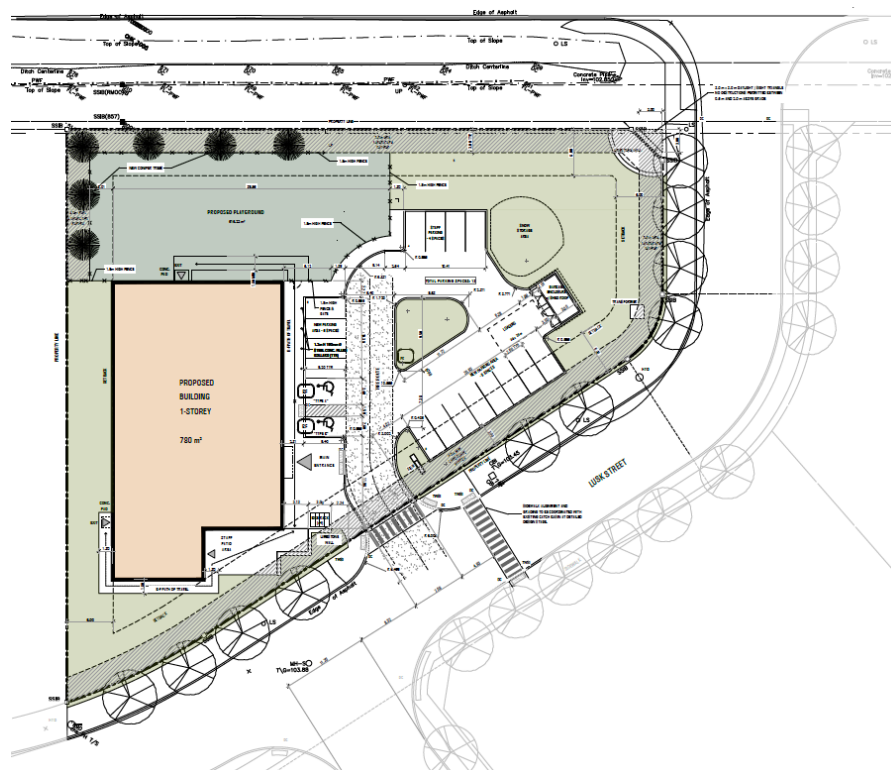


Part 2 – Scoping & Forecasting

Date:
May 25, 2026

Project/File:
163601799



Revision Record

Revision	Description	Author	Date	Quality Check	Date	Independent Review	Date

Disclaimer

The conclusions in the Report titled 100 Lusk Street – Transportation Impact Assessment are Stantec’s professional opinion, as of the time of the Report, and concerning the scope described in the Report. The opinions in the document are based on conditions and information existing at the time the scope of work was conducted and do not take into account any subsequent changes. The Report relates solely to the specific project for which Stantec was retained and the stated purpose for which the Report was prepared. The Report is not to be used or relied on for any variation or extension of the project, or for any other project or purpose, and any unauthorized use or reliance is at the recipient’s own risk.

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Prepared by:

Signature

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1 Screening

1.1 Summary of Development

Municipal Address		100 Lusk Street, Ottawa, ON K2J 6S5
Description of Location	The proposed development is located at the southwest side of the O'Keefe Court–Lusk Street intersection and east of Highway 416 in Ottawa. It is located approximately 300 metres northwest of the Fallowfield Road and Strandherd Drive intersection. It sits within an urban boundary, designated as Mixed Industrial Zone (IM5[2265] H(12)) and enjoys strong access to major arterial routes. The surrounding area features a blend of residential communities and industrial areas. The proposed development will not rely on access from any boundary street designated within the City's Transit Priority network or Rapid Transit network. In addition, the subject property is not located within a Design Priority Area or a Transit-Oriented Development zone.	
Land Use Classification	The property is zoned Mixed Industrial under designation IM5[2265]H(12), which corresponds to the Mixed Industrial Zone.	
Development Size (units)	The proposed development consists of a one-storey, 780 m ² child care facility accommodating nine program rooms. The site plan provides 18 on-site parking spaces, including 16 standard spaces and 2 accessible spaces, along with 4 bicycle parking spaces.	
Development Size (m ²)	The proposed development comprises a one-storey child care facility with a gross floor area of 780 m ² , situated on a 3,986.3 m ² lot. A 3.5 m × 7.0 m loading area. The plan incorporates 3 m landscaped buffers, defined yards ranging from 3 m to 6 m, a designated playground, snow-storage area, and additional outdoor program spaces, achieving a lot coverage of 19.57%.	
Number of Accesses and Locations	The sole access point connects directly to Lusk Street and serves all on-site functions, including parking areas; loading space; and, internal circulation. All vehicle movements, including drop-off, staff access, loading operations, and fire-route circulation, occur through this single access location.	
Phase of Development	Single Phase	
Buildout Year	2027	

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

1.2 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.

Land Use Type	Min. Dev. Size (60 Trips)	Triggered
Single-Detached	60 units	✗
Multi-Use Family (Low-Rise)	90 units	✗
Multi-Use Family (High-Rise)	150 units	✗



100 Lusk Street - Traffic Impact Assessment Screening

Land Use Type	Min. Dev. Size (60 Trips)	Triggered
Office	1,400 m ²	✗
Industrial (Lab)	7,000 m ²	✗
Fast-food restaurant or coffee shop	110 m ²	✗
Destination retail	1,800 m ²	✗
Gas station or convenience market	90 m ²	✗

** If the development has a land use type other than what is presented in the table above, estimates of person-trip generation may be made based on average trip generation characteristics represented in the current edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual.*

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

Based on the information provided for the proposed development, the minimum development size required to trigger a formal Transportation Impact Assessment was not met. However, for further review and to apply a conservative methodology, the ITE Trip Generation Manual, 12th Edition, was used to estimate the trip generation associated with the proposed development.

Given that the proposed land use is a Day Care Center, the Institutional land use category – Day Care Center (ITE Land Use Code 565) was selected for the trip generation analysis. Due to the operational characteristics of a day care facility, trip activity is primarily concentrated in the morning drop-off period and the afternoon pick-up period. Parents or guardians are required to drop off and pick up children, and given the nature of the land use, opportunities for walking or the use of public transportation are considered limited.

Trip generation was evaluated for the Weekday AM Peak Hour, and Weekday PM Peak Hour. During the Weekday AM Peak Hour, the development is expected to generate an average of 91 total trips, consisting of 48 inbound trips and 43 outbound trips, representing approximately 53% entering and 47% exiting traffic.

During the Weekday PM Peak Hour, the development is expected to generate an average of 90 total trips, including 42 inbound trips and 48 outbound trips, corresponding to 47% entering and 53% exiting traffic.

Based on the trip generation estimates obtained from the ITE Trip Generation Manual, the proposed development is expected to generate a number of trips that exceeds the City's TIA trip generation thresholds and therefore requires review in accordance with the City's TIA Guidelines (Screening and Scoping).



1.3 Location Triggers

	Yes	No
Does the development propose a new driveway to a boundary street that is designated as part of the City's Transit Priority, Rapid Transit or Cross-Town Bikeway Networks?		x
Is the development in a Design Priority Area (DPA), Transit-oriented Development (TOD) zone, or Protected Major Transit Station Area (PMTSA)? *		x

*DPA and TOD are identified in the City of Ottawa Official Plan (DPA in Section 2.5.1 and Schedules A and B; TOD in Annex 6). See Chapter 4 for a list of City of Ottawa Planning and Engineering documents that support the completion of TIA). PMTSAs are identified in Schedule C1 – Protected Major Transit Station Areas (PMTSA).

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

1.4 Safety Triggers

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

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



1.5 Summary

	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).



2 Scoping

2.1 Existing and Planned Conditions

2.1.1 Proposed Development

This Transportation Impact Assessment (TIA) has been prepared in support of the site plan application for a proposed one-storey, child care facility at 100 Lusk Street (referred to as the “subject site” or “proposed development”) in Ottawa, Ontario. The subject site is generally located in the northwestern part of the Barrhaven community, near the Highway 416 interchange at Fallowfield Road. It is on Lusk Street which is classified as a local roadway. The site location is shown in **Figure 1**. Error! Reference source not found.

In the Official Plan, the subject site is within the Schedule B6 – Suburban (Southwest) Transect and designated as Mixed Industrial. It is zoned as Mixed Industrial Zone IM[2265] H(12) under Zoning By-law 2026-50, where the purpose of this zone is to:

- Accommodate mixed light industrial uses in a business park setting, in accordance with the Mixed Industrial designation of the Official Plan,
- Allow a variety of limited service and retail uses that serve employees and nearby residents, and
- Provide development standards to ensure industrial uses do not impact adjacent non-industrial areas.

Surrounding land uses include industrial, recreational, open space, and residential zones.

The site is currently vacant. The proposed development is a one-storey, 780 m² child care facility accommodating nine program rooms. The site plan provides 18 surface parking spaces, including 16 standard spaces and 2 accessible spaces, along with 4 bicycle parking spaces. The site plan incorporates landscaped buffers, a designated playground, and snow-storage area. Development is anticipated to occur in a single phase in the buildout year 2027.

The proposed development includes one vehicular driveway access on Lusk Street approximately 20m east of Forager Street, assumed to be full movement. A sidewalk along the frontage of the site is proposed with zebra crosswalks over the driveway and crossing Lusk Street on the east side of the driveway, approximately 25m east of Forager Street. The site plan is shown in **Figure 2**.





Figure 1 – Site Location

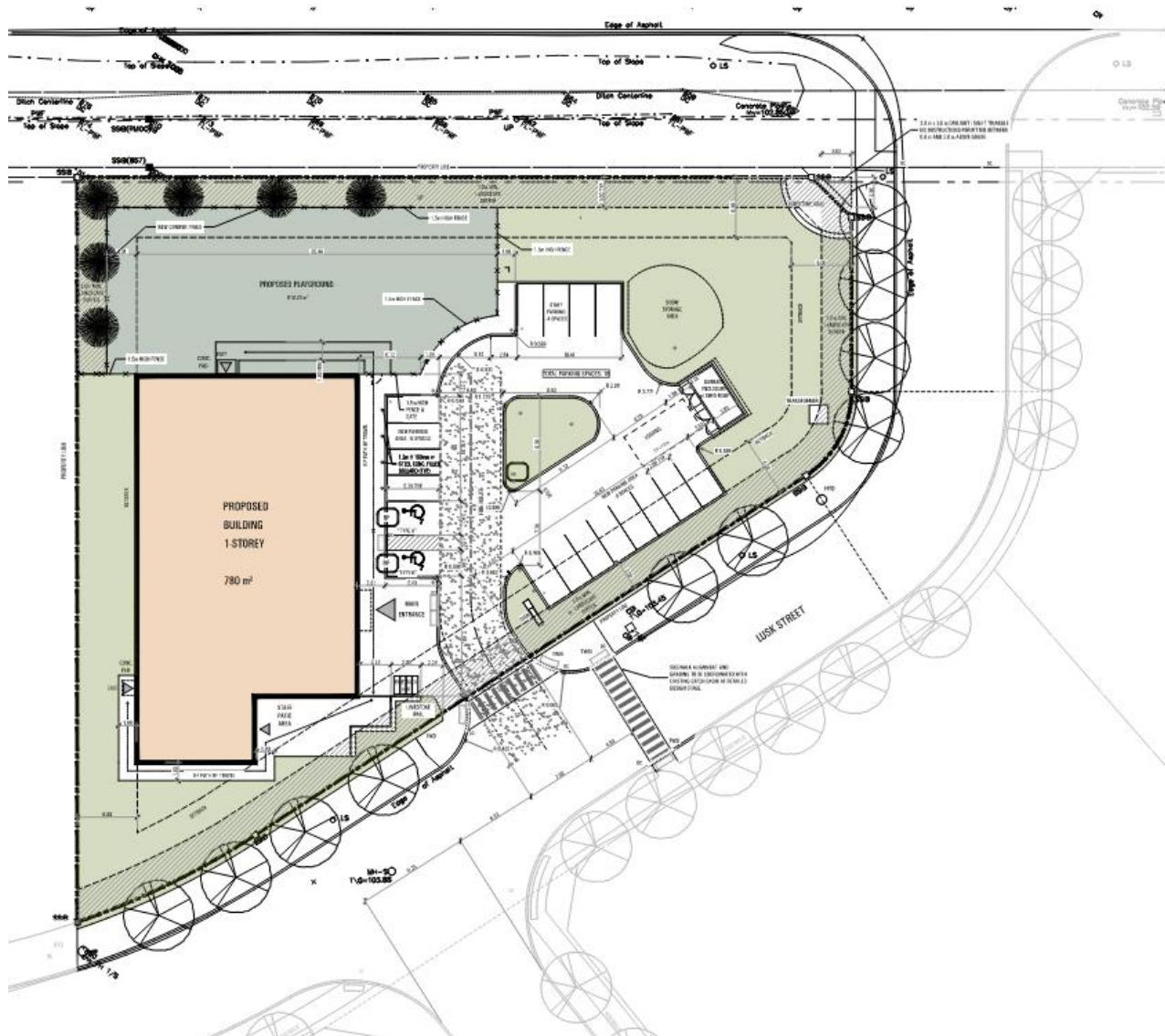


Figure 2 – 100 Lusk Street Site Plan

2.1.2 Existing Conditions

2.1.2.1 Roadways

Figure 3 shows the roadways and intersections in the study area. They are also summarized below.



Figure 3 – Existing Road Network

Lusk Street is a municipal 2-lane local roadway. It meets O'Keefe Court to the north and terminates as a cul-de-sac to the south. The lands along Lusk Street are largely undeveloped except for the Hampton Inn & Suites at the cul-de-sac. In the absence of a posted speed limit, a speed limit of 50km/h is assumed.

Forager Street is a municipal 2-lane local roadway. It provides a connection between Lusk Street and Fallowfield Road. In the absence of a posted speed limit, a speed limit of 50km/h is assumed.

O'Keefe Court is a municipal 2-lane local roadway. It intersects with Fallowfield Road to the east and terminates as a cul-de-sac to the west. It provides access to Lytle Park to the west and the associated

baseball diamonds and soccer fields. In the absence of a posted speed limit, a speed limit of 50 km/h is assumed.

Cobble Hill Drive is a municipal 2-lane local roadway that provides access to the residential neighbourhood east of Fallowfield Road. In the absence of a posted speed limit, a speed limit of 50 km/h is assumed.

Foxtail Ave is a municipal 2-lane local roadway. It intersects with O'Keefe Court to the south and provides access to residences north of O'Keefe Court. In the absence of a posted speed limit, a speed limit of 50 km/h is assumed.

Fallowfield Road is a municipal arterial roadway. It makes up the west and north legs of the Fallowfield & Strandherd intersection. West of Fallowfield & Strandherd, it provides access to the Highway 416 ramps and has a 4-lane cross-section with a posted speed limit of 80km/h. North of Fallowfield & Strandherd, it has a 3-lane cross-section and drops to a 2-lane cross-section north of Forager Street, with a posted speed limit of 60km/h. Broadly, it provides east-west access through the northern part of the Barrhaven community.

Strandherd Drive is a municipal arterial roadway and is the east leg of the Fallowfield & Strandherd intersection. It is an east-west roadway through the central part of the Barrhaven community. It has a 4-lane cross-section and a posted speed limit of 80km/h.

Citigate Drive is a municipal 2-lane major collector roadway that makes up the south leg of the Fallowfield & Strandherd intersection and provides access to offices, an Amazon Fulfillment Centre, and a Costco shopping plaza. In the absence of a posted speed limit, a speed limit of 50 km/h is assumed.

Cedarview Road is a municipal 2-lane roadway, classified as an arterial north of Fallowfield & Cedarview posted at 60km/h and a major collector south of Fallowfield & Cedarview posted at 40km/h.



2.1.2.2 Intersections

Figure 4 shows the lane configurations and intersection controls in the study area. They are also summarized below.

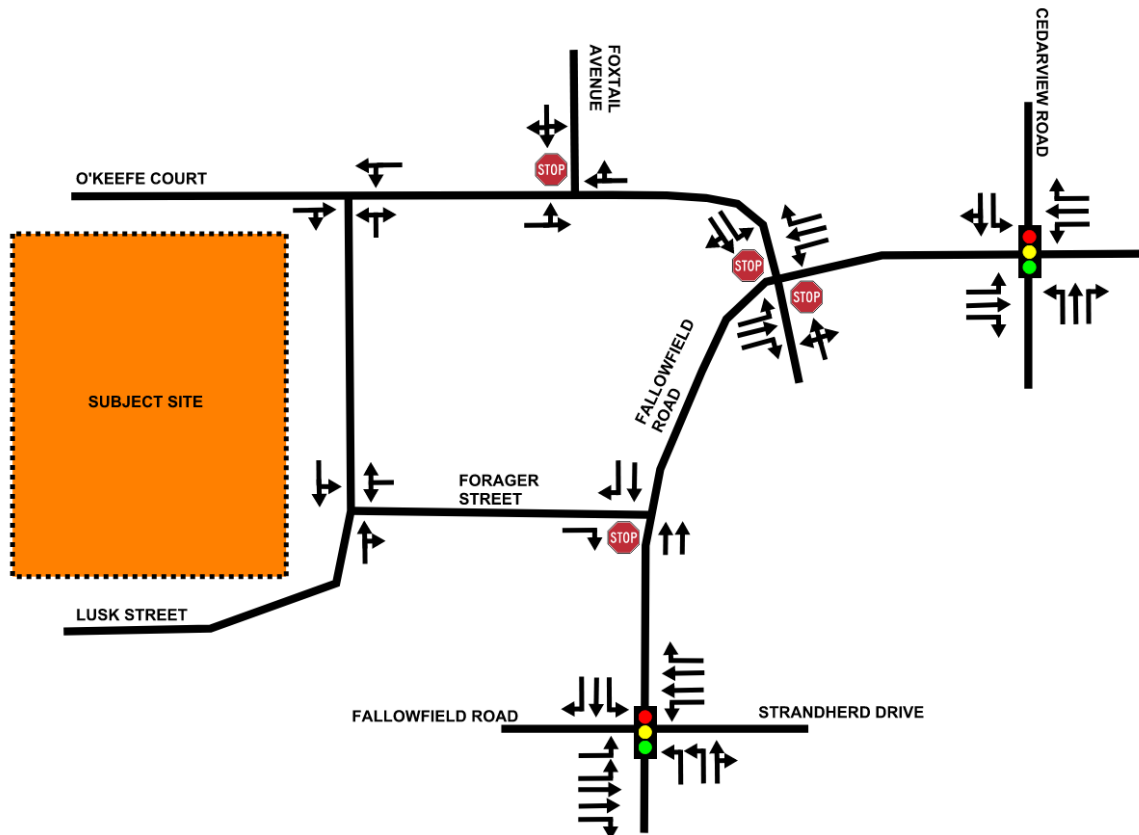


Figure 4 – Existing Lane Configurations and Intersection Controls

Fallowfield & Strandherd is a signalized, 4-leg, full movement intersection. In addition to the shown lane configurations, there is a standard right turn channel for the southbound right turn, and unidirectional crossrides on the north and south legs. Signage indicates that westbound and eastbound right turning vehicles must yield to cyclists on the crossside. There is also an eastbound two-stage bike box. All pedestrian crossings are standard transverse markings. There are sidewalks and cycle tracks on the south side of the west and east legs, the north side of the east leg, only sidewalks on the west side of the south leg, and an asphalt pathway on the east side of the south leg. The north leg has paved shoulders on both sides, with no sidewalks. The lack of sidewalks between this intersection and the multi-use pathway (MUP) further north on Fallowfield Road is noted as a big gap in the active transportation network for this area.



Fallowfield & Forager is an unsignalized 3-leg intersection. It is stop-controlled on Forager Street. In addition to the shown lane configuration, it is a right-in-right-out only operations enforced by a concrete diverter island. There is an auxiliary southbound right turn lane. A MUP is on the west side of Fallowfield Road with a mixed crossing (pedestrians and cyclists together). There is a sidewalk on the north side of Forager Street and paved shoulders on the east side of Fallowfield Road.

Lusk & Forager is an unsignalized, 3-leg, full movement intersection. There are no intersection control signs and assumed to be all-way yield conditions. Sidewalks are on the east side of Lusk Street and north side of Forager Street.

Lusk & O’Keefe is an unsignalized, 3-leg, full movement intersection. There are no intersection control signs and assumed to be one-way yield on Lusk Street. Sidewalks are on the east side of Lusk Street and a MUP on the north side of O’Keefe Court. There are depressed curbs and tactile walking surface indicators on the west leg.

O’Keefe & Foxtail is an unsignalized, 3-leg, full movement intersection. It is stop-controlled on Foxtail Avenue. There are no active transportation facilities at the intersection, however there is a MUP that crosses Foxtail just north of the intersection.

Fallowfield & O-Keefe/Cobble Hill is an unsignalized, 4-leg, full movement intersection. It is stop-controlled on O’Keefe Court and Cobble Hill Drive. There are auxiliary turn lanes for the southbound left and right, northbound left and right, and eastbound left movements. There is a MUP on the west side of Fallowfield Road, south of the intersection. On the west leg, there is a standard transverse pedestrian crossing. Paved shoulders are on both sides of Fallowfield Road north of the intersection. Cobble Hill Drive has sidewalks on both sides.

Fallowfield & Cedarview is a signalized, 4-leg, full movement intersection. There are paved shoulders on the west, north, and east legs of the intersection. A multi-use pathway is on the north side of Fallowfield Road on the west leg, and east side of Cedarview Road on the south leg. All pedestrian crossings are standard transverse markings.

2.1.2.3 Driveways

Within 200m of the proposed site driveway, there are two full movement driveways for the hotel at 125 Lusk Street (Hampton Inn & Suites) located approximately 85m and 120m west of the proposed development’s driveway.

2.1.2.4 Active Transportation Network

Figure 5 shows the existing active transportation network in the study area.





Figure 5 – Existing Active Transportation Network (Source: GeoOttawa)

Within the study area, there is a MUP that wraps around Lytle Park and runs east-west along Fallowfield Road. The MUP continues north-south on Cedarview Road. Approximately 200m of MUP is also provided on the west side of Fallowfield Road between O’Keefe Court and Forager Street.

Sidewalks are provided on one side of Lusk Street and Forager Street, and on both sides of Cobble Hill Drive. Sidewalks outside of the study roadways described in **Section 2.1.2.1** are not shown in the figure.

In terms of cycling facilities, there are unidirectional cycle tracks on both sides of Strandherd Drive, with the eastbound cycle tracks developing slightly west of Fallowfield & Strandherd. Paved shoulders are on Fallowfield Drive from Fallowfield & Strandherd to continuing beyond Fallowfield & Cedarview, and on Cedarview Road north of Fallowfield Drive.

2.1.2.5 Transit Network

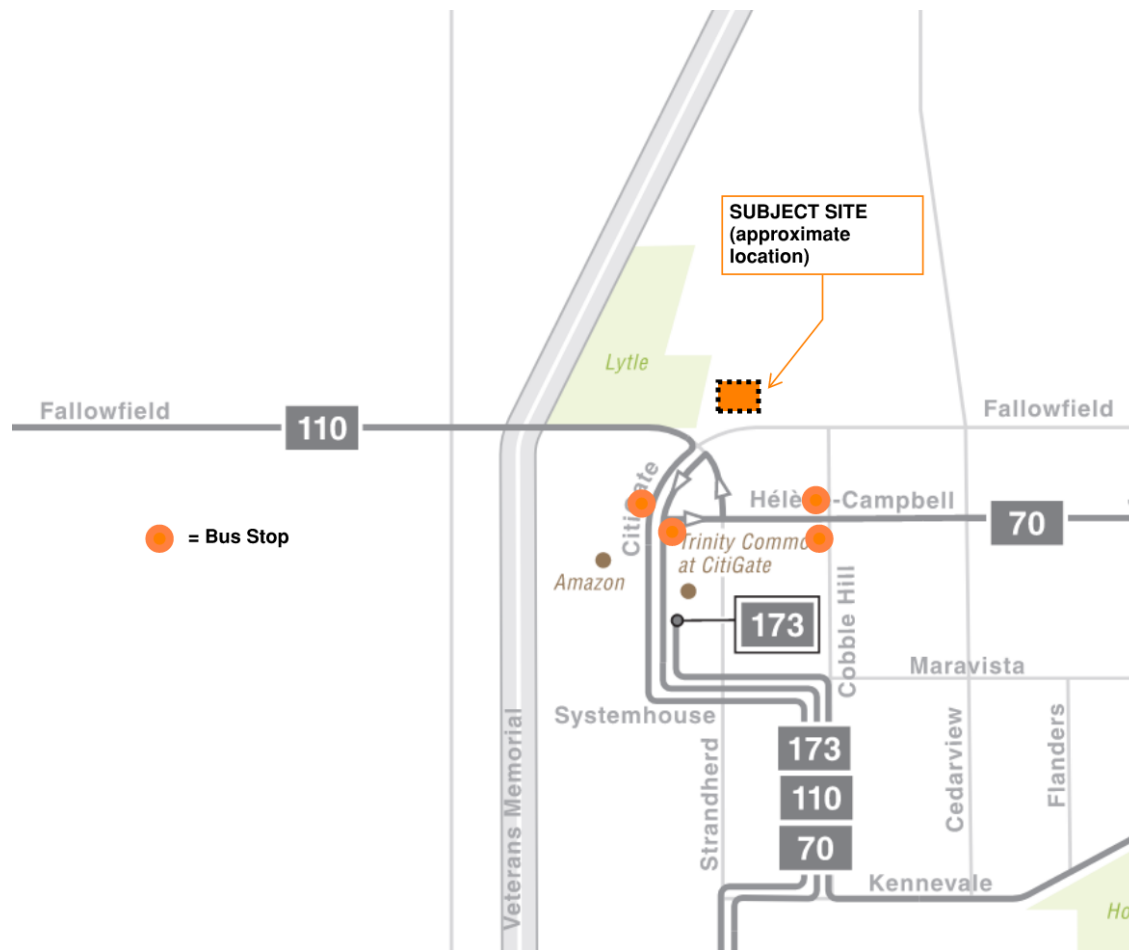


Figure 6 – Existing Transit Network (Source: OC Transpo)

Figure 6 shows the existing transit network in the study area. There is currently no transit service at the subject site. The closest routes are Local Route 110 and Local Route 70 (excluding school routes):

- Route 110 (Innovation <-> Limebank): Generally operating with a 30-minute headway on weekdays. There are only two trips per peak period, per direction on weekends. The route provides a connection between Kanata and Riverside South/Barrhaven.
- Route 70 (Limebank <-> Fallowfield): Generally operating with a 15-minute headway in peak periods on weekdays, and 30-minute headways off-peak on weekdays and on weekends. The route traverses through Riverside South and Barrhaven north of the Jock River.

The closest bus stops (excluding school stops) are #4710 and #4711 in front of the Amazon warehouse on CitiGate Drive which is approximately a 550m walking distance from the subject site, and #0910 and #0911 at Cobble Hill & Hélène Campbell which is approximately a 600m walking distance from the subject site.

2.1.2.6 Area Traffic Management Measures

As shown in **Figure 7**, there are yield shark's teeth pavement markings for southbound right approach at Fallowfield & Forager before the mixed MUP crossing, as well as a concrete traffic diverter enforcing right-in-right-out only at the intersection.



Figure 7 – On Forager Street, looking east

2.1.2.7 Existing Volumes

Intersection turning movements counts (TMC) and signal timing plans (STP) for the study area intersections were received from the City of Ottawa. The counts were conducted pre-COVID and post-COVID with specific dates provided in **Table 1. Appendix A** and **Appendix B** includes the full TMC and STP data.

Table 1 – Turning Movement Count Dates

Intersection	Date
Fallowfield & Strandherd	August 14, 2024
Fallowfield & Cobble Hill/O'Keefe	June 7, 2023
Fallowfield & Cedarview	January 7, 2020

In calibrating the data to the existing conditions year of 2026, volumes balancing was conducted where appropriate and a 1% background growth rate was applied to the Fallowfield Road and Strandherd Drive corridors to account for general growth.

In place of TMCs for the intersections of O'Keefe & Foxtail, O'Keefe & Lusk, Lusk & Forager, and Fallowfield & Forager, the ITE Trip Generation Manual 12th Edition was referenced to determine the share of vehicle trips destined to and from the residential neighbourhood north of O'Keefe Court (ITE 210 Single-Family Detached Housing), to Lytle Park at the western end of O'Keefe Court (ITE 411 Public Park), and to the existing Hampton Inn & Suites hotel at the southern end of Lusk Street (ITE 310 Hotel). Volumes to and



from these uses as captured in the existing count data were distributed to turning movements at these intersections accordingly.

Figure 8 shows existing 2026 traffic volumes in the study area.

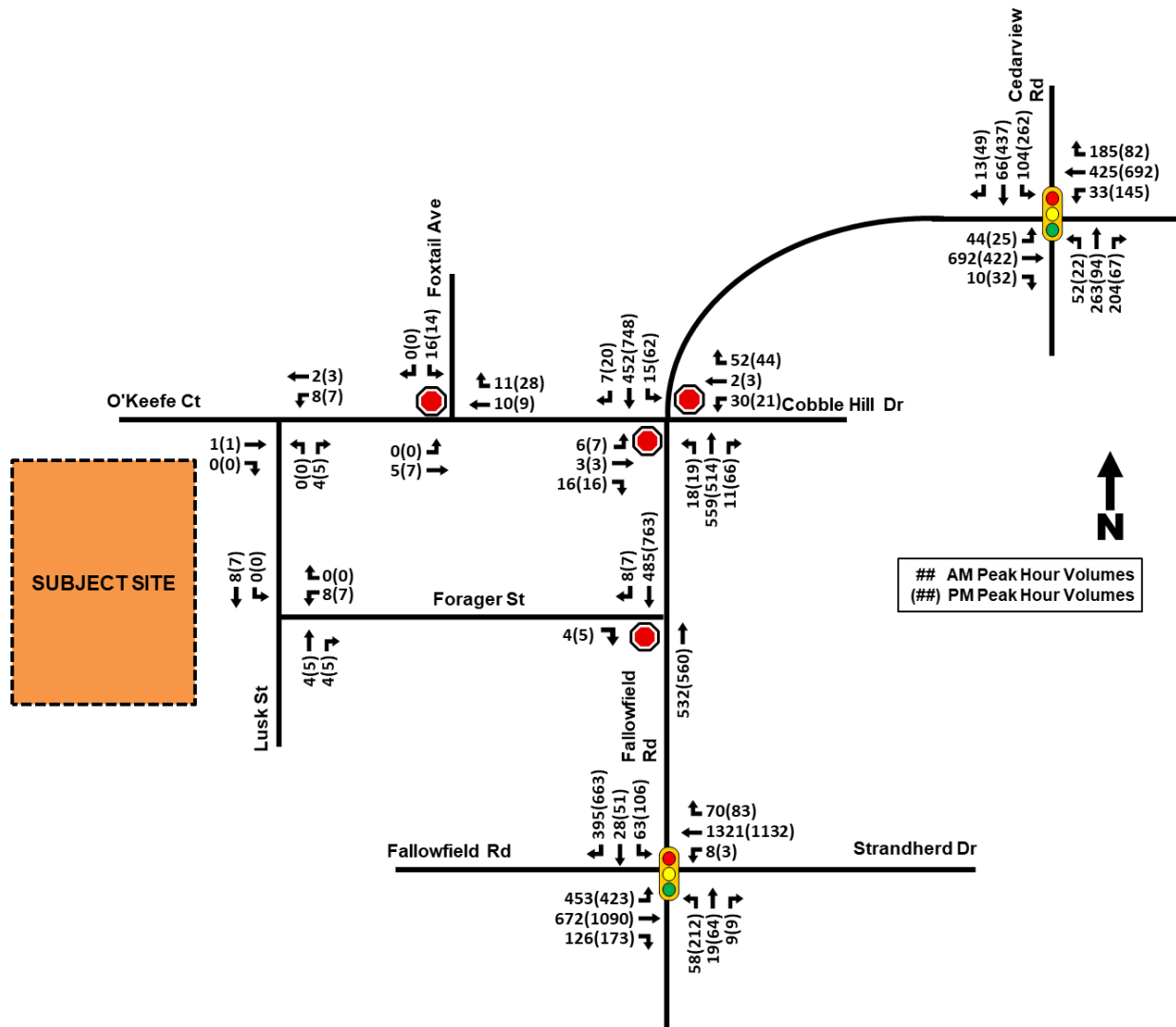


Figure 8 – 2026 Existing Traffic Volumes



Figure 9 shows existing active transportation volumes in the study area.

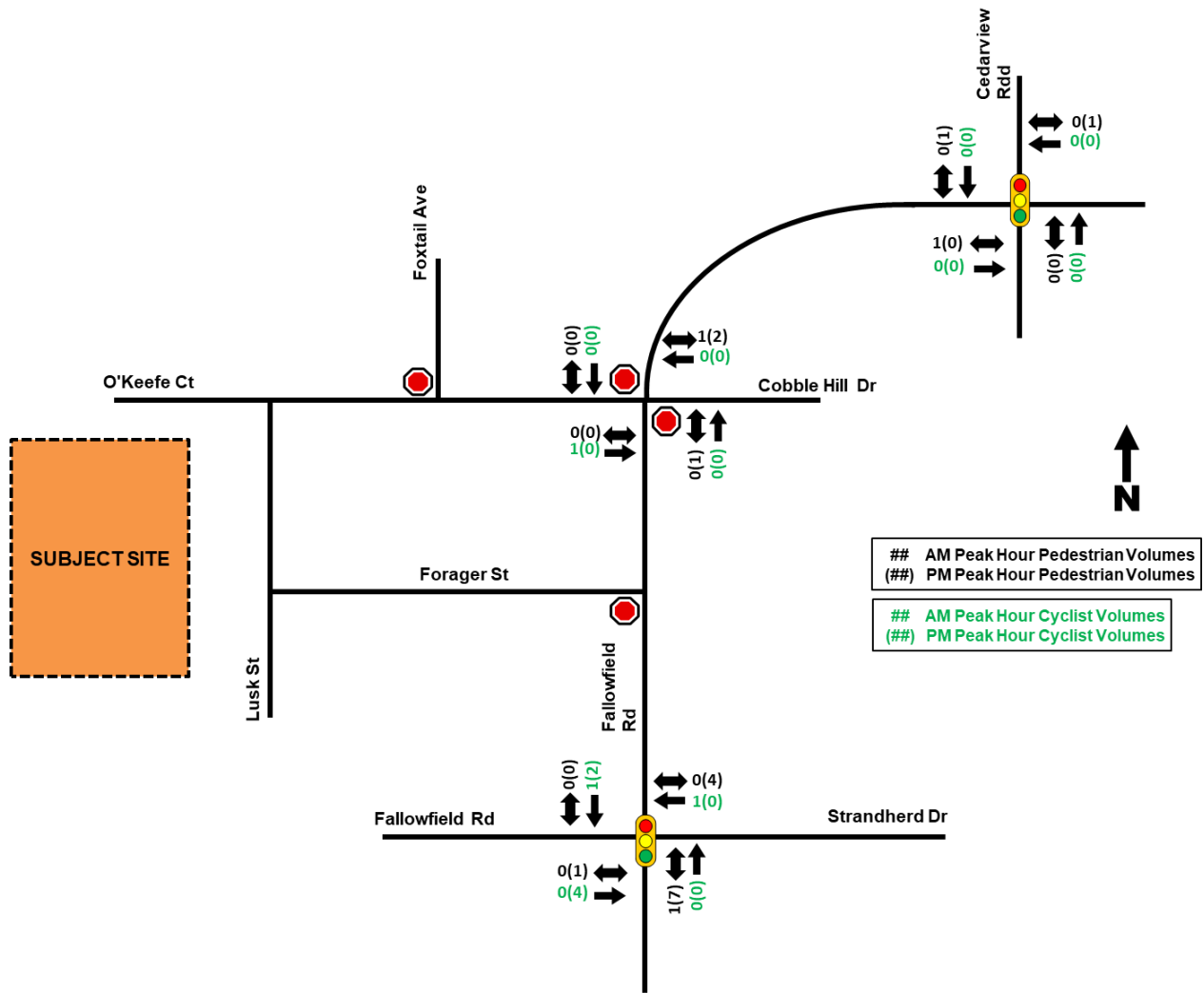


Figure 9 – Existing Active Transportation Volumes

2.1.2.8 Collision History

Collision history for the years 2017 to 2022 was obtained from the City of Ottawa Open Data for the study area, containing data on accident year, location, classification of accident, initial impact type, environment conditions, and number of vehicles. The data is included in **Appendix C**.

Within this time period, there were a total of 87 collisions. All collisions were non-fatal injury or property damage only and did not involve any pedestrians or cyclists.

Of the 87 total collisions, in the order of descending frequency: there were 44 rear ends (51%), 13 single motor vehicle-other (15%), 10 sideswipes (11%), 9 angle (10%), 9 turning movement (10%), 1 approaching (1%), and 1 other (1%) collisions.

In terms of the location of the 87 total collisions, 52 collisions (60%) occurred at Fallowfield/Citigate & Strandherd, 25 collisions (29%) at Cedarview & Fallowfield, 4 collisions (5%) at Fallowfield & O'Keefe / Cobble Hill, 4 collisions (5%) on Fallowfield Road between O'Keefe and Cedarview, and 2 collisions (2%) on O'Keefe between Foxtail and the cul-de-sac.

Looking at the collisions located closest to the subject site, all collisions at Fallowfield & O'Keefe / Cobble Hill and on O'Keefe between Foxtail and cul-de-sac were single motor vehicle-other in clear conditions.

At both Fallowfield/Citigate & Strandherd and Cedarview & Fallowfield, rear ends were the most frequent collision types. Of 52 collisions at Fallowfield/Citigate & Strandherd, 33 were rear ends (63%) followed by 8 sideswipe collisions (15%). Of 25 collisions at Cedarview & Fallowfield, 11 were rear ends (44%) followed by 7 turning movement collisions (28%). This is likely attributed to both locations having relatively high traffic volumes as major intersections of arterials and major collectors, and associated behaviours like stop-and-go, changing lanes ahead of an intersection, finding gaps to turn in. Based on the review of collision history, there does not appear to be a particularly concerning collision trend in the study area.

2.1.3 Planned Conditions

2.1.3.1 Transportation Master Plan

Figure 10 and Figure 11 show the Transportation Master Plan (TMP) projects in the study area.



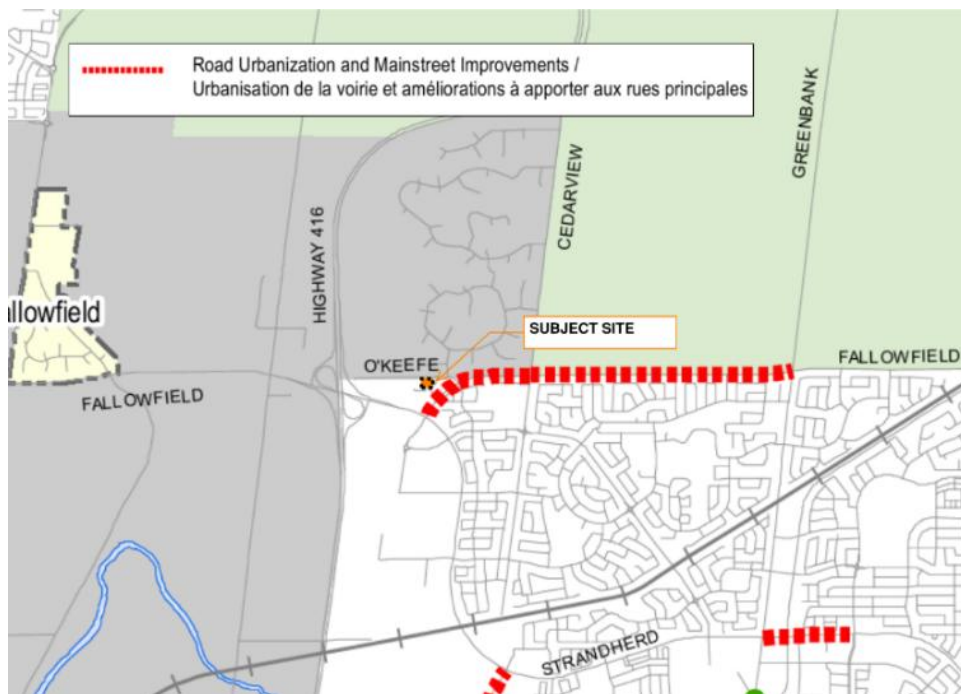


Figure 10 – TMP Projects, Priority Road Network (Source: City of Ottawa TMP)

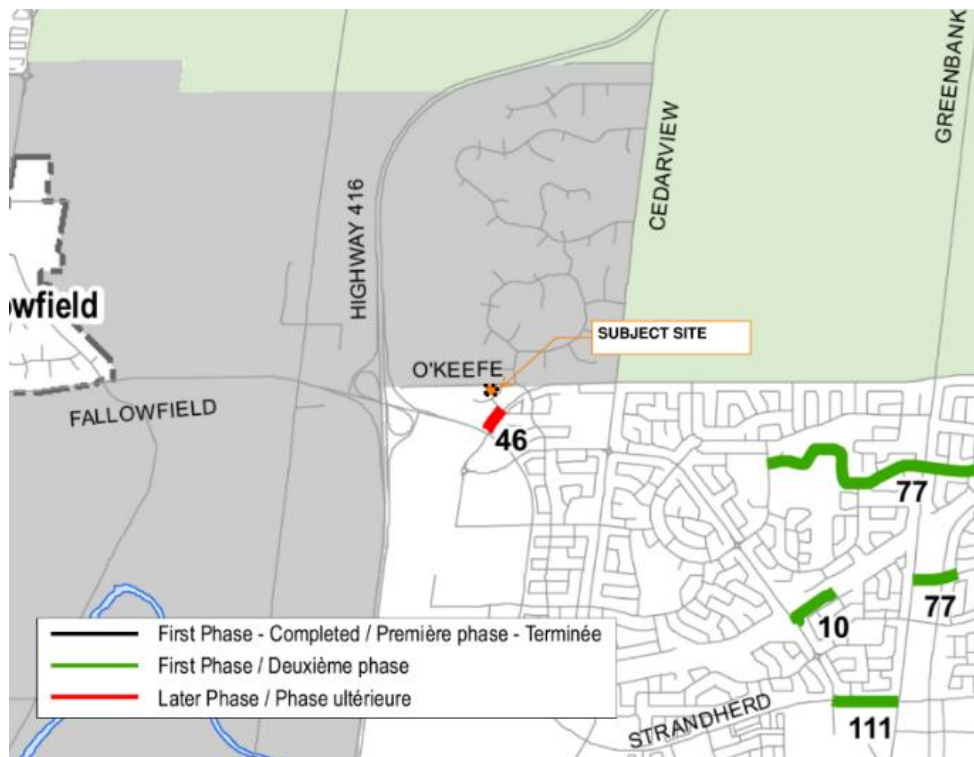


Figure 11 – TMP Projects, Cycling (Source: City of Ottawa TMP)

Within the study area, there are no TMP transit projects. There is a Priority road network project, which is the Fallowfield Road Urbanization (Greenbank Road to Strandherd Drive). This entails implementing new active transportation facilities, likely in the form of a new MUP on the south side to provide connectivity and access for development in Barrhaven and replaces a previously planned road widening. Additionally, there is a TMP cycling project for a new MUP on Fallowfield Road between Forager Street and Strandherd Drive, prioritized as a project in the Later Phase. These projects should support improved active transportation connections within the area, and to the proposed development.

2.1.3.2 Other Study Area Developments

Table 2 shows active development applications in the study area. It is observed that none of the listed developments have been constructed as of May 2026.

Table 2 – Other Study Area Development Applications

Address	Description	Horizon	Trips Generated
4497 O’Keefe Court	Three new light industrial warehouse buildings with total building area of 23,858 m ² . Site plan has been designed and developed in campus-style format with the buildings facing Highway 416.	2026 Buildout	AM Peak • 95 auto trips • 0 transit trips • 9 active transportation trips PM Peak • 83 auto trips • 0 transit trips • 7 active transportation trips
140 Lusk Street	Four storey, 88 unit hotel with 108 vehicular parking spaces, 6 bike parking spaces.	2023 Buildout	AM Peak • 36 auto trips • 5 transit trips • 2 active transportation trips PM Peak • 45 auto trips • 6 transit trips • 4 active transportation trips
120 Lusk Street	Three-storey building with a total gross floor area of 3,602m ² . The building is proposed to contain medical facilities, offices, a restaurant, and a daycare. 125 vehicle parking spaces.	2027 Buildout	AM Peak • 117 auto trips • 6 transit trips • 21 active transportation trips PM Peak • 133 auto trips • 6 transit trips • 25 active transportation trips
115 Lusk Street	566 m ² medical office building and a 280 m ² restaurant with 55 vehicle parking spaces and 8 bike parking spaces.	2023 Buildout	AM Peak • 13 auto trips • 0 transit trips • 2 active transportation trips PM peak • 32 auto trips • 1 transit trips • 4 active transportation trips



2.2 Study Area and Time Periods

2.2.1 Study Area

The study area analyzed in this TIA includes the subject site, the intersections listed below, and the roadway segments between them.

Signalized Intersections:

- Fallowfield Road/Citigate Drive & Strandherd Drive
- Fallowfield Road & Cedarview Road

Unsignalized Intersections:

- Fallowfield Road & Forager Street
- Lusk Street & Forager Street
- O'Keefe Court & Lusk Street
- O'Keefe Court & Foxtail Avenue
- Fallowfield Road & O'Keefe Court/Cobble Hill Drive

2.2.2 Time Periods

The time periods analyzed in this TIA are the:

- AM peak hour
- PM peak hour

2.2.3 Horizon Years

The horizon years analyzed in this TIA are:

- Existing 2026
- Future Background 2027 (without the proposed development)
- Future Total 2027 (with buildout of the proposed development)
- Future Background 2032 (5-years after buildout, without the proposed development)
- Future Total 2032 (5-years after buildout, with the proposed development)



2.3 Exemptions Review

Table 3 summarizes the exemption review for this TIA as per the 2023 TIA Guidelines.

Table 3 – Exemptions Review Summary

Module	Element	Exemption Considerations	Exempt?
4.1 Development Design	4.1.2 Circulation and Access	Required for site plan and zoning by-law applications	N
	4.1.3 New Street Networks	Only required for plans of subdivision	Y
4.2 Parking	4.2.1 Parking Supply	Required for site plans and zoning by-law applications	N
4.5 Transportation Demand Management	All elements	Required for any development generating over 60 person-trips	N
4.6 Neighbourhood Traffic Calming		If the development meets all of the criteria specified in the 2023 TIA update.	Y
4.8 Network Concept		Only required when proposed development generates more than 200 person-trips during the peak hour in excess of the equivalent volume permitted by established zoning	Y

3 Forecasting

3.1 Development Generated Travel Demand

3.1.1 Trip Generation and Mode Shares

ITE Trip Generation Manual, 12th Edition was used to estimate the trip generation associated with the proposed development.

The proposed development comprises a one-storey child care facility with a gross floor area of 780 m². Based on this description, ITE Land Use Code 565 (Institutional – Day Care Center) was selected for the trip generation analysis as summarized in **Table 4**. An average rate was used in the absence of a fitted curve rate.

Table 4 – ITE Trip Generation Summary

Land Use	Land Use Code (ITE)	Independent Variable (X)	Vehicle Trip Generation Rate (Average Rate)		Directional Distribution	
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Day Care Center	ITE 565	1000 ft ² GFA	T = 10.88 (X)	T = 10.75 (X)	53% IN, 47% OUT	47% IN, 53% OUT



Table 5 summarizes the peak hour vehicle trips based on the ITE trip generation values.

Table 5 – Peak Hour Vehicle Trip Generation

ITE Land Use	Size	Peak Hour Vehicle Trips					
		AM Peak Hour			PM Peak Hour		
		In	Out	TOTAL	In	Out	TOTAL
ITE 565 Day Care Center	780 m ² = 8396 ft ²	48	43	91	42	48	90

Table 6 summarizes the mode share for the TRANS Trip Generation Manual (2020) South Nepean District which the site belongs in, and the proposed adjusted mode share for the subject site with rationale for assumptions.

Table 6 – Proposed Mode Share

Travel Mode	TRANS South Nepean District Mode Share		Proposed Mode Share		Rationale
	AM Peak	PM Peak	AM Peak	PM Peak	
Auto Driver	74%	61%	74%	65%	Small portion of auto passenger mode share reallocated to auto driver to be more consistent with study area TIAs.
Auto Passenger	14%	27%	14%	23%	See above.
Transit	1%	1%	1%	1%	To remain same as the closest transit stops are at least a 600m walk away.
Cycling	0%	0%	2%	2%	There is a multi-use pathway on Fallowfield Road near the site, a relatively extensive pathway network north of O'Keefe Court that connects to a large residential neighbourhood to the east of the subject site, and cycle tracks on Strandherd Drive.
Walking	11%	11%	9%	9%	Slightly reduced as a result of increasing cycling share, lack of sidewalk connections in the study area, and auto mode share is still likely to be dominant and constant for the site within the buildout horizon and less likely to decrease.
Total	100%	100%	100%	100%	



Table 7 summarizes the resulting peak hour trips by mode share, after the conversion of ITE vehicle trips to person trips and the application of directional splits and mode shares.

Table 7 – Peak Hour Trips by Mode Share

Travel Mode	Mode Share		AM Peak (Person Trips/Hr)			PM Peak (Person Trips/Hr)		
	AM Peak	PM Peak	IN	OUT	TOTAL	IN	OUT	TOTAL
Auto Driver	74%	65%	45	40	85	35	39	74
Auto Passenger	14%	23%	9	8	17	13	14	27
Transit	1%	1%	1	1	2	1	1	2
Cycling	2%	2%	1	1	2	1	1	2
Walking	9%	9%	6	5	11	5	6	11
Total	100%	100%	62	55	117	55	61	116

Other considerations in the TIA Guidelines are addressed below:

- Project Development Trips by Mode and Phase – the development will occur in a single phase.
- Apply Appropriate Trip Reduction Factors – there is no redevelopment of an existing development.
- Pass-By Vehicle Trips – There are no other land uses in the study area that would be reasonable as a pass-by trip.
- Synergy or Internalization – There are no other uses in the proposed development.

In summary, the proposed development is projected to generate:

- 85 and 74 two-way auto driver trips in the AM peak and PM peak,
- 17 and 27 two-way auto passenger trips in the AM peak and PM peak,
- 2 and 2 two-way transit trips in the AM peak and PM peak,
- 2 and 2 two-way cycling trips in the AM and PM peak, and
- 11 and 11 two-way walking trips in the AM and PM peak.

3.1.2 Trip Distribution

The distribution of traffic to and from the proposed development was determined through examination of the TRANS Committee's 2011 Origin-Destination (O-D) Survey for the South Nepean District. This survey provided insight into travel patterns within Ottawa, including the directional distribution of trips originating from and destined to the study area.

It is noted that the 2022 OD Survey has been conducted and the travel analysis report has been released by the TRANS Committee, however the district summary sheets required to produce a site traffic distribution matrix are not yet available at the time of writing this report. Therefore, the 2011 data was used to derive traffic distribution assumptions.



Given the daycare land use of the development, it was assumed that the nature of AM peak “In” trips to the subject site would be originating from residential lands, and AM peak “Out” trips would be destined to workplaces (caregivers dropping off children on their way to work). It was assumed that this pattern would be reversed in the PM peak (caregivers picking up children on their way home from work). It was also assumed that the users of this daycare would largely be local to the Barrhaven community as it is unlikely that they would travel significant distances (crossing the greenbelt) for this service.

Table 8 summarizes the estimated distribution for the traffic generated by the proposed development, reflecting logical travel routes, land uses, and described assumptions.

Table 8 – Trip Distribution and Assignment

AM IN / PM OUT	Cardinal Direction	Distribution %	Via	Assignment %
	North	10%	Cedarview Road	33%
			Fallowfield Road	33%
			Highway 416	33%
	South	20%	Cedarview-Jockvale	10%
			Strandherd Drive	70%
			Fallowfield-Greenbank	10%
			Highway 416	10%
	East	65%	Strandherd Drive	30%
			Fallowfield Road	45%
			Cobble Hill Drive	10%
			Cedarview-Jockvale	15%
	West	5%	Highway 416	40%
			Fallowfield Road	60%
	Total	100%		
AM OUT / PM IN	Cardinal Direction	Distribution %	Via	Assignment %
	North	45%	Cedarview Road	33%
			Fallowfield Road	33%
			Highway 416	33%
	South	10%	Cedarview Road	10%
			Strandherd Drive	70%
			Fallowfield-Greenbank	10%
			Highway 416	10%
	East	40%	Strandherd Drive	30%
			Fallowfield Road	45%
			Cobble Hill Drive	10%
			Cedarview-Jockvale	15%



	West	5%	Highway 416	40%
			Fallowfield	60%
	Total	100%		

3.1.3 Trip Assignment

Based on the trip distribution and assignment summarized in **Table 8**, **Figure 12** shows the site-generated trips from the proposed development assigned to the study area intersections and movements.

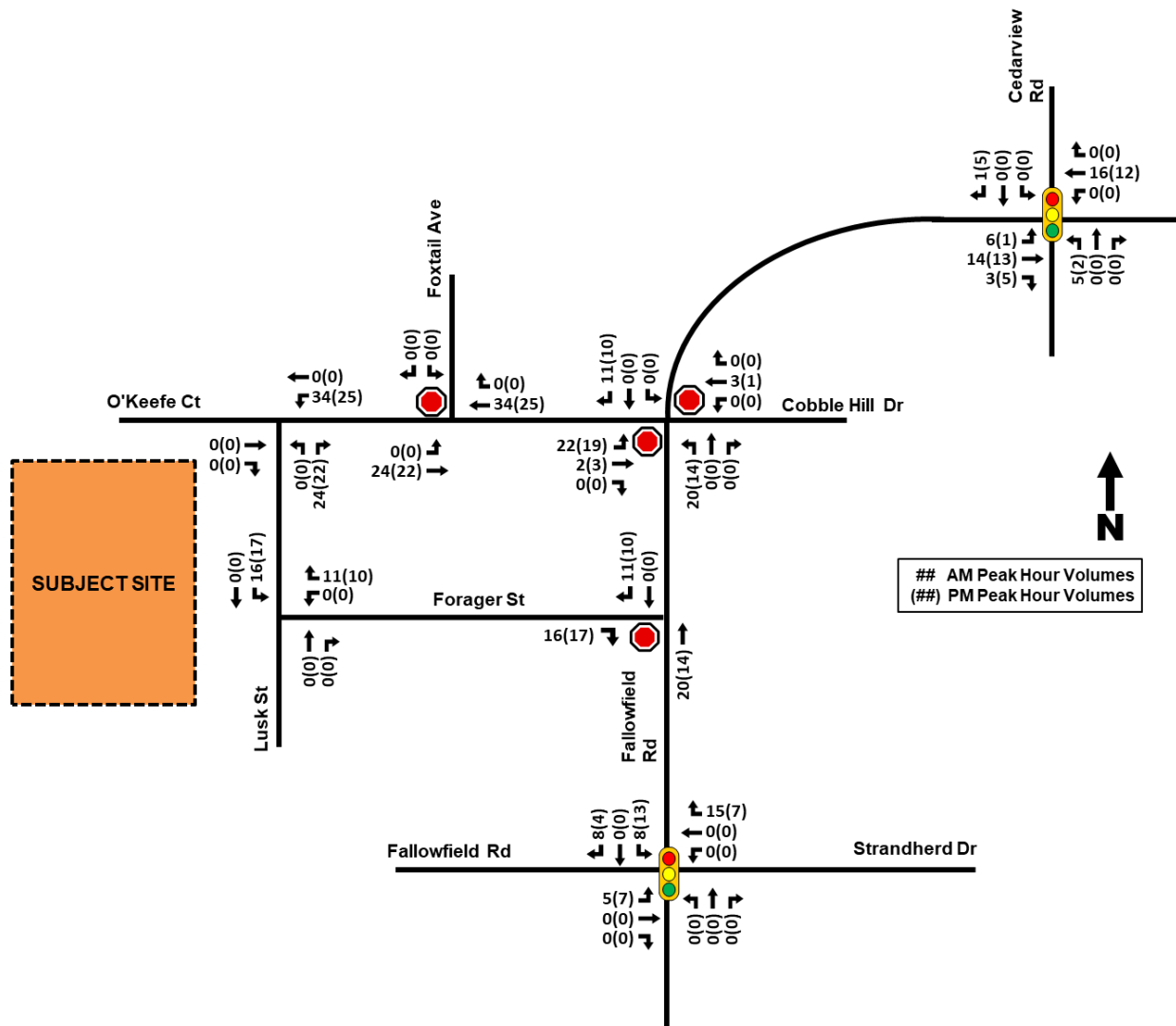


Figure 12 - Site-Generated Trips from the Proposed Development



3.2 Background Network Travel Demands

3.2.1 Transportation Network Plans

Section 2.1.3 discussed planned changes in the transportation network. No significant changes are anticipated to the study area road network and travel demands that are confirmed to be within the study horizon.

3.2.2 Background Growth

An annual background growth rate of 1% was applied to the east-west/north-south movements on Fallowfield Road and east-west movements on Strandherd Drive. This was to account for general background growth on these arterial roadways in the future background horizons of 2027 and 2032 occurring in the broader Barrhaven area that is unaccounted for by this TIA. Growth from background developments in the study area will be directly included by adding their site-generated trips to future background volumes.

3.2.3 Other Developments

Section 2.1.3.2 discussed other development applications in the study area. All the cited buildout dates of other applications are in 2027 or earlier. As none of them have been constructed as of May 2026, it is assumed for the purposes of this TIA that all of these developments will be built out in 2027. The site-generated trips from these other developments are shown in **Figure 13**, and have been added to the future background volumes.





27

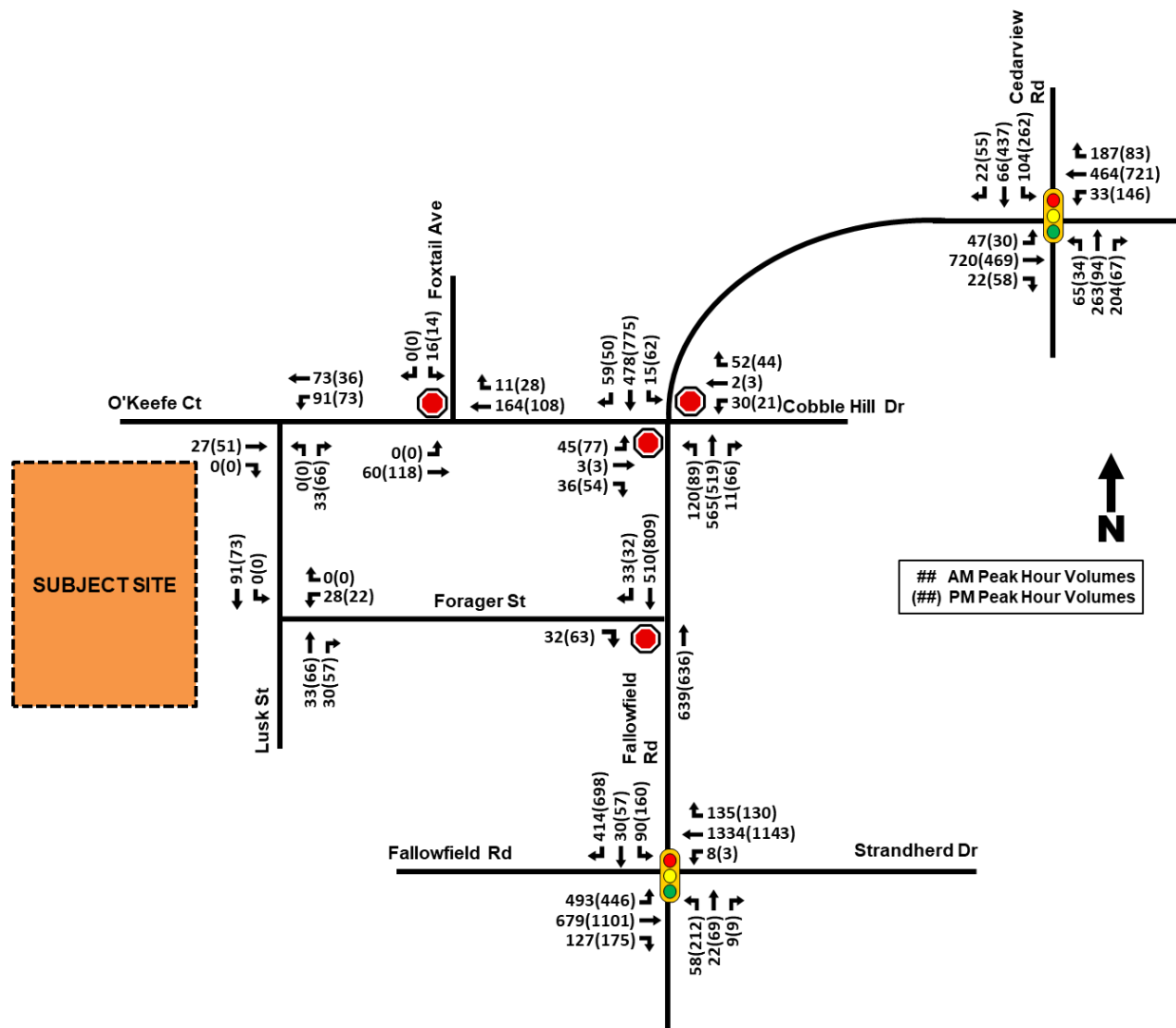


Figure 14 – 2027 Future Background Traffic Volumes



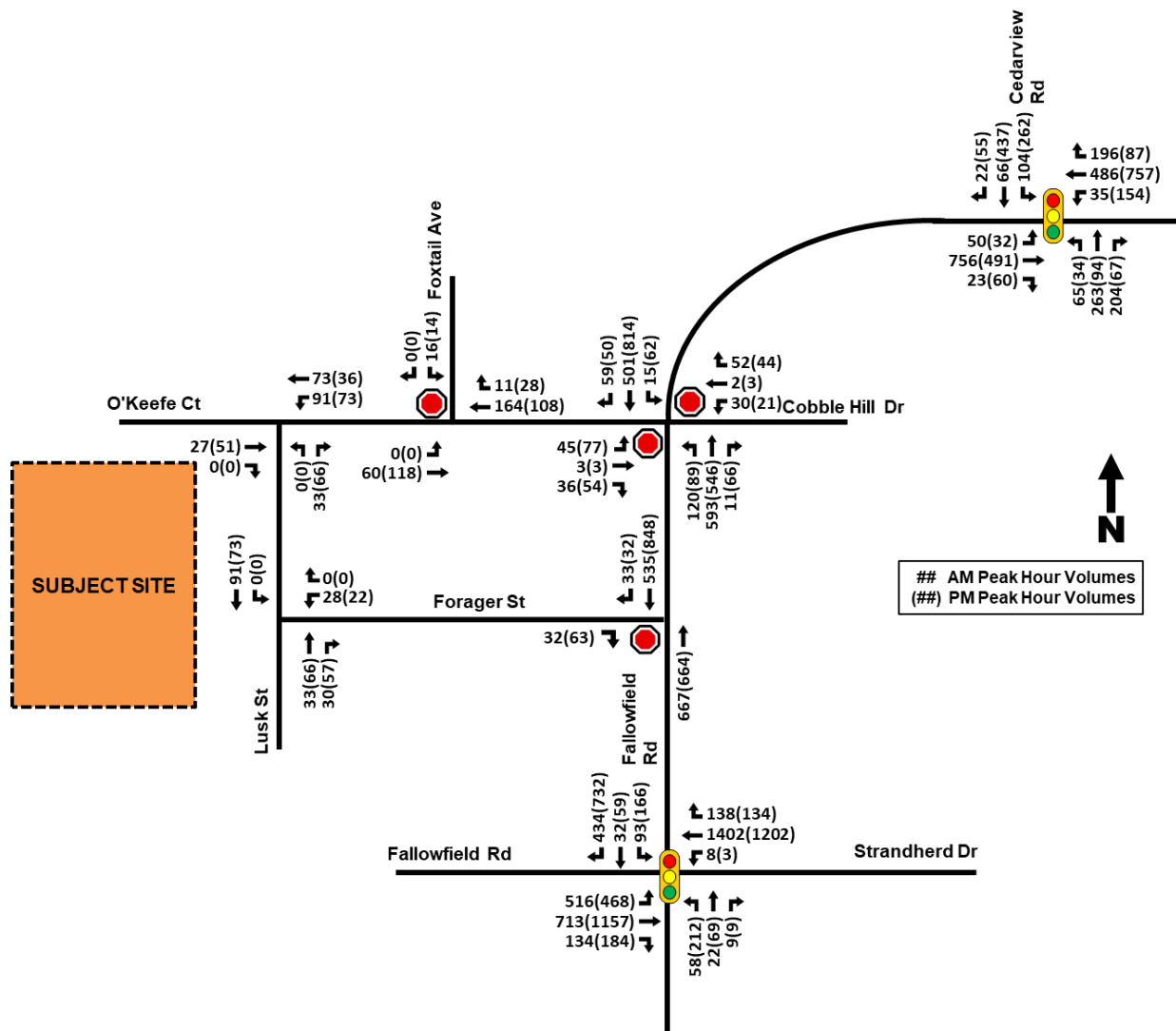


Figure 15 – 2032 Future Background Traffic Volumes

3.3 Demand Rationalization

Figure 16 and Figure 17 show the projections of site-generated trips combined with future background traffic volumes in 2027 and 2032 future total conditions.



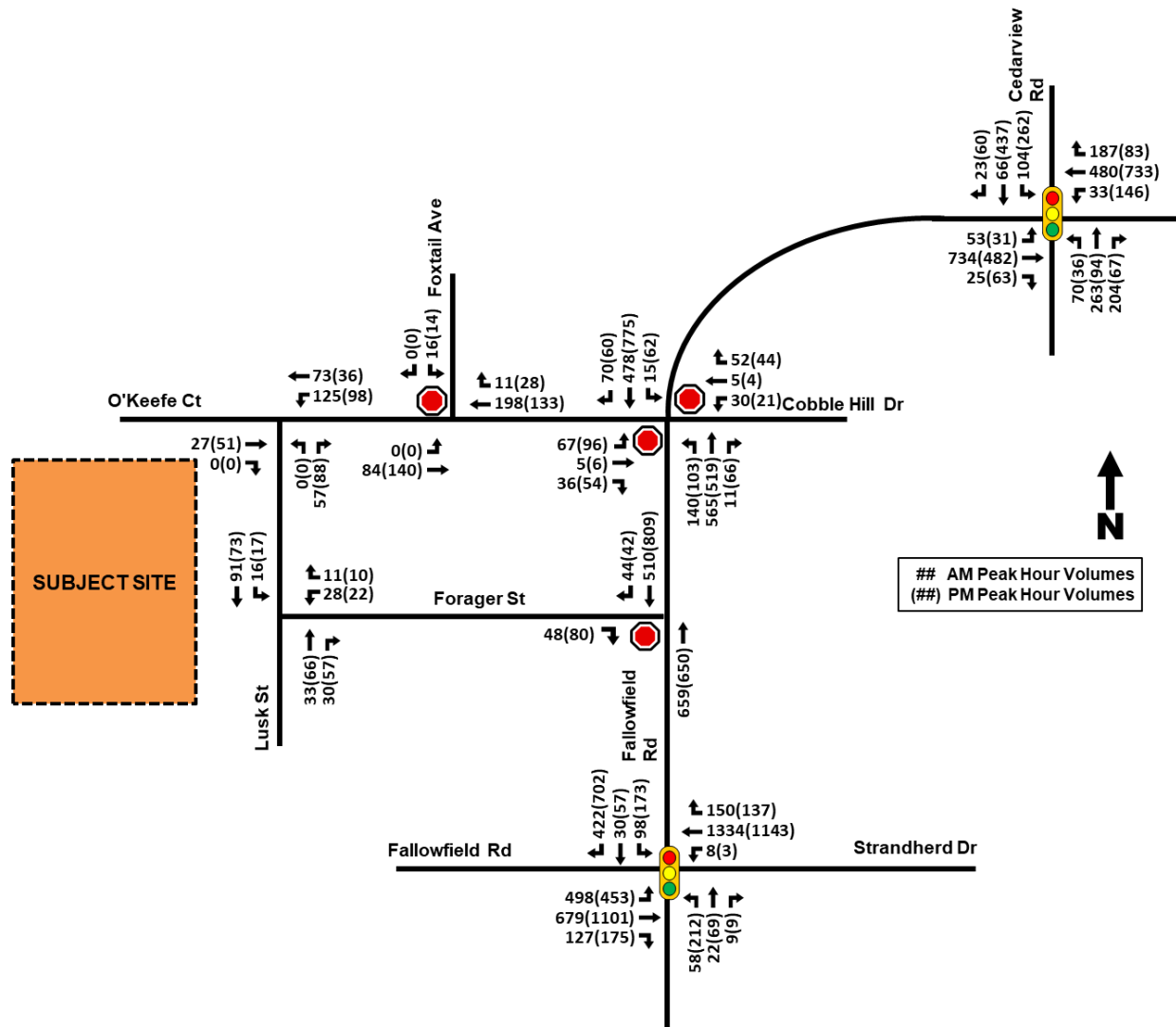


Figure 16 - 2027 Future Total Traffic Volumes



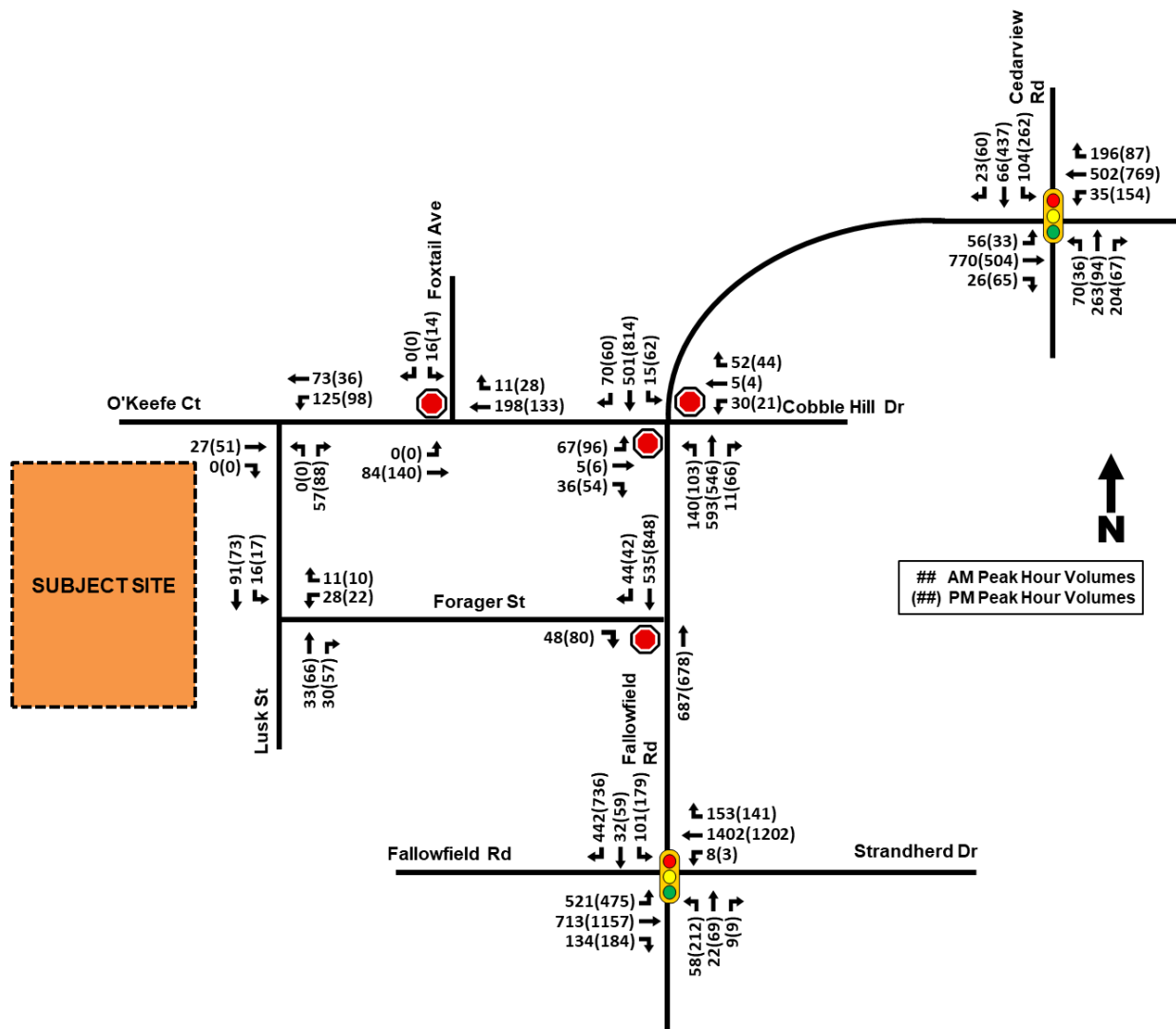


Figure 17 – 2032 Future Total Traffic Volumes

A detailed operational analysis of the site-generated and future background volume demands will be provided in the next step of the TIA, including a signal warrant analysis for the intersection of Fallowfield & O-Keefe/Cobble Hill.

At this stage based on the assigned volumes, there are no significant concerns with the volumes on arterials of Fallowfield Road, Strandherd Drive, and Cedarview Road. It is noted that volumes will increase significantly on the local roadways west of Fallowfield Road, closer to the subject site, due to the addition of multiple background developments within the foreseeable horizon. There are currently no intersection controls at the intersections of O'Keefe & Lusk, and Lusk & Forager, and the installation of control measures (i.e., stop control) would be recommended to accommodate these volumes. There is also the potential for further mode shift from the Fallowfield Road Urbanization project in the TMP Priority Network



that will implement new active transportation facilities on Fallowfield Road. This may contribute to a slight reallocation of auto trips to active transportation trips in the study area.



Appendix A Turning Movement Counts



Turning Movement Count - Study Results

FALLOWFIELD DR/STRANDERD DR @ FALLOWFIELD RD/CITIGATE DR

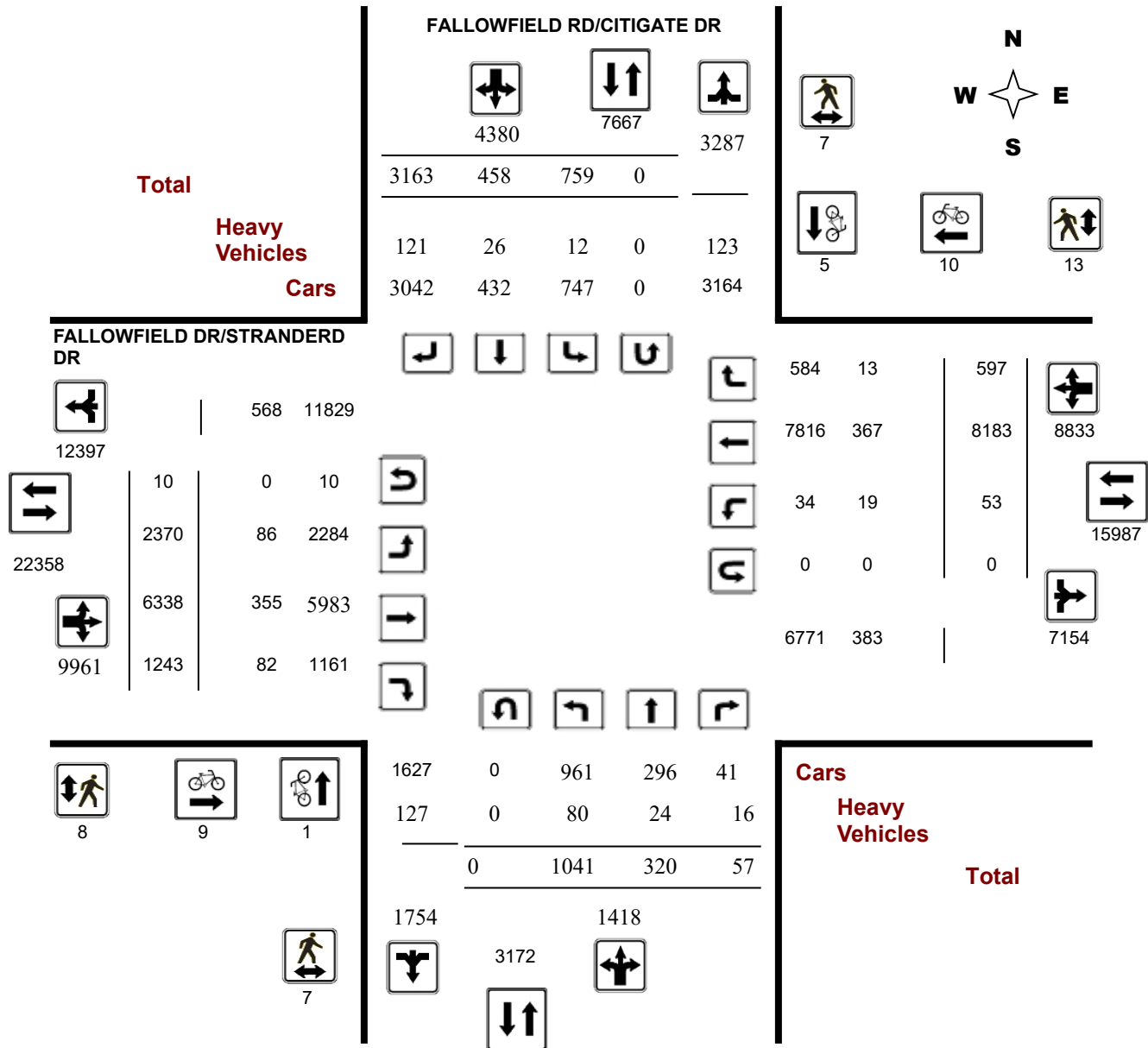
Survey Date: Wednesday, August 14, 2024

WO No: 42039

Start Time: 07:00

Device: Miovision

Full Study Diagram



Turning Movement Count - Study Results

FALLOWFIELD DR/STRANDERD DR @ FALLOWFIELD RD/CITIGATE DR

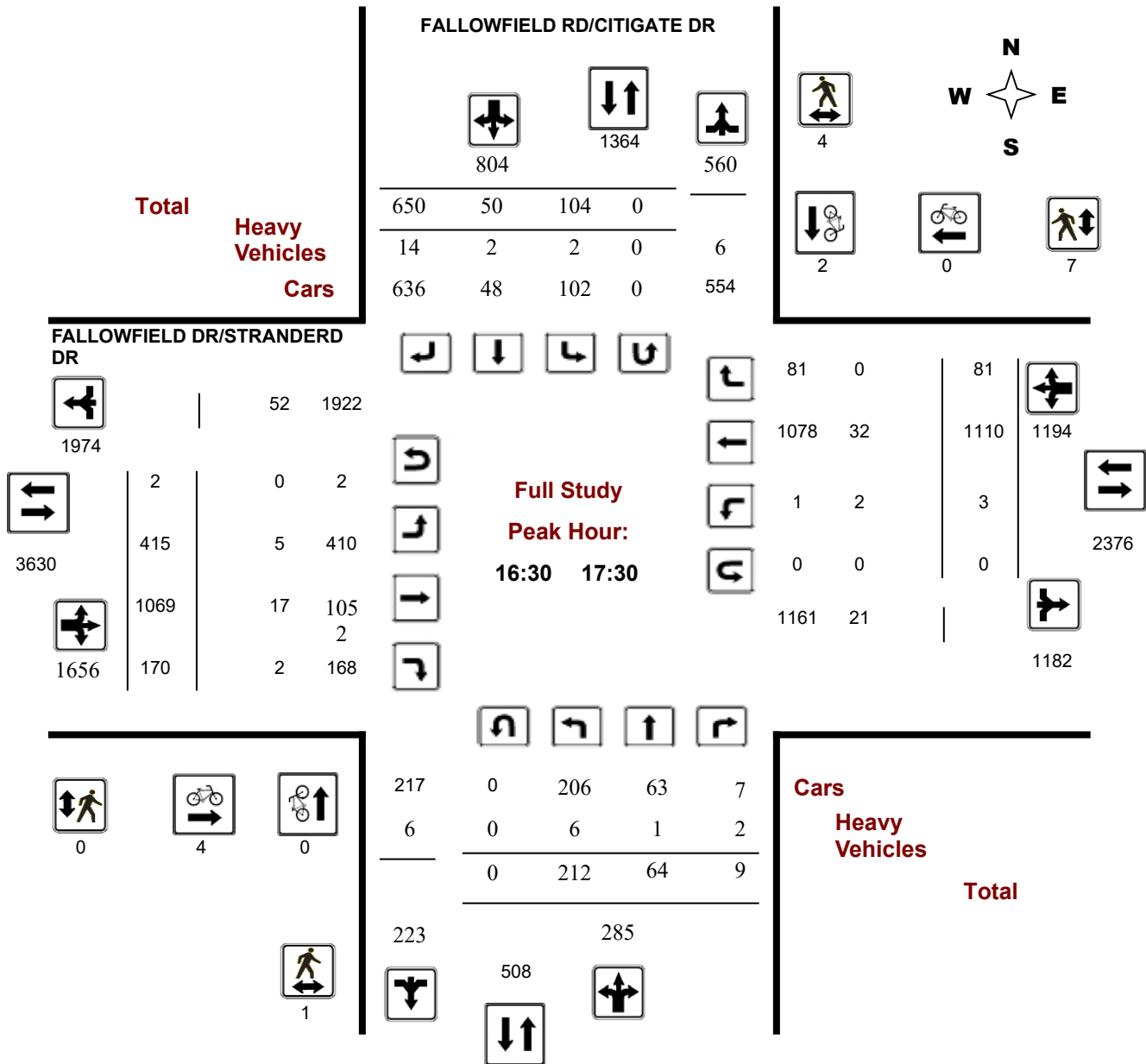
Survey Date: Wednesday, August 14, 2024

WO No: 42039

Start Time: 07:00

Device: Miovision

Full Study Peak Hour Diagram



Turning Movement Count - Study Results

FALLOWFIELD DR/STRANDERD DR @ FALLOWFIELD RD/CITIGATE DR

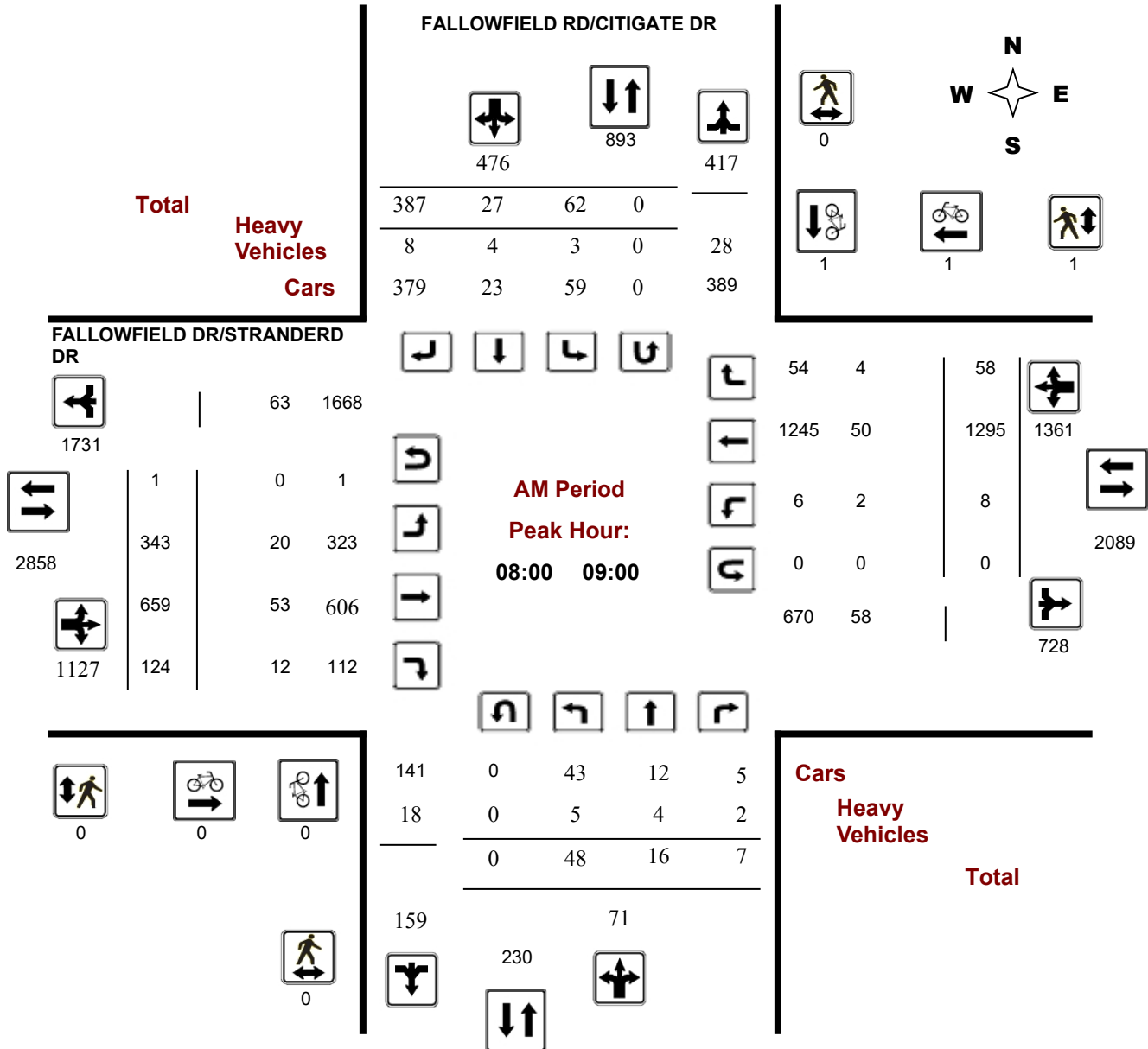
Survey Date: Wednesday, August 14, 2024

WO No: 42039

Start Time: 07:00

Device: Miovision

AM Period Peak Hour Diagram



Turning Movement Count - Study Results

FALLOWFIELD DR/STRANDERD DR @ FALLOWFIELD RD/CITIGATE DR

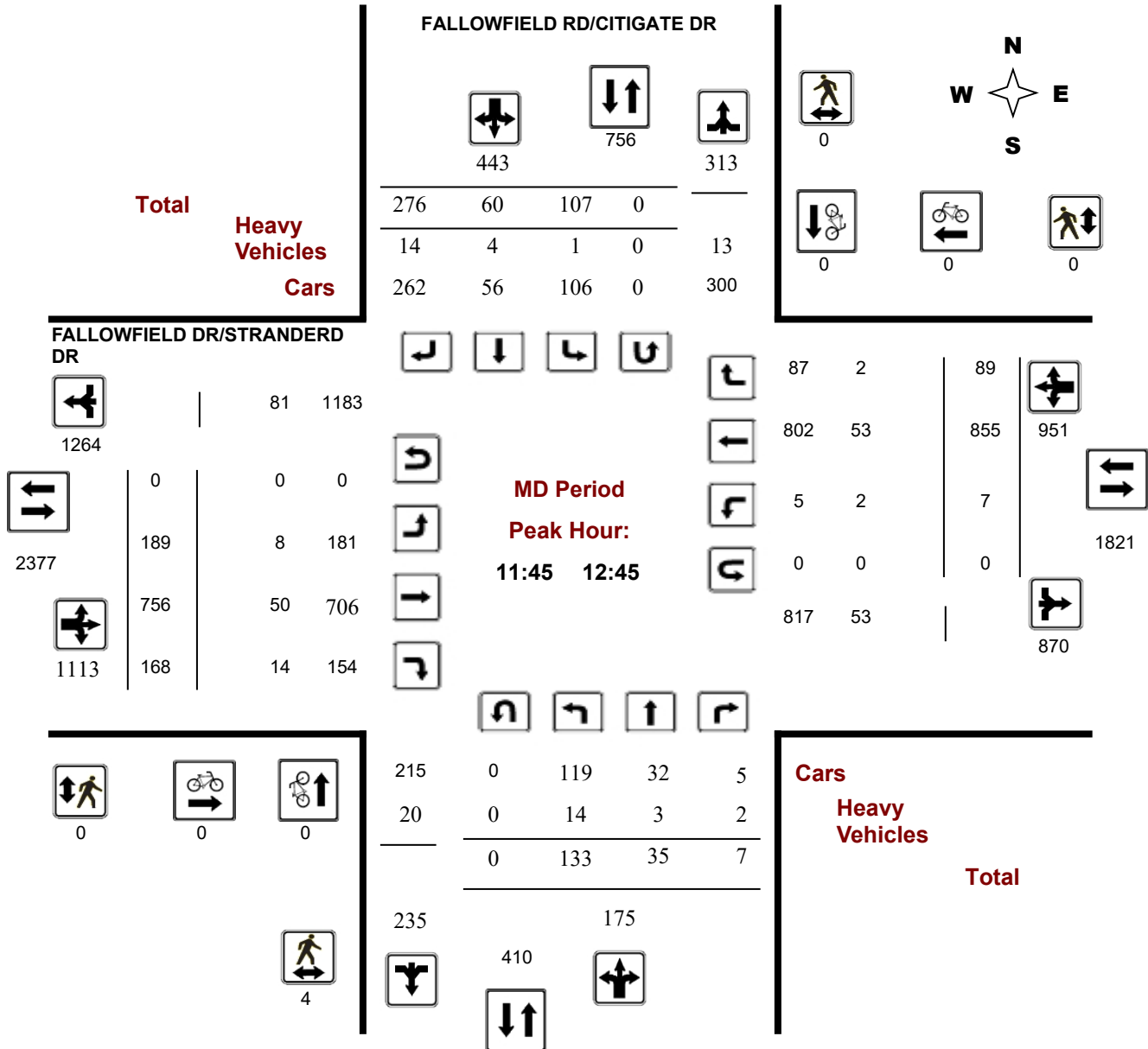
Survey Date: Wednesday, August 14, 2024

WO No: 42039

Start Time: 07:00

Device: Miovision

MD Period Peak Hour Diagram



Turning Movement Count - Study Results

FALLOWFIELD DR/STRANDERD DR @ FALLOWFIELD RD/CITIGATE DR

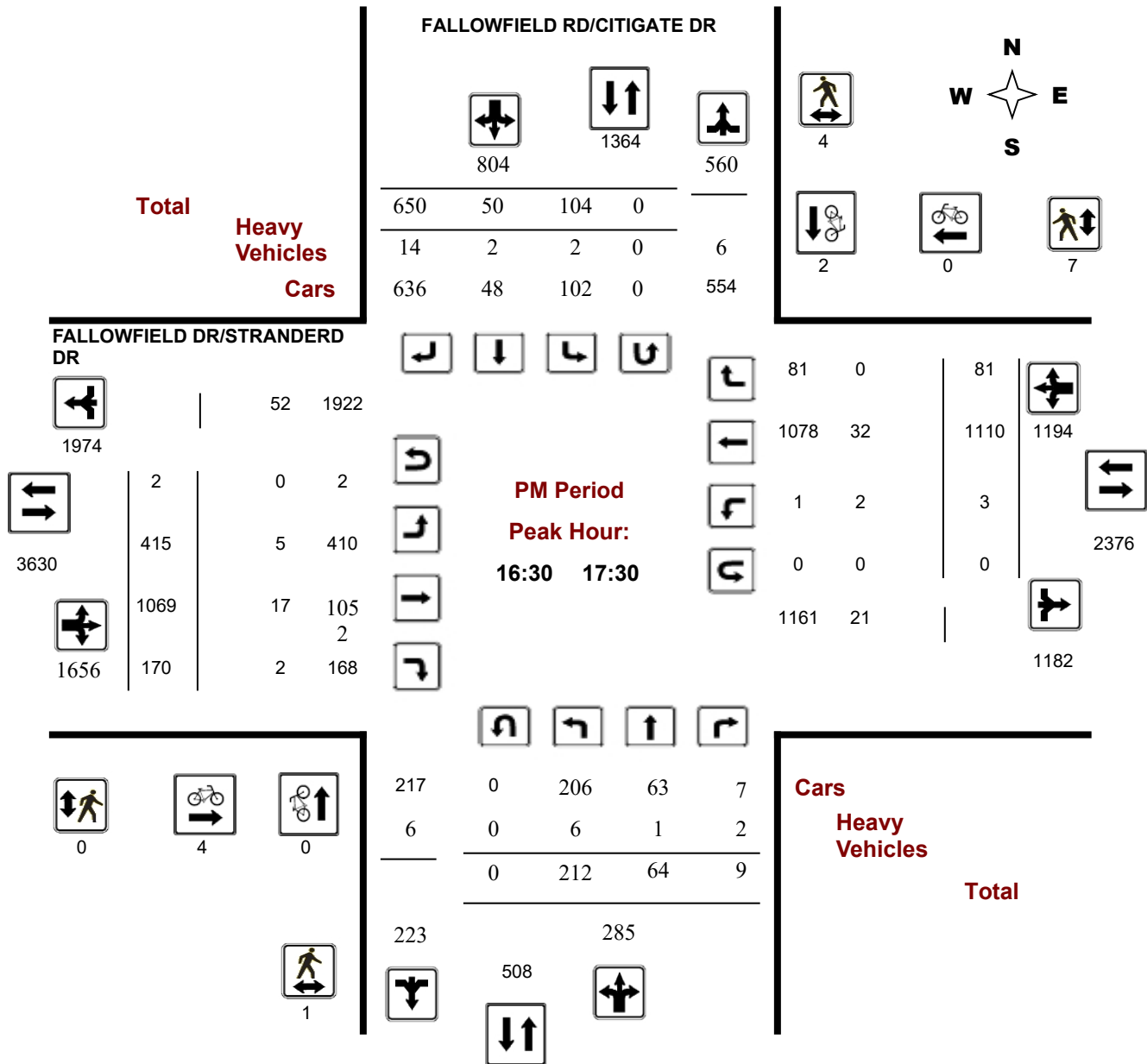
Survey Date: Wednesday, August 14, 2024

WO No: 42039

Start Time: 07:00

Device: Miovision

PM Period Peak Hour Diagram





Transportation Services - Traffic Services

Turning Movement Count - Study Results

FALLOWFIELD DR/STRANDERD DR @ FALLOWFIELD RD/CITIGATE DR

Survey Date: Wednesday, August 14, 2024

WO No: 42039

Start Time: 07:00

Device: Miovision

Full Study Summary (8 HR Standard)

Survey Date: Wednesday, August 14, 2024

Total Observed U-Turns

AADT Factor

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

FALLOWFIELD RD/CITIGATE DR

FALLOWFIELD DR/STRANDERD DR

Period	Northbound				Southbound				STR TOT	Eastbound				Westbound				STR TOT	Grand Total
	LT	ST	RT	NB TOT	LT	ST	RT	SB TOT		LT	ST	RT	EB TOT	LT	ST	RT	WB TOT		
07:00 08:00	66	33	5	104	44	105	271	420	524	319	578	228	1125	9	1033	47	1089	2214	2738
08:00 09:00	48	16	7	71	62	27	387	476	547	343	659	124	1126	8	1295	58	1361	2487	3034
09:00 10:00	79	21	9	109	78	38	304	420	529	249	580	132	961	7	1006	59	1072	2033	2562
11:30 12:30	121	29	4	154	109	59	274	442	596	169	731	148	1048	8	868	88	964	2012	2608
12:30 13:30	135	41	7	183	108	58	263	429	612	232	754	134	1120	5	787	91	883	2003	2615
15:00 16:00	159	39	5	203	112	56	428	596	799	288	942	139	1369	5	1080	90	1175	2544	3343
16:00 17:00	205	57	11	273	109	50	666	825	1098	366	1054	147	1567	5	1145	82	1232	2799	3897
17:00 18:00	228	84	9	321	137	65	570	772	1093	404	1040	191	1635	6	969	82	1057	2692	3785
Sub Total	1041	320	57	1418	759	458	3163	4380	5798	2370	6338	1243	9951	53	8183	597	8833	18784	24582
U Turns				0				0	0				10				0	10	10
Total	1041	320	57	1418	759	458	3163	4380	5798	2370	6338	1243	9961	53	8183	597	8833	18794	24592
EQ 12Hr	1447	445	79	1971	1055	637	4397	6088	8059	3294	8810	1728	13846	74	11374	830	12278	26124	34183

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

1.39

AVG 12Hr	1302	400	71	1774	950	751	5184	5479	7253	2965	7929	1555	12461	67	10237	747	11050	23512	30765
-----------------	------	-----	----	------	-----	-----	------	------	------	------	------	------	-------	----	-------	-----	-------	-------	-------

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

.90

AVG 24Hr	1706	524	93	2324	1244	984	6791	7177	9501	3884	10387	2037	16324	88	13410	979	14476	30801	40302
-----------------	------	-----	----	------	------	-----	------	------	------	------	-------	------	-------	----	-------	-----	-------	-------	-------

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

FALLOWFIELD DR/STRANDERD DR @ FALLOWFIELD RD/CITIGATE DR

Survey Date: Wednesday, August 14, 2024

WO No: 42039

Start Time: 07:00

Device: Miovision

Full Study 15 Minute Increments

FALLOWFIELD RD/CITIGATE DR

FALLOWFIELD DR/STRANDERD 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	18	9	0	27	3	27	39	69	96	56	120	62	238	4	248	11	263	597
07:15	07:30	20	13	3	36	12	54	57	123	159	64	126	91	281	2	228	10	240	680
07:30	07:45	16	4	0	20	10	11	89	110	130	94	159	45	298	0	278	9	287	715
07:45	08:00	12	7	2	21	19	13	86	118	139	105	173	30	308	3	279	17	299	746
08:00	08:15	18	3	3	24	13	4	88	105	129	80	153	24	258	2	330	14	346	733
08:15	08:30	13	7	2	22	12	4	110	126	148	103	151	33	287	2	321	14	337	772
08:30	08:45	9	3	1	13	15	9	99	123	136	87	151	22	260	1	363	12	376	772
08:45	09:00	8	3	1	12	22	10	90	122	134	73	204	45	322	3	281	18	302	758
09:00	09:15	15	4	3	22	24	12	81	117	139	56	138	26	220	2	280	10	292	651
09:15	09:30	25	5	1	31	20	6	72	98	129	71	164	26	262	1	222	19	242	633
09:30	09:45	16	5	4	25	12	8	68	88	113	61	142	43	247	0	268	14	282	642
09:45	10:00	23	7	1	31	22	12	83	117	148	61	136	37	234	4	236	16	256	638
11:30	11:45	27	7	0	34	23	14	69	106	140	45	174	20	239	1	211	22	234	613
11:45	12:00	29	8	0	37	32	18	78	128	165	43	176	35	254	4	246	16	266	685
12:00	12:15	39	7	3	49	29	16	61	106	155	44	183	48	275	2	210	29	241	671
12:15	12:30	26	7	1	34	25	11	66	102	136	37	198	45	280	1	201	21	223	639
12:30	12:45	39	13	3	55	21	15	71	107	162	65	199	40	304	0	198	23	221	687
12:45	13:00	32	8	1	41	30	21	69	120	161	49	189	34	272	1	212	22	235	668
15:15	15:30	45	13	0	58	28	10	123	161	219	59	246	39	344	2	261	16	279	842
16:30	16:45	62	19	2	83	24	11	165	200	283	108	261	40	410	1	311	20	332	1025
17:30	17:45	78	33	3	114	43	15	136	194	308	96	254	55	405	2	205	14	221	934
17:45	18:00	48	16	2	66	36	26	129	191	257	94	243	47	386	3	243	27	273	916
13:00	13:15	31	13	3	47	28	14	57	99	146	61	184	38	283	1	183	22	206	635
13:15	13:30	33	7	0	40	29	8	66	103	143	57	182	22	262	3	194	24	221	626
15:00	15:15	33	12	3	48	27	18	97	142	190	68	172	35	276	1	241	19	261	727
15:30	15:45	43	8	2	53	32	13	95	140	193	78	255	36	369	1	297	28	326	888
15:45	16:00	38	6	0	44	25	15	113	153	197	83	269	29	381	1	281	27	309	887
16:00	16:15	57	16	5	78	37	12	136	185	263	82	241	34	357	1	275	21	297	917
16:15	16:30	38	12	1	51	26	12	185	223	274	83	287	32	403	2	281	21	304	981
16:45	17:00	48	10	3	61	22	15	180	217	278	93	265	41	400	1	278	20	299	977
17:00	17:15	53	23	1	77	37	7	152	196	273	103	239	44	386	1	243	19	263	922
17:15	17:30	49	12	3	64	21	17	153	191	255	111	304	45	460	0	278	22	300	1015
Total:		1041	320	57	1418	759	458	3163	4380	5798	2370	6338	1243	9961	53	8183	597	8833	24,592

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



Transportation Services - Traffic Services

Turning Movement Count - Study Results

FALLOWFIELD DR/STRANDERD DR @ FALLOWFIELD RD/CITIGATE DR

Survey Date: Wednesday, August 14, 2024

WO No: 42039

Start Time: 07:00

Device: Miovision

Full Study Cyclist Volume

FALLOWFIELD RD/CITIGATE DR

FALLOWFIELD DR/STRANDERD DR

Time Period	Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	Grand Total
07:00 07:15	0	0	0	0	0	0	0
07:15 07:30	0	0	0	0	1	1	1
07:30 07:45	0	0	0	0	1	1	1
07:45 08:00	0	0	0	0	0	0	0
08:00 08:15	0	0	0	0	0	0	0
08:15 08:30	0	0	0	0	1	1	1
08:30 08:45	0	0	0	0	0	0	0
08:45 09:00	0	1	1	0	0	0	1
09:00 09:15	0	0	0	0	0	0	0
09:15 09:30	0	0	0	0	0	0	0
09:30 09:45	0	0	0	0	2	2	2
09:45 10:00	0	1	1	0	0	0	1
11:30 11:45	0	0	0	0	0	0	0
11:45 12:00	0	0	0	0	0	0	0
12:00 12:15	0	0	0	0	0	0	0
12:15 12:30	0	0	0	0	0	0	0
12:30 12:45	0	0	0	0	0	0	0
12:45 13:00	1	0	1	4	0	4	5
15:15 15:30	0	0	0	0	1	1	1
16:30 16:45	0	0	0	0	0	0	0
17:30 17:45	0	0	0	1	0	1	1
17:45 18:00	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	1	1	1
15:00 15:15	0	0	0	0	0	0	0
15:30 15:45	0	0	0	0	0	0	0
15:45 16:00	0	0	0	0	0	0	0
16:00 16:15	0	1	1	0	2	2	3
16:15 16:30	0	0	0	0	1	1	1
16:45 17:00	0	2	2	3	0	3	5
17:00 17:15	0	0	0	1	0	1	1
17:15 17:30	0	0	0	0	0	0	0
Total	1	5	6	9	10	19	25



Transportation Services - Traffic Services

Turning Movement Count - Study Results

FALLOWFIELD DR/STRANDERD DR @ FALLOWFIELD RD/CITIGATE DR

Survey Date: Wednesday, August 14, 2024

WO No: 42039

Start Time: 07:00

Device: Miovision

Full Study Pedestrian Volume

FALLOWFIELD RD/CITIGATE DR

FALLOWFIELD DR/STRANDERD 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	0	0	2	0	2	2
07:30 07:45	0	0	0	3	0	3	3
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	1	1	1
08:45 09:00	0	0	0	0	0	0	0
09:00 09:15	0	0	0	0	0	0	0
09:15 09:30	0	0	0	0	0	0	0
09:30 09:45	0	0	0	0	0	0	0
09:45 10:00	0	0	0	0	0	0	0
11:30 11:45	0	0	0	0	0	0	0
11:45 12:00	2	0	2	0	0	0	2
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	2	0	2	0	0	0	2
12:45 13:00	2	0	2	0	1	1	3
15:15 15:30	0	0	0	0	0	0	0
16:30 16:45	0	0	0	0	0	0	0
17:30 17:45	0	0	0	0	1	1	1
17:45 18:00	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	1	1	1
15:00 15:15	0	0	0	0	0	0	0
15:30 15:45	0	0	0	0	0	0	0
15:45 16:00	0	0	0	0	0	0	0
16:00 16:15	0	0	0	0	0	0	0
16:15 16:30	0	3	3	3	2	5	8
16:45 17:00	0	4	4	0	5	5	9
17:00 17:15	1	0	1	0	1	1	2
17:15 17:30	0	0	0	0	1	1	1
Total	7	7	14	8	13	21	35



Transportation Services - Traffic Services

Turning Movement Count - Study Results

FALLOWFIELD DR/STRANDERD DR @ FALLOWFIELD RD/CITIGATE DR

Survey Date: Wednesday, August 14, 2024

WO No: 42039

Start Time: 07:00

Device: Miovision

Full Study Heavy Vehicles

FALLOWFIELD RD/CITIGATE DR

FALLOWFIELD DR/STRANDERD DR

Northbound

Southbound

Eastbound

Westbound

Time Period		Northbound			Southbound			Eastbound			Westbound									Grand Total
		LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT	
07:00	07:15	3	0	0	3	0	3	1	4	7	2	19	3	24	1	6	0	7	31	38
07:15	07:30	3	1	0	4	0	0	2	2	6	2	12	4	18	1	7	0	8	26	32
07:30	07:45	2	0	0	2	0	1	3	4	6	4	16	5	25	0	13	0	13	38	44
07:45	08:00	1	2	2	5	1	0	4	5	10	2	7	5	14	1	11	0	12	26	36
08:00	08:15	2	0	1	3	0	3	3	6	9	3	14	4	21	0	13	0	13	34	43
08:15	08:30	1	3	0	4	0	0	1	1	5	8	14	3	25	1	11	1	13	38	43
08:30	08:45	1	0	1	2	1	1	1	3	5	7	15	1	23	0	13	3	16	39	44
08:45	09:00	1	1	0	2	2	0	3	5	7	2	10	4	16	1	13	0	14	30	37
09:00	09:15	3	1	1	5	0	3	4	7	12	4	14	5	23	1	10	0	11	34	46
09:15	09:30	7	0	0	7	0	0	1	1	8	4	15	4	23	1	6	1	8	31	39
09:30	09:45	1	1	1	3	0	1	5	6	9	3	19	4	26	0	16	0	16	42	51
09:45	10:00	6	2	0	8	0	0	6	6	14	5	7	5	17	1	14	1	16	33	47
11:30	11:45	0	1	0	1	1	1	4	6	7	3	14	0	17	0	14	0	14	31	38
11:45	12:00	4	1	0	5	0	2	1	3	8	0	6	2	8	1	16	1	18	26	34
12:00	12:15	4	1	1	6	0	1	6	7	13	1	15	5	21	0	13	0	13	34	47
12:15	12:30	4	0	0	4	0	0	4	4	8	2	16	4	22	1	10	0	11	33	41
12:30	12:45	2	1	1	4	1	1	3	5	9	5	13	3	21	0	14	1	15	36	45
12:45	13:00	3	0	0	3	2	1	3	6	9	1	15	3	19	1	18	2	21	40	49
15:15	15:30	2	1	0	3	0	0	6	6	9	1	13	0	14	1	15	1	17	31	40
16:30	16:45	0	0	0	0	1	1	4	6	6	1	5	0	6	1	6	0	7	13	19
17:30	17:45	4	1	0	5	0	0	1	1	6	0	3	2	5	1	3	0	4	9	15
17:45	18:00	1	1	2	4	1	1	3	5	9	0	4	2	6	1	8	0	9	15	24
13:00	13:15	2	2	1	5	1	1	5	7	12	8	22	3	33	0	8	0	8	41	53
13:15	13:30	4	0	0	4	0	1	8	9	13	1	15	2	18	1	9	1	11	29	42
15:00	15:15	4	0	1	5	0	1	4	5	10	4	7	1	12	0	18	1	19	31	41
15:30	15:45	3	0	1	4	0	1	1	2	6	3	13	1	17	0	11	0	11	28	34
15:45	16:00	4	1	0	5	0	0	9	9	14	1	9	2	12	1	12	0	13	25	39
16:00	16:15	1	0	1	2	0	1	8	9	11	4	6	3	13	0	16	0	16	29	40
16:15	16:30	1	2	0	3	0	0	7	7	10	1	5	0	6	1	17	0	18	24	34
16:45	17:00	2	1	1	4	0	1	2	3	7	1	4	0	5	1	13	0	14	19	26
17:00	17:15	4	0	0	4	0	0	5	5	9	2	3	2	7	0	6	0	6	13	22
17:15	17:30	0	0	1	1	1	0	3	4	5	1	5	0	6	0	7	0	7	13	18
Total:	None	80	24	16	120	12	26	121	159	279	86	355	82	523	19	367	13	399	922	1,201

Transportation Services - Traffic Services

Turning Movement Count - Study Results

FALLOWFIELD DR/STRANDERD DR @ FALLOWFIELD RD/CITIGATE DR

Survey Date: Wednesday, August 14, 2024

WO No: 42039

Start Time: 07:00

Device: Miovision

Full Study 15 Minute U-Turn Total

FALLOWFIELD RD/CITIGATE DR FALLOWFIELD DR/STRANDERD 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
07:45	08:00	0	0	0	0	0
08:00	08:15	0	0	1	0	1
08:15	08:30	0	0	0	0	0
08:30	08:45	0	0	0	0	0
08:45	09:00	0	0	0	0	0
09:00	09:15	0	0	0	0	0
09:15	09:30	0	0	1	0	1
09:30	09:45	0	0	1	0	1
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
15:15	15:30	0	0	0	0	0
16:30	16:45	0	0	1	0	1
17:30	17:45	0	0	0	0	0
17:45	18:00	0	0	2	0	2
13:00	13:15	0	0	0	0	0
13:15	13:30	0	0	1	0	1
15:00	15:15	0	0	1	0	1
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	1	0	1
16:45	17:00	0	0	1	0	1
17:00	17:15	0	0	0	0	0
17:15	17:30	0	0	0	0	0
Total		0	0	10	0	10

Turning Movement Count - Study Results

FALLOWFIELD RD @ COBBLE HILL DR/O'KEEFE CRT

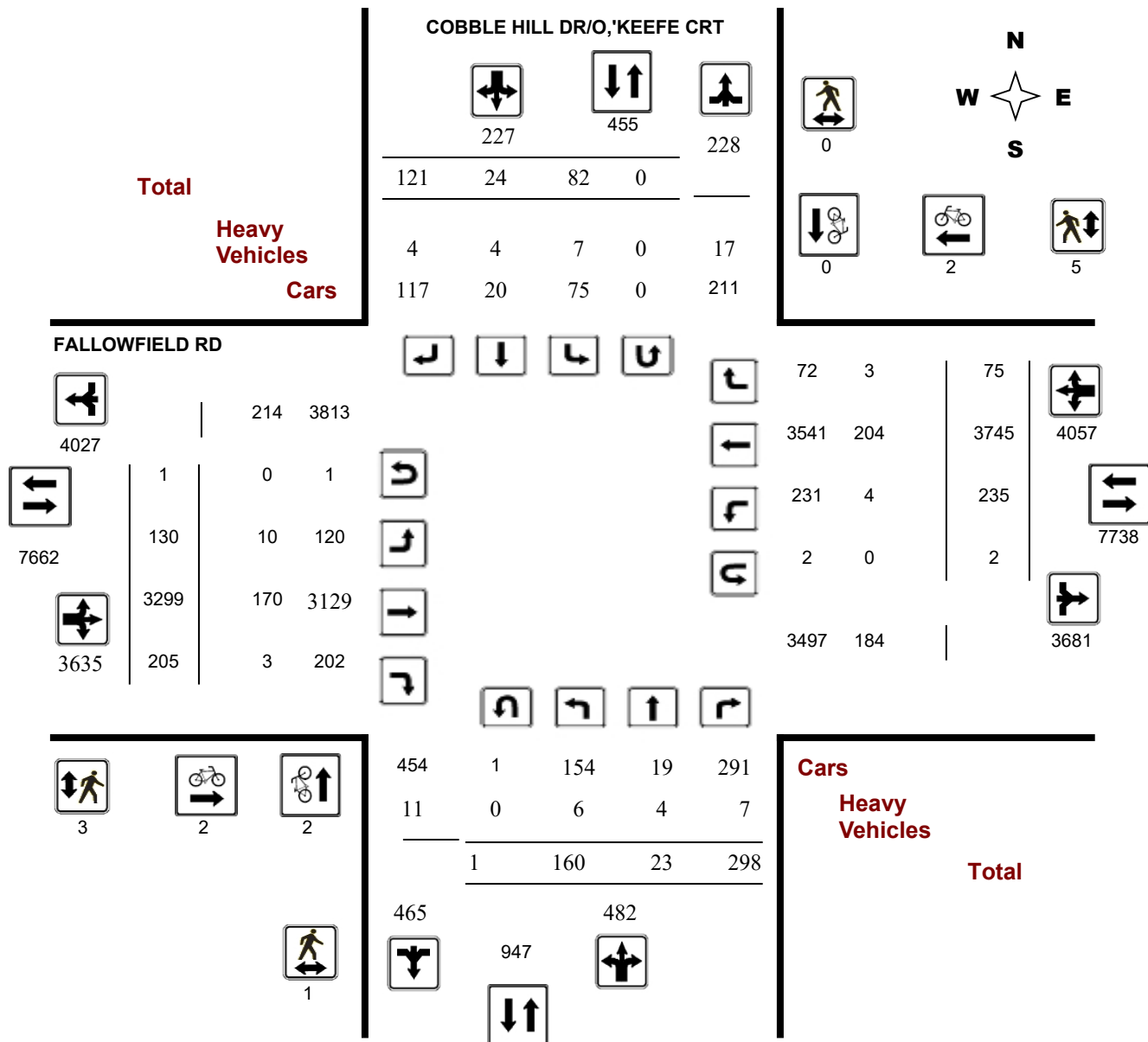
Survey Date: Wednesday, June 07, 2023

Start Time: 07:00

WO No: 40986

Device: Miovision

Full Study Diagram



Turning Movement Count - Study Results

FALLOWFIELD RD @ COBBLE HILL DR/O'KEEFE CRT

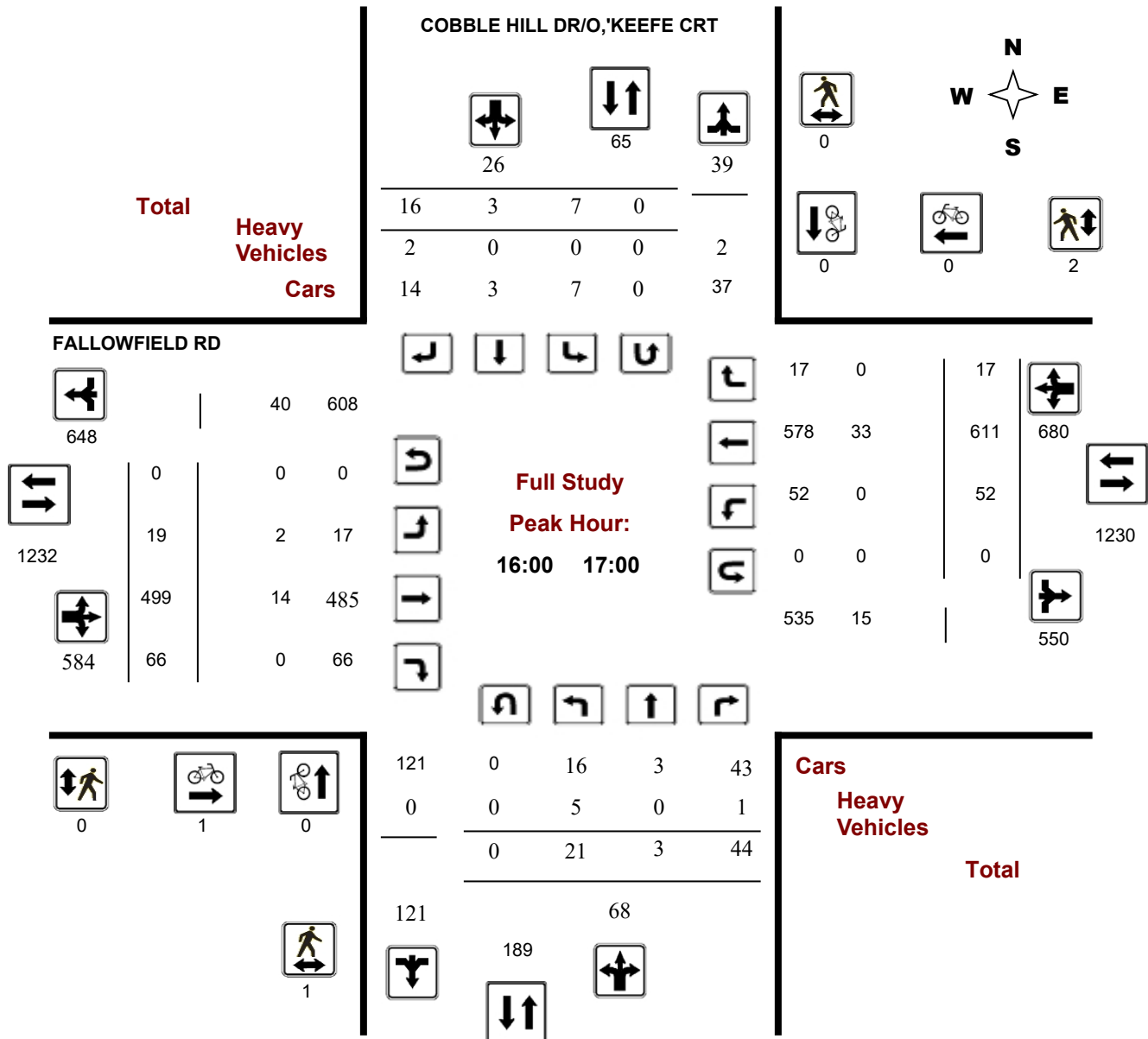
Survey Date: Wednesday, June 07, 2023

WO No: 40986

Start Time: 07:00

Device: Miovision

Full Study Peak Hour Diagram



Turning Movement Count - Study Results

FALLOWFIELD RD @ COBBLE HILL DR/O'KEEFE CRT

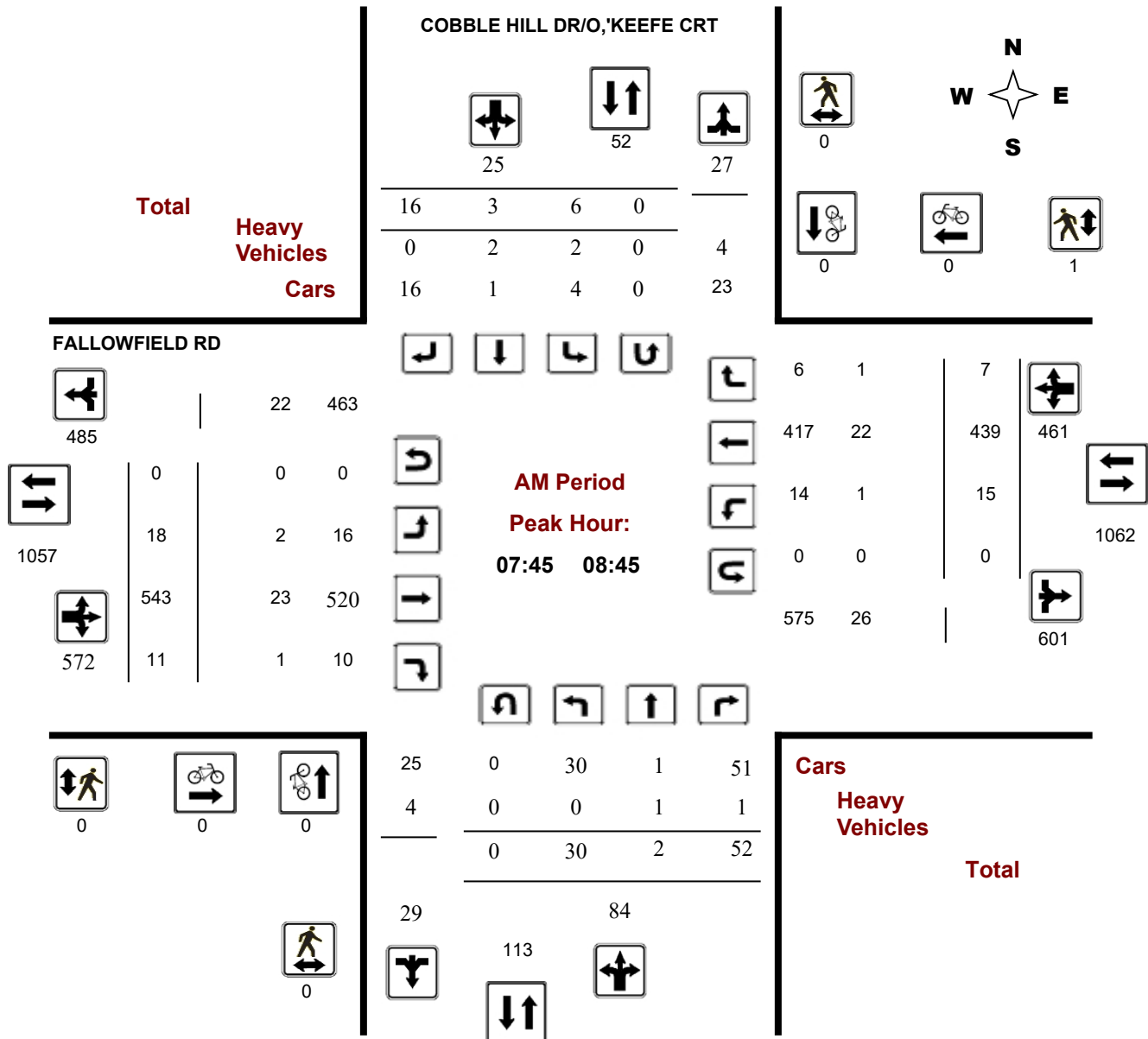
Survey Date: Wednesday, June 07, 2023

WO No: 40986

Start Time: 07:00

Device: Miovision

AM Period Peak Hour Diagram



Turning Movement Count - Study Results

FALLOWFIELD RD @ COBBLE HILL DR/O'KEEFE CRT

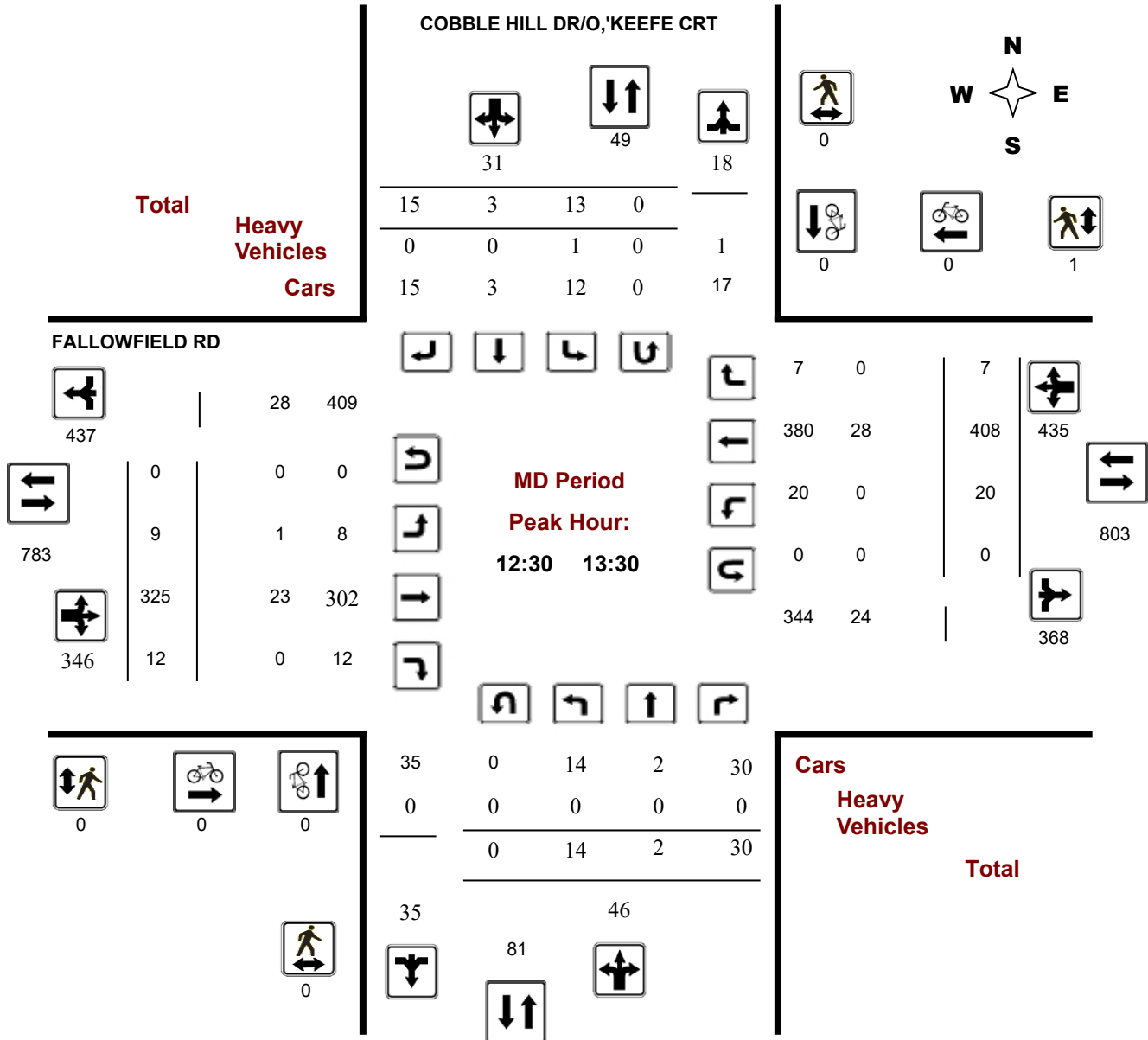
Survey Date: Wednesday, June 07, 2023

WO No: 40986

Start Time: 07:00

Device: Miovision

MD Period Peak Hour Diagram



Turning Movement Count - Study Results

FALLOWFIELD RD @ COBBLE HILL DR/O'KEEFE CRT

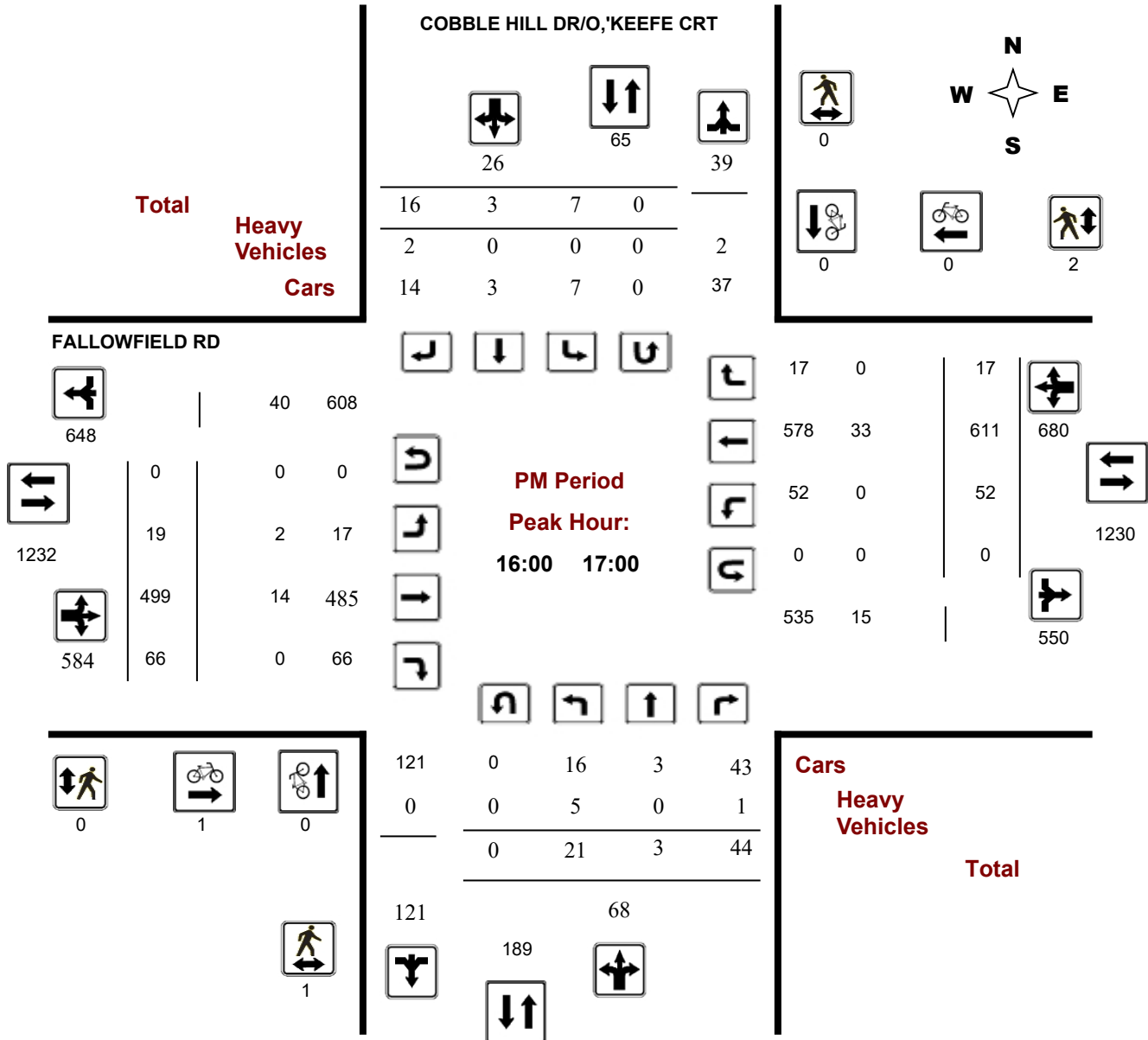
Survey Date: Wednesday, June 07, 2023

WO No: 40986

Start Time: 07:00

Device: Miovision

PM Period Peak Hour Diagram



Transportation Services - Traffic Services

Turning Movement Count - Study Results

FALLOWFIELD RD @ COBBLE HILL DR/O'KEEFE CRT

Survey Date: Wednesday, June 07, 2023

WO No: 40986

Start Time: 07:00

Device: Miovision

Full Study Summary (8 HR Standard)

Survey Date: Wednesday, June 07, 2023

Total Observed U-Turns

AADT Factor

Northbound: 1 Southbound: 0

.90

Eastbound: 1 Westbound: 2

COBBLE HILL DR/O'KEEFE CRT

FALLOWFIELD RD

Period	Northbound					Southbound					Eastbound					Westbound					Grand Total
	LT	ST	RT	NB TOT		LT	ST	RT	SB TOT	STR TOT	LT	ST	RT	EB TOT		LT	ST	RT	WB TOT	STR TOT	
07:00 08:00	27	1	42	70		20	1	18	39	109	18	453	13	484		6	411	8	425	909	1018
08:00 09:00	33	2	51	86		9	6	16	31	117	12	497	13	522		19	437	7	463	985	1102
09:00 10:00	20	3	34	57		9	3	13	25	82	9	340	17	366		24	417	12	453	819	901
11:30 12:30	13	4	21	38		10	3	22	35	73	18	309	12	339		22	359	9	390	729	802
12:30 13:30	14	2	30	46		13	3	15	31	77	9	325	12	346		20	408	7	435	781	858
15:00 16:00	14	4	37	55		6	2	5	13	68	25	414	31	470		38	563	7	608	1078	1146
16:00 17:00	21	3	44	68		7	3	16	26	94	19	499	66	584		52	611	17	680	1264	1358
17:00 18:00	18	4	39	61		8	3	16	27	88	20	462	41	523		54	539	8	601	1124	1212
Sub Total	160	23	298	481		82	24	121	227	708	130	3299	205	3634		235	3745	75	4055	7689	8397
U Turns				1					0	1				1					2	3	4
Total	160	23	298	482		82	24	121	227	709	130	3299	205	3635		235	3745	75	4057	7692	8401
EQ 12Hr	222	32	414	670		114	33	168	316	986	181	4586	285	5053		327	5206	104	5639	10692	11677

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

1.39

AVG 12Hr	200	29	373	603		103	39	198	284	887	163	4127	256	4548		294	4685	94	5075	9623	10509
-----------------	-----	----	-----	-----	--	-----	----	-----	-----	-----	-----	------	-----	------	--	-----	------	----	------	------	-------

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

.90

AVG 24Hr	262	38	489	790		135	51	259	372	1162	214	5406	335	5958		385	6137	123	6648	12606	13767
-----------------	-----	----	-----	-----	--	-----	----	-----	-----	------	-----	------	-----	------	--	-----	------	-----	------	-------	-------

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

FALLOWFIELD RD @ COBBLE HILL DR/O'KEEFE CRT

Survey Date: Wednesday, June 07, 2023

WO No: 40986

Start Time: 07:00

Device: Miovision

Full Study 15 Minute Increments

COBBLE HILL DR/O,'KEEFE CRT

FALLOWFIELD 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	1	15	21	5	0	2	7	28	3	68	3	74	2	95	0	97	171	199
07:15 07:30	8	0	7	15	7	1	3	11	26	2	98	3	103	3	96	4	103	206	232
07:30 07:45	9	0	11	20	7	0	7	14	34	5	134	3	142	1	109	1	111	253	287
13:00 13:15	5	1	12	18	0	1	1	2	20	3	69	3	75	4	112	0	116	191	211
17:45 18:00	4	2	8	14	0	2	4	6	20	7	106	8	121	9	121	3	133	254	274
07:45 08:00	5	0	9	14	1	0	6	7	21	8	153	4	165	0	111	3	114	279	300
08:00 08:15	7	0	15	22	2	2	1	5	27	4	136	1	141	4	85	0	89	230	257
08:15 08:30	10	1	15	26	3	1	5	9	35	4	144	4	152	5	103	1	109	261	296
08:30 08:45	8	1	13	22	0	0	4	4	26	2	110	2	114	6	140	3	149	263	289
08:45 09:00	8	0	8	16	4	3	6	13	29	2	107	6	115	4	109	3	116	231	260
09:00 09:15	5	0	11	17	2	0	5	7	24	2	84	1	87	7	106	3	116	203	227
09:15 09:30	7	0	4	11	0	1	3	4	15	3	95	12	110	8	121	3	132	242	257
09:30 09:45	4	2	10	16	2	1	1	4	20	2	89	1	92	7	118	4	129	221	241
09:45 10:00	4	1	9	14	5	1	4	10	24	2	72	3	77	2	72	2	76	153	177
11:30 11:45	3	0	4	7	0	0	2	2	9	3	86	1	90	4	103	1	109	199	208
11:45 12:00	3	3	5	11	5	1	10	16	27	3	67	4	74	8	92	4	104	178	205
12:00 12:15	5	1	5	11	2	0	3	5	16	7	74	4	85	5	93	3	101	186	202
12:15 12:30	2	0	7	9	3	2	7	12	21	5	82	3	90	5	71	1	77	167	188
12:30 12:45	2	1	8	11	5	0	1	6	17	4	86	1	91	4	119	2	125	216	233
12:45 13:00	3	0	6	9	5	1	8	14	23	2	86	3	91	7	92	2	101	192	215
13:15 13:30	4	0	4	8	3	1	5	9	17	0	84	5	89	5	85	3	93	182	199
15:00 15:15	2	1	4	7	1	0	0	1	8	7	90	7	104	8	144	2	155	259	267
15:15 15:30	3	0	10	13	3	1	1	5	18	8	97	6	111	8	156	2	166	277	295
15:30 15:45	2	1	15	18	2	0	1	3	21	7	107	7	122	10	131	0	141	263	284
15:45 16:00	7	2	8	17	0	1	3	4	21	3	120	11	134	12	132	3	147	281	302
16:00 16:15	3	0	9	12	1	1	4	6	18	8	129	20	157	13	160	8	181	338	356
16:15 16:30	8	0	16	24	3	1	3	7	31	2	123	20	145	8	176	2	186	331	362
16:30 16:45	2	3	12	17	1	1	6	8	25	5	124	10	139	11	117	4	132	271	296
16:45 17:00	8	0	7	15	2	0	3	5	20	4	123	16	143	20	158	3	181	324	344
17:00 17:15	8	0	4	12	2	0	2	4	16	6	115	9	130	19	125	2	146	276	292
17:15 17:30	2	2	11	15	5	0	5	10	25	2	118	14	134	15	170	2	187	321	346
17:30 17:45	4	0	16	20	1	1	5	7	27	5	123	10	138	11	123	1	135	273	300
Total:	160	23	298	482	82	24	121	227	709	130	3299	205	3635	235	3745	75	4057	7692	8,401

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



Transportation Services - Traffic Services

Turning Movement Count - Study Results

FALLOWFIELD RD @ COBBLE HILL DR/O'KEEFE CRT

Survey Date: Wednesday, June 07, 2023

WO No: 40986

Start Time: 07:00

Device: Miovision

Full Study Cyclist Volume

COBBLE HILL DR/O'KEEFE CRT

FALLOWFIELD RD

Time Period		Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	Grand Total
07:00	07:15	0	0	0	0	0	0	0
07:15	07:30	0	0	0	0	1	1	1
07:30	07:45	0	0	0	0	0	0	0
13:00	13:15	0	0	0	0	0	0	0
17:45	18:00	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
12:15	12:30	0	0	0	1	0	1	1
12:30	12:45	0	0	0	0	0	0	0
12:45	13:00	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	2	0	2	0	0	0	2
15:45	16:00	0	0	0	0	1	1	1
16:00	16:15	0	0	0	1	0	1	1
16:15	16:30	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0
Total		2	0	2	2	2	4	6



Transportation Services - Traffic Services

Turning Movement Count - Study Results

FALLOWFIELD RD @ COBBLE HILL DR/O'KEEFE CRT

Survey Date: Wednesday, June 07, 2023

WO No: 40986

Start Time: 07:00

Device: Miovision

Full Study Pedestrian Volume

COBBLE HILL DR/O,'KEEFE CRT

FALLOWFIELD 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	1	1	2	2
07:15 07:30	0	0	0	0	0	0	0
07:30 07:45	0	0	0	1	0	1	1
13:00 13:15	0	0	0	0	0	0	0
17:45 18:00	0	0	0	0	0	0	0
07:45 08:00	0	0	0	0	0	0	0
08:00 08:15	0	0	0	0	1	1	1
08:15 08:30	0	0	0	0	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
12:15 12:30	0	0	0	0	0	0	0
12:30 12:45	0	0	0	0	1	1	1
12:45 13:00	0	0	0	0	0	0	0
13:15 13:30	0	0	0	0	0	0	0
15:00 15:15	0	0	0	1	0	1	1
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	1	1	1
16:45 17:00	1	0	1	0	1	1	2
17:00 17:15	0	0	0	0	0	0	0
17:15 17:30	0	0	0	0	0	0	0
17:30 17:45	0	0	0	0	0	0	0
Total	1	0	1	3	5	8	9



Transportation Services - Traffic Services

Turning Movement Count - Study Results

FALLOWFIELD RD @ COBBLE HILL DR/O'KEEFE CRT

Survey Date: Wednesday, June 07, 2023

WO No: 40986

Start Time: 07:00

Device: Miovision

Full Study Heavy Vehicles

COBBLE HILL DR/O'KEEFE CRT

FALLOWFIELD RD

Northbound

Southbound

Eastbound

Westbound

Time Period		Northbound			N TOT	Southbound			S TOT	STR TOT	Eastbound			E TOT	Westbound			W TOT	STR TOT	Grand Total
		LT	ST	RT		LT	ST	RT			LT	ST	RT		LT	ST	RT			
07:00	07:15	0	1	0	1	1	0	0	1	2	0	9	0	9	0	7	0	7	16	18
07:15	07:30	0	0	0	0	1	0	0	1	1	0	8	1	9	1	2	0	3	12	13
07:30	07:45	0	0	0	0	0	0	0	0	0	1	10	0	11	0	4	1	5	16	16
13:00	13:15	0	0	0	0	0	0	0	0	0	1	2	0	3	0	9	0	9	12	12
17:45	18:00	1	0	0	1	0	0	0	0	1	0	1	0	1	0	2	0	2	3	4
07:45	08:00	0	0	0	0	0	0	0	0	0	1	3	0	4	0	5	0	5	9	9
08:00	08:15	0	0	0	0	0	1	0	1	1	1	4	0	5	1	2	0	3	8	9
08:15	08:30	0	0	1	1	2	1	0	3	4	0	7	1	8	0	7	0	7	15	19
08:30	08:45	0	1	0	1	0	0	0	0	1	0	9	0	9	0	8	1	9	18	19
08:45	09:00	0	0	1	1	0	2	0	2	3	0	6	0	6	0	1	0	1	7	10
09:00	09:15	0	0	0	0	0	0	0	0	0	0	7	0	7	0	24	0	24	31	31
09:15	09:30	0	0	0	0	0	0	0	0	0	1	3	0	4	0	9	0	9	13	13
09:30	09:45	0	0	0	0	0	0	0	0	0	0	6	0	6	0	10	0	10	16	16
09:45	10:00	0	0	0	0	1	0	0	1	1	0	4	0	4	0	4	1	5	9	10
11:30	11:45	0	0	0	0	0	0	0	0	0	1	7	0	8	0	9	0	9	17	17
11:45	12:00	0	0	0	0	0	0	0	0	0	0	4	0	4	0	7	0	7	11	11
12:00	12:15	0	0	0	0	0	0	0	0	0	0	6	0	6	0	5	0	5	11	11
12:15	12:30	0	0	0	0	0	0	0	0	0	1	3	0	4	0	5	0	5	9	9
12:30	12:45	0	0	0	0	1	0	0	1	1	0	8	0	8	0	9	0	9	17	18
12:45	13:00	0	0	0	0	0	0	0	0	0	0	7	0	7	0	5	0	5	12	12
13:15	13:30	0	0	0	0	0	0	0	0	0	0	6	0	6	0	5	0	5	11	11
15:00	15:15	0	1	0	1	0	0	0	0	1	0	5	0	5	1	7	0	8	13	14
15:15	15:30	0	0	1	1	1	0	0	1	2	1	6	0	7	0	6	0	6	13	15
15:30	15:45	0	1	0	1	0	0	0	0	1	0	14	0	14	0	3	0	3	17	18
15:45	16:00	0	0	1	1	0	0	1	1	2	0	7	1	8	1	8	0	9	17	19
16:00	16:15	1	0	0	1	0	0	0	0	1	0	5	0	5	0	11	0	11	16	17
16:15	16:30	3	0	1	4	0	0	1	1	5	1	4	0	5	0	13	0	13	18	23
16:30	16:45	0	0	0	0	0	0	1	1	1	1	2	0	3	0	4	0	4	7	8
16:45	17:00	1	0	0	1	0	0	0	0	1	0	3	0	3	0	5	0	5	8	9
17:00	17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5	5
17:15	17:30	0	0	2	2	0	0	1	1	3	0	3	0	3	0	0	0	0	3	6
17:30	17:45	0	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0	3	4	4
Total:	None	6	4	7	17	7	4	4	15	32	10	170	3	183	4	204	3	211	394	426

Transportation Services - Traffic Services

Turning Movement Count - Study Results

FALLOWFIELD RD @ COBBLE HILL DR/O'KEEFE CRT

Survey Date: Wednesday, June 07, 2023

WO No: 40986

Start Time: 07:00

Device: Miovision

Full Study 15 Minute U-Turn Total

COBBLE HILL DR/O'KEEFE CRT

FALLOWFIELD 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
13:00	13:15	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	1	0	0	0	1
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
12:15	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	1	0	1
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		1	0	1	2	4

Turning Movement Count - Study Results

CEDARVIEW RD @ FALLOWFIELD RD

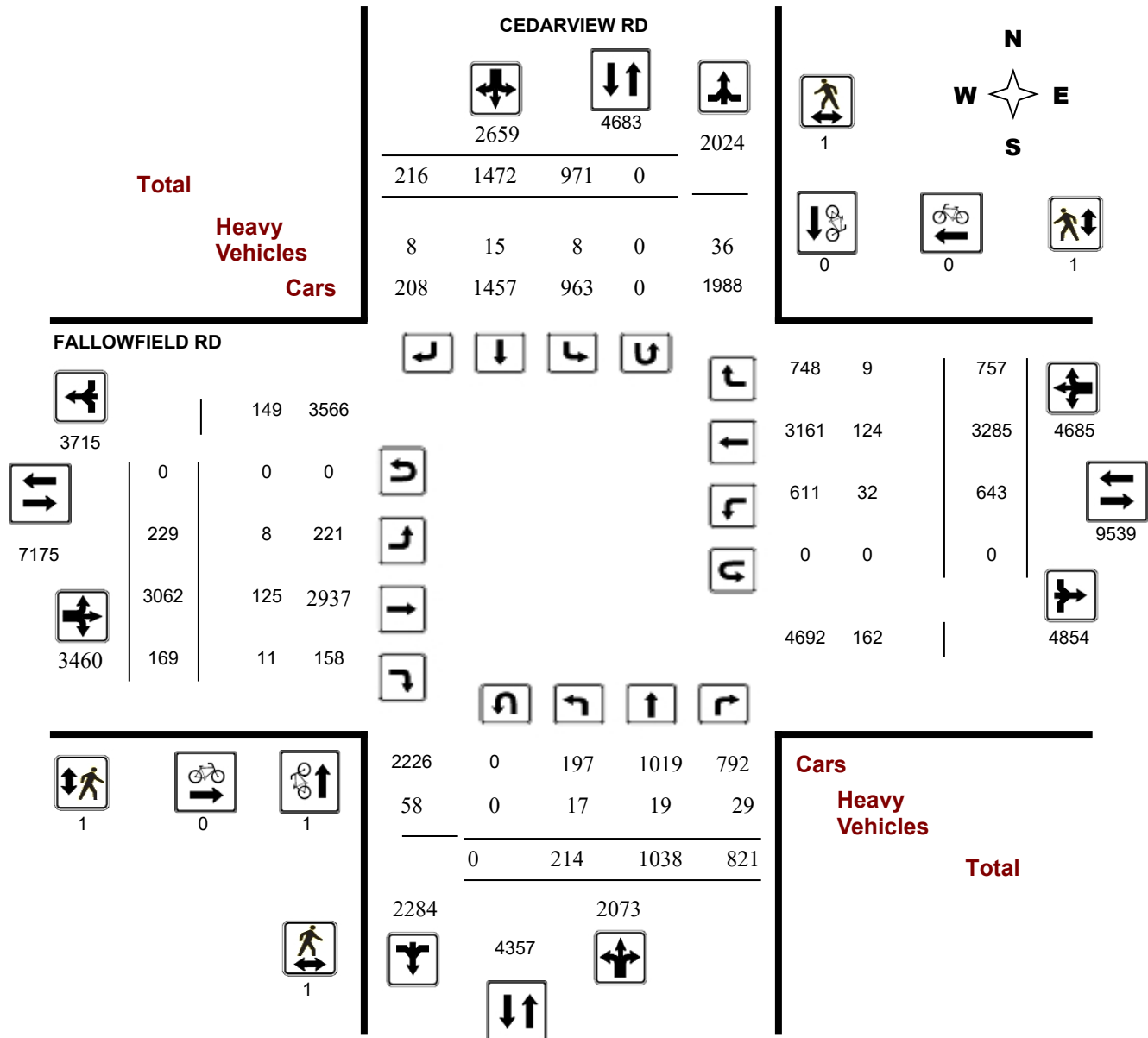
Survey Date: Tuesday, January 07, 2020

Start Time: 07:00

WO No: 39248

Device: Miovision

Full Study Diagram



5469190 - TUE JAN 07 2020 - 8HRS - LORETTA

Turning Movement Count - Study Results

CEDARVIEW RD @ FALLOWFIELD RD

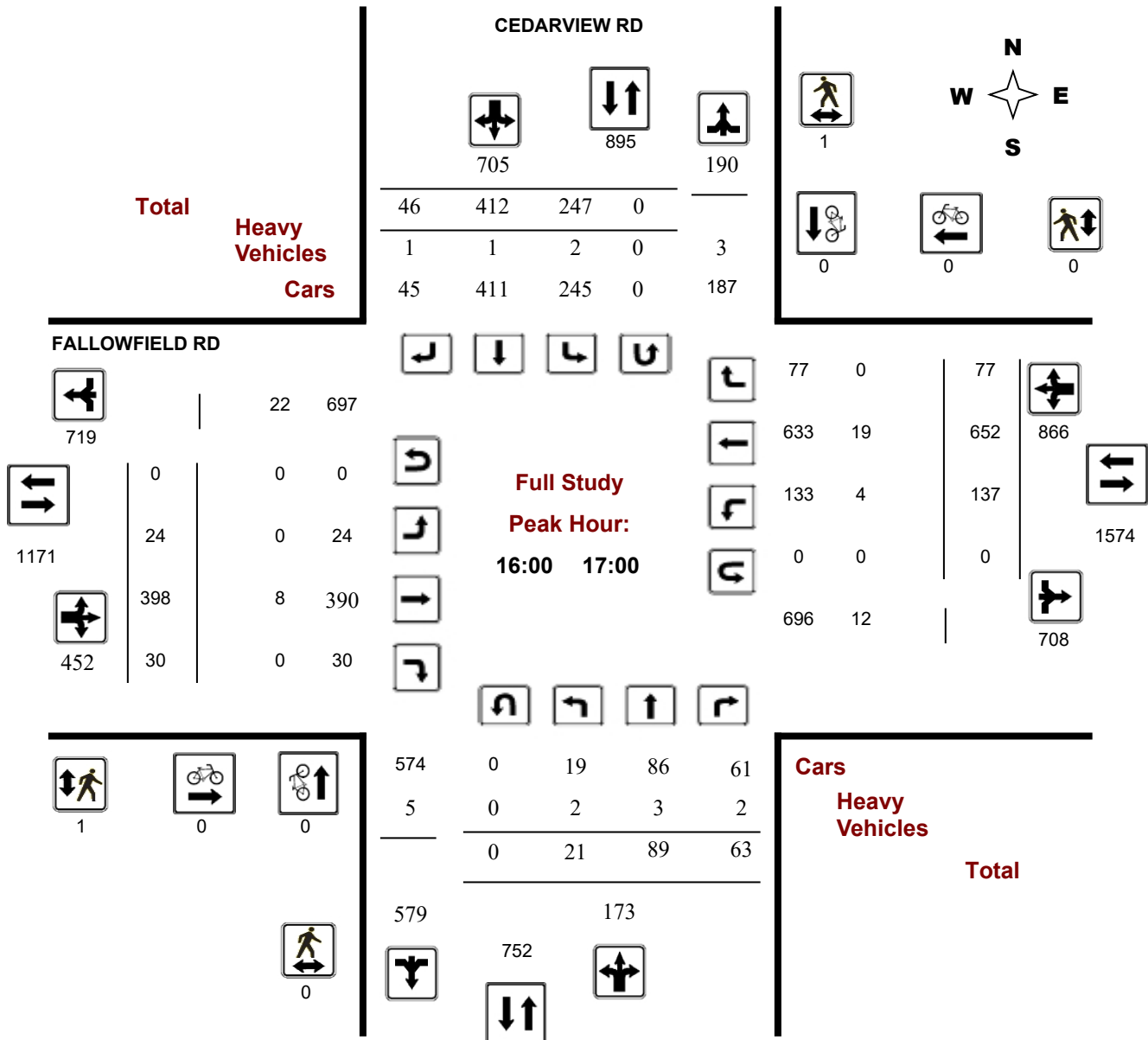
Survey Date: Tuesday, January 07, 2020

WO No: 39248

Start Time: 07:00

Device: Miovision

Full Study Peak Hour Diagram



Turning Movement Count - Study Results

CEDARVIEW RD @ FALLOWFIELD RD

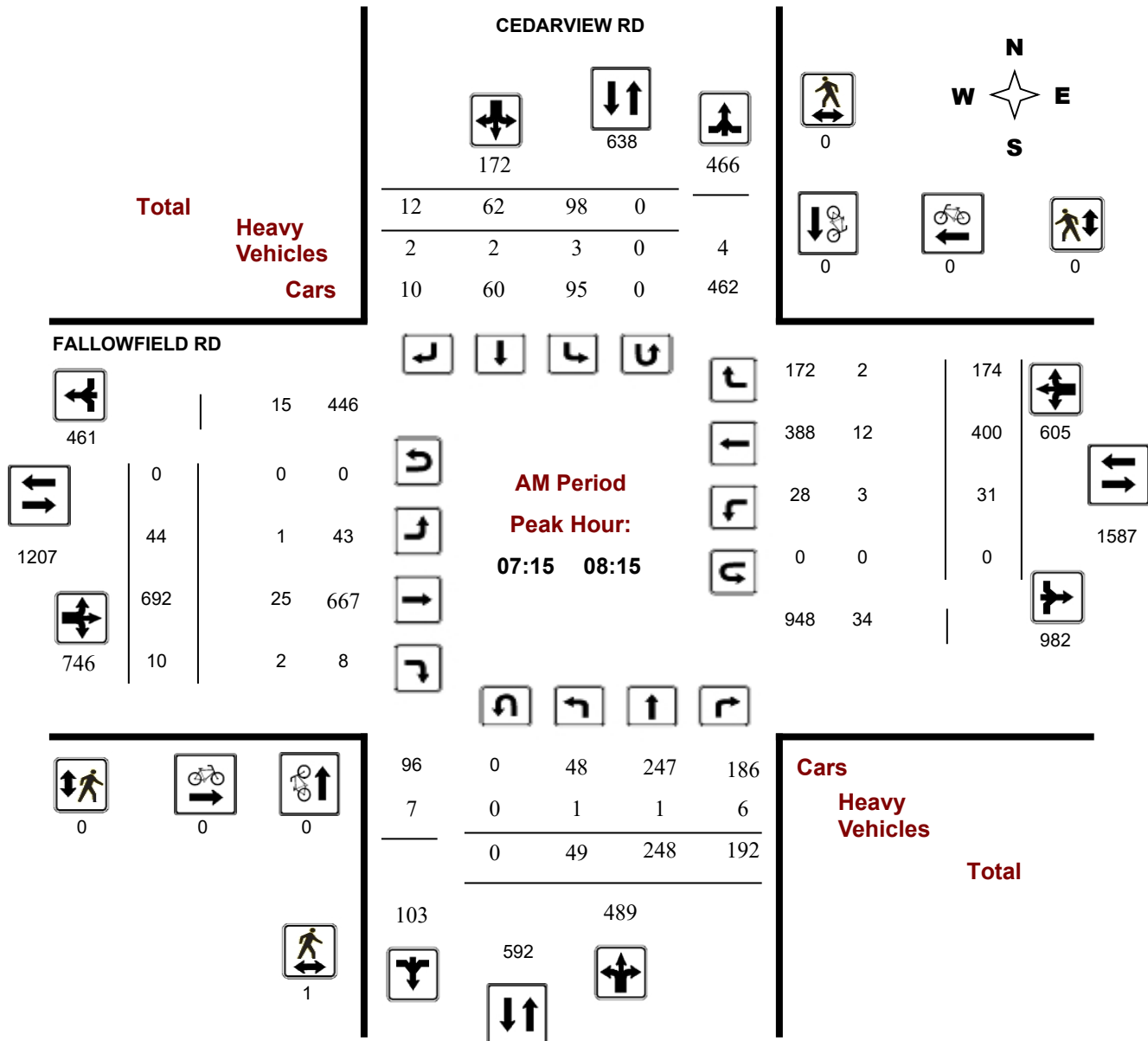
Survey Date: Tuesday, January 07, 2020

WO No: 39248

Start Time: 07:00

Device: Miovision

AM Period Peak Hour Diagram



5469190 - TUE JAN 07 2020 - 8HRS - LORETTA

Turning Movement Count - Study Results

CEDARVIEW RD @ FALLOWFIELD RD

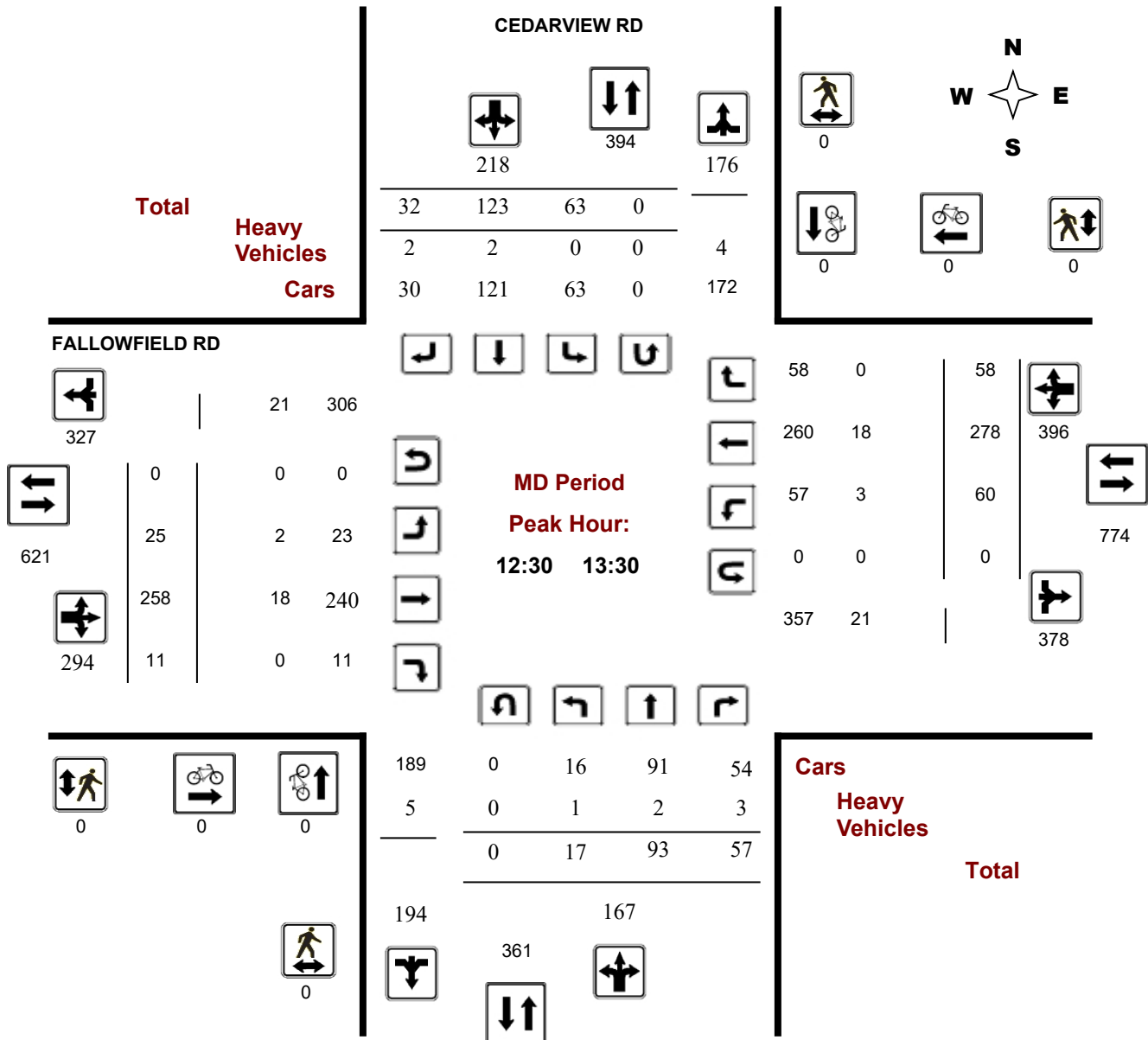
Survey Date: Tuesday, January 07, 2020

WO No: 39248

Start Time: 07:00

Device: Miovision

MD Period Peak Hour Diagram



5469190 - TUE JAN 07 2020 - 8HRS - LORETTA

Turning Movement Count - Study Results

CEDARVIEW RD @ FALLOWFIELD RD

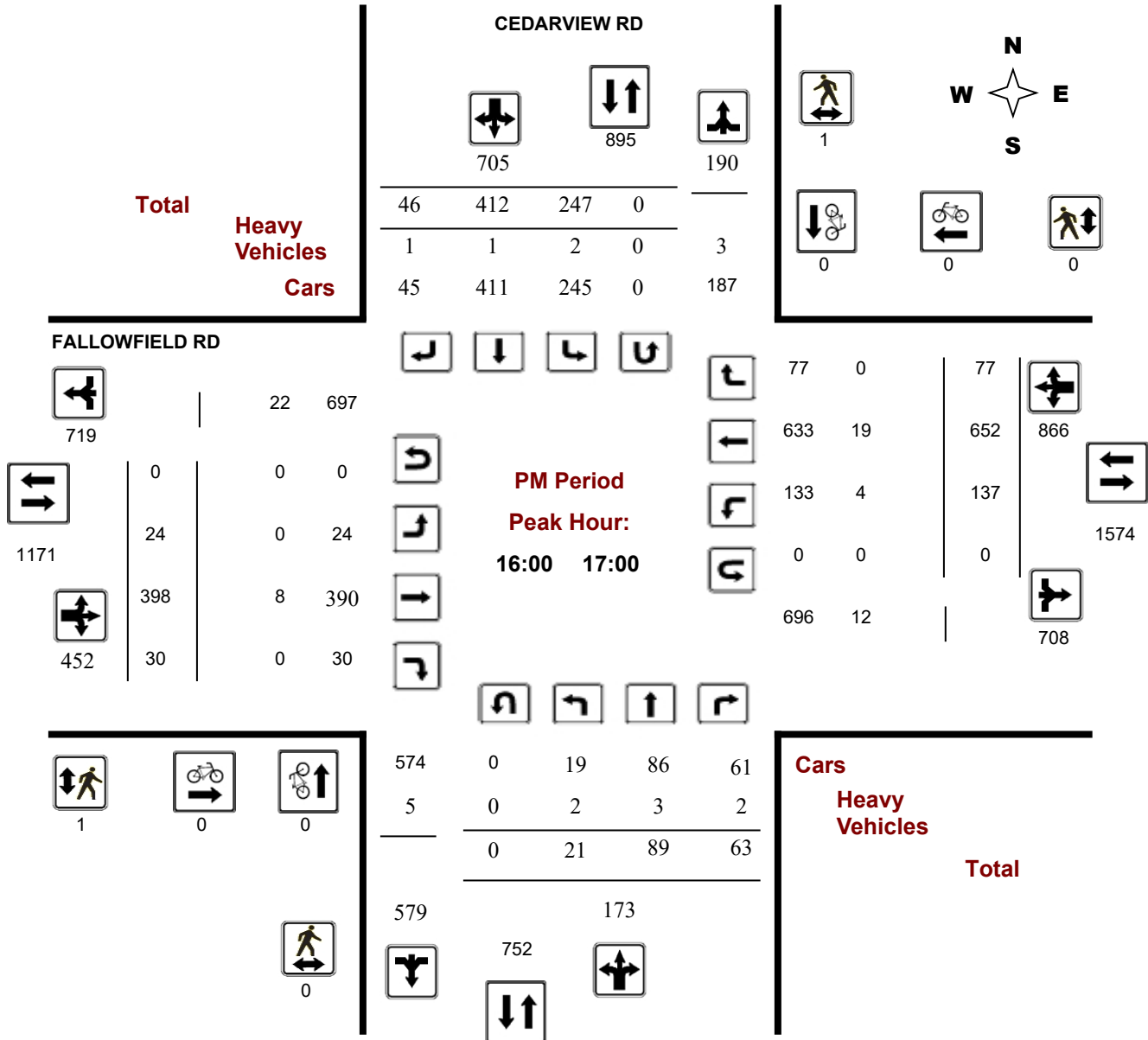
Survey Date: Tuesday, January 07, 2020

WO No: 39248

Start Time: 07:00

Device: Miovision

PM Period Peak Hour Diagram



5469190 - TUE JAN 07 2020 - 8HRS - LORETTA

Transportation Services - Traffic Services

Turning Movement Count - Study Results

CEDARVIEW RD @ FALLOWFIELD RD

Survey Date: Tuesday, January 07, 2020

WO No: 39248

Start Time: 07:00

Device: Miovision

Full Study Summary (8 HR Standard)

Survey Date: Tuesday, January 07, 2020

Total Observed U-Turns

AADT Factor

Northbound: 0 Southbound: 0

1.10

Eastbound: 0 Westbound: 0

CEDARVIEW RD

FALLOWFIELD RD

Period	Northbound					Southbound					Eastbound					Westbound					Grand Total
	LT	ST	RT	NB TOT		LT	ST	RT	SB TOT	STR TOT	LT	ST	RT	EB TOT		LT	ST	RT	WB TOT	STR TOT	
07:00 08:00	38	233	186	457		75	50	10	135	592	45	684	10	739		25	331	149	505	1244	1836
08:00 09:00	47	229	170	446		100	71	11	182	628	37	497	14	548		48	409	190	647	1195	1823
09:00 10:00	27	132	102	261		45	67	17	129	390	30	267	16	313		57	279	101	437	750	1140
11:30 12:30	14	81	69	164		64	110	32	206	370	22	257	17	296		60	274	60	394	690	1060
12:30 13:30	17	93	57	167		63	123	32	218	385	25	258	11	294		60	278	58	396	690	1075
15:00 16:00	32	88	96	216		176	252	36	464	680	25	318	31	374		118	540	71	729	1103	1783
16:00 17:00	21	89	63	173		247	412	46	705	878	24	398	30	452		137	652	77	866	1318	2196
17:00 18:00	18	93	78	189		201	387	32	620	809	21	383	40	444		138	522	51	711	1155	1964
Sub Total	214	1038	821	2073		971	1472	216	2659	4732	229	3062	169	3460		643	3285	757	4685	8145	12877
U Turns				0					0	0				0					0	0	0
Total	214	1038	821	2073		971	1472	216	2659	4732	229	3062	169	3460		643	3285	757	4685	8145	12877
EQ 12Hr	297	1443	1141	2881		1350	2046	300	3696	6577	318	4256	235	4809		894	4566	1052	6512	11322	17899

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

1.39

AVG 12Hr	327	1587	1255	3169		1485	2948	433	4066	7235	350	4682	258	5290		983	5023	1157	7163	12454	19689
-----------------	-----	------	------	------	--	------	------	-----	------	------	-----	------	-----	------	--	-----	------	------	------	-------	-------

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

1.10

AVG 24Hr	428	2079	1644	4151		1945	3862	567	5326	9478	458	6133	338	6930		1288	6580	1516	9384	16315	25793
-----------------	-----	------	------	------	--	------	------	-----	------	------	-----	------	-----	------	--	------	------	------	------	-------	-------

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

CEDARVIEW RD @ FALLOWFIELD RD

Survey Date: Tuesday, January 07, 2020

WO No: 39248

Start Time: 07:00

Device: Miovision

Full Study 15 Minute Increments

CEDARVIEW RD

FALLOWFIELD 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	4	47	48	99	5	6	0	11	110	8	141	3	152	4	42	26	72	224	334
07:15	07:30	8	62	43	113	21	7	3	31	144	18	201	2	221	6	90	39	135	356	500
07:30	07:45	12	61	55	128	27	20	3	50	178	11	177	4	192	7	98	42	147	339	517
07:45	08:00	14	63	40	117	22	17	4	43	160	8	165	1	174	8	101	42	151	325	485
08:00	08:15	15	62	54	131	28	18	2	48	179	7	149	3	159	10	111	51	172	331	510
08:15	08:30	13	57	47	117	20	14	4	38	155	11	139	2	152	7	91	40	138	290	445
08:30	08:45	11	61	39	111	24	16	2	42	153	10	113	2	125	14	120	53	187	312	465
08:45	09:00	8	49	30	87	28	23	3	54	141	9	96	7	112	17	87	46	150	262	403
09:00	09:15	15	49	33	97	19	20	3	42	139	14	87	6	107	22	110	33	165	272	411
09:15	09:30	6	30	26	62	10	17	4	31	93	4	70	1	75	16	67	26	109	184	277
09:30	09:45	4	22	24	50	8	14	7	29	79	8	56	5	69	10	58	26	94	163	242
09:45	10:00	2	31	19	52	8	16	3	27	79	4	54	4	62	9	44	16	69	131	210
11:30	11:45	3	21	15	39	22	28	4	54	93	3	60	5	68	15	69	14	98	166	259
11:45	12:00	3	25	17	45	10	27	7	44	89	6	68	3	77	15	74	12	101	178	267
12:00	12:15	3	21	18	42	20	32	13	65	107	6	53	7	66	12	62	20	94	160	267
12:15	12:30	5	14	19	38	12	23	8	43	81	7	76	2	85	18	69	14	101	186	267
12:30	12:45	4	35	12	51	17	35	8	60	111	8	65	1	74	9	63	14	86	160	271
12:45	13:00	7	19	13	39	17	37	4	58	97	9	67	2	78	13	66	13	92	170	267
13:00	13:15	4	21	17	42	17	25	7	49	91	1	52	3	56	21	66	19	106	162	253
13:15	13:30	2	18	15	35	12	26	13	51	86	7	74	5	86	17	83	12	112	198	284
17:30	17:45	2	24	28	54	52	98	6	156	210	4	93	7	104	38	134	16	188	292	502
17:45	18:00	3	24	20	47	51	78	4	133	180	3	78	7	88	30	113	11	154	242	422
15:00	15:15	7	19	21	47	47	52	8	107	154	7	72	6	85	33	114	23	170	255	409
15:15	15:30	5	35	17	57	43	65	7	115	172	4	69	6	79	19	134	16	169	248	420
15:30	15:45	11	16	20	47	27	57	6	90	137	6	87	10	103	30	150	13	193	296	433
15:45	16:00	9	18	38	65	59	78	15	152	217	8	90	9	107	36	142	19	197	304	521
16:00	16:15	11	14	16	41	51	97	12	160	201	6	96	7	109	35	168	21	224	333	534
16:15	16:30	5	30	10	45	74	126	12	212	257	5	92	9	106	37	158	17	212	318	575
16:30	16:45	4	28	17	49	43	85	14	142	191	8	104	6	118	33	171	23	227	345	536
16:45	17:00	1	17	20	38	79	104	8	191	229	5	106	8	119	32	155	16	203	322	551
17:00	17:15	8	32	13	53	49	105	8	162	215	5	100	11	116	28	139	14	181	297	512
17:15	17:30	5	13	17	35	49	106	14	169	204	9	112	15	136	42	136	10	188	324	528
Total:		214	1038	821	2073	971	1472	216	2659	4732	229	3062	169	3460	643	3285	757	4685	8145	12,877

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

5469190 - TUE JAN 07 2020 - 8HRS - LORETTA



Transportation Services - Traffic Services

Turning Movement Count - Study Results

CEDARVIEW RD @ FALLOWFIELD RD

Survey Date: Tuesday, January 07, 2020

WO No: 39248

Start Time: 07:00

Device: Miovision

Full Study Cyclist Volume

		CEDARVIEW RD			FALLOWFIELD RD			Grand Total
Time Period		Northbound	Southbound	Street Total	Eastbound	Westbound	Street 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
12:15	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
17:30	17:45	1	0	1	0	0	0	1
17:45	18:00	0	0	0	0	0	0	0
15:00	15:15	0	0	0	0	0	0	0
15:15	15:30	0	0	0	0	0	0	0
15:30	15:45	0	0	0	0	0	0	0
15:45	16:00	0	0	0	0	0	0	0
16:00	16:15	0	0	0	0	0	0	0
16:15	16:30	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0
Total		1	0	1	0	0	0	1



Transportation Services - Traffic Services

Turning Movement Count - Study Results

CEDARVIEW RD @ FALLOWFIELD RD

Survey Date: Tuesday, January 07, 2020

WO No: 39248

Start Time: 07:00

Device: Miovision

Full Study Pedestrian Volume

CEDARVIEW RD

FALLOWFIELD 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	1	0	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
11:30 11:45	0	0	0	0	0	0	0
11:45 12:00	0	0	0	0	0	0	0
12:00 12:15	0	0	0	0	0	0	0
12:15 12:30	0	0	0	0	0	0	0
12:30 12:45	0	0	0	0	0	0	0
12:45 13:00	0	0	0	0	0	0	0
13:00 13:15	0	0	0	0	0	0	0
13:15 13:30	0	0	0	0	0	0	0
17:30 17:45	0	0	0	0	0	0	0
17:45 18:00	0	0	0	0	0	0	0
15:00 15:15	0	0	0	0	0	0	0
15:15 15:30	0	0	0	0	0	0	0
15:30 15:45	0	0	0	0	1	1	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	1	1	0	0	0	1
16:30 16:45	0	0	0	1	0	1	1
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	1	1	2	1	1	2	4

5469190 - TUE JAN 07 2020 - 8HRS - LORETTA



Transportation Services - Traffic Services

Turning Movement Count - Study Results

CEDARVIEW RD @ FALLOWFIELD RD

Survey Date: Tuesday, January 07, 2020

WO No: 39248

Start Time: 07:00

Device: Miovision

Full Study Heavy Vehicles

CEDARVIEW RD

FALLOWFIELD 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	3	3	0	0	0	0	3	0	5	2	7	1	2	0	3	10	13
07:15	07:30	0	0	0	0	0	0	0	0	0	0	7	0	7	0	4	1	5	12	12
07:30	07:45	0	0	3	3	1	0	0	1	4	0	7	2	9	1	2	1	4	13	17
07:45	08:00	0	0	0	0	0	1	0	1	1	0	7	0	7	0	4	0	4	11	12
08:00	08:15	1	1	3	5	2	1	2	5	10	1	4	0	5	2	2	0	4	9	19
08:15	08:30	1	1	0	2	0	0	0	0	2	1	7	0	8	0	2	2	4	12	14
08:30	08:45	0	0	2	2	0	2	0	2	4	0	6	0	6	1	3	0	4	10	14
08:45	09:00	1	0	0	1	0	0	0	0	1	0	3	2	5	1	8	0	9	14	15
09:00	09:15	9	3	3	15	0	0	1	1	16	0	2	0	2	2	17	0	19	21	37
09:15	09:30	0	1	0	1	1	0	0	1	2	0	6	0	6	0	7	1	8	14	16
09:30	09:45	0	1	1	2	0	1	0	1	3	1	2	0	3	1	2	1	4	7	10
09:45	10:00	0	0	0	0	0	1	1	2	2	0	5	0	5	0	1	2	3	8	10
11:30	11:45	0	0	1	1	1	0	0	1	2	0	7	0	7	1	5	0	6	13	15
11:45	12:00	0	3	0	3	0	1	1	2	5	0	3	1	4	1	6	0	7	11	16
12:00	12:15	0	0	2	2	0	1	0	1	3	0	5	0	5	1	0	1	2	7	10
12:15	12:30	0	0	0	0	0	0	0	0	0	0	2	0	2	0	3	0	3	5	5
12:30	12:45	0	1	2	3	0	1	0	1	4	1	2	0	3	2	4	0	6	9	13
12:45	13:00	1	0	0	1	0	0	1	1	2	1	4	0	5	0	2	0	2	7	9
13:00	13:15	0	1	1	2	0	0	0	0	2	0	5	0	5	1	4	0	5	10	12
13:15	13:30	0	0	0	0	0	1	1	2	2	0	7	0	7	0	8	0	8	15	17
17:30	17:45	0	2	1	3	0	0	0	0	3	0	2	0	2	2	3	0	5	7	10
17:45	18:00	0	0	1	1	0	0	0	0	1	1	2	0	3	1	1	0	2	5	6
15:00	15:15	0	0	0	0	1	0	0	1	1	0	6	1	7	1	7	0	8	15	16
15:15	15:30	0	1	0	1	0	1	0	1	2	0	4	1	5	1	3	0	4	9	11
15:30	15:45	0	0	1	1	0	0	0	0	1	0	2	2	4	1	2	0	3	7	8
15:45	16:00	1	0	2	3	0	2	0	2	5	1	1	0	2	3	2	0	5	7	12
16:00	16:15	1	0	1	2	0	0	0	0	2	0	2	0	2	0	6	0	6	8	10
16:15	16:30	1	0	0	1	0	0	0	0	1	0	2	0	2	1	5	0	6	8	9
16:30	16:45	0	2	1	3	0	0	1	1	4	0	2	0	2	2	7	0	9	11	15
16:45	17:00	0	1	0	1	2	1	0	3	4	0	2	0	2	1	1	0	2	4	8
17:00	17:15	0	1	1	2	0	1	0	1	3	0	3	0	3	1	1	0	2	5	8
17:15	17:30	1	0	0	1	0	0	0	0	1	1	1	0	2	3	0	0	3	5	6
Total:	None	17	19	29	65	8	15	8	31	96	8	125	11	144	32	124	9	165	309	405

Transportation Services - Traffic Services

Turning Movement Count - Study Results

CEDARVIEW RD @ FALLOWFIELD RD

Survey Date: Tuesday, January 07, 2020

WO No: 39248

Start Time: 07:00

Device: Miovision

Full Study 15 Minute U-Turn Total

CEDARVIEW RD

FALLOWFIELD 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
08:15	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
13:00	13:15	0	0	0	0	0
13:15	13:30	0	0	0	0	0
17:30	17:45	0	0	0	0	0
17:45	18:00	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
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	0	0	0

Appendix B Signal Timing Plans



Traffic Signal Timing

City of Ottawa, Public Works Department

Traffic Signal Operations Unit

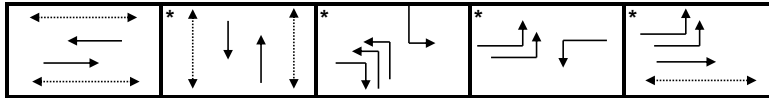
Intersection:	Main: Strandherd	Side: Fallowfield / Citigate
Controller:	ATC 3	TSD: 6252
Author:	Kymen Kwan	Date: 07-Apr-2026

Existing Timing Plans†

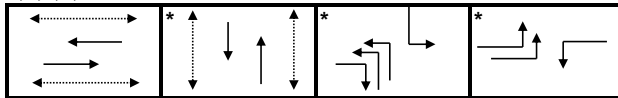
	Plan						Ped Minimum Time		
	AM Peak 1	Off Peak 2	PM Peak 3	Night 4	Weekend 5	Evening 12	Walk	DW	A+R
Cycle	130	110	120	110	110	120			
Offset	81	91	105	X	15	X			
EB Thru	58	35	40	30	31	30	7	16	4.6+2.3
WB Thru	49	35	40	30	31	30	7	16	4.6+2.3
NB Thru	48	48	48	48	48	48	7	34	3.7+3.4
SB Thru	48	48	48	48	48	48	7	34	3.7+3.4
NB Left (fp)	12	12	13	14	12	17	-	-	3.7+2.9
SB Left (fp)	12	12	13	14	12	17	-	-	3.7+2.9
EB Right	12	12	13	14	12	17	-	-	3.7+2.9
EB Left (fp)	21	15	19	18	19	25	-	-	4.6+2.3
WB Left (fp)	12	15	19	18	19	25	-	-	4.6+2.3

Phasing Sequence‡

Plan: 1



Plan: 2, 3, 4, 5, 12



Notes: 1) If the NS pedestrian phase is not actuated, the NS Thru will force off 26s early

Schedule

Weekday		Weekend	
Time	Plan	Time	Plan
0:15	4	0:15	4
6:00	1	8:30	12
9:30	2	10:00	5
15:00	3	18:00	12
18:30	2	22:30	4
20:00	12		
22:30	4		

Notes

†: Time for each direction includes amber and all red intervals

‡: Start of first phase should be used as reference point for offset

Asterisk (*) Indicates actuated phase

(fp): Fully Protected Left Turn

←.....→ Pedestrian signal

==> Bike Signal

==> Transit Signal

Cost is \$63.94 (\$56.58 + HST)

Traffic Signal Timing

City of Ottawa, Public Works Department

Traffic Signal Operations Unit

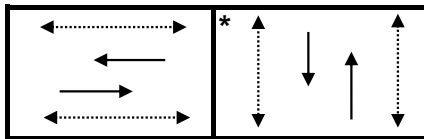
Intersection:	<i>Main:</i> Fallowfield	<i>Side:</i> Cedarview
Controller:	ATC 3	TSD: 5720
Author:	Kymen Kwan	Date: 07-Apr-2026

Existing Timing Plans†

	Plan					Ped Minimum Time		
	AM Peak 1	Off Peak 2	PM Peak 3	Night 4	Weekend 5	Walk	DW	A+R
Cycle	85	70	85	65	70			
Offset	40	X	65	X	X			
EB Thru	48	42	47	37	42	7	21	3.7+3.0
WB Thru	48	42	47	37	42	7	21	3.7+3.0
NB Thru	37	28	38	28	28	7	14	3.0+3.8
SB Thru	37	28	38	28	28	7	14	3.0+3.8

Phasing Sequence‡

Plan: All



Schedule

Weekday		Weekend	
Time	Plan	Time	Plan
0:15	4	0:15	4
6:30	1	8:30	5
9:30	2	22:30	4
15:00	3		
18:30	2		
22:30	4		

Notes

†: Time for each direction includes amber and all red intervals

‡: Start of first phase should be used as reference point for offset

Asterisk (*) Indicates actuated phase

(fp): Fully Protected Left Turn

←.....→ Pedestrian signal

— — ➔ Bike Signal

= = ➔ Transit Signal

Cost is \$63.94 (\$56.58 + HST)

Appendix C Collision Data





Stantec is a global leader in sustainable engineering, architecture, and environmental consulting. The diverse perspectives of our partners and interested parties drive us to think beyond what's previously been done on critical issues like climate change, digital transformation, and future-proofing our cities and infrastructure. We innovate at the intersection of community, creativity, and client relationships to advance communities everywhere, so that together we can redefine what's possible.



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