New OCSB High School

5431 Fernbank Road, Stittsville
Transportation Impact Assessment Scoping Report

Prepared For:

N45 Architecture Inc.

Prepared By:

Robinson Consultants Inc.

Consulting Engineers

Project No. 25085

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Robinson
Consultants

TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

LIST OF APPENDICES

1.0 TIA SCREENING

Robinson Consultants Inc. (RCI) has been= retained by N45 Architecture Inc. to prepare a Transportation Impact Assessment (TIA) in support of a Site Plan control application for a new high school at the property municipally known as 5431 Fernbank Road in Stittsville, Ontario. A TIA Screening Report was submitted to the City in January 2025 and is provided in Appendix A of this Scoping Report. Based on the TIA screening, the trip generation and safety triggers were met, requiring the undertaking of a TIA. The location trigger was not met.

2.0 PROPOSED DEVELOPMENT

The Ottawa Catholic School Board (OCSB) is planning to construct a new high school at the property municipally known as 5431 Fernbank Road in the Fernbank neighbourhood of Stittsville, City of Ottawa. The existing site is vacant with a site area of approximately 18.27 acres (73,967 m^2). The site lies within the Fernbank community development area that commenced construction around 2017. A site in the area was previously identified for a high school development within the Fernbank Community Design Plan (CDP), completed in 2009. The site has been changed to the present site. The subject site location and surrounding road context is illustrated in Figure 1. The proposed site plan is included as Appendix B.

The existing zoning designation for 5431 Fernbank Road is Minor Institutional Zone, Sub-zone A (I1A). As per zoning for I1A, school use is permitted. The property is bounded by Atlas Terrace to the west, Cope Drive to the north, Fernbank Road to the south, and the SmartCentres west access road to the east.

Figure 1. Site Location and Local Road Network

The proposed development will include a two-storey school building, with a Gross Floor Area (GFA) of approximately 10,000 m^2 including 62 middle and high school classrooms accommodating an anticipated total of 1526 staff and students.

The site is anticipated to have a total of 180 parking spaces for staff and visitors including eight barrier free accessible parking spaces. The site is also anticipated to have a total of 120 bicycle parking spaces situated adjacent to the building access points. Vehicle access to the parking area is proposed via full-move accesses on Atlas Terrace and Fernbank Road; the site plan also includes an additional exit onto Atlas Terrace and an entry on Fernbank Road for the bus loop.

The development will be built in a single phase with an estimated build-out date in 2028.

2.1 Study Area

Based on a discussion with City staff and review of the anticipated traffic distribution to key area corridors and destinations, the project study area includes the following existing intersections:

- Cope Drive and Rouncey Road
- Cope Drive and Terry Fox Drive
- Terry Fox Drive and Fernbank Road
- Fernbank Road and Cope Drive
- Atlas Terrace and Cope Drive
- Atlas Terrace and Arosa Way

The study area road segments and intersections are illustrated in Figure 2.

Figure 2. Study Area Road Segments and Intersections

3.0 EXISTING CONDITIONS

The following sections outline the existing study area transportation network features including, roadways and intersections, transit, active transportation facilities, as well as area collision history and traffic volumes, including walking and cycling volumes.

3.1 Existing Road Network

The following provides a description of the study area roadways, as illustrated in Figure 2.

Cope Drive is classified as a Major Collector roadway that generally travels east-west from Fernbank Road in Stittsville to Eagleson Road in Kanata, where it continues easterly as Cadence Gate. A short portion of roadway between the Fernbank community, west of Robert Grant Road, and Shea Road, is currently under construction. The road is within a 40 km/h neighbourhood speed limit area. Cope Drive is configured with one lane in each direction with no painted centreline. A multi-use pathway is present on the north side of the roadway from Terry Fox Drive, continuing westerly through the Fernbank neighbourhood, while a sidewalk is present on the south side of the roadway. Within the study area, the road is bound by low-density residential housing, the future school site, and commercial plazas near Terry Fox Drive.

Rouncey Road is classified as a Major Collector roadway that generally travels north-south from Fernbank Road to Abbott Street East, where it continues northerly as Cranesbill Road towards a future connection to Robert Grant Avenue. The road is within a 40km/h neighbourhood speed limit area. Rouncey Road is configured with one lane in each direction with no painted centreline. Sidewalks are present on both sides of the roadway. Within the study area, the road is bound by low-density residential housing, Rubicon Park and Shingwàkons Public School.

Terry Fox Drive is a classified as an Arterial roadway that generally travels north-south within the study area, providing connectivity to Hope Side Road / Eagleson Road in the south to Highway 417 and March Road in the North. Terry Fox Drive within the study area has a posted speed limit of 80 km/h and has a rural cross-section with paved shoulders. A multi-use pathway also runs along the west side of the road through the study area. Terry Fox Drive generally serves low-density residential developments via connections with Major Collector roads. No private access driveways are located on Terry Fox Drive within the study area at the except of right-in-right-out entrances to the commercial plazas. Terry Fox Drive is also designated as a truck route permitting full loads.

Atlas Terrace is classified as a Local roadway that generally travels from Cope Drive in the north to Rouncey Road in the west and lies fully within the Fernbank community development area. The road is also within a 40km/h speed limited area. Atlas Terrace is configured with one lane in each direction with no painted centreline. A sidewalk is present on the west/north side of the roadway along its full length and on the south side of the roadway, where residential development is present. There are no cycling facilities or identified parking restrictions along the corridor. Within the study area, Atlas Terrace is bounded by low- and medium-density residential development, the future school site and Bob Mills Park.

Arosa Way is classified as a Local roadway that generally travels from Atlas Terrace in the east to Atlas Terrace in the south and lies fully within the Fernbank community development area. The road is also within a 40km/h speed limited area. Arosa Way is configured with one lane in each direction with no painted centreline. There are no pedestrian facilities, cycling facilities or identified parking restrictions along the corridor. Within the study area, Arosa Way is bounded by low-density residential development.

Fernbank Road is classified as an Arterial roadway that generally travels east-west from Dwyer Hill Road in rural Goulbourn to Eagleson Road in Kanata, providing connectivity between rural areas in Goulbourn, Stittsville and Kanata. Fernbank Road within the study area has a posted speed limit of 60 km/h and has a rural cross-section with paved shoulders. A multi-use pathway also runs along the north side of the road from Terry Fox Drive to the SmartCentre entrance. Fernbank Road is not a designated truck route.

3.2 Existing Study Intersections

The following sections provide a description of the study area intersections.

3.2.1 Cope Drive and Terry Fox Drive

Cope Drive and Terry Fox Drive, illustrated in Figure 3, is a four-leg signalized intersection. All approaches include one through lane and one left turn lane in each direction. Left turn lanes on the north, south, east and west approaches have 52m, 46m, 53m and 67m of storage space, respectively. The Terry Fox Drive north approach has an auxiliary right turn lane with approximately 146m of storage space. Sidewalks are present on both sides of the Cope Drive east approach, and the south side of the Cope Drive west approach. A multi-use pathway is present along the west side of Terry Fox Drive and on the north side of the west approach of Cope Drive. There are pedestrian crossings at all intersection approaches, however, no cross-rides are present. Protected-permissive movements are present for the WBL and SBL movements.

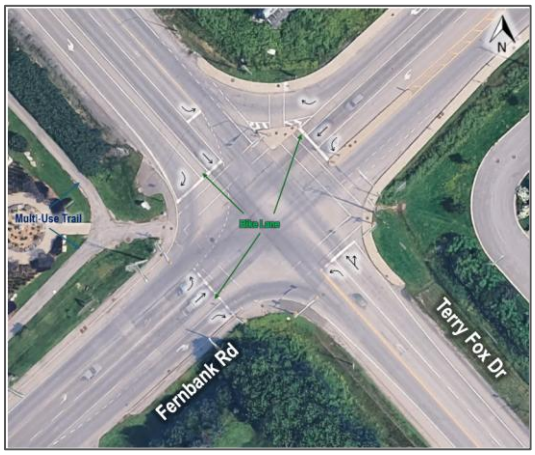


Figure 3. Cope Drive at Terry Fox Drive

3.2.2 Rouncey Road and Cope Drive

Cope Drive and Rouncey Road, illustrated in Figure 4, is a four-leg single-lane roundabout with an approximately 28m inscribed circle diameter including a 3m truck apron. All approaches are equipped with Level 2 Type D pedestrian crossovers. Multi-use pathways are present at all quadrants of the intersection which transition to sidewalks in all directions, except the north side of the Cope Drive approaches, which continue as multi-use pathways. It is noted that while proper transitions from the multi-use pathways to on-street are present for cyclists on all sides where transitions to sidewalks are present, this is not the case for the eastbound Cope Drive movement. The multi-use pathway on the south approach west side extends south of the Shingwàkons Public School drop-off area.

Figure 4. Rouncey Road at Cope Drive

3.2.3 Atlas Terrace and Cope Drive

Cope Drive and Atlas Terrace, illustrated in Figure 5, is a three-leg, one-way stop-controlled intersection. Stop control is provided for the south approach of Atlas Terrace, while Cope Drive is free flow for traffic. All approaches consist of one shared lane. Sidewalks and cycle tracks are present on both sides of Abbott Street East. A sidewalk is also present on the west side of the Atlas Street approach and the south side of the Cope Drive approaches. A multi-use pathway is present on the north side of the Cope Drive approaches while a multi-use pathway continues north to Paseana Place and Constantine Luty Park from the multi-use pathway on the north side of Cope Drive. The east-west pedestrian crossing on the Atlas Terrace has no painted demarcations.

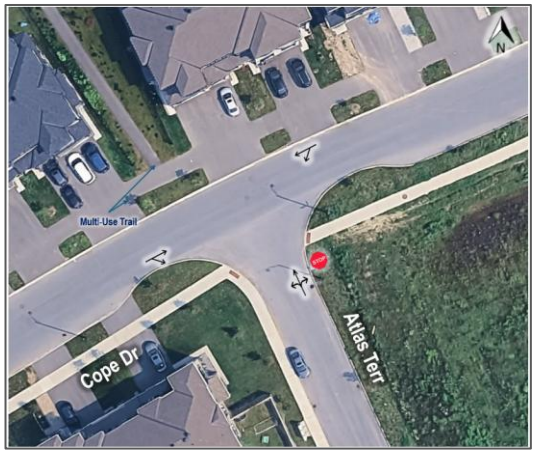


Figure 5. Atlas Terrace at Cope Drive

3.2.4 Atlas Terrace and Arosa Way

Atlas Terrace and Arosa Way, illustrated in Figure 6, is a three-leg stop-controlled intersection. Stop control is provided for the west approach of Arosa Way while Atlas Terrace is free flow for traffic. All approaches consist of one shared lane. Sidewalks are present on the west side of Atlas Terrace. There are no painted crosswalks.

Figure 6. Atlas Terrace at Arosa Way

3.2.5 Atlas Terrace and Rouncey Road

Atlas Terrace and Rouncey Road, illustrated in Figure 7, is a three-leg stop-controlled intersection. The approaches include single shared lanes. Sidewalks are present on both sides of Rouncey Road and Atlas Terrace. A north-south pedestrian crossing is provided on Atlas Terrace, though it is not painted.

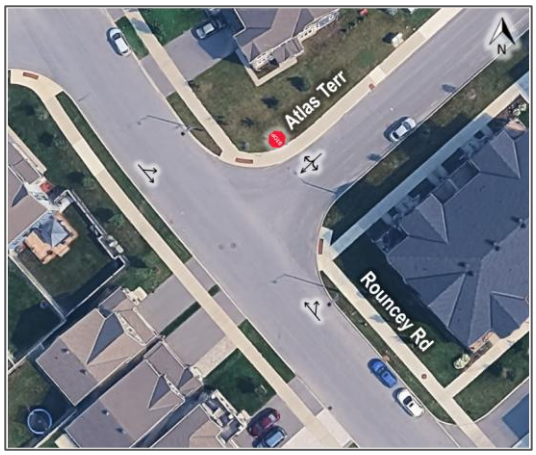


Figure 7. Rouncey Road at Atlas Terrace

3.2.6 Rouncey Road and Fernbank Road

Rouncey Road and Fernbank Road, illustrated in Figure 9Figure 8, is a three-leg, one-way stop-controlled intersection. Stop control is provided for the north approach of Rouncey Road, while Fernbank Road is free flow for traffic. The Rouncey Road approach consists of one shared lane for all movements. The Fernbank Road west approach includes a through lane and an auxiliary left turn lane with 40m of storage space and the Fernbank Road east approach includes a through lane and an auxiliary right turn lane with 50m of storage space. Sidewalks are present on both sides of the Rouncey Road approach while a private sidewalk is present on the north side of the Fernbank Road east approach. The east-west pedestrian crossing on the Rouncey Road approach has no painted crosswalks.

Figure 8. Fernbank Road at Rouncey Road

3.2.7 Terry Fox Drive and Fernbank Road

Terry Fox Drive and Fernbank Road, illustrated in Figure 9, is a four-leg signalized intersection. All approaches include one through lane and one left turn lane in each direction. Left turn lanes on the north, south, east and west approaches have 100m, 90m, 80m and 120m of storage space, respectively. The Terry Fox Drive north approach and Fernbank Road west approach have auxiliary right turn lanes with approximately 138m, and 100m of storage space, respectively. The Fernbank Road east approach has a right turn channel and auxiliary lane with approximately 115m of storage space. Sidewalks are present on both sides of the Fernbank Road east approach, and the north side of the Fernbank Road west approach. An approximately 30m long sidewalk extends west of the intersection on the south side of Fernbank Road to service the bus stop on the southwest corner of the intersection. A multi-use pathway is present along the west side of Terry Fox Drive and on the north side of the west approach of Fernbank Road. A multi-use pathway begins and continues south on the west side of Fernbank Road approximately 150m south of the intersection. There are pedestrian crossings at all

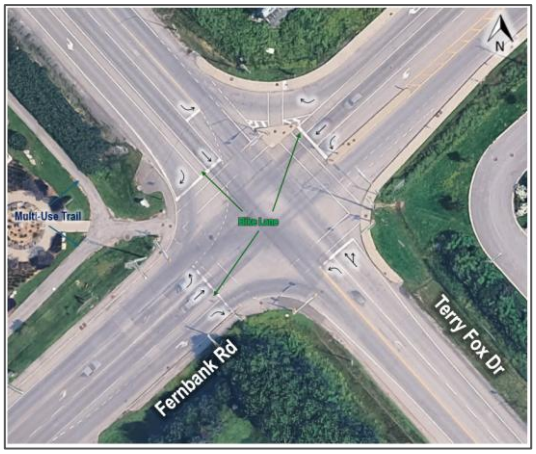


Figure 9. Fernbank Road at Terry Fox Drive

intersection approaches, however, no cross-rides are present. Approximately 35m, 165m and 350m floating bike lanes are present on the Fernbank Road west, east and Terry Fox Drive north approaches. Protected-permissive movements are present for the SBR, EBL, and NBL movements.

3.2.8 Fernbank Road and SmartCentre Entrance

Fernbank Road and the SmartCentre entrance, illustrated in Figure 10, is a three-leg signalized intersection. The SmartCentre entrance approach includes a singular lane for all southbound movements while the Fernbank Road approaches include a through lane and an auxiliary lane for turn movements into the SmartCentre. The eastbound auxiliary left turn lane and westbound auxiliary right turn lane have approximately 175m and 50m respectively. Sidewalks are present on the west side of the SmartCentre entrance and the north side of the Fernbank Road east approach. A multi-use pathway is present along the north side of the east approach of Fernbank Road. There are pedestrian crossings at all intersection approaches, however, no cross-rides are present. An approximately 125m floating bike lane is present on the Fernbank Road east approach. A protected-permissive movement are present for the WBL movement.

Figure 10. Fernbank Road at SmartCentre

3.3 Existing Driveways

As illustrated in Figure 11, existing area driveways within a 200m radius of the proposed Atlas Terrace and Fernbank Road site accesses consist of residential (single-family detached homes) private driveways.

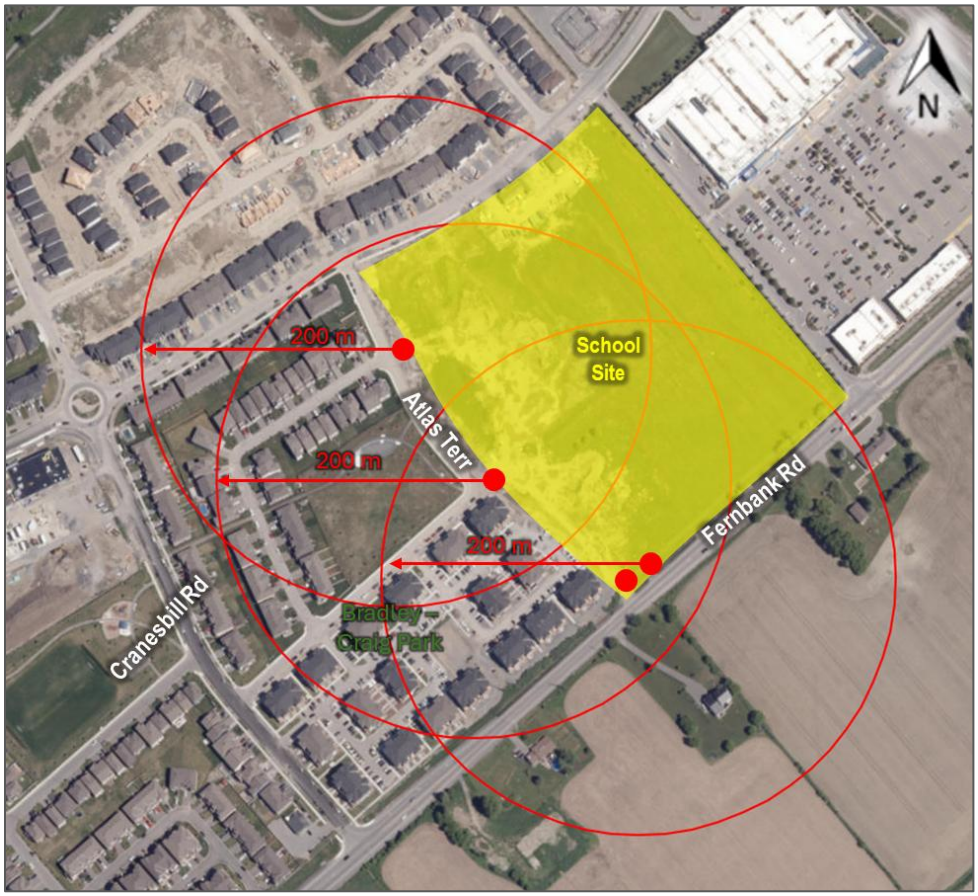


Figure 11. Existing Area Driveways

3.4 Existing Active Transportation Network

Area active transportation facilities are illustrated in Figure 12, while larger regional cycling facilities are illustrated in Figure 13. Sidewalks are present on Atlas Terrace, Arosa Way, Cope Drive, Rouncey Road, and sections of Fernbank Road, in addition to several surrounding local streets. There are several pathway connections, providing enhanced neighbourhood connectivity, particularly connecting Atlas Terrace to Paseana Place and Rouncey Road to Arosa Way. A multi-use pathway is present on the north side of Cope Drive, west of Terry Fox Drive, along west side of Terry Fox Drive between Fernbank Road and the stormwater management facility north of Cope Drive, and along the north side of Fernbank Road between Terry Fox Drive and the SmartCentre entrance. Cope Drive east of Terry Fox is identified as a suggested bicycle route, however, no designated cycling facilities are provided. All other area local roadways have no dedicated cycling facilities. Terry Fox Drive and Fernbank Road have paved shoulders within the study area. Within the larger regional area, cycle tracks are present along the Robert Grant Avenue corridor and along Abbott Street East, east of Robert Grant Avenue. The multi-use pathway on the north side of Cope Drive continues west of Robert Grant Avenue, where it will connect to Shea Road and cycle tracks beyond this point, on Cope Drive, once construction of the neighbourhood is complete. Bike lanes are present along Hazeldean Road, west of Terry Fox. The Ottawa-Carleton Trailway (part of the Trans-Canada Trail) runs east-west through the region, connecting Stittsville to Kanata and eastward towards Bells Corners. This trail is a stone dust multi-use pathway.

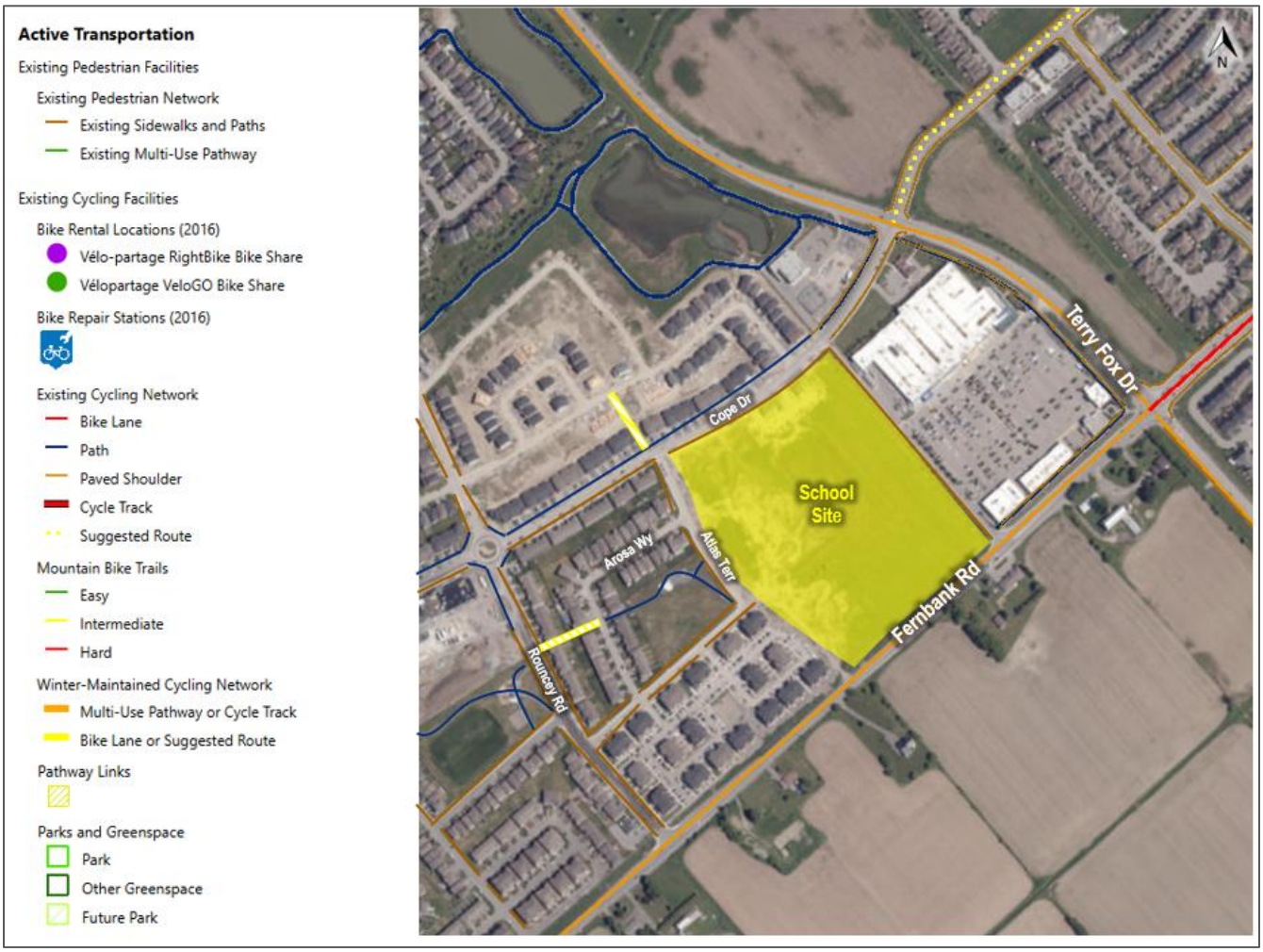


Figure 12. Existing Area Active Transportation Facilities (GeoOttawa)

Figure 13. Existing Regional Active Transportation Facilities (GeoOttawa)

3.5 Existing Transit Network

The existing area transit network is illustrated in Figure 14. Local route 67 provides service to the proposed high school along Cope Drive and connects the Terry Fox Transit Station at Kanata Centrum in the north to the Fernbank neighbourhood in the south, including service along Cope Drive, Terry Fox Drive, Fernbank Road, Robert Grant Avenue and Rouncey Road. Peak hour service also connects route 67 to Tunney's Pasture Station and OC Transpo's Confederation Line (Line 1) in Ottawa. Local route 60 provides connectivity between Terry Fox Station (and Tunney's Pasture Station during peak hours), and Cope Drive via Terry Fox Drive, within the study area. Local route 168 provides service between Terry Fox Station and Bridlewood, with service along Cope Drive, Rouncey Road, Fernbank Road and Terry Fox Drive.

As illustrated in Figure 15, area transit stops are located along Cope Drive, serving local transit routes 67 and 168, which both have an approximately 30-minute frequency during daytime hours. The closest transit stops located on Cope Drive at Paseana is approximately 200m walking distance from the site entrance.

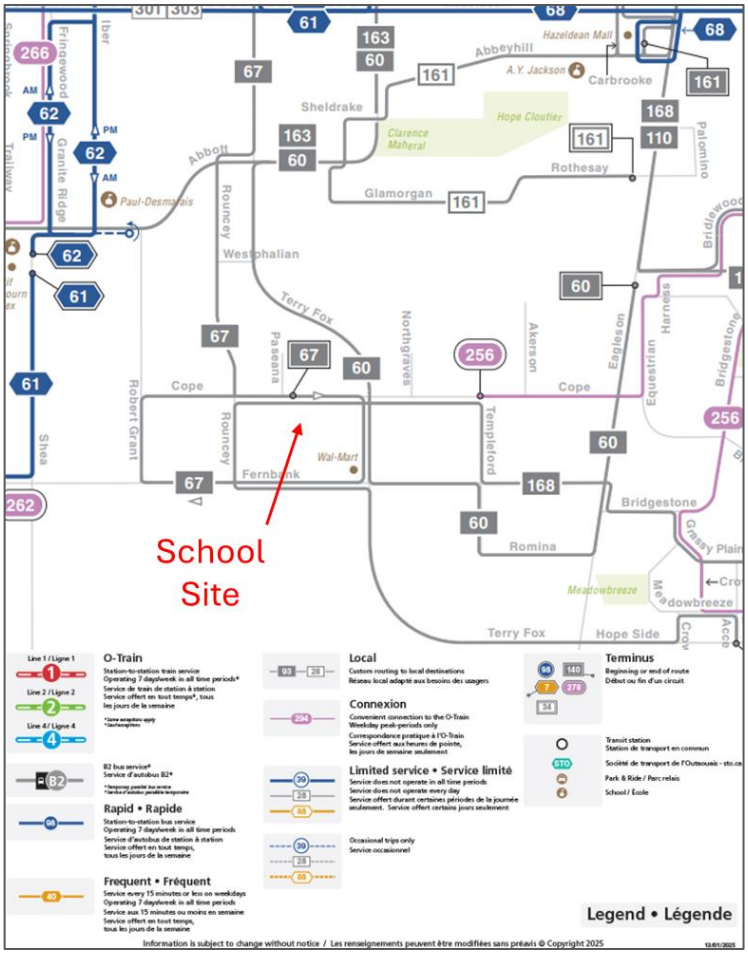


Figure 14. Existing Area Transit Routes (OC Transpo, 2025)

Figure 15. Existing Area Transit Stops

3.6 Existing Area Traffic Management Measures

Review of the area transportation network indicates the presence of seasonal traffic calming measures (flex posts) on Rouncey Road, north of Cope Drive. No permanent traffic calming measures were identified.

3.7 Existing Traffic Volumes

Turning Movement Count (TMC) data for the study area intersections have been obtained from the City of Ottawa and RCI traffic count surveys as a basis for operational analysis. Table 1 summarizes the provided traffic data used for this study. The full traffic data can be found in Appendix C.

Table 1. Available Traffic Data

Intersection	Traffic Control	Peak Periods Captured	Date of Collection	AM Peak	PM Peak
Cope Drive at Rouncey Road	Roundabout	Weekday AM, Mid-day, and PM	17-Jan-23	08:30 - 09:30	15:45 – 16:45
Cope Drive at Terry Fox Drive	Signalised	Weekday AM, Mid-day, and PM	07-Sep-22	08:15 - 09:15	16:00 - 17:00
Fernbank Road at Rouncey Road	Stop Control	Weekday AM, Mid-day, and PM	07-Mar-23	08:15 - 09:15	15:45 – 16:45
Fernbank Road at Smart Centre Entrance	Signalised	Weekday AM, Mid-day, and PM	31-Jan-24	08:15 - 09:15	16:00 - 17:00
Terry Fox Drive at Fernbank Road	Signalised	Weekday AM, Mid-day, and PM	14-Aug-24	08:00 - 09:00	16:15 - 17:15
Atlas Terrace at Arosa Way	Stop Control	Weekday AM, and PM	03-Sep-25	07:30 - 08:30	16:00 - 17:00

Existing (2025) traffic volumes were developed for the morning and afternoon peak hours based on the above noted TMC data. Peak hour volumes from the provided traffic data are summarized in Figure 16. Active transportation volumes at the study intersections are summarized in Table 2.

Table 2. Existing (2025) Pedestrian and Bike Volumes

Location	AM Peak				PM Peak			
	NB	SB	EB	WB	NB	SB	EB	WB
Pedestrian Volumes								
Cope Drive at Rouncey Road	2	3	0	0	5	1	0	0
Cope Drive at Terry Fox Drive	2	4	1	4	1	18	2	12
Fernbank Road at Smart Centre Entrance	1	0	0	0	0	0	0	0
Terry Fox Drive at Fernbank Road	12	1	2	0	19	7	13	5
Atlas Terrace at Arosa Way	0	0	1	13	1	2	1	16
Bike Volumes								
Cope Drive at Terry Fox Drive	1	1	1	1	2	6	6	6
Fernbank Road at Smart Centre Entrance	0	0	0	1	0	0	0	0
Terry Fox Drive at Fernbank Road	1	0	0	4	2	1	3	8
Atlas Terrace at Arosa Way	3	1	1	0	0	0	3	0
NB - Northbound SB - Southbound EB - Westbound WB - Westbound								

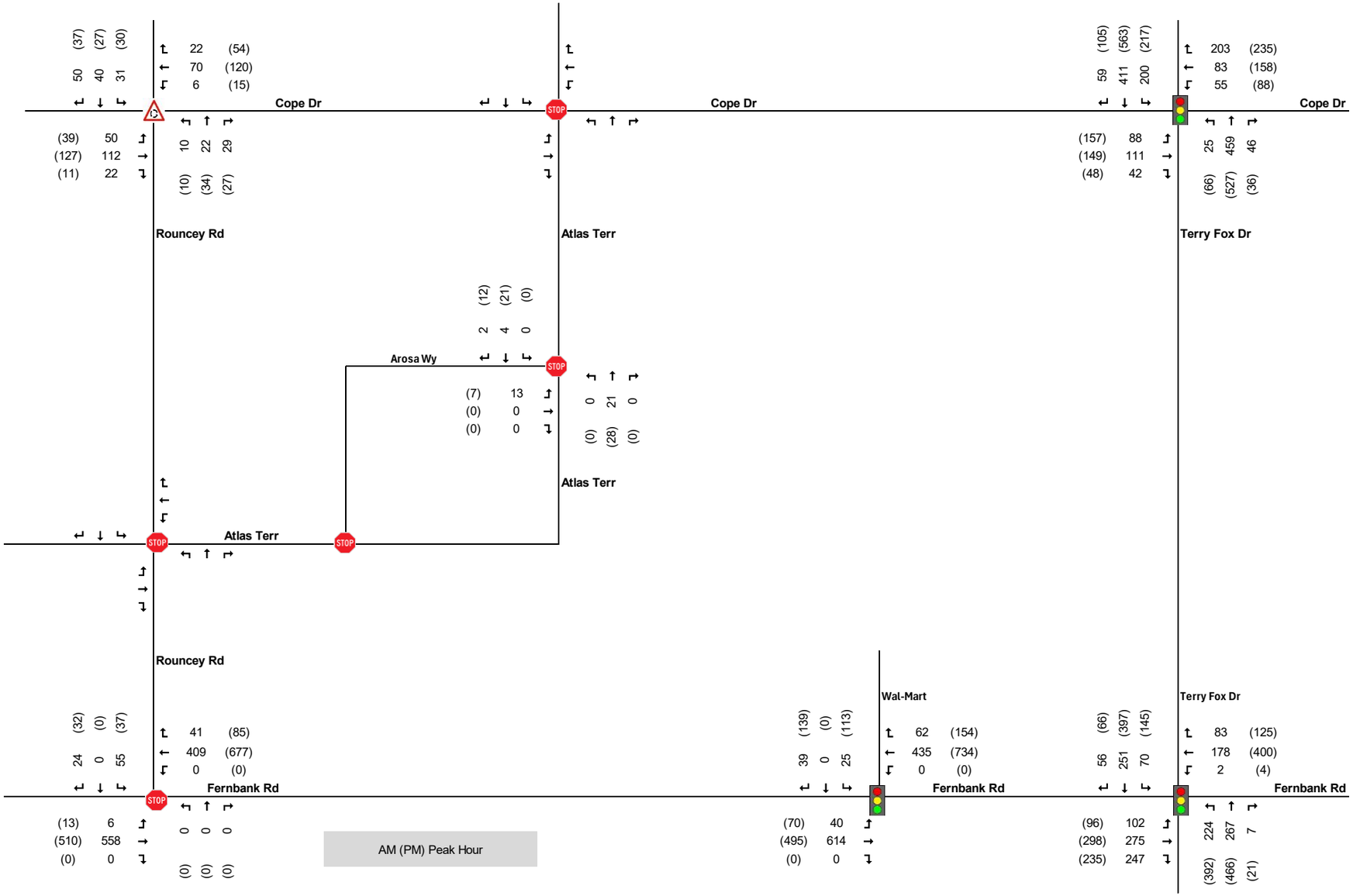


Figure 16. Existing (2025) Vehicle Traffic Volumes

3.7.1 Existing Mode Shares

Table 3 summarizes the overall mode shares to, from, and within the Kanata – Stittsville district based on the most recent 2011 TRANS Origin-Destination (O-D) Survey, provided in Appendix D.

Table 3. Kanata / Stittsville - Mode Share (Trans 2011 O-D Survey)

Trips By Mode	AM Peak (06:30 - 08:59)	PM Peak (15:30 - 17:59)
Auto Driver	56%	62%
Auto Passenger	12%	19%
Transit	12%	9%
Bicycle	0%	0%
Walk	8%	5%
Other*	11%	4%
Total	100%	100%

**Other indicates modes such as school bus, paratransit, motorcycle / scooter, taxi, train, or airplane*

It is noted that TRANS completed an updated Origin-Destination (O-D) survey in the Fall of 2022. At the time of reporting, only preliminary results are available, which highlight city wide mode shares. While detailed O-D data is not available specifically for the Kanata-Stittsville district, city wide auto vehicle and auto passenger mode shares remain relatively consistent in 2022 as compared to 2011. A significant change that is highlighted is the shift from transit to active modes of transportation. The transit mode share saw a decrease of almost 5.5% from 2011 to 2022 while active transportation (walking, cycling, and micromobility) saw an overall increase of 5.3%. This is identified as a potential outcome of a higher proportion of work from home employment.

3.8 Historical Collision Review

The latest six-year (2019-2024) collision data was provided by the City of Ottawa, and included in Appendix E. The data is summarized in Table 4. Most intersections within the study area have relatively few collisions except for the Cope Drive at Terry Fox Drive and Fernbank Road at Terry Fox Drive intersection. The Cope Drive at Terry Fox Drive intersection had 24 collisions, including 10 which resulted in a non-fatal injury. 12 turning movement collisions were recorded at this intersection, including nine which involved a left-turning southbound vehicle colliding with a northbound vehicle. Four of these collisions resulted in a non-fatal injury, one of which occurred in the overnight hours. One collision involved a pedestrian and a right-turning eastbound vehicle, resulting in a non-fatal injury. The Fernbank Road at Terry Fox Drive intersection had 48 collisions, including 12 which resulted in a non-fatal injury. 13 collisions involved angle collisions, of which eight resulted from vehicles running red lights and five involved right-turning vehicles. Turning movements resulted in 16 collisions, six of which involved a left-turning northbound vehicle colliding with a southbound vehicle, and six of which involved a southbound left-turning vehicle colliding with a northbound vehicle. 14 rear-end collisions were also reported at the intersection, six of which involved eastbound vehicles, and two of which resulted in a non-fatal injury. Three of the reported collisions resulting in a non-fatal injury were the result of a southbound left-turning vehicle colliding with a northbound vehicle, one of which occurred at night during snowy conditions. One collision involved an eastbound right-turning vehicle colliding with a southbound cyclists, resulting in a non-fatal injury. A total of 22 collisions within the study area resulted in a non-fatal injury and no fatal collisions were recorded. It should be noted that collision data predates full completion of the residential subdivision. Overall, there is a trend of collisions between through traffic movements and left turns at the intersections of Terry Fox Drive with Fernbank Road and Cope Drive, which may be related to traffic speeds and the permissive left turn operation; operations at these intersections will be reviewed in more detail during TIA anlaysis.

Table 4. Area Collision History (2019 – 2024) Summary

Location	Collision Frequency										
	2019	2020	2021	2022	2023*	2024	Total	Most Common Initial Impact Type	Pedestrian	Bicycle	Non-Fatal Injuries
At Intersection / Intersection Related Collisions											
Cope Drive at Terry Fox Drive	5	6	5	3	0	5	24	Turning Movement	1	0	10
Fernbank Road at Rouncey Road	0	0	0	0	0	1	1	Sideswipe	0	0	0
Fernbank Road at Smart Centre Entrance	3	0	0	3	0	1	7	Turning Movement	0	0	0
Terry Fox Drive at Fernbank Road	9	5	12	10	1	11	48	Turning Movement	0	1	12
Cope Drive at Rouncey Road	0	0	1	0	0	0	1	Angle	0	0	0
Midblock Collisions (Non-Intersection / At / Near Private Driveway)											

*Collision data provided does not cover all of 2023.

Table 5. Cope Drive at Terry Fox Drive Intersection Collisions

Impact Type	# of Collisions	NB	SB	EB	WB
Angle	3	SBT-EBL (1) / WBT-NBT (1) / NBT-WBT (1)			
Turning Movement	12	SBL-NBT (9) / NBL-SBT (2) / EBL-WB (1)			
Sideswipe	1	-	1	-	-
Rear End	5	1	1	-	3
SMV Other	2	-	-	1	1
Other	1	SB-NB (1)			

Table 6. Terry Fox Drive at Fernbank Road Intersection Collisions

Impact Type	# of Collisions	NB	SB	EB	WB
Angle	13	WBT-SBT (3) / EBT-NBT (1) / SBT-EBL (1) / WBR-NBT (2) / EBR-SBT (2) / EBR-NBT (1) / WBT-SBT-EBR (1) / NBT-WBT (1) / EBT-NBT-WBT (1)			
Turning Movement	16	NBL-SBT (6) / SBL-NBT (6) / WBR-WBT (1) / EBL-NBT (1) / NBL-WBT (1) / NBL-WBL (1)			
Sideswipe	2	-	-	2	-
Rear End	14	3	1	6	4
Approaching	2	NBT-SBT (2)			
SMV Other	1	-	1	-	-

4.0 PLANNED CONDITIONS

4.1 Road Network Modifications

Road network modifications are based on the current City of Ottawa Transportation Master Plan (TMP) which was adopted in 2025. The Fernbank Community Design Plan (CDP) was completed in 2009 and encompassed the area between Stittsville, Kanata West, and Kanata South, and extending south from Hazeldean Road to Fernbank Road. The transportation network identified within the Fernbank CDP is illustrated in Figure 17. Much of the proposed road network has already been constructed or is anticipated to be constructed through continued development of the community. It is noted however that the original school site in the CDP was located north of Cope Drive, and has since been shifted to the current location to the south.

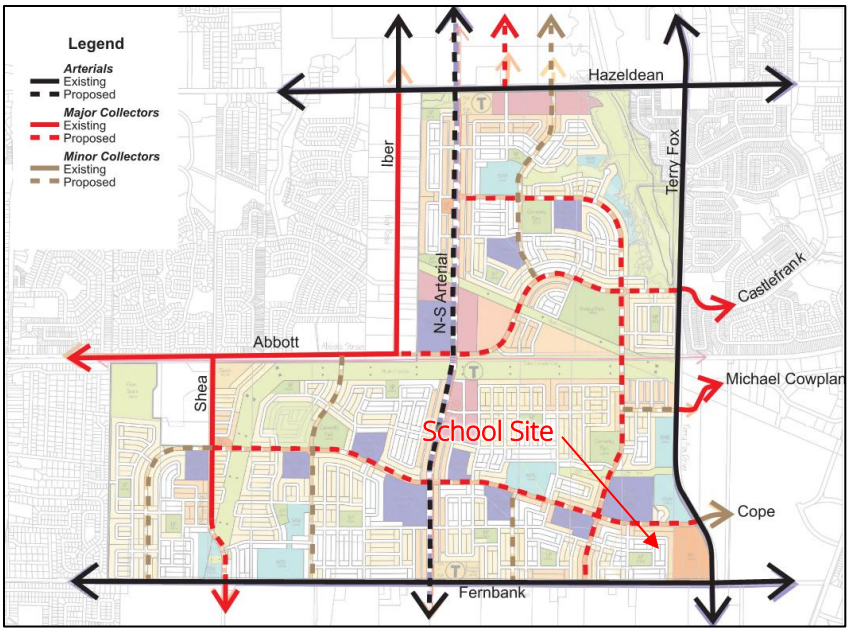


Figure 17. Proposed Major Road Network (Fernbank Community CDP, 2009)

The current City of Ottawa TMP (2025) Ultimate, Priority, and Needs-Based Network concepts indicate a number of other area network modifications as illustrated in Figure 19, Figure 18, and Figure 20, respectively. As shown, Terry Fox Drive is also anticipated to be widened from two to four lanes, south of Castlefrank Road. Road Urbanisation and Mainstreet Improvement projects are also expected along Shea Road, among other existing rural cross-section roads.

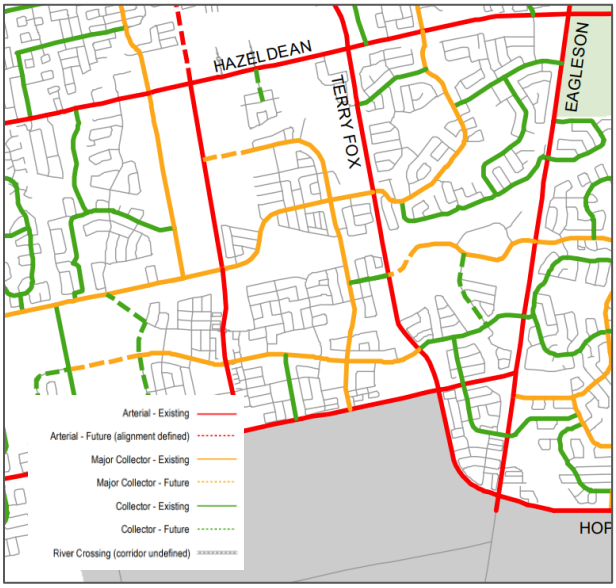


Figure 19. Ultimate Road Network

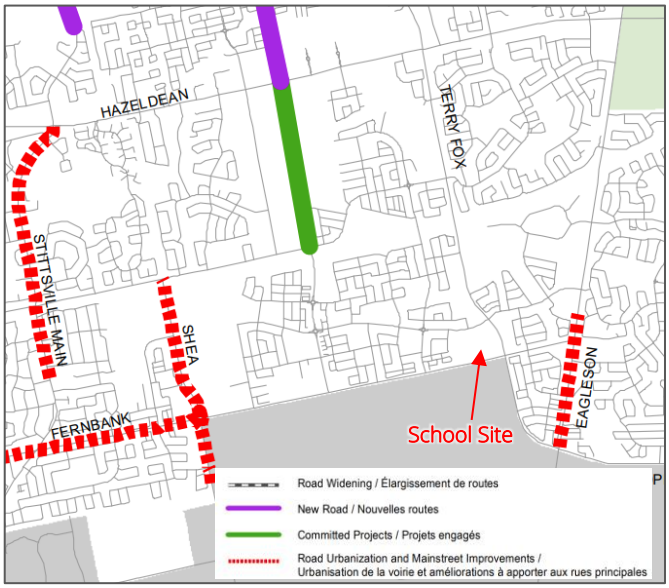


Figure 18. Priority Road Network

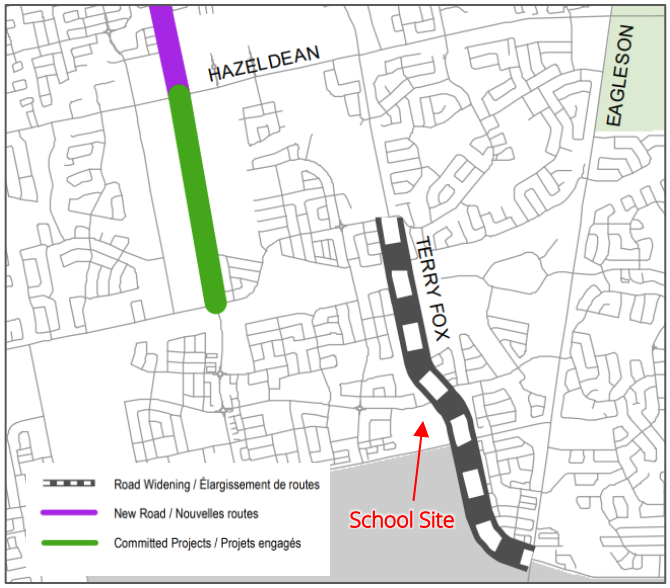


Figure 20. Needs-Based Road Network

The current City of Ottawa 2025 TMP Rapid Transit and Transit Priority Network and Ultimate Transit Network are illustrated in Figure 21 and Figure 22, respectively. Some additional potential changes to the study area transit service are expected. A Bus Rapid Transit (BRT) is proposed to travel along Robert Grant Avenue as part of the Needs-based network, but the priority network only includes the segment north of Hazeldean Road. Fernbank Road is also identified as a transit priority corridor (isolated measures) in both the Needs Based and priority networks.

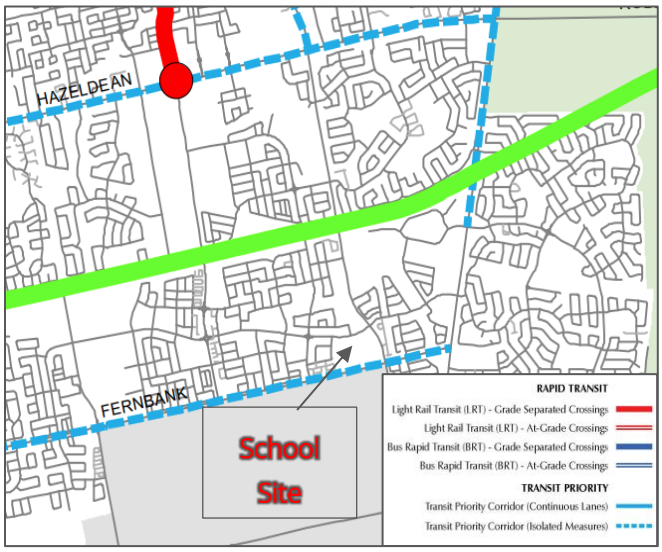


Figure 21: Priority Transit Network

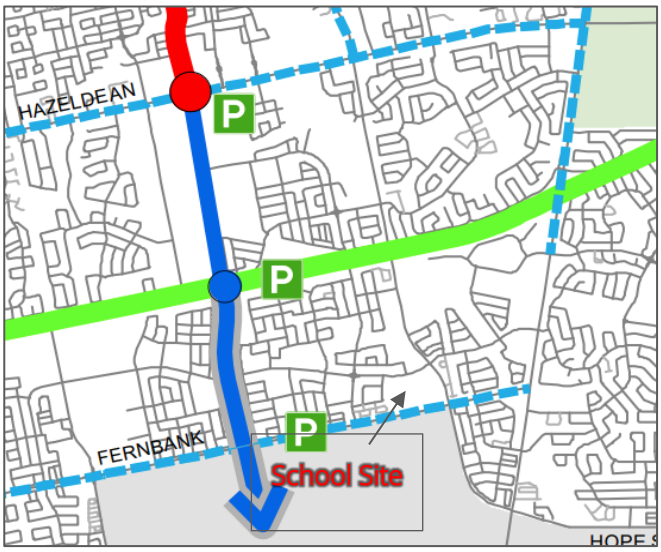


Figure 22: Needs-Based Transit Network

4.2 Future Active Transportation

Figure 24 and Figure 23 illustrate the City of Ottawa 2025 TMP Ultimate Cycling Network Concept and Proposed Cycling Projects, respectively. The Ottawa-Carleton Trailway (part of the Trans-Canada Trail) forms part of Crosstown Bikeway Route 2, while Terry Fox Drive and Castlefrank Road form part of Crosstown Bikeway Route 8. Robert Grant Avenue is also proposed as a future Cross-town Bikeway. Fernbank Road, Cope Drive and Rouncey Road, among other regional roads are currently part of, or proposed to be part of the Primary Cycling Network. Proposed cycling projects as part of the first phase include improvements to the Terry Fox Pathway, while a later phase pathway is proposed along the Carp River corridor between Terry Fox Drive and Hazeldean Road. No pedestrian projects are proposed within close proximity of the proposed High School.

The Fernbank CDP identifies the anticipated pedestrian pathways upon full build-out, illustrated in Figure 25. While many are already constructed, continued development of the community will see additional pathways in the neighbourhood to connect towards Shea Road, among other regional destinations.

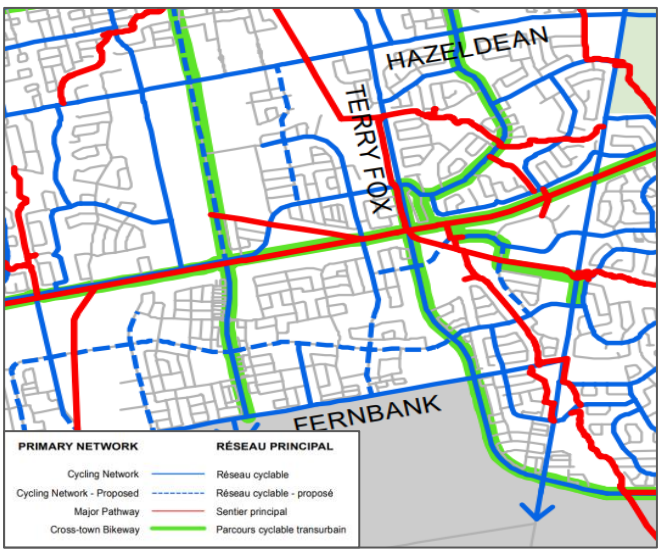


Figure 24. Ultimate Cycling Network

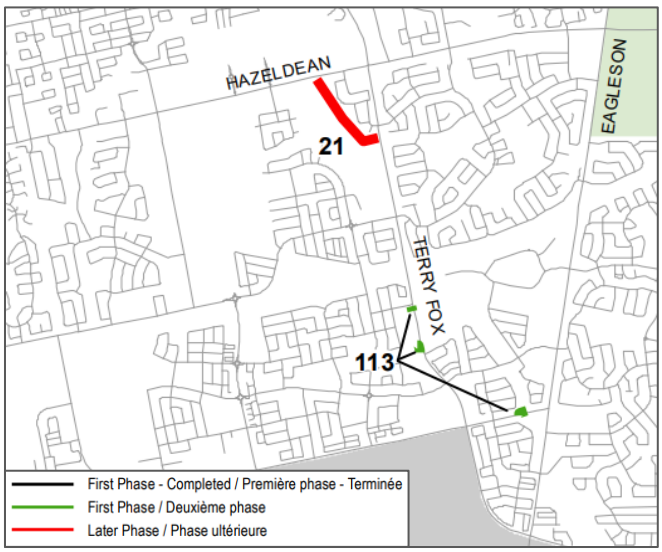


Figure 23. Proposed Cycling Projects

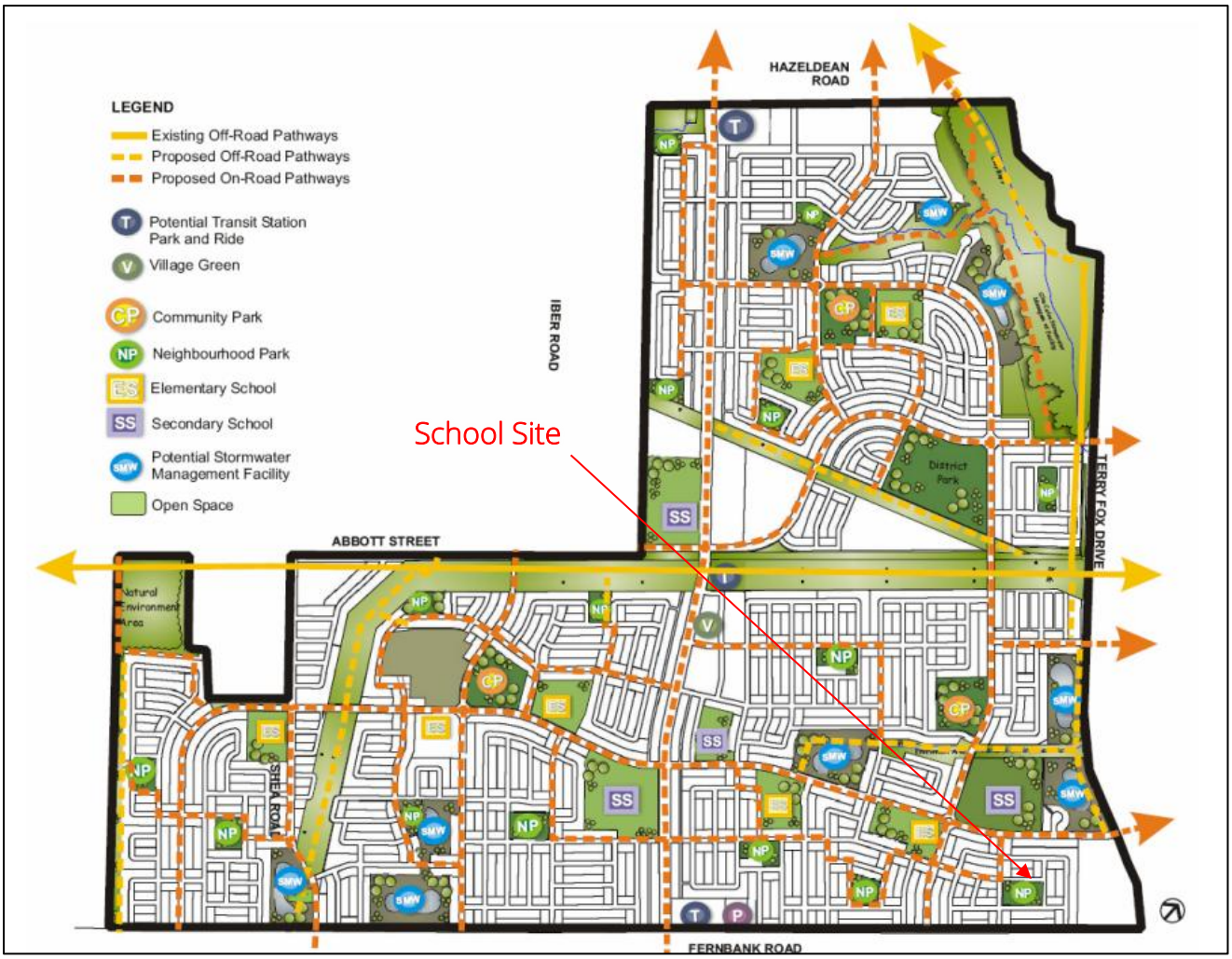


Figure 25. Fernbank Community Design Plan - Pathways

4.3 Future Background Developments

One active development application was identified within the vicinity of the site, which did not pass TIA screening. As such, no TIA report has been provided. Volume assignment is assumed to have been included as part of background volumes on the TRANS model. Planned developments in the vicinity of the study area are illustrated in Figure 26.

- 80 – 151 Cope Drive & 150 - 170 Akerson Road are proposed developments located along Akerson Road and Cope Drive in Kanata South, east of Terry Fox Drive. The development is expected to include 2 semi-detached, 50 townhomes and 96 back-to-back townhouse dwellings.

Approved developments which have not begun construction:

- 5618 Hazeldean Road is a proposed plan of subdivision, located northwest of the study area. The residential subdivision is expected to include 349 detached dwelling units, 527 townhouses, and 461 condo units. The planned development also includes lands for school facilities, parkland, mixed-use blocks, natural features, and a stormwater management pond. A Community Transportation Study was prepared by Novatech in November 2016 and revised in February and May 2020.
- 5315 Abbott Street is a secondary school extension. The proposed development includes an addition to the existing French Catholic School located within the northwest quadrant of the Abbott Street East at Robert Grant

Avenue intersection. The addition is expected to include 18 classrooms in place of the existing portables. As such, an increase in the number of students and staff is not expected.

- 5331 Fernbank Road & 1039 Terry Fox Drive is a draft plan of subdivision including 55 single detached dwellings and approximately 129 townhouse units along with a 0.96-hectare neighbourhood park. The proposed development is located in South Kanata in the northeast quadrant of Terry Fox Drive and Cope Drive. The TIA was completed by Novatech in October 2018 and revised in March 2019.

Approved developments which have begun construction:

- 360 Bobolink Ridge is a plan of subdivision. The mixed-use development, located at the corner of Bobolink Ridge and Robert Grant Avenue, includes the construction of two stand-alone six-storey apartment buildings, two six-storey mixed-use buildings, one low-rise commercial/office building and four amenity areas. The development would include a total of 407 rental apartments. Construction began in August 2024 and is expected to be complete by the summer of 2025.

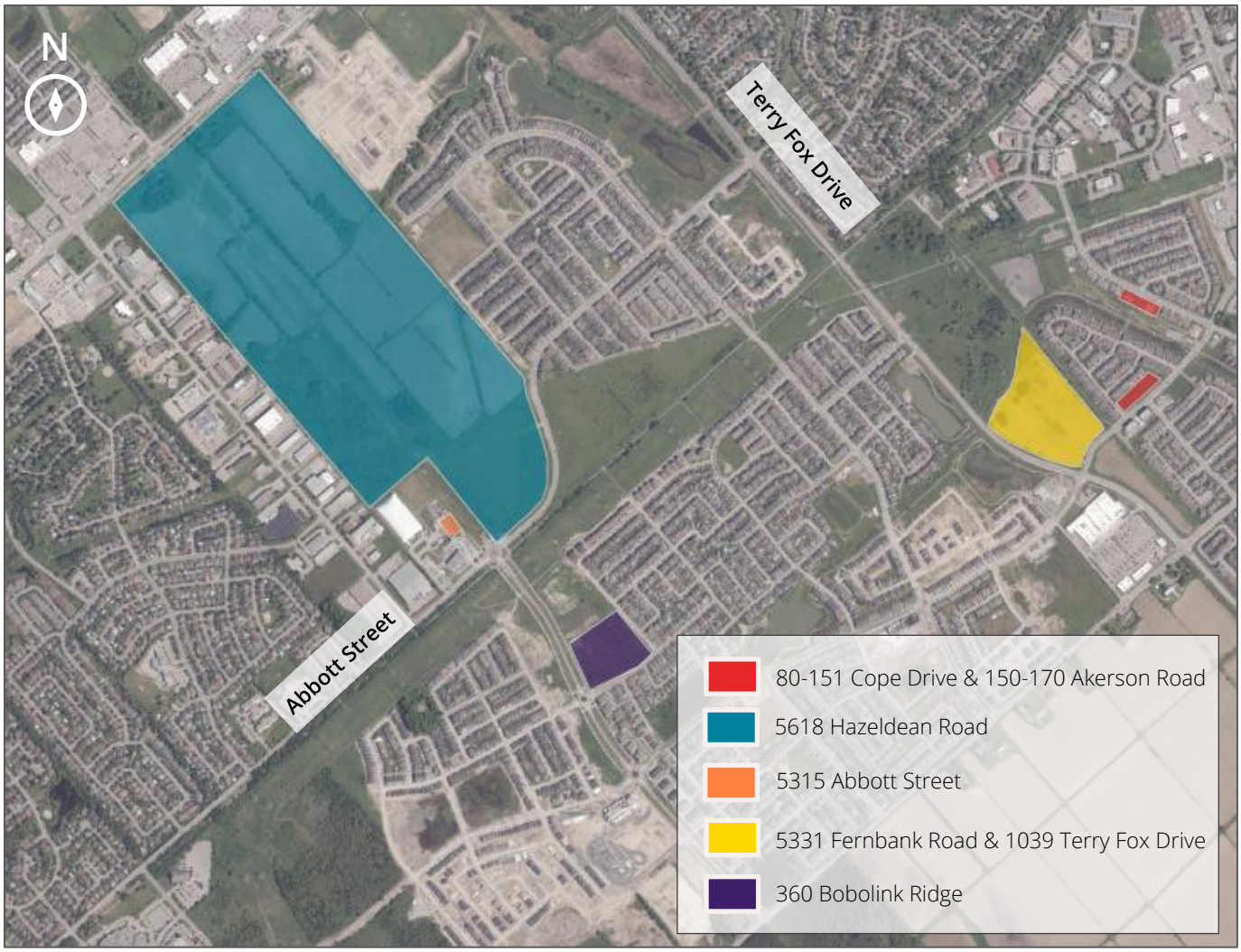


Figure 26. Planned Developments

5.0 DEVELOPMENT GENERATED TRAVEL DEMAND

5.1 Trip Generation and Mode Shares

While the Institute of Transportation Engineers (ITE) Trip Generation manual provides rates for various institutional land uses, for the purposes of estimating development-generated trips, detailed occupancy data provided by OCSB was used. As such, a first principles approach was applied to determine person trip estimates. Table 7 provides a summary of the estimated site occupancy according to various site aspects. As illustrated, the site is expected to accommodate a total of 1526 persons (including staff, and students).

Table 7. Site Occupancy Estimates

Occupancy Type	Occupancy (Persons)
62 Classrooms	1426
Staff	100
Total:	**1526**

Given the nature of the site, mode shares are expected to differ according to the different site operations. Staff would be expected to have similar mode shares to the Stittsville / Kanata district commuter traffic and would likely consist of primarily inbound trips during the morning and outbound trips during the afternoon. Students attending high school would have a mix of school bus trips, walking, cycling, driving, transit trips or being dropped off/picked up by parents.

Mode shares for staff trips are based on employment generator mode shares for the Kanata-Stittsville district as reported in the 2020 TRANS Trip Generation Manual. The resulting Staff trip estimates by mode are summarized in Table 8.

Table 8. Staff Trips by Mode Share

Staff Trips	Mode Share (Staff)	AM Commuter Peak			PM Commuter Peak		
		In	Out	Total	In	Out	Total
Auto Driver	84%	84	0	84	0	84	84
Auto Passenger	4%	4	0	4	0	4	4
Transit	8%	8	0	8	0	8	8
Bicycle	3%	3	0	3	0	3	3
Walk	1%	1	0	1	0	1	1
Other	0%	0	0	0	0	0	0
Total	**100%**	**100**	**0**	**100**	**0**	**100**	**100**

To assist in estimating mode shares for the students attending the proposed school, OCSB provided the preliminary school catchment area, illustrated in Error! Reference source not found.. In addition to the area shown, the catchment area extends south to cover the full rural west to the south and west City of Ottawa urban boundaries.

School bus eligibility per the Ottawa Student Transportation Authority (OSTA) is based on walking distance to the school. For middle and high school students, those with 3.2 km walking distance or more qualifies for bus eligibility. Additional considerations are also afforded to eligibility criteria such as walkability and hazards including major road crossings. In some instances, walking routes may be within the walking limits, however, would require students to walk on roads which may not have adequate pedestrian facilities. Based on the review of the preliminary catchment area and the above

considerations, it is anticipated that all students in the catchment area south of Fernbank Road and Terry Fox Drive will be eligible for bussing.

The distribution of student locations within the study area has been estimated based on the existing population distribution in the current TRANS Traffic Anlaysis Zone (TAZ) system; all TAZ within the proposed school catchment area were identified and zone populations reviewed to determine the proportions of the catchment area population that lies within urban Stittsville where students would not be eligible for bussing and to the rural south and west where bussing would be provided. The distribution of TAZ population in the proposed school catchment area results in a split of approximately 60% of the population located within urban Stittsville and 40% in the rural south and west. Applying the same geographic distribution to the total anticipated student population, it is estimated that there will be 574 students that live in the area who will qualify for bussing and the remaining 852 living in urban Stittsville who will not qualify.

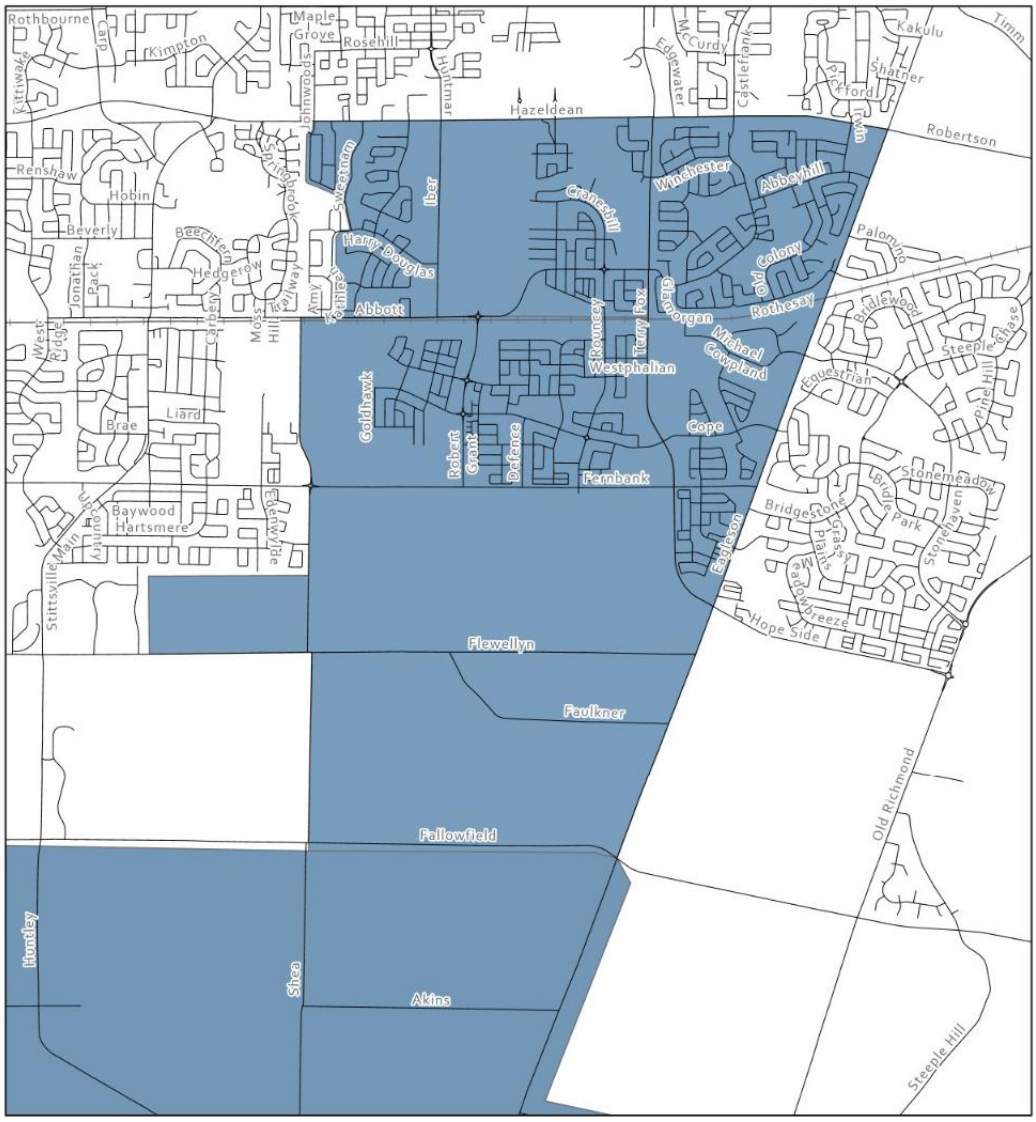


Figure 27: Proposed High School Catchment Area (OCSB)

High school modal shares from the TRANS Trip Generation Manual include 17% auto passenger, 19% school bus, 38% transit, 18% walk, 3% bike and 5% other modes. As the catchment area for the school is known and suggests a greater proportion of students that will qualify for bussing than the TRANS mode shares, these rates have been further adjusted to reflect the catchment and separate model shares have been estimated for students inside and outside of the school bus eligible areas.

For students in the urban west and south who will qualify for bussing, it is assumed most will use the provided bussing but there will be a proportion of students who drive or are dropped off by car. The trip generation assumes a 20% proportion of students expected to arrive at the school by car, either self driven or as a passenger, reflecting the high auto mode share in the Rural West district and resulting increased potential for students to be dropped off as part of commuter trips by parents. Given the travel distance and lack of transit service in the rural south and west, no trips by transit or active modes have been assumed for this group.

For students within urban Stittsville, a higher mode share of walking and cycling is anticipated given the concentration of residential development in the vicinity of the school, and a slightly increased auto mode share (driver and passenger) is

assumed to reflect the high employment generator auto mode share in Kanata-Stittsville and increased potential for students to be dropped off as part of commuter trips by parents. The remainder of trips are assumed to use existing OC Transpo service in the area, and it is noted that there may be some seasonal variation between the transit, walking and cycling modes shares as some students may opt to take transit over walking and cycling in the winter months.

Based on the above assessment and assumptions, the overall development generated trips for students at the proposed high school are summarized in Table 9. It is noted that the mode shares assume outbound auto trips during the AM period before school start and inbound auto trips around PM school end, to represent parents or guardians combining commuter trips with school drop-off and pickup.

Table 9. Student Trips – Person Trips by Mode

High School	Mode Share (Students Only)	AM School Start			PM School Dismissal		
		In	Out	Total	In	Out	Total
Ineligible to Bus							
Auto Driver	2%	17		17		17	17
Auto Passenger	18%	153	136	153	136	153	153
Transit	20%	170		170		170	170
Bicycle	10%	85		85		85	85
Walk	50%	426		426		426	426
Total	**100%**	**852**	**136**	**852**	**136**	**852**	**852**
Eligible for Busing							
Auto Driver	2%	11		11		11	11
Auto Passenger	18%	103	92	103	92	103	103
School Bus	80%	459		459		459	459
Bicycle	0%	0		0		0	0
Walk	0%	0		0		0	0
Total	**100%**	**574**	**92**	**574**	**92**	**574**	**574**
Total							
Auto Driver	2%	29	0	29	0	29	29
Auto Passenger	18%	257	228	257	228	257	257
School Bus	32%	459	0	459	0	459	459
Transit	12%	170	0	170	0	170	170
Bicycle	6%	85	0	85	0	85	85
Walk	30%	426	0	426	0	426	426
Total	**100%**	**1426**	**228**	**1426**	**228**	**1426**	**1426**

Considering all site operations (students and staff), the development-generated person trips are summarized in Table 10. While the bell times for the proposed school have not yet been determined, it is conservatively assumed that the AM school drop off will occur at the same time as the AM commuter peak for staff arrivals, but the PM school dismissal (typically 2:00-3:00 PM for secondary schools) will take place before the PM peak hours identified in the provided traffic data.

Table 10. Development-Generated Person Trip Estimates

Mode	AM Commuter Peak / AM School Start			PM School Dismissal			PM Commuter Peak		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto Driver	113	0	113	0	29	29	0	84	84
Auto Passenger	261	228	489	228	257	485	0	4	4
Transit	178	0	178	0	459	459	0	8	8
Bicycle	88	0	88	0	170	170	0	3	3
Walk	427	0	427	0	85	85	0	1	1
School Bus	459	0	459	0	426	426	0	0	0
Total	**1526**	**228**	**1754**	**228**	**1426**	**1654**	**0**	**100**	**100**

5.2 Auto Trip Distribution

The anticipated trip distribution for students and parents is based on the TRANS O-D survey data and the distribution of population within the school catchment area by TAZ. Assumptions for the development of trip distribution include the following:

- Based on the TRANS O-D survey information, 54% of staff trips are assumed to originate from within the Kanata-Stittsville District, while the remainder would arrive from outside districts.
- Based on O-D survey information, of the 46% of staff trips inbound from outside of the Kanata-Stittsville, these would be distributed 39% from districts to the east, 4% from the north, 1% from the south and 2% from the west.
- Based on the distribution of current population by TAZ within the Kanata-Stittsville District, it is assumed that the 54% of staff trips from within the district will be distributed 34% from the north of the school site, 12% from the west and 8% from the east.
- Based on the distribution of current population by TAZ within the Kanata-Stittsville District excluding zones to the south of Fernbank Road where students would qualify for bussing, students who are ineligible for bussing would be distributed 60% from the north of the school, 11% from the east and 28% from the west.
- Based on the proposed school catchment area and bus eligibility, it is assumed that 100% of the students eligible for bussing will arrive from the south.
- Outbound trips departing after AM passenger trip drop-offs are assumed to continue to follow a typical commuter pattern. Based on O-D survey data, this would distribute trips 70% to the east, and 10% to each of the west, south and north.

Given these distribution assumptions, the distribution was further broken down among available road corridors connecting to each of the areas identified. The resulting estimated distributions for AM peak hour inbound trips to the new school are summarized in Table 11; the same distributions are assumed for PM school dismissal and PM peak hour departing staff trips in the opposite directions.

Table 11. Preliminary Trip Distributions – AM Peak Hour Inbound Auto Trips

Origin	Routing Via	Inbound (%)		
		Staff	Students – Ineligible to bus	Students – Eligible to bus
East	Fernbank Rd WBT at Terry Fox	5%	5%	0%
	Cope Dr WBT at Terry Fox	5%	5%	0%
North	Terry Fox Dr – Cope – Atlas	35%	30%	0%
	Terry Fox Dr – Fernbank Rd	35%	30%	0%
South	Terry Fox NBL – Fernbank	10%	0%	100%
West	Cope to Atlas	5%	15%	0%
	Fernbank EB	5%	15%	0%
Total		100%	100%	100%

It was noted that the trip generation also includes assumes that many of the auto passenger trips will be drop-offs by parents and guardians who will then continue to work or other destinations. AM peak hour outbound trips from the school will be distributed based on the O-D survey commuter to the surrounding districts, based on the following routes and proportions:

- 70% the south (Highway 417 or Kanata North) via Cope Drive to Terry Fox NB.
- 10% to the south via Cope Drive to Terry Fox Drive SB.
- 10% to the west via Cope Drive WB.
- 10% to the east via Cope Drive (to Eagleson Road and communities directly to the east).

It is again assumed that the same proportions would apply for inbound auto trips at school dismissal to pick up students.

5.3 Auto Trip Assignment

Auto mode trips have been assigned to the network based on the trip distributions developed above. As the PM school dismissal is expected to fall outside of the typical PM commuter peak period, trip assignment will be focused on two scenarios: student and staff arrivals during the AM peak hour, and staff departures during the commuter PM peak hour.

Table 12 and Table 13 summarize the trip assignments for inbound and outbound trips, respectively. The auto drive and passenger trips identified in the trip generation above have been converted to vehicle trips based on an anticipated occupancy of 1.2 passengers per vehicle. AM peak hour trips also include 20 buses accommodating the students from areas where bussing will be provided, based on the planned number of buses identified by OCSB.

Figure 28 illustrates the site generated vehicle trips assigned to the development area road network.

Table 12. Trip Assignment – AM Peak Hour Inbound Auto Trips

From	Via	Inbound (Number of auto trips)		
		Staff	Students – Ineligible to bus	Students – Eligible to bus
East	Fernbank Rd WBT	4	7	0
	Cope Dr WBT	4	7	0
North	Terry Fox Dr – Cope – Atlas	29	43	0
	Terry Fox Dr – Fernbank Rd	29	43	0
South	Terry Fox NBL – Fernbank	8	0	96+20 buses
West	Cope to Atlas	4	21	0
	Fernbank EB	4	21	0
Total		84	142	116

Table 13. Trip Assignment – AM Peak Hour Outbound Trips

To	Via	Outbound (Number of vehicle trips)		
		Staff*	Students – Ineligible to bus **	Students – Eligible to bus **
North	Terry Fox Drive	-	80	54+20 buses
South	Terry Fox Drive	-	11	8
East	Cope Drive	-	11	8
West	Cope Drive	-	11	8
Total		-	114	112

Table 14. Trip Assignment – PM Peak Hour Outbound Trips

To	Via	Outbound (Number of vehicle trips)		
		Staff	Students – Ineligible to bus *	Students – Eligible to bus *
North	Terry Fox Drive	59	-	-
South	Terry Fox Drive	8	-	-
East	Cope Drive	8	-	-
West	Cope Drive	8	-	-
Total		84	-	-
*Outbound afternoon student trips are expected to occur before PM commuter peak hour.				

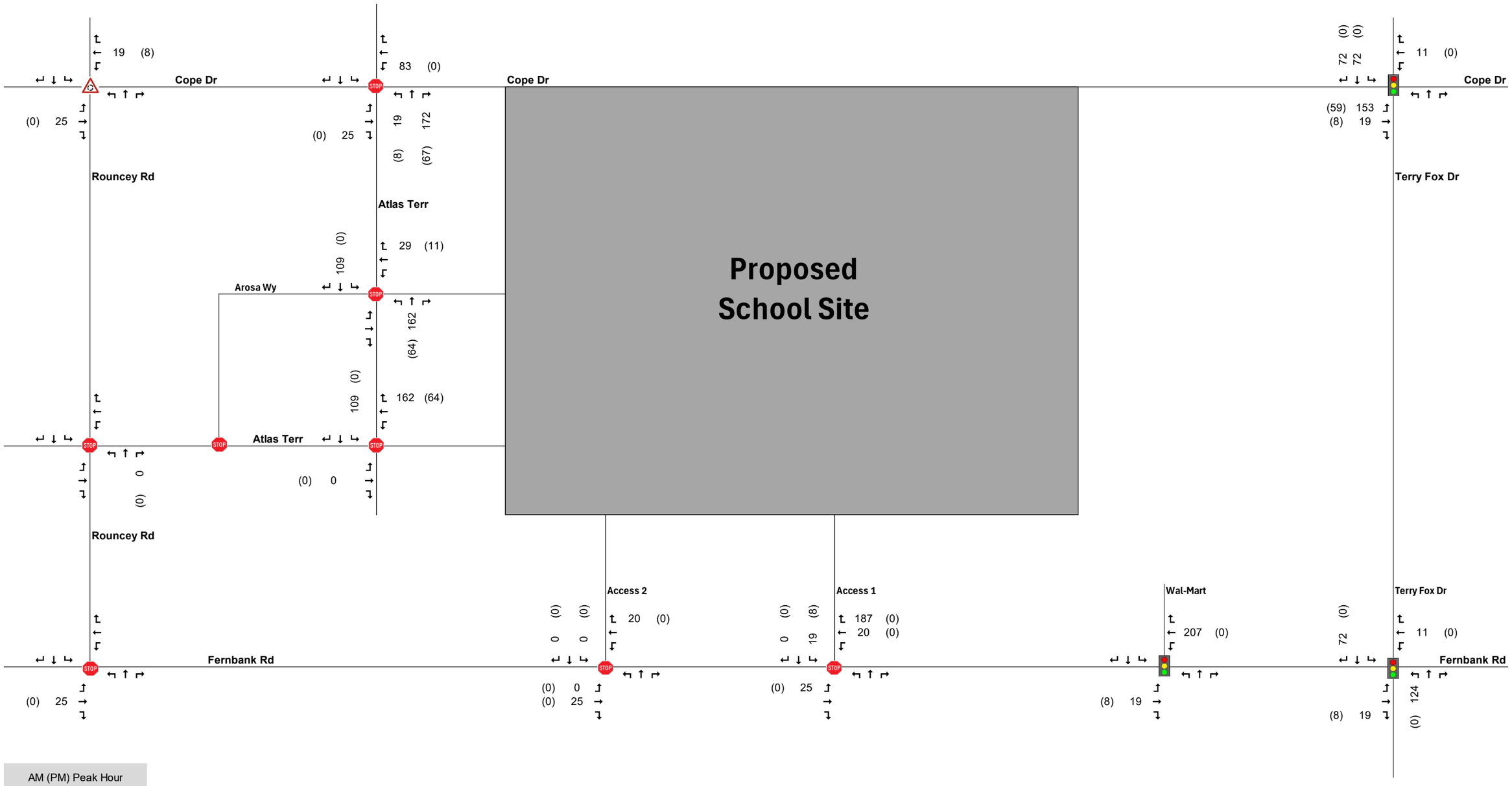


Figure 28. Trip Assignment – Vehicle Trips

6.0 STUDY AREA AND TIME PERIODS

6.1 Study Area

The proposed study area as previously outlined in Section 2.1 will include the following intersections:

- Atlas Terrace / Cope Drive
- Atlas Terrace / Rouncey Road
- Atlas Terrace / Arosa Way
- Rouncey Road / Cope Drive
- Rouncey Road / Fernbank Road
- Fernbank Road / Terry Fox Drive
- Cope Drive / Terry Fox Drive

6.2 Study Time Periods

As identified in Section 5.3, the analysis will include the AM and PM commuter peak hours. The AM peak hour will conservatively include all staff and student arrivals, while the PM peak hour will include staff departures. It is assumed that the PM student dismissal will be earlier than the PM commuter peak hour; anlaysis of an early afternoon dismissal scenario will not be included as it will not overlap with peak hour conditions, and count information during the anticipated dismissal period between 2:00 and 3:00 PM is typically not included in City of Ottawa traffic count data.

6.3 Horizon Years

It is anticipated that the TIA traffic analysis will include a full build-out scenario (2028) as well as a build-out plus five years (2033) scenario.

6.4 Preliminary Background Network Travel Demands

An annual growth rate of 2.0% is expected to adequately capture background growth and remain consistent with past area studies. In order to develop future background network travel demands, we propose projecting existing traffic volumes to the applicable horizon year utilizing the 2% annual growth rate. Site generated traffic from the identified area TIAs will be distributed along this study's transportation network according to existing travel patterns.

6.5 Exemptions Review

Based on review of the proposed development and surrounding road network, a summary of the anticipated TIA Module exemptions is summarized in Table 15.

Table 15. Preliminary TIA Module Exemptions Review

Module / Element	Exemption Considerations	Exemption and Rationale
4.1 Development Design		
4.1.1 Design for Sustainable Modes	Required for All TIAs	**Required**
4.1.2 Circulation and Access	Only required for site plans and ZBA	**Required**
4.1.3 New Street Network	Only required for plans of subdivision	**Exempt**
4.2 Parking		
4.2.1 Parking Supply	Only required for site plans and ZBA	**Required**
4.2.2 Spillover Parking	Deleted per 2023 TIA Guidelines Update	**Exempt** – Deleted per 2023 TIA Guidelines Update
4.3 Boundary Streets	Required for All TIAs	**Required**
4.4 Access Intersections Design	Deleted and moved to 4.9 per 2023 TIA Guidelines Update	**N/A**
4.5 TDM	Required for All TIAs	**Required**

Module / Element	Exemption Considerations	Exemption and Rationale
4.6 Neighbourhood Traffic Calming	Required 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:	**Exempt –** all criteria are met except for application type, site plan control.
	1. Access to Collector or Local;	Condition met – access via Atlas Terrace
	2. "Significant sensitive land use presence" exists, where there is at least two of the following adjacent to the subject street segment: School (within 250m walking distance); Park; Retirement / Older Adult Facility (i.e. long-term care and retirement homes); Licenced Child Care Centre; Community Centre; or 50%, or greater, of adjacent property along the route(s) is occupied by residential lands and a minimum of 10 occupied residential units are present on the route.	Condition met – proposed school, daycare and adjacent residential use.
	3. Application is for Zoning By-Law Amendment or Draft Plan of Subdivision;	Condition not met – application is for site plan control.
	4. At least 75 site-generated auto trips;	Condition met
	5. Site Trip Infiltration is expected. Site traffic will increase peak hour vehicle volumes along the route by 50% or more.	Condition to be met during isolated pickup and drop-off periods on Atlas Terrace compared to existing residential use.
4.7 Transit		
4.7.1 Route Capacity	Required if > 75 site transit trips	**Required**
4.7.2 Transit Priority	Required if > 75 site auto trips	**Required**
4.8 Network Concept	When proposed development generates > 200 person-trips during the peak hour in excess if the equivalent volume permitted by established zoning	**Exempt**, site is zoned for school use.
4.9 Intersection Design		
4.9.1 Intersection Control	Required if > 75 site auto trips	**Required**
4.9.2 Intersection Design	Required if > 75 site auto trips	**Required**

APPENDIX A
TIA Scoping Report

Certification Form for Transportation Impact Assessment (TIA) Study Program Manager

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

City of Ottawa
Transportation Engineering Services
Planning, Real Estate and Economic Development
110 Laurier Avenue West, 4th fl.
Ottawa, ON K1P 1J1
Tel. : 613-580-2424
Fax: 613-560-6006

☑ I am either a licensed or registered[1] professional in good standing, whose field of expertise [check ✓ appropriate field(s)]:

- ☑ is either transportation engineering
- ☐ or transportation planning.

Dated at Ottawa (City) this 13 day of January, 20 25.

Name: Brad Byvelds

Professional Title: P. Eng. Senior Project Manager, Transportation

B. Byvelds

Signature of Individual certifier that they meet the above four criteria

Office Contact Information (Please Print)
Address: 240 Michael Cowpland Drive, Suite 200
City / Postal Code: Ottawa
Telephone / Extension: 613-254-9643 EXT 286
E-Mail Address: b.byvelds@novatech-eng.com

Stamp

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

City of Ottawa 2017 TIA Guidelines TIA Screening

1. Description of Proposed Development

Municipal Address	5431 Fernbank Road
Description of Location	North side of Fernbank Road and South Side of Cope Drive; Midblock between Terry Fox Drive and Rouncey Road
Land Use Classification	High School
Development Size (units)	62 Classrooms + 30 Portables
Development Size square metre (m^2)	
Number of Accesses and Locations	Three to Fernbank Road, One to Atlas Terrace
Phase of Development	One
Buildout Year	

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

2. Trip Generation Trigger

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

Table notes:

1. Table 2, Table 3 & Table 4 TRANS Trip Generation Manual
2. Institute of Transportation Engineers (ITE) Trip Generation Manual 11.1 Ed.

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

If the proposed development size is equal to or greater than the sizes identified above, the Trip Generation Trigger is satisfied.

3. Location Triggers

	Yes	No
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?	☐	☑
Is the development in a Hub, a Protected Major Transit Station Area (PMTSA), or a Design Priority Area (DPA)?[2]	☐	☑

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

4. Safety Triggers

	Yes	No
Are posted speed limits on a boundary street are 80 kilometers per hour (km/h) or greater?	☐	☑
Are there any horizontal/vertical curvatures on a boundary street limits sight lines at a proposed driveway?	☐	☑
Is the proposed driveway within the area of influence of an adjacent traffic signal or roundabout (i.e. within 300 metre [m] of intersection in rural conditions, or within 150 m of intersection in urban/ suburban conditions)?	☑	☐
Is the proposed driveway within auxiliary lanes of an intersection?	☑	☐
Does the proposed driveway make use of an existing median break that serves an existing site?	☐	☑

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

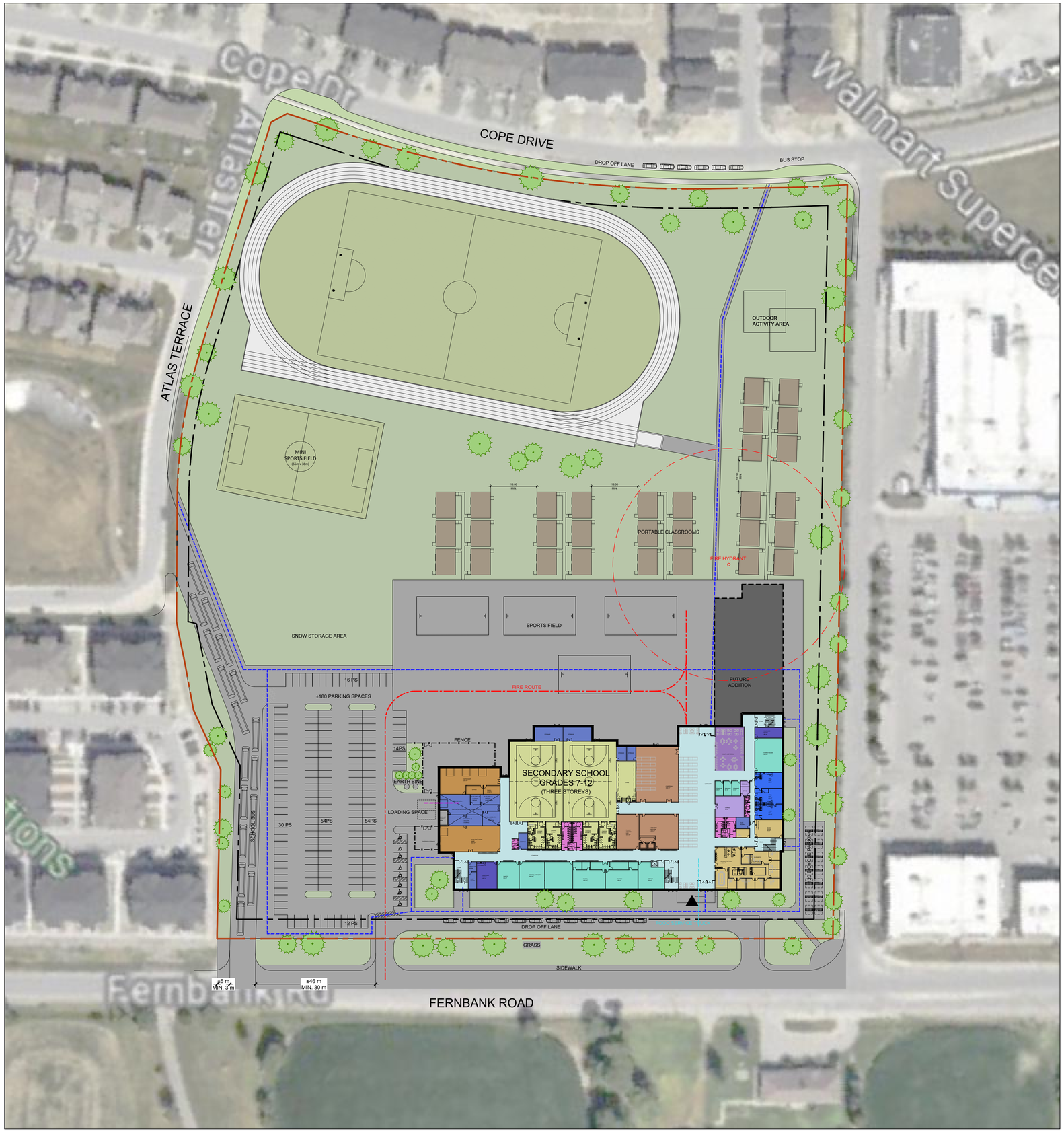
	Yes	No
Is there is a documented history of traffic operations or safety concerns on the boundary streets within 500 m of the development?	☐	☑
Does the development include a drive-thru facility?	☐	☑

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

5. Summary

Results of Screening	Yes	No
Does the development satisfy the Trip Generation Trigger?	☑	☐
Does the development satisfy the Location Trigger?	☐	☑
Does the development satisfy the Safety Trigger?	☑	☐

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



SITE DATA

ALL ZONING DEFINITIONS AND REQUIREMENTS AS PER CITY OF OTTAWA ZONING BY-LAW, 2008-250

ADDRESS:	5431 FERNBANK ROAD, OTTAWA
AREA	C SUBURBAN
WARD	6 STITTSVILLE (COUNCILLOR GLEN GOWER)
ZONING	**I1A**
LOT AREA	73,967 m2 (18.27 ACRES)
BUILDING FOOTPRINT (APPROX)	±7630 m2 (82,00 s.f.)
TOTAL FLOOR AREAS	±16,775 m2 (180,500 s.f.)
G.F.A	± 10000 m2
FUTURE PORTABLES (72 m2 EACH)	2,160 M2 (23,250 SF.)

ZONING MECHANISMS	PROVISIONS **(I1A SUBZONE)**	**PROVIDED**
(a) MINIMUM LOT AREA (m2)	400	73967
(b) MINIMUM LOT WIDTH (m)	15	239.30
(c) MINIMUM FRONT YARD SETBACK (m)	7.5	±13
(d) MINIMUM INTERIOR SIDE YARD SETBACK (m)	7.5	±20
(e) MINIMUM CORNER SIDE YARD SETBACK (m)	4.5	
(f) MINIMUM REAR YARD SETBACK (m)	7.5	
(g) MAXIMUM BUILDING HEIGHT (m)	15	±13

PARKING CALCULATION

GRADE 7&8 CLASSROOMS (1.5 PS/CLASS)	16 X 1.5 = 24
GRADES 9-12 CLASSROOMS (2 PS/CLASS)	46 X 2 = 92
PORTABLE CLASSROOMS	
GRADE 7&8 CLASSROOMS (1.5 PS/CLASS)	10 X 1.5 = 15
GRADES 9-12 CLASSROOMS (2 PS/CLASS)	20 X 2 = 40
BARRIER FREE PARKING SPACES (3.1.2, TABLE 3)	7 (3 TYPE A + 4 TYPE B)
TOTAL REQUIRED	171
TOTAL BF PROVIDED	8 (4A + 4B)
TOTAL PROVIDED	±180
STANDARD PARKING SPACE	5.2mx2.6mx6.7 m AISLE

BICYCLE PARKING CALCULATION

MAINS SCHOOL (1 PER 100 m2)	10000 / 100 = ±100
FUTURE PORTABLES (1 PER 100 m2)	2,160 / 100 = ±21.6
TOTAL REQUIRED	121
TOTAL PROVIDED	±120
STANDARD BICYCLE PARKING SPACE	1.8x0.6 m

LOADING SPACES

TABLE 113A(a) (±10000 m2)	2 REQUIRED (3.5 X 7m)

LANDSCAPED BUFFER

ABUTTING THE STREET (PARKING LOT 100+ SPACES)	3m
NOT ABUTTING THE STREET (PARKING LOT 100+ SPACES)	3m

LEGEND

- PROPERTY LINE
- YARD SETBACK
- FIRE ROUTE
- FOOT TRAFFIC
- RECEIVING ROUTE
- RECEIVING ROUTE (FOOD SERVICE TRUCK)
- PROPOSED BUILDING
- FUTURE EXPANSION
- LANDSCAPED AREA
- PORTABLE CLASSROOMS
- BUILDING ENTRANCE
- BIKE RACK

0 5m 15m 30m 50m

CONCEPTUAL SITE PLAN

OTTAWA CATHOLIC SCHOOL BOARD

05	ISSUED FOR REVIEW	2025-1-6
04	ISSUED FOR REVIEW	2025-1-3
03	ISSUED FOR REVIEW	2024-12-20
02	ISSUED FOR REVIEW	2024-12-6
01	ISSUED FOR REVIEW	2024-9-25

N45 ARCHITECTURE INC.
71 Bank Street, 7th floor - Ottawa, Ontario, K1P 5N2
tel. 613.224.0095 fax 613.224.9811

project

FERNBANK CATHOLIC HIGH SCHOOL

5431 FERNBANK ROAD
OTTAWA, ON

seal

drawing title

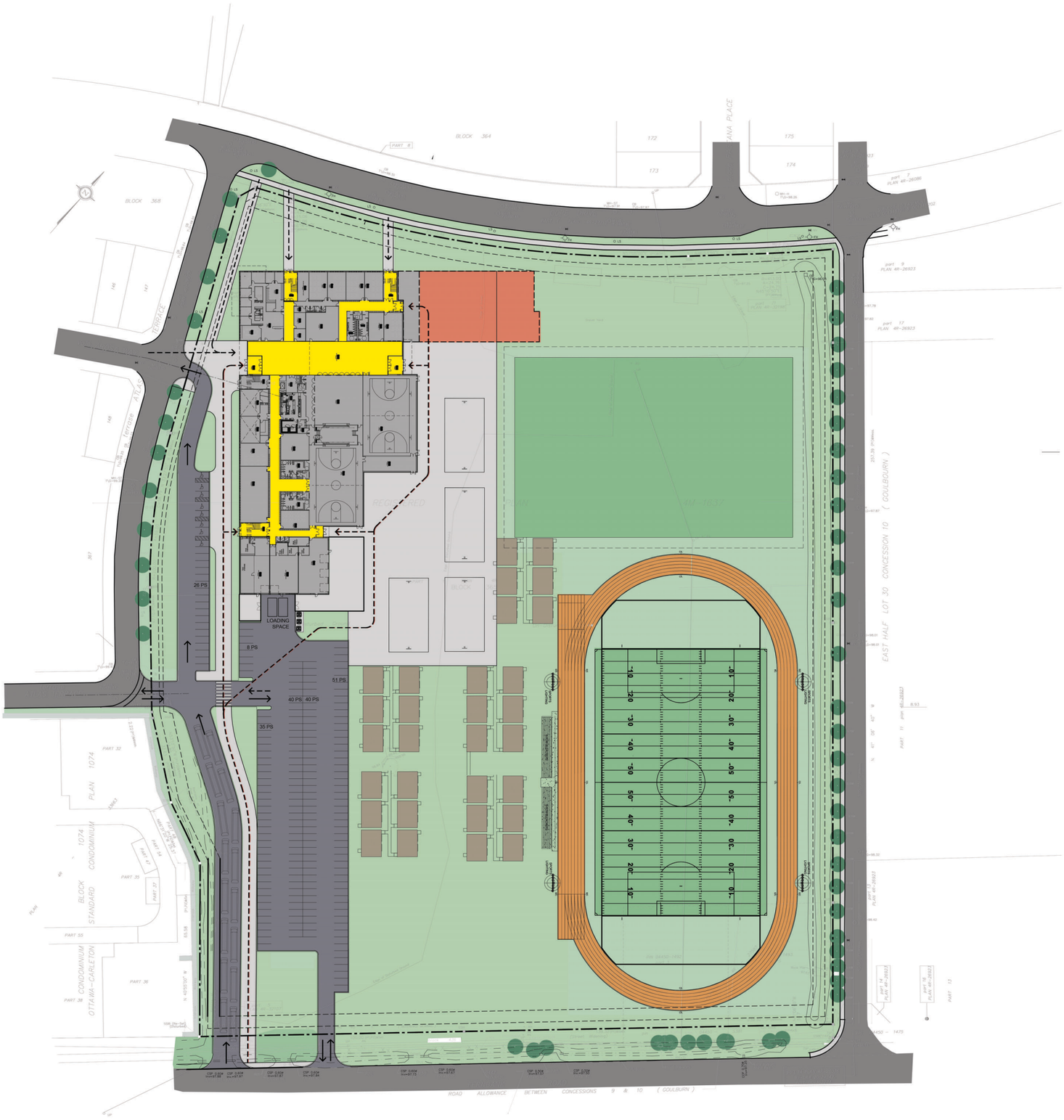
CONCEPTUAL SITE PLAN

scale	drawn by
date	checked by
project number: 24-835	drawing number: A - 001-1

CONTRACTOR TO VERIFY ALL DIMENSIONS AND NOTIFY THE ARCHITECT OF ANY DISCREPANCIES BEFORE WORK COMMENCES.
DO NOT SCALE DRAWINGS.

revision

APPENDIX B
Proposed Site Plan Concept



OTTAWA CATHOLIC SCHOOL BOARD

SITE DATA

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(g) MAXIMUM BUILDING HEIGHT (m)	15	±13

PARKING CALCULATION

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GRADES 9-12 CLASSROOMS (2 PS/CLASS)	46 X 2 = 92
PORTABLE CLASSROOMS	
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ABUTTING THE STREET (PARKING LOT 100+ SPACES)	3m
NOT ABUTTING THE STREET (PARKING LOT 100+ SPACES)	3m

FERNBANK CHS
SITE PLAN
(ATLAS/COPE. 22APR25)

APPENDIX C
Traffic Data

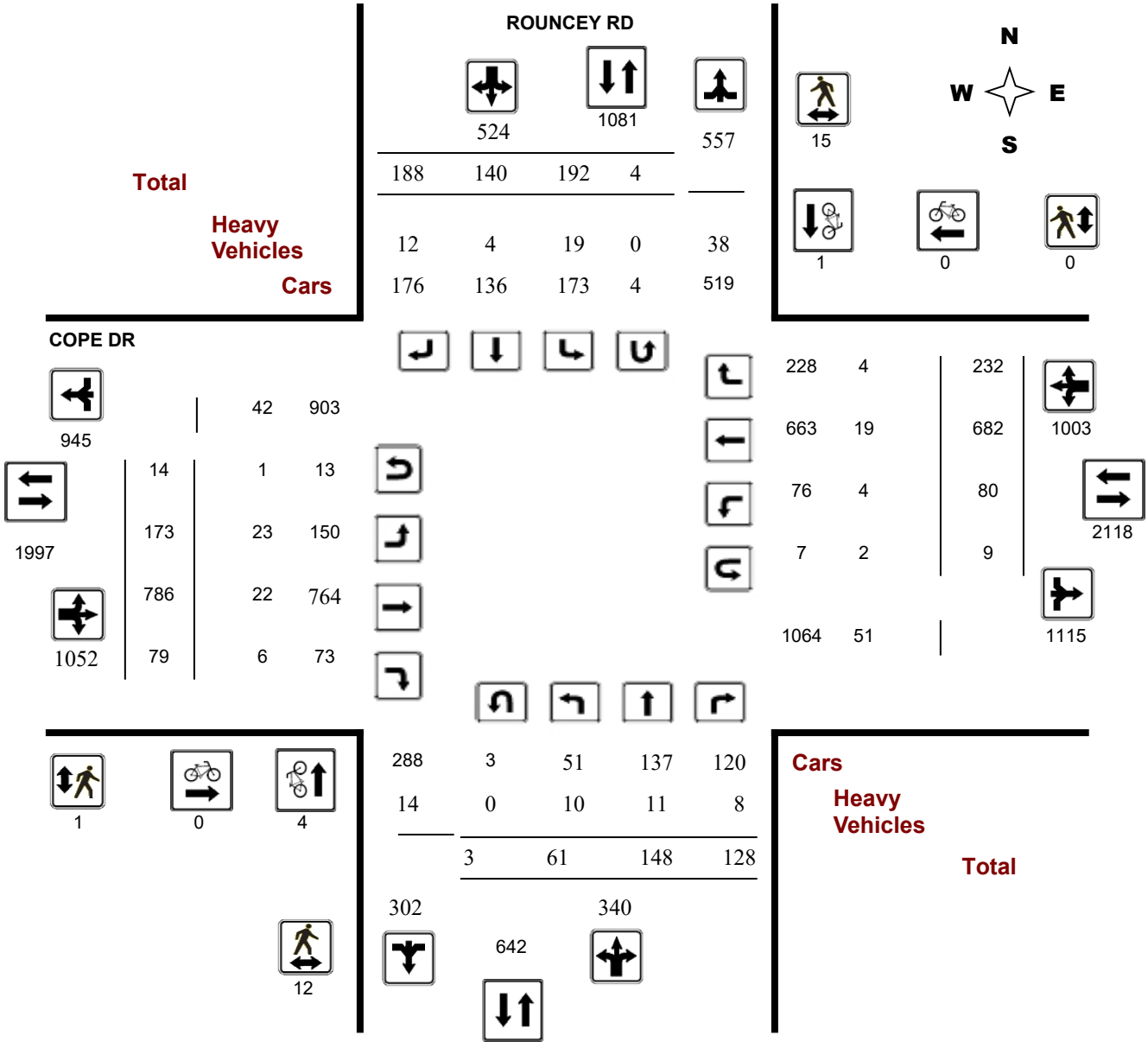
Transportation Services - Traffic Services

Turning Movement Count - Study Results

COPE DR @ ROUNCEY RD

Survey Date: Tuesday, January 17, 2023
Start Time: 07:00
WO No: 40751
Device: Miovision

Full Study Diagram



Transportation Services - Traffic Services

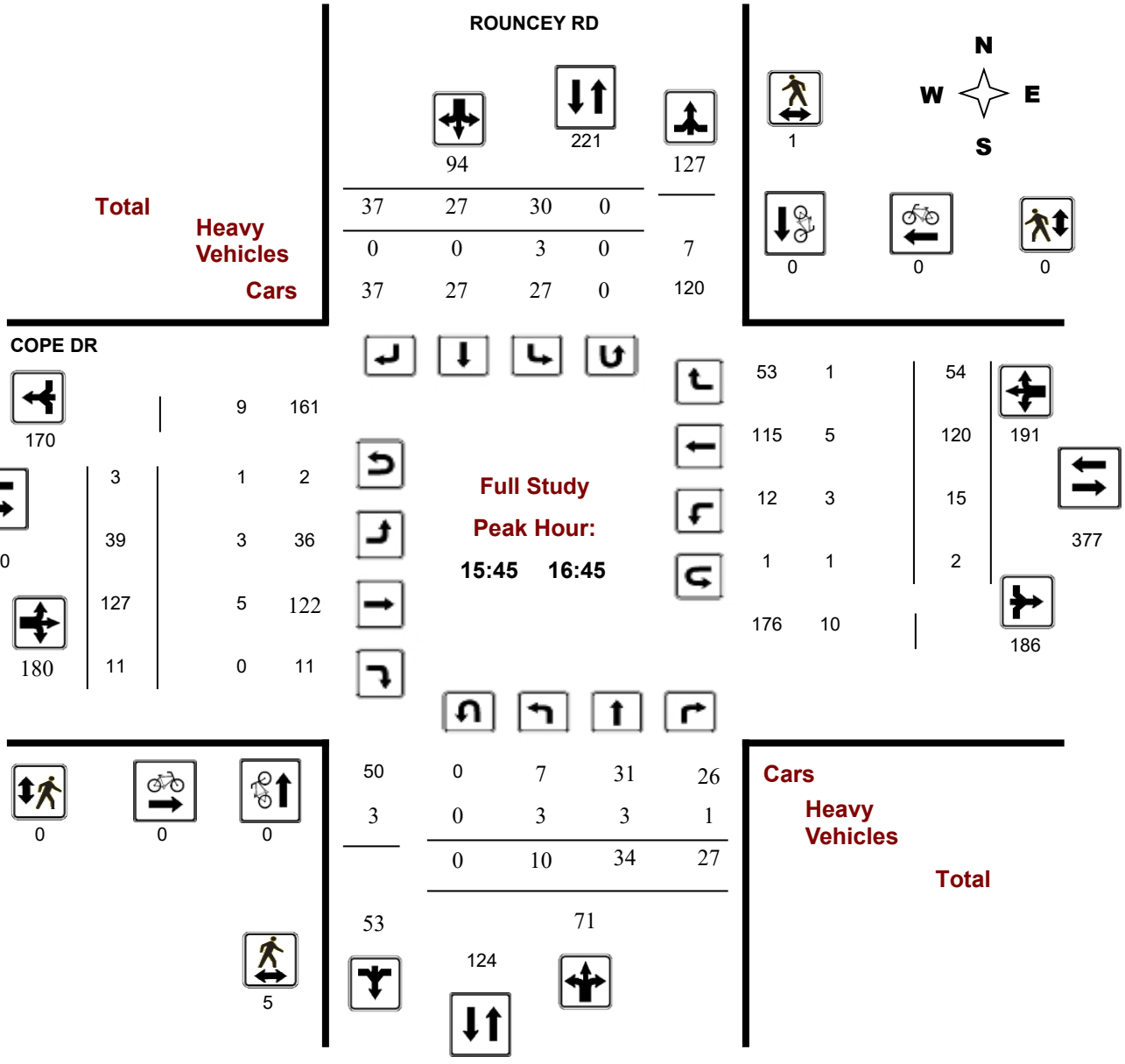
Turning Movement Count - Study Results

COPE DR @ ROUNCEY RD

Survey Date: Tuesday, January 17, 2023 **WO No:** 40751

Start Time: 07:00 **Device:** Miovision

Full Study Peak Hour Diagram



Transportation Services - Traffic Services

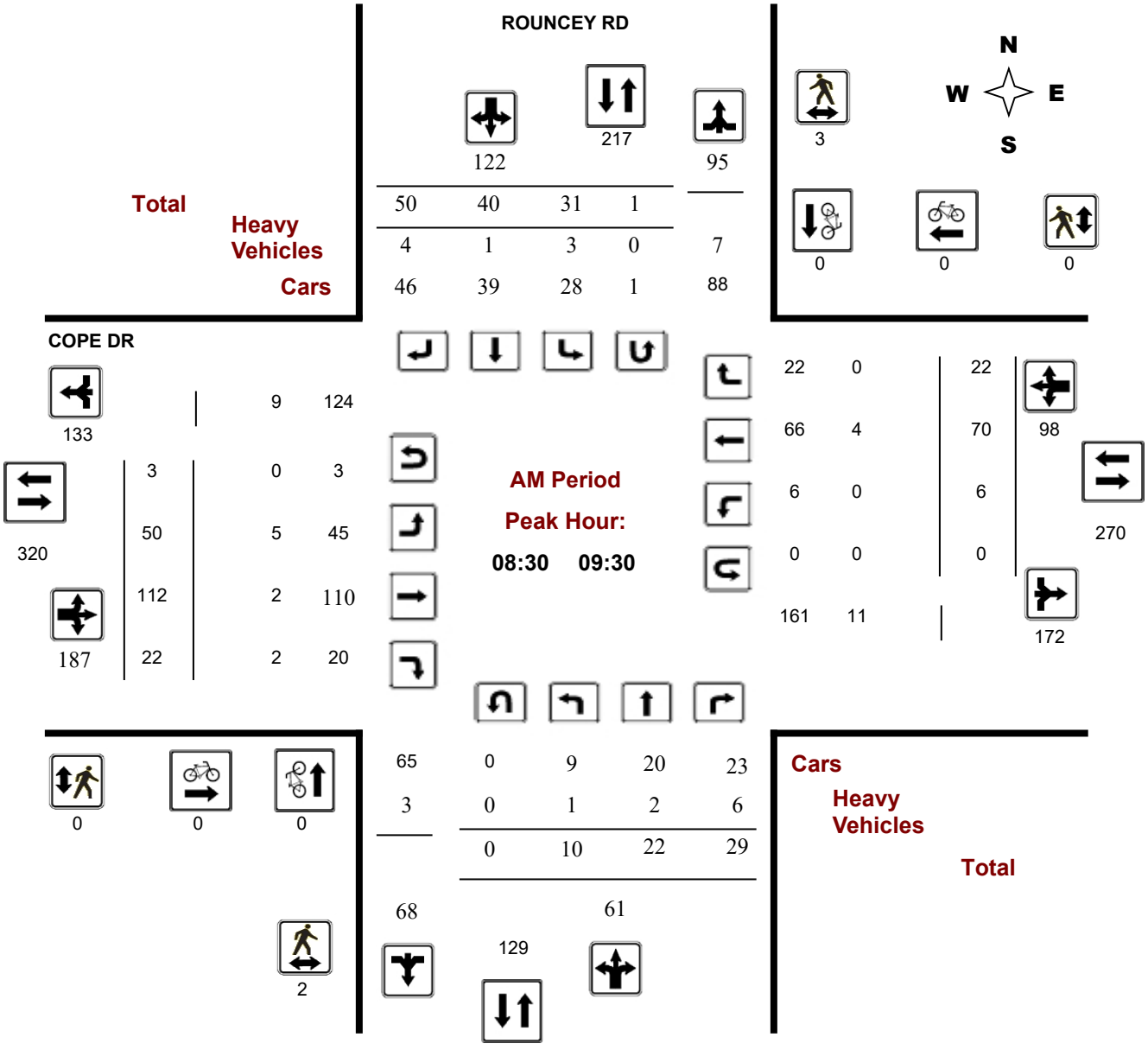
Turning Movement Count - Study Results

COPE DR @ ROUNCEY RD

Survey Date: Tuesday, January 17, 2023 **WO No:** 40751

Start Time: 07:00 **Device:** Miovision

AM Period Peak Hour Diagram



Transportation Services - Traffic Services

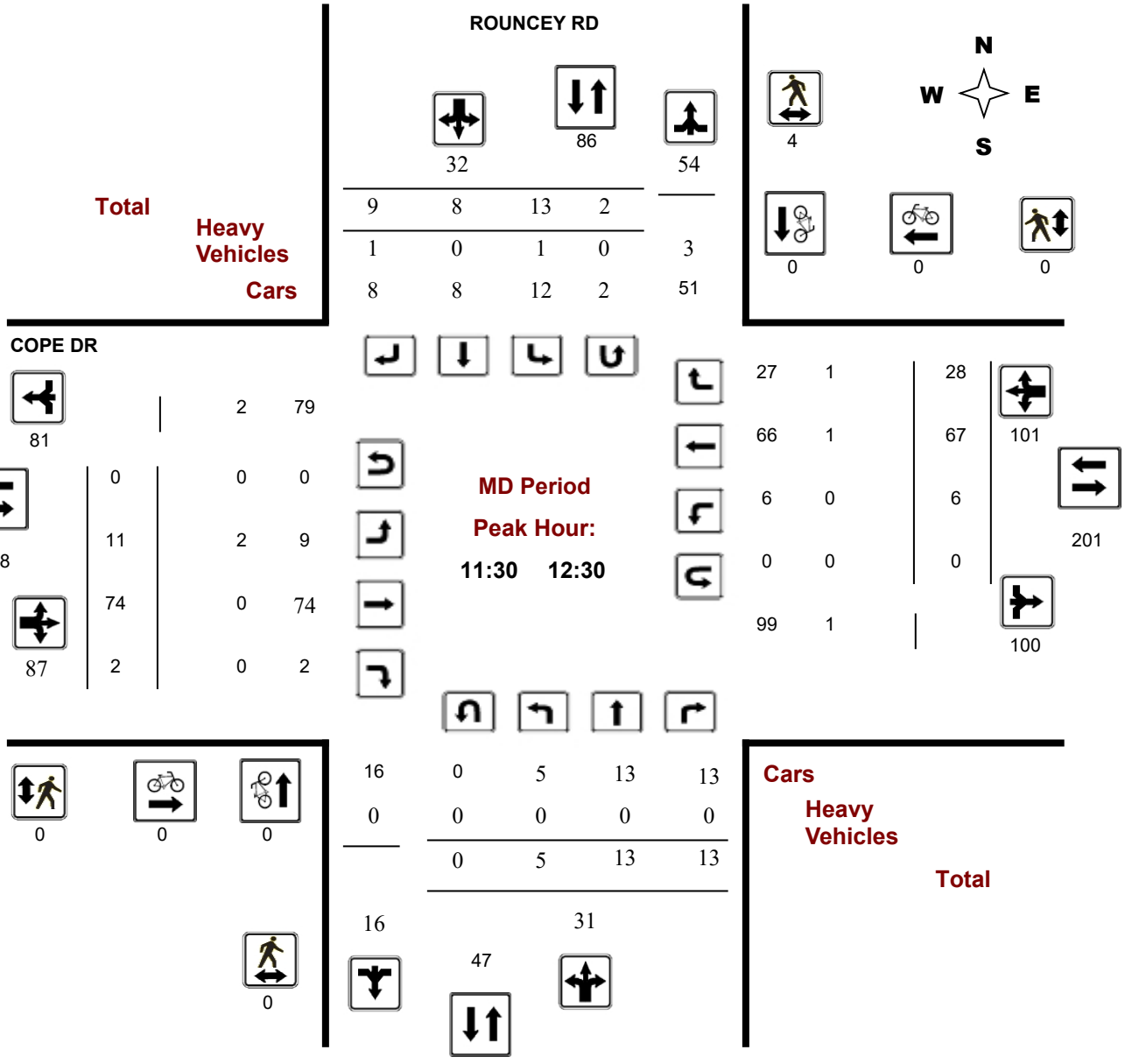
Turning Movement Count - Study Results

COPE DR @ ROUNCEY RD

Survey Date: Tuesday, January 17, 2023 **WO No:** 40751

Start Time: 07:00 **Device:** Miovision

MD Period Peak Hour Diagram



Transportation Services - Traffic Services

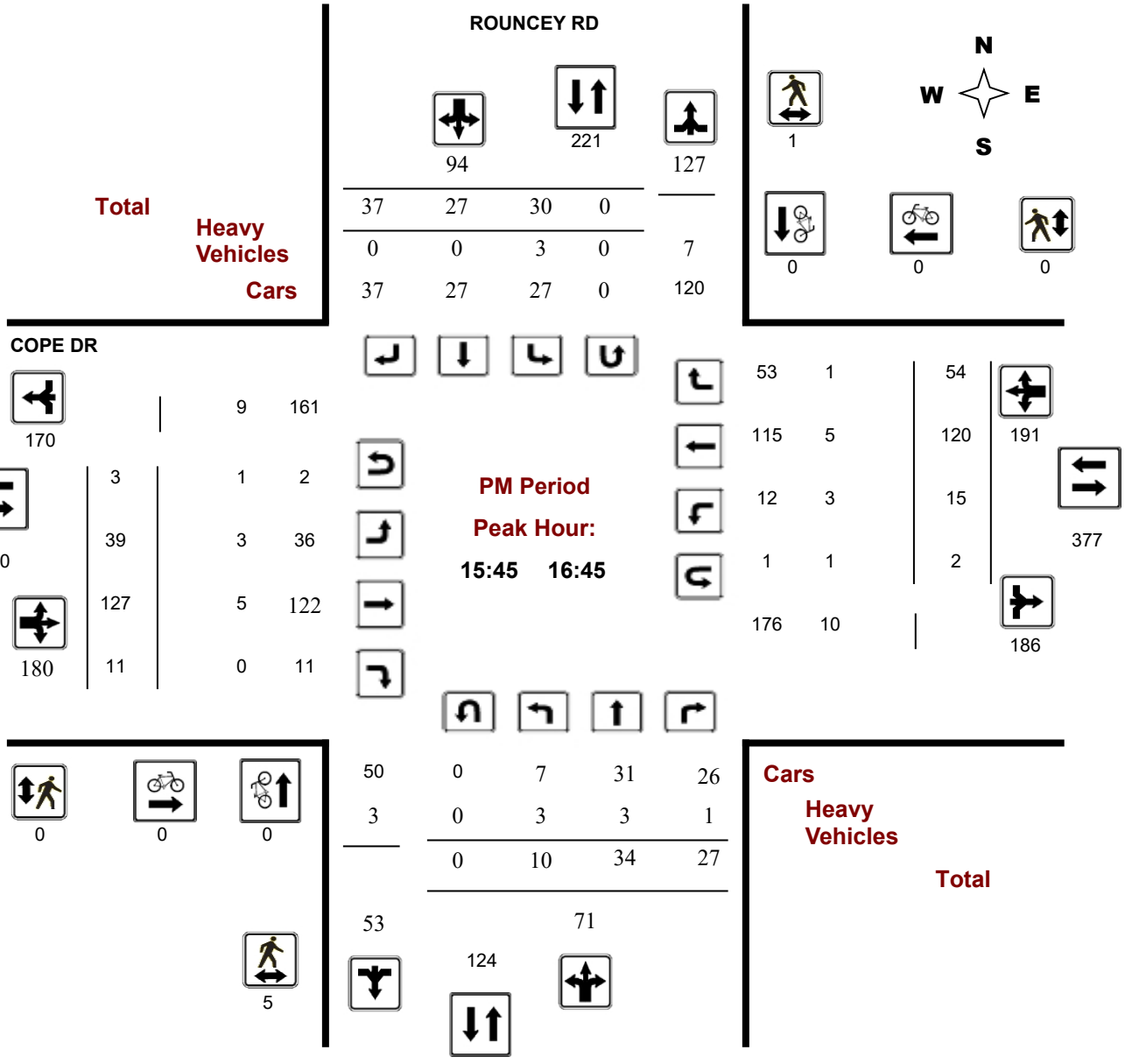
Turning Movement Count - Study Results

COPE DR @ ROUNCEY RD

Survey Date: Tuesday, January 17, 2023 **WO No:** 40751

Start Time: 07:00 **Device:** Miovision

PM Period Peak Hour Diagram



Transportation Services - Traffic Services

Turning Movement Count - Study Results

COPE DR @ ROUNCEY RD

Survey Date: Tuesday, January 17, 2023 **WO No:** 40751

Start Time: 07:00 **Device:** Miovision

Full Study Summary (8 HR Standard)

Survey Date: Tuesday, January 17, 2023

Total Observed U-Turns

Northbound: 3 Southbound: 4

Eastbound: 14 Westbound: 9

AADT Factor

1.10

	ROUNCEY RD								COPE DR									
	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	4	16	10	**30**	22	12	12	**46**	**76**	13	84	12	**109**	2	51	8	**61**	**170**	**246**
08:00 09:00	4	16	22	**42**	30	20	31	**81**	**123**	23	111	7	**141**	6	72	18	**96**	**237**	**360**
09:00 10:00	10	26	22	**58**	23	31	37	**91**	**149**	44	103	23	**170**	8	64	23	**95**	**265**	**414**
11:30 12:30	5	13	13	**31**	13	8	9	**30**	**61**	11	74	2	**87**	6	67	28	**101**	**188**	**249**
12:30 13:30	11	15	6	**32**	17	5	10	**32**	**64**	9	62	5	**76**	9	57	23	**89**	**165**	**229**
15:00 16:00	9	16	12	**37**	27	33	53	**113**	**150**	25	87	12	**124**	26	108	31	**165**	**289**	**439**
16:00 17:00	9	30	27	**66**	33	18	20	**71**	**137**	31	134	11	**176**	12	134	52	**198**	**374**	**511**
17:00 18:00	9	16	16	**41**	27	13	16	**56**	**97**	17	131	7	**155**	11	129	49	**189**	**344**	**441**
Sub Total	61	148	128	**337**	192	140	188	**520**	**857**	173	786	79	**1038**	80	682	232	**994**	**2032**	**2889**
U Turns				**3**				**4**	**7**				**14**				**9**	**23**	**30**
Total	61	148	128	**340**	192	140	188	**524**	**864**	173	786	79	**1052**	80	682	232	**1003**	**2055**	**2919**
EQ 12Hr	85	206	178	**473**	267	195	261	**728**	**1201**	240	1093	110	**1462**	111	948	322	**1394**	**2856**	**4057**
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.														**1.39**					
AVG 12Hr	94	227	196	**520**	294	280	377	**801**	**1321**	264	1202	121	**1608**	122	1043	354	**1533**	**3142**	**4463**
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.														**1.10**					
AVG 24Hr	123	297	257	**681**	385	367	494	**1049**	**1731**	346	1575	159	**2106**	160	1366	464	**2008**	**4116**	**5847**
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

COPE DR @ ROUNCEY RD

Survey Date: Tuesday, January 17, 2023 **WO No:** 40751

Start Time: 07:00 **Device:** Miovision

Full Study 15 Minute Increments

		ROUNCEY RD									COPE DR									
		Northbound				Southbound					Eastbound				Westbound					
Time Period		LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT	Grand Total
07:00	07:15	0	4	2	7	5	2	2	9	16	2	13	1	16	1	7	0	8	24	40
07:15	07:30	1	4	0	5	2	2	3	7	12	4	28	3	36	1	8	0	10	46	58
07:30	07:45	2	2	5	9	7	4	2	13	22	3	22	6	32	0	14	4	19	51	73
07:45	08:00	1	6	3	11	8	4	5	17	28	4	21	2	27	0	22	4	26	53	81
08:00	08:15	1	4	4	9	7	4	8	19	28	6	28	4	39	1	12	3	16	55	83
08:15	08:30	0	5	5	10	7	4	5	16	26	3	37	1	42	3	22	3	29	71	97
08:30	08:45	1	3	8	12	7	4	6	17	29	8	24	1	34	1	15	6	22	56	85
08:45	09:00	2	4	5	11	9	8	12	29	40	6	22	1	30	1	23	6	30	60	100
09:00	09:15	5	8	5	18	8	23	17	49	67	9	25	12	46	3	18	2	23	69	136
09:15	09:30	2	7	11	20	7	5	15	27	47	27	41	8	77	1	14	8	23	100	147
09:30	09:45	3	6	3	12	4	1	3	8	20	5	23	3	31	4	18	9	31	62	82
09:45	10:00	0	5	3	8	4	2	2	8	16	3	14	0	18	0	14	4	18	36	52
11:45	12:00	2	5	2	9	6	2	4	12	21	2	18	0	20	2	11	10	23	43	64
17:45	18:00	2	3	1	6	6	2	5	13	19	3	34	1	38	4	26	6	37	75	94
17:00	17:15	3	5	3	12	7	5	3	15	27	5	39	2	48	0	30	14	44	92	119
11:30	11:45	1	5	3	9	1	3	2	7	16	3	16	1	20	1	20	6	27	47	63
12:00	12:15	0	1	4	5	2	2	1	6	11	1	21	0	22	3	14	8	25	47	58
12:15	12:30	2	2	4	8	4	1	2	7	15	5	19	1	25	0	22	4	26	51	66
12:30	12:45	1	7	1	9	1	2	4	8	17	1	17	2	20	4	12	7	23	43	60
12:45	13:00	5	4	2	11	3	2	3	8	19	4	12	1	17	1	20	5	26	43	62
13:00	13:15	3	2	2	7	7	1	1	9	16	2	17	1	20	1	15	6	22	42	58
13:15	13:30	2	2	1	5	6	0	2	8	13	2	16	1	19	3	10	5	18	37	50
15:00	15:15	2	3	4	9	6	4	6	16	25	6	15	2	23	1	17	4	23	46	71
15:15	15:30	1	3	3	7	10	8	8	26	33	3	28	2	33	9	29	8	46	79	112
15:30	15:45	3	2	1	6	4	9	21	34	40	5	22	5	32	10	29	7	46	78	118
15:45	16:00	3	8	4	15	7	12	18	37	52	11	22	3	37	6	33	12	51	88	140
16:00	16:15	5	14	10	29	8	5	4	17	46	13	41	5	60	3	24	11	39	99	145
16:15	16:30	2	5	6	13	5	5	10	20	33	10	29	0	39	4	32	16	53	92	125
16:30	16:45	0	7	7	14	10	5	5	20	34	5	35	3	44	2	31	15	48	92	126
16:45	17:00	2	4	4	10	10	3	1	14	24	3	29	3	35	3	47	10	62	97	121
17:15	17:30	3	4	2	9	2	2	6	10	19	1	27	3	32	6	39	11	56	88	107
17:30	17:45	1	4	10	15	12	4	2	18	33	8	31	1	40	1	34	18	53	93	126
Total:		61	148	128	340	192	140	188	524	864	173	786	79	1052	80	682	232	1003	2055	2,919

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

Transportation Services - Traffic Services

Turning Movement Count - Study Results

COPE DR @ ROUNCEY RD

Survey Date: Tuesday, January 17, 2023 **WO No:** 40751

Start Time: 07:00 **Device:** Miovision

Full Study Cyclist Volume

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

Transportation Services - Traffic Services

Turning Movement Count - Study Results

COPE DR @ ROUNCEY RD

Survey Date: Tuesday, January 17, 2023 **WO No:** 40751

Start Time: 07:00 **Device:** Miovision

Full Study Pedestrian Volume

	ROUNCEY RD			COPE DR			
Time Period	NB Approach (E or W Crossing)	SB Approach (E or W Crossing)	**Total**	EB Approach (N or S Crossing)	WB Approach (N or S Crossing)	**Total**	**Grand Total**
07:00 07:15	0	0	**0**	0	0	**0**	**0**
07:15 07:30	0	1	**1**	0	0	**0**	**1**
07:30 07:45	0	1	**1**	0	0	**0**	**1**
07:45 08:00	1	0	**1**	0	0	**0**	**1**
08:00 08:15	0	0	**0**	0	0	**0**	**0**
08:15 08:30	1	1	**2**	1	0	**1**	**3**
08:30 08:45	2	0	**2**	0	0	**0**	**2**
08:45 09:00	0	0	**0**	0	0	**0**	**0**
09:00 09:15	0	2	**2**	0	0	**0**	**2**
09:15 09:30	0	1	**1**	0	0	**0**	**1**
09:30 09:45	0	0	**0**	0	0	**0**	**0**
09:45 10:00	0	0	**0**	0	0	**0**	**0**
11:45 12:00	0	1	**1**	0	0	**0**	**1**
17:45 18:00	0	0	**0**	0	0	**0**	**0**
17:00 17:15	0	0	**0**	0	0	**0**	**0**
11:30 11:45	0	3	**3**	0	0	**0**	**3**
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	2	0	**2**	0	0	**0**	**2**
13:00 13:15	0	0	**0**	0	0	**0**	**0**
13:15 13:30	0	0	**0**	0	0	**0**	**0**
15:00 15:15	0	0	**0**	0	0	**0**	**0**
15:15 15:30	0	0	**0**	0	0	**0**	**0**
15:30 15:45	1	1	**2**	0	0	**0**	**2**
15:45 16:00	4	0	**4**	0	0	**0**	**4**
16:00 16:15	0	0	**0**	0	0	**0**	**0**
16:15 16:30	1	1	**2**	0	0	**0**	**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	2	**2**	0	0	**0**	**2**
17:30 17:45	0	1	**1**	0	0	**0**	**1**
Total	12	15	**27**	1	0	**1**	**28**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

COPE DR @ ROUNCEY RD

Survey Date: Tuesday, January 17, 2023 **WO No:** 40751

Start Time: 07:00 **Device:** Miovision

Full Study Heavy Vehicles

		ROUNCEY RD									COPE DR									
		Northbound				Southbound					Eastbound				Westbound					
Time Period		LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT	Grand Total
07:00	07:15	0	1	0	**1**	3	0	1	**4**	**5**	1	0	0	**1**	0	0	0	**0**	**1**	**6**
07:15	07:30	0	0	0	**0**	1	0	0	**1**	**1**	2	2	1	**5**	0	1	0	**1**	**6**	**7**
07:30	07:45	1	0	0	**1**	0	0	1	**1**	**2**	0	2	1	**3**	0	0	0	**1**	**4**	**6**
07:45	08:00	0	0	0	**0**	0	0	0	**0**	**0**	1	1	0	**2**	0	0	0	**0**	**2**	**2**
08:00	08:15	0	0	0	**0**	0	0	1	**1**	**1**	0	0	0	**0**	0	0	0	**0**	**0**	**1**
08:15	08:30	0	1	1	**2**	1	0	0	**1**	**3**	1	2	0	**3**	0	3	0	**3**	**6**	**9**
08:30	08:45	0	1	2	**3**	1	0	2	**3**	**6**	3	1	0	**4**	0	1	0	**1**	**5**	**11**
08:45	09:00	1	1	0	**2**	1	0	2	**3**	**5**	1	0	0	**1**	0	2	0	**2**	**3**	**8**
09:00	09:15	0	0	1	**1**	1	0	0	**1**	**2**	0	1	1	**2**	0	0	0	**0**	**2**	**4**
09:15	09:30	0	0	3	**3**	0	1	0	**1**	**4**	1	0	1	**2**	0	1	0	**1**	**3**	**7**
09:30	09:45	1	1	0	**2**	0	0	0	**0**	**2**	0	2	0	**2**	0	0	1	**1**	**3**	**5**
09:45	10:00	0	2	0	**2**	0	0	0	**0**	**2**	1	0	0	**1**	0	0	0	**0**	**1**	**3**
11:45	12:00	0	0	0	**0**	0	0	1	**1**	**1**	0	0	0	**0**	0	0	1	**1**	**1**	**2**
17:45	18:00	0	0	0	**0**	0	0	0	**0**	**0**	0	0	0	**0**	0	0	0	**0**	**0**	**0**
17:00	17:15	0	1	0	**1**	0	0	0	**0**	**1**	0	2	0	**2**	0	1	0	**1**	**3**	**4**
11:30	11:45	0	0	0	**0**	0	0	0	**0**	**0**	1	0	0	**1**	0	0	0	**0**	**1**	**1**
12:00	12:15	0	0	0	**0**	1	0	0	**1**	**1**	0	0	0	**0**	0	0	0	**0**	**0**	**1**
12:15	12:30	0	0	0	**0**	0	0	0	**0**	**0**	1	0	0	**1**	0	1	0	**1**	**2**	**2**
12:30	12:45	0	0	0	**0**	0	0	0	**0**	**0**	0	0	1	**1**	0	1	0	**1**	**2**	**2**
12:45	13:00	2	0	0	**2**	0	0	2	**2**	**4**	0	1	0	**1**	0	0	1	**1**	**2**	**6**
13:00	13:15	2	0	0	**2**	1	1	0	**2**	**4**	0	0	0	**0**	0	0	0	**0**	**0**	**4**
13:15	13:30	0	0	0	**0**	1	0	1	**2**	**2**	1	0	0	**1**	0	1	0	**1**	**2**	**4**
15:00	15:15	0	0	0	**0**	0	1	1	**2**	**2**	2	2	0	**4**	0	0	0	**0**	**4**	**6**
15:15	15:30	0	0	0	**0**	2	0	0	**2**	**2**	3	1	0	**4**	1	1	0	**2**	**6**	**8**
15:30	15:45	0	0	0	**0**	0	1	0	**1**	**1**	0	0	0	**0**	0	1	0	**1**	**1**	**2**
15:45	16:00	1	0	0	**1**	0	0	0	**0**	**1**	0	2	0	**2**	3	1	0	**4**	**6**	**7**
16:00	16:15	2	2	0	**4**	1	0	0	**1**	**5**	0	1	0	**1**	0	3	0	**4**	**5**	**10**
16:15	16:30	0	1	1	**2**	1	0	0	**1**	**3**	3	1	0	**4**	0	1	0	**1**	**5**	**8**
16:30	16:45	0	0	0	**0**	1	0	0	**1**	**1**	0	1	0	**2**	0	0	1	**1**	**3**	**4**
16:45	17:00	0	0	0	**0**	1	0	0	**1**	**1**	0	0	1	**1**	0	0	0	**0**	**1**	**2**
17:15	17:30	0	0	0	**0**	1	0	0	**1**	**1**	0	0	0	**0**	0	0	0	**0**	**0**	**1**
17:30	17:45	0	0	0	**0**	1	0	0	**1**	**1**	1	0	0	**1**	0	0	0	**0**	**1**	**2**
Total:	None	10	11	8	**29**	19	4	12	**35**	**64**	23	22	6	**52**	4	19	4	**29**	**81**	**145**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

COPE DR @ ROUNCEY RD

Survey Date: Tuesday, January 17, 2023 **WO No:** 40751

Start Time: 07:00 **Device:** Miovision

Full Study 15 Minute U-Turn Total

		ROUNCEY RD		COPE DR		
Time Period		Northbound U-Turn Total	Southbound U-Turn Total	Eastbound U-Turn Total	Westbound U-Turn Total	Total
07:00	07:15	1	0	0	0	1
07:15	07:30	0	0	1	1	2
07:30	07:45	0	0	1	1	2
07:45	08:00	1	0	0	0	1
08:00	08:15	0	0	1	0	1
08:15	08:30	0	0	1	1	2
08:30	08:45	0	0	1	0	1
08:45	09:00	0	0	1	0	1
09:00	09:15	0	1	0	0	1
09:15	09:30	0	0	1	0	1
09:30	09:45	0	0	0	0	0
09:45	10:00	0	0	1	0	1
11:45	12:00	0	0	0	0	0
17:45	18:00	0	0	0	1	1
17:00	17:15	1	0	2	0	3
11:30	11:45	0	1	0	0	1
12:00	12:15	0	1	0	0	1
12:15	12:30	0	0	0	0	0
12:30	12:45	0	1	0	0	1
12:45	13:00	0	0	0	0	0
13:00	13:15	0	0	0	0	0
13:15	13:30	0	0	0	0	0
15:00	15:15	0	0	0	1	1
15:15	15:30	0	0	0	0	0
15:30	15:45	0	0	0	0	0
15:45	16:00	0	0	1	0	1
16:00	16:15	0	0	1	1	2
16:15	16:30	0	0	0	1	1
16:30	16:45	0	0	1	0	1
16:45	17:00	0	0	0	2	2
17:15	17:30	0	0	1	0	1
17:30	17:45	0	0	0	0	0
Total		3	4	14	9	30

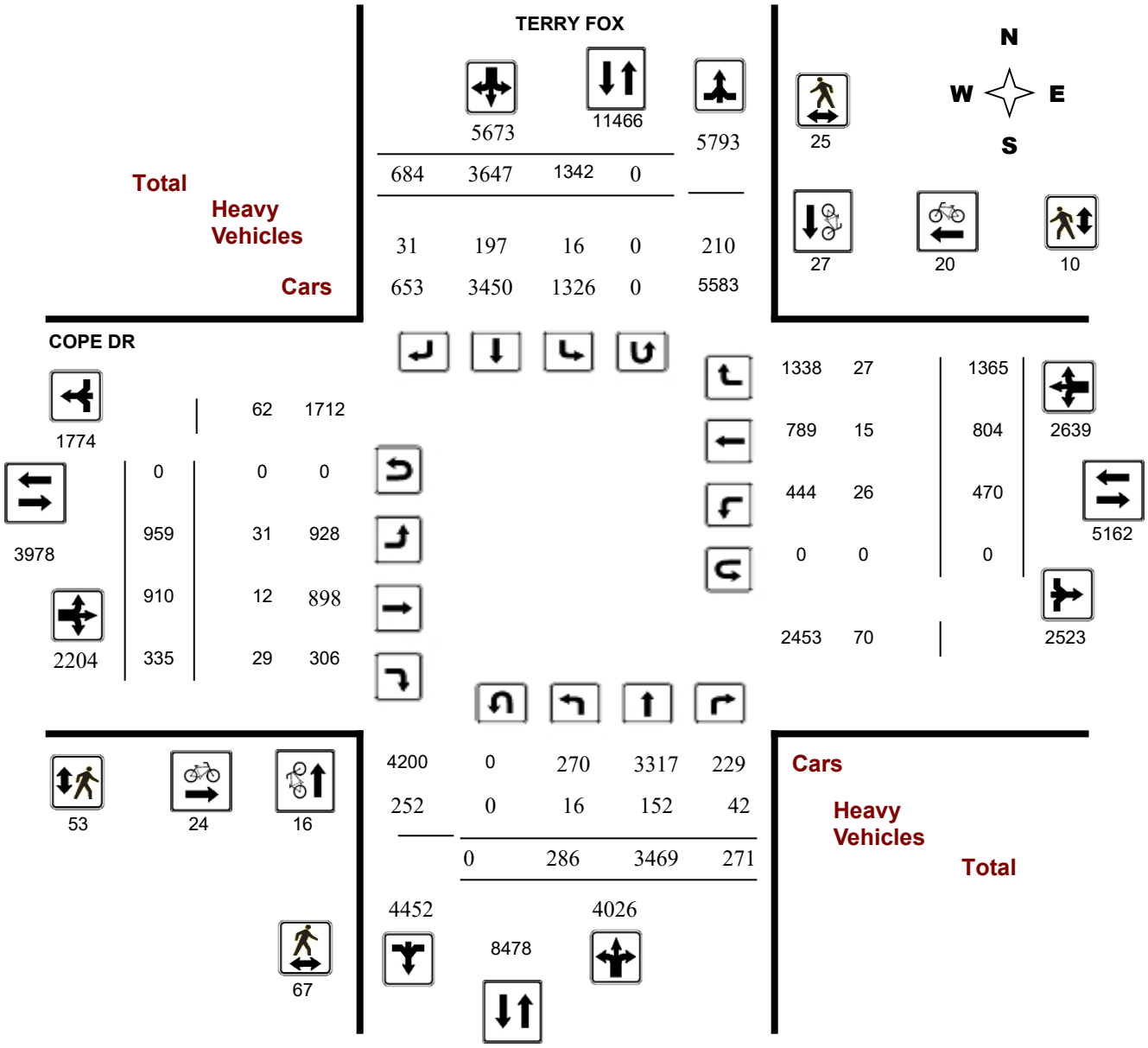
Transportation Services - Traffic Services

Turning Movement Count - Study Results

COPE DR @ TERRY FOX

Survey Date: Wednesday, September 07, 2022
Start Time: 07:00
WO No: 40919
Device: Miovision

Full Study Diagram



Transportation Services - Traffic Services

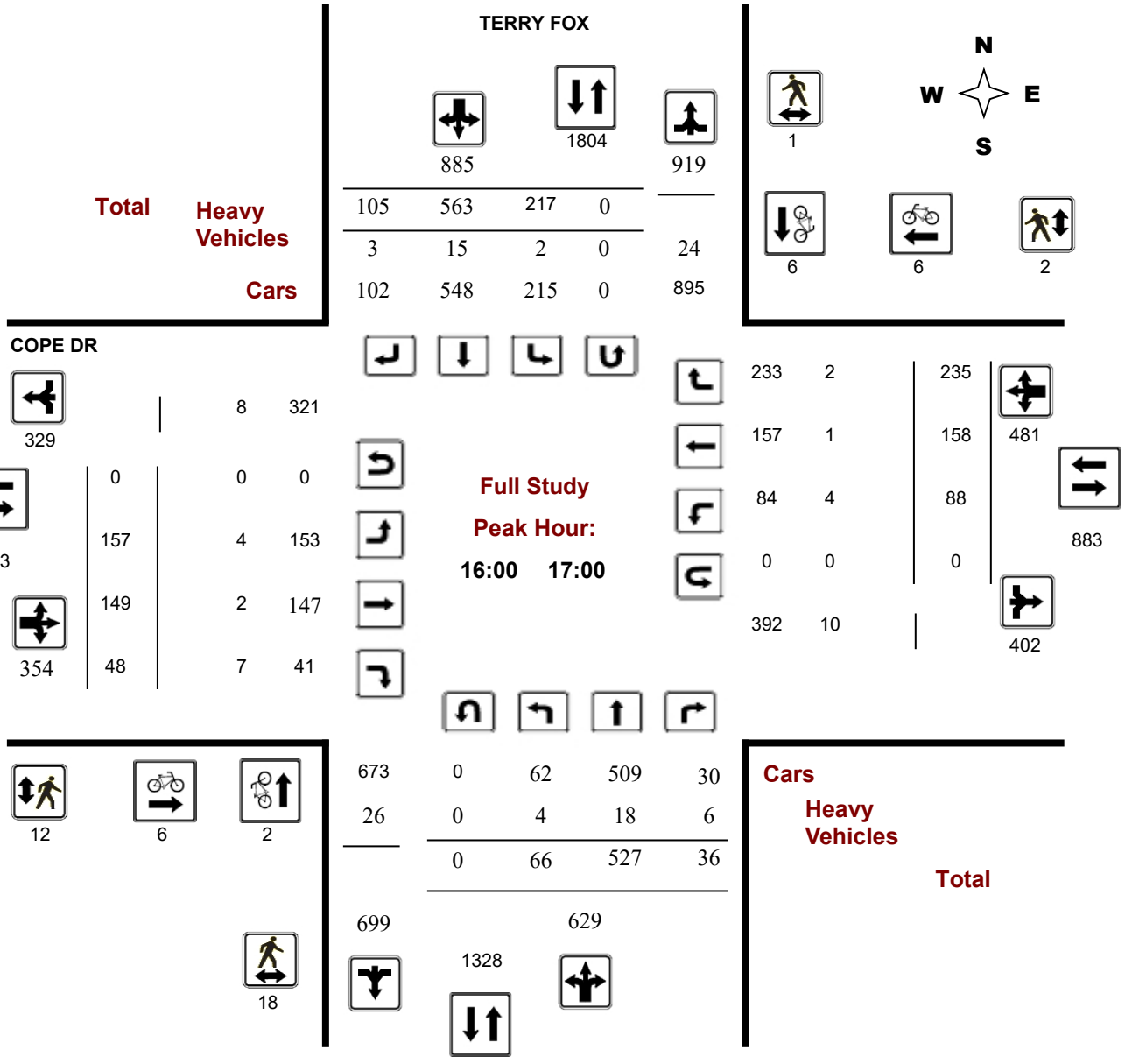
Turning Movement Count - Study Results

COPE DR @ TERRY FOX

Survey Date: Wednesday, September 07, 2022 **WO No:** 40919

Start Time: 07:00 **Device:** Miovision

Full Study Peak Hour Diagram



Transportation Services - Traffic Services

Turning Movement Count - Study Results

COPE DR @ TERRY FOX

Survey Date: Wednesday, September 07, 2022 **WO No:** 40919

Start Time: 07:00 **Device:** Miovision

Full Study Summary (8 HR Standard)

Survey Date: Wednesday, September 07, 2022

Total Observed U-Turns

Northbound: 0 Southbound: 0

Eastbound: 0 Westbound: 0

AADT Factor

1.00

	TERRY FOX								COPE DR									
	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	26	402	34	**462**	107	388	44	**539**	**1001**	73	66	38	**177**	37	36	108	**181**	**358**	**1359**
08:00 09:00	24	468	43	**535**	194	415	58	**667**	**1202**	86	112	34	**232**	45	65	179	**289**	**521**	**1723**
09:00 10:00	25	409	31	**465**	104	340	85	**529**	**994**	85	87	40	**212**	47	91	155	**293**	**505**	**1499**
11:30 12:30	23	357	21	**401**	141	404	98	**643**	**1044**	129	91	38	**258**	59	84	173	**316**	**574**	**1618**
12:30 13:30	28	336	22	**386**	165	398	89	**652**	**1038**	145	109	38	**292**	46	90	135	**271**	**563**	**1601**
15:00 16:00	46	432	44	**522**	194	582	95	**871**	**1393**	144	144	53	**341**	76	118	180	**374**	**715**	**2108**
16:00 17:00	66	527	36	**629**	217	563	105	**885**	**1514**	157	149	48	**354**	88	158	235	**481**	**835**	**2349**
17:00 18:00	48	538	40	**626**	220	557	110	**887**	**1513**	140	152	46	**338**	72	162	200	**434**	**772**	**2285**
Sub Total	286	3469	271	**4026**	1342	3647	684	**5673**	**9699**	959	910	335	**2204**	470	804	1365	**2639**	**4843**	**14542**
U Turns				**0**				**0**	**0**				**0**				**0**	**0**	**0**
Total	286	3469	271	**4026**	1342	3647	684	**5673**	**9699**	959	910	335	**2204**	470	804	1365	**2639**	**4843**	**14542**
EQ 12Hr	398	4822	377	**5596**	1865	5069	951	**7885**	**13482**	1333	1265	466	**3064**	653	1118	1897	**3668**	**6732**	**20213**
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.														**1.39**					
AVG 12Hr	398	4822	377	**5596**	1865	6641	1245	**7885**	**13482**	1333	1265	466	**3064**	653	1118	1897	**3668**	**6732**	**20213**
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.														**1.00**					
AVG 24Hr	521	6317	494	**7331**	2443	8700	1631	**10329**	**17661**	1746	1657	610	**4014**	855	1465	2485	**4805**	**8819**	**26479**
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

COPE DR @ TERRY FOX

Survey Date: Wednesday, September 07, 2022 **WO No:** 40919

Start Time: 07:00 **Device:** Miovision

Full Study 15 Minute Increments

		TERRY FOX									COPE DR									
		Northbound				Southbound					Eastbound				Westbound					
Time Period		LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT	Grand Total
07:00	07:15	7	60	7	74	20	87	7	114	380	12	4	5	21	9	8	19	36	380	245
07:15	07:30	8	110	3	121	18	98	9	125	519	21	12	8	41	7	11	29	47	519	334
07:30	07:45	6	111	11	128	26	101	13	140	554	24	28	14	66	5	5	31	41	554	375
08:00	08:15	3	108	7	118	27	104	13	144	540	19	25	11	55	6	8	30	44	540	361
08:30	08:45	8	115	14	137	59	105	15	179	633	23	32	10	65	15	15	49	79	633	460
08:45	09:00	9	123	11	143	59	113	19	191	673	25	25	7	57	15	21	56	92	673	483
09:00	09:15	4	99	10	113	33	100	14	147	569	21	24	19	64	16	26	54	96	569	420
09:15	09:30	2	117	13	132	29	85	17	131	533	16	23	7	46	11	24	34	69	533	378
09:30	09:45	11	86	4	101	19	76	25	120	474	26	20	9	55	14	25	42	81	474	357
11:30	11:45	3	82	8	93	33	80	28	141	487	30	20	10	60	14	23	37	74	487	368
11:45	12:00	8	95	5	108	34	104	26	164	577	47	25	13	85	11	19	35	65	577	422
17:45	18:00	13	129	5	147	55	116	35	206	718	38	38	15	91	15	40	52	107	718	551
16:30	16:45	17	137	9	163	54	135	31	220	780	32	32	6	70	26	42	61	129	780	582
07:45	08:00	5	121	13	139	43	102	15	160	594	16	22	11	49	16	12	29	57	594	405
09:45	10:00	8	107	4	119	23	79	29	131	494	22	20	5	47	6	16	25	47	494	344
08:15	08:30	4	122	11	137	49	93	11	153	583	19	30	6	55	9	21	44	74	583	419
12:00	12:15	1	88	2	91	35	117	21	173	563	22	22	8	52	16	16	48	80	563	396
12:15	12:30	11	92	6	109	39	103	23	165	577	30	24	7	61	18	26	53	97	577	432
12:30	12:45	8	89	2	99	45	115	27	187	589	41	33	9	83	15	28	34	77	589	446
12:45	13:00	8	91	10	109	39	112	19	170	583	41	31	15	87	5	27	40	72	583	438
13:00	13:15	6	70	9	85	43	82	23	148	464	31	27	4	62	16	26	28	70	464	365
13:15	13:30	6	86	1	93	38	89	20	147	500	32	18	10	60	10	9	33	52	500	352
15:00	15:15	10	103	8	121	37	139	21	197	657	29	27	9	65	22	27	37	86	657	469
15:15	15:30	12	115	9	136	45	144	27	216	748	46	41	12	99	19	23	60	102	748	553
16:00	16:15	7	127	13	147	58	140	28	226	782	50	34	12	96	19	39	61	119	782	588
16:15	16:30	20	149	11	180	52	152	25	229	837	39	38	13	90	21	43	54	118	837	617
16:45	17:00	22	114	3	139	53	136	21	210	733	36	45	17	98	22	34	59	115	733	562
17:00	17:15	12	121	13	146	60	145	26	231	771	42	34	14	90	18	48	54	120	771	587
17:15	17:30	10	150	13	173	52	163	26	241	849	32	50	10	92	21	27	59	107	849	613
17:30	17:45	13	138	9	160	53	133	23	209	728	28	30	7	65	18	47	35	100	728	534
15:45	16:00	13	110	15	138	63	146	23	232	742	35	43	12	90	25	33	44	102	742	562
15:30	15:45	11	104	12	127	49	153	24	226	713	34	33	20	87	10	35	39	84	713	524
Total:		286	3469	271	4026	1342	3647	684	5673	19944	959	910	335	2204	470	804	1365	2639	19944	14,542

Note: U-Turns are included in Totals.

Transportation Services - Traffic Services

Turning Movement Count - Study Results

COPE DR @ TERRY FOX

Survey Date: Wednesday, September 07, 2022 **WO No:** 40919

Start Time: 07:00 **Device:** Miovision

Full Study Cyclist Volume

Time Period		TERRY FOX			COPE DR			
		Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	Grand Total
07:00	07:15	0	1	1	0	0	0	1
07:15	07:30	0	0	0	0	0	0	0
07:30	07:45	2	1	3	1	0	1	4
08:00	08:15	1	0	1	0	0	0	1
08:30	08:45	0	1	1	0	0	0	1
08:45	09:00	1	0	1	1	0	1	2
09:00	09:15	0	0	0	0	0	0	0
09:15	09:30	0	1	1	0	0	0	1
09:30	09:45	2	2	4	2	0	2	6
11:30	11:45	0	1	1	1	0	1	2
11:45	12:00	1	3	4	0	1	1	5
17:45	18:00	3	1	4	2	1	3	7
16:30	16:45	0	2	2	1	1	2	4
07:45	08:00	0	0	0	0	0	0	0
09:45	10:00	0	0	0	1	1	2	2
08:15	08:30	0	0	0	0	1	1	1
12:00	12:15	0	0	0	0	1	1	1
12:15	12:30	0	2	2	1	1	2	4
12:30	12:45	1	0	1	1	0	1	2
12:45	13:00	0	0	0	0	0	0	0
13:00	13:15	0	1	1	1	2	3	4
13:15	13:30	0	0	0	1	0	1	1
15:00	15:15	0	1	1	1	1	2	3
15:15	15:30	0	2	2	0	1	1	3
16:00	16:15	1	1	2	1	1	2	4
16:15	16:30	1	1	2	2	3	5	7
16:45	17:00	0	2	2	2	1	3	5
17:00	17:15	2	1	3	1	2	3	6
17:15	17:30	0	1	1	0	1	1	2
17:30	17:45	0	1	1	0	0	0	1
15:45	16:00	1	0	1	1	0	1	2
15:30	15:45	0	1	1	3	1	4	5
Total		16	27	**43**	24	20	44	87

Transportation Services - Traffic Services

Turning Movement Count - Study Results

COPE DR @ TERRY FOX

Survey Date: Wednesday, September 07, 2022 **WO No:** 40919

Start Time: 07:00 **Device:** Miovision

Full Study Pedestrian Volume

	TERRY FOX			COPE DR			
Time Period	NB Approach (E or W Crossing)	SB Approach (E or W Crossing)	**Total**	EB Approach (N or S Crossing)	WB Approach (N or S Crossing)	**Total**	**Grand Total**
07:00 07:15	0	0	**0**	1	0	**1**	**1**
07:15 07:30	2	1	**3**	0	1	**1**	**4**
07:30 07:45	0	2	**2**	3	0	**3**	**5**
08:00 08:15	0	1	**1**	3	0	**3**	**4**
08:30 08:45	0	1	**1**	0	1	**1**	**2**
08:45 09:00	1	1	**2**	2	0	**2**	**4**
09:00 09:15	2	0	**2**	1	0	**1**	**3**
09:15 09:30	2	0	**2**	2	0	**2**	**4**
09:30 09:45	2	1	**3**	2	0	**2**	**5**
11:30 11:45	1	2	**3**	1	0	**1**	**4**
11:45 12:00	1	1	**2**	2	0	**2**	**4**
17:45 18:00	0	0	**0**	2	0	**2**	**2**
16:30 16:45	7	0	**7**	0	2	**2**	**9**
07:45 08:00	1	1	**2**	1	0	**1**	**3**
09:45 10:00	2	2	**4**	0	0	**0**	**4**
08:15 08:30	1	0	**1**	1	0	**1**	**2**
12:00 12:15	0	2	**2**	2	1	**3**	**5**
12:15 12:30	2	0	**2**	0	1	**1**	**3**
12:30 12:45	7	1	**8**	2	0	**2**	**10**
12:45 13:00	3	0	**3**	0	0	**0**	**3**
13:00 13:15	1	0	**1**	0	0	**0**	**1**
13:15 13:30	5	0	**5**	0	2	**2**	**7**
15:00 15:15	1	1	**2**	0	0	**0**	**2**
15:15 15:30	1	1	**2**	2	0	**2**	**4**
16:00 16:15	5	1	**6**	5	0	**5**	**11**
16:15 16:30	4	0	**4**	2	0	**2**	**6**
16:45 17:00	2	0	**2**	5	0	**5**	**7**
17:00 17:15	0	0	**0**	2	1	**3**	**3**
17:15 17:30	8	0	**8**	1	1	**2**	**10**
17:30 17:45	1	4	**5**	3	0	**3**	**8**
15:45 16:00	4	1	**5**	4	0	**4**	**9**
15:30 15:45	1	1	**2**	4	0	**4**	**6**
Total	67	25	**92**	53	10	**63**	**155**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

COPE DR @ TERRY FOX

Survey Date: Wednesday, September 07, 2022 **WO No:** 40919

Start Time: 07:00 **Device:** Miovision

Full Study Heavy Vehicles

		TERRY FOX									COPE DR									
		Northbound				Southbound					Eastbound				Westbound					
Time Period		LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT	Grand Total
07:00	07:15	1	3	2	**18**	2	10	1	**17**	**35**	1	0	1	**4**	1	0	0	**5**	**9**	**22**
07:15	07:30	0	5	0	**13**	0	6	3	**19**	**32**	2	0	2	**8**	0	1	3	**4**	**12**	**22**
07:30	07:45	2	9	3	**23**	0	8	1	**19**	**42**	1	1	0	**5**	1	0	0	**5**	**10**	**26**
08:00	08:15	0	6	0	**17**	0	10	0	**17**	**34**	1	0	0	**1**	1	0	0	**1**	**2**	**18**
08:30	08:45	0	7	2	**15**	1	5	1	**18**	**33**	1	0	0	**3**	1	1	3	**8**	**11**	**22**
08:45	09:00	0	4	4	**16**	0	7	1	**14**	**30**	2	0	0	**9**	1	6	0	**11**	**20**	**25**
09:00	09:15	0	5	1	**16**	0	8	2	**20**	**36**	2	1	1	**6**	1	0	3	**6**	**12**	**24**
09:15	09:30	0	4	2	**15**	0	6	0	**11**	**26**	0	0	2	**2**	1	0	1	**4**	**6**	**16**
09:30	09:45	0	3	1	**13**	0	7	2	**14**	**27**	2	0	1	**5**	1	0	0	**2**	**7**	**17**
11:30	11:45	0	5	1	**10**	0	4	2	**13**	**23**	0	0	0	**2**	0	0	2	**3**	**5**	**14**
11:45	12:00	1	5	0	**16**	1	9	0	**15**	**31**	0	0	1	**2**	0	0	0	**1**	**3**	**17**
17:45	18:00	0	2	0	**7**	0	4	0	**6**	**13**	0	0	0	**0**	1	0	0	**1**	**1**	**7**
16:30	16:45	3	8	3	**20**	1	4	1	**18**	**38**	3	0	1	**8**	1	0	1	**6**	**14**	**26**
07:45	08:00	0	6	4	**18**	2	8	2	**20**	**38**	1	0	0	**3**	0	0	1	**7**	**10**	**24**
09:45	10:00	0	7	1	**17**	0	9	2	**20**	**37**	1	1	0	**4**	0	0	1	**3**	**7**	**22**
08:15	08:30	0	9	1	**17**	0	7	1	**20**	**37**	1	1	0	**3**	0	0	2	**4**	**7**	**22**
12:00	12:15	0	4	0	**9**	1	3	2	**11**	**20**	1	1	1	**5**	1	0	0	**3**	**8**	**14**
12:15	12:30	0	5	2	**18**	1	9	1	**20**	**38**	2	0	2	**5**	0	0	2	**5**	**10**	**24**
12:30	12:45	0	6	0	**14**	0	8	0	**15**	**29**	0	1	0	**3**	0	2	1	**4**	**7**	**18**
12:45	13:00	2	3	0	**14**	0	7	0	**11**	**25**	0	1	2	**5**	0	0	1	**2**	**7**	**16**
13:00	13:15	1	4	2	**16**	1	7	0	**14**	**30**	2	1	0	**4**	2	0	0	**6**	**10**	**20**
13:15	13:30	1	3	0	**11**	0	4	2	**10**	**21**	1	0	2	**6**	1	0	0	**1**	**7**	**14**
15:00	15:15	3	8	1	**20**	1	8	0	**20**	**40**	3	0	0	**7**	0	1	0	**3**	**10**	**25**
15:15	15:30	0	7	1	**19**	0	8	3	**19**	**38**	1	0	3	**8**	0	1	0	**2**	**10**	**24**
16:00	16:15	1	4	1	**11**	1	2	0	**8**	**19**	0	0	2	**4**	1	1	1	**5**	**9**	**14**
16:15	16:30	0	3	2	**13**	0	5	2	**10**	**23**	0	1	2	**5**	1	0	0	**4**	**9**	**16**
16:45	17:00	0	3	0	**10**	0	4	0	**8**	**18**	1	1	2	**4**	1	0	0	**2**	**6**	**12**
17:00	17:15	0	2	2	**12**	0	6	0	**8**	**20**	0	1	1	**2**	1	0	0	**4**	**6**	**13**
17:15	17:30	0	1	1	**3**	0	0	0	**2**	**5**	0	0	1	**1**	0	0	1	**2**	**3**	**4**
17:30	17:45	0	2	2	**5**	0	0	0	**3**	**8**	1	0	0	**1**	1	0	0	**3**	**4**	**6**
15:45	16:00	0	3	1	**16**	0	6	0	**13**	**29**	1	1	1	**3**	5	0	3	**10**	**13**	**21**
15:30	15:45	1	6	2	**20**	4	8	2	**21**	**41**	0	0	1	**6**	2	2	1	**11**	**17**	**29**
Total:	None	16	152	42	**462**	16	197	31	**454**	**916**	31	12	29	**134**	26	15	27	**138**	**272**	**594**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

COPE DR @ TERRY FOX

Survey Date: Wednesday, September 07, 2022 **WO No:** 40919

Start Time: 07:00 **Device:** Miovision

Full Study 15 Minute U-Turn Total

Time Period		TERRY FOX Northbound U-Turn Total	TERRY FOX Southbound U-Turn Total	COPE DR Eastbound U-Turn Total	COPE DR Westbound U-Turn Total	Total
07:00	07:15	0	0	0	0	0
07:15	07:30	0	0	0	0	0
07:30	07:45	0	0	0	0	0
08:00	08:15	0	0	0	0	0
08:30	08:45	0	0	0	0	0
08:45	09:00	0	0	0	0	0
09:00	09:15	0	0	0	0	0
09:15	09:30	0	0	0	0	0
09:30	09:45	0	0	0	0	0
11:30	11:45	0	0	0	0	0
11:45	12:00	0	0	0	0	0
17:45	18:00	0	0	0	0	0
16:30	16:45	0	0	0	0	0
07:45	08:00	0	0	0	0	0
09:45	10:00	0	0	0	0	0
08:15	08:30	0	0	0	0	0
12:00	12:15	0	0	0	0	0
12:15	12:30	0	0	0	0	0
12:30	12:45	0	0	0	0	0
12:45	13:00	0	0	0	0	0
13:00	13:15	0	0	0	0	0
13:15	13:30	0	0	0	0	0
15:00	15:15	0	0	0	0	0
15:15	15:30	0	0	0	0	0
16:00	16:15	0	0	0	0	0
16:15	16:30	0	0	0	0	0
16:45	17:00	0	0	0	0	0
17:00	17:15	0	0	0	0	0
17:15	17:30	0	0	0	0	0
17:30	17:45	0	0	0	0	0
15:45	16:00	0	0	0	0	0
15:30	15:45	0	0	0	0	0
Total		0	0	0	0	0

MD Period Diagram

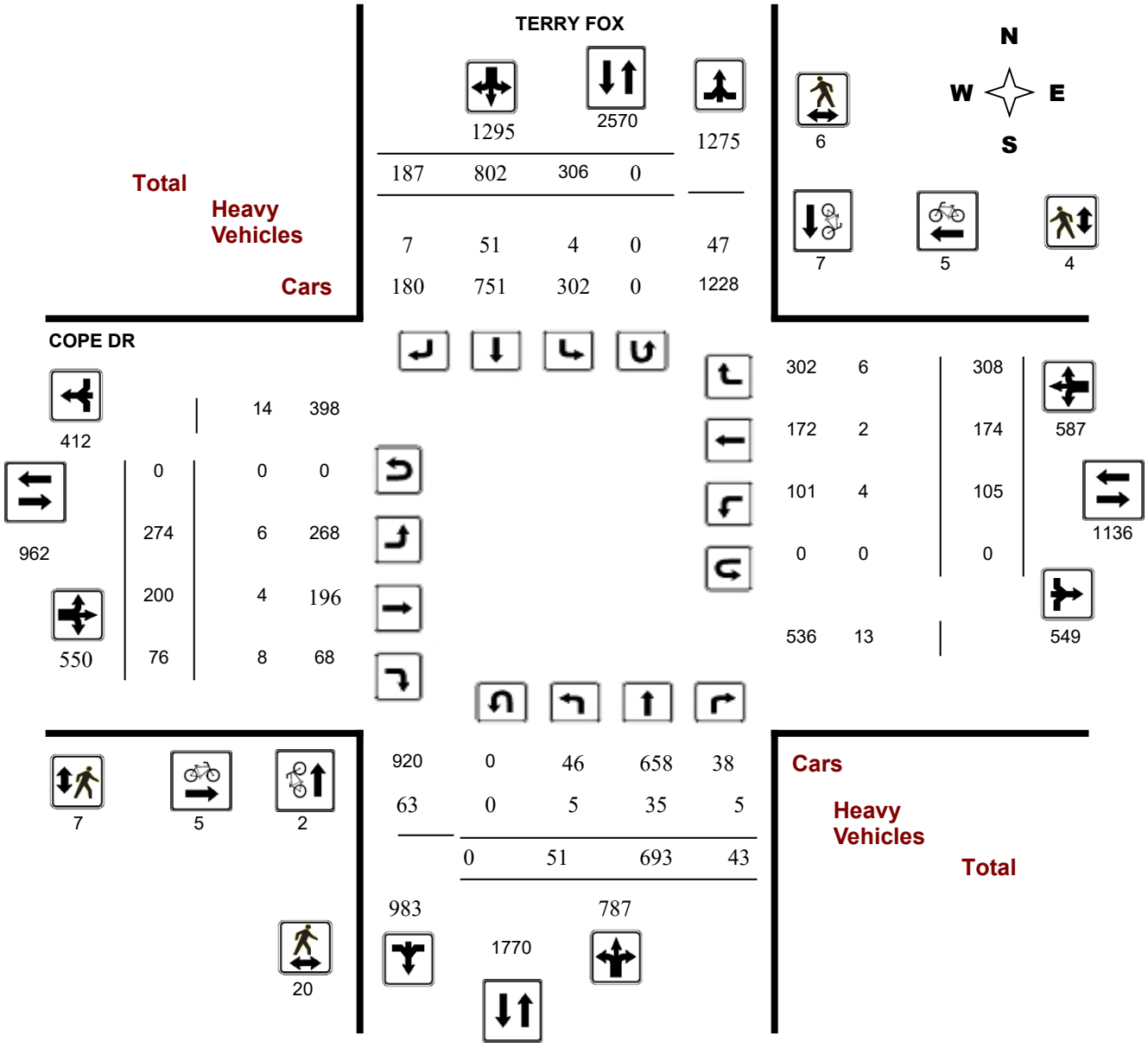
Transportation Services - Traffic Services

Turning Movement Count - Study Results

COPE DR @ TERRY FOX

Survey Date: Wednesday, September 07, 2022 **WO No:** 40919

Start Time: 07:00 **Device:** Miovision



Transportation Services - Traffic Services

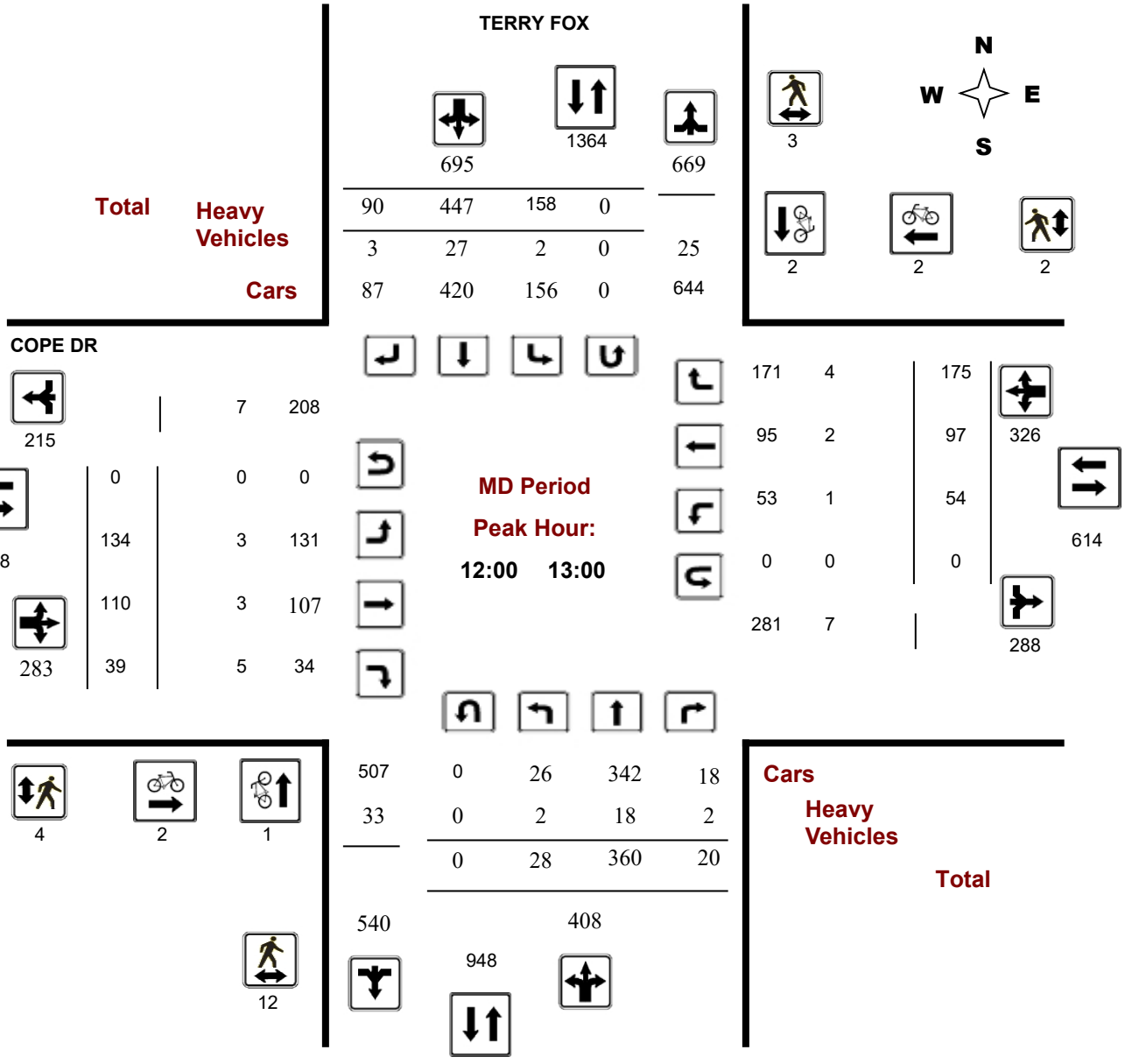
Turning Movement Count - Study Results

COPE DR @ TERRY FOX

Survey Date: Wednesday, September 07, 2022 **WO No:** 40919

Start Time: 07:00 **Device:** Miovision

MD Period Peak Hour Diagram



Transportation Services - Traffic Services

Turning Movement Count - Study Results

COPE DR @ TERRY FOX

Survey Date: Wednesday, September 07, 2022 **WO No:** 40919

Start Time: 07:00 **Device:** Miovision

MD Period Summary (8 HR Standard)

Survey Date: Wednesday, September 07, 2022

Total Observed U-Turns

Northbound: 0 Southbound: 0

Eastbound: 0 Westbound: 0

AADT Factor

1.00

	TERRY FOX									COPE DR									
	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**
11:30 12:30	23	357	21	**401**	141	404	98	**643**	**1044**	129	91	38	**258**	59	84	173	**316**	**574**	**1618**
12:30 13:30	28	336	22	**386**	165	398	89	**652**	**1038**	145	109	38	**292**	46	90	135	**271**	**563**	**1601**
Sub Total	51	693	43	**787**	306	802	187	**1295**	**2082**	274	200	76	**550**	105	174	308	**587**	**1137**	**3219**
U Turns				**0**				**0**	**0**				**0**				**0**	**0**	**0**
Total	51	693	43	**787**	306	802	187	**1295**	**2082**	274	200	76	**550**	105	174	308	**587**	**1137**	**3219**
EQ 12Hr	71	963	60	**1094**	425	1115	260	**1800**	**2894**	381	278	106	**764**	146	242	428	**816**	**1580**	**4474**
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.														**1.39**					
AVG 12Hr	71	963	60	**1094**	425	1460	341	**1800**	**2894**	381	278	106	**764**	146	242	428	**816**	**1580**	**4474**
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.														**1.00**					
AVG 24Hr	93	1262	79	**1433**	557	1913	447	**2358**	**3791**	499	364	139	**1001**	191	317	561	**1069**	**2070**	**5861**
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

COPE DR @ TERRY FOX

Survey Date: Wednesday, September 07, 2022 **WO No:** 40919

Start Time: 07:00 **Device:** Miovision

MD Period 15 Minute Increments

		TERRY FOX									COPE DR									
		Northbound				Southbound					Eastbound				Westbound					
Time Period		**LT**	**ST**	**RT**	**N TOT**	**LT**	**ST**	**RT**	**S TOT**	**STR TOT**	**LT**	**ST**	**RT**	**E TOT**	**LT**	**ST**	**RT**	**W TOT**	**STR TOT**	**Grand Total**
11:30	11:45	3	82	8	93	33	80	28	141	487	30	20	10	60	14	23	37	74	487	368
11:45	12:00	8	95	5	108	34	104	26	164	577	47	25	13	85	11	19	35	65	577	422
12:00	12:15	1	88	2	91	35	117	21	173	563	22	22	8	52	16	16	48	80	563	396
13:15	13:30	6	86	1	93	38	89	20	147	500	32	18	10	60	10	9	33	52	500	352
12:15	12:30	11	92	6	109	39	103	23	165	577	30	24	7	61	18	26	53	97	577	432
12:30	12:45	8	89	2	99	45	115	27	187	589	41	33	9	83	15	28	34	77	589	446
13:00	13:15	6	70	9	85	43	82	23	148	464	31	27	4	62	16	26	28	70	464	365
12:45	13:00	8	91	10	109	39	112	19	170	583	41	31	15	87	5	27	40	72	583	438
Total:		51	693	43	787	306	802	187	1295	4340	274	200	76	550	105	174	308	587	4340	3,219

Note: U-Turns are included in Totals.

Transportation Services - Traffic Services

Turning Movement Count - Study Results

COPE DR @ TERRY FOX

Survey Date: Wednesday, September 07, 2022 **WO No:** 40919

Start Time: 07:00 **Device:** Miovision

MD Period Cyclist Volume

Time Period		TERRY FOX			COPE DR			
		Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	Grand Total
11:30	11:45	0	1	1	1	0	1	2
11:45	12:00	1	3	4	0	1	1	5
12:00	12:15	0	0	0	0	1	1	1
13:15	13:30	0	0	0	1	0	1	1
12:15	12:30	0	2	2	1	1	2	4
12:30	12:45	1	0	1	1	0	1	2
13:00	13:15	0	1	1	1	2	3	4
12:45	13:00	0	0	0	0	0	0	0
Total		2	7	**9**	5	5	10	19

Transportation Services - Traffic Services

Turning Movement Count - Study Results

COPE DR @ TERRY FOX

Survey Date: Wednesday, September 07, 2022 **WO No:** 40919

Start Time: 07:00 **Device:** Miovision

MD Period Pedestrian Volume

	TERRY FOX			COPE DR			
Time Period	NB Approach (E or W Crossing)	SB Approach (E or W Crossing)	**Total**	EB Approach (N or S Crossing)	WB Approach (N or S Crossing)	**Total**	**Grand Total**
11:30 11:45	1	2	**3**	1	0	**1**	**4**
11:45 12:00	1	1	**2**	2	0	**2**	**4**
12:00 12:15	0	2	**2**	2	1	**3**	**5**
13:15 13:30	5	0	**5**	0	2	**2**	**7**
12:15 12:30	2	0	**2**	0	1	**1**	**3**
12:30 12:45	7	1	**8**	2	0	**2**	**10**
13:00 13:15	1	0	**1**	0	0	**0**	**1**
12:45 13:00	3	0	**3**	0	0	**0**	**3**
Total	20	6	**26**	7	4	**11**	**37**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

COPE DR @ TERRY FOX

Survey Date: Wednesday, September 07, 2022 **WO No:** 40919

Start Time: 07:00 **Device:** Miovision

MD Period Heavy Vehicles

		TERRY FOX									COPE DR									
		Northbound				Southbound					Eastbound				Westbound					
Time Period		LT	ST	RT	**N TOT**	LT	ST	RT	**S TOT**	**STR TOT**	LT	ST	RT	**E TOT**	LT	ST	RT	**W TOT**	**STR TOT**	**Grand Total**
11:30	11:45	0	5	1	**10**	0	4	2	**13**	**23**	0	0	0	**2**	0	0	2	**3**	**5**	**14**
11:45	12:00	1	5	0	**16**	1	9	0	**15**	**31**	0	0	1	**2**	0	0	0	**1**	**3**	**17**
12:00	12:15	0	4	0	**9**	1	3	2	**11**	**20**	1	1	1	**5**	1	0	0	**3**	**8**	**14**
13:15	13:30	1	3	0	**11**	0	4	2	**10**	**21**	1	0	2	**6**	1	0	0	**1**	**7**	**14**
12:15	12:30	0	5	2	**18**	1	9	1	**20**	**38**	2	0	2	**5**	0	0	2	**5**	**10**	**24**
12:30	12:45	0	6	0	**14**	0	8	0	**15**	**29**	0	1	0	**3**	0	2	1	**4**	**7**	**18**
13:00	13:15	1	4	2	**16**	1	7	0	**14**	**30**	2	1	0	**4**	2	0	0	**6**	**10**	**20**
12:45	13:00	2	3	0	**14**	0	7	0	**11**	**25**	0	1	2	**5**	0	0	1	**2**	**7**	**16**
Total:	None	5	35	5	**108**	4	51	7	**109**	**217**	6	4	8	**32**	4	2	6	**25**	**57**	**137**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

COPE DR @ TERRY FOX

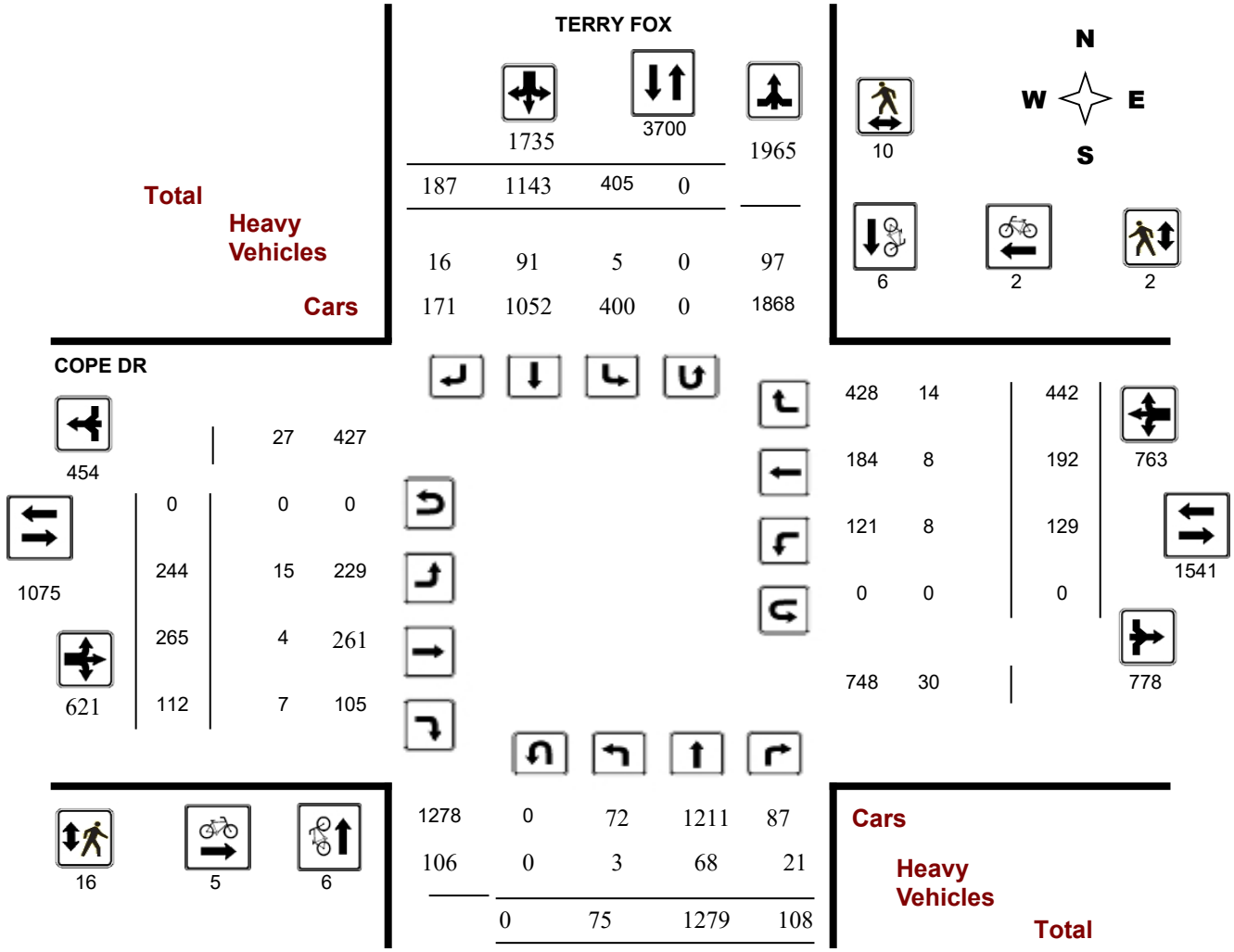
Survey Date: Wednesday, September 07, 2022 **WO No:** 40919

Start Time: 07:00 **Device:** Miovision

MD Period 15 Minute U-Turn Total

		TERRY FOX		COPE DR		
Time Period		Northbound U-Turn Total	Southbound U-Turn Total	Eastbound U-Turn Total	Westbound U-Turn Total	Total
11:30	11:45	0	0	0	0	0
11:45	12:00	0	0	0	0	0
12:00	12:15	0	0	0	0	0
13:15	13:30	0	0	0	0	0
12:15	12:30	0	0	0	0	0
12:30	12:45	0	0	0	0	0
13:00	13:15	0	0	0	0	0
12:45	13:00	0	0	0	0	0
Total		0	0	0	0	0

AM Period Diagram



Transportation Services - Traffic Services

Turning Movement Count - Study Results

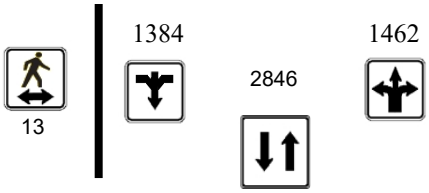
COPE DR @ TERRY FOX

Survey Date: Wednesday, September 07, 2022

Start Time: 07:00

WO No: 40919

Device: Miovision



Transportation Services - Traffic Services

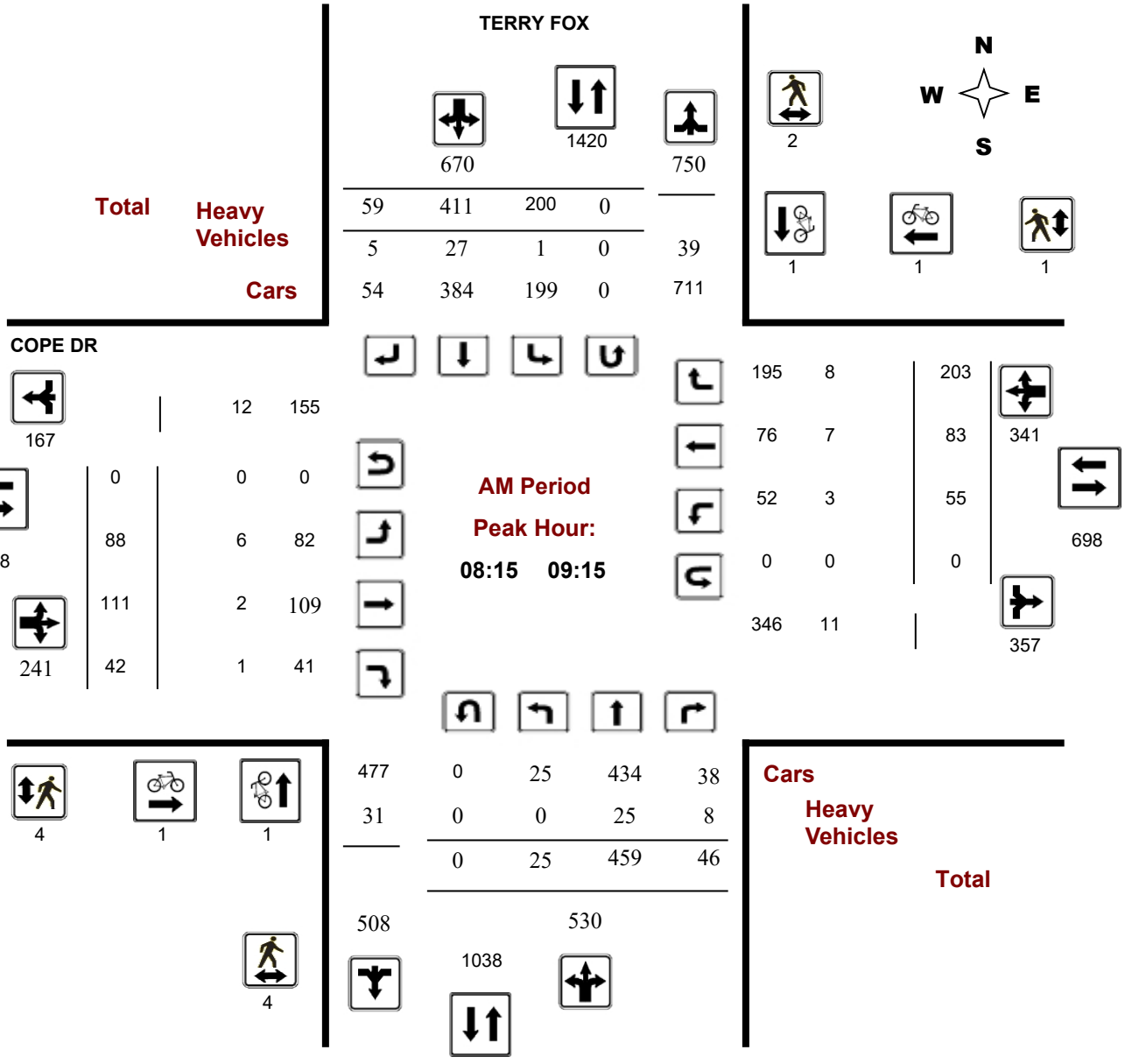
Turning Movement Count - Study Results

COPE DR @ TERRY FOX

Survey Date: Wednesday, September 07, 2022 **WO No:** 40919

Start Time: 07:00 **Device:** Miovision

AM Period Peak Hour Diagram



Transportation Services - Traffic Services

Turning Movement Count - Study Results

COPE DR @ TERRY FOX

Survey Date: Wednesday, September 07, 2022 **WO No:** 40919

Start Time: 07:00 **Device:** Miovision

AM Period Summary (8 HR Standard)

Survey Date: Wednesday, September 07, 2022

Total Observed U-Turns

Northbound: 0 Southbound: 0

Eastbound: 0 Westbound: 0

AADT Factor

1.00

	TERRY FOX								COPE DR									
	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	26	402	34	**462**	107	388	44	**539**	**1001**	73	66	38	**177**	37	36	108	**181**	**358**	**1359**
08:00 09:00	24	468	43	**535**	194	415	58	**667**	**1202**	86	112	34	**232**	45	65	179	**289**	**521**	**1723**
09:00 10:00	25	409	31	**465**	104	340	85	**529**	**994**	85	87	40	**212**	47	91	155	**293**	**505**	**1499**
Sub Total	75	1279	108	**1462**	405	1143	187	**1735**	**3197**	244	265	112	**621**	129	192	442	**763**	**1384**	**4581**
U Turns				**0**				**0**	**0**				**0**				**0**	**0**	**0**
Total	75	1279	108	**1462**	405	1143	187	**1735**	**3197**	244	265	112	**621**	129	192	442	**763**	**1384**	**4581**
EQ 12Hr	104	1778	150	**2032**	563	1589	260	**2412**	**4444**	339	368	156	**863**	179	267	614	**1061**	**1924**	**6368**
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.														**1.39**					
AVG 12Hr	104	1778	150	**2032**	563	2081	341	**2412**	**4444**	339	368	156	**863**	179	267	614	**1061**	**1924**	**6368**
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.														**1.00**					
AVG 24Hr	136	2329	196	**2662**	738	2726	447	**3160**	**5822**	444	482	204	**1131**	234	350	804	**1390**	**2520**	**8342**
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

COPE DR @ TERRY FOX

Survey Date: Wednesday, September 07, 2022 **WO No:** 40919

Start Time: 07:00 **Device:** Miovision

AM Period 15 Minute Increments

		TERRY FOX									COPE DR									
		Northbound				Southbound					Eastbound				Westbound					
Time Period		LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT	Grand Total
07:00	07:15	7	60	7	74	20	87	7	114	380	12	4	5	21	9	8	19	36	380	245
07:15	07:30	8	110	3	121	18	98	9	125	519	21	12	8	41	7	11	29	47	519	334
07:30	07:45	6	111	11	128	26	101	13	140	554	24	28	14	66	5	5	31	41	554	375
09:45	10:00	8	107	4	119	23	79	29	131	494	22	20	5	47	6	16	25	47	494	344
07:45	08:00	5	121	13	139	43	102	15	160	594	16	22	11	49	16	12	29	57	594	405
08:00	08:15	3	108	7	118	27	104	13	144	540	19	25	11	55	6	8	30	44	540	361
08:15	08:30	4	122	11	137	49	93	11	153	583	19	30	6	55	9	21	44	74	583	419
08:30	08:45	8	115	14	137	59	105	15	179	633	23	32	10	65	15	15	49	79	633	460
08:45	09:00	9	123	11	143	59	113	19	191	673	25	25	7	57	15	21	56	92	673	483
09:00	09:15	4	99	10	113	33	100	14	147	569	21	24	19	64	16	26	54	96	569	420
09:15	09:30	2	117	13	132	29	85	17	131	533	16	23	7	46	11	24	34	69	533	378
09:30	09:45	11	86	4	101	19	76	25	120	474	26	20	9	55	14	25	42	81	474	357
Total:		75	1279	108	1462	405	1143	187	1735	6546	244	265	112	621	129	192	442	763	6546	4,581

Note: U-Turns are included in Totals.

Transportation Services - Traffic Services

Turning Movement Count - Study Results

COPE DR @ TERRY FOX

Survey Date: Wednesday, September 07, 2022 **WO No:** 40919

Start Time: 07:00 **Device:** Miovision

AM Period Cyclist Volume

Time Period		TERRY FOX			COPE DR			
		Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	Grand Total
07:00	07:15	0	1	1	0	0	0	1
07:15	07:30	0	0	0	0	0	0	0
07:30	07:45	2	1	3	1	0	1	4
09:45	10:00	0	0	0	1	1	2	2
07:45	08:00	0	0	0	0	0	0	0
08:00	08:15	1	0	1	0	0	0	1
08:15	08:30	0	0	0	0	1	1	1
08:30	08:45	0	1	1	0	0	0	1
08:45	09:00	1	0	1	1	0	1	2
09:00	09:15	0	0	0	0	0	0	0
09:15	09:30	0	1	1	0	0	0	1
09:30	09:45	2	2	4	2	0	2	6
Total		6	6	**12**	5	2	7	19

Transportation Services - Traffic Services

Turning Movement Count - Study Results

COPE DR @ TERRY FOX

Survey Date: Wednesday, September 07, 2022 **WO No:** 40919

Start Time: 07:00 **Device:** Miovision

AM Period Pedestrian Volume

	TERRY FOX			COPE DR			
Time Period	NB Approach (E or W Crossing)	SB Approach (E or W Crossing)	**Total**	EB Approach (N or S Crossing)	WB Approach (N or S Crossing)	**Total**	**Grand Total**
07:00 07:15	0	0	**0**	1	0	**1**	**1**
07:15 07:30	2	1	**3**	0	1	**1**	**4**
07:30 07:45	0	2	**2**	3	0	**3**	**5**
09:45 10:00	2	2	**4**	0	0	**0**	**4**
07:45 08:00	1	1	**2**	1	0	**1**	**3**
08:00 08:15	0	1	**1**	3	0	**3**	**4**
08:15 08:30	1	0	**1**	1	0	**1**	**2**
08:30 08:45	0	1	**1**	0	1	**1**	**2**
08:45 09:00	1	1	**2**	2	0	**2**	**4**
09:00 09:15	2	0	**2**	1	0	**1**	**3**
09:15 09:30	2	0	**2**	2	0	**2**	**4**
09:30 09:45	2	1	**3**	2	0	**2**	**5**
Total	13	10	**23**	16	2	**18**	**41**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

COPE DR @ TERRY FOX

Survey Date: Wednesday, September 07, 2022 **WO No:** 40919

Start Time: 07:00 **Device:** Miovision

AM Period Heavy Vehicles

		TERRY FOX									COPE DR									
		Northbound				Southbound					Eastbound				Westbound					
Time Period		LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT	Grand Total
07:00	07:15	1	3	2	**18**	2	10	1	**17**	**35**	1	0	1	**4**	1	0	0	**5**	**9**	**22**
07:15	07:30	0	5	0	**13**	0	6	3	**19**	**32**	2	0	2	**8**	0	1	3	**4**	**12**	**22**
07:30	07:45	2	9	3	**23**	0	8	1	**19**	**42**	1	1	0	**5**	1	0	0	**5**	**10**	**26**
09:45	10:00	0	7	1	**17**	0	9	2	**20**	**37**	1	1	0	**4**	0	0	1	**3**	**7**	**22**
07:45	08:00	0	6	4	**18**	2	8	2	**20**	**38**	1	0	0	**3**	0	0	1	**7**	**10**	**24**
08:00	08:15	0	6	0	**17**	0	10	0	**17**	**34**	1	0	0	**1**	1	0	0	**1**	**2**	**18**
08:15	08:30	0	9	1	**17**	0	7	1	**20**	**37**	1	1	0	**3**	0	0	2	**4**	**7**	**22**
08:30	08:45	0	7	2	**15**	1	5	1	**18**	**33**	1	0	0	**3**	1	1	3	**8**	**11**	**22**
08:45	09:00	0	4	4	**16**	0	7	1	**14**	**30**	2	0	0	**9**	1	6	0	**11**	**20**	**25**
09:00	09:15	0	5	1	**16**	0	8	2	**20**	**36**	2	1	1	**6**	1	0	3	**6**	**12**	**24**
09:15	09:30	0	4	2	**15**	0	6	0	**11**	**26**	0	0	2	**2**	1	0	1	**4**	**6**	**16**
09:30	09:45	0	3	1	**13**	0	7	2	**14**	**27**	2	0	1	**5**	1	0	0	**2**	**7**	**17**
Total:	None	3	68	21	**198**	5	91	16	**209**	**407**	15	4	7	**53**	8	8	14	**60**	**113**	**260**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

COPE DR @ TERRY FOX

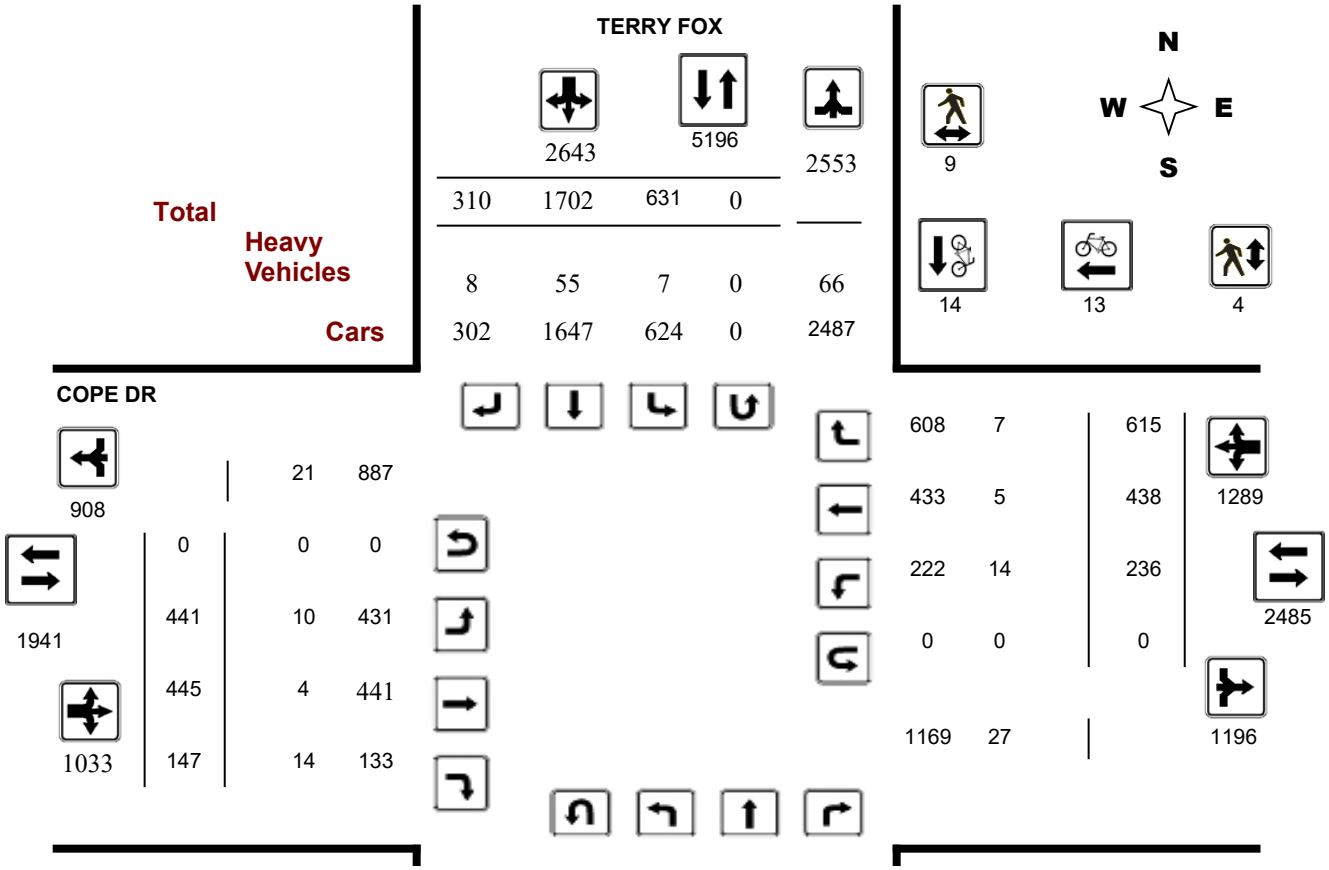
Survey Date: Wednesday, September 07, 2022 **WO No:** 40919

Start Time: 07:00 **Device:** Miovision

AM Period 15 Minute U-Turn Total

		TERRY FOX		COPE DR		
Time Period		Northbound U-Turn Total	Southbound U-Turn Total	Eastbound U-Turn Total	Westbound U-Turn Total	Total
07:00	07:15	0	0	0	0	0
07:15	07:30	0	0	0	0	0
07:30	07:45	0	0	0	0	0
09:45	10:00	0	0	0	0	0
07:45	08:00	0	0	0	0	0
08:00	08:15	0	0	0	0	0
08:15	08:30	0	0	0	0	0
08:30	08:45	0	0	0	0	0
08:45	09:00	0	0	0	0	0
09:00	09:15	0	0	0	0	0
09:15	09:30	0	0	0	0	0
09:30	09:45	0	0	0	0	0
Total		0	0	0	0	0

PM Period Diagram



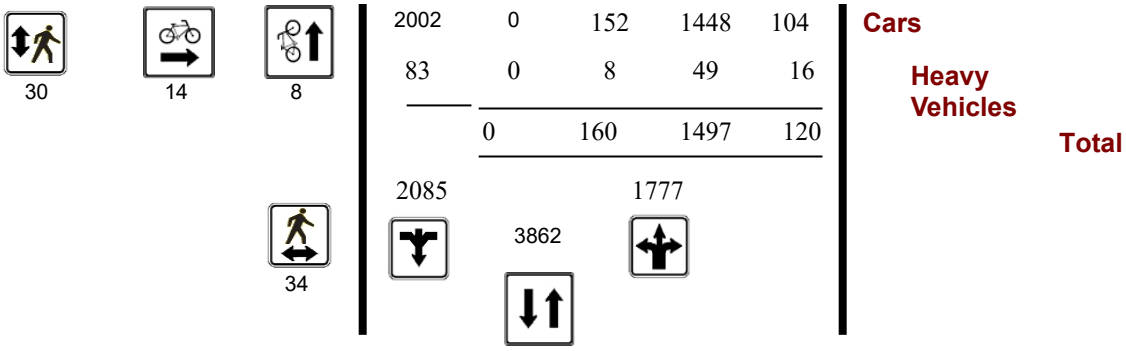
Transportation Services - Traffic Services

Turning Movement Count - Study Results

COPE DR @ TERRY FOX

Survey Date: Wednesday, September 07, 2022 **WO No:** 40919

Start Time: 07:00 **Device:** Miovision



Cars

Heavy Vehicles

Total

Transportation Services - Traffic Services

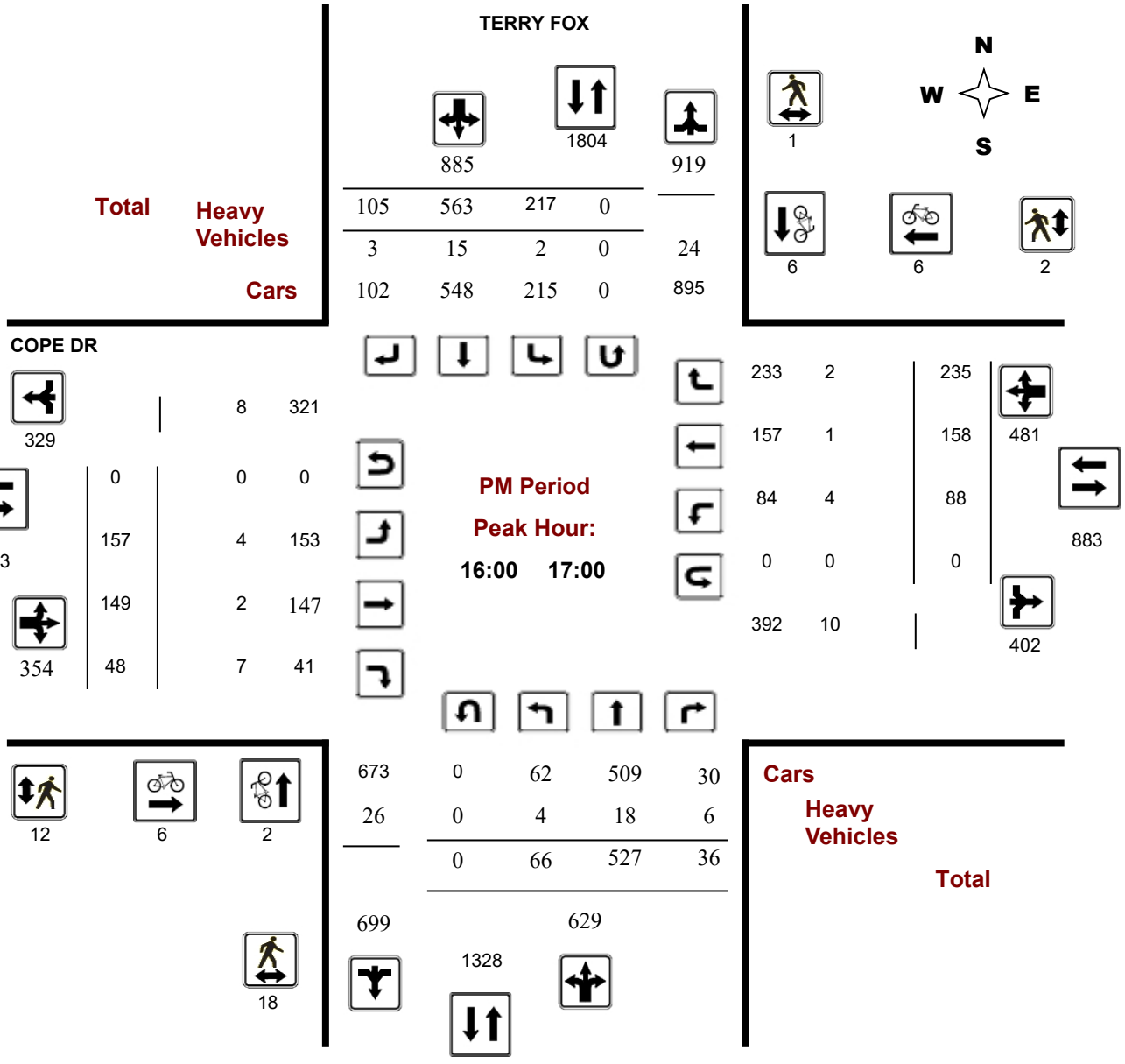
Turning Movement Count - Study Results

COPE DR @ TERRY FOX

Survey Date: Wednesday, September 07, 2022 **WO No:** 40919

Start Time: 07:00 **Device:** Miovision

PM Period Peak Hour Diagram



Transportation Services - Traffic Services

Turning Movement Count - Study Results

COPE DR @ TERRY FOX

Survey Date: Wednesday, September 07, 2022 **WO No:** 40919

Start Time: 07:00 **Device:** Miovision

PM Period Summary (8 HR Standard)

Survey Date: Wednesday, September 07, 2022

Total Observed U-Turns

Northbound: 0 Southbound: 0

Eastbound: 0 Westbound: 0

AADT Factor

1.00

	TERRY FOX									COPE DR									
	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**
15:00 16:00	46	432	44	**522**	194	582	95	**871**	**1393**	144	144	53	**341**	76	118	180	**374**	**715**	**2108**
16:00 17:00	66	527	36	**629**	217	563	105	**885**	**1514**	157	149	48	**354**	88	158	235	**481**	**835**	**2349**
17:00 18:00	48	538	40	**626**	220	557	110	**887**	**1513**	140	152	46	**338**	72	162	200	**434**	**772**	**2285**
Sub Total	160	1497	120	**1777**	631	1702	310	**2643**	**4420**	441	445	147	**1033**	236	438	615	**1289**	**2322**	**6742**
U Turns				**0**				**0**	**0**				**0**				**0**	**0**	**0**
Total	160	1497	120	**1777**	631	1702	310	**2643**	**4420**	441	445	147	**1033**	236	438	615	**1289**	**2322**	**6742**
EQ 12Hr	222	2081	167	**2470**	877	2366	431	**3674**	**6144**	613	619	204	**1436**	328	609	855	**1792**	**3228**	**9371**
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.														**1.39**					
AVG 12Hr	222	2081	167	**2470**	877	3099	564	**3674**	**6144**	613	619	204	**1436**	328	609	855	**1792**	**3228**	**9371**
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.														**1.00**					
AVG 24Hr	291	2726	219	**3236**	1149	4060	739	**4813**	**8049**	803	811	267	**1881**	430	798	1120	**2348**	**4229**	**12276**
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

COPE DR @ TERRY FOX

Survey Date: Wednesday, September 07, 2022 **WO No:** 40919

Start Time: 07:00 **Device:** Miovision

PM Period 15 Minute Increments

		TERRY FOX									COPE DR									
		Northbound				Southbound					Eastbound				Westbound					
Time Period		LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT	Grand Total
15:00	15:15	10	103	8	121	37	139	21	197	657	29	27	9	65	22	27	37	86	657	469
15:15	15:30	12	115	9	136	45	144	27	216	748	46	41	12	99	19	23	60	102	748	553
15:30	15:45	11	104	12	127	49	153	24	226	713	34	33	20	87	10	35	39	84	713	524
17:45	18:00	13	129	5	147	55	116	35	206	718	38	38	15	91	15	40	52	107	718	551
15:45	16:00	13	110	15	138	63	146	23	232	742	35	43	12	90	25	33	44	102	742	562
16:00	16:15	7	127	13	147	58	140	28	226	782	50	34	12	96	19	39	61	119	782	588
16:15	16:30	20	149	11	180	52	152	25	229	837	39	38	13	90	21	43	54	118	837	617
16:30	16:45	17	137	9	163	54	135	31	220	780	32	32	6	70	26	42	61	129	780	582
16:45	17:00	22	114	3	139	53	136	21	210	733	36	45	17	98	22	34	59	115	733	562
17:00	17:15	12	121	13	146	60	145	26	231	771	42	34	14	90	18	48	54	120	771	587
17:15	17:30	10	150	13	173	52	163	26	241	849	32	50	10	92	21	27	59	107	849	613
17:30	17:45	13	138	9	160	53	133	23	209	728	28	30	7	65	18	47	35	100	728	534
Total:		160	1497	120	1777	631	1702	310	2643	9058	441	445	147	1033	236	438	615	1289	9058	6,742

Note: U-Turns are included in Totals.

Transportation Services - Traffic Services

Turning Movement Count - Study Results

COPE DR @ TERRY FOX

Survey Date: Wednesday, September 07, 2022 **WO No:** 40919

Start Time: 07:00 **Device:** Miovision

PM Period Cyclist Volume

Time Period		TERRY FOX			COPE DR			
		Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	Grand Total
15:00	15:15	0	1	1	1	1	2	3
15:15	15:30	0	2	2	0	1	1	3
15:30	15:45	0	1	1	3	1	4	5
17:45	18:00	3	1	4	2	1	3	7
15:45	16:00	1	0	1	1	0	1	2
16:00	16:15	1	1	2	1	1	2	4
16:15	16:30	1	1	2	2	3	5	7
16:30	16:45	0	2	2	1	1	2	4
16:45	17:00	0	2	2	2	1	3	5
17:00	17:15	2	1	3	1	2	3	6
17:15	17:30	0	1	1	0	1	1	2
17:30	17:45	0	1	1	0	0	0	1
Total		8	14	**22**	14	13	27	49

Transportation Services - Traffic Services

Turning Movement Count - Study Results

COPE DR @ TERRY FOX

Survey Date: Wednesday, September 07, 2022 **WO No:** 40919

Start Time: 07:00 **Device:** Miovision

PM Period Pedestrian Volume

	TERRY FOX			COPE DR			
Time Period	NB Approach (E or W Crossing)	SB Approach (E or W Crossing)	**Total**	EB Approach (N or S Crossing)	WB Approach (N or S Crossing)	**Total**	**Grand Total**
15:00 15:15	1	1	**2**	0	0	**0**	**2**
15:15 15:30	1	1	**2**	2	0	**2**	**4**
15:30 15:45	1	1	**2**	4	0	**4**	**6**
17:45 18:00	0	0	**0**	2	0	**2**	**2**
15:45 16:00	4	1	**5**	4	0	**4**	**9**
16:00 16:15	5	1	**6**	5	0	**5**	**11**
16:15 16:30	4	0	**4**	2	0	**2**	**6**
16:30 16:45	7	0	**7**	0	2	**2**	**9**
16:45 17:00	2	0	**2**	5	0	**5**	**7**
17:00 17:15	0	0	**0**	2	1	**3**	**3**
17:15 17:30	8	0	**8**	1	1	**2**	**10**
17:30 17:45	1	4	**5**	3	0	**3**	**8**
Total	34	9	**43**	30	4	**34**	**77**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

COPE DR @ TERRY FOX

Survey Date: Wednesday, September 07, 2022 **WO No:** 40919

Start Time: 07:00 **Device:** Miovision

PM Period Heavy Vehicles

		TERRY FOX									COPE DR									
		Northbound				Southbound					Eastbound				Westbound					
Time Period		LT	ST	RT	**N TOT**	LT	ST	RT	**S TOT**	**STR TOT**	LT	ST	RT	**E TOT**	LT	ST	RT	**W TOT**	**STR TOT**	**Grand Total**
15:00	15:15	3	8	1	**20**	1	8	0	**20**	**40**	3	0	0	**7**	0	1	0	**3**	**10**	**25**
15:15	15:30	0	7	1	**19**	0	8	3	**19**	**38**	1	0	3	**8**	0	1	0	**2**	**10**	**24**
15:30	15:45	1	6	2	**20**	4	8	2	**21**	**41**	0	0	1	**6**	2	2	1	**11**	**17**	**29**
17:45	18:00	0	2	0	**7**	0	4	0	**6**	**13**	0	0	0	**0**	1	0	0	**1**	**1**	**7**
15:45	16:00	0	3	1	**16**	0	6	0	**13**	**29**	1	1	1	**3**	5	0	3	**10**	**13**	**21**
16:00	16:15	1	4	1	**11**	1	2	0	**8**	**19**	0	0	2	**4**	1	1	1	**5**	**9**	**14**
16:15	16:30	0	3	2	**13**	0	5	2	**10**	**23**	0	1	2	**5**	1	0	0	**4**	**9**	**16**
16:30	16:45	3	8	3	**20**	1	4	1	**18**	**38**	3	0	1	**8**	1	0	1	**6**	**14**	**26**
16:45	17:00	0	3	0	**10**	0	4	0	**8**	**18**	1	1	2	**4**	1	0	0	**2**	**6**	**12**
17:00	17:15	0	2	2	**12**	0	6	0	**8**	**20**	0	1	1	**2**	1	0	0	**4**	**6**	**13**
17:15	17:30	0	1	1	**3**	0	0	0	**2**	**5**	0	0	1	**1**	0	0	1	**2**	**3**	**4**
17:30	17:45	0	2	2	**5**	0	0	0	**3**	**8**	1	0	0	**1**	1	0	0	**3**	**4**	**6**
Total:	None	8	49	16	**156**	7	55	8	**136**	**292**	10	4	14	**49**	14	5	7	**53**	**102**	**197**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

COPE DR @ TERRY FOX

Survey Date: Wednesday, September 07, 2022 **WO No:** 40919

Start Time: 07:00 **Device:** Miovision

PM Period 15 Minute U-Turn Total

Time Period		TERRY FOX Northbound U-Turn Total	TERRY FOX Southbound U-Turn Total	COPE DR Eastbound U-Turn Total	COPE DR Westbound U-Turn Total	Total
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
17:45	18:00	0	0	0	0	0
15:45	16:00	0	0	0	0	0
16:00	16:15	0	0	0	0	0
16:15	16:30	0	0	0	0	0
16:30	16:45	0	0	0	0	0
16:45	17:00	0	0	0	0	0
17:00	17:15	0	0	0	0	0
17:15	17:30	0	0	0	0	0
17:30	17:45	0	0	0	0	0
Total		0	0	0	0	0

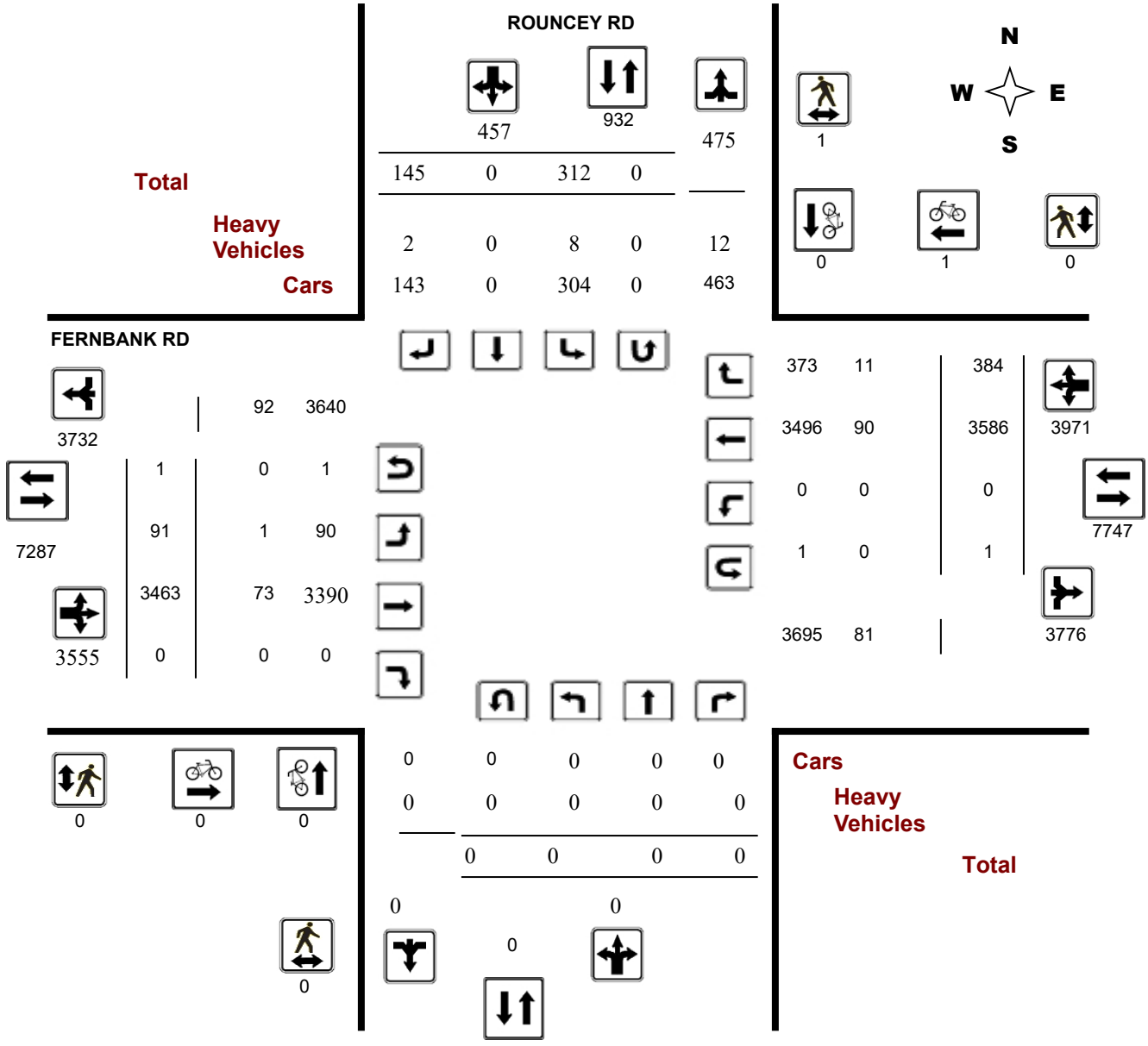
Transportation Services - Traffic Services

Turning Movement Count - Study Results

FERNBANK RD @ ROUNCEY RD

Survey Date: Tuesday, March 07, 2023
Start Time: 07:00
WO No: 40871
Device: Miovision

Full Study Diagram



Transportation Services - Traffic Services

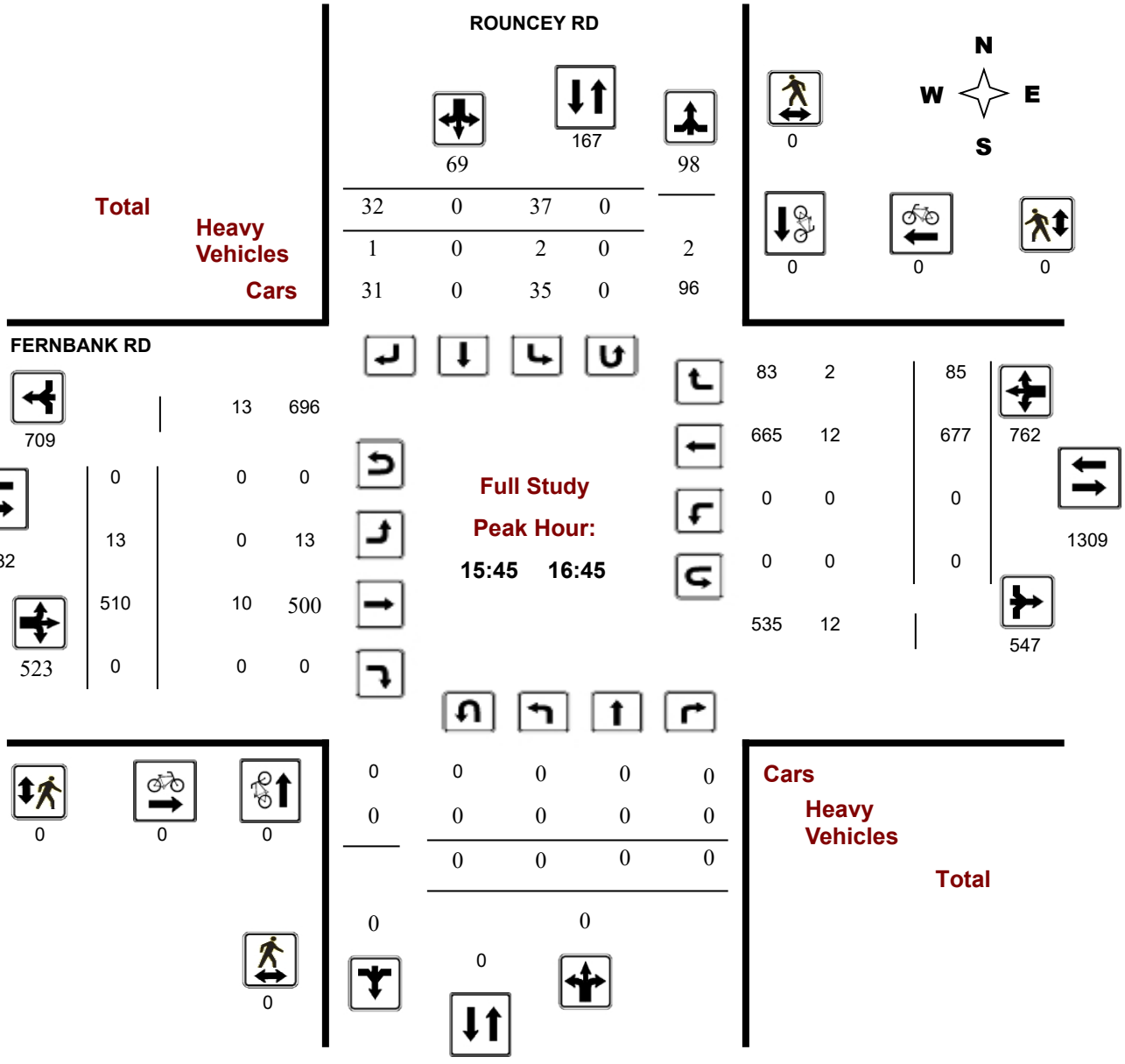
Turning Movement Count - Study Results

FERNBANK RD @ ROUNCEY RD

Survey Date: Tuesday, March 07, 2023 **WO No:** 40871

Start Time: 07:00 **Device:** Miovision

Full Study Peak Hour Diagram



Transportation Services - Traffic Services

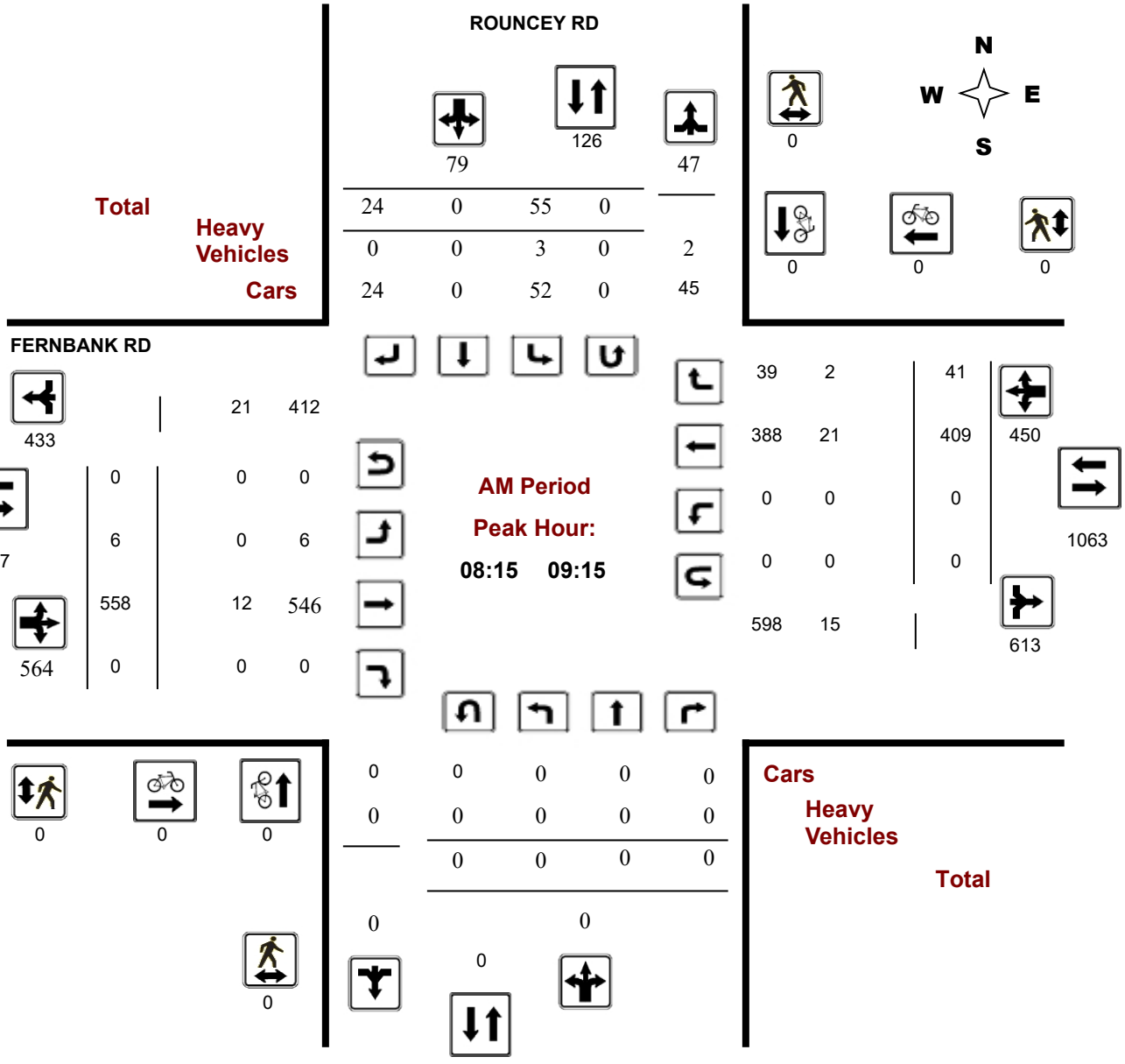
Turning Movement Count - Study Results

FERNBANK RD @ ROUNCEY RD

Survey Date: Tuesday, March 07, 2023 **WO No:** 40871

Start Time: 07:00 **Device:** Miovision

AM Period Peak Hour Diagram



Transportation Services - Traffic Services

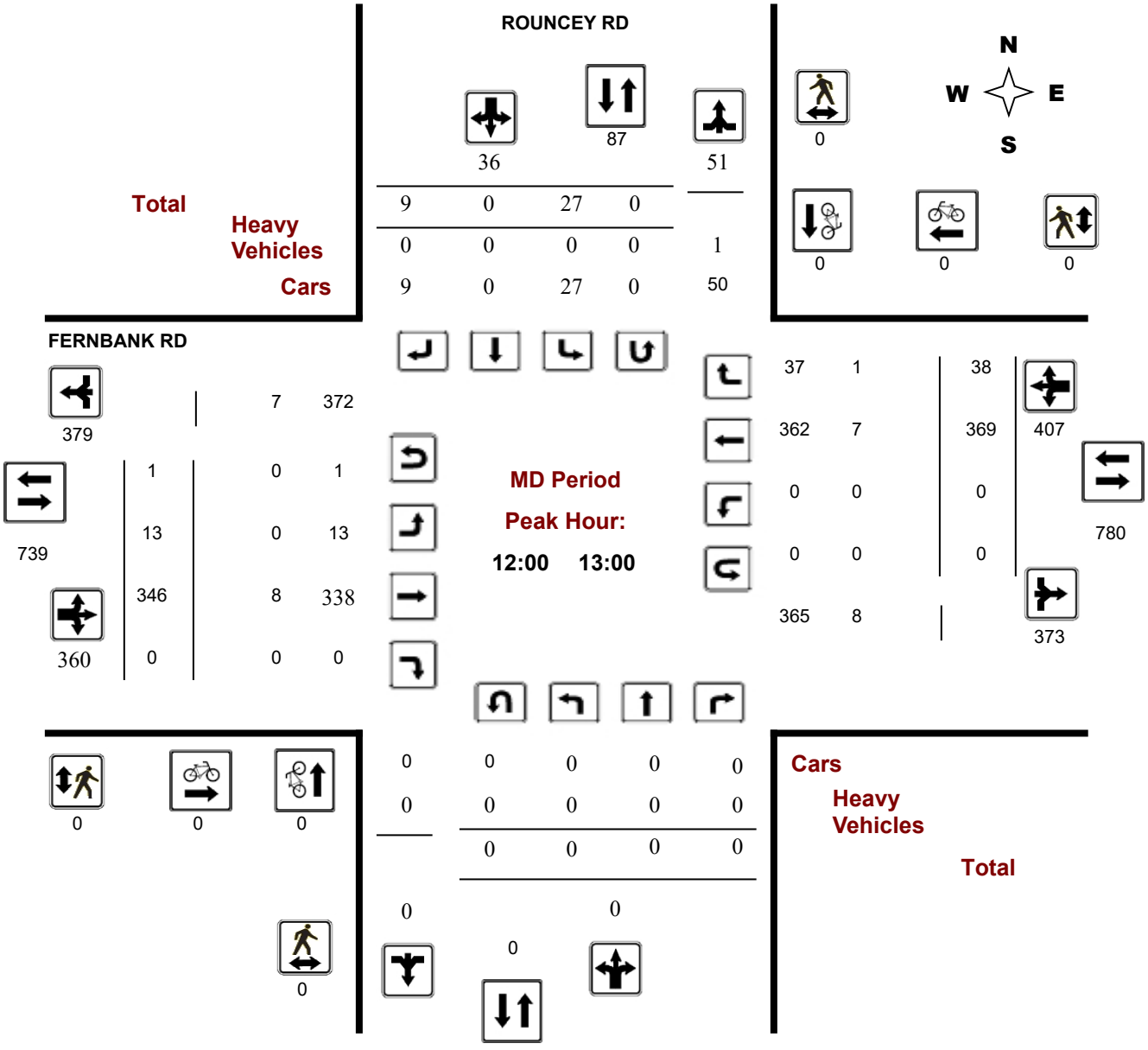
Turning Movement Count - Study Results

FERNBANK RD @ ROUNCEY RD

Survey Date: Tuesday, March 07, 2023 **WO No:** 40871

Start Time: 07:00 **Device:** Miovision

MD Period Peak Hour Diagram



Transportation Services - Traffic Services

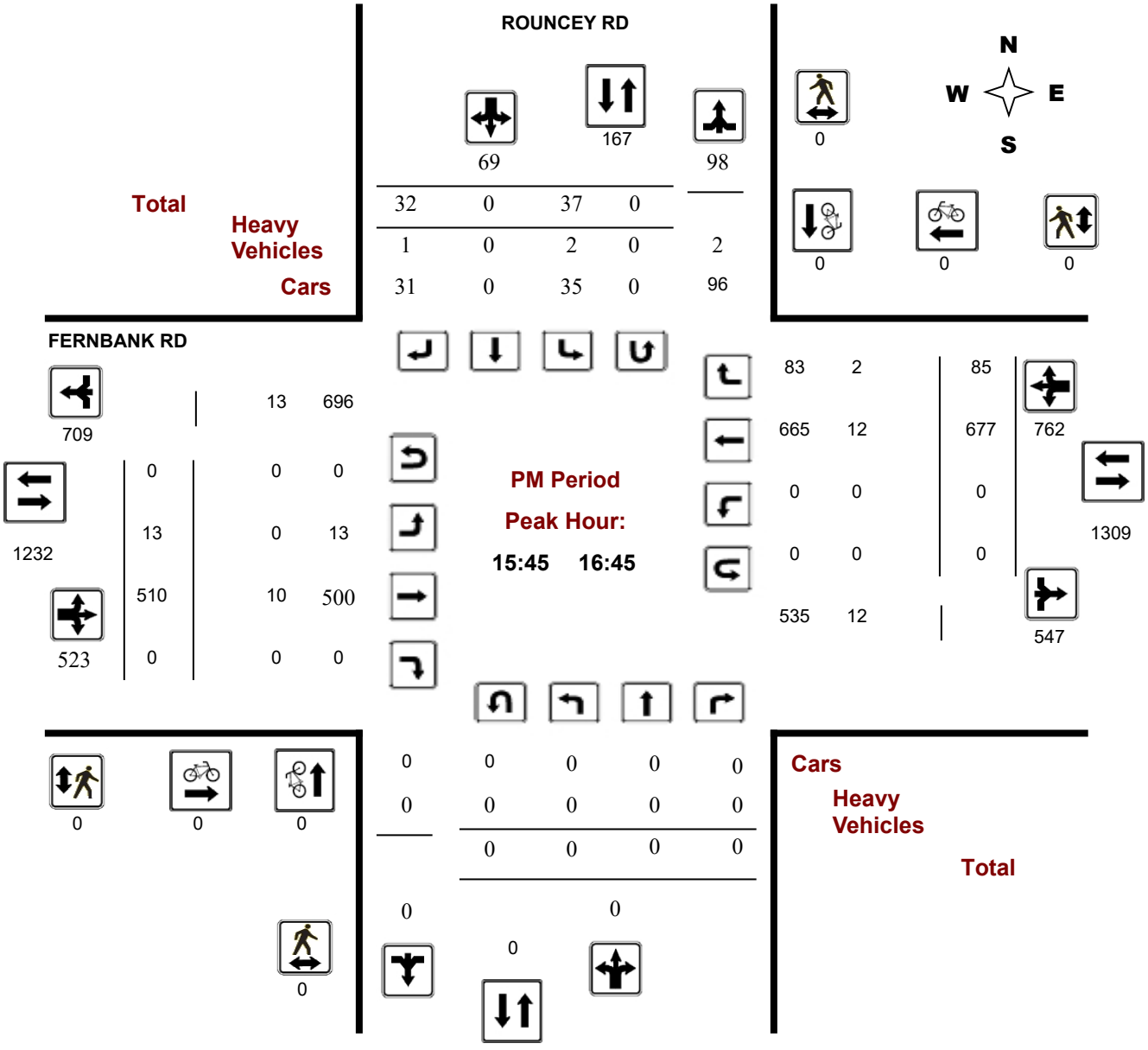
Turning Movement Count - Study Results

FERNBANK RD @ ROUNCEY RD

Survey Date: Tuesday, March 07, 2023 **WO No:** 40871

Start Time: 07:00 **Device:** Miovision

PM Period Peak Hour Diagram



Transportation Services - Traffic Services

Turning Movement Count - Study Results

FERNBANK RD @ ROUNCEY RD

Survey Date: Tuesday, March 07, 2023 **WO No:** 40871

Start Time: 07:00 **Device:** Miovision

Full Study Summary (8 HR Standard)

Survey Date: Tuesday, March 07, 2023

Total Observed U-Turns

Northbound: 0 Southbound: 0

Eastbound: 1 Westbound: 1

AADT Factor

1.00

	ROUNCEY RD									FERNBANK RD									
	Northbound				Southbound					Eastbound				Westbound					
Period	LT	ST	RT	NB TOT	LT	ST	RT	SB TOT	STR TOT	LT	ST	RT	EB TOT	LT	ST	RT	WB TOT	STR TOT	Grand Total
07:00 08:00	0	0	0	**0**	65	0	16	**81**	**81**	14	470	0	**484**	0	290	16	**306**	**790**	**871**
08:00 09:00	0	0	0	**0**	54	0	26	**80**	**80**	9	552	0	**561**	0	378	34	**412**	**973**	**1053**
09:00 10:00	0	0	0	**0**	46	0	19	**65**	**65**	15	435	0	**450**	0	321	33	**354**	**804**	**869**
11:30 12:30	0	0	0	**0**	26	0	7	**33**	**33**	7	368	0	**375**	0	333	28	**361**	**736**	**769**
12:30 13:30	0	0	0	**0**	20	0	10	**30**	**30**	15	310	0	**325**	0	342	37	**379**	**704**	**734**
15:00 16:00	0	0	0	**0**	23	0	15	**38**	**38**	9	435	0	**444**	0	546	60	**606**	**1050**	**1088**
16:00 17:00	0	0	0	**0**	36	0	27	**63**	**63**	13	479	0	**492**	0	687	89	**776**	**1268**	**1331**
17:00 18:00	0	0	0	**0**	42	0	25	**67**	**67**	9	414	0	**423**	0	689	87	**776**	**1199**	**1266**
Sub Total	0	0	0	**0**	312	0	145	**457**	**457**	91	3463	0	**3554**	0	3586	384	**3970**	**7524**	**7981**
U Turns				**0**				**0**	**0**				**1**				**1**	**2**	**2**
Total	0	0	0	**0**	312	0	145	**457**	**457**	91	3463	0	**3555**	0	3586	384	**3971**	**7526**	**7983**
EQ 12Hr	0	0	0	**0**	434	0	202	**635**	**635**	126	4814	0	**4941**	0	4985	534	**5520**	**10461**	**11096**
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.														**1.39**					
AVG 12Hr	0	0	0	**0**	434	0	264	**635**	**635**	126	4814	0	**4941**	0	4985	534	**5520**	**10461**	**11096**
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.														**1.00**					
AVG 24Hr	0	0	0	**0**	569	0	346	**832**	**832**	165	6306	0	**6473**	0	6530	700	**7231**	**13704**	**14536**
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

FERNBANK RD @ ROUNCEY RD

Survey Date: Tuesday, March 07, 2023 **WO No:** 40871

Start Time: 07:00 **Device:** Miovision

Full Study 15 Minute Increments

		ROUNCEY RD									FERNBANK RD									
		Northbound				Southbound					Eastbound				Westbound					
Time Period		LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT	Grand Total
07:00	07:15	0	0	0	0	15	0	1	16	16	4	116	0	120	0	42	6	48	168	184
07:15	07:30	0	0	0	0	18	0	2	20	20	1	93	0	94	0	61	3	64	158	178
07:30	07:45	0	0	0	0	19	0	8	27	27	4	115	0	119	0	87	2	89	208	235
07:45	08:00	0	0	0	0	13	0	5	18	18	5	146	0	151	0	100	5	105	256	274
08:00	08:15	0	0	0	0	15	0	5	20	20	5	144	0	149	0	72	5	77	226	246
08:15	08:30	0	0	0	0	14	0	8	22	22	2	140	0	142	0	91	7	98	240	262
08:30	08:45	0	0	0	0	17	0	4	21	21	2	140	0	142	0	96	14	110	252	273
08:45	09:00	0	0	0	0	8	0	9	17	17	0	128	0	128	0	119	8	127	255	272
09:00	09:15	0	0	0	0	16	0	3	19	19	2	150	0	152	0	103	12	115	267	286
09:15	09:30	0	0	0	0	17	0	6	23	23	6	121	0	127	0	71	10	81	208	231
09:30	09:45	0	0	0	0	7	0	7	14	14	4	92	0	96	0	72	2	74	170	184
09:45	10:00	0	0	0	0	6	0	3	9	9	3	72	0	75	0	75	9	84	159	168
11:30	11:45	0	0	0	0	6	0	2	8	8	2	105	0	107	0	61	5	67	174	182
11:45	12:00	0	0	0	0	4	0	2	6	6	2	77	0	79	0	92	6	98	177	183
12:00	12:15	0	0	0	0	8	0	1	9	9	3	90	0	93	0	85	6	91	184	193
12:30	12:45	0	0	0	0	7	0	2	9	9	4	83	0	87	0	90	13	103	190	199
12:45	13:00	0	0	0	0	4	0	4	8	8	6	77	0	83	0	99	8	107	190	198
13:00	13:15	0	0	0	0	5	0	3	8	8	3	62	0	65	0	74	11	85	150	158
13:15	13:30	0	0	0	0	4	0	1	5	5	2	88	0	90	0	79	5	84	174	179
15:00	15:15	0	0	0	0	7	0	2	9	9	1	83	0	84	0	101	12	113	197	206
15:15	15:30	0	0	0	0	3	0	2	5	5	1	95	0	96	0	137	13	150	246	251
15:30	15:45	0	0	0	0	5	0	3	8	8	2	120	0	122	0	149	17	166	288	296
15:45	16:00	0	0	0	0	8	0	8	16	16	5	137	0	142	0	159	18	177	319	335
16:00	16:15	0	0	0	0	10	0	11	21	21	6	129	0	135	0	175	20	195	330	351
16:15	16:30	0	0	0	0	9	0	6	15	15	1	123	0	124	0	164	25	189	313	328
17:30	17:45	0	0	0	0	8	0	7	15	15	3	101	0	104	0	154	24	178	282	297
17:45	18:00	0	0	0	0	13	0	4	17	17	2	104	0	106	0	171	18	189	295	312
12:15	12:30	0	0	0	0	8	0	2	10	10	0	96	0	97	0	95	11	106	203	213
16:30	16:45	0	0	0	0	10	0	7	17	17	1	121	0	122	0	179	22	201	323	340
16:45	17:00	0	0	0	0	7	0	3	10	10	5	106	0	111	0	169	22	191	302	312
17:00	17:15	0	0	0	0	13	0	6	19	19	1	104	0	105	0	206	22	228	333	352
17:15	17:30	0	0	0	0	8	0	8	16	16	3	105	0	108	0	158	23	181	289	305
Total:		0	0	0	0	312	0	145	457	457	91	3463	0	3555	0	3586	384	3971	7526	7,983

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

Transportation Services - Traffic Services

Turning Movement Count - Study Results

FERNBANK RD @ ROUNCEY RD

Survey Date: Tuesday, March 07, 2023 **WO No:** 40871

Start Time: 07:00 **Device:** Miovision

Full Study Cyclist Volume

Time Period		ROUNCEY RD			FERNBANK RD			
		Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	Grand Total
07:00	07:15	0	0	0	0	0	0	0
07:15	07:30	0	0	0	0	0	0	0
07:30	07:45	0	0	0	0	0	0	0
07:45	08:00	0	0	0	0	0	0	0
08:00	08:15	0	0	0	0	0	0	0
08:15	08:30	0	0	0	0	0	0	0
08:30	08:45	0	0	0	0	0	0	0
08:45	09:00	0	0	0	0	0	0	0
09:00	09:15	0	0	0	0	0	0	0
09:15	09:30	0	0	0	0	0	0	0
09:30	09:45	0	0	0	0	1	1	1
09:45	10:00	0	0	0	0	0	0	0
11:30	11:45	0	0	0	0	0	0	0
11:45	12:00	0	0	0	0	0	0	0
12:00	12:15	0	0	0	0	0	0	0
12:30	12:45	0	0	0	0	0	0	0
12:45	13:00	0	0	0	0	0	0	0
13:00	13:15	0	0	0	0	0	0	0
13:15	13:30	0	0	0	0	0	0	0
15:00	15:15	0	0	0	0	0	0	0
15:15	15:30	0	0	0	0	0	0	0
15:30	15:45	0	0	0	0	0	0	0
15:45	16:00	0	0	0	0	0	0	0
16:00	16:15	0	0	0	0	0	0	0
16:15	16:30	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0
12:15	12:30	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0
Total		0	0	**0**	0	1	1	1

Transportation Services - Traffic Services

Turning Movement Count - Study Results

FERNBANK RD @ ROUNCEY RD

Survey Date: Tuesday, March 07, 2023 **WO No:** 40871

Start Time: 07:00 **Device:** Miovision

Full Study Pedestrian Volume

	ROUNCEY RD			FERNBANK RD			
Time Period	NB Approach (E or W Crossing)	SB Approach (E or W Crossing)	**Total**	EB Approach (N or S Crossing)	WB Approach (N or S Crossing)	**Total**	**Grand Total**
07:00 07:15	0	0	**0**	0	0	**0**	**0**
07:15 07:30	0	0	**0**	0	0	**0**	**0**
07:30 07:45	0	0	**0**	0	0	**0**	**0**
07:45 08:00	0	0	**0**	0	0	**0**	**0**
08:00 08:15	0	0	**0**	0	0	**0**	**0**
08:15 08:30	0	0	**0**	0	0	**0**	**0**
08:30 08:45	0	0	**0**	0	0	**0**	**0**
08:45 09:00	0	0	**0**	0	0	**0**	**0**
09:00 09:15	0	0	**0**	0	0	**0**	**0**
09:15 09:30	0	0	**0**	0	0	**0**	**0**
09:30 09:45	0	0	**0**	0	0	**0**	**0**
09:45 10:00	0	0	**0**	0	0	**0**	**0**
11:30 11:45	0	0	**0**	0	0	**0**	**0**
11:45 12:00	0	0	**0**	0	0	**0**	**0**
12:00 12:15	0	0	**0**	0	0	**0**	**0**
12:30 12:45	0	0	**0**	0	0	**0**	**0**
12:45 13:00	0	0	**0**	0	0	**0**	**0**
13:00 13:15	0	0	**0**	0	0	**0**	**0**
13:15 13:30	0	0	**0**	0	0	**0**	**0**
15:00 15:15	0	0	**0**	0	0	**0**	**0**
15:15 15:30	0	0	**0**	0	0	**0**	**0**
15:30 15:45	0	1	**1**	0	0	**0**	**1**
15:45 16:00	0	0	**0**	0	0	**0**	**0**
16:00 16:15	0	0	**0**	0	0	**0**	**0**
16:15 16:30	0	0	**0**	0	0	**0**	**0**
17:30 17:45	0	0	**0**	0	0	**0**	**0**
17:45 18:00	0	0	**0**	0	0	**0**	**0**
12:15 12:30	0	0	**0**	0	0	**0**	**0**
16:30 16:45	0	0	**0**	0	0	**0**	**0**
16:45 17:00	0	0	**0**	0	0	**0**	**0**
17:00 17:15	0	0	**0**	0	0	**0**	**0**
17:15 17:30	0	0	**0**	0	0	**0**	**0**
Total	0	1	**1**	0	0	**0**	**1**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

FERNBANK RD @ ROUNCEY RD

Survey Date: Tuesday, March 07, 2023 **WO No:** 40871

Start Time: 07:00 **Device:** Miovision

Full Study Heavy Vehicles

		ROUNCEY RD									FERNBANK RD									
		Northbound				Southbound					Eastbound				Westbound					
Time Period		LT	ST	RT	**N TOT**	LT	ST	RT	**S TOT**	**STR TOT**	LT	ST	RT	**E TOT**	LT	ST	RT	**W TOT**	**STR TOT**	**Grand Total**
07:00	07:15	0	0	0	**0**	0	0	0	**0**	**0**	0	5	0	**5**	0	3	1	**4**	**9**	**9**
07:15	07:30	0	0	0	**0**	1	0	0	**1**	**1**	0	2	0	**2**	0	4	1	**5**	**7**	**8**
07:30	07:45	0	0	0	**0**	1	0	0	**1**	**1**	0	3	0	**3**	0	2	0	**2**	**5**	**6**
07:45	08:00	0	0	0	**0**	0	0	0	**0**	**0**	0	6	0	**6**	0	3	1	**4**	**10**	**10**
08:00	08:15	0	0	0	**0**	0	0	0	**0**	**0**	1	5	0	**6**	0	3	0	**3**	**9**	**9**
08:15	08:30	0	0	0	**0**	1	0	0	**1**	**1**	0	1	0	**1**	0	7	0	**7**	**8**	**9**
08:30	08:45	0	0	0	**0**	1	0	0	**1**	**1**	0	1	0	**1**	0	3	1	**4**	**5**	**6**
08:45	09:00	0	0	0	**0**	0	0	0	**0**	**0**	0	3	0	**3**	0	6	1	**7**	**10**	**10**
09:00	09:15	0	0	0	**0**	1	0	0	**1**	**1**	0	7	0	**7**	0	5	0	**5**	**12**	**13**
09:15	09:30	0	0	0	**0**	1	0	0	**1**	**1**	0	2	0	**2**	0	2	0	**2**	**4**	**5**
09:30	09:45	0	0	0	**0**	0	0	0	**0**	**0**	0	1	0	**1**	0	1	0	**1**	**2**	**2**
09:45	10:00	0	0	0	**0**	0	0	0	**0**	**0**	0	0	0	**0**	0	3	0	**3**	**3**	**3**
11:30	11:45	0	0	0	**0**	0	0	1	**1**	**1**	0	3	0	**3**	0	2	0	**2**	**5**	**6**
11:45	12:00	0	0	0	**0**	0	0	0	**0**	**0**	0	1	0	**1**	0	2	0	**2**	**3**	**3**
12:00	12:15	0	0	0	**0**	0	0	0	**0**	**0**	0	4	0	**4**	0	3	0	**3**	**7**	**7**
12:30	12:45	0	0	0	**0**	0	0	0	**0**	**0**	0	1	0	**1**	0	0	0	**0**	**1**	**1**
12:45	13:00	0	0	0	**0**	0	0	0	**0**	**0**	0	0	0	**0**	0	1	1	**2**	**2**	**2**
13:00	13:15	0	0	0	**0**	0	0	0	**0**	**0**	0	2	0	**2**	0	1	0	**1**	**3**	**3**
13:15	13:30	0	0	0	**0**	0	0	0	**0**	**0**	0	3	0	**3**	0	5	0	**5**	**8**	**8**
15:00	15:15	0	0	0	**0**	0	0	0	**0**	**0**	0	1	0	**1**	0	5	1	**6**	**7**	**7**
15:15	15:30	0	0	0	**0**	0	0	0	**0**	**0**	0	1	0	**1**	0	4	1	**5**	**6**	**6**
15:30	15:45	0	0	0	**0**	0	0	0	**0**	**0**	0	2	0	**2**	0	3	1	**4**	**6**	**6**
15:45	16:00	0	0	0	**0**	0	0	1	**1**	**1**	0	4	0	**4**	0	2	1	**3**	**7**	**8**
16:00	16:15	0	0	0	**0**	0	0	0	**0**	**0**	0	2	0	**2**	0	4	1	**5**	**7**	**7**
16:15	16:30	0	0	0	**0**	2	0	0	**2**	**2**	0	2	0	**2**	0	4	0	**4**	**6**	**8**
17:30	17:45	0	0	0	**0**	0	0	0	**0**	**0**	0	0	0	**0**	0	0	0	**0**	**0**	**0**
17:45	18:00	0	0	0	**0**	0	0	0	**0**	**0**	0	1	0	**1**	0	2	0	**2**	**3**	**3**
12:15	12:30	0	0	0	**0**	0	0	0	**0**	**0**	0	3	0	**3**	0	3	0	**3**	**6**	**6**
16:30	16:45	0	0	0	**0**	0	0	0	**0**	**0**	0	2	0	**2**	0	2	0	**2**	**4**	**4**
16:45	17:00	0	0	0	**0**	0	0	0	**0**	**0**	0	1	0	**1**	0	3	0	**3**	**4**	**4**
17:00	17:15	0	0	0	**0**	0	0	0	**0**	**0**	0	3	0	**3**	0	2	0	**2**	**5**	**5**
17:15	17:30	0	0	0	**0**	0	0	0	**0**	**0**	0	1	0	**1**	0	0	0	**0**	**1**	**1**
Total:	None	0	0	0	**0**	8	0	2	**10**	**10**	1	73	0	**74**	0	90	11	**101**	**175**	**185**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

FERNBANK RD @ ROUNCEY RD

Survey Date: Tuesday, March 07, 2023 **WO No:** 40871

Start Time: 07:00 **Device:** Miovision

Full Study 15 Minute U-Turn Total

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

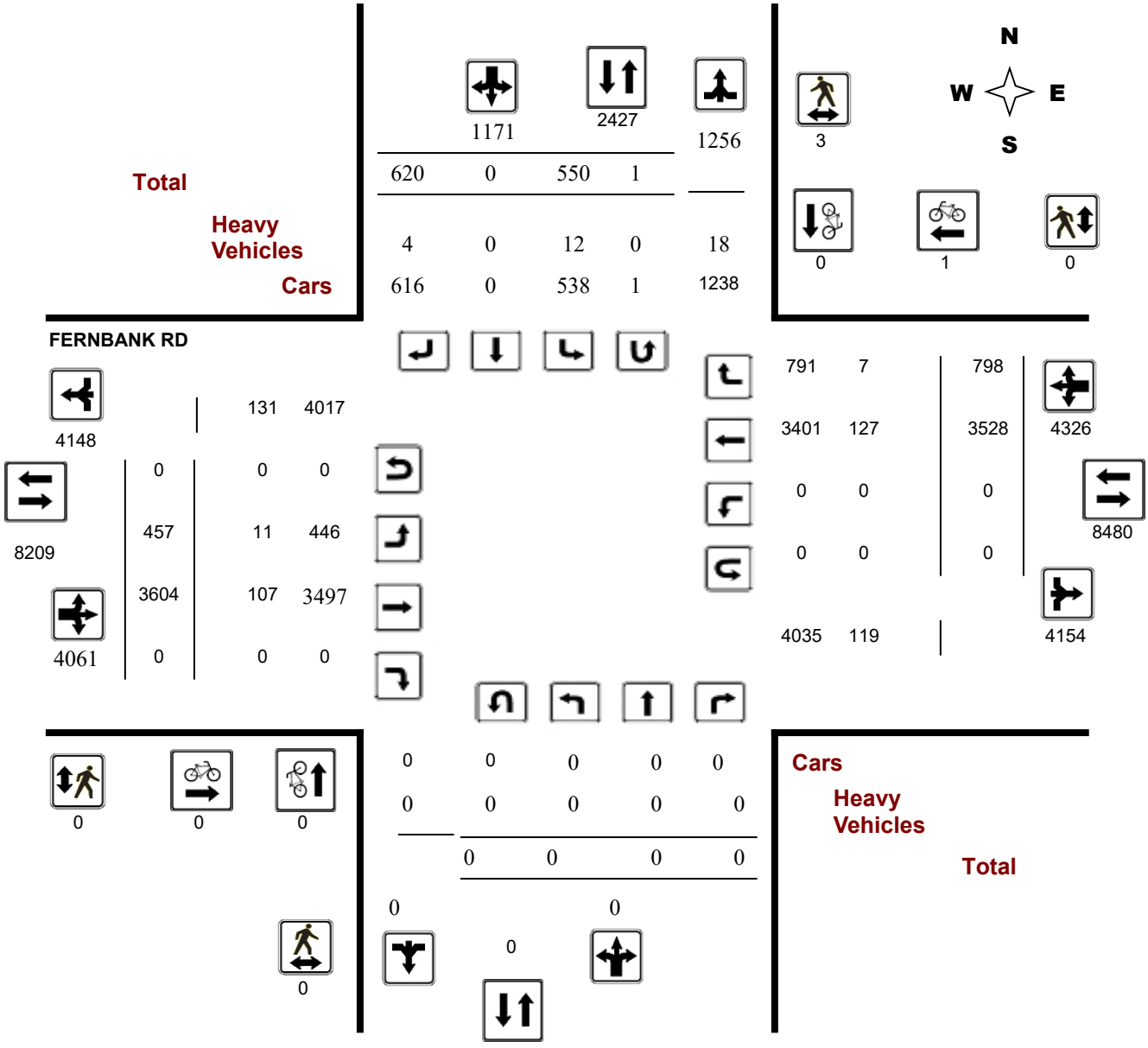
Transportation Services - Traffic Services

Turning Movement Count - Study Results

FERNBANK RD @ SMART CENTRE SC/235 W OF TERRY FOX DR

Survey Date: Wednesday, January 31, 2024
Start Time: 07:00
WO No: 41666
Device: Miovision

Full Study Diagram



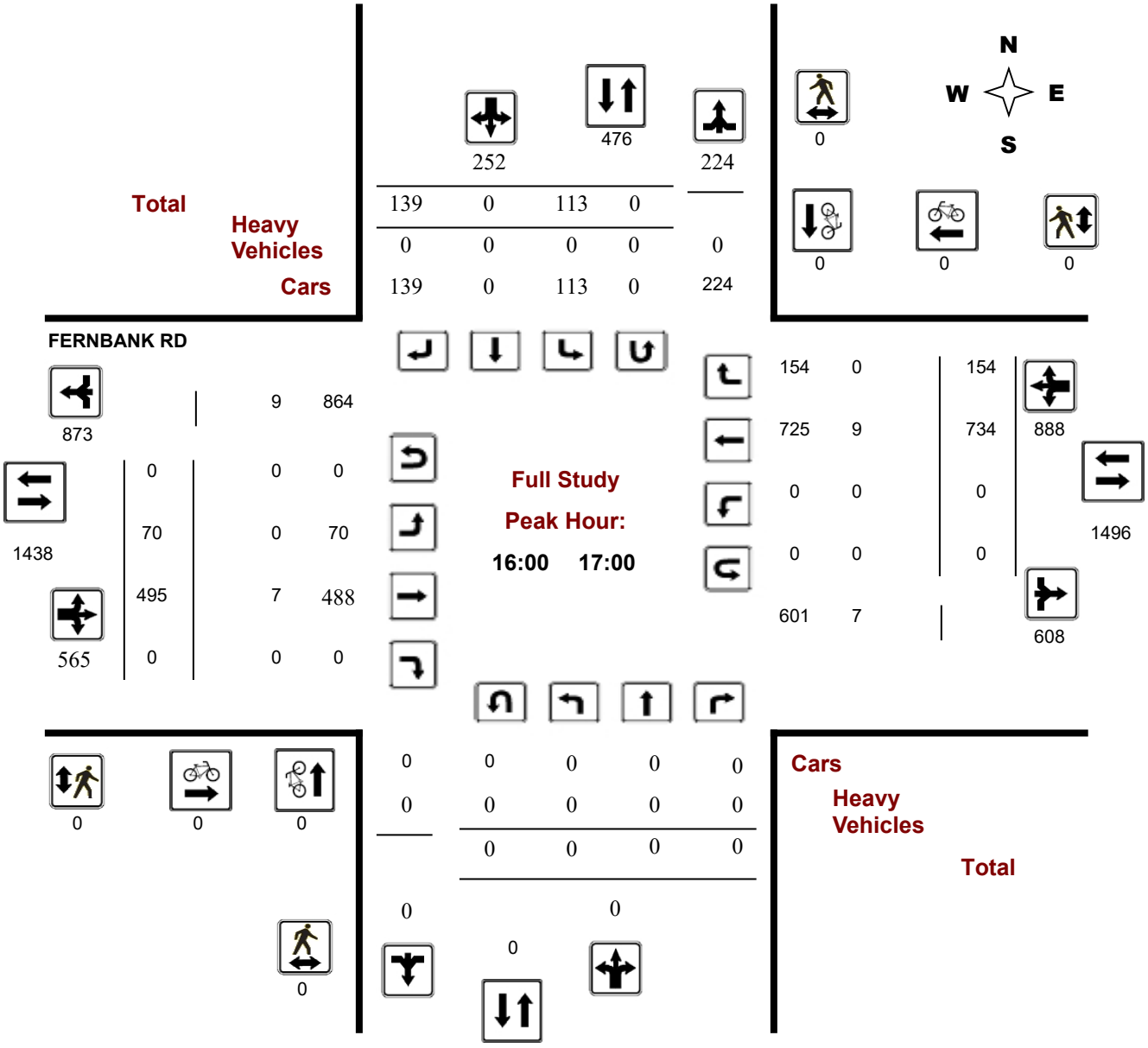
Transportation Services - Traffic Services

Turning Movement Count - Study Results

FERNBANK RD @ SMART CENTRE SC/235 W OF TERRY FOX DR

Survey Date: Wednesday, January 31, 2024
Start Time: 07:00
WO No: 41666
Device: Miovision

Full Study Peak Hour Diagram



Transportation Services - Traffic Services

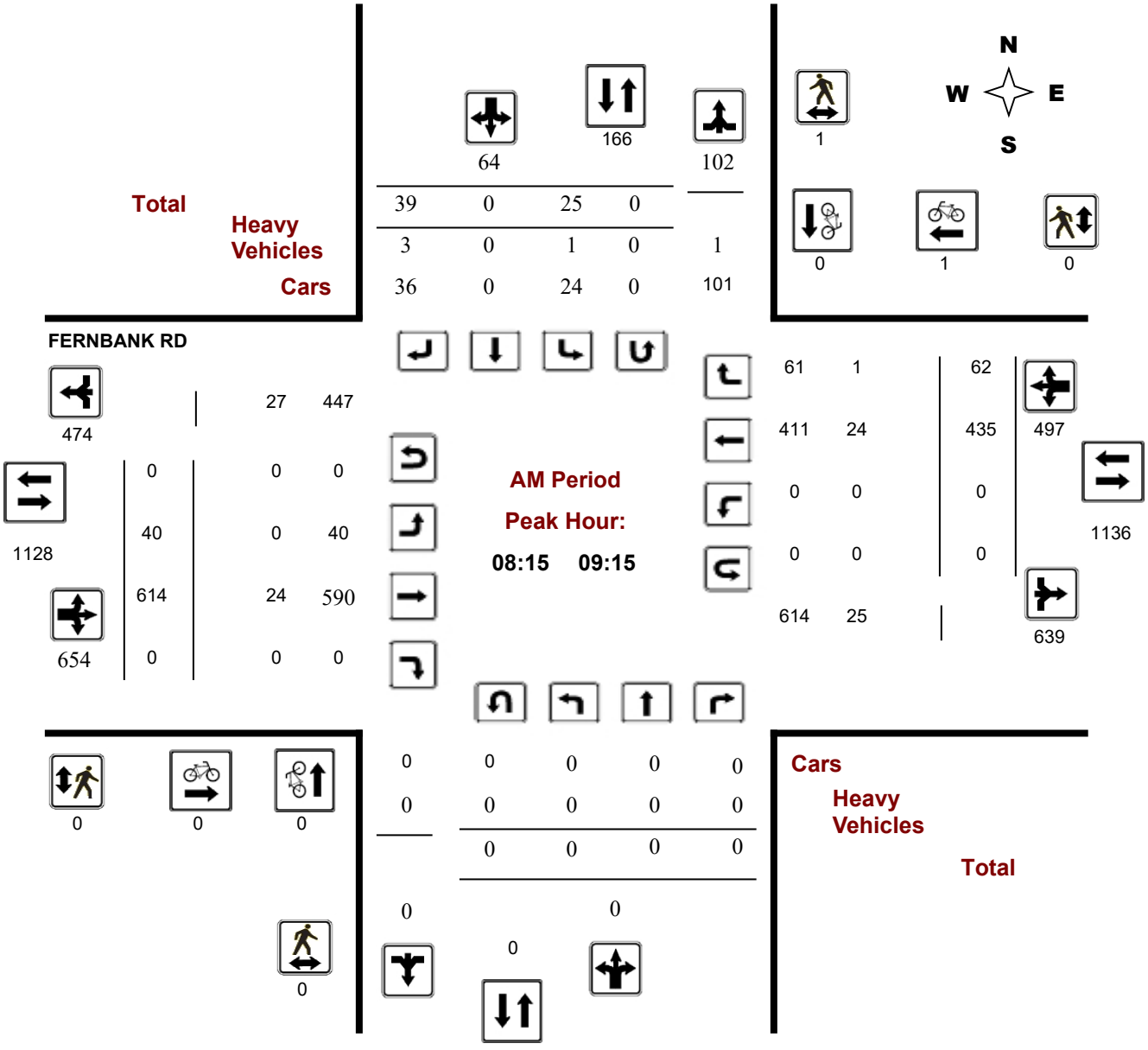
Turning Movement Count - Study Results

FERNBANK RD @ SMART CENTRE SC/235 W OF TERRY FOX DR

Survey Date: Wednesday, January 31, 2024 **WO No:** 41666

Start Time: 07:00 **Device:** Miovision

AM Period Peak Hour Diagram



Transportation Services - Traffic Services

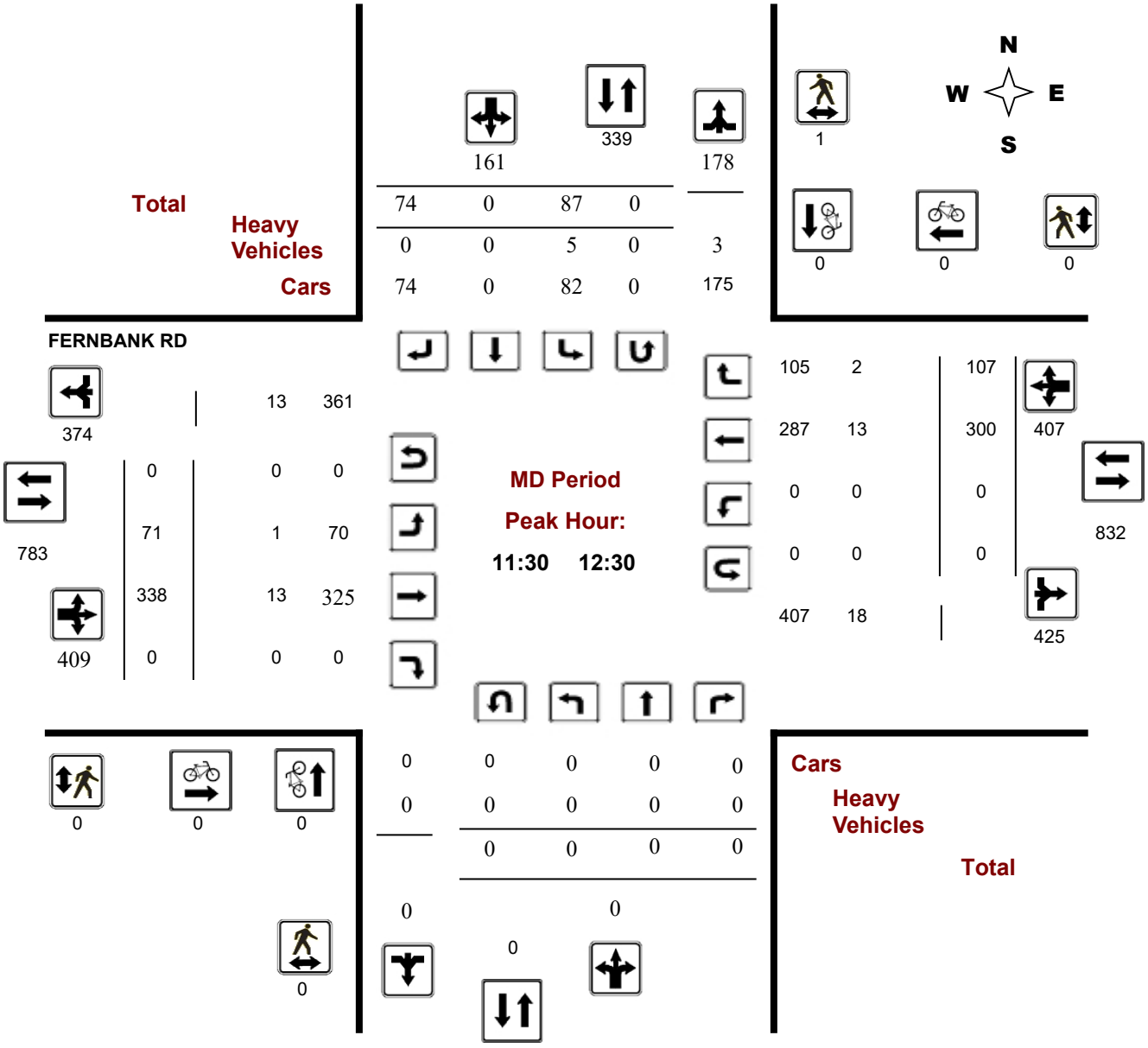
Turning Movement Count - Study Results

FERNBANK RD @ SMART CENTRE SC/235 W OF TERRY FOX DR

Survey Date: Wednesday, January 31, 2024 **WO No:** 41666

Start Time: 07:00 **Device:** Miovision

MD Period Peak Hour Diagram



Transportation Services - Traffic Services

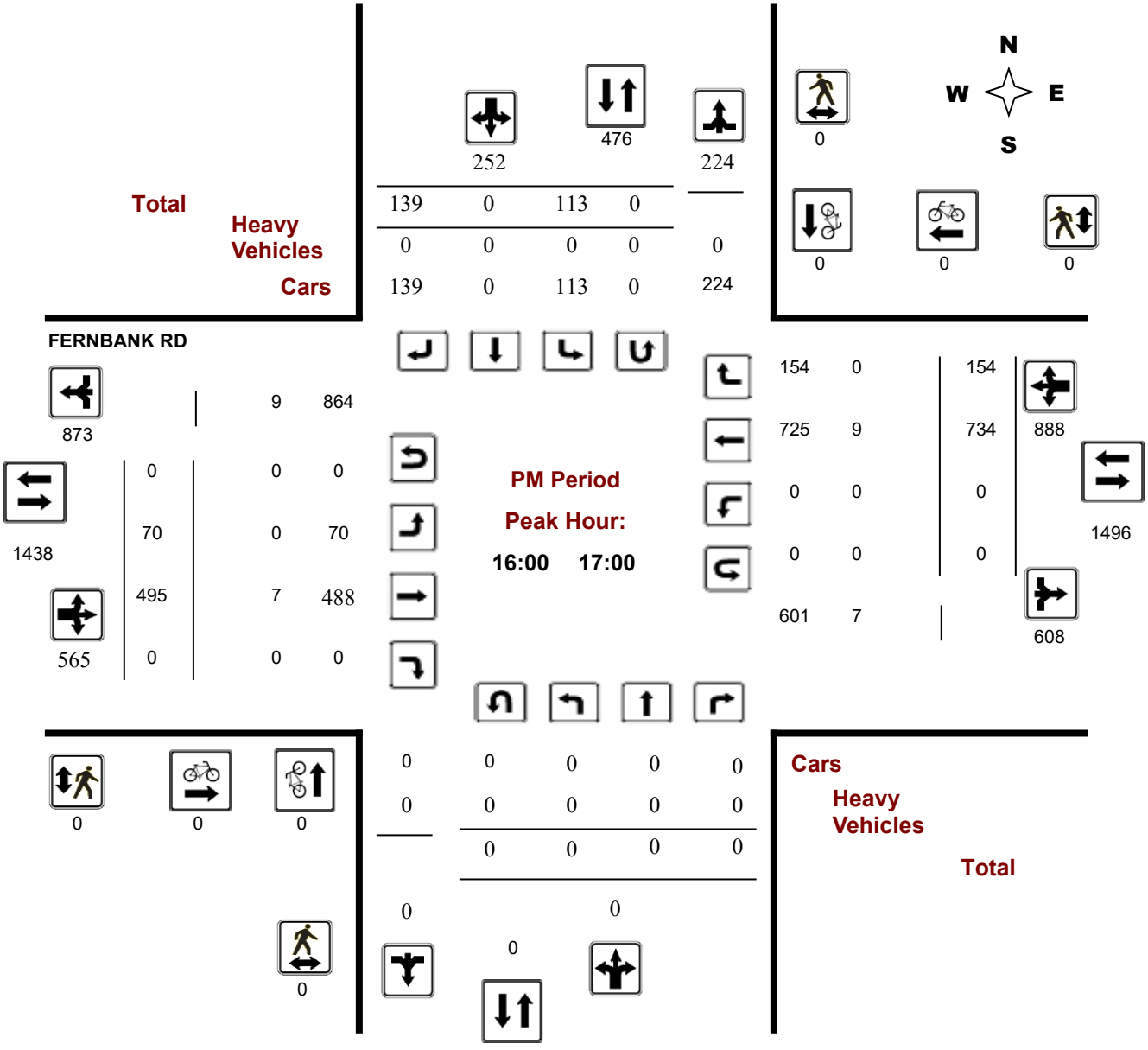
Turning Movement Count - Study Results

FERNBANK RD @ SMART CENTRE SC/235 W OF TERRY FOX DR

Survey Date: Wednesday, January 31, 2024 **WO No:** 41666

Start Time: 07:00 **Device:** Miovision

PM Period Peak Hour Diagram



Transportation Services - Traffic Services

Turning Movement Count - Study Results

FERNBANK RD @ SMART CENTRE SC/235 W OF TERRY FOX DR

Survey Date: Wednesday, January 31, 2024 **WO No:** 41666

Start Time: 07:00 **Device:** Miovision

Full Study Summary (8 HR Standard)

Survey Date: Wednesday, January 31, 2024

Total Observed U-Turns

Northbound: 0 Southbound: 1

Eastbound: 0 Westbound: 0

AADT Factor

1.00

	FERNBANK RD																	
	Northbound				Southbound					Eastbound				Westbound					
Period	LT	ST	RT	NB TOT	LT	ST	RT	SB TOT	STR TOT	LT	ST	RT	EB TOT	LT	ST	RT	WB TOT	STR TOT	Grand Total
07:00 08:00	0	0	0	**0**	14	0	14	**28**	**28**	21	545	0	**566**	0	295	30	**325**	**891**	**919**
08:00 09:00	0	0	0	**0**	18	0	38	**56**	**56**	29	592	0	**621**	0	403	60	**463**	**1084**	**1140**
09:00 10:00	0	0	0	**0**	47	0	48	**95**	**95**	53	472	0	**525**	0	322	76	**398**	**923**	**1018**
11:30 12:30	0	0	0	**0**	87	0	74	**161**	**161**	71	338	0	**409**	0	300	107	**407**	**816**	**977**
12:30 13:30	0	0	0	**0**	71	0	92	**163**	**163**	68	296	0	**364**	0	327	95	**422**	**786**	**949**
15:00 16:00	0	0	0	**0**	82	0	109	**191**	**191**	75	430	0	**505**	0	558	132	**690**	**1195**	**1386**
16:00 17:00	0	0	0	**0**	113	0	139	**252**	**252**	70	495	0	**565**	0	734	154	**888**	**1453**	**1705**
17:00 18:00	0	0	0	**0**	118	0	106	**224**	**224**	70	436	0	**506**	0	589	144	**733**	**1239**	**1463**
Sub Total	0	0	0	**0**	550	0	620	**1170**	**1170**	457	3604	0	**4061**	0	3528	798	**4326**	**8387**	**9557**
U Turns				**0**				**1**	**1**				**0**				**0**	**0**	**1**
Total	0	0	0	**0**	550	0	620	**1171**	**1171**	457	3604	0	**4061**	0	3528	798	**4326**	**8387**	**9558**
EQ 12Hr	0	0	0	**0**	764	0	862	**1628**	**1628**	635	5010	0	**5645**	0	4904	1109	**6013**	**11658**	**13286**
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.														**1.39**					
AVG 12Hr	0	0	0	**0**	764	0	1129	**1628**	**1628**	635	5010	0	**5645**	0	4904	1109	**6013**	**11658**	**13286**
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.														**1.00**					
AVG 24Hr	0	0	0	**0**	1001	0	1479	**2133**	**2133**	832	6563	0	**7395**	0	6424	1453	**7877**	**15272**	**17405**
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

FERNBANK RD @ SMART CENTRE SC/235 W OF TERRY FOX DR

Survey Date: Wednesday, January 31, 2024 **WO No:** 41666

Start Time: 07:00 **Device:** Miovision

Full Study 15 Minute Increments

FERNBANK RD

		Northbound				Southbound					Eastbound				Westbound					
Time Period		**LT**	**ST**	**RT**	**N TOT**	**LT**	**ST**	**RT**	**S TOT**	**STR TOT**	**LT**	**ST**	**RT**	**E TOT**	**LT**	**ST**	**RT**	**W TOT**	**STR TOT**	**Grand Total**
07:00	07:15	0	0	0	0	3	0	2	5	5	6	118	0	124	0	56	4	60	184	189
07:15	07:30	0	0	0	0	2	0	3	5	5	5	121	0	126	0	52	5	57	183	188
07:30	07:45	0	0	0	0	5	0	3	8	8	6	155	0	161	0	95	8	103	264	272
07:45	08:00	0	0	0	0	4	0	6	10	10	4	151	0	155	0	92	13	105	260	270
08:00	08:15	0	0	0	0	3	0	9	12	12	4	142	0	146	0	79	16	95	241	253
08:30	08:45	0	0	0	0	6	0	10	16	16	10	135	0	145	0	94	12	106	251	267
08:45	09:00	0	0	0	0	1	0	11	12	12	6	163	0	169	0	124	23	147	316	328
09:00	09:15	0	0	0	0	10	0	10	20	20	15	164	0	179	0	111	18	129	308	328
09:15	09:30	0	0	0	0	17	0	13	30	30	15	138	0	153	0	74	24	98	251	281
09:30	09:45	0	0	0	0	6	0	15	21	21	13	87	0	100	0	70	18	88	188	209
09:45	10:00	0	0	0	0	14	0	10	24	24	10	83	0	93	0	67	16	83	176	200
11:30	11:45	0	0	0	0	22	0	16	38	38	18	84	0	102	0	62	35	97	199	237
12:00	12:15	0	0	0	0	27	0	20	47	47	20	81	0	101	0	84	21	105	206	253
12:15	12:30	0	0	0	0	17	0	18	35	35	20	81	0	101	0	62	32	94	195	230
12:30	12:45	0	0	0	0	16	0	24	40	40	12	72	0	84	0	85	24	109	193	233
12:45	13:00	0	0	0	0	16	0	27	43	43	27	80	0	107	0	78	31	109	216	259
13:00	13:15	0	0	0	0	19	0	24	43	43	13	65	0	78	0	81	21	102	180	223
13:15	13:30	0	0	0	0	20	0	17	38	38	16	79	0	95	0	83	19	102	197	235
15:00	15:15	0	0	0	0	19	0	23	42	42	15	96	0	111	0	97	23	120	231	273
15:15	15:30	0	0	0	0	20	0	26	46	46	12	95	0	107	0	132	33	165	272	318
15:30	15:45	0	0	0	0	22	0	29	51	51	23	116	0	139	0	168	37	205	344	395
08:15	08:30	0	0	0	0	8	0	8	16	16	9	152	0	161	0	106	9	115	276	292
11:45	12:00	0	0	0	0	21	0	20	41	41	13	92	0	105	0	92	19	111	216	257
17:45	18:00	0	0	0	0	26	0	23	49	49	15	101	0	116	0	132	40	172	288	337
17:15	17:30	0	0	0	0	24	0	24	48	48	16	129	0	145	0	141	35	176	321	369
15:45	16:00	0	0	0	0	21	0	31	52	52	25	123	0	148	0	161	39	200	348	400
16:00	16:15	0	0	0	0	29	0	39	68	68	20	148	0	168	0	189	40	229	397	465
16:15	16:30	0	0	0	0	26	0	35	61	61	19	123	0	142	0	172	37	209	351	412
16:30	16:45	0	0	0	0	27	0	28	55	55	18	123	0	141	0	175	41	216	357	412
17:00	17:15	0	0	0	0	35	0	32	67	67	13	111	0	124	0	187	27	214	338	405
17:30	17:45	0	0	0	0	33	0	27	60	60	26	95	0	121	0	129	42	171	292	352
16:45	17:00	0	0	0	0	31	0	37	68	68	13	101	0	114	0	198	36	234	348	416
Total:		0	0	0	0	550	0	620	1171	1171	457	3604	0	4061	0	3528	798	4326	8387	9,558

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

Transportation Services - Traffic Services

Turning Movement Count - Study Results

FERNBANK RD @ SMART CENTRE SC/235 W OF TERRY FOX DR

Survey Date: Wednesday, January 31, 2024 **WO No:** 41666

Start Time: 07:00 **Device:** Miovision

Full Study Cyclist Volume

Time Period		FERNBANK RD						
		Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	Grand Total
07:00	07:15	0	0	0	0	0	0	0
07:15	07:30	0	0	0	0	0	0	0
07:30	07:45	0	0	0	0	0	0	0
07:45	08:00	0	0	0	0	0	0	0
08:00	08:15	0	0	0	0	0	0	0
08:30	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	1	1	1
09:15	09:30	0	0	0	0	0	0	0
09:30	09:45	0	0	0	0	0	0	0
09:45	10:00	0	0	0	0	0	0	0
11:30	11:45	0	0	0	0	0	0	0
12:00	12:15	0	0	0	0	0	0	0
12:15	12:30	0	0	0	0	0	0	0
12:30	12:45	0	0	0	0	0	0	0
12:45	13:00	0	0	0	0	0	0	0
13:00	13:15	0	0	0	0	0	0	0
13:15	13:30	0	0	0	0	0	0	0
15:00	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
08:15	08:30	0	0	0	0	0	0	0
11:45	12:00	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0
15:45	16:00	0	0	0	0	0	0	0
16:00	16:15	0	0	0	0	0	0	0
16:15	16:30	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0
Total		0	0	**0**	0	1	1	1

Transportation Services - Traffic Services

Turning Movement Count - Study Results

FERNBANK RD @ SMART CENTRE SC/235 W OF TERRY FOX DR

Survey Date: Wednesday, January 31, 2024 **WO No:** 41666

Start Time: 07:00 **Device:** Miovision

Full Study Pedestrian Volume

FERNBANK RD

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

Transportation Services - Traffic Services

Turning Movement Count - Study Results

FERNBANK RD @ SMART CENTRE SC/235 W OF TERRY FOX DR

Survey Date: Wednesday, January 31, 2024 **WO No:** 41666

Start Time: 07:00 **Device:** Miovision

Full Study Heavy Vehicles

FERNBANK 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	0	0	0	**0**	1	0	0	**1**	**1**	1	4	0	**5**	0	5	0	**5**	**10**	**11**
07:15	07:30	0	0	0	**0**	0	0	0	**0**	**0**	1	4	0	**5**	0	6	0	**6**	**11**	**11**
07:30	07:45	0	0	0	**0**	2	0	0	**2**	**2**	0	6	0	**6**	0	3	1	**4**	**10**	**12**
07:45	08:00	0	0	0	**0**	0	0	0	**0**	**0**	0	6	0	**6**	0	8	0	**8**	**14**	**14**
08:00	08:15	0	0	0	**0**	0	0	0	**0**	**0**	0	3	0	**3**	0	1	1	**2**	**5**	**5**
08:30	08:45	0	0	0	**0**	0	0	1	**1**	**1**	0	1	0	**1**	0	5	0	**5**	**6**	**7**
08:45	09:00	0	0	0	**0**	0	0	0	**0**	**0**	0	9	0	**9**	0	9	1	**10**	**19**	**19**
09:00	09:15	0	0	0	**0**	0	0	0	**0**	**0**	0	11	0	**11**	0	3	0	**3**	**14**	**14**
09:15	09:30	0	0	0	**0**	0	0	0	**0**	**0**	1	3	0	**4**	0	5	0	**5**	**9**	**9**
09:30	09:45	0	0	0	**0**	1	0	0	**1**	**1**	3	3	0	**6**	0	3	0	**3**	**9**	**10**
09:45	10:00	0	0	0	**0**	1	0	0	**1**	**1**	0	3	0	**3**	0	5	0	**5**	**8**	**9**
11:30	11:45	0	0	0	**0**	1	0	0	**1**	**1**	0	1	0	**1**	0	2	1	**3**	**4**	**5**
12:00	12:15	0	0	0	**0**	2	0	0	**2**	**2**	1	4	0	**5**	0	4	0	**4**	**9**	**11**
12:15	12:30	0	0	0	**0**	1	0	0	**1**	**1**	0	4	0	**4**	0	2	0	**2**	**6**	**7**
12:30	12:45	0	0	0	**0**	0	0	0	**0**	**0**	0	5	0	**5**	0	5	1	**6**	**11**	**11**
12:45	13:00	0	0	0	**0**	0	0	0	**0**	**0**	1	2	0	**3**	0	3	0	**3**	**6**	**6**
13:00	13:15	0	0	0	**0**	1	0	0	**1**	**1**	2	3	0	**5**	0	8	0	**8**	**13**	**14**
13:15	13:30	0	0	0	**0**	0	0	0	**0**	**0**	1	4	0	**5**	0	3	1	**4**	**9**	**9**
15:00	15:15	0	0	0	**0**	0	0	1	**1**	**1**	0	3	0	**3**	0	9	0	**9**	**12**	**13**
15:15	15:30	0	0	0	**0**	0	0	0	**0**	**0**	0	2	0	**2**	0	5	0	**5**	**7**	**7**
15:30	15:45	0	0	0	**0**	0	0	0	**0**	**0**	0	0	0	**0**	0	5	0	**5**	**5**	**5**
08:15	08:30	0	0	0	**0**	1	0	2	**3**	**3**	0	3	0	**3**	0	7	0	**7**	**10**	**13**
11:45	12:00	0	0	0	**0**	1	0	0	**1**	**1**	0	4	0	**4**	0	5	1	**6**	**10**	**11**
17:45	18:00	0	0	0	**0**	0	0	0	**0**	**0**	0	2	0	**2**	0	1	0	**1**	**3**	**3**
17:15	17:30	0	0	0	**0**	0	0	0	**0**	**0**	0	1	0	**1**	0	2	0	**2**	**3**	**3**
15:45	16:00	0	0	0	**0**	0	0	0	**0**	**0**	0	6	0	**6**	0	4	0	**4**	**10**	**10**
16:00	16:15	0	0	0	**0**	0	0	0	**0**	**0**	0	2	0	**2**	0	4	0	**4**	**6**	**6**
16:15	16:30	0	0	0	**0**	0	0	0	**0**	**0**	0	4	0	**4**	0	2	0	**2**	**6**	**6**
16:30	16:45	0	0	0	**0**	0	0	0	**0**	**0**	0	0	0	**0**	0	1	0	**1**	**1**	**1**
17:00	17:15	0	0	0	**0**	0	0	0	**0**	**0**	0	3	0	**3**	0	0	0	**0**	**3**	**3**
17:30	17:45	0	0	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**	0	0	0	**0**	**0**	0	1	0	**1**	0	2	0	**2**	**3**	**3**
Total:	None	0	0	0	**0**	12	0	4	**16**	**16**	11	107	0	**118**	0	127	7	**134**	**252**	**268**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

FERNBANK RD @ SMART CENTRE SC/235 W OF TERRY FOX DR

Survey Date: Wednesday, January 31, 2024 **WO No:** 41666

Start Time: 07:00 **Device:** Miovision

Full Study 15 Minute U-Turn Total

FERNBANK RD

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

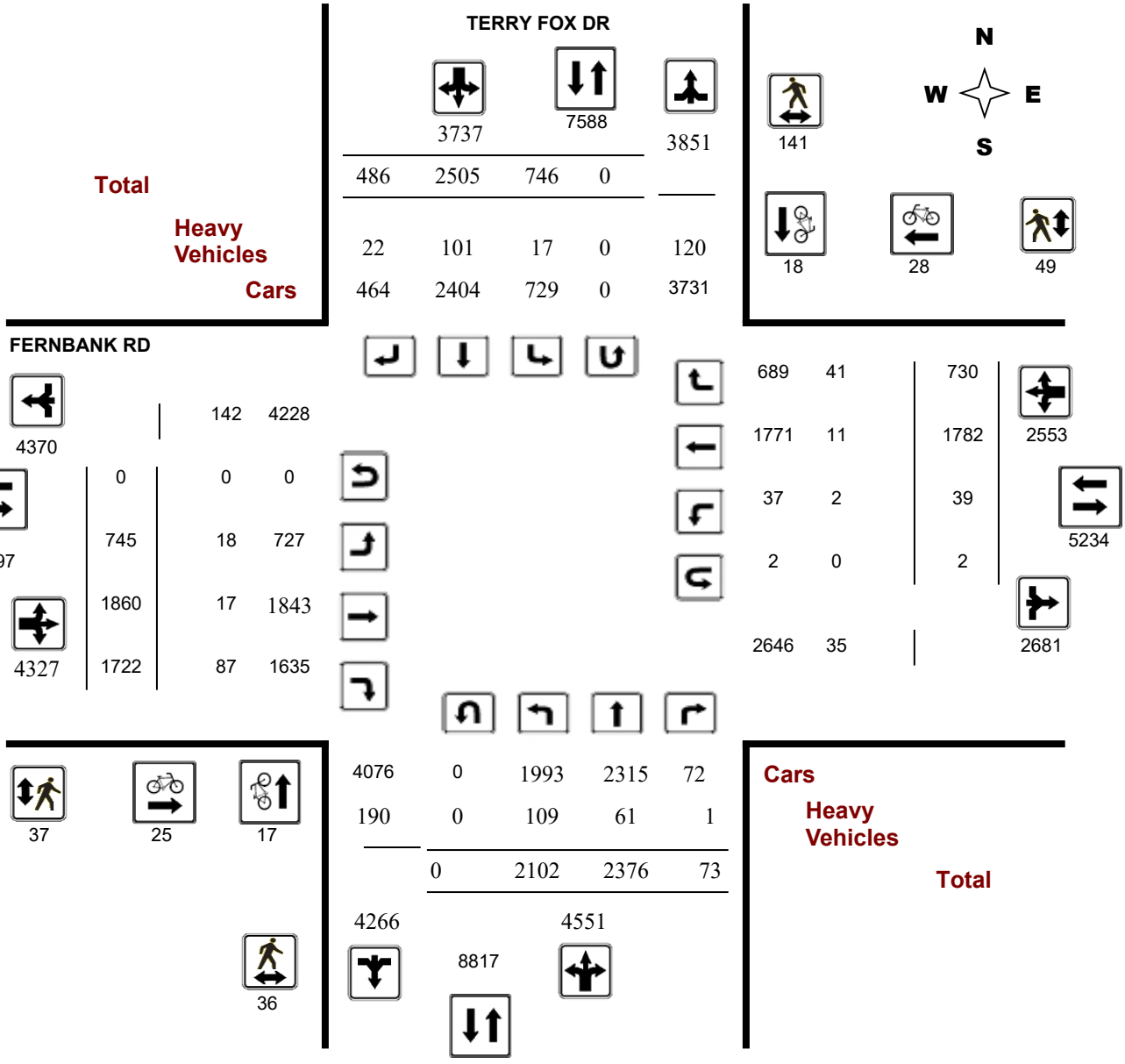
Transportation Services - Traffic Services

Turning Movement Count - Study Results

TERRY FOX DR @ FERNBANK RD

Survey Date: Wednesday, August 14, 2024
Start Time: 07:00
WO No: 42149
Device: Miovision

Full Study Diagram



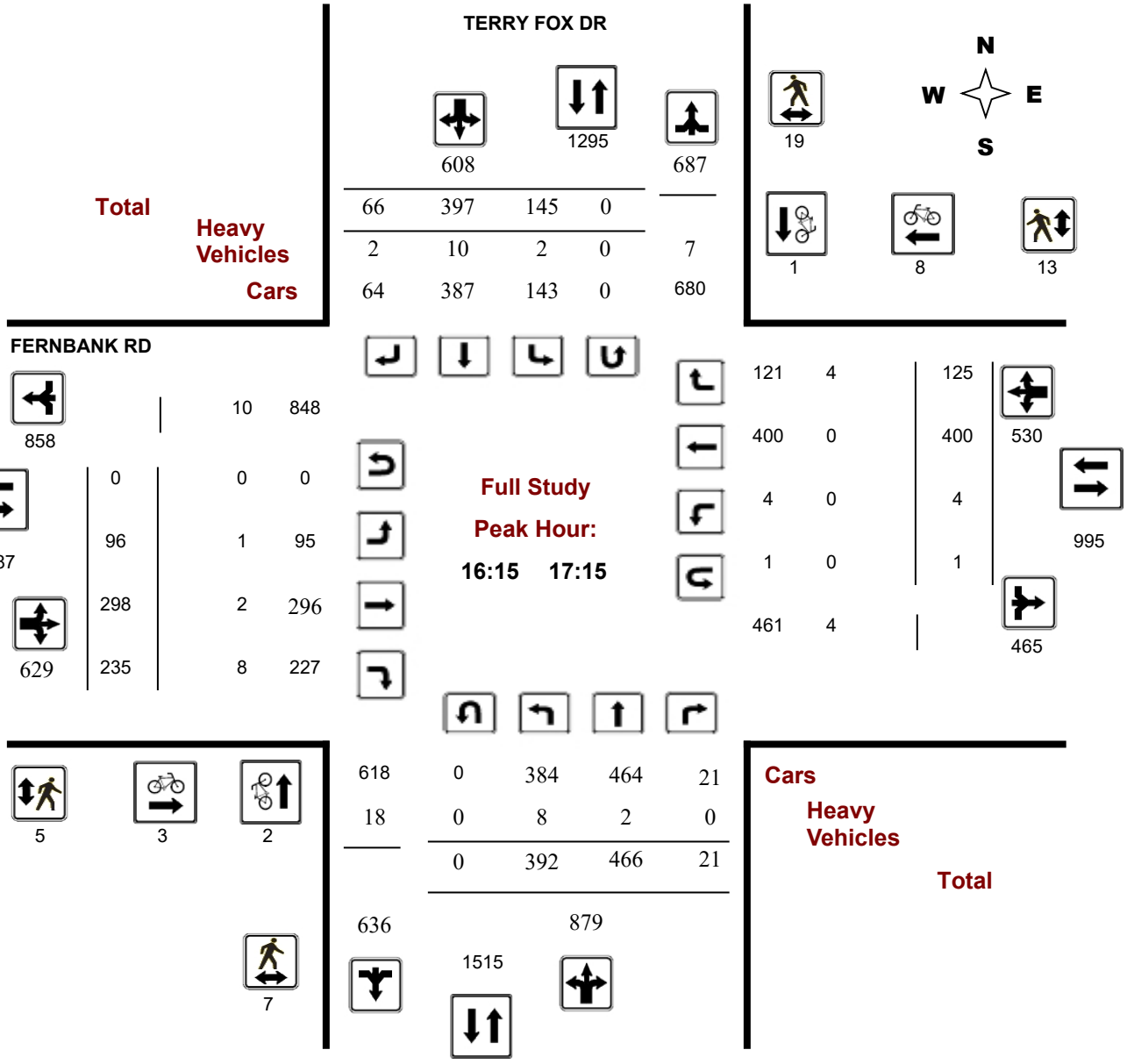
Transportation Services - Traffic Services

Turning Movement Count - Study Results

TERRY FOX DR @ FERNBANK RD

Survey Date: Wednesday, August 14, 2024
Start Time: 07:00
WO No: 42149
Device: Miovision

Full Study Peak Hour Diagram



Transportation Services - Traffic Services

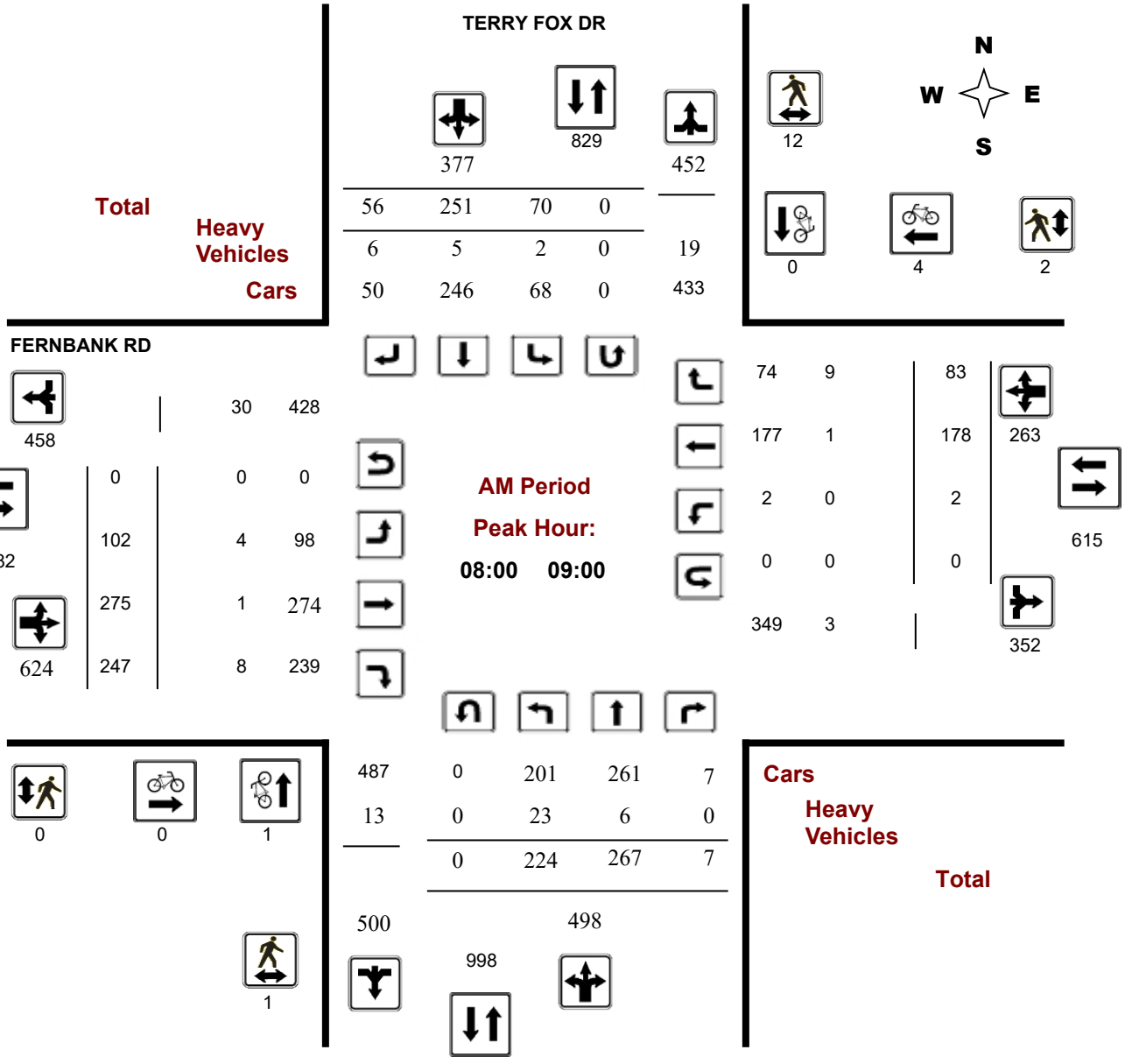
Turning Movement Count - Study Results

TERRY FOX DR @ FERNBANK RD

Survey Date: Wednesday, August 14, 2024 **WO No:** 42149

Start Time: 07:00 **Device:** Miovision

AM Period Peak Hour Diagram



Transportation Services - Traffic Services

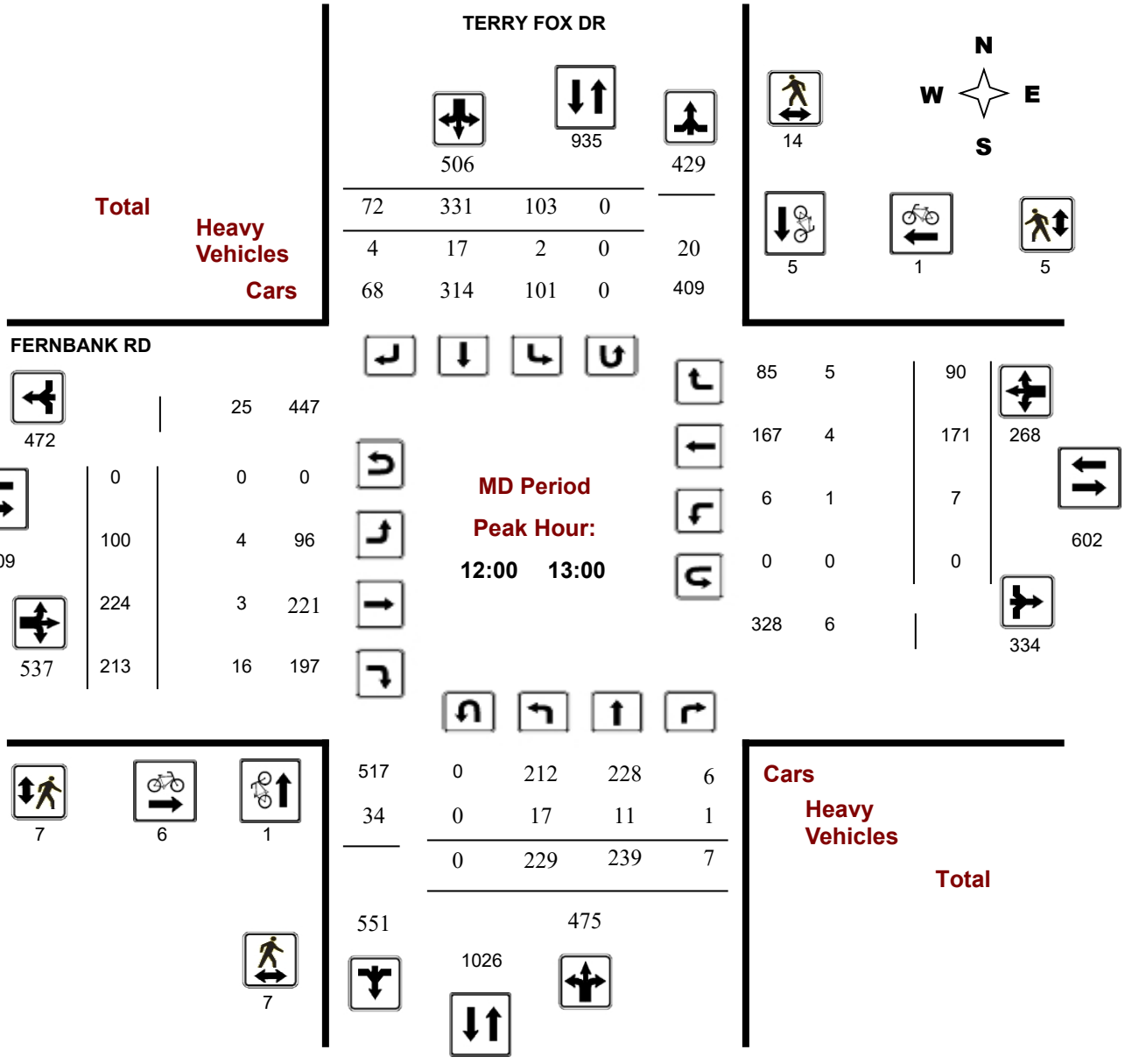
Turning Movement Count - Study Results

TERRY FOX DR @ FERNBANK RD

Survey Date: Wednesday, August 14, 2024 **WO No:** 42149

Start Time: 07:00 **Device:** Miovision

MD Period Peak Hour Diagram



Transportation Services - Traffic Services

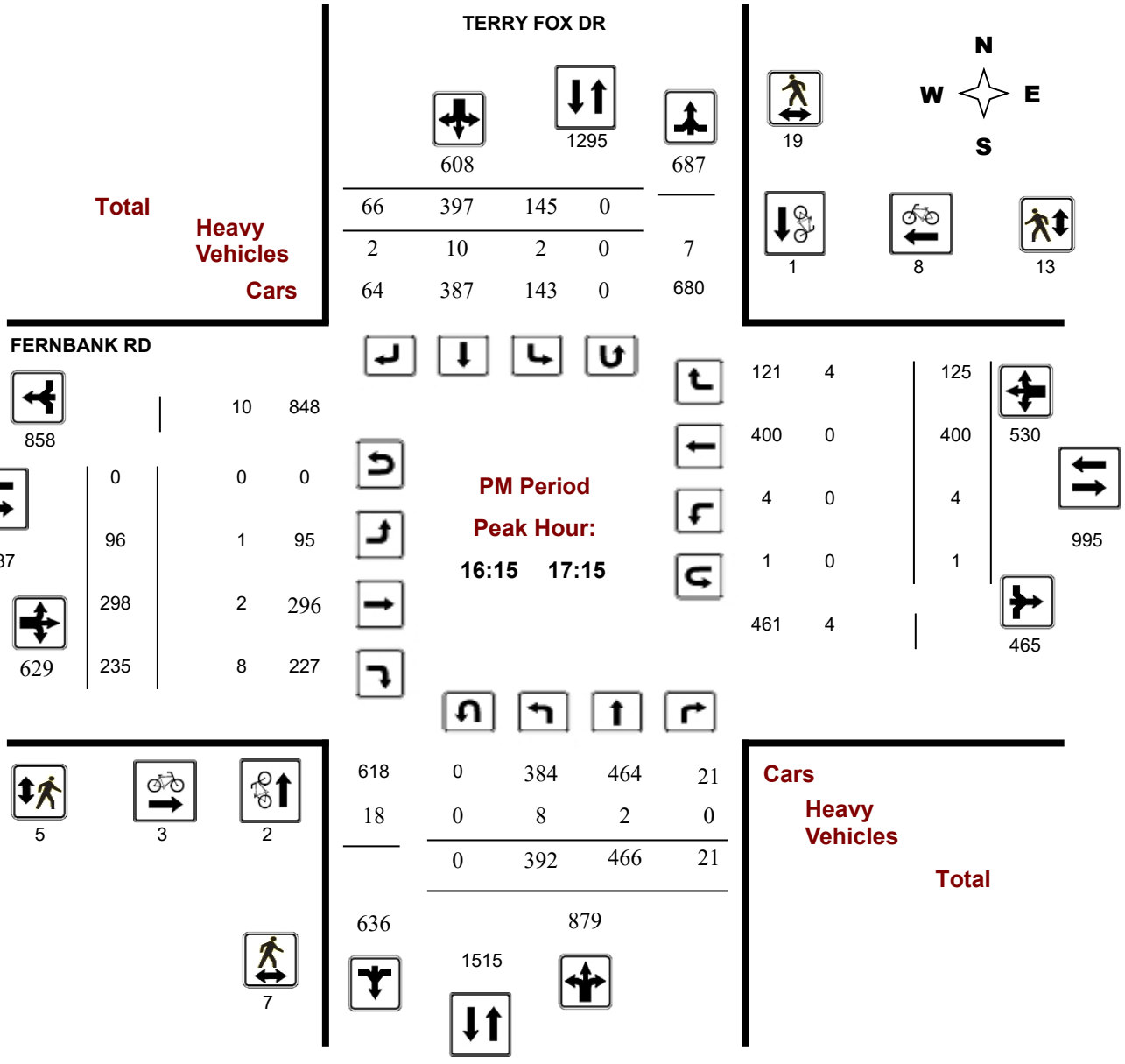
Turning Movement Count - Study Results

TERRY FOX DR @ FERNBANK RD

Survey Date: Wednesday, August 14, 2024 **WO No:** 42149

Start Time: 07:00 **Device:** Miovision

PM Period Peak Hour Diagram



Transportation Services - Traffic Services

Turning Movement Count - Study Results

TERRY FOX DR @ FERNBANK RD

Survey Date: Wednesday, August 14, 2024 **WO No:** 42149

Start Time: 07:00 **Device:** Miovision

Full Study Summary (8 HR Standard)

Survey Date: Wednesday, August 14, 2024

Total Observed U-Turns

Northbound: 0 Southbound: 0

Eastbound: 0 Westbound: 2

AADT Factor

.90

	TERRY FOX DR									FERNBANK RD									
	Northbound				Southbound					Eastbound				Westbound					
Period	LT	ST	RT	**NB TOT**	LT	ST	RT	**SB TOT**	**STR TOT**	LT	ST	RT	**EB TOT**	LT	ST	RT	**WB TOT**	**STR TOT**	**Grand Total**
07:00 08:00	151	206	2	**359**	28	238	30	**296**	**655**	61	197	204	**462**	6	108	70	**184**	**646**	**1301**
08:00 09:00	224	267	7	**498**	70	251	56	**377**	**875**	102	275	247	**624**	2	178	83	**263**	**887**	**1762**
09:00 10:00	207	246	7	**460**	62	236	47	**345**	**805**	93	208	189	**490**	5	175	82	**262**	**752**	**1557**
11:30 12:30	226	230	7	**463**	94	282	68	**444**	**907**	103	202	202	**507**	3	170	94	**267**	**774**	**1681**
12:30 13:30	226	252	5	**483**	98	332	65	**495**	**978**	89	196	180	**465**	8	175	77	**260**	**725**	**1703**
15:00 16:00	293	291	11	**595**	107	356	84	**547**	**1142**	104	235	257	**596**	4	258	80	**342**	**938**	**2080**
16:00 17:00	396	447	18	**861**	141	404	80	**625**	**1486**	87	305	246	**638**	1	382	126	**509**	**1147**	**2633**
17:00 18:00	379	437	16	**832**	146	406	56	**608**	**1440**	106	242	197	**545**	10	336	118	**464**	**1009**	**2449**
Sub Total	2102	2376	73	**4551**	746	2505	486	**3737**	**8288**	745	1860	1722	**4327**	39	1782	730	**2551**	**6878**	**15166**
U Turns				**0**				**0**	**0**				**0**				**2**	**2**	**2**
Total	2102	2376	73	**4551**	746	2505	486	**3737**	**8288**	745	1860	1722	**4327**	39	1782	730	**2553**	**6880**	**15168**
EQ 12Hr	2922	3303	101	**6326**	1037	3482	676	**5194**	**11520**	1036	2585	2394	**6015**	54	2477	1015	**3549**	**9563**	**21084**
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.														**1.39**					
AVG 12Hr	2630	2973	91	**5693**	933	4105	796	**4675**	**10368**	932	2326	2155	**5414**	49	2229	914	**3194**	**8607**	**18976**
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.														**.90**					
AVG 24Hr	3445	3895	119	**7458**	1222	5378	1043	**6124**	**13582**	1221	3047	2823	**7092**	64	2920	1197	**4184**	**11275**	**24859**
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

TERRY FOX DR @ FERNBANK RD

Survey Date: Wednesday, August 14, 2024 **WO No:** 42149

Start Time: 07:00 **Device:** Miovision

Full Study 15 Minute Increments

		TERRY FOX DR									FERNBANK RD									
		Northbound				Southbound					Eastbound				Westbound					
Time Period		LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT	Grand Total
07:00	07:15	27	52	0	79	6	52	7	65	144	15	37	43	95	1	24	12	37	132	276
07:15	07:30	41	39	0	80	3	63	9	75	155	14	49	51	114	1	20	20	41	155	310
07:30	07:45	37	65	0	102	10	69	7	86	188	12	54	60	126	1	26	19	46	172	360
17:45	18:00	94	104	4	202	30	100	18	148	350	28	63	59	150	2	81	26	109	259	609
07:45	08:00	46	50	2	98	9	54	7	70	168	20	57	50	127	3	38	19	60	187	355
08:00	08:15	52	67	1	120	14	59	17	90	210	16	52	72	140	1	43	16	60	200	410
08:15	08:30	59	52	3	114	20	55	9	84	198	29	85	63	177	0	39	17	56	233	431
08:30	08:45	54	64	1	119	20	58	12	90	209	28	70	66	164	0	46	22	68	232	441
08:45	09:00	59	84	2	145	16	79	18	113	258	29	68	46	143	1	50	28	79	222	480
09:00	09:15	50	50	1	101	16	64	13	93	194	20	64	58	142	0	43	22	65	207	401
09:15	09:30	67	61	2	130	13	47	16	76	206	22	55	38	115	1	43	10	54	169	375
09:30	09:45	43	65	2	110	20	77	10	107	217	25	43	54	122	4	41	22	67	189	406
09:45	10:00	47	70	2	119	13	48	8	69	188	26	46	39	111	0	48	28	76	187	375
11:30	11:45	51	57	3	111	13	60	13	86	197	27	39	45	111	1	42	24	67	178	375
11:45	12:00	54	69	1	124	25	78	16	119	243	27	46	44	117	1	38	20	59	176	419
12:00	12:15	61	52	1	114	26	64	22	112	226	27	55	58	140	1	44	16	61	201	427
12:15	12:30	60	52	2	114	30	80	17	127	241	22	62	55	139	0	46	34	80	219	460
12:30	12:45	58	68	3	129	18	90	13	121	250	22	48	58	128	4	51	23	78	206	456
12:45	13:00	50	67	1	118	29	97	20	146	264	29	59	42	130	2	30	17	49	179	443
13:15	13:30	61	56	1	118	22	87	18	127	245	27	44	37	108	2	47	23	72	180	425
15:00	15:15	52	65	2	119	23	100	21	144	263	21	44	71	136	1	55	13	70	206	469
15:15	15:30	79	68	5	152	25	88	20	133	285	26	64	54	144	1	66	24	91	235	520
15:30	15:45	80	77	2	159	26	95	20	141	300	31	61	62	154	2	65	25	92	246	546
15:45	16:00	82	81	2	165	33	73	23	129	294	26	66	70	162	0	72	18	90	252	546
16:00	16:15	91	105	2	198	33	110	17	160	358	26	75	57	158	0	81	32	113	271	629
16:15	16:30	99	119	5	223	32	114	18	164	387	20	72	58	150	0	97	31	128	278	665
16:45	17:00	104	117	7	228	35	85	21	141	369	24	79	56	159	1	110	29	141	300	669
17:00	17:15	87	124	5	216	37	103	3	143	359	35	68	46	149	3	99	31	133	282	641
17:15	17:30	111	111	5	227	34	115	22	171	398	21	56	46	123	2	81	26	109	232	630
17:30	17:45	87	98	2	187	45	88	13	146	333	22	55	46	123	3	75	35	113	236	569
16:30	16:45	102	106	4	212	41	95	24	160	372	17	79	75	171	0	94	34	128	299	671
13:00	13:15	57	61	0	118	29	58	14	101	219	11	45	43	99	0	47	14	61	160	379
Total:		2102	2376	73	4551	746	2505	486	3737	8288	745	1860	1722	4327	39	1782	730	2553	6880	15,168

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

Transportation Services - Traffic Services

Turning Movement Count - Study Results

TERRY FOX DR @ FERNBANK RD

Survey Date: Wednesday, August 14, 2024 **WO No:** 42149

Start Time: 07:00 **Device:** Miovision

Full Study Cyclist Volume

Time Period		TERRY FOX DR			FERNBANK RD			
		Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	Grand Total
07:00	07:15	1	0	1	0	1	1	2
07:15	07:30	0	0	0	0	1	1	1
07:30	07:45	0	1	1	0	0	0	1
17:45	18:00	0	3	3	3	1	4	7
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	1	0	1	0	1	1	2
08:30	08:45	0	0	0	0	2	2	2
08:45	09:00	0	0	0	0	1	1	1
09:00	09:15	0	0	0	0	0	0	0
09:15	09:30	0	0	0	0	0	0	0
09:30	09:45	0	0	0	0	0	0	0
09:45	10:00	0	0	0	0	1	1	1
11:30	11:45	1	0	1	0	2	2	3
11:45	12:00	2	0	2	1	1	2	4
12:00	12:15	0	1	1	1	0	1	2
12:15	12:30	1	2	3	1	0	1	4
12:30	12:45	0	2	2	4	0	4	6
12:45	13:00	0	0	0	0	1	1	1
13:15	13:30	0	0	0	0	1	1	1
15:00	15:15	0	1	1	1	0	1	2
15:15	15:30	1	2	3	1	0	1	4
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	2	0	2	0	1	1	3
16:15	16:30	1	0	1	2	4	6	7
16:45	17:00	0	1	1	0	1	1	2
17:00	17:15	0	0	0	0	2	2	2
17:15	17:30	2	0	2	4	3	7	9
17:30	17:45	1	5	6	5	0	5	11
16:30	16:45	1	0	1	1	1	2	3
13:00	13:15	3	0	3	1	3	4	7
Total		17	18	**35**	25	28	53	88

Transportation Services - Traffic Services

Turning Movement Count - Study Results

TERRY FOX DR @ FERNBANK RD

Survey Date: Wednesday, August 14, 2024 **WO No:** 42149

Start Time: 07:00 **Device:** Miovision

Full Study Pedestrian Volume

	TERRY FOX DR			FERNBANK RD			
Time Period	NB Approach (E or W Crossing)	SB Approach (E or W Crossing)	**Total**	EB Approach (N or S Crossing)	WB Approach (N or S Crossing)	**Total**	**Grand Total**
07:00 07:15	0	7	**7**	0	2	**2**	**9**
07:15 07:30	1	3	**4**	2	0	**2**	**6**
07:30 07:45	0	2	**2**	1	0	**1**	**3**
17:45 18:00	0	8	**8**	3	2	**5**	**13**
07:45 08:00	0	3	**3**	0	1	**1**	**4**
08:00 08:15	0	4	**4**	0	0	**0**	**4**
08:15 08:30	1	5	**6**	0	0	**0**	**6**
08:30 08:45	0	3	**3**	0	2	**2**	**5**
08:45 09:00	0	0	**0**	0	0	**0**	**0**
09:00 09:15	0	2	**2**	0	1	**1**	**3**
09:15 09:30	0	2	**2**	0	0	**0**	**2**
09:30 09:45	1	0	**1**	1	0	**1**	**2**
09:45 10:00	0	0	**0**	0	0	**0**	**0**
11:30 11:45	4	3	**7**	4	0	**4**	**11**
11:45 12:00	0	3	**3**	0	1	**1**	**4**
12:00 12:15	1	3	**4**	1	3	**4**	**8**
12:15 12:30	3	4	**7**	3	1	**4**	**11**
12:30 12:45	1	4	**5**	0	1	**1**	**6**
12:45 13:00	2	3	**5**	3	0	**3**	**8**
13:15 13:30	0	8	**8**	0	1	**1**	**9**
15:00 15:15	0	7	**7**	0	3	**3**	**10**
15:15 15:30	7	12	**19**	5	0	**5**	**24**
15:30 15:45	2	8	**10**	2	2	**4**	**14**
15:45 16:00	1	4	**5**	1	3	**4**	**9**
16:00 16:15	0	9	**9**	0	2	**2**	**11**
16:15 16:30	3	2	**5**	4	6	**10**	**15**
16:45 17:00	2	6	**8**	1	5	**6**	**14**
17:00 17:15	2	3	**5**	0	0	**0**	**5**
17:15 17:30	3	3	**6**	1	1	**2**	**8**
17:30 17:45	1	4	**5**	4	3	**7**	**12**
16:30 16:45	0	8	**8**	0	2	**2**	**10**
13:00 13:15	1	8	**9**	1	7	**8**	**17**
Total	36	141	**177**	37	49	**86**	**263**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

TERRY FOX DR @ FERNBANK RD

Survey Date: Wednesday, August 14, 2024 **WO No:** 42149

Start Time: 07:00 **Device:** Miovision

Full Study Heavy Vehicles

		TERRY FOX DR									FERNBANK RD									
		Northbound				Southbound					Eastbound				Westbound					
Time Period		LT	ST	RT	**N TOT**	LT	ST	RT	**S TOT**	**STR TOT**	LT	ST	RT	**E TOT**	LT	ST	RT	**W TOT**	**STR TOT**	**Grand Total**
07:00	07:15	5	3	0	**8**	1	1	1	**3**	**11**	0	0	1	**1**	0	1	1	**2**	**3**	**14**
07:15	07:30	6	2	0	**8**	0	2	1	**3**	**11**	0	1	2	**3**	0	1	2	**3**	**6**	**17**
07:30	07:45	2	1	0	**3**	1	7	0	**8**	**11**	0	0	7	**7**	0	0	1	**1**	**8**	**19**
17:45	18:00	0	2	0	**2**	0	1	1	**2**	**4**	0	1	0	**1**	0	0	1	**1**	**2**	**6**
07:45	08:00	3	1	0	**4**	0	4	1	**5**	**9**	0	0	1	**1**	0	0	1	**1**	**2**	**11**
08:00	08:15	3	1	0	**4**	1	1	2	**4**	**8**	0	0	4	**4**	0	0	1	**1**	**5**	**13**
08:15	08:30	11	1	0	**12**	0	1	0	**1**	**13**	1	1	1	**3**	0	0	3	**3**	**6**	**19**
08:30	08:45	1	1	0	**2**	1	1	1	**3**	**5**	1	0	3	**4**	0	1	2	**3**	**7**	**12**
08:45	09:00	8	3	0	**11**	0	2	3	**5**	**16**	2	0	0	**2**	0	0	3	**3**	**5**	**21**
09:00	09:15	3	2	0	**5**	1	8	1	**10**	**15**	0	1	4	**5**	0	0	0	**0**	**5**	**20**
09:15	09:30	3	1	0	**4**	0	3	1	**4**	**8**	1	0	2	**3**	0	0	1	**1**	**4**	**12**
09:30	09:45	3	3	0	**6**	1	5	1	**7**	**13**	2	0	3	**5**	0	0	1	**1**	**6**	**19**
09:45	10:00	2	0	0	**2**	1	1	0	**2**	**4**	0	0	2	**2**	0	1	2	**3**	**5**	**9**
11:30	11:45	1	3	0	**4**	0	2	0	**2**	**6**	2	2	4	**8**	0	0	1	**1**	**9**	**15**
11:45	12:00	5	5	0	**10**	0	8	0	**8**	**18**	0	0	2	**2**	0	0	2	**2**	**4**	**22**
12:00	12:15	8	4	0	**12**	1	2	1	**4**	**16**	1	0	2	**3**	0	1	0	**1**	**4**	**20**
12:15	12:30	5	2	0	**7**	1	4	1	**6**	**13**	1	0	4	**5**	0	0	4	**4**	**9**	**22**
12:30	12:45	0	3	1	**4**	0	5	1	**6**	**10**	1	2	6	**9**	1	3	0	**4**	**13**	**23**
12:45	13:00	4	2	0	**6**	0	6	1	**7**	**13**	1	1	4	**6**	0	0	1	**1**	**7**	**20**
13:15	13:30	5	3	0	**8**	1	4	1	**6**	**14**	0	0	5	**5**	0	2	2	**4**	**9**	**23**
15:00	15:15	5	5	0	**10**	0	2	1	**3**	**13**	1	1	3	**5**	0	0	0	**0**	**5**	**18**
15:15	15:30	7	1	0	**8**	0	7	0	**7**	**15**	0	0	5	**5**	0	0	3	**3**	**8**	**23**
15:30	15:45	1	1	0	**2**	0	3	0	**3**	**5**	0	0	8	**8**	1	0	0	**1**	**9**	**14**
15:45	16:00	2	3	0	**5**	0	3	0	**3**	**8**	1	1	4	**6**	0	0	2	**2**	**8**	**16**
16:00	16:15	2	0	0	**2**	1	3	0	**4**	**6**	0	2	1	**3**	0	0	1	**1**	**4**	**10**
16:15	16:30	2	1	0	**3**	0	3	1	**4**	**7**	0	1	2	**3**	0	0	1	**1**	**4**	**11**
16:45	17:00	2	0	0	**2**	0	3	1	**4**	**6**	0	0	3	**3**	0	0	0	**0**	**3**	**9**
17:00	17:15	0	1	0	**1**	1	2	0	**3**	**4**	0	0	0	**0**	0	0	2	**2**	**2**	**6**
17:15	17:30	1	1	0	**2**	0	1	1	**2**	**4**	2	0	0	**2**	0	0	1	**1**	**3**	**7**
17:30	17:45	1	1	0	**2**	1	1	0	**2**	**4**	0	1	0	**1**	0	0	1	**1**	**2**	**6**
16:30	16:45	4	0	0	**4**	1	2	0	**3**	**7**	1	1	3	**5**	0	0	1	**1**	**6**	**13**
13:00	13:15	4	4	0	**8**	3	3	0	**6**	**14**	0	1	1	**2**	0	1	0	**1**	**3**	**17**
Total:	None	109	61	1	**171**	17	101	22	**140**	**311**	18	17	87	**122**	2	11	41	**54**	**176**	**487**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

TERRY FOX DR @ FERNBANK RD

Survey Date: Wednesday, August 14, 2024 **WO No:** 42149

Start Time: 07:00 **Device:** Miovision

Full Study 15 Minute U-Turn Total

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

APPENDIX D
TRANS Origin-Destination Survey

Kanata - Stittsville

Demographic Characteristics

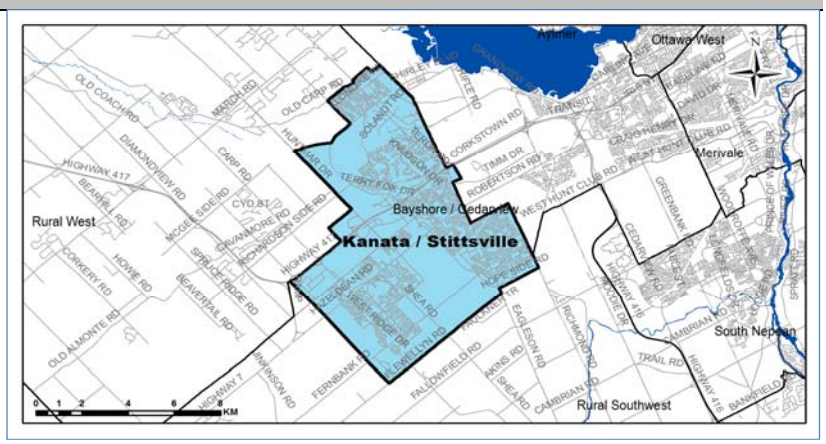
Population	105,210	Actively Travelled	83,460
Employed Population	49,640	Number of Vehicles	64,540
Households	38,010	Area (km^2)	82.6

Occupation

Status (age 5+)	Male	Female	Total
Full Time Employed	24,670	19,590	44,260
Part Time Employed	1,540	3,840	5,380
Student	13,630	13,410	27,040
Retiree	6,480	8,350	14,820
Unemployed	850	940	1,790
Homemaker	160	3,310	3,470
Other	350	1,010	1,360
Total:	47,690	50,440	98,120

Traveller Characteristics	Male	Female	Total
Transit Pass Holders	5,940	6,920	12,860
Licensed Drivers	36,280	36,790	73,070
Telecommuters	200	380	580
Trips made by residents	135,300	143,330	278,630

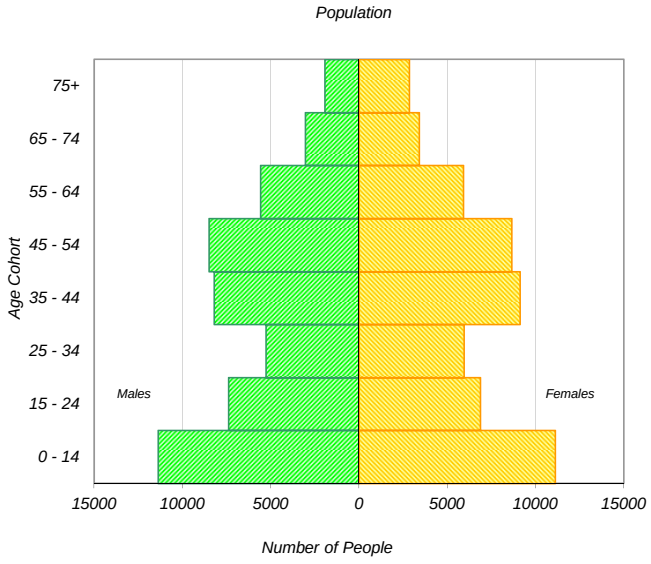
Selected Indicators	
Daily Trips per Person (age 5+)	2.84
Vehicles per Person	0.61
Number of Persons per Household	2.77
Daily Trips per Household	7.33
Vehicles per Household	1.70
Workers per Household	1.31
Population Density (Pop/km2)	1270

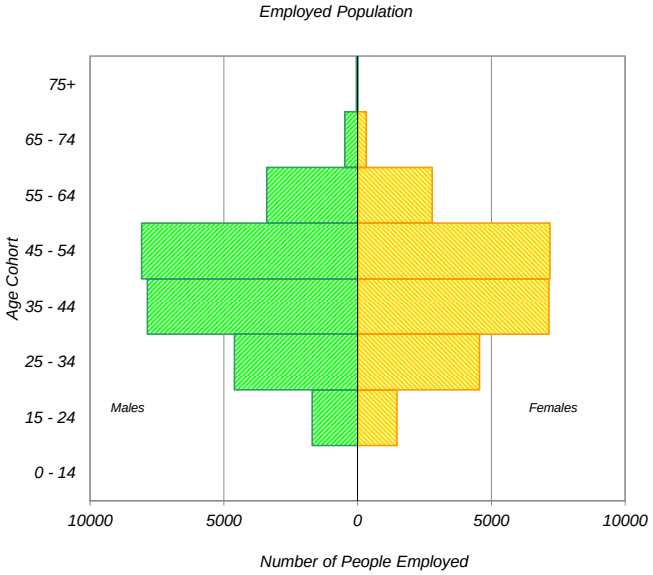


Household Size		
1 person	5,810	15%
2 persons	11,660	31%
3 persons	7,490	20%
4 persons	8,890	23%
5+ persons	4,160	11%
Total:	38,010	100%

Households by Vehicle Availability		
0 vehicles	1,050	3%
1 vehicle	14,090	37%
2 vehicles	19,110	50%
3 vehicles	3,000	8%
4+ vehicles	770	2%
Total:	38,010	100%

Households by Dwelling Type		
Single-detached	21,610	57%
Semi-detached	3,890	10%
Townhouse	10,550	28%
Apartment/Condo	1,960	5%
Total:	38,010	100%



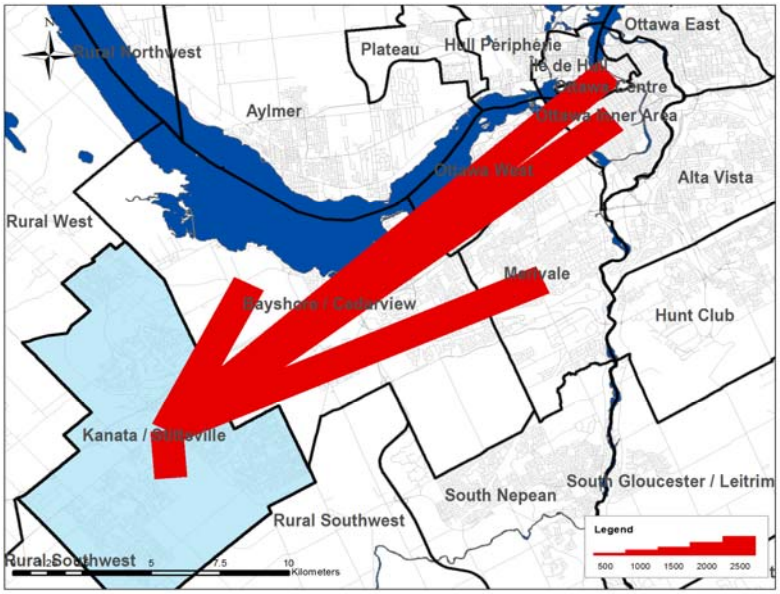


* In 2005 data was only collected for household members aged 11+ therefore these results cannot be compared to the 2011 data.

Travel Patterns

Top Five Destinations of Trips from Kanata - Stittsville

AM Peak Period



Summary of Trips to and from Kanata - Stittsville

AM Peak Period (6:30 - 8:59)	Destinations of Trips From District	% Total	Origins of Trips To District	% Total
Districts				
Ottawa Centre	4,560	8%	140	0%
Ottawa Inner Area	3,350	6%	970	2%
Ottawa East	660	1%	260	1%
Beacon Hill	280	0%	170	0%
Alta Vista	1,810	3%	660	1%
Hunt Club	490	1%	420	1%
Merivale	3,410	6%	1,200	3%
Ottawa West	2,020	4%	840	2%
Bayshore / Cedarview	5,010	9%	2,420	5%
Orléans	290	1%	500	1%
Rural East	100	0%	30	0%
Rural Southeast	50	0%	260	1%
South Gloucester / Leitrim	60	0%	140	0%
South Nepean	690	1%	1,800	4%
Rural Southwest	1,130	2%	1,850	4%
Kanata / Stittsvile	30,360	54%	30,360	66%
Rural West	1,050	2%	3,250	7%
Île de Hull	670	1%	30	0%
Hull Périphérie	160	0%	30	0%
Plateau	100	0%	230	0%
Aylmer	0	0%	190	0%
Rural Northwest	20	0%	60	0%
Pointe Gatineau	20	0%	80	0%
Gatineau Est	0	0%	60	0%
Rural Northeast	30	0%	50	0%
Buckingham / Masson-Angers	30	0%	10	0%
Ontario Sub-Total:	55,320	98%	45,270	98%
Québec Sub-Total:	1,030	2%	740	2%
Total:	56,350	100%	46,010	100%

Trips by Trip Purpose

24 Hours	From District		To District		Within District	
Work or related	27,180	29%	17,020	18%	14,550	9%
School	7,070	7%	2,500	3%	15,110	9%
Shopping	6,070	6%	9,150	10%	22,480	14%
Leisure	8,450	9%	10,590	11%	17,090	11%
Medical	2,520	3%	1,170	1%	2,660	2%
Pick-up / drive passenger	6,570	7%	5,470	6%	15,190	9%
Return Home	33,610	35%	45,620	48%	65,770	41%
Other	3,560	4%	3,590	4%	8,440	5%
Total:	95,030	100%	95,110	100%	161,290	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Work or related	18,030	69%	11,020	70%	7,430	24%
School	4,890	19%	2,280	15%	11,740	39%
Shopping	170	1%	320	2%	760	3%
Leisure	340	1%	400	3%	780	3%
Medical	330	1%	230	1%	350	1%
Pick-up / drive passenger	1,260	5%	580	4%	4,760	16%
Return Home	290	1%	380	2%	1,980	7%
Other	670	3%	430	3%	2,560	8%
Total:	25,980	100%	15,640	100%	30,360	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Work or related	390	2%	350	1%	930	2%
School	370	2%	0	0%	90	0%
Shopping	1,030	5%	1,910	7%	5,100	14%
Leisure	2,140	11%	3,080	11%	4,130	11%
Medical	230	1%	180	1%	400	1%
Pick-up / drive passenger	1,980	10%	1,980	7%	3,410	9%
Return Home	12,130	64%	20,550	71%	21,560	58%
Other	680	4%	860	3%	1,850	5%
Total:	18,950	100%	28,910	100%	37,470	100%

Peak Period (%)	Total:	% of 24 Hours	Within District (%)
24 Hours	351,430		46%
AM Peak Period	71,980	20%	42%
PM Peak Period	85,330	24%	44%

Trips by Primary Travel Mode

24 Hours	From District		To District		Within District	
Auto Driver	63,470	67%	63,830	67%	92,190	57%
Auto Passenger	15,220	16%	14,920	16%	31,880	20%
Transit	12,200	13%	12,270	13%	4,050	3%
Bicycle	360	0%	410	0%	960	1%
Walk	40	0%	50	0%	21,080	13%
Other	3,730	4%	3,660	4%	11,130	7%
Total:	95,020	100%	95,140	100%	161,290	100%

AM Peak (06:30 - 08:59)	From District		To District		Within District	
Auto Driver	15,360	59%	11,530	74%	13,630	45%
Auto Passenger	2,450	9%	1,160	7%	5,050	17%
Transit	6,230	24%	1,290	8%	1,210	4%
Bicycle	30	0%	80	1%	220	1%
Walk	0	0%	40	0%	5,730	19%
Other	1,900	7%	1,560	10%	4,510	15%
Total:	25,970	100%	15,660	100%	30,350	100%

PM Peak (15:30 - 17:59)	From District		To District		Within District	
Auto Driver	13,850	73%	17,660	61%	21,240	57%
Auto Passenger	3,240	17%	4,270	15%	8,570	23%
Transit	1,270	7%	5,980	21%	670	2%
Bicycle	40	0%	100	0%	260	1%
Walk	40	0%	0	0%	4,570	12%
Other	520	3%	910	3%	2,160	6%
Total:	18,960	100%	28,920	100%	37,470	100%

Avg Vehicle Occupancy	From District	To District	Within District
24 Hours	1.24	1.23	1.35
AM Peak Period	1.16	1.10	1.37
PM Peak Period	1.23	1.24	1.40

Transit Modal Split	From District	To District	Within District
24 Hours	13%	13%	3%
AM Peak Period	26%	9%	6%
PM Peak Period	7%	21%	2%

APPENDIX E
Collision Data

Transportation Services - Traffic Services

Collision Details Report - Public Version

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

Location: COPE DR @ TERRY FOX

Traffic Control: Traffic signal **Total Collisions:** 24

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2019-Mar-18, Mon,17:45	Clear	Turning movement	P.D. only	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Apr-19, Fri,09:43	Rain	Turning movement	P.D. only	Wet	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Jun-24, Mon,08:00	Clear	Other	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Debris falling off vehicle	0
					North	Unknown	Unknown	Other	
2019-Jul-12, Fri,13:54	Clear	SMV other	Non-fatal injury	Dry	West	Turning left	Automobile, station wagon	Ditch	0
2019-Dec-23, Mon,18:57	Clear	Sideswipe	Non-fatal injury	Wet	South	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2020-Feb-14, Fri,07:42	Clear	Turning movement	P.D. only	Dry	South	Turning left	Pick-up truck	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2020-Jul-18, Sat,23:15	Clear	Turning movement	Non-fatal injury	Dry	South	Turning left	Pick-up truck	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2020-Aug-15, Sat,19:04	Clear	Angle	Non-fatal injury	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Turning left	Passenger van	Other motor vehicle	
2020-Dec-07, Mon,09:30	Clear	Rear end	P.D. only	Dry	West	Unknown	Unknown	Other motor vehicle	0
					West	Turning right	Pick-up truck	Other motor vehicle	
2020-Dec-12, Sat,18:31	Rain	Turning movement	P.D. only	Wet	North	Turning left	Pick-up truck	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
					East	Stopped	Pick-up truck	Other motor vehicle	
2020-Dec-17, Thu,14:50	Clear	Rear end	P.D. only	Dry	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					West	Turning right	Pick-up truck	Other motor vehicle	

Transportation Services - Traffic Services

Collision Details Report - Public Version

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

Location: COPE DR @ TERRY FOX

Traffic Control: Traffic signal **Total Collisions:** 24

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2021-Apr-16, Fri,12:36	Clear	Rear end	Non-fatal injury	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2021-Jul-06, Tue,15:07	Clear	Turning movement	Non-fatal injury	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2021-Aug-31, Tue,11:43	Clear	SMV other	Non-fatal injury	Dry	East	Turning right	Pick-up truck	Pedestrian	1
2021-Dec-01, Wed,08:57	Snow	Turning movement	P.D. only	Wet	South	Turning left	Delivery van	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2021-Dec-04, Sat,10:30	Snow	Turning movement	P.D. only	Loose snow	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2022-Jan-24, Mon,08:50	Clear	Rear end	P.D. only	Dry	North	Going ahead	Delivery van	Other motor vehicle	0
					North	Stopped	Passenger van	Other motor vehicle	
2022-Apr-16, Sat,12:28	Clear	Turning movement	Non-fatal injury	Dry	South	Turning left	Pick-up truck	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2022-Dec-15, Thu,09:30	Clear	Rear end	P.D. only	Wet	West	Stopped	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-Feb-03, Sat,17:50	Clear	Angle	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-Jun-02, Sun,13:18	Clear	Turning movement	Non-fatal injury	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-Jul-22, Mon,15:32	Clear	Turning movement	P.D. only	Dry	East	Turning left	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2024-Sep-22, Sun,00:07	Clear	Angle	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	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: COPE DR @ TERRY FOX

Traffic Control: Traffic signal **Total Collisions:** 24

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2024-Dec-30, Mon,17:54	Rain	Turning movement	Non-fatal injury	Wet	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	

Location: FERNBANK RD @ ROUNCEY RD

Traffic Control: Stop sign **Total Collisions:** 1

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2024-May-31, Fri,22:47	Clear	Sideswipe	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	

Location: FERNBANK RD @ SMART CENTRE SC/235 W OF TERRY FOX DR

Traffic Control: Traffic signal **Total Collisions:** 7

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2019-Feb-02, Sat,19:06	Snow	Rear end	P.D. only	Loose snow	East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Oct-26, Sat,10:24	Clear	Turning movement	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Turning left	Automobile, station wagon	Other motor vehicle	
2019-Dec-17, Tue,10:20	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	
2022-Jun-10, Fri,09:08	Clear	SMV other	P.D. only	Dry	South	Turning left	Pick-up truck	Curb	0
2022-Jul-25, Mon,18:48	Clear	Sideswipe	P.D. only	Dry	West	Changing lanes	Passenger van	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2022-Aug-17, Wed,18:02	Rain	Rear end	P.D. only	Wet	West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2024-Feb-19, Mon,13:45	Clear	Turning movement	P.D. only	Dry	West	Turning left	Automobile, station wagon	Other motor vehicle	0
					West	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: TERRY FOX DR @ FERNBANK RD

Traffic Control: Traffic signal **Total Collisions:** 48

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2019-Jan-19, Sat,23:25	Snow	Rear end	P.D. only	Ice	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Jan-22, Tue,15:10	Clear	Rear end	P.D. only	Packed snow	East	Turning right	Automobile, station wagon	Other motor vehicle	0
					East	Turning right	Pick-up truck	Other motor vehicle	
2019-Mar-07, Thu,13:26	Clear	Angle	Non-fatal injury	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Jun-10, Mon,17:35	Rain	Sideswipe	P.D. only	Wet	East	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					East	Turning left	Automobile, station wagon	Other motor vehicle	
2019-Jun-12, Wed,18:52	Clear	Turning movement	P.D. only	Dry	North	Turning left	Pick-up truck	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Jun-18, Tue,13:28	Clear	Angle	Non-fatal injury	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Oct-03, Thu,20:44	Rain	Turning movement	P.D. only	Wet	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Oct-11, Fri,14:38	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Dec-11, Wed,12:43	Clear	Rear end	P.D. only	Dry	West	Stopped	Passenger van	Other motor vehicle	0
					West	Turning right	Municipal transit bus	Other motor vehicle	
2020-Jan-21, Tue,08:07	Clear	Angle	P.D. only	Wet	South	Going ahead	Unknown	Other motor vehicle	0
					East	Turning left	Automobile, station wagon	Other motor vehicle	
2020-Feb-07, Fri,08:41	Snow	Turning movement	Non-fatal injury	Packed snow	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	

Transportation Services - Traffic Services

Collision Details Report - Public Version

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

Location: TERRY FOX DR @ FERNBANK RD

Traffic Control: Traffic signal **Total Collisions:** 48

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2020-Mar-19, Thu,12:43	Clear	Angle	P.D. only	Dry	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2020-Aug-21, Fri,18:35	Clear	Rear end	Non-fatal injury	Dry	East	Slowing or stopping	Pick-up truck	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2020-Dec-01, Tue,16:09	Rain	Turning movement	Non-fatal injury	Wet	South	Turning left	Passenger van	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2021-Feb-02, Tue,11:50	Clear	Rear end	P.D. only	Dry	East	Turning right	Pick-up truck	Other motor vehicle	0
					East	Turning right	Automobile, station wagon	Other motor vehicle	
2021-Feb-16, Tue,10:14	Snow	Approaching	P.D. only	Loose snow	North	Going ahead	Pick-up truck	Other motor vehicle	0
					South	Going ahead	Pick-up truck	Other motor vehicle	
2021-Apr-09, Fri,13:42	Clear	Angle	Non-fatal injury	Dry	North	Going ahead	Pick-up truck	Other motor vehicle	0
					West	Turning right	Automobile, station wagon	Other motor vehicle	
2021-Apr-22, Thu,07:21	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	
2021-Apr-30, Fri,22:51	Snow	Turning movement	Non-fatal injury	Wet	South	Turning left	Pick-up truck	Other motor vehicle	0
					North	Going ahead	Pick-up truck	Other motor vehicle	
2021-Jun-24, Thu,12:20	Clear	Rear end	P.D. only	Dry	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					West	Turning right	Pick-up truck	Other motor vehicle	
2021-Jul-02, Fri,17:00	Clear	Angle	P.D. only	Dry	East	Turning right	Passenger van	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2021-Aug-11, Wed,13:35	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	
2021-Aug-31, Tue,17:00	Clear	Turning movement	P.D. only	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Pick-up truck	Other motor vehicle	

Transportation Services - Traffic Services

Collision Details Report - Public Version

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

Location: TERRY FOX DR @ FERNBANK RD

Traffic Control: Traffic signal **Total Collisions:** 48

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2021-Sep-18, Sat,14:45	Clear	Rear end	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2021-Sep-26, Sun,14:06	Clear	Turning movement	Non-fatal injury	Dry	North	Turning left	Pick-up truck	Other motor vehicle	0
					South	Going ahead	Pick-up truck	Other motor vehicle	
2021-Nov-16, Tue,19:40	Clear	Rear end	P.D. only	Dry	West	Turning right	Pick-up truck	Other motor vehicle	0
					West	Turning right	Pick-up truck	Other motor vehicle	
2022-Feb-18, Fri,10:08	Snow	SMV other	P.D. only	Slush	South	Slowing or stopping	Automobile, station wagon	Skidding/sliding	0
2022-Mar-11, Fri,16:45	Snow	Sideswipe	P.D. only	Wet	East	Going ahead	Pick-up truck	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2022-Mar-15, Tue,14:00	Clear	Rear end	P.D. only	Dry	North	Going ahead	Pick-up truck	Other motor vehicle	0
					North	Stopped	Passenger van	Other motor vehicle	
2022-Jun-20, Mon,17:17	Clear	Rear end	Non-fatal injury	Dry	East	Stopped	Automobile, station wagon	Other motor vehicle	0
					East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2022-Jun-21, Tue,13:30	Rain	Angle	P.D. only	Wet	East	Turning right	Passenger van	Other motor vehicle	0
					North	Stopped	Pick-up truck	Other motor vehicle	
2022-Aug-01, Mon,17:03	Clear	Angle	Non-fatal injury	Dry	East	Turning right	Passenger van	Cyclist	0
					South	Going ahead	Bicycle	Other motor vehicle	
2022-Nov-06, Sun,13:15	Clear	Rear end	Non-reportable	Dry	East	Stopped	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2022-Nov-17, Thu,16:00	Clear	Turning movement	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Turning left	Automobile, station wagon	Other motor vehicle	
2022-Nov-28, Mon,17:35	Clear	Rear end	P.D. only	Dry	South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					South	Slowing or stopping	Pick-up truck	Other motor vehicle	

Transportation Services - Traffic Services

Collision Details Report - Public Version

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

Location: TERRY FOX DR @ FERNBANK RD

Traffic Control: Traffic signal **Total Collisions:** 48

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2022-Dec-17, Sat,20:10	Clear	Turning movement	P.D. only	Dry	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2023-Dec-21, Thu,08:45	Clear	Angle	Non-fatal injury	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
					East	Turning right	Automobile, station wagon	Other motor vehicle	
2024-Jan-30, Tue,21:30	Clear	Approaching	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-May-02, Thu,16:55	Clear	Angle	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Delivery van	Other motor vehicle	
2024-May-13, Mon,15:00	Clear	Turning movement	P.D. only	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-May-19, Sun,17:50	Clear	Turning movement	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Turning left	Automobile, station wagon	Other motor vehicle	
2024-May-26, Sun,12:40	Clear	Turning movement	P.D. only	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-Jun-01, Sat,18:45	Clear	Angle	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-Jun-20, Thu,11:45	Clear	Turning movement	P.D. only	Dry	North	Turning left	Unknown	Other motor vehicle	0
					West	Turning left	Passenger van	Other motor vehicle	
2024-Jun-26, Wed,21:10	Rain	Angle	P.D. only	Wet	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-Jul-11, Thu,12:00	Rain	Angle	Non-fatal injury	Wet	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	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: TERRY FOX DR @ FERNBANK RD

Traffic Control: Traffic signal **Total Collisions:** 48

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2024-Aug-09, Fri,13:53	Rain	Rear end	P.D. only	Wet	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2024-Aug-19, Mon,21:30	Clear	Turning movement	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Turning left	Automobile, station wagon	Other motor vehicle	

Transportation Services - Traffic Services

Collision Details Report - Public Version

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

Location: COPE DR @ ROUNCEY RD

Traffic Control: Roundabout **Total Collisions:** 1

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2021-Sep-30, Thu,07:45	Clear	Angle	P.D. only	Dry	North	Merging	Delivery van	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	