





**Chick-fil-A**  
**Transportation Impact Assessment**  
*1984 Baseline Road, City of Ottawa*

**Type of Document:**  
Strategy – Stage 4 Report

**Project Name:**  
Chick-fil-A – College Square  
Transportation Impact Assessment

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**Date:**  
2025-12-19

EXP Quality System Checks		
Project No.: BRM-23002042-W0		Date: 2025-12-19
Type of Document: Transportation Impact Assessment – Strategy		Revision No.: 0
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## INTRODUCTION

EXP Service has been retained by Chick-fil-A Canada ULC to prepare a Transportation Impact Assessment (TIA) in support of Site Plan Approval applications for the development of the lands known as 1984 Baseline Road, henceforth referred to as the “Subject Site”.

As shown in *Figure 1*, the subject site is currently occupied by a commercial establishment (The Beer Store), which will be replaced by the proposed development.



Figure 1: Site Location

Notably, the existing site was recently involved in a reported collision, highlighting that safety concerns can arise at high-demand locations. To mitigate any potential risks, an operational safety plan will be developed for the proposed Chick-fil-A drive-through operation, providing additional on-site traffic control and guidance when it is needed.

Detailed site plan is provided in **Appendix A** for reference.

## 1. SCREENING

A Transportation Impact Assessment (TIA) screening form was completed for the proposed development to determine the requirements for the assessment. The findings are summarized as follows:

- Trip Generation Trigger** The trip generation estimated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition, this development meets the City's TIA Trip Generation Trigger ( $\geq 60$  peak-hour auto trips). Therefore, the trip generation-based trigger is satisfied.
- Location Trigger** According to the City's *Official Plan Schedule C7-A*, the development is located within a designated priority area. Therefore, the location-based trigger is satisfied.
- Safety Trigger** The proposed development includes a drive-through facility, which satisfies the safety-based trigger

Based on the City's screening assessment, EXP has confirmed the need to conduct a full TIA for the proposed development. A copy of the completed screening form is included in **Appendix B** for reference.

## 2. SCOPING

### 2.1. Proposed Development

The proposed development is located at 1984 Baseline Road in City of Ottawa, within the northwest corner of College Square Mall. The site is currently zoned Mixed Use – Commercial Zone II (MC F(1.5) H(34)) under the City of Ottawa Zoning By-law 2008-250. This zoning permits a range of commercial uses, including drive-through facilities, subject to site plan control and applicable design guidelines.

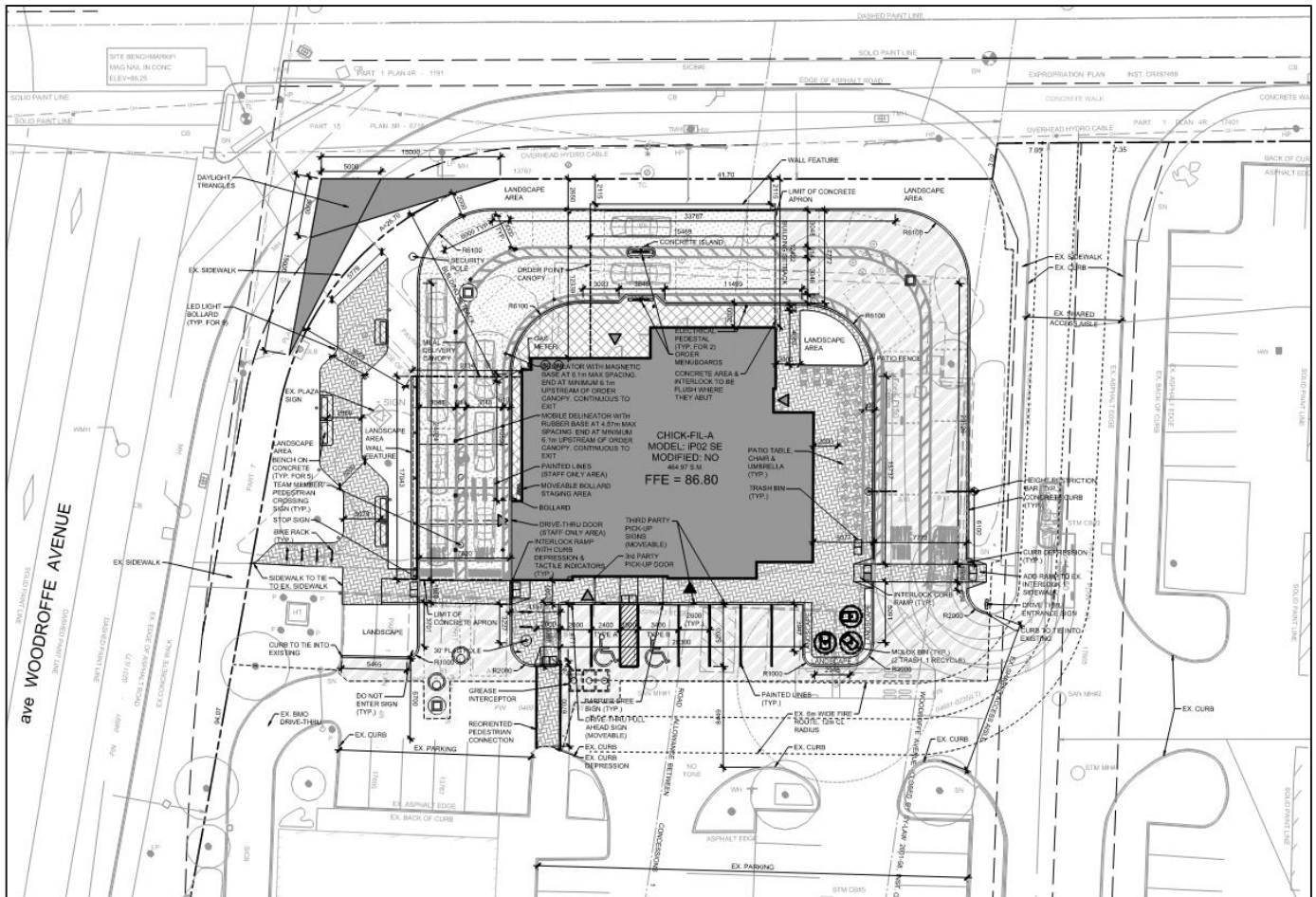


Figure 2: Site Plan

The development includes approximately 424 m<sup>2</sup> of gross floor area, two drive-through lanes, and nine parking spaces, including two accessible spaces. The site is currently served by multiple access points to the surrounding shopping mall, located along Baseline Road, Woodroffe Avenue, and Navaho Drive.

Construction is expected to proceed in a single phase, with occupancy targeted for 2027.

## 2.2. Existing Conditions

### 2.2.1. Roadways

The following outlines the existing site characteristics of the roads and intersections in the vicinity of the subject site are described below.

- **Baseline Road** is a four-lane east-west arterial corridor extending from Richmond Road to Prince of Wales Drive. Within the study area, it features auxiliary turn lanes at major intersections, sidewalks on both sides, and a posted speed limit of 60 km/h. The corridor is designated as a truck route under the City of Ottawa’s transportation network, and its infrastructure is designed to accommodate heavy vehicle traffic. According to Schedule C16 of the City’s Official Plan, Baseline Road has a protected right-of-way of 40 metres, with unequal widening: approximately 14 metres on the north side and 26 metres on the south side. While most of the study area conforms to the protected ROW, localized constraints exist near the proposed Chick-fil-A site. To achieve full ROW width, an estimated 3 to 4 metres of property dedication from the north ROW line along the site frontage will be required.
- **Woodroffe Avenue** is a four-lane, undivided north–south arterial road with sidewalks on both sides and a posted speed limit of 60 km/h. The corridor includes dedicated bus lanes in both northbound and southbound directions and is designated as a truck route, supporting heavy vehicle traffic. Its multi-lane configuration and direct connections to major routes such as Highway 417, Carling Avenue, and Hunt Club Road facilitate efficient regional movement. According to Schedule C16 of the City of Ottawa’s Official Plan, Woodroffe Avenue has a protected right-of-way (ROW) of 37 metres between Adirondack Drive and Baseline Road, and 45 metres between Baseline Road and Knoxdale Road.
- **Navaho Drive** is a four-lane east-west collector road with sidewalks on both sides and a posted speed limit of 50 km/h.
- **College Square Shopping Center** is a one-lane per direction north-south access road with sidewalks on the east side. The posted speed limit for this section is 5 km/h, intended for the College Square Loblaws parking lots.
- **Driveway Site Access N** is a one-lane per direction north-south access road with sidewalks on the west side and operating as a right-in and right-out.
- **Wajashk Private** is a named street on the Algonquin College Ottawa campus, as part of the college’s Indigenization Strategy. The road runs through the southwest part of the campus. It is well-connected to OC Transpo routes 88, offering convenient transit access for students and staff.

The existing lane configuration and traffic controls for the study area are presented in *Figure 3*.

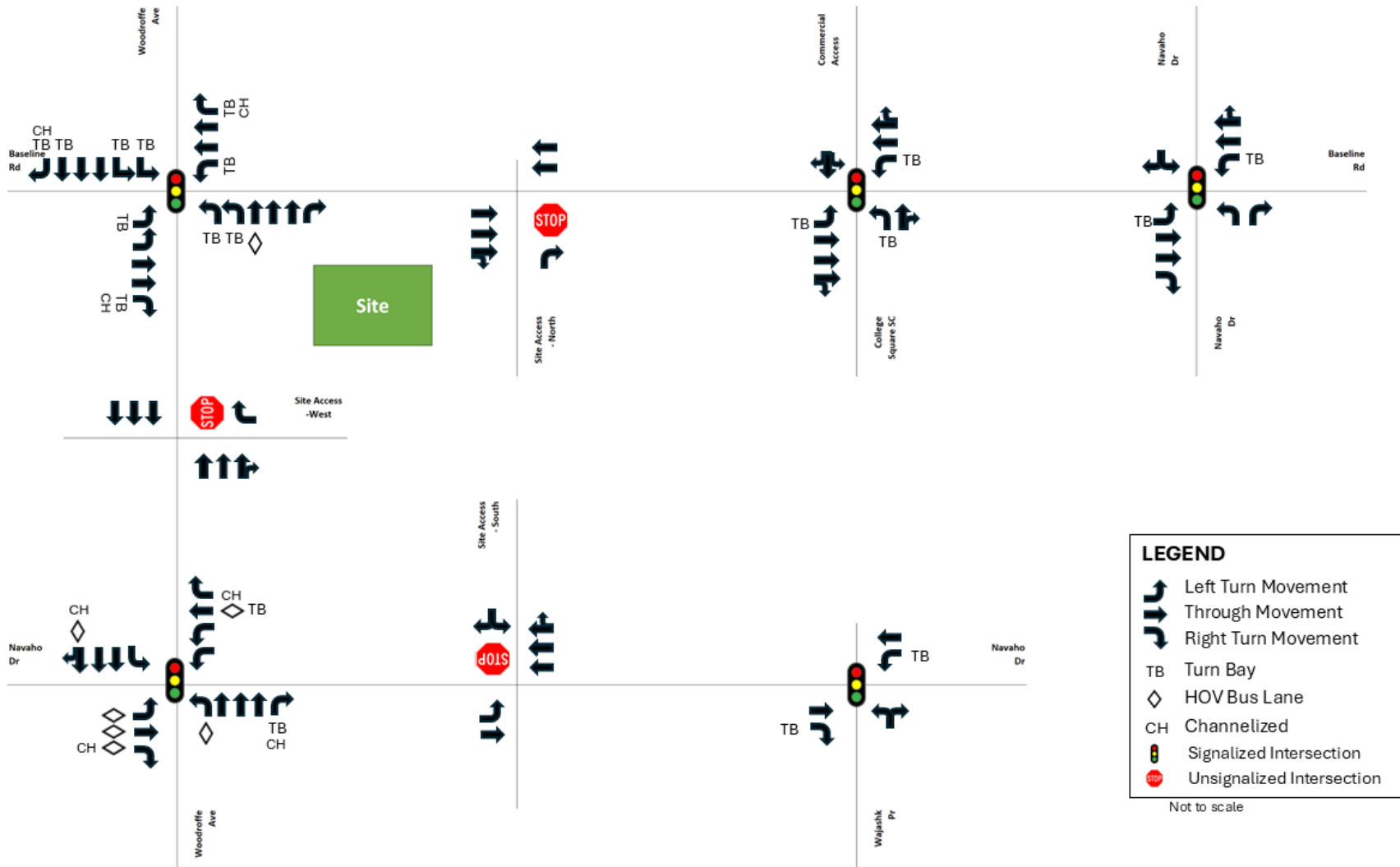



Figure 3: Existing Lane Configuration and Traffic Controls

### 2.2.2. Intersections

The key intersections within proximity of the site have been summarized below:

Intersection Overview	Description
	<p><b>Baseline Road and Woodroffe Avenue</b></p> <ul style="list-style-type: none"> <li>○ It is a signalized intersection with a single left-turn lane on the east approach and dual left-turn lanes on all other approaches. The intersection has a channelized right-turn lane and a median on all intersection approaches.</li> <li>○ The intersection has two through movement lanes and a dedicated bus lane for the south approach. The intersection has three through movement lanes on all other approaches.</li> <li>○ Sidewalks are present on all intersection approaches.</li> </ul>
	<p><b>Baseline Road and Site Access North</b></p> <ul style="list-style-type: none"> <li>○ It is an unsignalized intersection with one eastbound through/right turn lane entering College Square Mall and a restricted right-turn exit, operating as a right-in/right-out access.</li> <li>○ Sidewalks are present on both sides of Baseline Road.</li> <li>○ A median runs along Baseline, dividing eastbound and westbound traffic.</li> </ul>
	<p><b>Baseline Road and College Square Shopping Center</b></p> <ul style="list-style-type: none"> <li>○ It is a signalized access with one lane receiving eastbound through-right movements and a westbound left movement into the mall. The access includes a northbound left and a northbound through-right lane for vehicles exiting the mall.</li> <li>○ Sidewalks are present on both sides of Baseline Road.</li> <li>○ A median runs along Baseline, dividing eastbound and westbound traffic.</li> </ul>



### Baseline Road and Navaho Drive

- It is a signalized intersection with a dedicated left-turn lane for both eastbound and westbound traffic.
- The intersection has a median on all intersection approaches, except the southbound approach.
- Northbound and southbound traffic faces a “Do Not Drive Straight” restriction- limiting movements to left and right turns only (with buses and bicycles exempted).
- Sidewalks are present on all intersection approaches.



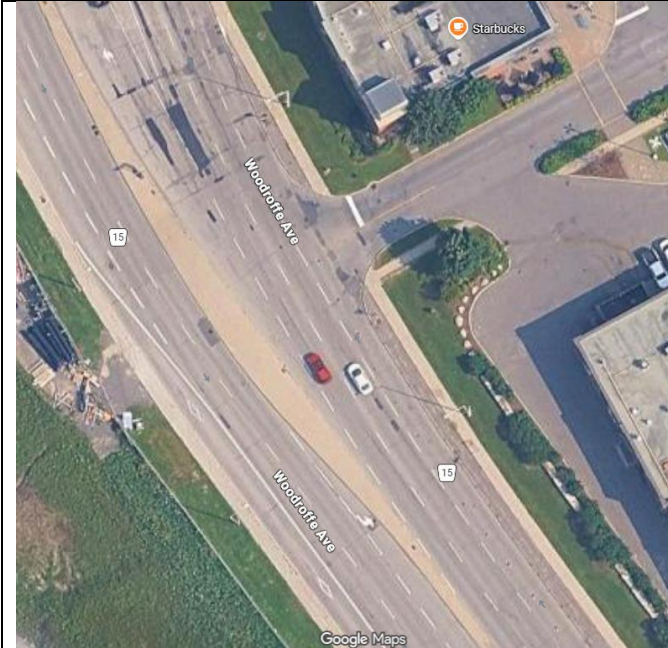
### Woodroffe Avenue and Navaho Drive

- It is a signalized intersection with a dedicated southbound left-turn lane and two westbound left-turn lanes.
- The intersection has a channelized right turn lane and a median on all intersection approaches.
- Westbound includes two fully protected left-turn lanes and one right-turn lane.
- Sidewalks are present on all intersection approaches.



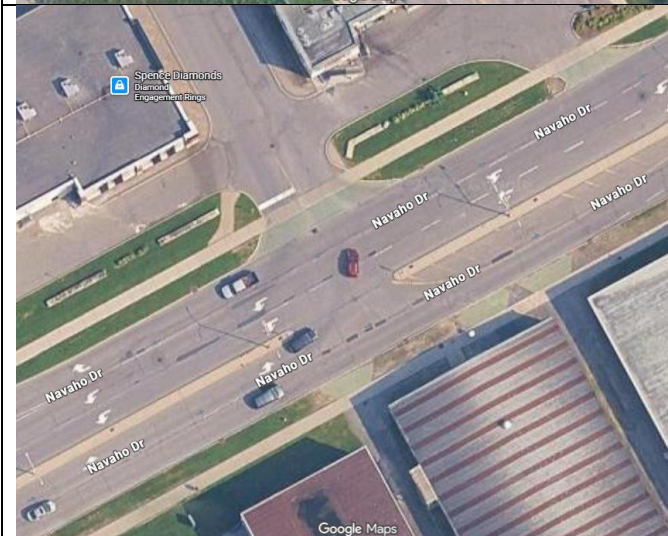
### Navaho Drive and Wajashk Private

- It is a signalized intersection with a dedicated turn lanes on Navaho Drive.
- A median runs along Navaho Drive, west leg of the intersection, dividing eastbound and westbound traffic.
- Sidewalks are present on all intersection approaches.



#### Baseline Road and Site Access West

- It is an unsignalized intersection with one northbound through/right-turn lane entering College Square Mall and a restricted right-turn exit, operating as a right-in/right-out access.
- Sidewalks are present on both sides of Woodroffe Avenue.
- A median runs along Woodroffe Avenue, dividing northbound and southbound traffic.



#### Baseline Road and Site Access South

- It is an unsignalized intersection with full turning movements and left- and right- turn exits.
- Sidewalks are present on both sides of Navaho Drive.
- A median runs along Navaho Drive, west leg of the intersection, dividing eastbound and westbound traffic.

### 2.2.3. Driveways

Figure 4 illustrates the existing driveways within 200 metres of the proposed site access. A review of the local area identified three commercial driveways and two driveways used for OC Transpo construction access.



Figure 4: Existing Driveways within 200 meters

Currently, Baseline Road and Woodroffe Avenue have medians, which physically prevent left turns across traffic. This results in the existing driveways near the site operating as right-in/right-out (RIRO) only.

#### 2.2.4. Pedestrian Facilities

Figure 5 illustrates the active transportation conditions near the proposed site, focusing on pedestrian infrastructure. Existing concrete sidewalks are well established throughout the surrounding area, providing good connectivity for pedestrians.

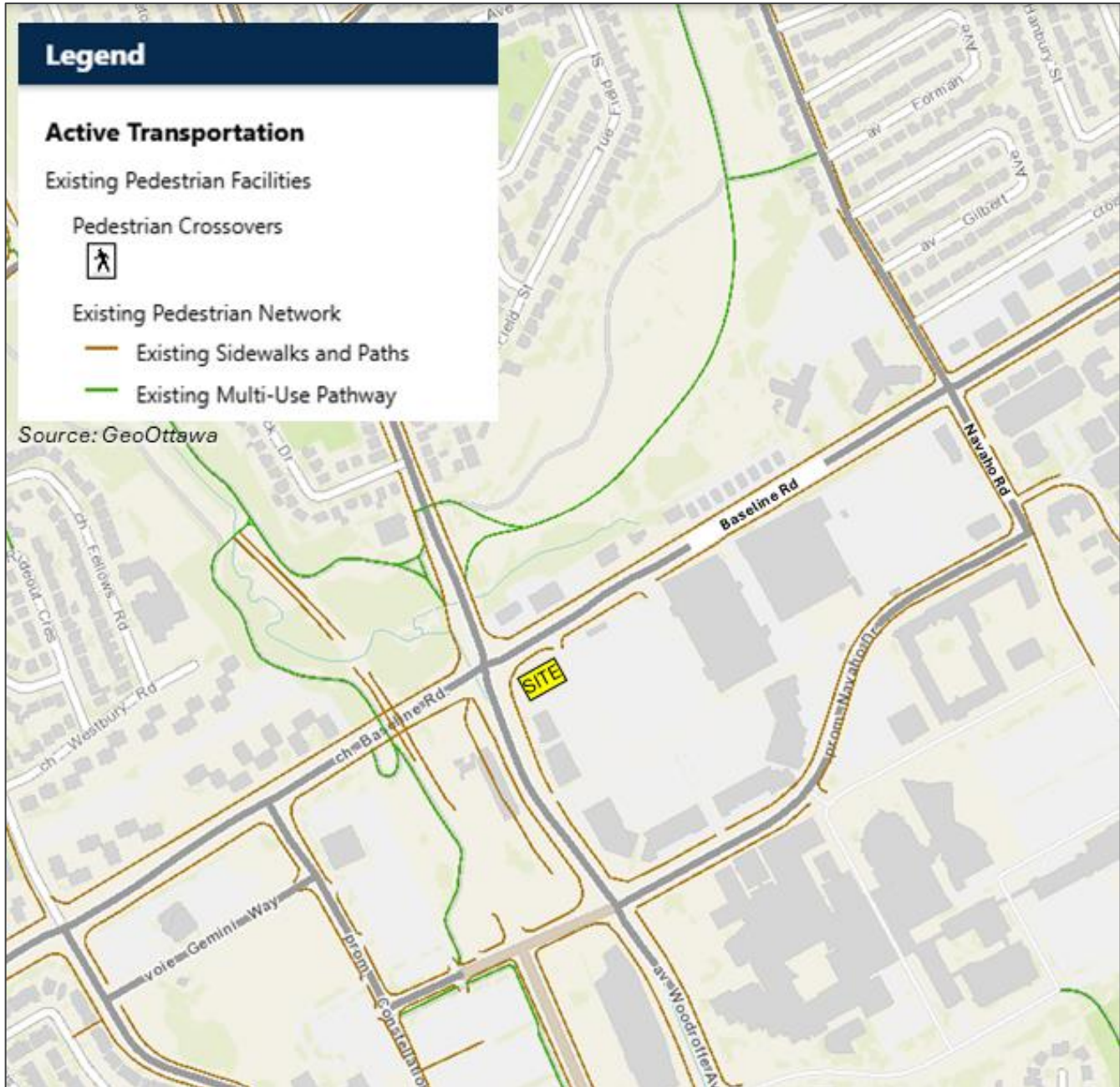


Figure 5: GeoOttawa Active Transportation Map

The area is well served by a network of existing sidewalks, multi-use pathways, and pedestrian connections, providing good walkability and overall connectivity. Pedestrian crossovers are provided at all signalized intersections in the vicinity, the site remains well integrated into the surrounding active transportation network, supporting safe and convenient pedestrian movement.

### 2.2.5. Cycling Facilities

The cycling conditions near the proposed site, as shown in the Official Cycling Map for Ottawa-Gatineau, are well-developed and supportive of active transportation. The area features a mix of multi-use pathways (green lines), on-road bike lanes (orange lines), and suggested connector routes (yellow dashed lines), offering cyclists a variety of safe and accessible options. Key amenities, such as a bike repair station, are located within 1 km of the proposed site. Nearby Transitway stations further enhance convenience and multimodal connectivity for cyclists.



Figure 6: The Official Cycling Map (City of Ottawa-Gatineau)

It should be noted that the areas marked in yellow in the figure below indicate locations without bike lanes. Cyclists traveling along Baseline Road in these areas are advised to share the sidewalk with pedestrians.

### 2.2.6. Transit

OC Transpo bus stops #2953 and #4540 are located along Woodroffe Avenue, bus stop #2909 is located on Baseline Road, and bus stop #4511 is located on Navaho Drive. These bus stops are located within a walking distance of 600 m all units within the proposed development. Also note that the bus terminal is located approximately 400 meters away from the proposed development. The location of the bus stops is shown in *Figure 7*.

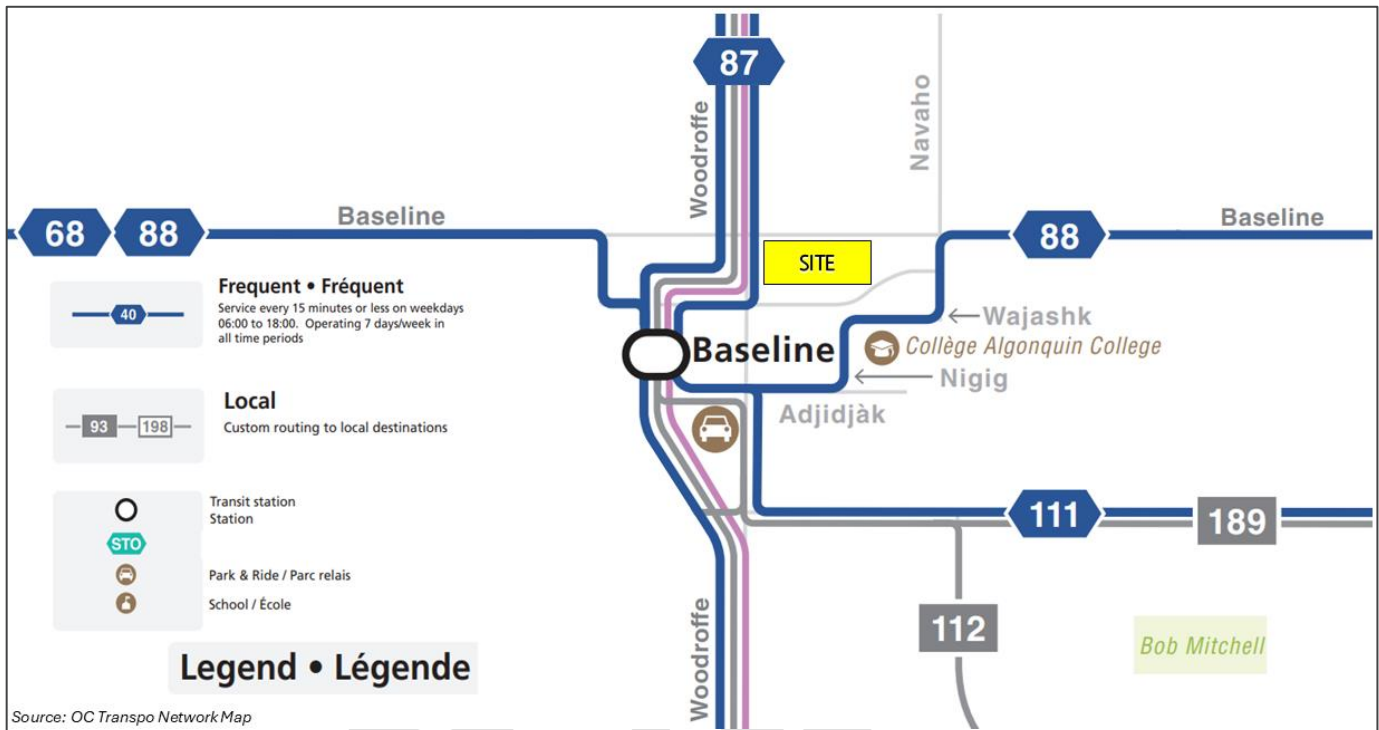


Figure 7: OC Transpo Network within the Study Area

The aforementioned bus stops serve OC Transpo routes 68, 87, and 88. Descriptions of the foregoing transit routes are provided in the following table. Route maps are included in **Appendix C**.

Table 1: OC Transpo Route Information

Transit Route	Descriptions
68	Exists and runs between Baseline Station and Terry Fox Station in Kanata. Service levels vary, but typical weekday midday frequency is around every 25 minutes, particularly on the Baseline–Kanata segment.
87	Connects Tunney’s Pasture Station to Baseline Station, passing through Westboro, Carlingwood, and Woodroffe Ave. Official service schedules indicate that this route is among the frequent weekday routes, with a likely ~15-minute frequency during peak periods.
88	A frequent crosstown route linking Hurdman Station (east) to Bayshore Shopping Centre (west), passing key hubs such as Billings Bridge, Algonquin College, and Baseline Station. Service intervals are typically every 20–30 minutes during the day, consistent with its frequent service designation

### 2.2.7. Area Traffic Management Measures

No Area Traffic Management studies have been completed or are currently underway within the study area. Additionally, no traffic calming measures have been implemented along the roadways in the study area.

### 2.2.8. Existing Traffic Volumes

Existing traffic volumes at the study intersections were provided by the City of Ottawa’s Transportation Data Department. The dates of the traffic counts collected are shown in *Table 2*.

*Table 2: Available Turning Movement Counts*

Intersections	Collected Date
Baseline Road & Woodroffe Avenue	Wednesday, 2023-11-29
	Saturday, 2025-12-06
Baseline Road & Driveway Access N	Thursday, 2025-12-04
	Saturday, 2025-12-06
Navaho Drive & Driveway Access S	Thursday, 2025-12-04
	Saturday, 2025-12-06
Woodroffe Avenue & Driveway Access W	Thursday, 2025-12-04
	Saturday, 2025-12-06
Baseline Road & College Square Shopping Center	Tuesday, 2024-10-22
	Saturday, 2025-12-06
Baseline Road & Navaho Drive	Wednesday, 2024-10-23
	Saturday, 2025-12-06
Navaho Drive & Woodroffe Avenue-Transitway/Baseline Station	Wednesday, 2022-02-16
	Saturday, 2025-12-06
Navaho Drive & 265 East of Woodroffe Avenue	Tuesday, 2024-09-24
	Saturday, 2025-12-06

Baseline Road primarily functions as a commuter corridor, suggesting that weekday traffic volumes are likely higher than weekend volumes. Additionally, the proposed development is located within a shopping mall and adjacent to a college, which indicates elevated weekend traffic activity. Consequently, both weekday and weekend peak hours were selected for analysis.

Both existing weekday and weekend afternoon peak hour traffic volumes at the study area intersections are shown in *Figure 8*.

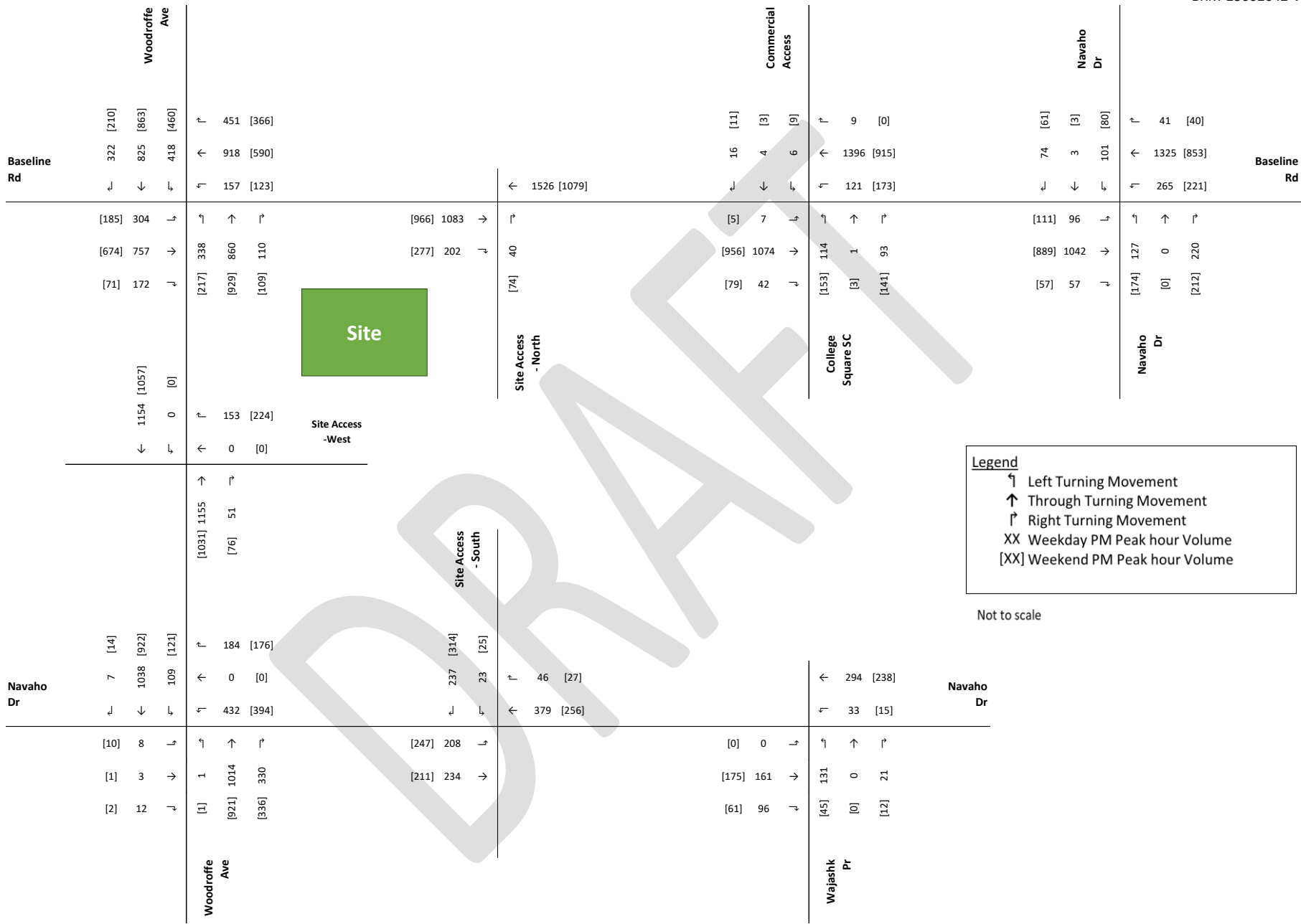


Figure 8: 2025 Existing Traffic Volumes

It is noted that the rate of growth of background traffic was established as 0.5 % by comparing the 2022 and 2046 TRANS Regional models within the study area (refer to section 3.2.2), which provided by the City of Ottawa is included in **Appendix D**.

Along Baseline Road, segment-based volume balancing was applied to account for the numerous mid-block access points that affect traffic continuity between major intersections. However, it should be noted that a McDonald's restaurant located west of the Navaho Drive intersection likely generates a substantial number of trips during peak hours. This localized traffic activity introduces significant mid-block inflow and outflow that could not be accurately quantified with available data. As a result, volume balancing between College Square Shopping Centre and Navaho Drive was left unbalanced, recognizing the limitations imposed by this high-activity access point. This exception was documented to maintain transparency in the corridor analysis and to reflect observed operational conditions. Detailed turning movement count data is included in **Appendix E**.

### 2.2.9. Existing Traffic Operations

For signalized intersections, the level of service (LOS) is evaluated based on the volume to capacity ratio for all individual lane movements. The overall intersection performance is classified using the corresponding LOS thresholds defined by HCM, providing a standardized assessment of operational conditions during peak periods.

*Table 3* summarizes the existing intersection operations for both weekday midday and weekday afternoon peak hours.

Under existing conditions, the study area intersections generally operate well, with the exception of the Baseline Road & Woodroffe Avenue intersection, which experiences notable congestion during both the weekend and weekday afternoon peak hours. Critical movements were also identified at Baseline Road & College Square SC (NB-L), and Baseline Road & Navaho Drive (EB-L, WB-L, NB-L, SB-L).

The symbol “#” indicates that the 95th percentile volume exceeds capacity, suggesting oversaturation and potential queue spillback. At the intersection of Baseline Road and Woodroffe Avenue, majority of left turn and through movements are flagged with “#”, indicating that demand exceeds capacity during both analyzed peak periods. This highlights the need for further operational review. Measures such as signal retiming or phasing adjustments should be considered to mitigate observed congestion before evaluating the need for geometric modifications.

Baseline Road at Driveway Access N operates as a right-in/right-out configuration. The analysis results indicate no operational issues at this location.

The intersection of Baseline Road & College Square SC currently operates at an overall LOS A with low delays and balanced volumes, indicating excellent performance.

The intersection of Baseline Road and Navaho Drive currently operates at an overall Level of Service (LOS) D with a maximum volume-to-capacity (v/c) ratio of 0.87 and an intersection delay of 35.5 seconds per vehicle, indicating moderate congestion but acceptable performance. During the PM peak hour, eastbound through and westbound left-turn movements are the most critical, with the conditions showing v/c ratios increasing to 0.80 and 0.87, respectively, and delays rising to approximately 40 seconds, which will push the intersection to LOS D overall. Northbound movements remain efficient with low delays and v/c ratios even in future scenarios. Overall, the intersection is functioning adequately today but is expected to experience noticeable congestion in the future, primarily on the eastbound and westbound approaches.

The Navaho Drive & Woodroffe Avenue (Transitway/Baseline Station) intersection currently operates at an overall LOS A with low delays and balanced volumes, indicating excellent performance. The eastbound approach is exclusively designated for buses at all times, with other vehicles restricted or discouraged, which helps maintain efficient transit operations. Most movements experience minimal delays, although the southbound left-turn movement is somewhat constrained by the upstream intersection during both peak hours; however, this impact is considered negligible as it is expected to have minimal operational effect.

Detailed Synchro worksheets are provided in **Appendix F**.

Table 3: Existing Traffic Operations

Intersection	Lane	Weekday PM Peak Hour				Weekend PM Peak Hour				
		LOS	Delay (s)	V/C Ratio	95 <sup>th</sup> % Queue (m)	LOS	Delay (s)	V/C Ratio	95 <sup>th</sup> % Queue (m)	
Baseline Road & Woodroffe Avenue		<b>Overall</b>	<b>F</b>	<b>91.3</b>	-	-	<b>E</b>	<b>76.0</b>	-	-
		EB-L	E	67.3	0.78	59.2	E	72.1	0.74	#41.3
		EB-T	E	64.2	0.93	#155.5	D	50.4	0.81	114.2
		EB-R	B	12.8	0.38	28.6	A	0.6	0.15	0.0
		WB-L	E	79.0	0.79	#75.6	F	112.1	0.93	#73.7
		WB-T	F	122.9	1.14	#204.5	D	46.1	0.70	85.4
		WB-R	D	52.4	0.91	#102.2	C	29.2	0.70	63.9
		NB-L	F	133.2	1.07	#88.8	D	44.1	0.68	43.6
		NB-T	E	763	1.04	#171.4	F	80.3	0.99	#182.9
		NB-R	B	12.1	0.23	26.1	B	16.3	0.27	28.2
		SB-L	F	252.5	1.43	#116.0	F	273.8	1.49	#123.2
SB-T	F	82.2	1.02	#171.5	E	58.5	0.93	#165.5		
SB-R	C	27.4	0.67	76.8	B	14.5	0.42	36.8		
Baseline Road & Driveway Access North (Right-in/Right-out)		<b>Overall</b>	<b>A</b>	<b>0.1</b>	-	-	<b>A</b>	<b>0.3</b>	-	-
		EB-TR	A	0.0	0.28	0.0	A	0.0	0.31	0.0
		WB-T	A	0.0	0.50	0.0	A	0.0	0.35	0.0
		NB-R	A	9.5	0.05	1.2	A	9.5	0.09	2.3
Baseline Road & College Square SC		<b>Overall</b>	<b>B</b>	<b>11.9</b>	-	-	<b>B</b>	<b>11.0</b>	-	-
		EB-L	A	1.0	0.04	m0.0	A	1.2	0.02	m0.2
		EB-TR	A	1.5	0.40	m6.9	A	1.5	0.40	m7.2
		WB-L	B	13.0	0.41	m22.1	C	20.8	0.54	m49.0
		WB-TR	B	15.1	0.63	146.8	A	9.8	0.43	89.1
		NB-L	E	70.9	0.69	48.8	E	70.2	0.77	60.5
		NB-TR	B	11.9	0.35	14.9	A	9.8	0.42	17.6
		SB-LTR	C	25.4	0.13	10.5	C	26.3	0.10	9.8
Baseline Road & Navaho Drive		<b>Overall</b>	<b>D</b>	<b>35.5</b>	-	-	<b>C</b>	<b>23.8</b>	-	-
		EB-L	D	36.9	0.37	37.3	B	14.9	0.33	19.7
		EB-T	D	37.3	0.80	#205.3	B	18.8	0.56	55.2
		EB-R	A	2.4	0.15	4.8	A	7.8	0.16	11.1
		WB-L	C	29.0	0.74	#69.2	B	19.5	0.66	42.5
		WB-TR	D	35.6	0.87	#270.3	C	23.4	0.57	125.1
		NB-L	E	72.3	0.75	51.7	E	68.8	0.80	66.5
		NB-R	A	7.2	0.53	11.2	B	14.4	0.63	23.9
SB-LTR	D	52.2	0.66	59.4	D	36.7	0.43	44.3		
Navaho Drive & Woodroffe Avenue- Transitway/Baseline Station		<b>Overall</b>	<b>C</b>	<b>27.8</b>	-	-	<b>C</b>	<b>21.6</b>	-	-
		EB-L	E	67.4	0.20	8.0	E	65.4	0.22	8.6
		EB-T	D	47.7	0.04	3.2	D	44.0	0.01	1.7
		EB-R	A	0.7	0.07	0.0	A	0.4	0.05	0.0
		WB-L	E	55.5	0.73	65.5	D	47.5	0.69	50.7
		WB-R	A	4.0	0.42	3.8	A	2.9	0.43	0.0
		NB-L	E	60.0	0.03	2.3	E	58.0	0.03	2.2
		NB-T	C	32.1	0.57	112.	C	29.4	0.52	97.5
		NB-R	A	7.5	0.47	37.0	A	5.1	0.45	24.0
		SB-L	E	59.5	0.44	37.1	E	62.4	0.51	m25.4
		SB-T	B	19.6	0.57	m78.4	A	6.8	0.51	m152.2
SB-R	A	0.0	0.02	m0.0	A	0.1	0.03	m0.0		
Navaho Drive & Wajashk Private		<b>Overall</b>	<b>B</b>	<b>19.3</b>	-	-	<b>B</b>	<b>10.7</b>	-	-
		WB-L	A	9.1	0.16	19.7	B	13.4	0.09	9.5
		WB-R	A	4.4	0.03	3.3	A	7.2	0.02	2.8
		NE-T	C	21.8	0.38	29.4	B	11.1	0.24	23.3
		NE-R	A	5.7	0.23	8.2	A	3.4	0.10	5.3
		SW-L	B	16.6	0.12	8.1	A	9.5	0.03	3.8
SW-T	C	28.3	0.69	50.2	B	12.0	0.33	31.6		
Woodroffe Avenue & Site Access West (Right-in/right-out Access)		<b>Overall</b>	<b>A</b>	<b>0.6</b>	-	-	<b>A</b>	<b>1.0</b>	-	-
		WB-R	B	10.1	0.19	5.4	B	10.5	0.27	8.5
		NB-T	A	0.0	0.30	0.0	A	0.0	0.27	0.0
		SB-T	A	0.0	0.25	0.0	A	0.0	0.23	0.0
Navaho Drive & Site Access South		<b>Overall</b>	<b>A</b>	<b>6.2</b>	-	-	<b>A</b>	<b>7.9</b>	-	-
		EB-L	A	9.2	0.21	6.2	A	8.7	0.22	6.5
		EB-T	A	0.0	0.15	0.0	A	0.0	0.14	0.0
		WB-TR	A	0.0	0.17	0.0	A	0.0	0.11	0.0
		SB-LR	C	19.4	0.54	24.4	C	18.8	0.60	30.1

Notes: Saturation flow rate of 1800 veh/h/lane, Peak Hour Factor = 0.90, m = metered queue, # = volume for the 95th percentile cycle exceeds capacity

### 2.2.10. Collision History

Collision data for the period from 2019 to 2024 on Baseline Road, Woodroffe Avenue and Navaho Drive was provided by the City of Ottawa. The data was reviewed to identify any collision patterns.

Table 4: Intersection Collision Data Summary

		Baseline Rd & Woodroffe Ave	Baseline Rd & College Square Sc	Baseline Rd & Navaho Dr	Navaho Dr & Woodroffe Ave/Transitway/ Baseline Station
Accident Year	2019	32	4	10	20
	2020	24	1	12	3
	2021	23	3	11	7
	2022	26	3	12	6
	2024	22	-	10	10
Classification	Non-Fatal Injury	14	4	17	10
	Property Damage Only	113	7	38	36
	Non-Reportable	-	-	-	-
Collision Type	Rear End	78	5	25	17
	Sideswipe	29	3	10	6
	Turning Movement	10	1	9	18
	Angle	4	2	1	1
	SMV Other	6	-	10	4
Environment	Clear	110	10	42	33
	Rain	9	-	7	6
	Freezing Rain	1	-	-	1
	Snow	6	1	6	5
	Strong Wind	1	-	-	-
Other	-	-	-	1	
Light	Dawn	1	1	-	2
	Daylight	100	7	37	31
	Dusk	5	-	5	3
	Dark	21	3	13	10

The collision history for the study area shows that the Baseline Road & Woodroffe Avenue intersection is the most significant safety concern, with 127 collisions recorded between 2019 and 2024, including 14 non-fatal injuries. The predominant collision type here is rear-end crashes (78 incidents), which suggests congestion and frequent stop-and-go conditions, possibly influenced by high traffic volumes and transit activity. Environmental factors indicate most collisions occurred in clear weather (110) and daylight (100), pointing to operational issues rather than adverse conditions.

The Baseline Road & Navaho Drive intersection recorded 55 collisions, with 17 non-fatal injuries, and a notable share of turning movement collisions (9) and rear-end crashes (25). This pattern may reflect conflicts between traffic and turning vehicles, especially given the intersection’s proximity to Algonquin College and local access points.

At Navaho Drive & Woodroffe Avenue (Transitway/Baseline Station), there were 53 collisions, mostly property damage only, with rear-end (17) and turning movement (18) crashes being dominant. The bus-only eastbound approach and constrained southbound left-turn movement likely contribute to complex traffic interactions, though the overall severity remains low.

Overall, the data suggests that Baseline & Woodroffe is the critical hotspot requiring attention, primarily due to high rear-end collision frequency and injury rates. The other intersections show moderate collision levels, with patterns indicating turning conflicts and localized operational issues rather than systemic safety deficiencies.

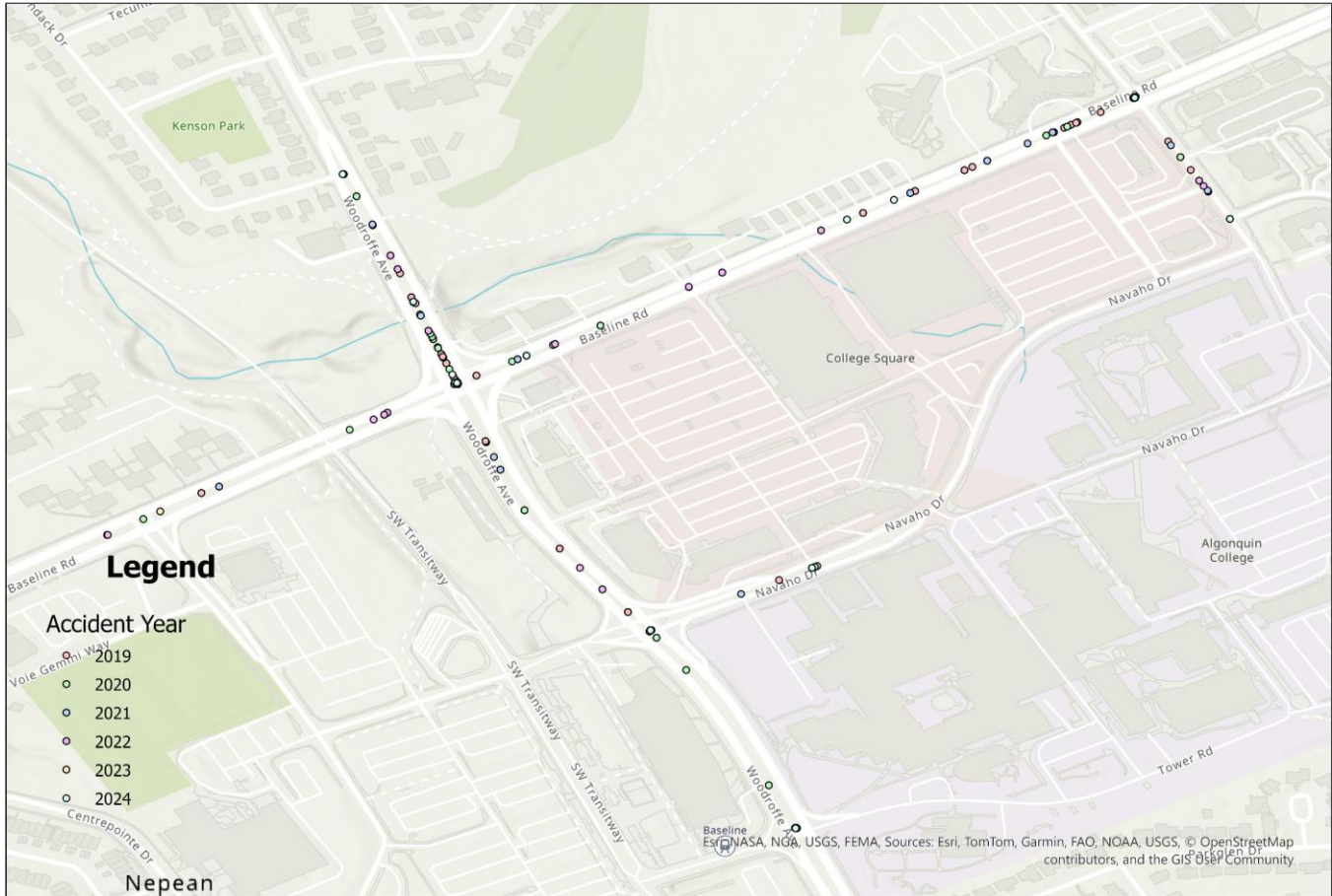


Figure 9: Collision Location Map

Figure 9 indicates the exact location of these collisions at the study area intersection. The dense stack of points on the north leg of the Woodroffe Avenue and Baseline Road intersection indicates that, across the years, a disproportionately high number of crashes were coded to that approach most likely near the stop line and within the typical “intersection-related” buffer. At a signalized approach usually reflects recurring rear-end and turning collisions rather than a single precise spot, and can be influenced by heavy volumes, complex lane use/turning demands, and frequent bus operations and pedestrian activity associated with College Square and Algonquin College. At this location, plausible contributing factors include: queues forming and spillback from adjacent signals and nearby mall accesses, short storage or late lane changes into through/turn lanes, permissive left turns facing high opposing flow (raising left-turn–opposing conflicts), and transit stops or coach layovers causing unexpected decelerations in the curb lane, each of which tends to elevate rear-end and sideswipe frequencies.

Copies of the collision summary report are included in **Appendix G**

Table 5: Segment Collision Data Summary

		BASELINE RD Between COLLEGE SQUARE SC & WOODROFFE AVE	BASELINE RD Between NAVAHO DR & COLLEGE SQUARE SC	NAVAHO DR Between WOODROFFE AVE & 265 E OF WOODROFFE AVE	WOODROFFE AVE Between BASELINE RD & NAVAHO DR/ TRANSITWAY	WOODROFFE AVE Between TRANSITWAY - BASELINE/ ALGONQUIN COLL & NAVAHO DR
Accident Year	2019	2	9	2	5	0
	2020	2	2	1	1	3
	2021	1	5	1	2	0
	2022	0	0	0	0	0
	2024	1	2	1	0	0
Classification	Non-Fatal Injury	1	2	2	0	2
	Property Damage Only	6	17	3	10	1
Collision Type	Angle	2	6	5	0	1
	Rear end	1	6	0	0	3
	Sideswipe	3	5	0	0	6
	Turning movement	0	1	2	0	0
	SMV other	1	1	1	1	0
Environment	Clear	5	14	5	10	1
	Rain	1	3	0	0	1
	Snow	1	2	0	0	1
	Other	7	19	5	10	3
Light	Daylight	5	13	6	1	9
	Dusk	0	0	0	0	0
	Dark	0	2	0	0	0

Based on the segment collision table, the highest collision density occurs on Baseline Road between Navaho Drive and College Square Shopping Centre, with most crashes classified as property-damage-only and occurring under clear, daylight conditions, typical of access-related conflicts (multiple driveways, lane changes into turn bays, and short storage). The Woodroffe Avenue segment between Baseline Road and Navaho Drive/Transitway shows the next-highest totals, with a mix dominated by rear-end and angle collisions, consistent with queuing near the signal, stop-and-go operations, and turn conflicts. The Navaho Drive segment east of Woodroffe presents a moderate number of angle/turning-movement crashes, again pointing to unsignalized access and driveway activity. The Baseline segment immediately west of Woodroffe has fewer but notable collisions, skewing to sideswipes and angles, which also suggests late lane changes and driveway interactions near mall entries. By contrast, Woodroffe Avenue south of the Transitway to Navaho has very few collisions overall.

Across segments, the pattern is clear: PDO > injury, daylight > dusk/dark, and clear weather > rain/snow, implying operational and access-management issues rather than visibility or adverse-weather problems. Year-to-year, counts appear highest pre-pandemic (2019) and post-recovery (2024), with 2022 notably low, which is consistent with traffic volume fluctuations. In short, the data supports what the location map suggests: the approaches serving College Square especially the Baseline corridor and the north leg of Woodroffe at Baseline are safety hotspots driven mainly by driveway density, lane changes into turn bays, and signal-related queuing.

## 2.3. Planned Conditions

### 2.3.1. Changes to the Study Area Transportation Network

The 2025 Transportation Master Plan Capital Infrastructure Plan sets out Ottawa’s blueprint for meeting mobility needs to 2046 through a transit-first approach, equity, and climate action. It prioritizes O-Train extensions, new Transitway corridors, and continuous bus lanes, alongside 149 high-priority walking and cycling projects and targeted road widenings and urbanization to support growth. While the plan aims for 50% of trips by sustainable modes, the Priority Networks achieve 48%, requiring significant investment in transit and active transportation. Benefits include faster transit travel times, reduced congestion, improved job access, and better public health outcomes, with an estimated \$4.2 billion cost for priority projects and reliance on external funding for major rail expansions.

#### Merivale Centre Community Design Plan (CDP)

The Merivale Road (North) Community Design Plan identifies several transportation network improvements within the study area. Baseline Road and Woodroffe Avenue are both identified in the City of Ottawa’s Transportation Master Plan as major transit corridors with planned upgrades focused on improving sustainable transportation. Baseline Road is designated for Bus Rapid Transit (BRT) in the median, which will include dedicated transit lanes, enhanced pedestrian facilities, and cycling infrastructure as part of a complete street approach. Similarly, Woodroffe Avenue is planned for transit priority measures and future BRT improvements to strengthen north-south connectivity. These upgrades aim to support high-capacity transit service, improve multimodal access, and accommodate anticipated growth along these key arterial routes.

#### Transportation Master Plan (2013)

Figure 10 illustrates the 2031 Network Concept proposed in the City’s 2013 Transportation Master Plan (TMP) for the area surrounding the site. The site is located near a north-south corridor that serves as a key connector between Baseline Road and Meadowlands Drive. The surrounding road network does not indicate any planned improvements within the immediate vicinity of the site.

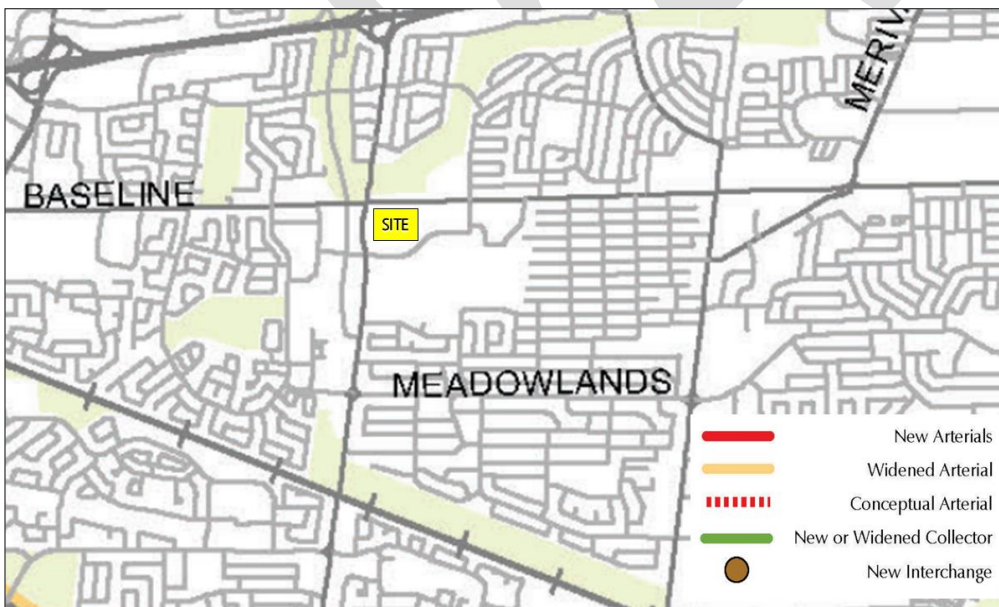


Figure 10: Planned Road Network (2031) – City of Ottawa’s 2013 Transportation Master Plan, Map 10: Affordable Road Network

The City has identified<sup>1</sup> several planned infrastructure improvements within the study area, including road resurfacing and Transitway renewal along Woodroffe Avenue south of Baseline Road, both scheduled for implementation in 2025. Additionally, road resurfacing along Baseline Road west of Woodroffe Avenue is anticipated to occur in 2028.

<sup>1</sup> 1984 BASELINE ROAD, OTTAWA | COMMENTS & RESPONSE MATRIX (Dated August 22, 2025)

### Ottawa Cycling Plan (2013)

According to the City of Ottawa’s Ultimate Cycling Network, both Baseline Road and Woodroffe Avenue are designated as spine cycling routes. Spine routes typically include enhanced cycling infrastructure such as separated bike lanes, multi-use pathways, or paved shoulders, and are prioritized for upgrades and ongoing maintenance.

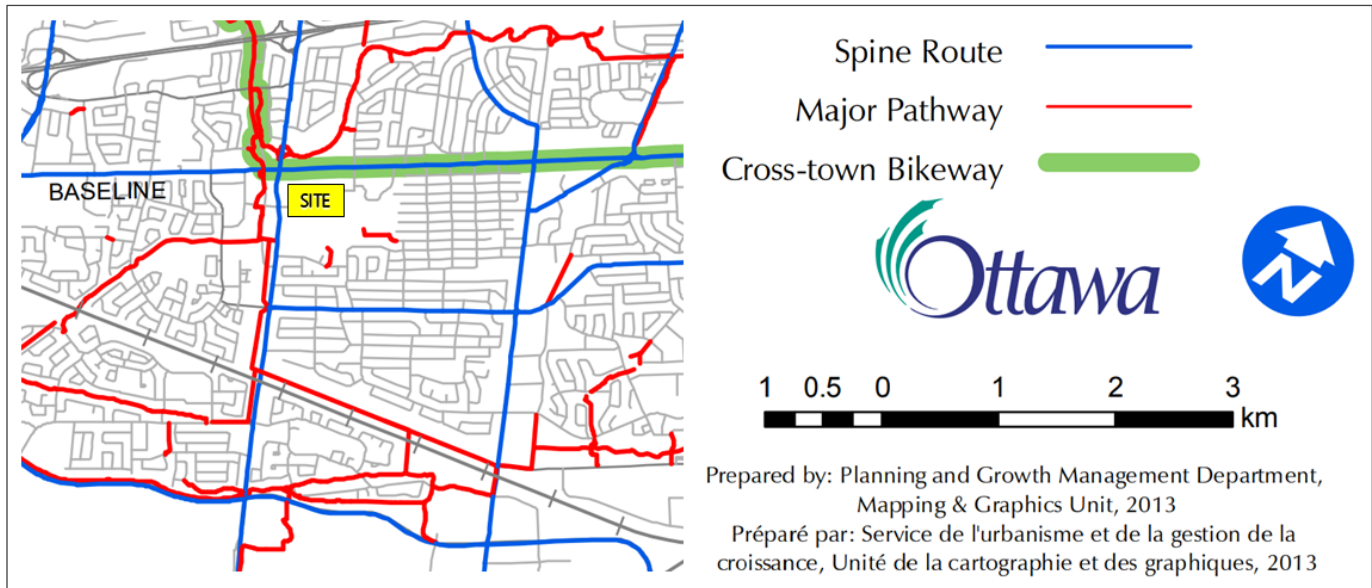


Figure 11: City of Ottawa’s 2013 Transportation Master Plan, Map 1: Cycling Network

The site is located immediately south of Baseline Road and is directly adjacent to a designated Cross-town Bikeway, which provides a continuous east-west cycling corridor across Ottawa. In addition to this major bikeway, the site benefits from proximity to two Spine Routes running north-south, one intersecting Baseline Road just west of the site and another further east, offering strong regional connectivity. Several Major Pathways are also present to the south and east, creating off-road cycling options that link residential neighbourhoods to the primary network.

Overall, the site is well integrated into Ottawa’s cycling infrastructure, with excellent access to both commuter and recreational routes.

### Traffic Calming Measures

The City of Ottawa implements traffic calming primarily through its Neighbourhood Traffic Calming Program and Temporary Traffic Calming Measures Program, which focus on local and collector streets rather than major arterials. Baseline Road, being a key arterial corridor and a planned transit priority route under the Transportation Master Plan, is not targeted for traditional traffic calming measures such as speed humps or curb extensions. Instead, improvements along Baseline Road are centred on transit enhancements, intersection upgrades, and safety initiatives outlined in the Road Safety Action Plan, including measures like automated speed enforcement and pedestrian signal improvements where warranted.

### Other Area Developments

A TIA, prepared by Morrison Hershfield in October 2019, was submitted to the City of Ottawa in support of a Site Plan Control application for 1385 Woodroffe Avenue. The development consists of a two-storey educational and institutional building and is anticipated to be constructed in 2021.

A TIA, prepared by CGH Transportation in January 2021, was submitted to the City of Ottawa in support of a Zoning By-law Amendment application for 19 Centerpointe Drive. The development consists of a two-storey 585-unit apartment building and is anticipated to be constructed in 2023.

## 2.4. Study Area and Time Periods

### 2.4.1. Study Area

The proposed study area for this proposed development includes the following intersections:

- Baseline Road & Woodroffe Avenue
- Baseline Road & Driveway Access North
- Baseline Road & College Square SC
- Baseline Road & Navaho Drive
- Navaho Drive & Woodroffe Avenue
- Navaho Drive & Wajashk Private
- Navaho Drive & Driveway Access South
- Woodroffe Avenue & Driveway Access West

### 2.4.2. Time Periods

Chick-fil-A restaurants across Ontario open at 10:30 AM. As a result, the weekday morning peak hour is not included in the traffic analysis. In areas with retail, institutional, or mixed-use developments, traffic volumes often surge around lunchtime. The proposed development is part of a large-scale commercial retail centre that includes big-box stores, restaurants, and service-oriented businesses such as The Beer Store and McDonald's. Major anchors like Loblaws and Home Depot further contribute to the site's high traffic generation. Although the shopping centre is adjacent to institutional uses (Algonquin College), the land use at this location is predominantly commercial retail. Given this context, the traffic analysis focuses on both weekday and weekend afternoon peak hours, which represent the "worst-case" traffic conditions. This is particularly relevant for a quick-service restaurant with a drive-through, which is expected to generate its highest traffic volumes during these periods.

### 2.4.3. Horizon Years

A full buildout of the proposed development is envisioned by 2027. The scope of the transportation assessment includes the following horizon years:

- 2025 Existing Conditions
- 2027 Future Background Conditions
- 2027 Future Total Conditions (full build-out year)
- 2032 Future Background Conditions
- 2032 Future Total Conditions (5 years after the build-out year)

## 2.5. Exemption Review

The Exemptions Review table from the City of Ottawa Transportation Impact Assessment Guidelines is summarized in *Table 6*.

*Table 6: Exemptions Review*

Module	Element	Exemption Considerations	Exempt ? (Yes/No)
4.1 Development Design	4.1.1 Design for Sustainable Modes	All	No
	4.1.2 Circulation and Access	All site plan and zoning by-law applications	No
	4.1.3 New Street Networks	Only required for plans for subdivision	Yes
4.2 Parking	4.2.1 Parking Supply	All site plan and zoning by-law applications	No
	4.2.2 Spillover Parking	Section removed from TIA	Yes
4.3 Boundary Street Design	N/A	All	No
4.5 Transportation Demand Management	4.5.1 Context for TDM	All	No
	4.5.2 Need and Opportunity	All	No
	4.5.3 TDM Program	All	No
4.6 Neighbourhood Traffic Calming	N/A	If the development meets all of the following criteria along the route(s) site generated traffic is expected to utilize between an arterial road and the site's access: 1. Access to Collector or Local; 2. "Significant sensitive land use presence" exists, where there is at least two of the following adjacent to the subject street segment: o School (within 250m walking distance); o Park; o Retirement / Older Adult Facility (i.e. long-term care and retirement homes); o Licenced Child Care Centre; o Community Centre; or o 50%, or greater, of adjacent property along the route(s) is occupied by residential lands and a minimum of 10 occupied residential units are present on the route; 3. Application is for Zoning By-Law Amendment or Draft Plan of Subdivision; 4. At least 75 site-generated auto trips; 5. Site Trip Infiltration is expected. Site traffic will increase peak hour vehicle volumes along the route by 50% or more.	Yes
4.7 Transit	4.7.1 Transit Route Capacity	> 75 site transit trips	Yes
	4.7.2 Transit Priority Requirements	> 75 site auto trips	Yes
4.8 Network Concept	N/A	When proposed development generates > 200 person-trips during the peak hour in excess of the equivalent volume permitted by established zoning.	Yes
4.9 Intersection Design	4.9.1 Intersection Controls (including site accesses)	> 75 site auto trips	No
	4.9.2 Intersection Design	> 75 site auto trips	No

### 3. FORECASTING

#### 3.1. Development-generated Travel Demand

##### 3.1.1. Trip Generation and Mode Shares

As noted earlier, the existing site currently operates as a retail outlet (The Beer Store) that selling beer beverages, with an associated surface parking lot. Based on Google Maps data, the Beer Store occupies approximately 624 m<sup>2</sup> (6,717 ft<sup>2</sup>). Trip generation estimates for the Beer Store were derived using the ITE Trip Generation Manual, 12th Edition, under Land Use Code (LUC) 899 – Liquor Store. It is important to note that the Beer Store does not operate during the morning peak period, and the proposed Chick-fil-A development is also not expected to generate trips during this time. Therefore, no trip generation estimates have been provided for the AM peak hour. A comparison of trip generation between the existing and proposed land uses is provided in *Table 7* to illustrate the change in auto trips.

Table 7: Summary of Vehicle Trip Generation Comparison (Auto Trip)

ITE Land Use	Size	Independent Variable	Weekday PM Peak Hour			Weekend PM Peak Hour		
			In	Out	Total	In	Out	Total
Liquor Store (LUC 899)	6,717 ft <sup>2</sup> GFA	1,000 ft <sup>2</sup> GFA	56 (50%)	56 (50%)	112 (100%)	55 (51%)	53 (49%)	108 (100%)
Fast-food restaurant with Drive-Through Window (LUC 934)	4,560 ft <sup>2</sup> GFA	1,000 ft <sup>2</sup> GFA	75 (52%)	69 (48%)	144 (100%)	118 (51%)	113 (49%)	231 (100%)
Difference			+19	+13	+32	+63	+60	+123

As shown, the proposed development is expected to generate 32 and 123 additional auto trips during the weekday PM and weekend PM peak hours compared to the existing Beer Store. For this assessment, existing auto trips generated by the shopping centre will be included in the background traffic to avoid double-counting trips associated with the proposed development.

##### Person-Trips and Mode Shares

The ITE Trip Generation Manual recommends using a vehicle occupancy factor of 1.28 person-trips per vehicle trip to convert auto trips to person-trips. Based on this factor, the proposed development is expected to generate approximately 41 additional person-trips during the weekday PM peak hour, including 24 inbound and 17 outbound trips, and an additional 157 person-trips during the weekend PM peak hour, including 81 inbound and 76 outbound trips.

Mode share estimates were derived from the 2020 TRANS Trip Generation Manual Summary Report for the Merivale district, based on data from the National Capital Region Origin-Destination (OD) Survey. Although the proposed development is a fast-food restaurant, mode shares for employment generators were used due to the regular nature of staff and service provider trips, which are typically tied to shift schedules.

While the TRANS report provides mode shares for trips to employment generators, these shares are generally applicable to outbound trips as well, given the tendency of employees to use the same mode for both directions. Therefore, AM peak mode shares were used to approximate PM peak travel behaviour. The typical mode share distribution for land uses in Merivale is presented in *Table 8*.

Table 8: 2020 TRANS Mode Shares - Merivale

Travel Mode	Employment Generator
Auto-Driver	70%
Auto-Passenger	7%
Transit	16%
Cycling	3%
Walking	4%
Total	100 %

Table 9: Proposed Development Mode Shares

Travel Mode	Employment Generator
Auto-Driver	65%
Auto-Passenger	5%
Transit	20%
Cycling	5%
Walking	5%
Total	100 %

Given the site's proximity (approximately 650 m to 1 km) to Baseline Station, a major OC Transpo transit hub, a modest increase in transit and walking mode shares is considered achievable. Applying these mode share targets to the estimated person-trips during both peak hours, the projected person-trips by mode are summarized in **Error! Reference source not found.**

Table 10: Trip Generation by Mode

Travel Mode	Modal Share		Weekday Peak Hour			Weekend Peak Hour		
			In	Out	Total	In	Out	Total
Fast-food restaurant with Drive-Through Window	<b>Auto Driver</b>	<b>65%</b>	<b>16</b>	<b>11</b>	<b>27</b>	<b>53</b>	<b>49</b>	<b>102</b>
	Auto Passenger	5%	1	1	2	4	4	8
	Transit	20%	5	3	8	16	15	31
	Cycling	5%	1	1	2	4	4	8
	Walking	5%	1	1	2	4	4	8
Total Person Trips			24	17	41	81	76	157

As shown, the proposed development is expected to generate 27 two-way auto trips during the weekday PM peak hour and 102 two-way auto trips during the weekend PM peak hour.

### 3.2. Trip Distribution

To understand the travel patterns associated with the proposed development, the Origin-Destination (OD) Survey for the Merivale district was reviewed. The survey provides insights into existing travel behaviour in the area, which were used to inform the directional distribution of site-generated trips.

Table 11: OD Survey Existing Trip Distribution - Merivale

To/From	% of Trips
North	20 %
South	15 %
East	50 %
West	15 %
Total	100 %

The proposed development at 1984 Baseline Road is located near the western portion of Baseline Road, a principal east-west arterial that connects residential neighborhoods, commercial areas, and employment zones. This corridor experiences significant traffic volumes in both directions.

Site-generated trips were distributed to and from the surrounding road network based on observed traffic patterns and the configuration of adjacent streets. The assumed trip orientation and distribution percentages are considered reasonable given the site's location and the surrounding land use and transportation context.

### 3.2.1. Trip Assignment

Based on the trip distribution outlined in Section 3.1.1.3, along with turning movement splits and the configuration of adjacent transportation infrastructure, site-generated trips have been assigned to the surrounding road network. The proposed development is located within College Square Mall, which features multiple access points. These access points allow vehicles to enter and exit from various directions, helping to distribute site-generated traffic across the local road network and reduce potential congestion at any single location.

*Figure 12* illustrates the directional assignment of site-generated trips by percentage, while *Figure 13* presents the corresponding assigned vehicle volumes during the peak hours.

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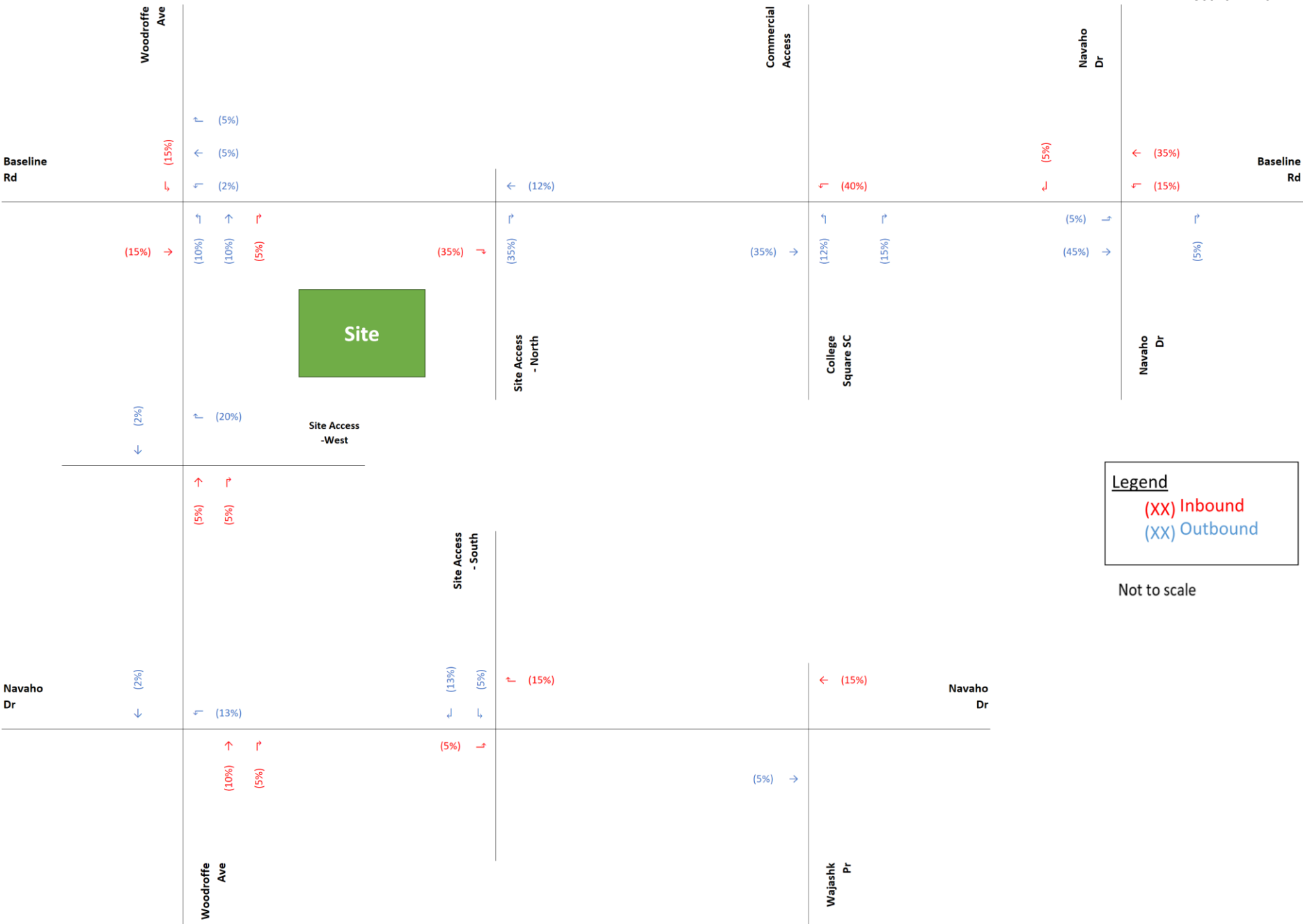


Figure 12: Proposed Development-Generated Trips Assignment (%)

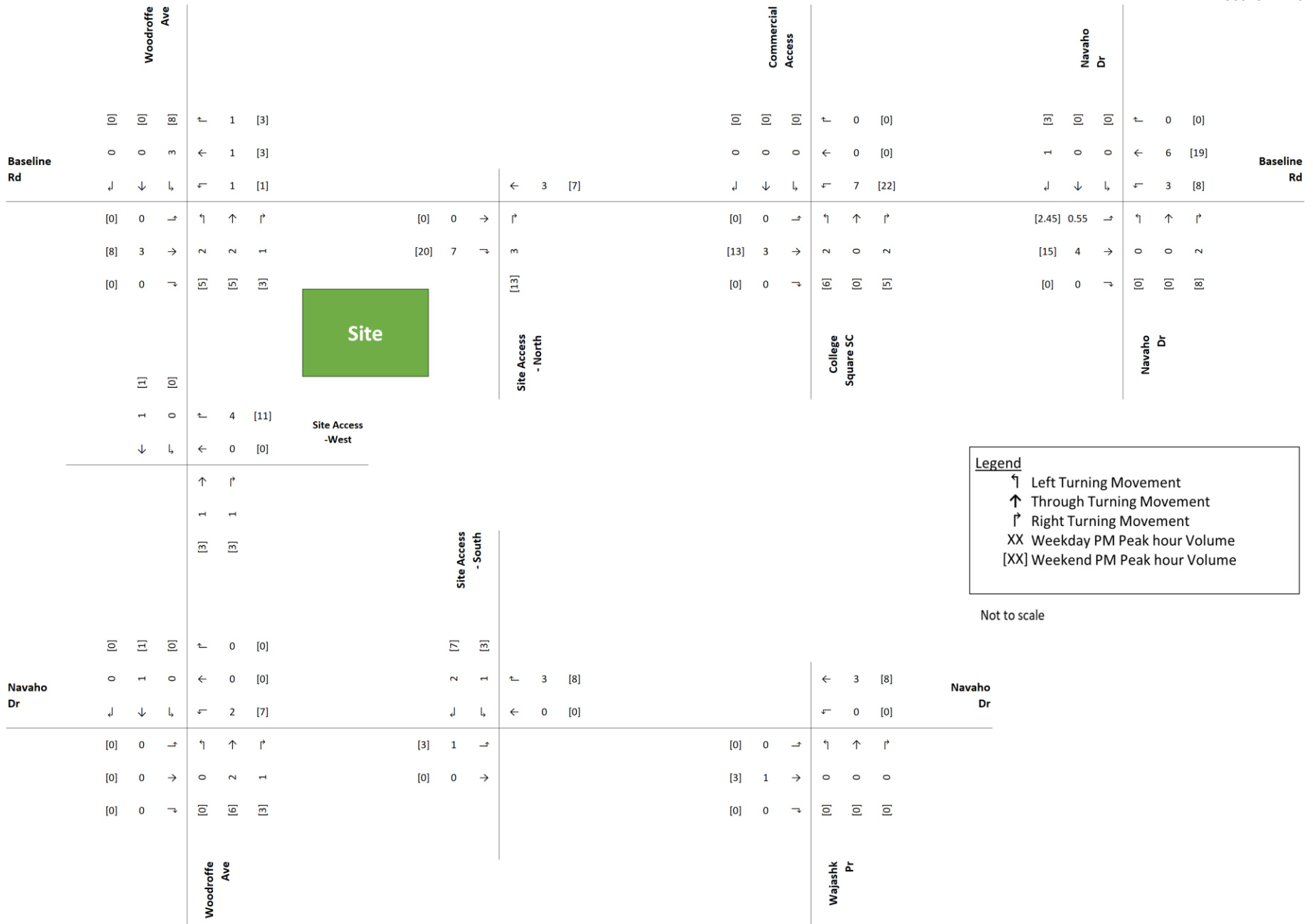


Figure 13: New Site Generated Trip Volumes

### 3.3. Background Network Travel Demands

#### 3.3.1. Transportation Network Plans

As discussed in Section 2.3, no planned transportation infrastructure projects within the study horizon are expected to have a notable impact on traffic volumes or travel patterns in the study area.

#### 3.3.2. Background Growth

A review of the TRANS Regional Model projections for the 2022 and 2046 horizons was conducted to determine background growth rates for key study area roadways. The directional growth rates are summarized in *Table 11*, and supporting model plots are provided in **Appendix D**.

Table 12: Growth Rates - TRANS Regional Model Projections

Street Name	TRANS Rate			
	Eastbound	Westbound	Northbound	Southbound
Baseline Road	+0.28%	+0.38%	-	-
Woodroffe Avenue	-	-	+0.22%	+0.11%

Between 2022 and 2046, total trips within the study area are projected to increase, reflecting a compounded annual growth rate (CAGR) of 0.50%, which will be applied to estimate future traffic demands and assess long-term impacts of the proposed development.

#### 3.3.3. Other Adjacent Developments

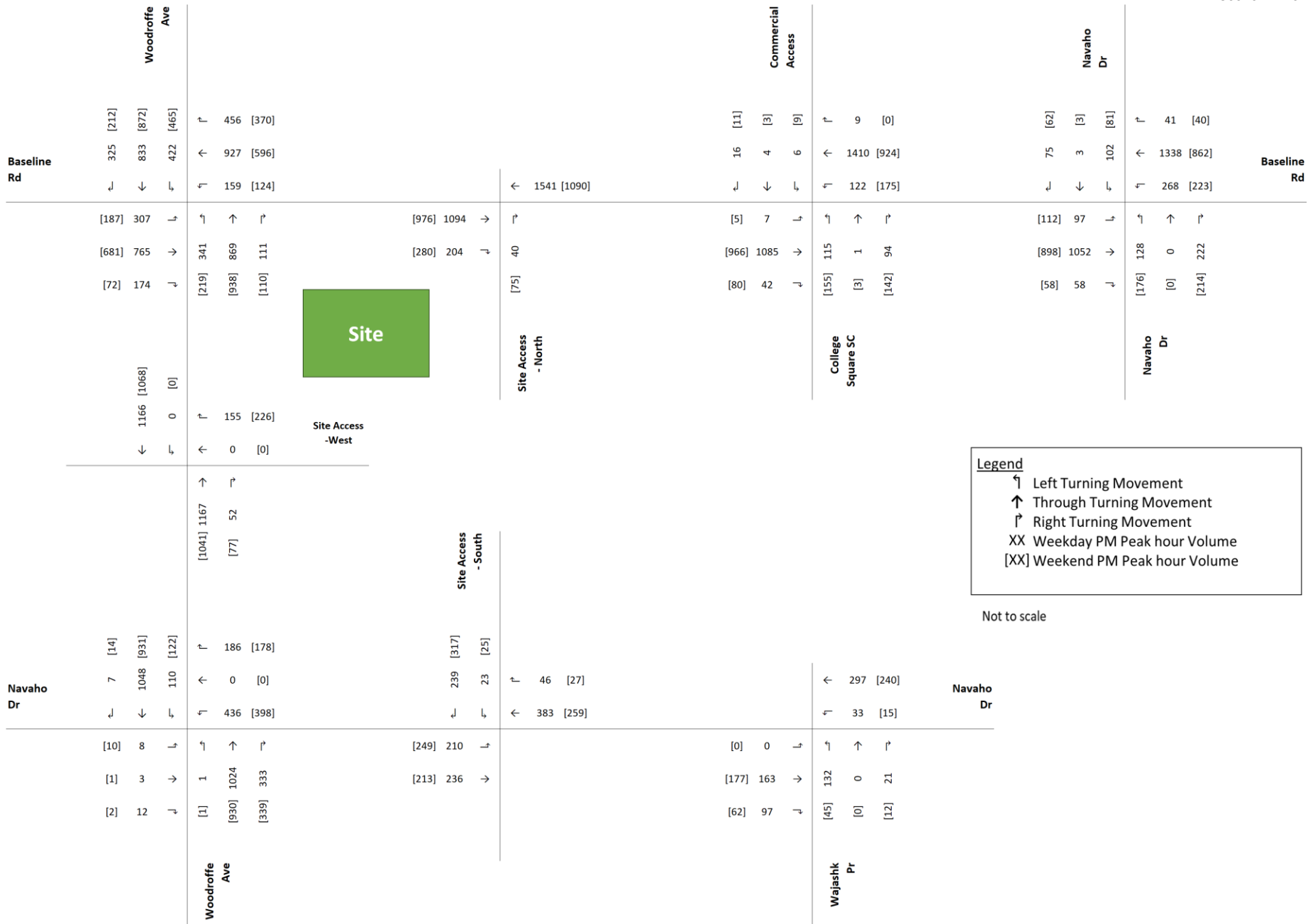
As noted in Section 2.3.1.5, nearby developments at 1385 Woodroffe Avenue and 19 Centrepointe Drive will be incorporated into the 2027 and 2032 future background scenarios using projected traffic volumes. The background volumes for these developments are provided in **Appendix H**.

#### 3.3.4. Future Background Traffic Volumes

An annual growth rate of 0.50 % has been applied to background traffic volumes to account for anticipated growth along the corridor and in surrounding suburban areas. *Figure 14* illustrates the projected background traffic volumes for the 2027 horizon, while *Figure 15* presents volumes for the 2032 horizon.

#### 3.3.1. Future Total Traffic Volumes

The total traffic volumes for the 2027 and 2032 future horizons, which include both background and site-generated traffic, are illustrated in *Figure 16* and *Figure 17*, respectively.

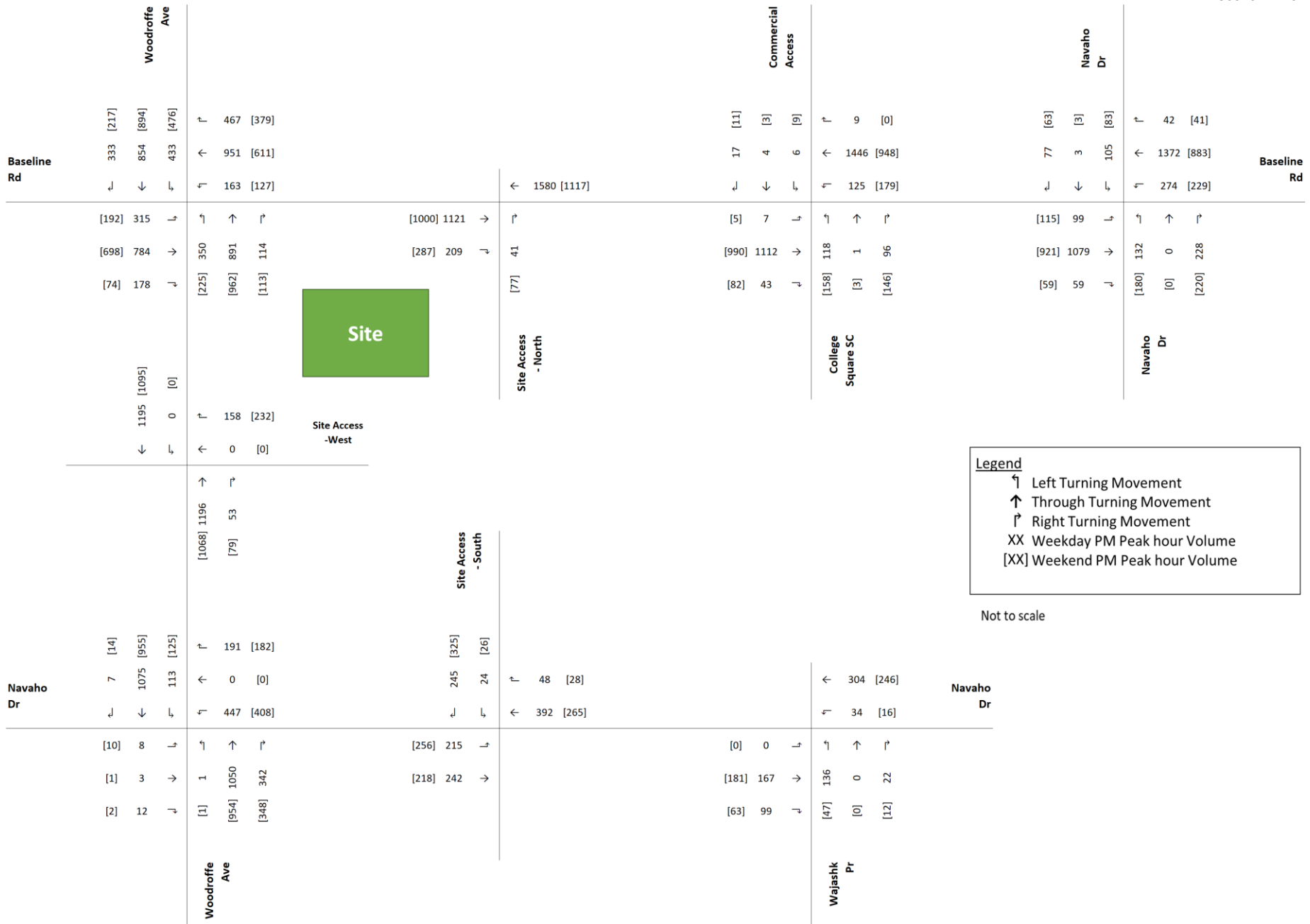


**Legend**

- ↵ Left Turning Movement
- ↑ Through Turning Movement
- ↗ Right Turning Movement
- XX Weekday PM Peak hour Volume
- [XX] Weekend PM Peak hour Volume

Not to scale

Figure 14: 2027 Background Traffic Volumes



**Legend**

- ↵ Left Turning Movement
- ↑ Through Turning Movement
- ↗ Right Turning Movement
- XX Weekday PM Peak hour Volume
- [XX] Weekend PM Peak hour Volume

Not to scale

Figure 15: 2032 Background Traffic Volumes

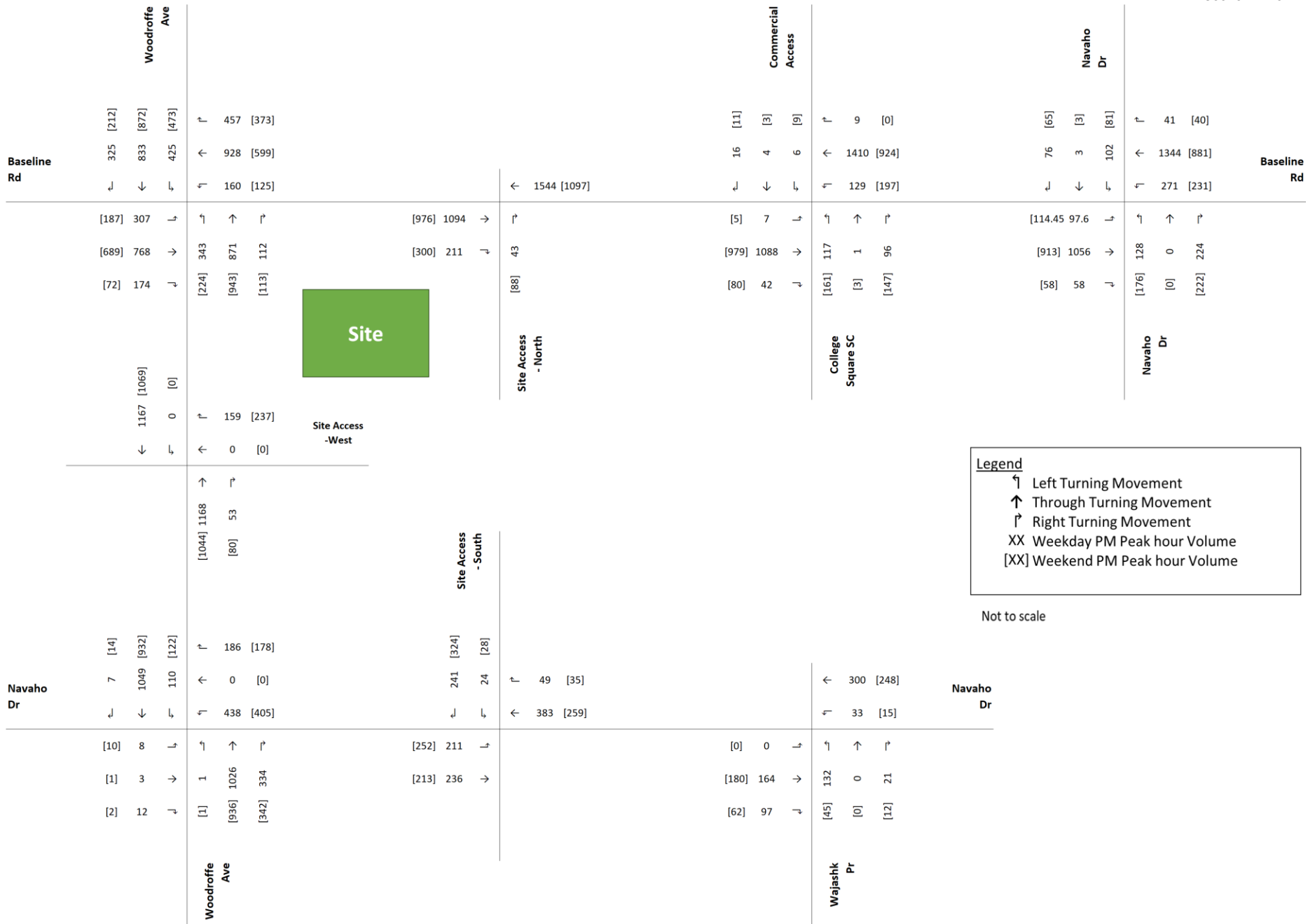
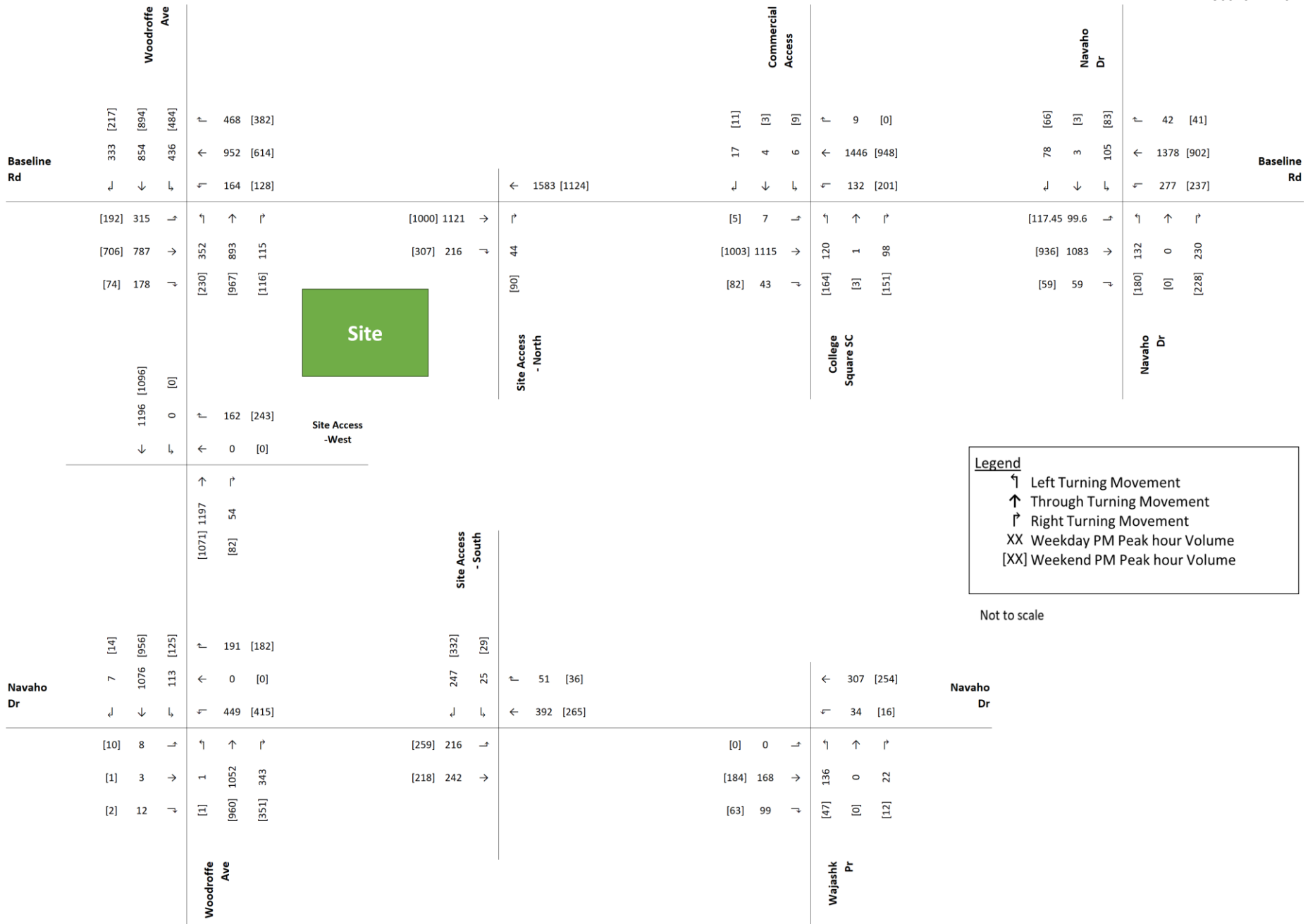


Figure 16: 2027 Total Traffic Volumes



**Legend**

- ↵ Left Turning Movement
- ↑ Through Turning Movement
- ↶ Right Turning Movement
- XX Weekday PM Peak hour Volume
- [XX] Weekend PM Peak hour Volume

Not to scale

Figure 17: 2032 Total Traffic Volumes

### 3.4. Demand Rationalization

The existing traffic analysis for 2025, combined with future background traffic projections for 2027 and 2032, indicates persistent capacity constraints for east-west movements at signalized intersections along Baseline Road and Woodroffe Avenue. These constraints are expected to continue into future horizon years, even without the proposed development.

Baseline Road serves as a major arterial corridor connecting residential, commercial, and institutional land uses, resulting in high traffic volumes during weekday peak hours, particularly in the east-west direction.

To address these challenges, rationalizing travel demand through operational improvements, infrastructure upgrades, and travel demand management strategies is essential. Potential measures include:

- Encouraging carpooling through incentives to reduce single-occupancy vehicle trips.
- Expanding transit services by improving frequency, reliability, and affordability to increase ridership.
- Promoting active transportation via investment in safe, connected cycling and pedestrian infrastructure.
- Coordinating with local institutions to stagger start times and reduce peak-hour congestion.
- Supporting flexible work arrangements such as remote work policies to lower peak-period travel demand.

## 4. ANALYSIS

### 4.1. Development Design

#### 4.1.1. Design for Sustainable Modes

##### Pedestrian Facilities

The site plan incorporates several modifications to support active transportation and enhance accessibility for pedestrians. The existing pedestrian pathway west of the site has been relocated further west developing a buffer between the pedestrian pathway and the drive-through. The crosswalk directly south of the main entrance has been realigned to reduce the walking distance on the road. Bike Racks are included along the relocated pedestrian pathway and south of the main entrance.

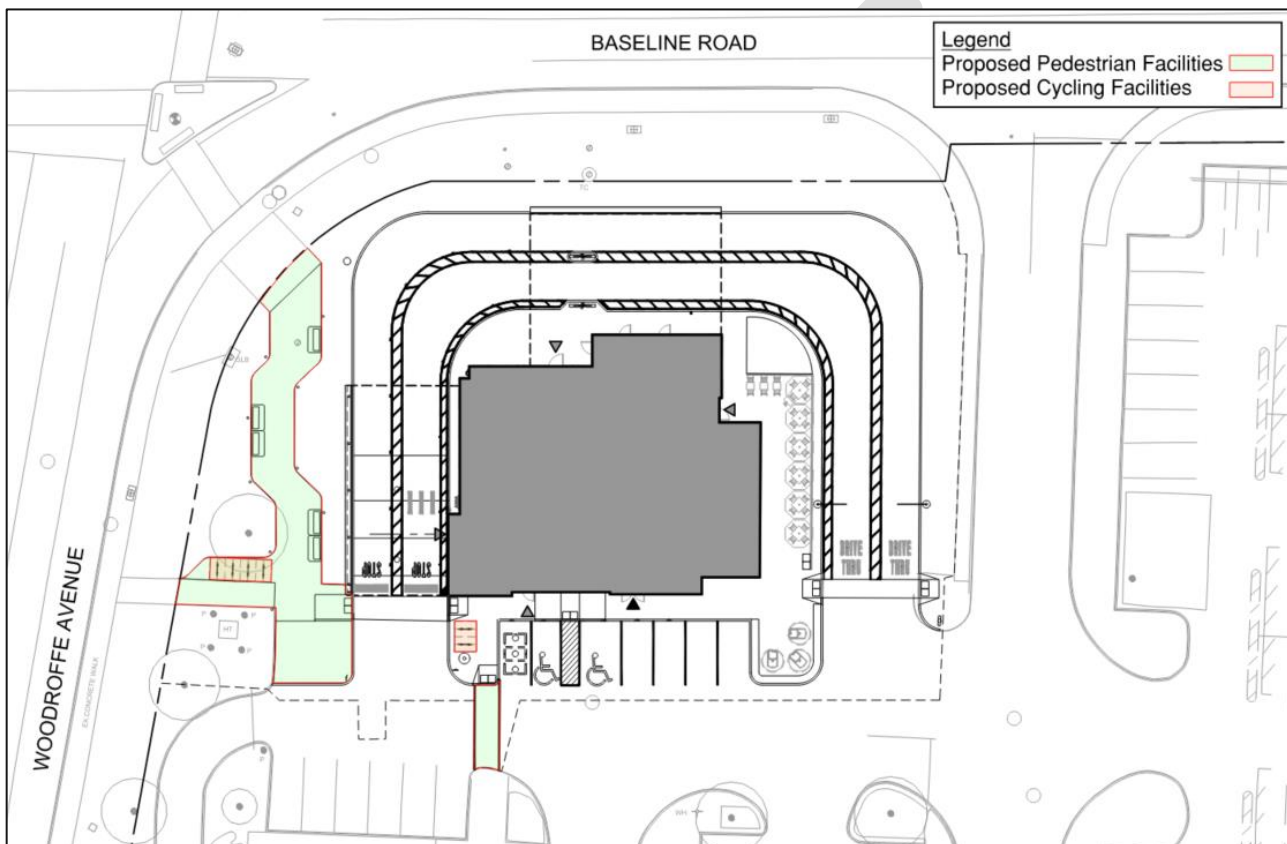


Figure 18: Proposed Pedestrian and Cycling Facilities

##### Bicycle Parking

12 bicycle parking spaces are provided, supporting active transportation options. This combination of dedicated, shared, and bicycle parking accommodates anticipated demand while promoting multimodal access.

##### Parking Areas

Parking spaces are located adjacent to the building's south side, with direct pedestrian connections to the main entrance. The By-Law stipulates a maximum parking rate of 4 spaces per 100 m<sup>2</sup> of gross floor area (GFA), which equates to 19 spaces for the proposed 424.9 m<sup>2</sup> building. The site plan provides 6 dedicated parking spaces for Chick-fil-A, supplemented by 56 existing shared parking spaces within the commercial plaza, ensuring adequate supply for customer and staff needs. Two barrier-free spaces are included one Type 'A' (3.45 m × 5.2 m) and one Type 'B' (2.45 m × 5.2 m) to meet accessibility standards.

### Location of Transit Facilities

The site is well-served by existing public transit, with OC Transpo bus stops #2953 and #4540 located along Woodroffe Avenue, bus stop #2909 on Baseline Road, and bus stop #4511 on Navaho Drive. These stops serve routes 68, 87, and 88 and are all within approximately 600 meters walking distance of the proposed development. In addition, a major bus terminal is located about 400 meters from the site, adjacent to Algonquin Station (currently Baseline Station), which will become the terminus for the O-Train Line 1 West Extension. The location of bus routes and stops serving the area is illustrated in Section 2.2.6.

#### 4.1.1 Circulation and Access

Figure 19 illustrates the site demonstrating the internal driveway circulation designed to optimize vehicle flow and minimize conflicts between vehicles, pedestrians, and cyclists. The proposed site layout provides a clear and efficient circulation pattern for both customer vehicles and drive-through traffic. Vehicles enter the site from the internal plaza drive aisles, with multiple access points directing traffic toward the parking area and the drive-through lane. The drive-through is designed as a one-way loop wrapping around the building, allowing vehicles to queue along the north and east sides before reaching the order and pickup windows on the south façade. A minimum of eight queuing spaces is provided within the drive-through lane, ensuring adequate storage without interfering with internal circulation. The circulation plan minimizes conflict points by separating drive-through traffic from general parking movements and maintaining sufficient aisle width for two-way flow. Overall, the design supports safe and efficient operations for vehicles, pedestrians, and service access.

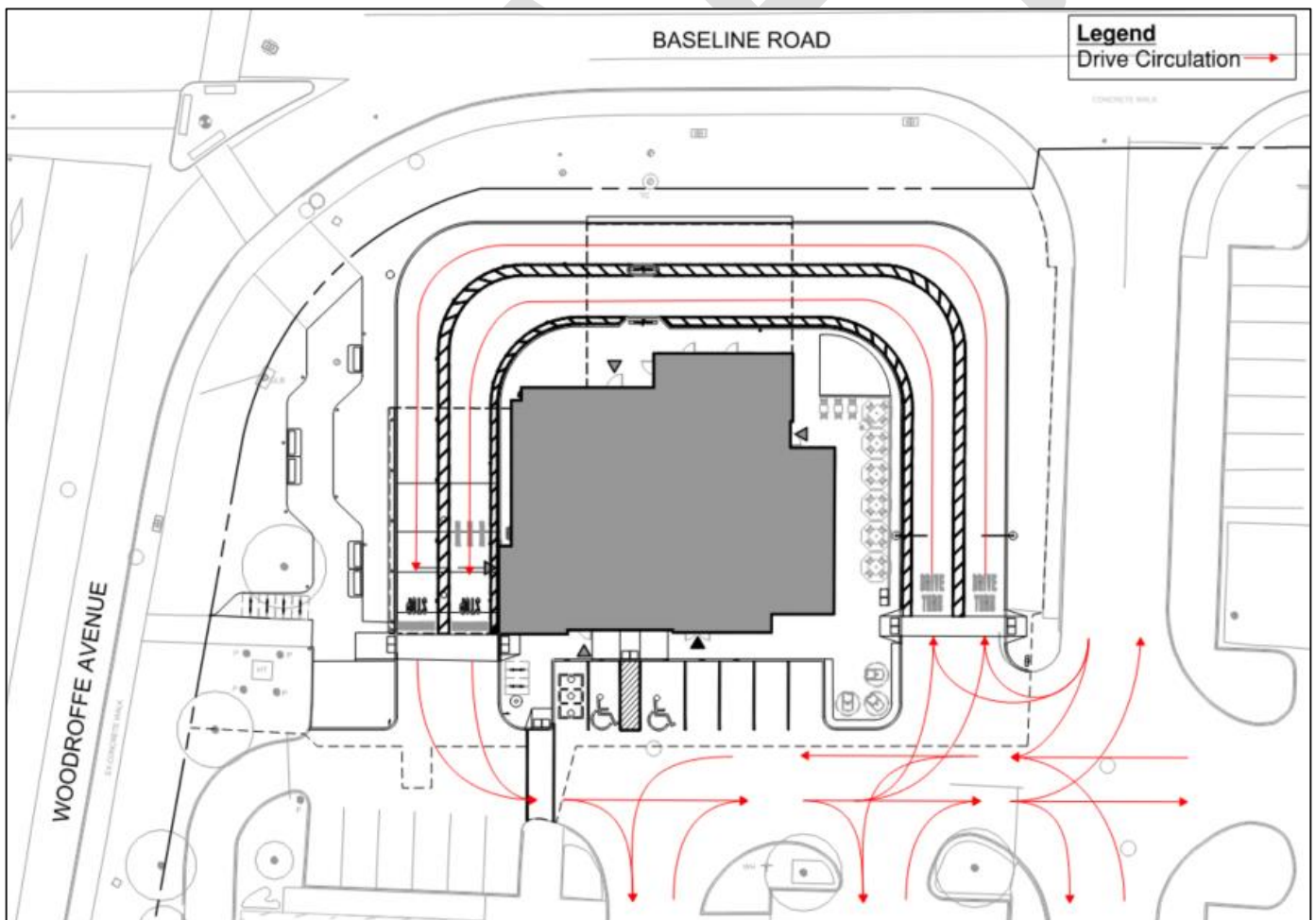


Figure 19: Internal Driveway Circulation

## 4.2 Parking

### 4.1.2. Parking Supply

The subject site is located in Area B on Schedule 1 and Area Z on Schedule 1A of the City of Ottawa Zoning By-law. In accordance with Section 103, sites within 600 meters of a rapid transit station identified on Schedule 2B such as Algonquin Station (currently Baseline Station) are subject to maximum parking requirements rather than minimums. For this development, the applicable maximum vehicular parking and minimum bicycle parking rates are summarized in *Table 13*.

Table 13: Vehicle and Bicycle Parking Requirements Per Zoning By-Law

Land Use	Rate	Units/GFA	Requirement
<b>Vehicle Parking</b>			
Retail Store; Retail Food store	3.6 per 100m <sup>2</sup> of gross floor area	424 m <sup>2</sup>	15 Parking Space
<b>Total Maximum Vehicle Parking</b>			<b>15 Parking Spaces</b>
<b>Bicycle Parking</b>			
Restaurant	1 per 250 m <sup>2</sup> of gross floor area	424 m <sup>2</sup>	2 Bicycle Spaces
<b>Total Minimum Bicycle Parking Required</b>			<b>2 Bicycle Spaces</b>

The proposed development will provide six on-site parking spaces, including two accessible spaces, in compliance with the parking requirements outlined in Zoning By-law 2008-250. In addition, a total of 12 bicycle parking spaces is proposed, meeting the minimum requirements for Site Plan approval under the same by-law.

## 4.3 Boundary Street Design

### 4.1.3. Existing and Future Conditions

The City of Ottawa has adopted a Complete Streets approach to transportation planning, prioritizing safety, comfort, and mobility for all users regardless of age, ability, or travel mode. This section reviews the boundary streets using Complete Streets principles. The 2025 iteration of the Multi-Modal Level of Service (MMLOS) guidelines builds upon the 2022 Official Plan, the 2023 Transportation Master Plan, and the 2015 MMLOS guidelines developed by IBI Group. These guidelines were applied to evaluate the level of service for each mode along the boundary roadways. Schedule B3 of the Official Plan identifies the entire study area road network as part of Mainstreet corridors within the Outer Urban Area. Table 14 summarizes the MMLOS analysis for the adjacent road segments, with detailed results provided in *Appendix I*.

Table 14: Multi-Modal Level of Service – Boundary Street Segment

Road Segment	Pedestrian		Bicycle		Transit		Public Realm	
	P-LOS	Target	B-LOS	Target	T-LOS	Target	PR-LOS	Target
Baseline Road (Woodroffe Ave to Navaho Dr)	C	A	D	A	N/A <sup>1</sup>	N/A <sup>1</sup>	C	C
Woodroffe Avenue (Baseline Rd to Navaho Dr)	C	A	D	A	E	E	C	C

<sup>1</sup> Not applicable as there is no transit for the segment

**Pedestrian Level of Service (P-LOS)** Under existing conditions, both Baseline Rd and Woodroffe Ave do not meet P-LOS targets. To achieve the target, the following improvements are recommended:

- Provide a sidewalk at least 1.5 m wide with a 0.5 m boulevard
- Reduce the maximum distance between pedestrian crossings to less than 200 m.

**Bicycle Level of Service (B-LOS)** Under existing conditions, both Baseline Rd and Woodroffe Ave do not meet B-LOS Targets. To achieve the target, it is recommended to provide a 1.5 m wide cycling facility with a paved shoulder and buffer.

**Transit Level of Service (T-LOS)** Under existing conditions all road segments meet T-LOS requirements.

**Public Realm Level of Service (PR-LOS)** Under existing conditions, all road segments meet PR-LOS requirements.

## 4.4 Transportation Demand Management

### 4.1.4. Context for TDM

The proposed development is expected to generate primarily customer trips, with peak activity during the weekday PM peak hour. The site is located within a Transit-Oriented Development (TOD) zone as identified in the City's Official Plan and currently operates as a Beer Store with hours from 10:00 AM to 9:00 PM, Monday to Saturday. Given its location within a major shopping center and proximity to Algonquin College, a significant portion of trips during peak periods will interact with surrounding land uses, creating opportunities for integrated travel behavior.

### Need and Opportunity

In alignment with the City's mode share targets outlined in the 2013 Transportation Master Plan, strategies that promote sustainable transportation are encouraged. These measures include improving access for active modes such as walking and cycling, providing secure bicycle parking, and designing pedestrian-friendly pathways. Implementing these strategies will help reduce reliance on single-occupant vehicles and support the City's Complete Streets and TOD objectives.

### 4.4.1 TDM Program

The following measures have been selected from the City of Ottawa's Transportation Demand Management (TDM) Measures Checklist, Version 1.0 (June 30, 2017) to support sustainable travel options for the proposed development:

- 1.1.1 Designate an internal coordinator or contract with an external coordinator.
- 1.2.1 Conduct periodic surveys to identify travel-related behaviors, attitudes, challenges, and solutions, and track progress.
- 3.1.1 Display relevant transit schedules and route maps at entrances.
- 3.1.2 Provide online links to OC Transpo and STO information.
- 4.1.1 Provide a dedicated ride-matching portal at OttawaRideMatch.com.
- 7.1.1 Provide a multimodal travel option information package to new or relocating employees and students.
- 8.3.1 Provide local business travel options that minimize the need for employees to bring a personal car to work.

The TDM infrastructure checklist and detailed measures are reviewed and included in **Appendix J**.

## 4.5 Neighbourhood Traffic Calming

The proposed development will not require any additional Neighbourhood Traffic Calming measures, as site access is provided via internal plaza driveways and does not rely on local or collector streets.

## 4.6 Transit

### Transit Route Capacity & Transit Priority

Transit Route Capacity requirements are exempt because the development is expected to generate fewer than 75 transit trips. Similarly, Transit Priority measures are exempt as the site is anticipated to generate fewer than 75 auto trips during the peak hour.

## 4.7 Review of Network Concept

The subject site is zoned Mixed Use – Commercial Zone II (MC F(1.5) H(34)) under the City of Ottawa Zoning By-law 2008-250. In accordance with Section 3.1.1, developments generating fewer than 200 peak-hour vehicle trips are exempt from the network adequacy review component of the Transportation Impact Assessment (TIA). Therefore, this requirement does not apply to the proposed development.

It is noted that the City of Ottawa is currently reviewing and approving a new Transportation Master Plan and Capital Infrastructure Plan, which may introduce changes or new concepts to the future transportation network.

## 4.8 Intersection Design

This section reviews the study area intersections using Complete Streets principles. The Multi-Modal Level of Service (MMLOS) worksheets provided by the City of Ottawa in May 2025 were used to evaluate the LOS for all intersections across each transportation mode. According to Schedule B3 of the Official Plan, the entire study area road network is designated as part of the Mainstreet corridors within the Outer Urban Area.

The following sub-sections provide total traffic analysis (including a combination of background traffic and development-generated traffic), including the multi-modal level of service analysis and vehicle level of service analysis considered.

### 4.1.5. Intersection Control

The five signalized study area intersections, Baseline Road & Woodroffe Avenue, Woodroffe Avenue & Navaho Drive, Baseline Road & Navaho Drive, Baseline Road & College Square, and Navaho Drive & Wajashk Private will remain to operate as signalized intersections. The stop-controlled site access on Baseline Rd & College Square will continue to ensure safe site access and maintain free-flow traffic on Baseline Road.

### 4.1.6. Intersection Design

#### Existing Intersection MMLOS Analysis

All study area intersections are located within 600 m of a rapid transit Station. *Table 15* summarizes the findings of the intersection MMLOS analysis.

Table 15: Multi-Modal Level of Service - Intersection

Intersection		LEVEL OF SERVICE BY MODES							
		Pedestrian		Bicycle		Transit		Auto Vehicle	
		PLOS	Target	BLOS	Target	TLOS	Target	AutoLOS	Target
Baseline Road & Woodroffe Avenue	North Leg	E	A	F	A	F	E (D for frequent transit routes)	F	E
	South Leg	E		F		E			
	East Leg	E		E		F			
	West Leg	E		F		E			
	Overall	E		F		E			
Woodroffe Avenue & Navaho Drive	North Leg	E	A	F	B	B	E (D for frequent transit routes)	C	E
	South Leg	E		E		C			
	East Leg	D		F		A			
	West Leg	C		F		A			
	Overall	D		F		B			
Baseline Road & Navaho Drive	North Leg	B	A	E	B	D	N/A <sup>1</sup>	D	E
	South Leg	B		E		D			
	East Leg	D		E		D			
	West Leg	D		D		D			
	Overall	C		D		D			
Baseline Road & College Square	North Leg	B	A	B	B	C	N/A <sup>1</sup>	B	E
	South Leg	B		B		B			
	East Leg	D		F		B			
	West Leg	D		C		A			
	Overall	C		C		B			
Navaho Drive & Wajashk Private	North Leg	-	A	-	B	-	N/A <sup>1</sup>	B	E
	South Leg	B		A		A			
	East Leg	B		D		B			
	West Leg	B		C		C			
	Overall	B		C		B			

<sup>1</sup> Not applicable as there is no existing or proposed transit

Detailed intersection MMLOS calculations can be found in **Appendix K**.

**Pedestrian Level of Service (PLOS)**: PLOS targets are not met at any of the study area intersections due to factors such as the large number of travel lanes to cross, high right-turning vehicle volumes, and low effective walk times. Potential modifications tested within the MMLOS worksheets to improve PLOS include:

- Adjusting right-turn movements (e.g., RTOR restrictions, protected right turns)
- Implementing Leading Pedestrian Intervals (LPI)
- Applying alternative crosswalk treatments (e.g., textured or colored pavement, high-visibility zebra markings, raised crosswalks)
- Increasing effective walk time

**Bicycle Level of Service (BLOS)**: BLOS targets are not met at any of the study area intersections, primarily due to the lack of dedicated cycling facilities and high vehicle turning volumes. Potential modifications tested within the MMLOS worksheets to improve BLOS include:

- Enhancing cycle facility at intersection legs (i.e. bike lanes, crossride)
- Improving cyclist left-turn treatment at intersections (i.e protected corner, bike boxes, bike queues, physical separation)

**Truck Level of Service (TkLOS)**: The TkLOS was met for all intersections in the study area.

**Auto Level of Service (AutoLOS)**: The AutoLOS was met for all intersections in the study area, except the intersection of Baseline Road and Woodroffe Avenue.

#### Future Background Traffic Operation Analysis

Intersection capacity analysis has been completed for the 2027 & 2032 background traffic conditions. The intersection parameters used in the analysis are consistent with the TIA guidelines (Saturation Flow rate: 1800 vphpl, peak hour factors were calculated from turning movement count data). The signal timing splits have been optimized in Synchro, minimizing delays and maximizing traffic flow efficiency based on the given parameters and constraints for all intersections within the study area. In this analysis, a maximum cycle length for signalized intersections was established at 130 seconds to optimize traffic flow and accommodate the operational characteristics of the study area.

*Table 16* and *Table 17* summarizes the results of the Synchro analysis for the 2027 & 2032 background traffic conditions. Detailed synchro reports are included in **Appendix F**.

Table 16: 2027 Background Intersection Operations









Intersection	Lane	Weekday PM Peak Hour				Weekend PM Peak Hour				
		LOS	Delay (s)	V/C Ratio	95 <sup>th</sup> % Queue (m)	LOS	Delay (s)	V/C Ratio	95 <sup>th</sup> % Queue (m)	
Baseline Road & Woodroffe Avenue		<b>Overall</b>	<b>E</b>	<b>63.0</b>	-	-	<b>F</b>	<b>86.8</b>	-	-
		EB-L	F	99.4	0.94	#67.8	E	73.7	0.73	#38.7
		EB-T	D	50.9	0.82	116.6	D	43.6	0.68	100.8
		EB-R	A	9.1	0.33	20.5	A	0.5	0.13	0.0
		WB-L	F	106.9	0.92	#80.1	F	82.7	0.76	#57.6
		WB-T	E	68.9	0.98	#161.8	D	38.5	0.56	83.8
		WB-R	C	25.6	0.76	86.9	C	22.6	0.63	71.6
		NB-L	F	87.6	0.93	#71.3	E	73.2	0.76	#44.2
		NB-T	F	80.4	1.02	#158.2	D	53.5	0.90	#148.6
		NB-R	A	2.7	0.22	5.4	A	2.2	0.19	4.8
		SB-L	F	94.8	0.99	#86.8	F	474.3	1.95	#123.9
	SB-T	E	57.6	0.91	#139.6	D	53.0	0.88	#133.6	
	SB-R	C	20.7	0.60	59.3	B	12.3	0.39	30.4	
Baseline Road & Driveway Access North (Right-in/right-out Access)		<b>Overall</b>	<b>A</b>	<b>0.1</b>	-	-	<b>A</b>	<b>0.3</b>	-	-
		EB-TR	A	0.0	0.26	0.0	A	0.0	0.28	0.0
		WB-T	A	0.0	0.45	0.0	A	0.0	0.32	0.0
		NB-R	A	9.3	0.05	1.1	A	9.3	0.08	2.0
Baseline Road & College Square SC		<b>Overall</b>	<b>B</b>	<b>14.7</b>	-	-	<b>B</b>	<b>16.1</b>	-	-
		EB-L	A	7.7	0.03	2.4	A	9.4	0.01	2.0
		EB-TR	B	14.6	0.44	72.0	B	17.8	0.51	61.3
		WB-L	A	9.0	0.35	17.7	B	16.3	0.50	#36.6
		WB-TR	B	13.5	0.63	#176.0	B	13.0	0.46	#97.2
		NB-L	D	41.1	0.53	28.6	C	33.1	0.57	29.1
		NB-TR	A	8.4	0.29	10.3	A	6.2	0.34	10.5
		SB-LTR	B	16.6	0.10	6.8	B	13.8	0.07	5.3
Baseline Road & Navaho Drive		<b>Overall</b>	<b>C</b>	<b>30.3</b>	-	-	<b>C</b>	<b>26.5</b>	-	-
		EB-L	C	25.5	0.42	29.7	B	10.8	0.25	20.4
		EB-T	D	39.7	0.47	#186.9	C	30.4	0.73	#116.2
		EB-R	A	0.7	0.14	0.0	A	0.6	0.13	0.0
		WB-L	B	18.9	0.58	44.3	B	17.8	0.50	#58.7
		WB-TR	C	25.1	0.73	190.8	C	30.9	0.75	#118.8
		NB-L	E	67.4	0.71	44.5	D	40.9	0.65	37.7
		NB-R	A	5.9	0.46	10.0	A	8.9	0.45	19.6
	SB-LTR	D	47.8	0.62	50.2	B	19.1	0.36	22.7	
Navaho Drive & Woodroffe Avenue- Transitway/Baseline Station		<b>Overall</b>	<b>C</b>	<b>23.1</b>	-	-	<b>C</b>	<b>22.2</b>	-	-
		EB-L	D	49.4	0.15	6.1	D	50.8	0.19	7.1
		EB-T	C	30.3	0.03	2.3	C	29.0	0.01	1.2
		EB-R	A	0.3	0.05	0.0	A	0.2	0.04	0.0
		WB-L	C	32.5	0.63	34.1	C	32.3	0.61	31.1
		WB-R	A	5.2	0.48	5.2	A	4.6	0.49	4.0
		NB-L	D	44.0	0.02	1.8	D	44.0	0.02	1.8
		NB-T	C	27.5	0.58	#88.4	C	26.5	0.53	74.8
		NB-R	A	5.4	0.45	21.1	A	5.4	0.45	21.5
		SB-L	D	53.9	0.58	#50.0	D	53.3	0.59	#54.7
	SB-T	C	20.6	0.59	#160.4	B	19.1	0.42	#136.6	
	SB-R	A	0.0	0.01	0.0	A	0.1	0.03	0.0	
Navaho Drive & Wajashk Private		<b>Overall</b>	<b>B</b>	<b>16.2</b>	-	-	<b>B</b>	<b>17.8</b>	-	-
		WB-L	A	8.6	0.15	16.4	A	7.7	0.05	7.0
		WB-R	A	4.5	0.03	3.0	A	4.8	0.01	2.2
		NE-T	B	17.4	0.35	22.1	B	19.5	0.42	23.9
		NE-R	A	4.8	0.22	7.1	A	5.4	0.16	5.8
		SW-L	B	14.2	0.11	6.6	B	13.9	0.05	3.7
		SW-T	C	23.6	0.63	39.3	C	22.6	0.56	31.7
Woodroffe Avenue & Site Access West (Right-in/right-out Access)		<b>Overall</b>	<b>A</b>	<b>0.6</b>	-	-	<b>A</b>	<b>1.0</b>	-	-
		WB-R	A	9.9	0.17	4.7	B	10.2	0.25	7.4
		NB-T	A	0.0	0.27	0.0	A	0.0	0.24	0.0
		SB-T	A	0.0	0.23	0.0	A	0.0	0.21	0.0
Navaho Drive & Site Access South		<b>Overall</b>	<b>A</b>	<b>5.4</b>	-	-	<b>A</b>	<b>6.9</b>	-	-
		EB-L	A	9.0	0.19	5.2	A	8.5	0.20	5.6
		EB-T	A	0.0	0.14	0.0	A	0.0	0.13	0.0
		WB-TR	A	0.0	0.15	0.0	A	0.0	0.10	0.0
		SB-LR	C	16.1	0.45	17.6	C	15.7	0.51	22.0

Table 17: 2032 Background Intersection Operations

Intersection	Lane	Weekday PM Peak Hour				Weekend PM Peak Hour				
		LOS	Delay (s)	V/C Ratio	95 <sup>th</sup> % Queue (m)	LOS	Delay (s)	V/C Ratio	95 <sup>th</sup> % Queue (m)	
Baseline Road & Woodroffe Avenue		<b>Overall</b>	<b>E</b>	<b>67.1</b>	-	-	<b>E</b>	<b>56.2</b>	-	-
		EB-L	F	111.7	1.02	#71.2	F	82.9	0.81	#43.4
		EB-T	D	50.6	0.83	119.2	D	48.4	0.76	105.5
		EB-R	A	9.4	0.34	21.5	A	0.6	0.14	0.0
		WB-L	F	115.0	0.96	#83.3	F	124.2	0.95	#69.5
		WB-T	E	69.0	0.98	#165.7	D	43.7	0.65	89.6
		WB-R	C	25.4	0.76	88.5	C	21.1	0.66	66.7
		NB-L	F	86.7	0.93	#72.6	E	73.2	0.77	#45.1
		NB-T	F	86.9	1.04	#164.6	E	79.3	1.02	#172.4
		NB-R	A	3.0	0.23	5.9	A	2.7	0.21	5.6
		SB-L	F	109.0	1.05	#91.6	F	94.1	1.00	#95.6
SB-T	E	65.2	0.95	#148.6	D	43.5	0.79	129.4		
SB-R	C	22.6	0.62	63.5	B	11.4	0.36	29.8		
Baseline Road & Driveway Access North (Right-in/right-out Access)		<b>Overall</b>	<b>A</b>	<b>0.1</b>	-	-	<b>A</b>	<b>0.3</b>	-	-
		EB-TR	A	0.0	0.26	0.0	A	0.0	0.29	0.0
		WB-T	A	0.0	0.46	0.0	A	0.0	0.33	0.0
		NB-R	A	1.1	0.05	1.1	A	2.1	0.09	2.1
Baseline Road & College Square SC		<b>Overall</b>	<b>B</b>	<b>15.0</b>	-	-	<b>B</b>	<b>16.5</b>	-	-
		EB-L	A	7.9	0.03	2.4	A	9.4	0.01	2.0
		EB-TR	B	14.9	0.45	74.7	B	18.2	0.53	63.2
		WB-L	A	9.3	0.37	18.1	B	17.2	0.52	#39.0
		WB-TR	B	13.9	0.65	#183.2	B	13.3	0.48	#101.3
		NB-L	D	41.2	0.54	29.3	C	33.2	0.57	29.7
		NB-TR	A	8.3	0.30	10.4	A	6.1	0.35	10.6
SB-LTR	B	16.2	0.10	6.9	B	13.7	0.07	5.3		
Baseline Road & Navaho Drive		<b>Overall</b>	<b>C</b>	<b>32.0</b>	-	-	<b>C</b>	<b>28.0</b>	-	-
		EB-L	C	24.6	0.41	29.8	B	11.1	0.26	20.9
		EB-T	D	42.1	0.83	#193.0	C	32.4	0.77	#120.8
		EB-R	A	0.7	0.14	0.0	A	0.6	0.13	0.0
		WB-L	C	20.7	0.60	45.2	B	19.9	0.52	#64.9
		WB-TR	C	26.9	0.77	#201.0	C	33.0	0.79	#123.3
		NB-L	E	68.0	0.72	45.9	D	41.1	0.66	38.6
		NB-R	A	5.9	0.46	10.1	A	8.6	0.45	20.1
SB-LTR	D	48.0	0.63	51.9	B	19.2	0.37	23.1		
Navaho Drive & Woodroffe Avenue-Transitway/Baseline Station		<b>Overall</b>	<b>C</b>	<b>23.5</b>	-	-	<b>C</b>	<b>22.5</b>	-	-
		EB-L	D	49.1	0.15	6.1	D	50.8	0.19	7.1
		EB-T	C	30.3	0.03	2.3	C	29.0	0.01	1.2
		EB-R	A	0.3	0.05	0.0	A	0.2	0.04	0.0
		WB-L	C	32.5	0.64	35.0	C	32.4	0.61	321.0
		WB-R	A	5.6	0.49	6.1	A	4.8	0.47	4.5
		NB-L	D	44.0	0.02	1.8	D	44.0	0.02	1.8
		NB-T	C	28.3	0.60	#92.2	C	27.2	0.55	#79.4
		NB-R	A	5.5	0.46	21.4	A	5.5	0.46	21.8
		SB-L	D	53.6	0.58	#51.9	D	53.3	0.60	#55.2
		SB-T	C	21.1	0.61	#166.1	B	19.4	0.54	#141.7
SB-R	A	0.0	0.01	0.0	A	0.1	0.03	0.0		
Navaho Drive & Wajashk Private		<b>Overall</b>	<b>B</b>	<b>16.1</b>	-	-	<b>B</b>	<b>17.9</b>	-	-
		WB-L	A	8.9	0.16	17.1	A	7.8	0.06	7.3
		WB-R	A	4.5	0.03	3.1	A	4.9	0.01	2.2
		NE-T	B	17.2	0.36	22.2	B	19.5	0.42	24.3
		NE-R	A	4.6	0.22	7.1	A	5.3	0.16	5.8
		SW-L	B	14.0	0.11	6.7	B	13.8	0.06	4.0
SW-T	C	23.5	0.64	39.9	C	22.8	0.57	32.6		
Woodroffe Avenue & Site Access West (Right-in/right-out Access)		<b>Overall</b>	<b>A</b>	<b>0.6</b>	-	-	<b>A</b>	<b>1.0</b>	-	-
		WB-R	A	9.9	0.18	4.9	B	10.3	0.25	7.7
		NB-T	A	0.0	0.28	0.0	A	0.0	0.25	0.0
		SB-T	A	0.0	0.23	0.0	A	0.0	0.21	0.0
Navaho Drive & Site Access South		<b>Overall</b>	<b>A</b>	<b>5.5</b>	-	-	<b>A</b>	<b>7.1</b>	-	-
		EB-L	A	9.0	0.19	5.4	A	8.6	0.20	5.8
		EB-T	A	0.0	0.14	0.0	A	0.0	0.13	0.0
		WB-TR	A	0.0	0.15	0.0	A	0.0	0.10	0.0
		SB-LR	C	16.8	0.47	19.1	C	16.4	0.53	23.8

### Future Total Intersection Operations

Intersection capacity analysis has been completed for the 2027 & 2032 total traffic conditions. The intersection parameters used in the analysis are consistent with the TIA guidelines (Saturation Flow rate: 1800 vphpl, peak hour factors were calculated from turning movement count data). The signal timing splits have been optimized in Synchro, minimizing delays and maximizing traffic flow efficiency based on the given parameters and constraints for all intersections within the study area. In this analysis, a maximum cycle length for signalized intersections was established at 130 seconds to optimize traffic flow and accommodate the operational characteristics of the study area. *Table 18* and *Table 19* summarize the results of the Synchro analysis for the 2027 & 2032 total traffic conditions.

Detailed synchro reports are included in **Appendix F**.

DRAFT

Table 18: 2027 Total Intersection Operations

Intersection	Lane	Weekday PM Peak Hour				Weekend PM Peak Hour				
		LOS	Delay (s)	V/C Ratio	95 <sup>th</sup> % Queue (m)	LOS	Delay (s)	V/C Ratio	95 <sup>th</sup> % Queue (m)	
Baseline Road & Woodroffe Avenue		<b>Overall</b>	<b>E</b>	<b>63.4</b>	-	-	<b>D</b>	<b>54.6</b>	-	-
		EB-L	F	99.4	0.97	#67.8	E	74.7	0.75	#39.4
		EB-T	D	51.3	0.83	17.5	D	47.0	0.74	102.6
		EB-R	A	9.1	0.33	20.5	A	0.6	0.14	0.0
		WB-L	F	108.2	0.93	#81.1	F	120.7	0.94	#69.0
		WB-T	E	69.9	0.98	#162.5	D	43.5	0.64	87.8
		WB-R	C	25.7	0.76	86.7	C	20.8	0.65	64.7
		NB-L	F	87.5	0.93	#71.2	E	73.7	0.77	#44.7
		NB-T	F	80.9	1.02	#159.0	E	76.1	1.01	#167.6
		NB-R	A	2.9	0.22	5.6	A	2.6	0.21	5.2
		SB-L	F	95.3	0.99	#87.2	F	91.1	0.99	#93.6
SB-T	E	57.6	0.91	#139.6	D	42.9	0.78	125.8		
SB-R	C	20.7	0.60	59.3	B	11.0	0.36	28.8		
Baseline Road & Driveway Access North (Right-in/right-out Access)		<b>Overall</b>	<b>A</b>	<b>0.1</b>	-	-	<b>A</b>	<b>0.3</b>	-	-
		EB-TR	A	0.0	0.26	0.0	A	0.0	0.28	0.0
		WB-T	A	0.0	0.45	0.0	A	0.0	0.32	0.0
		NB-R	A	9.3	0.05	1.2	A	9.4	0.09	2.1
Baseline Road & College Square SC		<b>Overall</b>	<b>B</b>	<b>14.8</b>	-	-	<b>B</b>	<b>16.3</b>	-	-
		EB-L	A	7.9	0.03	2.4	A	9.4	0.01	2.0
		EB-TR	B	14.8	0.44	72.7	B	18.2	0.52	61.5
		WB-L	A	9.3	0.37	18.6	B	17.1	0.51	#39.3
		WB-TR	B	13.5	0.63	#176.0	B	13.0	0.46	#97.2
		NB-L	D	41.1	0.53	29.1	C	33.1	0.57	29.5
		NB-TR	A	8.4	0.30	10.4	A	6.2	0.34	10.6
SB-LTR	B	16.6	0.10	6.8	B	13.8	0.07	5.3		
Baseline Road & Navaho Drive		<b>Overall</b>	<b>C</b>	<b>30.6</b>	-	-	<b>C</b>	<b>26.9</b>	-	-
		EB-L	C	25.3	0.42	29.9	B	10.9	0.25	20.6
		EB-T	D	40.2	0.80	#188.3	C	30.9	0.74	#117.0
		EB-R	A	0.7	0.14	0.0	A	0.6	0.13	0.0
		WB-L	B	19.4	0.59	44.6	B	18.4	0.51	#61.1
		WB-TR	C	25.4	0.47	192.4	C	31.5	0.76	#120.2
		NB-L	E	67.5	0.71	44.6	D	40.9	0.65	37.7
		NB-R	A	5.9	0.46	9.9	A	8.7	0.45	19.8
SB-LTR	D	48.0	0.62	50.7	B	19.0	0.36	22.7		
Navaho Drive & Woodroffe Avenue- Transitway/Baseline Station		<b>Overall</b>	<b>C</b>	<b>23.2</b>	-	-	<b>C</b>	<b>22.2</b>	-	-
		EB-L	D	49.1	0.15	6.1	D	50.8	0.19	7.1
		EB-T	C	30.3	0.03	2.3	C	29.0	0.01	1.2
		EB-R	A	0.3	0.05	0.0	A	0.2	0.04	0.0
		WB-L	C	32.5	0.63	34.3	C	32.3	0.61	31.3
		WB-R	A	5.2	0.48	5.2	A	4.6	0.46	4.0
		NB-L	D	44.0	0.02	1.8	D	44.0	0.02	1.8
		NB-T	C	27.6	0.58	\$88.7	C	26.5	0.53	75.1
		NB-R	A	5.4	0.45	21.1	A	5.4	0.45	21.5
		SB-L	D	53.9	0.58	\$50.0	D	53.3	0.59	#54.7
		SB-T	C	20.7	0.59	#160.6	B	19.1	0.52	#136.8
SB-R	A	0.0	0.01	0.0	A	0.1	0.03	0.0		
Navaho Drive & Wajashk Private		<b>Overall</b>	<b>B</b>	<b>16.2</b>	-	-	<b>B</b>	<b>17.9</b>	-	-
		WB-L	A	8.7	0.15	16.6	A	7.8	0.05	7.0
		WB-R	A	4.5	0.03	3.0	A	4.9	0.01	2.22
		NE-T	B	17.3	0.35	22.0	B	19.4	0.42	23.9
		NE-R	A	4.7	0.21	7.1	A	5.3	0.16	5.8
		SW-L	B	14.0	0.11	6.5	B	13.8	0.05	3.9
SW-T	C	23.6	0.64	39.6	C	22.7	0.57	32.2		
Woodroffe Avenue & Site Access West (Right-in/right-out Access)		<b>Overall</b>	<b>A</b>	<b>0.6</b>	-	-	<b>A</b>	<b>1.0</b>	-	-
		WB-R	A	9.9	0.18	4.9	B	10.2	0.25	7.5
		NB-T	A	0.0	0.27	0.0	A	0.0	0.25	0.0
		SB-T	A	0.0	0.23	0.0	A	0.0	0.21	0.0
Navaho Drive & Site Access South		<b>Overall</b>	<b>A</b>	<b>5.5</b>	-	-	<b>A</b>	<b>7.0</b>	-	-
		EB-L	A	9.0	0.19	5.3	A	8.6	0.20	5.6
		EB-T	A	0.0	0.14	0.0	A	0.0	0.13	0.0
		WB-TR	A	0.0	0.15	0.0	A	0.0	0.10	0.0
		SB-LR	C	16.4	0.46	18.2	C	16.0	0.52	22.7

Table 19: 2032 Total Intersection Operations

Intersection	Lane	Weekday PM Peak Hour				Weekend PM Peak Hour				
		LOS	Delay (s)	V/C Ratio	95 <sup>th</sup> % Queue (m)	LOS	Delay (s)	V/C Ratio	95 <sup>th</sup> % Queue (m)	
Baseline Road & Woodroffe Avenue		<b>Overall</b>	<b>E</b>	<b>67.3</b>	-	-	<b>E</b>	<b>56.3</b>	-	-
		EB-L	F	111.7	1.02	#71.2	E	74.1	0.74	#40.0
		EB-T	D	52.2	0.84	120.7	D	48.9	0.77	106.3
		EB-R	A	9.6	0.34	21.7	A	0.6	0.15	0.0
		WB-L	F	109.0	0.94	#82.4	F	122.0	0.95	#70.2
		WB-T	E	70.5	0.99	#166.7	D	45.0	0.67	91.0
		WB-R	C	25.9	0.77	89.4	C	22.1	0.67	68.3
		NB-L	F	87.7	0.94	#73.1	E	73.3	0.77	#45.6
		NB-T	F	87.5	1.04	#164.9	E	79.8	1.02	#173.0
		NB-R	A	3.1	0.23	6.3	A	2.8	0.22	5.8
		SB-L	F	107.3	1.04	#91.7	F	39.9	1.00	#96.1
SB-T	E	64.1	0.95	#147.9	D	43.5	0.79	129.4		
SB-R	C	22.3	0.62	63.0	B	11.4	0.36	29.8		
Baseline Road & Driveway Access North (Right-in/right-out Access)		<b>Overall</b>	<b>A</b>	<b>0.1</b>	-	-	<b>A</b>	<b>0.3</b>	-	-
		EB-TR	A	0.0	0.26	0.0	A	0.0	0.29	0.0
		WB-T	A	0.0	0.47	0.0	A	0.0	0.33	0.0
		NB-R	A	9.3	0.05	1.2	A	9.4	0.09	2.2
Baseline Road & College Square SC		<b>Overall</b>	<b>B</b>	<b>15.1</b>	-	-	<b>B</b>	<b>16.7</b>	-	-
		EB-L	A	8.0	0.03	2.4	A	9.4	0.01	2.0
		EB-TR	B	15.2	0.46	75.3	B	18.6	0.53	63.4
		WB-L	A	9.6	0.39	19.1	B	17.9	0.53	#43.5
		WB-TR	B	13.9	0.65	183.2	B	13.3	0.48	#101.3
		NB-L	D	41.4	0.54	29.8	C	33.3	0.58	30.1
		NB-TR	A	8.3	0.30	10.7	A	6.1	0.35	10.7
SB-LTR	B	16.1	0.10	6.9	B	13.7	0.07	5.3		
Baseline Road & Navaho Drive		<b>Overall</b>	<b>C</b>	<b>32.3</b>	-	-	<b>C</b>	<b>28.5</b>	-	-
		EB-L	C	24.8	0.41	30.1	B	11.1	0.26	21.0
		EB-T	D	42.7	0.83	#194.7	C	33.1	0.78	#121.6
		EB-R	A	0.7	0.14	0.0	A	0.6	0.13	0.0
		WB-L	C	21.2	0.60	45.8	C	20.5	0.52	#67.0
		WB-TR	C	27.3	0.77	#204.6	C	33.8	0.80	#124.4
		NB-L	E	68.1	0.72	45.9	D	41.2	0.66	38.6
		NB-R	A	5.8	0.46	10.2	A	8.5	0.45	20.1
SB-LTR	D	48.2	0.63	51.9	B	19.1	0.37	23.1		
Navaho Drive & Woodroffe Avenue-Transitway/Baseline Station		<b>Overall</b>	<b>C</b>	<b>23.6</b>	-	-	<b>C</b>	<b>22.5</b>	-	-
		EB-L	D	49.1	0.15	6.1	D	50.8	0.19	7.1
		EB-T	C	30.3	0.03	2.3	C	29.0	0.01	1.2
		EB-R	A	0.3	0.05	0.0	A	0.2	0.04	0.0
		WB-L	C	32.5	0.64	35.3	C	32.4	0.62	32.1
		WB-R	A	5.6	0.49	6.1	A	4.8	0.47	4.5
		NB-L	D	44.0	0.02	1.8	D	44.0	0.02	1.8
		NB-T	C	28.4	0.60	#92.5	C	27.2	0.55	#79.7
		NB-R	A	5.5	0.46	21.7	A	5.5	0.46	21.8
		SB-L	D	53.6	0.58	#51.9	D	53.3	0.60	#55.2
		SB-T	C	21.2	0.61	#166.3	B	19.4	0.54	#141.8
SB-R	A	0.0	0.01	0.0	A	0.1	0.03	0.0		
Navaho Drive & Wajashk Private		<b>Overall</b>	<b>B</b>	<b>16.1</b>	-	-	<b>B</b>	<b>18.0</b>	-	-
		WB-L	A	8.9	0.16	17.1	A	7.8	0.06	7.3
		WB-R	A	4.5	0.03	3.1	A	4.9	0.01	2.2
		NE-T	B	17.2	0.36	22.3	B	19.5	0.43	24.5
		NE-R	A	4.6	0.22	7.1	A	5.3	0.16	5.8
		SW-L	B	13.9	0.11	6.6	B	13.8	0.06	4.0
SW-T	C	23.5	0.64	40.2	C	22.9	0.58	32.9		
Woodroffe Avenue & Site Access West (Right-in/right-out Access)		<b>Overall</b>	<b>A</b>	<b>0.6</b>	-	-	<b>A</b>	<b>1.0</b>	-	-
		WB-R	A	10.0	0.18	5.1	B	10.3	0.26	7.9
		NB-T	A	0.0	0.28	0.0	A	0.0	0.25	0.0
		SB-T	A	0.0	0.23	0.0	A	0.0	0.21	0.0
Navaho Drive & Site Access South		<b>Overall</b>	<b>A</b>	<b>5.7</b>	-	-	<b>A</b>	<b>7.2</b>	-	-
		EB-L	A	9.0	0.20	5.5	A	8.6	0.20	5.8
		EB-T	A	0.0	0.14	0.0	A	0.0	0.13	0.0
		WB-TR	A	0.0	0.15	0.0	A	0.0	0.10	0.0
		SB-LR	C	17.2	0.48	19.8	C	16.8	0.54	24.7

## 5. SUMMARY AND CONCLUSIONS

The Transportation Impact Assessment (TIA) for the proposed Chick-fil-A development at 1984 Baseline Road evaluated existing conditions, future traffic forecasts, multimodal performance, and safety within the study area. The analysis covered existing weekday PM peak hour, weekend PM peak hour, and future horizon years (2027 and 2032). Key findings and implications are summarized below:

### **Trip Generation & Mode Share:**

- The proposed Chick-fil-A (424 m<sup>2</sup> GFA) is expected to generate:
  - Weekday PM Peak Hour: 144 auto trips (75 inbound, 69 outbound), resulting in 32 net new trips compared to the existing Beer Store.
  - Weekend PM Peak Hour: 231 auto trips (118 inbound, 113 outbound), resulting in 123 net new trips.
- Person-trip estimates: 41 weekday PM peak person trips and 157 weekend PM peak person trips.
- Mode share assumptions reflect TOD context:
  - Auto-driver: 65%, Transit: 20%, Cycling: 5%, Walking: 5%.
- Proximity to Baseline Station (400 m) and multiple OC Transpo routes supports increased transit and active mode use.

### **Traffic Operations:**

#### **Baseline Road & Woodroffe Avenue:**

- Existing LOS F during weekday PM peak (91.3 s delay) and LOS E during weekend PM peak (76.0 s delay).
- Future conditions remain constrained (LOS E/F) even after signal optimization, with critical movements (WB-T, SB-L) exceeding capacity.

#### **Baseline & Navaho Drive:**

- Existing LOS D (35.5 s delay), future LOS C/D with moderate congestion on EB/WB approaches.

#### **Baseline & College Square:**

- Operate at LOS A–C under all scenarios.

#### **Navaho Drive & Woodroffe:**

- Operate at LOS A–C under all scenarios.

#### **Navaho Drive & Wajashk Private:**

- Operate at LOS A–C under all scenarios.

#### **Site accesses (RIRO on Baseline Road and Woodroffe Avenue, full movement on Navaho Drive):**

- No operational issues identified.

### **Safety Review:**

#### **Baseline & Woodroffe Avenue** is the primary collision hotspot.

- 127 collisions (2019–2024), 14 injuries, dominated by rear-end crashes (78 incidents).
- The operational issues at the intersection are primarily due to high traffic volumes, short storage lengths, permissive left-turn movements, and frequent bus stop activity.

#### **Baseline & Navaho Drive** intersection has experienced 55 collisions, turning conflicts and rear-end crashes.

- Segment review shows highest collision density along Baseline between Navaho and College Square, typical of access-related conflicts.
- Most collisions occurred in clear, daylight conditions, indicating operational issues rather than environmental factors.

### **Multimodal Level of Service (MMLOS)**

- Pedestrian and Bicycle LOS targets are not met along Baseline Road and Woodroffe Avenue due to wide crossings, high turning volumes, and lack of cycling facilities.
- Transit and Public Realm LOS targets are met, supported by proximity to Algonquin Station and multiple OC Transpo routes.

### **Parking and Site Design:**

- Maximum parking requirement: 15 spaces; proposed: 6 spaces (2 accessible) plus 56 shared plaza spaces.
- Bicycle parking: 12 spaces provided, exceeding minimum requirement (2 spaces).
- Internal circulation accommodates 8 queuing spaces for drive-through without impacting plaza operations.
- Pedestrian pathways are designed for safety; bike racks and crosswalk improvements included.
- The site provides 6 on-site parking spaces (including 2 accessible) and 12 bicycle spaces, meeting zoning requirements. Internal circulation accommodates drive-through queuing without impacting plaza operations.

### **Transportation Demand Management (TDM):**

Measures include:

- Transit information displays and online links.
- Ride-matching portal (OttawaRideMatch.com).
- Secure bicycle parking and multimodal travel packages for employees.
- Supports City's mode share targets and TOD objectives.

### **Network Concept & Exemptions:**

- Development exempt from network adequacy review and transit priority requirements under City guidelines (trip generation < 200 peak-hour vehicles).
- No major infrastructure improvements required; corridor-level congestion at Baseline/Woodroffe is a systemic issue, not development-driven.

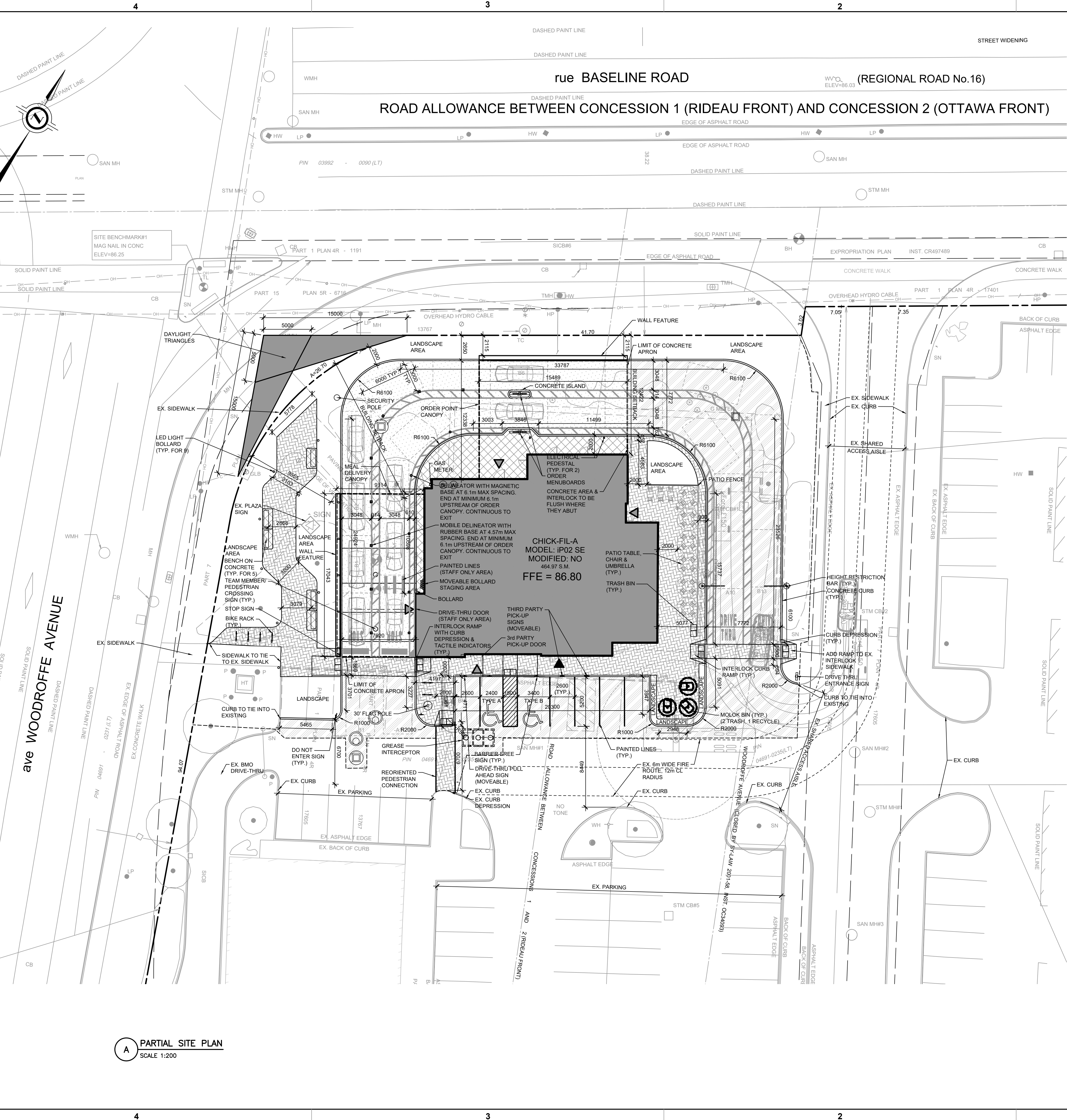
The proposed Chick-fil-A development can be accommodated within the existing and planned transportation network without significant infrastructure upgrades, provided operational strategies and TDM measures are implemented. While Baseline & Woodroffe Avenue remains a critical congestion point, this is a corridor-level issue unrelated to the incremental impact of the development. Recommended actions include:

- Signal optimization at Baseline/Woodroffe and Navaho intersections.
- Pedestrian and cycling enhancements consistent with Complete Streets principles.
- Continued implementation of TDM strategies to support sustainable travel.

## Appendix A

*Site Plan*

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**A PARTIAL SITE PLAN**  
SCALE 1:200

DEVELOPMENT STATISTICS		
BY-LAW 2008-250: MIXED USE - COMMERCIAL ZONE II (MC F(1.5) H(34))		
	REQUIREMENT ZONING BY-LAW	PROPOSED
MIN. LOT AREA	0.0m	lease area -2,390sq.m.
MIN. LOT WIDTH	0.0m	lease area -42m
GFA (MEASURED FROM INTERIORS OF OUTSIDE WALLS)	0.0m	-424sq.m.
MIN. FRONT YARD & CORNER SIDE YARD SETBACK (ABUTTING RAPID TRANSIT CORRIDOR)	2.0m	2.65m CANOPY 12.4m BUILDING 1.965m FEATURE WALL
MIN. INTERIOR SIDE YARD SETBACK (ABUTTING RAPID TRANSIT CORRIDOR)	2.0m	
MIN. REAR YARD SETBACK (ABUTTING RAPID TRANSIT CORRIDOR)	2.0m	
MAX. FLOOR SPACE INDEX	1.5	0.19
MIN. BUILDING HEIGHT	6.7m	6.7m
MAX. BUILDING HEIGHT	34m	
LANDSCAPE COVERAGE		515.41m <sup>2</sup> -21.6%
MIN. WIDTH OF LANDSCAPE AREA	0.0m	2.0m
MIN. LANDSCAPE BUFFER ADJACENT TO STREET	2.0m	2.0m
MIN. LANDSCAPE BUFFER ALONG REAR AND SIDE YARDS	2.5m	
PARKING RATE FOR CHICK-FIL-A	MAX. 4/100SQ.M. OF GFA = 19	7
EX. SHARED PARKING		56
PARKING FOR CHICK-FIL-A	2.6x5.2m	2.6x5.2m
BARRIER-FREE FOR CHICK-FIL-A	1-25 SPACES = 1 26-50 SPACES = 2 TYPE 'A' 3.4x5.2m TYPE 'B' 2.4x5.2m	1 @ TYPE 'A' 3.4x5.2m 1 @ TYPE 'B' 2.4x5.2m
RESTAURANT STACKING FOR CHICK-FIL-A	MIN. 7 QUEUING SPACES @ 3.0x5.7m	27 @ 3.0x6.0m
LOADING FOR CHICK-FIL-A	GFA <1999SQ.M. = 0	0
ASILE WIDTH	MIN. 6.7m FOR DOUBLE LANE TRAFFIC	6.7m
BICYCLE PARKING FOR CHICK-FIL-A	MIN. 1/250SQ.M. OF GFA + 2	12
SIDEWALK ACCESS	MIN. 2.0m WIDE WITH DISTINGUISHED MATERIALS	2.0m
CURB SIDE PATIO	MIN. 0.8m SETBACK FROM EDGE OF CURB	2.0m & 0.9m

SITE STATS	
SEATING	
SE INTERIOR SEATING	86
PATIO SEATING	30
STACKING	
ENTRANCE TO PICK-UP POINT	25
PICK-UP POINT TO EXIT	2
ORDER POINT TO PICK-UP POINT	12
TOTAL STACK	27

ADJACENT PARCEL INFORMATION		
NORTH	MC 01(310)	COMMERCIAL PLAZA WITH RESTAURANTS & ANIMAL HOSPITAL, HIKING AREA & SWIM POND
EAST	MC R5A(1157)	COMMERCIAL PLAZA WITH GROCERY & DEPT. STORE, THIRD & FIFTH DENSITY RESIDENTIAL USES
SOUTH	MC 12	COMMERCIAL PLAZA WITH RESTAURANTS & RETAIL, ALGONQUIN COLLEGE
WEST	MC(1331) 11A	RAIL CONSTRUCTION AREA & COMMERCIAL USES, SIR GUY CARLETON SECONDARY SCHOOL

- GENERAL NOTES:**
- ALL ELEVATIONS ARE IN METRES, UNLESS NOTED OTHERWISE.
  - ALL DIMENSIONS ARE IN MILLIMETRES, UNLESS NOTED OTHERWISE.
  - DRAWING PRODUCED FROM J. D. BARNES LTD. DRAWING 25-10-063-00 DATED JULY 7, 2025. REFER TO SURVEY FOR BENCHMARK AND GEODETIC INFORMATION.
  - ALL DIMENSIONS MUST BE VERIFIED BY THE GC PRIOR TO CONSTRUCTION. ANY DISCREPANCIES MUST BE BROUGHT TO THE ATTENTION OF CHICK-FIL-A'S REPRESENTATIVE.
  - ALL WORK TO BE DONE BY THE GC UNLESS NOTED OTHERWISE.
  - DRAWINGS ARE TO BE USED IN CONJUNCTION WITH SPECIFICATIONS.
  - ALL WORK IS TO BE COMPLETED AS PER PROVINCIAL AND LOCAL REGULATIONS.
  - EVERYTHING TO BE CONSIDERED NEW UNLESS NOTED OTHERWISE.
  - MAKE GOOD ALL AREA'S DISTURBED DURING CONSTRUCTION.
  - GC IS RESPONSIBLE FOR ALL LOCATES BEFORE CONSTRUCTION START.

**LEGEND**

HW	EX. HANDWELL
BH	EX. BOREHOLE
SN	EX. SIGN
SP	EX. POST BOLLARD
TMH	EX. TELECOMMUNICATION MANHOLE
TC	EX. TELECOMMUNICATION CHAMBER
*	EX. TELECOMMUNICATION MARK
SHRUB	EX. SHRUB
CONC	EX. CONCRETE
ELEV	EX. ELEVATION
CB	EX. CATCH BASIN
MH	EX. MANHOLE
SAN	EX. SANITARY MANHOLE
MH	EX. MANHOLE
WK	EX. WATER KEY
WH	EX. WATER HYDRANT
EX. TREE	EX. TREE
HT	EX. HYDRO JUNCTION BOX
HMH	EX. HYDRO MAN HOLE
NEW CONCRETE CURB	NEW CONCRETE CURB
NEW CURB DEPRESSION	NEW CURB DEPRESSION
NEW STORM MH	NEW STORM MANHOLE
NEW SANITARY MH	NEW SANITARY MANHOLE
NEW STORM CB	NEW STORM CATCH BASIN
NEW STORM CBMH	NEW STORM CATCH BASIN WITH MANHOLE
MAIN ENTRANCE	MAIN ENTRANCE
ALTERNATE ENTRANCE	ALTERNATE ENTRANCE
LIGHT DUTY ASPHALT	LIGHT DUTY ASPHALT
HEAVY DUTY CONCRETE	HEAVY DUTY CONCRETE
LIGHT DUTY CONCRETE	LIGHT DUTY CONCRETE
INTERLOCKING PAVING STONES	INTERLOCKING PAVING STONES
STEEL BOLLARD (SEE DWG. C9.1 & C9.4B)	STEEL BOLLARD (SEE DWG. C9.1 & C9.4B)
MAGNETIC BOLLARD (SEE DWGS. C9.4A&B)	MAGNETIC BOLLARD (SEE DWGS. C9.4A&B)
RUBBER BASE BOLLARD (SEE DWGS. C9.4A&B)	RUBBER BASE BOLLARD (SEE DWGS. C9.4A&B)
---	LIMIT OF DEVELOPMENT

**Chick-fil-A**  
5200 Buffington Road  
Atlanta, Georgia 30349-2998

exp Services Inc.  
1595 Clark Boulevard  
Brampton, ON L6T 4V1  
Canada  
www.exp.com

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• INDUSTRIAL • INFRASTRUCTURE • SUSTAINABILITY



# CHICK-FIL-A COLLEGE SQUARE

1984 Baseline Road  
Ottawa, ON

**FSR#30088**

BUILDING TYPE / SIZE: IP02 SE  
RELEASE: XXXXXXXX

**REVISION SCHEDULE**

NO.	DATE	DESCRIPTION
E	2025-09-17	FOR SPA
F	2025-11-07	FOR SPA

**ISSUED FOR SPA**

CITY #	SPA xx	REGION #	Cxx
CONSULTANT PROJECT #	RM0023002042-WO		
PROJECT STATUS	SPA		
DATE	JULY 2025		
DRAWN BY	T.M.		

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SHEET  
SITE PLAN

SHEET NUMBER

**A100**

## Appendix B

*Screening Form*

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## Certification Form for TIA Study PM

### TIA Plan Reports

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

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

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

### CERTIFICATION



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



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



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



I am either a licensed or registered<sup>1</sup> professional in good standing, whose field of expertise



is either transportation engineering



or transportation planning.

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

Dated at Ottawa this 14 day of July, 20 25.  
(City)

Name : Rick Zarzosa

Professional title: Senior Traffic and Transit Engineer



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

**Office Contact Information (Please Print)**

Address: 2650 Queensview Dr Suite 100

City / Postal Code: K2B 8H6

Telephone / Extension: 343-804-4894

Email Address: Rick.Zarzosa@exp.com

**Stamp**



Revision Date: June 2023

## City of Ottawa 2017 TIA Guidelines Screening Form

### 1. Description of Proposed Development

Municipal Address	1984 Baseline Road, Ottawa, ON
Description of Location	SW corner of Baseline Rd. & Woodroffe Ave. Intersection
Land Use Classification	Commercial - Fast-food restaurant
Development Size (units)	1
Development Size (m <sup>2</sup> )	464.97
Number of Accesses and Locations	(1) Right-in & Right-out access driveway on Baseline Rd.
Phase of Development	Precon
Buildout Year	2026-2027

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

### 2. Trip Generation Trigger

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

Table notes:

1. Table 2, Table 3 & Table 4 TRANS Trip Generation Manual

2. Institute of Transportation Engineers (ITE) Trip Generation Manual 11.1 Ed.

Land Use Type	Minimum Development Size
Single-family homes	60 units
Multi-Use Family (Low-Rise) <sup>1</sup>	90 units
Multi-Use Family (High-Rise) <sup>1</sup>	150 units
Office <sup>2</sup>	1,400 m <sup>2</sup>
Industrial <sup>2</sup>	7,000 m <sup>2</sup>
Fast-food restaurant or coffee shop <sup>2</sup>	110 m <sup>2</sup> < <b>464.97</b>
Destination retail <sup>2</sup>	1,800 m <sup>2</sup>
Gas station or convenience market <sup>2</sup>	90 m <sup>2</sup>

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

-Number of trip generation during weekday AM peak: 223

-Number of trip generated during weekday PM peak: 165

### 3. Location Triggers

	Yes	No
Does the development propose a new driveway to a boundary street that is designated as part of the City’s Transit Priority Network, Rapid Transit network or Cross-Town Bikeways?		X
Is the development in a Hub, a Protected Major Transit Station Area (PMTSA), or a Design Priority Area (DPA)? <sup>2</sup>	X	

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

### 4. Safety Triggers

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

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

### 5. Summary

	Yes	No
Does the development satisfy the results of screening?	X	
Does the development satisfy the Location Trigger?	X	
Does the development satisfy the Safety Trigger?	X	

<sup>2</sup> Hubs are identified in Schedules B1 to B8 of the City of Ottawa Official Plan. PMTSAs are identified in Schedule C1 of the Official Plan. DPAs are identified in Schedule C7A and C7B of the Official. See Chapter 4 for a list of City of Ottawa Planning and Engineering documents that support the completion of TIA.

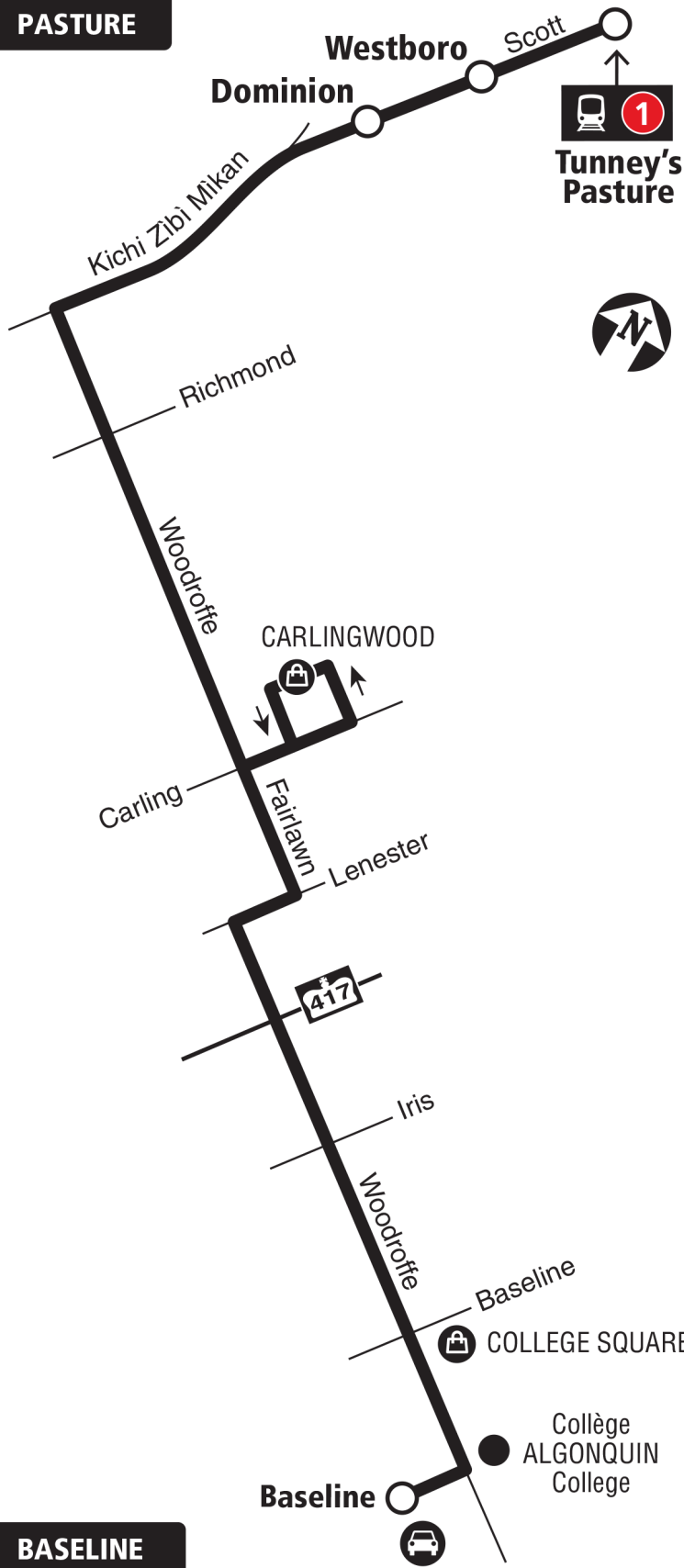
If none of the triggers are satisfied, the TIA Study is complete. If one or more of the triggers is satisfied, the TIA Study must continue into the next stage (Screening and Scoping).

# Appendix C

*Transit Route Map*

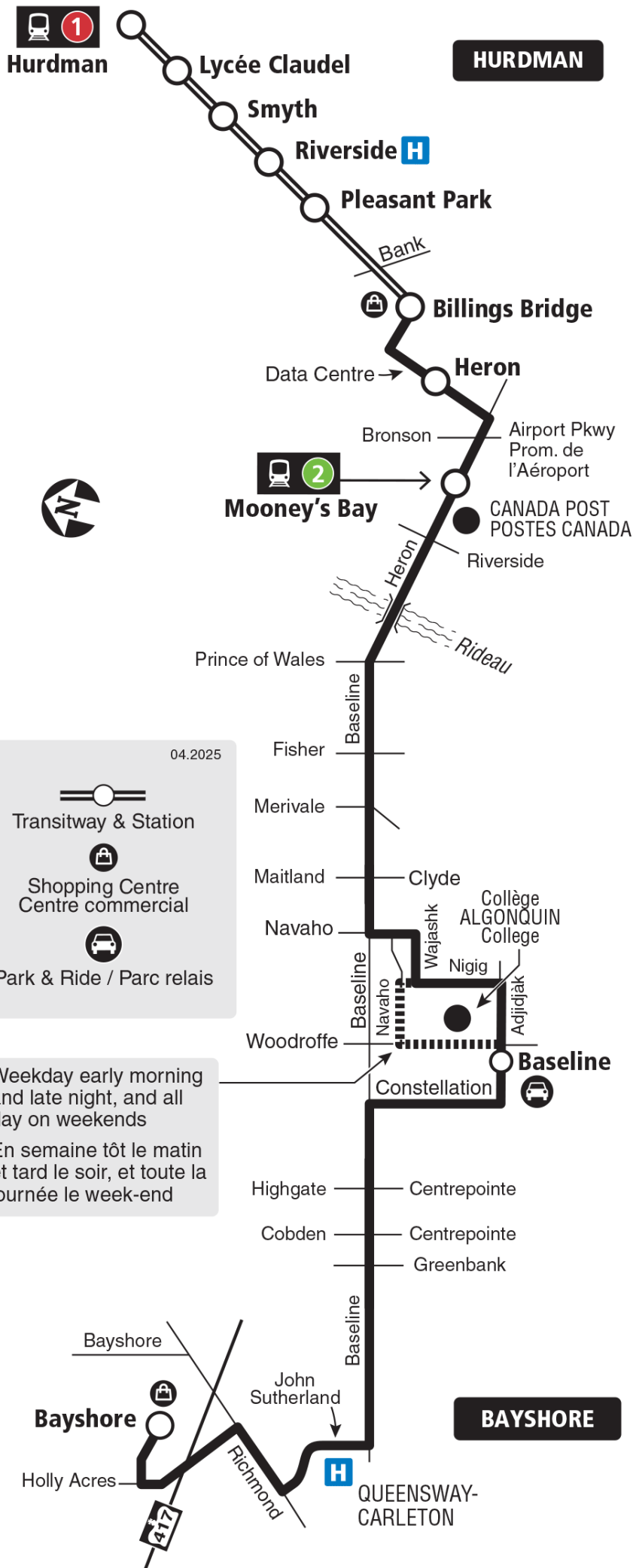
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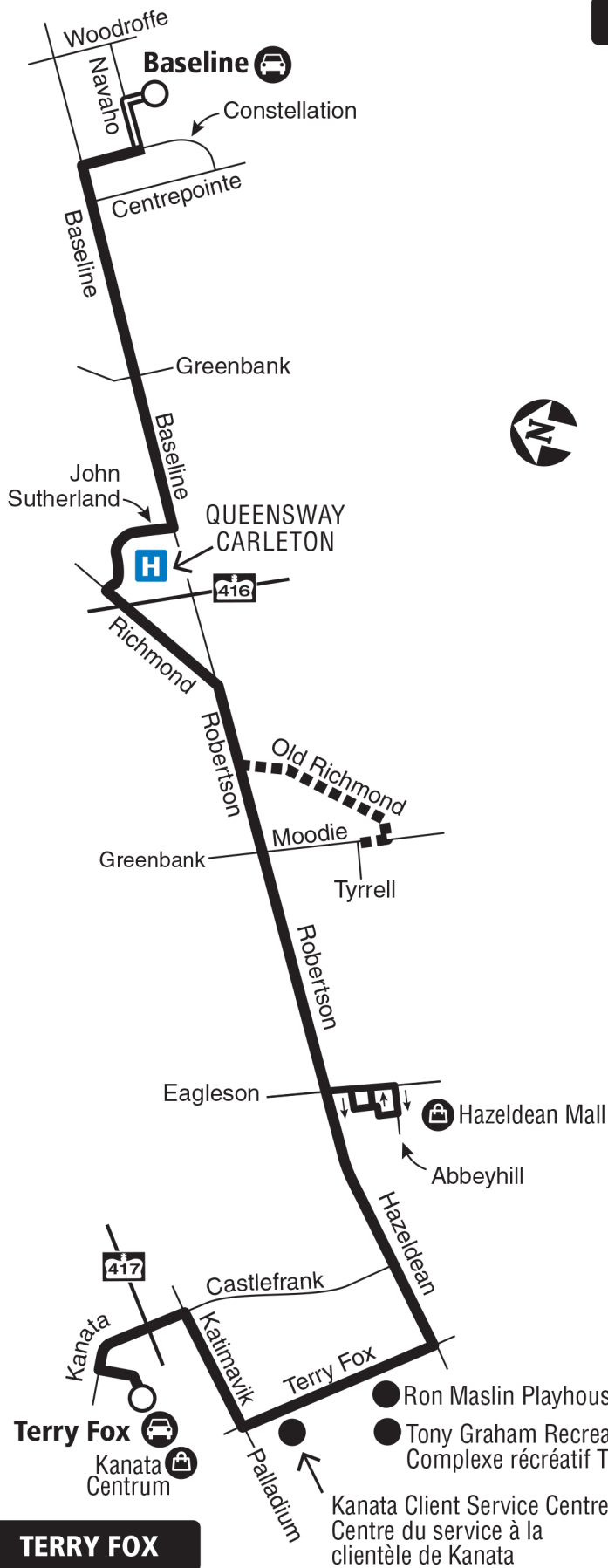
**TUNNEY'S PASTURE**



**BASELINE**

	Transitway & Station	04.2025
	Park & Ride / Parc relais	
	Shopping Centre / Centre commercial	





**TERRY FOX**

-  Transitway & Station
-  Some trips / Quelques trajets
-  Park & Ride / Parc relais
-  Shopping Centre / Centre commercial

04.2025

## Appendix D

*TRANS Regional Model 2022 & 2046*

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# TRANS Regional Model

Version 1.01 - Assigned December, 2024

## AM Peak Hour Total Traffic Volume

### Baseline

2022 Model - Basecase

N/A

User Initials: TIMW

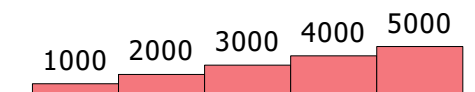
Plot Prepared: Sept, 2025

EMME Scenario: 22002

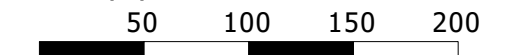


## Legend

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 1.01 - Assigned December, 2024

## AM Peak Hour Total Traffic Volume

### Baseline

2046 Model - Basecase

N/A

User Initials: TIMW

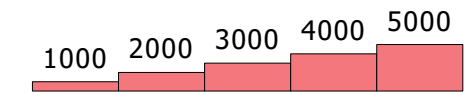
Plot Prepared: Sept, 2025

EMME Scenario: 46001

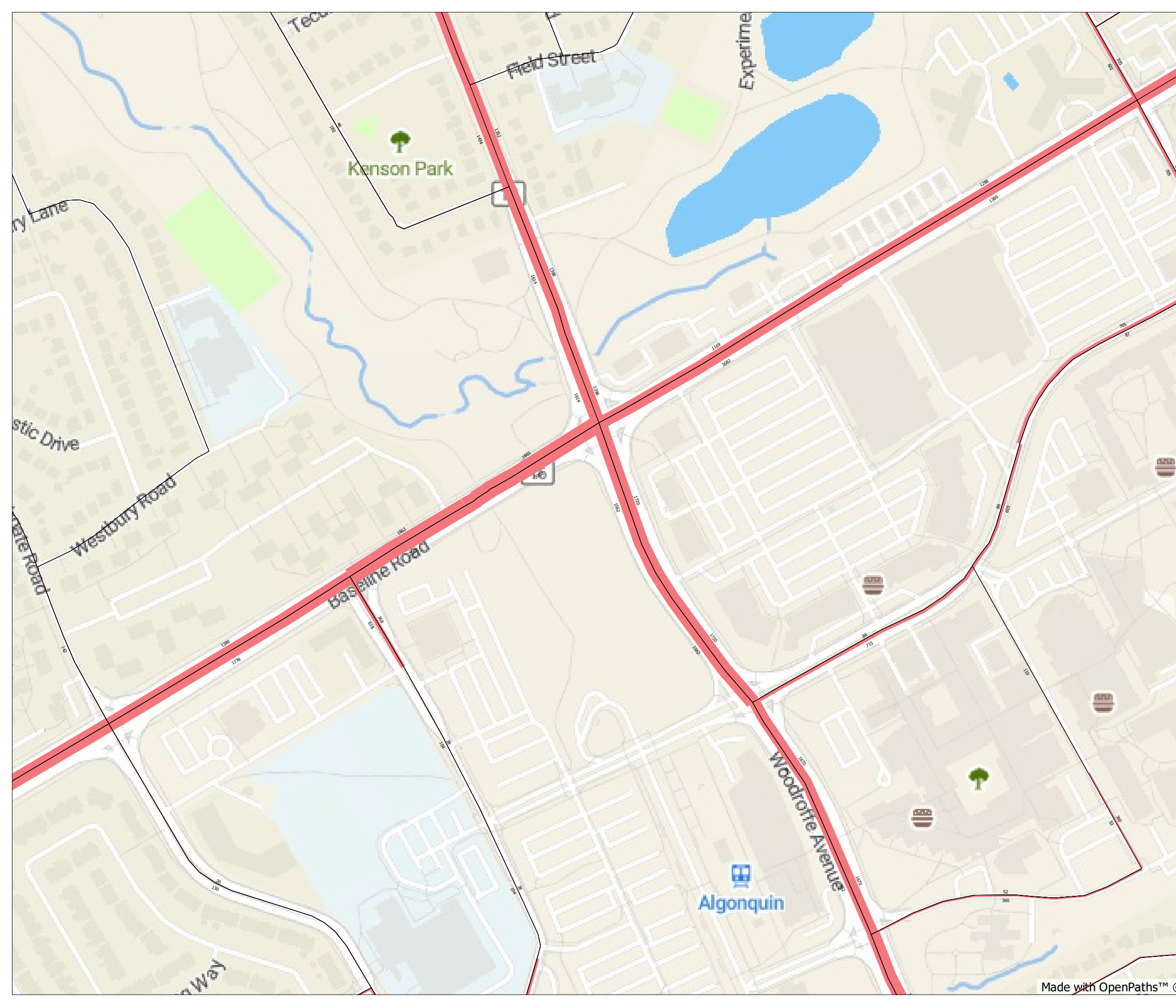
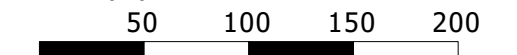


## Legend

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 E

*Detailed Turning Movement Data*

---

## Turning Movement Count - Study Results

### BASELINE RD @ WOODROFFE AVE

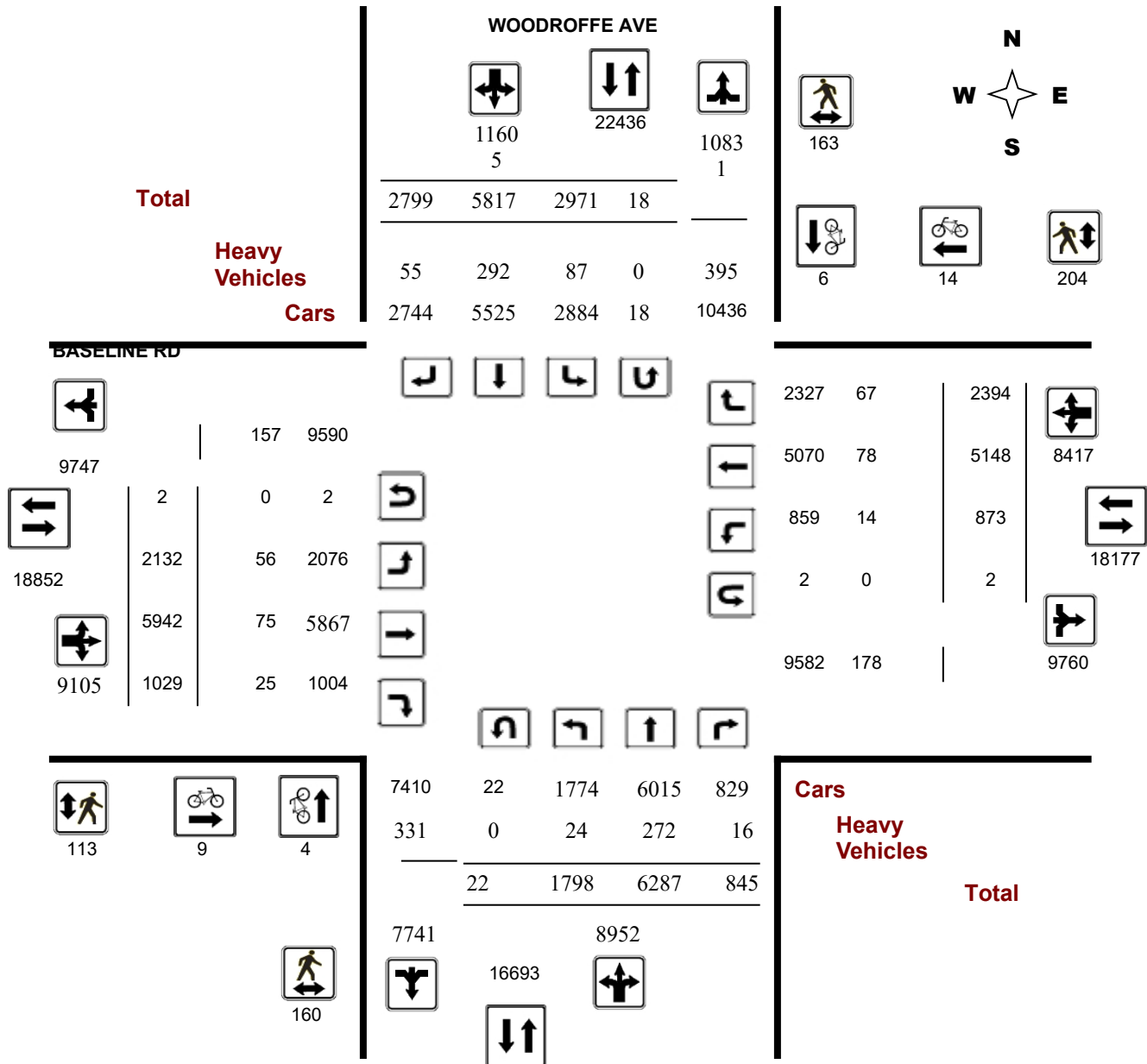
**Survey Date:** Wednesday, November 29, 2023

**WO No:** 41346

**Start Time:** 07:00

**Device:** Miovision

### Full Study Diagram



## Turning Movement Count - Study Results

### BASELINE RD @ WOODROFFE AVE

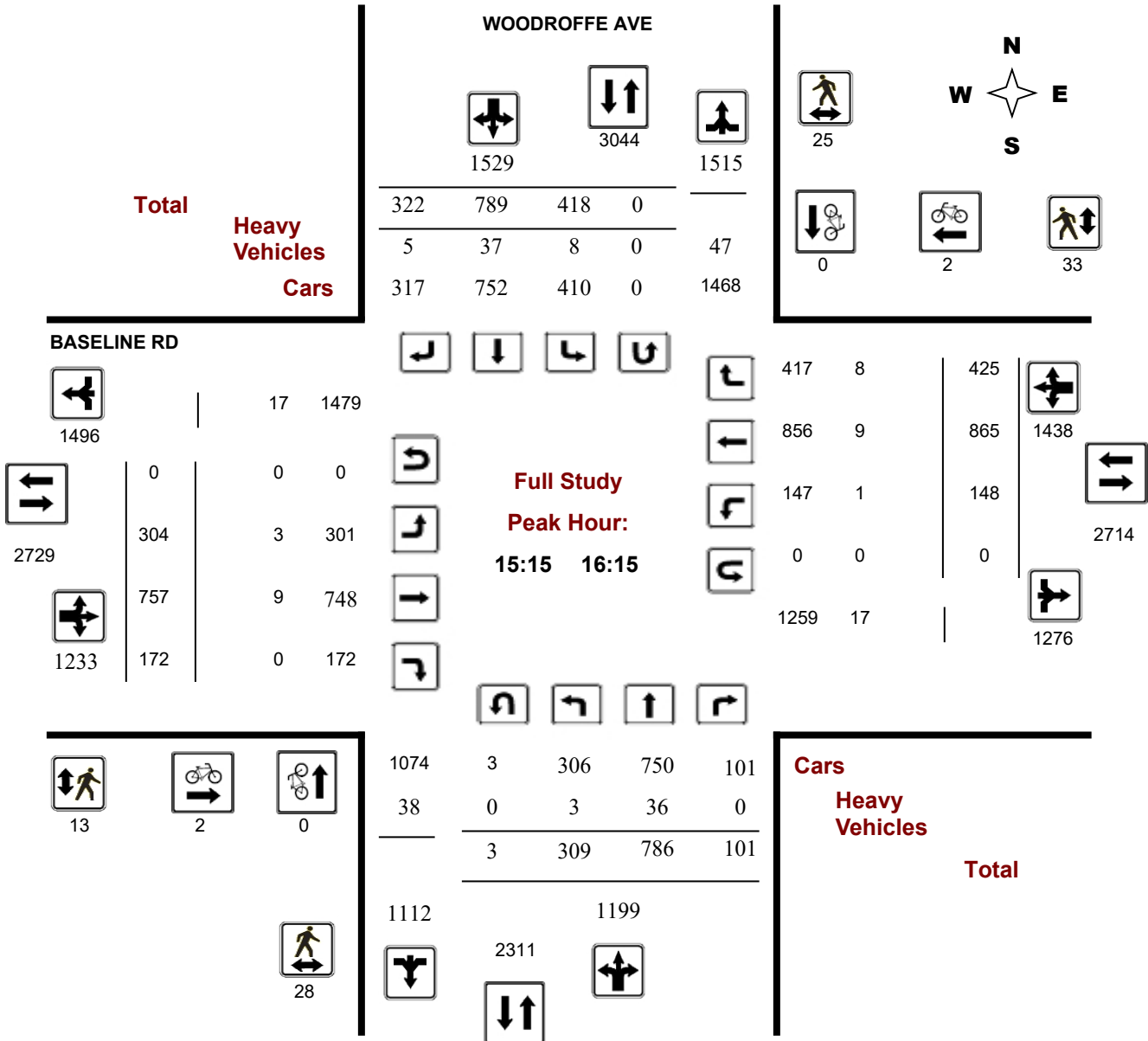
**Survey Date:** Wednesday, November 29, 2023

**WO No:** 41346

**Start Time:** 07:00

**Device:** Miovision

### Full Study Peak Hour Diagram



## Turning Movement Count - Study Results

### BASELINE RD @ WOODROFFE AVE

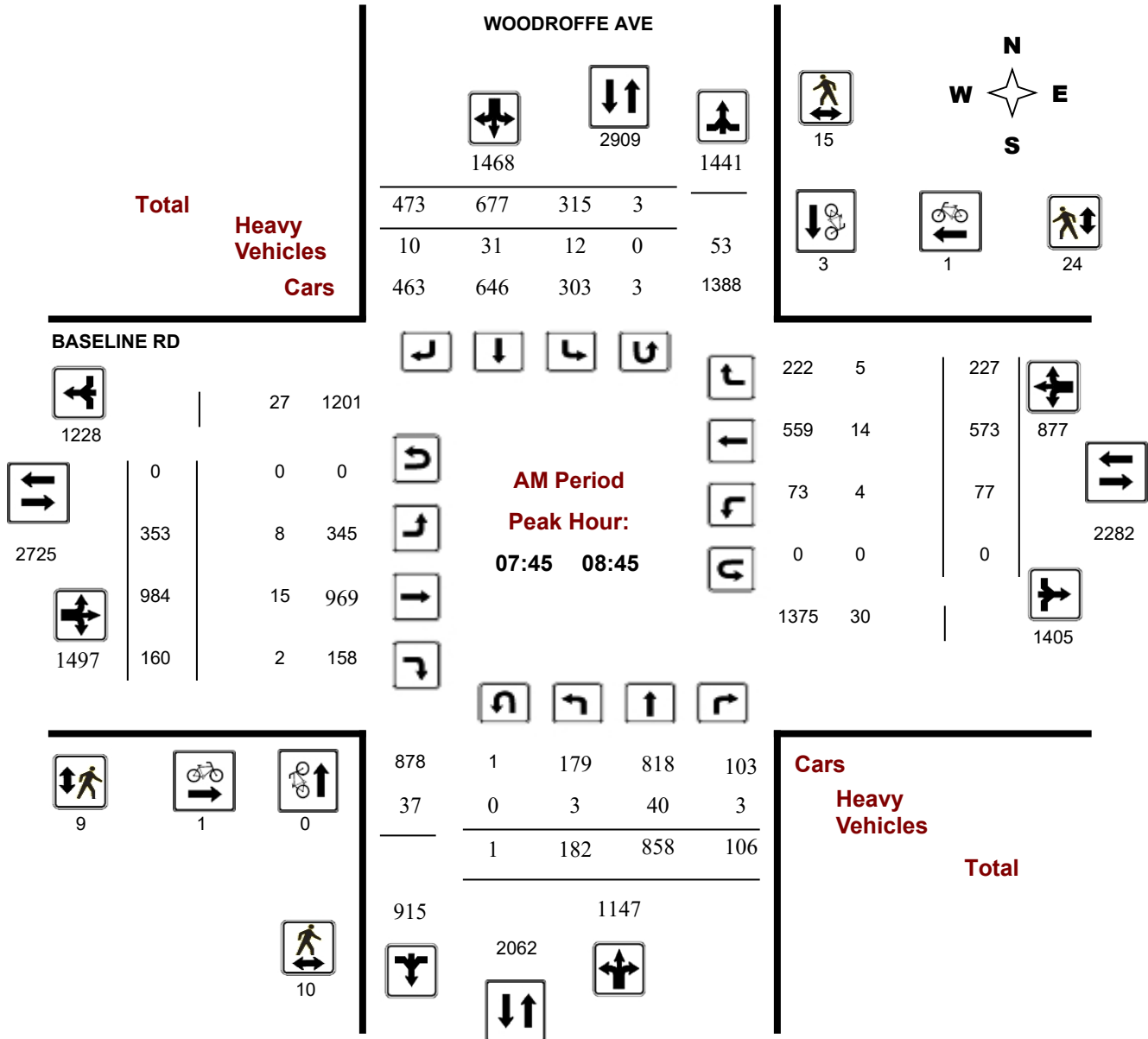
**Survey Date:** Wednesday, November 29, 2023

**WO No:** 41346

**Start Time:** 07:00

**Device:** Miovision

### AM Period Peak Hour Diagram



## Turning Movement Count - Study Results

### BASELINE RD @ WOODROFFE AVE

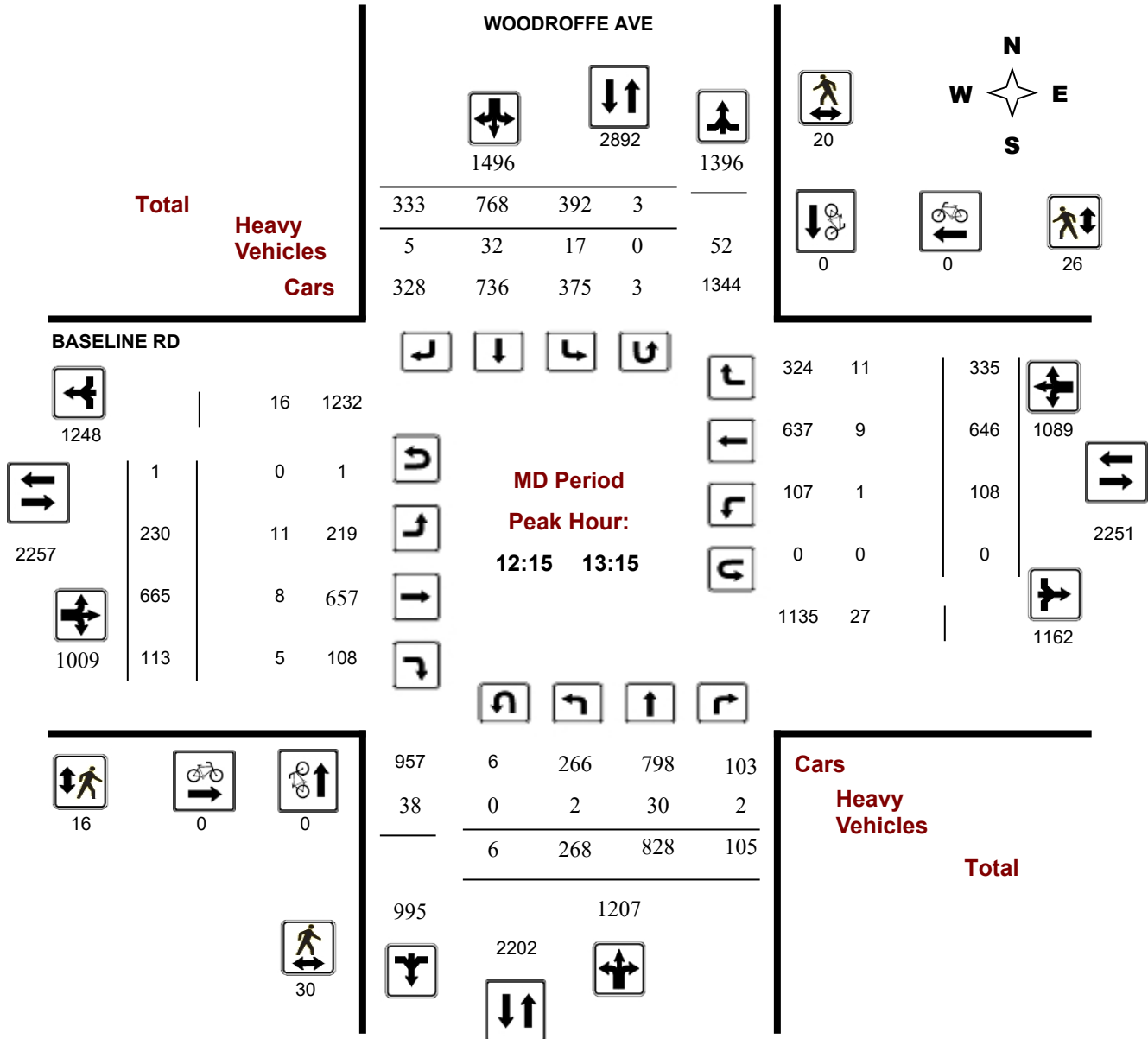
**Survey Date:** Wednesday, November 29, 2023

**WO No:** 41346

**Start Time:** 07:00

**Device:** Miovision

### MD Period Peak Hour Diagram



## Turning Movement Count - Study Results

### BASELINE RD @ WOODROFFE AVE

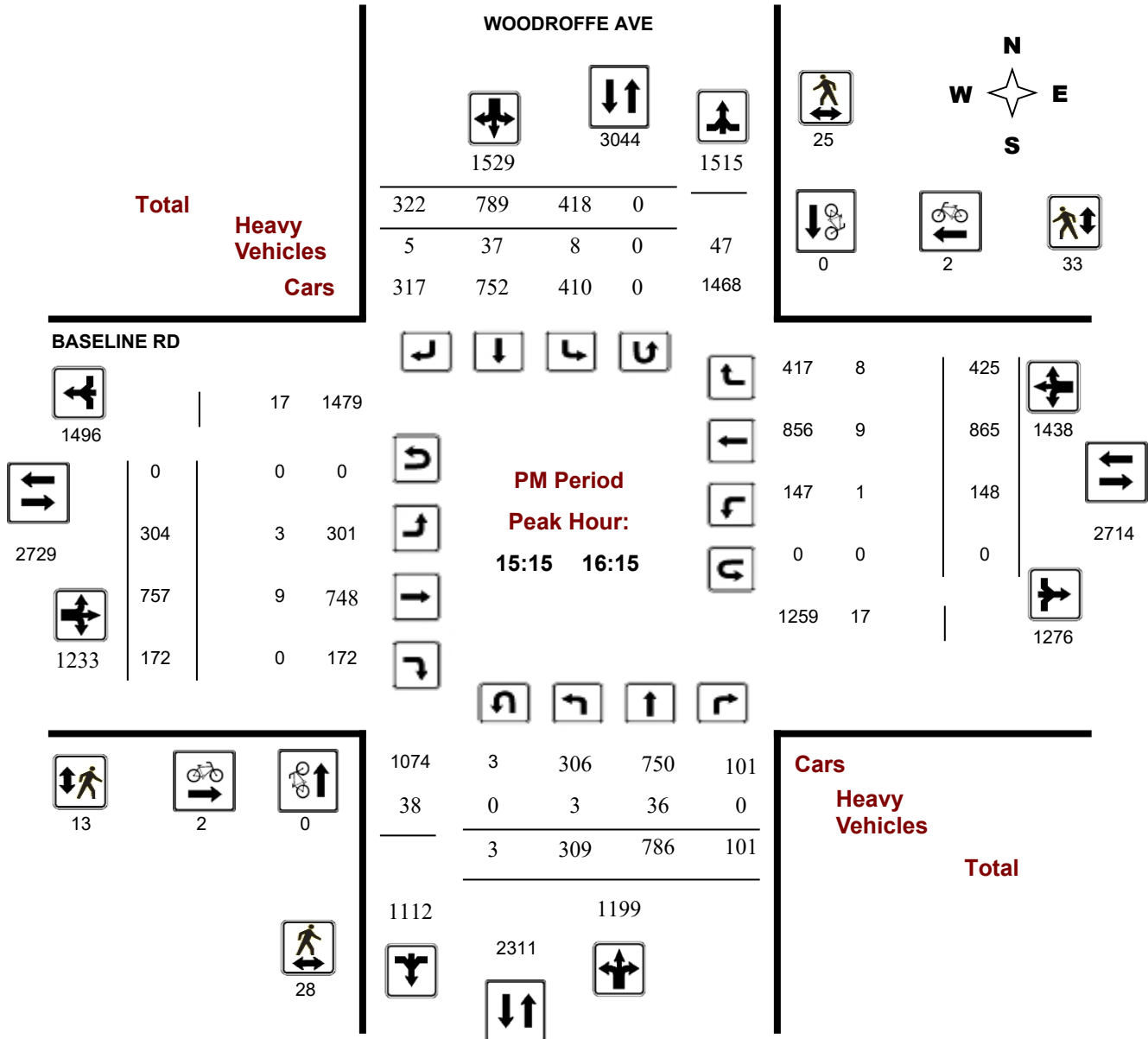
**Survey Date:** Wednesday, November 29, 2023

**WO No:** 41346

**Start Time:** 07:00

**Device:** Miovision

### PM Period Peak Hour Diagram





# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### BASELINE RD @ WOODROFFE AVE

**Survey Date:** Wednesday, November 29, 2023

**WO No:** 41346

**Start Time:** 07:00

**Device:** Miovision

### Full Study Summary (8 HR Standard)

**Survey Date:** Wednesday, November 29, 2023

**Total Observed U-Turns**  
 Northbound: 22      Southbound: 18  
 Eastbound: 2      Westbound: 2

**AADT Factor**

.90

#### WOODROFFE AVE

#### BASELINE RD

Period	WOODROFFE AVE Northbound					WOODROFFE AVE Southbound					BASELINE RD Eastbound					BASELINE RD Westbound			WB TOT	STR TOT	Grand Total
	LT	ST	RT	NB TOT	STR TOT	LT	ST	RT	SB TOT	STR TOT	LT	ST	RT	EB TOT	STR TOT	WB TOT	STR TOT				
07:00 08:00	90	810	94	994	301	659	381	1341	2335	221	850	131	1202	55	372	181	608	1810	4145		
08:00 09:00	176	846	109	1131	322	649	437	1408	2539	332	939	141	1412	75	576	243	894	2306	4845		
09:00 10:00	143	712	92	947	383	708	302	1393	2340	222	641	99	962	91	474	231	796	1758	4098		
11:30 12:30	234	827	120	1181	394	760	320	1474	2655	248	675	95	1018	112	564	307	983	2001	4656		
12:30 13:30	240	835	105	1180	371	760	360	1491	2671	217	618	112	947	105	614	334	1053	2000	4671		
15:00 16:00	281	816	99	1196	414	747	293	1454	2650	348	746	172	1266	145	839	420	1404	2670	5320		
16:00 17:00	349	736	115	1200	415	815	355	1585	2785	317	799	160	1276	147	832	343	1322	2598	5383		
17:00 18:00	285	705	111	1101	371	719	351	1441	2542	227	674	119	1020	143	877	335	1355	2375	4917		
<b>Sub Total</b>	1798	6287	845	8930	2971	5817	2799	11587	20517	2132	5942	1029	9103	873	5148	2394	8415	17518	38035		
<b>U Turns</b>				22				18	40				2				2	4	44		
<b>Total</b>	1798	6287	845	8952	2971	5817	2799	11605	20557	2132	5942	1029	9105	873	5148	2394	8417	17522	38079		

**EQ 12Hr** 2499 8739 1175 **12443** 4130 8086 3891 **16131** **28574** 2963 8259 1430 **12656** 1213 7156 3328 **11700** **24356** **52930**  
 Note: These values are calculated by multiplying the totals by the appropriate expansion factor. **1.39**

**AVG 12Hr** 2249 7865 1058 **11199** 3717 9533 4587 **14518** **25717** 2667 7433 1287 **11390** 1092 6440 2995 **10530** **21920** **47637**  
 Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor. **.90**

**AVG 24Hr** 2946 10303 1386 **14671** 4869 12488 6009 **19019** **33689** 3494 9737 1686 **14921** 1431 8436 3923 **13794** **28715** **62404**  
 Note: These volumes are calculated by multiplying the Average Daily 12 hr. totals by 12 to 24 expansion factor. **1.31**

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



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### BASELINE RD @ WOODROFFE AVE

**Survey Date:** Wednesday, November 29, 2023

**WO No:** 41346

**Start Time:** 07:00

**Device:** Miovision

### Full Study 15 Minute Increments

#### WOODROFFE AVE

#### BASELINE RD

Northbound

Southbound

Eastbound

Westbound

Time Period	LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT	Grand Total
07:00 07:15	11	165	22	198	54	108	73	235	433	45	142	21	208	8	71	36	115	323	756
07:15 07:30	19	209	19	249	82	163	75	321	570	33	212	30	275	10	77	43	130	405	975
07:30 07:45	20	227	26	273	78	185	102	365	638	64	242	32	338	18	108	55	181	519	1157
17:45 18:00	62	175	34	271	84	184	91	360	631	52	140	21	213	33	207	83	324	537	1168
07:45 08:00	40	209	27	276	87	203	131	423	699	79	254	48	381	19	116	47	182	563	1262
08:00 08:15	50	203	24	278	67	160	111	338	616	96	252	36	384	20	123	70	213	597	1213
08:15 08:30	41	220	31	292	86	151	113	350	642	79	221	36	336	20	187	55	262	598	1240
08:30 08:45	51	226	24	301	75	163	118	357	658	99	257	40	396	18	147	55	220	616	1274
08:45 09:00	34	197	30	261	94	175	95	364	625	58	209	29	296	17	119	63	199	495	1120
09:00 09:15	27	174	26	228	88	171	80	340	568	65	170	23	258	26	106	46	178	436	1004
09:15 09:30	36	151	23	212	89	170	78	337	549	51	173	29	253	15	147	53	215	468	1017
09:30 09:45	47	203	22	273	112	205	66	384	657	44	146	23	213	27	96	70	193	406	1063
09:45 10:00	33	184	21	238	94	162	78	336	574	62	152	24	238	23	125	62	210	448	1022
11:30 11:45	51	202	28	281	93	183	85	361	642	67	158	25	250	28	127	80	235	485	1127
11:45 12:00	47	211	36	294	108	196	94	398	692	53	162	25	240	27	131	77	235	475	1167
12:00 12:15	56	214	27	297	94	175	67	336	633	65	176	20	261	31	140	72	243	504	1137
12:15 12:30	80	200	29	310	99	206	74	381	691	63	179	25	267	26	166	78	270	537	1228
12:30 12:45	55	217	28	301	100	181	82	363	664	58	197	27	283	38	167	98	303	586	1250
12:45 13:00	77	199	32	310	102	199	83	385	695	61	136	25	222	21	155	81	257	479	1174
13:00 13:15	56	212	16	286	91	182	94	367	653	48	153	36	237	23	158	78	259	496	1149
13:15 13:30	52	207	29	289	78	198	101	377	666	50	132	24	207	23	134	77	234	441	1107
15:00 15:15	66	210	24	300	103	170	69	344	644	106	191	40	337	34	184	105	323	660	1304
15:15 15:30	78	213	26	318	94	183	92	369	687	88	162	36	286	44	210	111	365	651	1338
15:30 15:45	66	212	33	311	114	201	67	382	693	87	187	42	316	30	215	108	353	669	1362
15:45 16:00	71	181	16	268	103	193	65	361	629	67	206	54	327	37	230	96	363	690	1319
16:00 16:15	94	180	26	302	107	212	98	417	719	62	202	40	304	37	210	110	357	661	1380
16:15 16:30	79	173	26	278	100	209	70	379	657	92	210	44	346	38	182	69	289	635	1292
16:45 17:00	88	209	27	325	99	189	92	380	705	67	188	36	291	36	227	92	355	646	1351
17:00 17:15	92	174	27	295	91	183	97	372	667	60	172	25	257	32	221	91	344	601	1268
17:15 17:30	69	198	27	295	105	174	69	350	645	57	199	45	301	33	218	75	326	627	1272
17:30 17:45	62	158	23	244	91	178	94	363	607	58	163	28	249	45	231	86	363	612	1219
16:30 16:45	88	174	36	298	109	205	95	410	708	96	199	40	335	36	213	72	321	656	1364
<b>Total:</b>	<b>1798</b>	<b>6287</b>	<b>845</b>	<b>8952</b>	<b>2971</b>	<b>5817</b>	<b>2799</b>	<b>11605</b>	<b>20557</b>	<b>2132</b>	<b>5942</b>	<b>1029</b>	<b>9105</b>	<b>873</b>	<b>5148</b>	<b>2394</b>	<b>8417</b>	<b>17522</b>	<b>38,079</b>

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



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### BASELINE RD @ WOODROFFE AVE

**Survey Date:** Wednesday, November 29, 2023

**WO No:** 41346

**Start Time:** 07:00

**Device:** Miovision

### Full Study Cyclist Volume

#### WOODROFFE AVE

#### BASELINE RD

Time Period	Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	Grand Total
07:00 07:15	0	1	1	2	1	3	4
07:15 07:30	1	0	1	0	0	0	1
07:30 07:45	0	0	0	0	0	0	0
17:45 18:00	0	0	0	0	0	0	0
07:45 08:00	0	2	2	0	1	1	3
08:00 08:15	0	0	0	0	0	0	0
08:15 08:30	0	0	0	0	0	0	0
08:30 08:45	0	1	1	1	0	1	2
08:45 09:00	0	0	0	0	1	1	1
09:00 09:15	1	1	2	1	0	1	3
09:15 09:30	0	0	0	0	0	0	0
09:30 09:45	1	1	2	1	0	1	3
09:45 10:00	0	0	0	0	0	0	0
11:30 11:45	0	0	0	0	0	0	0
11:45 12:00	0	0	0	0	0	0	0
12:00 12:15	0	0	0	0	0	0	0
12:15 12:30	0	0	0	0	0	0	0
12:30 12:45	0	0	0	0	0	0	0
12:45 13:00	0	0	0	0	0	0	0
13:00 13:15	0	0	0	0	0	0	0
13:15 13:30	0	0	0	0	0	0	0
15:00 15:15	0	0	0	1	3	4	4
15:15 15:30	0	0	0	0	0	0	0
15:30 15:45	0	0	0	1	0	1	1
15:45 16:00	0	0	0	0	1	1	1
16:00 16:15	0	0	0	1	1	2	2
16:15 16:30	0	0	0	0	2	2	2
16:45 17:00	1	0	1	0	1	1	2
17:00 17:15	0	0	0	1	0	1	1
17:15 17:30	0	0	0	0	1	1	1
17:30 17:45	0	0	0	0	2	2	2
16:30 16:45	0	0	0	0	0	0	0
<b>Total</b>	<b>4</b>	<b>6</b>	<b>10</b>	<b>9</b>	<b>14</b>	<b>23</b>	<b>33</b>



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### BASELINE RD @ WOODROFFE AVE

**Survey Date:** Wednesday, November 29, 2023

**WO No:** 41346

**Start Time:** 07:00

**Device:** Miovision

### Full Study Pedestrian Volume

#### WOODROFFE AVE

#### BASELINE RD

Time Period	NB Approach (E or W Crossing)	SB Approach (E or W Crossing)	Total	EB Approach (N or S Crossing)	WB Approach (N or S Crossing)	Total	Grand Total
07:00 07:15	0	3	3	2	6	8	11
07:15 07:30	0	2	2	1	3	4	6
07:30 07:45	4	9	13	6	11	17	30
17:45 18:00	5	10	15	8	7	15	30
07:45 08:00	1	7	8	4	6	10	18
08:00 08:15	2	3	5	0	9	9	14
08:15 08:30	4	2	6	2	5	7	13
08:30 08:45	3	3	6	3	4	7	13
08:45 09:00	3	6	9	1	8	9	18
09:00 09:15	5	2	7	5	1	6	13
09:15 09:30	2	3	5	1	4	5	10
09:30 09:45	3	3	6	6	4	10	16
09:45 10:00	2	4	6	1	4	5	11
11:30 11:45	6	5	11	1	7	8	19
11:45 12:00	8	8	16	7	10	17	33
12:00 12:15	7	4	11	2	4	6	17
12:15 12:30	10	6	16	3	4	7	23
12:30 12:45	8	5	13	7	6	13	26
12:45 13:00	6	5	11	3	12	15	26
13:00 13:15	6	4	10	3	4	7	17
13:15 13:30	5	6	11	3	10	13	24
15:00 15:15	4	6	10	9	4	13	23
15:15 15:30	9	10	19	7	12	19	38
15:30 15:45	4	7	11	2	5	7	18
15:45 16:00	3	3	6	2	10	12	18
16:00 16:15	12	5	17	2	6	8	25
16:15 16:30	9	8	17	5	9	14	31
16:45 17:00	7	6	13	3	7	10	23
17:00 17:15	4	3	7	2	1	3	10
17:15 17:30	6	3	9	5	1	6	15
17:30 17:45	2	3	5	1	9	10	15
16:30 16:45	10	9	19	6	11	17	36
<b>Total .....</b>	<b>160</b>	<b>163</b>	<b>323</b>	<b>113</b>	<b>204</b>	<b>317</b>	<b>640</b>



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### BASELINE RD @ WOODROFFE AVE

**Survey Date:** Wednesday, November 29, 2023

**WO No:** 41346

**Start Time:** 07:00

**Device:** Miovision

### Full Study Heavy Vehicles

#### WOODROFFE AVE

#### BASELINE RD

Northbound                      Southbound                      Eastbound                      Westbound

Time Period	Northbound			N TOT	Southbound			S TOT	STR TOT	Eastbound			E TOT	Westbound			W TOT	STR TOT	Grand Total	
	LT	ST	RT		LT	ST	RT			LT	ST	RT		LT	ST	RT				
07:00	07:15	1	6	0	7	1	12	3	16	23	4	5	1	10	0	1	1	2	12	35
07:15	07:30	1	9	1	11	2	8	4	14	25	1	3	1	5	0	1	1	2	7	32
07:30	07:45	2	10	1	13	3	2	1	6	19	1	1	0	2	0	5	3	8	10	29
17:45	18:00	0	6	0	6	4	7	0	11	17	0	1	0	1	0	2	0	2	3	20
07:45	08:00	0	11	1	12	2	8	3	13	25	1	1	1	3	1	1	1	3	6	31
08:00	08:15	1	7	1	9	3	9	2	14	23	2	5	1	8	1	5	0	6	14	37
08:15	08:30	1	9	1	11	4	6	3	13	24	2	4	0	6	2	3	1	6	12	36
08:30	08:45	1	13	0	14	3	8	2	13	27	3	5	0	8	0	5	3	8	16	43
08:45	09:00	1	10	1	12	1	9	5	15	27	2	3	2	7	0	1	6	7	14	41
09:00	09:15	1	8	0	9	2	11	4	17	26	1	4	1	6	1	4	2	7	13	39
09:15	09:30	1	4	0	5	3	17	5	25	30	5	2	1	8	0	2	2	4	12	42
09:30	09:45	1	12	0	13	4	16	5	25	38	1	1	0	2	0	4	4	8	10	48
09:45	10:00	0	11	0	11	2	13	0	15	26	5	3	2	10	0	2	1	3	13	39
11:30	11:45	1	13	2	16	5	4	4	13	29	3	3	1	7	1	0	3	4	11	40
11:45	12:00	0	5	1	6	3	11	1	15	21	1	3	0	4	3	3	3	9	13	34
12:00	12:15	1	12	3	16	7	5	0	12	28	4	3	0	7	0	1	4	5	12	40
12:15	12:30	0	10	1	11	3	5	2	10	21	2	1	0	3	1	3	7	11	14	35
12:30	12:45	0	8	0	8	4	8	1	13	21	1	2	0	3	0	3	1	4	7	28
12:45	13:00	0	5	1	6	2	7	1	10	16	2	1	1	4	0	1	2	3	7	23
13:00	13:15	2	7	0	9	8	12	1	21	30	6	4	4	14	0	2	1	3	17	47
13:15	13:30	0	8	0	8	2	9	1	12	20	2	1	3	6	0	3	1	4	10	30
15:00	15:15	1	7	0	8	0	7	0	7	15	1	3	1	5	0	6	2	8	13	28
15:15	15:30	1	5	0	6	2	9	2	13	19	0	3	0	3	0	6	3	9	12	31
15:30	15:45	1	12	0	13	3	7	1	11	24	2	3	0	5	1	1	1	3	8	32
15:45	16:00	0	15	0	15	2	8	0	10	25	1	3	0	4	0	1	1	2	6	31
16:00	16:15	1	4	0	5	1	13	2	16	21	0	0	0	0	0	1	3	4	4	25
16:15	16:30	1	7	0	8	5	9	0	14	22	2	1	2	5	0	0	2	2	7	29
16:45	17:00	1	7	0	8	1	10	0	11	19	1	2	1	4	0	1	3	4	8	27
17:00	17:15	0	6	0	6	1	8	0	9	15	0	1	0	1	1	2	1	4	5	20
17:15	17:30	1	11	0	12	0	13	0	13	25	0	1	2	3	1	4	2	7	10	35
17:30	17:45	0	5	1	6	1	9	1	11	17	0	2	0	2	1	1	1	3	5	22
16:30	16:45	2	9	1	12	3	12	1	16	28	0	0	0	0	0	3	1	4	4	32
Total:	None	24	272	16	312	87	292	55	434	746	56	75	25	156	14	78	67	159	315	1,061



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### BASELINE RD @ WOODROFFE AVE

**Survey Date:** Wednesday, November 29, 2023

**WO No:** 41346

**Start Time:** 07:00

**Device:** Miovision

### Full Study 15 Minute U-Turn Total

WOODROFFE AVE

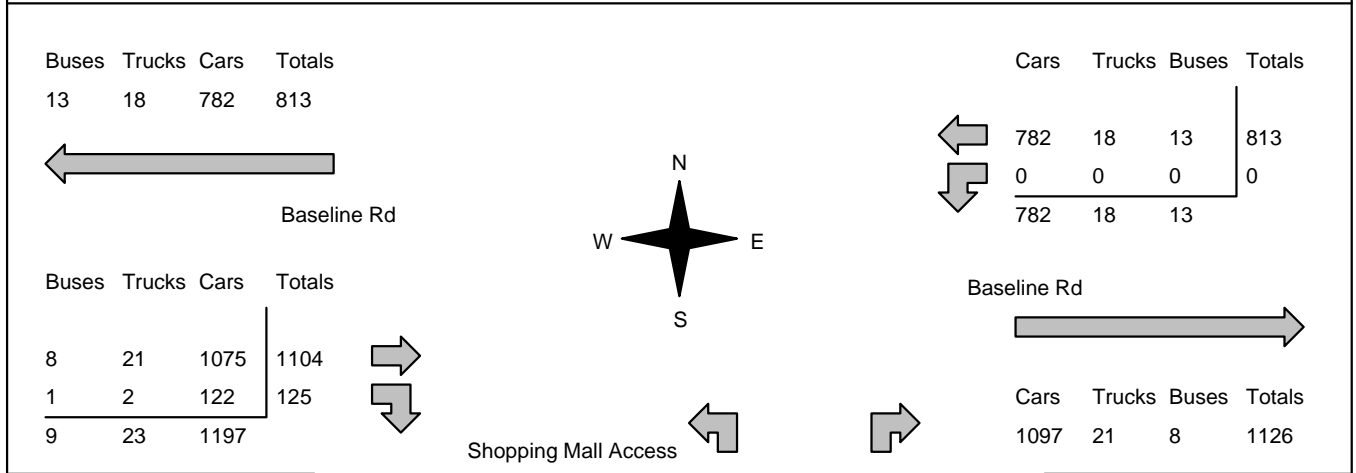
BASELINE RD

Time Period		Northbound U-Turn Total	Southbound U-Turn Total	Eastbound U-Turn Total	Westbound U-Turn Total	Total
07:00	07:15	0	0	0	0	0
07:15	07:30	2	1	0	0	3
07:30	07:45	0	0	0	0	0
17:45	18:00	0	1	0	1	2
07:45	08:00	0	2	0	0	2
08:00	08:15	1	0	0	0	1
08:15	08:30	0	0	0	0	0
08:30	08:45	0	1	0	0	1
08:45	09:00	0	0	0	0	0
09:00	09:15	1	1	0	0	2
09:15	09:30	2	0	0	0	2
09:30	09:45	1	1	0	0	2
09:45	10:00	0	2	0	0	2
11:30	11:45	0	0	0	0	0
11:45	12:00	0	0	0	0	0
12:00	12:15	0	0	0	0	0
12:15	12:30	1	2	0	0	3
12:30	12:45	1	0	1	0	2
12:45	13:00	2	1	0	0	3
13:00	13:15	2	0	0	0	2
13:15	13:30	1	0	1	0	2
15:00	15:15	0	2	0	0	2
15:15	15:30	1	0	0	0	1
15:30	15:45	0	0	0	0	0
15:45	16:00	0	0	0	0	0
16:00	16:15	2	0	0	0	2
16:15	16:30	0	0	0	0	0
16:45	17:00	1	0	0	0	1
17:00	17:15	2	1	0	0	3
17:15	17:30	1	2	0	0	3
17:30	17:45	1	0	0	1	2
16:30	16:45	0	1	0	0	1
Total		22	18	2	2	44

# Accu-Traffic Inc.

<b>Morning Peak Diagram</b>	<b>Specified Period</b> <b>From:</b> 7:00:00 <b>To:</b> 9:00:00	<b>One Hour Peak</b> <b>From:</b> 8:00:00 <b>To:</b> 9:00:00
<b>Municipality:</b> Ottawa <b>Site #:</b> 2519300008 <b>Intersection:</b> Baseline Rd & Shopping Mall Acce <b>TFR File #:</b> 1 <b>Count date:</b> 4-Dec-25	<b>Weather conditions:</b>  <b>Person counted:</b> <b>Person prepared:</b> <b>Person checked:</b>	
<b>** Non-Signalized Intersection **</b>	<b>Major Road:</b> Baseline Rd runs W/E	

East Leg Total: 1939
East Entering: 813
East Peds: 0
Peds Cross: 8



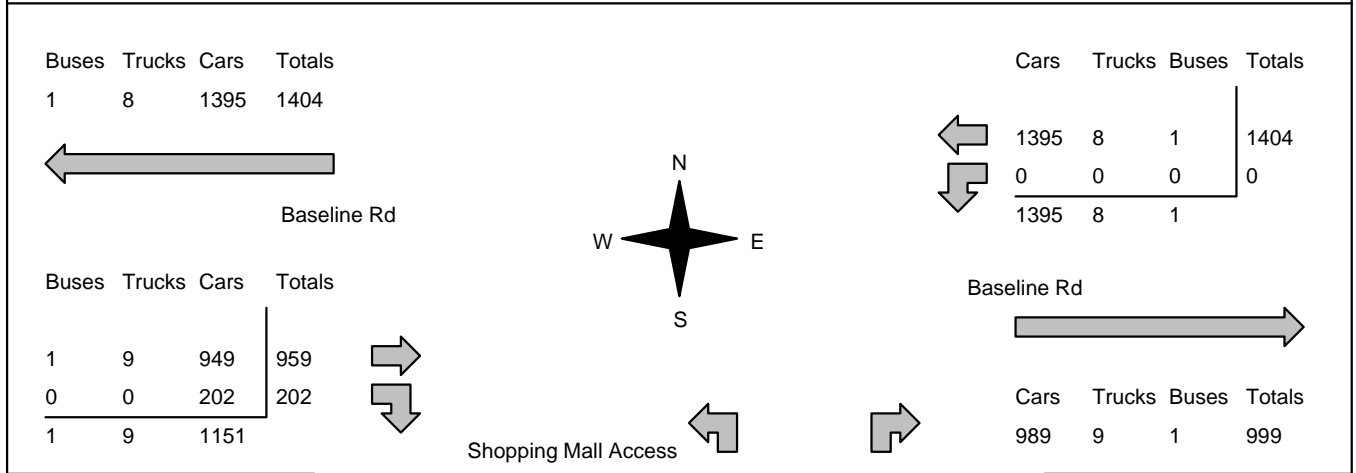
Peds Cross: 8 West Peds: 0 West Entering: 1229 West Leg Total: 2042	<div style="text-align: center;">↓</div> <table style="width: 100%; border-collapse: collapse;"> <tr><td>Cars</td><td>122</td><td>Cars</td><td>0</td><td>22</td><td>22</td></tr> <tr><td>Trucks</td><td>2</td><td>Trucks</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Buses</td><td>1</td><td>Buses</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Totals</td><td>125</td><td>Totals</td><td>0</td><td>22</td><td></td></tr> </table>	Cars	122	Cars	0	22	22	Trucks	2	Trucks	0	0	0	Buses	1	Buses	0	0	0	Totals	125	Totals	0	22		Peds Cross: 8 South Peds: 2 South Entering: 22 South Leg Total: 147
Cars	122	Cars	0	22	22																					
Trucks	2	Trucks	0	0	0																					
Buses	1	Buses	0	0	0																					
Totals	125	Totals	0	22																						

**Comments**

# Accu-Traffic Inc.

<b>Afternoon Peak Diagram</b>	<b>Specified Period</b> <b>From:</b> 16:00:00 <b>To:</b> 18:00:00	<b>One Hour Peak</b> <b>From:</b> 16:30:00 <b>To:</b> 17:30:00
<b>Municipality:</b> Ottawa <b>Site #:</b> 2519300008 <b>Intersection:</b> Baseline Rd & Shopping Mall Acce <b>TFR File #:</b> 1 <b>Count date:</b> 4-Dec-25	<b>Weather conditions:</b>  <b>Person counted:</b> <b>Person prepared:</b> <b>Person checked:</b>	
<b>** Non-Signalized Intersection **</b>	<b>Major Road:</b> Baseline Rd runs W/E	

	East Leg Total: 2403 East Entering: 1404 East Peds: 3 Peds Cross: 8
--	--



Peds Cross: 8 West Peds: 0 West Entering: 1161 West Leg Total: 2565	<table style="margin: auto;"> <tr><td>Cars</td><td>202</td><td>↓</td><td>Cars</td><td>0</td><td>40</td><td>40</td></tr> <tr><td>Trucks</td><td>0</td><td></td><td>Trucks</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Buses</td><td>0</td><td></td><td>Buses</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Totals</td><td>202</td><td></td><td>Totals</td><td>0</td><td>40</td><td></td></tr> </table>	Cars	202	↓	Cars	0	40	40	Trucks	0		Trucks	0	0	0	Buses	0		Buses	0	0	0	Totals	202		Totals	0	40		Peds Cross: 6 South Peds: 6 South Entering: 40 South Leg Total: 242
Cars	202	↓	Cars	0	40	40																								
Trucks	0		Trucks	0	0	0																								
Buses	0		Buses	0	0	0																								
Totals	202		Totals	0	40																									

Comments

# Accu-Traffic Inc.

## Total Count Diagram

**Municipality:** Ottawa  
**Site #:** 2519300008  
**Intersection:** Baseline Rd & Shopping Mall Acce  
**TFR File #:** 1  
**Count date:** 4-Dec-25

**Weather conditions:**

**Person counted:**  
**Person prepared:**  
**Person checked:**

**\*\* Non-Signalized Intersection \*\***

**Major Road:** Baseline Rd runs W/E

East Leg Total: 8220  
 East Entering: 4133  
 East Peds: 6  
 Peds Cross: 8

Buses	Trucks	Cars	Totals
20	53	4060	4133

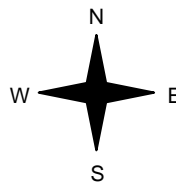


Baseline Rd

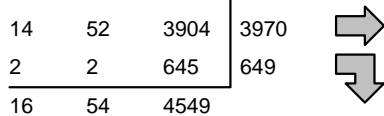
Cars	Trucks	Buses	Totals
4060	53	20	4133
0	0	0	0
4060	53	20	



4060	53	20	4133
0	0	0	0
4060	53	20	



Buses	Trucks	Cars	Totals
14	52	3904	3970
2	2	645	649
16	54	4549	



Shopping Mall Access

Baseline Rd



Cars	Trucks	Buses	Totals
4021	52	14	4087

Peds Cross: 8  
 West Peds: 0  
 West Entering: 4619  
 West Leg Total: 8752

Cars	645
Trucks	2
Buses	2
Totals	649



Cars	0	117	117
Trucks	0	0	0
Buses	0	0	0
Totals	0	117	

Peds Cross: 17  
 South Peds: 17  
 South Entering: 117  
 South Leg Total: 766

### Comments



**Accu-Traffic Inc.**  
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

## Traffic Count Summary

Intersection: Baseline Rd & Shopping Mall Acc      Count Date: 4-Dec-25      Municipality: Ottawa

North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Buses				Total Peds		Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	0	0	0	0	0	18	8:00:00	0	0	18	18	3
9:00:00	0	0	0	0	0	22	9:00:00	0	0	22	22	2
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0
17:00:00	0	0	0	0	0	37	17:00:00	0	0	37	37	7
18:00:00	0	0	0	0	0	40	18:00:00	0	0	40	40	5
<b>Totals:</b>	0	0	0	0	0	117	<b>S Totals:</b>	0	0	117	117	17
East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Buses				Total Peds		Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	0	592	0	592	1	1723	8:00:00	0	1019	112	1131	0
9:00:00	0	813	0	813	0	2042	9:00:00	0	1104	125	1229	0
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0
17:00:00	0	1373	0	1373	3	2532	17:00:00	0	959	200	1159	0
18:00:00	0	1355	0	1355	2	2455	18:00:00	0	888	212	1100	0
<b>Totals:</b>	0	4133	0	4133	6	8752	<b>W Totals:</b>	0	3970	649	4619	0
<b>Calculated Values for Traffic Crossing Major Street</b>												
Hours Ending:	7:00	8:00	9:00	16:00			17:00	18:00	0:00	0:00		
Crossing Values:	0	1	0	0			3	2	0	0		









## Turning Movement Count - Study Results

### BASELINE RD @ COLLEGE SQUARE SC

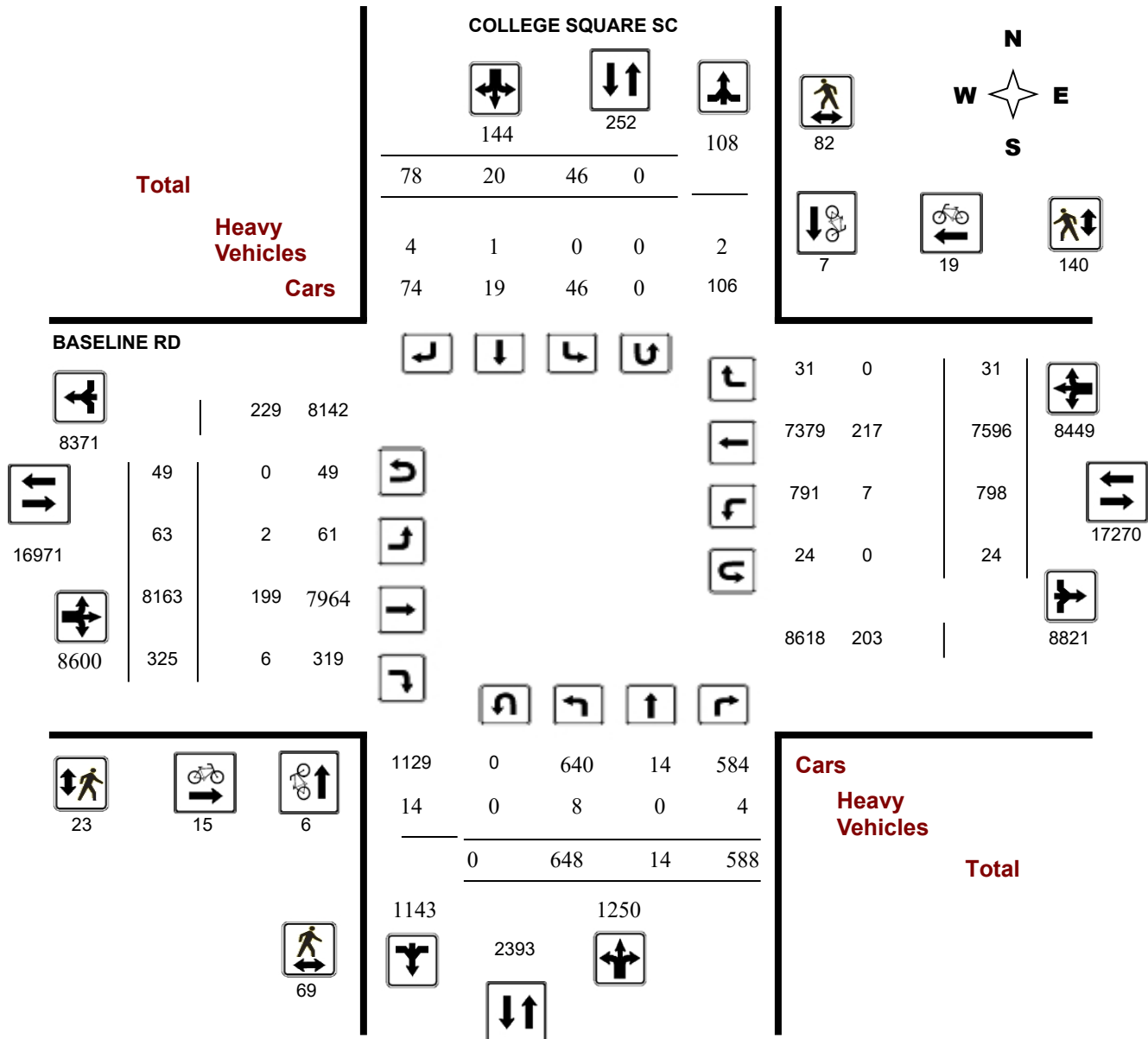
**Survey Date:** Tuesday, October 22, 2024

**WO No:** 42306

**Start Time:** 07:00

**Device:** Miovision

### Full Study Diagram



## Turning Movement Count - Study Results

### BASELINE RD @ COLLEGE SQUARE SC

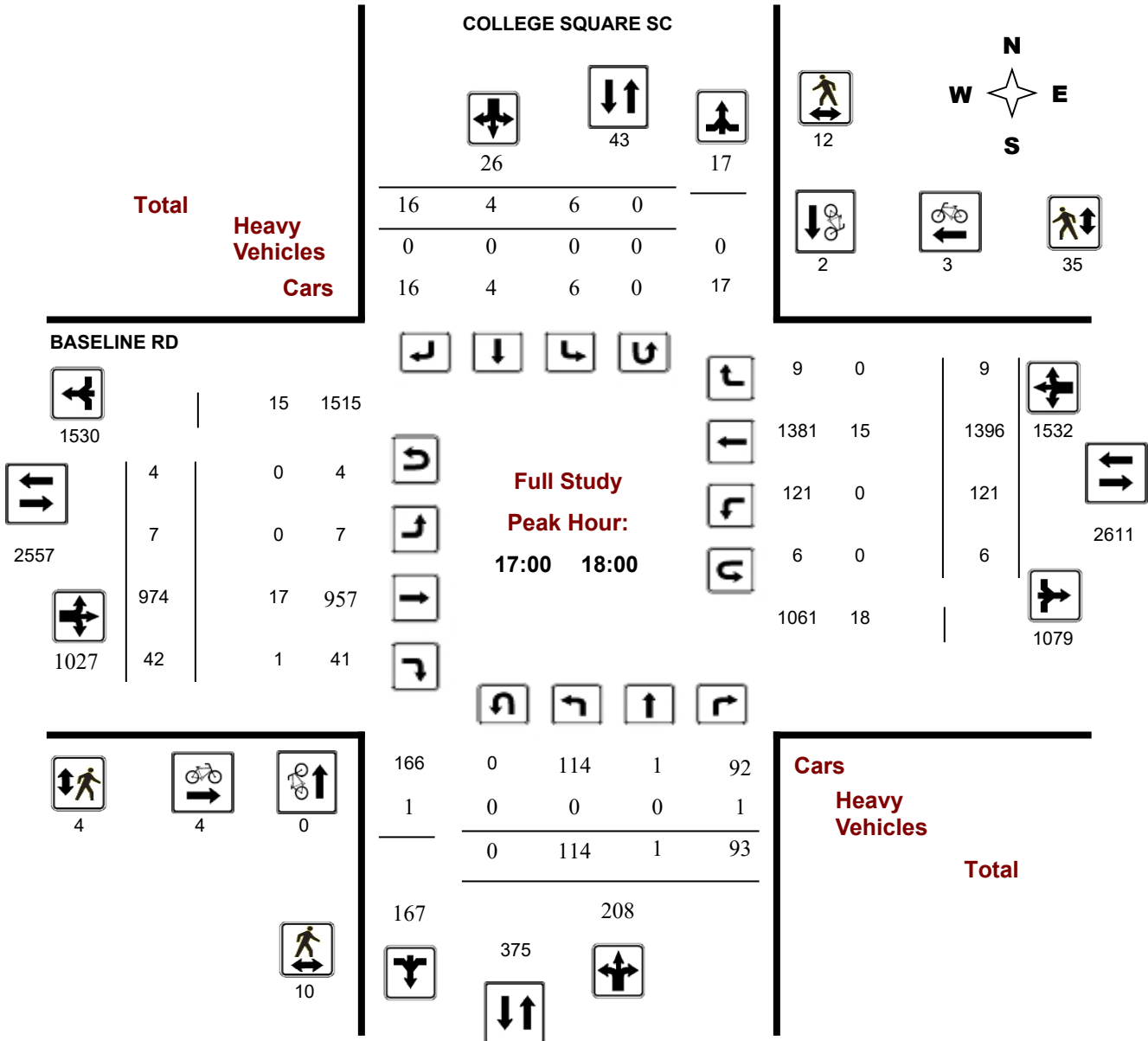
**Survey Date:** Tuesday, October 22, 2024

**WO No:** 42306

**Start Time:** 07:00

**Device:** Miovision

### Full Study Peak Hour Diagram



## Turning Movement Count - Study Results

### BASELINE RD @ COLLEGE SQUARE SC

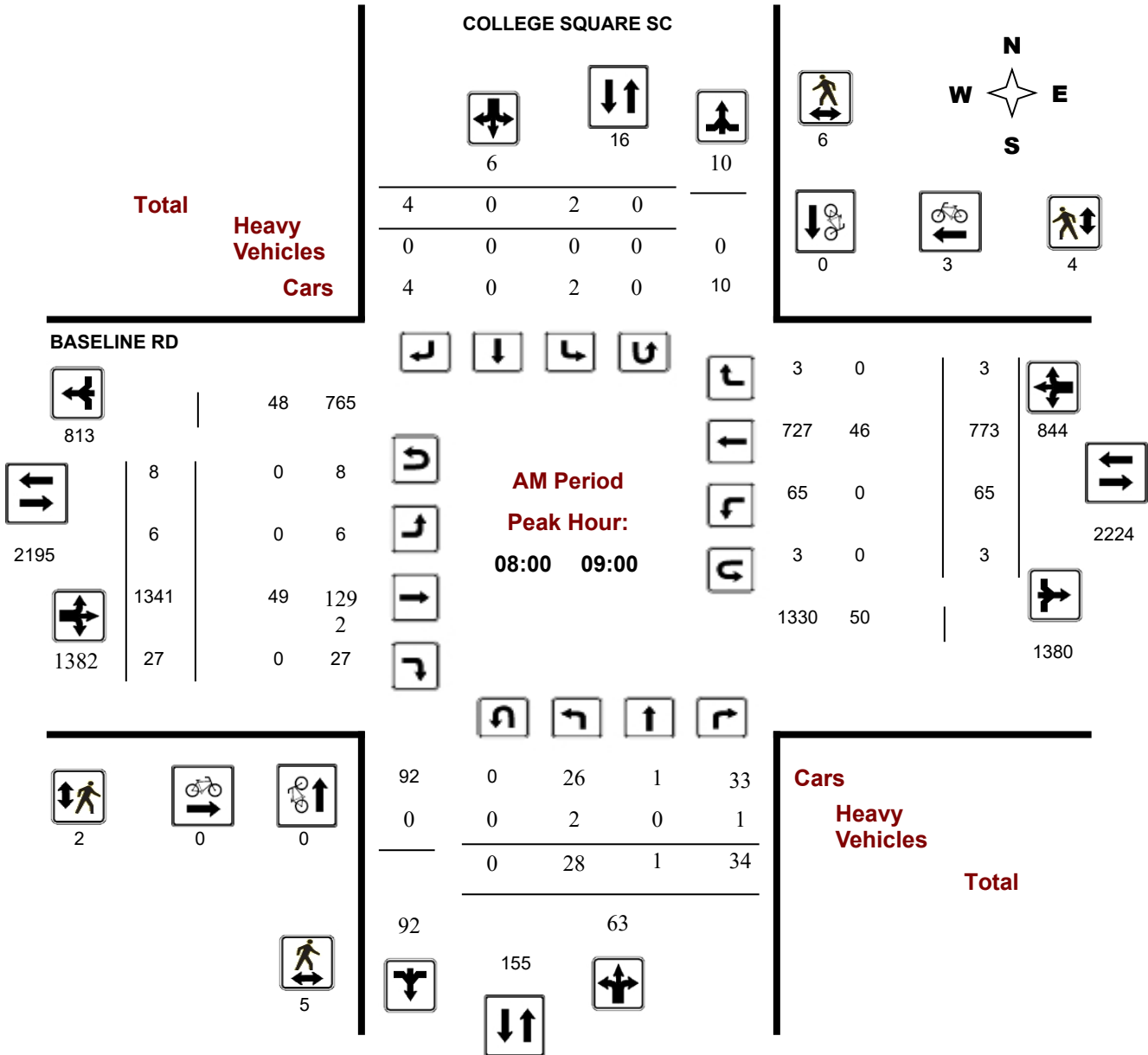
**Survey Date:** Tuesday, October 22, 2024

**WO No:** 42306

**Start Time:** 07:00

**Device:** Miovision

### AM Period Peak Hour Diagram



## Turning Movement Count - Study Results

### BASELINE RD @ COLLEGE SQUARE SC

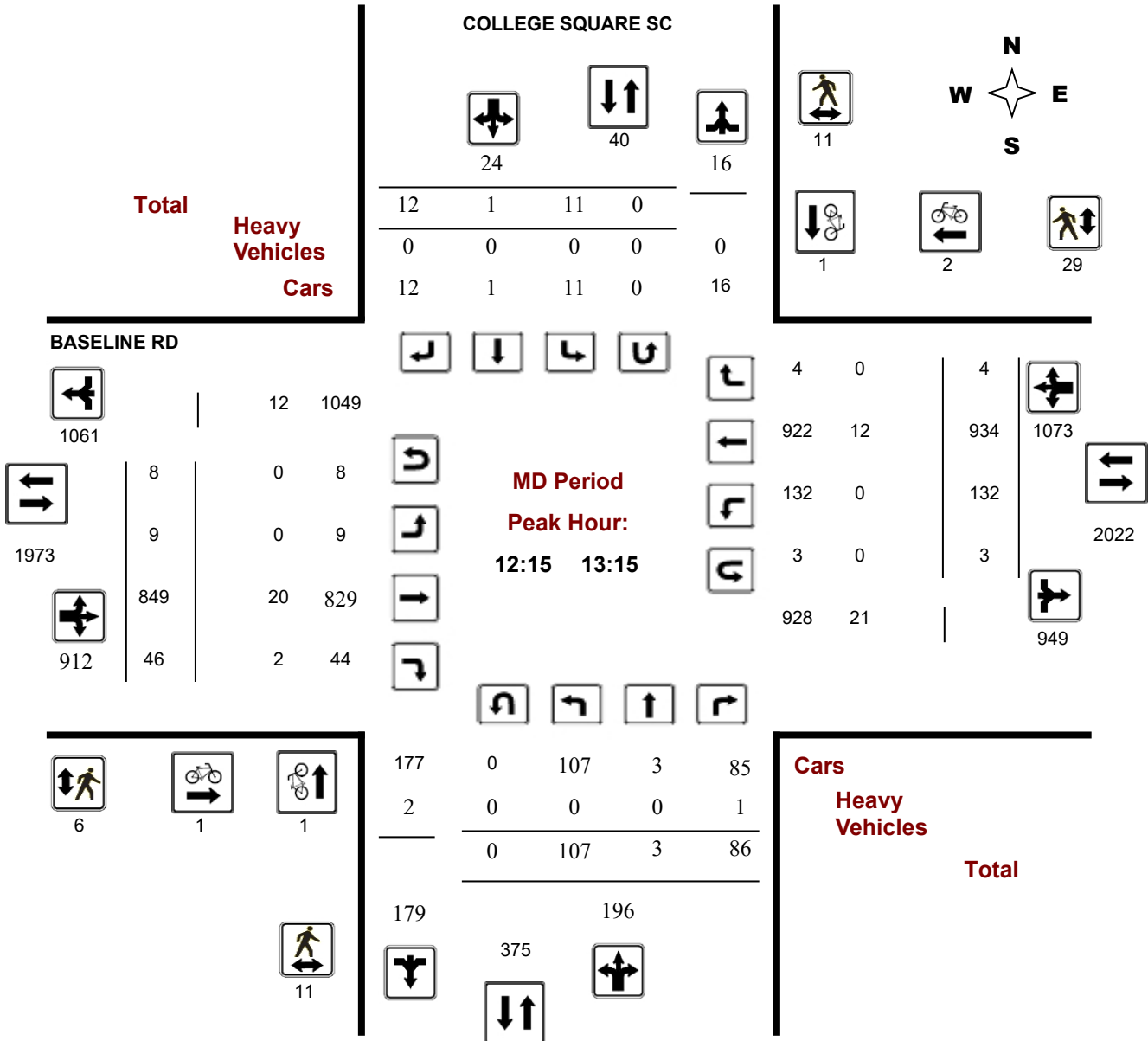
**Survey Date:** Tuesday, October 22, 2024

**WO No:** 42306

**Start Time:** 07:00

**Device:** Miovision

### MD Period Peak Hour Diagram



## Turning Movement Count - Study Results

### BASELINE RD @ COLLEGE SQUARE SC

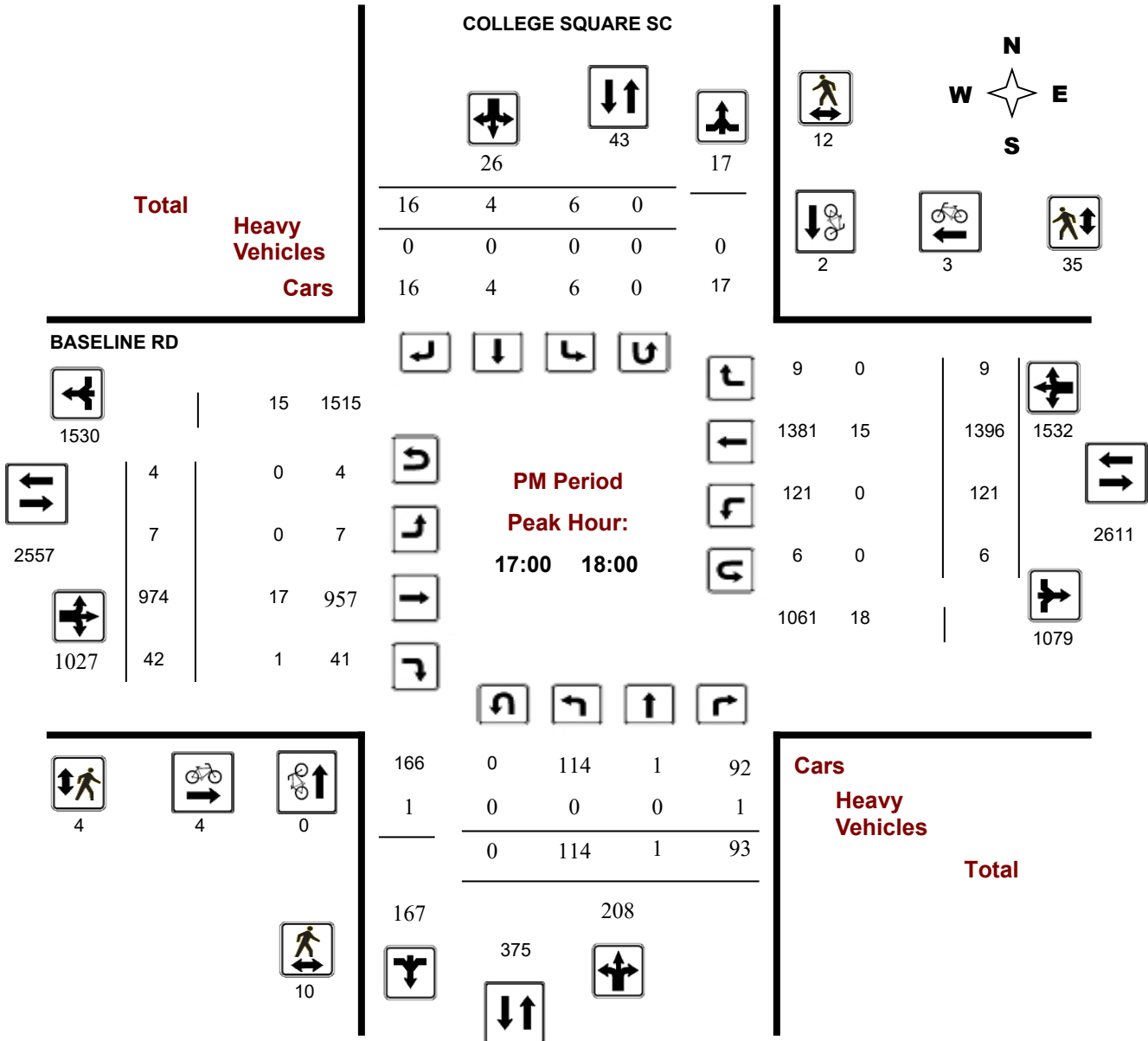
**Survey Date:** Tuesday, October 22, 2024

**WO No:** 42306

**Start Time:** 07:00

**Device:** Miovision

### PM Period Peak Hour Diagram





# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### BASELINE RD @ COLLEGE SQUARE SC

**Survey Date:** Tuesday, October 22, 2024

**WO No:** 42306

**Start Time:** 07:00

**Device:** Miovision

### Full Study Summary (8 HR Standard)

**Survey Date:** Tuesday, October 22, 2024

**Total Observed U-Turns**

**AADT Factor**

Northbound: 0      Southbound: 0  
 Eastbound: 49      Westbound: 24

.90

COLLEGE SQUARE SC											BASELINE RD											
Period	Northbound				Southbound				STR TOT	Eastbound				Westbound				STR TOT	Grand Total			
	LT	ST	RT	NB TOT	LT	ST	RT	SB TOT		LT	ST	RT	EB TOT	LT	ST	RT	WB TOT					
07:00 08:00	19	0	26	45	2	0	0	2	47	7	1187	24	1218	35	569	2	606	1824	1871			
08:00 09:00	28	1	34	63	2	0	4	6	69	6	1341	27	1374	65	773	3	841	2215	2284			
09:00 10:00	39	1	61	101	5	3	8	16	117	6	978	44	1028	71	720	5	796	1824	1941			
11:30 12:30	113	2	82	197	6	2	11	19	216	11	829	44	884	121	832	4	957	1841	2057			
12:30 13:30	96	3	88	187	10	1	8	19	206	7	805	50	862	134	973	2	1109	1971	2177			
15:00 16:00	109	2	91	202	8	5	13	26	228	10	997	49	1056	115	1219	4	1338	2394	2622			
16:00 17:00	130	4	113	247	7	5	18	30	277	9	1052	45	1106	136	1114	2	1252	2358	2635			
17:00 18:00	114	1	93	208	6	4	16	26	234	7	974	42	1023	121	1396	9	1526	2549	2783			
<b>Sub Total</b>	648	14	588	1250	46	20	78	144	1394	63	8163	325	8551	798	7596	31	8425	16976	18370			
<b>U Turns</b>	0				0				0				49				24		73		73	
<b>Total</b>	648	14	588	1250	46	20	78	144	1394	63	8163	325	8600	798	7596	31	8449	17049	18443			
<b>EQ 12Hr</b>	901	19	817	1737	64	28	108	200	1938	88	11347	452	11954	1109	10558	43	11744	23698	25636			
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.													<b>1.39</b>									
<b>AVG 12Hr</b>	811	17	735	1563	58	33	128	180	1744	79	10212	407	10759	998	9502	39	10570	21328	23072			
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.													<b>.90</b>									
<b>AVG 24Hr</b>	1062	22	963	2048	76	43	168	236	2285	103	13378	533	14094	1307	12448	51	13847	27940	30224			
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

### BASELINE RD @ COLLEGE SQUARE SC

**Survey Date:** Tuesday, October 22, 2024

**WO No:** 42306

**Start Time:** 07:00

**Device:** Miovision

### Full Study 15 Minute Increments

#### COLLEGE SQUARE SC

#### BASELINE RD

Northbound

Southbound

Eastbound

Westbound

Time Period	LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT	Grand Total
07:00 07:15	2	0	3	5	1	0	0	1	6	0	229	6	235	5	100	0	105	340	346
07:15 07:30	5	0	7	12	1	0	0	1	13	1	295	5	301	5	103	0	108	409	422
07:30 07:45	5	0	8	13	0	0	0	0	13	4	315	5	324	14	170	0	184	508	521
07:45 08:00	7	0	8	15	0	0	0	0	15	2	348	8	360	11	196	2	209	569	584
08:00 08:15	5	0	6	11	1	0	3	4	15	5	324	8	337	14	161	0	175	512	527
08:15 08:30	7	1	8	16	1	0	1	2	18	0	328	4	334	11	192	1	204	538	556
11:30 11:45	24	0	20	44	2	1	2	5	49	2	181	8	195	24	189	0	213	408	457
08:30 08:45	8	0	11	19	0	0	0	0	19	0	355	3	358	20	198	0	219	577	596
09:00 09:15	8	0	14	22	4	0	2	6	28	0	274	10	287	15	186	2	203	490	518
09:15 09:30	14	0	16	30	0	0	1	1	31	2	267	10	283	23	193	2	219	502	533
09:30 09:45	12	1	20	33	1	1	1	3	36	1	264	9	279	7	179	0	186	465	501
09:45 10:00	5	0	11	16	0	2	4	6	22	3	173	15	192	26	162	1	189	381	403
12:15 12:30	33	0	20	53	3	0	4	7	60	3	219	12	235	30	219	2	252	487	547
12:45 13:00	27	1	21	49	3	1	3	7	56	3	182	12	198	45	265	0	310	508	564
13:00 13:15	26	1	21	48	3	0	2	5	53	0	224	7	233	30	225	2	257	490	543
13:15 13:30	22	0	22	44	2	0	0	2	46	1	175	16	193	32	258	0	292	485	531
15:00 15:15	27	0	25	52	1	1	2	4	56	5	211	11	229	29	262	0	291	520	576
15:15 15:30	26	0	26	52	2	0	2	4	56	1	209	18	229	18	317	2	339	568	624
15:30 15:45	27	0	19	46	3	2	4	9	55	1	282	8	291	30	330	1	362	653	708
15:45 16:00	29	2	21	52	2	2	5	9	61	3	295	12	310	38	310	1	351	661	722
16:00 16:15	37	1	42	80	3	0	6	9	89	5	269	9	283	40	290	1	331	614	703
16:15 16:30	28	1	23	52	1	2	9	12	64	1	261	15	277	33	280	1	315	592	656
17:00 17:15	31	0	17	48	2	2	3	7	55	2	208	11	223	15	353	1	371	594	649
17:15 17:30	28	0	22	50	3	0	5	8	58	3	263	10	277	29	357	5	393	670	728
17:30 17:45	29	0	23	52	0	2	6	8	60	1	286	9	297	40	354	1	397	694	754
16:45 17:00	31	1	18	50	1	1	1	3	53	0	245	16	262	28	279	0	308	570	623
17:45 18:00	26	1	31	58	1	0	2	3	61	1	217	12	230	37	332	2	371	601	662
08:45 09:00	8	0	9	17	0	0	0	0	17	1	334	12	353	20	222	2	246	599	616
11:45 12:00	28	1	23	52	0	1	3	4	56	3	214	9	228	34	204	1	240	468	524
12:00 12:15	28	1	19	48	1	0	2	3	51	3	215	15	234	33	220	1	255	489	540
12:30 12:45	21	1	24	46	2	0	3	5	51	3	224	15	246	27	225	0	254	500	551
16:30 16:45	34	1	30	65	2	2	2	6	71	3	277	5	287	35	265	0	300	587	658
<b>Total:</b>	<b>648</b>	<b>14</b>	<b>588</b>	<b>1250</b>	<b>46</b>	<b>20</b>	<b>78</b>	<b>144</b>	<b>1394</b>	<b>63</b>	<b>8163</b>	<b>325</b>	<b>8600</b>	<b>798</b>	<b>7596</b>	<b>31</b>	<b>8449</b>	<b>17049</b>	<b>18,443</b>

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



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### BASELINE RD @ COLLEGE SQUARE SC

**Survey Date:** Tuesday, October 22, 2024

**WO No:** 42306

**Start Time:** 07:00

**Device:** Miovision

### Full Study Cyclist Volume

#### COLLEGE SQUARE SC

#### BASELINE RD

Time Period	Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	Grand Total
07:00 07:15	0	0	0	0	0	0	0
07:15 07:30	0	0	0	1	0	1	1
07:30 07:45	0	0	0	0	0	0	0
07:45 08:00	0	0	0	0	0	0	0
08:00 08:15	0	0	0	0	1	1	1
08:15 08:30	0	0	0	0	1	1	1
11:30 11:45	0	2	2	0	0	0	2
08:30 08:45	0	0	0	0	0	0	0
09:00 09:15	2	0	2	1	0	1	3
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	3	3	3
12:15 12:30	0	0	0	0	0	0	0
12:45 13:00	1	1	2	0	2	2	4
13:00 13:15	0	0	0	1	0	1	1
13:15 13:30	1	0	1	0	0	0	1
15:00 15:15	1	1	2	2	1	3	5
15:15 15:30	0	0	0	3	0	3	3
15:30 15:45	1	0	1	0	0	0	1
15:45 16:00	0	0	0	0	2	2	2
16:00 16:15	0	0	0	0	1	1	1
16:15 16:30	0	1	1	0	2	2	3
17:00 17:15	0	1	1	1	1	2	3
17:15 17:30	0	0	0	3	1	4	4
17:30 17:45	0	0	0	0	0	0	0
16:45 17:00	0	0	0	1	1	2	2
17:45 18:00	0	1	1	0	1	1	2
08:45 09:00	0	0	0	0	1	1	1
11:45 12:00	0	0	0	0	0	0	0
12:00 12:15	0	0	0	0	1	1	1
12:30 12:45	0	0	0	0	0	0	0
16:30 16:45	0	0	0	2	0	2	2
<b>Total</b>	<b>6</b>	<b>7</b>	<b>13</b>	<b>15</b>	<b>19</b>	<b>34</b>	<b>47</b>



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### BASELINE RD @ COLLEGE SQUARE SC

**Survey Date:** Tuesday, October 22, 2024

**WO No:** 42306

**Start Time:** 07:00

**Device:** Miovision

### Full Study Pedestrian Volume

#### COLLEGE SQUARE SC

#### BASELINE RD

Time Period	NB Approach (E or W Crossing)	SB Approach (E or W Crossing)	Total	EB Approach (N or S Crossing)	WB Approach (N or S Crossing)	Total	Grand Total
07:00 07:15	4	0	4	0	0	0	4
07:15 07:30	2	0	2	0	1	1	3
07:30 07:45	3	2	5	1	1	2	7
07:45 08:00	1	5	6	0	1	1	7
08:00 08:15	1	3	4	1	0	1	5
08:15 08:30	3	2	5	1	2	3	8
11:30 11:45	1	0	1	0	1	1	2
08:30 08:45	1	1	2	0	1	1	3
09:00 09:15	1	2	3	1	2	3	6
09:15 09:30	0	2	2	0	1	1	3
09:30 09:45	0	0	0	0	5	5	5
09:45 10:00	3	3	6	1	4	5	11
12:15 12:30	0	3	3	1	10	11	14
12:45 13:00	3	4	7	3	11	14	21
13:00 13:15	2	2	4	1	2	3	7
13:15 13:30	3	5	8	1	4	5	13
15:00 15:15	0	4	4	0	3	3	7
15:15 15:30	4	7	11	2	6	8	19
15:30 15:45	0	0	0	0	4	4	4
15:45 16:00	1	5	6	1	7	8	14
16:00 16:15	2	4	6	0	7	7	13
16:15 16:30	0	5	5	2	8	10	15
17:00 17:15	1	3	4	0	10	10	14
17:15 17:30	2	1	3	0	9	9	12
17:30 17:45	5	3	8	2	4	6	14
16:45 17:00	5	4	9	0	2	2	11
17:45 18:00	2	5	7	2	12	14	21
08:45 09:00	0	0	0	0	1	1	1
11:45 12:00	6	2	8	1	3	4	12
12:00 12:15	3	0	3	0	4	4	7
12:30 12:45	6	2	8	1	6	7	15
16:30 16:45	4	3	7	1	8	9	16
<b>Total .....</b>	<b>69</b>	<b>82</b>	<b>151</b>	<b>23</b>	<b>140</b>	<b>163</b>	<b>314</b>



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### BASELINE RD @ COLLEGE SQUARE SC

**Survey Date:** Tuesday, October 22, 2024

**WO No:** 42306

**Start Time:** 07:00

**Device:** Miovision

### Full Study Heavy Vehicles

#### COLLEGE SQUARE SC

#### BASELINE RD

Northbound                      Southbound                      Eastbound                      Westbound

Time Period	Northbound			N TOT	Southbound			S TOT	STR TOT	Eastbound			E TOT	Westbound			W TOT	STR TOT	Grand Total
	LT	ST	RT		LT	ST	RT			LT	ST	RT		LT	ST	RT			
07:00 07:15	0	0	0	0	0	0	0	0	0	0	4	0	4	0	5	0	5	9	9
07:15 07:30	0	0	0	0	0	0	0	0	0	0	5	0	5	0	8	0	8	13	13
07:30 07:45	0	0	0	0	0	0	0	0	0	0	4	0	4	1	11	0	12	16	16
07:45 08:00	0	0	0	0	0	0	0	0	0	0	5	1	6	0	8	0	8	14	14
08:00 08:15	0	0	0	0	0	0	0	0	0	0	13	0	13	0	12	0	12	25	25
08:15 08:30	0	0	1	1	0	0	0	0	1	0	7	0	7	0	9	0	9	16	17
11:30 11:45	0	0	0	0	0	0	1	1	1	0	4	0	4	0	8	0	8	12	13
08:30 08:45	0	0	0	0	0	0	0	0	0	0	17	0	17	0	12	0	12	29	29
09:00 09:15	0	0	0	0	0	0	0	0	0	0	8	1	9	0	12	0	12	21	21
09:15 09:30	0	0	0	0	0	0	0	0	0	0	6	0	6	0	13	0	13	19	19
09:30 09:45	0	0	0	0	0	1	0	1	1	1	5	0	6	0	8	0	8	14	15
09:45 10:00	1	0	0	1	0	0	1	1	2	0	8	1	9	0	4	0	4	13	15
12:15 12:30	0	0	1	1	0	0	0	0	1	0	5	0	5	0	4	0	4	9	10
12:45 13:00	0	0	0	0	0	0	0	0	0	0	3	0	3	0	2	0	2	5	5
13:00 13:15	0	0	0	0	0	0	0	0	0	0	5	0	5	0	5	0	5	10	10
13:15 13:30	1	0	0	1	0	0	0	0	1	0	4	0	4	2	9	0	11	15	16
15:00 15:15	0	0	0	0	0	0	0	0	0	0	1	0	1	0	6	0	6	7	7
15:15 15:30	0	0	0	0	0	0	0	0	0	0	7	0	7	1	6	0	7	14	14
15:30 15:45	1	0	0	1	0	0	0	0	1	0	5	0	5	0	4	0	4	9	10
15:45 16:00	1	0	0	1	0	0	0	0	1	0	7	0	7	0	5	0	5	12	13
16:00 16:15	1	0	1	2	0	0	0	0	2	0	5	0	5	0	3	0	3	8	10
16:15 16:30	0	0	0	0	0	0	2	2	2	1	7	0	8	0	6	0	6	14	16
17:00 17:15	0	0	0	0	0	0	0	0	0	0	3	0	3	0	2	0	2	5	5
17:15 17:30	0	0	0	0	0	0	0	0	0	0	3	0	3	0	3	0	3	6	6
17:30 17:45	0	0	0	0	0	0	0	0	0	0	3	0	3	0	4	0	4	7	7
16:45 17:00	0	0	0	0	0	0	0	0	0	0	5	0	5	0	3	0	3	8	8
17:45 18:00	0	0	1	1	0	0	0	0	1	0	8	1	9	0	6	0	6	15	16
08:45 09:00	2	0	0	2	0	0	0	0	2	0	12	0	12	0	13	0	13	25	27
11:45 12:00	0	0	0	0	0	0	0	0	0	0	10	0	10	1	13	0	14	24	24
12:00 12:15	1	0	0	1	0	0	0	0	1	0	9	0	9	1	10	0	11	20	21
12:30 12:45	0	0	0	0	0	0	0	0	0	0	7	2	9	0	1	0	1	10	10
16:30 16:45	0	0	0	0	0	0	0	0	0	0	4	0	4	1	2	0	3	7	7
Total: None	8	0	4	12	0	1	4	5	17	2	199	6	207	7	217	0	224	431	448



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### BASELINE RD @ COLLEGE SQUARE SC

**Survey Date:** Tuesday, October 22, 2024

**WO No:** 42306

**Start Time:** 07:00

**Device:** Miovision

### Full Study 15 Minute U-Turn Total

COLLEGE SQUARE SC

BASELINE RD

Time Period		Northbound U-Turn Total	Southbound U-Turn Total	Eastbound U-Turn Total	Westbound U-Turn Total	Total
07:00	07:15	0	0	0	0	0
07:15	07:30	0	0	0	0	0
07:30	07:45	0	0	0	0	0
07:45	08:00	0	0	2	0	2
08:00	08:15	0	0	0	0	0
08:15	08:30	0	0	2	0	2
11:30	11:45	0	0	4	0	4
08:30	08:45	0	0	0	1	1
09:00	09:15	0	0	3	0	3
09:15	09:30	0	0	4	1	5
09:30	09:45	0	0	5	0	5
09:45	10:00	0	0	1	0	1
12:15	12:30	0	0	1	1	2
12:45	13:00	0	0	1	0	1
13:00	13:15	0	0	2	0	2
13:15	13:30	0	0	1	2	3
15:00	15:15	0	0	2	0	2
15:15	15:30	0	0	1	2	3
15:30	15:45	0	0	0	1	1
15:45	16:00	0	0	0	2	2
16:00	16:15	0	0	0	0	0
16:15	16:30	0	0	0	1	1
17:00	17:15	0	0	2	2	4
17:15	17:30	0	0	1	2	3
17:30	17:45	0	0	1	2	3
16:45	17:00	0	0	1	1	2
17:45	18:00	0	0	0	0	0
08:45	09:00	0	0	6	2	8
11:45	12:00	0	0	2	1	3
12:00	12:15	0	0	1	1	2
12:30	12:45	0	0	4	2	6
16:30	16:45	0	0	2	0	2
Total		0	0	49	24	73

## Turning Movement Count - Study Results

### BASELINE RD @ NAVAHO DR

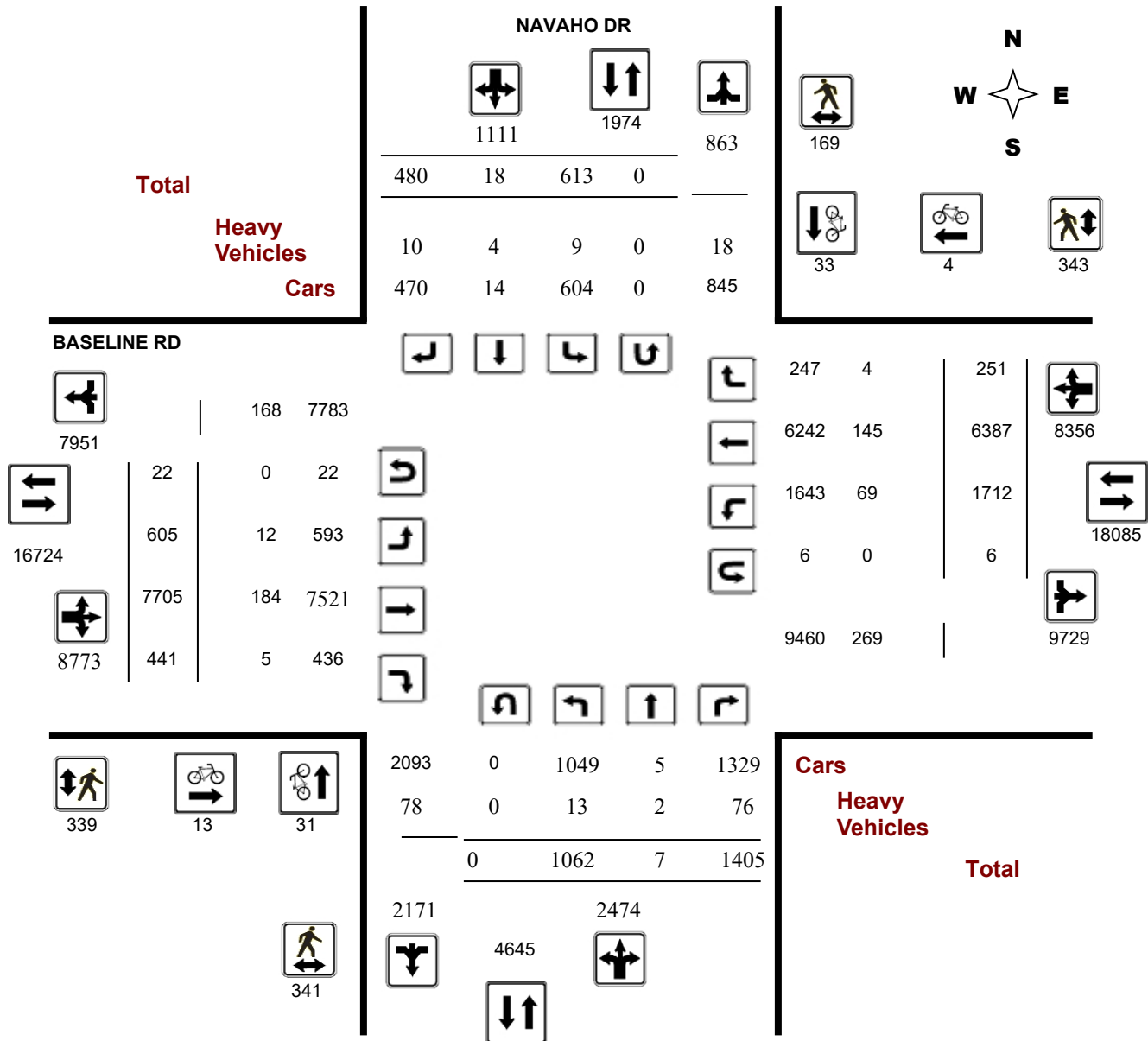
**Survey Date:** Wednesday, October 23, 2024

**WO No:** 42346

**Start Time:** 07:00

**Device:** Miovision

### Full Study Diagram



## Turning Movement Count - Study Results

### BASELINE RD @ NAVAHO DR

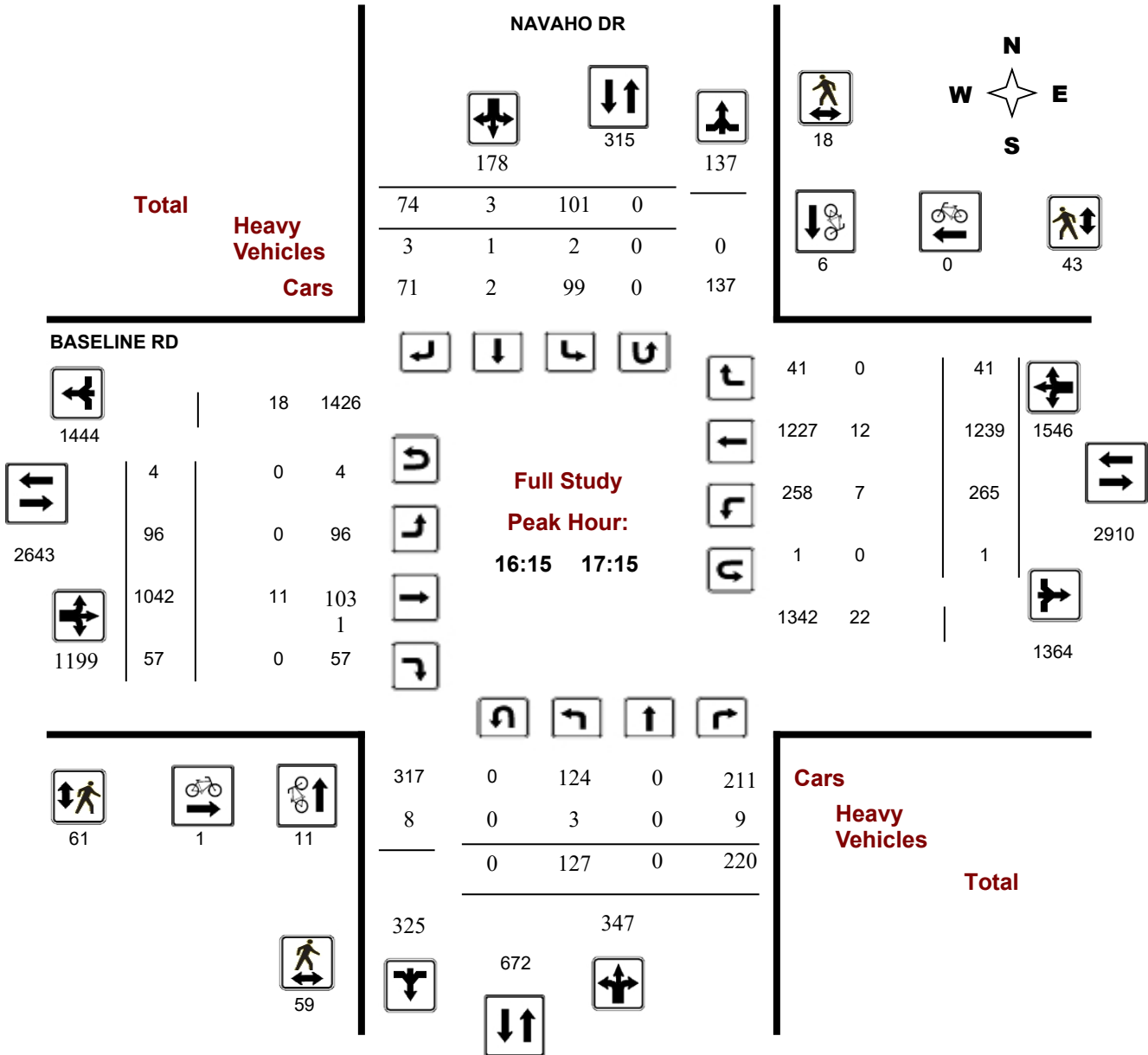
**Survey Date:** Wednesday, October 23, 2024

**WO No:** 42346

**Start Time:** 07:00

**Device:** Miovision

### Full Study Peak Hour Diagram



## Turning Movement Count - Study Results

### BASELINE RD @ NAVAHO DR

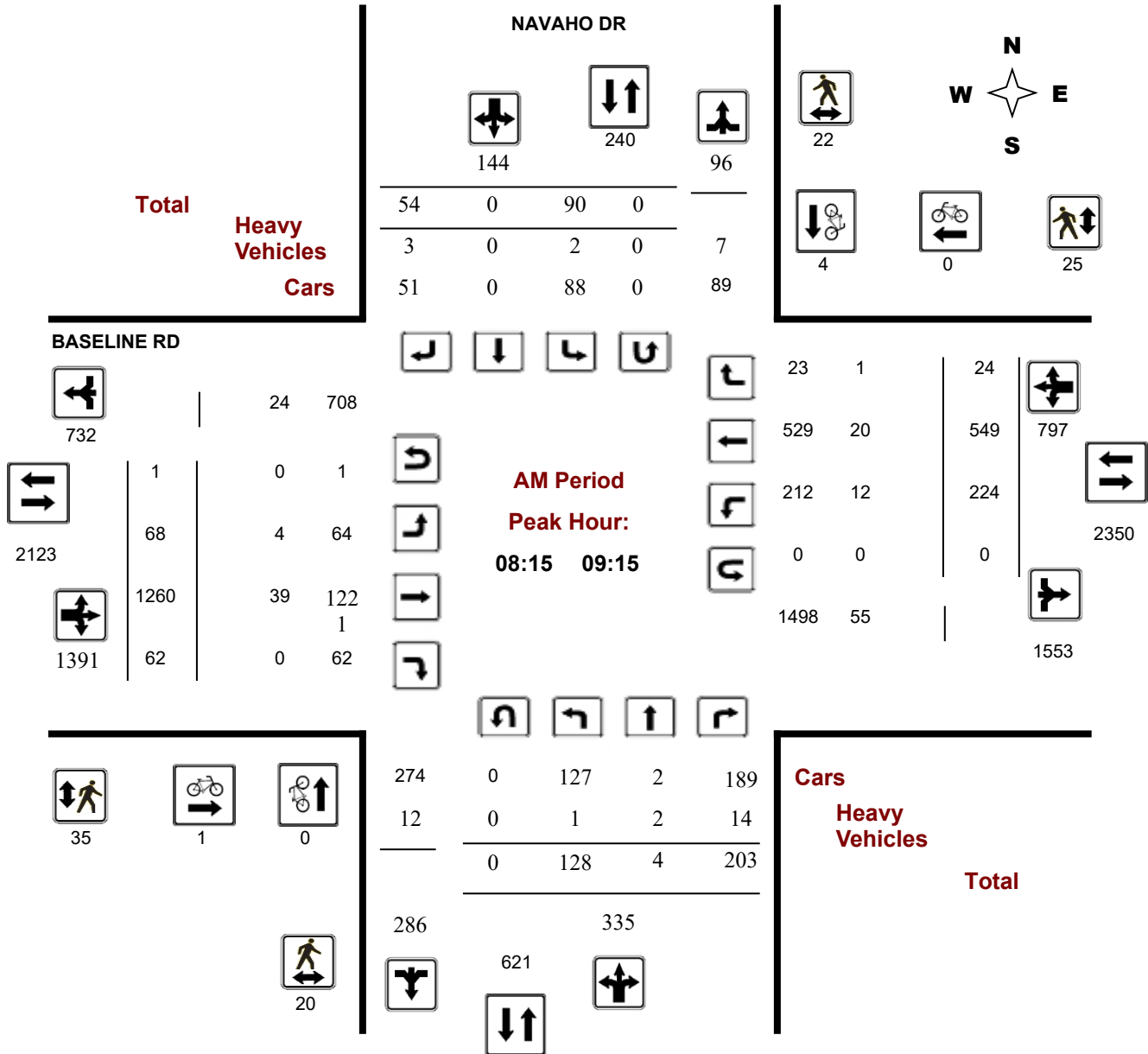
**Survey Date:** Wednesday, October 23, 2024

**WO No:** 42346

**Start Time:** 07:00

**Device:** Miovision

### AM Period Peak Hour Diagram



## Turning Movement Count - Study Results

### BASELINE RD @ NAVAHO DR

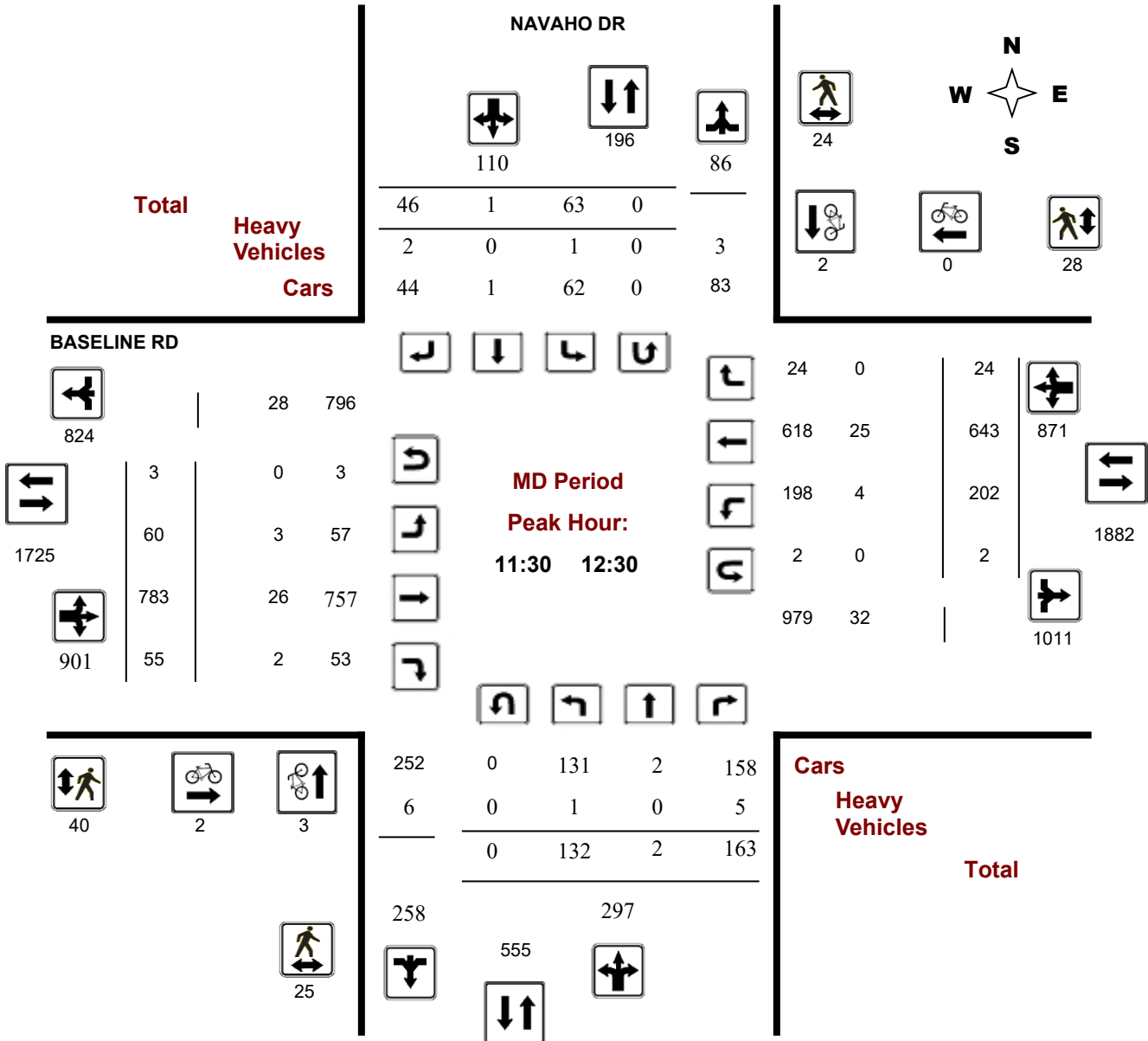
**Survey Date:** Wednesday, October 23, 2024

**WO No:** 42346

**Start Time:** 07:00

**Device:** Miovision

### MD Period Peak Hour Diagram



## Turning Movement Count - Study Results

### BASELINE RD @ NAVAHO DR

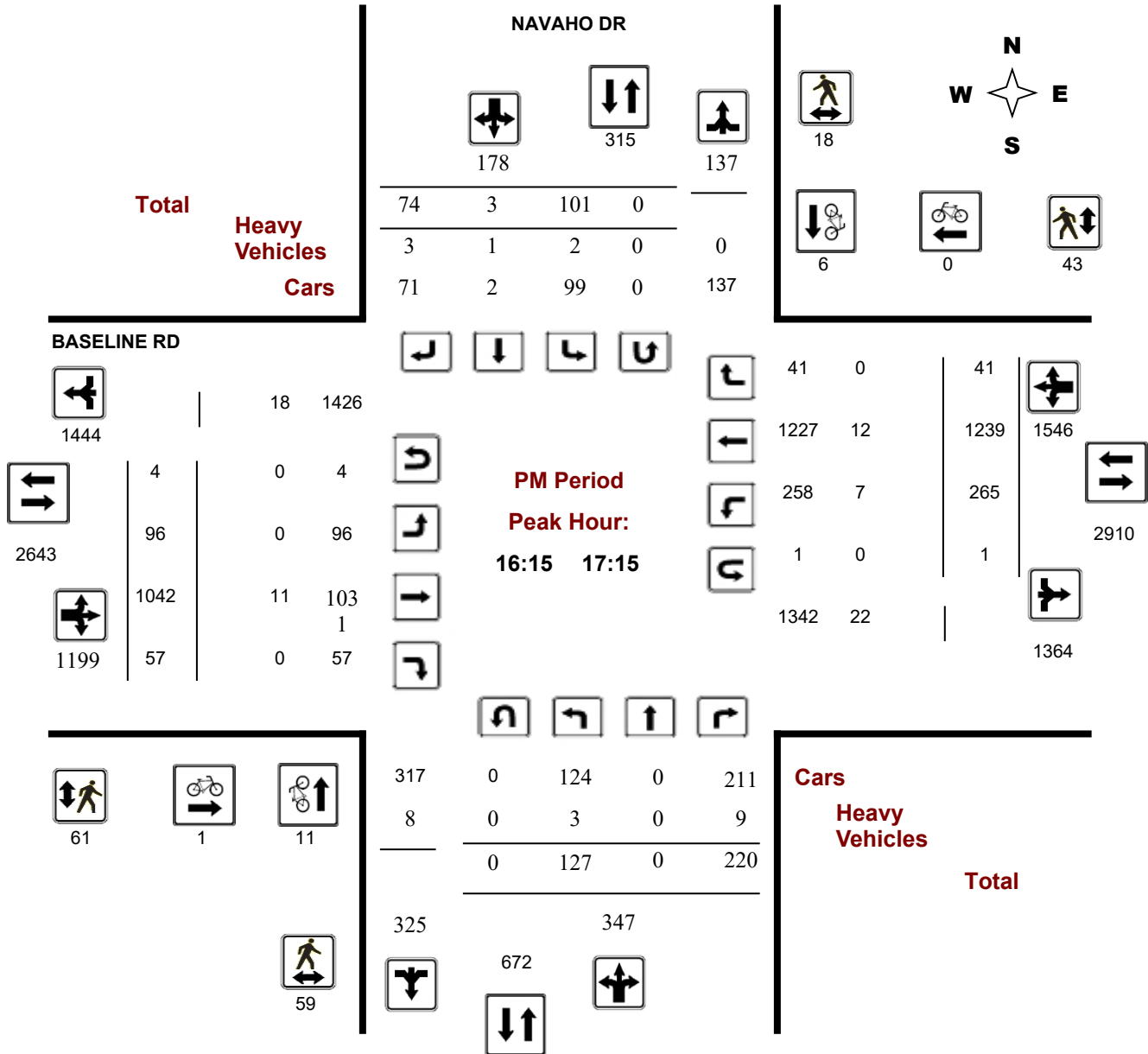
**Survey Date:** Wednesday, October 23, 2024

**WO No:** 42346

**Start Time:** 07:00

**Device:** Miovision

### PM Period Peak Hour Diagram





# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### BASELINE RD @ NAVAHO DR

**Survey Date:** Wednesday, October 23, 2024

**WO No:** 42346

**Start Time:** 07:00

**Device:** Miovision

### Full Study Summary (8 HR Standard)

**Survey Date:** Wednesday, October 23, 2024

**Total Observed U-Turns**

**AADT Factor**

Northbound: 0      Southbound: 0

.90

Eastbound: 22      Westbound: 6

NAVAHO DR										BASELINE RD										Grand Total
Period	Northbound			NB TOT	Southbound			SB TOT	STR TOT	Eastbound			EB TOT	Westbound			WB TOT	STR TOT		
	LT	ST	RT		LT	ST	RT			LT	ST	RT		LT	ST	RT				
07:00 08:00	128	0	133	261	81	1	46	128	389	54	1195	78	1327	173	465	17	655	1982	2371	
08:00 09:00	116	2	194	312	94	0	56	150	462	78	1227	77	1382	241	549	24	814	2196	2658	
09:00 10:00	135	2	157	294	62	2	46	110	404	65	957	33	1055	177	577	25	779	1834	2238	
11:30 12:30	132	2	163	297	63	1	46	110	407	60	783	55	898	202	643	24	869	1767	2174	
12:30 13:30	147	1	134	282	47	0	54	101	383	74	732	53	859	180	667	27	874	1733	2116	
15:00 16:00	154	0	200	354	81	1	75	157	511	83	874	40	997	207	1101	43	1351	2348	2859	
16:00 17:00	127	0	221	348	100	3	80	183	531	106	1023	58	1187	257	1181	47	1485	2672	3203	
17:00 18:00	123	0	203	326	85	10	77	172	498	85	914	47	1046	275	1204	44	1523	2569	3067	
<b>Sub Total</b>	1062	7	1405	2474	613	18	480	1111	3585	605	7705	441	8751	1712	6387	251	8350	17101	20686	
<b>U Turns</b>				0				0	0				22				6	28	28	
<b>Total</b>	1062	7	1405	2474	613	18	480	1111	3585	605	7705	441	8773	1712	6387	251	8356	17129	20714	
<b>EQ 12Hr</b>	1476	10	1953	3439	852	25	667	1544	4983	841	10710	613	12194	2380	8878	349	11615	23809	28792	
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.													<b>1.39</b>							
<b>AVG 12Hr</b>	1328	9	1758	3095	767	29	787	1390	4485	757	9639	552	10975	2142	7990	314	10454	21428	25913	
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.													<b>.90</b>							
<b>AVG 24Hr</b>	1740	12	2303	4054	1005	38	1031	1821	5875	992	12627	723	14377	2806	10467	411	13695	28071	33946	
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

### BASELINE RD @ NAVAHO DR

**Survey Date:** Wednesday, October 23, 2024

**WO No:** 42346

**Start Time:** 07:00

**Device:** Miovision

### Full Study 15 Minute Increments

#### NAVAHO DR

#### BASELINE RD

Northbound

Southbound

Eastbound

Westbound

Time Period	LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT	Grand Total
07:00 07:15	37	0	36	73	8	0	4	12	85	9	310	11	331	27	82	4	113	444	529
07:15 07:30	28	0	28	56	20	1	17	38	94	9	348	12	369	36	94	3	133	502	596
07:30 07:45	31	0	37	68	26	0	16	42	110	17	298	25	340	42	139	6	187	527	637
17:45 18:00	35	0	37	72	21	2	18	41	113	15	177	9	201	63	303	15	381	582	695
07:45 08:00	32	0	32	64	27	0	9	36	100	19	239	30	288	68	150	4	222	510	610
08:00 08:15	28	0	34	62	26	0	11	37	99	23	284	26	334	61	124	8	193	527	626
08:15 08:30	34	0	45	79	25	0	14	39	118	15	318	17	350	67	139	8	214	564	682
08:30 08:45	27	1	60	88	25	0	17	42	130	16	310	17	343	62	153	3	218	561	691
08:45 09:00	27	1	55	83	18	0	14	32	115	24	315	17	356	51	133	5	189	545	660
09:00 09:15	40	2	43	85	22	0	9	31	116	13	317	11	342	44	124	8	176	518	634
09:15 09:30	35	0	35	70	13	0	14	27	97	11	225	5	242	43	153	9	205	447	544
09:30 09:45	31	0	38	69	13	2	16	31	100	20	196	11	227	47	165	4	216	443	543
09:45 10:00	29	0	41	70	14	0	7	21	91	21	219	6	246	43	135	4	182	428	519
11:45 12:00	31	0	39	70	11	0	15	26	96	13	210	21	245	46	148	4	198	443	539
12:00 12:15	25	0	46	71	15	0	7	22	93	16	181	12	210	46	173	5	225	435	528
12:15 12:30	48	1	48	97	21	1	12	34	131	16	204	13	233	57	147	9	214	447	578
12:30 12:45	31	1	42	74	10	0	12	22	96	20	173	11	204	52	154	7	213	417	513
12:45 13:00	42	0	32	74	12	0	17	29	103	19	201	15	238	35	158	4	197	435	538
13:00 13:15	33	0	31	64	9	0	11	20	84	13	186	12	212	42	181	4	227	439	523
13:15 13:30	41	0	29	70	16	0	14	30	100	22	172	15	211	51	174	12	237	448	548
15:00 15:15	36	0	52	88	17	0	12	29	117	24	195	11	230	54	229	12	295	525	642
15:15 15:30	45	0	56	101	21	0	20	41	142	16	219	12	247	41	280	6	327	574	716
15:30 15:45	42	0	34	76	18	1	26	45	121	20	223	9	253	48	298	12	358	611	732
15:45 16:00	31	0	58	89	25	0	17	42	131	23	237	8	269	64	294	13	372	641	772
16:00 16:15	28	0	61	89	25	1	22	48	137	29	249	14	295	65	272	13	350	645	782
16:15 16:30	36	0	54	90	28	1	16	45	135	29	255	9	293	66	316	14	397	690	825
16:30 16:45	32	0	59	91	21	0	21	42	133	27	271	17	317	53	275	11	339	656	789
16:45 17:00	31	0	47	78	26	1	21	48	126	21	248	18	288	73	318	9	400	688	814
17:00 17:15	28	0	60	88	26	1	16	43	131	19	268	13	301	73	330	7	410	711	842
17:15 17:30	36	0	47	83	19	3	22	44	127	26	259	13	298	79	306	11	398	696	823
17:30 17:45	24	0	59	83	19	4	21	44	127	25	210	12	247	60	265	11	336	583	710
11:30 11:45	28	1	30	59	16	0	12	28	87	15	188	9	213	53	175	6	234	447	534
<b>Total:</b>	<b>1062</b>	<b>7</b>	<b>1405</b>	<b>2474</b>	<b>613</b>	<b>18</b>	<b>480</b>	<b>1111</b>	<b>3585</b>	<b>605</b>	<b>7705</b>	<b>441</b>	<b>8773</b>	<b>1712</b>	<b>6387</b>	<b>251</b>	<b>8356</b>	<b>17129</b>	<b>20,714</b>

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



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### BASELINE RD @ NAVAHO DR

**Survey Date:** Wednesday, October 23, 2024

**WO No:** 42346

**Start Time:** 07:00

**Device:** Miovision

### Full Study Cyclist Volume

Time Period	NAVAHO DR			BASELINE RD			Grand Total
	Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	
07:00 07:15	0	1	1	0	0	0	1
07:15 07:30	2	1	3	1	0	1	4
07:30 07:45	1	0	1	0	0	0	1
17:45 18:00	0	0	0	0	0	0	0
07:45 08:00	0	3	3	1	1	2	5
08:00 08:15	0	0	0	1	0	1	1
08:15 08:30	0	3	3	0	0	0	3
08:30 08:45	0	1	1	1	0	1	2
08:45 09:00	0	0	0	0	0	0	0
09:00 09:15	0	0	0	0	0	0	0
09:15 09:30	1	2	3	0	0	0	3
09:30 09:45	0	2	2	2	0	2	4
09:45 10:00	2	0	2	0	0	0	2
11:45 12:00	1	1	2	2	0	2	4
12:00 12:15	0	1	1	0	0	0	1
12:15 12:30	0	0	0	0	0	0	0
12:30 12:45	1	1	2	0	0	0	2
12:45 13:00	0	1	1	0	1	1	2
13:00 13:15	0	1	1	0	0	0	1
13:15 13:30	0	0	0	0	0	0	0
15:00 15:15	0	0	0	1	0	1	1
15:15 15:30	0	3	3	1	1	2	5
15:30 15:45	1	0	1	1	1	2	3
15:45 16:00	1	3	4	0	0	0	4
16:00 16:15	4	2	6	0	0	0	6
16:15 16:30	4	0	4	0	0	0	4
16:30 16:45	5	2	7	1	0	1	8
16:45 17:00	1	1	2	0	0	0	2
17:00 17:15	1	3	4	0	0	0	4
17:15 17:30	1	0	1	1	0	1	2
17:30 17:45	3	1	4	0	0	0	4
11:30 11:45	2	0	2	0	0	0	2
<b>Total</b>	<b>31</b>	<b>33</b>	<b>64</b>	<b>13</b>	<b>4</b>	<b>17</b>	<b>81</b>



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### BASELINE RD @ NAVAHO DR

**Survey Date:** Wednesday, October 23, 2024

**WO No:** 42346

**Start Time:** 07:00

**Device:** Miovision

### Full Study Pedestrian Volume

#### NAVAHO DR

#### BASELINE RD

Time Period	NB Approach (E or W Crossing)	SB Approach (E or W Crossing)	Total	EB Approach (N or S Crossing)	WB Approach (N or S Crossing)	Total	Grand Total
07:00 07:15	7	1	8	7	6	13	21
07:15 07:30	4	5	9	6	11	17	26
07:30 07:45	11	6	17	13	21	34	51
17:45 18:00	23	10	33	16	21	37	70
07:45 08:00	8	7	15	12	14	26	41
08:00 08:15	4	4	8	10	7	17	25
08:15 08:30	5	8	13	13	8	21	34
08:30 08:45	4	0	4	4	3	7	11
08:45 09:00	4	5	9	7	5	12	21
09:00 09:15	7	9	16	11	9	20	36
09:15 09:30	7	0	7	4	2	6	13
09:30 09:45	13	4	17	11	5	16	33
09:45 10:00	7	6	13	8	7	15	28
11:45 12:00	8	7	15	8	4	12	27
12:00 12:15	2	8	10	10	6	16	26
12:15 12:30	11	5	16	10	12	22	38
12:30 12:45	6	1	7	2	4	6	13
12:45 13:00	9	4	13	10	8	18	31
13:00 13:15	14	2	16	9	10	19	35
13:15 13:30	6	7	13	10	9	19	32
15:00 15:15	20	8	28	19	14	33	61
15:15 15:30	24	6	30	9	9	18	48
15:30 15:45	16	7	23	10	14	24	47
15:45 16:00	9	10	19	14	17	31	50
16:00 16:15	17	4	21	14	18	32	53
16:15 16:30	7	5	12	9	13	22	34
16:30 16:45	28	5	33	21	11	32	65
16:45 17:00	12	6	18	17	11	28	46
17:00 17:15	12	2	14	14	8	22	36
17:15 17:30	17	4	21	9	24	33	54
17:30 17:45	15	9	24	10	26	36	60
11:30 11:45	4	4	8	12	6	18	26
<b>Total .....</b>	<b>341</b>	<b>169</b>	<b>510</b>	<b>339</b>	<b>343</b>	<b>682</b>	<b>1192</b>



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### BASELINE RD @ NAVAHO DR

**Survey Date:** Wednesday, October 23, 2024

**WO No:** 42346

**Start Time:** 07:00

**Device:** Miovision

### Full Study Heavy Vehicles

#### NAVAHO DR

#### BASELINE RD

Northbound

Southbound

Eastbound

Westbound

Time Period	Northbound			N TOT	Southbound			S TOT	STR TOT	Eastbound			E TOT	Westbound			W TOT	STR TOT	Grand Total
	LT	ST	RT		LT	ST	RT			LT	ST	RT		LT	ST	RT			
07:00 07:15	0	0	1	1	0	0	0	0	1	0	6	0	6	2	6	0	8	14	15
07:15 07:30	0	0	2	2	0	1	0	1	3	0	4	0	4	5	5	1	11	15	18
07:30 07:45	1	0	1	2	1	0	0	1	3	0	5	0	5	3	2	0	5	10	13
17:45 18:00	0	0	1	1	0	0	0	0	1	0	2	0	2	3	2	0	5	7	8
07:45 08:00	2	0	4	6	0	0	0	0	6	1	8	0	9	7	3	0	10	19	25
08:00 08:15	0	0	4	4	2	0	0	2	6	1	8	0	9	2	8	0	10	19	25
08:15 08:30	0	0	6	6	0	0	2	2	8	0	9	0	9	2	4	1	7	16	24
08:30 08:45	1	0	2	3	0	0	1	1	4	2	8	0	10	4	7	0	11	21	25
08:45 09:00	0	1	4	5	2	0	0	2	7	1	9	0	10	4	6	0	10	20	27
09:00 09:15	0	1	2	3	0	0	0	0	3	1	13	0	14	2	3	0	5	19	22
09:15 09:30	0	0	2	2	0	0	0	0	2	0	9	0	9	0	8	1	9	18	20
09:30 09:45	1	0	3	4	0	0	0	0	4	0	7	0	7	2	7	0	9	16	20
09:45 10:00	1	0	2	3	0	0	0	0	3	0	7	1	8	1	4	0	5	13	16
11:45 12:00	0	0	1	1	1	0	0	1	2	0	6	0	6	2	6	0	8	14	16
12:00 12:15	0	0	2	2	0	0	0	0	2	1	9	2	12	1	9	0	10	22	24
12:15 12:30	1	0	1	2	0	0	2	2	4	1	2	0	3	0	4	0	4	7	11
12:30 12:45	0	0	3	3	1	0	0	1	4	1	5	1	7	2	2	1	5	12	16
12:45 13:00	1	0	1	2	0	0	0	0	2	0	1	0	1	3	2	0	5	6	8
13:00 13:15	0	0	2	2	0	0	1	1	3	0	3	0	3	3	5	0	8	11	14
13:15 13:30	0	0	2	2	0	0	0	0	2	0	4	0	4	0	3	0	3	7	9
15:00 15:15	1	0	4	5	0	0	1	1	6	0	13	0	13	1	3	0	4	17	23
15:15 15:30	1	0	3	4	0	0	0	0	4	0	3	0	3	2	8	0	10	13	17
15:30 15:45	0	0	0	0	0	0	0	0	0	0	7	0	7	1	9	0	10	17	17
15:45 16:00	0	0	5	5	0	0	0	0	5	1	6	0	7	2	4	0	6	13	18
16:00 16:15	0	0	3	3	0	1	0	1	4	1	3	1	5	5	5	0	10	15	19
16:15 16:30	1	0	0	1	0	0	1	1	2	0	3	0	3	1	3	0	4	7	9
16:30 16:45	2	0	4	6	0	0	0	0	6	0	5	0	5	2	6	0	8	13	19
16:45 17:00	0	0	1	1	2	1	2	5	6	0	0	0	0	1	1	0	2	2	8
17:00 17:15	0	0	4	4	0	0	0	0	4	0	3	0	3	3	2	0	5	8	12
17:15 17:30	0	0	2	2	0	1	0	1	3	0	3	0	3	1	0	0	1	4	7
17:30 17:45	0	0	3	3	0	0	0	0	3	0	4	0	4	1	2	0	3	7	10
11:30 11:45	0	0	1	1	0	0	0	0	1	1	9	0	10	1	6	0	7	17	18
Total: None	13	2	76	91	9	4	10	23	114	12	184	5	201	69	145	4	218	419	533



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### BASELINE RD @ NAVAHO DR

**Survey Date:** Wednesday, October 23, 2024

**WO No:** 42346

**Start Time:** 07:00

**Device:** Miovision

### Full Study 15 Minute U-Turn Total

NAVAHO DR

BASELINE RD

Time Period		Northbound U-Turn Total	Southbound U-Turn Total	Eastbound U-Turn Total	Westbound U-Turn Total	Total
07:00	07:15	0	0	1	0	1
07:15	07:30	0	0	0	0	0
07:30	07:45	0	0	0	0	0
17:45	18:00	0	0	0	0	0
07:45	08:00	0	0	0	0	0
08:00	08:15	0	0	1	0	1
08:15	08:30	0	0	0	0	0
08:30	08:45	0	0	0	0	0
08:45	09:00	0	0	0	0	0
09:00	09:15	0	0	1	0	1
09:15	09:30	0	0	1	0	1
09:30	09:45	0	0	0	0	0
09:45	10:00	0	0	0	0	0
11:45	12:00	0	0	1	0	1
12:00	12:15	0	0	1	1	2
12:15	12:30	0	0	0	1	1
12:30	12:45	0	0	0	0	0
12:45	13:00	0	0	3	0	3
13:00	13:15	0	0	1	0	1
13:15	13:30	0	0	2	0	2
15:00	15:15	0	0	0	0	0
15:15	15:30	0	0	0	0	0
15:30	15:45	0	0	1	0	1
15:45	16:00	0	0	1	1	2
16:00	16:15	0	0	3	0	3
16:15	16:30	0	0	0	1	1
16:30	16:45	0	0	2	0	2
16:45	17:00	0	0	1	0	1
17:00	17:15	0	0	1	0	1
17:15	17:30	0	0	0	2	2
17:30	17:45	0	0	0	0	0
11:30	11:45	0	0	1	0	1
Total		0	0	22	6	28

## Turning Movement Count - Study Results

### NAVAHO DR @ WOODROFFE AVE/TRANSITWAY N BASELINE STN

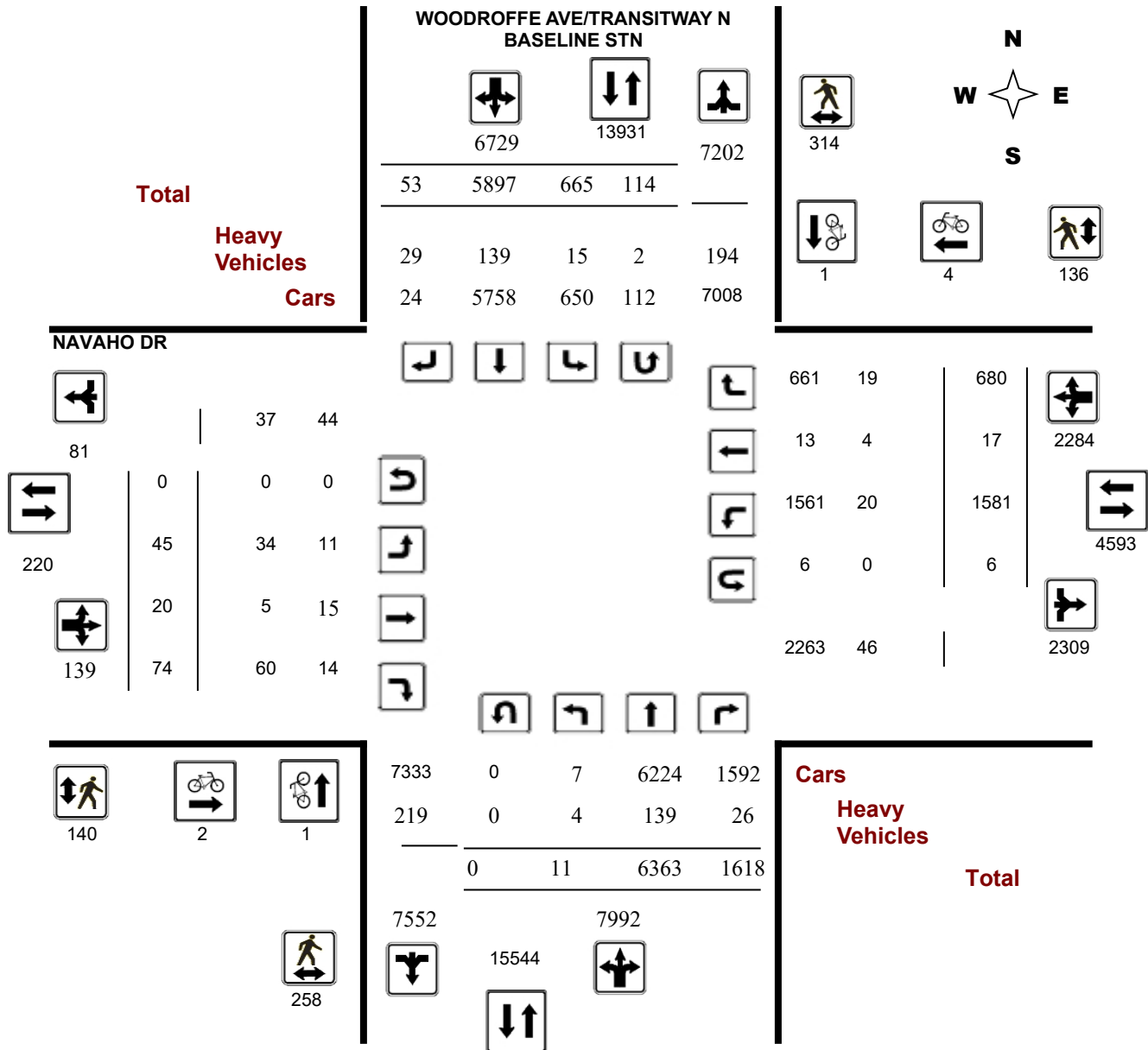
**Survey Date:** Wednesday, February 16, 2022

**WO No:** 40139

**Start Time:** 07:00

**Device:** Miovision

### Full Study Diagram



## Turning Movement Count - Study Results

### NAVAHO DR @ WOODROFFE AVE/TRANSITWAY N BASELINE STN

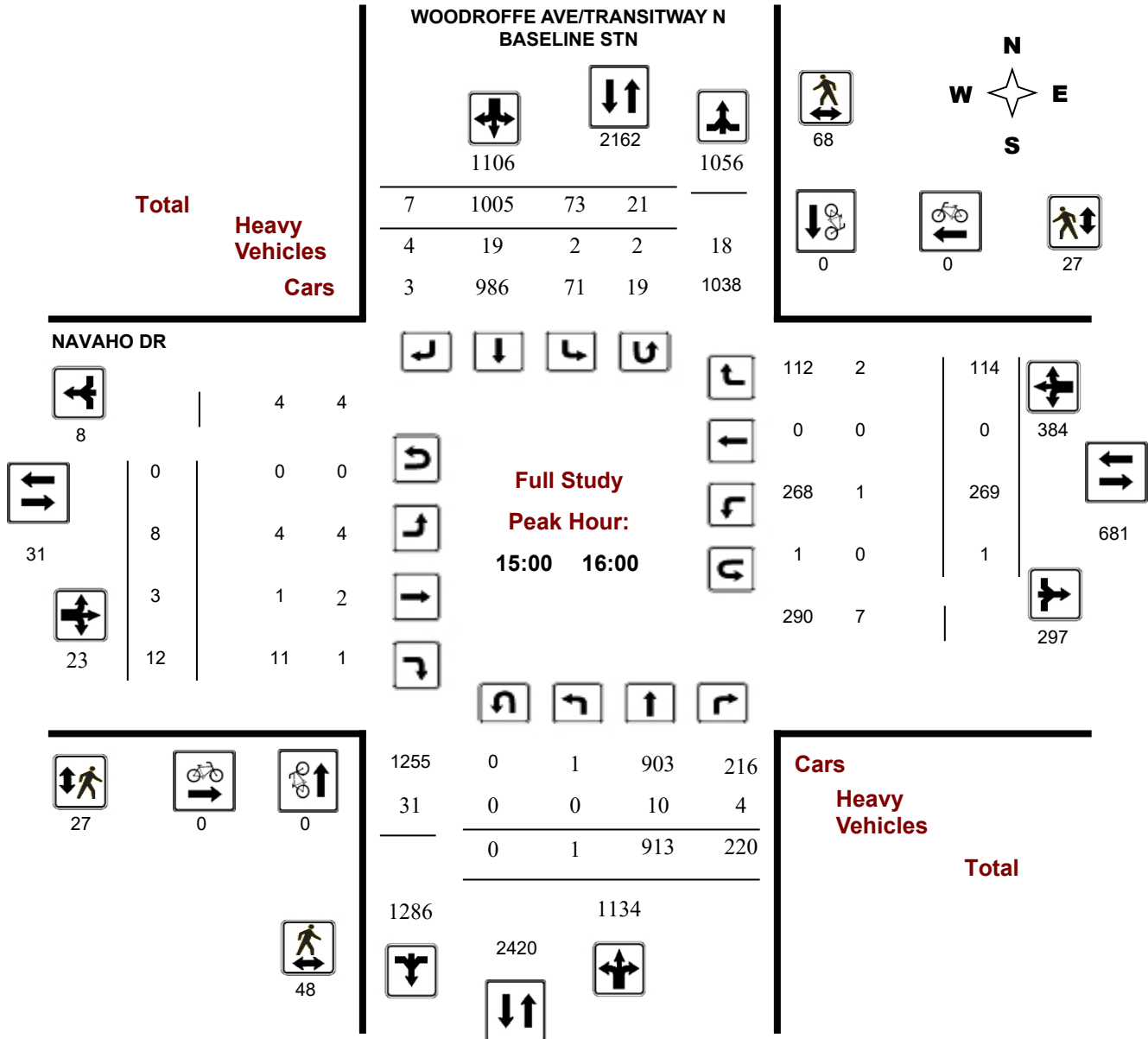
**Survey Date:** Wednesday, February 16, 2022

**WO No:** 40139

**Start Time:** 07:00

**Device:** Miovision

### Full Study Peak Hour Diagram



## Turning Movement Count - Study Results

### NAVAHO DR @ WOODROFFE AVE/TRANSITWAY N BASELINE STN

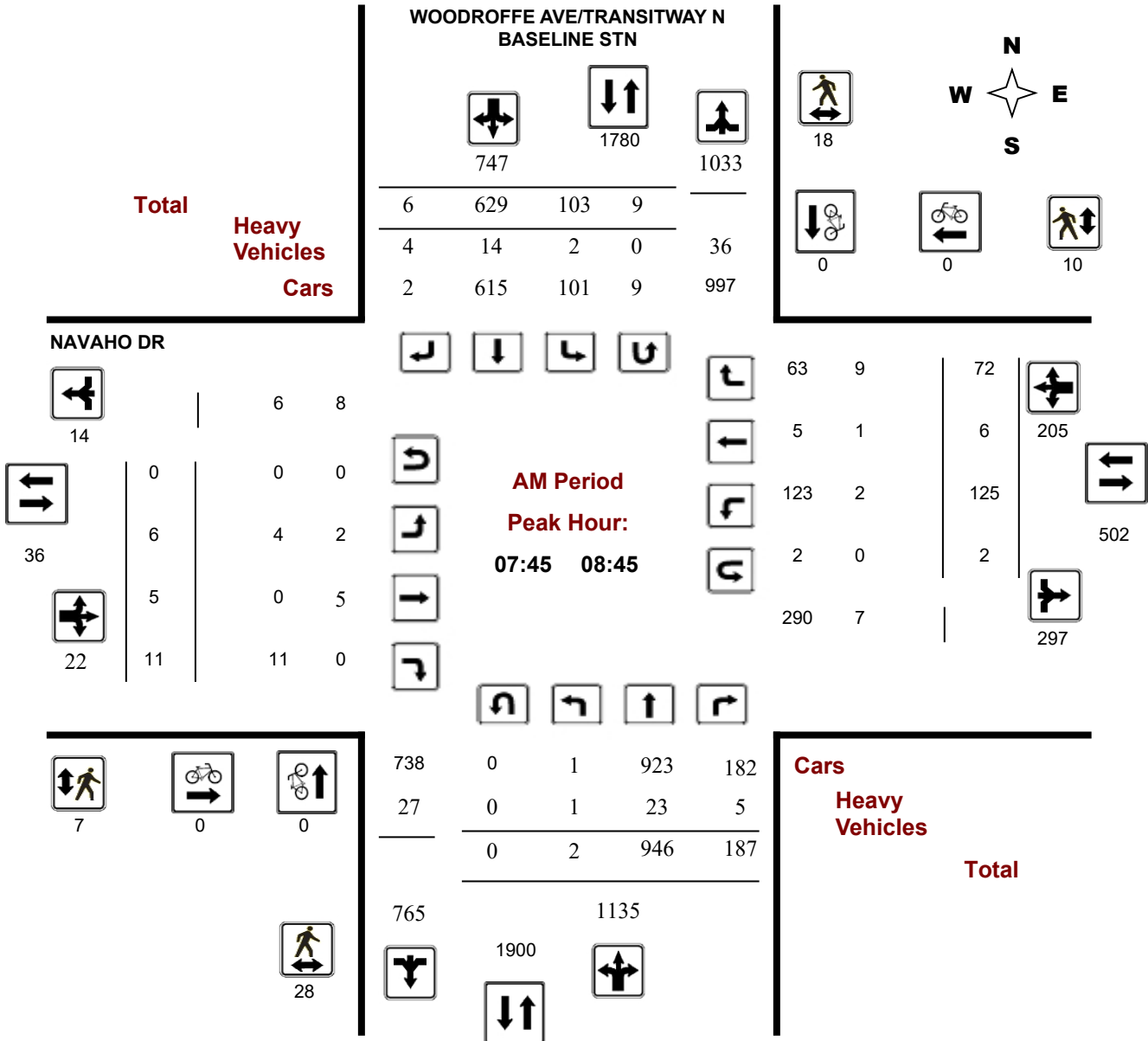
**Survey Date:** Wednesday, February 16, 2022

**WO No:** 40139

**Start Time:** 07:00

**Device:** Miovision

### AM Period Peak Hour Diagram



## Turning Movement Count - Study Results

### NAVAHO DR @ WOODROFFE AVE/TRANSITWAY N BASELINE STN

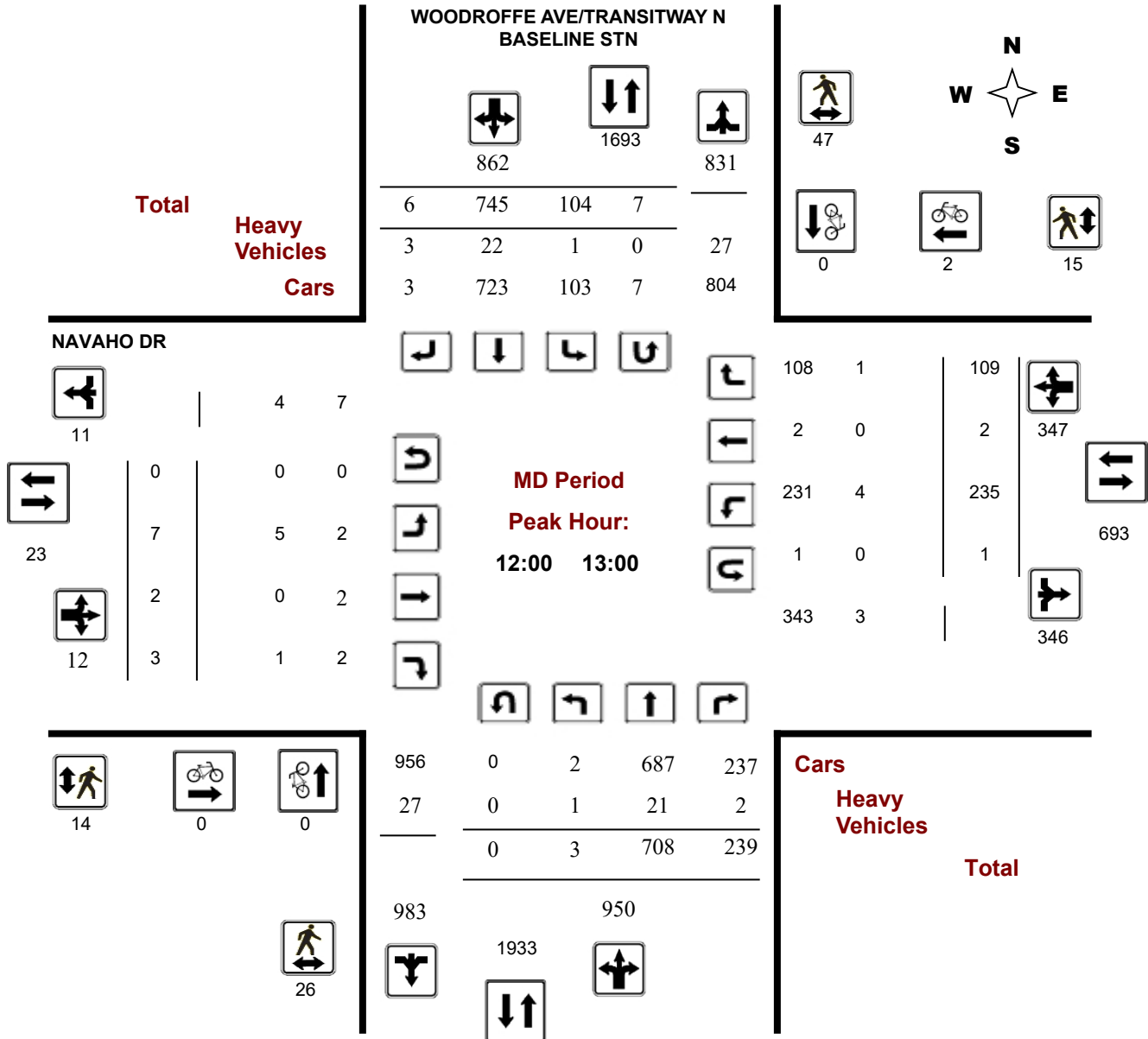
**Survey Date:** Wednesday, February 16, 2022

**WO No:** 40139

**Start Time:** 07:00

**Device:** Miovision

### MD Period Peak Hour Diagram



## Turning Movement Count - Study Results

### NAVAHO DR @ WOODROFFE AVE/TRANSITWAY N BASELINE STN

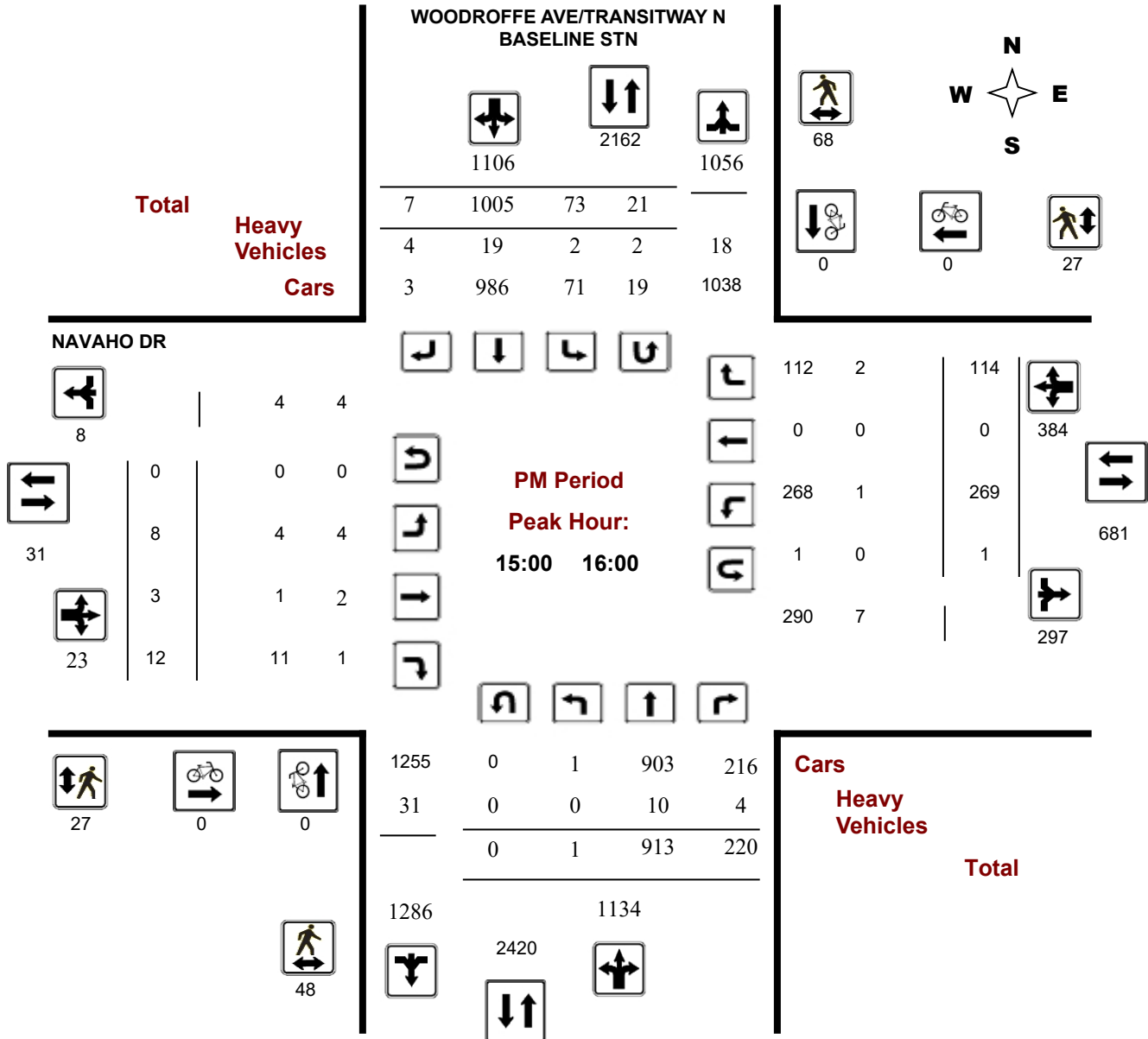
**Survey Date:** Wednesday, February 16, 2022

**WO No:** 40139

**Start Time:** 07:00

**Device:** Miovision

### PM Period Peak Hour Diagram





# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### NAVAHO DR @ WOODROFFE AVE/TRANSITWAY N BASELINE STN

**Survey Date:** Wednesday, February 16, 2022

**WO No:** 40139

**Start Time:** 07:00

**Device:** Miovision

### Full Study Summary (8 HR Standard)

**Survey Date:** Wednesday, February 16, 2022

**Total Observed U-Turns**

**AADT Factor**

Northbound: 0      Southbound: 114

Eastbound: 0      Westbound: 6

1.00

WOODROFFE AVE/TRANSITWAY N BASELINE  
STN

NAVAHO DR

Period	Northbound					Southbound					Eastbound				Westbound			STR TOT	Grand Total
	LT	ST	RT	NB TOT	STR TOT	LT	ST	RT	SB TOT	STR TOT	LT	ST	RT	EB TOT	WB TOT	STR TOT			
07:00 08:00	1	837	147	985	101	492	10	603	1588	5	5	15	25	79	3	44	126	151	1739
08:00 09:00	2	939	193	1134	93	612	8	713	1847	5	6	7	18	127	7	82	216	234	2081
09:00 10:00	2	765	189	956	55	552	5	612	1568	6	1	4	11	140	2	66	208	219	1787
11:30 12:30	1	693	244	938	106	703	7	816	1754	6	0	3	9	217	2	96	315	324	2078
12:30 13:30	3	708	209	920	86	744	7	837	1757	8	4	4	16	226	2	98	326	342	2099
15:00 16:00	1	913	220	1134	73	1005	7	1085	2219	8	3	12	23	269	0	114	383	406	2625
16:00 17:00	0	787	201	988	67	823	6	896	1884	4	0	15	19	283	0	102	385	404	2288
17:00 18:00	1	721	215	937	84	966	3	1053	1990	3	1	14	18	240	1	78	319	337	2327
<b>Sub Total</b>	11	6363	1618	7992	665	5897	53	6615	14607	45	20	74	139	1581	17	680	2278	2417	17024
<b>U Turns</b>				0				114	114				0			6	6	120	
<b>Total</b>	11	6363	1618	7992	665	5897	53	6729	14721	45	20	74	139	1581	17	680	2284	2423	17144

**EQ 12Hr**    15    8845    2249    11109    924    8197    74    9353    20462    63    28    103    193    2198    24    945    3175    3368    23830  
 Note: These values are calculated by multiplying the totals by the appropriate expansion factor.      **1.39**

**AVG 12Hr**    15    8845    2249    11109    924    10738    97    9353    20462    63    28    103    193    2198    24    945    3175    3368    23830  
 Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.      **1.00**

**AVG 24Hr**    20    11587    2946    14553    1210    14067    127    12252    26805    83    37    135    253    2879    31    1238    4159    4412    31217  
 Note: These volumes are calculated by multiplying the Average Daily 12 hr. totals by 12 to 24 expansion factor.      **1.31**

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



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### NAVAHO DR @ WOODROFFE AVE/TRANSITWAY N BASELINE STN

**Survey Date:** Wednesday, February 16, 2022

**WO No:** 40139

**Start Time:** 07:00

**Device:** Miovision

### Full Study 15 Minute Increments

#### WOODROFFE AVE/TRANSITWAY N BASELINE STN

#### NAVAHO DR

Northbound

Southbound

Eastbound

Westbound

Time Period	LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT	Grand Total
07:00 07:15	1	171	30	202	12	93	3	112	314	2	0	2	4	21	1	7	29	33	347
07:15 07:30	0	199	34	233	31	107	1	142	375	1	2	4	7	16	0	10	26	33	408
07:30 07:45	0	228	35	263	26	122	5	153	416	1	3	4	8	18	2	12	32	40	456
07:45 08:00	0	239	48	287	32	170	1	205	492	1	0	5	6	24	0	15	41	47	539
08:00 08:15	1	230	45	276	26	122	1	149	425	0	2	2	4	37	4	15	56	60	485
17:45 18:00	0	145	52	197	30	221	1	256	453	0	0	3	3	59	0	19	78	81	534
09:30 09:45	0	175	49	224	16	147	0	166	390	1	0	0	1	35	0	18	53	54	444
08:15 08:30	1	246	47	294	25	162	2	192	486	4	1	2	7	33	0	20	53	60	546
08:30 08:45	0	231	47	278	20	175	2	201	479	1	2	2	5	31	2	22	55	60	539
08:45 09:00	0	232	54	286	22	153	3	180	466	0	1	1	2	26	1	25	52	54	520
09:00 09:15	0	207	51	258	14	137	0	154	412	2	1	1	4	26	1	16	43	47	459
09:15 09:30	0	194	39	233	16	133	3	152	385	2	0	0	2	35	0	17	52	54	439
09:45 10:00	2	189	50	241	9	135	2	148	389	1	0	3	4	44	1	15	60	64	453
11:30 11:45	0	179	52	231	26	156	1	185	416	2	0	0	2	57	0	19	77	79	495
11:45 12:00	0	165	64	229	23	187	2	214	443	1	0	2	3	47	1	26	74	77	520
12:00 12:15	1	163	59	223	33	184	1	219	442	2	0	1	3	58	1	22	81	84	526
12:15 12:30	0	186	69	255	24	176	3	205	460	1	0	0	1	55	0	29	84	85	545
12:30 12:45	1	198	46	245	28	184	1	213	458	2	0	1	3	58	1	30	90	93	551
12:45 13:00	1	161	65	227	19	201	1	225	452	2	2	1	5	64	0	28	92	97	549
13:00 13:15	1	179	55	235	17	168	5	190	425	2	1	2	5	45	1	20	66	71	496
13:15 13:30	0	170	43	213	22	191	0	215	428	2	1	0	3	59	0	20	79	82	510
15:00 15:15	0	211	63	274	13	239	4	261	535	2	1	3	6	62	0	31	93	99	634
15:15 15:30	1	245	43	289	18	269	0	294	583	2	1	3	6	57	0	30	87	93	676
15:30 15:45	0	233	52	285	21	248	3	276	561	1	1	5	7	72	0	32	105	112	673
15:45 16:00	0	224	62	286	21	249	0	275	561	3	0	1	4	78	0	21	99	103	664
16:00 16:15	0	213	49	262	8	106	2	121	383	1	0	4	5	68	0	31	99	104	487
16:15 16:30	0	204	44	248	16	227	2	248	496	3	0	2	5	73	0	29	102	107	603
16:30 16:45	0	186	47	233	21	258	2	284	517	0	0	4	4	79	0	24	103	107	624
16:45 17:00	0	184	61	245	22	232	0	263	508	0	0	5	5	63	0	18	81	86	594
17:00 17:15	0	195	56	251	15	231	0	264	515	0	0	4	4	61	0	24	86	90	605
17:15 17:30	0	191	56	247	15	246	1	268	515	2	0	2	4	73	0	18	91	95	610
17:30 17:45	1	190	51	242	24	268	1	299	541	1	1	5	7	47	1	17	65	72	613
Total:	11	6363	1618	7992	665	5897	53	6729	14721	45	20	74	139	1581	17	680	2284	2423	17,144

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



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### NAVAHO DR @ WOODROFFE AVE/TRANSITWAY N BASELINE STN

**Survey Date:** Wednesday, February 16, 2022

**WO No:** 40139

**Start Time:** 07:00

**Device:** Miovision

### Full Study Cyclist Volume

WOODROFFE AVE/TRANSITWAY N  
BASELINE STN

NAVAHO DR

Time Period	Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	Grand Total
07:00 07:15	0	0	0	1	0	1	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	0	0	0	0	0	0	0
08:00 08:15	0	0	0	0	0	0	0
17:45 18:00	0	0	0	0	0	0	0
09:30 09:45	0	0	0	0	0	0	0
08:15 08:30	0	0	0	0	0	0	0
08:30 08:45	0	0	0	0	0	0	0
08:45 09:00	0	0	0	0	1	1	1
09:00 09:15	0	0	0	0	0	0	0
09:15 09:30	0	0	0	0	0	0	0
09:45 10:00	0	0	0	0	0	0	0
11:30 11:45	0	0	0	1	0	1	1
11:45 12:00	1	0	1	0	0	0	1
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	2	2	2
13:00 13:15	0	0	0	0	0	0	0
13:15 13:30	0	0	0	0	0	0	0
15:00 15:15	0	0	0	0	0	0	0
15:15 15:30	0	0	0	0	0	0	0
15:30 15:45	0	0	0	0	0	0	0
15:45 16:00	0	0	0	0	0	0	0
16:00 16:15	0	0	0	0	0	0	0
16:15 16:30	0	0	0	0	0	0	0
16:30 16:45	0	0	0	0	0	0	0
16:45 17:00	0	1	1	0	1	1	2
17:00 17:15	0	0	0	0	0	0	0
17:15 17:30	0	0	0	0	0	0	0
17:30 17:45	0	0	0	0	0	0	0
<b>Total</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>6</b>	<b>8</b>



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### NAVAHO DR @ WOODROFFE AVE/TRANSITWAY N BASELINE STN

**Survey Date:** Wednesday, February 16, 2022

**WO No:** 40139

**Start Time:** 07:00

**Device:** Miovision

### Full Study Pedestrian Volume

#### WOODROFFE AVE/TRANSITWAY N BASELINE STN

#### NAVAHO DR

Time Period	NB Approach (E or W Crossing)	SB Approach (E or W Crossing)	Total	EB Approach (N or S Crossing)	WB Approach (N or S Crossing)	Total	Grand Total
07:00 07:15	5	4	9	1	4	5	14
07:15 07:30	7	1	8	0	0	0	8
07:30 07:45	4	4	8	1	0	1	9
07:45 08:00	8	1	9	1	0	1	10
08:00 08:15	5	5	10	2	3	5	15
17:45 18:00	4	14	18	10	3	13	31
09:30 09:45	4	2	6	1	4	5	11
08:15 08:30	6	4	10	1	2	3	13
08:30 08:45	9	8	17	3	5	8	25
08:45 09:00	3	9	12	6	2	8	20
09:00 09:15	3	6	9	5	3	8	17
09:15 09:30	5	8	13	3	1	4	17
09:45 10:00	4	1	5	0	1	1	6
11:30 11:45	7	15	22	8	5	13	35
11:45 12:00	11	9	20	3	4	7	27
12:00 12:15	16	13	29	3	5	8	37
12:15 12:30	5	12	17	5	4	9	26
12:30 12:45	4	12	16	1	2	3	19
12:45 13:00	1	10	11	5	4	9	20
13:00 13:15	9	16	25	10	2	12	37
13:15 13:30	8	14	22	3	4	7	29
15:00 15:15	7	17	24	10	6	16	40
15:15 15:30	17	21	38	8	9	17	55
15:30 15:45	10	16	26	5	5	10	36
15:45 16:00	14	14	28	4	7	11	39
16:00 16:15	15	12	27	6	4	10	37
16:15 16:30	14	7	21	5	11	16	37
16:30 16:45	9	12	21	6	10	16	37
16:45 17:00	15	6	21	5	12	17	38
17:00 17:15	8	15	23	5	6	11	34
17:15 17:30	11	15	26	8	6	14	40
17:30 17:45	10	11	21	6	2	8	29
<b>Total .....</b>	<b>258</b>	<b>314</b>	<b>572</b>	<b>140</b>	<b>136</b>	<b>276</b>	<b>848</b>



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### NAVAHO DR @ WOODROFFE AVE/TRANSITWAY N BASELINE STN

**Survey Date:** Wednesday, February 16, 2022

**WO No:** 40139

**Start Time:** 07:00

**Device:** Miovision

### Full Study Heavy Vehicles

**WOODROFFE AVE/TRANSITWAY N  
BASELINE STN**

**NAVAHO DR**

Time Period	Northbound			Southbound			Eastbound			Westbound			W TOT	STR TOT	Grand Total				
	LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT				E TOT	LT	ST	RT
07:00 07:15	0	11	1	12	0	2	1	3	15	1	0	1	2	1	0	0	1	3	18
07:15 07:30	0	7	0	7	1	9	0	10	17	1	2	4	7	0	0	0	0	7	24
07:30 07:45	0	8	2	10	0	5	3	8	18	1	1	3	5	0	1	2	3	8	26
07:45 08:00	0	5	2	7	0	4	1	5	12	0	0	5	5	0	0	5	5	10	22
08:00 08:15	0	6	0	6	1	6	0	7	13	0	0	2	2	0	1	1	2	4	17
17:45 18:00	0	2	0	2	0	1	1	2	4	0	0	2	2	0	0	0	0	2	6
09:30 09:45	0	6	1	7	0	2	0	2	9	1	0	0	1	0	0	0	0	1	10
08:15 08:30	1	7	2	10	0	1	2	3	13	3	0	2	5	1	0	2	3	8	21
08:30 08:45	0	5	1	6	1	3	1	5	11	1	0	2	3	1	0	1	2	5	16
08:45 09:00	0	9	0	9	1	13	2	16	25	0	0	1	1	1	0	1	2	3	28
09:00 09:15	0	3	1	4	1	9	0	10	14	2	0	1	3	1	1	1	3	6	20
09:15 09:30	0	5	0	5	1	5	3	9	14	2	0	0	2	1	0	1	2	4	18
09:45 10:00	2	5	1	8	2	9	1	12	20	1	0	2	3	0	1	0	1	4	24
11:30 11:45	0	1	1	2	1	3	1	5	7	2	0	0	2	0	0	0	0	2	9
11:45 12:00	0	10	1	11	2	6	2	10	21	1	0	0	1	0	0	0	0	1	22
12:00 12:15	0	4	1	5	0	5	1	6	11	1	0	0	1	4	0	0	4	5	16
12:15 12:30	0	4	1	5	1	5	1	7	12	1	0	0	1	0	0	0	0	1	13
12:30 12:45	1	8	0	9	0	11	1	12	21	1	0	1	2	0	0	0	0	2	23
12:45 13:00	0	5	0	5	0	1	0	1	6	2	0	0	2	0	0	1	1	3	9
13:00 13:15	0	3	1	4	0	5	1	6	10	2	1	1	4	2	0	0	2	6	16
13:15 13:30	0	4	2	6	0	5	0	5	11	2	0	0	2	1	0	1	2	4	15
15:00 15:15	0	2	2	4	1	7	2	10	14	1	1	2	4	0	0	1	1	5	19
15:15 15:30	0	2	0	2	0	5	0	7	9	1	0	3	4	0	0	0	0	4	13
15:30 15:45	0	3	0	3	1	4	2	7	10	1	0	5	6	0	0	1	1	7	17
15:45 16:00	0	3	2	5	0	3	0	3	8	1	0	1	2	1	0	0	1	3	11
16:00 16:15	0	3	1	4	1	0	0	1	5	1	0	4	5	1	0	0	1	6	11
16:15 16:30	0	2	1	3	0	1	1	2	5	1	0	1	2	1	0	0	1	3	8
16:30 16:45	0	1	0	1	0	1	1	2	3	0	0	3	3	1	0	1	2	5	8
16:45 17:00	0	1	0	1	0	3	0	3	4	0	0	4	4	0	0	0	0	4	8
17:00 17:15	0	1	1	2	0	2	0	2	4	0	0	3	3	0	0	0	0	3	7
17:15 17:30	0	2	1	3	0	2	1	3	6	2	0	2	4	3	0	0	3	7	13
17:30 17:45	0	1	0	1	0	1	0	1	2	1	0	5	6	0	0	0	0	6	8
Total: None	4	139	26	169	15	139	29	185	354	34	5	60	99	20	4	19	43	142	496



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### NAVAHO DR @ WOODROFFE AVE/TRANSITWAY N BASELINE STN

**Survey Date:** Wednesday, February 16, 2022

**WO No:** 40139

**Start Time:** 07:00

**Device:** Miovision

### Full Study 15 Minute U-Turn Total

Time Period		WOODROFFE AVE/TRANSITWAY N		NAVAHO DR		Total
		BASELINE STN Northbound U-Turn Total	Southbound U-Turn Total	Eastbound U-Turn Total	Westbound U-Turn Total	
07:00	07:15	0	4	0	0	4
07:15	07:30	0	3	0	0	3
07:30	07:45	0	0	0	0	0
07:45	08:00	0	2	0	2	4
08:00	08:15	0	0	0	0	0
17:45	18:00	0	4	0	0	4
09:30	09:45	0	3	0	0	3
08:15	08:30	0	3	0	0	3
08:30	08:45	0	4	0	0	4
08:45	09:00	0	2	0	0	2
09:00	09:15	0	3	0	0	3
09:15	09:30	0	0	0	0	0
09:45	10:00	0	2	0	0	2
11:30	11:45	0	2	0	1	3
11:45	12:00	0	2	0	0	2
12:00	12:15	0	1	0	0	1
12:15	12:30	0	2	0	0	2
12:30	12:45	0	0	0	1	1
12:45	13:00	0	4	0	0	4
13:00	13:15	0	0	0	0	0
13:15	13:30	0	2	0	0	2
15:00	15:15	0	5	0	0	5
15:15	15:30	0	7	0	0	7
15:30	15:45	0	4	0	1	5
15:45	16:00	0	5	0	0	5
16:00	16:15	0	5	0	0	5
16:15	16:30	0	3	0	0	3
16:30	16:45	0	3	0	0	3
16:45	17:00	0	9	0	0	9
17:00	17:15	0	18	0	1	19
17:15	17:30	0	6	0	0	6
17:30	17:45	0	6	0	0	6
Total		0	114	0	6	120

## Turning Movement Count - Study Results

### NAVAHO DR @ 265 E OF WOODROFFE AVE

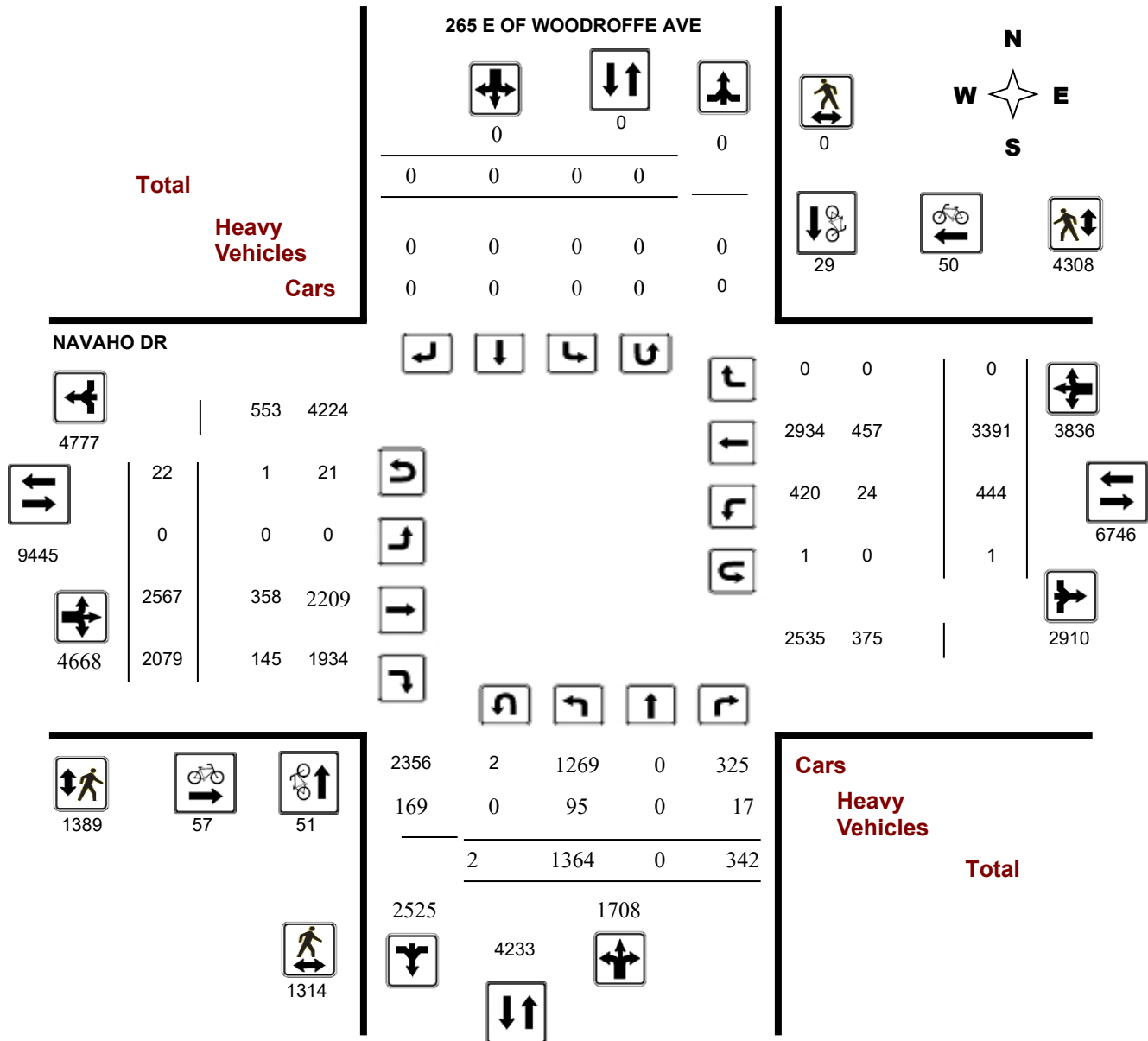
**Survey Date:** Tuesday, September 24, 2024

**WO No:** 42076

**Start Time:** 00:00

**Device:** Miovision

### Full Study Diagram



## Turning Movement Count - Study Results

### NAVAHO DR @ 265 E OF WOODROFFE AVE

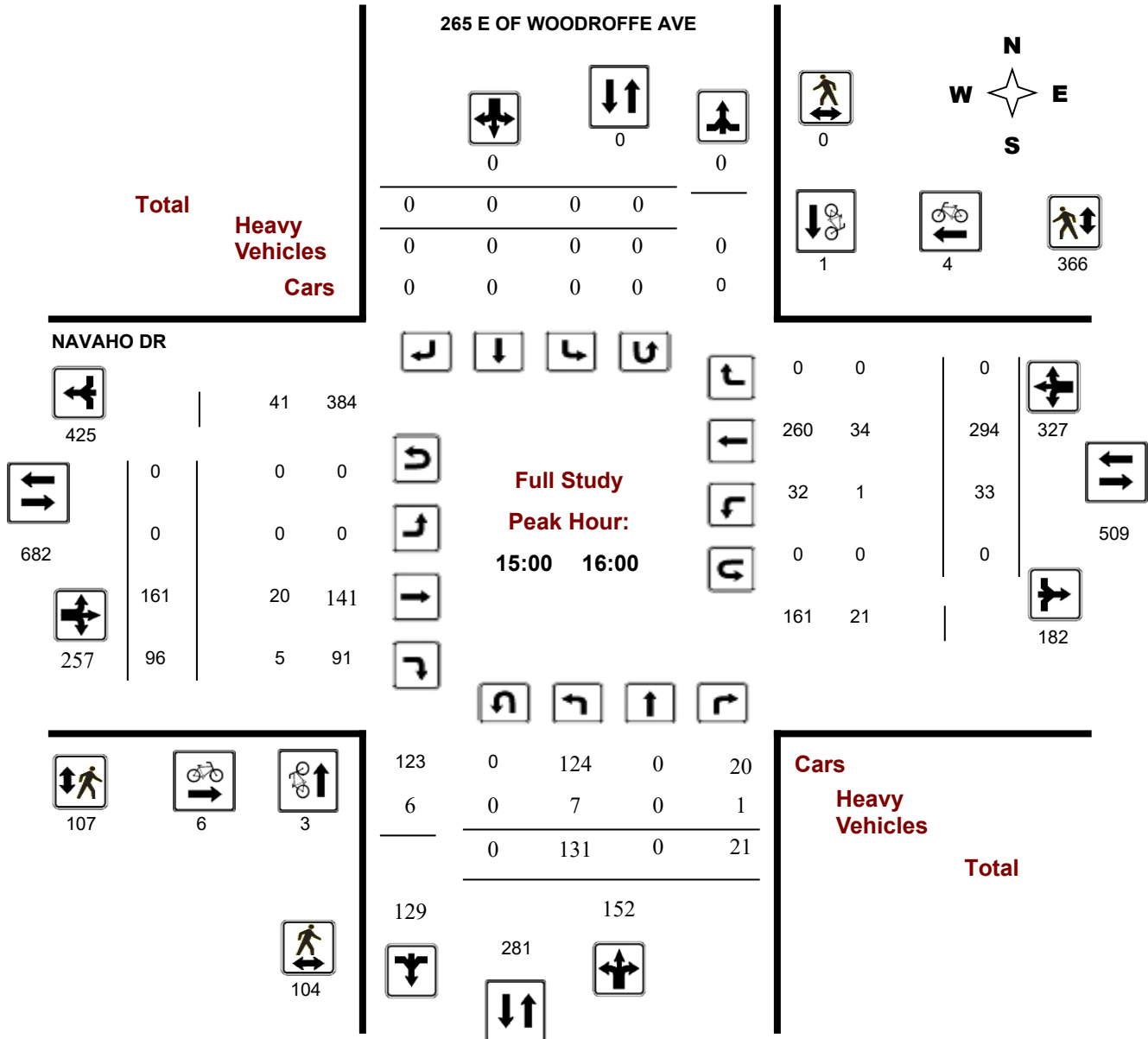
**Survey Date:** Tuesday, September 24, 2024

**WO No:** 42076

**Start Time:** 00:00

**Device:** Miovision

### Full Study Peak Hour Diagram





# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### NAVAHO DR @ 265 E OF WOODROFFE AVE

**Survey Date:** Tuesday, September 24, 2024

**WO No:** 42076

**Start Time:** 00:00

**Device:** Miovision

### Full Study Summary (24 HR)

**Survey Date:** Tuesday, September 24, 2024

**Total Observed U-Turns**

**AADT Factor**

Northbound: 2      Southbound: 0

.00

Eastbound: 22      Westbound: 1

#### 265 E OF WOODROFFE AVE

#### NAVAHO DR

Period	Northbound					Southbound					Eastbound					Westbound			STR TOT	Grand Total
	LT	ST	RT	NB TOT	STR TOT	LT	ST	RT	SB TOT	STR TOT	LT	ST	RT	EB TOT	STR TOT	WB TOT				
00:00 01:00	15	0	2	17	17	0	0	0	0	17	0	16	6	22	2	29	0	31	53	70
01:00 02:00	5	0	4	9	9	0	0	0	0	9	0	7	8	15	1	21	0	22	37	46
02:00 03:00	3	0	1	4	4	0	0	0	0	4	0	8	3	11	0	9	0	9	20	24
03:00 04:00	3	0	1	4	4	0	0	0	0	4	0	9	1	10	0	11	0	11	21	25
04:00 05:00	1	0	0	1	1	0	0	0	0	1	0	11	4	15	1	9	0	10	25	26
05:00 06:00	5	0	0	5	5	0	0	0	0	5	0	40	14	54	0	27	0	27	81	86
06:00 07:00	21	0	9	30	30	0	0	0	0	30	0	105	78	183	7	74	0	81	264	294
07:00 08:00	25	0	28	53	53	0	0	0	0	53	0	164	249	413	30	127	0	157	570	623
08:00 09:00	38	0	27	65	65	0	0	0	0	65	0	231	196	427	31	141	0	172	599	664
09:00 10:00	48	0	16	64	64	0	0	0	0	64	0	181	165	346	28	188	0	216	562	626
10:00 11:00	63	0	20	83	83	0	0	0	0	83	0	149	139	288	25	218	0	243	531	614
11:00 12:00	65	0	19	84	84	0	0	0	0	84	0	177	118	295	23	196	0	219	514	598
12:00 13:00	91	0	18	109	109	0	0	0	0	109	0	195	136	331	25	243	0	268	599	708
13:00 14:00	100	0	28	128	128	0	0	0	0	128	0	146	158	304	28	225	0	253	557	685
14:00 15:00	97	0	20	117	117	0	0	0	0	117	0	159	116	275	20	223	0	243	518	635
15:00 16:00	131	0	21	152	152	0	0	0	0	152	0	161	96	257	33	294	0	327	584	736
16:00 17:00	142	0	17	159	159	0	0	0	0	159	0	115	90	205	42	267	0	309	514	673
17:00 18:00	102	0	25	127	127	0	0	0	0	127	0	149	109	258	36	273	0	309	567	694
18:00 19:00	91	0	27	118	118	0	0	0	0	118	0	140	102	242	35	212	0	247	489	607
19:00 20:00	73	0	17	90	90	0	0	0	0	90	0	133	101	234	26	170	0	196	430	520
20:00 21:00	114	0	16	130	130	0	0	0	0	130	0	113	81	194	25	199	0	224	418	548
21:00 22:00	77	0	10	87	87	0	0	0	0	87	0	60	59	119	13	107	0	120	239	326



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### NAVAHO DR @ 265 E OF WOODROFFE AVE

**Survey Date:** Tuesday, September 24, 2024

**WO No:** 42076

**Start Time:** 00:00

**Device:** Miovision

22:00	23:00	36	0	12	48	0	0	0	0	48	0	53	39	92	8	80	0	88	180	228
23:00	00:00	18	0	4	22	0	0	0	0	22	0	45	11	56	5	48	0	53	109	131

<b>Sub Total</b>	1364	0	342	1706	0	0	0	0	1706	0	2567	2079	4646	444	3391	0	3835	8481	10187
------------------	------	---	-----	------	---	---	---	---	------	---	------	------	------	-----	------	---	------	------	-------

<b>U Turns</b>			2					0	2				22				1	23	25
----------------	--	--	---	--	--	--	--	---	---	--	--	--	----	--	--	--	---	----	----

<b>Total</b>	1364	0	342	1708	0	0	0	0	1708	0	2567	2079	4668	444	3391	0	3836	8504	10212
--------------	------	---	-----	------	---	---	---	---	------	---	------	------	------	-----	------	---	------	------	-------

<b>EQ 12Hr</b>	1896	0	475	2374	0	0	0	0	2374	0	3568	2890	6489	617	4713	0	5332	11821	14195
----------------	------	---	-----	------	---	---	---	---	------	---	------	------	------	-----	------	---	------	-------	-------

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

**1.39**

<b>AVG 12Hr</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
-----------------	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

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

**.00**

<b>AVG 24Hr</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
-----------------	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

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

**1.31**

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



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### NAVAHO DR @ 265 E OF WOODROFFE AVE

**Survey Date:** Tuesday, September 24, 2024

**WO No:** 42076

**Start Time:** 00:00

**Device:** Miovision

### Full Study 15 Minute Increments

265 E OF WOODROFFE AVE

NAVAHO DR

Northbound

Southbound

Eastbound

Westbound

Time Period	LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT	Grand Total	
13:30	13:45	25	0	8	33	0	0	0	0	33	0	39	39	78	8	43	0	51	129	162
13:45	14:00	26	0	9	35	0	0	0	0	35	0	33	33	66	11	57	0	68	134	169
14:00	14:15	17	0	6	23	0	0	0	0	23	0	49	25	74	9	48	0	57	131	154
14:15	14:30	25	0	6	31	0	0	0	0	31	0	36	38	74	2	58	0	60	134	165
14:30	14:45	28	0	7	35	0	0	0	0	35	0	36	24	60	3	53	0	56	116	151
14:45	15:00	27	0	1	28	0	0	0	0	28	0	38	29	68	6	64	0	70	138	166
15:00	15:15	34	0	2	36	0	0	0	0	36	0	48	20	68	10	80	0	90	158	194
15:15	15:30	28	0	7	35	0	0	0	0	35	0	41	25	66	9	72	0	81	147	182
15:30	15:45	38	0	8	46	0	0	0	0	46	0	35	19	54	9	71	0	80	134	180
15:45	16:00	31	0	4	35	0	0	0	0	35	0	37	32	69	5	71	0	76	145	180
16:00	16:15	43	0	6	49	0	0	0	0	49	0	23	31	54	14	74	0	88	142	191
16:15	16:30	37	0	6	43	0	0	0	0	43	0	30	19	50	9	53	0	62	112	155
16:30	16:45	34	0	4	38	0	0	0	0	38	0	34	19	55	11	76	0	87	142	180
16:45	17:00	28	0	1	29	0	0	0	0	29	0	28	21	49	8	64	0	72	121	150
17:00	17:15	26	0	5	31	0	0	0	0	31	0	35	32	67	10	80	0	90	157	188
17:15	17:30	29	0	8	37	0	0	0	0	37	0	36	19	55	9	72	0	81	136	173
17:30	17:45	25	0	5	30	0	0	0	0	30	0	37	30	67	8	60	0	68	135	165
17:45	18:00	22	0	7	29	0	0	0	0	29	0	41	28	70	9	61	0	70	140	169
18:00	18:15	32	0	6	38	0	0	0	0	38	0	23	22	46	9	71	0	80	126	164
18:15	18:30	27	0	5	32	0	0	0	0	32	0	37	20	57	11	46	0	57	114	146
18:30	18:45	14	0	7	21	0	0	0	0	21	0	43	35	78	7	57	0	64	142	163
18:45	19:00	18	0	9	27	0	0	0	0	27	0	37	25	62	8	38	0	46	108	135
19:00	19:15	16	0	4	20	0	0	0	0	20	0	30	25	55	8	48	0	56	111	131
19:15	19:30	18	0	2	20	0	0	0	0	20	0	41	30	71	10	43	0	53	124	144
19:30	19:45	20	0	3	23	0	0	0	0	23	0	39	25	64	3	37	0	40	104	127
19:45	20:00	19	0	8	27	0	0	0	0	27	0	23	21	45	5	42	0	47	92	119
20:00	20:15	35	0	5	41	0	0	0	0	41	0	30	27	57	4	52	0	56	113	154
20:15	20:30	33	0	2	35	0	0	0	0	35	0	33	15	48	6	49	0	55	103	138
20:30	20:45	29	0	5	34	0	0	0	0	34	0	24	20	44	4	40	0	44	88	122
20:45	21:00	17	0	4	21	0	0	0	0	21	0	26	19	45	11	58	0	69	114	135
21:00	21:15	25	0	4	29	0	0	0	0	29	0	24	16	40	4	24	0	28	68	97
21:15	21:30	16	0	3	19	0	0	0	0	19	0	17	17	34	4	29	0	33	67	86
21:30	21:45	17	0	1	18	0	0	0	0	18	0	14	12	28	1	28	0	29	57	75
21:45	22:00	19	0	2	21	0	0	0	0	21	0	5	14	19	4	26	0	30	49	70
22:00	22:15	17	0	6	23	0	0	0	0	23	0	12	11	24	1	24	0	25	49	72
22:15	22:30	6	0	2	8	0	0	0	0	8	0	16	11	28	3	18	0	21	49	57
22:30	22:45	8	0	3	11	0	0	0	0	11	0	17	9	26	1	18	0	19	45	56
22:45	23:00	5	0	1	6	0	0	0	0	6	0	8	8	16	3	20	0	23	39	45
23:00	23:15	9	0	3	12	0	0	0	0	12	0	24	2	26	1	23	0	24	50	62
23:15	23:30	1	0	1	2	0	0	0	0	2	0	10	5	15	2	13	0	15	30	32
23:30	23:45	4	0	0	4	0	0	0	0	4	0	8	2	10	0	10	0	10	20	24
23:45	00:00	4	0	0	4	0	0	0	0	4	0	3	2	5	2	2	0	4	9	13
00:00	00:15	4	0	1	5	0	0	0	0	5	0	6	4	10	0	11	0	11	21	26



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### NAVAHO DR @ 265 E OF WOODROFFE AVE

**Survey Date:** Tuesday, September 24, 2024

**WO No:** 42076

**Start Time:** 00:00

**Device:** Miovision

00:15	00:30	5	0	1	6	0	0	0	0	6	0	2	0	2	2	8	0	10	12	18
00:30	00:45	3	0	0	3	0	0	0	0	3	0	4	2	6	0	6	0	7	13	16
00:45	01:00	3	0	0	3	0	0	0	0	3	0	4	0	4	0	4	0	4	8	11
01:00	01:15	1	0	0	1	0	0	0	0	1	0	3	3	6	0	6	0	6	12	13
01:15	01:30	2	0	0	2	0	0	0	0	2	0	0	0	0	1	4	0	5	5	7
01:30	01:45	0	0	2	2	0	0	0	0	2	0	2	4	6	0	3	0	3	9	11
01:45	02:00	2	0	2	4	0	0	0	0	4	0	2	1	3	0	8	0	8	11	15
02:00	02:15	1	0	1	2	0	0	0	0	2	0	1	1	2	0	2	0	2	4	6
02:15	02:30	1	0	0	1	0	0	0	0	1	0	3	0	3	0	5	0	5	8	9
02:30	02:45	1	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	1	1	2
02:45	03:00	0	0	0	0	0	0	0	0	0	0	4	2	6	0	1	0	1	7	7
03:00	03:15	2	0	0	2	0	0	0	0	2	0	2	0	2	0	3	0	3	5	7
03:15	03:30	0	0	0	0	0	0	0	0	0	0	4	0	4	0	3	0	3	7	7
03:30	03:45	0	0	0	0	0	0	0	0	0	0	2	1	3	0	1	0	1	4	4
03:45	04:00	1	0	1	2	0	0	0	0	2	0	1	0	1	0	4	0	4	5	7
04:00	04:15	0	0	0	0	0	0	0	0	0	0	2	0	2	0	3	0	3	5	5
04:15	04:30	0	0	0	0	0	0	0	0	0	0	3	0	3	0	1	0	1	4	4
04:30	04:45	1	0	0	1	0	0	0	0	1	0	4	2	6	1	5	0	6	12	13
04:45	05:00	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	4	4
05:00	05:15	1	0	0	1	0	0	0	0	1	0	7	2	9	0	5	0	5	14	15
05:15	05:30	1	0	0	1	0	0	0	0	1	0	10	4	14	0	10	0	10	24	25
05:30	05:45	1	0	0	1	0	0	0	0	1	0	9	3	12	0	6	0	6	18	19
05:45	06:00	2	0	0	2	0	0	0	0	2	0	14	5	19	0	6	0	6	25	27
06:00	06:15	4	0	0	4	0	0	0	0	4	0	19	8	27	1	12	0	13	40	44
06:15	06:30	8	0	1	9	0	0	0	0	9	0	23	17	40	2	18	0	20	60	69
06:30	06:45	7	0	2	9	0	0	0	0	9	0	26	30	56	2	21	0	23	79	88
06:45	07:00	2	0	6	8	0	0	0	0	8	0	37	23	60	2	23	0	25	85	93
07:00	07:15	6	0	4	10	0	0	0	0	10	0	32	32	64	4	25	0	29	93	103
07:15	07:30	1	0	4	5	0	0	0	0	5	0	45	63	110	4	23	0	27	137	142
07:30	07:45	11	0	8	19	0	0	0	0	19	0	46	84	130	11	30	0	41	171	190
07:45	08:00	7	0	12	19	0	0	0	0	19	0	41	70	112	11	49	0	60	172	191
08:00	08:15	10	0	10	20	0	0	0	0	20	0	54	61	115	12	25	0	37	152	172
08:15	08:30	8	0	8	16	0	0	0	0	16	0	46	52	98	5	36	0	41	139	155
08:30	08:45	6	0	6	12	0	0	0	0	12	0	64	43	107	8	36	0	44	151	163
08:45	09:00	14	0	3	17	0	0	0	0	17	0	67	40	108	6	44	0	50	158	175
09:00	09:15	11	0	3	14	0	0	0	0	14	0	42	36	78	5	49	0	54	132	146
09:15	09:30	5	0	3	8	0	0	0	0	8	0	43	38	82	4	41	0	45	127	135
09:30	09:45	15	0	5	20	0	0	0	0	20	0	46	40	86	8	57	0	65	151	171
09:45	10:00	17	0	5	22	0	0	0	0	22	0	50	51	102	11	41	0	52	154	176
10:00	10:15	16	0	8	24	0	0	0	0	24	0	42	35	77	5	62	0	67	144	168
10:15	10:30	10	0	3	13	0	0	0	0	13	0	35	33	69	11	50	0	61	130	143
10:30	10:45	17	0	6	23	0	0	0	0	23	0	31	41	73	5	43	0	48	121	144
10:45	11:00	20	0	3	23	0	0	0	0	23	0	41	30	72	4	63	0	67	139	162
11:00	11:15	14	0	6	21	0	0	0	0	21	0	46	18	64	8	47	0	55	119	140
11:15	11:30	16	0	6	22	0	0	0	0	22	0	44	25	69	3	41	0	44	113	135
11:30	11:45	11	0	4	15	0	0	0	0	15	0	41	40	81	3	50	0	53	134	149
11:45	12:00	24	0	3	27	0	0	0	0	27	0	46	35	81	9	58	0	67	148	175
12:00	12:15	21	0	5	26	0	0	0	0	26	0	47	24	71	8	65	0	73	144	170



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### NAVAHO DR @ 265 E OF WOODROFFE AVE

**Survey Date:** Tuesday, September 24, 2024

**WO No:** 42076

**Start Time:** 00:00

**Device:** Miovision

12:15	12:30	12	0	4	16	0	0	0	0	16	0	50	34	85	3	58	0	61	146	162
12:30	12:45	26	0	3	29	0	0	0	0	29	0	50	33	83	6	68	0	74	157	186
12:45	13:00	32	0	6	38	0	0	0	0	38	0	48	45	94	8	52	0	60	154	192
13:00	13:15	28	0	5	33	0	0	0	0	33	0	44	38	82	7	69	0	76	158	191
13:15	13:30	21	0	6	27	0	0	0	0	27	0	30	48	78	2	56	0	58	136	163
<b>Total:</b>		1364	0	342	1708	0	0	0	0	1708	0	2567	2079	4668	444	3391	0	3836	8504	10,212

Note: U-Turns are included in Totals.



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### NAVAHO DR @ 265 E OF WOODROFFE AVE

**Survey Date:** Tuesday, September 24, 2024

**WO No:** 42076

**Start Time:** 00:00

**Device:** Miovision

### Full Study Cyclist Volume

#### 265 E OF WOODROFFE AVE

#### NAVAHO DR

Time Period	Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	Grand Total
13:30 13:45	2	2	4	1	0	1	5
13:45 14:00	0	0	0	2	0	2	2
14:00 14:15	0	0	0	0	1	1	1
14:15 14:30	0	0	0	2	0	2	2
14:30 14:45	0	1	1	0	2	2	3
14:45 15:00	1	1	2	2	2	4	6
15:00 15:15	0	0	0	0	1	1	1
15:15 15:30	1	0	1	3	0	3	4
15:30 15:45	1	1	2	3	0	3	5
15:45 16:00	1	0	1	0	3	3	4
16:00 16:15	4	1	5	1	1	2	7
16:15 16:30	0	1	1	1	0	1	2
16:30 16:45	0	1	1	0	0	0	1
16:45 17:00	1	0	1	1	1	2	3
17:00 17:15	1	3	4	1	2	3	7
17:15 17:30	2	0	2	2	0	2	4
17:30 17:45	1	2	3	2	0	2	5
17:45 18:00	0	0	0	3	2	5	5
18:00 18:15	0	1	1	1	2	3	4
18:15 18:30	0	0	0	0	1	1	1
18:30 18:45	3	2	5	1	1	2	7
18:45 19:00	3	1	4	0	0	0	4
19:00 19:15	2	1	3	0	1	1	4
19:15 19:30	2	1	3	0	2	2	5
19:30 19:45	0	0	0	0	0	0	0
19:45 20:00	2	0	2	0	0	0	2
20:00 20:15	2	0	2	0	0	0	2
20:15 20:30	0	0	0	1	0	1	1
20:30 20:45	0	1	1	0	0	0	1
20:45 21:00	1	0	1	1	1	2	3
21:00 21:15	0	0	0	0	0	0	0
21:15 21:30	0	0	0	0	0	0	0
21:30 21:45	1	0	1	0	0	0	1
21:45 22:00	0	0	0	0	0	0	0
22:00 22:15	0	1	1	0	0	0	1
22:15 22:30	0	0	0	1	0	1	1
22:30 22:45	1	0	1	0	0	0	1
22:45 23:00	0	0	0	0	0	0	0
23:00 23:15	0	0	0	0	0	0	0
23:15 23:30	1	0	1	0	0	0	1
23:30 23:45	0	0	0	0	0	0	0
23:45 00:00	0	0	0	0	0	0	0
00:00 00:15	0	0	0	0	1	1	1
00:15 00:30	0	0	0	0	0	0	0
00:30 00:45	0	0	0	0	0	0	0
00:45 01:00	0	0	0	0	0	0	0
01:00 01:15	0	0	0	0	0	0	0



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### NAVAHO DR @ 265 E OF WOODROFFE AVE

**Survey Date:** Tuesday, September 24, 2024

**WO No:** 42076

**Start Time:** 00:00

**Device:** Miovision

01:15	01:30	0	0	0	2	0	2	2
01:30	01:45	0	0	0	0	0	0	0
01:45	02:00	0	0	0	0	1	1	1
02:00	02:15	0	0	0	0	0	0	0
02:15	02:30	0	0	0	0	0	0	0
02:30	02:45	0	0	0	0	0	0	0
02:45	03:00	0	0	0	0	0	0	0
03:00	03:15	1	0	1	1	0	1	2
03:15	03:30	0	0	0	0	0	0	0
03:30	03:45	0	0	0	0	0	0	0
03:45	04:00	0	0	0	0	0	0	0
04:00	04:15	0	0	0	0	0	0	0
04:15	04:30	0	0	0	0	0	0	0
04:30	04:45	0	0	0	0	0	0	0
04:45	05:00	0	0	0	0	0	0	0
05:00	05:15	0	0	0	0	0	0	0
05:15	05:30	0	0	0	0	0	0	0
05:30	05:45	0	0	0	0	0	0	0
05:45	06:00	0	0	0	0	0	0	0
06:00	06:15	0	0	0	0	0	0	0
06:15	06:30	0	0	0	0	0	0	0
06:30	06:45	0	0	0	0	0	0	0
06:45	07:00	0	0	0	1	0	1	1
07:00	07:15	0	0	0	0	1	1	1
07:15	07:30	1	0	1	4	0	4	5
07:30	07:45	0	0	0	1	0	1	1
07:45	08:00	0	0	0	1	0	1	1
08:00	08:15	0	1	1	0	2	2	3
08:15	08:30	0	1	1	5	0	5	6
08:30	08:45	2	1	3	1	1	2	5
08:45	09:00	0	0	0	2	2	4	4
09:00	09:15	3	0	3	0	2	2	5
09:15	09:30	0	0	0	2	3	5	5
09:30	09:45	0	1	1	0	3	3	4
09:45	10:00	1	1	2	0	1	1	3
10:00	10:15	0	0	0	1	1	2	2
10:15	10:30	1	0	1	0	1	1	2
10:30	10:45	0	0	0	0	0	0	0
10:45	11:00	0	0	0	2	1	3	3
11:00	11:15	1	0	1	0	1	1	2
11:15	11:30	2	0	2	0	2	2	4
11:30	11:45	1	1	2	1	1	2	4
11:45	12:00	0	0	0	0	1	1	1
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	1	1	0	0	0	1
12:45	13:00	1	0	1	2	1	3	4
13:00	13:15	2	0	2	1	1	2	4
13:15	13:30	1	1	2	1	0	1	3
Total		51	29	80	57	50	107	187



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### NAVAHO DR @ 265 E OF WOODROFFE AVE

**Survey Date:** Tuesday, September 24, 2024

**WO No:** 42076

**Start Time:** 00:00

**Device:** Miovision

### Full Study Pedestrian Volume

265 E OF WOODROFFE AVE

NAVAHO DR

Time Period	NB Approach (E or W Crossing)	SB Approach (E or W Crossing)	Total	EB Approach (N or S Crossing)	WB Approach (N or S Crossing)	Total	Grand Total
13:30 13:45	27	0	27	25	85	110	137
13:45 14:00	27	0	27	45	81	126	153
14:00 14:15	30	0	30	32	96	128	158
14:15 14:30	30	0	30	30	93	123	153
14:30 14:45	31	0	31	19	82	101	132
14:45 15:00	44	0	44	28	82	110	154
15:00 15:15	27	0	27	27	91	118	145
15:15 15:30	23	0	23	21	69	90	113
15:30 15:45	23	0	23	27	103	130	153
15:45 16:00	31	0	31	32	103	135	166
16:00 16:15	26	0	26	45	105	150	176
16:15 16:30	26	0	26	31	113	144	170
16:30 16:45	24	0	24	49	95	144	168
16:45 17:00	31	0	31	32	110	142	173
17:00 17:15	29	0	29	55	99	154	183
17:15 17:30	33	0	33	28	103	131	164
17:30 17:45	11	0	11	28	101	129	140
17:45 18:00	18	0	18	34	105	139	157
18:00 18:15	31	0	31	23	96	119	150
18:15 18:30	14	0	14	30	71	101	115
18:30 18:45	14	0	14	29	75	104	118
18:45 19:00	18	0	18	19	62	81	99
19:00 19:15	22	0	22	34	86	120	142
19:15 19:30	16	0	16	15	93	108	124
19:30 19:45	17	0	17	15	78	93	110
19:45 20:00	8	0	8	18	96	114	122
20:00 20:15	28	0	28	40	89	129	157
20:15 20:30	25	0	25	13	81	94	119
20:30 20:45	15	0	15	20	89	109	124
20:45 21:00	20	0	20	17	65	82	102
21:00 21:15	15	0	15	13	68	81	96
21:15 21:30	13	0	13	9	58	67	80
21:30 21:45	11	0	11	9	38	47	58
21:45 22:00	11	0	11	3	29	32	43
22:00 22:15	8	0	8	4	36	40	48
22:15 22:30	7	0	7	1	14	15	22
22:30 22:45	8	0	8	6	4	10	18
22:45 23:00	3	0	3	0	8	8	11
23:00 23:15	3	0	3	4	10	14	17
23:15 23:30	2	0	2	0	4	4	6
23:30 23:45	4	0	4	2	4	6	10
23:45 00:00	0	0	0	0	7	7	7
00:00 00:15	3	0	3	0	6	6	9
00:15 00:30	0	0	0	1	6	7	7



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### NAVAHO DR @ 265 E OF WOODROFFE AVE

**Survey Date:** Tuesday, September 24, 2024

**WO No:**

42076

**Start Time:** 00:00

**Device:**

Miovision

00:30 00:45	0	0	0	0	10	10	10
00:45 01:00	0	0	0	0	2	2	2
01:00 01:15	0	0	0	0	3	3	3
01:15 01:30	0	0	0	0	2	2	2
01:30 01:45	1	0	1	0	0	0	1
01:45 02:00	1	0	1	0	0	0	1
02:00 02:15	0	0	0	0	0	0	0
02:15 02:30	0	0	0	0	2	2	2
02:30 02:45	0	0	0	0	0	0	0
02:45 03:00	3	0	3	0	0	0	3
03:00 03:15	2	0	2	1	2	3	5
03:15 03:30	0	0	0	0	1	1	1
03:30 03:45	0	0	0	0	0	0	0
03:45 04:00	1	0	1	0	0	0	1
04:00 04:15	1	0	1	0	0	0	1
04:15 04:30	1	0	1	0	0	0	1
04:30 04:45	0	0	0	0	0	0	0
04:45 05:00	2	0	2	0	0	0	2
05:00 05:15	0	0	0	0	0	0	0
05:15 05:30	1	0	1	0	1	1	2
05:30 05:45	0	0	0	0	0	0	0
05:45 06:00	3	0	3	0	1	1	4
06:00 06:15	4	0	4	0	2	2	6
06:15 06:30	5	0	5	1	2	3	8
06:30 06:45	15	0	15	1	1	2	17
06:45 07:00	8	0	8	0	2	2	10
07:00 07:15	7	0	7	1	1	2	9
07:15 07:30	10	0	10	2	9	11	21
07:30 07:45	20	0	20	4	21	25	45
07:45 08:00	25	0	25	11	26	37	62
08:00 08:15	15	0	15	8	21	29	44
08:15 08:30	14	0	14	5	14	19	33
08:30 08:45	11	0	11	3	9	12	23
08:45 09:00	15	0	15	11	22	33	48
09:00 09:15	12	0	12	10	14	24	36
09:15 09:30	13	0	13	5	25	30	43
09:30 09:45	10	0	10	4	32	36	46
09:45 10:00	13	0	13	13	56	69	82
10:00 10:15	23	0	23	14	35	49	72
10:15 10:30	15	0	15	14	37	51	66
10:30 10:45	8	0	8	21	36	57	65
10:45 11:00	32	0	32	21	89	110	142
11:00 11:15	18	0	18	21	55	76	94
11:15 11:30	19	0	19	21	52	73	92
11:30 11:45	10	0	10	29	69	98	108
11:45 12:00	46	0	46	29	60	89	135
12:00 12:15	20	0	20	38	100	138	158
12:15 12:30	9	0	9	21	86	107	116
12:30 12:45	33	0	33	44	104	148	181



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### NAVAHO DR @ 265 E OF WOODROFFE AVE

**Survey Date:** Tuesday, September 24, 2024

**WO No:** 42076

**Start Time:** 00:00

**Device:** Miovision

12:45	13:00	18	0	<b>18</b>	48	104	<b>152</b>	<b>170</b>
13:00	13:15	25	0	<b>25</b>	46	115	<b>161</b>	<b>186</b>
13:15	13:30	18	0	<b>18</b>	29	96	<b>125</b>	<b>143</b>
<b>Total</b>	.....	<b>1314</b>	<b>0</b>	<b>1314</b>	<b>1389</b>	<b>4308</b>	<b>5697</b>	<b>7011</b>



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### NAVAHO DR @ 265 E OF WOODROFFE AVE

**Survey Date:** Tuesday, September 24, 2024

**WO No:** 42076

**Start Time:** 00:00

**Device:** Miovision

### Full Study Heavy Vehicles

**265 E OF WOODROFFE AVE**

**NAVAHO DR**

Northbound

Southbound

Eastbound

Westbound

Time Period	Northbound			N TOT	Southbound			S TOT	STR TOT	Eastbound			E TOT	Westbound			W TOT	STR TOT	Grand Total	
	LT	ST	RT		LT	ST	RT			LT	ST	RT		LT	ST	RT				
13:30	13:45	4	0	1	5	0	0	0	0	5	0	7	3	10	1	7	0	8	18	23
13:45	14:00	0	0	1	1	0	0	0	0	1	0	9	2	11	1	10	0	11	22	23
14:00	14:15	1	0	1	2	0	0	0	0	2	0	4	1	5	1	10	0	11	16	18
14:15	14:30	5	0	0	5	0	0	0	0	5	0	6	3	9	0	8	0	8	17	22
14:30	14:45	4	0	1	5	0	0	0	0	5	0	6	1	7	0	13	0	13	20	25
14:45	15:00	5	0	0	5	0	0	0	0	5	0	2	2	4	0	10	0	10	14	19
15:00	15:15	4	0	1	5	0	0	0	0	5	0	9	2	11	0	10	0	10	21	26
15:15	15:30	1	0	0	1	0	0	0	0	1	0	3	2	5	1	10	0	11	16	17
15:30	15:45	0	0	0	0	0	0	0	0	0	0	1	0	1	0	9	0	9	10	10
15:45	16:00	2	0	0	2	0	0	0	0	2	0	7	1	8	0	5	0	5	13	15
16:00	16:15	2	0	1	3	0	0	0	0	3	0	2	0	2	3	9	0	12	14	17
16:15	16:30	0	0	0	0	0	0	0	0	0	0	5	0	5	0	3	0	3	8	8
16:30	16:45	1	0	0	1	0	0	0	0	1	0	4	0	4	0	7	0	7	11	12
16:45	17:00	2	0	0	2	0	0	0	0	2	0	3	1	4	0	5	0	5	9	11
17:00	17:15	3	0	0	3	0	0	0	0	3	0	1	0	1	1	9	0	10	11	14
17:15	17:30	2	0	0	2	0	0	0	0	2	0	4	0	4	0	5	0	5	9	11
17:30	17:45	2	0	0	2	0	0	0	0	2	0	5	1	6	0	5	0	5	11	13
17:45	18:00	1	0	0	1	0	0	0	0	1	0	2	1	3	0	2	0	2	5	6
18:00	18:15	2	0	0	2	0	0	0	0	2	0	2	0	2	0	11	0	11	13	15
18:15	18:30	1	0	0	1	0	0	0	0	1	0	2	0	2	1	2	0	3	5	6
18:30	18:45	1	0	0	1	0	0	0	0	1	0	1	1	2	0	5	0	5	7	8
18:45	19:00	0	0	1	1	0	0	0	0	1	0	4	1	5	0	5	0	5	10	11
19:00	19:15	0	0	0	0	0	0	0	0	0	0	4	1	5	0	3	0	3	8	8
19:15	19:30	1	0	0	1	0	0	0	0	1	0	4	2	6	0	0	0	0	6	7
19:30	19:45	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	4	4
19:45	20:00	0	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	1	3	3
20:00	20:15	1	0	0	1	0	0	0	0	1	0	0	3	3	0	3	0	3	6	7
20:15	20:30	1	0	0	1	0	0	0	0	1	0	3	1	4	0	2	0	2	6	7
20:30	20:45	0	0	1	1	0	0	0	0	1	0	3	4	7	0	4	0	4	11	12
20:45	21:00	1	0	0	1	0	0	0	0	1	0	2	0	2	0	2	0	2	4	5
21:00	21:15	3	0	0	3	0	0	0	0	3	0	1	0	1	0	1	0	1	2	5
21:15	21:30	3	0	0	3	0	0	0	0	3	0	0	0	0	0	2	0	2	2	5
21:30	21:45	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	1
21:45	22:00	1	0	0	1	0	0	0	0	1	0	0	1	1	0	0	0	0	1	2
22:00	22:15	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	1
22:15	22:30	0	0	0	0	0	0	0	0	0	0	0	2	2	0	1	0	1	3	3
22:30	22:45	0	0	1	1	0	0	0	0	1	0	0	1	1	0	1	0	1	2	3
22:45	23:00	1	0	0	1	0	0	0	0	1	0	2	1	3	0	0	0	0	3	4
23:00	23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1
23:30	23:45	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
23:45	00:00	1	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	1	1	2



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### NAVAHO DR @ 265 E OF WOODROFFE AVE

**Survey Date:** Tuesday, September 24, 2024

**WO No:** 42076

**Start Time:** 00:00

**Device:** Miovision

00:00	00:15	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2	2
00:15	00:30	2	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
00:30	00:45	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2	2	
00:45	01:00	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
01:00	01:15	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	
01:15	01:30	1	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	1	1	2	
01:30	01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:45	02:00	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2	2	
02:00	02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:15	02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	
02:30	02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	
02:45	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:15	03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30	03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15	04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30	04:45	1	0	0	1	0	0	0	0	1	0	0	1	1	0	0	0	0	1	2	
04:45	05:00	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	
05:00	05:15	1	0	0	1	0	0	0	0	1	0	1	1	2	0	1	0	1	3	4	
05:15	05:30	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4	4	
05:30	05:45	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	3	3	
05:45	06:00	1	0	0	1	0	0	0	0	1	0	3	2	5	0	2	0	2	7	8	
06:00	06:15	0	0	0	0	0	0	0	0	0	0	6	2	8	0	3	0	3	11	11	
06:15	06:30	1	0	0	1	0	0	0	0	1	0	7	5	12	0	3	0	3	15	16	
06:30	06:45	1	0	0	1	0	0	0	0	1	0	6	6	12	0	2	0	2	14	15	
06:45	07:00	0	0	0	0	0	0	0	0	0	0	4	3	7	0	3	0	3	10	10	
07:00	07:15	0	0	0	0	0	0	0	0	0	0	4	8	12	1	4	0	5	17	17	
07:15	07:30	1	0	0	1	0	0	0	0	1	0	7	7	14	1	3	0	4	18	19	
07:30	07:45	1	0	1	2	0	0	0	0	2	0	6	5	11	1	7	0	8	19	21	
07:45	08:00	0	0	0	0	0	0	0	0	0	0	11	5	16	1	9	0	10	26	26	
08:00	08:15	0	0	0	0	0	0	0	0	0	0	8	4	12	1	4	0	5	17	17	
08:15	08:30	0	0	1	1	0	0	0	0	1	0	9	2	11	0	8	0	8	19	20	
08:30	08:45	2	0	0	2	0	0	0	0	2	0	15	3	18	1	11	0	12	30	32	
08:45	09:00	4	0	2	6	0	0	0	0	6	0	14	6	20	0	10	0	10	30	36	
09:00	09:15	0	0	0	0	0	0	0	0	0	0	11	3	14	1	16	0	17	31	31	
09:15	09:30	0	0	0	0	0	0	0	0	0	0	9	1	10	0	13	0	13	23	23	
09:30	09:45	2	0	0	2	0	0	0	0	2	0	6	4	10	2	15	0	17	27	29	
09:45	10:00	2	0	0	2	0	0	0	0	2	0	8	2	10	0	3	0	3	13	15	
10:00	10:15	1	0	0	1	0	0	0	0	1	0	8	2	10	1	11	0	12	22	23	
10:15	10:30	2	0	0	2	0	0	0	0	2	0	6	4	10	2	12	0	14	24	26	
10:30	10:45	2	0	0	2	0	0	0	0	2	0	9	3	13	0	6	0	6	19	21	
10:45	11:00	2	0	0	2	0	0	0	0	2	0	7	5	12	0	9	0	9	21	23	
11:00	11:15	0	0	1	1	0	0	0	0	1	0	3	3	6	0	7	0	7	13	14	
11:15	11:30	2	0	1	3	0	0	0	0	3	0	1	1	2	0	8	0	8	10	13	
11:30	11:45	1	0	0	1	0	0	0	0	1	0	11	7	18	0	11	0	11	29	30	



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### NAVAHO DR @ 265 E OF WOODROFFE AVE

**Survey Date:** Tuesday, September 24, 2024

**WO No:** 42076

**Start Time:** 00:00

**Device:** Miovision

11:45	12:00	2	0	0	2	0	0	0	0	2	0	6	1	7	1	11	0	12	19	21
12:00	12:15	0	0	0	0	0	0	0	0	0	0	10	1	11	1	13	0	14	25	25
12:15	12:30	1	0	1	2	0	0	0	0	2	0	16	0	16	0	8	0	8	24	26
12:30	12:45	1	0	0	1	0	0	0	0	1	0	3	1	4	1	18	0	19	23	24
12:45	13:00	0	0	0	0	0	0	0	0	0	0	7	1	8	0	14	0	14	22	22
13:00	13:15	2	0	1	3	0	0	0	0	3	0	11	1	12	0	9	0	9	21	24
13:15	13:30	1	0	0	1	0	0	0	0	1	0	3	1	4	0	15	0	15	19	20
Total:	None	95	0	17	112	0	0	0	0	112	0	358	145	504	24	457	0	481	985	1,097



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### NAVAHO DR @ 265 E OF WOODROFFE AVE

**Survey Date:** Tuesday, September 24, 2024

**WO No:** 42076

**Start Time:** 00:00

**Device:** Miovision

### Full Study 15 Minute U-Turn Total

265 E OF WOODROFFE AVE

NAVAHO DR

Time Period	Northbound U-Turn Total	Southbound U-Turn Total	Eastbound U-Turn Total	Westbound U-Turn Total	Total
13:30	13:45	0	0	0	0
13:45	14:00	0	0	0	0
14:00	14:15	0	0	0	0
14:15	14:30	0	0	0	0
14:30	14:45	0	0	0	0
14:45	15:00	0	0	1	1
15:00	15:15	0	0	0	0
15:15	15:30	0	0	0	0
15:30	15:45	0	0	0	0
15:45	16:00	0	0	0	0
16:00	16:15	0	0	0	0
16:15	16:30	0	0	1	1
16:30	16:45	0	0	2	2
16:45	17:00	0	0	0	0
17:00	17:15	0	0	0	0
17:15	17:30	0	0	0	0
17:30	17:45	0	0	0	0
17:45	18:00	0	0	1	1
18:00	18:15	0	0	1	1
18:15	18:30	0	0	0	0
18:30	18:45	0	0	0	0
18:45	19:00	0	0	0	0
19:00	19:15	0	0	0	0
19:15	19:30	0	0	0	0
19:30	19:45	0	0	0	0
19:45	20:00	0	0	1	1
20:00	20:15	1	0	0	1
20:15	20:30	0	0	0	0
20:30	20:45	0	0	0	0
20:45	21:00	0	0	0	0
21:00	21:15	0	0	0	0
21:15	21:30	0	0	0	0
21:30	21:45	0	0	2	2
21:45	22:00	0	0	0	0
22:00	22:15	0	0	1	1
22:15	22:30	0	0	1	1
22:30	22:45	0	0	0	0
22:45	23:00	0	0	0	0
23:00	23:15	0	0	0	0
23:15	23:30	0	0	0	0
23:30	23:45	0	0	0	0
23:45	00:00	0	0	0	0
00:00	00:15	0	0	0	0



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### NAVAHO DR @ 265 E OF WOODROFFE AVE

**Survey Date:** Tuesday, September 24, 2024

**WO No:** 42076

**Start Time:** 00:00

**Device:** Miovision

00:15	00:30	0	0	0	0	0
00:30	00:45	0	0	0	1	1
00:45	01:00	0	0	0	0	0
01:00	01:15	0	0	0	0	0
01:15	01:30	0	0	0	0	0
01:30	01:45	0	0	0	0	0
01:45	02:00	0	0	0	0	0
02:00	02:15	0	0	0	0	0
02:15	02:30	0	0	0	0	0
02:30	02:45	0	0	0	0	0
02:45	03:00	0	0	0	0	0
03:00	03:15	0	0	0	0	0
03:15	03:30	0	0	0	0	0
03:30	03:45	0	0	0	0	0
03:45	04:00	0	0	0	0	0
04:00	04:15	0	0	0	0	0
04:15	04:30	0	0	0	0	0
04:30	04:45	0	0	0	0	0
04:45	05:00	0	0	0	0	0
05:00	05:15	0	0	0	0	0
05:15	05:30	0	0	0	0	0
05:30	05:45	0	0	0	0	0
05:45	06:00	0	0	0	0	0
06:00	06:15	0	0	0	0	0
06:15	06:30	0	0	0	0	0
06:30	06:45	0	0	0	0	0
06:45	07:00	0	0	0	0	0
07:00	07:15	0	0	0	0	0
07:15	07:30	0	0	2	0	2
07:30	07:45	0	0	0	0	0
07:45	08:00	0	0	1	0	1
08:00	08:15	0	0	0	0	0
08:15	08:30	0	0	0	0	0
08:30	08:45	0	0	0	0	0
08:45	09:00	0	0	1	0	1
09:00	09:15	0	0	0	0	0
09:15	09:30	0	0	1	0	1
09:30	09:45	0	0	0	0	0
09:45	10:00	0	0	1	0	1
10:00	10:15	0	0	0	0	0
10:15	10:30	0	0	1	0	1
10:30	10:45	0	0	1	0	1
10:45	11:00	0	0	1	0	1
11:00	11:15	1	0	0	0	1
11:15	11:30	0	0	0	0	0
11:30	11:45	0	0	0	0	0
11:45	12:00	0	0	0	0	0
12:00	12:15	0	0	0	0	0
12:15	12:30	0	0	1	0	1



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### NAVAHO DR @ 265 E OF WOODROFFE AVE

**Survey Date:** Tuesday, September 24, 2024

**WO No:** 42076

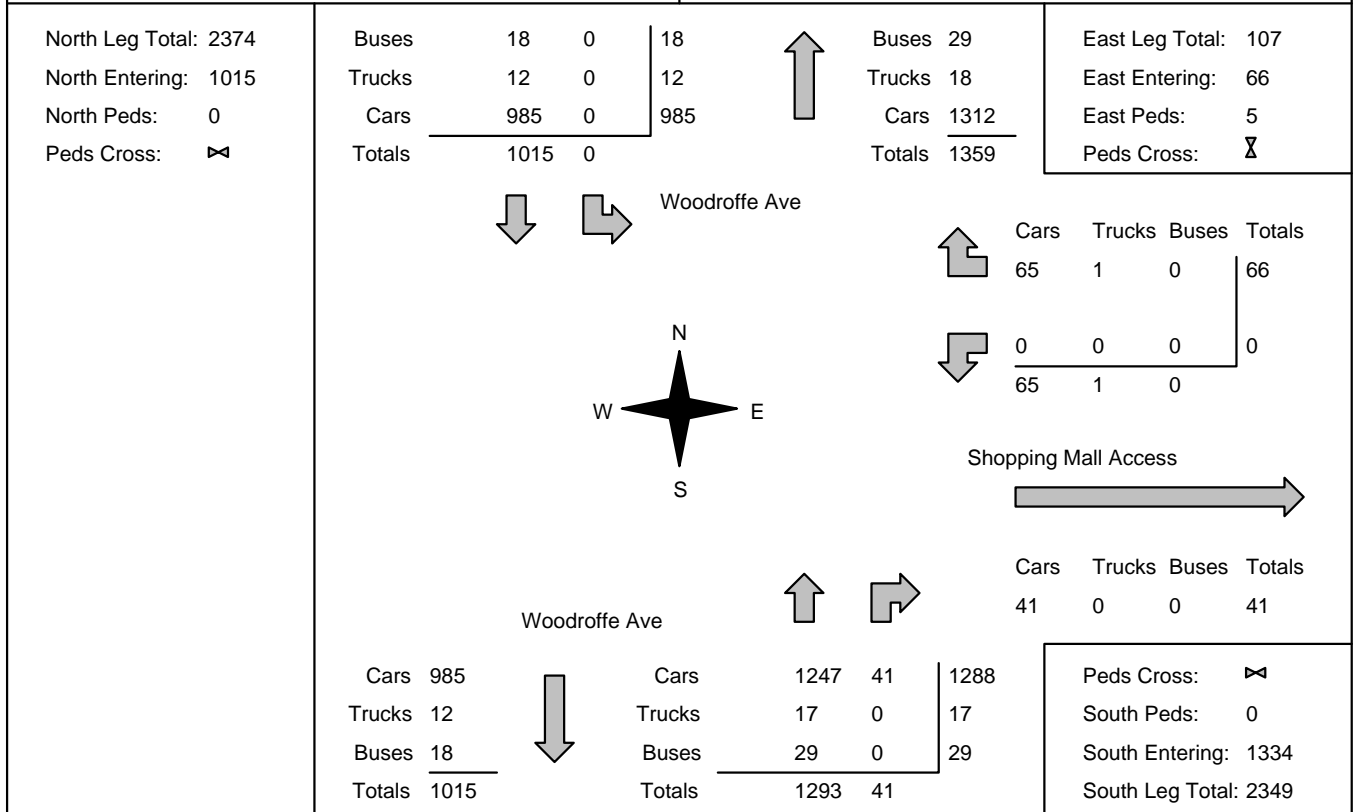
**Start Time:** 00:00

**Device:** Miovision

12:30	12:45	0	0	0	0	0
12:45	13:00	0	0	1	0	1
13:00	13:15	0	0	0	0	0
13:15	13:30	0	0	0	0	0
Total		2	0	22	1	25

# Accu-Traffic Inc.

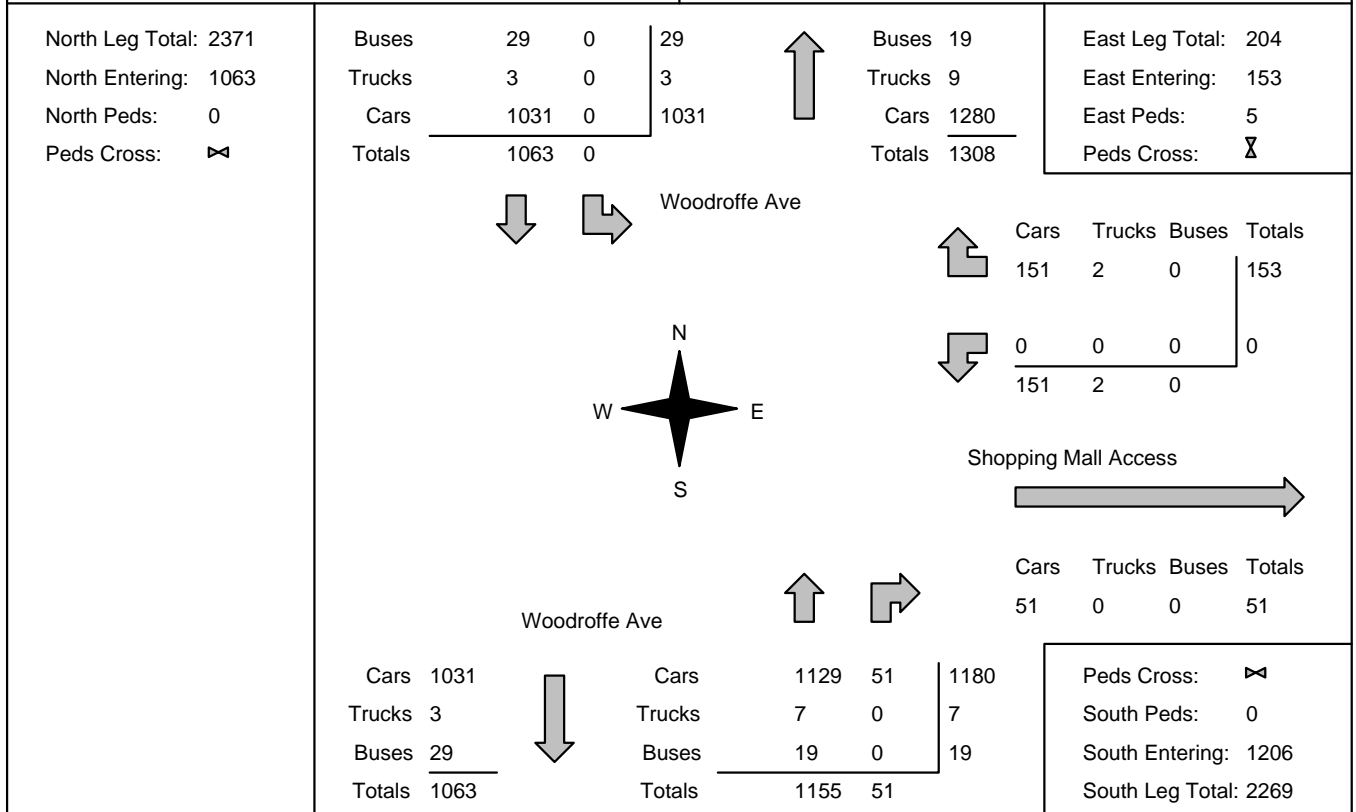
<b>Morning Peak Diagram</b>	<b>Specified Period</b> From: 7:00:00 To: 9:00:00	<b>One Hour Peak</b> From: 7:30:00 To: 8:30:00
<b>Municipality:</b> Ottawa <b>Site #:</b> 2519300006 <b>Intersection:</b> Woodroffe Ave & Shopping Mall Ac <b>TFR File #:</b> 1 <b>Count date:</b> 4-Dec-25	<b>Weather conditions:</b>  <b>Person counted:</b> <b>Person prepared:</b> <b>Person checked:</b>	
<b>** Non-Signalized Intersection **</b>	<b>Major Road:</b> Woodroffe Ave runs N/S	



## Comments

# Accu-Traffic Inc.

<b>Afternoon Peak Diagram</b>	<b>Specified Period</b> <b>From:</b> 16:00:00 <b>To:</b> 18:00:00	<b>One Hour Peak</b> <b>From:</b> 16:00:00 <b>To:</b> 17:00:00
<b>Municipality:</b> Ottawa <b>Site #:</b> 2519300006 <b>Intersection:</b> Woodroffe Ave & Shopping Mall Ac <b>TFR File #:</b> 1 <b>Count date:</b> 4-Dec-25	<b>Weather conditions:</b>  <b>Person counted:</b> <b>Person prepared:</b> <b>Person checked:</b>	
<b>** Non-Signalized Intersection **</b>	<b>Major Road:</b> Woodroffe Ave runs N/S	



## Comments

# Accu-Traffic Inc.

## Total Count Diagram

**Municipality:** Ottawa  
**Site #:** 2519300006  
**Intersection:** Woodroffe Ave & Shopping Mall Ac  
**TFR File #:** 1  
**Count date:** 4-Dec-25

**Weather conditions:**

**Person counted:**  
**Person prepared:**  
**Person checked:**

**\*\* Non-Signalized Intersection \*\***

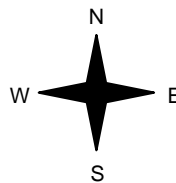
**Major Road:** Woodroffe Ave runs N/S

North Leg Total: 8919  
 North Entering: 3843  
 North Peds: 0  
 Peds Cross: ☒

Buses	83	0	83
Trucks	41	0	41
Cars	3719	0	3719
<b>Totals</b>	<b>3843</b>	<b>0</b>	

Buses	92
Trucks	58
Cars	4926
<b>Totals</b>	<b>5076</b>

East Leg Total: 625  
 East Entering: 458  
 East Peds: 18  
 Peds Cross: ☒



	Cars	Trucks	Buses	Totals
↑	453	3	2	458
↓	0	0	0	0
	453	3	2	

Shopping Mall Access



	Cars	Trucks	Buses	Totals
↑	166	1	0	167

Cars	3719
Trucks	41
Buses	83
<b>Totals</b>	<b>3843</b>



Cars	4473	166	4639
Trucks	55	1	56
Buses	90	0	90
<b>Totals</b>	<b>4618</b>	<b>167</b>	

Peds Cross: ☒  
 South Peds: 1  
 South Entering: 4785  
 South Leg Total: 8628

### Comments



**Accu-Traffic Inc.**  
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

## Traffic Count Summary

Intersection: Woodroffe Ave & Shopping Mall A      Count Date: 4-Dec-25      Municipality: Ottawa

North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Buses				Total Peds		Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	0	889	0	889	0	2099	8:00:00	0	1171	39	1210	0
9:00:00	0	953	0	953	0	2143	9:00:00	0	1154	36	1190	0
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0
17:00:00	0	1063	0	1063	0	2269	17:00:00	0	1155	51	1206	0
18:00:00	0	938	0	938	0	2117	18:00:00	0	1138	41	1179	1
<b>Totals:</b>	0	3843	0	3843	0	8628	<b>S Totals:</b>	0	4618	167	4785	1
East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Buses				Total Peds		Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	0	0	51	51	4	51	8:00:00	0	0	0	0	0
9:00:00	0	0	82	82	6	82	9:00:00	0	0	0	0	0
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0
17:00:00	0	0	153	153	5	153	17:00:00	0	0	0	0	0
18:00:00	0	0	172	172	3	172	18:00:00	0	0	0	0	0
<b>Totals:</b>	0	0	458	458	18	458	<b>W Totals:</b>	0	0	0	0	0
<b>Calculated Values for Traffic Crossing Major Street</b>												
Hours Ending:	7:00	8:00	9:00	16:00		17:00	18:00	0:00	0:00			
Crossing Values:	0	0	0	0		0	1	0	0			










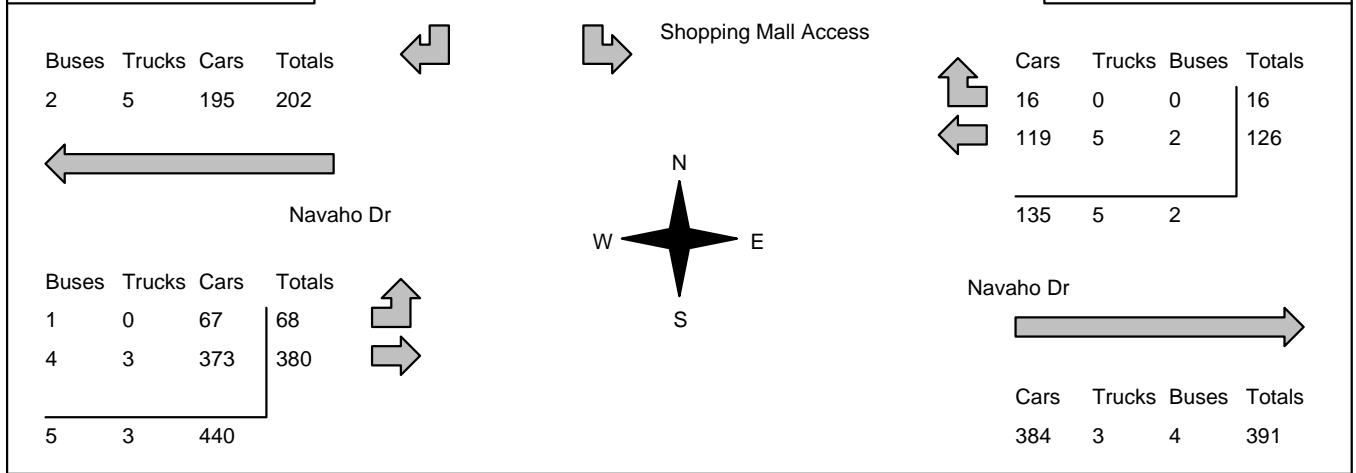
# Accu-Traffic Inc.

<b>Morning Peak Diagram</b>	<b>Specified Period</b> <b>From:</b> 7:00:00 <b>To:</b> 9:00:00	<b>One Hour Peak</b> <b>From:</b> 7:30:00 <b>To:</b> 8:30:00
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<b>Municipality:</b> Ottawa <b>Site #:</b> 2519300007 <b>Intersection:</b> Navaho Dr & Shopping Mall Access <b>TFR File #:</b> 1 <b>Count date:</b> 4-Dec-25	<b>Weather conditions:</b>  <b>Person counted:</b> <b>Person prepared:</b> <b>Person checked:</b>
--	---

<b>** Non-Signalized Intersection **</b>	<b>Major Road:</b> Navaho Dr runs W/E
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North Leg Total: 171 North Entering: 87 North Peds: 4 Peds Cross: $\times$	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-right: 1px solid black;">Buses 0</td> <td style="border-right: 1px solid black;">0</td> <td>0</td> </tr> <tr> <td style="border-right: 1px solid black;">Trucks 0</td> <td style="border-right: 1px solid black;">0</td> <td>0</td> </tr> <tr> <td style="border-right: 1px solid black;">Cars 76</td> <td style="border-right: 1px solid black;">11</td> <td>87</td> </tr> <tr> <td style="border-right: 1px solid black;">Totals 76</td> <td style="border-right: 1px solid black;">11</td> <td></td> </tr> </table>	Buses 0	0	0	Trucks 0	0	0	Cars 76	11	87	Totals 76	11			<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-right: 1px solid black;">Buses 1</td> <td style="border-right: 1px solid black;">0</td> <td>83</td> </tr> <tr> <td style="border-right: 1px solid black;">Trucks 0</td> <td style="border-right: 1px solid black;">0</td> <td>83</td> </tr> <tr> <td style="border-right: 1px solid black;">Cars 83</td> <td style="border-right: 1px solid black;">0</td> <td>83</td> </tr> <tr> <td style="border-right: 1px solid black;">Totals 84</td> <td style="border-right: 1px solid black;">0</td> <td></td> </tr> </table>	Buses 1	0	83	Trucks 0	0	83	Cars 83	0	83	Totals 84	0		East Leg Total: 533 East Entering: 142 East Peds: 7 Peds Cross: $\times$
Buses 0	0	0																										
Trucks 0	0	0																										
Cars 76	11	87																										
Totals 76	11																											
Buses 1	0	83																										
Trucks 0	0	83																										
Cars 83	0	83																										
Totals 84	0																											



Peds Cross: $\times$ West Peds: 3 West Entering: 448 West Leg Total: 650	
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Comments

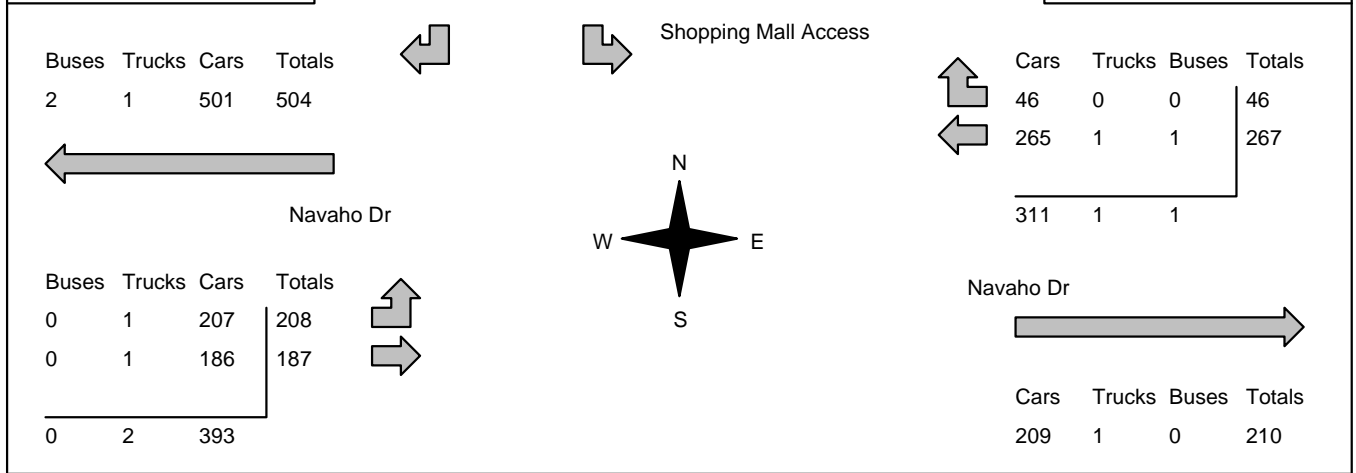
# Accu-Traffic Inc.

<b>Afternoon Peak Diagram</b>	<b>Specified Period</b> <b>From:</b> 16:00:00 <b>To:</b> 18:00:00	<b>One Hour Peak</b> <b>From:</b> 16:45:00 <b>To:</b> 17:45:00
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<b>Municipality:</b> Ottawa <b>Site #:</b> 2519300007 <b>Intersection:</b> Navaho Dr & Shopping Mall Access <b>TFR File #:</b> 1 <b>Count date:</b> 4-Dec-25	<b>Weather conditions:</b>  <b>Person counted:</b> <b>Person prepared:</b> <b>Person checked:</b>
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<b>** Non-Signalized Intersection **</b>	<b>Major Road:</b> Navaho Dr runs W/E
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North Leg Total: 514 North Entering: 260 North Peds: 4 Peds Cross: $\boxtimes$	<table style="margin: auto;"> <tr><td>Buses</td><td>1</td><td>0</td><td>1</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Cars</td><td>236</td><td>23</td><td>259</td></tr> <tr><td>Totals</td><td>237</td><td>23</td><td></td></tr> </table>	Buses	1	0	1	Trucks	0	0	0	Cars	236	23	259	Totals	237	23			<table style="margin: auto;"> <tr><td>Buses</td><td>0</td></tr> <tr><td>Trucks</td><td>1</td></tr> <tr><td>Cars</td><td>253</td></tr> <tr><td>Totals</td><td>254</td></tr> </table>	Buses	0	Trucks	1	Cars	253	Totals	254	East Leg Total: 523 East Entering: 313 East Peds: 12 Peds Cross: $\boxtimes$
Buses	1	0	1																									
Trucks	0	0	0																									
Cars	236	23	259																									
Totals	237	23																										
Buses	0																											
Trucks	1																											
Cars	253																											
Totals	254																											



Peds Cross: $\boxtimes$ West Peds: 4 West Entering: 395 West Leg Total: 899	
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Comments

# Accu-Traffic Inc.

## Total Count Diagram

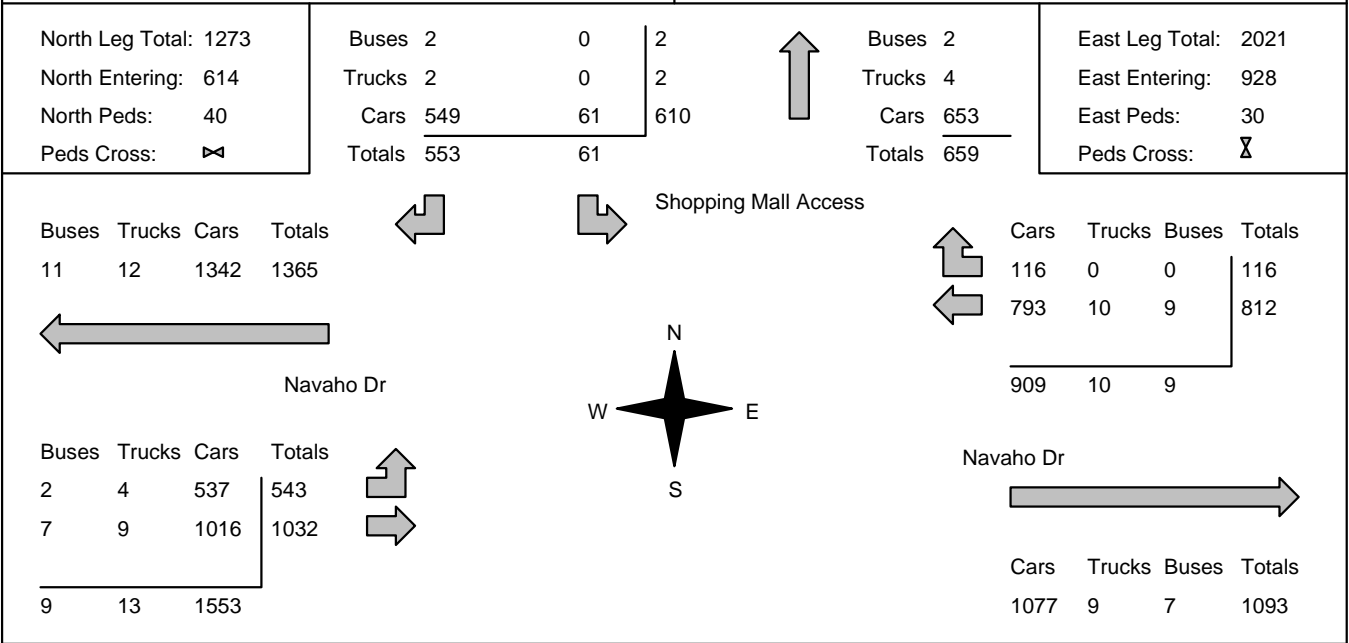
**Municipality:** Ottawa  
**Site #:** 2519300007  
**Intersection:** Navaho Dr & Shopping Mall Access  
**TFR File #:** 1  
**Count date:** 4-Dec-25

**Weather conditions:**

**Person counted:**  
**Person prepared:**  
**Person checked:**

**\*\* Non-Signalized Intersection \*\***

**Major Road:** Navaho Dr runs W/E



Peds Cross:  $\times$   
West Peds: 18  
West Entering: 1575  
West Leg Total: 2940

### Comments



**Accu-Traffic Inc.**  
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

## Traffic Count Summary

Intersection: Navaho Dr & Shopping Mall Acces      Count Date: 4-Dec-25      Municipality: Ottawa

<b>North Approach Totals</b>						North/South Total Approaches	<b>South Approach Totals</b>					
Hour Ending	Includes Cars, Trucks, & Buses				Total Peds		Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	10	0	49	59	7	59	8:00:00	0	0	0	0	0
9:00:00	14	0	80	94	8	94	9:00:00	0	0	0	0	0
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0
17:00:00	10	0	202	212	13	212	17:00:00	0	0	0	0	0
18:00:00	27	0	222	249	12	249	18:00:00	0	0	0	0	0
<b>Totals:</b>	61	0	553	614	40	614	<b>S Totals:</b>	0	0	0	0	0
<b>East Approach Totals</b>						East/West Total Approaches	<b>West Approach Totals</b>					
Hour Ending	Includes Cars, Trucks, & Buses				Total Peds		Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	0	117	18	135	2	551	8:00:00	59	357	0	416	1
9:00:00	0	136	14	150	7	570	9:00:00	96	324	0	420	3
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0
17:00:00	0	302	41	343	8	696	17:00:00	189	164	0	353	4
18:00:00	0	257	43	300	13	686	18:00:00	199	187	0	386	10
<b>Totals:</b>	0	812	116	928	30	2503	<b>W Totals:</b>	543	1032	0	1575	18
<b>Calculated Values for Traffic Crossing Major Street</b>												
Hours Ending:	7:00	8:00	9:00	16:00				17:00	18:00	0:00	0:00	
Crossing Values:	0	13	24	0				22	50	0	0	










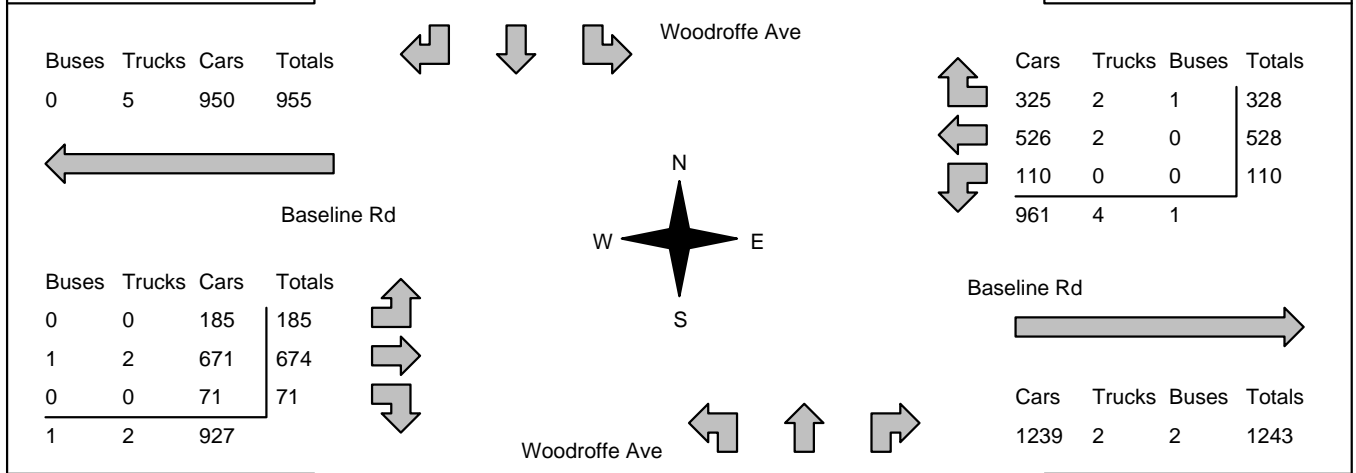
# Accu-Traffic Inc.


<b>Mid-day Peak Diagram</b>	<b>Specified Period</b> <b>From:</b> 11:00:00 <b>To:</b> 15:00:00	<b>One Hour Peak</b> <b>From:</b> 11:45:00 <b>To:</b> 12:45:00
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<b>Municipality:</b> Ottawa <b>Site #:</b> 2519300001 <b>Intersection:</b> Woodroffe Ave & Baseline Rd <b>TFR File #:</b> 1 <b>Count date:</b> 6-Dec-25	<b>Weather conditions:</b>  <b>Person counted:</b> <b>Person prepared:</b> <b>Person checked:</b>
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<b>** Signalized Intersection **</b>	<b>Major Road:</b> Woodroffe Ave runs N/S
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North Leg Total: 2894 North Entering: 1526 North Peds: 15 Peds Cross: ☒	<table style="border-collapse: collapse;"> <tr><td>Buses</td><td>0</td><td>13</td><td>0</td><td>13</td></tr> <tr><td>Trucks</td><td>2</td><td>7</td><td>0</td><td>9</td></tr> <tr><td>Cars</td><td>208</td><td>836</td><td>460</td><td>1504</td></tr> <tr><td>Totals</td><td>210</td><td>856</td><td>460</td><td></td></tr> </table>	Buses	0	13	0	13	Trucks	2	7	0	9	Cars	208	836	460	1504	Totals	210	856	460			<table style="border-collapse: collapse;"> <tr><td>Buses</td><td>12</td></tr> <tr><td>Trucks</td><td>6</td></tr> <tr><td>Cars</td><td>1350</td></tr> <tr><td>Totals</td><td>1368</td></tr> </table>	Buses	12	Trucks	6	Cars	1350	Totals	1368	East Leg Total: 2209 East Entering: 966 East Peds: 14 Peds Cross: ☒
Buses	0	13	0	13																												
Trucks	2	7	0	9																												
Cars	208	836	460	1504																												
Totals	210	856	460																													
Buses	12																															
Trucks	6																															
Cars	1350																															
Totals	1368																															



Peds Cross: ☒ West Peds: 6 West Entering: 930 West Leg Total: 1885	<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>1017</td></tr> <tr><td>Trucks</td><td>7</td></tr> <tr><td>Buses</td><td>13</td></tr> <tr><td>Totals</td><td>1037</td></tr> </table>	Cars	1017	Trucks	7	Buses	13	Totals	1037		<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>216</td><td>840</td><td>108</td><td>1164</td></tr> <tr><td>Trucks</td><td>1</td><td>4</td><td>0</td><td>5</td></tr> <tr><td>Buses</td><td>0</td><td>11</td><td>1</td><td>12</td></tr> <tr><td>Totals</td><td>217</td><td>855</td><td>109</td><td></td></tr> </table>	Cars	216	840	108	1164	Trucks	1	4	0	5	Buses	0	11	1	12	Totals	217	855	109		Peds Cross: ☒ South Peds: 15 South Entering: 1181 South Leg Total: 2218
Cars	1017																															
Trucks	7																															
Buses	13																															
Totals	1037																															
Cars	216	840	108	1164																												
Trucks	1	4	0	5																												
Buses	0	11	1	12																												
Totals	217	855	109																													

**Comments**

# Accu-Traffic Inc.

## Total Count Diagram

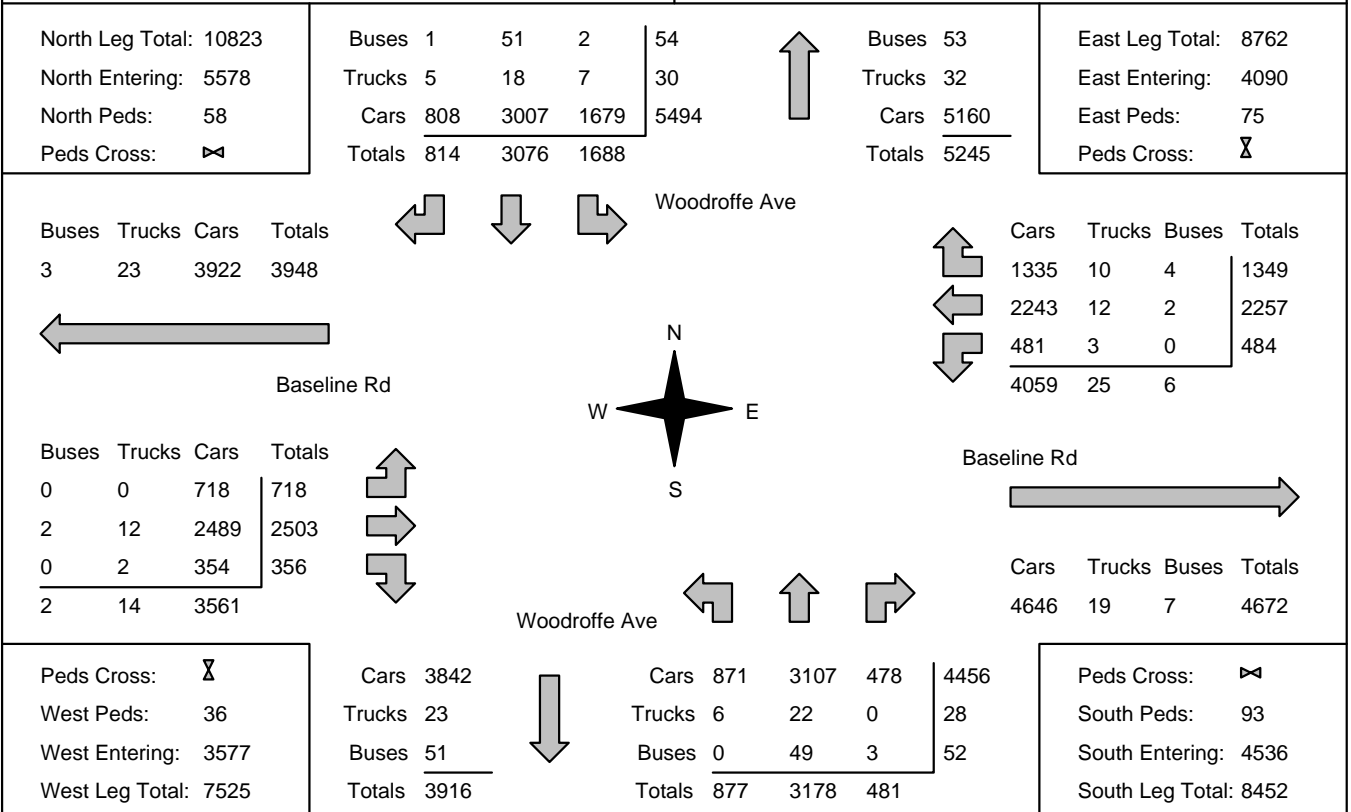
**Municipality:** Ottawa  
**Site #:** 2519300001  
**Intersection:** Woodroffe Ave & Baseline Rd  
**TFR File #:** 1  
**Count date:** 6-Dec-25

**Weather conditions:**

**Person counted:**  
**Person prepared:**  
**Person checked:**

**\*\* Signalized Intersection \*\***

**Major Road:** Woodroffe Ave runs N/S



### Comments



**Accu-Traffic Inc.**  
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc. Traffic Count Summary

Intersection: Woodroffe Ave & Baseline Rd      Count Date: 6-Dec-25      Municipality: Ottawa

<b>North Approach Totals</b>						North/South Total Approaches	<b>South Approach Totals</b>					
Hour Ending	Includes Cars, Trucks, & Buses				Total Peds		Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0
12:00:00	420	717	174	1311	11	2428	12:00:00	203	781	133	1117	16
13:00:00	467	824	228	1519	15	2697	13:00:00	222	856	100	1178	16
14:00:00	391	761	251	1403	12	2546	14:00:00	223	802	118	1143	24
15:00:00	410	774	161	1345	20	2443	15:00:00	229	739	130	1098	37
<b>Totals:</b>	1688	3076	814	5578	58	10114	<b>S Totals:</b>	877	3178	481	4536	93
<b>East Approach Totals</b>						East/West Total Approaches	<b>West Approach Totals</b>					
Hour Ending	Includes Cars, Trucks, & Buses				Total Peds		Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0
12:00:00	114	552	356	1022	11	1937	12:00:00	201	610	104	915	4
13:00:00	108	523	301	932	19	1831	13:00:00	175	658	66	899	9
14:00:00	123	615	329	1067	11	1928	14:00:00	160	619	82	861	13
15:00:00	139	567	363	1069	34	1971	15:00:00	182	616	104	902	10
<b>Totals:</b>	484	2257	1349	4090	75	7667	<b>W Totals:</b>	718	2503	356	3577	36
<b>Calculated Values for Traffic Crossing Major Street</b>												
Hours Ending:	11:00	12:00	13:00	14:00		15:00	0:00	0:00	0:00	0:00		
Crossing Values:	0	952	972	938		994	0	0	0	0		









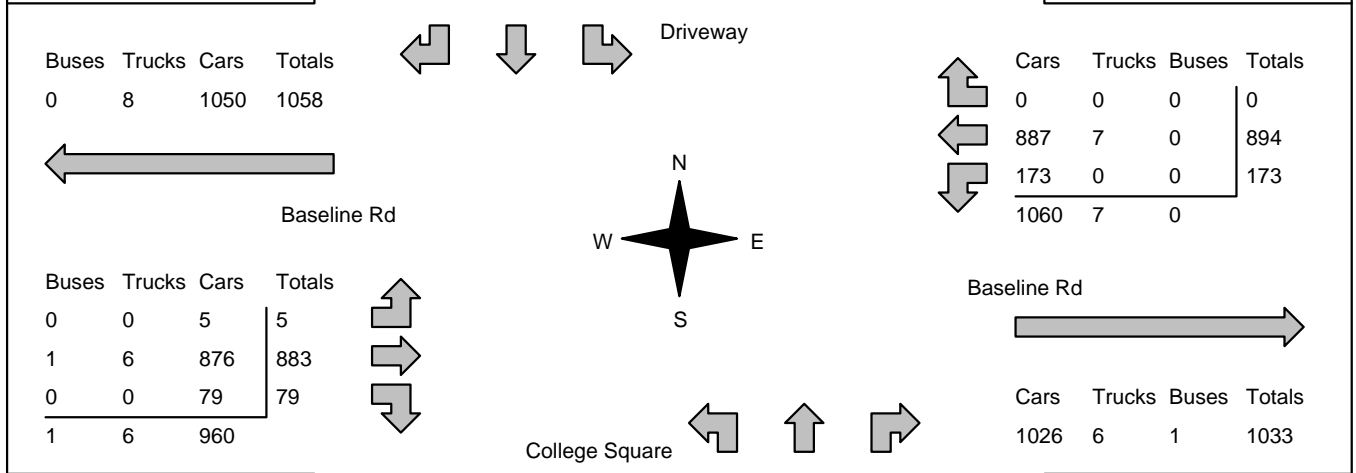
# Accu-Traffic Inc.

<b>Mid-day Peak Diagram</b>	<b>Specified Period</b> <b>From:</b> 11:00:00 <b>To:</b> 15:00:00	<b>One Hour Peak</b> <b>From:</b> 13:45:00 <b>To:</b> 14:45:00
-----------------------------	---	--

<b>Municipality:</b> Ottawa <b>Site #:</b> 2519300002 <b>Intersection:</b> Baseline Rd & College Square <b>TFR File #:</b> 1 <b>Count date:</b> 6-Dec-25	<b>Weather conditions:</b>  <b>Person counted:</b> <b>Person prepared:</b> <b>Person checked:</b>
--	---

<b>** Signalized Intersection **</b>	<b>Major Road:</b> Baseline Rd runs W/E
--------------------------------------	---

North Leg Total: 31 North Entering: 23 North Peds: 11 Peds Cross: ☒	<table style="border-collapse: collapse;"> <tr><td>Buses</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Cars</td><td>11</td><td>3</td><td>9</td><td>23</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>11</td><td>3</td><td>9</td><td></td></tr> </table>	Buses	0	0	0	0	Trucks	0	0	0	0	Cars	11	3	9	23	Totals	11	3	9		↑	<table style="border-collapse: collapse;"> <tr><td>Buses</td><td>0</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Cars</td><td>8</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>8</td></tr> </table>	Buses	0	Trucks	0	Cars	8	Totals	8	East Leg Total: 2100 East Entering: 1067 East Peds: 18 Peds Cross: ☒
Buses	0	0	0	0																												
Trucks	0	0	0	0																												
Cars	11	3	9	23																												
Totals	11	3	9																													
Buses	0																															
Trucks	0																															
Cars	8																															
Totals	8																															



Peds Cross: ☒ West Peds: 7 West Entering: 967 West Leg Total: 2025	<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>255</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Buses</td><td>0</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>255</td></tr> </table>	Cars	255	Trucks	0	Buses	0	Totals	255	↓	<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>152</td><td>3</td><td>141</td><td>296</td></tr> <tr><td>Trucks</td><td>1</td><td>0</td><td>0</td><td>1</td></tr> <tr><td>Buses</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>153</td><td>3</td><td>141</td><td></td></tr> </table>	Cars	152	3	141	296	Trucks	1	0	0	1	Buses	0	0	0	0	Totals	153	3	141		Peds Cross: ☒ South Peds: 6 South Entering: 297 South Leg Total: 552
Cars	255																															
Trucks	0																															
Buses	0																															
Totals	255																															
Cars	152	3	141	296																												
Trucks	1	0	0	1																												
Buses	0	0	0	0																												
Totals	153	3	141																													

## Comments

# Accu-Traffic Inc.

## Total Count Diagram

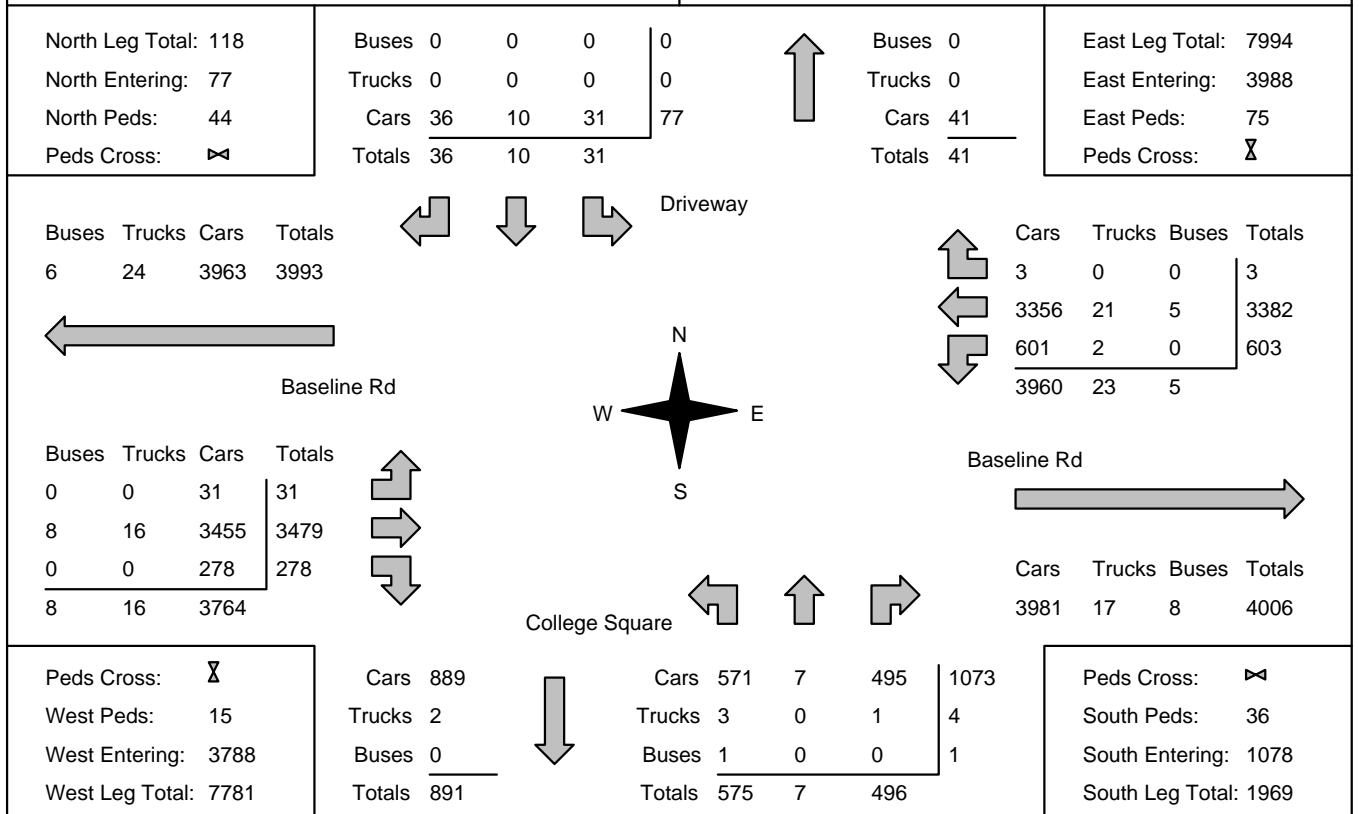
**Municipality:** Ottawa  
**Site #:** 2519300002  
**Intersection:** Baseline Rd & College Square  
**TFR File #:** 1  
**Count date:** 6-Dec-25

**Weather conditions:**

**Person counted:**  
**Person prepared:**  
**Person checked:**

**\*\* Signalized Intersection \*\***

**Major Road:** Baseline Rd runs W/E



### Comments



**Accu-Traffic Inc.**  
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

## Traffic Count Summary

Intersection: Baseline Rd & College Square      Count Date: 6-Dec-25      Municipality: Ottawa

<b>North Approach Totals</b>						North/South Total Approaches	<b>South Approach Totals</b>					
Hour Ending	Includes Cars, Trucks, & Buses				Total Peds		Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0
12:00:00	8	0	11	19	10	263	12:00:00	137	1	106	244	8
13:00:00	7	4	7	18	13	265	13:00:00	131	2	114	247	10
14:00:00	8	4	9	21	4	293	14:00:00	145	2	125	272	13
15:00:00	8	2	9	19	17	334	15:00:00	162	2	151	315	5
<b>Totals:</b>	31	10	36	77	44	1155	<b>S Totals:</b>	575	7	496	1078	36
<b>East Approach Totals</b>						East/West Total Approaches	<b>West Approach Totals</b>					
Hour Ending	Includes Cars, Trucks, & Buses				Total Peds		Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0
12:00:00	145	850	1	996	16	1918	12:00:00	13	853	56	922	3
13:00:00	153	787	2	942	23	1928	13:00:00	7	910	69	986	1
14:00:00	145	869	0	1014	12	1936	14:00:00	7	842	73	922	5
15:00:00	160	876	0	1036	24	1994	15:00:00	4	874	80	958	6
<b>Totals:</b>	603	3382	3	3988	75	7776	<b>W Totals:</b>	31	3479	278	3788	15
<b>Calculated Values for Traffic Crossing Major Street</b>												
Hours Ending:	11:00	12:00	13:00	14:00		15:00	0:00	0:00	0:00	0:00		
Crossing Values:	0	165	166	174		202	0	0	0	0		





# Accu-Traffic Inc.

Count Date: 6-Dec-25 Site #: 2519300002

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Buses - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
11:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15:00	40	40	190	190	0	0	1	1	4	4	0	0	0	0	0	0	0	0	3	3
11:30:00	80	40	404	214	1	1	1	0	4	0	0	0	0	0	0	0	0	0	8	5
11:45:00	124	44	615	211	1	0	1	0	5	1	0	0	0	0	0	0	0	0	11	3
12:00:00	144	20	844	229	1	0	1	0	6	1	0	0	0	0	0	0	0	0	16	5
12:15:00	173	29	1057	213	2	1	2	1	7	1	0	0	0	0	0	0	0	0	25	9
12:30:00	210	37	1231	174	3	1	2	0	9	2	0	0	0	0	1	1	0	0	30	5
12:45:00	261	51	1440	209	3	0	2	0	9	0	0	0	0	0	1	0	0	0	34	4
13:00:00	296	35	1626	186	3	0	2	0	9	0	0	0	0	0	2	1	0	0	39	5
13:15:00	332	36	1842	216	3	0	2	0	10	1	0	0	0	0	3	1	0	0	42	3
13:30:00	357	25	2057	215	3	0	2	0	12	2	0	0	0	0	4	1	0	0	44	2
13:45:00	395	38	2261	204	3	0	2	0	13	1	0	0	0	0	4	0	0	0	47	3
14:00:00	441	46	2485	224	3	0	2	0	17	4	0	0	0	0	4	0	0	0	51	4
14:15:00	473	32	2696	211	3	0	2	0	18	1	0	0	0	0	4	0	0	0	54	3
14:30:00	518	45	2921	225	3	0	2	0	20	2	0	0	0	0	4	0	0	0	59	5
14:45:00	568	50	3148	227	3	0	2	0	20	0	0	0	0	0	4	0	0	0	65	6
15:00:00	601	33	3356	208	3	0	2	0	21	1	0	0	0	0	5	1	0	0	75	10
15:15:00	601	0	3356	0	3	0	2	0	21	0	0	0	0	0	5	0	0	0	75	0
15:15:15	601	0	3356	0	3	0	2	0	21	0	0	0	0	0	5	0	0	0	75	0






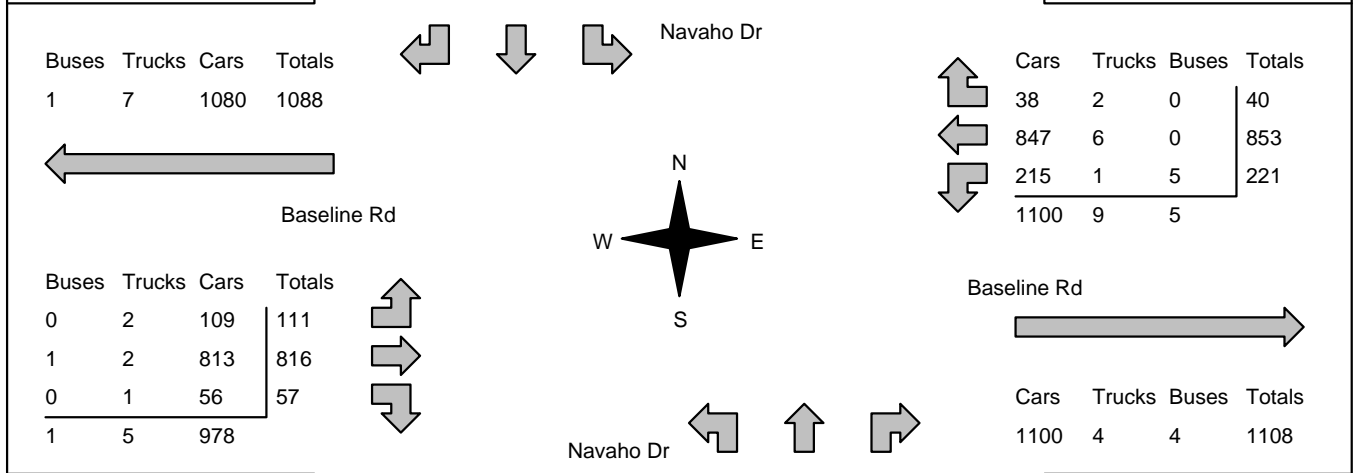
# Accu-Traffic Inc.


<b>Mid-day Peak Diagram</b>	<b>Specified Period</b>	<b>One Hour Peak</b>
	<b>From:</b> 11:00:00 <b>To:</b> 15:00:00	<b>From:</b> 13:45:00 <b>To:</b> 14:45:00

<b>Municipality:</b> Ottawa <b>Site #:</b> 2519300003 <b>Intersection:</b> Baseline Rd & Navaho Dr <b>TFR File #:</b> 1 <b>Count date:</b> 6-Dec-25	<b>Weather conditions:</b>  <b>Person counted:</b> <b>Person prepared:</b> <b>Person checked:</b>
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<b>** Signalized Intersection **</b>	<b>Major Road:</b> Baseline Rd runs W/E
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North Leg Total: 295 North Entering: 144 North Peds: 16 Peds Cross: $\times$	<table border="1"> <tr><td>Buses</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Trucks</td><td>1</td><td>0</td><td>0</td><td>1</td></tr> <tr><td>Cars</td><td>60</td><td>3</td><td>80</td><td>143</td></tr> <tr><td>Totals</td><td>61</td><td>3</td><td>80</td><td></td></tr> </table>	Buses	0	0	0	0	Trucks	1	0	0	1	Cars	60	3	80	143	Totals	61	3	80		 <table border="1"> <tr><td>Buses</td><td>0</td></tr> <tr><td>Trucks</td><td>4</td></tr> <tr><td>Cars</td><td>147</td></tr> <tr><td>Totals</td><td>151</td></tr> </table>	Buses	0	Trucks	4	Cars	147	Totals	151	East Leg Total: 2222 East Entering: 1114 East Peds: 36 Peds Cross: $\times$
Buses	0	0	0	0																											
Trucks	1	0	0	1																											
Cars	60	3	80	143																											
Totals	61	3	80																												
Buses	0																														
Trucks	4																														
Cars	147																														
Totals	151																														



Peds Cross: $\times$ West Peds: 47 West Entering: 984 West Leg Total: 2072	<table border="1"> <tr><td>Cars</td><td>274</td></tr> <tr><td>Trucks</td><td>2</td></tr> <tr><td>Buses</td><td>5</td></tr> <tr><td>Totals</td><td>281</td></tr> </table>	Cars	274	Trucks	2	Buses	5	Totals	281	 <table border="1"> <tr><td>Cars</td><td>173</td><td>0</td><td>207</td><td>380</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>2</td><td>2</td></tr> <tr><td>Buses</td><td>1</td><td>0</td><td>3</td><td>4</td></tr> <tr><td>Totals</td><td>174</td><td>0</td><td>212</td><td></td></tr> </table>	Cars	173	0	207	380	Trucks	0	0	2	2	Buses	1	0	3	4	Totals	174	0	212		Peds Cross: $\times$ South Peds: 53 South Entering: 386 South Leg Total: 667
Cars	274																														
Trucks	2																														
Buses	5																														
Totals	281																														
Cars	173	0	207	380																											
Trucks	0	0	2	2																											
Buses	1	0	3	4																											
Totals	174	0	212																												

## Comments

# Accu-Traffic Inc.

## Total Count Diagram

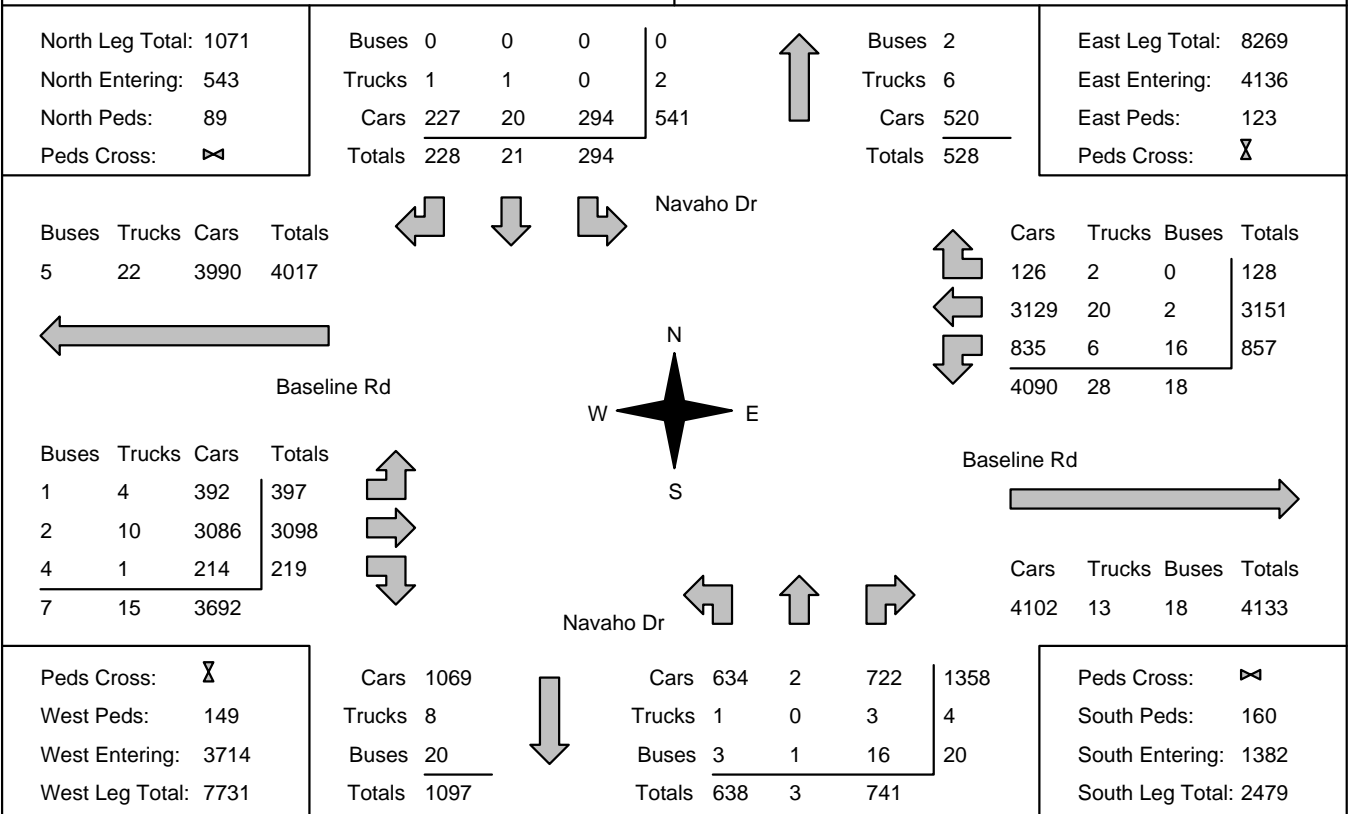
**Municipality:** Ottawa  
**Site #:** 2519300003  
**Intersection:** Baseline Rd & Navaho Dr  
**TFR File #:** 1  
**Count date:** 6-Dec-25

**Weather conditions:**

**Person counted:**  
**Person prepared:**  
**Person checked:**

**\*\* Signalized Intersection \*\***

**Major Road:** Baseline Rd runs W/E



### Comments



**Accu-Traffic Inc.**  
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

## Traffic Count Summary

Intersection: Baseline Rd & Navaho Dr      Count Date: 6-Dec-25      Municipality: Ottawa

<b>North Approach Totals</b>						North/South Total Approaches	<b>South Approach Totals</b>					
Hour Ending	Includes Cars, Trucks, & Buses				Total Peds		Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0
12:00:00	67	5	55	127	27	475	12:00:00	177	1	170	348	36
13:00:00	73	7	58	138	25	441	13:00:00	137	1	165	303	30
14:00:00	66	6	60	132	25	461	14:00:00	136	1	192	329	42
15:00:00	88	3	55	146	12	548	15:00:00	188	0	214	402	52
<b>Totals:</b>	294	21	228	543	89	1925	<b>S Totals:</b>	638	3	741	1382	160
<b>East Approach Totals</b>						East/West Total Approaches	<b>West Approach Totals</b>					
Hour Ending	Includes Cars, Trucks, & Buses				Total Peds		Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0
12:00:00	214	766	29	1009	28	1889	12:00:00	94	734	52	880	33
13:00:00	209	760	32	1001	32	1939	13:00:00	89	789	60	938	37
14:00:00	239	821	36	1096	31	2037	14:00:00	106	783	52	941	34
15:00:00	195	804	31	1030	32	1985	15:00:00	108	792	55	955	45
<b>Totals:</b>	857	3151	128	4136	123	7850	<b>W Totals:</b>	397	3098	219	3714	149
<b>Calculated Values for Traffic Crossing Major Street</b>												
Hours Ending:	11:00	12:00	13:00	14:00			15:00	0:00	0:00	0:00		
Crossing Values:	0	310	286	273			356	0	0	0		










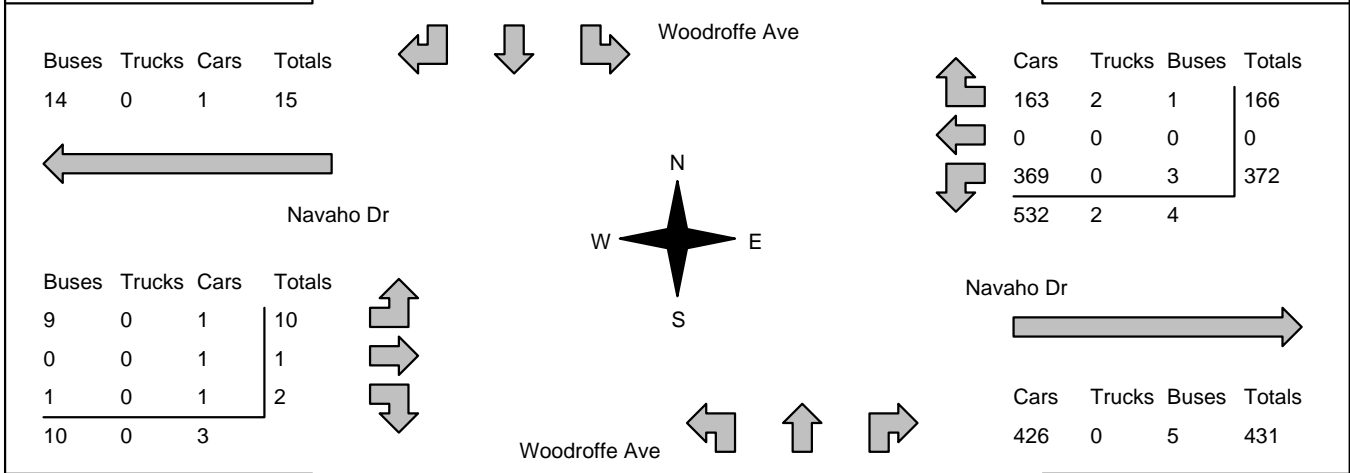
# Accu-Traffic Inc.


<b>Mid-day Peak Diagram</b>	<b>Specified Period</b> <b>From:</b> 11:00:00 <b>To:</b> 15:00:00	<b>One Hour Peak</b> <b>From:</b> 12:45:00 <b>To:</b> 13:45:00
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<b>Municipality:</b> Ottawa <b>Site #:</b> 2519300004 <b>Intersection:</b> Woodroffe Ave & Navaho Dr <b>TFR File #:</b> 1 <b>Count date:</b> 6-Dec-25	<b>Weather conditions:</b>  <b>Person counted:</b> <b>Person prepared:</b> <b>Person checked:</b>
---	---

<b>** Signalized Intersection **</b>	<b>Major Road:</b> Woodroffe Ave runs N/S
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North Leg Total: 2086 North Entering: 989 North Peds: 74 Peds Cross: ☒	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>Buses</td><td>14</td><td>4</td><td>1</td><td>19</td></tr> <tr><td>Trucks</td><td>0</td><td>4</td><td>0</td><td>4</td></tr> <tr><td>Cars</td><td>0</td><td>853</td><td>113</td><td>966</td></tr> <tr><td>Totals</td><td>14</td><td>861</td><td>114</td><td></td></tr> </table>	Buses	14	4	1	19	Trucks	0	4	0	4	Cars	0	853	113	966	Totals	14	861	114			<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>Buses</td><td>14</td></tr> <tr><td>Trucks</td><td>13</td></tr> <tr><td>Cars</td><td>1070</td></tr> <tr><td>Totals</td><td>1097</td></tr> </table>	Buses	14	Trucks	13	Cars	1070	Totals	1097	East Leg Total: 969 East Entering: 538 East Peds: 24 Peds Cross: ☒
Buses	14	4	1	19																												
Trucks	0	4	0	4																												
Cars	0	853	113	966																												
Totals	14	861	114																													
Buses	14																															
Trucks	13																															
Cars	1070																															
Totals	1097																															



Peds Cross: ☒ West Peds: 26 West Entering: 13 West Leg Total: 28	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>Cars</td><td>1223</td></tr> <tr><td>Trucks</td><td>4</td></tr> <tr><td>Buses</td><td>8</td></tr> <tr><td>Totals</td><td>1235</td></tr> </table>	Cars	1223	Trucks	4	Buses	8	Totals	1235		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>Cars</td><td>1</td><td>906</td><td>312</td><td>1219</td></tr> <tr><td>Trucks</td><td>0</td><td>11</td><td>0</td><td>11</td></tr> <tr><td>Buses</td><td>0</td><td>4</td><td>4</td><td>8</td></tr> <tr><td>Totals</td><td>1</td><td>921</td><td>316</td><td></td></tr> </table>	Cars	1	906	312	1219	Trucks	0	11	0	11	Buses	0	4	4	8	Totals	1	921	316		Peds Cross: ☒ South Peds: 40 South Entering: 1238 South Leg Total: 2473
Cars	1223																															
Trucks	4																															
Buses	8																															
Totals	1235																															
Cars	1	906	312	1219																												
Trucks	0	11	0	11																												
Buses	0	4	4	8																												
Totals	1	921	316																													

## Comments

# Accu-Traffic Inc.

## Total Count Diagram

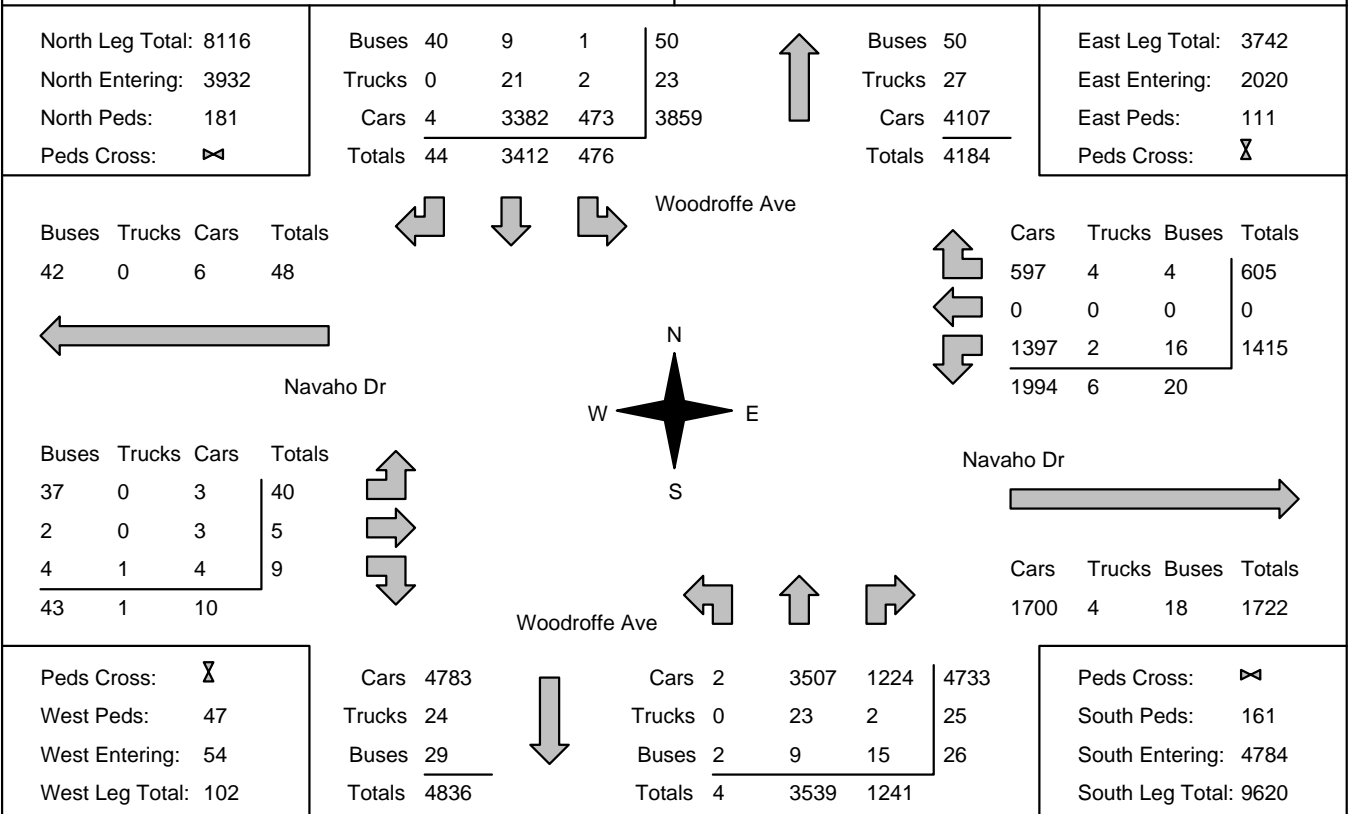
**Municipality:** Ottawa  
**Site #:** 2519300004  
**Intersection:** Woodroffe Ave & Navaho Dr  
**TFR File #:** 1  
**Count date:** 6-Dec-25

**Weather conditions:**

**Person counted:**  
**Person prepared:**  
**Person checked:**

**\*\* Signalized Intersection \*\***

**Major Road:** Woodroffe Ave runs N/S



### Comments



**Accu-Traffic Inc.**  
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

## Traffic Count Summary

Intersection: Woodroffe Ave & Navaho Dr      Count Date: 6-Dec-25      Municipality: Ottawa

<b>North Approach Totals</b>						North/South Total Approaches	<b>South Approach Totals</b>					
Hour Ending	Includes Cars, Trucks, & Buses				Total Peds		Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0
12:00:00	118	813	10	941	30	2099	12:00:00	2	859	297	1158	21
13:00:00	140	844	12	996	32	2174	13:00:00	0	875	303	1178	45
14:00:00	111	849	13	973	72	2205	14:00:00	1	898	333	1232	43
15:00:00	107	906	9	1022	47	2238	15:00:00	1	907	308	1216	52
<b>Totals:</b>	476	3412	44	3932	181	8716	<b>S Totals:</b>	4	3539	1241	4784	161
<b>East Approach Totals</b>						East/West Total Approaches	<b>West Approach Totals</b>					
Hour Ending	Includes Cars, Trucks, & Buses				Total Peds		Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0
12:00:00	310	0	146	456	17	466	12:00:00	8	1	1	10	3
13:00:00	357	0	144	501	31	514	13:00:00	11	1	1	13	17
14:00:00	386	0	165	551	32	567	14:00:00	12	2	2	16	16
15:00:00	362	0	150	512	31	527	15:00:00	9	1	5	15	11
<b>Totals:</b>	1415	0	605	2020	111	2074	<b>W Totals:</b>	40	5	9	54	47
<b>Calculated Values for Traffic Crossing Major Street</b>												
Hours Ending:	11:00	12:00	13:00	14:00				15:00	0:00	0:00	0:00	
Crossing Values:	0	370	446	515				471	0	0	0	





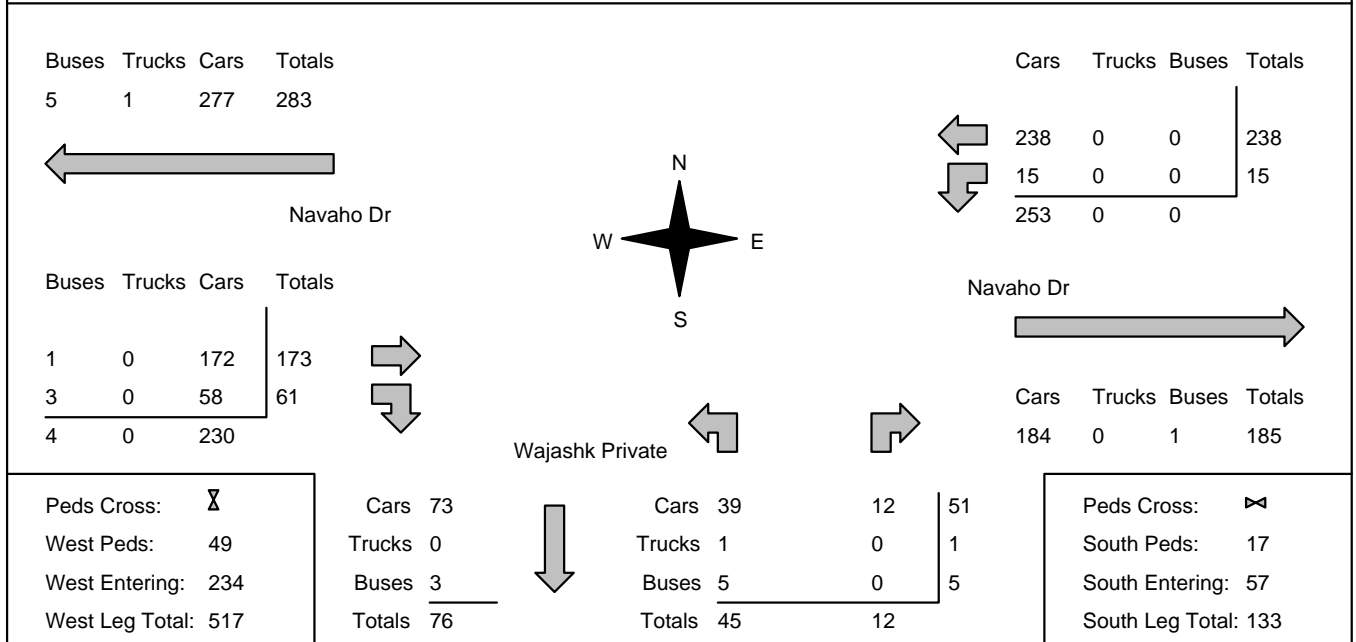




# Accu-Traffic Inc.

<b>Mid-day Peak Diagram</b>	<b>Specified Period</b> <b>From:</b> 11:00:00 <b>To:</b> 15:00:00	<b>One Hour Peak</b> <b>From:</b> 12:30:00 <b>To:</b> 13:30:00
<b>Municipality:</b> Ottawa <b>Site #:</b> 2519300005 <b>Intersection:</b> Navaho Dr & Wajashk Private <b>TFR File #:</b> 1 <b>Count date:</b> 6-Dec-25	<b>Weather conditions:</b>  <b>Person counted:</b> <b>Person prepared:</b> <b>Person checked:</b>	
<b>** Signalized Intersection **</b>	<b>Major Road:</b> Navaho Dr runs W/E	

	East Leg Total: 438 East Entering: 253 East Peds: 95 Peds Cross: 8
--	---



## Comments

# Accu-Traffic Inc.

## Total Count Diagram

**Municipality:** Ottawa  
**Site #:** 2519300005  
**Intersection:** Navaho Dr & Wajashk Private  
**TFR File #:** 1  
**Count date:** 6-Dec-25

**Weather conditions:**

**Person counted:**  
**Person prepared:**  
**Person checked:**

**\*\* Signalized Intersection \*\***

**Major Road:** Navaho Dr runs W/E

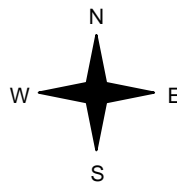
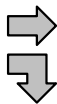
East Leg Total: 1532  
 East Entering: 856  
 East Peds: 418  
 Peds Cross:  $\Sigma$

Buses	Trucks	Cars	Totals
20	6	949	975



Navaho Dr

Buses	Trucks	Cars	Totals
2	4	615	621
15	0	269	284
17	4	884	



Wajashk Private

Cars	Trucks	Buses	Totals
788	5	4	797
59	0	0	59
847	5	4	



Navaho Dr



Cars	Trucks	Buses	Totals
670	4	2	676

Peds Cross:  $\Sigma$   
 West Peds: 146  
 West Entering: 905  
 West Leg Total: 1880

Cars	328
Trucks	0
Buses	15
Totals	343



Cars	161	55	216
Trucks	1	0	1
Buses	16	0	16
Totals	178	55	

Peds Cross:  $\Sigma$   
 South Peds: 65  
 South Entering: 233  
 South Leg Total: 576

### Comments



**Accu-Traffic Inc.**  
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

## Traffic Count Summary

Intersection: Navaho Dr & Wajashk Private      Count Date: 6-Dec-25      Municipality: Ottawa

<b>North Approach Totals</b>						North/South Total Approaches	<b>South Approach Totals</b>						
Hour Ending	Includes Cars, Trucks, & Buses				Total Peds		Hour Ending	Includes Cars, Trucks, & Buses				Total Peds	
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total		
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0	
12:00:00	0	0	0	0	0	71	12:00:00	54	0	17	71	19	
13:00:00	0	0	0	0	0	59	13:00:00	44	0	15	59	18	
14:00:00	0	0	0	0	0	51	14:00:00	44	0	7	51	14	
15:00:00	0	0	0	0	0	52	15:00:00	36	0	16	52	14	
<b>Totals:</b>						233	<b>S Totals:</b>						65
<b>East Approach Totals</b>						East/West Total Approaches	<b>West Approach Totals</b>						
Hour Ending	Includes Cars, Trucks, & Buses				Total Peds		Hour Ending	Includes Cars, Trucks, & Buses				Total Peds	
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total		
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0	
12:00:00	18	199	0	217	97	428	12:00:00	0	131	80	211	31	
13:00:00	9	228	0	237	97	474	13:00:00	0	156	81	237	32	
14:00:00	18	204	0	222	105	458	14:00:00	0	180	56	236	51	
15:00:00	14	166	0	180	119	401	15:00:00	0	154	67	221	32	
<b>Totals:</b>						1761	<b>W Totals:</b>						146
<b>Calculated Values for Traffic Crossing Major Street</b>													
Hours Ending:	11:00	12:00	13:00	14:00		15:00	0:00	0:00	0:00	0:00			
Crossing Values:	0	182	173	200		187	0	0	0	0			









**Accu-Traffic Inc.**  
Traffic Monitoring & Data Analysis

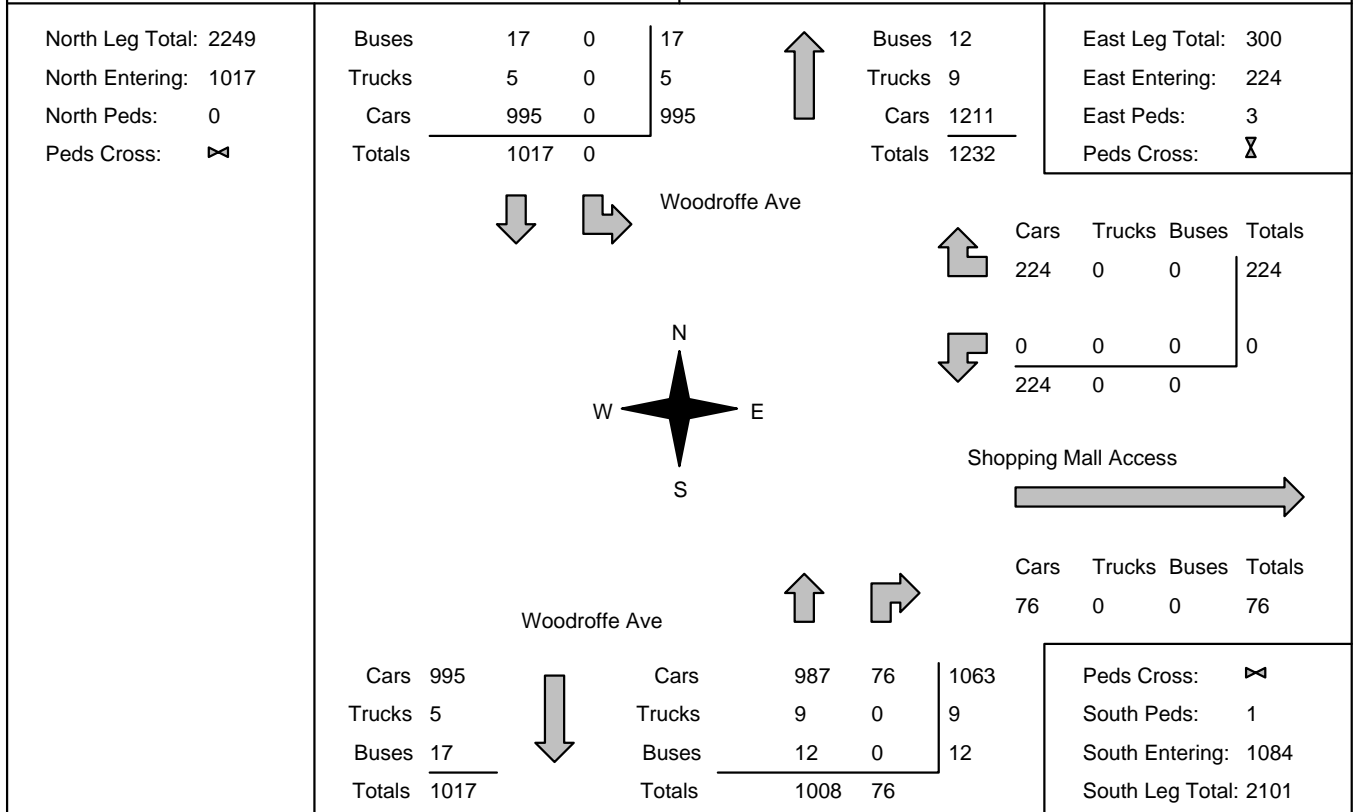
# Accu-Traffic Inc.

Count Date: 6-Dec-25 Site #: 2519300005

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Buses - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
11:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15:00	0	0	37	37	14	14	0	0	1	1	0	0	0	0	0	0	1	1	10	10
11:30:00	0	0	71	34	42	28	0	0	1	0	0	0	0	0	0	0	2	1	15	5
11:45:00	0	0	104	33	64	22	0	0	1	0	0	0	0	0	0	0	3	1	22	7
12:00:00	0	0	130	26	77	13	0	0	1	0	0	0	0	0	0	0	3	0	31	9
12:15:00	0	0	160	30	103	26	0	0	3	2	0	0	0	0	0	0	4	1	38	7
12:30:00	0	0	200	40	120	17	0	0	3	0	0	0	0	0	0	0	5	1	44	6
12:45:00	0	0	247	47	138	18	0	0	3	0	0	0	0	0	0	0	6	1	56	12
13:00:00	0	0	283	36	154	16	0	0	3	0	0	0	0	0	1	1	7	1	63	7
13:15:00	0	0	326	43	165	11	0	0	3	0	0	0	0	0	1	0	8	1	75	12
13:30:00	0	0	372	46	178	13	0	0	3	0	0	0	0	0	1	0	8	0	93	18
13:45:00	0	0	427	55	192	14	0	0	3	0	0	0	0	0	1	0	10	2	103	10
14:00:00	0	0	462	35	206	14	0	0	4	1	0	0	0	0	1	0	11	1	114	11
14:15:00	0	0	501	39	224	18	0	0	4	0	0	0	0	0	1	0	11	0	125	11
14:30:00	0	0	537	36	236	12	0	0	4	0	0	0	0	0	1	0	12	1	132	7
14:45:00	0	0	580	43	255	19	0	0	4	0	0	0	0	0	2	1	14	2	136	4
15:00:00	0	0	615	35	269	14	0	0	4	0	0	0	0	0	2	0	15	1	146	10
15:15:00	0	0	615	0	269	0	0	0	4	0	0	0	0	0	2	0	15	0	146	0
15:15:15	0	0	615	0	269	0	0	0	4	0	0	0	0	0	2	0	15	0	146	0

# Accu-Traffic Inc.

<b>Mid-day Peak Diagram</b>	<b>Specified Period</b> <b>From:</b> 11:00:00 <b>To:</b> 15:00:00	<b>One Hour Peak</b> <b>From:</b> 12:30:00 <b>To:</b> 13:30:00
<b>Municipality:</b> Ottawa <b>Site #:</b> 2519300006 <b>Intersection:</b> Woodroffe Ave & Shopping Mall Ac <b>TFR File #:</b> 1 <b>Count date:</b> 6-Dec-25	<b>Weather conditions:</b>  <b>Person counted:</b> <b>Person prepared:</b> <b>Person checked:</b>	
<b>** Non-Signalized Intersection **</b>	<b>Major Road:</b> Woodroffe Ave runs N/S	



## Comments

# Accu-Traffic Inc.

## Total Count Diagram

**Municipality:** Ottawa  
**Site #:** 2519300006  
**Intersection:** Woodroffe Ave & Shopping Mall Ac  
**TFR File #:** 1  
**Count date:** 6-Dec-25

**Weather conditions:**

**Person counted:**  
**Person prepared:**  
**Person checked:**

**\*\* Non-Signalized Intersection \*\***

**Major Road:** Woodroffe Ave runs N/S

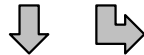
North Leg Total: 8619  
 North Entering: 3974  
 North Peds: 0  
 Peds Cross:

Buses	51	0	51
Trucks	24	0	24
Cars	3899	0	3899
<b>Totals</b>	<b>3974</b>	<b>0</b>	

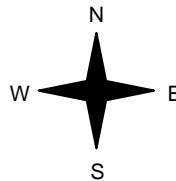


Buses	51
Trucks	28
Cars	4566
<b>Totals</b>	<b>4645</b>

East Leg Total: 1085  
 East Entering: 750  
 East Peds: 11  
 Peds Cross:



Woodroffe Ave



Cars	Trucks	Buses	Totals
748	2	0	750

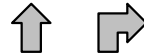


Cars	Trucks	Buses	Totals
0	0	0	0
748	2	0	

Shopping Mall Access



Woodroffe Ave



Cars	3899
Trucks	24
Buses	51
<b>Totals</b>	<b>3974</b>



Cars	3818	333	4151
Trucks	26	2	28
Buses	51	0	51
<b>Totals</b>	<b>3895</b>	<b>335</b>	

Cars	Trucks	Buses	Totals
333	2	0	335

Peds Cross:   
 South Peds: 2  
 South Entering: 4230  
 South Leg Total: 8204

### Comments





# Accu-Traffic Inc.

Count Date: 6-Dec-25 Site #: 2519300006

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Buses - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
11:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15:00	0	0	184	184	0	0	0	0	1	1	0	0	0	0	2	2	0	0	0	0
11:30:00	0	0	420	236	0	0	0	0	1	0	0	0	0	0	4	2	0	0	0	0
11:45:00	0	0	660	240	0	0	0	0	3	2	0	0	0	0	6	2	0	0	0	0
12:00:00	0	0	933	273	0	0	0	0	4	1	0	0	0	0	9	3	0	0	0	0
12:15:00	0	0	1160	227	0	0	0	0	8	4	0	0	0	0	14	5	0	0	0	0
12:30:00	0	0	1419	259	0	0	0	0	9	1	0	0	0	0	17	3	0	0	0	0
12:45:00	0	0	1695	276	0	0	0	0	10	1	0	0	0	0	19	2	0	0	0	0
13:00:00	0	0	1923	228	0	0	0	0	11	1	0	0	0	0	24	5	0	0	0	0
13:15:00	0	0	2154	231	0	0	0	0	12	1	0	0	0	0	26	2	0	0	0	0
13:30:00	0	0	2414	260	0	0	0	0	14	2	0	0	0	0	34	8	0	0	0	0
13:45:00	0	0	2656	242	0	0	0	0	14	0	0	0	0	0	38	4	0	0	0	0
14:00:00	0	0	2881	225	0	0	0	0	16	2	0	0	0	0	42	4	0	0	0	0
14:15:00	0	0	3124	243	0	0	0	0	16	0	0	0	0	0	43	1	0	0	0	0
14:30:00	0	0	3397	273	0	0	0	0	21	5	0	0	0	0	46	3	0	0	0	0
14:45:00	0	0	3644	247	0	0	0	0	23	2	0	0	0	0	47	1	0	0	0	0
15:00:00	0	0	3899	255	0	0	0	0	24	1	0	0	0	0	51	4	0	0	0	0
15:15:00	0	0	3899	0	0	0	0	0	24	0	0	0	0	0	51	0	0	0	0	0
15:15:15	0	0	3899	0	0	0	0	0	24	0	0	0	0	0	51	0	0	0	0	0








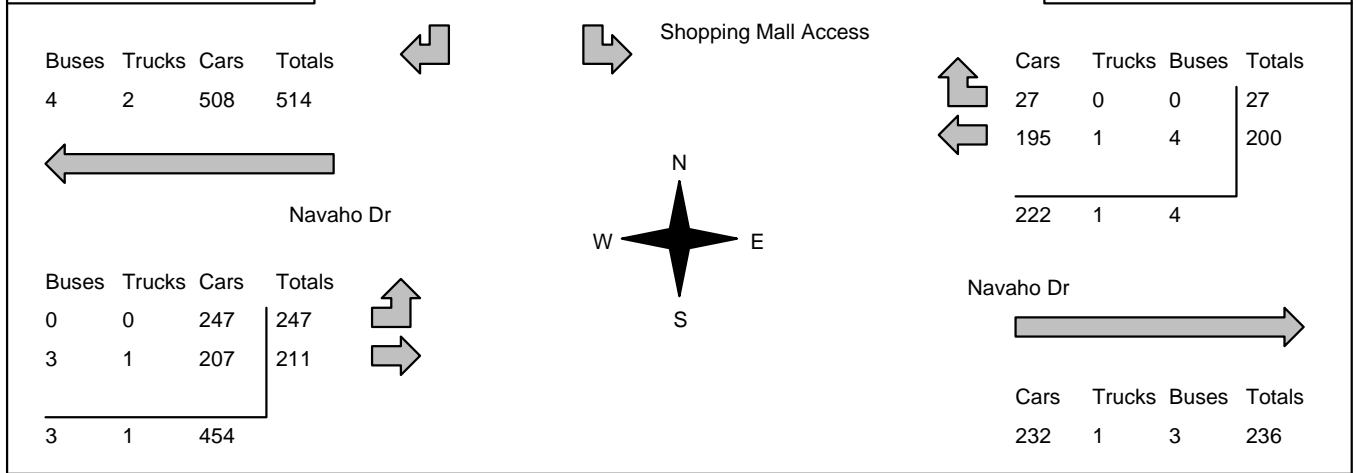
# Accu-Traffic Inc.

<b>Mid-day Peak Diagram</b>	<b>Specified Period</b> <b>From:</b> 11:00:00 <b>To:</b> 15:00:00	<b>One Hour Peak</b> <b>From:</b> 13:15:00 <b>To:</b> 14:15:00
-----------------------------	---	--

<b>Municipality:</b> Ottawa <b>Site #:</b> 2519300007 <b>Intersection:</b> Navaho Dr & Shopping Mall Access <b>TFR File #:</b> 1 <b>Count date:</b> 6-Dec-25	<b>Weather conditions:</b>  <b>Person counted:</b> <b>Person prepared:</b> <b>Person checked:</b>
--	---

<b>** Non-Signalized Intersection **</b>	<b>Major Road:</b> Navaho Dr runs W/E
--	---------------------------------------

North Leg Total: 613 North Entering: 339 North Peds: 10 Peds Cross: $\times$	<table style="margin: auto;"> <tr><td>Buses</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Trucks</td><td>1</td><td>0</td><td>1</td></tr> <tr><td>Cars</td><td>313</td><td>25</td><td>338</td></tr> <tr><td>Totals</td><td>314</td><td>25</td><td></td></tr> </table>	Buses	0	0	0	Trucks	1	0	1	Cars	313	25	338	Totals	314	25		 <table style="margin: auto;"> <tr><td>Buses</td><td>0</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Cars</td><td>274</td></tr> <tr><td>Totals</td><td>274</td></tr> </table>	Buses	0	Trucks	0	Cars	274	Totals	274	East Leg Total: 463 East Entering: 227 East Peds: 3 Peds Cross: $\times$
Buses	0	0	0																								
Trucks	1	0	1																								
Cars	313	25	338																								
Totals	314	25																									
Buses	0																										
Trucks	0																										
Cars	274																										
Totals	274																										



Peds Cross: $\times$ West Peds: 3 West Entering: 458 West Leg Total: 972	
---	--

Comments

# Accu-Traffic Inc.

## Total Count Diagram

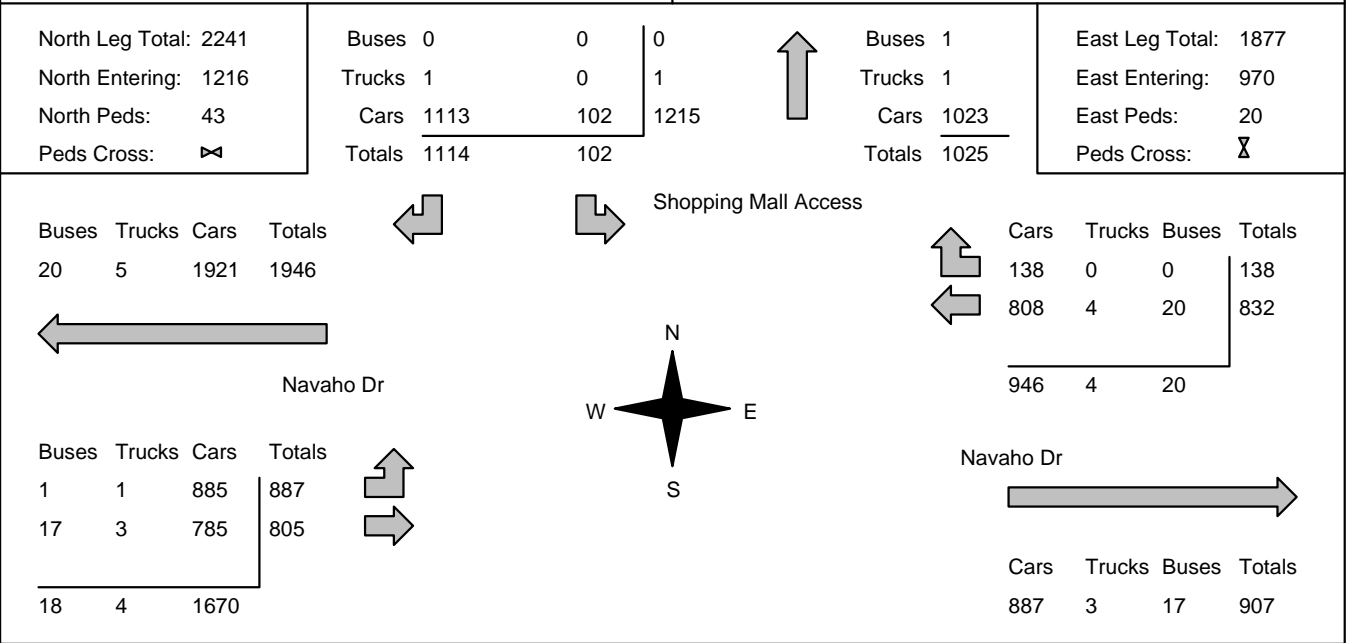
**Municipality:** Ottawa  
**Site #:** 2519300007  
**Intersection:** Navaho Dr & Shopping Mall Access  
**TFR File #:** 1  
**Count date:** 6-Dec-25

**Weather conditions:**

**Person counted:**  
**Person prepared:**  
**Person checked:**

**\*\* Non-Signalized Intersection \*\***

**Major Road:** Navaho Dr runs W/E



Peds Cross:  $\times$   
 West Peds: 21  
 West Entering: 1692  
 West Leg Total: 3638

### Comments



**Accu-Traffic Inc.**  
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

## Traffic Count Summary

Intersection: Navaho Dr & Shopping Mall Acces      Count Date: 6-Dec-25      Municipality: Ottawa

<b>North Approach Totals</b>						North/South Total Approaches	<b>South Approach Totals</b>					
Hour Ending	Includes Cars, Trucks, & Buses				Total Peds		Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0
12:00:00	22	0	230	252	8	252	12:00:00	0	0	0	0	0
13:00:00	18	0	267	285	10	285	13:00:00	0	0	0	0	0
14:00:00	26	0	307	333	13	333	14:00:00	0	0	0	0	0
15:00:00	36	0	310	346	12	346	15:00:00	0	0	0	0	0
<b>Totals:</b>	102	0	1114	1216	43	1216	<b>S Totals:</b>	0	0	0	0	0
<b>East Approach Totals</b>						East/West Total Approaches	<b>West Approach Totals</b>					
Hour Ending	Includes Cars, Trucks, & Buses				Total Peds		Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0
12:00:00	0	211	35	246	6	649	12:00:00	211	192	0	403	2
13:00:00	0	229	44	273	6	713	13:00:00	223	217	0	440	8
14:00:00	0	213	32	245	3	681	14:00:00	223	213	0	436	2
15:00:00	0	179	27	206	5	619	15:00:00	230	183	0	413	9
<b>Totals:</b>	0	832	138	970	20	2662	<b>W Totals:</b>	887	805	0	1692	21
<b>Calculated Values for Traffic Crossing Major Street</b>												
Hours Ending:	11:00	12:00	13:00	14:00		15:00	0:00	0:00	0:00		0:00	
Crossing Values:	0	30	32	31		50	0	0	0		0	





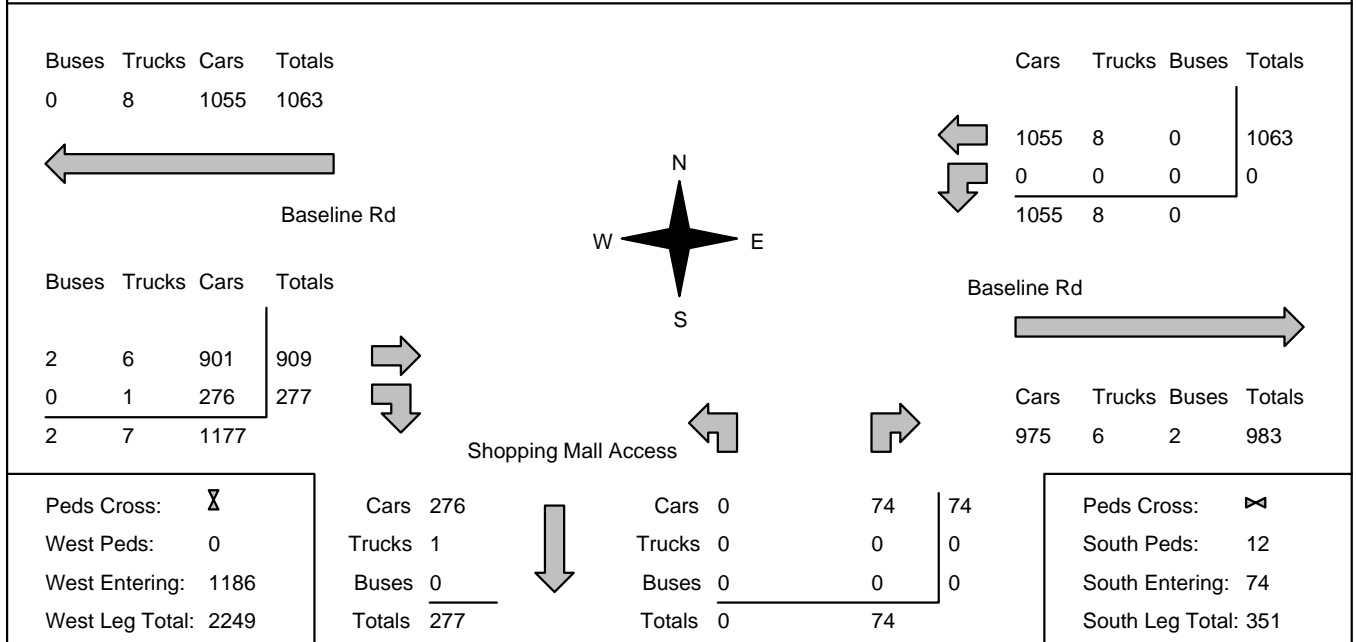




# Accu-Traffic Inc.

<b>Mid-day Peak Diagram</b>	<b>Specified Period</b> <b>From:</b> 11:00:00 <b>To:</b> 15:00:00	<b>One Hour Peak</b> <b>From:</b> 13:30:00 <b>To:</b> 14:30:00
<b>Municipality:</b> Ottawa <b>Site #:</b> 2519300008 <b>Intersection:</b> Baseline Rd & Shopping Mall Acce <b>TFR File #:</b> 1 <b>Count date:</b> 6-Dec-25	<b>Weather conditions:</b>  <b>Person counted:</b> <b>Person prepared:</b> <b>Person checked:</b>	
<b>** Non-Signalized Intersection **</b>	<b>Major Road:</b> Baseline Rd runs W/E	

East Leg Total: 2046
East Entering: 1063
East Peds: 0
Peds Cross: 8



Comments

# Accu-Traffic Inc.

## Total Count Diagram

**Municipality:** Ottawa  
**Site #:** 2519300008  
**Intersection:** Baseline Rd & Shopping Mall Acce  
**TFR File #:** 1  
**Count date:** 6-Dec-25

**Weather conditions:**

**Person counted:**  
**Person prepared:**  
**Person checked:**

**\*\* Non-Signalized Intersection \*\***

**Major Road:** Baseline Rd runs W/E

East Leg Total: 7915  
 East Entering: 4069  
 East Peds: 0  
 Peds Cross: 8

Buses	Trucks	Cars	Totals
6	24	4039	4069

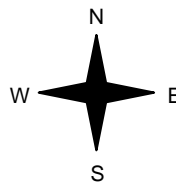


Baseline Rd

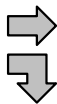
Cars	Trucks	Buses	Totals
4039	24	6	4069
0	0	0	0
4039	24	6	



4039	24	6	4069
0	0	0	0
4039	24	6	



Buses	Trucks	Cars	Totals
7	15	3514	3536
0	3	1120	1123
7	18	4634	



Shopping Mall Access

Baseline Rd



Cars	Trucks	Buses	Totals
3821	17	8	3846

Peds Cross: 8  
 West Peds: 0  
 West Entering: 4659  
 West Leg Total: 8728

Cars	1120
Trucks	3
Buses	0
Totals	1123



Cars	0	307	307
Trucks	0	2	2
Buses	0	1	1
Totals	0	310	

Peds Cross: 41  
 South Peds: 41  
 South Entering: 310  
 South Leg Total: 1433

### Comments











## Appendix F

*Synchro Report (Existing Condition)*

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Lanes, Volumes, Timings  
1: Woodroffe Ave & Baseline Rd

11/07/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	[Diagrammatic Lane Configurations]											
Traffic Volume (vph)	307	765	174	149	949	429	312	794	102	422	797	325
Future Volume (vph)	307	765	174	149	949	429	312	794	102	422	797	325
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	60.0		30.0	120.0		100.0	125.0		0.0	100.0		40.0
Storage Lanes	2		1	1		1	2		1	2		1
Taper Length (m)	2.5			2.5			2.5			2.5		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	1.00		0.98	1.00		0.98	0.99		0.98	1.00		0.98
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3248	3349	1513	1674	3349	1483	3248	3221	1513	3216	3221	1483
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3233	3349	1477	1668	3349	1448	3228	3221	1476	3204	3221	1447
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			149			228			149			186
Link Speed (k/h)		60			60			50				50
Link Distance (m)		664.1			87.4			169.8				401.8
Travel Time (s)		39.8			5.2			12.2				28.9
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	1%	0%	1%	1%	2%	1%	5%	0%	2%	5%	2%
Adj. Flow (vph)	341	850	193	166	1054	477	347	882	113	469	886	361
Shared Lane Traffic (%)												
Lane Group Flow (vph)	341	850	193	166	1054	477	347	882	113	469	886	361
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		7.0			7.0			7.0				7.0
Link Offset(m)		0.0			0.0			0.0				0.0
Crosswalk Width(m)		1.6			1.6			1.6				1.6
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (m)	6.1	30.5	6.1	6.1	30.5	6.1	6.1	30.5	6.1	6.1	30.5	6.1
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	6.1	1.8	6.1	6.1	1.8	6.1	6.1	1.8	6.1	6.1	1.8	6.1
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (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
Detector 1 Queue (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
Detector 1 Delay (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
Detector 2 Position(m)		28.7			28.7			28.7				28.7
Detector 2 Size(m)		1.8			1.8			1.8				1.8
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0

2025 Existing Conditions - WEEKDAY PM 3:22 pm 09/19/2025 Baseline

Synchro 11 Report  
Page 1

Lanes, Volumes, Timings  
1: Woodroffe Ave & Baseline Rd

11/07/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.1	39.8	39.8	12.1	39.8	39.8	11.9	36.8	36.8	11.9	36.8	36.8
Total Split (s)	26.0	40.0	40.0	26.0	40.0	40.0	21.0	39.0	39.0	20.0	43.0	43.0
Total Split (%)	20.0%	30.8%	30.8%	20.0%	30.8%	30.8%	16.2%	30.0%	30.0%	15.4%	33.1%	33.1%
Maximum Green (s)	18.9	33.2	33.2	18.9	33.2	33.2	14.1	32.2	32.2	13.1	36.2	36.2
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)	3.4	3.1	3.1	3.4	3.1	3.1	3.2	3.1	3.1	3.2	3.1	3.1
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)	7.1	6.8	6.8	7.1	6.8	6.8	6.9	6.8	6.8	6.9	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		26.0	26.0		26.0	26.0		23.0	23.0		23.0	23.0
Pedestrian Calls (#/hr)		10	10		10	10		10	10		10	10
Act Effct Green (s)	17.5	35.5	35.5	16.6	34.6	34.6	14.1	37.2	37.2	13.1	36.2	36.2
Actuated g/C Ratio	0.13	0.27	0.27	0.13	0.27	0.27	0.11	0.29	0.29	0.10	0.28	0.28
v/c Ratio	0.78	0.93	0.38	0.78	1.18	0.86	0.99	0.96	0.21	1.45	0.99	0.67
Control Delay	67.5	63.7	13.0	78.5	137.7	46.2	123.9	58.0	10.4	258.7	74.2	26.5
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	67.5	63.7	13.0	78.5	137.7	46.2	123.9	58.0	10.4	258.7	74.2	26.5
LOS	E	E	B	E	F	D	F	E	B	F	E	C
Approach Delay		57.6			106.2			71.0				114.6
Approach LOS		E			F			E				F
Queue Length 50th (m)	43.6	114.0	8.6	40.8	~180.8	90.4	48.9	117.1	0.0	~84.2	119.2	40.1
Queue Length 95th (m)	59.8	#158.1	29.2	#71.0	#215.1	#89.2	#79.3	#149.2	24.5	#117.4	#162.8	75.6
Internal Link Dist (m)		640.1			63.4			145.8				377.8
Turn Bay Length (m)	60.0		30.0	120.0		100.0	125.0		100.0			40.0
Base Capacity (vph)	472	913	511	243	892	553	352	921	528	324	896	537
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	0.93	0.38	0.68	1.18	0.86	0.99	0.96	0.21	1.45	0.99	0.67
Intersection Summary												
Area Type:	Other											
Cycle Length:	130											
Actuated Cycle Length:	130											
Offset:	21 (16%), Referenced to phase 2:EBT and 6:WBT, Start of Green											
Natural Cycle:	125											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	1.45											
Intersection Signal Delay:	89.9						Intersection LOS: F					

2025 Existing Conditions - WEEKDAY PM 3:22 pm 09/19/2025 Baseline

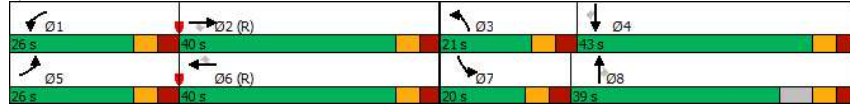
Synchro 11 Report  
Page 2

Lanes, Volumes, Timings  
1: Woodroffe Ave & Baseline Rd

11/07/2025

Intersection Capacity Utilization 96.3% 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.  
 Queue shown is maximum after two cycles.

Splits and Phases: 1: Woodroffe Ave & Baseline Rd



Lanes, Volumes, Timings  
2: Site Access & Baseline Rd

11/07/2025

	→	↖	↗	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑		↑
Traffic Volume (vph)	1029	260	0	1530	0	58
Future Volume (vph)	1029	260	0	1530	0	58
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	0.91	0.91	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.970					0.865
Fit Protected						
Satd. Flow (prot)	4621	0	0	3316	0	1510
Fit Permitted						
Satd. Flow (perm)	4621	0	0	3316	0	1510
Link Speed (k/h)	60			60	50	
Link Distance (m)	87.4			126.9	114.2	
Travel Time (s)	5.2			7.6	8.2	
Confl. Peds. (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1143	289	0	1700	0	64
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1432	0	0	1700	0	64
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.5			3.5	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Sign Control	Free			Free	Stop	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	48.0%			ICU Level of Service A		
Analysis Period (min)	15					

Lanes, Volumes, Timings

3: College Square SC/Commercial Access & Baseline Rd

11/07/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔↔		↔	↔↔		↔	↔			↔	↔
Traffic Volume (vph)	7	1038	42	122	1403	9	115	1	93	6	4	16
Future Volume (vph)	7	1038	42	122	1403	9	115	1	93	6	4	16
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	40.0		0.0	70.0		0.0	40.0		0.0	0.0		0.0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (m)	2.5			2.5			2.5			2.5		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00		1.00	0.99		0.97			0.98
Fit		0.994			0.999			0.851				0.916
Fit Protected	0.950			0.950			0.950					0.988
Satd. Flow (prot)	1691	4726	0	1691	3344	0	1691	1462	0	0	1585	0
Fit Permitted	0.125			0.186			0.738					0.926
Satd. Flow (perm)	222	4726	0	330	3344	0	1296	1462	0	0	1481	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	7				1			103				18
Link Speed (k/h)	60			60		60		50				50
Link Distance (m)	126.9			414.7		154.6		49.9				49.9
Travel Time (s)	7.6			24.9		11.1		3.6				3.6
Conf. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	2%	2%	0%	1%	0%	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	8	1153	47	136	1559	10	128	1	103	7	4	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	1200	0	136	1569	0	128	104	0	0	29	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5				3.5
Link Offset(m)		0.0			0.0			0.0				0.0
Crosswalk Width(m)		1.6			1.6			1.6				1.6
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2		1	2		1	2		1		2
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left		Thru
Leading Detector (m)	6.1	30.5		6.1	30.5		6.1	30.5		6.1		30.5
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0		0.0
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0		0.0
Detector 1 Size(m)	6.1	1.8		6.1	1.8		6.1	1.8		6.1		1.8
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0		0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0		0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0		0.0
Detector 2 Position(m)		28.7			28.7			28.7				28.7
Detector 2 Size(m)		1.8			1.8			1.8				1.8
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0

Lanes, Volumes, Timings

3: College Square SC/Commercial Access & Baseline Rd

11/07/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.1	28.0		11.1	28.0		34.3	34.3		34.3	34.3	
Total Split (s)	20.0	75.0		20.0	75.0		35.0	35.0		35.0	35.0	
Total Split (%)	15.4%	57.7%		15.4%	57.7%		26.9%	26.9%		26.9%	26.9%	
Maximum Green (s)	13.9	69.0		13.9	69.0		28.7	28.7		28.7	28.7	
Yellow Time (s)	3.7	3.7		3.7	3.7		3.3	3.3		3.3	3.3	
All-Red Time (s)	2.4	2.3		2.4	2.3		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.1	6.0		6.1	6.0		6.3	6.3			6.3	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		15.0			15.0		21.0	21.0		21.0	21.0	
Pedestrian Calls (#/hr)		5			5		5	5		5	5	
Act Effct Green (s)	90.2	84.6		98.8	96.7		18.6	18.6			18.6	
Actuated g/C Ratio	0.69	0.65		0.76	0.74		0.14	0.14			0.14	
v/c Ratio	0.04	0.39		0.40	0.63		0.69	0.35			0.13	
Control Delay	1.0	2.0		12.6	15.3		70.8	11.6			25.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay	1.0	2.0		12.6	15.3		70.8	11.6			25.4	
LOS	A	A		B	B		E	B			C	
Approach Delay		2.0			15.1			44.3			25.4	
Approach LOS		A			B			D			C	
Queue Length 50th (m)	0.1	8.2		11.4	95.1		31.7	0.2			2.5	
Queue Length 95th (m)	m0.2	m6.8		m21.0	147.7		48.8	14.9			10.5	
Internal Link Dist (m)		102.9			390.7			130.6			25.9	
Turn Bay Length (m)		40.0			70.0			40.0				
Base Capacity (vph)	324	3076		396	2486		286	403			340	
Starvation Cap Reductn	0	0		0	0		0	0			0	
Spillback Cap Reductn	0	0		0	0		0	0			0	
Storage Cap Reductn	0	0		0	0		0	0			0	
Reduced v/c Ratio	0.02	0.39		0.34	0.63		0.45	0.26			0.09	
Intersection Summary												
Area Type:	Other											
Cycle Length:	130											
Actuated Cycle Length:	130											
Offset:	24 (18%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green											
Natural Cycle:	90											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.69											
Intersection Signal Delay:	12.3						Intersection LOS: B					

Lanes, Volumes, Timings

3: College Square SC/Commercial Access & Baseline Rd

11/07/2025

Intersection Capacity Utilization 77.0% ICU Level of Service D  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: College Square SC/Commercial Access & Baseline Rd



Lanes, Volumes, Timings

4: Navaho Dr & Baseline Rd

11/07/2025

	←	→	↙	↘	←	↙	↘	↑	↗	↖	↓	↘	↖
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	↘	↗	↘	↗	↗	↘	↗	↗	↗	↗	↗	↗	↗
Traffic Volume (vph)	96	1047	57	266	1330	41	128	0	221	102	3	74	
Future Volume (vph)	96	1047	57	266	1330	41	128	0	221	102	3	74	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	
Storage Length (m)	60.0		0.0	125.0		0.0	0.0		0.0	0.0		0.0	
Storage Lanes	1		1	1		0	1		1	0		0	
Taper Length (m)	2.5			2.5			2.5			2.5			
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.98		1.00		0.99					0.98	
Frt			0.850		0.995				0.850			0.944	
Flt Protected	0.950			0.950			0.950					0.972	
Satd. Flow (prot)	1691	3349	1513	1642	3330	0	1658	0	1455	0	1566	0	
Flt Permitted	0.072			0.121			0.606					0.972	
Satd. Flow (perm)	128	3349	1479	209	3330	0	1050	0	1455	0	1557	0	
Right Turn on Red			Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)			180		3				245			25	
Link Speed (k/h)		60			60			50				50	
Link Distance (m)		414.7			651.9			149.1				181.3	
Travel Time (s)		24.9			39.1			10.7				13.1	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	1%	0%	3%	1%	0%	2%	0%	4%	2%	33%	4%	
Adj. Flow (vph)	107	1163	63	296	1478	46	142	0	246	113	3	82	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	107	1163	63	296	1524	0	142	0	246	0	198	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right	
Median Width(m)		3.5			3.5			3.5				3.5	
Link Offset(m)		0.0			0.0			0.0				0.0	
Crosswalk Width(m)		1.6			1.6			1.6				1.6	
Two way Left Turn Lane													
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	24		14	24		14	
Number of Detectors	1	2	1	1	2		1		1	1		2	
Detector Template	Left	Thru	Right	Left	Thru		Left		Right	Left		Thru	
Leading Detector (m)	6.1	30.5	6.1	6.1	30.5		6.1		6.1	6.1		30.5	
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0		0.0	
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0		0.0	
Detector 1 Size(m)	6.1	1.8	6.1	6.1	1.8		6.1		6.1	6.1		1.8	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	
Detector 1 Channel													
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0		0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0		0.0	
Detector 2 Position(m)		28.7			28.7							28.7	
Detector 2 Size(m)		1.8			1.8							1.8	
Detector 2 Type		Cl+Ex			Cl+Ex							Cl+Ex	
Detector 2 Channel													
Detector 2 Extend (s)		0.0			0.0							0.0	

Lanes, Volumes, Timings  
4: Navaho Dr & Baseline Rd

11/07/2025


Lane Group	Ø1	Ø3	Ø6
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (m)			
Storage Lanes			
Taper Length (m)			
Lane Util. Factor			
Ped Bike Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (k/h)			
Link Distance (m)			
Travel Time (s)			
Confl. Peds. (#/hr)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(m)			
Link Offset(m)			
Crosswalk Width(m)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (k/h)			
Number of Detectors			
Detector Template			
Leading Detector (m)			
Trailing Detector (m)			
Detector 1 Position(m)			
Detector 1 Size(m)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(m)			
Detector 2 Size(m)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			

2025 Existing Conditions - WEEKDAY PM 3:22 pm 09/19/2025 Baseline

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Lanes, Volumes, Timings  
4: Navaho Dr & Baseline Rd

11/07/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	custom	pm+pt	NA		D.Pm		pt+ov	Perm	NA	
Protected Phases	12	2		1 12	16				1 12		4	
Permitted Phases	2		4	1 6			4			4		
Detector Phase	12	2	4	1 12	16		4		1 12	4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0				5.0			5.0	5.0	
Minimum Split (s)	11.8	31.8	42.8				42.8			42.8	42.8	
Total Split (s)	25.0	50.0	36.0				36.0			36.0	36.0	
Total Split (%)	19.2%	38.5%	27.7%				27.7%			27.7%	27.7%	
Maximum Green (s)	18.2	43.2	29.2				29.2			29.2	29.2	
Yellow Time (s)	3.7	3.7	3.7				3.7			3.7	3.7	
All-Red Time (s)	3.1	3.1	3.1				3.1			3.1	3.1	
Lost Time Adjust (s)	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	6.8	
Lead/Lag		Lead	Lag				Lag			Lag	Lag	
Lead-Lag Optimize?		Yes	Yes				Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0				3.0			3.0	3.0	
Recall Mode	None	C-Max	None				None			None	None	
Walk Time (s)		7.0	7.0				7.0			7.0	7.0	
Flash Dont Walk (s)		18.0	29.0				29.0			29.0	29.0	
Pedestrian Calls (#/hr)		5	5				5			5	5	
Act Effct Green (s)	74.1	55.8	23.5	86.1	67.8		23.5		23.5		23.5	
Actuated g/C Ratio	0.57	0.43	0.18	0.66	0.52		0.18		0.18		0.18	
v/c Ratio	0.37	0.81	0.15	0.75	0.88		0.75		0.53		0.66	
Control Delay	35.4	37.5	2.2	29.9	36.2		72.4		7.3		52.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0		0.0	
Total Delay	35.4	37.5	2.2	29.9	36.2		72.4		7.3		52.1	
LOS	D	D	A	C	D		E		A		D	
Approach Delay		35.7			35.2			31.1			52.1	
Approach LOS		D			D			C			D	
Queue Length 50th (m)	18.0	93.5	0.2	23.8	178.8		35.2		0.1		42.1	
Queue Length 95th (m)	37.1	#206.5	4.3	#71.7	#272.1		52.0		11.4		59.6	
Internal Link Dist (m)		390.7			627.9			125.1			157.3	
Turn Bay Length (m)	60.0			125.0								
Base Capacity (vph)	313	1436	485	417	1737		246		478		385	
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	0.34	0.81	0.13	0.71	0.88		0.58		0.51		0.51	
Intersection Summary												
Area Type:		Other										
Cycle Length:		130										
Actuated Cycle Length:		130										
Offset:		41 (32%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green										
Natural Cycle:		125										
Control Type:		Actuated-Coordinated										
Maximum v/c Ratio:		0.88										
Intersection Signal Delay:		35.8										
Intersection LOS:												

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Lanes, Volumes, Timings  
4: Navaho Dr & Baseline Rd

11/07/2025

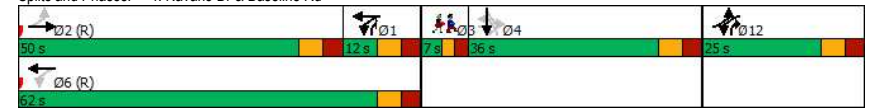
Lane Group	Ø1	Ø3	Ø6
Turn Type			
Protected Phases	1	3	6
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	5.0	1.0	5.0
Minimum Split (s)	11.8	5.0	31.8
Total Split (s)	12.0	7.0	62.0
Total Split (%)	9%	5%	48%
Maximum Green (s)	5.2	3.0	55.2
Yellow Time (s)	3.7	2.0	3.7
All-Red Time (s)	3.1	2.0	3.1
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	None	C-Max
Walk Time (s)			7.0
Flash Dont Walk (s)			18.0
Pedestrian Calls (#/hr)			5
Act Effect 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  
4: Navaho Dr & Baseline Rd

11/07/2025

Intersection Capacity Utilization 84.5% 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.

Splits and Phases: 4: Navaho Dr & Baseline Rd



Lanes, Volumes, Timings

5: Woodroffe Ave & Navaho Dr

11/07/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Traffic Volume (vph)	8	3	12	273	0	116	1	1084	223	74	1039	7
Future Volume (vph)	8	3	12	273	0	116	1	1084	223	74	1039	7
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	0.0		0.0	135.0		0.0	65.0		60.0	80.0		35.0
Storage Lanes	1		1	1		1	1		1	0		1
Taper Length (m)	2.5			2.5			2.5			2.5		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Ped Bike Factor	0.99		0.98	0.99		0.98	0.99		0.97	1.00		0.95
Flt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	846	890	756	3216	890	1483	846	4811	1483	1642	3316	756
Flt Permitted	0.950			0.756			0.950			0.950		
Satd. Flow (perm)	835	890	738	2528	890	1448	840	4811	1440	1636	3316	719
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			139			398			201			150
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		197.2			158.9			341.1			140.8	
Travel Time (s)		14.2			11.4			24.6			10.1	
Conf. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	100%	100%	100%	2%	100%	2%	100%	1%	2%	3%	2%	100%
Adj. Flow (vph)	9	3	13	303	0	129	1	1204	248	82	1154	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	9	3	13	303	0	129	1	1204	248	82	1154	8
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		7.0			7.0			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (m)	6.1	30.5	6.1	6.1	30.5	6.1	6.1	30.5	6.1	6.1	30.5	6.1
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	6.1	1.8	6.1	6.1	1.8	6.1	6.1	1.8	6.1	6.1	1.8	6.1
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (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
Detector 1 Queue (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
Detector 1 Delay (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
Detector 2 Position(m)		28.7			28.7			28.7			28.7	
Detector 2 Size(m)		1.8			1.8			1.8			1.8	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

2025 Existing Conditions - WEEKDAY PM 3:22 pm 09/19/2025 Baseline

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Lanes, Volumes, Timings

5: Woodroffe Ave & Navaho Dr

11/07/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	Perm	pm+pt		Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	15	10			11	10				5	2	
Permitted Phases				10	10						2	
Detector Phase	15	10			10	10				5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.2	39.9	39.9	11.2	39.9	39.9	11.8	28.6	28.6	11.8	28.6	28.6
Total Split (s)	30.0	40.0	40.0	30.0	40.0	40.0	12.8	47.0	47.0	13.0	47.2	47.2
Total Split (%)	23.1%	30.8%	30.8%	23.1%	30.8%	30.8%	9.8%	36.2%	36.2%	10.0%	36.3%	36.3%
Maximum Green (s)	23.8	32.1	32.1	23.8	32.1	32.1	6.0	40.4	40.4	6.2	40.6	40.6
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)	2.9	4.6	4.6	2.9	4.6	4.6	3.1	2.9	2.9	3.1	2.9	2.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	7.9	7.9	6.2	7.9	7.9	6.8	6.6	6.6	6.8	6.6	6.6
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		25.0	25.0		25.0	25.0		15.0	15.0		15.0	15.0
Pedestrian Calls (#/hr)		5	5		5	5		5	5		5	5
Act Effct Green (s)	7.1	11.1	11.1	23.4		11.1	5.9	66.3	66.3	14.5	84.9	84.9
Actuated g/C Ratio	0.05	0.09	0.09	0.18		0.09	0.05	0.51	0.51	0.11	0.65	0.65
v/c Ratio	0.20	0.04	0.07	0.59		0.26	0.03	0.49	0.30	0.45	0.53	0.02
Control Delay	67.4	47.7	0.7	49.3		1.3	60.0	23.7	6.7	56.8	17.1	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	67.4	47.7	0.7	49.3		1.3	60.0	23.7	6.7	56.8	17.1	0.0
LOS	E	D	A	D		A	E	C	A	E	B	A
Approach Delay		30.3			35.0			20.8			19.6	
Approach LOS		C			C			C			B	
Queue Length 50th (m)	2.3	0.8	0.0	35.7		0.0	0.3	66.8	5.5	21.7	66.7	0.0
Queue Length 95th (m)	8.0	3.2	0.0	37.8		0.0	2.3	116.1	28.8	m26.2	m80.9	m0.0
Internal Link Dist (m)		173.2			134.9			317.1			116.8	
Turn Bay Length (m)				135.0			65.0		60.0	80.0		35.0
Base Capacity (vph)	154	219	286	837		657	40	2453	833	183	2166	521
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	0.06	0.01	0.05	0.36		0.20	0.03	0.49	0.30	0.45	0.53	0.02
Intersection Summary												
Area Type:	Other											
Cycle Length:	130											
Actuated Cycle Length:	130											
Offset:	90 (69%), Referenced to phase 2:NBT and 6:SBT, Start of Green											
Natural Cycle:	105											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.59											
Intersection Signal Delay:	22.3						Intersection LOS: C					

2025 Existing Conditions - WEEKDAY PM 3:22 pm 09/19/2025 Baseline

Synchro 11 Report  
Page 14

Lanes, Volumes, Timings  
5: Woodroffe Ave & Navaho Dr

11/07/2025

Intersection Capacity Utilization 70.5% ICU Level of Service C  
Analysis Period (min) 15  
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Woodroffe Ave & Navaho Dr



Lanes, Volumes, Timings  
6: Navaho Dr & Wajashk Private

11/07/2025



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Storage Length (m)	50.0	0.0	40.0	50.0		
Storage Lanes	1	1	1	1	1	1
Taper Length (m)	2.5			2.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Fit						
Fit Protected						
Satd. Flow (prot)	1745	1745	1745	1745	1745	1745
Fit Permitted						
Satd. Flow (perm)	1745	1745	1745	1745	1745	1745
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)						
Link Speed (k/h)	50		50			50
Link Distance (m)	199.4		51.0			419.2
Travel Time (s)	14.4		3.7			30.2
Confl. Peds. (#/hr)	10	10		10	10	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.5		6.0			3.5
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	1.6		1.6			1.6
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24	14		14	24	
Turn Type	Prot	Perm		Perm	Perm	
Protected Phases	2		4			8
Permitted Phases		2		4		8
Minimum Split (s)	36.8	36.8	36.8	36.8	36.8	36.8
Total Split (s)	36.8	36.8	36.8	36.8	36.8	36.8
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Maximum Green (s)	30.0	30.0	30.0	30.0	30.0	30.0
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	3.1	3.1	3.1	3.1	3.1	3.1
Lost Time Adjust (s)	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	6.8
Lead/Lag						
Lead-Lag Optimize?						
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	23.0	23.0	23.0	23.0	23.0	23.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)						

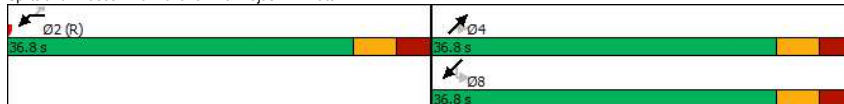
Lanes, Volumes, Timings  
 6: Navaho Dr & Wajashk Private

11/07/2025



Lane Group	WBL	WBR	NET	NER	SWL	SWT
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)	175.4		27.0		395.2	
Turn Bay Length (m)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						
<b>Intersection Summary</b>						
Area Type:	Other					
Cycle Length:	73.6					
Actuated Cycle Length:	73.6					
Offset:	0 (0%), Referenced to phase 2:WBL and 6:, Start of Green					
Natural Cycle:	75					
Control Type:	Pretimed					
Maximum v/c Ratio:	0.00					
Intersection Signal Delay:	0.0			Intersection LOS: A		
Intersection Capacity Utilization:	61.3%			ICU Level of Service B		
Analysis Period (min)	15					

Splits and Phases: 6: Navaho Dr & Wajashk Private



## Appendix G

*Collision Data*

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# Transportation Services - Traffic Services

## Collision Details Report - Public Version

From: January 1, 2019 To: December 31, 2024

**Location:** ADIRONDACK DR @ WOODROFFE AVE

**Traffic Control:** Stop sign

**Total Collisions:** 4

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2020-Mar-03, Tue,09:52	Clear	Turning movement	P.D. only	Wet	North	Turning left	Passenger van	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2022-Feb-01, Tue,20:14	Clear	Rear end	Non-fatal injury	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2022-Oct-19, Wed,10:30	Clear	Angle	Non-fatal injury	Dry					0
					East	Turning left	Automobile, station wagon	Other motor vehicle	
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-Jun-12, Wed,17:15	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
					North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	

**Location:** BASELINE RD @ COLLEGE SQUARE SC

**Traffic Control:** Traffic signal

**Total Collisions:** 11

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2019-May-07, Tue,10:20	Clear	Rear end	Non-fatal injury	Dry	West	Going ahead	Bus (other)	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Aug-30, Fri,14:03	Clear	Rear end	Non-fatal injury	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Sep-20, Fri,16:16	Clear	Turning movement	P.D. only	Dry	West	Turning left	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Oct-11, Fri,10:30	Clear	Angle	P.D. only	Dry	North	Turning right	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2020-Feb-13, Thu,12:00	Snow	Rear end	P.D. only	Loose snow	West	Slowing or stopping	Delivery van	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	



# Transportation Services - Traffic Services

## Collision Details Report - Public Version

From: January 1, 2019 To: December 31, 2024

**Location:** BASELINE RD @ COLLEGE SQUARE SC

**Traffic Control:** Traffic signal

**Total Collisions:** 11

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2021-May-05, Wed,11:46	Clear	Angle	P.D. only	Dry	North	Turning right	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2021-Nov-11, Thu,17:35	Clear	Sideswipe	Non-fatal injury	Dry	West	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2021-Dec-31, Fri,17:40	Clear	Rear end	P.D. only	Dry	East	Turning left	Unknown	Other motor vehicle	0
					East	Turning left	Automobile, station wagon	Other motor vehicle	
2022-Jul-28, Thu,05:30	Clear	Sideswipe	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Pick-up truck	Other motor vehicle	
2022-Sep-12, Mon,15:28	Clear	Rear end	Non-fatal injury	Dry	West	Stopped	Pick-up truck	Other motor vehicle	0
					West	Stopped	Pick-up truck	Other motor vehicle	
					West	Going ahead	Pick-up truck	Other motor vehicle	
2022-Oct-29, Sat,23:07	Clear	Sideswipe	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Other	Automobile, station wagon	Other motor vehicle	

**Location:** BASELINE RD @ NAVAHO DR

**Traffic Control:** Traffic signal

**Total Collisions:** 55

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2019-Jan-03, Thu,12:09	Rain	SMV other	Non-fatal injury	Wet	South	Turning right	Automobile, station wagon	Pedestrian	1
2019-Feb-11, Mon,09:40	Clear	Rear end	P.D. only	Dry	North	Going ahead	Pick-up truck	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Mar-10, Sun,03:21	Clear	Turning movement	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Turning left	Pick-up truck	Other motor vehicle	



# Transportation Services - Traffic Services

## Collision Details Report - Public Version

**From:** January 1, 2019    **To:** December 31, 2024

**Location:** BASELINE RD @ NAVAHO DR

**Traffic Control:** Traffic signal

**Total Collisions:** 55

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2019-Mar-23, Sat,01:00	Snow	Turning movement	P.D. only	Slush	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Turning right	Unknown	Other motor vehicle	
2019-Mar-29, Fri,18:00	Clear	Sideswipe	P.D. only	Dry	West	Changing lanes	Pick-up truck	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	
2019-Apr-20, Sat,18:50	Clear	Rear end	Non-fatal injury	Wet	West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Jun-27, Thu,15:55	Clear	Rear end	P.D. only	Dry	West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Jul-05, Fri,19:16	Clear	Sideswipe	P.D. only	Dry	West	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Aug-12, Mon,16:30	Rain	Rear end	P.D. only	Wet	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Aug-28, Wed,13:10	Rain	SMV other	Non-fatal injury	Wet	North	Turning left	Automobile, station wagon	Pedestrian	1
2020-Jan-14, Tue,11:15	Clear	Rear end	P.D. only	Wet	West	Going ahead	Passenger van	Other motor vehicle	0
					West	Going ahead	Pick-up truck	Other motor vehicle	
2020-Jan-21, Tue,09:37	Clear	Rear end	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Slowing or stopping	Pick-up truck	Other motor vehicle	
2020-Feb-02, Sun,15:10	Snow	SMV other	Non-fatal injury	Wet	Unknown	Unknown	Unknown	Pedestrian	1
2020-Feb-07, Fri,13:45	Snow	Rear end	P.D. only	Loose snow	West	Turning left	Automobile, station wagon	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	
					West	Turning left	Unknown	Other motor vehicle	



# Transportation Services - Traffic Services

## Collision Details Report - Public Version

From: January 1, 2019 To: December 31, 2024

**Location:** BASELINE RD @ NAVAHO DR

**Traffic Control:** Traffic signal

**Total Collisions:** 55

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2020-Mar-23, Mon,15:10	Snow	Rear end	P.D. only	Wet	West	Going ahead	Pick-up truck	Other motor vehicle	0
					West	Stopped	Pick-up truck	Other motor vehicle	
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2020-Mar-27, Fri,17:37	Clear	Rear end	Non-fatal injury	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2020-May-23, Sat,19:50	Clear	Sideswipe	P.D. only	Dry	West	Changing lanes	Pick-up truck	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2020-Jul-10, Fri,14:40	Clear	Rear end	P.D. only	Dry	North	Turning right	Unknown	Other motor vehicle	0
					North	Turning right	Automobile, station wagon	Other motor vehicle	
2020-Jul-18, Sat,11:10	Clear	Sideswipe	P.D. only	Dry	West	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	
2020-Sep-18, Fri,11:30	Clear	Angle	P.D. only	Dry	North	Making "U" turn	Automobile, station wagon	Other motor vehicle	0
					East	Turning right	Pick-up truck	Other motor vehicle	
2020-Nov-14, Sat,14:50	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Pick-up truck	Other motor vehicle	0
					North	Going ahead	Pick-up truck	Other motor vehicle	
2020-Nov-20, Fri,14:00	Clear	Sideswipe	P.D. only	Dry	East	Changing lanes	Pick-up truck	Other motor vehicle	0
					East	Going ahead	Pick-up truck	Other motor vehicle	
2021-Jan-05, Tue,16:19	Clear	SMV other	Non-fatal injury	Dry	North	Turning right	Automobile, station wagon	Pedestrian	2
2021-Jan-20, Wed,17:31	Clear	SMV other	Non-fatal injury	Dry	South	Turning left	Automobile, station wagon	Pedestrian	1
2021-Jan-31, Sun,17:30	Clear	Rear end	Non-fatal injury	Dry	West	Going ahead	Passenger van	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	



# Transportation Services - Traffic Services

## Collision Details Report - Public Version

From: January 1, 2019 To: December 31, 2024

**Location:** BASELINE RD @ NAVAHO DR

**Traffic Control:** Traffic signal

**Total Collisions:** 55

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2021-Mar-30, Tue,13:49	Clear	Rear end	P.D. only	Dry	West	Going ahead	Pick-up truck	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2021-Jun-10, Thu,22:36	Clear	Turning movement	Non-fatal injury	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Turning left	Automobile, station wagon	Other motor vehicle	
2021-Jun-11, Fri,23:22	Clear	SMV other	Non-fatal injury	Dry	West	Going ahead	Automobile, station wagon	Pedestrian	1
2021-Jul-15, Thu,15:00	Clear	Rear end	P.D. only	Dry	East	Slowing or stopping	Pick-up truck	Other motor vehicle	0
					East	Stopped	Truck - open	Other motor vehicle	
2021-Sep-23, Thu,20:09	Rain	Rear end	P.D. only	Wet	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2021-Oct-18, Mon,19:05	Clear	Turning movement	Non-fatal injury	Dry	West	Turning left	Automobile, station wagon	Cyclist	0
					West	Going ahead	Bicycle	Other motor vehicle	
2021-Nov-22, Mon,14:50	Clear	SMV other	Non-fatal injury	Dry	West	Turning left	Pick-up truck	Pedestrian	1
2021-Dec-02, Thu,18:30	Clear	Rear end	P.D. only	Dry	West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2022-Jan-01, Sat,18:07	Clear	Rear end	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2022-Jan-07, Fri,17:24	Clear	Rear end	P.D. only	Loose snow	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2022-Jan-07, Fri,19:19	Clear	Rear end	P.D. only	Dry	East	Unknown	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2022-Apr-12, Tue,09:50	Clear	Rear end	Non-fatal injury	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Pick-up truck	Other motor vehicle	



# Transportation Services - Traffic Services

## Collision Details Report - Public Version

From: January 1, 2019 To: December 31, 2024

**Location:** BASELINE RD @ NAVAHO DR

**Traffic Control:** Traffic signal

**Total Collisions:** 55

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2022-Jun-07, Tue,15:31	Rain	Turning movement	P.D. only	Wet	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Turning left	Pick-up truck	Other motor vehicle	
2022-Aug-10, Wed,19:00	Clear	SMV other	Non-fatal injury	Dry	North	Turning right	Automobile, station wagon	Pedestrian	1
2022-Aug-27, Sat,23:34	Clear	Turning movement	Non-fatal injury	Dry	East	Going ahead	Pick-up truck	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	
2022-Sep-07, Wed,17:53	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2022-Oct-06, Thu,14:00	Clear	Other	Non-fatal injury	Dry	South	Turning right	Automobile, station wagon	Pole (utility, power)	0
					East	Stopped	Automobile, station wagon	Pole (utility, power)	
					West	Stopped	Automobile, station wagon	Pole (utility, power)	
2022-Oct-13, Thu,21:30	Clear	Rear end	P.D. only	Dry	West	Going ahead	Unknown	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2022-Nov-11, Fri,15:45	Clear	Rear end	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2022-Nov-11, Fri,15:59	Rain	Sideswipe	P.D. only	Wet	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Changing lanes	Automobile, station wagon	Other motor vehicle	
2024-Jan-16, Tue,15:10	Snow	Rear end	P.D. only	Slush	East	Stopped	Automobile, station wagon	Other motor vehicle	0
					East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2024-Jan-23, Tue,07:40	Drifting Snow	Turning movement	P.D. only	Ice	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Turning left	Automobile, station wagon	Other motor vehicle	
2024-Jan-29, Mon,03:15	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Unknown	Other motor vehicle	
2024-Jun-04, Tue,11:15	Clear	Turning movement	P.D. only	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	



# Transportation Services - Traffic Services

## Collision Details Report - Public Version

**From:** January 1, 2019    **To:** December 31, 2024

**Location:** BASELINE RD @ NAVAHO DR

**Traffic Control:** Traffic signal

**Total Collisions:** 55

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2024-Jun-10, Mon,04:30	Clear	Rear end	P.D. only	Dry	East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2024-Jun-19, Wed,19:45	Clear	Sideswipe	P.D. only	Dry	East	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-Jul-12, Fri,09:42	Clear	Sideswipe	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Changing lanes	Automobile, station wagon	Other motor vehicle	
2024-Aug-08, Thu,12:00	Clear	Turning movement	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Turning right	Pick-up truck	Other motor vehicle	
2024-Aug-22, Thu,20:00	Clear	Sideswipe	P.D. only	Dry	West	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-Dec-16, Mon,22:49	Rain	SMV other	Non-fatal injury	Wet	North	Turning left	Automobile, station wagon	Pedestrian	1

**Location:** BASELINE RD @ WOODROFFE AVE

**Traffic Control:** Traffic signal

**Total Collisions:** 127

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2019-Jan-05, Sat,12:43	Clear	Rear end	P.D. only	Dry	East	Turning right	Automobile, station wagon	Other motor vehicle	0
					East	Turning right	Automobile, station wagon	Other motor vehicle	
2019-Jan-11, Fri,10:00	Clear	Rear end	P.D. only	Dry	East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Jan-14, Mon,09:44	Clear	Rear end	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Jan-24, Thu,14:11	Clear	Rear end	P.D. only	Wet	East	Turning left	Unknown	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	



# Transportation Services - Traffic Services

## Collision Details Report - Public Version

**From:** January 1, 2019    **To:** December 31, 2024

**Location:** BASELINE RD @ WOODROFFE AVE

**Traffic Control:** Traffic signal

**Total Collisions:** 127

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2019-Feb-12, Tue,11:12	Clear	Rear end	P.D. only	Dry	East	Turning right	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Feb-22, Fri,17:33	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Unknown	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Mar-05, Tue,16:15	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Mar-22, Fri,16:06	Clear	Sideswipe	P.D. only	Wet	East	Merging	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Mar-23, Sat,11:12	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					South	Turning left	Automobile, station wagon	Other motor vehicle	
2019-Apr-22, Mon,17:13	Clear	Rear end	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
					West	Stopped	Pick-up truck	Other motor vehicle	
2019-Apr-28, Sun,14:25	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2019-May-08, Wed,15:30	Clear	Rear end	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Jun-04, Tue,11:20	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Unknown	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Jun-18, Tue,08:00	Clear	Rear end	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Jun-19, Wed,06:30	Clear	Rear end	P.D. only	Dry	East	Turning right	Unknown	Other motor vehicle	0
					East	Turning right	Automobile, station wagon	Other motor vehicle	



# Transportation Services - Traffic Services

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From: January 1, 2019 To: December 31, 2024

**Location:** BASELINE RD @ WOODROFFE AVE

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**Total Collisions:** 127

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2019-Jul-06, Sat,14:47	Clear	Rear end	P.D. only	Dry	East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Jul-18, Thu,08:24	Clear	Rear end	P.D. only	Dry	South	Turning right	Automobile, station wagon	Other motor vehicle	0
					South	Turning right	Automobile, station wagon	Other motor vehicle	
2019-Jul-28, Sun,17:30	Clear	Rear end	P.D. only	Dry	North	Turning right	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Jul-29, Mon,06:37	Clear	Rear end	Non-fatal injury	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Aug-10, Sat,23:22	Clear	Turning movement	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Turning left	Automobile, station wagon	Other motor vehicle	
2019-Sep-03, Tue,08:01	Clear	Rear end	P.D. only	Dry	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Sep-11, Wed,09:53	Clear	Sideswipe	P.D. only	Dry	West	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					West	Turning right	Automobile, station wagon	Other motor vehicle	
2019-Sep-23, Mon,11:00	Clear	Rear end	P.D. only	Dry	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Unknown	Unknown	Other motor vehicle	
2019-Sep-27, Fri,09:41	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Sep-29, Sun,17:20	Clear	Rear end	P.D. only	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Oct-23, Wed,08:50	Clear	Rear end	P.D. only	Dry	East	Turning left	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Nov-07, Thu,06:59	Rain	Sideswipe	P.D. only	Slush	East	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Truck - open	Other motor vehicle	



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**Location:** BASELINE RD @ WOODROFFE AVE

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Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2019-Nov-13, Wed,12:54	Clear	Other	Non-fatal injury	Dry	North	Going ahead	Automobile, station wagon	Pole (utility, power)	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
					East	Going ahead	Automobile, station wagon	Pole (utility, power)	
2019-Nov-16, Sat,08:53	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Dec-09, Mon,08:24	Rain	Sideswipe	Non-fatal injury	Wet	East	Changing lanes	Pick-up truck	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Dec-12, Thu,13:41	Clear	Rear end	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2019-Dec-13, Fri,10:45	Clear	Rear end	P.D. only	Dry	East	Turning left	Pick-up truck	Other motor vehicle	0
					East	Unknown	Unknown	Other motor vehicle	
2020-Jan-16, Thu,19:45	Snow	Rear end	P.D. only	Packed snow	South	Turning right	Automobile, station wagon	Other motor vehicle	0
					South	Turning right	Automobile, station wagon	Other motor vehicle	
2020-Jan-19, Sun,02:43	Snow	Angle	Non-fatal injury	Loose snow	South	Going ahead	Pick-up truck	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2020-Jan-22, Wed,14:00	Clear	Rear end	P.D. only	Dry	West	Turning right	Pick-up truck	Other motor vehicle	0
					West	Turning right	Pick-up truck	Other motor vehicle	
2020-Jan-25, Sat,07:59	Clear	Rear end	P.D. only	Dry	West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Pick-up truck	Other motor vehicle	
2020-Feb-05, Wed,12:37	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					South	Turning left	Automobile, station wagon	Other motor vehicle	
					South	Turning left	Automobile, station wagon	Other motor vehicle	



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2020-Feb-06, Thu,18:10	Rain	Angle	Non-fatal injury	Wet	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2020-Feb-25, Tue,09:22	Clear	Other	P.D. only	Dry	North	Reversing	Truck - open	Other motor vehicle	0
					South	Turning left	Automobile, station wagon	Other motor vehicle	
2020-Mar-30, Mon,09:20	Rain	Rear end	P.D. only	Wet	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2020-Apr-04, Sat,13:30	Clear	Sideswipe	P.D. only	Dry	South	Unknown	Pick-up truck	Other motor vehicle	0
					South	Unknown	Pick-up truck	Other motor vehicle	
2020-May-14, Thu,22:32	Clear	Turning movement	P.D. only	Dry	North	Turning left	Pick-up truck	Other motor vehicle	0
					South	Going ahead	Pick-up truck	Other motor vehicle	
2020-Jun-06, Sat,12:55	Clear	Rear end	P.D. only	Dry	North	Unknown	Unknown	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2020-Jun-09, Tue,12:35	Clear	Rear end	P.D. only	Dry	West	Slowing or stopping	Unknown	Other motor vehicle	0
					West	Stopped	Pick-up truck	Other motor vehicle	
2020-Jun-15, Mon,10:15	Clear	Rear end	P.D. only	Dry	North	Turning right	Unknown	Other motor vehicle	0
					North	Turning right	Automobile, station wagon	Other motor vehicle	
2020-Jun-18, Thu,10:41	Clear	Rear end	P.D. only	Dry	South	Unknown	Unknown	Other motor vehicle	0
					South	Stopped	Pick-up truck	Other motor vehicle	
2020-Jul-01, Wed,20:25	Clear	Rear end	P.D. only	Dry	North	Turning right	Automobile, station wagon	Other motor vehicle	0
					North	Turning right	Pick-up truck	Other motor vehicle	
2020-Jul-22, Wed,12:07	Clear	Rear end	P.D. only	Dry	North	Turning right	Automobile, station wagon	Other motor vehicle	0
					North	Turning right	Pick-up truck	Other motor vehicle	
2020-Jul-24, Fri,08:00	Clear	Rear end	P.D. only	Dry	North	Turning right	Pick-up truck	Other motor vehicle	0
					North	Turning right	Automobile, station wagon	Other motor vehicle	



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Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2020-Aug-07, Fri,10:47	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Pick-up truck	Other motor vehicle	0
					North	Turning right	Automobile, station wagon	Other motor vehicle	
2020-Sep-14, Mon,07:30	Clear	Rear end	P.D. only	Dry	South	Turning right	Automobile, station wagon	Other motor vehicle	0
					South	Turning right	Pick-up truck	Other motor vehicle	
2020-Sep-16, Wed,07:51	Clear	SMV other	P.D. only	Dry	North	Going ahead	Pick-up truck	Pole (utility, power)	0
2020-Nov-02, Mon,11:25	Clear	Rear end	P.D. only	Dry	North	Turning right	Pick-up truck	Other motor vehicle	0
					North	Turning right	Pick-up truck	Other motor vehicle	
2020-Nov-10, Tue,08:56	Clear	Sideswipe	Non-fatal injury	Dry	East	Changing lanes	Pick-up truck	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2020-Nov-23, Mon,21:52	Clear	Sideswipe	P.D. only	Wet	North	Slowing or stopping	Municipal transit bus	Other motor vehicle	0
					North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2020-Dec-06, Sun,17:02	Clear	Rear end	P.D. only	Wet	East	Going ahead	Passenger van	Other motor vehicle	0
					East	Slowing or stopping	Pick-up truck	Other motor vehicle	
2021-Feb-19, Fri,16:53	Snow	Rear end	P.D. only	Loose snow	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2021-Feb-25, Thu,08:15	Clear	Rear end	P.D. only	Slush	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Pick-up truck	Other motor vehicle	
2021-Feb-25, Thu,08:34	Snow	Rear end	P.D. only	Ice	South	Slowing or stopping	Delivery van	Skidding/sliding	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2021-Mar-15, Mon,23:19	Clear	Turning movement	Non-fatal injury	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Turning left	Automobile, station wagon	Other motor vehicle	
2021-Mar-20, Sat,14:19	Clear	Rear end	P.D. only	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Turning left	Automobile, station wagon	Other motor vehicle	



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Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2021-May-10, Mon,13:29	Clear	Sideswipe	P.D. only	Dry	South	Turning left	Unknown	Other motor vehicle	0
					South	Turning left	Passenger van	Other motor vehicle	
2021-May-13, Thu,16:30	Clear	Rear end	Non-fatal injury	Dry	South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2021-Jun-21, Mon,16:26	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2021-Jun-29, Tue,21:30	Clear	Sideswipe	P.D. only	Dry	East	Changing lanes	Pick-up truck	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2021-Jul-14, Wed,15:15	Clear	Rear end	Non-fatal injury	Dry	East	Turning right	Automobile, station wagon	Other motor vehicle	0
					East	Turning right	Pick-up truck	Other motor vehicle	
2021-Jul-16, Fri,23:04	Clear	Rear end	P.D. only	Dry	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2021-Aug-20, Fri,16:22	Clear	Rear end	P.D. only	Dry	East	Slowing or stopping	Pick-up truck	Other motor vehicle	0
					East	Stopped	Pick-up truck	Other motor vehicle	
					East	Stopped	Automobile, station wagon	Other motor vehicle	
					East	Stopped	Pick-up truck	Other motor vehicle	
2021-Sep-14, Tue,15:23	Clear	Turning movement	P.D. only	Dry	East	Going ahead	Passenger van	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	
2021-Sep-16, Thu,21:58	Clear	SMV other	Non-fatal injury	Dry	East	Going ahead	Automobile, station wagon	Pole (utility, power)	0
2021-Oct-22, Fri,14:30	Clear	Rear end	P.D. only	Dry	East	Turning right	Automobile, station wagon	Other motor vehicle	0
					East	Turning right	Pick-up truck	Other motor vehicle	
2021-Oct-23, Sat,11:10	Clear	Sideswipe	P.D. only	Dry	North	Unknown	Unknown	Other motor vehicle	0
					North	Going ahead	Pick-up truck	Other motor vehicle	



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Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2021-Oct-28, Thu,11:45	Clear	Rear end	P.D. only	Dry	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					West	Turning right	Automobile, station wagon	Other motor vehicle	
2021-Oct-28, Thu,15:05	Rain	Other	P.D. only	Wet	West	Reversing	Pick-up truck	Other motor vehicle	0
					East	Stopped	Passenger van	Other motor vehicle	
2021-Nov-01, Mon,11:30	Clear	Rear end	P.D. only	Dry	West	Unknown	Unknown	Other motor vehicle	0
					West	Stopped	Pick-up truck	Other motor vehicle	
2021-Nov-18, Thu,16:19	Rain	Rear end	P.D. only	Wet	West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Pick-up truck	Other motor vehicle	
2021-Dec-01, Wed,11:29	Clear	Rear end	P.D. only	Dry	West	Slowing or stopping	Pick-up truck	Other motor vehicle	0
					West	Stopped	Pick-up truck	Other motor vehicle	
2021-Dec-01, Wed,14:05	Clear	Rear end	P.D. only	Dry	South	Changing lanes	Pick-up truck	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
					South	Slowing or stopping	Pick-up truck	Other motor vehicle	
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2021-Dec-14, Tue,16:01	Clear	Rear end	P.D. only	Dry	West	Slowing or stopping	Pick-up truck	Other motor vehicle	0
					West	Stopped	Pick-up truck	Other motor vehicle	
2022-Jan-15, Sat,15:00	Clear	Rear end	P.D. only	Dry	East	Turning right	Automobile, station wagon	Other motor vehicle	0
					East	Turning right	Automobile, station wagon	Other motor vehicle	
2022-Jan-16, Sun,20:51	Clear	Turning movement	P.D. only	Dry	West	Turning left	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2022-Feb-16, Wed,15:59	Clear	Sideswipe	Non-fatal injury	Dry	South	Changing lanes	Truck - closed	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
					South	Stopped	Automobile, station wagon	Other motor vehicle	



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Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2022-Mar-28, Mon,21:30	Clear	Turning movement	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	
2022-Apr-12, Tue,15:12	Clear	Rear end	Non-fatal injury	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Slowing or stopping	Pick-up truck	Other motor vehicle	
2022-Apr-17, Sun,16:42	Clear	Sideswipe	P.D. only	Dry	West	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2022-Apr-23, Sat,12:00	Clear	Rear end	Non-fatal injury	Dry	North	Turning right	Automobile, station wagon	Other motor vehicle	0
					North	Turning right	Automobile, station wagon	Other motor vehicle	
2022-May-10, Tue,16:53	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Pick-up truck	Other motor vehicle	
2022-May-21, Sat,19:30	Rain	Rear end	P.D. only	Wet	North	Going ahead	Pick-up truck	Other motor vehicle	0
					North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2022-Jun-08, Wed,22:50	Clear	Rear end	Non-fatal injury	Dry	West	Slowing or stopping	Pick-up truck	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2022-Jul-14, Thu,13:31	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Pick-up truck	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2022-Jul-16, Sat,13:00	Clear	Sideswipe	P.D. only	Dry	West	Changing lanes	Pick-up truck	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2022-Jul-28, Thu,18:30	Clear	Rear end	P.D. only	Dry	South	Turning right	Automobile, station wagon	Other motor vehicle	0
					South	Turning right	Truck - closed	Other motor vehicle	
2022-Jul-30, Sat,06:05	Clear	Angle	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2022-Aug-12, Fri,15:00	Clear	Rear end	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	



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2022-Aug-12, Fri,15:58	Clear	Turning movement	P.D. only	Dry	North	Stopped	Automobile, station wagon	Other motor vehicle	0
					South	Turning left	Automobile, station wagon	Other motor vehicle	
2022-Aug-22, Mon,08:10	Clear	Rear end	P.D. only	Dry	West		Unknown	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2022-Sep-24, Sat,09:15	Clear	Rear end	P.D. only	Dry	North	Unknown	Unknown	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2022-Sep-26, Mon,12:00	Clear	Sideswipe	P.D. only	Dry	North	Merging	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2022-Nov-13, Sun,14:45	Clear	Sideswipe	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Changing lanes	Automobile, station wagon	Other motor vehicle	
2022-Nov-23, Wed,16:10	Clear	Rear end	P.D. only	Dry	West	Stopped	Automobile, station wagon	Other motor vehicle	0
					West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2022-Nov-26, Sat,22:40	Clear	Other	P.D. only	Dry	South	Stopped	Automobile, station wagon	Other motor vehicle	0
					South	Reversing	Pick-up truck	Other motor vehicle	
2022-Dec-03, Sat,10:50	Clear	Sideswipe	P.D. only	Dry	North	Merging	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Tow truck	Other motor vehicle	
2022-Dec-08, Thu,08:15	Clear	Rear end	P.D. only	Dry	North	Stopped	Passenger van	Other motor vehicle	0
					North	Going ahead	Pick-up truck	Other motor vehicle	
2022-Dec-10, Sat,00:45	Clear	Rear end	P.D. only	Dry	West	Stopped	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2022-Dec-20, Tue,14:00	Clear	Turning movement	P.D. only	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Passenger van	Other motor vehicle	
2024-Jan-15, Mon,08:20	Clear	Rear end	P.D. only	Dry	North	Stopped	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Passenger van	Other motor vehicle	



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2024-Jan-15, Mon,11:00	Clear	Rear end	P.D. only	Packed snow	South	Stopped	Automobile, station wagon	Other motor vehicle	0
					South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2024-Jan-18, Thu,12:30	Freezing Rain	Rear end	P.D. only	Ice	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2024-Jan-24, Wed,07:50	Snow	Rear end	P.D. only	Loose snow	South	Stopped	Automobile, station wagon	Other motor vehicle	0
					South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2024-Jan-26, Fri,20:00	Freezing Rain	Angle	P.D. only	Ice	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-Jan-27, Sat,23:40	Clear	Rear end	P.D. only	Wet	West	Stopped	Automobile, station wagon	Other motor vehicle	0
					West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2024-Feb-02, Fri,03:10	Clear	Sideswipe	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Changing lanes	Automobile, station wagon	Other motor vehicle	
2024-Feb-03, Sat,14:45	Clear	Sideswipe	P.D. only	Dry	West	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-Feb-06, Tue,04:45	Clear	Rear end	P.D. only	Dry	West	Stopped	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-Feb-12, Mon,07:00	Rain	Rear end	P.D. only	Wet	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2024-Feb-14, Wed,11:50	Clear	Rear end	P.D. only	Dry	East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Passenger van	Other motor vehicle	
2024-Feb-28, Wed,21:10	Strong wind	Rear end	P.D. only	Dry	North	Stopped	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Passenger van	Other motor vehicle	



# Transportation Services - Traffic Services

## Collision Details Report - Public Version

From: January 1, 2019 To: December 31, 2024

**Location:** BASELINE RD @ WOODROFFE AVE

**Traffic Control:** Traffic signal

**Total Collisions:** 127

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2024-Feb-29, Thu,17:30	Clear	Rear end	P.D. only	Dry	West	Stopped	Pick-up truck	Other motor vehicle	0
					West	Going ahead	Truck - closed	Other motor vehicle	
2024-Apr-05, Fri,06:55	Snow	Rear end	P.D. only	Packed snow	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2024-May-21, Tue,23:56	Clear	Turning movement	P.D. only	Dry	North	Going ahead	Passenger van	Other motor vehicle	0
					East	Turning left	Automobile, station wagon	Other motor vehicle	
2024-May-23, Thu,10:15	Clear	Turning movement	P.D. only	Dry	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-May-25, Sat,15:00	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-Jun-11, Tue,14:20	Clear	Rear end	P.D. only	Dry	West	Stopped	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2024-Jul-04, Thu,08:15	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					South	Changing lanes	Automobile, station wagon	Other motor vehicle	
2024-Jul-22, Mon,09:55	Clear	Rear end	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2024-Aug-14, Wed,11:57	Clear	Sideswipe	P.D. only	Dry	North	Merging	Unknown	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-Aug-26, Mon,13:54	Clear	Rear end	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	

**Location:** BASELINE RD btwn COLLEGE SQUARE SC & WOODROFFE AVE

**Traffic Control:** No control

**Total Collisions:** 7

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
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# Transportation Services - Traffic Services

## Collision Details Report - Public Version

From: January 1, 2019 To: December 31, 2024

**Location:** BASELINE RD btwn COLLEGE SQUARE SC & WOODROFFE AVE

**Traffic Control:** No control

**Total Collisions:** 7

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2019-Jan-29, Tue,13:31	Snow	Rear end	P.D. only	Slush	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Feb-15, Fri,14:00	Rain	Angle	P.D. only	Wet	North	Turning right	Automobile, station wagon	Other motor vehicle	0
					East	Unknown	Automobile, station wagon	Other motor vehicle	
2020-Jan-17, Fri,11:00	Clear	Sideswipe	P.D. only	Dry	East	Changing lanes	Delivery van	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2020-Jan-24, Fri,00:34	Clear	Sideswipe	P.D. only	Dry	East	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Pick-up truck	Other motor vehicle	
2021-Jan-22, Fri,12:36	Clear	Sideswipe	P.D. only	Dry	East	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Pick-up truck	Other motor vehicle	
2022-Jun-23, Thu,16:52	Clear	Angle	Non-fatal injury	Dry	North	Turning right	Automobile, station wagon	Cyclist	0
					West	Going ahead	Bicycle	Other motor vehicle	
2024-Feb-16, Fri,22:30	Clear	SMV other	P.D. only	Ice	East	Changing lanes	Automobile, station wagon	Other	0

**Location:** BASELINE RD btwn CONSTELLATION DR & WOODROFFE AVE

**Traffic Control:** No control

**Total Collisions:** 7

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2019-Nov-13, Wed,15:02	Clear	Rear end	P.D. only	Wet	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2020-Mar-03, Tue,07:50	Clear	Rear end	P.D. only	Wet	East	Going ahead	Ambulance	Other motor vehicle	0
					East	Stopped	Delivery van	Other motor vehicle	
2021-Nov-19, Fri,17:27	Clear	Sideswipe	Non-fatal injury	Dry	East	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
					East	Stopped	Automobile, station wagon	Other motor vehicle	



# Transportation Services - Traffic Services

## Collision Details Report - Public Version

From: January 1, 2019 To: December 31, 2024

**Location:** BASELINE RD btwn CONSTELLATION DR & WOODROFFE AVE

**Traffic Control:** No control

**Total Collisions:** 7

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2022-Jan-04, Tue,15:08	Clear	Sideswipe	P.D. only	Dry	West	Going ahead	Pick-up truck	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2022-Jan-19, Wed,12:55	Clear	Rear end	P.D. only	Loose snow	West	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2022-Dec-23, Fri,03:14	Snow	SMV other	P.D. only	Loose snow	West	Going ahead	Automobile, station wagon	Ran off road	0
2023-May-02, Tue,08:57	Clear	SMV other	Non-fatal injury	Dry	East	Going ahead	Passenger van	Pedestrian	1

**Location:** BASELINE RD btwn NAVAHO DR & COLLEGE SQUARE SC

**Traffic Control:** No control

**Total Collisions:** 19

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2019-Feb-08, Fri,15:26	Clear	Rear end	P.D. only	Wet	East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2019-May-23, Thu,17:40	Rain	Sideswipe	P.D. only	Wet	East	Merging	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Jun-19, Wed,10:10	Clear	Angle	P.D. only	Dry	North	Turning right	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Jul-02, Tue,12:00	Clear	Angle	Non-fatal injury	Dry	West	Going ahead	Bicycle	Other motor vehicle	0
					North	Turning right	Automobile, station wagon	Cyclist	
2019-Sep-12, Thu,16:12	Clear	Rear end	P.D. only	Dry	East	Slowing or stopping	Delivery van	Other motor vehicle	0
					East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
					East	Slowing or stopping	Passenger van	Other motor vehicle	
2019-Oct-27, Sun,14:21	Rain	Angle	P.D. only	Wet	North	Turning right	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
					East	Stopped	Automobile, station wagon	Other motor vehicle	



# Transportation Services - Traffic Services

## Collision Details Report - Public Version

From: January 1, 2019 To: December 31, 2024

**Location:** BASELINE RD btwn NAVAHO DR & COLLEGE SQUARE SC

**Traffic Control:** No control

**Total Collisions:** 19

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2019-Nov-13, Wed,15:08	Clear	Rear end	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2019-Dec-05, Thu,16:31	Clear	Rear end	P.D. only	Wet	West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Dec-19, Thu,08:36	Clear	Rear end	P.D. only	Ice	East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2020-Jan-12, Sun,12:10	Snow	Angle	P.D. only	Loose snow	North	Turning right	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2020-Aug-26, Wed,13:38	Clear	SMV other	Non-fatal injury	Dry	North	Turning right	Automobile, station wagon	Pedestrian	1
2021-Mar-15, Mon,01:39	Clear	Sideswipe	P.D. only	Dry	West	Going ahead	Unknown	Other motor vehicle	0
					West	Stopped	Pick-up truck	Other motor vehicle	
2021-May-20, Thu,12:48	Clear	Sideswipe	P.D. only	Dry	West	Changing lanes	Pick-up truck	Other motor vehicle	0
					West	Going ahead	Pick-up truck	Other motor vehicle	
2021-Jun-18, Fri,23:22	Rain	Turning movement	P.D. only	Wet	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Turning right	Automobile, station wagon	Other motor vehicle	
2021-Sep-17, Fri,19:58	Clear	Angle	P.D. only	Dry	North	Turning right	Automobile, station wagon	Other motor vehicle	0
					East	Unknown	Automobile, station wagon	Other motor vehicle	
2021-Dec-21, Tue,16:06	Clear	Sideswipe	P.D. only	Dry	West	Merging	Delivery van	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2022-Mar-04, Fri,15:00	Clear	Angle	P.D. only	Dry	South	Turning right	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-Oct-03, Thu,03:30	Clear	Rear end	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
					West	Stopped	Automobile, station wagon	Other motor vehicle	



# Transportation Services - Traffic Services

## Collision Details Report - Public Version

From: January 1, 2019 To: December 31, 2024

**Location:** BASELINE RD btwn NAVAHO DR & COLLEGE SQUARE SC

**Traffic Control:** No control

**Total Collisions:** 19

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2024-Dec-05, Thu,18:00	Snow	Sideswipe	P.D. only	Wet	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Overtaking	Pick-up truck	Other motor vehicle	

**Location:** CONSTELLATION CRES @ BASELINE RD

**Traffic Control:** Traffic signal

**Total Collisions:** 6

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2019-May-21, Tue,14:35	Clear	Rear end	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Jul-10, Wed,08:26	Clear	Rear end	P.D. only	Dry	East	Going ahead	Pick-up truck	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Nov-06, Wed,09:34	Clear	Sideswipe	P.D. only	Dry	West	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2020-Nov-19, Thu,22:07	Clear	Rear end	Non-fatal injury	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2022-May-21, Sat,18:39	Clear	Rear end	P.D. only	Dry	West	Slowing or stopping	Pick-up truck	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2022-May-26, Thu,22:30	Clear	Rear end	P.D. only	Dry	West	Unknown	Unknown	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	

**Location:** NAVAHO DR @ DEERFIELD DR

**Traffic Control:** Stop sign

**Total Collisions:** 2

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2019-Jan-28, Mon,08:45	Clear	SMV other	Non-fatal injury	Loose snow	West	Turning right	Automobile, station wagon	Pedestrian	1



# Transportation Services - Traffic Services

## Collision Details Report - Public Version

From: January 1, 2019 To: December 31, 2024

**Location:** NAVAHO DR @ DEERFIELD DR

**Traffic Control:** Stop sign

**Total Collisions:** 2

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2024-Jan-18, Thu,20:30	Snow	Rear end	P.D. only	Loose snow	West	Stopped	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Truck - closed	Other motor vehicle	

**Location:** NAVAHO DR @ WOODROFFE AVE/TRANSITWAY N BASELINE STN

**Traffic Control:** Traffic signal

**Total Collisions:** 46

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2019-Jan-17, Thu,12:44	Clear	Turning movement	P.D. only	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Jan-24, Thu,06:33	Freezing Rain	Turning movement	P.D. only	Slush	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Jan-28, Mon,13:45	Clear	Rear end	P.D. only	Ice	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Mar-06, Wed,14:45	Clear	Turning movement	Non-fatal injury	Dry	South	Turning left	Passenger van	Other motor vehicle	0
					North	Going ahead	Passenger van	Other motor vehicle	
2019-Mar-22, Fri,07:50	Rain	Sideswipe	P.D. only	Wet	South	Changing lanes	Pick-up truck	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Mar-23, Sat,10:40	Clear	Rear end	P.D. only	Wet	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					West	Turning right	Automobile, station wagon	Other motor vehicle	
2019-May-26, Sun,21:20	Clear	Sideswipe	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Jun-10, Mon,17:44	Rain	Rear end	P.D. only	Wet	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	



# Transportation Services - Traffic Services

## Collision Details Report - Public Version

From: January 1, 2019 To: December 31, 2024

**Location:** NAVAHO DR @ WOODROFFE AVE/TRANSITWAY N BASELINE STN

**Traffic Control:** Traffic signal

**Total Collisions:** 46

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2019-Jul-12, Fri,11:00	Clear	Rear end	P.D. only	Dry	South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Jul-25, Thu,10:38	Clear	Rear end	P.D. only	Dry	North	Unknown	Unknown	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Aug-16, Fri,22:09	Clear	Other	P.D. only	Dry	North	Slowing or stopping	Motorcycle	Curb	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	
2019-Aug-29, Thu,08:15	Clear	Turning movement	P.D. only	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Sep-01, Sun,14:45	Clear	Turning movement	P.D. only	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Oct-01, Tue,11:38	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Unknown	Other motor vehicle	0
					South	Turning left	Automobile, station wagon	Other motor vehicle	
2019-Oct-10, Thu,08:46	Clear	Turning movement	P.D. only	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Nov-04, Mon,06:12	Clear	SMV other	P.D. only	Ice	North	Going ahead	Automobile, station wagon	Pole (sign, parking meter)	0
2019-Nov-11, Mon,17:14	Snow	Rear end	P.D. only	Loose snow	North	Turning right	Unknown	Other motor vehicle	0
					North	Turning right	Automobile, station wagon	Other motor vehicle	
2019-Nov-27, Wed,07:06	Rain	Rear end	P.D. only	Wet	East	Turning right	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Nov-29, Fri,12:05	Clear	Rear end	P.D. only	Wet	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Nov-29, Fri,16:44	Clear	Turning movement	Non-fatal injury	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	



# Transportation Services - Traffic Services

## Collision Details Report - Public Version

From: January 1, 2019 To: December 31, 2024

**Location:** NAVAHO DR @ WOODROFFE AVE/TRANSITWAY N BASELINE STN

**Traffic Control:** Traffic signal

**Total Collisions:** 46

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2020-Feb-14, Fri,14:08	Clear	Turning movement	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Turning left	Automobile, station wagon	Other motor vehicle	
2020-Aug-27, Thu,10:15	Rain	Rear end	P.D. only	Wet	West	Turning right	Passenger van	Other motor vehicle	0
					West	Turning right	Pick-up truck	Other motor vehicle	
2020-Dec-18, Fri,10:06	Clear	Turning movement	P.D. only	Dry	South	Turning left	Pick-up truck	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2021-Feb-19, Fri,16:10	Clear	Rear end	P.D. only	Loose snow	South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Pick-up truck	Other motor vehicle	
2021-Mar-07, Sun,09:30	Clear	Rear end	P.D. only	Dry	West	Turning right	Pick-up truck	Other motor vehicle	0
					West	Turning right	Pick-up truck	Other motor vehicle	
2021-Jul-18, Sun,13:21	Clear	Rear end	Non-fatal injury	Dry	West	Going ahead	Pick-up truck	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2021-Aug-22, Sun,16:49	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Pick-up truck	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2021-Sep-30, Thu,21:45	Clear	Sideswipe	P.D. only	Dry	South	Making "U" turn	Pick-up truck	Other motor vehicle	0
					South	Making "U" turn	Automobile, station wagon	Other motor vehicle	
2021-Oct-26, Tue,19:17	Rain	Turning movement	Non-fatal injury	Wet	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2021-Dec-18, Sat,18:47	Snow	Turning movement	P.D. only	Loose snow	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2022-Jan-07, Fri,11:55	Clear	Rear end	P.D. only	Dry	West	Turning right	Pick-up truck	Other motor vehicle	0
					West	Turning right	Automobile, station wagon	Other motor vehicle	
2022-Feb-15, Tue,14:15	Clear	Rear end	P.D. only	Dry	North	Turning right	Pick-up truck	Other motor vehicle	0
					North	Turning right	Automobile, station wagon	Other motor vehicle	



# Transportation Services - Traffic Services

## Collision Details Report - Public Version

From: January 1, 2019 To: December 31, 2024

**Location:** NAVAHO DR @ WOODROFFE AVE/TRANSITWAY N BASELINE STN

**Traffic Control:** Traffic signal

**Total Collisions:** 46

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2022-Feb-25, Fri,19:45	Snow	Turning movement	Non-fatal injury	Loose snow	South	Turning left	Pick-up truck	Other motor vehicle	0
					North	Going ahead	Pick-up truck	Other motor vehicle	
2022-May-27, Fri,17:03	Clear	Angle	Non-fatal injury	Dry	North	Going ahead	Automobile, station wagon	Cyclist	0
					East	Going ahead	Bicycle	Other motor vehicle	
2022-Aug-07, Sun,11:58	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2022-Sep-13, Tue,08:15	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-Jan-25, Thu,22:40	Other	Rear end	P.D. only	Wet	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-Feb-13, Tue,14:30	Clear	Turning movement	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Turning left	Automobile, station wagon	Other motor vehicle	
2024-Feb-14, Wed,14:20	Clear	Turning movement	P.D. only	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-May-24, Fri,16:43	Clear	Turning movement	Non-fatal injury	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-Jun-13, Thu,18:45	Rain	Rear end	P.D. only	Wet	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2024-Jul-13, Sat,02:00	Clear	SMV other	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Curb	0
2024-Oct-30, Wed,17:35	Clear	SMV other	Non-fatal injury	Dry	North	Turning right	Automobile, station wagon	Pedestrian	1
2024-Oct-31, Thu,13:35	Clear	Turning movement	Non-fatal injury	Dry	South	Turning left	Pick-up truck	Cyclist	0
					North	Going ahead	Bicycle	Other motor vehicle	

# Transportation Services - Traffic Services

## Collision Details Report - Public Version

From: January 1, 2019 To: December 31, 2024

**Location:** NAVAHO DR @ WOODROFFE AVE/TRANSITWAY N BASELINE STN

**Traffic Control:** Traffic signal

**Total Collisions:** 46

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2024-Dec-04, Wed,19:00	Snow	Turning movement	P.D. only	Packed snow	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Turning left	Unknown	Other motor vehicle	
2024-Dec-05, Thu,15:46	Snow	Turning movement	Non-fatal injury	Loose snow	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	

**Location:** NAVAHO DR btwn NAVAHO DR & DEERFIELD DR

**Traffic Control:** No control

**Total Collisions:** 8

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2019-Mar-23, Sat,11:30	Clear	Angle	P.D. only	Dry	East	Turning left	Unknown	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Oct-08, Tue,08:32	Clear	Angle	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Passenger van	Other motor vehicle	
2020-Oct-23, Fri,15:48	Clear	Turning movement	P.D. only	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	1
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2021-Feb-06, Sat,22:43	Clear	Angle	P.D. only	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					East	Turning left	Automobile, station wagon	Other motor vehicle	
2021-Sep-05, Sun,12:02	Rain	Angle	P.D. only	Wet	East	Turning left	Pick-up truck	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2021-Dec-04, Sat,12:31	Snow	SMV other	P.D. only	Loose snow	South	Going ahead	Automobile, station wagon	Skidding/sliding	0
2022-Mar-08, Tue,12:53	Clear	Angle	Non-fatal injury	Wet	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2022-Oct-13, Thu,22:46	Rain	Turning movement	P.D. only	Wet	North	Making "U" turn	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	

# Transportation Services - Traffic Services

## Collision Details Report - Public Version

**From:** January 1, 2019    **To:** December 31, 2024

**Location:** NAVAHO DR btwn WOODROFFE AVE & 265 E OF WOODROFFE AVE

**Traffic Control:** No control

**Total Collisions:** 5

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2019-Jan-21, Mon,08:53	Clear	Angle	P.D. only	Packed snow	East	Turning left	Pick-up truck	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Sep-19, Thu,20:20	Clear	SMV other	Non-fatal injury	Dry	West	Going ahead	Motorcycle	Skidding/sliding	0
2020-Feb-14, Fri,15:07	Clear	Turning movement	P.D. only	Dry	East	Turning left	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2021-Dec-16, Thu,09:41	Clear	Turning movement	P.D. only	Wet	East	Turning right	Truck - dump	Other motor vehicle	0
					East	Going ahead	Pick-up truck	Other motor vehicle	
2024-Jul-04, Thu,22:39	Clear	SMV other	Non-fatal injury	Wet	West	Going ahead	Pick-up truck	Pedestrian	1

**Location:** WOODROFFE AVE @ ALGONQUIN COLLEGE/TRANSITWAY S BASELINE

**Traffic Control:** Traffic signal

**Total Collisions:** 18

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2019-Feb-16, Sat,09:58	Clear	Angle	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Turning left	Municipal transit bus	Other motor vehicle	
2019-Mar-03, Sun,07:34	Clear	SMV other	Non-fatal injury	Dry	North	Going ahead	Automobile, station wagon	Pedestrian	1
2019-Mar-15, Fri,21:27	Rain	Turning movement	P.D. only	Wet	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Pick-up truck	Other motor vehicle	
2019-Aug-12, Mon,08:47	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Oct-03, Thu,15:24	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Truck - closed	Other motor vehicle	



# Transportation Services - Traffic Services

## Collision Details Report - Public Version

From: January 1, 2019 To: December 31, 2024

**Location:** WOODROFFE AVE @ ALGONQUIN COLLEGE/TRANSITWAY S BASELINE

**Traffic Control:** Traffic signal

**Total Collisions:** 18

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2020-Aug-17, Mon,09:47	Clear	Angle	P.D. only	Dry	South	Going ahead	Pick-up truck	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2020-Oct-20, Tue,07:49	Rain	Rear end	P.D. only	Wet	North	Changing lanes	Pick-up truck	Other motor vehicle	0
					North	Going ahead	Truck - dump	Other motor vehicle	
2021-Jun-22, Tue,17:02	Clear	Rear end	P.D. only	Dry	North	Unknown	Unknown	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2021-Nov-19, Fri,15:24	Clear	Angle	Non-fatal injury	Dry	South	Going ahead	Pick-up truck	Other motor vehicle	0
					West	Going ahead	Municipal transit bus	Other motor vehicle	
2022-Jan-17, Mon,10:08	Snow	Approaching	P.D. only	Loose snow	West	Going ahead	Municipal transit bus	Other motor vehicle	0
					East	Going ahead	Municipal transit bus	Other motor vehicle	
2022-Jan-22, Sat,11:49	Clear	Turning movement	P.D. only	Ice	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Passenger van	Other motor vehicle	
2022-Mar-10, Thu,20:12	Clear	Turning movement	P.D. only	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2022-Jun-09, Thu,15:45	Clear	Rear end	Non-fatal injury	Dry	North	Going ahead	Passenger van	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2022-Oct-13, Thu,17:30	Rain	Turning movement	P.D. only	Wet	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Turning left	Automobile, station wagon	Other motor vehicle	
2022-Oct-17, Mon,07:50	Rain	Rear end	P.D. only	Wet	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2022-Dec-08, Thu,17:10	Clear	Angle	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2022-Dec-13, Tue,10:55	Clear	Turning movement	P.D. only	Slush	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Turning left	Automobile, station wagon	Other motor vehicle	



# Transportation Services - Traffic Services

## Collision Details Report - Public Version

From: January 1, 2019 To: December 31, 2024

**Location:** WOODROFFE AVE @ ALGONQUIN COLLEGE/TRANSITWAY S BASELINE

**Traffic Control:** Traffic signal

**Total Collisions:** 18

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2024-Sep-06, Fri,12:13	Clear	Rear end	Non-fatal injury	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	

**Location:** WOODROFFE AVE @ FIRESTATION

**Traffic Control:** MPS

**Total Collisions:** 5

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2019-Jun-11, Tue,16:05	Clear	Rear end	P.D. only	Dry	South	Unknown	Unknown	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
					South	Stopped	Automobile, station wagon	Other motor vehicle	
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2020-Feb-05, Wed,13:00	Clear	Rear end	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Skidding/sliding	0
					South	Stopped	Police vehicle	Other motor vehicle	
					South	Stopped	Pick-up truck	Other motor vehicle	
					South	Stopped	Pick-up truck	Other motor vehicle	
2020-Jul-22, Wed,15:00	Clear	Rear end	Non-fatal injury	Dry	South	Slowing or stopping	Pick-up truck	Other motor vehicle	0
					South	Stopped	Pick-up truck	Other motor vehicle	
2021-Jul-19, Mon,13:12	Clear	Turning movement	P.D. only	Dry	North	Turning left	Fire vehicle	Other motor vehicle	0
					South	Going ahead	Pick-up truck	Other motor vehicle	
2022-May-08, Sun,11:13	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	

**Location:** WOODROFFE AVE btwn ADIRONDACK DR & FIRESTATION

**Traffic Control:** No control

**Total Collisions:** 1

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2020-Jan-18, Sat,09:00	Clear	SMV other	P.D. only	Dry	North	Slowing or stopping	Pick-up truck	Animal - domestic	0



# Transportation Services - Traffic Services

## Collision Details Report - Public Version

**From:** January 1, 2019    **To:** December 31, 2024

**Location:** WOODROFFE AVE btwn BASELINE RD & NAVAHO DR/TRANSITWAY

**Traffic Control:** No control

**Total Collisions:** 10

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2019-Feb-28, Thu,15:21	Clear	Sideswipe	P.D. only	Dry	South	Pulling away from shoulder or curb	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Mar-05, Tue,13:06	Clear	Rear end	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2019-Aug-02, Fri,11:55	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Delivery van	Other motor vehicle	
2019-Oct-02, Wed,11:14	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Dec-04, Wed,12:40	Clear	Rear end	P.D. only	Wet	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2020-Sep-21, Mon,16:30	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Pick-up truck	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2021-Apr-07, Wed,14:28	Clear	Angle	P.D. only	Dry	South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Pick-up truck	Other motor vehicle	
2021-Aug-03, Tue,09:35	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Pick-up truck	Other motor vehicle	
2022-Jul-27, Wed,09:01	Clear	Sideswipe	P.D. only	Dry	South	Going ahead	Pick-up truck	Other motor vehicle	0
					South	Changing lanes	Automobile, station wagon	Other motor vehicle	
2022-Nov-08, Tue,18:30	Clear	Rear end	P.D. only	Dry	North	Stopped	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
					North	Changing lanes	Automobile, station wagon	Other motor vehicle	
					North	Stopped	Automobile, station wagon	Other motor vehicle	



# Transportation Services - Traffic Services

## Collision Details Report - Public Version

From: January 1, 2019 To: December 31, 2024

**Location:** WOODROFFE AVE btwn FIRESTATION & BASELINE RD

**Traffic Control:** No control

**Total Collisions:** 24

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2019-Jan-01, Tue,19:14	Clear	Rear end	P.D. only	Loose snow	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Slowing or stopping	Pick-up truck	Other motor vehicle	
					North	Slowing or stopping	Pick-up truck	Other motor vehicle	
2019-Feb-28, Thu,11:46	Clear	Rear end	P.D. only	Dry	North	Unknown	Unknown	Other motor vehicle	0
					North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2019-Mar-05, Tue,15:43	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Passenger van	Other motor vehicle	
2019-Jun-04, Tue,11:10	Clear	Sideswipe	P.D. only	Dry	North	Unknown	Unknown	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Sep-03, Tue,11:19	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Truck - dump	Other motor vehicle	
2019-Sep-24, Tue,16:10	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Sep-27, Fri,12:12	Clear	Rear end	P.D. only	Dry	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Oct-27, Sun,16:03	Rain	Rear end	P.D. only	Wet	South	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					South	Slowing or stopping	Passenger van	Other motor vehicle	
2019-Oct-28, Mon,18:59	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Dec-02, Mon,15:45	Clear	Rear end	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Slowing or stopping	Pick-up truck	Other motor vehicle	
2019-Dec-09, Mon,07:50	Rain	Sideswipe	P.D. only	Wet	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Dec-15, Sun,07:43	Snow	SMV other	P.D. only	Ice	North	Going ahead	Automobile, station wagon	Ran off road	0



# Transportation Services - Traffic Services

## Collision Details Report - Public Version

From: January 1, 2019 To: December 31, 2024

**Location:** WOODROFFE AVE btwn FIRESTATION & BASELINE RD

**Traffic Control:** No control

**Total Collisions:** 24

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2019-Dec-21, Sat,16:30	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2020-Feb-15, Sat,09:00	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2020-Mar-04, Wed,18:50	Clear	Sideswipe	Non-fatal injury	Dry	North	Merging	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
					North	Changing lanes	Automobile, station wagon	Other motor vehicle	
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2020-Aug-10, Mon,17:57	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Pick-up truck	Other motor vehicle	0
					North	Going ahead	Passenger van	Other motor vehicle	
2020-Sep-30, Wed,17:00	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2020-Dec-06, Sun,00:02	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Municipal transit bus	Other motor vehicle	
2021-Mar-11, Thu,19:43	Clear	Other	P.D. only	Dry	South	Unknown	Automobile, station wagon	Debris falling off vehicle	0
					North	Unknown	Unknown	Other	
2022-Feb-23, Wed,16:15	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Pick-up truck	Other motor vehicle	
2022-Aug-20, Sat,03:10	Clear	Other	Non-fatal injury	Dry	North	Going ahead	Automobile, station wagon	Other	0
					South	Going ahead	Pick-up truck	Debris falling off vehicle	
2022-Dec-27, Tue,10:30	Snow	Rear end	P.D. only	Slush	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-Jul-14, Sun,17:20	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	



# Transportation Services - Traffic Services

## Collision Details Report - Public Version

From: January 1, 2019 To: December 31, 2024

**Location:** WOODROFFE AVE btwn FIRESTATION & BASELINE RD

**Traffic Control:** No control

**Total Collisions:** 24

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2024-Jul-23, Tue,16:00	Clear	Sideswipe	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Changing lanes	Automobile, station wagon	Other motor vehicle	

**Location:** WOODROFFE AVE btwn TRANSITWAY - BASELINE/ALGONQUIN COLL & NAVAHO DR

**Traffic Control:** No control

**Total Collisions:** 3

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2020-Feb-01, Sat,02:55	Clear	Rear end	Non-fatal injury	Wet	North	Going ahead	Pick-up truck	Other motor vehicle	0
					North	Stopped	Truck - closed	Other motor vehicle	
2020-Mar-13, Fri,07:40	Rain	Rear end	Non-fatal injury	Wet	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2020-Nov-25, Wed,15:23	Snow	SMV other	P.D. only	Slush	South	Going ahead	Automobile, station wagon	Cable guide rail	0

## Appendix H

*Other Adjacent Development Background Traffic Volumes*

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Figure 11: 2023 Future Background Volumes

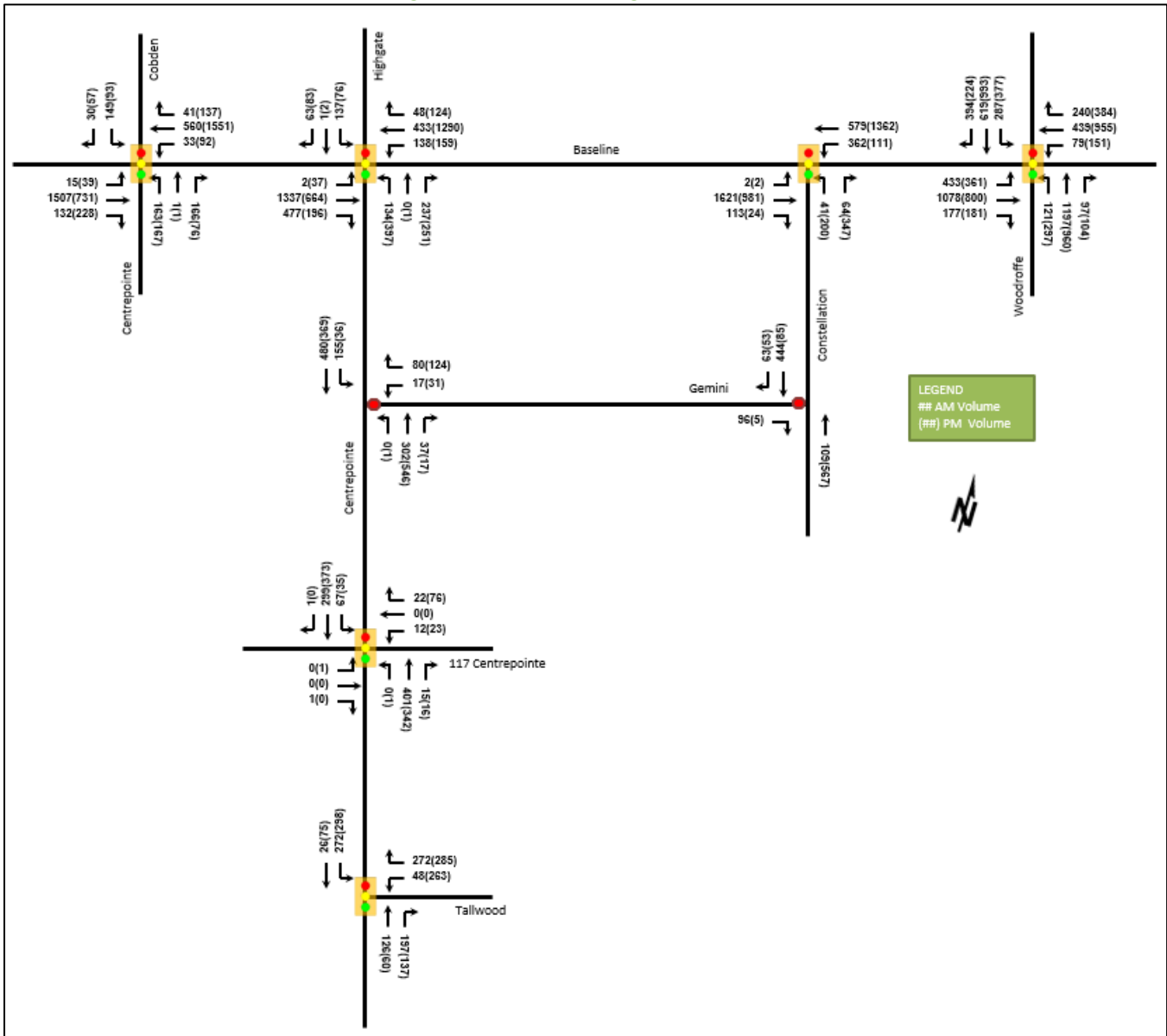


Table 15: 2023 Future Background Intersection Operations

Intersection	Lane	AM Peak Hour				PM Peak Hour			
		LOS	V/C	Delay	Q (95 <sup>th</sup> )	LOS	V/C	Delay	Q (95 <sup>th</sup> )
Baseline Road & Centrepointe Drive/Cobden Road Signalized	EBL	A	0.17	62.9	11.0	A	0.36	66.6	21.0
	EBT	B	0.65	15.1	177.4	A	0.36	13.7	71.8
	EBR	A	0.12	2.1	8.2	A	0.23	2.3	11.8
	WBL	A	0.32	<b>80.8</b>	17.2	A	0.58	68.3	m33.7
	WBT	A	0.23	3.3	30.7	B	0.70	6.8	61.4
	WBR	A	0.04	0.4	1.1	A	0.13	1.9	m4.2
	NBL/T	C	0.71	69.4	60.9	B	0.72	69.6	61.8
	NBR	A	0.11	0.2	0.0	A	0.05	0.1	0.0
	SBL/T	B	0.65	65.3	56.0	A	0.40	54.5	36.5
SBR	A	0.11	0.8	0.0	A	0.21	6.1	6.6	
<b>Overall</b>		<b>B</b>	-	<b>17.8</b>	-	<b>B</b>	-	<b>14.9</b>	-



Figure 10: Projected Study Area Intersection Peak Hour Volumes – 2021

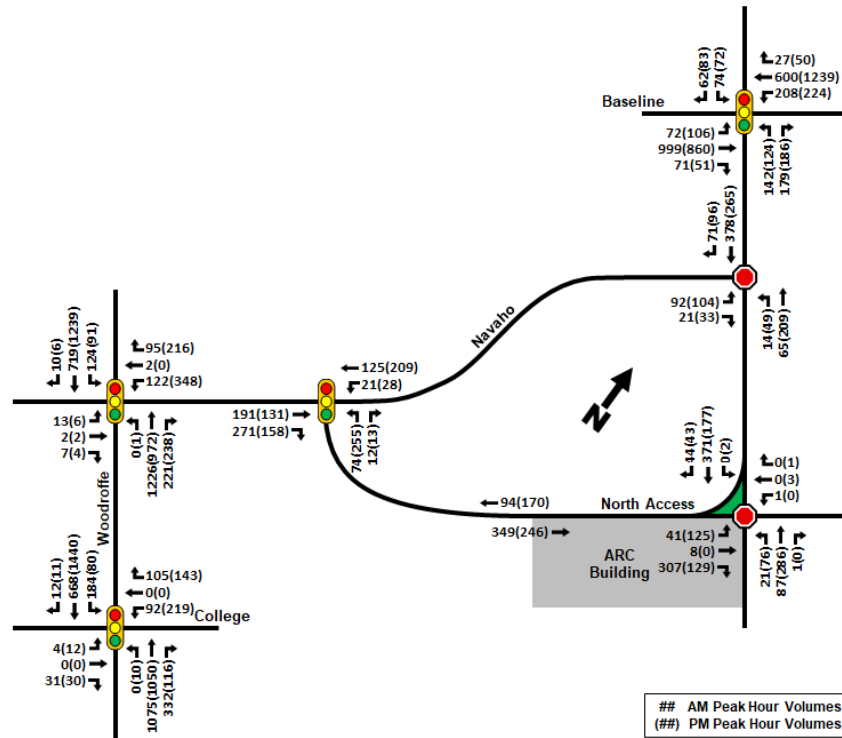
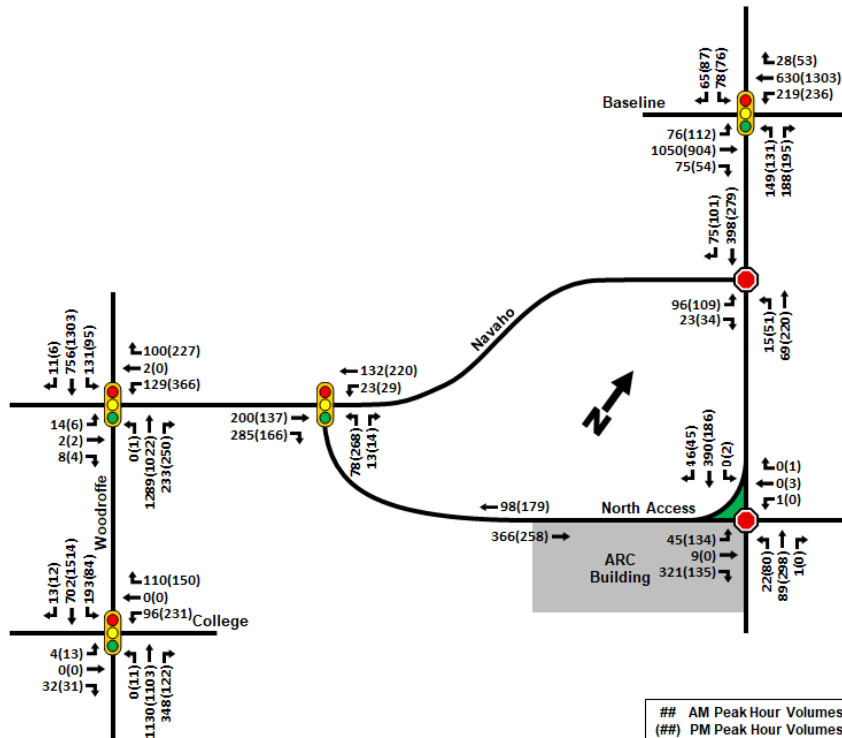


Figure 11: Projected Study Area Intersection Peak Hour Volumes – 2026



## Appendix I

*Detailed MMLOS Segment Analysis*

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

Project: Chick-fil-A College Square TIA

Consultant: EXP

Date: Dec 18, 2025

Scenario: Existing Conditions

Road Name		Baseline Rd (Woodroffe Ave to Navaho Dr)				Woodroffe Ave (Baseline Rd to Navaho Dr)			
OP Transect / Policy Area		Within 600m of a rapid transit station				Within 600m of a rapid transit station			
Segment Component		Majority (>50%)		Critical		Majority (>50%)		Critical	
Side of Street		W or N	E or S	W or N	E or S	W or N	E or S	W or N	E or S
Pedestrian	<b>PLOS Inputs</b>								
	Posted Speed (km/h)	60 km/h		60 km/h		60 km/h		60 km/h	
	Two-Way ADT	33,946		33,946		62,404		62,404	
	Pedestrian Facility	Sidewalk	Sidewalk	Sidewalk	Sidewalk	Sidewalk	Sidewalk	Sidewalk	Sidewalk
	Does the facility meet the TMP Sidewalk or MUP Policy? If not, for MUPs, does the location have a low volume of peak daily users AND are pedestrian volumes likely less than 20% of total users?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
	Facility Width (m)	2.00m	2.00m	2.00m	2.00m	2.00m	2.00m	2.00m	2.00m
	Offset from Motor Vehicle Travel Lanes (m)	1.5-2.99m	1.5-2.99m	1.5-2.99m	1.5-2.99m	< 0.5m	< 0.5m	< 0.5m	< 0.5m
	Presence of Adjacent Parking?	-	-	-	-	-	-	-	-
	General Purpose Curb Lane ADT	≤ 3000	> 3000	> 3000	> 3000	> 3000	> 3000	> 3000	> 3000
	Max. Distance between Controlled Crossings (m)	≤ 200m	291-400m	291-400m	291-400m	261-290m	291-400m	261-290m	261-290m
<b>Score</b>	<b>5.00</b>	<b>3.25</b>	<b>3.25</b>	<b>3.25</b>	<b>2.00</b>	<b>1.75</b>	<b>2.00</b>	<b>2.00</b>	
<b>PLOS</b>	<b>A</b>	<b>C</b>	<b>C</b>	<b>C</b>	<b>D</b>	<b>D</b>	<b>D</b>	<b>D</b>	
<b>Target PLOS</b>	<b>A</b>				<b>A</b>				
<b>BLOS Inputs</b>									
<b>Cycling Route Classification</b>	<b>Cross-Town Bikeway</b>				<b>Elsewhere</b>				
Cycling Facility	Paved Shoulder without Buffer	Paved Shoulder without Buffer	Paved Shoulder without Buffer	Paved Shoulder without Buffer	Shared Operating Space	Shared Operating Space	Shared Operating Space	Shared Operating Space	
Is the minimum level of separation provided according to OTM Book 18 Pre-Selection Normograph - Rural Context (Figure 5.6)? (for paved shoulders)	No	No	No	No	-	-	-	-	
Facility Operation	-	-	-	-	-	-	-	-	
Pedestrian/Cyclist Volume	-	-	-	-	-	-	-	-	
Facility Width	≥ 2.0m	≥ 2.0m	≥ 2.0m	≥ 2.0m	-	-	-	-	
Boulevard/Buffer Width (excluding curb)	-	-	-	-	-	-	-	-	
Unsignalized Roadway Crossing Type (where cyclists are required to yield)	None	None	None	None	None	None	None	None	
Number of Travel Lanes at Crossing	-	-	-	-	-	-	-	-	
Crossing includes Median Refuge (≥ 2.7m)	-	-	-	-	-	-	-	-	
Cross-street Posted Speed (km/h)	-	-	-	-	-	-	-	-	
Cycling Path Blockages (e.g. bus stops and/or loading zones)	Rare	Rare	Rare	Rare	Rare	Rare	Rare	Rare	
<b>Score</b>	<b>1.60</b>	<b>1.60</b>	<b>1.60</b>	<b>1.60</b>	<b>0.75</b>	<b>0.75</b>	<b>0.75</b>	<b>0.75</b>	
<b>BLOS</b>	<b>D</b>	<b>D</b>	<b>D</b>	<b>D</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>E</b>	
<b>Target BLOS</b>	<b>A</b>				<b>B</b>				
<b>TLOS Inputs</b>									
<b>Transit Facility</b>	<b>Mixed Traffic</b>				<b>Mixed Traffic</b>				
Facility Type	Mixed Traffic	Mixed Traffic			Mixed Traffic	Mixed Traffic			
Expected Transit Running Time	Not Applicable (speeds available)	Not Applicable (speeds available)			Moderately Impeded	Moderately Impeded			
Transit Travel Speed (if available)	29 km/h	29 km/h			30 km/h	30 km/h			
<b>TLOS</b>	<b>N/A (No transit on segment)</b>	<b>N/A (No transit on segment)</b>			<b>E</b>	<b>E</b>			
<b>Target TLOS</b>	<b>E (D for frequent transit routes)</b>				<b>E (D for frequent transit routes)</b>				
<b>PRLOS Inputs</b>									
Context	Other Streets	Other Streets			Other Streets	Other Streets			
Inner Boulevard Width	2.0-3.99m	2.0-3.99m			2.0-3.99m	2.0-3.99m			
Middle Boulevard Width	≥ 3.0m	≥ 3.0m			≥ 3.0m	≥ 3.0m			
Outer Boulevard (Frontage) Width	≥ 3.0m	≥ 3.0m			≥ 3.0m	≥ 3.0m			
Transit Route on Segment?	No	No			No	No			
Bus Stop Elements	-	-			-	-			
Number of Midblock Traffic Lanes (both travel directions)	5				≥ 6				
<b>Score</b>	<b>23.40</b>	<b>19.80</b>			<b>17.10</b>	<b>16.20</b>			
<b>PRLOS</b>	<b>B</b>	<b>C</b>			<b>C</b>	<b>C</b>			
	<b>B</b>				<b>C</b>				

## Appendix J

*City of Ottawa TDM Infrastructure Checklist*

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

<b>Legend</b>	
<b>BASIC</b>	The measure is generally feasible and effective, and in most cases would benefit the development and its users
<b>BETTER</b>	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 <span style="float: right;">✓</span>
<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 <span style="float: right;">✓</span>
<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 <span style="float: right;">✓</span>
<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 <span style="float: right;">☐</span>
<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) <span style="float: right;">☐</span>

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: <i>Non-residential developments</i>		Check if proposed & add descriptions
<b>4. RIDESHARING</b>		
<b>4.1 Ridematching service</b>		
<i>Commuter travel</i>		
BASIC ★	4.1.1 Provide a dedicated ridematching portal at OttawaRideMatch.com	<input checked="" type="checkbox"/>
<b>4.2 Carpool parking price incentives</b>		
<i>Commuter travel</i>		
BETTER	4.2.1 Provide discounts on parking costs for registered carpools	<input type="checkbox"/>
<b>4.3 Vanpool service</b>		
<i>Commuter travel</i>		
BETTER	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>		
BETTER	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>		
BETTER	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>		
BETTER	5.2.1 Contract with provider to install on-site carshare vehicles and promote their use by tenants	<input type="checkbox"/>
BETTER	5.2.2 Provide employees with carshare memberships for local business travel	<input type="checkbox"/>
<b>6. PARKING</b>		
<b>6.1 Priced parking</b>		
<i>Commuter travel</i>		
BASIC ★	6.1.1 Charge for long-term parking (daily, weekly, monthly)	<input type="checkbox"/>
BASIC	6.1.2 Unbundle parking cost from lease rates at multi-tenant sites	<input type="checkbox"/>
<i>Visitor travel</i>		
BETTER	6.1.3 Charge for short-term parking (hourly)	<input type="checkbox"/>

TDM measures: <i>Non-residential developments</i>		Check if proposed & add descriptions
<b>7. TDM MARKETING &amp; COMMUNICATIONS</b>		
<b>7.1 Multimodal travel information</b>		
<i>Commuter travel</i>		
BASIC ★	7.1.1 Provide a multimodal travel option information package to new/relocating employees and students	<input checked="" type="checkbox"/>
<i>Visitor travel</i>		
BETTER ★	7.1.2 Include multimodal travel option information in invitations or advertising that attract visitors or customers (e.g. for festivals, concerts, games)	<input type="checkbox"/>
<b>7.2 Personalized trip planning</b>		
<i>Commuter travel</i>		
BETTER ★	7.2.1 Offer personalized trip planning to new/relocating employees	<input type="checkbox"/>
<b>7.3 Promotions</b>		
<i>Commuter travel</i>		
BETTER	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>		
BETTER ★	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>		
BASIC ★	8.2.1 Encourage flexible work hours	<input type="checkbox"/>
BETTER	8.2.2 Encourage compressed workweeks	<input type="checkbox"/>
BETTER ★	8.2.3 Encourage telework	<input type="checkbox"/>
<b>8.3 Local business travel options</b>		
<i>Commuter travel</i>		
BASIC ★	8.3.1 Provide local business travel options that minimize the need for employees to bring a personal car to work	<input checked="" type="checkbox"/>
<b>8.4 Commuter incentives</b>		
<i>Commuter travel</i>		
BETTER	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>		
BETTER	8.5.1 Provide on-site amenities/services to minimize mid-day or mid-commute errands	<input type="checkbox"/>

## Appendix K

*Detailed MMLOS Intersection Analysis*

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Intersection Name	Woodroffe & Navaho Drive				Woodroffe & Woodroffe Ave				Baseline Rd & Navaho Drive				Baseline Rd & College Square				Navaho Drive & Wajask Private			
	Within 600m of a rapid transit station				Within 600m of a rapid transit station				Within 600m of a rapid transit station				Within 600m of a rapid transit station				Within 600m of a rapid transit station			
OP Transit Policy Area	North Leg	South Leg	East Leg	West Leg	North Leg	South Leg	East Leg	West Leg	North Leg	South Leg	East Leg	West Leg	North Leg	South Leg	East Leg	West Leg	North Leg	South Leg	East Leg	West Leg
Pedestrian	PLOS Inputs																			
	Pedestrians Crossing the																			
	Number of Transit Lanes Crossed																			
	Median Width (m)																			
	Crosswalk Treatment																			
	Signal Code Length (sec)																			
	Reduction of Transit Delay																			
	Conflict with Left-Turn Vehicles (For PLOS & LOS)																			
	Right-Turn Occupancy (For PLOS & LOS)																			
	Block-Turn Signal Phases																			
Block-Turn Volume																				
Block-Turn Queue Length																				
Cross-Street Pedestrian Speed (km/h)																				
Conflicts with Left-Turn Vehicles (For PLOS & LOS)																				
Left-Turn Signal Phases																				
Left-Turn Volume																				
Left-Turn Opposite Lanes																				
Bicycle	Cycling Route Classification																			
	Cyclists Crossing the																			
	Type of Cycling Facility Access																			
	Right-of-Way (m) (For PLOS & LOS)																			
	Signal Code Length (sec)																			
	General Observation																			
	Block-Turn Volume																			
	Block-Turn Queue Length																			
	Turn-Minimum Length (>100m)																			
	Cyclist Left-Turn Operation																			
Cyclist Left-Turn Treatment Type																				
Vehicle Lanes Crossed in Cycle																				
Transit	Score																			
	BLOS																			
	Taper BLOS																			
	TLOS Inputs																			
	Transit Facility																			
	Vehicles Travelling																			
	Average Transit Delay of Available																			
	Average Transit Delay of Transit																			
	TLOS																			
	Taper TLOS																			
Auto LOS Inputs																				
Auto LOS																				
Taper Auto LOS																				