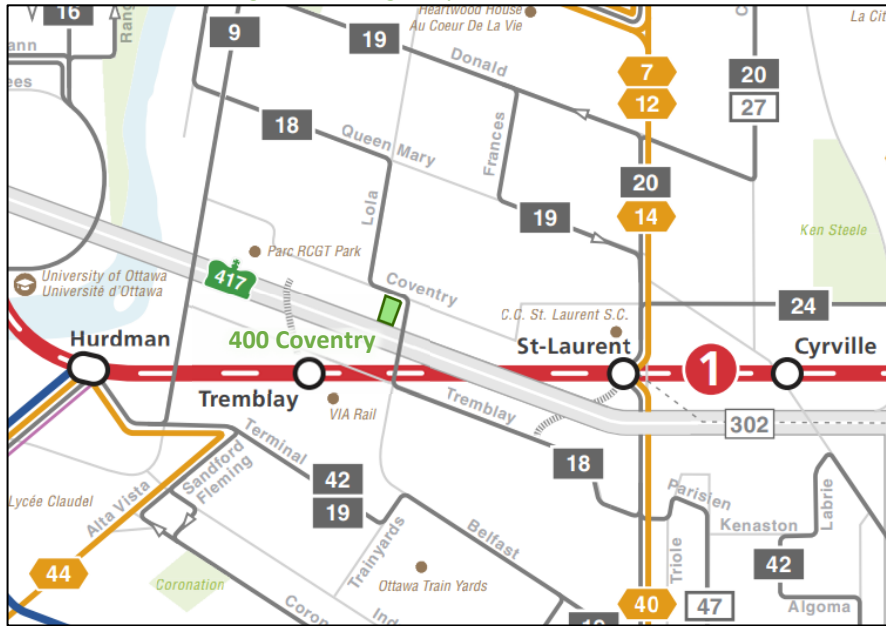
Figure 8 illustrates the transit system map in the study area and Figure 9 illustrates nearby transit stops. All transit information is from September 1, 2022 and is included for general information purposes and context to the surrounding area.

Within the study area, route #18 travels along Lola Street, Coventry Road, Belfast Road, and Tremblay Road. The frequency of these routes within proximity of the proposed site based on September 1, 2022 service levels are:

- Route # 18 – 30-minute service all day

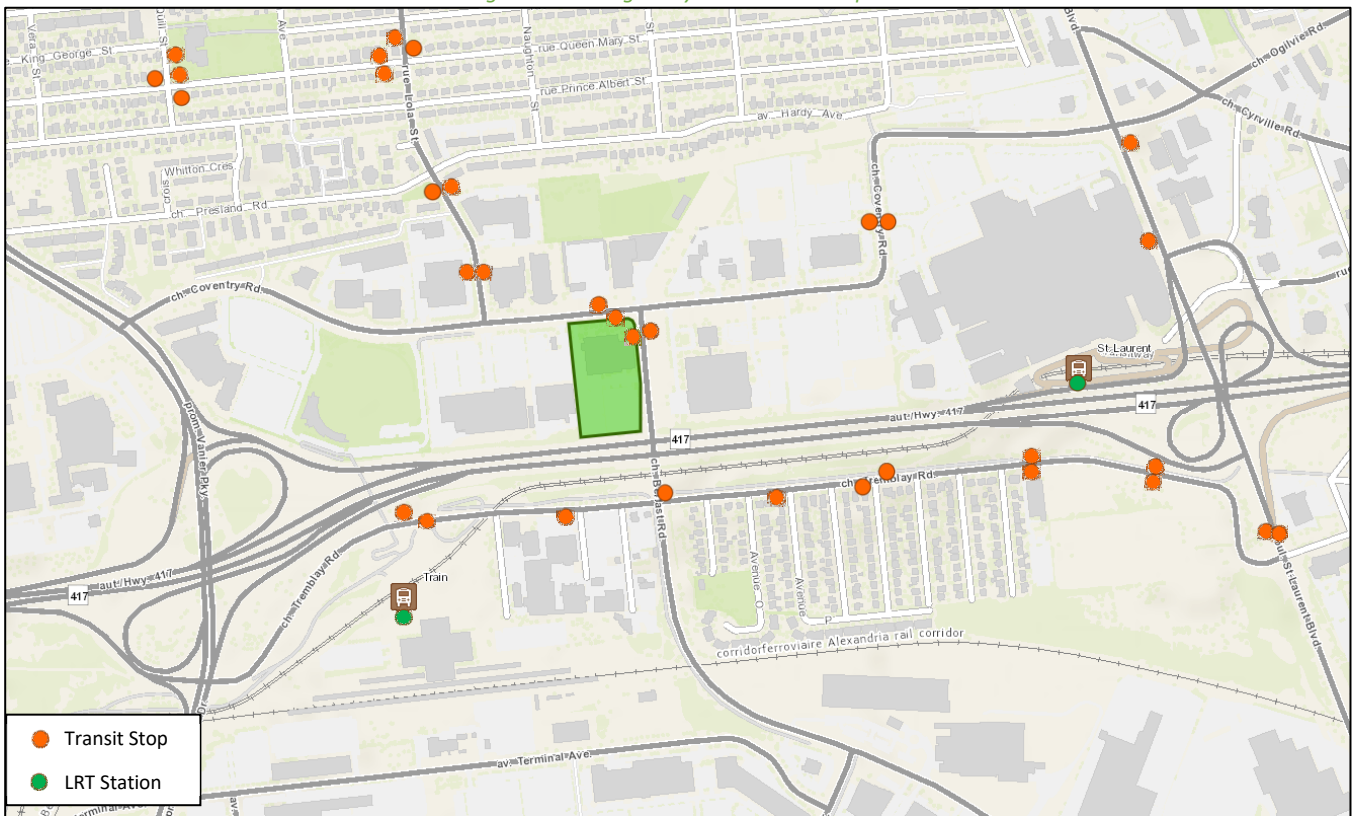
Additionally, Tremblay O-train station and Ottawa Via Rail station are within 800 metres’ walk (or 600 metres linear distance) of the site. St Laurent LRT Station is also within a one kilometre’ walk of the site. The routes #7, #12, #14, #18, #19, #20, #24, #27, #40, and #47 stop at St Laurent Station.

Figure 8: Existing Study Area Transit Service



Source: <http://www.octranspo.com/> Accessed: September 1, 2022

Figure 9: Existing Study Area Transit Stops



Source: <http://maps.ottawa.ca/geoOttawa/> Accessed: September 1, 2022

### 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 for the existing study area intersections. Table 1 summarizes the intersection count dates.

Table 1: Intersection Count Date

Intersection	Count Date
Coventry Road at Vanier Parkway	Wednesday, January 22, 2020
Coventry Road at Lola Street	Wednesday, January 08, 2020
Coventry Road at Belfast Road	Wednesday, January 08, 2020
Coventry Road/ Ogilvie Road at St. Laurent Boulevard	Thursday, February 20, 2020
Tremblay Road/ 417 EB at Riverside Drive	Wednesday, January 30, 2019
Tremblay Road / Via Rail Station	Wednesday, January 30, 2019
Tremblay Road/ Belfast Road	Wednesday, January 08, 2020
Tremblay Road/ St. Laurent Boulevard	Wednesday, January 30, 2019

Figure 10 illustrates the existing traffic counts and Table 2 summarizes the existing intersection operations. The level of service for signalized intersections is based on volume to capacity ratio (v/c) calculations for individual lane movements and HCM 2000 v/c calculations for the overall intersection. Detailed turning movement count data is included in Appendix B and the Synchro worksheets are provided in Appendix C.

Figure 10: Existing Traffic Counts

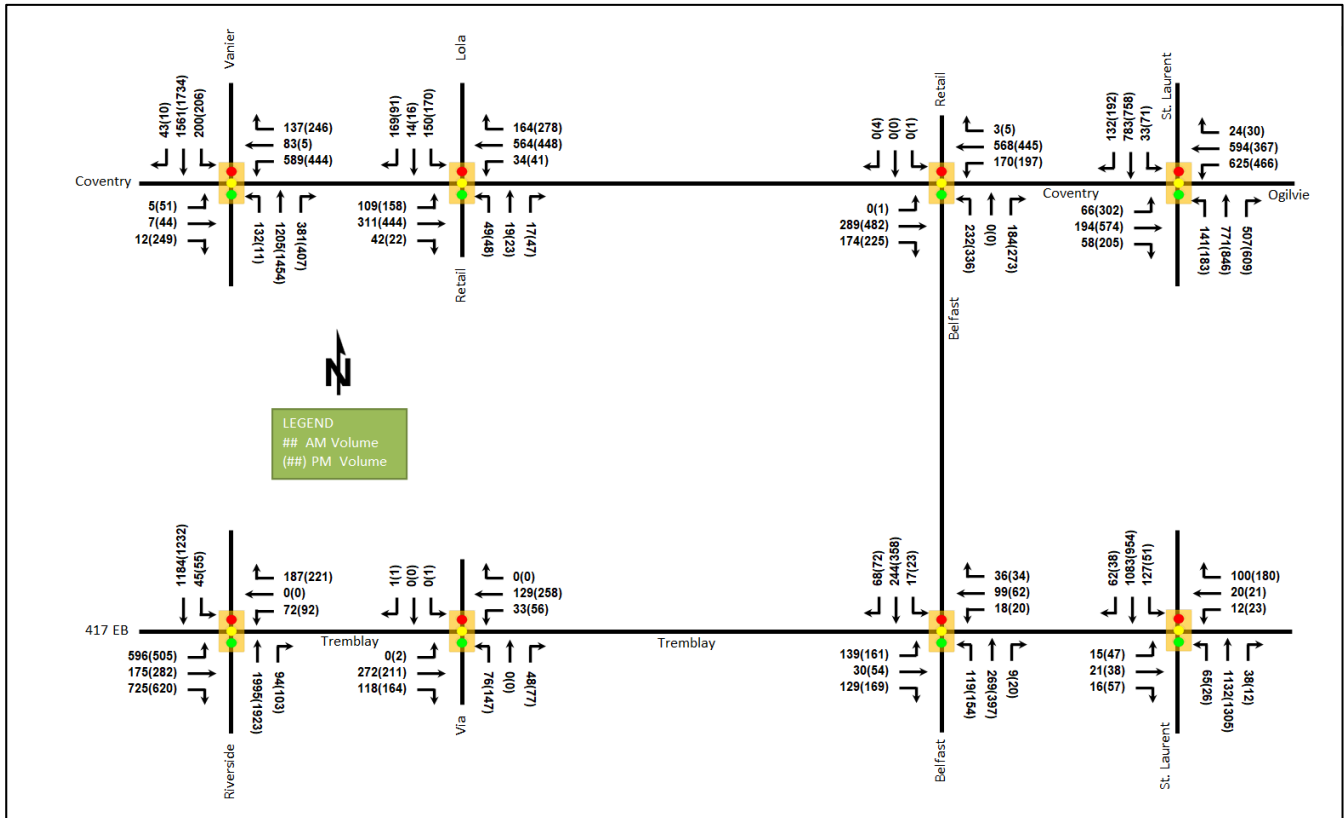




Table 2: Existing Intersection Operations

Intersection	Lane	AM Peak Hour				PM Peak Hour			
		LOS	V/C	Delay (s)	Q (95 <sup>th</sup> )	LOS	V/C	Delay (s)	Q (95 <sup>th</sup> )
Coventry Road at Vanier Parkway <i>Signalized</i>	EBL/T	A	0.11	63.2	11.0	B	0.68	82.7	#54.0
	EBR	A	0.05	0.3	0.0	F	1.06	102.6	#104.3
	WBL	C	0.79	62.2	89.5	B	0.67	61.1	58.8
	WBL/T	C	0.78	69.2	102.3	B	0.68	68.3	69.1
	WBR	A	0.34	4.4	8.9	B	0.68	23.6	45.1
	NBL	C	0.79	73.8	m44.4	A	0.15	68.0	m3.8
	NBT	D	0.86	24.5	m84.7	F	1.14	101.2	m#300.2
	NBR	A	0.47	1.1	m1.2	A	0.52	4.3	m11.9
	SBL	B	0.68	71.0	#67.6	A	0.58	64.6	#66.5
	SBT/R	D	0.81	38.4	#217.9	C	0.73	27.7	#231.9
<b>Overall</b>	<b>D</b>	<b>0.83</b>	<b>36.8</b>	-	<b>E</b>	<b>0.99</b>	<b>57.4</b>	-	
Coventry Road at Lola Street <i>Signalized</i>	EBL	A	0.31	9.3	17.5	A	0.47	12.8	24.6
	EBT/R	A	0.21	12.1	33.5	A	0.29	14.6	46.0
	WBL	A	0.07	5.6	m3.1	A	0.09	6.0	m4.3
	WBT/R	A	0.51	12.6	45.0	A	0.53	12.0	m40.4
	NBL	A	0.30	32.7	16.1	A	0.21	27.7	15.5
	NBT/R	A	0.12	17.1	9.6	A	0.20	12.2	13.0
	SBL	B	0.67	45.8	41.5	B	0.70	44.8	47.7
	SBT/R	A	0.46	8.9	17.2	A	0.29	9.0	14.0
	<b>Overall</b>	<b>A</b>	<b>0.53</b>	<b>15.4</b>	-	<b>A</b>	<b>0.56</b>	<b>16.0</b>	-
Coventry Road at Belfast Road <i>Signalized</i>	EBL	-	-	-	-	A	0.00	17.0	m0.2
	EBT	A	0.40	17.7	37.4	D	0.83	34.0	#137.4
	EBR	A	0.25	4.7	9.2	A	0.36	3.7	8.3
	WBL	A	0.32	8.7	22.4	B	0.66	22.3	#36.8
	WBT/R	A	0.58	13.5	96.6	A	0.54	17.0	86.4
	NBL/T	D	0.84	56.6	#76.6	D	0.89	54.0	#104.7
	NBR	A	0.45	11.6	24.3	A	0.52	12.6	37.0
	SB	-	-	-	-	A	0.01	0.0	0.0
	<b>Overall</b>	<b>C</b>	<b>0.70</b>	<b>18.8</b>	-	<b>D</b>	<b>0.84</b>	<b>25.9</b>	-
Coventry Road / Ogilvie Road at St. Laurent Boulevard <i>Signalized</i>	EBL	A	0.16	47.3	15.5	C	0.76	61.6	#56.5
	EBT	A	0.37	47.0	35.2	C	0.79	50.3	93.9
	EBR	A	0.16	0.8	0.0	A	0.46	9.2	23.1
	WBL	E	0.93	69.3	#130.6	F	1.05	104.1	#108.2
	WBT	B	0.70	46.9	97.8	A	0.48	39.9	58.3
	WBR	A	0.05	0.2	0.0	A	0.07	0.3	0.0
	NBL	D	0.84	90.3	#75.6	D	0.89	87.4	#88.1
	NBT	C	0.71	42.5	#162.6	D	0.90	51.7	#148.1
	NBR	B	0.68	11.5	63.6	E	0.96	44.6	#165.8
	SBL	A	0.35	66.3	20.2	B	0.69	84.5	#41.0
	SBT	B	0.66	46.2	94.5	C	0.72	45.5	82.3
	SBR	A	0.28	3.1	6.4	A	0.43	7.9	19.4
<b>Overall</b>	<b>D</b>	<b>0.85</b>	<b>44.2</b>	-	<b>E</b>	<b>0.95</b>	<b>52.4</b>	-	

Intersection	Lane	AM Peak Hour				PM Peak Hour			
		LOS	V/C	Delay (s)	Q (95 <sup>th</sup> )	LOS	V/C	Delay (s)	Q (95 <sup>th</sup> )
<b>Tremblay Road / 417 EB at Riverside Drive Signalized</b>	EBL	D	0.84	60.3	105.0	D	0.87	69.4	98.1
	EBT	A	0.24	42.0	30.8	A	0.51	54.0	55.8
	EBR	A	0.55	1.5	0.0	A	0.47	1.1	0.0
	WBL	C	0.71	95.4	#46.4	C	0.72	89.8	#51.7
	WBR	A	0.39	24.1	25.7	A	0.46	29.6	32.5
	NBT/R	F	1.07	78.6	#310.8	E	0.94	42.7	#259.4
	SBL	A	0.51	62.1	m#20.4	B	0.69	86.8	m#25.8
	SBT/R	C	0.71	33.5	226.0	B	0.69	27.6	m225.4
<b>Overall</b>	<b>E</b>	<b>0.98</b>	<b>51.7</b>	-	<b>E</b>	<b>0.91</b>	<b>37.9</b>	-	
<b>Tremblay Road at Via Rail Station Signalized</b>	EBL	-	-	-	-	A	0.00	10.5	1.3
	EBT	A	0.17	7.5	11.3	A	0.16	10.1	15.2
	EBR	A	0.16	2.5	5.7	A	0.24	3.5	10.1
	WBL	A	0.07	7.8	4.7	A	0.13	11.4	11.3
	WBT	A	0.08	7.4	6.0	A	0.19	10.2	18.1
	WBR	-	-	-	-	-	-	-	-
	NBL	A	0.23	13.3	13.3	A	0.37	12.6	21.7
	NBR	A	0.12	5.2	5.6	A	0.16	3.6	6.1
	SB	-	-	-	-	-	-	-	-
<b>Overall</b>	<b>A</b>	<b>0.23</b>	<b>7.1</b>	-	<b>A</b>	<b>0.31</b>	<b>8.8</b>	-	
<b>Tremblay Road at Belfast Road Signalized</b>	EBL	B	0.61	36.3	36.4	C	0.72	48.8	50.8
	EBT/R	A	0.40	9.8	17.7	A	0.57	17.2	35.3
	WBL	A	0.08	22.6	7.1	A	0.14	29.6	9.2
	WBT/R	A	0.39	23.3	29.3	A	0.29	23.5	24.7
	NBL	A	0.25	8.3	17.0	A	0.35	9.4	23.8
	NBT/R	A	0.30	8.5	38.2	A	0.46	15.4	98.4
	SBL	A	0.04	15.6	6.0	A	0.20	43.5	12.7
	SBT/R	A	0.47	18.4	64.2	B	0.62	23.6	112.4
<b>Overall</b>	<b>A</b>	<b>0.51</b>	<b>16.6</b>	-	<b>A</b>	<b>0.60</b>	<b>22.0</b>	-	
<b>Tremblay Road at St. Laurent Boulevard Signalized</b>	EBL	A	0.16	51.4	9.8	C	0.76	103.3	22.8
	EBT/R	A	0.21	33.5	13.8	A	0.40	24.2	21.6
	WBL/T	A	0.09	48.5	8.0	A	0.16	44.3	11.9
	WBR	A	0.50	19.1	20.7	B	0.64	19.3	29.0
	NBL	A	0.26	13.5	22.6	A	0.09	11.2	9.0
	NBT/R	A	0.40	10.3	89.4	A	0.45	10.9	99.1
	SBL	A	0.43	8.0	20.0	A	0.22	6.6	9.5
	SBT	A	0.46	6.2	98.4	A	0.42	6.7	82.8
	SBR	A	0.06	1.5	4.9	A	0.04	2.2	4.1
<b>Overall</b>	<b>A</b>	<b>0.45</b>	<b>9.5</b>	-	<b>A</b>	<b>0.51</b>	<b>12.2</b>	-	

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, capacity issues are noted at the intersections of Coventry Road at Vanier Parkway, Coventry Road/ Ogilvie Road at St. Laurent Boulevard, and Tremblay Road/the Highway 417 eastbound off-ramp at Riverside Drive.

At the intersection of Coventry Road at Vanier Parkway, during the AM peak hour, the southbound left and southbound through/right movements may exhibit extended queues. During the PM peak hour, the eastbound right and the northbound through movements are over theoretical capacity and may exhibit high delays and

extended queues. Also during the PM peak hour, the eastbound shared left-turn/through movement may be subject to high delays and extended queues and the southbound left and southbound through/right movements may exhibit extended queues.

At the intersection of Coventry Road at Belfast Road, extended queues may be exhibited on the northbound left/through movement during both peak hours, and the eastbound through and westbound left movements during the PM peak hour.

At the intersection of Coventry Road/ Ogilvie Road at St. Laurent Boulevard, during the AM peak hour, the northbound left movement may be subject to high delays and extended queues, and the westbound left and northbound through movements may be subject to extended queues. During the PM peak hour, the westbound left movement is over theoretical capacity and may be subject to high delays and extended queues. Also during the PM peak hour, the northbound and southbound left-turn movements may be subject to high delays and extended queues, and the eastbound left, northbound through, and northbound right movements may be subject to extended queues.

At the intersection of Tremblay Road/ 417 EB at Riverside Drive, during the AM peak hour, the northbound through/right movement is over theoretical capacity and may exhibit extended queues, the westbound left may be subject to high delays and extended queues, and the southbound left may exhibit extended queues. During the PM peak hour, the westbound left and southbound left may be subject to high delays and extended queues, and the northbound through/right may exhibit extended queues.

### 2.2.8 Collision Analysis

Collision data have been acquired from the City of Ottawa open data website (data.ottawa.ca) for five years prior to the commencement of this TIA for the surrounding study area road network. Table 3 summarizes the collision types and conditions in the study area, Figure 11 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, 2016-2020*

		<b>Number</b>	<b>%</b>
<b>Total Collisions</b>		<b>42</b>	<b>100%</b>
<b>Classification</b>	<b>Fatality</b>	0	0%
	<b>Non-Fatal Injury</b>	11	26%
	<b>Property Damage Only</b>	31	74%
<b>Initial Impact Type</b>	<b>Angle</b>	6	14%
	<b>Rear end</b>	20	48%
	<b>Sideswipe</b>	6	14%
	<b>Turning Movement</b>	8	19%
	<b>SMV Unattended</b>	1	2%
	<b>SMV Other</b>	1	2%
<b>Road Surface Condition</b>	<b>Dry</b>	24	57%
	<b>Wet</b>	10	24%
	<b>Loose Snow</b>	2	5%
	<b>Slush</b>	4	10%
	<b>Packed Snow</b>	1	2%
	<b>Ice</b>	1	2%
<b>Pedestrian Involved</b>		1	2%
<b>Cyclists Involved</b>		1	2%

Figure 11: Study Area Collision Records – Representation of 2015-2019

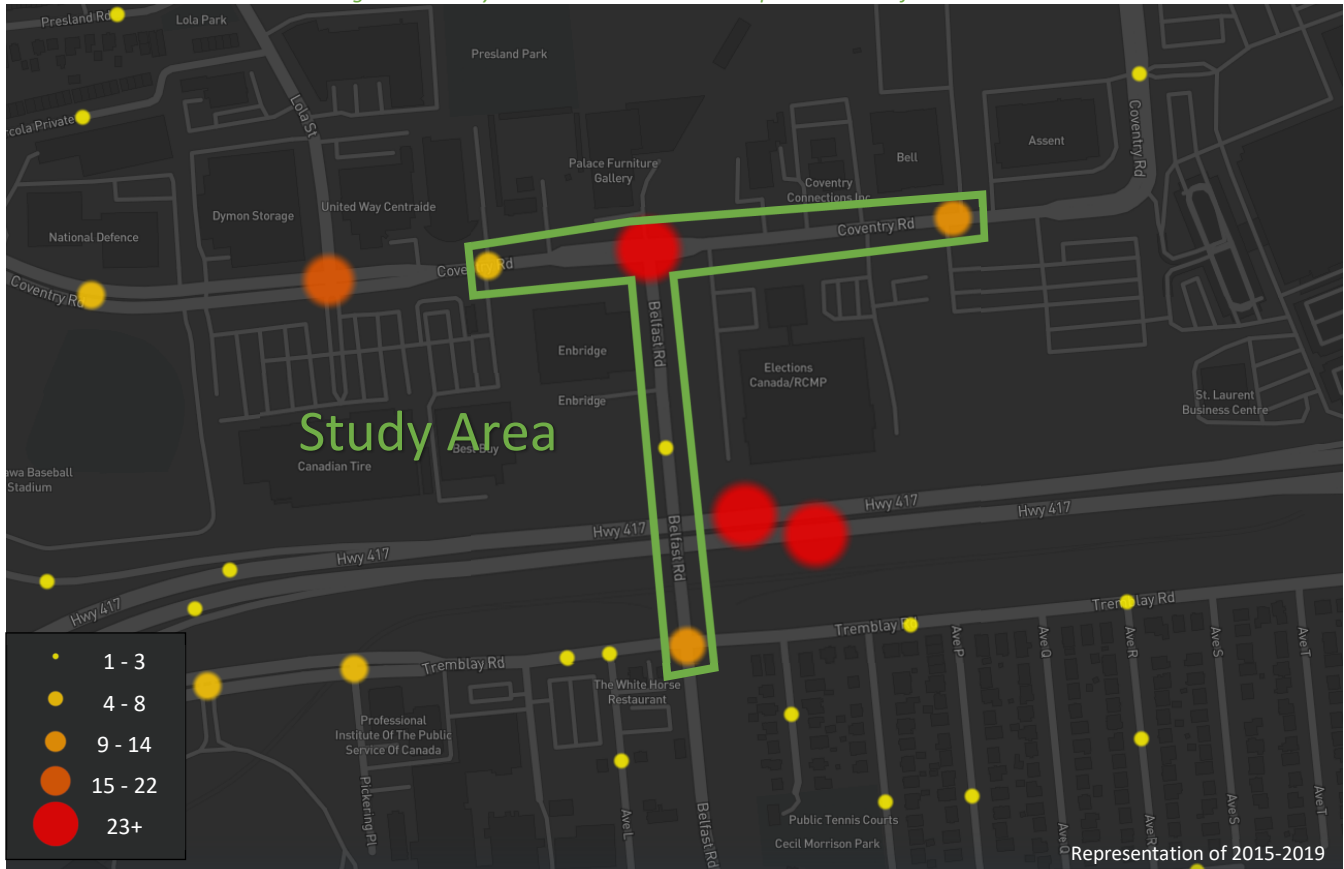


Table 4: Summary of Collision Locations, 2016-2020

Intersections / Segments	Number	%
	<b>42</b>	<b>100%</b>
<b>Belfast Rd @ Coventry Rd</b>	24	57%
<b>Belfast Rd @ Tremblay Rd</b>	11	26%
<b>Coventry Rd btwn Lola St &amp; Belfast Rd</b>	5	12%
<b>Belfast Rd btwn Coventry Rd &amp; Tremblay Rd</b>	2	5%

Within the study area, the intersection of Belfast Road at Coventry Road is noted to have experienced higher collisions than other locations. Table 5 summarizes the collision types and conditions for the intersection of Belfast Road at Coventry Road.

Table 5: Intersection of Belfast Road at Coventry Road Collision Summary

		Number	%
<b>Total Collisions</b>		<b>24</b>	<b>100%</b>
<b>Classification</b>	<b>Fatality</b>	0	0%
	<b>Non-Fatal Injury</b>	3	13%
	<b>Property Damage Only</b>	21	88%
<b>Initial Impact Type</b>	<b>Angle</b>	1	4%
	<b>Rear end</b>	14	58%
	<b>Sideswipe</b>	4	17%
	<b>Turning Movement</b>	4	17%
	<b>SMV Other</b>	1	4%
<b>Road Surface Condition</b>	<b>Dry</b>	14	58%
	<b>Wet</b>	4	17%
	<b>Loose Snow</b>	1	4%
	<b>Slush</b>	3	13%
	<b>Packed Snow</b>	1	4%
	<b>Ice</b>	1	4%
<b>Pedestrian Involved</b>		1	4%
<b>Cyclists Involved</b>		0	0%

The Belfast Road at Coventry Road intersection had a total of 24 collisions during the 2016-2020 time period, with 21 involving property damage only and the remaining three having non-fatal injuries. The collision types are most represented by rear end with 14 collisions, followed by four collisions each for sideswipe and turning movement collision types, with the remaining two collisions split between the angle and SMV other types. Rear end collisions are typical of congested conditions, and no other patterns are noted. Weather conditions do not affect collisions at this location. No further collision analysis is required as part of this study.

## 2.3 Planned Conditions

### 2.3.1 Changes to the Area Transportation Network

The subject development is within the Tremblay TOD and Industrial Avenue/ Cyrville Mixed Use Centre design priority areas, the Tremblay TOD Plan area, and the Tremblay, St. Laurent and Cyrville Secondary Plan area.

Within the Transportation Master Plan, the Road Network's Network Concept diagram shows Coventry Road as widened arterial and Tremblay Road as widened collector. Within the Affordable Network diagram, these sections are shown as segments for phase 3 (2026-2031) widening. The scope of the work per the Affordable Network is the widening of Coventry Road from two lanes to four between Belfast Road and the St Laurent Shopping Centre and widening of Tremblay Road from two lanes to four between Pickering Place and St. Laurent Boulevard. Since the project timeline is unknown, it is assumed that the widening of Coventry Road and Tremblay Road will be completed beyond 2037.

Within the Rapid Transit and Transit Priority Network's Network Concept diagram, isolated transit priority measures are shown along Ogilvie Road, however these are not included in the Affordable Network. Both Networks include an isolated measures transit priority corridor along St. Laurent Boulevard.

The Ottawa Cycling Plan a MUP connection between St. Laurent station and Aviation Parkway in Phase 2 (2020-2025), and a neighbourhood bikeway north of Presland Road along Lola Street in Phase 3 (2026-2030).

The Tremblay TOD plan outlines new public local road through the site area, pedestrian future pedestrian/cycling crossings of Highway 417 and the rail line to Tremblay Station and the VIA Station, and future sidewalks along both sides Tremblay Road west of the train station, of Belfast Road, and of the new local road through the site.

The Tremblay TOD plan also includes the cycling facilities along Vanier Parkway, Riverside Drive, Coventry Road, Belfast Road, Tremblay Road east of the train station, and Terminal Avenue. Figure 12, Figure 13, and Figure 14 illustrate the Tremblay TOD street, pedestrian, and cycling plans, respectively.

Figure 12: Tremblay TOD Street Network

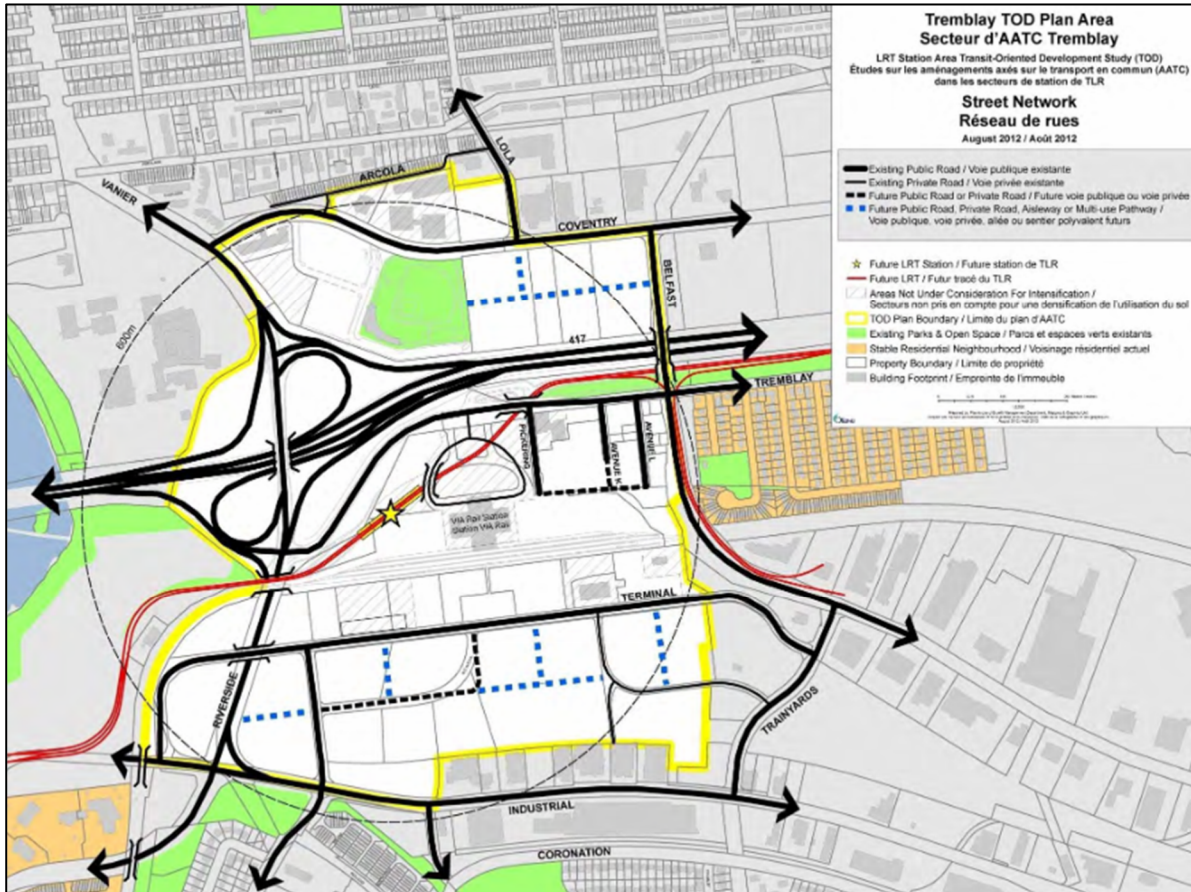


Figure 13: Tremblay TOD Pedestrian Network

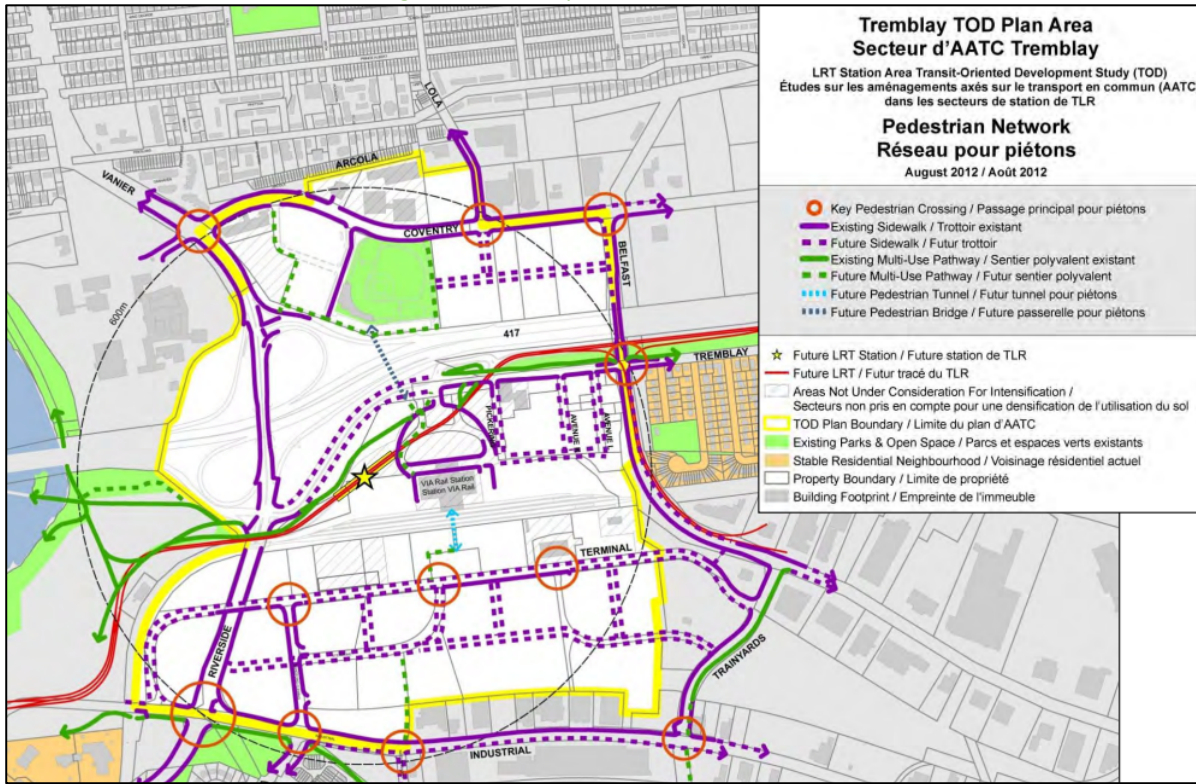
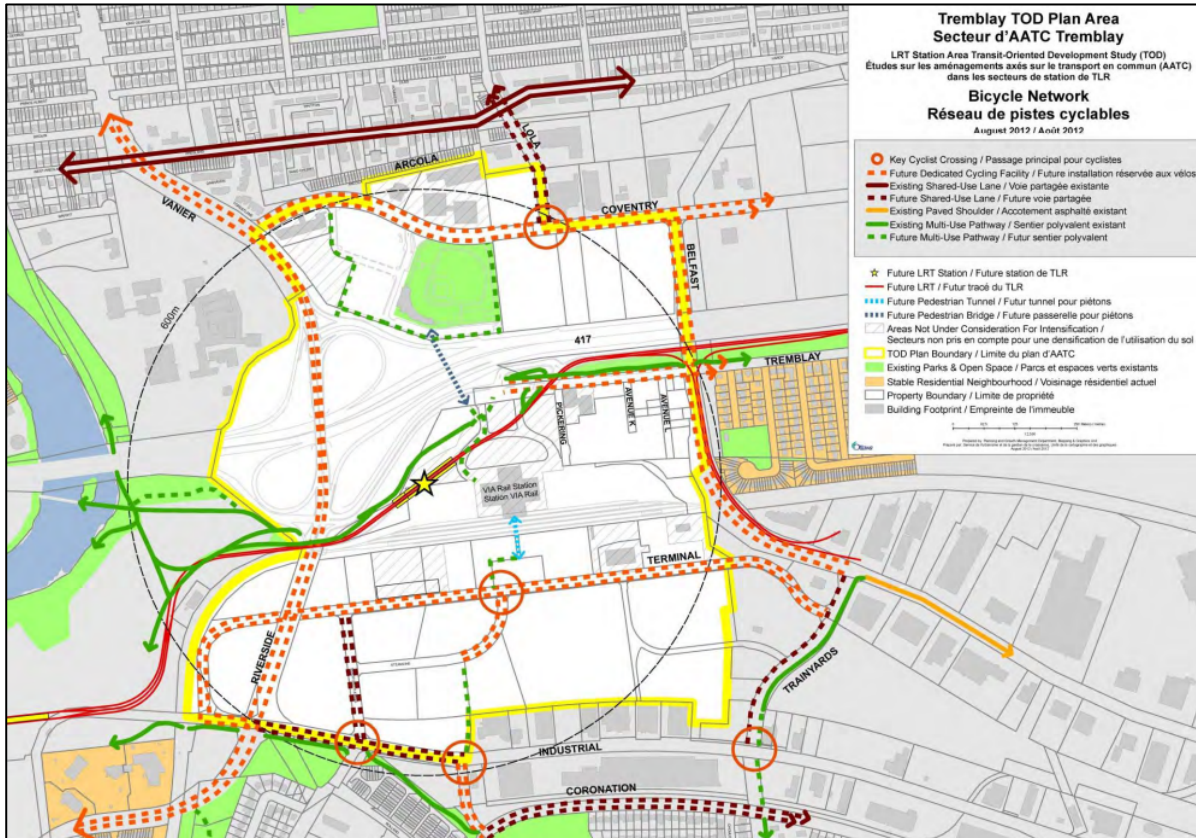


Figure 14: Tremblay TOD Bicycle Network



The St. Laurent TOD plan outlines the realignment of Coventry Road and Tremblay Road through the plan area, new area sidewalks, and dedicated cycling facilities along St Laurent Boulevard, Coventry Road, Tremblay Road and Belfast Road. Figure 15, Figure 12, and Figure 13 illustrate the St. Laurent TOD street, pedestrian, and cycling plans, respectively.

Figure 15: St. Laurent TOD Street Network

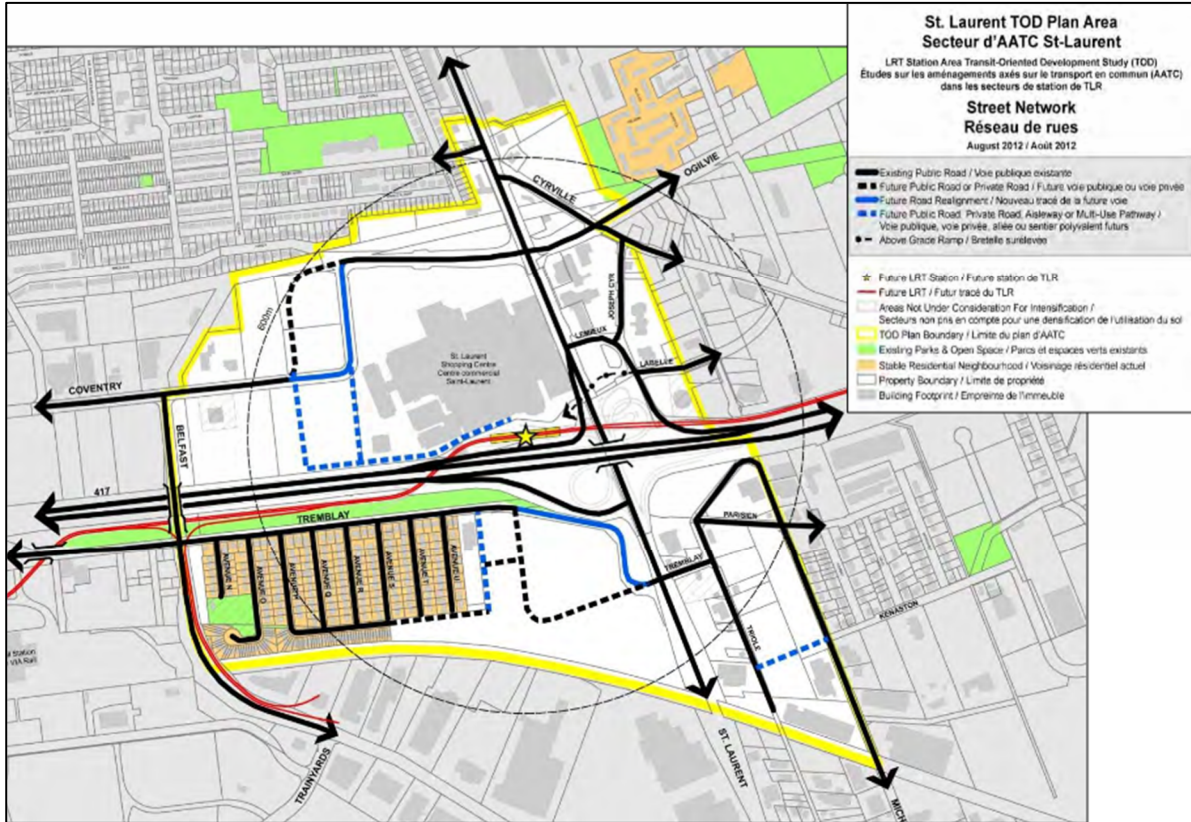




Figure 16: St. Laurent TOD Pedestrian Network

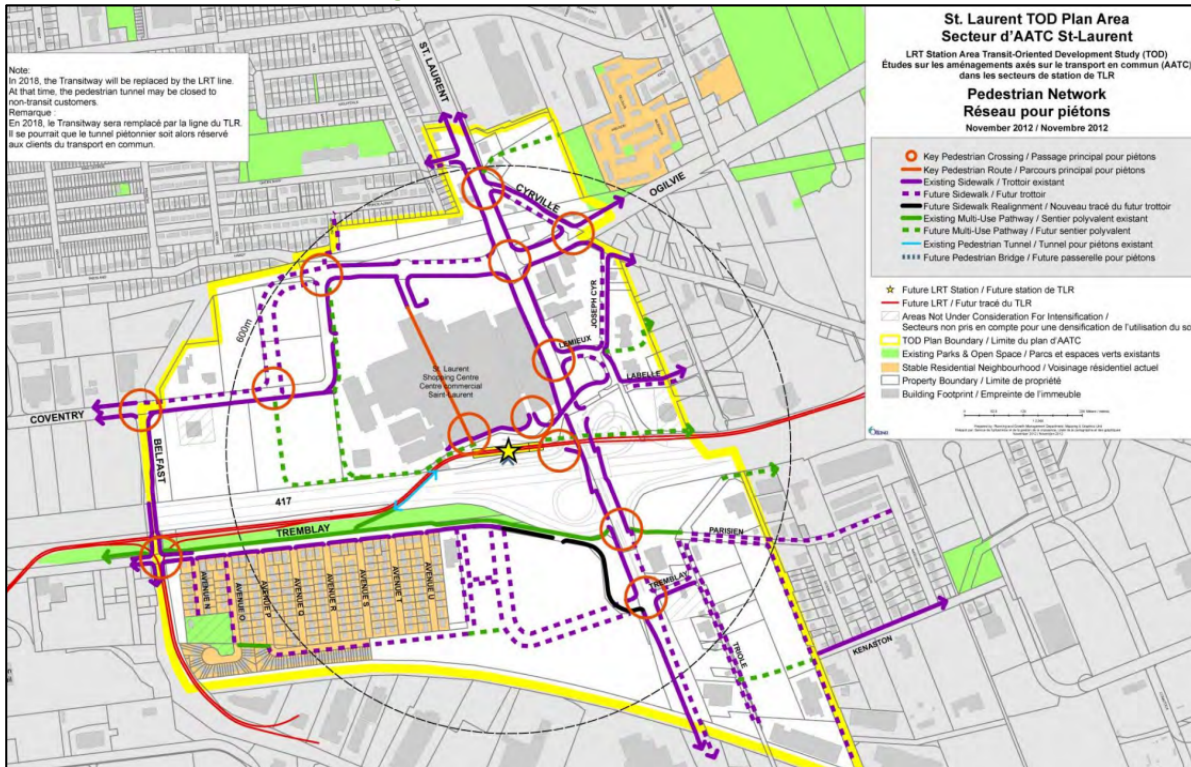
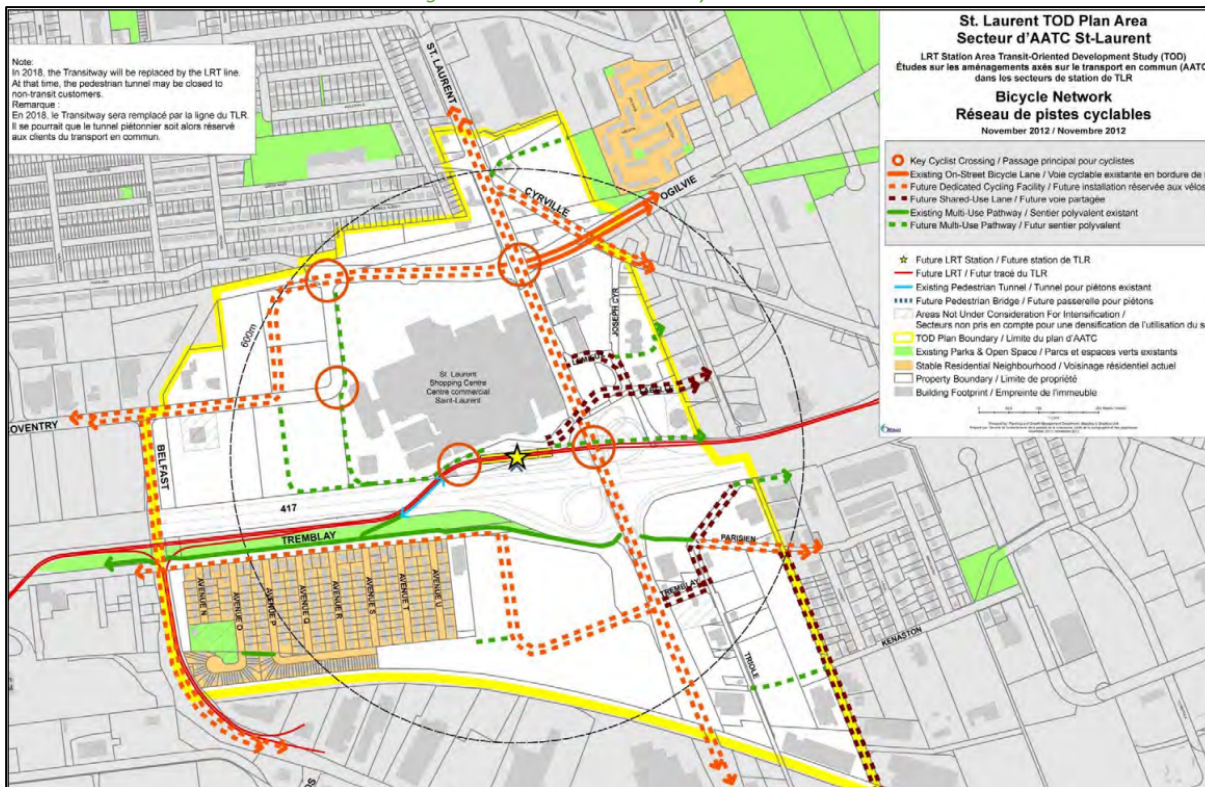


Figure 17: St. Laurent TOD Bicycle Network



### 2.3.2 Other Study Area Developments

#### *208, 210, 212, 214 Prince Albert Street*

The proposed development application includes a site plan for two two-storey semi-detached units adding to the existing units. No TIA is available.

#### *1330 Avenue K*

The proposed development application includes a Zoning By-law Amendment to include residential uses along with complementary commercial uses. No TIA is available.

#### *453 & 455 Coventry Road*

The proposed development application includes a Zoning By-law Amendment to allow 650 residential units and 1,115m<sup>2</sup> gross floor area (GFA) of commercial space. The development is predicted to generate 113 new AM and 135 new PM two-way peak hour auto trips. The anticipated build-out horizon is 2027. (Novatech, 2022)

#### *500, 525, 535 Coventry Road & 1200 St. Laurent Boulevard*

The proposed development application includes a zoning by-law amendment to permit the construction of freestanding retail buildings with associated surface parking areas. No TIA is included as part of this application, and the file was last updated in 2014.

#### *1209 St Laurent Boulevard & 1200 Lemieux Street*

The proposed development application includes a site plan for two 30-storey residential buildings including 640 units. The development is expected to generate 35 new AM and 38 new PM peak hour two-way auto trips, and the anticipated build-out horizon is assumed to be 2026. (CGH Transportation, 2022)

#### *1125 - 1149 Cyrville Road*

The proposed development application includes a site plan to construct two residential buildings with a total of 354 units. The development is predicted to generate 22 new AM and 21 new PM two-way peak hour auto trips. The anticipated build-out horizon is 2023. (Stantec, 2021)

#### *599 Tremblay Road*

The proposed development application includes a plan of subdivision for the construction of 500 apartment units and 150,000 m<sup>2</sup> of federal Office in three phases. Phase one is to comprise 200 dwelling units and 150,000 m<sup>2</sup> of office space and is forecast to be built out by 2025. Phase two is to comprise 200 dwelling units and is forecast to be built out by 2029. Phase three is to comprise the remaining 100 units, is forecast to be built out by 2033. (WSP, 2021)

#### *1500 St. Laurent Boulevard*

The proposed development application includes a site plan to include OC Transpo E-Bus Facility. No TIA is available.

#### *1300 Michael Street*

The proposed development application includes a site plan for approximately 15,000 sq. ft. of commercial and/or industrial space. The anticipated build-out horizon is 2023. No TIA is available.

#### *200, 230, 260 Streamline Street*

The proposed development application includes a site plan for seven-storey high-rise buildings with a total of 1890 units. Phase one is to construct 420 dwelling units and was forecast to be built out by 2021. Phase two is to comprise 865 dwelling units and is forecast to be built out by 2027. Phase three is to comprise the remaining 605

dwelling units and is forecast to be built out by 2031. Phase one has not been constructed and it will be assumed to be completed by 2023. (D. J. Halpenny & Associates Ltd., 2018)

*530 Tremblay Road & 2098 Avenue P & 1399 Avenue U*

The proposed development application includes a site plan to construct two apartment buildings with a total of 124 dwelling units. The development is forecast to be built out by 2023. (CGH Transportation, 2019)

*25 Pickering Place*

The proposed development application includes a site plan for a hotel, a senior residence, and four high-rise residential towers. Phase one is to construct a nine-storey hotel with 119 units, a twelve-storey senior residence comprising 164 dwelling units, and a 20-storey tower comprising 211 dwelling units and is forecast to be built out by 2025. Phase two is to construct three high-rise towers with a total of 849 units and is forecast to be built out by 2030. (CIMA+, 2020)

*1098 Ogilvie Road, 1178 Cummings Avenue*

The proposed development application includes a site plan for a two-phase development with occupancy horizons of 2022 and 2024, comprising three residential towers and one hotel for 850 residential dwelling units and 175 hotel rooms. The development is expected to generate 148 new AM and 130 new PM peak hour two-way auto trips. (Parsons, 2020)

## 3 Study Area and Time Periods

### 3.1 Study Area

The study area will include the intersections of:

- Coventry Road at:
  - Vanier Parkway
  - Lola Street
  - Belfast Road
  - St. Laurent Boulevard/Ogilvie Road
  - Site access (future conditions)
- Tremblay Road at:
  - Riverside Drive
  - Via Rail station access
  - Belfast Road
  - St. Laurent Boulevard
  - Belfast Road
- Belfast Road at:
  - New local road (future conditions)

The boundary road will be Coventry Road and Beland Belfast Road, and no screenlines are present within proximity to the site and no screenline analysis will be performed as part of the study.

### 3.2 Time Periods

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

### 3.3 Horizon Years

The anticipated build-out year is 2032. As a result, the full build-out plus five years horizon year is 2037.

## 4 Exemption Review

Table 6 summarizes the exemptions for this TIA.

*Table 6: Exemption Review*

Module	Element	Explanation	Exempt/Required
<b>Design Review Component</b>			
<b>4.1 Development Design</b>	4.1.2 Circulation and Access	Only required for site plans	Required
	4.1.3 New Street Networks	Only required for plans of subdivision	Required due to new local road
<b>4.2 Parking</b>	4.2.1 Parking Supply	Only required for site plans	Required
	4.2.2 Spillover Parking	Only required for site plans where parking supply is 15% below unconstrained demand	Exempt
<b>Network Impact Component</b>			
<b>4.5 Transportation Demand Management</b>	All Elements	Not required for site plans expected to have fewer than 60 employees and/or students on location at any given time	Required
<b>4.6 Neighbourhood Traffic Management</b>	4.6.1 Adjacent Neighbourhoods	Only required when the development relies on local or collector streets for access and total volumes exceed ATM capacity thresholds	Required
<b>4.8 Network Concept</b>		Only required when proposed development generates more than 200 person-trips during the peak hour in excess of equivalent volume permitted by established zoning	Required

## 5 Development-Generated Travel Demand

### 5.1 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 Ottawa East have been summarized in Table 7.

*Table 7: TRANS Trip Generation Manual Recommended Mode Shares – Ottawa East*

Travel Mode	Multi-Unit (High-Rise)		Commercial Generator	
	AM	PM	AM	PM
<b>Auto Driver</b>	40%	40%	57%	55%
<b>Auto Passenger</b>	7%	14%	10%	18%
<b>Transit</b>	38%	28%	15%	11%
<b>Cycling</b>	2%	3%	1%	1%
<b>Walking</b>	13%	15%	17%	15%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

Being within 850 metre-walk of Tremblay LRT station and 1.1 kilometre-walk of the St. Laurent LRT station, a higher transit mode is considered achievable at this location and modal shifts towards transit consistent with the TOD context are proposed. It is noted that the City has requested typical TOD modal shares, although the increased walking distance has been factored into the following proposed modal shares. Additionally, with the

quality of area local and regional cycling connections, and being within walking distance of the St. Laurent Shopping Centre and the Ottawa Trainyards commercial area, a higher active mode share targets are proposed for the site. The proposed modified mode share targets are summarized in Table 8.

Table 8: Proposed Development Mode Shares

Travel Mode	Multi-Unit (High-Rise)		Commercial Generator	
	AM	PM	AM	PM
Auto Driver	16%	19%	49%	47%
Auto Passenger	4%	8%	10%	18%
Transit	58%	48%	20%	16%
Cycling	4%	5%	2%	2%
Walking	18%	20%	19%	17%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

## 5.2 Trip Generation

This TIA has been prepared using the vehicle and person trip rates for the residential dwellings using the TRANS Trip Generation Manual (2020) and the vehicle trip rates and derived person trip rates for commercial component from the ITE Trip Generation Manual 11th Edition (2021) using the City-prescribed conversion factor of 1.28. Table 9 summarizes the person trip rates for the proposed residential land uses for each peak period and the person trip rates for the non-residential land uses by peak hour.

Table 9: Trip Generation Person Trip Rates by Peak Period

Land Use	Land Use Code	Peak	Peak Period		Peak Hour	
			Vehicle Trip Rate	Person Trip Rates	Vehicle Trip Rate	Person Trip Rates
Multi-Unit (High-Rise)	221 & 222 (TRANS)	AM	-	0.80	-	-
		PM	-	0.90	-	-
Retail (<40k sq. ft.)	822 (ITE)	AM	-	-	2.36	3.02
		PM	-	-	6.59	8.36

Using the above person trip rates, the total person trip generation has been estimated. Table 10 summarizes the total person trip generation for the residential land uses and for the non-residential land uses.

Table 10: 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	1,768	438	976	1414	923	668	1591
Land Use	GFA (sq. ft.)	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Retail (<40k sq. ft.)	16,341	29	20	49	69	69	138

Internal capture rates from the ITE Trip Generation Handbook 3<sup>rd</sup> Edition have been assigned to the development’s retail component for mixed-use developments. The rates summarized in Table 11 represent the percentage of trips to/from the retail use based on the residential component.

Table 11: Internal Capture Rates

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

Pass-by reductions applied to the retail trip generation at a rate of 40% have been included using the recommended value presented in the ITE Trip Generation Manual 11th Edition (2021) for the most similar land use with a recommended rate, “Retail (40k – 150k sq. ft.)”.

Using the above mode share targets for a LRT area, the internal capture and pass-by rates, 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 12 summarizes the residential trip generation and the non-residential trip generation by mode and peak hour.

Table 12: Trip Generation by Mode

Travel Mode		AM Peak Hour				PM Peak Hour			
		Mode Share	In	Out	Total	Mode Share	In	Out	Total
Multi-Unit (Low-Rise)	Auto Driver	16%	34	75	108	19%	77	56	133
	Auto Passenger	4%	9	19	27	8%	33	23	56
	Transit	58%	140	311	451	48%	208	151	359
	Cycling	4%	10	23	33	5%	22	16	38
	Walking	18%	46	102	148	20%	96	70	165
	<b>Total</b>	<b>100%</b>	<b>239</b>	<b>530</b>	<b>767</b>	<b>100%</b>	<b>436</b>	<b>316</b>	<b>751</b>
Retail (<40k sq. ft.)	Auto Driver	49%	2	1	3	47%	4	0	4
	Auto Passenger	10%	3	2	4	18%	12	10	22
	Transit	20%	5	4	9	16%	10	9	20
	Cycling	2%	1	0	1	2%	1	1	2
	Walking	19%	5	3	8	17%	11	10	21
	Pass-by	40%	-11	-8	-19	40%	-27	-27	-54
	Internal Capture	varies	-3	-2	-5	varies	-4	-11	-15
	<b>Total</b>	<b>100%</b>	<b>16</b>	<b>10</b>	<b>25</b>	<b>100%</b>	<b>38</b>	<b>30</b>	<b>69</b>
Total	Auto Driver	-	36	76	111	-	81	56	137
	Auto Passenger	-	12	21	31	-	45	33	78
	Transit	-	145	315	460	-	218	160	379
	Cycling	-	11	23	34	-	23	17	40
	Walking	-	51	105	156	-	107	80	186
	<b>Total</b>	<b>-</b>	<b>255</b>	<b>540</b>	<b>792</b>	<b>-</b>	<b>474</b>	<b>346</b>	<b>820</b>

As shown above, a total of 111 AM and 137 PM new peak hour two-way vehicle trips are projected as a result of the proposed development.

### 5.3 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 patterns were applied based on the build-out of Ottawa East. Table 13 below summarizes the distributions.

Table 13: OD Survey Distribution – Ottawa East

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

### 5.4 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 14 summarizes the proportional assignment to the study area roadways, Figure 18 and Figure 19 illustrate the new site-generated volumes and pass-by volumes, respectively.

Table 14: Trip Assignment

To/From	Via
North	5% Vanier Parkway (N)
	5% Lola Street (N)
	15% St. Laurent Boulevard (N)
South	5% Belfast Road (S)
	5% Riverside Drive (S)
	10% St. Laurent Boulevard (S)
East	15% to/from Highway 417/174 (E)
	10% Ogilvie Road (E)
West	25% to/from Highway 417 (W)
	5% Vanier Parkway (N)
<b>Total</b>	<b>100%</b>

Figure 18: New Site-Generated Auto Volumes

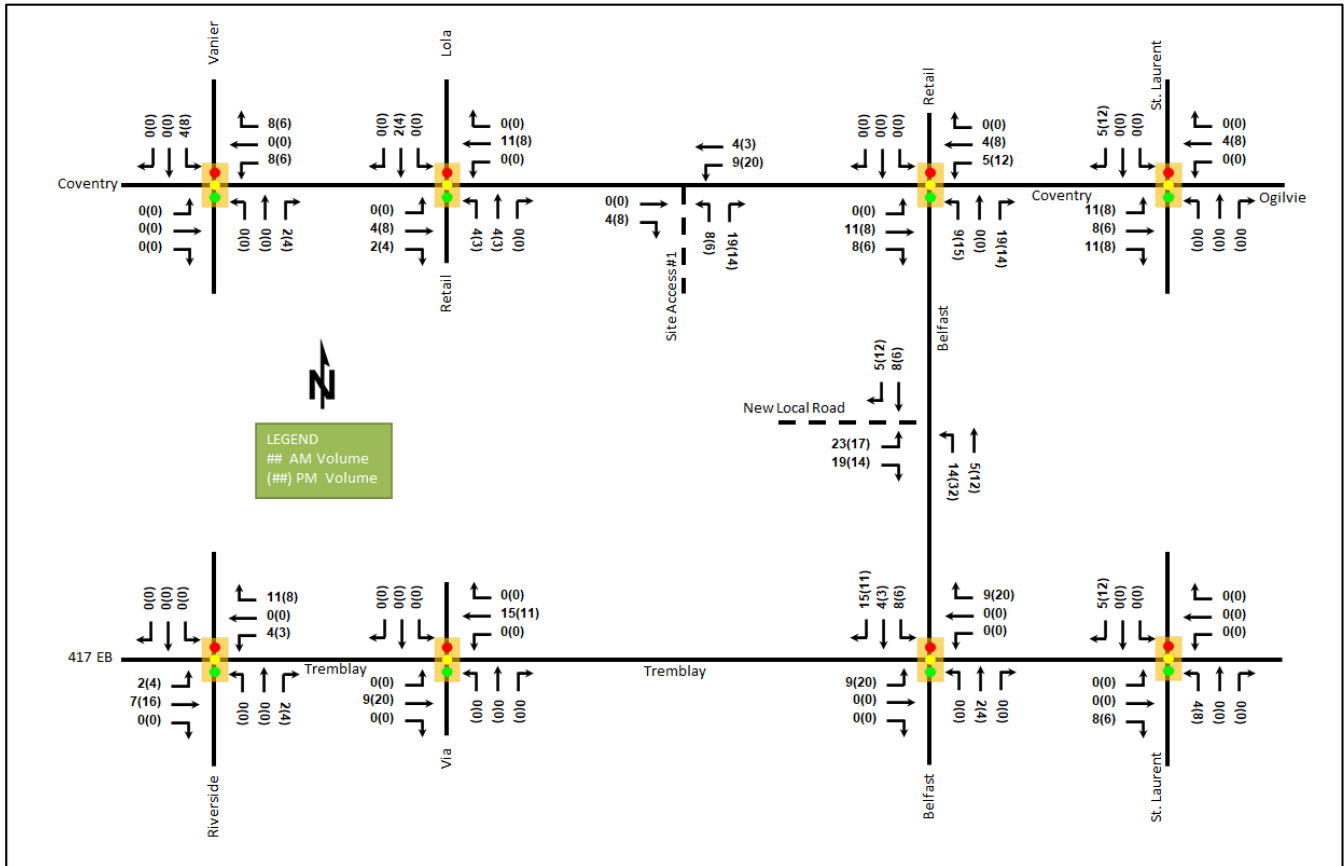
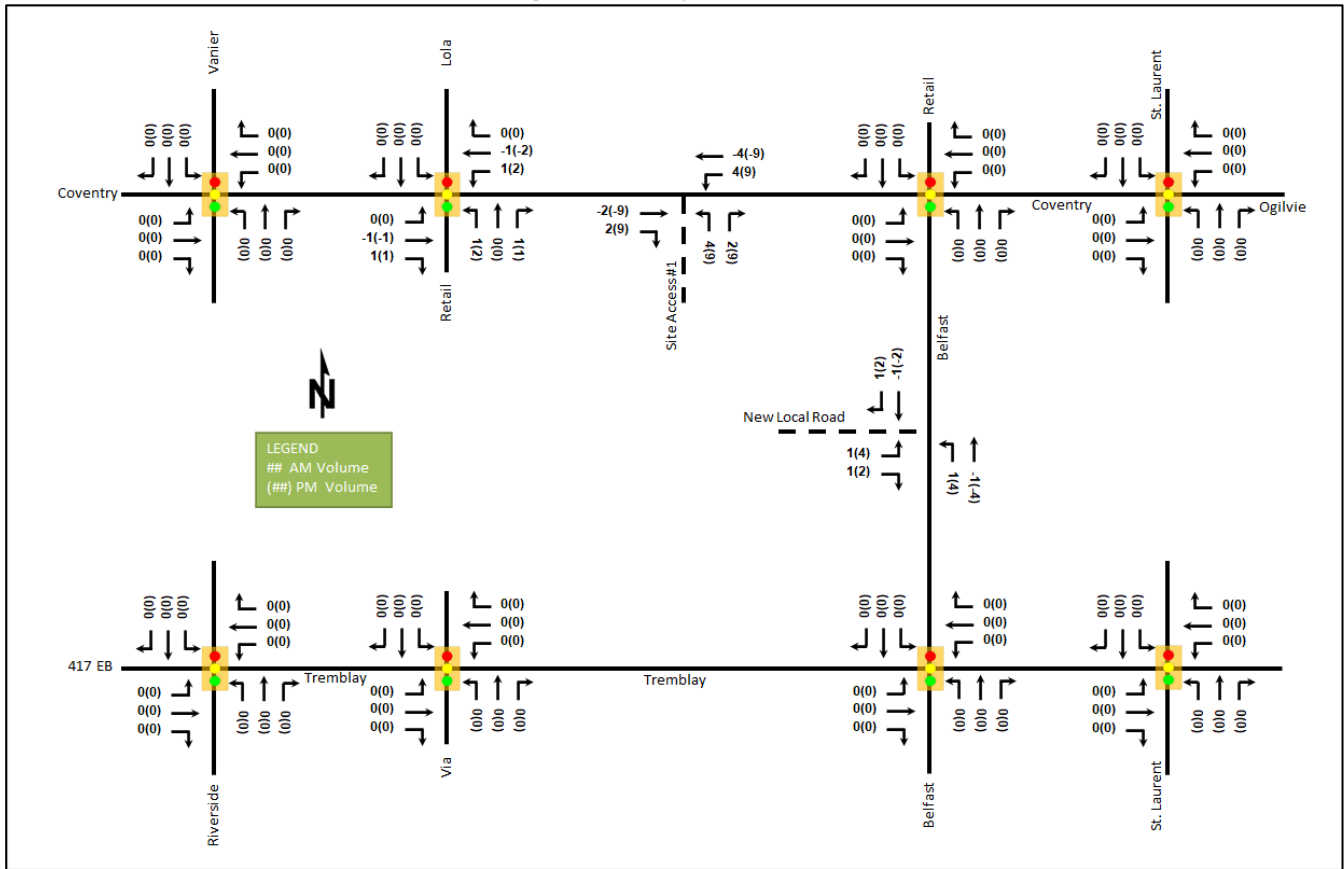


Figure 19: Pass-By Auto Volumes



## 6 Background Network Travel Demands

### 6.1 Transportation Network Plans

The transportation network plans were discussed in Section 2.3. A MUP has recently been completed on the west side of Belfast Road. The widening of Coventry Road and Belfast Road are assumed to be beyond 2037, and none of the proposed changes within the study horizons are considered to have any notable impact on the study area traffic volumes and travel patterns.

### 6.2 Background Growth

A review of the background projections from the City’s TRANS Regional Model for the 2011 and 2031 horizons was completed to determine the background growth for each of the study area roadways. The background TRANS model growth rates are summarized in Table 15 and the TRANS model plots are provided in Appendix E.

Table 15: TRANS Regional Model Projections – Study Area Growth Rates

Street	TRANS Rate		2011 to Existing		Existing to 2031	
	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound
Coventry	2.79%	1.95%	4.24%	7.80%	1.62%	-2.60%
Tremblay	2.71%	1.32%	0.46%	3.32%	4.58%	-1.05%
Hwy 417 Ramp	1.41%	0.70%	2.18%	-	0.79%	-



Street	TRANS Rate		2011 to Existing		Existing to 2031	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
<b>Vanier/Riverside</b>	0.77%	0.41%	0.84%	1.74%	0.71%	-0.66%
<b>Belfast</b>	2.79%	0.55%	8.74%	-0.39%	-1.83%	1.33%
<b>St. Laurent</b>	1.12%	0.27%	4.89%	-4.22%	-1.86%	4.10%

Examining the 2011 and 2031 TRANS models, growth is generally projected to be positive on all study area roads. The area is anticipated to see growth associated with area redevelopment given the TOD designation. Much of the anticipated area growth will be captured generally in the TRANS model plots.

Of the total growth on Coventry Road, a high proportion is noted westbound between St. Laurent Boulevard and the St. Laurent Shopping Centre access rather than associated with the remainder of the roadway. Eastbound growth along Tremblay Road west of Belfast Road, northbound growth along Belfast Road, and eastbound growth along Coventry Road between Belfast Road and the shopping centre access are also noted to be proportionally high and may be associated with additional traffic to the shopping centre.

Growth rates associated with the 2011 and 2031 TRANS models will be applied to and major arterial turning movement and the turning movements implicated in the above trends, reduced on Coventry Road, Tremblay Road, and Belfast Road given the explicit development volumes considered. Growth rates will be applied in the indicated direction in the AM peak hour and reversed in the PM peak hour. Table 16 summarizes the recommended growth rates to be applied within the study area.

*Table 16: Recommended Area Growth Rates*

Street	AM Peak Hour		PM Peak Hour	
	Eastbound	Westbound	Eastbound	Westbound
<b>Coventry</b>	1.75%	1.00%	1.00%	1.75%
<b>Tremblay</b>	1.50%	1.00%	1.00%	1.50%
<b>Hwy 417 EB Ramp</b>	1.50%	-	0.75%	-
	Northbound	Southbound	Northbound	Southbound
<b>Vanier/Riverside</b>	0.75%	0.50%	0.50%	0.75%
<b>Belfast</b>	1.00%	0.00%	0.00%	1.00%
<b>St. Laurent</b>	1.00%	0.50%	0.50%	1.00%

### 6.3 Other Developments

The background developments explicitly considered in the background conditions (Section 6.2) include:

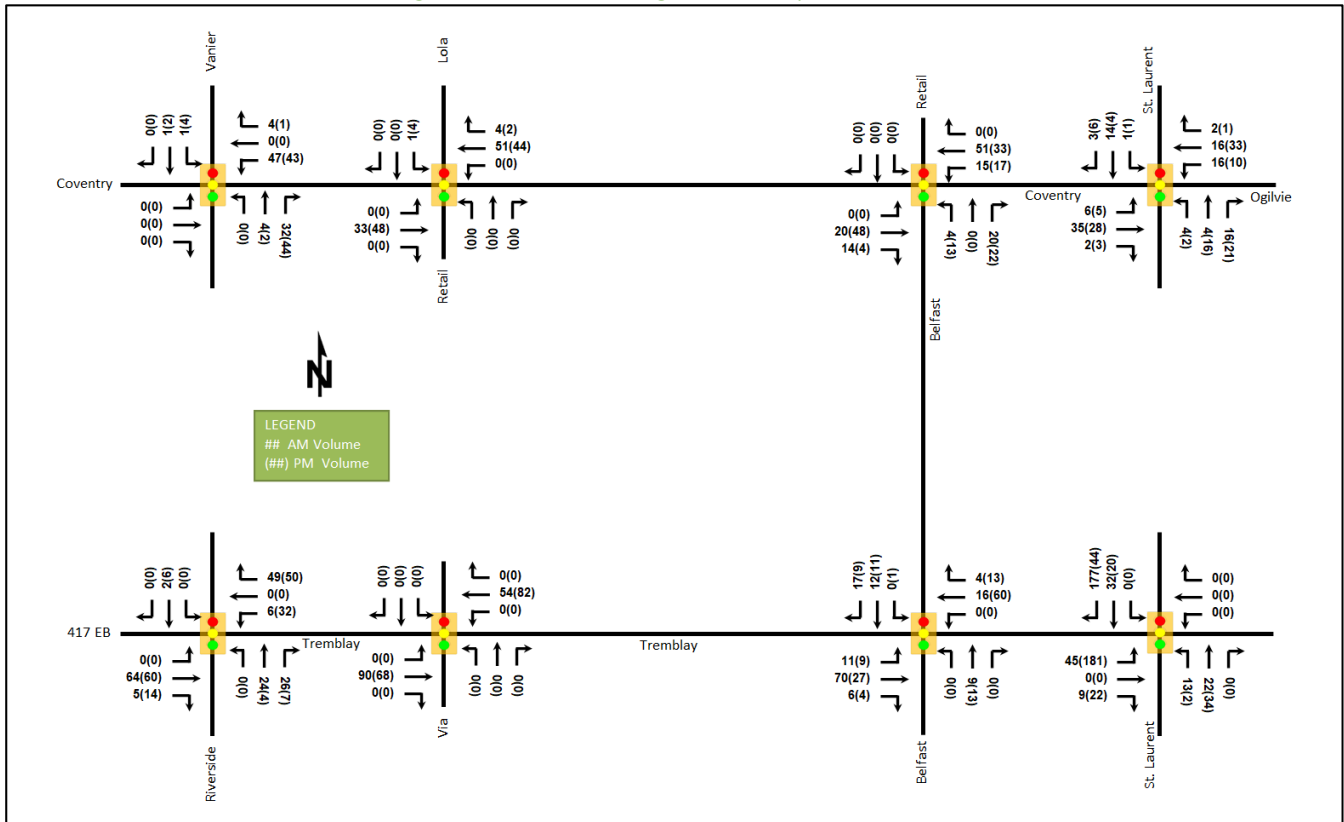
- 453 & 455 Coventry Road
- 1209 St Laurent Boulevard & 1200 Lemieux Street
- 1125 - 1149 Cyrville Road
- 599 Tremblay Road
- 200, 230, 260 Streamline Street
- 530 Tremblay Road & 2098 Avenue P & 1399 Avenue U
- 25 Pickering Place
- 1098 Ogilvie Road, 1178 Cummings Avenue

Where applicable, development trip generation rates for high rise dwelling units have been updated to the TRANS Trip Generation Manual (2020) rates. The total background development volumes have been illustrated in Figure 20, and each background development volumes are provided in Appendix F.

Figure 20: 2032 Total Background Development Volumes



Figure 21: 2037 Total Background Development Volumes



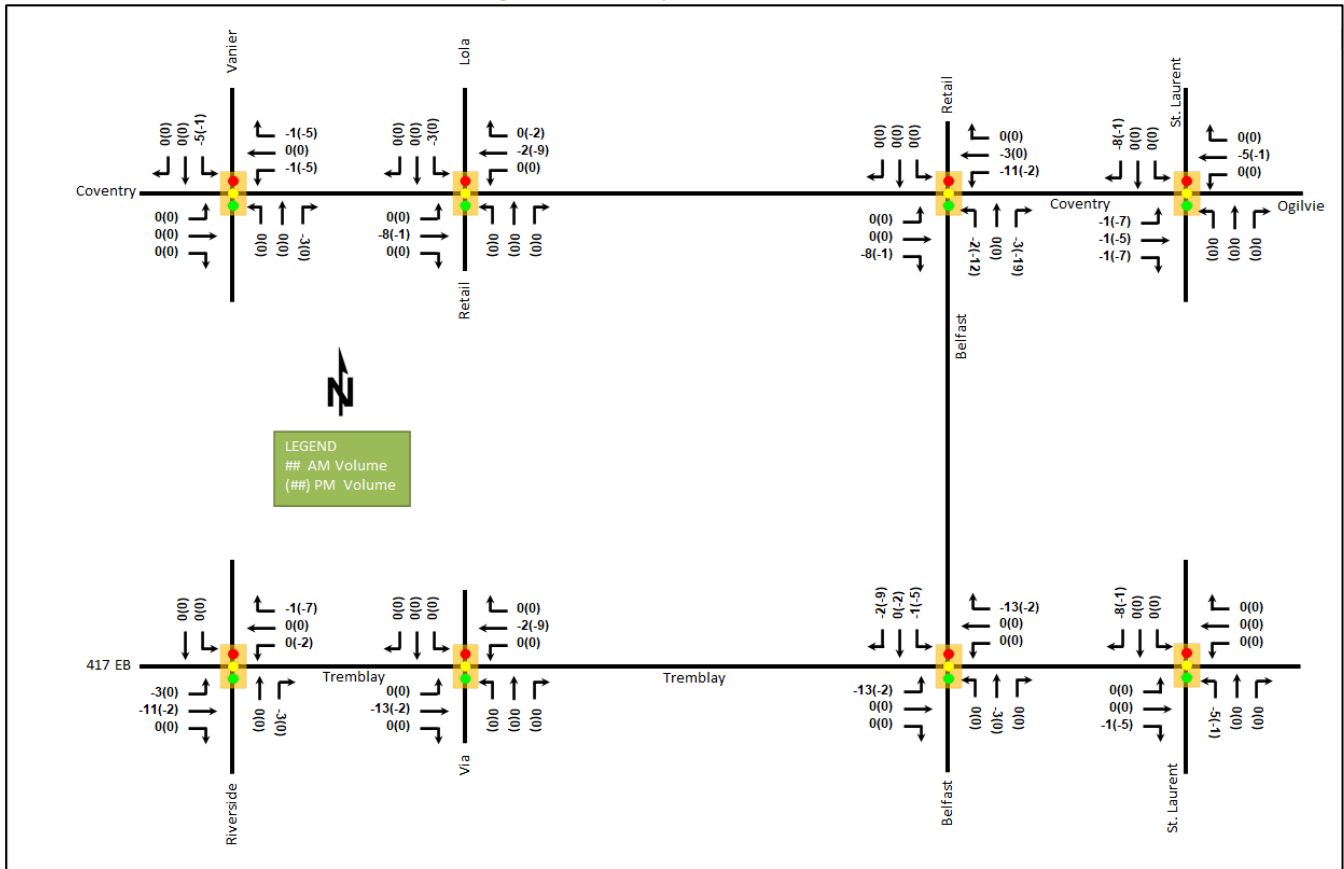
### 6.4 Trip Reductions from Existing Site Land Uses

To reduce network traffic for the removal of the existing office and industrial land uses, the vehicle trip rates and derived person trip rates from the ITE Trip Generation Manual 11th Edition (2017) using the City-prescribed conversion factor of 1.28 were used to estimate the existing site trips. The existing three-storey office building was reduced using the General Office Building land use (LUC 710) and the one-storey industrial building was reduced using the General Light Industrial land use (LUC 110), and the Employment Generator mode shares from the TRANS Trip Generation Manual (2020) were applied.

The existing site is estimated to produce 61 AM two-way auto trips in the AM peak hour and 55 two-way auto trips in the PM peak hour based on the existing land uses and the recommended area mode shares.

Figure 15 illustrates the auto trip reduction from the existing site volumes.

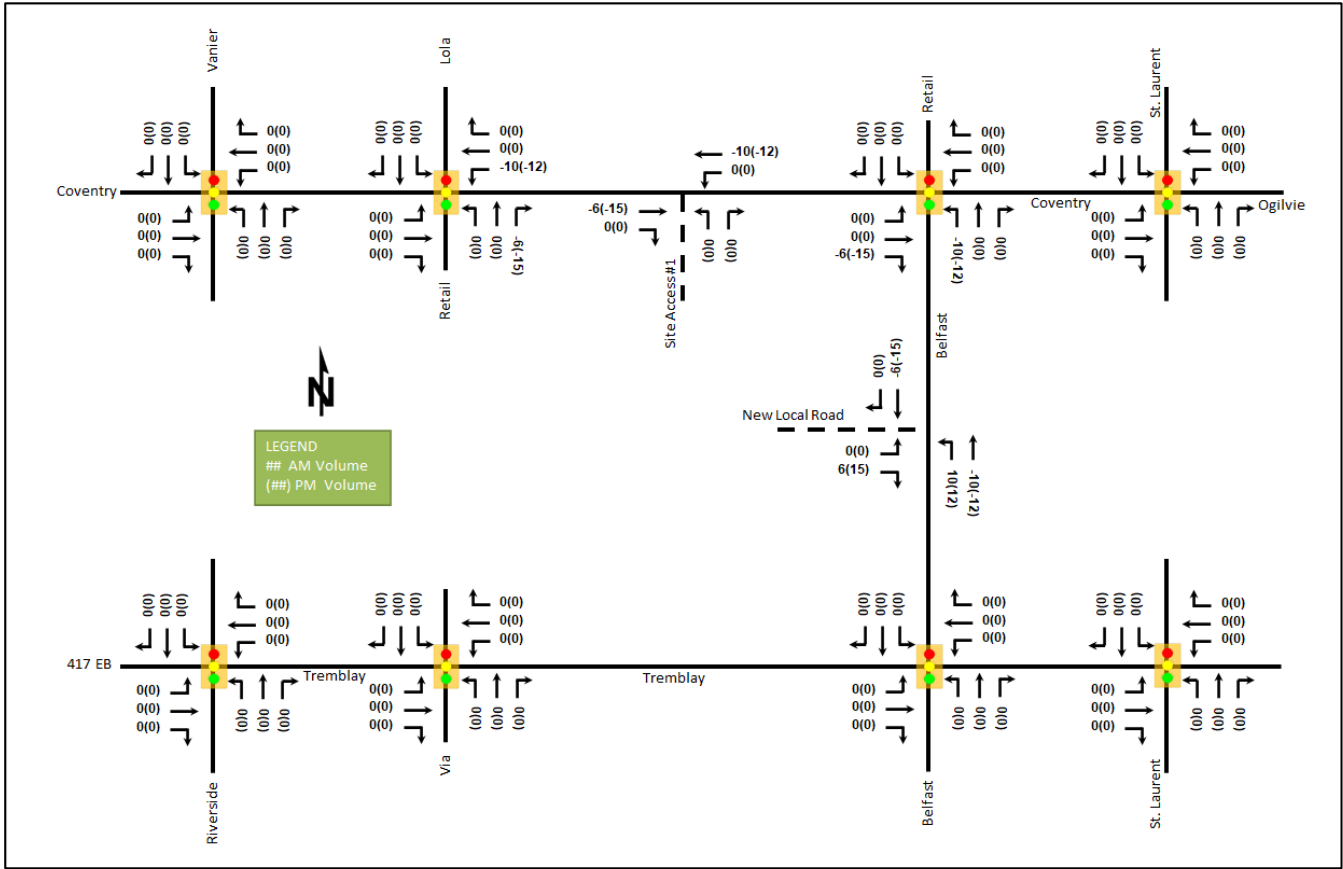
Figure 22: Auto Trip Reduction Volumes



### 6.5 Network Adjustment for New Local Road Connection

A new local road connection between Belfast Road and the drive aisles of the retail parcel to the west, which accesses the signalized intersection of Coventry Road at Lola Street is proposed as part of the subject development. The new local road is per Figure 38 of the Tremblay TOD Plan. Once this connection is established, existing traffic using the intersection of Coventry Road at Lola Street are expected to divert to the new local road for origins/destinations south on Belfast Road. The resultant traffic reassignment illustrated in Figure 23 will be applied to the future total horizons.

Figure 23: Reassigned Volumes for New Local Road



## 7 Demand Rationalization

### 7.1 2032 Future Background Operations

Figure 24 illustrates the 2032 background volumes and Table 17 summarizes the 2032 background intersection operations. The level of service for signalized intersections is based on v/c calculations for individual lane movements and HCM 2000 v/c calculations for the overall intersection. The synchro worksheets for the 2032 future background horizon are provided in Appendix G.

Figure 24: 2032 Future Background Volumes

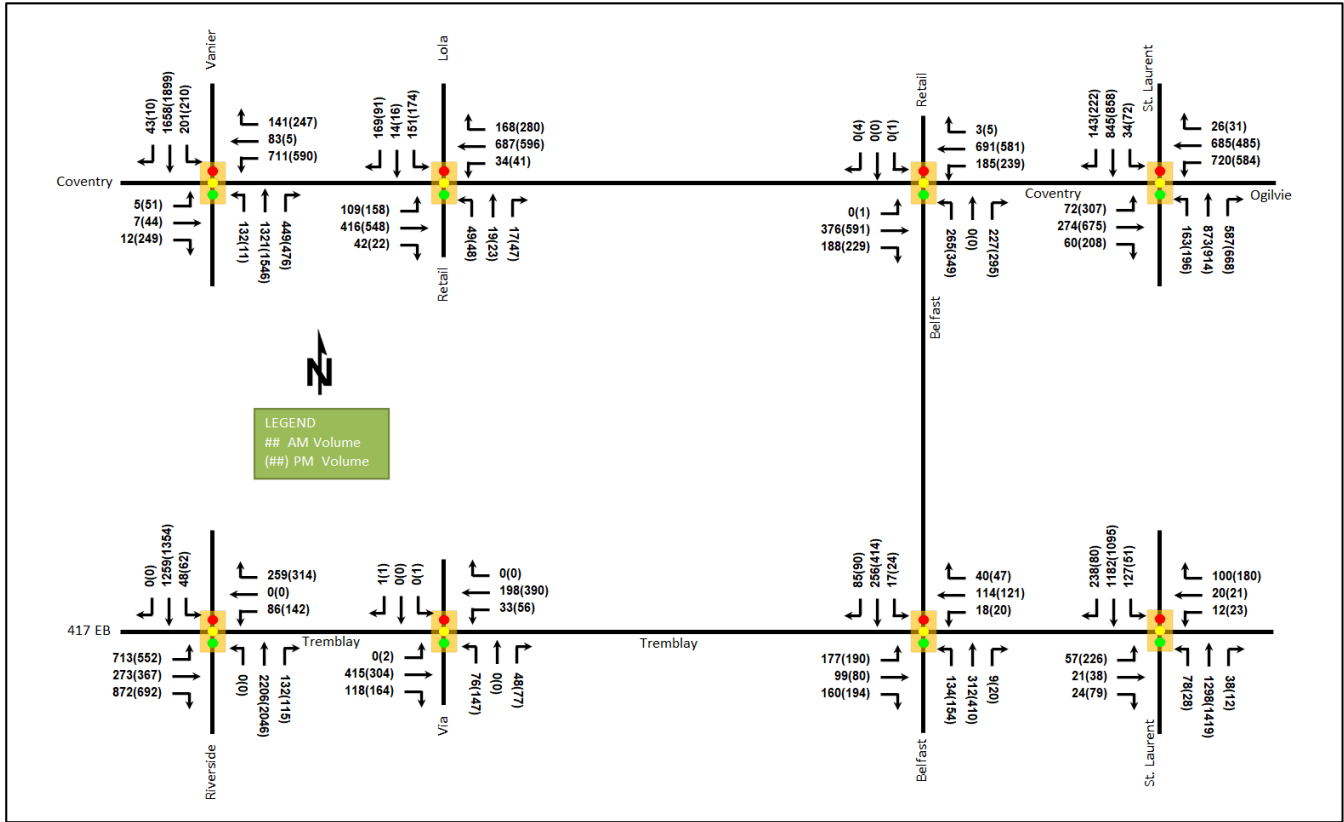


Table 17: 2032 Future Background Intersection Operations

Intersection	Lane	AM Peak Hour				PM Peak Hour			
		LOS	V/C	Delay (s)	Q (95 <sup>th</sup> )	LOS	V/C	Delay (s)	Q (95 <sup>th</sup> )
Coventry Road at Vanier Parkway <i>Signalized</i>	EBL/T	A	0.10	62.8	9.9	B	0.61	77.9	#44.6
	EBR	A	0.04	0.3	0.0	E	0.98	78.9	#88.0
	WBL	D	0.81	61.8	95.3	B	0.66	56.0	70.6
	WBL/T	C	0.80	70.1	111.2	B	0.66	61.3	82.1
	WBR	A	0.32	3.5	5.8	A	0.55	14.1	33.5
	NBL	C	0.76	74.5	m39.2	A	0.14	69.6	m3.2
	NBT	D	0.83	23.9	m93.7	F	1.11	85.1	m#289.3
	NBR	A	0.49	0.9	m1.1	A	0.54	3.9	m11.7
	SBL	C	0.74	77.9	#60.5	C	0.76	79.9	#60.0
	SBT/R	C	0.78	37.7	#200.9	C	0.78	32.4	#225.4
	<b>Overall</b>	<b>D</b>	<b>0.82</b>	<b>36.6</b>	-	<b>E</b>	<b>0.95</b>	<b>52.1</b>	-

Intersection	Lane	AM Peak Hour				PM Peak Hour			
		LOS	V/C	Delay (s)	Q (95 <sup>th</sup> )	LOS	V/C	Delay (s)	Q (95 <sup>th</sup> )
<b>Coventry Road at Lola Street Signalized</b>	EBL	A	0.30	11.1	16.0	A	0.48	14.1	22.2
	EBT/R	A	0.27	14.9	40.0	A	0.33	15.8	50.7
	WBL	A	0.07	7.6	m2.9	A	0.09	6.5	m3.3
	WBT/R	A	0.57	15.2	m57.7	B	0.62	14.5	m46.8
	NBL	A	0.21	26.9	14.9	A	0.18	25.9	14.3
	NBT/R	A	0.10	15.5	9.0	A	0.18	11.9	12.1
	SBL	A	0.55	36.3	38.3	B	0.62	39.3	44.1
	SBT/R	A	0.39	7.7	16.2	A	0.26	8.8	13.4
<b>Overall</b>	<b>A</b>	<b>0.54</b>	<b>16.0</b>	<b>-</b>	<b>-</b>	<b>A</b>	<b>0.60</b>	<b>16.7</b>	<b>-</b>
<b>Coventry Road at Belfast Road Signalized</b>	EBL	-	-	-	-	A	0.00	19.0	m0.3
	EBT	A	0.51	17.4	36.8	E	0.95	50.7	#157.7
	EBR	A	0.30	3.7	6.3	A	0.42	4.4	6.4
	WBL	A	0.36	9.6	21.9	D	0.85	45.3	#66.1
	WBT/R	B	0.67	16.2	114.7	B	0.64	19.8	108.2
	NBL/T	E	0.91	68.6	#86.5	E	0.92	60.3	#104.2
	NBR	A	0.54	13.8	29.1	A	0.59	14.1	38.5
	SB	-	-	-	-	A	0.01	0.0	0.0
<b>Overall</b>	<b>C</b>	<b>0.79</b>	<b>21.5</b>	<b>-</b>	<b>-</b>	<b>E</b>	<b>0.93</b>	<b>34.3</b>	<b>-</b>
<b>Coventry Road / Ogilvie Road at St. Laurent Boulevard Signalized</b>	EBL	A	0.16	48.5	16.0	B	0.69	58.2	51.0
	EBT	A	0.40	45.2	43.7	D	0.83	52.6	100.2
	EBR	A	0.14	0.7	0.0	A	0.43	7.5	18.0
	WBL	E	0.97	76.0	#138.0	F	1.22	161.2	#127.2
	WBT	C	0.71	45.0	100.5	B	0.61	43.1	70.8
	WBR	A	0.06	0.2	0.0	A	0.07	0.3	0.0
	NBL	E	0.92	105.6	#84.1	D	0.90	91.2	#87.4
	NBT	D	0.83	49.4	#171.8	D	0.83	45.3	#143.7
	NBR	C	0.76	14.5	#80.0	E	0.95	42.6	#167.5
	SBL	A	0.33	66.1	19.0	B	0.64	79.5	#36.1
	SBT	C	0.73	50.6	91.4	C	0.73	46.1	84.1
	SBR	A	0.31	3.3	5.3	A	0.46	9.3	22.4
<b>Overall</b>	<b>E</b>	<b>0.92</b>	<b>48.2</b>	<b>-</b>	<b>-</b>	<b>E</b>	<b>1.00</b>	<b>58.4</b>	<b>-</b>
<b>Tremblay Road / 417 EB at Riverside Drive Signalized</b>	EBL	D	0.86	60.1	113.0	E	0.92	75.1	#107.1
	EBT	A	0.31	41.2	42.1	A	0.60	56.0	65.5
	EBR	B	0.64	2.4	0.0	A	0.52	1.5	0.0
	WBL	C	0.78	105.4	#51.7	E	0.95	124.5	#81.7
	WBR	A	0.48	31.4	36.0	A	0.58	37.6	45.7
	NBT/R	F	1.18	121.7	#325.4	E	0.95	44.9	#247.9
	SBL	A	0.58	71.9	m#19.1	C	0.76	93.0	m#25.5
	SBT/R	C	0.72	33.6	211.3	B	0.70	31.4	m225.2
<b>Overall</b>	<b>F</b>	<b>1.06</b>	<b>69.0</b>	<b>-</b>	<b>-</b>	<b>E</b>	<b>0.94</b>	<b>42.2</b>	<b>-</b>

Intersection	Lane	AM Peak Hour				PM Peak Hour			
		LOS	V/C	Delay (s)	Q (95 <sup>th</sup> )	LOS	V/C	Delay (s)	Q (95 <sup>th</sup> )
<b>Tremblay Road at Via Rail Station Signalized</b>	EBL	-	-	-	-	A	0.01	12.0	1.3
	EBT	A	0.32	13.7	26.1	A	0.26	13.6	19.3
	EBR	A	0.33	6.2	9.2	A	0.44	7.2	11.6
	WBL	A	0.15	14.8	7.7	A	0.23	16.2	11.5
	WBT	A	0.15	12.4	13.1	A	0.31	14.1	24.2
	WBR	-	-	-	-	-	-	-	-
	NBL	A	0.23	13.6	12.0	A	0.38	15.0	21.8
	NBR	A	0.12	4.4	4.7	A	0.17	6.2	7.9
	SB	A	0.00	0.0	0.0	A	0.00	0.0	0.0
<b>Overall</b>	<b>A</b>	<b>0.27</b>	<b>11.9</b>	<b>-</b>	<b>A</b>	<b>0.34</b>	<b>12.6</b>	<b>-</b>	
<b>Tremblay Road at Belfast Road Signalized</b>	EBL	B	0.63	35.5	44.3	D	0.83	61.6	#70.5
	EBT/R	B	0.65	23.2	45.6	D	0.82	38.9	#72.1
	WBL	A	0.09	21.8	6.7	A	0.13	28.8	8.9
	WBT/R	A	0.32	20.8	30.1	A	0.44	29.1	41.9
	NBL	A	0.34	12.0	20.0	A	0.42	12.8	21.6
	NBT/R	A	0.35	11.9	46.4	A	0.48	18.4	91.3
	SBL	A	0.08	19.3	6.4	A	0.21	46.5	12.2
	SBT/R	B	0.61	25.6	71.5	C	0.78	34.2	#137.7
	<b>Overall</b>	<b>A</b>	<b>0.59</b>	<b>21.4</b>	<b>-</b>	<b>C</b>	<b>0.74</b>	<b>31.8</b>	<b>-</b>
<b>Tremblay Road at St. Laurent Boulevard Signalized</b>	EBL	A	0.32	45.7	24.5	F	1.03	112.6	#105.4
	EBT/R	A	0.13	22.7	14.0	A	0.25	14.2	21.1
	WBL	A	0.05	38.3	7.7	A	0.07	32.7	10.6
	WBT/R	A	0.33	13.2	19.9	A	0.38	9.2	22.6
	NBL	A	0.33	21.7	24.6	A	0.13	17.4	9.2
	NBT/R	A	0.53	18.5	96.0	A	0.56	20.2	98.6
	SBL	A	0.47	13.1	18.2	A	0.24	11.4	9.1
	SBT	A	0.56	12.4	101.1	A	0.56	14.9	92.4
	SBR	A	0.27	1.8	8.6	A	0.10	2.3	5.8
<b>Overall</b>	<b>A</b>	<b>0.52</b>	<b>15.3</b>	<b>-</b>	<b>C</b>	<b>0.74</b>	<b>23.4</b>	<b>-</b>	

Notes: Saturation flow rate of 1800 veh/h/lane  
Queue is measured in metres  
Peak Hour Factor = 1.00

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

At the 2032 future background horizon, during the AM and PM peak hours, the study area intersections are anticipated to operate similarly to the existing conditions. While minor improvements are noted on individual movements with the peak hour factor of 1.00 for future conditions, existing capacity issues are generally anticipated to persist throughout.

At the intersection of Coventry Road/Ogilvie Road at St. Laurent Boulevard, the northbound right movement may exhibit extended queues at this horizon.

The intersection of Tremblay Road/the Highway 417 eastbound off-ramp at this horizon is forecasted to be over theoretical capacity during the AM peak hour with extended queueing anticipated on the eastbound left during the PM peak hour.

At this horizon, the intersection of Tremblay Road at Belfast Road may exhibit extended queues on the eastbound left, eastbound through/right, and southbound through/right movements during the PM peak hour.

The eastbound left movement at the intersection of Tremblay Road at St. Laurent Boulevard is forecasted to be over theoretical capacity during the PM peak hour and being subject to high delays and queueing. Shifting one



second of split from the northbound and southbound phases to the eastbound and westbound phases at the intersection would reduce the v/c of all movements to 1.00 or below at this horizon.

### 7.2 2037 Future Background Operations

Figure 25 illustrates the 2037 background volumes and Table 18 summarizes the 2037 background intersection operations. The level of service for signalized intersections is based on v/c calculations for individual lane movements and HCM 2000 v/c calculations for the overall intersection. The synchro worksheets for the 2037 future background horizon are provided in Appendix H.

Figure 25: 2037 Future Background Volumes

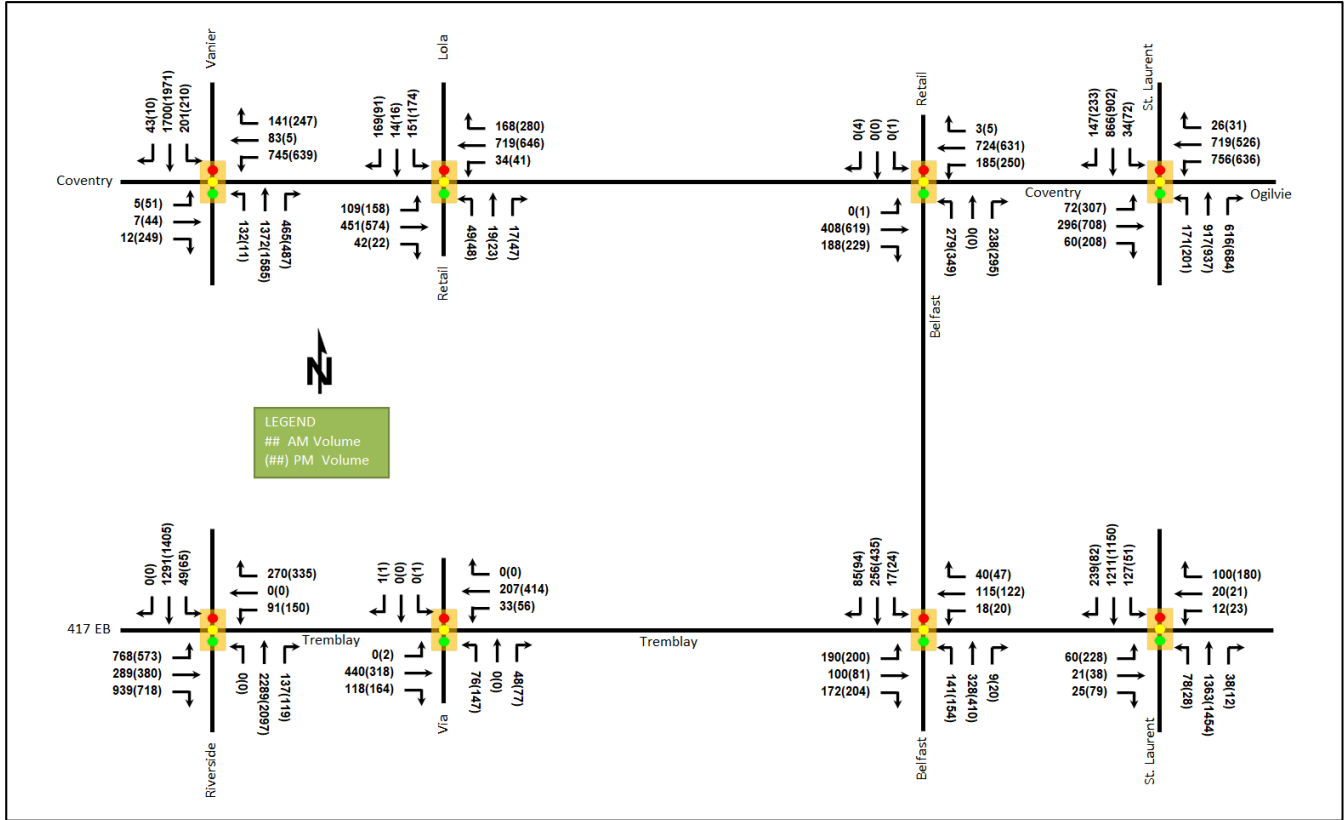


Table 18: 2037 Future Background Intersection Operations

Intersection	Lane	AM Peak Hour				PM Peak Hour			
		LOS	V/C	Delay (s)	Q (95 <sup>th</sup> )	LOS	V/C	Delay (s)	Q (95 <sup>th</sup> )
Coventry Road at Vanier Parkway <i>Signalized</i>	EBL/T	A	0.10	62.8	9.9	B	0.61	77.9	#44.6
	EBR	A	0.04	0.3	0.0	E	0.98	78.9	#88.0
	WBL	D	0.83	63.5	100.4	B	0.70	57.2	76.7
	WBL/T	D	0.82	71.4	#116.0	B	0.70	63.4	89.0
	WBR	A	0.31	3.5	5.8	A	0.54	14.1	33.7
	NBL	C	0.76	73.9	m36.8	A	0.14	70.7	m3.3
	NBT	D	0.87	25.0	m97.0	F	1.14	100.9	m#289.5
	NBR	A	0.51	0.8	m1.0	A	0.55	3.8	m10.6
	SBL	C	0.74	77.9	#60.5	C	0.76	80.0	#60.3
	SBT/R	D	0.81	38.8	#209.6	D	0.81	33.9	#240.9
<b>Overall</b>	<b>D</b>	<b>0.85</b>	<b>37.4</b>	-	<b>E</b>	<b>0.98</b>	<b>57.2</b>	-	
Coventry Road at Lola Street <i>Signalized</i>	EBL	A	0.32	11.3	16.0	A	0.50	14.9	22.2
	EBT/R	A	0.29	15.1	43.3	A	0.35	16.0	53.4
	WBL	A	0.08	7.9	m2.9	A	0.09	7.0	m3.5
	WBT/R	A	0.59	15.9	m63.1	B	0.65	15.5	m57.7
	NBL	A	0.21	26.9	14.9	A	0.18	25.9	14.3
	NBT/R	A	0.10	15.5	9.0	A	0.18	11.9	12.1
	SBL	A	0.55	36.3	38.3	B	0.62	39.3	44.1
	SBT/R	A	0.39	7.7	16.2	A	0.26	8.8	13.4
	<b>Overall</b>	<b>A</b>	<b>0.56</b>	<b>16.4</b>	-	<b>B</b>	<b>0.63</b>	<b>17.2</b>	-
Coventry Road at Belfast Road <i>Signalized</i>	EBL	-	-	-	-	A	0.00	20.0	m0.3
	EBT	A	0.56	18.1	37.9	F	1.01	63.6	#168.8
	EBR	A	0.30	3.4	5.6	A	0.42	4.7	7.4
	WBL	A	0.38	10.0	21.9	D	0.90	55.4	#74.0
	WBT/R	C	0.71	17.5	124.6	B	0.69	21.6	122.7
	NBL/T	E	0.94	73.6	#92.7	E	0.92	60.3	#104.2
	NBR	A	0.56	14.9	31.9	A	0.59	14.1	38.5
	SB	-	-	-	-	A	0.01	0.0	0.0
	<b>Overall</b>	<b>D</b>	<b>0.83</b>	<b>23.0</b>	-	<b>E</b>	<b>0.96</b>	<b>39.1</b>	-
Coventry Road / Ogilvie Road at St. Laurent Boulevard <i>Signalized</i>	EBL	A	0.17	50.0	16.2	B	0.69	58.2	51.0
	EBT	A	0.43	45.7	47.2	D	0.86	55.0	106.0
	EBR	A	0.14	0.7	0.0	A	0.43	7.5	18.0
	WBL	E	0.97	75.7	#148.5	F	1.35	211.2	#141.1
	WBT	B	0.70	43.1	103.7	B	0.66	44.6	77.5
	WBR	A	0.05	0.2	0.0	A	0.07	0.3	0.0
	NBL	E	0.93	107.5	#88.9	E	0.91	93.3	#90.4
	NBT	D	0.90	55.7	#184.4	D	0.85	46.7	#150.2
	NBR	C	0.80	18.1	#107.0	E	0.98	48.1	#176.3
	SBL	A	0.33	66.1	19.0	B	0.64	79.5	#36.1
	SBT	C	0.80	54.3	94.0	C	0.77	47.7	89.0
	SBR	A	0.33	3.8	6.4	A	0.49	10.6	26.0
<b>Overall</b>	<b>E</b>	<b>0.95</b>	<b>50.4</b>	-	<b>F</b>	<b>1.05</b>	<b>66.6</b>	-	

Intersection	Lane	AM Peak Hour				PM Peak Hour			
		LOS	V/C	Delay (s)	Q (95 <sup>th</sup> )	LOS	V/C	Delay (s)	Q (95 <sup>th</sup> )
<b>Tremblay Road / 417 EB at Riverside Drive Signalized</b>	EBL	D	0.88	60.6	123.6	E	0.94	78.3	#113.9
	EBT	A	0.32	40.4	44.5	B	0.61	56.1	68.0
	EBR	B	0.69	2.9	0.0	A	0.54	1.6	0.0
	WBL	D	0.82	110.3	#55.8	F	1.01	137.5	#87.5
	WBR	A	0.52	33.6	38.1	B	0.62	39.7	49.8
	NBT/R	F	1.25	150.0	#343.8	E	0.99	51.0	#259.3
	SBL	B	0.63	77.0	m#18.6	C	0.78	94.5	m#25.6
	SBT/R	C	0.75	35.6	217.6	C	0.73	32.4	m234.4
<b>Overall</b>	<b>F</b>	<b>1.12</b>	<b>80.6</b>	-	<b>E</b>	<b>0.97</b>	<b>45.5</b>	-	
<b>Tremblay Road at Via Rail Station Signalized</b>	EBL	-	-	-	-	A	0.01	12.0	1.3
	EBT	A	0.34	13.9	27.7	A	0.27	13.7	20.2
	EBR	A	0.33	6.2	9.2	A	0.44	7.2	11.6
	WBL	A	0.15	14.8	7.7	A	0.23	16.2	11.6
	WBT	A	0.16	12.5	13.6	A	0.33	14.2	25.7
	WBR	-	-	-	-	-	-	-	-
	NBL	A	0.23	13.6	12.0	A	0.38	15.0	21.8
	NBR	A	0.12	4.4	4.7	A	0.17	6.4	8.0
	SB	A	0.00	0.0	0.0	A	0.00	0.0	0.0
<b>Overall</b>	<b>A</b>	<b>0.28</b>	<b>12.1</b>	-	<b>A</b>	<b>0.34</b>	<b>12.8</b>	-	
<b>Tremblay Road at Belfast Road Signalized</b>	EBL	B	0.67	37.5	48.2	D	0.86	66.0	#75.3
	EBT/R	B	0.68	24.0	48.4	D	0.84	41.5	#76.6
	WBL	A	0.09	21.7	6.7	A	0.13	28.8	8.9
	WBT/R	A	0.32	20.7	30.3	A	0.43	29.0	42.4
	NBL	A	0.36	12.4	20.9	A	0.44	13.3	21.6
	NBT/R	A	0.37	12.4	49.2	A	0.48	18.6	91.3
	SBL	A	0.08	19.5	6.4	A	0.21	46.6	12.2
	SBT/R	B	0.61	25.9	71.5	D	0.82	37.4	#149.1
<b>Overall</b>	<b>B</b>	<b>0.61</b>	<b>22.0</b>	-	<b>C</b>	<b>0.77</b>	<b>33.9</b>	-	
<b>Tremblay Road at St. Laurent Boulevard Signalized</b>	EBL	A	0.33	46.2	25.6	F	1.04	114.9	#106.9
	EBT/R	A	0.14	22.4	14.3	A	0.25	14.7	21.6
	WBL	A	0.05	38.3	7.7	A	0.07	32.7	10.6
	WBT/R	A	0.33	13.2	19.9	A	0.38	9.4	23.1
	NBL	A	0.35	22.4	25.2	A	0.14	17.9	9.3
	NBT/R	A	0.55	19.0	102.9	A	0.58	20.4	101.9
	SBL	A	0.49	14.0	18.2	A	0.25	11.6	9.1
	SBT	A	0.57	12.7	105.0	A	0.59	15.4	99.3
	SBR	A	0.27	1.8	8.6	A	0.10	2.3	5.9
<b>Overall</b>	<b>A</b>	<b>0.54</b>	<b>15.7</b>	-	<b>C</b>	<b>0.76</b>	<b>23.8</b>	-	

Notes: Saturation flow rate of 1800 veh/h/lane  
Queue is measured in metres  
Peak Hour Factor = 1.00

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

At the 2037 future background horizon, during the AM and PM peak hours, the study area intersections are anticipated to operate similarly to the 2032 future background conditions.

At this horizon, the intersection of Coventry Road at Vanier Parkway may exhibit extended queues on the westbound left/through movement during the AM peak hour.

The intersection of Coventry Road/Ogilvie Road at St. Laurent Boulevard is forecast to be over theoretical capacity during the PM peak hour at this horizon.

At the intersection of Coventry Road at Belfast Road, the eastbound through movement is forecast to be over theoretical capacity during the PM peak hour at this horizon. Shifting two seconds of split from the westbound left phase to the eastbound through phase would reduce the v/c of all movements at the intersection to 1.00 or below at this horizon.

At the intersection of Tremblay Road / 417 EB at Riverside Drive, the westbound left movement is forecast to be over theoretical capacity during the PM peak hour at this horizon. Shifting one second of split from the eastbound through phase to the westbound left phase would reduce the v/c of all movements at the intersection to 1.00 or below at this horizon.

At the intersection of Tremblay Road at St. Laurent Boulevard, shifting one second of split from the northbound and southbound phases to the eastbound and westbound phases would reduce the v/c of all movements to 1.00 or below during the PM peak hour at this horizon.

### 7.3 2032 Future Total Operations

Figure 26 illustrates the 2032 future total volumes and Table 19 summarizes the 2032 future total intersection operations. The level of service for signalized intersections is based on v/c calculations for individual lane movements and HCM 2000 v/c calculations for the overall intersection, and HCM 2010 delay for unsignalized intersections. The synchro worksheets for the 2032 future total horizon are provided in Appendix I.

Figure 26: 2032 Future Total Volumes

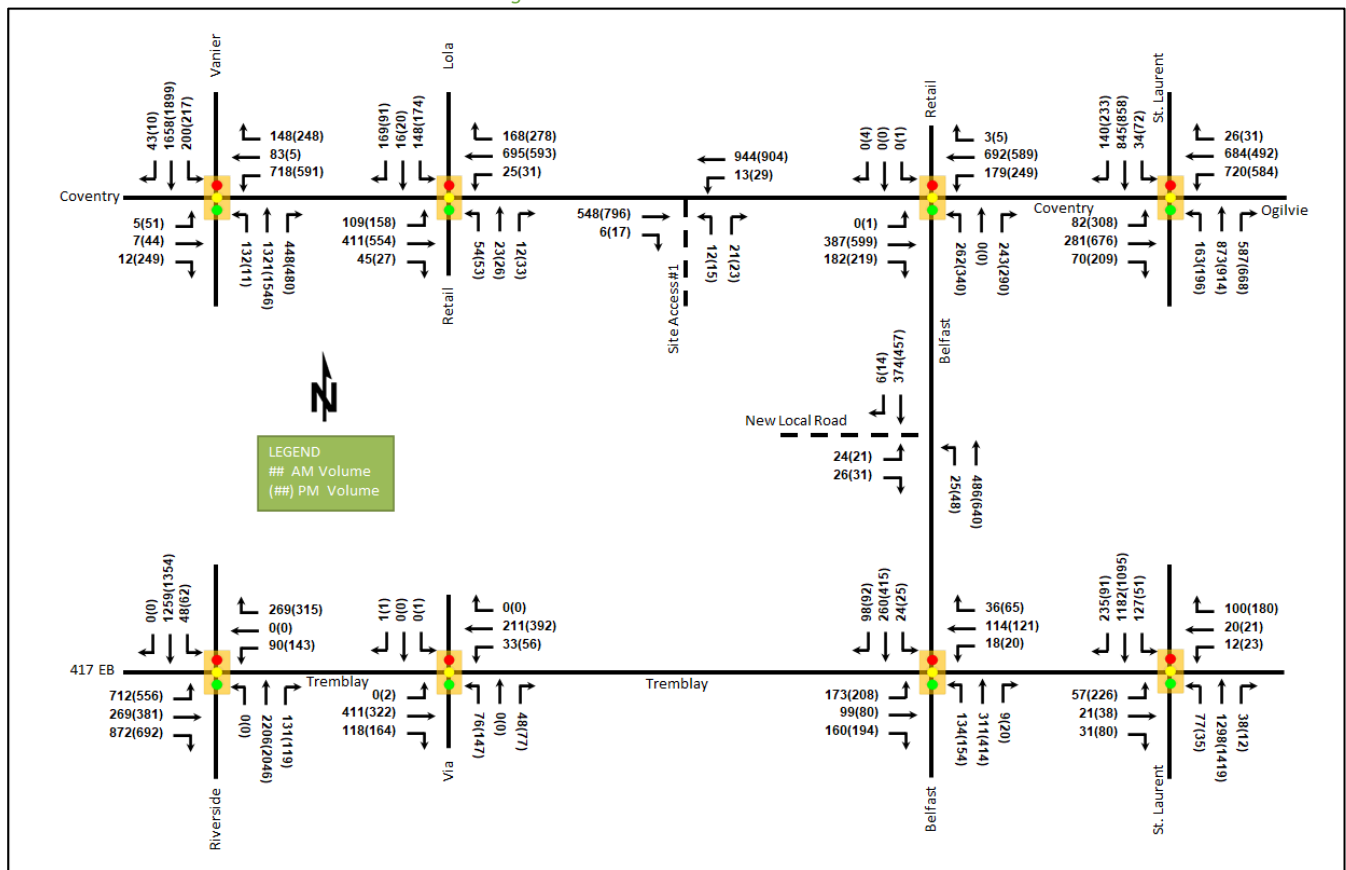


Table 19: 2032 Future Total Intersection Operations

Intersection	Lane	AM Peak Hour				PM Peak Hour			
		LOS	V/C	Delay (s)	Q (95 <sup>th</sup> )	LOS	V/C	Delay (s)	Q (95 <sup>th</sup> )
Coventry Road at Vanier Parkway <i>Signalized</i>	EBL/T	A	0.10	62.8	9.9	B	0.61	77.9	#44.6
	EBR	A	0.04	0.3	0.0	E	0.98	78.9	#88.0
	WBL	D	0.81	62.1	96.3	B	0.66	56.0	70.8
	WBL/T	D	0.81	70.3	111.6	B	0.66	61.2	82.1
	WBR	A	0.33	4.1	7.6	A	0.55	14.2	33.9
	NBL	C	0.76	74.3	m38.8	A	0.14	69.6	m3.2
	NBT	D	0.83	23.9	m94.5	<b>F</b>	<b>1.11</b>	<b>89.0</b>	<b>m#288.3</b>
	NBR	A	0.49	0.9	m1.1	A	0.55	3.9	m11.6
	SBL	C	0.74	78.2	#60.2	C	0.76	78.8	#62.3
	SBT/R	C	0.78	37.8	#200.9	C	0.78	32.5	#225.4
<b>Overall</b>	<b>D</b>	<b>0.82</b>	<b>36.7</b>	-	<b>E</b>	<b>0.96</b>	<b>53.1</b>	-	
Coventry Road at Lola Street <i>Signalized</i>	EBL	A	0.31	11.1	16.0	A	0.47	14.0	22.2
	EBT/R	A	0.26	13.1	39.3	A	0.34	15.7	51.4
	WBL	A	0.05	7.7	m2.2	A	0.07	6.7	m2.6
	WBT/R	A	0.57	15.4	m59.3	B	0.62	14.5	m47.1
	NBL	A	0.23	27.5	15.9	A	0.20	26.4	15.5
	NBT/R	A	0.09	17.7	9.5	A	0.15	13.6	11.8
	SBL	A	0.54	36.0	37.7	B	0.62	39.0	44.0
	SBT/R	A	0.40	7.8	16.5	A	0.27	9.2	14.1
	<b>Overall</b>	<b>A</b>	<b>0.55</b>	<b>15.8</b>	-	<b>A</b>	<b>0.60</b>	<b>16.8</b>	-
Coventry Road at Belfast Road <i>Signalized</i>	EBL	-	-	-	-	A	0.00	18.0	m0.2
	EBT	A	0.52	18.4	38.5	E	0.97	53.9	#161.1
	EBR	A	0.44	6.8	9.3	A	0.57	12.0	17.9
	WBL	A	0.39	10.2	21.2	D	0.88	52.7	#73.3
	WBT/R	B	0.67	16.2	114.8	B	0.64	19.9	110.7
	NBL/T	E	0.91	68.1	#85.5	E	0.91	59.3	#101.2
	NBR	A	0.57	14.3	30.8	A	0.59	13.9	36.9
	SB	-	-	-	-	A	0.01	0.0	0.0
	<b>Overall</b>	<b>C</b>	<b>0.79</b>	<b>21.9</b>	-	<b>E</b>	<b>0.94</b>	<b>36.6</b>	-
Coventry Road / Ogilvie Road at St. Laurent Boulevard <i>Signalized</i>	EBL	A	0.18	48.8	17.6	B	0.69	58.3	51.0
	EBT	A	0.41	45.3	44.7	D	0.83	52.7	100.3
	EBR	A	0.17	0.8	0.0	A	0.43	7.7	18.2
	WBL	E	0.97	76.0	#138.0	<b>F</b>	<b>1.22</b>	<b>161.2</b>	<b>#127.2</b>
	WBT	C	0.71	45.0	100.3	B	0.62	43.3	72.1
	WBR	A	0.06	0.2	0.0	A	0.07	0.3	0.0
	NBL	E	0.92	105.6	#84.1	D	0.90	91.2	#87.4
	NBT	D	0.83	49.5	#171.8	D	0.83	45.3	#143.7
	NBR	C	0.76	14.5	#80.0	E	0.95	42.6	#167.5
	SBL	A	0.33	66.1	19.0	B	0.64	79.5	#36.1
	SBT	C	0.74	50.7	91.4	C	0.73	46.1	84.1
	SBR	A	0.30	3.1	4.5	A	0.49	10.6	26.1
<b>Overall</b>	<b>E</b>	<b>0.92</b>	<b>48.1</b>	-	<b>E</b>	<b>1.00</b>	<b>58.4</b>	-	

Intersection	Lane	AM Peak Hour				PM Peak Hour			
		LOS	V/C	Delay (s)	Q (95 <sup>th</sup> )	LOS	V/C	Delay (s)	Q (95 <sup>th</sup> )
<b>Tremblay Road / 417 EB at Riverside Drive Signalized</b>	EBL	D	0.86	60.1	113.0	E	0.92	75.4	#108.6
	EBT	A	0.31	40.9	41.5	B	0.62	56.6	68.2
	EBR	B	0.64	2.4	0.0	A	0.52	1.5	0.0
	WBL	D	0.81	109.2	#54.6	E	0.96	126.1	#82.9
	WBR	A	0.50	32.5	38.0	A	0.58	37.7	45.9
	NBT/R	F	1.18	123.0	#325.2	E	0.96	45.5	#248.7
	SBL	A	0.59	72.9	m#18.6	C	0.76	93.8	m#25.8
	SBT/R	C	0.72	33.8	210.7	B	0.70	31.4	m225.1
	<b>Overall</b>	<b>F</b>	<b>1.06</b>	<b>69.7</b>	-	<b>E</b>	<b>0.94</b>	<b>42.6</b>	-
<b>Tremblay Road at Via Rail Station Signalized</b>	EBL	-	-	-	-	A	0.01	11.5	1.2
	EBT	A	0.32	13.7	25.8	A	0.26	13.4	20.0
	EBR	A	0.39	10.7	14.8	A	0.50	11.5	18.1
	WBL	A	0.16	15.0	7.8	A	0.23	16.0	11.3
	WBT	A	0.16	12.5	13.8	A	0.31	13.8	24.0
	WBR	-	-	-	-	-	-	-	-
	NBL	A	0.23	13.7	12.0	A	0.40	16.4	24.7
	NBR	A	0.12	5.2	5.1	A	0.18	7.0	8.9
	SB	A	0.00	0.0	0.0	A	0.00	0.0	0.0
	<b>Overall</b>	<b>A</b>	<b>0.27</b>	<b>12.6</b>	-	<b>A</b>	<b>0.37</b>	<b>13.3</b>	-
<b>Tremblay Road at Belfast Road Signalized</b>	EBL	B	0.61	34.8	43.3	E	0.91	75.4	#81.0
	EBT/R	B	0.65	23.4	45.8	D	0.81	37.4	#72.3
	WBL	A	0.09	21.8	6.7	A	0.13	28.5	8.9
	WBT/R	A	0.31	20.8	29.5	A	0.47	28.8	45.5
	NBL	A	0.36	12.4	20.0	A	0.43	13.4	21.6
	NBT/R	A	0.35	11.9	46.3	A	0.49	18.9	92.1
	SBL	A	0.11	19.6	8.0	A	0.22	46.6	12.6
	SBT/R	B	0.68	28.4	#79.1	D	0.81	36.7	#141.4
	<b>Overall</b>	<b>B</b>	<b>0.62</b>	<b>22.1</b>	-	<b>C</b>	<b>0.79</b>	<b>34.2</b>	-
<b>Tremblay Road at St. Laurent Boulevard Signalized</b>	EBL	A	0.32	45.7	24.5	F	1.03	112.6	#105.4
	EBT/R	A	0.15	20.5	14.7	A	0.25	14.1	21.1
	WBL	A	0.05	38.3	7.7	A	0.07	32.8	10.6
	WBT/R	A	0.33	13.2	19.9	A	0.38	9.2	22.6
	NBL	A	0.33	21.5	24.4	A	0.16	18.2	11.0
	NBT/R	A	0.53	18.5	96.0	A	0.56	20.2	98.6
	SBL	A	0.47	13.1	18.2	A	0.24	11.4	9.1
	SBT	A	0.56	12.4	101.1	A	0.56	14.9	92.4
	SBR	A	0.26	1.7	8.5	A	0.11	2.2	6.1
	<b>Overall</b>	<b>A</b>	<b>0.52</b>	<b>15.3</b>	-	<b>C</b>	<b>0.74</b>	<b>23.3</b>	-
<b>Coventry Road at Site Access Unsignalized</b>	EBT/R	-	-	-	-	-	-	-	-
	WBT	-	-	-	-	-	-	-	-
	WBL	A	0.01	8.9	0.0	B	0.04	10.1	0.8
	NBL/R	B	0.07	13.1	1.5	C	0.11	16.1	2.3
	<b>Overall</b>	<b>A</b>	-	<b>0.3</b>	-	<b>A</b>	-	<b>0.5</b>	-

Intersection	Lane	AM Peak Hour				PM Peak Hour			
		LOS	V/C	Delay (s)	Q (95 <sup>th</sup> )	LOS	V/C	Delay (s)	Q (95 <sup>th</sup> )
<b>New Local Road at Belfast Road Unsignalized</b>	EBL/R	D	0.24	28.1	6.8	E	0.35	41.2	10.5
	NBL/T	A	0.03	9.8	0.8	B	0.07	10.5	1.5
	SBT/R	-	-	-	-	-	-	-	-
	<b>Overall</b>	<b>A</b>	-	<b>1.8</b>	-	<b>A</b>	-	<b>2.2</b>	-

Notes: Saturation flow rate of 1800 veh/h/lane  
Queue is measured in metres  
Peak Hour Factor = 1.00

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

At the 2032 future total horizon, during the AM and PM peak hours, the study area intersections are anticipated to operate similarly to the 2032 future background conditions.

At this horizon, the southbound through/right movement at the intersection of Tremblay Road at Belfast Road may exhibit extended queues during the AM peak hour, increasing approximately one car-length above the background conditions.

At the intersection of Tremblay Road at St. Laurent Boulevard, as in the background conditions, shifting one second of split from the northbound and southbound phases to the eastbound and westbound phases would reduce the v/c of all movements to 1.00 or below during the PM peak hour at this horizon.

#### 7.4 2037 Future Total Operations

Figure 27 illustrates the 2037 future total volumes and Table 20 summarizes the 2037 future total intersection operations. The level of service for signalized intersections is based on v/c calculations for individual lane movements and HCM 2000 v/c calculations for the overall intersection, and HCM 2010 delay for unsignalized intersections. The synchro worksheets for the 2037 future total horizon are provided in Appendix J.

Figure 27: 2037 Future Total Volumes

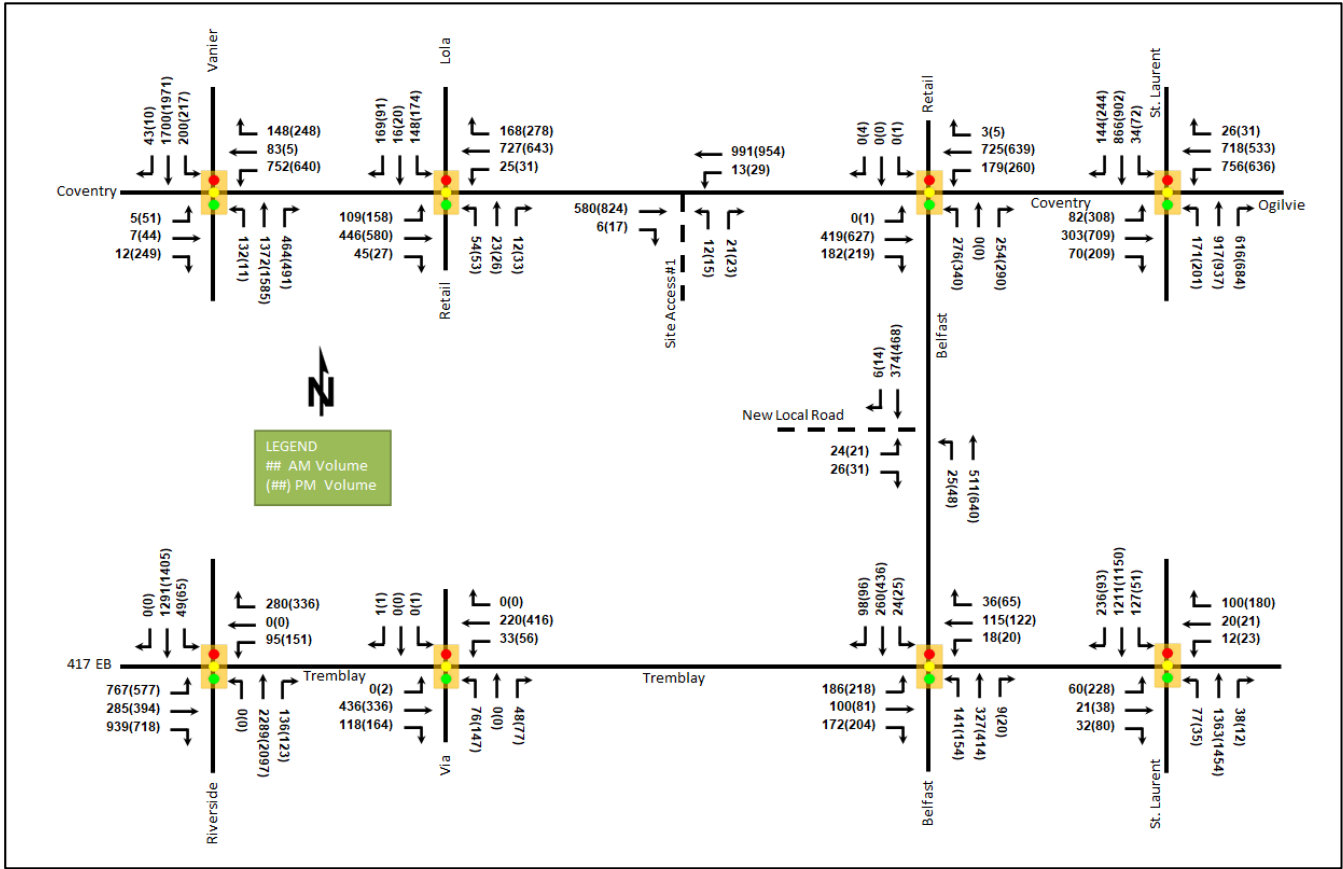


Table 20: 2037 Future Total Intersection Operations

Intersection	Lane	AM Peak Hour				PM Peak Hour			
		LOS	V/C	Delay (s)	Q (95 <sup>th</sup> )	LOS	V/C	Delay (s)	Q (95 <sup>th</sup> )
Coventry Road at Vanier Parkway <i>Signalized</i>	EBL/T	A	0.10	62.8	9.9	B	0.61	77.9	#44.6
	EBR	A	0.04	0.3	0.0	E	0.98	78.9	#88.0
	WBL	D	0.84	63.9	101.6	B	0.70	57.2	76.9
	WBL/T	D	0.83	71.7	#117.6	B	0.70	63.3	89.0
	WBR	A	0.33	4.1	7.6	A	0.54	14.2	34.1
	NBL	C	0.76	73.8	m36.7	A	0.14	70.9	m3.3
	NBT	D	0.87	25.0	m97.6	F	1.15	105.0	m#288.3
	NBR	A	0.51	0.7	m1.0	A	0.56	3.8	m10.6
	SBL	C	0.74	78.2	#60.2	C	0.76	78.8	#62.7
	SBT/R	D	0.81	38.9	#209.7	D	0.81	33.9	#240.9
<b>Overall</b>		<b>D</b>	<b>0.85</b>	<b>37.5</b>	-	<b>E</b>	<b>0.99</b>	<b>58.4</b>	-



Intersection	Lane	AM Peak Hour				PM Peak Hour			
		LOS	V/C	Delay (s)	Q (95 <sup>th</sup> )	LOS	V/C	Delay (s)	Q (95 <sup>th</sup> )
<b>Coventry Road at Lola Street Signalized</b>	EBL	A	0.32	11.3	16.0	A	0.50	14.8	22.2
	EBT/R	A	0.28	13.4	42.6	A	0.35	15.9	54.0
	WBL	A	0.06	8.1	m2.1	A	0.07	7.2	m2.7
	WBT/R	A	0.59	16.1	m64.4	B	0.65	15.5	m58.1
	NBL	A	0.23	27.5	15.9	A	0.20	26.4	15.5
	NBT/R	A	0.09	17.7	9.5	A	0.15	13.6	11.8
	SBL	A	0.54	36.0	37.7	B	0.62	39.0	44.0
	SBT/R	A	0.40	7.8	16.5	A	0.27	9.2	14.1
<b>Overall</b>	<b>A</b>	<b>0.56</b>	<b>16.1</b>	<b>-</b>	<b>-</b>	<b>B</b>	<b>0.62</b>	<b>17.3</b>	<b>-</b>
<b>Coventry Road at Belfast Road Signalized</b>	EBL	-	-	-	-	A	0.00	20.0	m0.2
	EBT	A	0.57	19.2	39.4	<b>F</b>	<b>1.03</b>	<b>70.6</b>	<b>#173.0</b>
	EBR	A	0.45	6.5	8.7	A	0.57	12.2	18.0
	WBL	A	0.41	10.5	21.2	D	0.89	54.3	<b>#78.1</b>
	WBT/R	C	0.71	17.5	124.9	B	0.70	21.6	125.2
	NBL/T	E	0.94	73.3	<b>#91.6</b>	E	0.91	59.3	<b>#101.2</b>
	NBR	A	0.59	15.5	34.0	A	0.59	13.9	36.9
	SB	-	-	-	-	A	0.01	0.0	0.0
<b>Overall</b>	<b>D</b>	<b>0.83</b>	<b>23.6</b>	<b>-</b>	<b>-</b>	<b>E</b>	<b>0.97</b>	<b>41.6</b>	<b>-</b>
<b>Coventry Road / Ogilvie Road at St. Laurent Boulevard Signalized</b>	EBL	A	0.19	50.3	17.9	B	0.69	58.3	51.0
	EBT	A	0.44	45.8	48.2	D	0.86	55.0	106.1
	EBR	A	0.17	0.8	0.0	A	0.43	7.7	18.2
	WBL	E	0.97	75.7	<b>#148.5</b>	<b>F</b>	<b>1.35</b>	<b>211.7</b>	<b>#141.1</b>
	WBT	B	0.70	43.1	103.5	B	0.67	44.8	78.5
	WBR	A	0.05	0.2	0.0	A	0.07	0.3	0.0
	NBL	E	0.93	<b>107.5</b>	<b>#88.9</b>	E	0.91	<b>93.3</b>	<b>#90.4</b>
	NBT	D	0.90	55.8	<b>#184.4</b>	D	0.85	46.7	<b>#150.2</b>
	NBR	C	0.80	18.1	<b>#107.0</b>	E	0.98	48.1	<b>#176.3</b>
	SBL	A	0.33	66.1	19.0	B	0.64	79.5	<b>#36.1</b>
	SBT	C	0.80	54.4	94.0	C	0.77	47.7	89.0
	SBR	A	0.33	3.6	5.5	A	0.51	11.9	29.7
<b>Overall</b>	<b>E</b>	<b>0.95</b>	<b>50.3</b>	<b>-</b>	<b>-</b>	<b>F</b>	<b>1.05</b>	<b>66.6</b>	<b>-</b>
<b>Tremblay Road / 417 EB at Riverside Drive Signalized</b>	EBL	D	0.88	60.5	123.4	E	0.94	79.1	<b>#114.8</b>
	EBT	A	0.31	40.2	43.8	B	0.63	56.7	70.5
	EBR	B	0.69	2.9	0.0	A	0.54	1.6	0.0
	WBL	D	0.84	<b>114.1</b>	<b>#58.1</b>	<b>F</b>	<b>1.01</b>	<b>138.9</b>	<b>#88.6</b>
	WBR	A	0.53	34.7	40.3	B	0.62	39.8	50.1
	NBT/R	<b>F</b>	<b>1.25</b>	<b>151.4</b>	<b>#343.6</b>	E	0.99	51.8	<b>#260.2</b>
	SBL	B	0.64	77.9	<b>m#18.1</b>	C	0.79	<b>95.9</b>	<b>m#25.8</b>
	SBT/R	C	0.75	35.8	216.9	C	0.73	32.4	m234.6
<b>Overall</b>	<b>F</b>	<b>1.12</b>	<b>81.3</b>	<b>-</b>	<b>-</b>	<b>E</b>	<b>0.97</b>	<b>46.1</b>	<b>-</b>

Intersection	Lane	AM Peak Hour				PM Peak Hour			
		LOS	V/C	Delay (s)	Q (95 <sup>th</sup> )	LOS	V/C	Delay (s)	Q (95 <sup>th</sup> )
<b>Tremblay Road at Via Rail Station Signalized</b>	EBL	-	-	-	-	A	0.01	11.5	1.2
	EBT	A	0.34	13.9	27.4	A	0.27	13.5	20.8
	EBR	A	0.39	10.7	14.8	A	0.50	11.5	18.1
	WBL	A	0.16	15.1	7.8	A	0.24	16.0	11.3
	WBT	A	0.17	12.5	14.4	A	0.33	14.0	25.4
	WBR	-	-	-	-	-	-	-	-
	NBL	A	0.23	13.7	12.0	A	0.40	16.4	24.7
	NBR	A	0.12	5.2	5.1	A	0.18	7.0	8.9
	SB	A	0.00	0.0	0.0	A	0.00	0.0	0.0
<b>Overall</b>	<b>A</b>	<b>0.28</b>	<b>12.7</b>	<b>-</b>	<b>-</b>	<b>A</b>	<b>0.37</b>	<b>13.4</b>	<b>-</b>
<b>Tremblay Road at Belfast Road Signalized</b>	EBL	B	0.65	36.7	46.9	E	0.93	80.0	#85.8
	EBT/R	B	0.68	24.3	48.7	D	0.83	39.5	#76.9
	WBL	A	0.10	21.8	6.7	A	0.13	28.6	8.9
	WBT/R	A	0.31	20.7	29.8	A	0.47	28.6	46.0
	NBL	A	0.38	12.9	20.9	A	0.45	14.0	21.6
	NBT/R	A	0.37	12.3	48.9	A	0.50	19.1	92.1
	SBL	A	0.11	19.9	8.0	A	0.22	46.7	12.6
	SBT/R	B	0.68	28.7	#79.1	D	0.85	40.8	#152.8
	<b>Overall</b>	<b>B</b>	<b>0.64</b>	<b>22.7</b>	<b>-</b>	<b>-</b>	<b>D</b>	<b>0.82</b>	<b>36.6</b>
<b>Tremblay Road at St. Laurent Boulevard Signalized</b>	EBL	A	0.33	46.2	25.6	F	1.04	114.9	#106.9
	EBT/R	A	0.15	20.2	14.7	A	0.25	14.8	21.8
	WBL	A	0.05	38.3	7.7	A	0.07	32.8	10.6
	WBT/R	A	0.33	13.2	19.9	A	0.38	9.4	23.1
	NBL	A	0.34	22.2	24.9	A	0.17	18.7	11.2
	NBT/R	A	0.55	19.0	102.9	A	0.58	20.4	101.9
	SBL	A	0.49	14.0	18.2	A	0.25	11.6	9.1
	SBT	A	0.57	12.7	105.0	A	0.59	15.4	99.3
	SBR	A	0.26	1.7	8.5	A	0.12	2.2	6.2
<b>Overall</b>	<b>A</b>	<b>0.54</b>	<b>15.7</b>	<b>-</b>	<b>-</b>	<b>C</b>	<b>0.76</b>	<b>23.7</b>	<b>-</b>
<b>Coventry Road at Site Access Unsignalized</b>	EBT/R	-	-	-	-	-	-	-	-
	WBT	-	-	-	-	-	-	-	-
	WBL	A	0.01	9.0	0.0	B	0.04	10.2	0.8
	NBL/R	B	0.07	13.4	1.5	C	0.11	16.5	3.0
	<b>Overall</b>	<b>A</b>	<b>-</b>	<b>0.3</b>	<b>-</b>	<b>-</b>	<b>A</b>	<b>-</b>	<b>0.5</b>
<b>New Local Road at Belfast Road Unsignalized</b>	EBL/R	D	0.25	29.1	7.5	E	0.35	42.0	10.5
	NBL/T	A	0.03	9.8	0.8	B	0.07	10.6	1.5
	SBT/R	-	-	-	-	-	-	-	-
	<b>Overall</b>	<b>A</b>	<b>-</b>	<b>1.8</b>	<b>-</b>	<b>-</b>	<b>A</b>	<b>-</b>	<b>2.2</b>

Notes: Saturation flow rate of 1800 veh/h/lane  
Queue is measured in metres  
Peak Hour Factor = 1.00

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

At the 2037 future total horizon, during the AM and PM peak hours, the study area intersections are anticipated to operate similarly to the 2037 future background conditions.

At this horizon, the southbound shared through/right-turn movement at the intersection of Tremblay Road at Belfast Road may exhibit extended queues during the AM peak hour, increasing approximately one-car length above the background conditions.

As in the background conditions, during the PM peak hour, shifting two seconds of split from the westbound left phase to the eastbound through phase at the intersection of Coventry Road/Ogilvie Road at St. Laurent Boulevard, shifting one second of split from the eastbound through phase to the westbound left phase at the intersection of Tremblay Road / 417 EB at Riverside Drive, and shifting one second of split from the northbound and southbound phases to the eastbound and westbound phases at the intersection of Tremblay Road at St. Laurent Boulevard would reduce the v/c of all movements to 1.00 or below at these intersections at this horizon.

## 7.5 Demand Rationalization Conclusions

### 7.5.1 Rationalization for Background Travel Demand

With respect to the background conditions, no adjustment have been made to the growth based modal shifts towards transit. The analysis may be considered conservative from a regional/citywide perspective as any mode shifts would reduce the existing/future growth volumes and improve network operations. The City implementation of additional local route connectivity to the LRT Stations would further make auto reductions possible on the road network and also support further development within the TOD area. No further rationalization for the background volumes is required for this study.

### 7.5.2 Rationalization for Development Travel Demand

As this development is targeted for a transit focus and meets the planned context of this area, rationalization for the trip generation or mode share selection is not required for this TIA.

## 8 Development Design

### 8.1 Design for Sustainable Modes

The proposed development includes seven residential towers with ground floor commercial within the northernmost building podium. The internal vehicle and bicycle parking within the underground garage are proposed to be accessed via 12% ramp slopes. Hard surface connections are provided between all building entrances and the sidewalks on Coventry Road and the new local road through the site, and to the MUP on Belfast Road. A Type D pedestrian crossover is proposed on the new local road west of the parking lot and drop-off loop access.

Bus stops for the route #18 are located on both sides of Coventry Road west of Belfast Road, and on both sides of Belfast Road south of Tremblay Road. Tremblay Station is located within 800 metres' walk of the site, and St. Laurent Station is located within one kilometre's walk of the site.

### 8.2 Circulation and Access

An existing access is on Coventry Road will remain and provide access to underground parking for the three buildings on the north half of the site. A new local road connection to Belfast Road and the drive aisles of the commercial parcel to the west will connect to a ramp to underground parking for the buildings on the south half of the site, and will connect to a one-way loop that includes surface parking and drop off zones for these buildings. The two-way access on Coventry Road, the one-way loop driveway on the new local road, and the two-way access to underground parking on the new local road are each recommended to be a minimum of 6.0-metres-wide.

Garbage collection is planned to be collected within the one-way loop for the southern site buildings and within the drive aisles of the parking lots to the west of the site for the northern site buildings through an agreement with the neighbouring property owner. Emergency services may access the site via the three public roads that the site will front.

### 8.3 New Street Networks

Per the Coventry TOD Plan, as referenced in Section 2.3.1, a new local road is proposed to bisect the site, connecting Belfast Road and the existing lots and drive aisles of the commercial parcel to the west. The TOD Plan envisioned the local road will continue and form a future extension to the intersection of Coventry Road at Lola Street.

The new local road through the site is proposed be a City standard 18.0-metre right-of-way with sidewalks on both sides of the road, and an 8.5-metre-wide roadway supporting two travel lanes and on-street parking. The intersection of the new road with Belfast Road is recommended as having 5.0-metre radii, and to include a mixed crossride for the MUP crossing per OTM Book 18.

The roadway will provide access to the limited local land uses that front it and will connect to the major collector Belfast Road. Given this function and connectivity, the classification of a local road is confirmed to be suitable.

## 9 Parking

### 9.1 Parking Supply

The site is to provide a total of 1,204 vehicle parking spaces across three underground levels, a surface parking lot, and an area reserved within the commercial lot to the west of the site. The underground parking levels will be divided to a north lot and south lot by the new local road. Among the 1,204 vehicle parking spaces, 100 spaces are for the commercial component, 927 spaces are for the residents, and 177 spaces are for visitors. A total of 900 bicycle parking spaces is proposed with the majority in the underground parking levels, and ten spaces for the commercial component in surface racks.

From the zoning by-law, the minimum vehicle parking provision for the site, which lies in Area X of Schedule 1A, is 884 resident spaces, 177 visitor spaces, and 19 commercial spaces. The maximum vehicle parking provision from the zoning by-law based on the site being within 800 metres' walking distance of a rapid transit station is 3,094 for both residents and visitors, and 55 spaces for the commercial component based on the assumption of a retail store. The minimum residential bicycle parking provision from the zoning by-law is 845 spaces, and minimum commercial bicycle parking provision is seven spaces.

Therefore, the minimum residential and visitor vehicle parking, minimum bicycle parking, and maximum residential vehicle parking requirements are satisfied. The maximum retail spaces may be greater than permitted for sites within 600 metres of a rapid transit station, however the total maximum parking provision for the site will be 1,890 spaces below the by-law value for the total site. The proposed parking provision is based on the existing area context with the understanding that an evolution of the area will take place over time. The parking supply will be continually evaluated as construction phases progress.

## 10 Boundary Street Design

Table 21 summarizes the MMLOS analysis for the boundary streets of Coventry Road and Belfast Road. The existing and future conditions for both streets will be the same and are considered in one row. The boundary street analysis is based on the most stringent policy area of "Within 600m of a rapid transit station". The MMLOS worksheets has been provided in Appendix K.

Table 21: Boundary Street MMLOS Analysis

Segment	Pedestrian LOS		Bicycle LOS		Transit LOS		Truck LOS	
	PLOS	Target	BLOS	Target	TLOS	Target	TrLOS	Target
<b>Coventry Road (Existing/Future)</b>	<b>D</b>	A	A	B	-	-	A	D
<b>Belfast Road (Existing)</b>	<b>F</b>	A	C	D	-	-	C	D
<b>Belfast Road (Future)</b>	<b>C</b>	A	A	D	-	-	C	D
<b>New Local Road (Future)</b>	<b>B</b>	A	B	D	-	-	-	-

The pedestrian LOS will not be met along all boundary streets. To meet the pedestrian LOS targets on Coventry Road and Belfast Road, the curb lane vehicle volumes would need to be reduced to below 3000 AADT. Meeting LOS targets on the new local road would require a 2.0-metre-wide sidewalk with an effective boulevard width of 0.5 metres.

The sidewalk configurations on Coventry Road and Belfast Road are considered acceptable given no LOS improvements are possible without altering the function of the roadway. The proposed sidewalk configuration on the new local road is considered appropriate for the urban context.

Crowding PLOS is not considered in the PLOS due to the excessively high-volume threshold. At the lowest threshold given, of 250 pedestrians per hour, the minimum effective sidewalk width required to achieve LOS A would be 3.0 metres, whereby nearly any sidewalk considered for installation in the City would not be able to meet this target.

## 11 Access Intersections Design

### 11.1 Location and Design of Access

The development will maintain a full-movement access on Coventry Road, and a new intersection on Belfast Road for the new local road connection through the site. Along the new local road, two full-movement accesses are proposed: one to the southern underground parking garage and one to the one-way drop-off loop and surface parking.

The access on Coventry Road to the northern underground parking garage is in the location of an existing access, approximately six metres in width, with a throat length of approximately 29 metres, and approximately six metres offset from the adjacent property line. The proposed throat width is adequate, and the throat length is lower than the suggested minimum value of 40 metres from the Geometric Design Guide for Canadian Roads (TAC, 2017). This suggested value is typically difficult to achieve in urban areas, and where urban guidelines exist, and in this specific case, is constrained by the location of the park for this site which will be extended westerly once the adjacent site develops. Given the trip assignment forecast for the site as discussed in Section 5.4, this throat length is anticipated to be adequate.

The access to the one-way drop-off loop and surface parking is 5.7 metres in width with a throat length of approximately 13 metres. The throat length is considered adequate, and the access is recommended to be 6.0 metres in width with 5.0-metre effective radii and adhere to City Standard SC7.1 for a continuous sidewalk across the access with a depressed curb.

The access on the new local road to the southern underground parking garage is to be approximately six metres in width, with a throat length of approximately 44 metres, and approximately one metre offset from the adjacent western site property line. The throat length and width of the access are considered adequate, and the offset from the adjacent property line is below the minimum 3.0 metres from the private approach by-law. The proposed offset will need to be approved through the site plan application, per private approach by-law Section 25(1)(r).

The site is proposed as having two private approaches on the approximately 108-metre frontage on the new local road, and which are proposed as being separated by approximately 45 metres.

## 11.2 Intersection Control

Based on the projected volumes, site access will have a stop control on the minor access approaches, and it is recommended that the new local road be minor stop controlled at Belfast Road. No further traffic control is necessary to address operational issues.

## 11.3 Access Intersection Design

### 11.3.1 2032 Future Access Intersection Operations

Figure 26, above, illustrates the 2032 future total volumes and Table 19 summarizes the 2032 future total access intersection operations.

The site access intersections at the 2032 future total horizon are forecast to operate well. No capacity issues are noted.

### 11.3.2 2037 Future Access Intersection Operations

Figure 27, above, illustrates the 2037 future total volumes and Table 20 summarizes the 2037 future total access intersection operations.

The site access intersections at the 2037 future total horizon are forecast to operate well. No capacity issues are noted.

### 11.3.3 Access Intersection MMLOS

As the access intersections are not signalized, no access intersection MMLOS analysis is possible or required.

### 11.3.4 Recommended Design Elements

All site accesses are recommended to comply with City Standard SC7.1 where sidewalks are to be continuous through site driveways via a depressed curb.

## 12 Transportation Demand Management

### 12.1 Context for TDM

The subject site is within the Tremblay TOD area, the mode shares used within the TIA represent a shift from auto mode to transit mode, although slightly lower than the typical TOD values. Overall, the modal shares are likely to be achieved and supporting TDM measures should be provided.

Total bedrooms across apartment units are 2,535 with 1,141 bachelor or one-bedroom units, 463 two-bedroom units, 156 three-bedroom units, and eight ground floor townhouse units are proposed. No age restrictions are noted.

### 12.2 Need and Opportunity

The subject site has been assumed to rely predominantly on transit due to the proximity to the Tremblay LRT Station. The proximity of the transit station should provide the opportunity to reach the forecasted transit mode share, and the risks with not meeting targets may be increased volumes on the eastbound through movement at the intersection of Coventry Road at Belfast Road during the PM peak hour.

### 12.3 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 L. The key TDM measures recommended include:

- Display local area maps with walking and cycling routes, and transit route information and schedules at major entrances
- Provide a multimodal travel option information package to new residents
- Contract with providers to install on-site bikeshare (or other micromobility alternatives) and carshare spaces
- Inclusion of a 1-year Presto card for first time apartment rental, with a set time frame for this offer (e.g. 6-months) from the initial opening of the site
- Unbundle parking cost from rental costs

## 13 Neighbourhood Traffic Management

Site traffic is proposed to access the arterial network via Belfast Road (a major collector road continuing to a collector road) and Tremblay Road (a major collector road). The TIA guidelines have outlined neighbourhood traffic management thresholds of 600 two-way vehicles per peak hour for major collector roads and 300 two-way vehicles per peak hour for collector roads. City Staff have noted that these NTM thresholds are too low for the purposes of this analysis, and they under review for future update.

Belfast Road and Tremblay Road are above NTM thresholds in the background conditions. At these locations, the site is forecast to comprise 0.7% to 5.2% to Belfast Road and 3.0% to 3.6% on Tremblay Road. Thus, no impact to the road function or classification are forecast to result from the proposed development.

## 14 Transit

### 14.1 Route Capacity

In Section 5.1 the trip generation by mode was estimated, including an estimate of the number of transit trips that will be generated by the proposed development. Table 22 summarizes the transit trip generation.

Table 22: Trip Generation by Transit Mode

Travel Mode	Residential Mode Share AM(PM)	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Transit	58%(48%)	145	315	460	218	160	379

The proposed development is anticipated to generate an additional 460 AM and 379 PM peak hour two-way transit trips. From the trip distribution found in section 5.2, these values can be further broken down. Table 23 summarizes forecasted site-generated transit ridership trips by direction, the types of transit service available for the direction’s travel, and the equivalent bus loads. Based on September 1, 2022 transit service, trips on LRT may be made by walking to Tremblay Station, walking to the further St. Laurent Station, or by taking the local bus that connects to St. Laurent Station.

Table 23: Forecasted Site-Generated Transit Ridership

Direction	AM Peak Hour		PM Peak Hour		Service Type	Approximate Equivalent Peak Hour/Direction Bus Loads
	In	Out	In	Out		
North	36	79	55	40	Bus	One articulated bus
South	29	63	44	32	Bus, LRT	One articulated bus

Direction	AM Peak Hour		PM Peak Hour		Service Type	Approximate Equivalent Peak Hour/Direction Bus Loads
	In	Out	In	Out		
East	36	79	55	40	Bus, LRT	One articulated bus
West	44	95	65	48	Bus, LRT	One double decker bus

### 14.2 Transit Priority

Examining the study area intersection delays, negligible impacts are noted on the transit movements and no decrease in transit LOS at the study area intersections are noted as a result of forecasted site-generated traffic. Since the widening of Coventry Road is within the Affordable Network within the Transportation Master Plan, it is expected that the local transit service may be reconfigured or improved by the City once the design is initiated and the reconstruction is completed.

## 15 Network Concept

The proposed development is anticipated to generate approximately 244 AM and 237 PM two-way person trips above a permitted land use (office) for the current zoning of General Mixed Use. The proposed site plan is aligned with the building heights and density targets from the recent Tremblay TOD Plan and thus the network concept does not need to be revised in support of the proposed zoning. The operation of the infrastructure and service level provided by the City will be the primary factor of the network acceptability.

## 16 Network Intersection Design

### 16.1 Network Intersection Control

No change to the existing signalized control is recommended for the network intersections.

### 16.2 Network Intersection Design

#### 16.2.1 Future Total Network Intersection Operations

The operations are noted in Sections 7.3 and 7.4. Reallocating two seconds of split would be required for the v/c of all movements at the intersection of Coventry Road to be 1.00 or below during the PM peak hour.

#### 16.2.2 Network Intersection MMLOS

Table 24 summarizes the MMLOS analysis for the network intersections within the study area. The existing and future conditions for both intersections will be the same and are considered in one row. Targets for the intersection of Coventry Road at Belfast Road are based on the land use designation of “Mixed Use Centre” and all other intersection targets are based on the policy area of “within 600m of a rapid transit station.” The MMLOS worksheets has been provided in Appendix K.

Table 24: Study Area Intersection MMLOS Analysis

Intersection	Pedestrian LOS		Bicycle LOS		Transit LOS		Truck LOS		Auto LOS	
	PLOS	Target	BLOS	Target	TLOS	Target	TrLOS	Target	ALOS	Target
Coventry Road at Vanier Parkway	F	A	F	B	-	-	B	D	E	E
Coventry Road at Lola Street	F	A	E	B	-	-	-	-	A	E
Coventry Road at Belfast Road	F	C	D	B	-	-	C	D	E	D
Coventry Road / Ogilvie Road at St. Laurent Boulevard	F	A	F	C	F	D	B	D	F	E



Intersection	Pedestrian LOS		Bicycle LOS		Transit LOS		Truck LOS		Auto LOS	
	PLOS	Target	BLOS	Target	TLOS	Target	TrLOS	Target	ALOS	Target
Tremblay Road / 417 EB at Riverside Drive	F	A	F	B	-	-	B	D	F	E
Tremblay Road at Via Rail Station	F	A	F	D	-	-	-	-	A	E
Tremblay Road at Belfast Road	F	A	E	B	-	-	C	D	C	E
Tremblay Road at St. Laurent Boulevard	F	A	F	B	F	D	E	D	B	E

The pedestrian and bicycle LOS targets will not be met at the study area intersections, the transit LOS will not be met at the intersection of Coventry Road/Ogilvie Road at St. Laurent Boulevards and at Tremblay Road at St. Laurent Boulevard. Auto LOS will not be met at the intersection of Coventry Road at Belfast Road, Coventry Road/Ogilvie Road at St. Laurent Boulevard, and Tremblay Road/the Highway 417 eastbound off-ramp at Riverside Drive.

To meet pedestrian LOS A, the maximum crossing distance on all pedestrian crossings would need to be reduced to two lane-widths and to meet pedestrian LOS C, the crossing width would typically need to be reduced to three lane-widths.

To meet bicycle LOS targets, the left-turn configurations would need to be two-stage or include left-turn boxes, and separated facilities would be required at the intersection of Coventry Road at Vanier Parkway, Coventry Road/Ogilvie Road at St. Laurent Boulevard, Tremblay Road/the Highway 417 eastbound off-ramp at Riverside Drive and Tremblay Road at St. Laurent Boulevard. It is noted that the St. Laurent and Tremblay TOD plans outline dedicated cycling facilities along St Laurent Boulevard, Belfast Road, Tremblay Road, and Vanier Parkway, and shared-use lane along Lola Street, but no timeline or description is confirmed for these improvements. Along the site frontage at the intersection of Coventry Road at Belfast Road, a cycletrack is present on the approach and a bike lane is present on the departure, thus no improvements are considered required to address cycling LOS on the quadrant of the intersection.

Meeting transit LOS would require delays of 30 seconds or less on transit movements.

Overall, solutions required to meet the balance of the MMLOS objectives at these intersections will need a wholistic study by the City and potentially compromise on the MMLOS targets.

### 16.2.3 Recommended Design Elements

No study area intersection design elements are proposed as part of this study.

## 17 Summary of Improvements Indicated and Modifications Options

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

### Proposed Site and Screening

- The redevelopment will comprise 1,768 residential units, 16,340 sq. ft. of ground floor commercial space, and will include a total of 1,204 vehicle spaces across three levels of underground parking and a surface lot, and 900 bicycle parking spaces
- Accesses will be provided on a local road along which two site accesses are proposed, and the existing site access on Coventry Road will remain
- The development is proposed to be completed by 2032 with construction occurring in multiple phases

- The trip generation, location, and safety triggers were met for the TIA Screening
- This report is in support of a zoning by-law amendment and site plan application

### **Existing Conditions**

- Coventry Road, Ogilvie Road, Vanier Parkway, Riverside Drive, and St Laurent Boulevard are arterial roads
- Tremblay Road and Belfast Road are major collector roads, and Lola Street is a collector road in the study area
- Sidewalks are provided on both sides of Coventry Road excepting the 80-metre section west of Lola Street where a MUP is present in place of a sidewalk on the south side of the road, on Vanier Parkway, Ogilvie Road, St. Laurent Boulevard, Riverside Drive, Lola Street south of Presland Road, and on Belfast Road at its intersection of Coventry Road at Belfast Road and across the highway overpass connecting to its intersection with Tremblay Road
- Sidewalks are also present on the south side of Tremblay Road east of the Via Rail access and on the west side of the Lola Street between Hart Avenue and Prince Albert Street
- Cycletracks are present on both sides of Coventry Road between Lola Street and Belfast Road, bike lanes are present on both sides of Coventry Road between Belfast Road and the westerly St. Laurent Shopping Centre access, and east of the easterly shopping centre access, and on the east/south side of the road between the two shopping centre accesses
- MUPs are present on the north side of Tremblay Road east of the Via Rail station access, on the south side of Tremblay Road west of the Via Rail station access, and on the west side of Belfast Road
- West Presland Road, Presland Road, and Hardy Avenue connect to Coventry Road and Ogilvie Road to comprise a cross-town bikeway, and Lola Street north of Presland Road is a neighbourhood bikeway
- Ogilvie Road, St Laurent Boulevard, Riverside Drive, and Ogilvie Road are spine routes
- Area collision types are most typically associated with congestion
- During both the AM and PM peak hours, capacity issues are noted at the intersection of Coventry Road at Vanier Parkway, Coventry Road/ Ogilvie Road at St. Laurent Boulevard, and Tremblay Road/ 417 EB at Riverside Drive

### **Development Generated Travel Demand**

- The proposed development is forecasted produce 792 two-way people trips during the AM peak hour and 820 two-way people trips during the PM peak hour
- Of the forecasted people trips, 111 two-way trips will be vehicle trips during the AM peak hour and 137 two-way trips will be vehicle trips during the PM peak hour
- Of the forecasted trips, 25% are anticipated to travel north and the east, 30% to the west, and 20% to the south

### **Background and Total Conditions**

- The background developments were explicitly included in the background conditions, along with annual background growth rates derived from the TRANS horizons within the study area
- Vehicle trips associated with the existing site land uses and estimated using the ITE Trip Generation Manual 11<sup>e</sup> were removed from the network intersection volumes at the future total horizons, and some volumes were reassigned assuming a new local road will be built out
- The study area intersections at the 2032 and 2037 background conditions are forecast to operate similarly to the existing conditions

- The future total horizons are forecast to operate similarly to the background conditions

### **Development Design**

- The internal vehicle and bicycle parking is proposed as accessing the underground parking garage a 12% slope ramp, bicycle parking is also proposed on the main floor, and in surface racks
- Hard surface connections are provided between all building entrances and the sidewalks on Coventry Road and the New Local Road through the site and to the MUP on Belfast Road
- A Type D pedestrian crossover is proposed on the new local road west of the parking lot access
- An existing access on Coventry Road is to be used for the site's northern underground parking garage ramp
- A ramp to the site's southern underground parking garage, and a driveway to the surface parking lot are proposed onto the new local road
- Garbage collection is planned within the one-way loop accessing the new local road, and in the drive aisle of the adjacent parcel to the west, and emergency services may access the three public roads the site buildings will front

### **New Street Networks**

- The new local road is proposed as a City Standard 18.0-metre right-of-way with an 8.5-metre roadway and sidewalks on both sides of the road
- The intersection of the new road with Belfast Road is recommended as having 5.0-metre radii, and to include a mixed crossride for the MUP crossing per OTM Book 18
- The local road classification is confirmed to be suitable for the new road

### **Parking**

- The site provides a total of 1,204 vehicle parking spaces across two underground levels and a surface parking lot
- Among these parking spaces, 100 parking spaces are for commercial, 927 are for residents, and 177 spaces are for visitors
- The minimum residential parking, minimum visitor parking, and minimum bicycle parking requirements are satisfied, the maximum commercial parking may be exceeded
- The proposed parking provision is based on the existing area context with the understanding that an evolution of the area will take place over time where supply will be revisited as construction phases progress

### **Boundary Street Design**

- The pedestrian LOS will not be met along the segments of Coventry Road, Belfast Road, and the New Local Road
- Meeting pedestrian LOS targets would require a reduction in vehicle volumes along the curb lanes of Coventry Road and Belfast Road to below 3000 AADT, and a two-metre-wide sidewalk with a 0.5-metre-wide boulevard on the New Local Road, although the proposed configuration is considered appropriate for the urban context

### Access Intersections Design

- Two of the three site accesses are two-way ramps to underground parking of approximately six metres' width and the other access is a two-way 5.7-metre-wide driveway for a drop-off loop including surface parking
- The throat length on the driveway on Coventry Road is less than the suggested minimum from the TAC manual, where the length is constrained by the location of the park, and it is anticipated to be adequate for the forecasted traffic
- The southerly ramp to underground parking is located approximately 1.0 metre from the adjacent property line, and the requiring specific approval through the site plan process
- The drop-off loop access is recommended to be 6.0-metres wide with 5.0-metre effective radii
- Site accesses are recommended to comply with City Standard SC7.1 with continuous sidewalks through the accesses
- Site access will be stop-controlled on the minor access approaches

### TDM

- Supportive TDM measures to be included within the proposed development should include:
  - Display local area maps with walking and cycling routes, and transit route information and schedules at major entrances
  - Provide a multimodal travel option information package to new residents
  - Contract with providers to install on-site bikeshare (or other micromobility alternatives) and carshare spaces
  - Inclusion of a 1-year Presto card for first time apartment rental, with a set time frame for this offer (e.g. 6-months) from the initial opening of the site
  - Unbundle parking cost from rental costs

### NTM

- The site is forecast to contribute 0.6% to 5.5% to Belfast Road and 0.6% to 5.2% on Tremblay Road, both roads being over NTM thresholds in the background conditions
- No impact to the road function or classification are forecast to result from the proposed development

### Transit

- The forecasted transit trips will include 460 two-way trips during the AM peak hour and 379 two-way trips during the PM peak hour
- Peak hour increases in transit ridership resulting from the site equate to one articulated bus each north south, and east, and one double decker west
- Negligible increases in delays on transit movements and no decrease in transit LOS are noted at the study area intersections as a result of forecasted site-generated traffic

### Network Concept

- While anticipated to generate 24 two-way peak hour person trips above permitted uses, the proposed land use is in line with the building heights and density targets from the recent Tremblay TOD Plan, and the network concept does not need to be revisited in support of the proposed zoning

### Network Intersection Design

- The pedestrian LOS targets will not be met at the existing or future intersections within the study area, and the maximum crossing distance on all pedestrian crossings are required to be reduced to two lane-widths to meet LOS A and three lane-widths to meet LOS C
- The bicycle LOS targets will not be met at the existing or future intersections within the study area, and the left-turn configurations are required to be two-stage or include turn boxes and segregated facilities at most arterial-arterial intersections, and no improvements are noted to be required for the site frontages at the intersection of Coventry Road and Belfast Road
- Meeting the balance of MMLOS trade-offs at the study area intersections is considered the responsibility of the City

## 18 Conclusion

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

Prepared By:



John Kingsley, EIT  
Transportation Engineering-Intern

Reviewed By:



Andrew Harte, P.Eng.  
Senior Transportation Engineer

# Appendix A

TIA Screening Form and PM Certification Form

City of Ottawa 2017 TIA Guidelines  
Step 1 - Screening Form

Date: 24-Oct-22  
Project Number: 2022-116  
Project Reference: 400 Coventry

1.1 Description of Proposed Development	
Municipal Address	400 Coventry Road
Description of Location	Southwest quadrant of Coventry Road at Belfast Road intersection
Land Use Classification	General Mixed Use Zone (GM6 H(34) and GM6 H(90))
Development Size	1,690 residential units, 1,700 m <sup>2</sup> of commercial
Accesses	East-west public road connection through the site from the Tremblay TOD Plan onto which three site accesses are proposed, and the existing site access on Belfast Road will remain
Phase of Development	Multiple phases
Buildout Year	2032
TIA Requirement	Full TIA Required

1.2 Trip Generation Trigger	
Land Use Type	Townhomes or apartments
Development Size	1690 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 City's Transit Priority, Rapid Transit or Spine Bicycle Networks?	No
Is the development in a Design Priority Area (DPA) or Transit-oriented Development (TOD) zone?	Yes Tremblay TOD
Location Trigger	Yes

1.4. Safety Triggers	
Are posted speed limits on a boundary street 80 km/hr or greater?	No
Are there any horizontal/vertical curvatures on a boundary street limits sight lines at a proposed driveway?	No
Is the proposed driveway within the area of influence of an adjacent traffic signal or roundabout (i.e. within 300 m of intersection in rural conditions, or within 150 m of intersection in urban/ suburban conditions)?	Yes
Is the proposed driveway within auxiliary lanes of an intersection?	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?	Yes The Belfast Road at Coventry Road intersection had a total of 24 collisions
Does the development include a drive-thru facility?	No
Safety Trigger	Yes



## **TIA Plan Reports**

On 14 June 2017, the Council of the City of Ottawa adopted new Transportation Impact Assessment (TIA) Guidelines. In adopting the guidelines, Council established a requirement for those preparing and delivering transportation impact assessments and reports to sign a letter of certification.

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 s/he meets the four criteria listed below.

### **CERTIFICATION**

1. 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;
2. 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;
3. 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
4. I am either a licensed<sup>1</sup> or registered<sup>2</sup> professional in good standing, whose field of expertise [check  appropriate field(s)] is either transportation engineering  or transportation planning .

**1,2 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.**

City Of Ottawa  
Infrastructure Services and Community  
Sustainability  
Planning and Growth Management  
110 Laurier Avenue West, 4th fl.  
Ottawa, ON K1P 1J1  
Tel. : 613-580-2424  
Fax: 613-560-6006


Ville d'Ottawa  
Services d'infrastructure et Viabilité des  
collectivités  
Urbanisme et Gestion de la croissance  
110, avenue Laurier Ouest  
Ottawa (Ontario) K1P 1J1  
Tél. : 613-580-2424  
Télécopieur: 613-560-6006



Dated at Ottawa this 20 day of September, 2018.  
(City)

Name: Andrew Harte  
(Please Print)

Professional Title: Professional Engineer

  
Signature of Individual certifier that s/he meets the above four criteria

<b>Office Contact Information (Please Print)</b>
Address: 6 Plaza Court
City / Postal Code: Ottawa / K2H 7W1
Telephone / Extension: (613) 697-3797
E-Mail Address: Andrew.Harte@CGHTransportation.com



# Appendix B

Turning Movement Counts



# Transportation Services - Traffic Services

## Turning Movement Count - Peak Hour Diagram

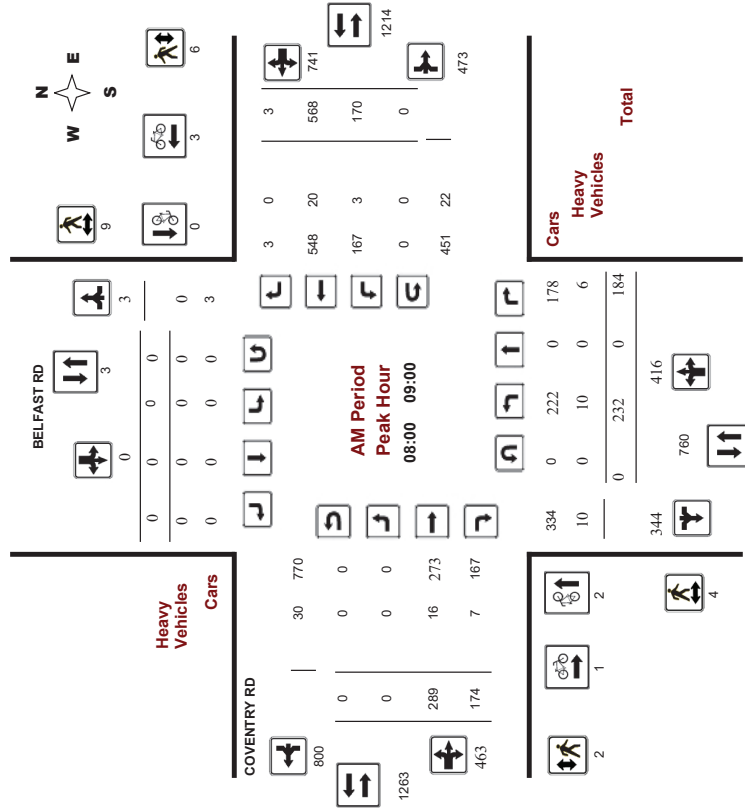
### BELFAST RD @ COVENTRY RD

Survey Date: Wednesday, January 08, 2020

WO No: 39278

Start Time: 07:00

Device: Miovision



Comments 5469219 - WED JAN 08, 2020 - 8HRS - LORETTA



# Transportation Services - Traffic Services

## Turning Movement Count - Peak Hour Diagram

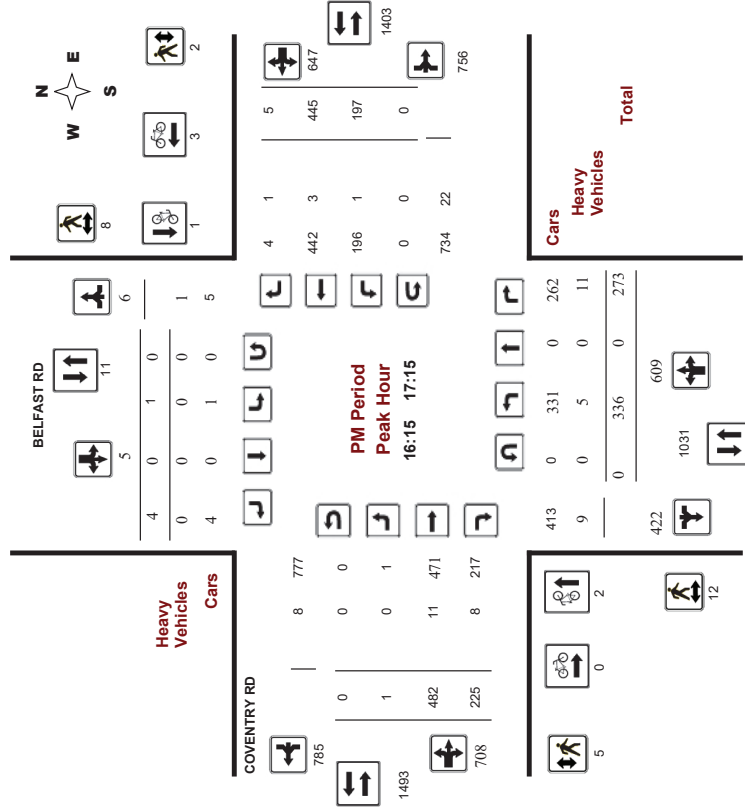
### BELFAST RD @ COVENTRY RD

Survey Date: Wednesday, January 08, 2020

WO No: 39278

Start Time: 07:00

Device: Miovision



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**Transportation Services - Traffic Services**  
**Turning Movement Count - Study Results**  
**BELFAST RD @ COVENTRY RD**

**Survey Date:** Wednesday, January 08, 2020  
**Start Time:** 07:00

**WO No:** 39278  
**Device:** Miovision

**Full Study Cyclist Volume**

Time Period	BELFAST RD		COVENTRY RD		Street Total	Grand Total
	Northbound	Southbound	Eastbound	Westbound		
07:00 07:15	0	0	0	0	0	0
07:15 07:30	0	0	0	0	0	0
07:30 07:45	0	0	0	0	0	0
07:45 08:00	0	0	2	0	2	2
08:00 08:15	0	0	0	0	0	0
08:15 08:30	1	1	0	2	2	3
08:30 08:45	1	0	0	1	1	2
08:45 09:00	0	0	1	0	1	1
09:00 09:15	0	0	0	0	0	0
09:15 09:30	0	0	0	0	0	0
09:30 09:45	0	0	0	0	0	0
09:45 10:00	0	0	1	0	1	1
10:00 11:45	0	0	0	0	0	0
11:45 12:00	0	0	1	0	1	1
12:00 12:15	0	0	0	0	0	0
12:15 12:30	0	0	0	0	0	0
12:30 12:45	0	0	0	1	1	1
12:45 13:00	0	0	0	0	0	0
13:00 13:15	0	0	1	0	1	1
13:15 13:30	0	0	0	0	0	0
13:30 15:15	0	0	1	2	3	3
15:15 15:30	0	0	0	1	1	1
15:30 15:45	0	0	0	0	0	0
15:45 16:00	0	0	0	0	0	0
16:00 16:15	0	0	0	0	0	0
16:15 16:30	0	1	0	1	1	2
16:30 16:45	0	0	0	1	1	1
16:45 17:00	2	0	0	1	1	3
17:00 17:15	0	0	0	0	0	0
17:15 17:30	0	0	0	0	0	0
17:30 17:45	0	0	1	1	2	2
17:45 18:00	0	0	0	1	1	1
<b>Total</b>	<b>4</b>	<b>1</b>	<b>9</b>	<b>11</b>	<b>20</b>	<b>25</b>



**Transportation Services - Traffic Services**  
**Turning Movement Count - Study Results**  
**BELFAST RD @ COVENTRY RD**

**Survey Date:** Wednesday, January 08, 2020  
**Start Time:** 07:00

**WO No:** 39278  
**Device:** Miovision

**Full Study Pedestrian Volume**

Time Period	BELFAST RD		COVENTRY RD		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	1	0	0	3	3
07:15 07:30	2	1	0	0	3	3
07:30 07:45	2	3	0	0	5	2
07:45 08:00	2	1	3	2	3	6
08:00 08:15	1	3	0	2	4	6
08:15 08:30	0	4	1	2	4	7
08:30 08:45	3	1	0	1	4	5
08:45 09:00	0	1	1	1	1	3
09:00 09:15	1	0	0	0	1	1
09:15 09:30	1	2	0	1	3	4
09:30 09:45	0	0	1	0	1	2
09:45 10:00	6	1	0	1	7	8
10:00 11:45	5	3	1	1	8	10
11:45 12:00	1	8	2	2	9	13
12:00 12:15	4	4	3	2	8	13
12:15 12:30	3	7	10	3	10	13
12:30 12:45	6	4	10	2	10	14
12:45 13:00	10	6	16	2	16	18
13:00 13:15	2	9	11	6	11	18
13:15 13:30	7	1	8	2	4	14
15:00 15:15	0	3	3	0	1	4
15:15 15:30	2	1	3	0	3	3
15:30 15:45	9	5	14	3	1	18
15:45 16:00	5	0	5	2	1	8
16:00 16:15	2	1	3	1	1	5
16:15 16:30	3	1	4	0	0	4
16:30 16:45	2	5	7	3	1	11
16:45 17:00	2	1	3	0	0	3
17:00 17:15	5	1	6	2	1	9
17:15 17:30	3	2	5	2	0	7
17:30 17:45	2	2	4	1	2	6
17:45 18:00	2	1	3	0	0	3
<b>Total</b>	<b>96</b>	<b>83</b>	<b>179</b>	<b>38</b>	<b>32</b>	<b>249</b>

5469219 - WED JAN 08, 2020 - 8HRS - LORETTA



**Transportation Services - Traffic Services**  
**Turning Movement Count - Study Results**  
**BELFAST RD @ COVENTRY RD**

**Survey Date:** Wednesday, January 08, 2020  
**Start Time:** 07:00

**WO No:** 39278  
**Device:** Miovision

**Full Study Heavy Vehicles**  
**COVENTRY RD**

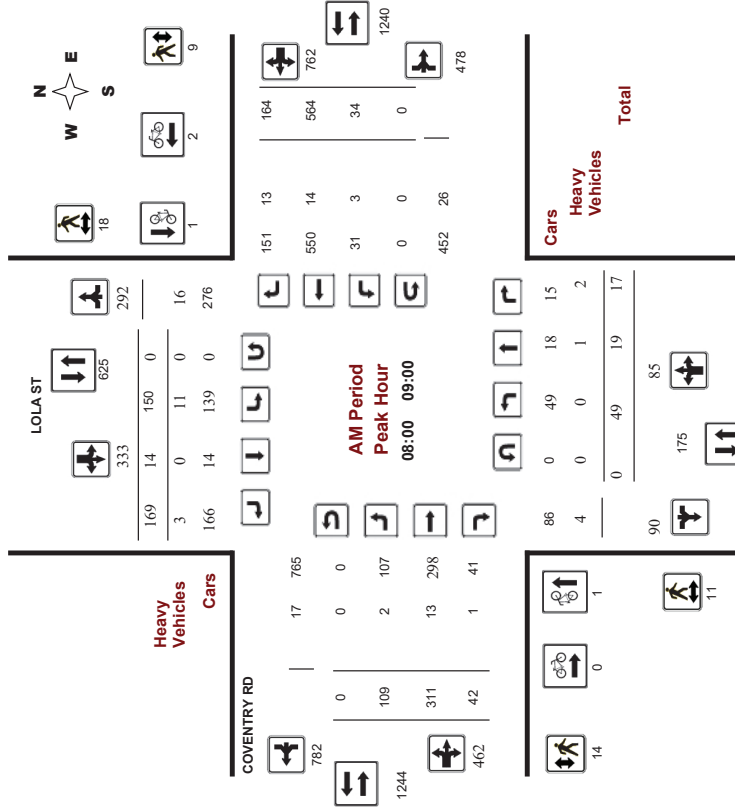
Time Period	Northbound			Southbound			Eastbound			Westbound			W STR TOT	R STR TOT	Grand Total						
	LT	ST	RT	LT	ST	RT	LT	ST	RT	LT	ST	RT									
07:00	4	0	1	8	0	0	0	0	0	0	8	0	1	1	7	2	1	0	5	12	10
07:15	07:30	3	0	1	6	0	0	0	0	0	6	0	4	1	15	1	7	0	13	28	17
07:30	07:45	7	0	0	9	0	0	0	0	0	9	0	2	2	19	0	8	0	10	29	19
07:45	08:00	4	0	1	5	0	0	0	0	0	5	0	2	0	9	0	3	0	6	15	10
08:00	08:15	2	0	2	5	0	0	0	0	0	5	0	2	1	10	0	5	0	9	19	12
08:15	08:30	1	0	1	3	0	0	0	0	0	3	0	4	0	11	1	6	0	12	23	13
08:30	08:45	4	0	3	13	0	0	0	0	0	13	0	3	5	17	1	5	0	12	29	21
08:45	09:00	3	0	0	5	0	0	0	0	0	5	0	7	1	15	1	4	0	12	27	16
09:00	09:15	6	0	5	13	0	0	0	0	0	13	0	9	2	19	0	2	0	16	35	24
09:15	09:30	4	0	8	15	0	0	0	0	0	15	0	3	3	11	0	1	0	12	23	19
09:30	09:45	2	0	2	15	0	0	0	0	0	15	0	2	11	18	0	3	0	7	25	20
09:45	10:00	4	0	1	9	0	0	0	0	0	9	0	2	4	12	0	2	0	5	17	13
10:00	10:15	4	0	0	9	0	0	0	0	0	9	0	2	4	12	0	2	0	5	17	13
10:15	10:30	5	0	1	7	0	0	0	0	0	7	0	3	1	10	0	1	0	5	15	11
10:30	10:45	1	0	0	5	0	0	0	0	0	5	0	2	1	5	3	1	0	6	11	8
10:45	11:00	1	0	2	4	0	0	0	0	0	4	0	3	0	7	1	3	0	9	16	10
11:00	11:15	4	0	0	7	0	0	0	0	0	7	0	0	3	10	0	3	0	3	13	10
11:15	11:30	4	0	0	6	0	0	0	0	0	6	0	1	1	6	1	0	0	2	8	7
11:30	11:45	4	0	0	6	0	0	0	0	0	6	0	1	1	6	1	0	0	2	8	7
12:00	12:15	1	0	0	5	0	0	0	0	0	5	0	2	1	5	3	1	0	6	11	8
12:15	12:30	1	0	2	4	0	0	0	0	0	4	0	3	0	7	1	3	0	9	16	10
12:30	12:45	4	0	0	7	0	0	0	0	0	7	0	0	3	10	0	3	0	3	13	10
12:45	13:00	4	0	0	6	0	0	0	0	0	6	0	1	1	6	1	0	0	2	8	7
13:00	13:15	3	0	2	7	0	0	0	0	0	7	0	2	1	11	1	5	0	10	21	14
13:15	13:30	1	0	1	7	0	0	0	0	0	7	0	0	3	13	2	9	0	12	25	16
13:30	13:45	3	0	1	9	1	0	0	0	0	10	0	2	2	11	3	4	0	11	22	16
13:45	14:00	8	0	1	12	0	0	0	0	0	12	0	4	2	17	1	3	0	9	26	19
14:00	14:15	1	0	1	4	0	0	0	0	0	4	0	2	4	0	1	0	0	2	6	5
14:15	14:30	2	0	4	9	0	0	0	0	0	9	0	3	3	9	0	1	0	8	17	13
14:30	14:45	2	0	3	8	0	0	0	0	0	8	0	3	3	10	0	2	0	8	18	13
14:45	15:00	1	0	3	4	0	0	0	0	0	4	0	4	0	7	0	2	0	9	16	10
15:00	15:15	1	0	4	9	0	0	0	0	0	9	0	2	4	8	0	1	0	7	15	12
15:15	15:30	3	0	2	7	0	0	0	0	0	7	0	1	1	5	1	0	0	4	9	8
15:30	15:45	1	0	1	3	0	0	0	0	0	3	0	2	1	5	0	1	0	4	9	6
15:45	16:00	2	0	0	1	0	0	0	0	0	1	0	0	1	2	0	1	0	3	10	7
16:00	16:15	2	0	0	4	0	0	0	0	0	4	0	0	1	2	7	0	0	3	10	7
16:15	16:30	1	0	3	4	0	0	0	0	0	4	0	4	0	7	0	2	0	9	16	10
16:30	16:45	1	0	4	9	0	0	0	0	0	9	0	2	4	8	0	1	0	7	15	12
16:45	17:00	3	0	2	7	0	0	0	0	0	7	0	1	1	5	1	0	0	4	9	8
17:00	17:15	0	0	2	5	0	0	0	0	0	5	0	4	3	7	0	0	1	7	14	10
17:15	17:30	1	0	1	3	0	0	0	0	0	3	0	2	1	5	0	1	0	4	9	6
17:30	17:45	2	0	0	1	0	0	0	0	0	1	0	0	1	2	0	1	0	3	10	7
17:45	18:00	2	0	0	4	0	0	0	0	0	4	0	0	1	2	7	0	0	3	10	7
Total	None	91	0	53	233	1	0	0	0	2	235	0	80	69	332	20	92	1	247	579	407



**Transportation Services - Traffic Services**  
**Turning Movement Count - Peak Hour Diagram**  
**COVENTRY RD @ LOLA ST**

**Survey Date:** Wednesday, January 08, 2020  
**Start Time:** 07:00

**WO No:** 39273  
**Device:** Miovision



**Comments** 5469214 - WED JAN 08, 2020 - 8HRS - LORETTA



# Transportation Services - Traffic Services

## Turning Movement Count - Peak Hour Diagram

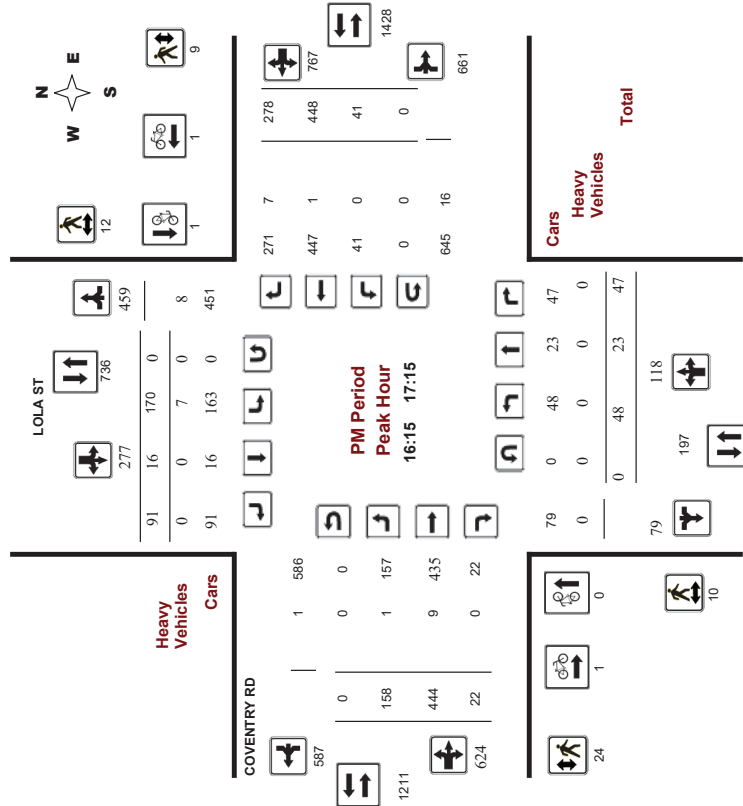
COVENTRY RD @ LOLA ST

Survey Date: Wednesday, January 08, 2020

Start Time: 07:00

WO No: 39273

Device: Miovision



Comments 5469214 - WED JAN 08, 2020 - 8HRS - LORETTA



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

COVENTRY RD @ LOLA ST

Survey Date: Wednesday, January 08, 2020

Start Time: 07:00

WO No: 39273

Device: Miovision

## Full Study Cyclist Volume

LOLA ST

COVENTRY RD

Time Period	LOLA ST			COVENTRY RD			Street Total	Grand Total
	Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total		
07:00 07:15	0	0	0	0	0	0	0	0
07:15 07:30	0	0	0	0	0	0	0	0
07:30 07:45	0	0	0	0	0	0	0	0
07:45 08:00	0	0	0	1	0	1	1	1
08:00 08:15	1	0	1	0	0	0	1	1
08:15 08:30	0	0	0	0	0	0	0	0
08:30 08:45	0	1	1	0	2	2	3	3
08:45 09:00	0	0	0	0	0	0	0	0
09:00 09:15	1	0	1	1	0	1	2	2
09:15 09:30	0	0	0	0	0	0	0	0
09:30 09:45	0	0	0	0	0	0	0	0
09:45 10:00	0	0	0	0	0	0	0	0
10:00 10:15	0	0	0	0	0	0	0	0
10:15 10:30	0	0	0	0	0	0	0	0
10:30 10:45	0	0	0	0	0	0	0	0
10:45 11:00	0	0	0	0	0	0	0	0
11:00 11:15	0	0	0	0	0	0	0	0
11:15 11:30	0	0	0	0	0	0	0	0
11:30 11:45	0	0	0	0	0	0	0	0
11:45 12:00	0	0	0	0	0	0	0	0
12:00 12:15	0	0	0	0	0	0	0	0
12:15 12:30	0	0	0	0	0	0	0	0
12:30 12:45	0	0	0	0	0	0	0	0
12:45 13:00	0	0	0	0	0	0	0	0
13:00 13:15	0	0	0	0	0	0	0	0
13:15 13:30	0	1	1	0	0	0	1	1
13:30 13:45	0	0	0	0	0	0	0	0
13:45 14:00	0	0	0	0	0	0	0	0
14:00 14:15	0	0	0	0	0	0	0	0
14:15 14:30	1	0	1	0	0	0	1	1
14:30 14:45	0	0	0	0	0	0	0	0
14:45 15:00	0	0	0	0	0	0	0	0
15:00 15:15	0	0	0	0	0	0	0	0
15:15 15:30	0	0	0	0	0	0	0	0
15:30 15:45	0	0	0	0	0	0	0	0
15:45 16:00	0	0	0	0	0	0	0	0
16:00 16:15	0	0	0	0	0	0	0	0
16:15 16:30	0	0	0	0	1	1	1	1
16:30 16:45	0	0	0	0	0	0	0	0
16:45 17:00	0	0	0	1	0	1	1	1
17:00 17:15	0	1	1	0	0	0	1	1
17:15 17:30	0	0	0	0	0	0	0	0
17:30 17:45	0	1	1	0	0	0	1	1
17:45 18:00	0	1	1	0	0	0	1	1
Total	3	5	8	4	5	9	9	17



**Transportation Services - Traffic Services**  
**Turning Movement Count - Study Results**  
**COVENTRY RD @ LOLA ST**

**Survey Date:** Wednesday, January 08, 2020  
**Start Time:** 07:00

**WO No:** 39273  
**Device:** Miovision

**Full Study Pedestrian Volume**  
**COVENTRY RD**

Time Period	SB Approach (E or W Crossing)		EB Approach (N or S Crossing)		Total	Grand Total
	E or W Crossing	W or S Crossing	N or S Crossing	E or W Crossing		
07:00 07:15	1	3	1	1	2	6
07:15 07:30	1	2	1	2	3	6
07:30 07:45	6	3	4	3	7	16
07:45 08:00	4	1	4	5	9	14
08:00 08:15	2	7	3	4	7	16
08:15 08:30	3	2	6	2	8	13
08:30 08:45	1	6	3	2	5	12
08:45 09:00	5	3	2	1	3	11
09:00 09:15	1	3	2	5	7	11
09:15 09:30	10	6	6	1	7	23
09:30 09:45	2	3	3	1	4	9
09:45 10:00	1	3	9	3	12	16
11:30 11:45	1	0	4	2	6	7
11:45 12:00	8	2	5	0	5	15
12:00 12:15	0	1	7	2	9	10
12:15 12:30	3	2	0	11	11	16
12:30 12:45	7	3	8	1	9	19
12:45 13:00	3	3	3	3	6	12
13:00 13:15	0	6	0	6	6	12
13:15 13:30	0	2	1	0	1	3
15:00 15:15	2	2	2	3	5	9
15:15 15:30	4	1	5	4	4	9
15:30 15:45	4	2	6	4	10	16
15:45 16:00	1	0	5	2	7	8
16:00 16:15	5	5	11	6	17	27
16:15 16:30	2	4	8	1	9	15
16:30 16:45	3	4	7	1	10	17
16:45 17:00	5	1	5	2	7	13
17:00 17:15	0	3	2	5	7	10
17:15 17:30	1	2	3	2	7	10
17:30 17:45	2	0	4	1	5	7
17:45 18:00	2	1	3	4	6	9
Total	90	86	131	90	221	397

5469214 - WED JAN 08, 2020 - 8HRS - LORETTA



**Transportation Services - Traffic Services**  
**Turning Movement Count - Study Results**  
**COVENTRY RD @ LOLA ST**

**Survey Date:** Wednesday, January 08, 2020  
**Start Time:** 07:00

**WO No:** 39273  
**Device:** Miovision

**Full Study Heavy Vehicles**  
**COVENTRY RD**

Time Period	Northbound			Southbound			Eastbound			Westbound			W STR TOT	STR TOT	Grand Total				
	LT	ST	RT	N TOT	LT	ST	RT	S TOT	LT	ST	RT	E TOT				LT	ST	RT	
07:00 07:15	0	0	0	0	1	0	1	2	0	0	1	0	1	1	1	3	5	6	8
07:15 07:30	0	1	0	1	2	0	0	2	3	0	3	0	3	1	8	3	12	15	18
07:30 07:45	0	0	0	0	2	0	0	2	2	0	1	0	1	0	10	2	12	13	15
07:45 08:00	0	0	0	0	1	0	3	4	4	1	0	0	1	0	4	2	6	7	11
08:00 08:15	0	1	0	1	1	0	1	2	3	1	2	0	3	0	3	4	7	10	13
08:15 08:30	0	1	1	1	2	0	0	2	3	0	3	1	4	1	4	1	6	10	13
08:30 08:45	0	0	0	0	4	0	2	6	6	0	2	0	2	2	5	3	10	12	18
08:45 09:00	0	0	1	1	4	0	0	4	5	1	6	0	7	0	5	2	7	14	19
09:00 09:15	0	0	0	0	4	0	1	5	5	0	5	1	6	1	6	0	7	13	18
09:15 09:30	0	0	0	0	2	0	0	2	2	3	5	0	8	0	5	1	6	14	16
09:30 09:45	0	0	0	0	1	1	1	2	2	0	12	0	12	0	3	2	5	17	19
09:45 10:00	0	0	0	0	2	0	2	4	4	1	2	0	3	0	4	3	7	10	14
11:30 11:45	0	0	0	0	4	0	1	5	5	1	4	0	5	1	4	2	7	12	17
11:45 12:00	0	0	0	0	1	0	1	2	2	1	2	0	3	0	6	1	7	10	12
12:00 12:15	0	0	0	0	1	0	0	1	1	0	2	0	2	1	2	0	3	5	6
12:15 12:30	0	0	0	0	0	0	0	0	0	2	3	0	5	0	2	1	3	8	8
12:30 12:45	1	0	0	1	2	0	1	3	4	2	1	0	3	0	5	1	6	9	13
12:45 13:00	1	0	1	2	1	0	1	2	4	1	1	1	2	0	3	1	4	6	10
13:00 13:15	0	0	0	0	1	0	1	2	2	2	2	0	4	0	7	0	7	11	13
13:15 13:30	0	0	0	0	1	0	1	2	2	2	0	4	0	9	1	10	14	16	
15:00 15:15	0	0	0	0	2	0	2	4	4	2	1	0	3	1	4	2	7	10	14
15:15 15:30	0	1	1	1	2	0	1	3	4	0	3	0	3	0	9	2	11	14	18
15:30 15:45	1	0	1	1	1	0	0	1	2	1	1	0	2	0	3	0	3	5	7
15:45 16:00	0	0	0	0	1	0	1	2	2	1	6	0	7	0	2	1	3	10	12
16:00 16:15	0	0	0	0	5	0	0	5	5	1	2	0	3	0	2	3	5	8	13
16:15 16:30	0	0	0	0	1	0	0	1	1	0	2	0	2	0	1	2	3	5	6
16:30 16:45	0	0	0	0	2	0	0	2	2	0	3	0	3	0	0	2	2	5	7
16:45 17:00	0	0	0	0	1	0	0	1	1	0	1	0	1	0	0	3	3	4	5
17:00 17:15	0	0	0	0	3	0	0	3	3	1	3	0	4	0	0	0	0	4	7
17:15 17:30	0	0	0	0	2	0	0	2	2	0	2	0	2	0	1	1	2	4	6
17:30 17:45	0	0	0	0	1	0	0	1	1	0	0	0	0	0	1	0	1	1	2
17:45 18:00	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	1	2
Total	3	2	4	9	57	2	20	79	88	26	85	2	113	9	119	53	181	294	393

5469214 - WED JAN 08, 2020 - 8HRS - LORETTA



# Transportation Services - Traffic Services

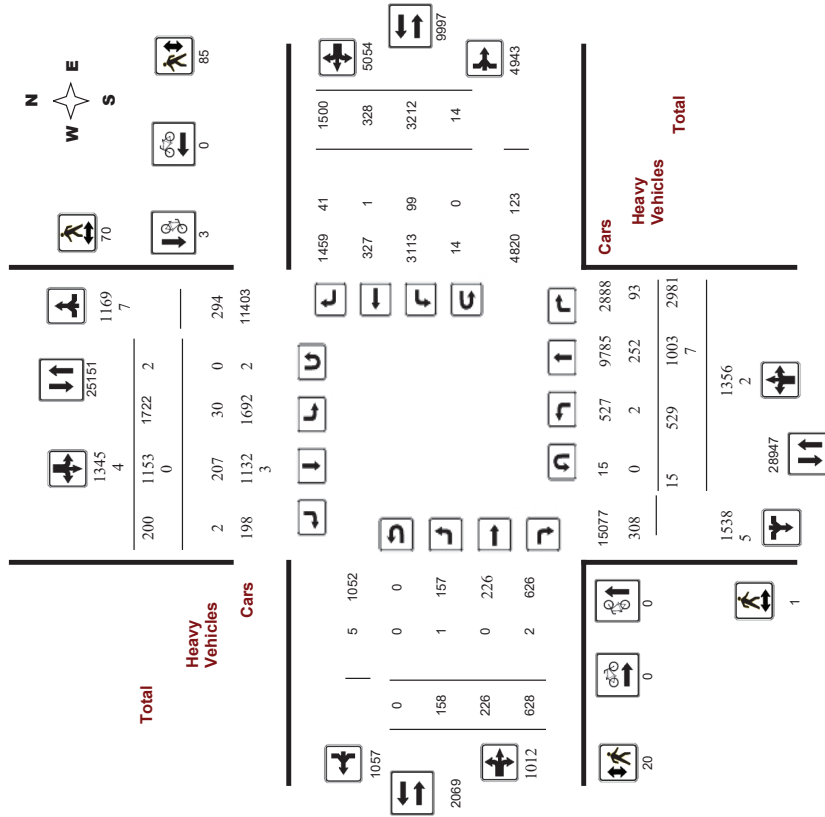
## Turning Movement Count - Study Results

### COVENTRY RD @ VANIER PKWY

Survey Date: Wednesday, January 22, 2020  
Start Time: 07:00

WO No: 39367  
Device: Miovision

#### Full Study Diagram



5472173 - WED JAN 22, 2020 - 8HRS - LORETTA



# Transportation Services - Traffic Services

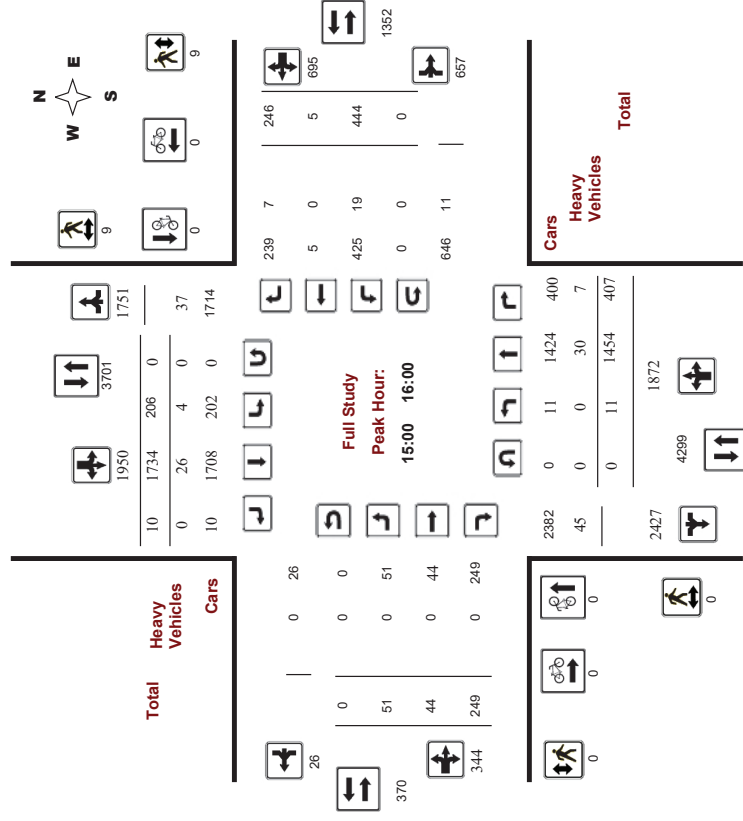
## Turning Movement Count - Study Results

### COVENTRY RD @ VANIER PKWY

Survey Date: Wednesday, January 22, 2020  
Start Time: 07:00

WO No: 39367  
Device: Miovision

#### Full Study Peak Hour Diagram



5472173 - WED JAN 22, 2020 - 8HRS - LORETTA





# Transportation Services - Traffic Services

## Turning Movement Count - Peak Hour Diagram

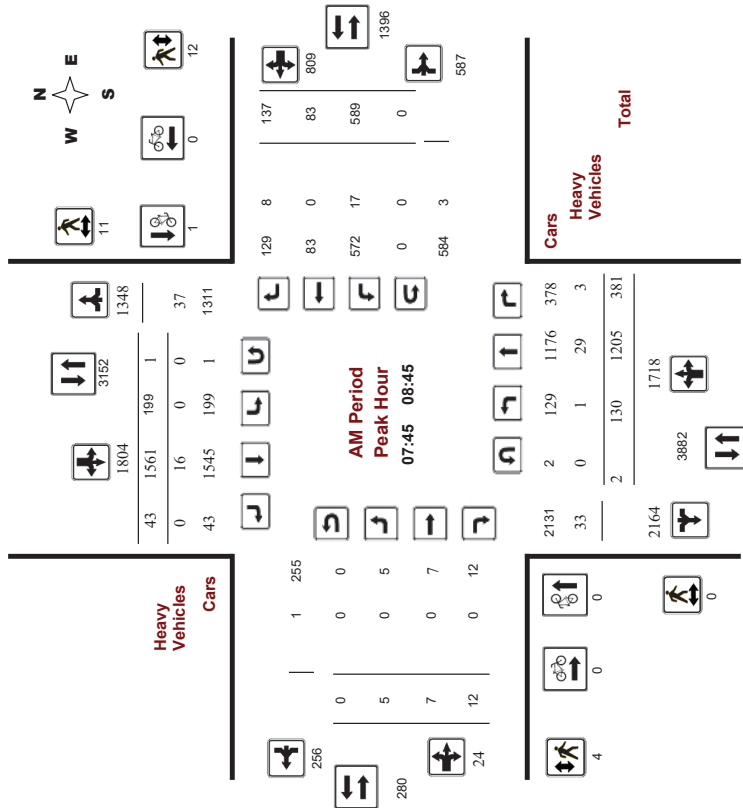
COVENTRY RD @ VANIER PKWY

Survey Date: Wednesday, January 22, 2020

Start Time: 07:00

WO No: 39367

Device: Miovision



Comments 5472173 - WED JAN 22, 2020 - 8HRS - LORETTA



# Transportation Services - Traffic Services

## Turning Movement Count - Peak Hour Diagram

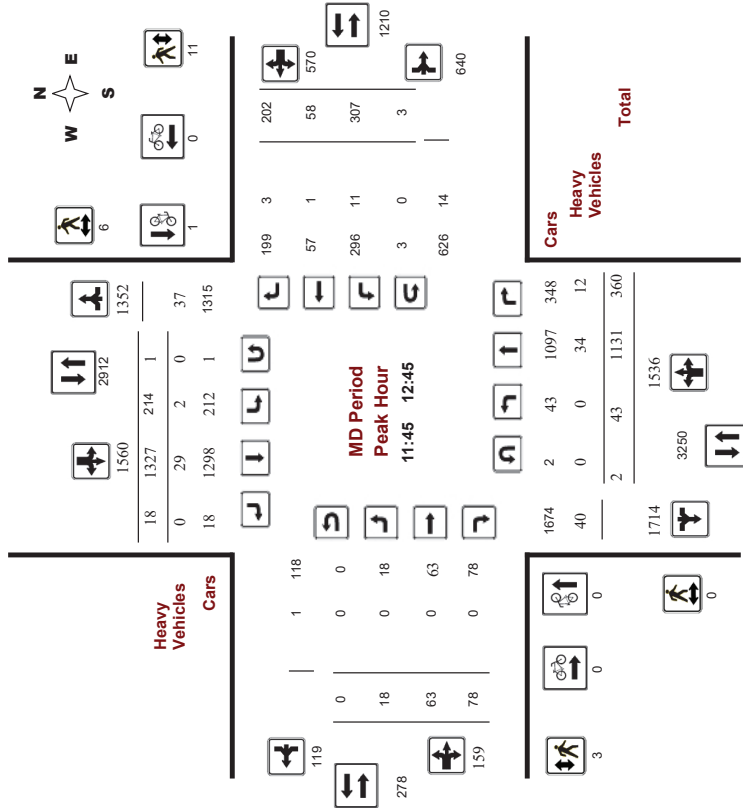
COVENTRY RD @ VANIER PKWY

Survey Date: Wednesday, January 22, 2020

Start Time: 07:00

WO No: 39367

Device: Miovision



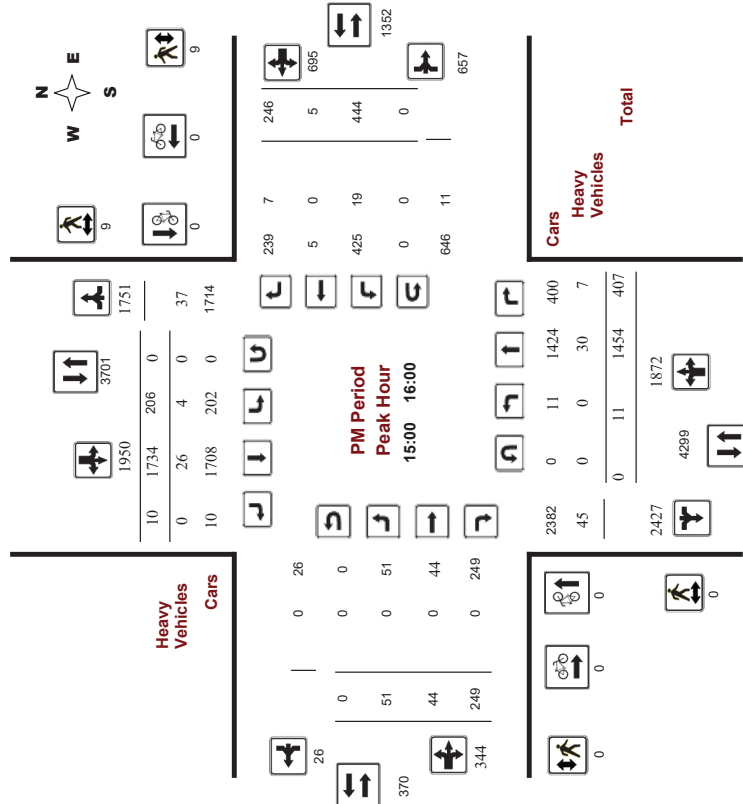
Comments 5472173 - WED JAN 22, 2020 - 8HRS - LORETTA



**Transportation Services - Traffic Services**  
**Turning Movement Count - Peak Hour Diagram**  
**COVENTRY RD @ VANIER PKWY**

**Survey Date:** Wednesday, January 22, 2020  
**Start Time:** 07:00

**WO No:** 39367  
**Device:** Miovision



**Comments** 5472173 - WED JAN 22, 2020 - 8HRS - LORETTA



**Transportation Services - Traffic Services**  
**Turning Movement Count - Study Results**  
**COVENTRY RD @ VANIER PKWY**

**Survey Date:** Wednesday, January 22, 2020  
**Start Time:** 07:00

**WO No:** 39367  
**Device:** Miovision

**Full Study Summary (8 HR Standard)**

**Survey Date:** Wednesday, January 22, 2020  
**Total Observed U-Turns**  
 Northbound: 1.5  
 Southbound: 2  
 Eastbound: 0  
 Westbound: 1.4  
**AA DT Factor**  
 1.00

Period	Northbound				Southbound				Eastbound				Westbound				Grand Total		
	LT	ST	RT	TOT	LT	ST	RT	TOT	LT	ST	RT	TOT	LT	ST	RT	TOT			
07:00 08:00	182	892	364	1438	187	1484	62	1733	3171	7	5	16	28	427	88	126	641	669	3840
08:00 09:00	120	1236	350	1766	208	1477	38	1723	3489	5	6	13	24	573	80	135	788	812	4301
09:00 10:00	112	1282	336	1710	264	1337	32	1633	3343	11	10	20	41	372	34	133	539	580	3923
11:30 12:30	37	1139	345	1521	213	1326	14	1553	3074	25	70	88	183	289	48	191	528	711	3785
12:30 13:30	44	1086	329	1439	229	1226	28	1483	2922	6	23	33	62	333	63	231	627	689	3611
15:00 16:00	11	1454	407	1872	206	1734	10	1950	3822	51	44	249	344	444	5	246	695	1039	4881
16:00 17:00	8	1395	431	1834	228	1606	9	1843	3677	38	42	151	231	412	1	227	640	871	4548
17:00 18:00	15	1533	419	1967	187	1340	7	1534	3501	15	26	58	99	362	9	211	582	681	4182
<b>Sub Total</b>	<b>529</b>	<b>10037</b>	<b>2881</b>	<b>13547</b>	<b>1722</b>	<b>11530</b>	<b>200</b>	<b>13452</b>	<b>26999</b>	<b>158</b>	<b>226</b>	<b>628</b>	<b>1012</b>	<b>3212</b>	<b>328</b>	<b>1500</b>	<b>5040</b>	<b>6052</b>	<b>33051</b>
<b>U-Turns</b>	<b>15</b>	<b>2</b>	<b>17</b>	<b>34</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>14</b>	<b>31</b>
<b>Total</b>	<b>529</b>	<b>10037</b>	<b>2881</b>	<b>13562</b>	<b>1722</b>	<b>11530</b>	<b>200</b>	<b>13454</b>	<b>27016</b>	<b>158</b>	<b>226</b>	<b>628</b>	<b>1012</b>	<b>3212</b>	<b>328</b>	<b>1500</b>	<b>5054</b>	<b>6066</b>	<b>33082</b>
<b>EQ 12hr</b>	<b>735</b>	<b>13951</b>	<b>4144</b>	<b>18851</b>	<b>2394</b>	<b>16027</b>	<b>278</b>	<b>18701</b>	<b>37552</b>	<b>220</b>	<b>314</b>	<b>873</b>	<b>1407</b>	<b>4465</b>	<b>456</b>	<b>2085</b>	<b>7025</b>	<b>8432</b>	<b>45984</b>
Note: These values are calculated by multiplying the totals by the appropriate expansion factor: <b>1.39</b>																			
<b>AVG 12hr</b>	<b>693</b>	<b>13148</b>	<b>3905</b>	<b>17766</b>	<b>2256</b>	<b>15104</b>	<b>262</b>	<b>17625</b>	<b>37552</b>	<b>207</b>	<b>296</b>	<b>823</b>	<b>1326</b>	<b>4208</b>	<b>430</b>	<b>1965</b>	<b>6621</b>	<b>8432</b>	<b>45984</b>
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor: <b>1</b>																			
<b>AVG 24hr</b>	<b>908</b>	<b>17224</b>	<b>5116</b>	<b>23274</b>	<b>2955</b>	<b>19787</b>	<b>343</b>	<b>23088</b>	<b>46362</b>	<b>271</b>	<b>388</b>	<b>1078</b>	<b>1737</b>	<b>5512</b>	<b>563</b>	<b>2574</b>	<b>8873</b>	<b>10410</b>	<b>56772</b>
Note: These volumes are calculated by multiplying the Average Daily 12 hr. totals by 12 to 24 expansion factor: <b>1.31</b>																			
Note: U-Turns provided for approach totals. Refer to 'U-Turn' Report for specific breakdown.																			



**Transportation Services - Traffic Services**  
**Turning Movement Count - Study Results**  
**COVENTRY RD @ VANIER PKWY**

**Survey Date:** Wednesday, January 22, 2020  
**Start Time:** 07:00

**WO No:** 39367  
**Device:** Miovision

**Full Study 15 Minute Increments**

Time Period	Northbound			Southbound			Eastbound			Westbound			W	STR	RT	ST	RT	ST	RT	ST	RT	TOT	Grand Total
	LT	ST	RT	LT	ST	RT	LT	ST	RT	LT	ST	RT											
07:00	55	195	75	325	32	301	12	345	1277	1	2	3	6	84	20	23	128	1277	804				
07:15	07:30	46	203	72	321	57	347	22	426	1438	4	1	5	10	96	16	36	149	1438	906			
07:30	07:45	40	242	95	377	49	378	14	441	1570	1	1	3	5	97	33	31	162	1570	985			
07:45	08:00	41	252	122	415	49	458	14	522	1840	1	1	5	7	150	19	36	205	1840	1149			
08:00	08:15	32	332	82	447	48	353	8	409	1714	2	2	2	6	135	22	33	190	1714	1052			
08:15	08:30	30	296	85	402	42	394	16	452	1722	1	3	3	7	152	23	31	206	1722	1067			
08:30	08:45	27	335	92	454	60	356	5	421	1758	1	1	2	4	152	19	37	208	1758	1087			
08:45	09:00	31	343	91	465	58	374	9	441	1798	1	0	6	7	134	16	34	184	1798	1097			
09:00	09:15	40	329	83	454	72	364	5	441	1750	4	5	2	11	119	16	35	170	1750	1076			
09:15	09:30	31	349	93	475	50	335	11	396	1720	2	3	8	13	112	8	41	161	1720	1045			
09:30	09:45	15	263	78	356	86	344	10	440	1524	1	2	6	9	84	4	30	118	1524	923			
09:45	10:00	26	321	82	433	56	294	6	356	1500	4	0	4	8	57	6	27	90	1500	887			
10:00	10:15	8	246	79	333	66	302	2	370	1400	9	19	23	51	71	9	46	129	1400	883			
10:15	12:00	6	312	90	408	45	351	2	398	1625	11	21	28	60	65	9	52	127	1625	983			
12:00	12:15	9	282	89	380	54	356	5	415	1585	3	22	27	52	70	15	52	139	1585	986			
12:15	12:30	14	299	87	401	48	317	5	371	1526	2	8	10	20	83	15	41	139	1526	931			
12:30	12:45	14	238	94	347	67	303	6	376	1426	2	12	13	27	89	19	57	165	1426	915			
12:45	13:00	17	289	80	386	58	349	9	416	1593	1	8	9	18	87	26	56	170	1593	980			
13:00	13:15	7	262	79	348	58	285	5	348	1398	1	2	7	10	85	8	62	155	1398	861			
13:15	13:30	6	277	76	359	46	289	8	343	1402	2	1	4	7	72	10	56	138	1402	847			
15:00	15:15	3	336	106	445	44	417	3	464	1996	23	14	103	140	146	2	62	210	1996	1259			
15:15	15:30	4	404	106	514	57	478	1	536	2148	8	6	46	60	101	0	61	162	2148	1272			
15:30	15:45	1	337	93	431	51	426	2	479	1897	9	12	52	73	108	1	55	164	1897	1147			
15:45	16:00	3	377	102	482	54	413	4	471	1959	11	12	48	71	89	2	68	159	1959	1183			
16:00	16:15	3	316	97	416	58	496	3	557	2030	18	10	59	87	116	0	52	169	2030	1229			
16:15	16:30	3	346	120	470	63	372	3	438	1843	12	12	39	63	103	0	62	165	1843	1136			
16:30	16:45	2	360	102	455	58	414	1	473	1897	6	9	28	43	105	0	65	170	1897	1141			
16:45	17:00	0	383	112	495	49	324	2	375	1740	2	11	25	38	88	1	48	137	1740	1045			
17:00	17:15	1	401	112	514	40	323	2	365	1769	3	11	20	34	89	1	54	144	1769	1057			
17:15	17:30	5	373	104	483	62	342	2	406	1780	2	6	19	27	105	3	49	157	1780	1073			
17:30	17:45	7	381	100	488	38	284	1	333	1685	6	4	11	21	93	3	59	155	1685	1007			
17:45	18:00	2	368	103	473	47	381	2	430	1788	4	5	8	17	75	2	49	129	1788	1049			
Total:		529	1003	2981	1356	1722	11530	200	13454	54098	158	226	628	1012	3212	328	1500	5054	54098	33,082			

Note: U-Turns are included in Totals.



**Transportation Services - Traffic Services**  
**Turning Movement Count - Study Results**  
**COVENTRY RD @ VANIER PKWY**

**Survey Date:** Wednesday, January 22, 2020  
**Start Time:** 07:00

**WO No:** 39367  
**Device:** Miovision

**Full Study Cyclist Volume**

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



**Transportation Services - Traffic Services**  
**Turning Movement Count - Study Results**  
**COVENTRY RD @ VANIER PKWY**

**Survey Date:** Wednesday, January 22, 2020  
**Start Time:** 07:00

**WO No:** 39367  
**Device:** Miovision

**Full Study Pedestrian Volume**

Time Period	NB Approach (E or W Crossing)	SB Approach (E or W Crossing)	Total	EB Approach (N or S Crossing)	WB Approach (N or S Crossing)	Total	Grand Total
07:00 07:15	0	4	4	0	1	1	5
07:15 07:30	0	3	3	0	3	3	6
07:30 07:45	0	4	4	1	4	5	9
07:45 08:00	0	2	2	2	2	3	5
08:00 08:15	0	3	3	1	2	3	6
08:15 08:30	0	2	2	1	3	4	6
08:30 08:45	0	4	4	1	5	6	10
08:45 09:00	0	3	3	0	0	0	3
09:00 09:15	0	0	0	0	1	1	1
09:15 09:30	0	1	1	1	1	2	3
09:30 09:45	0	1	1	0	3	3	4
09:45 10:00	0	3	3	2	1	3	6
10:00 10:15	0	0	0	0	4	4	4
10:15 10:30	0	0	0	0	3	3	3
10:30 10:45	0	1	1	0	4	4	5
10:45 11:00	0	2	2	0	3	3	5
11:00 11:15	0	3	3	0	3	3	6
11:15 11:30	0	2	2	0	2	2	4
11:30 11:45	0	2	2	0	2	2	4
11:45 12:00	0	2	2	0	2	2	4
12:00 12:15	0	2	2	0	3	3	5
12:15 12:30	0	3	3	0	3	3	6
12:30 12:45	0	2	2	0	2	2	4
12:45 13:00	0	2	2	0	2	2	4
13:00 13:15	0	2	2	0	1	1	3
13:15 13:30	0	2	2	0	3	3	5
13:30 13:45	0	3	3	0	2	2	5
13:45 14:00	0	3	3	0	3	3	6
14:00 14:15	0	0	0	0	2	2	2
14:15 14:30	0	3	3	0	2	2	5
14:30 14:45	0	3	3	0	2	2	5
14:45 15:00	0	3	3	0	4	4	7
15:00 15:15	0	2	2	0	2	2	4
15:15 15:30	0	2	2	0	2	2	4
15:30 15:45	0	3	3	0	2	2	5
15:45 16:00	0	3	3	0	4	4	7
16:00 16:15	0	2	2	0	2	2	4
16:15 16:30	0	2	2	0	2	2	4
16:30 16:45	0	2	2	0	5	5	7
16:45 17:00	0	4	4	3	9	12	16
17:00 17:15	0	1	1	1	2	3	4
17:15 17:30	0	2	2	1	2	3	5
17:30 17:45	0	4	4	0	5	5	9
17:45 18:00	0	1	1	0	1	1	2
<b>Total</b>	<b>1</b>	<b>70</b>	<b>71</b>	<b>20</b>	<b>85</b>	<b>105</b>	<b>176</b>

5472173 - WED JAN 22, 2020 - 8HRS - LORETTA



**Transportation Services - Traffic Services**  
**Turning Movement Count - Study Results**  
**COVENTRY RD @ VANIER PKWY**

**Survey Date:** Wednesday, January 22, 2020  
**Start Time:** 07:00

**WO No:** 39367  
**Device:** Miovision

**Full Study Heavy Vehicles**

Time Period	Northbound			Southbound			Eastbound			Westbound			W STR TOT	STR TOT	Grand Total		
	LT	ST	RT	N TOT	LT	ST	RT	S TOT	LT	ST	RT	E TOT				LT	ST
07:00 07:15	0	5	1	18	0	4	0	10	28	0	0	0	8	0	1	10	19
07:15 07:30	0	11	1	21	0	4	0	16	37	0	0	1	4	0	1	6	22
07:30 07:45	0	9	3	21	0	4	0	15	36	0	0	0	5	0	2	10	23
07:45 08:00	0	5	0	14	0	3	0	14	28	0	0	0	6	0	6	12	20
08:00 08:15	1	10	1	22	0	4	0	15	37	0	0	1	6	0	1	8	23
08:15 08:30	0	8	0	12	0	3	0	11	23	0	0	0	1	0	0	1	12
08:30 08:45	0	6	2	18	0	6	0	13	31	0	0	0	4	0	1	7	19
08:45 09:00	1	8	1	23	3	10	0	21	44	0	0	1	3	0	0	7	26
09:00 09:15	0	20	9	47	2	14	0	42	89	1	0	1	4	0	5	20	55
09:15 09:30	0	10	6	29	0	8	1	24	53	0	0	1	5	0	5	16	35
09:30 09:45	0	10	5	26	2	9	0	22	48	0	0	0	2	0	1	10	29
09:45 10:00	0	11	6	37	0	16	1	29	66	0	0	1	4	0	1	11	39
10:00 10:15	0	7	4	22	2	10	0	19	41	0	0	0	1	0	0	7	24
10:15 10:30	0	10	2	25	0	8	0	18	43	0	0	0	5	0	0	7	25
10:30 10:45	0	8	3	16	0	4	0	13	29	0	0	0	1	0	1	5	17
10:45 11:00	0	4	4	16	0	6	0	11	27	0	0	1	2	1	1	8	18
11:00 11:15	0	12	3	29	2	11	0	26	55	0	0	0	3	0	1	9	32
11:15 11:30	0	15	3	28	2	7	0	26	54	0	0	1	2	0	2	9	32
11:30 11:45	0	11	9	30	1	6	0	18	48	0	0	0	4	0	0	14	31
11:45 12:00	0	13	5	29	3	6	0	23	52	0	0	0	5	0	1	14	33
12:00 12:15	0	11	3	25	0	5	0	18	43	0	0	0	6	0	2	11	27
12:15 12:30	0	8	0	22	0	7	0	19	41	0	0	0	7	0	4	11	26
12:30 12:45	0	3	2	14	1	6	0	10	24	0	0	0	3	0	0	6	15
12:45 13:00	0	8	2	21	3	8	0	20	41	0	0	0	3	0	1	9	25
13:00 13:15	0	5	0	14	3	7	0	16	30	0	0	0	2	0	1	6	18
13:15 13:30	0	3	4	14	0	7	0	10	24	0	0	0	0	0	0	4	14
13:30 13:45	0	5	4	19	3	7	0	15	34	0	0	0	3	0	0	10	22
13:45 14:00	0	2	3	8	0	3	0	5	13	0	0	0	0	0	0	3	8
14:00 14:15	0	6	5	15	1	4	0	12	27	0	0	0	0	0	1	7	17
14:15 14:30	0	3	1	10	1	6	0	11	21	0	0	0	0	0	1	3	12
14:30 14:45	0	2	1	6	1	3	0	6	12	0	0	0	0	0	0	2	7
14:45 15:00	0	3	0	4	0	4	0	5	9	0	0	0	0	0	1	1	5
<b>Total</b>	<b>2</b>	<b>252</b>	<b>83</b>	<b>655</b>	<b>30</b>	<b>207</b>	<b>2</b>	<b>533</b>	<b>1188</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>8</b>	<b>99</b>	<b>1</b>	<b>264</b>	<b>730</b>



Transportation Services - Traffic Services  
Turning Movement Count - Study Results  
COVENTRY RD @ VANIER PKWY

Survey Date: Wednesday, January 22, 2020 WO No: 39367  
Start Time: 07:00 Device: Miovision

Full Study 15 Minute U-Turn Total

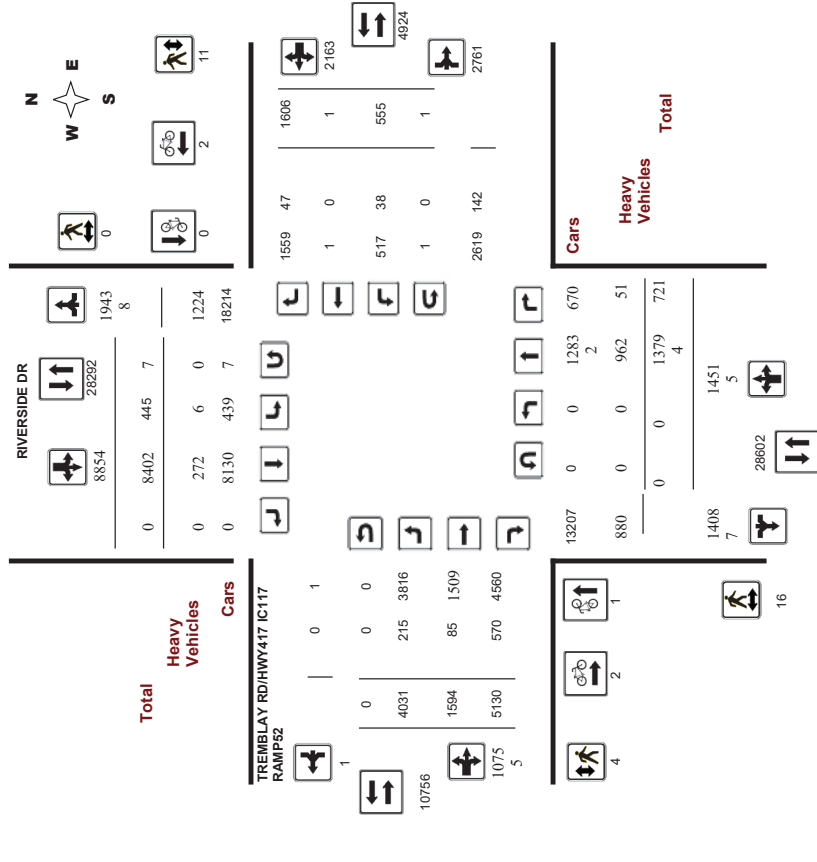
Time Period	Northbound		Southbound		Eastbound		Westbound		Total
	U-Turn	Total	U-Turn	Total	U-Turn	Total	U-Turn	Total	
07:00	0	0	0	0	0	0	1	1	1
07:15	0	0	0	0	0	0	1	1	1
07:30	0	0	0	0	0	0	1	1	1
07:45	0	0	1	0	0	0	0	0	1
08:00	0	0	1	0	0	0	0	0	1
08:15	1	0	0	0	0	0	0	0	1
08:30	1	0	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0
09:15	2	0	0	0	0	0	0	0	2
09:30	2	0	0	0	0	0	0	0	2
09:45	0	0	0	0	0	0	0	0	0
09:45	4	0	0	0	0	0	0	0	4
11:30	0	0	0	0	0	0	3	3	3
11:45	0	0	0	0	0	0	1	1	1
12:00	0	0	0	0	0	0	2	2	2
12:15	1	1	0	0	0	0	0	0	2
12:30	1	0	0	0	0	0	0	0	1
12:45	1	0	0	0	0	0	1	1	1
13:00	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	1	1	1
16:30	1	0	0	0	0	0	0	0	1
16:45	1	0	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	3	3	3
Total	13	2	2	0	0	0	14	14	31



Transportation Services - Traffic Services  
Turning Movement Count - Study Results  
RIVERSIDE DR @ TREMBLAY RD/HWY417 IC117 RAMP52

Survey Date: Wednesday, January 30, 2019 WO No: 38345  
Start Time: 07:00 Device: Miovision

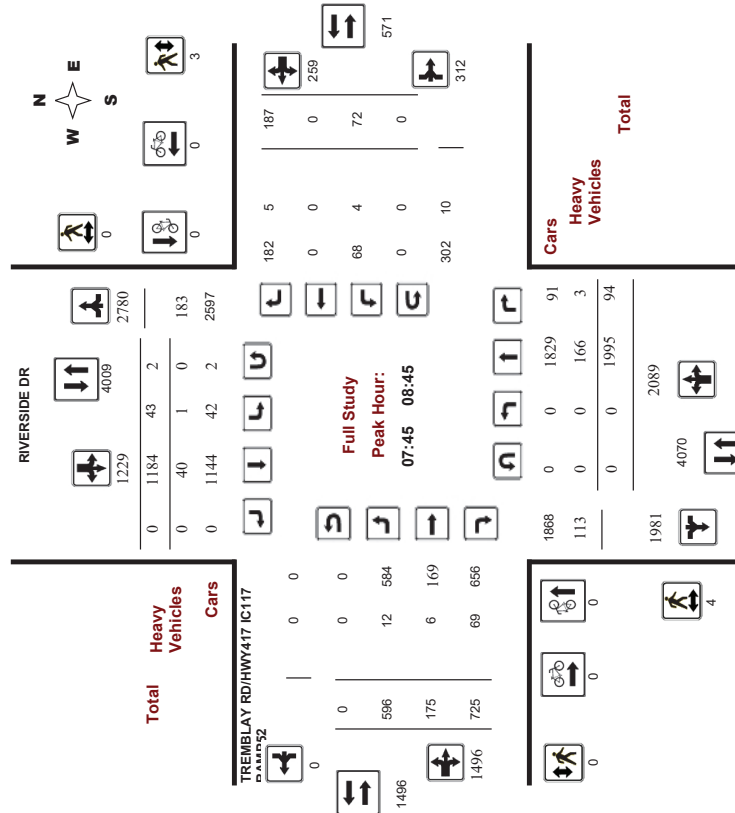
Full Study Diagram



Survey Date: Wednesday, January 30, 2019  
 Start Time: 07:00

WO No: 38345  
 Device: Miovision

### Full Study Peak Hour Diagram



Survey Date: Wednesday, January 30, 2019  
 Start Time: 07:00

WO No: 38345  
 Device: Miovision

### Full Study Summary (8 HR Standard)

Survey Date: Wednesday, January 30, 2019  
 Total Observed U-Turns: 7  
 Northbound: 0  
 Southbound: 7  
 Eastbound: 0  
 Westbound: 1  
 AADT Factor: 1.00

Period	RIVERSIDE DR										TREMBLAY RD/HWY417 IC117 RAMP52										Grand Total			
	Northbound					Southbound					Eastbound					Westbound								
	LT	ST	RT	TOT	U-T	NB	LT	ST	RT	TOT	SB	LT	ST	RT	TOT	EB	LT	ST	RT	TOT		WB	LT	ST
07:00-08:00	0	1579	77	1656	32	1040	0	1072	2728	468	186	727	1381	46	1	146	183	1574	4302					
08:00-09:00	0	1928	94	2022	43	1148	0	1191	3213	637	184	705	1526	75	0	207	282	1908	5021					
09:00-10:00	0	1619	97	1716	81	968	0	1049	2765	534	202	654	1390	63	0	147	210	1600	4365					
11:30-12:30	0	1374	78	1452	51	877	0	928	2380	401	191	620	1212	47	0	234	281	1493	3873					
12:30-13:30	0	1565	64	1629	53	909	0	962	2591	467	170	632	1269	55	0	155	210	1479	4070					
15:00-16:00	0	1954	114	2068	84	1132	0	1216	3284	485	205	568	1258	91	0	322	413	1671	4955					
16:00-17:00	0	1873	105	1978	46	1178	0	1224	3202	495	212	569	1276	99	0	210	309	1585	4787					
17:00-18:00	0	1902	92	1994	55	1150	0	1205	3199	544	244	655	1443	79	0	185	264	1707	4906					
<b>Sub Total</b>	<b>0</b>	<b>13794</b>	<b>721</b>	<b>14515</b>	<b>445</b>	<b>8402</b>	<b>0</b>	<b>8847</b>	<b>23362</b>	<b>4031</b>	<b>1594</b>	<b>5130</b>	<b>10755</b>	<b>555</b>	<b>1</b>	<b>1606</b>	<b>2162</b>	<b>12917</b>	<b>36279</b>					
<b>U-Turns</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>8</b>					
<b>Total</b>	<b>0</b>	<b>13794</b>	<b>721</b>	<b>14515</b>	<b>445</b>	<b>8402</b>	<b>0</b>	<b>8854</b>	<b>23369</b>	<b>4031</b>	<b>1594</b>	<b>5130</b>	<b>10755</b>	<b>555</b>	<b>1</b>	<b>1606</b>	<b>2163</b>	<b>12918</b>	<b>36287</b>					
<b>EQ 12hr</b>	<b>0</b>	<b>19174</b>	<b>1002</b>	<b>20176</b>	<b>619</b>	<b>11679</b>	<b>0</b>	<b>12307</b>	<b>32483</b>	<b>5603</b>	<b>2216</b>	<b>7131</b>	<b>14949</b>	<b>771</b>	<b>1</b>	<b>2232</b>	<b>3007</b>	<b>17956</b>	<b>50439</b>					

Note: These values are calculated by multiplying the Average Daily 12 hr. totals by 12 to 24 expansion factor.  
 Note: U-Turns provided for approach totals. Refer to 'U-Turn' Report for specific breakdown.



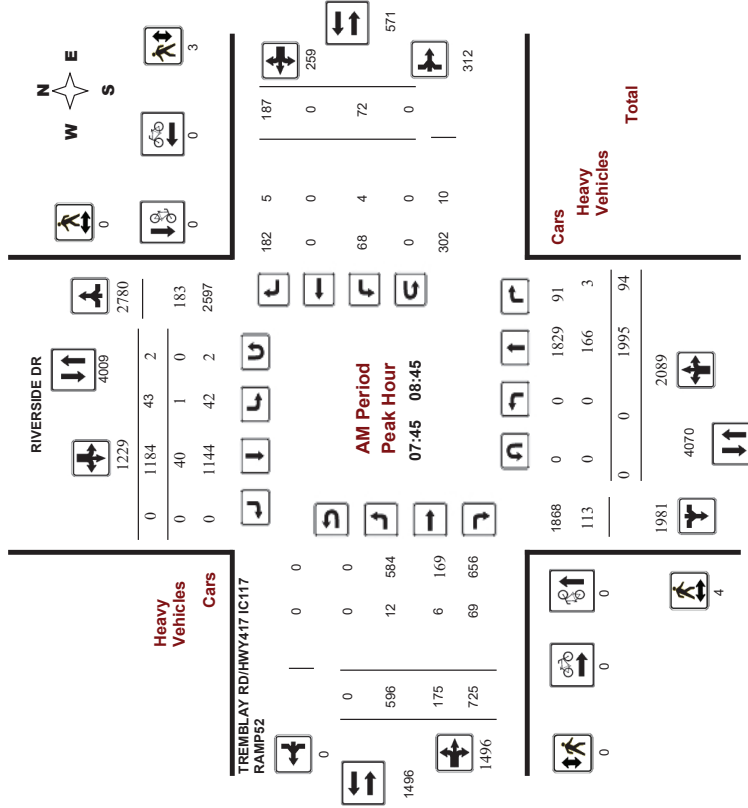
# Transportation Services - Traffic Services

## Turning Movement Count - Peak Hour Diagram

### RIVERSIDE DR @ TREMBLAY RD/HWY417 IC117 RAMP52

Survey Date: Wednesday, January 30, 2019  
Start Time: 07:00

WO No: 38345  
Device: Miovision



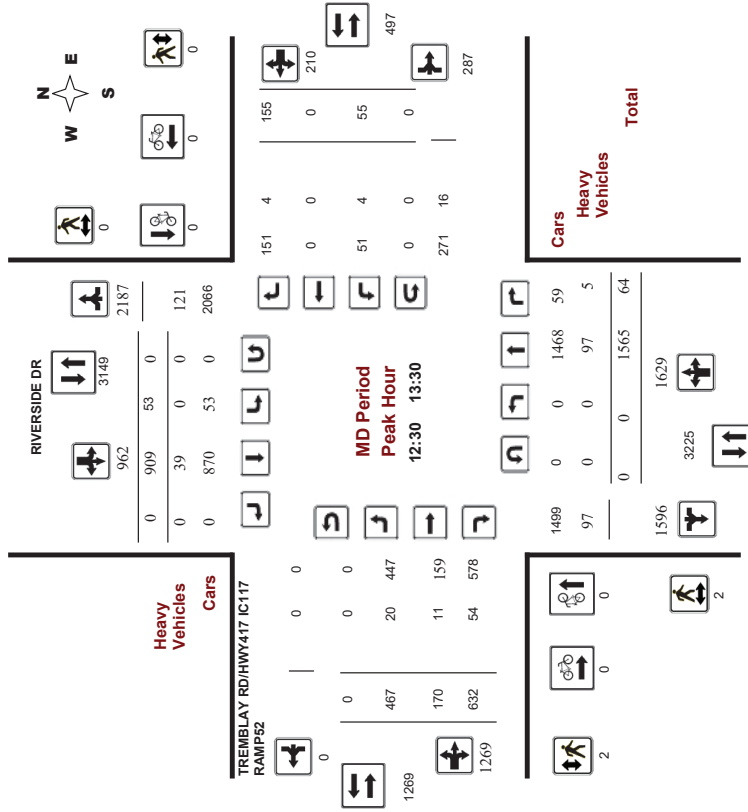
# Transportation Services - Traffic Services

## Turning Movement Count - Peak Hour Diagram

### RIVERSIDE DR @ TREMBLAY RD/HWY417 IC117 RAMP52

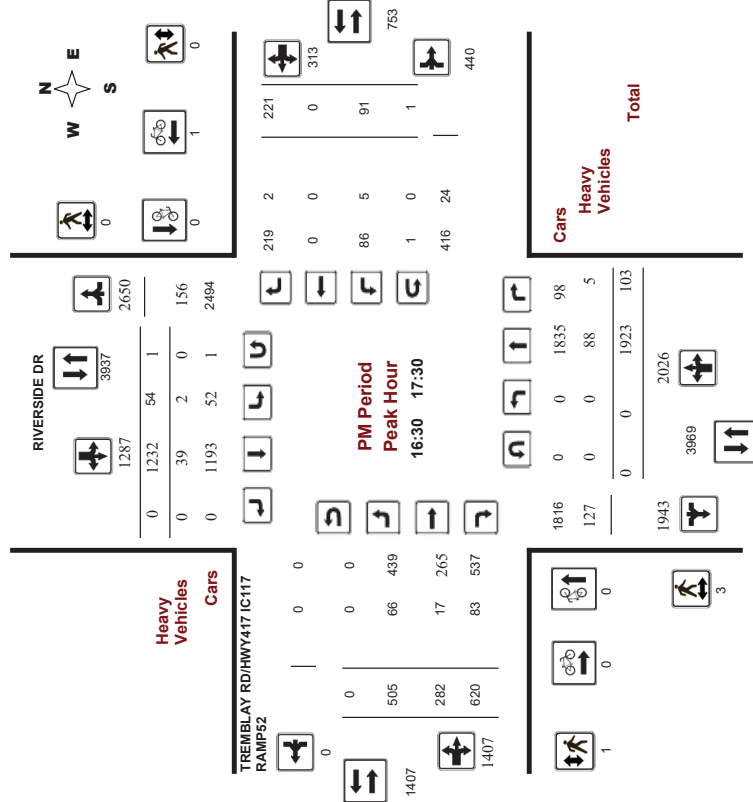
Survey Date: Wednesday, January 30, 2019  
Start Time: 07:00

WO No: 38345  
Device: Miovision



Survey Date: Wednesday, January 30, 2019  
Start Time: 07:00

WO No: 38345  
Device: Miovision



Survey Date: Wednesday, January 30, 2019  
Start Time: 07:00

WO No: 38345  
Device: Miovision

## Full Study 15 Minute Increments TREMBLAY RD/HWY417 IC117 RAMP52

### RIVERSIDE DR

Time Period	Northbound			Southbound			Eastbound			Westbound			W	STR	Grand Total				
	LT	ST	RT	N	LT	ST	RT	S	STR	LT	ST	RT				LT	ST	RT	
07:00	0	225	12	237	9	236	0	245	37	110	49	175	334	6	1	36	43	37	859
07:15	0	421	15	436	4	251	0	255	42	106	37	175	318	8	0	32	40	42	1049
07:30	0	393	27	420	10	250	0	260	35	124	54	181	359	17	0	39	56	35	1095
07:45	0	540	23	563	9	303	0	312	47	128	46	196	370	15	0	39	54	47	1289
08:00	0	468	26	494	17	317	0	336	48	161	46	198	403	17	0	35	52	48	1285
08:15	0	472	18	490	9	286	0	285	59	149	45	181	375	15	0	42	57	59	1272
08:30	0	515	27	542	8	278	0	286	56	158	38	152	348	25	0	71	96	56	1274
08:45	0	473	23	496	9	287	0	276	43	169	55	176	400	16	0	59	77	43	1249
09:00	0	488	22	510	19	248	0	267	52	134	41	181	356	16	0	39	54	52	1197
09:15	0	394	23	417	18	221	0	239	63	143	58	171	372	16	0	27	43	63	1071
09:30	0	371	22	393	24	266	0	281	51	136	50	141	327	16	0	39	55	51	1066
09:45	0	386	30	386	20	233	0	253	54	121	53	161	335	16	0	42	58	54	1032
11:30	0	354	16	351	13	221	0	234	34	110	46	159	315	9	0	63	72	34	972
11:45	0	350	19	369	12	222	0	236	32	95	42	141	278	11	0	57	68	32	951
12:15	0	335	16	351	9	227	0	236	44	89	53	155	297	17	0	78	95	44	979
12:30	0	388	13	401	12	251	0	263	40	85	38	149	272	10	0	46	56	40	992
12:45	0	389	16	405	13	196	0	209	26	123	52	153	328	21	0	34	46	48	1097
13:00	0	358	12	370	19	235	0	254	27	119	38	150	307	12	0	38	50	27	961
13:15	0	516	38	554	18	291	0	309	47	134	54	141	329	20	0	85	105	47	1297
15:15	0	448	27	475	18	291	0	309	34	119	51	145	315	20	0	76	96	34	1195
15:30	0	510	25	535	32	319	0	351	41	116	49	161	326	24	0	64	88	41	1300
15:45	0	480	24	504	16	231	0	247	36	116	51	121	268	27	0	97	124	36	1163
16:00	0	473	25	498	6	231	0	238	40	118	45	135	298	22	0	68	90	40	1124
16:15	0	461	27	488	15	306	0	321	41	126	43	125	294	28	0	42	70	41	1173
16:30	0	410	22	432	12	330	0	342	28	117	60	139	316	28	0	36	64	28	1154
16:45	0	529	31	560	13	311	0	325	33	134	64	170	368	21	0	64	85	33	1338
17:00	0	427	30	457	16	286	0	302	36	131	96	148	375	23	0	77	100	36	1234
17:15	0	557	20	577	13	305	0	318	37	123	62	163	348	19	0	44	64	37	1307
17:30	0	425	20	445	11	288	0	279	29	153	40	167	360	21	0	25	46	29	1130
17:45	0	493	22	515	15	291	0	306	25	137	46	177	360	16	0	39	55	25	1236
17:45	0	1379	721	1451	445	8402	0	8854	1291	4031	1594	5130	10755	555	1	1606	2163	1291	36287

Note: U-Turns are included in Totals.





# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

RIVERSIDE DR @ TREMBLAY RD/HWY417 IC117 RAMP52

Survey Date: Wednesday, January 30, 2019  
Start Time: 07:00

WO No: 38345  
Device: Miovision

### Full Study Cyclist Volume

RIVERSIDE DR TREMBLAY RD/HWY417 IC117 RAMP52

Time Period	Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	Grand Total
07:00 07:15	0	0	0	0	0	0	0
07:15 07:30	0	0	0	0	0	0	0
07:30 07:45	0	0	0	0	0	0	0
07:45 08:00	0	0	0	0	0	0	0
08:00 08:15	0	0	0	0	0	0	0
08:15 08:30	0	0	0	0	0	0	0
08:30 08:45	0	0	0	0	0	0	0
08:45 09:00	0	0	0	0	0	0	0
09:00 09:15	0	0	0	0	0	0	0
09:15 09:30	0	0	0	0	0	0	0
09:30 09:45	0	0	0	0	0	0	0
09:45 10:00	0	2	0	0	2	2	2
10:00 10:15	0	0	0	0	0	0	0
10:15 10:30	0	0	0	0	0	0	0
10:30 10:45	0	0	0	0	0	0	0
10:45 11:00	0	0	0	0	0	0	0
11:00 11:15	0	0	0	0	0	0	0
11:15 11:30	0	0	0	0	0	0	0
11:30 11:45	0	0	0	0	0	0	0
11:45 12:00	0	0	0	0	0	0	0
12:00 12:15	0	0	0	0	0	0	0
12:15 12:30	0	0	0	0	0	0	0
12:30 12:45	0	0	0	0	0	0	0
12:45 13:00	0	0	0	0	0	0	0
13:00 13:15	0	0	0	0	0	0	0
13:15 13:30	0	0	0	0	0	0	0
13:30 13:45	0	0	0	0	0	0	0
13:45 14:00	0	0	0	0	0	0	0
14:00 14:15	0	0	0	0	0	0	0
14:15 14:30	1	0	1	0	0	1	1
14:30 14:45	0	0	0	0	0	0	0
14:45 15:00	0	0	0	0	0	0	0
15:00 15:15	0	0	0	0	0	0	0
15:15 15:30	0	0	0	0	0	0	0
15:30 15:45	0	0	0	0	0	0	0
15:45 16:00	0	0	0	0	0	0	0
16:00 16:15	0	0	0	0	0	0	0
16:15 16:30	0	0	0	0	0	0	0
16:30 16:45	0	0	0	0	0	0	0
16:45 17:00	0	0	0	0	0	0	0
17:00 17:15	0	0	0	0	0	0	0
17:15 17:30	0	0	0	0	0	0	0
17:30 17:45	0	0	0	0	0	0	0
17:45 18:00	0	0	0	0	0	0	0
Total	1	0	1	2	2	4	5



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

RIVERSIDE DR @ TREMBLAY RD/HWY417 IC117 RAMP52

Survey Date: Wednesday, January 30, 2019  
Start Time: 07:00

WO No: 38345  
Device: Miovision

### Full Study Pedestrian Volume

RIVERSIDE DR TREMBLAY RD/HWY417 IC117 RAMP52

Time Period	NB Approach (E or W Crossing)	SB Approach (E or W Crossing)	Total	EB Approach (N or S Crossing)	WB Approach (N or S Crossing)	Total	Grand Total
07:00 07:15	1	0	1	0	0	0	1
07:15 07:30	0	0	0	0	0	0	0
07:30 07:45	0	0	0	0	0	0	0
07:45 08:00	1	0	1	0	2	2	3
08:00 08:15	1	0	1	0	0	0	1
08:15 08:30	2	0	2	0	1	1	3
08:30 08:45	0	0	0	0	0	0	0
08:45 09:00	1	0	1	0	0	0	1
09:00 09:15	0	0	0	0	0	0	0
09:15 09:30	0	0	0	0	0	0	0
09:30 09:45	0	0	0	0	0	0	0
09:45 10:00	0	0	0	0	1	1	1
10:00 10:15	0	0	0	0	0	0	0
10:15 10:30	0	0	0	0	1	1	1
10:30 10:45	0	0	0	0	0	0	0
10:45 11:00	0	0	0	0	0	0	0
11:00 11:15	0	0	0	0	0	0	0
11:15 11:30	0	0	0	0	0	0	0
11:30 11:45	0	0	0	0	0	0	0
11:45 12:00	0	0	0	0	0	0	0
12:00 12:15	1	0	1	0	0	0	1
12:15 12:30	0	0	0	0	0	0	0
12:30 12:45	0	0	0	0	0	0	0
12:45 13:00	2	0	2	1	0	1	3
13:00 13:15	0	0	0	1	0	1	1
13:15 13:30	0	0	0	0	0	0	0
13:30 13:45	0	0	0	0	2	2	2
13:45 14:00	0	0	0	0	0	0	0
14:00 14:15	1	0	1	1	0	1	2
14:15 14:30	1	0	1	0	0	0	1
14:30 14:45	1	0	1	0	0	0	1
14:45 15:00	1	0	1	0	0	0	1
15:00 15:15	1	0	1	0	0	0	1
15:15 15:30	1	0	1	0	0	0	1
15:30 15:45	1	0	1	0	0	0	1
15:45 16:00	1	0	1	0	0	0	1
16:00 16:15	1	0	1	0	0	0	1
16:15 16:30	0	0	0	0	1	1	2
16:30 16:45	0	0	0	0	1	1	2
16:45 17:00	1	0	1	0	0	0	1
17:00 17:15	1	0	1	0	0	0	1
17:15 17:30	1	0	1	0	0	0	1
17:30 17:45	1	0	1	0	0	0	1
17:45 18:00	1	0	1	0	0	0	1
Total	16	0	16	4	11	15	31



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### RIVERSIDE DR @ TREMBLAY RD/HWY417 IC117 RAMP52

Survey Date: Wednesday, January 30, 2019  
Start Time: 07:00

WO No: 38345  
Device: Miovision

### Full Study Heavy Vehicles TREMBLAY RD/HWY417 IC117 RAMP52

Time Period	Northbound			Southbound			Eastbound			Westbound			Grand Total							
	LT	ST	RT	LT	ST	RT	LT	ST	RT	LT	ST	RT								
07:00	0	28	1	29	0	8	0	8	37	3	0	15	18	0	0	4	4	22	59	
07:15	0	32	1	33	0	9	0	9	42	3	0	16	19	2	0	1	3	22	64	
07:30	0	30	1	31	0	4	0	4	35	4	1	21	26	3	0	4	7	33	68	
07:45	0	35	1	36	0	11	0	11	47	1	0	13	14	1	0	2	3	17	64	
08:00	0	37	0	37	0	11	0	11	48	3	5	19	27	1	0	2	3	30	78	
08:15	0	51	1	52	0	8	0	8	59	2	0	18	20	1	0	1	2	22	81	
08:30	0	43	2	45	0	11	0	11	56	6	1	19	26	1	0	0	1	27	83	
08:45	0	34	1	35	0	8	0	8	43	5	3	23	31	0	0	1	1	32	75	
09:00	0	44	2	46	1	5	0	6	52	6	6	29	43	1	0	1	2	45	97	
09:15	0	50	3	53	0	10	0	10	63	6	4	19	29	2	0	0	2	31	94	
09:30	0	38	1	39	1	11	0	12	51	4	2	22	28	1	0	1	2	30	81	
09:45	0	38	4	42	0	12	0	12	54	7	6	23	38	1	0	5	6	42	96	
10:00	0	21	3	24	0	2	0	2	26	4	1	10	15	2	0	2	4	19	45	
11:30	0	26	2	28	0	6	0	6	34	3	2	20	25	1	0	1	2	27	61	
12:00	0	26	1	27	0	5	0	5	32	2	0	9	11	1	0	4	5	16	48	
12:15	0	36	0	36	0	8	0	8	44	3	1	14	18	2	0	1	3	21	65	
12:30	0	27	0	27	0	13	0	13	40	4	0	15	19	1	0	2	3	22	62	
12:45	0	26	4	30	0	18	0	18	48	2	3	14	19	0	0	0	0	19	67	
13:00	0	24	0	24	0	2	0	2	26	7	7	13	27	1	0	2	3	30	56	
13:15	0	20	1	21	0	6	0	6	27	7	1	12	20	2	0	0	2	22	49	
13:30	0	35	2	37	0	10	0	10	47	8	3	17	28	1	0	2	3	31	78	
15:00	0	19	3	22	0	12	0	12	34	12	3	14	29	1	0	3	4	33	67	
15:15	0	25	0	25	1	10	0	10	41	7	6	17	30	1	0	2	3	33	74	
15:30	0	29	2	31	0	10	0	10	47	4	4	14	25	0	0	2	2	27	63	
15:45	0	34	1	35	0	5	0	5	40	10	2	19	31	2	0	1	3	34	74	
16:00	0	29	4	33	0	8	0	8	41	6	5	18	29	2	0	0	2	31	72	
16:15	0	17	1	18	0	10	0	10	28	7	3	20	30	2	0	0	2	32	60	
16:30	0	21	1	22	0	11	0	11	33	25	4	20	49	2	0	0	2	51	84	
16:45	0	24	2	26	0	10	0	10	36	21	5	21	47	1	0	0	1	48	84	
17:00	0	26	1	27	2	8	0	10	37	13	5	22	40	0	0	2	2	42	79	
17:15	0	21	3	24	0	5	0	5	29	10	1	24	35	2	0	0	2	37	66	
17:30	0	16	3	19	0	6	0	6	25	5	1	20	26	0	0	1	1	27	52	
17:45	0	962	51	1013	6	272	0	278	1291	215	85	570	870	38	0	47	85	955	2,246	
Total	None	0	962	51	1013	6	272	0	278	1291	215	85	570	870	38	0	47	85	955	2,246



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### RIVERSIDE DR @ TREMBLAY RD/HWY417 IC117 RAMP52

Survey Date: Wednesday, January 30, 2019  
Start Time: 07:00

WO No: 38345  
Device: Miovision

### Full Study 15 Minute U-Turn Total RIVERSIDE DR TREMBLAY RD/HWY417 IC117 RAMP52

Time Period	Northbound		Southbound		Eastbound		Westbound		Total
	U-Turn	Total	U-Turn	Total	U-Turn	Total	U-Turn	Total	
07:00	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0
08:15	0	2	0	2	0	0	0	0	2
08:30	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0
09:45	0	1	0	1	0	0	0	0	1
10:00	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0
12:15	0	2	0	2	0	0	0	0	2
12:30	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0
16:15	0	1	0	1	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
17:00	0	1	0	1	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
Total	0	7	0	7	0	0	0	0	7



# Transportation Services - Traffic Services

## Turning Movement Count - Peak Hour Diagram

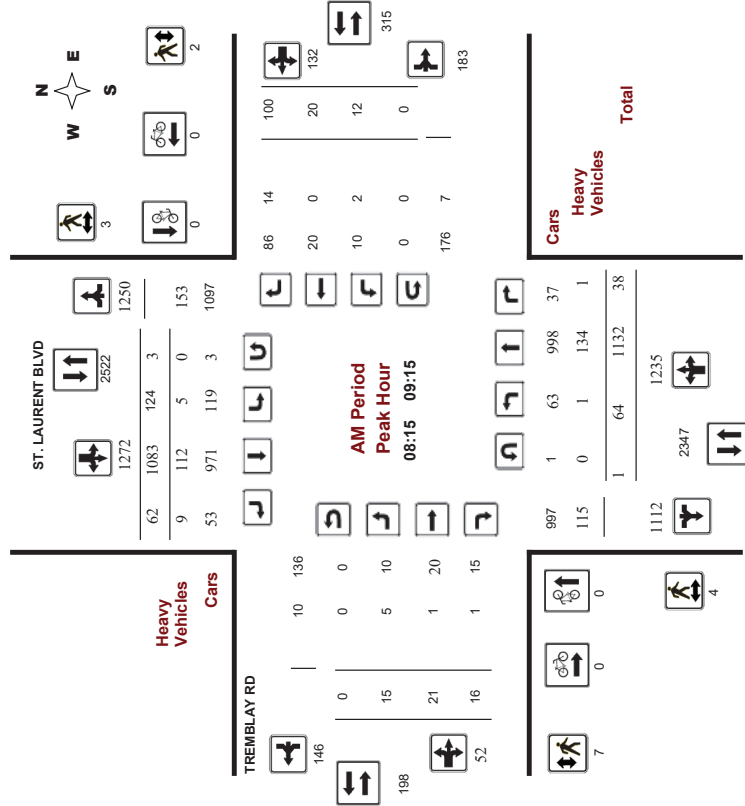
### ST. LAURENT BLVD @ TREMBLAY RD

Survey Date: Wednesday, January 30, 2019

WO No: 38338

Start Time: 07:00

Device: Miovision



Comments



# Transportation Services - Traffic Services

## Turning Movement Count - Peak Hour Diagram

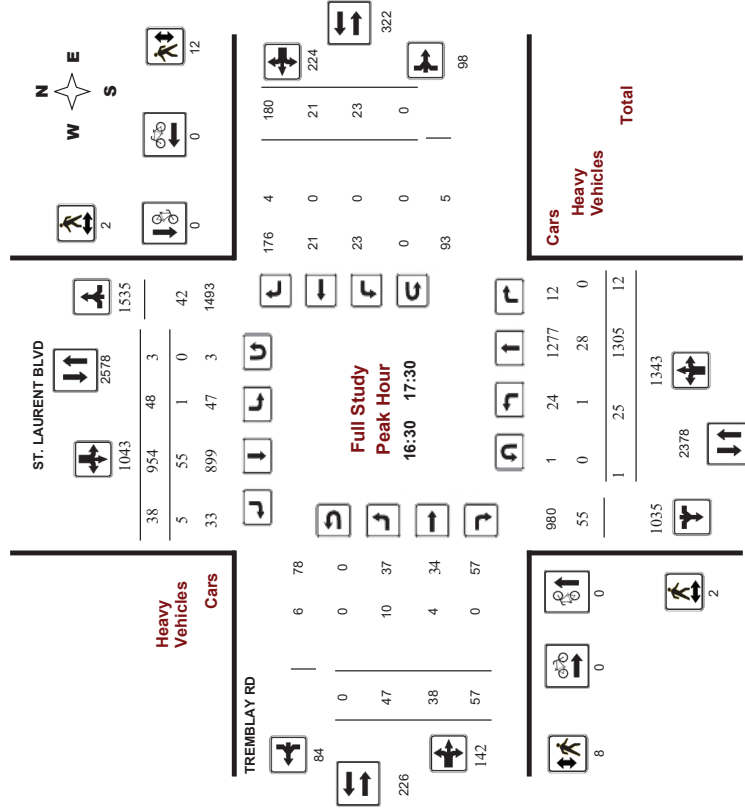
### ST. LAURENT BLVD @ TREMBLAY RD

Survey Date: Wednesday, January 30, 2019

WO No: 38338

Start Time: 07:00

Device: Miovision



Comments





# Transportation Services - Traffic Services

Work Order  
38338

## Turning Movement Count - Full Study Summary Report

### ST. LAURENT BLVD @ TREMBLAY RD

Survey Date: Wednesday, January 30, 2019

Total Observed U-Turns  
AADT Factor  
1.00

Northbound: 8 Southbound: 38  
Eastbound: 0 Westbound: 0

#### Full Study

Period	Northbound				Southbound				Eastbound				Westbound				Grand Total	STR TOT	WB TOT	
	LT	ST	RT	TOT	LT	ST	RT	TOT	LT	ST	RT	TOT	LT	ST	RT	TOT				
07:00-08:00	34	827	29	890	168	978	58	1204	2094	21	25	15	61	13	19	68	100	161	2255	
08:00-09:00	62	1157	40	1259	108	1055	67	1230	2489	14	20	21	55	16	17	101	134	189	2678	
09:00-10:00	29	885	23	937	133	1038	46	1217	2154	23	23	17	63	12	21	76	109	172	2326	
11:30-12:30	32	1008	37	1077	113	1004	48	1165	2242	29	10	28	67	41	24	144	209	276	2518	
12:30-13:30	28	1058	48	1134	133	975	38	1146	2280	24	20	30	74	30	19	140	189	263	2543	
15:00-16:00	31	1182	19	1232	100	787	34	921	2153	34	21	23	78	34	24	186	244	322	2475	
16:00-17:00	34	1192	23	1249	68	807	41	916	2165	42	31	29	102	36	23	193	252	354	2519	
17:00-18:00	14	1202	8	1224	36	950	44	1030	2254	44	25	44	113	21	20	142	183	296	2550	
Sub Total	264	8511	227	9002	859	7594	376	8829	17831	231	175	207	613	203	167	1050	1420	2033	19864	
U-Turns	8				38				46				0				0	0	0	46
Total	264	8511	227	9010	859	7594	376	8867	17877	231	175	207	613	203	167	1050	1420	2033	19910	
EQ 12hr	367	11830	316	12524	1194	10556	523	12325	24849	321	243	288	862	282	232	1460	1974	2826	27675	

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

AVG 12hr 367 11830 316 12524 1194 10556 523 12325 24849 321 243 288 862 282 232 1460 1974 2826 27675

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

AVG 24hr 481 15498 413 16406 1564 13823 685 16146 32552 421 319 377 1116 370 304 1912 2586 3702 36254

Note: These volumes are calculated by multiplying the Average Daily 12 hr. totals by 12 to 24 expansion factor.

#### Comments:

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



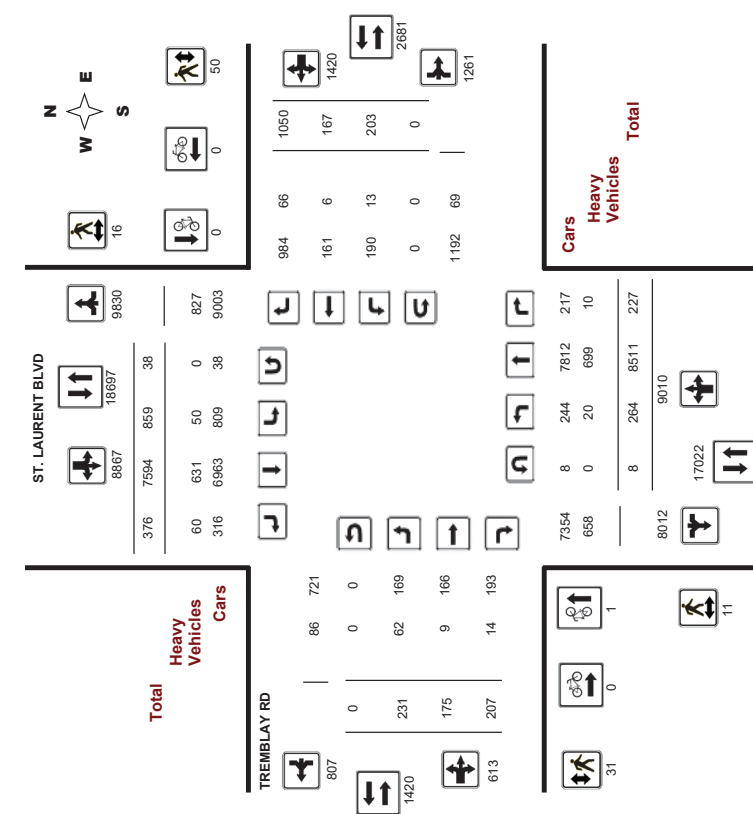
# Transportation Services - Traffic Services

## Turning Movement Count - Full Study Diagram

### ST. LAURENT BLVD @ TREMBLAY RD

Survey Date: Wednesday, January 30, 2019

WO#: 38338  
Device: Miovision





**Transportation Services - Traffic Services** W.O. 38338  
**Turning Movement Count - 15 Minute Summary Report**

**ST. LAURENT BLVD @ TREMBLAY RD**

**Survey Date:** Wednesday, January 30, 2019

**Total Observed U-Turns**

Northbound: 8 Southbound: 38  
 Eastbound: 0 Westbound: 0

Time Period	Northbound				Southbound				Eastbound				Westbound				W STR TOT	R TOT	L TOT	ST TOT	Grand Total
	L	T	R	T	L	T	R	T	L	T	R	T	L	T	R	T					
07:00-07:15	3	159	9	171	42	228	12	283	5	6	5	16	5	2	14	21	37	491			
07:15-07:30	10	189	6	205	42	234	14	290	495	2	7	3	12	1	13	15	27	522			
07:30-07:45	9	228	9	246	45	241	14	300	546	6	5	4	15	5	10	23	38	53	599		
07:45-08:00	12	251	5	268	39	275	18	334	602	8	7	3	18	2	6	18	26	44	646		
08:00-08:15	14	277	11	302	22	235	18	275	577	4	5	8	17	7	5	20	32	49	626		
08:15-08:30	13	294	10	317	26	279	14	319	636	2	6	5	13	5	1	23	29	42	678		
08:30-08:45	17	283	12	313	29	270	23	322	635	3	4	2	9	3	6	26	35	44	679		
08:45-09:00	18	303	7	328	31	271	12	316	644	5	5	6	16	1	5	32	38	54	698		
09:00-09:15	16	252	9	277	38	263	13	315	592	5	6	3	14	3	8	19	30	44	636		
09:15-09:30	4	212	4	221	24	271	18	313	534	3	9	3	15	3	3	17	23	38	572		
09:30-09:45	5	222	5	232	32	252	8	295	527	7	5	5	17	5	3	18	26	43	570		
09:45-10:00	4	199	5	208	39	252	7	300	508	8	3	6	17	1	7	22	30	47	555		
11:30-11:45	5	237	7	250	21	248	7	277	527	11	4	4	19	7	5	30	42	61	588		
11:45-12:00	8	258	8	274	34	250	15	302	576	7	2	6	15	7	7	43	57	72	648		
12:00-12:15	9	241	8	258	33	223	10	267	525	8	4	11	23	19	7	39	65	88	613		
12:15-12:30	10	272	14	297	25	283	16	325	622	3	0	7	10	8	5	32	45	55	677		
12:30-12:45	6	277	16	300	36	237	12	285	585	4	4	7	15	9	4	37	50	65	650		
12:45-13:00	6	257	12	275	39	263	7	312	587	9	8	10	27	6	6	32	44	71	658		
13:00-13:15	8	285	14	307	31	231	7	270	577	6	7	7	20	9	3	38	50	70	647		
13:15-13:30	8	239	6	253	27	244	12	285	538	5	1	6	12	6	6	33	45	57	595		
15:00-15:15	9	295	2	307	31	219	14	266	573	7	4	5	16	11	8	59	78	94	667		
15:15-15:30	5	316	6	327	22	226	4	253	580	8	4	4	16	7	5	40	52	68	648		
15:30-15:45	9	307	6	322	19	190	9	218	540	10	6	11	27	7	5	47	59	86	626		
15:45-16:00	8	264	5	277	28	152	7	189	466	9	7	3	19	9	6	40	55	74	540		
16:00-16:15	6	270	8	284	14	168	13	195	479	10	10	1	21	13	8	68	89	110	589		
16:15-16:30	10	284	6	300	23	150	13	188	488	8	5	4	17	10	5	35	50	67	555		
16:30-16:45	9	299	3	311	9	232	9	250	561	16	9	17	42	9	5	66	80	122	683		
16:45-17:00	9	339	6	354	22	257	6	286	640	8	7	7	22	4	5	24	33	55	695		
17:00-17:15	3	318	1	322	10	237	13	261	583	13	11	16	40	8	5	54	67	107	690		
17:15-17:30	4	349	4	356	7	228	10	246	602	10	11	17	38	2	6	36	44	82	684		
17:30-17:45	4	282	3	289	9	212	11	235	524	9	1	7	17	6	5	25	36	53	577		
17:45-18:00	3	253	2	259	10	273	10	295	554	12	2	4	18	5	4	27	36	54	608		
<b>TOTAL:</b>	<b>264</b>	<b>8511</b>	<b>227</b>	<b>9010</b>	<b>859</b>	<b>7584</b>	<b>376</b>	<b>8867</b>	<b>17877</b>	<b>231</b>	<b>175</b>	<b>207</b>	<b>613</b>	<b>203</b>	<b>167</b>	<b>1050</b>	<b>1420</b>	<b>2033</b>	<b>19910</b>		

**Note:** U-Turns are included in Totals.

**Comment:**



**Transportation Services - Traffic Services** W.O. 38338  
**Turning Movement Count - Cyclist Volume Report**

**ST. LAURENT BLVD @ TREMBLAY RD**

**Count Date:** Wednesday, January 30, 2019

**Start Time:** 07:00

Time Period	ST. LAURENT BLVD		TREMBLAY RD		Grand Total
	Northbound	Southbound	Eastbound	Westbound	
07:00-08:00	0	0	0	0	0
08:00-09:00	0	0	0	0	0
09:00-10:00	1	0	0	0	1
11:30-12:30	0	0	0	0	0
12:30-13:30	0	0	0	0	0
15:00-16:00	0	0	0	0	0
16:00-17:00	0	0	0	0	0
17:00-18:00	0	0	0	0	0
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>

**Comment:**

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



# Transportation Services - Traffic Services

W.O. 38338

## Turning Movement Count - Heavy Vehicle Report

### ST. LAURENT BLVD @ TREMBLAY RD

Survey Date: Wednesday, January 30, 2019

Time Period	Northbound					Eastbound					Westbound					Grand Total			
	LT	ST	RT	N TOT	S	STR	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR		TOT		
07:00-08:00	2	134	1	137	10	52	10	72	209	9	1	0	10	4	0	9	13	23	232
08:00-09:00	2	124	1	127	3	80	11	94	221	4	1	1	6	4	0	15	19	25	246
09:00-10:00	3	116	1	120	6	183	5	194	314	9	1	11	0	2	8	10	21	335	
11:30-12:30	2	66	1	69	8	68	8	84	153	8	0	5	13	1	0	11	12	25	178
12:30-13:30	5	80	5	90	7	62	7	76	166	6	0	3	9	0	2	11	13	22	188
15:00-16:00	4	112	0	116	10	74	5	89	205	7	1	3	11	3	2	6	11	22	227
16:00-17:00	2	40	1	43	3	65	10	78	121	10	1	1	12	0	0	2	2	14	135
17:00-18:00	0	27	0	27	3	47	4	54	81	9	4	0	13	1	0	4	5	18	99
<b>Sub Total</b>	<b>20</b>	<b>699</b>	<b>10</b>	<b>729</b>	<b>50</b>	<b>631</b>	<b>60</b>	<b>741</b>	<b>1470</b>	<b>62</b>	<b>9</b>	<b>14</b>	<b>85</b>	<b>13</b>	<b>6</b>	<b>66</b>	<b>85</b>	<b>170</b>	<b>1640</b>
<b>U-Turns (Heavy Vehicles)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total</b>	<b>20</b>	<b>699</b>	<b>10</b>	<b>729</b>	<b>50</b>	<b>631</b>	<b>60</b>	<b>741</b>	<b>1470</b>	<b>62</b>	<b>9</b>	<b>14</b>	<b>85</b>	<b>13</b>	<b>6</b>	<b>66</b>	<b>85</b>	<b>170</b>	<b>1640</b>

Heavy Vehicles include Buses, Single-Unit Trucks and Articulated Trucks. Further, they ARE included in the Turning Movement Count Summary.



# Transportation Services - Traffic Services

Work Order 38338

## Turning Movement Count - Pedestrian Volume Report

### ST. LAURENT BLVD @ TREMBLAY RD

Count Date: Wednesday, January 30, 2019

Start Time: 07:00

Time Period	NB Approach (E or W Crossing)	SB Approach (E or W Crossing)	Total	EB Approach (N or S Crossing)	WB Approach (N or S Crossing)	Total	Grand Total
07:00-07:15	0	1	1	0	6	6	7
07:15-07:30	0	0	0	0	1	1	1
07:30-07:45	1	0	1	2	4	6	7
07:45-08:00	1	0	1	1	1	2	3
<b>07:00-08:00</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>12</b>	<b>15</b>	<b>18</b>
08:00-08:15	0	0	0	0	0	0	0
08:15-08:30	1	0	1	0	0	0	1
08:30-08:45	0	0	0	1	0	1	1
08:45-09:00	3	1	4	3	1	4	8
<b>08:00-09:00</b>	<b>4</b>	<b>1</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>5</b>	<b>10</b>
09:00-09:15	0	2	2	3	1	4	6
09:15-09:30	0	0	0	1	4	5	5
09:30-09:45	0	0	0	0	0	0	0
09:45-10:00	0	0	0	0	2	2	3
<b>09:00-10:00</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>7</b>	<b>12</b>	<b>14</b>
11:30-11:45	0	0	0	0	1	1	1
11:45-12:00	0	1	1	0	1	1	2
12:00-12:15	0	0	0	0	0	0	0
12:15-12:30	0	0	0	0	0	0	0
<b>11:30-12:30</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>3</b>
12:30-12:45	0	0	0	1	0	1	1
12:45-13:00	1	0	1	1	1	2	3
13:00-13:15	0	0	0	2	0	2	2
13:15-13:30	0	1	1	0	1	1	2
<b>12:30-13:30</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>6</b>	<b>8</b>
15:00-15:15	0	0	0	1	2	3	3
15:15-15:30	1	4	5	2	2	4	9
15:30-15:45	0	1	1	0	3	3	4
15:45-16:00	0	1	1	1	0	1	2
<b>15:00-16:00</b>	<b>1</b>	<b>6</b>	<b>7</b>	<b>4</b>	<b>7</b>	<b>11</b>	<b>18</b>
16:00-16:15	1	0	1	0	3	3	4
16:15-16:30	1	0	1	1	2	3	4
16:30-16:45	2	0	2	3	5	8	10
16:45-17:00	0	1	1	2	4	6	7
<b>16:00-17:00</b>	<b>3</b>	<b>2</b>	<b>5</b>	<b>6</b>	<b>14</b>	<b>20</b>	<b>25</b>
17:00-17:15	0	0	0	1	1	2	2
17:15-17:30	0	1	1	2	2	4	5
17:30-17:45	0	1	1	1	1	3	4
17:45-18:00	0	0	0	0	1	1	1
<b>17:00-18:00</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>5</b>	<b>10</b>	<b>12</b>
<b>Total</b>	<b>11</b>	<b>16</b>	<b>27</b>	<b>31</b>	<b>50</b>	<b>81</b>	<b>108</b>

Comment:



# Transportation Services - Traffic Services

Work Order  
38338

## Turning Movement Count - 15 Min U-Turn Total Report

### ST. LAURENT BLVD @ TREMBLAY RD

Survey Date: Wednesday, January 30, 2019

Time Period	Northbound		Southbound		Eastbound		Westbound		Total
	U-Turn	Total	U-Turn	Total	U-Turn	Total	U-Turn	Total	
07:00	0	1	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0
07:45	0	2	0	0	0	0	0	0	2
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0
08:30	1	0	0	0	0	0	0	0	1
08:45	0	2	0	0	0	0	0	0	2
09:00	0	1	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	0
09:30	1	0	0	0	0	0	0	0	1
09:30	0	3	0	0	0	0	0	0	3
09:45	0	2	0	0	0	0	0	0	2
11:30	1	1	0	0	0	0	0	0	2
11:45	0	3	0	0	0	0	0	0	3
12:00	0	1	0	0	0	0	0	0	1
12:15	1	1	0	0	0	0	0	0	2
12:30	1	0	0	0	0	0	0	0	1
12:45	0	3	0	0	0	0	0	0	3
13:00	0	1	0	0	0	0	0	0	1
13:15	0	2	0	0	0	0	0	0	2
15:00	1	2	0	0	0	0	0	0	3
15:15	0	1	0	0	0	0	0	0	1
15:30	0	0	0	0	0	0	0	0	0
15:45	0	2	0	0	0	0	0	0	2
16:00	0	0	0	0	0	0	0	0	0
16:15	0	2	0	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	0
16:45	0	1	0	0	0	0	0	0	1
17:00	0	1	0	0	0	0	0	0	1
17:15	1	1	0	0	0	0	0	0	2
17:30	0	3	0	0	0	0	0	0	3
17:45	1	2	0	0	0	0	0	0	3
Total	8	38	0	0	0	0	0	0	46



# Transportation Services - Traffic Services

## Turning Movement Count - Peak Hour Diagram

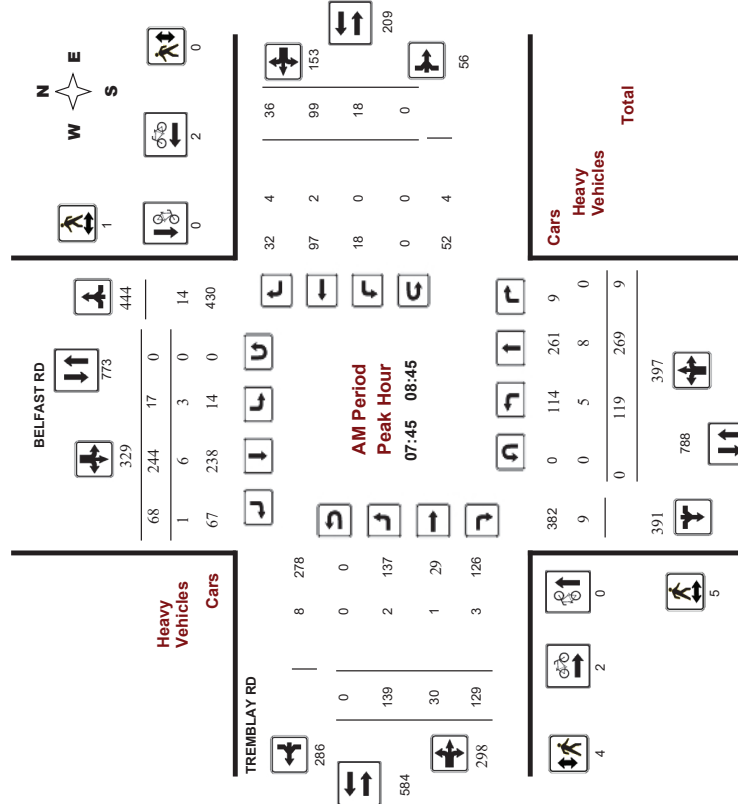
### BELFAST RD @ TREMBLAY RD

Survey Date: Wednesday, January 08, 2020

Start Time: 07:00

WO No: 39277

Device: Miovision



Comments 5469218 - WED JAN 08, 2020 - 8HRS - LORETTA





# Transportation Services - Traffic Services

## Turning Movement Count - Peak Hour Diagram

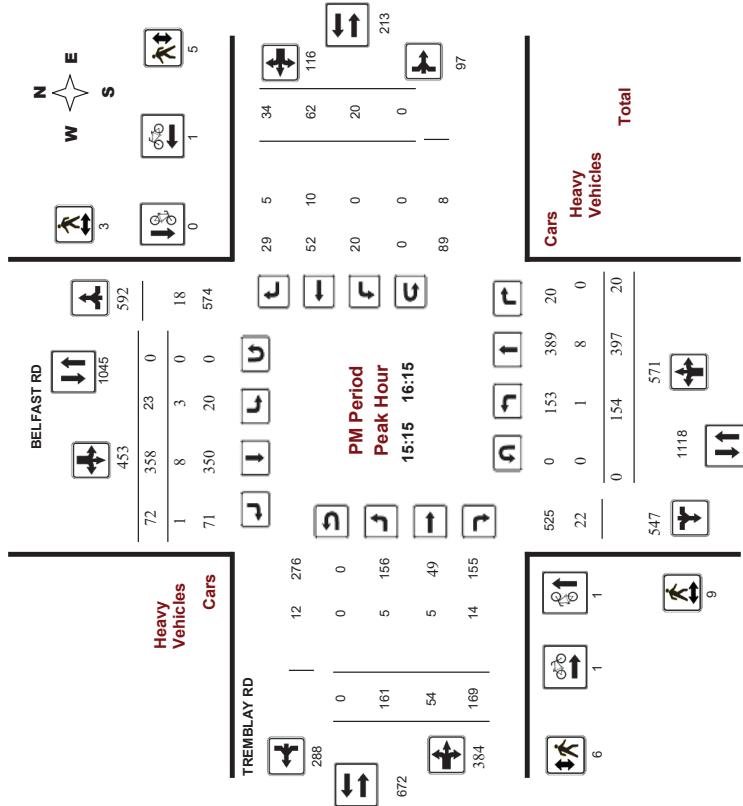
### BELFAST RD @ TREMBLAY RD

Survey Date: Wednesday, January 08, 2020

Start Time: 07:00

WO No: 39277

Device: Miovision



Comments 5469218 - WED JAN 08, 2020 - 8HRS - LORETTA



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### BELFAST RD @ TREMBLAY RD

Survey Date: Wednesday, January 08, 2020

Start Time: 07:00

WO No: 39277

Device: Miovision

## Full Study Cyclist Volume

### BELFAST RD TREMBLAY RD

Time Period	Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	Grand Total
07:00 07:15	0	0	0	2	0	2	2
07:15 07:30	0	0	0	0	0	0	0
07:30 07:45	0	0	0	1	0	1	1
07:45 08:00	0	0	0	0	0	0	0
08:00 08:15	0	0	0	0	0	0	0
08:15 08:30	0	0	0	2	1	3	3
08:30 08:45	0	0	0	0	1	1	1
08:45 09:00	0	0	0	0	0	0	0
09:00 09:15	0	0	0	0	0	0	0
09:15 09:30	0	0	0	0	0	0	0
09:30 09:45	0	0	0	0	0	0	0
09:45 10:00	0	2	2	0	0	2	2
10:00 10:15	0	0	0	0	0	0	0
10:15 10:30	0	0	0	0	0	0	0
10:30 10:45	0	0	0	0	0	0	0
10:45 11:00	0	0	0	0	0	0	0
11:00 11:15	0	0	0	0	0	0	0
11:15 11:30	0	0	0	0	0	0	0
11:30 11:45	0	0	0	0	0	0	0
11:45 12:00	0	0	0	0	0	0	0
12:00 12:15	0	0	0	0	0	0	0
12:15 12:30	0	0	0	0	0	0	0
12:30 12:45	1	0	1	1	0	1	2
12:45 13:00	0	0	0	0	0	0	0
13:00 13:15	0	1	1	0	1	1	2
13:15 13:30	0	0	0	0	0	0	0
13:30 13:45	1	1	2	0	1	1	3
13:45 14:00	1	0	1	1	1	2	3
14:00 14:15	0	0	0	0	0	0	0
14:15 14:30	0	0	0	0	0	0	0
14:30 14:45	0	0	0	0	0	0	0
14:45 15:00	0	0	0	0	0	0	0
15:00 15:15	0	0	0	0	0	0	0
15:15 15:30	0	0	0	0	0	0	0
15:30 15:45	0	0	0	0	0	0	0
15:45 16:00	0	0	0	0	0	0	0
16:00 16:15	0	0	0	0	0	0	0
16:15 16:30	0	1	1	0	0	1	1
16:30 16:45	0	0	0	0	1	1	1
16:45 17:00	1	0	1	0	0	1	2
17:00 17:15	0	0	0	1	1	2	2
17:15 17:30	0	0	0	1	0	1	1
17:30 17:45	0	0	0	1	0	1	1
17:45 18:00	0	0	0	0	0	0	0
<b>Total</b>	<b>4</b>	<b>5</b>	<b>9</b>	<b>10</b>	<b>7</b>	<b>17</b>	<b>26</b>



**Transportation Services - Traffic Services**  
**Turning Movement Count - Study Results**  
**BELFAST RD @ TREMBLAY RD**

**Survey Date:** Wednesday, January 08, 2020  
**Start Time:** 07:00

**WO No:** 39277  
**Device:** Miovision

**Full Study Pedestrian Volume**  
**TREMBLAY RD**

Time Period	SB Approach (E or W Crossing)		EB Approach (N or S Crossing)		Total	Grand Total
	NB	WB	EB	WB		
07:00	1	0	0	0	0	1
07:15	5	0	2	1	3	8
07:30	1	0	0	1	1	2
07:45	3	0	0	0	0	4
08:00	0	0	1	0	1	1
08:15	1	1	2	0	2	4
08:30	1	0	0	0	0	1
08:45	1	1	2	1	3	5
09:00	0	0	0	0	0	0
09:15	2	0	1	0	1	3
09:30	2	0	3	1	4	6
09:45	1	0	1	0	1	2
10:00	1	0	1	0	1	2
10:15	2	1	3	0	4	7
10:30	1	1	4	0	4	5
10:45	1	0	0	0	0	1
11:00	0	0	1	0	1	0
11:15	0	0	1	0	1	0
11:30	0	0	1	0	1	0
11:45	0	0	1	0	1	0
12:00	0	0	1	0	1	0
12:15	0	0	1	0	1	0
12:30	0	1	3	0	3	4
12:45	0	4	1	2	3	7
13:00	0	0	1	0	1	1
13:15	0	0	1	0	1	0
13:30	1	0	4	0	4	5
13:45	2	0	1	0	2	4
14:00	0	0	0	0	0	0
14:15	3	0	3	0	3	3
14:30	1	1	2	1	3	5
14:45	2	2	2	3	4	9
15:00	3	0	2	1	3	6
15:15	0	0	0	0	0	0
15:30	2	2	2	3	4	8
15:45	3	0	2	1	3	6
16:00	3	0	2	1	3	6
16:15	3	0	1	0	2	4
16:30	2	0	2	0	2	4
16:45	3	0	3	3	6	9
17:00	4	0	4	1	4	5
17:15	0	0	3	1	4	4
17:30	1	0	1	0	1	2
17:45	0	0	1	5	2	6
18:00	2	0	2	5	2	8
Total	52	8	53	18	71	131

5469216 - WED JAN 08, 2020 - 8HRS - LORETTA



**Transportation Services - Traffic Services**  
**Turning Movement Count - Study Results**  
**BELFAST RD @ TREMBLAY RD**

**Survey Date:** Wednesday, January 08, 2020  
**Start Time:** 07:00

**WO No:** 39277  
**Device:** Miovision

**Full Study Heavy Vehicles**  
**TREMBLAY RD**

Time Period	Northbound			Southbound			Eastbound			Westbound			W STR TOT	STR TOT	Grand Total						
	LT	ST	RT	LT	ST	RT	LT	ST	RT	LT	ST	RT									
07:00	12	3	1	18	1	2	0	7	25	0	0	12	0	0	1	3	15	20			
07:15	07:30	5	2	0	8	1	1	0	7	15	2	0	0	7	0	0	1	2	9	12	
07:30	07:45	0	6	1	8	1	0	0	9	17	0	1	1	2	0	0	2	5	7	12	
07:45	08:00	0	2	0	3	0	1	0	4	7	0	1	0	2	0	1	1	3	5	6	
08:00	08:15	1	0	0	2	1	0	0	3	5	1	0	1	3	0	0	1	2	5	5	
08:15	08:30	2	1	0	4	0	1	0	3	7	0	0	2	0	0	1	1	3	5	5	
08:30	08:45	2	5	0	13	2	4	1	14	27	1	0	2	7	0	1	4	11	19	19	
08:45	09:00	3	0	0	8	0	4	0	7	15	0	1	5	0	1	3	4	9	12	12	
09:00	09:15	3	9	0	16	1	0	1	14	30	2	1	2	9	1	1	5	14	22	22	
09:15	09:30	2	6	0	13	1	2	0	14	27	3	0	2	8	1	1	2	5	13	20	
09:30	09:45	1	2	0	14	0	11	0	15	29	2	0	4	0	1	0	1	5	17	17	
09:45	10:00	0	2	0	7	1	4	0	11	18	3	0	0	4	1	1	1	4	8	13	
10:00	10:15	2	3	0	11	1	3	1	8	19	0	0	3	6	0	0	1	7	13	13	
10:15	10:30	1	0	0	3	0	0	1	7	10	3	0	2	7	0	0	3	10	10	10	
10:30	10:45	2	1	0	7	2	2	0	5	12	0	3	2	7	0	0	5	12	12	12	
10:45	11:00	0	4	0	12	1	2	0	8	20	1	1	4	7	2	1	0	5	12	16	
11:00	11:15	0	3	1	7	0	1	1	6	13	0	2	3	0	0	1	2	5	9	9	
11:15	11:30	0	3	0	8	1	1	0	6	14	0	1	6	0	1	1	4	10	10	12	
11:30	11:45	3	0	0	8	1	1	0	7	13	0	0	1	3	0	2	4	7	10	10	
11:45	12:00	0	0	0	6	0	5	0	6	14	0	1	6	0	1	1	4	7	10	10	
12:00	12:15	5	5	0	17	1	2	0	8	25	0	1	5	11	0	0	2	13	19	19	
12:15	12:30	1	4	0	11	0	3	0	9	20	0	0	3	7	0	3	2	5	12	16	
12:30	12:45	0	1	0	6	1	1	0	5	11	1	1	4	10	0	4	1	7	17	14	
12:45	13:00	0	1	0	5	0	2	1	8	13	2	2	9	0	2	2	6	15	14	14	
13:00	13:15	0	2	0	9	2	2	0	8	17	2	2	5	10	0	1	0	5	15	16	
13:15	13:30	0	6	0	6	0	0	0	7	13	0	1	0	1	0	0	1	2	3	8	8
13:30	13:45	0	5	0	14	2	2	0	11	25	1	0	7	9	0	1	1	4	13	19	19
13:45	14:00	0	2	0	6	1	0	1	6	12	1	2	4	8	0	0	1	4	12	12	12
14:00	14:15	1	1	0	5	1	2	0	5	10	1	0	1	3	0	0	1	4	7	7	7
14:15	14:30	0	1	1	4	1	0	0	3	7	0	0	2	2	0	0	1	3	5	6	6
14:30	14:45	1	0	0	1	1	0	0	1	2	0	0	1	2	0	0	1	2	4	3	3
14:45	15:00	0	0	0	2	1	1	0	4	6	1	0	1	2	0	0	1	2	4	5	5
Total	None	49	80	5	262	25	61	7	234	496	28	18	60	186	7	24	33	112	298	397	397





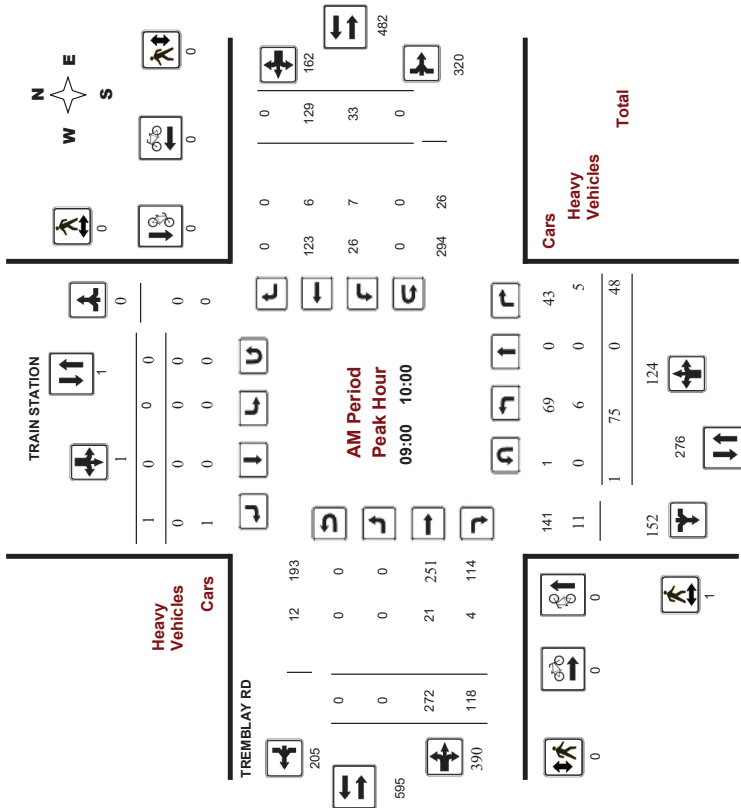
### Transportation Services - Traffic Services

### Turning Movement Count - Peak Hour Diagram

### TREMBLAY RD @ TRAIN STATION

Survey Date: Wednesday, January 30, 2019  
Start Time: 07:00

WO No: 38347  
Device: Miovision



Comments



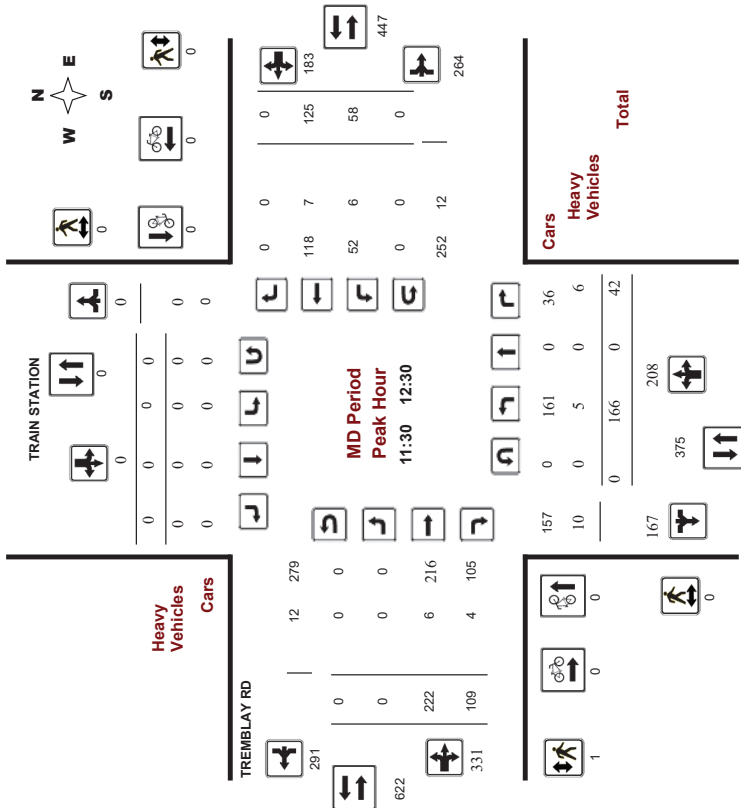
### Transportation Services - Traffic Services

### Turning Movement Count - Peak Hour Diagram

### TREMBLAY RD @ TRAIN STATION

Survey Date: Wednesday, January 30, 2019  
Start Time: 07:00

WO No: 38347  
Device: Miovision



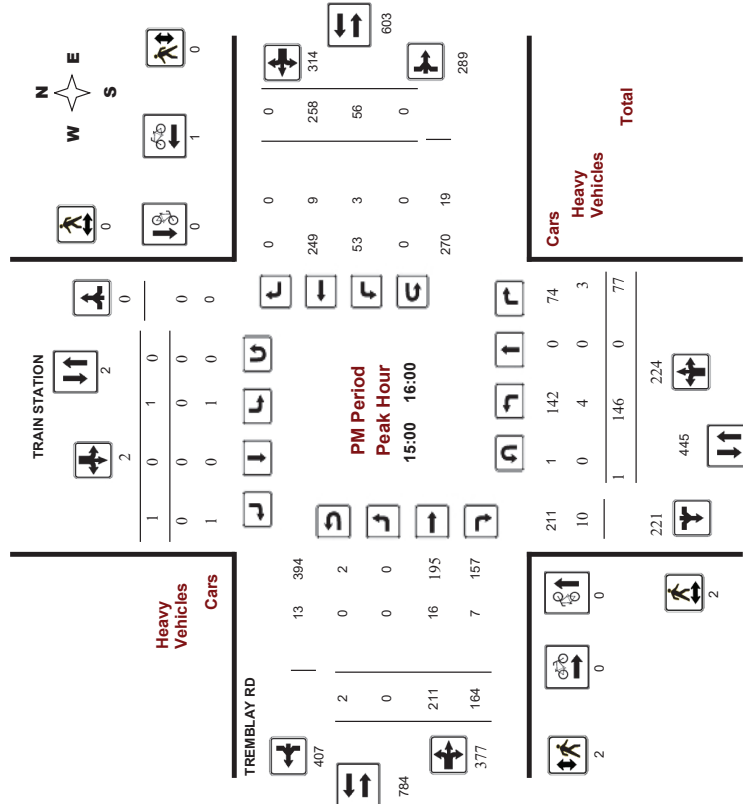
Comments



**Transportation Services - Traffic Services**  
**Turning Movement Count - Peak Hour Diagram**  
**TREMBLAY RD @ TRAIN STATION**

**Survey Date:** Wednesday, January 30, 2019  
**Start Time:** 07:00

**WO No:** 38347  
**Device:** Miovision



**Comments**



**Transportation Services - Traffic Services**  
**Turning Movement Count - Study Results**  
**TREMBLAY RD @ TRAIN STATION**

**Survey Date:** Wednesday, January 30, 2019  
**Start Time:** 07:00

**WO No:** 38347  
**Device:** Miovision

**Full Study Summary (8 HR Standard)**

**Survey Date:** Wednesday, January 30, 2019  
**Total Observed U-Turns:** 1.00  
 Southbound: 0  
 Eastbound: 9  
 Westbound: 1

Period	TRAIN STATION						TREMBLAY RD						STR TOT	WB TOT	STR TOT	Grand Total						
	Northbound			Southbound			Eastbound			Westbound												
	LT	ST	RT	NB TOT	LT	ST	RT	SB TOT	LT	ST	RT	EB TOT					LT	ST	RT			
07:00-08:00	26	0	22	48	0	0	0	0	0	0	48	0	266	28	294	24	164	0	188	482	530	
08:00-09:00	79	4	18	101	2	0	0	2	103	1	233	58	292	49	175	0	224	0	224	516	619	
09:00-10:00	75	0	48	123	0	0	1	1	124	0	272	118	390	33	129	0	162	0	162	552	676	
11:30-12:30	166	0	42	208	0	0	0	0	208	0	222	109	331	58	125	0	183	0	183	514	722	
12:30-13:30	65	0	43	108	0	0	0	0	108	0	214	73	287	37	138	0	175	0	175	462	570	
15:00-16:00	146	0	77	223	1	0	1	2	225	0	211	164	375	56	258	0	314	0	314	689	914	
16:00-17:00	95	0	45	140	0	0	0	0	140	0	284	85	389	35	211	0	246	0	246	615	755	
17:00-18:00	97	0	44	141	0	0	0	0	141	0	294	93	387	44	160	1	205	1	205	592	733	
<b>Sub Total</b>	<b>749</b>	<b>4</b>	<b>339</b>	<b>1092</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>1097</b>	<b>1</b>	<b>1996</b>	<b>728</b>	<b>2725</b>	<b>336</b>	<b>1360</b>	<b>1</b>	<b>1687</b>	<b>1</b>	<b>1687</b>	<b>4422</b>	<b>5519</b>	
<b>U-Turns</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>1099</b>	<b>1</b>	<b>1996</b>	<b>728</b>	<b>2734</b>	<b>336</b>	<b>1360</b>	<b>1</b>	<b>1688</b>	<b>1</b>	<b>1688</b>	<b>4432</b>	<b>5521</b>
<b>Total</b>	<b>749</b>	<b>4</b>	<b>339</b>	<b>1094</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>1099</b>	<b>1</b>	<b>1996</b>	<b>728</b>	<b>2734</b>	<b>336</b>	<b>1360</b>	<b>1</b>	<b>1688</b>	<b>1</b>	<b>1688</b>	<b>4432</b>	<b>5521</b>	
<b>EQ 12hr</b>	<b>1041</b>	<b>6</b>	<b>471</b>	<b>1521</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>7</b>	<b>1528</b>	<b>1</b>	<b>2774</b>	<b>1012</b>	<b>3800</b>	<b>467</b>	<b>1890</b>	<b>1</b>	<b>2380</b>	<b>1</b>	<b>2380</b>	<b>6160</b>	<b>7688</b>	
Note: These values are calculated by multiplying the totals by the appropriate expansion factor: <b>1.39</b>																						
<b>AVG 12hr</b>	<b>981</b>	<b>5</b>	<b>444</b>	<b>1433</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>7</b>	<b>1528</b>	<b>1</b>	<b>2615</b>	<b>954</b>	<b>3582</b>	<b>440</b>	<b>1782</b>	<b>1</b>	<b>2224</b>	<b>1</b>	<b>2224</b>	<b>6160</b>	<b>7688</b>	
Note: These values are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor: <b>1</b>																						
<b>AVG 24hr</b>	<b>1285</b>	<b>7</b>	<b>582</b>	<b>1877</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>9</b>	<b>1886</b>	<b>2</b>	<b>3425</b>	<b>1249</b>	<b>4692</b>	<b>577</b>	<b>2334</b>	<b>2</b>	<b>2914</b>	<b>2</b>	<b>2914</b>	<b>7606</b>	<b>9492</b>	
Note: These volumes are calculated by multiplying the Average Daily 12 hr. totals by 12 to 24 expansion factor: <b>1.31</b>																						
Note: U-Turns provided for approach totals. Refer to 'U-Turn' Report for specific breakdown.																						





**Transportation Services - Traffic Services**  
**Turning Movement Count - Study Results**  
**TREMBLAY RD @ TRAIN STATION**

**Survey Date:** Wednesday, January 30, 2019  
**Start Time:** 07:00

**WO No:** 38347  
**Device:** Miovision

**Full Study Pedestrian Volume**  
**TREMBLAY RD**

Time Period	SB Approach (E or W Crossing)		EB Approach (N or S Crossing)		Total	WB Approach (N or S Crossing)	Grand Total
	E or W	S or N	N or S	E or W			
07:00	0	0	1	0	1	0	1
07:15	1	0	0	0	1	0	1
07:30	0	0	1	0	1	0	1
07:45	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0
08:15	1	0	0	0	1	0	1
08:30	2	0	0	0	2	0	2
08:45	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0
09:45	1	0	0	0	1	0	1
10:00	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0
12:00	0	0	1	0	1	0	1
12:15	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0
15:00	1	0	0	0	1	0	1
15:15	0	0	2	0	2	0	2
15:30	0	0	1	0	1	0	1
15:45	0	0	0	0	0	0	0
16:00	1	1	2	1	4	0	4
16:15	0	0	0	0	0	0	0
16:30	1	0	1	1	2	0	2
16:45	0	0	1	0	1	0	1
17:00	1	0	1	1	2	1	3
17:15	0	2	1	0	3	0	3
17:30	1	1	2	1	5	0	5
17:45	0	1	2	1	4	0	4
17:55	1	2	1	1	5	0	5
<b>Total</b>	<b>11</b>	<b>6</b>	<b>17</b>	<b>12</b>	<b>30</b>	<b>13</b>	<b>30</b>



**Transportation Services - Traffic Services**  
**Turning Movement Count - Study Results**  
**TREMBLAY RD @ TRAIN STATION**

**Survey Date:** Wednesday, January 30, 2019  
**Start Time:** 07:00

**WO No:** 38347  
**Device:** Miovision

**Full Study Heavy Vehicles**  
**TREMBLAY RD**

Time Period	Northbound			Southbound			Eastbound			Westbound			W STR TOT	STR TOT	Grand Total				
	LT	ST	RT	LT	ST	RT	LT	ST	RT	LT	ST	RT							
07:00	0	0	1	1	0	0	0	0	0	1	1	2	1	2	0	3	5	6	
07:15	0	0	1	3	0	0	0	0	0	0	1	1	0	3	0	3	4	7	
07:30	2	0	2	4	0	0	0	0	0	1	1	2	4	0	6	7	11	11	
07:45	1	0	1	2	0	0	0	0	0	2	3	1	4	0	5	8	10	10	
08:00	1	0	0	1	1	0	0	1	2	0	5	1	1	0	2	7	9	9	
08:15	1	0	0	1	0	0	0	1	0	1	0	1	2	0	2	3	4	4	
08:30	1	3	2	6	0	0	0	0	1	2	3	4	0	0	4	7	13	13	
08:45	0	0	0	0	0	0	0	0	0	4	0	1	0	1	0	1	5	5	
09:00	1	0	1	2	0	0	0	0	2	0	7	1	1	0	2	10	12	12	
09:15	2	0	2	4	0	0	0	0	4	0	5	2	2	1	0	3	10	14	
09:30	2	0	1	3	0	0	0	0	2	0	2	1	1	0	2	4	7	7	
09:45	1	0	1	2	0	0	0	0	2	0	7	1	8	3	0	6	14	16	
10:00	1	0	3	4	0	0	0	0	4	0	2	3	5	1	2	0	3	8	12
11:30	1	0	3	4	0	0	0	0	4	0	3	1	4	2	3	0	5	9	13
11:45	1	0	0	1	0	0	0	0	1	0	0	0	0	0	1	1	2	3	3
12:00	1	0	0	2	0	0	0	0	2	0	1	0	1	1	0	2	2	3	3
12:15	2	0	0	2	0	0	0	0	1	0	1	2	1	1	0	3	4	6	
12:30	1	0	1	2	0	0	0	0	2	0	0	1	1	1	0	3	4	6	
12:45	0	0	5	5	0	0	0	0	5	0	4	3	7	1	0	1	8	13	
13:00	1	0	1	1	0	0	0	0	1	0	6	2	2	0	4	10	11	11	
13:15	1	0	3	4	0	0	0	0	4	0	4	1	5	2	1	0	3	8	12
15:00	1	0	0	1	0	0	0	0	1	0	3	2	5	1	2	0	3	8	9
15:15	2	0	2	4	0	0	0	0	4	0	4	2	6	1	3	0	4	10	14
15:30	1	0	1	1	0	0	0	0	1	0	4	3	7	1	2	0	3	10	11
15:45	0	0	1	1	0	0	0	0	1	0	5	0	5	0	2	0	2	7	8
16:00	2	0	1	3	0	0	0	0	3	0	2	1	3	2	1	0	3	6	9
16:15	1	0	2	3	0	0	0	0	3	0	7	2	9	1	0	1	10	13	
16:30	1	0	0	1	0	0	0	0	1	0	4	0	4	2	1	0	3	7	8
16:45	2	0	1	3	0	0	0	0	3	0	4	1	5	1	0	2	7	10	
17:00	2	0	1	3	0	0	0	0	3	0	4	1	5	1	0	0	4	5	5
17:15	1	0	1	1	0	0	0	0	1	0	3	1	4	0	0	0	0	4	5
17:30	1	0	0	1	0	0	0	0	1	0	9	0	9	1	2	0	3	12	13
17:45	1	0	0	1	0	0	0	0	1	0	3	1	4	1	0	1	5	6	6
17:55	1	0	0	1	0	0	0	0	1	0	3	1	4	1	0	1	2	3	3
<b>Total</b>	<b>34</b>	<b>3</b>	<b>36</b>	<b>73</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>0</b>	<b>103</b>	<b>33</b>	<b>136</b>	<b>41</b>	<b>48</b>	<b>0</b>	<b>89</b>	<b>225</b>	<b>299</b>



**Transportation Services - Traffic Services**  
**Turning Movement Count - Study Results**  
**TREMBLAY RD @ TRAIN STATION**

**Survey Date:** Wednesday, January 30, 2019  
**Start Time:** 07:00

**WO No:** 36347  
**Device:** Miovision

**Full Study 15 Minute U-Turn Total**

Time Period	Northbound		Southbound		Eastbound		Westbound		Total
	U-Turn Total	U-Turn Total	U-Turn Total	U-Turn Total	U-Turn Total	U-Turn Total	U-Turn Total		
07:00	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	1	1	1
09:15	0	0	0	0	0	0	0	0	0
09:30	1	0	0	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	1	0	0	0	1
13:15	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0
15:00	1	0	0	0	1	0	0	0	2
15:15	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	1	0	0	0	1
16:15	0	0	0	0	2	0	0	0	2
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	3	0	0	0	3
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	1	0	0	0	1
18:00	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>



# Appendix C

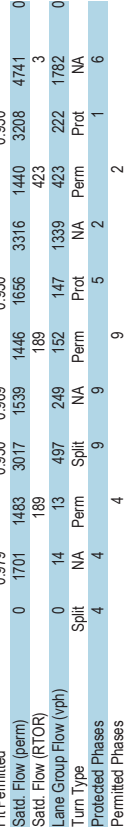
Synchro Intersection Worksheets – Existing Conditions

Lanes, Volumes, Timings  
1: Vanier & Coventry

Lanes, Volumes, Timings  
1: Vanier & Coventry

Maximum v/c Ratio: 0.86  
 Intersection Signal Delay: 37.3  
 Intersection Capacity Utilization 80.5%  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Maximum v/c Ratio: 0.86  
 Intersection Signal Delay: 37.3  
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 Analysis Period (min) 15  
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 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR
Lane Configurations	5	7	12	589	83	137	132	1205	381	200	1561
Traffic Volume (vph)	5	7	12	589	83	137	132	1205	381	200	1561
Future Volume (vph)	0	1708	1483	3017	1539	1483	1658	3316	1483	3216	4741
Satd. Flow (prot)	0.979	0.950	0.969	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Flt Permitted	0	1701	1483	3017	1539	1446	1656	3316	1440	3208	4741
Satd. Flow (RTOR)	189	189	189	189	189	189	189	189	189	189	189
Lane Group Flow (vph)	0	14	13	497	249	152	147	1339	423	222	1782
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	4	4	4	9	9	9	5	2	2	1	6
Permitted Phases	4	4	4	9	9	9	5	2	2	1	6
Detector Phase	4	4	4	9	9	9	5	2	2	1	6
Switch Phase	4	4	4	9	9	9	5	2	2	1	6
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Spilt (s)	17.0	17.0	17.0	40.9	40.9	40.9	11.8	35.7	35.7	11.8	35.7
Total Spilt (s)	17.0	17.0	17.0	41.0	41.0	41.0	23.0	68.0	68.0	14.0	59.0
Total Spilt (%)	12.1%	12.1%	12.1%	29.3%	29.3%	29.3%	16.4%	48.6%	48.6%	10.0%	42.1%
Yellow Time (s)	3.3	3.3	3.3	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	3.7	3.7	3.7	3.2	3.2	3.2	3.1	3.0	3.0	3.1	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	6.9	6.9	6.9	6.8	6.7	6.7	6.8	6.7
Lead/Lag											
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	10.0	10.0	29.1	29.1	15.7	66.0	66.0	66.0	14.3	64.7	64.7
Actuated G/C Ratio	0.07	0.07	0.21	0.21	0.11	0.47	0.47	0.47	0.10	0.46	0.46
v/c Ratio	0.11	0.05	0.79	0.78	0.34	0.79	0.86	0.47	0.68	0.81	0.81
Control Delay	63.2	0.3	62.2	69.2	4.4	83.8	25.2	1.4	71.0	38.4	38.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.2	0.3	62.2	69.2	4.4	83.8	25.2	1.4	71.0	38.4	38.4
LOS	E	A	E	E	A	F	C	A	E	D	D
Approach Delay	32.9	54.4	54.4	24.5	24.5	24.5	24.5	24.5	24.5	24.5	24.5
Approach LOS	C	D	D	C	C	C	C	C	C	C	C
Queue Length 50th (m)	3.7	0.0	72.3	72.3	0.0	43.3	124.7	1.7	31.5	173.6	173.6
Queue Length 95th (m)	11.0	0.0	89.5	102.3	8.9	m47.0	m104.3	m1.4	#67.6	#217.9	#217.9
Internal Link Dist (m)	99.6	60.0	160.2	160.2	436.0	436.0	200.0	90.0	226.1	226.1	226.1
Turn Bay Length (m)	122	281	734	374	495	196	1564	902	328	2191	2191
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.05	0.68	0.67	0.31	0.75	0.86	0.47	0.68	0.81	0.81

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR
Lane Configurations	5	7	12	589	83	137	132	1205	381	200	1561
Traffic Volume (vph)	5	7	12	589	83	137	132	1205	381	200	1561
Future Volume (vph)	0	1708	1483	3017	1539	1483	1658	3316	1483	3216	4741
Satd. Flow (prot)	0.979	0.950	0.969	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Flt Permitted	0	1701	1483	3017	1539	1446	1656	3316	1440	3208	4741
Satd. Flow (RTOR)	189	189	189	189	189	189	189	189	189	189	189
Lane Group Flow (vph)	0	14	13	497	249	152	147	1339	423	222	1782
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	4	4	4	9	9	9	5	2	2	1	6
Permitted Phases	4	4	4	9	9	9	5	2	2	1	6
Detector Phase	4	4	4	9	9	9	5	2	2	1	6
Switch Phase	4	4	4	9	9	9	5	2	2	1	6
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Spilt (s)	17.0	17.0	17.0	40.9	40.9	40.9	11.8	35.7	35.7	11.8	35.7
Total Spilt (s)	17.0	17.0	17.0	41.0	41.0	41.0	23.0	68.0	68.0	14.0	59.0
Total Spilt (%)	12.1%	12.1%	12.1%	29.3%	29.3%	29.3%	16.4%	48.6%	48.6%	10.0%	42.1%
Yellow Time (s)	3.3	3.3	3.3	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	3.7	3.7	3.7	3.2	3.2	3.2	3.1	3.0	3.0	3.1	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	6.9	6.9	6.9	6.8	6.7	6.7	6.8	6.7
Lead/Lag											
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	10.0	10.0	29.1	29.1	15.7	66.0	66.0	66.0	14.3	64.7	64.7
Actuated G/C Ratio	0.07	0.07	0.21	0.21	0.11	0.47	0.47	0.47	0.10	0.46	0.46
v/c Ratio	0.11	0.05	0.79	0.78	0.34	0.79	0.86	0.47	0.68	0.81	0.81
Control Delay	63.2	0.3	62.2	69.2	4.4	83.8	25.2	1.4	71.0	38.4	38.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.2	0.3	62.2	69.2	4.4	83.8	25.2	1.4	71.0	38.4	38.4
LOS	E	A	E	E	A	F	C	A	E	D	D
Approach Delay	32.9	54.4	54.4	24.5	24.5	24.5	24.5	24.5	24.5	24.5	24.5
Approach LOS	C	D	D	C	C	C	C	C	C	C	C
Queue Length 50th (m)	3.7	0.0	72.3	72.3	0.0	43.3	124.7	1.7	31.5	173.6	173.6
Queue Length 95th (m)	11.0	0.0	89.5	102.3	8.9	m47.0	m104.3	m1.4	#67.6	#217.9	#217.9
Internal Link Dist (m)	99.6	60.0	160.2	160.2	436.0	436.0	200.0	90.0	226.1	226.1	226.1
Turn Bay Length (m)	122	281	734	374	495	196	1564	902	328	2191	2191
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.05	0.68	0.67	0.31	0.75	0.86	0.47	0.68	0.81	0.81

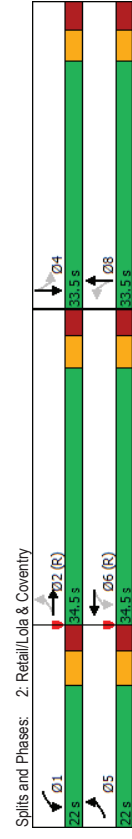
Lanes, Volumes, Timings  
2: Retail/Lola & Coventry

Lanes, Volumes, Timings  
2: Retail/Lola & Coventry

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	109	311	42	34	564	164	49	19	17	150	14	169
Traffic Volume (vph)	109	311	42	34	564	164	49	19	17	150	14	169
Future Volume (vph)	1688	3239	0	1688	3160	0	1688	1605	0	1688	1468	0
Satd. Flow (prot)	0.263			0.520			0.532			0.731		
Flt Permitted	455	3239	0	895	3160	0	919	1605	0	1265	1468	0
Satd. Flow (perm)	17			43			19			188		
Satd. Flow (RTOR)	121	393	0	38	809	0	54	40	0	167	204	0
Lane Group Flow (vph)	pm-pt	NA	pm+pt	NA	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Turn Type	5	2	1	6			8			4		
Permitted Phases	2	6		6			8			4		
Detector Phase	5	2	1	6			8			4		
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		10.0	10.0		10.0		10.0
Minimum Split (s)	11.6	27.6		11.6	27.6		33.5	33.5		33.5		33.5
Total Split (s)	22.0	34.5		22.0	34.5		33.5	33.5		33.5		33.5
Total Split (%)	24.4%	38.3%		24.4%	38.3%		37.2%	37.2%		37.2%		37.2%
Yellow Time (s)	3.7	3.7		3.7	3.7		3.3	3.3		3.3		3.3
All-Red Time (s)	2.9	2.9		2.9	2.9		3.2	3.2		3.2		3.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)	6.6	6.6		6.6	6.6		6.5	6.5		6.5		6.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead		Lag
Lead/Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes		Yes
Recall Mode	None	C-Max		None	C-Max		None	None		None		None
Act Effct Green (s)	56.7	51.1		50.8	44.4		17.7	17.7		17.7		17.7
Actuated G/C Ratio	0.63	0.57		0.56	0.49		0.20	0.20		0.20		0.20
v/c Ratio	0.31	0.21		0.07	0.51		0.30	0.12		0.67		0.46
Control Delay	9.3	12.1		5.6	12.6		32.7	17.1		45.8		8.9
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0		0.0
Total Delay	9.3	12.1		5.6	12.6		32.7	17.1		45.8		8.9
LOS	A	B		A	B		C	B		D		A
Approach Delay	11.4			12.3			26.1			25.5		
Approach LOS	B			B			C			C		
Queue Length 50th (m)	6.7	17.5		1.2	34.3		8.1	3.0		27.1		2.3
Queue Length 95th (m)	17.5	33.5		m3.1	45.0		16.1	9.6		41.5		17.2
Internal Link Dist (m)	374.2			236.9			66.3			115.1		
Turn Bay Length (m)	75.0			60.0			39.0					
Base Capacity (vph)	505	1847		713	1581		275	494		379		572
Starvation Cap Reductn	0	0		0	0		0	0		0		0
Spillback Cap Reductn	0	0		0	0		0	0		0		0
Storage Cap Reductn	0	0		0	0		0	0		0		0
Reduced v/c Ratio	0.24	0.21		0.05	0.51		0.20	0.08		0.44		0.36

Intersection Summary	
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle:	75
Control Type:	Actuated-Coordinated

Maximum v/c Ratio: 0.67  
 Intersection Signal Delay: 15.4  
 Intersection LOS: B  
 ICU Level of Service D  
 Intersection Capacity Utilization 75.5%  
 Analysis Period (min) 15  
 Volume for 95th percentile queue is metered by upstream signal.



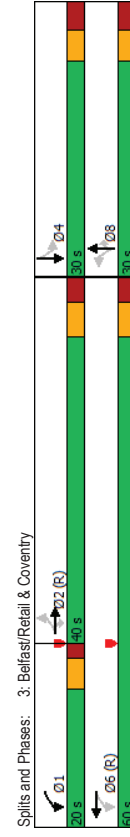
Lanes, Volumes, Timings Existing  
3: Belfast/Retail & Coventry AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	289	174	170	568	3	232	0	184	0	0	0
Traffic Volume (vph)	0	289	174	170	568	3	232	0	184	0	0	0
Future Volume (vph)	1745	1745	1483	1658	1743	0	0	1658	1483	0	1745	0
Satd. Flow (prot)				0.454								
Flt Permitted												
Satd. Flow (perm)	1745	1745	1441	789	1743	0	0	1318	1432	0	1745	0
Satd. Flow (RTOR)				133					155			
Lane Group Flow (vph)	0	321	193	189	634	0	0	258	204	0	0	0
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	NA	Perm				
Protected Phases												
Permitted Phases	2	2	2	6	1	6	8	8	8	4	4	4
Detector Phase	2	2	2	1	6	8	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	29.5	29.5	29.5	10.4	29.5	29.5	29.5	29.5	29.5	29.5	29.5	29.5
Total Split (s)	40.0	40.0	40.0	20.0	60.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	44.4%	44.4%	44.4%	22.2%	66.7%	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%
Yellow Time (s)	3.7	3.7	3.7	3.3	3.7	3.3	3.3	3.3	3.3	3.3	3.3	3.3
All-Red Time (s)	2.8	2.8	2.8	1.7	2.8	3.2	3.2	3.2	3.2	3.2	3.2	3.2
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)	6.5	6.5	6.5	5.0	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	None	None	None	None	None	None	None
Act Effct Green (s)	41.1	41.1	41.1	57.5	56.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Actuated G/C Ratio	0.46	0.46	0.46	0.64	0.62	0.23	0.23	0.23	0.23	0.23	0.23	0.23
v/c Ratio	0.40	0.25	0.32	0.58	0.84	0.84	0.45	0.84	0.45	0.84	0.45	0.84
Control Delay	17.7	4.7	8.7	13.5	56.6	11.6	11.6	11.6	11.6	11.6	11.6	11.6
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	17.7	4.7	8.7	13.5	56.6	11.6	11.6	11.6	11.6	11.6	11.6	11.6
LOS	B	A	A	B	B	E	E	B	B	B	B	B
Approach Delay	12.8	12.8	12.4	36.7								
Approach LOS	B	B	B	D								
Queue Length 50th (m)	26.2	4.4	13.0	63.8	41.2	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Queue Length 95th (m)	37.4	9.2	22.4	96.6	76.6	24.3	24.3	24.3	24.3	24.3	24.3	24.3
Internal Link Dist (m)	236.9			288.2	248.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Turn Bay Length (m)	797	763	649	1084	344	488	488	488	488	488	488	488
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	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	0.40	0.25	0.29	0.58	0.75	0.42	0.42	0.42	0.42	0.42	0.42	0.42

Intersection Summary  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT\_L, Start of Green  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated

Lanes, Volumes, Timings Existing  
3: Belfast/Retail & Coventry AM Peak Hour

Maximum v/c Ratio: 0.84  
 Intersection Signal Delay: 18.8  
 Intersection LOS: B  
 Intersection Capacity Utilization: 76.6%  
 ICU Level of Service D  
 Analysis Period (min): 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.



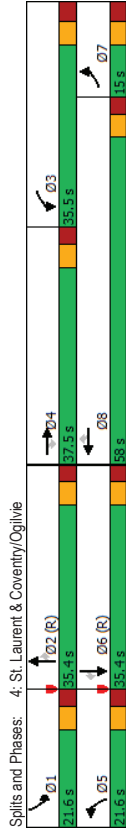
Lanes, Volumes, Timings  
4: St. Laurent & Coventry/Ogilvie

Lanes, Volumes, Timings  
4: St. Laurent & Coventry/Ogilvie

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	66	194	58	625	594	24	141	771	507	33	783	132
Traffic Volume (vph)	66	194	58	625	594	24	141	771	507	33	783	132
Future Volume (vph)	3216	3316	1483	3216	3316	1483	1658	3316	1483	1658	4764	1483
Satd. Flow (prot)	0.950			0.950			0.950			0.950		
Flt Permitted	3103	3316	1422	3156	3316	1388	1645	3316	1424	1644	4764	1421
Satd. Flow (perm)	195			140			489			489		196
Satd. Flow (RTOR)	73	216	64	694	660	27	157	857	563	37	870	147
Lane Group Flow (vph)	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Turn Types	7	4	4	3	8	8	5	2	2	1	6	6
Protected Phases												
Permitted Phases												
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.9	37.5	37.5	11.9	37.5	37.5	11.4	35.4	35.4	11.4	35.4	35.4
Total Split (s)	15.0	37.5	37.5	35.5	58.0	58.0	21.6	35.4	35.4	21.6	35.4	35.4
Total Split (%)	11.5%	28.8%	28.8%	27.3%	44.6%	44.6%	16.6%	27.2%	27.2%	16.6%	27.2%	27.2%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	3.2	2.8	2.8	3.2	2.8	2.8	2.7	2.7	2.7	2.7	2.7	2.7
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)	6.9	6.5	6.5	6.9	6.5	6.5	6.4	6.4	6.4	6.4	6.4	6.4
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	18.8	23.0	23.0	30.1	36.9	36.9	14.8	47.4	47.4	8.4	35.9	35.9
Actuated G/C Ratio	0.14	0.18	0.18	0.23	0.28	0.28	0.11	0.36	0.36	0.06	0.28	0.28
v/c Ratio	0.16	0.37	0.16	0.93	0.70	0.05	0.84	0.71	0.68	0.35	0.66	0.28
Control Delay	47.3	47.0	0.8	69.3	46.9	0.2	90.3	42.5	11.5	66.3	46.2	3.1
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	47.3	47.0	0.8	69.3	46.9	0.2	90.3	42.5	11.5	66.3	46.2	3.1
LOS	D	D	A	E	D	A	F	D	B	E	D	A
Approach Delay	38.7			57.2			36.2			40.9		
Approach LOS	D			E			D			D		
Queue Length 50th (m)	7.7	23.8	0.0	91.9	85.2	0.0	39.9	113.1	14.5	9.2	78.2	0.0
Queue Length 95th (m)	15.5	35.2	0.0	#130.6	97.8	0.0	#75.6	#162.6	63.6	20.2	94.5	6.4
Internal Link Dist (m)	100.0			375.2			144.1			235.2		
Turn Bay Length (m)	475	790	487	744	1313	634	195	1208	829	183	1315	534
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	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	0.15	0.27	0.13	0.93	0.50	0.04	0.81	0.71	0.68	0.19	0.66	0.28

Intersection Summary	
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle:	120
Control Type:	Actuated-Coordinated

Maximum v/c Ratio: 0.93  
 Intersection Signal Delay: 44.2  
 Intersection LOS: D  
 ICU Level of Service E  
 Intersection Capacity Utilization 89.9%  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.



Lanes, Volumes, Timings Existing  
5: Riverside & 417EB/Tremblay All Peak Hour

Lanes, Volumes, Timings Existing  
5: Riverside & 417EB/Tremblay All Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	FF	FF	F	F	F	FF	FF	FF	FF	F	FF	FF
Traffic Volume (vph)	596	175	725	72	0	187	0	1995	94	45	1184	0
Future Volume (vph)	596	175	725	72	0	187	0	1995	94	45	1184	0
Satd. Flow (prot)	3216	3316	1483	1658	0	2611	0	4727	0	1658	3316	0
Flt Permitted	0.950		0.950			0.950				0.950		
Satd. Flow (perm)	3216	3316	1464	1650	0	2611	0	4727	0	1658	3316	0
Satd. Flow (RTOR)	407		407			118		6				
Lane Group Flow (vph)	662	194	806	80	0	208	0	2321	0	50	1316	0
Turn Type	Prot	NA	Free	Prot	pt-ov	NA	Prot	NA	Prot	NA		
Protected Phases	7	4	Free	3	8	1	2		1	6		
Permitted Phases			Free									
Detector Phase	7	4	3	8	1	2		1	6			
Switch Phase												
Minimum Initial (s)	5.0	10.0	None	5.0	10.0	None	5.0	10.0	None	5.0	10.0	None
Minimum Split (s)	11.0	32.0	11.0	11.0	40.1	40.1	10.9	40.1	8.4	78.3	0.06	0.56
Total Split (s)	49.0	49.0	16.0	16.0	64.0	64.0	11.0	75.0	0.51	0.71	33.5	0.0
Total Split (%)	35.0%	35.0%	11.4%	11.4%	45.7%	45.7%	7.9%	53.6%	0.0	0.0	62.1	33.5
Yellow Time (s)	3.3	3.3	3.3	3.3	3.7	3.7	3.7	3.7	2.2	2.4	2.2	2.4
All-Red Time (s)	2.7	2.7	2.7	2.7	2.4	2.4	2.2	2.2	6.1	5.9	6.1	6.1
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)	6.0	6.0	6.0	6.0	6.1	6.1	5.9	6.1	0.0	0.0	0.0	0.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	None	None	C-Max	None	C-Max	None	C-Max
Act Effct Green (s)	34.3	34.0	140.0	9.5	23.6	64.0	64.0	8.4	78.3	0.06	0.56	0.0
Actuated g/C Ratio	0.24	0.24	1.00	0.07	0.17	0.46	0.46	0.06	0.56	0.01	0.07	0.0
v/c Ratio	0.84	0.24	0.95	0.71	0.39	1.07	0.51	0.71	0.0	0.0	0.0	0.0
Control Delay	60.3	42.0	1.5	95.4	24.1	78.6	62.1	33.5	0.0	0.0	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	60.3	42.0	1.5	95.4	24.1	78.6	62.1	33.5	0.0	0.0	0.0	0.0
LOS	E	D	A	F	C	E	E	C	E	E	C	C
Approach Delay	29.6	43.9	78.6	78.6	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5
Approach LOS	C	D	C	D	C	C	C	C	C	C	C	C
Queue Length 50th (m)	90.4	22.8	0.0	22.0	12.0	~271.3	13.1	166.7	0.0	0.0	0.0	0.0
Queue Length 95th (m)	105.0	30.8	0.0	#46.4	25.7	#310.8	16.4	226.0	0.0	0.0	0.0	0.0
Internal Link Dist (m)	156.9	156.9	92.5	92.5	218.5	218.5	35.0	164.5	0.0	0.0	0.0	0.0
Turn Bay Length (m)	50.0	71.0	60.0	60.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0
Base Capacity (vph)	987	1018	1464	118	497	2164	99	1855	0	0	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	0.67	0.19	0.65	0.68	0.42	1.07	0.51	0.71	0.0	0.0	0.0	0.0
Intersection Summary												
Cycle Length: 140												
Actuated Cycle Length: 140												
Offset: 116 (83%), Referenced to phase 2:NBT and 6:SBT. Start of Green												
Natural Cycle: 115												
Control Type: Actuated-Coordinated												

Lane Group	08											
Lane Configurations												
Traffic Volume (vph)												
Future Volume (vph)												
Satd. Flow (prot)												
Flt Permitted												
Satd. Flow (perm)												
Satd. Flow (RTOR)												
Lane Group Flow (vph)												
Turn Type												
Protected Phases	8											
Permitted Phases												
Detector Phase												
Switch Phase												
Minimum Initial (s)	5.0											
Minimum Split (s)	11.0											
Total Split (s)	16.0											
Total Split (%)	11%											
Yellow Time (s)	3.3											
All-Red Time (s)	2.7											
Lost Time Adjust (s)	0.0											
Total Lost Time (s)	0.0											
Lead/Lag	Lag											
Lead-Lag Optimize?	Yes											
Recall Mode	None											
Act Effct Green (s)	0.0											
Actuated g/C Ratio	0.0											
v/c Ratio	0.0											
Control Delay	0.0											
Queue Delay	0.0											
Total Delay	0.0											
LOS	E											
Approach Delay	0.0											
Approach LOS	E											
Queue Length 50th (m)	0.0											
Queue Length 95th (m)	0.0											
Internal Link Dist (m)	0.0											
Turn Bay Length (m)	0.0											
Base Capacity (vph)	0.0											
Starvation Cap Reductn	0.0											
Spillback Cap Reductn	0.0											
Storage Cap Reductn	0.0											
Reduced v/c Ratio	0.0											
Intersection Summary												

Lanes, Volumes, Timings  
5: Riverside & 417EB/Tremblay

Lanes, Volumes, Timings  
6: Via & Tremblay

Maximum v/c Ratio: 1.07  
 Intersection Signal Delay: 51.7  
 Intersection Capacity Utilization 82.8%  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 # Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 m Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	0	272	118	33	129	0	76	0	48	0	48	0
Future Volume (vph)	0	272	118	33	129	0	76	0	48	0	48	0
Satd. Flow (prot)	1745	3316	1483	1658	3316	1745	1658	0	1483	0	1510	0
Flt Permitted				0.568			0.757					
Satd. Flow (perm)	1745	3316	1451	990	3316	1745	1321	0	1483	0	1510	0
Satd. Flow (RTOR)			131						53		740	
Lane Group Flow (vph)	0	302	131	37	143	0	84	0	53	0	1	0
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	Perm	NA	NA	NA
Protected Phases	2	2	2	6	6	6	4	4	4	8	8	8
Permitted Phases	2	2	2	6	6	6	4	4	4	8	8	8
Detector Phase												
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)	26.1	26.1	26.1	26.1	26.1	26.1	26.1	30.6	30.6	30.6	30.6	30.6
Total Split (s)	44.1	44.1	44.1	44.1	44.1	44.1	44.1	36.6	36.6	36.6	36.6	36.6
Total Split (%)	54.6%	54.6%	54.6%	54.6%	54.6%	54.6%	54.6%	45.4%	45.4%	45.4%	45.4%	45.4%
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)	2.8	2.8	2.8	2.8	2.8	2.8	2.8	3.3	3.3	3.3	3.3	3.3
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)	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.6	6.6	6.6	6.6	6.6

Lead-Lag Optimize?

Recall Mode	Min	Min	Min	Min	Min	Min	None	None	None
Act Effct Green (s)	19.7	19.7	19.7	19.7	19.7	10.3	10.3	10.3	10.3
Actuated g/C Ratio	0.52	0.52	0.52	0.52	0.52	0.27	0.27	0.27	0.27
v/c Ratio	0.17	0.16	0.07	0.08	0.23	0.23	0.12	0.12	0.00
Control Delay	7.5	2.5	7.8	7.4	13.3	13.3	5.2	5.2	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.5	2.5	7.8	7.4	13.3	13.3	5.2	5.2	0.0
LOS	A	A	A	A	A	B	B	A	A
Approach Delay	6.0	7.5	7.5	10.2	10.2				
Approach LOS	A	A	A	B	B				
Queue Length 50th (m)	6.1	0.0	1.4	2.7	3.4	0.0	0.0	0.0	0.0
Queue Length 95th (m)	11.3	5.7	4.7	6.0	13.3	5.6	5.6	0.0	0.0
Internal Link Dist (m)	339.7		91.7	21.9	21.9				
Turn Bay Length (m)	40.0	45.0							
Base Capacity (vph)	3106	1367	927	3106	1082	1224	1224	1370	1370
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.10	0.04	0.05	0.08	0.04	0.04	0.00	0.00

Intersection Summary

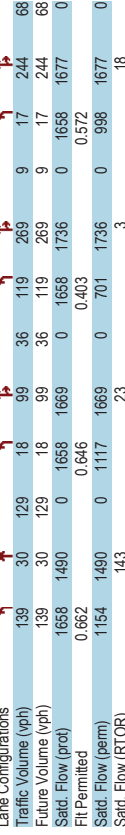
Cycle Length: 80.7  
 Actuated Cycle Length: 37.6  
 Natural Cycle: 60  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.23

Lanes, Volumes, Timings  
6: Via & Tremblay

Lanes, Volumes, Timings  
7: Belfast & Tremblay

Intersection Signal Delay: 7.1  
Intersection Capacity Utilization 41.6%  
Analysis Period (min) 15

Intersection LOS: A  
ICU Level of Service A



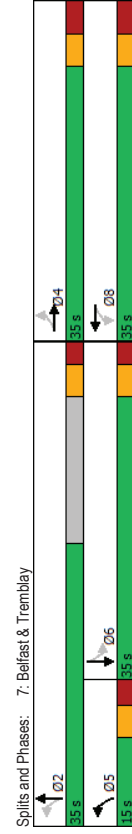
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	←	←	←	←	←	←	←	←	←	←	←	←
Traffic Volume (vph)	139	30	129	18	99	36	119	269	9	17	244	68
Future Volume (vph)	139	30	129	18	99	36	119	269	9	17	244	68
Satd. Flow (prot)	1658	1490	0	1658	1669	0	1658	1736	0	1658	1677	0
Flt P/Permitted	0.662			0.646			0.403			0.572		
Satd. Flow (perm)	1154	1490	0	1117	1669	0	701	1736	0	998	1677	0
Satd. Flow (RTOR)	143			23			3			18		
Lane Group Flow (vph)	154	176	0	20	150	0	132	309	0	19	347	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Permitted Phases	4			8			5			6		
Detector Phase	4			8			5			6		
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		5.0	10.0		10.0	10.0	
Minimum Split (s)	24.8	24.8		29.8	29.8		10.9	23.9		28.9	28.9	
Total Split (s)	35.0	35.0		35.0	35.0		15.0	35.0		35.0	35.0	
Total Split (%)	41.2%	41.2%		41.2%	41.2%		17.6%	41.2%		41.2%	41.2%	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.3	3.3		3.3	3.3	
All-Red Time (s)	3.5	3.5		3.5	3.5		2.6	2.6		2.6	2.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.8	6.8		6.8	6.8		5.9	5.9		5.9	5.9	
Lead/Lag							Lead	Lag		Lag	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Max		Max	Max	
Act Efect Green (s)	15.1	15.1		15.1	15.1		40.8	40.8		29.7	29.7	
Actuated g/C Ratio	0.22	0.22		0.22	0.22		0.59	0.59		0.43	0.43	
v/c Ratio	0.61	0.40		0.08	0.39		0.25	0.30		0.04	0.47	
Control Delay	36.3	9.8		22.6	23.3		8.3	8.5		15.6	18.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	36.3	9.8		22.6	23.3		8.3	8.5		15.6	18.4	
LOS	D	A		C	C		A	A		B	B	
Approach Delay	22.1			23.2			8.4			18.3		
Approach LOS	C			C			A			B		
Queue Length 50th (m)	19.1	3.6		2.2	14.8		6.5	16.7		1.5	31.5	
Queue Length 95th (m)	36.4	17.7		7.1	29.3		17.0	38.2		6.0	64.2	
Internal Link Dist (m)	254.6			135.9			210.0			31.1		
Turn Bay Length (m)	98.0			35.0			45.0			16.5		
Base Capacity (vph)	482	706		467	711		544	1136		430	734	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.32	0.25		0.04	0.21		0.24	0.27		0.04	0.47	

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 68.9	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.61	



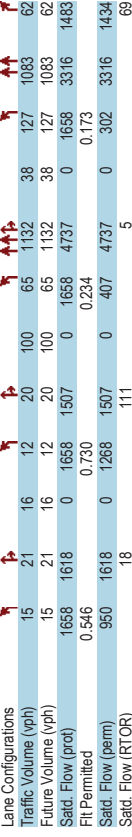
Lanes, Volumes, Timings  
7: Belfast & Tremblay

Intersection Signal Delay: 16.6  
Intersection Capacity Utilization 66.8%  
Analysis Period (min) 15



Lanes, Volumes, Timings  
8: St. Laurent & Tremblay

Intersection LOS: B  
ICU Level of Service C



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	15	21	16	12	20	100	65	1132	38	127	1083	62
Traffic Volume (vph)	15	21	16	12	20	100	65	1132	38	127	1083	62
Future Volume (vph)	1658	1618	0	1658	1507	0	1658	4737	0	1658	3316	1483
Satd. Flow (prot)	0.546	0.730										
Flt Permitted	950	1618	0	1268	1507	0	407	4737	0	302	3316	1434
Satd. Flow (perm)	18	111										
Lane Group Flow (vph)	17	41	0	13	133	0	72	1300	0	141	1203	69
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	pm-pt	NA	Perm	Perm
Protected Phases	4	4										
Permitted Phases	4	4										
Detector Phase	4	4										
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	38.5	38.5	38.5	38.5	38.5	39.2	39.2	39.2	9.7	39.2	39.2	39.2
Total Split (s)	40.0	40.0	40.0	40.0	40.0	72.0	72.0	72.0	18.0	90.0	90.0	90.0
Total Split (%)	30.8%	30.8%	30.8%	30.8%	30.8%	55.4%	55.4%	55.4%	13.8%	69.2%	69.2%	69.2%
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3	3.7	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	3.2	3.2	3.2	3.2	3.2	2.5	2.5	2.5	1.0	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.2	6.2	6.2	4.7	6.2	6.2	6.2
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Efect Green (s)	14.5	14.5	14.5	14.5	14.5	90.0	90.0	90.0	104.3	102.8	102.8	102.8
Actuated g/C Ratio	0.11	0.11	0.11	0.11	0.11	0.69	0.69	0.69	0.80	0.79	0.79	0.79
v/c Ratio	0.16	0.21	0.09	0.50	0.26	0.40	0.43	0.46	0.43	0.46	0.46	0.46
Control Delay	51.4	33.5	48.5	19.1	13.5	10.3	8.0	6.2	1.5	0.0	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	51.4	33.5	48.5	19.1	13.5	10.3	8.0	6.2	1.5	0.0	0.0	0.0
LOS	D	C	D	B	B	B	B	B	A	A	A	A
Approach Delay	38.7	21.7	10.4									
Approach LOS	D	C	B									
Queue Length 50th (m)	4.2	5.6	3.2	5.4	5.3	39.8	5.0	35.1	5.0	35.1	35.1	35.1
Queue Length 95th (m)	9.8	13.8	8.0	20.7	22.6	89.4	20.0	98.4	20.0	98.4	98.4	98.4
Internal Link Dist (m)	156.9		90.2									
Turn Bay Length (m)	34.5		35.0									
Base Capacity (vph)	244	430	326	470	281	3280	381	2622	1148	2622	2622	1148
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	0.07	0.10	0.04	0.28	0.26	0.40	0.37	0.46	0.06	0.06	0.06	0.06

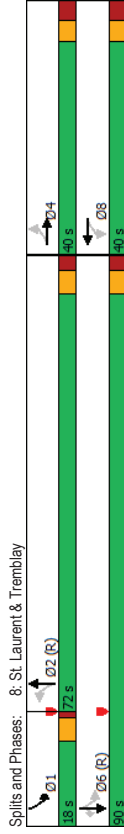
Intersection Summary  
Cycle Length: 130  
Actuated Cycle Length: 130  
Offset: 53 (41%), Referenced to phase 2:NBLT and 6:SBTL, Start of Green  
Natural Cycle: 90  
Control Type: Actuated-Coordinated

Lanes, Volumes, Timings  
8: St. Laurent & Tremblay

Lanes, Volumes, Timings  
1: Vanier & Coventry

Maximum v/c Ratio: 0.50  
Intersection Signal Delay: 9.5  
Intersection Capacity Utilization 66.3%  
Analysis Period (min) 15

Intersection LOS: A  
ICU Level of Service C



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	44	249	444	5	246	11	1454	407	206	1734	10
Future Volume (vph)	51	44	249	444	5	246	11	1454	407	206	1734	10
Satd. Flow (prot)	0	1700	1483	3017	1515	1483	1658	3316	1483	3216	4759	0
Flt P/Permitted	0.974			0.950	0.954		0.950			0.950		
Satd. Flow (perm)	0	1692	1483	3017	1515	1449	1658	3316	1447	3209	4759	0
Satd. Flow (RTOR)		136		199			452					1
Lane Group Flow (vph)	0	106	277	330	169	273	12	1616	452	229	1938	0
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	4	4		9	9		5	2		1		6
Permitted Phases			4			9		2				6
Detector Phase	4	4	4	9	9	9	5	2	2	1	1	6
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	17.0	17.0	17.0	40.9	40.9	40.9	11.8	35.7	35.7	11.8	35.7	35.7
Total Split (s)	20.0	20.0	20.0	41.0	41.0	41.0	15.0	64.0	64.0	15.0	64.0	64.0
Total Split (%)	14.3%	14.3%	14.3%	29.3%	29.3%	29.3%	10.7%	45.7%	45.7%	10.7%	45.7%	45.7%
Yellow Time (s)	3.3	3.3	3.3	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	3.7	3.7	3.7	3.2	3.2	3.2	3.1	3.0	3.0	3.1	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	6.9	6.9	6.9	6.8	6.7	6.7	6.8	6.7	6.7
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	13.0	13.0	22.9	22.9	22.9	22.9	6.6	59.6	59.6	17.1	77.7	77.7
Actuated g/C Ratio	0.09	0.09	0.16	0.16	0.16	0.16	0.05	0.43	0.43	0.12	0.56	0.56
v/c Ratio	0.68	1.06	0.67	0.68	0.68	0.68	0.15	1.14	0.52	0.58	0.73	0.73
Control Delay	82.7	102.6	61.1	68.3	23.6	68.2	101.6	4.4	64.6	27.7	27.7	27.7
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	82.7	102.6	61.1	68.3	23.6	68.2	101.6	4.4	64.6	27.7	27.7	27.7
LOS	F	F	E	E	C	E	F	A	A	E	C	C
Approach Delay	97.1			49.4			80.3				31.6	
Approach LOS	F			D			F				C	
Queue Length 50th (m)	28.9	~47.8	48.2	49.5	18.5	3.3	~272.6	8.4	31.0	124.8		
Queue Length 95th (m)	#54.0	#104.3	58.8	69.1	45.1	m3.8	m#314.2	m12.9	#66.5	#231.9		
Internal Link Dist (m)	99.6			161.3			436.0			226.1		
Turn Bay Length (m)	60.0	60.0	90.0			85.0	200.0		90.0			
Base Capacity (vph)	157	261	734	369	503	97	1412	875	392	2641		
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	0.68	1.06	0.45	0.46	0.54	0.12	1.14	0.52	0.68	0.73	0.73	0.73

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	44	249	444	5	246	11	1454	407	206	1734	10
Future Volume (vph)	51	44	249	444	5	246	11	1454	407	206	1734	10
Satd. Flow (prot)	0	1700	1483	3017	1515	1483	1658	3316	1483	3216	4759	0
Flt P/Permitted	0.974			0.950	0.954		0.950			0.950		
Satd. Flow (perm)	0	1692	1483	3017	1515	1449	1658	3316	1447	3209	4759	0
Satd. Flow (RTOR)		136		199			452					1
Lane Group Flow (vph)	0	106	277	330	169	273	12	1616	452	229	1938	0
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	4	4		9	9		5	2		1		6
Permitted Phases			4			9		2				6
Detector Phase	4	4	4	9	9	9	5	2	2	1	1	6
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	17.0	17.0	17.0	40.9	40.9	40.9	11.8	35.7	35.7	11.8	35.7	35.7
Total Split (s)	20.0	20.0	20.0	41.0	41.0	41.0	15.0	64.0	64.0	15.0	64.0	64.0
Total Split (%)	14.3%	14.3%	14.3%	29.3%	29.3%	29.3%	10.7%	45.7%	45.7%	10.7%	45.7%	45.7%
Yellow Time (s)	3.3	3.3	3.3	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	3.7	3.7	3.7	3.2	3.2	3.2	3.1	3.0	3.0	3.1	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	6.9	6.9	6.9	6.8	6.7	6.7	6.8	6.7	6.7
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	13.0	13.0	22.9	22.9	22.9	22.9	6.6	59.6	59.6	17.1	77.7	77.7
Actuated g/C Ratio	0.09	0.09	0.16	0.16	0.16	0.16	0.05	0.43	0.43	0.12	0.56	0.56
v/c Ratio	0.68	1.06	0.67	0.68	0.68	0.68	0.15	1.14	0.52	0.58	0.73	0.73
Control Delay	82.7	102.6	61.1	68.3	23.6	68.2	101.6	4.4	64.6	27.7	27.7	27.7
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	82.7	102.6	61.1	68.3	23.6	68.2	101.6	4.4	64.6	27.7	27.7	27.7
LOS	F	F	E	E	C	E	F	A	A	E	C	C
Approach Delay	97.1			49.4			80.3				31.6	
Approach LOS	F			D			F				C	
Queue Length 50th (m)	28.9	~47.8	48.2	49.5	18.5	3.3	~272.6	8.4	31.0	124.8		
Queue Length 95th (m)	#54.0	#104.3	58.8	69.1	45.1	m3.8	m#314.2	m12.9	#66.5	#231.9		
Internal Link Dist (m)	99.6			161.3			436.0			226.1		
Turn Bay Length (m)	60.0	60.0	90.0			85.0	200.0		90.0			
Base Capacity (vph)	157	261	734	369	503	97	1412	875	392	2641		
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	0.68	1.06	0.45	0.46	0.54	0.12	1.14	0.52	0.68	0.73	0.73	0.73

Intersection Summary

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 31 (22%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 150

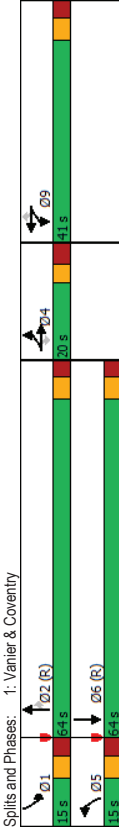
Control Type: Actuated-Coordinated

Lanes, Volumes, Timings  
1: Vanier & Coventry

Lanes, Volumes, Timings  
2: Retail/Lola & Coventry

Maximum v/c Ratio: 1.14  
 Intersection Signal Delay: 57.5  
 Intersection Capacity Utilization 87.9%  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Lane Configurations  
 Traffic Volume (vph) 158 444 22 41 448 278 48 23 47 170 16 91  
 Future Volume (vph) 158 444 22 41 448 278 48 23 47 170 16 91  
 Satd. Flow (prot) 1658 3286 0 1658 3071 0 1658 1549 0 1658 1478 0  
 Flt Permitted 0.257 0.461 0.681  
 Satd. Flow (perm) 446 3286 0 797 3071 0 1153 1549 0 1222 1478 0  
 Satd. Flow (RTOR) 6 174 52  
 Lane Group Flow (vph) 176 517 0 46 807 0 53 78 0 189 119 0  
 Turn Type pm-pt NA pm-pt NA Perm NA Perm NA  
 Protected Phases 5 2 1 6  
 Permitted Phases 2 6 8 8  
 Detector Phase 5 2 1 6 8 8 4 4  
 Switch Phase



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	158	444	22	41	448	278	48	23	47	170	16	91
Future Volume (vph)	158	444	22	41	448	278	48	23	47	170	16	91
Satd. Flow (prot)	1658	3286	0	1658	3071	0	1658	1549	0	1658	1478	0
Flt Permitted	0.257	0.461	0.681									
Satd. Flow (perm)	446	3286	0	797	3071	0	1153	1549	0	1222	1478	0
Satd. Flow (RTOR)	6	174	52									
Lane Group Flow (vph)	176	517	0	46	807	0	53	78	0	189	119	0
Turn Type	pm-pt	NA	pm-pt	NA	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6								
Permitted Phases	2	6	8	8								
Detector Phase	5	2	1	6	8	8	4	4				
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	11.6	27.6	11.6	27.6	33.5	33.5	33.5	33.5	33.5	33.5	33.5	33.5
Total Split (s)	15.0	41.5	15.0	41.5	46.1%	46.1%	37.2%	37.2%	37.2%	37.2%	37.2%	37.2%
Total Spilt (%)	16.7%	46.1%	16.7%	46.1%	37.2%	37.2%	37.2%	37.2%	37.2%	37.2%	37.2%	37.2%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3
All-Red Time (s)	2.9	2.9	2.9	2.9	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2
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)	6.6	6.6	6.6	6.6	6.6	6.6	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	C-Max	None	C-Max	None	C-Max	None	C-Max
Act Effct Green (s)	53.8	48.6	48.8	42.2	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Actuated g/C Ratio	0.60	0.54	0.54	0.47	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22
v/c Ratio	0.47	0.29	0.09	0.53	0.21	0.20	0.20	0.20	0.20	0.20	0.20	0.29
Control Delay	12.8	14.6	6.0	12.0	27.7	12.2	44.8	9.0	0.0	0.0	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	12.8	14.6	6.0	12.0	27.7	12.2	44.8	9.0	0.0	0.0	0.0	0.0
LOS	B	B	A	B	C	B	D	A	A	A	A	A
Approach Delay	14.1	11.7	18.5									
Approach LOS	B	B	B									
Queue Length 50th (m)	10.9	26.4	1.9	31.3	7.6	3.6	30.6	2.5				
Queue Length 95th (m)	24.6	46.0	m4.3	m40.4	15.5	13.0	47.7	14.0				
Internal Link Dist (m)	369.8	236.9	66.3									
Turn Bay Length (m)	75.0	60.0	39.0									
Base Capacity (vph)	382	1776	528	1531	345	501	366	514				
Starvation Cap Reductn	0	0	0	0	0	0	0	0				
Spillback Cap Reductn	0	0	0	0	0	0	0	0				
Storage Cap Reductn	0	0	0	0	0	0	0	0				
Reduced v/c Ratio	0.46	0.29	0.09	0.53	0.15	0.16	0.52	0.23				

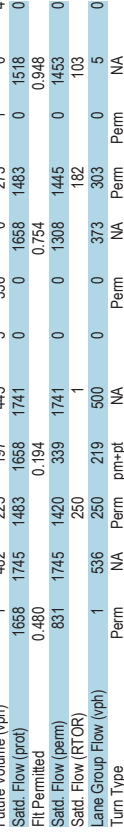
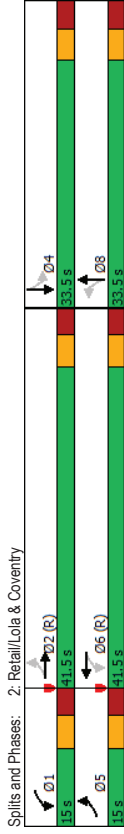
Intersection Summary												
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green												
Natural Cycle: 75												
Control Type: Actuated-Coordinated												

Lanes, Volumes, Timings  
2: Retail/Lola & Coventry

Lanes, Volumes, Timings  
3: Belfast/Retail & Coventry

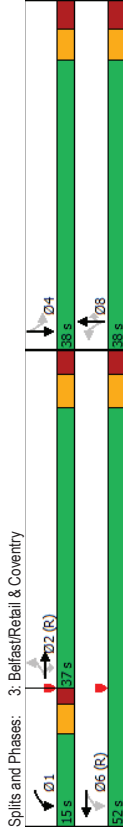
Maximum v/c Ratio: 0.70  
 Intersection Signal Delay: 16.0  
 Intersection LOS: B  
 Analysis Capacity Utilization 68.5%  
 ICU Level of Service C  
 m Volume for 95th percentile queue is metered by upstream signal.

EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR  
 Lane Group  
 Lane Configurations  
 Traffic Volume (vph)  
 Future Volume (vph)  
 Satd. Flow (prot)  
 Flt/Permitted  
 Satd. Flow (perm)  
 Satd. Flow (RTOR)  
 Lane Group Flow (vph)  
 Turn Type  
 Protected Phases  
 Permitted Phases  
 Detector Phase  
 Switch Phase  
 Minimum Initial (s)  
 Minimum Split (s)  
 Total Split (s)  
 Total Split (%)  
 Yellow Time (s)  
 All-Red Time (s)  
 Lost Time Adjust (s)  
 Total Lost Time (s)  
 Lead/Lag  
 Lead-Lag Optimize?  
 Recall Mode  
 Act Effct Green (s)  
 Actuated g/C Ratio  
 v/c Ratio  
 Control Delay  
 Queue Delay  
 Total Delay  
 LOS  
 Approach Delay  
 Approach LOS  
 Queue Length 50th (m)  
 Queue Length 95th (m)  
 Internal Link Dist (m)  
 Turn Bay Length (m)  
 Base Capacity (vph)  
 Starvation Cap Reductn  
 Spillback Cap Reductn  
 Storage Cap Reductn  
 Reduced v/c Ratio  
 Intersection Summary  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 0 (0%), Referenced to phase 2EBTL and 6:WBTL, Start of Green  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated



Lanes, Volumes, Timings Existing  
3: Belfast/Retail & Coventry PM Peak Hour

Maximum v/c Ratio: 0.89  
 Intersection Signal Delay: 25.9 Intersection LOS: C  
 Intersection Capacity Utilization 79.6% ICU Level of Service D  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.



Lanes, Volumes, Timings Existing  
4: St. Laurent & Coventry/Oglivie PM Peak Hour

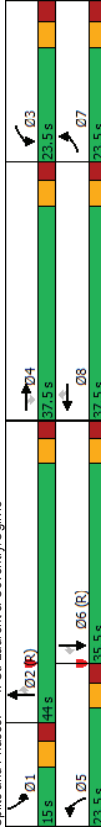
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	←	←	←	←	←	←	←	←	←	←	←	←
Traffic Volume (vph)	302	574	205	466	367	30	183	846	609	71	758	192
Future Volume (vph)	302	574	205	466	367	30	183	846	609	71	758	192
Satd. Flow (prot)	3216	3316	1483	3216	3316	1483	1658	3316	1483	1658	4764	1483
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	2870	3316	1390	3148	3316	1298	1630	3316	1416	1643	4764	1385
Satd. Flow (RTOR)	212			212			210			375		211
Lane Group Flow (vph)	336	638	228	518	408	33	203	940	677	79	842	213
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1		6
Permitted Phases			4			8		2				6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.9	37.5	37.5	11.9	37.5	37.5	11.4	35.4	35.4	11.4	35.4	35.4
Total Split (s)	23.5	37.5	37.5	23.5	37.5	37.5	23.5	44.0	44.0	23.5	35.5	35.5
Total Split (%)	19.6%	31.3%	31.3%	19.6%	31.3%	31.3%	19.6%	36.7%	36.7%	12.5%	29.6%	29.6%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	3.2	2.8	2.8	3.2	2.8	2.8	2.7	2.7	2.7	2.7	2.7	2.7
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)	6.9	6.5	6.5	6.9	6.5	6.5	6.4	6.4	6.4	6.4	6.4	6.4
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	16.6	29.2	29.2	18.4	31.0	31.0	16.6	37.9	37.9	8.3	29.6	29.6
Actuated g/C Ratio	0.14	0.24	0.24	0.15	0.26	0.26	0.14	0.32	0.32	0.07	0.25	0.25
v/c Ratio	0.76	0.79	0.46	1.05	0.48	0.07	0.89	0.90	0.96	0.69	0.72	0.43
Control Delay	61.6	50.3	9.2	104.1	39.9	0.3	87.4	51.7	44.6	84.5	45.5	7.9
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	61.6	50.3	9.2	104.1	39.9	0.3	87.4	51.7	44.6	84.5	45.5	7.9
LOS	E	D	A	F	D	A	F	D	D	F	D	A
Approach Delay		45.7		73.2			53.0				41.2	
Approach LOS		D		E			D				D	
Queue Length 50th (m)	39.7	72.8	2.8	-74.6	42.8	0.0	47.3	111.4	84.3	18.5	67.1	0.4
Queue Length 95th (m)	#56.5	93.9	23.1	#108.2	58.3	0.0	#88.1	#148.1	#165.8	#11.0	82.3	19.4
Internal Link Dist (m)	100.0	235.7		375.0			144.1				235.2	
Turn Bay Length (m)			64.0	75.0			47.5			40.0		45.0
Base Capacity (vph)	444	856	516	492	856	491	236	1047	704	118	1176	500
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	0.76	0.75	0.44	1.05	0.48	0.07	0.86	0.90	0.96	0.67	0.72	0.43
Intersection Summary												
Cycle Length: 120												
Actuated Cycle Length: 120												
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green												
Natural Cycle: 120												
Control Type: Actuated-Coordinated												

Lanes, Volumes, Timings  
4: St. Laurent & Coventry/Ogilvie

Maximum v/c Ratio: 1.05  
Intersection Signal Delay: 52.4  
Intersection Capacity Utilization 94.5%  
Analysis Period (min) 15  
~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.  
# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

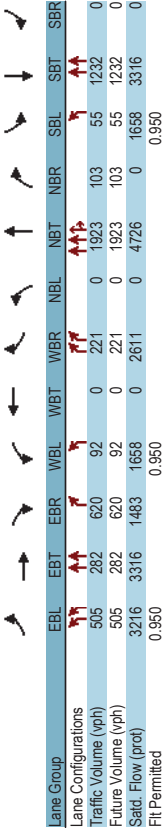


Splits and Phases: 4: St. Laurent & Coventry/Ogilvie

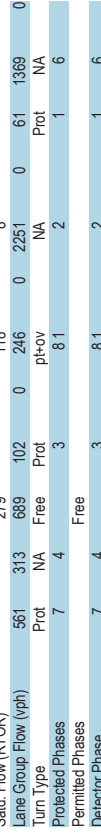


Lanes, Volumes, Timings  
5: Riverside & 417EB/Tremblay

Maximum v/c Ratio: 1.05  
Intersection Signal Delay: 52.4  
Intersection Capacity Utilization 94.5%  
Analysis Period (min) 15  
~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.  
# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.



Splits and Phases: 4: St. Laurent & Coventry/Ogilvie



Lanes, Volumes, Timings  
5: Riverside & 417EB/Tremblay

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	TT	TT	T	T	T	T	TT	TT	TT	T	T	T
Traffic Volume (vph)	505	282	620	92	0	221	0	1923	103	55	1232	0
Future Volume (vph)	505	282	620	92	0	221	0	1923	103	55	1232	0
Satd. Flow (prot)	3216	3316	1483	1658	0	2611	0	4726	0	1658	3316	0
Flt Permitted												0.950
Satd. Flow (perm)	3216	3316	1464	1653	0	2611	0	4726	0	1658	3316	0
Satd. Flow (RTOR)			279			118		8				
Lane Group Flow (vph)	561	313	689	102	0	246	0	2251	0	61	1869	0
Turn Type	Prot	NA	Free	Prot		pt-ov		NA		Prot	NA	
Protected Phases	7	4		3		8		2		1		6
Permitted Phases			Free									
Detector Phase	7	4		3		8		2		1		6
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0		10.0		10.0		5.0	10.0	
Minimum Split (s)	11.0	32.0		11.0		40.1		40.1		10.9	40.1	
Total Split (s)	36.0	34.0		19.0		74.0		74.0		13.0	87.0	
Total Split (%)	25.7%	24.3%		13.6%		52.9%		52.9%		9.3%	62.1%	
Yellow Time (s)	3.3	3.3		3.3		3.7		3.7		3.7	3.7	
All-Red Time (s)	2.7	2.7		2.7		2.4		2.4		2.2	2.4	
Lost Time Adjust (s)	0.0	0.0		0.0		0.0		0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0		6.1		6.1		5.9	6.1	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	C-Max	None	C-Max	None	C-Max	None	
Act Effct Green (s)	28.0	26.0	140.0	11.9		23.4		70.5		7.6	84.0	
Actuated G/C Ratio	0.20	0.19	1.00	0.08		0.17		0.50		0.05	0.60	
v/c Ratio	0.87	0.51	0.47	0.72		0.46		0.94		0.69	0.69	
Control Delay	69.4	54.0	1.1	89.8		29.6		42.7		86.8	27.6	
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	
Total Delay	69.4	54.0	1.1	89.8		29.6		42.7		86.8	27.6	
LOS	E	D	A	F		C		D		F	C	
Approach Delay		36.2		47.3				42.7			30.1	
Approach LOS		D		D				D			C	
Queue Length 50th (m)	77.2	40.6	0.0	27.8		17.7		218.9		17.7	93.5	
Queue Length 95th (m)	98.1	55.8	0.0	451.7		32.5		259.4		m#25.8	m25.4	
Internal Link Dist (m)		156.9		92.5				218.5			164.5	
Turn Bay Length (m)	50.0		71.0		60.0					35.0		
Base Capacity (vph)	689	663	1464	153		512		2384		90	1989	
Starvation Cap Reductn	0	0	0	0		0		0		0	0	
Spillback Cap Reductn	0	0	0	0		0		0		0	0	
Storage Cap Reductn	0	0	0	0		0		0		0	0	
Reduced v/c Ratio	0.81	0.47	0.47	0.67		0.48		0.94		0.68	0.69	

Intersection Summary

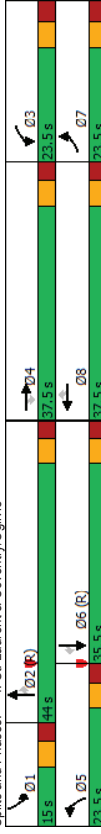
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 3 (2%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 115
Control Type: Actuated-Coordinated

Lanes, Volumes, Timings  
4: St. Laurent & Coventry/Ogilvie

Maximum v/c Ratio: 1.05  
Intersection Signal Delay: 52.4  
Intersection Capacity Utilization 94.5%  
Analysis Period (min) 15  
~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.  
# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.



Splits and Phases: 4: St. Laurent & Coventry/Ogilvie

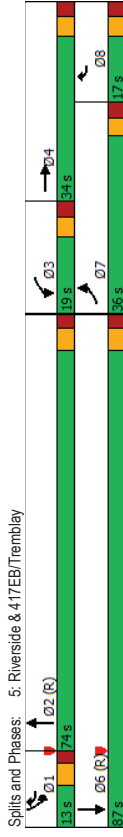


Lanes, Volumes, Timings Existing  
5: Riverside & 417EB/Tremblay PM Peak Hour

Lane Group	08
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	8
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	11.0
Total Split (s)	17.0
Total Split (%)	12%
Yellow Time (s)	3.3
All-Red Time (s)	2.7
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (m)	
Queue Length 95th (m)	
Internal Link Dist (m)	
Turn Bay Length (m)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Lanes, Volumes, Timings Existing  
5: Riverside & 417EB/Tremblay PM Peak Hour

Maximum v/c Ratio	0.94
Intersection Signal Delay	37.9
Intersection LOS	D
Intersection Capacity Utilization	80.1%
ICU Level of Service	D
Analysis Period (min)	15
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

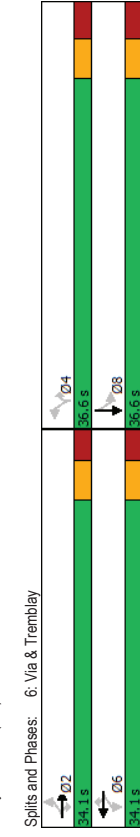


Lanes, Volumes, Timings  
6: Via & Tremblay

Lanes, Volumes, Timings  
6: Via & Tremblay

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	2	211	164	56	258	0	147	0	77	1	0	1
Future Volume (vph)	2	211	164	56	258	0	147	0	77	1	0	1
Satd. Flow (prot)	1658	3316	1483	1658	3316	1745	1658	0	1483	0	1576	0
Flt Permitted	0.576			0.606			0.757				0.976	
Satd. Flow (perm)	1005	3316	1449	1055	3316	1745	1319	0	1483	0	1576	0
Satd. Flow (RTOR)		182							86		48	
Lane Group Flow (vph)	2	234	182	62	287	0	163	0	86	0	2	0
Turn Type	Perm	NA	Perm	NA	Perm	Perm	Perm	Perm	Perm	Perm	NA	NA
Protected Phases	2	2	2	6	6	4	4	8	8			
Permitted Phases	2	2	2	6	6	4	4	8	8			
Detector Phase	2	2	2	6	6	4	4	8	8			
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 Spilt (s)	30.6	30.6	30.6	30.6	30.6	30.6	30.6	30.6	30.6	30.6	30.6	30.6
Total Spilt (s)	34.1	34.1	34.1	34.1	34.1	34.1	34.1	34.1	34.1	34.1	34.1	34.1
Total Spilt (%)	48.2%	48.2%	48.2%	48.2%	48.2%	48.2%	48.2%	48.2%	48.2%	48.2%	48.2%	48.2%
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)	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8
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)	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1
Lead/Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min
Act Effct Green (s)	16.9	16.9	16.9	16.9	16.9	16.9	16.9	16.9	16.9	16.9	16.9	16.9
Actuated G/C Ratio	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45
v/c Ratio	0.00	0.16	0.24	0.13	0.19	0.37	0.16	0.16	0.16	0.16	0.00	0.00
Control Delay	10.5	10.1	3.5	11.4	10.2	12.6	3.6	3.6	3.6	3.6	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	10.5	10.1	3.5	11.4	10.2	12.6	3.6	3.6	3.6	3.6	0.0	0.0
LOS	B	B	A	B	B	B	B	B	A	A	A	A
Approach Delay	7.2			10.4			9.5					
Approach LOS	A			B			A					
Queue Length 50th (m)	0.1	4.6	0.0	2.3	5.8	6.6	6.6	6.6	6.1	6.1	0.0	0.0
Queue Length 95th (m)	1.3	15.2	10.1	11.3	18.1	21.7	21.7	21.9	21.9	21.9	0.0	0.0
Internal Link Dist (m)		339.7			91.7							
Turn Bay Length (m)		38.0		40.0	45.0							
Base Capacity (vph)	794	2621	1183	833	2621	1117	1117	1269	1269	1341	1341	1341
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	0.00	0.09	0.15	0.07	0.11	0.15	0.15	0.07	0.07	0.07	0.00	0.00
Intersection Summary												
Cycle Length: 70.7												
Actuated Cycle Length: 37.3												
Natural Cycle: 70												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.37												

Intersection Signal Delay: 8.8  
Intersection Capacity Utilization 45.9%  
Analysis Period (min) 15  
Intersection LOS: A  
ICU Level of Service A



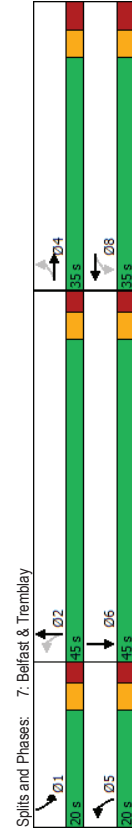


Lanes, Volumes, Timings  
7: Belfast & Tremblay

Lanes, Volumes, Timings  
7: Belfast & Tremblay

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	SBR
Lane Configurations	161	54	169	20	62	34	154	397	20	23	358	72
Traffic Volume (vph)	161	54	169	20	62	34	154	397	20	23	358	72
Future Volume (vph)	1658	1492	0	1658	1643	0	1658	1730	0	1658	1692	0
Satd. Flow (prot)	0.688			0.445			0.321			0.950		
Flt Permitted	1197	1492	0	765	1643	0	588	1730	0	1646	1692	0
Satd. Flow (perm)	157			28			3			12		
Lane Group Flow (vph)	179	248	0	22	107	0	171	463	0	26	478	0
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Prot	NA				
Protected Phases	4	4		8	8		2			1		6
Permitted Phases	4	4		8	8		5	2		1		6
Detector Phase	4	4		8	8		5	2		1		6
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	24.8	24.8	29.8	29.8	29.8	10.9	23.9	10.9	28.9	10.9	28.9	28.9
Total Split (%)	35.0	35.0	35.0	35.0	35.0	20.0	45.0	20.0	45.0	20.0	45.0	45.0
Total Split (%)	35.0%	35.0%	35.0%	35.0%	35.0%	20.0%	45.0%	20.0%	45.0%	20.0%	45.0%	45.0%
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)	3.5	3.5	3.5	3.5	3.5	2.6	2.6	2.6	2.6	2.6	2.6	2.6
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)	6.8	6.8	6.8	6.8	6.8	5.9	5.9	5.9	5.9	5.9	5.9	5.9
Lead/Lag						Lead	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	
Act Effct Green (s)	18.0	18.0	18.0	18.0	18.0	55.1	50.6	7.0	39.5	7.0	39.5	
Actuated G/C Ratio	0.21	0.21	0.21	0.21	0.21	0.64	0.56	0.08	0.46	0.08	0.46	
v/c Ratio	0.72	0.57	0.14	0.29	0.35	0.46	0.20	0.62	0.20	0.62	0.20	
Control Delay	48.8	17.2	29.6	23.5	9.4	15.4	43.5	23.6	9.4	15.4	43.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	48.8	17.2	29.6	23.5	9.4	15.4	43.5	23.6	9.4	15.4	43.5	
LOS	D	B	C	C	C	A	B	D	C	D	C	
Approach Delay	30.4		24.6		13.8		24.6		24.6		24.6	
Approach LOS	C		C		B		C		C		C	
Queue Length 50th (m)	27.8	12.8	3.0	11.0	9.9	32.4	4.1	56.5	4.1	56.5	4.1	
Queue Length 95th (m)	50.8	35.3	9.2	24.7	23.8	98.4	12.7	112.4	12.7	112.4	12.7	
Internal Link Dist (m)	254.6			135.9		210.0		31.1		31.1		
Turn Bay Length (m)	98.0		35.0		45.0		16.5			16.5		
Base Capacity (vph)	393	595	251	559	1011	272	777			777		
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.46	0.42	0.09	0.19	0.32	0.46	0.10	0.62	0.10	0.62	0.10	
<b>Intersection Summary</b>												
Cycle Length: 100												
Actuated Cycle Length: 86.6												
Natural Cycle: 70												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.72												

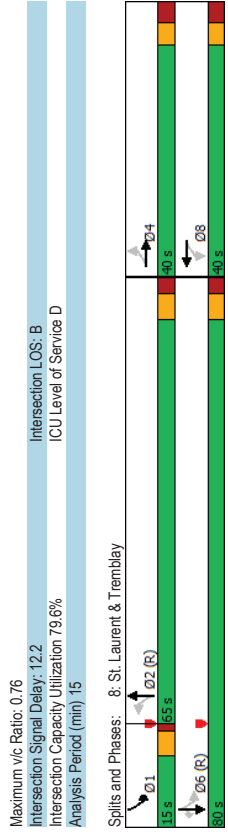
Intersection Signal Delay: 22.0  
Intersection Capacity Utilization 66.8%  
Analysis Period (min) 15  
Intersection LOS: C  
ICU Level of Service C



Lanes, Volumes, Timings  
8: St. Laurent & Tremblay

Lanes, Volumes, Timings  
8: St. Laurent & Tremblay

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	4	4	4	4	4	4	4	4	4	4	4	4
Traffic Volume (vph)	47	38	57	23	21	180	26	1305	12	51	954	38
Future Volume (vph)	47	38	57	23	21	180	26	1305	12	51	954	38
Satd. Flow (prot)	1658	1575	0	1658	1490	0	1658	4758	0	1658	3316	1483
Flt Permitted	0.299			0.689		0.270			0.139			
Satd. Flow (perm)	521	1575	0	1200	1490	0	470	4758	0	242	3316	1433
Satd. Flow (RTOR)	62	178				1						42
Lane Group Flow (vph)	52	105	0	26	223	0	29	1463	0	57	1060	42
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	pm-pt	NA	Perm	NA
Permitted Phases	4	4		8	8		2	2	6	6	1	6
Detector Phase	4	4		8	8		2	2	6	6	1	6
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	38.5	38.5	38.5	38.5	38.5	39.2	39.2	39.2	9.7	39.2	39.2	39.2
Total Split (s)	40.0	40.0	40.0	40.0	40.0	65.0	65.0	65.0	15.0	80.0	80.0	80.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	54.2%	54.2%	54.2%	12.5%	66.7%	66.7%	66.7%
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3	3.7	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	3.2	3.2	3.2	3.2	3.2	2.5	2.5	2.5	1.0	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.2	6.2	6.2	4.7	6.2	6.2	6.2
Lead/Lag						Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						Yes	Yes	Yes	Yes			
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	15.9	15.9	15.9	15.9	15.9	82.1	82.1	82.1	92.9	91.4	91.4	91.4
Actuated G/C Ratio	0.13	0.13	0.13	0.13	0.13	0.68	0.68	0.68	0.77	0.76	0.76	0.76
v/c Ratio	0.76	0.40	0.16	0.64	0.09	0.45	0.22	0.42	0.22	0.42	0.04	0.04
Control Delay	103.3	24.2	44.3	19.3	11.2	10.9	6.6	6.7	2.2	2.2	2.2	2.2
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	103.3	24.2	44.3	19.3	11.2	10.9	6.6	6.7	2.2	2.2	2.2	2.2
LOS	F	C	D	B	B	B	B	B	A	A	A	A
Approach Delay						21.9	10.9					6.5
Approach LOS						C	B					A
Queue Length 50th (m)	12.4	9.5	5.7	10.0	2.0	49.0	2.2	32.9	2.2	32.9	0.0	0.0
Queue Length 95th (m)	22.8	21.6	11.9	29.0	9.0	99.1	9.5	82.8	4.1	82.8	4.1	4.1
Internal Link Dist (m)						156.9	90.2	55.6				120.1
Turn Bay Length (m)						34.5	35.0	35.0				78.5
Base Capacity (vph)	145	484	335	544	321	3257	308	2525	1101			
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	0.36	0.22	0.08	0.41	0.09	0.45	0.19	0.42	0.04			



Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 49 (41%), Referenced to phase 2:NBLT and 6:SBTL, Start of Green  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated

# Appendix D

Collision Data



# Appendix E

TRANS Model Plots

# TRANS Regional Model

Version 2.15 - Assigned June 16, 2020

## AM Peak Hour Total Traffic Volume

Coventry Road

2011 Model - Basecase

N/A

User Initials: KN

Plot Prepared: Aug 18, 2022

EMME Scenario: 21713



### Legend

AM Peak Hour Total Traffic Volume



Distance (m)



The TRANS model is continuously refined & maintained, and all information is provided in good faith. However, model outputs are provided "as is", and no warranty or guarantee is provided as to the accuracy, reliability or reasonableness of the results. In using this data, you agree to accept any and all risks arising from any incorrect, incomplete, or misleading information.

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

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

# TRANS Regional Model

Version 2.15 - Assigned June 16, 2020

## AM Peak Hour Total Traffic Volume

### Coventry Road

2031 Model - Basecase

N/A

User Initials: KN

Plot Prepared: Aug 18, 2022

EMME Scenario: 21715

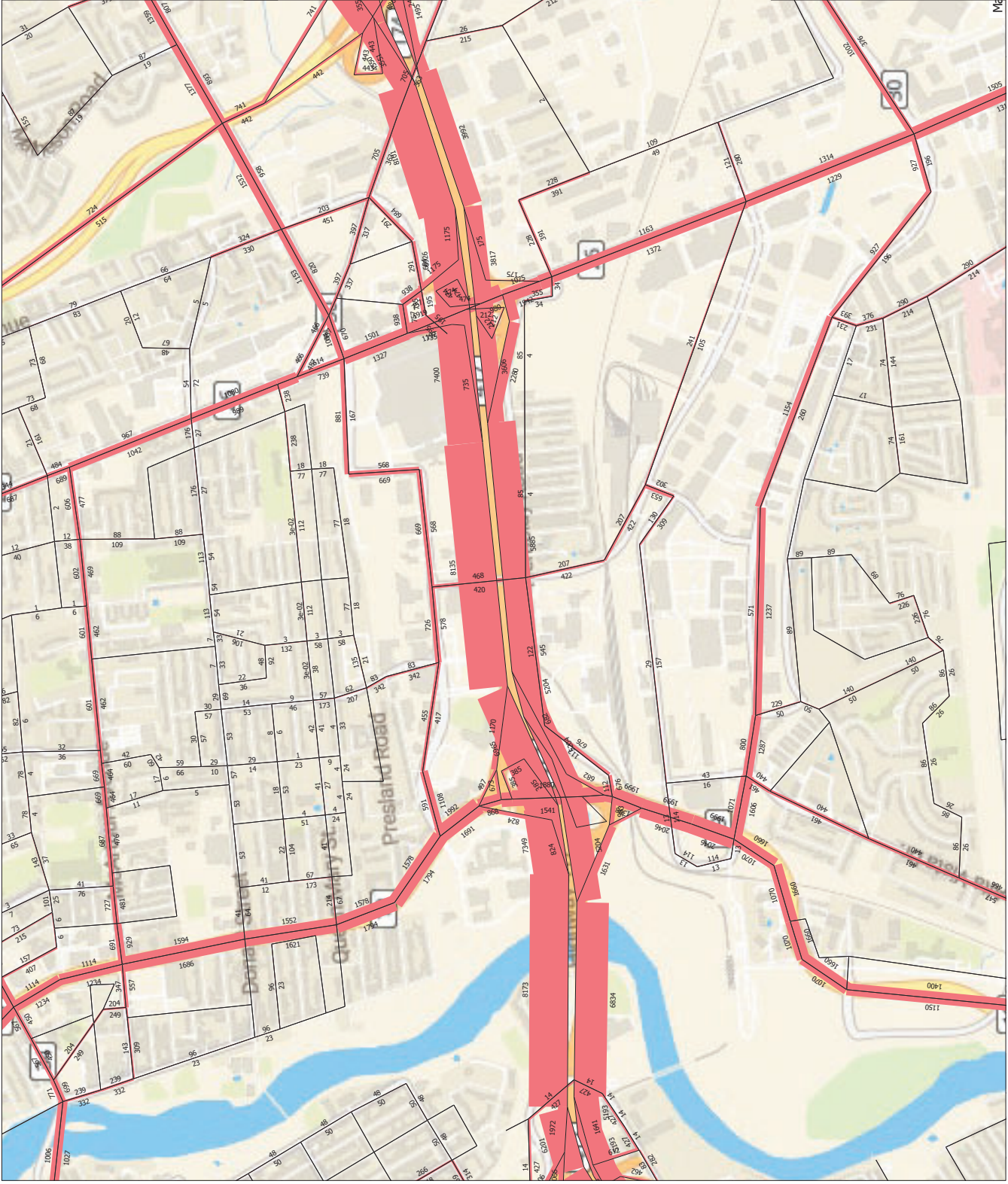


### Legend

AM Peak Hour Total Traffic Volume



Distance (m)



The TRANS model is continuously refined & maintained, and all information is provided in good faith. However, model outputs are provided "as is", and no warranty or guarantee is provided as to the accuracy, reliability or reasonableness of the results. In using this data, you agree to accept any and all risks arising from any incorrect, incomplete, or misleading information.

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

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

# Appendix F

Background Development Volumes



### Trip Distribution

The projected distribution of site-generated traffic was derived based on existing travel patterns, the site's connections to/from the surrounding road network, and our local area knowledge. (e.g. the location and proximity of other area shopping, communities, recreational opportunities, etc.). For analysis purposes, the following approximate distribution of projected site-generated traffic was assumed:

- 70% to/from the west via HWY 417 (via Tremblay);
- 10% to/from the east via Tremblay Road;
- 10% to/from the north via Belfast Road; and
- + 10% to/from the south via Belfast Road.

### Trip Assignment

Based on the above assumed distribution, projected 'new' site-generated traffic was assigned to the study area network and is depicted in the following **Figure 12** and **Figure 14** for phase 1 and phase 2, respectively. Similarly, projected 'pass-by' site-generated traffic, which represents existing traffic temporarily diverted to/from the subject site, is depicted in the following **Figure 13** and **Figure 15** for phase 1 and phase 2, respectively.

It should be noted that Avenue J is a private driveway owned by PIPSC (Professional Institute of the Public Service Canada) and there are currently no plans for this to be a connection to/from the subject development.

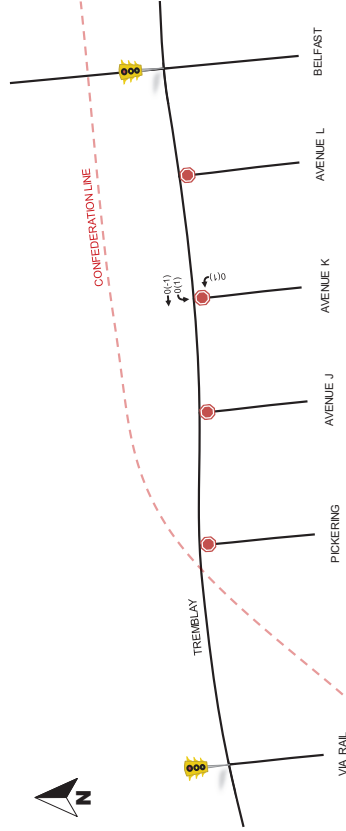


Figure 14: 'Pass-by' Projected Site-Generated Traffic - Phase 1

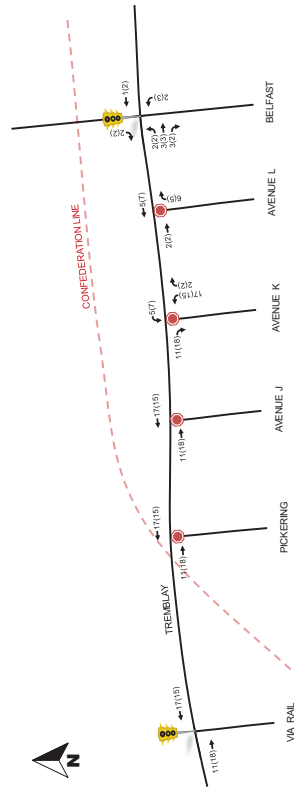


Figure 13: 'New' Projected Site-Generated Traffic - Phase 1

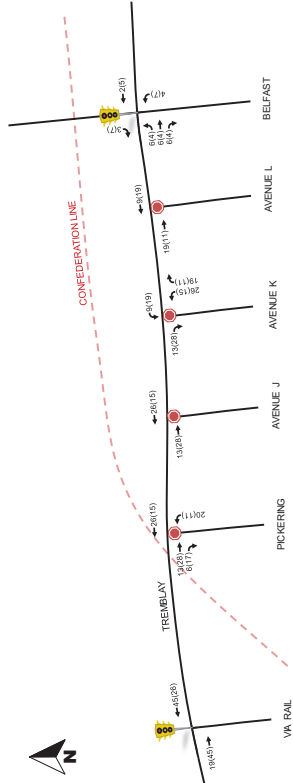


Figure 15: 'New' Projected Site-Generated Traffic - Phase 2

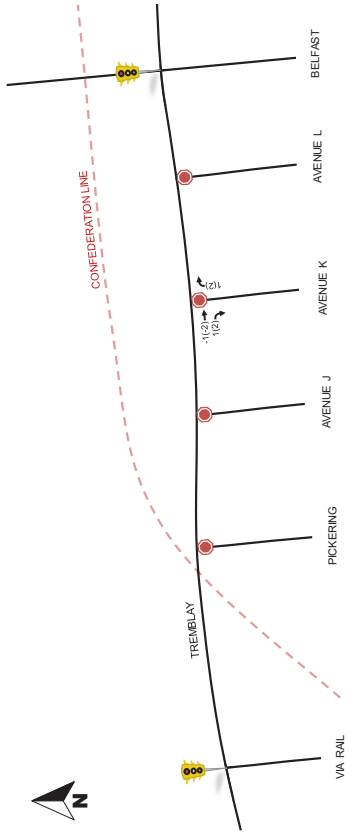


Figure 16: 'Pass-by' Projected Site-Generated Traffic - Phase 2

Given a 0% growth rate for general background traffic and given all area development is assumed to be fully built-out by the horizon year 2025, projected background traffic volumes for the horizon years 2030 and 2035 will be the same as the background traffic volumes for the 2025 horizon year. Therefore, the following Figure 17 depicts projected background traffic volumes for the 2025 horizon year and beyond.

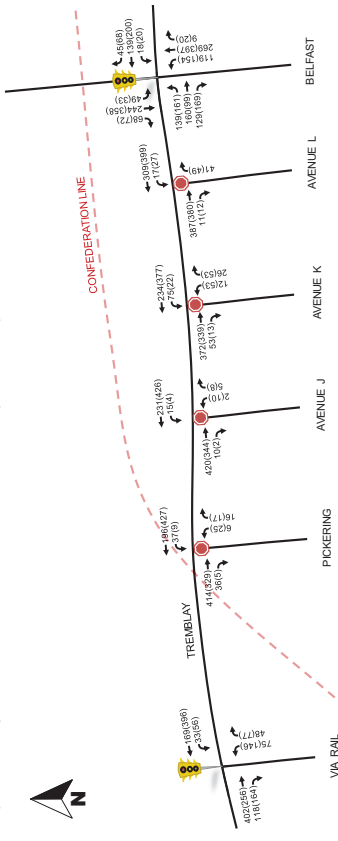


Figure 17: Background Traffic Volumes (2025, 2030, 2035)

### 3.3 Demand Rationalization

The following section summarizes the vehicular intersection capacity analysis of existing, future background and future total volume scenarios.

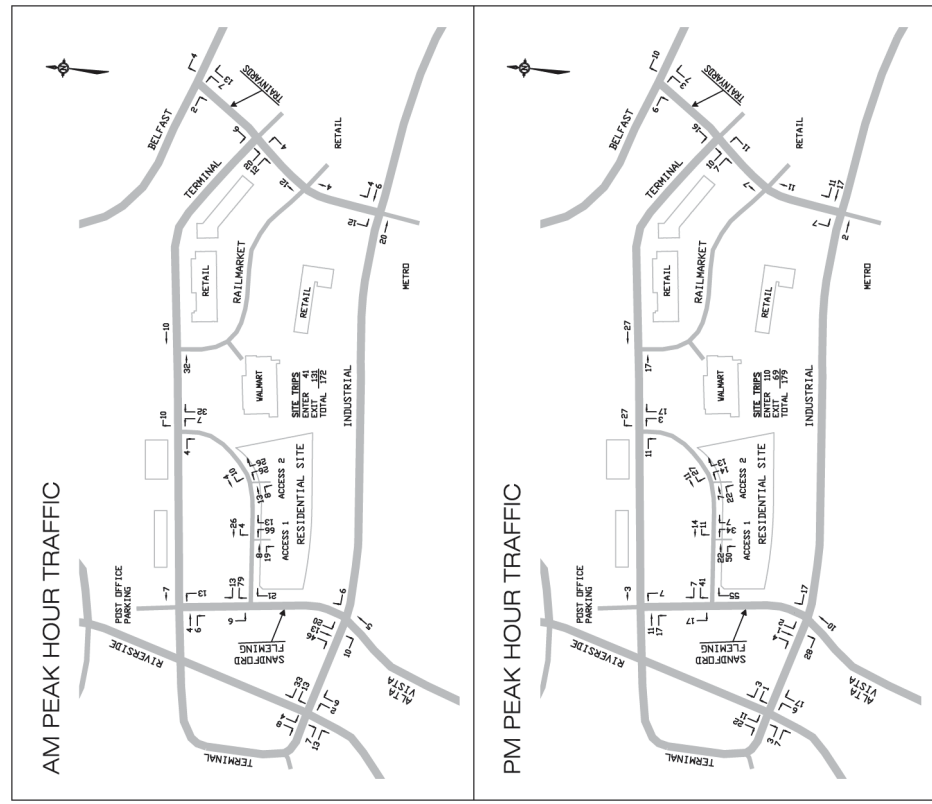
Using the intersection capacity analysis software Synchro (v9), study area intersections were assessed in terms of vehicle delay, 95<sup>th</sup> percentile queues, a volume-to-capacity ratio (v/c) and a corresponding Level of Service (LOS). It should be noted that the overall performance of a signalized intersection is calculated as a weighted v/c ratio and assigned a corresponding LOS, with critical movements assigned a LOS based on their respective v/c ratio. The overall performance of an unsignalized intersection is a LOS output from Synchro, which is based on an Intersection Capacity Utilization (ICU) method, and critical movements are assigned a LOS based on delay.

#### Existing and Background Conditions

The following Table 8, Table 9 summarize existing and projected background conditions at study area intersections, in the absence of the proposed development. The objective of this analysis is to determine if network improvements are, or will be required to support background traffic. Detailed Synchro output data for existing and background conditions is provided as Appendix E.

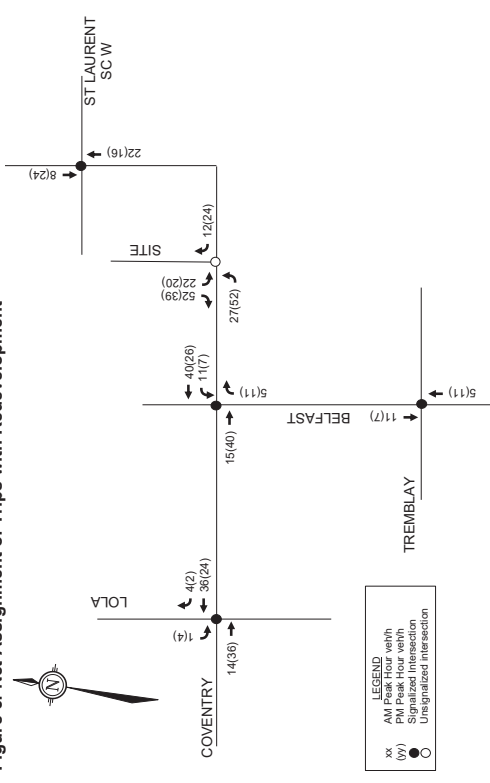
OTY Residential Development  
 200, 230 & 260 Steamline Street, Ottawa  
 Transportation Impact Assessment REVISED

**FIGURE 4.3**  
**PHASE 1 to 3 – PEAK AM AND PM HOUR SITE GENERATED TRIPS**



NOT TO SCALE

**Figure 6: Net Assignment of Trips with Redevelopment**



530 Tremblay Road Transportation Impact Assessment

Figure 20: New Site Generation Auto Volumes Scenario 2

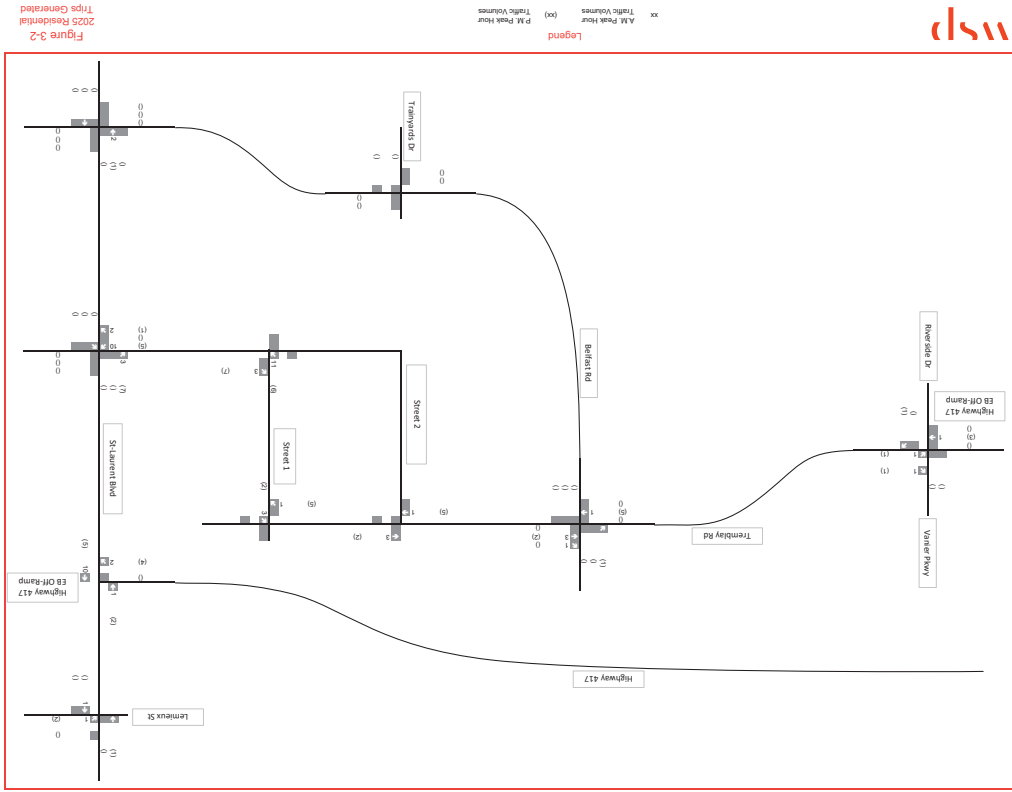
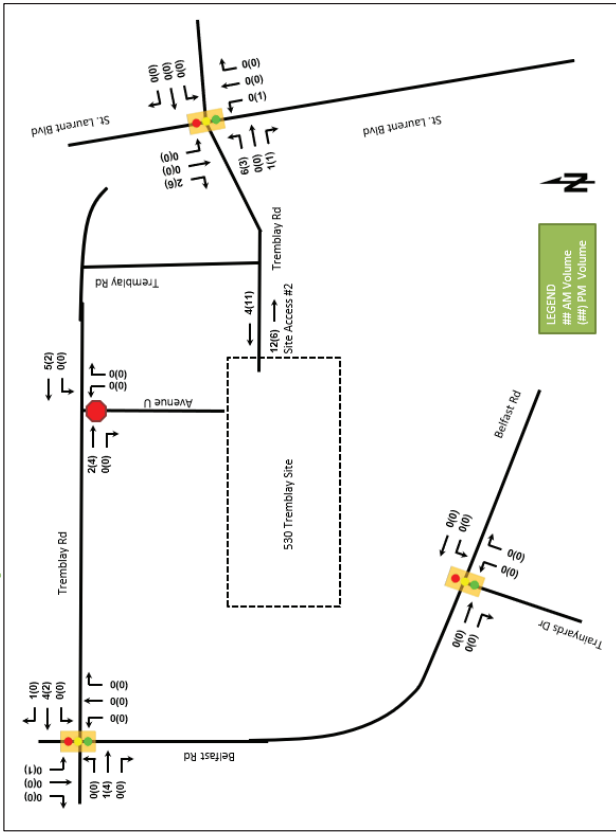


Figure 3-2  
 2025 Residential  
 Trips Generated

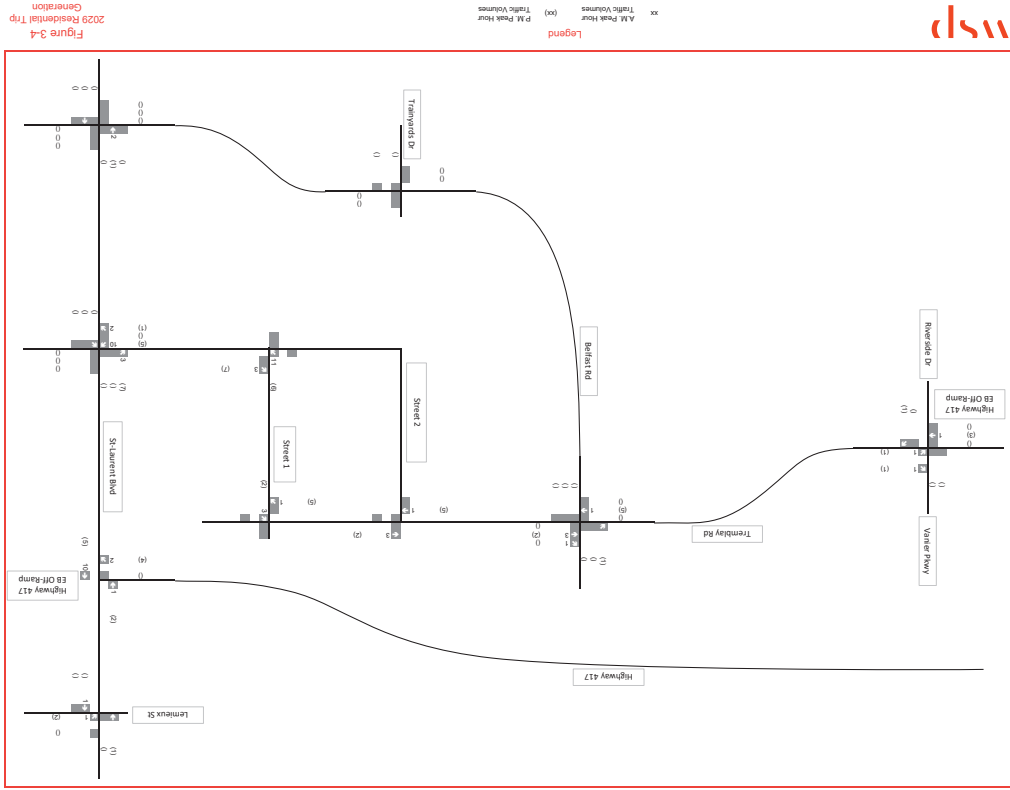


Figure 3-4  
 2025 Residential Trip  
 Generation

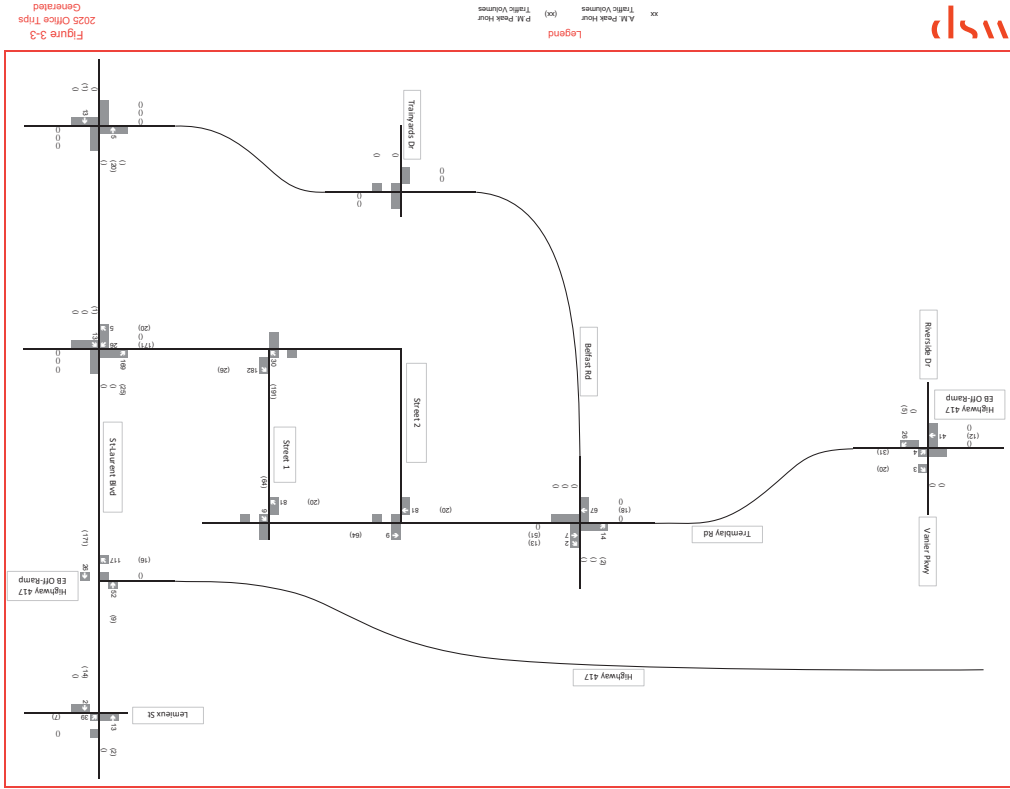


Figure 3-3  
 2025 Office Trips  
 Generation

# PARSONS

- 10% to/from the east; and
- 20% to/from the west.

Based on the foregoing distribution, 'new' 2022 and 2024 projected site-generated trips were assigned to the study area, which are illustrated as **Figure 6** and **Figure 7**, respectively.

Figure 6: Phase 1: Site Generated Traffic

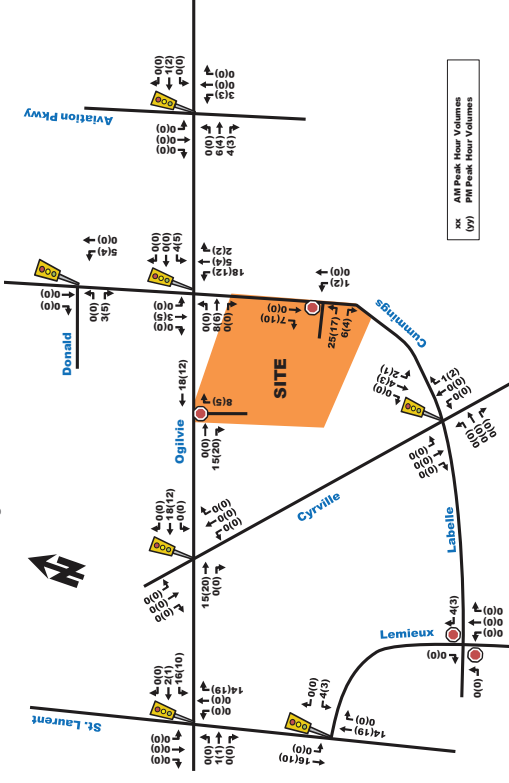
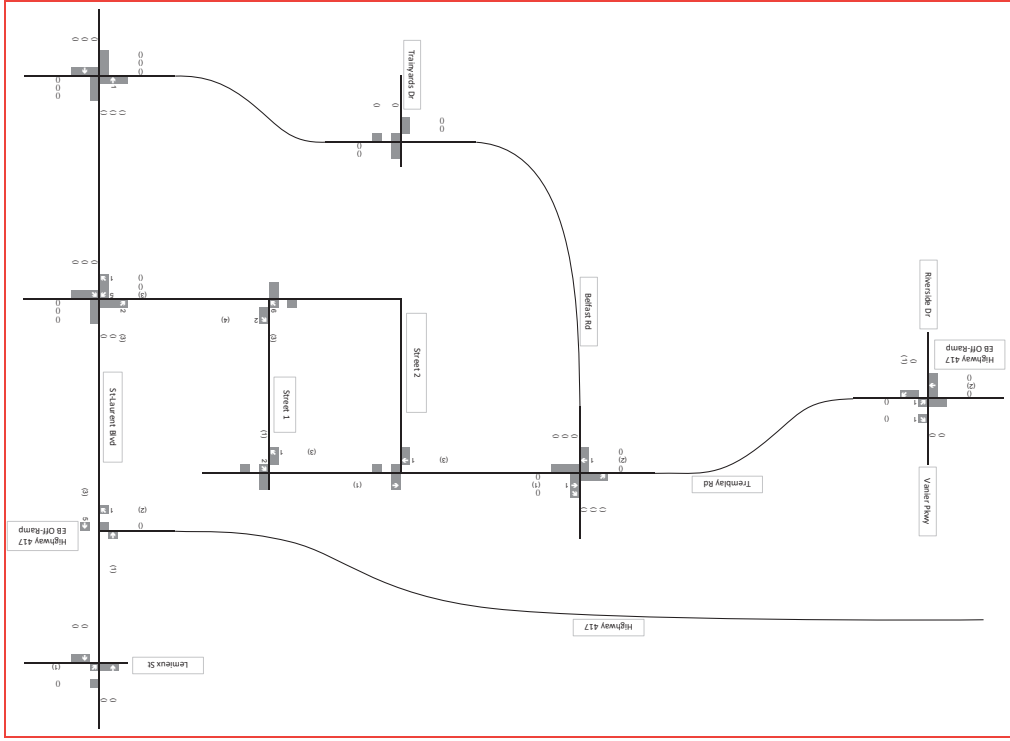


Figure 3-5  
2033 Residential  
Trips Generated



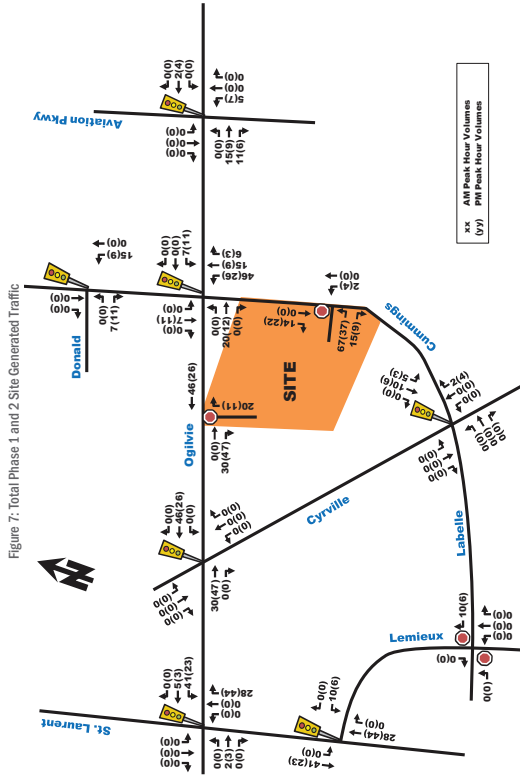


Figure 7: Total Phase 1 and 2 Site Generated Traffic

### 3.2. BACKGROUND NETWORK TRAVEL DEMANDS

#### 3.2.1. TRANSPORTATION NETWORK PLANS

See Section 2.1.3.

#### 3.2.2. BACKGROUND GROWTH

The following background traffic growth through the immediate study area (summarized in **Table 15**) was calculated based on historical traffic count data (years 2001, 2009, and 2018) provided by the City of Ottawa at the Ogilvie/Cyrville intersection. Detailed background traffic growth analysis is included as Appendix E.

Table 15: Ogilvie/Cyrville Historical Background Growth (2001 – 2018)

Time Period	Percent Annual Change			
	North Leg	South Leg	East Leg	West Leg
8 hrs	2.20%	0.80%	1.24%	1.02%
AM Peak	2.75%	2.53%	1.72%	1.97%
PM Peak	1.25%	0.37%	0.45%	0.54%
<b>Overall</b>				<b>1.23%</b>
				<b>2.07%</b>
				<b>0.58%</b>

As shown in **Table 15**, the Ogilvie/Cyrville intersection has experienced an approximate 0.5% to 2% annual increase overall in vehicle traffic within recent years. To account for area development within the surrounding area, a 1% per annum growth factor was applied to existing traffic volumes along the arterial roadways, namely St. Laurent Boulevard, Ogilvie Road, Cyrville Road, Cummings Avenue and Aviation Parkway. Background traffic volumes for the 2022 built-out horizon year, 2024 built-out horizon year and 2029 (5-years beyond site built-out) are depicted within **Figure 8**, **Figure 9**, and **Figure 10**, respectively.

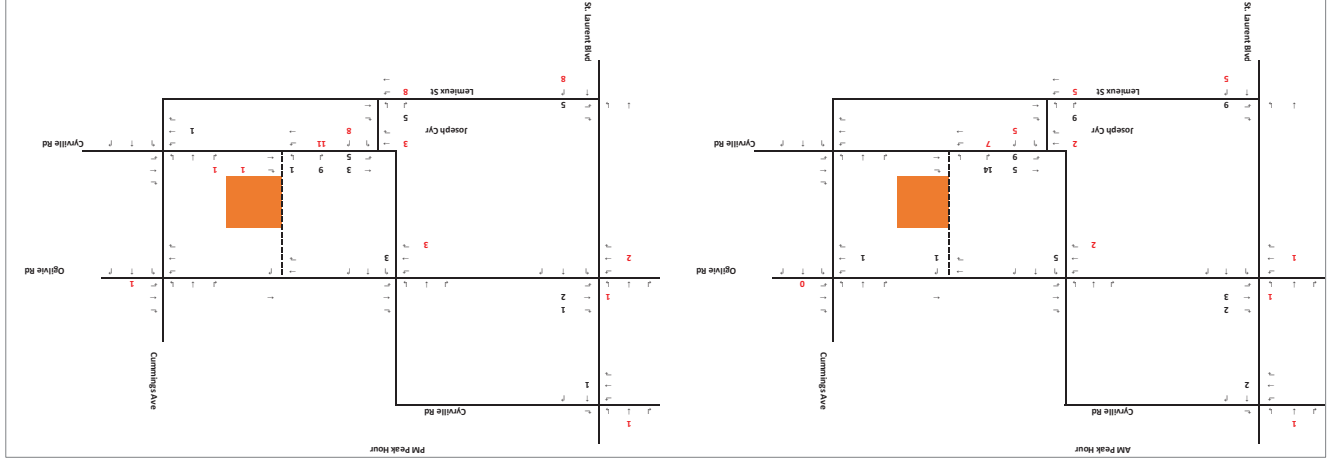


Figure 10 - Site Traffic Assignment





# Appendix G

Synchro Intersection Worksheets – 2032 Future Background Conditions

Lanes, Volumes, Timings  
1: Vanier & Coventry

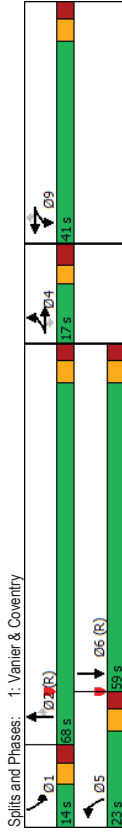
06/09/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	5	7	12	711	83	141	132	1321	449	201	1658	43
Traffic Volume (vph)	5	7	12	711	83	141	132	1321	449	201	1658	43
Future Volume (vph)	0	1710	1483	2988	1525	1427	1658	3316	1483	3216	4738	0
Sat'd. Flow (prot)	0.990	0.990	0.990	0.967	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Flt Permitted	0	1697	1404	2927	1513	1374	1653	3316	1419	3200	4738	0
Sat'd. Flow (perm)	0	189	189	189	189	189	189	189	189	189	189	189
Sat'd. Flow (RTOR)	0	12	12	526	268	141	132	1321	449	201	1701	0
Lane Group Flow (vph)	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	0
Turn Type	4	4	4	9	9	9	5	2	2	1	6	6
Protected Phases												
Permitted Phases	4	4	4	9	9	9	5	2	2	1	6	6
Detector Phase												
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	17.0	17.0	17.0	40.9	40.9	40.9	11.8	35.7	35.7	11.8	35.7	35.7
Total Split (s)	17.0	17.0	17.0	41.0	41.0	41.0	23.0	68.0	68.0	14.0	59.0	59.0
Total Split (%)	12.1%	12.1%	12.1%	29.3%	29.3%	29.3%	16.4%	48.6%	48.6%	10.0%	42.1%	42.1%
Yellow Time (s)	3.3	3.3	3.3	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	3.7	3.7	3.7	3.2	3.2	3.2	3.1	3.0	3.0	3.1	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	6.9	6.9	6.9	6.8	6.7	6.7	6.8	6.7	6.7
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	10.0	10.0	30.6	30.6	30.6	14.7	66.9	66.9	66.9	11.9	64.1	64.1
Actuated G/C Ratio	0.07	0.07	0.22	0.22	0.22	0.10	0.48	0.48	0.48	0.08	0.46	0.46
v/c Ratio	0.10	0.04	0.81	0.80	0.32	0.76	0.83	0.49	0.74	0.74	0.78	0.78
Control Delay	62.8	0.3	61.8	70.1	3.5	74.5	23.9	0.9	77.9	37.7	37.7	37.7
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	62.8	0.3	61.8	70.1	3.5	74.5	23.9	0.9	77.9	37.7	37.7	37.7
LOS	E	A	E	E	A	E	C	A	A	E	D	D
Approach Delay	31.6		55.4				22.0				42.0	
Approach LOS	C		E				C				D	
Queue Length 50th (m)	3.2	0.0	74.0	75.3	0.0	38.7	114.6	1.3	-34.6	167.4	167.4	167.4
Queue Length 95th (m)	9.9	0.0	95.3	111.2	5.8	m39.2	m93.7	m1.1	#60.5	#200.9	#200.9	#200.9
Internal Link Dist (m)	99.6		160.2			436.0				226.1		
Turn Bay Length (m)	60.0		90.0			85.0			200.0	90.0		
Base Capacity (vph)	122	275	727	371	477	191	1583	912	273	2172	2172	2172
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	0.10	0.04	0.72	0.72	0.30	0.69	0.83	0.49	0.74	0.78	0.78	0.78
Intersection Summary												
Cycle Length: 140												
Actuated Cycle Length: 140												
Offset: 13 (9%), Referenced to phase 2:NBT and 6:SBT, Start of Green												
Natural Cycle: 130												
Control Type: Actuated-Coordinated												

Lanes, Volumes, Timings  
1: Vanier & Coventry

06/09/2023

Maximum v/c Ratio: 0.83	Intersection LOS: D
Intersection Signal Delay: 36.6	ICU Level of Service E
Intersection Capacity Utilization 66.8%	
Analysis Period (min) 15	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	



Splits and Phases: 1: Vanier & Coventry

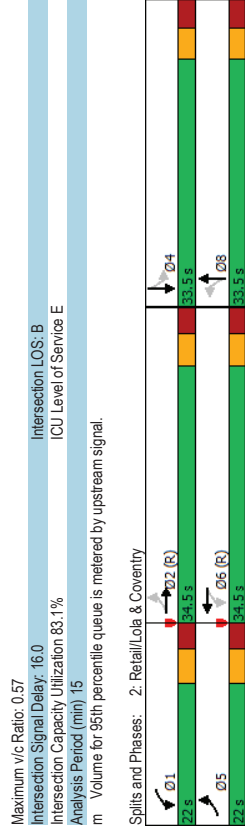
Lanes, Volumes, Timings  
2: Retail/Lola & Coventry

06/09/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	←	←	←	←	←	←	←	←	←	←	←	←
Traffic Volume (vph)	109	416	42	34	687	168	49	19	17	151	14	169
Future Volume (vph)	109	416	42	34	687	168	49	19	17	151	14	169
Sat'd. Flow (prot)	1688	3168	0	1851	3077	0	1688	1496	0	1580	1437	0
Flt Permitted	0.243			0.488		0.601				0.734		
Sat'd. Flow (perm)	412	3168	0	746	3077	0	1021	1496	0	1187	1437	0
Sat'd. Flow (RTOR)	12			35		17				169		
Lane Group Flow (vph)	109	458	0	34	855	0	49	36	0	151	183	0
Turn Type	pm-pt	NA		pm-pt	NA		Perm	NA		Perm	NA	
Permitted Phases	5	2		1	6		8			4		
Detector Phase	5	2		1	6		8			4		
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	11.6	27.6		11.6	27.6		33.5	33.5		33.5	33.5	
Total Split (s)	22.0	34.5		22.0	34.5		33.5	33.5		33.5	33.5	
Total Split (%)	24.4%	38.3%		24.4%	38.3%		37.2%	37.2%		37.2%	37.2%	
Yellow Time (s)	3.7	3.7		3.7	3.7		3.3	3.3		3.3	3.3	
All-Red Time (s)	2.9	2.9		2.9	2.9		3.2	3.2		3.2	3.2	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.6	6.6		6.6	6.6		6.5	6.5		6.5	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	53.5	47.8		49.0	43.7		20.9	20.9		20.9	20.9	
Actuated G/C Ratio	0.99	0.53		0.54	0.49		0.23	0.23		0.23	0.23	
v/c Ratio	0.30	0.27		0.07	0.57		0.21	0.10		0.55	0.39	
Control Delay	11.1	14.9		7.6	15.2		26.9	15.5		36.3	7.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	11.1	14.9		7.6	15.2		26.9	15.5		36.3	7.7	
LOS	B	B		A	B		C	B		D	A	
Approach Delay		14.2			14.9			22.1			20.6	
Approach LOS		B			B			C			C	
Queue Length 50th (m)	8.4	27.1		1.7	36.4		6.2	2.3		20.8	1.7	
Queue Length 95th (m)	16.0	40.0		m2.9	m157.7		14.9	9.0		38.3	16.2	
Internal Link Dist (m)		374.2			236.9			66.3			115.1	
Turn Bay Length (m)		75.0			60.0						39.0	
Base Capacity (vph)	469	1688		597	1510		306	460		366	549	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.23	0.27		0.06	0.57		0.16	0.08		0.42	0.33	
Intersection Summary												
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 0 (0%), Referenced to phase 2,EBTL and 6,WBTL, Start of Green												
Natural Cycle: 75												
Control Type: Actuated-Coordinated												

Lanes, Volumes, Timings  
2: Retail/Lola & Coventry

06/09/2023



Lanes, Volumes, Timings  
3: Belfast/Retail & Coventry

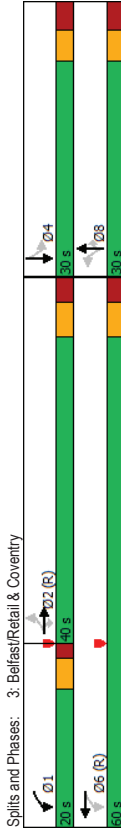
06/09/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	376	188	185	691	3	265	0	227	0	0	0
Traffic Volume (vph)	0	376	188	185	691	3	265	0	227	0	0	0
Future Volume (vph)	1745	1679	1455	1658	1709	0	0	1626	1469	0	1745	0
Satd. Flow (prot)												
Flt Permitted				0.396				0.757				
Satd. Flow (perm)	1745	1679	1188	643	1709	0	0	1171	1187	0	1745	0
Satd. Flow (RTOR)			188						168			
Lane Group Flow (vph)	0	376	188	185	694	0	0	265	227	0	0	0
Turn Type	Perm	NA	Perm	pm-pt	NA	Perm	NA	Perm				
Protected Phases												
Permitted Phases	2	2	2	6	1	6	8	8	8	4	4	
Detector Phase												
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	29.5	29.5	29.5	10.4	29.5	29.5	29.5	29.5	29.5	29.5	29.5	29.5
Total Split (s)	40.0	40.0	40.0	20.0	60.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	44.4%	44.4%	44.4%	22.2%	66.7%	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%
Yellow Time (s)	3.7	3.7	3.7	3.3	3.7	3.3	3.3	3.3	3.3	3.3	3.3	3.3
All-Red Time (s)	2.8	2.8	2.8	1.7	2.8	3.2	3.2	3.2	3.2	3.2	3.2	3.2
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)	6.5	6.5	6.5	5.0	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	None	None	None	None	None	None	None
Act Effct Green (s)	39.7	39.7	56.1	54.6			22.4	22.4				
Actuated G/C Ratio	0.44	0.44	0.62	0.61			0.25	0.25				
v/c Ratio	0.51	0.30	0.36	0.67			0.91	0.54				
Control Delay	17.4	3.7	9.6	16.2			68.6	13.8				
Queue Delay	0.0	0.0	0.0	0.0			0.0	0.0				
Total Delay	17.4	3.7	9.6	16.2			68.6	13.8				
LOS	B	A	A	B			E	B				
Approach Delay	12.8		14.8	43.3								
Approach LOS	B		B	D								
Queue Length 50th (m)	26.5	2.1	12.8	75.2			43.8	7.9				
Queue Length 95th (m)	36.8	6.3	21.9	114.7			#68.5	29.1				
Internal Link Dist (m)	236.9			288.2			248.0				26.2	
Turn Bay Length (m)				75.0								
Base Capacity (vph)	740	629	570	1036			305	434				
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	0.51	0.30	0.32	0.67			0.87	0.52				
Intersection Summary												
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 0 (0%), Referenced to phase 2,EBTL and 6,WBTL, Start of Green												
Natural Cycle: 70												
Control Type: Actuated-Coordinated												

Lanes, Volumes, Timings  
3: Belfast/Retail & Coventry

06/09/2023

Maximum v/c Ratio: 0.91	Intersection LOS: C
Intersection Signal Delay: 21.5	ICU Level of Service E
Intersection Capacity Utilization 85.4%	
Analysis Period (min): 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	



Lanes, Volumes, Timings  
4: St. Laurent & Coventry/Ogilvie

06/09/2023

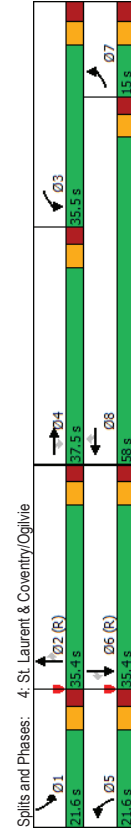
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	W	W	W	W	W	W	W	W	W	W	W	W
Traffic Volume (vph)	72	274	60	720	685	26	163	873	587	34	845	143
Future Volume (vph)	72	274	60	720	685	26	163	873	587	34	845	143
Sat'd. Flow (prot)	3010	3283	1388	3216	3103	1339	1523	3161	1441	1642	4764	1427
Flt Permitted	0.950			0.950			0.950					
Sat'd. Flow (perm)	2834	3283	1288	3078	3103	1202	1492	3161	1327	1608	4764	1301
Sat'd. Flow (RTOR)	195			140			140		501			196
Lane Group Flow (vph)	72	274	60	720	685	26	163	873	587	34	845	143
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Permitted Phases	7	4		3	8		5	2		1		6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.9	37.5	37.5	11.9	37.5	11.4	35.4	35.4	11.4	35.4	11.4	35.4
Total Split (s)	15.0	37.5	37.5	35.5	58.0	58.0	21.6	35.4	35.4	21.6	35.4	35.4
Total Split (%)	11.5%	28.8%	28.8%	27.3%	44.6%	44.6%	16.6%	27.2%	27.2%	16.6%	27.2%	27.2%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	3.2	2.8	2.8	3.2	2.8	2.8	2.7	2.7	2.7	2.7	2.7	2.7
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)	6.9	6.5	6.5	6.9	6.5	6.5	6.4	6.4	6.4	6.4	6.4	6.4
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	C-Max
Act Effct Green (s)	19.3	27.2	27.2	30.1	40.5	40.5	15.2	43.4	43.4	8.2	31.4	31.4
Actuated G/C Ratio	0.15	0.21	0.21	0.23	0.31	0.31	0.12	0.33	0.33	0.06	0.24	0.24
v/c Ratio	0.16	0.40	0.14	0.97	0.71	0.06	0.92	0.83	0.76	0.33	0.73	0.31
Control Delay	48.5	45.2	0.7	76.0	45.0	0.2	105.6	49.4	14.5	66.1	50.6	3.3
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	48.5	45.2	0.7	76.0	45.0	0.2	105.6	49.4	14.5	66.1	50.6	3.3
LOS	D	D	A	E	D	A	F	D	B	E	D	A
Approach Delay		39.2			59.8			42.4			44.5	
Approach LOS		D			E			D			D	
Queue Length 50th (m)	7.9	30.9	0.0	~100.4	86.7	0.0	41.9	117.7	17.4	8.5	75.4	0.0
Queue Length 95th (m)	16.0	43.7	0.0	#138.0	100.5	0.0	#84.1	#171.8	#80.0	19.0	91.4	5.3
Internal Link Dist (m)		237.3			375.2			144.1			235.2	
Turn Bay Length (m)	100.0	64.0	75.0			47.5			40.0		45.0	
Base Capacity (vph)	466	782	450	743	1244	565	178	1056	777	191	1150	462
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	0.16	0.35	0.13	0.97	0.55	0.05	0.92	0.83	0.76	0.18	0.73	0.31

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated

Lanes, Volumes, Timings  
4: St. Laurent & Coventry/Ogilvie

06/09/2023

Maximum v/c Ratio: 0.97	Intersection LOS: D
Intersection Signal Delay: 48.2	ICU Level of Service: F
Intersection Capacity Utilization: 99.7%	
Analysis Period (min): 15	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	



Lanes, Volumes, Timings  
5: Riverside & 417EB/Tremblay

06/09/2023

	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	FF	FF	F	FF	FF	FF	FF	FF	FF	FF	FF	FF
Traffic Volume (vph)	713	273	872	86	0	259	0	2206	132	48	1259	0
Future Volume (vph)	713	273	872	86	0	259	0	2206	132	48	1259	0
Satd. Flow (prot)	3216	3283	1375	1595	0	2585	0	4470	0	1658	3283	0
Flt Permitted	0.950			0.950						0.950		
Satd. Flow (perm)	3190	3283	1355	1579	0	2585	0	4470	0	1657	3283	0
Satd. Flow (RTOR)	406			118								
Lane Group Flow (vph)	713	273	872	86	0	259	0	2388	0	48	1259	0
Turn Type	Prot	NA	Free	Prot	pt-ov	pt-ov	NA	Prot	NA	Prot	NA	
Protected Phases	7	4	Free	3	8	1	2	1	6			
Permitted Phases			Free									
Detector Phase	7	4	3	8	1	2	1	6				
Switch Phase												
Minimum Initial (s)	5.0	10.0	None	5.0	10.0	10.0	10.0	5.0	5.0	10.0	10.0	
Minimum Split (s)	11.0	32.0	11.0	11.0	40.1	40.1	10.9	40.1	10.9	40.1		
Total Split (s)	49.0	49.0	16.0	16.0	64.0	64.0	11.0	75.0	11.0	75.0		
Total Split (%)	35.0%	35.0%	11.4%	11.4%	45.7%	45.7%	7.9%	53.6%	7.9%	53.6%		
Yellow Time (s)	3.3	3.3	3.3	3.3	3.7	3.7	3.7	3.7	3.7	3.7	3.7	
All-Red Time (s)	2.7	2.7	2.7	2.7	2.4	2.4	2.2	2.4	2.2	2.4		
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.1	6.1	5.9	6.1	5.9	6.1		
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lead	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max	None	C-Max	None	C-Max		
Act Effct Green (s)	36.2	37.2	14.0	9.7	23.7	23.7	62.0	7.1	74.9			
Actuated g/C Ratio	0.26	0.27	1.00	0.07	0.17	0.17	0.44	0.05	0.54			
v/c Ratio	0.86	0.31	0.64	0.78	0.48	0.48	1.18	0.58	0.72			
Control Delay	60.1	41.2	2.4	105.4	31.4	121.7	71.9	33.6				
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	60.1	41.2	2.4	105.4	31.4	121.7	71.9	33.6				
LOS	E	D	A	F	C	F	E	C				
Approach Delay	30.2	49.9	121.7	35.0								
Approach LOS	C	D	F	C								
Queue Length 50th (m)	97.3	31.5	0.0	23.8	19.0	~297.9	13.4	167.4				
Queue Length 95th (m)	113.0	42.1	0.0	#51.7	36.0	#325.4	m#19.1	211.3				
Internal Link Dist (m)	156.9	156.9	92.5	218.5	164.5							
Turn Bay Length (m)	50.0	71.0	60.0	35.0								
Base Capacity (vph)	987	1008	1355	113	1982	83	1757					
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.72	0.27	0.64	0.76	0.49	1.18	0.68	0.72				
Intersection Summary												
Cycle Length: 140												
Actuated Cycle Length: 140												
Offset: 116 (83%), Referenced to phase 2:NBT and 6:SBT, Start of Green												
Natural Cycle: 125												
Control Type: Actuated-Coordinated												

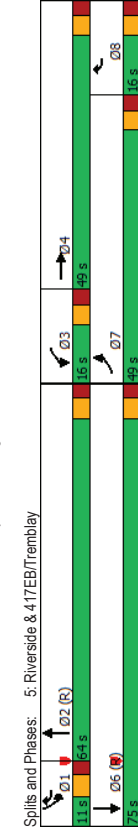
Lanes, Volumes, Timings  
5: Riverside & 417EB/Tremblay

06/09/2023

Lane Group	08
Lane Configurations	
Traffic Volume (vph)	11.0
Future Volume (vph)	11.0
Satd. Flow (prot)	16.0
Flt Permitted	11%
Satd. Flow (perm)	3.3
Satd. Flow (RTOR)	2.7
Lane Group Flow (vph)	
Turn Type	
Protected Phases	8
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	11.0
Total Split (s)	16.0
Total Split (%)	11%
Yellow Time (s)	3.3
All-Red Time (s)	2.7
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (m)	
Queue Length 95th (m)	
Internal Link Dist (m)	
Turn Bay Length (m)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

06/09/2023  
**5: Riverside & 417EB/Tremblay**

Maximum v/c Ratio: 1.18  
 Intersection Signal Delay: 69.0 Intersection LOS: E  
 Intersection Capacity Utilization 94.8% ICU Level of Service F  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 m Volume for 95th percentile queue is metered by upstream signal.



06/09/2023  
**6: Via & Tremblay**

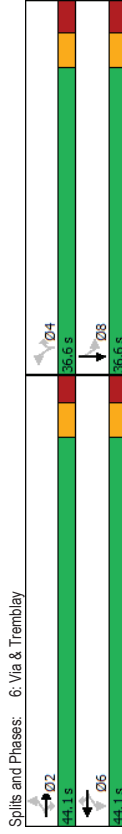
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑	↑↑	↑	↑↑	↑↑	↑↑	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	0	415	118	33	198	0	76	0	48	0	48	0
Future Volume (vph)	0	415	118	33	198	0	76	0	48	0	48	0
Satd. Flow (prot)	1745	3131	1469	1398	3221	1745	1566	0	1375	0	1047	0
Flt Permitted		0.509			0.757							
Satd. Flow (perm)	1745	3131	689	529	3221	1745	873	0	954	0	1047	0
Satd. Flow (RTOR)		118					48		116			
Lane Group Flow (vph)	0	415	118	33	198	0	76	0	48	0	48	0
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases	2	2	2	6	6	6	4	4	4	8	8	8
Detector Phase	2	2	2	6	6	6	4	4	4	8	8	8
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)	26.1	26.1	26.1	26.1	26.1	26.1	30.6	30.6	30.6	30.6	30.6	30.6
Total Split (s)	44.1	44.1	44.1	44.1	44.1	44.1	36.6	36.6	36.6	36.6	36.6	36.6
Total Split (%)	54.6%	54.6%	54.6%	54.6%	54.6%	54.6%	45.4%	45.4%	45.4%	45.4%	45.4%	45.4%
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)	2.8	2.8	2.8	2.8	2.8	2.8	3.3	3.3	3.3	3.3	3.3	3.3
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)	6.1	6.1	6.1	6.1	6.1	6.1	6.6	6.6	6.6	6.6	6.6	6.6
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	26.2	26.2	26.2	26.2	26.2	26.2	24.3	24.3	24.3	24.3	24.3	24.3
Actuated g/C Ratio	0.41	0.41	0.41	0.41	0.41	0.41	0.38	0.38	0.38	0.38	0.38	0.38
v/c Ratio	0.32	0.33	0.15	0.15	0.23	0.23	0.12	0.12	0.12	0.12	0.12	0.12
Control Delay	13.7	6.2	14.8	12.4	13.6	13.6	4.4	4.4	4.4	4.4	4.4	4.4
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	13.7	6.2	14.8	12.4	13.6	13.6	4.4	4.4	4.4	4.4	4.4	4.4
LOS	B	A	B	B	B	B	B	A	A	A	A	A
Approach Delay	12.1		12.8		12.8		10.0		10.0		10.0	
Approach LOS	B		B		B		B		B		B	
Queue Length 50th (m)	16.3	0.0	2.3	7.2	5.3		0.0		0.0		0.0	
Queue Length 95th (m)	26.1	9.2	7.7	13.1	12.0		4.7		4.7		4.7	
Internal Link Dist (m)	339.7			91.7			21.9		21.9		4.0	
Turn Bay Length (m)	40.0		45.0									
Base Capacity (vph)	1901	464	321	1955	418		482		482		562	
Starvation Cap Reductn	0	0	0	0	0		0		0		0	
Spillback Cap Reductn	0	0	0	0	0		0		0		0	
Storage Cap Reductn	0	0	0	0	0		0		0		0	
Reduced v/c Ratio	0.22	0.25	0.10	0.10	0.18		0.10		0.10		0.00	
Intersection Summary												
Cycle Length: 80.7												
Actuated Cycle Length: 63.3												
Natural Cycle: 60												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.33												

Lanes, Volumes, Timings  
6: Via & Tremblay

06/09/2023

Intersection Signal Delay: 11.9  
Intersection Capacity Utilization 72.7%  
Analysis Period (min) 15

Intersection LOS: B  
ICU Level of Service C



Lanes, Volumes, Timings  
7: Belfast & Tremblay

06/09/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	177	99	160	18	114	40	134	312	9	17	256	85
Traffic Volume (vph)	177	99	160	18	114	40	134	312	9	17	256	85
Future Volume (vph)	1688	1092	0	1658	1540	0	1626	1698	0	1433	1517	0
Satd. Flow (prot)	0.659			0.533			0.366			0.566		
Flt/Permitted	943	1092	0	640	1540	0	521	1698	0	596	1517	0
Satd. Flow (RTOR)	102			22			3			21		
Lane Group Flow (vph)	177	259	0	18	154	0	134	321	0	17	341	0
Turn Type	Perm	NA	Perm	NA	NA	pm+pt	NA	NA	Perm	NA	NA	0
Permitted Phases	4	4	4	8	8	5	2	2	6	6	6	6
Detector Phase	4	4	4	8	8	5	2	2	6	6	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	24.8	24.8	29.8	29.8	29.8	10.9	23.9	28.9	28.9	28.9	28.9	28.9
Total Split (s)	35.0	35.0	35.0	35.0	35.0	15.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	41.2%	41.2%	41.2%	41.2%	41.2%	17.6%	41.2%	41.2%	41.2%	41.2%	41.2%	41.2%
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)	3.5	3.5	3.5	3.5	3.5	2.6	2.6	2.6	2.6	2.6	2.6	2.6
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)	6.8	6.8	6.8	6.8	6.8	5.9	5.9	5.9	5.9	5.9	5.9	5.9
Lead/Lag												
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	24.2	24.2	24.2	24.2	24.2	43.5	43.5	43.5	43.5	23.1	29.1	29.1
Actuated g/C Ratio	0.30	0.30	0.30	0.30	0.30	0.54	0.54	0.54	0.54	0.36	0.36	0.36
v/c Ratio	0.63	0.65	0.09	0.32	0.34	0.34	0.35	0.35	0.35	0.08	0.61	0.61
Control Delay	35.5	23.2	21.8	20.8	12.0	11.9	11.9	19.3	25.6	0.0	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	35.5	23.2	21.8	20.8	12.0	11.9	11.9	19.3	25.6	0.0	0.0	0.0
LOS	D	C	C	C	C	B	B	B	B	C	C	C
Approach Delay	28.2	20.9	20.9	12.0	12.0	12.0	12.0	25.3	25.3	0.0	0.0	0.0
Approach LOS	C	C	C	C	C	C	C	C	C	C	C	C
Queue Length 50th (m)	23.4	20.5	2.0	15.5	9.2	24.6	24.6	1.7	38.6	0.0	0.0	0.0
Queue Length 95th (m)	44.3	45.6	6.7	30.1	20.0	46.4	46.4	6.4	71.5	0.0	0.0	0.0
Internal Link Dist (m)	254.6			135.9		210.0						
Turn Bay Length (m)	98.0			35.0		45.0						
Base Capacity (vph)	331	449	224	555	407	934	934	216	563	0.0	0.0	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	0.63	0.58	0.08	0.28	0.33	0.34	0.34	0.08	0.61	0.08	0.61	0.61
Intersection Summary												
Cycle Length: 85												
Actuated Cycle Length: 80.4												
Natural Cycle: 70												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.65												

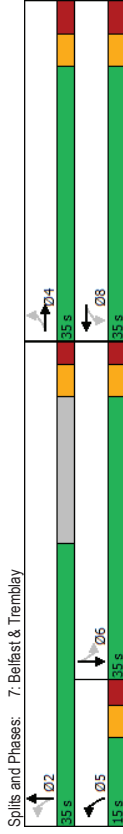
Scenario 1 400 Coventry Road 11:59 pm 08/26/2022 2032 Future Background  
MC



Lanes, Volumes, Timings  
7: Belfast & Tremblay

06/09/2023

Intersection Signal Delay: 21.4 Intersection LOS: C  
 Intersection Capacity Utilization 80.1% ICU Level of Service D  
 Analysis Period (min) 15



Lanes, Volumes, Timings  
8: St. Laurent & Tremblay

06/09/2023

Intersection Signal Delay: 21.4 Intersection LOS: C  
 Intersection Capacity Utilization 80.1% ICU Level of Service D  
 Analysis Period (min) 15

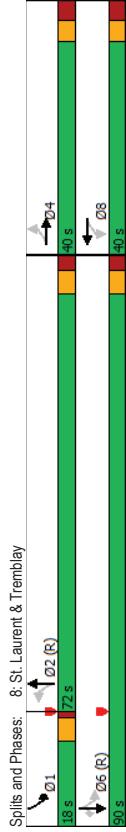


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	57	21	24	12	20	100	78	1298	38	127	1182	238
Traffic Volume (vph)	57	21	24	12	20	100	78	1298	38	127	1182	238
Future Volume (vph)	1271	1508	0	1445	1331	0	1658	4321	0	1626	3075	1316
Satd. Flow (prot)	0.660			0.728			0.235			0.148		
Flt/Permitted	853	1508	0	1064	1331	0	404	4321	0	252	3075	1195
Satd. Flow (RTOR)	24			100			5			238		
Lane Group Flow (vph)	57	45	0	12	120	0	78	1386	0	127	1182	238
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	pm-pt	NA	Perm	NA
Permitted Phases	4	4	8	8	8	2	2	2	1	6	6	6
Detector Phase	4	4	8	8	8	2	2	2	1	6	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	38.5	38.5	38.5	38.5	38.5	39.2	39.2	39.2	9.7	39.2	39.2	39.2
Total Split (s)	40.0	40.0	40.0	40.0	40.0	72.0	72.0	72.0	18.0	90.0	90.0	90.0
Total Split (%)	30.8%	30.8%	30.8%	30.8%	30.8%	55.4%	55.4%	55.4%	13.8%	69.2%	69.2%	69.2%
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3	3.7	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	3.2	3.2	3.2	3.2	3.2	2.5	2.5	2.5	1.0	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.2	6.2	6.2	4.7	6.2	6.2	6.2
Lead/Lag						Lag	Lag	Lag	Lead	Lead	Lead	Lead
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max	C-Max	C-Max
Act Effct Green (s)	27.6	27.6	27.6	27.6	27.6	76.0	76.0	76.0	91.2	89.7	89.7	89.7
Actuated g/C Ratio	0.21	0.21	0.21	0.21	0.21	0.58	0.58	0.58	0.70	0.69	0.69	0.69
v/c Ratio	0.32	0.13	0.05	0.33	0.33	0.33	0.53	0.53	0.47	0.56	0.27	0.27
Control Delay	45.7	22.7	38.3	13.2	21.7	18.5	13.1	12.4	13.1	12.4	1.8	1.8
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	45.7	22.7	38.3	13.2	21.7	18.5	13.1	12.4	13.1	12.4	1.8	1.8
LOS	D	C	D	B	B	C	B	B	B	B	A	A
Approach Delay	35.5			15.5		18.7					10.9	
Approach LOS	D			B		B					B	
Queue Length 50ft (m)	11.9	4.1	2.4	4.0	4.0	10.7	78.2	10.8	82.6	82.6	0.0	0.0
Queue Length 95ft (m)	24.5	14.0	7.7	19.9	19.9	24.6	96.0	18.2	101.1	101.1	8.6	8.6
Internal Link Dist (m)	156.9			90.2		55.6					120.1	
Turn Bay Length (m)	34.5			35.0		35.0					78.5	
Base Capacity (vph)	219	406	274	417	417	236	2527	317	2121	2121	897	897
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	0.26	0.11	0.04	0.29	0.33	0.63	0.40	0.56	0.27			
Intersection Summary												
Cycle Length: 130												
Actuated Cycle Length: 130												
Offset: 53 (41%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green												
Natural Cycle: 90												
Control Type: Actuated-Coordinated												

Lanes, Volumes, Timings  
8: St. Laurent & Tremblay

06/09/2023

Maximum v/c Ratio: 0.56  
 Intersection Signal Delay: 15.3  
 Intersection LOS: B  
 Intersection Capacity Utilization 79.9%  
 ICU Level of Service D  
 Analysis Period (min) 15



Lanes, Volumes, Timings  
1: Vanier & Coventry

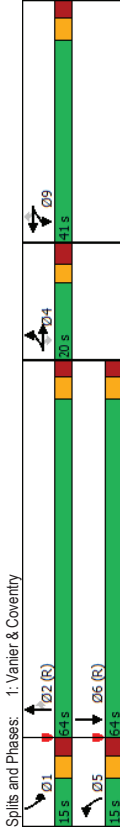
06/09/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	44	249	590	5	247	11	1546	476	210	1899	10
Future Volume (vph)	51	44	249	590	5	247	11	1546	476	210	1899	10
Satd. Flow (prot)	0	1700	1483	2859	1487	1469	1658	3316	1483	3216	4758	0
FltP/Permitted	0.974			0.950	0.954		0.950			0.950		
Satd. Flow (perm)	0	1684	1419	2906	1471	1418	1655	3316	1426	3199	4758	0
Satd. Flow (RTOR)			136			207			476			1
Lane Group Flow (vph)	0	95	249	395	200	247	11	1546	476	210	1909	0
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	NA
Protected Phases	4	4	4	9	9	9	5	2	2	1	6	
Permitted Phases	4	4	4	9	9	9	5	2	2	1	6	
Detector Phase	4	4	4	9	9	9	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	17.0	17.0	17.0	40.9	40.9	40.9	11.8	35.7	35.7	11.8	35.7	11.8
Total Split (s)	20.0	20.0	20.0	41.0	41.0	41.0	15.0	64.0	64.0	15.0	64.0	64.0
Total Split (%)	14.3%	14.3%	14.3%	29.3%	29.3%	29.3%	10.7%	45.7%	45.7%	10.7%	45.7%	45.7%
Yellow Time (s)	3.3	3.3	3.3	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	3.7	3.7	3.7	3.2	3.2	3.2	3.1	3.0	3.0	3.1	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	6.9	6.9	6.9	6.8	6.7	6.7	6.8	6.7	6.7
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	Yes
Act Effct Green (s)	13.0	13.0	28.5	28.5	28.5	28.5	6.6	59.1	59.1	12.0	72.2	Yes
Actuated g/C Ratio	0.09	0.09	0.20	0.20	0.20	0.20	0.05	0.42	0.42	0.09	0.52	Yes
v/c Ratio	0.61	0.98	0.66	0.66	0.66	0.55	0.14	1.11	1.11	0.54	0.76	0.78
Control Delay	77.9	78.9	56.0	61.3	14.1	69.6	85.1	3.9	79.9	32.4	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	77.9	78.9	56.0	61.3	14.1	69.6	85.1	3.9	79.9	32.4	0.0	0.0
LOS	E	E	E	E	B	E	F	A	F	A	E	C
Approach Delay	78.6			45.0				66.0			37.1	
Approach LOS	E			D				E			D	
Queue Length 50th (m)	25.7	32.9	52.9	53.6	8.7	2.9	~259.6	7.5	~33.9	15.17		
Queue Length 95th (m)	#44.6	#68.0	70.6	82.1	33.5	m3.2	#mf289.3	m11.7	#60.0	#225.4		
Internal Link Dist (m)	99.6			161.3			436.0			226.1		
Turn Bay Length (m)	60.0	90.0				85.0		200.0		90.0		
Base Capacity (vph)	157	255	720	362	501	97	1399	876	276	2453		
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	0.61	0.98	0.55	0.55	0.49	0.11	1.11	0.54	0.76	0.78		
Intersection Summary												
Cycle Length: 140												
Actuated Cycle Length: 140												
Offset: 31 (22%), Referenced to phase 2:NBT and 6:SBT, Start of Green												
Natural Cycle: 150												
Control Type: Actuated-Coordinated												

Lanes, Volumes, Timings  
1: Vanier & Coventry

06/09/2023

Maximum v/c Ratio: 1.11  
 Intersection Signal Delay: 52.1  
 Intersection Capacity Utilization 93.5%  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 m Queue shown is maximum after two cycles.  
 ~ Volume for 95th percentile queue is metered by upstream signal.



Lanes, Volumes, Timings  
2: Retail/Lola & Coventry

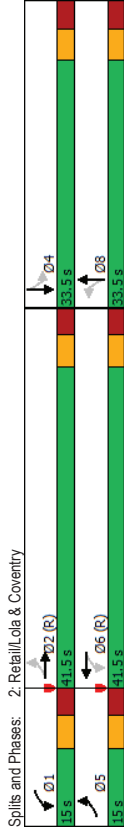
06/09/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑
Traffic Volume (vph)	158	548	22	41	596	280	48	23	47	174	16	91
Future Volume (vph)	158	548	22	41	596	280	48	23	47	174	16	91
Satd. Flow (prot)	1688	3274	0	1658	2972	0	1658	1526	0	1626	1448	0
Flt/Permitted	0.225	0.438				0.688				0.711		
Satd. Flow (perm)	380	3274	0	718	2972	0	1155	1526	0	1185	1448	0
Satd. Flow (RTOR)		5		101			47			91		
Lane Group Flow (vph)	158	570	0	41	876	0	48	70	0	174	107	0
Turn Type	pm-pt	NA	pm-pt	NA	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2	1	6			8			4		4
Permitted Phases	2		6				8			4		4
Detector Phase	5	2	1	6			8			4		4
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	11.6	27.6	11.6	27.6	33.5	33.5	33.5	33.5	33.5	33.5	33.5	33.5
Total Split (s)	15.0	41.5	15.0	41.5	33.5	33.5	33.5	33.5	33.5	33.5	33.5	33.5
Total Split (%)	16.7%	46.1%	16.7%	46.1%	37.2%	37.2%	37.2%	37.2%	37.2%	37.2%	37.2%	37.2%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3
All-Red Time (s)	2.9	2.9	2.9	2.9	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2
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)	6.6	6.6	6.6	6.6	6.6	6.6	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	C-Max	None	C-Max	None	C-Max	None	C-Max
Act Effct Green (s)	52.4	47.4	47.7	41.2	21.3	21.3	21.3	21.3	21.3	21.3	21.3	21.3
Actuated g/C Ratio	0.56	0.53	0.53	0.46	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24
v/c Ratio	0.48	0.33	0.09	0.62	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
Control Delay	14.1	15.8	6.5	14.5	25.9	11.9	39.3	8.8				
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	14.1	15.8	6.5	14.5	25.9	11.9	39.3	8.8				
LOS	B	B	A	B	C	B	D	A				
Approach Delay	15.5		14.2		17.6		27.7					
Approach LOS	B		B		B		C					
Queue Length 50th (m)	12.6	35.8	2.4	34.4	6.0	2.8	24.6	2.0				
Queue Length 95th (m)	22.2	50.7	m3.3	m46.8	14.3	12.1	44.1	13.4				
Internal Link Dist (m)	369.8		236.9		66.3		115.1					
Turn Bay Length (m)	75.0		60.0		39.0							
Base Capacity (vph)	340	1725	483	1414	346	490	355	498				
Starvation Cap Reductn	0	0	0	0	0	0	0	0				
Spillback Cap Reductn	0	0	0	0	0	0	0	0				
Storage Cap Reductn	0	0	0	0	0	0	0	0				
Reduced v/c Ratio	0.46	0.33	0.08	0.62	0.14	0.14	0.49	0.21				
Intersection Summary												
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green												
Natural Cycle: 75												
Control Type: Actuated-Coordinated												

2: Retail/Lola & Coventry

06/09/2023

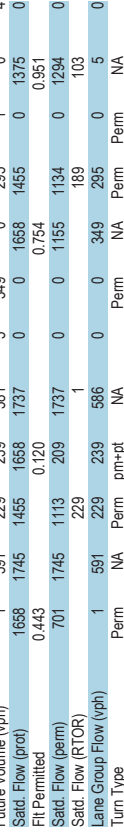
Maximum v/c Ratio: 0.62  
 Intersection Signal Delay: 16.7  
 Intersection LOS: B  
 ICU Level of Service D  
 Intersection Capacity Utilization 75.3%  
 Analysis Period (min) 15  
 Volume for 95th percentile queue is metered by upstream signal.



3: Belfast/Retail & Coventry

06/09/2023

Maximum v/c Ratio: 0.62  
 Intersection Signal Delay: 16.7  
 Intersection LOS: B  
 ICU Level of Service D  
 Intersection Capacity Utilization 75.3%  
 Analysis Period (min) 15  
 Volume for 95th percentile queue is metered by upstream signal.



Lanes, Volumes, Timings

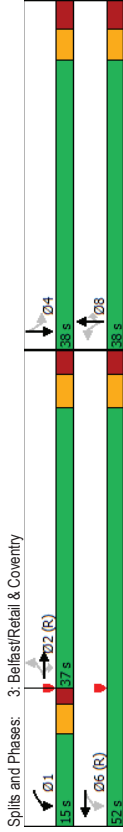
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	591	229	239	581	5	349	0	295	1	0	4
Traffic Volume (vph)	1	591	229	239	581	5	349	0	295	1	0	4
Future Volume (vph)	1658	1745	1455	1658	1737	0	1658	1455	0	1375	0	0
Satd. Flow (prot)	0.443	0.120										
FltP/Permitted	701	1745	1113	209	1737	0	0	1155	1134	0	1294	0
Satd. Flow (RTOR)	1	591	229	239	586	0	0	349	295	0	5	0
Lane Group Flow (vph)	Perm	NA	Perm	pm-pt	NA	Perm	NA	Perm	Perm	Perm	NA	NA
Turn Type	2	2	2	6	1	6	8	8	8	4	4	4
Permitted Phases	2	2	2	1	6	8	8	8	8	4	4	4
Detector Phase												
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	29.5	29.5	29.5	10.4	29.5	29.5	29.5	29.5	29.5	29.5	29.5	29.5
Total Split (s)	37.0	37.0	37.0	15.0	52.0	38.0	38.0	38.0	38.0	38.0	38.0	38.0
Total Split (%)	41.1%	41.1%	41.1%	16.7%	57.8%	42.2%	42.2%	42.2%	42.2%	42.2%	42.2%	42.2%
Yellow Time (s)	3.7	3.7	3.7	3.3	3.7	3.3	3.3	3.3	3.3	3.3	3.3	3.3
All-Red Time (s)	2.8	2.8	2.8	1.7	2.8	3.2	3.2	3.2	3.2	3.2	3.2	3.2
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)	6.5	6.5	6.5	5.0	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	None	None	None	None	None	None	None
Act Effct Green (s)	31.9	31.9	31.9	48.9	47.4	29.6	29.6	29.6	29.6	29.6	29.6	29.6
Actuated g/C Ratio	0.35	0.35	0.35	0.54	0.53	0.33	0.33	0.33	0.33	0.33	0.33	0.33
v/c Ratio	0.00	0.95	0.42	0.85	0.64	0.92	0.59	0.01	0.01	0.01	0.01	0.01
Control Delay	19.0	50.7	4.4	45.3	19.8	60.3	14.1	0.0	0.0	0.0	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	19.0	50.7	4.4	45.3	19.8	60.3	14.1	0.0	0.0	0.0	0.0	0.0
LOS	B	D	A	D	B	E	B	E	B	B	A	A
Approach Delay	37.7			27.2		39.1						
Approach LOS	D			C		D						
Queue Length 50th (m)	0.1	51.6	2.1	24.6	71.9	55.4	13.0	0.0	0.0	0.0	0.0	0.0
Queue Length 95th (m)	m0.3	#157.7	6.4	#66.1	108.2	#104.2	38.5	0.0	0.0	0.0	0.0	0.0
Internal Link Dist (m)		236.9		288.2		248.0						
Turn Bay Length (m)	54.0			75.0		20.0						
Base Capacity (vph)	248	619	542	282	915	404	519	519	519	519	519	519
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	0.00	0.95	0.42	0.85	0.64	0.86	0.57	0.01	0.01	0.01	0.01	0.01

Intersection Summary  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated

Lanes, Volumes, Timings  
3: Belfast/Retail & Coventry

06/09/2023

Maximum v/c Ratio: 0.95  
 Intersection Signal Delay: 34.3  
 Intersection LOS: C  
 ICU Level of Service F  
 Analysis Period (min): 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.



Lanes, Volumes, Timings  
4: St. Laurent & Coventry/Oglivie

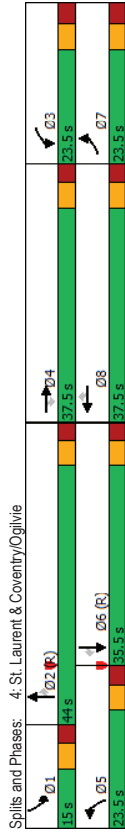
06/09/2023

	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	TT	TT	TT	TT	TT	TT	TT	TT	TT	TT	TT	TT
Traffic Volume (vph)	307	675	208	584	485	31	196	914	668	72	858	222
Future Volume (vph)	307	675	208	584	485	31	196	914	668	72	858	222
Satd. Flow (prot)	3216	3316	1483	3154	3075	1469	1566	3252	1483	1658	4764	1483
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	2778	3316	1321	3034	3075	1215	1517	3252	1342	1619	4764	1309
Satd. Flow (RTOR)	210			210			210			374		211
Lane Group Flow (vph)	307	675	208	584	485	31	196	914	668	72	858	222
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1		6
Permitted Phases		4	4	3	8	8	5	2	2	1	6	6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.9	37.5	37.5	11.9	37.5	37.5	11.4	35.4	35.4	11.4	35.4	35.4
Total Split (s)	23.5	37.5	37.5	23.5	37.5	37.5	23.5	44.0	44.0	23.5	37.5	37.5
Total Split (%)	19.6%	31.3%	31.3%	19.6%	31.3%	31.3%	19.6%	36.7%	36.7%	12.5%	29.6%	29.6%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	3.2	2.8	2.8	3.2	2.8	2.8	2.7	2.7	2.7	2.7	2.7	2.7
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)	6.9	6.5	6.5	6.9	6.5	6.5	6.4	6.4	6.4	6.4	6.4	6.4
Lead/Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	16.6	29.4	29.4	18.2	31.0	31.0	16.7	40.6	40.6	8.2	29.5	29.5
Actuated g/C Ratio	0.14	0.24	0.24	0.15	0.26	0.26	0.14	0.34	0.34	0.07	0.25	0.25
v/c Ratio	0.69	0.83	0.43	1.22	0.61	0.07	0.90	0.83	0.95	0.64	0.73	0.46
Control Delay	58.2	52.6	7.5	161.2	43.1	0.3	91.2	45.3	42.6	79.5	46.1	9.3
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	58.2	52.6	7.5	161.2	43.1	0.3	91.2	45.3	42.6	79.5	46.1	9.3
LOS	E	D	A	F	D	A	F	D	D	E	D	A
Approach Delay		46.2		104.6		49.4				41.1		
Approach LOS		D		F		D				D		
Queue Length 50ft (m)	35.9	78.2	0.0	-92.4	53.1	0.0	45.9	108.0	85.2	16.8	68.7	2.0
Queue Length 95ft (m)	51.0	100.2	18.0	#127.2	70.8	0.0	#87.4	#143.7	#167.5	#36.1	84.1	22.4
Internal Link Dist (m)		235.7		375.0		144.1				235.2		
Turn Bay Length (m)	100.0	64.0	75.0		47.5					40.0		45.0
Base Capacity (vph)	444	856	497	477	794	469	223	1099	701	118	1172	481
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	0.69	0.79	0.42	1.22	0.61	0.07	0.88	0.83	0.95	0.61	0.73	0.46
Intersection Summary												
Cycle Length: 120												
Actuated Cycle Length: 120												
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green												
Natural Cycle: 120												
Control Type: Actuated-Coordinated												

Lanes, Volumes, Timings  
4: St. Laurent & Coventry/Ogilvie

06/09/2023

Maximum v/c Ratio: 1.22  
 Intersection Signal Delay: 58.4 Intersection LOS: E  
 Intersection Capacity Utilization 100.5% ICU Level of Service G  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.



Lanes, Volumes, Timings  
5: Riverside & 417EB/Tremblay

06/09/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↔↔	↔	↔	↔	↔↔	↔↔	↔↔	↔↔	↔	↔	↔
Traffic Volume (vph)	552	367	692	142	0	314	0	2046	115	62	1354	0
Future Volume (vph)	552	367	692	142	0	314	0	2046	115	62	1354	0
Satd. Flow (prot)	2903	3191	1339	1610	0	2611	0	4587	0	1626	3283	0
Flt Permitted	0.950			0.950						0.950		
Satd. Flow (perm)	2869	3191	1320	1598	0	2611	0	4587	0	1625	3283	0
Satd. Flow (RTOR)			266			118		8				
Lane Group Flow (vph)	552	367	692	142	0	314	0	2161	0	62	1954	0
Turn Type	Prot	NA	Free	Prot		pt-ov		NA		Prot	NA	
Protected Phases	7	4		3		8		2		1		6
Permitted Phases			Free									
Detector Phase	7	4	3	8	1	2		2		1		6
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0		10.0		10.0		5.0		10.0
Minimum Split (s)	11.0	32.0		11.0		40.1		40.1		10.9		40.1
Total Split (s)	36.0	34.0		19.0		74.0		74.0		13.0		87.0
Total Split (%)	25.7%	24.3%		13.6%		52.9%		52.9%		9.3%		62.1%
Yellow Time (s)	3.3	3.3		3.3		3.7		3.7		3.7		3.7
All-Red Time (s)	2.7	2.7		2.7		2.4		2.4		2.2		2.4
Lost Time Adjust (s)	0.0	0.0		0.0		0.0		0.0		0.0		0.0
Total Lost Time (s)	6.0	6.0		6.0		6.1		6.1		5.9		6.1
Lead/Lag	Lead	Lag	Lead	Lead		Lag		Lag		Lead		Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes		Yes		Yes		Yes
Recall Mode	None	None	None	None		C-Max		C-Max		None		C-Max
Act Effct Green (s)	29.1	26.8	140.0	13.0		23.8		69.1		7.1		82.1
Actuated g/C Ratio	0.21	0.19	1.00	0.09		0.17		0.49		0.05		0.59
v/c Ratio	0.92	0.60	0.52	0.95		0.58		0.95		0.76		0.70
Control Delay	75.1	56.0	1.5	124.5		37.6		44.9		93.0		31.4
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0		0.0		0.0
Total Delay	75.1	56.0	1.5	124.5		37.6		44.9		93.0		31.4
LOS	E	E	A	F		D		D		F		C
Approach Delay		39.1		64.7		44.9		44.9		34.1		
Approach LOS		D		E		D		D		C		
Queue Length 50th (m)	77.1	48.8	0.0	39.8		28.4		208.0		18.0		140.6
Queue Length 95th (m)	#107.1	65.5	0.0	#61.7		45.7		#247.9		m#25.5		m25.2
Internal Link Dist (m)		156.9		92.5		218.5		218.5		164.5		
Turn Bay Length (m)	50.0		71.0		60.0					35.0		
Base Capacity (vph)	622	638	1320	149		525		2266		82		1925
Starvation Cap Reductn	0	0	0	0		0		0		0		0
Spillback Cap Reductn	0	0	0	0		0		0		0		0
Storage Cap Reductn	0	0	0	0		0		0		0		0
Reduced v/c Ratio	0.89	0.58	0.52	0.95		0.60		0.95		0.76		0.70
Intersection Summary												
Cycle Length: 140												
Actuated Cycle Length: 140												
Offset: 3 (2%), Referenced to phase 2:NBT and 6:SBT, Start of Green												
Natural Cycle: 125												
Control Type: Actuated-Coordinated												

Lanes, Volumes, Timings  
5: Riverside & 417EB/Tremblay

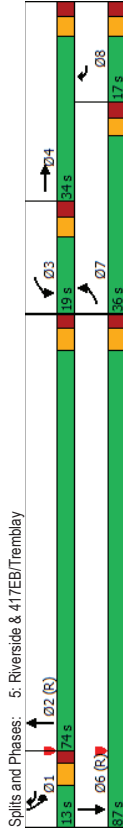
06/09/2023

Lane Group	Ø8
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	8
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	11.0
Total Split (s)	17.0
Total Split (%)	12%
Yellow Time (s)	3.3
All-Red Time (s)	2.7
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	None
Act Effct Green (s)	
Actuated G/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (m)	
Queue Length 95th (m)	
Internal Link Dist (m)	
Turn Bay Length (m)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Lanes, Volumes, Timings  
5: Riverside & 417EB/Tremblay

06/09/2023

Maximum v/c Ratio: 0.95	Intersection LOS: D
Intersection Signal Delay: 42.2	ICU Level of Service E
Intersection Capacity Utilization 90.2%	
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	



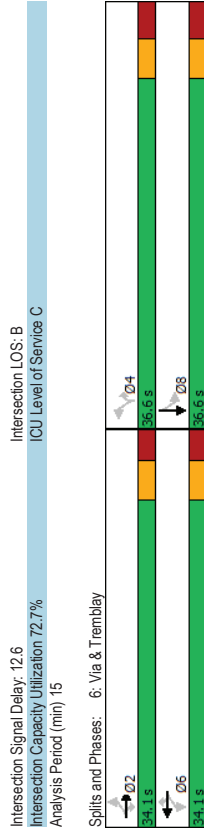
Lanes, Volumes, Timings  
6: Via & Tremblay

06/09/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	2	304	164	56	390	0	147	0	77	1	0	1
Future Volume (vph)	2	304	164	56	390	0	147	0	77	1	0	1
Satd. Flow (prot)	1658	3131	1455	1610	3283	1745	1642	0	1455	0	1370	0
Flt Permitted	0.521			0.567			0.757				0.976	
Satd. Flow (perm)	642	3131	703	642	3283	1745	960	0	1059	0	1189	0
Satd. Flow (RTOR)		164					50		48			
Lane Group Flow (vph)	2	304	164	56	390	0	147	0	77	0	2	0
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	Perm	NA	NA	NA
Protected Phases	2	2	2	6	6	4	4	8	8			
Permitted Phases	2	2	2	6	6	4	4	8	8			
Detector Phase	2	2	2	6	6	4	4	8	8			
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)	30.6	30.6	30.6	30.6	30.6	30.6	30.6	30.6	30.6	30.6	30.6	30.6
Total Split (s)	34.1	34.1	34.1	34.1	34.1	34.1	34.1	34.1	34.1	34.1	34.1	34.1
Total Split (%)	48.2%	48.2%	48.2%	48.2%	48.2%	48.2%	51.8%	51.8%	51.8%	51.8%	51.8%	51.8%
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)	2.8	2.8	2.8	2.8	2.8	2.8	3.3	3.3	3.3	3.3	3.3	3.3
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)	6.1	6.1	6.1	6.1	6.1	6.1	6.6	6.6	6.6	6.6	6.6	6.6
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min
Act Effct Green (s)	22.8	22.8	22.8	22.8	22.8	22.8	24.2	24.2	24.2	24.2	24.2	24.2
Actuated G/C Ratio	0.38	0.38	0.38	0.38	0.38	0.38	0.40	0.40	0.40	0.40	0.40	0.40
v/c Ratio	0.01	0.26	0.44	0.23	0.31	0.38	0.17	0.17	0.17	0.00	0.00	0.00
Control Delay	12.0	13.6	7.2	16.2	14.1	15.0	6.2	6.2	6.2	0.0	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	12.0	13.6	7.2	16.2	14.1	15.0	6.2	6.2	6.2	0.0	0.0	0.0
LOS	B	B	A	B	B	B	B	A	A	A	A	A
Approach Delay	11.4			14.3			12.0					
Approach LOS	B			B			B					
Queue Length 50th (m)	0.1	11.5	0.0	4.0	15.1	9.8	1.6	1.6	1.6	0.0	0.0	0.0
Queue Length 95th (m)	1.3	19.3	11.6	11.5	24.2	21.8	7.9	7.9	7.9	0.0	0.0	0.0
Internal Link Dist (m)		339.7			91.7		21.9					
Turn Bay Length (m)	38.0	40.0	45.0									
Base Capacity (vph)	316	1541	429	316	1615	485	560	560	560	625	625	625
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	0.01	0.20	0.38	0.18	0.24	0.30	0.14	0.14	0.14	0.00	0.00	0.00
Intersection Summary												
Cycle Length: 70.7												
Actuated Cycle Length: 59.8												
Natural Cycle: 70												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.44												

Lanes, Volumes, Timings  
6: Via & Tremblay

06/09/2023





Lanes, Volumes, Timings  
7: Belfast & Tremblay

06/09/2023

	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	190	80	194	20	121	47	154	410	20	24	414	90
Traffic Volume (vph)	190	80	194	20	121	47	154	410	20	24	414	90
Future Volume (vph)	1642	892	0	1658	1345	0	1688	1688	0	1486	1540	0
Sat'd. Flow (prot)	0.636			0.453			0.268			0.950		
Flt Permitted	836	892	0	546	1345	0	395	1688	0	1050	1540	0
Sat'd. Flow (perm)	122			19			3			13		
Sat'd. Flow (RTOR)	190	274	0	20	168	0	154	400	0	24	504	0
Lane Group Flow (vph)	Perm	NA	Perm	NA	pm+pt	NA	Prot	NA	Prot	NA		
Turn Type	4	4	8	8	8	5	2	1	6			
Permitted Phases	4	4	8	8	8	5	2	1	6			
Detector Phase	4	4	8	8	8	5	2	1	6			
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	24.8	24.8	29.8	29.8	29.8	10.9	23.9	10.9	28.9	10.9	28.9	28.9
Total Split (s)	35.0	35.0	35.0	35.0	35.0	20.0	45.0	20.0	45.0	20.0	45.0	45.0
Total Split (%)	35.0%	35.0%	35.0%	35.0%	35.0%	20.0%	45.0%	20.0%	45.0%	20.0%	45.0%	45.0%
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)	3.5	3.5	3.5	3.5	3.5	2.6	2.6	2.6	2.6	2.6	2.6	2.6
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)	6.8	6.8	6.8	6.8	6.8	5.9	5.9	5.9	5.9	5.9	5.9	5.9
Lead/Lag						Lead	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	Max	None	Max	None	Max	None	
Act Effct Green (s)	26.1	26.1	26.1	26.1	26.1	54.6	49.9	7.1	39.2	7.1	39.2	
Actuated G/C Ratio	0.28	0.28	0.28	0.28	0.28	0.58	0.53	0.08	0.42	0.08	0.42	
v/c Ratio	0.83	0.82	0.13	0.44	0.42	0.48	0.21	0.78	0.21	0.78	0.21	
Control Delay	61.6	38.9	28.8	29.1	12.8	18.4	46.5	34.2	46.5	34.2	46.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	61.6	38.9	28.8	29.1	12.8	18.4	46.5	34.2	46.5	34.2	46.5	
LOS	E	D	C	C	B	B	D	C	D	C	C	
Approach Delay	48.2	29.1	16.9	34.8								
Approach LOS	D	C	B	C								
Queue Length 50th (m)	32.7	26.9	2.8	22.3	12.5	42.2	4.3	79.9	4.3	79.9	4.3	
Queue Length 95th (m)	#70.5	#72.1	8.9	41.9	21.6	91.3	12.2	#137.7	12.2	#137.7	12.2	
Internal Link Dist (m)	254.6			135.9	210.0							
Turn Bay Length (m)	98.0			35.0	45.0							
Base Capacity (vph)	250	352	163	416	421	894	224	647	224	647	224	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.76	0.78	0.12	0.40	0.37	0.48	0.11	0.78	0.11	0.78	0.11	
Intersection Summary												
Cycle Length: 100												
Actuated Cycle Length: 94.3												
Natural Cycle: 75												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.83												

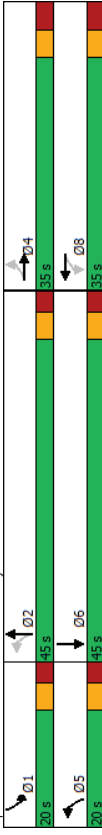
Lanes, Volumes, Timings  
7: Belfast & Tremblay

06/09/2023

Intersection Signal Delay: 31.8  
Intersection Capacity Utilization 91.7%  
Analysis Period (min) 15  
# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Intersection LOS: C  
ICU Level of Service F

Splits and Phases: 7: Belfast & Tremblay



Lanes, Volumes, Timings  
8: St. Laurent & Tremblay

06/09/2023

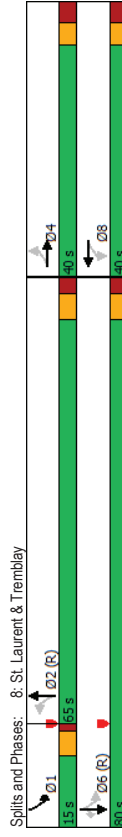
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	226	38	79	23	21	180	28	1419	12	51	1095	80
Future Volume (vph)	226	38	79	23	21	180	28	1419	12	51	1095	80
Satd. Flow (prot)	1398	1476	0	1658	1447	0	1626	4756	0	1658	3191	1339
Flt Permitted	0.549			0.682		0.240		0.119				
Satd. Flow (perm)	787	1476	0	1154	1447	0	405	4756	0	206	3191	1222
Satd. Flow (RTOR)	79			177		1		1				80
Lane Group Flow (vph)	226	117	0	23	201	0	28	1431	0	51	1095	80
Turn Type	Perm	NA	NA	Perm	NA	Perm	NA	pm-pt	NA	Perm	NA	Perm
Permitted Phases	4	4		8	8		2	2		1	6	6
Detector Phase	4	4		8	8		2	2		1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	38.5	38.5	38.5	38.5	38.5	38.5	38.5	38.5	39.2	39.2	39.2	39.2
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	54.2%	54.2%	66.7%	66.7%
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.7	3.7	3.7	3.7
All-Red Time (s)	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.2	6.2	4.7	4.7	6.2	6.2
Lead/Lag							Lead	Lag	Lead	Lag		
Lead-Lag Optimize?							Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	33.5	33.5	33.5	33.5	33.5	33.5	64.2	64.2	75.3	73.8	73.8	73.8
Actuated G/C Ratio	0.28	0.28	0.28	0.28	0.28	0.28	0.54	0.54	0.63	0.62	0.62	0.62
v/c Ratio	1.03	0.25	0.07	0.38	0.13	0.56	0.24	0.56	0.24	0.56	0.10	0.10
Control Delay	112.6	14.2	32.7	9.2	17.4	20.2	11.4	14.9	2.3	11.4	14.9	2.3
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	112.6	14.2	32.7	9.2	17.4	20.2	11.4	14.9	2.3	11.4	14.9	2.3
LOS	F	B	C	A	B	C	B	C	B	B	B	A
Approach Delay	79.0	111.6	20.1	20.1	13.9							
Approach LOS	E	B	C	C	B							
Queue Length 50th (m)	-56.9	6.6	4.0	4.2	3.3	81.9	4.3	74.5	4.3	74.5	0.0	0.0
Queue Length 95th (m)	#105.4	21.1	10.6	22.6	9.2	98.6	9.1	92.4	9.1	92.4	5.8	5.8
Internal Link Dist (m)	156.9			90.2		55.6		120.1				
Turn Bay Length (m)	34.5			35.0		35.0		78.5				
Base Capacity (vph)	219	468	322	531	216	2546	263	1962	263	1962	782	782
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	1.03	0.25	0.07	0.38	0.13	0.56	0.20	0.56	0.20	0.56	0.10	0.10

Intersection Summary	
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	49 (41%), Referenced to phase 2:NBLT and 6:SBTL, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated

Lanes, Volumes, Timings  
8: St. Laurent & Tremblay

06/09/2023

Maximum v/c Ratio:	1.03	Intersection LOS: C
Intersection Signal Delay:	23.4	ICU Level of Service F
Intersection Capacity Utilization:	96.8%	
Analysis Period (min):	15	
~ Volume exceeds capacity, queue is theoretically infinite.		
Queue shown is maximum after two cycles.		
# 95th percentile volume exceeds capacity, queue may be longer.		
Queue shown is maximum after two cycles.		



# Appendix H

Synchro Intersection Worksheets – 2037 Future Background Conditions

Lanes, Volumes, Timings  
1: Vanier & Coventry

06/09/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	5	7	12	745	83	141	132	1372	465	201	1700	43
Traffic Volume (vph)	5	7	12	745	83	141	132	1372	465	201	1700	43
Future Volume (vph)	0	1710	1483	2988	1524	1427	1658	3316	1483	3216	4739	0
Sat'd. Flow (prot)	0.990	0.990	0.966	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Flt Permitted	0	1698	1404	2927	1511	1374	1653	3316	1419	3201	4739	0
Sat'd. Flow (perm)	0	189	189	189	189	189	189	189	189	189	189	189
Sat'd. Flow (RTOR)	0	12	12	551	277	141	132	1372	465	201	1743	0
Lane Group Flow (vph)	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	0
Turn Type	4	4	4	9	9	9	5	2	2	1	6	6
Protected Phases												
Permitted Phases	4	4	4	9	9	9	5	2	2	1	6	6
Detector Phase												
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	17.0	17.0	17.0	40.9	40.9	40.9	11.8	35.7	35.7	11.8	35.7	35.7
Total Split (s)	17.0	17.0	17.0	41.0	41.0	41.0	23.0	68.0	68.0	14.0	59.0	59.0
Total Split (%)	12.1%	12.1%	12.1%	29.3%	29.3%	29.3%	16.4%	48.6%	48.6%	10.0%	42.1%	42.1%
Yellow Time (s)	3.3	3.3	3.3	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	3.7	3.7	3.7	3.2	3.2	3.2	3.1	3.0	3.0	3.1	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	6.9	6.9	6.9	6.8	6.7	6.7	6.8	6.7	6.7
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	10.0	10.0	31.0	31.0	31.0	14.7	66.5	66.5	66.5	11.9	63.7	63.7
Actuated G/C Ratio	0.07	0.07	0.22	0.22	0.22	0.10	0.48	0.48	0.48	0.08	0.46	0.46
v/c Ratio	0.10	0.04	0.83	0.82	0.31	0.76	0.87	0.51	0.74	0.81	0.81	0.81
Control Delay	62.8	0.3	63.5	71.4	3.5	73.9	25.0	0.8	77.9	38.8	38.8	38.8
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	62.8	0.3	63.5	71.4	3.5	73.9	25.0	0.8	77.9	38.8	38.8	38.8
LOS	E	A	E	E	A	E	C	A	A	E	D	D
Approach Delay	31.6		57.0			22.5				42.8		
Approach LOS	C		E			C				D		
Queue Length 50th (m)	3.2	0.0	78.4	78.5	0.0	38.8	132.7	1.3	-34.6	173.8		
Queue Length 95th (m)	9.9	0.0	100.4	#116.0	5.8	m36.8	m97.0	m1.0	#60.5	#209.6		
Internal Link Dist (m)	99.6		160.2			436.0				226.1		
Turn Bay Length (m)	60.0	90.0				85.0			200.0	90.0		
Base Capacity (vph)	122	275	727	371	477	191	1573	917	273	2158		
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	0.10	0.04	0.76	0.75	0.30	0.69	0.87	0.51	0.74	0.81	0.81	0.81

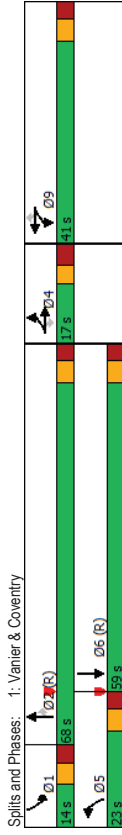
Scenario 1 400 Coventry Road 11:59 pm 08/26/2022 2037 Future Background  
MC

06/09/2023

Lanes, Volumes, Timings  
1: Vanier & Coventry

06/09/2023

Maximum v/c Ratio: 0.87	Intersection LOS: D
Intersection Signal Delay: 37.4	ICU Level of Service E
Intersection Capacity Utilization 88.6%	
Analysis Period (min) 15	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	



Scenario 1 400 Coventry Road 11:59 pm 08/26/2022 2037 Future Background  
MC

Synchro 11 Report  
Page 1

Synchro 11 Report  
Page 2

Lanes, Volumes, Timings  
2: Retail/Lola & Coventry

06/09/2023

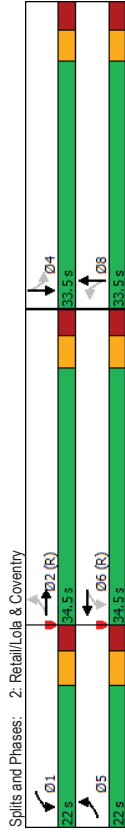
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	1	1	1	1	1	1	1	1	1	1	1
Traffic Volume (vph)	109	451	42	34	719	168	49	19	17	151	14	169
Future Volume (vph)	109	451	42	34	719	168	49	19	17	151	14	169
Satd. Flow (prot)	1688	3174	0	1851	3085	0	1688	1496	0	1580	1437	0
Flt Permitted	0.229			0.472	0.601					0.734		
Satd. Flow (perm)	389	3174	0	725	3085	0	1021	1496	0	1187	1437	0
Satd. Flow (RTOR)	11			33			17			169		
Lane Group Flow (vph)	109	493	0	34	887	0	49	36	0	151	183	0
Turn Type	pm-pt	NA		pm-pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6		8			4		
Permitted Phases	5	2		6			8			4		
Detector Phase	5	2		1	6		8			4		
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		10.0			10.0		
Minimum Split (s)	11.6	27.6		11.6	27.6		33.5			33.5		
Total Split (s)	22.0	34.5		22.0	34.5		33.5			33.5		
Total Split (%)	24.4%	38.3%		24.4%	38.3%		37.2%			37.2%		
Yellow Time (s)	3.7	3.7		3.7	3.7		3.3			3.3		
All-Red Time (s)	2.9	2.9		2.9	2.9		3.2			3.2		
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0			0.0		
Total Lost Time (s)	6.6	6.6		6.6	6.6		6.5			6.5		
Lead/Lag	Lead	Lag		Lead	Lag		Lead			Lag		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes			Yes		
Recall Mode	None	C-Max		None	C-Max		None			None		
Act Effct Green (s)	53.5	47.8		49.0	43.7		20.9			20.9		
Actuated G/C Ratio	0.99	0.53		0.54	0.49		0.23			0.23		
v/c Ratio	0.32	0.29		0.08	0.59		0.21			0.55		
Control Delay	11.3	15.1		7.9	15.9		26.9			36.3		
Queue Delay	0.0	0.0		0.0	0.0		0.0			0.0		
Total Delay	11.3	15.1		7.9	15.9		26.9			36.3		
LOS	B	B		A	B		C			D		
Approach Delay	14.4			15.6			22.1			20.6		
Approach LOS	B			B			C			C		
Queue Length 50th (m)	8.4	29.7		1.7	37.9		6.2			20.8		
Queue Length 95th (m)	16.0	43.3		m2.9	m63.1		14.9			38.3		
Internal Link Dist (m)	374.2			60.0			66.3			115.1		
Turn Bay Length (m)	75.0			60.0			66.3			39.0		
Base Capacity (vph)	468	1691		588	1513		306			356		
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	0.24	0.29		0.06	0.59		0.16			0.42		

Intersection Summary	
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	0 (0%), Referenced to phase 2,EBTL and 6,WBTL, Start of Green
Natural Cycle:	75
Control Type:	Actuated-Coordinated

Lanes, Volumes, Timings  
2: Retail/Lola & Coventry

06/09/2023

Maximum v/c Ratio:	0.59
Intersection Signal Delay:	16.4
Intersection LOS:	B
Intersection Capacity Utilization:	64.0%
ICU Level of Service:	E
Analysis Period (min):	15
m	Volume for 95th percentile queue is metered by upstream signal.



Lanes, Volumes, Timings  
3: Belfast/Retail & Coventry

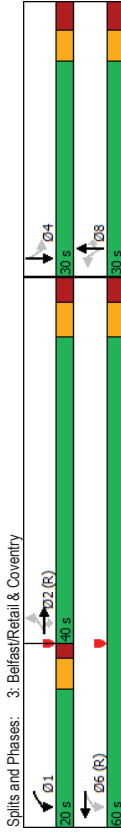
06/09/2023

	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	0	408	188	185	724	3	279	0	238	0	0	0
Traffic Volume (vph)	0	408	188	185	724	3	279	0	238	0	0	0
Future Volume (vph)	0	408	188	185	724	3	279	0	238	0	0	0
Satd. Flow (prot)	1745	1679	1455	1658	1709	0	0	1626	1469	0	1745	0
Flt Permitted				0.364			0.757					
Satd. Flow (perm)	1745	1679	1188	595	1709	0	0	1171	1187	0	1745	0
Satd. Flow (RTOR)			188						168			
Lane Group Flow (vph)	0	408	188	185	727	0	0	279	238	0	0	0
Turn Type	Perm	NA	Perm	pm-pt	NA	Perm	NA	Perm				
Protected Phases	2	2	2	6	1	6	8	8	8	4	4	4
Permitted Phases	2	2	2	6	1	6	8	8	8	4	4	4
Detector Phase	2	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	29.5	29.5	29.5	10.4	29.5	29.5	29.5	29.5	29.5	29.5	29.5	29.5
Total Split (s)	40.0	40.0	40.0	20.0	60.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	44.4%	44.4%	44.4%	22.2%	66.7%	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%
Yellow Time (s)	3.7	3.7	3.7	3.3	3.7	3.3	3.3	3.3	3.3	3.3	3.3	3.3
All-Red Time (s)	2.8	2.8	2.8	1.7	2.8	3.2	3.2	3.2	3.2	3.2	3.2	3.2
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)	6.5	6.5	6.5	5.0	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	None	None	None	None	None	None	None
Act Effct Green (s)	39.2	39.2	55.6	54.1	54.1	22.9	22.9	22.9	22.9	22.9	22.9	22.9
Actuated G/C Ratio	0.44	0.44	0.62	0.60	0.60	0.25	0.25	0.25	0.25	0.25	0.25	0.25
v/c Ratio	0.56	0.30	0.38	0.71	0.94	0.94	0.56	0.56	0.56	0.56	0.56	0.56
Control Delay	18.1	3.4	10.0	17.5	73.6	14.9	14.9	14.9	14.9	14.9	14.9	14.9
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	18.1	3.4	10.0	17.5	73.6	14.9	14.9	14.9	14.9	14.9	14.9	14.9
LOS	B	A	B	B	B	E	E	B	B	B	B	B
Approach Delay	13.4		16.0	46.6								
Approach LOS	B		B	D								
Queue Length 50th (m)	27.6	1.9	12.8	81.6	46.8	9.5	9.5	9.5	9.5	9.5	9.5	9.5
Queue Length 95th (m)	37.9	5.6	21.9	124.6	492.7	31.9	31.9	31.9	31.9	31.9	31.9	31.9
Internal Link Dist (m)	236.9		288.2	248.0								
Turn Bay Length (m)	75.0		75.0	20.0								
Base Capacity (vph)	730	623	544	1026	305	434	434	434	434	434	434	434
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	0.56	0.30	0.34	0.71	0.91	0.55	0.55	0.55	0.55	0.55	0.55	0.55
Intersection Summary												
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 0 (0%), Referenced to phase 2/EBTL and 6/WBTL, Start of Green												
Natural Cycle: 70												
Control Type: Actuated-Coordinated												

Lanes, Volumes, Timings  
3: Belfast/Retail & Coventry

06/09/2023

Maximum v/c Ratio: 0.94	Intersection LOS: C
Intersection Signal Delay: 23.0	ICU Level of Service E
Intersection Capacity Utilization 88.0%	
Analysis Period (min): 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	



Lanes, Volumes, Timings  
4: St. Laurent & Coventry/Ogilvie

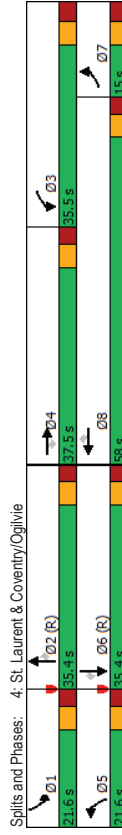
06/09/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	TT	TT	TT	TT	TT	TT	TT	TT	TT	TT	TT	TT
Traffic Volume (vph)	72	296	60	756	719	26	171	917	616	34	866	147
Future Volume (vph)	72	296	60	756	719	26	171	917	616	34	866	147
Satd. Flow (prot)	3010	3283	1388	3216	3103	1339	1523	3161	1441	1642	4764	1427
Flt Permitted	0.950			0.950			0.950					
Satd. Flow (perm)	2842	3283	1288	3082	3103	1202	1493	3161	1327	1610	4764	1301
Satd. Flow (RTOR)	195			140			500					196
Lane Group Flow (vph)	72	296	60	756	719	26	171	917	616	34	866	147
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Permitted Phases	7	4		3	8		5	2		1		6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6

Lanes, Volumes, Timings  
4: St. Laurent & Coventry/Ogilvie

06/09/2023

Maximum v/c Ratio: 0.97	Intersection LOS: D
Intersection Signal Delay: 50.4	ICU Level of Service G
Intersection Capacity Utilization: 101.4%	
Analysis Period (min): 15	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	



Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.9	37.5	37.5	11.9	37.5	11.4	35.4	35.4	11.4	35.4	11.4	35.4
Total Split (s)	15.0	37.5	37.5	35.5	58.0	58.0	21.6	35.4	35.4	21.6	35.4	35.4
Total Split (%)	11.5%	28.8%	28.8%	27.3%	44.6%	44.6%	16.6%	27.2%	27.2%	16.6%	27.2%	27.2%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	3.2	2.8	2.8	3.2	2.8	2.8	2.7	2.7	2.7	2.7	2.7	2.7
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)	6.9	6.5	6.5	6.9	6.5	6.5	6.4	6.4	6.4	6.4	6.4	6.4
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	18.0	27.3	27.3	31.4	43.3	43.3	15.7	41.9	41.9	8.2	29.4	29.4
Actuated G/C Ratio	0.14	0.21	0.21	0.24	0.33	0.33	0.12	0.32	0.32	0.06	0.23	0.23
v/c Ratio	0.17	0.43	0.14	0.97	0.70	0.05	0.93	0.90	0.80	0.33	0.80	0.33
Control Delay	50.0	45.7	0.7	75.7	43.1	0.2	107.5	55.7	18.1	66.1	54.3	3.8
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	50.0	45.7	0.7	75.7	43.1	0.2	107.5	55.7	18.1	66.1	54.3	3.8
LOS	D	A	A	E	D	A	F	E	B	E	D	A
Approach Delay	40.1			58.8			47.3			47.6		
Approach LOS	D			E			D			D		
Queue Length 50th (m)	8.1	33.6	0.0	~110.3	90.4	0.0	44.2	~133.9	28.4	8.5	77.8	0.0
Queue Length 95th (m)	16.2	47.2	0.0	#148.5	103.7	0.0	#88.9	#184.4	#107.0	19.0	94.0	6.4
Internal Link Dist (m)	237.3			375.2			144.1			235.2		
Turn Bay Length (m)	100.0	64.0	75.0		47.5		40.0			45.0		
Base Capacity (vph)	426	782	450	777	1280	577	183	1019	766	191	1077	446
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	0.17	0.38	0.13	0.97	0.56	0.05	0.93	0.90	0.80	0.18	0.80	0.33

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	

Lanes, Volumes, Timings  
5: Riverside & 417EB/Tremblay

06/09/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	TT	TT	T	T	T	T	TT	TT	TT	T	TT	TT
Traffic Volume (vph)	768	289	939	91	0	270	0	2289	137	49	1291	0
Future Volume (vph)	768	289	939	91	0	270	0	2289	137	49	1291	0
Satd. Flow (prot)	3216	3283	1375	1595	0	2585	0	4470	0	1658	3283	0
Flt Permitted	0.950			0.950						0.950		
Satd. Flow (perm)	3190	3283	1355	1580	0	2585	0	4470	0	1657	3283	0
Satd. Flow (RTOR)	403			118				8				
Lane Group Flow (vph)	768	289	939	91	0	270	0	2426	0	49	1291	0
Turn Type	Prot	NA	Free	Prot	pt-ov	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	Free	3	8	1	2			1	6	
Permitted Phases			Free									
Detector Phase	7	4	3	8	1	2				1	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0	None	5.0	10.0	None	5.0	10.0	5.0	10.0	10.0	5.0
Minimum Split (s)	11.0	32.0	11.0	11.0	40.1	40.1	10.9	40.1	10.9	40.1	40.1	11.0
Total Split (s)	49.0	49.0	16.0	16.0	64.0	64.0	11.0	75.0	11.0	75.0	75.0	16.0
Total Split (%)	35.0%	35.0%	11.4%	11.4%	45.7%	45.7%	7.9%	53.6%	7.9%	53.6%	53.6%	11%
Yellow Time (s)	3.3	3.3	3.3	3.3	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.3
All-Red Time (s)	2.7	2.7	2.7	2.7	2.4	2.4	2.2	2.4	2.2	2.4	2.4	2.7
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)	6.0	6.0	6.0	6.0	6.1	6.1	5.9	6.1	5.9	6.1	6.1	6.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	None	C-Max	None	C-Max	C-Max	None
Act Effct Green (s)	38.1	38.7	140.0	9.8	23.0	60.8	6.6	73.3	6.6	73.3	73.3	38.1
Actuated g/C Ratio	0.27	0.28	1.00	0.07	0.16	0.43	0.05	0.52	0.05	0.52	0.52	0.27
v/c Ratio	0.88	0.32	0.69	0.82	0.52	1.25	0.63	0.75	0.63	0.75	0.75	0.88
Control Delay	60.6	40.4	2.9	110.3	33.6	150.0	77.0	35.6	77.0	35.6	35.6	60.6
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	60.6	40.4	2.9	110.3	33.6	150.0	77.0	35.6	77.0	35.6	35.6	60.6
LOS	E	D	A	F	C	F	E	D	E	D	D	E
Approach Delay	30.5	52.9	150.0	37.1								
Approach LOS	C	D	F	D								
Queue Length 50th (m)	104.7	32.5	0.0	25.3	21.1	~316.7	14.1	194.2	14.1	194.2	194.2	104.7
Queue Length 95th (m)	123.6	44.5	0.0	#55.8	38.1	#343.8	m#18.6	217.6	m#18.6	217.6	217.6	123.6
Internal Link Dist (m)	156.9	156.9	71.0	92.5	218.5	218.5	35.0	164.5	35.0	164.5	164.5	156.9
Turn Bay Length (m)	50.0			60.0								50.0
Base Capacity (vph)	987	1008	1355	113	509	1947	78	1719	78	1719	1719	987
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	0.78	0.29	0.69	0.81	0.53	1.25	0.63	0.75	0.63	0.75	0.75	0.78
Intersection Summary												
Cycle Length: 140												
Actuated Cycle Length: 140												
Offset: 116 (83%), Referenced to phase 2:NBT and 6:SBT, Start of Green												
Natural Cycle: 145												
Control Type: Actuated-Coordinated												

Lanes, Volumes, Timings  
5: Riverside & 417EB/Tremblay

06/09/2023

Lane Group	08											
Lane Configurations												
Traffic Volume (vph)												
Future Volume (vph)												
Satd. Flow (prot)												
Flt Permitted												
Satd. Flow (perm)												
Satd. Flow (RTOR)												
Lane Group Flow (vph)												
Turn Type												
Protected Phases	8											
Permitted Phases												
Detector Phase												
Switch Phase												
Minimum Initial (s)	5.0											
Minimum Split (s)	11.0											
Total Split (s)	16.0											
Total Split (%)	11%											
Yellow Time (s)	3.3											
All-Red Time (s)	2.7											
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag	Lag											
Lead-Lag Optimize?	Yes											
Recall Mode	None											
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												
Control Delay												
Queue Delay												
Total Delay												
LOS												
Approach Delay												
Approach LOS												
Queue Length 50th (m)												
Queue Length 95th (m)												
Internal Link Dist (m)												
Turn Bay Length (m)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												
Intersection Summary												



06/09/2023  
**5: Riverside & 417EB/Tremblay**

Maximum v/c Ratio: 1.25  
 Intersection Signal Delay: 80.6  
 Intersection LOS: F  
 Intersection Capacity Utilization 98.7%  
 ICU Level of Service F  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 m Volume for 95th percentile queue is metered by upstream signal.



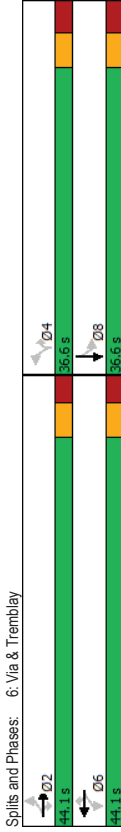
06/09/2023  
**6: Via & Tremblay**

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑
Traffic Volume (vph)	0	440	118	33	207	0	76	0	48	0	48	0
Future Volume (vph)	0	440	118	33	207	0	76	0	48	0	48	0
Satd. Flow (prot)	1745	3131	1469	1398	3221	1745	1566	0	1375	0	1047	0
Flt/Permitted		0.497					0.757					
Satd. Flow (perm)	1745	3131	689	525	3221	1745	873	0	954	0	1047	0
Satd. Flow (RTOR)		118					48		113			
Lane Group Flow (vph)	0	440	118	33	207	0	76	0	48	0	48	0
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases	2	2	2	6	6	6	4	4	4	8	8	8
Detector Phase	2	2	2	6	6	6	4	4	4	8	8	8
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)	26.1	26.1	26.1	26.1	26.1	26.1	30.6	30.6	30.6	30.6	30.6	30.6
Total Split (s)	44.1	44.1	44.1	44.1	44.1	44.1	36.6	36.6	36.6	36.6	36.6	36.6
Total Split (%)	54.6%	54.6%	54.6%	54.6%	54.6%	54.6%	45.4%	45.4%	45.4%	45.4%	45.4%	45.4%
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)	2.8	2.8	2.8	2.8	2.8	2.8	3.3	3.3	3.3	3.3	3.3	3.3
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)	6.1	6.1	6.1	6.1	6.1	6.1	6.6	6.6	6.6	6.6	6.6	6.6
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	26.2	26.2	26.2	26.2	26.2	26.2	24.3	24.3	24.3	24.3	24.3	24.3
Actuated g/C Ratio	0.41	0.41	0.41	0.41	0.41	0.41	0.38	0.38	0.38	0.38	0.38	0.38
v/c Ratio	0.34	0.33	0.15	0.16	0.23	0.23	0.12	0.12	0.12	0.12	0.12	0.12
Control Delay	13.9	6.2	14.8	12.5	13.6	13.6	4.4	4.4	4.4	4.4	4.4	4.4
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	13.9	6.2	14.8	12.5	13.6	13.6	4.4	4.4	4.4	4.4	4.4	4.4
LOS	B	A	B	B	B	B	B	A	A	A	A	A
Approach Delay	12.3		12.8		12.8		10.0		10.0		10.0	
Approach LOS	B		B		B		B		B		B	
Queue Length 50ft (m)	17.4	0.0	2.3	7.5	5.3		0.0		0.0		0.0	
Queue Length 95ft (m)	27.7	9.2	7.7	13.6	12.0		4.7		4.7		4.7	
Internal Link Dist (m)	339.7			91.7			21.9		21.9		21.9	
Turn Bay Length (m)	40.0		45.0									
Base Capacity (vph)	1901	464	318	1955	418		482		482		560	
Starvation Cap Reductn	0	0	0	0	0		0		0		0	
Spillback Cap Reductn	0	0	0	0	0		0		0		0	
Storage Cap Reductn	0	0	0	0	0		0		0		0	
Reduced v/c Ratio	0.23	0.25	0.10	0.11	0.18		0.10		0.10		0.00	
Intersection Summary												
Cycle Length: 80.7												
Actuated Cycle Length: 63.3												
Natural Cycle: 60												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.34												

Lanes, Volumes, Timings  
6: Via & Tremblay

06/09/2023

Intersection Signal Delay: 12.1 Intersection LOS: B  
 Intersection Capacity Utilization 72.7% ICU Level of Service C  
 Analysis Period (min) 15



Lanes, Volumes, Timings  
7: Belfast & Tremblay

06/09/2023

EBL EBT EBR WBL WBT WBR NBL NBT SBL SBR  
 Lane Group  
 Traffic Volume (vph) 190 100 172 18 115 40 141 328 9 17 256 85  
 Future Volume (vph) 190 100 172 18 115 40 141 328 9 17 256 85  
 Satd. Flow (prot) 1688 1078 0 1658 1541 0 1626 1689 0 1433 1517 0  
 Flt/Permitted 0.659 0.514  
 Satd. Flow (perm) 943 1078 0 627 1541 0 520 1689 0 593 1517 0  
 Satd. Flow (RTOR) 109 272 0 18 155 0 141 328 2 21  
 Lane Group Flow (vph) 190 272 0 18 155 0 141 328 0 17 341 0  
 Turn Type Perm NA Perm NA pm+pt NA Perm NA  
 Permitted Phases 4 4 8 8 5 2  
 Detector Phase 4 4 8 8 5 2  
 Switch Phase

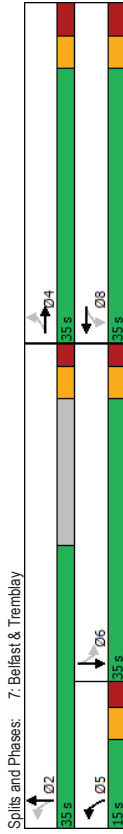
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	24.8	24.8	29.8	29.8	10.9	23.9	28.9	28.9	28.9	28.9	28.9
Total Split (s)	35.0	35.0	35.0	35.0	15.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	41.2%	41.2%	41.2%	41.2%	17.6%	41.2%	41.2%	41.2%	41.2%	41.2%	41.2%
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3
All-Red Time (s)	3.5	3.5	3.5	3.5	2.6	2.6	2.6	2.6	2.6	2.6	2.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	5.9	5.9	5.9	5.9	5.9	5.9	5.9
Lead/Lag											
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	24.5	24.5	24.5	24.5	43.6	43.6	29.1	29.1	29.1	29.1	29.1
Actuated g/C Ratio	0.30	0.30	0.30	0.30	0.54	0.54	0.36	0.36	0.36	0.36	0.36
v/c Ratio	0.67	0.68	0.09	0.32	0.36	0.37	0.08	0.61	0.08	0.61	0.61
Control Delay	37.5	24.0	21.7	20.7	12.4	12.4	19.5	25.9	19.5	25.9	25.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.5	24.0	21.7	20.7	12.4	12.4	19.5	25.9	19.5	25.9	25.9
LOS	D	C	C	C	B	B	C	B	C	B	C
Approach Delay	29.5	20.8	20.8	12.4	12.4	12.4	25.6	25.6	25.6	25.6	25.6
Approach LOS	C	C	C	C	B	B	C	C	C	C	C
Queue Length 50ft (m)	25.5	21.5	2.0	15.6	9.7	26.2	1.7	38.6	1.7	38.6	38.6
Queue Length 95ft (m)	48.2	48.4	6.7	30.3	20.9	49.2	6.4	71.5	6.4	71.5	71.5
Internal Link Dist (m)	254.6	254.6	135.9	135.9	210.0	210.0	31.1	31.1	31.1	31.1	31.1
Turn Bay Length (m)	98.0	98.0	35.0	35.0	45.0	45.0	16.5	16.5	16.5	16.5	16.5
Base Capacity (vph)	329	447	219	552	405	929	213	560	213	560	560
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.61	0.08	0.28	0.35	0.36	0.08	0.61	0.08	0.61	0.61

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 80.8	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.68	

Lanes, Volumes, Timings  
7: Belfast & Tremblay

06/09/2023

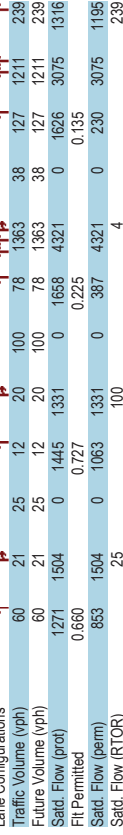
Intersection Signal Delay: 22.0 Intersection LOS: C  
 Intersection Capacity Utilization 81.3% ICU Level of Service D  
 Analysis Period (min) 15



Lanes, Volumes, Timings  
8: St. Laurent & Tremblay

06/09/2023

Intersection Signal Delay: 22.0 Intersection LOS: C  
 Intersection Capacity Utilization 81.3% ICU Level of Service D  
 Analysis Period (min) 15

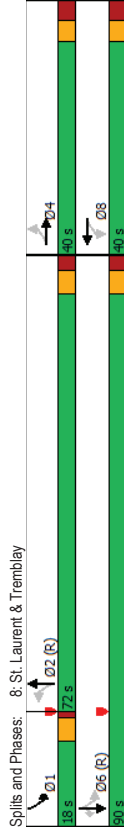


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	21	25	12	20	100	78	1363	38	127	1211	239
Future Volume (vph)	60	21	25	12	20	100	78	1363	38	127	1211	239
Satd. Flow (prot)	1271	1504	0	1445	1331	0	1658	4321	0	1626	3075	1316
Flt/Permitted	0.660			0.727			0.225			0.135		
Satd. Flow (perm)	853	1504	0	1053	1331	0	387	4321	0	230	3075	1195
Satd. Flow (RTOR)	25			100			4			239		
Lane Group Flow (vph)	60	46	0	12	120	0	78	1401	0	127	1211	239
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	pm-pt	NA	Perm	NA
Permitted Phases	4	4	8	8	8	2	2	2	1	6	6	6
Detector Phase	4	4	8	8	8	2	2	2	1	6	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	38.5	38.5	38.5	38.5	38.5	39.2	39.2	39.2	9.7	39.2	39.2	39.2
Total Split (s)	40.0	40.0	40.0	40.0	40.0	72.0	72.0	72.0	18.0	90.0	90.0	90.0
Total Split (%)	30.8%	30.8%	30.8%	30.8%	30.8%	55.4%	55.4%	55.4%	13.8%	69.2%	69.2%	69.2%
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3	3.7	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	3.2	3.2	3.2	3.2	3.2	2.5	2.5	2.5	1.0	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.2	6.2	6.2	4.7	6.2	6.2	6.2
Lead/Lag						Lag	Lag	Lag	Lead	Lead	Lead	Lead
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max	C-Max	C-Max
Act Effct Green (s)	27.6	27.6	27.6	27.6	27.6	76.0	76.0	76.0	91.2	89.7	89.7	89.7
Actuated g/C Ratio	0.21	0.21	0.21	0.21	0.21	0.58	0.58	0.58	0.70	0.69	0.69	0.69
v/c Ratio	0.33	0.14	0.05	0.33	0.35	0.35	0.55	0.57	0.49	0.57	0.27	0.27
Control Delay	46.2	22.4	38.3	13.2	22.4	19.0	14.0	12.7	14.0	12.7	1.8	1.8
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	46.2	22.4	38.3	13.2	22.4	19.0	14.0	12.7	14.0	12.7	1.8	1.8
LOS	D	C	D	B	B	C	B	B	B	B	A	A
Approach Delay		35.9		15.5		19.2					11.1	
Approach LOS		D		B		B					B	
Queue Length 50ft (m)	12.5	4.1	2.4	4.0	10.8	83.9	10.8	85.9	10.8	85.9	0.0	0.0
Queue Length 95ft (m)	25.6	14.3	7.7	19.9	25.2	102.9	18.2	105.0	18.2	105.0	8.6	8.6
Internal Link Dist (m)		156.9		90.2		55.6					120.1	
Turn Bay Length (m)	34.5		35.0		35.0						78.5	
Base Capacity (vph)	219	406	273	417	226	2527	304	2121	898	2121	898	898
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	0.27	0.11	0.04	0.29	0.35	0.65	0.42	0.57	0.42	0.57	0.27	0.27
Intersection Summary												
Cycle Length: 130												
Actuated Cycle Length: 130												
Offset: 53 (41%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green												
Natural Cycle: 90												
Control Type: Actuated-Coordinated												

Lanes, Volumes, Timings  
8: St. Laurent & Tremblay

06/09/2023

Maximum v/c Ratio: 0.57  
 Intersection Signal Delay: 15.7  
 Intersection LOS: B  
 ICU Level of Service D  
 Intersection Capacity Utilization 80.8%  
 Analysis Period (min) 15



Lanes, Volumes, Timings  
1: Vanier & Coventry

06/09/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	44	249	639	5	247	11	1585	487	210	1971	10
Future Volume (vph)	51	44	249	639	5	247	11	1585	487	210	1971	10
Satd. Flow (prot)	0	1700	1483	2859	1485	1469	1658	3316	1483	3216	4758	0
FltP/Permitted	0.974			0.950	0.953		0.950			0.950		
Satd. Flow (perm)	0	1684	1419	2906	1469	1418	1655	3316	1426	3200	4758	0
Satd. Flow (RTOR)		136				206		487				1
Lane Group Flow (vph)	0	95	249	428	216	247	11	1585	487	210	1981	0
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	0
Protected Phases	4	4	4	9	9	9	5	2	2	1	6	
Permitted Phases												
Detector Phase	4	4	4	9	9	9	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	17.0	17.0	17.0	40.9	40.9	40.9	11.8	35.7	35.7	11.8	35.7	11.8
Total Split (s)	20.0	20.0	20.0	41.0	41.0	41.0	15.0	64.0	64.0	15.0	64.0	64.0
Total Split (%)	14.3%	14.3%	14.3%	29.3%	29.3%	29.3%	10.7%	45.7%	45.7%	10.7%	45.7%	45.7%
Yellow Time (s)	3.3	3.3	3.3	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	3.7	3.7	3.7	3.2	3.2	3.2	3.1	3.0	3.0	3.1	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	6.9	6.9	6.9	6.8	6.7	6.7	6.8	6.7	6.7
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	Yes
Act Effct Green (s)	13.0	13.0	29.0	29.0	29.0	29.0	6.6	58.5	58.5	12.0	71.6	12.0
Actuated g/C Ratio	0.09	0.09	0.21	0.21	0.21	0.21	0.05	0.42	0.42	0.09	0.51	0.09
v/c Ratio	0.61	0.98	0.70	0.70	0.54	0.14	1.14	0.55	0.76	0.81	0.81	0.81
Control Delay	77.9	78.9	57.2	63.4	14.1	70.7	100.9	3.8	80.0	33.9	33.9	33.9
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	77.9	78.9	57.2	63.4	14.1	70.7	100.9	3.8	80.0	33.9	33.9	33.9
LOS	E	E	E	E	E	B	E	F	A	F	C	C
Approach Delay	78.6			46.7			78.0				38.3	
Approach LOS	E			D			E				D	
Queue Length 50ft (m)	25.7	32.9	58.0	58.6	8.9	3.0	-271.5	8.8	-33.9	161.6	161.6	
Queue Length 95ft (m)	#44.6	#68.0	76.7	89.0	33.7	m3.3	#289.5	m10.6	#60.3	#240.9	#240.9	
Internal Link Dist (m)	99.6			161.3			436.0			226.1		
Turn Bay Length (m)	60.0	90.0	90.0			85.0	200.0	200.0	90.0			
Base Capacity (vph)	157	255	720	361	501	97	1386	879	276	2433	2433	
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	0.61	0.98	0.59	0.60	0.49	0.11	1.14	0.55	0.76	0.81	0.81	0.81
Intersection Summary												
Cycle Length: 140												
Actuated Cycle Length: 140												
Offset: 31 (22%), Referenced to phase 2:NBT and 6:SBT, Start of Green												
Natural Cycle: 150												
Control Type: Actuated-Coordinated												

Lanes, Volumes, Timings  
1: Vanier & Coventry

06/09/2023

Maximum v/c Ratio: 1.14  
 Intersection Signal Delay: 57.2  
 Intersection Capacity Utilization 95.0%  
 Analysis Period (min) 15  
 Intersection LOS: E  
 ICU Level of Service F  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 m Queue shown is maximum after two cycles.  
 Volume for 95th percentile queue is metered by upstream signal.



Lanes, Volumes, Timings  
2: Retail/Lola & Coventry

06/09/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑
Traffic Volume (vph)	158	574	22	41	646	280	48	23	47	174	16	91
Future Volume (vph)	158	574	22	41	646	280	48	23	47	174	16	91
Satd. Flow (prot)	1688	3275	0	1658	2991	0	1658	1526	0	1626	1448	0
Flt Permitted	0.205			0.427			0.688			0.711		
Satd. Flow (perm)	348	3275	0	702	2991	0	1155	1526	0	1185	1448	0
Satd. Flow (RTOR)	5			88			47			91		
Lane Group Flow (vph)	158	596	0	41	926	0	48	70	0	174	107	0
Turn Type	pm-pt	NA	pm-pt	NA	NA	Perm	NA	Perm	NA	Perm	NA	0
Protected Phases	5	2	1	6			8			4		
Permitted Phases	2		6				8			4		
Detector Phase	5	2	1	6			8			4		
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		10.0	10.0		10.0		10.0
Minimum Split (s)	11.6	27.6		11.6	27.6		33.5	33.5		33.5		33.5
Total Split (s)	15.0	41.5		15.0	41.5		33.5	33.5		33.5		33.5
Total Split (%)	16.7%	46.1%		16.7%	46.1%		37.2%	37.2%		37.2%		37.2%
Yellow Time (s)	3.7	3.7		3.7	3.7		3.3	3.3		3.3		3.3
All-Red Time (s)	2.9	2.9		2.9	2.9		3.2	3.2		3.2		3.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)	6.6	6.6		6.6	6.6		6.5	6.5		6.5		6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	C-Max	None	C-Max	None	C-Max	None	C-Max
Act Effct Green (s)	52.4	47.4		47.7	41.2		21.3	21.3		21.3		21.3
Actuated g/C Ratio	0.98	0.53		0.53	0.46		0.24	0.24		0.24		0.24
v/c Ratio	0.50	0.35		0.09	0.65		0.18	0.18		0.62		0.26
Control Delay	14.9	16.0		7.0	15.5		25.9	11.9		39.3		8.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0		0.0
Total Delay	14.9	16.0		7.0	15.5		25.9	11.9		39.3		8.8
LOS	B	B		A	B		C	B		D		A
Approach Delay	15.8			15.1			17.6			27.7		
Approach LOS	B			B			B			C		
Queue Length 50th (m)	12.6	37.8		2.3	35.8		6.0	2.8		24.6		2.0
Queue Length 95th (m)	22.2	53.4		m3.5	m57.7		14.3	12.1		44.1		13.4
Internal Link Dist (m)	369.8			236.9			66.3			115.1		
Turn Bay Length (m)	75.0			60.0			39.0			39.0		
Base Capacity (vph)	325	1725		475	1415		346	490		355		498
Starvation Cap Reductn	0	0		0	0		0	0		0		0
Spillback Cap Reductn	0	0		0	0		0	0		0		0
Storage Cap Reductn	0	0		0	0		0	0		0		0
Reduced v/c Ratio	0.49	0.35		0.09	0.65		0.14	0.14		0.49		0.21

Intersection Summary  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated

Lanes, Volumes, Timings  
1: Vanier & Coventry

06/09/2023

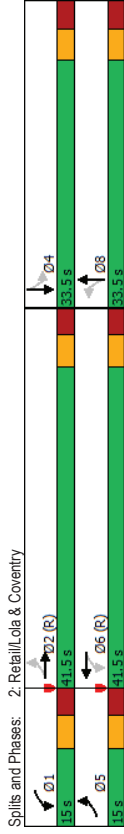
Maximum v/c Ratio: 1.14  
 Intersection Signal Delay: 57.2  
 Intersection Capacity Utilization 95.0%  
 Analysis Period (min) 15  
 Intersection LOS: E  
 ICU Level of Service F  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 m Queue shown is maximum after two cycles.  
 Volume for 95th percentile queue is metered by upstream signal.



2: Retail/Lola & Coventry

06/09/2023

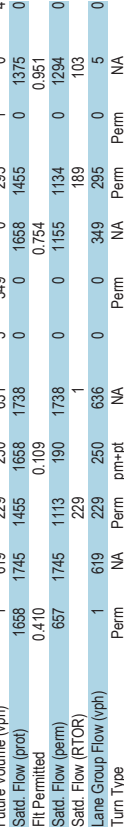
Maximum v/c Ratio: 0.65  
 Intersection Signal Delay: 17.2  
 Intersection LOS: B  
 ICU Level of Service D  
 Analysis Period (min): 15  
 Volume for 95th percentile queue is metered by upstream signal.



3: Belfast/Retail & Coventry

06/09/2023

Maximum v/c Ratio: 0.65  
 Intersection Signal Delay: 17.2  
 Intersection LOS: B  
 ICU Level of Service D  
 Analysis Period (min): 15  
 Volume for 95th percentile queue is metered by upstream signal.



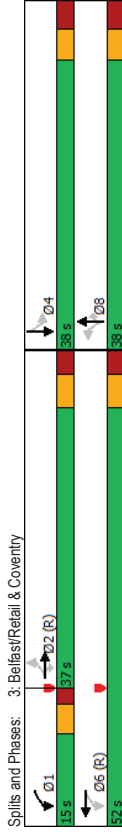
Lanes, Volumes, Timings

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	619	229	250	631	5	349	0	295	1	0	4
Traffic Volume (vph)	1	619	229	250	631	5	349	0	295	1	0	4
Future Volume (vph)	1688	1745	1455	1658	1738	0	1658	1455	0	1375	0	0
Satd. Flow (prot)	0.410		0.109									0.951
FltP/Permitted	657	1745	1113	190	1738	0	0	1155	1134	0	1294	0
Satd. Flow (RTOR)		229		1					189		103	
Lane Group Flow (vph)	1	619	229	250	636	0	0	349	295	0	5	0
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	NA	Perm	Perm	Perm	NA	NA
Protected Phases	2	2	2	6	1	6	8	8	8	4	4	4
Detector Phase	2	2	2	1	6	8	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	29.5	29.5	29.5	10.4	29.5	29.5	29.5	29.5	29.5	29.5	29.5	29.5
Total Split (s)	37.0	37.0	37.0	15.0	52.0	38.0	38.0	38.0	38.0	38.0	38.0	38.0
Total Split (%)	41.1%	41.1%	41.1%	16.7%	57.8%	42.2%	42.2%	42.2%	42.2%	42.2%	42.2%	42.2%
Yellow Time (s)	3.7	3.7	3.7	3.3	3.7	3.3	3.3	3.3	3.3	3.3	3.3	3.3
All-Red Time (s)	2.8	2.8	2.8	1.7	2.8	3.2	3.2	3.2	3.2	3.2	3.2	3.2
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)	6.5	6.5	6.5	5.0	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag
Lead/Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	None	None	None	None	None	None	None
Act Effct Green (s)	31.7	31.7	31.7	48.9	47.4	29.6	29.6	29.6	29.6	29.6	29.6	29.6
Actuated g/C Ratio	0.35	0.35	0.35	0.54	0.53	0.33	0.33	0.33	0.33	0.33	0.33	0.33
v/c Ratio	0.00	1.01	0.42	0.90	0.69	0.92	0.59	0.59	0.59	0.01	0.00	0.00
Control Delay	20.0	63.6	4.7	55.4	21.6	60.3	14.1	14.1	14.1	0.0	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	20.0	63.6	4.7	55.4	21.6	60.3	14.1	14.1	14.1	0.0	0.0	0.0
LOS	B	E	A	E	C	E	B	B	B	A	A	A
Approach Delay	47.7			31.1		39.1						
Approach LOS	D			C		D						
Queue Length 50th (m)	0.1	-119.4	2.0	28.5	81.5	55.4	13.0	13.0	13.0	0.0	0.0	0.0
Queue Length 95th (m)	m0.3	#168.8	7.4	#74.0	122.7	#104.2	38.5	38.5	38.5	0.0	0.0	0.0
Internal Link Dist (m)		236.9		288.2		248.0						
Turn Bay Length (m)	54.0			75.0		20.0						
Base Capacity (vph)	231	614	540	278	916	404	519	519	519	0	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	0.00	1.01	0.42	0.90	0.69	0.86	0.57	0.57	0.57	0.01	0.01	0.01
Intersection Summary												
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green												
Natural Cycle: 90												
Control Type: Actuated-Coordinated												

Lanes, Volumes, Timings  
3: Belfast/Retail & Coventry

06/09/2023

Maximum v/c Ratio: 1.01  
 Intersection Signal Delay: 39.1  
 Intersection LOS: D  
 ICU Level of Service F  
 Analysis Period (min): 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 ~ Volume for 95th percentile queue is metered by upstream signal.



Lanes, Volumes, Timings  
4: St. Laurent & Coventry/Ogilvie

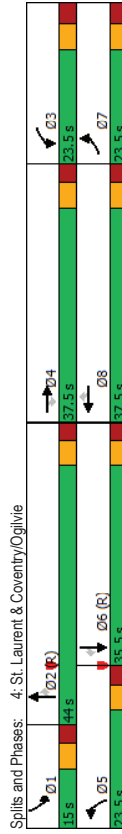
06/09/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	TT	TT	TT	TT	TT	TT	TT	TT	TT	TT	TT	TT
Traffic Volume (vph)	307	708	208	636	526	31	201	937	684	72	902	233
Future Volume (vph)	307	708	208	636	526	31	201	937	684	72	902	233
Satd. Flow (prot)	3216	3316	1483	3154	3075	1469	1566	3252	1483	1658	4764	1483
Flt/Permitted	0.950			0.950			0.950				0.950	
Satd. Flow (perm)	2802	3316	1321	3039	3075	1215	1520	3252	1342	1620	4764	1309
Satd. Flow (RTOR)	210			210			210				373	211
Lane Group Flow (vph)	307	708	208	636	526	31	201	937	684	72	902	233
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1		6
Permitted Phases			4			8		2				6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.9	37.5	37.5	11.9	37.5	37.5	11.4	35.4	35.4	11.4	35.4	35.4
Total Split (s)	23.5	37.5	37.5	23.5	37.5	37.5	23.5	44.0	44.0	23.5	35.5	35.5
Total Split (%)	19.6%	31.3%	31.3%	19.6%	31.3%	31.3%	19.6%	36.7%	36.7%	12.5%	29.6%	29.6%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	3.2	2.8	2.8	3.2	2.8	2.8	2.7	2.7	2.7	2.7	2.7	2.7
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)	6.9	6.5	6.5	6.9	6.5	6.5	6.4	6.4	6.4	6.4	6.4	6.4
Lead/Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	16.6	29.7	29.7	17.9	31.0	31.0	16.9	40.6	40.6	8.2	29.3	29.3
Actuated g/C Ratio	0.14	0.25	0.25	0.15	0.26	0.26	0.14	0.34	0.34	0.07	0.24	0.24
v/c Ratio	0.69	0.86	0.43	1.35	0.66	0.07	0.91	0.85	0.98	0.64	0.77	0.49
Control Delay	58.2	55.0	7.5	211.2	44.6	0.3	93.3	46.7	48.1	79.5	47.7	10.6
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	58.2	55.0	7.5	211.2	44.6	0.3	93.3	46.7	48.1	79.5	47.7	10.6
LOS	E	D	A	F	D	A	F	D	D	D	E	D
Approach Delay		47.7		132.2			52.4				42.4	
Approach LOS		D		F			D				D	
Queue Length 50ft (m)	35.9	83.0	0.0	-105.5	58.5	0.0	47.2	111.7	-96.8	16.8	73.0	4.0
Queue Length 95ft (m)	51.0	106.0	18.0	#141.1	77.5	0.0	#90.4	#150.2	#176.3	#36.1	89.0	26.0
Internal Link Dist (m)		235.7		375.0			144.1				235.2	
Turn Bay Length (m)	100.0	64.0	75.0				47.5			40.0	45.0	
Base Capacity (vph)	444	856	497	471	794	469	223	1099	700	118	1164	479
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	0.69	0.83	0.42	1.35	0.66	0.07	0.90	0.85	0.98	0.61	0.77	0.49
Intersection Summary												
Cycle Length: 120												
Actuated Cycle Length: 120												
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green												
Natural Cycle: 130												
Control Type: Actuated-Coordinated												

Lanes, Volumes, Timings  
4: St. Laurent & Coventry/Ogilvie

06/09/2023

Maximum v/c Ratio: 1.35  
 Intersection Signal Delay: 66.6 Intersection LOS: E  
 Intersection Capacity Utilization 102.4% ICU Level of Service G  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.



Lanes, Volumes, Timings  
5: Riverside & 417EB/Tremblay

06/09/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↔↔	↔	↔	↔	↔	↔↔	↔↔	↔	↔	↔	↔
Traffic Volume (vph)	573	380	718	150	0	335	0	2097	119	65	1405	0
Future Volume (vph)	573	380	718	150	0	335	0	2097	119	65	1405	0
Satd. Flow (prot)	2983	3191	1389	1610	0	2611	0	4587	0	1626	3283	0
Flt Permitted	0.950			0.950						0.950		
Satd. Flow (perm)	2869	3191	1320	1598	0	2611	0	4587	0	1625	3283	0
Satd. Flow (RTOR)			261			118		9				
Lane Group Flow (vph)	573	380	718	150	0	335	0	2216	0	65	1405	0
Turn Type	Prot	NA	Free	Prot		pt-ov	NA	NA		Prot	NA	
Protected Phases	7	4		3		8	1			2		
Permitted Phases			Free									
Detector Phase	7	4		3		8	1			2		
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0		5.0		10.0		5.0		10.0
Minimum Split (s)	11.0	32.0		11.0		11.0		40.1		10.9		40.1
Total Split (s)	36.0	34.0		19.0		19.0		74.0		13.0		87.0
Total Split (%)	25.7%	24.3%		13.6%		13.6%		52.9%		9.3%		62.1%
Yellow Time (s)	3.3	3.3		3.3		3.3		3.7		3.7		3.7
All-Red Time (s)	2.7	2.7		2.7		2.7		2.4		2.2		2.4
Lost Time Adjust (s)	0.0	0.0		0.0		0.0		0.0		0.0		0.0
Total Lost Time (s)	6.0	6.0		6.0		6.0		6.1		5.9		6.1
Lead/Lag	Lead	Lag	Lead	Lead		Lead		Lag		Lead		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes		Yes		Yes		Yes
Recall Mode	None	None	None	None		None		C-Max		None		C-Max
Act Effct Green (s)	29.4	27.3	140.0	13.0		24.0		68.5		7.2		81.6
Actuated g/C Ratio	0.21	0.20	1.00	0.09		0.17		0.49		0.05		0.58
v/c Ratio	0.94	0.61	0.54	1.01		0.62		0.99		0.78		0.73
Control Delay	78.3	56.1	1.6	137.5		39.7		51.0		94.5		32.4
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0		0.0		0.0
Total Delay	78.3	56.1	1.6	137.5		39.7		51.0		94.5		32.4
LOS	E	E	A	F		D		D		F		C
Approach Delay		40.3		70.0		51.0		51.0		35.2		35.2
Approach LOS		D		E		D		D		D		D
Queue Length 50th (m)	80.7	50.8	0.0	-42.4		31.8		218.4		19.0		155.5
Queue Length 95th (m)	#113.9	68.0	0.0	#87.5		49.8		#259.3		m#25.6		m234.4
Internal Link Dist (m)		156.9		92.5		218.5		218.5		164.5		164.5
Turn Bay Length (m)	50.0		71.0		60.0					35.0		
Base Capacity (vph)	622	638	1320	149		526		2249		83		1914
Starvation Cap Reductn	0	0	0	0		0		0		0		0
Spillback Cap Reductn	0	0	0	0		0		0		0		0
Storage Cap Reductn	0	0	0	0		0		0		0		0
Reduced v/c Ratio	0.92	0.60	0.54	1.01		0.64		0.99		0.78		0.73
Intersection Summary												
Cycle Length: 140												
Actuated Cycle Length: 140												
Offset: 3 (2%), Referenced to phase 2:NBT and 6:SBT, Start of Green												
Natural Cycle: 135												
Control Type: Actuated-Coordinated												



Lanes, Volumes, Timings  
5: Riverside & 417EB/Tremblay

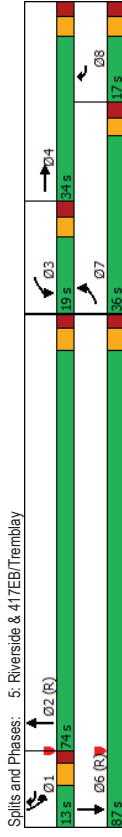
06/09/2023

Lane Group	Ø8
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	8
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	11.0
Total Split (s)	17.0
Total Split (%)	12%
Yellow Time (s)	3.3
All-Red Time (s)	2.7
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	None
Act Effct Green (s)	
Actuated G/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (m)	
Queue Length 95th (m)	
Internal Link Dist (m)	
Turn Bay Length (m)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Lanes, Volumes, Timings  
5: Riverside & 417EB/Tremblay

06/09/2023

Maximum v/c Ratio:	1.01	Intersection LOS:	D
Intersection Signal Delay:	45.5	ICU Level of Service:	F
Intersection Capacity Utilization:	92.1%		
Analysis Period (min):	15		
~ Volume exceeds capacity, queue is theoretically infinite.			
# Queue shown is maximum after two cycles.			
~ 95th percentile volume exceeds capacity, queue may be longer.			
m Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			



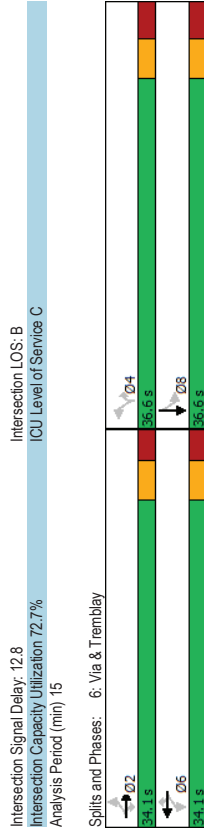
Lanes, Volumes, Timings  
6: Via & Tremblay

06/09/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	2	318	164	56	414	0	147	0	77	1	0	1
Future Volume (vph)	2	318	164	56	414	0	147	0	77	1	0	1
Satd. Flow (prot)	1658	3131	1455	1610	3283	1745	1642	0	1455	0	1370	0
Flt Permitted	0.509			0.559			0.757				0.976	
Satd. Flow (perm)	635	3131	703	639	3283	1745	960	0	1059	0	1189	0
Satd. Flow (RTOR)		164					48				48	
Lane Group Flow (vph)	2	318	164	56	414	0	147	0	77	0	2	0
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	Perm	NA	NA	NA
Protected Phases	2	2	2	6	6	4	4	8	8			
Permitted Phases	2	2	2	6	6	4	4	8	8			
Detector Phase	2	2	2	6	6	4	4	8	8			
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)	30.6	30.6	30.6	30.6	30.6	30.6	30.6	30.6	30.6	30.6	30.6	30.6
Total Split (s)	34.1	34.1	34.1	34.1	34.1	34.1	34.1	34.1	34.1	34.1	34.1	34.1
Total Split (%)	48.2%	48.2%	48.2%	48.2%	48.2%	48.2%	51.8%	51.8%	51.8%	51.8%	51.8%	51.8%
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)	2.8	2.8	2.8	2.8	2.8	2.8	3.3	3.3	3.3	3.3	3.3	3.3
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)	6.1	6.1	6.1	6.1	6.1	6.1	6.6	6.6	6.6	6.6	6.6	6.6
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	22.8	22.8	22.8	22.8	22.8	22.8	24.2	24.2	24.2	24.2	24.2	24.2
Actuated G/C Ratio	0.38	0.38	0.38	0.38	0.38	0.38	0.40	0.40	0.40	0.40	0.40	0.40
v/c Ratio	0.01	0.27	0.44	0.23	0.33	0.38	0.17	0.17	0.17	0.00	0.00	0.00
Control Delay	12.0	13.7	7.2	16.2	14.2	15.0	6.4	6.4	6.4	0.0	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	12.0	13.7	7.2	16.2	14.2	15.0	6.4	6.4	6.4	0.0	0.0	0.0
LOS	B	B	A	B	B	B	B	A	A	A	A	A
Approach Delay	11.5			14.5			12.0					
Approach LOS	B			B			B					
Queue Length 50th (m)	0.1	12.0	0.0	4.0	16.1	9.8	1.7	1.7	1.7	0.0	0.0	0.0
Queue Length 95th (m)	1.3	20.2	11.6	11.6	25.7	21.8	8.0	8.0	8.0	0.0	0.0	0.0
Internal Link Dist (m)		339.7			91.7		21.9					
Turn Bay Length (m)	38.0	40.0	45.0									
Base Capacity (vph)	312	1541	429	314	1615	485	559	559	559	625	625	625
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	0.01	0.21	0.38	0.18	0.26	0.30	0.14	0.14	0.14	0.00	0.00	0.00
Intersection Summary												
Cycle Length: 70.7												
Actuated Cycle Length: 59.8												
Natural Cycle: 70												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.44												

Lanes, Volumes, Timings  
6: Via & Tremblay

06/09/2023



Lanes, Volumes, Timings  
7: Belfast & Tremblay

06/09/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	→	→	→	←	←	←	←	←	←	←	←	←
Traffic Volume (vph)	200	81	204	20	122	47	154	410	20	24	435	94
Future Volume (vph)	200	81	204	20	122	47	154	410	20	24	435	94
Satd. Flow (prot)	1642	885	0	1658	1345	0	1688	1688	0	1486	1541	0
Flt Permitted	0.635			0.437			0.246			0.950		
Satd. Flow (perm)	836	885	0	535	1345	0	369	1688	0	1050	1541	0
Satd. Flow (RTOR)	126			19			3			13		
Lane Group Flow (vph)	200	285	0	20	169	0	154	400	0	24	529	0
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Prot	NA		Prot	NA	
Protected Phases	4	4	8	8	8	2	5	2	1	6		
Permitted Phases	4	4	8	8	8	2	5	2	1	6		
Detector Phase	4	4	8	8	8	2	5	2	1	6		
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	24.8	24.8	29.8	29.8	29.8	10.9	23.9	10.9	23.9	10.9	28.9	28.9
Total Split (s)	35.0	35.0	35.0	35.0	35.0	20.0	45.0	20.0	45.0	20.0	45.0	45.0
Total Split (%)	35.0%	35.0%	35.0%	35.0%	35.0%	20.0%	45.0%	20.0%	45.0%	20.0%	45.0%	45.0%
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)	3.5	3.5	3.5	3.5	3.5	2.6	2.6	2.6	2.6	2.6	2.6	2.6
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)	6.8	6.8	6.8	6.8	6.8	5.9	5.9	5.9	5.9	5.9	5.9	5.9
Lead/Lag						Lead	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	Max	None	Max	None	Max	None	
Act Effct Green (s)	26.5	26.5	26.5	26.5	26.5	54.6	49.9	7.1	39.2	7.1	39.2	
Actuated G/C Ratio	0.28	0.28	0.28	0.28	0.28	0.58	0.53	0.07	0.41	0.07	0.41	
v/c Ratio	0.86	0.84	0.13	0.43	0.44	0.48	0.21	0.82	0.21	0.82	0.21	
Control Delay	66.0	41.5	28.8	29.0	13.3	18.6	46.6	37.4	46.6	37.4	46.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	66.0	41.5	28.8	29.0	13.3	18.6	46.6	37.4	46.6	37.4	46.6	
LOS	E	D	C	C	B	B	D	D	D	D	D	
Approach Delay	51.6	29.0	17.2									
Approach LOS	D	C	B									
Queue Length 50th (m)	34.9	28.8	2.8	22.5	12.5	42.2	4.3	86.0	4.3	86.0	4.3	
Queue Length 95th (m)	#75.3	#76.6	8.9	42.4	21.6	91.3	12.2	#149.1	12.2	#149.1	12.2	
Internal Link Dist (m)	254.6		135.9			210.0						
Turn Bay Length (m)	98.0		35.0			45.0						
Base Capacity (vph)	249	352	159	414	407	890	223	645	223	645	223	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.80	0.81	0.13	0.41	0.38	0.48	0.11	0.82	0.11	0.82	0.11	

Scenario 1 400 Coventry Road 11:59 pm 08/26/2022 2037 Future Background  
MC

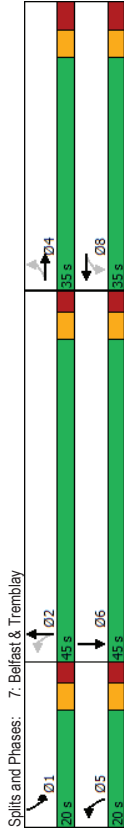
Synchro 11 Report  
Page 14

Lanes, Volumes, Timings  
7: Belfast & Tremblay

06/09/2023

Intersection Signal Delay: 33.9  
Intersection Capacity Utilization 93.9%  
Analysis Period (min) 15  
# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Intersection LOS: C  
ICU Level of Service F



Splits and Phases: 7: Belfast & Tremblay

Scenario 1 400 Coventry Road 11:59 pm 08/26/2022 2037 Future Background  
MC

Synchro 11 Report  
Page 15

Lanes, Volumes, Timings  
8: St. Laurent & Tremblay

06/09/2023

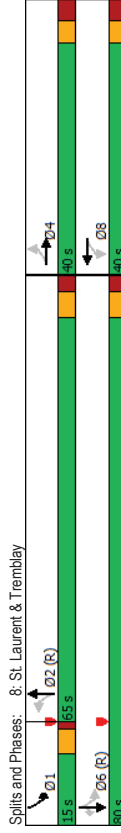
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	2	2	2	2	2	2	2	2	2	2	2	2
Traffic Volume (vph)	228	38	79	23	21	180	28	1454	12	51	1150	82
Future Volume (vph)	228	38	79	23	21	180	28	1454	12	51	1150	82
Satd. Flow (prot)	1398	1476	0	1658	1447	0	1626	4766	0	1688	3191	1339
Flt Permitted	0.549			0.682			0.221			0.112		
Satd. Flow (perm)	787	1476	0	1154	1447	0	373	4756	0	194	3191	1222
Satd. Flow (RTOR)	77			175			1					82
Lane Group Flow (vph)	228	117	0	23	201	0	28	1466	0	51	1150	82
Turn Type	Perm	NA	NA	Perm	NA	Perm	NA	pm-pt	NA	Perm	NA	Perm
Permitted Phases	4	4		8	8		2	2	1	6		6
Detector Phase	4	4		8	8		2	2	1	6		6
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	38.5	38.5	38.5	38.5	38.5	38.5	38.5	38.5	39.2	39.2	39.2	39.2
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	65.0	65.0	65.0	65.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	54.2%	54.2%	54.2%	54.2%
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.7	3.7	3.7	3.7
All-Red Time (s)	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.2	6.2	6.2	6.2
Lead/Lag												
Lead/Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	33.5	33.5	33.5	33.5	33.5	33.5	33.5	33.5	64.2	64.2	75.3	73.8
Actuated G/C Ratio	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.54	0.54	0.63	0.62
v/c Ratio	1.04	0.25	0.07	0.38	0.14	0.58	0.14	0.58	0.25	0.59	0.10	0.10
Control Delay	114.9	14.7	32.7	9.4	17.9	20.4	11.6	15.4	2.3	2.3	2.3	2.3
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	114.9	14.7	32.7	9.4	17.9	20.4	11.6	15.4	2.3	2.3	2.3	2.3
LOS	F	B	C	A	B	C	B	B	B	B	B	A
Approach Delay	80.9	11.8	20.4	20.4	20.4	20.4	20.4	20.4	20.4	20.4	14.4	14.4
Approach LOS	F	B	C	B	C	C	C	C	C	C	B	B
Queue Length 50th (m)	-57.9	7.0	4.0	4.5	3.3	84.9	4.3	80.4	4.3	80.4	0.0	0.0
Queue Length 95th (m)	#106.9	21.6	10.6	23.1	9.3	101.9	9.1	99.3	9.1	99.3	5.9	5.9
Internal Link Dist (m)	156.9			90.2		55.6		120.1				
Turn Bay Length (m)	34.5			35.0		35.0		78.5				
Base Capacity (vph)	219	467	322	530	199	2546	247	1962	783	783	783	783
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	1.04	0.25	0.07	0.38	0.14	0.58	0.21	0.59	0.10	0.10	0.10	0.10

Intersection Summary	
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	49 (41%), Referenced to phase 2:NBLT and 6:SBTL, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated

Lanes, Volumes, Timings  
8: St. Laurent & Tremblay

06/09/2023

Maximum v/c Ratio:	1.04	Intersection LOS: C
Intersection Signal Delay:	23.8	ICU Level of Service F
Intersection Capacity Utilization:	96.9%	
Analysis Period (min):	15	
~ Volume exceeds capacity, queue is theoretically infinite.		
Queue shown is maximum after two cycles.		
# 95th percentile volume exceeds capacity, queue may be longer.		
Queue shown is maximum after two cycles.		



# Appendix I

Synchro Intersection Worksheets – 2032 Future Total Conditions

Lanes, Volumes, Timings  
1: Vanier & Coventry

06-09-2023

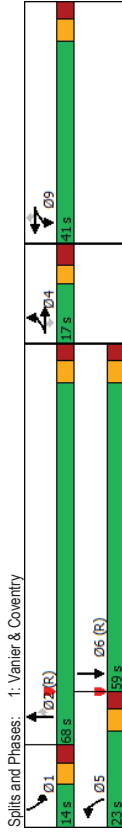
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	5	7	12	7	12	83	148	132	1321	448	200	1658
Traffic Volume (vph)	5	7	12	7	12	83	148	132	1321	448	200	1658
Future Volume (vph)	0	1710	1483	2988	1525	1427	1658	3316	1483	3216	4738	0
Sat'd. Flow (prot)	0.990	0.990	0.967	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Flt Permitted	0	1697	1404	2927	1512	1371	1653	3316	1419	3200	4738	0
Sat'd. Flow (perm)	0	189	189	189	189	189	189	189	189	189	189	189
Sat'd. Flow (RTOR)	0	12	12	531	270	148	132	1321	448	200	1701	0
Lane Group Flow (vph)	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	0
Turn Type	4	4	4	9	9	9	5	2	2	1	6	6
Protected Phases												
Permitted Phases	4	4	4	9	9	9	5	2	2	1	6	6
Detector Phase												
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	17.0	17.0	17.0	40.9	40.9	40.9	11.8	35.7	35.7	11.8	35.7	35.7
Total Split (s)	17.0	17.0	17.0	41.0	41.0	41.0	23.0	68.0	68.0	14.0	59.0	59.0
Total Split (%)	12.1%	12.1%	12.1%	29.3%	29.3%	29.3%	16.4%	48.6%	48.6%	10.0%	42.1%	42.1%
Yellow Time (s)	3.3	3.3	3.3	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	3.7	3.7	3.7	3.2	3.2	3.2	3.1	3.0	3.0	3.1	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	6.9	6.9	6.9	6.8	6.7	6.7	6.8	6.7	6.7
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	10.0	10.0	30.7	30.7	14.7	66.9	66.9	66.9	66.9	11.8	64.0	64.0
Actuated G/C Ratio	0.07	0.07	0.22	0.22	0.22	0.10	0.48	0.48	0.48	0.08	0.46	0.46
v/c Ratio	0.10	0.04	0.81	0.81	0.33	0.76	0.83	0.49	0.74	0.78	0.78	0.78
Control Delay	62.8	0.3	62.1	70.3	4.1	74.3	23.9	0.9	78.2	37.8	37.8	37.8
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	62.8	0.3	62.1	70.3	4.1	74.3	23.9	0.9	78.2	37.8	37.8	37.8
LOS	E	A	E	E	A	E	C	A	E	D	D	D
Approach Delay	31.6		55.4			22.0				42.1		
Approach LOS	C		E			C				D		
Queue Length 50th (m)	3.2	0.0	74.9	76.1	0.0	38.8	115.4	1.3	-34.3	167.4		
Queue Length 95th (m)	9.9	0.0	96.3	111.6	7.6	m38.8	m94.5	m1.1	#60.2	#200.9		
Internal Link Dist (m)	99.6		160.2			436.0				226.1		
Turn Bay Length (m)	60.0		90.0			85.0			200.0	90.0		
Base Capacity (vph)	122	275	727	371	476	191	1583	911	271	2168		
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	0.10	0.04	0.73	0.73	0.31	0.69	0.83	0.49	0.74	0.78	0.78	0.78

Scenario 1 400 Coventry Road 11:59 pm 08-26-2022 2032 Future Total  
MC

Lanes, Volumes, Timings  
1: Vanier & Coventry

06-09-2023

Maximum v/c Ratio: 0.83	Intersection LOS: D
Intersection Signal Delay: 36.7	ICU Level of Service E
Intersection Capacity Utilization 86.9%	
Analysis Period (min) 15	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

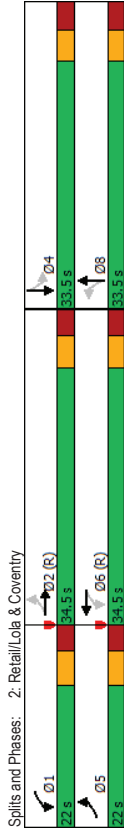


Scenario 1 400 Coventry Road 11:59 pm 08-26-2022 2032 Future Total  
MC

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	1	1	1	1	1	1	1	1	1	1	1
Traffic Volume (vph)	109	411	45	25	695	168	54	23	12	148	16	169
Future Volume (vph)	109	411	45	25	695	168	54	23	12	148	16	169
Satd. Flow (prot)	1658	3160	0	1551	3073	0	1658	1558	0	1580	1438	0
Flt Permitted	0.232			0.489			0.597			0.734		
Satd. Flow (perm)	383	3160	0	745	3073	0	1013	1558	0	1185	1438	0
Satd. Flow (RTOR)	13			34			12			169		
Lane Group Flow (vph)	109	456	0	25	863	0	54	35	0	148	185	0
Turn Type	pm-pt	NA		pm-pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6		8			4		
Permitted Phases	5	2		6			8			4		
Detector Phase	5	2		1	6		8			4		
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	11.6	27.6		11.6	27.6		33.5	33.5		33.5	33.5	
Total Split (s)	22.0	34.5		22.0	34.5		33.5	33.5		33.5	33.5	
Total Split (%)	24.4%	38.3%		24.4%	38.3%		37.2%	37.2%		37.2%	37.2%	
Yellow Time (s)	3.7	3.7		3.7	3.7		3.3	3.3		3.3	3.3	
All-Red Time (s)	2.9	2.9		2.9	2.9		3.2	3.2		3.2	3.2	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.6	6.6		6.6	6.6		6.5	6.5		6.5	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	54.6	50.6		48.8	43.7		20.9	20.9		20.9	20.9	
Actuated G/C Ratio	0.61	0.56		0.54	0.49		0.23	0.23		0.23	0.23	
v/c Ratio	0.31	0.26		0.05	0.57		0.23	0.09		0.54	0.40	
Control Delay	11.1	13.1		7.7	15.4		27.5	17.7		36.0	7.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	11.1	13.1		7.7	15.4		27.5	17.7		36.0	7.8	
LOS	B	B		A	B		C	B		D	A	
Approach Delay	12.8			15.2			23.6			20.4		
Approach LOS	B			B			C			C		
Queue Length 50th (m)	8.4	19.5		1.2	36.8		6.9	2.8		20.4	2.0	
Queue Length 95th (m)	16.0	39.3		m2.2	m59.3		15.9	9.5		37.7	16.5	
Internal Link Dist (m)	374.2			149.4			66.3			115.1		
Turn Bay Length (m)	75.0			60.0						39.0		
Base Capacity (vph)	461	1782		597	1509		303	475		355	549	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.24	0.26		0.04	0.57		0.18	0.07		0.42	0.34	

Intersection Summary	
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	0 (0%), Referenced to phase 2,EBTL and 6,WBTL, Start of Green
Natural Cycle:	75
Control Type:	Actuated-Coordinated

Lanes, Volumes, Timings	
Maximum v/c Ratio:	0.57
Intersection Signal Delay:	15.8
Intersection LOS:	B
Intersection Capacity Utilization:	83.6%
ICU Level of Service:	E
Analysis Period (min):	15
m Volume for 95th percentile queue is metered by upstream signal.	



Intersection Summary	
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	0 (0%), Referenced to phase 2,EBTL and 6,WBTL, Start of Green
Natural Cycle:	75
Control Type:	Actuated-Coordinated

Lanes, Volumes, Timings  
3: Belfast/Retail & Coventry

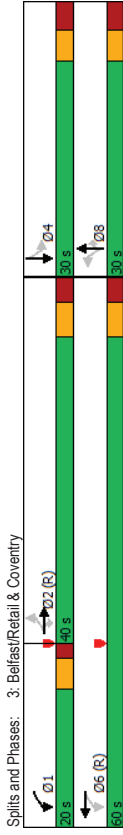
06-09-2023

	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	0	387	182	179	692	3	262	0	243	0	0	0
Traffic Volume (vph)	0	387	182	179	692	3	262	0	243	0	0	0
Future Volume (vph)	1745	1679	1455	1658	1708	0	0	1626	1469	0	1745	0
Satd. Flow (prot)												
Flt Permitted								0.757				
Satd. Flow (perm)	1745	1679	695	536	1708	0	0	1163	1161	0	1745	0
Satd. Flow (RTOR)			182						182			
Lane Group Flow (vph)	0	387	182	179	695	0	0	262	243	0	0	0
Turn Type	Perm	NA	Perm	pm-pt	NA	Perm	NA	Perm	NA	Perm		
Protected Phases												
Permitted Phases	2	2	2	6	1	6	8	8	8	4	4	
Detector Phase												
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	29.5	29.5	29.5	10.4	29.5	29.5	29.5	29.5	29.5	29.5	29.5	29.5
Total Split (s)	40.0	40.0	40.0	20.0	60.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	44.4%	44.4%	44.4%	22.2%	66.7%	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%
Yellow Time (s)	3.7	3.7	3.7	3.3	3.7	3.3	3.3	3.3	3.3	3.3	3.3	3.3
All-Red Time (s)	2.8	2.8	2.8	1.7	2.8	3.2	3.2	3.2	3.2	3.2	3.2	3.2
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)	6.5	6.5	6.5	5.0	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	None	None	None	None	None	None	None
Act Effct Green (s)	39.8	39.8	56.1	54.6	54.6	22.4	22.4	22.4	22.4	22.4	22.4	22.4
Actuated G/C Ratio	0.44	0.44	0.62	0.61	0.61	0.25	0.25	0.25	0.25	0.25	0.25	0.25
v/c Ratio	0.52	0.44	0.39	0.67	0.67	0.91	0.91	0.91	0.57	0.57	0.57	0.57
Control Delay	18.4	6.8	10.2	16.2	16.2	68.1	68.1	14.3	14.3	14.3	14.3	14.3
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	18.4	6.8	10.2	16.2	16.2	68.1	68.1	14.3	14.3	14.3	14.3	14.3
LOS	B	A	B	B	B	E	E	B	B	B	B	B
Approach Delay	14.7		15.0	42.2	42.2							
Approach LOS	B		B	D	D							
Queue Length 50th (m)	56.2	2.2	12.3	75.5	43.2	8.2	8.2	8.2	8.2	8.2	8.2	8.2
Queue Length 95th (m)	38.5	9.3	21.2	114.8	65.5	30.8	30.8	30.8	30.8	30.8	30.8	30.8
Internal Link Dist (m)	63.5		288.2	76.8	76.8	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Turn Bay Length (m)	743	409	521	1036	303	437	437	437	437	437	437	437
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	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	0.52	0.44	0.34	0.67	0.67	0.86	0.86	0.56	0.56	0.56	0.56	0.56
Intersection Summary												
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 0 (0%), Referenced to phase 2/EBTL and 6/WBTL, Start of Green												
Natural Cycle: 70												
Control Type: Actuated-Coordinated												

Lanes, Volumes, Timings  
3: Belfast/Retail & Coventry

06-09-2023

Maximum v/c Ratio: 0.91	Intersection LOS: C
Intersection Signal Delay: 21.9	ICU Level of Service E
Intersection Capacity Utilization 65.2%	
Analysis Period (min): 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	





Lanes, Volumes, Timings  
4: St. Laurent & Coventry/Ogilvie

06-09-2023

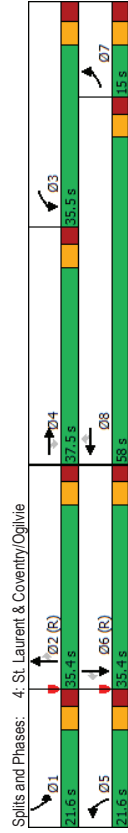
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT
Traffic Volume (vph)	82	281	70	720	684	26	163	873	587	34	845	140
Future Volume (vph)	82	281	70	720	684	26	163	873	587	34	845	140
Satd. Flow (prot)	3038	3283	1414	3216	3103	1339	1523	3161	1441	1642	4764	1427
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	2853	3283	1286	3079	3103	1197	1490	3161	1327	1608	4764	1294
Satd. Flow (RTOR)	195			140			140		501			196
Lane Group Flow (vph)	82	281	70	720	684	26	163	873	587	34	845	140
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Permitted Phases	7	4		3	8		5	2		1		6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.9	37.5	37.5	11.9	37.5	37.5	11.4	35.4	35.4	11.4	35.4	35.4
Total Split (s)	15.0	37.5	37.5	35.5	58.0	58.0	21.6	35.4	35.4	21.6	35.4	35.4
Total Split (%)	11.5%	28.8%	28.8%	27.3%	44.6%	44.6%	16.6%	27.2%	27.2%	16.6%	27.2%	27.2%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	3.2	2.8	2.8	3.2	2.8	2.8	2.7	2.7	2.7	2.7	2.7	2.7
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)	6.9	6.5	6.5	6.9	6.5	6.5	6.4	6.4	6.4	6.4	6.4	6.4
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	C-Max
Act Effct Green (s)	19.4	27.2	27.2	30.1	40.5	40.5	15.2	43.4	43.4	8.2	31.4	31.4
Actuated G/C Ratio	0.15	0.21	0.21	0.23	0.31	0.31	0.12	0.33	0.33	0.06	0.24	0.24
v/c Ratio	0.18	0.41	0.17	0.97	0.71	0.06	0.92	0.83	0.76	0.33	0.74	0.30
Control Delay	48.8	45.3	0.8	76.0	45.0	0.2	105.6	49.5	14.5	66.1	50.7	3.1
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	48.8	45.3	0.8	76.0	45.0	0.2	105.6	49.5	14.5	66.1	50.7	3.1
LOS	D	D	A	E	D	A	F	D	B	E	D	A
Approach Delay		38.8			59.8			42.5			44.6	
Approach LOS		D			E			D			D	
Queue Length 50th (m)	9.1	31.7	0.0	~100.4	86.5	0.0	41.9	117.7	17.4	8.5	75.4	0.0
Queue Length 95th (m)	17.6	44.7	0.0	#138.0	100.3	0.0	#64.1	#171.8	#80.0	19.0	91.4	4.5
Internal Link Dist (m)		237.3			375.2			144.1			235.2	
Turn Bay Length (m)	100.0		64.0	75.0			47.5			40.0		45.0
Base Capacity (vph)	461	782	455	743	1245	563	178	1055	776	191	1149	460
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	0.18	0.36	0.15	0.97	0.55	0.05	0.92	0.83	0.76	0.18	0.74	0.30

Intersection Summary	
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle:	130
Control Type:	Actuated-Coordinated

Lanes, Volumes, Timings  
4: St. Laurent & Coventry/Ogilvie

06-09-2023

Maximum v/c Ratio:	0.97	Intersection LOS:	D
Intersection Signal Delay:	48.1	ICU Level of Service:	F
Intersection Capacity Utilization:	99.7%		
Analysis Period (min):	15		
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			



Lanes, Volumes, Timings  
5: Riverside & 417EB/Tremblay

06-09-2023

	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	TT	TT	TT	TT	TT	TT	TT	TT	TT	TT	TT	TT
Traffic Volume (vph)	712	269	872	90	0	269	0	2206	131	48	1259	0
Future Volume (vph)	712	269	872	90	0	269	0	2206	131	48	1259	0
Satd. Flow (prot)	3216	3283	1375	1956	0	2585	0	4470	0	1658	3283	0
Flt Permitted	0.950			0.950						0.950		
Satd. Flow (perm)	3190	3283	1355	1579	0	2585	0	4470	0	1657	3283	0
Satd. Flow (RTOR)	405			118				8				
Lane Group Flow (vph)	712	269	872	90	0	269	0	2337	0	48	1259	0
Turn Type	Prot	NA	Free	Prot	pt-ov	NA	Prot	NA	Prot	NA	NA	NA
Protected Phases	7	4	Free	3	8	1	2			1	6	
Permitted Phases			Free									
Detector Phase	7	4	3	8	1	2				1	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0	None	5.0	10.0	None	5.0	10.0	5.0	10.0	10.0	5.0
Minimum Split (s)	11.0	32.0	11.0	11.0	40.1	40.1	10.9	40.1	10.9	40.1	40.1	11.0
Total Split (s)	49.0	49.0	16.0	16.0	64.0	64.0	11.0	75.0	11.0	75.0	75.0	16.0
Total Split (%)	35.0%	35.0%	11.4%	11.4%	45.7%	45.7%	7.9%	53.6%	7.9%	53.6%	53.6%	11%
Yellow Time (s)	3.3	3.3	3.3	3.3	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.3
All-Red Time (s)	2.7	2.7	2.7	2.7	2.4	2.4	2.2	2.4	2.2	2.4	2.4	2.7
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)	6.0	6.0	6.0	6.0	6.1	6.1	5.9	6.1	5.9	6.1	6.1	6.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	None	None	C-Max	None	C-Max	None	C-Max
Act Effct Green (s)	36.2	37.4	140.0	9.8	23.9	61.8	7.0	74.7	7.0	74.7	74.7	36.2
Actuated g/C Ratio	0.26	0.27	1.00	0.07	0.17	0.44	0.05	0.53	0.05	0.53	0.53	0.26
v/c Ratio	0.86	0.31	0.64	0.81	0.50	1.18	0.59	0.72	0.59	0.72	0.72	0.86
Control Delay	60.1	40.9	2.4	109.2	32.5	123.0	72.9	33.8	72.9	33.8	33.8	60.1
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	60.1	40.9	2.4	109.2	32.5	123.0	72.9	33.8	72.9	33.8	33.8	60.1
LOS	E	D	A	F	C	F	E	C	E	C	C	E
Approach Delay	30.1	51.7	123.0	35.2								
Approach LOS	C	D	F	D								
Queue Length 50th (m)	97.1	30.8	0.0	25.0	20.5	~297.7	13.5	170.0	13.5	170.0	170.0	97.1
Queue Length 95th (m)	113.0	41.5	0.0	#54.6	38.0	#325.2	m#18.6	210.7	m#18.6	210.7	210.7	113.0
Internal Link Dist (m)	156.9	156.9	71.0	92.5	218.5	218.5	35.0	164.5	35.0	164.5	164.5	156.9
Turn Bay Length (m)	50.0			60.0								
Base Capacity (vph)	987	1008	1355	113	526	1977	82	1750	82	1750	1750	987
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	0.72	0.27	0.64	0.80	0.51	1.18	0.59	0.72	0.59	0.72	0.72	0.72
Intersection Summary												
Cycle Length: 140												
Actuated Cycle Length: 140												
Offset: 116 (83%), Referenced to phase 2:NBT and 6:SBT, Start of Green												
Natural Cycle: 125												
Control Type: Actuated-Coordinated												

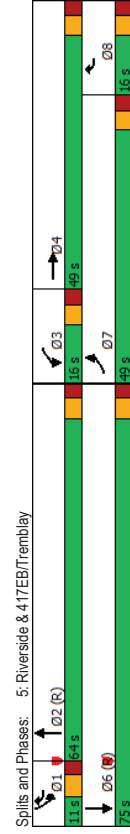
Lanes, Volumes, Timings  
5: Riverside & 417EB/Tremblay

06-09-2023

Lane Group	08											
Lane Configurations												
Traffic Volume (vph)												
Future Volume (vph)												
Satd. Flow (prot)												
Flt Permitted												
Satd. Flow (perm)												
Satd. Flow (RTOR)												
Lane Group Flow (vph)												
Turn Type												
Protected Phases	8											
Permitted Phases												
Detector Phase												
Switch Phase												
Minimum Initial (s)	5.0											
Minimum Split (s)	11.0											
Total Split (s)	16.0											
Total Split (%)	11%											
Yellow Time (s)	3.3											
All-Red Time (s)	2.7											
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag	Lag											
Lead-Lag Optimize?	Yes											
Recall Mode	None											
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												
Control Delay												
Queue Delay												
Total Delay												
LOS												
Approach Delay												
Approach LOS												
Queue Length 50th (m)												
Queue Length 95th (m)												
Internal Link Dist (m)												
Turn Bay Length (m)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												
Intersection Summary												

06-09-2023  
**5: Riverside & 417EB/Tremblay**

Maximum v/c Ratio: 1.18  
 Intersection Signal Delay: 69.7  
 Intersection Capacity Utilization 95.1%  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 m Volume for 95th percentile queue is metered by upstream signal.



06-09-2023  
**6: Via & Tremblay**

Maximum v/c Ratio: 1.18  
 Intersection Signal Delay: 69.7  
 Intersection Capacity Utilization 95.1%  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	←	←	←	←	←	←	←	←	←	←	←	←
Traffic Volume (vph)	0	411	118	33	211	0	76	0	48	0	48	0
Future Volume (vph)	0	411	118	33	211	0	76	0	48	0	48	0
Satd. Flow (prot)	1745	3131	1469	1398	3221	1745	1566	0	1375	0	1026	0
Flt/Permitted				0.511								
Satd. Flow (perm)	1745	3131	622	511	3221	1745	856	0	935	0	1026	0
Satd. Flow (RTOR)			77						42			
Lane Group Flow (vph)	0	411	118	33	211	0	76	0	48	0	48	0
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases	2	2	2	6	6	6	4	4	4	8	8	8
Detector Phase	2	2	2	6	6	6	4	4	4	8	8	8
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)	26.1	26.1	26.1	26.1	26.1	26.1	26.1	30.6	30.6	30.6	30.6	30.6
Total Split (s)	44.1	44.1	44.1	44.1	44.1	44.1	44.1	36.6	36.6	36.6	36.6	36.6
Total Split (%)	54.6%	54.6%	54.6%	54.6%	54.6%	54.6%	45.4%	45.4%	45.4%	45.4%	45.4%	45.4%
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)	2.8	2.8	2.8	2.8	2.8	2.8	2.8	3.3	3.3	3.3	3.3	3.3
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)	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.6	6.6	6.6	6.6	6.6

Recall Mode	Min	Min	Min	Min	Min	None	None	None
Act Effct Green (s)	26.2	26.2	26.2	26.2	26.2	24.3	24.3	24.3
Actuated g/C Ratio	0.41	0.41	0.41	0.41	0.41	0.38	0.38	0.38
v/c Ratio	0.32	0.39	0.16	0.16	0.23	0.12	0.12	0.00
Control Delay	13.7	10.7	15.0	12.5	13.7	5.2	5.2	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.7	10.7	15.0	12.5	13.7	5.2	5.2	0.0
LOS	B	B	B	B	B	A	A	A

Approach Delay	Min	Min	Min	Min	Min	None	None	None
Approach LOS	B	B	B	B	B	B	B	B
Queue Length 50ft (m)	16.1	2.9	2.3	7.7	5.3	0.4	0.4	0.0
Queue Length 95ft (m)	25.8	14.8	7.8	13.8	12.0	5.1	5.1	0.0
Internal Link Dist (m)	339.7			91.7	21.9			4.0
Turn Bay Length (m)	40.0	45.0						
Base Capacity (vph)	1901	407	310	1955	410	469	469	525
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.29	0.11	0.11	0.19	0.10	0.10	0.00

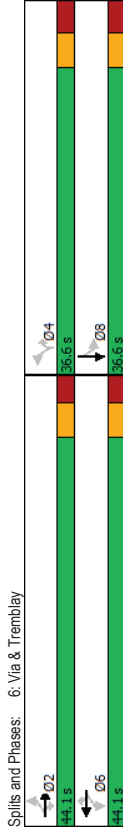
Intersection Summary
Cycle Length: 80.7
Actuated Cycle Length: 63.3
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.39

Lanes, Volumes, Timings  
6: Via & Tremblay

06-09-2023

Intersection Signal Delay: 12.6  
Intersection Capacity Utilization 72.7%  
Analysis Period (min) 15

Intersection LOS: B  
ICU Level of Service C



Lanes, Volumes, Timings  
7: Belfast & Tremblay

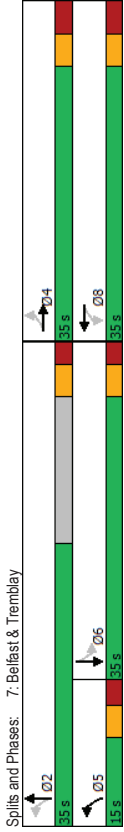
06-09-2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	←	↑	→	←	↑	→	←	↑	→	←	↑	→
Traffic Volume (vph)	173	99	160	18	114	36	134	311	9	24	260	98
Future Volume (vph)	173	99	160	18	114	36	134	311	9	24	260	98
Satd. Flow (prot)	1658	1085	0	1658	1562	0	1626	1698	0	1510	1420	0
FltP/Permitted	0.662			0.533			0.349			0.567		
Satd. Flow (perm)	946	1085	0	636	1562	0	460	1698	0	628	1420	0
Satd. Flow (RTOR)	102			20			3			24		
Lane Group Flow (vph)	173	259	0	18	150	0	134	320	0	24	358	0
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Permitted Phases	4	4		8	8		5	2		6		6
Detector Phase	4	4		8	8		5	2		6		6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		5.0	10.0		10.0		10.0
Minimum Split (s)	24.8	24.8		29.8	29.8		10.9	23.9		28.9		28.9
Total Split (s)	35.0	35.0		35.0	35.0		15.0	35.0		35.0		35.0
Total Split (%)	41.2%	41.2%		41.2%	41.2%		17.6%	41.2%		41.2%		41.2%
Yellow Time (s)	3.3	3.3		3.3	3.3		3.3	3.3		3.3		3.3
All-Red Time (s)	3.5	3.5		3.5	3.5		2.6	2.6		2.6		2.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)	6.8	6.8		6.8	6.8		5.9	5.9		5.9		5.9
Lead/Lag							Lead	Lag		Lag		Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes		Yes
Recall Mode	None	None		None	None		None	Max		Max		Max
Act Effct Green (s)	24.1	24.1		24.1	24.1		43.5	43.5		29.1		29.1
Actuated g/C Ratio	0.30	0.30		0.30	0.30		0.54	0.54		0.36		0.36
v/c Ratio	0.61	0.65		0.09	0.31		0.36	0.35		0.11		0.68
Control Delay	34.8	23.4		21.8	20.8		12.4	11.9		19.6		28.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0		0.0
Total Delay	34.8	23.4		21.8	20.8		12.4	11.9		19.6		28.4
LOS	C	C		C	C		B	B		B		C
Approach Delay	28.0	20.9		15.2	12.0		12.0	27.8		27.8		27.8
Approach LOS	C	C		C	C		B	C		C		C
Queue Length 50th (m)	22.7	20.5		2.0	15.2		9.2	24.5		2.4		41.8
Queue Length 95th (m)	43.3	45.8		6.7	29.5		20.0	46.3		8.0		79.1
Internal Link Dist (m)	254.6			135.9			210.0			31.1		
Turn Bay Length (m)	98.0			35.0			45.0			16.5		
Base Capacity (vph)	332	447		223	562		381	935		227		530
Starvation Cap Reductn	0	0		0	0		0	0		0		0
Spillback Cap Reductn	0	0		0	0		0	0		0		0
Storage Cap Reductn	0	0		0	0		0	0		0		0
Reduced v/c Ratio	0.52	0.58		0.08	0.27		0.35	0.34		0.11		0.68
Intersection Summary												
Cycle Length: 85												
Actuated Cycle Length: 80.3												
Natural Cycle: 70												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.68												

Lanes, Volumes, Timings  
7: Belfast & Tremblay

06-09-2023

Intersection Signal Delay: 22.1 Intersection LOS: C  
 Intersection Capacity Utilization 81.5% ICU Level of Service D  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.



Lanes, Volumes, Timings  
8: St. Laurent & Tremblay

06-09-2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	57	21	31	12	20	100	77	1298	38	127	1182	235
Traffic Volume (vph)	57	21	31	12	20	100	77	1298	38	127	1182	235
Future Volume (vph)	1271	1504	0	1445	1331	0	1658	4321	0	1626	3075	1339
Satd. Flow (prot)	0.660			0.723			0.235			0.148		
Flt/Permitted	863	1504	0	1058	1331	0	404	4321	0	252	3075	1217
Satd. Flow (RTOR)	31			100			5					235
Lane Group Flow (vph)	57	52	0	12	120	0	77	1306	0	127	1182	235
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	pm-pt	NA	Perm	NA
Protected Phases	4	4	8	8	8	2	2	2	2	6	6	6
Detector Phase	4	4	8	8	8	2	2	2	2	1	1	6
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	38.5	38.5	38.5	38.5	38.5	39.2	39.2	39.2	39.2	9.7	39.2	39.2
Total Split (s)	40.0	40.0	40.0	40.0	40.0	72.0	72.0	72.0	72.0	18.0	90.0	90.0
Total Split (%)	30.8%	30.8%	30.8%	30.8%	30.8%	55.4%	55.4%	55.4%	55.4%	13.8%	69.2%	69.2%
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3	3.7	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	3.2	3.2	3.2	3.2	3.2	2.5	2.5	2.5	2.5	1.0	2.5	2.5
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)	6.5	6.5	6.5	6.5	6.5	6.2	6.2	6.2	6.2	4.7	6.2	6.2
Lead/Lag						Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	27.6	27.6	27.6	27.6	27.6	76.0	76.0	76.0	76.0	91.2	89.7	89.7
Actuated g/C Ratio	0.21	0.21	0.21	0.21	0.21	0.58	0.58	0.58	0.58	0.70	0.69	0.69
v/c Ratio	0.32	0.15	0.05	0.33	0.33	0.33	0.53	0.47	0.47	0.56	0.56	0.26
Control Delay	46.7	20.5	38.3	13.2	21.5	18.5	13.1	12.4	12.4	13.1	12.4	1.7
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	45.7	20.5	38.3	13.2	21.5	18.5	13.1	12.4	12.4	13.1	12.4	1.7
LOS	D	C	D	B	B	C	B	B	B	B	B	A
Approach Delay	33.7		15.5		18.7							10.9
Approach LOS	C		B		B							B
Queue Length 50th (m)	11.9	4.2	2.4	4.0	10.6	78.2	10.8	82.6	10.8	82.6	82.6	0.0
Queue Length 95th (m)	24.5	14.7	7.7	19.9	24.4	96.0	18.2	101.1	18.2	101.1	101.1	8.5
Internal Link Dist (m)	156.9		90.2		55.6							120.1
Turn Bay Length (m)	34.5		35.0		35.0							78.5
Base Capacity (vph)	219	410	272	417	236	2527	317	2121	317	2121	2121	912
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	0.26	0.13	0.04	0.29	0.33	0.53	0.40	0.56	0.40	0.56	0.56	0.26
Intersection Summary												
Cycle Length: 130												
Actuated Cycle Length: 130												
Offset: 53 (41%), Referenced to phase 2:NBTLL and 6:SBTL, Start of Green												
Natural Cycle: 90												
Control Type: Actuated-Coordinated												

Lanes, Volumes, Timings  
8: St. Laurent & Tremblay

06-09-2023

Maximum v/c Ratio: 0.56  
 Intersection Signal Delay: 15.3  
 Intersection LOS: B  
 ICU Level of Service D  
 Intersection Capacity Utilization 79.9%  
 Analysis Period (min) 15



HCM 6th TWSC  
 9: Access & Coventry

06-09-2023

Int Delay, s/veh 0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑
Traffic Vol, veh/h	548	6	13	944	12	21
Future Vol, veh/h	548	6	13	944	12	21
Conflicting Peds. #/hr	0	50	50	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	15	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	548	6	13	944	12	21

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1089
Stage 1	-	-	601
Stage 2	-	-	498
Critical Hdwy	-	4.14	6.84
Critical Hdwy Stg 1	-	-	5.84
Critical Hdwy Stg 2	-	-	5.84
Follow-up Hdwy	-	2.22	3.32
Pot Cap-1 Maneuver	-	970	207
Stage 1	-	-	510
Stage 2	-	-	576
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	932	196
Mov Cap-2 Maneuver	-	-	329
Stage 1	-	-	490
Stage 2	-	-	568

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	13.1
HCM LOS		B	

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	477	-	-	932	-
HCM Lane V/C Ratio	0.069	-	-	0.014	-
HCM Control Delay (s)	13.1	-	-	8.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %ile Q(veh)	0.2	-	-	0	-

HCM 6th TWSC

10: Belfast & New Local

06-09-2023

Intersection	EBL	EBR	NBL	NBT	SBT	SBR
Int Delay, s/veh	1.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W	W	4	4	4	4
Traffic Vol, veh/h	24	26	25	486	374	6
Future Vol, veh/h	24	26	25	486	374	6
Conflicting Peds, #/hr	0	0	247	0	0	247
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	26	25	486	374	6
Major/Minor	Minor2	Major1	Major1	Major2	-	-
Conflicting Flow All	1160	624	627	0	-	0
Stage 1	624	-	-	-	-	-
Stage 2	536	-	-	-	-	-
Critical Hwy	6.42	6.22	4.12	-	-	-
Critical Hwy Stg 1	5.42	-	-	-	-	-
Critical Hwy Stg 2	5.42	-	-	-	-	-
Follow-up Hwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	216	485	955	-	-	-
Stage 1	534	-	-	-	-	-
Stage 2	587	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	135	392	772	-	-	-
Mov Cap-2 Maneuver	135	-	-	-	-	-
Stage 1	412	-	-	-	-	-
Stage 2	474	-	-	-	-	-
Approach	EB	NB	SB	SB	SB	SB
HCM Control Delay, s	28.1	0.5	0	0	0	0
HCM LOS	D	D	D	D	D	D
Minor Lane/Major Mvmt	NBL	NBT	E	N	SBT	SBR
Capacity (veh/h)	772	-	205	-	-	-
HCM Lane V/C Ratio	0.032	-	0.244	-	-	-
HCM Control Delay (s)	9.8	0	28.1	-	-	-
HCM Lane LOS	A	A	D	-	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-	-

Lanes, Volumes, Timings  
1: Vanier & Coventry

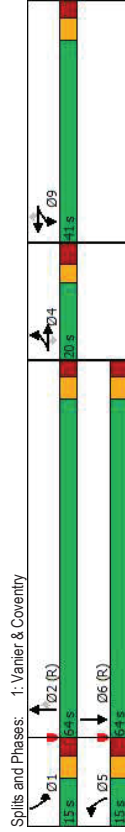
06-09-2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	4	4	4	4	4	4	4	4	4	4	4	4
Traffic Volume (vph)	51	44	249	591	5	248	11	1546	480	217	1899	10
Future Volume (vph)	51	44	249	591	5	248	11	1546	480	217	1899	10
Satd. Flow (prot)	0	1700	1483	2859	1487	1469	1658	3316	1483	3216	4758	0
FltP/Permitted	0.974	0.974	0.950	0.954	0.950	0.954	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (perm)	0	1684	1419	2906	1471	1415	1655	3316	1426	3199	4758	0
Satd. Flow (RTOR)	0	136	136	207	207	207	207	207	207	207	207	207
Lane Group Flow (vph)	0	95	249	396	200	248	11	1546	480	217	1909	0
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	0
Protected Phases	4	4	4	9	9	9	5	2	2	2	1	6
Permitted Phases	4	4	4	9	9	9	5	2	2	2	1	6
Detector Phase	4	4	4	9	9	9	5	2	2	2	1	6
Switch Phase	4	4	4	9	9	9	5	2	2	2	1	6
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	17.0	17.0	17.0	40.9	40.9	40.9	11.8	35.7	35.7	11.8	35.7	11.8
Total Split (s)	20.0	20.0	20.0	41.0	41.0	41.0	15.0	64.0	64.0	15.0	64.0	15.0
Total Split (%)	14.3%	14.3%	14.3%	29.3%	29.3%	29.3%	10.7%	45.7%	45.7%	10.7%	45.7%	10.7%
Yellow Time (s)	3.3	3.3	3.3	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	3.7	3.7	3.7	3.2	3.2	3.2	3.1	3.0	3.0	3.1	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	6.9	6.9	6.9	6.8	6.7	6.7	6.8	6.7	6.7
Lead/Lag	None	None	None	None	None	None	None	None	None	None	None	None
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	13.0	13.0	28.5	28.5	28.5	28.5	6.6	58.6	58.6	12.5	72.1	12.5
Actuated g/C Ratio	0.09	0.09	0.20	0.20	0.20	0.20	0.05	0.42	0.42	0.09	0.52	0.09
v/c Ratio	0.61	0.98	0.66	0.66	0.66	0.55	0.14	1.11	1.11	0.55	0.76	0.78
Control Delay	77.9	78.9	56.0	61.2	14.2	69.6	89.0	3.9	78.8	32.5	78.8	32.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.9	78.9	56.0	61.2	14.2	69.6	89.0	3.9	78.8	32.5	78.8	32.5
LOS	E	E	E	E	E	B	E	F	A	E	C	C
Approach Delay	78.6	78.6	45.0	45.0	45.0	45.0	68.8	68.8	68.8	45.0	37.2	45.0
Approach LOS	E	E	D	D	D	D	E	E	E	D	D	D
Queue Length 50th (m)	25.7	32.9	53.0	53.6	8.9	2.9	~259.7	7.6	~36.0	15.17	15.17	15.17
Queue Length 95th (m)	#44.6	#68.0	70.8	82.1	33.9	m3.2	#266.3	m11.6	#62.3	#225.4	#225.4	#225.4
Internal Link Dist (m)	99.6	99.6	161.3	161.3	161.3	161.3	436.0	436.0	436.0	161.3	226.1	161.3
Turn Bay Length (m)	60.0	60.0	90.0	90.0	90.0	90.0	85.0	200.0	200.0	90.0	90.0	90.0
Base Capacity (vph)	157	255	720	362	501	97	1388	876	286	2452	2452	2452
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	0.61	0.98	0.55	0.55	0.50	0.11	1.11	0.55	0.76	0.78	0.78	0.78
Intersection Summary												
Cycle Length: 140												
Actuated Cycle Length: 140												
Offset: 31 (22%), Referenced to phase 2:NBT and 6:SBT, Start of Green												
Natural Cycle: 150												
Control Type: Actuated-Coordinated												

Lanes, Volumes, Timings  
1: Vanier & Coventry

06-09-2023

Maximum v/c Ratio: 1.11  
 Intersection Signal Delay: 53.1  
 Intersection Capacity Utilization 93.5%  
 ICU Level of Service F  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 m Queue shown is maximum after two cycles.  
 Volume for 95th percentile queue is metered by upstream signal.



Lanes, Volumes, Timings  
2: Retail/Lola & Coventry

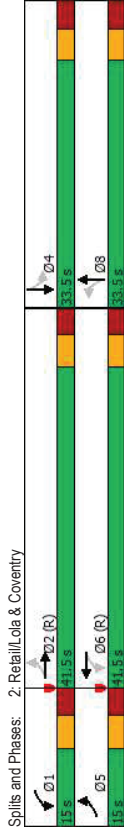
06-09-2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑
Traffic Volume (vph)	158	554	27	31	593	278	53	26	33	174	20	91
Future Volume (vph)	158	554	27	31	593	278	53	26	33	174	20	91
Satd. Flow (prot)	1688	3265	0	1658	2962	0	1658	1559	0	1626	1456	0
Flt Permitted	0.226	0.433				0.685				0.719		
Satd. Flow (perm)	381	3265	0	708	2962	0	1148	1559	0	1195	1456	0
Satd. Flow (RTOR)	6	101				33				91		
Lane Group Flow (vph)	158	581	0	31	871	0	53	59	0	174	111	0
Turn Type	pm-pt	NA	pm-pt	NA	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8				4		
Permitted Phases	2	6		6		8		8		4		4
Detector Phase	5	2	1	6		8		8		4		4
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	11.6	27.6	11.6	27.6	33.5	33.5	33.5	33.5	33.5	33.5	33.5	33.5
Total Split (s)	15.0	41.5	15.0	41.5	33.5	33.5	33.5	33.5	33.5	33.5	33.5	33.5
Total Split (%)	16.7%	46.1%	16.7%	46.1%	37.2%	37.2%	37.2%	37.2%	37.2%	37.2%	37.2%	37.2%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3
All-Red Time (s)	2.9	2.9	2.9	2.9	2.9	2.9	3.2	3.2	3.2	3.2	3.2	3.2
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)	6.6	6.6	6.6	6.6	6.6	6.6	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	C-Max	None	C-Max	None	C-Max	None	C-Max
Act Effct Green (s)	52.6	47.6	47.5	41.2	21.3	21.3	21.3	21.3	21.3	21.3	21.3	21.3
Actuated g/C Ratio	0.58	0.53	0.53	0.46	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24
v/c Ratio	0.47	0.34	0.07	0.62	0.20	0.15	0.20	0.15	0.20	0.15	0.20	0.15
Control Delay	14.0	15.7	6.7	14.5	26.4	13.6	26.4	13.6	26.4	13.6	39.0	9.2
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	14.0	15.7	6.7	14.5	26.4	13.6	26.4	13.6	26.4	13.6	39.0	9.2
LOS	B	B	A	B	C	B	C	B	C	B	D	A
Approach Delay	15.4	14.3	14.3	14.3	19.7	19.7	19.7	19.7	19.7	19.7	27.4	27.4
Approach LOS	B	B	B	B	B	B	B	B	B	B	C	C
Queue Length 50th (m)	12.6	36.4	1.9	33.6	6.7	3.2	6.7	3.2	6.7	3.2	24.5	2.4
Queue Length 95th (m)	22.2	51.4	m2.6	m47.1	15.5	11.8	15.5	11.8	15.5	11.8	44.0	14.1
Internal Link Dist (m)	369.8	369.8	60.0	149.4	66.3	66.3	66.3	66.3	66.3	66.3	115.1	115.1
Turn Bay Length (m)	75.0	75.0	60.0	149.4	66.3	66.3	66.3	66.3	66.3	66.3	39.0	39.0
Base Capacity (vph)	341	1728	478	1410	344	490	344	490	344	490	368	500
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	0.46	0.34	0.06	0.62	0.15	0.12	0.15	0.12	0.15	0.12	0.49	0.22
Intersection Summary												
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green												
Natural Cycle: 75												
Control Type: Actuated-Coordinated												



06-09-2023  
 Lanes, Volumes, Timings  
 2: Retail/Lola & Coventry

Maximum v/c Ratio: 0.62  
 Intersection Signal Delay: 16.8  
 Intersection LOS: B  
 ICU Level of Service D  
 Analysis Period (min) 15  
 Volume for 95th percentile queue is metered by upstream signal.

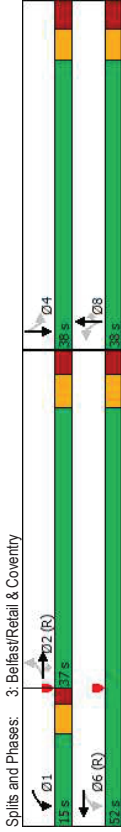


06-09-2023  
 Lanes, Volumes, Timings  
 3: Belfast/Retail & Coventry

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR
Lane Configurations	1	599	219	249	589	5	340	0	290	1	0
Traffic Volume (vph)	1	599	219	249	589	5	340	0	290	1	0
Future Volume (vph)	1688	1745	1455	1658	1737	0	0	1688	1455	0	1367
Satd. Flow (prot)	0.440	0.110	0.110	0.110	0.110	0.754					0.951
Flt/Permitted	695	1745	686	192	1737	0	0	1146	1111	0	1284
Satd. Flow (RTOR)	1	599	219	249	589	0	0	340	290	0	5
Lane Group Flow (vph)	Perm	NA	Perm	pm-pt	NA	Perm	NA	Perm	Perm	NA	NA
Turn Type	2	2	2	6	1	6	8	8	8	4	4
Protected Phases	2	2	2	1	6	8	8	8	8	4	4
Detector Phase											
Switch Phase											
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	29.5	29.5	29.5	10.4	29.5	29.5	29.5	29.5	29.5	29.5	29.5
Total Split (s)	37.0	37.0	37.0	15.0	52.0	38.0	38.0	38.0	38.0	38.0	38.0
Total Split (%)	41.1%	41.1%	41.1%	16.7%	57.8%	42.2%	42.2%	42.2%	42.2%	42.2%	42.2%
Yellow Time (s)	3.7	3.7	3.7	3.3	3.7	3.3	3.3	3.3	3.3	3.3	3.3
All-Red Time (s)	2.8	2.8	2.8	1.7	2.8	3.2	3.2	3.2	3.2	3.2	3.2
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
Total Lost Time (s)	6.5	6.5	6.5	5.0	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lag	Lag	Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	None	None	None	None	None	None
Act Effct Green (s)	31.9	31.9	31.9	49.2	47.7	29.3	29.3	29.3	29.3	29.3	29.3
Actuated g/C Ratio	0.35	0.35	0.35	0.55	0.53	0.33	0.33	0.33	0.33	0.33	0.33
v/c Ratio	0.00	0.97	0.57	0.88	0.64	0.91	0.91	0.59	0.59	0.01	0.01
Control Delay	18.0	53.9	12.0	52.7	19.9	59.3	13.9	13.9	13.9	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
Total Delay	18.0	53.9	12.0	52.7	19.9	59.3	13.9	13.9	13.9	0.0	0.0
LOS	B	D	B	D	B	E	B	E	B	A	A
Approach Delay	42.6			29.6		38.4					
Approach LOS	D			C		D					
Queue Length 50th (m)	0.0	-54.2	2.2	28.1	73.2	53.6	12.1				0.0
Queue Length 95th (m)	m0.2	#161.1	17.9	#73.3	110.7	#101.2	36.9				0.0
Internal Link Dist (m)	63.5			288.2		76.8					26.2
Turn Bay Length (m)	54.0			75.0		20.0					
Base Capacity (vph)	246	618	384	282	921	401	513				516
Starvation Cap Reductn	0	0	0	0	0	0	0				0
Spillback Cap Reductn	0	0	0	0	0	0	0				0
Storage Cap Reductn	0	0	0	0	0	0	0				0
Reduced v/c Ratio	0.00	0.97	0.57	0.88	0.64	0.85	0.57				0.01
Intersection Summary											
Cycle Length: 90											
Actuated Cycle Length: 90											
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green											
Natural Cycle: 90											
Control Type: Actuated-Coordinated											

06-09-2023  
Lanes, Volumes, Timings  
3: Beilass/Retail & Coventry

Maximum v/c Ratio: 0.97  
 Intersection Signal Delay: 36.6 Intersection LOS: D  
 Intersection Capacity Utilization 93.6% ICU Level of Service F  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 m Volume for 95th percentile queue is metered by upstream signal.



06-09-2023  
Lanes, Volumes, Timings  
4: St. Laurent & Coventry/Ogilvie

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↔↔	↔↔	↔↔	↔↔	↔↔	↔↔	↔↔	↔↔	↔↔	↔↔	↔↔
Traffic Volume (vph)	308	676	209	584	492	31	196	914	668	72	858	233
Future Volume (vph)	308	676	209	584	492	31	196	914	668	72	858	233
Satd. Flow (prot)	3216	3316	1483	3154	3075	1469	1566	3252	1483	1658	4764	1483
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	2770	3316	1317	3034	3075	1207	1514	3252	1342	1619	4764	1300
Satd. Flow (RTOR)	210			210			210			374		211
Lane Group Flow (vph)	308	676	209	584	492	31	196	914	668	72	858	233
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1		6
Permitted Phases		4	4		3	8	8	5	2	2		6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.9	37.5	37.5	11.9	37.5	37.5	11.4	35.4	35.4	11.4	35.4	35.4
Total Split (s)	23.5	37.5	37.5	23.5	37.5	37.5	23.5	44.0	44.0	23.5	35.5	35.5
Total Split (%)	19.6%	31.3%	31.3%	19.6%	31.3%	31.3%	19.6%	36.7%	36.7%	12.5%	29.6%	29.6%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	3.2	2.8	2.8	3.2	2.8	2.8	2.7	2.7	2.7	2.7	2.7	2.7
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)	6.9	6.5	6.5	6.9	6.5	6.5	6.4	6.4	6.4	6.4	6.4	6.4
Lead/Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	16.6	29.4	29.4	18.2	31.0	31.0	16.7	40.6	40.6	8.2	29.5	29.5
Actuated g/C Ratio	0.14	0.24	0.24	0.15	0.26	0.26	0.14	0.34	0.34	0.07	0.25	0.25
v/c Ratio	0.69	0.83	0.43	1.22	0.62	0.07	0.90	0.83	0.95	0.64	0.73	0.49
Control Delay	58.3	52.7	7.7	161.2	43.3	0.3	91.2	45.3	42.6	79.5	46.1	10.6
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	58.3	52.7	7.7	161.2	43.3	0.3	91.2	45.3	42.6	79.5	46.1	10.6
LOS	E	D	A	F	D	A	F	D	D	D	E	D
Approach Delay		46.3		104.3		49.4					41.0	
Approach LOS		D		F		D					D	
Queue Length 50ft (m)	36.1	78.3	0.0	-92.4	54.0	0.0	45.9	108.0	85.2	16.8	68.7	4.0
Queue Length 95ft (m)	51.0	100.3	18.2	#127.2	72.1	0.0	#87.4	#143.7	#67.5	#36.1	84.1	26.1
Internal Link Dist (m)		235.7		375.0		144.1					235.2	
Turn Bay Length (m)	100.0	64.0	75.0		47.5		40.0			40.0	45.0	
Base Capacity (vph)	444	856	495	477	794	467	223	1099	701	118	1172	479
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	0.69	0.79	0.42	1.22	0.62	0.07	0.88	0.83	0.95	0.61	0.73	0.49
Intersection Summary												
Cycle Length: 120												
Actuated Cycle Length: 120												
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green												
Natural Cycle: 120												
Control Type: Actuated-Coordinated												

Lanes, Volumes, Timings  
4: St. Laurent & Coventry/Ogilvie

06-09-2023

Maximum v/c Ratio: 1.22  
 Intersection Signal Delay: 58.4  
 Intersection LOS: E  
 ICU Level of Service G  
 Intersection Capacity Utilization 100.5%  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.



Lanes, Volumes, Timings  
5: Riverside & 417EB/Tremblay

06-09-2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑	↑↑	↑	↑	↑	↑↑	↑↑	↑↑	↑	↑	↑	↑
Traffic Volume (vph)	556	381	692	143	0	315	0	2046	119	62	1354	0
Future Volume (vph)	556	381	692	143	0	315	0	2046	119	62	1354	0
Satd. Flow (prot)	2903	3191	1339	1610	0	2611	0	4586	0	1610	3283	0
Flt Permitted	0.950											
Satd. Flow (perm)	2869	3191	1320	1598	0	2611	0	4586	0	1610	3283	0
Satd. Flow (RTOR)	266											
Lane Group Flow (vph)	556	381	692	143	0	315	0	2165	0	62	1954	0
Turn Type	Prot	NA	Free	Prot		pt-ov		NA		Prot	NA	
Protected Phases	7 4											
Permitted Phases	7 4											
Detector Phase	7 4											
Switch Phase	3 8.1 2 2 1 6											
Minimum Initial (s)	5.0											
Minimum Split (s)	11.0											
Total Split (s)	36.0											
Total Split (%)	25.7%											
Yellow Time (s)	3.3											
All-Red Time (s)	2.7											
Lost Time Adjust (s)	0.0											
Total Lost Time (s)	6.0											
Lead/Lag	Lead Lag Lead Lag Lead Lag											
Recall Mode	None											
Act Effct Green (s)	29.2											
Actuated g/C Ratio	0.21											
v/c Ratio	0.92											
Control Delay	75.4											
Queue Delay	0.0											
Total Delay	75.4											
LOS	E											
Approach Delay	39.6											
Approach LOS	D											
Queue Length 50th (m)	77.8											
Queue Length 95th (m)	#108.6											
Internal Link Dist (m)	156.9											
Turn Bay Length (m)	50.0											
Base Capacity (vph)	622											
Starvation Cap Reductn	0											
Spillback Cap Reductn	0											
Storage Cap Reductn	0											
Reduced v/c Ratio	0.89											
Intersection Summary												
Cycle Length: 140												
Actuated Cycle Length: 140												
Offset: 3 (2%), Referenced to phase 2:NBT and 6:SBT, Start of Green												
Natural Cycle: 125												
Control Type: Actuated-Coordinated												

Lanes, Volumes, Timings  
5: Riverside & 417EB/Tremblay

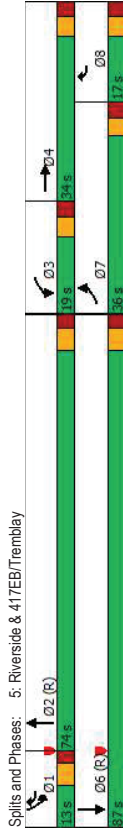
06-09-2023

Lane Group	Ø8
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	8
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	11.0
Total Split (s)	17.0
Total Split (%)	12%
Yellow Time (s)	3.3
All-Red Time (s)	2.7
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	None
Act Effct Green (s)	
Actuated G/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (m)	
Queue Length 95th (m)	
Internal Link Dist (m)	
Turn Bay Length (m)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Lanes, Volumes, Timings  
5: Riverside & 417EB/Tremblay

06-09-2023

Maximum v/c Ratio: 0.96	Intersection LOS: D
Intersection Signal Delay: 42.6	ICU Level of Service E
Intersection Capacity Utilization 90.7%	
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
m Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	



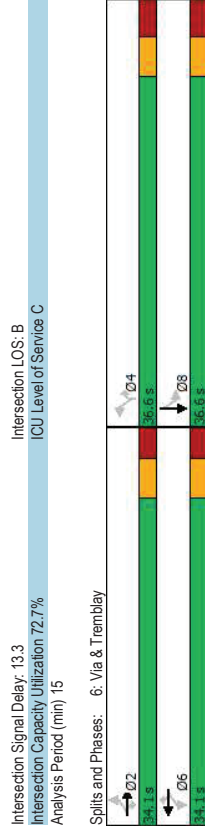
Lanes, Volumes, Timings  
6: Via & Tremblay

06-09-2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	2	322	164	56	392	0	147	0	77	1	0	1
Future Volume (vph)	2	322	164	56	392	0	147	0	77	1	0	1
Satd. Flow (prot)	1658	3161	1455	1610	3283	1745	1642	0	1455	0	1342	0
Flt Permitted	0.520			0.557			0.757				0.976	
Satd. Flow (perm)	627	3161	655	618	3283	1745	912	0	1005	0	1138	0
Satd. Flow (RTOR)		117							48			48
Lane Group Flow (vph)	2	322	164	56	392	0	147	0	77	0	2	0
Turn Type	Perm	NA	Perm	NA	Perm	Perm	Perm	Perm	Perm	Perm	NA	NA
Protected Phases	2	2	2	6	6	4	4	8	8			
Permitted Phases	2	2	2	6	6	4	4	8	8			
Detector Phase	2	2	2	6	6	4	4	8	8			
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)	30.6	30.6	30.6	30.6	30.6	30.6	30.6	30.6	30.6	30.6	30.6	30.6
Total Split (s)	34.1	34.1	34.1	34.1	34.1	34.1	34.1	34.1	34.1	34.1	34.1	34.1
Total Split (%)	48.2%	48.2%	48.2%	48.2%	48.2%	48.2%	51.8%	51.8%	51.8%	51.8%	51.8%	51.8%
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)	2.8	2.8	2.8	2.8	2.8	2.8	3.3	3.3	3.3	3.3	3.3	3.3
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)	6.1	6.1	6.1	6.1	6.1	6.1	6.6	6.6	6.6	6.6	6.6	6.6
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min
Act Effct Green (s)	23.5	23.5	23.5	23.5	23.5	23.5	24.2	24.2	24.2	24.2	24.2	24.2
Actuated G/C Ratio	0.39	0.39	0.39	0.39	0.39	0.39	0.40	0.40	0.40	0.40	0.40	0.40
v/c Ratio	0.01	0.26	0.50	0.23	0.31	0.40	0.40	0.18	0.18	0.00	0.00	0.00
Control Delay	11.5	13.4	11.5	16.0	13.8	16.4	7.0	7.0	7.0	0.0	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	11.5	13.4	11.5	16.0	13.8	16.4	7.0	7.0	7.0	0.0	0.0	0.0
LOS	B	B	B	B	B	B	B	A	A	A	A	A
Approach Delay	12.8			14.1			13.2					
Approach LOS	B			B			B					
Queue Length 50th (m)	0.1	12.2	3.3	4.0	15.2	9.9	1.7	1.7	1.7	0.0	0.0	0.0
Queue Length 95th (m)	1.2	20.0	16.1	11.3	24.0	24.7	8.9	8.9	8.9	0.0	0.0	0.0
Internal Link Dist (m)		339.7			91.7		21.9					
Turn Bay Length (m)	38.0	40.0	45.0									
Base Capacity (vph)	305	1536	378	300	1596	456	526	526	526	593	593	593
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	0.01	0.21	0.43	0.19	0.25	0.32	0.15	0.15	0.15	0.00	0.00	0.00
Intersection Summary												
Cycle Length: 70.7												
Actuated Cycle Length: 60.5												
Natural Cycle: 70												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.50												

Lanes, Volumes, Timings  
6: Via & Tremblay

06-09-2023



Lanes, Volumes, Timings  
7: Belfast & Tremblay

06-09-2023

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	→	→	→	←	←	←	←	←	←	←	←	←
Traffic Volume (vph)	208	80	194	20	121	65	154	414	20	25	415	92
Future Volume (vph)	208	80	194	20	121	65	154	414	20	25	415	92
Satd. Flow (prot)	1642	889	0	1658	1323	0	1688	1689	0	1537	1515	0
Flt Permitted	0.605			0.458			0.262			0.950		
Satd. Flow (perm)	806	889	0	551	1323	0	377	1689	0	1082	1515	0
Satd. Flow (RTOR)	122			27			3			13		
Lane Group Flow (vph)	208	274	0	20	186	0	154	434	0	25	507	0
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Prot	NA	Prot	NA		
Protected Phases	4	4	8	8	8	2	1	6				
Permitted Phases	4	4	8	8	8	5	2	1	6			
Detector Phase	4	4	8	8	8	5	2	1	6			
Switch Phase	4	4	8	8	8	5	2	1	6			
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	24.8	24.8	29.8	29.8	29.8	10.9	23.9	10.9	23.9	10.9	28.9	28.9
Total Split (s)	35.0	35.0	35.0	35.0	35.0	20.0	45.0	20.0	45.0	20.0	45.0	45.0
Total Split (%)	35.0%	35.0%	35.0%	35.0%	35.0%	20.0%	45.0%	20.0%	45.0%	20.0%	45.0%	45.0%
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)	3.5	3.5	3.5	3.5	3.5	2.6	2.6	2.6	2.6	2.6	2.6	2.6
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)	6.8	6.8	6.8	6.8	6.8	5.9	5.9	5.9	5.9	5.9	5.9	5.9
Lead/Lag						Lead	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	27.1	27.1	27.1	27.1	27.1	54.6	49.9	7.1	39.2			
Actuated G/C Ratio	0.28	0.28	0.28	0.28	0.28	0.57	0.52	0.07	0.41			
v/c Ratio	0.91	0.81	0.13	0.47	0.43	0.43	0.49	0.22	0.81			
Control Delay	75.4	37.4	28.5	28.8	13.4	18.9	46.6	36.7				
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	75.4	37.4	28.5	28.8	13.4	18.9	46.6	36.7				
LOS	E	D	C	C	C	B	B	D	D	D	D	D
Approach Delay	53.8		28.7		17.5			37.1				
Approach LOS	D		C		B			D				
Queue Length 50th (m)	37.2	27.0	2.8	24.2	12.5	42.8	4.5	81.3				
Queue Length 95th (m)	#81.0	#72.3	8.9	45.5	21.6	92.1	12.6	#141.4				
Internal Link Dist (m)	254.6		135.9		210.0			31.1				
Turn Bay Length (m)	98.0		35.0		45.0			16.5				
Base Capacity (vph)	239	349	163	410	408	884	227	629				
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	0.87	0.79	0.12	0.45	0.38	0.49	0.11	0.81				
Intersection Summary												
Cycle Length: 100												
Actuated Cycle Length: 95.4												
Natural Cycle: 80												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.91												

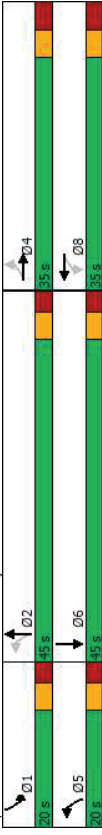
Lanes, Volumes, Timings  
7: Belfast & Tremblay

06-09-2023

Intersection Signal Delay: 34.2  
Intersection Capacity Utilization 92.2%  
Analysis Period (min) 15  
# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Intersection LOS: C  
ICU Level of Service F

Splits and Phases: 7: Belfast & Tremblay



Lanes, Volumes, Timings  
8: St. Laurent & Tremblay

06-09-2023

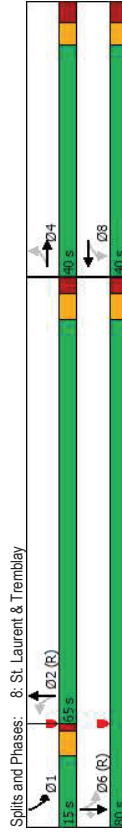
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	226	38	80	23	21	180	35	1419	12	51	1095	91
Future Volume (vph)	226	38	80	23	21	180	35	1419	12	51	1095	91
Sat'd. Flow (prot)	1398	1475	0	1658	1447	0	1642	4756	0	1658	3191	1375
Flt Permitted	0.549			0.681			0.240			0.119		
Sat'd. Flow (perm)	787	1475	0	1152	1447	0	409	4756	0	206	3191	1255
Sat'd. Flow (RTOR)	80			177			1					
Lane Group Flow (vph)	226	118	0	23	201	0	35	1431	0	51	1095	91
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	pm-pt	NA	Perm	Perm
Protected Phases	4	4		8	8		2	2		1	6	6
Permitted Phases	4	4		8	8		2	2		1	6	6
Detector Phase	4	4		8	8		2	2		1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	38.5	38.5	38.5	38.5	38.5	38.5	39.2	39.2	9.7	39.2	39.2	39.2
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	65.0	65.0	15.0	80.0	80.0	80.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	54.2%	54.2%	12.5%	66.7%	66.7%	66.7%
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3	3.3	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	3.2	3.2	3.2	3.2	3.2	3.2	2.5	2.5	1.0	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.2	6.2	4.7	6.2	6.2	6.2
Lead/Lag							Lead	Lag	Lead	Lead		
Lead-Lag Optimize?							Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max	C-Max
Act Effct Green (s)	33.5	33.5	33.5	33.5	33.5	33.5	64.2	64.2	75.3	73.8	73.8	73.8
Actuated G/C Ratio	0.28	0.28	0.28	0.28	0.28	0.28	0.54	0.54	0.63	0.62	0.62	0.62
v/c Ratio	1.03	0.25	0.07	0.38	0.16	0.56	0.24	0.56	0.24	0.56	0.11	0.11
Control Delay	112.6	14.1	32.8	9.2	18.2	20.2	11.4	14.9	11.4	14.9	2.2	2.2
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	112.6	14.1	32.8	9.2	18.2	20.2	11.4	14.9	11.4	14.9	2.2	2.2
LOS	F	B	C	A	B	C	B	C	B	B	B	A
Approach Delay	78.8			111.6			20.1			13.8		
Approach LOS	E			B			C			B		
Queue Length 50th (m)	-56.9	6.6	4.0	4.2	4.2	81.9	4.3	74.5	4.3	74.5	0.0	0.0
Queue Length 95th (m)	#105.4	21.1	10.6	22.6	11.0	98.6	9.1	92.4	9.1	92.4	6.1	6.1
Internal Link Dist (m)	156.9			90.2			55.6			120.1		
Turn Bay Length (m)	34.5			35.0			35.0			78.5		
Base Capacity (vph)	219	469	321	531	218	2546	263	1962	263	1962	806	806
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	1.03	0.25	0.07	0.38	0.16	0.56	0.20	0.56	0.20	0.56	0.11	0.11

Intersection Summary	
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	49 (41%), Referenced to phase 2:NBLT and 6:SBTL, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated

Lanes, Volumes, Timings  
8: St. Laurent & Tremblay

06-09-2023

Maximum v/c Ratio:	1.03	Intersection LOS:	C
Intersection Signal Delay:	23.3	ICU Level of Service:	F
Intersection Capacity Utilization:	96.8%		
Analysis Period (min):	15		
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			



Splits and Phases: 8: St. Laurent & Tremblay

HCM 2010 TWSC  
9: Access & Coventry

06-09-2023

Intersection	Int Delay, s/veh									
	0.5									
Movement	EBT	EBR	WBL	WBT	NBL	NBR				
Lane Configurations	↔↔	↔	↔	↔	↔	↔				
Traffic Vol, veh/h	796	17	29	904	15	23				
Future Vol, veh/h	796	17	29	904	15	23				
Conflicting Peds. #/hr	0	60	60	0	0	0				
Sign Control	Free	Free	Free	Free	Stop	Stop				
RT Channelized	-	None	-	None	-	None				
Storage Length	-	-	15	-	0	-				
Veh in Median Storage, #	0	-	-	0	0	-				
Grade, %	0	-	-	0	0	-				
Peak Hour Factor	100	100	100	100	100	100				
Heavy Vehicles, %	2	2	2	2	2	2				
Mvmt Flow	796	17	29	904	15	23				
Major/Minor	Major1	Major2	Minor1							
Conflicting Flow All	0	0	873	0	1375	467				
Stage 1	-	-	-	865	-	-				
Stage 2	-	-	-	510	-	-				
Critical Hdwy	-	-	4.14	-	6.84	6.94				
Critical Hdwy Stg 1	-	-	-	-	5.84	-				
Critical Hdwy Stg 2	-	-	-	-	5.84	-				
Follow-up Hdwy	-	-	2.22	-	3.52	3.32				
Pot Cap-1 Maneuver	-	-	768	-	136	542				
Stage 1	-	-	373	-	-	-				
Stage 2	-	-	568	-	-	-				
Platoon blocked, %	-	-	-	-	-	-				
Mov Cap-1 Maneuver	-	-	732	-	124	517				
Mov Cap-2 Maneuver	-	-	-	249	-	-				
Stage 1	-	-	-	355	-	-				
Stage 2	-	-	-	545	-	-				
Approach	EB	WB	NB							
HCM Control Delay, s	0	0.3	16.1							
HCM LOS	C									
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT					
Capacity (veh/h)	363	-	-	732	-					
HCM Lane V/C Ratio	0.105	-	-	0.04	-					
HCM Control Delay (s)	16.1	-	-	10.1	-					
HCM Lane LOS	C	-	-	B	-					
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-					

HCM 2010 TWSC  
10: Belfast & New Local

06-09-2023

Intersection	Int Delay, s/veh									
	2.2									
Movement	EBL	EBR	NBL	NBT	SBT	SBR				
Lane Configurations	↔	↔	↔	↔	↔	↔				
Traffic Vol, veh/h	21	31	48	640	457	14				
Future Vol, veh/h	21	31	48	640	457	14				
Conflicting Peds. #/hr	0	0	256	0	0	256				
Sign Control	Stop	Stop	Free	Free	Free	Free				
RT Channelized	-	None	-	None	-	None				
Storage Length	0	-	-	-	-	-				
Veh in Median Storage, #	0	-	-	0	0	-				
Grade, %	0	-	-	0	0	-				
Peak Hour Factor	100	100	100	100	100	100				
Heavy Vehicles, %	2	2	3	2	2	2				
Mvmt Flow	21	31	48	640	457	14				
Major/Minor	Minor2	Major1	Major2							
Conflicting Flow All	1456	720	727	0	-	0				
Stage 1	720	-	-	-	-	-				
Stage 2	736	-	-	-	-	-				
Critical Hdwy	6.42	6.22	4.13	-	-	-				
Critical Hdwy Stg 1	5.42	-	-	-	-	-				
Critical Hdwy Stg 2	5.42	-	-	-	-	-				
Follow-up Hdwy	3,518	3,318	2,227	-	-	-				
Pot Cap-1 Maneuver	143	428	872	-	-	-				
Stage 1	482	-	-	-	-	-				
Stage 2	474	-	-	-	-	-				
Platoon blocked, %	-	-	-	-	-	-				
Mov Cap-1 Maneuver	82	343	699	-	-	-				
Mov Cap-2 Maneuver	82	-	-	-	-	-				
Stage 1	345	-	-	-	-	-				
Stage 2	380	-	-	-	-	-				
Approach	EB	NB	SB							
HCM Control Delay, s	41.2	0.7	0							
HCM LOS	E									
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR					
Capacity (veh/h)	699	-	150	-	-					
HCM Lane V/C Ratio	0.069	-	0.347	-	-					
HCM Control Delay (s)	10.5	0	41.2	-	-					
HCM Lane LOS	B	A	E	-	-					
HCM 95th %tile Q(veh)	0.2	-	1.4	-	-					



# Appendix J

Synchro Intersection Worksheets – 2037 Future Total Conditions

Lanes, Volumes, Timings  
1: Vanier & Coventry

06-09-2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	5	7	12	752	83	148	132	1372	464	200	1700	43
Traffic Volume (vph)	5	7	12	752	83	148	132	1372	464	200	1700	43
Future Volume (vph)	0	1710	1483	2988	1524	1427	1658	3316	1483	3216	4738	0
Sat'd. Flow (prot)	0.990	0.990	0.966	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Flt Permitted	0	1698	1404	2927	1511	1371	1653	3316	1419	3201	4738	0
Sat'd. Flow (perm)	0	189	189	189	189	189	189	189	189	189	189	189
Sat'd. Flow (RTOR)	0	12	12	556	279	148	132	1372	464	200	1743	0
Lane Group Flow (vph)	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	0
Turn Type	4	4	4	9	9	9	5	2	2	1	6	6
Protected Phases	4	4	4	9	9	9	5	2	2	1	6	6
Permitted Phases	4	4	4	9	9	9	5	2	2	1	6	6
Detector Phase	4	4	4	9	9	9	5	2	2	1	6	6
Switch Phase	4	4	4	9	9	9	5	2	2	1	6	6
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	17.0	17.0	17.0	40.9	40.9	40.9	11.8	35.7	35.7	11.8	35.7	35.7
Total Split (s)	17.0	17.0	17.0	41.0	41.0	41.0	23.0	68.0	68.0	14.0	59.0	59.0
Total Split (%)	12.1%	12.1%	12.1%	29.3%	29.3%	29.3%	16.4%	48.6%	48.6%	10.0%	42.1%	42.1%
Yellow Time (s)	3.3	3.3	3.3	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	3.7	3.7	3.7	3.2	3.2	3.2	3.1	3.0	3.0	3.1	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	6.9	6.9	6.9	6.8	6.7	6.7	6.8	6.7	6.7
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	10.0	10.0	31.1	31.1	14.7	66.5	66.5	11.8	63.6	11.8	63.6	63.6
Actuated G/C Ratio	0.07	0.07	0.22	0.22	0.10	0.48	0.48	0.08	0.45	0.08	0.45	0.45
v/c Ratio	0.10	0.04	0.84	0.83	0.33	0.76	0.87	0.51	0.74	0.51	0.81	0.81
Control Delay	62.8	0.3	63.9	71.7	4.1	73.8	25.0	0.7	78.2	0.7	38.9	38.9
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	62.8	0.3	63.9	71.7	4.1	73.8	25.0	0.7	78.2	0.7	38.9	38.9
LOS	E	A	E	E	A	E	C	A	E	D	D	D
Approach Delay	31.6	57.1	57.1	57.1	57.1	57.1	22.6	22.6	22.6	42.9	42.9	42.9
Approach LOS	C	E	E	E	E	E	C	C	C	D	D	D
Queue Length 50th (m)	3.2	0.0	79.2	79.2	0.0	38.8	133.4	1.3	-34.3	173.8	173.8	173.8
Queue Length 95th (m)	9.9	0.0	101.6	#117.6	7.6	m36.7	m97.6	m1.0	#60.2	#209.7	#209.7	#209.7
Internal Link Dist (m)	99.6	60.0	90.0	160.2	160.2	160.2	436.0	436.0	226.1	226.1	226.1	226.1
Turn Bay Length (m)	122	275	727	371	476	191	1573	917	271	2155	2155	2155
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	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	0.10	0.04	0.76	0.75	0.31	0.69	0.87	0.51	0.74	0.81	0.81	0.81

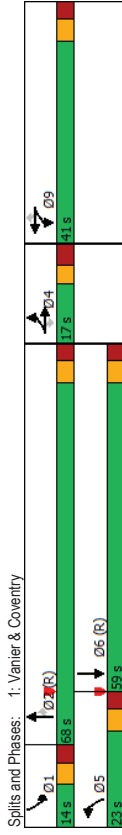
Scenario 1 400 Coventry Road 11:59 pm 08-26-2022 2037 Future Total  
MC

Scenario 1 400 Coventry Road 11:59 pm 08-26-2022 2037 Future Total  
MC

Lanes, Volumes, Timings  
1: Vanier & Coventry

06-09-2023

Maximum v/c Ratio: 0.87	Intersection LOS: D
Intersection Signal Delay: 37.5	ICU Level of Service E
Intersection Capacity Utilization 88.7%	
Analysis Period (min) 15	
~ Volume exceeds capacity, queue is theoretically infinite.	
# Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
m Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	



Synchro 11 Report  
Page 2

Scenario 1 400 Coventry Road 11:59 pm 08-26-2022 2037 Future Total  
MC

Synchro 11 Report  
Page 1

Scenario 1 400 Coventry Road 11:59 pm 08-26-2022 2037 Future Total  
MC

Lanes, Volumes, Timings  
2: Retail/Lola & Coventry

06-09-2023

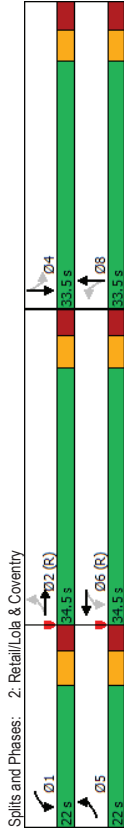
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	←	←	←	←	←	←	←	←	←	←	←	←
Traffic Volume (vph)	109	446	45	25	727	168	54	23	12	148	16	169
Future Volume (vph)	109	446	45	25	727	168	54	23	12	148	16	169
Satd. Flow (prot)	1658	3166	0	1551	3082	0	1658	1558	0	1580	1438	0
Flt Permitted	0.219			0.473			0.597			0.734		
Satd. Flow (perm)	372	3166	0	724	3082	0	1013	1558	0	1185	1438	0
Satd. Flow (RTOR)	12			32			12			169		
Lane Group Flow (vph)	109	491	0	25	895	0	54	35	0	148	185	0
Turn Type	pm-pt	NA		pm-pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6		8			4		
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8			4		
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		10.0			10.0		
Minimum Split (s)	11.6	27.6		11.6	27.6		33.5			33.5		
Total Split (s)	22.0	34.5		22.0	34.5		33.5			33.5		
Total Split (%)	24.4%	38.3%		24.4%	38.3%		37.2%			37.2%		
Yellow Time (s)	3.7	3.7		3.7	3.7		3.3			3.3		
All-Red Time (s)	2.9	2.9		2.9	2.9		3.2			3.2		
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0			0.0		
Total Lost Time (s)	6.6	6.6		6.6	6.6		6.5			6.5		
Lead/Lag	Lead	Lag		Lead	Lag		Lead			Lag		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes			Yes		
Recall Mode	None	C-Max		None	C-Max		None			None		
Act Effct Green (s)	54.6	50.6		48.8	43.7		20.9			20.9		
Actuated G/C Ratio	0.61	0.56		0.54	0.49		0.23			0.23		
v/c Ratio	0.32	0.28		0.06	0.59		0.23			0.54		
Control Delay	11.3	13.4		8.1	16.1		27.5			17.7		
Queue Delay	0.0	0.0		0.0	0.0		0.0			0.0		
Total Delay	11.3	13.4		8.1	16.1		27.5			17.7		
LOS	B	B		A	B		C			D		
Approach Delay		13.0			15.9					23.6		
Approach LOS		B			B					C		
Queue Length 50th (m)	8.4	21.3		1.2	38.4		6.9			20.4		
Queue Length 95th (m)	16.0	42.6		m2.1	m64.4		15.9			37.7		
Internal Link Dist (m)		374.2			149.4					66.3		
Turn Bay Length (m)		75.0			60.0					39.0		
Base Capacity (vph)	451	1785		587	1513		303			475		
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	0.24	0.28		0.04	0.59		0.18			0.07		

Intersection Summary	
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	0 (0%), Referenced to phase 2,EBTL and 6,WBTL, Start of Green
Natural Cycle:	75
Control Type:	Actuated-Coordinated

Lanes, Volumes, Timings  
2: Retail/Lola & Coventry

06-09-2023

Maximum v/c Ratio:	0.59	Intersection LOS: B
Intersection Signal Delay:	16.1	ICU Level of Service E
Intersection Capacity Utilization:	64.5%	
Analysis Period (min):	15	
m Volume for 95th percentile queue is metered by upstream signal.		



Lanes, Volumes, Timings  
3: Belfast/Retail & Coventry

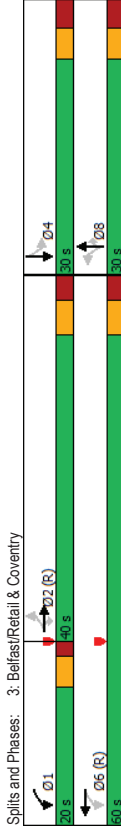
06-09-2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	419	182	179	725	3	276	0	254	0	0	0
Traffic Volume (vph)	0	419	182	179	725	3	276	0	254	0	0	0
Future Volume (vph)	1745	1679	1455	1658	1709	0	1626	1469	0	1745	0	0
Satd. Flow (prot)				0.356			0.757					
Flt Permitted												
Satd. Flow (perm)	1745	1679	695	503	1709	0	0	1163	1161	0	1745	0
Satd. Flow (RTOR)			182						181			
Lane Group Flow (vph)	0	419	182	179	728	0	0	276	254	0	0	0
Turn Type	Perm	NA	Perm	pm-pt	NA	Perm	NA	Perm				
Protected Phases	2	2	2	1	6			8	8	4		
Permitted Phases	2	2	2	1	6			8	8	4		
Detector Phase												
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	29.5	29.5	29.5	10.4	29.5	29.5	29.5	29.5	29.5	29.5	29.5	29.5
Total Split (s)	40.0	40.0	40.0	20.0	60.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	44.4%	44.4%	44.4%	22.2%	66.7%	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%
Yellow Time (s)	3.7	3.7	3.7	3.3	3.7	3.3	3.3	3.3	3.3	3.3	3.3	3.3
All-Red Time (s)	2.8	2.8	2.8	1.7	2.8	3.2	3.2	3.2	3.2	3.2	3.2	3.2
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)	6.5	6.5	6.5	5.0	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	None	None	None	None	None	None	None
Act Effct Green (s)	39.4	39.4	55.6	54.1	22.9	22.9	22.9	22.9	22.9	22.9	22.9	22.9
Actuated G/C Ratio	0.44	0.44	0.62	0.60	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25
v/c Ratio	0.57	0.45	0.41	0.71	0.94	0.59	0.94	0.59	0.94	0.59	0.94	0.59
Control Delay	19.2	6.5	10.5	17.5	73.3	15.5	73.3	15.5	73.3	15.5	73.3	15.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.2	6.5	10.5	17.5	73.3	15.5	73.3	15.5	73.3	15.5	73.3	15.5
LOS	B	A	B	B	E	B	E	B	E	B	E	B
Approach Delay	15.3		16.1		45.6							
Approach LOS	B		B		D							
Queue Length 50th (m)	61.5	1.9	12.3	81.7	46.3	10.0						
Queue Length 95th (m)	39.4	8.7	21.2	124.9	#91.6	34.0						
Internal Link Dist (m)	63.5		288.2		76.8							26.2
Turn Bay Length (m)			75.0		20.0							
Base Capacity (vph)	734	406	503	1027	303	436						
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	0.57	0.45	0.36	0.71	0.91	0.58						
Intersection Summary												
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 0 (0%), Referenced to phase 2,EBTL and 6,WBTL, Start of Green												
Natural Cycle: 70												
Control Type: Actuated-Coordinated												

Lanes, Volumes, Timings  
3: Belfast/Retail & Coventry

06-09-2023

Maximum v/c Ratio: 0.94	Intersection LOS: C
Intersection Signal Delay: 23.6	ICU Level of Service E
Intersection Capacity Utilization 87.9%	
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	



Lanes, Volumes, Timings  
4: St. Laurent & Coventry/Ogilvie

06-09-2023

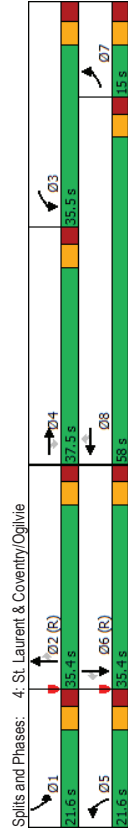
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	82	303	70	756	718	26	171	917	616	34	866	144
Traffic Volume (vph)	82	303	70	756	718	26	171	917	616	34	866	144
Future Volume (vph)	3038	3283	1414	3216	3103	1339	1523	3161	1441	1642	4764	1427
Sat'd. Flow (prot)	0.950			0.950			0.950					
Flt Permitted												
Sat'd. Flow (perm)	2861	3283	1286	3083	3103	1197	1491	3161	1327	1610	4764	1294
Sat'd. Flow (RTOR)	195			140			500					196
Lane Group Flow (vph)	82	303	70	756	718	26	171	917	616	34	866	144
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Permitted Phases	7	4	4	3	8	8	5	2	2	1	6	6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.9	37.5	37.5	11.9	37.5	11.4	35.4	35.4	11.4	35.4	35.4	35.4
Total Split (s)	15.0	37.5	37.5	35.5	58.0	58.0	21.6	35.4	35.4	21.6	35.4	35.4
Total Split (%)	11.5%	28.8%	28.8%	27.3%	44.6%	44.6%	16.6%	27.2%	27.2%	16.6%	27.2%	27.2%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	3.2	2.8	2.8	3.2	2.8	2.8	2.7	2.7	2.7	2.7	2.7	2.7
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)	6.9	6.5	6.5	6.9	6.5	6.5	6.4	6.4	6.4	6.4	6.4	6.4
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	18.1	27.3	27.3	31.4	43.3	43.3	15.7	41.9	41.9	8.2	29.4	29.4
Actuated G/C Ratio	0.14	0.21	0.21	0.24	0.33	0.33	0.12	0.32	0.32	0.06	0.23	0.23
v/c Ratio	0.19	0.44	0.17	0.97	0.70	0.05	0.93	0.90	0.80	0.33	0.80	0.33
Control Delay	50.3	45.8	0.8	75.7	43.1	0.2	107.5	55.8	18.1	66.1	54.4	3.6
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	50.3	45.8	0.8	75.7	43.1	0.2	107.5	55.8	18.1	66.1	54.4	3.6
LOS	D	D	A	E	D	A	F	E	B	E	D	A
Approach Delay		39.7			58.8			47.3			47.8	
Approach LOS		D			E			D			D	
Queue Length 50th (m)	9.2	34.4	0.0	~110.3	90.2	0.0	44.2	~133.9	28.4	8.5	77.8	0.0
Queue Length 95th (m)	17.9	48.2	0.0	#148.5	103.5	0.0	#88.9	#184.4	#107.0	19.0	94.0	5.5
Internal Link Dist (m)		237.3			375.2			144.1			235.2	
Turn Bay Length (m)	100.0		64.0	75.0			47.5			40.0		45.0
Base Capacity (vph)	431	782	465	777	1281	576	183	1018	766	191	1076	443
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	0.19	0.39	0.15	0.97	0.56	0.05	0.93	0.90	0.80	0.18	0.80	0.33

Intersection Summary	
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle:	130
Control Type:	Actuated-Coordinated

Lanes, Volumes, Timings  
4: St. Laurent & Coventry/Ogilvie

06-09-2023

Maximum v/c Ratio:	0.97	Intersection LOS:	D
Intersection Signal Delay:	50.3	ICU Level of Service:	G
Intersection Capacity Utilization:	101.4%		
Analysis Period (min):	15		
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			



Lanes, Volumes, Timings  
5: Riverside & 417EB/Tremblay

06-09-2023

	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	TT	TT	T	T	T	T	T	T	T	T	T	T
Traffic Volume (vph)	767	285	939	95	0	280	0	2289	136	49	1291	0
Future Volume (vph)	767	285	939	95	0	280	0	2289	136	49	1291	0
Satd. Flow (prot)	3216	3283	1375	1595	0	2585	0	4470	0	1658	3283	0
Flt Permitted	0.950			0.950						0.950		
Satd. Flow (perm)	3190	3283	1355	1580	0	2585	0	4470	0	1657	3283	0
Satd. Flow (RTOR)	402			118						8		
Lane Group Flow (vph)	767	285	939	95	0	280	0	2425	0	49	1291	0
Turn Type	Prot	NA	Free	Prot	pt-ov	NA	Prot	NA	Prot	NA		
Protected Phases	7	4	Free	3	8	1	2		1	6		
Permitted Phases			Free									
Detector Phase	7	4	3	8	1	2			1	6		
Switch Phase												
Minimum Initial (s)	5.0	10.0	None	5.0	10.0	None	5.0	10.0	5.0	10.0		
Minimum Split (s)	11.0	32.0	11.0	11.0	40.1	40.1	10.9	40.1	10.9	40.1		
Total Split (s)	49.0	49.0	16.0	16.0	64.0	64.0	11.0	75.0	7.9%	53.6%		
Total Split (%)	35.0%	35.0%	11.4%	11.4%	45.7%	45.7%	7.9%	53.6%				
Yellow Time (s)	3.3	3.3	3.3	3.3	3.7	3.7	3.7	3.7	2.2	2.4		
All-Red Time (s)	2.7	2.7	2.7	2.7	2.4	2.4	2.2	2.4				
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.1	6.1	5.9	6.1				
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	C-Max	None	None	C-Max	None	C-Max		
Act Effct Green (s)	38.1	38.9	140.0	10.0	23.2	60.7	6.5	73.1				
Actuated g/C Ratio	0.27	0.28	1.00	0.07	0.17	0.43	0.05	0.52				
v/c Ratio	0.88	0.31	0.69	0.84	0.53	1.25	0.64	0.75				
Control Delay	60.5	40.2	2.9	114.1	34.7	151.4	77.9	35.8				
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Total Delay	60.5	40.2	2.9	114.1	34.7	151.4	77.9	35.8				
LOS	E	D	A	F	C	F	E	D				
Approach Delay	30.5	54.8	151.4	37.3								
Approach LOS	C	D	F	D								
Queue Length 50th (m)	104.5	31.8	0.0	26.5	22.7	~316.5	14.2	195.8				
Queue Length 95th (m)	123.4	43.8	0.0	#58.1	40.3	#343.6	m#18.1	216.9				
Internal Link Dist (m)	156.9	156.9	92.5	218.5	164.5							
Turn Bay Length (m)	50.0	71.0	60.0	35.0								
Base Capacity (vph)	987	1008	1355	113	1941							
Starvation Cap Reductn	0	0	0	0	0							
Spillback Cap Reductn	0	0	0	0	0							
Storage Cap Reductn	0	0	0	0	0							
Reduced v/c Ratio	0.78	0.28	0.69	0.84	0.55	1.25	0.64	0.75				

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 116 (83%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	

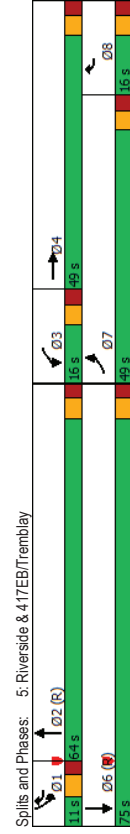
Lanes, Volumes, Timings  
5: Riverside & 417EB/Tremblay

06-09-2023

Lane Group	08
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	8
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	11.0
Total Split (s)	16.0
Total Split (%)	11%
Yellow Time (s)	3.3
All-Red Time (s)	2.7
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (m)	
Queue Length 95th (m)	
Internal Link Dist (m)	
Turn Bay Length (m)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

06-09-2023  
**5: Riverside & 417EB/Tremblay**

Maximum v/c Ratio: 1.25  
 Intersection Signal Delay: 81.3  
 Intersection LOS: F  
 ICU Level of Service F  
 Analysis Period (min): 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 ~ Volume for 95th percentile queue is metered by upstream signal.



06-09-2023  
**6: Via & Tremblay**

Maximum v/c Ratio: 1.25  
 Intersection Signal Delay: 81.3  
 Intersection LOS: F  
 ICU Level of Service F  
 Analysis Period (min): 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 ~ Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑	↑↑	↑	↑↑	↑↑	↑↑	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	0	436	118	33	220	0	76	0	48	0	48	0
Future Volume (vph)	0	436	118	33	220	0	76	0	48	0	48	0
Satd. Flow (prot)	1745	3131	1469	1398	3221	1745	1566	0	1375	0	1026	0
Flt/Permitted		0.499			0.757							
Satd. Flow (perm)	1745	3131	622	507	3221	1745	856	0	935	0	1026	0
Satd. Flow (RTOR)		77			42				42		63	
Lane Group Flow (vph)	0	436	118	33	220	0	76	0	48	0	48	0
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases	2	2	2	6	6	6	4	4	4	8	8	8
Detector Phase	2	2	2	6	6	6	4	4	4	8	8	8
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)	26.1	26.1	26.1	26.1	26.1	26.1	26.1	30.6	30.6	30.6	30.6	30.6
Total Split (s)	44.1	44.1	44.1	44.1	44.1	44.1	44.1	36.6	36.6	36.6	36.6	36.6
Total Split (%)	54.6%	54.6%	54.6%	54.6%	54.6%	54.6%	45.4%	45.4%	45.4%	45.4%	45.4%	45.4%
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)	2.8	2.8	2.8	2.8	2.8	2.8	2.8	3.3	3.3	3.3	3.3	3.3
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)	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.6	6.6	6.6	6.6	6.6

Recall Mode	Min	Min	Min	Min	Min	None	None	None
Act Effct Green (s)	26.2	26.2	26.2	26.2	26.2	24.3	24.3	24.3
Actuated g/C Ratio	0.41	0.41	0.41	0.41	0.41	0.38	0.38	0.38
v/c Ratio	0.34	0.39	0.16	0.17	0.23	0.12	0.12	0.00
Control Delay	13.9	10.7	15.1	12.5	13.7	5.2	5.2	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.9	10.7	15.1	12.5	13.7	5.2	5.2	0.0
LOS	B	B	B	B	B	A	A	A

Approach Delay	Min	Min	Min	Min	Min	None	None	None
Approach LOS	B	B	B	B	B	B	B	B
Queue Length 50ft (m)	17.2	2.9	2.3	8.0	5.3	0.4	0.4	0.0
Queue Length 95ft (m)	27.4	14.8	7.8	14.4	12.0	5.1	5.1	0.0
Internal Link Dist (m)	339.7			91.7	21.9			4.0
Turn Bay Length (m)	40.0	45.0						
Base Capacity (vph)	1901	407	307	1955	410	469	524	524
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.29	0.11	0.11	0.19	0.10	0.10	0.00

Intersection Summary	Min	Min	Min	Min	Min	None	None	None
Cycle Length: 80.7								
Actuated Cycle Length: 63.3								
Natural Cycle: 60								
Control Type: Actuated-Uncoordinated								
Maximum v/c Ratio: 0.39								

Lanes, Volumes, Timings  
6: Via & Tremblay

06-09-2023

Intersection Signal Delay: 12.7  
Intersection Capacity Utilization 72.7%  
Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service C

Splits and Phases: 6: Via & Tremblay



Lanes, Volumes, Timings  
7: Belfast & Tremblay

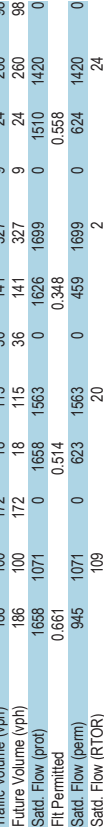
06-09-2023

Intersection Signal Delay: 12.7  
Intersection Capacity Utilization 72.7%  
Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service C

Splits and Phases: 7: Belfast & Tremblay



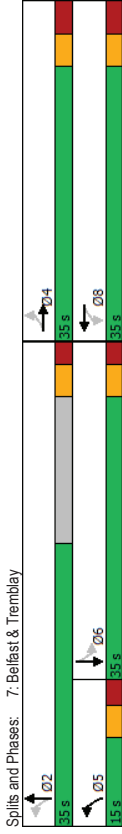
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	186	100	172	18	115	36	141	327	9	24	260	98
Future Volume (vph)	186	100	172	18	115	36	141	327	9	24	260	98
Satd. Flow (prot)	1688	1071	0	1658	1563	0	1626	1699	0	1510	1420	0
FltP/Permitted	0.661			0.514			0.348			0.558		
Satd. Flow (perm)	945	1071	0	623	1563	0	459	1699	0	624	1420	0
Satd. Flow (RTOR)	109			20			2			24		
Lane Group Flow (vph)	186	272	0	18	151	0	141	386	0	24	358	0
Turn Type	Perm	NA	Perm	NA	NA	pm+pt	NA	Perm	NA	Perm	NA	0
Permitted Phases	4	4		8	8	5	2			6		6
Detector Phase	4	4		8	8	5	2			6		6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	5.0	10.0			10.0		10.0
Minimum Split (s)	24.8	24.8		29.8	29.8	10.9	23.9			28.9		28.9
Total Split (s)	35.0	35.0		35.0	35.0	15.0	35.0			35.0		35.0
Total Split (%)	41.2%	41.2%		41.2%	41.2%	17.6%	41.2%			41.2%		41.2%
Yellow Time (s)	3.3	3.3		3.3	3.3	3.3	3.3			3.3		3.3
All-Red Time (s)	3.5	3.5		3.5	3.5	2.6	2.6			2.6		2.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0			0.0		0.0
Total Lost Time (s)	6.8	6.8		6.8	6.8	5.9	5.9			5.9		5.9
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	Max			Max		Max
Act Effct Green (s)	24.4	24.4		24.4	24.4	43.6	43.6			29.1		29.1
Actuated g/C Ratio	0.30	0.30		0.30	0.30	0.54	0.54			0.36		0.36
v/c Ratio	0.65	0.68		0.10	0.31	0.38	0.37			0.11		0.68
Control Delay	36.7	24.3		21.8	20.7	12.9	12.3			19.9		28.7
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0			0.0		0.0
Total Delay	36.7	24.3		21.8	20.7	12.9	12.3			19.9		28.7
LOS	D	C		C	C	B	B			B		C
Approach Delay		29.4		20.9		12.5				28.2		
Approach LOS		C		C		B				C		C
Queue Length 50ft (m)	24.9	21.6		2.0	15.3	9.7	26.1			2.4		41.8
Queue Length 95ft (m)	46.9	48.7		6.7	29.8	20.9	48.9			8.0		79.1
Internal Link Dist (m)		254.6			135.9		210.0					31.1
Turn Bay Length (m)		98.0			35.0		45.0					16.5
Base Capacity (vph)	330	445		218	560	379	930			225		528
Starvation Cap Reductn	0	0		0	0	0	0			0		0
Spillback Cap Reductn	0	0		0	0	0	0			0		0
Storage Cap Reductn	0	0		0	0	0	0			0		0
Reduced v/c Ratio	0.56	0.61		0.08	0.27	0.37	0.36			0.11		0.68
Intersection Summary												
Cycle Length: 85												
Actuated Cycle Length: 80.7												
Natural Cycle: 70												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.68												



Lanes, Volumes, Timings  
7: Belfast & Tremblay

06-09-2023

Intersection Signal Delay: 22.7 Intersection LOS: C  
 Intersection Capacity Utilization 82.7% ICU Level of Service E  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.



Lanes, Volumes, Timings  
8: St. Laurent & Tremblay

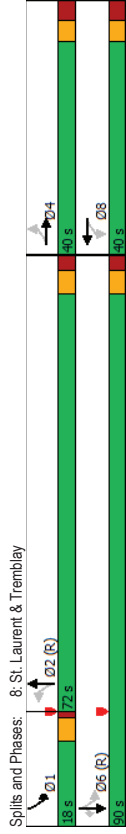
06-09-2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	60	21	32	12	20	100	77	1363	38	127	1211	236
Traffic Volume (vph)	60	21	32	12	20	100	77	1363	38	127	1211	236
Future Volume (vph)	1271	1501	0	1445	1331	0	1658	4321	0	1626	3075	1339
Satd. Flow (prot)	0.660			0.722			0.225					0.135
Flt/Permitted	863	1501	0	1056	1331	0	387	4321	0	230	3075	1217
Satd. Flow (perm)	32			100			4					236
Satd. Flow (RTOR)	60	53	0	12	120	0	77	1401	0	127	1211	236
Lane Group Flow (vph)	Perm	NA	Perm	NA	Perm	NA	Perm	NA	pm-pt	NA	Perm	NA
Turn Type	4	4	8	8	8	2	2	2	2	1	6	6
Protected Phases	4	4	8	8	8	2	2	2	2	1	6	6
Detector Phase	4	4	8	8	8	2	2	2	2	1	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	5.0	10.0	10.0
Minimum Split (s)	38.5	38.5	38.5	38.5	38.5	39.2	39.2	39.2	39.2	9.7	39.2	39.2
Total Split (s)	40.0	40.0	40.0	40.0	40.0	72.0	72.0	72.0	72.0	18.0	90.0	90.0
Total Split (%)	30.8%	30.8%	30.8%	30.8%	30.8%	55.4%	55.4%	55.4%	55.4%	13.8%	69.2%	69.2%
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3	3.7	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	3.2	3.2	3.2	3.2	3.2	2.5	2.5	2.5	2.5	1.0	2.5	2.5
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)	6.5	6.5	6.5	6.5	6.5	6.2	6.2	6.2	6.2	4.7	6.2	6.2
Lead/Lag						Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	27.6	27.6	27.6	27.6	27.6	76.0	76.0	76.0	76.0	91.2	89.7	89.7
Actuated g/C Ratio	0.21	0.21	0.21	0.21	0.21	0.58	0.58	0.58	0.58	0.70	0.69	0.69
v/c Ratio	0.33	0.15	0.05	0.33	0.34	0.55	0.55	0.55	0.55	0.49	0.57	0.26
Control Delay	46.2	20.2	38.3	13.2	22.2	19.0	14.0	12.7	1.7	14.0	12.7	1.7
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	46.2	20.2	38.3	13.2	22.2	19.0	14.0	12.7	1.7	14.0	12.7	1.7
LOS	D	C	D	B	B	C	B	B	B	B	B	A
Approach Delay	34.0		15.5		19.2							11.2
Approach LOS	C		B		B							B
Queue Length 50th (m)	12.5	4.1	2.4	4.0	10.7	83.9				10.8	85.9	0.0
Queue Length 95th (m)	25.6	14.7	7.7	19.9	24.9	102.9				18.2	105.0	8.5
Internal Link Dist (m)	156.9		35.0	90.2	55.6							120.1
Turn Bay Length (m)	34.5		35.0		35.0							78.5
Base Capacity (vph)	219	410	272	417	226	2527				304	2121	912
Starvation Cap Reductn	0	0	0	0	0	0				0	0	0
Spillback Cap Reductn	0	0	0	0	0	0				0	0	0
Storage Cap Reductn	0	0	0	0	0	0				0	0	0
Reduced v/c Ratio	0.27	0.13	0.04	0.29	0.34	0.65				0.42	0.57	0.26
Intersection Summary												
Cycle Length: 130												
Actuated Cycle Length: 130												
Offset: 53 (41%), Referenced to phase 2:NBTLL and 6:SBTL, Start of Green												
Natural Cycle: 90												
Control Type: Actuated-Coordinated												

Lanes, Volumes, Timings  
8: St. Laurent & Tremblay

06-09-2023

Maximum v/c Ratio: 0.57  
 Intersection Signal Delay: 15.7  
 Intersection LOS: B  
 ICU Level of Service D  
 Intersection Capacity Utilization 80.8%  
 Analysis Period (min) 15



HCM 2010 TWSC  
9: Access & Coventry

06-09-2023

Intersection Int Delay, s/veh 0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑
Traffic Vol, veh/h	580	6	13	991	12	21
Future Vol, veh/h	580	6	13	991	12	21
Conflicting Peds. #/hr	0	50	50	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	15	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	580	6	13	991	12	21

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	636
Stage 1	-	-	633
Stage 2	-	-	522
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	6.84
Critical Hdwy Stg 2	-	-	5.84
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	943
Stage 1	-	-	491
Stage 2	-	-	560
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	906
Mov Cap-2 Maneuver	-	-	314
Stage 1	-	-	472
Stage 2	-	-	552

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	13.4
HCM LOS		B	

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	461	-	-	906	-
HCM Lane V/C Ratio	0.072	-	-	0.014	-
HCM Control Delay (s)	13.4	-	-	9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %ile Q(veh)	0.2	-	-	0	-

06-09-2023  
 HCM 2010 TWSC  
 10: Belfast & New Local

Intersection	1.8					
Int Delay, s/veh	1.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W					
Traffic Vol, veh/h	24	26	25	511	374	6
Future Vol, veh/h	24	26	25	511	374	6
Conflicting Peds, #/hr	0	0	247	0	0	247
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	26	25	511	374	6
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1185	624	627	0	-	0
Stage 1	624	-	-	-	-	-
Stage 2	561	-	-	-	-	-
Critical Hwy	6.42	6.22	4.12	-	-	-
Critical Hwy Stg 1	5.42	-	-	-	-	-
Critical Hwy Stg 2	5.42	-	-	-	-	-
Follow-up Hwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	209	485	955	-	-	-
Stage 1	534	-	-	-	-	-
Stage 2	571	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	130	392	772	-	-	-
Mov Cap-2 Maneuver	130	-	-	-	-	-
Stage 1	412	-	-	-	-	-
Stage 2	461	-	-	-	-	-
Approach	EB	NB	SB			
HCM Control Delay, s	29.1	0.5	0			
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBl	n1	SBT	SBR
Capacity (veh/h)	772	-	199	-	-	-
HCM Lane V/C Ratio	0.032	-	0.251	-	-	-
HCM Control Delay (s)	9.8	0	29.1	-	-	-
HCM Lane LOS	A	A	D	-	-	-
HCM 95th %tile Q(veh)	0.1	-	1	-	-	-

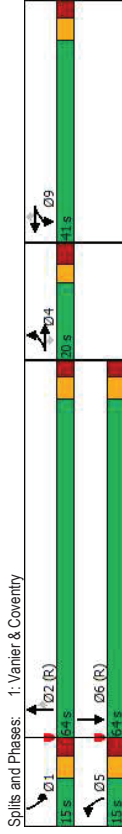
06-09-2023  
 Lanes, Volumes, Timings  
 1: Vanier & Coventry

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	44	249	640	5	248	11	1585	491	217	1971	10
Future Volume (vph)	51	44	249	640	5	248	11	1585	491	217	1971	10
Satd. Flow (prot)	0	1700	1483	2859	1485	1469	1658	3316	1483	3216	4758	0
Flt/Permitted	0.974	0.950	0.950	0.953	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (perm)	0	1684	1419	2906	1469	1415	1655	3316	1426	3200	4758	0
Satd. Flow (RTOR)		136				206		491				1
Lane Group Flow (vph)	0	95	249	429	216	248	11	1585	491	217	1981	0
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	NA
Protected Phases	4	4	4	9	9	9	5	2	2	1	6	
Permitted Phases	4	4	4	9	9	9	5	2	2	1	6	
Detector Phase	4	4	4	9	9	9	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	17.0	17.0	17.0	40.9	40.9	40.9	11.8	35.7	35.7	11.8	35.7	35.7
Total Split (s)	20.0	20.0	20.0	41.0	41.0	41.0	15.0	64.0	64.0	15.0	64.0	64.0
Total Split (%)	14.3%	14.3%	14.3%	29.3%	29.3%	29.3%	10.7%	45.7%	45.7%	10.7%	45.7%	45.7%
Yellow Time (s)	3.3	3.3	3.3	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	3.7	3.7	3.7	3.2	3.2	3.2	3.1	3.0	3.0	3.1	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	6.9	6.9	6.9	6.8	6.7	6.7	6.8	6.7	6.7
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	13.0	13.0	29.1	29.1	29.1	29.1	6.6	58.1	58.1	12.5	71.6	71.6
Actuated g/C Ratio	0.09	0.09	0.21	0.21	0.21	0.21	0.05	0.42	0.42	0.09	0.51	0.51
v/c Ratio	0.61	0.98	0.70	0.70	0.54	0.14	1.15	0.56	0.76	0.81	0.81	0.81
Control Delay	77.9	78.9	57.2	63.3	14.2	70.9	105.0	3.8	78.8	33.9	33.9	33.9
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	77.9	78.9	57.2	63.3	14.2	70.9	105.0	3.8	78.8	33.9	33.9	33.9
LOS	E	E	E	E	B	E	F	A	F	A	E	C
Approach Delay	78.6		46.8			81.0					38.4	
Approach LOS	E		D			F					D	
Queue Length 50th (m)	25.7	32.9	58.1	58.6	9.1	3.0	-271.8	8.9	-36.0	-36.0	161.6	
Queue Length 95th (m)	#44.6	#68.0	76.9	89.0	34.1	m3.3	#286.3	m10.6	#62.7	#240.9	226.1	
Internal Link Dist (m)	99.6		161.3			436.0					226.1	
Turn Bay Length (m)	60.0	90.0				85.0		200.0		90.0		
Base Capacity (vph)	157	255	720	361	500	97	1375	878	286	2432	2432	
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	0.61	0.98	0.60	0.60	0.50	0.11	1.15	0.56	0.76	0.81	0.81	0.81
Intersection Summary												
Cycle Length: 140												
Actuated Cycle Length: 140												
Offset: 31 (22%), Referenced to phase 2:NBT and 6:SBT, Start of Green												
Natural Cycle: 150												
Control Type: Actuated-Coordinated												

Lanes, Volumes, Timings  
1: Vanier & Coventry

06-09-2023

Maximum v/c Ratio: 1.15  
 Intersection Signal Delay: 58.4  
 Intersection Capacity Utilization 95.0%  
 Analysis Period (min) 15  
 Intersection LOS: E  
 ICU Level of Service F  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 m Queue shown is maximum after two cycles.  
 Volume for 95th percentile queue is metered by upstream signal.



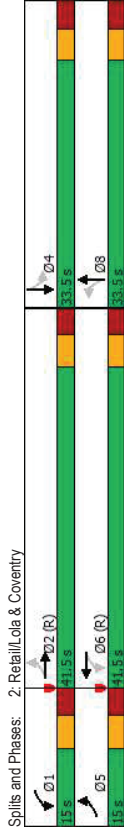
Lanes, Volumes, Timings  
2: Retail/Lola & Coventry

06-09-2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑
Traffic Volume (vph)	158	580	27	31	643	278	53	26	33	174	20	91
Future Volume (vph)	158	580	27	31	643	278	53	26	33	174	20	91
Satd. Flow (prot)	1688	3266	0	1658	2982	0	1658	1559	0	1626	1456	0
Flt Permitted	0.206	0.422		0.422	0.685		0.685			0.719		
Satd. Flow (perm)	349	3266	0	693	2982	0	1148	1559	0	1195	1456	0
Satd. Flow (RTOR)	6			88			33			91		
Lane Group Flow (vph)	158	607	0	31	921	0	53	59	0	174	111	0
Turn Type	pm-pt	NA		pm-pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6		8			4		
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8			4		
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	11.6	27.6		11.6	27.6		33.5	33.5		33.5	33.5	
Total Split (s)	15.0	41.5		15.0	41.5		33.5	33.5		33.5	33.5	
Total Split (%)	16.7%	46.1%		16.7%	46.1%		37.2%	37.2%		37.2%	37.2%	
Yellow Time (s)	3.7	3.7		3.7	3.7		3.3	3.3		3.3	3.3	
All-Red Time (s)	2.9	2.9		2.9	2.9		3.2	3.2		3.2	3.2	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.6	6.6		6.6	6.6		6.5	6.5		6.5	6.5	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	52.6	47.6		47.5	41.2		21.3	21.3		21.3	21.3	
Actuated g/C Ratio	0.98	0.53		0.53	0.46		0.24	0.24		0.24	0.24	
v/c Ratio	0.50	0.35		0.07	0.65		0.20	0.15		0.62	0.27	
Control Delay	14.8	15.9		7.2	15.5		26.4	13.6		39.0	9.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	14.8	15.9		7.2	15.5		26.4	13.6		39.0	9.2	
LOS	B	B		A	B		C	B		D	A	
Approach Delay	15.7			15.2			19.7			27.4		
Approach LOS	B			B			B			C		
Queue Length 50th (m)	12.6	38.3		1.8	35.1		6.7	3.2		24.5	2.4	
Queue Length 95th (m)	22.2	54.0		m2.7	m58.1		15.5	11.8		44.0	14.1	
Internal Link Dist (m)	369.8			149.4			66.3			115.1		
Turn Bay Length (m)	75.0			60.0						39.0		
Base Capacity (vph)	326	1729		471	1412		344	490		368	500	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.48	0.35		0.07	0.65		0.15	0.12		0.49	0.22	
Intersection Summary												
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green												
Natural Cycle: 80												
Control Type: Actuated-Coordinated												

06-09-2023  
 Lanes, Volumes, Timings  
 2: Retail/Lola & Coventry

Maximum v/c Ratio: 0.65  
 Intersection Signal Delay: 17.3  
 Intersection LOS: B  
 ICU Level of Service D  
 Analysis Capacity Utilization 76.6%  
 Analysis Period (min) 15  
 Volume for 95th percentile queue is metered by upstream signal.



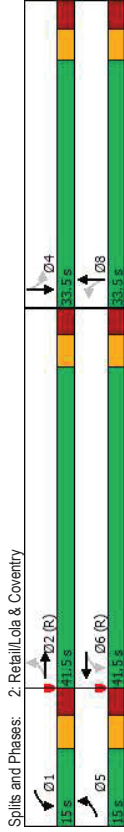
Splits and Phases: 2: Retail/Lola & Coventry

06-09-2023  
 Lanes, Volumes, Timings  
 3: Belfast/Retail & Coventry

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	627	219	260	639	5	340	0	290	1	0	4
Traffic Volume (vph)	1	627	219	260	639	5	340	0	290	1	0	4
Future Volume (vph)	1658	1745	1455	1658	1738	0	0	1658	1455	0	1367	0
Satd. Flow (prot)	0.411			0.110								0.951
Flt.Permitted	688	1745	686	192	1738	0	0	1146	1111	0	1284	0
Satd. Flow (RTOR)	1	627	219	260	644	0	0	340	290	0	5	0
Lane Group Flow (vph)	Perm	NA	Perm	pm-pt	NA	Perm	NA	Perm	Perm	NA	Perm	NA
Turn Type	2	2	2	6	6	8	8	8	8	4	4	4
Permitted Phases	2	2	2	1	6	8	8	8	8	4	4	4
Detector Phase												
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	29.5	29.5	29.5	10.4	29.5	29.5	29.5	29.5	29.5	29.5	29.5	29.5
Total Split (s)	37.0	37.0	37.0	15.0	52.0	38.0	38.0	38.0	38.0	38.0	38.0	38.0
Total Split (%)	41.1%	41.1%	41.1%	16.7%	57.8%	42.2%	42.2%	42.2%	42.2%	42.2%	42.2%	42.2%
Yellow Time (s)	3.7	3.7	3.7	3.3	3.7	3.3	3.3	3.3	3.3	3.3	3.3	3.3
All-Red Time (s)	2.8	2.8	2.8	1.7	2.8	3.2	3.2	3.2	3.2	3.2	3.2	3.2
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)	6.5	6.5	6.5	5.0	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	None	None	None	None	None	None	None
Act Effct Green (s)	31.3	31.3	31.3	49.2	47.7	29.3	29.3	29.3	29.3	29.3	29.3	29.3
Actuated g/C Ratio	0.35	0.35	0.35	0.55	0.53	0.33	0.33	0.33	0.33	0.33	0.33	0.33
v/c Ratio	0.00	1.03	0.57	0.89	0.70	0.91	0.91	0.59	0.59	0.01	0.00	0.00
Control Delay	20.0	70.6	12.2	54.3	21.6	59.3	13.9	13.9	13.9	0.0	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	20.0	70.6	12.2	54.3	21.6	59.3	13.9	13.9	13.9	0.0	0.0	0.0
LOS	B	E	B	D	C	E	B	E	B	A	A	A
Approach Delay		55.4			31.0			38.4				
Approach LOS		E			C			D				
Queue Length 50th (m)	0.0	-122.1	2.1	30.4	63.1	53.6	12.1	53.6	12.1	0.0	0.0	0.0
Queue Length 95th (m)	m0.2	#173.0	18.0	#78.1	125.2	#101.2	36.9	#101.2	36.9	0.0	0.0	0.0
Internal Link Dist (m)		63.5			288.2			76.8				26.2
Turn Bay Length (m)		54.0			75.0			20.0				
Base Capacity (vph)		228	606	381	291	922	401	513	513	516	516	516
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	1.03	0.57	0.89	0.70	0.85	0.57	0.85	0.57	0.01	0.01	0.01
Intersection Summary												
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green												
Natural Cycle: 90												
Control Type: Actuated-Coordinated												

06-09-2023  
 Lanes, Volumes, Timings  
 2: Retail/Lola & Coventry

Maximum v/c Ratio: 0.65  
 Intersection Signal Delay: 17.3  
 Intersection LOS: B  
 ICU Level of Service D  
 Analysis Capacity Utilization 76.6%  
 Analysis Period (min) 15  
 Volume for 95th percentile queue is metered by upstream signal.

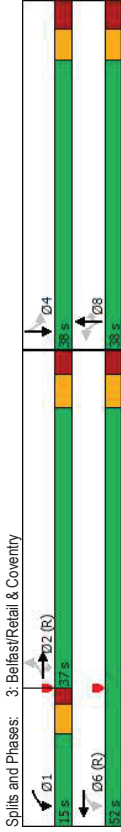


Splits and Phases: 2: Retail/Lola & Coventry

Lanes, Volumes, Timings  
3: Belfast/Retail & Coventry

06-09-2023

Maximum v/c Ratio: 1.03  
 Intersection Signal Delay: 41.6  
 Intersection LOS: D  
 Analysis Period (min): 15  
 ICU Level of Service F  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 m Queue shown is maximum after two cycles.  
 Volume for 95th percentile queue is metered by upstream signal.



Lanes, Volumes, Timings  
4: St. Laurent & Coventry/Ogilvie

06-09-2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	TT	TT	TT	TT	TT	TT	TT	TT	TT	TT	TT	TT
Traffic Volume (vph)	308	709	209	636	533	31	201	937	684	72	902	244
Future Volume (vph)	308	709	209	636	533	31	201	937	684	72	902	244
Satd. Flow (prot)	3216	3316	1483	3154	3075	1469	1566	3252	1483	1658	4764	1483
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	2795	3316	1317	3039	3075	1207	1517	3252	1342	1620	4764	1300
Satd. Flow (RTOR)	210			210			210			373		211
Lane Group Flow (vph)	308	709	209	636	533	31	201	937	684	72	902	244
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1		6
Permitted Phases			4			8		2				6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.9	37.5	37.5	11.9	37.5	37.5	11.4	35.4	35.4	11.4	35.4	35.4
Total Split (s)	23.5	37.5	37.5	23.5	37.5	37.5	23.5	44.0	44.0	15.0	35.5	35.5
Total Split (%)	19.6%	31.3%	31.3%	19.6%	31.3%	31.3%	19.6%	36.7%	36.7%	12.5%	29.6%	29.6%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	3.2	2.8	2.8	3.2	2.8	2.8	2.7	2.7	2.7	2.7	2.7	2.7
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)	6.9	6.5	6.5	6.9	6.5	6.5	6.4	6.4	6.4	6.4	6.4	6.4
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	16.6	29.7	29.7	17.9	31.0	31.0	16.9	40.6	40.6	8.2	29.3	29.3
Actuated g/C Ratio	0.14	0.25	0.25	0.15	0.26	0.26	0.14	0.34	0.34	0.07	0.24	0.24
v/c Ratio	0.69	0.86	0.43	1.35	0.67	0.07	0.91	0.85	0.98	0.64	0.77	0.51
Control Delay	58.3	55.0	7.7	211.7	44.8	0.3	93.3	46.7	48.1	79.5	47.7	11.9
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	58.3	55.0	7.7	211.7	44.8	0.3	93.3	46.7	48.1	79.5	47.7	11.9
LOS	E	E	A	F	D	A	F	D	D	E	D	B
Approach Delay		47.8		132.1			52.4				42.4	
Approach LOS		D		F			D				D	
Queue Length 50th (m)	36.1	83.2	0.0	-105.5	59.4	0.0	47.2	111.7	-96.8	16.8	73.0	6.1
Queue Length 95th (m)	51.0	106.1	18.2	#141.1	78.5	0.0	#90.4	#150.2	#176.3	#36.1	89.0	29.7
Internal Link Dist (m)		235.7		375.0			144.1				235.2	
Turn Bay Length (m)	100.0	64.0	75.0			47.5				40.0	45.0	
Base Capacity (vph)	444	856	495	470	794	467	223	1099	700	118	1164	477
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	0.69	0.83	0.42	1.35	0.67	0.07	0.90	0.85	0.98	0.61	0.77	0.51
Intersection Summary												
Cycle Length: 120												
Actuated Cycle Length: 120												
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green												
Natural Cycle: 130												
Control Type: Actuated-Coordinated												

06-09-2023  
**Lanes, Volumes, Timings**  
**4: St. Laurent & Coventry/Ogilvie**

Maximum v/c Ratio: 1.35  
 Intersection Signal Delay: 66.6  
 Intersection LOS: E  
 Intersection Capacity Utilization 102.4%  
 ICU Level of Service G  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.



Splits and Phases: 4: St. Laurent & Coventry/Ogilvie

06-09-2023  
**Lanes, Volumes, Timings**  
**5: Riverside & 417EB/Tremblay**

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑	↑↑	↑	↑	↑	↑↑	↑↑	↑↑	↑	↑	↑	↑
Traffic Volume (vph)	577	394	718	151	0	336	0	2097	123	65	1405	0
Future Volume (vph)	577	394	718	151	0	336	0	2097	123	65	1405	0
Satd. Flow (prot)	2983	3191	1389	1610	0	2611	0	4586	0	1610	3283	0
Flt Permitted	0.950											
Satd. Flow (perm)	2869	3191	1320	1598	0	2611	0	4586	0	1610	3283	0
Satd. Flow (RTOR)	261											
Lane Group Flow (vph)	577	394	718	151	0	336	0	2220	0	65	1405	0
Turn Type	Prot	NA	Free	Prot		pt-ov		NA		Prot	NA	
Protected Phases	7	4		3		8		1		2		6
Permitted Phases	Free											
Detector Phase	7	4		3		8		1		2		6
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0		10.0		10.0		5.0	10.0	
Minimum Split (s)	11.0	32.0		11.0		40.1		40.1		10.9	40.1	
Total Split (s)	36.0	34.0		19.0		74.0		74.0		13.0	87.0	
Total Split (%)	25.7%	24.3%		13.6%		52.9%		52.9%		9.3%	62.1%	
Yellow Time (s)	3.3	3.3		3.3		3.7		3.7		3.7	3.7	
All-Red Time (s)	2.7	2.7		2.7		2.4		2.4		2.2	2.4	
Lost Time Adjust (s)	0.0	0.0		0.0		0.0		0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0		6.1		6.1		5.9	6.1	
Lead/Lag	Lead	Lag	Lead	Lead		Lag		Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes		Yes		Yes	Yes	
Recall Mode	None	None	None	None		C-Max		C-Max		None	C-Max	
Act Effct Green (s)	29.5	27.4	140.0	13.0		24.0		68.4		7.2	81.5	
Actuated g/C Ratio	0.21	0.20	1.00	0.09		0.17		0.49		0.05	0.58	
v/c Ratio	0.94	0.63	0.54	1.01		0.62		0.99		0.79	0.73	
Control Delay	79.1	56.7	1.6	138.9		39.8		51.8		95.9	32.4	
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	
Total Delay	79.1	56.7	1.6	138.9		39.8		51.8		95.9	32.4	
LOS	E	E	A	F		D		D		F	C	
Approach Delay	40.9											
Approach LOS	D											
Queue Length 50ft (m)	81.4	52.9	0.0	-43.1		32.0		218.9		19.0	155.5	
Queue Length 95ft (m)	#114.8	70.5	0.0	#88.6		50.1		#260.2		m#25.8	m234.6	
Internal Link Dist (m)	156.9											
Turn Bay Length (m)	50.0											
Base Capacity (vph)	622	638	1320	149		526		2245		82	1912	
Starvation Cap Reductn	0	0	0	0		0		0		0	0	
Spillback Cap Reductn	0	0	0	0		0		0		0	0	
Storage Cap Reductn	0	0	0	0		0		0		0	0	
Reduced v/c Ratio	0.83	0.62	0.54	1.01		0.64		0.99		0.79	0.73	
Intersection Summary												
Cycle Length: 140												
Actuated Cycle Length: 140												
Offset: 3 (2%), Referenced to phase 2:NBT and 6:SBT, Start of Green												
Natural Cycle: 135												
Control Type: Actuated-Coordinated												

Lanes, Volumes, Timings  
5: Riverside & 417EB/Tremblay

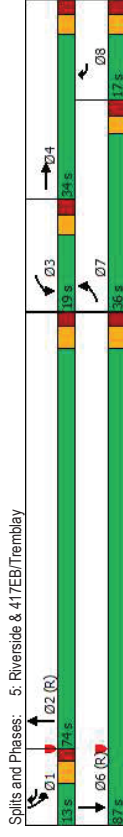
06-09-2023

Lane Group	Ø8
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	8
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	11.0
Total Split (s)	17.0
Total Split (%)	12%
Yellow Time (s)	3.3
All-Red Time (s)	2.7
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	None
Act Effct Green (s)	
Actuated G/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (m)	
Queue Length 95th (m)	
Internal Link Dist (m)	
Turn Bay Length (m)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Lanes, Volumes, Timings  
5: Riverside & 417EB/Tremblay

06-09-2023

Maximum v/c Ratio:	1.01	Intersection LOS:	D
Intersection Signal Delay:	46.1	ICU Level of Service:	F
Intersection Capacity Utilization:	92.6%		
Analysis Period (min):	15		
~ Volume exceeds capacity, queue is theoretically infinite.			
# Queue shown is maximum after two cycles.			
~ 95th percentile volume exceeds capacity, queue may be longer.			
m Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			





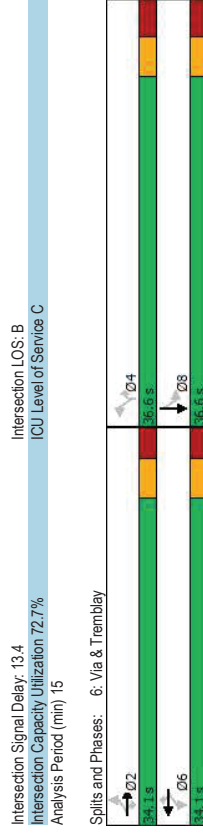
Lanes, Volumes, Timings  
6: Via & Tremblay

06-09-2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	2	336	164	56	416	0	147	0	77	1	0	1
Future Volume (vph)	2	336	164	56	416	0	147	0	77	1	0	1
Satd. Flow (prot)	1658	3161	1455	1610	3283	1745	1642	0	1455	0	1342	0
Flt Permitted	0.508			0.549			0.757				0.976	
Satd. Flow (RTOR)	621	3161	655	615	3283	1745	912	0	1005	0	1138	0
Lane Group Flow (vph)	2	336	164	56	416	0	147	0	77	0	2	0
Turn Type	Perm	NA	Perm	NA	Perm	Perm	Perm	Perm	Perm	Perm	NA	NA
Protected Phases	2	2	2	6	6	4	4	8	8			
Permitted Phases	2	2	2	6	6	4	4	8	8			
Detector Phase	2	2	2	6	6	4	4	8	8			
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)	30.6	30.6	30.6	30.6	30.6	30.6	30.6	30.6	30.6	30.6	30.6	30.6
Total Split (s)	34.1	34.1	34.1	34.1	34.1	34.1	34.1	34.1	34.1	34.1	34.1	34.1
Total Split (%)	48.2%	48.2%	48.2%	48.2%	48.2%	48.2%	51.8%	51.8%	51.8%	51.8%	51.8%	51.8%
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)	2.8	2.8	2.8	2.8	2.8	2.8	3.3	3.3	3.3	3.3	3.3	3.3
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)	6.1	6.1	6.1	6.1	6.1	6.1	6.6	6.6	6.6	6.6	6.6	6.6
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min
Act Effct Green (s)	23.5	23.5	23.5	23.5	23.5	23.5	24.2	24.2	24.2	24.2	24.2	24.2
Actuated G/C Ratio	0.39	0.39	0.39	0.39	0.39	0.39	0.40	0.40	0.40	0.40	0.40	0.40
v/c Ratio	0.01	0.27	0.50	0.24	0.33	0.40	0.18	0.18	0.18	0.18	0.00	0.00
Control Delay	11.5	13.5	11.5	16.0	14.0	16.4	7.0	7.0	7.0	7.0	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	11.5	13.5	11.5	16.0	14.0	16.4	7.0	7.0	7.0	7.0	0.0	0.0
LOS	B	B	B	B	B	B	B	B	A	A	A	A
Approach Delay	12.8			14.2			13.2					
Approach LOS	B			B			B					
Queue Length 50th (m)	0.1	12.8	3.3	4.0	16.2	9.9	1.7	1.7	1.7	1.7	0.0	0.0
Queue Length 95th (m)	1.2	20.8	16.1	11.3	25.4	24.7	8.9	8.9	8.9	8.9	0.0	0.0
Internal Link Dist (m)		339.7			91.7		21.9				4.0	
Turn Bay Length (m)	38.0	40.0	45.0									
Base Capacity (vph)	302	1536	378	299	1596	456	526	526	526	526	593	593
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	0.01	0.22	0.43	0.19	0.26	0.32	0.15	0.15	0.15	0.15	0.00	0.00
Intersection Summary												
Cycle Length: 70.7												
Actuated Cycle Length: 60.5												
Natural Cycle: 70												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.50												

Lanes, Volumes, Timings  
6: Via & Tremblay

06-09-2023



Lanes, Volumes, Timings  
7: Belfast & Tremblay

06-09-2023

	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	1	1	1	1	1	1	1	1	1	1	1	1
Traffic Volume (vph)	218	81	204	20	122	65	154	414	20	25	436	96
Future Volume (vph)	218	81	204	20	122	65	154	414	20	25	436	96
Satd. Flow (prot)	1642	881	0	1658	1324	0	1688	1689	0	1537	1516	0
Flt Permitted	0.605			0.444			0.237			0.950		
Satd. Flow (perm)	807	881	0	543	1324	0	347	1689	0	1082	1516	0
Satd. Flow (RTOR)	126			27			3			13		
Lane Group Flow (vph)	218	285	0	20	187	0	154	434	0	25	532	0
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Prot	NA		Prot	NA	
Protected Phases	4	4	8	8	8	2	5	2	1	6		
Permitted Phases	4	4	8	8	8	2	5	2	1	6		
Detector Phase	4	4	8	8	8	2	5	2	1	6		
Switch Phase	4	4	8	8	8	2	5	2	1	6		
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	24.8	24.8	29.8	29.8	29.8	10.9	23.9	10.9	23.9	10.9	28.9	28.9
Total Split (s)	35.0	35.0	35.0	35.0	35.0	20.0	45.0	20.0	45.0	20.0	45.0	45.0
Total Split (%)	35.0%	35.0%	35.0%	35.0%	35.0%	20.0%	45.0%	20.0%	45.0%	20.0%	45.0%	45.0%
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)	3.5	3.5	3.5	3.5	3.5	2.6	2.6	2.6	2.6	2.6	2.6	2.6
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)	6.8	6.8	6.8	6.8	6.8	5.9	5.9	5.9	5.9	5.9	5.9	5.9
Lead/Lag						Lead	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	Max	None	Max	None	Max	
Act Effct Green (s)	27.9	27.9	27.9	27.9	27.9	54.6	49.8	7.2	39.1	7.2	39.1	
Actuated G/C Ratio	0.29	0.29	0.29	0.29	0.29	0.57	0.52	0.07	0.41	0.07	0.41	
v/c Ratio	0.93	0.83	0.13	0.47	0.47	0.45	0.50	0.22	0.85	0.22	0.85	
Control Delay	80.0	39.5	28.6	28.6	28.6	14.0	19.1	46.7	40.8	46.7	40.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	80.0	39.5	28.6	28.6	28.6	14.0	19.1	46.7	40.8	46.7	40.8	
LOS	E	D	C	C	C	B	B	D	D	D	D	
Approach Delay	57.0		28.6		17.8			41.0				
Approach LOS	E		C		B			D				
Queue Length 50th (m)	39.7	28.9	2.8	24.3	12.5	42.8	4.5	87.5		4.5	87.5	
Queue Length 95th (m)	#88.8	#76.9	8.9	46.0	21.6	92.1	12.6	#152.8		12.6	#152.8	
Internal Link Dist (m)	254.6			135.9		210.0		31.1				
Turn Bay Length (m)	98.0		35.0		45.0		16.5					
Base Capacity (vph)	237	347	159	407	392	876	225	625		225	625	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.92	0.82	0.13	0.46	0.39	0.50	0.11	0.85		0.11	0.85	
Intersection Summary												
Cycle Length: 100												
Actuated Cycle Length: 96.1												
Natural Cycle: 80												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.93												

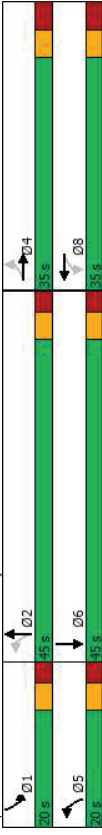
Lanes, Volumes, Timings  
7: Belfast & Tremblay

06-09-2023

Intersection Signal Delay: 36.6  
Intersection Capacity Utilization 94.3%  
Analysis Period (min) 15  
# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Intersection LOS: D  
ICU Level of Service F

Splits and Phases: 7: Belfast & Tremblay



Lanes, Volumes, Timings  
8: St. Laurent & Tremblay

06-09-2023

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	228	38	80	23	21	180	35	1454	12	51	1150	93
Future Volume (vph)	228	38	80	23	21	180	35	1454	12	51	1150	93
Satd. Flow (prot)	1398	1475	0	1658	1447	0	1642	4766	0	1688	3191	1375
Flt Permitted	0.549			0.681			0.221			0.112		
Satd. Flow (perm)	787	1475	0	1152	1447	0	377	4756	0	194	3191	1255
Satd. Flow (RTOR)	77			175			1					93
Lane Group Flow (vph)	228	118	0	23	201	0	35	1466	0	51	1150	93
Turn Type	Perm	NA	NA	Perm	NA	Perm	NA	pm-pt	NA	Perm	NA	Perm
Protected Phases	4	4		8	8		2	2	1	6		6
Permitted Phases	4	4		8	8		2	2	1	6		6
Detector Phase	4	4		8	8		2	2	1	6		6
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	38.5	38.5	38.5	38.5	38.5	39.2	39.2	39.2	9.7	39.2	39.2	39.2
Total Split (s)	40.0	40.0	40.0	40.0	40.0	65.0	65.0	65.0	15.0	80.0	80.0	80.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	54.2%	54.2%	54.2%	12.5%	66.7%	66.7%	66.7%
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3	3.7	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	3.2	3.2	3.2	3.2	3.2	2.5	2.5	2.5	1.0	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.2	6.2	6.2	4.7	6.2	6.2	6.2
Lead/Lag												
Lead/Lag Optimize?												
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max	C-Max	C-Max
Act Effct Green (s)	33.5	33.5	33.5	33.5	33.5	64.2	64.2	64.2	75.3	73.8	73.8	73.8
Actuated G/C Ratio	0.28	0.28	0.28	0.28	0.28	0.54	0.54	0.54	0.63	0.62	0.62	0.62
v/c Ratio	1.04	0.25	0.07	0.38	0.17	0.58	0.25	0.59	0.12	0.59	0.12	0.12
Control Delay	114.9	14.8	32.8	9.4	18.7	20.4	11.6	15.4	2.2	15.4	2.2	2.2
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	114.9	14.8	32.8	9.4	18.7	20.4	11.6	15.4	2.2	15.4	2.2	2.2
LOS	F	B	C	A	B	C	B	B	B	B	B	A
Approach Delay	80.8	11.8	20.4		20.4		14.3					
Approach LOS	F	B	C		C		B					
Queue Length 50th (m)	-57.9	7.2	4.0	4.5	4.2	84.9	4.3	80.4	4.3	80.4	0.0	0.0
Queue Length 95th (m)	#106.9	21.8	10.6	23.1	11.2	101.9	9.1	99.3	9.1	99.3	6.2	6.2
Internal Link Dist (m)	156.9			90.2		55.6		120.1				
Turn Bay Length (m)	34.5			35.0		35.0		78.5				
Base Capacity (vph)	219	467	321	530	201	2546	247	1962	807			
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	1.04	0.25	0.07	0.38	0.17	0.58	0.21	0.59	0.12	0.59	0.12	0.12
Intersection Summary												
Cycle Length: 120												
Actuated Cycle Length: 120												
Offset: 49 (41%), Referenced to phase 2:NBLT and 6:SBTL, Start of Green												
Natural Cycle: 90												
Control Type: Actuated-Coordinated												

Lanes, Volumes, Timings  
8: St. Laurent & Tremblay

06-09-2023

Maximum v/c Ratio: 1.04	Intersection LOS: C
Intersection Signal Delay: 23.7	ICU Level of Service F
Intersection Capacity Utilization 96.9%	
Analysis Period (min) 15	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	



Intersection	Int Delay, s/veh										
	EBT	EBR	WBL	WBT	NBL	NBR					
Int Delay, s/veh	0.5										
Movement	EBT	EBR	WBL	WBT	NBL	NBR					
Lane Configurations	↔↔	↔	↔	↔	↔	↔					
Traffic Vol, veh/h	824	17	29	954	15	23					
Future Vol, veh/h	824	17	29	954	15	23					
Conflicting Peds. #/hr	0	60	60	0	0	0					
Sign Control	Free	Free	Free	Free	Stop	Stop					
RT Channelized	-	None	-	None	-	None					
Storage Length	-	-	15	-	0	-					
Veh in Median Storage, #	0	-	-	0	0	-					
Grade, %	0	-	-	0	0	-					
Peak Hour Factor	100	100	100	100	100	100					
Heavy Vehicles, %	2	2	2	2	2	2					
Mvmt Flow	824	17	29	954	15	23					
Major/Minor	Major1	Major2	Minor1								
Conflicting Flow All	0	0	901	0	1428	481					
Stage 1	-	-	-	-	893	-					
Stage 2	-	-	-	-	535	-					
Critical Hdwy	-	-	4.14	-	6.84	6.94					
Critical Hdwy Stg 1	-	-	-	-	5.84	-					
Critical Hdwy Stg 2	-	-	-	-	5.84	-					
Follow-up Hdwy	-	-	2.22	-	3.52	3.32					
Pot Cap-1 Maneuver	-	-	750	-	126	531					
Stage 1	-	-	-	-	360	-					
Stage 2	-	-	-	-	551	-					
Platoon blocked, %	-	-	-	-	-	-					
Mov Cap-1 Maneuver	-	-	715	-	115	506					
Mov Cap-2 Maneuver	-	-	-	-	239	-					
Stage 1	-	-	-	-	343	-					
Stage 2	-	-	-	-	528	-					
Approach	EB	WB	NB								
HCM Control Delay, s	0	0.3	16.5								
HCM LOS				C							
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT						
Capacity (veh/h)	351	-	-	715	-						
HCM Lane V/C Ratio	0.108	-	-	0.041	-						
HCM Control Delay (s)	16.5	-	-	10.2	-						
HCM Lane LOS	C	-	-	B	-						
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-						

Intersection	Int Delay, s/veh									
	EBL	EBR	NBL	NBT	SBT	SBR <th colspan="4"></th>				
Int Delay, s/veh	2.2									
Movement	EBL	EBR	NBL	NBT	SBT	SBR				
Lane Configurations	↔	↔	↔	↔	↔	↔				
Traffic Vol, veh/h	21	31	48	640	468	14				
Future Vol, veh/h	21	31	48	640	468	14				
Conflicting Peds. #/hr	0	0	256	0	0	256				
Sign Control	Stop	Stop	Free	Free	Free	Free				
RT Channelized	-	None	-	None	-	None				
Storage Length	0	-	-	-	-	-				
Veh in Median Storage, #	0	-	-	0	0	-				
Grade, %	0	-	-	0	0	-				
Peak Hour Factor	100	100	100	100	100	100				
Heavy Vehicles, %	2	2	3	2	2	2				
Mvmt Flow	21	31	48	640	468	14				
Major/Minor	Minor2	Major1	Major1	Major2						
Conflicting Flow All	1467	731	738	0	-	0				
Stage 1	731	-	-	-	-	-				
Stage 2	736	-	-	-	-	-				
Critical Hdwy	6.42	6.22	4.13	-	-	-				
Critical Hdwy Stg 1	5.42	-	-	-	-	-				
Critical Hdwy Stg 2	5.42	-	-	-	-	-				
Follow-up Hdwy	3,518	3,318	2,227	-	-	-				
Pot Cap-1 Maneuver	141	422	863	-	-	-				
Stage 1	476	-	-	-	-	-				
Stage 2	474	-	-	-	-	-				
Platoon blocked, %	-	-	-	-	-	-				
Mov Cap-1 Maneuver	81	338	692	-	-	-				
Mov Cap-2 Maneuver	81	-	-	-	-	-				
Stage 1	340	-	-	-	-	-				
Stage 2	380	-	-	-	-	-				
Approach	EB	NB	SB							
HCM Control Delay, s	42	0.7	0							
HCM LOS	E									
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR					
Capacity (veh/h)	692	-	148	-	-					
HCM Lane V/C Ratio	0.069	-	0.351	-	-					
HCM Control Delay (s)	10.6	0	42	-	-					
HCM Lane LOS	B	A	E	-	-					
HCM 95th %tile Q(veh)	0.2	-	1.4	-	-					

# Appendix K

MMLOS Analysis

# Multi-Modal Level of Service - Segments Form

Consultant Scenario Comments	CGH Transportation Inc. Existing/Future
Project Date	2022-116 2022-10-21

SEGMENTS		Coventry Rd		Belfast Rd		New Local		Belfast Rd	
		Ex/Fut		Existing	Future	Future	Future	Future	
Pedestrian	Sidewalk Width	≥ 2 m		no sidewalk	≥ 2 m	≥ 2 m		≥ 2 m	
	Boulevard Width	> 2 m		n/a	< 0.5	> 2 m		> 2 m	
	Avg Daily Curb Lane Traffic Volume	> 3000		> 3000	≤ 3000	≤ 3000		> 3000	
	Operating Speed On-Street Parking	> 50 to 60 km/h yes		> 50 to 60 km/h no	> 30 to 50 km/h yes	> 50 to 60 km/h no	> 50 to 60 km/h no		
	Exposure to Traffic PLoS	B		F	B	C			
	Effective Sidewalk Width								
	Pedestrian Volume	-		-	-	-			
Crowding PLoS	-		-	-	-				
Level of Service		-	-	-	-	-			
Bicycle	Type of Cycling Facility	Physically Separated		Curbside Bike Lane	Mixed Traffic	Physically Separated			
	Number of Travel Lanes			≤ 1 each direction	≤ 2 (no centreline)				
	Operating Speed			>50 to 70 km/h	>40 to <50 km/h				
	# of Lanes & Operating Speed LoS	-		C	B	-			
	Bike Lane (+ Parking Lane) Width			≥ 1.8 m					
	Bike Lane Width LoS	-		A	-	-			
	Bike Lane Blockages			Rare					
	Blockage LoS	-		A	-	-			
	Median Refuge Width (no median = < 1.8 m)			< 1.8 m refuge	< 1.8 m refuge				
	No. of Lanes at Unsignalized Crossing			≤ 3 lanes	≤ 3 lanes				
	Sidestreet Operating Speed			>50 to 60 km/h	≤ 40 km/h				
	Unsignalized Crossing - Lowest LoS	A		B	A	A			
	Level of Service	A		C	B	A			
Facility Type									
Friction or Ratio Transit:Posted Speed									
Level of Service	-		-	-	-				
Truck	Truck Lane Width	> 3.7 m		≤ 3.5 m					
	Travel Lanes per Direction	> 1		1					
	Level of Service	A		C	-	-			

**Multi-Modal Level of Service - Intersections Form**

Consultant Scenario	CGH Transportation Inc.
Comments	Existing/Future
Project Date	2022-116 2023-06-06

		Coventry Road at Vanier Parkway				Coventry Road at Lola Street				Coventry Road at Belfast Road			
		NORTH	SOUTH	EAST	WEST	NORTH	SOUTH	EAST	WEST	NORTH	SOUTH	EAST	WEST
Pedestrian	Lanes	9		8	7	5	6	5	6	3	6	6	6
	Median	No Median - 2.4 m	No Median - 2.4 m	No Median - 2.4 m	Median > 2.4 m	No Median - 2.4 m	No Median - 2.4 m	No Median - 2.4 m	No Median - 2.4 m	No Median - 2.4 m	No Median - 2.4 m	No Median - 2.4 m	No Median - 2.4 m
	Conflicting Left Turns	Protected/ Permissive	Protected/ Permissive	Protected	Protected	Protected/ Permissive	Protected/ Permissive	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
	Conflicting Right Turns	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control
	Right Turns on Red (RTOR) ?	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed
	Ped Signal Leading Interval?	No	No	No	No	No	No	No	No	No	No	No	No
	Right Turn Channel	No Channel	No Channel	Conventional with Receiving Lane	Convrtl without Receiving Lane	No Channel	No Channel	No Channel	No Channel	No Channel	No Channel	No Channel	No Channel
	Corner Radius	15-25m	15-25m	15-25m	10-15m	5-10m	5-10m	10-15m	5-10m	5-10m	5-10m	15-25m	5-10m
	Crosswalk Type	Std transverse markings	Std transverse markings	Std transverse markings	Std transverse markings	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	Std transverse markings	Zebra stripe hi-vis markings	Std transverse markings	Std transverse markings	Std transverse markings	Std transverse markings
	PETSI Score	-31	-5	60	63	37	24	41	32	20	71	21	18
Ped. Exposure to Traffic LoS	F	F	F	F	E	F	E	F	F	C	F	F	F
Cycle Length	140	140	140	140	90	90	90	90	90	90	90	90	90
Effective Walk Time	35	30	10	7	6	6	14	14	14	8	8	15	30
Average Pedestrian Delay	D	E	F	F	39	D	D	32	D	D	D	D	20
Pedestrian Delay LoS	F	E	F	F	E	F	E	F	F	D	F	F	C
Level of Service	F												
<b>Approach From</b>		NORTH	SOUTH	EAST	WEST	NORTH	SOUTH	EAST	WEST	NORTH	SOUTH	EAST	WEST
Bicycle Lane Arrangement on Approach	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Curb Bike Lane, Cycletrack or MUP	Curb Bike Lane, Cycletrack or MUP	Mixed Traffic	Curb Bike Lane, Cycletrack or MUP	Curb Bike Lane, Cycletrack or MUP	Curb Bike Lane, Cycletrack or MUP
Right Turn Lane Configuration	> 50 m	> 50 m	> 50 m	> 50 m	> 50 m	> 50 m	> 50 m	> 25 km/h	> 25 km/h	Mixed Traffic	Not Applicable	Not Applicable	Not Applicable
Right Turning Speed	≤ 25 km/h	≤ 25 km/h	> 25 km/h	> 25 km/h	> 25 km/h	> 25 km/h	> 25 km/h	> 25 km/h	> 25 km/h	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cyclist related to RT motorists Separated or Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic
Left Turn Approach	≥ 2 lanes crossed	≥ 2 lanes crossed	≥ 2 lanes crossed	One lane crossed	One lane crossed	One lane crossed	One lane crossed	2-stage, LT box	2-stage, LT box	No lane crossed	1 lane crossed	2-stage, LT box	2-stage, LT box
Operating Speed	≥ 60 km/h	≥ 60 km/h	≥ 60 km/h	≥ 60 km/h	≥ 60 km/h	≥ 60 km/h	≥ 60 km/h	≥ 60 km/h	≥ 60 km/h	> 50 to < 60 km/h	> 50 to < 60 km/h	≥ 60 km/h	≥ 60 km/h
Left Turning Cyclist	F	F	F	F	F	F	F	A	A	C	D	A	A
Level of Service	F	F	F	F	F	F	F	A	A	C	D	A	A
Level of Service	E												
Average Signal Delay	≤ 40 sec	> 40 sec	> 40 sec	> 40 sec	> 40 sec	> 40 sec	> 40 sec	≤ 20 sec	≤ 20 sec	> 40 sec	> 40 sec	≤ 10 sec	≤ 10 sec
Level of Service	E	F	F	F	F	F	F	C	C	F	F	F	B
Level of Service	F												
Effective Corner Radius	10 - 15 m												
Number of Receiving Lanes on Departure from Intersection	≥ 2												
Level of Service	B												
Level of Service	B												
Volume to Capacity Ratio	0.91 - 1.00												
Level of Service	E												





# Appendix L

TDM Checklist

**TDM Measures Checklist:**  
*Non-Residential Developments (office, institutional, retail or industrial)*

**Legend**

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

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

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

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

**TDM measures: *Non-residential developments***

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

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

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

**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
<b>1. TDM PROGRAM MANAGEMENT</b>		
<b>1.1 Program coordinator</b>		
BASIC ★	1.1.1 Designate an internal coordinator, or contract with an external coordinator	<input type="checkbox"/>
<b>1.2 Travel surveys</b>		
BETTER	1.2.1 Conduct periodic surveys to identify travel-related behaviours, attitudes, challenges and solutions, and to track progress	<input type="checkbox"/>
<b>2. WALKING AND CYCLING</b>		
<b>2.1 Information on walking/cycling routes &amp; destinations</b>		
BASIC	2.1.1 Display local area maps with walking/cycling access routes and key destinations at major entrances (multi-family, condominium)	<input checked="" type="checkbox"/>
<b>2.2 Bicycle skills training</b>		
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
<b>3. TRANSIT</b>		
<b>3.1 Transit information</b>		
BASIC	3.1.1 Display relevant transit schedules and route maps at entrances (multi-family, condominium)	<input checked="" type="checkbox"/>
BETTER	3.1.2 Provide real-time arrival information display at entrances (multi-family, condominium)	<input type="checkbox"/>
<b>3.2 Transit fare incentives</b>		
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 checked="" type="checkbox"/>
<b>3.3 Enhanced public transit service</b>		
BETTER ★	3.3.1 Contract with OC Transpo to provide early transit services until regular services are warranted by occupancy levels (subdivision)	<input type="checkbox"/>
<b>3.4 Private transit service</b>		
BETTER	3.4.1 Provide shuttle service for seniors homes or lifestyle communities (e.g. scheduled mall or supermarket runs)	<input type="checkbox"/>
<b>4. CARSHARING &amp; BIKESHARING</b>		
<b>4.1 Bikeshare stations &amp; memberships</b>		
BETTER	4.1.1 Contract with provider to install on-site bikeshare station (multi-family)	<input checked="" type="checkbox"/>
BETTER	4.1.2 Provide residents with bikeshare memberships, either free or subsidized (multi-family)	<input type="checkbox"/>
<b>4.2 Carshare vehicles &amp; memberships</b>		
BETTER	4.2.1 Contract with provider to install on-site carshare vehicles and promote their use by residents	<input checked="" type="checkbox"/>
BETTER	4.2.2 Provide residents with carshare memberships, either free or subsidized	<input type="checkbox"/>
<b>5. PARKING</b>		
<b>5.1 Priced parking</b>		
BASIC ★	5.1.1 Unbundle parking cost from purchase price (condominium)	<input checked="" type="checkbox"/>
BASIC ★	5.1.2 Unbundle parking cost from monthly rent (multi-family)	<input checked="" type="checkbox"/>

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

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

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

TDM-supportive design & infrastructure measures: Non-residential developments		Check if completed & add descriptions, explanations or plan/drawing references
<b>1. WALKING &amp; CYCLING: ROUTES</b>		
<b>1.1 Building location &amp; access points</b>		
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"/>
<b>1.2 Facilities for walking &amp; cycling</b>		
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 Official Plan policy 4.3.3)	<input 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 Official Plan policy 4.3.12)	<input type="checkbox"/>

TDM-supportive design & infrastructure measures: Non-residential developments		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 Official Plan policy 4.3.10)	<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 Official Plan policy 4.3.10)	<input 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 Official Plan policy 4.3.11)	<input checked="" type="checkbox"/>
BASIC	1.2.6 Provide safe, direct and attractive walking routes from building entrances to nearby transit stops	<input 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"/>
<b>1.3 Amenities for walking &amp; cycling</b>		
BASIC	1.3.1 Provide lighting, landscaping and benches along walking and cycling routes between building entrances and streets, sidewalks and trails	<input 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 type="checkbox"/>

TDM-supportive design & infrastructure measures: Non-residential developments		Check if completed & add descriptions, explanations or plan/drawing references
<b>2. WALKING &amp; CYCLING: END-OF-TRIP FACILITIES</b>		
<b>2.1 Bicycle parking</b>		
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 checked="" 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 commuter cyclists (assuming the cycling mode share target is met), plus the expected peak number of customer/visitor cyclists	<input type="checkbox"/>
BETTER	2.1.5 Provide bicycle parking spaces equivalent to the expected number of commuter and customer/visitor cyclists, plus an additional buffer (e.g. 25 percent extra) to encourage other cyclists and ensure adequate capacity in peak cycling season	<input type="checkbox"/>
<b>2.2 Secure bicycle parking</b>		
REQUIRED	2.2.1 Where more than 50 bicycle parking spaces are provided for a single office building, locate at least 25% of spaces within a building/structure, a secure area (e.g. supervised parking lot or enclosure) or bicycle lockers (see <i>Zoning By-law Section 111</i> )	<input type="checkbox"/>
BETTER	2.2.2 Provide secure bicycle parking spaces equivalent to the expected number of commuter cyclists (assuming the cycling mode share target is met)	<input type="checkbox"/>
<b>2.3 Shower &amp; change facilities</b>		
BASIC	2.3.1 Provide shower and change facilities for the use of active commuters	<input type="checkbox"/>
BETTER	2.3.2 In addition to shower and change facilities, provide dedicated lockers, grooming stations, drying racks and laundry facilities for the use of active commuters	<input type="checkbox"/>
<b>2.4 Bicycle repair station</b>		
BETTER	2.4.1 Provide a permanent bike repair station, with commonly used tools and an air pump, adjacent to the main bicycle parking area (or secure bicycle parking area, if provided)	<input type="checkbox"/>

TDM-supportive design & infrastructure measures: Non-residential developments		Check if completed & add descriptions, explanations or plan/drawing references
<b>3. TRANSIT</b>		
<b>3.1 Customer amenities</b>		
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"/>
<b>4. RIDESHARING</b>		
<b>4.1 Pick-up &amp; drop-off facilities</b>		
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"/>
<b>4.2 Carpool parking</b>		
BASIC	4.2.1 Provide signed parking spaces for carpools in a priority location close to a major building entrance, sufficient in number to accommodate the mode share target for carpools	<input type="checkbox"/>
BETTER	4.2.2 At large developments, provide spaces for carpools in a separate, access-controlled parking area to simplify enforcement	<input type="checkbox"/>
<b>5. CARSHARING &amp; BIKESHARING</b>		
<b>5.1 Carshare parking spaces</b>		
BETTER	5.1.1 Provide carshare parking spaces in permitted non-residential zones, occupying either required or provided parking spaces (see <i>Zoning By-law Section 94</i> )	<input type="checkbox"/>
<b>5.2 Bikeshare station location</b>		
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"/>

TDM-supportive design & infrastructure measures: Non-residential developments		Check if completed & add descriptions, explanations or plan/drawing references
<b>6. PARKING</b>		
<b>6.1 Number of parking spaces</b>		
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 704</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"/>
<b>6.2 Separate long-term &amp; short-term parking areas</b>		
BETTER	6.2.1 Separate short-term and long-term parking areas using signage or physical barriers, to permit access controls and simplify enforcement (i.e. to discourage employees from parking in visitor spaces, and vice versa)	<input type="checkbox"/>
<b>7. OTHER</b>		
<b>7.1 On-site amenities to minimize off-site trips</b>		
BETTER	7.1.1 Provide on-site amenities to minimize mid-day or mid-commute errands	<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: Residential developments		Check if completed & add descriptions, explanations or plan/drawing references
<b>1. WALKING &amp; CYCLING: ROUTES</b>		
<b>1.1 Building location &amp; access points</b>		
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"/>
<b>1.2 Facilities for walking &amp; cycling</b>		
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 checked="" type="checkbox"/>
BASIC	1.2.6 Provide safe, direct and attractive walking routes from building entrances to nearby transit stops	<input 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"/>
<b>1.3 Amenities for walking &amp; cycling</b>		
BASIC	1.3.1 Provide lighting, landscaping and benches along walking and cycling routes between building entrances and streets, sidewalks and trails	<input 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 type="checkbox"/>

TDM-supportive design & infrastructure measures: <i>Residential developments</i>		Check if completed & add descriptions, explanations or plan/drawing references
<b>2. WALKING &amp; CYCLING: END-OF-TRIP FACILITIES</b>		
<b>2.1 Bicycle parking</b>		
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 checked="" 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"/>
<b>2.2 Secure bicycle parking</b>		
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"/>
<b>2.3 Bicycle repair station</b>		
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"/>
<b>3. TRANSIT</b>		
<b>3.1 Customer amenities</b>		
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
<b>4. RIDESHARING</b>		
<b>4.1 Pick-up &amp; drop-off facilities</b>		
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 checked="" type="checkbox"/>
<b>5. CARSHARING &amp; BIKESHARING</b>		
<b>5.1 Carshare parking spaces</b>		
BETTER	5.1.1 Provide up to three carshare parking spaces in an R3, R4 or RS Zone for specified residential uses (see <i>Zoning By-law Section 94</i> )	<input type="checkbox"/>
<b>5.2 Bikeshare station location</b>		
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"/>
<b>6. PARKING</b>		
<b>6.1 Number of parking spaces</b>		
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"/>
<b>6.2 Separate long-term &amp; short-term parking areas</b>		
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"/>