

1345 Baseline Road

Transportation Impact Assessment Step 3 - Strategy

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1 Screening

1.1 Summary of Development

Municipal Address	1345 Baseline Road
Description of Location	The property is located on the north side of Baseline Road, about 322 meters east of Baseline Road and Clyde Avenue, and roughly 380 meters west of Baseline Road and Merivale Road in Ottawa. It sits within a lively urban corridor designated as Arterial Mainstreet (AM5[436]) and enjoys strong access to major arterial routes and the City's Transit Priority Network. The surrounding area features a blend of residential communities, commercial amenities, and institutional uses, positioning the site as an excellent candidate for a mixed-use, transit-oriented redevelopment.
Land Use Classification	The property is zoned Mixed Use/Commercial under designation AM5[436], which corresponds to Arterial Mainstreet Subzone 5 with Urban Exception 436. It is noted that while the subject property is currently zoned AM5[436] – Arterial Mainstreet under Zoning By-law 2008-250, the City's Final Draft of the new Zoning By-law (2026-50) proposes to rezone the property to H2[436] H(30) – Hub Zone. The proposed Hub designation continues to support mixed-use development with medium- to high-density residential intensification along transit-supportive corridors. Should the new Zoning By-law be adopted, the proposed development intent would continue to align with the applicable land use permissions and policy direction.
Development Size (units)	The development consists of 1251 residential units across four high-rise towers arranged around a central landscaped courtyard. A comprehensive bicycle parking program provides 626 residential bicycle spaces, 14 Short-term bicycle spaces, and 10 commercial bicycle spaces, for a total of 650 bicycle parking spaces. The underground parking supplies 927 parking spaces, which include 790 spaces for residents, 113 for visitors, and 24 spaces for commercial use.
Development Size (m²)	The total development consists of four towers with a combined tower footprint of 3,091 m², derived from individual footprints of 787 m² for Tower A, 768 m² for Tower B, 768 m² for Tower C, and 768 m² for Tower D. The overall gross building area (GBA) for the project is 110,722.0 m², calculated from Tower A at 31,804.2 m², Tower B at 26,350 m², Tower C at 21,929.4 m², and Tower D at 30,638.4 m². Only Towers A and B contain commercial space, providing a total commercial area of 938.1 m², consisting of 257.3 m² in Tower A and 680.8 m² in Tower B. The development also incorporates designated loading areas and internal site circulation surrounding the central courtyard.



Municipal Address	1345 Baseline Road
Number of Accesses and Locations	Two vehicular access points are provided from the private driveway that runs between Baseline Road and the Walmart Supercenter Plaza: 1- A main access is located near the center of the site, providing access to the internal circulation network and loading areas. 2- Secondary access is located at the northern edge of the site, providing additional access to the internal circulation and the underground parking. Both access points connect indirectly to Baseline Road via an existing private driveway shared with adjacent commercial properties.
Phase of Development	PHASE 1: BUILDING "A": 370 units PHASE 3: BUILDING "B": 307 units PHASE 2: BUILDING "C & D": 574 units
Buildout Year	The full buildout and occupancy of the development is assumed to occur by 2034, reflecting the anticipated construction sequencing of Tower A (2027–2029), Towers C and D (2028–2031), and Tower B (2032–2034).

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	✓
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.



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?	✓	
Is the development in a Design Priority Area (DPA), Transit-oriented Development (TOD) zone, or Protected Major Transit Station Area (PMTSA)? *	✓	

**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?		✗
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 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?		✗
Is there 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?		✗

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?	✓	



2 Scoping

2.1 Existing and Planned Conditions

2.1.1 Proposed Development

This Transportation Impact Assessment (TIA) has been prepared to accompany the site plan application for a proposed residential development situated at 1345 Baseline Road, within Ottawa's central-west area. The site is located on the north side of Baseline Road, a major east–west arterial that provides connections to Merivale Road, Clyde Avenue, and Woodroffe Avenue. The property lies in a well-established urban context characterized by a mix of commercial, institutional, and residential land uses, including proximity to the Ottawa Hospital Civic Campus and the Central Experimental Farm. Transit accessibility in this corridor is strong, as identified as a Transitway in the Transportation Master Plan, with Baseline Road served by several frequent bus routes.

The subject property is zoned AM5[436] – Arterial Mainstreet under the City of Ottawa Zoning By-law (2008-250), which permits a wide range of uses, including retail, service commercial, office, residential, and institutional uses, either in mixed-use buildings or as separate uses on the same site. Overall, the zoning framework is intended to accommodate medium- to high-density development consistent with the City's Official Plan policies for Arterial Mainstreets. The City's Final Draft of the new Zoning By-law (2026-50) proposes to rezone the property to H2[436] H(30) – Hub Zone. The proposed Hub designation continues to support mixed-use development with medium- to high-density residential intensification along transit-supportive corridors. Should the new Zoning By-law be adopted, the proposed development intent would continue to align with the applicable land use permissions and policy direction. It is acknowledged that in the interim period during the appeals process of the new Zoning By-Law, the strictest interpretation from both the 2008-250 and 2026-50 will be used.

The proposed development comprises 1,251 residential units distributed across four high-rise residential towers arranged around a centrally landscaped courtyard, supported by a 6-storey podium element (as shown on the site plan for Towers C and D). The subject property has a site area of 12,329.3 m² (approximately 3.05 acres), as identified on the site plan. The building heights include 40 storeys for Tower A, 36 storeys for Tower B, 28 storeys for Tower C, and 32 storeys for Tower D, each featuring a typical residential floor plate of approximately 787 m² for Tower A and 768 m² for Towers B, C, and D.

The above-grade gross floor area (GFA) for each building is listed on the site plan as 24,807.3 m² for Tower A, 20,553 m² for Tower B, 17,104.9 m² for Tower C, and 23,898.4 m² for Tower D, resulting in a combined above-grade GFA of 86,362.2 m². The development also incorporates a comprehensive internal circulation system featuring a central roundabout for vehicle maneuvering, and designated loading areas positioned around the central courtyard, and a dedicated parkland block (0.11 ha) located along the southern portion of the site fronting Baseline Road. Commercial uses are included within Buildings A and B, providing 257.3 m² of commercial GFA in Tower A and 680.8 m² in Tower B, for a total of 938.1 m² of commercial space.



A full bicycle parking program is provided, including 626 residential bicycle parking spaces, 14 short-term spaces, and 10 commercial bicycle spaces, for a total supply of 650 bicycle parking spaces. Vehicular parking is accommodated through a combination of underground and surface facilities, with 927 underground parking spaces.

A network of internal pedestrian pathways, pedestrian crossings, and landscaped walkways is provided throughout the site, connecting building entrances, amenity areas, and the adjacent public sidewalk along Baseline Road. Dedicated loading and service areas are provided internal to the site and are accessed via the internal driveway network, minimizing direct interaction with Baseline Road traffic.

Site access is provided by two vehicular entry points located along the private driveway that connects Baseline Road to the adjacent Walmart Supercenter plaza. The primary access is situated near the center of the development and provides entry to the internal circulation system and loading areas. Secondary access is located at the northern edge of the site, offering additional connectivity to the underground parking and internal road network. Both access points connect to Baseline Road indirectly via a signalized intersection along an existing private laneway shared with neighboring commercial properties.

The project is planned as a three-phase development:

- Phase 1: Building A (370 units)
- Phase 2: Building B (307 units)
- Phase 3: Buildings C and D (574 units)

The full buildout and occupancy of the development is assumed to occur by 2034, reflecting the anticipated construction sequencing of Tower A (Phase 1; 2027–2029), Towers C and D (Phase 3; 2028–2031), and Tower B (Phase 2; 2032–2034).

The proposed land-use used for trip generation, based on the TRANS Trip Generation Manual (2020), using Land Use Code 222 – Multi-Unit (High-Rise).

According to the City of Ottawa's Official Plan, the site is located within the Outer Urban Area and is designated as an Evolving Neighbourhood, Hub, and Corridor – Minor as illustrated in Figure 2. These designations promote intensification and the development of compact, mixed-use communities that support sustainable transportation modes such as transit, walking, and cycling.

Figure 1 illustrates the site location, while **Figure 3** presents the concept site plan.



1345 Baseline Road – Transportation Impact Assessment

2 Scoping



Figure 1. Site Location



Figure 2. City of Ottawa's Official Plan



1345 Baseline Road – Transportation Impact Assessment 2 Scoping

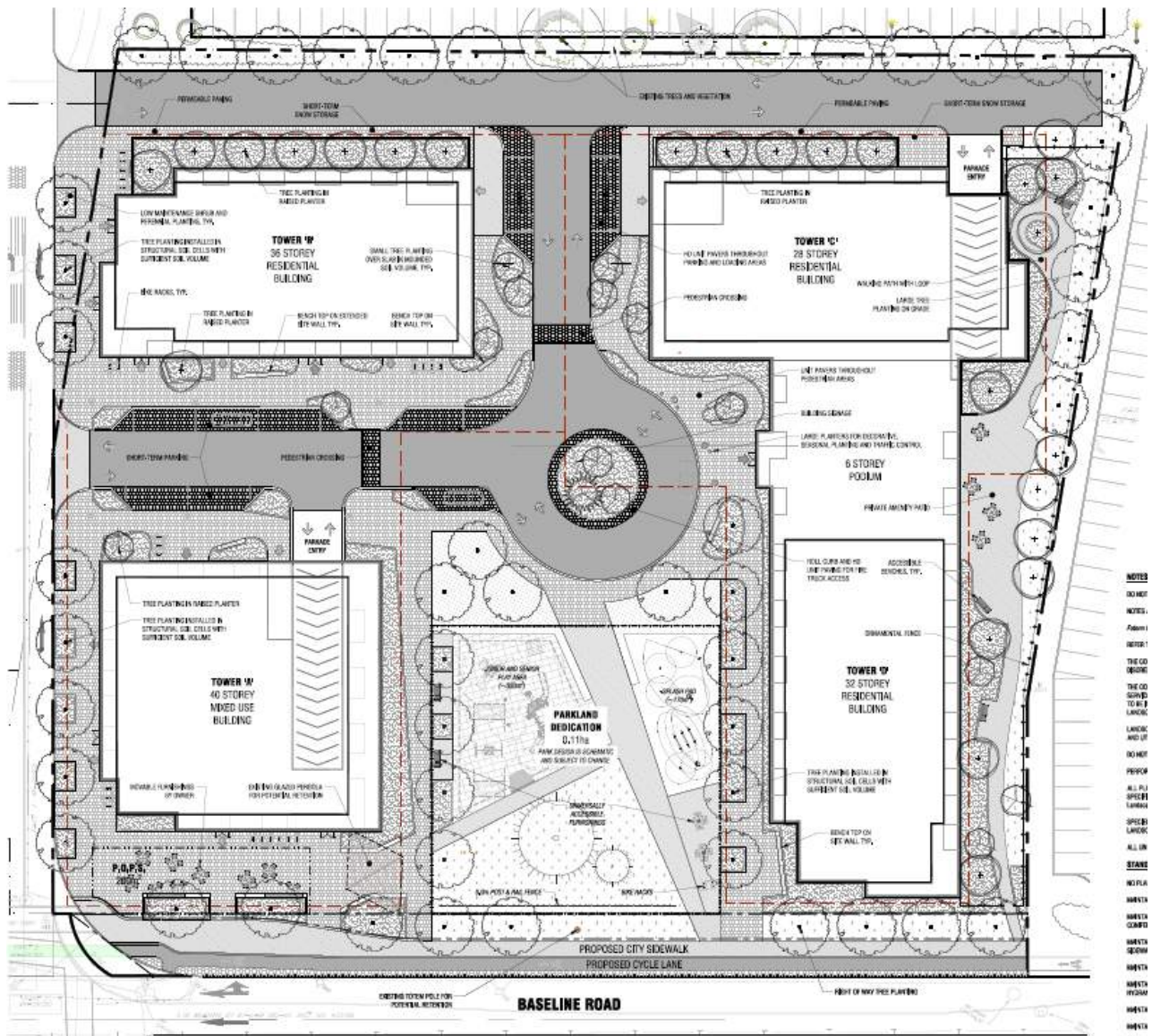


Figure 3. Proposed Development Site Plan



2.1.2 Existing Conditions

2.1.2.1 Existing Roadways

Baseline Road

Baseline Road is an east–west urban arterial roadway that forms a key component of the City of Ottawa's major road network and supports transit services along the corridor. In the vicinity of the SmartCentres Ottawa development, Baseline Road is constructed as a four-lane divided arterial, providing two through lanes in each direction. A raised centre median is present along portions of the corridor, although openings are provided at signalized intersections to accommodate turning movements into adjacent properties.

The posted speed limit along this section of Baseline Road is typically 60 km/h, and sidewalks are provided on both sides of the roadway. Cycling facilities are not provided along this segment. Baseline Road between Clyde Avenue and Merivale Road is subject to 39.7 metres of Right-of-Way (ROW) protection per the City of Ottawa's Official Plan (OP).

Clyde Avenue

Located west of the development area is a north-south arterial roadway that forms a major intersection with Baseline Road. Clyde Avenue intersects Baseline Road at a signalized intersection. It provides two through lanes in each direction with dedicated turn lanes at the Baseline Road intersection to support vehicle queuing and improve traffic flow. It facilitates direct access to several adjacent commercial properties, including automotive service businesses and retail plaza sites along both sides of the roadway.

The posted speed limit is 50 km/h. Sidewalks are present on both sides, but designated cycling lanes are not provided along this corridor.

South of Baseline Road, Clyde Avenue continues toward additional commercial zones and transitions toward residential neighbourhoods farther along its alignment.

Merivale Road

Merivale Road is a north–south urban arterial roadway forming part of Ottawa's primary commercial and commuter network. In the vicinity of Baseline Road and the adjacent SmartCentres/Walmart commercial district, Merivale Road is a four-lane divided arterial, providing two to three general-purpose through lanes in each direction depending on the segment.

A raised centre median is present along portions of the corridor, with turning pockets and median breaks provided at major intersections to support high-volume access into adjacent retail and service-commercial properties.

The posted speed limit along this section of Merivale Road is 60 km/h. Sidewalks are provided on both sides of the roadway, offering pedestrian connectivity between multiple retail sites. Cycling facilities are provided along the north side of Baseline Road between the Clyde Avenue/Baseline Road intersection and



the shared private driveway/Baseline Road intersection, forming a continuous segment within this portion of the corridor.

Signalized intersections are present to manage traffic entering and exiting major commercial developments, including the intersection at Baseline Road. These intersections typically include auxiliary left- and right-turn lanes to support high volumes of turning traffic and to minimize conflicts along the through lanes.

Land uses along Merivale Road consist primarily of large-format retail, restaurants, automotive services, and strip-commercial plazas. These uses generate significant short-duration vehicle trips and contribute to high turnover at access driveways and traffic signals.

2.1.2.2 Existing Intersections

The following four intersections were selected to form the study area for the traffic and transportation analysis purposes:

1. Baseline Road / Clyde Avenue

This is a 4-leg signalized intersection of two arterial roads. Baseline Road is on the east and west legs of the intersection, while Clyde Avenue is on the north and south legs. Figure 4 illustrates the layout of the intersection.

East leg of the intersection (Baseline Road):

- Provides for two general-purpose westbound-through (WB-Th) lanes, a dedicated WB-Th transit lane for the first 60 metres at the approach, an auxiliary left turn lane (WB-LT) with approximately 75 metres of storage length, a bike lane and a right turn lane (WB-RT) with approximately 60 metres of storage length and a conventional channel.
- Provides for a raised centre median that is approximately 1.25 metres in width.
- Provides for two continuous receiving lanes, an auxiliary receiving bike lane, and a general-purpose auxiliary acceleration lane with 35 metres of storage length before merging with mainline.
- Signalized pedestrian crossing of this leg with crosswalk pavement markings and countdown timer is provided.

West leg of the intersection (Baseline Road)

- Provides for two general-purpose eastbound-through (EB-Th) lanes, a dedicated EB-Th transit lane for the first ~15 metres of the approach, an auxiliary left turn lane (EB-LT) with approximately 100 metres of storage length, a bike lane and a right turn lane (EB-RT) with approximately 40 metres of storage length and a conventional channel.
- Provides for a raised centre median that is approximately 1.25 metres in width.



- Provides for two continuous general-purpose receiving lanes, and a transit-only receiving lane which continues for 320 metres before merging with mainline.
- Signalized pedestrian crossing of this leg with crosswalk pavement markings and countdown timer is provided.

North leg of the intersection (Clyde Avenue):

- Provides for a general-purpose SB-Th lane, a shared SB-Th/RT lane, and two auxiliary SB-LT lanes with approximately 100 metres of storage length for the outer lane and 125 metres for the inner lane.
- Provides for a raised centre median that is approximately 1.25 metres in width.
- Provides for two continuous general-purpose receiving lanes.
- Signalized pedestrian crossing of this leg with crosswalk pavement markings and countdown timer is provided.

South leg of the intersection (Clyde Avenue):

- Provides for a general-purpose NB-Th lane, a shared NB-Th/RT lane, and two auxiliary NB-LT lanes with approximately 60 metres of storage length for the outer lane and 120 metres for the inner lane before the inner lane transitions to a downstream two-way left turn lane (TWLTL).
- Provides for a raised centre median that is approximately 1.25 metres in width.
- Provides for two continuous general-purpose receiving lanes.
- Signalized pedestrian crossing of this leg with crosswalk pavement markings and countdown timer is provided.





Figure 4. Baseline Road / Clyde Avenue Intersection

2. Baseline Road / Walmart SC (1345-1375 Baseline Road Access)

This is a signalized intersection on Baseline Road illustrated in Figure 5 that provides access to the SmartCentres Ottawa (Walmart) plaza and associated commercial uses. This intersection serves as the primary access point between Baseline Road and the internal private roadway network serving both the commercial plaza (1375 Baseline Road) and the subject site (1345 Baseline Road). The intersection provides for the following:

- East leg of the intersection provides for a general purpose WB-Th lane, a general purpose shared WB-Th/RT lane and a bike lane. Two receiving lanes and a ~5 metre-wide grassed median are provided.
- West leg of the intersection provides for two general purpose EB-Th lanes and an auxiliary EB-LT lane with approximately 165 metres of storage length. Two receiving lanes and a ~1.5 metre-wide concrete median are provided.

- North leg of the intersection provides for a SB-RT lane and SB-LT lane. Each lane provides for approximately 80 metres of storage length before the queues spillover onto the internal roadway network, There are two receiving lanes and no median.
- Sidewalks are present in each corner of the intersection and signalized pedestrian crossings with countdown timers and high-visibility “zebra” markings are provided



Figure 5. Baseline Road / Walmart SC Intersection.

3. Baseline Road / Loblaws SC – Government of Canada Office Access

This is a 4-leg signalized intersection illustrated in Figure 6 with Baseline Road running on major east-west legs of the intersection. The north leg of the intersection provides access to a Government of Canada office complex (1339 Baseline Road). The south leg of the intersection provides access to a shopping plaza anchored by Loblaws.

- East leg of the intersection provides for two WB-Th lanes, one auxiliary WB-RT lane with approximately 100 metres of storage length and one auxiliary WB-LT lane with approximately 45 metres of storage length. A 1.25-metre concrete median and 2 receiving lanes are provided.
- West leg of the intersection provides for two EB-Th lanes, one auxiliary EB-RT lane with approximately 15 metres of storage length and a conventional channel, and one auxiliary EB-LT

lane with approximately 45 metres of storage length. A 1.25-metre concrete median and 2 receiving lanes are provided.

- North leg of the intersection provides for a shared SB-Th-RT lane and an auxiliary SB-LT lane, providing for approximately 30 metres of storage length, however only ~6 metres are available before an internal laneway is blocked. One receiving lane is provided
- South leg of the intersection provides for a shared NB-Th-LT lane and an auxiliary NB-RT lane with approximately 40 metres of storage length and a conventional channel, Two receiving lanes are provided: one for the SB-Th and WB-LT movements, and an auxiliary receiving lane for the EB-RT movement providing for approximately 35 metres of storage.
- Pedestrian sidewalks are present in each corner and signalized pedestrians crossings with transverse pavement markings and countdown timers are provided.



Figure 6. Baseline Road / Loblaw's SC – Government of Canada Access Intersection.

4. Baseline Road / Merivale Road

This is a 4-leg signalized intersection of two arterial roads illustrated in Figure 7 with Baseline Road running on east-west legs of the intersection, and Merivale Road on the north-south legs.

East leg of the intersection (Baseline Road):

- Provides for two general-purpose westbound-through (WB-Th) lanes, an auxiliary left turn lane (WB-LT) with approximately 200 metres of storage length, a bike lane and a right turn lane (WB-RT) with approximately 25 metres of storage length and a conventional channel.
- Provides for a raised centre median that is approximately 1.25 metres in width.
- Provides for two continuous receiving lanes, and a general-purpose auxiliary receiving acceleration lane with 75 metres of storage length before merging with mainline.

West leg of the intersection (Baseline Road)

- Provides for a general-purpose eastbound-through (EB-Th) lane, a shared EB-Th-RT lane, an auxiliary left turn lane (EB-LT) with approximately 120 metres of storage length. EB-RT movement is facilitated from the outer EB-Th-RT lane by way of a channel approximately 35 metres before the STOP line.
- Provides for a raised centre median that is approximately 1.25 metres in width.
- Provides for two continuous general-purpose receiving lanes, a receiving bike lane, and an auxiliary acceleration lane providing for approximately 50 metres of length before merging with mainline.

North leg of the intersection (Merivale Road):

- Provides for two general-purpose SB-Th lanes, a bike lane, an auxiliary SB-RT lane with approximately 55 metres of storage length, and two auxiliary SB-LT lanes with approximately 90 metres of storage length for the outer lane and 135 metres for the inner lane.
- Provides for a raised centre median that is approximately 1.25 metres in width.
- Provides for two continuous general-purpose receiving lanes.

South leg of the intersection (Merivale Road):

- Provides for two general-purpose NB-Th lanes, a bike lane, and an auxiliary NB-RT lane with approximately 90 metres of storage length. Left turns (NB-LT) are prohibited at this approach.
- Provides for a raised centre median that is approximately 1.25 metres in width.
- Provides for two continuous general-purpose receiving lanes.

Each leg of the intersection provides for sidewalks in the intersection corners and signalized pedestrian crossings with crosswalk high-visibility “zebra” pavement markings and countdown timers.





Figure 7. Baseline Road / Merivale Road Intersection.

5. Internal Private Driveway Intersection (Site Access Node)

Located north of Baseline Road within the shared private driveway network, this unsignalized intersection provides:

- Direct access to the subject site (to the east),
- Connectivity to the Walmart parking and receiving area (to the west and north), and
- Circulation within the broader commercial plaza.

The south leg of the intersection provides for a through lane and a continuous left turn lane and two receiving lanes. The north and west legs provide for a single shared movement approach lane and a single receiving lane. The east leg of the intersection currently provides for an eastbound outbound-only movement. The inbound access is located approximately 55 metres south of the site. All vehicular access to the site is therefore indirect, occurring via the shared private driveway system rather than through a direct connection to Baseline Road.



The driveway operates under traffic signal control, which manages all turning movements to and from the site. The posted speed limit is 15 km/h. The signal includes marked pedestrian crosswalks across both the private access leg and Baseline Road. Sidewalk is present along the west side of the Driveway, connecting to the marked pedestrian crossing.

Within the site, the access driveway leads into the main surface parking lot and provides direct connectivity to internal drive aisles serving the Walmart store and adjacent retail units.

No dedicated cycling facilities are provided on this Driveway.

2.1.2.3 Adjacent Driveways

Figure 8 provides a review of the adjacent driveways within 200 metres of the proposed development.

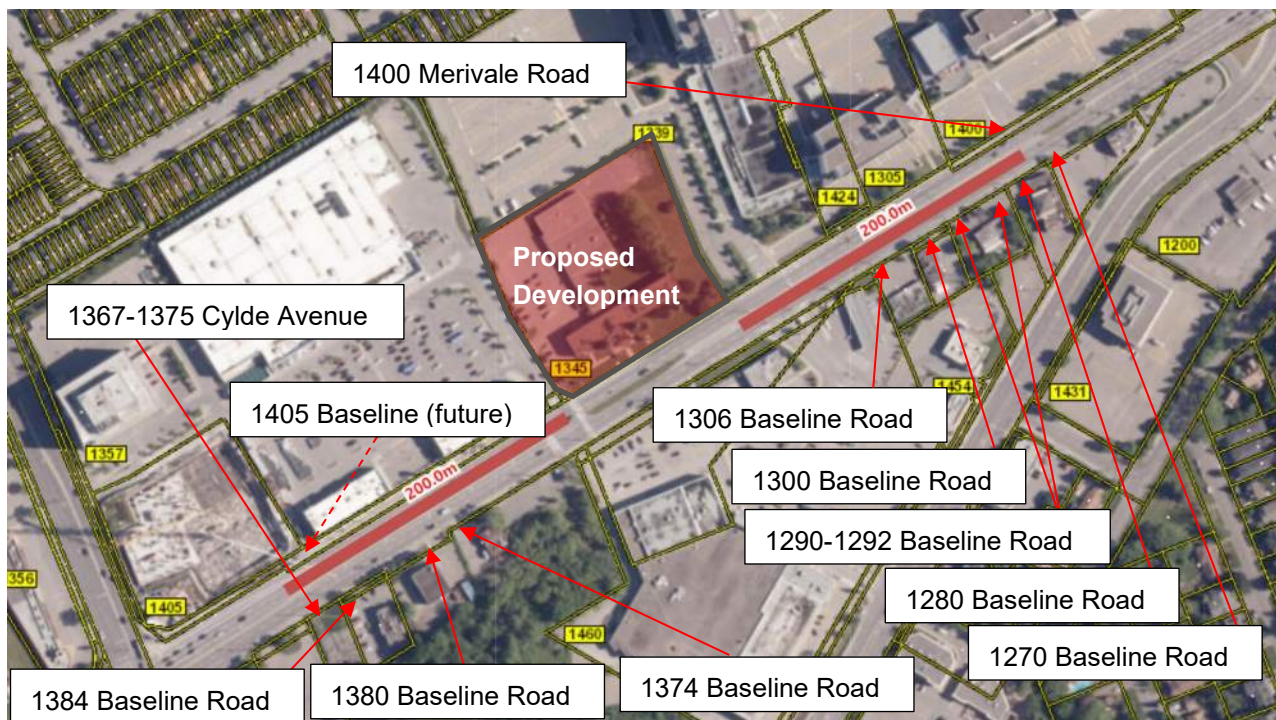


Figure 8. Adjacent Driveways Within 200 metres from the proposed development

Since the development bounds Baseline Road on one side and other adjacent development driveways and parking lots on other sides, the driveways along north and south sides of Baseline Road 200 metres away from the property line in east and west directions were considered. The following driveways were identified:

- 1400 Merivale Road: this driveway on the north side of Baseline Road serves a Government of Canada (Canada Food Inspection Agency) office complex. Two other accesses to the complex are provided, a right-in, right-out access from Merivale Road and a signalized access from Baseline Road (see intersection #3 in Section 2.1.2.2. above).

- 1405 Baseline Road: this driveway on the north side of Baseline Road is currently closed, but is envisioned to provide access to the ongoing development at 1405 Baseline Road, as well as the other buildings on this complex. Two other accesses to the complex are provided, a right-in, right-out access from Clyde Avenue, and a signalized access from Baseline Road (see intersection #2 in Section 2.1.2.2. above).
- 1367-1375 Clyde Avenue: this driveway on the south side of Baseline Road provides access to the recently completed Dymon Storage development and existing Motor Sports World vehicle dealership. Additional access to these parcels is provided from Clyde Avenue.
- 1384 Baseline Road: this driveway on the south side of Baseline Road serves a Tim Hortons quick-service restaurant with drive-through.
- 1380 Baseline Road: this driveway on the south side of Baseline Road provides access to “Urban Reifen” tires and wheels shop.
- 1374 Baseline Road: this driveway on the south side of Baseline Road provides access to Baa Desi Dine restaurant.
- 1306 Baseline Road: this driveway on the south side of Baseline Road provides access to “Skyline Dental” dental clinic.
- 1300 Baseline Road: this driveway on the south side of Baseline Road provides access to a one-storey medical office building.
- 1290-1292 Baseline Road: there are two driveways to this parcel on the south side of Baseline Road, which provide access to a vehicle maintenance / tire shop.
- 1280 Baseline Road: this driveway on the south side of Baseline Road provides access to a two-storey restaurant and retail building. Additional access to this parcel is provided from Merivale Road.
- 1270 Baseline Road: this driveway on the south side of Baseline Road provides access to a Harvey’s quick-service restaurant with drive-through. Additional access to this parcel is provided from Merivale Road.

Overall, most adjacent driveways in the study area provide access to standalone commercial developments. Most driveways, except for Government of Canada office access and two driveways serving the drive-through quick service restaurants, serve a low-to-moderate amount of traffic based on land uses and available parking footprints.



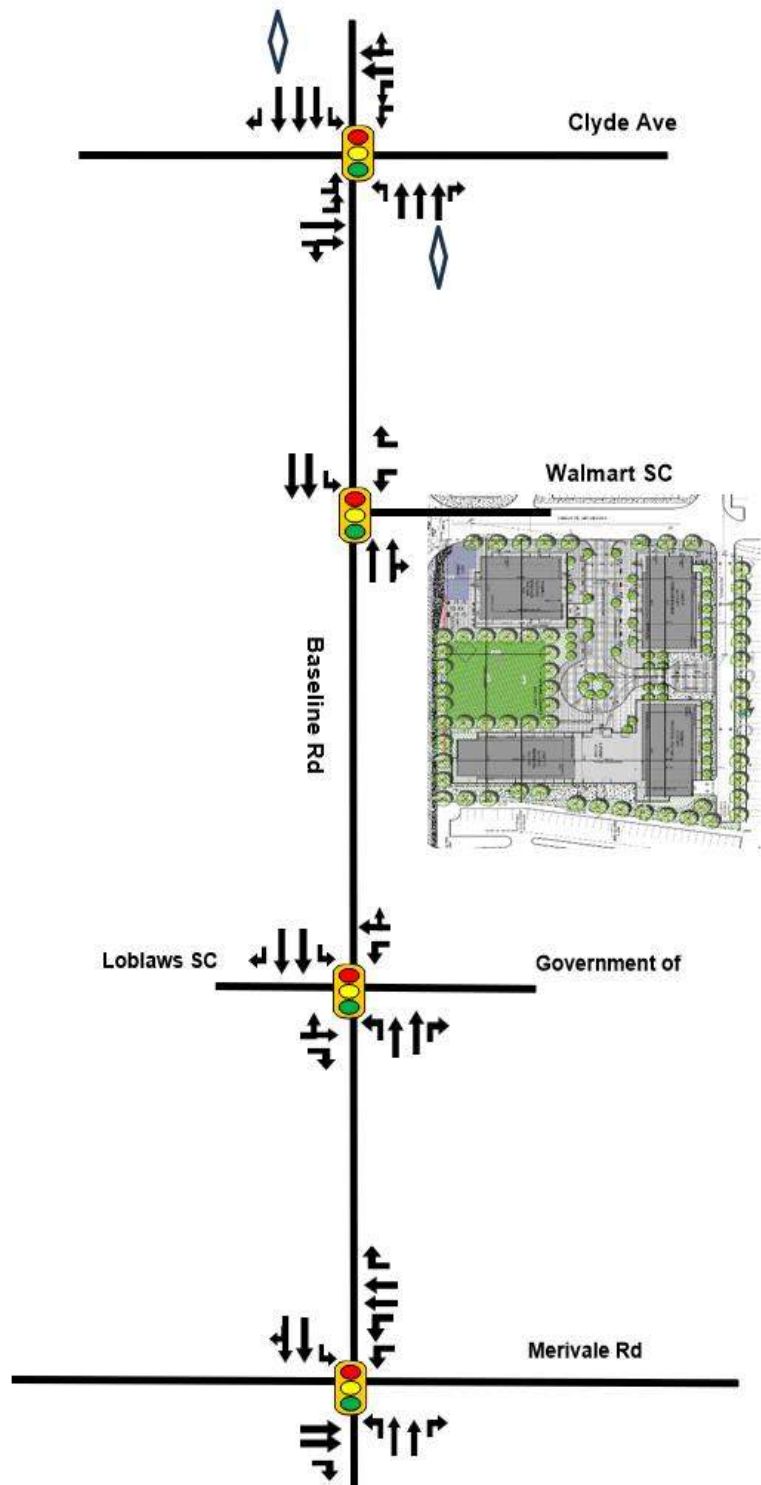


Figure 9. Existing Lane Configuration and Traffic Control



2.1.2.4 Active Transportation

The active transportation network surrounding 1345 Baseline Road offers well-developed infrastructure that supports pedestrian activity and encourages safe, sustainable travel choices. Existing facilities provide strong connectivity between the site and the surrounding neighbourhoods.

Pedestrian Network

The pedestrian network in the study area features continuous sidewalks along major collector and arterial roads, providing safe and accessible walking connections to nearby destinations, services, and transit options. The system is well-coordinated and supports multimodal travel in alignment with the City's goals for urban intensification. Key pedestrian infrastructure elements are outlined below:

- **SmartCentres / Walmart Driveway:** Equipped with a sidewalk on the west side only. The existing sidewalk provides a continuous pedestrian connection from the SmartCentres/Walmart Plaza to Baseline Road, where pedestrians can access surrounding businesses and nearby transit stops. The proposed development does not include a sidewalk within the driveway; however, pedestrians from the site will have direct access to the sidewalk network along Baseline Road. A multi-use pathway also provides connectivity to the residential neighbourhood north of the site.
- **Baseline Road:** This multi-lane arterial roadway features sidewalks on both sides, supporting east-west pedestrian activity. It provides access to surrounding businesses and transit access points. Crosswalks and signalized pedestrian crossings are available at the intersections with Clyde Avenue, Merivale Road, Loblaws Plaza (Government of Canada Driveway), and SmartCentres/ Walmart Driveway.

Cycling Network

Although the study area currently includes limited and discontinuous cycling infrastructure, Baseline Road is identified as part of the Crosstown Bikeway Network in the City of Ottawa's Transportation Master Plan (TMP). Future implementation of this facility will significantly enhance cycling connectivity throughout the corridor. These planned upgrades, likely as part of the Baseline Transitway project will improve safe and convenient cycling access to the proposed development as well as to nearby destinations. Section 2.1.3 outlines these planned improvements, and **Figure 5** presents the existing pedestrian and cycling facilities in the vicinity of the subject site.



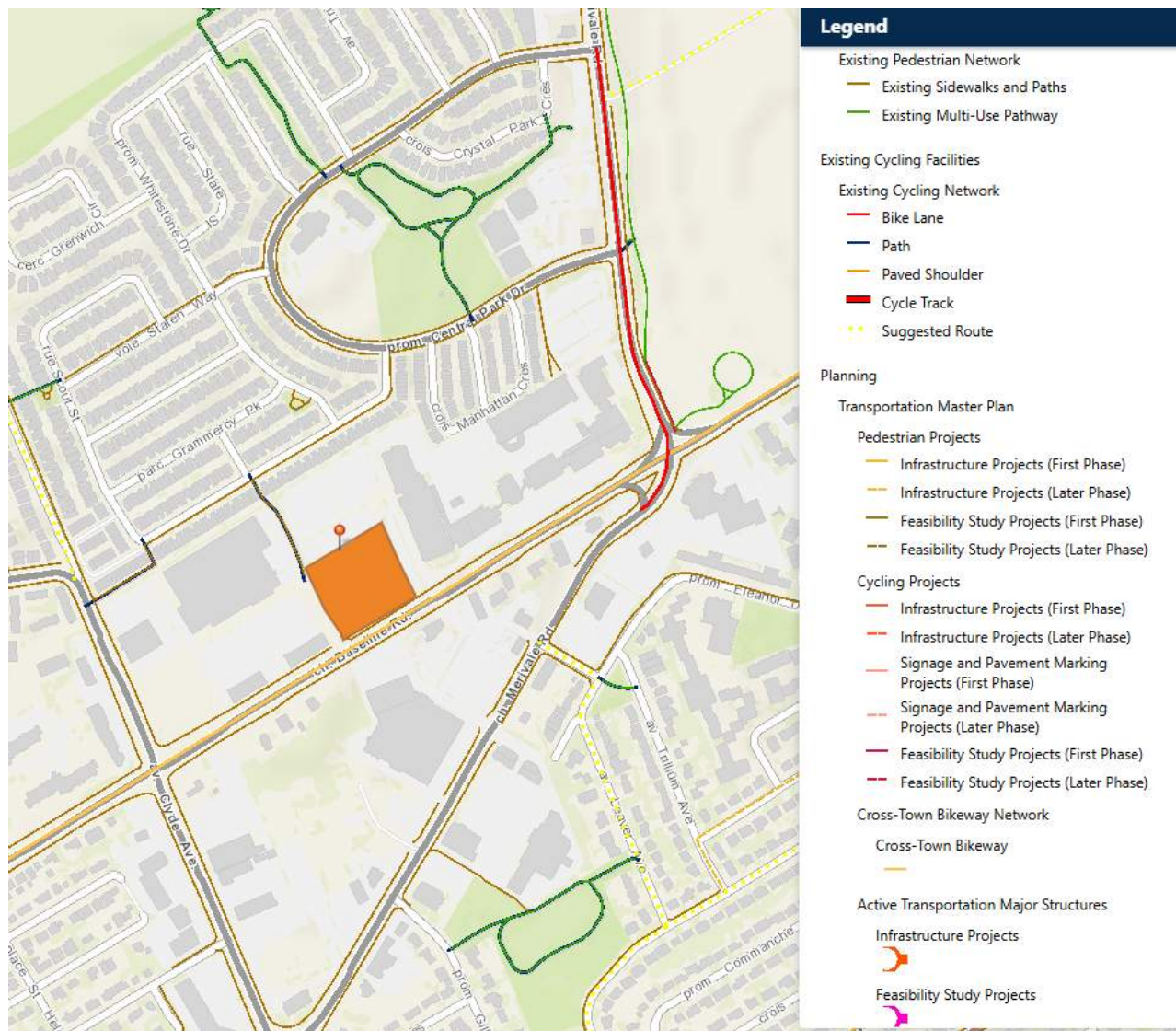


Figure 10. Existing Pedestrian and Cycling Network

2.1.2.5 Transit

The study area is currently served by OC Transpo Routes 53, 80, 81, and 88, which provide important transit connections for residents, commuters, and visitors. These routes enhance accessibility to major destinations throughout the city, linking the area to nearby neighbourhoods, key commercial districts, and institutional centres. **Figure 6** illustrates the transit routes and stops.

- **Route 53** is a local route traveling between Tunney's Pasture and Baseline Road. The stop is located at the intersection of Baseline Road and Clyde Avenue, approximately 400 meters walking distance west of the proposed site development.
- **Route 80** is a frequent route traveling between Tunney's Pasture and Barrhaven Centre. This route travels along Merivale Road, and the stops are located on Merivale Road approximately 400 metres walking distance from the proposed development. Given its connections to major destinations across the city, it is anticipated that pedestrians from the site may choose to use this route.
- **Route 81** is a local route traveling between Bayshore Station and Tunney's Pasture, serving on Baseline Road, southwest of the site. This route provides convenient access to local residential areas and shopping destinations. The stop towards the Tunney's Pasture is located at the intersection of the SmartCentres/ Walmart Plaza and Baseline Road, and the stop towards Bayshore is located 120 meters east of the site.
- **Route 88** is a frequent route traveling between Hurdman Station and Bayshore, serving on Baseline Road, southwest of the site. This route provides convenient access to local residential areas, institutions, and shopping destinations. The stop towards the Hurdman is located at the intersection of the SmartCentres/ Walmart Plaza and Baseline Road, and the stop towards Bayshore is located 120 meters east of the site.

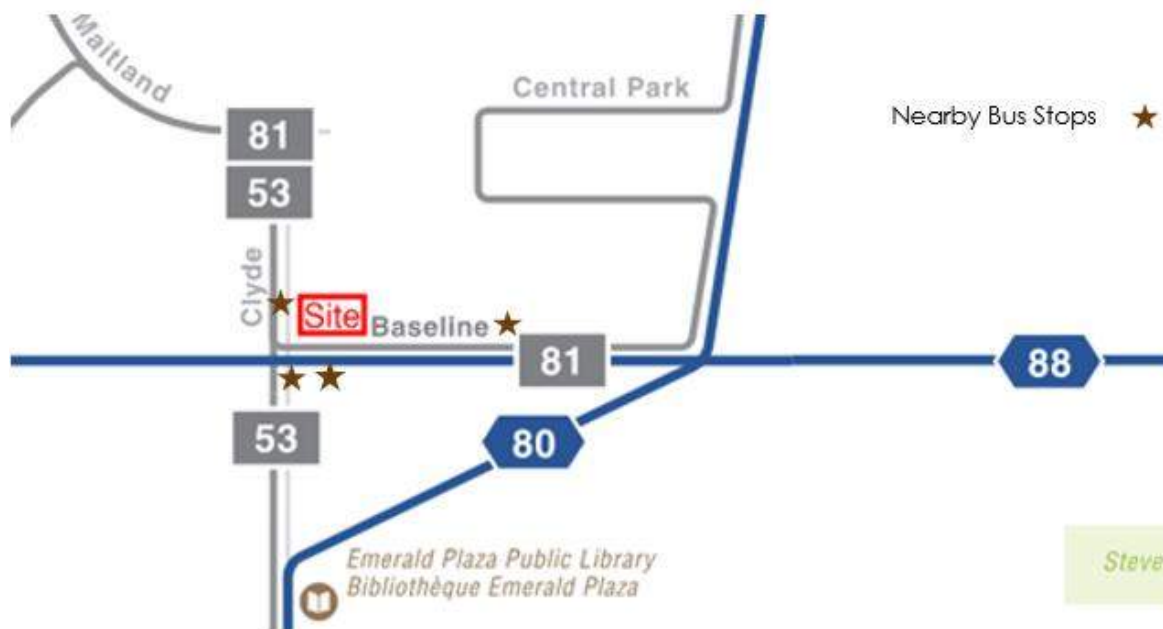


Figure 11. Study Area Transit Routes and Stops



2.1.2.6 Traffic Management Measures

The following traffic management measures were identified within the study area:

- The intersection of Baseline Road / Merivale Road prohibits NB-LT movement. Any traffic destined west on Baseline is expected to use the downstream Merivale Road / Clyde Avenue and Baseline Road / Clyde Avenue intersection instead.
- Clyde Avenue north of Baseline Road prohibits heavy truck traffic and is not designated as a truck route.
- Intersections of Baseline Road / Merivale Road and Baseline Road / Loblaws SC – Government of Canada Access prohibit U-turns along Baseline Road.

There are no other traffic management measures in the vicinity of the subject development to the best of our knowledge.

2.1.2.7 Traffic Volumes

Turning movement count (TMC) data was obtained from the City of Ottawa and from a private data collection company for key intersections within the study area. The most recent counts were collected on the following dates:

- Baseline Road and Clyde Avenue: July 9th, 2026
- Baseline Road and SmartCentres / Walmart Plaza and: October 24th, 2024
- Baseline Road and Loblaws Plaza: July 9th, 2026:
- Baseline Road and Merivale Road: May 21st, 2026

For analysis consistency, traffic volumes were projected to a 2026 existing condition using the following adjustments:

- A 0.5% per year growth rate was applied to all available traffic counts to account for background traffic growth
- The 2024=count were projected forward two years to align with a 2026 base year.
- Traffic volumes between intersections were balanced to align with current travel patterns. Traffic balancing was done with respect to the worst-case highest volume along the corridor to remain conservative. Balancing was completed in the eastbound and westbound directions of travel along Baseline Road.
- Heavy vehicle (HV) percentages were incorporated into the analysis to reflect the influence of commercial and service vehicle traffic within the study area.



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This comprehensive traffic volume assessment ensures accurate and conservative representation of existing (2026) conditions to inform the planning, design, and impact evaluation associated with the proposed development. Detailed traffic count data and associated signal timing plans are included in **Appendix A and Appendix B**.

The 2026 existing traffic volumes can be seen in **Figure 8** for the AM and PM peak hours.

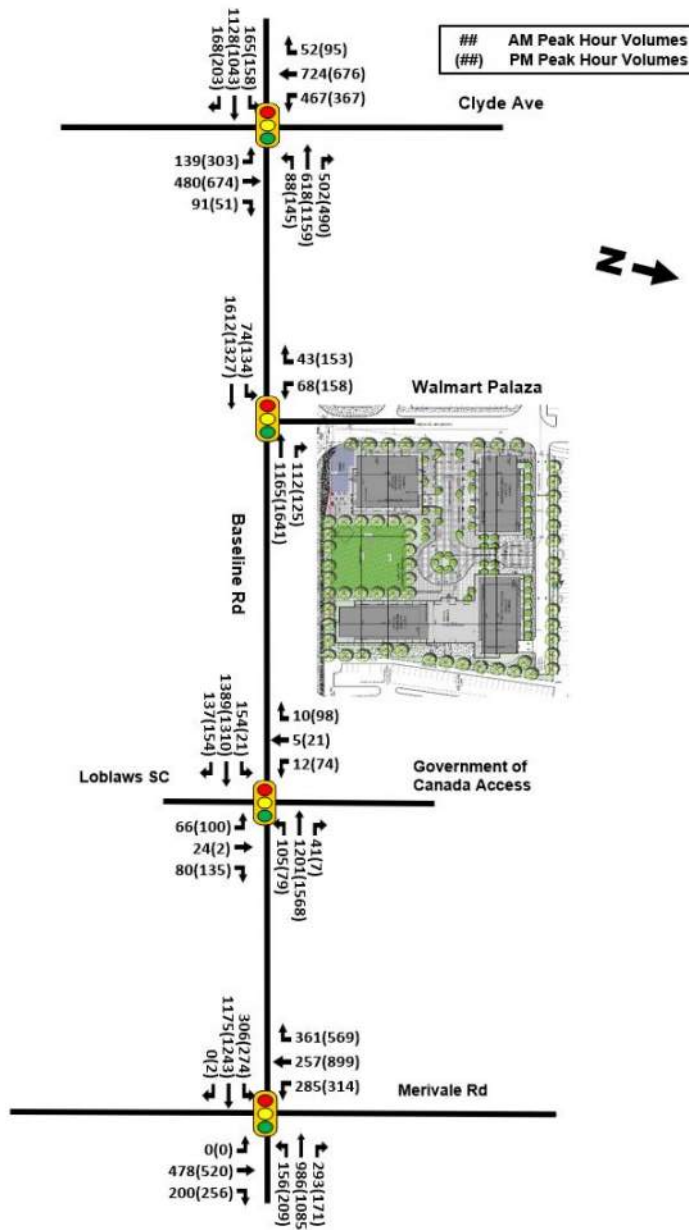


Figure 12. 2026 Existing Traffic Volumes



2.1.2.8 Collision History

Collision data for the study area was reviewed for key intersections, focusing on the period between 2019 and 2024 (excluding 2023). A total of 263 collisions were reported across the four main intersections during this time. The majority of these incidents, 215 (83%) resulted in property damage only, 43 (~16%) involved non-fatal injuries, and 1 (less than 1%) fatal injury was recorded.

Baseline Road at Clyde Avenue accounted for the highest number of collisions, with 126 reported incidents (47.9% of the 263 total). Of these, 106 were property-damage-only, 20 resulted in non-fatal injuries, and no fatal injuries occurred. Rear-end collisions (69 incidents) were the most common initial impact type at this location.

Baseline Road at Merivale Road accounted for 111 reported incidents (~42% of the 263 total). Of these, 99 were property-damage-only, 11 resulted in non-fatal injuries, and 1 involved a fatal injury. Rear-end collisions (63 incidents) were the most common initial impact type at this location.

Baseline Road at Loblaws/Government of Canada Driveway had 10 reported incidents (~4% of the total). Of these, 7 were property-damage-only, 3 resulted in non-fatal injuries, and no fatal injuries occurred. Turning-movement collisions (5 incidents) were the most common initial impact type at this location.

Baseline Road at Smart Centres / Walmart Plaza recorded 16 reported incidents (~6% of the total). Of these, 7 were property-damage-only, 9 resulted in non-fatal injuries, and no fatal injuries occurred. Angle/turning and rear-end collisions were the most common initial impact types at this location, with 6 and 4 incidents, respectively.

A summary of the detailed historical collision records, including collision types, environmental conditions, and collision counterparts, is provided in **Appendix C. Table 1** below summarizes the collision statistics for each intersection in the study area.

Table 1- Collision Statistics

		Baseline Rd at Clyde Ave	Baseline Rd at Merivale Rd	Baseline Rd at Loblaws/Government of Canada Driveway	Baseline Rd at Smart Centres / Walmart Plaza
Classification	Property Damage Only	106	99	7	7
	Non-Fatal Injury	20	11	3	9
	Fatal Injury	-	1	-	-
Collision Type	Sideswipe	20	21	-	2
	Angle / Turning	27	23	6	6
	Rear End	69	63	4	4
	Single Motor Vehicle	5	3	-	4
	Other	5	1	-	-



		Baseline Rd at Clyde Ave	Baseline Rd at Merivale Rd	Baseline Rd at Loblaws/Government of Canada Driveway	Baseline Rd at Smart Centres / Walmart Plaza
Environmental Condition	Clear	100	89	7	15
	Rain	9	8	1	-
	Snow	13	12	2	1
	Freezing Rain	2	1	-	-
	Other	1	1	-	-
Collision Counterpart	Other Motor Vehicle	126	111	10	16
	Motorcycles	1	2	-	-
	Cyclist	3	2	-	-
	Pedestrian	6	5	-	-

2.1.3 Planned Conditions

2.1.3.1 Road Network Modifications

The City of Ottawa's Part 2 – Capital Infrastructure Plan of the new TMP was released in 2025, and it forms the basis for this section of the TIA.

Ottawa is expected to experience significant population growth, with forecasts projecting an increase of more than 400,000 new residents by 2046. Within this broader growth pattern, the Baseline Road corridor alone is estimated to accommodate approximately 24,000 new residents. The increasing density and land-use intensification along Baseline Road reinforce the need for new, higher-capacity transit infrastructure to support mobility, reduce congestion, and enhance connectivity across the city.

Baseline Road is a major east–west spine that connects major employment and institutional destinations such as Algonquin College and Confederation Heights; serves as a key link in Ottawa's overall rapid transit network; and, supports transit-oriented development and modal shift initiatives. As part of the TMP's evaluation of Bus Rapid Transit (BRT) projects, the Baseline Transitway received the highest overall score of all BRT projects. Factors contributing to this ranking include:

- Strong projected ridership growth
- Ability to relieve east–west congestion
- High connectivity to existing and future transit services
- Alignment with long-term development and mobility goals

The Baseline Transitway is designed to provide a modern, high-performance rapid transit corridor, including:



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- Dedicated Median Transit Lanes: fully segregated median bus-only lanes from Bayshore Station to Heron Station, providing fast, reliable, congestion-free transit service
- Active Transportation Improvements: new pedestrian facilities and raised cycle tracks on both sides of the corridor
- Road Network Functionality: maintains four general-purpose traffic lanes and preserves arterial road capacity while adding dedicated transit infrastructure

Construction of the Baseline Transitway is planned in phases, beginning with the highest-priority segment to Algonquin College. Detailed design is complete, and the project is currently awaiting funding to proceed to construction.



Figure 13. City of Ottawa Official Plan Schedule A



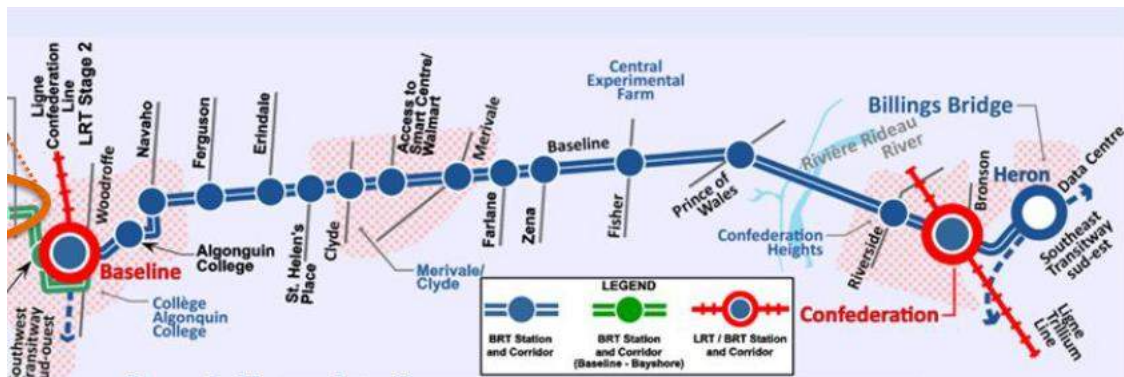


Figure 14. Baseline Road Transitway

Figure 15 illustrates additional ROW requirements for the north side of the Baseline Road corridor in the vicinity of the proposed development. As illustrated on the figure, additional ROW requirements between 4.5 metres and 7.2 metres from the existing property line would be required for the implementation of the Baseline Transitway project. Most of the additional ROW is proposed to be used for the sidewalk and adjacent bike lane. These future sidewalk and bike lanes within the additional ROW are incorporated and illustrated on the proposed development plans.

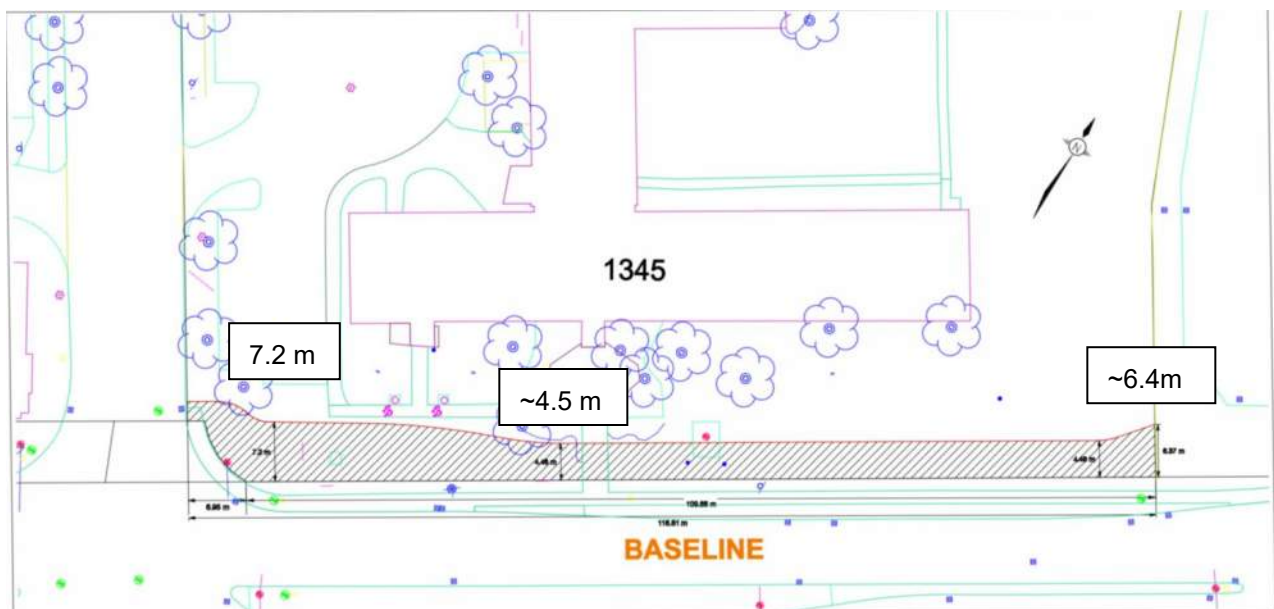


Figure 15. Baseline Road Transitway ROW requirements.

2.1.3.2 Future Background Developments

300 Central Park

Within the surrounding area, there is a development application that has remained pending since 2013. The proposal includes the construction of a new north–south private roadway through the site, framed by seven new buildings to create a “main street” design concept. The buildings are planned to feature a two-storey retail podium with either a residential condominium bar building or a residential condominium tower above. One of the bar buildings is proposed for office use. The total number of new residential units is anticipated to be approximately 752.

Given the length of time the application has been pending, the development is not considered likely to proceed in the near future and it was not accounted for separately within this study. However, should the application advance in the future, further review may be required to reassess potential transportation impacts.

1500 Merivale Road

City of Ottawa has received a Zoning By-Law Amendment application seeking to permit maximum building height of 40 storeys across the entire 1500 Merivale Road parcel. Development details, such as proposed uses, development size or number of units are not provided at this time. This parcel is acknowledged for potential future development, however, given the lack of information and the application being in the early stages of Zoning Amendment, this potential development was not accounted for in the future traffic forecasts.

1405 Baseline Road

1405 Baseline Road is a 402-unit residential development that has been under construction for several years. Originally envisioned as a retirement community, the project was pivoted to a multifamily residential building after bankruptcy of the original developer. A TIA¹ was prepared for original development concept and was used to add the development-generated traffic (see Figure 17) to the background conditions. This proposed development will share the site access with the subject 1345 Baseline Road development. The study provided scenarios with and without Baseline Transitway. Volumes from the scenario with Baseline Transitway in place were adopted.

Figure 10 illustrates the location of the proposed development sites relative to the study area.

¹ 1357 Baseline Road Transportation Impact Assessment. May 15, 2020. Stantec Consulting Ltd.



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Figure 16. Other Area Developments



1345 Baseline Road – Transportation Impact Assessment 2 Scoping

1357 BASELINE ROAD TRANSPORTATION IMPACT ASSESSMENT
Forecasting
May 13, 2020

Figure 10 - Site Generated Traffic Volumes – Without Baseline BRT

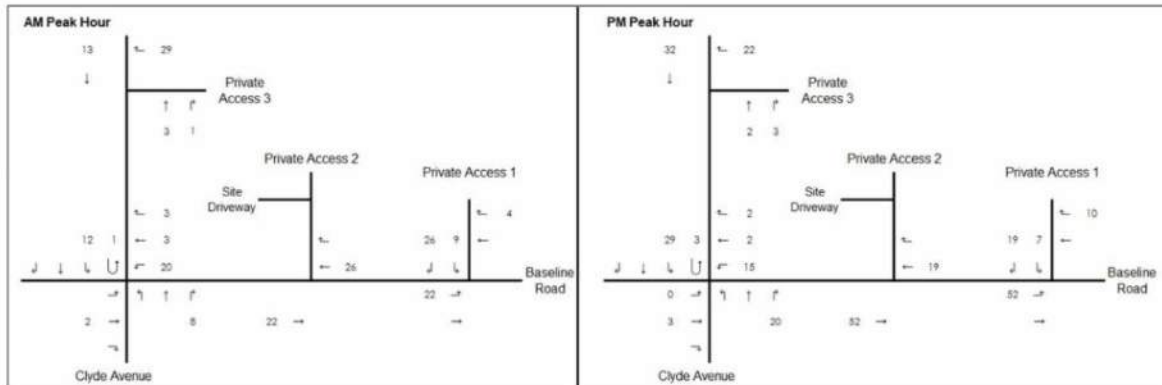


Figure 11 - Site Generated Traffic Volumes - With Baseline BRT

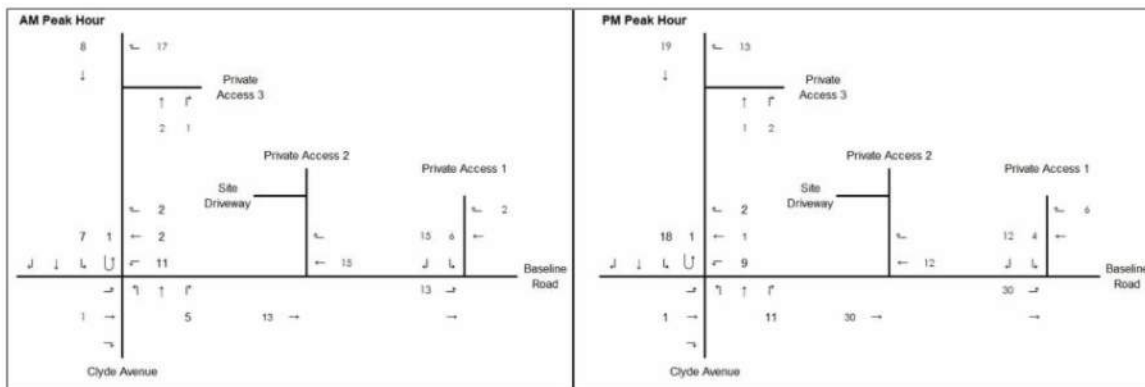


Figure 17. 1405 Baseline Road Site-Generated Traffic Volumes



2.2 Study Area and Time Periods

2.2.1 Study Area

The study area for this Transportation Impact Assessment includes the following intersections:

1. Baseline Road at Clyde Avenue
2. Baseline Road at site access intersection (SmartCentres / Walmart Plaza), as shown in **Figure 1**.
3. Baseline Road at Loblaws Plaza (1314 Baseline Road) / Government of Canada (1339-1341 Baseline Road)
4. Baseline Road at Merivale Road

2.2.2 Time Periods

The scope of the transportation assessment includes the following analysis time periods:

- Weekday AM peak hour (7:00 - 8:00 AM) of the roadway; and
- Weekday PM peak hour (4:00 – 5:00 PM) of the roadway.

2.2.3 Horizon Years

The scope of the transportation assessment includes the following horizon years:

- 2026 existing conditions;
- 2029 future background conditions (anticipated site build-out year) for Phase 1;
- 2029 total future conditions (background plus site-generated traffic) for Phase 1;
- 2031 future background conditions (anticipated site build-out year) for Phase 3;
- 2031 total future conditions (background plus site-generated traffic) for Phase 3;
- 2034 future background conditions (anticipated site build-out year) for Phase 2 and total build-out;
- 2034 total future conditions (background plus site-generated traffic) for Phase 2 and total build-out;
- 2039 future background conditions (5 years beyond total build-out); and
- 2039 total future conditions (5 years beyond total build-out).

The selected horizon years reflect a phased development approach and are consistent with City of Ottawa requirements to assess both interim and ultimate build-out conditions, including a post-build-out sensitivity scenario.



2.3 Development-Generated Travel Demand

2.3.1 Trip Generation

The trip generation and mode share assessment examines how many trips the proposed residential development at 1345 Baseline Road is expected to create, as well as how these trips are distributed among different transportation modes. This evaluation is essential for determining the travel demand associated with the project and confirming that the surrounding transportation system can effectively support the anticipated traffic.

The analysis is based on the TRANS Trip Generation Manual (2020), which provides Ottawa-specific methodologies for estimating trips for residential land uses. The development includes **1251 high-rise residential units**, categorized under Land Use Code 222 - Multi-Unit (High-Rise).

Key steps in the trip generation analysis include:

1. Calculating person-trips for the residential component during the AM and PM peak periods.
2. Applying mode share distributions to determine the breakdown of trips across driving, transit, cycling, walking, and other modes during the peak period.
3. Using peak period-to-peak hour conversion factors to convert the peak period trips to peak hour trips for each mode.
4. Disaggregating trips into inbound and outbound flows based on directional splits for peak periods and hours.

This section provides a detailed overview of the trips generated by the proposed development and their allocation by mode, highlighting the anticipated impacts on the surrounding transportation network. The analysis also considers the development's alignment with sustainable transportation goals, emphasizing active and public transit options. Table 2 outlines the trip generation rates used for the peak period in this analysis.

Table 2 - Trip Generation Rates

Land Use	Land Use Code (ITE)	AM Peak Period	PM Peak Period
Residential - Person-Trip Rates for High-Rise (X = Number of units) (TRANS Trip Generation Manual 2020)	222 - Multi-Unit (High-Rise)	$T = 0.80(X)$	$T = 0.90(X)$

Note: T = Average Person Trip Ends



The development has **1251 residential units**. The resulting person-trip generation for the development during the peak periods is summarized in **Table 3**.

Table 3 - Total Trips Generated by the Development

Land Use	AM Peak Period	PM Peak Period
Residential Person-Trips	1001	1126

Recommended Residential Mode Shares

Based on Residential Mode Share for High-Rise Multifamily Housing (Merivale District), the mode share percentages were applied to the residential person-trips for peak periods. The results are presented in **Table 4**.

Table 4 - Residential Mode Share for Peak Period

Mode	AM Peak (%)	AM Peak Period Trips	PM Peak (%)	PM Peak Period Trips
Auto Driver	41%	410	41%	462
Auto Passenger	6%	60	11%	124
Transit	43%	430	33%	372
Cycling	2%	20	2%	32
Walking	8%	80	13%	211



Residential Peak Hour Trips

Peak period to peak hour conversion factors were then used to establish peak hour trips by mode. Table 5 illustrates the resulting peak hour trips by mode

Table 5 – Peak Hour Trips by Mode

Mode	AM Pk. Pd. Trips	AM Pk. Pd.-to-Pk. Hr. Conv. Factor	AM Pk. Hr. Trips	PM Pk. Pd. Trips	PM Pk. Pd.-to-Pk. Hr. Conv. Factor	PM Pk. Hr. Trips
Auto Driver	410	0.48	197	462	0.44	203
Auto Passenger	60	0.48	29	124	0.44	55
Transit	430	0.55	237	372	0.47	175
Cycling	20	0.58	12	23	0.48	11
Walking	80	0.58	46	146	0.52	76

Residential Trip Directional Splits

Directional splits for residential trips were calculated based on Recommended Vehicle Trip Directional Splits (Peak Period and Peak Hour) from the TRANS Trip Generation Manual (2020) for Multi-Unit (High-Rise) land uses. These distributions were applied to determine inbound and outbound person-trips during peak **hours** of travel demand. The results are shown in Table 6.

Table 6 - Residential Trips – Directional Splits for Peak Hour

Mode	AM Pk. Hr. Inbound Trips	AM Pk. Hr. Outbound Trips	PM Pk. Hr. Inbound Trips	PM Pk. Hr. Outbound Trips
Split	31%	69%	58%	42%
Auto Driver	61	136	118	85
Auto Passenger	9	20	32	23
Transit	73	164	102	74
Cycling	4	8	6	5
Walking	14	32	44	32
Total Person-Trips	161	360	302	219



This detailed trip generation analysis forms the basis for evaluating the transportation impacts of the development and guides subsequent steps in the Transportation Impact Assessment.

2.3.1.1 Trips Attributed to Commercial Uses

The development proposes a relatively small ground-floor commercial component totalling 938 m² (10,100 sq. ft.) of GFA. Given its limited size relative to the overall development and its intended role as a neighbourhood-serving amenity, the commercial component is expected to primarily serve building residents and the surrounding community. Commercial uses of this nature, such as cafés, personal service establishments, and convenience-oriented retail uses, typically experience a substantial proportion of walk-in, pass-by, and internally captured trips. Accordingly, no separate trip generation adjustment was applied to account for the commercial component. To remain conservative, no reductions were applied for internal trip capture associated with the mixed-use nature of the development.

2.3.1.2 Existing Land Use Trip Generation

It is understood that the existing Scouts Canada office building was active and generating traffic at the time the traffic counts were collected. While the proposed development will replace the existing office use, quantifying the number of existing office-generated trips that could be deducted from future traffic forecasts is challenging given the widespread adoption of hybrid work arrangements following the COVID-19 pandemic and the resulting uncertainty in the applicability of legacy ITE Trip Generation rates. Accordingly, and to remain conservative, no reductions were applied to account for traffic associated with the existing office use.

2.3.1.3 Interim Phases Trip Generation

Given that this study considers multiple interim horizon years (2029 for Phase 1 and 2031 for Phase 3), a traffic generation forecasting effort has been undertaken for each of the interim phases. Summary peak hour trip generation tables by mode are provided below for each horizon year. Detailed trip generation calculations by phase are provided in Appendix E.



Phase 1 – 2029 Tower A = 370 Units

Table 7 provides the peak hour trips by mode attributed to completion of Phase 1, totalling 370 units.

Table 7 – Phase 1 (2029) Residential Trips – Directional Splits for Peak Hour

Mode	AM Pk. Hr Inbound Trips	AM Pk. Hr Outbound Trips	PM Pk. Hr Inbound Trips	PM Pk. Hr Outbound Trips
Split	31%	69%	58%	42%
Auto Driver	18	40	35	25
Auto Passenger	3	6	9	7
Transit	22	48	30	22
Cycling	1	2	2	1
Walking	4	10	13	9
Total Person-Trips	48	106	89	64

Phase 3 – 2031 Tower A + Towers C/D = 944 Units

Table 8 provides the peak hour trips by mode attributed to completion of Phase 3 (includes Phase 1 assumed to be completed in prior year), totalling 944 units.

Table 8 – Phase 3 (2031) Residential Trips – Directional Splits for Peak Hour

Mode	AM Pk. Hr Inbound Trips	AM Pk. Hr Outbound Trips	PM Pk. Hr Inbound Trips	PM Pk. Hr Outbound Trips
Split	31%	69%	58%	42%
Auto Driver	46	103	89	65
Auto Passenger	7	15	24	17
Transit	55	124	77	55
Cycling	3	6	5	3
Walking	11	24	34	24
Total Person-Trips	122	272	229	164



2.3.2 Trip Distribution and Assignment

The distribution of traffic to and from the proposed development at 1345 Baseline Road was determined through examination of the TRANS Committee's 2011 Origin-Destination (O-D) Survey for the Merivale District. This survey provided insight into prevailing travel patterns within the broader Ottawa area, including the directional distribution of trips originating from and destined to the study area. Table 9 provides a summary of the estimated distribution for the traffic generated by the proposed development, reflecting logical travel routes, the site's proximity to major transportation infrastructure, and accessibility to local residential and commercial areas.

Site-generated trips were assigned to the surrounding study area road network based on the trip distribution assumptions outlined in **Table 6**. Traffic was proportionally allocated to key corridors, including Baseline Road, Clyde Avenue, and Merivale Road.

Table 9 - Traffic Distribution Assumptions

Cardinal Direction		Via (to/from)					
		Baseline	Baseline	Clyde	Clyde	Merivale	Merivale
		East	West	North	South	North	South
North	10%			8%		2%	-
South	10%	4%			4%	-	2%
West	16%		1%	15%		-	
East	30%	4%		25%		1%	
Internal (Merivale)	34%	8%	6%	3%	10%	5%	2%
Total	100%	16%	7%	51%	14%	8%	4%

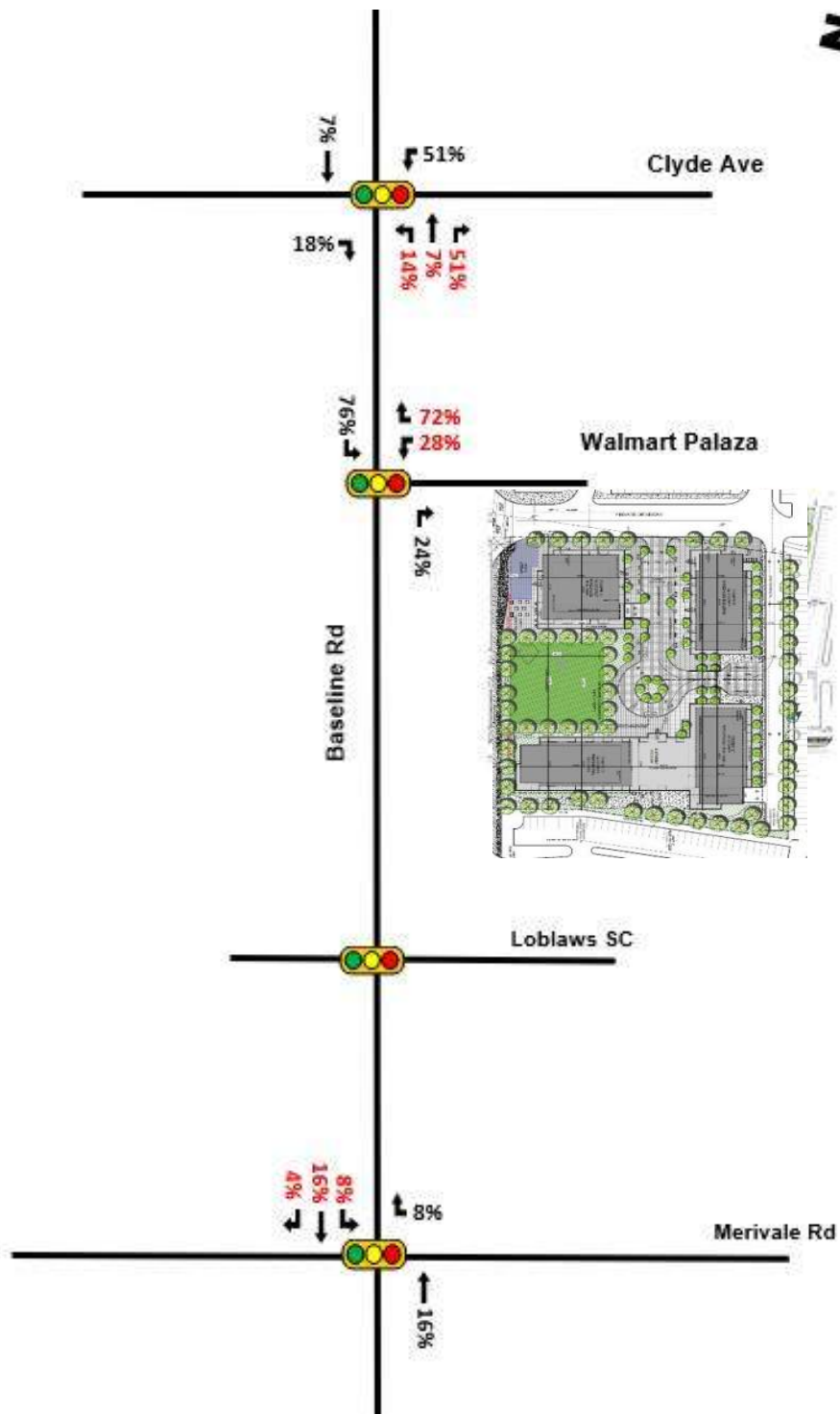
The distribution indicates that the majority of site-generated traffic is expected to utilize Baseline Road and Clyde Avenue, consistent with their functional classification and connectivity within the surrounding transportation network.

Figure 18 illustrates the site traffic assignment based on the assumed trip distribution. Red values represent outbound trips, while black values represent inbound trips during the peak hours. Based on this distribution, projected site-generated traffic volumes were assigned to the study area network for both AM and PM peak hours, as shown in Figure 19.

This assignment forms the basis for evaluating future background and total traffic operational conditions, including intersection capacity (v/c ratios), delay, level of service (LOS), and queue performance within the study area.



Figure 18. Site Traffic Assignment



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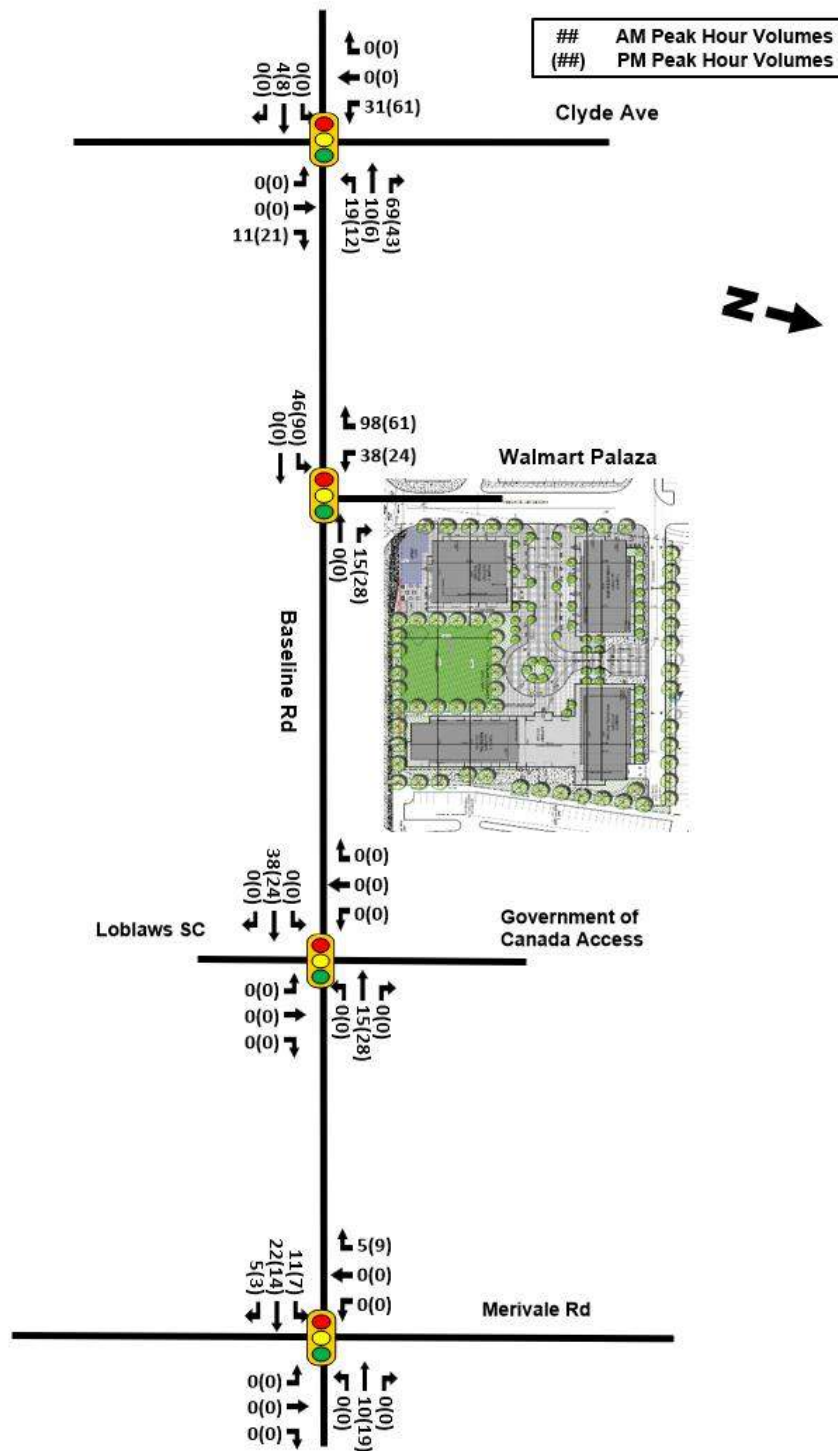


Figure 19. Projected Site-Generated Traffic



2.4 Exemption Review

Table 10 summarizes the Exemptions Review table from the City of Ottawa's 2017 Transportation Impact Assessment Guidelines with revisions effective June 2023.

Table 10- Exemptions Review

Module	Element	Exemption Considerations	Status
Design Review Component			
4.1 Development Design	4.1.2 Circulation and Access	Only required for site plans	Not Exempt
	4.1.3 New Street Networks	Only required for plans of subdivision	Exempt
4.2 Parking	4.2.1 Parking Supply	Only required for site plans	Not Exempt
	4.2.2 Spillover Parking	Eliminated in 2023 TIA Update	N/A
Network Impact Component			
4.5 Transportation Demand Management	All Elements	Not required for site plans expected to have fewer than 60 employees and/or students on location at any given time	Exempt
4.6 Neighbourhood Traffic Calming	All Elements	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: 1) Access to Collector or Local 2) "Significant sensitive land use presence" 3) Zoning or Subdivision application 4) At least 75 site-generated auto trips 5) Site Trip Infiltration is expected	Not Exempt
4.7 Transit	4.7.1 Transit Route Capacity	>75 site transit trips	Not Exempt
	4.7.2 Transit Priority Requirements	>75 site auto trips	Not Exempt
4.8 Network Concept	All Elements	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	Not Exempt
4.9 Intersection Design	4.9.1 Intersection Controls (including site accesses)	>75 site auto trips	Not Exempt
	4.9.2 Intersection Design	>75 site auto trips	Not Exempt



2.5 Existing (2026) Traffic Operations Analysis

Table 11 provides an analysis of existing (2026) traffic operations conducted using Synchro 12 software. The analysis adopts traffic volumes presented in Figure 12 and existing City of Ottawa traffic signal timings. Analysis software inputs follow the methodology outlined in the City of Ottawa's TIA guidelines, including a 0.90 peak hour factor (PHF) and an 1,800 vehicles-per-hour maximum saturated flow. The City of Ottawa's Auto LOS target is Level of Service (LOS) E within 600 metres of rapid transit station (per the 2025 MMLOS guidelines). Synchro analysis output sheets for the existing conditions are provided in Appendix F.

All relevant movements that were found to not meet the target LOS E are highlighted in below table. Further discussion on excess demand rationalization is provided in Section 2.7.1.

Table 11 - Existing Conditions Traffic Operations Analysis, AM Peak Hour (PM Peak Hour)

Intersection	Movement	Delay (s)	v/c Ratio	95th Queue (m)	LOS (v/c)
Baseline Road / Clyde Avenue	EBT	155 (66)	1.24 (0.99)	239 (204)	F (E)
	WBL	39 (87)	0.66 (0.87)	27 (48)	B (D)
	WBT	52 (92)	0.72 (1.11)	111 (211)	C (F)
	WBR	43 (26)	0.85 (0.82)	142 (67)	D (D)
	NBT	42 (66)	0.69 (0.94)	89 (144)	B (E)
	SBL	196 (243)	1.3 (1.4)	114 (104)	F (F)
	SBT	48 (76)	0.84 (0.99)	141 (158)	D (E)
Baseline Road / Walmart Access / Scouts Canada	EBL	14 (43)	0.44 (0.63)	1 (30)	A (B)
	EBT	9 (9)	0.83 (0.57)	4 (56)	D (A)
	WBTR	6 (33)	0.8 (0.96)	11 (333)	D (E)
	SBL	35 (69)	0.16 (0.72)	26 (64)	A (C)
	SBR	10 (14)	0.12 (0.52)	9 (22)	A (A)
Baseline Road / Loblaws SC Access / Government of Canada Access	EBL	52 (7)	0.72 (0.17)	38 (2)	C (A)
	EBT	10 (5)	0.74 (0.57)	70 (47)	C (A)
	WBL	111 (15)	1.11 (0.42)	38 (25)	F (A)
	WBT	97 (12)	1.09 (0.67)	194 (160)	F (B)
	NBT	36 (87)	0.25 (0.79)	33 (46)	A (C)
	SBL	32 (60)	0.04 (0.51)	7 (34)	A (A)
Baseline Road / Merivale Road	EBL	256 (220)	1.44 (1.33)	171 (169)	F (F)
	EBT	158 (91)	1.25 (1.08)	247 (267)	F (F)
	WBT	97 (55)	1.09 (0.93)	194 (211)	F (E)
	NBT	47 (69)	0.68 (0.87)	79 (108)	B (D)
	SBL	109 (134)	1.02 (1.09)	69 (87)	F (F)
	SBT	25 (53)	0.23 (0.87)	34 (163)	A (D)



2.6 Background Network Travel Demand

2.6.1 Changes to the Background Transportation Network

Section 2.1.3.1 provides background information on the future changes to the area transportation network. The primary change that is anticipated to affect the study area transportation network in the future is the advent of the Baseline Transitway corridor, which would be comprised of median-running segregated bus lanes, as well as improvements to pedestrian and cycling infrastructure along the corridor. It is anticipated that when constructed, the Baseline Transitway will encourage a modal shift from driver to more sustainable modes, improving existing congestion in the corridor (as shown in Table 11 above). This project would support the transit and active transportation demands stemming from the proposed development.

2.6.2 General Background Growth Rate

A 0.5% annual compounded background traffic growth rate has been applied to forecast the future horizon years.

2.6.3 Other Area Developments

As described in Section 0, three development applications were identified in the vicinity of the proposed development:

- 300 Central Park is an active / pending development application dating back to 2013 seeking to develop seven mixed-use retail and residential building with an approximate unit count of 752. Given the length of time since the application was initiated and lack of recent updates on the file, the traffic impacts of this development were not considered within this study.
- 1500 Merivale Road is an active Zoning By-Law Amendment application seeking to increase the maximum permitted building height on the entire parcel to 40 storeys. Development details such as land uses and size were not provided at this time, therefore this potential development was not accounted for in the future traffic forecasts.

In absence of updated detailed information, the traffic impacts associated with the two potential developments listed above were not considered in this study. It is acknowledged that should more details and an updated timeline emerge concerning the two development applications above, an additional analysis may be warranted to incorporate the traffic generated by these two developments.

Additionally, 1405 Baseline Road is a multifamily residential development located in the northeast corner of Baseline Road and Clyde Avenue. The development was originally envisioned as a retirement community, however, was later changed to a multifamily housing development following bankruptcy of the original developer. The development has been under construction for the last several years with new developer aiming to finish construction in the coming years. Future travel demands associated with this development were considered in this report.



2.7 Demand Rationalization

Demand rationalization is undertaken where projected future traffic demands exceed the practical capacity of the transportation network. In these situations, the unconstrained traffic forecasts generated through standard forecasting methodologies may not realistically occur during the study peak hour, as the network is unable to accommodate all projected demand. Instead, travelers are expected to respond to increasing congestion through a combination of route changes, travel time shifts, mode shifts or trip cancellations altogether.

The purpose of this assessment is to identify locations where projected future traffic demand exceeds available capacity, quantify the magnitude of excess demand, and establish a reasonable and supportable adjustment to future traffic volumes. This process results in a more realistic representation of future operating conditions by reflecting likely traveler responses to network constraints and any transportation demand management measures associated with the proposed development.

2.7.1 Existing Travel Demands Exceeding Capacity

A review of Table 11 indicated that there are multiple movements at the study area intersections which were found to operate over-capacity based on the existing travel demands.

1. Baseline Road / Clyde Avenue intersection:

- The EBT movement was found to operate at LOS F with v/c ratio of 1.24 during the morning peak hour.
- The WBT movement was found to operate at LOS F with v/c ratio of 1.11 during the afternoon peak hour.
- The SBL movement was found to operate at LOS F with v/c ratio of 1.3 and 1.4 during the morning and afternoon peak hours, respectively.

2. Baseline Road / Walmart Access / Scouts Canada (future site access):

- All movements were found to operate acceptably at LOS E or better.

3. Baseline Road / Loblaws SC Access / Government of Canada Access:

- The WBL movement was found to operate at LOS F with v/c ratio of 1.11 during the morning peak hour.

4. Baseline Road / Merivale Road:

- The EBL movement was found to operate at LOS F with v/c ratio of 1.44 and 1.33 during the morning and afternoon peak hours, respectively.
- The EBT movement was found to operate at LOS F with v/c ratio of 1.25 and 1.08 during the morning and afternoon peak hours, respectively.



- The WBT movement was found to operate at LOS F with v/c ratio of 1.09 during the morning peak hour.
- The SBL movement was found to operate at LOS F with v/c ratio of 1.02 and 1.09 during the morning and afternoon peak hours, respectively.

2.7.1.1 Impacts of Traffic Balancing

A traffic balancing exercise was performed on the traffic counts to ensure consistency between adjacent intersections along the corridor. The volumes were balanced with respect to the intersection exhibiting the highest directional traffic volume in each direction (i.e., eastbound and westbound). While this approach maintains volume continuity between study intersections, it may also result in some traffic movements being overrepresented relative to their practical operating capacity. By balancing to the highest directional volume along the corridor, traffic demands may be transferred to adjacent intersections that have lower operational capacities.

Traffic balancing ensures consistency in traffic volumes between adjacent intersections but does not inherently consider whether those volumes can be physically accommodated by downstream intersections. As a result, balanced traffic volumes may exceed the capacity of certain intersection approaches, necessitating a demand rationalization exercise to establish a more realistic representation of existing and future travel demands relative to the capacities of study area intersections.

2.7.1.2 Existing Demand Rationalization

Table 12 provides the rationalization of existing demands and indicates the magnitude of travel demands that could not be practically accommodated by study area intersections in the existing peak hour conditions. The peak demands were evaluated after adjusting for the existing conditions PHF of 0.90 and appropriate heavy vehicle (HV) factors to obtain the passenger car unit per hour (pcu/hr) equivalent.

In addition, it is important to note that the existing analysis was based on the traffic counts which effectively count only the vehicles that have made it through the intersection during a given time, which may constrain the true demand that is not reflected in the excess demands reported below.

Table 12 – Existing Demand Rationalization

Intersection	Mvmt.	Peak Hour	Demand after balancing	PHF and HV-adjusted Demand	Capacity	Excess Demand, pcu/hr
Baseline Road / Clyde Avenue	EBT	AM	1128	1253	1007	246
	WBT	PM	1159	1288	1163	125
	SBL	AM	467	519	398	121
		PM	367	408	291	117
Baseline / Loblaw's SC / Government of Canada	WBL	AM	105	117	105	12



Intersection	Mvmt.	Peak Hour	Demand after balancing	PHF and HV-adjusted Demand	Capacity	Excess Demand, pcu/hr
Baseline Road / Merivale Road	EBL	AM	306	340	236	104
		PM	274	304	229	75
	EBT	AM	1175	1306	1048	258
		PM	1243	1381	1280	101
	WBT	AM	968	1096	1004	92
	SBL	AM	285	317	312	5
		PM	314	349	320	29

The demand rationalization analysis above indicates that existing conditions already exhibit excess demands at several key intersections along the east-west Baseline Road arterial, particularly at Clyde Avenue and Merivale Road intersections. These excess demands exhibited within the traffic model are further amplified by the traffic balancing process and the application of peak hour factor and heavy vehicle adjustments. The resulting traffic volumes therefore represent unconstrained travel demand and would, in practice, be accommodated through a combination of route diversion, peak spreading, and mode shifts.

Given these existing capacity constraints, particularly for eastbound and westbound movements along Baseline Road, it is evident that the corridor itself is operating at or near maximum capacity, leaving little opportunity for improvements in intersection performance without major additions in capacity or reductions in peak-hour automobile demand from projects like the Baseline Transitway (i.e., modal shift to transit and active transportation).

2.7.2 Future Background Traffic Volumes

The following figures illustrate background traffic volume demands in the study area. The background traffic volumes were derived by applying an annual compounded growth rate (0.5%) to the study area intersection movements. The background traffic volumes are illustrated within the following figures:

- Figure 20 illustrates the Background 2029 (Phase 1) traffic volumes;
- Figure 21 illustrates the Background 2031 (Phase 3) traffic volumes;
- Figure 22 illustrates the Background 2034 (Full build-out) traffic volumes;
- Figure 23 illustrates the Background 2039 (5 Years after Full build-out) traffic volumes;



1345 Baseline Road – Transportation Impact Assessment 2 Scoping

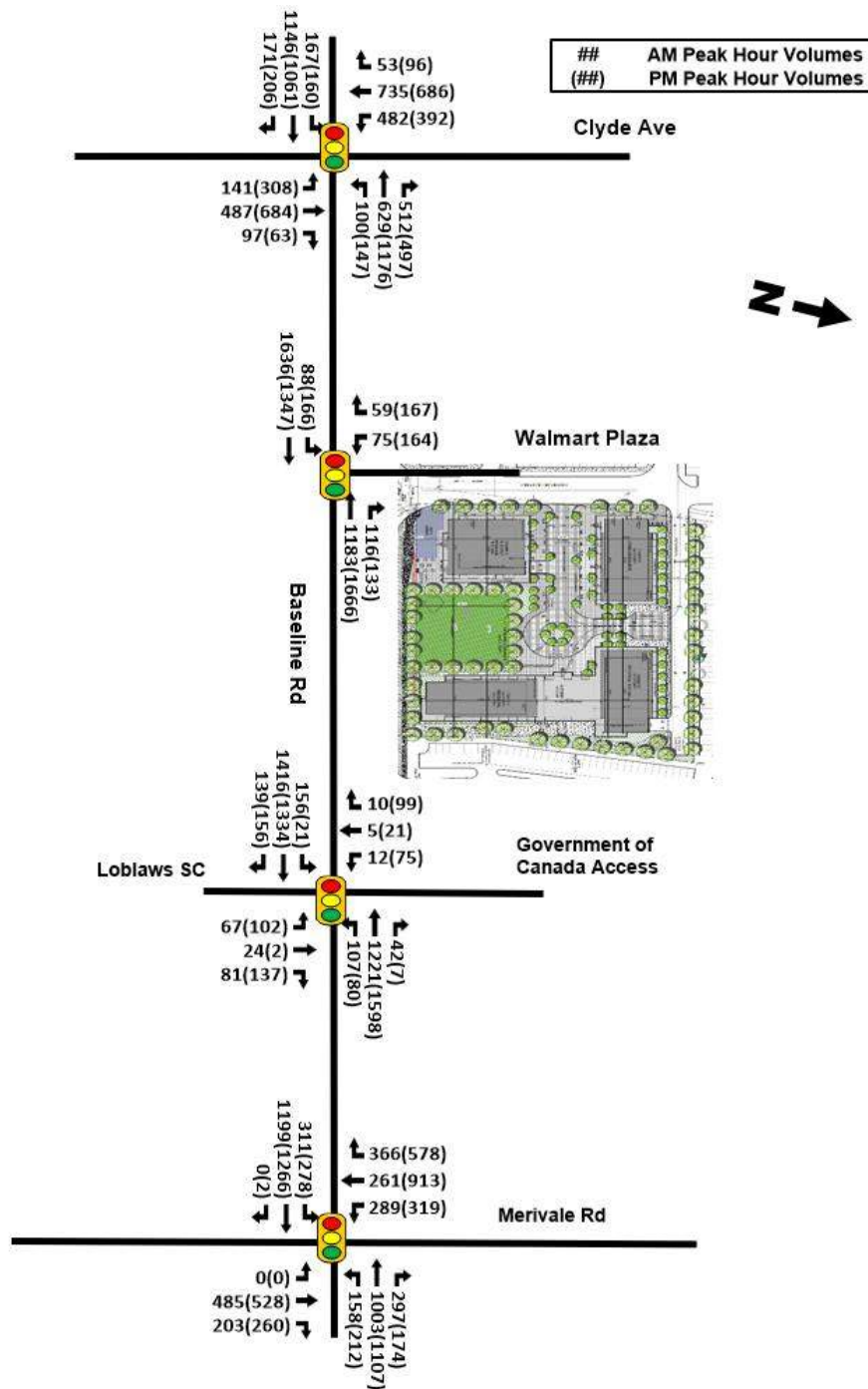


Figure 20. Background 2029 Traffic Volumes



1345 Baseline Road – Transportation Impact Assessment
2 Scoping

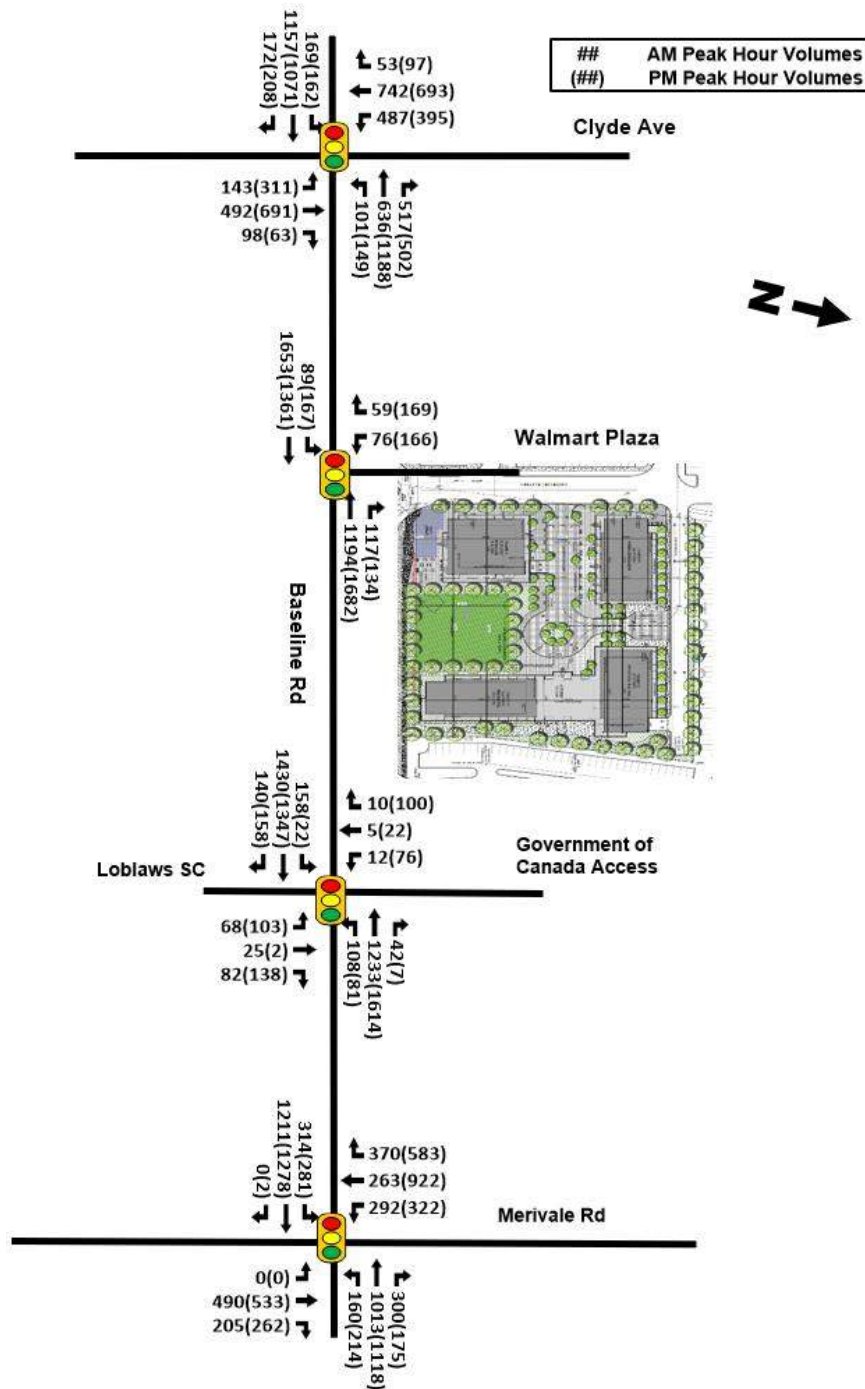


Figure 21. Background 2031 Traffic Volumes



1345 Baseline Road – Transportation Impact Assessment 2 Scoping

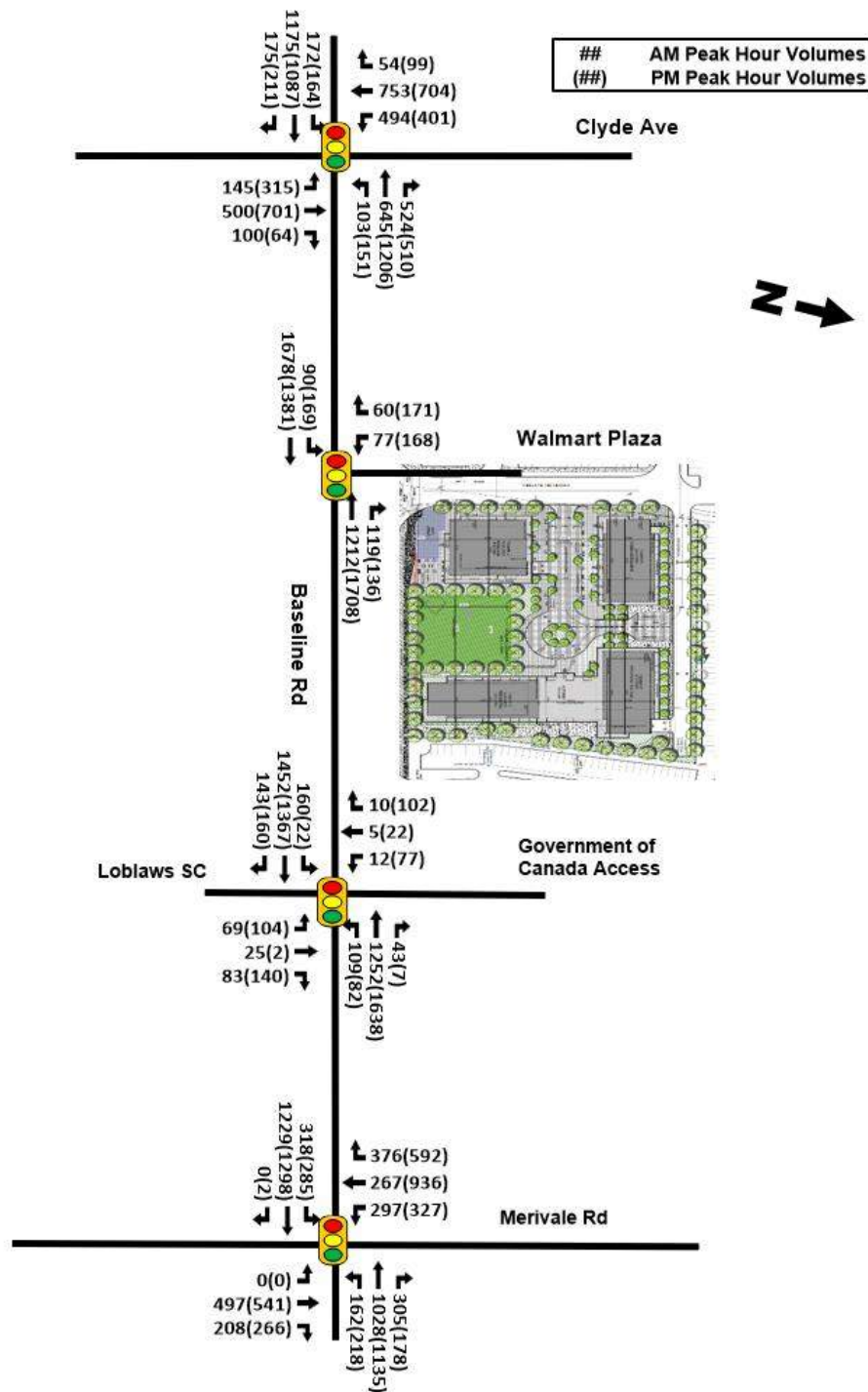


Figure 22. Background 2034 Traffic Volumes



1345 Baseline Road – Transportation Impact Assessment 2 Scoping

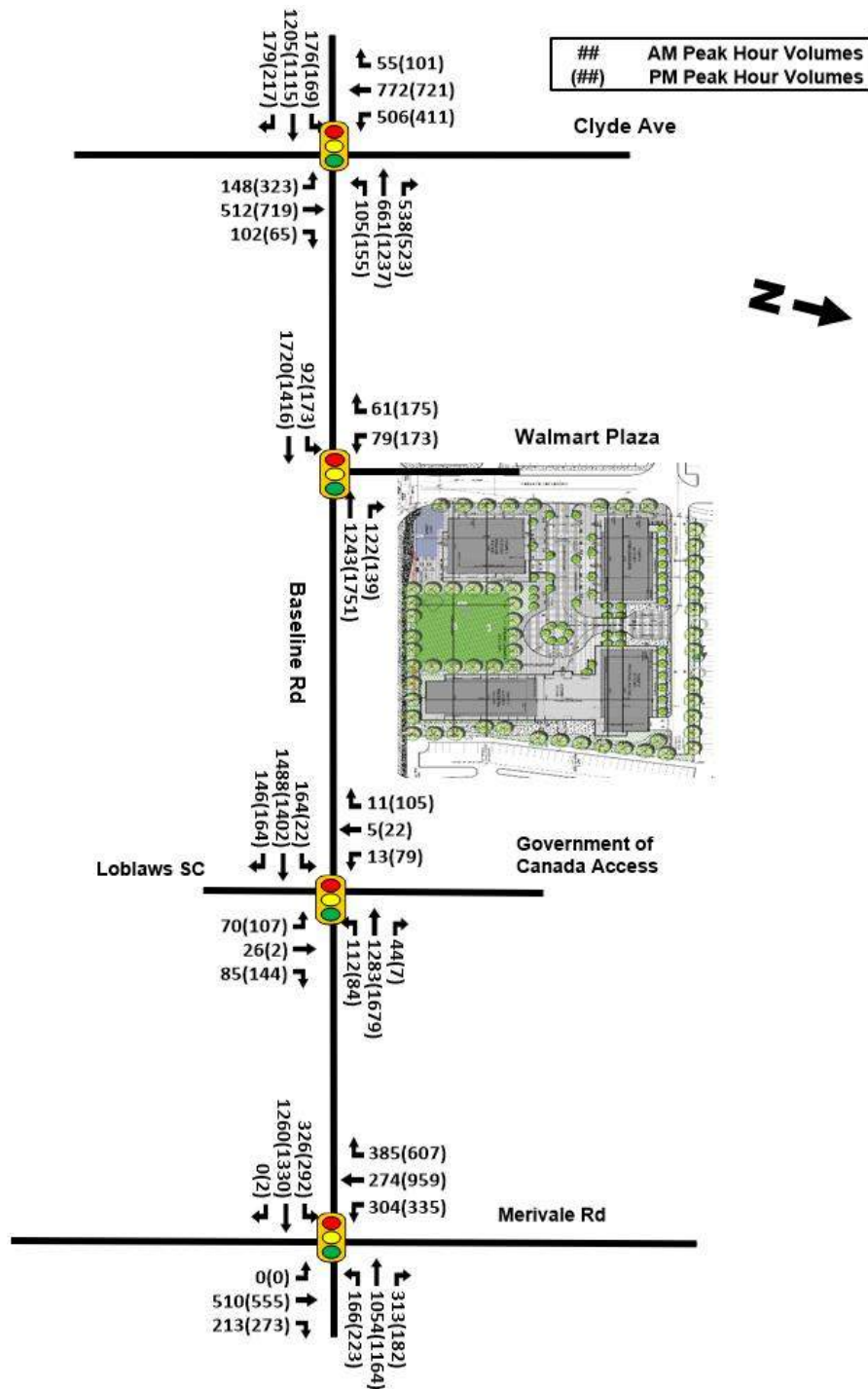


Figure 23. Background 2039 Traffic Volumes



2.7.3 Future Total Traffic Volumes

The following figures illustrate the total traffic volume demands in the study area. The total traffic volumes were derived by combining the background volume projections provided in Section 2.7.1 with the development-generated vehicle travel demands by phase, identified in Section 2.3.1. The total traffic volumes are illustrated within the following figures:

- Figure 24 illustrates the Total 2029 (Phase 1) traffic volumes;
- Figure 25 illustrates the Total 2031 (Phase 3) traffic volumes;
- Figure 26 illustrates the Total 2034 (Full build-out) traffic volumes;
- Figure 27 illustrates the Total 2039 (5 Years after Full build-out) traffic volumes;



1345 Baseline Road – Transportation Impact Assessment 2 Scoping

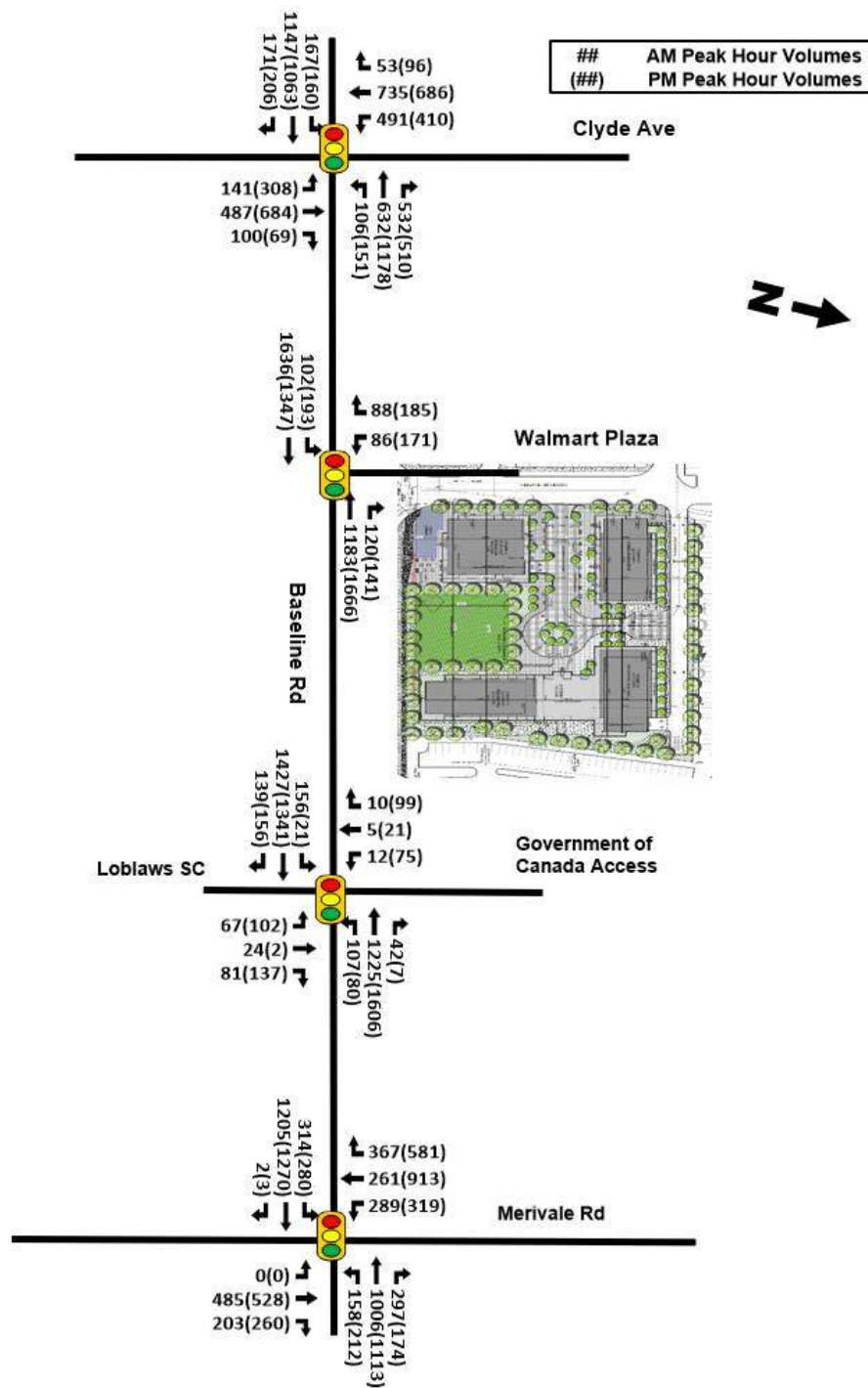


Figure 24. Total 2029 Traffic Volumes



1345 Baseline Road – Transportation Impact Assessment
2 Scoping

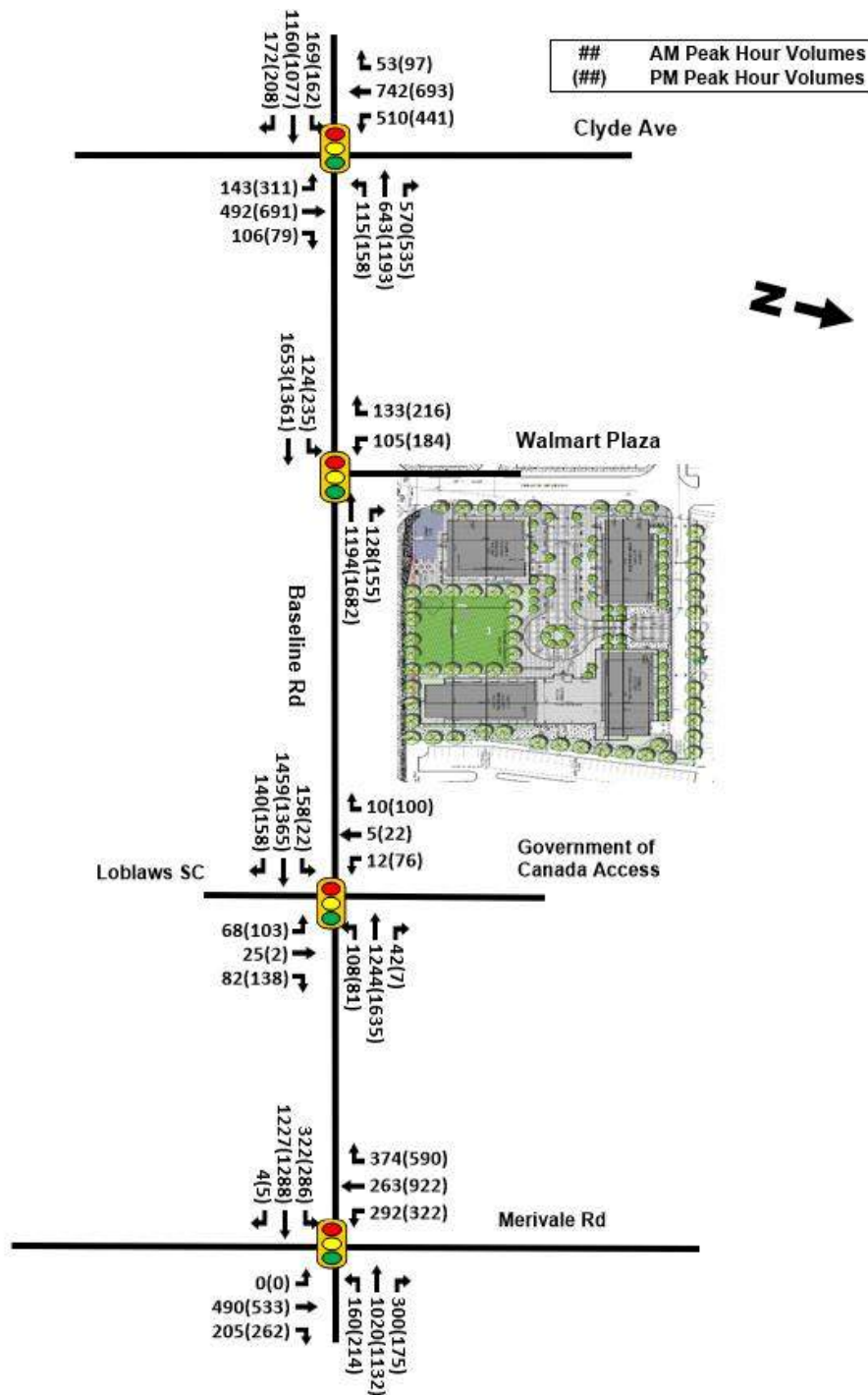


Figure 25. Total 2031 Traffic Volumes



1345 Baseline Road – Transportation Impact Assessment
2 Scoping

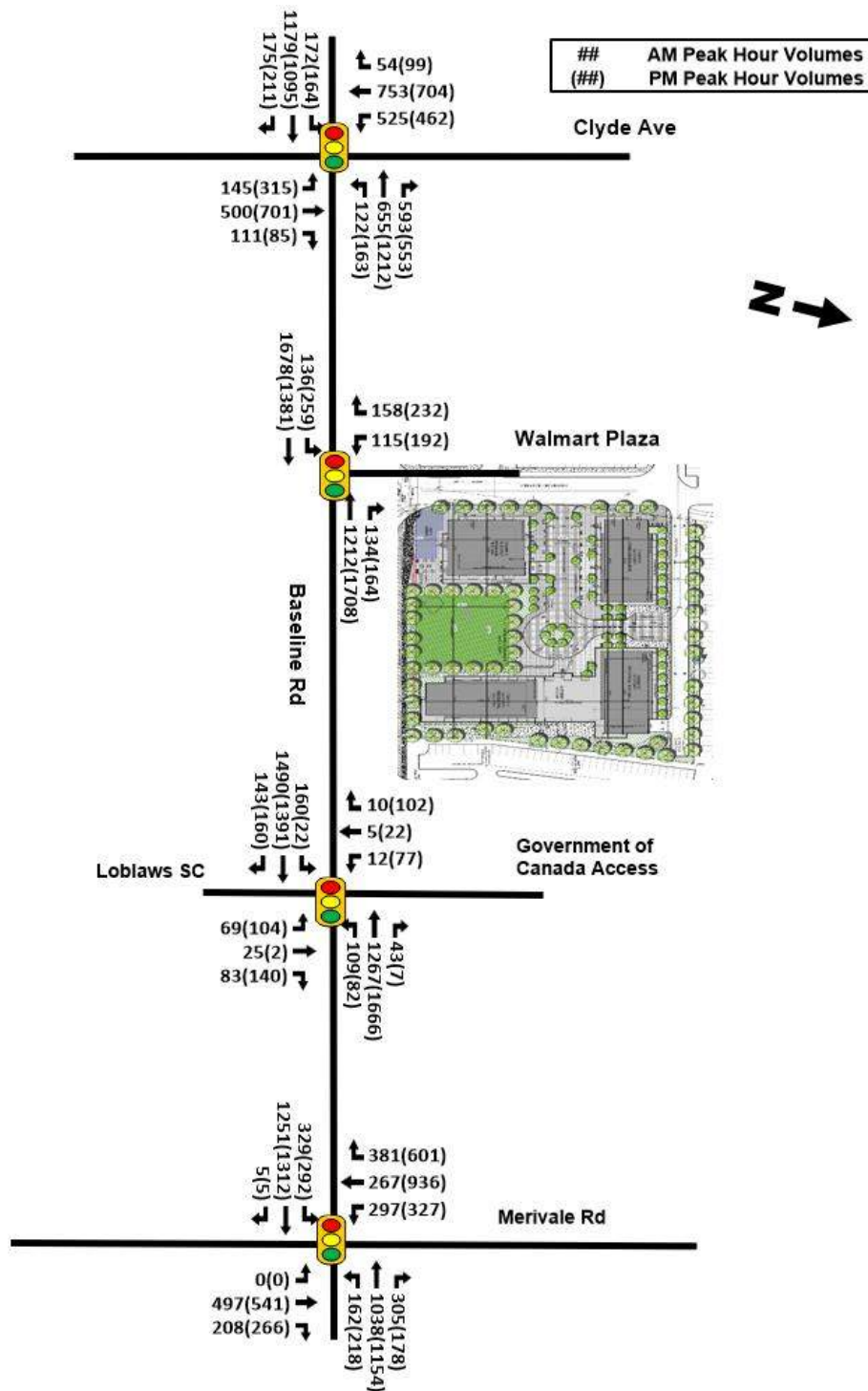


Figure 26. Total 2034 Traffic Volumes



1345 Baseline Road – Transportation Impact Assessment
2 Scoping

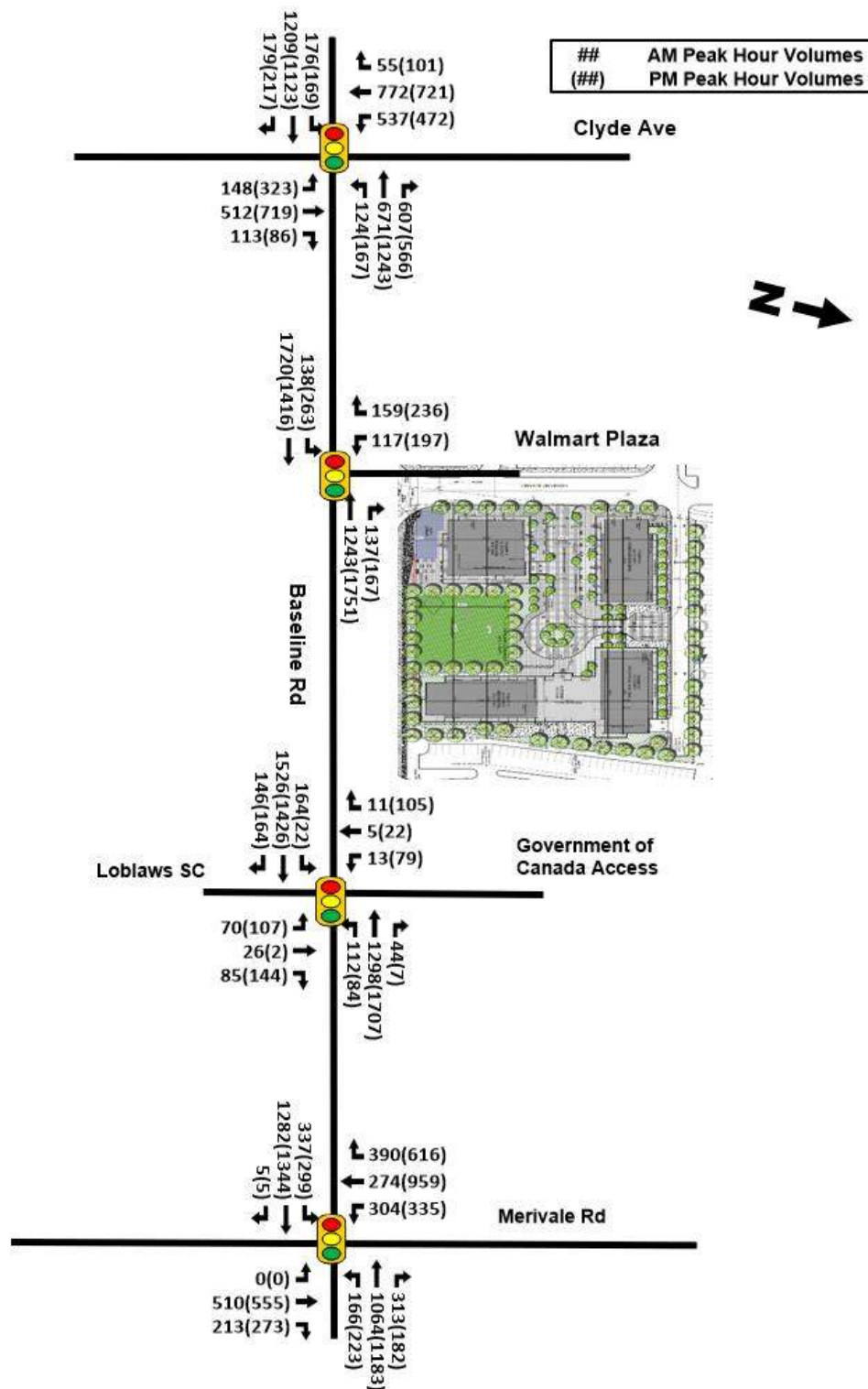


Figure 27. Total 2039 Traffic Volumes



3 Analysis

3.1 Development Design

Figure 28 illustrates the proposed concept site plan for the proposed developments. It is noted that since the development is in the Zoning By-Law amendment stage, further revisions to the site plan are anticipated throughout the Site Plan Control stage.

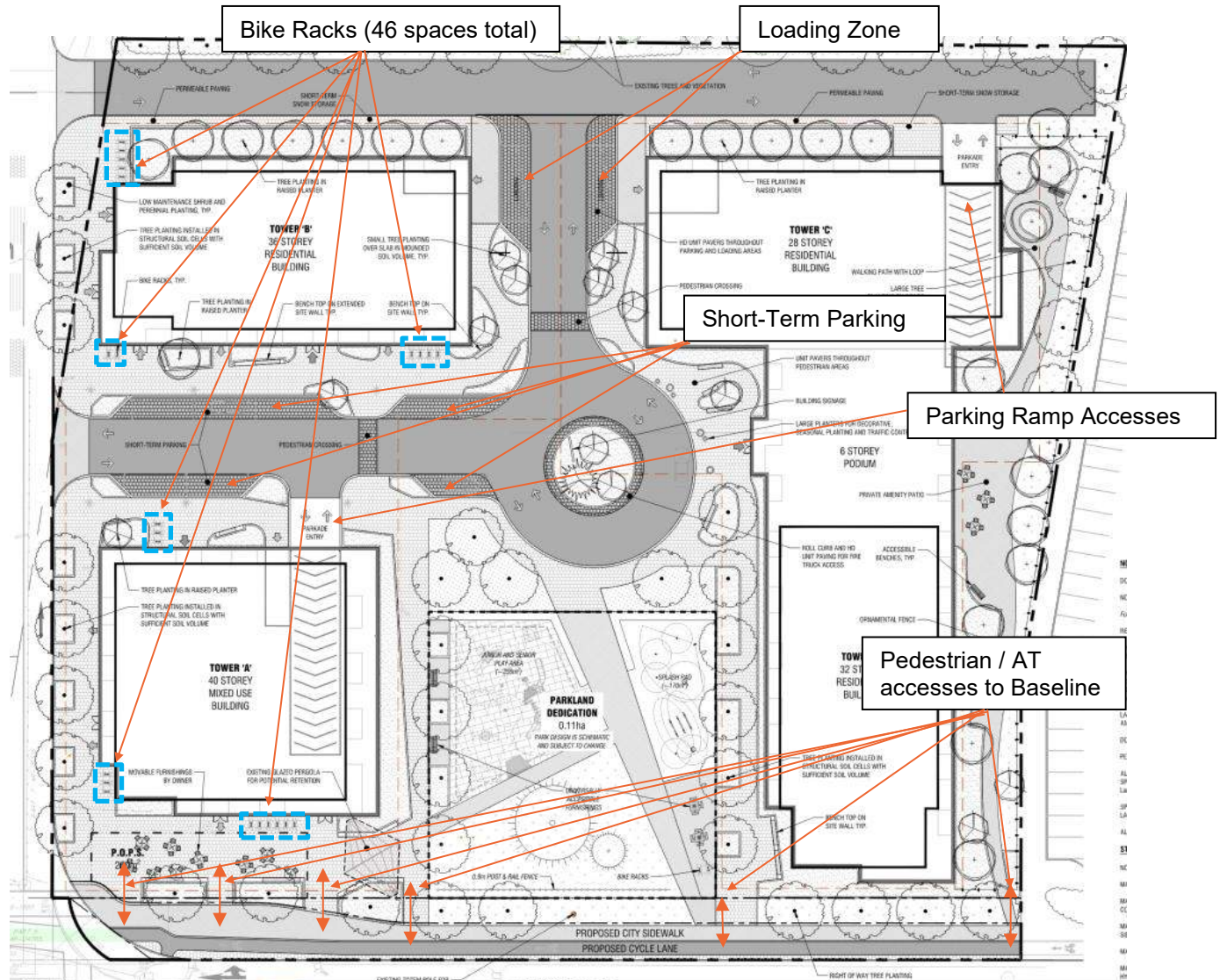


Figure 28. Proposed Development Site Plan Details



3.1.1 Design for Sustainable Modes

The development's design envisions four residential towers on the site with paving and landscaping in-between. A portion of the site (9% / 1,109 m²) is dedicated to parkland. City of Ottawa's TDM-supportive Development Design and Infrastructure Checklist is provided in Appendix G. The checklist indicated that the development meets most of the required TDM-oriented design and infrastructure measures at the zoning stage. The architect should consider implementing basic design measures such as providing on-site lighting for internal sidewalks and ensure the appropriate number and configuration (horizontal / vertical) of bicycle spaces is provided. Additionally, Buildings C & D could benefit from an additional pedestrian / active transportation access closer to Baseline Road. Some of the checklist items need to be confirmed at the time of Site Plan Control.

3.1.1.1 Vehicle and Bicycle Parking Design

The development proposes two vehicle parking entrances: one from interior drive aisle under Tower A on the west side of the parcel, and one access from the northerly drive aisle under Tower C in the northeast of the site. Additionally, 7 short-term parking spaces are provided along the internal drive aisle, as well as two loading areas. Moreover, pick-ups and drop-offs can be accommodated along the side of the internal drive aisle loop. This approach to on-site parking effectively segregates the long-term resident and visitor parking into the underground garage, while leaving the limited at-grade space exclusively to short-term uses such as couriers, deliveries, taxis, rideshare and other pick-ups and drop-offs.

46 short-term bicycle parking spaces are provided at grade in multiple locations on the west side of the site, as shown in Figure 28.

3.1.1.2 Design of Pedestrian Routes and Facilities

By eliminating most of the surface parking, the development concept aims to allocate more space to pedestrians inside the interior areas. The outdoor areas between the towers are envisioned to use a mix of paving stones for walkways and landscaped elements such as benches and trees. Figure 28 illustrates 6 access points to Baseline Road, with the majority of them located on the west side of the parcel, providing access to the privately owned public space (POPS) in the southwest corner of the parcel.



3.1.1.3 Design and Location of Existing Transit Amenities

The development is envisioned to be served primarily by the existing and future transit service along Baseline Road. Routes 81 and 88 have stops east and west of the site. Figure 29 illustrates the four nearest transit stops and shortest walking paths from each building entrance. The figure indicates that the entrance to Tower A is located approximately 135 metres from both the EB and WB transit stops, Tower B is 180 m away from stops in each direction, while Towers C and D, which share a podium, are 215 m away from the nearest WB stop and 250 m away from either EB stop. Therefore, all of the proposed units are within a 400 metre walk from existing transit service.

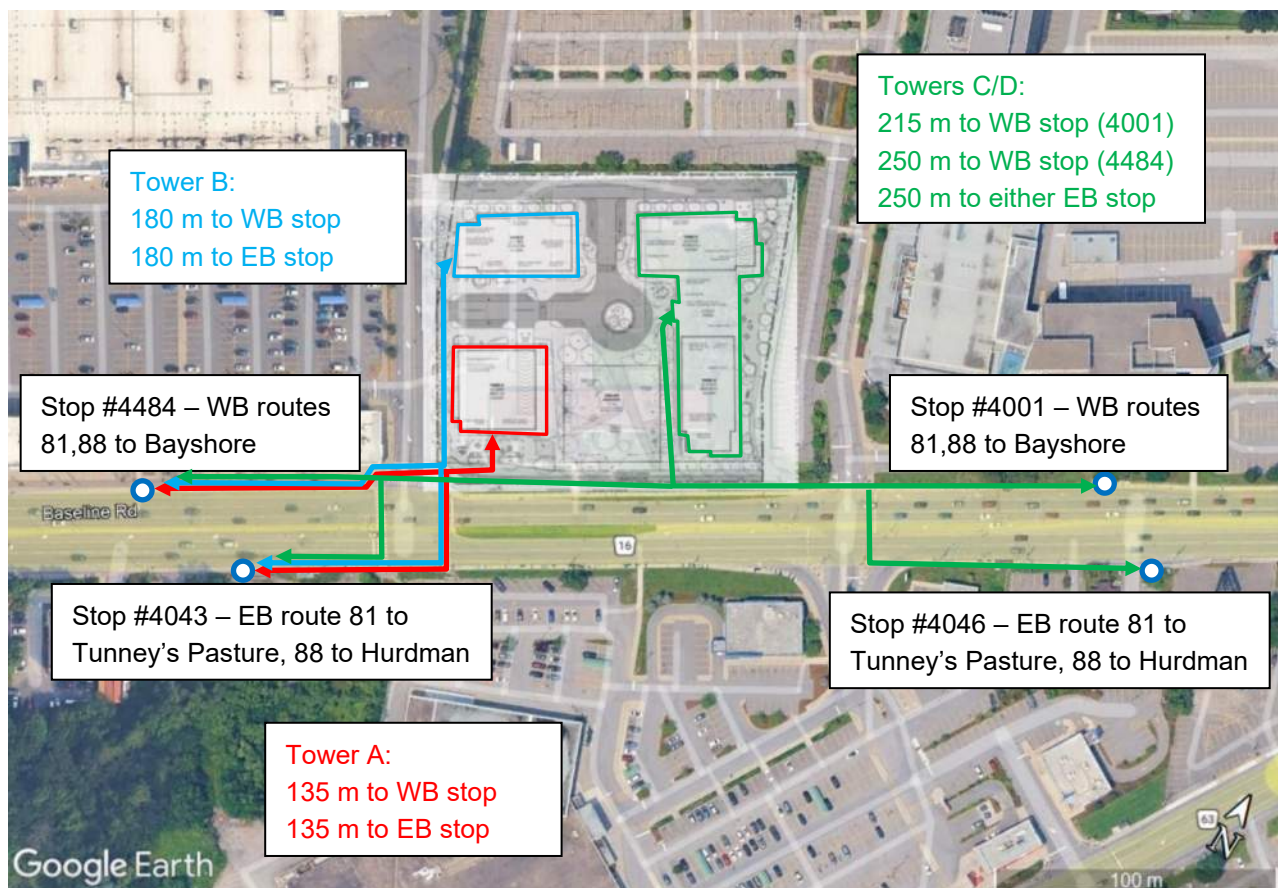


Figure 29. Walking Distance to Existing Transit Stops

3.1.1.4 Design and Location of Future Transit Amenities

Figure 30 illustrates the walking distance from each tower to the future proposed transit stops, based on the information enclosed in the 2017 EA for the Baseline Road corridor. The figure illustrates that the access to transit amenities is anticipated to be enhanced overall compared to existing conditions, with an overall reduction in distance to the new Baseline Transitway stops compared to the existing transit stops.

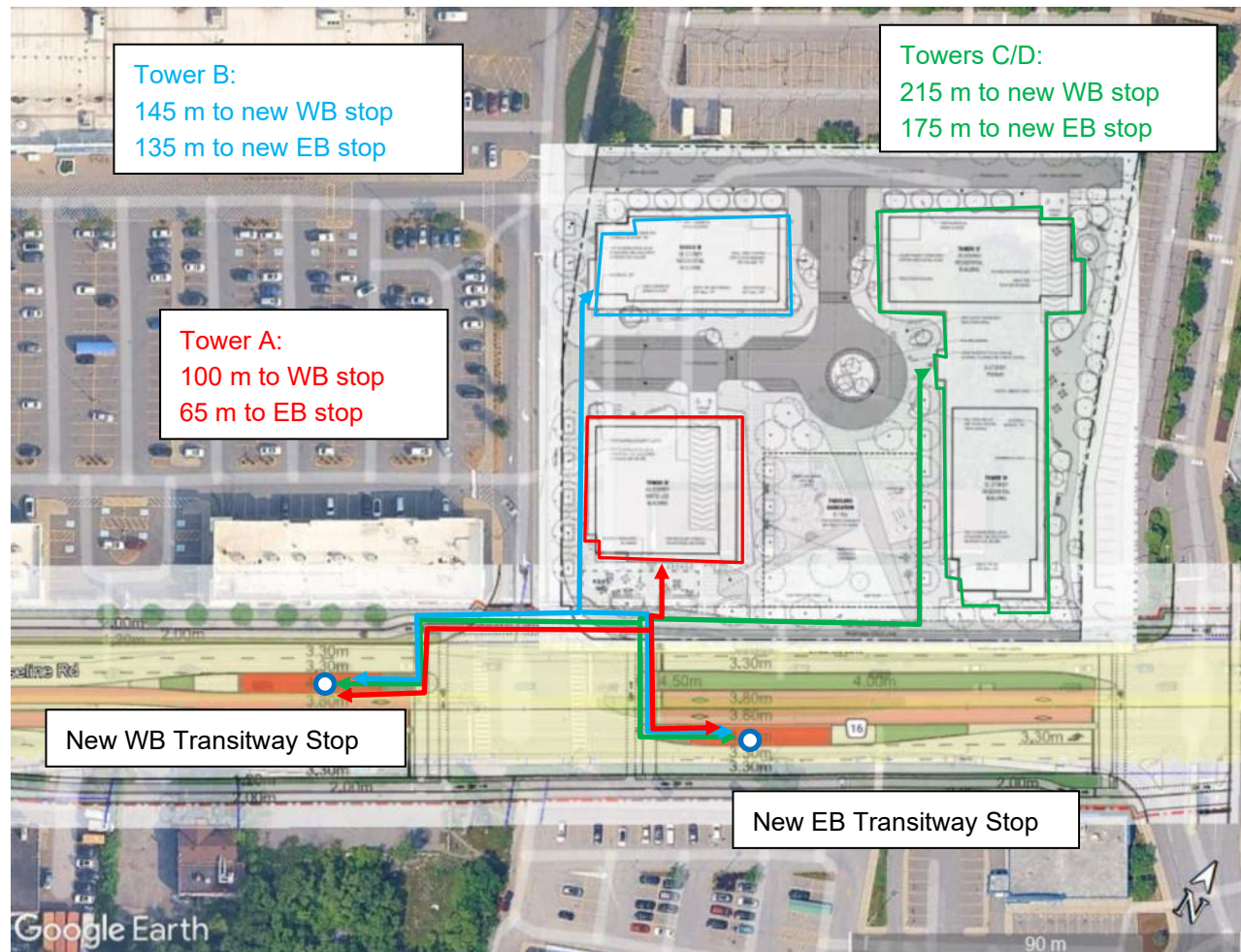


Figure 30. Walking Distance to Future Transit Stops

3.1.2 Circulation and Access

Site access and circulation are envisioned to be facilitated from a shared private driveway (Walmart SC Access) and the proposed internal and northerly private roadways. Two loading bays and 7 short-term parking spaces are accommodated along the internal roadway. No loading / unloading or pick-up / drop-off related activity is anticipated to occur from the Baseline Road right-of-way.



3.2 Parking

3.2.1 Vehicle Parking Provisions and Requirements

A review of the proposed site plan indicates that the site is envisioned to provide for a total of 927 parking spaces, of which:

- 790 are residential parking spaces;
- 113 are visitor parking spaces;
- 25 are commercial use parking spaces.

All of the proposed long-term parking spaces are to be located within the underground garage.

3.2.1.1 Residential Parking Requirements

A review of the current (2008-250) and new (2026-50) City of Ottawa Zoning by-laws indicated that:

- According to the section 101 of the current by-law (Part 4 - Parking, Queuing and Loading Provisions), the site is located within the Area B (outer urban / inner suburban) within schedule 1A; however, given the proximity of a future rapid transit corridor along Baseline Road, parking provisions are to be calculated using Area X rates. Parking within Area X for mid-to-high rise apartment dwellings is to be provided at a rate of 0.5 per dwelling unit except the first 12 dwelling units in each building.
 - Therefore, **a minimum of 602 residential parking spaces are required.**
- According to the new by-law, the site is subject to Section 602 of the by-law, which dictates the maximum number of parking spaces that can be provided in areas near existing and future rapid transit stations (including the Baseline Road corridor in the vicinity of the site). The site is located in the Outer Urban transect (Area C), subject to a maximum parking provision of 1.25 spaces per dwelling unit.
 - There are **no prescribed minimum** residential parking requirements.
 - Therefore, a **maximum of 1564 parking spaces are permitted on the lot.**

3.2.1.2 Visitor Parking Requirements

A review of the current (2008-250) and new (2026-50) City of Ottawa Zoning by-laws indicated that:

- According to the current by-law, Section 102, the site is located within 300 metres of a future rapid transit station, therefore the Area X provisions apply, which require that visitor parking spaces are provided at a rate of 0.1 spaces / dwelling unit, excluding the first 12 units in each building [clause 101 (3) (a) applies per clause 102 (5)]. Additionally, according to 102 (3), “within Area X no more than thirty visitor parking spaces are required per building”. Therefore, given the site is effectively



comprised of 4 towers (370 units; 307 units; 244 units and 330 units in each building), **113 visitor parking spaces would be required.**

- According to the new by-law, Section 603, the site is located in Area D for visitor parking provisions. Visitor parking spaces are to be provided at a rate of 0.1 spaces per dwelling unit, excluding the first 12 units on the lot; and no more than 30 visitor parking spaces are required per building; therefore, **113 visitor spaces are required**

3.2.1.3 Commercial Use Parking Requirements

A review of the current (2008-250) and new (2026-50) City of Ottawa Zoning by-laws indicated that:

- According to the current by-law, Section 101, the site is located within the Area B (outer urban / inner suburban) within schedule 1A; however, given the proximity of a future rapid transit corridor along Baseline Road, parking provisions are to be calculated using Area X rates. As per clause 101 (4) (d), ground floor non-residential uses require no off-street parking in case of gross floor area under 350 metres. Parking requirements for commercial uses vary by land use, with ranges between 1.25 to 10 per 100 m² of gross floor area (GFA).
- The new zoning by-law does not provide for minimum parking requirements associated with the ground floor commercial uses. Given that the retail component within the buildings is likely to be geared towards residents of the immediate community,

3.2.2 Bicycle Parking Requirements

A review of the current (2008-250) and new (2026-50) City of Ottawa Zoning by-laws indicated that:

- According to the current by-law, bicycle parking for residential multifamily land uses must be provided at a minimum rate of 0.50 spaces / dwelling unit, indicating that **626 spaces would be required for the residential uses.** Additionally, 1 bicycle parking space is required for each 250 m² of the commercial units within building, therefore **5 spaces would be required for ground floor commercial uses.**
- According to the new by-law, bicycle parking in buildings with 13 or more residential units must provide both “short term” and “long term” bicycle spaces:
 - “Short term” bicycle spaces for residential use be provided at a minimum rate of 2 spaces + 1 space / 20 units above 20 residential units, **therefore 64 short-term bicycle spaces are required**
 - Additionally, 3 short-term bicycle spaces are required for the Building “A” commercial area, and 4 short-term bicycle spaces are required for the Building “B” commercial area [2 spaces + 1 space / additions 250 m² over 250 m²]. Therefore, **7 bicycle parking spaces are required for the commercial uses.**



- “Long term” bicycle spaces be provided at a minimum rate of 0.75 spaces / unit in lands within the “Area C – Outer Urban Transect”, **therefore 938 long-term bicycle spaces are required**
- Short-term and long-term bicycle provisions are subject to additional requirements in section 613 of the by-law pertaining to separation distance from access, weather-protection and minimum proportion of horizontal spaces.

The current site plans do not demonstrate full compliance with the applicable bicycle parking requirements. The applicant's planning team has advised that updates to the bicycle parking supply are being undertaken; however, revised plans were not available at the time of this assessment. Compliance with the City's bicycle parking requirements will be confirmed through the Site Plan approval process.

3.3 Boundary Streets

The existing cross-section of Baseline Road is characterized by having two general-purpose vehicle travel lanes in each direction along with auxiliary lanes, pedestrian sidewalks without buffers on each side and either limited and discontinuous cycling facilities, or no cycling facilities at all depending on the segment.

The City of Ottawa has prepared a concept for a Baseline Road corridor complete street as part of the future Baseline Transitway project. Figure 31 illustrates a typical proposed intersection cross-section, consisting of median-running segregated bus lanes, two general-purpose vehicle travel lanes in each direction with auxiliary lanes as required, physically separated bike lanes and pedestrian sidewalks one each side.

The proposed development incorporates future changes to the Baseline Road corridor in its design. As previously described in Section 2.1.3.1, additional ROW requirements between 4.5 metres and 7.2 metres from the existing property line were identified by the City and reflected in the concept plans. The development proposes multiple pedestrian / active transportation connection points between the proposed sidewalk and the lot ensuring seamless connection between the site's pedestrian realm and City's ROW.

The site could further enhance its integration with City's future plans for the Baseline Road corridor by providing additional short-term bicycle parking nearest to the southern edge of the property line.

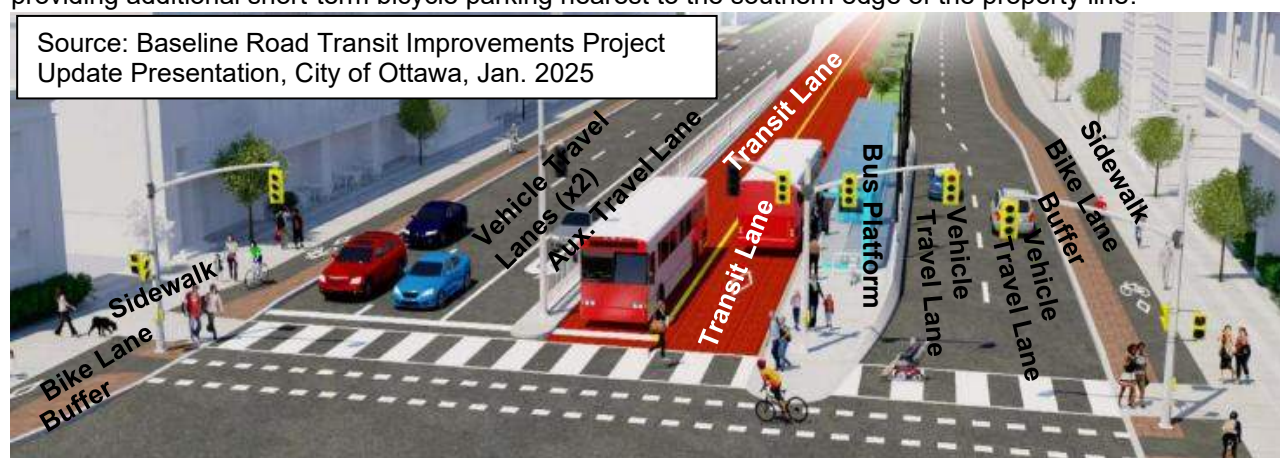


Figure 31. Proposed Future Baseline Road Cross-Section



3.4 Access Intersections Design

3.4.1 Location and Design of Access

The proposed development is envisioned to be accessed from the City of Ottawa's roadway network by way of a single signalized access to Baseline Road located approximately 280 metres east of Clyde Avenue and 150 metres west of the Loblaws / Government of Canada Office Access, which are also both signalized intersections.

Figure 32 illustrates the site access intersection which will be shared with the adjacent SmartCentres / Walmart plaza. The access intersection is currently signalized and provides for a permissive-protected EB-LT movement and a leading pedestrian interval. The access provides for 25 metres of clear throat length before the Walmart Plaza outbound access on the west side, and 50 metres before the proposed development access interferes on the east side. TAC Geometric Design Guide recommends a clear throat length of at least 40 metres for accesses to residential developments over 200 units.

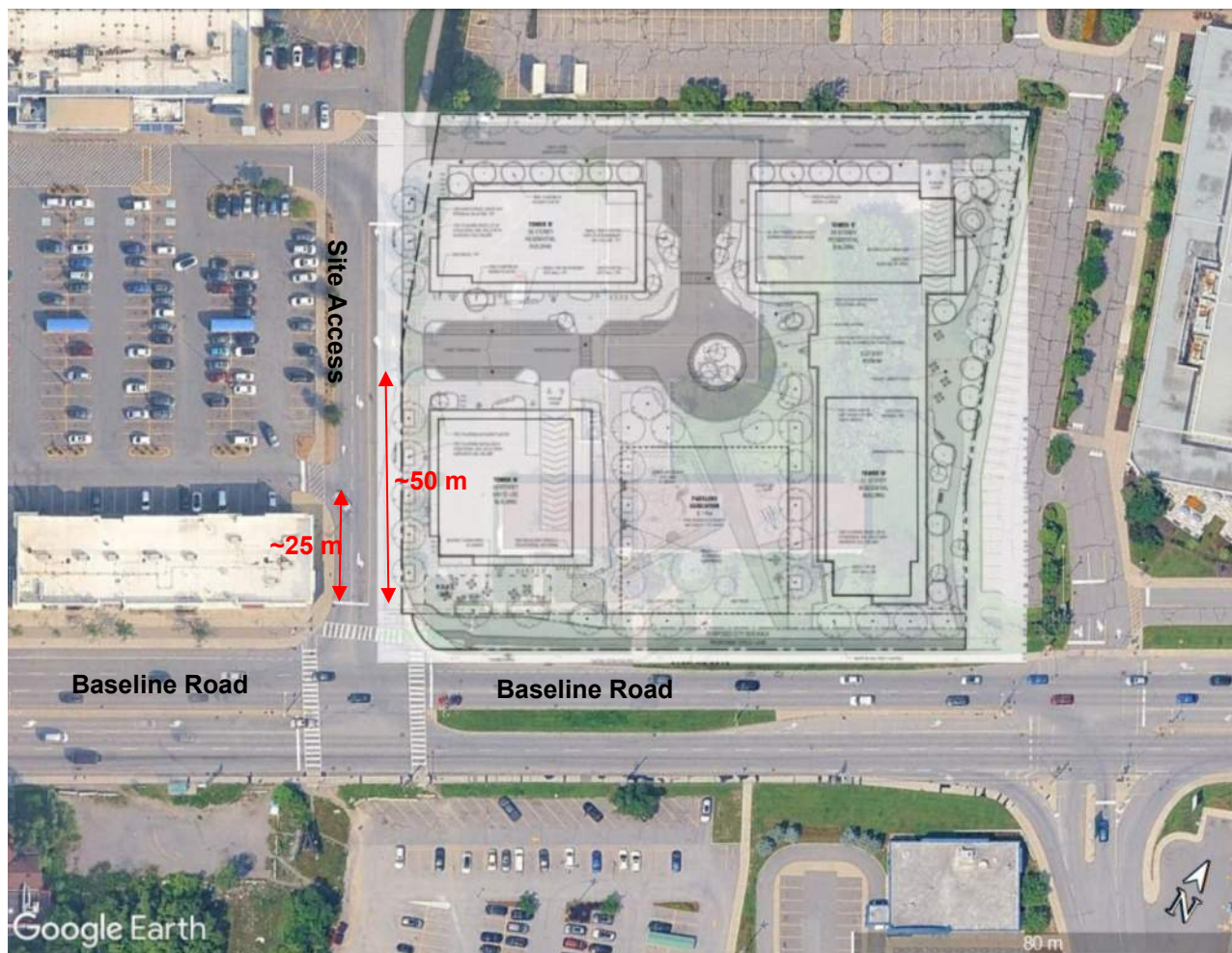


Figure 32. Access Intersection Design



3.4.2 Access Intersection Control

The existing intersection is envisioned to continue to operate as a signalized intersection upon site build-out.

Upon completion of the Baseline Transitway project, the intersection will have median-running transit as a transit priority measure, which will necessitate fully protected left turn operation for the eastbound left turn movement from Baseline Road into the site access.

3.4.3 Access Intersection Design

Refer to Section 3.8.2 for detailed MMLOS analysis of all intersections.

3.5 Transportation Demand Management (TDM)

3.5.1 Context for TDM

The proposed development site is designated as “Hub” and “Evolving Neighbourhood” and Design Priority Area. The Baseline Road corridor is designated as Mainstreet corridor².

The proposed development consists of 1,251 residential units across four high-rise buildings, along with a total of 938.1 m² of commercial space spread across the ground floors of two of the buildings (A&B). The breakdown of units is provided within Table 13.

Table 13 - Breakdown of Units by Type

Unit Type	Building A	Building B	Building C	Building D	Total	Pct. Breakdown
Studio	0	28	22	0	50	4%
1 Bed	68	59	50	54	231	18.5%
1 Bed + Den	154	93	69	141	457	36.5%
2 Bed	142	121	97	123	483	38.6%
2 Bed + Den	6	6	6	12	30	2.4%
Total	370	307	244	330	1251	100%

² City of Ottawa Official Plan; Schedule B3 – Outer Urban Transect and Schedule C7-A – Design Priority Areas - Urban



The proposed residential development will primarily generate typical commuter traffic flows during the morning and afternoon peak hours (i.e. going to work in the morning and coming back in the afternoon). The development's forecast mode shares were adopted from the City of Ottawa's 2011 O-D Survey and are summarized in Table 4.

The adopted mode shares consider a 40% auto driver share for traffic forecasting purposes. This mode share is considered conservative given the future proposed transportation network changes in the area intended to boost transit and active transportation connections.

Given the existing saturated traffic conditions along Baseline Road, it is crucial to pursue a robust TDM strategy which would promote a high adoption of transit and active transportation modes and reduce impact on the adjacent intersections operating at or near capacity.

3.5.2 Need and Opportunity

3.5.2.1 Need

Failure to achieve the proposed sustainable mode share targets would result in several adverse impacts:

Higher vehicle trip generation would contribute to increased traffic volumes along Baseline Road, along with longer delays exiting the Baseline / Walmart Access intersection. This would impact not only the residents of the proposed 1345 Baseline Road development, but also visitors to the adjacent Walmart / SmartCentres plaza and residents of the future 1405 Baseline Road development which all share the site access.

Increased vehicular traffic may degrade conditions for other road users, including transit operations, pedestrians, and cyclists. This would negatively affect the reliability and attractiveness of sustainable modes, further compounding mode share challenges and undermining the City's long-term mobility objectives.

3.5.2.2 Opportunity

A comprehensive post-occupancy Transportation Demand Management (TDM) program represents a key opportunity to improve the likelihood of achieving the City's sustainable mode share targets and to mitigate the risks identified above. The development benefits from several supportive elements, including:

- Its designation within a planned Hub with proximity to future rapid transit,
- Proximity to existing and planned pedestrian and cycling infrastructure along Baseline Road, and
- A built form and site design that can support walking, cycling, and transit use
- Proximity to existing essential services within the adjacent Walmart and Loblaws plazas (groceries, home goods, pharmacy), as well as restaurants, variety retail, banks and employment nodes.

Building on these elements, a robust TDM program would help shift travel behaviour away from single-occupant vehicle use. Overall, implementing TDM measures will:



- Reduce peak period vehicle trips and associated congestion impacts,
- Improve site accessibility and user experience,
- Support efficient operation of the surrounding transportation network, and
- Align the development with City policies related to sustainable mobility and intensification.

3.5.3 TDM Program

A review of the City of Ottawa's TDM Measures Checklist was conducted, and the following measures were selected for the development proponent's consideration. These measures are intended to support the development's integration with the future land uses and proposed active transportation measures along Baseline Road corridor.

The following basic measures were considered:

- Designate an internal TDM coordinator (this role can be fulfilled by the building superintendent),
- Display local area maps with walking/cycling access routes and key destinations at major entrances,
- Display relevant transit schedules and route maps at entrances,
- Offer preloaded PRESTO cards on move-in to encourage residents to use transit,
- Unbundle parking cost from rent/purchase price, and
- Provide a multimodal travel option information package to new residents

Additionally, the following more advanced TDM measures merit consideration given the development size:

- Travel surveys: the development proponent should consider conducting regular travel surveys to gain insights into residents' travel behaviour, particularly:
 - Modal split and adherence to mode share targets;
 - Vehicle travel patterns and potential cut-through traffic patterns through the Walmart plaza.
- Carshare provisions and memberships: there is an opportunity to coordinate with a carshare service provided to instate on-site carshare service. This can be accomplished using several of the seven short-term parking spaces provided on-site (see Figure 28), thereby making the vehicles accessible to both building residents and general public. Provision of subsidized carshare memberships also merits consideration as part of this measure.



3.6 Transit

3.6.1 Transit Route Capacity

According to the site-generated person-trip forecasts are provided in Section 2.3.1, the development is forecast to generate the following transit trips during each peak hour:

- 73 inbound and 164 outbound transit trips during the morning peak hour (237 total transit trips);
- 102 inbound and 74 outbound transit trips during the afternoon peak hour (176 total transit trips);

Table 14 outlines assumptions detailing the anticipated transit trip distribution. The transit trip distribution was based on the origin-destination data and trip distribution assumptions provided in Table 9. This forecast assumes that the existing transit routes described in Section 2.1.2.5 remain unchanged in the future with the advent of future Baseline Transitway corridor and O-Train Line 1/3 West extension. It is also noted that the existing “Frequent” routes 80 and 88 were assumed to handle most of the travel demand as they provide the most direct access to major destinations and transfer hubs, while the “Local” routes 53 and 81 would seldom be used to access local destinations.

Table 14 – Forecast Transit Travel Demands by Route and Direction at Full build-out

Route	Direction / Terminus	Trip Distribution		AM Peak Hour Trips		PM Peak Hour Trips	
		Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
53	North (Tunney's Pasture)	3%	2%	2	3	3	1
	West (Baseline)	2%	3%	1	5	2	2
80	North (Tunney's Pasture)	7%	22%	5	36	7	16
	South (Barrhaven Centre)	22%	7%	16	11	22	5
81	North (Tunney's Pasture)	5%	2%	4	3	5	1
	West (Bayshore)	2%	5%	1	8	2	4
88	East (Hurdman)	22%	37%	16	61	23	28
	West (Bayshore)	37%	22%	28	37	38	17

The anticipated impact of development-generated transit trips on the existing bus routes is summarized below:

- **Route 53:** this local route provides connections to the Merivale Road corridor and residential neighbourhoods north and south of the site. However, the route does not provide for direct connectivity to major transit hubs, which are better accessed using the frequent routes. A total of 5% of all transit trips was assigned to this route, which translates to up to 6 total trips per peak hour (in both directions). Given headways of 15 minutes during peak periods, this is anticipated to translate to about 1-2 additional passengers per bus, which will not have a significant impact on the transit operations.



- **Route 81:** this local route provides connections to the neighbourhoods north and west of the site, as well as a relatively direct route to Iris and Pinecrest Stations west of the site. Additionally, this route, along with frequent Route 88 offers stops directly in front of the development on Baseline Road (as opposed to using Clyde Avenue or Merivale Road corridors), which may incentivize more ridership for select trips. However, with headways of 30 minutes during the peak hour, the majority of riders will continue using the frequent routes instead. A total of 7% of peak hour transit users making use of this route translates to up to 9 transit trips during the peak hour, and about 4 passengers per bus. This is a modest increase that is not anticipated to have an adverse effect on route capacity.
- **Route 80:** this frequent route offers the most direct connection to the existing LRT network terminus at Tunney's Pasture north of the site, and Barrhaven Town Centre south of the site. This route stops along Merivale Road, which would require some minutes of additional walking relative to Route 81/88 stops. A total of 29% of the forecast transit trips were assigned to this route, which translates to up to 68 total trips during the morning peak hour, and 36 trips in the peak direction (AM – outbound, northbound). Given the 15-minute headways during the morning peak hour, the advent of the development will add, on average, about 9 passengers per bus. With the capacity of conventional buses ranging from 57 to 85 passengers total³, and a total capacity of up to 110 passengers in an articulated bus, this increase will result in an additional 8%-16% capacity utilization.
- **Route 88:** this frequent route offers connections to Baseline (future Line 1 transfer) and Bayshore (future Line 3 transfer) stations in the west, and Mooney's Bay (Line 2 transfer) and Hurdman (Line 1 transfer) stations in the east. Currently, the buses run in mixed traffic along the Baseline Road corridor. However, a future Transitway corridor with median-running segregated bus lanes is proposed. Upon its build-out, Baseline Transitway is anticipated to increase reliability, shorten headways and improve travel time and thereby improve overall performance of the transit route compared to other travel alternatives. Given the proximity of bus stops, anticipated benefits to travel time, and robust cross-town connections that the route provides, most transit uses (59%) were assumed to use this route. This translates to a total of 142 passengers during the morning peak hour (all directions, inbound and outbound), and 61 passengers in the peak direction (outbound, eastbound). With the existing 15-minute headways, this would translate to an average increase of 16 passengers per bus, which would use 15%-28% of the existing route capacity. With this level of ridership, the development would have a significant impact on capacity of the existing transit system. However, it is assumed that the proposed Baseline Transitway project will allow for increases in route capacity that can absorb the development's transit travel demands.

³ Data retrieved from <https://www.octranspo.com/en/our-services/vehicles/>



3.6.2 Transit Priority Requirements

The subject development does not propose any new driveways in the study area road network and the new traffic attributed to the development is not anticipated to have an adverse effect on transit operations. However, the development traffic will contribute to general congestion levels along Baseline Road. Another key challenge remains accommodating additional ridership demand within existing routes, particularly on Routes 80 and 88.

The proposed Baseline Transitway corridor can address the above concerns. With buses running in segregated centre median alignment, they would not be affected by the general traffic delays along the Baseline corridor. Moreover, with improved reliability and travel times, it may be feasible to reduce peak hour headways and thereby increase capacity. City of Ottawa indicates target peak headways for median running transit to be 2-5 minutes⁴. Assuming 5-minute headways and existing bus fleet, the capacity impacts associated with the proposed development would be in order of 5%-9% of total route capacity in the outbound eastbound direction during the morning peak hour.

3.7 Network Concept

The subject parcel is currently zoned AM5 – Arterial mainstreet under the 2008-250 Zoning By-Law. The existing AM5 zoning permits a broad range of residential, office, medical, research and development, training, retail and institutional uses. Several permitted uses, including office, medical facility, research and development centre and training centre, have the potential to generate peak-hour person-trip demands comparable to or greater than those associated with the proposed development.

Under the existing AM5 zoning, a multi-storey office or institutional development could reasonably be accommodated on the site. Based on the site's approximately 12,000 m² parcel area and 25 m permitted building height⁵, the existing zoning permits development intensity capable of generating peak-hour person-trip demands comparable to those associated with the proposed development.

It is also noted that the existing office land use on-site generates significantly less person-trips than the proposed development. Therefore, recognizing the potential network-wide impacts of the proposed development, a planning level screenline analysis was included as part of this report's scope.

⁴ Ottawa Transportation Master Plan Update March 31, 2025 - Transit Network Development. Arcadis / City of Ottawa

⁵ Part 10 – Mixed Use/Commercial Zones (Sections 185-198) City of Ottawa Zoning By-law 2008-250 Consolidation. Page 10-8



3.7.1 Screenline System Analysis

Figure 33 illustrates the City of Ottawa screenline system in the vicinity of the proposed development.

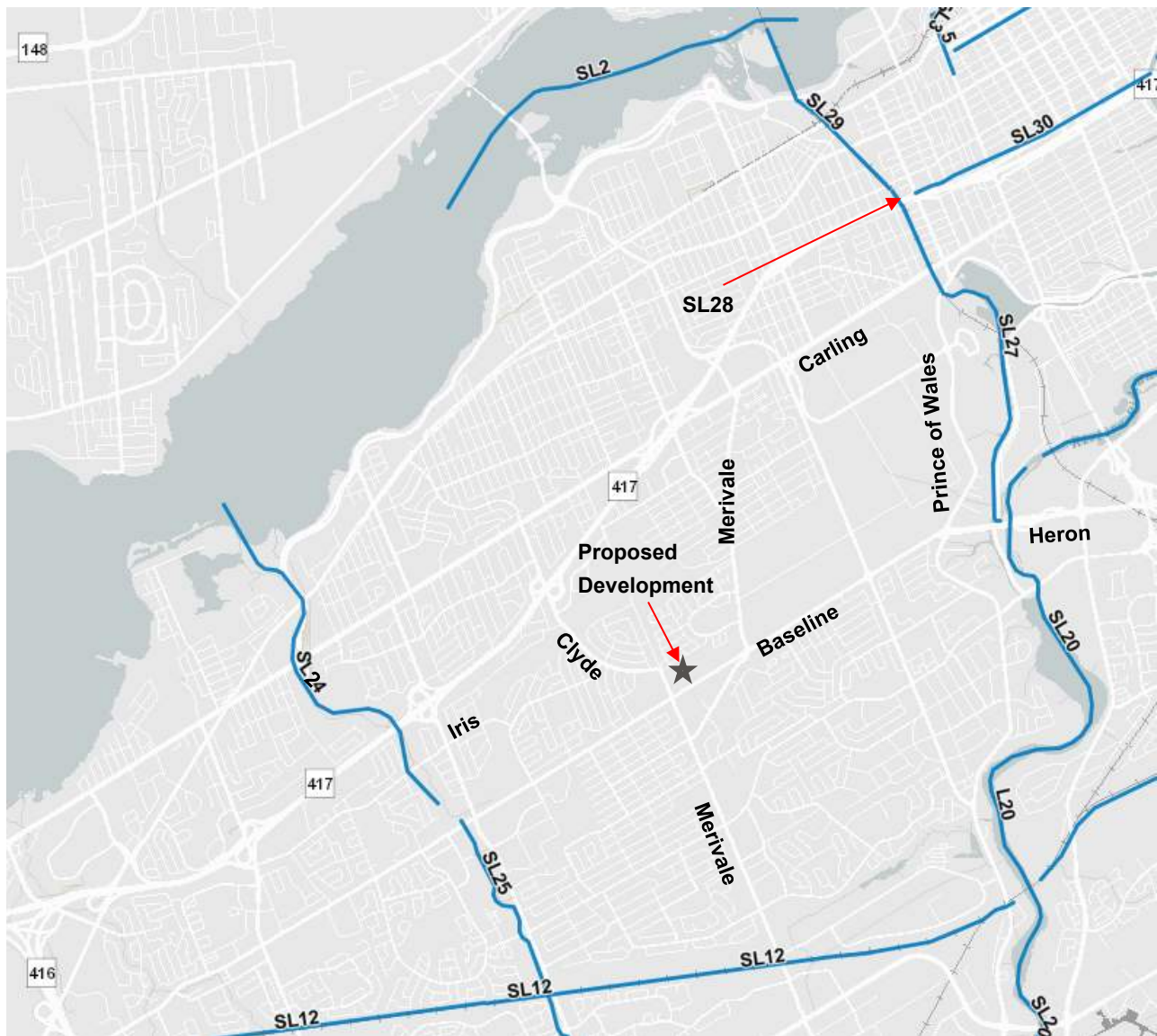


Figure 33. City of Ottawa Screenline System

The following key screenlines are noted:

- SL25 is west of the site crossing Baseline Road
- SL24 is northwest of the site crossing Iris Street, Highway 417, Carling Avenue and Richmond Road
- SL20 is east of the site crossing Heron Road, Hog's Back Road and Hunt Club Road
- SL27 is northeast of the site crossing Prince of Wales Drive, Carling Avenue and Colonel By Drive
- SL28 is east of the site crossing Highway 417
- SL29 is east of the site crossing Gladstone Ave, Somerset Street and Kichi Zibi Mikan.
- SL12 is south of the site crossing north-south arterials including Merivale Road
- SL2 is the screenline north of the site crossing Ottawa River from Gatineau in southbound peak direction. This screenline was excluded from the analysis as it is unlikely that the development will generate significant inbound cross-provincial traffic during the morning peak hour.

The City of Ottawa TMP⁶ was referenced to determine the capacity of nearby planning screenlines and identify any deficiencies and required mitigations. Table 15 summarizes the planning data for each relevant screenline. The screenlines are based on the morning peak hour travel demands in the peak direction, which is into the downtown area. Values greater than 0.9 volume-to-capacity ratio represent a level of service (LOS) E or worse and are highlighted in yellow.

⁶ City of Ottawa 2025 Transportation Master Plan Update – Road Network Development Report. Arcadis / City of Ottawa, March 31, 2025



Table 15 – Screenline Analysis (AM Peak, Inbound to Downtown)

Screenline	Peak Direction (AM)	2022 “Existing” Total Auto Volume	2046 “Transit First” Total Auto Volume	Development-Generated Demand (Peak Screenline Direction)	Capacity, 2022 (2046)	2022 v/c	2046 v/c
SL25	EB	3,371	4,318	Up to 15 vph	5,000	0.67	0.86
SL24	EB	7,942	9,918	9 vph	9,800 (9,000)	0.81	1.10
SL20	EB	3,577	4,648	22 vph	3,800	0.94	1.22
SL27	EB	1,757	2,268		3,200 (2,600)	0.55	0.87
SL28	EB	6,973	8,145	69 vph	6,800	1.03	1.20
SL29	EB	1,633	3,600		3,600	0.45	0.75
SL12	NB	8,444	12,294	11 vph	13,400	0.63	0.92

The following screenlines were noted for deficiencies in either existing or future conditions:

- SL24, which is northwest of the site, was forecast to be over capacity before the 2046 horizon of the TMP. It is noted that the peak direction of AM travel, which the screenlines are based on, is west-to-east. Given the location of this screenline west of the site, peak commuter demands of the development will not be crossing it. Some traffic destined inbound to the development will cross this screenline, however, the approximately 9 vehicles per hour forecast to cross the screenline (assuming 15% of all inbound traffic is from the west) represents less than 1% of total screenline volume.
- SL20, which is east of the site crossing Heron Road just east of Baseline Road, currently operates near capacity and is forecast to be over capacity before the 2046 horizon of the TMP. This screenline would be affected by the development’s traffic heading east on Baseline Road past Prince of Wales Drive. According to the adopted traffic distribution, 16% of site-generated traffic continues east on Baseline Road past Merivale Road. During the morning peak hour, this represents about 22 outbound vehicles, which in turn represents less than 1% of total screenline



volumes. At these levels of traffic increase, the development is not projected to materially degrade existing performance deficiency of this screenline.

- SL12, which is south of the site, was forecast to be over capacity before the 2046 horizon of the TMP. Similar to SL24, the peak travel direction across the screenline is the opposite of the peak hour travel demands from the subject development and will not significantly affect the screenline volumes.
- SL28 which crosses just the Highway 417 northeast of the site, is exhibiting capacity constraints in the existing conditions. The proposed development is forecast to add approximately 69 vehicles-per-hour in the northeast direction, however these demands will be split between SL28 and adjacent SL27 and SL29. This increase represents less than 1% of the overall demand increase along these planning screenlines.

3.7.2 Screenline Analysis Conclusion

The Transportation Master Plan screenline review indicates that certain screenlines (SL20, SL24, SL28 and SL12) are forecast to experience capacity constraints under future background conditions. Of those, SL28 exhibits an over-capacity v/c in existing conditions. These deficiencies are identified in the City's planning forecasts and are not a result of the proposed development.

The proposed development contributes a negligible proportion of traffic to the overall forecast screenline demand and does not materially alter screenline operating conditions or the planning assumptions underlying the Transportation Master Plan.

Accordingly, no modifications to the planned automobile or transit network concepts are required to accommodate development-generated travel demand.

3.8 Network Intersections

3.8.1 Intersection Control

All study area intersections are proposed to continue operating with traffic signal controls. Upon completion of the Baseline Transitway project, it is anticipated that changes to signal timing and phasing, such as addition of fully protected left turns, bus priority signals and advanced phasing, and changes to the pedestrian walk time intervals will be required to accommodate the Transitway corridor and associated roadway geometric changes. It is recognized that these changes will affect operational performance and capacity of the study area intersections. The analysis of these impacts is considered to be outside of the scope of this traffic study, which analyzed the future traffic volumes assuming existing intersection geometry. An additional analysis scenario was performed assuming fully protected left turns from Baseline Road onto side streets / accesses along the whole study area corridor.



3.8.2 Intersection Design

The following sections provide multi-modal and auto operational intersection analysis of the four study area intersections in the background and total traffic future conditions for the four horizon years considered in this study.

Traffic operations analysis was conducted using Synchro 12 software. The analysis adopts traffic volumes presented in Figure 20-through-Figure 23 for the background conditions and Figure 24-through-Figure 27 for the total traffic conditions and existing City of Ottawa traffic signal timings. Analysis software inputs follow the methodology outlined in the City of Ottawa's TIA guidelines, including a 1.0 peak hour factor (PHF) for future conditions and an 1,800 vehicles-per-hour maximum saturated flow. The City of Ottawa's Auto LOS target is Level of Service (LOS) E within 600 metres of rapid transit station (per the 2025 MMLOS guidelines). Synchro analysis output sheets for the background conditions are provided in Appendix I, and total conditions output sheets can be found in Appendix K.

The traffic analysis provided within this section considers existing configuration of Baseline Road before any transit priority and active transportation projects as part of the Baseline Transitway corridor. The MMLOS analysis considers both the existing and future configurations of Baseline Road.

3.8.2.1 Impacts of the Baseline Transitway project

The implementation of future Baseline Transitway will impact characteristics of the roadway and its operations. In particular, the following is anticipated:

- Signal phasing changes from additions of protected left turn phasing at select intersections;
- Signal timing changes from changes in geometry;
- Addition of a centre median refuge, which increases pedestrian level of service (PLOS);
- Improvement in bike level of service (BLOS) from implementing dedicated cycling lanes;



3.8.2.2 MMLOS Analysis

MMLOS analysis was conducted for the site in accordance with the City of Ottawa's 2025 MMLOS guidelines. The subject site is located in the "within 600 m of a Rapid Transit Station" policy area. The AutoLOS was calculated for the overall intersection using critical movements for each phase and a peak hour to peak period conversion factor. MMLOS analysis worksheets are provided in Appendix I. The level of service deficiencies associated with the existing geometry are summarized below.

1. Existing Geometry – without Transitway corridor

Table 16 provides results of MMLOS analysis for the existing geometry, assuming the proposed Baseline Transitway corridor is not in place.

Table 16 – MMLOS Analysis – Without Baseline Transitway

Intersection	Int. Leg	PLOS	Target PLOS	BLOS	Target BLOS	TLOS	Target TLOS	AutoLOS (pk. Pd, overall)	Target AutoLOS
Baseline / Clyde	North	E	A	E	A	E	C	E	E
	South	E		E		E			
	East	E		D		B			
	West	E		D		B			
Baseline / Walmart	North	C	A	D	A	-	E / D	D	E
	East	B		B		E			
	West	D		C		E			
Baseline / Loblaws	North	B	A	F	A	-	E / D	B	E
	South	C		F		-			
	East	D		D		E			
	West	D		D		E			
Baseline / Merivale	North	E	A	E	A	E	E / D	D	E
	South	D		F		E			
	East	E		C		E			
	West	E		E		E			



2. Future Geometry – with the Proposed Baseline Transitway Corridor

Table 17 provides results of MMLOS analysis assuming the proposed Baseline Transitway corridor is in place. Roadway geometry assumptions are based on the functional design provided within the Baseline Road BRT Corridor Planning and EA Study (2017). Since the future signal timing and phasing settings were not readily available, no changes to signal timing/phasing were assumed aside from addition of protected left turns from Baseline Road at the Walmart and Loblaws Access intersections.

Table 17 – MMLOS Analysis – With Baseline Transitway

Intersection	Int. Leg	PLOS	Target PLOS	BLOS	Target BLOS	TLOS	Target TLOS	AutoLOS (pk. Pd, overall)	Target AutoLOS
Baseline / Clyde	North	D	A	B	A	E	A	E	E
	South	D		A		E			
	East	D		A		A			
	West	D		A		A			
Baseline / Walmart	North	C	A	B	A	-	A	D	E
	East	B		B		A			
	West	D		A		A			
Baseline / Loblaws	North	B	A	A	A	-	A	B	E
	South	C		B		-			
	East	D		A		A			
	West	D		B		A			
Baseline / Merivale	North	D	A	B	A	B	E / D	D	E
	South	D		A		B			
	East	E		B		B			
	West	E		A		A			

Pedestrian Level of Service (PLOS)

None of the intersection legs of the four study area intersections in existing conditions were found to meet the target PLOS A for the policy area. The deficiencies are largely attributed to long distances to cross Baseline Road, lack of median refuges, large corner radii and high right turn volumes combined with



application of conventional channels. Even after accounting for the future intersection geometry after the implementation of the Transitway corridor, the study area intersections continue to exhibit PLOS C or worse, which falls short of the target. Despite the corridor improvements, long crossing distances of Baseline Road along with long signal cycle times increase pedestrian delay and lower the resulting level of service. Given the requirement for pedestrians to cross at least 6 lanes of traffic along Baseline Road corridor (2 transit only lanes and 4+ general-purpose lanes), and long cycle lengths required to accommodate all through and turning movements, the best achievable PLOS at the study area intersections is LOS C.

To further improve PLOS, further consideration could be given to increase the length of pedestrian walk interval where possible, thereby minimizing delays. This can be accomplished by implementing two-stage pedestrian crossings utilizing the median refuge where certain stages of pedestrian crossings can occur during opposing left turn phases. This is a treatment commonly used on median BRT projects to allow easier and quicker access to median BRT platforms, and should be considered as part of the Baseline Transitway project.

PLOS A is not likely to be feasibly achieved within the study area, since that would require removal of general-purpose travel lanes or the dedicated transit lanes to shorten the crossing distances which will in turn negatively affect both the local and broader screenline-level levels of service and capacities.

Bicycle Level of Service (BLOS)

None of the intersection legs of the four study area intersections were found to meet the target PLOS A for the policy area in the existing conditions. The deficiencies can be attributed to the lack of dedicated protected cycling infrastructure mixed with significant vehicular traffic volumes. Future dedicated cycling infrastructure planned as part of the Baseline Transitway project is anticipated to bring the future BLOS values to A or B, attributed to the addition of dedicated cycling lanes and protected corners for left turns. Intersection legs that scored B were found to exhibit higher conflict potential with the right turning traffic. To improve this, consideration can be given to implementing protected right turn movements with leading bike intervals.

Transit Level of Service (TLOS)

The existing transit level of service is based on the buses running in mixed traffic conditions along Baseline Road, with the exception of dedicated transit queue jump lanes at the Baseline Road / Clyde Avenue intersection. The future Baseline Transitway corridor has the opportunity to greatly improve the TLOS along Baseline Road. With partially segregated transit ROW, the TLOS along Baseline Road would improve from E to A for the east and west legs of all study area intersection. Based on the Ottawa TMP's priority and needs-based transit networks, future transit priority improvements were assumed to be in place for Merivale Road, which would result in TLOS C along the corridor. No transit priority measures were assumed for the Clyde Avenue corridor, resulting in TLOS E.

Auto Level of Service (AutoLOS)

Methodology for evaluating overall AutoLOS included identifying critical movements during each signal phase and calculating the ratio of the sum of critical movements' demands and their associated capacities.



The resulting ratio is then adjusted using a peak hour-to-peak period adjustment factor. Results of this calculation yielded the overall intersection peak period LOS between B and E which meets the City of Ottawa target. However, as indicated in next sections, some movements are anticipated to operate over capacity during the peak hours of travel demand, which is consistent with the existing conditions.

3.8.2.3 Future Background Traffic Analysis

3.8.2.3.1 Background 2029 Traffic Analysis

Table 18 provides the intersection capacity results for the background 2029 horizon year

Table 18 – Background 2029 Horizon Traffic Operations Analysis, AM Peak Hour (PM Peak Hour)

Intersection	Movement	Delay (s)	v/c Ratio	95th Queue (m)	LOS (v/c)
Baseline Road / Clyde Avenue	EBT	114 (52)	1.14 (0.9)	211 (176)	F (E)
	WBL	40 (85)	0.67 (0.81)	30 (46)	B (D)
	WBT	50 (59)	0.66 (1)	102 (198)	B (F)
	WBR	38 (22)	0.77 (0.74)	142 (63)	C (C)
	NBT	41 (58)	0.64 (0.87)	81 (127)	B (D)
	SBL	161 (221)	1.21 (1.35)	104 (99)	F (F)
	SBT	43 (61)	0.76 (0.9)	115 (136)	C (E)
Baseline Road / Walmart Access / Scouts Canada	EBL	8 (44)	0.42 (0.61)	0 (37)	A (B)
	EBT	7 (8)	0.76 (0.52)	4 (58)	C (A)
	WBTR	6 (28)	0.76 (0.91)	10 (287)	C (E)
	SBL	35 (68)	0.16 (0.69)	26 (60)	A (B)
	SBR	9 (13)	0.14 (0.52)	10 (20)	A (A)
Baseline Road / Loblaws SC Access / Government of Canada Access	EBL	37 (5)	0.61 (0.12)	31 (2)	B (A)
	EBT	7 (4)	0.68 (0.52)	53 (36)	B (A)
	WBL	41 (10)	0.8 (0.32)	11 (18)	D (A)
	WBT	11 (9)	0.76 (0.61)	33 (135)	C (B)
	NBT	35 (80)	0.23 (0.73)	30 (42)	A (C)
	SBL	32 (60)	0.04 (0.47)	7 (31)	A (A)
Baseline Road / Merivale Road	EBL	208 (156)	1.32 (1.15)	155 (153)	F (F)
	EBT	115 (62)	1.13 (0.98)	218 (232)	F (E)
	WBT	70 (48)	1 (0.86)	169 (177)	F (D)
	NBT	45 (66)	0.62 (0.83)	72 (94)	B (D)
	SBL	89 (112)	0.93 (1)	61 (77)	E (F)
	SBT	25 (49)	0.21 (0.81)	31 (144)	A (D)



3.8.2.3.2 Background 2031 Traffic Analysis

Table 19 provides the intersection capacity results for the background 2031 horizon year

Table 19 – Background 2031 Horizon Traffic Operations Analysis, AM Peak Hour (PM Peak Hour)

Intersection	Movement	Delay (s)	v/c Ratio	95th Queue (m)	LOS (v/c)
Baseline Road / Clyde Avenue	EBT	119 (52)	1.15 (0.9)	214 (176)	F (E)
	WBL	41 (85)	0.67 (0.81)	30 (46)	B (D)
	WBT	50 (59)	0.67 (1)	103 (198)	B (F)
	WBR	38 (22)	0.77 (0.74)	144 (63)	C (C)
	NBT	41 (58)	0.64 (0.87)	82 (127)	B (D)
	SBL	165 (221)	1.22 (1.35)	106 (99)	F (F)
	SBT	44 (61)	0.77 (0.9)	116 (136)	C (E)
Baseline Road / Walmart Access / Scouts Canada	EBL	9 (44)	0.43 (0.61)	1 (37)	A (B)
	EBT	7 (8)	0.77 (0.52)	4 (58)	C (A)
	WBTR	6 (28)	0.77 (0.91)	10 (287)	C (E)
	SBL	35 (68)	0.16 (0.69)	26 (60)	A (B)
	SBR	9 (13)	0.14 (0.52)	10 (20)	A (A)
Baseline Road / Loblaws SC Access / Government of Canada Access	EBL	39 (5)	0.63 (0.12)	31 (2)	B (A)
	EBT	7 (4)	0.69 (0.52)	54 (36)	B (A)
	WBL	44 (10)	0.82 (0.32)	13 (18)	D (A)
	WBT	12 (9)	0.77 (0.61)	33 (135)	C (B)
	NBT	35 (80)	0.23 (0.73)	31 (42)	A (C)
	SBL	32 (60)	0.04 (0.47)	7 (31)	A (A)
Baseline Road / Merivale Road	EBL	213 (156)	1.33 (1.15)	157 (153)	F (F)
	EBT	120 (62)	1.14 (0.98)	221 (232)	F (E)
	WBT	73 (48)	1.01 (0.86)	172 (177)	F (D)
	NBT	45 (66)	0.62 (0.83)	73 (94)	B (D)
	SBL	91 (112)	0.94 (1)	62 (77)	E (F)
	SBT	25 (49)	0.21 (0.81)	31 (144)	A (D)



3.8.2.3.3 Background 2034 Traffic Analysis

Table 20 provides the intersection capacity results for the background 2034 horizon year

Table 20 – Background 2034 Horizon Traffic Operations Analysis, AM Peak Hour (PM Peak Hour)

Intersection	Movement	Delay (s)	v/c Ratio	95th Queue (m)	LOS (v/c)
Baseline Road / Clyde Avenue	EBT	127 (54)	1.17 (0.92)	219 (183)	F (E)
	WBL	41 (84)	0.68 (0.83)	30 (46)	B (D)
	WBT	50 (66)	0.68 (1.03)	105 (195)	B (F)
	WBR	39 (24)	0.79 (0.76)	124 (63)	C (C)
	NBT	41 (60)	0.66 (0.89)	83 (132)	B (D)
	SBL	172 (233)	1.24 (1.38)	108 (102)	F (F)
	SBT	44 (64)	0.78 (0.93)	121 (142)	C (E)
Baseline Road / Walmart Access / Scouts Canada	EBL	11 (44)	0.44 (0.61)	1 (37)	A (B)
	EBT	7 (8)	0.78 (0.53)	4 (58)	C (A)
	WBTR	6 (32)	0.78 (0.94)	10 (300)	C (E)
	SBL	35 (68)	0.17 (0.7)	26 (61)	A (C)
	SBR	9 (14)	0.14 (0.53)	10 (21)	A (A)
Baseline Road / Loblaws SC Access / Government of Canada Access	EBL	41 (5)	0.64 (0.13)	33 (2)	B (A)
	EBT	8 (4)	0.7 (0.53)	58 (37)	C (A)
	WBL	51 (11)	0.87 (0.35)	15 (19)	D (A)
	WBT	12 (10)	0.78 (0.62)	34 (141)	C (B)
	NBT	35 (83)	0.24 (0.75)	31 (43)	A (C)
	SBL	32 (60)	0.04 (0.48)	7 (32)	A (A)
Baseline Road / Merivale Road	EBL	219 (170)	1.35 (1.19)	158 (157)	F (F)
	EBT	127 (71)	1.16 (1.01)	227 (242)	F (F)
	WBT	76 (50)	1.02 (0.88)	176 (183)	F (D)
	NBT	45 (67)	0.63 (0.84)	74 (97)	B (D)
	SBL	94 (117)	0.95 (1.02)	63 (80)	E (F)
	SBT	25 (50)	0.21 (0.83)	32 (149)	A (D)



3.8.2.3.4 Background 2039 Traffic Analysis

Table 21 provides the intersection capacity results for the background 2039 horizon year

Table 21 – Background 2039 Horizon Traffic Operations Analysis, AM Peak Hour (PM Peak Hour)

Intersection	Movement	Delay (s)	v/c Ratio	95th Queue (m)	LOS (v/c)
Baseline Road / Clyde Avenue	EBT	139 (58)	1.2 (0.95)	226 (191)	F (E)
	WBL	41 (83)	0.69 (0.85)	29 (46)	B (D)
	WBT	51 (76)	0.7 (1.06)	107 (193)	C (F)
	WBR	40 (25)	0.81 (0.79)	130 (62)	D (C)
	NBT	42 (62)	0.67 (0.91)	86 (138)	B (E)
	SBL	183 (247)	1.27 (1.41)	111 (105)	F (F)
	SBT	46 (68)	0.8 (0.95)	130 (148)	D (E)
Baseline Road / Walmart Access / Scouts Canada	EBL	14 (44)	0.47 (0.6)	1 (37)	A (B)
	EBT	8 (9)	0.8 (0.55)	4 (58)	D (A)
	WBTR	7 (37)	0.8 (0.97)	11 (312)	D (E)
	SBL	35 (68)	0.17 (0.71)	27 (63)	A (C)
	SBR	9 (15)	0.14 (0.54)	10 (23)	A (A)
Baseline Road / Loblaws SC Access / Government of Canada Access	EBL	45 (5)	0.67 (0.14)	35 (2)	B (A)
	EBT	8 (4)	0.72 (0.55)	63 (39)	C (A)
	WBL	69 (12)	0.96 (0.38)	34 (21)	E (A)
	WBT	14 (11)	0.81 (0.64)	35 (148)	D (B)
	NBT	35 (84)	0.24 (0.77)	32 (44)	A (C)
	SBL	32 (60)	0.04 (0.49)	7 (32)	A (A)
Baseline Road / Merivale Road	EBL	232 (189)	1.38 (1.25)	164 (162)	F (F)
	EBT	139 (79)	1.19 (1.04)	234 (251)	F (F)
	WBT	83 (52)	1.05 (0.9)	183 (192)	F (E)
	NBT	46 (67)	0.65 (0.85)	76 (99)	B (D)
	SBL	99 (123)	0.97 (1.05)	65 (83)	E (F)
	SBT	25 (51)	0.22 (0.84)	32 (154)	A (D)



3.8.2.4 Future Total Traffic Analysis

3.8.2.4.1 Total 2029 Traffic Analysis

Table 22 provides the intersection capacity results for the total 2029 horizon year

Table 22 – Total 2029 Horizon Traffic Operations Analysis, AM Peak Hour (PM Peak Hour)

Intersection	Movement	Delay (s)	v/c Ratio	95th Queue (m)	LOS (v/c)
Baseline Road / Clyde Avenue	EBT	117 (52)	1.15 (0.9)	211 (176)	F (E)
	WBL	43 (81)	0.7 (0.83)	32 (45)	C (D)
	WBT	50 (61)	0.67 (1.01)	102 (178)	B (F)
	WBR	39 (25)	0.8 (0.76)	145 (59)	D (C)
	NBT	41 (59)	0.64 (0.88)	81 (129)	B (D)
	SBL	169 (246)	1.23 (1.41)	107 (105)	F (F)
	SBT	43 (61)	0.76 (0.9)	115 (136)	C (E)
Baseline Road / Walmart Access / Scouts Canada	EBL	12 (45)	0.48 (0.59)	1 (43)	A (A)
	EBT	7 (9)	0.76 (0.52)	4 (59)	C (A)
	WBTR	6 (38)	0.77 (0.97)	10 (289)	C (E)
	SBL	35 (68)	0.19 (0.71)	29 (62)	A (C)
	SBR	8 (17)	0.2 (0.57)	12 (26)	A (A)
Baseline Road / Loblaws SC Access / Government of Canada Access	EBL	37 (5)	0.62 (0.12)	31 (2)	B (A)
	EBT	7 (4)	0.69 (0.52)	54 (37)	B (A)
	WBL	43 (10)	0.82 (0.33)	12 (18)	D (A)
	WBT	11 (10)	0.76 (0.61)	33 (136)	C (B)
	NBT	35 (80)	0.23 (0.73)	30 (42)	A (C)
	SBL	32 (60)	0.04 (0.47)	7 (31)	A (A)
Baseline Road / Merivale Road	EBL	213 (159)	1.33 (1.16)	157 (154)	F (F)
	EBT	118 (63)	1.14 (0.98)	220 (234)	F (E)
	WBT	71 (48)	1 (0.86)	170 (178)	F (D)
	NBT	45 (66)	0.62 (0.83)	72 (94)	B (D)
	SBL	89 (112)	0.93 (1)	61 (77)	E (F)
	SBT	25 (49)	0.21 (0.81)	31 (144)	A (D)



3.8.2.4.2 Total 2031 Traffic Analysis

Table 23 provides the intersection capacity results for the total 2031 horizon year

Table 23 – Total 2031 Horizon Traffic Operations Analysis, AM Peak Hour (PM Peak Hour)

Intersection	Movement	Delay (s)	v/c Ratio	95th Queue (m)	LOS (v/c)
Baseline Road / Clyde Avenue	EBT	125 (54)	1.17 (0.92)	214 (180)	F (E)
	WBL	47 (81)	0.74 (0.86)	35 (46)	C (D)
	WBT	50 (65)	0.68 (1.02)	104 (175)	B (F)
	WBR	43 (27)	0.85 (0.8)	147 (61)	D (D)
	NBT	41 (61)	0.65 (0.9)	83 (134)	B (E)
	SBL	187 (288)	1.28 (1.52)	112 (114)	F (F)
	SBT	44 (62)	0.77 (0.91)	116 (138)	C (E)
Baseline Road / Walmart Access / Scouts Canada	EBL	19 (48)	0.59 (0.73)	3 (53)	A (C)
	EBT	7 (9)	0.77 (0.53)	4 (61)	C (A)
	WBTR	6 (43)	0.78 (0.99)	10 (298)	C (E)
	SBL	36 (69)	0.23 (0.73)	34 (67)	A (C)
	SBR	7 (23)	0.28 (0.65)	15 (37)	A (B)
Baseline Road / Loblaws SC Access / Government of Canada Access	EBL	39 (5)	0.63 (0.13)	32 (2)	B (A)
	EBT	8 (4)	0.7 (0.53)	58 (39)	C (A)
	WBL	52 (11)	0.87 (0.34)	15 (19)	D (A)
	WBT	12 (10)	0.78 (0.62)	34 (141)	C (B)
	NBT	35 (81)	0.23 (0.74)	31 (43)	A (C)
	SBL	32 (60)	0.04 (0.48)	7 (31)	A (A)
Baseline Road / Merivale Road	EBL	226 (168)	1.36 (1.19)	161 (158)	F (F)
	EBT	127 (68)	1.16 (1)	227 (240)	F (F)
	WBT	74 (49)	1.02 (0.88)	174 (182)	F (D)
	NBT	45 (67)	0.62 (0.83)	73 (95)	B (D)
	SBL	91 (114)	0.94 (1.01)	62 (78)	E (F)
	SBT	25 (50)	0.21 (0.82)	31 (146)	A (D)



3.8.2.4.3 Total 2034 Traffic Analysis

Table 24 provides the intersection capacity results for the total 2034 horizon year

Table 24 – Total 2034 Horizon Traffic Operations Analysis, AM Peak Hour (PM Peak Hour)

Intersection	Movement	Delay (s)	v/c Ratio	95th Queue (m)	LOS (v/c based)
Baseline Road / Clyde Avenue	EBT	134 (56)	1.19 (0.94)	219 (185)	F (E)
	WBL	51 (80)	0.78 (0.88)	36 (47)	C (D)
	WBT	50 (69)	0.69 (1.04)	105 (175)	B (F)
	WBR	46 (29)	0.89 (0.83)	146 (62)	D (D)
	NBT	41 (63)	0.67 (0.92)	85 (138)	B (E)
	SBL	202 (318)	1.32 (1.59)	116 (120)	F (F)
	SBT	44 (64)	0.78 (0.93)	121 (142)	C (E)
Baseline Road / Walmart Access / Scouts Canada	EBL	25 (50)	0.66 (0.82)	4 (58)	B (D)
	EBT	7 (10)	0.78 (0.54)	5 (62)	C (A)
	WBTR	7 (48)	0.8 (1.01)	10 (308)	D (F)
	SBL	36 (69)	0.25 (0.74)	37 (69)	A (C)
	SBR	7 (27)	0.32 (0.69)	16 (42)	A (B)
Baseline Road / Loblaws SC Access / Government of Canada Access	EBL	42 (5)	0.65 (0.14)	34 (2)	B (A)
	EBT	8 (4)	0.72 (0.54)	62 (40)	C (A)
	WBL	64 (12)	0.93 (0.36)	33 (20)	E (A)
	WBT	13 (11)	0.79 (0.63)	35 (146)	C (B)
	NBT	35 (83)	0.24 (0.75)	31 (43)	A (C)
	SBL	32 (60)	0.04 (0.48)	7 (32)	A (A)
Baseline Road / Merivale Road	EBL	238 (181)	1.39 (1.23)	164 (162)	F (F)
	EBT	136 (75)	1.19 (1.03)	234 (247)	F (F)
	WBT	79 (51)	1.03 (0.89)	179 (187)	F (D)
	NBT	45 (67)	0.63 (0.84)	74 (97)	B (D)
	SBL	94 (117)	0.95 (1.02)	63 (80)	E (F)
	SBT	25 (50)	0.21 (0.83)	32 (149)	A (D)



3.8.2.4.4 Total 2039 Traffic Analysis

Table 25 provides the intersection capacity results for the total 2039 horizon year

Table 25 – Total 2039 Horizon Traffic Operations Analysis, AM Peak Hour (PM Peak Hour)

Intersection	Movement	Delay (s)	v/c Ratio	95th Queue (m)	LOS (v/c)
Baseline Road / Clyde Avenue	EBT	146 (60)	1.22 (0.96)	227 (193)	F (E)
	WBL	51 (79)	0.78 (0.89)	35 (47)	C (D)
	WBT	50 (79)	0.71 (1.07)	107 (177)	C (F)
	WBR	49 (30)	0.92 (0.85)	153 (63)	E (D)
	NBT	42 (66)	0.68 (0.94)	87 (144)	B (E)
	SBL	214 (332)	1.35 (1.62)	119 (123)	F (F)
	SBT	46 (68)	0.8 (0.95)	130 (148)	D (E)
Baseline Road / Walmart Access / Scouts Canada	EBL	29 (51)	0.69 (0.85)	5 (58)	B (D)
	EBT	7 (10)	0.8 (0.56)	5 (62)	D (A)
	WBTR	7 (55)	0.82 (1.04)	10 (321)	D (F)
	SBL	36 (69)	0.25 (0.74)	38 (71)	A (C)
	SBR	7 (28)	0.32 (0.69)	16 (44)	A (B)
Baseline Road / Loblaws SC Access / Government of Canada Access	EBL	46 (5)	0.67 (0.15)	36 (2)	B (A)
	EBT	9 (4)	0.73 (0.56)	67 (41)	C (A)
	WBL	88 (13)	1.03 (0.39)	35 (22)	F (A)
	WBT	14 (12)	0.82 (0.65)	36 (153)	D (B)
	NBT	35 (84)	0.24 (0.77)	32 (44)	A (C)
	SBL	32 (60)	0.04 (0.49)	7 (32)	A (A)
Baseline Road / Merivale Road	EBL	251 (200)	1.43 (1.28)	170 (166)	F (F)
	EBT	149 (83)	1.22 (1.05)	242 (257)	F (F)
	WBT	86 (53)	1.06 (0.91)	186 (204)	F (E)
	NBT	46 (67)	0.65 (0.85)	76 (99)	B (D)
	SBL	99 (123)	0.97 (1.05)	65 (83)	E (F)
	SBT	25 (51)	0.22 (0.84)	32 (154)	A (D)



3.8.2.5 Existing vs. Ultimate Network Performance Comparison

Table 26 highlights the differences between existing transportation network AutoLOS performance and the performance of total 2039. Negative values in the table indicate improvements over existing conditions that primarily stem from adoption of 1.0 PHF in future conditions. Additionally, Table 27 provides a comparison between Total 2039 and Background 2039 conditions, which removes impacts of peak hour factor variability.

Table 26 – Total 2039 vs. Existing 2026 Traffic Operations Analysis, AM Peak Hour (PM Peak Hour)

Intersection	Movement	Differences in Capacity Analysis Results*			
		Delay (s)	v/c Ratio	95th Queue (m)	LOS (v/c)
Baseline Road / Clyde Avenue	EBT	-9 (-6)	-0.02 (-0.03)	-12 (-11)	F (E)
	WBL	12 (-8)	0.12 (0.02)	8 (-1)	B -> C (D)
	WBT	-2 (-13)	-0.01 (-0.04)	-4 (-34)	C (F)
	WBR	6 (4)	0.07 (0.03)	11 (-4)	D -> E (D)
	NBT	0 (0)	-0.01 (0)	-2 (0)	B (E)
	SBL	18 (89)	0.05 (0.22)	5 (19)	F (F)
	SBT	-2 (-8)	-0.04 (-0.04)	-11 (-10)	D (E)
Baseline Road / Walmart Access / Scouts Canada	EBL	15 (8)	0.25 (0.22)	4 (28)	A -> B (B -> D)
	EBT	-2 (1)	-0.03 (-0.01)	1 (6)	D (A)
	WBTR	1 (22)	0.02 (0.08)	-1 (-12)	D (E -> F)
	SBL	1 (0)	0.09 (0.02)	12 (7)	A (C)
	SBR	-3 (14)	0.2 (0.17)	7 (22)	A (A -> B)
Baseline Road / Loblaws SC Access / Government of Canada Access	EBL	-6 (-2)	-0.05 (-0.02)	-2 (0)	C -> B (A)
	EBT	-1 (-1)	-0.01 (-0.01)	-3 (-6)	C (A)
	WBL	-23 (-2)	-0.08 (-0.03)	-3 (-3)	F (A)
	WBT	-83 (0)	-0.27 (-0.02)	-158 (-7)	F -> D (B)
	NBT	-26 (-46)	-0.06 (-0.21)	-19 (-6)	A (C -> A)
	SBL	0 (0)	0 (-0.02)	0 (-2)	A (A)
Baseline Road / Merivale Road	EBL	-5 (-20)	-0.01 (-0.05)	-1 (-3)	F (F)
	EBT	-9 (-8)	-0.03 (-0.03)	-5 (-10)	F (F)
	WBT	-11 (-2)	-0.03 (-0.02)	-8 (-7)	F (E)
	NBT	-1 (-2)	-0.03 (-0.02)	-3 (-9)	B (D)
	SBL	-10 (-11)	-0.05 (-0.04)	-4 (-4)	F -> E (F)
	SBT	0 (-2)	-0.01 (-0.03)	-2 (-9)	A (D)

*negative values indicate improvement over existing performance



Table 27 – Total 2039 vs. Background 2039 Traffic Operations Analysis, AM Peak Hour (PM Peak Hour)

Intersection	Movement	Differences in Capacity Analysis Results*			
		Delay (s)	v/c Ratio	95th Queue (m)	LOS (v/c)
Baseline Road / Clyde Avenue	EBT	7 (2)	0.02 (0.01)	1 (2)	F (E)
	WBL	10 (-4)	0.09 (0.04)	6 (1)	B -> C (D)
	WBT	-1 (3)	0.01 (0.01)	0 (-16)	C (F)
	WBR	9 (5)	0.11 (0.06)	23 (1)	D -> E (C -> D)
	NBT	0 (4)	0.01 (0.03)	1 (6)	B (E)
	SBL	31 (85)	0.08 (0.21)	8 (18)	F (F)
	SBT	0 (0)	0 (0)	0 (0)	D (E)
Baseline Road / Walmart Access / Scouts Canada	EBL	15 (7)	0.22 (0.25)	4 (21)	A -> B (B -> D)
	EBT	-1 (1)	0 (0.01)	1 (4)	D (A)
	WBTR	0 (18)	0.02 (0.07)	-1 (9)	D (E -> F)
	SBL	1 (1)	0.08 (0.03)	11 (8)	A (C)
	SBR	-2 (13)	0.18 (0.15)	6 (21)	A (A -> B)
Baseline Road / Loblaws SC Access / Government of Canada Access	EBL	1 (0)	0 (0.01)	1 (0)	B (A)
	EBT	1 (0)	0.01 (0.01)	4 (2)	C (A)
	WBL	19 (1)	0.07 (0.01)	1 (1)	E -> F (A)
	WBT	0 (1)	0.01 (0.01)	1 (5)	D (B)
	NBT	0 (0)	0 (0)	0 (0)	A (C)
	SBL	0 (0)	0 (0)	0 (0)	A (A)
Baseline Road / Merivale Road	EBL	19 (11)	0.05 (0.03)	6 (4)	F (F)
	EBT	10 (4)	0.03 (0.01)	8 (6)	F (F)
	WBT	3 (1)	0.01 (0.01)	3 (12)	F (E)
	NBT	0 (0)	0 (0)	0 (0)	B (D)
	SBL	0 (0)	0 (0)	0 (0)	E (F)
	SBT	0 (0)	0 (0)	0 (0)	A (D)

*negative values indicate improvement over existing performance

3.8.2.6 Impact of Development-Generated Traffic

A review of the background and design analysis tables indicated that the development-generated traffic will generally have a low impact on the operations of the study area travel network compared to existing and background performance and will not cause significant deterioration to the background traffic performance.

Out of all intersection movements, southbound left turn at Baseline Road / Clyde Avenue intersection remains the most affected by further decay in operations with an 18 and 89 second increases in average delay over the existing conditions during AM and PM peak, respectively. This movement facilitates the most direct access from the Highway 417 corridor to the proposed development and is forecast to experience demand increases while already operating over capacity in existing conditions. Given the forecast increase in delay and queueing for the southbound left-turn movement under future conditions, the City may wish to review signal timing plans and left-turn phasing arrangements at this intersection as part of future corridor



monitoring initiatives. Potential operational improvements could include signal timing adjustments, green time reallocation, or alternative left-turn phasing strategies to improve movement efficiency.

3.8.2.7 Site Access Operations

The outbound site access movements were forecasted to continue operating acceptably at a LOS C or better. The southbound left turn movement was found to exhibit a 95th percentile queue of 71 metres, which would result in one of the development's driveways being blocked for outbound vehicles destined to Baseline Road. This queueing may result in an increased attractiveness of cut-through traffic route through the adjacent Walmart plaza's private roadways.

The inbound site access movements: eastbound left turn (EBL) was forecast to operate at a LOS D, which was found to decrease from the existing LOS B. The right turn movement into the site shares travel lanes with the westbound through movement (WBT), which was found to decrease in performance from LOS E to LOS F. Upon completion of the Baseline Transitway project, there is potential for some travel demand within the corridor to shift to transit, which could reduce westbound through traffic volumes and improve the operating conditions of this shared lane group.

3.8.2.8 Future Network Improvements

3.8.2.8.1 Protected Left Turns from Baseline Road

The Baseline Road corridor will be required to provide for protected left turns from all east and west intersection approaches in the study area to accommodate the future Transitway corridor. A separate Synchro analysis was conducted to document the impacts of fully protected left turns on the study area intersections. Table 28 provides the intersection capacity analysis results for the Total 2039 horizon with fully protected left turns, and Table 29 summarizes the differences in intersection performance between the Total 2039 scenario with fully protected left turns vs. existing signal timings.

A review of Table 29 indicated that:

Intersection 2 (Baseline Road / Walmart Access):

- The eastbound left turn movement into the site was found to exhibit increased delays and a drop in the level of service from B to C during the morning peak hour. This is a result of implementation of the protected left turn with long cycle length as opposed to a permissive operation.
- The westbound through movement was found to exhibit increased delays and queues during the morning peak hour due to an introduction of the EBL phase which would hold the WBT traffic.
- The southbound right turn movement was found to improve its performance due to additional gaps in the WBT conflicting traffic introduced by the protected EBL phase.



Intersection 3 (Baseline Road / Loblaws SC / Government of Canada Access):

- The westbound left turn movement's operations were found to improve from LOS F to LOS B in the morning peak hour by providing additional capacity for the movement.
- The eastbound left turn movement was found to exhibit increased delays and a drop in the level of service from B to C during the morning peak hour. This is a result of implementation of the protected left turn with long cycle length as opposed to a permissive operation.
- The westbound and eastbound through movements were found to exhibit increases in delay and queueing attributed to the implementation of additional protected left turn phase.

Table 28 – Total 2039 Horizon Traffic Operations Analysis – With Fully Protected LT Movements from Baseline, AM Peak Hour (PM Peak Hour)

Intersection	Movement	Delay (s)	v/c Ratio	95th Queue (m)	LOS (v/c)
Baseline Road / Clyde Avenue	EBT	146 (60)	1.22 (0.96)	227 (193)	F (E)
	WBL	52 (72)	0.78 (0.89)	35 (45)	C (D)
	WBT	54 (75)	0.71 (1.07)	102 (136)	C (F)
	WBR	51 (27)	0.92 (0.85)	143 (57)	E (D)
	NBT	42 (66)	0.68 (0.94)	87 (144)	B (E)
	SBL	214 (332)	1.35 (1.62)	119 (123)	F (F)
	SBT	46 (68)	0.8 (0.95)	130 (148)	D (E)
Baseline Road / Walmart Access / Scouts Canada	EBL	71 (57)	0.76 (0.86)	23 (74)	C (D)
	EBT	4 (9)	0.8 (0.56)	7 (60)	D (A)
	WBTR	74 (74)	0.88 (1.1)	185 (330)	D (F)
	SBL	36 (69)	0.25 (0.74)	38 (71)	A (C)
	SBR	7 (16)	0.32 (0.62)	16 (30)	A (B)
Baseline Road / Loblaws SC Access / Government of Canada Access	EBL	74 (62)	0.76 (0.23)	65 (11)	C (A)
	EBT	81 (20)	0.88 (0.68)	232 (146)	D (B)
	WBL	67 (68)	0.62 (0.52)	44 (38)	B (A)
	WBT	30 (20)	0.78 (0.71)	166 (221)	C (C)
	NBT	42 (84)	0.3 (0.77)	35 (44)	A (C)
	SBL	37 (60)	0.05 (0.49)	8 (32)	A (A)
Baseline Road / Merivale Road	EBL	253 (200)	1.43 (1.28)	164 (166)	F (F)
	EBT	145 (83)	1.22 (1.05)	243 (257)	F (F)
	WBT	86 (53)	1.06 (0.91)	186 (204)	F (E)
	NBT	46 (67)	0.65 (0.85)	76 (99)	B (D)
	SBL	99 (123)	0.97 (1.05)	65 (83)	E (F)
	SBT	25 (51)	0.22 (0.84)	32 (154)	A (D)



Table 29 – Comparison of Total 2039 Traffic Operations Analysis with Fully Protected LT Movements from Baseline vs. Total 2039 With Existing Signal Phasing, AM Peak Hour (PM Peak Hour)

Intersection	Movement	Differences in Capacity Analysis Results			
		Delay (s)	v/c Ratio	95th Queue (m)	LOS (v/c based)
Baseline Road / Clyde Avenue	EBT	0 (0)	0 (0)	0 (0)	F (E)
	WBL	1 (-7)	0 (0)	0 (-2)	C (D)
	WBT	4 (-4)	0 (0)	-5 (-41)	C (F)
	WBR	2 (-3)	0 (0)	-10 (-6)	E (D)
	NBT	0 (0)	0 (0)	0 (0)	B (E)
	SBL	0 (0)	0 (0)	0 (0)	F (F)
	SBT	0 (0)	0 (0)	0 (0)	D (E)
Baseline Road / Walmart Access / Scouts Canada	EBL	42 (6)	0.07 (0.01)	18 (16)	B -> C (D)
	EBT	-3 (-1)	0 (0)	2 (-2)	D (A)
	WBTR	67 (19)	0.06 (0.06)	175 (9)	D (F)
	SBL	0 (0)	0 (0)	0 (0)	A (C)
	SBR	0 (-12)	0 (-0.07)	0 (-14)	A (B)
Baseline Road / Loblaws SC Access / Government of Canada Access	EBL	28 (57)	0.09 (0.08)	29 (9)	B -> C (A)
	EBT	72 (16)	0.15 (0.12)	165 (105)	C -> D (A -> B)
	WBL	-21 (55)	-0.41 (0.13)	9 (16)	F -> B (A)
	WBT	16 (8)	-0.04 (0.06)	130 (68)	D -> C (B -> C)
	NBT	7 (0)	0.06 (0)	3 (0)	A (C)
	SBL	5 (0)	0.01 (0)	1 (0)	A (A)
Baseline Road / Merivale Road	EBL	2 (0)	0 (0)	-6 (0)	F (F)
	EBT	-4 (0)	0 (0)	1 (0)	F (F)
	WBT	0 (0)	0 (0)	0 (0)	F (E)
	NBT	0 (0)	0 (0)	0 (0)	B (D)
	SBL	0 (0)	0 (0)	0 (0)	E (F)
	SBT	0 (0)	0 (0)	0 (0)	A (D)

3.8.2.9 Future Demand Rationalization

The future intersection capacity analysis presented in this section indicates that several key intersections along the Baseline Road corridor continue to exhibit excess demand under future conditions. Although future traffic volumes are projected to increase due to background growth and site-generated traffic, the use of a Peak Hour Factor (PHF) of 1.0 for future conditions results in lower adjusted demand values relative to the existing condition analysis, which was undertaken using a PHF of 0.9. Consequently, direct comparisons between the magnitude of existing and future excess demands should be made with caution.

Notwithstanding the differing PHF assumptions, the analysis demonstrates that the Baseline Road corridor remains capacity-constrained under future conditions, with several eastbound and westbound movements continuing to operate at or above practical capacity. As discussed in the Existing Demand Rationalization section (Section 2.7), excess demand can be accommodated through a combination of route diversion,



peak spreading, transit use, and other mode shifts. Given that the corridor is already operating under constrained conditions today, future growth is expected to place additional pressure on an already saturated transportation network, further reinforcing the importance of planned transit investments and transportation demand management measures.

4 Summary and Recommendations

4.1 Summary of Findings

4.1.1 Proposed Development

The proposed development consists of a high-density mixed-use residential complex comprising of four towers on podiums providing for approximately 1,251 residential units and 938 m² of ground-floor commercial space. The development represents an intensification of an existing urban site and has been planned in a manner that supports the City's objectives for compact, transit-supportive growth along major transportation corridors.

The site layout has been designed to promote a balanced transportation network by accommodating pedestrian, cycling, transit, and automobile travel. Direct pedestrian connections, bicycle parking facilities, access to adjacent transit services, and integration with future transportation infrastructure have been incorporated into the development concept. The proposed redevelopment is expected to make more efficient use of existing municipal infrastructure while contributing additional housing opportunities within the urban area.

4.1.2 Existing Conditions

The subject site is located along the Baseline Road corridor between Clyde Avenue and Merivale Road within an established urban area characterized by a mix of commercial, office, institutional, and residential land uses. The corridor is served by existing transit routes and is identified for future rapid transit and active transportation improvements through the planned Baseline Transitway project. Existing pedestrian facilities are generally well established throughout the study area and provide connectivity to nearby destinations and transit services.

4.1.3 Existing Traffic Operations

The operational review of existing conditions identified that several study area intersections and movements currently operate at or above practical capacity. Deficiencies are most pronounced along the Baseline Road corridor at the Clyde Avenue and Merivale Road intersections, indicating that existing transportation network constraints are already present today independent of the proposed development. Demand rationalization undertaken as part of this study confirmed that excess demand currently exists within the corridor during both peak hours.



4.1.4 Future Background Transportation Network

The principal planned transportation improvement within the study area is the future Baseline Transitway project, which will introduce dedicated transit infrastructure, improved pedestrian facilities, and continuous cycling infrastructure along the corridor. These planned improvements are expected to support future growth in the area and provide enhanced travel alternatives to the private automobiles.

4.1.5 Trip Generation and Forecasting

The proposed development, at its ultimate build-out in the 2034 horizon, is forecast to generate approximately 521 person-trips during both the AM and PM peak hours. The site benefits from strong transit accessibility and an urban location that supports walking, cycling, and transit use. As a result, a significant proportion of future travel demand is anticipated to occur using sustainable modes, limiting the number of new automobile trips generated by the development relative to its size.

4.1.6 Development Design

The proposed development incorporates several design features that support sustainable transportation objectives, including direct pedestrian connections to Baseline Road, internal pedestrian circulation routes, bicycle parking facilities, and convenient access to existing and future transit services. The overall site design is consistent with the City's intensification and transit-supportive development objectives.

4.1.7 Parking

The development proposes 927 vehicle parking spaces and an extensive bicycle parking program. The proposed vehicle parking supply satisfies applicable zoning requirements, while the bicycle parking strategy supports active transportation and aligns with the transit-oriented context of the site. Current plans show deficiency in bicycle parking; the applicant is advised to confirm that the bicycle parking provisions satisfy new zoning by-law requirements.

4.1.8 Boundary Streets

The proposed development has recognized and accommodated the future right-of-way protection requirements associated with the planned Baseline Transitway corridor. Future roadway, cycling, and pedestrian improvements along Baseline Road have been incorporated into the site design and ROW requirements to ensure compatibility with the City's long-term transportation plans.

4.1.9 Transportation Demand Management

Given the existing capacity constraints along the Baseline Road corridor, Transportation Demand Management measures are considered an important component of the overall transportation strategy for the site. The development is well positioned to support TDM initiatives due to its proximity to transit service, planned active transportation improvements, and mixed-use urban context. The development proponent should consider the following TDM strategies:



- Designate an internal TDM coordinator,
- Display local area maps with walking/cycling access routes and key destinations at major entrances,
- Display relevant transit schedules and route maps at entrances,
- Offer preloaded PRESTO cards on move-in to encourage residents to use transit,
- Unbundle parking cost from rent/purchase price, and
- Provide a multimodal travel option information package to new residents
- Travel surveys: the development proponent should consider conducting regular travel surveys to gain insights into residents' travel behaviour, particularly:
 - Modal split and adherence to mode share targets;
 - Vehicle travel patterns and potential cut-through traffic patterns through the Walmart plaza.
- Coordinate with a carshare provider to install permanent on-site carshare stations.

4.1.10 Transit

The development is forecast to generate a 73 inbound and 164 outbound transit trips during the morning peak hour (237 total transit trips); and 102 inbound and 74 outbound transit trips during the afternoon peak hour (176 total transit trips). The transit capacity assessment indicates that portions of the existing transit network, particularly Routes 80 and 88, may experience capacity constraints under future conditions as development and ridership growth continue throughout the corridor. The planned Baseline Transitway will significantly improve transit capacity, reliability, and travel times, further supporting this ridership growth.

4.1.11 Network Concept

The screenline analysis demonstrates that the proposed development contributes only a small proportion of overall transportation demand within the broader planning area. Existing and future screenline deficiencies identified within the Transportation Master Plan are largely reflective of regional growth and broader transportation trends rather than impacts attributable to the proposed redevelopment.

4.1.12 Network Intersections

Future operational analysis indicates that several study area intersections are forecast to continue experiencing capacity constraints under both background and total future conditions. However, these deficiencies largely reflect existing corridor-wide conditions that persist irrespective of the proposed development.



The MMLOS assessment indicated that planned improvements to Baseline Road corridor will greatly enhance the transit (TLOS) and bicycle (BLOS) levels of service at the corridor intersections, however, the pedestrian level of service (PLOS) will remain under target due to long crossing lengths of Baseline Road.

The proposed site access is forecast to operate acceptably throughout all study horizons and no roadway widening, geometric modifications, or additional traffic control measures were identified as necessary to accommodate the development. A future review of operations at the southbound left turn movement at Baseline Road / Clyde Avenue is recommended, however, due to saturated conditions at the intersection, it is likely that only limited improvement can be achieved.

Future transportation improvements, including the Baseline Transitway and associated active transportation facilities, are expected to provide additional network capacity and enhance the attractiveness of non-auto travel modes over the long term.

4.2 Recommendations

The development proponent is recommended to:

- Consider incorporating the TDM-supportive design measures such as pathway lighting and additional auxiliary pedestrian and active transportation entrances to buildings C/D closer to the proposed transit stops into the plans at the Site Plan Control stage.
- Implement the TDM measures identified in Section 3.5, including implementation of dedicated carshare parking spaces and regular travel surveys.
- Confirm final bicycle parking quantities and configuration at Site Plan Control and ensure the appropriate zoning requirements are met.
- Continue coordination with the City of Ottawa regarding future Baseline Transitway implementation and associated right-of-way requirements.
- Monitor shared access operations upon build-out.

The City of Ottawa is recommended to monitor the southbound left turn (SBL) movement at Baseline Road / Clyde Avenue intersection and consider performing operational reviews of signal timing and phasing strategy as the corridor operations evolve in the future.

The City of Ottawa is recommended to allow the proposed development application to proceed from a transportation standpoint.



Appendix A Traffic Counts

A.1 Baseline Road and Clyde Avenue



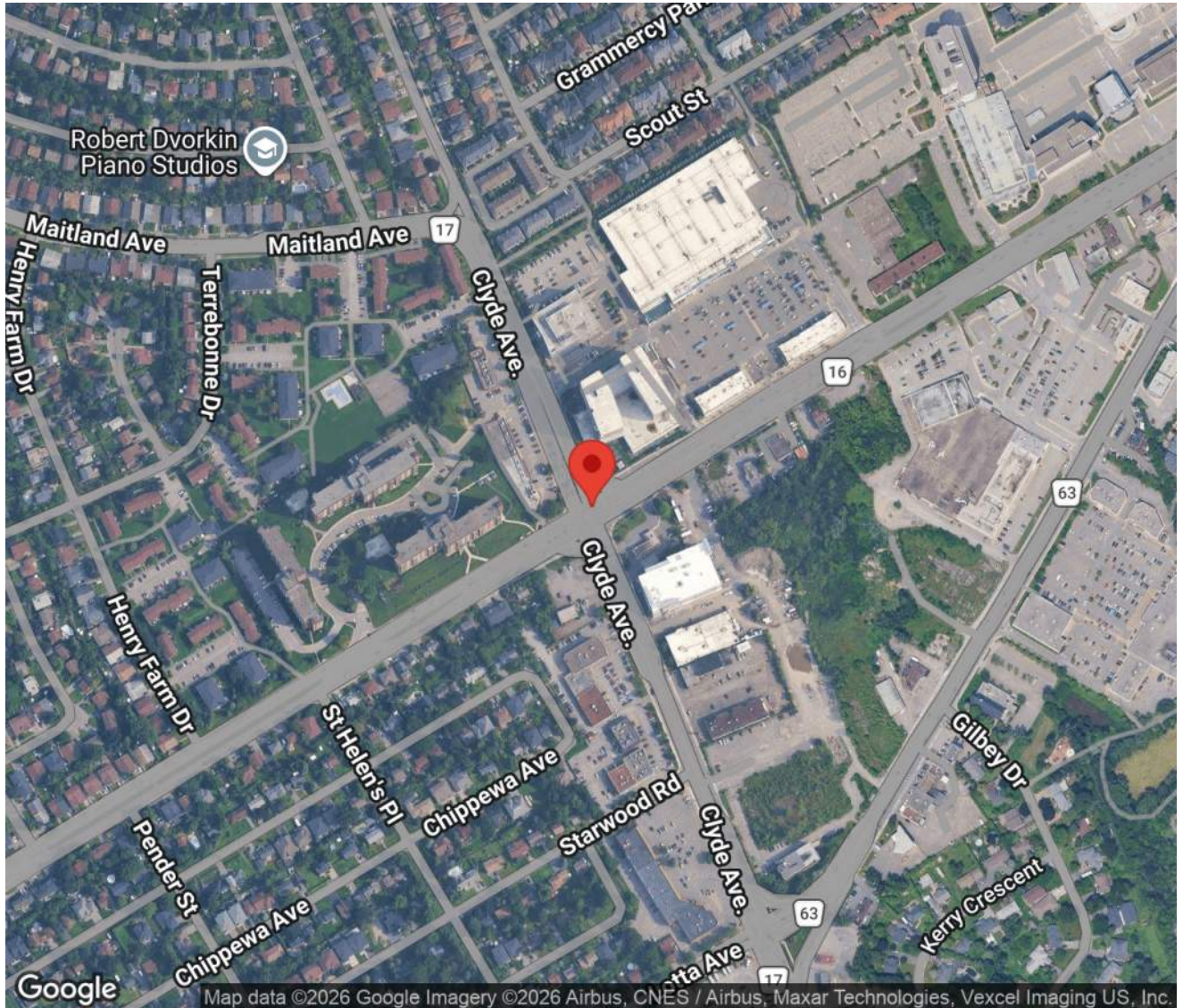
Project #26-226 - Stantec

Intersection Count Report

Intersection: Baseline Rd & Clyde Ave
Municipality: Ottawa
Count Date: Thursday, Jul 09, 2026
Site Code: 2622600002
Count Categories: Cars, Trucks, Bicycles, Pedestrians
Count Period: 07:00-10:00, 11:30-13:30, 15:00-18:00
Weather: Clear
Comments:

Traffic Count Map

Intersection:	Baseline Rd & Clyde Ave
Site Code:	2622600002
Municipality:	Ottawa
Count Date:	Jul 09, 2026



Traffic Count Summary

Intersection: Baseline Rd & Clyde Ave
Site Code: 2622600002
Municipality: Ottawa
Count Date: Jul 09, 2026

Clyde Ave - Traffic Summary

North Approach Totals							South Approach Totals						
Hour	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						Total
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	
07:00 - 08:00	361	500	33	8	902	19	83	398	62	0	543	6	1445
08:00 - 09:00	373	677	53	15	1118	13	124	460	77	0	661	4	1779
09:00 - 10:00	340	697	35	7	1079	23	134	465	74	0	673	2	1752
BREAK													
11:30 - 12:00	134	302	55	3	494	15	109	282	32	0	423	2	917
12:00 - 13:00	368	652	90	18	1128	27	198	520	126	3	847	4	1975
13:00 - 13:30	160	309	34	5	508	21	93	231	57	1	382	2	890
BREAK													
15:00 - 16:00	339	540	88	13	980	43	260	575	70	1	906	6	1886
16:00 - 17:00	342	676	96	14	1128	60	303	674	48	0	1025	4	2153
17:00 - 18:00	350	622	52	12	1036	79	251	631	71	0	953	7	1989
GRAND TOTAL	2767	4975	536	95	8373	300	1555	4236	617	5	6413	37	14786

Traffic Count Summary

Intersection: Baseline Rd & Clyde Ave
Site Code: 2622600002
Municipality: Ottawa
Count Date: Jul 09, 2026

Baseline Rd - Traffic Summary

Hour	East Approach Totals						West Approach Totals						Total
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	
07:00 - 08:00	77	434	360	3	874	9	119	676	101	2	898	9	1772
08:00 - 09:00	70	547	478	4	1099	15	164	905	151	2	1222	8	2321
09:00 - 10:00	83	489	392	2	966	12	122	758	196	5	1081	12	2047
BREAK													
11:30 - 12:00	66	293	228	0	587	5	63	255	96	1	415	18	1002
12:00 - 13:00	154	677	476	12	1319	23	139	717	225	0	1081	15	2400
13:00 - 13:30	62	261	181	3	507	3	75	390	86	0	551	6	1058
BREAK													
15:00 - 16:00	127	1058	516	4	1705	13	135	874	176	2	1187	28	2892
16:00 - 17:00	139	1113	478	10	1740	17	159	973	205	1	1338	28	3078
17:00 - 18:00	111	957	514	8	1590	14	127	862	208	2	1199	34	2789
GRAND TOTAL	889	5829	3623	46	10387	111	1103	6410	1444	15	8972	158	19359

Peak Hour Diagram

Specified Period

From: 07:00:00

To: 10:00:00

One Hour Peak

From: 08:15:00

To: 09:15:00

Intersection: Baseline Rd & Clyde Ave

Site Code: 2622600002

Count Date: Jul 09, 2026

Weather conditions: Clear

**** Signalized Intersection ****

Major Road: Baseline Rd runs E/W

North Approach

	Out	In	Total
	1140	1066	2206
	16	31	47
	1	7	8
Totals	1157	1104	2261

Clyde Ave

	0	1	0	0
	3	8	5	0
	49	716	362	13
Totals	52	725	367	13






East Approach

	Out	In	Total
	1020	1304	2324
	40	25	65
	6	0	6
Totals	1066	1329	2395

Baseline Rd

				Totals
0	0	3		3
1	6	159		166
0	19	868		887
3	0	168		171






Peds: 15

Peds: 9



Peds: 14

Peds: 3

Baseline Rd

Totals			
3	3	0	0
445	421	18	6
541	520	21	0
77	76	1	0






West Approach

	Out	In	Total
	1198	703	1901
	25	32	57
	4	0	4
Totals	1227	735	1962

				
Totals	139	480	72	0
	131	473	71	0
	8	7	1	0
	0	0	0	0

Clyde Ave

South Approach

	Out	In	Total
	675	960	1635
	16	9	25
	0	4	4
Totals	691	973	1664

 - Cars

 - Trucks

 - Bicycles

Comments

Peak Hour Summary

Intersection: Baseline Rd & Clyde Ave
Site Code: 2622600002
Count Date: Jul 09, 2026
Period: 07:00 - 10:00

Peak Hour Data (08:15 - 09:15)

Start Time	North Approach Clyde Ave						South Approach Clyde Ave						East Approach Baseline Rd						West Approach Baseline Rd						Total Vehicles
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	
08:15	95	171	14	6	1	286	38	122	14	0	1	174	23	128	122	3	6	276	40	212	31	1	2	284	1020
08:30	94	180	12	2	3	288	22	123	20	0	0	165	15	151	125	0	5	291	50	240	41	0	3	331	1075
08:45	95	188	13	3	5	299	45	115	21	0	1	181	14	136	108	0	1	258	35	219	45	0	1	299	1037
09:00	83	186	13	2	6	284	34	120	17	0	1	171	25	126	90	0	2	241	41	216	54	2	3	313	1009
Grand Total	367	725	52	13	15	1157	139	480	72	0	3	691	77	541	445	3	14	1066	166	887	171	3	9	1227	4141
Approach %	31.7	62.7	4.5	1.1	-	-	20.1	69.5	10.4	0	-	-	7.2	50.8	41.7	0.3	-	-	13.5	72.3	13.9	0.2	-	-	-
Totals %	8.9	17.5	1.3	0.3	-	27.9	3.4	11.6	1.7	0	-	16.7	1.9	13.1	10.7	0.1	-	25.7	4	21.4	4.1	0.1	-	-	29.6
PHF	0.97	0.96	0.93	0.54	-	0.97	0.77	0.98	0.86	0	-	0.95	0.77	0.9	0.89	0.25	-	0.92	0.83	0.92	0.79	0.38	-	0.93	0.96
Cars	362	716	49	13	-	1140	131	473	71	0	-	675	76	520	421	3	-	1020	159	868	168	3	-	1198	4033
% Cars	98.6	98.8	94.2	100	-	98.5	94.2	98.5	98.6	0	-	97.7	98.7	96.1	94.6	100	-	95.7	95.8	97.9	98.2	100	-	97.6	97.4
Trucks	5	8	3	0	-	16	8	7	1	0	-	16	1	21	18	0	-	40	6	19	0	0	-	25	97
% Trucks	1.4	1.1	5.8	0	-	1.4	5.8	1.5	1.4	0	-	2.3	1.3	3.9	4	0	-	3.8	3.6	2.1	0	0	-	2	2.3
Bicycles	0	1	0	0	-	1	0	0	0	0	-	0	0	0	6	0	-	6	1	0	3	0	-	4	11
% Bicycles	0	0.1	0	0	-	0.1	0	0	0	0	-	0	0	0	1.3	0	-	0.6	0.6	0	1.8	0	-	0.3	0.3
Peds	-	-	-	-	15	-	-	-	-	-	3	-	-	-	-	-	14	-	-	-	-	-	9	-	41
% Peds	-	-	-	-	36.6	-	-	-	-	-	7.3	-	-	-	-	-	34.1	-	-	-	-	-	22	-	-

Peak Hour Diagram

Specified Period

From: 15:00:00
To: 18:00:00

One Hour Peak

From: 16:00:00
To: 17:00:00

Intersection: Baseline Rd & Clyde Ave
Site Code: 2622600002
Count Date: Jul 09, 2026

Weather conditions: Clear

**** Signalized Intersection ****

Major Road: Baseline Rd runs E/W

North Approach

	Out	In	Total
	1114	1292	2406
	13	23	36
	1	10	11
Totals	1128	1325	2453

Clyde Ave

	1	0	0	0
	2	4	7	0
	93	672	335	14
Totals	96	676	342	14






East Approach

	Out	In	Total
	1711	1350	3061
	17	22	39
	12	1	13
Totals	1740	1373	3113

Baseline Rd

				Totals
0	0	1		1
1	4	154		159
1	14	958		973
2	1	202		205






Peds: 60

Peds: 28



Peds: 17

Peds: 4

Baseline Rd

Totals			
10	10	0	0
478	463	6	9
1113	1099	11	3
139	139	0	0






West Approach

	Out	In	Total
	1315	1493	2808
	19	16	35
	4	4	8
Totals	1338	1513	2851

Totals				
	303	674	48	0
	3	13	1	0
	0	0	0	0

Clyde Ave

South Approach

	Out	In	Total
	1008	1013	2021
	17	5	22
	0	2	2
Totals	1025	1020	2045

 - Cars

 - Trucks

 - Bicycles

Comments

Peak Hour Summary

Intersection: Baseline Rd & Clyde Ave
Site Code: 2622600002
Count Date: Jul 09, 2026
Period: 15:00 - 18:00

Peak Hour Data (16:00 - 17:00)

Start Time	North Approach Clyde Ave						South Approach Clyde Ave						East Approach Baseline Rd						West Approach Baseline Rd						Total Vehicl es
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	
16:00	78	162	32	4	21	276	71	155	14	0	1	240	37	279	124	4	8	444	41	249	54	0	5	344	1304
16:15	95	172	23	3	18	293	80	182	15	0	2	277	29	285	134	3	5	451	46	257	46	0	7	349	1370
16:30	84	176	17	3	8	280	78	182	9	0	1	269	37	269	114	2	0	422	37	237	55	0	5	329	1300
16:45	85	166	24	4	13	279	74	155	10	0	0	239	36	280	106	1	4	423	35	230	50	1	11	316	1257
Grand Total	342	676	96	14	60	1128	303	674	48	0	4	1025	139	1113	478	10	17	1740	159	973	205	1	28	1338	5231
Approach %	30.3	59.9	8.5	1.2	-	-	29.6	65.8	4.7	0	-	-	8	64	27.5	0.6	-	-	11.9	72.7	15.3	0.1	-	-	-
Totals %	6.5	12.9	1.8	0.3	-	21.6	5.8	12.9	0.9	0	-	19.6	2.7	21.3	9.1	0.2	-	33.3	3	18.6	3.9	0	-	25.6	-
PHF	0.9	0.96	0.75	0.88	-	0.96	0.95	0.93	0.8	0	-	0.93	0.94	0.98	0.89	0.63	-	0.96	0.86	0.95	0.93	0.25	-	0.96	0.95
Cars	335	672	93	14	-	1114	300	661	47	0	-	1008	139	1099	463	10	-	1711	154	958	202	1	-	1315	5148
% Cars	98	99.4	96.9	100	-	98.8	99	98.1	97.9	0	-	98.3	100	98.7	96.9	100	-	98.3	96.9	98.5	98.5	100	-	98.3	98.4
Trucks	7	4	2	0	-	13	3	13	1	0	-	17	0	11	6	0	-	17	4	14	1	0	-	19	66
% Trucks	2	0.6	2.1	0	-	1.2	1	1.9	2.1	0	-	1.7	0	1	1.3	0	-	1	2.5	1.4	0.5	0	-	1.4	1.3
Bicycles	0	0	1	0	-	1	0	0	0	0	-	0	0	3	9	0	-	12	1	1	2	0	-	4	17
% Bicycles	0	0	1	0	-	0.1	0	0	0	0	-	0	0	0.3	1.9	0	-	0.7	0.6	0.1	1	0	-	0.3	0.3
Peds	-	-	-	-	60	-	-	-	-	-	4	-	-	-	-	-	17	-	-	-	-	-	28	-	109
% Peds	-	-	-	-	55	-	-	-	-	-	3.7	-	-	-	-	-	15.6	-	-	-	-	-	25.7	-	-

A.2 Baseline Road and Smart Centre/ Walmart Plaza



Turning Movement Count - Study Results

BASELINE RD @ 207 E OF CLYDE AVE/WALMART SC

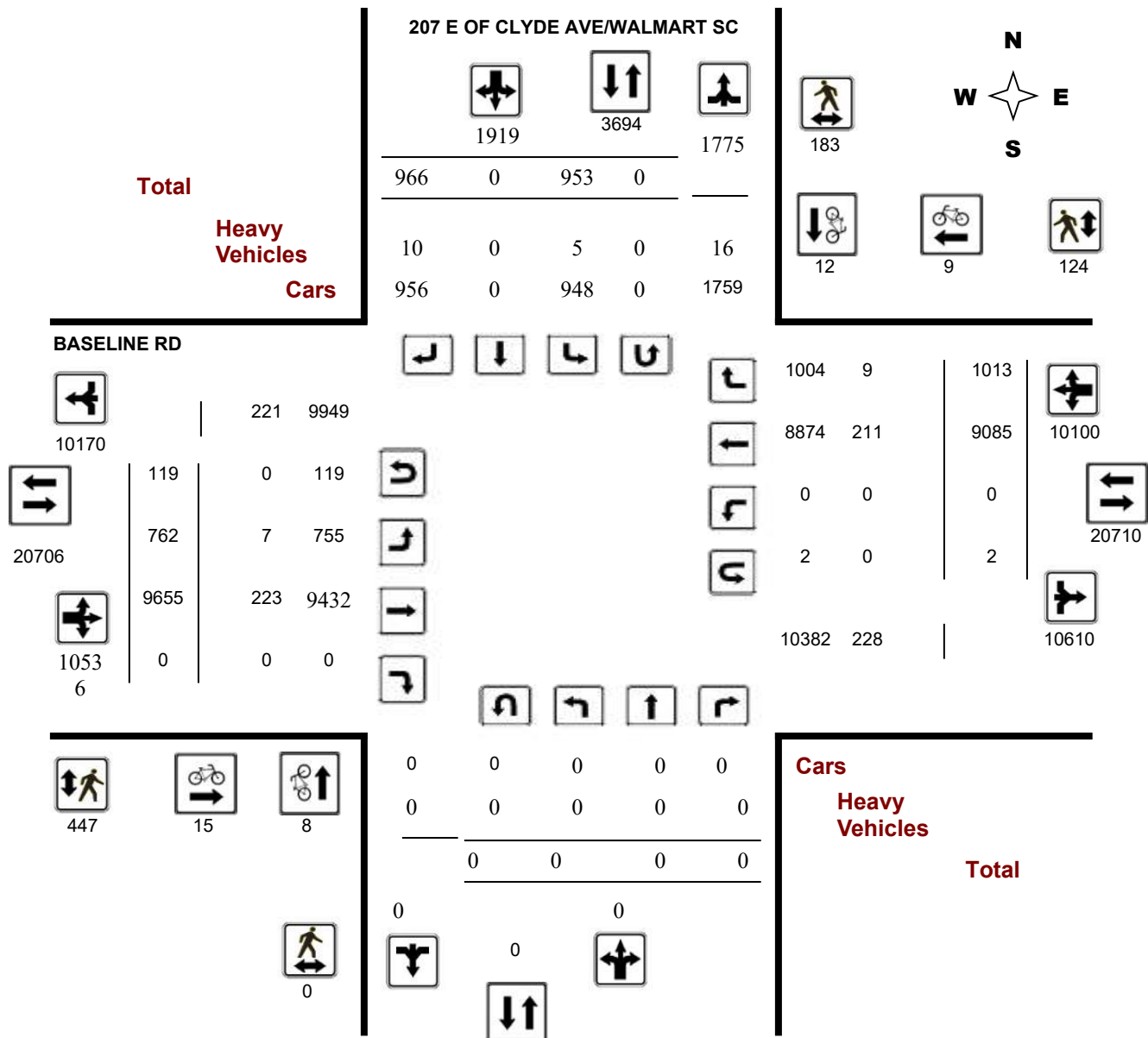
Survey Date: Thursday, October 24, 2024

WO No: 42320

Start Time: 07:00

Device: Miovision

Full Study Diagram



Turning Movement Count - Study Results

BASELINE RD @ 207 E OF CLYDE AVE/WALMART SC

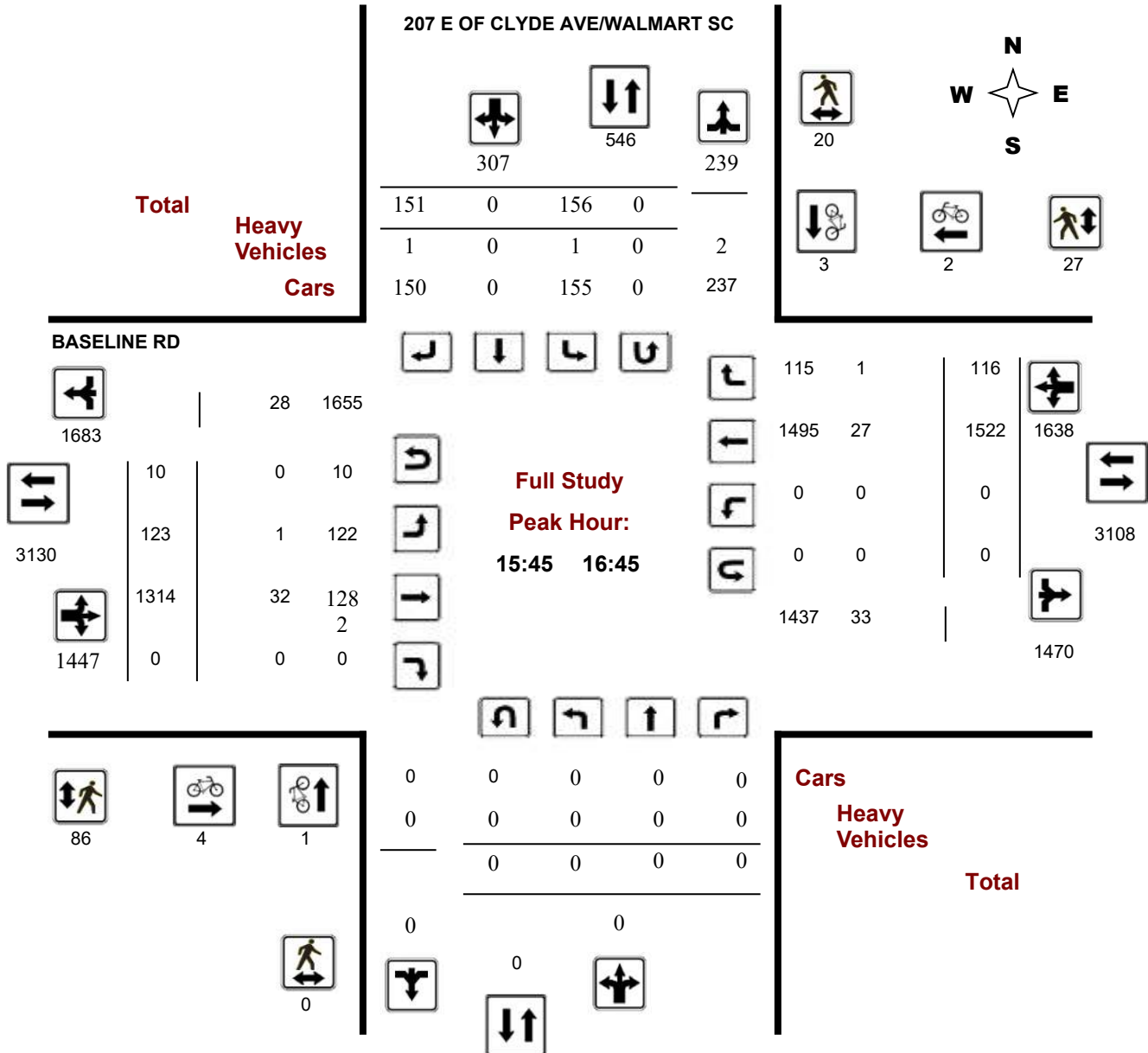
Survey Date: Thursday, October 24, 2024

WO No: 42320

Start Time: 07:00

Device: Miovision

Full Study Peak Hour Diagram



Turning Movement Count - Study Results

BASELINE RD @ 207 E OF CLYDE AVE/WALMART SC

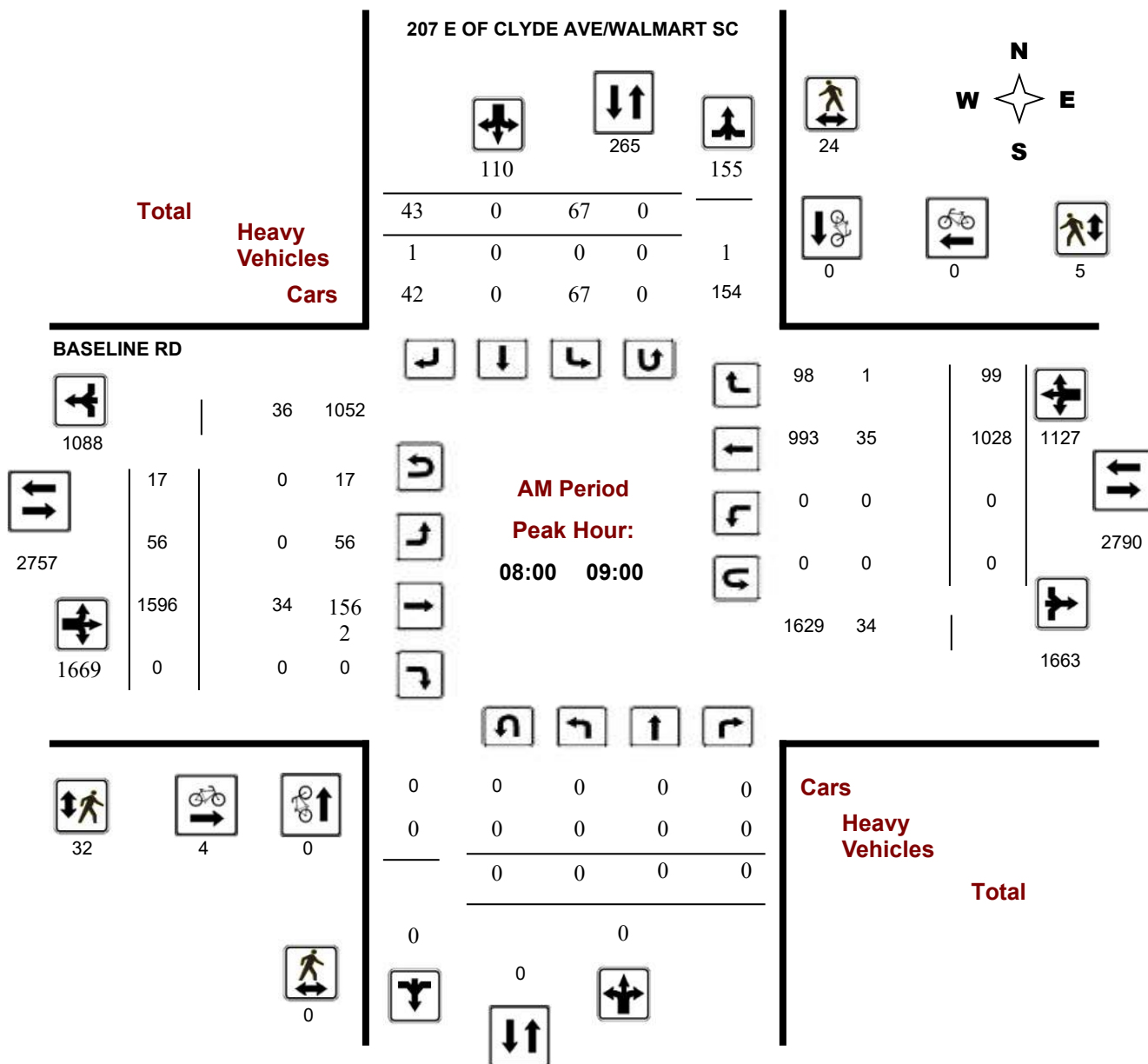
Survey Date: Thursday, October 24, 2024

WO No: 42320

Start Time: 07:00

Device: Miovision

AM Period Peak Hour Diagram



Turning Movement Count - Study Results

BASELINE RD @ 207 E OF CLYDE AVE/WALMART SC

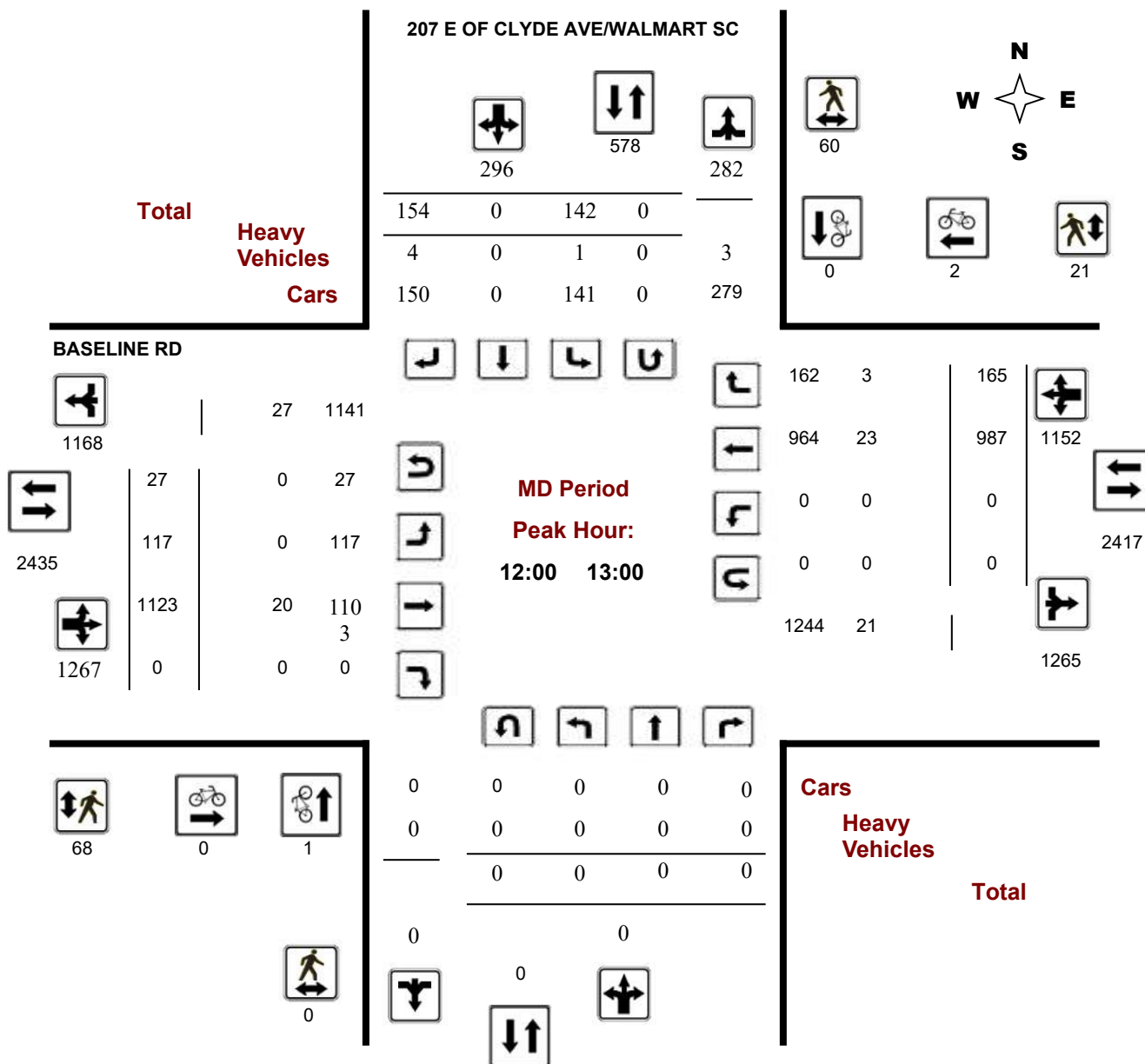
Survey Date: Thursday, October 24, 2024

WO No: 42320

Start Time: 07:00

Device: Miovision

MD Period Peak Hour Diagram



Turning Movement Count - Study Results

BASELINE RD @ 207 E OF CLYDE AVE/WALMART SC

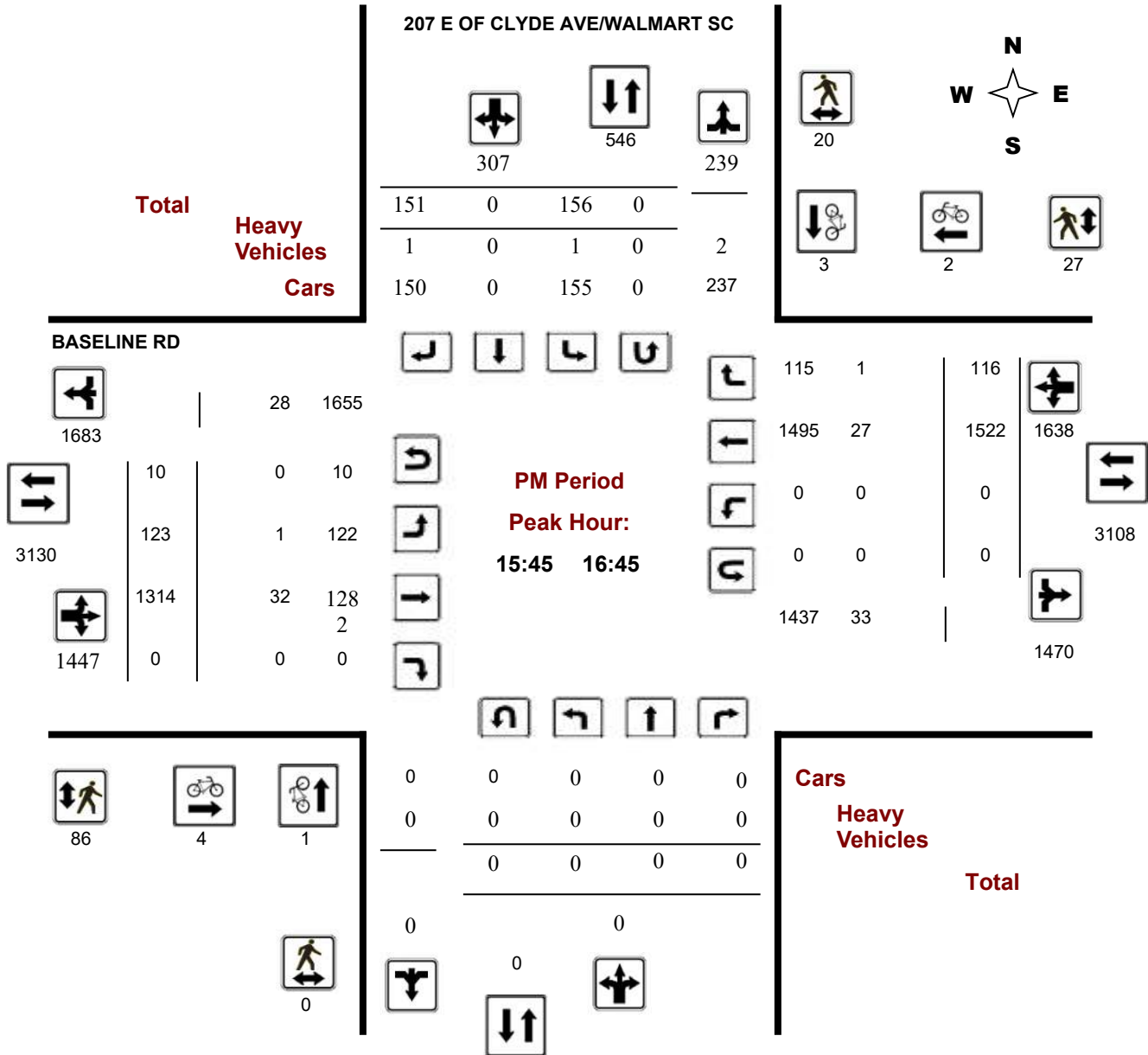
Survey Date: Thursday, October 24, 2024

WO No: 42320

Start Time: 07:00

Device: Miovision

PM Period Peak Hour Diagram





Transportation Services - Traffic Services

Turning Movement Count - Study Results

BASELINE RD @ 207 E OF CLYDE AVE/WALMART SC

Survey Date: Thursday, October 24, 2024

WO No: 42320

Start Time: 07:00

Device: Miovision

Full Study Summary (8 HR Standard)

Survey Date: Thursday, October 24, 2024

Total Observed U-Turns

AADT Factor

Northbound: 0 Southbound: 0

.90

Eastbound: 119 Westbound: 2

207 E OF CLYDE AVE/WALMART SC

BASELINE RD

Period	Northbound				Southbound				STR TOT	Eastbound				Westbound				STR TOT	Grand Total
	LT	ST	RT	NB TOT	LT	ST	RT	SB TOT		LT	ST	RT	EB TOT	LT	ST	RT	WB TOT		
07:00 08:00	0	0	0	0	40	0	44	84	84	48	1212	0	1260	0	818	58	876	2136	2220
08:00 09:00	0	0	0	0	67	0	43	110	110	56	1596	0	1652	0	1028	99	1127	2779	2889
09:00 10:00	0	0	0	0	87	0	89	176	176	89	1037	0	1126	0	937	121	1058	2184	2360
11:30 12:30	0	0	0	0	128	0	141	269	269	120	1034	0	1154	0	950	158	1108	2262	2531
12:30 13:30	0	0	0	0	157	0	168	325	325	129	1130	0	1259	0	917	154	1071	2330	2655
15:00 16:00	0	0	0	0	141	0	156	297	297	109	1185	0	1294	0	1467	132	1599	2893	3190
16:00 17:00	0	0	0	0	155	0	148	303	303	107	1257	0	1364	0	1511	132	1643	3007	3310
17:00 18:00	0	0	0	0	178	0	177	355	355	104	1204	0	1308	0	1457	159	1616	2924	3279
Sub Total	0	0	0	0	953	0	966	1919	1919	762	9655	0	10417	0	9085	1013	10098	20515	22434
U Turns				0				0	0				119				2	121	121
Total	0	0	0	0	953	0	966	1919	1919	762	9655	0	10536	0	9085	1013	10100	20636	22555
EQ 12Hr	0	0	0	0	1325	0	1343	2667	2667	1059	13420	0	14645	0	12628	1408	14039	28684	31351

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

1.39

AVG 12Hr	0	0	0	0	1192	0	1583	2400	2400	953	12078	0	13180	0	11365	1267	12635	25816	28216
----------	---	---	---	---	------	---	------	------	------	-----	-------	---	-------	---	-------	------	-------	-------	-------

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

.90

AVG 24Hr	0	0	0	0	1562	0	2074	3144	3144	1248	15822	0	17266	0	14888	1660	16552	33819	36963
----------	---	---	---	---	------	---	------	------	------	------	-------	---	-------	---	-------	------	-------	-------	-------

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

1.31

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



Transportation Services - Traffic Services

Turning Movement Count - Study Results

BASELINE RD @ 207 E OF CLYDE AVE/WALMART SC

Survey Date: Thursday, October 24, 2024

WO No: 42320

Start Time: 07:00

Device: Miovision

Full Study 15 Minute Increments

207 E OF CLYDE AVE/WALMART
SC

BASELINE RD

Northbound

Southbound

Eastbound

Westbound

Time Period	LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT	Grand Total
07:00 07:15	0	0	0	0	3	0	8	11	11	11	196	0	210	0	161	14	175	385	396
07:15 07:30	0	0	0	0	8	0	11	19	19	11	297	0	311	0	180	14	195	506	525
07:30 07:45	0	0	0	0	12	0	13	25	25	17	330	0	352	0	267	18	285	637	662
07:45 08:00	0	0	0	0	17	0	12	29	29	9	389	0	402	0	210	12	222	624	653
08:00 08:15	0	0	0	0	15	0	12	27	27	21	399	0	422	0	247	23	270	692	719
08:15 08:30	0	0	0	0	14	0	10	24	24	6	396	0	404	0	276	23	299	703	727
08:30 08:45	0	0	0	0	17	0	6	23	23	9	432	0	447	0	241	25	266	713	736
08:45 09:00	0	0	0	0	21	0	15	36	36	20	369	0	396	0	264	28	292	688	724
09:00 09:15	0	0	0	0	18	0	17	35	35	20	316	0	338	0	258	43	301	639	674
09:15 09:30	0	0	0	0	26	0	24	50	50	16	252	0	276	0	218	24	242	518	568
09:30 09:45	0	0	0	0	25	0	19	44	44	25	229	0	256	0	232	24	256	512	556
09:45 10:00	0	0	0	0	18	0	29	47	47	28	240	0	276	0	229	30	259	535	582
11:30 11:45	0	0	0	0	33	0	35	68	68	35	243	0	281	0	230	40	270	551	619
11:45 12:00	0	0	0	0	34	0	32	66	66	27	257	0	289	0	195	34	229	518	584
12:00 12:15	0	0	0	0	28	0	39	67	67	25	262	0	292	0	288	46	334	626	693
12:15 12:30	0	0	0	0	33	0	35	68	68	33	272	0	313	0	237	38	275	588	656
12:30 12:45	0	0	0	0	38	0	44	82	82	32	311	0	351	0	232	39	271	622	704
15:45 16:00	0	0	0	0	37	0	41	78	78	36	326	0	363	0	362	29	391	754	832
17:30 17:45	0	0	0	0	47	0	38	85	85	33	332	0	365	0	356	40	396	761	846
17:45 18:00	0	0	0	0	36	0	45	81	81	28	293	0	321	0	373	37	410	731	812
12:45 13:00	0	0	0	0	43	0	36	79	79	27	278	0	311	0	230	42	272	583	662
13:00 13:15	0	0	0	0	36	0	42	78	78	35	252	0	290	0	236	43	279	569	647
13:15 13:30	0	0	0	0	40	0	46	86	86	35	289	0	328	0	219	30	249	577	663
15:00 15:15	0	0	0	0	34	0	35	69	69	21	275	0	300	0	354	35	389	689	758
15:15 15:30	0	0	0	0	36	0	44	80	80	26	286	0	312	0	358	35	393	705	785
15:30 15:45	0	0	0	0	34	0	36	70	70	26	298	0	328	0	393	33	426	754	824
16:00 16:15	0	0	0	0	36	0	32	68	68	21	337	0	362	0	412	28	440	802	870
16:15 16:30	0	0	0	0	37	0	37	74	74	31	332	0	367	0	369	33	402	769	843
16:30 16:45	0	0	0	0	46	0	41	87	87	35	319	0	355	0	379	26	405	760	847
16:45 17:00	0	0	0	0	36	0	38	74	74	20	269	0	293	0	351	45	397	690	764
17:00 17:15	0	0	0	0	48	0	45	93	93	18	253	0	273	0	368	43	411	684	777
17:15 17:30	0	0	0	0	47	0	49	96	96	25	326	0	352	0	360	39	399	751	847
Total:	0	0	0	0	953	0	966	1919	1919	762	9655	0	10536	0	9085	1013	10100	20636	22,555

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

BASELINE RD @ 207 E OF CLYDE AVE/WALMART SC

Survey Date: Thursday, October 24, 2024

WO No: 42320

Start Time: 07:00

Device: Miovision

Full Study Cyclist Volume

207 E OF CLYDE AVE/WALMART SC

BASELINE RD

Time Period		Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	Grand Total
07:00	07:15	0	2	2	1	0	1	3
07:15	07:30	0	0	0	0	0	0	0
07:30	07:45	0	1	1	2	1	3	4
07:45	08:00	0	1	1	1	0	1	2
08:00	08:15	0	0	0	0	0	0	0
08:15	08:30	0	0	0	1	0	1	1
08:30	08:45	0	0	0	2	0	2	2
08:45	09:00	0	0	0	1	0	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	1	1	1	0	1	2
11:30	11:45	0	1	1	0	0	0	1
11:45	12:00	0	1	1	0	0	0	1
12:00	12:15	0	0	0	0	1	1	1
12:15	12:30	1	0	1	0	1	1	2
12:30	12:45	0	0	0	0	0	0	0
15:45	16:00	0	2	2	1	1	2	4
17:30	17:45	1	0	1	0	2	2	3
17:45	18:00	1	0	1	0	0	0	1
12:45	13:00	0	0	0	0	0	0	0
13:00	13:15	0	1	1	0	0	0	1
13:15	13:30	0	0	0	1	0	1	1
15:00	15:15	1	1	2	0	0	0	2
15:15	15:30	0	0	0	0	0	0	0
15:30	15:45	0	0	0	0	0	0	0
16:00	16:15	0	0	0	1	0	1	1
16:15	16:30	0	1	1	2	1	3	4
16:30	16:45	1	0	1	0	0	0	1
16:45	17:00	2	0	2	0	2	2	4
17:00	17:15	1	0	1	1	0	1	2
17:15	17:30	0	0	0	0	0	0	0
Total		8	12	20	15	9	24	44



Transportation Services - Traffic Services

Turning Movement Count - Study Results

BASELINE RD @ 207 E OF CLYDE AVE/WALMART SC

Survey Date: Thursday, October 24, 2024

WO No: 42320

Start Time: 07:00

Device: Miovision

Full Study Pedestrian Volume

207 E OF CLYDE AVE/WALMART SC

BASELINE RD

Time Period	NB Approach (E or W Crossing)	SB Approach (E or W Crossing)	Total	EB Approach (N or S Crossing)	WB Approach (N or S Crossing)	Total	Grand Total
07:00 07:15	0	3	3	1	0	1	4
07:15 07:30	0	3	3	4	2	6	9
07:30 07:45	0	1	1	4	0	4	5
07:45 08:00	0	1	1	3	2	5	6
08:00 08:15	0	1	1	7	2	9	10
08:15 08:30	0	2	2	9	1	10	12
08:30 08:45	0	10	10	9	1	10	20
08:45 09:00	0	11	11	7	1	8	19
09:00 09:15	0	4	4	5	1	6	10
09:15 09:30	0	3	3	4	3	7	10
09:30 09:45	0	3	3	14	1	15	18
09:45 10:00	0	1	1	7	1	8	9
11:30 11:45	0	8	8	15	8	23	31
11:45 12:00	0	7	7	11	4	15	22
12:00 12:15	0	19	19	14	5	19	38
12:15 12:30	0	15	15	17	7	24	39
12:30 12:45	0	9	9	16	5	21	30
15:45 16:00	0	4	4	17	2	19	23
17:30 17:45	0	7	7	5	5	10	17
17:45 18:00	0	6	6	13	7	20	26
12:45 13:00	0	17	17	21	4	25	42
13:00 13:15	0	1	1	19	1	20	21
13:15 13:30	0	3	3	11	2	13	16
15:00 15:15	0	1	1	27	3	30	31
15:15 15:30	0	3	3	24	4	28	31
15:30 15:45	0	4	4	17	8	25	29
16:00 16:15	0	5	5	24	7	31	36
16:15 16:30	0	5	5	15	11	26	31
16:30 16:45	0	6	6	30	7	37	43
16:45 17:00	0	3	3	25	7	32	35
17:00 17:15	0	10	10	28	5	33	43
17:15 17:30	0	7	7	24	7	31	38
Total	0	183	183	447	124	571	754



Transportation Services - Traffic Services

Turning Movement Count - Study Results

BASELINE RD @ 207 E OF CLYDE AVE/WALMART SC

Survey Date: Thursday, October 24, 2024

WO No: 42320

Start Time: 07:00

Device: Miovision

Full Study Heavy Vehicles

207 E OF CLYDE AVE/WALMART
SC

BASELINE RD

Northbound

Southbound

Eastbound

Westbound

Time Period		Northbound			N TOT	Southbound			S TOT	STR TOT	Eastbound			E TOT	Westbound			W TOT	STR TOT	Grand Total
		LT	ST	RT		LT	ST	RT			LT	ST	RT		LT	ST	RT			
07:00	07:15	0	0	0	0	0	0	0	0	0	0	3	0	3	0	7	0	7	10	10
07:15	07:30	0	0	0	0	0	0	0	0	0	0	6	0	6	0	4	0	4	10	10
07:30	07:45	0	0	0	0	1	0	0	1	1	0	3	0	3	0	8	1	9	12	13
07:45	08:00	0	0	0	0	0	0	0	0	0	0	2	0	2	0	8	0	8	10	10
08:00	08:15	0	0	0	0	0	0	0	0	0	0	7	0	7	0	8	0	8	15	15
08:15	08:30	0	0	0	0	0	0	0	0	0	0	7	0	7	0	11	1	12	19	19
08:30	08:45	0	0	0	0	0	0	0	0	0	0	9	0	9	0	9	0	9	18	18
08:45	09:00	0	0	0	0	0	0	1	1	1	0	11	0	11	0	7	0	7	18	19
09:00	09:15	0	0	0	0	0	0	0	0	0	0	5	0	5	0	9	0	9	14	14
09:15	09:30	0	0	0	0	0	0	1	1	1	1	10	0	11	0	6	0	6	17	18
09:30	09:45	0	0	0	0	0	0	0	0	0	0	13	0	13	0	7	0	7	20	20
09:45	10:00	0	0	0	0	0	0	0	0	0	1	9	0	10	0	11	1	12	22	22
11:30	11:45	0	0	0	0	0	0	0	0	0	1	6	0	7	0	8	0	8	15	15
11:45	12:00	0	0	0	0	1	0	0	1	1	0	6	0	6	0	4	0	4	10	11
12:00	12:15	0	0	0	0	1	0	0	1	1	0	6	0	6	0	3	1	4	10	11
12:15	12:30	0	0	0	0	0	0	0	0	0	0	3	0	3	0	5	0	5	8	8
12:30	12:45	0	0	0	0	0	0	1	1	1	0	3	0	3	0	6	1	7	10	11
15:45	16:00	0	0	0	0	1	0	0	1	1	1	9	0	10	0	6	1	7	17	18
17:30	17:45	0	0	0	0	0	0	0	0	0	0	7	0	7	0	3	0	3	10	10
17:45	18:00	0	0	0	0	0	0	0	0	0	0	5	0	5	0	7	1	8	13	13
12:45	13:00	0	0	0	0	0	0	3	3	3	0	8	0	8	0	9	1	10	18	21
13:00	13:15	0	0	0	0	0	0	1	1	1	0	4	0	4	0	5	1	6	10	11
13:15	13:30	0	0	0	0	1	0	0	1	1	2	4	0	6	0	5	0	5	11	12
15:00	15:15	0	0	0	0	0	0	1	1	1	1	10	0	11	0	15	0	15	26	27
15:15	15:30	0	0	0	0	0	0	1	1	1	0	9	0	9	0	2	0	2	11	12
15:30	15:45	0	0	0	0	0	0	0	0	0	0	15	0	15	0	7	0	7	22	22
16:00	16:15	0	0	0	0	0	0	1	1	1	0	10	0	10	0	9	0	9	19	20
16:15	16:30	0	0	0	0	0	0	0	0	0	0	7	0	7	0	4	0	4	11	11
16:30	16:45	0	0	0	0	0	0	0	0	0	0	6	0	6	0	8	0	8	14	14
16:45	17:00	0	0	0	0	0	0	0	0	0	0	7	0	7	0	4	0	4	11	11
17:00	17:15	0	0	0	0	0	0	0	0	0	0	5	0	5	0	1	0	1	6	6
17:15	17:30	0	0	0	0	0	0	0	0	0	0	8	0	8	0	5	0	5	13	13
Total:	None	0	0	0	0	5	0	10	15	15	7	223	0	230	0	211	9	220	450	465



Transportation Services - Traffic Services

Turning Movement Count - Study Results

BASELINE RD @ 207 E OF CLYDE AVE/WALMART SC

Survey Date: Thursday, October 24, 2024

WO No: 42320

Start Time: 07:00

Device: Miovision

Full Study 15 Minute U-Turn Total

207 E OF CLYDE AVE/WALMART

BASELINE RD

Time Period		SC Northbound U-Turn Total	Southbound U-Turn Total	Eastbound U-Turn Total	Westbound U-Turn Total	Total
07:00	07:15	0	0	3	0	3
07:15	07:30	0	0	3	1	4
07:30	07:45	0	0	5	0	5
07:45	08:00	0	0	4	0	4
08:00	08:15	0	0	2	0	2
08:15	08:30	0	0	2	0	2
08:30	08:45	0	0	6	0	6
08:45	09:00	0	0	7	0	7
09:00	09:15	0	0	2	0	2
09:15	09:30	0	0	8	0	8
09:30	09:45	0	0	2	0	2
09:45	10:00	0	0	8	0	8
11:30	11:45	0	0	3	0	3
11:45	12:00	0	0	5	0	5
12:00	12:15	0	0	5	0	5
12:15	12:30	0	0	8	0	8
12:30	12:45	0	0	8	0	8
15:45	16:00	0	0	1	0	1
17:30	17:45	0	0	0	0	0
17:45	18:00	0	0	0	0	0
12:45	13:00	0	0	6	0	6
13:00	13:15	0	0	3	0	3
13:15	13:30	0	0	4	0	4
15:00	15:15	0	0	4	0	4
15:15	15:30	0	0	0	0	0
15:30	15:45	0	0	4	0	4
16:00	16:15	0	0	4	0	4
16:15	16:30	0	0	4	0	4
16:30	16:45	0	0	1	0	1
16:45	17:00	0	0	4	1	5
17:00	17:15	0	0	2	0	2
17:15	17:30	0	0	1	0	1
Total		0	0	119	2	121

A.3 Baseline Road and Loblaws Plaza



Project #26-226 - Stantec

Intersection Count Report

Intersection: Baseline Rd & Loblaws SC

Municipality: Ottawa

Count Date: Thursday, Jul 09, 2026

Site Code: 2622600001

Count Categories: Cars, Trucks, Bicycles, Pedestrians

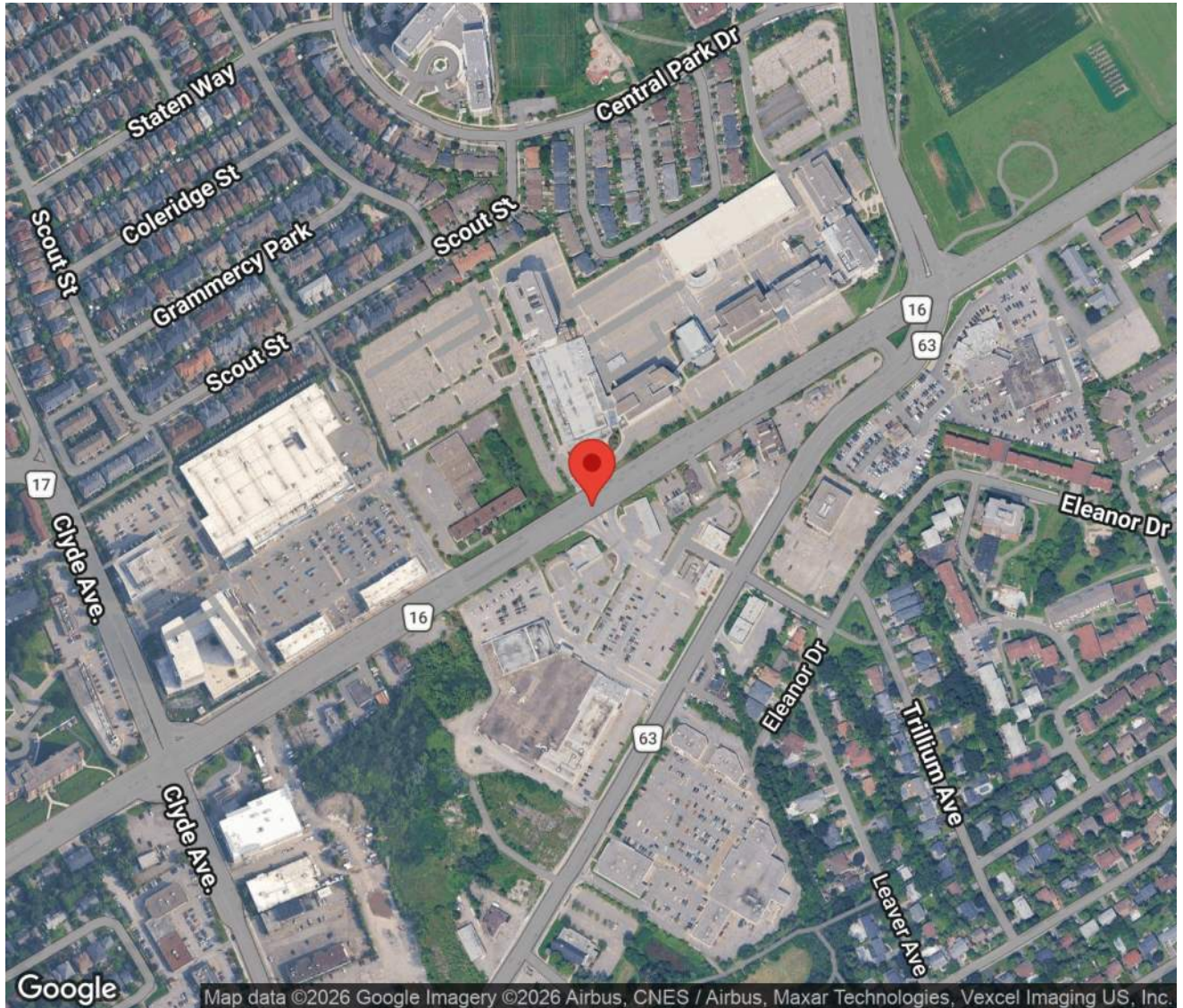
Count Period: 07:00-10:00, 11:30-13:30, 15:00-18:00

Weather: Clear

Comments:

Traffic Count Map

Intersection:	Baseline Rd & Loblaws SC
Site Code:	2622600001
Municipality:	Ottawa
Count Date:	Jul 09, 2026



Traffic Count Summary

Intersection: Baseline Rd & Loblaws SC
Site Code: 2622600001
Municipality: Ottawa
Count Date: Jul 09, 2026

Loblaws SC - Traffic Summary

Hour	North Approach Totals						South Approach Totals						Total
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	
07:00 - 08:00	5	2	10	0	17	18	38	13	57	1	109	13	126
08:00 - 09:00	13	5	12	0	30	16	62	37	61	0	160	10	190
09:00 - 10:00	9	2	11	0	22	29	68	11	94	0	173	7	195
BREAK													
11:30 - 12:00	3	8	30	0	41	34	39	2	68	1	110	10	151
12:00 - 13:00	22	15	64	0	101	143	109	19	120	0	248	42	349
13:00 - 13:30	3	3	7	0	13	15	70	3	51	0	124	10	137
BREAK													
15:00 - 16:00	57	20	94	0	171	28	111	1	112	0	224	10	395
16:00 - 17:00	69	26	106	0	201	31	110	5	138	0	253	20	454
17:00 - 18:00	26	18	58	0	102	19	110	5	114	0	229	12	331
GRAND TOTAL	207	99	392	0	698	333	717	96	815	2	1630	134	2328

Traffic Count Summary

Intersection: Baseline Rd & Loblaws SC
Site Code: 2622600001
Municipality: Ottawa
Count Date: Jul 09, 2026

Baseline Rd - Traffic Summary

Hour	East Approach Totals						West Approach Totals						Total
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	
07:00 - 08:00	43	845	31	0	919	14	102	917	71	0	1090	6	2009
08:00 - 09:00	67	1030	28	1	1126	23	133	1102	79	0	1314	7	2440
09:00 - 10:00	84	939	29	0	1052	13	87	956	129	1	1173	11	2225
BREAK													
11:30 - 12:00	37	533	3	0	573	14	4	335	72	0	411	30	984
12:00 - 13:00	76	1125	9	1	1211	91	41	990	179	0	1210	83	2421
13:00 - 13:30	26	441	7	0	474	23	23	553	81	0	657	5	1131
BREAK													
15:00 - 16:00	71	1527	5	4	1607	24	17	1132	150	1	1300	18	2907
16:00 - 17:00	69	1530	6	2	1607	40	21	1169	138	0	1328	24	2935
17:00 - 18:00	64	1452	3	3	1522	26	10	1178	82	1	1271	16	2793
GRAND TOTAL	537	9422	121	11	10091	268	438	8332	981	3	9754	200	19845

Peak Hour Diagram

Specified Period

From: 07:00:00
To: 10:00:00

One Hour Peak

From: 08:30:00
To: 09:30:00

Intersection: Baseline Rd & Loblaws SC
Site Code: 2622600001
Count Date: Jul 09, 2026

Weather conditions: Clear

**** Signalized Intersection ****

Major Road: Baseline Rd runs E/W

North Approach

	Out	In	Total
	27	178	205
	0	0	0
	2	5	7
Totals	29	183	212

Loblaws SC

	2	0	0	0
	0	0	0	0
	10	5	12	0
Totals	12	5	12	0






East Approach

	Out	In	Total
	1097	1138	2235
	40	26	66
	2	4	6
Totals	1139	1168	2307

Baseline Rd

				Totals
	0	0	1	1
	4	0	119	123
	4	24	1048	1076
	0	5	101	106






Peds: 8

Peds: 24



Peds: 18

Peds: 9

Baseline Rd

Totals			
0	0	0	0
35	35	0	0
1016	974	40	2
88	88	0	0






West Approach

	Out	In	Total
	1269	1050	2319
	29	41	70
	8	4	12
Totals	1306	1095	2401

Totals				
66	65	24	78	0
25	1	0	2	0
80	0	1	0	0
0	0	0	0	0

Loblaws SC

South Approach

	Out	In	Total
	167	194	361
	3	5	8
	1	0	1
Totals	171	199	370

 - Cars

 - Trucks

 - Bicycles

Comments

Peak Hour Summary

Intersection: Baseline Rd & Loblaws SC
Site Code: 2622600001
Count Date: Jul 09, 2026
Period: 07:00 - 10:00

Peak Hour Data (08:30 - 09:30)

Start Time	North Approach Loblaws SC						South Approach Loblaws SC						East Approach Baseline Rd						West Approach Baseline Rd						Total Vehicles
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	
08:30	5	3	2	0	7	10	20	10	21	0	4	51	20	256	7	0	7	283	34	296	23	0	3	353	697
08:45	2	0	5	0	5	7	13	7	11	0	2	31	16	257	9	0	4	282	24	281	23	0	1	328	648
09:00	2	1	2	0	8	5	15	6	27	0	1	48	19	242	8	0	3	269	38	241	39	0	3	318	640
09:15	3	1	3	0	4	7	18	2	21	0	2	41	33	261	11	0	4	305	27	258	21	1	1	307	660
Grand Total	12	5	12	0	24	29	66	25	80	0	9	171	88	1016	35	0	18	1139	123	1076	106	1	8	1306	2645
Approach %	41.4	17.2	41.4	0	-	-	38.6	14.6	46.8	0	-	-	7.7	89.2	3.1	0	-	-	9.4	82.4	8.1	0.1	-	-	-
Totals %	0.5	0.2	0.5	0	1.1	1.1	2.5	0.9	3	0	6.5	6.5	3.3	38.4	1.3	0	43.1	43.1	4.7	40.7	4	0	49.4	49.4	49.4
PHF	0.6	0.42	0.6	0	0.73	0.73	0.83	0.63	0.74	0	0.84	0.84	0.67	0.97	0.8	0	0.93	0.93	0.81	0.91	0.68	0.25	0.92	0.92	0.95
Cars	12	5	10	0	27	27	65	24	78	0	167	167	88	974	35	0	1097	1097	119	1048	101	1	1269	1269	2560
% Cars	100	100	83.3	0	93.1	93.1	98.5	96	97.5	0	97.7	97.7	100	95.9	100	0	96.3	96.3	96.7	97.4	95.3	100	97.2	97.2	96.8
Trucks	0	0	0	0	0	0	1	0	2	0	3	3	0	40	0	0	40	40	0	24	5	0	29	29	72
% Trucks	0	0	0	0	0	0	1.5	0	2.5	0	1.8	1.8	0	3.9	0	0	3.5	3.5	0	2.2	4.7	0	2.2	2.2	2.7
Bicycles	0	0	2	0	2	2	0	1	0	0	1	1	0	2	0	0	2	2	4	4	0	0	8	8	13
% Bicycles	0	0	16.7	0	6.9	6.9	0	4	0	0	0.6	0.6	0	0.2	0	0	0.2	0.2	3.3	0.4	0	0	0.6	0.6	0.5
Peds					24	-					9	-					18	-					8	-	59
% Peds					40.7	-					15.3	-					30.5	-					13.6	-	-

Peak Hour Diagram

Specified Period

From: 15:00:00
To: 18:00:00

One Hour Peak

From: 15:30:00
To: 16:30:00

Intersection: Baseline Rd & Loblaws SC
Site Code: 2622600001
Count Date: Jul 09, 2026

Weather conditions: Clear

**** Signalized Intersection ****

Major Road: Baseline Rd runs E/W

North Approach

	Out	In	Total
	192	28	220
	1	0	1
	14	3	17
Totals	207	31	238

Loblaws SC

	10	1	3	0
	0	0	1	0
	98	21	73	0
Totals	108	22	77	0






East Approach

	Out	In	Total
	1632	1380	3012
	23	26	49
	9	6	15
Totals	1664	1412	3076

Baseline Rd

				Totals
0	0	1		1
2	0	19		21
1	25	1171		1197
2	1	140		143






Peds: 22

Peds: 26



Peds: 26

Peds: 15

Baseline Rd

Totals			
2	1	0	1
8	7	0	1
1575	1545	23	7
79	79	0	0






West Approach

	Out	In	Total
	1331	1744	3075
	26	23	49
	5	17	22
Totals	1362	1784	3146

				
Totals	100	2	136	0
	100	2	135	0
	0	0	0	0
	0	0	1	0

Loblaws SC

South Approach

	Out	In	Total
	237	240	477
	0	1	1
	1	3	4
Totals	238	244	482

 - Cars

 - Trucks

 - Bicycles

Comments

Peak Hour Summary

Intersection: Baseline Rd & Loblaws SC
Site Code: 2622600001
Count Date: Jul 09, 2026
Period: 15:00 - 18:00

Peak Hour Data (15:30 - 16:30)

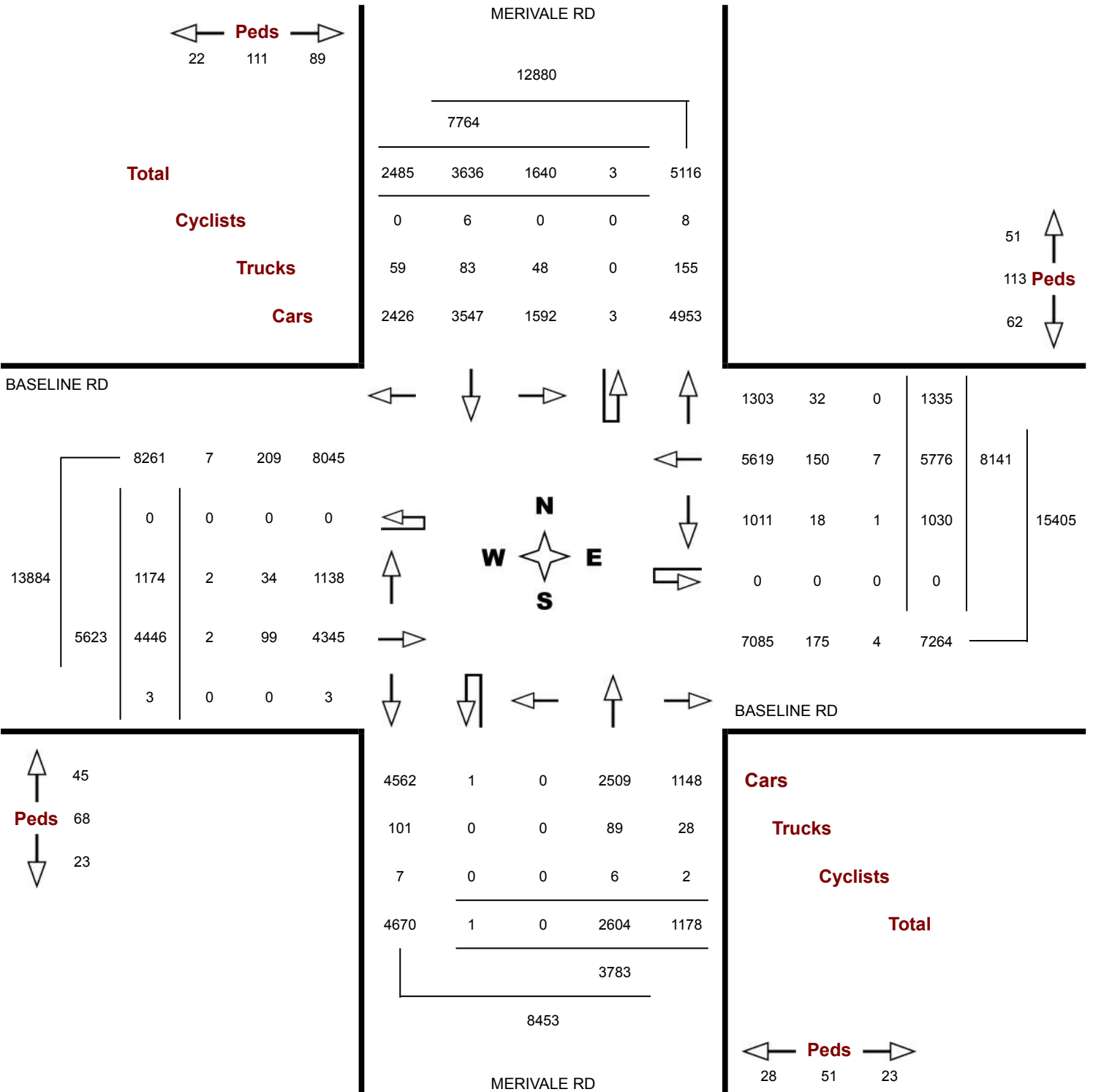
Start Time	North Approach Loblaws SC						South Approach Loblaws SC						East Approach Baseline Rd						West Approach Baseline Rd						Total Vehicles
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	
15:30	15	5	24	0	9	44	29	0	39	0	2	68	26	399	3	0	4	428	3	272	37	0	4	312	852
15:45	14	3	23	0	6	40	27	1	25	0	4	53	15	392	2	0	2	409	6	310	43	1	5	360	862
16:00	28	12	36	0	7	76	21	1	37	0	4	59	18	382	3	2	12	405	7	286	31	0	7	324	864
16:15	20	2	25	0	4	47	23	0	35	0	5	58	20	402	0	0	8	422	5	329	32	0	6	366	893
Grand Total	77	22	108	0	26	207	100	2	136	0	15	238	79	1575	8	2	26	1664	21	1197	143	1	22	1362	3471
Approach %	37.2	10.6	52.2	0	-	-	42	0.8	57.1	0	-	-	4.7	94.7	0.5	0.1	-	-	1.5	87.9	10.5	0.1	-	-	-
Totals %	2.2	0.6	3.1	0	6	6	2.9	0.1	3.9	0	6.9	6.9	2.3	45.4	0.2	0.1	47.9	47.9	0.6	34.5	4.1	0	39.2	39.2	39.2
PHF	0.69	0.46	0.75	0	0.68	0.68	0.86	0.5	0.87	0	0.88	0.88	0.76	0.98	0.67	0.25	0.97	0.97	0.75	0.91	0.83	0.25	0.93	0.93	0.97
Cars	73	21	98	0	192	192	100	2	135	0	237	237	79	1545	7	1	1632	1632	19	1171	140	1	1331	1331	3392
% Cars	94.8	95.5	90.7	0	92.8	92.8	100	100	99.3	0	99.6	99.6	100	98.1	87.5	50	98.1	98.1	90.5	97.8	97.9	100	97.7	97.7	97.7
Trucks	1	0	0	0	1	1	0	0	0	0	0	0	0	23	0	0	23	23	0	25	1	0	26	26	50
% Trucks	1.3	0	0	0	0.5	0.5	0	0	0	0	0	0	0	1.5	0	0	1.4	1.4	0	2.1	0.7	0	1.9	1.9	1.4
Bicycles	3	1	10	0	14	14	0	0	1	0	1	1	0	7	1	1	9	9	2	1	2	0	5	5	29
% Bicycles	3.9	4.5	9.3	0	6.8	6.8	0	0	0.7	0	0.4	0.4	0	0.4	12.5	50	0.5	0.5	9.5	0.1	1.4	0	0.4	0.4	0.8
Peds					26	26					15	15					26	26					22	22	89
% Peds					29.2	29.2					16.9	16.9					29.2	29.2					24.7	24.7	24.7

A.4 Baseline Road and Merivale Road



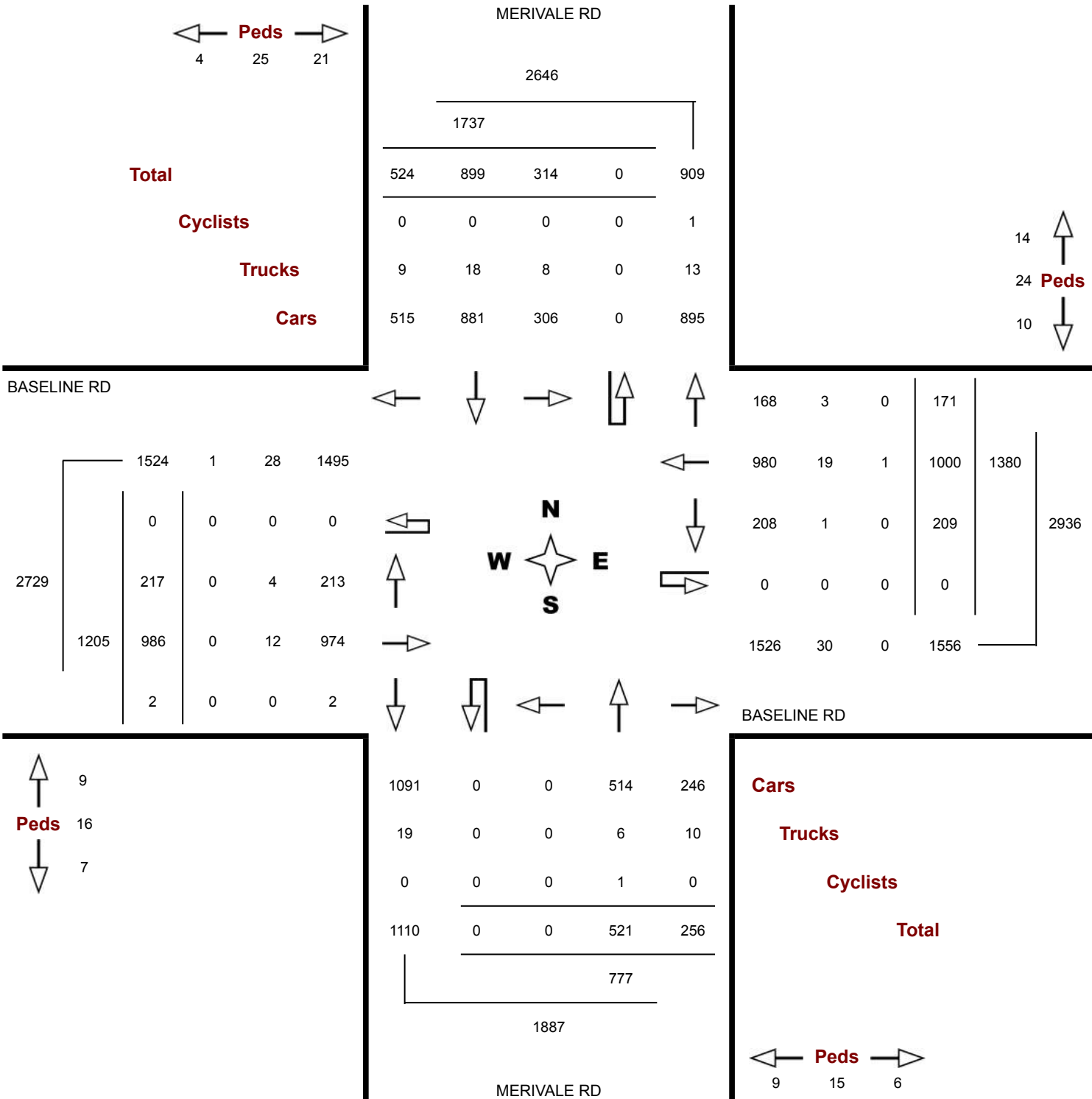
TMC Full Diagram

BASELINE RD @ MERIVALE RD				
Municipality	Ottawa	GeoID	0002342	
Jurisdiction	Regional Municipality	Traffic Control	Traffic Signal	
Count Date	Thursday, May 21, 2026	Count Period	7:00 AM	- 6:00 PM
Major dir.	East-West			



TMC Full Peak Hour Diagram

BASELINE RD @ MERIVALE RD				
Municipality	Ottawa	GeoID	0002342	
Jurisdiction	Regional Municipality	Traffic Control	Traffic Signal	
Count Date	Thursday, May 21, 2026	Count Period	7:00 AM	- 6:00 PM
Major dir.	East-West	Peak Hour	4:45 PM	- 5:45 PM



TMC Full 15 minutes Increments

BASELINE RD @ MERIVALE RD									
Municipality	Ottawa				GeoID	0002342			
Jurisdiction	Regional Municipality				Traffic Control	Traffic Signal			
Count Date	Thursday, May 21, 2026				Count Period	7:00 AM	-	6:00 PM	
Major dir.	East-West								

MERIVALE RD										BASELINE RD								
North Approach					South Approach					East Approach				West Approach				Grand Total
Time Period		LT	TH	RT	TOT	LT	TH	RT	TOT	LT	TH	RT	TOT	LT	TH	RT	TOT	
7:00	7:15	34	50	58	142	0	67	18	85	9	145	41	195	29	130	0	159	581
7:15	7:30	52	62	52	166	0	68	30	98	20	198	56	274	35	140	0	175	713
7:30	7:45	46	77	68	191	0	106	38	144	17	238	61	316	42	147	0	189	840
7:45	8:00	54	109	76	239	0	96	44	140	24	255	79	358	41	167	0	208	945
8:00	8:15	62	94	84	240	0	111	38	149	27	237	73	337	39	174	0	213	939
8:15	8:30	84	105	77	266	0	123	56	179	25	271	80	376	36	198	0	234	1,055
8:30	8:45	69	127	90	286	0	134	65	199	52	230	68	350	55	160	0	215	1,050
8:45	9:00	70	131	110	311	0	110	41	151	52	248	72	372	45	141	0	186	1,020
9:00	9:15	58	101	90	249	0	101	52	153	44	221	58	323	48	121	0	169	894
9:15	9:30	72	116	81	269	0	77	50	127	40	274	72	386	24	146	0	170	952
9:30	9:45	52	109	82	243	0	93	31	124	33	192	51	276	53	131	0	184	827
9:45	10:00	45	111	90	246	0	76	27	103	44	158	58	260	56	136	0	192	801
15:00	15:15	90	164	120	374	0	125	40	165	40	259	58	357	51	181	1	233	1,129
15:15	15:30	79	167	119	365	0	107	56	163	72	289	63	424	62	184	0	246	1,198
15:30	15:45	86	212	140	438	0	117	62	179	50	248	42	340	59	196	0	255	1,212
15:45	16:00	68	181	122	371	0	97	48	145	49	277	48	374	66	194	0	260	1,150
16:00	16:15	87	234	137	458	0	117	49	166	46	272	43	361	49	217	0	266	1,251
16:15	16:30	70	222	127	419	0	133	70	203	66	251	45	362	70	227	0	297	1,281
16:30	16:45	86	183	102	371	0	115	63	178	56	259	43	358	50	245	0	295	1,202
16:45	17:00	94	238	129	461	0	127	60	187	36	219	38	293	61	225	0	286	1,227
17:00	17:15	89	226	115	430	0	128	80	208	55	253	37	345	54	243	0	297	1,280
17:15	17:30	67	240	138	445	0	146	61	207	48	250	48	346	45	246	2	293	1,291
17:30	17:45	64	195	142	401	0	120	55	175	70	278	48	396	57	272	0	329	1,301
17:45	18:00	62	182	136	380	0	110	44	154	55	254	53	362	47	225	0	272	1,168
Total		1,640	3,636	2,485	7,764	0	2,604	1,178	3,783	1,030	5,776	1,335	8,141	1,174	4,446	3	5,623	25311

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

TMC Full Study Cyclist Volume

BASELINE RD @ MERIVALE RD				
Municipality	Ottawa	GeoID	0002342	
Jurisdiction	Regional Municipality	Traffic Control	Traffic Signal	
Count Date	Thursday, May 21, 2026	Count Period	7:00 AM	- 6:00 PM
Major dir.	East-West			

MERIVALE RD					BASELINE RD			
Start Time	End Time	N Approach	S Approach	N-S Total	E Approach	W Approach	E-W Total	Grand Total
07:00	07:15	0	1	1	0	1	1	2
07:15	07:30	0	0	0	1	0	1	1
07:30	07:45	0	1	1	1	0	1	2
07:45	08:00	0	0	0	2	0	2	2
08:00	08:15	1	0	1	2	1	3	4
08:15	08:30	2	0	2	0	0	0	2
08:30	08:45	2	0	2	3	0	3	5
08:45	09:00	1	1	2	3	1	4	6
09:00	09:15	0	1	1	1	0	1	2
09:15	09:30	2	0	2	0	0	0	2
09:30	09:45	0	1	1	1	0	1	2
09:45	10:00	0	0	0	0	0	0	0
15:00	15:15	1	0	1	1	0	1	2
15:15	15:30	1	1	2	3	0	3	5
15:30	15:45	2	0	2	1	0	1	3
15:45	16:00	1	1	2	2	0	2	4
16:00	16:15	0	3	3	3	0	3	6
16:15	16:30	4	1	5	0	2	2	7
16:30	16:45	2	4	6	3	0	3	9
16:45	17:00	0	1	1	0	1	1	2
17:00	17:15	0	0	0	4	0	4	4
17:15	17:30	0	0	0	2	0	2	2
17:30	17:45	1	0	1	1	0	1	2
17:45	18:00	4	0	4	2	0	2	6
Grand Total		24	16	40	36	6	42	82

TMC Full Study Pedestrian Volume

BASELINE RD @ MERIVALE RD				
Municipality	Ottawa	GeoID	0002342	
Jurisdiction	Regional Municipality	Traffic Control	Traffic Signal	
Count Date	Thursday, May 21, 2026	Count Period	7:00 AM	- 6:00 PM
Major dir.	East-West			

MERIVALE RD					BASELINE RD			
Start Time	End Time	N Approach	S Approach	N-S Total	E Approach	W Approach	E-W Total	Grand Total
07:00	07:15	4	2	6	5	3	8	14
07:15	07:30	1	0	1	2	0	2	3
07:30	07:45	2	1	3	2	0	2	5
07:45	08:00	2	1	3	5	1	6	9
08:00	08:15	4	0	4	4	0	4	8
08:15	08:30	10	0	10	10	0	10	20
08:30	08:45	3	0	3	7	0	7	10
08:45	09:00	4	0	4	2	0	2	6
09:00	09:15	5	7	12	6	5	11	23
09:15	09:30	6	2	8	1	1	2	10
09:30	09:45	1	2	3	5	0	5	8
09:45	10:00	4	2	6	3	0	3	9
15:00	15:15	6	0	6	6	6	12	18
15:15	15:30	2	3	5	4	5	9	14
15:30	15:45	3	2	5	10	5	15	20
15:45	16:00	6	1	7	4	3	7	14
16:00	16:15	11	2	13	5	8	13	26
16:15	16:30	4	3	7	1	5	6	13
16:30	16:45	8	5	13	4	4	8	21
16:45	17:00	5	2	7	4	4	8	15
17:00	17:15	4	4	8	6	3	9	17
17:15	17:30	11	4	15	5	7	12	27
17:30	17:45	5	5	10	9	2	11	21
17:45	18:00	0	3	3	3	6	9	12
Grand Total		111	51	162	113	68	181	343

TMC Full Study Heavy Vehicles

BASELINE RD @ MERIVALE RD									
Municipality	Ottawa				GeoID	0002342			
Jurisdiction	Regional Municipality				Traffic Control	Traffic Signal			
Count Date	Thursday, May 21, 2026				Count Period	7:00 AM	-	6:00 PM	
Major dir.	East-West								

MERIVALE RD										BASELINE RD								
North Approach					South Approach					East Approach				West Approach				Grand Total
Time Period		LT	TH	RT	TOT	LT	TH	RT	TOT	LT	TH	RT	TOT	LT	TH	RT	TOT	
7:00	7:15	1	1	2	4	0	9	0	9	1	3	4	8	2	4	0	6	27
7:15	7:30	2	3	1	6	0	6	1	7	0	7	3	10	1	3	0	4	27
7:30	7:45	2	2	2	6	0	6	0	6	1	14	2	17	1	1	0	2	31
7:45	8:00	1	4	2	7	0	3	2	5	1	8	4	13	1	4	0	5	30
8:00	8:15	5	3	3	11	0	7	1	8	3	7	0	10	2	3	0	5	34
8:15	8:30	1	6	5	12	0	2	3	5	0	5	3	8	0	6	0	6	31
8:30	8:45	3	4	4	11	0	6	0	6	2	10	1	13	1	10	0	11	41
8:45	9:00	1	4	4	9	0	4	0	4	0	9	1	10	1	7	0	8	31
9:00	9:15	5	6	4	15	0	3	1	4	0	9	1	10	3	6	0	9	38
9:15	9:30	2	3	2	7	0	5	2	7	2	13	0	15	2	3	0	5	34
9:30	9:45	2	2	1	5	0	6	2	8	1	7	4	12	1	4	0	5	30
9:45	10:00	1	2	1	4	0	6	0	6	4	7	0	11	1	3	0	4	25
15:00	15:15	1	2	3	6	0	3	1	4	0	6	2	8	1	3	0	4	22
15:15	15:30	2	1	2	5	0	5	0	5	0	6	1	7	3	7	0	10	27
15:30	15:45	2	4	2	8	0	0	0	0	0	5	1	6	0	2	0	2	16
15:45	16:00	2	3	2	7	0	1	3	4	1	5	0	6	2	2	0	4	21
16:00	16:15	1	4	1	6	0	3	0	3	1	3	0	4	4	5	0	9	22
16:15	16:30	1	4	5	10	0	2	1	3	0	3	1	4	3	8	0	11	28
16:30	16:45	4	6	3	13	0	4	1	5	0	3	0	3	0	4	0	4	25
16:45	17:00	4	3	4	11	0	3	1	4	0	5	0	5	2	2	0	4	24
17:00	17:15	1	10	1	12	0	0	3	3	1	4	1	6	1	0	0	1	22
17:15	17:30	3	5	3	11	0	2	3	5	0	4	2	6	1	3	0	4	26
17:30	17:45	0	0	1	1	0	1	3	4	0	6	0	6	0	7	0	7	18
17:45	18:00	1	1	1	3	0	2	0	2	0	1	1	2	1	2	0	3	10
Total		48	83	59	190	0	89	28	117	18	150	32	200	34	99	0	133	640

TMC Full Study 15 Minutes U-Turn-Total

BASELINE RD @ MERIVALE RD					
Municipality	Ottawa		GeoID	0002342	
Jurisdiction	Regional Municipality		Traffic Control	Traffic Signal	
Count Date	Thursday, May 21, 2026		Count Period	7:00 AM	- 6:00 PM
Major dir.	East-West				

		MERIVALE RD		BASELINE RD		Grand Total
Time Period		Northbound U-turn Total	Southbound U-turn Total	Eastbound U-turn Total	Westbound U-turn Total	
7:00	7:15	0	0	0	0	0
7:15	7:30	0	0	0	0	0
7:30	7:45	0	0	0	0	0
7:45	8:00	0	0	0	0	0
8:00	8:15	0	0	0	0	0
8:15	8:30	0	0	0	0	0
8:30	8:45	0	0	0	0	0
8:45	9:00	0	0	0	0	0
9:00	9:15	0	0	0	0	0
9:15	9:30	0	0	0	0	0
9:30	9:45	0	0	0	0	0
9:45	10:00	1	0	0	0	1
15:00	15:15	2	0	0	0	2
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	1	0	0	1
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
17:45	18:00	0	0	0	0	0
Total		3	1	0	0	4

Appendix B Signal Timing data

B.1 Baseline Road and Clyde Avenue

Traffic Signal Timing			
City of Ottawa, Public Works Department			
Traffic Signal Operations Unit			
Intersection:	Main: Baseline	Side: Clyde	
Controller:	MS 3200	TSD: 5055	
Author:	Thierno Niang	Date: 11-Mar-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	120	120	130	110	120			
Offset	19	82	53	X	82			
EB Thru	41	42	51	34	35	7	21	3.7+2.7
WB Thru	41	42	51	34	35	7	21	3.7+2.7
NB Left (fp)	21	20	21	18	24	-	-	3.3+3.3
SB Left (fp)	21	20	21	18	24	-	-	3.3+3.3
NB Thru	40	40	40	40	43	7	26	3.3+3.6
SB Thru	40	40	40	40	43	7	26	3.3+3.6
EB Left (fp)	18	18	18	18	18	-	-	3.7+2.8
WB Left (fp)	18	18	18	18	18	-	-	3.7+2.8

Phasing Sequence‡

Plan: All



Schedule

Weekday		Saturday		Sunday	
Time	Plan	Time	Plan	Time	Plan
0:15	4	0:15	4	0:15	4
6:30	1	8:30	5	8:30	2
9:30	2	19:00	2	11:30	5
15:00	3	23:30	4	17:30	2
18:30	2			23:30	4
23:30	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)

B.2 Baseline Road and Smart Centre/Walmart Plaza

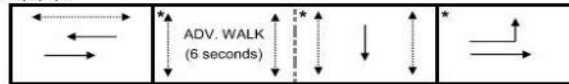
Traffic Signal Timing			
City of Ottawa, Public Works Department			
Traffic Signal Operations Unit			
Intersection:	Main: Baseline	Side: Walmart	
Controller:	MS 3200	TSD: 6780	
Author:	Thierno Niang	Date: 11-Mar-2026	

Existing Timing Plans[†]

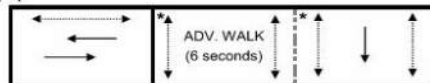
	Plan					Ped Minimum Time		
	AM Peak 1	Off Peak 2	PM Peak 3	Night 4	Weekend 5	Walk	DW	A+R
Cycle	120	120	130	70	120			
Offset	55	107	48	X	107			
EB Thru	82	82	92	32	82	-	-	3.7+2.1
WB Thru	67	64	78	32	64	7	16	3.7+2.1
SB Thru	38	38	38	38	38	7	25	3.3+2.9
EB Left	15	18	14	-	18	-	-	3.7+2.8

Phasing Sequence[†]

Plan: 1, 2, 3, 5



Plan: 4



Notes: 1) In all plans, the EB Thru movement has a min recall of 18s green

Schedule

Weekday		Saturday		Sunday	
Time	Plan	Time	Plan	Time	Plan
0:15	4	0:15	4	0:15	4
6:30	1	8:30	5	8:30	2
9:30	2	19:00	2	11:30	5
15:00	3	23:30	4	17:30	2
18:30	2			23:30	4
23:30	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)



B.3 Baseline Road and Loblaws

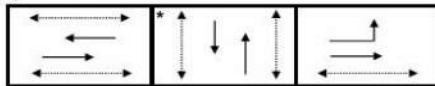
Traffic Signal Timing			
City of Ottawa, Public Works Department			
Traffic Signal Operations Unit			
Intersection:	Main: Baseline	Side: Loblaws	
Controller:	ATC 3	TSD: 5448	
Author:	Thierno Niang	Date: 11-Mar-2026	

Existing Timing Plans[†]

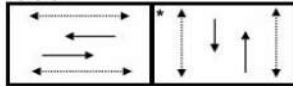
	Plan					Ped Minimum Time		
	AM Peak	Off Peak	PM Peak	Night	Weekend	Walk	DW	A+R
Cycle	120	120	130	70	120			
Offset	48	100	36	X	100			
EB Thru	60	80	90	35	80	19	7	3.7+1.9
WB Thru	60	80	90	35	80	19	7	3.7+1.9
NB Thru	40	40	40	35	40	7	21	3.3+3.0
SB Thru	40	40	40	35	40	7	21	3.3+3.0
EB Left	20	-	-	-	-	-	-	3.7+2.0

Phasing Sequence[‡]

Plan: 1



Plan: 2, 3, 4, 5



Notes: 1) In plan 1, 3, 4, any unused time will go to the EW movements
2) The EW U-Turn movements are prohibited

Schedule

Weekday		Saturday		Sunday	
Time	Plan	Time	Plan	Time	Plan
0:15	4	0:15	4	0:15	4
6:30	1	8:30	5	8:30	2
9:30	2	19:00	2	11:30	5
15:00	3	23:30	4	17:30	2
18:30	2			23:30	4
23:30	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)

B.4 Baseline Road and Merivale Road

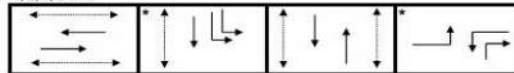
Traffic Signal Timing			
City of Ottawa, Public Works Department			
Traffic Signal Operations Unit			
Intersection:	Main: Baseline	Side: Merivale	
Controller:	ATC 3	TSD: 5190	
Author:	Thierno Niang	Date: 11-Mar-2026	

Existing Timing Plans[†]

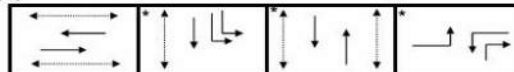
	Plan						Ped Minimum Time		
	AM Peak	Off Peak	PM Peak	Night	Weekend	Evening	Walk	DW	A+R
Cycle	120	120	140	110	120	130			
Offset	45	88	19	11	88	19			
EB Thru	43	42	60	47	42	50	7	27	3.7+3.4
WB Thru	43	42	60	47	42	50	7	27	3.7+3.4
SB Left (fp)	18	18	20	14	16	17	-	-	3.7+2.8
NB Thru	35	35	35	35	35	35	7	21	3.7+2.9
SB Thru	53	53	55	49	51	52	7	21	3.7+2.9
EB Left (fp)	24	25	25	14	27	28	-	-	3.7+3.4
WB Left (fp)	24	25	25	14	27	28	-	-	3.7+3.4
NB Right	24	25	25	14	27	28	-	-	3.7+3.4

Phasing Sequence[†]

Plan: 1, 2, 3, 5 & 13



Plan: 4



- Notes:**
- 1) For all plans, there is a max recall for the NB Thru movement
 - 2) For plan 1, any unused time will go to the EW Thru phase
 - 3) For plan 1, if the NS pedestrian phase is not actuated; the NS Thru movement will force off 8s early
 - 4) For plan 4, the SB Thru movement has a min recall of 10s green
 - 5) The U-turn movement is prohibited in the EB and WB directions
 - 6) The NB left turn movement is prohibited

Schedule

Weekday		Saturday		Sunday	
Time	Plan	Time	Plan	Time	Plan
0:15	4	0:15	4	0:15	4
6:30	1	8:30	5	8:30	2
9:30	2	19:00	2	11:30	5
15:00	3	23:30	4	17:30	2
17:30	13			23:30	4
18:30	2				
23:30	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

Accident Year	Location	Classification Of Accident	Initial Impact Type	Environment Condition 1	Max injury	num of injuries	num of minimal	num of minor
2019	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2019	BASELINE RD @ LOBLAWS SC (0009097)	02 - Non-fatal injury	05 - Turning movement	01 - Clear	Minimal	2	2	
2019	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2019	BASELINE RD @ 207 E OF CLYDE AVE/WALMART SC (0008213)	03 - P.D. only	03 - Rear end	01 - Clear				
2019	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	03 - Snow				
2019	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2019	BASELINE RD @ CLYDE AVE (0002343)	02 - Non-fatal injury	99 - Other	01 - Clear	Minimal	1	1	
2019	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2019	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	02 - Angle	01 - Clear				
2019	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	02 - Angle	01 - Clear				
2019	BASELINE RD @ CLYDE AVE (0002343)	02 - Non-fatal injury	03 - Rear end	04 - Freezing Rain	Minor	1	1	1
2019	BASELINE RD @ CLYDE AVE (0002343)	02 - Non-fatal injury	03 - Rear end	01 - Clear	Minimal	1	1	
2019	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2019	BASELINE RD @ MERIVALE RD (0002342)	02 - Non-fatal injury	03 - Rear end	01 - Clear	Minimal	1	1	
2019	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	02 - Angle	01 - Clear				
2019	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2019	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2019	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2019	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2019	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	05 - Turning movement	01 - Clear				
2019	BASELINE RD btwn 207 E OF CLYDE AVE/WALMART SC & LOBLAWS SC (_32096DB)	02 - Non-fatal injury	99 - Other	01 - Clear	Minor	1	1	1
2019	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2019	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	02 - Rain				
2019	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2019	BASELINE RD @ MERIVALE RD (0002342)	02 - Non-fatal injury	03 - Rear end	01 - Clear	Minimal	1	1	
2019	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	02 - Angle	01 - Clear				
2019	BASELINE RD btwn LOBLAWS SC & MERIVALE RD (_32096DC)	03 - P.D. only	03 - Rear end	01 - Clear				
2019	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2019	BASELINE RD @ LOBLAWS SC (0009097)	03 - P.D. only	02 - Angle	01 - Clear				
2019	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	05 - Turning movement	01 - Clear				
2019	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	02 - Angle	01 - Clear				
2019	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	99 - Other	01 - Clear				
2019	BASELINE RD @ 207 E OF CLYDE AVE/WALMART SC (0008213)	02 - Non-fatal injury	05 - Turning movement	01 - Clear	Minor	1	1	1
2019	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2019	BASELINE RD @ 207 E OF CLYDE AVE/WALMART SC (0008213)	02 - Non-fatal injury	03 - Rear end	01 - Clear	Minor	1	1	1
2019	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2019	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2019	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2019	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2019	BASELINE RD @ 207 E OF CLYDE AVE/WALMART SC (0008213)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2019	BASELINE RD btwn 207 E OF CLYDE AVE/WALMART SC & LOBLAWS SC (_32096DB)	03 - P.D. only	03 - Rear end	01 - Clear				
2019	BASELINE RD btwn LOBLAWS SC & MERIVALE RD (_32096DC)	03 - P.D. only	03 - Rear end	01 - Clear				
2019	BASELINE RD @ LOBLAWS SC (0009097)	03 - P.D. only	05 - Turning movement	01 - Clear				
2019	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2019	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2019	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2019	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2019	BASELINE RD btwn LOBLAWS SC & MERIVALE RD (_32096DC)	03 - P.D. only	04 - Sideswipe	02 - Rain				
2019	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2019	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2019	BASELINE RD @ CLYDE AVE (0002343)	02 - Non-fatal injury	03 - Rear end	01 - Clear	Minor	1	1	1
2019	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	04 - Sideswipe	02 - Rain				
2019	BASELINE RD @ 207 E OF CLYDE AVE/WALMART SC (0008213)	03 - P.D. only	03 - Rear end	01 - Clear				



1345 Baseline Road

Appendix C Collision Data

2019	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	02 - Angle	03 - Snow				
2019	BASELINE RD btwn CLYDE AVE & 207 E OF CLYDE AVE/WALMART SC (_32096DA)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2019	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2019	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2019	BASELINE RD btwn CLYDE AVE & 207 E OF CLYDE AVE/WALMART SC (_32096DA)	03 - P.D. only	03 - Rear end	01 - Clear				
2019	BASELINE RD @ 207 E OF CLYDE AVE/WALMART SC (0008213)	02 - Non-fatal injury	07 - SMV other	01 - Clear	Minor	1		1
2019	BASELINE RD btwn CLYDE AVE & 207 E OF CLYDE AVE/WALMART SC (_32096DA)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2019	BASELINE RD @ LOBLAWS SC (0009097)	03 - P.D. only	03 - Rear end	02 - Rain				
2019	BASELINE RD btwn CLYDE AVE & 207 E OF CLYDE AVE/WALMART SC (_32096DA)	03 - P.D. only	03 - Rear end	01 - Clear				
2019	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2019	BASELINE RD @ LOBLAWS SC (0009097)	02 - Non-fatal injury	03 - Rear end	01 - Clear	Minimal	1		1
2019	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	07 - SMV other	04 - Freezing Rain				
2020	BASELINE RD @ LOBLAWS SC (0009097)	03 - P.D. only	05 - Turning movement	03 - Snow				
2020	BASELINE RD/HERON RD @ PRINCE OF WALES DR (0002345)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2020	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	03 - Snow				
2020	BASELINE RD btwn LOBLAWS SC & MERIVALE RD (_32096DC)	03 - P.D. only	03 - Rear end	01 - Clear				
2020	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	03 - Snow				
2020	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	05 - Drifting Snow				
2020	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	03 - Snow				
2020	BASELINE RD @ NAVAHO DR (0003158)	02 - Non-fatal injury	07 - SMV other	03 - Snow	Minimal	1		1
2020	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2020	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2020	BASELINE RD btwn CLYDE AVE & 207 E OF CLYDE AVE/WALMART SC (_32096DA)	03 - P.D. only	03 - Rear end	01 - Clear				
2020	BASELINE RD @ 207 E OF CLYDE AVE/WALMART SC (0008213)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2020	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	03 - Snow				
2020	BASELINE RD @ 207 E OF CLYDE AVE/WALMART SC (0008213)	02 - Non-fatal injury	07 - SMV other	01 - Clear	Minor	1		1
2020	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2020	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2020	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2020	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	03 - Snow				
2020	BASELINE RD @ MERIVALE RD (0002342)	02 - Non-fatal injury	03 - Rear end	01 - Clear	Minor	1		1
2020	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2020	BASELINE RD @ CLYDE AVE (0002343)	02 - Non-fatal injury	02 - Angle	01 - Clear	Minor	2	1	1
2020	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	02 - Angle	01 - Clear				
2020	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	03 - Snow				
2020	BASELINE RD btwn CLYDE AVE & 207 E OF CLYDE AVE/WALMART SC (_32096DA)	03 - P.D. only	03 - Rear end	01 - Clear				
2020	BASELINE RD btwn CLYDE AVE & 207 E OF CLYDE AVE/WALMART SC (_32096DA)	03 - P.D. only	07 - SMV other	01 - Clear				
2020	BASELINE RD @ CLYDE AVE (0002343)	02 - Non-fatal injury	02 - Angle	01 - Clear	Minimal	1		1
2020	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2020	BASELINE RD @ CLYDE AVE (0002343)	02 - Non-fatal injury	03 - Rear end	01 - Clear	Minimal	1		1
2020	BASELINE RD btwn CLYDE AVE & 207 E OF CLYDE AVE/WALMART SC (_32096DA)	03 - P.D. only	02 - Angle	01 - Clear				
2020	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2020	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	02 - Angle	01 - Clear				
2020	BASELINE RD @ CLYDE AVE (0002343)	02 - Non-fatal injury	03 - Rear end	01 - Clear	Minor	1		1
2020	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	02 - Rain				
2020	BASELINE RD @ LOBLAWS SC (0009097)	03 - P.D. only	05 - Turning movement	01 - Clear				
2020	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2020	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2020	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	02 - Angle	01 - Clear				
2020	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2020	BASELINE RD @ CLYDE AVE (0002343)	02 - Non-fatal injury	05 - Turning movement	01 - Clear	Minor	1		1
2020	BASELINE RD @ MERIVALE RD (0002342)	02 - Non-fatal injury	07 - SMV other	01 - Clear	Minor	1		1
2020	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	04 - Sideswipe	01 - Clear				



1345 Baseline Road
Appendix C Collision Data

2020	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	02 - Angle	01 - Clear			
2020	BASELINE RD btwn 207 E OF CLYDE AVE/WALMART SC & LOBLAWS SC (_32096DB)	03 - P.D. only	03 - Rear end	01 - Clear			
2020	BASELINE RD @ GREENBANK RD (0002357)	02 - Non-fatal injury	04 - Sideswipe	01 - Clear	Minor	1	1
2020	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear			
2020	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	04 - Sideswipe	01 - Clear			
2020	BASELINE RD btwn LOBLAWS SC & MERIVALE RD (_32096DC)	03 - P.D. only	03 - Rear end	02 - Rain			
2020	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	02 - Angle	01 - Clear			
2020	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear			
2020	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	02 - Rain			
2020	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear			
2020	BASELINE RD @ 207 E OF CLYDE AVE/WALMART SC (0008213)	02 - Non-fatal injury	07 - SMV other	03 - Snow	Minor	1	1
2020	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	05 - Turning movement	03 - Snow			
2020	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	04 - Sideswipe	03 - Snow			
2020	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	03 - Snow			
2020	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	04 - Sideswipe	01 - Clear			
2020	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	02 - Rain			
2020	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	99 - Other	01 - Clear			
2020	BASELINE RD @ CLYDE AVE (0002343)	02 - Non-fatal injury	07 - SMV other	07 - Fog, mist, smoke, dust	Minimal	1	1
2021	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	03 - Snow			
2021	BASELINE RD @ CLYDE AVE (0002343)	02 - Non-fatal injury	03 - Rear end	01 - Clear	Minimal	1	1
2021	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	03 - Snow			
2021	BASELINE RD @ LOBLAWS SC (0009097)	02 - Non-fatal injury	05 - Turning movement	03 - Snow	Minimal	2	2
2021	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	07 - SMV other	03 - Snow			
2021	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear			
2021	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear			
2021	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	03 - Snow			
2021	BASELINE RD @ CLYDE AVE (0002343)	02 - Non-fatal injury	03 - Rear end	01 - Clear	Minimal	1	1
2021	BASELINE RD @ 207 E OF CLYDE AVE/WALMART SC (0008213)	03 - P.D. only	02 - Angle	01 - Clear			
2021	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	02 - Angle	01 - Clear			
2021	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	04 - Sideswipe	01 - Clear			
2021	BASELINE RD @ CLYDE AVE (0002343)	02 - Non-fatal injury	07 - SMV other	01 - Clear	Minor	1	1
2021	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	04 - Freezing Rain			
2021	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear			
2021	BASELINE RD btwn LOBLAWS SC & MERIVALE RD (_32096DC)	02 - Non-fatal injury	02 - Angle	01 - Clear	Minimal	1	1
2021	BASELINE RD @ CLYDE AVE (0002343)	02 - Non-fatal injury	03 - Rear end	01 - Clear	Minimal	1	1
2021	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	04 - Sideswipe	01 - Clear			
2021	BASELINE RD @ MERIVALE RD (0002342)	02 - Non-fatal injury	03 - Rear end	01 - Clear	Minor	1	1
2021	BASELINE RD @ 207 E OF CLYDE AVE/WALMART SC (0008213)	02 - Non-fatal injury	07 - SMV other	01 - Clear	Minor	2	1
2021	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear			
2021	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	02 - Angle	01 - Clear			
2021	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear			
2021	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	02 - Rain			
2021	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear			
2021	BASELINE RD @ LOBLAWS SC (0009097)	03 - P.D. only	03 - Rear end	01 - Clear			
2021	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	04 - Sideswipe	01 - Clear			
2021	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear			
2021	ERINDALE DR @ BASELINE RD (0003209)	03 - P.D. only	02 - Angle	02 - Rain			
2021	BASELINE RD @ MERIVALE RD (0002342)	02 - Non-fatal injury	07 - SMV other	01 - Clear	Minor	1	1
2021	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	05 - Turning movement	02 - Rain			
2021	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	04 - Sideswipe	01 - Clear			
2021	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear			
2021	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	02 - Angle	02 - Rain			
2021	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear			
2021	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	05 - Turning movement	01 - Clear			



Appendix C Collision Data

2021	BASILINE RD @ MERIVALE RD (0002342)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2021	BASILINE RD @ CLYDE AVE (0002343)	02 - Non-fatal injury	03 - Rear end	01 - Clear	Minimal	1	1	
2021	BASILINE RD @ MERIVALE RD (0002342)	03 - P.D. only	05 - Turning movement	02 - Rain				
2021	BASILINE RD @ CLYDE AVE (0002343)	04 - Non-reportable	02 - Angle	01 - Clear				
2021	BASILINE RD @ MERIVALE RD (0002342)	03 - P.D. only	05 - Turning movement	01 - Clear				
2022	BASILINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	03 - Snow				
2022	BASILINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2022	BASILINE RD @ MERIVALE RD (0002343)	03 - P.D. only	03 - Rear end	03 - Snow				
2022	BASILINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	03 - Snow				
2022	BASILINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	03 - Snow				
2022	BASILINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2022	BASILINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2022	BASILINE RD @ LOBLAWS SC (0009097)	03 - P.D. only	03 - Rear end	01 - Clear				
2022	BASILINE RD @ MERIVALE RD (0002342)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2022	BASILINE RD @ CLYDE AVE (0002343)	02 - Non-fatal injury	03 - Rear end	03 - Snow	Minimal	1	1	
2022	BASILINE RD @ CLYDE AVE (0002343)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2022	BASILINE RD @ MERIVALE RD (0002342)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2022	BASILINE RD @ MERIVALE RD (0002342)	02 - Non-fatal injury	03 - Rear end	02 - Rain	Minimal	1	1	
2022	BASILINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2022	BASILINE RD @ CLYDE AVE (0002343)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2022	BASILINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2022	BASILINE RD @ MERIVALE RD (0002342)	02 - Non-fatal injury	03 - Rear end	02 - Rain	Minimal	1	1	
2022	BASILINE RD @ MERIVALE RD (0002342)	02 - Non-fatal injury	03 - Rear end	01 - Clear	Minimal	2	2	
2022	BASILINE RD @ CLYDE AVE (0002343)	02 - Non-fatal injury	03 - Rear end	01 - Clear	Minimal	1	1	
2022	BASILINE RD @ MERIVALE RD (0002342)	03 - P.D. only	05 - Turning movement	01 - Clear				
2022	BASILINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2022	BASILINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2022	BASILINE RD @ MERIVALE RD (0002342)	01 - Fatal injury	02 - Angle	01 - Clear	Fatal	4	1	2
2022	BASILINE RD @ CLYDE AVE (0002343)	03 - P.D. only	02 - Angle	01 - Clear				
2022	BASILINE RD @ MERIVALE RD (0002342)	02 - Non-fatal injury	03 - Rear end	01 - Clear	Minimal	1	1	
2022	BASILINE RD @ CLYDE AVE (0002343)	03 - P.D. only	02 - Angle	01 - Clear				
2022	BASILINE RD @ MERIVALE RD (0002342)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2022	BASILINE RD btwn LOBLAWS SC & MERIVALE RD (_ 32096DC)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2022	BASILINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2022	BASILINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2022	BASILINE RD @ CLYDE AVE (0002343)	03 - P.D. only	02 - Angle	01 - Clear				
2022	BASILINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2022	BASILINE RD @ 207 E OF CLYDE AVE/WALMART SC (0008213)	02 - Non-fatal injury	05 - Turning movement	01 - Clear	Minor	1		1
2022	MCWATERS RD @ BASILINE RD (0002657)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2022	BASILINE RD @ CLYDE AVE (0002343)	02 - Non-fatal injury	99 - Other	01 - Clear	Minor	1		1
2022	BASILINE RD @ CLYDE AVE (0002343)	02 - Non-fatal injury	03 - Rear end	01 - Clear	Minimal	1	1	
2022	MCWATERS RD @ BASILINE RD (0002657)	03 - P.D. only	05 - Turning movement	01 - Clear				
2022	BASILINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2022	BASILINE RD @ MERIVALE RD (0002342)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2022	BASILINE RD @ 207 E OF CLYDE AVE/WALMART SC (0008213)	02 - Non-fatal injury	05 - Turning movement	01 - Clear	Minor	1		1
2022	BASILINE RD @ CLYDE AVE (0002343)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2022	BASILINE RD @ MERIVALE RD (0002342)	03 - P.D. only	02 - Angle	01 - Clear				
2022	BASILINE RD @ CLYDE AVE (0002343)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2022	BASILINE RD btwn LOBLAWS SC & MERIVALE RD (_ 32096DC)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2022	BASILINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2022	BASILINE RD @ MERIVALE RD (0002342)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2022	BASILINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2022	BASILINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2022	BASILINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2022	BASILINE RD @ MERIVALE RD (0002342)	02 - Non-fatal injury	02 - Angle	01 - Clear	Minor	2		



1345 Baseline Road

Appendix C Collision Data

2022	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2022	BASELINE RD @ CLYDE AVE (0002343)	04 - Non-reportable	03 - Rear end	01 - Clear				
2022	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2022	BASELINE RD @ 207 E OF CLYDE AVE/WALMART SC (0008213)	03 - P.D. only	02 - Angle	01 - Clear				
2022	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	04 - Sideswipe	02 - Rain				
2022	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	05 - Turning movement	01 - Clear				
2022	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	05 - Turning movement	01 - Clear				
2022	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	99 - Other	01 - Clear				
2024	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	02 - Angle	01 - Clear				
2024	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	02 - Angle	01 - Clear				
2024	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2024	BASELINE RD @ MERIVALE RD (0002342)	02 - Non-fatal injury	03 - Rear end	02 - Rain	Minor	2	1	1
2024	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2024	BASELINE RD @ FISHER AVE (0002346)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2024	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2024	BASELINE RD @ CLYDE AVE (0002343)	02 - Non-fatal injury	03 - Rear end	01 - Clear	Minimal	1	1	
2024	BASELINE RD btwn 207 E OF CLYDE AVE/WALMART SC & LOBLAWS SC (_ 3Z096DB)	03 - P.D. only	03 - Rear end	01 - Clear				
2024	BASELINE RD @ 207 E OF CLYDE AVE/WALMART SC (0008213)	02 - Non-fatal injury	02 - Angle	01 - Clear	Minor	1		1
2024	BASELINE RD btwn LOBLAWS SC & MERIVALE RD (_ 3Z096DC)	03 - P.D. only	04 - Sideswipe	02 - Rain				
2024	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	05 - Turning movement	03 - Snow				
2024	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2024	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	03 - Snow				
2024	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2024	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	06 - Strong wind				
2024	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	05 - Turning movement	03 - Snow				
2024	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2024	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	05 - Turning movement	01 - Clear				
2024	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2024	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2024	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2024	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2024	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	03 - Snow				
2024	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2024	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	05 - Turning movement	01 - Clear				
2024	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2024	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	05 - Turning movement	01 - Clear				
2024	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	02 - Angle	01 - Clear				
2024	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	05 - Turning movement	01 - Clear				
2024	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2024	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2024	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2024	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2024	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2024	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2024	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2024	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2024	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	04 - Sideswipe	01 - Clear				



Appendix D TIA PM Certification Form





Certification Form for TIA Study PM

TIA Plan Reports

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

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

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

CERTIFICATION



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



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



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



I am either a licensed or registered¹ professional in good standing, whose field of expertise



is either transportation engineering



or transportation planning.

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.

Dated at Ottawa this 25 day of May, 20 26.
(City)

Name : Andrey Kirillov

Professional title: Transportation Engineer



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

Office Contact Information (Please Print)

Address: 1331 Clyde Avenue #300

City / Postal Code: Ottawa, ON, K2C 3G4

Telephone / Extension: 613-703-5503

Email Address: andrey.kirillov@stantec.com

Stamp



Revision Date: June 2023

Appendix E Interim Phase Trip Generation



1251 units (full build out)

0.8 0.9

Land Use	AM Peak Period	PM Peak Period
Residential Person-Trips	1001	1126

Mode	AM Peak (%)	AM Peak Period Trips	PM Peak (%)	PM Peak Period Trips
Auto Driver	41%	410	41%	462
Auto Passenger	6%	60	11%	124
Transit	43%	430	33%	372
Cycling	2%	20	2%	23
Walking	8%	80	13%	146

Mode	AM Peak Period Trips	AM Pk. Period-to-pk. Hour Conv. Factor	AM Peak Hour Trips	PM Peak Period Trips	PM Pk. Period-to-pk. Hour Conv. Factor	PM Peak Hour Trips
Auto Driver	410	0.48	197	462	0.44	203
Auto Passenger	60	0.48	29	124	0.44	55
Transit	430	0.55	237	372	0.47	175
Cycling	20	0.58	12	23	0.48	11
Walking	80	0.58	46	146	0.52	76

Mode	AM Peak Hour Inbound Trips	AM Peak Hour Outbound Trips	PM Peak Hour Inbound Trips	PM Peak Hour Outbound Trips
Split	31%	69%	58%	42%
Auto Driver	61	136	118	85
Auto Passenger	9	20	32	23
Transit	73	164	102	74
Cycling	4	8	6	5
Walking	14	32	44	32
Total Person-Trips	161	360	302	219

370 units Phase 1

0.8 0.9

Land Use	AM Peak Period	PM Peak Period
Residential Person-Trips	296	333

Mode	AM Peak (%)	AM Peak Period Trips	PM Peak (%)	PM Peak Period Trips
Auto Driver	41%	121	41%	137
Auto Passenger	6%	18	11%	37
Transit	43%	127	33%	110
Cycling	2%	6	2%	7
Walking	8%	24	13%	43

Mode	AM Peak Period Trips	AM Pk. Period-to-pk. Hour Conv. Factor	AM Peak Hour Trips	PM Peak Period Trips	PM Pk. Period-to-pk. Hour Conv. Factor	PM Peak Hour Trips
Auto Driver	121	0.48	58	137	0.44	60
Auto Passenger	18	0.48	9	37	0.44	16
Transit	127	0.55	70	110	0.47	52
Cycling	6	0.58	3	7	0.48	3
Walking	24	0.58	14	43	0.52	22

Mode	AM Peak Hour Inbound Trips	AM Peak Hour Outbound Trips	PM Peak Hour Inbound Trips	PM Peak Hour Outbound Trips
Split	31%	69%	58%	42%
Auto Driver	18	40	35	25
Auto Passenger	3	6	9	7
Transit	22	48	30	22
Cycling	1	2	2	1
Walking	4	10	13	9
Total Person-Trips	48	106	89	64

944 units Phase 3

0.8 0.9

Land Use	AM Peak Period	PM Peak Period
Residential Person-Trips	755	850

Mode	AM Peak (%)	AM Peak Period Trips	PM Peak (%)	PM Peak Period Trips
Auto Driver	41%	310	41%	349
Auto Passenger	6%	45	11%	94
Transit	43%	325	33%	281
Cycling	2%	15	2%	17
Walking	8%	60	13%	111

Mode	AM Peak Period Trips	AM Pk. Period-to-pk. Hour Conv. Factor	AM Peak Hour Trips	PM Peak Period Trips	PM Pk. Period-to-pk. Hour Conv. Factor	PM Peak Hour Trips
Auto Driver	310	0.48	149	349	0.44	154
Auto Passenger	45	0.48	22	94	0.44	41
Transit	325	0.55	179	281	0.47	132
Cycling	15	0.58	9	17	0.48	8
Walking	60	0.58	35	111	0.52	58

Mode	AM Peak Hour Inbound Trips	AM Peak Hour Outbound Trips	PM Peak Hour Inbound Trips	PM Peak Hour Outbound Trips
Split	31%	69%	58%	42%
Auto Driver	46	103	89	65
Auto Passenger	7	15	24	17
Transit	55	124	77	55
Cycling	3	6	5	3
Walking	11	24	34	24
Total Person-Trips	122	272	229	164

Appendix F Existing Conditions Synchro Intersection Capacity Analysis



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

Existing AM.syn
07/22/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 		 	 		 	 	
Traffic Volume (vph)	165	1128	168	88	618	502	139	480	91	467	724	52
Future Volume (vph)	165	1128	168	88	618	502	139	480	91	467	724	52
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	125.0		45.0	75.0		0.0	90.0		0.0	120.0		0.0
Storage Lanes	1		1	1		1	2		0	2		0
Taper Length (m)	25.0			25.0			0.0			40.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	0.95	0.97	0.95	0.95
Ped Bike Factor	0.99		0.97	1.00		0.97	1.00	1.00		0.99	1.00	
Frt			0.850			0.850		0.976			0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1729	3390	1502	1712	3293	1532	3195	3278	0	3321	3364	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1720	3390	1462	1708	3293	1485	3179	3278	0	3291	3364	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			155			324			18			6
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		330.1			300.5			177.5			209.2	
Travel Time (s)		19.8			18.0			12.8			15.1	
Confl. Peds. (#/hr)	11		10	10		11	9		12	12		9
Confl. Bikes (#/hr)	6		3	3		6	3		5	5		3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	2%	3%	1%	5%	1%	5%	2%	5%	1%	1%	10%
Adj. Flow (vph)	183	1253	187	98	687	558	154	533	101	519	804	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	183	1253	187	98	687	558	154	634	0	519	862	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						
Detector Phase	5	2	2	1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.5	34.4	34.4	11.5	34.4	34.4	11.6	39.9		11.6	39.9	
Total Split (s)	18.0	41.0	41.0	18.0	41.0	41.0	21.0	40.0		21.0	40.0	
Total Split (%)	15.0%	34.2%	34.2%	15.0%	34.2%	34.2%	17.5%	33.3%		17.5%	33.3%	
Maximum Green (s)	11.5	34.6	34.6	11.5	34.6	34.6	14.4	33.1		14.4	33.1	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3		3.3	3.3	
All-Red Time (s)	2.8	2.7	2.7	2.8	2.7	2.7	3.3	3.6		3.3	3.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.4	6.4	6.5	6.4	6.4	6.6	6.9		6.6	6.9	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	
Flash Don't Walk (s)		21.0	21.0		21.0	21.0		26.0			26.0	
Pedestrian Calls (#/hr)		5	5		5	5		5			5	
Act Effect Green (s)	11.5	35.7	35.7	10.4	34.6	34.6	11.1	33.1		14.4	36.4	
Actuated g/C Ratio	0.10	0.30	0.30	0.09	0.29	0.29	0.09	0.28		0.12	0.30	

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

Existing AM.syn
07/22/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	1.11	1.24	0.34	0.66	0.72	0.85	0.52	0.69		1.30	0.84	
Control Delay (s/veh)	151.9	155.1	9.8	38.8	51.7	42.9	58.0	42.4		195.8	48.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	151.9	155.1	9.8	38.8	51.7	42.9	58.0	42.4		195.8	48.0	
LOS	F	F	A	D	D	D	E	D		F	D	
Approach Delay (s/veh)		138.0			47.1			45.4			103.5	
Approach LOS		F			D			D			F	
Queue Length 50th (m)	~49.1	~197.1	5.5	20.3	91.1	100.0	18.1	68.5		~80.7	99.2	
Queue Length 95th (m)	#94.2	#238.8	23.3	m26.5	110.6	#142.4	28.0	89.0		#114.3	#140.6	
Internal Link Dist (m)		306.1			276.5			153.5			185.2	
Turn Bay Length (m)	125.0		45.0	75.0			90.0			120.0		
Base Capacity (vph)	165	1007	543	164	949	658	383	917		398	1024	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	1.11	1.24	0.34	0.60	0.72	0.85	0.40	0.69		1.30	0.84	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 19 (16%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.30

Intersection Signal Delay (s/veh): 90.7

Intersection LOS: F

Intersection Capacity Utilization 101.6%

ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

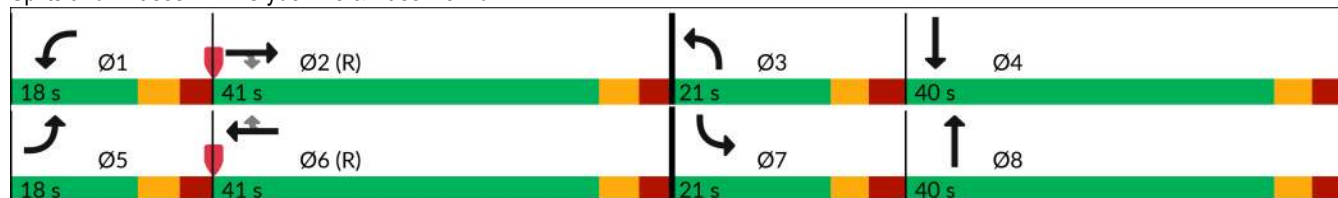
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Clyde Ave & Baseline Rd



Lanes, Volumes, Timings
2: Baseline Rd & SC/Walmart Plaza

Existing AM.syn
07/22/2026



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
Lane Configurations							
Traffic Volume (vph)	74	1612	1165	112	68	43	
Future Volume (vph)	74	1612	1165	112	68	43	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	
Storage Length (m)	170.0			0.0	0.0	0.0	
Storage Lanes	1			0	1	1	
Taper Length (m)	20.0				0.0		
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00	
Ped Bike Factor			1.00		0.99	0.94	
Frt			0.987			0.850	
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1729	3390	3305	0	1729	1517	
Flt Permitted	0.078				0.950		
Satd. Flow (perm)	142	3390	3305	0	1717	1433	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)			12			48	
Link Speed (k/h)		60	60		20		
Link Distance (m)		300.5	153.6		118.3		
Travel Time (s)		18.0	9.2		21.3		
Confl. Peds. (#/hr)	24			24	5	32	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Heavy Vehicles (%)	0%	2%	3%	1%	0%	2%	
Adj. Flow (vph)	82	1791	1294	124	76	48	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	82	1791	1418	0	76	48	
Turn Type	pm+pt	NA	NA		Prot	Perm	
Protected Phases	5	2	6		4		3
Permitted Phases	2					4	
Detector Phase	5	2	6		4	4	
Switch Phase							
Minimum Initial (s)	5.0	10.0	10.0		5.0	5.0	4.0
Minimum Split (s)	11.5	15.8	28.8		32.2	32.2	6.0
Total Split (s)	15.0	81.8	66.8		32.2	32.2	6.0
Total Split (%)	12.5%	68.2%	55.7%		26.8%	26.8%	5%
Maximum Green (s)	8.5	76.0	61.0		26.0	26.0	4.0
Yellow Time (s)	3.7	3.7	3.7		3.3	3.3	2.0
All-Red Time (s)	2.8	2.1	2.1		2.9	2.9	0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	5.8	5.8		6.2	6.2	
Lead/Lag	Lead		Lag		Lag	Lag	Lead
Lead-Lag Optimize?	Yes		Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	C-Max		Max	Max	None
Walk Time (s)			7.0		7.0	7.0	
Flash Don't Walk (s)			16.0		19.0	19.0	
Pedestrian Calls (#/hr)			5		5	5	
Act Effect Green (s)	75.3	76.0	64.5		32.0	32.0	
Actuated g/C Ratio	0.63	0.63	0.54		0.27	0.27	
v/c Ratio	0.44	0.83	0.80		0.16	0.12	

Lanes, Volumes, Timings
2: Baseline Rd & SC/Walmart Plaza

Existing AM.syn
07/22/2026



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
Control Delay (s/veh)	13.8	9.2	5.6		35.0	10.1	
Queue Delay	0.0	0.0	0.7		0.0	0.0	
Total Delay (s/veh)	13.8	9.2	6.3		35.0	10.1	
LOS	B	A	A		C	B	
Approach Delay (s/veh)		9.4	6.3		25.3		
Approach LOS		A	A		C		
Queue Length 50th (m)	1.9	229.5	9.5		13.8	0.0	
Queue Length 95th (m)	m0.5	m4.3	10.8		26.4	9.2	
Internal Link Dist (m)		276.5	129.6		94.3		
Turn Bay Length (m)	170.0						
Base Capacity (vph)	201	2147	1781		461	417	
Starvation Cap Reductn	0	0	120		0	0	
Spillback Cap Reductn	0	0	0		0	0	
Storage Cap Reductn	0	0	0		0	0	
Reduced v/c Ratio	0.41	0.83	0.85		0.16	0.12	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 55 (46%), Referenced to phase 6:WBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay (s/veh): 8.7 Intersection LOS: A
Intersection Capacity Utilization 79.4% ICU Level of Service D
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Baseline Rd & SC/Walmart Plaza



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	154	1389	137	105	1201	41	66	24	80	12	5	10
Future Volume (vph)	154	1389	137	105	1201	41	66	24	80	12	5	10
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	50.0		20.0	45.0		100.0	0.0		50.0	0.0		0.0
Storage Lanes	1		1	1		1	0		1	1		0
Taper Length (m)	20.0			25.0			0.0			0.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.92	0.99		0.90		0.99	0.92	0.94	0.98	
Frt			0.850			0.850			0.850		0.903	
Flt Protected	0.950			0.950				0.965		0.950		
Satd. Flow (prot)	1729	3357	1532	1712	3325	1547	0	1756	1532	1729	1610	0
Flt Permitted	0.073			0.124				0.782		0.692		
Satd. Flow (perm)	133	3357	1409	222	3325	1396	0	1404	1415	1188	1610	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			54			82			75		11	
Link Speed (k/h)		60			60			40			40	
Link Distance (m)		153.6			361.0			54.8			46.2	
Travel Time (s)		9.2			21.7			4.9			4.2	
Confl. Peds. (#/hr)	34		26	26		34	15		51	51		15
Confl. Bikes (#/hr)	1		2	2		1	1					1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	3%	1%	1%	4%	0%	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	171	1543	152	117	1334	46	73	27	89	13	6	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	171	1543	152	117	1334	46	0	100	89	13	17	0
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases	5	2			6			8				4
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	5	2	2	6	6	6	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0	10.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	17.0	31.6	31.6	31.6	31.6	31.6	34.3	34.3	34.3	34.3	34.3	
Total Split (s)	20.0	80.0	80.0	60.0	60.0	60.0	40.0	40.0	40.0	40.0	40.0	
Total Split (%)	16.7%	66.7%	66.7%	50.0%	50.0%	50.0%	33.3%	33.3%	33.3%	33.3%	33.3%	
Maximum Green (s)	14.3	74.4	74.4	54.4	54.4	54.4	33.7	33.7	33.7	33.7	33.7	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3	3.3	3.3	3.3	
All-Red Time (s)	2.0	1.9	1.9	1.9	1.9	1.9	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.7	5.6	5.6	5.6	5.6	5.6		6.3	6.3	6.3	6.3	
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	C-Max	Max	Max	Max	Max	Max	
Walk Time (s)		19.0	19.0	19.0	19.0	19.0	7.0	7.0	7.0	7.0	7.0	
Flash Don't Walk (s)		7.0	7.0	7.0	7.0	7.0	21.0	21.0	21.0	21.0	21.0	
Pedestrian Calls (#/hr)		5	5	5	5	5	5	5	5	5	5	
Act Effct Green (s)	74.3	74.4	74.4	57.0	57.0	57.0		33.7	33.7	33.7	33.7	
Actuated g/C Ratio	0.62	0.62	0.62	0.48	0.48	0.48		0.28	0.28	0.28	0.28	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.72	0.74	0.17	1.11	0.84	0.07		0.25	0.20	0.04	0.04	
Control Delay (s/veh)	52.0	9.3	5.2	111.3	15.4	0.1		35.6	10.8	32.0	19.3	
Queue Delay	0.0	0.4	0.0	0.0	0.2	0.0		0.0	0.0	0.0	0.0	
Total Delay (s/veh)	52.0	9.8	5.2	111.3	15.6	0.1		35.6	10.8	32.0	19.3	
LOS	D	A	A	F	B	A		D	B	C	B	
Approach Delay (s/veh)		13.2			22.6			23.9			24.8	
Approach LOS		B			C			C			C	
Queue Length 50th (m)	28.3	39.4	1.1	~16.0	40.6	0.0		18.3	2.4	2.2	1.0	
Queue Length 95th (m)	m37.6	70.3	m8.5	m#37.7	m37.4	m0.0		33.0	14.8	7.2	6.6	
Internal Link Dist (m)		129.6			337.0			30.8			22.2	
Turn Bay Length (m)	50.0		20.0	45.0		100.0			50.0			
Base Capacity (vph)	272	2081	894	105	1579	706		394	451	333	460	
Starvation Cap Reductn	0	172	0	0	0	0		0	0	0	0	
Spillback Cap Reductn	0	0	0	0	25	0		0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0		0	0	0	0	
Reduced v/c Ratio	0.63	0.81	0.17	1.11	0.86	0.07		0.25	0.20	0.04	0.04	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 48 (40%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 105

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.11

Intersection Signal Delay (s/veh): 17.8

Intersection LOS: B

Intersection Capacity Utilization 102.4%

ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

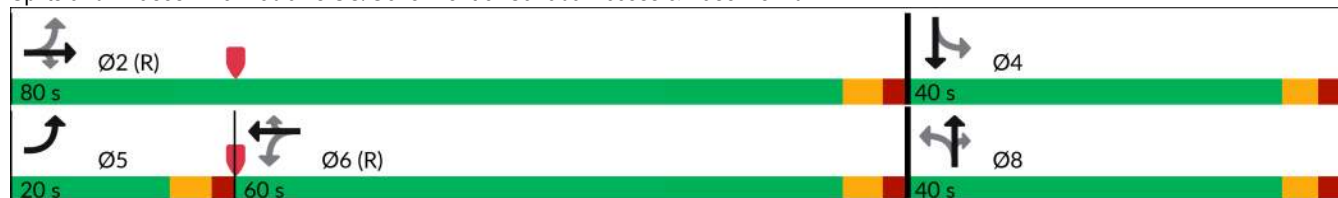
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Loblaws SC/Goverment of Canada Access & Baseline Rd



Lanes, Volumes, Timings
4: Merivale Rd & Baseline Rd

Existing AM.syn
07/22/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	306	1175	0	156	986	293	0	478	200	285	257	361
Future Volume (vph)	306	1175	0	156	986	293	0	478	200	285	257	361
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	120.0		0.0	200.0		40.0	0.0		80.0	120.0		50.0
Storage Lanes	1		0	1		1	0		1	2		1
Taper Length (m)	25.0			0.0			0.0			30.0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	0.99			1.00		0.95			0.94	0.98		0.96
Frt						0.850			0.850			0.850
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	1679	3390	0	1631	3357	1517	0	3325	1502	3257	3262	1488
Flt Permitted	0.950			0.950						0.950		
Satd. Flow (perm)	1666	3390	0	1626	3357	1447	0	3325	1410	3178	3262	1427
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						156			222			353
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		361.0			113.5			134.8			171.2	
Travel Time (s)		21.7			6.8			8.1			10.3	
Confl. Peds. (#/hr)	33		20	20		33			39	39		23
Confl. Bikes (#/hr)			1	1								
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	2%	17%	6%	3%	2%	0%	4%	3%	3%	6%	4%
Adj. Flow (vph)	340	1306	0	173	1096	326	0	531	222	317	286	401
Shared Lane Traffic (%)												
Lane Group Flow (vph)	340	1306	0	173	1096	326	0	531	222	317	286	401
Turn Type	Prot	NA		Prot	NA	Perm		NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases						6			8			4
Detector Phase	5	2		1	6	6		8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0		10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	12.1	41.1		12.1	41.1	41.1		34.6	34.6	11.5	34.6	34.6
Total Split (s)	24.0	43.0		24.0	43.0	43.0		35.0	35.0	18.0	53.0	53.0
Total Split (%)	20.0%	35.8%		20.0%	35.8%	35.8%		29.2%	29.2%	15.0%	44.2%	44.2%
Maximum Green (s)	16.9	35.9		16.9	35.9	35.9		28.4	28.4	11.5	46.4	46.4
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7		3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	3.4	3.4		3.4	3.4	3.4		2.9	2.9	2.8	2.9	2.9
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.1	7.1		7.1	7.1	7.1		6.6	6.6	6.5	6.6	6.6
Lead/Lag	Lead	Lag		Lead	Lag	Lag		Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max		Max	Max	None	Max	Max
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		27.0			27.0	27.0		21.0	21.0		21.0	21.0
Pedestrian Calls (#/hr)		5			5	5		5	5		5	5
Act Effect Green (s)	16.9	37.1		15.7	35.9	35.9		28.4	28.4	11.5	46.4	46.4
Actuated g/C Ratio	0.14	0.31		0.13	0.30	0.30		0.24	0.24	0.10	0.39	0.39

Scenario 1 1:25 pm 03/11/2026 Baseline

Synchro 12 Report
Page 7

Lanes, Volumes, Timings
4: Merivale Rd & Baseline Rd

Existing AM.syn
07/22/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	1.44	1.25		0.82	1.09	0.60		0.68	0.44	1.02	0.23	0.52
Control Delay (s/veh)	255.6	158.4		78.8	96.7	23.4		46.6	7.8	108.7	25.4	7.0
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	255.6	158.4		78.8	96.7	23.4		46.6	7.8	108.7	25.4	7.0
LOS	F	F		E	F	C		D	A	F	C	A
Approach Delay (s/veh)		178.5			79.8			35.2			44.4	
Approach LOS		F			E			D			D	
Queue Length 50th (m)	~112.6	~203.1		39.7	~153.1	33.7		60.1	0.0	~39.8	23.5	7.1
Queue Length 95th (m)	#171.0	#246.5		#72.6	#194.1	64.5		79.1	19.3	#68.9	33.6	31.3
Internal Link Dist (m)		337.0			89.5			110.8			147.2	
Turn Bay Length (m)	120.0			200.0		40.0			80.0	120.0		50.0
Base Capacity (vph)	236	1048		229	1004	542		786	503	312	1261	768
Starvation Cap Reductn	0	0		0	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0		0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0		0	0	0	0	0
Reduced v/c Ratio	1.44	1.25		0.76	1.09	0.60		0.68	0.44	1.02	0.23	0.52

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 45 (38%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.44

Intersection Signal Delay (s/veh): 98.5

Intersection LOS: F

Intersection Capacity Utilization 101.3%

ICU Level of Service G

Analysis Period (min) 15

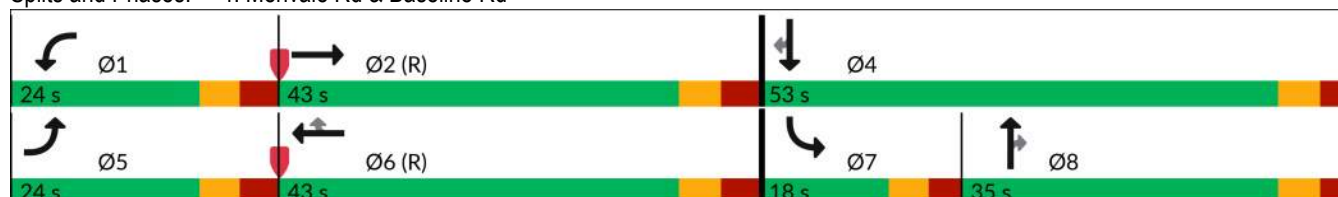
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: Merivale Rd & Baseline Rd



Lanes, Volumes, Timings
1: Clyde Avenue & Baseline Road

Existing PM.syn
07/22/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 		 	 		 	 	
Traffic Volume (vph)	158	1043	203	145	1159	490	303	674	51	367	676	95
Future Volume (vph)	158	1043	203	145	1159	490	303	674	51	367	676	95
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	125.0		45.0	75.0		0.0	90.0		0.0	120.0		0.0
Storage Lanes	1		1	1		1	2		0	2		0
Taper Length (m)	25.0			25.0			0.0			40.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	0.95	0.97	0.95	0.95
Ped Bike Factor	0.99		0.95	0.99		0.94	0.98	1.00		0.98	0.99	
Frt			0.850			0.850		0.989			0.981	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1695	3390	1532	1712	3390	1532	3321	3367	0	3321	3365	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1683	3390	1449	1698	3390	1442	3239	3367	0	3257	3365	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			143			252		6			11	
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		330.1			300.5			177.5			209.2	
Travel Time (s)		19.8			18.0			12.8			15.1	
Confl. Peds. (#/hr)	31		29	29		31	41		30	30		41
Confl. Bikes (#/hr)	7		4	4		7	7		4	4		7
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	1%	1%	2%	1%	1%	1%	4%	1%	0%	0%
Adj. Flow (vph)	176	1159	226	161	1288	544	337	749	57	408	751	106
Shared Lane Traffic (%)												
Lane Group Flow (vph)	176	1159	226	161	1288	544	337	806	0	408	857	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						
Detector Phase	5	2	2	1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	12.0	40.3	40.3	12.0	40.3	40.3	11.6	39.9		11.6	39.9	
Total Split (s)	21.0	51.0	51.0	21.0	51.0	51.0	18.0	40.0		18.0	40.0	
Total Split (%)	16.2%	39.2%	39.2%	16.2%	39.2%	39.2%	13.8%	30.8%		13.8%	30.8%	
Maximum Green (s)	14.5	44.6	44.6	14.5	44.6	44.6	11.4	33.1		11.4	33.1	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3		3.3	3.3	
All-Red Time (s)	2.8	2.7	2.7	2.8	2.7	2.7	3.3	3.6		3.3	3.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.4	6.4	6.5	6.4	6.4	6.6	6.9		6.6	6.9	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	
Flash Don't Walk (s)		21.0	21.0		21.0	21.0		26.0			26.0	
Pedestrian Calls (#/hr)		5	5		5	5		5			5	
Act Effect Green (s)	14.5	45.0	45.0	14.1	44.6	44.6	11.4	33.1		11.4	33.1	
Actuated g/C Ratio	0.11	0.35	0.35	0.11	0.34	0.34	0.09	0.25		0.09	0.25	

Lanes, Volumes, Timings
1: Clyde Avenue & Baseline Road

Existing PM.syn
07/22/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.93	0.99	0.38	0.87	1.11	0.82	1.16	0.94		1.40	0.99	
Control Delay (s/veh)	106.8	66.0	13.8	87.3	91.8	25.7	153.7	65.8		242.8	76.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	106.8	66.0	13.8	87.3	91.8	25.7	153.7	65.8		242.8	76.4	
LOS	F	E	B	F	F	C	F	E		F	E	
Approach Delay (s/veh)		63.0			73.4			91.7			130.0	
Approach LOS		E			E			F			F	
Queue Length 50th (m)	45.4	155.3	14.8	44.0	~195.0	52.5	~52.5	106.1		~71.9	114.5	
Queue Length 95th (m)	#89.1	#203.7	35.7	m47.6 m	#210.8	m67.2	#82.4	#144.3		#104.0	#158.1	
Internal Link Dist (m)		306.1			276.5			153.5			185.2	
Turn Bay Length (m)	125.0		45.0	75.0			90.0			120.0		
Base Capacity (vph)	189	1173	595	190	1163	660	291	861		291	864	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.93	0.99	0.38	0.85	1.11	0.82	1.16	0.94		1.40	0.99	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 53 (41%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 135

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.40

Intersection Signal Delay (s/veh): 86.2

Intersection LOS: F

Intersection Capacity Utilization 103.6%

ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

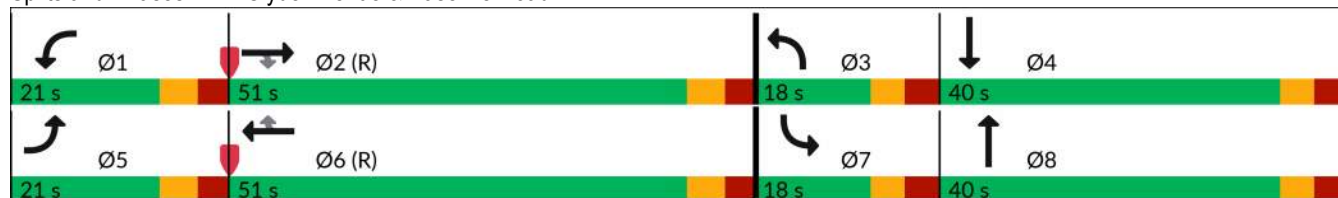
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Clyde Avenue & Baseline Road



Lanes, Volumes, Timings
2: Baseline Road & SC/Walmart Access

Existing PM.syn
07/22/2026



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
Lane Configurations							
Traffic Volume (vph)	134	1327	1641	125	158	153	
Future Volume (vph)	134	1327	1641	125	158	153	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	
Storage Length (m)	170.0			0.0	0.0	0.0	
Storage Lanes	1			0	1	1	
Taper Length (m)	20.0				0.0		
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00	
Ped Bike Factor			1.00		0.96	0.86	
Frt			0.989			0.850	
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1712	3390	3344	0	1712	1532	
Flt Permitted	0.047				0.950		
Satd. Flow (perm)	85	3390	3344	0	1643	1318	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)			10			160	
Link Speed (k/h)		60	60		40		
Link Distance (m)		300.5	153.6		133.6		
Travel Time (s)		18.0	9.2		12.0		
Confl. Peds. (#/hr)	20			20	27	86	
Confl. Bikes (#/hr)	2			2	3	1	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Heavy Vehicles (%)	1%	2%	2%	1%	1%	1%	
Adj. Flow (vph)	149	1474	1823	139	176	170	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	149	1474	1962	0	176	170	
Turn Type	pm+pt	NA	NA		Prot	Perm	
Protected Phases	5	2	6		4		3
Permitted Phases	2					4	
Detector Phase	5	2	6		4	4	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	4.0
Minimum Split (s)	11.5	28.8	28.8		32.2	32.2	6.0
Total Split (s)	14.0	91.8	77.8		32.2	32.2	6.0
Total Split (%)	10.8%	70.6%	59.8%		24.8%	24.8%	5%
Maximum Green (s)	7.5	86.0	72.0		26.0	26.0	4.0
Yellow Time (s)	3.7	3.7	3.7		3.3	3.3	2.0
All-Red Time (s)	2.8	2.1	2.1		2.9	2.9	0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	5.8	5.8		6.2	6.2	
Lead/Lag	Lead		Lag		Lag	Lag	Lead
Lead-Lag Optimize?	Yes		Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	C-Max		None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)		16.0	16.0		19.0	19.0	
Pedestrian Calls (#/hr)		5	5		5	5	
Act Effct Green (s)	98.6	99.3	79.0		18.7	18.7	
Actuated g/C Ratio	0.76	0.76	0.61		0.14	0.14	

Lanes, Volumes, Timings
2: Baseline Road & SC/Walmart Access

Existing PM.syn
07/22/2026



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
v/c Ratio	0.63	0.57	0.96		0.72	0.52	
Control Delay (s/veh)	43.1	8.5	33.0		68.5	14.2	
Queue Delay	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	43.1	8.5	33.0		68.5	14.2	
LOS	D	A	C		E	B	
Approach Delay (s/veh)		11.7	33.0		41.8		
Approach LOS		B	C		D		
Queue Length 50th (m)	31.5	58.5	249.6		43.6	2.3	
Queue Length 95th (m)	m29.5	m56.0	#332.6		64.0	21.9	
Internal Link Dist (m)		276.5	129.6		109.6		
Turn Bay Length (m)	170.0						
Base Capacity (vph)	236	2588	2036		342	391	
Starvation Cap Reductn	0	0	0		0	0	
Spillback Cap Reductn	0	0	0		0	0	
Storage Cap Reductn	0	0	0		0	0	
Reduced v/c Ratio	0.63	0.57	0.96		0.51	0.43	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 48 (37%), Referenced to phase 6:WBT, Start of Green

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.96

Intersection Signal Delay (s/veh): 25.0

Intersection LOS: C

Intersection Capacity Utilization 96.4%

ICU Level of Service F

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Baseline Road & SC/Walmart Access



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	1310	154	79	1568	7	100	2	135	74	21	98
Future Volume (vph)	21	1310	154	79	1568	7	100	2	135	74	21	98
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	50.0		20.0	45.0		100.0	0.0		50.0	0.0		0.0
Storage Lanes	1		1	1		1	0		1	1		0
Taper Length (m)	20.0			25.0			0.0			0.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.93			0.86		0.97	0.92	0.95	0.96	
Frt			0.850			0.850			0.850		0.876	
Flt Protected	0.950			0.950				0.953		0.950		
Satd. Flow (prot)	1729	3357	1547	1729	3424	1547	0	1734	1547	1729	1531	0
Flt Permitted	0.099			0.150				0.553		0.643		
Satd. Flow (perm)	180	3357	1438	273	3424	1335	0	977	1429	1108	1531	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			64			28			50		24	
Link Speed (k/h)		60			60			40			40	
Link Distance (m)		153.6			361.0			54.8			46.2	
Travel Time (s)		9.2			21.7			4.9			4.2	
Confl. Peds. (#/hr)	46		19	19		46	26		45	45		26
Confl. Bikes (#/hr)	9		7	7		9	1		4	4		1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	3%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	23	1456	171	88	1742	8	111	2	150	82	23	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	23	1456	171	88	1742	8	0	113	150	82	132	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	2	2	2	6	6	6	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	31.6	31.6	31.6	31.6	31.6	31.6	34.3	34.3	34.3	34.3	34.3	
Total Split (s)	90.0	90.0	90.0	90.0	90.0	90.0	40.0	40.0	40.0	40.0	40.0	
Total Split (%)	69.2%	69.2%	69.2%	69.2%	69.2%	69.2%	30.8%	30.8%	30.8%	30.8%	30.8%	
Maximum Green (s)	84.4	84.4	84.4	84.4	84.4	84.4	33.7	33.7	33.7	33.7	33.7	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3	3.3	3.3	3.3	
All-Red Time (s)	1.9	1.9	1.9	1.9	1.9	1.9	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.6	5.6	5.6	5.6	5.6	5.6		6.3	6.3	6.3	6.3	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None	
Walk Time (s)	19.0	19.0	19.0	19.0	19.0	19.0	7.0	7.0	7.0	7.0	7.0	
Flash Don't Walk (s)	7.0	7.0	7.0	7.0	7.0	7.0	21.0	21.0	21.0	21.0	21.0	
Pedestrian Calls (#/hr)	5	5	5	5	5	5	5	5	5	5	5	
Act Effect Green (s)	99.1	99.1	99.1	99.1	99.1	99.1		19.0	19.0	19.0	19.0	
Actuated g/C Ratio	0.76	0.76	0.76	0.76	0.76	0.76		0.15	0.15	0.15	0.15	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.17	0.57	0.15	0.42	0.67	0.01		0.79	0.60	0.51	0.54	
Control Delay (s/veh)	6.7	4.8	2.3	14.7	10.0	0.0		87.4	42.8	60.3	48.7	
Queue Delay	0.0	0.1	0.0	0.0	1.7	0.0		0.0	0.0	0.0	0.0	
Total Delay (s/veh)	6.7	4.9	2.3	14.7	11.7	0.0		87.4	42.8	60.3	48.7	
LOS	A	A	A	B	B	A		F	D	E	D	
Approach Delay (s/veh)		4.7			11.8			62.0			53.1	
Approach LOS		A			B			E			D	
Queue Length 50th (m)	1.0	35.1	2.3	6.8	97.8	0.0		28.4	24.1	19.7	25.9	
Queue Length 95th (m)	m2.3	47.3	7.7	24.6	159.5	0.1		46.3	42.8	33.6	42.8	
Internal Link Dist (m)		129.6			337.0			30.8			22.2	
Turn Bay Length (m)	50.0		20.0	45.0		100.0			50.0			
Base Capacity (vph)	137	2558	1111	208	2609	1024		253	407	287	414	
Starvation Cap Reductn	0	168	0	0	0	0		0	0	0	0	
Spillback Cap Reductn	0	0	0	0	648	0		0	0	0	4	
Storage Cap Reductn	0	0	0	0	0	0		0	0	0	0	
Reduced v/c Ratio	0.17	0.61	0.15	0.42	0.89	0.01		0.45	0.37	0.29	0.32	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 36 (28%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay (s/veh): 14.4

Intersection LOS: B

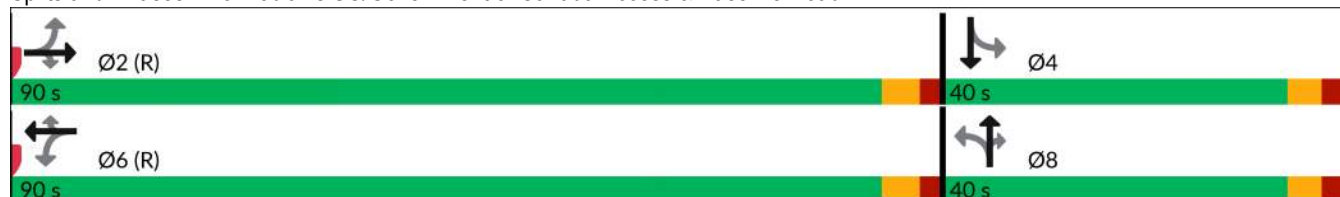
Intersection Capacity Utilization 91.8%

ICU Level of Service F

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Loblaws SC/Government of Canada Access & Baseline Road



Lanes, Volumes, Timings
4: Merivale Road & Baseline Road

Existing PM.syn
07/22/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	274	1243	2	209	1085	171	0	520	256	314	899	569
Future Volume (vph)	274	1243	2	209	1085	171	0	520	256	314	899	569
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	120.0		0.0	200.0		40.0	0.0		80.0	120.0		50.0
Storage Lanes	1		0	1		1	0		1	2		1
Taper Length (m)	25.0			0.0			0.0			30.0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	0.99	1.00		1.00		0.93			0.94	0.97		0.96
Frt						0.850			0.850			0.850
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	1712	3390	0	1712	3424	1547	0	3390	1517	3321	3390	1532
Flt Permitted	0.950			0.950						0.950		
Satd. Flow (perm)	1694	3390	0	1704	3424	1442	0	3390	1432	3209	3390	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						134			236			283
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		361.0			275.5			134.8			133.9	
Travel Time (s)		21.7			16.5			8.1			8.0	
Confl. Peds. (#/hr)	46		24	24		46			30	30		20
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	2%	0%	1%	1%	0%	0%	2%	2%	1%	2%	1%
Adj. Flow (vph)	304	1381	2	232	1206	190	0	578	284	349	999	632
Shared Lane Traffic (%)												
Lane Group Flow (vph)	304	1383	0	232	1206	190	0	578	284	349	999	632
Turn Type	Prot	NA		Prot	NA	Perm		NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases						6			8			4
Detector Phase	5	2		1	6	6		8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.1	41.1		12.1	41.1	41.1		34.6	34.6	11.5	34.6	34.6
Total Split (s)	25.0	60.0		25.0	60.0	60.0		35.0	35.0	20.0	55.0	55.0
Total Split (%)	17.9%	42.9%		17.9%	42.9%	42.9%		25.0%	25.0%	14.3%	39.3%	39.3%
Maximum Green (s)	17.9	52.9		17.9	52.9	52.9		28.4	28.4	13.5	48.4	48.4
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7		3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	3.4	3.4		3.4	3.4	3.4		2.9	2.9	2.8	2.9	2.9
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.1	7.1		7.1	7.1	7.1		6.6	6.6	6.5	6.6	6.6
Lead/Lag	Lead	Lag		Lead	Lag	Lag		Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max		None	None	None	None	None
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		27.0			27.0	27.0		21.0	21.0		21.0	21.0
Pedestrian Calls (#/hr)		5			5	5		5	5		5	5
Act Effect Green (s)	18.8	52.9		18.8	52.9	52.9		27.5	27.5	13.5	47.5	47.5
Actuated g/C Ratio	0.13	0.38		0.13	0.38	0.38		0.20	0.20	0.10	0.34	0.34
v/c Ratio	1.33	1.08		1.01	0.93	0.30		0.87	0.60	1.09	0.87	0.92

Lanes, Volumes, Timings
4: Merivale Road & Baseline Road

Existing PM.syn
07/22/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	220.0	91.2		122.1	55.4	11.0		68.8	16.2	134.0	52.5	44.4
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	220.0	91.2		122.1	55.4	11.0		68.8	16.2	134.0	52.5	44.4
LOS	F	F		F	E	B		E	B	F	D	D
Approach Delay (s/veh)		114.4			59.7			51.5			64.3	
Approach LOS		F			E			D			E	
Queue Length 50th (m)	~111.8	~224.4		~70.4	167.8	10.0		81.7	11.1	~55.9	134.6	104.5
Queue Length 95th (m)	#169.2	#267.1		#122.7	#211.3	27.8		#108.0	40.7	#87.3	162.7	#182.3
Internal Link Dist (m)		337.0			251.5			110.8			109.9	
Turn Bay Length (m)	120.0			200.0		40.0			80.0	120.0		50.0
Base Capacity (vph)	229	1280		229	1293	628		687	478	320	1171	692
Starvation Cap Reductn	0	0		0	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0		0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0		0	0	0	0	0
Reduced v/c Ratio	1.33	1.08		1.01	0.93	0.30		0.84	0.59	1.09	0.85	0.91

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 19 (14%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.33

Intersection Signal Delay (s/veh): 75.0

Intersection LOS: E

Intersection Capacity Utilization 101.1%

ICU Level of Service G

Analysis Period (min) 15

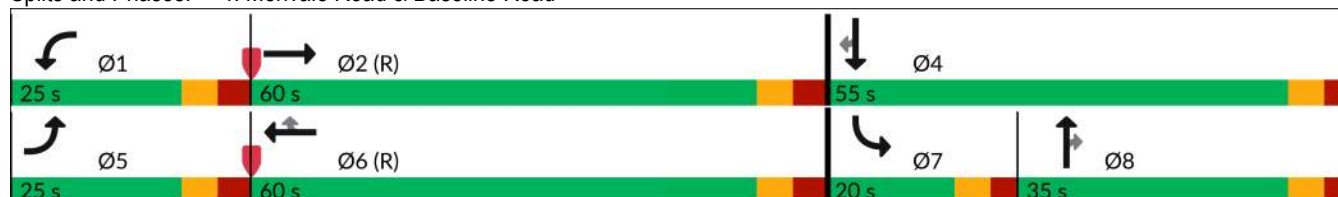
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: Merivale Road & Baseline Road



Appendix G TDM-supportive Development Design and Infrastructure Checklist



TDM-Supportive Development Design and Infrastructure Checklist: *Residential Developments (multi-family or condominium)*

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

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

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

TDM-supportive design & infrastructure measures: <i>Residential developments</i>		Check if completed & add descriptions, explanations or plan/drawing references
2. WALKING & CYCLING: END-OF-TRIP FACILITIES		
2.1 Bicycle parking		
REQUIRED	2.1.1 Provide bicycle parking in highly visible and lighted areas, sheltered from the weather wherever possible (<i>see Official Plan policy 4.3.6</i>)	☒ Most bike parking is indoors
REQUIRED	2.1.2 Provide the number of bicycle parking spaces specified for various land uses in different parts of Ottawa; provide convenient access to main entrances or well-used areas (<i>see Zoning By-law Section 111</i>)	☐ Required number of bike parking spaces was communicated to planners
REQUIRED	2.1.3 Ensure that bicycle parking spaces and access aisles meet minimum dimensions; that no more than 50% of spaces are vertical spaces; and that parking racks are securely anchored (<i>see Zoning By-law Section 111</i>)	☐ Architect to confirm at SPC
BASIC	2.1.4 Provide bicycle parking spaces equivalent to the expected number of resident-owned bicycles, plus the expected peak number of visitor cyclists	☐
2.2 Secure bicycle parking		
REQUIRED	2.2.1 Where more than 50 bicycle parking spaces are provided for a single residential building, locate at least 25% of spaces within a building/structure, a secure area (e.g. supervised parking lot or enclosure) or bicycle lockers (<i>see Zoning By-law Section 111</i>)	☒
BETTER	2.2.2 Provide secure bicycle parking spaces equivalent to at least the number of units at condominiums or multi-family residential developments	☐
2.3 Bicycle repair station		
BETTER	2.3.1 Provide a permanent bike repair station, with commonly used tools and an air pump, adjacent to the main bicycle parking area (or secure bicycle parking area, if provided)	☐
3. TRANSIT		
3.1 Customer amenities		
BASIC	3.1.1 Provide shelters, lighting and benches at any on-site transit stops	☐ no on-site stops
BASIC	3.1.2 Where the site abuts an off-site transit stop and insufficient space exists for a transit shelter in the public right-of-way, protect land for a shelter and/or install a shelter	☐ N/A
BETTER	3.1.3 Provide a secure and comfortable interior waiting area by integrating any on-site transit stops into the building	☐ N/A

TDM-supportive design & infrastructure measures: <i>Residential developments</i>		Check if completed & add descriptions, explanations or plan/drawing references
4. RIDESHARING		
4.1 Pick-up & drop-off facilities		
BASIC	4.1.1 Provide a designated area for carpool drivers (plus taxis and ride-hailing services) to drop off or pick up passengers without using fire lanes or other no-stopping zones	☒ Internal drop-off loop is proposed
5. CARSHARING & BIKESHARING		
5.1 Carshare parking spaces		
BETTER	5.1.1 Provide up to three carshare parking spaces in an R3, R4 or R5 Zone for specified residential uses (see <i>Zoning By-law Section 94</i>)	☐
5.2 Bikeshare station location		
BETTER	5.2.1 Provide a designated bikeshare station area near a major building entrance, preferably lighted and sheltered with a direct walkway connection	☐
6. PARKING		
6.1 Number of parking spaces		
REQUIRED	6.1.1 Do not provide more parking than permitted by zoning, nor less than required by zoning, unless a variance is being applied for	☒
BASIC	6.1.2 Provide parking for long-term and short-term users that is consistent with mode share targets, considering the potential for visitors to use off-site public parking	☒
BASIC	6.1.3 Where a site features more than one use, provide shared parking and reduce the cumulative number of parking spaces accordingly (see <i>Zoning By-law Section 104</i>)	☐ Not applicable under new by-law
BETTER	6.1.4 Reduce the minimum number of parking spaces required by zoning by one space for each 13 square metres of gross floor area provided as shower rooms, change rooms, locker rooms and other facilities for cyclists in conjunction with bicycle parking (see <i>Zoning By-law Section 111</i>)	☐
6.2 Separate long-term & short-term parking areas		
BETTER	6.2.1 Provide separate areas for short-term and long-term parking (using signage or physical barriers) to permit access controls and simplify enforcement (i.e. to discourage residents from parking in visitor spaces, and vice versa)	☐

Appendix H TDM Measures Checklist



TDM Measures Checklist:
Residential Developments (multi-family, condominium or subdivision)

Legend	
BASIC	The measure is generally feasible and effective, and in most cases would benefit the development and its users
BETTER	The measure could maximize support for users of sustainable modes, and optimize development performance
★	The measure is one of the most dependably effective tools to encourage the use of sustainable modes

TDM measures: Residential developments		Check if proposed & add descriptions
1. TDM PROGRAM MANAGEMENT		
1.1 Program coordinator		
BASIC ★	1.1.1 Designate an internal coordinator, or contract with an external coordinator	☒
1.2 Travel surveys		
BETTER	1.2.1 Conduct periodic surveys to identify travel-related behaviours, attitudes, challenges and solutions, and to track progress	☐ For consideration
2. WALKING AND CYCLING		
2.1 Information on walking/cycling routes & destinations		
BASIC	2.1.1 Display local area maps with walking/cycling access routes and key destinations at major entrances (<i>multi-family, condominium</i>)	☒
2.2 Bicycle skills training		
BETTER	2.2.1 Offer on-site cycling courses for residents, or subsidize off-site courses	☐

TDM measures: <i>Residential developments</i>		Check if proposed & add descriptions
3. TRANSIT		
3.1 Transit information		
BASIC	3.1.1 Display relevant transit schedules and route maps at entrances (<i>multi-family, condominium</i>)	☒
BETTER	3.1.2 Provide real-time arrival information display at entrances (<i>multi-family, condominium</i>)	☐
3.2 Transit fare incentives		
BASIC ★	3.2.1 Offer PRESTO cards preloaded with one monthly transit pass on residence purchase/move-in, to encourage residents to use transit	☒
BETTER	3.2.2 Offer at least one year of free monthly transit passes on residence purchase/move-in	☐
3.3 Enhanced public transit service		
BETTER ★	3.3.1 Contract with OC Transpo to provide early transit services until regular services are warranted by occupancy levels (<i>subdivision</i>)	☐
3.4 Private transit service		
BETTER	3.4.1 Provide shuttle service for seniors homes or lifestyle communities (e.g. scheduled mall or supermarket runs)	☐
4. CARSHARING & BIKESHARING		
4.1 Bikeshare stations & memberships		
BETTER	4.1.1 Contract with provider to install on-site bikeshare station (<i>multi-family</i>)	☐
BETTER	4.1.2 Provide residents with bikeshare memberships, either free or subsidized (<i>multi-family</i>)	☐
4.2 Carshare vehicles & memberships		
BETTER	4.2.1 Contract with provider to install on-site carshare vehicles and promote their use by residents	☐ For consideration
BETTER	4.2.2 Provide residents with carshare memberships, either free or subsidized	☐
5. PARKING		
5.1 Priced parking		
BASIC ★	5.1.1 Unbundle parking cost from purchase price (<i>condominium</i>)	☐
BASIC ★	5.1.2 Unbundle parking cost from monthly rent (<i>multi-family</i>)	☒

TDM measures: <i>Residential developments</i>		Check if proposed & add descriptions
6. TDM MARKETING & COMMUNICATIONS		
6.1 Multimodal travel information		
BASIC ★	6.1.1 Provide a multimodal travel option information package to new residents	☒
6.2 Personalized trip planning		
BETTER ★	6.2.1 Offer personalized trip planning to new residents	☐

Appendix I Intersection MMLOS Analysis Spreadsheet



Multi-Modal Level of Service - Intersections Form
Project: 1345 Baseline
Consultant: Stantec
Date: Jul 27, 2026
Scenario: Existing pre-BRT Configuration, Total 2039 Volumes

Intersection Name		1. Baseline Rd / Clyde Ave				2. Baseline Rd. / Walmart Access / Scouts Canada (Proposed Site Access)				3. Baseline Rd. / Loblaws SC / Gov. of Canada Access				4. Baseline Rd. / Merivale Rd.			
OP Transect / Policy Area		Within 600m of a rapid transit station				Within 600m of a rapid transit station				Within 600m of a rapid transit station				Within 600m of a rapid transit station			
Pedestrian	PLOS Inputs																
	Pedestrians Crossing the	North Leg	South Leg	East Leg	West Leg	North Leg	South Leg	East Leg	West Leg	North Leg	South Leg	East Leg	West Leg	North Leg	South Leg	East Leg	West Leg
	Number of Travel Lanes Crossed	7	7	8	8	4	No Crosswalk	4	6	1-3	4	6	6	8	6	7	7
	Median Refuge (≥2.7m)	No	No	No	No	No	-	No	No	No	No	No	No	No	No	No	No
	Crosswalk Treatment	Std Transverse Markings	Std Transverse Markings	Std Transverse Markings	Std Transverse Markings	Zebra Stripe Hi-Vis Markings	-	Zebra Stripe Hi-Vis Markings	Zebra Stripe Hi-Vis Markings	Std Transverse Markings	Std Transverse Markings	Std Transverse Markings	Std Transverse Markings	Zebra Stripe Hi-Vis Markings	Zebra Stripe Hi-Vis Markings	Zebra Stripe Hi-Vis Markings	Zebra Stripe Hi-Vis Markings
	Signal Cycle Length (sec)	120.0				120.0				120.0				120.0			
	Effective Walk Time (sec)	7.0	7.0	7.0	7.0	7.0	-	7.0	7.0	19.0	19.0	7.0	7.0	7.0	7.0	7.0	7.0
	Conflict with Right-Turn Vehicles (For PLOS & BLOS)	WBR	EBR	NBR	SBR	WBR	EBR	NBR	SBR	WBR	EBR	NBR	SBR	WBR	EBR	NBR	SBR
	Right-Turn Geometry	Conventional Right-Turn Channel	Conventional Right-Turn Channel	Right-Turn With No Channel	Right-Turn With No Channel	Right-Turn With No Channel	No Right-Turn / Prohib.	No Right-Turn / Prohib.	Right-Turn With No Channel	Right-Turn With No Channel	Conventional Right-Turn Channel	Conventional Right-Turn Channel	Right-Turn With No Channel	Conventional Right-Turn Channel	Conventional Right-Turn Channel	Right-Turn With No Channel	Conventional Right-Turn Channel
	Right-Turn Signal Phasing	-	-	Permissive	Permissive	Permissive	-	-	Permissive	Permissive	-	-	Permissive	-	-	Protected-Permissive	-
	Right-Turn Volume	> 300 veh/h	> 150 to 300 veh/h	≤ 150 veh/h	≤ 150 veh/h	> 150 to 300 veh/h	-	-	> 150 to 300 veh/h	≤ 150 veh/h	> 150 to 300 veh/h	≤ 150 veh/h	≤ 150 veh/h	> 300 veh/h	≤ 150 veh/h	> 300 veh/h	> 150 to 300 veh/h
	Right-Turn Effective Corner Radius	-	-	> 8m	> 8m	> 8m	-	-	> 8m	≤ 8m	-	-	≤ 8m	-	-	> 8m	-
	Cross-street Posted Speed (km/h)	60 km/h		50 km/h		60 km/h		40 km/h		60 km/h		40 km/h		60 km/h		60 km/h	
	Conflict with Left-Turn Vehicles (For PLOS & BLOS)	EBL	WBL	SBL	NBL	EBL	WBL	SBL	NBL	EBL	WBL	SBL	NBL	EBL	WBL	SBL	NBL
	Left-Turn Signal Phasing	Fully Protected	Fully Protected	Fully Protected	Fully Protected	Perm or Prot+Perm	No Left-Turn / Prohib.	Perm or Prot+Perm (with LPI)	No Left-Turn / Prohib.	Perm or Prot+Perm	Perm or Prot+Perm	Perm or Prot+Perm	Perm or Prot+Perm	Fully Protected	Fully Protected	Fully Protected	No Left-Turn / Prohib.
	Left-Turn Volume	-	-	-	-	> 100 veh/h	-	> 100 veh/h	-	> 100 veh/h	> 100 veh/h	> 50 to 100 veh/h	> 100 veh/h	-	-	-	-
	Left-Turn Opposing Lanes	-	-	-	-	-	-	-	-	-	-	≤ 1	-	-	-	-	-
Score		1.16	1.30	1.16	1.16	2.86	-	3.60	1.96	3.96	2.90	1.90	2.16	0.60	1.96	1.20	1.36
PLOS		E	E	E	E	C	-	B	D	B	C	D	D	E	D	E	E
Target PLOS		A				A				A				A			
Bicycle	BLOS Inputs																
	Cycling Route Classification	Cross-Town Bikeway				Cross-Town Bikeway				Cross-Town Bikeway				Cross-Town Bikeway			
	Cyclists Crossing the	North Leg	South Leg	East Leg	West Leg	North Leg	South Leg	East Leg	West Leg	North Leg	South Leg	East Leg	West Leg	North Leg	South Leg	East Leg	West Leg
	Type of Cycling Facility Across Leg	Bike Lane Through Intersection	Bike Lane Through Intersection	Mixed Traffic	Mixed Traffic	Bike Lane Through Intersection	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Bike Lane Through Intersection	Mixed Traffic	Bike Lane Through Intersection	Bike Lane Through Intersection
	Two-Way ADT (in Cyclist Travel Direction)	33,000		27,000		35,000		3,500		35,000		5,000		35,000		20,000	
	Floating Bike Lane or Right-Turn Lane Crossover Approaching the Crossing?	Yes	Yes	No	No	No	No	No	No	Yes	Yes	Yes	No	Yes	No	Yes	Yes
	Crossroad Operation	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Target Crossroad Setback Met?	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Right-Turn Vehicle Volume from Adjacent Roadway > 100 veh/h?	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Cyclist Left-Turn Operation	WBL	EBL	NBL	SBL	WBL	EBL	NBL	SBL	WBL	EBL	NBL	SBL	WBL	EBL	NBL	SBL
	Cyclist Left-Turn Treatment Type	General Purpose Through-Left or Single Left-Turn Lane	General Purpose Through-Left or Single Left-Turn Lane	General Purpose Dual Left-Turn Lanes	General Purpose Dual Left-Turn Lanes	No Left-Turn	General Purpose Through-Left or Single Left-Turn Lane	No Left-Turn	General Purpose Through-Left or Single Left-Turn Lane	General Purpose Through-Left or Single Left-Turn Lane	General Purpose Through-Left or Single Left-Turn Lane	General Purpose Through-Left or Single Left-Turn Lane	General Purpose Through-Left or Single Left-Turn Lane	General Purpose Through-Left or Single Left-Turn Lane	General Purpose Through-Left or Single Left-Turn Lane	No Left-Turn	General Purpose Dual Left-Turn Lanes
	Vehicle Lanes Crossed by Cyclists	Two or More Lanes Crossed	Two or More Lanes Crossed	-	-	-	Two or More Lanes Crossed	-	One Lane Crossed	Two or More Lanes Crossed	Two or More Lanes Crossed	One Lane Crossed	One Lane Crossed	Two or More Lanes Crossed	Two or More Lanes Crossed	-	-
Score		25	25	40	40	45	50	120	85	40	40	50	50	25	10	75	25
BLOS		E	E	D	D	D	D	B	C	F	F	D	D	E	F	C	E
Target BLOS		A				A				A				A			
Transit	TLOS Inputs																
	Transit Facility	TP - Isolated Measures				Mixed Traffic				Mixed Traffic				Mixed Traffic			
	Vehicles Travelling	Southbound	Northbound	Westbound	Eastbound	Southbound	Northbound	Westbound	Eastbound	Southbound	Northbound	Westbound	Eastbound	Southbound	Northbound	Westbound	Eastbound
	Average Transit Delay (if available)	Unavailable	Unavailable	Unavailable	Unavailable	Unavailable	Unavailable	Unavailable	Unavailable	Unavailable	Unavailable	Unavailable	Unavailable	Unavailable	Unavailable	Unavailable	Unavailable
	Example Transit Priority Treatment	No transit priority measures and long cycle length	No transit priority measures and long cycle length	Continuous bus lanes, or transit queue jump lane with TSP	Continuous bus lanes, or transit queue jump lane with TSP	No transit priority measures and long cycle length	No transit priority measures and long cycle length	No transit priority measures and long cycle length	No transit priority measures and long cycle length	No transit priority measures and long cycle length	No transit priority measures and long cycle length	No transit priority measures and long cycle length	No transit priority measures and long cycle length	No transit priority measures and long cycle length	No transit priority measures and long cycle length	No transit priority measures and long cycle length	No transit priority measures and long cycle length
	TLOS	E	E	B	B	E	E	E	E	E	E	E	E	E	E	E	E
Target TLOS		C				E (D for frequent transit routes)				E (D for frequent transit routes)				E (D for frequent transit routes)			
Auto	AutoLOS Inputs																
	Overall Intersection Volume to Capacity Ratio	0.91 to 1.00				0.81 to 0.90				0.61 to 0.70				0.81 to 0.90			
	Individual Movements V/C Ratios and Queue Lengths	See Separate Traffic Operations Table				See Separate Traffic Operations Table				See Separate Traffic Operations Table				See Separate Traffic Operations Table			
	AutoLOS	E				D				B				D			
Target AutoLOS		E				E				E				E			

Multi-Modal Level of Service - Intersections Form

Project: 1345 Baseline
Consultant: Stantec
Date: Jul 28, 2026
Scenario: Future BRT per 2017 EA Configuration, Total 2039 Volumes

Intersection Name		1. Baseline Rd / Clyde Ave				2. Baseline Rd. / Walmart Access / Scouts Canada (Proposed Site Access)				3. Baseline Rd. / Loblaws SC / Gov. of Canada Access				4. Baseline Rd. / Merivale Rd.			
OP Transect / Policy Area		Within 600m of a rapid transit station				Within 600m of a rapid transit station				Within 600m of a rapid transit station				Within 600m of a rapid transit station			
Pedestrian	PLOS Inputs																
	Pedestrians Crossing the	North Leg	South Leg	East Leg	West Leg	North Leg	South Leg	East Leg	West Leg	North Leg	South Leg	East Leg	West Leg	North Leg	South Leg	East Leg	West Leg
	Number of Travel Lanes Crossed	6	6	7	7	4	No Crosswalk	4	6	1-3	4	7	7	6	6	8	7
	Median Refuge (≥2.7m)	No	No	Yes	Yes	No	-	No	No	No	No	Yes	Yes	No	No	No	No
	Crosswalk Treatment	Std Transverse Markings	Std Transverse Markings	Std Transverse Markings	Std Transverse Markings	Zebra Stripe Hi-Vis Markings	-	Zebra Stripe Hi-Vis Markings	Zebra Stripe Hi-Vis Markings	Std Transverse Markings	Std Transverse Markings	Std Transverse Markings	Std Transverse Markings	Zebra Stripe Hi-Vis Markings	Zebra Stripe Hi-Vis Markings	Zebra Stripe Hi-Vis Markings	Zebra Stripe Hi-Vis Markings
	Signal Cycle Length (sec)	120.0				120.0				120.0				120.0			
	Effective Walk Time (sec)	7.0	7.0	7.0	7.0	7.0	-	7.0	7.0	19.0	19.0	7.0	7.0	7.0	7.0	7.0	7.0
	Conflict with Right-Turn Vehicles (For PLOS & BLOS)	WBR	EBR	NBR	SBR	WBR	EBR	NBR	SBR	WBR	EBR	NBR	SBR	WBR	EBR	NBR	SBR
	Right-Turn Geometry	Right-Turn With No Channel	Right-Turn With No Channel	Right-Turn With No Channel	Right-Turn With No Channel	Right-Turn With No Channel	No Right-Turn / Prohib.	No Right-Turn / Prohib.	Right-Turn With No Channel	Right-Turn With No Channel	Right-Turn With No Channel	Right-Turn With No Channel	Right-Turn With No Channel	Right-Turn With No Channel	Smart Channel w/o Raised Crossing	Right-Turn With No Channel	Right-Turn With No Channel
	Right-Turn Signal Phasing	Permissive	Permissive	Permissive	Permissive	Permissive	-	-	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive	-	Protected-Permissive	Permissive
	Right-Turn Volume	> 300 veh/h	> 150 to 300 veh/h	≤ 150 veh/h	≤ 150 veh/h	> 150 to 300 veh/h	-	-	> 150 to 300 veh/h	≤ 150 veh/h	> 150 to 300 veh/h	≤ 150 veh/h	≤ 150 veh/h	> 300 veh/h	≤ 150 veh/h	> 300 veh/h	> 150 to 300 veh/h
	Right-Turn Effective Corner Radius	> 8m	> 8m	> 8m	> 8m	> 8m	-	-	> 8m	≤ 8m	> 8m	> 8m	≤ 8m	> 8m	-	> 8m	> 8m
	Cross-street Posted Speed (km/h)	60 km/h				60 km/h				60 km/h				60 km/h			
Bicycle	Conflict with Left-Turn Vehicles (For PLOS & BLOS)	EBL	WBL	SBL	NBL	EBL	WBL	SBL	NBL	EBL	WBL	SBL	NBL	EBL	WBL	SBL	NBL
	Left-Turn Signal Phasing	Fully Protected	Fully Protected	Fully Protected	Fully Protected	Fully Protected	No Left-Turn / Prohib.	Perm or Prot+Perm (with LPI)	No Left-Turn / Prohib.	Fully Protected	Fully Protected	Perm or Prot+Perm	Perm or Prot+Perm	Fully Protected	Fully Protected	Fully Protected	No Left-Turn / Prohib.
	Left-Turn Volume	-	-	-	-	-	-	> 100 veh/h	-	-	-	> 50 to 100 veh/h	> 100 veh/h	-	-	-	-
	Left-Turn Opposing Lanes	-	-	-	-	-	-	-	-	-	-	≤ 1	-	-	-	-	-
	Score	1.75	1.90	2.35	2.35	3.15	-	3.60	1.95	4.15	3.10	2.35	2.15	1.80	2.10	6.60	1.35
	PLOS	D	D	D	D	C	-	B	D	B	C	D	D	D	D	E	E
	Target PLOS	A				A				A				A			
Bicycle	BLOS Inputs																
	Cycling Route Classification	Cross-Town Bikeway				Cross-Town Bikeway				Cross-Town Bikeway				Cross-Town Bikeway			
	Cyclists Crossing the	North Leg	South Leg	East Leg	West Leg	North Leg	South Leg	East Leg	West Leg	North Leg	South Leg	East Leg	West Leg	North Leg	South Leg	East Leg	West Leg
	Type of Cycling Facility Across Leg	Crossside	Crossside	Crossside	Crossside	Crossside	Crossside	Crossside	Crossside	Crossside	Crossside	Crossside	Crossside	Crossside	Crossside	Crossside	Crossside
	Two-Way ADT (in Cyclist Travel Direction)	33,000				35,000				35,000				35,000			
	Floating Bike Lane or Right-Turn Lane Crossover Approaching the Crossing?	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
	Crossside Operation	Unidirectional	Unidirectional	Unidirectional	Unidirectional	Unidirectional	Unidirectional	Unidirectional	Unidirectional	Unidirectional	Unidirectional	Unidirectional	Unidirectional	Unidirectional	Unidirectional	Unidirectional	Unidirectional
	Target Crossside Setback Met?	Yes	Yes	Yes	Yes	No	-	-	Yes	No	No	Yes	Yes	Yes	-	Yes	Yes
	Right-Turn Vehicle Volume from Adjacent Roadway > 100 veh/h?	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Cyclist Left-Turn Operation	WBL	EBL	NBL	SBL	WBL	EBL	NBL	SBL	WBL	EBL	NBL	SBL	WBL	EBL	NBL	SBL
	Cyclist Left-Turn Treatment Type	Protected Corner	Protected Corner	Protected Corner	Protected Corner	Protected Corner	Protected Corner	Protected Corner	Protected Corner	Protected Corner	Protected Corner	Protected Corner	Protected Corner	Protected Corner	Protected Corner	Protected Corner	Protected Corner
	Vehicle Lanes Crossed by Cyclists	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Score	100	130	140	140	110	150	120	130	130	110	140	100	100	120	110	130
	BLOS	B	A	A	A	B	A	B	A	A	B	A	B	B	B	B	A
	Target BLOS	A				A				A				A			
Transit	TLOS Inputs																
	Transit Facility	Rapid Transit Corridor				Rapid Transit Corridor				Rapid Transit Corridor				Rapid Transit Corridor			
	Vehicles Travelling	Southbound	Northbound	Westbound	Eastbound	Southbound	Northbound	Westbound	Eastbound	Southbound	Northbound	Westbound	Eastbound	Southbound	Northbound	Westbound	Eastbound
	Average Transit Delay (if available)	Unavailable	Unavailable	Unavailable	Unavailable	Unavailable				Unavailable				Unavailable			
	Example Transit Priority Treatment	No transit priority measures and long cycle length	No transit priority measures and long cycle length	Grade separation / signal pre-emption	Grade separation / signal pre-emption	Grade separation / signal pre-emption				Grade separation / signal pre-emption				Continuous bus lanes, or transit queue jump lane with TSP			
	TLOS	E	E	A	A	-	-	A	A	-	-	A	A	B	B	A	A
Auto	Target TLOS	C				A				A				A			
	Target TLOS	A				A				A				A			
	AutoLOS Inputs																
	Overall Intersection Volume to Capacity Ratio	0.91 to 1.00				0.81 to 0.90				0.61 to 0.70				0.81 to 0.90			
	Individual Movements V/C Ratios and Queue Lengths	See Separate Traffic Operations Table				See Separate Traffic Operations Table				See Separate Traffic Operations Table				See Separate Traffic Operations Table			
	AutoLOS	E				D				B				D			
	Target AutoLOS	E				E				E				E			

Appendix J Background Conditions Synchro Intersection Capacity Analysis



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

Background 2029 AM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	167	1146	171	100	629	512	141	487	97	482	735	53
Future Volume (vph)	167	1146	171	100	629	512	141	487	97	482	735	53
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	125.0		45.0	75.0		0.0	90.0		0.0	120.0		0.0
Storage Lanes	1		1	1		1	2		0	2		0
Taper Length (m)	25.0			25.0			0.0			40.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	0.95	0.97	0.95	0.95
Ped Bike Factor	0.99		0.97	1.00		0.97	0.99	1.00		0.99	1.00	
Frt			0.850			0.850		0.975			0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1729	3390	1502	1712	3293	1532	3195	3274	0	3321	3364	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1719	3390	1462	1707	3293	1485	3177	3274	0	3289	3364	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			155			339			19			6
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		330.1			300.5			177.5			209.2	
Travel Time (s)		19.8			18.0			12.8			15.1	
Confl. Peds. (#/hr)	11		10	10		11	9		12	12		9
Confl. Bikes (#/hr)	6		3	3		6	3		5	5		3
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	2%	3%	1%	5%	1%	5%	2%	5%	1%	1%	10%
Adj. Flow (vph)	167	1146	171	100	629	512	141	487	97	482	735	53
Shared Lane Traffic (%)												
Lane Group Flow (vph)	167	1146	171	100	629	512	141	584	0	482	788	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						
Detector Phase	5	2	2	1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.5	34.4	34.4	11.5	34.4	34.4	11.6	39.9		11.6	39.9	
Total Split (s)	18.0	41.0	41.0	18.0	41.0	41.0	21.0	40.0		21.0	40.0	
Total Split (%)	15.0%	34.2%	34.2%	15.0%	34.2%	34.2%	17.5%	33.3%		17.5%	33.3%	
Maximum Green (s)	11.5	34.6	34.6	11.5	34.6	34.6	14.4	33.1		14.4	33.1	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3		3.3	3.3	
All-Red Time (s)	2.8	2.7	2.7	2.8	2.7	2.7	3.3	3.6		3.3	3.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.4	6.4	6.5	6.4	6.4	6.6	6.9		6.6	6.9	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	
Flash Don't Walk (s)		21.0	21.0		21.0	21.0		26.0			26.0	
Pedestrian Calls (#/hr)		5	5		5	5		5			5	
Act Effect Green (s)	11.5	35.6	35.6	10.5	34.6	34.6	10.6	33.1		14.4	36.9	
Actuated g/C Ratio	0.10	0.30	0.30	0.09	0.29	0.29	0.09	0.28		0.12	0.31	

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

Background 2029 AM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	1.01	1.14	0.32	0.67	0.66	0.77	0.50	0.64		1.21	0.76	
Control Delay (s/veh)	127.3	114.2	8.3	40.2	50.0	37.5	57.9	40.6		160.8	43.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	127.3	114.2	8.3	40.2	50.0	37.5	57.9	40.6		160.8	43.4	
LOS	F	F	A	D	D	D	E	D		F	D	
Approach Delay (s/veh)		103.5			44.0			44.0			87.9	
Approach LOS		F			D			D			F	
Queue Length 50th (m)	~40.4	~169.5	2.7	20.7	83.2	86.1	16.5	61.6		~71.3	87.4	
Queue Length 95th (m)	#84.4	#210.7	19.0	m29.9	102.1	142.4	26.1	80.8		#104.2	114.9	
Internal Link Dist (m)		306.1			276.5			153.5			185.2	
Turn Bay Length (m)	125.0		45.0	75.0			90.0			120.0		
Base Capacity (vph)	165	1005	542	164	949	669	383	916		398	1037	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	1.01	1.14	0.32	0.61	0.66	0.77	0.37	0.64		1.21	0.76	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 19 (16%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.21

Intersection Signal Delay (s/veh): 74.5

Intersection LOS: E

Intersection Capacity Utilization 103.3%

ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

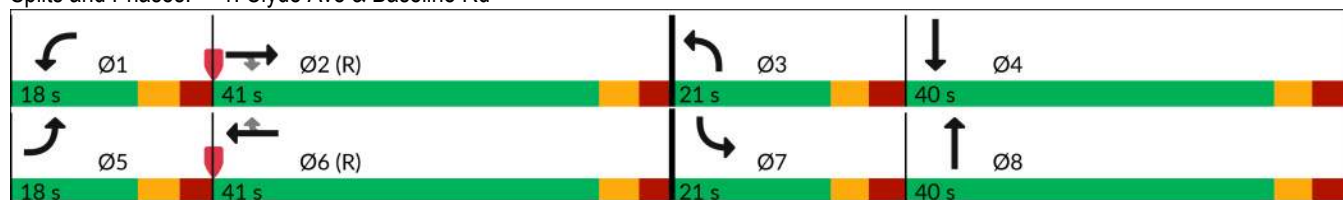
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Clyde Ave & Baseline Rd



Lanes, Volumes, Timings
2: Baseline Rd & SC/Walmart Plaza

Background 2029 AM.syn
07/31/2026



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
Lane Configurations							
Traffic Volume (vph)	88	1636	1183	116	75	59	
Future Volume (vph)	88	1636	1183	116	75	59	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	
Storage Length (m)	170.0			0.0	0.0	0.0	
Storage Lanes	1			0	1	1	
Taper Length (m)	20.0				0.0		
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00	
Ped Bike Factor			1.00		0.99	0.94	
Frt			0.987			0.850	
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1729	3390	3305	0	1729	1517	
Flt Permitted	0.100				0.950		
Satd. Flow (perm)	182	3390	3305	0	1717	1433	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)			12			59	
Link Speed (k/h)		60	60		20		
Link Distance (m)		300.5	153.6		118.3		
Travel Time (s)		18.0	9.2		21.3		
Confl. Peds. (#/hr)	24			24	5	32	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Heavy Vehicles (%)	0%	2%	3%	1%	0%	2%	
Adj. Flow (vph)	88	1636	1183	116	75	59	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	88	1636	1299	0	75	59	
Turn Type	pm+pt	NA	NA		Prot	Perm	
Protected Phases	5	2	6		4		3
Permitted Phases	2					4	
Detector Phase	5	2	6		4	4	
Switch Phase							
Minimum Initial (s)	5.0	10.0	10.0		5.0	5.0	4.0
Minimum Split (s)	11.5	15.8	28.8		32.2	32.2	6.0
Total Split (s)	15.0	81.8	66.8		32.2	32.2	6.0
Total Split (%)	12.5%	68.2%	55.7%		26.8%	26.8%	5%
Maximum Green (s)	8.5	76.0	61.0		26.0	26.0	4.0
Yellow Time (s)	3.7	3.7	3.7		3.3	3.3	2.0
All-Red Time (s)	2.8	2.1	2.1		2.9	2.9	0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	5.8	5.8		6.2	6.2	
Lead/Lag	Lead		Lag		Lag	Lag	Lead
Lead-Lag Optimize?	Yes		Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	C-Max		Max	Max	None
Walk Time (s)			7.0		7.0	7.0	
Flash Don't Walk (s)			16.0		19.0	19.0	
Pedestrian Calls (#/hr)			5		5	5	
Act Effect Green (s)	75.3	76.0	61.9		32.0	32.0	
Actuated g/C Ratio	0.63	0.63	0.52		0.27	0.27	
v/c Ratio	0.42	0.76	0.76		0.16	0.14	

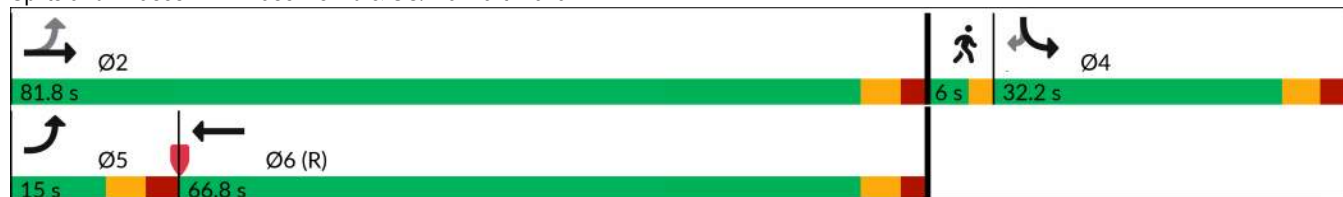


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
Control Delay (s/veh)	8.3	6.6	5.5		35.0	9.3	
Queue Delay	0.0	0.0	0.5		0.0	0.0	
Total Delay (s/veh)	8.3	6.6	6.0		35.0	9.3	
LOS	A	A	A		C	A	
Approach Delay (s/veh)		6.7	6.0		23.7		
Approach LOS		A	A		C		
Queue Length 50th (m)	0.8	147.4	8.6		13.6	0.0	
Queue Length 95th (m)	m0.4	m4.0	10.0		26.0	10.1	
Internal Link Dist (m)		276.5	129.6		94.3		
Turn Bay Length (m)	170.0						
Base Capacity (vph)	223	2147	1711		461	425	
Starvation Cap Reductn	0	0	120		0	0	
Spillback Cap Reductn	0	0	0		0	0	
Storage Cap Reductn	0	0	0		0	0	
Reduced v/c Ratio	0.39	0.76	0.82		0.16	0.14	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 55 (46%), Referenced to phase 6:WBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay (s/veh): 7.1
Intersection LOS: A
Intersection Capacity Utilization 80.8%
ICU Level of Service D
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Baseline Rd & SC/Walmart Plaza



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	156	1416	139	107	1221	42	67	24	81	12	5	10
Future Volume (vph)	156	1416	139	107	1221	42	67	24	81	12	5	10
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	50.0		20.0	45.0		100.0	0.0		50.0	0.0		0.0
Storage Lanes	1		1	1		1	0		1	1		0
Taper Length (m)	20.0			25.0			0.0			0.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.92	0.99		0.90		0.99	0.92	0.94	0.98	
Frt			0.850			0.850			0.850		0.900	
Flt Protected	0.950			0.950				0.964		0.950		
Satd. Flow (prot)	1729	3357	1532	1712	3325	1547	0	1754	1532	1729	1603	0
Flt Permitted	0.106			0.155				0.786		0.698		
Satd. Flow (perm)	193	3357	1409	277	3325	1396	0	1411	1415	1197	1603	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			53			82			75		10	
Link Speed (k/h)		60			60			40			40	
Link Distance (m)		153.6			361.0			54.8			46.2	
Travel Time (s)		9.2			21.7			4.9			4.2	
Confl. Peds. (#/hr)	34		26	26		34	15		51	51		15
Confl. Bikes (#/hr)	1		2	2		1	1					1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	3%	1%	1%	4%	0%	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	156	1416	139	107	1221	42	67	24	81	12	5	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	156	1416	139	107	1221	42	0	91	81	12	15	0
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases	5	2			6			8				4
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	5	2	2	6	6	6	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0	10.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	17.0	31.6	31.6	31.6	31.6	31.6	34.3	34.3	34.3	34.3	34.3	
Total Split (s)	20.0	80.0	80.0	60.0	60.0	60.0	40.0	40.0	40.0	40.0	40.0	
Total Split (%)	16.7%	66.7%	66.7%	50.0%	50.0%	50.0%	33.3%	33.3%	33.3%	33.3%	33.3%	
Maximum Green (s)	14.3	74.4	74.4	54.4	54.4	54.4	33.7	33.7	33.7	33.7	33.7	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3	3.3	3.3	3.3	
All-Red Time (s)	2.0	1.9	1.9	1.9	1.9	1.9	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.7	5.6	5.6	5.6	5.6	5.6		6.3	6.3	6.3	6.3	
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	C-Max	Max	Max	Max	Max	Max	
Walk Time (s)		19.0	19.0	19.0	19.0	19.0	7.0	7.0	7.0	7.0	7.0	
Flash Don't Walk (s)		7.0	7.0	7.0	7.0	7.0	21.0	21.0	21.0	21.0	21.0	
Pedestrian Calls (#/hr)		5	5	5	5	5	5	5	5	5	5	
Act Effct Green (s)	74.3	74.4	74.4	58.1	58.1	58.1		33.7	33.7	33.7	33.7	
Actuated g/C Ratio	0.62	0.62	0.62	0.48	0.48	0.48		0.28	0.28	0.28	0.28	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.61	0.68	0.16	0.80	0.76	0.06		0.23	0.18	0.04	0.03	
Control Delay (s/veh)	37.0	6.6	3.2	41.0	11.2	0.1		35.1	9.4	31.9	19.3	
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay (s/veh)	37.0	6.8	3.2	41.0	11.2	0.1		35.1	9.4	31.9	19.3	
LOS	D	A	A	D	B	A		D	A	C	B	
Approach Delay (s/veh)		9.3			13.1			23.0			24.9	
Approach LOS		A			B			C			C	
Queue Length 50th (m)	17.6	21.9	0.0	5.1	23.4	0.0		16.5	1.0	2.1	0.9	
Queue Length 95th (m)	m30.5	52.5	m5.0	m#11.0	m32.6	m0.0		30.4	12.7	6.9	6.1	
Internal Link Dist (m)		129.6			337.0			30.8			22.2	
Turn Bay Length (m)	50.0		20.0	45.0		100.0			50.0			
Base Capacity (vph)	302	2081	893	134	1610	718		396	451	336	457	
Starvation Cap Reductn	0	171	0	0	0	0		0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0		0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0		0	0	0	0	
Reduced v/c Ratio	0.52	0.74	0.16	0.80	0.76	0.06		0.23	0.18	0.04	0.03	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 48 (40%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay (s/veh): 11.8

Intersection LOS: B

Intersection Capacity Utilization 103.1%

ICU Level of Service G

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Loblaws SC/Government of Canada Access & Baseline Rd



Lanes, Volumes, Timings
4: Merivale Rd & Baseline Rd

Background 2029 AM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	311	1199	0	158	1003	297	0	485	203	289	261	366
Future Volume (vph)	311	1199	0	158	1003	297	0	485	203	289	261	366
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	120.0		0.0	200.0		40.0	0.0		80.0	120.0		50.0
Storage Lanes	1		0	1		1	0		1	2		1
Taper Length (m)	25.0			0.0			0.0			30.0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	0.99			1.00		0.95			0.94	0.97		0.96
Frt						0.850			0.850			0.850
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	1679	3390	0	1631	3357	1517	0	3325	1502	3257	3262	1488
Flt Permitted	0.950			0.950						0.950		
Satd. Flow (perm)	1664	3390	0	1625	3357	1447	0	3325	1410	3173	3262	1427
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						156			203			355
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		361.0			113.5			134.8			171.2	
Travel Time (s)		21.7			6.8			8.1			10.3	
Confl. Peds. (#/hr)	33		20	20		33			39	39		23
Confl. Bikes (#/hr)			1	1								
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	3%	2%	17%	6%	3%	2%	0%	4%	3%	3%	6%	4%
Adj. Flow (vph)	311	1199	0	158	1003	297	0	485	203	289	261	366
Shared Lane Traffic (%)												
Lane Group Flow (vph)	311	1199	0	158	1003	297	0	485	203	289	261	366
Turn Type	Prot	NA		Prot	NA	Perm		NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases						6			8			4
Detector Phase	5	2		1	6	6		8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0		10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	12.1	41.1		12.1	41.1	41.1		34.6	34.6	11.5	34.6	34.6
Total Split (s)	24.0	43.0		24.0	43.0	43.0		35.0	35.0	18.0	53.0	53.0
Total Split (%)	20.0%	35.8%		20.0%	35.8%	35.8%		29.2%	29.2%	15.0%	44.2%	44.2%
Maximum Green (s)	16.9	35.9		16.9	35.9	35.9		28.4	28.4	11.5	46.4	46.4
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7		3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	3.4	3.4		3.4	3.4	3.4		2.9	2.9	2.8	2.9	2.9
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.1	7.1		7.1	7.1	7.1		6.6	6.6	6.5	6.6	6.6
Lead/Lag	Lead	Lag		Lead	Lag	Lag		Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max		Max	Max	None	Max	Max
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		27.0			27.0	27.0		21.0	21.0		21.0	21.0
Pedestrian Calls (#/hr)		5			5	5		5	5		5	5
Act Effect Green (s)	16.9	37.6		15.2	35.9	35.9		28.4	28.4	11.5	46.4	46.4
Actuated g/C Ratio	0.14	0.31		0.13	0.30	0.30		0.24	0.24	0.10	0.39	0.39

Scenario 1 1:25 pm 03/11/2026 Baseline

Synchro 12 Report
Page 7

Lanes, Volumes, Timings
4: Merivale Rd & Baseline Rd

Background 2029 AM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	1.32	1.13		0.77	1.00	0.55		0.62	0.42	0.93	0.21	0.48
Control Delay (s/veh)	208.2	115.3		74.2	70.4	20.4		44.9	7.8	89.3	25.1	5.2
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	208.2	115.3		74.2	70.4	20.4		44.9	7.8	89.3	25.1	5.2
LOS	F	F		E	E	C		D	A	F	C	A
Approach Delay (s/veh)		134.4			60.7			34.0			37.4	
Approach LOS		F			E			C			D	
Queue Length 50th (m)	~97.9	~174.3		35.9	124.2	26.8		54.0	0.0	35.3	21.3	1.6
Queue Length 95th (m)	#155.1	#217.8		#63.3	#169.4	54.8		71.7	18.5	#61.0	30.9	21.1
Internal Link Dist (m)		337.0			89.5			110.8			147.2	
Turn Bay Length (m)	120.0			200.0		40.0			80.0	120.0		50.0
Base Capacity (vph)	236	1062		229	1004	542		786	488	312	1261	769
Starvation Cap Reductn	0	0		0	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0		0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0		0	0	0	0	0
Reduced v/c Ratio	1.32	1.13		0.69	1.00	0.55		0.62	0.42	0.93	0.21	0.48

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 45 (38%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.32

Intersection Signal Delay (s/veh): 76.3

Intersection LOS: E

Intersection Capacity Utilization 102.2%

ICU Level of Service G

Analysis Period (min) 15

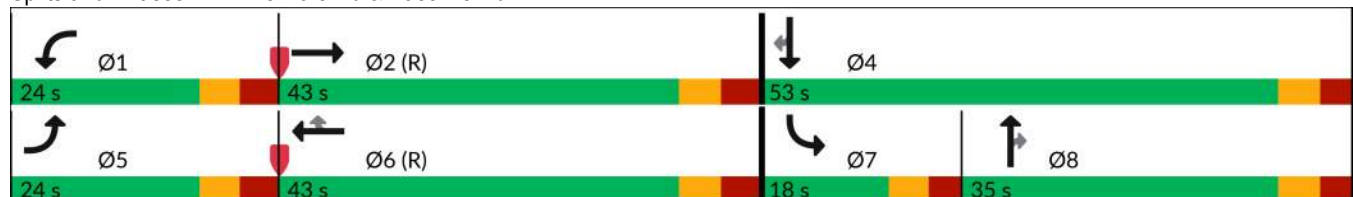
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: Merivale Rd & Baseline Rd



Lanes, Volumes, Timings
1: Clyde Ave & Baseline Road/Baseline Rd

Background 2029 PM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 		 	 		 	 	
Traffic Volume (vph)	160	1061	206	147	1176	497	308	684	63	392	686	96
Future Volume (vph)	160	1061	206	147	1176	497	308	684	63	392	686	96
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	125.0		45.0	75.0		0.0	90.0		0.0	120.0		0.0
Storage Lanes	1		1	1		1	2		0	2		0
Taper Length (m)	25.0			25.0			0.0			40.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	0.95	0.97	0.95	0.95
Ped Bike Factor	0.99		0.95	0.99		0.94	0.97	1.00		0.98	0.99	
Frt			0.850			0.850		0.987			0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1695	3390	1532	1712	3390	1532	3321	3357	0	3321	3369	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1681	3390	1449	1696	3390	1442	3231	3357	0	3252	3369	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			143			263		7			11	
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		330.1			300.5			177.5			209.2	
Travel Time (s)		19.8			18.0			12.8			15.1	
Confl. Peds. (#/hr)	31		29	29		31	41		30	30		41
Confl. Bikes (#/hr)	7		4	4		7	7		4	4		7
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	2%	2%	1%	1%	2%	1%	1%	1%	4%	1%	0%	0%
Adj. Flow (vph)	160	1061	206	147	1176	497	308	684	63	392	686	96
Shared Lane Traffic (%)												
Lane Group Flow (vph)	160	1061	206	147	1176	497	308	747	0	392	782	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						
Detector Phase	5	2	2	1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	12.0	40.3	40.3	12.0	40.3	40.3	11.6	39.9		11.6	39.9	
Total Split (s)	21.0	51.0	51.0	21.0	51.0	51.0	18.0	40.0		18.0	40.0	
Total Split (%)	16.2%	39.2%	39.2%	16.2%	39.2%	39.2%	13.8%	30.8%		13.8%	30.8%	
Maximum Green (s)	14.5	44.6	44.6	14.5	44.6	44.6	11.4	33.1		11.4	33.1	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3		3.3	3.3	
All-Red Time (s)	2.8	2.7	2.7	2.8	2.7	2.7	3.3	3.6		3.3	3.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.4	6.4	6.5	6.4	6.4	6.6	6.9		6.6	6.9	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	
Flash Don't Walk (s)		21.0	21.0		21.0	21.0		26.0			26.0	
Pedestrian Calls (#/hr)		5	5		5	5		5			5	
Act Effect Green (s)	14.1	45.3	45.3	13.8	45.0	45.0	11.4	33.1		11.4	33.1	
Actuated g/C Ratio	0.11	0.35	0.35	0.11	0.35	0.35	0.09	0.25		0.09	0.25	

Lanes, Volumes, Timings
1: Clyde Ave & Baseline Road/Baseline Rd

Background 2029 PM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.87	0.90	0.34	0.81	1.00	0.74	1.06	0.87		1.35	0.90	
Control Delay (s/veh)	96.0	51.6	12.0	85.4	58.6	21.9	124.8	57.9		221.4	61.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	96.0	51.6	12.0	85.4	58.6	21.9	124.8	57.9		221.4	61.1	
LOS	F	D	B	F	E	C	F	E		F	E	
Approach Delay (s/veh)		50.8			50.7			77.4			114.6	
Approach LOS		D			D			E			F	
Queue Length 50th (m)	40.9	136.3	11.1	40.0	~142.3	41.4	~44.5	96.0		~67.5	101.3	
Queue Length 95th (m)	#78.5	#175.7	30.2	m45.9	m#197.6	m63.2	#73.6	#127.1		#99.1	#136.0	
Internal Link Dist (m)		306.1			276.5			153.5			185.2	
Turn Bay Length (m)	125.0		45.0	75.0			90.0			120.0		
Base Capacity (vph)	189	1181	598	190	1172	670	291	859		291	865	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.85	0.90	0.34	0.77	1.00	0.74	1.06	0.87		1.35	0.90	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 53 (41%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 135

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.35

Intersection Signal Delay (s/veh): 69.6

Intersection LOS: E

Intersection Capacity Utilization 105.0%

ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

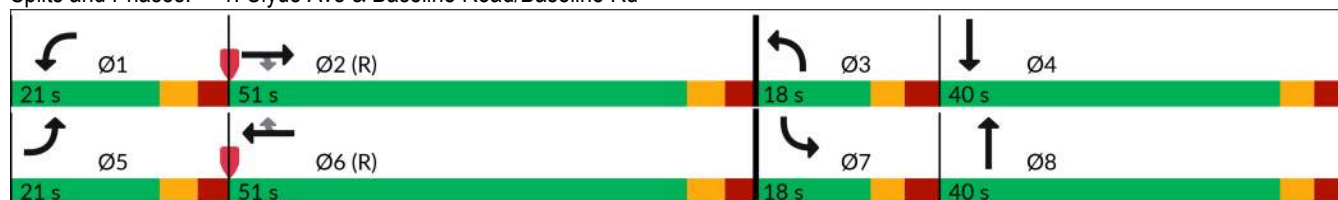
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Clyde Ave & Baseline Road/Baseline Rd



Lanes, Volumes, Timings
2: Baseline Rd & SC/Walmart Plaza

Background 2029 PM.syn
07/31/2026



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
Lane Configurations							
Traffic Volume (vph)	166	1347	1666	133	164	167	
Future Volume (vph)	166	1347	1666	133	164	167	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	
Storage Length (m)	170.0			0.0	0.0	0.0	
Storage Lanes	1			0	1	1	
Taper Length (m)	20.0				0.0		
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00	
Ped Bike Factor			1.00		0.96	0.86	
Frt			0.989			0.850	
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1712	3390	3344	0	1712	1532	
Flt Permitted	0.048				0.950		
Satd. Flow (perm)	86	3390	3344	0	1643	1318	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)			10			164	
Link Speed (k/h)		60	60		40		
Link Distance (m)		300.5	153.6		133.6		
Travel Time (s)		18.0	9.2		12.0		
Confl. Peds. (#/hr)	20			20	27	86	
Confl. Bikes (#/hr)	2			2	3	1	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Heavy Vehicles (%)	1%	2%	2%	1%	1%	1%	
Adj. Flow (vph)	166	1347	1666	133	164	167	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	166	1347	1799	0	164	167	
Turn Type	pm+pt	NA	NA		Prot	Perm	
Protected Phases	5	2	6		4		3
Permitted Phases	2					4	
Detector Phase	5	2	6		4	4	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	4.0
Minimum Split (s)	11.5	28.8	28.8		32.2	32.2	6.0
Total Split (s)	14.0	91.8	77.8		32.2	32.2	6.0
Total Split (%)	10.8%	70.6%	59.8%		24.8%	24.8%	5%
Maximum Green (s)	7.5	86.0	72.0		26.0	26.0	4.0
Yellow Time (s)	3.7	3.7	3.7		3.3	3.3	2.0
All-Red Time (s)	2.8	2.1	2.1		2.9	2.9	0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	5.8	5.8		6.2	6.2	
Lead/Lag	Lead		Lag		Lag	Lag	Lead
Lead-Lag Optimize?	Yes		Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	C-Max		None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)		16.0	16.0		19.0	19.0	
Pedestrian Calls (#/hr)		5	5		5	5	
Act Effect Green (s)	99.2	99.9	76.9		18.1	18.1	
Actuated g/C Ratio	0.76	0.77	0.59		0.14	0.14	



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
v/c Ratio	0.61	0.52	0.91		0.69	0.52	
Control Delay (s/veh)	43.6	8.3	28.4		67.5	13.0	
Queue Delay	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	43.6	8.3	28.4		67.5	13.0	
LOS	D	A	C		E	B	
Approach Delay (s/veh)		12.2	28.4		40.0		
Approach LOS		B	C		D		
Queue Length 50th (m)	35.9	55.6	213.7		40.7	0.7	
Queue Length 95th (m)	m37.0	m58.1	#287.0		60.0	19.7	
Internal Link Dist (m)		276.5	129.6		109.6		
Turn Bay Length (m)	170.0						
Base Capacity (vph)	272	2605	1982		342	394	
Starvation Cap Reductn	0	0	0		0	0	
Spillback Cap Reductn	0	0	0		0	0	
Storage Cap Reductn	0	0	0		0	0	
Reduced v/c Ratio	0.61	0.52	0.91		0.48	0.42	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 48 (37%), Referenced to phase 6:WBT, Start of Green

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.91

Intersection Signal Delay (s/veh): 22.7

Intersection LOS: C

Intersection Capacity Utilization 99.3%

ICU Level of Service F

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Baseline Rd & SC/Walmart Plaza



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	1334	156	80	1598	7	102	2	137	75	21	99
Future Volume (vph)	21	1334	156	80	1598	7	102	2	137	75	21	99
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	50.0		20.0	45.0		100.0	0.0		50.0	0.0		0.0
Storage Lanes	1		1	1		1	0		1	1		0
Taper Length (m)	20.0			25.0			0.0			0.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.93	1.00		0.86		0.97	0.92	0.95	0.96	
Frt			0.850			0.850			0.850		0.876	
Flt Protected	0.950			0.950				0.953		0.950		
Satd. Flow (prot)	1729	3357	1547	1729	3424	1547	0	1734	1547	1729	1531	0
Flt Permitted	0.125			0.177				0.584		0.668		
Satd. Flow (perm)	228	3357	1438	321	3424	1335	0	1031	1429	1150	1531	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			64			28			65		32	
Link Speed (k/h)		60			60			40			40	
Link Distance (m)		153.6			361.0			54.8			46.2	
Travel Time (s)		9.2			21.7			4.9			4.2	
Confl. Peds. (#/hr)	46		19	19		46	26		45	45		26
Confl. Bikes (#/hr)	9		7	7		9	1		4	4		1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	3%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	21	1334	156	80	1598	7	102	2	137	75	21	99
Shared Lane Traffic (%)												
Lane Group Flow (vph)	21	1334	156	80	1598	7	0	104	137	75	120	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	2	2	2	6	6	6	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	31.6	31.6	31.6	31.6	31.6	31.6	34.3	34.3	34.3	34.3	34.3	
Total Split (s)	90.0	90.0	90.0	90.0	90.0	90.0	40.0	40.0	40.0	40.0	40.0	
Total Split (%)	69.2%	69.2%	69.2%	69.2%	69.2%	69.2%	30.8%	30.8%	30.8%	30.8%	30.8%	
Maximum Green (s)	84.4	84.4	84.4	84.4	84.4	84.4	33.7	33.7	33.7	33.7	33.7	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3	3.3	3.3	3.3	
All-Red Time (s)	1.9	1.9	1.9	1.9	1.9	1.9	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.6	5.6	5.6	5.6	5.6	5.6		6.3	6.3	6.3	6.3	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None	
Walk Time (s)	19.0	19.0	19.0	19.0	19.0	19.0	7.0	7.0	7.0	7.0	7.0	
Flash Don't Walk (s)	7.0	7.0	7.0	7.0	7.0	7.0	21.0	21.0	21.0	21.0	21.0	
Pedestrian Calls (#/hr)	5	5	5	5	5	5	5	5	5	5	5	
Act Effect Green (s)	100.1	100.1	100.1	100.1	100.1	100.1		18.0	18.0	18.0	18.0	
Actuated g/C Ratio	0.77	0.77	0.77	0.77	0.77	0.77		0.14	0.14	0.14	0.14	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.12	0.52	0.14	0.32	0.61	0.01		0.73	0.54	0.47	0.50	
Control Delay (s/veh)	4.6	3.6	1.6	10.3	8.5	0.0		80.4	34.1	59.5	43.4	
Queue Delay	0.0	0.1	0.0	0.0	0.8	0.0		0.0	0.0	0.0	0.0	
Total Delay (s/veh)	4.6	3.7	1.6	10.3	9.4	0.0		80.4	34.1	59.5	43.4	
LOS	A	A	A	B	A	A		F	C	E	D	
Approach Delay (s/veh)		3.5			9.4			54.0			49.6	
Approach LOS		A			A			D			D	
Queue Length 50th (m)	0.7	24.7	1.5	5.3	77.6	0.0		26.0	17.1	18.1	21.1	
Queue Length 95th (m)	m1.9	36.3	4.7	18.0	135.0	0.0		42.1	34.6	31.0	37.1	
Internal Link Dist (m)		129.6			337.0			30.8			22.2	
Turn Bay Length (m)	50.0		20.0	45.0		100.0			50.0			
Base Capacity (vph)	175	2586	1122	247	2637	1034		267	418	298	420	
Starvation Cap Reductn	0	169	0	0	0	0		0	0	0	0	
Spillback Cap Reductn	0	0	0	0	665	0		0	0	0	5	
Storage Cap Reductn	0	0	0	0	0	0		0	0	0	0	
Reduced v/c Ratio	0.12	0.55	0.14	0.32	0.81	0.01		0.39	0.33	0.25	0.29	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 36 (28%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay (s/veh): 12.0

Intersection LOS: B

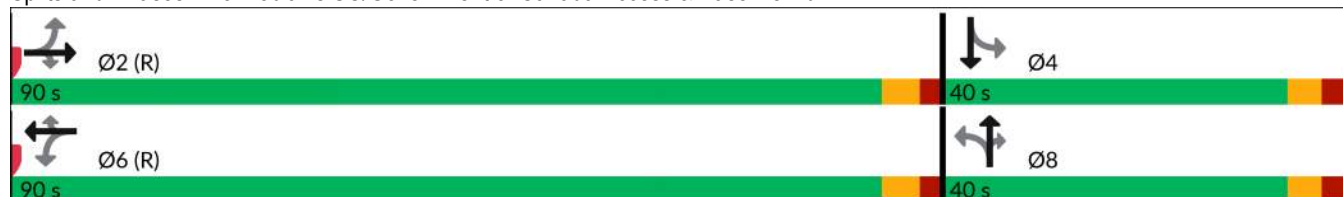
Intersection Capacity Utilization 92.6%

ICU Level of Service F

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Loblaws SC/Government of Canada Access & Baseline Rd



Lanes, Volumes, Timings
4: Merivale Rd & Baseline Rd

Background 2029 PM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	278	1266	2	212	1107	174	0	528	260	319	913	578
Future Volume (vph)	278	1266	2	212	1107	174	0	528	260	319	913	578
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	120.0		0.0	200.0		40.0	0.0		80.0	120.0		50.0
Storage Lanes	1		0	1		1	0		1	2		1
Taper Length (m)	25.0			0.0			0.0			30.0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	0.99	1.00		0.99		0.93			0.94	0.96		0.96
Frt						0.850			0.850			0.850
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	1712	3390	0	1712	3424	1547	0	3390	1517	3321	3390	1532
Flt Permitted	0.950			0.950						0.950		
Satd. Flow (perm)	1691	3390	0	1703	3424	1442	0	3390	1432	3201	3390	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						134			239			286
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		361.0			275.5			134.8			133.9	
Travel Time (s)		21.7			16.5			8.1			8.0	
Confl. Peds. (#/hr)	46		24	24		46			30	30		20
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	1%	2%	0%	1%	1%	0%	0%	2%	2%	1%	2%	1%
Adj. Flow (vph)	278	1266	2	212	1107	174	0	528	260	319	913	578
Shared Lane Traffic (%)												
Lane Group Flow (vph)	278	1268	0	212	1107	174	0	528	260	319	913	578
Turn Type	Prot	NA		Prot	NA	Perm		NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases						6			8			4
Detector Phase	5	2		1	6	6		8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.1	41.1		12.1	41.1	41.1		34.6	34.6	11.5	34.6	34.6
Total Split (s)	25.0	60.0		25.0	60.0	60.0		35.0	35.0	20.0	55.0	55.0
Total Split (%)	17.9%	42.9%		17.9%	42.9%	42.9%		25.0%	25.0%	14.3%	39.3%	39.3%
Maximum Green (s)	17.9	52.9		17.9	52.9	52.9		28.4	28.4	13.5	48.4	48.4
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7		3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	3.4	3.4		3.4	3.4	3.4		2.9	2.9	2.8	2.9	2.9
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.1	7.1		7.1	7.1	7.1		6.6	6.6	6.5	6.6	6.6
Lead/Lag	Lead	Lag		Lead	Lag	Lag		Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max		None	None	None	None	None
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		27.0			27.0	27.0		21.0	21.0		21.0	21.0
Pedestrian Calls (#/hr)		5			5	5		5	5		5	5
Act Effect Green (s)	19.8	53.7		19.1	52.9	52.9		26.5	26.5	13.5	46.5	46.5
Actuated g/C Ratio	0.14	0.38		0.14	0.38	0.38		0.19	0.19	0.10	0.33	0.33
v/c Ratio	1.15	0.98		0.91	0.86	0.28		0.83	0.56	1.00	0.81	0.85

Lanes, Volumes, Timings
4: Merivale Rd & Baseline Rd

Background 2029 PM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	155.9	62.4		99.5	47.9	9.4		66.0	12.7	111.9	49.3	34.4
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	155.9	62.4		99.5	47.9	9.4		66.0	12.7	111.9	49.3	34.4
LOS	F	E		F	D	A		E	B	F	D	C
Approach Delay (s/veh)		79.3			50.7			48.4			55.6	
Approach LOS		E			D			D			E	
Queue Length 50th (m)	~96.8	182.6		59.3	147.5	7.1		73.3	4.8	46.2	118.8	81.2
Queue Length 95th (m)	#152.6	#232.3		#109.5	176.7	23.3		94.0	30.7	#77.2	144.4	#140.4
Internal Link Dist (m)		337.0			251.5			110.8			109.9	
Turn Bay Length (m)	120.0			200.0		40.0			80.0	120.0		50.0
Base Capacity (vph)	242	1299		232	1293	628		687	481	320	1171	694
Starvation Cap Reductn	0	0		0	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0		0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0		0	0	0	0	0
Reduced v/c Ratio	1.15	0.98		0.91	0.86	0.28		0.77	0.54	1.00	0.78	0.83

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 19 (14%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.15

Intersection Signal Delay (s/veh): 59.8

Intersection LOS: E

Intersection Capacity Utilization 102.2%

ICU Level of Service G

Analysis Period (min) 15

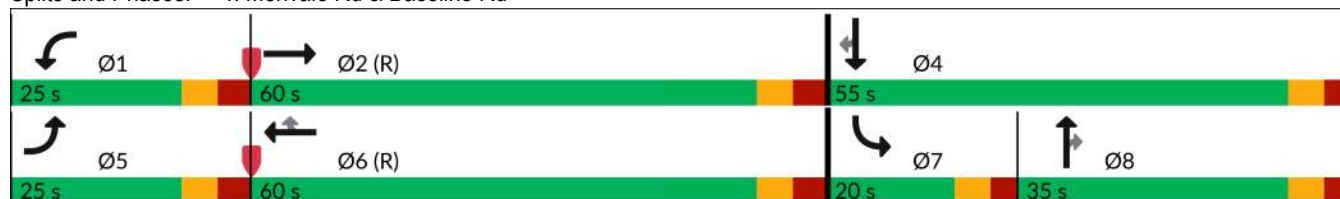
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: Merivale Rd & Baseline Rd



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

Background 2031 AM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 		 	 		 	 	
Traffic Volume (vph)	169	1157	172	101	636	517	143	492	98	487	742	53
Future Volume (vph)	169	1157	172	101	636	517	143	492	98	487	742	53
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	125.0		45.0	75.0		0.0	90.0		0.0	120.0		0.0
Storage Lanes	1		1	1		1	2		0	2		0
Taper Length (m)	25.0			25.0			0.0			40.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	0.95	0.97	0.95	0.95
Ped Bike Factor	0.99		0.97	1.00		0.97	0.99	1.00		0.99	1.00	
Frt			0.850			0.850		0.975			0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1729	3390	1502	1712	3293	1532	3195	3274	0	3321	3364	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1719	3390	1462	1707	3293	1485	3177	3274	0	3289	3364	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			155			338		19			6	
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		330.1			300.5			177.5			209.2	
Travel Time (s)		19.8			18.0			12.8			15.1	
Confl. Peds. (#/hr)	11		10	10		11	9		12	12		9
Confl. Bikes (#/hr)	6		3	3		6	3		5	5		3
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	2%	3%	1%	5%	1%	5%	2%	5%	1%	1%	10%
Adj. Flow (vph)	169	1157	172	101	636	517	143	492	98	487	742	53
Shared Lane Traffic (%)												
Lane Group Flow (vph)	169	1157	172	101	636	517	143	590	0	487	795	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						
Detector Phase	5	2	2	1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.5	34.4	34.4	11.5	34.4	34.4	11.6	39.9		11.6	39.9	
Total Split (s)	18.0	41.0	41.0	18.0	41.0	41.0	21.0	40.0		21.0	40.0	
Total Split (%)	15.0%	34.2%	34.2%	15.0%	34.2%	34.2%	17.5%	33.3%		17.5%	33.3%	
Maximum Green (s)	11.5	34.6	34.6	11.5	34.6	34.6	14.4	33.1		14.4	33.1	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3		3.3	3.3	
All-Red Time (s)	2.8	2.7	2.7	2.8	2.7	2.7	3.3	3.6		3.3	3.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.4	6.4	6.5	6.4	6.4	6.6	6.9		6.6	6.9	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	
Flash Don't Walk (s)		21.0	21.0		21.0	21.0		26.0			26.0	
Pedestrian Calls (#/hr)		5	5		5	5		5			5	
Act Effect Green (s)	11.5	35.6	35.6	10.5	34.6	34.6	10.7	33.1		14.4	36.8	
Actuated g/C Ratio	0.10	0.30	0.30	0.09	0.29	0.29	0.09	0.28		0.12	0.31	

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

Background 2031 AM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	1.02	1.15	0.32	0.67	0.67	0.77	0.50	0.64		1.22	0.77	
Control Delay (s/veh)	130.0	118.6	8.4	40.5	50.2	38.0	58.0	40.8		165.4	43.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	130.0	118.6	8.4	40.5	50.2	38.0	58.0	40.8		165.4	43.7	
LOS	F	F	A	D	D	D	E	D		F	D	
Approach Delay (s/veh)		107.3			44.4			44.1			89.9	
Approach LOS		F			D			D			F	
Queue Length 50th (m)	~41.5	~172.3	2.9	20.8	84.2	87.4	16.8	62.4		~72.6	88.6	
Queue Length 95th (m)	#85.3	#213.6	19.3	m29.9	103.2	144.0	26.5	81.7		#105.5	116.3	
Internal Link Dist (m)		306.1			276.5			153.5			185.2	
Turn Bay Length (m)	125.0		45.0	75.0			90.0			120.0		
Base Capacity (vph)	165	1005	542	164	949	668	383	916		398	1036	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	1.02	1.15	0.32	0.62	0.67	0.77	0.37	0.64		1.22	0.77	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 19 (16%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.22

Intersection Signal Delay (s/veh): 76.4

Intersection LOS: E

Intersection Capacity Utilization 103.8%

ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

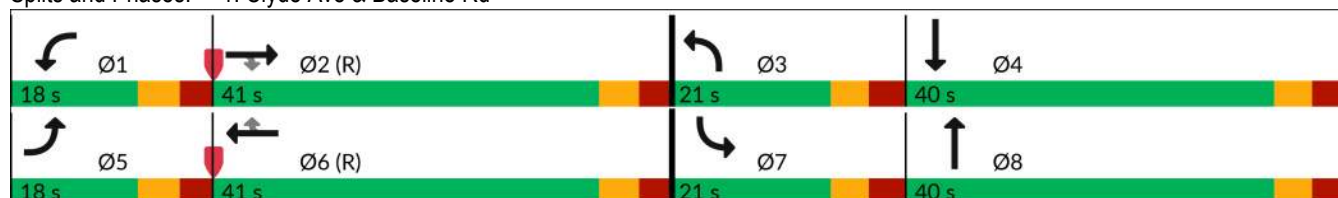
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Clyde Ave & Baseline Rd



Lanes, Volumes, Timings
2: Baseline Rd & SC/Walmart Plaza

Background 2031 AM.syn
07/31/2026



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
Lane Configurations							
Traffic Volume (vph)	89	1653	1194	117	76	59	
Future Volume (vph)	89	1653	1194	117	76	59	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	
Storage Length (m)	170.0			0.0	0.0	0.0	
Storage Lanes	1			0	1	1	
Taper Length (m)	20.0				0.0		
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00	
Ped Bike Factor			1.00		0.99	0.94	
Frt			0.987			0.850	
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1729	3390	3305	0	1729	1517	
Flt Permitted	0.097				0.950		
Satd. Flow (perm)	177	3390	3305	0	1717	1433	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)			12			59	
Link Speed (k/h)		60	60		20		
Link Distance (m)		300.5	153.6		118.3		
Travel Time (s)		18.0	9.2		21.3		
Confl. Peds. (#/hr)	24			24	5	32	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Heavy Vehicles (%)	0%	2%	3%	1%	0%	2%	
Adj. Flow (vph)	89	1653	1194	117	76	59	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	89	1653	1311	0	76	59	
Turn Type	pm+pt	NA	NA		Prot	Perm	
Protected Phases	5	2	6		4		3
Permitted Phases	2					4	
Detector Phase	5	2	6		4	4	
Switch Phase							
Minimum Initial (s)	5.0	10.0	10.0		5.0	5.0	4.0
Minimum Split (s)	11.5	15.8	28.8		32.2	32.2	6.0
Total Split (s)	15.0	81.8	66.8		32.2	32.2	6.0
Total Split (%)	12.5%	68.2%	55.7%		26.8%	26.8%	5%
Maximum Green (s)	8.5	76.0	61.0		26.0	26.0	4.0
Yellow Time (s)	3.7	3.7	3.7		3.3	3.3	2.0
All-Red Time (s)	2.8	2.1	2.1		2.9	2.9	0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	5.8	5.8		6.2	6.2	
Lead/Lag	Lead		Lag		Lag	Lag	Lead
Lead-Lag Optimize?	Yes		Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	C-Max		Max	Max	None
Walk Time (s)			7.0		7.0	7.0	
Flash Don't Walk (s)			16.0		19.0	19.0	
Pedestrian Calls (#/hr)			5		5	5	
Act Effect Green (s)	75.3	76.0	61.9		32.0	32.0	
Actuated g/C Ratio	0.63	0.63	0.52		0.27	0.27	
v/c Ratio	0.43	0.77	0.77		0.16	0.14	

Lanes, Volumes, Timings
2: Baseline Rd & SC/Walmart Plaza

Background 2031 AM.syn
07/31/2026



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
Control Delay (s/veh)	9.1	6.9	5.5		35.0	9.3	
Queue Delay	0.0	0.0	0.5		0.0	0.0	
Total Delay (s/veh)	9.1	6.9	6.0		35.0	9.3	
LOS	A	A	A		C	A	
Approach Delay (s/veh)		7.0	6.0		23.7		
Approach LOS		A	A		C		
Queue Length 50th (m)	1.1	149.0	8.7		13.8	0.0	
Queue Length 95th (m)	m0.5	m4.0	9.9		26.4	10.1	
Internal Link Dist (m)		276.5	129.6		94.3		
Turn Bay Length (m)	170.0						
Base Capacity (vph)	221	2147	1709		461	425	
Starvation Cap Reductn	0	0	120		0	0	
Spillback Cap Reductn	0	0	0		0	0	
Storage Cap Reductn	0	0	0		0	0	
Reduced v/c Ratio	0.40	0.77	0.83		0.16	0.14	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 55 (46%), Referenced to phase 6:WBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay (s/veh): 7.3
Intersection LOS: A
Intersection Capacity Utilization 81.3%
ICU Level of Service D
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Baseline Rd & SC/Walmart Plaza



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	158	1430	140	108	1233	42	68	25	82	12	5	10
Future Volume (vph)	158	1430	140	108	1233	42	68	25	82	12	5	10
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	50.0		20.0	45.0		100.0	0.0		50.0	0.0		0.0
Storage Lanes	1		1	1		1	0		1	1		0
Taper Length (m)	20.0			25.0			0.0			0.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.92	0.99		0.90		0.99	0.92	0.94	0.98	
Frt			0.850			0.850			0.850		0.900	
Flt Protected	0.950			0.950				0.965		0.950		
Satd. Flow (prot)	1729	3357	1532	1712	3325	1547	0	1756	1532	1729	1603	0
Flt Permitted	0.102			0.152				0.786		0.697		
Satd. Flow (perm)	186	3357	1409	272	3325	1396	0	1411	1415	1195	1603	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			53			82			75		10	
Link Speed (k/h)		60			60			40			40	
Link Distance (m)		153.6			361.0			54.8			46.2	
Travel Time (s)		9.2			21.7			4.9			4.2	
Confl. Peds. (#/hr)	34		26	26		34	15		51	51		15
Confl. Bikes (#/hr)	1		2	2		1	1					1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	3%	1%	1%	4%	0%	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	158	1430	140	108	1233	42	68	25	82	12	5	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	158	1430	140	108	1233	42	0	93	82	12	15	0
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases	5	2			6			8				4
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	5	2	2	6	6	6	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0	10.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	17.0	31.6	31.6	31.6	31.6	31.6	34.3	34.3	34.3	34.3	34.3	
Total Split (s)	20.0	80.0	80.0	60.0	60.0	60.0	40.0	40.0	40.0	40.0	40.0	
Total Split (%)	16.7%	66.7%	66.7%	50.0%	50.0%	50.0%	33.3%	33.3%	33.3%	33.3%	33.3%	
Maximum Green (s)	14.3	74.4	74.4	54.4	54.4	54.4	33.7	33.7	33.7	33.7	33.7	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3	3.3	3.3	3.3	
All-Red Time (s)	2.0	1.9	1.9	1.9	1.9	1.9	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.7	5.6	5.6	5.6	5.6	5.6		6.3	6.3	6.3	6.3	
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	C-Max	Max	Max	Max	Max	Max	
Walk Time (s)		19.0	19.0	19.0	19.0	19.0	7.0	7.0	7.0	7.0	7.0	
Flash Don't Walk (s)		7.0	7.0	7.0	7.0	7.0	21.0	21.0	21.0	21.0	21.0	
Pedestrian Calls (#/hr)		5	5	5	5	5	5	5	5	5	5	
Act Effect Green (s)	74.3	74.4	74.4	58.0	58.0	58.0		33.7	33.7	33.7	33.7	
Actuated g/C Ratio	0.62	0.62	0.62	0.48	0.48	0.48		0.28	0.28	0.28	0.28	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.63	0.69	0.16	0.82	0.77	0.06		0.23	0.18	0.04	0.03	
Control Delay (s/veh)	38.7	6.9	3.4	44.0	11.6	0.1		35.2	9.6	31.9	19.3	
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay (s/veh)	38.7	7.1	3.4	44.0	11.6	0.1		35.2	9.6	31.9	19.3	
LOS	D	A	A	D	B	A		D	A	C	B	
Approach Delay (s/veh)		9.7			13.8			23.2			24.9	
Approach LOS		A			B			C			C	
Queue Length 50th (m)	19.0	23.9	0.0	5.8	24.8	0.0		16.9	1.2	2.1	0.9	
Queue Length 95th (m)	m31.3	54.4	m5.4	m#12.5	m33.1	m0.0		31.0	13.1	6.9	6.1	
Internal Link Dist (m)		129.6			337.0			30.8			22.2	
Turn Bay Length (m)	50.0		20.0	45.0		100.0			50.0			
Base Capacity (vph)	299	2081	893	131	1608	717		396	451	335	457	
Starvation Cap Reductn	0	171	0	0	0	0		0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0		0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0		0	0	0	0	
Reduced v/c Ratio	0.53	0.75	0.16	0.82	0.77	0.06		0.23	0.18	0.04	0.03	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 48 (40%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay (s/veh): 12.3

Intersection LOS: B

Intersection Capacity Utilization 103.6%

ICU Level of Service G

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Loblaws SC/Government of Canada Access & Baseline Rd



Lanes, Volumes, Timings
4: Merivale Rd & Baseline Rd

Background 2031 AM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	314	1211	0	160	1013	300	0	490	205	292	263	370
Future Volume (vph)	314	1211	0	160	1013	300	0	490	205	292	263	370
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	120.0		0.0	200.0		40.0	0.0		80.0	120.0		50.0
Storage Lanes	1		0	1		1	0		1	2		1
Taper Length (m)	25.0			0.0			0.0			30.0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	0.99			1.00		0.95			0.94	0.97		0.96
Frt						0.850			0.850			0.850
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	1679	3390	0	1631	3357	1517	0	3325	1502	3257	3262	1488
Flt Permitted	0.950			0.950						0.950		
Satd. Flow (perm)	1664	3390	0	1625	3357	1447	0	3325	1410	3174	3262	1427
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						156			205			354
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		361.0			113.5			134.8			171.2	
Travel Time (s)		21.7			6.8			8.1			10.3	
Confl. Peds. (#/hr)	33		20	20		33			39	39		23
Confl. Bikes (#/hr)			1	1								
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	3%	2%	17%	6%	3%	2%	0%	4%	3%	3%	6%	4%
Adj. Flow (vph)	314	1211	0	160	1013	300	0	490	205	292	263	370
Shared Lane Traffic (%)												
Lane Group Flow (vph)	314	1211	0	160	1013	300	0	490	205	292	263	370
Turn Type	Prot	NA		Prot	NA	Perm		NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases						6			8			4
Detector Phase	5	2		1	6	6		8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0		10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	12.1	41.1		12.1	41.1	41.1		34.6	34.6	11.5	34.6	34.6
Total Split (s)	24.0	43.0		24.0	43.0	43.0		35.0	35.0	18.0	53.0	53.0
Total Split (%)	20.0%	35.8%		20.0%	35.8%	35.8%		29.2%	29.2%	15.0%	44.2%	44.2%
Maximum Green (s)	16.9	35.9		16.9	35.9	35.9		28.4	28.4	11.5	46.4	46.4
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7		3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	3.4	3.4		3.4	3.4	3.4		2.9	2.9	2.8	2.9	2.9
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.1	7.1		7.1	7.1	7.1		6.6	6.6	6.5	6.6	6.6
Lead/Lag	Lead	Lag		Lead	Lag	Lag		Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max		Max	Max	None	Max	Max
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		27.0			27.0	27.0		21.0	21.0		21.0	21.0
Pedestrian Calls (#/hr)		5			5	5		5	5		5	5
Act Effect Green (s)	16.9	37.5		15.3	35.9	35.9		28.4	28.4	11.5	46.4	46.4
Actuated g/C Ratio	0.14	0.31		0.13	0.30	0.30		0.24	0.24	0.10	0.39	0.39

Lanes, Volumes, Timings
4: Merivale Rd & Baseline Rd

Background 2031 AM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	1.33	1.14		0.77	1.01	0.55		0.62	0.42	0.94	0.21	0.48
Control Delay (s/veh)	213.0	119.9		74.8	72.7	20.7		45.1	7.8	91.1	25.1	5.4
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	213.0	119.9		74.8	72.7	20.7		45.1	7.8	91.1	25.1	5.4
LOS	F	F		E	E	C		D	A	F	C	A
Approach Delay (s/veh)		139.0			62.3			34.1			38.1	
Approach LOS		F			E			C			D	
Queue Length 50th (m)	~99.5	~177.7		36.4	~127.5	27.5		54.6	0.0	35.7	21.4	2.3
Queue Length 95th (m)	#156.6	#221.4		#64.8	#172.2	55.7		72.5	18.8	#61.8	31.2	22.5
Internal Link Dist (m)		337.0			89.5			110.8			147.2	
Turn Bay Length (m)	120.0			200.0		40.0			80.0	120.0		50.0
Base Capacity (vph)	236	1060		229	1004	542		786	490	312	1261	768
Starvation Cap Reductn	0	0		0	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0		0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0		0	0	0	0	0
Reduced v/c Ratio	1.33	1.14		0.70	1.01	0.55		0.62	0.42	0.94	0.21	0.48

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 45 (38%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.33

Intersection Signal Delay (s/veh): 78.5

Intersection LOS: E

Intersection Capacity Utilization 102.8%

ICU Level of Service G

Analysis Period (min) 15

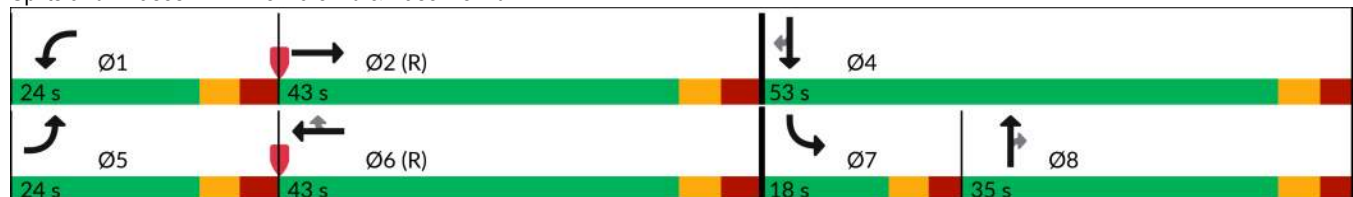
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: Merivale Rd & Baseline Rd



Lanes, Volumes, Timings
1: Clyde Ave & Baseline Road/Baseline Rd

Background 2031 PM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 		 	 		 	 	
Traffic Volume (vph)	162	1071	208	149	1188	502	311	691	63	395	693	97
Future Volume (vph)	162	1071	208	149	1188	502	311	691	63	395	693	97
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	125.0		45.0	75.0		0.0	90.0		0.0	120.0		0.0
Storage Lanes	1		1	1		1	2		0	2		0
Taper Length (m)	25.0			25.0			0.0			40.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	0.95	0.97	0.95	0.95
Ped Bike Factor	0.99		0.95	0.99		0.94	0.97	1.00		0.98	0.99	
Frt			0.850			0.850		0.987			0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1695	3390	1532	1712	3390	1532	3321	3357	0	3321	3369	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1681	3390	1449	1696	3390	1442	3232	3357	0	3252	3369	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			143			262		7			11	
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		330.1			300.5			177.5			209.2	
Travel Time (s)		19.8			18.0			12.8			15.1	
Confl. Peds. (#/hr)	31		29	29		31	41		30	30		41
Confl. Bikes (#/hr)	7		4	4		7	7		4	4		7
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	2%	2%	1%	1%	2%	1%	1%	1%	4%	1%	0%	0%
Adj. Flow (vph)	162	1071	208	149	1188	502	311	691	63	395	693	97
Shared Lane Traffic (%)												
Lane Group Flow (vph)	162	1071	208	149	1188	502	311	754	0	395	790	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						
Detector Phase	5	2	2	1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	12.0	40.3	40.3	12.0	40.3	40.3	11.6	39.9		11.6	39.9	
Total Split (s)	21.0	51.0	51.0	21.0	51.0	51.0	18.0	40.0		18.0	40.0	
Total Split (%)	16.2%	39.2%	39.2%	16.2%	39.2%	39.2%	13.8%	30.8%		13.8%	30.8%	
Maximum Green (s)	14.5	44.6	44.6	14.5	44.6	44.6	11.4	33.1		11.4	33.1	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3		3.3	3.3	
All-Red Time (s)	2.8	2.7	2.7	2.8	2.7	2.7	3.3	3.6		3.3	3.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.4	6.4	6.5	6.4	6.4	6.6	6.9		6.6	6.9	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	
Flash Don't Walk (s)		21.0	21.0		21.0	21.0		26.0			26.0	
Pedestrian Calls (#/hr)		5	5		5	5		5			5	
Act Effect Green (s)	14.2	45.2	45.2	13.9	44.9	44.9	11.4	33.1		11.4	33.1	
Actuated g/C Ratio	0.11	0.35	0.35	0.11	0.35	0.35	0.09	0.25		0.09	0.25	

Lanes, Volumes, Timings
1: Clyde Ave & Baseline Road/Baseline Rd

Background 2031 PM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.88	0.91	0.35	0.82	1.01	0.75	1.07	0.88		1.36	0.91	
Control Delay (s/veh)	97.3	52.6	12.2	85.1	61.3	22.5	127.4	58.7		225.4	62.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	97.3	52.6	12.2	85.1	61.3	22.5	127.4	58.7		225.4	62.3	
LOS	F	D	B	F	E	C	F	E		F	E	
Approach Delay (s/veh)		51.8			52.6			78.7			116.6	
Approach LOS		D			D			E			F	
Queue Length 50th (m)	41.4	138.2	11.4	40.6	~151.0	43.6	~45.3	97.3		~68.4	102.6	
Queue Length 95th (m)	#80.1	#178.5	30.9	m46.0	m#197.2	m62.9	#74.7	#129.1		#99.9	#138.3	
Internal Link Dist (m)		306.1			276.5			153.5			185.2	
Turn Bay Length (m)	125.0		45.0	75.0			90.0			120.0		
Base Capacity (vph)	189	1180	597	190	1171	669	291	859		291	865	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.86	0.91	0.35	0.78	1.01	0.75	1.07	0.88		1.36	0.91	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 53 (41%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 135

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.36

Intersection Signal Delay (s/veh): 71.2

Intersection LOS: E

Intersection Capacity Utilization 105.5%

ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

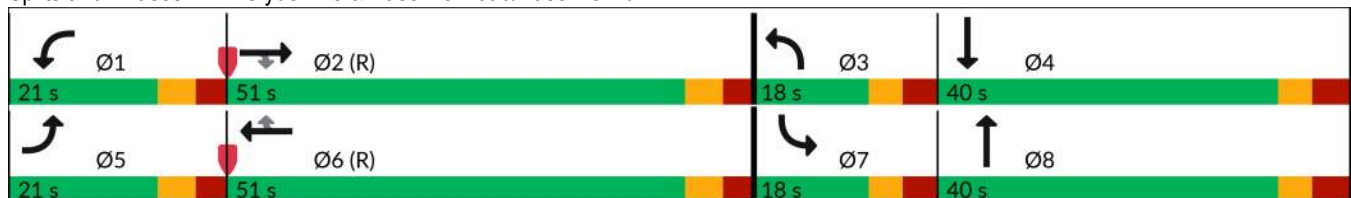
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Clyde Ave & Baseline Road/Baseline Rd



Lanes, Volumes, Timings
2: Baseline Rd & SC/Walmart Plaza

Background 2031 PM.syn
07/31/2026



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
Lane Configurations							
Traffic Volume (vph)	167	1361	1682	134	166	169	
Future Volume (vph)	167	1361	1682	134	166	169	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	
Storage Length (m)	170.0			0.0	0.0	0.0	
Storage Lanes	1			0	1	1	
Taper Length (m)	20.0				0.0		
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00	
Ped Bike Factor			1.00		0.96	0.86	
Frt			0.989			0.850	
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1712	3390	3344	0	1712	1532	
Flt Permitted	0.048				0.950		
Satd. Flow (perm)	86	3390	3344	0	1643	1318	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)			10			164	
Link Speed (k/h)		60	60		40		
Link Distance (m)		300.5	153.6		133.6		
Travel Time (s)		18.0	9.2		12.0		
Confl. Peds. (#/hr)	20			20	27	86	
Confl. Bikes (#/hr)	2			2	3	1	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Heavy Vehicles (%)	1%	2%	2%	1%	1%	1%	
Adj. Flow (vph)	167	1361	1682	134	166	169	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	167	1361	1816	0	166	169	
Turn Type	pm+pt	NA	NA		Prot	Perm	
Protected Phases	5	2	6		4		3
Permitted Phases	2					4	
Detector Phase	5	2	6		4	4	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	4.0
Minimum Split (s)	11.5	28.8	28.8		32.2	32.2	6.0
Total Split (s)	14.0	91.8	77.8		32.2	32.2	6.0
Total Split (%)	10.8%	70.6%	59.8%		24.8%	24.8%	5%
Maximum Green (s)	7.5	86.0	72.0		26.0	26.0	4.0
Yellow Time (s)	3.7	3.7	3.7		3.3	3.3	2.0
All-Red Time (s)	2.8	2.1	2.1		2.9	2.9	0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	5.8	5.8		6.2	6.2	
Lead/Lag	Lead		Lag		Lag	Lag	Lead
Lead-Lag Optimize?	Yes		Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	C-Max		None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)		16.0	16.0		19.0	19.0	
Pedestrian Calls (#/hr)		5	5		5	5	
Act Effect Green (s)	99.1	99.8	76.7		18.2	18.2	
Actuated g/C Ratio	0.76	0.77	0.59		0.14	0.14	

Lanes, Volumes, Timings
2: Baseline Rd & SC/Walmart Plaza

Background 2031 PM.syn
07/31/2026



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
v/c Ratio	0.61	0.52	0.92		0.69	0.52	
Control Delay (s/veh)	43.7	8.3	29.5		67.7	13.4	
Queue Delay	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	43.7	8.3	29.5		67.7	13.4	
LOS	D	A	C		E	B	
Approach Delay (s/veh)		12.2	29.5		40.4		
Approach LOS		B	C		D		
Queue Length 50th (m)	36.2	56.1	219.2		41.2	1.1	
Queue Length 95th (m)	m37.0	m58.0	#291.8		60.6	20.5	
Internal Link Dist (m)		276.5	129.6		109.6		
Turn Bay Length (m)	170.0						
Base Capacity (vph)	274	2603	1976		342	394	
Starvation Cap Reductn	0	0	0		0	0	
Spillback Cap Reductn	0	0	0		0	0	
Storage Cap Reductn	0	0	0		0	0	
Reduced v/c Ratio	0.61	0.52	0.92		0.49	0.43	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 48 (37%), Referenced to phase 6:WBT, Start of Green

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay (s/veh): 23.3

Intersection LOS: C

Intersection Capacity Utilization 99.9%

ICU Level of Service F

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Baseline Rd & SC/Walmart Plaza



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	1347	158	81	1614	7	103	2	138	76	22	100
Future Volume (vph)	22	1347	158	81	1614	7	103	2	138	76	22	100
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	50.0		20.0	45.0		100.0	0.0		50.0	0.0		0.0
Storage Lanes	1		1	1		1	0		1	1		0
Taper Length (m)	20.0			25.0			0.0			0.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.93	1.00		0.86		0.97	0.92	0.95	0.96	
Frt			0.850			0.850			0.850		0.877	
Flt Protected	0.950			0.950				0.953		0.950		
Satd. Flow (prot)	1729	3357	1547	1729	3424	1547	0	1734	1547	1729	1533	0
Flt Permitted	0.122			0.174				0.578		0.665		
Satd. Flow (perm)	222	3357	1438	315	3424	1335	0	1021	1429	1145	1533	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			64			28			63		31	
Link Speed (k/h)		60			60			40			40	
Link Distance (m)		153.6			361.0			54.8			46.2	
Travel Time (s)		9.2			21.7			4.9			4.2	
Confl. Peds. (#/hr)	46		19	19		46	26		45	45		26
Confl. Bikes (#/hr)	9		7	7		9	1		4	4		1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	3%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	22	1347	158	81	1614	7	103	2	138	76	22	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	22	1347	158	81	1614	7	0	105	138	76	122	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	2	2	2	6	6	6	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	31.6	31.6	31.6	31.6	31.6	31.6	34.3	34.3	34.3	34.3	34.3	
Total Split (s)	90.0	90.0	90.0	90.0	90.0	90.0	40.0	40.0	40.0	40.0	40.0	
Total Split (%)	69.2%	69.2%	69.2%	69.2%	69.2%	69.2%	30.8%	30.8%	30.8%	30.8%	30.8%	
Maximum Green (s)	84.4	84.4	84.4	84.4	84.4	84.4	33.7	33.7	33.7	33.7	33.7	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3	3.3	3.3	3.3	
All-Red Time (s)	1.9	1.9	1.9	1.9	1.9	1.9	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.6	5.6	5.6	5.6	5.6	5.6		6.3	6.3	6.3	6.3	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None	
Walk Time (s)	19.0	19.0	19.0	19.0	19.0	19.0	7.0	7.0	7.0	7.0	7.0	
Flash Don't Walk (s)	7.0	7.0	7.0	7.0	7.0	7.0	21.0	21.0	21.0	21.0	21.0	
Pedestrian Calls (#/hr)	5	5	5	5	5	5	5	5	5	5	5	
Act Effect Green (s)	100.0	100.0	100.0	100.0	100.0	100.0		18.1	18.1	18.1	18.1	
Actuated g/C Ratio	0.77	0.77	0.77	0.77	0.77	0.77		0.14	0.14	0.14	0.14	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.13	0.52	0.14	0.33	0.61	0.01		0.74	0.55	0.48	0.51	
Control Delay (s/veh)	4.8	3.7	1.6	10.7	8.7	0.0		81.4	34.9	59.6	44.2	
Queue Delay	0.0	0.1	0.0	0.0	0.9	0.0		0.0	0.0	0.0	0.0	
Total Delay (s/veh)	4.8	3.7	1.6	10.7	9.6	0.0		81.4	34.9	59.6	44.2	
LOS	A	A	A	B	A	A		F	C	E	D	
Approach Delay (s/veh)		3.5			9.6			55.0			50.1	
Approach LOS		A			A			E			D	
Queue Length 50th (m)	0.7	24.9	1.6	5.4	79.8	0.0		26.3	17.8	18.3	21.8	
Queue Length 95th (m)	m2.0	36.7	4.8	18.8	137.2	0.0		42.8	35.6	31.3	37.9	
Internal Link Dist (m)		129.6			337.0			30.8			22.2	
Turn Bay Length (m)	50.0		20.0	45.0		100.0			50.0			
Base Capacity (vph)	170	2582	1121	242	2634	1033		264	417	296	420	
Starvation Cap Reductn	0	170	0	0	0	0		0	0	0	0	
Spillback Cap Reductn	0	0	0	0	673	0		0	0	0	5	
Storage Cap Reductn	0	0	0	0	0	0		0	0	0	0	
Reduced v/c Ratio	0.13	0.56	0.14	0.33	0.82	0.01		0.40	0.33	0.26	0.29	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 36 (28%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay (s/veh): 12.3

Intersection LOS: B

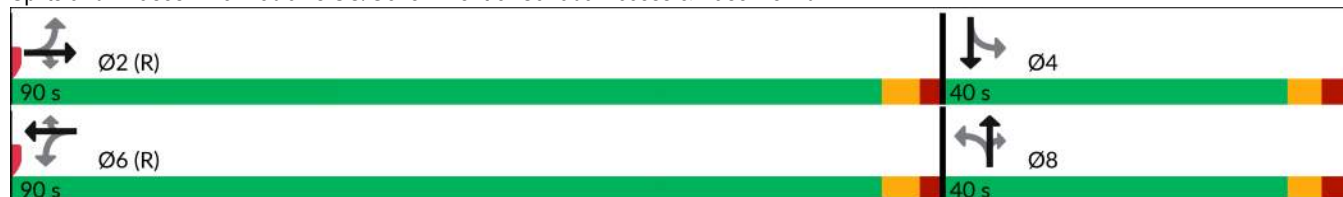
Intersection Capacity Utilization 108.2%

ICU Level of Service G

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Loblaws SC/Government of Canada Access & Baseline Rd



Lanes, Volumes, Timings
4: Merivale Rd & Baseline Rd

Background 2031 PM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	281	1278	2	214	1118	175	0	533	262	322	922	583
Future Volume (vph)	281	1278	2	214	1118	175	0	533	262	322	922	583
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	120.0		0.0	200.0		40.0	0.0		80.0	120.0		50.0
Storage Lanes	1		0	1		1	0		1	2		1
Taper Length (m)	25.0			0.0			0.0			30.0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	0.99	1.00		0.99		0.93			0.94	0.96		0.96
Frt						0.850			0.850			0.850
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	1712	3390	0	1712	3424	1547	0	3390	1517	3321	3390	1532
Flt Permitted	0.950			0.950						0.950		
Satd. Flow (perm)	1691	3390	0	1703	3424	1442	0	3390	1432	3202	3390	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						134			239			286
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		361.0			275.5			134.8			133.9	
Travel Time (s)		21.7			16.5			8.1			8.0	
Confl. Peds. (#/hr)	46		24	24		46			30	30		20
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	1%	2%	0%	1%	1%	0%	0%	2%	2%	1%	2%	1%
Adj. Flow (vph)	281	1278	2	214	1118	175	0	533	262	322	922	583
Shared Lane Traffic (%)												
Lane Group Flow (vph)	281	1280	0	214	1118	175	0	533	262	322	922	583
Turn Type	Prot	NA		Prot	NA	Perm		NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases						6			8			4
Detector Phase	5	2		1	6	6		8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.1	41.1		12.1	41.1	41.1		34.6	34.6	11.5	34.6	34.6
Total Split (s)	25.0	60.0		25.0	60.0	60.0		35.0	35.0	20.0	55.0	55.0
Total Split (%)	17.9%	42.9%		17.9%	42.9%	42.9%		25.0%	25.0%	14.3%	39.3%	39.3%
Maximum Green (s)	17.9	52.9		17.9	52.9	52.9		28.4	28.4	13.5	48.4	48.4
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7		3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	3.4	3.4		3.4	3.4	3.4		2.9	2.9	2.8	2.9	2.9
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.1	7.1		7.1	7.1	7.1		6.6	6.6	6.5	6.6	6.6
Lead/Lag	Lead	Lag		Lead	Lag	Lag		Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max		None	None	None	None	None
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		27.0			27.0	27.0		21.0	21.0		21.0	21.0
Pedestrian Calls (#/hr)		5			5	5		5	5		5	5
Act Effect Green (s)	19.8	53.5		19.2	52.9	52.9		26.5	26.5	13.5	46.5	46.5
Actuated g/C Ratio	0.14	0.38		0.14	0.38	0.38		0.19	0.19	0.10	0.33	0.33
v/c Ratio	1.17	0.99		0.91	0.86	0.28		0.83	0.56	1.01	0.82	0.86

Lanes, Volumes, Timings
4: Merivale Rd & Baseline Rd

Background 2031 PM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	160.9	65.3		99.7	48.5	9.5		66.5	12.9	113.9	49.6	35.2
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	160.9	65.3		99.7	48.5	9.5		66.5	12.9	113.9	49.6	35.2
LOS	F	E		F	D	A		E	B	F	D	D
Approach Delay (s/veh)		82.5			51.3			48.8			56.4	
Approach LOS		F			D			D			E	
Queue Length 50th (m)	~98.6	185.3		60.0	149.6	7.2		74.2	5.2	~47.0	120.5	83.1
Queue Length 95th (m)	#154.9	#235.6		#110.6	179.1	23.6		94.9	31.0	#78.4	146.3	#150.8
Internal Link Dist (m)		337.0			251.5			110.8			109.9	
Turn Bay Length (m)	120.0			200.0		40.0			80.0	120.0		50.0
Base Capacity (vph)	241	1295		234	1293	628		687	481	320	1171	694
Starvation Cap Reductn	0	0		0	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0		0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0		0	0	0	0	0
Reduced v/c Ratio	1.17	0.99		0.91	0.86	0.28		0.78	0.54	1.01	0.79	0.84

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 19 (14%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.17

Intersection Signal Delay (s/veh): 61.1

Intersection LOS: E

Intersection Capacity Utilization 102.8%

ICU Level of Service G

Analysis Period (min) 15

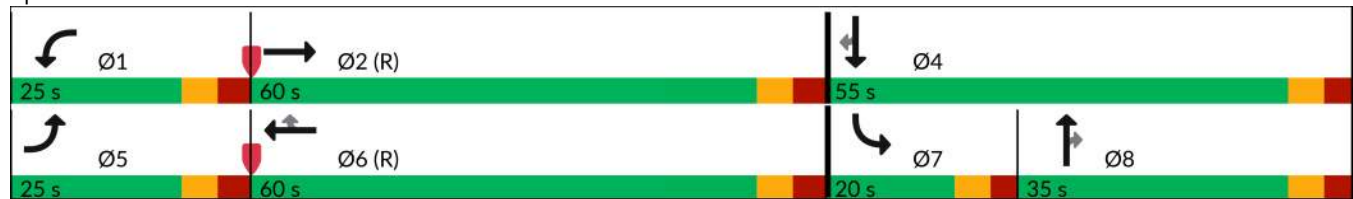
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: Merivale Rd & Baseline Rd



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

Background 2034 AM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	172	1175	175	103	645	524	145	500	100	494	753	54
Future Volume (vph)	172	1175	175	103	645	524	145	500	100	494	753	54
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	125.0		45.0	75.0		0.0	90.0		0.0	120.0		0.0
Storage Lanes	1		1	1		1	2		0	2		0
Taper Length (m)	25.0			25.0			0.0			40.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	0.95	0.97	0.95	0.95
Ped Bike Factor	0.99		0.97	1.00		0.97	0.99	1.00		0.99	1.00	
Frt			0.850			0.850		0.975			0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1729	3390	1502	1712	3293	1532	3195	3274	0	3321	3364	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1719	3390	1462	1708	3293	1485	3177	3274	0	3290	3364	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			155			335			19			6
Link Speed (k/h)		60			60			50				50
Link Distance (m)		330.1			300.5			177.5				209.2
Travel Time (s)		19.8			18.0			12.8				15.1
Confl. Peds. (#/hr)	11		10	10		11	9		12	12		9
Confl. Bikes (#/hr)	6		3	3		6	3		5	5		3
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	2%	3%	1%	5%	1%	5%	2%	5%	1%	1%	10%
Adj. Flow (vph)	172	1175	175	103	645	524	145	500	100	494	753	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	172	1175	175	103	645	524	145	600	0	494	807	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						
Detector Phase	5	2	2	1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.5	34.4	34.4	11.5	34.4	34.4	11.6	39.9		11.6	39.9	
Total Split (s)	18.0	41.0	41.0	18.0	41.0	41.0	21.0	40.0		21.0	40.0	
Total Split (%)	15.0%	34.2%	34.2%	15.0%	34.2%	34.2%	17.5%	33.3%		17.5%	33.3%	
Maximum Green (s)	11.5	34.6	34.6	11.5	34.6	34.6	14.4	33.1		14.4	33.1	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3		3.3	3.3	
All-Red Time (s)	2.8	2.7	2.7	2.8	2.7	2.7	3.3	3.6		3.3	3.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.4	6.4	6.5	6.4	6.4	6.6	6.9		6.6	6.9	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	
Flash Don't Walk (s)		21.0	21.0		21.0	21.0		26.0			26.0	
Pedestrian Calls (#/hr)		5	5		5	5		5			5	
Act Effect Green (s)	11.5	35.5	35.5	10.6	34.6	34.6	10.8	33.1		14.4	36.7	
Actuated g/C Ratio	0.10	0.30	0.30	0.09	0.29	0.29	0.09	0.28		0.12	0.31	

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

Background 2034 AM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	1.04	1.17	0.32	0.68	0.68	0.79	0.51	0.66		1.24	0.78	
Control Delay (s/veh)	134.3	126.5	8.7	40.7	50.4	38.8	57.8	41.1		171.9	44.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	134.3	126.5	8.7	40.7	50.4	38.8	57.8	41.1		171.9	44.4	
LOS	F	F	A	D	D	D	E	D		F	D	
Approach Delay (s/veh)		113.8			44.8			44.4			92.8	
Approach LOS		F			D			D			F	
Queue Length 50th (m)	~43.7	~177.0	3.4	21.4	85.2	89.8	17.0	63.7		~74.4	90.4	
Queue Length 95th (m)	#87.3	#218.5	20.1	m29.8	104.5	124.4	26.7	83.4		#107.5	#120.7	
Internal Link Dist (m)		306.1			276.5			153.5			185.2	
Turn Bay Length (m)	125.0		45.0	75.0			90.0			120.0		
Base Capacity (vph)	165	1002	541	164	949	666	383	916		398	1032	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	1.04	1.17	0.32	0.63	0.68	0.79	0.38	0.66		1.24	0.78	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 19 (16%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.24

Intersection Signal Delay (s/veh): 79.4

Intersection LOS: E

Intersection Capacity Utilization 104.7%

ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

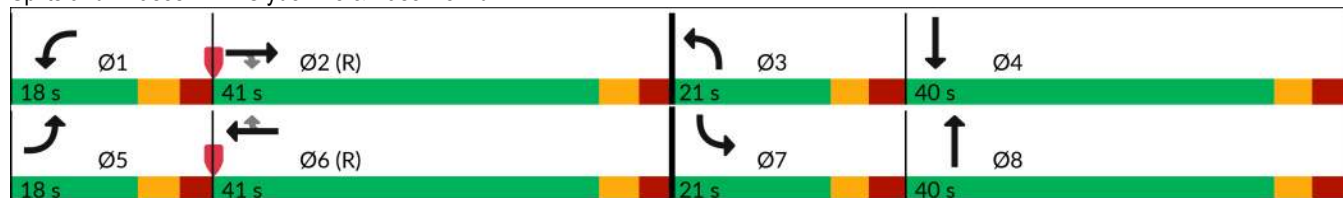
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Clyde Ave & Baseline Rd



Lanes, Volumes, Timings
2: Baseline Rd & SC/Walmart Plaza

Background 2034 AM.syn
07/31/2026



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
Lane Configurations							
Traffic Volume (vph)	90	1678	1212	119	77	60	
Future Volume (vph)	90	1678	1212	119	77	60	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	
Storage Length (m)	170.0			0.0	0.0	0.0	
Storage Lanes	1			0	1	1	
Taper Length (m)	20.0				0.0		
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00	
Ped Bike Factor			1.00		0.99	0.94	
Frt			0.987			0.850	
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1729	3390	3305	0	1729	1517	
Flt Permitted	0.092				0.950		
Satd. Flow (perm)	167	3390	3305	0	1717	1433	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)			12			60	
Link Speed (k/h)		60	60		20		
Link Distance (m)		300.5	153.6		118.3		
Travel Time (s)		18.0	9.2		21.3		
Confl. Peds. (#/hr)	24			24	5	32	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Heavy Vehicles (%)	0%	2%	3%	1%	0%	2%	
Adj. Flow (vph)	90	1678	1212	119	77	60	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	90	1678	1331	0	77	60	
Turn Type	pm+pt	NA	NA		Prot	Perm	
Protected Phases	5	2	6		4		3
Permitted Phases	2					4	
Detector Phase	5	2	6		4	4	
Switch Phase							
Minimum Initial (s)	5.0	10.0	10.0		5.0	5.0	4.0
Minimum Split (s)	11.5	15.8	28.8		32.2	32.2	6.0
Total Split (s)	15.0	81.8	66.8		32.2	32.2	6.0
Total Split (%)	12.5%	68.2%	55.7%		26.8%	26.8%	5%
Maximum Green (s)	8.5	76.0	61.0		26.0	26.0	4.0
Yellow Time (s)	3.7	3.7	3.7		3.3	3.3	2.0
All-Red Time (s)	2.8	2.1	2.1		2.9	2.9	0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	5.8	5.8		6.2	6.2	
Lead/Lag	Lead		Lag		Lag	Lag	Lead
Lead-Lag Optimize?	Yes		Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	C-Max		Max	Max	None
Walk Time (s)			7.0		7.0	7.0	
Flash Don't Walk (s)			16.0		19.0	19.0	
Pedestrian Calls (#/hr)			5		5	5	
Act Effect Green (s)	75.3	76.0	61.9		32.0	32.0	
Actuated g/C Ratio	0.63	0.63	0.52		0.27	0.27	
v/c Ratio	0.44	0.78	0.78		0.17	0.14	

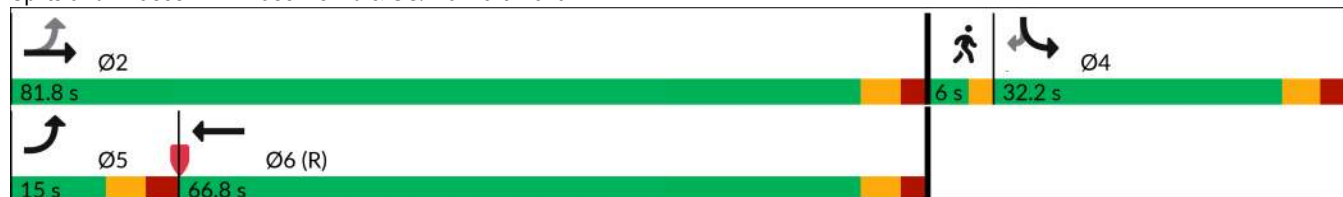


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
Control Delay (s/veh)	11.0	7.2	5.7		35.0	9.1	
Queue Delay	0.0	0.0	0.6		0.0	0.0	
Total Delay (s/veh)	11.0	7.2	6.3		35.0	9.1	
LOS	B	A	A		D	A	
Approach Delay (s/veh)		7.4	6.3		23.7		
Approach LOS		A	A		C		
Queue Length 50th (m)	1.6	151.4	8.8		14.0	0.0	
Queue Length 95th (m)	m0.5	m4.1	10.0		26.4	10.3	
Internal Link Dist (m)		276.5	129.6		94.3		
Turn Bay Length (m)	170.0						
Base Capacity (vph)	215	2147	1709		461	426	
Starvation Cap Reductn	0	0	120		0	0	
Spillback Cap Reductn	0	0	0		0	0	
Storage Cap Reductn	0	0	0		0	0	
Reduced v/c Ratio	0.42	0.78	0.84		0.17	0.14	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 55 (46%), Referenced to phase 6:WBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay (s/veh): 7.6
Intersection LOS: A
Intersection Capacity Utilization 81.9%
ICU Level of Service D
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Baseline Rd & SC/Walmart Plaza



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	160	1452	143	109	1252	43	69	25	83	12	5	10
Future Volume (vph)	160	1452	143	109	1252	43	69	25	83	12	5	10
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	50.0		20.0	45.0		100.0	0.0		50.0	0.0		0.0
Storage Lanes	1		1	1		1	0		1	1		0
Taper Length (m)	20.0			25.0			0.0			0.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.92	0.99		0.90		0.99	0.92	0.94	0.98	
Frt			0.850			0.850			0.850		0.900	
Flt Protected	0.950			0.950				0.965		0.950		
Satd. Flow (prot)	1729	3357	1532	1712	3325	1547	0	1756	1532	1729	1603	0
Flt Permitted	0.096			0.146				0.785		0.696		
Satd. Flow (perm)	175	3357	1409	261	3325	1396	0	1409	1415	1194	1603	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			54			82			75		10	
Link Speed (k/h)		60			60			40			40	
Link Distance (m)		153.6			361.0			54.8			46.2	
Travel Time (s)		9.2			21.7			4.9			4.2	
Confl. Peds. (#/hr)	34		26	26		34	15		51	51		15
Confl. Bikes (#/hr)	1		2	2		1	1					1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	3%	1%	1%	4%	0%	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	160	1452	143	109	1252	43	69	25	83	12	5	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	160	1452	143	109	1252	43	0	94	83	12	15	0
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases	5	2			6			8				4
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	5	2	2	6	6	6	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0	10.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	17.0	31.6	31.6	31.6	31.6	31.6	34.3	34.3	34.3	34.3	34.3	
Total Split (s)	20.0	80.0	80.0	60.0	60.0	60.0	40.0	40.0	40.0	40.0	40.0	
Total Split (%)	16.7%	66.7%	66.7%	50.0%	50.0%	50.0%	33.3%	33.3%	33.3%	33.3%	33.3%	
Maximum Green (s)	14.3	74.4	74.4	54.4	54.4	54.4	33.7	33.7	33.7	33.7	33.7	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3	3.3	3.3	3.3	
All-Red Time (s)	2.0	1.9	1.9	1.9	1.9	1.9	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.7	5.6	5.6	5.6	5.6	5.6		6.3	6.3	6.3	6.3	
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	C-Max	Max	Max	Max	Max	Max	
Walk Time (s)		19.0	19.0	19.0	19.0	19.0	7.0	7.0	7.0	7.0	7.0	
Flash Don't Walk (s)		7.0	7.0	7.0	7.0	7.0	21.0	21.0	21.0	21.0	21.0	
Pedestrian Calls (#/hr)		5	5	5	5	5	5	5	5	5	5	
Act Effect Green (s)	74.3	74.4	74.4	57.8	57.8	57.8		33.7	33.7	33.7	33.7	
Actuated g/C Ratio	0.62	0.62	0.62	0.48	0.48	0.48		0.28	0.28	0.28	0.28	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.64	0.70	0.16	0.87	0.78	0.06		0.24	0.18	0.04	0.03	
Control Delay (s/veh)	41.1	7.3	3.7	51.0	12.4	0.1		35.3	9.8	31.9	19.3	
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay (s/veh)	41.1	7.6	3.7	51.0	12.4	0.1		35.3	9.8	31.9	19.3	
LOS	D	A	A	D	B	A		D	A	C	B	
Approach Delay (s/veh)		10.3			15.0			23.3			24.9	
Approach LOS		B			B			C			C	
Queue Length 50th (m)	20.7	26.9	0.0	7.1	27.8	0.0		17.1	1.4	2.1	0.9	
Queue Length 95th (m)	m32.6	57.6	m6.1	m#14.7	m34.0	m0.0		31.2	13.3	6.9	6.1	
Internal Link Dist (m)		129.6			337.0			30.8			22.2	
Turn Bay Length (m)	50.0		20.0	45.0		100.0			50.0			
Base Capacity (vph)	293	2081	894	125	1601	714		395	451	335	457	
Starvation Cap Reductn	0	171	0	0	0	0		0	0	0	0	
Spillback Cap Reductn	0	0	0	0	6	0		0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0		0	0	0	0	
Reduced v/c Ratio	0.55	0.76	0.16	0.87	0.78	0.06		0.24	0.18	0.04	0.03	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 48 (40%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay (s/veh): 13.1

Intersection LOS: B

Intersection Capacity Utilization 104.2%

ICU Level of Service G

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Loblaws SC/Government of Canada Access & Baseline Rd



Lanes, Volumes, Timings
4: Merivale Rd & Baseline Rd

Background 2034 AM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	318	1229	0	162	1028	305	0	497	208	297	267	376
Future Volume (vph)	318	1229	0	162	1028	305	0	497	208	297	267	376
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	120.0		0.0	200.0		40.0	0.0		80.0	120.0		50.0
Storage Lanes	1		0	1		1	0		1	2		1
Taper Length (m)	25.0			0.0			0.0			30.0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	0.99			1.00		0.95			0.94	0.97		0.96
Frt						0.850			0.850			0.850
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	1679	3390	0	1631	3357	1517	0	3325	1502	3257	3262	1488
Flt Permitted	0.950			0.950						0.950		
Satd. Flow (perm)	1665	3390	0	1625	3357	1447	0	3325	1410	3175	3262	1427
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						156			208			354
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		361.0			113.5			134.8			171.2	
Travel Time (s)		21.7			6.8			8.1			10.3	
Confl. Peds. (#/hr)	33		20	20		33			39	39		23
Confl. Bikes (#/hr)			1	1								
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	3%	2%	17%	6%	3%	2%	0%	4%	3%	3%	6%	4%
Adj. Flow (vph)	318	1229	0	162	1028	305	0	497	208	297	267	376
Shared Lane Traffic (%)												
Lane Group Flow (vph)	318	1229	0	162	1028	305	0	497	208	297	267	376
Turn Type	Prot	NA		Prot	NA	Perm		NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases						6			8			4
Detector Phase	5	2		1	6	6		8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0		10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	12.1	41.1		12.1	41.1	41.1		34.6	34.6	11.5	34.6	34.6
Total Split (s)	24.0	43.0		24.0	43.0	43.0		35.0	35.0	18.0	53.0	53.0
Total Split (%)	20.0%	35.8%		20.0%	35.8%	35.8%		29.2%	29.2%	15.0%	44.2%	44.2%
Maximum Green (s)	16.9	35.9		16.9	35.9	35.9		28.4	28.4	11.5	46.4	46.4
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7		3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	3.4	3.4		3.4	3.4	3.4		2.9	2.9	2.8	2.9	2.9
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.1	7.1		7.1	7.1	7.1		6.6	6.6	6.5	6.6	6.6
Lead/Lag	Lead	Lag		Lead	Lag	Lag		Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max		Max	Max	None	Max	Max
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		27.0			27.0	27.0		21.0	21.0		21.0	21.0
Pedestrian Calls (#/hr)		5			5	5		5	5		5	5
Act Effect Green (s)	16.9	37.5		15.3	35.9	35.9		28.4	28.4	11.5	46.4	46.4
Actuated g/C Ratio	0.14	0.31		0.13	0.30	0.30		0.24	0.24	0.10	0.39	0.39

Lanes, Volumes, Timings
4: Merivale Rd & Baseline Rd

Background 2034 AM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	1.35	1.16		0.78	1.02	0.56		0.63	0.42	0.95	0.21	0.49
Control Delay (s/veh)	219.3	126.5		75.4	76.3	21.2		45.3	7.8	94.3	25.2	5.7
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	219.3	126.5		75.4	76.3	21.2		45.3	7.8	94.3	25.2	5.7
LOS	F	F		E	E	C		D	A	F	C	A
Approach Delay (s/veh)		145.6			65.0			34.3			39.2	
Approach LOS		F			E			C			D	
Queue Length 50th (m)	~101.1	~182.8		36.9	~135.6	28.6		55.5	0.0	36.4	21.8	3.2
Queue Length 95th (m)	#158.4	#226.5		#65.8	#176.1	57.5		73.6	18.8	#63.4	31.6	24.3
Internal Link Dist (m)		337.0			89.5			110.8			147.2	
Turn Bay Length (m)	120.0			200.0		40.0			80.0	120.0		50.0
Base Capacity (vph)	236	1059		229	1004	542		786	492	312	1261	768
Starvation Cap Reductn	0	0		0	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0		0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0		0	0	0	0	0
Reduced v/c Ratio	1.35	1.16		0.71	1.02	0.56		0.63	0.42	0.95	0.21	0.49

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 45 (38%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.35

Intersection Signal Delay (s/veh): 81.8

Intersection LOS: F

Intersection Capacity Utilization 103.6%

ICU Level of Service G

Analysis Period (min) 15

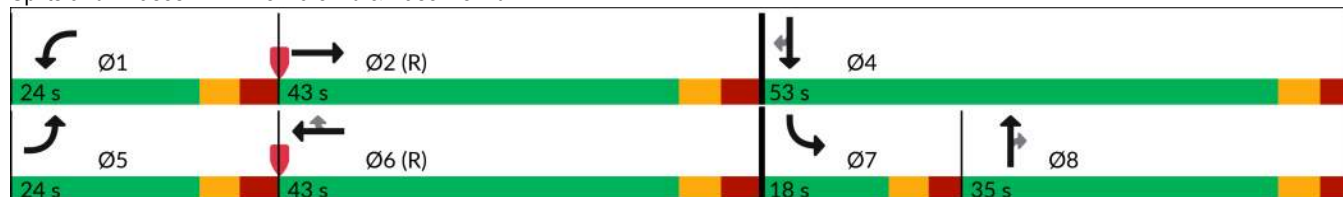
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: Merivale Rd & Baseline Rd



Lanes, Volumes, Timings
1: Clyde Ave & Baseline Road/Baseline Rd

Background 2034 PM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	164	1087	211	151	1206	510	315	701	64	401	704	99
Future Volume (vph)	164	1087	211	151	1206	510	315	701	64	401	704	99
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	125.0		45.0	75.0		0.0	90.0		0.0	120.0		0.0
Storage Lanes	1		1	1		1	2		0	2		0
Taper Length (m)	25.0			25.0			0.0			40.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	0.95	0.97	0.95	0.95
Ped Bike Factor	0.99		0.95	0.99		0.94	0.97	1.00		0.98	0.99	
Frt			0.850			0.850		0.987			0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1695	3390	1532	1712	3390	1532	3321	3357	0	3321	3369	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1681	3390	1449	1697	3390	1442	3233	3357	0	3253	3369	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			143			260		7			11	
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		330.1			300.5			177.5			209.2	
Travel Time (s)		19.8			18.0			12.8			15.1	
Confl. Peds. (#/hr)	31		29	29		31	41		30	30		41
Confl. Bikes (#/hr)	7		4	4		7	7		4	4		7
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	2%	2%	1%	1%	2%	1%	1%	1%	4%	1%	0%	0%
Adj. Flow (vph)	164	1087	211	151	1206	510	315	701	64	401	704	99
Shared Lane Traffic (%)												
Lane Group Flow (vph)	164	1087	211	151	1206	510	315	765	0	401	803	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						
Detector Phase	5	2	2	1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	12.0	40.3	40.3	12.0	40.3	40.3	11.6	39.9		11.6	39.9	
Total Split (s)	21.0	51.0	51.0	21.0	51.0	51.0	18.0	40.0		18.0	40.0	
Total Split (%)	16.2%	39.2%	39.2%	16.2%	39.2%	39.2%	13.8%	30.8%		13.8%	30.8%	
Maximum Green (s)	14.5	44.6	44.6	14.5	44.6	44.6	11.4	33.1		11.4	33.1	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3		3.3	3.3	
All-Red Time (s)	2.8	2.7	2.7	2.8	2.7	2.7	3.3	3.6		3.3	3.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.4	6.4	6.5	6.4	6.4	6.6	6.9		6.6	6.9	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	
Flash Don't Walk (s)		21.0	21.0		21.0	21.0		26.0			26.0	
Pedestrian Calls (#/hr)		5	5		5	5		5			5	
Act Effect Green (s)	14.2	45.2	45.2	13.9	44.9	44.9	11.4	33.1		11.4	33.1	
Actuated g/C Ratio	0.11	0.35	0.35	0.11	0.35	0.35	0.09	0.25		0.09	0.25	

Lanes, Volumes, Timings
1: Clyde Ave & Baseline Road/Baseline Rd

Background 2034 PM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.89	0.92	0.35	0.83	1.03	0.76	1.08	0.89		1.38	0.93	
Control Delay (s/veh)	98.7	54.3	12.5	84.2	65.8	23.5	131.1	60.0		233.4	64.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	98.7	54.3	12.5	84.2	65.8	23.5	131.1	60.0		233.4	64.3	
LOS	F	D	B	F	E	C	F	E		F	E	
Approach Delay (s/veh)		53.3			55.8			80.7			120.6	
Approach LOS		D			E			F			F	
Queue Length 50th (m)	42.0	141.2	12.0	41.2	~171.2	46.6	~46.4	99.1		~70.0	104.9	
Queue Length 95th (m)	#81.7	#183.0	31.6	m45.9	m#195.4	m63.0	#75.8	#132.2		#101.9	#142.0	
Internal Link Dist (m)		306.1			276.5			153.5			185.2	
Turn Bay Length (m)	125.0		45.0	75.0			90.0			120.0		
Base Capacity (vph)	189	1179	597	190	1170	668	291	859		291	865	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.87	0.92	0.35	0.79	1.03	0.76	1.08	0.89		1.38	0.93	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 53 (41%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 135

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.38

Intersection Signal Delay (s/veh): 73.8

Intersection LOS: E

Intersection Capacity Utilization 106.4%

ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

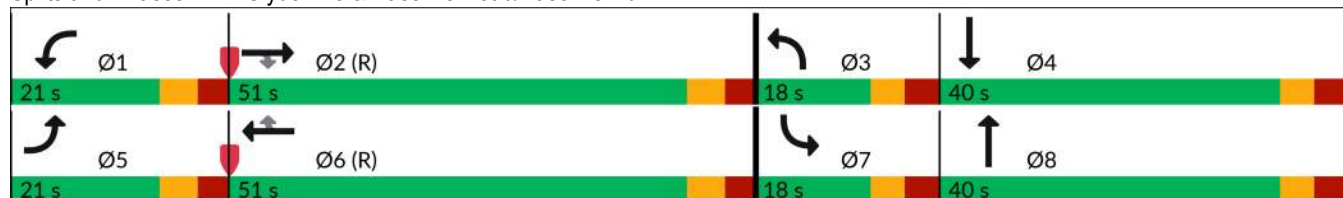
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Clyde Ave & Baseline Road/Baseline Rd



Lanes, Volumes, Timings
2: Baseline Rd & SC/Walmart Plaza

Background 2034 PM.syn
07/31/2026



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
Lane Configurations							
Traffic Volume (vph)	169	1381	1708	136	168	171	
Future Volume (vph)	169	1381	1708	136	168	171	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	
Storage Length (m)	170.0			0.0	0.0	0.0	
Storage Lanes	1			0	1	1	
Taper Length (m)	20.0				0.0		
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00	
Ped Bike Factor			1.00		0.96	0.86	
Frt			0.989			0.850	
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1712	3390	3344	0	1712	1532	
Flt Permitted	0.048				0.950		
Satd. Flow (perm)	86	3390	3344	0	1643	1318	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)			10			163	
Link Speed (k/h)		60	60		40		
Link Distance (m)		300.5	153.6		133.6		
Travel Time (s)		18.0	9.2		12.0		
Confl. Peds. (#/hr)	20			20	27	86	
Confl. Bikes (#/hr)	2			2	3	1	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Heavy Vehicles (%)	1%	2%	2%	1%	1%	1%	
Adj. Flow (vph)	169	1381	1708	136	168	171	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	169	1381	1844	0	168	171	
Turn Type	pm+pt	NA	NA		Prot	Perm	
Protected Phases	5	2	6		4		3
Permitted Phases	2					4	
Detector Phase	5	2	6		4	4	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	4.0
Minimum Split (s)	11.5	28.8	28.8		32.2	32.2	6.0
Total Split (s)	14.0	91.8	77.8		32.2	32.2	6.0
Total Split (%)	10.8%	70.6%	59.8%		24.8%	24.8%	5%
Maximum Green (s)	7.5	86.0	72.0		26.0	26.0	4.0
Yellow Time (s)	3.7	3.7	3.7		3.3	3.3	2.0
All-Red Time (s)	2.8	2.1	2.1		2.9	2.9	0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	5.8	5.8		6.2	6.2	
Lead/Lag	Lead		Lag		Lag	Lag	Lead
Lead-Lag Optimize?	Yes		Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	C-Max		None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)		16.0	16.0		19.0	19.0	
Pedestrian Calls (#/hr)		5	5		5	5	
Act Effect Green (s)	99.0	99.7	76.2		18.3	18.3	
Actuated g/C Ratio	0.76	0.77	0.59		0.14	0.14	



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
v/c Ratio	0.61	0.53	0.94		0.70	0.53	
Control Delay (s/veh)	43.9	8.4	31.8		67.8	14.0	
Queue Delay	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	43.9	8.4	31.8		67.8	14.0	
LOS	D	A	C		E	B	
Approach Delay (s/veh)		12.3	31.8		40.7		
Approach LOS		B	C		D		
Queue Length 50th (m)	36.7	57.0	227.2		41.7	1.8	
Queue Length 95th (m)	m36.8	m58.0	#299.5		61.2	21.4	
Internal Link Dist (m)		276.5	129.6		109.6		
Turn Bay Length (m)	170.0						
Base Capacity (vph)	278	2600	1964		342	394	
Starvation Cap Reductn	0	0	0		0	0	
Spillback Cap Reductn	0	0	0		0	0	
Storage Cap Reductn	0	0	0		0	0	
Reduced v/c Ratio	0.61	0.53	0.94		0.49	0.43	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 48 (37%), Referenced to phase 6:WBT, Start of Green

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay (s/veh): 24.5

Intersection LOS: C

Intersection Capacity Utilization 100.8%

ICU Level of Service G

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Baseline Rd & SC/Walmart Plaza



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	1367	160	82	1638	7	104	2	140	77	22	102
Future Volume (vph)	22	1367	160	82	1638	7	104	2	140	77	22	102
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	50.0		20.0	45.0		100.0	0.0		50.0	0.0		0.0
Storage Lanes	1		1	1		1	0		1	1		0
Taper Length (m)	20.0			25.0			0.0			0.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.93	1.00		0.86		0.97	0.92	0.95	0.96	
Frt			0.850			0.850			0.850		0.877	
Flt Protected	0.950			0.950				0.953		0.950		
Satd. Flow (prot)	1729	3357	1547	1729	3424	1547	0	1734	1547	1729	1533	0
Flt Permitted	0.117			0.170				0.572		0.662		
Satd. Flow (perm)	213	3357	1438	308	3424	1335	0	1010	1429	1140	1533	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			64			28			60		30	
Link Speed (k/h)		60			60			40			40	
Link Distance (m)		153.6			361.0			54.8			46.2	
Travel Time (s)		9.2			21.7			4.9			4.2	
Confl. Peds. (#/hr)	46		19	19		46	26		45	45		26
Confl. Bikes (#/hr)	9		7	7		9	1		4	4		1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	3%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	22	1367	160	82	1638	7	104	2	140	77	22	102
Shared Lane Traffic (%)												
Lane Group Flow (vph)	22	1367	160	82	1638	7	0	106	140	77	124	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	2	2	2	6	6	6	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	31.6	31.6	31.6	31.6	31.6	31.6	34.3	34.3	34.3	34.3	34.3	
Total Split (s)	90.0	90.0	90.0	90.0	90.0	90.0	40.0	40.0	40.0	40.0	40.0	
Total Split (%)	69.2%	69.2%	69.2%	69.2%	69.2%	69.2%	30.8%	30.8%	30.8%	30.8%	30.8%	
Maximum Green (s)	84.4	84.4	84.4	84.4	84.4	84.4	33.7	33.7	33.7	33.7	33.7	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3	3.3	3.3	3.3	
All-Red Time (s)	1.9	1.9	1.9	1.9	1.9	1.9	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.6	5.6	5.6	5.6	5.6	5.6		6.3	6.3	6.3	6.3	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None	
Walk Time (s)	19.0	19.0	19.0	19.0	19.0	19.0	7.0	7.0	7.0	7.0	7.0	
Flash Don't Walk (s)	7.0	7.0	7.0	7.0	7.0	7.0	21.0	21.0	21.0	21.0	21.0	
Pedestrian Calls (#/hr)	5	5	5	5	5	5	5	5	5	5	5	
Act Effect Green (s)	99.9	99.9	99.9	99.9	99.9	99.9		18.2	18.2	18.2	18.2	
Actuated g/C Ratio	0.77	0.77	0.77	0.77	0.77	0.77		0.14	0.14	0.14	0.14	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.13	0.53	0.14	0.35	0.62	0.01		0.75	0.56	0.48	0.52	
Control Delay (s/veh)	4.9	3.7	1.6	11.1	8.9	0.0		82.7	36.4	59.7	45.0	
Queue Delay	0.0	0.1	0.0	0.0	1.1	0.0		0.0	0.0	0.0	0.0	
Total Delay (s/veh)	4.9	3.8	1.6	11.1	10.0	0.0		82.7	36.4	59.7	45.1	
LOS	A	A	A	B	A	A		F	D	E	D	
Approach Delay (s/veh)		3.6			10.0			56.4			50.7	
Approach LOS		A			A			E			D	
Queue Length 50th (m)	0.7	25.5	1.6	5.6	82.8	0.0		26.6	19.1	18.5	22.5	
Queue Length 95th (m)	m2.0	37.2	4.9	19.4	141.2	0.0		43.2	36.9	31.8	38.7	
Internal Link Dist (m)		129.6			337.0			30.8			22.2	
Turn Bay Length (m)	50.0		20.0	45.0		100.0			50.0			
Base Capacity (vph)	163	2579	1119	236	2630	1032		261	414	295	419	
Starvation Cap Reductn	0	169	0	0	0	0		0	0	0	0	
Spillback Cap Reductn	0	0	0	0	682	0		0	0	0	5	
Storage Cap Reductn	0	0	0	0	0	0		0	0	0	0	
Reduced v/c Ratio	0.13	0.57	0.14	0.35	0.84	0.01		0.41	0.34	0.26	0.30	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 36 (28%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay (s/veh): 12.6

Intersection LOS: B

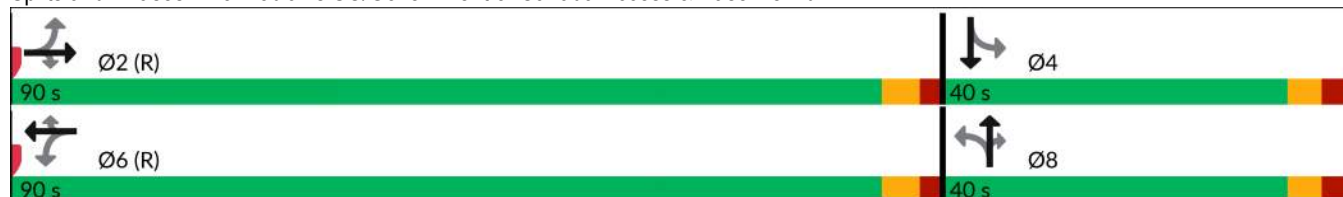
Intersection Capacity Utilization 109.0%

ICU Level of Service G

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Loblaws SC/Government of Canada Access & Baseline Rd



Lanes, Volumes, Timings
4: Merivale Rd & Baseline Rd

Background 2034 PM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	285	1298	2	218	1135	178	0	541	266	327	936	592
Future Volume (vph)	285	1298	2	218	1135	178	0	541	266	327	936	592
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	120.0		0.0	200.0		40.0	0.0		80.0	120.0		50.0
Storage Lanes	1		0	1		1	0		1	2		1
Taper Length (m)	25.0			0.0			0.0			30.0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	0.99	1.00		1.00		0.93			0.94	0.96		0.96
Frt						0.850			0.850			0.850
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	1712	3390	0	1712	3424	1547	0	3390	1517	3321	3390	1532
Flt Permitted	0.950			0.950						0.950		
Satd. Flow (perm)	1692	3390	0	1704	3424	1442	0	3390	1432	3204	3390	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						134			238			285
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		361.0			275.5			134.8			133.9	
Travel Time (s)		21.7			16.5			8.1			8.0	
Confl. Peds. (#/hr)	46		24	24		46			30	30		20
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	1%	2%	0%	1%	1%	0%	0%	2%	2%	1%	2%	1%
Adj. Flow (vph)	285	1298	2	218	1135	178	0	541	266	327	936	592
Shared Lane Traffic (%)												
Lane Group Flow (vph)	285	1300	0	218	1135	178	0	541	266	327	936	592
Turn Type	Prot	NA		Prot	NA	Perm		NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases						6			8			4
Detector Phase	5	2		1	6	6		8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.1	41.1		12.1	41.1	41.1		34.6	34.6	11.5	34.6	34.6
Total Split (s)	25.0	60.0		25.0	60.0	60.0		35.0	35.0	20.0	55.0	55.0
Total Split (%)	17.9%	42.9%		17.9%	42.9%	42.9%		25.0%	25.0%	14.3%	39.3%	39.3%
Maximum Green (s)	17.9	52.9		17.9	52.9	52.9		28.4	28.4	13.5	48.4	48.4
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7		3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	3.4	3.4		3.4	3.4	3.4		2.9	2.9	2.8	2.9	2.9
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.1	7.1		7.1	7.1	7.1		6.6	6.6	6.5	6.6	6.6
Lead/Lag	Lead	Lag		Lead	Lag	Lag		Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max		None	None	None	None	None
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		27.0			27.0	27.0		21.0	21.0		21.0	21.0
Pedestrian Calls (#/hr)		5			5	5		5	5		5	5
Act Effect Green (s)	19.6	53.1		19.4	52.9	52.9		26.7	26.7	13.5	46.7	46.7
Actuated g/C Ratio	0.14	0.38		0.14	0.38	0.38		0.19	0.19	0.10	0.33	0.33
v/c Ratio	1.19	1.01		0.92	0.88	0.28		0.84	0.57	1.02	0.83	0.87

Lanes, Volumes, Timings
4: Merivale Rd & Baseline Rd

Background 2034 PM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	169.5	70.9		100.1	49.6	9.8		67.0	13.6	117.1	50.2	36.8
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	169.5	70.9		100.1	49.6	9.8		67.0	13.6	117.1	50.2	36.8
LOS	F	E		F	D	A		E	B	F	D	D
Approach Delay (s/veh)	88.6			52.1			49.4			57.7		
Approach LOS	F			D			D			E		
Queue Length 50th (m)	~100.9	~194.6		61.2	153.0	7.8		75.5	6.4	~49.4	123.0	87.0
Queue Length 95th (m)	#157.1	#242.0		#113.5	182.9	24.2		96.5	33.0	#79.8	149.2	#157.1
Internal Link Dist (m)	337.0			251.5			110.8			109.9		
Turn Bay Length (m)	120.0			200.0		40.0			80.0	120.0		50.0
Base Capacity (vph)	239	1285		237	1293	628		687	480	320	1171	693
Starvation Cap Reductn	0	0		0	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0		0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0		0	0	0	0	0
Reduced v/c Ratio	1.19	1.01		0.92	0.88	0.28		0.79	0.55	1.02	0.80	0.85

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 19 (14%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.19

Intersection Signal Delay (s/veh): 63.6

Intersection LOS: E

Intersection Capacity Utilization 103.8%

ICU Level of Service G

Analysis Period (min) 15

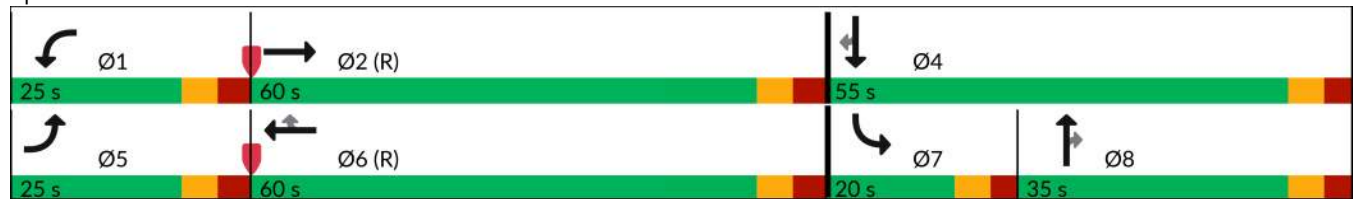
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: Merivale Rd & Baseline Rd



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

Background 2039 AM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 		 	 		 	 	
Traffic Volume (vph)	176	1205	179	105	661	538	148	512	102	506	772	55
Future Volume (vph)	176	1205	179	105	661	538	148	512	102	506	772	55
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	125.0		45.0	75.0		0.0	90.0		0.0	120.0		0.0
Storage Lanes	1		1	1		1	2		0	2		0
Taper Length (m)	25.0			25.0			0.0			40.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	0.95	0.97	0.95	0.95
Ped Bike Factor	0.99		0.97	1.00		0.97	0.99	1.00		0.99	1.00	
Frt			0.850			0.850		0.975			0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1729	3390	1502	1712	3293	1532	3195	3274	0	3321	3364	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1719	3390	1462	1708	3293	1485	3178	3274	0	3290	3364	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			155			331		19			6	
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		330.1			300.5			177.5			209.2	
Travel Time (s)		19.8			18.0			12.8			15.1	
Confl. Peds. (#/hr)	11		10	10		11	9		12	12		9
Confl. Bikes (#/hr)	6		3	3		6	3		5	5		3
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	2%	3%	1%	5%	1%	5%	2%	5%	1%	1%	10%
Adj. Flow (vph)	176	1205	179	105	661	538	148	512	102	506	772	55
Shared Lane Traffic (%)												
Lane Group Flow (vph)	176	1205	179	105	661	538	148	614	0	506	827	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						
Detector Phase	5	2	2	1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.5	34.4	34.4	11.5	34.4	34.4	11.6	39.9		11.6	39.9	
Total Split (s)	18.0	41.0	41.0	18.0	41.0	41.0	21.0	40.0		21.0	40.0	
Total Split (%)	15.0%	34.2%	34.2%	15.0%	34.2%	34.2%	17.5%	33.3%		17.5%	33.3%	
Maximum Green (s)	11.5	34.6	34.6	11.5	34.6	34.6	14.4	33.1		14.4	33.1	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3		3.3	3.3	
All-Red Time (s)	2.8	2.7	2.7	2.8	2.7	2.7	3.3	3.6		3.3	3.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.4	6.4	6.5	6.4	6.4	6.6	6.9		6.6	6.9	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	
Flash Don't Walk (s)		21.0	21.0		21.0	21.0		26.0			26.0	
Pedestrian Calls (#/hr)		5	5		5	5		5			5	
Act Effect Green (s)	11.5	35.4	35.4	10.7	34.6	34.6	10.9	33.1		14.4	36.6	
Actuated g/C Ratio	0.10	0.30	0.30	0.09	0.29	0.29	0.09	0.28		0.12	0.31	

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

Background 2039 AM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	1.07	1.20	0.33	0.69	0.70	0.81	0.51	0.67		1.27	0.80	
Control Delay (s/veh)	140.4	139.0	9.1	40.7	50.7	40.3	57.9	41.6		183.3	45.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	140.4	139.0	9.1	40.7	50.7	40.3	57.9	41.6		183.3	45.6	
LOS	F	F	A	D	D	D	E	D		F	D	
Approach Delay (s/veh)		124.3			45.6			44.8			97.8	
Approach LOS		F			D			D			F	
Queue Length 50th (m)	~45.7	~184.7	4.1	22.0	87.5	93.7	17.4	65.6		~77.4	93.5	
Queue Length 95th (m)	#89.8	#226.2	21.3	m28.8	106.7	#130.4	27.2	85.5		#110.8	#129.8	
Internal Link Dist (m)		306.1			276.5			153.5			185.2	
Turn Bay Length (m)	125.0		45.0	75.0			90.0			120.0		
Base Capacity (vph)	165	1001	540	164	949	663	383	916		398	1030	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	1.07	1.20	0.33	0.64	0.70	0.81	0.39	0.67		1.27	0.80	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 19 (16%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.27

Intersection Signal Delay (s/veh): 84.3

Intersection LOS: F

Intersection Capacity Utilization 106.0%

ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

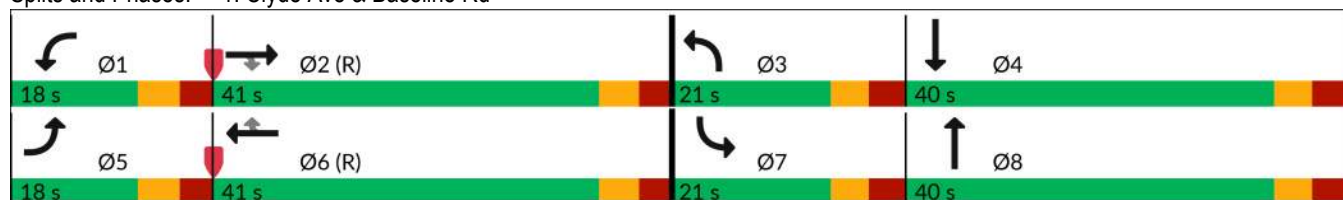
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Clyde Ave & Baseline Rd



Lanes, Volumes, Timings
2: Baseline Rd & SC/Walmart Plaza

Background 2039 AM.syn
07/31/2026



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
Lane Configurations							
Traffic Volume (vph)	92	1720	1243	122	79	61	
Future Volume (vph)	92	1720	1243	122	79	61	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	
Storage Length (m)	170.0			0.0	0.0	0.0	
Storage Lanes	1			0	1	1	
Taper Length (m)	20.0				0.0		
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00	
Ped Bike Factor			1.00		0.99	0.94	
Frt			0.987			0.850	
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1729	3390	3305	0	1729	1517	
Flt Permitted	0.084				0.950		
Satd. Flow (perm)	153	3390	3305	0	1717	1433	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)			12			61	
Link Speed (k/h)		60	60		20		
Link Distance (m)		300.5	153.6		118.3		
Travel Time (s)		18.0	9.2		21.3		
Confl. Peds. (#/hr)	24			24	5	32	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Heavy Vehicles (%)	0%	2%	3%	1%	0%	2%	
Adj. Flow (vph)	92	1720	1243	122	79	61	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	92	1720	1365	0	79	61	
Turn Type	pm+pt	NA	NA		Prot	Perm	
Protected Phases	5	2	6		4		3
Permitted Phases	2					4	
Detector Phase	5	2	6		4	4	
Switch Phase							
Minimum Initial (s)	5.0	10.0	10.0		5.0	5.0	4.0
Minimum Split (s)	11.5	15.8	28.8		32.2	32.2	6.0
Total Split (s)	15.0	81.8	66.8		32.2	32.2	6.0
Total Split (%)	12.5%	68.2%	55.7%		26.8%	26.8%	5%
Maximum Green (s)	8.5	76.0	61.0		26.0	26.0	4.0
Yellow Time (s)	3.7	3.7	3.7		3.3	3.3	2.0
All-Red Time (s)	2.8	2.1	2.1		2.9	2.9	0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	5.8	5.8		6.2	6.2	
Lead/Lag	Lead		Lag		Lag	Lag	Lead
Lead-Lag Optimize?	Yes		Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	C-Max		Max	Max	None
Walk Time (s)			7.0		7.0	7.0	
Flash Don't Walk (s)			16.0		19.0	19.0	
Pedestrian Calls (#/hr)			5		5	5	
Act Effect Green (s)	75.3	76.0	61.8		32.0	32.0	
Actuated g/C Ratio	0.63	0.63	0.52		0.27	0.27	
v/c Ratio	0.47	0.80	0.80		0.17	0.14	

Lanes, Volumes, Timings
2: Baseline Rd & SC/Walmart Plaza

Background 2039 AM.syn
07/31/2026



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
Control Delay (s/veh)	14.3	7.8	5.9		35.1	9.1	
Queue Delay	0.0	0.0	0.8		0.0	0.0	
Total Delay (s/veh)	14.3	7.8	6.7		35.1	9.1	
LOS	B	A	A		D	A	
Approach Delay (s/veh)		8.2	6.7		23.8		
Approach LOS		A	A		C		
Queue Length 50th (m)	2.3	155.5	9.4		14.3	0.0	
Queue Length 95th (m)	m1.1	m4.2	10.5		27.0	10.3	
Internal Link Dist (m)		276.5	129.6		94.3		
Turn Bay Length (m)	170.0						
Base Capacity (vph)	207	2147	1708		461	426	
Starvation Cap Reductn	0	0	120		0	0	
Spillback Cap Reductn	0	0	0		0	0	
Storage Cap Reductn	0	0	0		0	0	
Reduced v/c Ratio	0.44	0.80	0.86		0.17	0.14	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 55 (46%), Referenced to phase 6:WBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay (s/veh): 8.2
Intersection LOS: A
Intersection Capacity Utilization 83.0%
ICU Level of Service E
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Baseline Rd & SC/Walmart Plaza



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	164	1488	146	112	1283	44	70	26	85	13	5	11
Future Volume (vph)	164	1488	146	112	1283	44	70	26	85	13	5	11
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	50.0		20.0	45.0		100.0	0.0		50.0	0.0		0.0
Storage Lanes	1		1	1		1	0		1	1		0
Taper Length (m)	20.0			25.0			0.0			0.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.92	0.99		0.90		0.99	0.92	0.94	0.98	
Frt			0.850			0.850			0.850		0.897	
Flt Protected	0.950			0.950				0.965		0.950		
Satd. Flow (prot)	1729	3357	1532	1712	3325	1547	0	1756	1532	1729	1597	0
Flt Permitted	0.087			0.137				0.785		0.695		
Satd. Flow (perm)	158	3357	1409	245	3325	1396	0	1409	1415	1192	1597	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			53			82			75		11	
Link Speed (k/h)		60			60			40			40	
Link Distance (m)		153.6			361.0			54.8			46.2	
Travel Time (s)		9.2			21.7			4.9			4.2	
Confl. Peds. (#/hr)	34		26	26		34	15		51	51		15
Confl. Bikes (#/hr)	1		2	2		1	1					1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	3%	1%	1%	4%	0%	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	164	1488	146	112	1283	44	70	26	85	13	5	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	164	1488	146	112	1283	44	0	96	85	13	16	0
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases	5	2			6			8				4
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	5	2	2	6	6	6	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0	10.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	17.0	31.6	31.6	31.6	31.6	31.6	34.3	34.3	34.3	34.3	34.3	
Total Split (s)	20.0	80.0	80.0	60.0	60.0	60.0	40.0	40.0	40.0	40.0	40.0	
Total Split (%)	16.7%	66.7%	66.7%	50.0%	50.0%	50.0%	33.3%	33.3%	33.3%	33.3%	33.3%	
Maximum Green (s)	14.3	74.4	74.4	54.4	54.4	54.4	33.7	33.7	33.7	33.7	33.7	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3	3.3	3.3	3.3	
All-Red Time (s)	2.0	1.9	1.9	1.9	1.9	1.9	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.7	5.6	5.6	5.6	5.6	5.6		6.3	6.3	6.3	6.3	
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	C-Max	Max	Max	Max	Max	Max	
Walk Time (s)		19.0	19.0	19.0	19.0	19.0	7.0	7.0	7.0	7.0	7.0	
Flash Don't Walk (s)		7.0	7.0	7.0	7.0	7.0	21.0	21.0	21.0	21.0	21.0	
Pedestrian Calls (#/hr)		5	5	5	5	5	5	5	5	5	5	
Act Effect Green (s)	74.3	74.4	74.4	57.4	57.4	57.4		33.7	33.7	33.7	33.7	
Actuated g/C Ratio	0.62	0.62	0.62	0.48	0.48	0.48		0.28	0.28	0.28	0.28	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.67	0.72	0.16	0.96	0.81	0.06		0.24	0.19	0.04	0.04	
Control Delay (s/veh)	44.8	8.0	4.3	68.9	13.6	0.1		35.4	10.2	32.0	19.0	
Queue Delay	0.0	0.3	0.0	0.0	0.1	0.0		0.0	0.0	0.0	0.0	
Total Delay (s/veh)	44.8	8.4	4.3	68.9	13.7	0.1		35.4	10.2	32.0	19.0	
LOS	D	A	A	E	B	A		D	B	C	B	
Approach Delay (s/veh)		11.4			17.6			23.6			24.8	
Approach LOS		B			B			C			C	
Queue Length 50th (m)	23.6	31.8	0.0	9.5	32.7	0.0		17.5	1.7	2.2	0.9	
Queue Length 95th (m)	m34.6	62.5	m7.0	m#33.9	m35.2	m0.0		31.9	13.6	7.2	6.3	
Internal Link Dist (m)		129.6			337.0			30.8			22.2	
Turn Bay Length (m)	50.0		20.0	45.0		100.0			50.0			
Base Capacity (vph)	285	2081	893	117	1589	710		395	451	334	456	
Starvation Cap Reductn	0	171	0	0	0	0		0	0	0	0	
Spillback Cap Reductn	0	0	0	0	14	0		0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0		0	0	0	0	
Reduced v/c Ratio	0.58	0.78	0.16	0.96	0.81	0.06		0.24	0.19	0.04	0.04	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 48 (40%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.96

Intersection Signal Delay (s/veh): 14.7

Intersection LOS: B

Intersection Capacity Utilization 105.3%

ICU Level of Service G

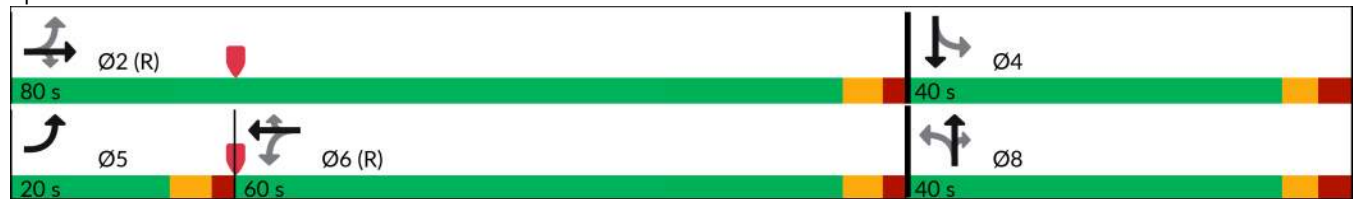
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Loblaws SC/Government of Canada Access & Baseline Rd



Lanes, Volumes, Timings
4: Merivale Rd & Baseline Rd

Background 2039 AM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	326	1260	0	166	1054	313	0	510	213	304	274	385
Future Volume (vph)	326	1260	0	166	1054	313	0	510	213	304	274	385
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	120.0		0.0	200.0		40.0	0.0		80.0	120.0		50.0
Storage Lanes	1		0	1		1	0		1	2		1
Taper Length (m)	25.0			0.0			0.0			30.0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	0.99			1.00		0.95			0.94	0.98		0.96
Frt						0.850			0.850			0.850
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	1679	3390	0	1631	3357	1517	0	3325	1502	3257	3262	1488
Flt Permitted	0.950			0.950						0.950		
Satd. Flow (perm)	1665	3390	0	1625	3357	1447	0	3325	1410	3176	3262	1427
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						156			213			353
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		361.0			113.5			134.8			171.2	
Travel Time (s)		21.7			6.8			8.1			10.3	
Confl. Peds. (#/hr)	33		20	20		33			39	39		23
Confl. Bikes (#/hr)			1	1								
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	3%	2%	17%	6%	3%	2%	0%	4%	3%	3%	6%	4%
Adj. Flow (vph)	326	1260	0	166	1054	313	0	510	213	304	274	385
Shared Lane Traffic (%)												
Lane Group Flow (vph)	326	1260	0	166	1054	313	0	510	213	304	274	385
Turn Type	Prot	NA		Prot	NA	Perm		NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases						6			8			4
Detector Phase	5	2		1	6	6		8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0		10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	12.1	41.1		12.1	41.1	41.1		34.6	34.6	11.5	34.6	34.6
Total Split (s)	24.0	43.0		24.0	43.0	43.0		35.0	35.0	18.0	53.0	53.0
Total Split (%)	20.0%	35.8%		20.0%	35.8%	35.8%		29.2%	29.2%	15.0%	44.2%	44.2%
Maximum Green (s)	16.9	35.9		16.9	35.9	35.9		28.4	28.4	11.5	46.4	46.4
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7		3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	3.4	3.4		3.4	3.4	3.4		2.9	2.9	2.8	2.9	2.9
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.1	7.1		7.1	7.1	7.1		6.6	6.6	6.5	6.6	6.6
Lead/Lag	Lead	Lag		Lead	Lag	Lag		Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max		Max	Max	None	Max	Max
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		27.0			27.0	27.0		21.0	21.0		21.0	21.0
Pedestrian Calls (#/hr)		5			5	5		5	5		5	5
Act Effect Green (s)	16.9	37.3		15.5	35.9	35.9		28.4	28.4	11.5	46.4	46.4
Actuated g/C Ratio	0.14	0.31		0.13	0.30	0.30		0.24	0.24	0.10	0.39	0.39

Lanes, Volumes, Timings
4: Merivale Rd & Baseline Rd

Background 2039 AM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	1.38	1.19		0.79	1.05	0.58		0.65	0.43	0.97	0.22	0.50
Control Delay (s/veh)	232.3	139.1		76.6	83.4	22.0		45.8	7.8	99.2	25.2	6.2
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	232.3	139.1		76.6	83.4	22.0		45.8	7.8	99.2	25.2	6.2
LOS	F	F		E	F	C		D	A	F	C	A
Approach Delay (s/veh)		158.2			70.1			34.6			41.0	
Approach LOS		F			E			C			D	
Queue Length 50th (m)	~105.6	~190.6		37.9	~142.3	30.6		57.2	0.0	37.4	22.4	4.7
Queue Length 95th (m)	#163.5	#234.4		#68.2	#183.0	60.0		75.7	19.0	#65.4	32.4	26.9
Internal Link Dist (m)		337.0			89.5			110.8			147.2	
Turn Bay Length (m)	120.0			200.0		40.0			80.0	120.0		50.0
Base Capacity (vph)	236	1055		229	1004	542		786	496	312	1261	768
Starvation Cap Reductn	0	0		0	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0		0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0		0	0	0	0	0
Reduced v/c Ratio	1.38	1.19		0.72	1.05	0.58		0.65	0.43	0.97	0.22	0.50

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 45 (38%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.38

Intersection Signal Delay (s/veh): 88.0

Intersection LOS: F

Intersection Capacity Utilization 105.1%

ICU Level of Service G

Analysis Period (min) 15

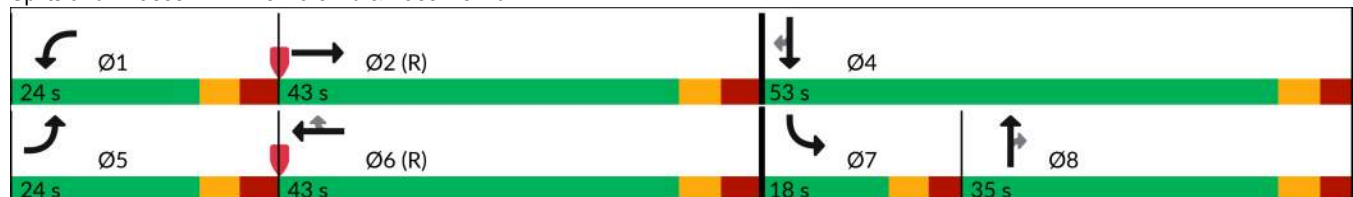
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: Merivale Rd & Baseline Rd



Lanes, Volumes, Timings
1: Clyde Ave & Baseline Road/Baseline Rd

Background 2039 PM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 		 	 		 	 	
Traffic Volume (vph)	169	1115	217	155	1237	523	323	719	65	411	721	101
Future Volume (vph)	169	1115	217	155	1237	523	323	719	65	411	721	101
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	125.0		45.0	75.0		0.0	90.0		0.0	120.0		0.0
Storage Lanes	1		1	1		1	2		0	2		0
Taper Length (m)	25.0			25.0			0.0			40.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	0.95	0.97	0.95	0.95
Ped Bike Factor	0.99		0.95	0.99		0.94	0.97	1.00		0.98	0.99	
Frt			0.850			0.850		0.988			0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1695	3390	1532	1712	3390	1532	3321	3360	0	3321	3369	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1682	3390	1449	1697	3390	1442	3235	3360	0	3255	3369	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			143			257		7			11	
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		330.1			300.5			177.5			209.2	
Travel Time (s)		19.8			18.0			12.8			15.1	
Confl. Peds. (#/hr)	31		29	29		31	41		30	30		41
Confl. Bikes (#/hr)	7		4	4		7	7		4	4		7
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	2%	2%	1%	1%	2%	1%	1%	1%	4%	1%	0%	0%
Adj. Flow (vph)	169	1115	217	155	1237	523	323	719	65	411	721	101
Shared Lane Traffic (%)												
Lane Group Flow (vph)	169	1115	217	155	1237	523	323	784	0	411	822	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						
Detector Phase	5	2	2	1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	12.0	40.3	40.3	12.0	40.3	40.3	11.6	39.9		11.6	39.9	
Total Split (s)	21.0	51.0	51.0	21.0	51.0	51.0	18.0	40.0		18.0	40.0	
Total Split (%)	16.2%	39.2%	39.2%	16.2%	39.2%	39.2%	13.8%	30.8%		13.8%	30.8%	
Maximum Green (s)	14.5	44.6	44.6	14.5	44.6	44.6	11.4	33.1		11.4	33.1	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3		3.3	3.3	
All-Red Time (s)	2.8	2.7	2.7	2.8	2.7	2.7	3.3	3.6		3.3	3.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.4	6.4	6.5	6.4	6.4	6.6	6.9		6.6	6.9	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	
Flash Don't Walk (s)		21.0	21.0		21.0	21.0		26.0			26.0	
Pedestrian Calls (#/hr)		5	5		5	5		5			5	
Act Effect Green (s)	14.4	45.1	45.1	14.0	44.7	44.7	11.4	33.1		11.4	33.1	
Actuated g/C Ratio	0.11	0.35	0.35	0.11	0.34	0.34	0.09	0.25		0.09	0.25	

Lanes, Volumes, Timings
1: Clyde Ave & Baseline Road/Baseline Rd

Background 2039 PM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.90	0.95	0.36	0.85	1.06	0.79	1.11	0.91		1.41	0.95	
Control Delay (s/veh)	101.1	58.0	13.0	82.9	76.0	25.3	138.8	62.4		246.8	67.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	101.1	58.0	13.0	82.9	76.0	25.3	138.8	62.4		246.8	67.8	
LOS	F	E	B	F	E	C	F	E		F	E	
Approach Delay (s/veh)		56.3			62.7			84.7			127.5	
Approach LOS		E			E			F			F	
Queue Length 50th (m)	43.4	146.6	13.1	42.2	~180.3	52.2	~48.6	102.3		~72.8	108.2	
Queue Length 95th (m)	#84.9	#191.1	33.6	m45.7 m	#192.8	m62.3	#78.2	#137.5		#104.6	#147.6	
Internal Link Dist (m)		306.1			276.5			153.5			185.2	
Turn Bay Length (m)	125.0		45.0	75.0			90.0			120.0		
Base Capacity (vph)	189	1176	596	190	1166	664	291	860		291	865	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.89	0.95	0.36	0.82	1.06	0.79	1.11	0.91		1.41	0.95	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 53 (41%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.41

Intersection Signal Delay (s/veh): 79.1

Intersection LOS: E

Intersection Capacity Utilization 107.9%

ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

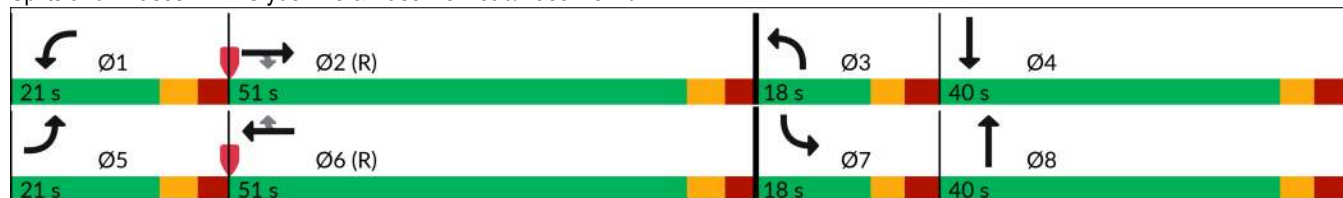
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Clyde Ave & Baseline Road/Baseline Rd



Lanes, Volumes, Timings
2: Baseline Rd & SC/Walmart Plaza

Background 2039 PM.syn
07/31/2026



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
Lane Configurations							
Traffic Volume (vph)	173	1416	1751	139	173	175	
Future Volume (vph)	173	1416	1751	139	173	175	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	
Storage Length (m)	170.0			0.0	0.0	0.0	
Storage Lanes	1			0	1	1	
Taper Length (m)	20.0				0.0		
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00	
Ped Bike Factor			1.00		0.96	0.86	
Frt			0.989			0.850	
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1712	3390	3344	0	1712	1532	
Flt Permitted	0.049				0.950		
Satd. Flow (perm)	88	3390	3344	0	1643	1318	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)			10			161	
Link Speed (k/h)		60	60		40		
Link Distance (m)		300.5	153.6		133.6		
Travel Time (s)		18.0	9.2		12.0		
Confl. Peds. (#/hr)	20			20	27	86	
Confl. Bikes (#/hr)	2			2	3	1	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Heavy Vehicles (%)	1%	2%	2%	1%	1%	1%	
Adj. Flow (vph)	173	1416	1751	139	173	175	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	173	1416	1890	0	173	175	
Turn Type	pm+pt	NA	NA		Prot	Perm	
Protected Phases	5	2	6		4		3
Permitted Phases	2					4	
Detector Phase	5	2	6		4	4	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	4.0
Minimum Split (s)	11.5	28.8	28.8		32.2	32.2	6.0
Total Split (s)	14.0	91.8	77.8		32.2	32.2	6.0
Total Split (%)	10.8%	70.6%	59.8%		24.8%	24.8%	5%
Maximum Green (s)	7.5	86.0	72.0		26.0	26.0	4.0
Yellow Time (s)	3.7	3.7	3.7		3.3	3.3	2.0
All-Red Time (s)	2.8	2.1	2.1		2.9	2.9	0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	5.8	5.8		6.2	6.2	
Lead/Lag	Lead		Lag		Lag	Lag	Lead
Lead-Lag Optimize?	Yes		Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	C-Max		None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)		16.0	16.0		19.0	19.0	
Pedestrian Calls (#/hr)		5	5		5	5	
Act Effct Green (s)	98.7	99.4	75.3		18.6	18.6	
Actuated g/C Ratio	0.76	0.76	0.58		0.14	0.14	



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
v/c Ratio	0.60	0.55	0.97		0.71	0.54	
Control Delay (s/veh)	43.9	8.5	37.3		68.2	15.2	
Queue Delay	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	43.9	8.5	37.3		68.2	15.2	
LOS	D	A	D		E	B	
Approach Delay (s/veh)		12.4	37.3		41.5		
Approach LOS		B	D		D		
Queue Length 50th (m)	37.5	58.5	242.1		42.9	3.2	
Queue Length 95th (m)	m36.6	m57.9	#312.3		62.9	23.3	
Internal Link Dist (m)		276.5	129.6		109.6		
Turn Bay Length (m)	170.0						
Base Capacity (vph)	286	2592	1941		342	392	
Starvation Cap Reductn	0	0	0		0	0	
Spillback Cap Reductn	0	0	0		0	0	
Storage Cap Reductn	0	0	0		0	0	
Reduced v/c Ratio	0.60	0.55	0.97		0.51	0.45	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 48 (37%), Referenced to phase 6:WBT, Start of Green

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay (s/veh): 27.3

Intersection LOS: C

Intersection Capacity Utilization 102.4%

ICU Level of Service G

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Baseline Rd & SC/Walmart Plaza



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	1402	164	84	1679	7	107	2	144	79	22	105
Future Volume (vph)	22	1402	164	84	1679	7	107	2	144	79	22	105
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	50.0		20.0	45.0		100.0	0.0		50.0	0.0		0.0
Storage Lanes	1		1	1		1	0		1	1		0
Taper Length (m)	20.0			25.0			0.0			0.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.93			0.86		0.97	0.92	0.95	0.96	
Frt			0.850			0.850			0.850		0.876	
Flt Protected	0.950			0.950				0.953		0.950		
Satd. Flow (prot)	1729	3357	1547	1729	3424	1547	0	1734	1547	1729	1531	0
Flt Permitted	0.110			0.161				0.565		0.654		
Satd. Flow (perm)	200	3357	1438	293	3424	1335	0	998	1429	1126	1531	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			64			28			56		27	
Link Speed (k/h)		60			60			40			40	
Link Distance (m)		153.6			361.0			54.8			46.2	
Travel Time (s)		9.2			21.7			4.9			4.2	
Confl. Peds. (#/hr)	46		19	19		46	26		45	45		26
Confl. Bikes (#/hr)	9		7	7		9	1		4	4		1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	3%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	22	1402	164	84	1679	7	107	2	144	79	22	105
Shared Lane Traffic (%)												
Lane Group Flow (vph)	22	1402	164	84	1679	7	0	109	144	79	127	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	2	2	2	6	6	6	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	31.6	31.6	31.6	31.6	31.6	31.6	34.3	34.3	34.3	34.3	34.3	
Total Split (s)	90.0	90.0	90.0	90.0	90.0	90.0	40.0	40.0	40.0	40.0	40.0	
Total Split (%)	69.2%	69.2%	69.2%	69.2%	69.2%	69.2%	30.8%	30.8%	30.8%	30.8%	30.8%	
Maximum Green (s)	84.4	84.4	84.4	84.4	84.4	84.4	33.7	33.7	33.7	33.7	33.7	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3	3.3	3.3	3.3	
All-Red Time (s)	1.9	1.9	1.9	1.9	1.9	1.9	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.6	5.6	5.6	5.6	5.6	5.6		6.3	6.3	6.3	6.3	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None	
Walk Time (s)	19.0	19.0	19.0	19.0	19.0	19.0	7.0	7.0	7.0	7.0	7.0	
Flash Don't Walk (s)	7.0	7.0	7.0	7.0	7.0	7.0	21.0	21.0	21.0	21.0	21.0	
Pedestrian Calls (#/hr)	5	5	5	5	5	5	5	5	5	5	5	
Act Effect Green (s)	99.5	99.5	99.5	99.5	99.5	99.5		18.6	18.6	18.6	18.6	
Actuated g/C Ratio	0.77	0.77	0.77	0.77	0.77	0.77		0.14	0.14	0.14	0.14	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.14	0.55	0.15	0.38	0.64	0.01		0.77	0.57	0.49	0.53	
Control Delay (s/veh)	5.3	4.0	1.7	12.4	9.3	0.0		84.3	39.0	59.9	46.7	
Queue Delay	0.0	0.1	0.0	0.0	1.5	0.0		0.0	0.0	0.0	0.0	
Total Delay (s/veh)	5.3	4.1	1.7	12.4	10.8	0.0		84.3	39.0	59.9	46.8	
LOS	A	A	A	B	B	A		F	D	E	D	
Approach Delay (s/veh)		3.9			10.9			58.5			51.8	
Approach LOS		A			B			E			D	
Queue Length 50th (m)	0.8	29.4	1.7	6.0	88.6	0.0		27.3	21.1	19.0	24.0	
Queue Length 95th (m)	m1.9	39.2	5.4	21.1	148.4	0.0		44.2	39.3	32.4	40.7	
Internal Link Dist (m)		129.6			337.0			30.8			22.2	
Turn Bay Length (m)	50.0		20.0	45.0		100.0			50.0			
Base Capacity (vph)	153	2569	1115	224	2621	1028		258	411	291	416	
Starvation Cap Reductn	0	168	0	0	0	0		0	0	0	0	
Spillback Cap Reductn	0	0	0	0	697	0		0	0	0	4	
Storage Cap Reductn	0	0	0	0	0	0		0	0	0	0	
Reduced v/c Ratio	0.14	0.58	0.15	0.38	0.87	0.01		0.42	0.35	0.27	0.31	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 36 (28%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay (s/veh): 13.3

Intersection LOS: B

Intersection Capacity Utilization 110.3%

ICU Level of Service H

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Loblaws SC/Government of Canada Access & Baseline Rd



Lanes, Volumes, Timings
4: Merivale Rd & Baseline Rd

Background 2039 PM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	292	1330	2	223	1164	182	0	555	273	335	959	607
Future Volume (vph)	292	1330	2	223	1164	182	0	555	273	335	959	607
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	120.0		0.0	200.0		40.0	0.0		80.0	120.0		50.0
Storage Lanes	1		0	1		1	0		1	2		1
Taper Length (m)	25.0			0.0			0.0			30.0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	0.99	1.00		1.00		0.93			0.94	0.97		0.96
Frt						0.850			0.850			0.850
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	1712	3390	0	1712	3424	1547	0	3390	1517	3321	3390	1532
Flt Permitted	0.950			0.950						0.950		
Satd. Flow (perm)	1693	3390	0	1704	3424	1442	0	3390	1432	3206	3390	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						134			238			284
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		361.0			275.5			134.8			133.9	
Travel Time (s)		21.7			16.5			8.1			8.0	
Confl. Peds. (#/hr)	46		24	24		46			30	30		20
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	1%	2%	0%	1%	1%	0%	0%	2%	2%	1%	2%	1%
Adj. Flow (vph)	292	1330	2	223	1164	182	0	555	273	335	959	607
Shared Lane Traffic (%)												
Lane Group Flow (vph)	292	1332	0	223	1164	182	0	555	273	335	959	607
Turn Type	Prot	NA		Prot	NA	Perm		NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases						6			8			4
Detector Phase	5	2		1	6	6		8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.1	41.1		12.1	41.1	41.1		34.6	34.6	11.5	34.6	34.6
Total Split (s)	25.0	60.0		25.0	60.0	60.0		35.0	35.0	20.0	55.0	55.0
Total Split (%)	17.9%	42.9%		17.9%	42.9%	42.9%		25.0%	25.0%	14.3%	39.3%	39.3%
Maximum Green (s)	17.9	52.9		17.9	52.9	52.9		28.4	28.4	13.5	48.4	48.4
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7		3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	3.4	3.4		3.4	3.4	3.4		2.9	2.9	2.8	2.9	2.9
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.1	7.1		7.1	7.1	7.1		6.6	6.6	6.5	6.6	6.6
Lead/Lag	Lead	Lag		Lead	Lag	Lag		Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max		None	None	None	None	None
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		27.0			27.0	27.0		21.0	21.0		21.0	21.0
Pedestrian Calls (#/hr)		5			5	5		5	5		5	5
Act Effect Green (s)	19.2	52.9		19.2	52.9	52.9		27.1	27.1	13.5	47.1	47.1
Actuated g/C Ratio	0.14	0.38		0.14	0.38	0.38		0.19	0.19	0.10	0.34	0.34
v/c Ratio	1.25	1.04		0.95	0.90	0.29		0.85	0.58	1.05	0.84	0.89

Lanes, Volumes, Timings
4: Merivale Rd & Baseline Rd

Background 2039 PM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	189.1	78.7		106.9	51.6	10.2		67.3	14.4	122.7	50.8	39.3
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	189.1	78.7		106.9	51.6	10.2		67.3	14.4	122.7	50.8	39.3
LOS	F	E		F	D	B		E	B	F	D	D
Approach Delay (s/veh)		98.5			54.7			49.8			59.8	
Approach LOS		F			D			D			E	
Queue Length 50th (m)	~104.9	~209.0		~65.2	159.0	8.5		77.8	8.0	~51.8	127.1	93.4
Queue Length 95th (m)	#162.3	#251.4		#116.9	#192.3	25.7		99.2	35.6	#82.5	153.9	#166.8
Internal Link Dist (m)		337.0			251.5			110.8			109.9	
Turn Bay Length (m)	120.0			200.0		40.0			80.0	120.0		50.0
Base Capacity (vph)	234	1280		234	1293	628		687	480	320	1171	693
Starvation Cap Reductn	0	0		0	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0		0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0		0	0	0	0	0
Reduced v/c Ratio	1.25	1.04		0.95	0.90	0.29		0.81	0.57	1.05	0.82	0.88

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 19 (14%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.25

Intersection Signal Delay (s/veh): 67.7

Intersection LOS: E

Intersection Capacity Utilization 105.5%

ICU Level of Service G

Analysis Period (min) 15

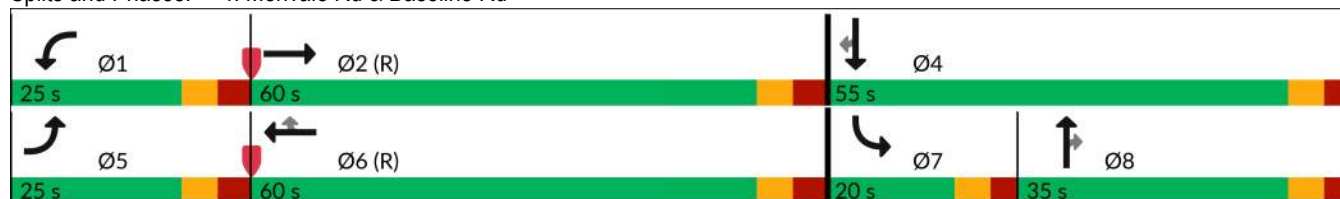
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: Merivale Rd & Baseline Rd



Appendix K Total Conditions Synchro Intersection Capacity Analysis



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

Total 2029 AM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 		 	 		 	 	
Traffic Volume (vph)	167	1147	171	106	632	532	141	487	100	491	735	53
Future Volume (vph)	167	1147	171	106	632	532	141	487	100	491	735	53
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	125.0		45.0	75.0		0.0	90.0		0.0	120.0		0.0
Storage Lanes	1		1	1		1	2		0	2		0
Taper Length (m)	25.0			25.0			0.0			40.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	0.95	0.97	0.95	0.95
Ped Bike Factor	0.99		0.97	1.00		0.97	0.99	1.00		0.99	1.00	
Frt			0.850			0.850		0.974			0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1729	3390	1502	1712	3293	1532	3195	3269	0	3321	3364	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1719	3390	1462	1707	3293	1485	3177	3269	0	3289	3364	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			155			339			20			6
Link Speed (k/h)		60			60			50				50
Link Distance (m)		330.1			300.5			177.5				209.2
Travel Time (s)		19.8			18.0			12.8				15.1
Confl. Peds. (#/hr)	11		10	10		11	9		12	12		9
Confl. Bikes (#/hr)	6		3	3		6	3		5	5		3
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	2%	3%	1%	5%	1%	5%	2%	5%	1%	1%	10%
Adj. Flow (vph)	167	1147	171	106	632	532	141	487	100	491	735	53
Shared Lane Traffic (%)												
Lane Group Flow (vph)	167	1147	171	106	632	532	141	587	0	491	788	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						
Detector Phase	5	2	2	1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.5	34.4	34.4	11.5	34.4	34.4	11.6	39.9		11.6	39.9	
Total Split (s)	18.0	41.0	41.0	18.0	41.0	41.0	21.0	40.0		21.0	40.0	
Total Split (%)	15.0%	34.2%	34.2%	15.0%	34.2%	34.2%	17.5%	33.3%		17.5%	33.3%	
Maximum Green (s)	11.5	34.6	34.6	11.5	34.6	34.6	14.4	33.1		14.4	33.1	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3		3.3	3.3	
All-Red Time (s)	2.8	2.7	2.7	2.8	2.7	2.7	3.3	3.6		3.3	3.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.4	6.4	6.5	6.4	6.4	6.6	6.9		6.6	6.9	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	
Flash Don't Walk (s)		21.0	21.0		21.0	21.0		26.0			26.0	
Pedestrian Calls (#/hr)		5	5		5	5		5			5	
Act Effect Green (s)	11.5	35.4	35.4	10.7	34.6	34.6	10.6	33.1		14.4	36.9	
Actuated g/C Ratio	0.10	0.30	0.30	0.09	0.29	0.29	0.09	0.28		0.12	0.31	

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

Total 2029 AM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	1.01	1.15	0.32	0.70	0.67	0.80	0.50	0.64		1.23	0.76	
Control Delay (s/veh)	127.3	116.9	8.3	43.0	49.8	38.9	57.9	40.6		169.1	43.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	127.3	116.9	8.3	43.0	49.8	38.9	57.9	40.6		169.1	43.4	
LOS	F	F	A	D	D	D	E	D		F	D	
Approach Delay (s/veh)		105.5			44.6			44.0			91.6	
Approach LOS		F			D			D			F	
Queue Length 50th (m)	~40.4	~169.7	2.7	22.0	83.3	90.5	16.5	61.9		~73.7	87.4	
Queue Length 95th (m)	#84.4	#211.0	19.0	m32.2	102.3	145.3	26.1	81.2		#106.8	114.9	
Internal Link Dist (m)		306.1			276.5			153.5			185.2	
Turn Bay Length (m)	125.0		45.0	75.0			90.0			120.0		
Base Capacity (vph)	165	1000	540	164	949	669	383	916		398	1037	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	1.01	1.15	0.32	0.65	0.67	0.80	0.37	0.64		1.23	0.76	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 19 (16%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.23

Intersection Signal Delay (s/veh): 76.1

Intersection LOS: E

Intersection Capacity Utilization 104.0%

ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

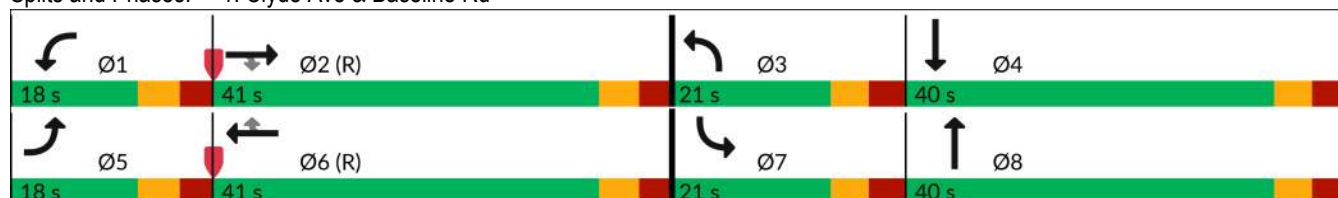
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Clyde Ave & Baseline Rd



Lanes, Volumes, Timings
2: Baseline Rd & SC/Walmart Plaza

Total 2029 AM.syn
07/31/2026



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
Lane Configurations							
Traffic Volume (vph)	102	1636	1183	120	86	88	
Future Volume (vph)	102	1636	1183	120	86	88	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	
Storage Length (m)	170.0			0.0	0.0	0.0	
Storage Lanes	1			0	1	1	
Taper Length (m)	20.0				0.0		
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00	
Ped Bike Factor			1.00		0.99	0.94	
Frt			0.986			0.850	
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1729	3390	3301	0	1729	1517	
Flt Permitted	0.098				0.950		
Satd. Flow (perm)	178	3390	3301	0	1717	1433	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)			13			88	
Link Speed (k/h)		60	60		20		
Link Distance (m)		300.5	153.6		118.3		
Travel Time (s)		18.0	9.2		21.3		
Confl. Peds. (#/hr)	24			24	5	32	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Heavy Vehicles (%)	0%	2%	3%	1%	0%	2%	
Adj. Flow (vph)	102	1636	1183	120	86	88	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	102	1636	1303	0	86	88	
Turn Type	pm+pt	NA	NA		Prot	Perm	
Protected Phases	5	2	6		4		3
Permitted Phases	2					4	
Detector Phase	5	2	6		4	4	
Switch Phase							
Minimum Initial (s)	5.0	10.0	10.0		5.0	5.0	4.0
Minimum Split (s)	11.5	15.8	28.8		32.2	32.2	6.0
Total Split (s)	15.0	81.8	66.8		32.2	32.2	6.0
Total Split (%)	12.5%	68.2%	55.7%		26.8%	26.8%	5%
Maximum Green (s)	8.5	76.0	61.0		26.0	26.0	4.0
Yellow Time (s)	3.7	3.7	3.7		3.3	3.3	2.0
All-Red Time (s)	2.8	2.1	2.1		2.9	2.9	0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	5.8	5.8		6.2	6.2	
Lead/Lag	Lead		Lag		Lag	Lag	Lead
Lead-Lag Optimize?	Yes		Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	C-Max		Max	Max	None
Walk Time (s)			7.0		7.0	7.0	
Flash Don't Walk (s)			16.0		19.0	19.0	
Pedestrian Calls (#/hr)			5		5	5	
Act Effect Green (s)	75.3	76.0	61.7		32.0	32.0	
Actuated g/C Ratio	0.63	0.63	0.51		0.27	0.27	
v/c Ratio	0.48	0.76	0.77		0.19	0.20	

Lanes, Volumes, Timings
2: Baseline Rd & SC/Walmart Plaza

Total 2029 AM.syn
07/31/2026



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
Control Delay (s/veh)	11.9	6.5	5.6		35.3	8.1	
Queue Delay	0.0	0.0	0.5		0.0	0.0	
Total Delay (s/veh)	11.9	6.5	6.1		35.3	8.1	
LOS	B	A	A		D	A	
Approach Delay (s/veh)		6.8	6.1		21.6		
Approach LOS		A	A		C		
Queue Length 50th (m)	2.1	146.5	8.6		15.7	0.0	
Queue Length 95th (m)	m1.1	m4.0	9.7		29.1	12.4	
Internal Link Dist (m)		276.5	129.6		94.3		
Turn Bay Length (m)	170.0						
Base Capacity (vph)	221	2147	1703		461	446	
Starvation Cap Reductn	0	0	120		0	0	
Spillback Cap Reductn	0	0	0		0	0	
Storage Cap Reductn	0	0	0		0	0	
Reduced v/c Ratio	0.46	0.76	0.82		0.19	0.20	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 55 (46%), Referenced to phase 6:WBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay (s/veh): 7.3

Intersection LOS: A

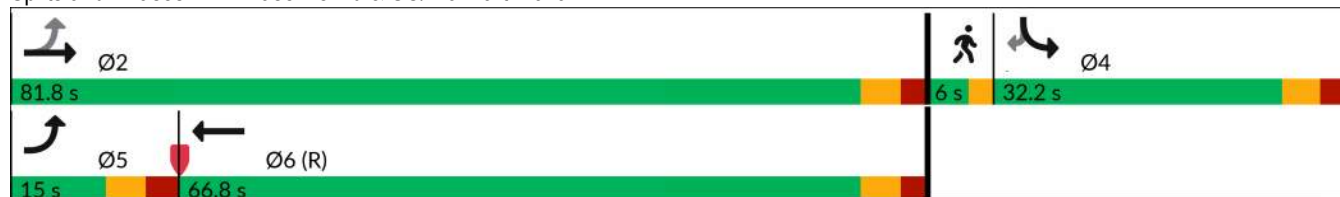
Intersection Capacity Utilization 81.8%

ICU Level of Service D

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Baseline Rd & SC/Walmart Plaza



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	156	1427	139	107	1225	42	67	24	81	12	5	10
Future Volume (vph)	156	1427	139	107	1225	42	67	24	81	12	5	10
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	50.0		20.0	45.0		100.0	0.0		50.0	0.0		0.0
Storage Lanes	1		1	1		1	0		1	1		0
Taper Length (m)	20.0			25.0			0.0			0.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.92	0.99		0.90		0.99	0.92	0.94	0.98	
Frt			0.850			0.850			0.850		0.900	
Flt Protected	0.950			0.950				0.964		0.950		
Satd. Flow (prot)	1729	3357	1532	1712	3325	1547	0	1754	1532	1729	1603	0
Flt Permitted	0.105			0.152				0.786		0.698		
Satd. Flow (perm)	191	3357	1409	272	3325	1396	0	1411	1415	1197	1603	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			53			82			75		10	
Link Speed (k/h)		60			60			40			40	
Link Distance (m)		153.6			361.0			54.8			46.2	
Travel Time (s)		9.2			21.7			4.9			4.2	
Confl. Peds. (#/hr)	34		26	26		34	15		51	51		15
Confl. Bikes (#/hr)	1		2	2		1	1					1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	3%	1%	1%	4%	0%	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	156	1427	139	107	1225	42	67	24	81	12	5	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	156	1427	139	107	1225	42	0	91	81	12	15	0
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases	5	2			6			8			4	
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	5	2	2	6	6	6	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0	10.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	17.0	31.6	31.6	31.6	31.6	31.6	34.3	34.3	34.3	34.3	34.3	
Total Split (s)	20.0	80.0	80.0	60.0	60.0	60.0	40.0	40.0	40.0	40.0	40.0	
Total Split (%)	16.7%	66.7%	66.7%	50.0%	50.0%	50.0%	33.3%	33.3%	33.3%	33.3%	33.3%	
Maximum Green (s)	14.3	74.4	74.4	54.4	54.4	54.4	33.7	33.7	33.7	33.7	33.7	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3	3.3	3.3	3.3	
All-Red Time (s)	2.0	1.9	1.9	1.9	1.9	1.9	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.7	5.6	5.6	5.6	5.6	5.6		6.3	6.3	6.3	6.3	
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	C-Max	Max	Max	Max	Max	Max	
Walk Time (s)		19.0	19.0	19.0	19.0	19.0	7.0	7.0	7.0	7.0	7.0	
Flash Don't Walk (s)		7.0	7.0	7.0	7.0	7.0	21.0	21.0	21.0	21.0	21.0	
Pedestrian Calls (#/hr)		5	5	5	5	5	5	5	5	5	5	
Act Effct Green (s)	74.3	74.4	74.4	58.1	58.1	58.1		33.7	33.7	33.7	33.7	
Actuated g/C Ratio	0.62	0.62	0.62	0.48	0.48	0.48		0.28	0.28	0.28	0.28	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.62	0.69	0.16	0.82	0.76	0.06		0.23	0.18	0.04	0.03	
Control Delay (s/veh)	37.1	6.7	3.3	43.1	11.3	0.1		35.1	9.4	31.9	19.3	
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay (s/veh)	37.1	7.0	3.3	43.1	11.3	0.1		35.1	9.4	31.9	19.3	
LOS	D	A	A	D	B	A		D	A	C	B	
Approach Delay (s/veh)		9.4			13.4			23.0			24.9	
Approach LOS		A			B			C			C	
Queue Length 50th (m)	17.9	23.2	0.0	5.5	23.7	0.0		16.5	1.0	2.1	0.9	
Queue Length 95th (m)	m30.8	53.9	m5.0	m#12.0	m32.7	m0.0		30.4	12.7	6.9	6.1	
Internal Link Dist (m)		129.6			337.0			30.8			22.2	
Turn Bay Length (m)	50.0		20.0	45.0		100.0			50.0			
Base Capacity (vph)	301	2081	893	131	1610	718		396	451	336	457	
Starvation Cap Reductn	0	170	0	0	0	0		0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0		0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0		0	0	0	0	
Reduced v/c Ratio	0.52	0.75	0.16	0.82	0.76	0.06		0.23	0.18	0.04	0.03	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 48 (40%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay (s/veh): 11.9

Intersection LOS: B

Intersection Capacity Utilization 103.5%

ICU Level of Service G

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Loblaws SC/Government of Canada Access & Baseline Rd



Lanes, Volumes, Timings
4: Merivale Rd & Baseline Rd

Total 2029 AM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	314	1205	2	158	1006	297	0	485	203	289	261	367
Future Volume (vph)	314	1205	2	158	1006	297	0	485	203	289	261	367
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	120.0		0.0	200.0		40.0	0.0		80.0	120.0		50.0
Storage Lanes	1		0	1		1	0		1	2		1
Taper Length (m)	25.0			0.0			0.0			30.0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	0.99	1.00		1.00		0.95			0.94	0.97		0.96
Frt						0.850			0.850			0.850
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	1679	3389	0	1631	3357	1517	0	3325	1502	3257	3262	1488
Flt Permitted	0.950			0.950						0.950		
Satd. Flow (perm)	1664	3389	0	1625	3357	1447	0	3325	1410	3173	3262	1427
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						156			203			354
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		361.0			113.5			134.8			171.2	
Travel Time (s)		21.7			6.8			8.1			10.3	
Confl. Peds. (#/hr)	33		20	20		33			39	39		23
Confl. Bikes (#/hr)			1	1								
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	3%	2%	17%	6%	3%	2%	0%	4%	3%	3%	6%	4%
Adj. Flow (vph)	314	1205	2	158	1006	297	0	485	203	289	261	367
Shared Lane Traffic (%)												
Lane Group Flow (vph)	314	1207	0	158	1006	297	0	485	203	289	261	367
Turn Type	Prot	NA		Prot	NA	Perm		NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases						6			8			4
Detector Phase	5	2		1	6	6		8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0		10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	12.1	41.1		12.1	41.1	41.1		34.6	34.6	11.5	34.6	34.6
Total Split (s)	24.0	43.0		24.0	43.0	43.0		35.0	35.0	18.0	53.0	53.0
Total Split (%)	20.0%	35.8%		20.0%	35.8%	35.8%		29.2%	29.2%	15.0%	44.2%	44.2%
Maximum Green (s)	16.9	35.9		16.9	35.9	35.9		28.4	28.4	11.5	46.4	46.4
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7		3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	3.4	3.4		3.4	3.4	3.4		2.9	2.9	2.8	2.9	2.9
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.1	7.1		7.1	7.1	7.1		6.6	6.6	6.5	6.6	6.6
Lead/Lag	Lead	Lag		Lead	Lag	Lag		Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max		Max	Max	None	Max	Max
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		27.0			27.0	27.0		21.0	21.0		21.0	21.0
Pedestrian Calls (#/hr)		5			5	5		5	5		5	5
Act Effect Green (s)	16.9	37.6		15.2	35.9	35.9		28.4	28.4	11.5	46.4	46.4
Actuated g/C Ratio	0.14	0.31		0.13	0.30	0.30		0.24	0.24	0.10	0.39	0.39

Lanes, Volumes, Timings
4: Merivale Rd & Baseline Rd

Total 2029 AM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	1.33	1.14		0.77	1.00	0.55		0.62	0.42	0.93	0.21	0.48
Control Delay (s/veh)	213.0	118.0		74.2	71.1	20.4		44.9	7.8	89.3	25.1	5.3
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	213.0	118.0		74.2	71.1	20.4		44.9	7.8	89.3	25.1	5.3
LOS	F	F		E	E	C		D	A	F	C	A
Approach Delay (s/veh)		137.6			61.1			34.0			37.4	
Approach LOS		F			E			C			D	
Queue Length 50th (m)	~99.4	~176.6		35.9	~125.0	26.8		54.0	0.0	35.3	21.3	1.9
Queue Length 95th (m)	#157.0	#220.0		#63.3	#170.4	54.8		71.7	18.5	#61.0	30.9	21.9
Internal Link Dist (m)		337.0			89.5			110.8			147.2	
Turn Bay Length (m)	120.0			200.0		40.0			80.0	120.0		50.0
Base Capacity (vph)	236	1061		229	1004	542		786	488	312	1261	768
Starvation Cap Reductn	0	0		0	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0		0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0		0	0	0	0	0
Reduced v/c Ratio	1.33	1.14		0.69	1.00	0.55		0.62	0.42	0.93	0.21	0.48

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 45 (38%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.33

Intersection Signal Delay (s/veh): 77.7

Intersection LOS: E

Intersection Capacity Utilization 102.5%

ICU Level of Service G

Analysis Period (min) 15

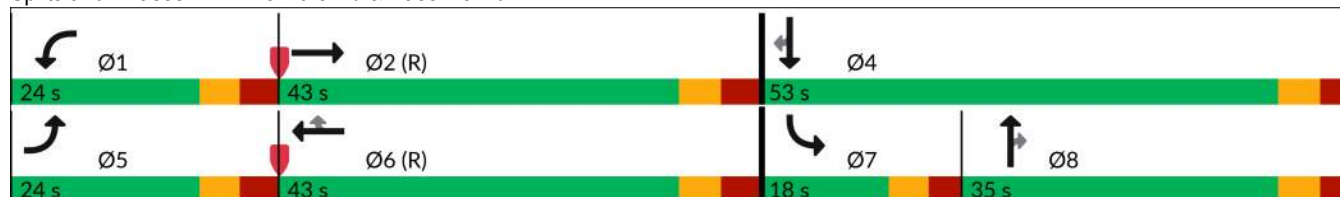
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: Merivale Rd & Baseline Rd



Lanes, Volumes, Timings
1: Clyde Ave & Baseline Road/Baseline Rd

Total 2029 PM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	160	1063	206	151	1178	510	308	684	69	410	686	96
Future Volume (vph)	160	1063	206	151	1178	510	308	684	69	410	686	96
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	125.0		45.0	75.0		0.0	90.0		0.0	120.0		0.0
Storage Lanes	1		1	1		1	2		0	2		0
Taper Length (m)	25.0			25.0			0.0			40.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	0.95	0.97	0.95	0.95
Ped Bike Factor	0.99		0.95	0.99		0.94	0.97	1.00		0.98	0.99	
Frt			0.850			0.850		0.986			0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1695	3390	1532	1712	3390	1532	3321	3351	0	3321	3369	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1681	3390	1449	1696	3390	1442	3231	3351	0	3252	3369	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			143			263			8			11
Link Speed (k/h)		60			60			50				50
Link Distance (m)		330.1			300.5			177.5				209.2
Travel Time (s)		19.8			18.0			12.8				15.1
Confl. Peds. (#/hr)	31		29	29		31	41		30	30		41
Confl. Bikes (#/hr)	7		4	4		7	7		4	4		7
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	2%	2%	1%	1%	2%	1%	1%	1%	4%	1%	0%	0%
Adj. Flow (vph)	160	1063	206	151	1178	510	308	684	69	410	686	96
Shared Lane Traffic (%)												
Lane Group Flow (vph)	160	1063	206	151	1178	510	308	753	0	410	782	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						
Detector Phase	5	2	2	1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	12.0	40.3	40.3	12.0	40.3	40.3	11.6	39.9		11.6	39.9	
Total Split (s)	21.0	51.0	51.0	21.0	51.0	51.0	18.0	40.0		18.0	40.0	
Total Split (%)	16.2%	39.2%	39.2%	16.2%	39.2%	39.2%	13.8%	30.8%		13.8%	30.8%	
Maximum Green (s)	14.5	44.6	44.6	14.5	44.6	44.6	11.4	33.1		11.4	33.1	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3		3.3	3.3	
All-Red Time (s)	2.8	2.7	2.7	2.8	2.7	2.7	3.3	3.6		3.3	3.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.4	6.4	6.5	6.4	6.4	6.6	6.9		6.6	6.9	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	
Flash Don't Walk (s)		21.0	21.0		21.0	21.0		26.0			26.0	
Pedestrian Calls (#/hr)		5	5		5	5		5			5	
Act Effect Green (s)	14.1	45.2	45.2	13.9	45.0	45.0	11.4	33.1		11.4	33.1	
Actuated g/C Ratio	0.11	0.35	0.35	0.11	0.35	0.35	0.09	0.25		0.09	0.25	

Lanes, Volumes, Timings
1: Clyde Ave & Baseline Road/Baseline Rd

Total 2029 PM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.87	0.90	0.35	0.83	1.01	0.76	1.06	0.88		1.41	0.90	
Control Delay (s/veh)	96.0	52.0	12.0	80.8	61.3	25.3	124.8	58.5		245.5	61.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	96.0	52.0	12.0	80.8	61.3	25.3	124.8	58.5		245.5	61.1	
LOS	F	D	B	F	E	C	F	E		F	E	
Approach Delay (s/veh)		51.2			52.9			77.7			124.5	
Approach LOS		D			D			E			F	
Queue Length 50th (m)	40.9	136.7	11.1	41.1	~144.5	51.9	~44.5	97.0		~72.5	101.3	
Queue Length 95th (m)	#78.5	#176.3	30.2	m44.9 m	#178.1	m59.3	#73.6	#128.7		#104.6	#136.0	
Internal Link Dist (m)		306.1			276.5			153.5			185.2	
Turn Bay Length (m)	125.0		45.0	75.0			90.0			120.0		
Base Capacity (vph)	189	1179	597	190	1172	670	291	859		291	865	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.85	0.90	0.35	0.79	1.01	0.76	1.06	0.88		1.41	0.90	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 53 (41%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 135

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.41

Intersection Signal Delay (s/veh): 72.7

Intersection LOS: E

Intersection Capacity Utilization 105.6%

ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

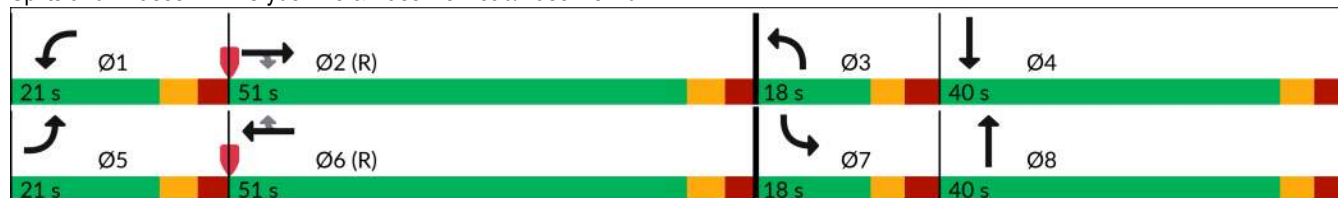
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Clyde Ave & Baseline Road/Baseline Rd



Lanes, Volumes, Timings
2: Baseline Rd & SC/Walmart Plaza

Total 2029 PM.syn
07/31/2026



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
Lane Configurations							
Traffic Volume (vph)	193	1347	1666	141	171	185	
Future Volume (vph)	193	1347	1666	141	171	185	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	
Storage Length (m)	170.0			0.0	0.0	0.0	
Storage Lanes	1			0	1	1	
Taper Length (m)	20.0				0.0		
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00	
Ped Bike Factor			1.00		0.96	0.86	
Frt			0.988			0.850	
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1712	3390	3340	0	1712	1532	
Flt Permitted	0.051				0.950		
Satd. Flow (perm)	92	3390	3340	0	1643	1318	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)			11			164	
Link Speed (k/h)		60	60		40		
Link Distance (m)		300.5	153.6		133.6		
Travel Time (s)		18.0	9.2		12.0		
Confl. Peds. (#/hr)	20			20	27	86	
Confl. Bikes (#/hr)	2			2	3	1	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Heavy Vehicles (%)	1%	2%	2%	1%	1%	1%	
Adj. Flow (vph)	193	1347	1666	141	171	185	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	193	1347	1807	0	171	185	
Turn Type	pm+pt	NA	NA		Prot	Perm	
Protected Phases	5	2	6		4		3
Permitted Phases	2					4	
Detector Phase	5	2	6		4	4	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	4.0
Minimum Split (s)	11.5	28.8	28.8		32.2	32.2	6.0
Total Split (s)	14.0	91.8	77.8		32.2	32.2	6.0
Total Split (%)	10.8%	70.6%	59.8%		24.8%	24.8%	5%
Maximum Green (s)	7.5	86.0	72.0		26.0	26.0	4.0
Yellow Time (s)	3.7	3.7	3.7		3.3	3.3	2.0
All-Red Time (s)	2.8	2.1	2.1		2.9	2.9	0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	5.8	5.8		6.2	6.2	
Lead/Lag	Lead		Lag		Lag	Lag	Lead
Lead-Lag Optimize?	Yes		Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	C-Max		None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)		16.0	16.0		19.0	19.0	
Pedestrian Calls (#/hr)		5	5		5	5	
Act Effect Green (s)	98.9	99.6	72.5		18.4	18.4	
Actuated g/C Ratio	0.76	0.77	0.56		0.14	0.14	

Lanes, Volumes, Timings
2: Baseline Rd & SC/Walmart Plaza

Total 2029 PM.syn
07/31/2026



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
v/c Ratio	0.59	0.52	0.97		0.71	0.57	
Control Delay (s/veh)	44.5	8.7	38.1		68.2	16.7	
Queue Delay	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	44.5	8.7	38.1		68.2	16.7	
LOS	D	A	D		E	B	
Approach Delay (s/veh)		13.2	38.1		41.4		
Approach LOS		B	D		D		
Queue Length 50th (m)	42.6	57.7	230.9		42.4	4.8	
Queue Length 95th (m)	m43.3	m59.3	#289.3		62.3	25.9	
Internal Link Dist (m)		276.5	129.6		109.6		
Turn Bay Length (m)	170.0						
Base Capacity (vph)	326	2596	1868		342	394	
Starvation Cap Reductn	0	0	0		0	0	
Spillback Cap Reductn	0	0	0		0	0	
Storage Cap Reductn	0	0	0		0	0	
Reduced v/c Ratio	0.59	0.52	0.97		0.50	0.47	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 48 (37%), Referenced to phase 6:WBT, Start of Green

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay (s/veh): 28.1

Intersection LOS: C

Intersection Capacity Utilization 101.2%

ICU Level of Service G

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Baseline Rd & SC/Walmart Plaza



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	1341	156	80	1606	7	102	2	137	75	21	99
Future Volume (vph)	21	1341	156	80	1606	7	102	2	137	75	21	99
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	50.0		20.0	45.0		100.0	0.0		50.0	0.0		0.0
Storage Lanes	1		1	1		1	0		1	1		0
Taper Length (m)	20.0			25.0			0.0			0.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.93	1.00		0.86		0.97	0.92	0.95	0.96	
Frt			0.850			0.850			0.850		0.876	
Flt Protected	0.950			0.950				0.953		0.950		
Satd. Flow (prot)	1729	3357	1547	1729	3424	1547	0	1734	1547	1729	1531	0
Flt Permitted	0.123			0.176				0.584		0.668		
Satd. Flow (perm)	224	3357	1438	319	3424	1335	0	1031	1429	1150	1531	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			63			28			64		32	
Link Speed (k/h)		60			60			40			40	
Link Distance (m)		153.6			361.0			54.8			46.2	
Travel Time (s)		9.2			21.7			4.9			4.2	
Confl. Peds. (#/hr)	46		19	19		46	26		45	45		26
Confl. Bikes (#/hr)	9		7	7		9	1		4	4		1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	3%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	21	1341	156	80	1606	7	102	2	137	75	21	99
Shared Lane Traffic (%)												
Lane Group Flow (vph)	21	1341	156	80	1606	7	0	104	137	75	120	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	2	2	2	6	6	6	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	31.6	31.6	31.6	31.6	31.6	31.6	34.3	34.3	34.3	34.3	34.3	
Total Split (s)	90.0	90.0	90.0	90.0	90.0	90.0	40.0	40.0	40.0	40.0	40.0	
Total Split (%)	69.2%	69.2%	69.2%	69.2%	69.2%	69.2%	30.8%	30.8%	30.8%	30.8%	30.8%	
Maximum Green (s)	84.4	84.4	84.4	84.4	84.4	84.4	33.7	33.7	33.7	33.7	33.7	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3	3.3	3.3	3.3	
All-Red Time (s)	1.9	1.9	1.9	1.9	1.9	1.9	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.6	5.6	5.6	5.6	5.6	5.6		6.3	6.3	6.3	6.3	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None	
Walk Time (s)	19.0	19.0	19.0	19.0	19.0	19.0	7.0	7.0	7.0	7.0	7.0	
Flash Don't Walk (s)	7.0	7.0	7.0	7.0	7.0	7.0	21.0	21.0	21.0	21.0	21.0	
Pedestrian Calls (#/hr)	5	5	5	5	5	5	5	5	5	5	5	
Act Effect Green (s)	100.1	100.1	100.1	100.1	100.1	100.1		18.0	18.0	18.0	18.0	
Actuated g/C Ratio	0.77	0.77	0.77	0.77	0.77	0.77		0.14	0.14	0.14	0.14	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.12	0.52	0.14	0.33	0.61	0.01		0.73	0.54	0.47	0.50	
Control Delay (s/veh)	4.6	3.6	1.6	10.3	8.6	0.0		80.4	34.4	59.5	43.4	
Queue Delay	0.0	0.1	0.0	0.0	1.2	0.0		0.0	0.0	0.0	0.0	
Total Delay (s/veh)	4.6	3.7	1.6	10.3	9.8	0.0		80.4	34.4	59.5	43.4	
LOS	A	A	A	B	A	A		F	C	E	D	
Approach Delay (s/veh)		3.5			9.8			54.3			49.6	
Approach LOS		A			A			D			D	
Queue Length 50th (m)	0.6	25.5	1.7	5.3	78.4	0.0		26.0	17.3	18.1	21.1	
Queue Length 95th (m)	m1.9	37.1	4.9	18.1	136.4	0.0		42.1	34.8	31.0	37.1	
Internal Link Dist (m)		129.6			337.0			30.8			22.2	
Turn Bay Length (m)	50.0		20.0	45.0		100.0			50.0			
Base Capacity (vph)	172	2586	1122	245	2637	1034		267	417	298	420	
Starvation Cap Reductn	0	168	0	0	0	0		0	0	0	0	
Spillback Cap Reductn	0	0	0	0	742	0		0	0	0	6	
Storage Cap Reductn	0	0	0	0	0	0		0	0	0	0	
Reduced v/c Ratio	0.12	0.55	0.14	0.33	0.85	0.01		0.39	0.33	0.25	0.29	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 36 (28%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay (s/veh): 12.2

Intersection LOS: B

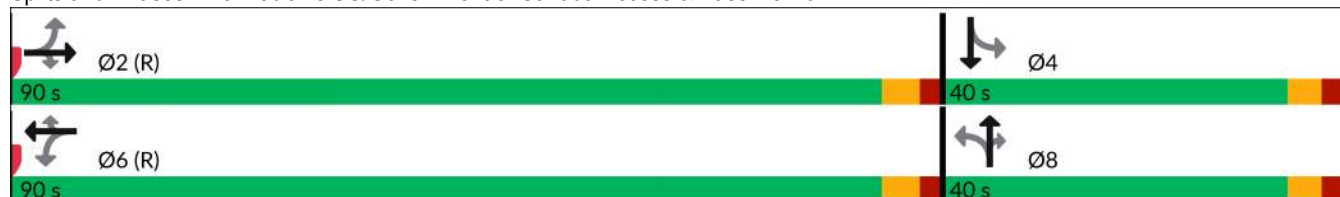
Intersection Capacity Utilization 92.8%

ICU Level of Service F

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Loblaws SC/Government of Canada Access & Baseline Rd



Lanes, Volumes, Timings
4: Merivale Rd & Baseline Rd

Total 2029 PM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	280	1270	3	212	1113	174	0	528	260	319	913	581
Future Volume (vph)	280	1270	3	212	1113	174	0	528	260	319	913	581
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	120.0		0.0	200.0		40.0	0.0		80.0	120.0		50.0
Storage Lanes	1		0	1		1	0		1	2		1
Taper Length (m)	25.0			0.0			0.0			30.0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	0.99	1.00		0.99		0.93			0.94	0.96		0.96
Frt						0.850			0.850			0.850
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	1712	3390	0	1712	3424	1547	0	3390	1517	3321	3390	1532
Flt Permitted	0.950			0.950						0.950		
Satd. Flow (perm)	1691	3390	0	1703	3424	1442	0	3390	1432	3201	3390	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						134			239			286
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		361.0			275.5			134.8			133.9	
Travel Time (s)		21.7			16.5			8.1			8.0	
Confl. Peds. (#/hr)	46		24	24		46			30	30		20
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	1%	2%	0%	1%	1%	0%	0%	2%	2%	1%	2%	1%
Adj. Flow (vph)	280	1270	3	212	1113	174	0	528	260	319	913	581
Shared Lane Traffic (%)												
Lane Group Flow (vph)	280	1273	0	212	1113	174	0	528	260	319	913	581
Turn Type	Prot	NA		Prot	NA	Perm		NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases						6			8			4
Detector Phase	5	2		1	6	6		8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.1	41.1		12.1	41.1	41.1		34.6	34.6	11.5	34.6	34.6
Total Split (s)	25.0	60.0		25.0	60.0	60.0		35.0	35.0	20.0	55.0	55.0
Total Split (%)	17.9%	42.9%		17.9%	42.9%	42.9%		25.0%	25.0%	14.3%	39.3%	39.3%
Maximum Green (s)	17.9	52.9		17.9	52.9	52.9		28.4	28.4	13.5	48.4	48.4
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7		3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	3.4	3.4		3.4	3.4	3.4		2.9	2.9	2.8	2.9	2.9
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.1	7.1		7.1	7.1	7.1		6.6	6.6	6.5	6.6	6.6
Lead/Lag	Lead	Lag		Lead	Lag	Lag		Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max		None	None	None	None	None
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		27.0			27.0	27.0		21.0	21.0		21.0	21.0
Pedestrian Calls (#/hr)		5			5	5		5	5		5	5
Act Effect Green (s)	19.8	53.7		19.1	52.9	52.9		26.5	26.5	13.5	46.5	46.5
Actuated g/C Ratio	0.14	0.38		0.14	0.38	0.38		0.19	0.19	0.10	0.33	0.33
v/c Ratio	1.16	0.98		0.91	0.86	0.28		0.83	0.56	1.00	0.81	0.86

Scenario 1 1:25 pm 03/11/2026 Baseline

Synchro 12 Report
Page 7

Lanes, Volumes, Timings
4: Merivale Rd & Baseline Rd

Total 2029 PM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	158.5	63.3		99.5	48.2	9.4		66.0	12.7	111.9	49.3	35.0
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	158.5	63.3		99.5	48.2	9.4		66.0	12.7	111.9	49.3	35.0
LOS	F	E		F	D	A		E	B	F	D	C
Approach Delay (s/veh)		80.4			51.0			48.4			55.7	
Approach LOS		F			D			D			E	
Queue Length 50th (m)	~98.0	183.6		59.3	148.5	7.1		73.3	4.8	46.2	118.8	82.3
Queue Length 95th (m)	#154.3	#233.8		#109.5	178.0	23.3		94.0	30.7	#77.2	144.4	#143.7
Internal Link Dist (m)		337.0			251.5			110.8			109.9	
Turn Bay Length (m)	120.0			200.0		40.0			80.0	120.0		50.0
Base Capacity (vph)	242	1299		232	1293	628		687	481	320	1171	694
Starvation Cap Reductn	0	0		0	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0		0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0		0	0	0	0	0
Reduced v/c Ratio	1.16	0.98		0.91	0.86	0.28		0.77	0.54	1.00	0.78	0.84

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 19 (14%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.16

Intersection Signal Delay (s/veh): 60.2

Intersection LOS: E

Intersection Capacity Utilization 102.3%

ICU Level of Service G

Analysis Period (min) 15

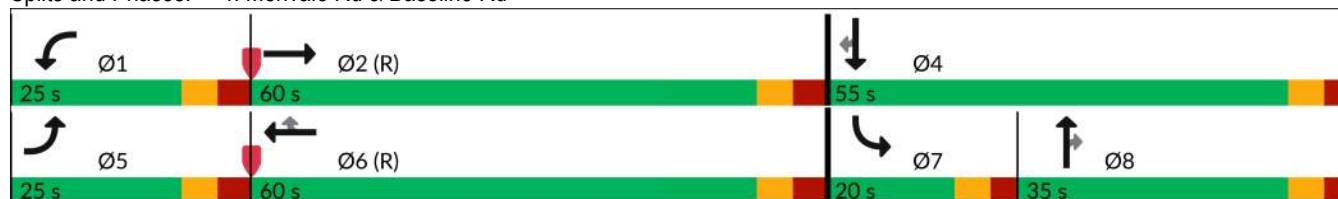
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: Merivale Rd & Baseline Rd



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

Total 2031 AM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 		 	 		 	 	
Traffic Volume (vph)	169	1160	172	115	643	570	143	492	106	510	742	53
Future Volume (vph)	169	1160	172	115	643	570	143	492	106	510	742	53
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	125.0		45.0	75.0		0.0	90.0		0.0	120.0		0.0
Storage Lanes	1		1	1		1	2		0	2		0
Taper Length (m)	25.0			25.0			0.0			40.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	0.95	0.97	0.95	0.95
Ped Bike Factor	0.99		0.97	1.00		0.97	0.99	0.99		0.99	1.00	
Frt			0.850			0.850		0.973			0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1729	3390	1502	1712	3293	1532	3195	3265	0	3321	3364	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1719	3390	1462	1707	3293	1485	3177	3265	0	3289	3364	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			155			338		21			6	
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		330.1			300.5			177.5			209.2	
Travel Time (s)		19.8			18.0			12.8			15.1	
Confl. Peds. (#/hr)	11		10	10		11	9		12	12		9
Confl. Bikes (#/hr)	6		3	3		6	3		5	5		3
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	2%	3%	1%	5%	1%	5%	2%	5%	1%	1%	10%
Adj. Flow (vph)	169	1160	172	115	643	570	143	492	106	510	742	53
Shared Lane Traffic (%)												
Lane Group Flow (vph)	169	1160	172	115	643	570	143	598	0	510	795	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						
Detector Phase	5	2	2	1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.5	34.4	34.4	11.5	34.4	34.4	11.6	39.9		11.6	39.9	
Total Split (s)	18.0	41.0	41.0	18.0	41.0	41.0	21.0	40.0		21.0	40.0	
Total Split (%)	15.0%	34.2%	34.2%	15.0%	34.2%	34.2%	17.5%	33.3%		17.5%	33.3%	
Maximum Green (s)	11.5	34.6	34.6	11.5	34.6	34.6	14.4	33.1		14.4	33.1	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3		3.3	3.3	
All-Red Time (s)	2.8	2.7	2.7	2.8	2.7	2.7	3.3	3.6		3.3	3.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.4	6.4	6.5	6.4	6.4	6.6	6.9		6.6	6.9	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	
Flash Don't Walk (s)		21.0	21.0		21.0	21.0		26.0			26.0	
Pedestrian Calls (#/hr)		5	5		5	5		5			5	
Act Effect Green (s)	11.5	35.2	35.2	10.9	34.6	34.6	10.7	33.1		14.4	36.8	
Actuated g/C Ratio	0.10	0.29	0.29	0.09	0.29	0.29	0.09	0.28		0.12	0.31	

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

Total 2031 AM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	1.02	1.17	0.32	0.74	0.68	0.85	0.50	0.65		1.28	0.77	
Control Delay (s/veh)	130.0	125.0	8.4	47.4	49.6	42.6	58.0	40.9		187.1	43.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	130.0	125.0	8.4	47.4	49.6	42.6	58.0	40.9		187.1	43.7	
LOS	F	F	A	D	D	D	E	D		F	D	
Approach Delay (s/veh)		112.2			46.4			44.2			99.7	
Approach LOS		F			D			D			F	
Queue Length 50th (m)	~41.5	~173.1	2.9	24.5	84.4	98.7	16.8	63.3		~78.5	88.6	
Queue Length 95th (m)	#85.3	#214.3	19.3	m35.2	103.5	#146.5	26.5	82.8		#111.8	116.3	
Internal Link Dist (m)		306.1			276.5			153.5			185.2	
Turn Bay Length (m)	125.0		45.0	75.0			90.0			120.0		
Base Capacity (vph)	165	993	537	164	949	668	383	915		398	1036	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	1.02	1.17	0.32	0.70	0.68	0.85	0.37	0.65		1.28	0.77	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 19 (16%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.28

Intersection Signal Delay (s/veh): 80.6

Intersection LOS: F

Intersection Capacity Utilization 105.4%

ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

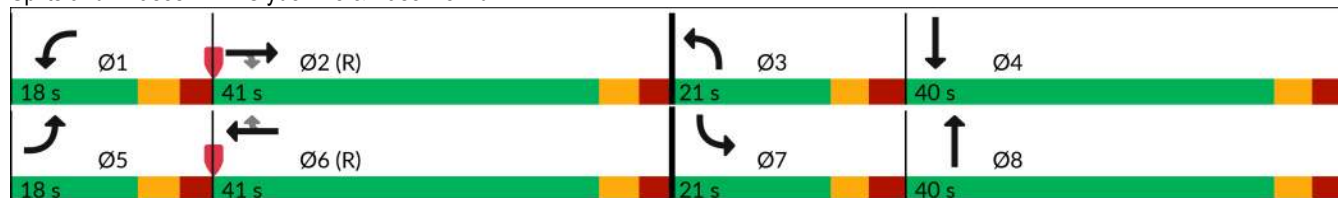
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Clyde Ave & Baseline Rd



Lanes, Volumes, Timings
2: Baseline Rd & SC/Walmart Plaza

Total 2031 AM.syn
07/31/2026



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
Lane Configurations							
Traffic Volume (vph)	124	1653	1194	128	105	133	
Future Volume (vph)	124	1653	1194	128	105	133	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	
Storage Length (m)	170.0			0.0	0.0	0.0	
Storage Lanes	1			0	1	1	
Taper Length (m)	20.0				0.0		
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00	
Ped Bike Factor			1.00		0.99	0.94	
Frt			0.985			0.850	
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1729	3390	3297	0	1729	1517	
Flt Permitted	0.093				0.950		
Satd. Flow (perm)	169	3390	3297	0	1717	1433	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)			14			133	
Link Speed (k/h)		60	60		20		
Link Distance (m)		300.5	153.6		118.3		
Travel Time (s)		18.0	9.2		21.3		
Confl. Peds. (#/hr)	24			24	5	32	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Heavy Vehicles (%)	0%	2%	3%	1%	0%	2%	
Adj. Flow (vph)	124	1653	1194	128	105	133	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	124	1653	1322	0	105	133	
Turn Type	pm+pt	NA	NA		Prot	Perm	
Protected Phases	5	2	6		4		3
Permitted Phases	2					4	
Detector Phase	5	2	6		4	4	
Switch Phase							
Minimum Initial (s)	5.0	10.0	10.0		5.0	5.0	4.0
Minimum Split (s)	11.5	15.8	28.8		32.2	32.2	6.0
Total Split (s)	15.0	81.8	66.8		32.2	32.2	6.0
Total Split (%)	12.5%	68.2%	55.7%		26.8%	26.8%	5%
Maximum Green (s)	8.5	76.0	61.0		26.0	26.0	4.0
Yellow Time (s)	3.7	3.7	3.7		3.3	3.3	2.0
All-Red Time (s)	2.8	2.1	2.1		2.9	2.9	0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	5.8	5.8		6.2	6.2	
Lead/Lag	Lead		Lag		Lag	Lag	Lead
Lead-Lag Optimize?	Yes		Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	C-Max		Max	Max	None
Walk Time (s)			7.0		7.0	7.0	
Flash Don't Walk (s)			16.0		19.0	19.0	
Pedestrian Calls (#/hr)			5		5	5	
Act Effect Green (s)	75.3	76.0	61.5		32.0	32.0	
Actuated g/C Ratio	0.63	0.63	0.51		0.27	0.27	
v/c Ratio	0.59	0.77	0.78		0.23	0.28	

Lanes, Volumes, Timings
2: Baseline Rd & SC/Walmart Plaza

Total 2031 AM.syn
07/31/2026



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
Control Delay (s/veh)	19.4	6.5	5.8		36.0	7.3	
Queue Delay	0.0	0.0	0.6		0.0	0.0	
Total Delay (s/veh)	19.4	6.5	6.4		36.0	7.3	
LOS	B	A	A		D	A	
Approach Delay (s/veh)		7.4	6.4		19.9		
Approach LOS		A	A		B		
Queue Length 50th (m)	4.8	146.8	8.6		19.4	0.0	
Queue Length 95th (m)	m2.9	m4.3	9.8		34.1	14.7	
Internal Link Dist (m)		276.5	129.6		94.3		
Turn Bay Length (m)	170.0						
Base Capacity (vph)	216	2147	1695		461	479	
Starvation Cap Reductn	0	0	121		0	0	
Spillback Cap Reductn	0	0	0		0	0	
Storage Cap Reductn	0	0	0		0	0	
Reduced v/c Ratio	0.57	0.77	0.84		0.23	0.28	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 55 (46%), Referenced to phase 6:WBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay (s/veh): 7.9

Intersection LOS: A

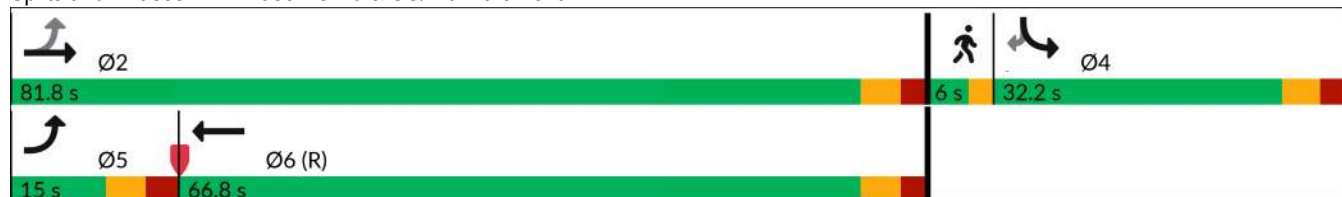
Intersection Capacity Utilization 83.7%

ICU Level of Service E

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Baseline Rd & SC/Walmart Plaza



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	158	1459	140	108	1244	42	68	25	82	12	5	10
Future Volume (vph)	158	1459	140	108	1244	42	68	25	82	12	5	10
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	50.0		20.0	45.0		100.0	0.0		50.0	0.0		0.0
Storage Lanes	1		1	1		1	0		1	1		0
Taper Length (m)	20.0			25.0			0.0			0.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.92	0.99		0.90		0.99	0.92	0.94	0.98	
Frt			0.850			0.850			0.850		0.900	
Flt Protected	0.950			0.950				0.965		0.950		
Satd. Flow (prot)	1729	3357	1532	1712	3325	1547	0	1756	1532	1729	1603	0
Flt Permitted	0.099			0.144				0.786		0.697		
Satd. Flow (perm)	180	3357	1409	258	3325	1396	0	1411	1415	1195	1603	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			52			82			75		10	
Link Speed (k/h)		60			60			40			40	
Link Distance (m)		153.6			361.0			54.8			46.2	
Travel Time (s)		9.2			21.7			4.9			4.2	
Confl. Peds. (#/hr)	34		26	26		34	15		51	51		15
Confl. Bikes (#/hr)	1		2	2		1	1					1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	3%	1%	1%	4%	0%	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	158	1459	140	108	1244	42	68	25	82	12	5	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	158	1459	140	108	1244	42	0	93	82	12	15	0
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases	5	2			6			8			4	
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	5	2	2	6	6	6	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0	10.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	17.0	31.6	31.6	31.6	31.6	31.6	34.3	34.3	34.3	34.3	34.3	
Total Split (s)	20.0	80.0	80.0	60.0	60.0	60.0	40.0	40.0	40.0	40.0	40.0	
Total Split (%)	16.7%	66.7%	66.7%	50.0%	50.0%	50.0%	33.3%	33.3%	33.3%	33.3%	33.3%	
Maximum Green (s)	14.3	74.4	74.4	54.4	54.4	54.4	33.7	33.7	33.7	33.7	33.7	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3	3.3	3.3	3.3	
All-Red Time (s)	2.0	1.9	1.9	1.9	1.9	1.9	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.7	5.6	5.6	5.6	5.6	5.6		6.3	6.3	6.3	6.3	
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	C-Max	Max	Max	Max	Max	Max	
Walk Time (s)		19.0	19.0	19.0	19.0	19.0	7.0	7.0	7.0	7.0	7.0	
Flash Don't Walk (s)		7.0	7.0	7.0	7.0	7.0	21.0	21.0	21.0	21.0	21.0	
Pedestrian Calls (#/hr)		5	5	5	5	5	5	5	5	5	5	
Act Effect Green (s)	74.3	74.4	74.4	57.9	57.9	57.9		33.7	33.7	33.7	33.7	
Actuated g/C Ratio	0.62	0.62	0.62	0.48	0.48	0.48		0.28	0.28	0.28	0.28	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.63	0.70	0.16	0.87	0.78	0.06		0.23	0.18	0.04	0.03	
Control Delay (s/veh)	39.3	7.2	3.5	52.2	12.1	0.1		35.2	9.6	31.9	19.3	
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay (s/veh)	39.3	7.5	3.5	52.2	12.1	0.1		35.2	9.6	31.9	19.3	
LOS	D	A	A	D	B	A		D	A	C	B	
Approach Delay (s/veh)		10.1			14.8			23.2			24.9	
Approach LOS		B			B			C			C	
Queue Length 50th (m)	19.6	26.9	0.0	7.1	26.5	0.0		16.9	1.2	2.1	0.9	
Queue Length 95th (m)	m32.2	57.9	m5.2	m#15.2	m33.8	m0.0		31.0	13.1	6.9	6.1	
Internal Link Dist (m)		129.6			337.0			30.8			22.2	
Turn Bay Length (m)	50.0		20.0	45.0		100.0			50.0			
Base Capacity (vph)	296	2081	893	124	1605	716		396	451	335	457	
Starvation Cap Reductn	0	169	0	0	0	0		0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0		0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0		0	0	0	0	
Reduced v/c Ratio	0.53	0.76	0.16	0.87	0.78	0.06		0.23	0.18	0.04	0.03	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 48 (40%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay (s/veh): 12.8

Intersection LOS: B

Intersection Capacity Utilization 104.4%

ICU Level of Service G

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Loblaws SC/Government of Canada Access & Baseline Rd



Lanes, Volumes, Timings
4: Merivale Rd & Baseline Rd

Total 2031 AM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	322	1227	4	160	1020	300	0	490	205	292	263	374
Future Volume (vph)	322	1227	4	160	1020	300	0	490	205	292	263	374
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	120.0		0.0	200.0		40.0	0.0		80.0	120.0		50.0
Storage Lanes	1		0	1		1	0		1	2		1
Taper Length (m)	25.0			0.0			0.0			30.0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	0.99	1.00		1.00		0.95			0.94	0.97		0.96
Frt						0.850			0.850			0.850
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	1679	3388	0	1631	3357	1517	0	3325	1502	3257	3262	1488
Flt Permitted	0.950			0.950						0.950		
Satd. Flow (perm)	1664	3388	0	1625	3357	1447	0	3325	1410	3174	3262	1427
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						156			205			354
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		361.0			113.5			134.8			171.2	
Travel Time (s)		21.7			6.8			8.1			10.3	
Confl. Peds. (#/hr)	33		20	20		33			39	39		23
Confl. Bikes (#/hr)			1	1								
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	3%	2%	17%	6%	3%	2%	0%	4%	3%	3%	6%	4%
Adj. Flow (vph)	322	1227	4	160	1020	300	0	490	205	292	263	374
Shared Lane Traffic (%)												
Lane Group Flow (vph)	322	1231	0	160	1020	300	0	490	205	292	263	374
Turn Type	Prot	NA		Prot	NA	Perm		NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases						6			8			4
Detector Phase	5	2		1	6	6		8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0		10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	12.1	41.1		12.1	41.1	41.1		34.6	34.6	11.5	34.6	34.6
Total Split (s)	24.0	43.0		24.0	43.0	43.0		35.0	35.0	18.0	53.0	53.0
Total Split (%)	20.0%	35.8%		20.0%	35.8%	35.8%		29.2%	29.2%	15.0%	44.2%	44.2%
Maximum Green (s)	16.9	35.9		16.9	35.9	35.9		28.4	28.4	11.5	46.4	46.4
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7		3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	3.4	3.4		3.4	3.4	3.4		2.9	2.9	2.8	2.9	2.9
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.1	7.1		7.1	7.1	7.1		6.6	6.6	6.5	6.6	6.6
Lead/Lag	Lead	Lag		Lead	Lag	Lag		Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max		Max	Max	None	Max	Max
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		27.0			27.0	27.0		21.0	21.0		21.0	21.0
Pedestrian Calls (#/hr)		5			5	5		5	5		5	5
Act Effect Green (s)	16.9	37.5		15.3	35.9	35.9		28.4	28.4	11.5	46.4	46.4
Actuated g/C Ratio	0.14	0.31		0.13	0.30	0.30		0.24	0.24	0.10	0.39	0.39

Lanes, Volumes, Timings
4: Merivale Rd & Baseline Rd

Total 2031 AM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	1.36	1.16		0.77	1.02	0.55		0.62	0.42	0.94	0.21	0.49
Control Delay (s/veh)	226.0	126.6		74.8	74.3	20.7		45.1	7.8	91.1	25.1	5.6
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	226.0	126.6		74.8	74.3	20.7		45.1	7.8	91.1	25.1	5.6
LOS	F	F		E	E	C		D	A	F	C	A
Approach Delay (s/veh)		147.2			63.5			34.1			38.0	
Approach LOS		F			E			C			D	
Queue Length 50th (m)	~102.9	~183.1		36.4	~130.1	27.5		54.6	0.0	35.7	21.4	2.9
Queue Length 95th (m)	#160.7	#226.6		#64.8	#174.0	55.7		72.5	18.8	#61.8	31.2	23.5
Internal Link Dist (m)		337.0			89.5			110.8			147.2	
Turn Bay Length (m)	120.0			200.0		40.0			80.0	120.0		50.0
Base Capacity (vph)	236	1059		229	1004	542		786	490	312	1261	768
Starvation Cap Reductn	0	0		0	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0		0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0		0	0	0	0	0
Reduced v/c Ratio	1.36	1.16		0.70	1.02	0.55		0.62	0.42	0.94	0.21	0.49

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 45 (38%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.36

Intersection Signal Delay (s/veh): 81.9

Intersection LOS: F

Intersection Capacity Utilization 103.5%

ICU Level of Service G

Analysis Period (min) 15

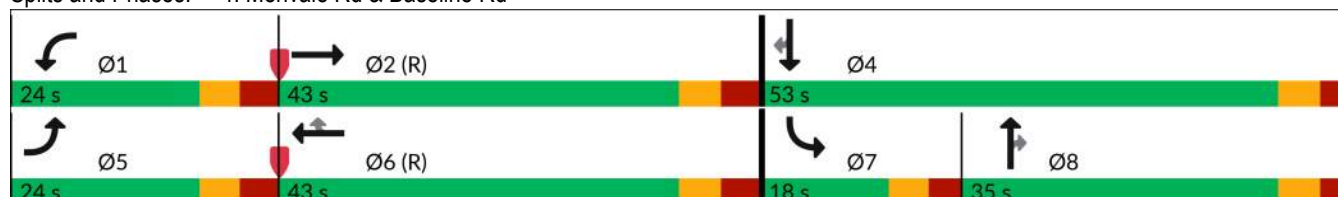
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: Merivale Rd & Baseline Rd



Lanes, Volumes, Timings

Total 2031 PM.syn

1: Clyde Ave & Baseline Road/Baseline Rd

07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	162	1077	208	158	1193	535	311	691	79	441	693	97
Future Volume (vph)	162	1077	208	158	1193	535	311	691	79	441	693	97
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	125.0		45.0	75.0		0.0	90.0		0.0	120.0		0.0
Storage Lanes	1		1	1		1	2		0	2		0
Taper Length (m)	25.0			25.0			0.0			40.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	0.95	0.97	0.95	0.95
Ped Bike Factor	0.99		0.95	0.99		0.94	0.97	0.99		0.98	0.99	
Frt			0.850			0.850		0.985			0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1695	3390	1532	1712	3390	1532	3321	3345	0	3321	3369	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1681	3390	1449	1696	3390	1442	3232	3345	0	3254	3369	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			143			262		9			11	
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		330.1			300.5			177.5			209.2	
Travel Time (s)		19.8			18.0			12.8			15.1	
Confl. Peds. (#/hr)	31		29	29		31	41		30	30		41
Confl. Bikes (#/hr)	7		4	4		7	7		4	4		7
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	2%	2%	1%	1%	2%	1%	1%	1%	4%	1%	0%	0%
Adj. Flow (vph)	162	1077	208	158	1193	535	311	691	79	441	693	97
Shared Lane Traffic (%)												
Lane Group Flow (vph)	162	1077	208	158	1193	535	311	770	0	441	790	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						
Detector Phase	5	2	2	1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	12.0	40.3	40.3	12.0	40.3	40.3	11.6	39.9		11.6	39.9	
Total Split (s)	21.0	51.0	51.0	21.0	51.0	51.0	18.0	40.0		18.0	40.0	
Total Split (%)	16.2%	39.2%	39.2%	16.2%	39.2%	39.2%	13.8%	30.8%		13.8%	30.8%	
Maximum Green (s)	14.5	44.6	44.6	14.5	44.6	44.6	11.4	33.1		11.4	33.1	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3		3.3	3.3	
All-Red Time (s)	2.8	2.7	2.7	2.8	2.7	2.7	3.3	3.6		3.3	3.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.4	6.4	6.5	6.4	6.4	6.6	6.9		6.6	6.9	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	
Flash Don't Walk (s)		21.0	21.0		21.0	21.0		26.0			26.0	
Pedestrian Calls (#/hr)		5	5		5	5		5			5	
Act Effect Green (s)	14.2	45.0	45.0	14.1	44.9	44.9	11.4	33.1		11.4	33.1	
Actuated g/C Ratio	0.11	0.35	0.35	0.11	0.35	0.35	0.09	0.25		0.09	0.25	

Scenario 1 1:25 pm 03/11/2026 Baseline

Synchro 12 Report

Page 1

Lanes, Volumes, Timings
1: Clyde Ave & Baseline Road/Baseline Rd

Total 2031 PM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.88	0.92	0.35	0.86	1.02	0.80	1.07	0.90		1.52	0.91	
Control Delay (s/veh)	97.3	53.8	12.2	80.6	64.5	27.4	127.4	60.6		288.2	62.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	97.3	53.8	12.2	80.6	64.5	27.4	127.4	60.6		288.2	62.3	
LOS	F	D	B	F	E	C	F	E		F	E	
Approach Delay (s/veh)		52.7			55.3			79.8			143.2	
Approach LOS		D			E			E			F	
Queue Length 50th (m)	41.4	139.2	11.4	43.1	~168.1	59.0	~45.3	99.7		~81.0	102.6	
Queue Length 95th (m)	#80.1	#180.2	30.9	m45.9 m	#175.3	m60.7	#74.7	#133.6		#113.9	#138.3	
Internal Link Dist (m)		306.1			276.5			153.5			185.2	
Turn Bay Length (m)	125.0		45.0	75.0			90.0			120.0		
Base Capacity (vph)	189	1174	595	190	1171	669	291	858		291	865	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.86	0.92	0.35	0.83	1.02	0.80	1.07	0.90		1.52	0.91	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 53 (41%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.52

Intersection Signal Delay (s/veh): 78.5

Intersection LOS: E

Intersection Capacity Utilization 107.1%

ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

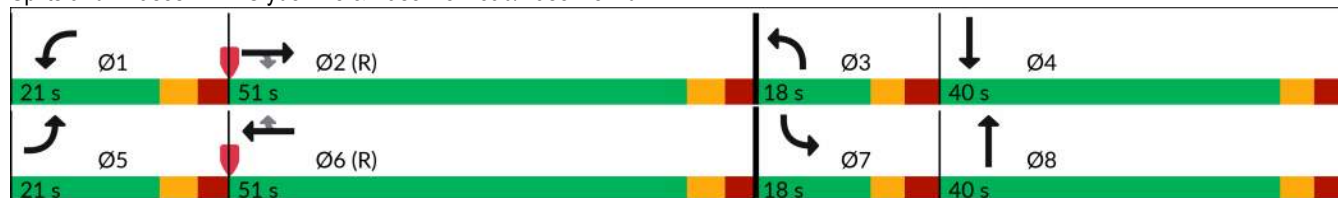
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Clyde Ave & Baseline Road/Baseline Rd



Lanes, Volumes, Timings
2: Baseline Rd & SC/Walmart Plaza

Total 2031 PM.syn
07/31/2026



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
Lane Configurations							
Traffic Volume (vph)	235	1361	1682	155	184	216	
Future Volume (vph)	235	1361	1682	155	184	216	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	
Storage Length (m)	170.0			0.0	0.0	0.0	
Storage Lanes	1			0	1	1	
Taper Length (m)	20.0				0.0		
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00	
Ped Bike Factor			1.00		0.96	0.86	
Frt			0.987			0.850	
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1712	3390	3336	0	1712	1532	
Flt Permitted	0.051				0.950		
Satd. Flow (perm)	92	3390	3336	0	1643	1318	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)			12			164	
Link Speed (k/h)		60	60		40		
Link Distance (m)		300.5	153.6		133.6		
Travel Time (s)		18.0	9.2		12.0		
Confl. Peds. (#/hr)	20			20	27	86	
Confl. Bikes (#/hr)	2			2	3	1	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Heavy Vehicles (%)	1%	2%	2%	1%	1%	1%	
Adj. Flow (vph)	235	1361	1682	155	184	216	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	235	1361	1837	0	184	216	
Turn Type	pm+pt	NA	NA		Prot	Perm	
Protected Phases	5	2	6		4		3
Permitted Phases	2					4	
Detector Phase	5	2	6		4	4	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	4.0
Minimum Split (s)	11.5	28.8	28.8		32.2	32.2	6.0
Total Split (s)	14.0	91.8	77.8		32.2	32.2	6.0
Total Split (%)	10.8%	70.6%	59.8%		24.8%	24.8%	5%
Maximum Green (s)	7.5	86.0	72.0		26.0	26.0	4.0
Yellow Time (s)	3.7	3.7	3.7		3.3	3.3	2.0
All-Red Time (s)	2.8	2.1	2.1		2.9	2.9	0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	5.8	5.8		6.2	6.2	
Lead/Lag	Lead		Lag		Lag	Lag	Lead
Lead-Lag Optimize?	Yes		Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	C-Max		None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)		16.0	16.0		19.0	19.0	
Pedestrian Calls (#/hr)		5	5		5	5	
Act Effect Green (s)	98.1	98.8	72.0		19.2	19.2	
Actuated g/C Ratio	0.75	0.76	0.55		0.15	0.15	

Lanes, Volumes, Timings
2: Baseline Rd & SC/Walmart Plaza

Total 2031 PM.syn
07/31/2026



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
v/c Ratio	0.73	0.53	0.99		0.73	0.65	
Control Delay (s/veh)	47.6	9.4	43.3		69.2	23.1	
Queue Delay	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	47.6	9.4	43.3		69.2	23.1	
LOS	D	A	D		E	C	
Approach Delay (s/veh)		15.0	43.3		44.3		
Approach LOS		B	D		D		
Queue Length 50th (m)	54.2	61.4	240.6		45.6	12.0	
Queue Length 95th (m)	m52.9	m61.0	#298.3		66.6	36.5	
Internal Link Dist (m)		276.5	129.6		109.6		
Turn Bay Length (m)	170.0						
Base Capacity (vph)	322	2577	1852		342	394	
Starvation Cap Reductn	0	0	0		0	0	
Spillback Cap Reductn	0	0	0		0	0	
Storage Cap Reductn	0	0	0		0	0	
Reduced v/c Ratio	0.73	0.53	0.99		0.54	0.55	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 48 (37%), Referenced to phase 6:WBT, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.99

Intersection Signal Delay (s/veh): 31.7

Intersection LOS: C

Intersection Capacity Utilization 104.7%

ICU Level of Service G

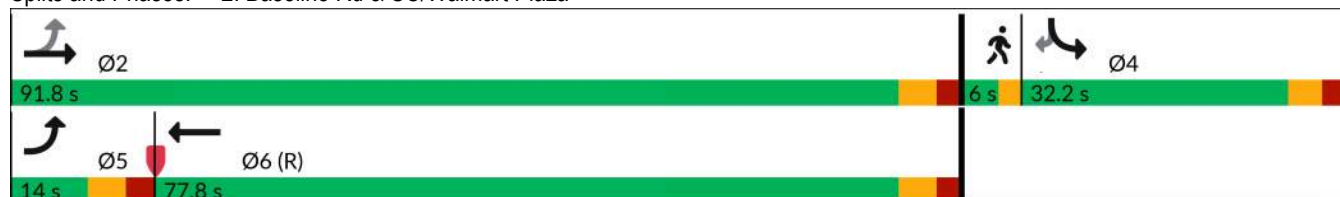
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Baseline Rd & SC/Walmart Plaza



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	1365	158	81	1635	7	103	2	138	76	22	100
Future Volume (vph)	22	1365	158	81	1635	7	103	2	138	76	22	100
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	50.0		20.0	45.0		100.0	0.0		50.0	0.0		0.0
Storage Lanes	1		1	1		1	0		1	1		0
Taper Length (m)	20.0			25.0			0.0			0.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.93	1.00		0.86		0.97	0.92	0.95	0.96	
Frt			0.850			0.850			0.850		0.877	
Flt Protected	0.950			0.950				0.953		0.950		
Satd. Flow (prot)	1729	3357	1547	1729	3424	1547	0	1734	1547	1729	1533	0
Flt Permitted	0.118			0.170				0.578		0.665		
Satd. Flow (perm)	215	3357	1438	308	3424	1335	0	1021	1429	1145	1533	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			63			28			61		30	
Link Speed (k/h)		60			60			40			40	
Link Distance (m)		153.6			361.0			54.8			46.2	
Travel Time (s)		9.2			21.7			4.9			4.2	
Confl. Peds. (#/hr)	46		19	19		46	26		45	45		26
Confl. Bikes (#/hr)	9		7	7		9	1		4	4		1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	3%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	22	1365	158	81	1635	7	103	2	138	76	22	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	22	1365	158	81	1635	7	0	105	138	76	122	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	2	2	2	6	6	6	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	31.6	31.6	31.6	31.6	31.6	31.6	34.3	34.3	34.3	34.3	34.3	
Total Split (s)	90.0	90.0	90.0	90.0	90.0	90.0	40.0	40.0	40.0	40.0	40.0	
Total Split (%)	69.2%	69.2%	69.2%	69.2%	69.2%	69.2%	30.8%	30.8%	30.8%	30.8%	30.8%	
Maximum Green (s)	84.4	84.4	84.4	84.4	84.4	84.4	33.7	33.7	33.7	33.7	33.7	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3	3.3	3.3	3.3	
All-Red Time (s)	1.9	1.9	1.9	1.9	1.9	1.9	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.6	5.6	5.6	5.6	5.6	5.6		6.3	6.3	6.3	6.3	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None	
Walk Time (s)	19.0	19.0	19.0	19.0	19.0	19.0	7.0	7.0	7.0	7.0	7.0	
Flash Don't Walk (s)	7.0	7.0	7.0	7.0	7.0	7.0	21.0	21.0	21.0	21.0	21.0	
Pedestrian Calls (#/hr)	5	5	5	5	5	5	5	5	5	5	5	
Act Effect Green (s)	100.0	100.0	100.0	100.0	100.0	100.0		18.1	18.1	18.1	18.1	
Actuated g/C Ratio	0.77	0.77	0.77	0.77	0.77	0.77		0.14	0.14	0.14	0.14	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.13	0.53	0.14	0.34	0.62	0.01		0.74	0.55	0.48	0.51	
Control Delay (s/veh)	4.9	3.8	1.6	11.0	8.8	0.0		81.4	35.7	59.6	44.8	
Queue Delay	0.0	0.1	0.0	0.0	1.5	0.0		0.0	0.0	0.0	0.0	
Total Delay (s/veh)	4.9	3.8	1.6	11.0	10.3	0.0		81.4	35.7	59.6	44.8	
LOS	A	A	A	B	B	A		F	D	E	D	
Approach Delay (s/veh)		3.6			10.3			55.5			50.5	
Approach LOS		A			B			E			D	
Queue Length 50th (m)	0.7	27.0	1.9	5.5	81.8	0.0		26.3	18.3	18.3	22.1	
Queue Length 95th (m)	m2.0	38.7	5.3	19.1	140.8	0.0		42.8	36.1	31.3	38.1	
Internal Link Dist (m)		129.6			337.0			30.8			22.2	
Turn Bay Length (m)	50.0		20.0	45.0		100.0			50.0			
Base Capacity (vph)	165	2582	1120	237	2634	1033		264	415	296	419	
Starvation Cap Reductn	0	168	0	0	0	0		0	0	0	0	
Spillback Cap Reductn	0	0	0	0	754	0		0	0	0	6	
Storage Cap Reductn	0	0	0	0	0	0		0	0	0	0	
Reduced v/c Ratio	0.13	0.57	0.14	0.34	0.87	0.01		0.40	0.33	0.26	0.30	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 36 (28%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay (s/veh): 12.6

Intersection LOS: B

Intersection Capacity Utilization 108.8%

ICU Level of Service G

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Loblaws SC/Government of Canada Access & Baseline Rd



Lanes, Volumes, Timings
4: Merivale Rd & Baseline Rd

Total 2031 PM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	286	1288	5	214	1132	175	0	533	262	322	922	590
Future Volume (vph)	286	1288	5	214	1132	175	0	533	262	322	922	590
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	120.0		0.0	200.0		40.0	0.0		80.0	120.0		50.0
Storage Lanes	1		0	1		1	0		1	2		1
Taper Length (m)	25.0			0.0			0.0			30.0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	0.99	1.00		1.00		0.93			0.94	0.96		0.96
Frt		0.999				0.850			0.850			0.850
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	1712	3387	0	1712	3424	1547	0	3390	1517	3321	3390	1532
Flt Permitted	0.950			0.950						0.950		
Satd. Flow (perm)	1692	3387	0	1703	3424	1442	0	3390	1432	3202	3390	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						134			239			285
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		361.0			275.5			134.8			133.9	
Travel Time (s)		21.7			16.5			8.1			8.0	
Confl. Peds. (#/hr)	46		24	24		46			30	30		20
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	1%	2%	0%	1%	1%	0%	0%	2%	2%	1%	2%	1%
Adj. Flow (vph)	286	1288	5	214	1132	175	0	533	262	322	922	590
Shared Lane Traffic (%)												
Lane Group Flow (vph)	286	1293	0	214	1132	175	0	533	262	322	922	590
Turn Type	Prot	NA		Prot	NA	Perm		NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases						6			8			4
Detector Phase	5	2		1	6	6		8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.1	41.1		12.1	41.1	41.1		34.6	34.6	11.5	34.6	34.6
Total Split (s)	25.0	60.0		25.0	60.0	60.0		35.0	35.0	20.0	55.0	55.0
Total Split (%)	17.9%	42.9%		17.9%	42.9%	42.9%		25.0%	25.0%	14.3%	39.3%	39.3%
Maximum Green (s)	17.9	52.9		17.9	52.9	52.9		28.4	28.4	13.5	48.4	48.4
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7		3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	3.4	3.4		3.4	3.4	3.4		2.9	2.9	2.8	2.9	2.9
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.1	7.1		7.1	7.1	7.1		6.6	6.6	6.5	6.6	6.6
Lead/Lag	Lead	Lag		Lead	Lag	Lag		Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max		None	None	None	None	None
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		27.0			27.0	27.0		21.0	21.0		21.0	21.0
Pedestrian Calls (#/hr)		5			5	5		5	5		5	5
Act Effect Green (s)	19.8	53.5		19.2	52.9	52.9		26.5	26.5	13.5	46.5	46.5
Actuated g/C Ratio	0.14	0.38		0.14	0.38	0.38		0.19	0.19	0.10	0.33	0.33
v/c Ratio	1.19	1.00		0.91	0.88	0.28		0.83	0.56	1.01	0.82	0.87

Lanes, Volumes, Timings
4: Merivale Rd & Baseline Rd

Total 2031 PM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	167.6	68.0		99.7	49.4	9.5		66.5	12.9	113.9	49.6	36.7
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	167.6	68.0		99.7	49.4	9.5		66.5	12.9	113.9	49.6	36.7
LOS	F	E		F	D	A		E	B	F	D	D
Approach Delay (s/veh)		86.0			51.9			48.8			56.7	
Approach LOS		F			D			D			E	
Queue Length 50th (m)	~101.4	~191.6		60.0	152.5	7.2		74.2	5.2	~47.0	120.5	86.2
Queue Length 95th (m)	#157.7	#240.1		#110.6	182.3	23.6		94.9	31.0	#78.4	146.3	#155.9
Internal Link Dist (m)		337.0			251.5			110.8			109.9	
Turn Bay Length (m)	120.0			200.0		40.0			80.0	120.0		50.0
Base Capacity (vph)	241	1294		234	1293	628		687	481	320	1171	693
Starvation Cap Reductn	0	0		0	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0		0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0		0	0	0	0	0
Reduced v/c Ratio	1.19	1.00		0.91	0.88	0.28		0.78	0.54	1.01	0.79	0.85

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 19 (14%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.19

Intersection Signal Delay (s/veh): 62.4

Intersection LOS: E

Intersection Capacity Utilization 103.2%

ICU Level of Service G

Analysis Period (min) 15

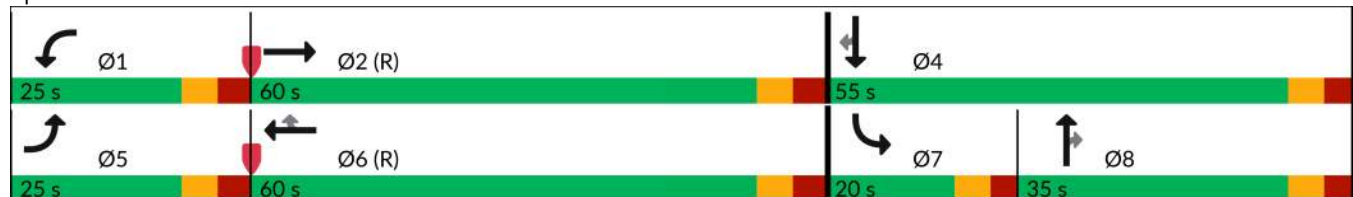
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: Merivale Rd & Baseline Rd



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

Total 2034 AM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 		 	 		 	 	
Traffic Volume (vph)	172	1179	175	122	655	593	145	500	111	525	753	54
Future Volume (vph)	172	1179	175	122	655	593	145	500	111	525	753	54
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	125.0		45.0	75.0		0.0	90.0		0.0	120.0		0.0
Storage Lanes	1		1	1		1	2		0	2		0
Taper Length (m)	25.0			25.0			0.0			40.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	0.95	0.97	0.95	0.95
Ped Bike Factor	0.99		0.97	1.00		0.97	0.99	0.99		0.99	1.00	
Frt			0.850			0.850		0.973			0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1729	3390	1502	1712	3293	1532	3195	3264	0	3321	3364	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1719	3390	1462	1708	3293	1485	3177	3264	0	3290	3364	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			155			335			22			6
Link Speed (k/h)		60			60			50				50
Link Distance (m)		330.1			300.5			177.5				209.2
Travel Time (s)		19.8			18.0			12.8				15.1
Confl. Peds. (#/hr)	11		10	10		11	9		12	12		9
Confl. Bikes (#/hr)	6		3	3		6	3		5	5		3
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	2%	3%	1%	5%	1%	5%	2%	5%	1%	1%	10%
Adj. Flow (vph)	172	1179	175	122	655	593	145	500	111	525	753	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	172	1179	175	122	655	593	145	611	0	525	807	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						
Detector Phase	5	2	2	1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.5	34.4	34.4	11.5	34.4	34.4	11.6	39.9		11.6	39.9	
Total Split (s)	18.0	41.0	41.0	18.0	41.0	41.0	21.0	40.0		21.0	40.0	
Total Split (%)	15.0%	34.2%	34.2%	15.0%	34.2%	34.2%	17.5%	33.3%		17.5%	33.3%	
Maximum Green (s)	11.5	34.6	34.6	11.5	34.6	34.6	14.4	33.1		14.4	33.1	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3		3.3	3.3	
All-Red Time (s)	2.8	2.7	2.7	2.8	2.7	2.7	3.3	3.6		3.3	3.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.4	6.4	6.5	6.4	6.4	6.6	6.9		6.6	6.9	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	
Flash Don't Walk (s)		21.0	21.0		21.0	21.0		26.0			26.0	
Pedestrian Calls (#/hr)		5	5		5	5		5			5	
Act Effect Green (s)	11.5	35.1	35.1	11.0	34.6	34.6	10.8	33.1		14.4	36.7	
Actuated g/C Ratio	0.10	0.29	0.29	0.09	0.29	0.29	0.09	0.28		0.12	0.31	

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

Total 2034 AM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	1.04	1.19	0.33	0.78	0.69	0.89	0.51	0.67		1.32	0.78	
Control Delay (s/veh)	134.3	133.8	8.7	51.0	49.6	45.9	57.8	41.3		201.7	44.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	134.3	133.8	8.7	51.0	49.6	45.9	57.8	41.3		201.7	44.4	
LOS	F	F	A	D	D	D	E	D		F	D	
Approach Delay (s/veh)		119.5			48.1			44.5			106.4	
Approach LOS		F			D			D			F	
Queue Length 50th (m)	~43.7	~178.0	3.4	26.3	85.8	104.3	17.0	64.8		~82.2	90.4	
Queue Length 95th (m)	#87.3	#219.2	20.1	m36.4	105.0	#146.2	26.7	84.9		#115.8	#120.7	
Internal Link Dist (m)		306.1			276.5			153.5			185.2	
Turn Bay Length (m)	125.0		45.0	75.0			90.0			120.0		
Base Capacity (vph)	165	991	536	164	949	666	383	916		398	1032	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	1.04	1.19	0.33	0.74	0.69	0.89	0.38	0.67		1.32	0.78	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 19 (16%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.32

Intersection Signal Delay (s/veh): 85.0

Intersection LOS: F

Intersection Capacity Utilization 106.8%

ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

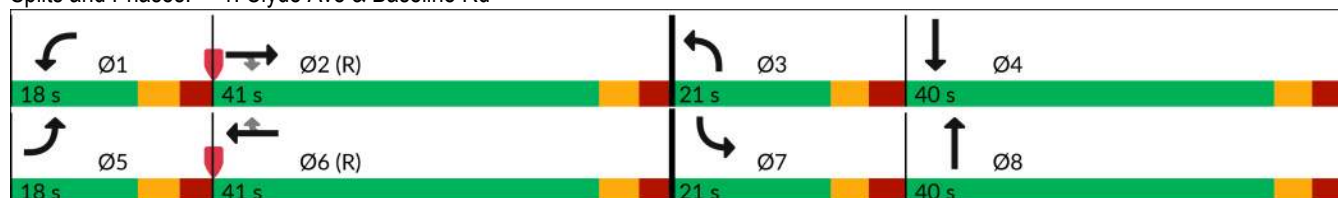
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Clyde Ave & Baseline Rd



Lanes, Volumes, Timings
2: Baseline Rd & SC/Walmart Plaza

Total 2034 AM.syn
07/31/2026



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
Lane Configurations							
Traffic Volume (vph)	136	1678	1212	134	115	158	
Future Volume (vph)	136	1678	1212	134	115	158	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	
Storage Length (m)	170.0			0.0	0.0	0.0	
Storage Lanes	1			0	1	1	
Taper Length (m)	20.0				0.0		
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00	
Ped Bike Factor			1.00		0.99	0.94	
Frt			0.985			0.850	
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1729	3390	3297	0	1729	1517	
Flt Permitted	0.087				0.950		
Satd. Flow (perm)	158	3390	3297	0	1717	1433	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)			14			158	
Link Speed (k/h)		60	60		20		
Link Distance (m)		300.5	153.6		118.3		
Travel Time (s)		18.0	9.2		21.3		
Confl. Peds. (#/hr)	24			24	5	32	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Heavy Vehicles (%)	0%	2%	3%	1%	0%	2%	
Adj. Flow (vph)	136	1678	1212	134	115	158	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	136	1678	1346	0	115	158	
Turn Type	pm+pt	NA	NA		Prot	Perm	
Protected Phases	5	2	6		4		3
Permitted Phases	2					4	
Detector Phase	5	2	6		4	4	
Switch Phase							
Minimum Initial (s)	5.0	10.0	10.0		5.0	5.0	4.0
Minimum Split (s)	11.5	15.8	28.8		32.2	32.2	6.0
Total Split (s)	15.0	81.8	66.8		32.2	32.2	6.0
Total Split (%)	12.5%	68.2%	55.7%		26.8%	26.8%	5%
Maximum Green (s)	8.5	76.0	61.0		26.0	26.0	4.0
Yellow Time (s)	3.7	3.7	3.7		3.3	3.3	2.0
All-Red Time (s)	2.8	2.1	2.1		2.9	2.9	0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	5.8	5.8		6.2	6.2	
Lead/Lag	Lead		Lag		Lag	Lag	Lead
Lead-Lag Optimize?	Yes		Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	C-Max		Max	Max	None
Walk Time (s)			7.0		7.0	7.0	
Flash Don't Walk (s)			16.0		19.0	19.0	
Pedestrian Calls (#/hr)			5		5	5	
Act Effect Green (s)	75.3	76.0	61.3		32.0	32.0	
Actuated g/C Ratio	0.63	0.63	0.51		0.27	0.27	
v/c Ratio	0.66	0.78	0.80		0.25	0.32	

Lanes, Volumes, Timings
2: Baseline Rd & SC/Walmart Plaza

Total 2034 AM.syn
07/31/2026



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
Control Delay (s/veh)	25.2	6.7	6.0		36.4	7.0	
Queue Delay	0.0	0.0	0.8		0.0	0.0	
Total Delay (s/veh)	25.2	6.7	6.8		36.4	7.0	
LOS	C	A	A		D	A	
Approach Delay (s/veh)		8.1	6.8		19.4		
Approach LOS		A	A		B		
Queue Length 50th (m)	7.5	148.6	8.8		21.3	0.0	
Queue Length 95th (m)	m4.4	m4.5	10.0		37.2	15.8	
Internal Link Dist (m)		276.5	129.6		94.3		
Turn Bay Length (m)	170.0						
Base Capacity (vph)	210	2147	1690		461	498	
Starvation Cap Reductn	0	0	121		0	0	
Spillback Cap Reductn	0	0	0		0	0	
Storage Cap Reductn	0	0	0		0	0	
Reduced v/c Ratio	0.65	0.78	0.86		0.25	0.32	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 55 (46%), Referenced to phase 6:WBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay (s/veh): 8.5
Intersection LOS: A
Intersection Capacity Utilization 85.1%
ICU Level of Service E
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Baseline Rd & SC/Walmart Plaza



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	160	1490	143	109	1267	43	69	25	83	12	5	10
Future Volume (vph)	160	1490	143	109	1267	43	69	25	83	12	5	10
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	50.0		20.0	45.0		100.0	0.0		50.0	0.0		0.0
Storage Lanes	1		1	1		1	0		1	1		0
Taper Length (m)	20.0			25.0			0.0			0.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.92	0.99		0.90		0.99	0.92	0.94	0.98	
Frt			0.850			0.850			0.850		0.900	
Flt Protected	0.950			0.950				0.965		0.950		
Satd. Flow (prot)	1729	3357	1532	1712	3325	1547	0	1756	1532	1729	1603	0
Flt Permitted	0.092			0.136				0.785		0.696		
Satd. Flow (perm)	167	3357	1409	244	3325	1396	0	1409	1415	1194	1603	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			52			82			75		10	
Link Speed (k/h)		60			60			40			40	
Link Distance (m)		153.6			361.0			54.8			46.2	
Travel Time (s)		9.2			21.7			4.9			4.2	
Confl. Peds. (#/hr)	34		26	26		34	15		51	51		15
Confl. Bikes (#/hr)	1		2	2		1	1					1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	3%	1%	1%	4%	0%	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	160	1490	143	109	1267	43	69	25	83	12	5	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	160	1490	143	109	1267	43	0	94	83	12	15	0
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases	5	2			6			8				4
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	5	2	2	6	6	6	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0	10.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	17.0	31.6	31.6	31.6	31.6	31.6	34.3	34.3	34.3	34.3	34.3	
Total Split (s)	20.0	80.0	80.0	60.0	60.0	60.0	40.0	40.0	40.0	40.0	40.0	
Total Split (%)	16.7%	66.7%	66.7%	50.0%	50.0%	50.0%	33.3%	33.3%	33.3%	33.3%	33.3%	
Maximum Green (s)	14.3	74.4	74.4	54.4	54.4	54.4	33.7	33.7	33.7	33.7	33.7	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3	3.3	3.3	3.3	
All-Red Time (s)	2.0	1.9	1.9	1.9	1.9	1.9	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.7	5.6	5.6	5.6	5.6	5.6		6.3	6.3	6.3	6.3	
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	C-Max	Max	Max	Max	Max	Max	
Walk Time (s)		19.0	19.0	19.0	19.0	19.0	7.0	7.0	7.0	7.0	7.0	
Flash Don't Walk (s)		7.0	7.0	7.0	7.0	7.0	21.0	21.0	21.0	21.0	21.0	
Pedestrian Calls (#/hr)		5	5	5	5	5	5	5	5	5	5	
Act Effect Green (s)	74.3	74.4	74.4	57.7	57.7	57.7		33.7	33.7	33.7	33.7	
Actuated g/C Ratio	0.62	0.62	0.62	0.48	0.48	0.48		0.28	0.28	0.28	0.28	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.65	0.72	0.16	0.93	0.79	0.06		0.24	0.18	0.04	0.03	
Control Delay (s/veh)	41.8	7.8	3.9	64.2	13.0	0.1		35.3	9.8	31.9	19.3	
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay (s/veh)	41.8	8.2	3.9	64.2	13.0	0.1		35.3	9.8	31.9	19.3	
LOS	D	A	A	E	B	A		D	A	C	B	
Approach Delay (s/veh)		10.8			16.5			23.3			24.9	
Approach LOS		B			B			C			C	
Queue Length 50th (m)	21.5	30.6	0.1	8.5	30.0	0.0		17.1	1.4	2.1	0.9	
Queue Length 95th (m)	m33.7	62.3	m5.9	m#33.0	m34.8	m0.0		31.2	13.3	6.9	6.1	
Internal Link Dist (m)		129.6			337.0			30.8			22.2	
Turn Bay Length (m)	50.0		20.0	45.0		100.0			50.0			
Base Capacity (vph)	289	2081	893	117	1598	713		395	451	335	457	
Starvation Cap Reductn	0	168	0	0	0	0		0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0		0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0		0	0	0	0	
Reduced v/c Ratio	0.55	0.78	0.16	0.93	0.79	0.06		0.24	0.18	0.04	0.03	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 48 (40%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay (s/veh): 13.9

Intersection LOS: B

Intersection Capacity Utilization 105.3%

ICU Level of Service G

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Loblaws SC/Government of Canada Access & Baseline Rd



Lanes, Volumes, Timings
4: Merivale Rd & Baseline Rd

Total 2034 AM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	329	1251	5	162	1038	305	0	497	208	297	267	381
Future Volume (vph)	329	1251	5	162	1038	305	0	497	208	297	267	381
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	120.0		0.0	200.0		40.0	0.0		80.0	120.0		50.0
Storage Lanes	1		0	1		1	0		1	2		1
Taper Length (m)	25.0			0.0			0.0			30.0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	0.99	1.00		1.00		0.95			0.94	0.97		0.96
Frt		0.999				0.850			0.850			0.850
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	1679	3384	0	1631	3357	1517	0	3325	1502	3257	3262	1488
Flt Permitted	0.950			0.950						0.950		
Satd. Flow (perm)	1665	3384	0	1625	3357	1447	0	3325	1410	3175	3262	1427
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						156			208			354
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		361.0			113.5			134.8			171.2	
Travel Time (s)		21.7			6.8			8.1			10.3	
Confl. Peds. (#/hr)	33		20	20		33			39	39		23
Confl. Bikes (#/hr)			1	1								
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	3%	2%	17%	6%	3%	2%	0%	4%	3%	3%	6%	4%
Adj. Flow (vph)	329	1251	5	162	1038	305	0	497	208	297	267	381
Shared Lane Traffic (%)												
Lane Group Flow (vph)	329	1256	0	162	1038	305	0	497	208	297	267	381
Turn Type	Prot	NA		Prot	NA	Perm		NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases						6			8			4
Detector Phase	5	2		1	6	6		8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0		10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	12.1	41.1		12.1	41.1	41.1		34.6	34.6	11.5	34.6	34.6
Total Split (s)	24.0	43.0		24.0	43.0	43.0		35.0	35.0	18.0	53.0	53.0
Total Split (%)	20.0%	35.8%		20.0%	35.8%	35.8%		29.2%	29.2%	15.0%	44.2%	44.2%
Maximum Green (s)	16.9	35.9		16.9	35.9	35.9		28.4	28.4	11.5	46.4	46.4
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7		3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	3.4	3.4		3.4	3.4	3.4		2.9	2.9	2.8	2.9	2.9
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.1	7.1		7.1	7.1	7.1		6.6	6.6	6.5	6.6	6.6
Lead/Lag	Lead	Lag		Lead	Lag	Lag		Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max		Max	Max	None	Max	Max
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		27.0			27.0	27.0		21.0	21.0		21.0	21.0
Pedestrian Calls (#/hr)		5			5	5		5	5		5	5
Act Effect Green (s)	16.9	37.5		15.3	35.9	35.9		28.4	28.4	11.5	46.4	46.4
Actuated g/C Ratio	0.14	0.31		0.13	0.30	0.30		0.24	0.24	0.10	0.39	0.39

Lanes, Volumes, Timings
4: Merivale Rd & Baseline Rd

Total 2034 AM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	1.39	1.19		0.78	1.03	0.56		0.63	0.42	0.95	0.21	0.50
Control Delay (s/veh)	237.5	136.3		75.4	78.9	21.2		45.3	7.8	94.3	25.2	6.0
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	237.5	136.3		75.4	78.9	21.2		45.3	7.8	94.3	25.2	6.0
LOS	F	F		E	E	C		D	A	F	C	A
Approach Delay (s/veh)		157.3			66.8			34.3			39.1	
Approach LOS		F			E			C			D	
Queue Length 50th (m)	~107.0	~190.1		36.9	~138.2	28.6		55.5	0.0	36.4	21.8	3.9
Queue Length 95th (m)	#163.9	#233.8		#65.8	#178.6	57.5		73.6	18.8	#63.4	31.6	25.4
Internal Link Dist (m)		337.0			89.5			110.8			147.2	
Turn Bay Length (m)	120.0			200.0		40.0			80.0	120.0		50.0
Base Capacity (vph)	236	1056		229	1004	542		786	492	312	1261	768
Starvation Cap Reductn	0	0		0	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0		0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0		0	0	0	0	0
Reduced v/c Ratio	1.39	1.19		0.71	1.03	0.56		0.63	0.42	0.95	0.21	0.50

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 45 (38%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.39

Intersection Signal Delay (s/veh): 86.7

Intersection LOS: F

Intersection Capacity Utilization 104.6%

ICU Level of Service G

Analysis Period (min) 15

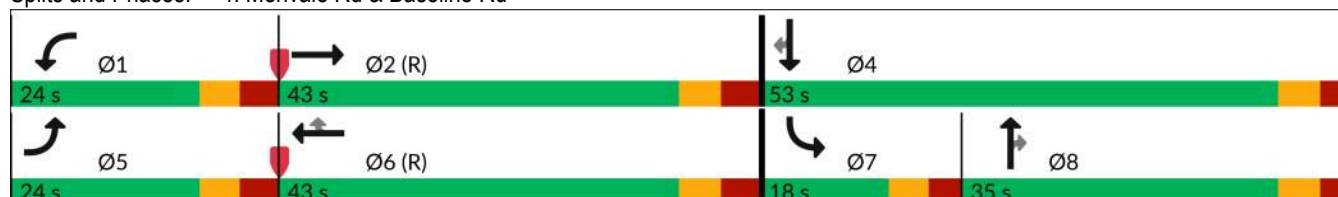
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: Merivale Rd & Baseline Rd



Lanes, Volumes, Timings
1: Clyde Ave & Baseline Road/Baseline Rd

Total 2034 PM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 		 	 		 	 	
Traffic Volume (vph)	164	1095	211	163	1212	553	315	701	85	462	704	99
Future Volume (vph)	164	1095	211	163	1212	553	315	701	85	462	704	99
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	125.0		45.0	75.0		0.0	90.0		0.0	120.0		0.0
Storage Lanes	1		1	1		1	2		0	2		0
Taper Length (m)	25.0			25.0			0.0			40.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	0.95	0.97	0.95	0.95
Ped Bike Factor	0.99		0.95	0.99		0.94	0.97	0.99		0.98	0.99	
Frt			0.850			0.850		0.984			0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1695	3390	1532	1712	3390	1532	3321	3340	0	3321	3369	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1682	3390	1449	1697	3390	1442	3233	3340	0	3255	3369	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			143			260		10			11	
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		330.1			300.5			177.5			209.2	
Travel Time (s)		19.8			18.0			12.8			15.1	
Confl. Peds. (#/hr)	31		29	29		31	41		30	30		41
Confl. Bikes (#/hr)	7		4	4		7	7		4	4		7
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	2%	2%	1%	1%	2%	1%	1%	1%	4%	1%	0%	0%
Adj. Flow (vph)	164	1095	211	163	1212	553	315	701	85	462	704	99
Shared Lane Traffic (%)												
Lane Group Flow (vph)	164	1095	211	163	1212	553	315	786	0	462	803	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						
Detector Phase	5	2	2	1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	12.0	40.3	40.3	12.0	40.3	40.3	11.6	39.9		11.6	39.9	
Total Split (s)	21.0	51.0	51.0	21.0	51.0	51.0	18.0	40.0		18.0	40.0	
Total Split (%)	16.2%	39.2%	39.2%	16.2%	39.2%	39.2%	13.8%	30.8%		13.8%	30.8%	
Maximum Green (s)	14.5	44.6	44.6	14.5	44.6	44.6	11.4	33.1		11.4	33.1	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3		3.3	3.3	
All-Red Time (s)	2.8	2.7	2.7	2.8	2.7	2.7	3.3	3.6		3.3	3.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.4	6.4	6.5	6.4	6.4	6.6	6.9		6.6	6.9	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	
Flash Don't Walk (s)		21.0	21.0		21.0	21.0		26.0			26.0	
Pedestrian Calls (#/hr)		5	5		5	5		5			5	
Act Effect Green (s)	14.2	44.9	44.9	14.2	44.9	44.9	11.4	33.1		11.4	33.1	
Actuated g/C Ratio	0.11	0.35	0.35	0.11	0.35	0.35	0.09	0.25		0.09	0.25	

Lanes, Volumes, Timings
1: Clyde Ave & Baseline Road/Baseline Rd

Total 2034 PM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.89	0.94	0.36	0.88	1.04	0.83	1.08	0.92		1.59	0.93	
Control Delay (s/veh)	98.7	56.2	12.5	80.3	68.9	28.7	131.1	62.9		317.7	64.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	98.7	56.2	12.5	80.3	68.9	28.7	131.1	62.9		317.7	64.3	
LOS	F	E	B	F	E	C	F	E		F	E	
Approach Delay (s/veh)		54.6			58.3			82.4			156.8	
Approach LOS		D			E			F			F	
Queue Length 50th (m)	42.0	142.7	12.0	44.5	~173.5	63.1	~46.4	102.4		~86.8	104.9	
Queue Length 95th (m)	#81.7	#185.3	31.6	m47.0	m#175.4	m62.0	#75.8	#138.4		#120.0	#142.0	
Internal Link Dist (m)		306.1			276.5			153.5			185.2	
Turn Bay Length (m)	125.0		45.0	75.0			90.0			120.0		
Base Capacity (vph)	189	1171	594	190	1170	668	291	857		291	865	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.87	0.94	0.36	0.86	1.04	0.83	1.08	0.92		1.59	0.93	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 53 (41%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.59

Intersection Signal Delay (s/veh): 83.6

Intersection LOS: F

Intersection Capacity Utilization 108.4%

ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

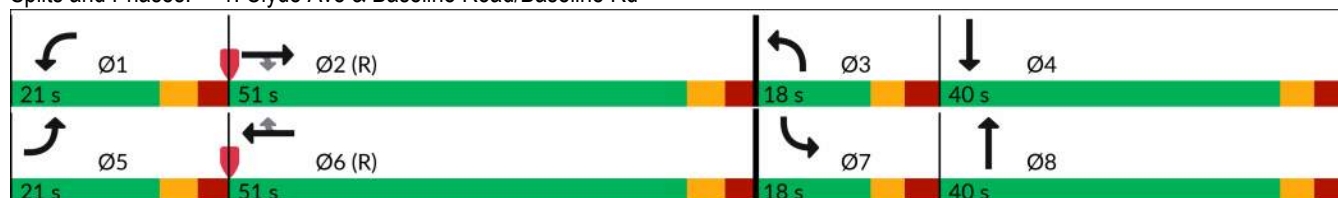
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Clyde Ave & Baseline Road/Baseline Rd



Lanes, Volumes, Timings
2: Baseline Rd & SC/Walmart Plaza

Total 2034 PM.syn
07/31/2026



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
Lane Configurations							
Traffic Volume (vph)	259	1381	1708	164	192	232	
Future Volume (vph)	259	1381	1708	164	192	232	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	
Storage Length (m)	170.0			0.0	0.0	0.0	
Storage Lanes	1			0	1	1	
Taper Length (m)	20.0				0.0		
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00	
Ped Bike Factor			1.00		0.96	0.86	
Frt			0.987			0.850	
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1712	3390	3336	0	1712	1532	
Flt Permitted	0.051				0.950		
Satd. Flow (perm)	92	3390	3336	0	1643	1318	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)			12			163	
Link Speed (k/h)		60	60		40		
Link Distance (m)		300.5	153.6		133.6		
Travel Time (s)		18.0	9.2		12.0		
Confl. Peds. (#/hr)	20			20	27	86	
Confl. Bikes (#/hr)	2			2	3	1	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Heavy Vehicles (%)	1%	2%	2%	1%	1%	1%	
Adj. Flow (vph)	259	1381	1708	164	192	232	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	259	1381	1872	0	192	232	
Turn Type	pm+pt	NA	NA		Prot	Perm	
Protected Phases	5	2	6		4		3
Permitted Phases	2					4	
Detector Phase	5	2	6		4	4	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	4.0
Minimum Split (s)	11.5	28.8	28.8		32.2	32.2	6.0
Total Split (s)	14.0	91.8	77.8		32.2	32.2	6.0
Total Split (%)	10.8%	70.6%	59.8%		24.8%	24.8%	5%
Maximum Green (s)	7.5	86.0	72.0		26.0	26.0	4.0
Yellow Time (s)	3.7	3.7	3.7		3.3	3.3	2.0
All-Red Time (s)	2.8	2.1	2.1		2.9	2.9	0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	5.8	5.8		6.2	6.2	
Lead/Lag	Lead		Lag		Lag	Lag	Lead
Lead-Lag Optimize?	Yes		Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	C-Max		None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)		16.0	16.0		19.0	19.0	
Pedestrian Calls (#/hr)		5	5		5	5	
Act Effect Green (s)	97.5	98.2	72.0		19.8	19.8	
Actuated g/C Ratio	0.75	0.76	0.55		0.15	0.15	

Lanes, Volumes, Timings
2: Baseline Rd & SC/Walmart Plaza

Total 2034 PM.syn
07/31/2026



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
v/c Ratio	0.82	0.54	1.01		0.74	0.69	
Control Delay (s/veh)	49.9	9.9	47.9		69.0	26.8	
Queue Delay	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	49.9	9.9	47.9		69.0	26.8	
LOS	D	A	D		E	C	
Approach Delay (s/veh)		16.2	47.9		45.9		
Approach LOS		B	D		D		
Queue Length 50th (m)	60.8	64.0	~256.1		47.6	16.0	
Queue Length 95th (m)	m#57.9	m61.8	#308.2		69.2	42.4	
Internal Link Dist (m)		276.5	129.6		109.6		
Turn Bay Length (m)	170.0						
Base Capacity (vph)	314	2561	1852		344	395	
Starvation Cap Reductn	0	0	0		0	0	
Spillback Cap Reductn	0	0	0		0	0	
Storage Cap Reductn	0	0	0		0	0	
Reduced v/c Ratio	0.82	0.54	1.01		0.56	0.59	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 48 (37%), Referenced to phase 6:WBT, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.01

Intersection Signal Delay (s/veh): 34.5

Intersection LOS: C

Intersection Capacity Utilization 107.2%

ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

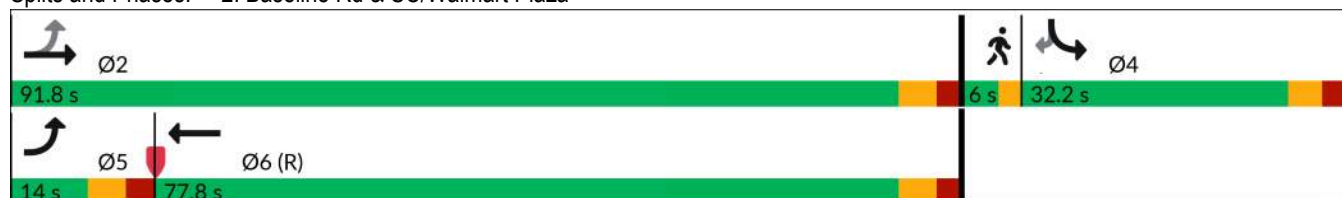
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Baseline Rd & SC/Walmart Plaza



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	1391	160	82	1666	7	104	2	140	77	22	102
Future Volume (vph)	22	1391	160	82	1666	7	104	2	140	77	22	102
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	50.0		20.0	45.0		100.0	0.0		50.0	0.0		0.0
Storage Lanes	1		1	1		1	0		1	1		0
Taper Length (m)	20.0			25.0			0.0			0.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.93	1.00		0.86		0.97	0.92	0.95	0.96	
Frt			0.850			0.850			0.850		0.877	
Flt Protected	0.950			0.950				0.953		0.950		
Satd. Flow (prot)	1729	3357	1547	1729	3424	1547	0	1734	1547	1729	1533	0
Flt Permitted	0.113			0.164				0.572		0.662		
Satd. Flow (perm)	206	3357	1438	297	3424	1335	0	1010	1429	1140	1533	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			63			28			57			28
Link Speed (k/h)		60			60			40				40
Link Distance (m)		153.6			361.0			54.8				46.2
Travel Time (s)		9.2			21.7			4.9				4.2
Confl. Peds. (#/hr)	46		19	19		46	26		45	45		26
Confl. Bikes (#/hr)	9		7	7		9	1		4	4		1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	3%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	22	1391	160	82	1666	7	104	2	140	77	22	102
Shared Lane Traffic (%)												
Lane Group Flow (vph)	22	1391	160	82	1666	7	0	106	140	77	124	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases		2			6			8				4
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	2	2	2	6	6	6	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	31.6	31.6	31.6	31.6	31.6	31.6	34.3	34.3	34.3	34.3	34.3	34.3
Total Split (s)	90.0	90.0	90.0	90.0	90.0	90.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	69.2%	69.2%	69.2%	69.2%	69.2%	69.2%	30.8%	30.8%	30.8%	30.8%	30.8%	30.8%
Maximum Green (s)	84.4	84.4	84.4	84.4	84.4	84.4	33.7	33.7	33.7	33.7	33.7	33.7
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3	3.3	3.3	3.3	3.3
All-Red Time (s)	1.9	1.9	1.9	1.9	1.9	1.9	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.6	5.6	5.6	5.6	5.6	5.6		6.3	6.3	6.3	6.3	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)	19.0	19.0	19.0	19.0	19.0	19.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Don't Walk (s)	7.0	7.0	7.0	7.0	7.0	7.0	21.0	21.0	21.0	21.0	21.0	21.0
Pedestrian Calls (#/hr)	5	5	5	5	5	5	5	5	5	5	5	5
Act Effect Green (s)	99.9	99.9	99.9	99.9	99.9	99.9		18.2	18.2	18.2	18.2	
Actuated g/C Ratio	0.77	0.77	0.77	0.77	0.77	0.77		0.14	0.14	0.14	0.14	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.14	0.54	0.14	0.36	0.63	0.01		0.75	0.56	0.48	0.52	
Control Delay (s/veh)	5.0	3.8	1.6	11.7	9.1	0.0		82.7	37.9	59.7	46.1	
Queue Delay	0.0	0.1	0.0	0.0	1.9	0.0		0.0	0.0	0.0	0.0	
Total Delay (s/veh)	5.0	3.9	1.6	11.7	10.9	0.0		82.7	37.9	59.7	46.1	
LOS	A	A	A	B	B	A		F	D	E	D	
Approach Delay (s/veh)		3.7			10.9			57.2			51.3	
Approach LOS		A			B			E			D	
Queue Length 50th (m)	0.7	29.0	2.0	5.7	85.4	0.0		26.6	19.9	18.5	23.1	
Queue Length 95th (m)	m2.0	40.0	5.5	20.0	146.0	0.0		43.2	37.7	31.8	39.1	
Internal Link Dist (m)		129.6			337.0			30.8			22.2	
Turn Bay Length (m)	50.0		20.0	45.0		100.0			50.0			
Base Capacity (vph)	158	2579	1119	228	2630	1032		261	412	295	418	
Starvation Cap Reductn	0	167	0	0	0	0		0	0	0	0	
Spillback Cap Reductn	0	0	0	0	757	0		0	0	0	5	
Storage Cap Reductn	0	0	0	0	0	0		0	0	0	0	
Reduced v/c Ratio	0.14	0.58	0.14	0.36	0.89	0.01		0.41	0.34	0.26	0.30	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 36 (28%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay (s/veh): 13.1

Intersection LOS: B

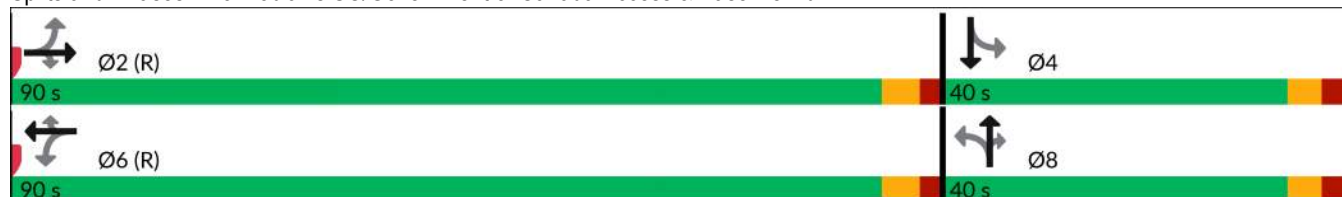
Intersection Capacity Utilization 109.8%

ICU Level of Service H

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Loblaws SC/Government of Canada Access & Baseline Rd



Lanes, Volumes, Timings
4: Merivale Rd & Baseline Rd

Total 2034 PM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	292	1312	5	218	1154	178	0	541	266	327	936	601
Future Volume (vph)	292	1312	5	218	1154	178	0	541	266	327	936	601
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	120.0		0.0	200.0		40.0	0.0		80.0	120.0		50.0
Storage Lanes	1		0	1		1	0		1	2		1
Taper Length (m)	25.0			0.0			0.0			30.0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	0.99	1.00		1.00		0.93			0.94	0.96		0.96
Frt		0.999				0.850			0.850			0.850
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	1712	3387	0	1712	3424	1547	0	3390	1517	3321	3390	1532
Flt Permitted	0.950			0.950						0.950		
Satd. Flow (perm)	1692	3387	0	1704	3424	1442	0	3390	1432	3204	3390	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						134			238			285
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		361.0			275.5			134.8			133.9	
Travel Time (s)		21.7			16.5			8.1			8.0	
Confl. Peds. (#/hr)	46		24	24		46			30	30		20
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	1%	2%	0%	1%	1%	0%	0%	2%	2%	1%	2%	1%
Adj. Flow (vph)	292	1312	5	218	1154	178	0	541	266	327	936	601
Shared Lane Traffic (%)												
Lane Group Flow (vph)	292	1317	0	218	1154	178	0	541	266	327	936	601
Turn Type	Prot	NA		Prot	NA	Perm		NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases						6			8			4
Detector Phase	5	2		1	6	6		8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.1	41.1		12.1	41.1	41.1		34.6	34.6	11.5	34.6	34.6
Total Split (s)	25.0	60.0		25.0	60.0	60.0		35.0	35.0	20.0	55.0	55.0
Total Split (%)	17.9%	42.9%		17.9%	42.9%	42.9%		25.0%	25.0%	14.3%	39.3%	39.3%
Maximum Green (s)	17.9	52.9		17.9	52.9	52.9		28.4	28.4	13.5	48.4	48.4
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7		3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	3.4	3.4		3.4	3.4	3.4		2.9	2.9	2.8	2.9	2.9
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.1	7.1		7.1	7.1	7.1		6.6	6.6	6.5	6.6	6.6
Lead/Lag	Lead	Lag		Lead	Lag	Lag		Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max		None	None	None	None	None
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		27.0			27.0	27.0		21.0	21.0		21.0	21.0
Pedestrian Calls (#/hr)		5			5	5		5	5		5	5
Act Effect Green (s)	19.6	53.1		19.4	52.9	52.9		26.7	26.7	13.5	46.7	46.7
Actuated g/C Ratio	0.14	0.38		0.14	0.38	0.38		0.19	0.19	0.10	0.33	0.33
v/c Ratio	1.23	1.03		0.92	0.89	0.28		0.84	0.57	1.02	0.83	0.89

Lanes, Volumes, Timings
4: Merivale Rd & Baseline Rd

Total 2034 PM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	181.3	74.5		101.0	50.9	9.8		66.7	13.5	117.1	50.0	38.5
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	181.3	74.5		101.0	50.9	9.8		66.7	13.5	117.1	50.0	38.5
LOS	F	E		F	D	A		E	B	F	D	D
Approach Delay (s/veh)		93.9			53.2			49.2			58.1	
Approach LOS		F			D			D			E	
Queue Length 50th (m)	~104.9	~204.7		61.2	156.8	7.8		75.5	6.4	~49.4	123.0	90.6
Queue Length 95th (m)	#162.3	#247.3		#113.5	187.2	24.2		96.5	33.0	#79.8	149.2	#162.3
Internal Link Dist (m)		337.0			251.5			110.8			109.9	
Turn Bay Length (m)	120.0			200.0		40.0			80.0	120.0		50.0
Base Capacity (vph)	238	1284		236	1293	628		687	480	320	1171	693
Starvation Cap Reductn	0	0		0	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0		0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0		0	0	0	0	0
Reduced v/c Ratio	1.23	1.03		0.92	0.89	0.28		0.79	0.55	1.02	0.80	0.87

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 19 (14%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.23

Intersection Signal Delay (s/veh): 65.4

Intersection LOS: E

Intersection Capacity Utilization 104.4%

ICU Level of Service G

Analysis Period (min) 15

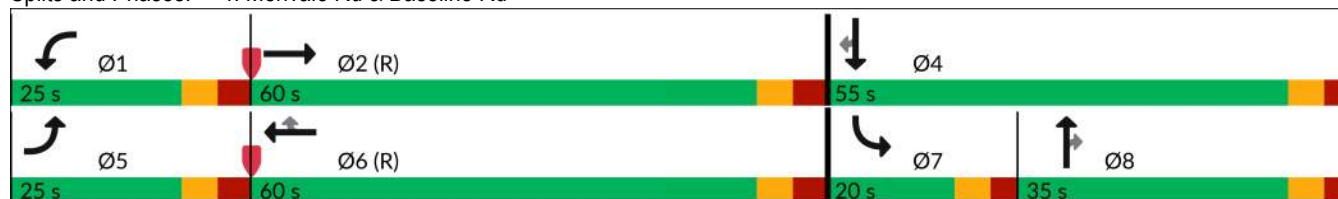
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: Merivale Rd & Baseline Rd



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

Total 2039 AM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 		 	 		 	 	
Traffic Volume (vph)	176	1209	179	124	671	607	148	512	113	537	772	55
Future Volume (vph)	176	1209	179	124	671	607	148	512	113	537	772	55
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	125.0		45.0	75.0		0.0	90.0		0.0	120.0		0.0
Storage Lanes	1		1	1		1	2		0	2		0
Taper Length (m)	25.0			25.0			0.0			40.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	0.95	0.97	0.95	0.95
Ped Bike Factor	0.99		0.97	1.00		0.97	0.99	0.99		0.99	1.00	
Frt			0.850			0.850		0.973			0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1729	3390	1502	1712	3293	1532	3195	3264	0	3321	3364	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1719	3390	1462	1708	3293	1485	3178	3264	0	3291	3364	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			155			331		22			6	
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		330.1			300.5			177.5			209.2	
Travel Time (s)		19.8			18.0			12.8			15.1	
Confl. Peds. (#/hr)	11		10	10		11	9		12	12		9
Confl. Bikes (#/hr)	6		3	3		6	3		5	5		3
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	2%	3%	1%	5%	1%	5%	2%	5%	1%	1%	10%
Adj. Flow (vph)	176	1209	179	124	671	607	148	512	113	537	772	55
Shared Lane Traffic (%)												
Lane Group Flow (vph)	176	1209	179	124	671	607	148	625	0	537	827	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						
Detector Phase	5	2	2	1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.5	34.4	34.4	11.5	34.4	34.4	11.6	39.9		11.6	39.9	
Total Split (s)	18.0	41.0	41.0	18.0	41.0	41.0	21.0	40.0		21.0	40.0	
Total Split (%)	15.0%	34.2%	34.2%	15.0%	34.2%	34.2%	17.5%	33.3%		17.5%	33.3%	
Maximum Green (s)	11.5	34.6	34.6	11.5	34.6	34.6	14.4	33.1		14.4	33.1	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3		3.3	3.3	
All-Red Time (s)	2.8	2.7	2.7	2.8	2.7	2.7	3.3	3.6		3.3	3.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.4	6.4	6.5	6.4	6.4	6.6	6.9		6.6	6.9	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	
Flash Don't Walk (s)		21.0	21.0		21.0	21.0		26.0			26.0	
Pedestrian Calls (#/hr)		5	5		5	5		5			5	
Act Effect Green (s)	11.5	35.0	35.0	11.1	34.6	34.6	10.9	33.1		14.4	36.6	
Actuated g/C Ratio	0.10	0.29	0.29	0.09	0.29	0.29	0.09	0.28		0.12	0.31	

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

Total 2039 AM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	1.07	1.22	0.33	0.78	0.71	0.92	0.51	0.68		1.35	0.80	
Control Delay (s/veh)	140.4	146.4	9.1	51.1	49.9	48.7	57.9	41.8		213.5	45.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	140.4	146.4	9.1	51.1	49.9	48.7	57.9	41.8		213.5	45.6	
LOS	F	F	A	D	D	D	E	D		F	D	
Approach Delay (s/veh)		130.0			49.5			44.9			111.7	
Approach LOS		F			D			D			F	
Queue Length 50th (m)	~45.7	~185.7	4.1	26.9	87.9	108.7	17.4	66.8		~85.3	93.5	
Queue Length 95th (m)	#89.8	#227.2	21.3	m35.4	107.4	m#153.3	27.2	87.1		#119.1	#129.8	
Internal Link Dist (m)		306.1			276.5			153.5			185.2	
Turn Bay Length (m)	125.0		45.0	75.0			90.0			120.0		
Base Capacity (vph)	165	989	536	164	949	663	383	916		398	1030	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	1.07	1.22	0.33	0.76	0.71	0.92	0.39	0.68		1.35	0.80	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 19 (16%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.35

Intersection Signal Delay (s/veh): 90.1

Intersection LOS: F

Intersection Capacity Utilization 108.2%

ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

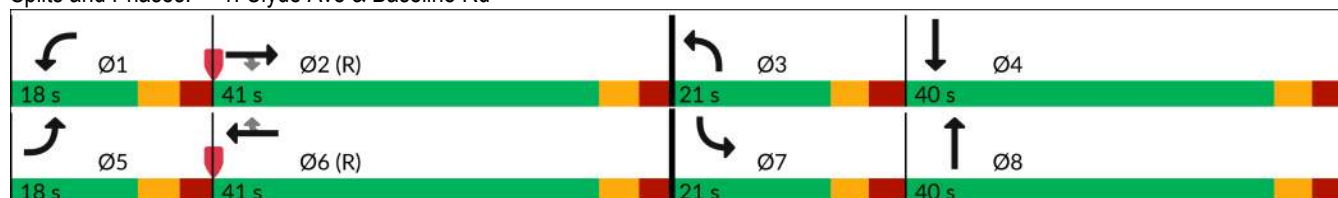
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Clyde Ave & Baseline Rd



Lanes, Volumes, Timings
2: Baseline Rd & SC/Walmart Plaza

Total 2039 AM.syn
07/31/2026



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
Lane Configurations							
Traffic Volume (vph)	138	1720	1243	137	117	159	
Future Volume (vph)	138	1720	1243	137	117	159	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	
Storage Length (m)	170.0			0.0	0.0	0.0	
Storage Lanes	1			0	1	1	
Taper Length (m)	20.0				0.0		
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00	
Ped Bike Factor			1.00		0.99	0.94	
Frt			0.985			0.850	
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1729	3390	3297	0	1729	1517	
Flt Permitted	0.079				0.950		
Satd. Flow (perm)	144	3390	3297	0	1717	1433	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)			14			159	
Link Speed (k/h)		60	60		20		
Link Distance (m)		300.5	153.6		118.3		
Travel Time (s)		18.0	9.2		21.3		
Confl. Peds. (#/hr)	24			24	5	32	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Heavy Vehicles (%)	0%	2%	3%	1%	0%	2%	
Adj. Flow (vph)	138	1720	1243	137	117	159	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	138	1720	1380	0	117	159	
Turn Type	pm+pt	NA	NA		Prot	Perm	
Protected Phases	5	2	6		4		3
Permitted Phases	2					4	
Detector Phase	5	2	6		4	4	
Switch Phase							
Minimum Initial (s)	5.0	10.0	10.0		5.0	5.0	4.0
Minimum Split (s)	11.5	15.8	28.8		32.2	32.2	6.0
Total Split (s)	15.0	81.8	66.8		32.2	32.2	6.0
Total Split (%)	12.5%	68.2%	55.7%		26.8%	26.8%	5%
Maximum Green (s)	8.5	76.0	61.0		26.0	26.0	4.0
Yellow Time (s)	3.7	3.7	3.7		3.3	3.3	2.0
All-Red Time (s)	2.8	2.1	2.1		2.9	2.9	0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	5.8	5.8		6.2	6.2	
Lead/Lag	Lead		Lag		Lag	Lag	Lead
Lead-Lag Optimize?	Yes		Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	C-Max		Max	Max	None
Walk Time (s)			7.0		7.0	7.0	
Flash Don't Walk (s)			16.0		19.0	19.0	
Pedestrian Calls (#/hr)			5		5	5	
Act Effect Green (s)	75.3	76.0	61.2		32.0	32.0	
Actuated g/C Ratio	0.63	0.63	0.51		0.27	0.27	
v/c Ratio	0.69	0.80	0.82		0.25	0.32	

Lanes, Volumes, Timings
2: Baseline Rd & SC/Walmart Plaza

Total 2039 AM.syn
07/31/2026



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
Control Delay (s/veh)	28.9	7.4	6.4		36.4	7.1	
Queue Delay	0.0	0.0	1.0		0.0	0.0	
Total Delay (s/veh)	28.9	7.4	7.4		36.4	7.1	
LOS	C	A	A		D	A	
Approach Delay (s/veh)		9.0	7.4		19.5		
Approach LOS		A	A		B		
Queue Length 50th (m)	9.0	152.7	9.1		21.7	0.0	
Queue Length 95th (m)	m5.4	m4.6	10.1		37.6	16.0	
Internal Link Dist (m)		276.5	129.6		94.3		
Turn Bay Length (m)	170.0						
Base Capacity (vph)	202	2147	1689		461	498	
Starvation Cap Reductn	0	0	120		0	0	
Spillback Cap Reductn	0	0	0		0	0	
Storage Cap Reductn	0	0	0		0	0	
Reduced v/c Ratio	0.68	0.80	0.88		0.25	0.32	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 55 (46%), Referenced to phase 6:WBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay (s/veh): 9.2

Intersection LOS: A

Intersection Capacity Utilization 86.3%

ICU Level of Service E

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Baseline Rd & SC/Walmart Plaza



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	164	1526	146	112	1298	44	70	26	85	13	5	11
Future Volume (vph)	164	1526	146	112	1298	44	70	26	85	13	5	11
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	50.0		20.0	45.0		100.0	0.0		50.0	0.0		0.0
Storage Lanes	1		1	1		1	0		1	1		0
Taper Length (m)	20.0			25.0			0.0			0.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.92	0.99		0.90		0.99	0.92	0.94	0.98	
Frt			0.850			0.850			0.850		0.897	
Flt Protected	0.950			0.950				0.965		0.950		
Satd. Flow (prot)	1729	3357	1532	1712	3325	1547	0	1756	1532	1729	1597	0
Flt Permitted	0.083			0.127				0.785		0.695		
Satd. Flow (perm)	151	3357	1409	228	3325	1396	0	1409	1415	1192	1597	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			52			82			75		11	
Link Speed (k/h)		60			60			40			40	
Link Distance (m)		153.6			361.0			54.8			46.2	
Travel Time (s)		9.2			21.7			4.9			4.2	
Confl. Peds. (#/hr)	34		26	26		34	15		51	51		15
Confl. Bikes (#/hr)	1		2	2		1	1					1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	3%	1%	1%	4%	0%	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	164	1526	146	112	1298	44	70	26	85	13	5	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	164	1526	146	112	1298	44	0	96	85	13	16	0
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases	5	2			6			8				4
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	5	2	2	6	6	6	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0	10.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	17.0	31.6	31.6	31.6	31.6	31.6	34.3	34.3	34.3	34.3	34.3	
Total Split (s)	20.0	80.0	80.0	60.0	60.0	60.0	40.0	40.0	40.0	40.0	40.0	
Total Split (%)	16.7%	66.7%	66.7%	50.0%	50.0%	50.0%	33.3%	33.3%	33.3%	33.3%	33.3%	
Maximum Green (s)	14.3	74.4	74.4	54.4	54.4	54.4	33.7	33.7	33.7	33.7	33.7	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3	3.3	3.3	3.3	
All-Red Time (s)	2.0	1.9	1.9	1.9	1.9	1.9	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.7	5.6	5.6	5.6	5.6	5.6		6.3	6.3	6.3	6.3	
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	C-Max	Max	Max	Max	Max	Max	
Walk Time (s)		19.0	19.0	19.0	19.0	19.0	7.0	7.0	7.0	7.0	7.0	
Flash Don't Walk (s)		7.0	7.0	7.0	7.0	7.0	21.0	21.0	21.0	21.0	21.0	
Pedestrian Calls (#/hr)		5	5	5	5	5	5	5	5	5	5	
Act Effct Green (s)	74.3	74.4	74.4	57.3	57.3	57.3		33.7	33.7	33.7	33.7	
Actuated g/C Ratio	0.62	0.62	0.62	0.48	0.48	0.48		0.28	0.28	0.28	0.28	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.67	0.73	0.16	1.03	0.82	0.06		0.24	0.19	0.04	0.04	
Control Delay (s/veh)	45.6	8.5	4.4	88.3	14.1	0.1		35.4	10.2	32.0	19.0	
Queue Delay	0.0	0.4	0.0	0.0	0.1	0.0		0.0	0.0	0.0	0.0	
Total Delay (s/veh)	45.6	8.9	4.4	88.3	14.2	0.1		35.4	10.2	32.0	19.0	
LOS	D	A	A	F	B	A		D	B	C	B	
Approach Delay (s/veh)		11.8			19.5			23.6			24.8	
Approach LOS		B			B			C			C	
Queue Length 50th (m)	24.4	35.7	0.2	~12.0	35.1	0.0		17.5	1.7	2.2	0.9	
Queue Length 95th (m)	m35.5	67.2	m6.9	m#35.4	m36.1	m0.0		31.9	13.6	7.2	6.3	
Internal Link Dist (m)		129.6			337.0			30.8			22.2	
Turn Bay Length (m)	50.0		20.0	45.0		100.0			50.0			
Base Capacity (vph)	281	2081	893	109	1587	709		395	451	334	456	
Starvation Cap Reductn	0	168	0	0	0	0		0	0	0	0	
Spillback Cap Reductn	0	0	0	0	18	0		0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0		0	0	0	0	
Reduced v/c Ratio	0.58	0.80	0.16	1.03	0.83	0.06		0.24	0.19	0.04	0.04	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 48 (40%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 105

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.03

Intersection Signal Delay (s/veh): 15.7

Intersection LOS: B

Intersection Capacity Utilization 106.4%

ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

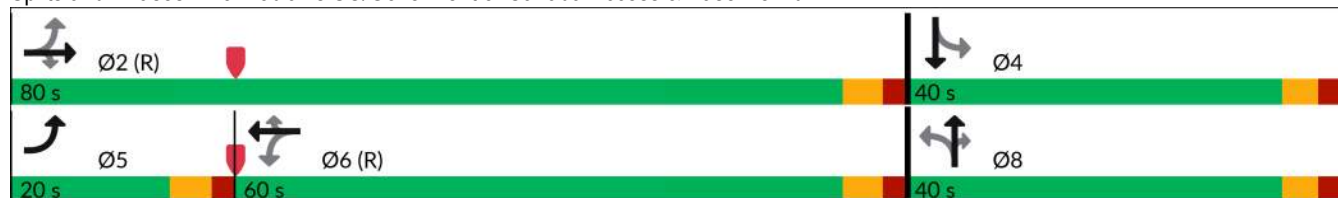
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Loblaws SC/Goverment of Canada Access & Baseline Rd



Lanes, Volumes, Timings
4: Merivale Rd & Baseline Rd

Total 2039 AM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	337	1282	5	166	1064	313	0	510	213	304	274	390
Future Volume (vph)	337	1282	5	166	1064	313	0	510	213	304	274	390
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	120.0		0.0	200.0		40.0	0.0		80.0	120.0		50.0
Storage Lanes	1		0	1		1	0		1	2		1
Taper Length (m)	25.0			0.0			0.0			30.0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	0.99	1.00		1.00		0.95			0.94	0.98		0.96
Frt		0.999				0.850			0.850			0.850
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	1679	3384	0	1631	3357	1517	0	3325	1502	3257	3262	1488
Flt Permitted	0.950			0.950						0.950		
Satd. Flow (perm)	1665	3384	0	1625	3357	1447	0	3325	1410	3176	3262	1427
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						156			213			353
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		361.0			113.5			134.8			171.2	
Travel Time (s)		21.7			6.8			8.1			10.3	
Confl. Peds. (#/hr)	33		20	20		33			39	39		23
Confl. Bikes (#/hr)			1	1								
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	3%	2%	17%	6%	3%	2%	0%	4%	3%	3%	6%	4%
Adj. Flow (vph)	337	1282	5	166	1064	313	0	510	213	304	274	390
Shared Lane Traffic (%)												
Lane Group Flow (vph)	337	1287	0	166	1064	313	0	510	213	304	274	390
Turn Type	Prot	NA		Prot	NA	Perm		NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases						6			8			4
Detector Phase	5	2		1	6	6		8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0		10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	12.1	41.1		12.1	41.1	41.1		34.6	34.6	11.5	34.6	34.6
Total Split (s)	24.0	43.0		24.0	43.0	43.0		35.0	35.0	18.0	53.0	53.0
Total Split (%)	20.0%	35.8%		20.0%	35.8%	35.8%		29.2%	29.2%	15.0%	44.2%	44.2%
Maximum Green (s)	16.9	35.9		16.9	35.9	35.9		28.4	28.4	11.5	46.4	46.4
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7		3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	3.4	3.4		3.4	3.4	3.4		2.9	2.9	2.8	2.9	2.9
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.1	7.1		7.1	7.1	7.1		6.6	6.6	6.5	6.6	6.6
Lead/Lag	Lead	Lag		Lead	Lag	Lag		Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max		Max	Max	None	Max	Max
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		27.0			27.0	27.0		21.0	21.0		21.0	21.0
Pedestrian Calls (#/hr)		5			5	5		5	5		5	5
Act Effect Green (s)	16.9	37.3		15.5	35.9	35.9		28.4	28.4	11.5	46.4	46.4
Actuated g/C Ratio	0.14	0.31		0.13	0.30	0.30		0.24	0.24	0.10	0.39	0.39

Lanes, Volumes, Timings
4: Merivale Rd & Baseline Rd

Total 2039 AM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	1.43	1.22		0.79	1.06	0.58		0.65	0.43	0.97	0.22	0.51
Control Delay (s/veh)	250.7	149.2		76.6	86.4	22.0		45.8	7.8	99.2	25.2	6.5
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	250.7	149.2		76.6	86.4	22.0		45.8	7.8	99.2	25.2	6.5
LOS	F	F		E	F	C		D	A	F	C	A
Approach Delay (s/veh)		170.3			72.3			34.6			40.9	
Approach LOS		F			E			C			D	
Queue Length 50th (m)	~111.0	~198.2		37.9	~144.8	30.6		57.2	0.0	37.4	22.4	5.4
Queue Length 95th (m)	#169.9	#242.3		#68.2	#185.6	60.0		75.7	19.0	#65.4	32.4	28.2
Internal Link Dist (m)		337.0			89.5			110.8			147.2	
Turn Bay Length (m)	120.0			200.0		40.0			80.0	120.0		50.0
Base Capacity (vph)	236	1053		229	1004	542		786	496	312	1261	768
Starvation Cap Reductn	0	0		0	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0		0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0		0	0	0	0	0
Reduced v/c Ratio	1.43	1.22		0.72	1.06	0.58		0.65	0.43	0.97	0.22	0.51

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 45 (38%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.43

Intersection Signal Delay (s/veh): 93.2

Intersection LOS: F

Intersection Capacity Utilization 106.0%

ICU Level of Service G

Analysis Period (min) 15

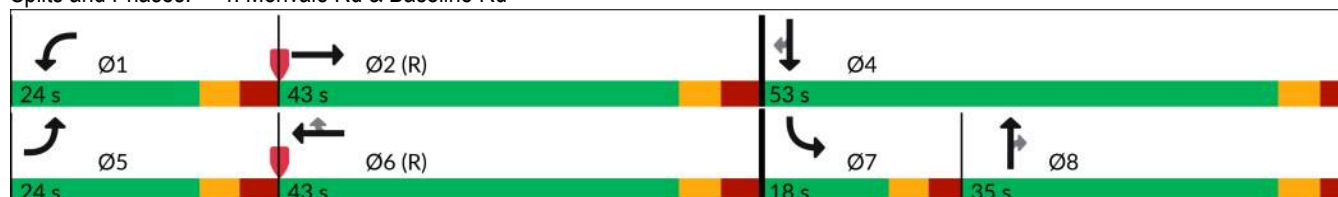
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: Merivale Rd & Baseline Rd



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 		 	 		 	 	
Traffic Volume (vph)	169	1123	217	167	1243	566	323	719	86	472	721	101
Future Volume (vph)	169	1123	217	167	1243	566	323	719	86	472	721	101
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	125.0		45.0	75.0		0.0	90.0		0.0	120.0		0.0
Storage Lanes	1		1	1		1	2		0	2		0
Taper Length (m)	25.0			25.0			0.0			40.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	0.95	0.97	0.95	0.95
Ped Bike Factor	0.99		0.95	0.99		0.94	0.97	0.99		0.98	0.99	
Frt			0.850			0.850		0.984			0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1695	3390	1532	1712	3390	1532	3321	3340	0	3321	3369	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1682	3390	1449	1697	3390	1442	3235	3340	0	3257	3369	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			143			257		9			11	
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		330.1			300.5			177.5			209.2	
Travel Time (s)		19.8			18.0			12.8			15.1	
Confl. Peds. (#/hr)	31		29	29		31	41		30	30		41
Confl. Bikes (#/hr)	7		4	4		7	7		4	4		7
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	2%	2%	1%	1%	2%	1%	1%	1%	4%	1%	0%	0%
Adj. Flow (vph)	169	1123	217	167	1243	566	323	719	86	472	721	101
Shared Lane Traffic (%)												
Lane Group Flow (vph)	169	1123	217	167	1243	566	323	805	0	472	822	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						
Detector Phase	5	2	2	1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	12.0	40.3	40.3	12.0	40.3	40.3	11.6	39.9		11.6	39.9	
Total Split (s)	21.0	51.0	51.0	21.0	51.0	51.0	18.0	40.0		18.0	40.0	
Total Split (%)	16.2%	39.2%	39.2%	16.2%	39.2%	39.2%	13.8%	30.8%		13.8%	30.8%	
Maximum Green (s)	14.5	44.6	44.6	14.5	44.6	44.6	11.4	33.1		11.4	33.1	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3		3.3	3.3	
All-Red Time (s)	2.8	2.7	2.7	2.8	2.7	2.7	3.3	3.6		3.3	3.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.4	6.4	6.5	6.4	6.4	6.6	6.9		6.6	6.9	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	
Flash Don't Walk (s)		21.0	21.0		21.0	21.0		26.0			26.0	
Pedestrian Calls (#/hr)		5	5		5	5		5			5	
Act Effect Green (s)	14.4	44.8	44.8	14.3	44.7	44.7	11.4	33.1		11.4	33.1	
Actuated g/C Ratio	0.11	0.34	0.34	0.11	0.34	0.34	0.09	0.25		0.09	0.25	

Lanes, Volumes, Timings
1: Clyde Ave & Baseline Road/Baseline Rd

Total 2039 PM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.90	0.96	0.37	0.89	1.07	0.85	1.11	0.94		1.62	0.95	
Control Delay (s/veh)	101.1	60.4	13.1	72.3	74.6	26.5	138.8	66.2		331.9	67.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	101.1	60.4	13.1	72.3	74.6	26.5	138.8	66.2		331.9	67.8	
LOS	F	E	B	E	E	C	F	E		F	E	
Approach Delay (s/veh)		58.2			60.6			87.0			164.1	
Approach LOS		E			E			F			F	
Queue Length 50th (m)	43.4	148.3	13.1	45.7	~181.7	61.6	~48.6	105.8		~89.5	108.2	
Queue Length 95th (m)	#84.9	#193.4	33.6	m44.7	m#135.5	m56.9	#78.2	#144.3		#122.9	#147.6	
Internal Link Dist (m)		306.1			276.5			153.5			185.2	
Turn Bay Length (m)	125.0		45.0	75.0			90.0			120.0		
Base Capacity (vph)	189	1169	593	190	1166	664	291	857		291	865	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.89	0.96	0.37	0.88	1.07	0.85	1.11	0.94		1.62	0.95	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 53 (41%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.62

Intersection Signal Delay (s/veh): 87.7

Intersection LOS: F

Intersection Capacity Utilization 109.9%

ICU Level of Service H

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

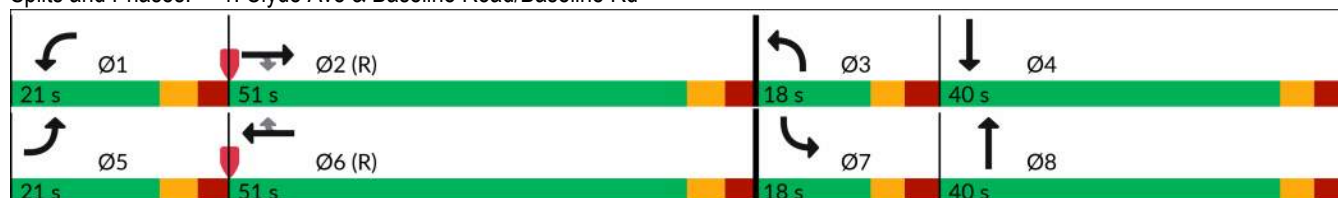
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Clyde Ave & Baseline Road/Baseline Rd



Lanes, Volumes, Timings
2: Baseline Rd & SC/Walmart Plaza

Total 2039 PM.syn
07/31/2026



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
Lane Configurations							
Traffic Volume (vph)	263	1416	1751	167	197	236	
Future Volume (vph)	263	1416	1751	167	197	236	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	
Storage Length (m)	170.0			0.0	0.0	0.0	
Storage Lanes	1			0	1	1	
Taper Length (m)	20.0				0.0		
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00	
Ped Bike Factor	1.00		1.00		0.96	0.86	
Frt			0.987			0.850	
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1712	3390	3336	0	1712	1532	
Flt Permitted	0.950				0.950		
Satd. Flow (perm)	1708	3390	3336	0	1643	1318	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)			12			211	
Link Speed (k/h)		60	60		40		
Link Distance (m)		300.5	153.6		133.6		
Travel Time (s)		18.0	9.2		12.0		
Confl. Peds. (#/hr)	20			20	27	86	
Confl. Bikes (#/hr)	2			2	3	1	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Heavy Vehicles (%)	1%	2%	2%	1%	1%	1%	
Adj. Flow (vph)	263	1416	1751	167	197	236	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	263	1416	1918	0	197	236	
Turn Type	Prot	NA	NA		Prot	Perm	
Protected Phases	5	2	6		4		3
Permitted Phases						4	
Detector Phase	5	2	6		4	4	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	4.0
Minimum Split (s)	11.5	28.8	28.8		32.2	32.2	6.0
Total Split (s)	18.0	91.8	73.8		32.2	32.2	6.0
Total Split (%)	13.8%	70.6%	56.8%		24.8%	24.8%	5%
Maximum Green (s)	11.5	86.0	68.0		26.0	26.0	4.0
Yellow Time (s)	3.7	3.7	3.7		3.3	3.3	2.0
All-Red Time (s)	2.8	2.1	2.1		2.9	2.9	0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	5.8	5.8		6.2	6.2	
Lead/Lag	Lead		Lag		Lag	Lag	Lead
Lead-Lag Optimize?	Yes		Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	C-Max		None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)		16.0	16.0		19.0	19.0	
Pedestrian Calls (#/hr)		5	5		5	5	
Act Effect Green (s)	23.4	97.9	68.0		20.1	20.1	
Actuated g/C Ratio	0.18	0.75	0.52		0.15	0.15	

Lanes, Volumes, Timings
2: Baseline Rd & SC/Walmart Plaza

Total 2039 PM.syn
07/31/2026



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
v/c Ratio	0.86	0.56	1.10		0.74	0.62	
Control Delay (s/veh)	56.7	8.8	73.8		68.9	16.0	
Queue Delay	0.0	0.1	0.0		0.0	0.0	
Total Delay (s/veh)	56.7	8.8	73.8		68.9	16.0	
LOS	E	A	E		E	B	
Approach Delay (s/veh)		16.3	73.8		40.1		
Approach LOS		B	E		D		
Queue Length 50th (m)	71.3	64.0	~292.6		48.8	5.6	
Queue Length 95th (m)	m#73.9	m60.4	#329.7		70.6	29.6	
Internal Link Dist (m)		276.5	129.6		109.6		
Turn Bay Length (m)	170.0						
Base Capacity (vph)	307	2551	1750		345	434	
Starvation Cap Reductn	0	0	0		0	0	
Spillback Cap Reductn	0	198	0		0	0	
Storage Cap Reductn	0	0	0		0	0	
Reduced v/c Ratio	0.86	0.60	1.10		0.57	0.54	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 48 (37%), Referenced to phase 6:WBT, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.10

Intersection Signal Delay (s/veh): 46.3

Intersection LOS: D

Intersection Capacity Utilization 108.8%

ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

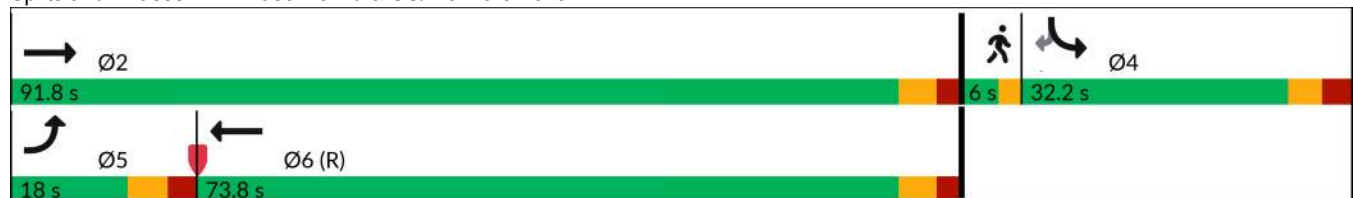
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Baseline Rd & SC/Walmart Plaza



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	1426	164	84	1707	7	107	2	144	79	22	105
Future Volume (vph)	22	1426	164	84	1707	7	107	2	144	79	22	105
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	50.0		20.0	45.0		100.0	0.0		50.0	0.0		0.0
Storage Lanes	1		1	1		1	0		1	1		0
Taper Length (m)	20.0			25.0			0.0			0.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99		0.93	0.99		0.86		0.97	0.92	0.95	0.96	
Frt			0.850			0.850			0.850		0.876	
Flt Protected	0.950			0.950				0.953		0.950		
Satd. Flow (prot)	1729	3357	1547	1729	3424	1547	0	1734	1547	1729	1531	0
Flt Permitted	0.950			0.950				0.565		0.654		
Satd. Flow (perm)	1710	3357	1437	1718	3424	1333	0	998	1429	1126	1531	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			75			75			129		105	
Link Speed (k/h)		60			60			40			40	
Link Distance (m)		153.6			361.0			54.8			46.2	
Travel Time (s)		9.2			21.7			4.9			4.2	
Confl. Peds. (#/hr)	46		19	19		46	26		45	45		26
Confl. Bikes (#/hr)	9		7	7		9	1		4	4		1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	3%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	22	1426	164	84	1707	7	107	2	144	79	22	105
Shared Lane Traffic (%)												
Lane Group Flow (vph)	22	1426	164	84	1707	7	0	109	144	79	127	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8		8	4		
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.6	31.6	31.6	10.6	31.6	31.6	34.3	34.3	34.3	34.3	34.3	
Total Split (s)	13.0	77.0	77.0	13.0	77.0	77.0	40.0	40.0	40.0	40.0	40.0	
Total Split (%)	10.0%	59.2%	59.2%	10.0%	59.2%	59.2%	30.8%	30.8%	30.8%	30.8%	30.8%	
Maximum Green (s)	7.4	71.4	71.4	7.4	71.4	71.4	33.7	33.7	33.7	33.7	33.7	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3	3.3	3.3	3.3	
All-Red Time (s)	1.9	1.9	1.9	1.9	1.9	1.9	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.6	5.6	5.6	5.6	5.6	5.6		6.3	6.3	6.3	6.3	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	
Walk Time (s)		19.0	19.0		19.0	19.0	7.0	7.0	7.0	7.0	7.0	
Flash Don't Walk (s)		7.0	7.0		7.0	7.0	21.0	21.0	21.0	21.0	21.0	
Pedestrian Calls (#/hr)		5	5		5	5	5	5	5	5	5	
Act Effect Green (s)	7.2	81.8	81.8	12.2	91.3	91.3		18.6	18.6	18.6	18.6	
Actuated g/C Ratio	0.06	0.63	0.63	0.09	0.70	0.70		0.14	0.14	0.14	0.14	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.23	0.68	0.18	0.52	0.71	0.01		0.77	0.46	0.49	0.41	
Control Delay (s/veh)	61.8	19.6	8.2	67.6	16.4	0.0		84.3	14.6	59.9	16.3	
Queue Delay	0.0	0.1	0.0	0.0	3.9	0.0		0.0	0.0	0.0	0.0	
Total Delay (s/veh)	61.8	19.8	8.2	67.6	20.3	0.0		84.3	14.6	59.9	16.3	
LOS	E	B	A	E	C	A		F	B	E	B	
Approach Delay (s/veh)		19.2			22.5			44.6			33.0	
Approach LOS		B			C			D			C	
Queue Length 50th (m)	5.5	129.5	6.6	20.7	139.6	0.0		27.3	3.4	19.0	5.0	
Queue Length 95th (m)	m10.5	146.2	15.8	37.6	221.1	0.0		44.2	20.6	32.4	21.4	
Internal Link Dist (m)		129.6			337.0			30.8			22.2	
Turn Bay Length (m)	50.0		20.0	45.0		100.0			50.0			
Base Capacity (vph)	105	2111	931	161	2403	958		258	466	291	474	
Starvation Cap Reductn	0	114	0	0	0	0		0	0	0	0	
Spillback Cap Reductn	0	0	0	0	599	0		0	0	0	18	
Storage Cap Reductn	0	0	0	0	0	0		0	0	0	0	
Reduced v/c Ratio	0.21	0.71	0.18	0.52	0.95	0.01		0.42	0.31	0.27	0.28	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 36 (28%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay (s/veh): 23.1

Intersection LOS: C

Intersection Capacity Utilization 111.1%

ICU Level of Service H

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Loblaws SC/Government of Canada Access & Baseline Rd



Lanes, Volumes, Timings
4: Merivale Rd & Baseline Rd

Total 2039 PM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	299	1344	5	223	1183	182	0	555	273	335	959	616
Future Volume (vph)	299	1344	5	223	1183	182	0	555	273	335	959	616
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	120.0		0.0	200.0		40.0	0.0		80.0	120.0		50.0
Storage Lanes	1		0	1		1	0		1	2		1
Taper Length (m)	25.0			0.0			0.0			30.0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	0.99	1.00		1.00		0.93			0.94	0.97		0.96
Frt		0.999				0.850			0.850			0.850
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	1712	3387	0	1712	3424	1547	0	3390	1517	3321	3390	1532
Flt Permitted	0.950			0.950						0.950		
Satd. Flow (perm)	1693	3387	0	1704	3424	1442	0	3390	1432	3206	3390	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						134			237			284
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		361.0			275.5			134.8			133.9	
Travel Time (s)		21.7			16.5			8.1			8.0	
Confl. Peds. (#/hr)	46		24	24		46			30	30		20
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	1%	2%	0%	1%	1%	0%	0%	2%	2%	1%	2%	1%
Adj. Flow (vph)	299	1344	5	223	1183	182	0	555	273	335	959	616
Shared Lane Traffic (%)												
Lane Group Flow (vph)	299	1349	0	223	1183	182	0	555	273	335	959	616
Turn Type	Prot	NA		Prot	NA	Perm		NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases						6			8			4
Detector Phase	5	2		1	6	6		8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.1	41.1		12.1	41.1	41.1		34.6	34.6	11.5	34.6	34.6
Total Split (s)	25.0	60.0		25.0	60.0	60.0		35.0	35.0	20.0	55.0	55.0
Total Split (%)	17.9%	42.9%		17.9%	42.9%	42.9%		25.0%	25.0%	14.3%	39.3%	39.3%
Maximum Green (s)	17.9	52.9		17.9	52.9	52.9		28.4	28.4	13.5	48.4	48.4
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7		3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	3.4	3.4		3.4	3.4	3.4		2.9	2.9	2.8	2.9	2.9
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.1	7.1		7.1	7.1	7.1		6.6	6.6	6.5	6.6	6.6
Lead/Lag	Lead	Lag		Lead	Lag	Lag		Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max		None	None	None	None	None
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		27.0			27.0	27.0		21.0	21.0		21.0	21.0
Pedestrian Calls (#/hr)		5			5	5		5	5		5	5
Act Effect Green (s)	19.2	52.9		19.2	52.9	52.9		27.1	27.1	13.5	47.1	47.1
Actuated g/C Ratio	0.14	0.38		0.14	0.38	0.38		0.19	0.19	0.10	0.34	0.34
v/c Ratio	1.28	1.05		0.95	0.91	0.29		0.85	0.58	1.05	0.84	0.90

Lanes, Volumes, Timings
4: Merivale Rd & Baseline Rd

Total 2039 PM.syn
07/31/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	199.8	82.9		106.9	53.2	10.2		67.3	14.5	122.7	50.8	41.2
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	199.8	82.9		106.9	53.2	10.2		67.3	14.5	122.7	50.8	41.2
LOS	F	F		F	D	B		E	B	F	D	D
Approach Delay (s/veh)		104.1			55.8			49.9			60.3	
Approach LOS		F			E			D			E	
Queue Length 50th (m)	~108.9	~214.3		~65.2	162.7	8.5		77.8	8.2	~51.8	127.1	97.2
Queue Length 95th (m)	#166.3	#257.0		#116.9	#204.4	25.7		99.2	35.9	#82.5	153.9	#172.0
Internal Link Dist (m)		337.0			251.5			110.8			109.9	
Turn Bay Length (m)	120.0			200.0		40.0			80.0	120.0		50.0
Base Capacity (vph)	234	1279		234	1293	628		687	479	320	1171	693
Starvation Cap Reductn	0	0		0	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0		0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0		0	0	0	0	0
Reduced v/c Ratio	1.28	1.05		0.95	0.91	0.29		0.81	0.57	1.05	0.82	0.89

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 19 (14%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.28

Intersection Signal Delay (s/veh): 69.7

Intersection LOS: E

Intersection Capacity Utilization 106.0%

ICU Level of Service G

Analysis Period (min) 15

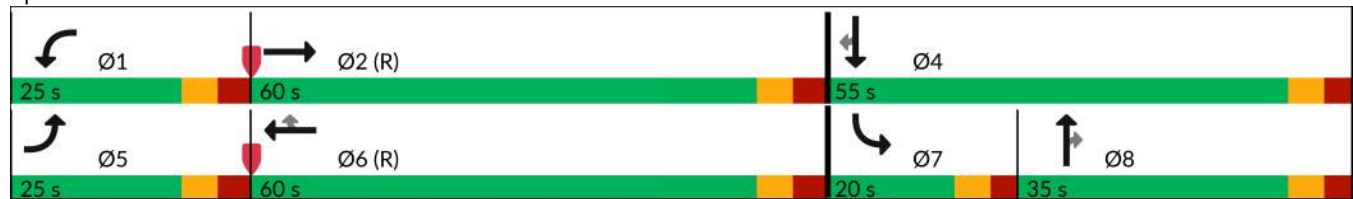
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: Merivale Rd & Baseline Rd



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

Total 2039 AM - all LT from Baseline fully prot.syn
07/28/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 		 	 		 	 	
Traffic Volume (vph)	176	1209	179	124	671	607	148	512	113	537	772	55
Future Volume (vph)	176	1209	179	124	671	607	148	512	113	537	772	55
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	125.0		45.0	75.0		0.0	90.0		0.0	120.0		0.0
Storage Lanes	1		1	1		1	2		0	2		0
Taper Length (m)	25.0			25.0			0.0			40.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	0.95	0.97	0.95	0.95
Ped Bike Factor	0.99		0.97	1.00		0.97	0.99	0.99		0.99	1.00	
Frt			0.850			0.850		0.973			0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1729	3390	1502	1712	3293	1532	3195	3264	0	3321	3364	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1719	3390	1462	1708	3293	1485	3178	3264	0	3291	3364	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			155			331		22			6	
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		330.1			300.5			177.5			209.2	
Travel Time (s)		19.8			18.0			12.8			15.1	
Confl. Peds. (#/hr)	11		10	10		11	9		12	12		9
Confl. Bikes (#/hr)	6		3	3		6	3		5	5		3
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	2%	3%	1%	5%	1%	5%	2%	5%	1%	1%	10%
Adj. Flow (vph)	176	1209	179	124	671	607	148	512	113	537	772	55
Shared Lane Traffic (%)												
Lane Group Flow (vph)	176	1209	179	124	671	607	148	625	0	537	827	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						
Detector Phase	5	2	2	1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.5	34.4	34.4	11.5	34.4	34.4	11.6	39.9		11.6	39.9	
Total Split (s)	18.0	41.0	41.0	18.0	41.0	41.0	21.0	40.0		21.0	40.0	
Total Split (%)	15.0%	34.2%	34.2%	15.0%	34.2%	34.2%	17.5%	33.3%		17.5%	33.3%	
Maximum Green (s)	11.5	34.6	34.6	11.5	34.6	34.6	14.4	33.1		14.4	33.1	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3		3.3	3.3	
All-Red Time (s)	2.8	2.7	2.7	2.8	2.7	2.7	3.3	3.6		3.3	3.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.4	6.4	6.5	6.4	6.4	6.6	6.9		6.6	6.9	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	
Flash Don't Walk (s)		21.0	21.0		21.0	21.0		26.0			26.0	
Pedestrian Calls (#/hr)		5	5		5	5		5			5	
Act Effect Green (s)	11.5	35.0	35.0	11.1	34.6	34.6	10.9	33.1		14.4	36.6	
Actuated g/C Ratio	0.10	0.29	0.29	0.09	0.29	0.29	0.09	0.28		0.12	0.31	

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

Total 2039 AM - all LT from Baseline fully prot.syn
07/28/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	1.07	1.22	0.33	0.78	0.71	0.92	0.51	0.68		1.35	0.80	
Control Delay (s/veh)	140.4	146.4	9.1	52.3	53.9	51.4	57.9	41.8		213.5	45.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	140.4	146.4	9.1	52.3	53.9	51.4	57.9	41.8		213.5	45.6	
LOS	F	F	A	D	D	D	E	D		F	D	
Approach Delay (s/veh)		130.0			52.6			44.9			111.7	
Approach LOS		F			D			D			F	
Queue Length 50th (m)	~45.7	~185.7	4.1	29.8	87.9	109.3	17.4	66.8		~85.3	93.5	
Queue Length 95th (m)	#89.8	#227.2	21.3	m34.7	m101.5	m#143.3	27.2	87.1		#119.1	#129.8	
Internal Link Dist (m)		306.1			276.5			153.5			185.2	
Turn Bay Length (m)	125.0		45.0	75.0			90.0			120.0		
Base Capacity (vph)	165	989	536	164	949	663	383	916		398	1030	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	1.07	1.22	0.33	0.76	0.71	0.92	0.39	0.68		1.35	0.80	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 19 (16%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.35

Intersection Signal Delay (s/veh): 91.0

Intersection LOS: F

Intersection Capacity Utilization 108.2%

ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

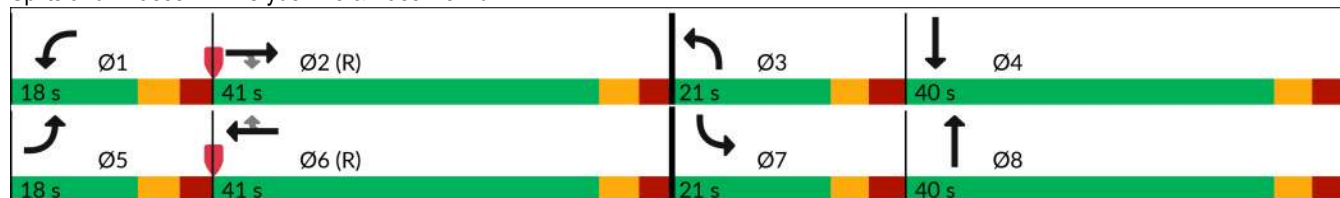
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Clyde Ave & Baseline Rd



Lanes, Volumes, Timings
2: Baseline Rd & SC/Walmart Plaza

Total 2039 AM - all LT from Baseline fully prot.syn
07/28/2026



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
Lane Configurations							
Traffic Volume (vph)	138	1720	1243	137	117	159	
Future Volume (vph)	138	1720	1243	137	117	159	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	
Storage Length (m)	170.0			0.0	0.0	0.0	
Storage Lanes	1			0	1	1	
Taper Length (m)	20.0				0.0		
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00	
Ped Bike Factor	0.99		1.00		0.99	0.94	
Frt			0.985			0.850	
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1729	3390	3297	0	1729	1517	
Flt Permitted	0.950				0.950		
Satd. Flow (perm)	1719	3390	3297	0	1717	1433	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)			13			159	
Link Speed (k/h)		60	60		20		
Link Distance (m)		300.5	153.6		118.3		
Travel Time (s)		18.0	9.2		21.3		
Confl. Peds. (#/hr)	24			24	5	32	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Heavy Vehicles (%)	0%	2%	3%	1%	0%	2%	
Adj. Flow (vph)	138	1720	1243	137	117	159	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	138	1720	1380	0	117	159	
Turn Type	Prot	NA	NA		Prot	Perm	
Protected Phases	5	2	6		4		3
Permitted Phases						4	
Detector Phase	5	2	6		4	4	
Switch Phase							
Minimum Initial (s)	5.0	10.0	10.0		5.0	5.0	4.0
Minimum Split (s)	11.5	15.8	28.8		32.2	32.2	6.0
Total Split (s)	20.0	81.8	61.8		32.2	32.2	6.0
Total Split (%)	16.7%	68.2%	51.5%		26.8%	26.8%	5%
Maximum Green (s)	13.5	76.0	56.0		26.0	26.0	4.0
Yellow Time (s)	3.7	3.7	3.7		3.3	3.3	2.0
All-Red Time (s)	2.8	2.1	2.1		2.9	2.9	0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	5.8	5.8		6.2	6.2	
Lead/Lag	Lead		Lag		Lag	Lag	Lead
Lead-Lag Optimize?	Yes		Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	C-Max		Max	Max	None
Walk Time (s)			7.0		7.0	7.0	
Flash Don't Walk (s)			16.0		19.0	19.0	
Pedestrian Calls (#/hr)			5		5	5	
Act Effect Green (s)	12.6	76.0	56.9		32.0	32.0	
Actuated g/C Ratio	0.11	0.63	0.47		0.27	0.27	
v/c Ratio	0.76	0.80	0.88		0.25	0.32	

Lanes, Volumes, Timings
2: Baseline Rd & SC/Walmart Plaza

Total 2039 AM - all LT from Baseline fully prot.syn
07/28/2026



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
Control Delay (s/veh)	71.3	4.4	36.3		36.4	7.1	
Queue Delay	0.0	0.0	37.5		0.0	0.0	
Total Delay (s/veh)	71.3	4.4	73.8		36.4	7.1	
LOS	E	A	E		D	A	
Approach Delay (s/veh)		9.3	73.8		19.5		
Approach LOS		A	E		B		
Queue Length 50th (m)	27.4	18.6	151.4		21.7	0.0	
Queue Length 95th (m)	m23.0	m6.5	185.4		37.6	16.0	
Internal Link Dist (m)		276.5	129.6		94.3		
Turn Bay Length (m)	170.0						
Base Capacity (vph)	194	2147	1569		461	498	
Starvation Cap Reductn	0	0	288		0	0	
Spillback Cap Reductn	0	0	0		0	0	
Storage Cap Reductn	0	0	0		0	0	
Reduced v/c Ratio	0.71	0.80	1.08		0.25	0.32	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 55 (46%), Referenced to phase 6:WBT, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay (s/veh): 35.5

Intersection LOS: D

Intersection Capacity Utilization 86.3%

ICU Level of Service E

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Baseline Rd & SC/Walmart Plaza



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	164	1526	146	112	1298	44	70	26	85	13	5	11
Future Volume (vph)	164	1526	146	112	1298	44	70	26	85	13	5	11
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	50.0		20.0	45.0		100.0	0.0		50.0	0.0		0.0
Storage Lanes	1		1	1		1	0		1	1		0
Taper Length (m)	20.0			25.0			0.0			0.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99		0.92	0.99		0.90		0.99	0.92	0.94	0.98	
Frt			0.850			0.850			0.850		0.897	
Flt Protected	0.950			0.950				0.965		0.950		
Satd. Flow (prot)	1729	3357	1532	1712	3325	1547	0	1756	1532	1729	1596	0
Flt Permitted	0.950			0.950				0.776		0.695		
Satd. Flow (perm)	1706	3357	1407	1699	3325	1393	0	1392	1412	1190	1596	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			80			80			85		11	
Link Speed (k/h)		60			60			40			40	
Link Distance (m)		153.6			361.0			54.8			46.2	
Travel Time (s)		9.2			21.7			4.9			4.2	
Confl. Peds. (#/hr)	34		26	26		34	15		51	51		15
Confl. Bikes (#/hr)	1		2	2		1	1					1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	3%	1%	1%	4%	0%	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	164	1526	146	112	1298	44	70	26	85	13	5	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	164	1526	146	112	1298	44	0	96	85	13	16	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8		8	4		
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.7	31.6	31.6	10.7	31.6	31.6	34.3	34.3	34.3	34.3	34.3	
Total Split (s)	23.0	65.0	65.0	23.0	65.0	65.0	35.0	35.0	35.0	35.0	35.0	
Total Split (%)	18.7%	52.8%	52.8%	18.7%	52.8%	52.8%	28.5%	28.5%	28.5%	28.5%	28.5%	
Maximum Green (s)	17.3	59.4	59.4	17.3	59.4	59.4	28.7	28.7	28.7	28.7	28.7	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3	3.3	3.3	3.3	
All-Red Time (s)	2.0	1.9	1.9	2.0	1.9	1.9	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.7	5.6	5.6	5.7	5.6	5.6		6.3	6.3	6.3	6.3	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max	Max	
Walk Time (s)		19.0	19.0		19.0	19.0	7.0	7.0	7.0	7.0	7.0	
Flash Don't Walk (s)		7.0	7.0		7.0	7.0	21.0	21.0	21.0	21.0	21.0	
Pedestrian Calls (#/hr)		5	5		5	5	5	5	5	5	5	
Act Effect Green (s)	15.4	63.6	63.6	13.1	61.3	61.3		28.7	28.7	28.7	28.7	
Actuated g/C Ratio	0.13	0.52	0.52	0.11	0.50	0.50		0.23	0.23	0.23	0.23	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.76	0.88	0.19	0.62	0.78	0.06		0.30	0.22	0.05	0.04	
Control Delay (s/veh)	73.8	34.1	8.6	66.6	30.0	0.9		41.9	9.2	37.3	21.8	
Queue Delay	0.0	46.8	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay (s/veh)	73.8	80.9	8.6	66.6	30.0	0.9		41.9	9.2	37.3	21.8	
LOS	E	F	A	E	C	A		D	A	D	C	
Approach Delay (s/veh)		74.5			32.0			26.5			28.7	
Approach LOS		E			C			C			C	
Queue Length 50th (m)	38.3	166.7	7.8	26.2	135.6	0.0		19.2	0.0	2.5	0.9	
Queue Length 95th (m)	#64.6	#231.8	20.5	43.7	166.1	1.6		34.9	12.7	7.9	6.9	
Internal Link Dist (m)		129.6			337.0			30.8			22.2	
Turn Bay Length (m)	50.0		20.0	45.0		100.0			50.0			
Base Capacity (vph)	243	1736	766	240	1656	734		324	394	277	380	
Starvation Cap Reductn	0	364	0	0	0	0		0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0		0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0		0	0	0	0	
Reduced v/c Ratio	0.67	1.11	0.19	0.47	0.78	0.06		0.30	0.22	0.05	0.04	

Intersection Summary

Area Type: Other

Cycle Length: 123

Actuated Cycle Length: 123

Offset: 48 (39%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay (s/veh): 54.0

Intersection LOS: D

Intersection Capacity Utilization 106.4%

ICU Level of Service G

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Loblaws SC/Government of Canada Access & Baseline Rd



Lanes, Volumes, Timings
4: Merivale Rd & Baseline Rd

Total 2039 AM - all LT from Baseline fully prot.syn
07/28/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	337	1282	5	166	1064	313	0	510	213	304	274	390
Future Volume (vph)	337	1282	5	166	1064	313	0	510	213	304	274	390
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	120.0		0.0	200.0		40.0	0.0		80.0	120.0		50.0
Storage Lanes	1		0	1		1	0		1	2		1
Taper Length (m)	25.0			0.0			0.0			30.0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	0.99	1.00		1.00		0.95			0.94	0.98		0.96
Frt		0.999				0.850			0.850			0.850
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	1679	3384	0	1631	3357	1517	0	3325	1502	3257	3262	1488
Flt Permitted	0.950			0.950						0.950		
Satd. Flow (perm)	1665	3384	0	1625	3357	1447	0	3325	1410	3176	3262	1427
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						156			213			353
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		361.0			113.5			134.8			171.2	
Travel Time (s)		21.7			6.8			8.1			10.3	
Confl. Peds. (#/hr)	33		20	20		33			39	39		23
Confl. Bikes (#/hr)			1	1								
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	3%	2%	17%	6%	3%	2%	0%	4%	3%	3%	6%	4%
Adj. Flow (vph)	337	1282	5	166	1064	313	0	510	213	304	274	390
Shared Lane Traffic (%)												
Lane Group Flow (vph)	337	1287	0	166	1064	313	0	510	213	304	274	390
Turn Type	Prot	NA		Prot	NA	Perm		NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases						6			8			4
Detector Phase	5	2		1	6	6		8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0		10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	12.1	41.1		12.1	41.1	41.1		34.6	34.6	11.5	34.6	34.6
Total Split (s)	24.0	43.0		24.0	43.0	43.0		35.0	35.0	18.0	53.0	53.0
Total Split (%)	20.0%	35.8%		20.0%	35.8%	35.8%		29.2%	29.2%	15.0%	44.2%	44.2%
Maximum Green (s)	16.9	35.9		16.9	35.9	35.9		28.4	28.4	11.5	46.4	46.4
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7		3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	3.4	3.4		3.4	3.4	3.4		2.9	2.9	2.8	2.9	2.9
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.1	7.1		7.1	7.1	7.1		6.6	6.6	6.5	6.6	6.6
Lead/Lag	Lead	Lag		Lead	Lag	Lag		Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max		Max	Max	None	Max	Max
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		27.0			27.0	27.0		21.0	21.0		21.0	21.0
Pedestrian Calls (#/hr)		5			5	5		5	5		5	5
Act Effect Green (s)	16.9	37.3		15.5	35.9	35.9		28.4	28.4	11.5	46.4	46.4
Actuated g/C Ratio	0.14	0.31		0.13	0.30	0.30		0.24	0.24	0.10	0.39	0.39

Lanes, Volumes, Timings
4: Merivale Rd & Baseline Rd

Total 2039 AM - all LT from Baseline fully prot.syn
07/28/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	1.43	1.22		0.79	1.06	0.58		0.65	0.43	0.97	0.22	0.51
Control Delay (s/veh)	253.2	145.4		76.6	86.4	22.0		45.8	7.8	99.2	25.2	6.5
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	253.2	145.4		76.6	86.4	22.0		45.8	7.8	99.2	25.2	6.5
LOS	F	F		E	F	C		D	A	F	C	A
Approach Delay (s/veh)		167.8			72.3			34.6			40.9	
Approach LOS		F			E			C			D	
Queue Length 50th (m)	~107.2	~201.3		37.9	~144.8	30.6		57.2	0.0	37.4	22.4	5.4
Queue Length 95th (m)	#163.6	#243.1		#68.2	#185.6	60.0		75.7	19.0	#65.4	32.4	28.2
Internal Link Dist (m)		337.0			89.5			110.8			147.2	
Turn Bay Length (m)	120.0			200.0		40.0			80.0	120.0		50.0
Base Capacity (vph)	236	1053		229	1004	542		786	496	312	1261	768
Starvation Cap Reductn	0	0		0	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0		0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0		0	0	0	0	0
Reduced v/c Ratio	1.43	1.22		0.72	1.06	0.58		0.65	0.43	0.97	0.22	0.51

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 45 (38%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.43

Intersection Signal Delay (s/veh): 92.3

Intersection LOS: F

Intersection Capacity Utilization 106.0%

ICU Level of Service G

Analysis Period (min) 15

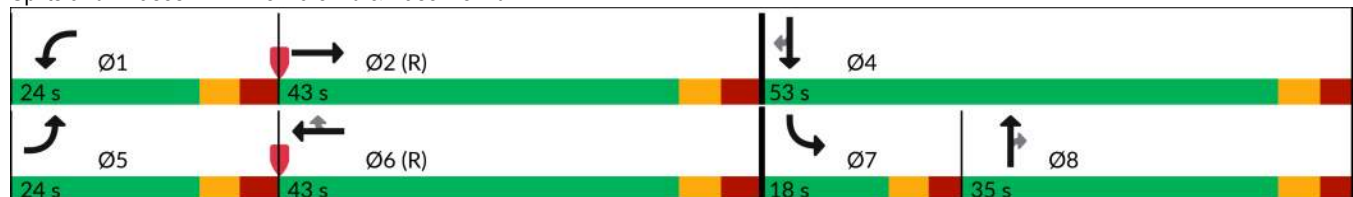
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: Merivale Rd & Baseline Rd



Lanes, Volumes, Timings

Total 2039 PM - all LT from Baseline fully prot.syn

1: Clyde Ave & Baseline Road/Baseline Rd

07/28/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	169	1123	217	167	1243	566	323	719	86	472	721	101
Future Volume (vph)	169	1123	217	167	1243	566	323	719	86	472	721	101
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	125.0		45.0	75.0		0.0	90.0		0.0	120.0		0.0
Storage Lanes	1		1	1		1	2		0	2		0
Taper Length (m)	25.0			25.0			0.0			40.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	0.95	0.97	0.95	0.95
Ped Bike Factor	0.99		0.95	0.99		0.94	0.97	0.99		0.98	0.99	
Frt			0.850			0.850		0.984			0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1695	3390	1532	1712	3390	1532	3321	3340	0	3321	3369	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1682	3390	1449	1697	3390	1442	3235	3340	0	3257	3369	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			143			257		9			11	
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		330.1			300.5			177.5			209.2	
Travel Time (s)		19.8			18.0			12.8			15.1	
Confl. Peds. (#/hr)	31		29	29		31	41		30	30		41
Confl. Bikes (#/hr)	7		4	4		7	7		4	4		7
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	2%	2%	1%	1%	2%	1%	1%	1%	4%	1%	0%	0%
Adj. Flow (vph)	169	1123	217	167	1243	566	323	719	86	472	721	101
Shared Lane Traffic (%)												
Lane Group Flow (vph)	169	1123	217	167	1243	566	323	805	0	472	822	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						
Detector Phase	5	2	2	1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	12.0	40.3	40.3	12.0	40.3	40.3	11.6	39.9		11.6	39.9	
Total Split (s)	21.0	51.0	51.0	21.0	51.0	51.0	18.0	40.0		18.0	40.0	
Total Split (%)	16.2%	39.2%	39.2%	16.2%	39.2%	39.2%	13.8%	30.8%		13.8%	30.8%	
Maximum Green (s)	14.5	44.6	44.6	14.5	44.6	44.6	11.4	33.1		11.4	33.1	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3		3.3	3.3	
All-Red Time (s)	2.8	2.7	2.7	2.8	2.7	2.7	3.3	3.6		3.3	3.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.4	6.4	6.5	6.4	6.4	6.6	6.9		6.6	6.9	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	
Flash Don't Walk (s)		21.0	21.0		21.0	21.0		26.0			26.0	
Pedestrian Calls (#/hr)		5	5		5	5		5			5	
Act Effect Green (s)	14.4	44.8	44.8	14.3	44.7	44.7	11.4	33.1		11.4	33.1	
Actuated g/C Ratio	0.11	0.34	0.34	0.11	0.34	0.34	0.09	0.25		0.09	0.25	

Scenario 1 1:25 pm 03/11/2026 Baseline

Synchro 12 Report

Page 1

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.90	0.96	0.37	0.89	1.07	0.85	1.11	0.94		1.62	0.95	
Control Delay (s/veh)	101.1	60.4	13.1	72.3	74.6	26.5	138.8	66.2		331.9	67.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	101.1	60.4	13.1	72.3	74.6	26.5	138.8	66.2		331.9	67.8	
LOS	F	E	B	E	E	C	F	E		F	E	
Approach Delay (s/veh)		58.2			60.6			87.0			164.1	
Approach LOS		E			E			F			F	
Queue Length 50th (m)	43.4	148.3	13.1	45.7	~181.7	61.6	~48.6	105.8		~89.5	108.2	
Queue Length 95th (m)	#84.9	#193.4	33.6	m44.7	m#135.5	m56.9	#78.2	#144.3		#122.9	#147.6	
Internal Link Dist (m)		306.1			276.5			153.5			185.2	
Turn Bay Length (m)	125.0		45.0	75.0			90.0			120.0		
Base Capacity (vph)	189	1169	593	190	1166	664	291	857		291	865	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.89	0.96	0.37	0.88	1.07	0.85	1.11	0.94		1.62	0.95	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 53 (41%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.62

Intersection Signal Delay (s/veh): 87.7

Intersection LOS: F

Intersection Capacity Utilization 109.9%

ICU Level of Service H

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

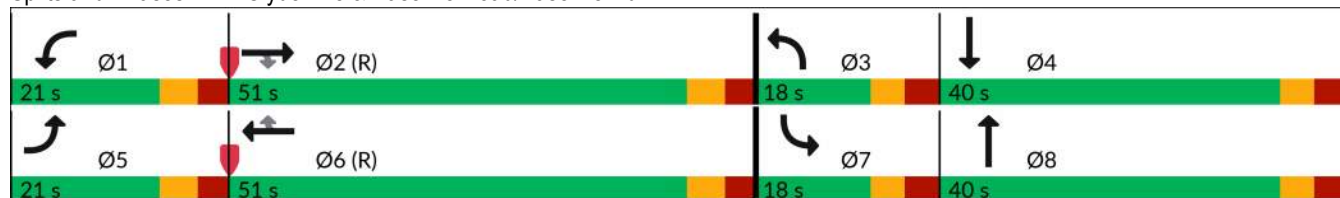
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Clyde Ave & Baseline Road/Baseline Rd



Lanes, Volumes, Timings
2: Baseline Rd & SC/Walmart Plaza

Total 2039 PM - all LT from Baseline fully prot.syn
07/28/2026



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
Lane Configurations							
Traffic Volume (vph)	263	1416	1751	167	197	236	
Future Volume (vph)	263	1416	1751	167	197	236	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	
Storage Length (m)	170.0			0.0	0.0	0.0	
Storage Lanes	1			0	1	1	
Taper Length (m)	20.0				0.0		
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00	
Ped Bike Factor	1.00		1.00		0.96	0.86	
Frt			0.987			0.850	
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1712	3390	3336	0	1712	1532	
Flt Permitted	0.950				0.950		
Satd. Flow (perm)	1708	3390	3336	0	1643	1318	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)			12			211	
Link Speed (k/h)		60	60		40		
Link Distance (m)		300.5	153.6		133.6		
Travel Time (s)		18.0	9.2		12.0		
Confl. Peds. (#/hr)	20			20	27	86	
Confl. Bikes (#/hr)	2			2	3	1	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Heavy Vehicles (%)	1%	2%	2%	1%	1%	1%	
Adj. Flow (vph)	263	1416	1751	167	197	236	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	263	1416	1918	0	197	236	
Turn Type	Prot	NA	NA		Prot	Perm	
Protected Phases	5	2	6		4		3
Permitted Phases						4	
Detector Phase	5	2	6		4	4	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	4.0
Minimum Split (s)	11.5	28.8	28.8		32.2	32.2	6.0
Total Split (s)	18.0	91.8	73.8		32.2	32.2	6.0
Total Split (%)	13.8%	70.6%	56.8%		24.8%	24.8%	5%
Maximum Green (s)	11.5	86.0	68.0		26.0	26.0	4.0
Yellow Time (s)	3.7	3.7	3.7		3.3	3.3	2.0
All-Red Time (s)	2.8	2.1	2.1		2.9	2.9	0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	5.8	5.8		6.2	6.2	
Lead/Lag	Lead		Lag		Lag	Lag	Lead
Lead-Lag Optimize?	Yes		Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	C-Max		None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)		16.0	16.0		19.0	19.0	
Pedestrian Calls (#/hr)		5	5		5	5	
Act Effct Green (s)	23.4	97.9	68.0		20.1	20.1	
Actuated g/C Ratio	0.18	0.75	0.52		0.15	0.15	

Lanes, Volumes, Timings
2: Baseline Rd & SC/Walmart Plaza

Total 2039 PM - all LT from Baseline fully prot.syn
07/28/2026



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
v/c Ratio	0.86	0.56	1.10		0.74	0.62	
Control Delay (s/veh)	56.7	8.8	73.8		68.9	16.0	
Queue Delay	0.0	0.1	0.0		0.0	0.0	
Total Delay (s/veh)	56.7	8.8	73.8		68.9	16.0	
LOS	E	A	E		E	B	
Approach Delay (s/veh)		16.3	73.8		40.1		
Approach LOS		B	E		D		
Queue Length 50th (m)	71.3	64.0	~292.6		48.8	5.6	
Queue Length 95th (m)	m#73.9	m60.4	#329.7		70.6	29.6	
Internal Link Dist (m)		276.5	129.6		109.6		
Turn Bay Length (m)	170.0						
Base Capacity (vph)	307	2551	1750		345	434	
Starvation Cap Reductn	0	0	0		0	0	
Spillback Cap Reductn	0	198	0		0	0	
Storage Cap Reductn	0	0	0		0	0	
Reduced v/c Ratio	0.86	0.60	1.10		0.57	0.54	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 48 (37%), Referenced to phase 6:WBT, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.10

Intersection Signal Delay (s/veh): 46.3

Intersection LOS: D

Intersection Capacity Utilization 108.8%

ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

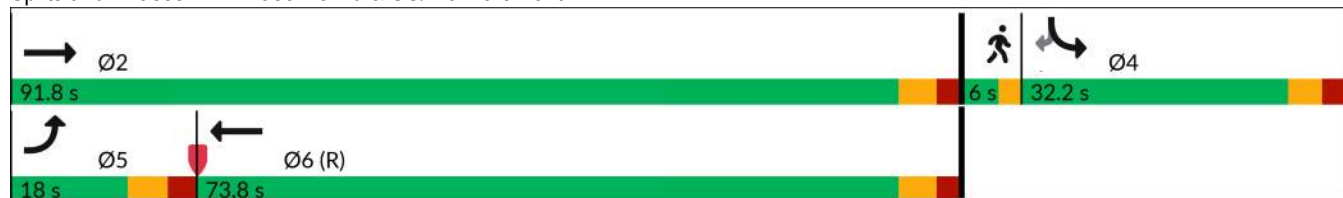
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Baseline Rd & SC/Walmart Plaza



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	1426	164	84	1707	7	107	2	144	79	22	105
Future Volume (vph)	22	1426	164	84	1707	7	107	2	144	79	22	105
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	50.0		20.0	45.0		100.0	0.0		50.0	0.0		0.0
Storage Lanes	1		1	1		1	0		1	1		0
Taper Length (m)	20.0			25.0			0.0			0.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99		0.93	0.99		0.86		0.97	0.92	0.95	0.96	
Frt			0.850			0.850			0.850		0.876	
Flt Protected	0.950			0.950				0.953		0.950		
Satd. Flow (prot)	1729	3357	1547	1729	3424	1547	0	1734	1547	1729	1531	0
Flt Permitted	0.950			0.950				0.565		0.654		
Satd. Flow (perm)	1710	3357	1437	1718	3424	1333	0	998	1429	1126	1531	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			75			75			129		105	
Link Speed (k/h)		60			60			40			40	
Link Distance (m)		153.6			361.0			54.8			46.2	
Travel Time (s)		9.2			21.7			4.9			4.2	
Confl. Peds. (#/hr)	46		19	19		46	26		45	45		26
Confl. Bikes (#/hr)	9		7	7		9	1		4	4		1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	3%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	22	1426	164	84	1707	7	107	2	144	79	22	105
Shared Lane Traffic (%)												
Lane Group Flow (vph)	22	1426	164	84	1707	7	0	109	144	79	127	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8		8	4		
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.6	31.6	31.6	10.6	31.6	31.6	34.3	34.3	34.3	34.3	34.3	
Total Split (s)	13.0	77.0	77.0	13.0	77.0	77.0	40.0	40.0	40.0	40.0	40.0	
Total Split (%)	10.0%	59.2%	59.2%	10.0%	59.2%	59.2%	30.8%	30.8%	30.8%	30.8%	30.8%	
Maximum Green (s)	7.4	71.4	71.4	7.4	71.4	71.4	33.7	33.7	33.7	33.7	33.7	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3	3.3	3.3	3.3	
All-Red Time (s)	1.9	1.9	1.9	1.9	1.9	1.9	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.6	5.6	5.6	5.6	5.6	5.6		6.3	6.3	6.3	6.3	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	
Walk Time (s)		19.0	19.0		19.0	19.0	7.0	7.0	7.0	7.0	7.0	
Flash Don't Walk (s)		7.0	7.0		7.0	7.0	21.0	21.0	21.0	21.0	21.0	
Pedestrian Calls (#/hr)		5	5		5	5	5	5	5	5	5	
Act Effect Green (s)	7.2	81.8	81.8	12.2	91.3	91.3		18.6	18.6	18.6	18.6	
Actuated g/C Ratio	0.06	0.63	0.63	0.09	0.70	0.70		0.14	0.14	0.14	0.14	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.23	0.68	0.18	0.52	0.71	0.01		0.77	0.46	0.49	0.41	
Control Delay (s/veh)	61.8	19.6	8.2	67.6	16.4	0.0		84.3	14.6	59.9	16.3	
Queue Delay	0.0	0.1	0.0	0.0	3.9	0.0		0.0	0.0	0.0	0.0	
Total Delay (s/veh)	61.8	19.8	8.2	67.6	20.3	0.0		84.3	14.6	59.9	16.3	
LOS	E	B	A	E	C	A		F	B	E	B	
Approach Delay (s/veh)		19.2			22.5			44.6			33.0	
Approach LOS		B			C			D			C	
Queue Length 50th (m)	5.5	129.5	6.6	20.7	139.6	0.0		27.3	3.4	19.0	5.0	
Queue Length 95th (m)	m10.5	146.2	15.8	37.6	221.1	0.0		44.2	20.6	32.4	21.4	
Internal Link Dist (m)		129.6			337.0			30.8			22.2	
Turn Bay Length (m)	50.0		20.0	45.0		100.0			50.0			
Base Capacity (vph)	105	2111	931	161	2403	958		258	466	291	474	
Starvation Cap Reductn	0	114	0	0	0	0		0	0	0	0	
Spillback Cap Reductn	0	0	0	0	599	0		0	0	0	18	
Storage Cap Reductn	0	0	0	0	0	0		0	0	0	0	
Reduced v/c Ratio	0.21	0.71	0.18	0.52	0.95	0.01		0.42	0.31	0.27	0.28	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 36 (28%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay (s/veh): 23.1

Intersection LOS: C

Intersection Capacity Utilization 111.1%

ICU Level of Service H

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Loblaws SC/Government of Canada Access & Baseline Rd



Lanes, Volumes, Timings
4: Merivale Rd & Baseline Rd

Total 2039 PM - all LT from Baseline fully prot.syn
07/28/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	299	1344	5	223	1183	182	0	555	273	335	959	616
Future Volume (vph)	299	1344	5	223	1183	182	0	555	273	335	959	616
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	120.0		0.0	200.0		40.0	0.0		80.0	120.0		50.0
Storage Lanes	1		0	1		1	0		1	2		1
Taper Length (m)	25.0			0.0			0.0			30.0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	0.99	1.00		1.00		0.93			0.94	0.97		0.96
Frt		0.999				0.850			0.850			0.850
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	1712	3387	0	1712	3424	1547	0	3390	1517	3321	3390	1532
Flt Permitted	0.950			0.950						0.950		
Satd. Flow (perm)	1693	3387	0	1704	3424	1442	0	3390	1432	3206	3390	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						134			237			284
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		361.0			275.5			134.8			133.9	
Travel Time (s)		21.7			16.5			8.1			8.0	
Confl. Peds. (#/hr)	46		24	24		46			30	30		20
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	1%	2%	0%	1%	1%	0%	0%	2%	2%	1%	2%	1%
Adj. Flow (vph)	299	1344	5	223	1183	182	0	555	273	335	959	616
Shared Lane Traffic (%)												
Lane Group Flow (vph)	299	1349	0	223	1183	182	0	555	273	335	959	616
Turn Type	Prot	NA		Prot	NA	Perm		NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases						6			8			4
Detector Phase	5	2		1	6	6		8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.1	41.1		12.1	41.1	41.1		34.6	34.6	11.5	34.6	34.6
Total Split (s)	25.0	60.0		25.0	60.0	60.0		35.0	35.0	20.0	55.0	55.0
Total Split (%)	17.9%	42.9%		17.9%	42.9%	42.9%		25.0%	25.0%	14.3%	39.3%	39.3%
Maximum Green (s)	17.9	52.9		17.9	52.9	52.9		28.4	28.4	13.5	48.4	48.4
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7		3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	3.4	3.4		3.4	3.4	3.4		2.9	2.9	2.8	2.9	2.9
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.1	7.1		7.1	7.1	7.1		6.6	6.6	6.5	6.6	6.6
Lead/Lag	Lead	Lag		Lead	Lag	Lag		Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max		None	None	None	None	None
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		27.0			27.0	27.0		21.0	21.0		21.0	21.0
Pedestrian Calls (#/hr)		5			5	5		5	5		5	5
Act Effect Green (s)	19.2	52.9		19.2	52.9	52.9		27.1	27.1	13.5	47.1	47.1
Actuated g/C Ratio	0.14	0.38		0.14	0.38	0.38		0.19	0.19	0.10	0.34	0.34
v/c Ratio	1.28	1.05		0.95	0.91	0.29		0.85	0.58	1.05	0.84	0.90

Lanes, Volumes, Timings
4: Merivale Rd & Baseline Rd

Total 2039 PM - all LT from Baseline fully prot.syn

07/28/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	199.8	82.9		106.9	53.2	10.2		67.3	14.5	122.7	50.8	41.2
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	199.8	82.9		106.9	53.2	10.2		67.3	14.5	122.7	50.8	41.2
LOS	F	F		F	D	B		E	B	F	D	D
Approach Delay (s/veh)		104.1			55.8			49.9			60.3	
Approach LOS		F			E			D			E	
Queue Length 50th (m)	~108.9	~214.3		~65.2	162.7	8.5		77.8	8.2	~51.8	127.1	97.2
Queue Length 95th (m)	#166.3	#257.0		#116.9	#204.4	25.7		99.2	35.9	#82.5	153.9	#172.0
Internal Link Dist (m)		337.0			251.5			110.8			109.9	
Turn Bay Length (m)	120.0			200.0		40.0			80.0	120.0		50.0
Base Capacity (vph)	234	1279		234	1293	628		687	479	320	1171	693
Starvation Cap Reductn	0	0		0	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0		0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0		0	0	0	0	0
Reduced v/c Ratio	1.28	1.05		0.95	0.91	0.29		0.81	0.57	1.05	0.82	0.89

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 19 (14%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.28

Intersection Signal Delay (s/veh): 69.7

Intersection LOS: E

Intersection Capacity Utilization 106.0%

ICU Level of Service G

Analysis Period (min) 15

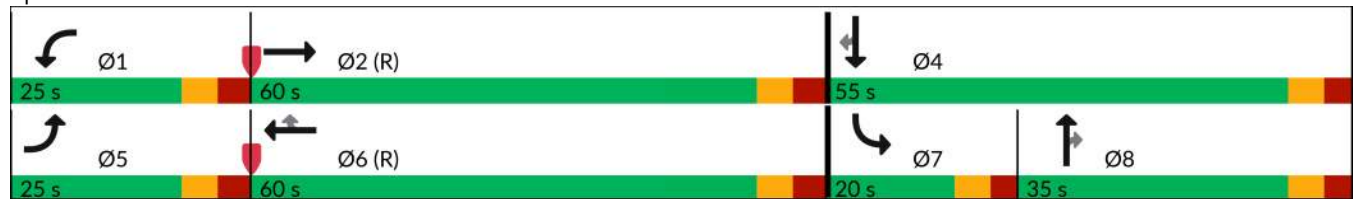
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: Merivale Rd & Baseline Rd





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