

2300 Bank Street  
Transportation Impact Assessment

Step 1 Screening Report

Step 2 Scoping Report

Step 3 Strategy Report

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## 1 Screening

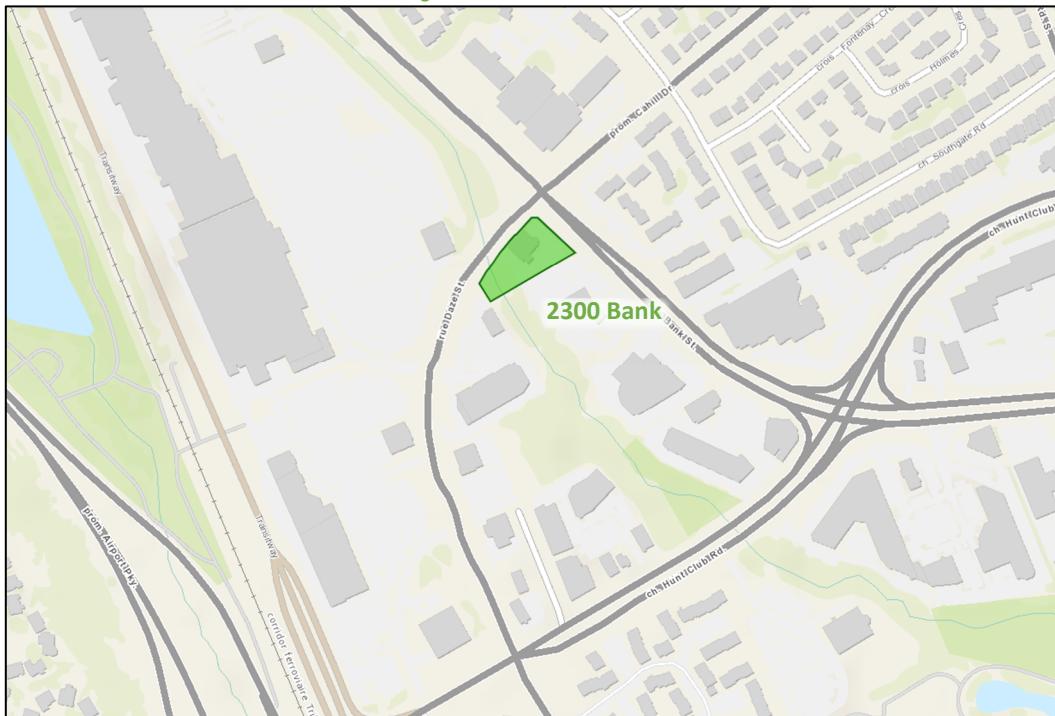
This study has been prepared according to the City of Ottawa's 2017 Transportation Impact Assessment (TIA) Guidelines, incorporating the 2023 Revision to Transportation Impact Assessment Guidelines. Accordingly, a Step 1 Screening Form has been prepared and is included as Appendix A, along with the Certification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

## 2 Existing and Planned Conditions

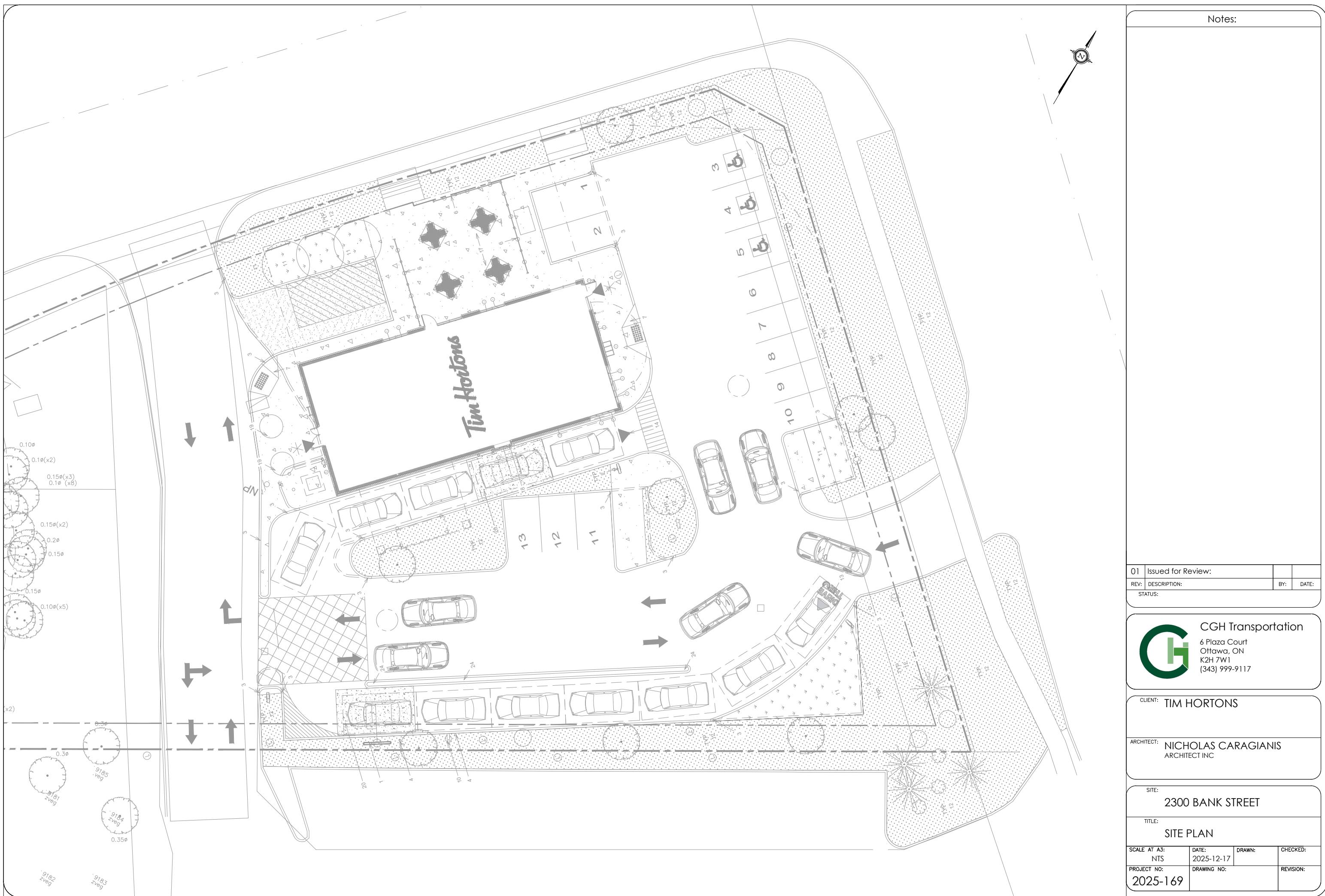
### 2.1 Proposed Development

The development site is located at 2300 Bank Street, and it is currently zoned as Mixed-Use Centre Zone (MC[2288] S349-h). The existing site is previously occupied by a drive-in bank and is planned to be converted to a Tim Hortons. Additionally, the Sawmill Creek crosses the site. The existing accesses on Bank Street and Daze Street are intended to remain. The anticipated build-out is 2027. The site is located within the Bank Arterial Mainstreet Design Priority Area. Figure 1 illustrates the study area context. Figure 2 illustrates the proposed concept plan.

Figure 1: Area Context Plan



Source: <http://maps.ottawa.ca/geoOttawa/> Accessed: November 27, 2025



## 2.2 Existing Conditions

### 2.2.1 Area Road Network

**Bank Street:** Bank Street is a City of Ottawa arterial road with a divided four-lane urban cross-section including sidewalks on both sides of the road within the study area. North of Daze Street, a bike lane is present on the west side of the road. The posted speed limit is 60 km/h, and City-protected right of way within the study area is 37.5 metres, north of Hunt Club Road, and is 44.5 metres, south of Hunt Club Road. Bank Street is a truck route.

**Hunt Club Road:** Hunt Club Road is a City of Ottawa arterial road with a divided six-lane urban cross-section including sidewalks and bike lanes on both sides of the road to the west of Bank Street within the study area. East of Bank Street, Hunt Club Road has a divided four-lane cross-section with sidewalks on both sides of the road. Outside lane transit priority lanes are present at the western extent of the study area. The posted speed limit is 60 km/h, and City-protected right of way within the study area is 44.5 metres. Hunt Club Road is a truck route.

**Daze Street:** Daze Street is a City of Ottawa collector road with a divided four-lane urban cross-section including sidewalks on both sides of the road. The unposted speed limit is assumed to be 50 km/h and the existing right-of-way varies between 28.0 and 33.5 metres.

**Cahill Drive:** Cahill Drive is a City of Ottawa collector road with a two-lane urban cross-section including sidewalks on both sides of the road. The posted speed limit is 50 km/h and the existing right-of-way 20.5 metres.

**Bridle Path Drive:** Bridle Path Drive is a City of Ottawa collector road with a two-lane urban cross-section including sidewalks on both sides of the road. The posted speed limit is 50 km/h and the existing right-of-way is 26.0 metres.

### 2.2.2 Existing Intersections

The existing key signalized area intersections within the study area of the site have been summarized below:

#### *Bank Street at South Keys Mall*

The intersection of Bank Street at South Keys Mall is a signalized intersection. The northbound approach consists of an auxiliary left-turn lane and two through lanes, and the southbound approach consists of two through lanes, a bike lane and an auxiliary right-turn lane. The eastbound approach consists of dual left-turn lanes (one auxiliary) and a right-turn lane. No turn restrictions were noted.

#### *Bank Street at Daze Street/Cahill Drive*

The intersection of Bank Street at Daze Street/Cahill Drive is a signalized intersection. The northbound approach consists of an auxiliary left-turn lane, a through lane and a shared through/right-turn lane, and southbound approach consists of an auxiliary left-turn lane, two through lanes, a bike lane and an auxiliary channelized right-turn lane. The eastbound approach consists of a left-turn lane, floating bike lane and right-turn lane, and the westbound approach consists of an auxiliary left-turn lane, a bike lane and channelized right-turn lane. Through movements are restricted on the eastbound (cyclists excepted) and westbound (bus and cyclists excepted) approaches, and trucks are not permitted on Cahill Drive.

#### *Bank Street at Hunt Club Road*

The intersection of Bank Street at Hunt Club Road is a signalized intersection, and Bank Street is considered the north-south roadway within this report. The northbound and southbound approaches each consist of dual auxiliary left-turn lanes, two through lanes and auxiliary channelized right-turn lanes. The eastbound approach

consists of dual auxiliary left-turn lanes, two through lanes and a channelized right-turn lane, and the westbound approach has an auxiliary left-turn lane, two through lanes and an auxiliary channelized right-turn lane. No turn restrictions were noted.

#### *Daze Street at South Keys Mall*

The intersection of Daze Street at South Keys Mall is a signalized intersection. The northbound and southbound approaches each have auxiliary left-turn lane, a through lane and a shared through/right turn-lane. The eastbound and westbound approaches each have an auxiliary left-turn lane and shared through/right-turn lane. No turn restrictions were noted.

#### *Hunt Club Road at Daze Street/Bridle Path Drive*

The intersection of Hunt Club Road at Daze Street/Bridle Path Drive is a signalized intersection. The northbound approach consists of dual auxiliary left-turn lanes, an auxiliary transit/bike left-turn lane, a through lane, a bike lane and an auxiliary channelized right-turn lane. The southbound approach consists of an auxiliary left-turn lane, through lane and a channelized right turn-lane. The eastbound approach consists of dual auxiliary left-turn lanes, two through lanes, a shared through/channelized right-turn lane and a bike lane. The westbound approach consists of an auxiliary left-turn lane, two through lanes, a shared through lane/vehicular right-turn lane and a bike lane. Trucks are not permitted on Bridle Path Drive.

#### 2.2.3 Existing Driveways

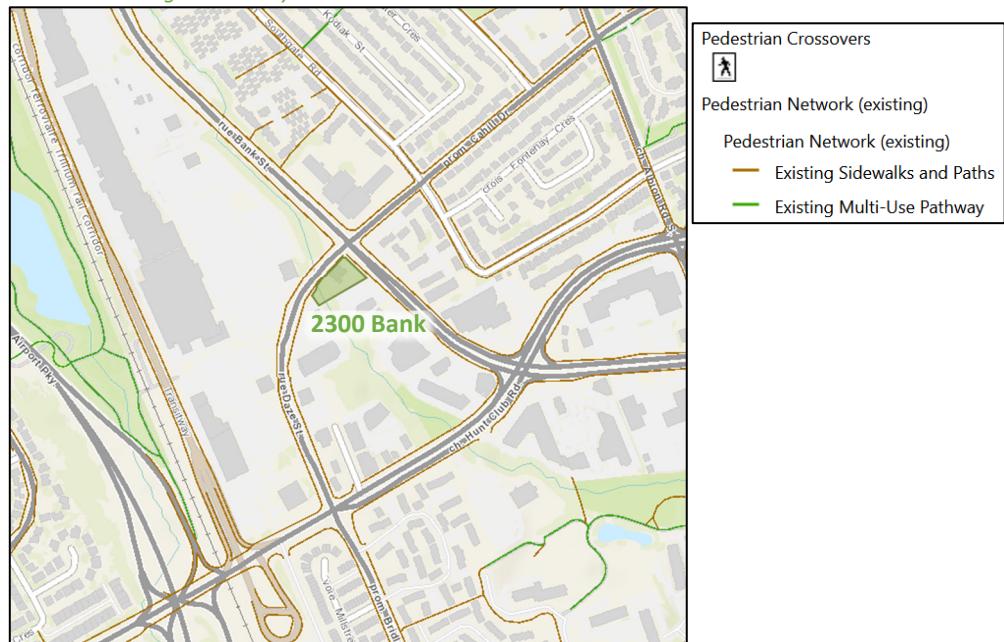
There are four existing driveways within 200 metres of the proposed site accesses, including the South Keys Centrum access on Daze Street, and accesses for 2380, 2400 and 2420 Bank Street parcels.

#### 2.2.4 Cycling and Pedestrian Facilities

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

Sidewalks are provided along both sides of the key study area roadways. Cycling facilities include a southbound bike lane on Bank Street to Daze Street, bike lanes in both directions on Hunt Club Road between Daze Street and Banks Street, and on Hunt Club Road westbound to the west of Daze Street. The crosstown bikeways are designated along Cahill Drive through Daze Street to the South Keys Mall and through the mall to the Sawmill Creek pathways, between Airport Parkway and Daze Street on Hunt Club Road and along the LRT to the south of Hunt Club Road.

Figure 3: Study Area Pedestrian Facilities



Source: <http://maps.ottawa.ca/geoOttawa/> Accessed: December 10, 2025

Figure 4: Study Area Cycling Facilities



Source: <http://maps.ottawa.ca/geoOttawa/> Accessed: December 10, 2025

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

Figure 5: Existing Pedestrian Volumes

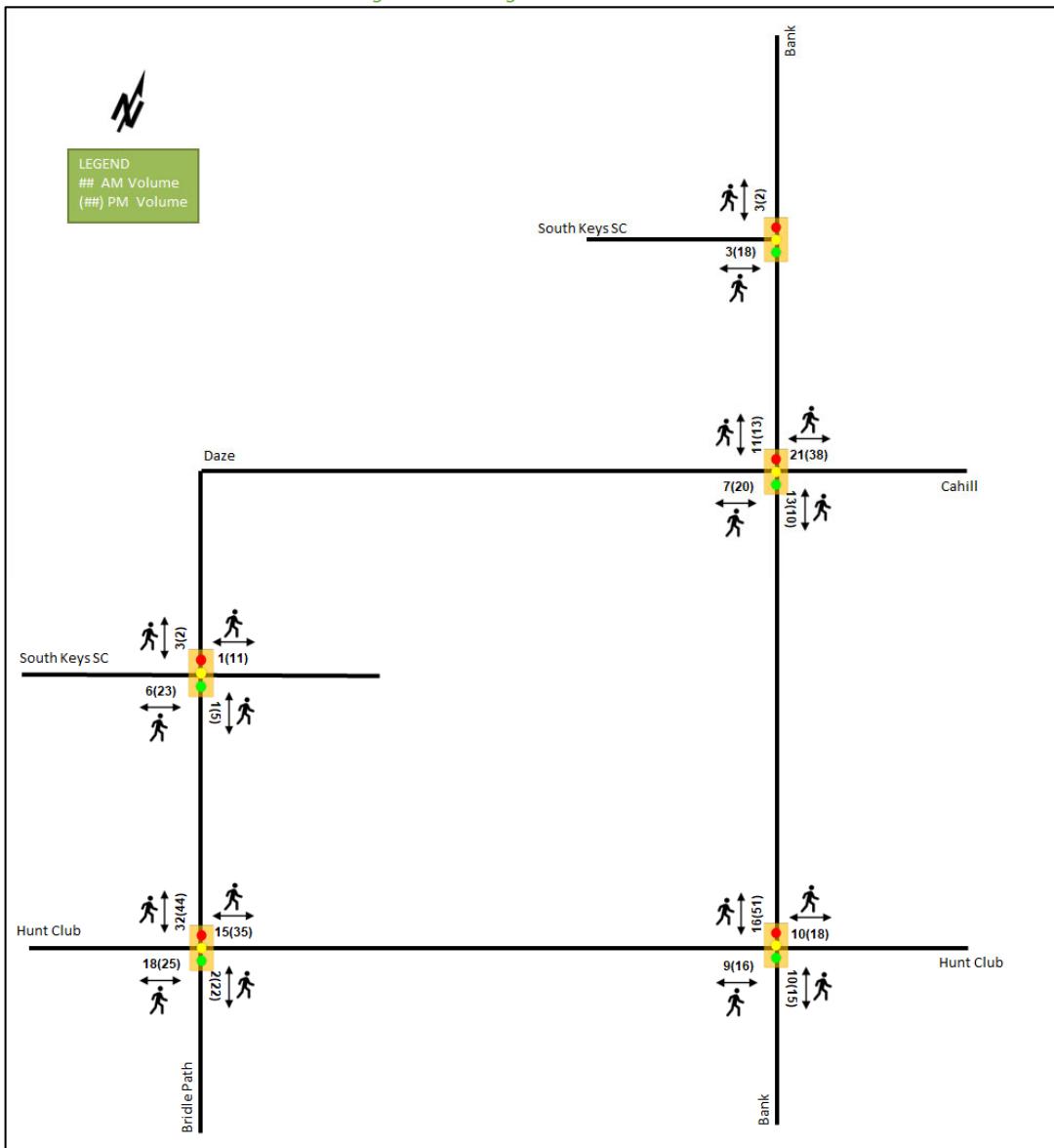
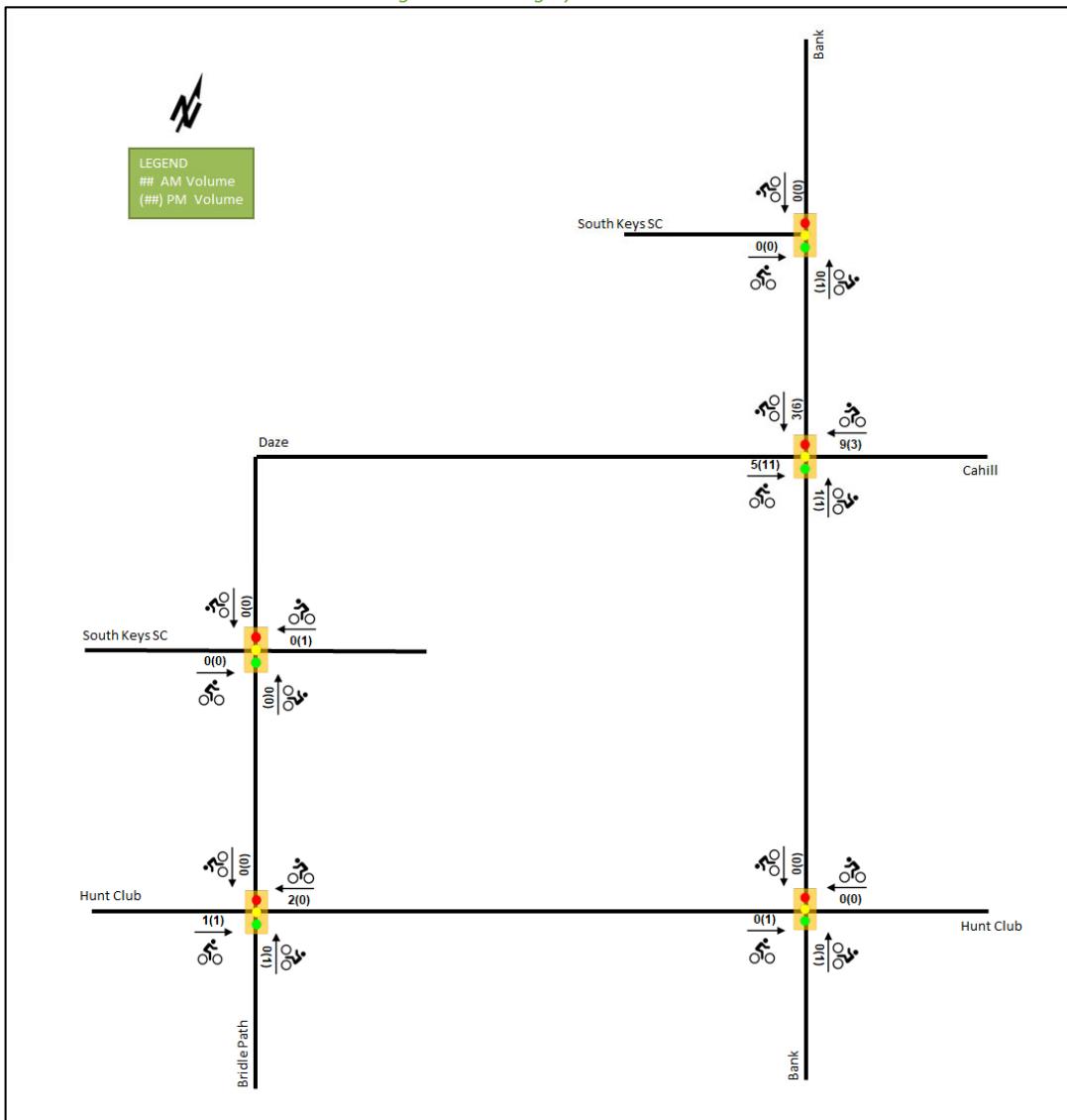


Figure 6: Existing Cyclist Volumes



## 2.2.5 Existing Transit

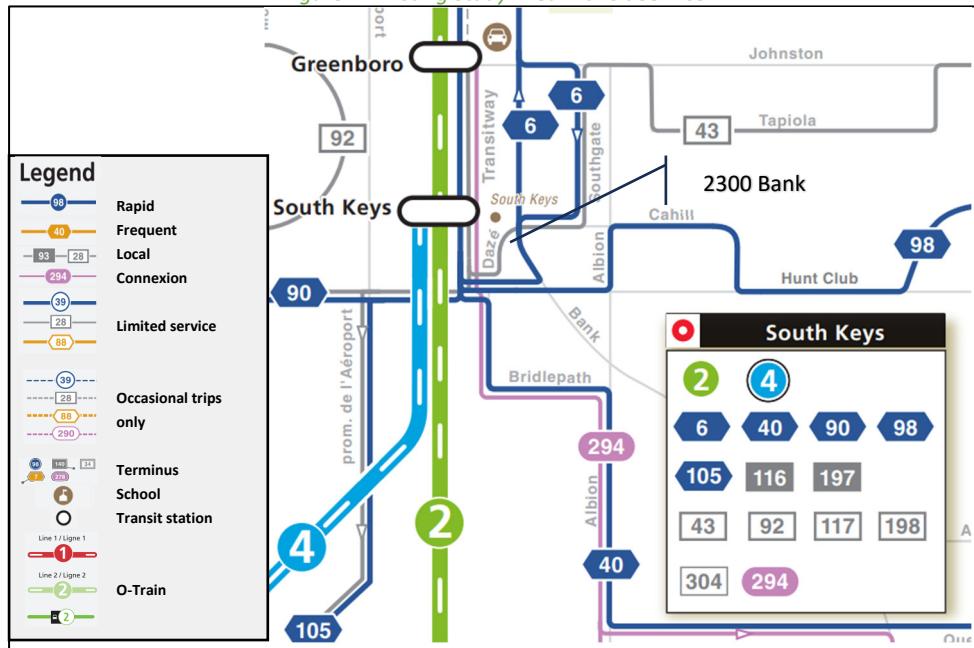
Route #98 – 10-to-20-minute service all day, 30-minute service before 6:00am and after 8:00pm

Figure 7 illustrates the transit system map in the study area and Figure 8 illustrates nearby transit stops. All transit information is from December 11, 2025 and is included for general information purposes and context to the surrounding area.

Within the study area, the route #6, #43 and #98, with the South Keys Station also in proximity to the site. The frequency of these routes within proximity of the proposed site based on December 11, 2025 service levels are:

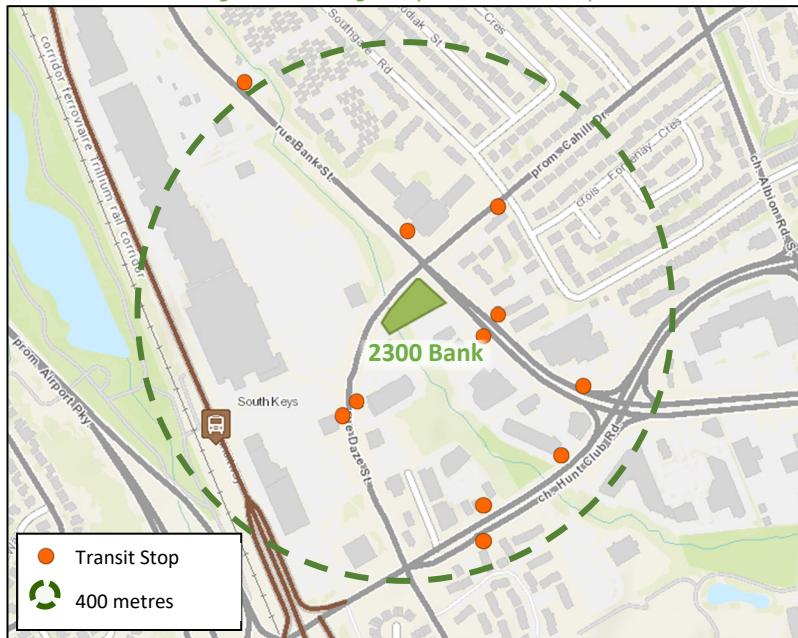
- Route #6 – 10-to-20-minute service all day, 30-minute service before 6:30am and after 8:00pm
- Route #43 – 30-minute service in the AM peak to Greenboro and in both directions during the PM peak, 60-minute service all day
- Route #98 – 10-to-20-minute service all day, 30-minute service before 6:00am and after 8:00pm

Figure 7: Existing Study Area Transit Service



Source: <http://www.octranspo.com/> Accessed: December 11, 2025

Figure 8: Existing Study Area Transit Stops



Source: <http://www.octranspo.com/> Accessed: December 11, 2025

## 2.2.6 Existing Area Traffic Management Measures

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

## 2.2.7 Existing Peak Hour Travel Demand

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

Table 1: City of Ottawa Intersection Count Dates

Intersection	Count Date
Bank Street at South Keys SC	Wednesday, December 06, 2023
Bank Street at Daze Street/Cahill Drive	Wednesday, March 20, 2019
Bank Street at Hunt Club Road	Tuesday, October 29, 2024
Daze Street at South Keys SC	Wednesday, February 28, 2024
Hunt Club Road at Daze Street	Thursday, July 04, 2024

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

Figure 9: Existing Traffic Counts

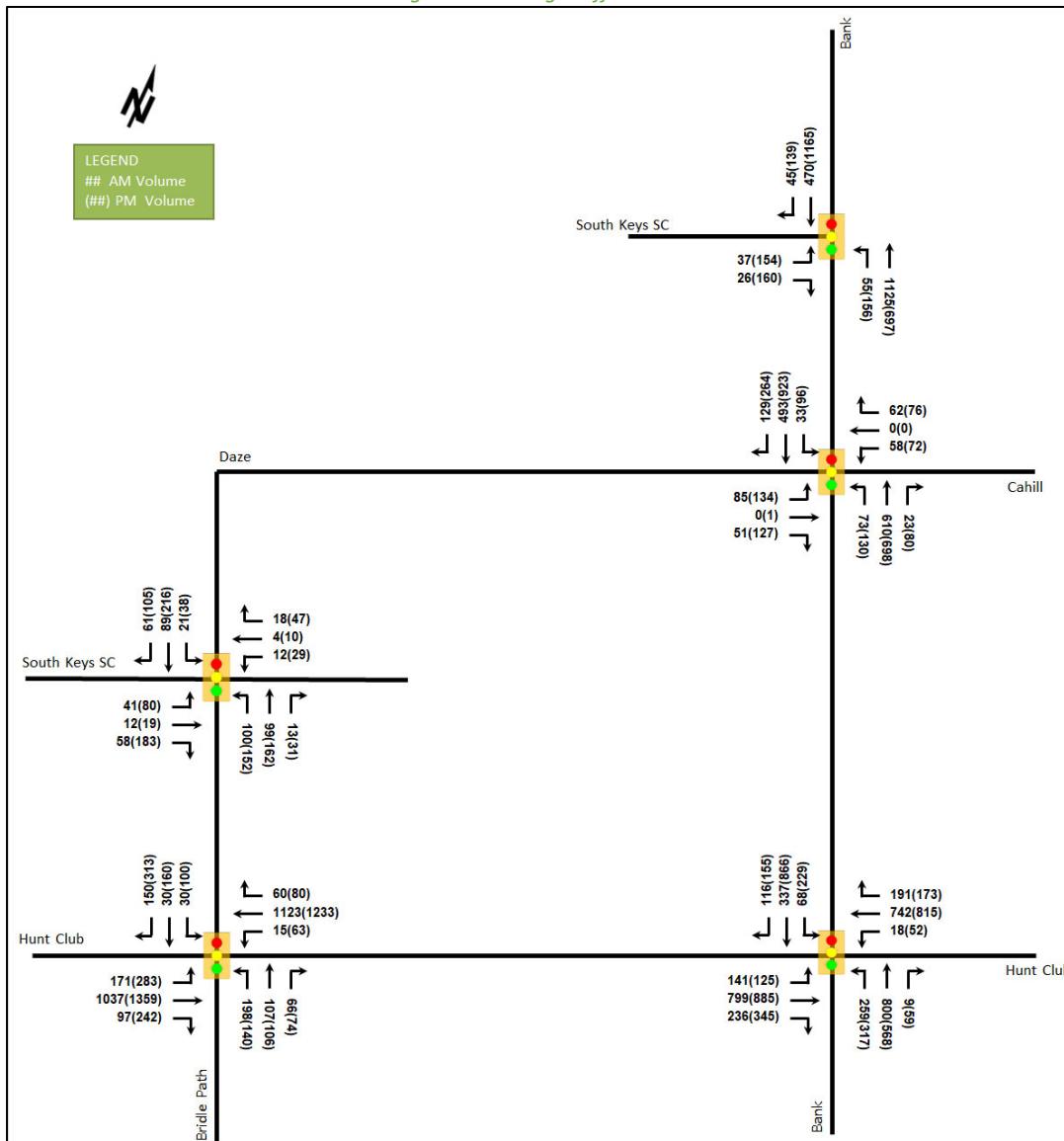


Table 2: Existing Intersection Operations

Intersection	Lane	AM Peak Hour				PM Peak Hour			
		LOS	V/C	Delay (s)	Q (95 <sup>th</sup> )	LOS	V/C	Delay (s)	Q (95 <sup>th</sup> )
Bank Street at South Keys SC <i>Signalized</i>	EBL	A	0.10	36.8	7.3	A	0.35	45.8	27.7
	EBR	A	0.14	13.7	6.9	A	0.48	10.6	18.3
	NBL	A	0.10	5.4	8.7	B	0.63	28.0	52.9
	NBT	A	0.49	6.3	64.5	A	0.33	16.7	106.6
	SBT	A	0.24	10.6	48.7	B	0.67	21.6	158.0
	SBR	A	0.05	1.0	2.1	A	0.14	0.8	3.7
	<b>Overall</b>	<b>A</b>	<b>0.48</b>	<b>8.0</b>	-	<b>B</b>	<b>0.65</b>	<b>20.2</b>	-
Bank Street at Daze Street/Cahill Drive <i>Signalized</i>	EBL	A	0.25	30.1	25.8	A	0.40	41.3	48.5
	EBR	A	0.13	0.7	0.0	A	0.32	7.9	15.5
	WBL	A	0.19	29.4	19.1	A	0.24	38.6	28.4
	WBR	A	0.17	1.8	2.2	A	0.22	6.1	9.2
	NBL	A	0.53	55.8	29.7	B	0.68	60.8	56.1
	NBT/R	A	0.38	18.0	78.6	A	0.56	28.2	91.3
	SBL	A	0.29	61.0	17.5	A	0.59	68.7	m30.8
	SBT	A	0.30	13.2	27.5	B	0.67	22.3	156.2
	SBR	A	0.17	1.5	3.2	A	0.36	7.5	43.5
	<b>Overall</b>	<b>A</b>	<b>0.36</b>	<b>17.7</b>	-	<b>B</b>	<b>0.64</b>	<b>26.5</b>	-
Bank Street at Hunt Club Road <i>Signalized</i>	EBL	A	0.55	58.6	28.6	A	0.56	61.8	26.8
	EBT	C	0.72	36.7	<b>#131.5</b>	E	0.97	63.6	<b>#172.7</b>
	EBR	A	0.38	5.3	18.3	B	0.61	15.2	54.1
	WBL	A	0.24	61.9	12.7	A	0.59	78.6	<b>#30.5</b>
	WBT	E	0.94	61.8	<b>#148.5</b>	F	<b>1.03</b>	<b>82.3</b>	<b>#162.6</b>
	WBR	A	0.36	2.8	5.4	A	0.37	7.0	17.4
	NBL	B	0.70	59.0	47.3	F	<b>1.11</b>	<b>131.8</b>	<b>#78.1</b>
	NBT	C	0.73	38.0	123.0	A	0.58	35.8	83.1
	NBR	A	0.02	0.0	0.0	A	0.12	0.4	0.0
	SBL	A	0.45	63.6	17.1	D	0.81	81.9	<b>#51.5</b>
	SBT	A	0.42	38.1	54.0	D	0.88	37.2	<b>#115.4</b>
	SBR	A	0.22	0.9	0.0	A	0.30	8.3	m16.8
	<b>Overall</b>	<b>C</b>	<b>0.79</b>	<b>40.2</b>	-	<b>E</b>	<b>0.95</b>	<b>55.8</b>	-
Daze Street at South Keys SC <i>Signalized</i>	EBL	A	0.18	23.7	12.1	A	0.43	39.4	28.4
	EBT/R	A	0.23	9.9	10.1	A	0.54	11.8	22.5
	WBL	A	0.06	21.4	5.1	A	0.25	37.3	13.2
	WBT/R	A	0.08	11.5	5.4	A	0.22	13.7	11.9
	NBL	A	0.15	6.5	14.1	A	0.26	6.5	18.9
	NBT/R	A	0.06	7.5	10.1	A	0.11	8.5	15.0
	SBL	A	0.03	6.3	4.3	A	0.06	6.1	6.0
	SBT/R	A	0.10	7.6	10.2	A	0.22	10.1	24.5
	<b>Overall</b>	<b>A</b>	<b>0.14</b>	<b>9.4</b>	-	<b>A</b>	<b>0.33</b>	<b>12.6</b>	-

Intersection	Lane	AM Peak Hour				PM Peak Hour			
		LOS	V/C	Delay (s)	Q (95 <sup>th</sup> )	LOS	V/C	Delay (s)	Q (95 <sup>th</sup> )
Hunt Club Road at Daze Street/Bridle Path Drive Signalized	EBL	B	0.64	66.8	#46.0	E	0.92	89.9	#74.8
	EBT/R	A	0.54	24.8	124.2	E	0.91	43.8	#214.5
	WBL	A	0.22	65.1	12.1	A	0.55	73.5	32.8
	WBT	E	0.92	47.7	#237.2	F	1.08	87.2	#258.4
	WBR	A	0.10	0.3	0.0	A	0.14	1.1	1.8
	NBL	B	0.68	66.9	41.1	B	0.64	70.8	31.8
	NBT	A	0.27	39.9	39.0	A	0.30	42.0	40.7
	NBR	A	0.16	0.8	0.0	A	0.19	1.9	2.1
	SBL	A	0.32	65.9	18.8	D	0.84	103.8	#61.2
	SBT	A	0.11	41.7	14.9	A	0.45	45.6	59.1
	SBR	A	0.45	9.9	17.4	C	0.74	28.0	68.8
	<b>Overall</b>	<b>D</b>	<b>0.82</b>	<b>37.7</b>	-	<b>E</b>	<b>0.97</b>	<b>59.9</b>	-

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

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

During both the AM and PM peak hours, the study area intersections generally operate well.

At the intersection of Bank Street at Hunt Club Road, extended queues are noted on the eastbound through and westbound through movements during the AM peak hour and on the eastbound through, westbound left, westbound through, northbound left, southbound left, and southbound through movements during the PM peak hour. Additionally during the PM peak hour, the westbound through and northbound left movements are over theoretical capacity with high delays, however shifting two seconds from the southbound through movement to the northbound left movement and three seconds from the eastbound left movement to the westbound through movement would reduce the v/c of all movements to below 1.00 at the intersection.

At the intersection of Hunt Club Road at Daze Street/Bridle Path Drive, extended queues are noted on the eastbound left and westbound through movements during both peak hours, and on the eastbound through/right and southbound left movements during the PM peak hour. Additionally, the westbound through movement is over theoretical capacity with high delays, however the northbound and southbound through movements are at their minimum split and no additional shift of split from the eastbound left or the northbound or southbound turning movements to the westbound through reduces the v/c of all movements to be under theoretical capacity under the existing cycle length. Increasing the cycle length to 140 seconds could reduce the v/c of all movements to below 1.00 at the intersection.

## 2.2.8 Collision Analysis

Collision data have been acquired from the City of Ottawa open data website (data.ottawa.ca) for five years prior to the commencement of this TIA for the surrounding study area road network (2018-2022). Table 3 summarizes the collision types and conditions in the study area, Figure 10 illustrates the intersections and segments analyzed, and Table 4 summarizes the total collisions for each of these locations. Collision data are included in Appendix D.

Table 3: Study Area Collision Summary, 2018-2022

Total Collisions		Number	%
Classification	Fatality	0	0%
	Non-Fatal Injury	22	32%
	Property Damage Only	46	68%
Initial Impact Type	Approaching	0	0%
	Angle	9	13%

	Number	%
<b>Total Collisions</b>	<b>68</b>	<b>100%</b>
Rear end	18	26%
Sideswipe	9	13%
Turning Movement	26	38%
SMV Unattended	0	0%
SMV Other	5	7%
Other	1	1%
Road Surface Condition		
Dry	49	72%
Wet	8	12%
Loose Snow	7	10%
Slush	1	1%
Packed Snow	1	1%
Ice	2	3%
Unknown	0	0%
<b>Pedestrian Involved</b>	<b>4</b>	<b>6%</b>
<b>Cyclists Involved</b>	<b>1</b>	<b>1%</b>

Figure 10: Study Area Collision Records

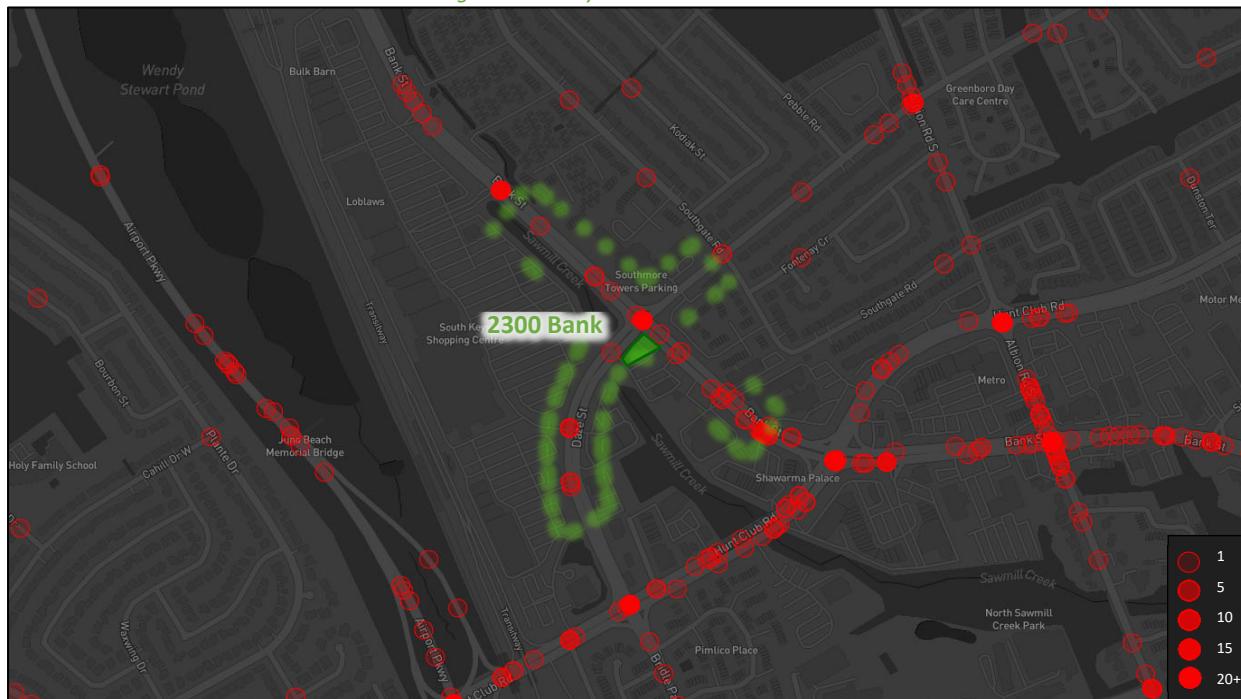


Table 4: Summary of Collision Locations, 2018-2022

Intersections / Segments	Number	%
<b>Intersections / Segments</b>	<b>68</b>	<b>100%</b>
Bank Street at Cahill Drive/Daze Street	45	66%
Bank Street NB between Cahill Drive/Daze Street and Hunt Club Road	9	13%
Bank Street between South Keys SC and Cahill Drive	5	7%
Daze Street at 200 west of Bank Street/South Keys SC	5	7%
Daze Street between Hunt Club Road/Bridle Path Drive and 200 west of Bank Street/South Keys SC	3	4%
Daze Street between 200 west of Bank Street/South Keys SC and Bank Street	1	1%

Within the study area, four pedestrian collisions and one cyclist collision were noted between 2018-2022. All pedestrian collision occurred at the intersection of Bank Street at Cahill Drive/Daze Street and one cyclist collision at the intersection of Daze Street at 200 west of Bank Street/South Keys SC. The pedestrian collisions at the intersection of Bank Street at Cahill Drive/Daze Street will be further discussed in detailed collision review for this location below.

Based on detailed collision records from 2019-2022 and 2024 (representing a different analysis period than the publicly available data), the cyclist collision at the intersection of Daze Street at 200 west of Bank Street/South Keys SC involved a cyclist travelling northbound through in conflict with a southbound right turn motorist. The detailed collision records also identified a pedestrian collision at this location, which involved a southbound left-turning vehicle and a pedestrian. Since the southbound left-turning movement operates under a protected phase, either the pedestrian or vehicle disobeyed the control of the signal.

Table 5 summarizes the collision types and conditions for the intersection of Bank Street at Cahill Drive/Daze Street.

*Table 5: Bank Street at Cahill Drive/Daze Street Collision Summary*

		Number	%
<b>Total Collisions</b>		<b>45</b>	<b>100%</b>
<b>Classification</b>	<b>Fatality</b>	0	0%
	<b>Non-Fatal Injury</b>	16	36%
	<b>Property Damage Only</b>	29	64%
<b>Initial Impact Type</b>	<b>Approaching</b>	0	0%
	<b>Angle</b>	2	4%
	<b>Rear end</b>	12	27%
	<b>Sideswipe</b>	4	9%
	<b>Turning Movement</b>	22	49%
	<b>SMV Unattended</b>	0	0%
	<b>SMV Other</b>	5	11%
	<b>Other</b>	0	0%
<b>Road Surface Condition</b>	<b>Dry</b>	31	69%
	<b>Wet</b>	5	11%
	<b>Loose Snow</b>	6	13%
	<b>Slush</b>	1	2%
	<b>Packed Snow</b>	0	0%
	<b>Ice</b>	2	4%
	<b>Unknown</b>	0	0%
<b>Pedestrian Involved</b>		4	9%
<b>Cyclists Involved</b>		0	0%

The Bank Street at Cahill Drive/Daze Street intersection had a total of 45 collisions during the 2018-2022 time period, with 29 involving property damage only and the remaining 16 having non-fatal injuries. The collision types are most represented by turning movement with 22 collisions, rear end with 12, SMV other with five, sideswipe with four and angle with two collisions. Weather conditions do not affect collisions at this location.

Based on detailed collision records from 2019-2022 and 2024, the turning movement collisions were entirely observed on the northbound and southbound approaches of the intersection. Collisions involving northbound left-turning vehicles were in conflict with southbound through movements (10 of 19) and collisions involving southbound left-turning vehicle were in conflict with northbound through movements (8 of 19). Since left-turning vehicles were in conflict with permitted opposing movements, these collisions may be indicative of drivers pushing

gaps in the traffic stream in congested conditions, especially given these collisions cluster around the AM, PM and mid-day peaks. The rear end collisions were predominantly involving northbound movements (7 of 11), and sideswipe collision were predominantly in the northbound direction (3 of 4). Both types of collisions in the northbound direction may be associated with congestion.

Two of the four noted pedestrian collisions above occurred during the detailed collision record period of 2019-2022 and 2024. One involved a driver making eastbound right turn, and the other involved a vehicle making eastbound left turn. Both collisions were noted in the daylight and clear conditions. No discernable patterns are identified in the pedestrian collisions, and no further collision review is required at this location as part of this study.

## 2.3 Planned Conditions

### 2.3.1 Changes to the Area Transportation Network

#### 2.3.1.1 *Transportation Master Plan (2025)*

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

- Active Transportation Network
  - Pedestrian Projects with Prioritization
    - (No projects within the study area)
  - Cycling Projects with Prioritization
    - Cycling facilities on Dazé Street and Cahill Drive from Southgate Road to 200m south of Bank Street to facilitate access to South Keys O-Train station. Isolated measures to improve the Bank Street crossing.
    - Bike lanes where feasible on Bridle Path Dr from Hunt Club Road to Trappers Road
- Transit Network
  - Priority Network
    - Transit Priority Corridors along:
      - Bank Street
      - Hunt Club Road
  - Needs-Based Network
    - (No additional projects within the study area)
  - Ultimate Network
    - (No additional facilities within the study area)
- Road Network
  - Priority Network
    - Airport Parkway Widening (Brookfield Road to Hunt Club Road)
  - Needs-Based Network
    - Airport Parkway Widening (Hunt Club Road to the Airport)
  - Ultimate Network
    - (No additional facilities within the study area) Hunt Club and Bank transit priority

### 2.3.2 Other Study Area Developments

#### *2200 Bank Street*

The proposed development application includes a zoning amendment to allow the first phase of redevelopment of the cinema, restaurant, and strip retail plaza attached to the cinema and surrounding surface parking to a mixed-use site with seven high-rise residential towers on four mixed-use podiums. Phase 1 of the master plan is to redevelop the retail strip with a 20-storey 290-unit building with 6,942 sq ft of commercial space and a large amenity area. Phase 1 is forecast to be built out by 2026 and to generate 33 AM and 34 PM peak hour auto trips, and the overall development is also included in the background conditions and is forecast to be built out by 2041 and to generate an additional 117 AM and 132 PM peak hour two-way auto trips. (Arcadis, 2023)

#### *2582-2600 Bank Street*

The proposed development application includes a site plan for the construction of three mixed-use buildings comprising 4,233 m<sup>2</sup> of commercial retail space and 7,718 m<sup>2</sup> of office space. The development was initially expected to be built out by 2025, but has not been constructed, and is forecast to generate 120 AM and 180 PM peak hour two-way auto trips. (CGH, 2021)

#### *1452-1470 Hunt Club Road, 1525-1545 Sieveright Avenue*

The proposed development application includes a site plan for the construction of five-storey 176-unit residential care facility. The original TIA is not available, and the TIA Addendum #2 does not contain trip information. (Arcadis, 2024)

#### *1054 Hunt Club Road*

The proposed development application includes a site plan for the construction of a seven-storey 77-unit apartment building. No buildout horizon is known, and a TIA screening form indicates that the trip generation trigger was not met for the proposed development.

#### *1255 Johnston Road*

The proposed development application includes a site plan for the one-storey addition to an existing car dealership. No buildout horizon is known, and no TIA is included within the application, nor would one be expected to be required.

#### *1319 Johnston Road*

The proposed development application includes a site plan for the construction of 155,905 sq. ft of industrial buildings. The development is forecast to be built out by 2028 and is forecast to generate 108 AM and 94 PM peak hour auto two-way trips. (CGH, 2024)

#### *3210 Albion Road South*

The proposed development application includes a site plan for the construction of a one-storey 1,115 m<sup>2</sup> light industrial prefabricated building. A future phase for an addition that will increase the total floor area to 1,628 m<sup>2</sup> is also considered by the application. No buildout horizon is known, and no TIA is included within the application, nor would one be expected to be required.

### 3 Study Area and Time Periods

#### 3.1 Study Area

The study area will include the intersections of:

- Bank Street at:
  - South Keys Mall
  - Daze Street
  - Hunt Club Road
  - Site Access
- Daze Street at:
  - South Keys Mall
  - Hunt Club Road
  - Site Access

The boundary roads will be Bank Street and Daze Street and screenline 13 is beyond 1 km from the site and will not be analyzed as part of this study.

#### 3.2 Time Periods

As the proposed development is composed entirely of retail use the AM and PM peak hours are the analysis times for the study.

#### 3.3 Horizon Years

The anticipated build-out year is 2027. As a result, the full build-out plus five years horizon year is 2032.

### 4 Development-Generated Travel Demand

#### 4.1 Mode Shares

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

*Table 6: TRANS Trip Generation Manual Recommended Mode Shares – Hunt Club*

Travel Mode	Commercial Generator	
	AM	PM
<b>Auto Driver</b>	70%	65%
<b>Auto Passenger</b>	6%	19%
<b>Transit</b>	7%	8%
<b>Cycling</b>	0%	1%
<b>Walking</b>	17%	7%
<b>Total</b>	<b>100%</b>	<b>100%</b>

#### 4.2 Trip Generation

This TIA has been prepared using the vehicle trip rates and derived person trip rates for commercial component from the ITE Trip Generation Manual 10th Edition (2017) using the City-prescribed conversion factor of 1.28. Table 7 summarizes the person trip rates for the non-residential land uses by peak hour.

Table 7: Trip Generation Person Trip Rates by Peak Hour

Land Use	Land Use Code	Peak Hour	Vehicle Trip Rate	Person Trip Rates
<b>Coffee/Donut Shop with Drive-Through</b>	937 (ITE)	AM	85.41	109.32
		PM	39.00	49.92

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

Table 8: Total Residential Person Trip Generation by Peak Hour

Land Use	GFA (sq. ft)	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
<b>Coffee/Donut Shop with Drive-Through</b>	2,615	146	140	286	66	66	131

Pass-by reductions applied to the coffee shop trip generation at a rate of 80% have been included, a value taken as a moderately conservative interpretation from the rates presented in the ITE Trip Generation Handbook 3<sup>rd</sup> Edition. The most comparable land use, "Coffee/Donut Shop with Drive-Through Window and No Indoor Seating", has a recommended pass-by rate of 90-98%. Since the proposed land use includes indoor seating, a lower pass-by rate of 80% was selected.

Using the above mode share targets, the pass-by rate, and the person trip rates, the person trips by mode have been projected. Table 9 summarizes the non-residential trip generation by mode and peak hour.

Table 9: Trip Generation by Mode

Travel Mode		AM Peak Hour			PM Peak Hour			
		Mode Share	In	Out	Total	Mode Share	In	Out
<b>Coffee/Donut Shop with Drive-Through</b>	Auto Driver	70%	20	20	40	65%	9	9
	Auto Passenger	6%	9	8	17	19%	13	13
	Transit	7%	10	10	20	8%	5	5
	Cycling	0%	0	0	0	1%	1	1
	Walking	17%	25	24	49	7%	5	5
	Pass-by	80%	-82	-78	-160	80%	-34	-34
	<b>Total</b>	<b>100%</b>	<b>64</b>	<b>62</b>	<b>126</b>	<b>100%</b>	<b>33</b>	<b>33</b>

As shown above, a total of 40 AM and 18 PM new peak hour two-way vehicle trips are projected as a result of the proposed development.

#### 4.3 Trip Distribution

To understand the travel patterns of the subject development, the OD Survey has been reviewed to determine the travel for the coffee shop development, and these patterns were applied based on the build-out of Hunt Club.

Table 10 below summarizes the distributions.

Table 10: OD Survey Distribution – Hunt Club

To/From	Residential % of Trips
North	50%
South	15%
East	20%
West	15%
<b>Total</b>	<b>100%</b>

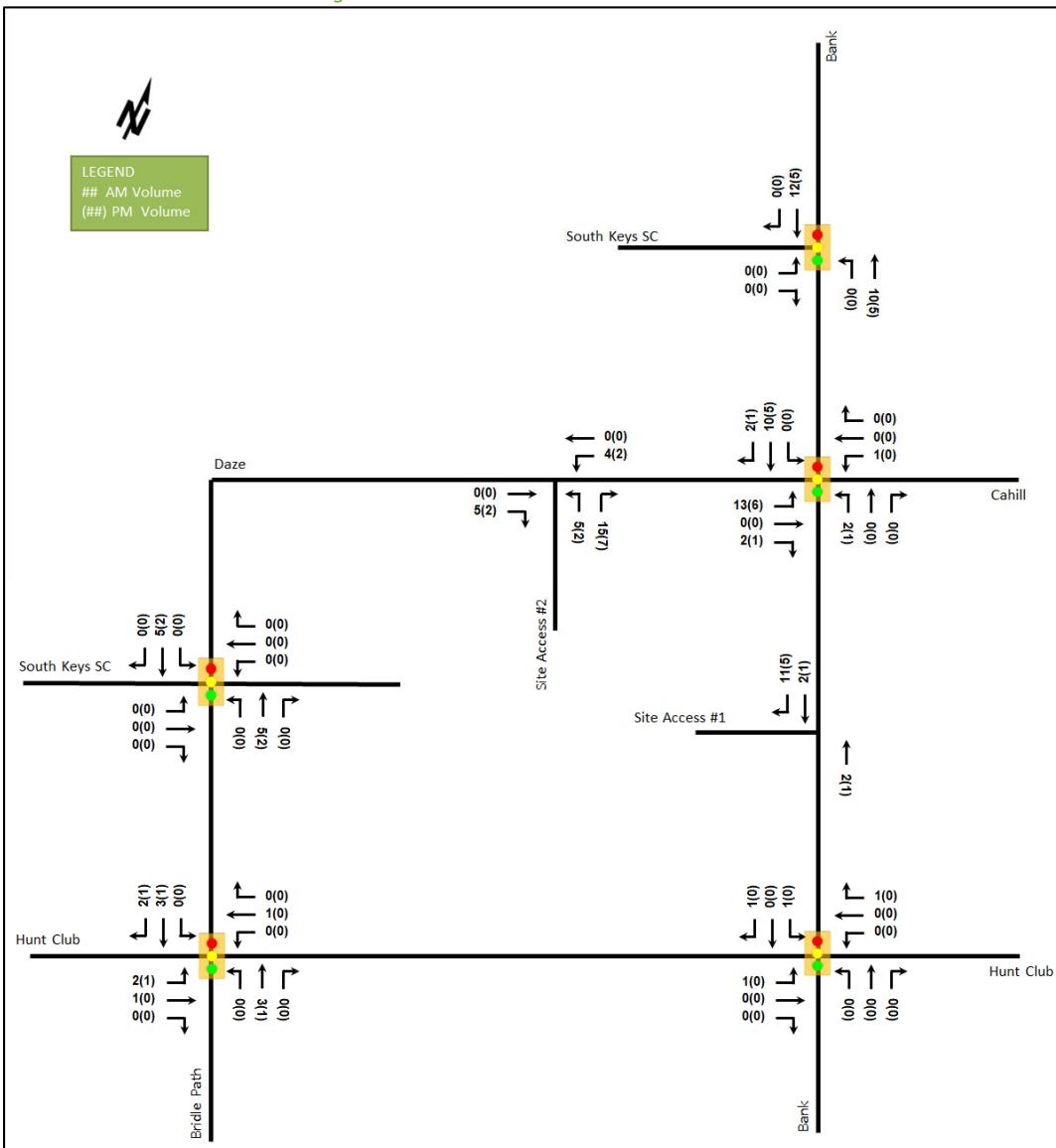
#### 4.4 Trip Assignment

Using the distribution outlined above, turning movement splits, access to major transportation infrastructure, and the distribution of Tim Hortons restaurants within the area, the trips generated by the site have been assigned to the study area road network. Table 11 summarizes the proportional assignment to the study area roadways, and Figure 11 illustrates the new site generated volumes, and Figure 12 illustrates the pass-by volumes.

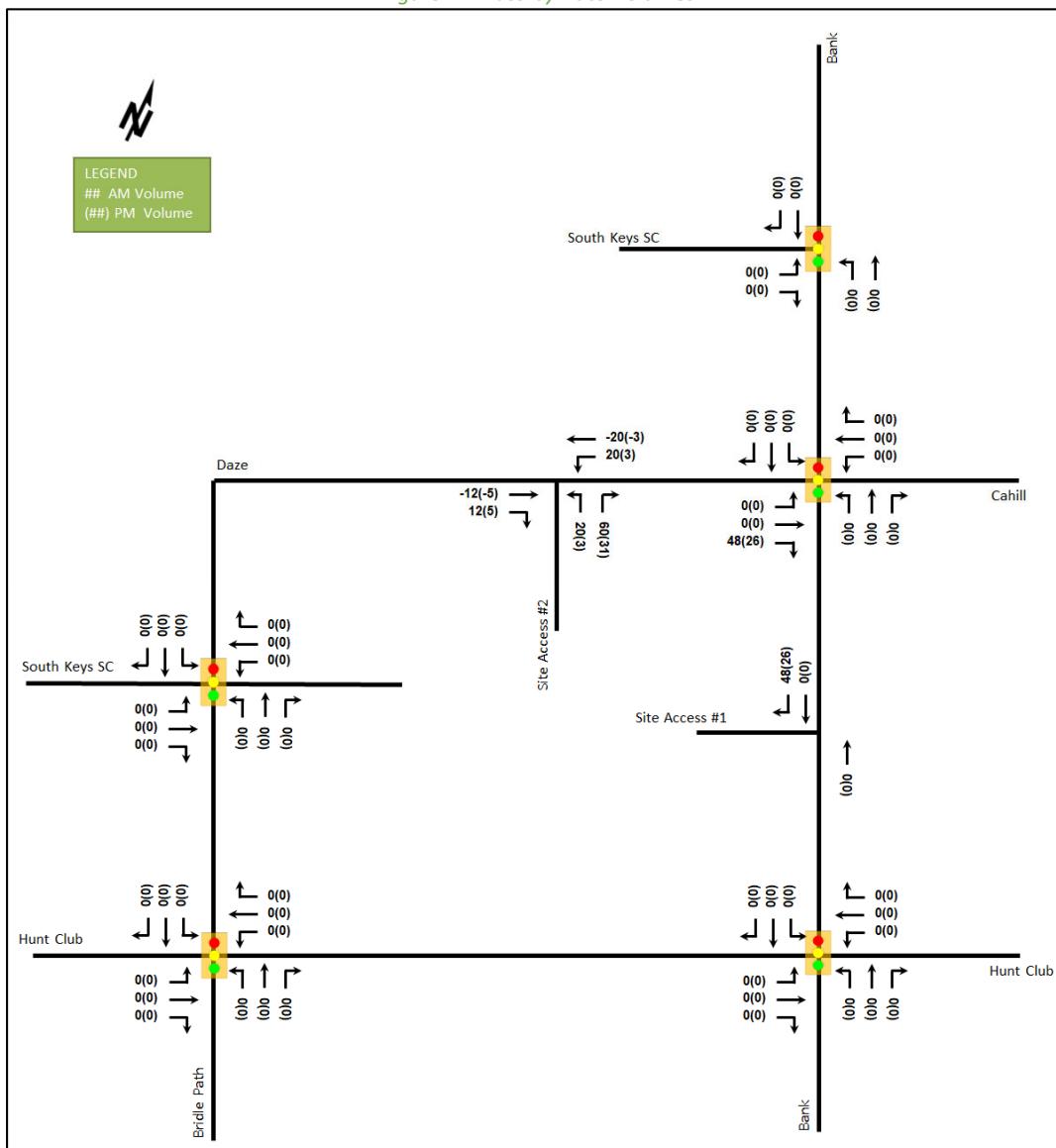
Table 11: Trip Assignment

To/From	Inbound Via
<b>North</b>	50% Bank St (N)
<b>South</b>	15% Bridle Path/Daze St
<b>East</b>	15% Cahill Dr
	5% Hunt Club Rd (E)
<b>West</b>	10% Daze St
	5% Hunt Club Rd (W)
<b>Total</b>	<b>100%</b>

Figure 11: New Site Generation Auto Volumes



*Figure 12: Pass-by Auto Volumes*



## 4.5 Trip Reductions

The existing development includes bank with a drive-thru of approximately 5,400 sq. ft. The ITE Trip Generation Manual land use category for Drive-In Bank (ITE 912) with a 30% pass-by rate has been applied. Based on the commercial generator mode shares for Hunt Club, the estimated trip generation of the existing site is 34 two-way vehicle trips during the AM peak hour and 66 two-way vehicle trips during the PM peak hour. The trip assignment of the estimated reduced volumes, based on the commercial land use and the build-out of Hunt Club, is illustrated in Figure 13. Table 12 compares the estimated existing auto trips and forecasted site-generated auto trips.

Figure 13: Estimated Existing Trip Reductions

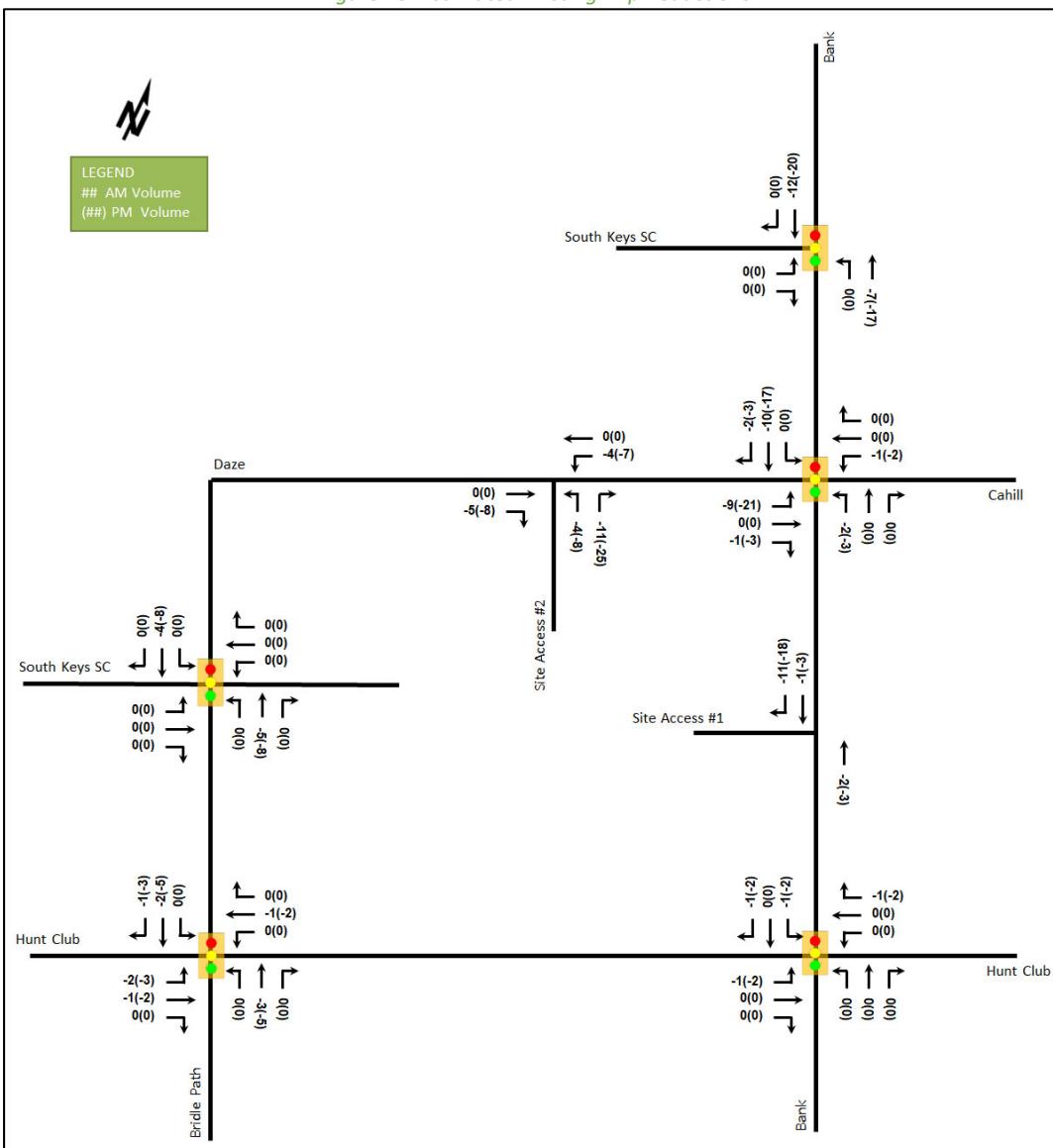
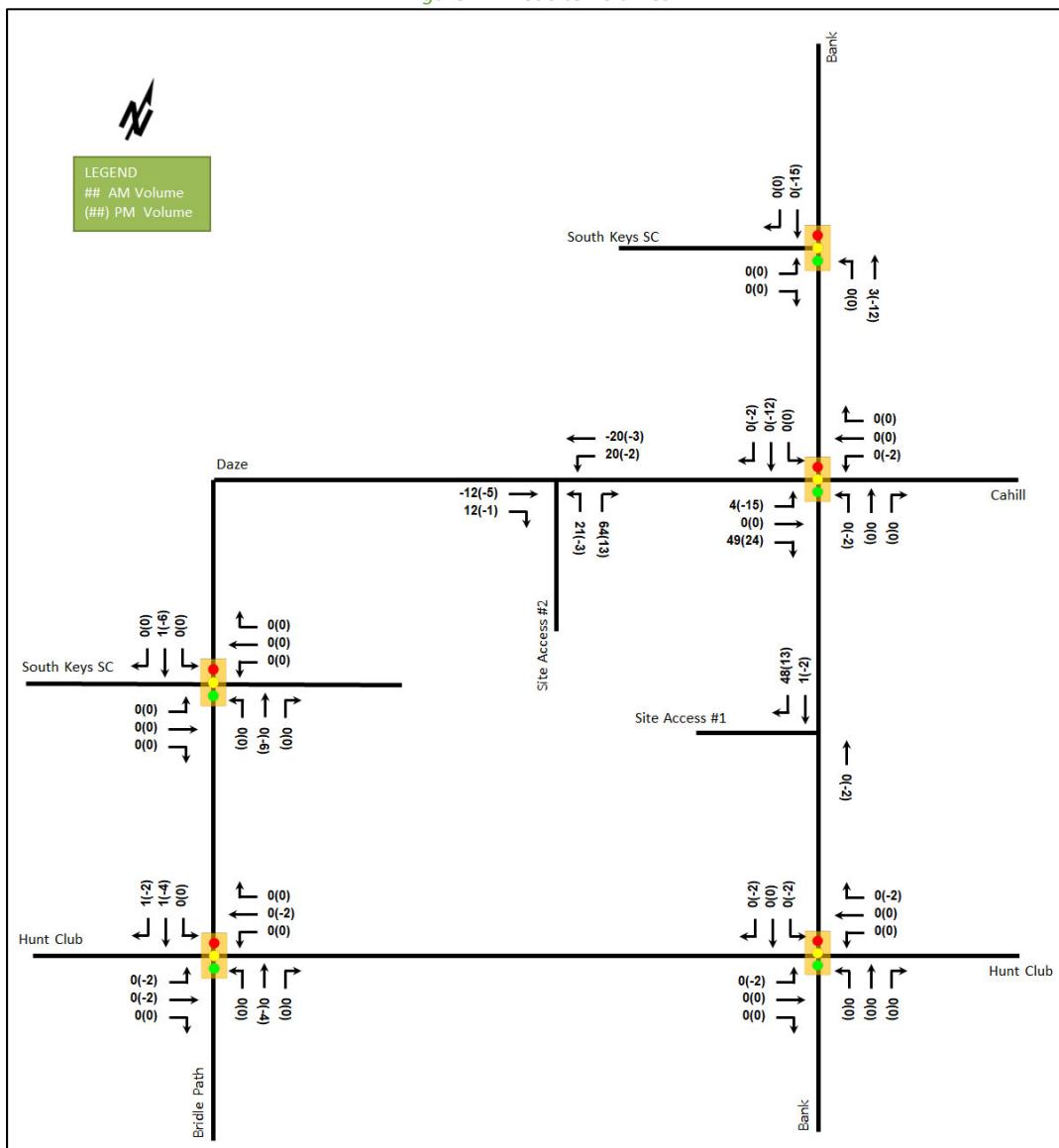


Table 12: Estimated Existing Net Auto Trips vs Forecasted Net Auto Trips

Scenario	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
<b>Proposed</b>	20	20	40	9	9	18
<b>Existing</b>	20	14	34	33	33	66
<b>Difference</b>	<b>0</b>	<b>+6</b>	<b>+6</b>	<b>-24</b>	<b>-24</b>	<b>-48</b>

As shown above, the proposed redevelopment is anticipated to generate 6 additional two-way AM peak hour vehicles and 48 fewer two-way PM peak hour vehicles on the adjacent road network. Figure 14 illustrates the net site volumes.

Figure 14: Net Site Volumes



## 5 Exemption Review

Table 13 summarizes the exemptions for this TIA.

Table 13: Exemption Review

Module	Element	Explanation	Exempt/Required
<b>Site Design and TDM</b>			
<b>Development Design</b>	4.1.2 Circulation and Access	Only required for site plan and zoning by-law applications	Required
	4.1.3 New Street Networks	Only required for plans of subdivision	Exempt
<b>Parking</b>	4.2.1 Parking Supply	Only required for site plan and zoning by-law applications	Required
<b>Boundary Street Design</b>		All applications	Required

Module	Element	Explanation	Exempt/Required
Transportation Demand Management	All Elements	Only required when the development generates more than 60 person-trips	Required
<b>Network Impact</b>			
Background Network Travel Demand	All Elements	Only required when one or more other Network Impact Modules are triggered when the development generates more than 75 auto or transit trips	Exempt
Demand Rationalization		Only required when one or more other Network Impact Modules when the development generates more than 75 auto trips	Exempt
Neighbourhood Traffic Calming	4.6.1 Adjacent Neighbourhoods	<p>If the development meets all of the following criteria along the route(s) site generated traffic is expected to utilize between an arterial road and the site's access:</p> <ol style="list-style-type: none"> <li>1. Access to Collector or Local;</li> <li>2. "Significant sensitive land use presence" exists, where there is at least two of the following adjacent to the subject street segment: <ul style="list-style-type: none"> <li>• School (within 250m walking distance);</li> <li>• Park;</li> <li>• Retirement / Older Adult Facility (i.e. long-term care and retirement homes);</li> <li>• Licensed Child Care Centre;</li> <li>• Community Centre; or</li> <li>• 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.</li> </ul> </li> <li>3. Application is for Zoning By-Law Amendment or Draft Plan of Subdivision;</li> <li>4. At least 75 site-generated auto trips;</li> <li>5. Site Trip Infiltration is expected. Site traffic will increase peak hour vehicle volumes along the route by 50% or more.</li> </ol>	Exempt
Transit	4.7.1 Transit Route Capacity	Only required when the development generates more than 75 transit trips	Exempt
	4.7.2 Transit Priority Requirements	Only required when the development generates more than 75 auto trips	Exempt
Network Concept		Only required when proposed development generates more than 200 person-trips during the peak hour in excess of equivalent volume permitted by established zoning	Exempt
Intersection Design	4.4.1-2/4.9.1 Intersection Control	Only required when the development generates more than 75 auto trips	Exempt
	4.4.3/4.9.2 Intersection Design	Only required when the development generates more than 75 auto trips	Exempt

## 6 Development Design

### 6.1 Design for Sustainable Modes

The proposed development is a 2,615 sq. ft. coffee shop with a drive-thru. Vehicle parking is maintained on site, along the Bank Street frontage and adjacent to the drive-thru, with 13 total stalls. The building entrance is located on the east side of the building.

An existing sidewalk is present along Daze Street and Bank Street and hard surface connections to these facilities are proposed from the building entrances.

Bus stops are located on both sides of Bank Street within a 150-metre walk of the building entrance.

The infrastructure TDM checklist is provided in Appendix E.

### 6.2 Circulation and Access

Vehicular access is provided via a 6.7-metre wide right-in access on Bank Street and through a 7.4-metre full moves access on Daze Street. The internal drive aisles vary between a minimum width of 6.7-metres and a maximum width of 7.9-metres. The loading turning movements can be accommodated on-site at the loading bay adjacent to Daze Street and the garbage collection will occur through the molok collection system within the drive aisle. Turning templates are provided in Appendix F.

## 7 Parking

### 7.1 Parking Supply

The site provides 13 vehicle parking spaces. No minimum parking provision is required for the site.

## 8 Boundary Street Design

Table 14 summarizes the MMLOS analysis for the boundary streets of Bank Street and Daze Street. The MMLOS worksheets has been provided in Appendix G.

*Table 14: Boundary Street MMLOS Analysis*

Segment	Pedestrian LOS		Bicycle LOS		Transit LOS		Public Realm LOS	
	PLOS	Target	BLOS	Target	TLOS	Target	PRLOS	Target
Bank (west side)	C	C	E	C	B	E/D	D	-
Daze (south side)	B	C	E	C	B	E/D	C	-

Bank Street and Daze Street do not meet the bicycle LOS targets. Bank Street would require a bike lane or physically separated facility, including a 1.0-metres or more of buffer, possible vertical separation or a facility width of greater than 1.5-metres. Alternatively a cycletrack with 1.0 to 1.5-metre buffer would also meet the target. Daze Street would require a cycletrack with 0.3 to 0.6-metre buffer space.

## 9 Transportation Demand Management

### 9.1 Context for TDM

The mode shares used within the TIA represent a reliance on auto modes. Overall, the modal shares are likely to be achieved and supporting TDM measures should be provided.

The subject site is within the Bank Arterial Mainstreet Design Priority Area.

## 9.2 Need and Opportunity

The subject site has been assumed to rely predominantly on auto travel, and those assumptions have been carried through the analysis.

## 9.3 TDM Program

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

# 10 Summary of Improvements Indicated and Modifications Options

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

### Proposed Site and Screening

- The proposed site includes a coffee shop with a drive-thru and will replace an existing bank with a drive-thru
- Existing accesses will be maintained, permitting right-in from Bank Street and full moves on Daze Street
- The development is proposed to be completed as a single phase by 2026

### TIA Screening and Exemptions

- The TIA Screening form indicated a full TIA was required
- The exemption review for the TIA did not require background network travel demand, demand rationalization, neighbourhood traffic calming review, transit review, network concept review, intersection control review or intersection design review

### Existing Conditions

- Bank Street and Hunt Club Road are arterial roads, and Daze Street, Cahill Drive and Bridle Path Drive are collector roads in the study area
- Sidewalks/MUPS are generally provided on both sides of the study area roadways, and on-street bike lanes are limited to portions of Bank Street and Hunt Club Road
- The Bank Street at Daze Street/Cahill Drive intersection was noted to have pedestrian and cycling collisions, and a high number of collisions
- The collisions are predominantly turning movement and rear-end collisions, which the turning movements were noted entirely in the northbound and southbound directions
- Some capacity and delay issues are noted on individual movements at the intersections of Bank Street at Hunt Club Road and Hunt Club Road at Daze Street/Bridle Path Drive, however these may be mitigated through signal timing adjustments

### Planned Conditions

- The TMP notes cycling facilities for the Bank Street at Daze Street/Cahill Drive intersection and on Bridle Path Drive south of Hunt Club Road, and a road widening on the Airport Parkway north of Hunt Club Road within the priority network
- Bank Street and Hunt Club Road are noted as transit priority corridors

### Development Generated Travel Demand

- The proposed development is forecasted to produce 286 two-way people trips during the AM peak hour and 131 two-way people trips during the PM peak hour

- Of the forecasted people trips, 40 two-way trips will be vehicle trips during the AM peak hour and 18 two-way trips will be vehicle trips during the PM peak hour based on a 70% and 65% modal share target
- The existing site was forecasted to generate 34 two-way trips will be vehicle trips during the AM peak hour and 66 two-way trips will be vehicle trips during the PM peak hour
- The change in land use would result in 6 additional AM trips and a reduction of 48 PM trips
- Of the forecasted trips, 50 % are anticipated to travel north, 20 % to the east, and 15 % to both the west and south

### **Development Design**

- Auto parking maintains the existing site parking adjacent to Bank Street and the drive-thru
- Pedestrian connections will be made from the site to the adjacent sidewalk network

### **Parking**

- The site does not have parking requirements
- A total of 13 vehicle parking spaces are provided

### **Boundary Street Design**

- The boundary streets will not meet bicycle LOS targets, due to lack of cycling facilities along the Bank Street and Daze frontages
- Cycletracks or physically separated bike lanes would be required to meet the target, both requiring additional buffer space

### **TDM**

- Supportive TDM measures to be included within the proposed development.

## **11 Conclusion**

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

Prepared By:



John Kingsley  
Transportation Engineering Intern

Reviewed By:



Andrew Harte, P.Eng.  
Senior Transportation Engineer

# Appendix A

TIA Screening Form and PM Certification Form

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

 Date: 11-Dec-25  
 Project Number: 2025-169  
 Project Reference: 2300 Bank

1.1 Description of Proposed Development	
Municipal Address	2300 Bank Street
Description of Location	Existing drive-thru bank site, conversion to a coffee shop, with drive-thru
Land Use Classification	Mixed-use Center
Development Size	2,615 sq.ft. coffee shop
Accesses	Existing accesses, right-in on Bank Street, all moves on Daze Street
Phase of Development	Single
Buildout Year	2026
TIA Requirement	Full TIA Required

1.2 Trip Generation Trigger		
Land Use Type	Fast-food restaurant or coffee shop	
Development Size	243	G.F.A.
Trip Generation Trigger	Yes	

1.3 Location Triggers		
Does the development propose a new driveway to a boundary street that is designated as part of the Transit Priority Network, Rapid Transit network or Cross-Town Bikeways?	Yes	Daze - Crosstown Bikeway
Is the development in a Hub, a Protected Major Transit Station Area (PMTSA), or a Design Priority Area (DPA)?	Yes	Bank Arterial Mainstreet
Location Trigger	Yes	

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



## 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 17 day of August, 20 23.  
(City)

Name : Andrew Harte

Professional title: Senior Transportation Engineer / Vice-President Ottawa



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

**Office Contact Information (Please Print)**

Address: 6 Plaza Court

City / Postal Code: Ottawa, K2H 7W1

Telephone / Extension: 613-697-3797

Email Address: andrew.harte@cghtransportation.com

**Stamp**



Revision Date: June 2023

# Appendix B

## Turning Movement Counts

## Transportation Services - Traffic Services

### Turning Movement Count - Study Results

#### BANK ST @ SOUTHKEYS SC

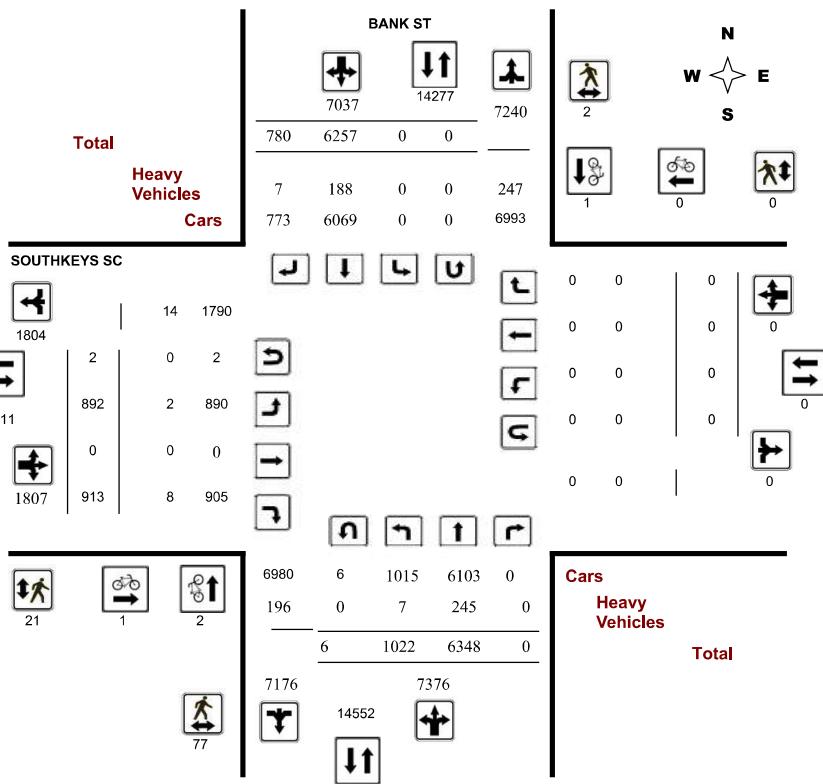
Survey Date: Wednesday, December 06, 2023

Start Time: 07:00

WO No: 41377

Device: Miovision

#### Full Study Diagram



## Transportation Services - Traffic Services

### Turning Movement Count - Study Results

#### BANK ST @ SOUTHKEYS SC

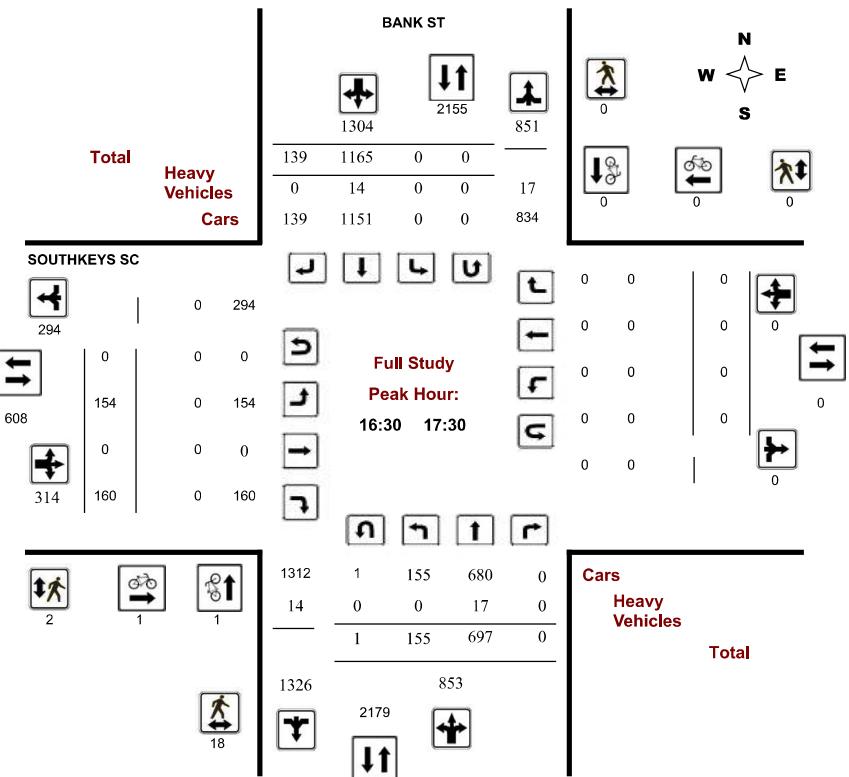
Survey Date: Wednesday, December 06, 2023

Start Time: 07:00

WO No: 41377

Device: Miovision

#### Full Study Peak Hour Diagram





## Transportation Services - Traffic Services

### Turning Movement Count - Study Results

#### BANK ST @ SOUTHKEYS SC

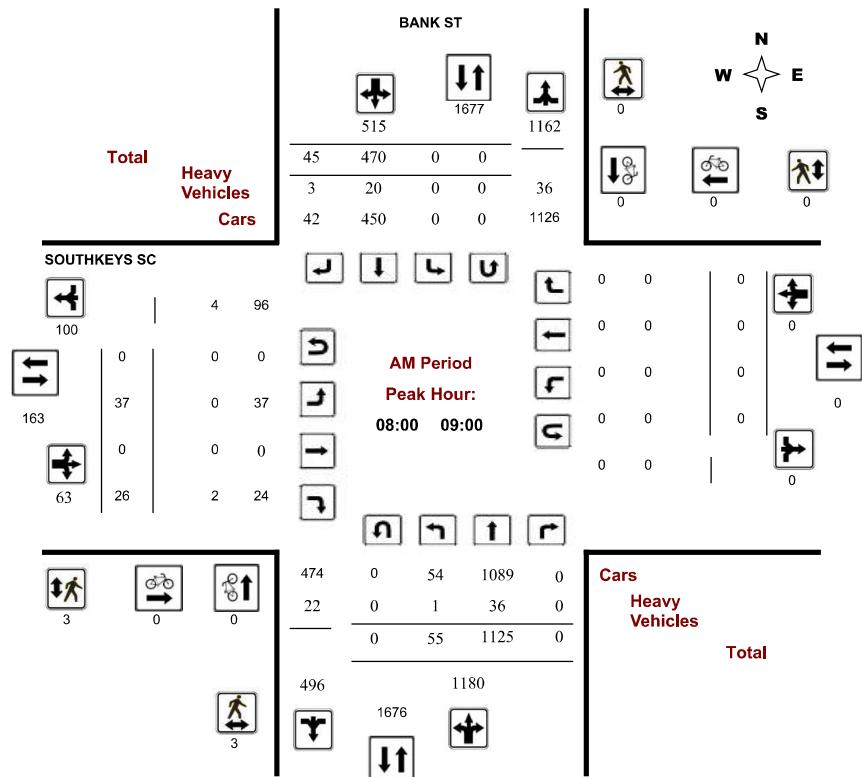
Survey Date: Wednesday, December 06, 2023

Start Time: 07:00

WO No: 41377

Device: Miovision

#### AM Period Peak Hour Diagram



## Transportation Services - Traffic Services

### Turning Movement Count - Study Results

#### BANK ST @ SOUTHKEYS SC

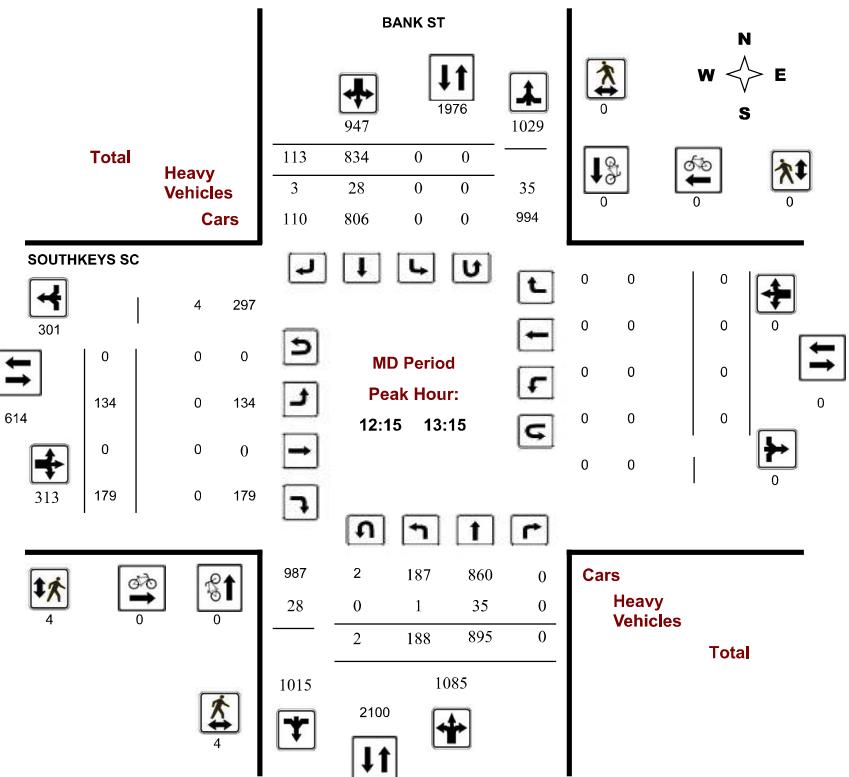
Survey Date: Wednesday, December 06, 2023

Start Time: 07:00

WO No: 41377

Device: Miovision

#### MD Period Peak Hour Diagram





## Transportation Services - Traffic Services

### Turning Movement Count - Study Results

#### BANK ST @ SOUTHKEYS SC

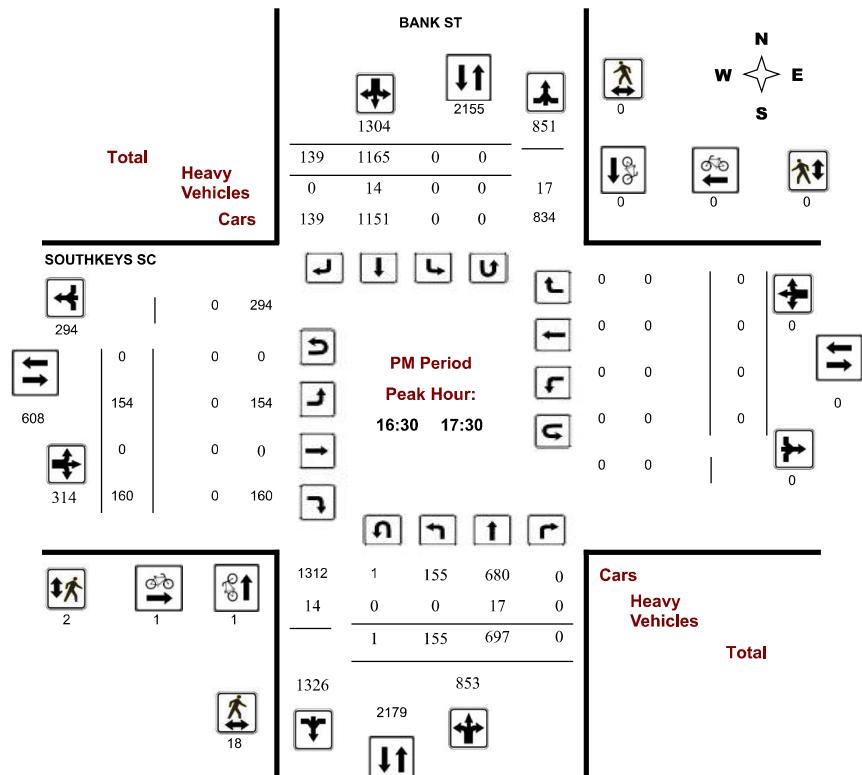
Survey Date: Wednesday, December 06, 2023

Start Time: 07:00

WO No: 41377

Device: Miovision

#### PM Period Peak Hour Diagram



## Transportation Services - Traffic Services

### Turning Movement Count - Study Results

#### BANK ST @ SOUTHKEYS SC

Survey Date: Wednesday, December 06, 2023

Start Time: 07:00

WO No: 41377

Device: Miovision

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

Survey Date: Wednesday, December 06, 2023

Total Observed U-Turns

AADT Factor

Northbound: 6 Southbound: 0  
Eastbound: 2 Westbound: 0

1.00

Period	BANK ST			SOUTHKEYS SC			STR TOT	LT	ST	RT	EB TOT	LT	ST	RT	WB TOT	STR TOT	Grand Total	
	Northbound	Southbound	SB TOT	Northbound	Southbound	SB TOT												
07:00 08:00	36	772	0	808	0	367	26	393	1201	20	0	22	42	0	0	0	42	1243
08:00 09:00	55	1125	0	1180	0	470	45	515	1695	37	0	26	63	0	0	0	63	1758
09:00 10:00	117	714	0	831	0	526	78	604	1435	52	0	57	109	0	0	0	109	1544
11:30 12:30	182	792	0	974	0	778	119	897	1871	147	0	150	297	0	0	0	297	2168
12:30 13:30	178	859	0	1037	0	841	110	951	1988	153	0	188	341	0	0	0	341	2329
15:00 16:00	148	684	0	832	0	1102	131	1233	2065	163	0	171	334	0	0	0	334	2399
16:00 17:00	150	686	0	836	0	1132	118	1250	2086	173	0	151	324	0	0	0	324	2410
17:00 18:00	156	716	0	872	0	1041	153	1194	2066	147	0	148	295	0	0	0	295	2361
<b>Sub Total</b>	<b>1022</b>	<b>6348</b>	<b>0</b>	<b>7370</b>	<b>0</b>	<b>6257</b>	<b>780</b>	<b>7037</b>	<b>14407</b>	<b>892</b>	<b>0</b>	<b>913</b>	<b>1805</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1805</b>	<b>16212</b>
<b>U Turns</b>			<b>6</b>							<b>0</b>	<b>6</b>			<b>2</b>		<b>0</b>	<b>2</b>	<b>8</b>
<b>Total</b>	<b>1022</b>	<b>6348</b>	<b>0</b>	<b>7376</b>	<b>0</b>	<b>6257</b>	<b>780</b>	<b>7037</b>	<b>14413</b>	<b>892</b>	<b>0</b>	<b>913</b>	<b>1807</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1807</b>	<b>16220</b>
EQ 12Hr	1421	8824	0	10253	0	8697	1084	9781	20034	1240	0	1269	2512	0	0	0	2512	22546
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.																	1.39	
AVG 12Hr	1421	8824	0	10253	0	11393	1420	9781	20034	1240	0	1269	2512	0	0	0	2512	22546
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.																	1.00	
AVG 24Hr	1862	11559	0	13431	0	14925	1860	12813	26245	1624	0	1662	3291	0	0	0	3291	29535
Note: These volumes are calculated by multiplying the Average Daily 12 hr. totals by 12 to 24 expansion factor.																	1.31	
Note: U-Turns provided for approach totals. Refer to 'U-Turn' Report for specific breakdown.																		



## Transportation Services - Traffic Services

### Turning Movement Count - Study Results

#### BANK ST @ SOUTHKEYS SC

**Survey Date:** Wednesday, December 06, 2023

**WO No:** 41377

**Start Time:** 07:00

**Device:** Miovision

#### Full Study 15 Minute Increments

##### BANK ST SOUTHKEYS SC

Time Period	Northbound				Southbound				Eastbound				Westbound				Grand Total	
	LT	ST	RT	N TOT	LT	ST	RT	S TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT	
07:00	07:15	8	130	0	138	0	68	5	73	211	3	0	3	6	0	0	0	217
07:15	07:30	7	173	0	180	0	86	6	92	272	4	0	6	11	0	0	0	283
07:30	07:45	6	222	0	228	0	81	9	90	318	5	0	6	12	0	0	0	330
07:45	08:00	15	247	0	262	0	132	6	138	400	8	0	7	15	0	0	0	415
09:15	09:30	22	174	0	196	0	124	14	138	334	11	0	14	25	0	0	0	359
13:15	13:30	39	194	0	233	0	215	28	243	476	47	0	49	96	0	0	0	572
16:15	16:30	40	167	0	207	0	265	25	290	497	42	0	39	81	0	0	0	578
17:15	17:30	36	182	0	219	0	262	37	299	518	39	0	51	90	0	0	0	608
17:45	18:00	36	189	0	225	0	227	42	269	494	37	0	21	58	0	0	0	552
08:00	08:15	18	290	0	308	0	113	10	123	431	10	0	6	16	0	0	0	447
08:15	08:30	8	267	0	275	0	118	9	127	402	8	0	4	12	0	0	0	414
08:30	08:45	16	274	0	290	0	134	9	143	433	8	0	7	15	0	0	0	448
08:45	09:00	13	294	0	307	0	105	17	122	429	11	0	9	20	0	0	0	449
09:00	09:15	30	190	0	220	0	134	28	162	382	10	0	14	24	0	0	0	406
09:30	09:45	30	176	0	206	0	136	17	153	359	11	0	11	22	0	0	0	381
09:45	10:00	35	174	0	209	0	132	19	151	360	20	0	18	38	0	0	0	398
11:30	11:45	48	198	0	247	0	177	30	207	454	32	0	32	64	0	0	0	518
11:45	12:00	46	178	0	225	0	202	22	224	449	55	0	33	88	0	0	0	537
12:00	12:15	39	186	0	225	0	191	36	227	452	32	0	45	77	0	0	0	529
12:15	12:30	49	230	0	279	0	208	31	239	518	28	0	40	68	0	0	0	586
12:30	12:45	41	209	0	250	0	227	24	251	501	37	0	48	85	0	0	0	586
12:45	13:00	45	245	0	292	0	210	32	242	534	36	0	45	81	0	0	0	615
13:00	13:15	53	211	0	264	0	189	26	215	479	33	0	46	79	0	0	0	558
15:00	15:15	33	166	0	199	0	280	30	310	509	40	0	48	88	0	0	0	597
15:15	15:30	38	165	0	203	0	293	30	323	526	40	0	51	91	0	0	0	617
15:30	15:45	39	179	0	218	0	276	37	313	531	44	0	29	73	0	0	0	604
15:45	16:00	38	174	0	213	0	253	34	287	500	39	0	43	82	0	0	0	582
16:00	16:15	35	186	0	221	0	274	28	302	523	48	0	38	86	0	0	0	609
16:30	16:45	46	153	0	199	0	297	34	331	530	46	0	40	86	0	0	0	616
16:45	17:00	29	180	0	209	0	296	31	327	536	37	0	34	71	0	0	0	607
17:00	17:15	44	182	0	226	0	310	37	347	573	32	0	35	67	0	0	0	640
17:30	17:45	40	163	0	203	0	242	37	279	482	39	0	41	80	0	0	0	562
<b>Total:</b>		1022	6348	0	7376	0	6257	780	7037	14413	892	0	913	1807	0	0	0	16,220

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



## Transportation Services - Traffic Services

### Turning Movement Count - Study Results

#### BANK ST @ SOUTHKEYS SC

**Survey Date:** Wednesday, December 06, 2023

**WO No:**

41377

**Start Time:** 07:00

**Device:**

Miovision

#### Full Study Cyclist Volume

##### BANK ST SOUTHKEYS SC

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



## Transportation Services - Traffic Services

### Turning Movement Count - Study Results

#### BANK ST @ SOUTHKEYS SC

**Survey Date:** Wednesday, December 06, 2023

**WO No:** 41377

**Start Time:** 07:00

**Device:** Miovision

#### Full Study Pedestrian Volume

##### BANK ST SOUTHKEYS SC

Time Period	NB Approach (E or W Crossing)	SB Approach (E or W Crossing)	Total	EB Approach (N or S Crossing)	WB Approach (N or S Crossing)	Total	Grand Total
07:00 07:15	0	0	0	0	0	0	0
07:15 07:30	0	0	0	0	0	0	0
07:30 07:45	0	0	0	1	0	1	1
07:45 08:00	0	0	0	1	0	1	1
09:15 09:30	3	0	3	0	0	0	3
13:15 13:30	0	2	2	0	0	0	2
16:15 16:30	6	0	6	0	0	0	6
17:15 17:30	3	0	3	0	0	0	3
17:45 18:00	3	0	3	0	0	0	3
08:00 08:15	0	0	0	0	0	0	0
08:15 08:30	1	0	1	0	0	0	1
08:30 08:45	1	0	1	0	0	0	1
08:45 09:00	1	0	1	3	0	3	4
09:00 09:15	3	0	3	0	0	0	3
09:30 09:45	1	0	1	2	0	2	3
09:45 10:00	3	0	3	1	0	1	4
11:30 11:45	2	0	2	2	0	2	4
11:45 12:00	5	0	5	0	0	0	5
12:00 12:15	7	0	7	1	0	1	8
12:15 12:30	0	0	0	1	0	1	1
12:30 12:45	3	0	3	2	0	2	5
12:45 13:00	1	0	1	1	0	1	2
13:00 13:15	0	0	0	0	0	0	0
15:00 15:15	0	0	0	0	0	0	0
15:15 15:30	2	0	2	0	0	0	2
15:30 15:45	7	0	7	2	0	2	9
15:45 16:00	4	0	4	1	0	1	5
16:00 16:15	4	0	4	0	0	0	4
16:30 16:45	5	0	5	0	0	0	5
16:45 17:00	6	0	6	0	0	0	6
17:00 17:15	4	0	4	2	0	2	6
17:30 17:45	2	0	2	1	0	1	3
<b>Total .....</b>	<b>77</b>	<b>2</b>	<b>79</b>	<b>21</b>	<b>0</b>	<b>21</b>	<b>100</b>



## Transportation Services - Traffic Services

### Turning Movement Count - Study Results

#### BANK ST @ SOUTHKEYS SC

**Survey Date:** Wednesday, December 06, 2023

**WO No:** 41377

**Start Time:** 07:00

**Device:** Miovision

#### Full Study Heavy Vehicles

##### BANK ST SOUTHKEYS SC

Time Period	Northbound			Southbound			Eastbound			Westbound									
	LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT	Grand Total
07:00 07:15	0	7	0	7	0	4	0	4	11	0	0	0	0	0	0	0	0	0	11
07:15 07:30	0	9	0	9	0	7	0	7	16	0	0	1	1	0	0	0	0	1	17
07:30 07:45	0	11	0	11	0	10	0	10	21	0	0	0	0	0	0	0	0	0	21
07:45 08:00	0	9	0	9	0	5	0	5	14	0	0	0	0	0	0	0	0	0	14
09:15 09:30	0	9	0	9	0	8	0	8	17	0	0	1	1	0	0	0	0	1	18
13:15 13:30	0	5	0	5	0	4	0	4	9	0	0	0	0	0	0	0	0	0	9
16:15 16:30	0	7	0	7	0	3	0	3	10	0	0	0	0	0	0	0	0	0	10
17:15 17:30	0	4	0	4	0	5	0	5	9	0	0	0	0	0	0	0	0	0	9
17:45 18:00	0	3	0	3	0	1	0	1	4	0	0	0	0	0	0	0	0	0	4
08:00 08:15	0	5	0	5	0	5	2	7	12	0	0	1	1	0	0	0	0	1	13
08:15 08:30	0	8	0	8	0	5	0	5	13	0	0	1	1	0	0	0	0	0	14
08:30 08:45	0	14	0	14	0	7	1	8	22	0	0	0	0	0	0	0	0	0	22
08:45 09:00	1	9	0	10	0	3	0	3	13	0	0	0	0	0	0	0	0	0	13
09:00 09:15	1	4	0	5	0	8	0	8	13	0	0	3	3	0	0	0	0	3	16
09:30 09:45	1	11	0	12	0	3	1	4	16	1	0	0	1	0	0	0	0	1	17
09:45 10:00	1	8	0	9	0	9	0	9	18	0	0	0	0	0	0	0	0	0	18
11:30 11:45	1	11	0	12	0	6	0	6	18	0	0	1	1	0	0	0	0	1	19
11:45 12:00	0	7	0	7	0	9	0	9	16	0	0	0	0	0	0	0	0	0	16
12:00 12:15	0	11	0	11	0	7	0	7	18	0	0	0	0	0	0	0	0	0	18
12:15 12:30	0	9	0	9	0	7	1	8	17	0	0	0	0	0	0	0	0	0	17
12:30 12:45	0	8	0	8	0	10	0	10	18	0	0	0	0	0	0	0	0	0	18
12:45 13:00	0	9	0	9	0	7	1	8	17	0	0	0	0	0	0	0	0	0	17
13:00 13:15	1	9	0	10	0	4	1	5	15	0	0	0	0	0	0	0	0	0	15
15:00 15:15	0	12	0	12	0	7	0	7	19	1	0	0	1	0	0	0	0	1	20
15:15 15:30	0	11	0	11	0	7	0	7	18	0	0	0	0	0	0	0	0	0	18
15:30 15:45	1	8	0	9	0	12	0	12	21	0	0	0	0	0	0	0	0	0	21
15:45 16:00	0	7	0	7	0	10	0	10	17	0	0	0	0	0	0	0	0	0	17
16:00 16:15	0	3	0	3	0	4	0	4	7	0	0	0	0	0	0	0	0	0	7
16:30 16:45	0	1	0	1	0	2	0	2	3	0	0	0	0	0	0	0	0	0	3
16:45 17:00	0	3	0	3	0	4	0	4	7	0	0	0	0	0	0	0	0	0	7
17:00 17:15	0	9	0	9	0	3	0	3	12	0	0	0	0	0	0	0	0	0	12
17:30 17:45	0	4	0	4	0	2	0	2	6	0	0	0	0	0	0	0	0	0	6
Total: None	7	245	0	252	0	188	7	195	447	2	0	8	10	0	0	0	0	10	457



## Transportation Services - Traffic Services

### Turning Movement Count - Study Results

#### BANK ST @ SOUTHKEYS SC

Survey Date: Wednesday, December 06, 2023

WO No: 41377

Start Time: 07:00

Device: Miovision

#### Full Study 15 Minute U-Turn Total BANK ST SOUTHKEYS SC

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	1	0	1
07:30 - 07:45	0	0	1	0	1
07:45 - 08:00	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0
17:15 - 17:30	1	0	0	0	1
17:45 - 18:00	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0
08:15 - 08:30	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0
09:30 - 09:45	0	0	0	0	0
09:45 - 10:00	0	0	0	0	0
11:30 - 11:45	1	0	0	0	1
11:45 - 12:00	1	0	0	0	1
12:00 - 12:15	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0
12:45 - 13:00	2	0	0	0	2
13:00 - 13:15	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0
15:45 - 16:00	1	0	0	0	1
16:00 - 16:15	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0
17:15 - 17:45	0	0	0	0	0
Total	6	0	2	0	8



## Transportation Services - Traffic Services

### Turning Movement Count - Study Results

#### BANK ST @ CAHILL DR/DAZE ST

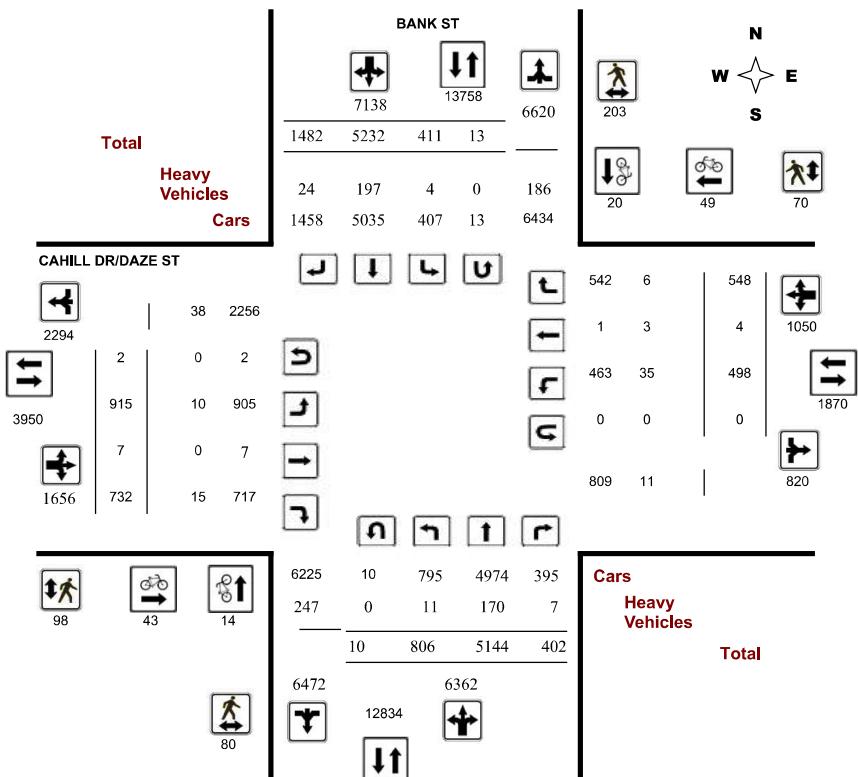
Survey Date: Thursday, July 04, 2024

Start Time: 07:00

WO No: 41750

Device: Miovision

#### Full Study Diagram





## Transportation Services - Traffic Services

### Turning Movement Count - Study Results

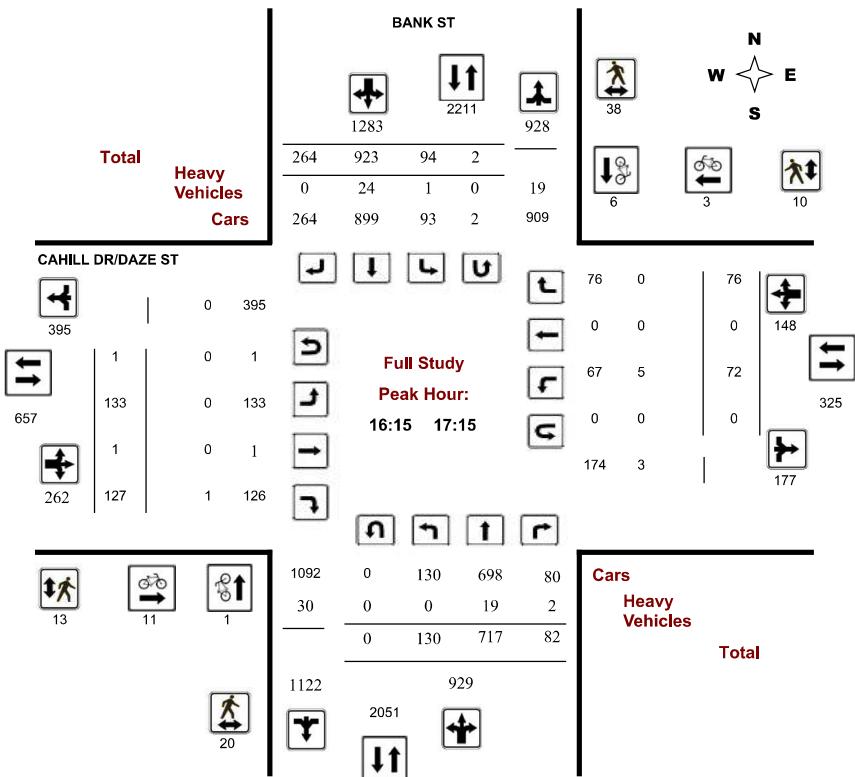
#### BANK ST @ CAHILL DR/DAZE ST

Survey Date: Thursday, July 04, 2024

Start Time: 07:00

WO No: 41750  
Device: Miovision

#### Full Study Peak Hour Diagram



## Transportation Services - Traffic Services

### Turning Movement Count - Study Results

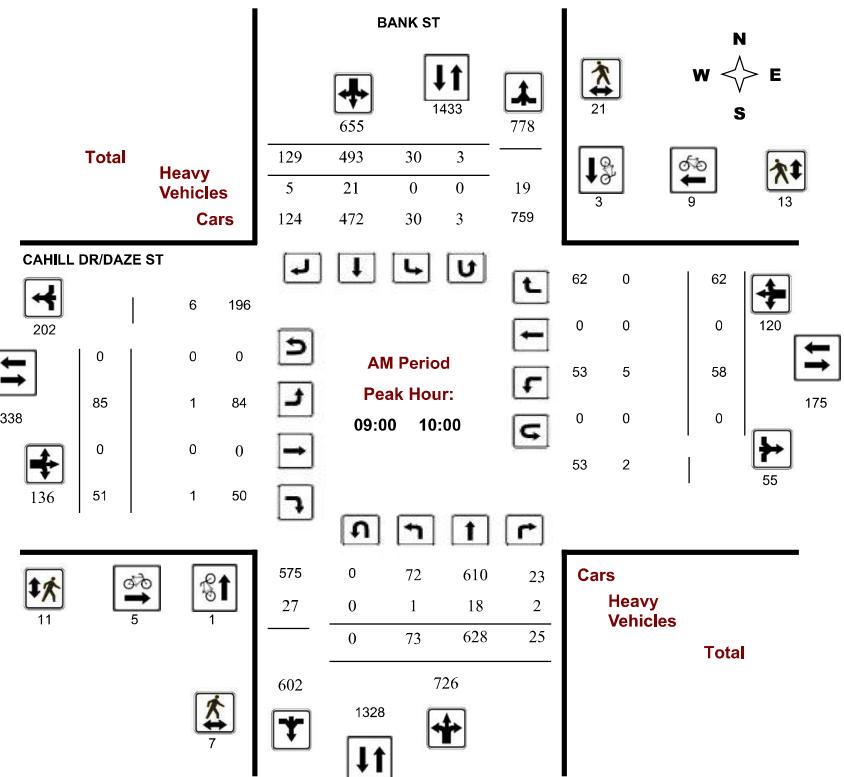
#### BANK ST @ CAHILL DR/DAZE ST

Survey Date: Thursday, July 04, 2024

Start Time: 07:00

WO No: 41750  
Device: Miovision

#### AM Period Peak Hour Diagram



## Transportation Services - Traffic Services

### Turning Movement Count - Study Results

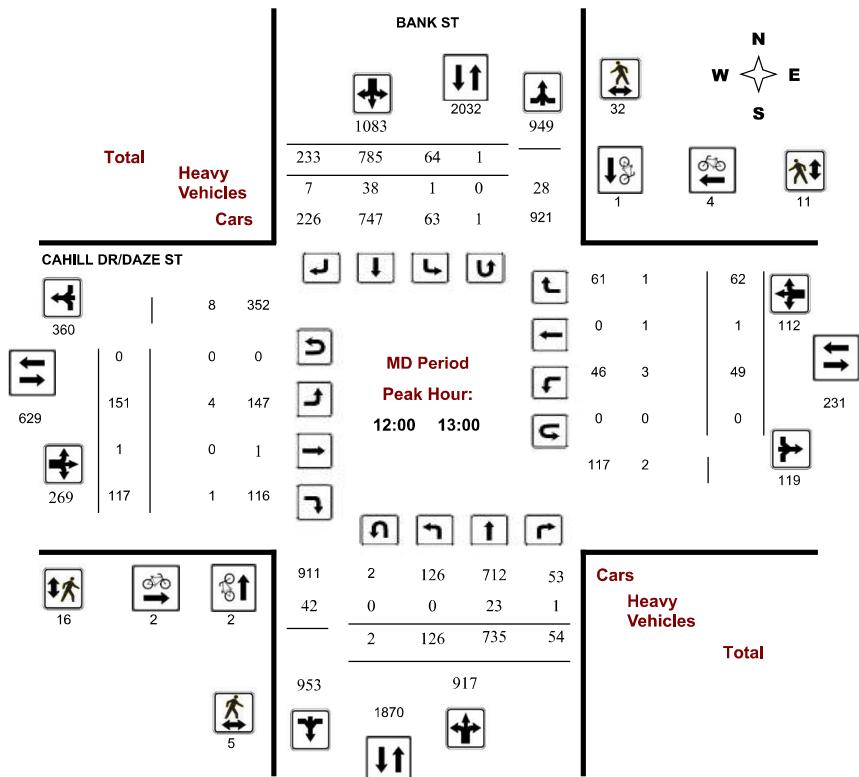
#### BANK ST @ CAHILL DR/DAZE ST

Survey Date: Thursday, July 04, 2024

Start Time: 07:00

WO No: 41750  
Device: Miovision

#### MD Period Peak Hour Diagram



## Transportation Services - Traffic Services

### Turning Movement Count - Study Results

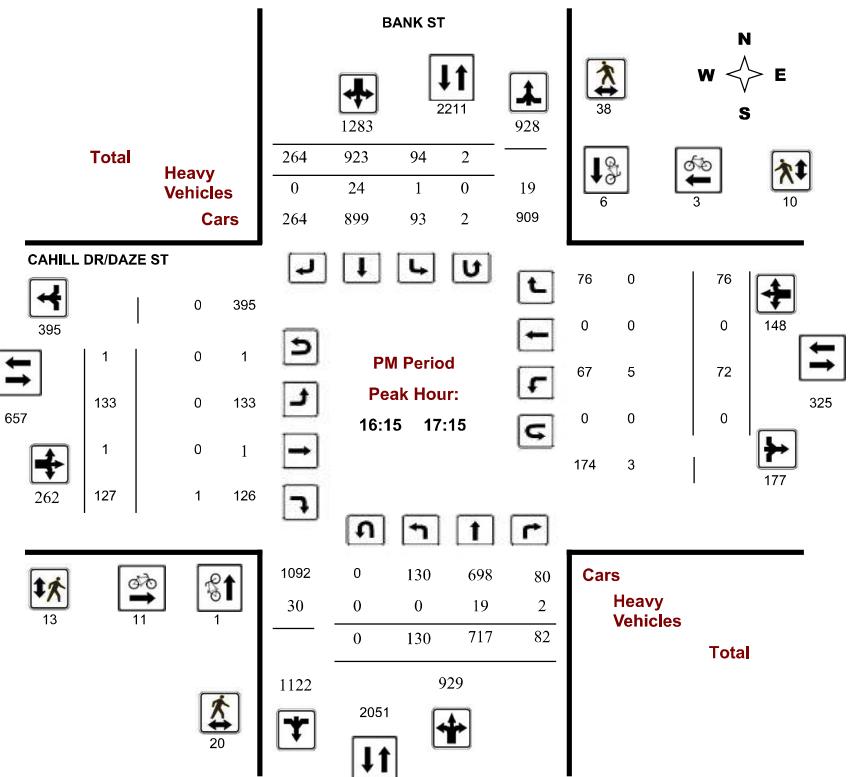
#### BANK ST @ CAHILL DR/DAZE ST

Survey Date: Thursday, July 04, 2024

Start Time: 07:00

WO No: 41750  
Device: Miovision

#### PM Period Peak Hour Diagram





## Transportation Services - Traffic Services

### Turning Movement Count - Study Results

#### BANK ST @ CAHILL DR/DAZE ST

**Survey Date:** Thursday, July 04, 2024

**WO No:** 41750

**Start Time:** 07:00

**Device:** Miovision

### Full Study Summary (8 HR Standard)

**Survey Date:** Thursday, July 04, 2024

#### Total Observed U-Turns

#### AADT Factor

Northbound: 10	Southbound: 13	.90
Eastbound: 2	Westbound: 0	

#### BANK ST

Period	BANK ST						CAHILL DR/DAZE ST												
	Northbound			Southbound			Eastbound			Westbound									
Period	LT	ST	RT	NB TOT	LT	ST	RT	SB TOT	STR TOT	LT	ST	RT	EB TOT	LT	ST	RT	WB TOT	STR TOT	Grand Total
07:00 08:00	27	443	19	489	12	222	73	307	796	52	0	29	81	61	0	64	125	206	1002
08:00 09:00	55	611	31	697	21	368	100	489	1186	76	0	42	118	72	0	88	160	278	1464
09:00 10:00	73	628	25	726	30	493	129	652	1378	85	0	51	136	58	0	62	120	256	1634
11:30 12:30	121	714	46	881	51	771	210	1032	1913	133	0	110	243	63	1	59	123	366	2279
12:30 13:30	132	669	59	860	53	771	193	1017	1877	147	1	119	267	56	0	54	110	377	2254
15:00 16:00	128	708	72	908	76	853	241	1170	2078	140	5	130	275	60	2	73	135	410	2488
16:00 17:00	133	700	69	902	86	893	265	1244	2146	129	1	133	263	62	1	69	132	395	2541
17:00 18:00	137	671	81	889	82	861	271	1214	2103	153	0	118	271	66	0	79	145	416	2519
<b>Sub Total</b>	806	5144	402	6352	411	5232	1482	7125	13477	915	7	732	1654	498	4	548	1050	2704	16181
<b>U Turns</b>				<b>10</b>						<b>13</b>	<b>23</b>				<b>2</b>		<b>0</b>	<b>2</b>	<b>25</b>
<b>Total</b>	806	5144	402	6362	411	5232	1482	7138	13500	915	7	732	1656	498	4	548	1050	2706	16206
<b>EQ 12Hr</b>	1120	7150	559	8843	571	7272	2060	9922	18765	1272	10	1017	2302	692	6	762	1460	3761	22526

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

1.39

**AVG 12Hr** 1008 6435 503 7959 514 8574 2429 8930 16888 1145 9 915 2072 623 5 686 1314 3385 20273

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

.90

**AVG 24Hr** 1320 8430 659 10426 673 11232 3182 11698 22123 1500 12 1199 2714 816 7 899 1721 4434 26558

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

1.31

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



## Transportation Services - Traffic Services

### Turning Movement Count - Study Results

#### BANK ST @ CAHILL DR/DAZE ST

**Survey Date:** Thursday, July 04, 2024

**WO No:** 41750

**Start Time:** 07:00

**Device:** Miovision

### Full Study 15 Minute Increments

#### CAHILL DR/DAZE ST

Time Period	Northbound			Southbound			Eastbound			Westbound			LT	ST	RT	TOT	LT	ST	RT	TOT
	LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	W TOT	STR TOT	Grand Total					
07:00	3	92	5	100	2	40	12	54	154	8	0	5	13	10	0	9	19	32	186	
07:15	10	104	4	118	3	45	18	66	184	14	0	7	21	19	0	13	32	53	237	
07:30	6	124	5	135	2	63	19	84	219	9	0	9	18	13	0	21	34	52	271	
07:45	8	123	5	136	5	74	24	103	239	21	0	8	29	19	0	21	40	69	308	
08:15	12	147	5	164	3	92	20	115	279	20	0	6	26	19	0	30	49	75	354	
08:30	12	146	9	167	5	101	32	139	306	18	0	13	31	19	0	20	39	70	376	
09:15	25	141	5	171	6	116	28	151	322	28	0	15	43	14	0	13	27	50	392	
12:30	34	173	9	217	16	196	46	258	475	47	1	30	78	11	0	14	25	103	578	
08:00	15	158	8	181	3	84	19	106	287	21	0	12	33	18	0	19	37	70	357	
08:45	16	160	9	185	10	91	29	130	315	17	0	11	28	16	0	19	35	63	378	
09:00	16	164	2	182	7	108	30	145	327	16	0	8	24	19	0	12	31	55	382	
09:30	22	173	9	204	10	127	30	168	372	18	0	13	31	10	0	17	27	58	430	
09:45	10:00	10	150	9	169	7	142	41	191	360	23	0	15	38	15	0	20	35	73	433
11:30	24	167	8	201	7	186	42	235	436	28	0	31	59	11	0	15	26	85	521	
11:45	41	163	14	219	10	188	41	239	458	31	0	30	61	28	0	13	41	102	560	
12:00	33	209	15	257	19	204	62	285	542	34	0	14	48	6	0	18	24	72	614	
12:15	23	175	9	207	15	193	65	274	481	40	0	35	75	18	1	13	32	107	588	
12:45	36	178	21	236	14	192	60	266	502	30	0	38	68	14	0	17	31	99	601	
13:00	29	158	20	207	12	184	41	237	444	34	0	33	67	13	0	10	23	90	534	
13:15	33	160	9	202	11	199	46	256	458	36	0	18	54	18	0	13	31	85	543	
15:00	31	150	14	195	15	197	54	267	462	30	2	29	61	21	2	20	43	104	566	
15:15	34	178	22	235	14	215	54	285	520	37	2	34	73	15	0	14	29	102	622	
15:30	36	177	18	232	24	205	66	295	527	42	0	28	70	9	0	27	36	106	633	
15:45	26	213	19	258	17	235	73	325	583	31	1	29	61	17	0	15	32	93	676	
17:15	34	182	21	237	21	244	69	335	572	37	0	33	70	15	0	13	28	98	670	
17:30	41	168	18	227	25	164	77	267	494	36	0	31	67	19	0	29	48	115	609	
17:45	27	159	14	200	11	236	64	311	511	35	0	22	57	12	0	18	30	87	598	
15:45	27	203	18	251	23	236	67	326	577	31	1	39	72	15	0	12	27	99	676	
16:00	16:15	38	145	15	198	17	187	62	267	465	41	0	38	79	10	1	12	23	102	567
16:30	33	159	22	214	33	228	65	327	541	26	0	30	56	21	0	20	41	97	638	
16:45	36	183	13	232	19	243	65	328	560	31	0	36	67	14	0	22	36	103	663	
17:00	35	162	28	225	25	217	61	303	528	45	0	32	78	20	0	19	39	117	645	
<b>Total:</b>	806	5144	402	6362	411	5232	1482	7138	13500	915	7	732	1656	498	4	548	1050	2706	16,206	

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



## Transportation Services - Traffic Services

### Turning Movement Count - Study Results

#### BANK ST @ CAHILL DR/DAZE ST

**Survey Date:** Thursday, July 04, 2024

**WO No:** 41750

**Start Time:** 07:00

**Device:** Miovision

#### Full Study Cyclist Volume

##### BANK ST CAHILL DR/DAZE ST

Time Period	Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	Grand Total
07:00 07:15	0	1	1	0	3	3	4
07:15 07:30	0	0	0	1	2	3	3
07:30 07:45	0	1	1	1	2	3	4
07:45 08:00	0	0	0	2	0	2	2
08:15 08:30	0	0	0	0	0	0	0
08:30 08:45	0	1	1	1	1	2	3
08:45 09:00	0	1	1	0	4	4	5
09:15 09:30	0	1	1	0	0	0	2
12:30 12:45	1	1	2	0	0	0	2
08:00 08:15	1	1	2	1	4	5	7
08:45 09:00	0	0	0	1	2	3	3
09:00 09:15	0	0	0	0	3	3	3
09:30 09:45	1	2	3	4	1	5	8
09:45 10:00	0	0	0	1	1	2	2
11:30 11:45	0	1	1	5	9	14	15
11:45 12:00	1	0	1	1	1	2	3
12:00 12:15	0	0	0	0	2	2	2
12:15 12:30	1	0	1	0	2	2	3
12:45 13:00	0	0	0	2	0	2	2
13:00 13:15	1	0	1	0	4	4	5
13:15 13:30	1	0	1	1	0	1	2
15:00 15:15	0	0	0	2	2	4	4
15:15 15:30	0	0	0	2	0	2	2
15:30 15:45	1	1	2	2	0	2	4
16:15 16:30	0	1	1	3	0	3	4
17:15 17:30	1	1	2	1	0	1	3
17:30 17:45	0	1	1	1	0	1	2
17:45 18:00	3	1	4	1	0	1	5
15:45 16:00	1	0	1	1	0	1	2
16:00 16:15	0	1	1	1	3	4	5
16:30 16:45	1	0	1	3	1	4	5
16:45 17:00	0	3	3	2	0	2	5
17:00 17:15	0	2	2	3	2	5	7
<b>Total</b>	14	20	34	43	49	92	126



## Transportation Services - Traffic Services

### Turning Movement Count - Study Results

#### BANK ST @ CAHILL DR/DAZE ST

**Survey Date:** Thursday, July 04, 2024

**WO No:** 41750

**Start Time:** 07:00

**Device:** Miovision

#### Full Study Pedestrian Volume

##### BANK ST CAHILL DR/DAZE ST

Time Period	NB Approach (E or W Crossing)	SB Approach (E or W Crossing)	Total	EB Approach (N or S Crossing)	WB Approach (N or S Crossing)	Total	Grand Total
07:00 07:15	4	3	7	1	2	3	10
07:15 07:30	0	2	2	0	4	4	6
07:30 07:45	2	6	8	1	5	6	14
07:45 08:00	1	0	1	1	0	1	2
08:15 08:30	2	2	4	0	4	4	8
08:30 08:45	1	7	8	3	1	4	12
09:15 09:30	3	4	7	1	7	8	15
12:30 12:45	2	5	7	4	3	7	14
08:00 08:15	1	2	3	1	3	4	7
08:45 09:00	2	5	7	4	1	5	12
09:00 09:15	0	7	7	3	3	6	13
09:30 09:45	3	5	8	5	2	7	15
09:45 10:00	1	5	6	2	1	3	9
11:30 11:45	7	4	11	4	0	4	15
11:45 12:00	1	3	4	4	1	5	9
12:00 12:15	1	8	9	5	2	7	16
12:15 12:30	1	7	8	3	3	6	14
12:45 13:00	1	12	13	4	3	7	20
13:00 13:15	0	5	5	4	0	4	9
13:15 13:30	2	5	7	6	2	8	15
15:00 15:15	5	9	14	2	0	2	16
15:15 15:30	2	9	11	5	1	6	17
15:30 15:45	2	4	6	4	1	5	11
16:15 16:30	4	14	18	1	2	3	21
17:15 17:30	4	7	11	3	1	4	15
17:30 17:45	2	13	15	7	2	9	24
17:45 18:00	3	10	13	4	5	9	22
15:45 16:00	2	5	7	4	1	5	12
16:00 16:15	5	11	16	0	2	2	18
16:30 16:45	5	7	12	4	0	4	16
16:45 17:00	9	6	15	3	4	7	22
17:00 17:15	2	11	13	5	4	9	22
<b>Total .....</b>	<b>80</b>	<b>203</b>	<b>283</b>	<b>98</b>	<b>70</b>	<b>168</b>	<b>451</b>



## Transportation Services - Traffic Services

### Turning Movement Count - Study Results

#### BANK ST @ CAHILL DR/DAZE ST

Survey Date: Thursday, July 04, 2024

WO No: 41750

Start Time: 07:00

Device: Miovision

#### Full Study Heavy Vehicles

##### BANK ST CAHILL DR/DAZE ST

Time Period	Northbound			Southbound			Eastbound			Westbound			Grand Total							
	LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT		
07:00	07:15	0	10	0	10	0	5	5	15	0	0	0	0	0	0	0	0	15		
07:15	07:30	1	3	1	5	0	5	4	9	14	0	0	0	1	0	0	1	15		
07:30	07:45	2	6	0	8	0	6	1	7	15	1	0	0	1	1	0	0	17		
07:45	08:00	0	6	0	6	1	7	13	0	0	0	0	2	0	0	2	2	15		
08:15	08:30	0	3	0	3	1	11	1	13	16	0	0	0	0	0	1	1	17		
08:30	08:45	1	7	0	8	0	8	0	8	16	0	0	0	2	0	1	3	19		
08:45	09:00	0	8	0	8	0	8	0	8	16	1	0	0	0	0	0	1	17		
09:00	09:15	1	7	0	8	0	5	1	6	9	0	0	0	2	0	0	2	11		
09:30	09:45	0	3	0	3	0	5	1	6	9	0	0	0	1	0	0	1	10		
09:45	10:00	0	5	2	7	0	6	2	8	15	1	0	1	2	1	0	0	18		
10:00	11:45	2	5	0	7	0	4	2	6	13	0	0	2	2	0	0	0	15		
11:45	12:00	0	8	0	8	0	5	0	5	13	2	0	0	2	2	0	1	18		
12:00	12:15	0	3	0	3	0	11	3	14	17	1	0	0	1	0	0	0	18		
12:15	12:30	0	6	0	6	0	7	2	9	15	0	0	1	1	1	1	0	18		
12:45	13:00	0	8	1	9	1	6	0	7	16	0	0	0	2	0	1	3	19		
13:00	13:15	1	9	0	10	0	5	0	5	15	0	0	3	3	2	0	0	20		
13:15	13:30	0	8	0	8	0	6	0	6	14	0	0	0	0	0	0	0	14		
15:00	15:15	2	2	0	4	0	8	0	8	12	0	0	0	1	1	0	2	14		
15:15	15:30	0	3	0	3	0	5	0	5	8	0	0	0	0	0	1	1	9		
15:30	15:45	0	4	1	5	1	8	1	10	15	1	0	3	4	0	0	0	19		
16:15	16:30	0	4	0	4	1	5	0	6	10	0	0	1	1	1	0	0	12		
17:15	17:30	1	4	0	5	0	3	0	3	8	0	0	0	0	1	1	1	9		
17:30	17:45	0	3	0	3	0	2	0	2	5	0	0	1	1	2	0	0	8		
17:45	18:00	0	0	0	0	0	3	0	3	3	0	0	0	0	2	0	2	5		
15:45	16:00	0	5	0	5	0	9	0	9	14	0	0	1	1	4	0	0	19		
16:00	16:15	0	8	0	8	0	2	0	2	10	0	0	2	2	1	1	0	14		
16:30	16:45	0	3	1	4	0	8	0	8	12	0	0	0	0	2	0	0	14		
16:45	17:00	0	5	1	6	0	9	0	9	15	0	0	0	0	2	0	2	17		
17:00	17:15	0	7	0	7	0	2	0	2	9	0	0	0	0	0	0	0	9		
Total:	None	11	170	7	188	4	197	24	225	413	10	0	15	25	35	3	6	44	69	482



## Transportation Services - Traffic Services

### Turning Movement Count - Study Results

#### BANK ST @ CAHILL DR/DAZE ST

Survey Date: Thursday, July 04, 2024

WO No:

41750

Start Time: 07:00

Device:

Miovision

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

##### BANK ST CAHILL DR/DAZE ST

Time Period	Northbound U-Turn Total	Southbound U-Turn Total	Eastbound U-Turn Total	Westbound U-Turn Total	Total
07:00	07:15	0	0	0	0
07:15	07:30	0	0	0	0
07:30	07:45	0	0	0	0
07:45	08:00	0	0	0	0
08:15	08:30	0	0	0	0
08:30	08:45	0	1	0	1
08:45	09:00	0	0	0	0
09:00	09:15	0	0	0	0
09:15	09:30	0	1	0	1
09:30	09:45	0	1	0	1
09:45	10:00	0	1	0	1
10:00	11:45	2	0	0	2
11:45	12:00	1	0	0	1
12:00	12:15	0	0	0	0
12:15	12:30	0	1	0	1
12:45	13:00	1	0	0	1
13:00	13:15	0	0	0	0
13:15	13:30	0	0	0	0
15:00	15:15	0	1	0	1
15:15	15:30	1	2	0	3
15:30	15:45	1	0	0	1
16:15	16:30	0	0	0	0
17:15	17:30	0	1	0	1
17:30	17:45	0	1	0	1
17:45	18:00	0	0	0	0
15:45	16:00	3	0	1	4
16:00	16:15	0	1	0	1
16:30	16:45	0	1	0	1
16:45	17:00	0	1	0	1
17:00	17:15	0	0	1	0
Total					
	10	13	2	0	25

## Transportation Services - Traffic Services

### Turning Movement Count - Study Results

#### BANK ST @ HUNT CLUB RD

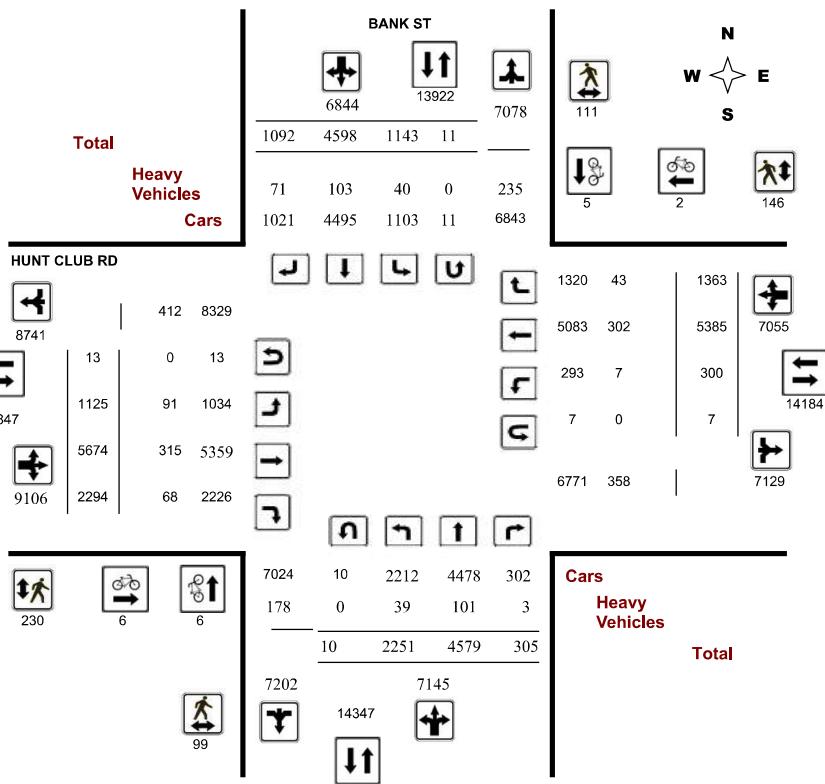
Survey Date: Tuesday, October 29, 2024

Start Time: 07:00

WO No: 42348

Device: Miovision

#### Full Study Diagram



## Transportation Services - Traffic Services

### Turning Movement Count - Study Results

#### BANK ST @ HUNT CLUB RD

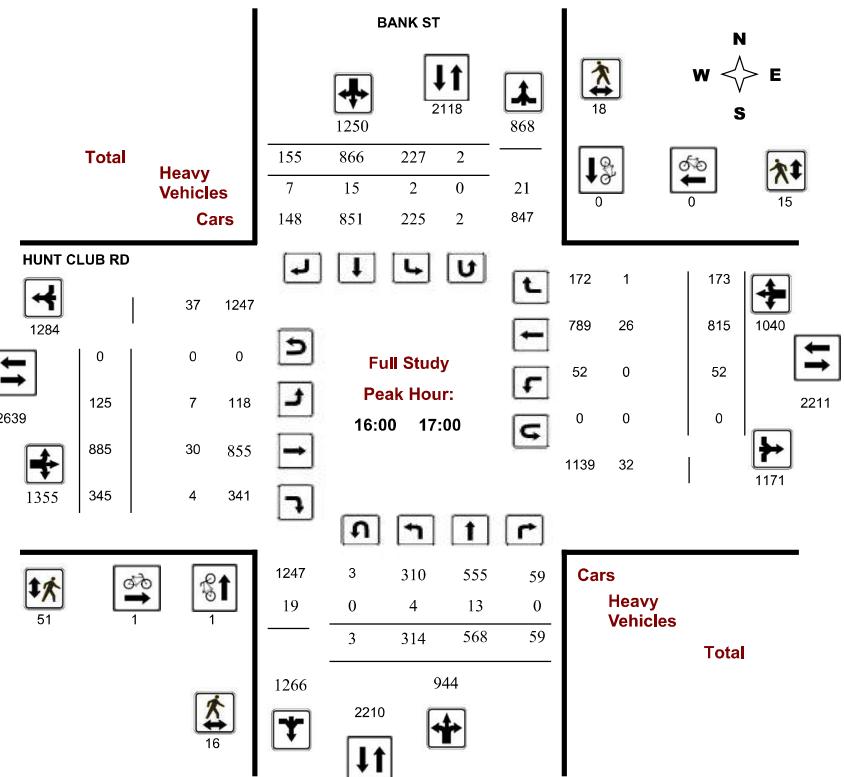
Survey Date: Tuesday, October 29, 2024

Start Time: 07:00

WO No: 42348

Device: Miovision

#### Full Study Peak Hour Diagram



## Transportation Services - Traffic Services

## Turning Movement Count - Study Results

**BANK ST @ HUNT CLUB RD**

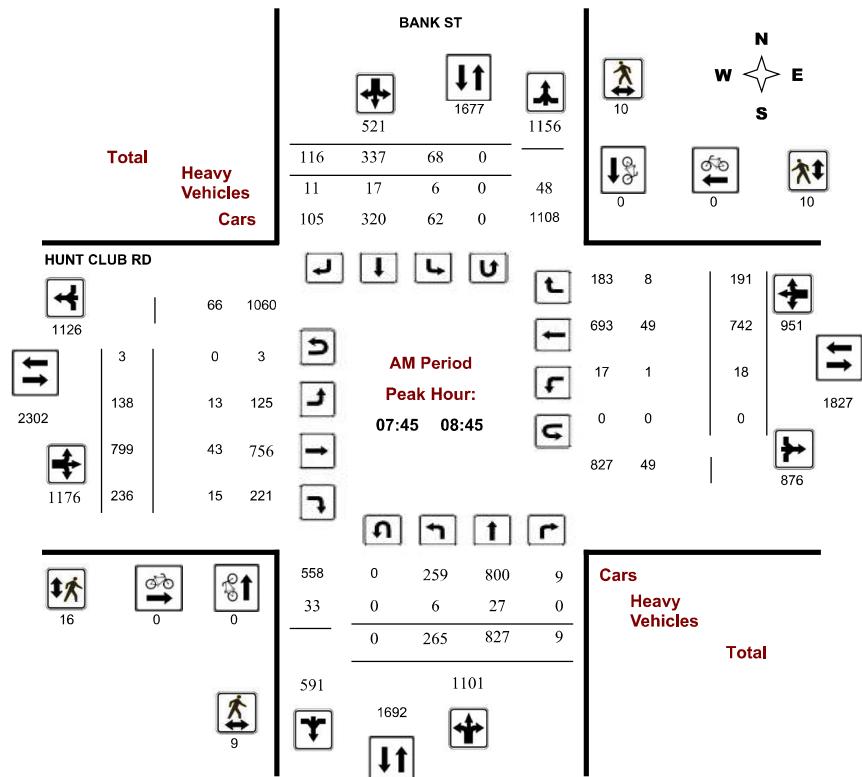
**Survey Date:** Tuesday, October 29, 2024

WO No: 42348

**Start Time:** 07:00

Device: Miovision

## AM Period Peak Hour Diagram



## Transportation Services - Traffic Services

## Turning Movement Count - Study Results

**BANK ST @ HUNT CLUB RD**

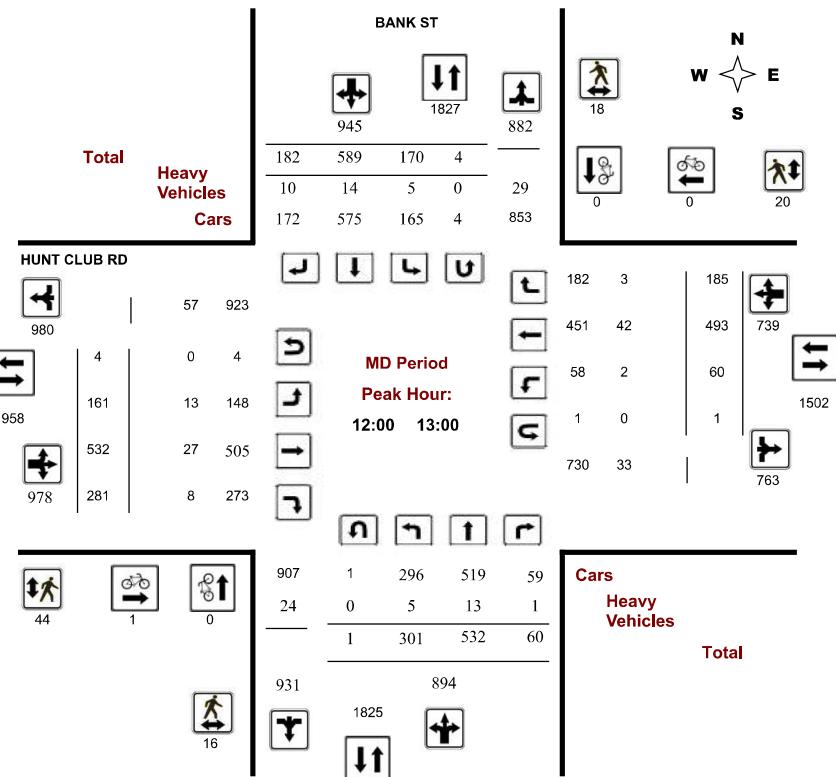
**Survey Date:** Tuesday, October 29, 2024

**Start Time:** 07:00

WO No: 42348

Device: Miovision

## MD Period Peak Hour Diagram



## Transportation Services - Traffic Services

### Turning Movement Count - Study Results

#### BANK ST @ HUNT CLUB RD

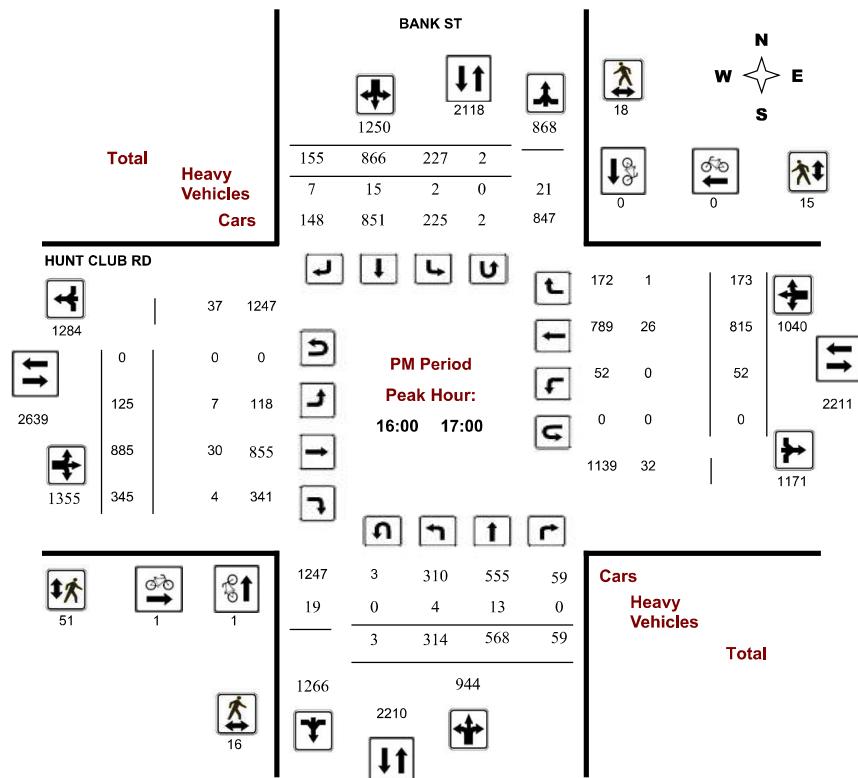
Survey Date: Tuesday, October 29, 2024

Start Time: 07:00

WO No: 42348

Device: Miovision

#### PM Period Peak Hour Diagram



## Transportation Services - Traffic Services

### Turning Movement Count - Study Results

#### BANK ST @ HUNT CLUB RD

Survey Date: Tuesday, October 29, 2024

Start Time: 07:00

WO No: 42348

Device: Miovision

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

Survey Date: Tuesday, October 29, 2024

Total Observed U-Turns

AADT Factor

Northbound: 10 Southbound: 11  
Eastbound: 13 Westbound: 7

.90

Period	BANK ST			HUNT CLUB RD			STR TOT	LT	ST	RT	EB TOT	LT	ST	RT	WB TOT	STR TOT	Grand Total		
	Northbound	Southbound	SB TOT	Northbound	Southbound	SB TOT													
07:00 - 08:00	237	595	7	839	49	215	108	372	1211	103	626	231	960	15	761	132	908	1868	3079
08:00 - 09:00	260	777	12	1049	67	338	104	509	1558	145	821	249	1215	24	728	179	931	2146	3704
09:00 - 10:00	274	485	25	784	93	351	99	543	1327	148	672	241	1061	23	613	136	772	1833	3160
11:30 - 12:30	275	540	50	865	133	571	166	870	1735	153	510	297	960	46	504	171	721	1681	3416
12:30 - 13:30	291	537	55	883	164	565	179	908	1791	156	592	273	1021	44	501	180	725	1746	3537
15:00 - 16:00	273	536	49	858	179	820	140	1139	1997	156	808	355	1319	53	713	195	961	2280	4277
16:00 - 17:00	314	568	59	941	227	866	155	1248	2189	125	885	345	1355	52	815	173	1040	2395	4584
17:00 - 18:00	327	541	48	916	231	872	141	1244	2160	139	760	303	1202	43	750	197	990	2192	4352
<b>Sub Total</b>	<b>2251</b>	<b>4579</b>	<b>305</b>	<b>7135</b>	<b>1143</b>	<b>4598</b>	<b>1092</b>	<b>6833</b>	<b>13968</b>	<b>1125</b>	<b>5674</b>	<b>2294</b>	<b>9093</b>	<b>300</b>	<b>5385</b>	<b>1363</b>	<b>7048</b>	<b>16141</b>	<b>30109</b>
<b>U Turns</b>				<b>10</b>				<b>11</b>	<b>21</b>				<b>13</b>			<b>7</b>	<b>20</b>	<b>41</b>	
<b>Total</b>	<b>2251</b>	<b>4579</b>	<b>305</b>	<b>7145</b>	<b>1143</b>	<b>4598</b>	<b>1092</b>	<b>6844</b>	<b>13989</b>	<b>1125</b>	<b>5674</b>	<b>2294</b>	<b>9106</b>	<b>300</b>	<b>5385</b>	<b>1363</b>	<b>7055</b>	<b>16161</b>	<b>30150</b>
<b>EQ 12Hr</b>	<b>3129</b>	<b>6365</b>	<b>424</b>	<b>9932</b>	<b>1589</b>	<b>6391</b>	<b>1518</b>	<b>9513</b>	<b>19445</b>	<b>1564</b>	<b>7887</b>	<b>3189</b>	<b>12657</b>	<b>417</b>	<b>7485</b>	<b>1895</b>	<b>9806</b>	<b>22464</b>	<b>41908</b>
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.																		<b>1.39</b>	
<b>AVG 12Hr</b>	<b>2816</b>	<b>5728</b>	<b>382</b>	<b>8939</b>	<b>1430</b>	<b>7535</b>	<b>1790</b>	<b>8562</b>	<b>17500</b>	<b>1408</b>	<b>7098</b>	<b>2870</b>	<b>11391</b>	<b>375</b>	<b>6736</b>	<b>1706</b>	<b>8825</b>	<b>20218</b>	<b>37717</b>
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.																		<b>.90</b>	
<b>AVG 24Hr</b>	<b>3689</b>	<b>7504</b>	<b>500</b>	<b>11710</b>	<b>1873</b>	<b>9871</b>	<b>2345</b>	<b>11216</b>	<b>22925</b>	<b>1844</b>	<b>9298</b>	<b>3760</b>	<b>14922</b>	<b>491</b>	<b>8824</b>	<b>2235</b>	<b>11561</b>	<b>26486</b>	<b>49409</b>
Note: These volumes are calculated by multiplying the Average Daily 12 hr. totals by 12 to 24 expansion factor.																		<b>1.31</b>	
Note: U-Turns provided for approach totals. Refer to 'U-Turn' Report for specific breakdown.																			



## Transportation Services - Traffic Services

### Turning Movement Count - Study Results

#### BANK ST @ HUNT CLUB RD

**Survey Date:** Tuesday, October 29, 2024

**WO No:** 42348

**Start Time:** 07:00

**Device:** Miovision

#### Full Study 15 Minute Increments

##### BANK ST HUNT CLUB RD

Time Period	Northbound				Southbound				Eastbound				Westbound				Grand Total		
	LT	ST	RT	N TOT	LT	ST	RT	S TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT		
07:00 07:15	44	102	2	148	1	39	28	68	216	32	135	53	220	0	160	20	180	400	616
07:15 07:30	53	115	1	169	17	51	28	97	266	22	125	58	205	5	200	30	235	440	706
07:30 07:45	75	178	4	257	14	42	27	83	340	19	192	48	259	4	189	38	231	490	830
09:15 09:30	63	110	7	181	23	98	29	150	331	35	167	59	262	9	162	25	196	458	789
12:15 12:30	92	118	15	225	32	151	46	230	455	47	122	74	245	8	107	44	159	404	859
16:30 16:45	85	152	18	256	60	211	30	303	559	28	198	81	307	9	219	45	273	580	1139
16:45 17:00	62	129	15	207	56	232	49	337	544	27	219	90	336	17	186	47	250	586	1130
17:15 17:30	80	133	8	221	55	201	45	301	522	31	243	88	362	10	177	54	241	603	1125
17:45 18:00	73	130	9	213	61	206	34	301	514	33	177	73	283	8	179	68	255	538	1052
07:45 08:00	65	200	0	265	17	83	25	125	390	30	174	72	277	6	212	44	262	539	929
08:00 08:15	80	223	0	303	11	87	39	137	440	43	197	52	292	3	194	53	250	542	982
08:15 08:30	61	208	4	273	22	97	23	142	415	32	204	60	297	5	167	59	231	528	943
08:30 08:45	59	196	5	260	18	70	29	117	377	33	224	52	310	4	169	35	208	518	895
08:45 09:00	60	150	3	213	16	84	13	113	326	37	196	85	318	12	198	32	242	560	886
09:00 09:15	81	126	7	214	13	84	16	113	327	37	174	48	260	5	158	45	208	468	795
09:30 09:45	59	117	5	181	28	73	26	127	308	40	169	64	273	8	141	32	181	454	762
09:45 10:00	71	132	6	209	29	96	28	153	362	36	162	70	268	1	152	34	187	455	817
11:30 11:45	58	115	11	184	31	151	37	219	403	38	137	71	246	10	137	44	192	438	841
11:45 12:00	55	157	11	223	29	138	39	207	430	35	120	77	232	5	143	42	191	423	853
12:00 12:15	70	150	13	233	41	131	44	218	451	33	131	75	241	23	117	41	182	423	874
12:30 12:45	72	134	16	222	48	158	43	249	471	34	152	64	250	13	147	48	208	458	929
12:45 13:00	67	130	16	214	49	149	49	248	462	47	127	68	242	16	122	52	190	432	894
13:00 13:15	77	128	8	213	39	124	51	214	427	36	144	64	244	7	120	37	165	409	836
13:15 13:30	75	145	15	236	28	134	36	198	434	39	169	77	286	8	112	43	164	450	884
15:00 15:15	70	125	14	210	30	186	31	247	457	46	205	87	338	13	186	48	247	585	1042
15:15 15:30	66	152	16	234	52	210	36	298	532	32	198	88	318	11	177	39	227	545	1077
15:30 15:45	75	121	11	207	48	233	31	313	520	32	231	88	352	12	181	45	238	590	1110
15:45 16:00	62	136	8	208	49	191	42	282	490	46	174	92	312	17	169	63	249	561	1051
16:00 16:15	95	144	13	252	44	212	34	290	542	48	227	86	361	15	222	32	269	630	1172
16:15 16:30	72	143	13	229	67	211	42	320	549	22	241	88	351	11	188	49	248	599	1148
17:00 17:15	97	145	14	256	53	244	31	330	586	37	179	73	289	18	183	40	243	532	1118
17:30 17:45	77	133	17	229	62	221	31	314	543	38	161	69	270	7	211	35	253	523	1066
Total:	2251	4579	305	7145	1143	4598	1092	6844	13989	1125	5674	2294	9106	300	5385	1363	7055	16161	30,150



## Transportation Services - Traffic Services

### Turning Movement Count - Study Results

#### BANK ST @ HUNT CLUB RD

**Survey Date:** Tuesday, October 29, 2024

**WO No:** 42348

**Start Time:** 07:00

**Device:** Miovision

#### Full Study Cyclist Volume

##### BANK ST HUNT CLUB RD

Time Period	Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	Grand Total
07:00 07:15	0	0	2	0	0	2	2
07:15 07:30	0	0	0	0	0	0	0
07:30 07:45	0	1	1	0	0	0	1
09:15 09:30	0	1	1	0	0	0	1
12:15 12:30	0	0	0	0	0	0	0
16:30 16:45	0	0	1	0	0	1	1
16:45 17:00	1	0	1	0	0	0	1
17:15 17:30	2	0	2	0	1	1	3
17:45 18:00	1	0	1	0	0	0	1
07:45 08:00	0	0	0	0	0	0	0
08:00 08:15	0	0	0	0	0	0	0
08:15 08:30	0	0	0	0	0	0	0
08:30 08:45	0	0	0	0	0	0	0
08:45 09:00	0	0	0	0	0	0	0
09:00 09:15	0	1	1	0	0	0	1
09:30 09:45	1	0	1	0	0	0	1
09:45 10:00	0	0	1	0	0	1	1
11:30 11:45	0	0	0	0	0	0	0
11:45 12:00	0	0	0	0	0	0	0
12:00 12:15	0	0	0	0	0	0	0
12:30 12:45	0	0	1	0	0	1	1
12:45 13:00	0	0	0	0	0	0	0
13:00 13:15	0	0	0	0	0	0	0
13:15 13:30	0	1	1	0	0	0	1
15:00 15:15	0	1	1	0	1	1	2
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	1	0	1	1	0	1	2
16:00 16:15	0	0	0	0	0	0	0
16:15 16:30	0	0	0	0	0	0	0
16:30 16:45	0	0	0	0	0	0	0
17:00 17:15	0	0	0	0	0	0	0
17:30 17:45	0	0	0	0	0	0	0
Total	6	5	11	6	2	8	19



## Transportation Services - Traffic Services

### Turning Movement Count - Study Results

#### BANK ST @ HUNT CLUB RD

**Survey Date:** Tuesday, October 29, 2024

**WO No:** 42348

**Start Time:** 07:00

**Device:** Miovision

#### Full Study Pedestrian Volume

##### BANK ST

##### HUNT CLUB 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	1	0	1	0	0	0	1
07:15 07:30	1	2	3	2	4	6	9
07:30 07:45	1	0	1	7	3	10	11
09:15 09:30	2	3	5	3	7	10	15
12:15 12:30	4	2	6	13	3	16	22
16:30 16:45	3	5	8	9	3	12	20
16:45 17:00	8	9	17	20	7	27	44
17:15 17:30	2	5	7	12	2	14	21
17:45 18:00	4	0	4	8	2	10	14
07:45 08:00	3	3	6	3	1	4	10
08:00 08:15	1	4	5	5	3	8	13
08:15 08:30	1	2	3	2	3	5	8
08:30 08:45	4	1	5	6	3	9	14
08:45 09:00	4	3	7	6	3	9	16
09:00 09:15	2	4	6	1	4	5	11
09:30 09:45	0	5	5	3	6	9	14
09:45 10:00	1	4	5	4	4	8	13
11:30 11:45	6	3	9	9	1	10	19
11:45 12:00	2	5	7	9	7	16	23
12:00 12:15	1	2	3	11	4	15	18
12:30 12:45	8	4	12	10	3	13	25
12:45 13:00	3	10	13	10	10	20	33
13:00 13:15	5	3	8	10	9	19	27
13:15 13:30	1	3	4	8	4	12	16
15:00 15:15	4	5	9	3	11	14	23
15:15 15:30	3	6	9	7	5	12	21
15:30 15:45	5	3	8	8	6	14	22
15:45 16:00	8	2	10	4	7	11	21
16:00 16:15	2	2	4	12	4	16	20
16:15 16:30	3	2	5	10	1	11	16
17:00 17:15	1	5	6	7	8	15	21
17:30 17:45	5	4	9	8	8	16	25
<b>Total .....</b>	<b>99</b>	<b>111</b>	<b>210</b>	<b>230</b>	<b>146</b>	<b>376</b>	<b>586</b>



## Transportation Services - Traffic Services

### Turning Movement Count - Study Results

#### BANK ST @ HUNT CLUB RD

**Survey Date:** Tuesday, October 29, 2024

**WO No:** 42348

**Start Time:** 07:00

**Device:** Miovision

#### Full Study Heavy Vehicles

##### BANK ST

##### HUNT CLUB RD

Time Period	Northbound			Southbound			Eastbound			Westbound									
	LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT	Grand Total
07:00 07:15	1	1	0	2	0	2	3	5	7	3	12	0	15	0	18	0	18	33	40
07:15 07:30	0	5	0	5	4	2	4	10	15	5	7	2	14	2	11	0	13	27	42
07:30 07:45	2	3	0	5	0	3	2	5	10	3	10	0	13	1	10	4	15	28	38
09:15 09:30	1	5	1	7	2	5	2	9	16	6	13	7	26	0	14	3	17	43	59
12:15 12:30	1	3	0	4	0	6	2	8	12	3	5	2	10	0	13	0	13	23	35
16:30 16:45	1	2	0	3	0	6	1	7	10	2	6	1	9	0	6	0	6	15	25
16:45 17:00	0	4	0	4	1	1	3	5	9	2	7	0	9	0	5	0	5	14	23
17:15 17:30	0	0	0	0	2	2	2	6	6	3	13	2	18	0	5	1	6	24	30
17:45 18:00	0	2	0	2	1	1	1	3	5	3	5	1	9	0	3	2	5	14	19
07:45 08:00	1	5	0	6	2	8	2	12	18	2	8	6	16	1	23	1	25	41	59
08:00 08:15	3	7	0	10	0	5	6	11	21	2	11	2	15	0	8	2	10	25	46
08:15 08:30	0	8	0	8	2	2	2	6	14	4	12	3	19	0	12	2	14	33	47
08:30 08:45	2	7	0	9	2	2	1	5	14	5	12	4	21	0	6	3	9	30	44
08:45 09:00	3	3	0	6	1	4	0	5	11	3	11	4	18	0	12	1	13	31	42
09:00 09:15	2	0	0	2	1	6	4	11	13	1	13	6	20	0	7	1	8	28	41
09:30 09:45	2	2	0	4	1	3	1	5	9	3	13	3	19	0	11	2	13	32	41
09:45 10:00	1	5	0	6	2	4	1	7	13	2	12	3	17	0	16	3	19	36	49
11:30 11:45	2	2	0	4	0	3	2	5	9	2	13	1	16	0	11	2	13	29	38
11:45 12:00	1	5	0	6	2	3	4	9	15	1	13	0	14	1	8	5	14	28	43
12:00 12:15	3	4	0	7	2	1	3	6	13	3	6	5	14	1	8	3	12	26	39
12:30 12:45	1	5	1	7	0	3	2	5	12	4	11	0	15	0	10	0	10	25	37
12:45 13:00	0	1	0	1	3	4	3	10	11	3	5	1	9	1	11	0	12	21	32
13:00 13:15	2	0	0	2	2	1	3	6	8	7	9	2	18	0	8	1	9	27	35
13:15 13:30	1	2	0	3	0	2	3	5	8	4	16	0	20	0	9	1	10	30	38
15:00 15:15	2	1	0	3	0	2	2	4	7	4	11	3	18	0	13	1	14	32	39
15:15 15:30	1	3	0	4	4	4	2	10	14	1	13	2	16	0	5	2	7	23	37
15:30 15:45	2	3	1	6	1	2	3	6	12	2	13	2	17	0	12	0	12	29	41
15:45 16:00	1	3	0	4	2	6	2	10	14	3	4	3	10	0	5	2	7	17	31
16:00 16:15	2	5	0	7	0	4	2	6	13	1	9	1	11	0	11	0	11	22	35
16:15 16:30	1	2	0	3	1	4	1	6	9	2	8	2	12	0	4	1	5	17	26
17:00 17:15	0	2	0	2	1	2	2	5	7	2	8	0	10	0	3	0	3	13	20
17:30 17:45	0	1	0	1	1	0	0	1	2	0	6	0	6	0	4	0	4	10	12
Total: None	39	101	3	143	40	103	71	214	357	91	315	68	474	7	302	43	352	826	1,183



## Transportation Services - Traffic Services

### Turning Movement Count - Study Results

#### BANK ST @ HUNT CLUB RD

Survey Date: Tuesday, October 29, 2024

WO No: 42348

Start Time: 07:00

Device: Miovision

#### Full Study 15 Minute U-Turn Total BANK ST HUNT CLUB 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	1	0	0	1
07:30 - 07:45	0	0	0	0	0
09:15 - 09:30	1	0	1	0	2
12:15 - 12:30	0	1	2	0	3
16:30 - 16:45	1	2	0	0	3
16:45 - 17:00	1	0	0	0	1
17:15 - 17:30	0	0	0	0	0
17:45 - 18:00	1	0	0	0	1
07:45 - 08:00	0	0	1	0	1
08:00 - 08:15	0	0	0	0	0
08:15 - 08:30	0	0	1	0	1
08:30 - 08:45	0	0	1	0	1
08:45 - 09:00	0	0	0	0	0
09:00 - 09:15	0	0	1	0	1
09:30 - 09:45	0	0	0	0	0
09:45 - 10:00	0	0	0	0	0
11:30 - 11:45	0	0	0	1	1
11:45 - 12:00	0	1	0	1	2
12:00 - 12:15	0	2	2	1	5
12:30 - 12:45	0	0	0	0	0
12:45 - 13:00	1	1	0	0	2
13:00 - 13:15	0	0	0	1	1
13:15 - 13:30	1	0	1	1	3
15:00 - 15:15	1	0	0	0	1
15:15 - 15:30	0	0	0	0	0
15:30 - 15:45	0	1	1	0	2
15:45 - 16:00	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0
16:15 - 16:30	1	0	0	0	1
17:00 - 17:15	0	2	0	2	4
17:15 - 17:45	2	0	2	0	4
Total	10	11	13	7	41



## Transportation Services - Traffic Services

### Turning Movement Count - Study Results

#### DAZE ST @ 200 W OF BANK ST/SOUTHKEYS SC

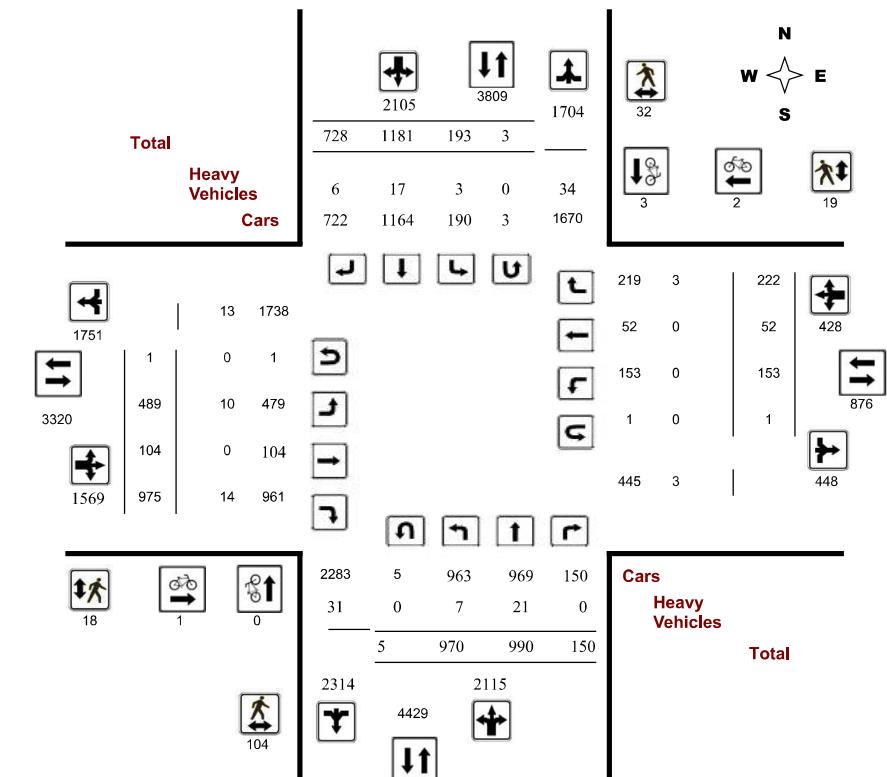
Survey Date: Wednesday, February 28, 2024

Start Time: 07:00

WO No: 41559

Device: Miovision

#### Full Study Diagram



## Transportation Services - Traffic Services

## Turning Movement Count - Study Results

DAZE ST @ 200 W OF BANK ST/SOUTHKEYS SC

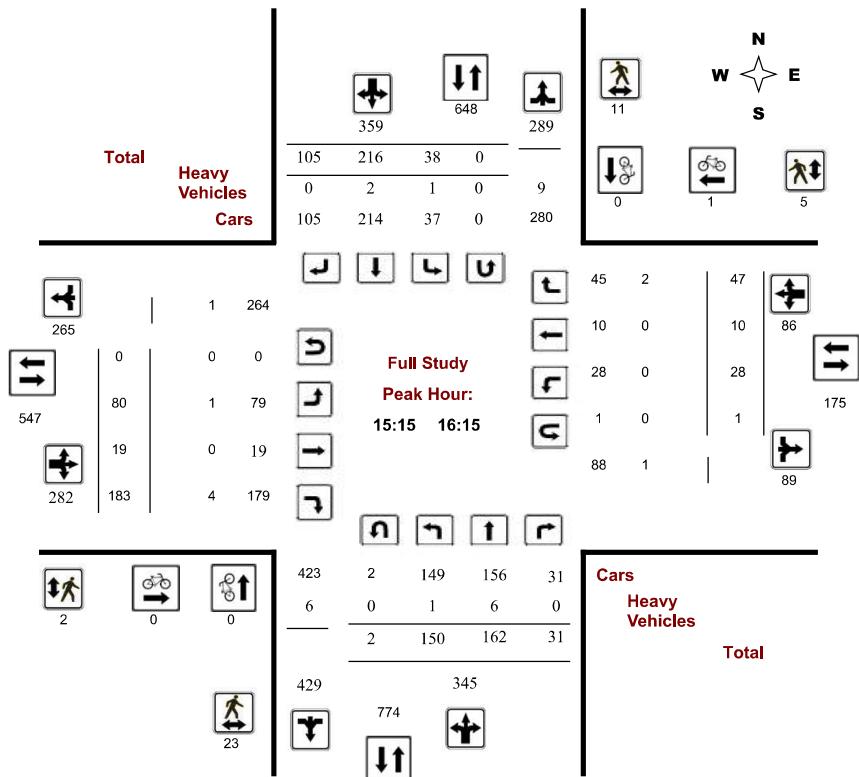
**Survey Date:** Wednesday, February 28, 2024

WO No: 41559

**Start Time:** 07:00

Device: Miovision

## Full Study Peak Hour Diagram



## Transportation Services - Traffic Services

## Turning Movement Count - Study Results

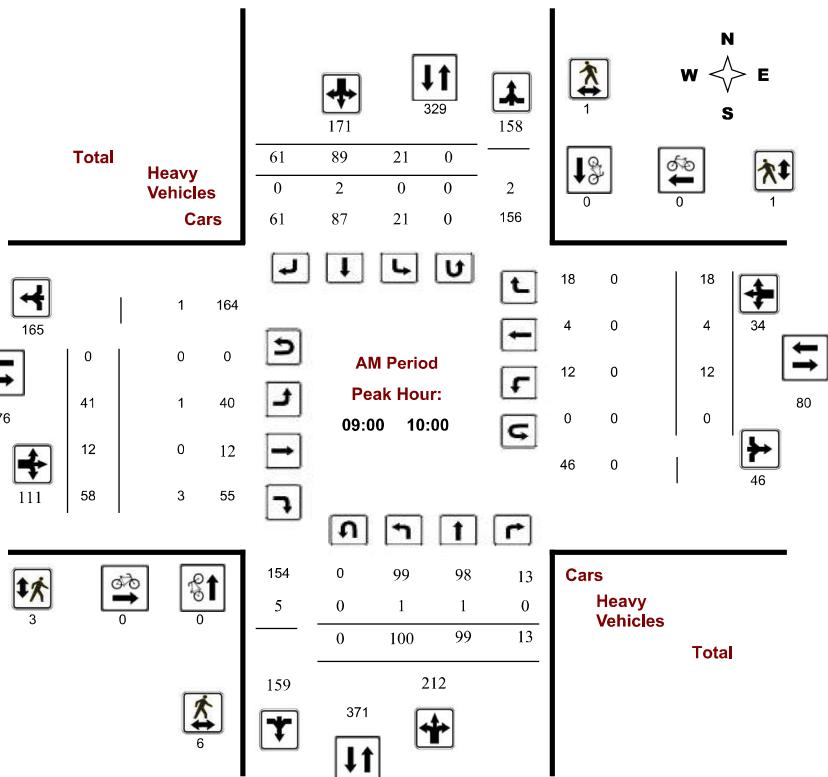
DAZE ST @ 200 W OF BANK ST/SOUTHKEYS SC

**Survey Date:** Wednesday, February 28, 2024

WO No: 41559

**Start Time:** 07:00

## AM Period Peak Hour Diagram





## Transportation Services - Traffic Services

### Turning Movement Count - Study Results

#### DAZE ST @ 200 W OF BANK ST/SOUTHKEYS SC

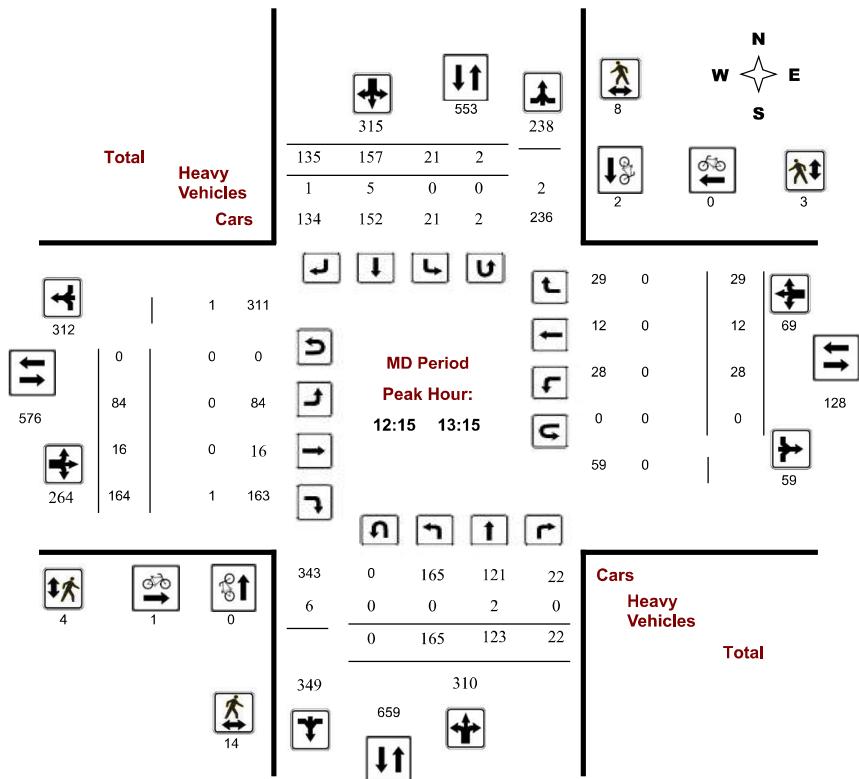
Survey Date: Wednesday, February 28, 2024

Start Time: 07:00

WO No: 41559

Device: Miovision

#### MD Period Peak Hour Diagram



## Transportation Services - Traffic Services

### Turning Movement Count - Study Results

#### DAZE ST @ 200 W OF BANK ST/SOUTHKEYS SC

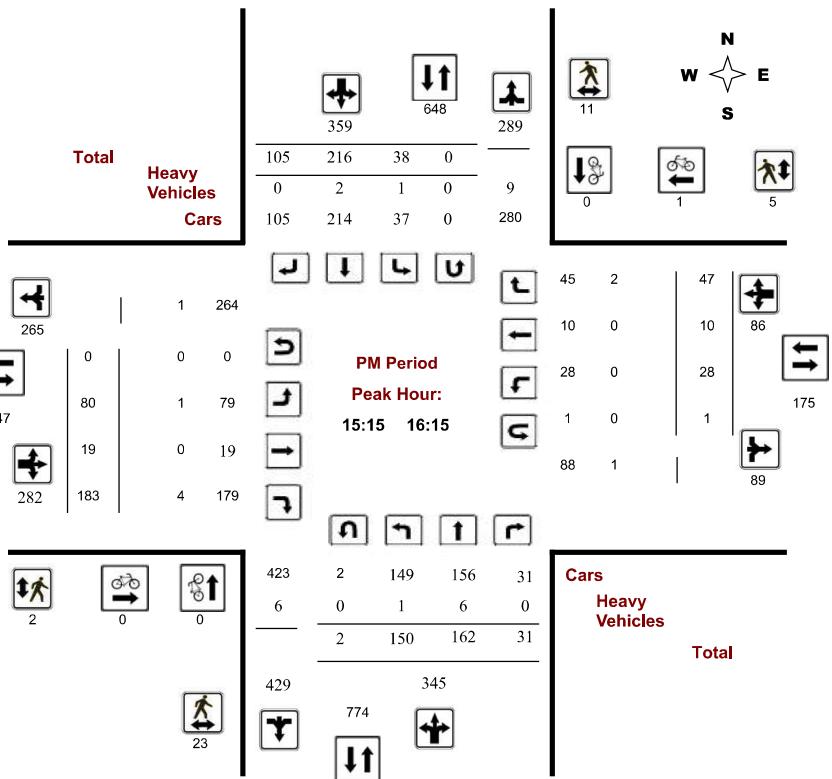
Survey Date: Wednesday, February 28, 2024

Start Time: 07:00

WO No: 41559

Device: Miovision

#### PM Period Peak Hour Diagram





## Transportation Services - Traffic Services

### Turning Movement Count - Study Results

#### DAZE ST @ 200 W OF BANK ST/SOUTHKEYS SC

**Survey Date:** Wednesday, February 28, 2024

**WO No:** 41559

**Start Time:** 07:00

**Device:** Miovision

### Full Study Summary (8 HR Standard)

**Survey Date:** Wednesday, February 28, 2024

#### Total Observed U-Turns

#### AADT Factor

				Northbound	Southbound														
				Eastbound	Westbound														
				1	1														
Period	LT	ST	RT	NB TOT	SB TOT	STR TOT	LT	ST	RT	EB TOT	LT	ST	RT	WB TOT	STR TOT	Grand Total			
07:00 08:00	59	90	2	151	2	68	50	120	271	31	0	38	69	3	2	12	17	86	357
08:00 09:00	62	110	4	176	4	111	48	163	339	35	3	55	93	2	1	6	9	102	441
09:00 10:00	100	99	13	212	21	89	61	171	383	41	12	58	111	12	4	18	34	145	528
11:30 12:30	155	132	27	314	32	133	111	276	590	77	18	134	229	22	11	32	65	294	884
12:30 13:30	165	117	21	303	16	173	137	326	629	71	15	170	256	26	11	21	58	314	943
15:00 16:00	145	151	26	322	35	200	103	338	660	79	22	179	280	25	8	44	77	357	1017
16:00 17:00	146	160	30	336	42	203	118	363	699	79	11	195	285	32	7	44	83	368	1067
17:00 18:00	138	131	27	296	41	204	100	345	641	76	23	146	245	31	8	45	84	329	970
<b>Sub Total</b>	<b>970</b>	<b>990</b>	<b>150</b>	<b>2110</b>	<b>193</b>	<b>1181</b>	<b>728</b>	<b>2102</b>	<b>4212</b>	<b>489</b>	<b>104</b>	<b>975</b>	<b>1568</b>	<b>153</b>	<b>52</b>	<b>222</b>	<b>427</b>	<b>1995</b>	<b>6207</b>
<b>U Turns</b>				<b>5</b>						<b>3</b>	<b>8</b>				<b>1</b>		<b>1</b>	<b>2</b>	<b>10</b>
<b>Total</b>	<b>970</b>	<b>990</b>	<b>150</b>	<b>2115</b>	<b>193</b>	<b>1181</b>	<b>728</b>	<b>2105</b>	<b>4220</b>	<b>489</b>	<b>104</b>	<b>975</b>	<b>1569</b>	<b>153</b>	<b>52</b>	<b>222</b>	<b>428</b>	<b>1997</b>	<b>6217</b>
<b>EQ 12Hr</b>	<b>1348</b>	<b>1376</b>	<b>208</b>	<b>2940</b>	<b>268</b>	<b>1642</b>	<b>1012</b>	<b>2926</b>	<b>5866</b>	<b>680</b>	<b>145</b>	<b>1355</b>	<b>2181</b>	<b>213</b>	<b>72</b>	<b>309</b>	<b>595</b>	<b>2776</b>	<b>8642</b>
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.										<b>1.39</b>									
<b>AVG 12Hr</b>	<b>1348</b>	<b>1376</b>	<b>208</b>	<b>2940</b>	<b>268</b>	<b>2150</b>	<b>1326</b>	<b>2926</b>	<b>5866</b>	<b>680</b>	<b>145</b>	<b>1355</b>	<b>2181</b>	<b>213</b>	<b>72</b>	<b>309</b>	<b>595</b>	<b>2776</b>	<b>8642</b>
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.										<b>1.00</b>									
<b>AVG 24Hr</b>	<b>1766</b>	<b>1803</b>	<b>272</b>	<b>3851</b>	<b>351</b>	<b>2816</b>	<b>1737</b>	<b>3833</b>	<b>7684</b>	<b>891</b>	<b>190</b>	<b>1775</b>	<b>2857</b>	<b>279</b>	<b>94</b>	<b>405</b>	<b>779</b>	<b>3637</b>	<b>11321</b>
Note: These volumes are calculated by multiplying the Average Daily 12 hr. totals by 12 to 24 expansion factor.										<b>1.31</b>									
Note: U-Turns provided for approach totals. Refer to 'U-Turn' Report for specific breakdown.																			



## Transportation Services - Traffic Services

### Turning Movement Count - Study Results

#### DAZE ST @ 200 W OF BANK ST/SOUTHKEYS SC

**Survey Date:** Wednesday, February 28, 2024

**WO No:** 41559

**Start Time:** 07:00

**Device:** Miovision

### Full Study 15 Minute Increments

Time Period	Northbound			Southbound			Eastbound			Westbound			E TOT	LT	ST	RT	W TOT	STR TOT	Grand Total
	LT	ST	RT	LT	ST	RT	LT	ST	RT	LT	ST	RT							
07:00 07:15	19	15	1	35	0	17	12	29	64	5	0	6	11	0	0	0	0	11	75
07:15 07:30	7	17	0	24	1	14	9	24	48	7	0	8	15	0	0	0	0	0	63
07:30 07:45	12	23	1	36	0	17	8	25	61	6	0	10	16	0	0	0	0	0	77
08:15 08:30	13	26	0	39	0	28	11	39	78	12	0	11	23	1	0	1	2	25	103
09:45 10:00	36	23	2	61	1	26	22	49	110	15	5	15	35	0	3	6	9	44	154
11:30 11:45	32	35	6	73	7	30	22	60	133	11	5	27	43	2	3	6	11	54	187
12:45 13:00	45	31	8	84	5	46	36	87	171	26	2	46	74	8	3	9	20	94	265
15:00 15:15	34	39	4	77	7	44	26	77	154	21	7	46	74	5	1	10	16	90	244
15:30 15:45	35	39	9	84	9	53	24	86	170	21	8	39	68	5	2	13	20	88	258
15:45 16:00	40	28	5	74	9	51	23	83	157	17	2	49	68	6	3	12	22	90	247
07:45 08:00	21	35	0	56	1	20	21	42	98	13	0	14	27	3	2	12	17	44	142
08:00 08:15	13	23	1	37	0	24	12	36	73	5	0	15	20	1	1	4	6	26	99
08:30 08:45	15	37	1	53	1	29	10	40	93	8	0	12	20	0	0	1	1	21	114
08:45 09:00	21	24	2	47	3	30	15	48	95	10	3	17	30	0	0	0	0	30	125
09:00 09:15	21	24	5	50	4	22	11	37	87	11	2	14	27	2	1	1	4	31	118
09:15 09:30	21	25	5	51	10	20	13	43	94	10	4	12	26	6	0	7	13	39	133
09:30 09:45	22	27	1	50	6	21	15	42	92	5	1	17	23	4	0	4	8	31	123
11:45 12:00	45	40	10	95	9	31	30	70	165	17	3	34	54	8	6	6	20	74	239
12:00 12:15	31	23	5	59	8	39	27	74	133	28	4	34	67	5	0	10	15	82	215
12:15 12:30	47	34	6	87	8	33	32	74	161	21	6	39	66	7	2	10	19	85	246
12:30 12:45	33	26	3	62	6	36	35	77	139	21	4	37	62	6	4	3	13	75	214
13:00 13:15	40	32	5	77	2	42	32	77	154	16	4	42	62	7	3	7	17	79	233
13:15 13:30	47	28	5	80	3	49	34	86	166	8	5	45	58	5	1	2	8	66	232
15:15 15:30	36	45	8	89	10	52	30	92	181	20	5	45	70	9	2	9	20	90	271
16:00 16:15	39	50	9	98	10	60	28	98	196	22	4	50	76	8	3	13	24	100	296
17:30 17:45	40	35	10	86	13	46	25	84	170	13	6	31	50	16	0	17	33	83	253
17:45 18:00	26	27	4	57	11	44	17	72	129	20	7	26	53	4	4	10	18	71	200
16:15 16:30	26	34	9	69	11	49	29	88	158	23	2	44	69	13	0	12	25	94	252
16:30 16:45	34	37	7	78	10	41	24	75	153	15	4	49	68	4	1	6	11	79	232
16:45 17:00	47	39	5	91	11	53	37	101	192	19	1	52	72	7	3	13	23	95	287
17:00 17:15	38	37	7	83	8	65	32	105	188	22	3	44	69	6	1	8	15	84	272
17:15 17:30	34	32	6	73	9	49	26	84	157	21	7	45	73	5	3	10	18	91	248
<b>Total:</b>	<b>970</b>	<b>990</b>	<b>150</b>	<b>2115</b>	<b>193</b>	<b>1181</b>	<b>728</b>	<b>2105</b>	<b>4220</b>	<b>489</b>	<b>104</b>	<b>975</b>	<b>1569</b>	<b>153</b>	<b>52</b>	<b>222</b>	<b>428</b>	<b>1997</b>	<b>6,217</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

#### DAZE ST @ 200 W OF BANK ST/SOUTHKEYS SC

**Survey Date:** Wednesday, February 28, 2024

**WO No:** 41559

**Start Time:** 07:00

**Device:** Miovision

### Full Study Cyclist Volume

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



## Transportation Services - Traffic Services

### Turning Movement Count - Study Results

#### DAZE ST @ 200 W OF BANK ST/SOUTHKEYS SC

**Survey Date:** Wednesday, February 28, 2024

**WO No:** 41559

**Start Time:** 07:00

**Device:** Miovision

### Full Study Pedestrian Volume

Time Period	NB Approach (E or W Crossing)	SB Approach (E or W Crossing)	<b>Total</b>	EB Approach (N or S Crossing)	WB Approach (N or S Crossing)	<b>Total</b>	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	1	1	1	1	2	3
08:15 08:30	1	2	3	0	1	1	4
09:45 10:00	1	1	2	1	0	1	3
11:30 11:45	5	0	5	1	0	1	6
12:45 13:00	1	2	3	1	0	1	4
15:00 15:15	5	1	6	1	1	2	8
15:30 15:45	1	2	3	0	0	0	3
15:45 16:00	10	4	14	0	1	1	15
07:45 08:00	0	0	0	0	0	0	0
08:00 08:15	1	0	1	0	0	0	1
08:30 08:45	2	1	3	1	0	1	4
08:45 09:00	0	0	0	0	0	0	0
09:00 09:15	2	0	2	0	0	0	2
09:15 09:30	2	0	2	0	1	1	3
09:30 09:45	1	0	1	2	0	2	3
11:45 12:00	3	1	4	0	2	2	6
12:00 12:15	4	0	4	1	0	1	5
12:15 12:30	5	2	7	0	0	0	7
12:30 12:45	1	1	2	2	1	3	5
13:00 13:15	7	3	10	1	2	3	13
13:15 13:30	2	2	4	2	1	3	7
15:15 15:30	7	4	11	0	1	1	12
16:00 16:15	5	1	6	2	3	5	11
17:30 17:45	5	1	6	0	1	1	7
17:45 18:00	4	1	5	0	1	1	6
16:15 16:30	10	1	11	0	0	0	11
16:30 16:45	2	0	2	0	0	0	2
16:45 17:00	4	0	4	1	0	1	5
17:00 17:15	6	1	7	0	1	1	8
17:15 17:30	7	0	7	0	1	1	8
<b>Total .....</b>	<b>104</b>	<b>32</b>	<b>136</b>	<b>18</b>	<b>19</b>	<b>37</b>	<b>173</b>



## Transportation Services - Traffic Services

### Turning Movement Count - Study Results

#### DAZE ST @ 200 W OF BANK ST/SOUTHKEYS SC

Survey Date: Wednesday, February 28, 2024

WO No: 41559

Start Time: 07:00

Device: Miovision

#### Full Study Heavy Vehicles

Time Period	Northbound			Southbound			Eastbound			Westbound			Grand Total					
	LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT
07:00	07:15	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:15	07:30	0	0	0	0	0	1	1	2	2	0	0	0	0	0	0	0	0
07:30	07:45	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	1
08:15	08:30	1	1	0	2	0	1	0	1	3	2	0	0	2	0	0	0	5
09:45	10:00	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	1
11:30	11:45	1	0	0	1	0	1	0	1	2	0	0	1	1	0	0	0	1
12:45	13:00	0	1	0	1	0	2	0	2	3	0	0	0	0	0	0	0	3
15:00	15:15	1	1	0	2	0	0	0	0	2	0	0	0	0	0	0	0	2
15:30	15:45	1	0	0	1	1	0	0	1	2	1	0	1	2	0	0	1	3
15:45	16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	08:00	1	2	0	3	0	0	0	0	3	0	0	0	0	0	0	0	3
08:00	08:15	0	1	0	1	0	2	0	2	3	1	0	0	1	0	0	0	4
08:30	08:45	0	3	0	3	0	0	0	0	3	0	0	0	0	0	0	0	3
08:45	09:00	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1
09:00	09:15	0	0	0	0	0	1	0	1	1	0	0	0	0	0	1	0	2
09:15	09:30	1	1	0	2	0	0	0	0	2	0	0	1	1	0	0	0	3
09:30	09:45	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2
11:45	12:00	1	1	0	2	0	0	1	1	3	1	0	0	1	0	0	0	4
12:00	12:15	0	0	0	0	1	1	0	2	2	3	0	0	2	5	0	0	7
12:15	12:30	0	1	0	1	0	1	0	1	2	0	0	0	0	0	0	0	2
12:30	12:45	0	0	0	0	0	2	1	3	3	0	0	1	1	0	0	0	4
13:00	13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	13:30	0	0	0	0	0	1	2	3	3	0	0	1	1	0	0	0	4
15:15	15:30	0	5	0	5	0	0	0	0	5	0	0	1	1	0	0	0	6
16:00	16:15	0	1	0	1	0	2	0	2	3	0	0	2	2	0	0	1	6
17:30	17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	18:00	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1
16:15	16:30	0	1	0	1	0	0	0	0	1	0	0	1	1	0	0	0	2
16:45	16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	1
17:00	17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
17:15	17:30	0	1	0	1	0	0	0	0	1	1	0	0	1	0	0	1	2
Total: None	7	21	0	28	3	17	6	26	54	10	0	14	24	0	0	3	3	81



## Transportation Services - Traffic Services

### Turning Movement Count - Study Results

#### DAZE ST @ 200 W OF BANK ST/SOUTHKEYS SC

Survey Date: Wednesday, February 28, 2024

WO No: 41559

Start Time: 07:00

Device: Miovision

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

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
07:15	07:30	0	0	0	0
07:30	07:45	0	0	0	0
08:15	08:30	0	0	0	0
09:45	10:00	0	0	0	0
11:30	11:45	0	1	0	1
12:45	13:00	0	0	0	0
15:00	15:15	0	0	0	0
15:30	15:45	1	0	0	1
15:45	16:00	1	0	0	2
07:45	08:00	0	0	0	0
08:00	08:15	0	0	0	0
08:30	08:45	0	0	0	0
08:45	09:00	0	0	0	0
09:00	09:15	0	0	0	0
09:15	09:30	0	0	0	0
09:30	09:45	0	0	0	0
11:45	12:00	0	0	0	0
12:00	12:15	0	0	1	1
12:15	12:30	0	1	0	1
12:30	12:45	0	0	0	0
13:00	13:15	0	1	0	1
13:15	13:30	0	0	0	0
15:15	15:30	0	0	0	0
16:00	16:15	0	0	0	0
17:30	17:45	1	0	0	1
17:45	18:00	0	0	0	0
16:15	16:30	0	0	0	0
16:30	16:45	0	0	0	0
16:45	17:00	0	0	0	0
17:00	17:15	1	0	0	1
17:15	17:30	1	0	0	1
Total		5	3	1	10

## Transportation Services - Traffic Services

### Turning Movement Count - Study Results

#### HUNT CLUB RD @ BRIDLE PATH DR/DAZE ST

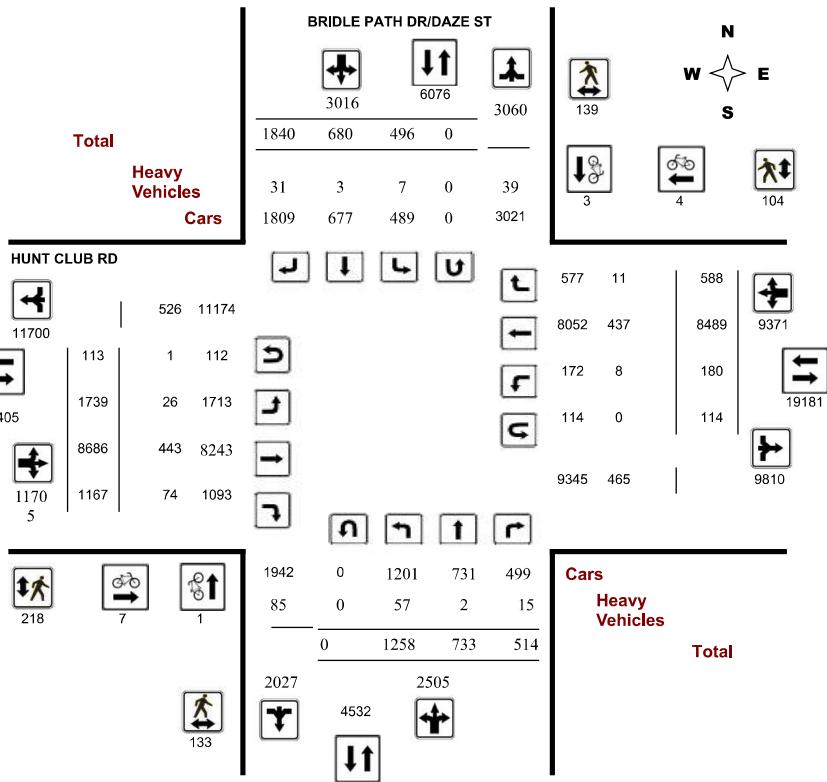
Survey Date: Wednesday, March 20, 2019

Start Time: 07:00

WO No: 38379

Device: Miovision

#### Full Study Diagram



## Transportation Services - Traffic Services

### Turning Movement Count - Study Results

#### HUNT CLUB RD @ BRIDLE PATH DR/DAZE ST

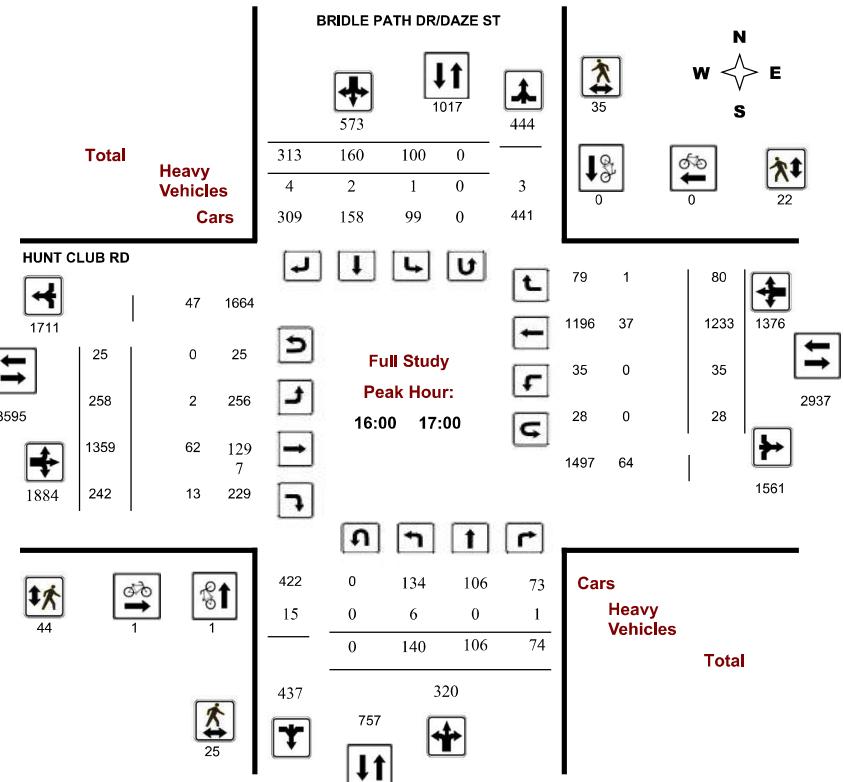
Survey Date: Wednesday, March 20, 2019

Start Time: 07:00

WO No: 38379

Device: Miovision

#### Full Study Peak Hour Diagram



## Transportation Services - Traffic Services

## Turning Movement Count - Study Results

## **HUNT CLUB RD @ BRIDLE PATH DR/DAZE ST**

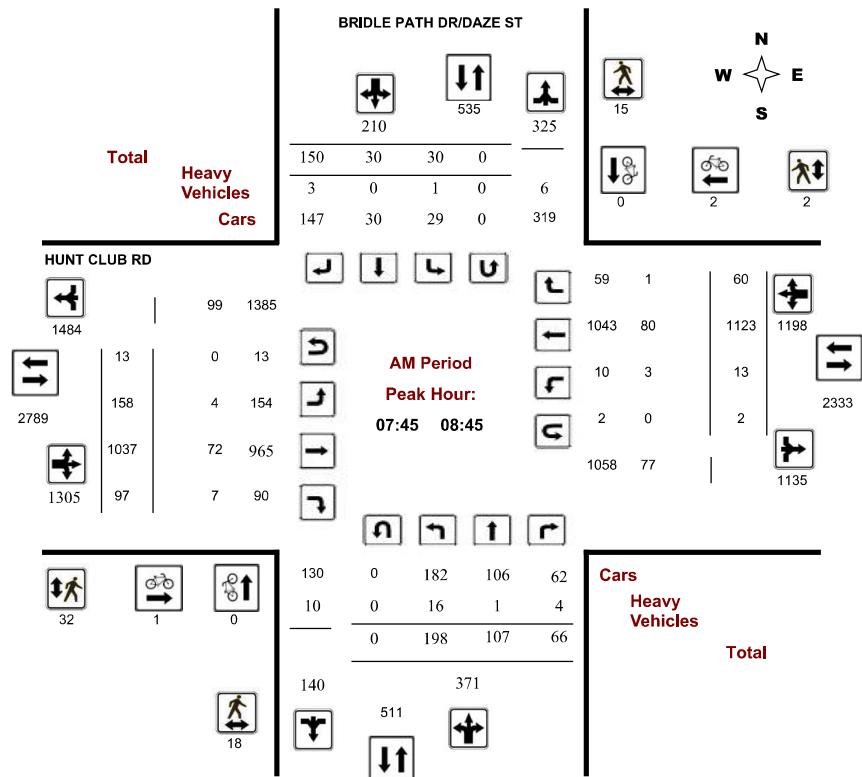
**Survey Date:** Wednesday, March 20, 2019

WO No: 38379

**Start Time:** 07:00

Device: Miovision

## AM Period Peak Hour Diagram



## Transportation Services - Traffic Services

## Turning Movement Count - Study Results

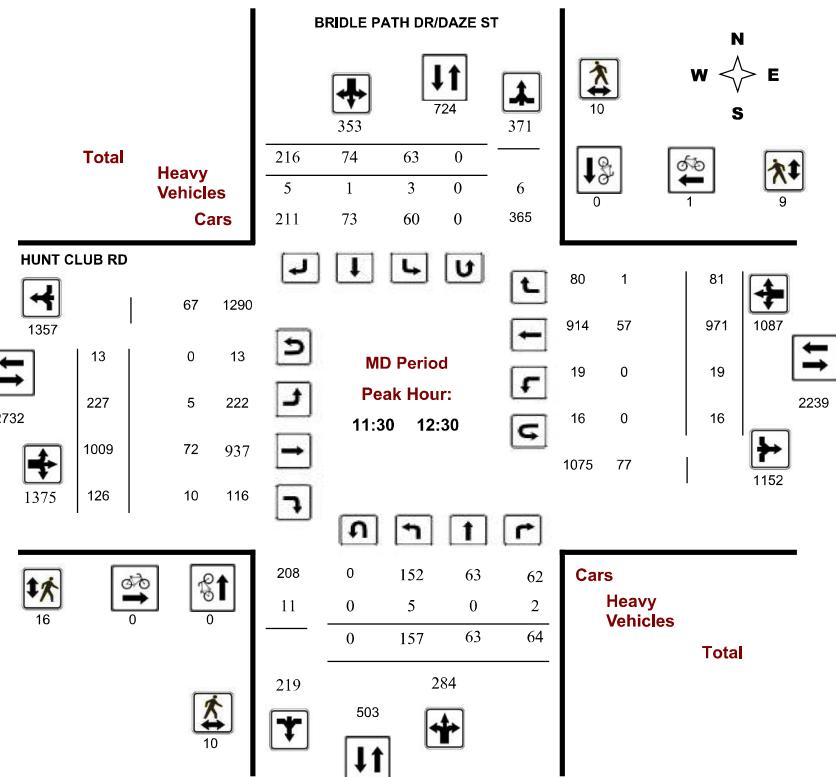
## HUNT CLUB RD @ BRIDLE PATH DR/DAZE ST

**Survey Date:** Wednesday, March 20, 2019

WO No: 38379

**Start Time:** 07:00

## MD Period Peak Hour Diagram



## Transportation Services - Traffic Services

### Turning Movement Count - Study Results

#### HUNT CLUB RD @ BRIDLE PATH DR/DAZE ST

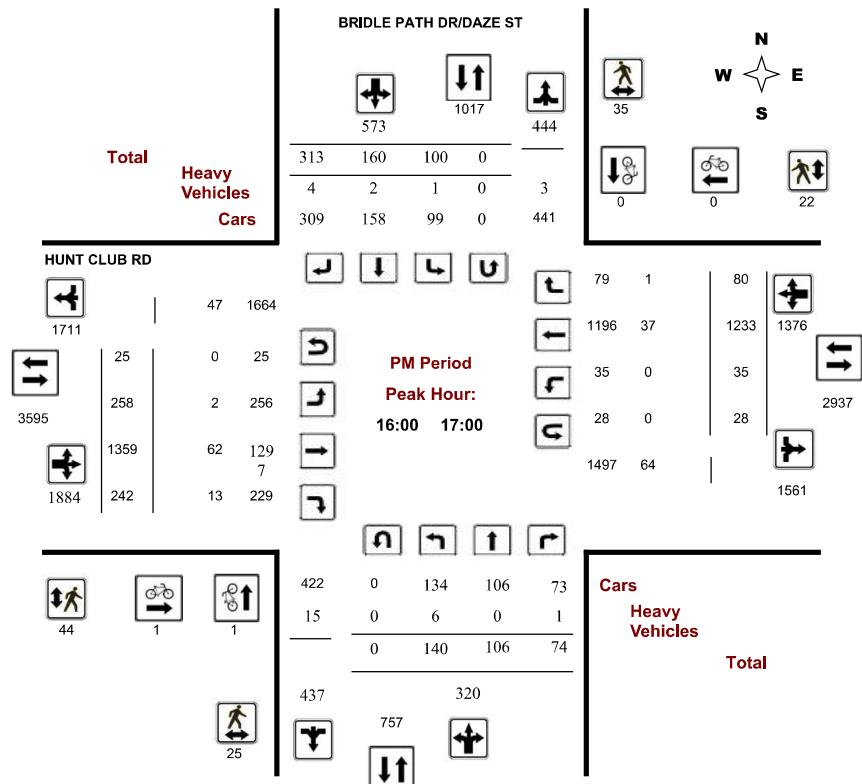
Survey Date: Wednesday, March 20, 2019

Start Time: 07:00

WO No: 38379

Device: Miovision

#### PM Period Peak Hour Diagram



## Transportation Services - Traffic Services

### Turning Movement Count - Study Results

#### HUNT CLUB RD @ BRIDLE PATH DR/DAZE ST

Survey Date: Wednesday, March 20, 2019

Start Time: 07:00

WO No: 38379

Device: Miovision

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

Survey Date: Wednesday, March 20, 2019

Total Observed U-Turns

AADT Factor

Northbound: 0 Southbound: 0 1.00  
Eastbound: 113 Westbound: 114

Period	Bridle Path Dr/Daze St			Hunt Club Rd		
	Northbound	Southbound	Eastbound	Northbound	Southbound	Westbound
07:00 - 08:00	245	104	48	397	28	33
08:00 - 09:00	203	100	61	364	24	28
09:00 - 10:00	161	77	53	291	27	33
11:30 - 12:30	157	63	64	284	63	74
12:30 - 13:30	102	80	71	253	82	79
15:00 - 16:00	131	87	85	303	82	131
16:00 - 17:00	140	106	74	320	100	160
17:00 - 18:00	119	116	58	293	90	142
Sub Total	1258	733	514	2505	496	680
U Turns				0	0	0
Total	1258	733	514	2505	496	680
EQ 12Hr	1749	1019	714	3482	689	945
AVG 12Hr	1749	1019	714	3482	689	1238
AVG 24Hr	2291	1335	935	4561	903	1622

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

Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor. 1.00

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

#### HUNT CLUB RD @ BRIDLE PATH DR/DAZE ST

Survey Date: Wednesday, March 20, 2019

WO No: 38379

Start Time: 07:00

Device: Miovision

#### Full Study 15 Minute Increments

##### BRIDLE PATH DR/DAZE ST

##### HUNT CLUB RD

Time Period	Northbound				Southbound				Eastbound				Westbound				Grand Total		
	LT	ST	RT	N TOT	LT	ST	RT	S TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT		
07:00 07:15	40	19	9	68	3	7	20	30	98	43	203	20	266	3	211	6	220 486	584	
07:15 07:30	65	21	11	97	7	6	31	44	141	48	226	21	298	4	229	7	241 539	680	
07:30 07:45	88	31	10	129	5	9	41	55	184	36	228	22	287	2	275	11	288 575	759	
09:15 09:30	43	20	16	79	9	6	27	42	121	55	224	24	310	2	270	11	285 595	716	
15:00 15:15	32	17	21	70	18	30	76	124	194	55	307	44	408	7	270	13	291 699	893	
15:15 15:30	24	27	26	77	19	39	74	132	209	73	342	54	471	10	268	16	296 767	976	
17:00 17:15	22	25	15	62	19	41	75	135	197	70	292	60	427	7	260	30	304 731	928	
17:45 18:00	33	33	16	82	17	33	67	117	199	43	297	52	392	13	263	31	316 708	907	
17:30 17:45	32	32	11	75	27	35	98	160	235	64	301	51	421	12	278	26	320 741	976	
07:45 08:00	52	33	18	103	13	11	36	60	163	38	266	28	333	1	297	12	311 644	807	
08:00 08:15	45	20	22	87	6	5	38	49	136	43	242	21	308	8	279	17	305 613	749	
08:15 08:30	64	30	11	105	4	7	45	56	161	35	263	17	319	2	261	13	276 595	756	
08:30 08:45	37	24	15	76	7	7	31	45	121	42	266	31	345	2	286	18	306 651	772	
08:45 09:00	57	26	13	96	7	9	42	58	154	42	242	21	308	3	295	15	313 621	775	
09:00 09:15	38	17	15	70	5	7	29	41	111	41	220	29	294	3	283	9	297 591	702	
09:30 09:45	46	23	10	79	5	13	40	58	137	58	189	17	265	4	243	14	262 527	664	
09:45 10:00	34	17	12	63	8	7	39	54	117	53	202	21	280	3	207	6	218 498	615	
11:30 11:45	43	8	17	68	16	18	49	83	151	51	234	36	324	4	264	19	291 615	766	
11:45 12:00	39	19	17	75	19	17	61	97	172	63	247	30	344	4	201	27	236 580	752	
12:00 12:15	35	17	12	64	15	27	47	89	153	49	243	21	315	5	244	21	277 592	745	
12:15 12:30	40	19	18	77	13	12	59	84	161	64	285	39	392	6	262	14	283 675	836	
12:30 12:45	32	16	14	62	24	21	43	88	150	56	231	25	317	3	221	34	265 582	732	
12:45 13:00	22	21	12	55	18	18	59	95	150	58	252	28	339	5	254	27	288 627	777	
13:00 13:15	23	22	19	64	18	13	58	89	153	56	227	24	315	2	258	19	284 599	752	
13:15 13:30	25	21	26	72	22	27	76	125	197	55	232	37	328	8	236	25	279 607	804	
15:30 15:45	35	25	25	85	21	32	92	145	230	69	349	53	474	9	290	18	323 797	1027	
15:45 16:00	40	18	13	71	24	30	93	147	218	67	384	43	499	4	256	20	281 780	998	
16:00 16:15	38	32	18	88	20	40	71	131	219	58	331	62	454	6	320	22	351 805	1024	
16:15 16:30	30	28	16	74	28	41	79	148	222	75	355	55	496	11	308	26	350 846	1068	
16:30 16:45	40	15	21	76	26	38	87	151	227	67	330	73	471	11	292	19	334 805	1032	
16:45 17:00	32	31	19	82	26	41	76	143	225	58	343	52	463	7	313	13	341 804	1029	
17:15 17:30	32	26	16	74	27	33	81	141	215	54	333	53	442	9	295	29	339 781	996	
Total:	1258	733	514	2505	496	680	1840	3016	5521	1739	8686	1167	11705	180	8489	588	9371	21076	26,597

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

#### HUNT CLUB RD @ BRIDLE PATH DR/DAZE ST

Survey Date: Wednesday, March 20, 2019

WO No: 38379

Start Time: 07:00

Device: Miovision

#### Full Study Cyclist Volume

##### BRIDLE PATH DR/DAZE ST

##### HUNT CLUB RD

Time Period	Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	Grand Total
07:00 07:15	0	0	0	0	0	0	0
07:15 07:30	0	0	0	0	0	0	0
07:30 07:45	0	0	0	0	0	0	0
09:15 09:30	0	0	0	0	0	0	0
15:00 15:15	0	0	0	1	0	1	1
15:15 15:30	0	0	0	0	1	1	1
17:00 17:15	0	0	0	0	0	0	0
17:45 18:00	0	2	2	0	0	0	2
17:30 17:45	0	0	0	0	0	0	0
07:45 08:00	0	0	0	1	0	1	1
08:00 08:15	0	0	0	1	0	1	1
08:15 08:30	0	0	0	0	0	0	0
08:30 08:45	0	0	0	1	0	1	1
08:45 09:00	0	0	0	0	0	0	0
09:00 09:15	0	1	1	0	0	0	1
09:30 09:45	0	0	0	0	0	0	0
09:45 10:00	0	0	0	0	0	0	0
11:30 11:45	0	0	0	0	0	0	0
11:45 12:00	0	0	0	1	0	1	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	0	0	0
13:00 13:15	0	0	0	1	0	1	1
13:15 13:30	0	0	0	3	0	3	3
15:30 15:45	0	0	0	0	0	0	0
15:45 16:00	0	0	0	0	0	0	0
16:00 16:15	0	0	0	0	0	0	0
16:15 16:30	1	0	1	1	0	1	2
16:30 16:45	0	0	0	0	0	0	0
16:45 17:00	0	0	0	0	0	0	0
17:15 17:30	0	0	0	0	0	0	0
Total:	1	3	4	7	4	11	15



## Transportation Services - Traffic Services

### Turning Movement Count - Study Results

#### HUNT CLUB RD @ BRIDLE PATH DR/DAZE ST

Survey Date: Wednesday, March 20, 2019

WO No: 38379

Start Time: 07:00

Device: Miovision

#### Full Study Pedestrian Volume

##### BRIDLE PATH DR/DAZE ST

##### HUNT CLUB 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	5	1	6	2	2	4	10
07:15   07:30	4	5	9	3	3	6	15
07:30   07:45	4	2	6	4	6	10	16
09:15   09:30	5	2	7	6	6	12	19
15:00   15:15	6	4	10	5	3	8	18
15:15   15:30	5	5	10	11	7	18	28
17:00   17:15	0	9	9	14	4	18	27
17:45   18:00	7	6	13	17	2	19	32
17:30   17:45	7	4	11	5	5	10	21
07:45   08:00	2	2	4	10	0	10	14
08:00   08:15	5	8	13	7	1	8	21
08:15   08:30	5	4	9	9	0	9	18
08:30   08:45	6	1	7	6	1	7	14
08:45   09:00	2	2	4	7	4	11	15
09:00   09:15	3	4	7	7	1	8	15
09:30   09:45	4	2	6	6	0	6	12
09:45   10:00	2	4	6	2	4	6	12
11:30   11:45	3	5	8	2	6	8	16
11:45   12:00	3	0	3	2	2	4	7
12:00   12:15	1	4	5	5	0	5	10
12:15   12:30	3	1	4	7	1	8	12
12:30   12:45	4	3	7	5	4	9	16
12:45   13:00	2	4	6	3	3	6	12
13:00   13:15	7	4	11	11	6	17	28
13:15   13:30	2	2	4	5	1	6	10
15:30   15:45	4	3	7	1	2	3	10
15:45   16:00	4	5	9	9	4	13	22
16:00   16:15	8	9	17	11	10	21	38
16:15   16:30	9	3	12	11	1	12	24
16:30   16:45	4	14	18	11	5	16	34
16:45   17:00	4	9	13	11	6	17	30
17:15   17:30	3	8	11	3	4	7	18
Total .....	133	139	272	218	104	322	594



## Transportation Services - Traffic Services

### Turning Movement Count - Study Results

#### HUNT CLUB RD @ BRIDLE PATH DR/DAZE ST

Survey Date: Wednesday, March 20, 2019

WO No: 38379

Start Time: 07:00

Device: Miovision

#### Full Study Heavy Vehicles

##### BRIDLE PATH DR/DAZE ST

##### HUNT CLUB RD

Time Period	Northbound			Southbound			Eastbound			Westbound			Grand Total						
	LT	ST	RT	N TOT	LT	ST	RT	S TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT		
07:00   07:15	3	1	1	5	0	0	0	0	5	0	11	2	13	0	12	0	12	25	30
07:15   07:30	4	0	0	4	0	0	0	0	4	1	12	2	15	0	17	0	17	32	36
07:30   07:45	4	0	0	4	0	0	0	0	4	0	13	0	13	1	23	0	24	37	41
09:15   09:30	3	0	0	3	1	0	0	1	4	1	18	2	21	0	18	1	19	40	44
15:00   15:15	3	0	0	3	0	0	1	1	4	1	10	3	14	0	13	0	13	27	31
15:15   15:30	1	0	4	5	0	0	0	0	5	1	16	5	22	0	11	1	12	34	39
17:00   17:15	1	0	0	1	0	0	0	0	1	0	5	2	7	0	7	0	7	14	15
17:45   18:00	0	0	0	0	0	0	1	1	1	0	5	2	7	0	10	0	10	17	18
17:30   17:45	2	0	0	2	0	0	0	0	2	1	6	5	12	0	6	0	6	18	20
07:45   08:00	2	0	0	2	0	0	1	1	3	1	11	3	15	0	20	0	20	35	38
08:00   08:15	7	0	3	10	1	0	1	2	12	2	27	1	30	2	17	0	19	49	61
08:15   08:30	4	0	1	5	0	0	0	0	5	0	19	1	20	0	17	0	17	37	42
08:30   08:45	3	1	0	4	0	0	1	1	5	1	15	2	18	1	26	1	28	46	51
08:45   09:00	2	0	0	2	0	0	2	2	4	2	13	2	17	1	24	1	26	43	47
09:00   09:15	1	0	1	2	0	0	0	0	2	3	12	1	16	0	16	0	16	32	34
09:30   09:45	1	0	1	2	0	0	4	4	6	0	14	0	14	1	8	1	10	24	30
09:45   10:00	0	0	0	0	0	0	1	1	1	0	16	2	18	0	17	0	17	35	36
11:30   11:45	2	0	1	3	2	0	4	6	9	2	18	4	24	0	15	0	15	39	48
11:45   12:00	1	0	1	2	1	0	1	2	4	1	15	3	19	0	12	1	13	32	36
12:00   12:15	1	0	0	1	0	1	0	1	2	1	17	0	18	0	22	0	22	40	42
12:15   12:30	1	0	0	1	0	0	0	0	1	1	22	3	26	0	8	0	8	34	35
12:30   12:45	1	0	0	1	0	0	2	2	3	1	9	0	10	0	13	0	13	23	26
12:45   13:00	0	0	0	1	0	3	4	4	0	12	1	13	0	13	2	15	28	32	
13:00   13:15	1	0	0	1	0	0	1	1	2	0	14	0	14	0	15	0	15	29	31
13:15   13:30	1	0	0	1	0	0	1	1	2	2	13	2	17	0	10	1	11	28	30
15:30   15:45	2	0	0	2	0	0	1	1	3	1	20	6	27	0	14	1	15	42	45
15:45   16:00	0	0	1	1	0	0	1	1	2	1	10	1	13	2	13	0	15	28	30
16:00   16:15	2	0	0	2	0	0	0	0	2	0	16	4	20	0	8	0	8	28	30
16:15   16:30	1	0	1	2	1	1	1	3	5	1	13	3	17	0	8	1	9	26	31
16:30   16:45	2	0	0	2	0	1	1	2	4	1	18	3	22	0	12	0	12	34	38
16:45   17:00	1	0	0	1	0	0	2	2	3	0	15	3	18	0	9	0	9	27	30
17:15   17:30	0	0	0	0	0	0	1	1	1	0	8	6	14	0	3	0	3	17	18
Total: None	57	2	15	74	7	3	31	41	115	26	443	74	544	8	437	11	456	1000	1,115



## Transportation Services - Traffic Services

### Turning Movement Count - Study Results

#### HUNT CLUB RD @ BRIDLE PATH DR/DAZE ST

Survey Date: Wednesday, March 20, 2019

WO No: 38379

Start Time: 07:00

Device: Miovision

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

BRIDLE PATH DR/DAZE ST HUNT CLUB 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	3	1	4
07:30 - 07:45	0	0	1	0	1
09:15 - 09:30	0	0	7	2	9
15:00 - 15:15	0	0	2	1	3
15:15 - 15:30	0	0	2	2	4
17:00 - 17:15	0	0	5	7	12
17:45 - 18:00	0	0	0	9	9
17:30 - 17:45	0	0	2	4	6
07:45 - 08:00	0	0	1	1	2
08:00 - 08:15	0	0	2	1	3
08:15 - 08:30	0	0	4	0	4
08:30 - 08:45	0	0	6	0	6
08:45 - 09:00	0	0	3	0	3
09:00 - 09:15	0	0	4	2	6
09:30 - 09:45	0	0	1	1	2
09:45 - 10:00	0	0	4	2	6
11:30 - 11:45	0	0	3	4	7
11:45 - 12:00	0	0	4	4	8
12:00 - 12:15	0	0	2	7	9
12:15 - 12:30	0	0	4	1	5
12:30 - 12:45	0	0	5	7	12
12:45 - 13:00	0	0	1	2	3
13:00 - 13:15	0	0	8	5	13
13:15 - 13:30	0	0	4	10	14
15:30 - 15:45	0	0	3	6	9
15:45 - 16:00	0	0	5	1	6
16:00 - 16:15	0	0	3	3	6
16:15 - 16:30	0	0	11	5	16
16:30 - 16:45	0	0	1	12	13
16:45 - 17:00	0	0	10	8	18
17:15 - 17:30	0	0	2	6	8
Total	0	0	113	114	227

# Appendix C

Synchro Intersection Worksheets – Existing Conditions



# Transportation Services - Traffic Services

## Collision Details Report - Public Version

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

**Location:** BANK ST @ CAHILL DR/DAZE ST

**Traffic Control:** Traffic signal

**Total Collisions:** 38

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2019-Jan-14, Mon,17:43	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	
2019-Jan-18, Fri,09:30	Snow	Rear end	P.D. only	Slush	East	Turning left	Automobile, station wagon	Other motor vehicle	0
					East	Turning left	Automobile, station wagon	Other motor vehicle	
2019-Jan-19, Sat,18:25	Snow	Turning movement	Non-fatal injury	Loose snow	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Feb-02, Sat,10:40	Snow	Turning movement	P.D. only	Wet	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Turning left	Automobile, station wagon	Other motor vehicle	
2019-Feb-19, Tue,15:20	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Turning left	Automobile, station wagon	Other motor vehicle	
2019-Feb-22, Fri,11:04	Clear	Sideswipe	P.D. only	Wet	South	Changing lanes	Passenger van	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Mar-02, Sat,09:37	Clear	Angle	P.D. only	Dry	East	Turning right	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Mar-02, Sat,19:32	Snow	Turning movement	P.D. only	Loose snow	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Turning left	Automobile, station wagon	Other motor vehicle	
2019-Mar-23, Sat,19:51	Clear	Turning movement	Non-fatal injury	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-May-24, Fri,14:56	Clear	Turning movement	P.D. only	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Jun-19, Wed,11:13	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-Jul-11, Thu,13:18	Clear	Turning movement	Non-fatal injury	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Motorcycle	Other motor vehicle	



# Transportation Services - Traffic Services

## Collision Details Report - Public Version

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

**Location:** BANK ST @ CAHILL DR/DAZE ST

**Traffic Control:** Traffic signal

**Total Collisions:** 38

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2019-Aug-29, Thu,21:54	Clear	Turning movement	Non-fatal injury	Dry	South	Turning left	Passenger van	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Sep-17, Tue,11:50	Clear	Turning movement	Non-fatal injury	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Oct-14, Mon,18:44	Clear	Turning movement	Non-fatal injury	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Dec-22, Sun,10:21	Clear	Turning movement	Non-fatal injury	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2020-Feb-18, Tue,09:06	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	
2020-Mar-05, Thu,16:00	Clear	SMV other	Non-fatal injury	Dry	East	Turning right	Unknown	Pedestrian	1
2020-Oct-18, Sun,11:52	Clear	Turning movement	P.D. only	Dry	South	Turning left	Pick-up truck	Other motor vehicle	0
					North	Going ahead	Pick-up truck	Other motor vehicle	
2020-Nov-04, Wed,17:22	Clear	Turning movement	P.D. only	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Pick-up truck	Other motor vehicle	
2020-Dec-18, Fri,10:30	Clear	Turning movement	P.D. only	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2021-Jan-11, Mon,20:18	Rain	Turning movement	P.D. only	Wet	North	Turning left	Passenger van	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2021-Feb-01, Mon,13:37	Clear	Rear end	P.D. only	Dry	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Pick-up truck	Other motor vehicle	
2021-Feb-04, Thu,06:10	Clear	Rear end	P.D. only	Dry	South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					South	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:** BANK ST @ CAHILL DR/DAZE ST

**Traffic Control:** Traffic signal

**Total Collisions:** 38

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2021-Sep-09, Thu,15:30	Clear	Rear end	P.D. only	Dry	South	Turning right	Unknown	Other motor vehicle	0
					South	Turning right	Automobile, station wagon	Other motor vehicle	
2021-Sep-16, Thu,15:45	Clear	Angle	P.D. only	Dry	East	Unknown	Unknown	Other motor vehicle	0
					South	Turning left	Automobile, station wagon	Other motor vehicle	
2021-Dec-04, Sat,20:05	Snow	Turning movement	Non-fatal injury	Loose snow	North	Turning left	Unknown	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2022-Jan-15, Sat,09:00	Clear	Rear end	P.D. only	Ice	North	Turning right	Automobile, station wagon	Other motor vehicle	0
					North	Turning right	Unknown	Other motor vehicle	
2022-Apr-20, Wed,11:32	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	
2022-May-18, Wed,09:45	Clear	Rear end	P.D. only	Dry	North	Going ahead	Pick-up truck	Other motor vehicle	0
					North	Stopped	Pick-up truck	Other motor vehicle	
2022-Jun-09, Thu,19:15	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Delivery van	Other motor vehicle	
2022-Jun-22, Wed,18:00	Clear	Rear end	P.D. only	Dry	North	Stopped	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2022-Sep-03, Sat,21:25	Rain	Rear end	Non-fatal injury	Wet	East	Slowing or stopping	Pick-up truck	Other motor vehicle	0
					East	Stopped	Pick-up truck	Other motor vehicle	
2022-Oct-02, Sun,09:51	Clear	SMV other	P.D. only	Dry	East	Turning left	Automobile, station wagon	Pedestrian	1
2022-Nov-29, Tue,04:40	Clear	Turning movement	P.D. only	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Changing lanes	Automobile, station wagon	Other motor vehicle	
2024-Jan-29, Mon,10:30	Clear	Rear end	P.D. only	Dry	North	Stopped	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:** BANK ST @ CAHILL DR/DAZE ST

**Traffic Control:** Traffic signal

**Total Collisions:** 38

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2024-Jul-16, Tue,17:30	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Tow truck	Other motor vehicle	
2024-Sep-30, Mon,18:00	Clear	Rear end	P.D. only	Dry	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	

**Location:** DAZE ST @ 200 W OF BANK ST/SOUTHKEYS SC

**Traffic Control:** Traffic signal

**Total Collisions:** 6

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2020-Sep-12, Sat,13:27	Clear	Angle	P.D. only	Dry	South	Going ahead	Passenger van	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2020-Sep-26, Sat,20:18	Clear	Turning movement	P.D. only	Dry	West	Turning right	Truck and trailer	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2022-Mar-07, Mon,18:25	Snow	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-Apr-24, Sun,12:51	Clear	Other	P.D. only	Dry	South	Turning right	Automobile, station wagon	Cyclist	0
					North	Going ahead	Bicycle	Other motor vehicle	
2022-Sep-24, Sat,17:33	Clear	Turning movement	Non-fatal injury	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2023-Oct-23, Mon,14:27	Clear	SMV other	Non-fatal injury	Dry	South	Turning left	Automobile, station wagon	Pedestrian	1

**Location:** DAZE ST btwn 200 W OF BANK ST/SOUTH KEYS SC & BANK ST

**Traffic Control:** No control

**Total Collisions:** 1

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2024-Dec-22, Sun,14:48	Clear	Turning movement	P.D. only	Wet	West	Turning left	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	

# Appendix D

## Collision Data

Accident Date	Accident Year	Accident Time	Location	Environment Condition	Light	Traffic Control	Traffic Control Condition	Classification Of Accident	Initial Impact Type	Road Surface Condition	# Vehicles	# Motorcycles	# Bicycles	# Pedestrians
2018-01-11	2018	14:15	BANK ST @ CAHILL DR/DAZE ST (0012178)	02 - Rain	01 - Daylight	01 - Traffic signal	0	02 - Non-fatal injury	07 - SMV other	02 - Wet	1	0	0	1
2018-02-10	2018	17:26	BANK ST @ CAHILL DR/DAZE ST (0012178)	03 - Snow	07 - Dark	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	03 - Loose snow	2	0	0	0
2018-03-08	2018	18:55	BANK ST @ CAHILL DR/DAZE ST (0012178)	03 - Snow	07 - Dark	01 - Traffic signal	0	02 - Non-fatal injury	05 - Turning movement	06 - Ice	2	0	0	0
2018-03-23	2018	17:19	BANK ST @ CAHILL DR/DAZE ST (0012178)	01 - Clear	01 - Daylight	01 - Traffic signal	0	02 - Non-fatal injury	01 - Dry	01 - Dry	1	0	0	1
2018-04-29	2018	17:03	BANK ST @ CAHILL DR/DAZE ST (0012178)	01 - Clear	05 - Dusk	01 - Traffic signal	0	03 - P.D. only	05 - Turning movement	01 - Dry	2	0	0	0
2018-07-16	2018	21:00	BANK ST @ CAHILL DR/DAZE ST (0012178)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	1	0	0	0
2018-08-12	2018	8:15	BANK ST @ CAHILL DR/DAZE ST (0012178)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	2	0	0	0
2018-10-11	2018	17:53	BANK ST @ CAHILL DR/DAZE ST (0012178)	01 - Clear	05 - Dusk	01 - Traffic signal	0	02 - Non-fatal injury	03 - Rear end	01 - Dry	2	0	0	0
2018-11-03	2018	20:06	BANK ST @ CAHILL DR/DAZE ST (0012178)	01 - Clear	07 - Dark	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	2	0	0	0
2018-12-24	2018	18:07	BANK ST @ CAHILL DR/DAZE ST (0012178)	01 - Clear	07 - Dark	01 - Traffic signal	0	02 - Non-fatal injury	05 - Turning movement	03 - Loose snow	2	0	0	0
2019-01-14	2019	18:41	BANK ST @ CAHILL DR/DAZE ST (0012178)	03 - Snow	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	05 - Turning movement	01 - Dry	2	0	0	0
2019-01-18	2019	9:39	BANK ST @ CAHILL DR/DAZE ST (0012178)	03 - Snow	07 - Dark	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	02 - Slush	2	0	0	0
2019-01-19	2019	18:25	BANK ST @ CAHILL DR/DAZE ST (0012178)	03 - Snow	01 - Daylight	01 - Traffic signal	0	02 - Non-fatal injury	05 - Turning movement	03 - Loose snow	2	0	0	0
2019-02-02	2019	10:40	BANK ST @ CAHILL DR/DAZE ST (0012178)	03 - Snow	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	05 - Turning movement	02 - Wet	2	0	0	0
2019-02-19	2019	15:20	BANK ST @ CAHILL DR/DAZE ST (0012178)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	01 - Dry	2	0	0	0
2019-02-22	2019	11:04	BANK ST @ CAHILL DR/DAZE ST (0012178)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	02 - Angle	02 - Wet	2	0	0	0
2019-03-02	2019	9:37	BANK ST @ CAHILL DR/DAZE ST (0012178)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	05 - Turning movement	03 - Loose snow	2	0	0	0
2019-03-02	2019	19:32	BANK ST @ CAHILL DR/DAZE ST (0012178)	03 - Snow	07 - Dark	01 - Traffic signal	0	02 - Non-fatal injury	05 - Turning movement	01 - Dry	2	0	0	0
2019-03-23	2019	19:51	BANK ST @ CAHILL DR/DAZE ST (0012178)	01 - Clear	07 - Dark	01 - Traffic signal	0	03 - P.D. only	05 - Turning movement	01 - Dry	2	0	0	0
2019-04-24	2019	10:50	BANK ST @ CAHILL DR/DAZE ST (0012178)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	05 - Turning movement	01 - Dry	2	0	0	0
2019-05-19	2019	11:13	BANK ST @ CAHILL DR/DAZE ST (0012178)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	05 - Turning movement	01 - Dry	2	0	0	0
2019-07-11	2019	13:18	BANK ST @ CAHILL DR/DAZE ST (0012178)	01 - Clear	01 - Daylight	01 - Traffic signal	0	02 - Non-fatal injury	05 - Turning movement	01 - Dry	2	0	0	0
2019-08-29	2019	21:54	BANK ST @ CAHILL DR/DAZE ST (0012178)	01 - Clear	07 - Dark	01 - Traffic signal	0	02 - Non-fatal injury	05 - Turning movement	01 - Dry	2	0	0	0
2019-09-17	2019	11:50	BANK ST @ CAHILL DR/DAZE ST (0012178)	01 - Clear	01 - Daylight	01 - Traffic signal	0	02 - Non-fatal injury	05 - Turning movement	01 - Dry	2	0	0	0
2019-10-14	2019	18:44	BANK ST @ CAHILL DR/DAZE ST (0012178)	01 - Clear	07 - Dark	01 - Traffic signal	0	02 - Non-fatal injury	05 - Turning movement	01 - Dry	2	0	0	0
2019-12-22	2019	10:21	BANK ST @ CAHILL DR/DAZE ST (0012178)	01 - Clear	01 - Daylight	01 - Traffic signal	0	02 - Non-fatal injury	05 - Turning movement	01 - Dry	2	0	0	0
2020-02-18	2020	9:04	BANK ST @ CAHILL DR/DAZE ST (0012178)	03 - Snow	01 - Daylight	01 - Traffic signal	0	02 - Non-fatal injury	05 - Turning movement	01 - Dry	2	0	0	0
2020-03-05	2020	10:00	BANK ST @ CAHILL DR/DAZE ST (0012178)	01 - Clear	01 - Daylight	01 - Traffic signal	0	02 - Non-fatal injury	05 - Turning movement	01 - Dry	2	0	0	0
2020-10-18	2020	11:52	BANK ST @ CAHILL DR/DAZE ST (0012178)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	05 - Turning movement	01 - Dry	2	0	0	0
2020-11-04	2020	17:22	BANK ST @ CAHILL DR/DAZE ST (0012178)	01 - Clear	07 - Dark	01 - Traffic signal	0	03 - P.D. only	05 - Turning movement	01 - Dry	2	0	0	0
2020-12-18	2020	10:30	BANK ST @ CAHILL DR/DAZE ST (0012178)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	05 - Turning movement	01 - Dry	2	0	0	0
2021-01-11	2021	20:18	BANK ST @ CAHILL DR/DAZE ST (0012178)	02 - Rain	07 - Dark	01 - Traffic signal	0	03 - P.D. only	05 - Turning movement	02 - Wet	2	0	0	0
2021-02-01	2021	13:37	BANK ST @ CAHILL DR/DAZE ST (0012178)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	2	0	0	0
2021-02-04	2021	6:10	BANK ST @ CAHILL DR/DAZE ST (0012178)	01 - Clear	07 - Dark	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	2	0	0	0
2021-09-09	2021	15:01	BANK ST @ CAHILL DR/DAZE ST (0012178)	01 - Clear	01 - Daylight	01 - Traffic signal	0	02 - Non-fatal injury	05 - Turning movement	03 - Loose snow	2	0	0	0
2021-10-15	2021	10:45	BANK ST @ CAHILL DR/DAZE ST (0012178)	02 - Rain	07 - Dark	01 - Traffic signal	0	02 - Non-fatal injury	05 - Turning movement	01 - Dry	2	0	0	0
2021-12-04	2021	20:05	BANK ST @ CAHILL DR/DAZE ST (0012178)	01 - Clear	01 - Daylight	01 - Traffic signal	0	02 - Non-fatal injury	05 - Turning movement	01 - Dry	2	0	0	0
2022-04-15	2022	9:00	BANK ST @ CAHILL DR/DAZE ST (0012178)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	05 - Turning movement	01 - Dry	2	0	0	0
2022-04-20	2022	11:32	BANK ST @ CAHILL DR/DAZE ST (0012178)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	01 - Dry	2	0	0	0
2022-05-18	2022	9:45	BANK ST @ CAHILL DR/DAZE ST (0012178)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	2	0	0	0
2022-06-09	2022	19:15	BANK ST @ CAHILL DR/DAZE ST (0012178)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	2	0	0	0
2022-06-22	2022	18:00	BANK ST @ CAHILL DR/DAZE ST (0012178)	01 - Clear	01 - Daylight	01 - Traffic signal	0	02 - Non-fatal injury	03 - Rear end	01 - Dry	2	0	0	0
2022-09-19	2022	21:25	BANK ST @ CAHILL DR/DAZE ST (0012178)	03 - Snow	07 - Dark	01 - Traffic signal	0	02 - Non-fatal injury	05 - Turning movement	03 - Loose snow	2	0	0	0
2022-10-03	2022	15:31	BANK ST @ CAHILL DR/DAZE ST (0012178)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	06 - Ice	2	0	0	0	
2022-11-29	2022	4:40	BANK ST @ CAHILL DR/DAZE ST (0012178)	03 - Snow	07 - Dark	01 - Traffic signal	0	02 - Non-fatal injury	04 - Sideswipe	01 - Dry	2	0	0	0
2018-02-22	2018	15:38	BANK ST NB btwn CAHILL DR/DAZE ST & HUNT CLUB RD (____SAFHOME)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	05 - Turning movement	01 - Dry	2	0	0	0
2018-05-02	2018	9:29	BANK ST NB btwn CAHILL DR/DAZE ST & HUNT CLUB RD (____SAFHOME)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	02 - Angle	01 - Dry	2	0	0	0
2018-11-21	2018	19:28	BANK ST NB btwn CAHILL DR/DAZE ST & HUNT CLUB RD (____SAFHOME)	01 - Clear	07 - Dark	10 - No control	0	03 - P.D. only	04 - Sideswipe	01 - Dry	2	0	0	0
2020-04-30	2020	14:28	BANK ST NB btwn CAHILL DR/DAZE ST & HUNT CLUB RD (____SAFHOME)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	02 - Angle	02 - Wet	2	0	0	0
2020-08-25	2020	18:18	BANK ST NB btwn CAHILL DR/DAZE ST & HUNT CLUB RD (____SAFHOME)	01 - Clear	01 - Daylight	10 - No control	0	02 - Non-fatal injury	04 - Sideswipe	01 - Dry	2	1	0	0
2020-08-29	2020	19:21	BANK ST NB btwn CAHILL DR/DAZE ST & HUNT CLUB RD (____SAFHOME)	02 - Rain	05 - Dusk	10 - No control	0	03 - P.D. only	02 - Angle	02 - Wet	2	0	0	0
2021-11-13	2021	17:00	BANK ST NB btwn CAHILL DR/DAZE ST & HUNT CLUB RD (____SAFHOME)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	02 - Angle	01 - Dry	2	0	0	0
2022-02-03	2022	16:30	BANK ST NB btwn CAHILL DR/DAZE ST & HUNT CLUB RD (____SAFHOME)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	03 - Rear end	01 - Dry	2	0	0	0
2022-07-07	2022	15:00	BANK ST NB btwn CAHILL DR/DAZE ST & HUNT CLUB RD (____SAFHOME)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	04 - Sideswipe	01 - Dry	2	0	0	0
2020-09-12	2020	13:27	DAZE ST @ 200 W OF BANK ST/SOUTHKEYS SC (0012179)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	05 - Turning movement	01 - Dry	2	0	0	0
2020-09-26	2020	20:18	DAZE ST @ 200 W OF BANK ST/SOUTHKEYS SC (0012179)	01 - Clear	07 - Dark	01 - Traffic signal	0	03 - P.D. only	05 - Turning movement	01 - Dry	2	0	0	0
2022-03-07	2022	18:25	DAZE ST @ 200 W OF BANK ST/SOUTHKEYS SC (0012179)	03 - Snow	07 - Dark	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	2	0	0	0
2022-04-24	2022	12:51	DAZE ST @ 200 W OF BANK ST/SOUTHKEYS SC (0012179)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	03 - Rear end	03 - Loose snow	2	0	0	0
2022-09-24	2022	17:33	DAZE ST @ 200 W OF BANK ST/SOUTHKEYS SC (0012179)	01 - Clear	01 - Daylight	10 - No control	0	02 - Non-fatal injury	05 - Turning movement	01 - Dry	2	0	0	0
2018-01-16	2018	7:15	DAZE ST @ 200 W OF BANK ST/SOUTHKEYS SC (0012179)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	02 - Angle	01 - Dry	2	0	0	0
2019-01-09	2019	10:09	DAZE ST @ 200 W OF BANK ST/SOUTHKEYS SC (0012179)	01 - Clear	01 - Daylight	10 - No control	0	02 - Non-fatal injury	05 - Turning movement	01 - Dry	2	0	0	0
2019-12-11	2019	17:30	DAZE ST btwn HUNT CLUB RD/BRIDLE PATH DR & 200 W OF BANK ST/SOUTH KEYS SC (____3205C0B)	03 - Snow	07 - Dark	10 - No control	0	03 - P.D. only	05 - Turning movement	05 - Packed snow	2	0	0	0
2022-02-05	2022	12:50	DAZE ST btwn HUNT CLUB RD/BRIDLE PATH DR & 200 W OF BANK ST/SOUTH KEYS SC (____3205C0B)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	03 - Rear end	01 - Dry	2	0	0	0
2019-04-05	2019	15:32	BANK ST btwn SOUTHKEYS SC & CAHILL DR (____320956B)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	03 - Rear end	01 - Dry	3	0	0	0
2019-04-25	2019	18:53	BANK ST btwn SOUTHKEYS SC & CAHILL DR (____320956B)	01 - Clear	01 - Daylight	10 - No control	0	02 - Non-fatal injury	03 - Rear end	01 - Dry	2	0	0	0
2019-11-21	2019	16:26	BANK ST btwn SOUTHKEYS SC & CAHILL DR (____320956B)	01 - Clear	05 - Dusk	10 - No control	0	02 - Non-fatal injury	03 - Rear end	01 - Dry	2	0	0	0
2019-11-27	2019	11:58	BANK ST btwn SOUTHKEYS SC & CAHILL DR (____320956B)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	04 - Sideswipe	02 - Wet	2	0	0	0
2020-10-27	2020	10:11	BANK ST btwn SOUTHKEYS SC & CAHILL DR (____320956B)	01 - Clear	01 - Daylight	10 - No control	0	02 - Non-fatal injury	04 - Sideswipe	01 - Dry	2	0	0	0



# Transportation Services - Traffic Services

## Collision Details Report - Public Version

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

**Location:** BANK ST @ CAHILL DR/DAZE ST

**Traffic Control:** Traffic signal

**Total Collisions:** 38

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2019-Jan-14, Mon,17:43	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	
2019-Jan-18, Fri,09:30	Snow	Rear end	P.D. only	Slush	East	Turning left	Automobile, station wagon	Other motor vehicle	0
					East	Turning left	Automobile, station wagon	Other motor vehicle	
2019-Jan-19, Sat,18:25	Snow	Turning movement	Non-fatal injury	Loose snow	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Feb-02, Sat,10:40	Snow	Turning movement	P.D. only	Wet	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Turning left	Automobile, station wagon	Other motor vehicle	
2019-Feb-19, Tue,15:20	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Turning left	Automobile, station wagon	Other motor vehicle	
2019-Feb-22, Fri,11:04	Clear	Sideswipe	P.D. only	Wet	South	Changing lanes	Passenger van	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Mar-02, Sat,09:37	Clear	Angle	P.D. only	Dry	East	Turning right	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Mar-02, Sat,19:32	Snow	Turning movement	P.D. only	Loose snow	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Turning left	Automobile, station wagon	Other motor vehicle	
2019-Mar-23, Sat,19:51	Clear	Turning movement	Non-fatal injury	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-May-24, Fri,14:56	Clear	Turning movement	P.D. only	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Jun-19, Wed,11:13	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-Jul-11, Thu,13:18	Clear	Turning movement	Non-fatal injury	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Motorcycle	Other motor vehicle	



# Transportation Services - Traffic Services

## Collision Details Report - Public Version

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

**Location:** BANK ST @ CAHILL DR/DAZE ST

**Traffic Control:** Traffic signal

**Total Collisions:** 38

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2019-Aug-29, Thu,21:54	Clear	Turning movement	Non-fatal injury	Dry	South	Turning left	Passenger van	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Sep-17, Tue,11:50	Clear	Turning movement	Non-fatal injury	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Oct-14, Mon,18:44	Clear	Turning movement	Non-fatal injury	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Dec-22, Sun,10:21	Clear	Turning movement	Non-fatal injury	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2020-Feb-18, Tue,09:06	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	
2020-Mar-05, Thu,16:00	Clear	SMV other	Non-fatal injury	Dry	East	Turning right	Unknown	Pedestrian	1
2020-Oct-18, Sun,11:52	Clear	Turning movement	P.D. only	Dry	South	Turning left	Pick-up truck	Other motor vehicle	0
					North	Going ahead	Pick-up truck	Other motor vehicle	
2020-Nov-04, Wed,17:22	Clear	Turning movement	P.D. only	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Pick-up truck	Other motor vehicle	
2020-Dec-18, Fri,10:30	Clear	Turning movement	P.D. only	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2021-Jan-11, Mon,20:18	Rain	Turning movement	P.D. only	Wet	North	Turning left	Passenger van	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2021-Feb-01, Mon,13:37	Clear	Rear end	P.D. only	Dry	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Pick-up truck	Other motor vehicle	
2021-Feb-04, Thu,06:10	Clear	Rear end	P.D. only	Dry	South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					South	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:** BANK ST @ CAHILL DR/DAZE ST

**Traffic Control:** Traffic signal

**Total Collisions:** 38

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2021-Sep-09, Thu,15:30	Clear	Rear end	P.D. only	Dry	South	Turning right	Unknown	Other motor vehicle	0
					South	Turning right	Automobile, station wagon	Other motor vehicle	
2021-Sep-16, Thu,15:45	Clear	Angle	P.D. only	Dry	East	Unknown	Unknown	Other motor vehicle	0
					South	Turning left	Automobile, station wagon	Other motor vehicle	
2021-Dec-04, Sat,20:05	Snow	Turning movement	Non-fatal injury	Loose snow	North	Turning left	Unknown	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2022-Jan-15, Sat,09:00	Clear	Rear end	P.D. only	Ice	North	Turning right	Automobile, station wagon	Other motor vehicle	0
					North	Turning right	Unknown	Other motor vehicle	
2022-Apr-20, Wed,11:32	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	
2022-May-18, Wed,09:45	Clear	Rear end	P.D. only	Dry	North	Going ahead	Pick-up truck	Other motor vehicle	0
					North	Stopped	Pick-up truck	Other motor vehicle	
2022-Jun-09, Thu,19:15	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Delivery van	Other motor vehicle	
2022-Jun-22, Wed,18:00	Clear	Rear end	P.D. only	Dry	North	Stopped	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2022-Sep-03, Sat,21:25	Rain	Rear end	Non-fatal injury	Wet	East	Slowing or stopping	Pick-up truck	Other motor vehicle	0
					East	Stopped	Pick-up truck	Other motor vehicle	
2022-Oct-02, Sun,09:51	Clear	SMV other	P.D. only	Dry	East	Turning left	Automobile, station wagon	Pedestrian	1
2022-Nov-29, Tue,04:40	Clear	Turning movement	P.D. only	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Changing lanes	Automobile, station wagon	Other motor vehicle	
2024-Jan-29, Mon,10:30	Clear	Rear end	P.D. only	Dry	North	Stopped	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:** BANK ST @ CAHILL DR/DAZE ST

**Traffic Control:** Traffic signal

**Total Collisions:** 38

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2024-Jul-16, Tue,17:30	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Tow truck	Other motor vehicle	
2024-Sep-30, Mon,18:00	Clear	Rear end	P.D. only	Dry	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	

**Location:** DAZE ST @ 200 W OF BANK ST/SOUTHKEYS SC

**Traffic Control:** Traffic signal

**Total Collisions:** 6

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2020-Sep-12, Sat,13:27	Clear	Angle	P.D. only	Dry	South	Going ahead	Passenger van	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2020-Sep-26, Sat,20:18	Clear	Turning movement	P.D. only	Dry	West	Turning right	Truck and trailer	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2022-Mar-07, Mon,18:25	Snow	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-Apr-24, Sun,12:51	Clear	Other	P.D. only	Dry	South	Turning right	Automobile, station wagon	Cyclist	0
					North	Going ahead	Bicycle	Other motor vehicle	
2022-Sep-24, Sat,17:33	Clear	Turning movement	Non-fatal injury	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2023-Oct-23, Mon,14:27	Clear	SMV other	Non-fatal injury	Dry	South	Turning left	Automobile, station wagon	Pedestrian	1

**Location:** DAZE ST btwn 200 W OF BANK ST/SOUTH KEYS SC & BANK ST

**Traffic Control:** No control

**Total Collisions:** 1

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2024-Dec-22, Sun,14:48	Clear	Turning movement	P.D. only	Wet	West	Turning left	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	

# Appendix E

TDM Checklist

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

Legend		
<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	
<b>BETTER</b> ★	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>		
<b>BASIC</b> ★	1.1.1 Designate an internal coordinator, or contract with an external coordinator	<input type="checkbox"/>
<b>1.2 Travel surveys</b>		
<b>BETTER</b>	1.2.1 Conduct periodic surveys to identify travel-related behaviours, attitudes, challenges and solutions, and to track progress	<input type="checkbox"/>
<b>2. WALKING AND CYCLING</b>		
<b>2.1 Information on walking/cycling routes &amp; destinations</b>		
<b>BASIC</b>	2.1.1 Display local area maps with walking/cycling access routes and key destinations at major entrances	<input checked="" type="checkbox"/>
<b>2.2 Bicycle skills training</b>		
<i>Commuter travel</i>		
<b>BETTER</b> ★	2.2.1 Offer on-site cycling courses for commuters, or subsidize off-site courses	<input type="checkbox"/>
<b>2.3 Valet bike parking</b>		
<i>Visitor travel</i>		
<b>BETTER</b>	2.3.1 Offer secure valet bike parking during public events when demand exceeds fixed supply (e.g. for festivals, concerts, games)	<input type="checkbox"/>

TDM measures: <i>Non-residential developments</i>		Check if proposed & add descriptions
<b>3. TRANSIT</b>		
<b>3.1 Transit information</b>		
<b>BASIC</b>	3.1.1 Display relevant transit schedules and route maps at entrances	<input checked="" type="checkbox"/>
<b>BASIC</b>	3.1.2 Provide online links to OC Transpo and STO information	<input type="checkbox"/>
<b>BETTER</b>	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>		
<b>BETTER</b>	3.2.1 Offer preloaded PRESTO cards to encourage commuters to use transit	<input type="checkbox"/>
<b>BETTER</b> ★	3.2.2 Subsidize or reimburse monthly transit pass purchases by employees	<input type="checkbox"/>
<i>Visitor travel</i>		
<b>BETTER</b>	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>		
<b>BETTER</b>	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>		
<b>BETTER</b>	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>		
<b>BETTER</b>	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>		
<b>BETTER</b>	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>		
<b>BASIC</b>	★ 4.1.1 Provide a dedicated ridematching portal at OttawaRideMatch.com	<input type="checkbox"/>
<b>4.2 Carpool parking price incentives</b>		
<i>Commuter travel</i>		
<b>BETTER</b>	4.2.1 Provide discounts on parking costs for registered carpools	<input type="checkbox"/>
<b>4.3 Vanpool service</b>		
<i>Commuter travel</i>		
<b>BETTER</b>	4.3.1 Provide a vanpooling service for long-distance commuters	<input type="checkbox"/>
<b>5. CARSHARING &amp; BIKE SHARING</b>		
<b>5.1 Bikeshare stations &amp; memberships</b>		
<b>BETTER</b>	5.1.1 Contract with provider to install on-site bikeshare station for use by commuters and visitors	<input type="checkbox"/>
<i>Commuter travel</i>		
<b>BETTER</b>	5.1.2 Provide employees with bikeshare memberships for local business travel	<input type="checkbox"/>
<b>5.2 Carshare vehicles &amp; memberships</b>		
<i>Commuter travel</i>		
<b>BETTER</b>	5.2.1 Contract with provider to install on-site carshare vehicles and promote their use by tenants	<input type="checkbox"/>
<b>BETTER</b>	5.2.2 Provide employees with carshare memberships for local business travel	<input type="checkbox"/>
<b>6. PARKING</b>		
<b>6.1 Priced parking</b>		
<i>Commuter travel</i>		
<b>BASIC</b>	★ 6.1.1 Charge for long-term parking (daily, weekly, monthly)	<input type="checkbox"/>
<b>BASIC</b>	6.1.2 Unbundle parking cost from lease rates at multi-tenant sites	<input type="checkbox"/>
<i>Visitor travel</i>		
<b>BETTER</b>	6.1.3 Charge for short-term parking (hourly)	<input type="checkbox"/>

TDM measures: <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>		
<b>BASIC</b>	★ 7.1.1 Provide a multimodal travel option information package to new/relocating employees and students	<input type="checkbox"/>
<i>Visitor travel</i>		
<b>BETTER</b>	★ 7.1.2 Include multimodal travel option information in invitations or advertising that attract visitors or customers (e.g. for festivals, concerts, games)	<input type="checkbox"/>
<b>7.2 Personalized trip planning</b>		
<i>Commuter travel</i>		
<b>BETTER</b>	★ 7.2.1 Offer personalized trip planning to new/relocating employees	<input type="checkbox"/>
<b>7.3 Promotions</b>		
<i>Commuter travel</i>		
<b>BETTER</b>	7.3.1 Deliver promotions and incentives to maintain awareness, build understanding, and encourage trial of sustainable modes	<input type="checkbox"/>
<b>8. OTHER INCENTIVES &amp; AMENITIES</b>		
<b>8.1 Emergency ride home</b>		
<i>Commuter travel</i>		
<b>BETTER</b>	★ 8.1.1 Provide emergency ride home service to non-driving commuters	<input type="checkbox"/>
<b>8.2 Alternative work arrangements</b>		
<i>Commuter travel</i>		
<b>BASIC</b>	★ 8.2.1 Encourage flexible work hours	<input type="checkbox"/>
<b>BETTER</b>	8.2.2 Encourage compressed workweeks	<input type="checkbox"/>
<b>BETTER</b>	★ 8.2.3 Encourage telework	<input type="checkbox"/>
<b>8.3 Local business travel options</b>		
<i>Commuter travel</i>		
<b>BASIC</b>	★ 8.3.1 Provide local business travel options that minimize the need for employees to bring a personal car to work	<input type="checkbox"/>
<b>8.4 Commuter incentives</b>		
<i>Commuter travel</i>		
<b>BETTER</b>	8.4.1 Offer employees a taxable, mode-neutral commuting allowance	<input type="checkbox"/>
<b>8.5 On-site amenities</b>		
<i>Commuter travel</i>		
<b>BETTER</b>	8.5.1 Provide on-site amenities/services to minimize mid-day or mid-commute errands	<input type="checkbox"/>

**TDM-Supportive Development Design and Infrastructure Checklist:  
Non-Residential Developments (office, institutional, retail or industrial)**

Legend	
REQUIRED	The Official Plan or Zoning By-law provides related guidance that must be followed
BASIC	The measure is generally feasible and effective, and in most cases would benefit the development and its users
BETTER	The measure could maximize support for users of sustainable modes, and optimize development performance

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

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

TDM-supportive design & infrastructure measures: <i>Non-residential developments</i>		Check if completed & add descriptions, explanations or plan/drawing references
<b>2. WALKING &amp; CYCLING: END-OF-TRIP FACILITIES</b>		
<b>2.1 Bicycle parking</b>		
REQUIRED	2.1.1 Provide bicycle parking in highly visible and lighted areas, sheltered from the weather wherever possible (see <i>Official Plan</i> policy 4.3.6)	<input checked="" type="checkbox"/>
REQUIRED	2.1.2 Provide the number of bicycle parking spaces specified for various land uses in different parts of Ottawa; provide convenient access to main entrances or well-used areas (see <i>Zoning By-law Section 111</i> )	<input checked="" type="checkbox"/>
REQUIRED	2.1.3 Ensure that bicycle parking spaces and access aisles meet minimum dimensions; that no more than 50% of spaces are vertical spaces; and that parking racks are securely anchored (see <i>Zoning By-law Section 111</i> )	<input checked="" type="checkbox"/>
BASIC	2.1.4 Provide bicycle parking spaces equivalent to the expected number of commuter cyclists (assuming the cycling mode share target is met), plus the expected peak number of customer/visitor cyclists	<input type="checkbox"/>
BETTER	2.1.5 Provide bicycle parking spaces equivalent to the expected number of commuter and customer/visitor cyclists, plus an additional buffer (e.g. 25 percent extra) to encourage other cyclists and ensure adequate capacity in peak cycling season	<input type="checkbox"/>
<b>2.2 Secure bicycle parking</b>		
REQUIRED	2.2.1 Where more than 50 bicycle parking spaces are provided for a single office building, locate at least 25% of spaces within a building/structure, a secure area (e.g. supervised parking lot or enclosure) or bicycle lockers (see <i>Zoning By-law Section 111</i> )	<input type="checkbox"/>
BETTER	2.2.2 Provide secure bicycle parking spaces equivalent to the expected number of commuter cyclists (assuming the cycling mode share target is met)	<input type="checkbox"/>
<b>2.3 Shower &amp; change facilities</b>		
BASIC	2.3.1 Provide shower and change facilities for the use of active commuters	<input type="checkbox"/>
BETTER	2.3.2 In addition to shower and change facilities, provide dedicated lockers, grooming stations, drying racks and laundry facilities for the use of active commuters	<input type="checkbox"/>
<b>2.4 Bicycle repair station</b>		
BETTER	2.4.1 Provide a permanent bike repair station, with commonly used tools and an air pump, adjacent to the main bicycle parking area (or secure bicycle parking area, if provided)	<input type="checkbox"/>

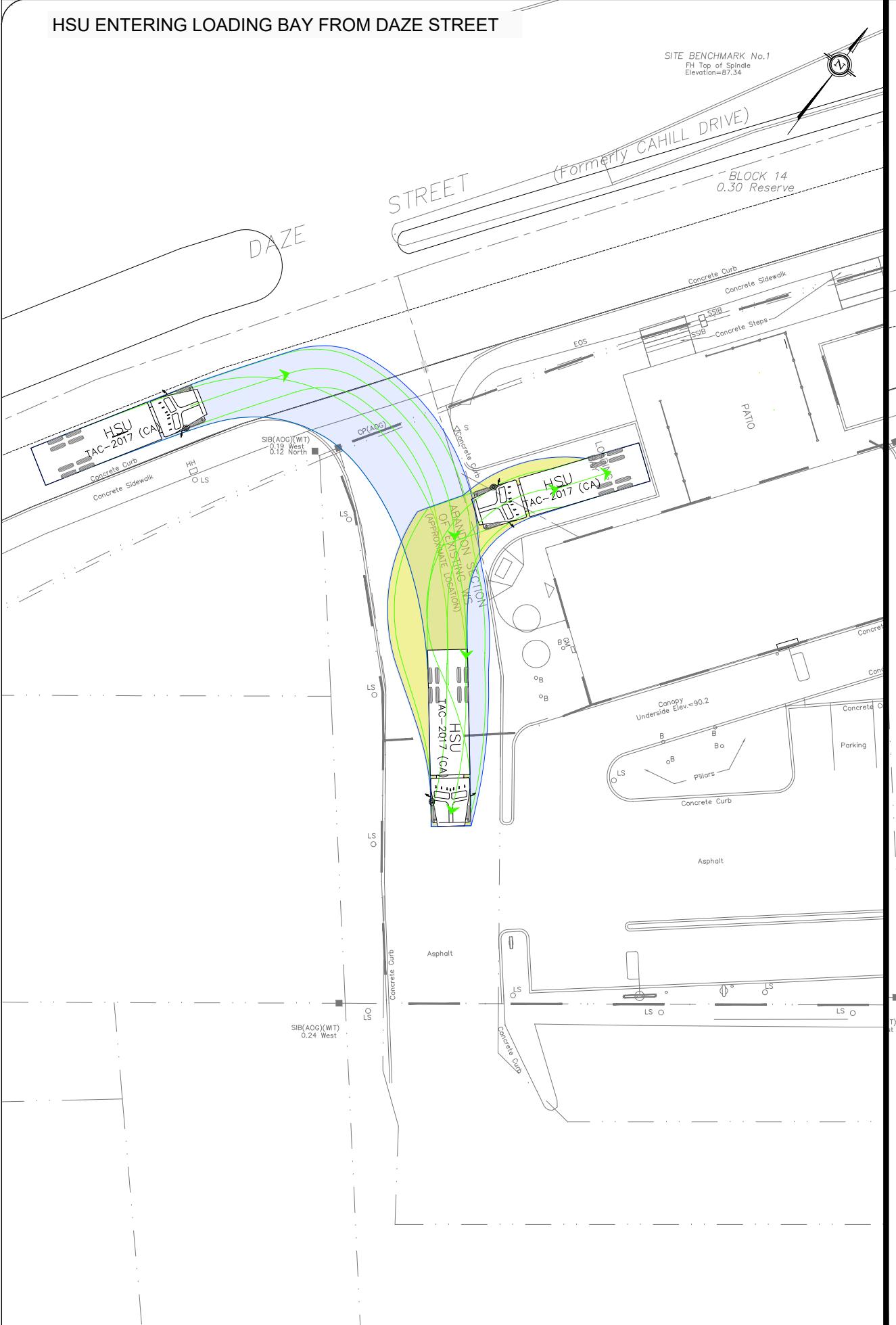
TDM-supportive design & infrastructure measures: <i>Non-residential developments</i>		Check if completed & add descriptions, explanations or plan/drawing references
<b>3. TRANSIT</b>		
<b>3.1 Customer amenities</b>		
BASIC	3.1.1 Provide shelters, lighting and benches at any on-site transit stops	<input type="checkbox"/>
BASIC	3.1.2 Where the site abuts an off-site transit stop and insufficient space exists for a transit shelter in the public right-of-way, protect land for a shelter and/or install a shelter	<input type="checkbox"/>
BETTER	3.1.3 Provide a secure and comfortable interior waiting area by integrating any on-site transit stops into the building	<input type="checkbox"/>
<b>4. RIDESHARING</b>		
<b>4.1 Pick-up &amp; drop-off facilities</b>		
BASIC	4.1.1 Provide a designated area for carpool drivers (plus taxis and ride-hailing services) to drop off or pick up passengers without using fire lanes or other no-stopping zones	<input type="checkbox"/>
<b>4.2 Carpool parking</b>		
BASIC	4.2.1 Provide signed parking spaces for carpools in a priority location close to a major building entrance, sufficient in number to accommodate the mode share target for carpools	<input type="checkbox"/>
BETTER	4.2.2 At large developments, provide spaces for carpools in a separate, access-controlled parking area to simplify enforcement	<input type="checkbox"/>
<b>5. CARSHARING &amp; BIKE SHARING</b>		
<b>5.1 Carshare parking spaces</b>		
BETTER	5.1.1 Provide carshare parking spaces in permitted non-residential zones, occupying either required or provided parking spaces (see <i>Zoning By-law Section 94</i> )	<input type="checkbox"/>
<b>5.2 Bikeshare station location</b>		
BETTER	5.2.1 Provide a designated bikeshare station area near a major building entrance, preferably lighted and sheltered with a direct walkway connection	<input type="checkbox"/>

TDM-supportive design & infrastructure measures: <i>Non-residential developments</i>		Check if completed & add descriptions, explanations or plan/drawing references
<b>6. PARKING</b>		
<b>6.1 Number of parking spaces</b>		
<b>REQUIRED</b>	6.1.1 Do not provide more parking than permitted by zoning, nor less than required by zoning, unless a variance is being applied for	<input checked="" type="checkbox"/>
<b>BASIC</b>	6.1.2 Provide parking for long-term and short-term users that is consistent with mode share targets, considering the potential for visitors to use off-site public parking	<input type="checkbox"/>
<b>BASIC</b>	6.1.3 Where a site features more than one use, provide shared parking and reduce the cumulative number of parking spaces accordingly (see <i>Zoning By-law Section 104</i> )	<input type="checkbox"/>
<b>BETTER</b>	6.1.4 Reduce the minimum number of parking spaces required by zoning by one space for each 13 square metres of gross floor area provided as shower rooms, change rooms, locker rooms and other facilities for cyclists in conjunction with bicycle parking (see <i>Zoning By-law Section 111</i> )	<input type="checkbox"/>
<b>6.2 Separate long-term &amp; short-term parking areas</b>		
<b>BETTER</b>	6.2.1 Separate short-term and long-term parking areas using signage or physical barriers, to permit access controls and simplify enforcement (i.e. to discourage employees from parking in visitor spaces, and vice versa)	<input type="checkbox"/>
<b>7. OTHER</b>		
<b>7.1 On-site amenities to minimize off-site trips</b>		
<b>BETTER</b>	7.1.1 Provide on-site amenities to minimize mid-day or mid-commute errands	<input type="checkbox"/>

# Appendix F

## Turning Templates

HSU ENTERING LOADING BAY FROM DAZE STREET

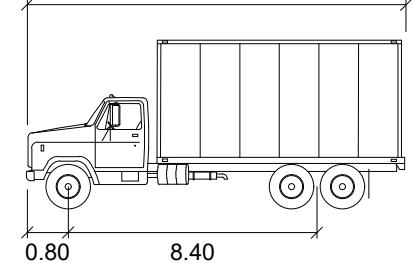


## HSU EXITING LOADING BAY TO BANK STREET



## Notes:

1.50



meters

: 2.60

: 6.0

: 40.0

HSU

Width  
Track  
Lock to Lock Time  
Steering Angle

## FORWARD MOVEMENT

## VERSE MOVEMENT

02	Issued for Review:	EA	2025-12-17
01	Issued for Review:	CH	2025-10-29
REV:	DESCRIPTION:	BY:	DATE:
STATUS:			



CGH Transportation  
6 Plaza Court  
Ottawa, ON  
K2H 7W1  
(343) 999-9117

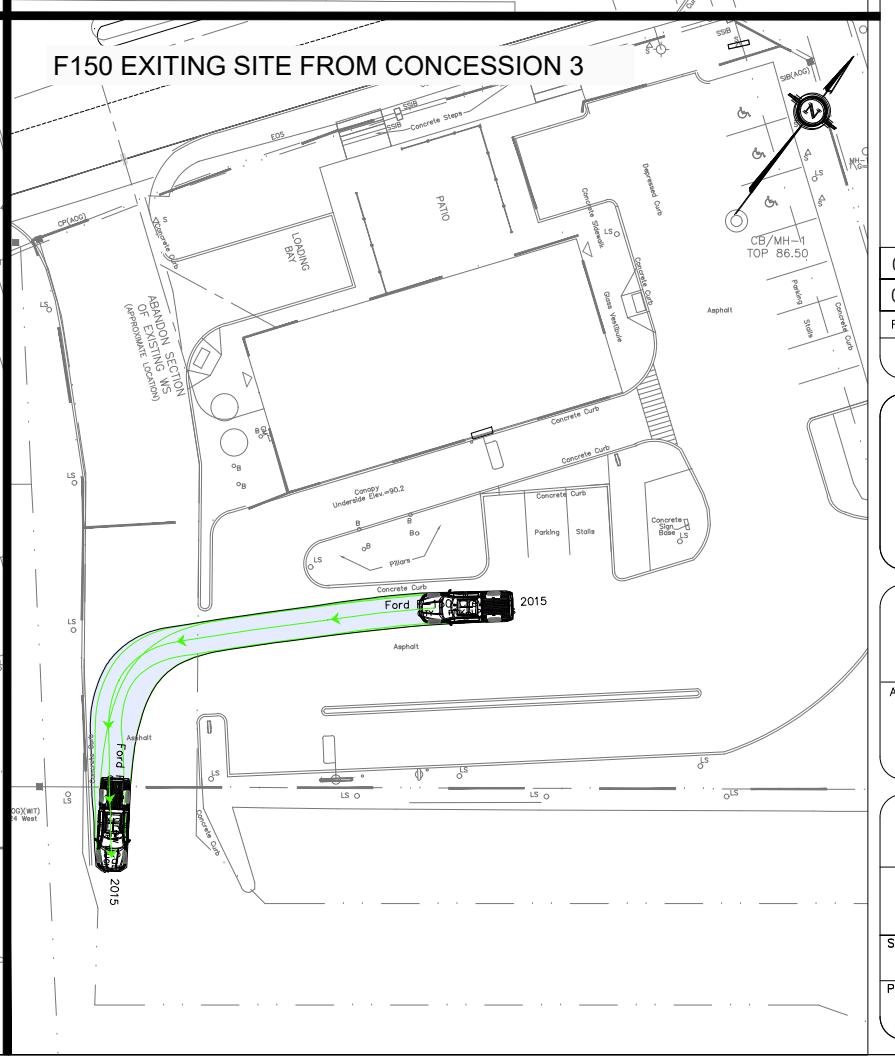
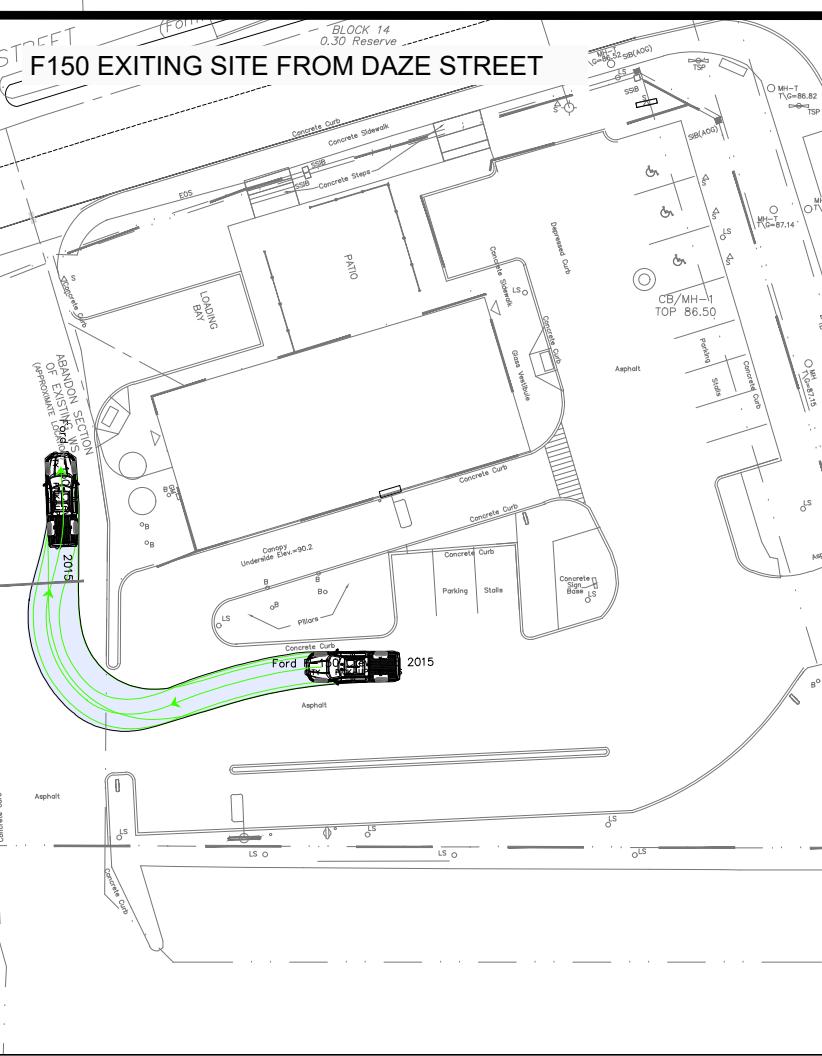
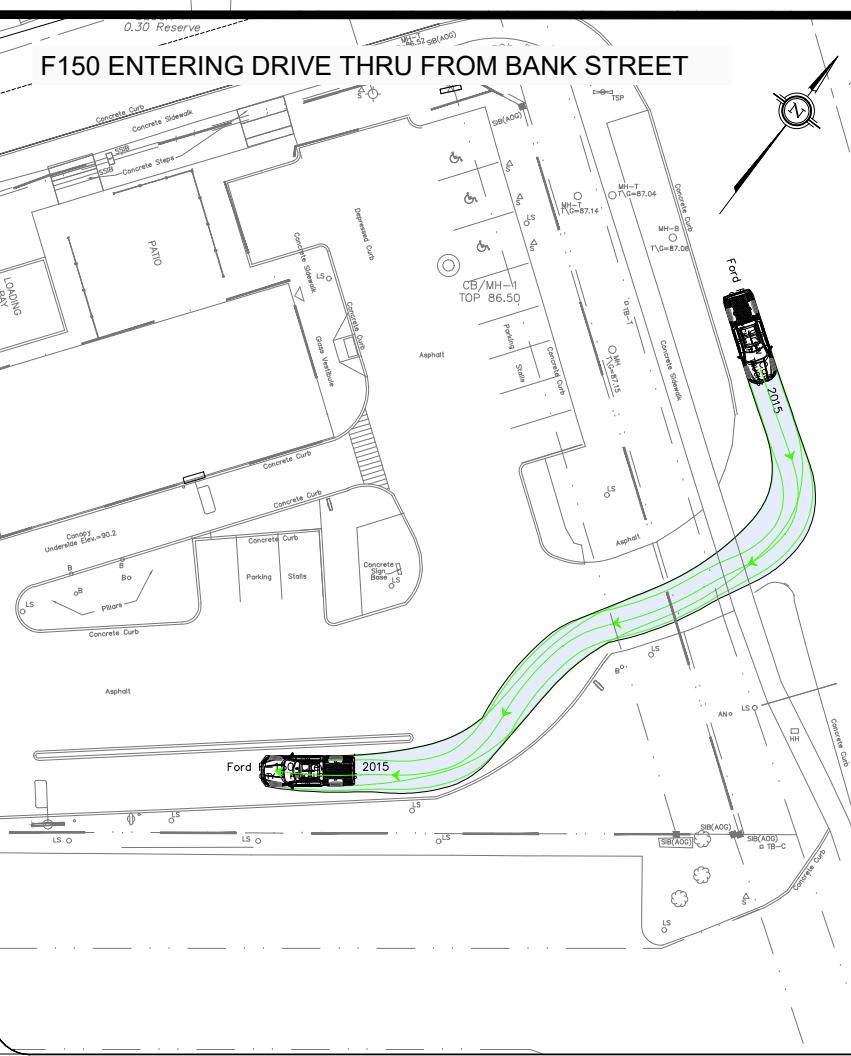
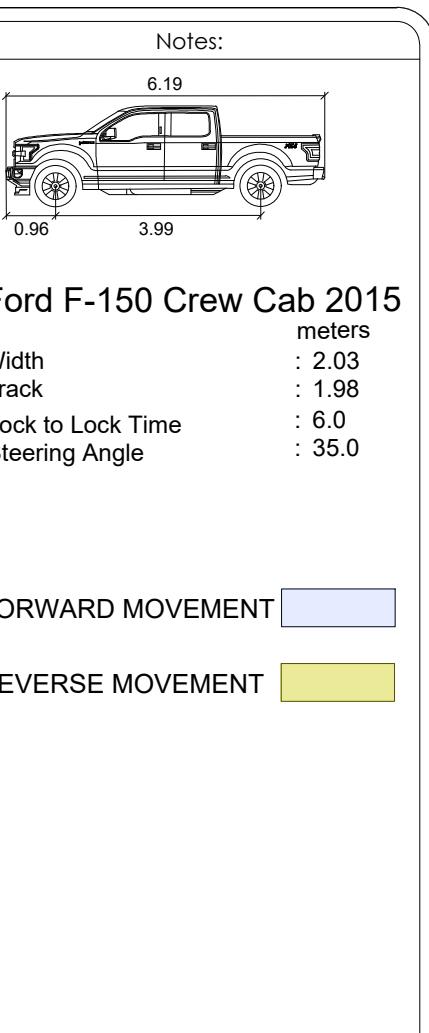
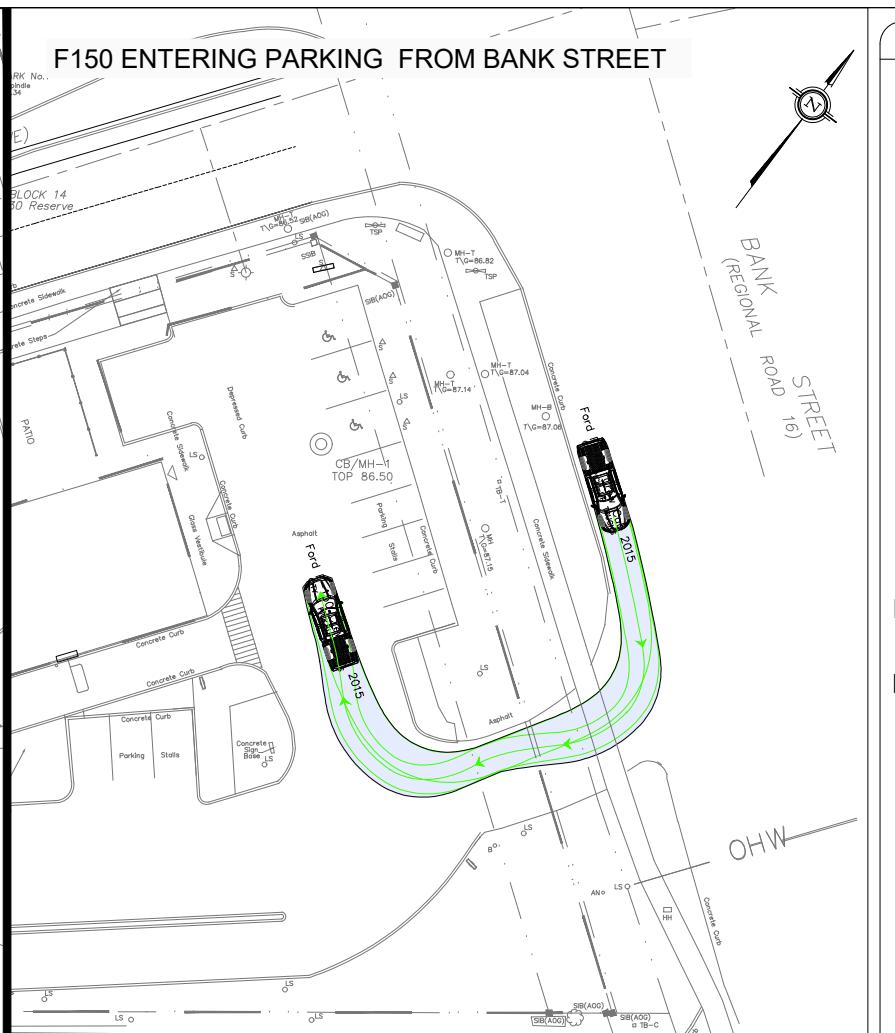
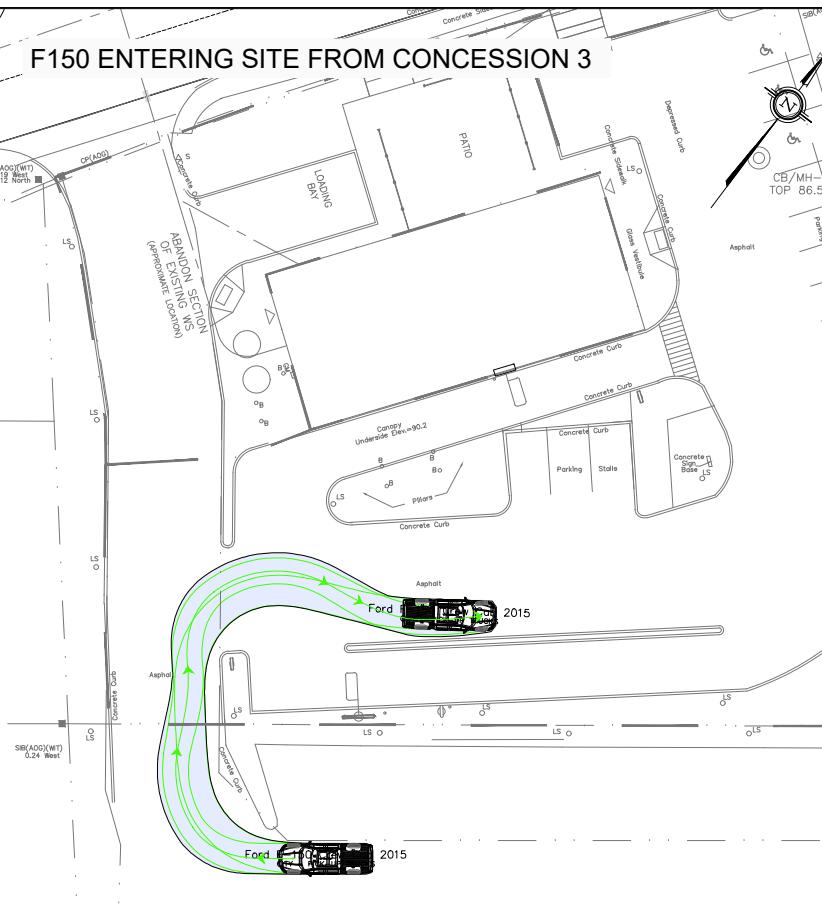
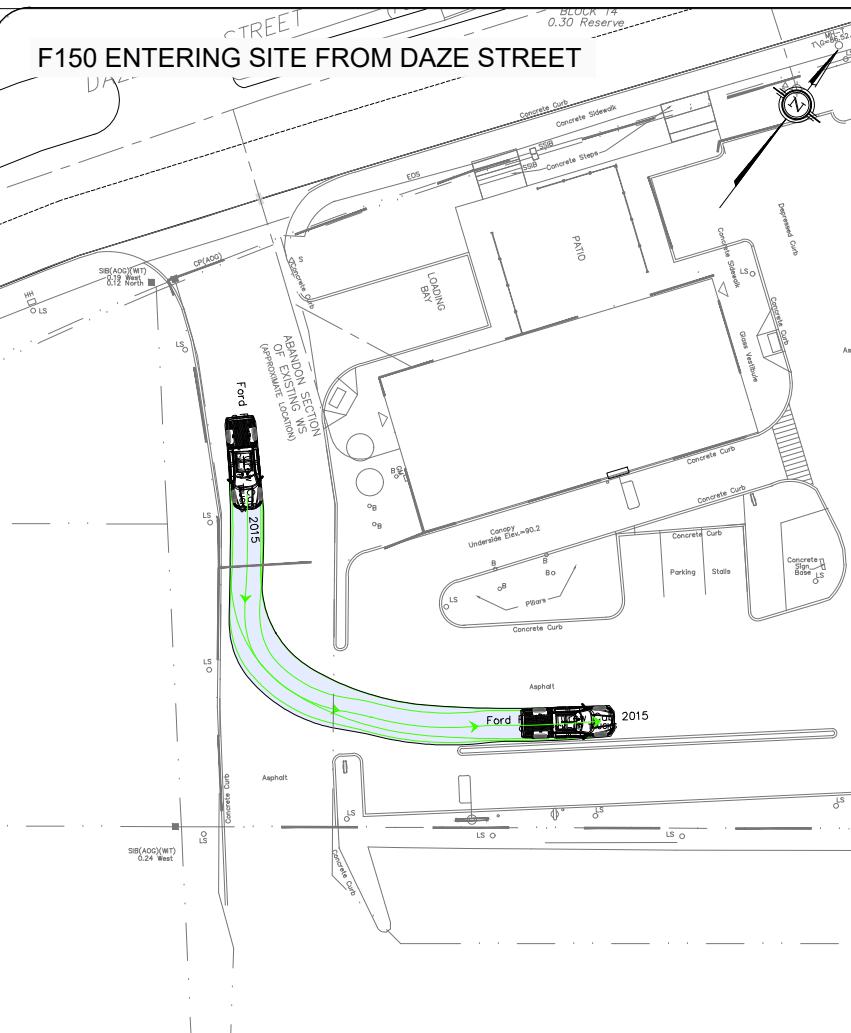
CLIENT: TIM HORTONS

TECT: NICHOLAS CARAGIANIS  
ARCHITECT INC.

SITE:

TITLE: HSU  
TURNING TEMPLATES

AT A3: NTS	DATE: 2025-12-17	DRAWN: EA	CHECKED: AL
ECT NO: 25-169	DRAWING NO: 001		REVISION: 02



02	Issued for Review:	EA	2025-12-17
01	Issued for Review:	CH	2025-10-29
REV:	DESCRIPTION:	BY:	DATE:
STATUS:			

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CLIENT: **TIM HORTONS**

ARCHITECT: **NICHOLAS CARAGIANIS**  
ARCHITECT INC

SITE: **2300 BANK STREET**

TITLE: **HSU**  
**TURNING TEMPLATES**

SCALE AT A3: NTS	DATE: 2025-12-17	DRAWN: EA	CHECKED: AL
PROJECT NO: 2025-169	DRAWING NO: 002	REVISION: 02	

# Appendix G

MMLOS Analysis

Multi-Modal Level of Service - Segments Form

Project: 2300 Bank

Consultant: CGH

Date: Dec 10, 2025

Scenario: Existing Conditions

Segment Name		Bank Street		Daze Street	
OP Transect / Policy Area		Outer Urban or Suburban		Outer Urban or Suburban	
Segment Component		Majority (>50%)		Majority (>50%)	
Side of Street		W		S	
Pedestrian	PLOS Inputs				
	Posted Speed (km/h)	60 km/h		50 km/h	
	Two-Way ADT	22,123		7,223	
	Pedestrian Facility	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	
	Facility Width (m)	1.80m		1.80m	
	Offset from Motor Vehicle Travel Lanes (m)	1.5-2.99m		< 0.5m	
	Presence of Adjacent Parking?	-		-	
	General Purpose Curb Lane ADT	> 3000		≤ 3000	
	Max. Distance between Controlled Crossings (m)	291-400m		≤ 200m	
	Score	2.50		3.50	
	PLOS	C		-	
	Target PLOS	C		C	
Bicycle	BLOS Inputs				
	Cycling Route Classification	Elsewhere		Cross-Town Bikeway	
	Cycling Facility	Shared Operating Space	Input PLOS First	Input PLOS First	Shared Operating Space
	Is the minimum level of separation provided according to OTM Book 18 Pre-Selection Nomograph - Rural Context (Figure 5.6)? (for paved shoulders)	-	-	-	-
	Facility Operation	-	-	-	-
	Pedestrian/Cyclist Volume	-	-	-	-
	Facility Width	-	-	-	-
	Boulevard/Buffer Width (excluding curb)	-	-	-	-
	Unsignalized Roadway Crossing Type (where cyclists are required to yield)	None	-	-	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
Transit	Score	0.75	-	-	0.75
	BLOS	E	-	-	E
	Target BLOS	C		B	
	TLOS Inputs				
	Transit Facility	Mixed Traffic		Mixed Traffic	
Public Realm	Facility Type	Mixed Traffic		Mixed Traffic	
	Expected Transit Running Time	Slightly Impeded		Slightly Impeded	
	Transit Travel Speed (if available)	60 km/h		50 km/h	
	TLOS	B	-	-	B
	Target TLOS	E (D for frequent transit routes)		E (D for frequent transit routes)	
Public Realm	PRLOS Inputs				
	Context	Other Streets	Input PLOS and BLOS First	Input PLOS and BLOS First	Other Streets
	Inner Boulevard Width	≤ 0.6m	-	-	≤ 0.6m
	Middle Boulevard Width	≤ 0.5m	-	-	≤ 0.5m
	Outer Boulevard (Frontage) Width	≥ 3.0m	-	-	0.5-1.49m
	Transit Route on Segment?	Yes	-	-	Yes
	Bus Stop Elements	Curbside platform with no shelter		No platform, landing zone or shelter	
	Number of Midblock Traffic Lanes (both travel directions)	4		4	
	Score	14.70	-	-	16.20
	PRLOS	D	-	-	C
		D		C	