

# 3030 St-Joseph Boulevard

## Transportation Impact Assessment

Step 1 Screening Report

Step 2 Scoping Report

Step 3 Forecasting Report

Step 4 Strategy Report (Revision #1)

Prepared for:

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PN: 2023-055

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## 1 Screening

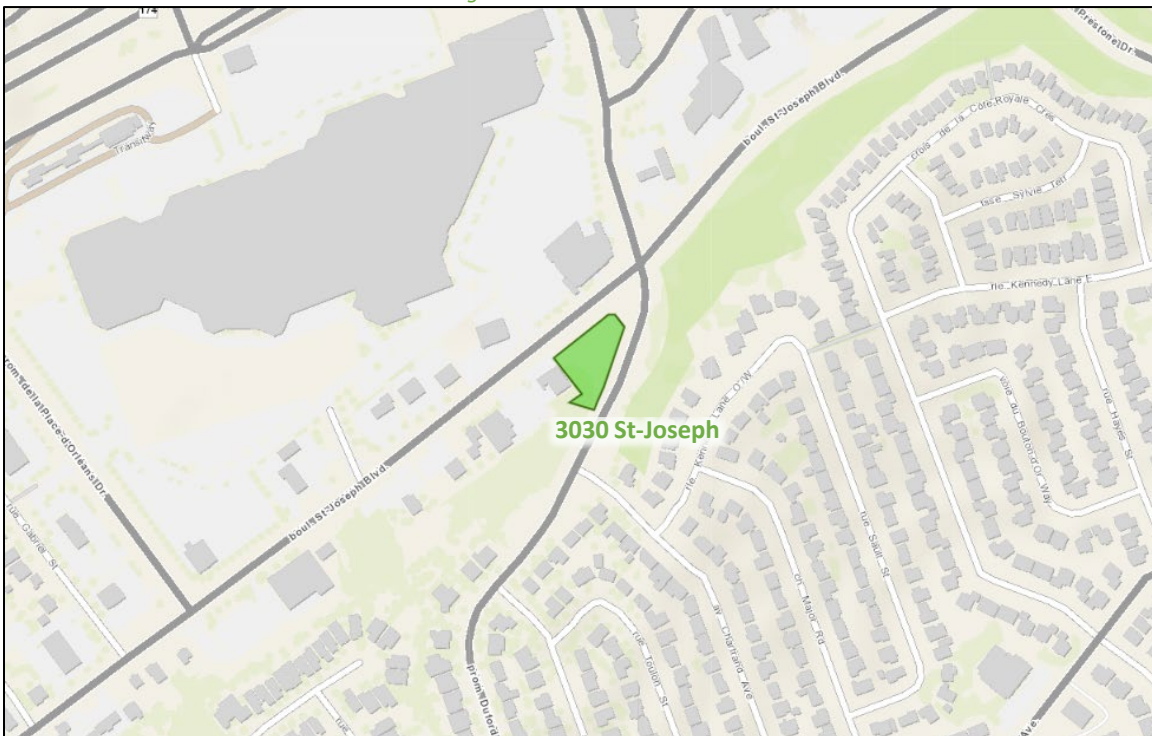
This study has been prepared according to the City of Ottawa's 2017 Transportation Impact Assessment (TIA) Guidelines, and was initially prepared before the 2023 Revisions to the TIA Guidelines. Accordingly, a Step 1 Screening Form has been prepared and is included as Appendix A, along with the Certification Form for the TIA Study PM. As shown in the Screening Form, a TIA is required including the Design Review component and the Network Impact Component. This study has been prepared to support a zoning by-law amendment and site plan application.

## 2 Existing and Planned Conditions

### 2.1 Proposed Development

The development site is located at 3030 St-Joseph Boulevard and is zoned as Arterial Mainstreet Zone (AM3[2705] S438). The development is proposed as an 18-storey mixed-used building comprising 206 residential dwelling units and 2,050 sq. ft. of commercial space, to be built by 2025. A similar building layout for a 16-storey tower as was previously approved for a prior zoning amendment. The development is to be accessed by a right-in/right-out access on St-Joseph Boulevard, and a total of 145 vehicle parking spaces and 213 bicycle parking spaces are proposed. The development is within the Orléans Corridor Secondary Plan Study area. Figure 1 illustrates the study area context. Figure 2 illustrates the proposed concept plan.

Figure 1: Area Context Plan



Source: <http://maps.ottawa.ca/geoOttawa/> Accessed: April 25, 2023

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### LEGAL DESCRIPTION

**TOPOGRAPHICAL PLAN OF SURVEY**  
PART I Plan of Survey and 4  
**REGISTERED PLAN 17**  
CITY OF OTTAWA

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### PROJECT INFORMATION

**SITE AREA**  
TOTAL AREA: 10,000 sq. ft.  
REQUIRED: 10,000 sq. ft.  
EXCESS: 0 sq. ft.

**PERMITTED**  
15 STORY TOWER (18H OUTLINE)  
15 STORY TOWER (18H OUTLINE)  
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15 STORY TOWER (18H OUTLINE)

**NOTATION SYMBOLS:**  
① INDICATES OVERLAP POINTS. REFER TO EACH DRAWING FOR DETAILS.  
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### 1 SITE PLAN

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PLOT DATE: Monday, February 19, 2024

PLOT SCALE: 1:1

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## 2.2 Existing Conditions

### 2.2.1 Area Road Network

*St-Joseph Boulevard:* St Joseph Boulevard is a City of Ottawa arterial road with a four-lane urban cross-section. It is an undivided cross-section west of Duford Drive, and it transitions to divided cross-section east of Duford Drive. The posted speed limit is 50km/h west of Prestone Drive, and it transitions to 60km/h east of Prestone Drive. Sidewalks are present on both sides of the road. Within the study area, the Ottawa Official Plan protects a right-of-way of 32.0 metres from the west to Edgar Brault Street, 26.0 metres from Edgar Brault Street to Gabriel Street, 32.0 metres from Gabriel Street to 130 m west of Duford Drive and 37.5 metres to the east. St Joseph Boulevard is a designated truck route.

*Place d'Orleans Drive:* Place d'Orleans Drive is a City of Ottawa arterial road with a four-lane divided urban cross-section, with the section from OR 174 on-ramp to Duford Drive becoming an undivided roadway. Sidewalks are present on both sides of the road except on the north/east side of the road between Champlain Street and Centrum Boulevard and on the south side between the OR 174 off-ramp and Champlain Street. The posted speed limit is 60 km/h, and the Ottawa Official Plan protects a right-of-way of 37.5 metres within the study area. Place d'Orleans Drive is a designated truck route.

*Duford Drive:* Duford Drive is a City of Ottawa collector road with a two-lane urban cross-section. Sidewalks are provided on both sides of the road north of Chartrand Avenue and are provided on the east side of the road to the south. The posted speed limit is 40 km/h, and the Ottawa Official Plan protects a right-of-way of 24.0 metres within the study area.

*Centrum Boulevard:* Centrum Boulevard is a City of Ottawa collector with a two-lane urban cross-section. Sidewalks are provided on both sides of the road, and angle parking is provided on both sides of the road east of Brisebois Crescent (E) within the study area. The posted speed limit is 40 km/h, and the measured right-of-way is 26.0 metres.

*Napoleon Way:* Napoleon Way is a City of Ottawa local road with a two-lane cross-section. Sidewalks are present on the west side of the road. The unposted speed limit is assumed to be 50 km/h. The existing right-of-way is 30.0 metres.

### 2.2.2 Existing Intersections

The existing key intersections within 400 metres of the site have been summarized below:

*Centrum Boulevard at Place d'Orleans Drive* The intersection of Centrum Boulevard at Place d'Orleans Drive is a signalized intersection. The northbound and southbound approaches each consist of a shared left-turn/through lane and a shared through/right-turn lane. The private eastbound approach consists of a left-turn lane, a through lane, and a channelized right-turn lane, and the westbound approach consists of an auxiliary left-turn lane and a shared through/channelized right-turn lane. No turn restrictions were noted.

*St-Joseph Boulevard at Place d'Orleans Drive (W)* The intersection of St-Joseph Boulevard at Place d'Orleans Drive (W) is a signalized intersection. The private northbound approach consists of an auxiliary left-turn lane and a shared through/right-turn lane and the southbound approach consists of a left-turn lane, a through lane, and an auxiliary right-turn lane. The eastbound and westbound approaches each consist of an auxiliary left-turn lane, a through lane,



and a shared through/right-turn lane. No turn restrictions were noted.

*St-Joseph Boulevard at Napoleon Way*

The intersection of St-Joseph Boulevard at Napoleon Way is a signalized T-intersection. The southbound approach consists of a shared left-turn/right-turn lane. The eastbound approach consists of an auxiliary left-turn lane and two through lanes, and the westbound approach consists of two through lanes and an auxiliary right-turn lane. No turn restrictions were noted.

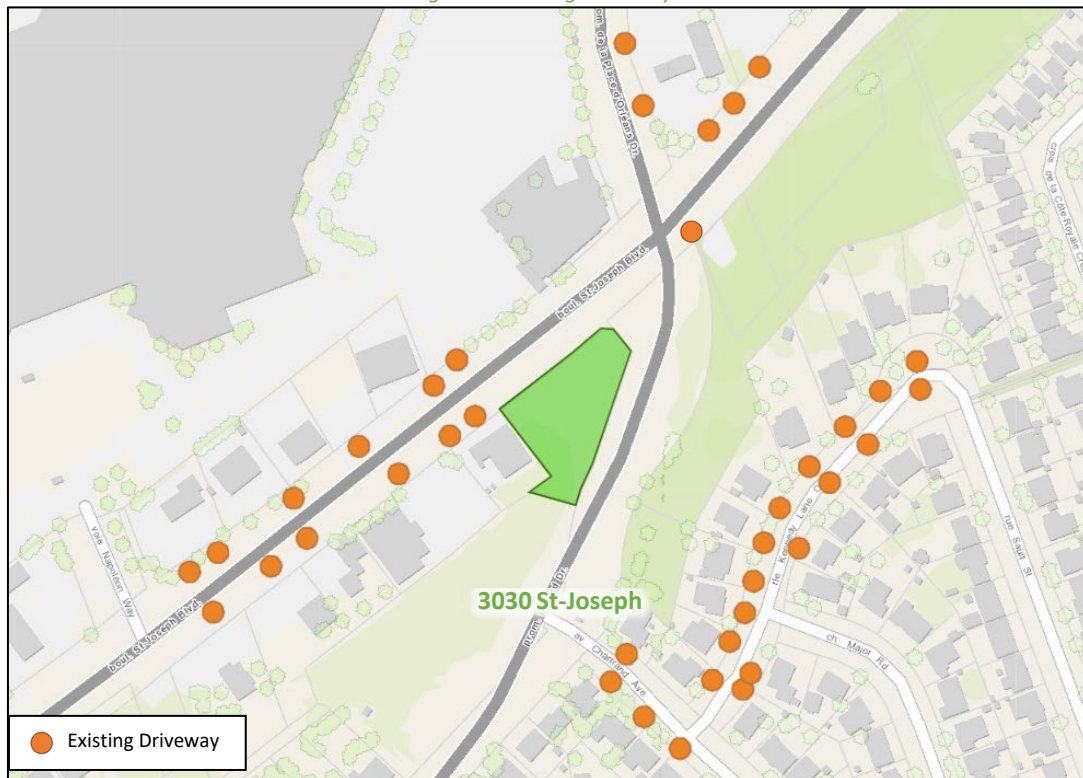
*St-Joseph Boulevard at Place d’Orleans Drive (E)/ Duford Drive*

The intersection of St-Joseph Boulevard at Place d’Orleans Drive (E)/ Duford Drive is a signalized intersection. The northbound approach consists of an auxiliary left-turn lane and a shared through/right-turn lane, and the southbound approach consists of an auxiliary left-turn lane, a through lane, and a right-turn lane. The eastbound and westbound approaches each consist of an auxiliary left-turn lane, a through lane, and a shared through/channelized right-turn lane. No turn restrictions were noted.

2.2.3 Existing Driveways

Within 200 metres of the site accesses, driveways to auto shops, a clinic, a restaurant, retail stores, and commercial offices are located on St-Joseph Boulevard west of Place d’Orleans Drive (E). Two driveways on each Place d’Orleans Drive (E) and St-Joseph Boulevard are provided to a gas station with car wash. A driveway to a retail plaza is located on St-Joseph Boulevard east of Place d’Orleans Drive (E). Driveways to single dwelling units are present on Chartrand Avenue and Kennedy Lane West. Figure 3 illustrates the existing driveways.

Figure 3: Existing Driveways



Source: <http://maps.ottawa.ca/geoOttawa/> Accessed: April 25, 2023

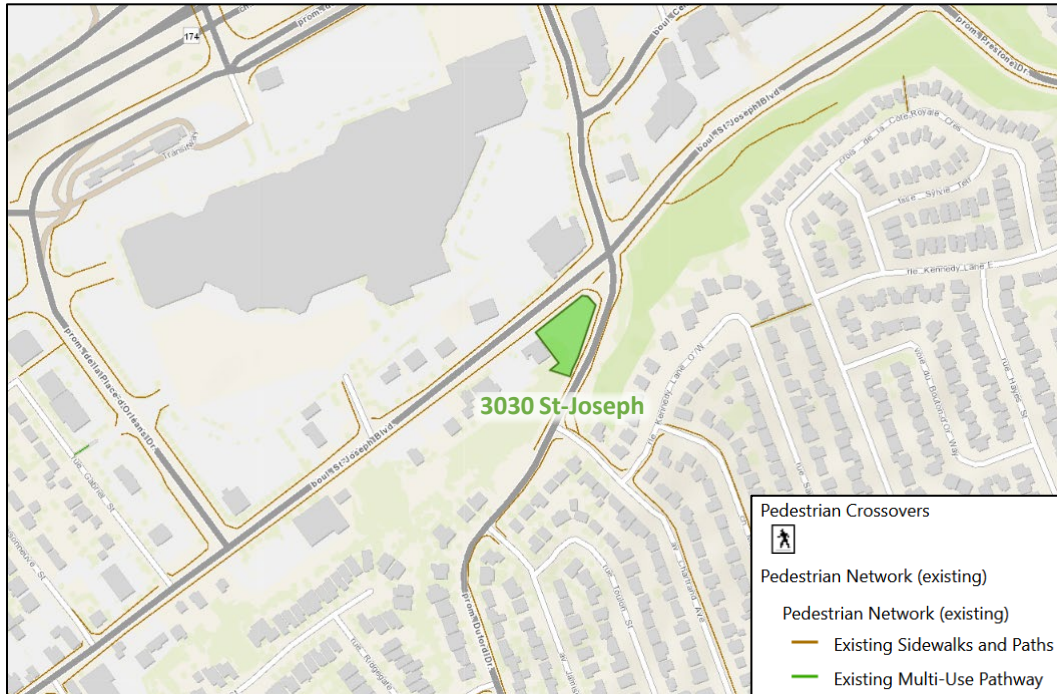
2.2.4 Cycling and Pedestrian Facilities

Figure 4 illustrates the pedestrian facilities in the study area and Figure 5 illustrates the cycling facilities.

Within the study area, sidewalks are provided on both sides along St Joseph Boulevard, Place d’Orleans Drive, and Centrum Boulevard, and on one side of Napoleon Way. Sidewalks are also provided on the east side of Duford Drive, and on the west side of Duford Drive between St Joseph Boulevard and Chartrand Avenue.

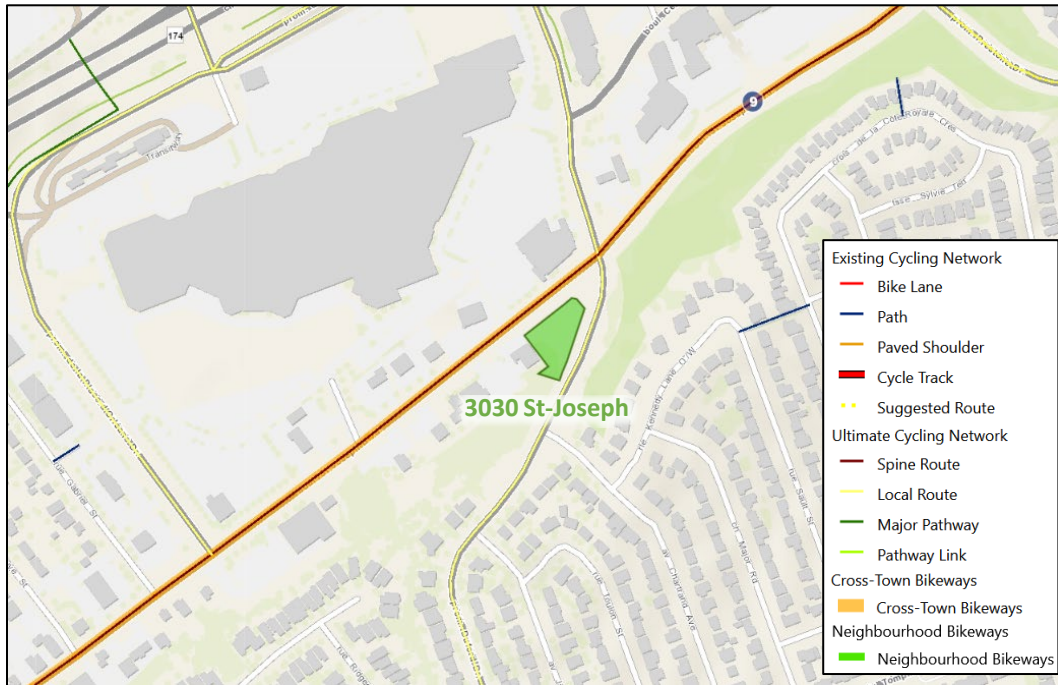
St Joseph Boulevard is a cycling spine route and a cross-town bikeway, and Place d’Orleans Drive and Duford Drive are local routes.

Figure 4: Study Area Pedestrian Facilities



Source: <http://maps.ottawa.ca/geoOttawa/> Accessed: April 25, 2023

Figure 5: Study Area Cycling Facilities



Source: <http://maps.ottawa.ca/geoOttawa/> Accessed: April 25, 2023

Pedestrian and cyclist volumes included in study area intersection counts, presented in Section 2.2.7, have been compiled and are illustrated in Figure 6 and Figure 7, respectively.

Figure 6: Existing Pedestrian Volumes

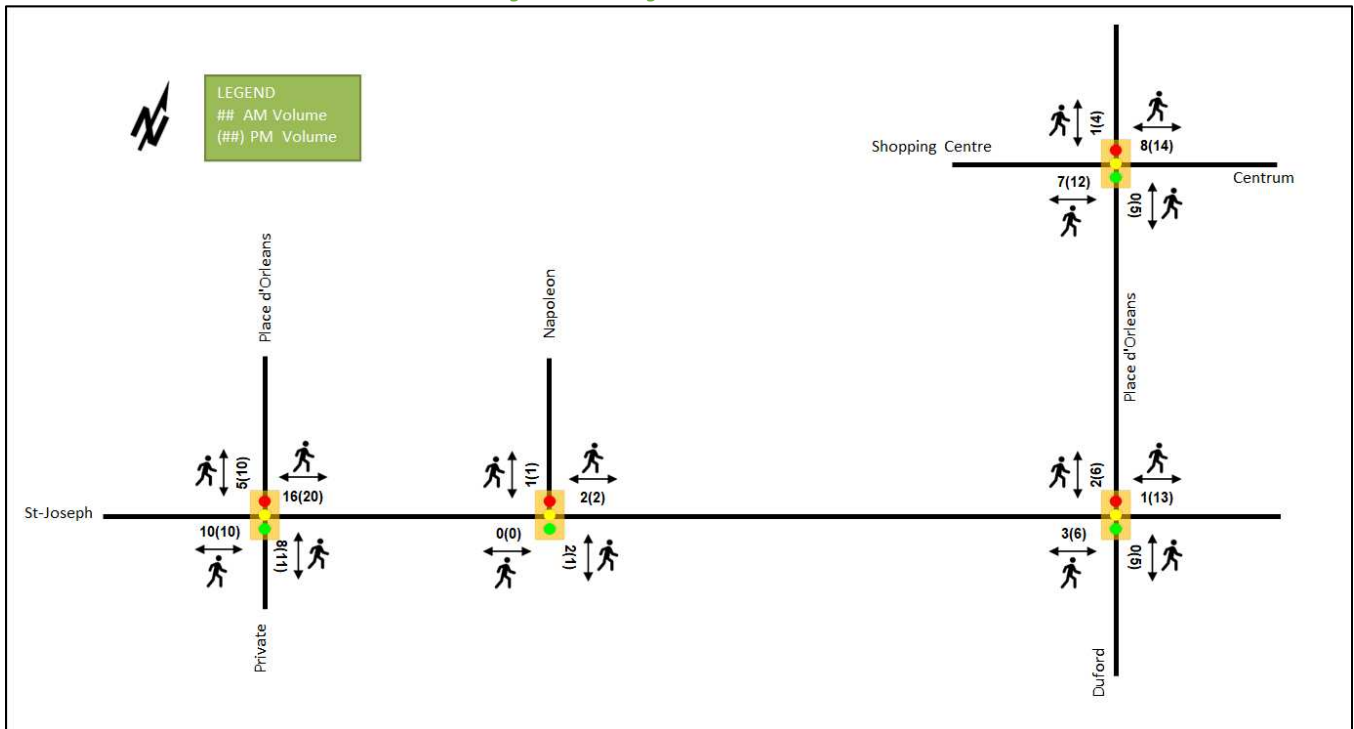
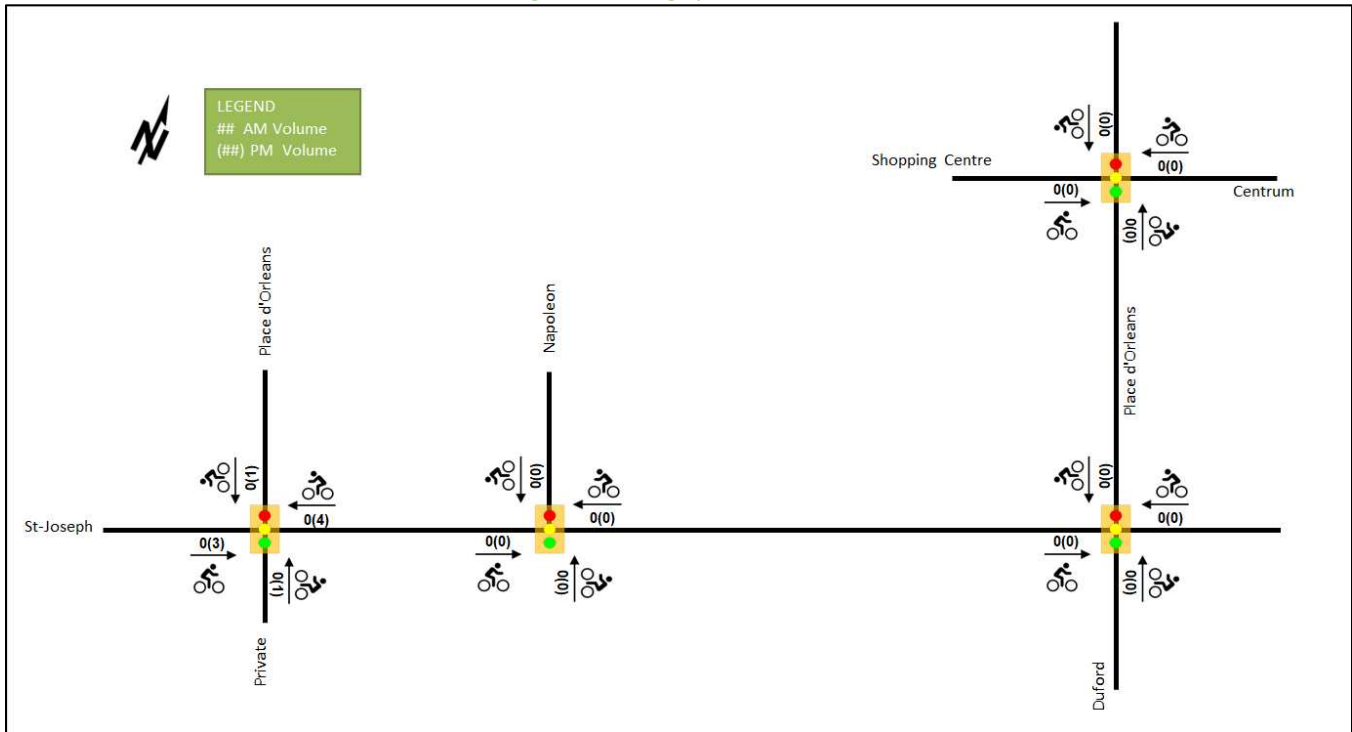


Figure 7: Existing Cyclist Volumes



### 2.2.5 Existing Transit

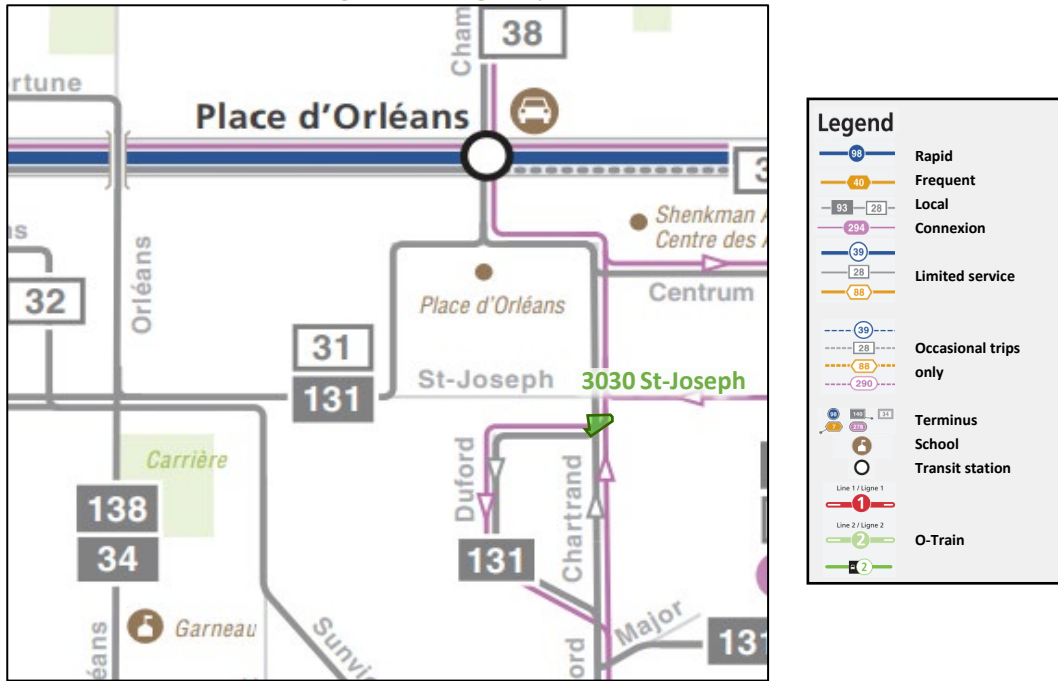
Figure 8 illustrates the transit system map in the study area and Figure 9 illustrates the existing transit stops within 400 metres of the site as well as the existing Bus Rapid Transit (BRT) and the future Light Rail Transit (LRT) within 600 metres of the site. All transit information is from April 22, 2023 and is included for general information purposes and context to the surrounding area.

Within the study area, routes #37, #131, #234, and #632 travel along Place d’Orleans Drive and Duford Drive, routes #33, #35, and #636 travel along Place d’Orleans Drive and Centrum Boulevard. The frequency of these routes within proximity of the proposed site based on April 25, 2023 service levels are:

- Route # 33 – 30-minute service all day
- Route # 35 – 30-minute service all day
- Route # 37 – 30-minute service all day, one-hour service after 6:00 PM, service until 8:00 PM
- Route # 131 – 30-minute service all day
- Route # 234 – 30-minute service in the peak period/direction
- Route # 632 – One bus in the peak period/direction
- Route # 636 – One bus in the peak period/direction

Additionally, Place d’Orleans BRT station, future Place d’Orleans LRT station and future Orleans Town Centre are within 800 metres of the site.

Figure 8: Existing Study Area Transit Service



Source: <http://www.octranspo.com/> Accessed: April 25, 2023

Figure 9: Existing Study Area Transit Stops



Source: <http://www.octranspo.com/> Accessed: April 25, 2023

2.2.6 Existing Area Traffic Management Measures

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

2.2.7 Existing Peak Hour Travel Demand

Existing turning movement counts were acquired from the City of Ottawa for the existing study area intersections. The volumes were balanced along the St-Joseph Boulevard and Place d’Orleans Drive corridors. Table 1 summarizes the intersection count dates.

Table 1: Intersection Count Date

Intersection	Count Date
Centrum Boulevard at Place d’Orleans Drive (E)	Thursday, January 31, 2019
St-Joseph Boulevard at Place d’Orleans Drive (W)	Thursday, August 29, 2019
St-Joseph Boulevard at Napoleon Way	Tuesday, February 06, 2018
St-Joseph Boulevard at Place d’Orleans Drive / Duford Drive	Tuesday, March 20, 2018

Figure 10 illustrates the existing traffic counts and Table 2 summarizes the existing intersection operations. The level of service for signalized intersections is based on volume to capacity ratio (v/c) calculations for individual lane movements and HCM 2000 v/c calculations for the overall intersection. Detailed turning movement count data is included in Appendix B and the Synchro worksheets are provided in Appendix C.

Figure 10: Existing Traffic Counts

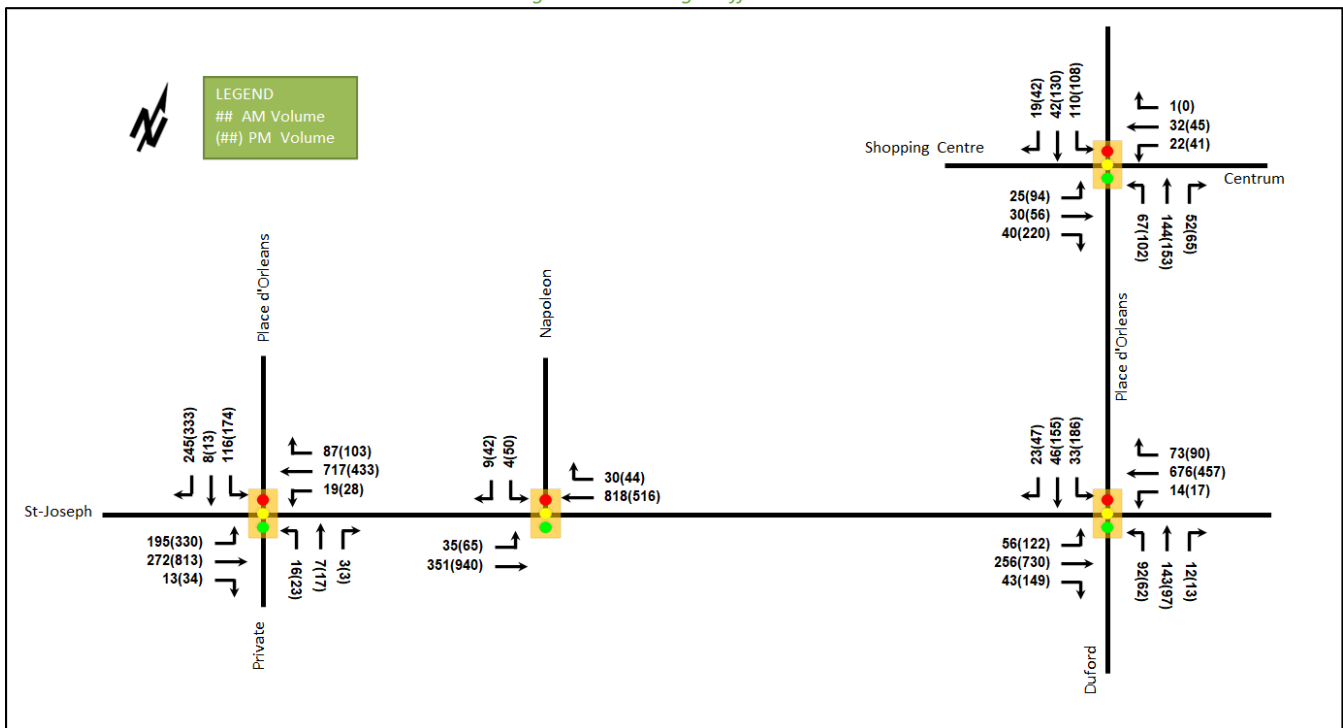


Table 2: Existing Intersection Operations

Intersection	Lane	AM Peak Hour				PM Peak Hour			
		LOS	V/C	Delay (s)	Q (95 <sup>th</sup> )	LOS	V/C	Delay (s)	Q (95 <sup>th</sup> )
Centrum Boulevard at Place d'Orleans Drive (E) Signalized	EBL	A	0.13	24.8	7.8	A	0.49	38.4	25.9
	EBT	A	0.11	24.4	8.6	A	0.21	29.7	16.1
	EBR	A	0.15	8.4	6.2	A	0.54	8.5	15.7
	WBL	A	0.11	24.4	7.1	A	0.22	30.4	13.3
	WBT/R	A	0.12	24.1	9.2	A	0.17	28.9	13.8
	NB	A	0.15	4.7	15.3	A	0.21	5.2	18.7
	SB	A	0.12	5.3	11.5	A	0.20	5.4	17.3
	<b>Overall</b>	<b>A</b>	<b>0.15</b>	<b>8.8</b>	-	<b>A</b>	<b>0.26</b>	<b>12.2</b>	-
St-Joseph Boulevard at Place d'Orleans Drive (W) Signalized	EBL	A	0.54	10.5	24.6	B	0.66	18.1	#87.4
	EBT/R	A	0.14	5.2	16.1	A	0.43	10.6	81.6
	WBL	A	0.04	8.1	3.3	A	0.14	17.6	5.7
	WBT/R	A	0.52	13.1	76.3	A	0.43	16.2	27.2
	NBL	A	0.08	29.9	7.7	A	0.16	39.4	10.9
	NBT/R	A	0.04	24.9	5.1	A	0.10	33.8	9.1
	SBL	A	0.60	45.7	35.1	C	0.80	57.0	43.8
	SBT	A	0.03	28.5	4.8	A	0.04	24.8	5.7
	SBR	A	0.60	10.9	21.3	B	0.62	7.5	17.8
<b>Overall</b>	<b>A</b>	<b>0.58</b>	<b>13.6</b>	-	<b>C</b>	<b>0.77</b>	<b>16.7</b>	-	
St-Joseph Boulevard at Napoleon Way Signalized	EBL	A	0.08	2.6	3.9	A	0.12	2.8	m4.5
	EBT	A	0.13	1.6	11.5	A	0.39	3.0	23.3
	WBT	A	0.30	3.0	53.8	A	0.25	8.8	45.5
	WBR	A	0.02	2.0	3.5	A	0.05	4.0	6.0
	SBL/R	A	0.06	18.6	4.9	A	0.42	28.7	23.0
	<b>Overall</b>	<b>A</b>	<b>0.32</b>	<b>2.7</b>	-	<b>A</b>	<b>0.43</b>	<b>6.3</b>	-
St-Joseph Boulevard at Place d'Orleans Drive(E) / Duford Drive Signalized	EBL	A	0.38	26.4	15.9	B	0.69	44.5	#41.0
	EBT/R	A	0.29	24.9	38.6	E	0.94	53.4	#164.1
	WBL	A	0.04	19.2	6.1	A	0.12	23.1	7.3
	WBT/R	D	0.81	40.9	#115.6	C	0.73	40.5	77.6
	NBL	A	0.56	55.9	35.5	A	0.45	53.6	26.3
	NBT/R	A	0.25	24.4	43.1	A	0.24	28.8	33.3
	SBL	A	0.30	51.5	16.9	C	0.78	62.1	#68.0
	SBT	A	0.09	27.8	17.0	A	0.25	24.9	43.0
	SBR	A	0.05	0.2	0.0	A	0.08	0.2	0.0
<b>Overall</b>	<b>A</b>	<b>0.55</b>	<b>35.2</b>	-	<b>C</b>	<b>0.71</b>	<b>45.6</b>	-	

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

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

The existing study area intersections are generally expected to operate well during both peak hours.

During the AM peak hour, the westbound through/right-turn movement at the intersection of St-Joseph Boulevard at Place d'Orleans Drive (E)/ Duford Drive may exhibit extended queues.

During the PM peak hour, the eastbound left-turn movement at the intersection of St-Joseph Boulevard at Place d'Orleans Drive (W) and the eastbound left-turn, eastbound shared through/right-turn, and southbound left-turn movements may exhibit extended queues.

2.2.8 Collision Analysis

Collision data have been acquired from the City of Ottawa open data website (data.ottawa.ca) for five years prior to the commencement of this TIA for the surrounding study area road network. Table 3 summarizes the collision types and conditions in the study area, Figure 11 illustrates the intersections and segments analyzed, and Table 4 summarizes the total collisions for each of these locations. Collision data are included in Appendix D.

Table 3: Study Area Collision Summary, 2016-2020

Total Collisions		Number	%
		<b>41</b>	<b>100%</b>
Classification	Fatality	0	0%
	Non-Fatal Injury	9	22%
	Property Damage Only	32	78%
Initial Impact Type	Angle	10	24%
	Rear end	16	39%
	Sideswipe	3	7%
	Turning Movement	7	17%
	SMV Other	5	12%
Road Surface Condition	Dry	27	66%
	Wet	8	20%
	Loose Snow	1	2%
	Packed Snow	3	7%
	Ice	2	5%
Pedestrian Involved		1	2%
Cyclists Involved		1	2%

Figure 11: Study Area Collision Records

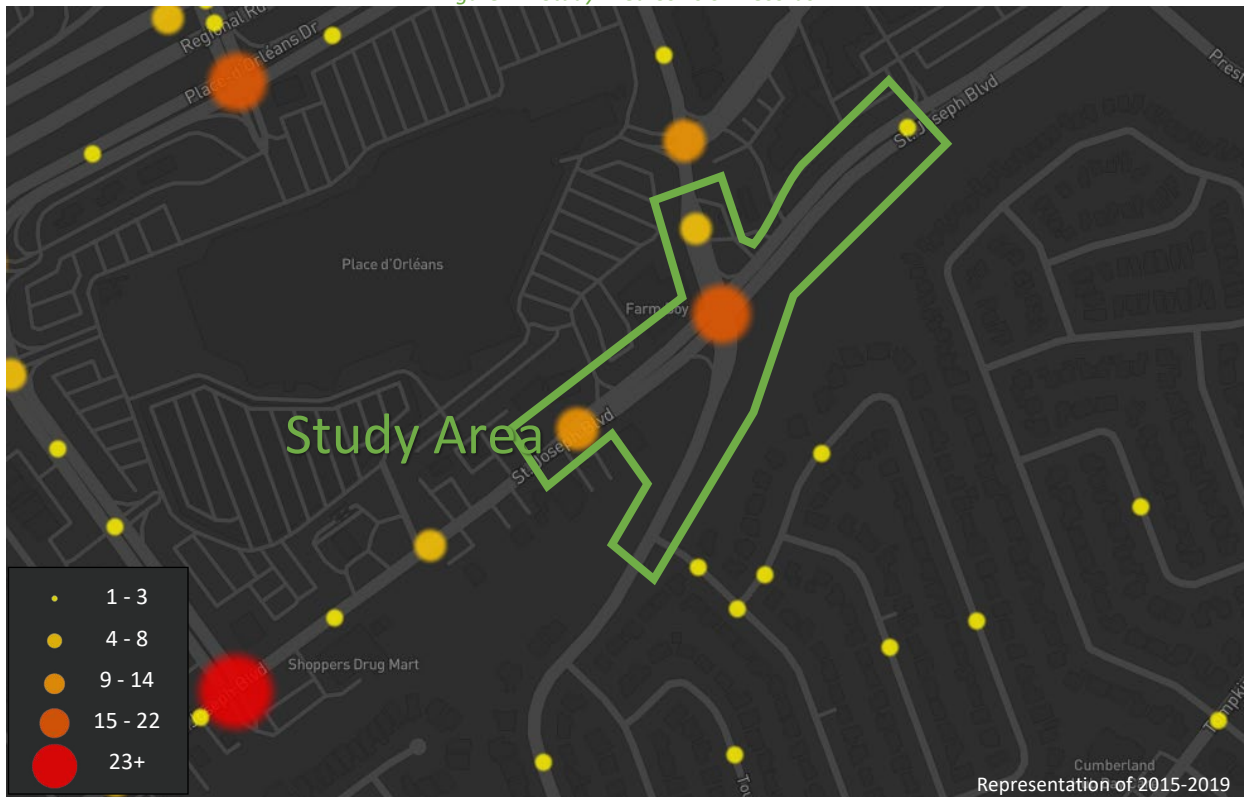




Table 4: Summary of Collision Locations, 2016-2020

	Number	%
<b>Intersections / Segments</b>	<b>41</b>	<b>100%</b>
St. Joseph Blvd @ Duford Dr/Place d'Orleans Dr	23	56%
St. Joseph Blvd btwn St. Joseph Blvd & Place d'Orleans Dr	9	22%
Place d'Orleans Dr btwn Centrum Blvd & St. Joseph Blvd	7	17%
St. Joseph Blvd btwn Place d'Orleans Dr & Prestone Dr	2	5%

Within the study area, the intersections of St. Joseph Boulevard at Duford Drive/Place d'Orleans Drive is noted to have experienced higher collisions than other locations. Table 5 summarizes the collision types and conditions for each of the location.

Table 5: St. Joseph Boulevard at Duford Drive/Place d'Orleans Drive Collision Summary

		Number	%
<b>Total Collisions</b>		<b>23</b>	<b>100%</b>
<b>Classification</b>	Fatality	0	0%
	Non-Fatal Injury	5	22%
	Property Damage Only	18	78%
<b>Initial Impact Type</b>	Angle	3	13%
	Rear end	13	57%
	Sideswipe	2	9%
	Turning Movement	2	9%
	SMV Other	3	13%
<b>Road Surface Condition</b>	Dry	15	65%
	Wet	4	17%
	Loose Snow	1	4%
	Packed Snow	2	9%
	Ice	1	4%
<b>Pedestrian Involved</b>		<b>1</b>	<b>4%</b>
<b>Cyclists Involved</b>		<b>0</b>	<b>0%</b>

The St. Joseph Boulevard at Duford Drive/Place d'Orleans Drive intersection had a total of 23 collisions during the 2016-2020 time period, with 18 involving property damage only and the remaining five having non-fatal injuries. The collision types are most represented by rear end with 13 collisions, followed by three collisions each for angle and SMV (other), and the remaining collisions split between the sideswipe and turning movement. Rear end collisions are typical of congested conditions, but may be influenced by the intersection skew, the horizontal curve and downslope on Duford Drive, or the sweeping eastbound right-turn. Weather conditions do not affect collisions at this location. No further examination of collisions at this location is required as part of this study.

### 2.3 Planned Conditions

#### 2.3.1 Changes to the Area Transportation Network

##### 2.3.1.1 City Official Plan (2021)

Within the Official Plan, the ultimate transit network diagram shows an LRT line along OR 174, with a station located at Place d'Orleans connecting to the existing park and ride/station, and a future station north of the site, currently called 'Orleans Town Centre'. This latter station is currently unfunded and will not be considered within this study.

2.3.1.2 Stage 2 LRT

Place d’Orleans station, which is located approximately 700 metres walking distance from the site, is identified as one of the east extension stations in the Stage 2 Light Rail Transit (LRT) project and will be expanded to accommodate LRT. The completion of the east extension is anticipated by the end of 2024.

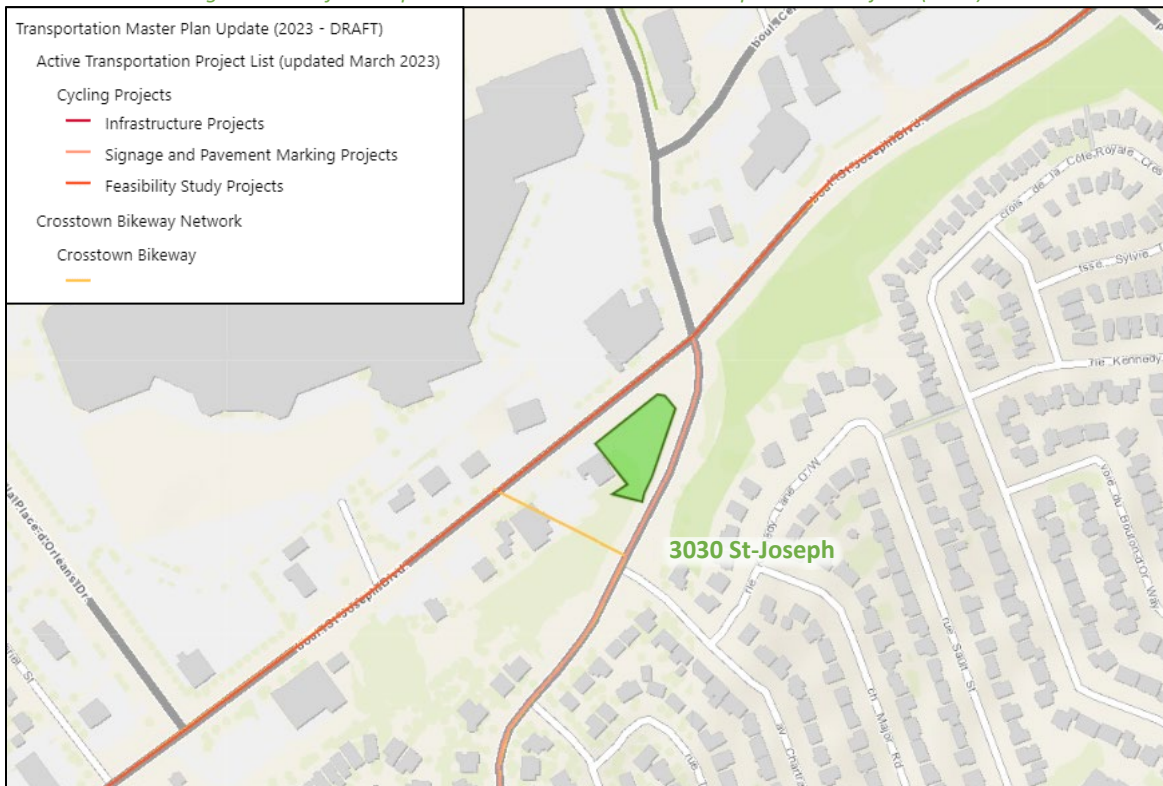
2.3.1.3 Orléans Corridor Secondary Plan

The St. Joseph Boulevard concept plan identified St Joseph Boulevard to be transform from the road right-of-way into a pedestrian-oriented mainstreet in Orléans Corridor Secondary Plan. The potential future changes including a reduction in vehicle travel lanes, separated cycling facilities, wider sidewalks, and improved bus transit facilities. No timelines have been confirmed and therefore these changes are considered beyond the TIA study horizons. Plans can be found on the City’s website.

2.3.1.4 Transportation Master Plan Part One (2023)

From the Transportation Master Plan Part One (2023), St Joseph Boulevard and Duford Drive are cross-town bikeways. The active Transportation project Lists (March 2023) identify a feasibility study of cycling facilities on St-Joseph Boulevard between Forest Valley Drive and Tenth Line Road, as part of the Orléans Corridor Secondary Plan Study. A signage and pavement marking cycling project is identified along Duford Drive which is understood to include bike lanes south of St-Joseph Boulevard. Figure 12 illustrates the active transportation projects from the Draft Transportation Master Plan (2023).

Figure 12: Draft Transportation Master Plan Active Transportation Projects (2023)



Source: <http://maps.ottawa.ca/geoOttawa/> Accessed: April 26, 2023

### 2.3.2 Other Study Area Developments

#### *3277 St Joseph Boulevard*

The proposed development application includes a site plan for the construction of two apartment buildings with a total of 273 dwellings. The development is forecast to be built out in 2024 and generate 58 new AM and 60 new PM two-way peak-hour auto trips. (Novatech, 2023)

#### *3459 & 3479 St Joseph Boulevard*

The proposed development application includes a zoning by-law amendment to permit the construction of 328 apartment units. The development was initially forecast to be built out in 2022 and to generate 141 new AM and 179 new PM two-way peak-hour auto trips. The new build-out horizon is assumed to be 2024. (Novatech, 2022)

#### *360 Kennedy Lane East*

The proposed development application includes a zoning by-law amendment and site plan to construct 81 residential dwelling units. No TIA is expected to be warranted for this development.

#### *211 Centrum Boulevard*

The proposed development application includes a site plan for the construction of a 17-storey retirement home comprising 394 retirement dwelling units. The development is forecast to be built out in 2024 to generate 46 new AM and 57 new PM two-way peak-hour auto trips. (CGH, 2021)

#### *265 Centrum Boulevard*

The proposed development application includes a zoning bylaw amendment and site plan for the construction of 363 residential units, 8,970 sq. ft retail space, and 31,570 sq. ft office space. The development is forecast to be built out in 2028 and to generate 210 new AM and 248 new PM two-way peak-hour auto trips. (CGH, 2023)

## 3 Study Area and Time Periods

### 3.1 Study Area

The study area will include the intersections of:

- St-Joseph Boulevard at
  - Place d'Orleans Drive (W)
  - Napoleon Way
  - Place d'Orleans Drive (E)/ Duford Drive
- Centrum Boulevard at
  - Place d'Orleans Drive (E)

The boundary road will be St-Joseph Boulevard and Duford Drive. TRANS screenline SL-45 is located to the west of the Place d'Orleans Mall and will not be assessed as part of this study.

City Staff have requested rationalization for the study area for the site to exclude the intersections of St Joseph Boulevard at Prestone Drive, Place d'Orleans Boulevard at OR-174 off-ramp and Place d'Orleans Boulevard at Champlain Street. The TOD nature of the site will produce minimal auto trips to the area road network and, particularly at these intersections, only contribute to the mainline or primary movements at the intersections with dedicated facilities to accommodate the primary routing of area drivers. It is anticipated that the trips will be less than 10 additional vehicles at any of these intersections and would not be describable from general background growth. Therefore, these intersections have been excluded from the study.

### 3.2 Time Periods

As the proposed development is composed mainly of residential units, the AM and PM peak hours will be examined.

### 3.3 Horizon Years

The anticipated build-out year is 2025. As a result, the full build-out plus five years horizon year is 2030.

## 4 Exemption Review

Table 6 summarizes the exemptions for this TIA.

*Table 6: Exemption Review*

Module	Element	Explanation	Exempt/Required
<b>Design Review Component</b>			
<b>4.1 Development Design</b>	4.1.2 Circulation and Access	Only required for site plans	Required
	4.1.3 New Street Networks	Only required for plans of subdivision	Exempt
<b>4.2 Parking</b>	4.2.1 Parking Supply	Only required for site plans	Required
	4.2.2 Spillover Parking	Only required for site plans where parking supply is 15% below unconstrained demand	Exempt
<b>Network Impact Component</b>			
<b>4.5 Transportation Demand Management</b>	All Elements	Not required for site plans expected to have fewer than 60 employees and/or students on location at any given time	Required
<b>4.6 Neighbourhood Traffic Management</b>	4.6.1 Adjacent Neighbourhoods	Only required when the development relies on local or collector streets for access and total volumes exceed ATM capacity thresholds	Exempt
<b>4.8 Network Concept</b>		Only required when proposed development generates more than 200 person-trips during the peak hour in excess of equivalent volume permitted by established zoning	Exempt

### 4.1 TIA Stepped Process

The proposed development application is further to the approved 3030 St-Joseph Boulevard zoning by-law amendment with the additional of two stories above which was approved and for which a Transportation Brief was prepared in 2017. No operational constraints are noted at the area intersections within that study, and the subject TIA will expand on that work, primarily through the Step 4 content. Due to the above factors, the Steps 3 and 4 is combined into a single submission.

## 5 Development-Generated Travel Demand

### 5.1 Mode Shares

Examining the mode shares recommended in the TRANS Trip Generation Manual (2020) for the subject district, derived from the most recent National Capital Region Origin-Destination survey (OD Survey), the existing average district mode shares by land use for Orleans have been summarized in Table 7.

Table 7: TRANS Trip Generation Manual Recommended Mode Shares – Orleans

Travel Mode	Multi-Unit (High-Rise)		Commercial Generator	
	AM	PM	AM	PM
Auto Driver	54%	60%	77%	72%
Auto Passenger	7%	13%	14%	20%
Transit	29%	21%	3%	2%
Cycling	0%	0%	0%	1%
Walking	10%	6%	6%	5%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

It is noted that the future Place d’Orleans LRT station will be approximately 700 metres walking distance from the site, and completion is anticipated by the end of 2024. A 15% shift to transit mode from the auto mode for residential land use and a 10% percent shift to transit mode from the auto mode for commercial land use are proposed. The modified mode share targets are summarized in Table 8.

Table 8: Proposed Development Mode Shares

Travel Mode	Multi-Unit (High-Rise)		Commercial Generator	
	AM	PM	AM	PM
Auto Driver	39%	45%	67%	62%
Auto Passenger	7%	13%	14%	20%
Transit	44%	36%	13%	12%
Cycling	0%	0%	0%	1%
Walking	10%	6%	6%	5%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

## 5.2 Trip Generation

This TIA has been prepared using the vehicle and person trip rates for the residential dwellings using the TRANS Trip Generation Manual (2020) and the vehicle trip rates and derived person trip rates for commercial component from the ITE Trip Generation Manual 11th Edition (2021) using the City-prescribed conversion factor of 1.28. Table 9 summarizes the person trip rates for the proposed residential land uses for each peak period and the person trip rates for the non-residential land uses by peak hour.

Table 9: Trip Generation Person Trip Rates

Land Use	Land Use Code	Peak	Peak Period		Peak Hour	
			Vehicle Trip Rate	Person Trip Rates	Vehicle Trip Rate	Person Trip Rates
Multi-Unit (High-Rise)	221 & 222 (TRANS)	AM	-	0.80	-	-
		PM	-	0.90	-	-
Strip Retail Plaza (<40k)	822 (ITE)	AM	-	-	2.36	3.02
		PM	-	-	6.59	8.44

Using the above person trip rates, the total person trip generation has been estimated. Table 10 summarizes the total person trip generation for the residential land uses and for the non-residential land uses.

Table 10: Total Person Trip Generation

Land Use	Units	AM Peak Period			PM Peak Period		
		In	Out	Total	In	Out	Total
Multi-Unit (High-Rise)	206	51	114	165	107	78	185
Land Use	GFA	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Strip Retail Plaza (<40k)	2,050 sq.ft.	4	2	6	9	9	17

Internal capture rates from the ITE Trip Generation Handbook 3<sup>rd</sup> Edition have been assigned to the development’s retail component for mixed-use developments. The rates summarized in Table 11 represent the percentage of trips to/from the retail use based on the residential component.

Table 11: Internal Capture Rates

Land Use	AM		PM	
	In	Out	In	Out
<b>Residential to/from Shopping Centre</b>	17%	14%	10%	26%

Pass-by reductions applied to the retail trip generation at a rate of 25% have been assumed. Using the above mode share targets for a LRT area, the internal capture and pass-by rates, and the person trip rates, the person trips by mode have been projected. Trip generation by peak hour has been forecasted using the prescribed peak period conversion factors presented in the TRANS Trip Generation Manual (2020) for the residential component. Table 12 summarizes the residential trip generation and the non-residential trip generation by mode and peak hour.

Table 12: Trip Generation by Mode

Travel Mode		AM Peak Hour				PM Peak Hour			
		Mode Share	In	Out	Total	Mode Share	In	Out	Total
<b>Multi-Unit (High-Rise)</b>	Auto Driver	<b>39%</b>	10	21	31	<b>45%</b>	21	15	37
	Auto Passenger	<b>7%</b>	2	4	6	<b>13%</b>	6	4	11
	Transit	<b>44%</b>	12	28	40	<b>36%</b>	18	13	31
	Cycling	<b>0%</b>	0	0	0	<b>0%</b>	0	0	0
	Walking	<b>10%</b>	3	6	10	<b>6%</b>	3	3	6
	<b>Total</b>	<b>100%</b>	<b>27</b>	<b>59</b>	<b>87</b>	<b>100%</b>	<b>48</b>	<b>35</b>	<b>85</b>
<b>Shopping Centre</b>	Auto Driver	<b>67%</b>	1	0	1	<b>62%</b>	3	2	5
	Auto Passenger	<b>14%</b>	0	0	1	<b>20%</b>	2	1	3
	Transit	<b>13%</b>	0	0	1	<b>12%</b>	1	1	2
	Cycling	<b>0%</b>	0	0	0	<b>1%</b>	0	0	0
	Walking	<b>6%</b>	0	0	0	<b>5%</b>	0	0	1
	<i>Internal Capture</i>	<i>varies</i>	-1	0	-1	<i>varies</i>	-1	-2	-3
	<i>Pass-by</i>	<i>25%</i>	-1	-1	-2	<i>25%</i>	-2	-2	-4
	<b>Total</b>	<b>100%</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>100%</b>	<b>6</b>	<b>4</b>	<b>11</b>
<b>Total</b>	Auto Driver	-	11	21	32	-	24	17	42
	Auto Passenger	-	2	4	7	-	8	5	14
	Transit	-	12	28	41	-	19	14	33
	Cycling	-	0	0	0	-	0	0	0
	Walking	-	3	6	10	-	3	3	7
	<i>Internal Capture</i>	<i>varies</i>	-1	0	-1	<i>varies</i>	-1	-2	-3
	<i>Pass-by</i>	<i>25%</i>	-1	-1	-2	<i>25%</i>	-2	-2	-4
	<b>Total</b>	<b>100%</b>	<b>28</b>	<b>59</b>	<b>90</b>	<b>100%</b>	<b>54</b>	<b>39</b>	<b>96</b>

As shown above, a total of 32 AM and 42 PM new peak hour two-way vehicle trips are projected as a result of the proposed development.

### 5.3 Trip Distribution

To understand the travel patterns of the subject development, the OD Survey has been reviewed to determine the travel, and these patterns were applied based on the build-out of Orleans. Table 13 below summarizes the distributions.

Table 13: OD Survey Distribution – Orleans

To/From	% of Trips
North	5%
South	30%
East	25%
West	40%
Total	100%

### 5.4 Trip Assignment

Using the distribution outlined above, turning movement splits, and access to major transportation infrastructure, the trips generated by the site have been assigned to the study area road network. Table 14 summarizes the proportional assignment to the study area roadways,

Figure 13 illustrates the new site generated volumes and Figure 14 illustrates the pass-by volumes.

Table 14: Trip Assignment

To/From	Inbound Via	Outbound Via
North	5% Place d’Orleans Drive W (N)	5% Place d’Orleans Drive E (W)
South	30% St-Joseph Boulevard (W)	20% Duford Drive (S) 10% St-Joseph Boulevard (E)
East	25% Place d’Orleans Drive W (N)	25% St-Joseph Boulevard (E)
West	40% St-Joseph Boulevard (W)	40% Place d’Orleans Drive E (N)/Highway 417
Total	100%	100%

Figure 13: New Site Generated Auto Volumes

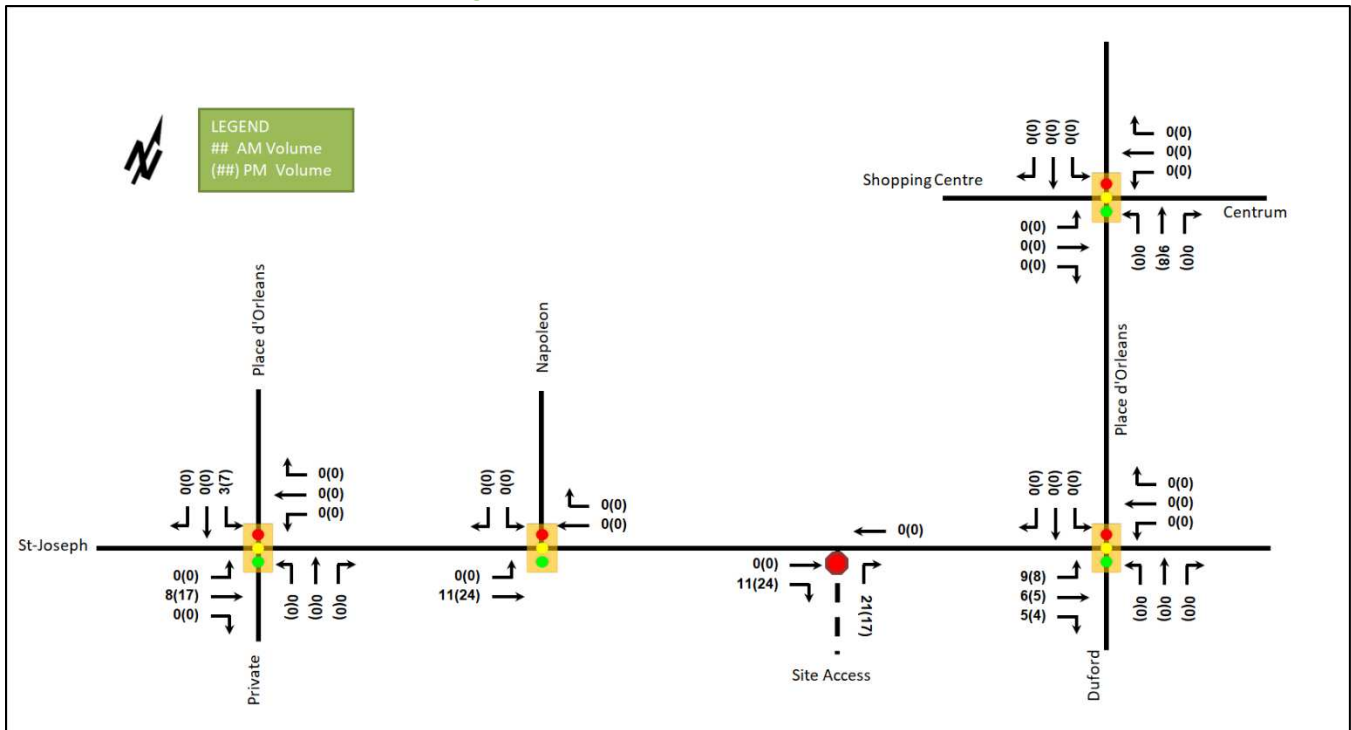
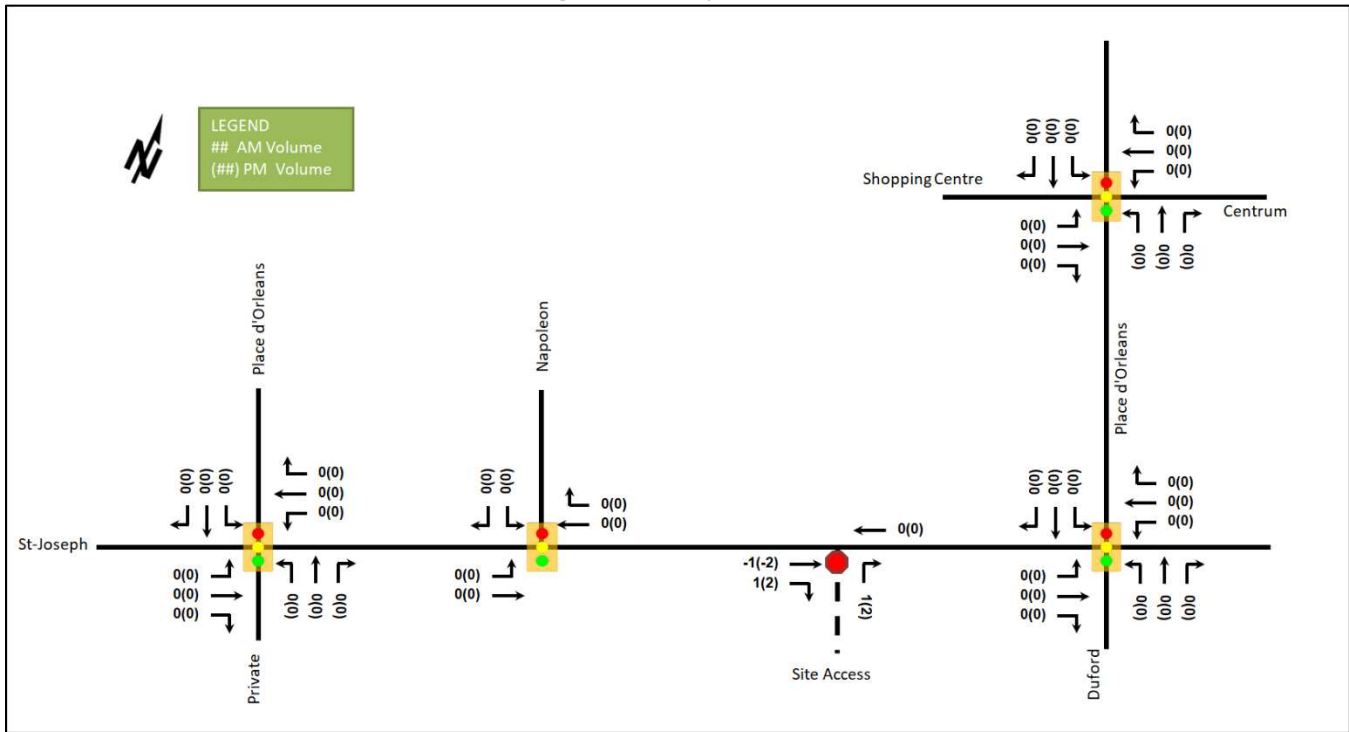


Figure 14: Pass-by Volumes



## 6 Background Network Travel Demands

### 6.1 Transportation Network Plans

The transportation network plans were discussed in Section 2.3. The LRT project is anticipated to be completed in by site buildout, and no other projects are anticipated within the study horizons.

### 6.2 Background Growth

A review of the background projections from the City's TRANS Regional Model for the 2011 and 2031 horizons was completed to determine the background growth for each of the study area roadways. The background TRANS model growth rates are summarized in Table 15 and the TRANS model plots are provided in Appendix E.

Table 15: TRANS Regional Model Projections – Study Area Growth Rates

Street	TRANS Rate		2011 to Existing		Existing to 2031	
	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound
Centrum	0.21%	0.34%	19.56%	-15.47%	-10.91%	12.50%
St Joseph	0.65%	1.42%	-4.71%	-0.51%	9.27%	4.39%
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
Place d'Orleans (E)	3.71%	-0.24%	6.18%	37.80%	2.09%	-19.57%
Duford	0.41%	-3.05%	27.67%	29.53%	-14.44%	-20.07%
Place d'Orleans (W)	0.19%	-0.59%	10.93%	21.06%	-6.38%	-12.83%

In general, the growth rates in the study area derived from the two TRANS model horizons are projected to be positive on the eastbound, westbound, and northbound of the roads. A comparison of the TRANS volumes and the existing volumes illustrates a situation that development has not progressed linearly. Table 16 summarizes the recommended growth rates to be considered within the study area.



Table 16: Recommended Area Growth Rates

Street	AM Peak Hour		PM Peak Hour	
	Eastbound	Westbound	Eastbound	Westbound
Centrum	0.25%	0.25%	0.25%	0.25%
St Joseph	0.75%	1.50%	1.50%	0.75%
	Northbound	Southbound	Northbound	Southbound
Place d'Orleans (E)	2.00%	-	-	2.00%
Duford	-	-	-	-
Place d'Orleans (W)	0.25%	-	-	0.25%

### 6.3 Other Developments

The background developments explicitly considered in the background conditions (Section 6.2) include:

- 3277 St Joseph Boulevard
- 3459 & 3479 St Joseph Boulevard
- 211 Centrum Boulevard
- 265 Centrum Boulevard

Figure 15 and Figure 16 illustrate the 2025 and 2030 background development volumes, respectively. The background development volumes within the study area have been provided in Appendix F.

Figure 15: 2025 Background Development Volumes

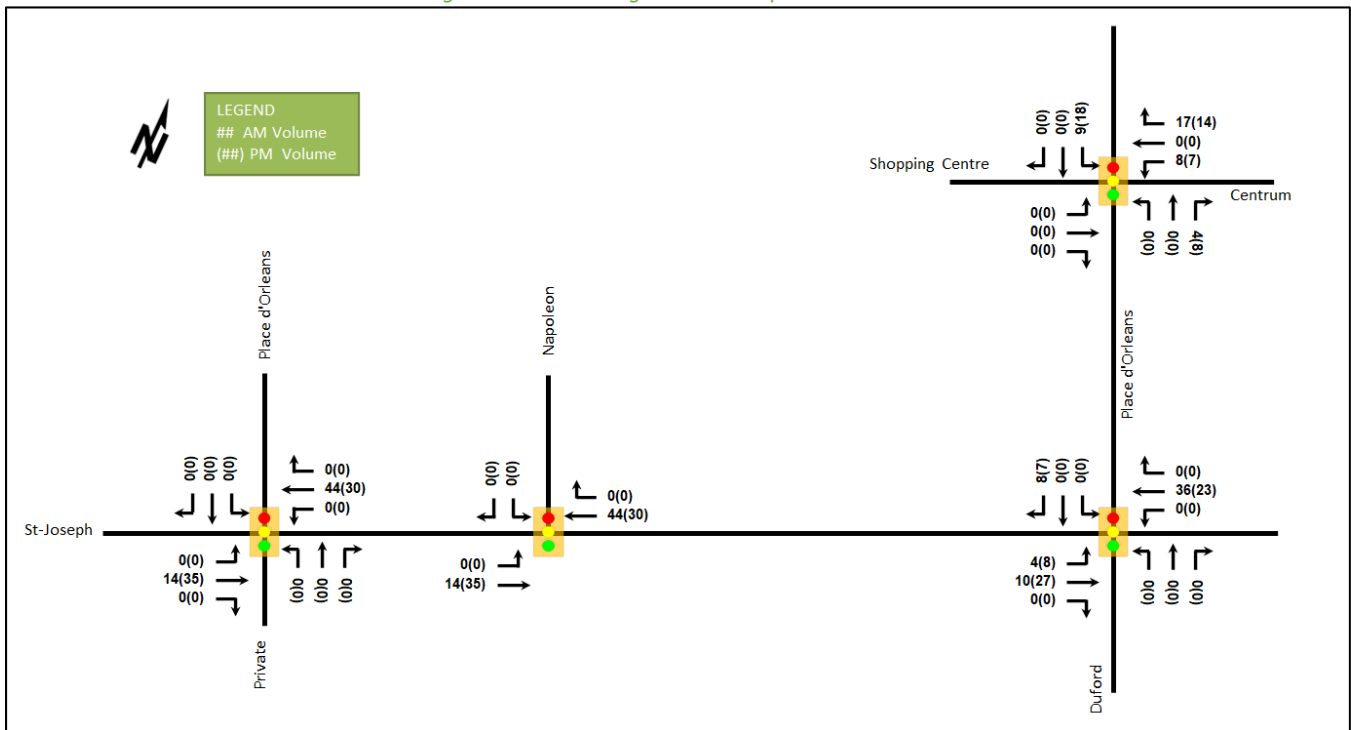
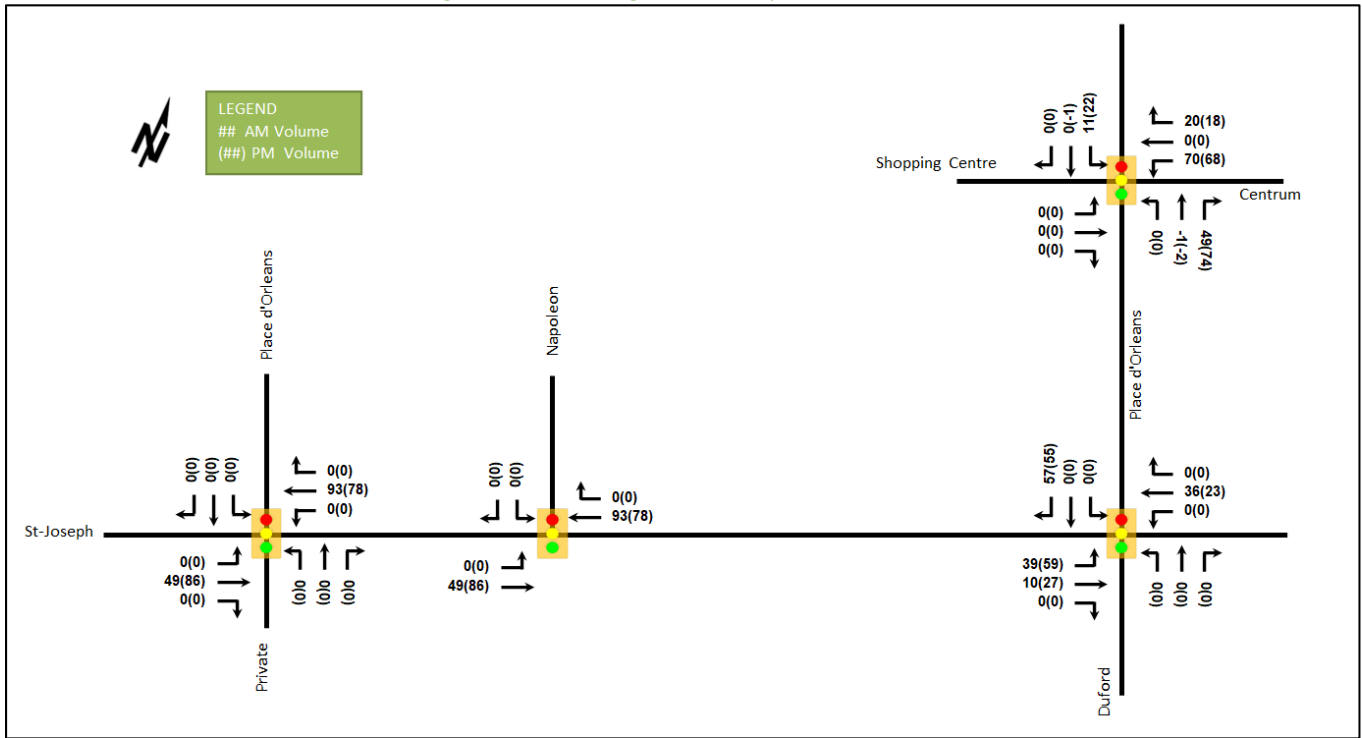


Figure 16: 2030 Background Development Volumes



## 7 Demand Rationalization

### 7.1 2025 Future Background Operations

Figure 17 illustrates the 2025 background volumes and Table 17 summarizes the 2025 background intersection operations. The level of service for signalized intersections is based on v/c calculations for individual lane movements and HCM 2000 v/c calculations for the overall intersection. The synchro worksheets for the 2025 future background horizon are provided in Appendix G.

Figure 17: 2025 Future Background Volumes

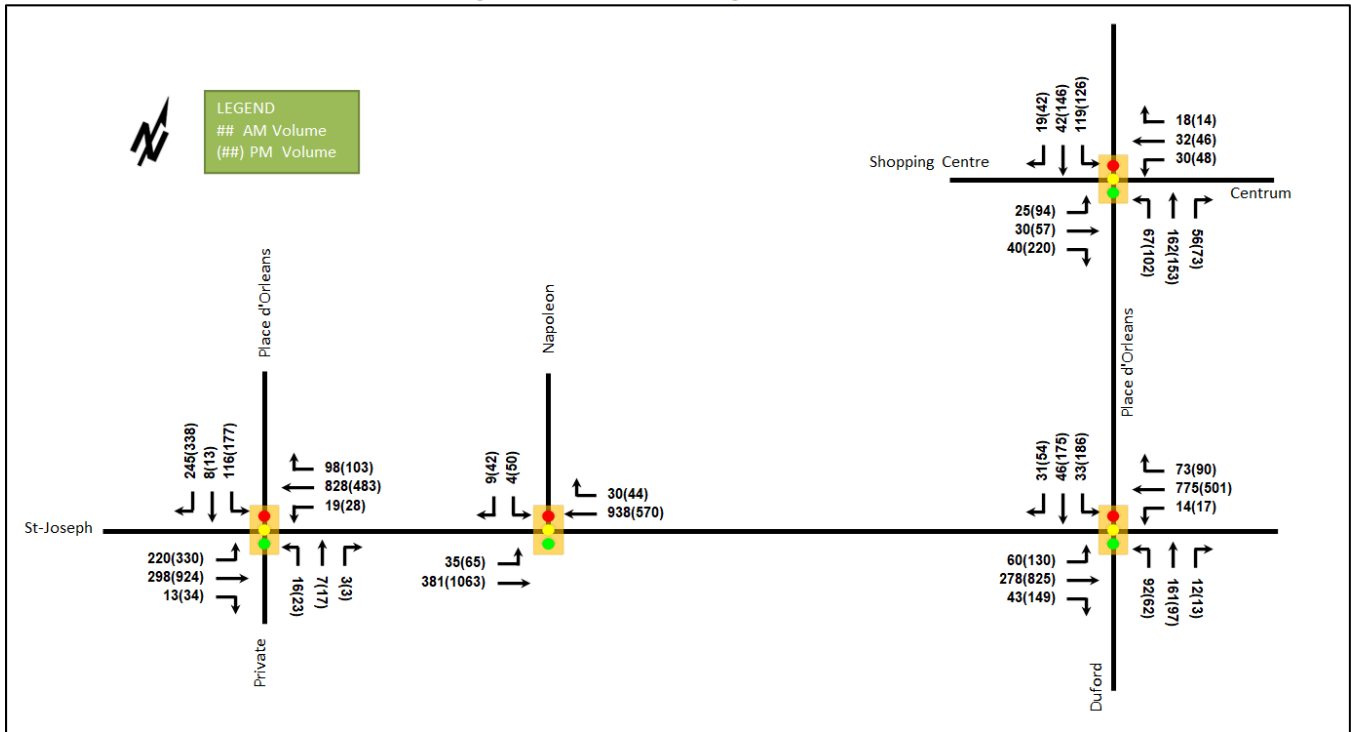


Table 17: 2025 Future Background Intersection Operations

Intersection	Lane	AM Peak Hour				PM Peak Hour			
		LOS	V/C	Delay (s)	Q (95 <sup>th</sup> )	LOS	V/C	Delay (s)	Q (95 <sup>th</sup> )
Centrum Boulevard at Place d'Orleans Drive (E) Signalized	EBL	A	0.12	24.6	7.3	A	0.46	37.5	23.7
	EBT	A	0.10	24.1	8.1	A	0.20	29.7	15.2
	EBR	A	0.14	7.7	5.5	A	0.52	8.6	15.1
	WBL	A	0.14	25.0	8.3	A	0.23	31.0	13.8
	WBT/R	A	0.17	18.2	9.9	A	0.21	24.2	14.1
	NB	A	0.13	4.3	14.8	A	0.19	4.8	16.6
	SB	A	0.10	4.8	11.1	A	0.20	5.4	17.8
	<b>Overall</b>	<b>A</b>	<b>0.15</b>	<b>8.4</b>	-	<b>A</b>	<b>0.24</b>	<b>11.9</b>	-
St-Joseph Boulevard at Place d'Orleans Drive (W) Signalized	EBL	A	0.55	10.8	24.9	B	0.61	16.1	#65.0
	EBT/R	A	0.13	5.1	15.8	A	0.44	10.7	83.4
	WBL	A	0.04	7.5	2.9	A	0.12	16.7	5.2
	WBT/R	A	0.53	12.9	79.6	A	0.39	14.6	26.4
	NBL	A	0.08	30.1	7.1	A	0.14	38.9	10.1
	NBT/R	A	0.04	24.8	4.8	A	0.09	33.3	8.7
	SBL	A	0.56	44.3	31.9	C	0.73	50.5	40.2
	SBT	A	0.03	28.8	4.4	A	0.03	24.8	5.4
	SBR	A	0.56	9.4	17.5	A	0.59	7.3	17.1
<b>Overall</b>	<b>A</b>	<b>0.58</b>	<b>13.1</b>	-	<b>C</b>	<b>0.71</b>	<b>15.3</b>	-	

Intersection	Lane	AM Peak Hour				PM Peak Hour			
		LOS	V/C	Delay (s)	Q (95 <sup>th</sup> )	LOS	V/C	Delay (s)	Q (95 <sup>th</sup> )
<b>St-Joseph Boulevard at Napoleon Way Signalized</b>	EBL	A	0.07	2.7	3.6	A	0.11	2.7	m3.9
	EBT	A	0.12	1.6	11.5	A	0.40	2.9	21.7
	WBT	A	0.31	3.0	56.1	A	0.25	8.6	45.0
	WBR	A	0.02	2.1	3.4	A	0.04	4.0	5.6
	SBL/R	A	0.06	19.4	4.8	A	0.38	26.7	20.2
	<b>Overall</b>	<b>A</b>	<b>0.33</b>	<b>2.7</b>	-	<b>A</b>	<b>0.43</b>	<b>5.9</b>	-
<b>St-Joseph Boulevard at Place d'Orleans Drive (E) / Duford Drive Signalized</b>	EBL	A	0.37	26.1	15.7	B	0.64	40.5	#37.0
	EBT/R	A	0.28	24.8	37.5	E	0.94	52.9	#163.8
	WBL	A	0.04	19.1	5.5	A	0.11	22.8	6.7
	WBT/R	D	0.82	41.8	#119.3	C	0.71	39.9	75.4
	NBL	A	0.53	54.8	32.6	A	0.42	53.3	24.4
	NBT/R	A	0.25	24.2	43.1	A	0.21	28.0	30.5
	SBL	A	0.28	51.1	15.6	C	0.74	59.3	58.0
	SBT	A	0.08	27.3	15.7	A	0.26	24.6	43.3
	SBR	A	0.05	0.2	0.0	A	0.08	0.2	0.0
<b>Overall</b>	<b>A</b>	<b>0.55</b>	<b>35.5</b>	-	<b>B</b>	<b>0.69</b>	<b>44.6</b>	-	

Notes: Saturation flow rate of 1800 veh/h/lane  
 Queue is measured in metres  
 Peak Hour Factor = 1.00

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

During both AM and PM peak hours, the study area intersections operate similar to the existing condition. No capacity issues are noted.

### 7.2 2030 Future Background Operations

Figure 18 illustrates the 2030 background volumes and Table 18 summarizes the 2030 background intersection operations. The level of service for signalized intersections is based on v/c calculations for individual lane movements and HCM 2000 v/c calculations for the overall intersection. The synchro worksheets for the 2030 future background horizon are provided in Appendix H.

Figure 18: 2030 Future Background Volumes

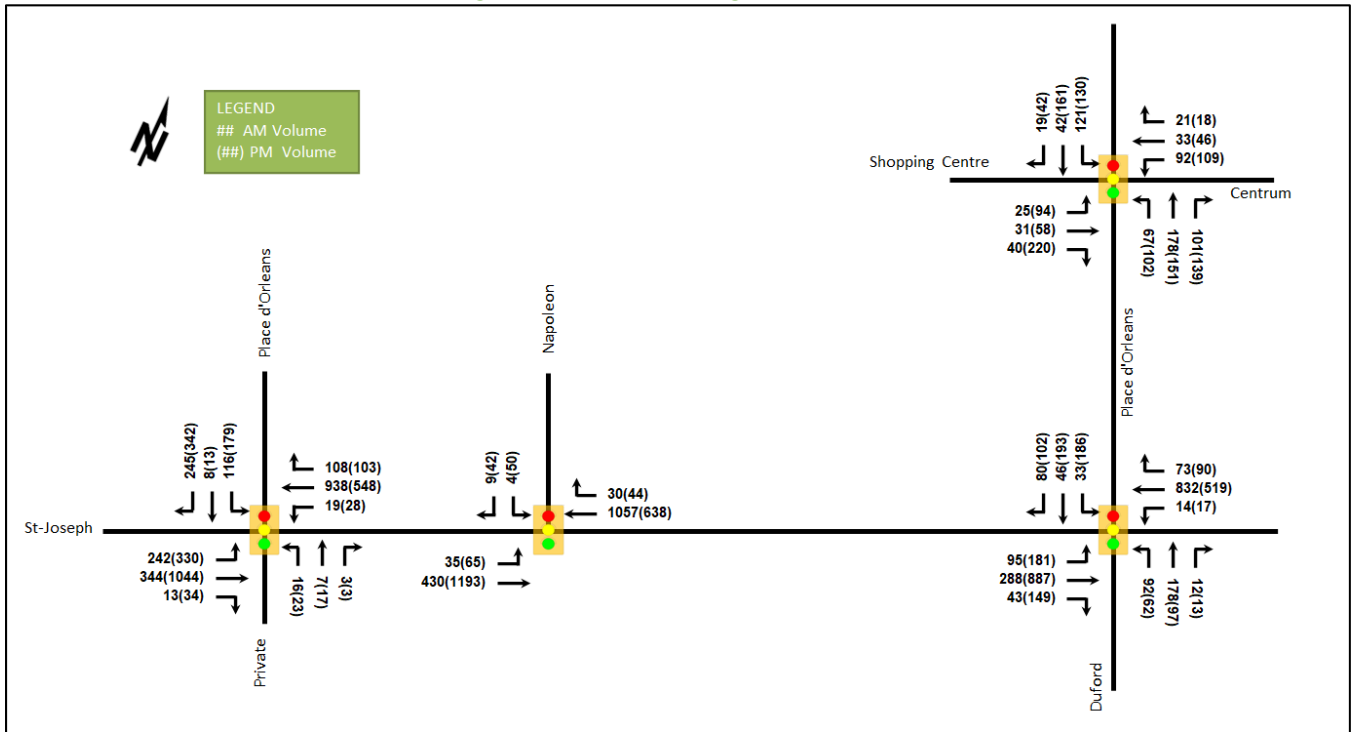


Table 18: 2030 Future Background Intersection Operations

Intersection	Lane	AM Peak Hour				PM Peak Hour			
		LOS	V/C	Delay (s)	Q (95 <sup>th</sup> )	LOS	V/C	Delay (s)	Q (95 <sup>th</sup> )
Centrum Boulevard at Place d'Orleans Drive (E) Signalized	EBL	A	0.11	23.6	7.3	A	0.44	36.4	23.7
	EBT	A	0.10	23.3	8.3	A	0.19	29.2	15.5
	EBR	A	0.13	7.4	5.5	A	0.51	8.3	15.1
	WBL	A	0.39	30.3	19.6	A	0.51	38.9	27.0
	WBT/R	A	0.17	17.0	10.2	A	0.21	22.8	14.4
	NB	A	0.17	4.5	16.2	A	0.23	4.2	16.8
	SB	A	0.12	5.6	11.2	A	0.22	5.7	19.2
	<b>Overall</b>	<b>A</b>	<b>0.22</b>	<b>10.2</b>	-	<b>A</b>	<b>0.27</b>	<b>12.8</b>	-
St-Joseph Boulevard at Place d'Orleans Drive (W) Signalized	EBL	B	0.65	16.1	#37.9	B	0.64	17.4	#71.7
	EBT/R	A	0.15	5.2	18.2	A	0.49	11.5	98.5
	WBL	A	0.04	7.9	m2.3	A	0.14	17.1	5.1
	WBT/R	B	0.62	15.3	94.0	A	0.45	15.5	29.0
	NBL	A	0.08	30.1	7.1	A	0.14	38.9	10.1
	NBT/R	A	0.04	24.8	4.8	A	0.09	33.3	8.7
	SBL	A	0.56	44.3	31.9	C	0.74	51.2	40.8
	SBT	A	0.03	28.8	4.4	A	0.03	24.8	5.4
	SBR	A	0.58	11.3	20.5	A	0.59	7.3	17.3
<b>Overall</b>	<b>B</b>	<b>0.66</b>	<b>14.9</b>	-	<b>C</b>	<b>0.73</b>	<b>15.9</b>	-	

Intersection	Lane	AM Peak Hour				PM Peak Hour			
		LOS	V/C	Delay (s)	Q (95 <sup>th</sup> )	LOS	V/C	Delay (s)	Q (95 <sup>th</sup> )
<b>St-Joseph Boulevard at Place d'Orleans Drive (E) / Duford Drive Signalized</b>	EBL	A	0.58	36.2	#24.5	E	0.91	75.1	#65.4
	EBT/R	A	0.28	25.1	38.6	E	1.00	65.1	#178.5
	WBL	A	0.04	19.1	5.5	A	0.11	22.8	6.7
	WBT/R	D	0.88	45.8	#133.2	C	0.73	40.7	78.1
	NBL	A	0.53	54.8	32.6	A	0.42	53.3	24.4
	NBT/R	A	0.28	24.7	47.3	A	0.21	28.0	30.5
	SBL	A	0.28	51.1	15.6	C	0.74	59.3	58.0
	SBT	A	0.08	27.3	15.7	A	0.28	24.9	47.5
	SBR	A	0.13	0.5	0.0	A	0.15	1.8	4.0
<b>Overall</b>		<b>A</b>	<b>0.60</b>	<b>37.0</b>	<b>-</b>	<b>C</b>	<b>0.74</b>	<b>51.5</b>	<b>-</b>

Notes: Saturation flow rate of 1800 veh/h/lane  
 Queue is measured in metres  
 Peak Hour Factor = 1.00

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

During both AM and PM peak hours, the study area intersections operate similar to the existing condition. No capacity issues are noted.

### 7.3 2025 Future Total Operations

Figure 19 illustrates the 2025 total volumes and Table 19 summarizes the 2025 total intersection operations. The level of service for signalized intersections is based on v/c calculations for individual lane movements and HCM 2000 v/c calculations for the overall intersection. The synchro worksheets for the 2025 total horizon are provided in Appendix I.

Figure 19: 2025 Future Total Volumes

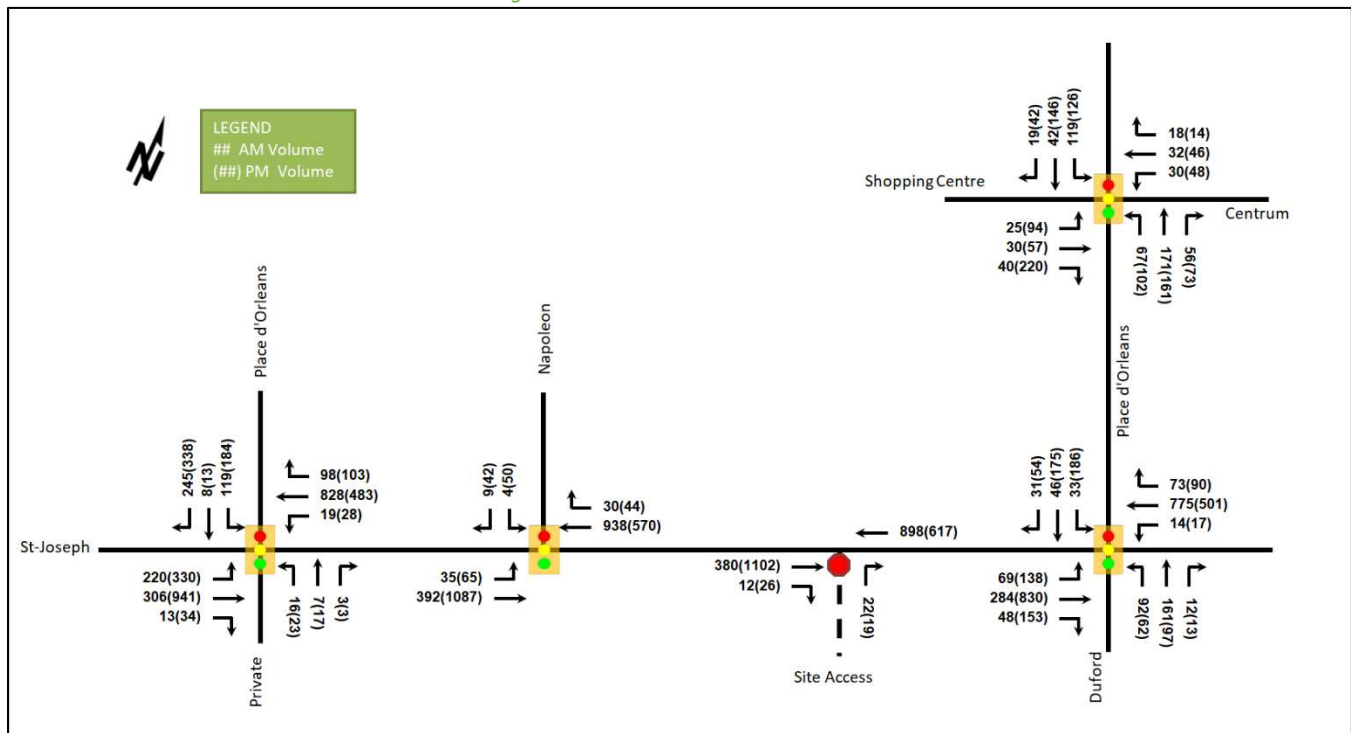


Table 19: 2025 Future Total Intersection Operations

Intersection	Lane	AM Peak Hour				PM Peak Hour			
		LOS	V/C	Delay (s)	Q (95 <sup>th</sup> )	LOS	V/C	Delay (s)	Q (95 <sup>th</sup> )
Centrum Boulevard at Place d'Orleans Drive (E) Signalized	EBL	A	0.12	24.6	7.3	A	0.46	37.5	23.7
	EBT	A	0.10	24.1	8.1	A	0.20	29.7	15.2
	EBR	A	0.14	7.7	5.5	A	0.52	8.6	15.1
	WBL	A	0.14	25.0	8.3	A	0.23	31.0	13.8
	WBT/R	A	0.17	18.2	9.9	A	0.21	24.2	14.1
	NB	A	0.14	4.3	15.5	A	0.20	4.8	17.1
	SB	A	0.10	4.8	11.1	A	0.20	5.4	17.8
	<b>Overall</b>	<b>A</b>	<b>0.15</b>	<b>8.4</b>	<b>-</b>	<b>A</b>	<b>0.24</b>	<b>11.8</b>	<b>-</b>
St-Joseph Boulevard at Place d'Orleans Drive (W) Signalized	EBL	A	0.55	10.8	24.9	B	0.61	16.1	#65.0
	EBT/R	A	0.14	5.1	16.3	A	0.45	10.8	85.7
	WBL	A	0.04	7.6	2.9	A	0.12	16.8	5.2
	WBT/R	A	0.53	13.0	79.6	A	0.39	14.6	26.4
	NBL	A	0.08	29.9	7.1	A	0.14	38.9	10.1
	NBT/R	A	0.04	24.7	4.8	A	0.09	33.3	8.7
	SBL	A	0.57	44.8	33.0	C	0.76	53.4	42.0
	SBT	A	0.03	28.6	4.4	A	0.03	24.8	5.4
	SBR	A	0.56	9.3	17.5	A	0.59	7.3	17.1
<b>Overall</b>	<b>A</b>	<b>0.58</b>	<b>13.2</b>	<b>-</b>	<b>C</b>	<b>0.72</b>	<b>15.7</b>	<b>-</b>	
St-Joseph Boulevard at Napoleon Way Signalized	EBL	A	0.07	2.7	3.6	A	0.11	2.6	m4.0
	EBT	A	0.13	1.6	11.8	A	0.41	2.9	22.6
	WBT	A	0.31	3.0	56.1	A	0.25	8.6	45.0
	WBR	A	0.02	2.1	3.4	A	0.04	4.0	5.6
	SBL/R	A	0.06	19.4	4.8	A	0.38	26.7	20.2
	<b>Overall</b>	<b>A</b>	<b>0.33</b>	<b>2.7</b>	<b>-</b>	<b>A</b>	<b>0.44</b>	<b>5.9</b>	<b>-</b>
St-Joseph Boulevard at Place d'Orleans Drive (E) / Duford Drive Signalized	EBL	A	0.43	27.9	17.6	B	0.68	43.4	#41.1
	EBT/R	A	0.29	24.9	38.7	E	0.95	54.5	#165.9
	WBL	A	0.04	19.1	5.5	A	0.11	22.8	6.7
	WBT/R	D	0.82	41.8	#119.3	C	0.71	39.9	75.4
	NBL	A	0.53	54.8	32.6	A	0.42	53.3	24.4
	NBT/R	A	0.25	24.2	43.1	A	0.21	28.0	30.5
	SBL	A	0.28	51.1	15.6	C	0.74	59.3	58.0
	SBT	A	0.08	27.3	15.7	A	0.26	24.6	43.3
	SBR	A	0.05	0.2	0.0	A	0.08	0.2	0.0
<b>Overall</b>	<b>A</b>	<b>0.56</b>	<b>35.5</b>	<b>-</b>	<b>B</b>	<b>0.70</b>	<b>45.4</b>	<b>-</b>	
St-Joseph Boulevard at Site Access Unsignalized	EBT/R	-	-	-	-	-	-	-	-
	WB	-	-	-	-	-	-	-	-
	NBR	A	0.03	9.6	0.8	B	0.05	13.1	0.8
	<b>Overall</b>	<b>A</b>	<b>-</b>	<b>0.2</b>	<b>-</b>	<b>A</b>	<b>-</b>	<b>0.2</b>	<b>-</b>

Notes: Saturation flow rate of 1800 veh/h/lane  
 Queue is measured in metres  
 Peak Hour Factor = 1.00

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

During both AM and PM peak hours, the study area intersections operate similar to the 2025 future background condition. No capacity issues are noted.

### 7.4 2030 Future Total Operations

Figure 20 illustrates the 2030 total volumes and Table 20 summarizes the 2030 total intersection operations. The level of service for signalized intersections is based on v/c calculations for individual lane movements and HCM

2000 v/c calculations for the overall intersection. The synchro worksheets for the 2030 future total horizon are provided in Appendix J.

Figure 20: 2030 Future Total Volumes

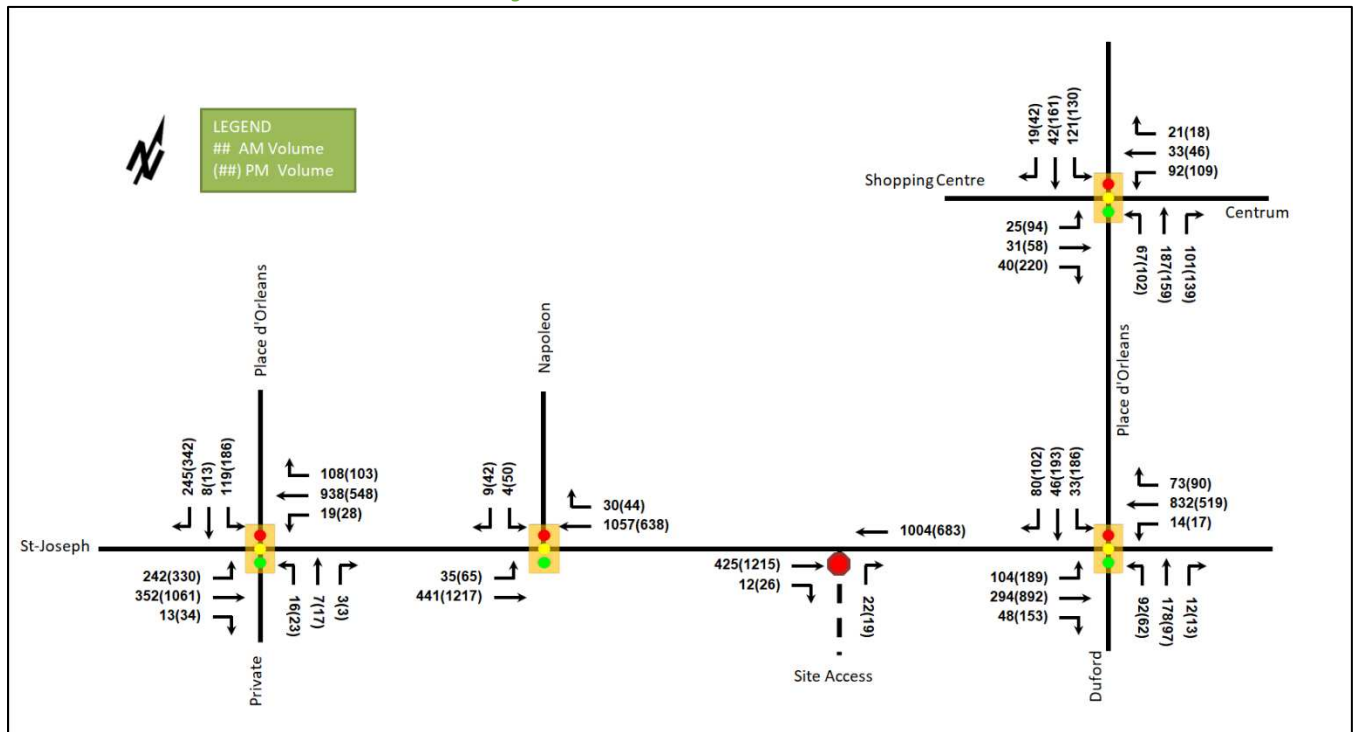


Table 20: 2030 Future Total Intersection Operations

Intersection	Lane	AM Peak Hour				PM Peak Hour			
		LOS	V/C	Delay (s)	Q (95 <sup>th</sup> )	LOS	V/C	Delay (s)	Q (95 <sup>th</sup> )
Centrum Boulevard at Place d'Orleans Drive (E) Signalized	EBL	A	0.11	23.6	7.3	A	0.44	36.4	23.7
	EBT	A	0.10	23.3	8.3	A	0.19	29.2	15.5
	EBR	A	0.13	7.4	5.5	A	0.51	8.3	15.1
	WBL	A	0.39	30.3	19.6	A	0.51	38.9	27.0
	WBT/R	A	0.17	17.0	10.2	A	0.21	22.8	14.4
	NB	A	0.18	4.5	16.7	A	0.24	4.3	17.3
	SB	A	0.12	5.6	11.2	A	0.22	5.7	19.2
<b>Overall</b>	<b>A</b>	<b>0.23</b>	<b>10.2</b>	-	<b>A</b>	<b>0.27</b>	<b>12.7</b>	-	
St-Joseph Boulevard at Place d'Orleans Drive (W) Signalized	EBL	B	0.65	16.2	#37.9	B	0.64	17.4	#71.7
	EBT/R	A	0.16	5.2	18.6	A	0.50	11.6	100.8
	WBL	A	0.04	8.1	m2.3	A	0.14	17.2	5.1
	WBT/R	B	0.62	15.4	94.0	A	0.45	15.5	29.0
	NBL	A	0.08	29.9	7.1	A	0.14	38.9	10.1
	NBT/R	A	0.04	24.7	4.8	A	0.09	33.3	8.7
	SBL	A	0.57	44.8	33.0	C	0.77	54.3	42.5
	SBT	A	0.03	28.6	4.4	A	0.03	24.8	5.4
	SBR	A	0.58	11.2	20.5	A	0.59	7.3	17.3
<b>Overall</b>	<b>B</b>	<b>0.66</b>	<b>15.1</b>	-	<b>C</b>	<b>0.74</b>	<b>16.2</b>	-	



Intersection	Lane	AM Peak Hour				PM Peak Hour			
		LOS	V/C	Delay (s)	Q (95 <sup>th</sup> )	LOS	V/C	Delay (s)	Q (95 <sup>th</sup> )
<b>St-Joseph Boulevard at Napoleon Way</b> <i>Signalized</i>	EBL	A	0.08	2.9	3.8	A	0.11	2.5	m3.5
	EBT	A	0.14	1.7	13.6	A	0.46	2.8	23.0
	WBT	A	0.35	3.2	66.1	A	0.28	8.9	51.0
	WBR	A	0.02	2.3	3.6	A	0.04	4.4	6.0
	SBL/R	A	0.06	19.4	4.8	A	0.38	26.7	20.2
	<b>Overall</b>	<b>A</b>	<b>0.37</b>	<b>2.9</b>	-	<b>A</b>	<b>0.49</b>	<b>5.8</b>	-
<b>St-Joseph Boulevard at Place d'Orleans Drive (E) / Duford Drive</b> <i>Signalized</i>	EBL	B	0.64	40.8	#30.3	E	0.95	83.9	#69.4
	EBT/R	A	0.30	25.1	40.0	F	1.01	67.0	#180.8
	WBL	A	0.04	19.1	5.5	A	0.11	22.8	6.7
	WBT/R	E	0.94	54.2	#133.2	C	0.73	40.7	78.1
	NBL	A	0.53	54.8	32.6	A	0.42	53.3	24.4
	NBT/R	A	0.28	24.7	47.3	A	0.21	28.0	30.5
	SBL	A	0.28	51.1	15.6	C	0.74	59.3	58.0
	SBT	A	0.08	27.3	15.7	A	0.28	24.9	47.5
	SBR	A	0.13	0.5	0.0	A	0.15	1.8	4.0
<b>Overall</b>	<b>B</b>	<b>0.61</b>	<b>41.5</b>	-	<b>C</b>	<b>0.75</b>	<b>53.1</b>	-	
<b>St-Joseph Boulevard at Site Access</b> <i>Unsignalized</i>	EBT/R	-	-	-	-	-	-	-	-
	WB	-	-	-	-	-	-	-	-
	NBR	A	0.03	9.7	0.8	B	0.05	13.8	1.5
	<b>Overall</b>	<b>A</b>	-	<b>0.2</b>	-	<b>A</b>	-	<b>0.1</b>	-

Notes: Saturation flow rate of 1800 veh/h/lane  
Queue is measured in metres  
Peak Hour Factor = 1.00

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

During both AM and PM peak hours, the study area intersections operate similar to the 2030 future background condition except for the eastbound movement at St-Joseph Boulevard at Place d’Orleans Drive / Duford Drive intersection during the PM peak hour.

At St-Joseph Boulevard at Place d’Orleans Drive / Duford Drive intersection during the PM peak hour, the eastbound left-turn movement may be subject to high delays and extended queues and the eastbound shared through/right-turn movement will be over theoretical capacity with high delays and extended queues.

During the PM peak hour, it is noted that the eastbound shared through/right-turn movement at St-Joseph Boulevard at Place d’Orleans Drive/Duford Drive intersection will reach the capacity at the 2030 future background condition. The site is expected to generate 1.4% of the trips (17 out of 1,234) on the eastbound approach during the PM peak, and it is considered to have negligible impact on the intersection. A reduction of four vehicles on the eastbound through movement or shifting one second of split from the northbound and southbound left-turn phases to the eastbound and westbound shared through/right-turn phases would reduce the v/c of all movements at this intersection to 1.00 or below at this horizon.

## 7.5 Demand Rationalization Conclusions

### 7.5.1 Network Rationalization

During the 2030 background conditions for the eastbound shared through/right-turn movement at the intersection of at St-Joseph Boulevard at Place d’Orleans Drive / Duford Drive are expected to reach capacity during the PM peak hour. The forecasted traffic does not include any network reductions for the opening of LRT. While the extent of these reductions are unknown at this time, it is likely to be more than the 1% reduction required to make the 2030 background or total horizons operate under capacity.

### 7.5.2 Development Rationalization

Being 700 metres walking distance from the future Place d’Orleans LRT station, the proposed mode shares for the development are expected to be achieved and TDM measures will be provided to support these targets. The site trip generation was found to have minor impact on the network, and no capacity issues were noted at the future total horizons that could not be mitigated through signal timing adjustment. No rationalization for site traffic or mode share selection is required.

## 8 Development Design

### 8.1 Design for Sustainable Modes

The proposed development includes a mixed-used building with a right in/right out access on St-Joseph Boulevard. A total of eight exterior bicycle parking and 205 indoor bicycle parking spaces are proposed. Hard surface connections are provided from the building entrances to St-Joseph Boulevard and Duford Drive. Local bus stops are located within 200 metre-walking distance from the site entrances at Centrum Boulevard at Place d’Orleans Drive (E) and Duford Drive and Chartrand Avenue. Place d’Orléans station is approximately 700 metre-walking distance from the site.

The infrastructure TDM checklist is provided in Appendix K.

### 8.2 Circulation and Access

The proposed development proposes a right in/right out access on St-Joseph Boulevard. The site access will connect to the ground-level parking and via the ramp to the underground parking levels. A loading zone is provided on the west side of the driveway.

Emergency services are anticipated to access the site at the frontage of St-Joseph Boulevard and Duford Drive and garbage collection is anticipated on St-Joseph Boulevard. The proposed Para Transpo boarding and alighting location is provided in Appendix L.

## 9 Parking

### 9.1 Parking Supply

The site provides a total of 145 vehicle parking spaces internal to the building, including 16 ground floor parking spaces and 129 below grade parking spaces. A total of 213 bicycle parking spaces are provided including eight exterior parking and 205 indoor parking spaces.

From the zoning by-law, the maximum total vehicle parking provision for the site is 360 parking spaces, and the minimum visitor parking provision for the site is 20 visitor parking spaces. The minimum bicycle parking provision is 103 spaces for the residential units and one for the commercial retail space. Therefore, the maximum residential parking, minimum visitor parking, and minimum bicycle parking requirements are satisfied.

## 10 Boundary Street Design

Table 21 summarizes the MMLOS analysis for the boundary streets of Place d’Orleans Drive (E) and Duford Drive. The boundary street analysis is based on the policy area of “within 600 metres of a rapid transit station” and the land use of “Mixed-Use Centre”. The existing and future targets for St-Joseph Boulevard will be the same and are considered in one row. From the draft Transportation Master Plan (2023), Duford Drive will be a cross-town bikeway, and the bicycle target will be changed in the future. The MMLOS worksheets have been provided in Appendix M.

Table 21: Boundary Street MMLOS Analysis

Segment	Pedestrian LOS		Bicycle LOS		Transit LOS		Truck LOS	
	PLOS	Target	BLOS	Target	TLOS	Target	TrLOS	Target
St-Joseph Boulevard	E	A	E	A	N/A	N/A	A	D
Duford Drive (Existing)	B	A	D	B	N/A	N/A	N/A	N/A
Duford Drive (Future)	B	A	D	A	N/A	N/A	N/A	N/A

The pedestrian LOS will not be met along the segment of St-Joseph Boulevard and Duford Drive. To meet the theoretical pedestrian LOS target on St-Joseph Boulevard, the boulevards would need to be at least 0.5 metres and the operating speed would need to be lower than 30 km/h. To meet the theoretical pedestrian LOS target on Duford Drive, the boulevards would need to be at least 0.5 metres or the operating speed would need to be lower than 30 km/h.

The bicycle LOS will not be met along the segment of St-Joseph Boulevard and Duford Drive. To meet the theoretical bicycle LOS targets, physically separated facilities would need along the boundary streets.

No further improvements are required to meet the PLOS and BLOS targets, although the City may look at reducing the speed limit to help improve the PLOS and BLOS results.

## 11 Access Intersections Design

### 11.1 Location and Design of Access

The development proposes right-in/right-out access on St-Joseph Boulevard. The access connects to the internal parking, and provides access to the external loading zone. The drive aisle to the underground parking is 6.0 metres. The adjacent loading area is 5.2 metres wide and is offset from the adjacent property line by approximately 0.15 metres. The overall access width of 11.2 metres exceeds the nine-metre maximum in the Private Approach By-Law and the loading area is not offset by 3.0 metres from the adjacent property line. The loading area is anticipated to experience infrequent use and has been designed to permit truck movements. It is recommended that a change in materiality between the two uses be provided to delineate the parking drive aisle and to functionally mitigate the offset and overall width. Given the use and design elements, this is a supportable exception to the Private Approach By-Law.

The throat length for the access is approximately 20 metres, which does not meet the suggested minimum 25 metres from Table 8.9.3 of the Geometric Design Guidelines for Canadian Road (TAC, 2017). Based on the TOD nature and site vehicle trip generation, however, the throat length is anticipated to be adequate.

The access is approximately 60 metres from the St-Joseph Boulevard at Place d'Orleans Drive/Duford Drive intersection and is within the taper of the auxiliary eastbound left-turn lane. These criteria are in accordance with the suggested minimum corner clearance values from Section 8.8.2 of the TAC Geometric Design Guidelines. The access location also meets the required 30-metre off-set from the intersecting street line from the Private Approach By-Law.

### 11.2 Intersection Control

Based upon the projected volumes, the site access will have stop-control on the minor access approach.

### 11.3 Access Intersection Design

#### 11.3.1 Future Access Intersection Operations

The operations are noted in Section 7.4 and no mitigation is required for the development.

### 11.3.2 Access Intersection MMLOS

The site access is unsignalized and does not require MMLOS review.

### 11.3.3 Recommended Design Elements

The proposed access will be constructed to comply with the City standard SC7.1. The access is proposed to be restricted to right-in/right-out via signage, a plan for which is provided in Appendix N.

## 12 Transportation Demand Management

### 12.1 Context for TDM

The subject site has been assumed to rely predominantly on auto driver and transit mode shares due to the conversion of the Place d’Orleans Station to LRT. The convenience of the transit station should provide the opportunity to reach the forecast transit mode shares.

### 12.2 Need and Opportunity

The subject site has been assumed to rely predominantly on auto and transit travel, and those assumptions have been carried through the analysis. Minimal risks are anticipated from failure to meet target mode shares given the potential for area shifts in mode shares to transit with the LRT conversion.

### 12.3 TDM Program

The “suite of post occupancy TDM measures” has been summarized in the TDM checklists for the residential land uses. The checklist is provided in Appendix K. The key TDM measures recommended include:

- Display local area maps with walking/cycling access routes and key destinations at major entrances
- Display relevant transit schedules and route maps at entrances
- Provide a multimodal travel option information package to new/relocating employees, students, and new residents
- Inclusion of a 1-year Presto card for the initial purchase of condo purchase and/or inaugural rental of apartment
- Unbundle parking costs from lease rates at multi-tenant sites, purchase or rental costs

## 13 Transit

### 13.1 Route Capacity

In Section 5.1 the trip generation by mode was estimated, including an estimate of the number of transit trips that will be generated by the proposed development. Table 22 summarizes the transit trip generation.

*Table 22: Trip Generation by Transit Mode*

Travel Mode	Mode Share	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Transit	Varies	12	28	40	19	14	33

The proposed development is anticipated to generate an additional 40 AM and 33 PM peak hour two-way transit trips. From the trip distribution found in section 5.3, these values can be further broken down. Table 23 summarizes forecasted site-generated transit ridership trips by direction and the equivalent bus loads.

Table 23: Forecasted Site-Generated Transit Ridership

Direction	AM Peak Hour		PM Peak Hour		Service Type	Approximate Equivalent Peak Hour/Direction Bus Loads
	In	Out	In	Out		
North	1	1	0	0	Bus	Negligible
South	4	8	6	4	Bus	Negligible
East	3	7	5	4	Bus, LRT	Negligible
West	5	11	8	6	Bus, LRT	One-Fifth of a standard bus

13.2 Transit Priority

Examining the study area intersection delays, negligible impacts are noted on the transit movements at the study area intersections. No specific transit priority measures were considered as part of this development.

14 Network Intersection Design

14.1 Network Intersection Control

No change to the existing signalized control is recommended for the network intersections.

14.2 Network Intersection Design

14.2.1 2025 & 2030 Future Total Network Intersection Operations

The operations are noted in Section 7.4 and a reduction of four vehicles on the eastbound through movement or signal timing adjustment would address the capacity issues. No further rationalization is required.

14.2.2 Network Intersection MMLOS

Table 24 summarizes the MMLOS analysis for the network intersections. The intersection analysis is based on the policy area of “within 600 metres of a rapid transit station” and the land use of “Mixed-Use Centre”. The existing and future conditions for the network intersections will be the same and are considered in one row. The MMLOS worksheets have been provided in Appendix L.

Table 24: Study Area Intersection MMLOS Analysis

Intersection	Pedestrian LOS		Bicycle LOS		Transit LOS		Truck LOS		Auto LOS	
	PLOS	Target	BLOS	Target	TLOS	Target	TrLOS	Target	ALOS	Target
Centrum Boulevard at Place d’Orleans Drive (E)	F	A	F	B	N/A	N/A	N/A	N/A	A	D
St-Joseph Boulevard at Place d’Orleans Drive (W)	F	A	F	A	N/A	N/A	B	D	C	D
St-Joseph Boulevard at Napoleon Way	F	A	F	A	N/A	N/A	N/A	N/A	A	D
St-Joseph Boulevard at Place d’Orleans Drive / Duford Drive	F	A	F	A	N/A	N/A	B	D	C	D

The pedestrian LOS targets will not be met at the study area intersections. As typical for arterial roads, the crossing distance does not permit the targets to be met. To meet pedestrian LOS targets, the maximum crossing distance on all pedestrian crossings would need to be reduced to two lane widths.

Pedestrian delay LOS is not considered in the PLOS calculation as it is not a suitable metric for the assessment of pedestrian LOS as formulated. This exclusion is consistent with City direction since 2015, and no alternative methodology has been provided for its assessment.

The bicycle LOS targets will not be met at the study area intersections, and two-stage left turns or left-turn boxes would be required to meet LOS targets on all approaches.

It is recommended that the City of Ottawa review options to address the area PLOS and BLOS deficiencies as part of future design exercises on St-Joseph Boulevard, given the arterial road classification, and given it is anticipated greater network coordination of improvements would be required beyond the localized intersection upgrades.

#### 14.2.3 Recommended Design Elements

No study area intersection design elements are proposed as part of this study.

## 15 Summary of Improvements Indicated and Modifications Options

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

### Proposed Site and Screening

- The proposed site includes an 18-storey mixed-used building comprising 206 units and 2,050 sq. ft commercial space
- A right-in/right-out access will be provided on St-Joseph Boulevard
- The development is proposed to be completed as a single phase by 2025
- The trip generation, location, and safety triggers were met for the TIA Screening

### Existing Conditions

- St Joseph Boulevard and Place d'Orleans Drive are arterial roads, and Duford Drive and Centrum Boulevard are collector roads in the study area
- Sidewalks are provided on both sides along St Joseph Boulevard, Place d'Orleans Drive, and Centrum Boulevard, on one side of Napoleon Way, on the east side of Duford Drive, and on the west side of Duford Drive between St Joseph Boulevard and Chartrand Avenue
- The intersections of Place d'Orleans Drive West at St. Joseph Boulevard and St. Joseph Boulevard at Duford Drive/Place d'Orleans Drive are noted to have experienced higher collisions than other locations within the study area
- At Place d'Orleans Drive West at St. Joseph Boulevard intersection, the collision types are most represented by turning movement and may be impacted by the bus stops on the west and north departures, and six of eight of these collisions occurred near the PM peak period
- At St. Joseph Boulevard at Duford Drive/Place d'Orleans Drive intersection, the collision types are most represented by rear end and are typical of congested conditions, but may be influenced by the intersection skew, the horizontal curve and downslope on Duford Drive, or the sweeping eastbound right-turn
- No further examination of collisions at this location is required as part of this study
- The existing study area intersections are generally expected to operate well during both peak hours

### Development Generated Travel Demand

- Being 700 metres walking distance from the future Place d'Orleans LRT station, a 15% shift to transit mode from the auto mode for residential land use and a 10% percent shift to transit mode from the auto mode for commercial land use are proposed for the proposed development
- A total of 32 AM and 42 PM new peak hour two-way vehicle trips are projected as a result of the proposed development

- Of the forecasted trips, 5 % are anticipated to travel north, 30% to the south, 25% to the east, and 40 % to the west

### **Background Conditions**

- A comparison of the TRANS volumes and the existing volumes illustrates a situation that development has not progressed linearly
- The background developments were explicitly included in the background conditions, along with regional background growth along St Joseph Boulevard, Place d'Orleans Drive, and Centrum Boulevard along the mainline volumes
- The study area intersections at the future background conditions will operate similar to the existing conditions
- The eastbound shared through/right-turn movement at St-Joseph Boulevard at Place d'Orleans Drive / Duford Drive intersection during the PM peak hour will reach the capacity at the 2030 future background condition
- The forecasted traffic does not include any network reductions for the opening of LRT, which is likely to shift more than the 1% reduction required to make the 2030 background or total horizons operate under capacity

### **Development Design**

- The proposed development includes a right in/right out access on St-Joseph Boulevard
- A total of eight exterior bicycle parking and 205 indoor bicycle parking spaces are proposed
- Hard surface connections are provided from the building entrances to St-Joseph Boulevard and Duford Drive
- Local bus stops are located within 200 metre-walking distance from the site entrances at Centrum Boulevard at Place d'Orleans Drive (E) and Duford Drive and Chartrand Avenue
- Place d'Orléans station is approximately 700 metre-walking distance from the site
- Emergency service is expected to access the site at the frontage of St-Joseph Boulevard and Duford Drive and garbage collection is anticipated on St-Joseph Boulevard

### **Parking**

- The site provides a total of 145 vehicle parking spaces internal to the building including 16 ground floor parking and 129 underground parking spaces
- A total of 213 bicycle parking spaces are provided including eight exterior parking and 205 indoor parking spaces
- The maximum residential parking, minimum visitor parking, and minimum bicycle parking requirements are satisfied

### **Boundary Street Design**

- The pedestrian LOS will not be met along the segment of St-Joseph Boulevard and Duford Drive
- At least 0.5 metres boulevards and lower than 30 km/h operating speed would need to meet the theoretical pedestrian LOS target on St-Joseph Boulevard
- At least 0.5 metres boulevards or lower than 30 km/h operating speed would need to meet the theoretical pedestrian LOS target on St-Joseph Boulevard

- The bicycle LOS will not be met along the segment of St-Joseph Boulevard and Duford Drive and physically separated facilities would need along the boundary streets
- No further improvements are required to meet the PLOS and BLOS targets, although the City may look at reducing the speed limit to help improve the PLOS and BLOS results

#### **Access Intersections Design**

- The access connects to the parking and to a loading zone
- The drive aisle to the underground parking is 6.0-metres-wide and the adjacent loading area is 5.2-metres-wide
- The offset of the loading area is below 3.0 metres and the overall width of the access exceeds the 9 metres, each not complying with Private Approach By-Law provisions
- The loading space is anticipated to experience infrequent use and a change in materiality between the drive aisle and the adjacent loading area is recommended to delineate the drive aisle and functionally mitigate the non-compliance, and the exemption from these provisions is supportable
- The throat length for the access is approximately 20 metres, which does not meet the suggested minimum 25 metres from Table 8.9.3 of the TAC Geometric Design Guidelines, however based on the TOD nature and anticipated trip generation, this throat is considered adequate
- The access is approximately 60 metres from the St-Joseph Boulevard at Place d'Orleans Drive / Duford Drive intersection and it meets the minimum corner clearance and Private Approach By-Law values
- The access will operate well from a traffic perspective and no mitigation is required for the development
- The proposed access will be constructed to comply with the City standard SC7.1 and will be restricted to right-in/right-out via signage

#### **TDM**

- Supportive TDM measures to be included within the proposed development should include:
  - Display local area maps with walking/cycling access routes and key destinations at major entrances
  - Display relevant transit schedules and route maps at entrances
  - Provide a multimodal travel option information package to new/relocating employees, students, and new residents
  - Offer at least one year of free monthly transit passes on residence purchase/move-in
  - Unbundle parking costs from lease rates at multi-tenant sites, purchase or rental costs

#### **Transit**

- The forecasted transit trips will include 40 two-way trips during the AM peak and 33 two-way trips during the PM peak
- Peak hour increases in transit ridership resulting from the site equate to one-fifth of a standard bus load westerly of the site and negligible impact on other directions
- Negligible impacts are noted on the transit movements at the study area intersections
- No specific transit priority measures were considered as part of this development

#### **Network Intersection Design**

- Generally, the network intersections will operate similar to the future background condition except for the St-Joseph Boulevard at Place d'Orleans Drive/Duford Drive intersection during the PM peak hour



- At the St-Joseph Boulevard at Place d'Orleans Drive/Duford Drive intersection during the PM peak hour, the eastbound left-turn movement may be subject to high delays and extended queues and the eastbound shared through/right-turn movement will be over theoretical capacity with high delays and extended queues
- The site-generated trips are considered to have negligible impact on the intersection
- Further optimized signal timings or a reduction of five vehicles can address the constraint and reduce the v/c of all movements to be 1.00 or below at St-Joseph Boulevard at Place d'Orleans Drive / Duford Drive intersection
- Being 700 metres walking distance from the future Place d'Orleans LRT station, the proposed mode shares for the development are expected to be achieved and TDM measures will be provided to support these targets, and no rationalization for site traffic or mode share selection is required
- The pedestrian LOS targets will not be met at the study area intersections, and maximum of two-lane widths crossing distance on all pedestrian crossings would need
- Pedestrian delay LOS is not considered in the PLOS calculation as it is not a suitable metric for the assessment of pedestrian LOS as formulated
- The bicycle LOS targets will not be met at the study area intersections, and two-stage left turns or left-turn boxes would be required to meet LOS targets on all approaches.
- It is recommended that the City of Ottawa review options to address the area PLOS and BLOS deficiencies, given they are arterial road intersections and may require greater network improvements beyond the localized intersection upgrades

## 16 Conclusion

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

Prepared By:



John Kingsley, EIT  
Transportation Engineering-Intern

Reviewed By:



Andrew Harte, P.Eng.  
Senior Transportation Engineer

# Appendix A

TIA Screening Form and PM Certification Form

City of Ottawa 2017 TIA Guidelines  
Step 1 - Screening Form

Date: 26-Apr-23  
Project Number: 2023-055  
Project Reference: 3030 St-Joseph

1.1 Description of Proposed Development	
Municipal Address	3030 St-Joseph Boulevard
Description of Location	Southwest corner of the intersection of St-Joseph Blvd at Place d'Orleans Dr/Duford Dr
Land Use Classification	Arterial Mainstreet Zone (AM3[2705] S438)
Development Size	18-storey mixed-used building including 202 units and 2,796 sq. ft commercial space
Accesses	Right in/right out access on St-Joseph Boulevard
Phase of Development	Single
Buildout Year	2025
TIA Requirement	Full TIA Required

1.2 Trip Generation Trigger	
Land Use Type	Townhomes or apartments
Development Size	202 Units
Trip Generation Trigger	Yes

1.3 Location Triggers	
Does the development propose a new driveway to a boundary street that is designated as part of the City's Transit Priority, Rapid Transit or Spine Bicycle Networks?	Yes St-Joseph spine route
Is the development in a Design Priority Area (DPA) or Transit-oriented Development (TOD) zone?	No
Location Trigger	Yes

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



## **TIA Plan Reports**

On 14 June 2017, the Council of the City of Ottawa adopted new Transportation Impact Assessment (TIA) Guidelines. In adopting the guidelines, Council established a requirement for those preparing and delivering transportation impact assessments and reports to sign a letter of certification.

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 s/he meets the four criteria listed below.

### **CERTIFICATION**

1. 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;
2. 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;
3. 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
4. I am either a licensed<sup>1</sup> or registered<sup>2</sup> professional in good standing, whose field of expertise [check  appropriate field(s)] is either transportation engineering  or transportation planning .

**1,2 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.**


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Sustainability  
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Urbanisme et Gestion de la croissance  
110, avenue Laurier Ouest  
Ottawa (Ontario) K1P 1J1  
Tél. : 613-580-2424  
Télécopieur: 613-560-6006

Dated at Ottawa this 20 day of September, 2018.  
(City)

Name: Andrew Harte  
(Please Print)

Professional Title: Professional Engineer

  
Signature of Individual certifier that s/he meets the above four criteria

<b>Office Contact Information (Please Print)</b>
Address: 6 Plaza Court
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# Appendix B

Turning Movement Counts



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### PLACE D'ORLEANS @ CENTRUM BLVD/PLACE D'ORLEANS

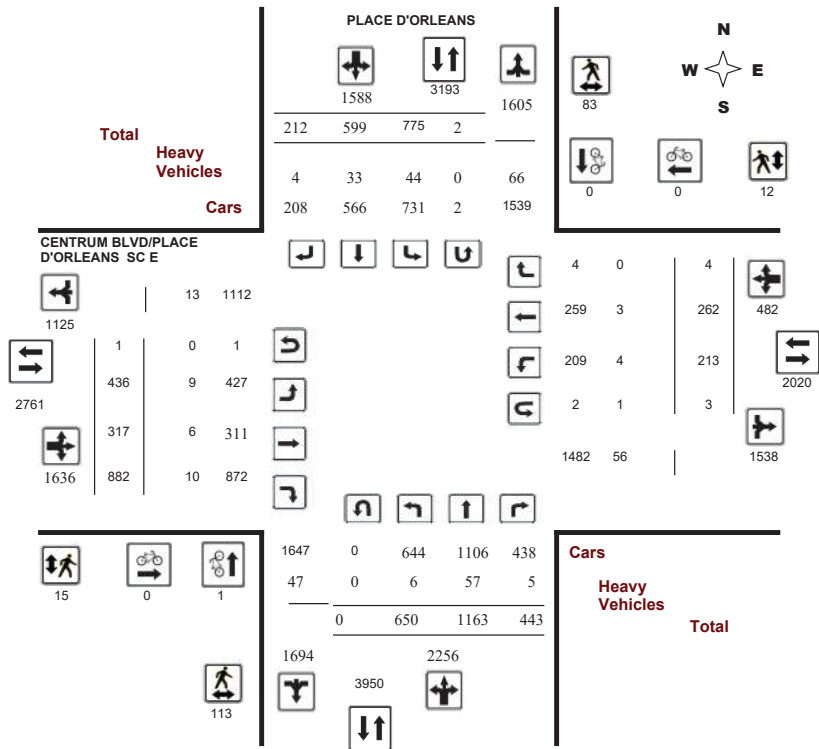
Survey Date: Thursday, January 31, 2019

WO No: 38321

Start Time: 07:00

Device: Miovision

#### Full Study Diagram



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### PLACE D'ORLEANS @ CENTRUM BLVD/PLACE D'ORLEANS

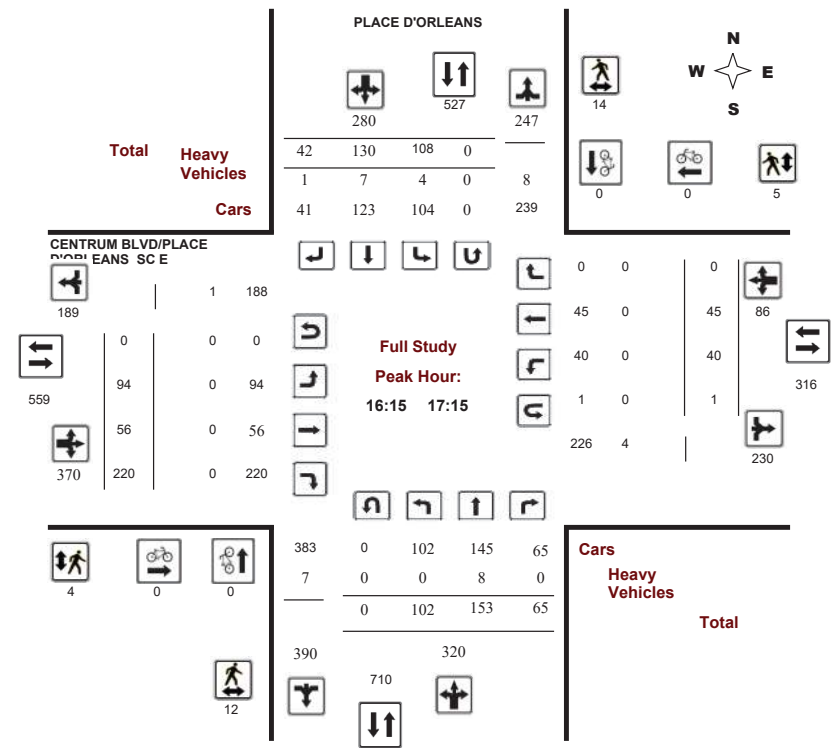
Survey Date: Thursday, January 31, 2019

WO No: 38321

Start Time: 07:00

Device: Miovision

#### Full Study Peak Hour Diagram





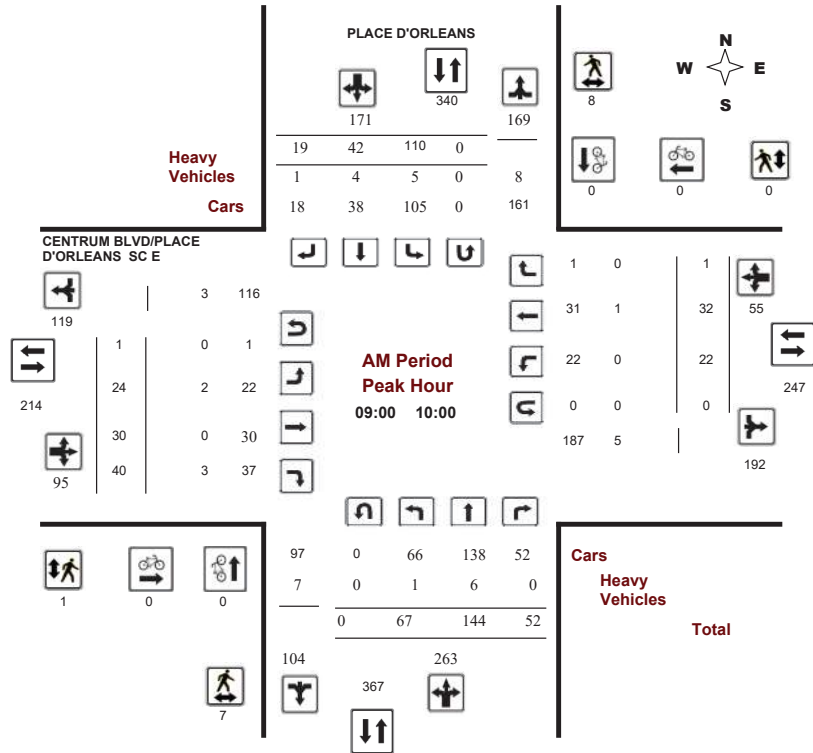
# Transportation Services - Traffic Services

## Turning Movement Count - Peak Hour Diagram

### PLACE D'ORLEANS @ CENTRUM BLVD/PLACE D'ORLEANS

Survey Date: Thursday, January 31, 2019  
Start Time: 07:00

WO No: 38321  
Device: Miovision



Comments



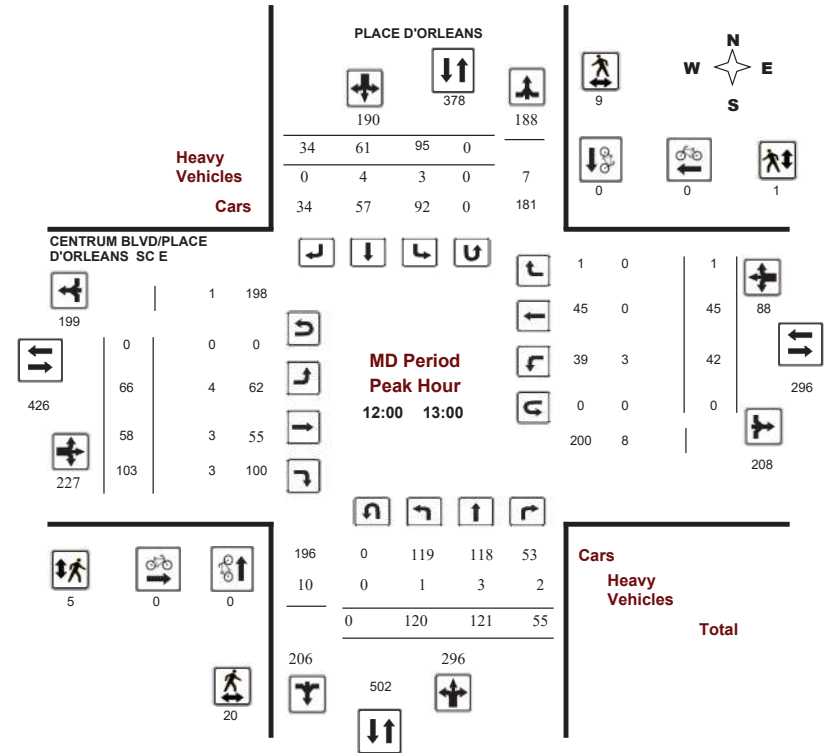
# Transportation Services - Traffic Services

## Turning Movement Count - Peak Hour Diagram

### PLACE D'ORLEANS @ CENTRUM BLVD/PLACE D'ORLEANS

Survey Date: Thursday, January 31, 2019  
Start Time: 07:00

WO No: 38321  
Device: Miovision



Comments





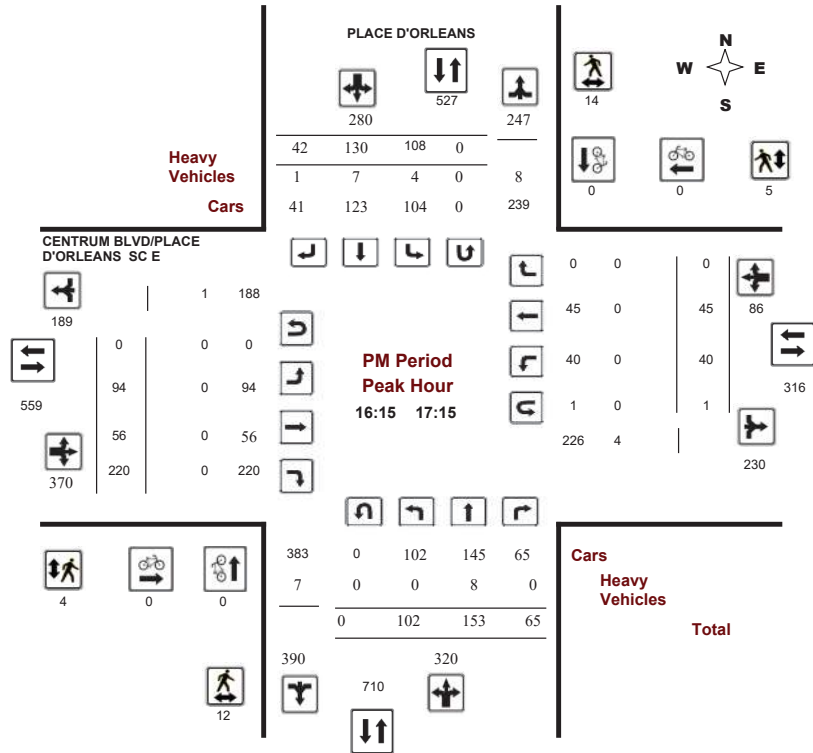
# Transportation Services - Traffic Services

## Turning Movement Count - Peak Hour Diagram

### PLACE D'ORLEANS @ CENTRUM BLVD/PLACE D'ORLEANS

Survey Date: Thursday, January 31, 2019  
Start Time: 07:00

WO No: 38321  
Device: Miovision



Comments



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### PLACE D'ORLEANS @ CENTRUM BLVD/PLACE D'ORLEANS

Survey Date: Thursday, January 31, 2019  
Start Time: 07:00

WO No: 38321  
Device: Miovision

### Full Study Summary (8 HR Standard)

Survey Date: Thursday, January 31, 2019

Total Observed U-Turns  
Northbound: 0 Southbound: 2  
Eastbound: 1 Westbound: 3

AADT Factor  
1.39

Period	PLACE D'ORLEANS								CENTRUM BLVD/PLACE D'ORLEANS SC E								Grand Total					
	Northbound				Southbound				Eastbound				Westbound									
	LT	ST	RT	NB TOT	LT	ST	RT	SB TOT	LT	ST	RT	EB TOT	LT	ST	RT	WB TOT						
07:00-08:00	38	182	24	244	35	47	7	89	333	4	6	15	25	12	5	0	17	42	375			
08:00-09:00	54	183	55	292	88	47	11	146	438	16	11	23	50	12	19	0	31	81	519			
09:00-10:00	67	144	52	263	110	42	19	171	434	24	30	40	94	22	32	1	55	149	583			
11:30-12:30	117	120	65	302	84	55	31	170	472	55	53	106	214	36	38	0	74	288	760			
12:30-13:30	97	105	48	250	94	60	26	180	430	74	54	103	231	29	48	1	78	309	739			
15:00-16:00	75	129	62	266	130	111	36	277	543	87	61	167	315	34	45	0	79	394	937			
16:00-17:00	108	156	60	324	114	128	46	288	612	81	53	202	336	43	47	1	91	427	1039			
17:00-18:00	94	144	77	315	120	109	36	265	580	95	49	226	370	25	28	1	54	424	1004			
<b>Sub Total</b>	<b>650</b>	<b>1163</b>	<b>443</b>	<b>2256</b>	<b>775</b>	<b>599</b>	<b>212</b>	<b>1586</b>	<b>3842</b>	<b>436</b>	<b>317</b>	<b>882</b>	<b>1635</b>	<b>213</b>	<b>262</b>	<b>4</b>	<b>479</b>	<b>2114</b>	<b>5956</b>			
<b>U Turns</b>	<b>0</b>								<b>2</b>		<b>2</b>		<b>1</b>				<b>3</b>		<b>4</b>		<b>6</b>	
<b>Total</b>	<b>650</b>	<b>1163</b>	<b>443</b>	<b>2256</b>	<b>775</b>	<b>599</b>	<b>212</b>	<b>1588</b>	<b>3844</b>	<b>436</b>	<b>317</b>	<b>882</b>	<b>1636</b>	<b>213</b>	<b>262</b>	<b>4</b>	<b>482</b>	<b>2118</b>	<b>5962</b>			
<b>EQ 12Hr</b>	903	1617	616	3136	1077	833	295	2207	5343	606	441	1226	2274	296	364	6	670	2944	8287			
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.																		<b>1.39</b>				
<b>AVG 12Hr</b>	903	1617	616	3136	1077	833	295	2207	5343	606	441	1226	2274	296	364	6	670	2944	8287			
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.																		<b>1</b>				
<b>AVG 24Hr</b>	1184	2118	807	4108	1411	1091	386	2892	7000	794	577	1606	2979	388	477	7	878	3857	10857			
Note: These volumes are calculated by multiplying the Average Daily 12 hr. totals by 12 to 24 expansion factor.																		<b>1.31</b>				
Note: U-Turns provided for approach totals. Refer to 'U-Turn' Report for specific breakdown.																						



Transportation Services - Traffic Services

Turning Movement Count - Study Results

PLACE D'ORLEANS @ CENTRUM BLVD/PLACE D'ORLEANS

Survey Date: Thursday, January 31, 2019

WO No: 38321

Start Time: 07:00

Device: Miovision

Full Study 15 Minute Increments

PLACE D'ORLEANS

CENTRUM BLVD/PLACE D'ORLEANS SC E

Table with columns for Time Period, Northbound (LT, ST, RT, N TOT), Southbound (LT, ST, RT, S TOT), Eastbound (LT, ST, RT, E TOT), Westbound (LT, ST, RT, W TOT), and Grand Total. Rows represent 15-minute intervals from 07:00 to 18:00.

Note: U-Turns are included in Totals.



Transportation Services - Traffic Services

Turning Movement Count - Study Results

PLACE D'ORLEANS @ CENTRUM BLVD/PLACE D'ORLEANS

Survey Date: Thursday, January 31, 2019

WO No: 38321

Start Time: 07:00

Device: Miovision

Full Study Cyclist Volume

PLACE D'ORLEANS

CENTRUM BLVD/PLACE D'ORLEANS SC E

Table with columns for Time Period, Northbound, Southbound, Street Total, Eastbound, Westbound, Street Total, and Grand Total. Rows represent 15-minute intervals from 07:00 to 18:00.



Transportation Services - Traffic Services

Turning Movement Count - Study Results

PLACE D'ORLEANS @ CENTRUM BLVD/PLACE D'ORLEANS

Survey Date: Thursday, January 31, 2019

WO No: 38321

Start Time: 07:00

Device: Miovision

Full Study Pedestrian Volume

PLACE D'ORLEANS

CENTRUM BLVD/PLACE D'ORLEANS SC E

Table with columns: 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. Rows show pedestrian counts from 07:00 to 18:00.



Transportation Services - Traffic Services

Turning Movement Count - Study Results

PLACE D'ORLEANS @ CENTRUM BLVD/PLACE D'ORLEANS

Survey Date: Thursday, January 31, 2019

WO No: 38321

Start Time: 07:00

Device: Miovision

Full Study Heavy Vehicles

PLACE D'ORLEANS

CENTRUM BLVD/PLACE D'ORLEANS SC E

Table with columns: Time Period, Northbound (LT, ST, RT, N TOT), Southbound (LT, ST, RT, S TOT, STR TOT), Eastbound (LT, ST, RT, E TOT), Westbound (LT, ST, RT, W TOT, STR TOT), Grand Total. Rows show heavy vehicle counts from 07:00 to 18:00.



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### PLACE D'ORLEANS @ CENTRUM BLVD/PLACE D'ORLEANS

Survey Date: Thursday, January 31, 2019

WO No: 38321

Start Time: 07:00

Device: Miovision

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

Time Period	PLACE D'ORLEANS		CENTRUM BLVD/PLACE D'ORLEANS		Total
	Northbound U-Turn Total	Southbound U-Turn Total	Eastbound U-Turn Total	Westbound U-Turn Total	
07:00 - 07:15	0	2	0	0	2
07:15 - 07:30	0	0	0	0	0
07:30 - 07:45	0	0	0	1	1
07:45 - 08:00	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0
08:15 - 08:30	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0
09:15 - 09:30	0	0	1	0	1
09:30 - 09:45	0	0	0	0	0
09:45 - 10:00	0	0	0	0	0
11:30 - 11:45	0	0	0	1	1
11:45 - 12:00	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0
16:30 - 16:45	0	0	0	1	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
<b>Total</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>6</b>



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### PLACE D'ORLEANS DR W @ ST. JOSEPH BLVD

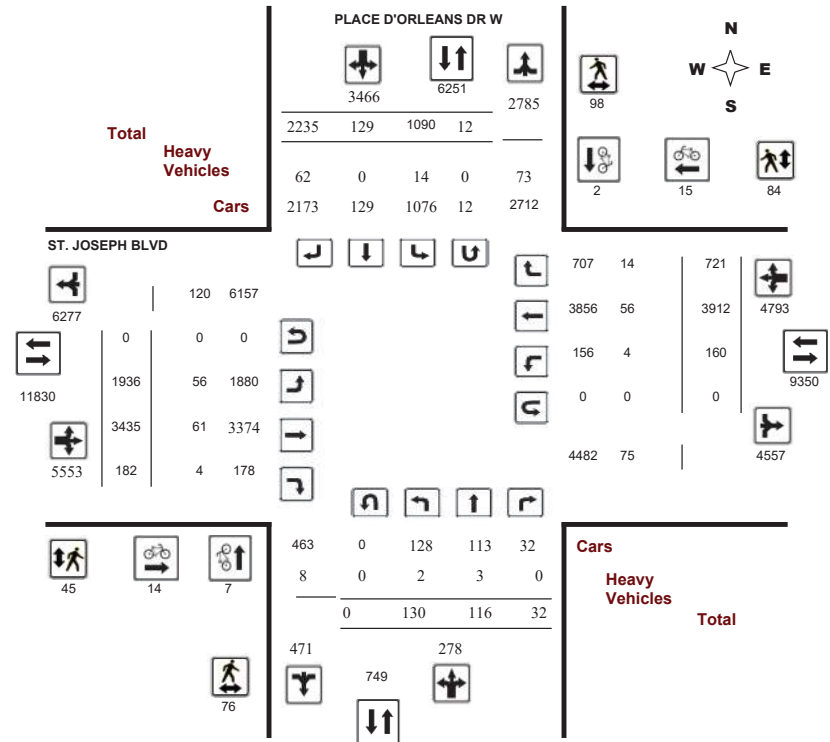
Survey Date: Thursday, August 29, 2019

WO No: 38722

Start Time: 07:00

Device: Miovision

#### Full Study Diagram





# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### PLACE D'ORLEANS DR W @ ST. JOSEPH BLVD

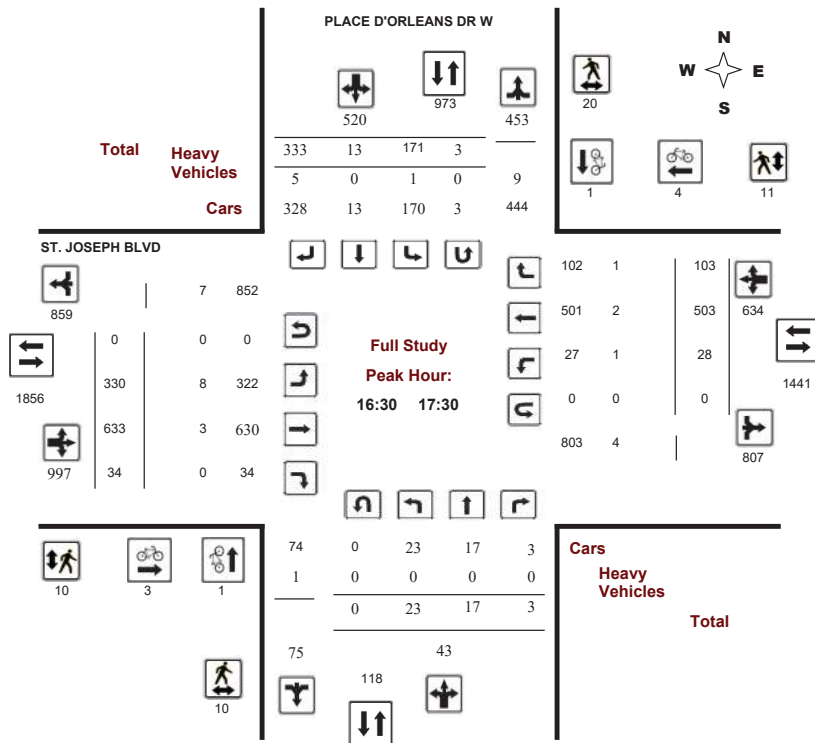
Survey Date: Thursday, August 29, 2019

WO No: 38722

Start Time: 07:00

Device: Miovision

#### Full Study Peak Hour Diagram



# Transportation Services - Traffic Services

## Turning Movement Count - Peak Hour Diagram

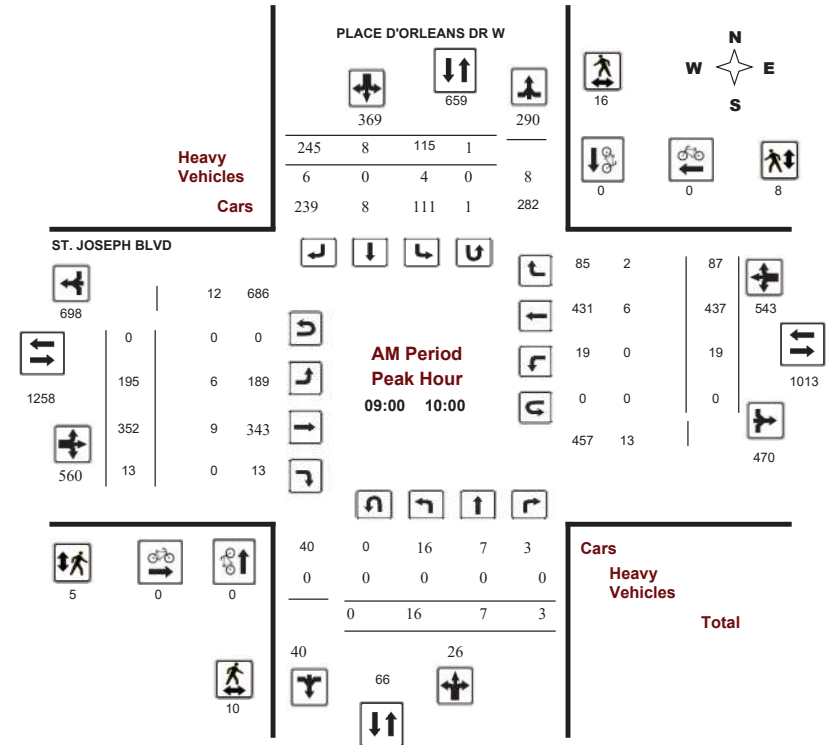
### PLACE D'ORLEANS DR W @ ST. JOSEPH BLVD

Survey Date: Thursday, August 29, 2019

WO No: 38722

Start Time: 07:00

Device: Miovision



Comments



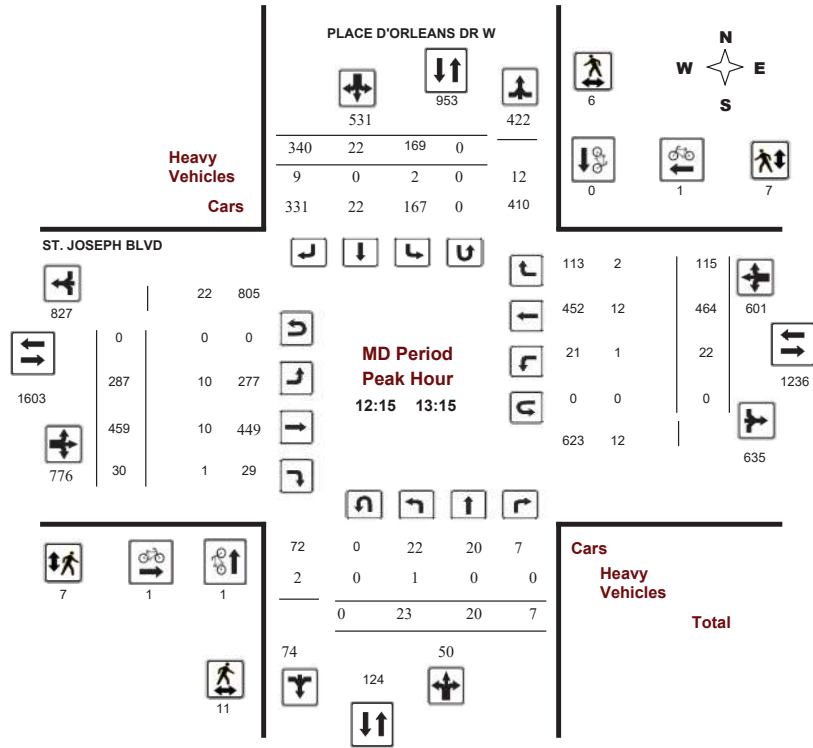
### Transportation Services - Traffic Services

#### Turning Movement Count - Peak Hour Diagram

#### PLACE D'ORLEANS DR W @ ST. JOSEPH BLVD

Survey Date: Thursday, August 29, 2019  
Start Time: 07:00

WO No: 38722  
Device: Miovision



Comments



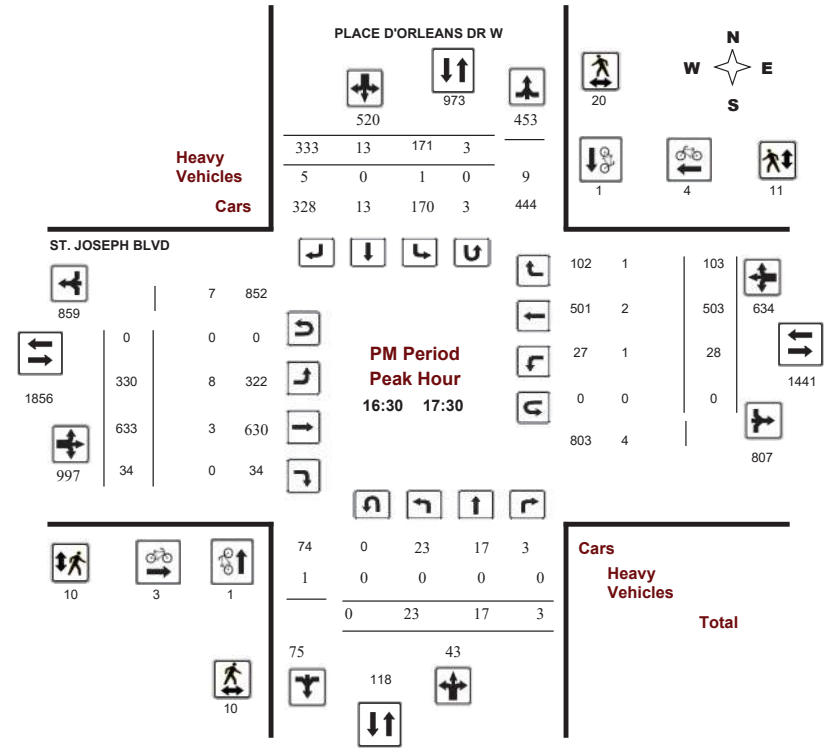
### Transportation Services - Traffic Services

#### Turning Movement Count - Peak Hour Diagram

#### PLACE D'ORLEANS DR W @ ST. JOSEPH BLVD

Survey Date: Thursday, August 29, 2019  
Start Time: 07:00

WO No: 38722  
Device: Miovision



Comments



Transportation Services - Traffic Services

Turning Movement Count - Study Results

PLACE D'ORLEANS DR W @ ST. JOSEPH BLVD

Survey Date: Thursday, August 29, 2019

WO No: 38722

Start Time: 07:00

Device: Miovision

Full Study Summary (8 HR Standard)

Survey Date: Thursday, August 29, 2019

Total Observed U-Turns

AADT Factor

Northbound: 0 Southbound: 12
Eastbound: 0 Westbound: 0

Table with columns for Period, Northbound, Southbound, Eastbound, Westbound, and Grand Total. Includes sub-totals for U-Turns, EQ 12Hr, and AVG 24Hr.



Transportation Services - Traffic Services

Turning Movement Count - Study Results

PLACE D'ORLEANS DR W @ ST. JOSEPH BLVD

Survey Date: Thursday, August 29, 2019

WO No: 38722

Start Time: 07:00

Device: Miovision

Full Study 15 Minute Increments

Table with columns for Time Period, Northbound, Southbound, Eastbound, Westbound, and Grand Total. Shows 15-minute increments from 07:00 to 18:00.

Note: U-Turns are included in Totals.



Transportation Services - Traffic Services

Turning Movement Count - Study Results

PLACE D'ORLEANS DR W @ ST. JOSEPH BLVD

Survey Date: Thursday, August 29, 2019

WO No: 38722

Start Time: 07:00

Device: Miovision

Full Study Cyclist Volume

Table with columns: Time Period, Northbound, Southbound, Street Total, Eastbound, Westbound, Street Total, Grand Total. Rows show cyclist counts for various time intervals from 07:00 to 17:45.



Transportation Services - Traffic Services

Turning Movement Count - Study Results

PLACE D'ORLEANS DR W @ ST. JOSEPH BLVD

Survey Date: Thursday, August 29, 2019

WO No: 38722

Start Time: 07:00

Device: Miovision

Full Study Pedestrian Volume

Table with columns: Time Period, NB Approach, SB Approach, Total, EB Approach, WB Approach, Total, Grand Total. Rows show pedestrian counts for various time intervals from 07:00 to 17:45.





Transportation Services - Traffic Services

Turning Movement Count - Study Results

PLACE D'ORLEANS DR W @ ST. JOSEPH BLVD

Survey Date: Thursday, August 29, 2019

WO No: 38722

Start Time: 07:00

Device: Miovision

Full Study Heavy Vehicles

Table with columns for Time Period, Northbound (LT, ST, RT, N TOT, STR TOT), Southbound (LT, ST, RT, S TOT, STR TOT), Eastbound (LT, ST, RT, E TOT), Westbound (LT, ST, RT, W TOT, STR TOT), and Grand Total. Rows represent 15-minute intervals from 07:00 to 18:00.



Transportation Services - Traffic Services

Turning Movement Count - Study Results

PLACE D'ORLEANS DR W @ ST. JOSEPH BLVD

Survey Date: Thursday, August 29, 2019

WO No: 38722

Start Time: 07:00

Device: Miovision

Full Study 15 Minute U-Turn Total

Table with columns for Time Period, Northbound U-Turn Total, Southbound U-Turn Total, Eastbound U-Turn Total, Westbound U-Turn Total, and Total. Rows represent 15-minute intervals from 07:00 to 18:00.



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### ST. JOSEPH BLVD @ 193 E OF PLACE D'ORLEAN-W/PL

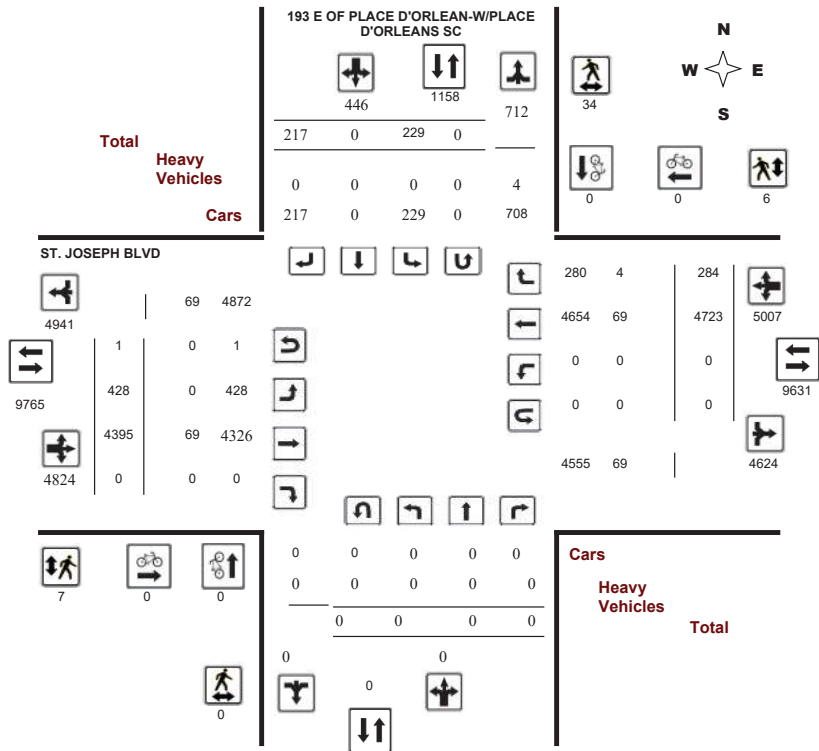
Survey Date: Tuesday, February 06, 2018

WO No: 37493

Start Time: 07:00

Device: Miovision

#### Full Study Diagram



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### ST. JOSEPH BLVD @ 193 E OF PLACE D'ORLEAN-W/PL

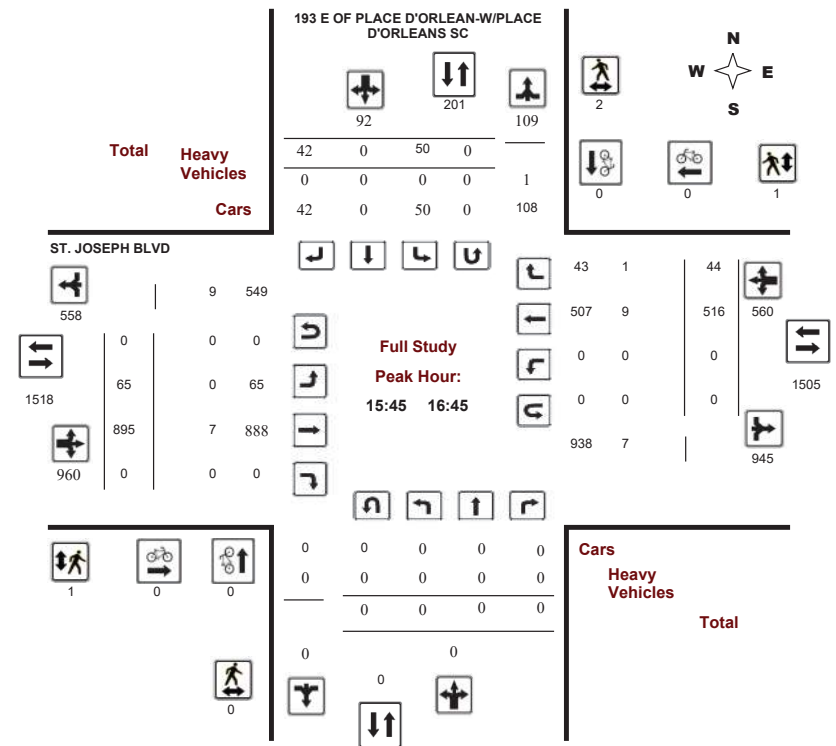
Survey Date: Tuesday, February 06, 2018

WO No: 37493

Start Time: 07:00

Device: Miovision

#### Full Study Peak Hour Diagram





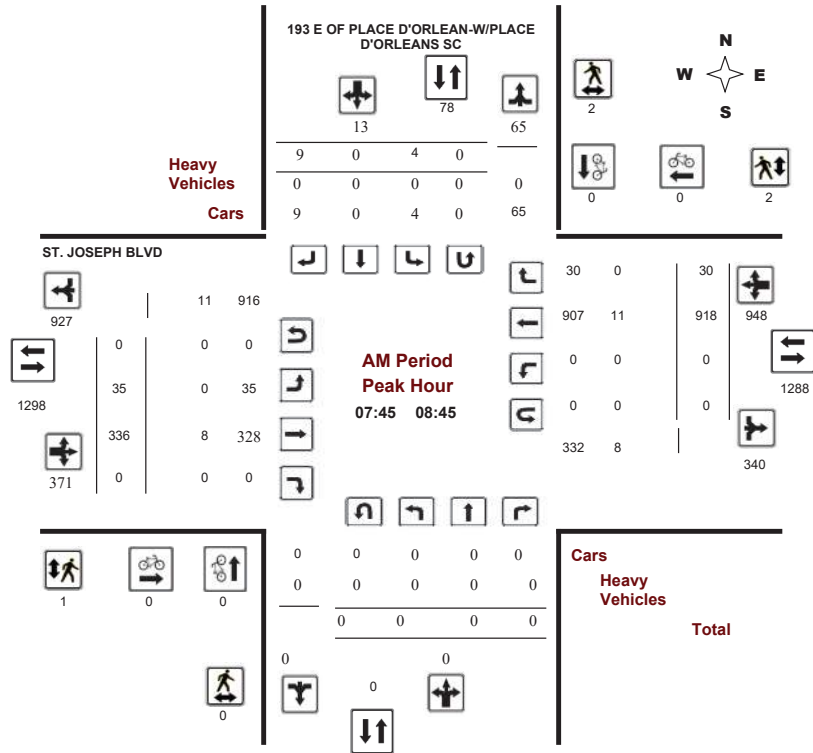
Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

ST. JOSEPH BLVD @ 193 E OF PLACE D'ORLEAN-W/PL

Survey Date: Tuesday, February 06, 2018  
Start Time: 07:00

WO No: 37493  
Device: Miovision



Comments



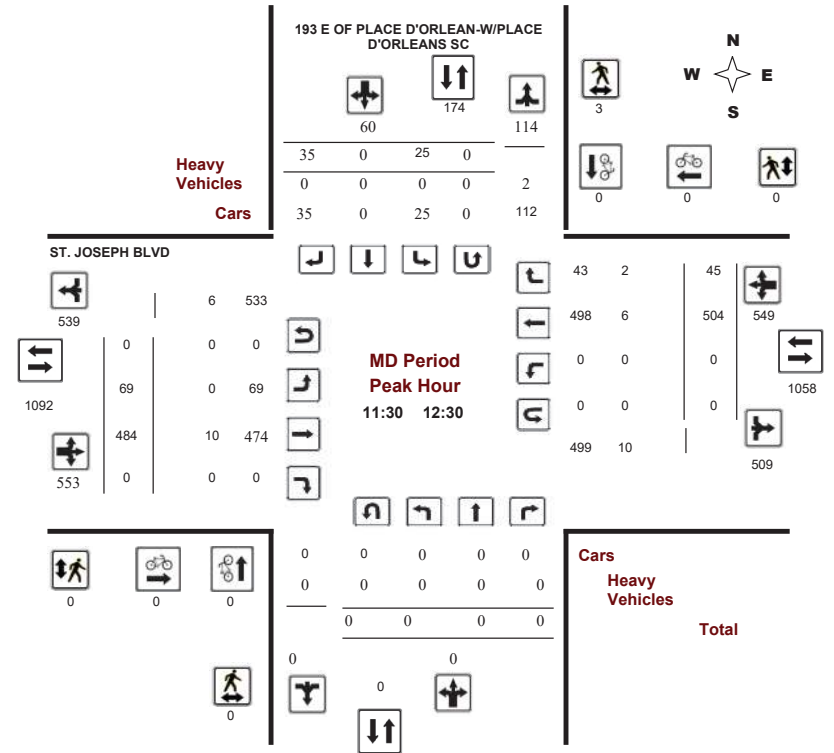
Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

ST. JOSEPH BLVD @ 193 E OF PLACE D'ORLEAN-W/PL

Survey Date: Tuesday, February 06, 2018  
Start Time: 07:00

WO No: 37493  
Device: Miovision



Comments



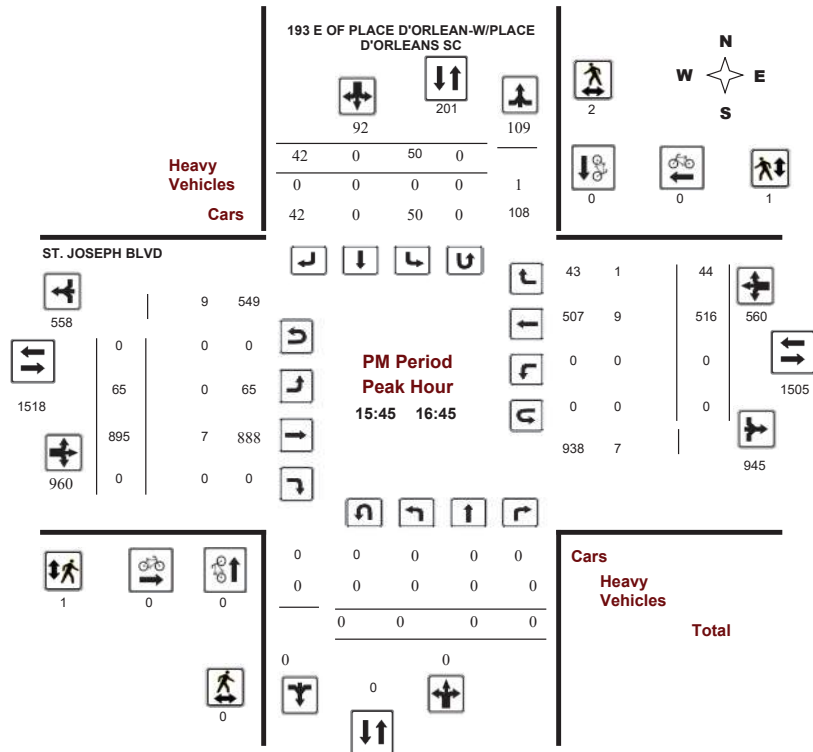
### Transportation Services - Traffic Services

#### Turning Movement Count - Peak Hour Diagram

#### ST. JOSEPH BLVD @ 193 E OF PLACE D'ORLEAN-W/PL

Survey Date: Tuesday, February 06, 2018  
Start Time: 07:00

WO No: 37493  
Device: Miovision



Comments



### Transportation Services - Traffic Services

#### Turning Movement Count - Study Results

#### ST. JOSEPH BLVD @ 193 E OF PLACE D'ORLEAN-W/PL

Survey Date: Tuesday, February 06, 2018  
Start Time: 07:00

WO No: 37493  
Device: Miovision

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

Survey Date: Tuesday, February 06, 2018

**Total Observed U-Turns**

Northbound: 0	Southbound: 0	AADT Factor: 1.00
Eastbound: 1	Westbound: 0	

Period	193 E OF PLACE D'ORLEAN-W/PLACE D'ORLEANS SC										ST. JOSEPH BLVD								Grand Total		
	Northbound					Southbound					Eastbound				Westbound						
	LT	ST	RT	NB TOT	STR TOT	LT	ST	RT	SB TOT	STR TOT	LT	ST	RT	EB TOT	STR TOT	LT	ST	RT		WB TOT	STR TOT
07:00 08:00	0	0	0	0	0	0	0	0	2	2	2	20	210	0	230	0	836	28	864	1094	1096
08:00 09:00	0	0	0	0	0	4	0	12	16	16	42	367	0	409	0	843	30	873	1282	1298	
09:00 10:00	0	0	0	0	0	4	0	15	19	19	53	419	0	472	0	547	33	580	1052	1071	
11:30 12:30	0	0	0	0	0	25	0	35	60	60	69	484	0	553	0	504	45	549	1102	1162	
12:30 13:30	0	0	0	0	0	34	0	42	76	76	63	462	0	525	0	463	33	496	1021	1097	
15:00 16:00	0	0	0	0	0	44	0	32	76	76	58	785	0	843	0	521	39	560	1403	1479	
16:00 17:00	0	0	0	0	0	65	0	42	107	107	64	847	0	911	0	499	40	539	1450	1557	
17:00 18:00	0	0	0	0	0	53	0	37	90	90	59	821	0	880	0	510	36	546	1426	1516	
<b>Sub Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>229</b>	<b>0</b>	<b>217</b>	<b>446</b>	<b>446</b>	<b>428</b>	<b>4395</b>	<b>0</b>	<b>4823</b>	<b>0</b>	<b>4723</b>	<b>284</b>	<b>5007</b>	<b>9830</b>	<b>10276</b>	
<b>U Turns</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>229</b>	<b>0</b>	<b>217</b>	<b>446</b>	<b>446</b>	<b>429</b>	<b>4395</b>	<b>0</b>	<b>4824</b>	<b>0</b>	<b>4723</b>	<b>284</b>	<b>5007</b>	<b>9831</b>	<b>10277</b>	
<b>EQ 12Hr</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>318</b>	<b>0</b>	<b>302</b>	<b>620</b>	<b>620</b>	<b>596</b>	<b>6109</b>	<b>0</b>	<b>6705</b>	<b>0</b>	<b>6565</b>	<b>395</b>	<b>6960</b>	<b>13665</b>	<b>14285</b>	
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.														<b>1.39</b>							
<b>AVG 12Hr</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>318</b>	<b>0</b>	<b>302</b>	<b>620</b>	<b>620</b>	<b>596</b>	<b>6109</b>	<b>0</b>	<b>6705</b>	<b>0</b>	<b>6565</b>	<b>395</b>	<b>6960</b>	<b>13665</b>	<b>14285</b>	
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.														<b>1.00</b>							
<b>AVG 24Hr</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>417</b>	<b>0</b>	<b>396</b>	<b>813</b>	<b>813</b>	<b>781</b>	<b>8003</b>	<b>0</b>	<b>8784</b>	<b>0</b>	<b>8600</b>	<b>517</b>	<b>9117</b>	<b>17901</b>	<b>18714</b>	
Note: These volumes are calculated by multiplying the Average Daily 12 hr. totals by 12 to 24 expansion factor.														<b>1.31</b>							
Note: U-Turns provided for approach totals. Refer to 'U-Turn' Report for specific breakdown.																					



Transportation Services - Traffic Services

Turning Movement Count - Study Results

ST. JOSEPH BLVD @ 193 E OF PLACE D'ORLEAN-W/PL

Survey Date: Tuesday, February 06, 2018

WO No: 37493

Start Time: 07:00

Device: Miovision

Full Study 15 Minute Increments

193 E OF PLACE D'ORLEAN-W/PLACE D'ORLEANS SC ST. JOSEPH BLVD

Table with columns: Time Period, Northbound (LT, ST, RT, N TOT, STR TOT), Southbound (LT, ST, RT, S TOT, STR TOT), Eastbound (LT, ST, RT, E TOT), Westbound (LT, ST, RT, W TOT, STR TOT), Grand Total. Rows show 15-minute intervals from 07:00 to 17:45.

Note: U-Turns are included in Totals.



Transportation Services - Traffic Services

Turning Movement Count - Study Results

ST. JOSEPH BLVD @ 193 E OF PLACE D'ORLEAN-W/PL

Survey Date: Tuesday, February 06, 2018

WO No: 37493

Start Time: 07:00

Device: Miovision

Full Study Cyclist Volume

193 E OF PLACE D'ORLEAN-W/PLACE D'ORLEANS SC ST. JOSEPH BLVD

Table with columns: Time Period, Northbound, Southbound, Street Total, Eastbound, Westbound, Street Total, Grand Total. Rows show 15-minute intervals from 07:00 to 17:45.



Transportation Services - Traffic Services

Turning Movement Count - Study Results

ST. JOSEPH BLVD @ 193 E OF PLACE D'ORLEAN-W/PL

Survey Date: Tuesday, February 06, 2018

WO No: 37493

Start Time: 07:00

Device: Miovision

Full Study Pedestrian Volume

193 E OF PLACE D'ORLEAN-W/PLACE D'ORLEANS SC ST. JOSEPH BLVD

Table with columns: Time Period, NB Approach, SB Approach, Total, EB Approach, WB Approach, Grand Total. Rows show pedestrian counts from 07:00 to 18:00.



Transportation Services - Traffic Services

Turning Movement Count - Study Results

ST. JOSEPH BLVD @ 193 E OF PLACE D'ORLEAN-W/PL

Survey Date: Tuesday, February 06, 2018

WO No: 37493

Start Time: 07:00

Device: Miovision

Full Study Heavy Vehicles

193 E OF PLACE D'ORLEAN-W/PLACE D'ORLEANS SC ST. JOSEPH BLVD

Table with columns: Time Period, Northbound (LT, ST, RT, N TOT), Southbound (LT, ST, RT, S TOT, STR TOT), Eastbound (LT, ST, RT, E TOT), Westbound (LT, ST, RT, W TOT, STR TOT), Grand Total. Rows show heavy vehicle counts from 07:00 to 18:00.



Transportation Services - Traffic Services

Turning Movement Count - Study Results

ST. JOSEPH BLVD @ 193 E OF PLACE D'ORLEAN-W/PL

Survey Date: Tuesday, February 06, 2018

WO No: 37493

Start Time: 07:00

Device: Miovision

Full Study 15 Minute U-Turn Total

Time Period		193 E OF PLACE D'ORLEAN- W/PLACE D'ORLEANS SC		ST. JOSEPH BLVD		Total
		Northbound U-Turn Total	Southbound U-Turn Total	Eastbound U-Turn Total	Westbound U-Turn Total	
07:00	07:15	0	0	0	0	0
07:15	07:30	0	0	0	0	0
07:30	07:45	0	0	0	0	0
07:45	08:00	0	0	0	0	0
08:00	08:15	0	0	0	0	0
08:15	08:30	0	0	0	0	0
08:30	08:45	0	0	0	0	0
08:45	09:00	0	0	0	0	0
09:00	09:15	0	0	0	0	0
09:15	09:30	0	0	0	0	0
09:30	09:45	0	0	0	0	0
09:45	10:00	0	0	1	0	1
11:30	11:45	0	0	0	0	0
11:45	12:00	0	0	0	0	0
12:00	12:15	0	0	0	0	0
12:15	12:30	0	0	0	0	0
12:30	12:45	0	0	0	0	0
12:45	13:00	0	0	0	0	0
13:00	13:15	0	0	0	0	0
13:15	13:30	0	0	0	0	0
15:00	15:15	0	0	0	0	0
15:15	15:30	0	0	0	0	0
15:30	15:45	0	0	0	0	0
15:45	16:00	0	0	0	0	0
16:00	16:15	0	0	0	0	0
16:15	16:30	0	0	0	0	0
16:30	16:45	0	0	0	0	0
16:45	17:00	0	0	0	0	0
17:00	17:15	0	0	0	0	0
17:15	17:30	0	0	0	0	0
17:30	17:45	0	0	0	0	0
17:45	18:00	0	0	0	0	0
Total		0	0	1	0	1



Transportation Services - Traffic Services

Turning Movement Count - Study Results

ST. JOSEPH BLVD @ DUFORD DR/PLACE D'ORLEANS DR

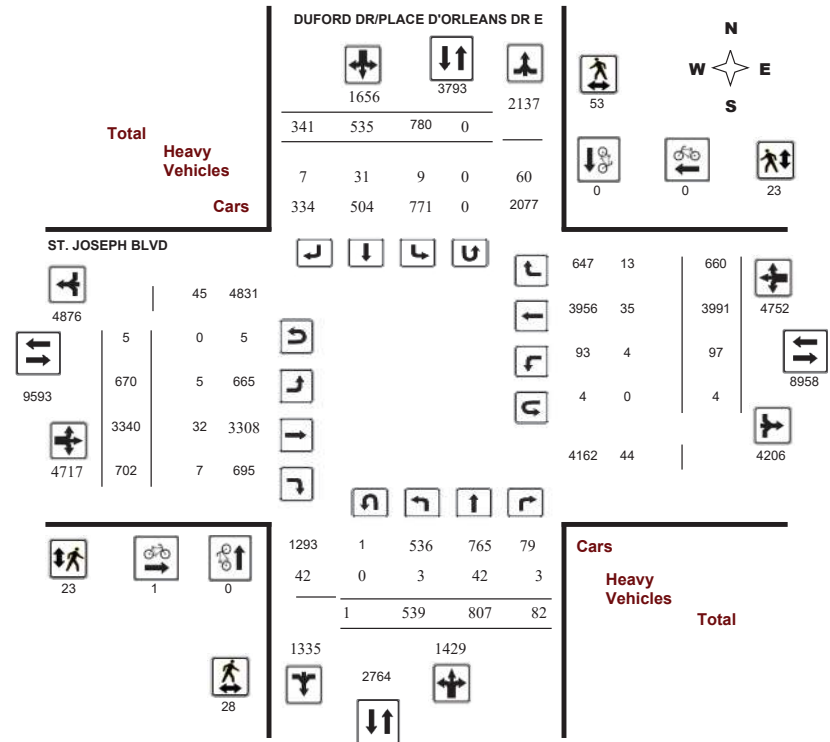
Survey Date: Tuesday, March 20, 2018

WO No: 37611

Start Time: 07:00

Device: Miovision

Full Study Diagram





# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### ST. JOSEPH BLVD @ DUFORD DR/PLACE D'ORLEANS DR

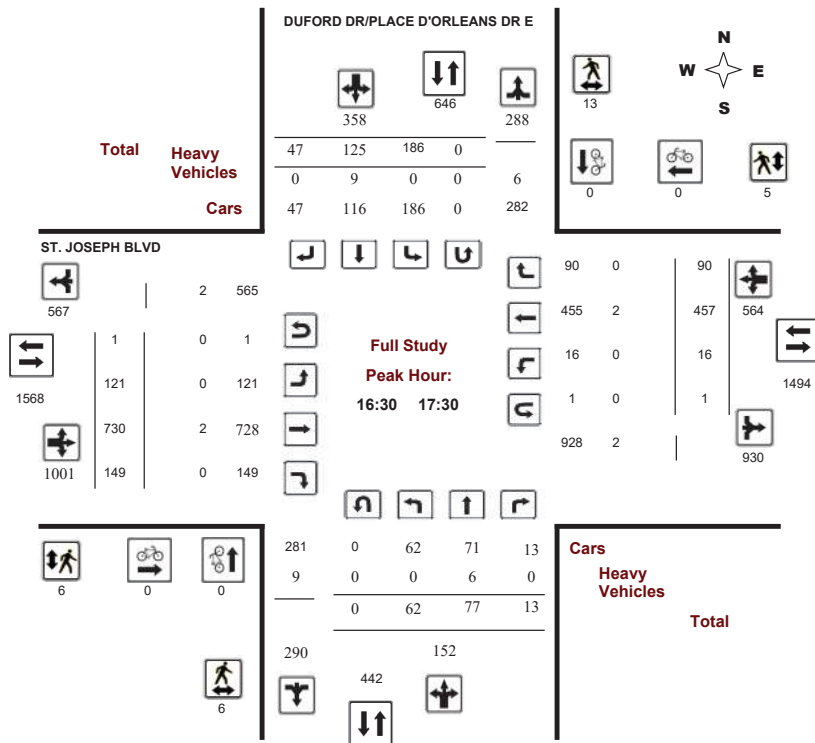
Survey Date: Tuesday, March 20, 2018

WO No: 37611

Start Time: 07:00

Device: Miovision

#### Full Study Peak Hour Diagram



# Transportation Services - Traffic Services

## Turning Movement Count - Peak Hour Diagram

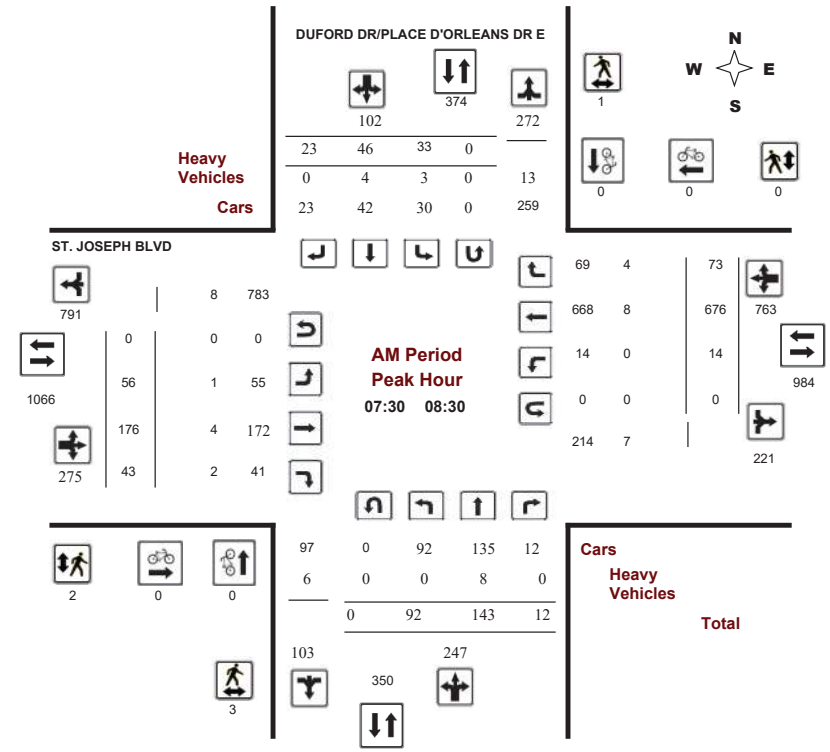
### ST. JOSEPH BLVD @ DUFORD DR/PLACE D'ORLEANS DR

Survey Date: Tuesday, March 20, 2018

WO No: 37611

Start Time: 07:00

Device: Miovision



Comments





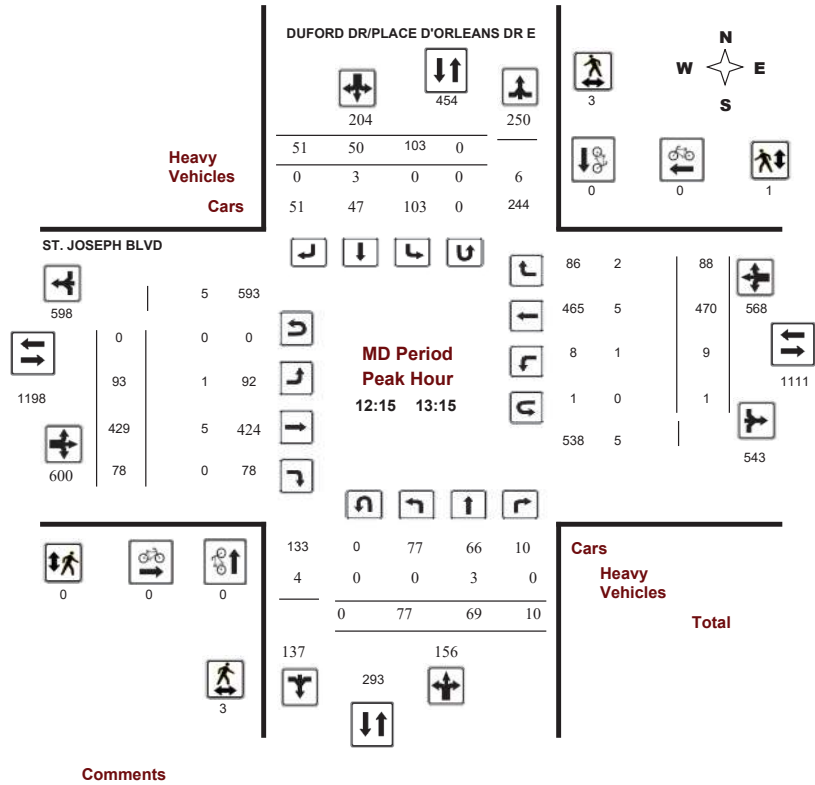
Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

ST. JOSEPH BLVD @ DUFORD DR/PLACE D'ORLEANS DR

Survey Date: Tuesday, March 20, 2018  
Start Time: 07:00

WO No: 37611  
Device: Miovision



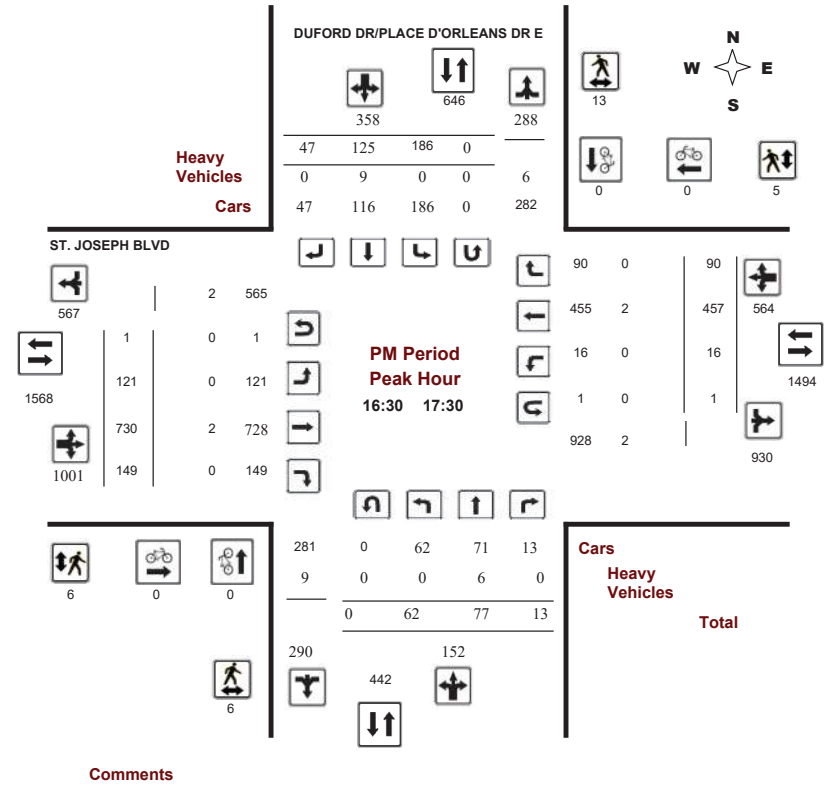
Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

ST. JOSEPH BLVD @ DUFORD DR/PLACE D'ORLEANS DR

Survey Date: Tuesday, March 20, 2018  
Start Time: 07:00

WO No: 37611  
Device: Miovision





### Transportation Services - Traffic Services

#### Turning Movement Count - Study Results

##### ST. JOSEPH BLVD @ DUFORD DR/PLACE D'ORLEANS DR

Survey Date: Tuesday, March 20, 2018 WO No: 37611  
Start Time: 07:00 Device: Miovision

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

Survey Date: Tuesday, March 20, 2018  
Total Observed U-Turns: Northbound: 1, Southbound: 0, Eastbound: 5, Westbound: 4  
AADT Factor: 1.39

Period	DUFORD DR/PLACE D'ORLEANS DR E								ST. JOSEPH BLVD								WB TOT	STR TOT	Grand Total
	Northbound				Southbound				Eastbound				Westbound						
	LT	ST	RT	NB TOT	LT	ST	RT	SB TOT	LT	ST	RT	EB TOT	LT	ST	RT	WB TOT			
07:00 08:00	72	151	7	230	25	30	16	71	301	35	129	37	201	4	768	63	835	1036	1337
08:00 09:00	106	132	11	249	32	41	25	98	347	65	198	39	302	22	559	74	655	957	1304
09:00 10:00	57	119	11	187	43	39	35	117	304	73	241	37	351	5	423	84	512	863	1167
11:30 12:30	46	77	5	128	103	45	68	216	344	91	393	91	575	12	436	88	536	1111	1455
12:30 13:30	80	65	9	154	93	59	54	206	360	89	424	71	584	8	467	87	562	1146	1506
15:00 16:00	64	105	16	185	122	96	47	265	450	100	584	148	832	12	446	82	540	1372	1822
16:00 17:00	57	82	13	152	194	119	60	373	525	102	678	148	928	16	434	83	533	1461	1986
17:00 18:00	57	76	10	143	168	106	36	310	453	115	693	131	939	18	458	99	575	1514	1967
<b>Sub Total</b>	539	807	82	1428	780	535	341	1656	3084	670	3340	702	4712	97	3991	660	4748	9460	12544
<b>U Turns</b>				1				0	1				5				4	9	10
<b>Total</b>	539	807	82	1429	780	535	341	1656	3085	670	3340	702	4717	97	3991	660	4752	9469	12554
<b>EQ 12Hr</b>	749	1122	114	1986	1084	744	474	2302	4288	931	4643	976	6557	135	5547	917	6605	13162	17450
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.													1.39						
<b>AVG 12Hr</b>	749	1122	114	1986	1084	744	474	2302	4288	931	4643	976	6557	135	5547	917	6605	13162	17450
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.													1						
<b>AVG 24Hr</b>	981	1469	149	2602	1420	974	621	3015	5617	1220	6082	1278	8589	177	7267	1202	8653	17242	22859
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

##### ST. JOSEPH BLVD @ DUFORD DR/PLACE D'ORLEANS DR

Survey Date: Tuesday, March 20, 2018 WO No: 37611  
Start Time: 07:00 Device: Miovision

#### Full Study 15 Minute Increments

DUFORD DR/PLACE D'ORLEANS DR E ST. JOSEPH BLVD

Time Period	Northbound				Southbound				Eastbound				Westbound				W TOT	STR TOT	Grand Total
	LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT			
07:00 07:15	13	43	0	56	6	2	2	10	142	7	20	10	37	0	204	14	218	142	321
07:15 07:30	20	31	2	53	9	6	4	19	135	7	17	5	29	2	182	12	196	135	297
07:30 07:45	22	32	1	55	6	5	5	16	149	9	33	11	53	0	182	21	203	149	327
07:45 08:00	17	45	4	66	4	17	5	26	195	12	59	11	82	2	200	16	218	195	392
08:00 08:15	22	30	2	54	14	8	4	26	165	13	43	6	62	6	157	22	185	165	327
08:15 08:30	31	36	5	72	9	16	9	34	215	22	41	15	78	6	137	14	157	215	341
08:30 08:45	32	39	1	72	6	8	4	18	181	14	43	9	66	5	125	16	146	181	302
08:45 09:00	21	27	3	51	3	9	8	20	159	16	71	9	96	5	140	22	167	159	334
09:00 09:15	25	39	5	69	10	13	7	30	195	12	61	11	84	1	114	20	135	195	318
09:15 09:30	12	24	2	38	13	9	8	30	152	13	62	12	87	1	100	25	127	152	282
11:45 12:00	10	18	1	29	21	13	14	48	170	20	100	21	142	2	114	19	135	170	354
09:30 09:45	12	36	3	51	13	8	13	34	174	18	48	7	73	2	103	18	123	174	281
09:45 10:00	8	20	1	29	7	9	7	23	140	30	70	7	107	1	106	21	128	140	287
11:30 11:45	10	21	2	33	29	12	14	55	178	18	98	16	132	5	109	18	132	178	352
12:00 12:15	16	14	0	30	19	11	28	58	205	28	97	30	155	3	99	31	133	205	376
12:15 12:30	10	24	2	36	34	9	12	55	195	25	98	24	147	2	114	20	136	195	374
12:30 12:45	24	17	3	44	24	9	13	46	178	16	104	23	143	3	122	20	145	178	378
12:45 13:00	16	14	4	34	24	21	10	55	194	27	104	14	145	3	119	26	149	194	383
13:00 13:15	27	14	1	42	21	11	16	48	180	25	123	17	165	1	115	22	138	180	393
13:15 13:30	13	20	1	34	24	18	15	57	187	21	93	17	133	1	111	19	131	187	355
15:00 15:15	13	21	3	37	35	22	12	69	227	25	129	27	181	3	110	23	136	227	423
15:15 15:30	19	32	2	54	29	17	12	58	244	15	120	40	175	3	120	24	147	244	434
15:30 15:45	12	18	6	36	27	35	12	74	259	31	171	39	241	4	117	22	143	259	494
15:45 16:00	20	34	5	59	31	22	11	64	265	29	164	42	235	2	99	13	114	265	472
16:00 16:15	15	17	1	33	51	24	13	88	243	20	169	36	225	5	113	20	139	243	485
16:15 16:30	12	23	7	42	45	30	15	90	264	15	162	35	213	6	107	23	136	264	481
16:30 16:45	15	24	2	41	42	24	18	84	277	36	182	41	259	4	109	23	136	277	520
16:45 17:00	15	18	3	36	56	41	14	111	291	31	165	36	232	1	105	17	124	291	503
17:00 17:15	17	17	8	42	44	31	8	83	265	30	205	38	274	7	125	17	149	265	548
17:15 17:30	15	18	0	33	44	29	7	80	255	24	178	34	236	4	118	33	155	255	504
17:30 17:45	9	27	0	36	46	27	7	80	255	27	155	33	215	5	97	20	122	255	453
17:45 18:00	16	14	2	32	34	19	14	67	223	34	155	26	215	2	118	29	149	223	463
<b>Total:</b>	539	807	82	1429	780	535	341	1656	6557	670	3340	702	4717	97	3991	660	4752	6557	12,554

Note: U-Turns are included in Totals.



Transportation Services - Traffic Services

Turning Movement Count - Study Results

ST. JOSEPH BLVD @ DUFORD DR/PLACE D'ORLEANS DR

Survey Date: Tuesday, March 20, 2018

WO No: 37611

Start Time: 07:00

Device: Miovision

Full Study Cyclist Volume

Table with 8 columns: Time Period, Northbound, Southbound, Street Total, Eastbound, Westbound, Street Total, Grand Total. Rows show cyclist volume data from 07:00 to 18:00.



Transportation Services - Traffic Services

Turning Movement Count - Study Results

ST. JOSEPH BLVD @ DUFORD DR/PLACE D'ORLEANS DR

Survey Date: Tuesday, March 20, 2018

WO No: 37611

Start Time: 07:00

Device: Miovision

Full Study Pedestrian Volume

Table with 8 columns: Time Period, NB Approach, SB Approach, Total, EB Approach, WB Approach, Total, Grand Total. Rows show pedestrian volume data from 07:00 to 18:00.



Transportation Services - Traffic Services

Turning Movement Count - Study Results

ST. JOSEPH BLVD @ DUFORD DR/PLACE D'ORLEANS DR

Survey Date: Tuesday, March 20, 2018

WO No: 37611

Start Time: 07:00

Device: Miovision

Full Study Heavy Vehicles

DUFORD DR/PLACE D'ORLEANS DR E ST. JOSEPH BLVD

Table with columns for Time Period, Northbound (LT, ST, RT, N TOT, STR TOT), Southbound (LT, ST, RT, S TOT, STR TOT), Eastbound (LT, ST, RT, E TOT), Westbound (LT, ST, RT, W TOT, STR TOT), and Grand Total. Rows represent 15-minute intervals from 07:00 to 18:00.



Transportation Services - Traffic Services

Turning Movement Count - Study Results

ST. JOSEPH BLVD @ DUFORD DR/PLACE D'ORLEANS DR

Survey Date: Tuesday, March 20, 2018

WO No: 37611

Start Time: 07:00

Device: Miovision

Full Study 15 Minute U-Turn Total

DUFORD DR/PLACE D'ORLEANS ST. JOSEPH BLVD

Table with columns for Time Period, Northbound U-Turn Total, Southbound U-Turn Total, Eastbound U-Turn Total, Westbound U-Turn Total, and Total. Rows represent 15-minute intervals from 07:00 to 18:00.

# Appendix C

Synchro Intersection Worksheets – Existing Conditions

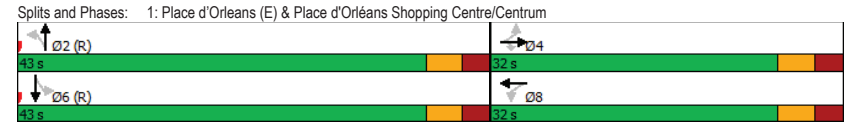
Lanes, Volumes, Timings  
 1: Place d'Orleans (E) & Place d'Orléans Shopping Centre/Centrum Existing  
 AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	25	30	40	22	32	1	67	144	52	110	42	19
Future Volume (vph)	25	30	40	22	32	1	67	144	52	110	42	19
Satd. Flow (prot)	1658	1745	1483	1658	1737	0	0	3174	0	0	3151	0
Fit Permitted	0.733			0.736				0.836			0.676	
Satd. Flow (perm)	1270	1745	1456	1277	1737	0	0	2688	0	0	2198	0
Satd. Flow (RTOR)			44		1			57			21	
Lane Group Flow (vph)	28	33	44	24	37	0	0	292	0	0	190	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA	Perm	NA	NA
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	4	8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0		36.0	36.0		36.0	36.0	
Total Split (s)	32.0	32.0	32.0	32.0	32.0		43.0	43.0		43.0	43.0	
Total Split (%)	42.7%	42.7%	42.7%	42.7%	42.7%		57.3%	57.3%		57.3%	57.3%	
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3		3.3	3.3		3.3	3.3	
All-Red Time (s)	2.7	2.7	2.7	2.7	2.7		2.7	2.7		2.7	2.7	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)	13.0	13.0	13.0	13.0	13.0		54.4	54.4		54.4	54.4	
Actuated g/C Ratio	0.17	0.17	0.17	0.17	0.17		0.73	0.73		0.73	0.73	
v/c Ratio	0.13	0.11	0.15	0.11	0.12		0.15	0.12		0.15	0.12	
Control Delay	24.8	24.4	8.4	24.4	24.1		4.7	5.3		4.7	5.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	24.8	24.4	8.4	24.4	24.1		4.7	5.3		4.7	5.3	
LOS	C	C	A	C	C		A	A		A	A	
Approach Delay		17.8			24.2		4.7	5.3		4.7	5.3	
Approach LOS		B			C		A	A		A	A	
Queue Length 50th (m)	3.6	4.2	0.0	3.1	4.6		4.5	3.2		4.5	3.2	
Queue Length 95th (m)	7.8	8.6	6.2	7.1	9.2		15.3	11.5		15.3	11.5	
Internal Link Dist (m)		23.8			91.9		122.1	170.6		122.1	170.6	
Turn Bay Length (m)	52.0		20.0									
Base Capacity (vph)	440	604	533	442	602		1965	1600		1965	1600	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.06	0.05	0.08	0.05	0.06		0.15	0.12		0.15	0.12	

Intersection Summary												
Cycle Length: 75												
Actuated Cycle Length: 75												
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SRTL, Start of Green												
Natural Cycle: 70												
Control Type: Actuated-Coordinated												

Lanes, Volumes, Timings  
 1: Place d'Orleans (E) & Place d'Orléans Shopping Centre/Centrum Existing  
 AM Peak Hour

Maximum v/c Ratio: 0.15	Intersection LOS: A
Intersection Signal Delay: 8.8	ICU Level of Service B
Intersection Capacity Utilization 59.6%	
Analysis Period (min) 15	



Lanes, Volumes, Timings  
2: St-Joseph & Place d'Orleans (W)

Existing  
AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	195	272	13	19	717	87	16	7	3	116	8	245
Future Volume (vph)	195	272	13	19	717	87	16	7	3	116	8	245
Satd. Flow (prot)	1658	3288	0	1658	3254	0	1658	1664	0	1658	1745	1483
Fit Permitted	0.233			0.560			0.752			0.750		
Satd. Flow (perm)	405	3288	0	968	3254	0	1304	1664	0	1296	1745	1457
Satd. Flow (RTOR)		10			19			3				257
Lane Group Flow (vph)	217	316	0	21	894	0	18	11	0	129	9	272
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases	5	2		6			8			4		4
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		6	6		8	8		4	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	11.2	38.8		38.8	38.8		27.7	27.7		27.7	27.7	27.7
Total Split (s)	14.0	62.0		48.0	48.0		28.0	28.0		28.0	28.0	28.0
Total Split (%)	15.6%	68.9%		53.3%	53.3%		31.1%	31.1%		31.1%	31.1%	31.1%
Yellow Time (s)	3.3	3.3		3.3	3.3		3.3	3.3		3.3	3.3	3.3
All-Red Time (s)	2.9	3.5		3.5	3.5		2.4	2.4		2.4	2.4	2.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.2	6.8		6.8	6.8		5.7	5.7		5.7	5.7	5.7
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Recall Mode	None	C-Max		C-Max	C-Max		None	None		None	None	None
Act Effct Green (s)	63.2	62.6		47.7	47.7		14.9	14.9		14.9	14.9	14.9
Actuated g/C Ratio	0.70	0.70		0.53	0.53		0.17	0.17		0.17	0.17	0.17
v/c Ratio	0.54	0.14		0.04	0.52		0.08	0.04		0.60	0.03	0.60
Control Delay	10.5	5.2		8.1	13.1		29.9	24.9		45.7	28.5	10.9
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	10.5	5.2		8.1	13.1		29.9	24.9		45.7	28.5	10.9
LOS	B	A		A	B		C	C		D	C	B
Approach Delay		7.4			13.0			28.0			22.2	
Approach LOS		A			B			C			C	
Queue Length 50th (m)	10.6	7.7		1.7	48.7		2.7	1.2		21.1	1.3	2.2
Queue Length 95th (m)	24.6	16.1		3.3	76.3		7.7	5.1		35.1	4.8	21.3
Internal Link Dist (m)		46.9			172.0			20.4			94.2	
Turn Bay Length (m)	60.0			50.0								70.0
Base Capacity (vph)	408	2289		512	1732		323	414		321	432	554
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.53	0.14		0.04	0.52		0.06	0.03		0.40	0.02	0.49

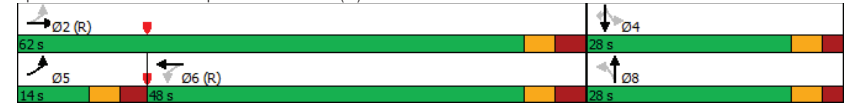
Intersection Summary	
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	50 (56%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle:	80
Control Type:	Actuated-Coordinated

Lanes, Volumes, Timings  
2: St-Joseph & Place d'Orleans (W)

Existing  
AM Peak Hour

Maximum v/c Ratio:	0.60
Intersection Signal Delay:	13.6
Intersection Capacity Utilization:	67.9%
Analysis Period (min):	15
Intersection LOS:	B
ICU Level of Service:	C

Splits and Phases: 2: St-Joseph & Place d'Orleans (W)



Lanes, Volumes, Timings  
3: St-Joseph & Napoleon

Existing  
AM Peak Hour

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↕	↕	↕	↕	↕
Traffic Volume (vph)	35	351	818	30	4	9
Future Volume (vph)	35	351	818	30	4	9
Satd. Flow (prot)	1658	3316	3316	1483	1541	0
Fit Permitted	0.314				0.986	
Satd. Flow (perm)	547	3316	3316	1448	1540	0
Satd. Flow (RTOR)				30	10	
Lane Group Flow (vph)	39	390	909	33	14	0
Turn Type	Perm	NA	NA	Perm	Prot	
Protected Phases		2	6		4	
Permitted Phases	2			6		
Detector Phase	2	2	6	6	4	
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	
Minimum Split (s)	23.9	23.9	27.9	27.9	29.5	
Total Split (s)	60.0	60.0	60.0	60.0	30.0	
Total Split (%)	66.7%	66.7%	66.7%	66.7%	33.3%	
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3	
All-Red Time (s)	2.6	2.6	2.6	2.6	2.2	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.9	5.9	5.9	5.9	5.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	
Act Effct Green (s)	82.9	82.9	82.9	82.9	12.8	
Actuated g/C Ratio	0.92	0.92	0.92	0.92	0.14	
v/c Ratio	0.08	0.13	0.30	0.02	0.06	
Control Delay	2.6	1.6	3.0	2.0	18.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	2.6	1.6	3.0	2.0	18.6	
LOS	A	A	A	A	B	
Approach Delay		1.7	2.9		18.6	
Approach LOS		A	A		B	
Queue Length 50th (m)	0.0	0.0	0.0	0.0	0.6	
Queue Length 95th (m)	3.9	11.5	53.8	3.5	4.9	
Internal Link Dist (m)		172.0	281.0		52.2	
Turn Bay Length (m)	80.0			25.0		
Base Capacity (vph)	504	3055	3055	1336	426	
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	0.08	0.13	0.30	0.02	0.03	

Intersection Summary

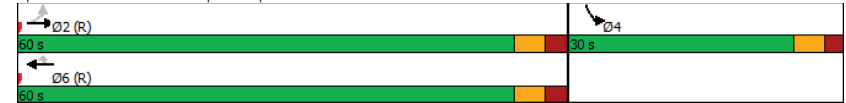
Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 24 (27%), Referenced to phase 2:EBTL and 6:WBT, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated

Lanes, Volumes, Timings  
3: St-Joseph & Napoleon

Existing  
AM Peak Hour

Maximum v/c Ratio: 0.30	Intersection LOS: A
Intersection Signal Delay: 2.7	ICU Level of Service A
Intersection Capacity Utilization 48.9%	
Analysis Period (min) 15	

Splits and Phases: 3: St-Joseph & Napoleon





Lanes, Volumes, Timings  
5: Duford/Place d'Orleans (E) & St-Joseph

Existing  
AM Peak Hour

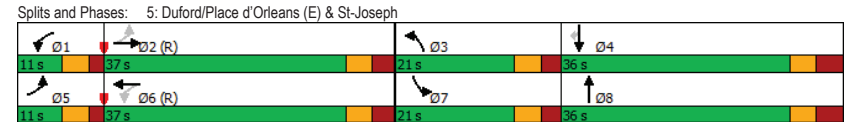
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	56	256	43	14	676	73	92	143	12	33	46	23
Future Volume (vph)	56	256	43	14	676	73	92	143	12	33	46	23
Satd. Flow (prot)	1658	3230	0	1658	3262	0	1658	1726	0	1658	1745	1483
Fit Permitted	0.126			0.551			0.950			0.950		
Satd. Flow (perm)	220	3230	0	958	3262	0	1654	1726	0	1658	1745	1462
Satd. Flow (RTOR)		18			11			4				150
Lane Group Flow (vph)	62	332	0	16	832	0	102	172	0	37	51	26
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6								4
Detector Phase	5	2		1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0		5.0	10.0	10.0
Minimum Split (s)	10.3	30.3		10.3	30.3		10.8	35.9		10.8	35.9	35.9
Total Split (s)	11.0	37.0		11.0	37.0		21.0	36.0		21.0	36.0	36.0
Total Split (%)	10.5%	35.2%		10.5%	35.2%		20.0%	34.3%		20.0%	34.3%	34.3%
Yellow Time (s)	3.3	3.3		3.3	3.3		3.3	3.3		3.3	3.3	3.3
All-Red Time (s)	2.0	3.0		2.0	3.0		2.5	3.6		2.5	3.6	3.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.3	6.3		5.3	6.3		5.8	6.9		5.8	6.9	6.9
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max		None	C-Max		None	Max		None	Max	Max
Act Effct Green (s)	40.6	37.3		38.4	32.9		11.5	41.2		7.9	32.8	32.8
Actuated g/C Ratio	0.39	0.36		0.37	0.31		0.11	0.39		0.08	0.31	0.31
v/c Ratio	0.38	0.29		0.04	0.81		0.56	0.25		0.30	0.09	0.05
Control Delay	26.4	24.9		19.2	40.9		55.9	24.4		51.5	27.8	0.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	26.4	24.9		19.2	40.9		55.9	24.4		51.5	27.8	0.2
LOS	C	C		B	D		E	C		D	C	A
Approach Delay		25.1			40.5			36.1			29.2	
Approach LOS		C			D			D			C	
Queue Length 50th (m)	7.7	22.1		1.9	83.6		20.1	24.5		7.3	7.4	0.0
Queue Length 95th (m)	15.9	38.6		6.1	#115.6		35.5	43.1		16.9	17.0	0.0
Internal Link Dist (m)		281.0			131.7			117.2			122.1	
Turn Bay Length (m)	70.0			50.0			17.0			50.0		
Base Capacity (vph)	163	1159		389	1029		240	679		240	545	560
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.38	0.29		0.04	0.81		0.42	0.25		0.15	0.09	0.05

**Intersection Summary**  
 Cycle Length: 105  
 Actuated Cycle Length: 105  
 Offset: 47 (45%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated

Lanes, Volumes, Timings  
5: Duford/Place d'Orleans (E) & St-Joseph

Existing  
AM Peak Hour

Maximum v/c Ratio: 0.81	Intersection LOS: D
Intersection Signal Delay: 35.2	ICU Level of Service C
Intersection Capacity Utilization 70.7%	
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	



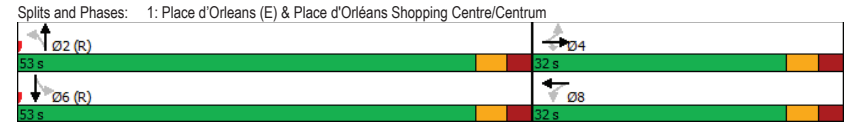
Lanes, Volumes, Timings  
 1: Place d'Orleans (E) & Place d'Orléans Shopping Centre/Centrum Existing  
 PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	94	56	220	41	45	0	102	153	65	108	130	42
Future Volume (vph)	94	56	220	41	45	0	102	153	65	108	130	42
Satd. Flow (prot)	1658	1745	1483	1658	1745	0	0	3147	0	0	3166	0
Fit Permitted	0.724			0.717				0.751			0.711	
Satd. Flow (perm)	1247	1745	1448	1237	1745	0	0	2399	0	0	2291	0
Satd. Flow (RTOR)			244					59			38	
Lane Group Flow (vph)	104	62	244	46	50	0	0	355	0	0	311	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4		8			8	2			6	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	4	8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0		36.0	36.0		36.0	36.0	
Total Split (s)	32.0	32.0	32.0	32.0	32.0		53.0	53.0		53.0	53.0	
Total Split (%)	37.6%	37.6%	37.6%	37.6%	37.6%		62.4%	62.4%		62.4%	62.4%	
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3		3.3	3.3		3.3	3.3	
All-Red Time (s)	2.7	2.7	2.7	2.7	2.7		2.7	2.7		2.7	2.7	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)	14.4	14.4	14.4	14.4	14.4		58.6	58.6		58.6	58.6	
Actuated g/C Ratio	0.17	0.17	0.17	0.17	0.17		0.69	0.69		0.69	0.69	
v/c Ratio	0.49	0.21	0.54	0.22	0.17		0.21	0.20		0.20	0.20	
Control Delay	38.4	29.7	8.5	30.4	28.9		5.2	5.4		5.4	5.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	38.4	29.7	8.5	30.4	28.9		5.2	5.4		5.4	5.4	
LOS	D	C	A	C	C		A	A		A	A	
Approach Delay		19.3			29.6		5.2	5.4		5.4	5.4	
Approach LOS		B			C		A	A		A	A	
Queue Length 50th (m)	16.0	9.0	0.0	6.7	7.3		6.9	6.3		6.3	6.3	
Queue Length 95th (m)	25.9	16.1	15.7	13.3	13.8		18.7	17.3		17.3	17.3	
Internal Link Dist (m)		23.8			91.9		122.1	170.6		170.6	170.6	
Turn Bay Length (m)	52.0		20.0									
Base Capacity (vph)	381	533	612	378	533		1671	1590		1590	1590	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.27	0.12	0.40	0.12	0.09		0.21	0.20		0.20	0.20	

Intersection Summary												
Cycle Length: 85												
Actuated Cycle Length: 85												
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SRTL, Start of Green												
Natural Cycle: 70												
Control Type: Actuated-Coordinated												

Lanes, Volumes, Timings  
 1: Place d'Orleans (E) & Place d'Orléans Shopping Centre/Centrum Existing  
 PM Peak Hour

Maximum v/c Ratio: 0.54	Intersection LOS: B
Intersection Signal Delay: 12.2	ICU Level of Service D
Intersection Capacity Utilization 80.0%	
Analysis Period (min) 15	



Lanes, Volumes, Timings  
2: St-Joseph & Place d'Orleans (W)

Existing  
PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	330	813	34	28	433	103	23	17	3	174	13	333
Future Volume (vph)	330	813	34	28	433	103	23	17	3	174	13	333
Satd. Flow (prot)	1658	3291	0	1658	3199	0	1658	1704	0	1658	1745	1483
Fit Permitted	0.318			0.304			0.748			0.433		
Satd. Flow (perm)	551	3291	0	528	3199	0	1288	1704	0	746	1745	1445
Satd. Flow (RTOR)		6			30			3				370
Lane Group Flow (vph)	367	941	0	31	595	0	26	22	0	193	14	370
Turn Type	pm-pt	NA		Perm	NA		Perm	NA		pm-pt	NA	Perm
Protected Phases	5	2		6			8			7		4
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		6	6		8	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		10.0	10.0		10.0	10.0		5.0	10.0	10.0
Minimum Split (s)	11.2	38.8		38.8	38.8		27.7	27.7		11.0	27.7	27.7
Total Split (s)	18.0	57.0		39.0	39.0		28.0	28.0		15.0	43.0	43.0
Total Split (%)	18.0%	57.0%		39.0%	39.0%		28.0%	28.0%		15.0%	43.0%	43.0%
Yellow Time (s)	3.3	3.3		3.3	3.3		3.3	3.3		3.3	3.3	3.3
All-Red Time (s)	2.9	3.5		3.5	3.5		2.4	2.4		2.7	2.4	2.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.2	6.8		6.8	6.8		5.7	5.7		6.0	5.7	5.7
Lead/Lag	Lead			Lag	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes		
Recall Mode	None	C-Max		C-Max	C-Max		None	None		None	None	None
Act Effct Green (s)	66.7	66.1		42.8	42.8		12.4	12.4		21.1	21.4	21.4
Actuated g/C Ratio	0.67	0.66		0.43	0.43		0.12	0.12		0.21	0.21	0.21
v/c Ratio	0.66	0.43		0.14	0.43		0.16	0.10		0.80	0.04	0.62
Control Delay	18.1	10.6		17.6	16.2		39.4	33.8		57.0	24.8	7.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	18.1	10.6		17.6	16.2		39.4	33.8		57.0	24.8	7.5
LOS	B	B		B	B		D	C		E	C	A
Approach Delay		12.7			16.3			36.8			24.5	
Approach LOS		B			B			D			C	
Queue Length 50th (m)	30.7	45.7		2.2	45.8		4.7	3.4		32.0	2.1	0.0
Queue Length 95th (m)	#87.4	81.6		5.7	27.2		10.9	9.1		43.8	5.7	17.8
Internal Link Dist (m)		46.9			172.0			20.4			94.2	
Turn Bay Length (m)	60.0			50.0								70.0
Base Capacity (vph)	556	2177		226	1387		287	382		241	650	770
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.66	0.43		0.14	0.43		0.09	0.06		0.80	0.02	0.48

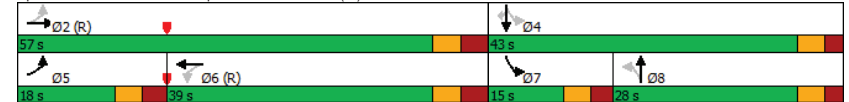
Intersection Summary	
Cycle Length:	100
Actuated Cycle Length:	100
Offset:	61 (61%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated

Lanes, Volumes, Timings  
2: St-Joseph & Place d'Orleans (W)

Existing  
PM Peak Hour

Maximum v/c Ratio: 0.80	Intersection LOS: B
Intersection Signal Delay: 16.7	ICU Level of Service D
Intersection Capacity Utilization 78.8%	
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 2: St-Joseph & Place d'Orleans (W)



Lanes, Volumes, Timings  
3: St-Joseph & Napoleon

Existing  
PM Peak Hour

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↕	↕	↕	↕	↕
Traffic Volume (vph)	65	940	516	44	50	42
Future Volume (vph)	65	940	516	44	50	42
Satd. Flow (prot)	1658	3316	3316	1483	1585	0
Fit Permitted	0.395				0.974	
Satd. Flow (perm)	688	3316	3316	1447	1584	0
Satd. Flow (RTOR)				44	42	
Lane Group Flow (vph)	72	1044	573	49	103	0
Turn Type	pm+pt	NA	NA	Perm	Prot	
Protected Phases	5	2	6	6	4	
Permitted Phases	2			6		
Detector Phase	5	2	6	6	4	
Switch Phase						
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0	
Minimum Split (s)	10.9	23.9	27.9	27.9	29.5	
Total Split (s)	18.0	67.0	49.0	49.0	33.0	
Total Split (%)	18.0%	67.0%	49.0%	49.0%	33.0%	
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3	
All-Red Time (s)	2.6	2.6	2.6	2.6	2.2	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.9	5.9	5.9	5.9	5.5	
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Max	C-Max	C-Max	None	
Act Effct Green (s)	78.6	79.8	69.5	69.5	13.1	
Actuated g/C Ratio	0.79	0.80	0.70	0.70	0.13	
v/c Ratio	0.12	0.39	0.25	0.05	0.42	
Control Delay	2.8	3.0	8.8	4.0	28.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	2.8	3.0	8.8	4.0	28.7	
LOS	A	A	A	A	C	
Approach Delay		3.0	8.4		28.7	
Approach LOS		A	A		C	
Queue Length 50th (m)	2.3	18.8	21.3	0.3	11.3	
Queue Length 95th (m)	m4.5	23.3	45.5	6.0	23.0	
Internal Link Dist (m)		172.0	281.0		52.2	
Turn Bay Length (m)	80.0			25.0		
Base Capacity (vph)	658	2646	2304	1019	466	
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	0.11	0.39	0.25	0.05	0.22	

Intersection Summary

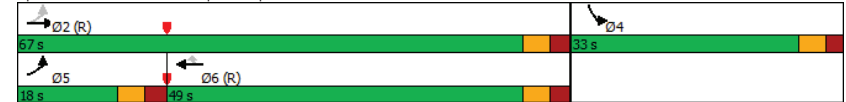
Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 66 (66%), Referenced to phase 2:EBTL and 6:WBT, Start of Green  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated

Lanes, Volumes, Timings  
3: St-Joseph & Napoleon

Existing  
PM Peak Hour

Maximum v/c Ratio: 0.42  
 Intersection Signal Delay: 6.3  
 Intersection Capacity Utilization 45.6%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: St-Joseph & Napoleon



Lanes, Volumes, Timings  
5: Duford/Place d'Orleans (E) & St-Joseph

Existing  
PM Peak Hour

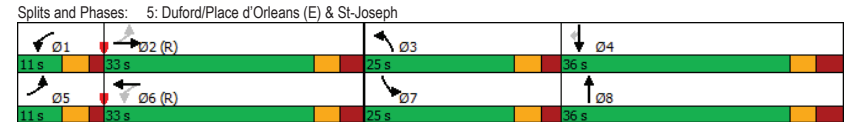
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	122	730	149	17	457	90	62	97	13	186	155	47
Future Volume (vph)	122	730	149	17	457	90	62	97	13	186	155	47
Satd. Flow (prot)	1658	3215	0	1658	3218	0	1658	1712	0	1658	1745	1483
Fit Permitted	0.214			0.156			0.950			0.950		
Satd. Flow (perm)	371	3215	0	272	3218	0	1649	1712	0	1650	1745	1456
Satd. Flow (RTOR)		22			21			6				150
Lane Group Flow (vph)	136	977	0	19	608	0	69	122	0	207	172	52
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6								4
Detector Phase	5	2		1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0		5.0	10.0	10.0
Minimum Split (s)	10.3	30.3		10.3	30.3		10.8	35.9		10.8	35.9	35.9
Total Split (s)	11.0	33.0		11.0	33.0		25.0	36.0		25.0	36.0	36.0
Total Split (%)	10.5%	31.4%		10.5%	31.4%		23.8%	34.3%		23.8%	34.3%	34.3%
Yellow Time (s)	3.3	3.3		3.3	3.3		3.3	3.3		3.3	3.3	3.3
All-Red Time (s)	2.0	3.0		2.0	3.0		2.5	3.6		2.5	3.6	3.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.3	6.3		5.3	6.3		5.8	6.9		5.8	6.9	6.9
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max		None	C-Max		None	Max		None	Max	Max
Act Effct Green (s)	36.6	33.3		33.4	26.7		9.7	31.4		16.9	40.9	40.9
Actuated g/C Ratio	0.35	0.32		0.32	0.25		0.09	0.30		0.16	0.39	0.39
v/c Ratio	0.69	0.94		0.12	0.73		0.45	0.24		0.78	0.25	0.08
Control Delay	44.5	53.4		23.1	40.5		53.6	28.8		62.1	24.9	0.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	44.5	53.4		23.1	40.5		53.6	28.8		62.1	24.9	0.2
LOS	D	D		C	D		D	C		E	C	A
Approach Delay		52.3			40.0			37.8			39.8	
Approach LOS		D			D			D			D	
Queue Length 50th (m)	18.9	93.2		2.5	58.0		13.6	18.2		40.3	24.4	0.0
Queue Length 95th (m)	#41.0	#164.1		7.3	77.6		26.3	33.3		#68.0	43.0	0.0
Internal Link Dist (m)		281.0			131.7			117.2			122.1	
Turn Bay Length (m)	70.0			50.0			17.0			50.0		
Base Capacity (vph)	198	1034		161	833		303	516		303	680	659
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.69	0.94		0.12	0.73		0.23	0.24		0.68	0.25	0.08

Intersection Summary	
Cycle Length:	105
Actuated Cycle Length:	105
Offset:	0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle:	100
Control Type:	Actuated-Coordinated

Lanes, Volumes, Timings  
5: Duford/Place d'Orleans (E) & St-Joseph

Existing  
PM Peak Hour

Maximum v/c Ratio:	0.94
Intersection Signal Delay:	45.6
Intersection LOS:	D
Intersection Capacity Utilization:	85.9%
ICU Level of Service:	E
Analysis Period (min):	15
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	



# Appendix D

Collision Data

Accident Date	Accident Year	Accident Time	Location	Environment Condition	Light	Traffic Control	Traffic Control Condition	Classification Of Accident	Initial Impact Type	Road Surface Condition	# Vehicles	# Motorcycles	# Bicycles	# Pedestrians
8/30/2016	2016	21:55	PLACE D'ORLEANS DR btwn CENTRUM BLVD & ST. JOSEPH BLVD ( _32AZFM)	01 - Clear	07 - Dark	10 - No control	0	02 - Non-fatal injury	05 - Turning movement	01 - Dry	2	1	0	0
1/28/2017	2017	18:36	PLACE D'ORLEANS DR btwn CENTRUM BLVD & ST. JOSEPH BLVD ( _32AZFM)	01 - Clear	07 - Dark	10 - No control	0	03 - P.D. only	05 - Turning movement	02 - Wet	2	0	0	0
11/1/2018	2018	7:11	PLACE D'ORLEANS DR btwn CENTRUM BLVD & ST. JOSEPH BLVD ( _32AZFM)	07 - Fog, mist, smoke, dust	03 - Dawn	10 - No control	0	02 - Non-fatal injury	07 - SMV other	01 - Dry	1	0	0	0
3/25/2018	2018	23:11	PLACE D'ORLEANS DR btwn CENTRUM BLVD & ST. JOSEPH BLVD ( _32AZFM)	01 - Clear	07 - Dark	10 - No control	0	03 - P.D. only	02 - Angle	01 - Dry	2	0	0	0
5/29/2018	2018	14:39	PLACE D'ORLEANS DR btwn CENTRUM BLVD & ST. JOSEPH BLVD ( _32AZFM)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	02 - Angle	01 - Dry	2	0	0	0
10/23/2019	2019	16:36	PLACE D'ORLEANS DR btwn CENTRUM BLVD & ST. JOSEPH BLVD ( _32AZFM)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	02 - Angle	01 - Dry	2	0	0	0
4/22/2020	2020	10:10	PLACE D'ORLEANS DR btwn CENTRUM BLVD & ST. JOSEPH BLVD ( _32AZFM)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	02 - Angle	01 - Dry	2	0	0	0
10/5/2016	2016	7:50	ST. JOSEPH BLVD @ DUFORD DR/PLACE D'ORLEANS DR (0003629)	01 - Clear	01 - Daylight	01 - Traffic signal	01 - Functioning	03 - P.D. only	03 - Rear end	01 - Dry	2	0	0	0
3/5/2016	2016	14:22	ST. JOSEPH BLVD @ DUFORD DR/PLACE D'ORLEANS DR (0003629)	01 - Clear	01 - Daylight	01 - Traffic signal	01 - Functioning	02 - Non-fatal injury	03 - Rear end	01 - Dry	2	0	0	0
9/9/2016	2016	11:59	ST. JOSEPH BLVD @ DUFORD DR/PLACE D'ORLEANS DR (0003629)	01 - Clear	01 - Daylight	01 - Traffic signal	01 - Functioning	03 - P.D. only	07 - SMV other	01 - Dry	1	0	0	0
10/2/2017	2017	12:10	ST. JOSEPH BLVD @ DUFORD DR/PLACE D'ORLEANS DR (0003629)	01 - Clear	01 - Daylight	01 - Traffic signal	01 - Functioning	03 - P.D. only	05 - Turning movement	01 - Dry	3	0	0	0
11/15/2017	2017	8:20	ST. JOSEPH BLVD @ DUFORD DR/PLACE D'ORLEANS DR (0003629)	01 - Clear	01 - Daylight	01 - Traffic signal	01 - Functioning	02 - Non-fatal injury	03 - Rear end	01 - Dry	2	0	0	0
3/15/2017	2017	8:20	ST. JOSEPH BLVD @ DUFORD DR/PLACE D'ORLEANS DR (0003629)	03 - Snow	01 - Daylight	01 - Traffic signal	01 - Functioning	03 - P.D. only	03 - Rear end	03 - Loose snow	2	0	0	0
11/2/2018	2018	6:58	ST. JOSEPH BLVD @ DUFORD DR/PLACE D'ORLEANS DR (0003629)	02 - Rain	03 - Dawn	01 - Traffic signal	01 - Functioning	03 - P.D. only	07 - SMV other	02 - Wet	1	0	0	1
10/20/2018	2018	15:08	ST. JOSEPH BLVD @ DUFORD DR/PLACE D'ORLEANS DR (0003629)	01 - Clear	01 - Daylight	01 - Traffic signal	01 - Functioning	02 - Non-fatal injury	03 - Rear end	01 - Dry	2	0	0	0
1/6/2018	2018	15:47	ST. JOSEPH BLVD @ DUFORD DR/PLACE D'ORLEANS DR (0003629)	01 - Clear	01 - Daylight	01 - Traffic signal	01 - Functioning	02 - Non-fatal injury	05 - Turning movement	01 - Dry	2	0	0	0
9/25/2018	2018	13:50	ST. JOSEPH BLVD @ DUFORD DR/PLACE D'ORLEANS DR (0003629)	02 - Rain	01 - Daylight	01 - Traffic signal	01 - Functioning	03 - P.D. only	02 - Angle	02 - Wet	2	0	0	0
8/28/2019	2019	20:07	ST. JOSEPH BLVD @ DUFORD DR/PLACE D'ORLEANS DR (0003629)	01 - Clear	05 - Dusk	01 - Traffic signal	01 - Functioning	03 - P.D. only	03 - Rear end	01 - Dry	2	0	0	0
10/18/2019	2019	17:07	ST. JOSEPH BLVD @ DUFORD DR/PLACE D'ORLEANS DR (0003629)	01 - Clear	01 - Daylight	01 - Traffic signal	01 - Functioning	03 - P.D. only	03 - Rear end	01 - Dry	2	0	0	0
1/23/2019	2019	10:09	ST. JOSEPH BLVD @ DUFORD DR/PLACE D'ORLEANS DR (0003629)	03 - Snow	01 - Daylight	01 - Traffic signal	01 - Functioning	03 - P.D. only	03 - Rear end	05 - Packed snow	2	0	0	0
12/13/2019	2019	21:00	ST. JOSEPH BLVD @ DUFORD DR/PLACE D'ORLEANS DR (0003629)	01 - Clear	07 - Dark	01 - Traffic signal	01 - Functioning	03 - P.D. only	02 - Angle	01 - Dry	2	0	0	0
4/9/2019	2019	7:31	ST. JOSEPH BLVD @ DUFORD DR/PLACE D'ORLEANS DR (0003629)	03 - Snow	01 - Daylight	01 - Traffic signal	01 - Functioning	03 - P.D. only	07 - SMV other	06 - Ice	1	0	0	0
4/14/2019	2019	21:07	ST. JOSEPH BLVD @ DUFORD DR/PLACE D'ORLEANS DR (0003629)	02 - Rain	07 - Dark	01 - Traffic signal	01 - Functioning	03 - P.D. only	04 - Sideswipe	02 - Wet	2	0	0	0
8/10/2019	2019	17:40	ST. JOSEPH BLVD @ DUFORD DR/PLACE D'ORLEANS DR (0003629)	01 - Clear	01 - Daylight	01 - Traffic signal	01 - Functioning	03 - P.D. only	03 - Rear end	01 - Dry	2	0	0	0
1/6/2020	2020	13:52	ST. JOSEPH BLVD @ DUFORD DR/PLACE D'ORLEANS DR (0003629)	03 - Snow	01 - Daylight	01 - Traffic signal	01 - Functioning	03 - P.D. only	03 - Rear end	05 - Packed snow	2	0	0	0
2/21/2020	2020	16:50	ST. JOSEPH BLVD @ DUFORD DR/PLACE D'ORLEANS DR (0003629)	01 - Clear	01 - Daylight	01 - Traffic signal	01 - Functioning	03 - P.D. only	03 - Rear end	01 - Dry	2	0	0	0
3/16/2020	2020	15:18	ST. JOSEPH BLVD @ DUFORD DR/PLACE D'ORLEANS DR (0003629)	01 - Clear	01 - Daylight	01 - Traffic signal	01 - Functioning	03 - P.D. only	02 - Angle	01 - Dry	2	0	0	0
5/14/2020	2020	16:33	ST. JOSEPH BLVD @ DUFORD DR/PLACE D'ORLEANS DR (0003629)	01 - Clear	01 - Daylight	01 - Traffic signal	01 - Functioning	02 - Non-fatal injury	03 - Rear end	01 - Dry	2	0	0	0
8/19/2020	2020	16:57	ST. JOSEPH BLVD @ DUFORD DR/PLACE D'ORLEANS DR (0003629)	01 - Clear	01 - Daylight	01 - Traffic signal	01 - Functioning	03 - P.D. only	04 - Sideswipe	01 - Dry	2	0	0	0
11/19/2020	2020	13:09	ST. JOSEPH BLVD @ DUFORD DR/PLACE D'ORLEANS DR (0003629)	02 - Rain	01 - Daylight	01 - Traffic signal	01 - Functioning	03 - P.D. only	03 - Rear end	02 - Wet	2	0	0	0
5/31/2019	2019	16:41	ST. JOSEPH BLVD btwn PLACE D'ORLEANS DR & PRESTONE DR ( _32A3YC)	01 - Clear	01 - Daylight	10 - No control	0	02 - Non-fatal injury	05 - Turning movement	01 - Dry	2	0	0	0
5/18/2019	2019	7:37	ST. JOSEPH BLVD btwn PLACE D'ORLEANS DR & PRESTONE DR ( _32A3YC)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	07 - SMV other	01 - Dry	1	0	0	0
12/19/2016	2016	16:40	ST. JOSEPH BLVD btwn ST. JOSEPH BLVD & PLACE D'ORLEANS DR ( _32AZAV)	01 - Clear	05 - Dusk	10 - No control	0	03 - P.D. only	02 - Angle	05 - Packed snow	2	0	0	0
3/16/2016	2016	15:04	ST. JOSEPH BLVD btwn ST. JOSEPH BLVD & PLACE D'ORLEANS DR ( _32AZAV)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	03 - Rear end	01 - Dry	2	0	0	0
12/21/2017	2017	16:55	ST. JOSEPH BLVD btwn ST. JOSEPH BLVD & PLACE D'ORLEANS DR ( _32AZAV)	01 - Clear	05 - Dusk	10 - No control	0	03 - P.D. only	05 - Turning movement	02 - Wet	2	0	0	0
11/30/2018	2018	17:15	ST. JOSEPH BLVD btwn ST. JOSEPH BLVD & PLACE D'ORLEANS DR ( _32AZAV)	01 - Clear	07 - Dark	10 - No control	0	03 - P.D. only	05 - Turning movement	01 - Dry	2	0	0	0
5/09/2018	2018	18:45	ST. JOSEPH BLVD btwn ST. JOSEPH BLVD & PLACE D'ORLEANS DR ( _32AZAV)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	04 - Sideswipe	01 - Dry	2	0	0	0
8/2/2018	2018	15:40	ST. JOSEPH BLVD btwn ST. JOSEPH BLVD & PLACE D'ORLEANS DR ( _32AZAV)	02 - Rain	01 - Daylight	10 - No control	0	02 - Non-fatal injury	02 - Angle	02 - Wet	2	0	1	0
12/16/2019	2019	18:33	ST. JOSEPH BLVD btwn ST. JOSEPH BLVD & PLACE D'ORLEANS DR ( _32AZAV)	01 - Clear	07 - Dark	10 - No control	0	03 - P.D. only	02 - Angle	02 - Wet	2	0	0	0
1/2/2019	2019	16:50	ST. JOSEPH BLVD btwn ST. JOSEPH BLVD & PLACE D'ORLEANS DR ( _32AZAV)	01 - Clear	05 - Dusk	10 - No control	0	03 - P.D. only	03 - Rear end	06 - Ice	2	0	0	0
3/1/2020	2020	11:50	ST. JOSEPH BLVD btwn ST. JOSEPH BLVD & PLACE D'ORLEANS DR ( _32AZAV)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	03 - Rear end	01 - Dry	2	0	0	0

# Appendix E

TRANS model plots



# TRANS Regional Model

Version 2.15 - Assigned June 16, 2020

## AM Peak Hour Total Traffic Volume

### 265 Centrum Boulevard

2011 Model - Basecase

N/A

User Initials: TIMW

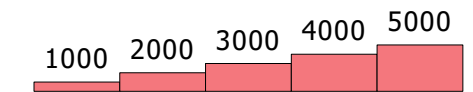
Plot Prepared: January, 2023

EMME Scenario: 21713

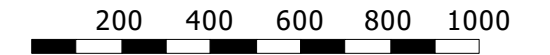


## Legend

AM Peak Hour Total Traffic Volume



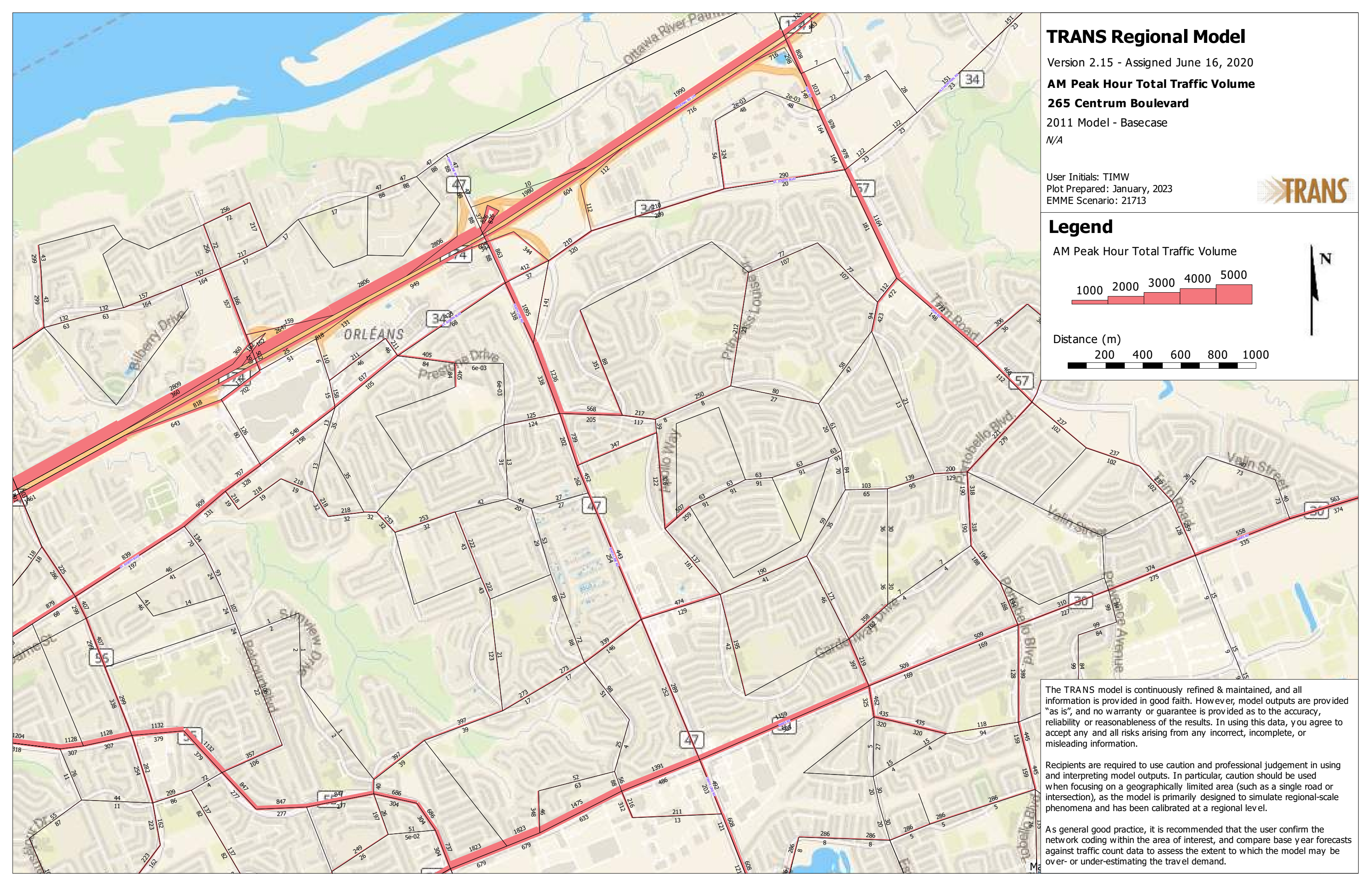
Distance (m)



The TRANS model is continuously refined & maintained, and all information is provided in good faith. However, model outputs are provided "as is", and no warranty or guarantee is provided as to the accuracy, reliability or reasonableness of the results. In using this data, you agree to accept any and all risks arising from any incorrect, incomplete, or misleading information.

Recipients are required to use caution and professional judgement in using and interpreting model outputs. In particular, caution should be used when focusing on a geographically limited area (such as a single road or intersection), as the model is primarily designed to simulate regional-scale phenomena and has been calibrated at a regional level.

As general good practice, it is recommended that the user confirm the network coding within the area of interest, and compare base year forecasts against traffic count data to assess the extent to which the model may be over- or under-estimating the travel demand.



# TRANS Regional Model

Version 2.15 - Assigned June 16, 2020

## AM Peak Hour Total Traffic Volume

### 265 Centrum Boulevard

2031 Model - Basecase

N/A

User Initials: TIMW

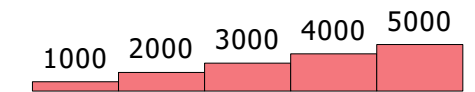
Plot Prepared: January, 2023

EMME Scenario: 21715

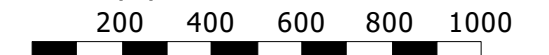


## Legend

AM Peak Hour Total Traffic Volume



Distance (m)



The TRANS model is continuously refined & maintained, and all information is provided in good faith. However, model outputs are provided "as is", and no warranty or guarantee is provided as to the accuracy, reliability or reasonableness of the results. In using this data, you agree to accept any and all risks arising from any incorrect, incomplete, or misleading information.

Recipients are required to use caution and professional judgement in using and interpreting model outputs. In particular, caution should be used when focusing on a geographically limited area (such as a single road or intersection), as the model is primarily designed to simulate regional-scale phenomena and has been calibrated at a regional level.

As a general good practice, it is recommended that the user confirm the network coding within the area of interest, and compare base year forecasts against traffic count data to assess the extent to which the model may be over- or under-estimating the travel demand.

# Appendix F

Background Development Volumes

Figure 8: Site-Generated Traffic Volumes

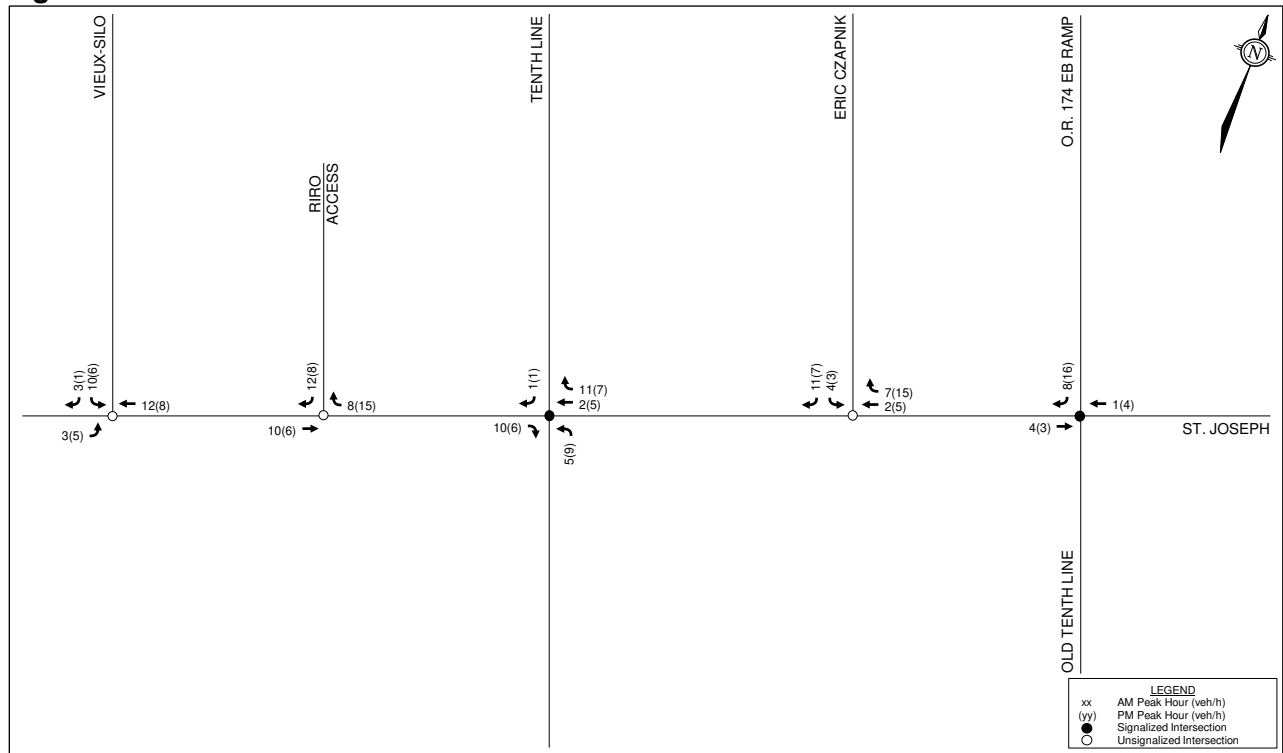
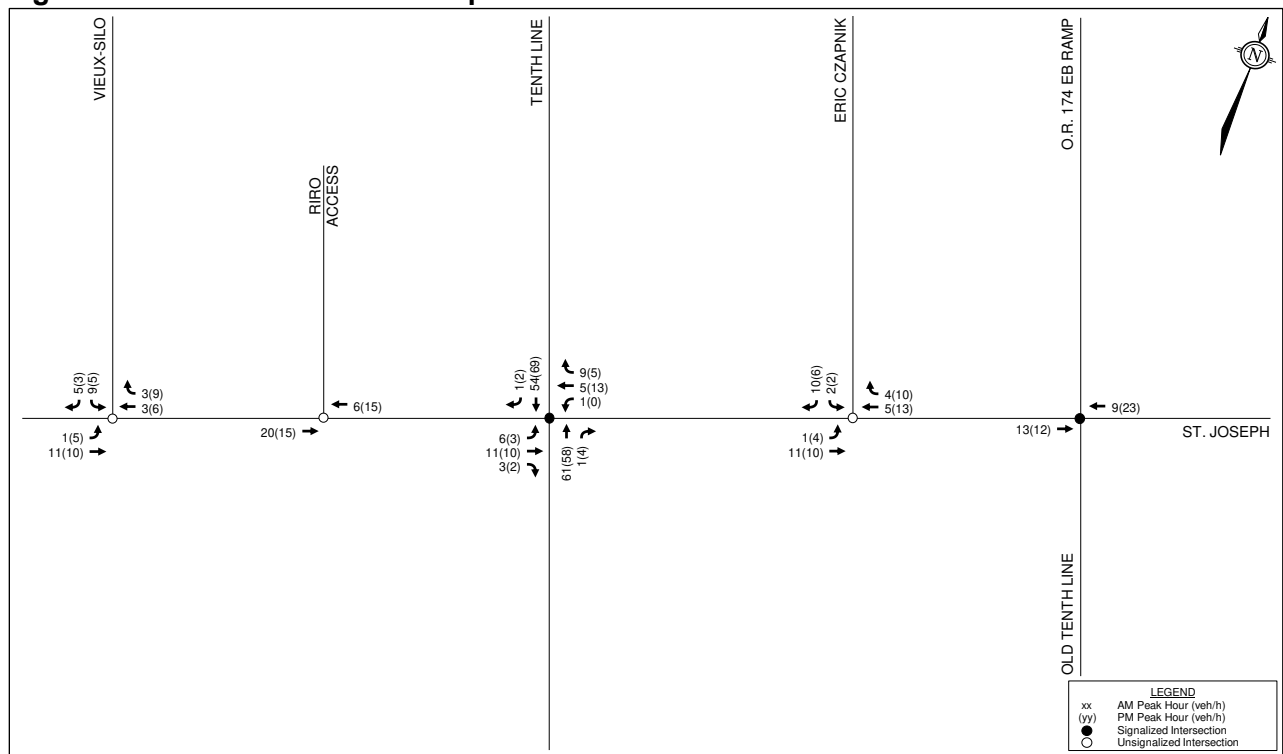


Figure 9: 2024 Other Area Development-Generated Traffic Volumes



### 5.3 Trip Assignment

Using the distribution outlined above, turning movement splits, and access to major transportation infrastructure, the trips generated by the site have been assigned to the Study Area road network. Figure 9 illustrates the new site generated volumes.

Figure 9: New Site Generation Auto Volumes

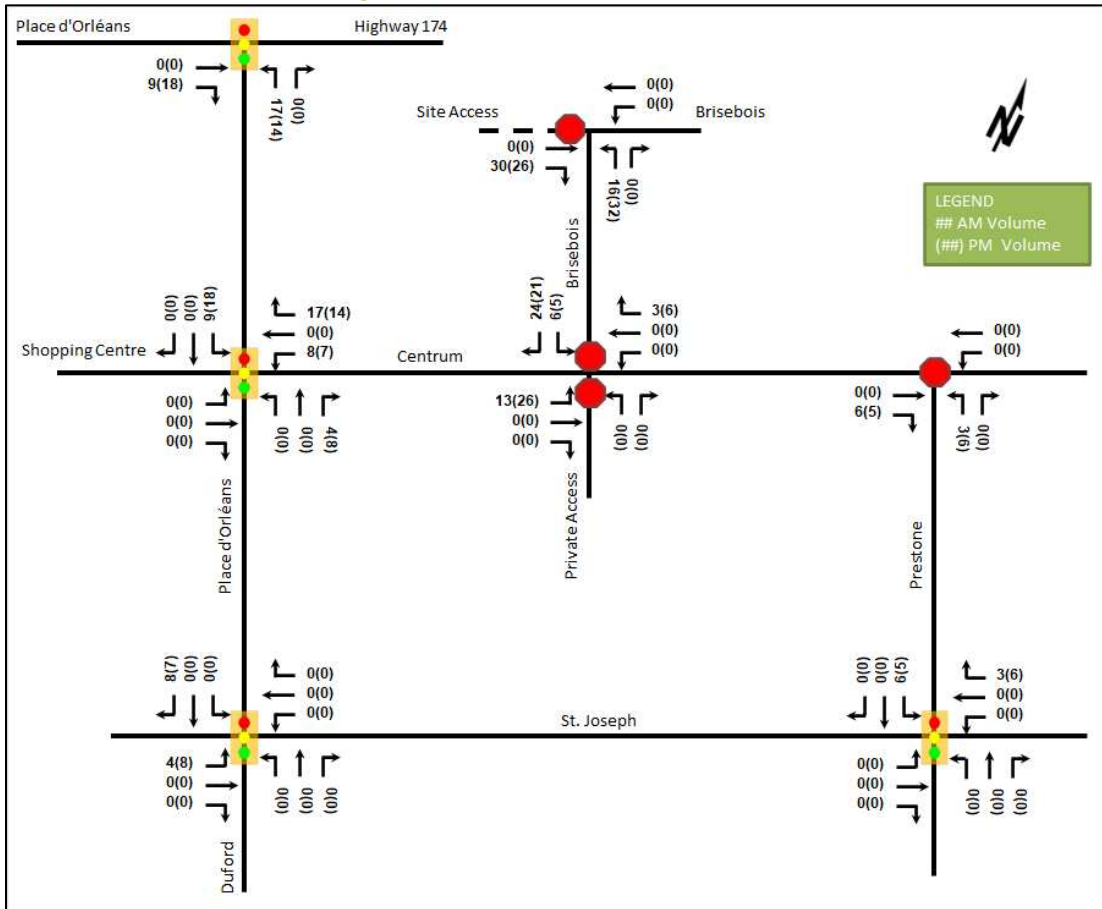


Figure 12: New Site Generation Auto Volumes

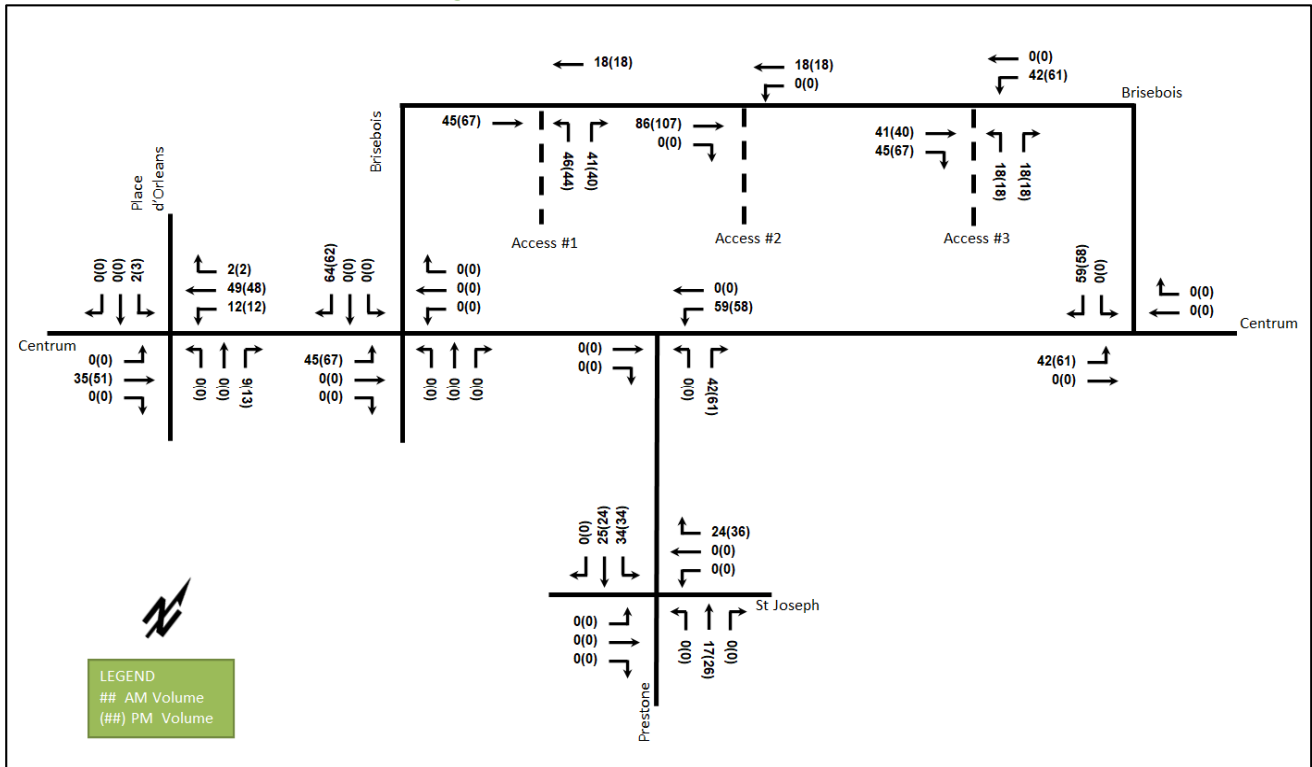


Figure 13: Pass-by Auto Volumes

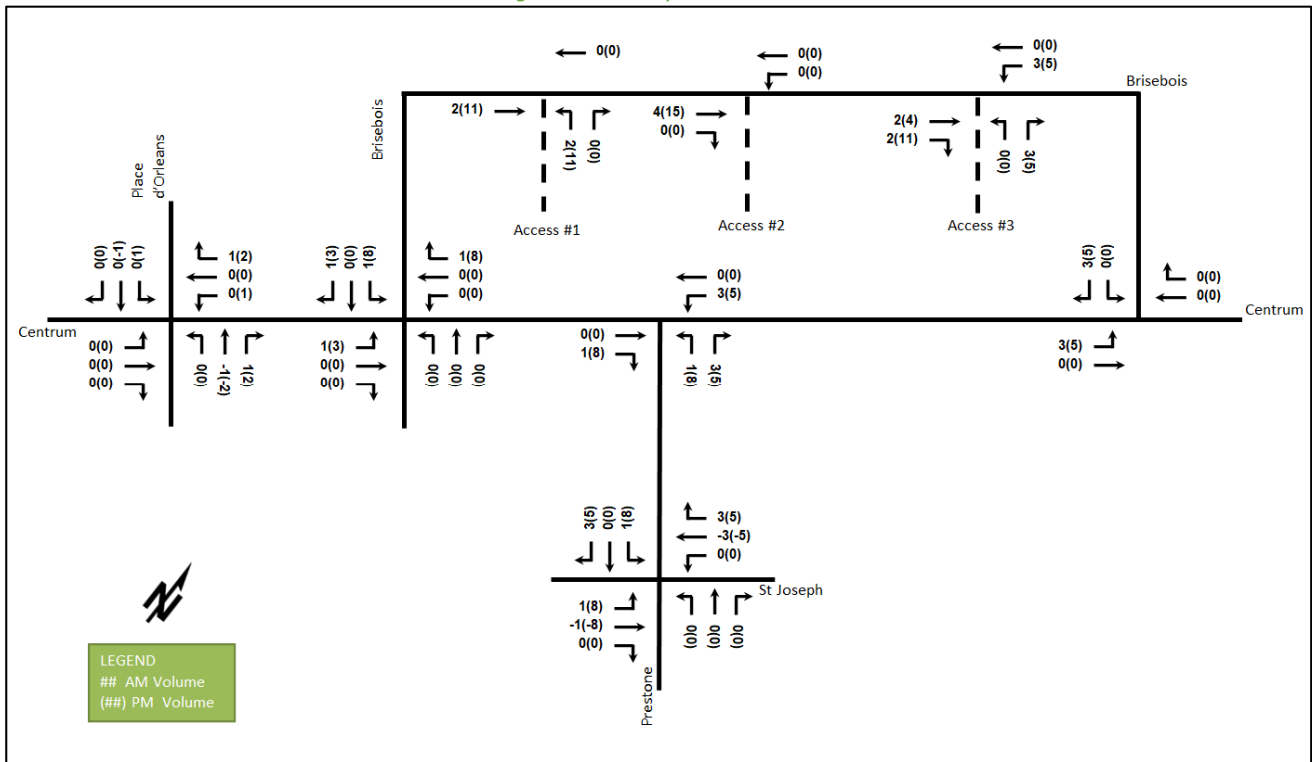
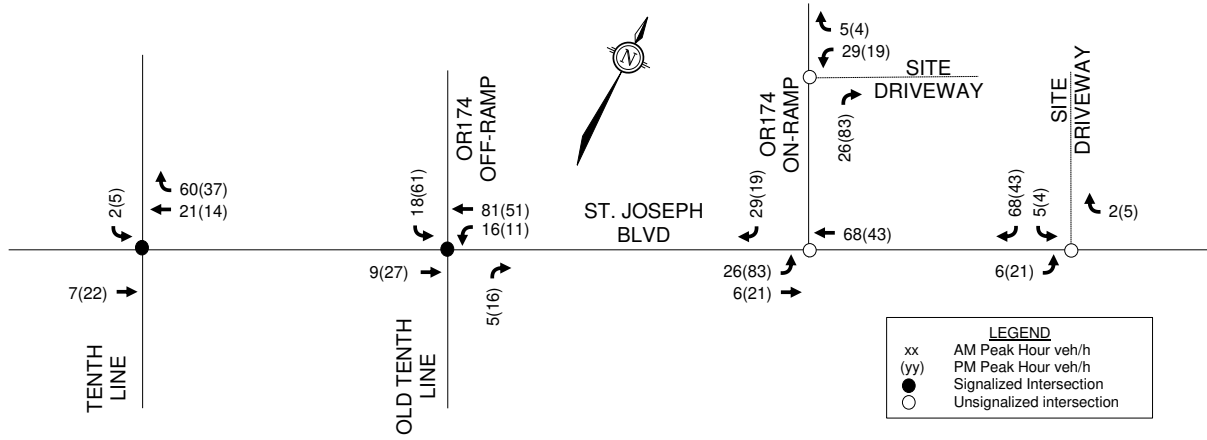


Figure 5: Assignment of Site Trips



# Appendix G

Synchro Intersection Worksheets – 2025 Future Background Conditions



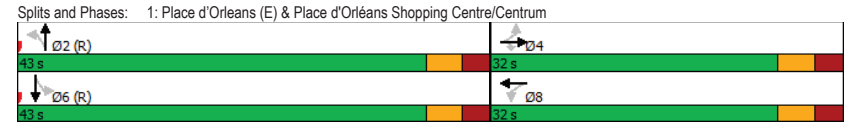
Lanes, Volumes, Timings  
 1: Place d'Orleans (E) & Place d'Orléans Shopping Centre/Centrum  
 2025 Future Background  
 AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	25	30	40	30	32	18	67	162	56	119	42	19
Future Volume (vph)	25	30	40	30	32	18	67	162	56	119	42	19
Satd. Flow (prot)	1658	1745	1483	1658	1640	0	0	3181	0	0	3151	0
Fit Permitted	0.724			0.738				0.849			0.678	
Satd. Flow (perm)	1255	1745	1456	1280	1640	0	0	2733	0	0	2207	0
Satd. Flow (RTOR)			44		18			56			19	
Lane Group Flow (vph)	25	30	40	30	50	0	0	285	0	0	180	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	4	8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0		36.0	36.0		36.0	36.0	
Total Split (s)	32.0	32.0	32.0	32.0	32.0		43.0	43.0		43.0	43.0	
Total Split (%)	42.7%	42.7%	42.7%	42.7%	42.7%		57.3%	57.3%		57.3%	57.3%	
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3		3.3	3.3		3.3	3.3	
All-Red Time (s)	2.7	2.7	2.7	2.7	2.7		2.7	2.7		2.7	2.7	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)	13.0	13.0	13.0	13.0	13.0		58.8	58.8		58.8	58.8	
Actuated g/C Ratio	0.17	0.17	0.17	0.17	0.17		0.78	0.78		0.78	0.78	
v/c Ratio	0.12	0.10	0.14	0.14	0.17		0.13	0.10		0.13	0.10	
Control Delay	24.6	24.1	7.7	25.0	18.2		4.3	4.8		4.3	4.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	24.6	24.1	7.7	25.0	18.2		4.3	4.8		4.3	4.8	
LOS	C	C	A	C	B		A	A		A	A	
Approach Delay		17.3			20.8		4.3	4.8		4.3	4.8	
Approach LOS		B			C		A	A		A	A	
Queue Length 50th (m)	3.2	3.8	0.0	3.8	4.1		4.4	3.1		4.4	3.1	
Queue Length 95th (m)	7.3	8.1	5.5	8.3	9.9		14.8	11.1		14.8	11.1	
Internal Link Dist (m)		23.8			91.9		122.1	170.6		122.1	170.6	
Turn Bay Length (m)	52.0		20.0									
Base Capacity (vph)	435	604	533	443	580		2154	1734		2154	1734	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.06	0.05	0.08	0.07	0.09		0.13	0.10		0.13	0.10	

Intersection Summary												
Cycle Length: 75												
Actuated Cycle Length: 75												
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SRTL, Start of Green												
Natural Cycle: 70												
Control Type: Actuated-Coordinated												

Lanes, Volumes, Timings  
 1: Place d'Orleans (E) & Place d'Orléans Shopping Centre/Centrum  
 2025 Future Background  
 AM Peak Hour

Maximum v/c Ratio: 0.17	Intersection LOS: A
Intersection Signal Delay: 8.4	ICU Level of Service B
Intersection Capacity Utilization 60.0%	
Analysis Period (min) 15	



Lanes, Volumes, Timings  
2: St-Joseph & Place d'Orleans (W)

2025 Future Background  
AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	220	298	13	19	828	98	16	7	3	116	8	245
Future Volume (vph)	220	298	13	19	828	98	16	7	3	116	8	245
Satd. Flow (prot)	1658	3291	0	1658	3254	0	1658	1656	0	1658	1745	1483
Fit Permitted	0.223			0.563			0.752			0.751		
Satd. Flow (perm)	388	3291	0	974	3254	0	1304	1656	0	1298	1745	1457
Satd. Flow (RTOR)		9			19			3				245
Lane Group Flow (vph)	220	311	0	19	926	0	16	10	0	116	8	245
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases	5	2		6			8			4		4
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		6	6		8	8		4	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	11.2	38.8		38.8	38.8		27.7	27.7		27.7	27.7	27.7
Total Split (s)	14.0	62.0		48.0	48.0		28.0	28.0		28.0	28.0	28.0
Total Split (%)	15.6%	68.9%		53.3%	53.3%		31.1%	31.1%		31.1%	31.1%	31.1%
Yellow Time (s)	3.3	3.3		3.3	3.3		3.3	3.3		3.3	3.3	3.3
All-Red Time (s)	2.9	3.5		3.5	3.5		2.4	2.4		2.4	2.4	2.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.2	6.8		6.8	6.8		5.7	5.7		5.7	5.7	5.7
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Recall Mode	None	C-Max		C-Max	C-Max		None	None		None	None	None
Act Effct Green (s)	63.7	63.1		48.1	48.1		14.4	14.4		14.4	14.4	14.4
Actuated g/C Ratio	0.71	0.70		0.53	0.53		0.16	0.16		0.16	0.16	0.16
v/c Ratio	0.55	0.13		0.04	0.53		0.08	0.04		0.56	0.03	0.56
Control Delay	10.8	5.1		7.5	12.9		30.1	24.8		44.3	28.8	9.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	10.8	5.1		7.5	12.9		30.1	24.8		44.3	28.8	9.4
LOS	B	A		A	B		C	C		D	C	A
Approach Delay		7.4			12.8			28.0			20.8	
Approach LOS		A			B			C			C	
Queue Length 50th (m)	10.3	7.3		1.5	50.0		2.4	1.1		19.0	1.2	0.0
Queue Length 95th (m)	24.9	15.8		2.9	79.6		7.1	4.8		31.9	4.4	17.5
Internal Link Dist (m)		46.9			172.0			20.4			94.2	
Turn Bay Length (m)	60.0			50.0								70.0
Base Capacity (vph)	401	2309		519	1746		323	412		321	432	545
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.55	0.13		0.04	0.53		0.05	0.02		0.36	0.02	0.45

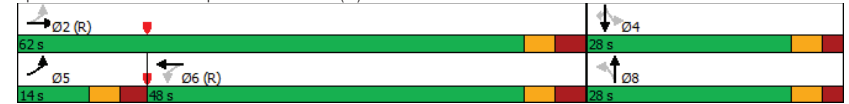
Intersection Summary	
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	50 (56%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle:	80
Control Type:	Actuated-Coordinated

Lanes, Volumes, Timings  
2: St-Joseph & Place d'Orleans (W)

2025 Future Background  
AM Peak Hour

Maximum v/c Ratio: 0.56	Intersection LOS: B
Intersection Signal Delay: 13.1	ICU Level of Service C
Intersection Capacity Utilization 70.3%	
Analysis Period (min) 15	

Splits and Phases: 2: St-Joseph & Place d'Orleans (W)



Lanes, Volumes, Timings  
3: St-Joseph & Napoleon

2025 Future Background  
AM Peak Hour

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↕	↕	↕	↕	↕
Traffic Volume (vph)	35	381	938	30	4	9
Future Volume (vph)	35	381	938	30	4	9
Satd. Flow (prot)	1658	3316	3316	1483	1545	0
Fit Permitted	0.304				0.985	
Satd. Flow (perm)	530	3316	3316	1448	1544	0
Satd. Flow (RTOR)				26	9	
Lane Group Flow (vph)	35	381	938	30	13	0
Turn Type	Perm	NA	NA	Perm	Prot	
Protected Phases		2	6		4	
Permitted Phases	2			6		
Detector Phase	2	2	6	6	4	
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	
Minimum Split (s)	23.9	23.9	27.9	27.9	29.5	
Total Split (s)	60.0	60.0	60.0	60.0	30.0	
Total Split (%)	66.7%	66.7%	66.7%	66.7%	33.3%	
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3	
All-Red Time (s)	2.6	2.6	2.6	2.6	2.2	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.9	5.9	5.9	5.9	5.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	
Act Effct Green (s)	82.9	82.9	82.9	82.9	12.8	
Actuated g/C Ratio	0.92	0.92	0.92	0.92	0.14	
v/c Ratio	0.07	0.12	0.31	0.02	0.06	
Control Delay	2.7	1.6	3.0	2.1	19.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	2.7	1.6	3.0	2.1	19.4	
LOS	A	A	A	A	B	
Approach Delay		1.7	3.0		19.4	
Approach LOS		A	A		B	
Queue Length 50th (m)	0.0	0.0	0.0	0.0	0.6	
Queue Length 95th (m)	3.6	11.5	56.1	3.4	4.8	
Internal Link Dist (m)		172.0	281.0		52.2	
Turn Bay Length (m)	80.0			25.0		
Base Capacity (vph)	488	3055	3055	1336	427	
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	0.07	0.12	0.31	0.02	0.03	

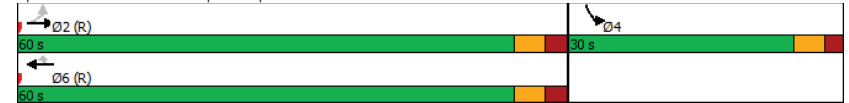
Intersection Summary	
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	24 (27%), Referenced to phase 2:EBTL and 6:WBT, Start of Green
Natural Cycle:	60
Control Type:	Actuated-Coordinated

Lanes, Volumes, Timings  
3: St-Joseph & Napoleon

2025 Future Background  
AM Peak Hour

Maximum v/c Ratio: 0.31	Intersection LOS: A
Intersection Signal Delay: 2.7	ICU Level of Service A
Intersection Capacity Utilization 48.9%	
Analysis Period (min) 15	

Splits and Phases: 3: St-Joseph & Napoleon



Lanes, Volumes, Timings  
5: Duford/Place d'Orleans (E) & St-Joseph

2025 Future Background  
AM Peak Hour

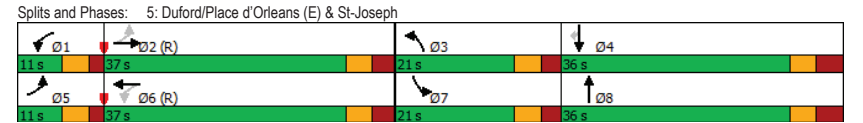
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	60	278	43	14	775	73	92	161	12	33	46	31
Future Volume (vph)	60	278	43	14	775	73	92	161	12	33	46	31
Satd. Flow (prot)	1658	3238	0	1658	3269	0	1658	1728	0	1658	1745	1483
Fit Permitted	0.126			0.557			0.950			0.950		
Satd. Flow (perm)	220	3238	0	968	3269	0	1654	1728	0	1658	1745	1462
Satd. Flow (RTOR)		17			9			4				150
Lane Group Flow (vph)	60	321	0	14	848	0	92	173	0	33	46	31
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6								4
Detector Phase	5	2		1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0		5.0	10.0	10.0
Minimum Split (s)	10.3	30.3		10.3	30.3		10.8	35.9		10.8	35.9	35.9
Total Split (s)	11.0	37.0		11.0	37.0		21.0	36.0		21.0	36.0	36.0
Total Split (%)	10.5%	35.2%		10.5%	35.2%		20.0%	34.3%		20.0%	34.3%	34.3%
Yellow Time (s)	3.3	3.3		3.3	3.3		3.3	3.3		3.3	3.3	3.3
All-Red Time (s)	2.0	3.0		2.0	3.0		2.5	3.6		2.5	3.6	3.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.3	6.3		5.3	6.3		5.8	6.9		5.8	6.9	6.9
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max		None	C-Max		None	Max		None	Max	Max
Act Effct Green (s)	40.6	37.3		38.4	32.9		11.0	41.4		7.6	35.8	35.8
Actuated g/C Ratio	0.39	0.36		0.37	0.31		0.10	0.39		0.07	0.34	0.34
v/c Ratio	0.37	0.28		0.04	0.82		0.53	0.25		0.28	0.08	0.05
Control Delay	26.1	24.8		19.1	41.8		54.8	24.2		51.1	27.3	0.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	26.1	24.8		19.1	41.8		54.8	24.2		51.1	27.3	0.2
LOS	C	C		B	D		D	C		D	C	A
Approach Delay		25.0			41.4			34.9			26.8	
Approach LOS		C			D			C			C	
Queue Length 50th (m)	7.4	21.3		1.7	85.8		18.1	24.6		6.5	6.6	0.0
Queue Length 95th (m)	15.7	37.5		5.5	#119.3		32.6	43.1		15.6	15.7	0.0
Internal Link Dist (m)		281.0			131.7			117.2			122.1	
Turn Bay Length (m)	70.0			50.0			17.0			50.0		
Base Capacity (vph)	163	1161		392	1030		240	683		240	594	596
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.37	0.28		0.04	0.82		0.38	0.25		0.14	0.08	0.05

**Intersection Summary**  
 Cycle Length: 105  
 Actuated Cycle Length: 105  
 Offset: 47 (45%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated

Lanes, Volumes, Timings  
5: Duford/Place d'Orleans (E) & St-Joseph

2025 Future Background  
AM Peak Hour

Maximum v/c Ratio: 0.82  
 Intersection Signal Delay: 35.5  
 Intersection Capacity Utilization 73.6%  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.



Lanes, Volumes, Timings  
 1: Place d'Orleans (E) & Place d'Orléans Shopping Centre/Centrum 2025 Future Background  
 PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔		↕	↔	↔	↕	↔
Traffic Volume (vph)	94	57	220	48	46	14	102	153	73	126	146	42
Future Volume (vph)	94	57	220	48	46	14	102	153	73	126	146	42
Satd. Flow (prot)	1658	1745	1483	1658	1674	0	0	3139	0	0	3174	0
Fit Permitted	0.718			0.720				0.759			0.712	
Satd. Flow (perm)	1237	1745	1448	1242	1674	0	0	2416	0	0	2301	0
Satd. Flow (RTOR)			220		14			69			32	
Lane Group Flow (vph)	94	57	220	48	60	0	0	328	0	0	314	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	4	8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0		36.0	36.0		36.0	36.0	
Total Split (s)	32.0	32.0	32.0	32.0	32.0		53.0	53.0		53.0	53.0	
Total Split (%)	37.6%	37.6%	37.6%	37.6%	37.6%		62.4%	62.4%		62.4%	62.4%	
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3		3.3	3.3		3.3	3.3	
All-Red Time (s)	2.7	2.7	2.7	2.7	2.7		2.7	2.7		2.7	2.7	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)	14.2	14.2	14.2	14.2	14.2		58.8	58.8		58.8	58.8	
Actuated g/C Ratio	0.17	0.17	0.17	0.17	0.17		0.69	0.69		0.69	0.69	
v/c Ratio	0.46	0.20	0.52	0.23	0.21		0.19	0.20		0.20	0.20	
Control Delay	37.5	29.7	8.6	31.0	24.2		4.8	5.4		4.8	5.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	37.5	29.7	8.6	31.0	24.2		4.8	5.4		4.8	5.4	
LOS	D	C	A	C	C		A	A		A	A	
Approach Delay		19.2			27.3		4.8	5.4		4.8	5.4	
Approach LOS		B			C		A	A		A	A	
Queue Length 50th (m)	14.4	8.4	0.0	7.1	6.7		5.7	6.3		5.7	6.3	
Queue Length 95th (m)	23.7	15.2	15.1	13.8	14.1		16.6	17.8		16.6	17.8	
Internal Link Dist (m)		23.8			91.9		122.1	170.6		122.1	170.6	
Turn Bay Length (m)	52.0		20.0									
Base Capacity (vph)	378	533	595	379	521		1693	1602		1693	1602	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.25	0.11	0.37	0.13	0.12		0.19	0.20		0.19	0.20	

Intersection Summary												
Cycle Length: 85												
Actuated Cycle Length: 85												
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green												
Natural Cycle: 70												
Control Type: Actuated-Coordinated												

Lanes, Volumes, Timings  
 1: Place d'Orleans (E) & Place d'Orléans Shopping Centre/Centrum 2025 Future Background  
 PM Peak Hour

Maximum v/c Ratio: 0.52	Intersection LOS: B
Intersection Signal Delay: 11.9	ICU Level of Service D
Intersection Capacity Utilization 80.0%	
Analysis Period (min) 15	



Lanes, Volumes, Timings  
2: St-Joseph & Place d'Orleans (W)

2025 Future Background  
PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	330	924	34	28	483	103	23	17	3	177	13	338
Future Volume (vph)	330	924	34	28	483	103	23	17	3	177	13	338
Satd. Flow (prot)	1658	3295	0	1658	3211	0	1658	1698	0	1658	1745	1483
Fit Permitted	0.336			0.299			0.749			0.434		
Satd. Flow (perm)	583	3295	0	520	3211	0	1290	1698	0	748	1745	1445
Satd. Flow (RTOR)		5			27			3				338
Lane Group Flow (vph)	330	958	0	28	586	0	23	20	0	177	13	338
Turn Type	pm-pt	NA		Perm	NA		Perm	NA		pm-pt	NA	Perm
Protected Phases	5	2		6			8			7		4
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		6	6		8	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		10.0	10.0		10.0	10.0		5.0	10.0	10.0
Minimum Split (s)	11.2	38.8		38.8	38.8		27.7	27.7		11.0	27.7	27.7
Total Split (s)	18.0	57.0		39.0	39.0		28.0	28.0		15.0	43.0	43.0
Total Split (%)	18.0%	57.0%		39.0%	39.0%		28.0%	28.0%		15.0%	43.0%	43.0%
Yellow Time (s)	3.3	3.3		3.3	3.3		3.3	3.3		3.3	3.3	3.3
All-Red Time (s)	2.9	3.5		3.5	3.5		2.4	2.4		2.7	2.4	2.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.2	6.8		6.8	6.8		5.7	5.7		6.0	5.7	5.7
Lead/Lag	Lead			Lag	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes		Yes
Recall Mode	None	C-Max		C-Max	C-Max		None	None		None	None	None
Act Effct Green (s)	66.7	66.1		46.0	46.0		12.4	12.4		21.1	21.4	21.4
Actuated g/C Ratio	0.67	0.66		0.46	0.46		0.12	0.12		0.21	0.21	0.21
v/c Ratio	0.61	0.44		0.12	0.39		0.14	0.09		0.73	0.03	0.59
Control Delay	16.1	10.7		16.7	14.6		38.9	33.3		50.5	24.8	7.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	16.1	10.7		16.7	14.6		38.9	33.3		50.5	24.8	7.3
LOS	B	B		B	B		D	C		D	C	A
Approach Delay		12.1			14.7			36.3			22.2	
Approach LOS		B			B			D			C	
Queue Length 50th (m)	26.9	47.0		2.0	20.3		4.2	3.1		29.0	1.9	0.0
Queue Length 95th (m)	#65.0	83.4		5.2	26.4		10.1	8.7		40.2	5.4	17.1
Internal Link Dist (m)		46.9			172.0			20.4			94.2	
Turn Bay Length (m)	60.0			50.0								70.0
Base Capacity (vph)	541	2179		239	1491		287	380		242	650	750
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.61	0.44		0.12	0.39		0.08	0.05		0.73	0.02	0.45

Intersection Summary	
Cycle Length:	100
Actuated Cycle Length:	100
Offset:	61 (61%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated

Lanes, Volumes, Timings  
2: St-Joseph & Place d'Orleans (W)

2025 Future Background  
PM Peak Hour

Maximum v/c Ratio: 0.73	Intersection LOS: B
Intersection Signal Delay: 15.3	ICU Level of Service D
Intersection Capacity Utilization 78.9%	
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 2: St-Joseph & Place d'Orleans (W)



Lanes, Volumes, Timings  
3: St-Joseph & Napoleon

2025 Future Background  
PM Peak Hour

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↕	↕	↕	↕	↕
Traffic Volume (vph)	65	1063	570	44	50	42
Future Volume (vph)	65	1063	570	44	50	42
Satd. Flow (prot)	1658	3316	3316	1483	1585	0
Fit Permitted	0.397				0.974	
Satd. Flow (perm)	692	3316	3316	1447	1584	0
Satd. Flow (RTOR)				40	42	
Lane Group Flow (vph)	65	1063	570	44	92	0
Turn Type	pm+pt	NA	NA	Perm	Prot	
Protected Phases	5	2	6		4	
Permitted Phases	2			6		
Detector Phase	5	2	6	6	4	
Switch Phase						
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0	
Minimum Split (s)	10.9	23.9	27.9	27.9	29.5	
Total Split (s)	18.0	67.0	49.0	49.0	33.0	
Total Split (%)	18.0%	67.0%	49.0%	49.0%	33.0%	
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3	
All-Red Time (s)	2.6	2.6	2.6	2.6	2.2	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.9	5.9	5.9	5.9	5.5	
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Max	C-Max	C-Max	None	
Act Effct Green (s)	78.8	80.0	69.8	69.8	12.9	
Actuated g/C Ratio	0.79	0.80	0.70	0.70	0.13	
v/c Ratio	0.11	0.40	0.25	0.04	0.38	
Control Delay	2.7	2.9	8.6	4.0	26.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	2.7	2.9	8.6	4.0	26.7	
LOS	A	A	A	A	C	
Approach Delay		2.8	8.3		26.7	
Approach LOS		A	A		C	
Queue Length 50th (m)	1.9	17.4	21.1	0.3	9.2	
Queue Length 95th (m)	m3.9	21.7	45.0	5.6	20.2	
Internal Link Dist (m)		172.0	281.0		52.2	
Turn Bay Length (m)	80.0			25.0		
Base Capacity (vph)	662	2652	2313	1021	466	
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	0.10	0.40	0.25	0.04	0.20	

Intersection Summary

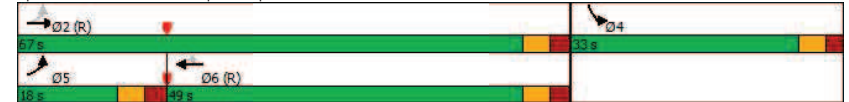
Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 66 (66%), Referenced to phase 2:EBTL and 6:WBT, Start of Green  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated

Lanes, Volumes, Timings  
3: St-Joseph & Napoleon

2025 Future Background  
PM Peak Hour

Maximum v/c Ratio: 0.40  
 Intersection Signal Delay: 5.9  
 Intersection Capacity Utilization 49.2%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: St-Joseph & Napoleon



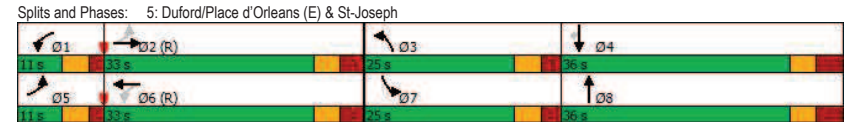
Lanes, Volumes, Timings  
 5: Duford/Place d'Orleans (E) & St-Joseph 2025 Future Background  
 PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	130	825	149	17	501	90	62	97	13	186	175	54
Future Volume (vph)	130	825	149	17	501	90	62	97	13	186	175	54
Satd. Flow (prot)	1658	3223	0	1658	3225	0	1658	1710	0	1658	1745	1483
Fit Permitted	0.225			0.157			0.950			0.950		
Satd. Flow (perm)	390	3223	0	274	3225	0	1649	1710	0	1650	1745	1456
Satd. Flow (RTOR)		19			19			6				150
Lane Group Flow (vph)	130	974	0	17	591	0	62	110	0	186	175	54
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6								4
Detector Phase	5	2		1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0		5.0	10.0	10.0
Minimum Split (s)	10.3	30.3		10.3	30.3		10.8	35.9		10.8	35.9	35.9
Total Split (s)	11.0	33.0		11.0	33.0		25.0	36.0		25.0	36.0	36.0
Total Split (%)	10.5%	31.4%		10.5%	31.4%		23.8%	34.3%		23.8%	34.3%	34.3%
Yellow Time (s)	3.3	3.3		3.3	3.3		3.3	3.3		3.3	3.3	3.3
All-Red Time (s)	2.0	3.0		2.0	3.0		2.5	3.6		2.5	3.6	3.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.3	6.3		5.3	6.3		5.8	6.9		5.8	6.9	6.9
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max		None	C-Max		None	Max		None	Max	Max
Act Effct Green (s)	36.6	33.3		33.3	26.7		9.3	32.2		16.1	41.3	41.3
Actuated g/C Ratio	0.35	0.32		0.32	0.25		0.09	0.31		0.15	0.39	0.39
v/c Ratio	0.64	0.94		0.11	0.71		0.42	0.21		0.74	0.26	0.08
Control Delay	40.5	52.9		22.8	39.9		53.3	28.0		59.3	24.6	0.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	40.5	52.9		22.8	39.9		53.3	28.0		59.3	24.6	0.2
LOS	D	D		C	D		D	C		E	C	A
Approach Delay		51.5			39.4			37.1			37.0	
Approach LOS		D			D			D			D	
Queue Length 50th (m)	18.0	93.0		2.2	56.1		12.2	15.8		36.3	24.6	0.0
Queue Length 95th (m)	#37.0	#163.8		6.7	75.4		24.4	30.5		58.0	43.3	0.0
Internal Link Dist (m)		281.0			131.7			117.2			122.1	
Turn Bay Length (m)	70.0			50.0			17.0			50.0		
Base Capacity (vph)	204	1035		162	834		303	529		303	686	663
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.64	0.94		0.10	0.71		0.20	0.21		0.61	0.26	0.08

**Intersection Summary**  
 Cycle Length: 105  
 Actuated Cycle Length: 105  
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green  
 Natural Cycle: 100  
 Control Type: Actuated-Coordinated

Lanes, Volumes, Timings  
 5: Duford/Place d'Orleans (E) & St-Joseph 2025 Future Background  
 PM Peak Hour

Maximum v/c Ratio: 0.94  
 Intersection Signal Delay: 44.6  
 Intersection Capacity Utilization 88.6%  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.





# Appendix H

Synchro Intersection Worksheets – 2030 Future Background Conditions

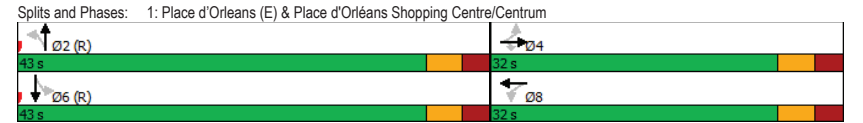
Lanes, Volumes, Timings  
 1: Place d'Orleans (E) & Place d'Orléans Shopping Centre/Centrum 2030 Future Background  
 AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔		↕	↔	↔	↕	↔
Traffic Volume (vph)	25	31	40	92	33	21	67	178	101	121	42	19
Future Volume (vph)	25	31	40	92	33	21	67	178	101	121	42	19
Satd. Flow (prot)	1658	1745	1483	1658	1632	0	0	3138	0	0	3151	0
Fit Permitted	0.722			0.737				0.862			0.656	
Satd. Flow (perm)	1252	1745	1456	1278	1632	0	0	2732	0	0	2136	0
Satd. Flow (RTOR)			44		21			101			19	
Lane Group Flow (vph)	25	31	40	92	54	0	0	346	0	0	182	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4		8			2		2		6	
Permitted Phases	4		4	8			2		2		6	
Detector Phase	4	4	4	8	8		2	2			6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0		36.0	36.0		36.0	36.0	
Total Split (s)	32.0	32.0	32.0	32.0	32.0		43.0	43.0		43.0	43.0	
Total Split (%)	42.7%	42.7%	42.7%	42.7%	42.7%		57.3%	57.3%		57.3%	57.3%	
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3		3.3	3.3		3.3	3.3	
All-Red Time (s)	2.7	2.7	2.7	2.7	2.7		2.7	2.7		2.7	2.7	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)	13.7	13.7	13.7	13.7	13.7		53.7	53.7		53.7	53.7	
Actuated g/C Ratio	0.18	0.18	0.18	0.18	0.18		0.72	0.72		0.72	0.72	
v/c Ratio	0.11	0.10	0.13	0.39	0.17		0.17	0.12		0.12	0.12	
Control Delay	23.6	23.3	7.4	30.3	17.0		4.5	5.6		4.5	5.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	23.6	23.3	7.4	30.3	17.0		4.5	5.6		4.5	5.6	
LOS	C	C	A	C	B		A	A		A	A	
Approach Delay		16.8			25.4		4.5	5.6		4.5	5.6	
Approach LOS		B			C		A	A		A	A	
Queue Length 50th (m)	3.1	3.9	0.0	12.2	4.2		5.0	3.2		5.0	3.2	
Queue Length 95th (m)	7.3	8.3	5.5	19.6	10.2		16.2	11.2		16.2	11.2	
Internal Link Dist (m)		23.8			91.9		122.1	170.6		122.1	170.6	
Turn Bay Length (m)	52.0		20.0									
Base Capacity (vph)	434	604	533	443	579		1985	1534		1985	1534	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.06	0.05	0.08	0.21	0.09		0.17	0.12		0.17	0.12	

Intersection Summary												
Cycle Length: 75												
Actuated Cycle Length: 75												
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SRTL, Start of Green												
Natural Cycle: 70												
Control Type: Actuated-Coordinated												

Lanes, Volumes, Timings  
 1: Place d'Orleans (E) & Place d'Orléans Shopping Centre/Centrum 2030 Future Background  
 AM Peak Hour

Maximum v/c Ratio: 0.39	Intersection LOS: B
Intersection Signal Delay: 10.2	ICU Level of Service C
Intersection Capacity Utilization 64.8%	
Analysis Period (min) 15	



Lanes, Volumes, Timings  
2: St-Joseph & Place d'Orleans (W)

2030 Future Background  
AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	242	344	13	19	938	108	16	7	3	116	8	245
Future Volume (vph)	242	344	13	19	938	108	16	7	3	116	8	245
Satd. Flow (prot)	1658	3295	0	1658	3257	0	1658	1656	0	1658	1745	1483
Fit Permitted	0.176			0.538			0.752			0.751		
Satd. Flow (perm)	306	3295	0	931	3257	0	1304	1656	0	1298	1745	1457
Satd. Flow (RTOR)		8			18			3				228
Lane Group Flow (vph)	242	357	0	19	1046	0	16	10	0	116	8	245
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases	5	2		6			8			4		4
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		6	6		8	8		4	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	11.2	38.8		38.8	38.8		27.7	27.7		27.7	27.7	27.7
Total Split (s)	14.0	62.0		48.0	48.0		28.0	28.0		28.0	28.0	28.0
Total Split (%)	15.6%	68.9%		53.3%	53.3%		31.1%	31.1%		31.1%	31.1%	31.1%
Yellow Time (s)	3.3	3.3		3.3	3.3		3.3	3.3		3.3	3.3	3.3
All-Red Time (s)	2.9	3.5		3.5	3.5		2.4	2.4		2.4	2.4	2.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.2	6.8		6.8	6.8		5.7	5.7		5.7	5.7	5.7
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Recall Mode	None	C-Max		C-Max	C-Max		None	None		None	None	None
Act Effct Green (s)	63.7	63.1		46.3	46.3		14.4	14.4		14.4	14.4	14.4
Actuated g/C Ratio	0.71	0.70		0.51	0.51		0.16	0.16		0.16	0.16	0.16
v/c Ratio	0.65	0.15		0.04	0.62		0.08	0.04		0.56	0.03	0.58
Control Delay	16.1	5.2		7.9	15.3		30.1	24.8		44.3	28.8	11.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	16.1	5.2		7.9	15.3		30.1	24.8		44.3	28.8	11.3
LOS	B	A		A	B		C	C		D	C	B
Approach Delay		9.6			15.1			28.0			22.1	
Approach LOS		A			B			C			C	
Queue Length 50th (m)	11.5	8.5		1.6	63.3		2.4	1.1		19.0	1.2	2.6
Queue Length 95th (m)	#37.9	18.2		m2.3	94.0		7.1	4.8		31.9	4.4	20.5
Internal Link Dist (m)		46.9			172.0			20.4			94.2	
Turn Bay Length (m)	60.0			50.0								70.0
Base Capacity (vph)	375	2312		479	1685		323	412		321	432	532
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.65	0.15		0.04	0.62		0.05	0.02		0.36	0.02	0.46

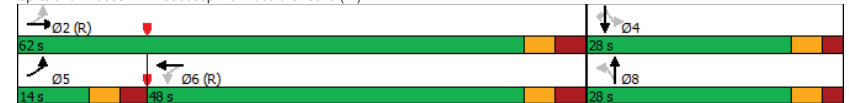
Intersection Summary	
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	50 (56%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle:	80
Control Type:	Actuated-Coordinated

Lanes, Volumes, Timings  
2: St-Joseph & Place d'Orleans (W)

2030 Future Background  
AM Peak Hour

Maximum v/c Ratio:	0.65
Intersection Signal Delay:	14.9
Intersection LOS:	B
Intersection Capacity Utilization:	75.1%
ICU Level of Service:	D
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: St-Joseph & Place d'Orleans (W)



Lanes, Volumes, Timings  
3: St-Joseph & Napoleon

2030 Future Background  
AM Peak Hour

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↕	↕	↕	↕	↕
Traffic Volume (vph)	35	430	1057	30	4	9
Future Volume (vph)	35	430	1057	30	4	9
Satd. Flow (prot)	1658	3316	3316	1483	1545	0
Fit Permitted	0.266				0.985	
Satd. Flow (perm)	464	3316	3316	1448	1544	0
Satd. Flow (RTOR)				23	9	
Lane Group Flow (vph)	35	430	1057	30	13	0
Turn Type	Perm	NA	NA	Perm	Prot	
Protected Phases		2	6		4	
Permitted Phases	2			6		
Detector Phase	2	2	6	6	4	
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	
Minimum Split (s)	23.9	23.9	27.9	27.9	29.5	
Total Split (s)	60.0	60.0	60.0	60.0	30.0	
Total Split (%)	66.7%	66.7%	66.7%	66.7%	33.3%	
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3	
All-Red Time (s)	2.6	2.6	2.6	2.6	2.2	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.9	5.9	5.9	5.9	5.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	
Act Effct Green (s)	82.9	82.9	82.9	82.9	12.8	
Actuated g/C Ratio	0.92	0.92	0.92	0.92	0.14	
v/c Ratio	0.08	0.14	0.35	0.02	0.06	
Control Delay	2.9	1.7	3.2	2.3	19.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	2.9	1.7	3.2	2.3	19.4	
LOS	A	A	A	A	B	
Approach Delay		1.8	3.2		19.4	
Approach LOS		A	A		B	
Queue Length 50th (m)	0.0	0.0	0.0	0.0	0.6	
Queue Length 95th (m)	3.8	13.3	66.1	3.6	4.8	
Internal Link Dist (m)		172.0	281.0		52.2	
Turn Bay Length (m)	80.0			25.0		
Base Capacity (vph)	427	3055	3055	1336	427	
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	0.08	0.14	0.35	0.02	0.03	

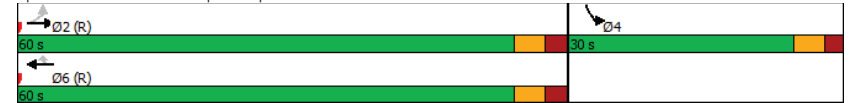
Intersection Summary	
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	24 (27%), Referenced to phase 2:EBTL and 6:WBT, Start of Green
Natural Cycle:	60
Control Type:	Actuated-Coordinated

Lanes, Volumes, Timings  
3: St-Joseph & Napoleon

2030 Future Background  
AM Peak Hour

Maximum v/c Ratio: 0.35	Intersection LOS: A
Intersection Signal Delay: 2.9	ICU Level of Service A
Intersection Capacity Utilization 49.1%	
Analysis Period (min) 15	

Splits and Phases: 3: St-Joseph & Napoleon



Lanes, Volumes, Timings  
5: Duford/Place d'Orleans (E) & St-Joseph

2030 Future Background  
AM Peak Hour

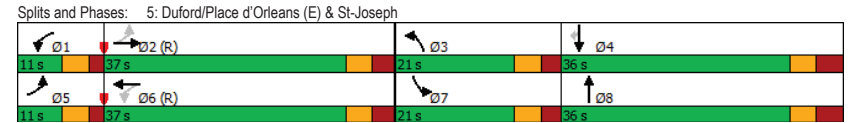
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	95	288	43	14	832	73	92	178	12	33	46	80
Future Volume (vph)	95	288	43	14	832	73	92	178	12	33	46	80
Satd. Flow (prot)	1658	3242	0	1658	3272	0	1658	1729	0	1658	1745	1483
Fit Permitted	0.126			0.552			0.950			0.950		
Satd. Flow (perm)	220	3242	0	959	3272	0	1654	1729	0	1658	1745	1462
Satd. Flow (RTOR)		16			9			3				150
Lane Group Flow (vph)	95	331	0	14	905	0	92	190	0	33	46	80
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6								4
Detector Phase	5	2		1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0		5.0	10.0	10.0
Minimum Split (s)	10.3	30.3		10.3	30.3		10.8	35.9		10.8	35.9	35.9
Total Split (s)	11.0	37.0		11.0	37.0		21.0	36.0		21.0	36.0	36.0
Total Split (%)	10.5%	35.2%		10.5%	35.2%		20.0%	34.3%		20.0%	34.3%	34.3%
Yellow Time (s)	3.3	3.3		3.3	3.3		3.3	3.3		3.3	3.3	3.3
All-Red Time (s)	2.0	3.0		2.0	3.0		2.5	3.6		2.5	3.6	3.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.3	6.3		5.3	6.3		5.8	6.9		5.8	6.9	6.9
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max		None	C-Max		None	Max		None	Max	Max
Act Effct Green (s)	40.6	37.3		38.4	32.9		11.0	41.4		7.6	35.8	35.8
Actuated g/C Ratio	0.39	0.36		0.37	0.31		0.10	0.39		0.07	0.34	0.34
v/c Ratio	0.58	0.28		0.04	0.88		0.53	0.28		0.28	0.08	0.13
Control Delay	36.2	25.1		19.1	45.8		54.8	24.7		51.1	27.3	0.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	36.2	25.1		19.1	45.8		54.8	24.7		51.1	27.3	0.5
LOS	D	C		B	D		D	C		D	C	A
Approach Delay		27.5			45.4			34.5			18.7	
Approach LOS		C			D			C			B	
Queue Length 50th (m)	12.0	22.2		1.7	93.9		18.1	27.6		6.5	6.6	0.0
Queue Length 95th (m)	#24.5	38.6		5.5	#133.2		32.6	47.3		15.6	15.7	0.0
Internal Link Dist (m)		281.0			131.7			117.2			122.1	
Turn Bay Length (m)	70.0			50.0			17.0			50.0		
Base Capacity (vph)	163	1162		389	1031		240	683		240	594	596
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.58	0.28		0.04	0.88		0.38	0.28		0.14	0.08	0.13

**Intersection Summary**  
 Cycle Length: 105  
 Actuated Cycle Length: 105  
 Offset: 47 (45%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated

Lanes, Volumes, Timings  
5: Duford/Place d'Orleans (E) & St-Joseph

2030 Future Background  
AM Peak Hour

Maximum v/c Ratio: 0.88  
 Intersection Signal Delay: 37.0  
 Intersection Capacity Utilization 76.7%  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.



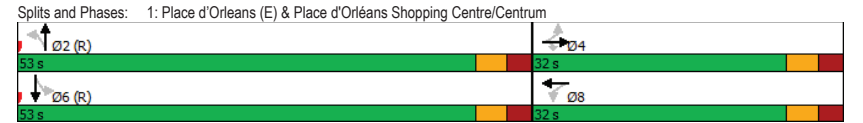
Lanes, Volumes, Timings  
 1: Place d'Orleans (E) & Place d'Orléans Shopping Centre/Centrum 2030 Future Background  
 PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	94	58	220	109	46	18	102	151	139	130	161	42
Future Volume (vph)	94	58	220	109	46	18	102	151	139	130	161	42
Satd. Flow (prot)	1658	1745	1483	1658	1660	0	0	3070	0	0	3181	0
Fit Permitted	0.715			0.719				0.773			0.693	
Satd. Flow (perm)	1231	1745	1448	1241	1660	0	0	2402	0	0	2243	0
Satd. Flow (RTOR)			220		18			139			30	
Lane Group Flow (vph)	94	58	220	109	64	0	0	392	0	0	333	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA	Perm	NA	
Protected Phases	4			8			2	2		6		6
Permitted Phases	4	4	4	8			2	2		6		6
Detector Phase	4	4	4	8	8		2	2		6		6
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0		10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0		36.0	36.0		36.0		36.0
Total Split (s)	32.0	32.0	32.0	32.0	32.0		53.0	53.0		53.0		53.0
Total Split (%)	37.6%	37.6%	37.6%	37.6%	37.6%		62.4%	62.4%		62.4%		62.4%
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3		3.3	3.3		3.3		3.3
All-Red Time (s)	2.7	2.7	2.7	2.7	2.7		2.7	2.7		2.7		2.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0		6.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		C-Max	C-Max		C-Max		C-Max
Act Effct Green (s)	14.7	14.7	14.7	14.7	14.7		58.3	58.3		58.3		58.3
Actuated g/C Ratio	0.17	0.17	0.17	0.17	0.17		0.69	0.69		0.69		0.69
v/c Ratio	0.44	0.19	0.51	0.51	0.21		0.23	0.23		0.22		0.22
Control Delay	36.4	29.2	8.3	38.9	22.8		4.2	4.2		5.7		5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0		0.0
Total Delay	36.4	29.2	8.3	38.9	22.8		4.2	4.2		5.7		5.7
LOS	D	C	A	D	C		A	A		A		A
Approach Delay		18.7			32.9		4.2	4.2		5.7		5.7
Approach LOS		B			C		A	A		A		A
Queue Length 50th (m)	14.2	8.4	0.0	16.7	6.6		5.9	5.9		7.3		7.3
Queue Length 95th (m)	23.7	15.5	15.1	27.0	14.4		16.8	16.8		19.2		19.2
Internal Link Dist (m)		23.8			91.9		122.1	122.1		170.6		170.6
Turn Bay Length (m)	52.0		20.0									
Base Capacity (vph)	376	533	595	379	520		1692	1692		1548		1548
Starvation Cap Reductn	0	0	0	0	0		0	0		0		0
Spillback Cap Reductn	0	0	0	0	0		0	0		0		0
Storage Cap Reductn	0	0	0	0	0		0	0		0		0
Reduced v/c Ratio	0.25	0.11	0.37	0.29	0.12		0.23	0.23		0.22		0.22

Intersection Summary												
Cycle Length: 85												
Actuated Cycle Length: 85												
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SRTL, Start of Green												
Natural Cycle: 70												
Control Type: Actuated-Coordinated												

Lanes, Volumes, Timings  
 1: Place d'Orleans (E) & Place d'Orléans Shopping Centre/Centrum 2030 Future Background  
 PM Peak Hour

Maximum v/c Ratio: 0.51	Intersection LOS: B
Intersection Signal Delay: 12.8	ICU Level of Service D
Intersection Capacity Utilization 80.9%	
Analysis Period (min) 15	



Lanes, Volumes, Timings  
2: St-Joseph & Place d'Orleans (W)

2030 Future Background  
PM Peak Hour

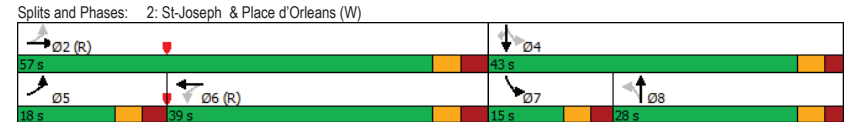
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	330	1044	34	28	548	103	23	17	3	179	13	342
Future Volume (vph)	330	1044	34	28	548	103	23	17	3	179	13	342
Satd. Flow (prot)	1658	3295	0	1658	3219	0	1658	1698	0	1658	1745	1483
Fit Permitted	0.298			0.265			0.749			0.434		
Satd. Flow (perm)	517	3295	0	461	3219	0	1290	1698	0	748	1745	1445
Satd. Flow (RTOR)		5			23			3				342
Lane Group Flow (vph)	330	1078	0	28	651	0	23	20	0	179	13	342
Turn Type	pm-pt	NA		Perm	NA		Perm	NA		pm-pt	NA	Perm
Protected Phases	5	2		6			8			7	4	
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		6	6		8	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		10.0	10.0		10.0	10.0		5.0	10.0	10.0
Minimum Split (s)	11.2	38.8		38.8	38.8		27.7	27.7		11.0	27.7	27.7
Total Split (s)	18.0	57.0		39.0	39.0		28.0	28.0		15.0	43.0	43.0
Total Split (%)	18.0%	57.0%		39.0%	39.0%		28.0%	28.0%		15.0%	43.0%	43.0%
Yellow Time (s)	3.3	3.3		3.3	3.3		3.3	3.3		3.3	3.3	3.3
All-Red Time (s)	2.9	3.5		3.5	3.5		2.4	2.4		2.7	2.4	2.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.2	6.8		6.8	6.8		5.7	5.7		6.0	5.7	5.7
Lead/Lag	Lead			Lag	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes		
Recall Mode	None	C-Max		C-Max	C-Max		None	None		None	None	None
Act Effct Green (s)	66.7	66.1		45.0	45.0		12.4	12.4		21.1	21.4	21.4
Actuated g/C Ratio	0.67	0.66		0.45	0.45		0.12	0.12		0.21	0.21	0.21
v/c Ratio	0.64	0.49		0.14	0.45		0.14	0.09		0.74	0.03	0.59
Control Delay	17.4	11.5		17.1	15.5		38.9	33.3		51.2	24.8	7.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	17.4	11.5		17.1	15.5		38.9	33.3		51.2	24.8	7.3
LOS	B	B		B	B		D	C		D	C	A
Approach Delay		12.9			15.6			36.3			22.4	
Approach LOS		B			B			D			C	
Queue Length 50th (m)	26.9	55.7		2.0	22.6		4.2	3.1		29.4	1.9	0.0
Queue Length 95th (m)	#71.7	98.5		5.1	29.0		10.1	8.7		40.8	5.4	17.3
Internal Link Dist (m)		46.9			172.0			20.4			94.2	
Turn Bay Length (m)	60.0			50.0								70.0
Base Capacity (vph)	514	2179		207	1461		287	380		242	650	753
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.64	0.49		0.14	0.45		0.08	0.05		0.74	0.02	0.45

**Intersection Summary**  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 61 (61%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated

Lanes, Volumes, Timings  
2: St-Joseph & Place d'Orleans (W)

2030 Future Background  
PM Peak Hour

Maximum v/c Ratio: 0.74  
 Intersection Signal Delay: 15.9  
 Intersection Capacity Utilization 79.0%  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.



Lanes, Volumes, Timings  
3: St-Joseph & Napoleon

2030 Future Background  
PM Peak Hour

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↕↕	↕↕	↕	↕↕	↕
Traffic Volume (vph)	65	1193	638	44	50	42
Future Volume (vph)	65	1193	638	44	50	42
Satd. Flow (prot)	1658	3316	3316	1483	1585	0
Fit Permitted	0.366				0.974	
Satd. Flow (perm)	638	3316	3316	1447	1584	0
Satd. Flow (RTOR)				36	42	
Lane Group Flow (vph)	65	1193	638	44	92	0
Turn Type	pm+pt	NA	NA	Perm	Prot	
Protected Phases	5	2	6		4	
Permitted Phases	2			6		
Detector Phase	5	2	6	6	4	
Switch Phase						
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0	
Minimum Split (s)	10.9	23.9	27.9	27.9	29.5	
Total Split (s)	18.0	67.0	49.0	49.0	33.0	
Total Split (%)	18.0%	67.0%	49.0%	49.0%	33.0%	
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3	
All-Red Time (s)	2.6	2.6	2.6	2.6	2.2	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.9	5.9	5.9	5.9	5.5	
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Max	C-Max	C-Max	None	
Act Effct Green (s)	78.8	80.0	69.8	69.8	12.9	
Actuated g/C Ratio	0.79	0.80	0.70	0.70	0.13	
v/c Ratio	0.11	0.45	0.28	0.04	0.38	
Control Delay	2.5	2.8	8.9	4.4	26.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	2.5	2.8	8.9	4.4	26.7	
LOS	A	A	A	A	C	
Approach Delay		2.8	8.6		26.7	
Approach LOS		A	A		C	
Queue Length 50th (m)	1.8	18.0	24.2	0.5	9.2	
Queue Length 95th (m)	m3.5	22.2	51.0	6.0	20.2	
Internal Link Dist (m)		172.0	281.0		52.2	
Turn Bay Length (m)	80.0			25.0		
Base Capacity (vph)	625	2652	2313	1020	466	
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	0.10	0.45	0.28	0.04	0.20	

Intersection Summary

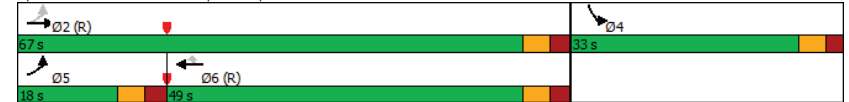
Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 66 (66%), Referenced to phase 2:EBTL and 6:WBT, Start of Green  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated

Lanes, Volumes, Timings  
3: St-Joseph & Napoleon

2030 Future Background  
PM Peak Hour

Maximum v/c Ratio: 0.45  
 Intersection Signal Delay: 5.8  
 Intersection Capacity Utilization 53.0%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: St-Joseph & Napoleon





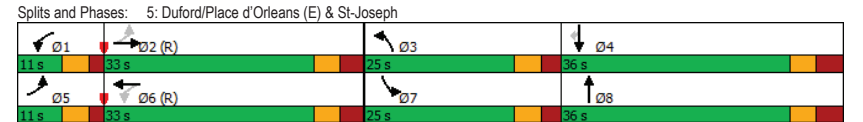
Lanes, Volumes, Timings  
 5: Duford/Place d'Orleans (E) & St-Joseph 2030 Future Background  
 PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	181	887	149	17	519	90	62	97	13	186	193	102
Future Volume (vph)	181	887	149	17	519	90	62	97	13	186	193	102
Satd. Flow (prot)	1658	3227	0	1658	3229	0	1658	1710	0	1658	1745	1483
Fit Permitted	0.213			0.157			0.950			0.950		
Satd. Flow (perm)	370	3227	0	274	3229	0	1650	1710	0	1650	1745	1456
Satd. Flow (RTOR)		17			18			6				150
Lane Group Flow (vph)	181	1036	0	17	609	0	62	110	0	186	193	102
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6								4
Detector Phase	5	2		1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0		5.0	10.0	10.0
Minimum Split (s)	10.3	30.3		10.3	30.3		10.8	35.9		10.8	35.9	35.9
Total Split (s)	11.0	33.0		11.0	33.0		25.0	36.0		25.0	36.0	36.0
Total Split (%)	10.5%	31.4%		10.5%	31.4%		23.8%	34.3%		23.8%	34.3%	34.3%
Yellow Time (s)	3.3	3.3		3.3	3.3		3.3	3.3		3.3	3.3	3.3
All-Red Time (s)	2.0	3.0		2.0	3.0		2.5	3.6		2.5	3.6	3.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.3	6.3		5.3	6.3		5.8	6.9		5.8	6.9	6.9
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max		None	C-Max		None	Max		None	Max	Max
Act Effct Green (s)	36.6	33.3		33.3	26.7		9.3	32.2		16.1	41.3	41.3
Actuated g/C Ratio	0.35	0.32		0.32	0.25		0.09	0.31		0.15	0.39	0.39
v/c Ratio	0.91	1.00		0.11	0.73		0.42	0.21		0.74	0.28	0.15
Control Delay	75.1	65.1		22.8	40.7		53.3	28.0		59.3	24.9	1.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	75.1	65.1		22.8	40.7		53.3	28.0		59.3	24.9	1.8
LOS	E	E		C	D		D	C		E	C	A
Approach Delay		66.6			40.2			37.1			33.3	
Approach LOS		E			D			D			C	
Queue Length 50th (m)	25.9	102.0		2.2	58.3		12.2	15.8		36.3	27.5	0.0
Queue Length 95th (m)	#65.4	#178.5		6.7	78.1		24.4	30.5		58.0	47.5	4.0
Internal Link Dist (m)		281.0			131.7			117.2			122.1	
Turn Bay Length (m)	70.0			50.0			17.0			50.0		
Base Capacity (vph)	198	1035		162	834		303	529		303	686	663
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.91	1.00		0.10	0.73		0.20	0.21		0.61	0.28	0.15

**Intersection Summary**  
 Cycle Length: 105  
 Actuated Cycle Length: 105  
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green  
 Natural Cycle: 100  
 Control Type: Actuated-Coordinated

Lanes, Volumes, Timings  
 5: Duford/Place d'Orleans (E) & St-Joseph 2030 Future Background  
 PM Peak Hour

Maximum v/c Ratio: 1.00  
 Intersection Signal Delay: 51.5  
 Intersection Capacity Utilization 90.4%  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.



# Appendix I

Synchro Intersection Worksheets – 2025 Future Total Conditions

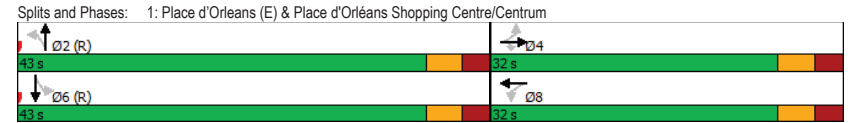
Lanes, Volumes, Timings  
 1: Place d'Orleans (E) & Place d'Orléans Shopping Centre/Centrum 2025 Future Total  
 AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	25	30	40	30	32	18	67	172	56	119	42	19
Future Volume (vph)	25	30	40	30	32	18	67	172	56	119	42	19
Satd. Flow (prot)	1658	1745	1483	1658	1640	0	0	3187	0	0	3151	0
Fit Permitted	0.724			0.738				0.852			0.675	
Satd. Flow (perm)	1255	1745	1456	1280	1640	0	0	2745	0	0	2197	0
Satd. Flow (RTOR)			44		18			54			19	
Lane Group Flow (vph)	25	30	40	30	50	0	0	295	0	0	180	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA	Perm	NA	NA
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	4	8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0		36.0	36.0		36.0	36.0	
Total Split (s)	32.0	32.0	32.0	32.0	32.0		43.0	43.0		43.0	43.0	
Total Split (%)	42.7%	42.7%	42.7%	42.7%	42.7%		57.3%	57.3%		57.3%	57.3%	
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3		3.3	3.3		3.3	3.3	
All-Red Time (s)	2.7	2.7	2.7	2.7	2.7		2.7	2.7		2.7	2.7	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)	13.0	13.0	13.0	13.0	13.0		58.8	58.8		58.8	58.8	
Actuated g/C Ratio	0.17	0.17	0.17	0.17	0.17		0.78	0.78		0.78	0.78	
v/c Ratio	0.12	0.10	0.14	0.14	0.17		0.14	0.14		0.10	0.10	
Control Delay	24.6	24.1	7.7	25.0	18.2		4.3	4.8		4.3	4.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	24.6	24.1	7.7	25.0	18.2		4.3	4.8		4.3	4.8	
LOS	C	C	A	C	B		A	A		A	A	
Approach Delay		17.3			20.8		4.3	4.8		4.3	4.8	
Approach LOS		B			C		A	A		A	A	
Queue Length 50th (m)	3.2	3.8	0.0	3.8	4.1		4.6	3.1		4.6	3.1	
Queue Length 95th (m)	7.3	8.1	5.5	8.3	9.9		15.5	11.1		15.5	11.1	
Internal Link Dist (m)		23.8			91.9		122.1	170.6		122.1	170.6	
Turn Bay Length (m)	52.0		20.0									
Base Capacity (vph)	435	604	533	443	580		2163	1726		2163	1726	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.06	0.05	0.08	0.07	0.09		0.14	0.10		0.14	0.10	

Intersection Summary												
Cycle Length: 75												
Actuated Cycle Length: 75												
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SRTL, Start of Green												
Natural Cycle: 70												
Control Type: Actuated-Coordinated												

Lanes, Volumes, Timings  
 1: Place d'Orleans (E) & Place d'Orléans Shopping Centre/Centrum 2025 Future Total  
 AM Peak Hour

Maximum v/c Ratio: 0.17	Intersection LOS: A
Intersection Signal Delay: 8.4	ICU Level of Service B
Intersection Capacity Utilization 60.3%	
Analysis Period (min) 15	



Lanes, Volumes, Timings  
2: St-Joseph & Place d'Orleans (W)

2025 Future Total  
AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	220	306	13	19	828	98	16	7	3	120	8	245
Future Volume (vph)	220	306	13	19	828	98	16	7	3	120	8	245
Satd. Flow (prot)	1658	3291	0	1658	3254	0	1658	1656	0	1658	1745	1483
Fit Permitted	0.223			0.558			0.752			0.751		
Satd. Flow (perm)	388	3291	0	965	3254	0	1304	1656	0	1298	1745	1457
Satd. Flow (RTOR)		9		19			3					245
Lane Group Flow (vph)	220	319	0	19	926	0	16	10	0	120	8	245
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases	5	2		6			8			4		4
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		6	6		8	8		4	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	11.2	38.8		38.8	38.8		27.7	27.7		27.7	27.7	27.7
Total Split (s)	14.0	62.0		48.0	48.0		28.0	28.0		28.0	28.0	28.0
Total Split (%)	15.6%	68.9%		53.3%	53.3%		31.1%	31.1%		31.1%	31.1%	31.1%
Yellow Time (s)	3.3	3.3		3.3	3.3		3.3	3.3		3.3	3.3	3.3
All-Red Time (s)	2.9	3.5		3.5	3.5		2.4	2.4		2.4	2.4	2.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.2	6.8		6.8	6.8		5.7	5.7		5.7	5.7	5.7
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Recall Mode	None	C-Max		C-Max	C-Max		None	None		None	None	None
Act Effct Green (s)	63.6	63.0		47.9	47.9		14.5	14.5		14.5	14.5	14.5
Actuated g/C Ratio	0.71	0.70		0.53	0.53		0.16	0.16		0.16	0.16	0.16
v/c Ratio	0.55	0.14		0.04	0.53		0.08	0.04		0.57	0.03	0.56
Control Delay	10.8	5.1		7.6	13.0		29.9	24.7		44.8	28.6	9.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	10.8	5.1		7.6	13.0		29.9	24.7		44.8	28.6	9.3
LOS	B	A		A	B		C	C		D	C	A
Approach Delay		7.5			12.9			27.9			21.1	
Approach LOS		A			B			C			C	
Queue Length 50th (m)	10.5	7.6		1.5	50.5		2.4	1.0		19.7	1.2	0.0
Queue Length 95th (m)	24.9	16.3		2.9	79.6		7.1	4.8		33.0	4.4	17.5
Internal Link Dist (m)		46.9			172.0			20.4			94.2	
Turn Bay Length (m)	60.0			50.0								70.0
Base Capacity (vph)	401	2304		513	1740		323	412		321	432	545
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.55	0.14		0.04	0.53		0.05	0.02		0.37	0.02	0.45

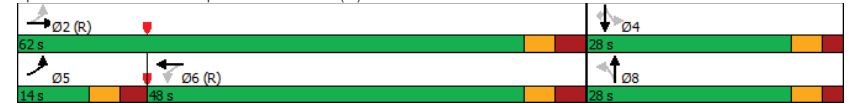
Intersection Summary	
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	50 (56%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle:	80
Control Type:	Actuated-Coordinated

Lanes, Volumes, Timings  
2: St-Joseph & Place d'Orleans (W)

2025 Future Total  
AM Peak Hour

Maximum v/c Ratio: 0.57	Intersection LOS: B
Intersection Signal Delay: 13.2	ICU Level of Service C
Intersection Capacity Utilization 70.5%	
Analysis Period (min) 15	

Splits and Phases: 2: St-Joseph & Place d'Orleans (W)



Lanes, Volumes, Timings  
3: St-Joseph & Napoleon

2025 Future Total  
AM Peak Hour

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↕	↕	↕	↕	↕
Traffic Volume (vph)	35	393	938	30	4	9
Future Volume (vph)	35	393	938	30	4	9
Satd. Flow (prot)	1658	3316	3316	1483	1545	0
Fit Permitted	0.304				0.985	
Satd. Flow (perm)	530	3316	3316	1448	1544	0
Satd. Flow (RTOR)				26	9	
Lane Group Flow (vph)	35	393	938	30	13	0
Turn Type	Perm	NA	NA	Perm	Prot	
Protected Phases		2	6		4	
Permitted Phases	2			6		
Detector Phase	2	2	6	6	4	
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	
Minimum Split (s)	23.9	23.9	27.9	27.9	29.5	
Total Split (s)	60.0	60.0	60.0	60.0	30.0	
Total Split (%)	66.7%	66.7%	66.7%	66.7%	33.3%	
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3	
All-Red Time (s)	2.6	2.6	2.6	2.6	2.2	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.9	5.9	5.9	5.9	5.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	
Act Effct Green (s)	82.9	82.9	82.9	82.9	12.8	
Actuated g/C Ratio	0.92	0.92	0.92	0.92	0.14	
v/c Ratio	0.07	0.13	0.31	0.02	0.06	
Control Delay	2.7	1.6	3.0	2.1	19.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	2.7	1.6	3.0	2.1	19.4	
LOS	A	A	A	A	B	
Approach Delay		1.7	3.0		19.4	
Approach LOS		A	A		B	
Queue Length 50th (m)	0.0	0.0	0.0	0.0	0.6	
Queue Length 95th (m)	3.6	11.8	56.1	3.4	4.8	
Internal Link Dist (m)		172.0	202.1		52.2	
Turn Bay Length (m)	80.0			25.0		
Base Capacity (vph)	488	3055	3055	1336	427	
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	0.07	0.13	0.31	0.02	0.03	

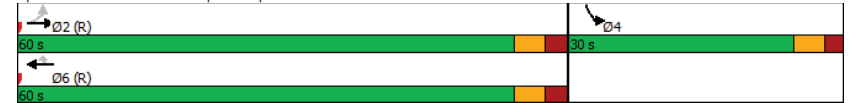
Intersection Summary	
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	24 (27%), Referenced to phase 2:EBTL and 6:WBT, Start of Green
Natural Cycle:	60
Control Type:	Actuated-Coordinated

Lanes, Volumes, Timings  
3: St-Joseph & Napoleon

2025 Future Total  
AM Peak Hour

Maximum v/c Ratio: 0.31	Intersection LOS: A
Intersection Signal Delay: 2.7	ICU Level of Service A
Intersection Capacity Utilization 48.9%	
Analysis Period (min) 15	

Splits and Phases: 3: St-Joseph & Napoleon



HCM 2010 TWSC  
4: Site Access & St-Joseph

2025 Future Total  
AM Peak Hour

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	380	13	0	898	0	23
Future Vol, veh/h	380	13	0	898	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	380	13	0	898	0	23
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	197
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	811
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	811
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0	9.6			
HCM LOS			A			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	811	-	-	-		
HCM Lane V/C Ratio	0.028	-	-	-		
HCM Control Delay (s)	9.6	-	-	-		
HCM Lane LOS	A	-	-	-		
HCM 95th %tile Q(veh)	0.1	-	-	-		

Lanes, Volumes, Timings  
5: Duford/Place d'Orleans (E) & St-Joseph

2025 Future Total  
AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑		↑	↑↑		↑	↑↑		↑	↑↑	↑
Traffic Volume (vph)	70	286	47	14	775	73	92	161	12	33	46	31
Future Volume (vph)	70	286	47	14	775	73	92	161	12	33	46	31
Satd. Flow (prot)	1658	3234	0	1658	3269	0	1658	1728	0	1658	1745	1483
Fit Permitted	0.126			0.551			0.950			0.950		
Satd. Flow (perm)	220	3234	0	958	3269	0	1654	1728	0	1658	1745	1462
Satd. Flow (RTOR)		18			9			4				150
Lane Group Flow (vph)	70	333	0	14	848	0	92	173	0	33	46	31
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	4
Permitted Phases	2			6								4
Detector Phase	5	2		1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0		5.0	10.0	10.0
Minimum Split (s)	10.3	30.3		10.3	30.3		10.8	35.9		10.8	35.9	35.9
Total Split (s)	11.0	37.0		11.0	37.0		21.0	36.0		21.0	36.0	36.0
Total Split (%)	10.5%	35.2%		10.5%	35.2%		20.0%	34.3%		20.0%	34.3%	34.3%
Yellow Time (s)	3.3	3.3		3.3	3.3		3.3	3.3		3.3	3.3	3.3
All-Red Time (s)	2.0	3.0		2.0	3.0		2.5	3.6		2.5	3.6	3.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.3	6.3		5.3	6.3		5.8	6.9		5.8	6.9	6.9
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max		None	C-Max		None	Max		None	Max	Max
Act Effct Green (s)	40.6	37.3		38.4	32.9		11.0	41.4		7.6	35.8	35.8
Actuated g/C Ratio	0.39	0.36		0.37	0.31		0.10	0.39		0.07	0.34	0.34
v/c Ratio	0.43	0.29		0.04	0.82		0.53	0.25		0.28	0.08	0.05
Control Delay	27.9	24.9		19.1	41.8		54.8	24.2		51.1	27.3	0.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	27.9	24.9		19.1	41.8		54.8	24.2		51.1	27.3	0.2
LOS	C	C		B	D		D	C		D	C	A
Approach Delay		25.4			41.4			34.9			26.8	
Approach LOS		C			D			C			C	
Queue Length 50th (m)	8.7	22.2		1.7	85.8		18.1	24.6		6.5	6.6	0.0
Queue Length 95th (m)	17.6	38.7		5.5	#119.3		32.6	43.1		15.6	15.7	0.0
Internal Link Dist (m)		55.0			131.7			117.2			122.1	
Turn Bay Length (m)	70.0			50.0			17.0			50.0		
Base Capacity (vph)	163	1160		389	1030		240	683		240	594	596
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.43	0.29		0.04	0.82		0.38	0.25		0.14	0.08	0.05

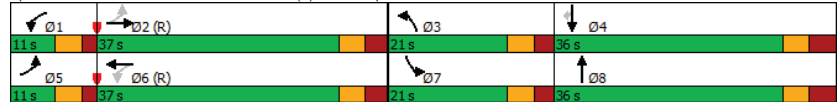
Intersection Summary	
Cycle Length:	105
Actuated Cycle Length:	105
Offset:	47 (45%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated

Lanes, Volumes, Timings  
5: Duford/Place d'Orleans (E) & St-Joseph

2025 Future Total  
AM Peak Hour

Maximum v/c Ratio: 0.82	Intersection LOS: D
Intersection Signal Delay: 35.5	ICU Level of Service D
Intersection Capacity Utilization 73.6%	
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 5: Duford/Place d'Orleans (E) & St-Joseph



Lanes, Volumes, Timings  
1: Place d'Orleans (E) & Place d'Orleans Shopping Centre/Centrum

2025 Future Total  
PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔		↕	↔		↕	↔
Traffic Volume (vph)	94	57	220	48	46	14	102	161	73	126	146	42
Future Volume (vph)	94	57	220	48	46	14	102	161	73	126	146	42
Satd. Flow (prot)	1658	1745	1483	1658	1674	0	0	3140	0	0	3174	0
Fit Permitted	0.718			0.720				0.761			0.709	
Satd. Flow (perm)	1237	1745	1448	1242	1674	0	0	2423	0	0	2292	0
Satd. Flow (RTOR)			220		14			66			32	
Lane Group Flow (vph)	94	57	220	48	60	0	0	336	0	0	314	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	4	8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0		36.0	36.0		36.0	36.0	
Total Split (s)	32.0	32.0	32.0	32.0	32.0		53.0	53.0		53.0	53.0	
Total Split (%)	37.6%	37.6%	37.6%	37.6%	37.6%		62.4%	62.4%		62.4%	62.4%	
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3		3.3	3.3		3.3	3.3	
All-Red Time (s)	2.7	2.7	2.7	2.7	2.7		2.7	2.7		2.7	2.7	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)	14.2	14.2	14.2	14.2	14.2		58.8	58.8		58.8	58.8	
Actuated g/C Ratio	0.17	0.17	0.17	0.17	0.17		0.69	0.69		0.69	0.69	
v/c Ratio	0.46	0.20	0.52	0.23	0.21		0.20	0.20		0.20	0.20	
Control Delay	37.5	29.7	8.6	31.0	24.2		4.8	4.8		5.4	5.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	37.5	29.7	8.6	31.0	24.2		4.8	4.8		5.4	5.4	
LOS	D	C	A	C	C		A	A		A	A	
Approach Delay		19.2			27.3		4.8	4.8		5.4	5.4	
Approach LOS		B			C		A	A		A	A	
Queue Length 50th (m)	14.4	8.4	0.0	7.1	6.7		6.0	6.0		6.3	6.3	
Queue Length 95th (m)	23.7	15.2	15.1	13.8	14.1		17.1	17.1		17.8	17.8	
Internal Link Dist (m)		23.8			91.9		122.1	122.1		170.6	170.6	
Turn Bay Length (m)	52.0		20.0									
Base Capacity (vph)	378	533	595	379	521		1697	1697		1596	1596	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.25	0.11	0.37	0.13	0.12		0.20	0.20		0.20	0.20	

Intersection Summary

Cycle Length: 85
Actuated Cycle Length: 85
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Lanes, Volumes, Timings

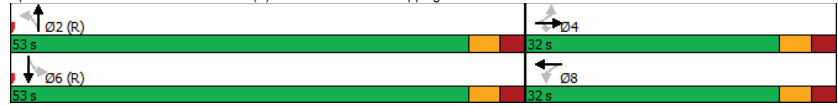
1: Place d'Orleans (E) & Place d'Orleans Shopping Centre/Centrum

2025 Future Total

PM Peak Hour

Maximum v/c Ratio: 0.52	Intersection LOS: B
Intersection Signal Delay: 11.8	ICU Level of Service D
Intersection Capacity Utilization 80.0%	
Analysis Period (min) 15	

Splits and Phases: 1: Place d'Orleans (E) & Place d'Orleans Shopping Centre/Centrum



Lanes, Volumes, Timings

2: St-Joseph & Place d'Orleans (W)

2025 Future Total

PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	330	942	34	28	483	103	23	17	3	185	13	338
Future Volume (vph)	330	942	34	28	483	103	23	17	3	185	13	338
Satd. Flow (prot)	1658	3295	0	1658	3211	0	1658	1698	0	1658	1745	1483
Fit Permitted	0.336			0.294			0.749			0.434		
Satd. Flow (perm)	583	3295	0	511	3211	0	1290	1698	0	748	1745	1445
Satd. Flow (RTOR)		5			27			3				338
Lane Group Flow (vph)	330	976	0	28	586	0	23	20	0	185	13	338
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	Perm
Protected Phases	5	2			6			8		7	4	4
Permitted Phases	2			6			8			4		4
Detector Phases	5	2		6	6		8	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		10.0	10.0		10.0	10.0		5.0	10.0	10.0
Minimum Split (s)	11.2	38.8		38.8	38.8		27.7	27.7		11.0	27.7	27.7
Total Split (s)	18.0	57.0		39.0	39.0		28.0	28.0		15.0	43.0	43.0
Total Split (%)	18.0%	57.0%		39.0%	39.0%		28.0%	28.0%		15.0%	43.0%	43.0%
Yellow Time (s)	3.3	3.3		3.3	3.3		3.3	3.3		3.3	3.3	3.3
All-Red Time (s)	2.9	3.5		3.5	3.5		2.4	2.4		2.7	2.4	2.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.2	6.8		6.8	6.8		5.7	5.7		6.0	5.7	5.7
Lead/Lag	Lead			Lag	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes		
Recall Mode	None	C-Max		C-Max	C-Max		None	None		None	None	None
Act Effct Green (s)	66.7	66.1		46.0	46.0		12.4	12.4		21.1	21.4	21.4
Actuated g/C Ratio	0.67	0.66		0.46	0.46		0.12	0.12		0.21	0.21	0.21
v/c Ratio	0.61	0.45		0.12	0.39		0.14	0.09		0.76	0.03	0.59
Control Delay	16.1	10.8		16.8	14.6		38.9	33.3		53.4	24.8	7.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	16.1	10.8		16.8	14.6		38.9	33.3		53.4	24.8	7.3
LOS	B	B		B	B		D	C		D	C	A
Approach Delay		12.2			14.7			36.3			23.6	
Approach LOS		B			B			D			C	
Queue Length 50th (m)	26.9	48.3		2.0	20.3		4.2	3.1		30.5	1.9	0.0
Queue Length 95th (m)	#65.0	85.7		5.2	26.4		10.1	8.7		42.0	5.4	17.1
Internal Link Dist (m)		46.9			172.0			20.4			94.2	
Turn Bay Length (m)	60.0			50.0								70.0
Base Capacity (vph)	541	2179		234	1491		287	380		242	650	750
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.61	0.45		0.12	0.39		0.08	0.05		0.76	0.02	0.45

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 61 (61%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

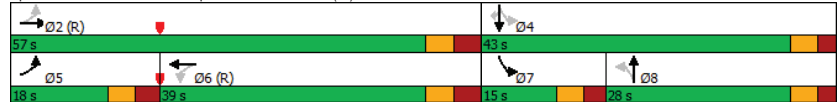


Lanes, Volumes, Timings  
2: St-Joseph & Place d'Orleans (W)

2025 Future Total  
PM Peak Hour

Maximum v/c Ratio: 0.76	Intersection LOS: B
Intersection Signal Delay: 15.7	ICU Level of Service D
Intersection Capacity Utilization 79.3%	
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 2: St-Joseph & Place d'Orleans (W)



Lanes, Volumes, Timings  
3: St-Joseph & Napoleon

2025 Future Total  
PM Peak Hour

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↕	↕	↕	↕	↕
Traffic Volume (vph)	65	1088	570	44	50	42
Future Volume (vph)	65	1088	570	44	50	42
Satd. Flow (prot)	1658	3316	3316	1483	1585	0
Fit Permitted	0.397				0.974	
Satd. Flow (perm)	692	3316	3316	1447	1584	0
Satd. Flow (RTOR)				40	42	
Lane Group Flow (vph)	65	1088	570	44	92	0
Turn Type	pm+pt	NA	NA	Perm	Prot	
Protected Phases	5	2	6		4	
Permitted Phases	2			6		
Detector Phase	5	2	6	6	4	
Switch Phase						
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0	
Minimum Split (s)	10.9	23.9	27.9	27.9	29.5	
Total Split (s)	18.0	67.0	49.0	49.0	33.0	
Total Split (%)	18.0%	67.0%	49.0%	49.0%	33.0%	
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3	
All-Red Time (s)	2.6	2.6	2.6	2.6	2.2	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.9	5.9	5.9	5.9	5.5	
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Max	C-Max	C-Max	None	
Act Effct Green (s)	78.8	80.0	69.8	69.8	12.9	
Actuated g/C Ratio	0.79	0.80	0.70	0.70	0.13	
v/c Ratio	0.11	0.41	0.25	0.04	0.38	
Control Delay	2.6	2.9	8.6	4.0	26.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	2.6	2.9	8.6	4.0	26.7	
LOS	A	A	A	A	C	
Approach Delay		2.9	8.3		26.7	
Approach LOS		A	A		C	
Queue Length 50th (m)	1.9	18.3	21.1	0.3	9.2	
Queue Length 95th (m)	m4.0	22.6	45.0	5.6	20.2	
Internal Link Dist (m)		172.0	199.2		52.2	
Turn Bay Length (m)	80.0			25.0		
Base Capacity (vph)	662	2652	2313	1021	466	
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	0.10	0.41	0.25	0.04	0.20	

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 66 (66%), Referenced to phase 2:EBTL and 6:WBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Lanes, Volumes, Timings  
3: St-Joseph & Napoleon

2025 Future Total  
PM Peak Hour

Maximum v/c Ratio: 0.41	Intersection LOS: A
Intersection Signal Delay: 5.9	ICU Level of Service A
Intersection Capacity Utilization 50.0%	
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 3: St-Joseph & Napoleon



HCM 2010 TWSC  
4: Site Access & St-Joseph

2025 Future Total  
PM Peak Hour

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1101	28	0	617	0	21
Future Vol, veh/h	1101	28	0	617	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	- None	- None	- None	- None	- None	- None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1101	28	0	617	0	21

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- 565
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	- 6.94
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	- 3.32
Pot Cap-1 Maneuver	-	0	- 468
Stage 1	-	0	- 0
Stage 2	-	0	- 0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- 468
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	468	-	-	-
HCM Lane V/C Ratio	0.045	-	-	-
HCM Control Delay (s)	13.1	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Lanes, Volumes, Timings  
5: Duford/Place d'Orleans (E) & St-Joseph

2025 Future Total  
PM Peak Hour

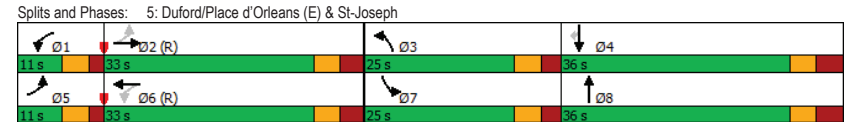
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	138	831	153	17	501	90	62	97	13	186	175	54
Future Volume (vph)	138	831	153	17	501	90	62	97	13	186	175	54
Satd. Flow (prot)	1658	3223	0	1658	3225	0	1658	1710	0	1658	1745	1483
Fit Permitted	0.225			0.157			0.950			0.950		
Satd. Flow (perm)	390	3223	0	274	3225	0	1649	1710	0	1650	1745	1456
Satd. Flow (RTOR)		19			19			6				150
Lane Group Flow (vph)	138	984	0	17	591	0	62	110	0	186	175	54
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6								4
Detector Phase	5	2		1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0		5.0	10.0	10.0
Minimum Split (s)	10.3	30.3		10.3	30.3		10.8	35.9		10.8	35.9	35.9
Total Split (s)	11.0	33.0		11.0	33.0		25.0	36.0		25.0	36.0	36.0
Total Split (%)	10.5%	31.4%		10.5%	31.4%		23.8%	34.3%		23.8%	34.3%	34.3%
Yellow Time (s)	3.3	3.3		3.3	3.3		3.3	3.3		3.3	3.3	3.3
All-Red Time (s)	2.0	3.0		2.0	3.0		2.5	3.6		2.5	3.6	3.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.3	6.3		5.3	6.3		5.8	6.9		5.8	6.9	6.9
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max		None	C-Max		None	Max		None	Max	Max
Act Effct Green (s)	36.6	33.3		33.3	26.7		9.3	32.2		16.1	41.3	41.3
Actuated g/C Ratio	0.35	0.32		0.32	0.25		0.09	0.31		0.15	0.39	0.39
v/c Ratio	0.68	0.95		0.11	0.71		0.42	0.21		0.74	0.26	0.08
Control Delay	43.4	54.5		22.8	39.9		53.3	28.0		59.3	24.6	0.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	43.4	54.5		22.8	39.9		53.3	28.0		59.3	24.6	0.2
LOS	D	D		C	D		D	C		E	C	A
Approach Delay		53.1			39.4			37.1			37.0	
Approach LOS		D			D			D			D	
Queue Length 50th (m)	19.2	94.5		2.2	56.1		12.2	15.8		36.3	24.6	0.0
Queue Length 95th (m)	#41.1	#165.9		6.7	75.4		24.4	30.5		58.0	43.3	0.0
Internal Link Dist (m)		57.8			131.7			117.2			122.1	
Turn Bay Length (m)	70.0			50.0			17.0			50.0		
Base Capacity (vph)	204	1035		162	834		303	529		303	686	663
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.68	0.95		0.10	0.71		0.20	0.21		0.61	0.26	0.08

Intersection Summary	
Cycle Length:	105
Actuated Cycle Length:	105
Offset:	0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle:	100
Control Type:	Actuated-Coordinated

Lanes, Volumes, Timings  
5: Duford/Place d'Orleans (E) & St-Joseph

2025 Future Total  
PM Peak Hour

Maximum v/c Ratio:	0.95
Intersection Signal Delay:	45.4
Intersection LOS:	D
Intersection Capacity Utilization:	89.0%
ICU Level of Service:	E
Analysis Period (min):	15
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	



# Appendix J

Synchro Intersection Worksheets – 2030 Future Total Conditions

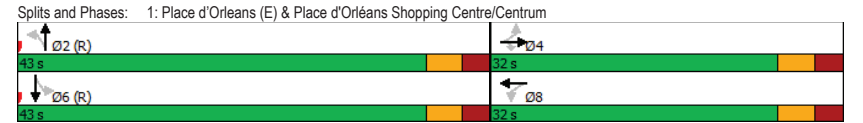
Lanes, Volumes, Timings  
 1: Place d'Orleans (E) & Place d'Orléans Shopping Centre/Centrum 2030 Future Total  
 AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	25	31	40	92	33	21	67	188	101	121	42	19
Future Volume (vph)	25	31	40	92	33	21	67	188	101	121	42	19
Satd. Flow (prot)	1658	1745	1483	1658	1632	0	0	3145	0	0	3151	0
Fit Permitted	0.722			0.737				0.864			0.653	
Satd. Flow (perm)	1252	1745	1456	1278	1632	0	0	2741	0	0	2126	0
Satd. Flow (RTOR)			44		21			101			19	
Lane Group Flow (vph)	25	31	40	92	54	0	0	356	0	0	182	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA	Perm	NA	NA
Protected Phases	4			8			2	2		6		6
Permitted Phases	4	4	4	8			2	2		6		6
Detector Phase	4	4	4	8	8		2	2		6		6
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0		10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0		36.0	36.0		36.0		36.0
Total Split (s)	32.0	32.0	32.0	32.0	32.0		43.0	43.0		43.0		43.0
Total Split (%)	42.7%	42.7%	42.7%	42.7%	42.7%		57.3%	57.3%		57.3%		57.3%
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3		3.3	3.3		3.3		3.3
All-Red Time (s)	2.7	2.7	2.7	2.7	2.7		2.7	2.7		2.7		2.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0		6.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		C-Max	C-Max		C-Max		C-Max
Act Effct Green (s)	13.7	13.7	13.7	13.7	13.7		53.7	53.7		53.7		53.7
Actuated g/C Ratio	0.18	0.18	0.18	0.18	0.18		0.72	0.72		0.72		0.72
v/c Ratio	0.11	0.10	0.13	0.39	0.17		0.18	0.12		0.12		0.12
Control Delay	23.6	23.3	7.4	30.3	17.0		4.5	5.6		5.6		5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0		0.0
Total Delay	23.6	23.3	7.4	30.3	17.0		4.5	5.6		5.6		5.6
LOS	C	C	A	C	B		A	A		A		A
Approach Delay	16.8				25.4		4.5	5.6		5.6		5.6
Approach LOS	B				C		A	A		A		A
Queue Length 50th (m)	3.1	3.9	0.0	12.2	4.2		5.2	3.3		3.3		3.3
Queue Length 95th (m)	7.3	8.3	5.5	19.6	10.2		16.7	11.2		11.2		11.2
Internal Link Dist (m)		23.8			91.9		122.1	170.6		170.6		170.6
Turn Bay Length (m)	52.0		20.0									
Base Capacity (vph)	434	604	533	443	579		1991	1527		1527		1527
Starvation Cap Reductn	0	0	0	0	0		0	0		0		0
Spillback Cap Reductn	0	0	0	0	0		0	0		0		0
Storage Cap Reductn	0	0	0	0	0		0	0		0		0
Reduced v/c Ratio	0.06	0.05	0.08	0.21	0.09		0.18	0.12		0.12		0.12

Intersection Summary												
Cycle Length: 75												
Actuated Cycle Length: 75												
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SRTL, Start of Green												
Natural Cycle: 70												
Control Type: Actuated-Coordinated												

Lanes, Volumes, Timings  
 1: Place d'Orleans (E) & Place d'Orléans Shopping Centre/Centrum 2030 Future Total  
 AM Peak Hour

Maximum v/c Ratio: 0.39	Intersection LOS: B
Intersection Signal Delay: 10.2	ICU Level of Service C
Intersection Capacity Utilization 65.1%	
Analysis Period (min) 15	



Lanes, Volumes, Timings  
2: St-Joseph & Place d'Orleans (W)

2030 Future Total  
AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	242	352	13	19	938	108	16	7	3	120	8	245
Future Volume (vph)	242	352	13	19	938	108	16	7	3	120	8	245
Satd. Flow (prot)	1658	3295	0	1658	3257	0	1658	1656	0	1658	1745	1483
Fit Permitted	0.176			0.534			0.752			0.751		
Satd. Flow (perm)	306	3295	0	924	3257	0	1304	1656	0	1298	1745	1457
Satd. Flow (RTOR)		8			18			3				228
Lane Group Flow (vph)	242	365	0	19	1046	0	16	10	0	120	8	245
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases	5	2		6			8			4		4
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		6	6		8	8		4	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	11.2	38.8		38.8	38.8		27.7	27.7		27.7	27.7	27.7
Total Split (s)	14.0	62.0		48.0	48.0		28.0	28.0		28.0	28.0	28.0
Total Split (%)	15.6%	68.9%		53.3%	53.3%		31.1%	31.1%		31.1%	31.1%	31.1%
Yellow Time (s)	3.3	3.3		3.3	3.3		3.3	3.3		3.3	3.3	3.3
All-Red Time (s)	2.9	3.5		3.5	3.5		2.4	2.4		2.4	2.4	2.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.2	6.8		6.8	6.8		5.7	5.7		5.7	5.7	5.7
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Recall Mode	None	C-Max		C-Max	C-Max		None	None		None	None	None
Act Effct Green (s)	63.6	63.0		46.2	46.2		14.5	14.5		14.5	14.5	14.5
Actuated g/C Ratio	0.71	0.70		0.51	0.51		0.16	0.16		0.16	0.16	0.16
v/c Ratio	0.65	0.16		0.04	0.62		0.08	0.04		0.57	0.03	0.58
Control Delay	16.2	5.2		8.1	15.4		29.9	24.7		44.8	28.6	11.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	16.2	5.2		8.1	15.4		29.9	24.7		44.8	28.6	11.2
LOS	B	A		A	B		C	C		D	C	B
Approach Delay		9.6			15.3			27.9			22.4	
Approach LOS		A			B			C			C	
Queue Length 50th (m)	11.7	8.9		1.6	64.0		2.4	1.0		19.7	1.2	2.6
Queue Length 95th (m)	#37.9	18.6		m2.3	94.0		7.1	4.8		33.0	4.4	20.5
Internal Link Dist (m)		46.9			172.0			20.4			94.2	
Turn Bay Length (m)	60.0			50.0								70.0
Base Capacity (vph)	375	2307		473	1678		323	412		321	432	532
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.65	0.16		0.04	0.62		0.05	0.02		0.37	0.02	0.46

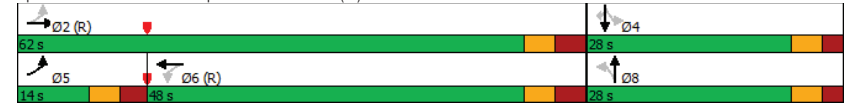
Intersection Summary	
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	50 (56%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle:	80
Control Type:	Actuated-Coordinated

Lanes, Volumes, Timings  
2: St-Joseph & Place d'Orleans (W)

2030 Future Total  
AM Peak Hour

Maximum v/c Ratio: 0.65	Intersection LOS: B
Intersection Signal Delay: 15.1	ICU Level of Service D
Intersection Capacity Utilization 75.3%	
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: St-Joseph & Place d'Orleans (W)



Lanes, Volumes, Timings  
3: St-Joseph & Napoleon

2030 Future Total  
AM Peak Hour

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↕	↕	↕	↕	↕
Traffic Volume (vph)	35	442	1057	30	4	9
Future Volume (vph)	35	442	1057	30	4	9
Satd. Flow (prot)	1658	3316	3316	1483	1545	0
Fit Permitted	0.266				0.985	
Satd. Flow (perm)	464	3316	3316	1448	1544	0
Satd. Flow (RTOR)				23	9	
Lane Group Flow (vph)	35	442	1057	30	13	0
Turn Type	Perm	NA	NA	Perm	Prot	
Protected Phases		2	6		4	
Permitted Phases	2			6		
Detector Phase	2	2	6	6	4	
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	
Minimum Split (s)	23.9	23.9	27.9	27.9	29.5	
Total Split (s)	60.0	60.0	60.0	60.0	30.0	
Total Split (%)	66.7%	66.7%	66.7%	66.7%	33.3%	
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3	
All-Red Time (s)	2.6	2.6	2.6	2.6	2.2	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.9	5.9	5.9	5.9	5.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	
Act Effct Green (s)	82.9	82.9	82.9	82.9	12.8	
Actuated g/C Ratio	0.92	0.92	0.92	0.92	0.14	
v/c Ratio	0.08	0.14	0.35	0.02	0.06	
Control Delay	2.9	1.7	3.2	2.3	19.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	2.9	1.7	3.2	2.3	19.4	
LOS	A	A	A	A	B	
Approach Delay		1.8	3.2		19.4	
Approach LOS		A	A		B	
Queue Length 50th (m)	0.0	0.0	0.0	0.0	0.6	
Queue Length 95th (m)	3.8	13.6	66.1	3.6	4.8	
Internal Link Dist (m)		172.0	202.1		52.2	
Turn Bay Length (m)	80.0			25.0		
Base Capacity (vph)	427	3055	3055	1336	427	
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	0.08	0.14	0.35	0.02	0.03	

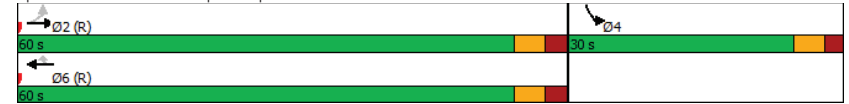
Intersection Summary	
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	24 (27%), Referenced to phase 2:EBTL and 6:WBT, Start of Green
Natural Cycle:	60
Control Type:	Actuated-Coordinated

Lanes, Volumes, Timings  
3: St-Joseph & Napoleon

2030 Future Total  
AM Peak Hour

Maximum v/c Ratio: 0.35	Intersection LOS: A
Intersection Signal Delay: 2.9	ICU Level of Service A
Intersection Capacity Utilization 49.1%	
Analysis Period (min) 15	

Splits and Phases: 3: St-Joseph & Napoleon



HCM 2010 TWSC  
4: Site Access & St-Joseph

2030 Future Total  
AM Peak Hour

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	425	13	0	1004	0	23
Future Vol, veh/h	425	13	0	1004	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	425	13	0	1004	0	23
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	219
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	785
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	785
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0	9.7			
HCM LOS			A			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	785	-	-	-		
HCM Lane V/C Ratio	0.029	-	-	-		
HCM Control Delay (s)	9.7	-	-	-		
HCM Lane LOS	A	-	-	-		
HCM 95th %tile Q(veh)	0.1	-	-	-		

Lanes, Volumes, Timings  
5: Duford/Place d'Orleans (E) & St-Joseph

2030 Future Total  
AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑		↑	↑↑		↑	↑↑		↑	↑↑	↑
Traffic Volume (vph)	105	296	47	14	832	73	92	178	12	33	46	80
Future Volume (vph)	105	296	47	14	832	73	92	178	12	33	46	80
Satd. Flow (prot)	1658	3234	0	1658	3272	0	1658	1729	0	1658	1745	1483
Fit Permitted	0.126			0.546			0.950			0.950		
Satd. Flow (perm)	220	3234	0	949	3272	0	1654	1729	0	1658	1745	1462
Satd. Flow (RTOR)		17			9			3				150
Lane Group Flow (vph)	105	343	0	14	905	0	92	190	0	33	46	80
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	4
Permitted Phases	2			6								4
Detector Phase	5	2		1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0		5.0	10.0	10.0
Minimum Split (s)	10.3	30.3		10.3	30.3		10.8	35.9		10.8	35.9	35.9
Total Split (s)	11.0	37.0		11.0	37.0		21.0	36.0		21.0	36.0	36.0
Total Split (%)	10.5%	35.2%		10.5%	35.2%		20.0%	34.3%		20.0%	34.3%	34.3%
Yellow Time (s)	3.3	3.3		3.3	3.3		3.3	3.3		3.3	3.3	3.3
All-Red Time (s)	2.0	3.0		2.0	3.0		2.5	3.6		2.5	3.6	3.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.3	6.3		5.3	6.3		5.8	6.9		5.8	6.9	6.9
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max		None	C-Max		None	Max		None	Max	Max
Act Effct Green (s)	40.6	37.3		37.3	30.7		11.0	41.4		7.6	35.8	35.8
Actuated g/C Ratio	0.39	0.36		0.36	0.29		0.10	0.39		0.07	0.34	0.34
v/c Ratio	0.64	0.30		0.04	0.94		0.53	0.28		0.28	0.08	0.13
Control Delay	40.8	25.1		19.1	54.2		54.8	24.7		51.1	27.3	0.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	40.8	25.1		19.1	54.2		54.8	24.7		51.1	27.3	0.5
LOS	D	C		B	D		D	C		D	C	A
Approach Delay	28.8			53.7			34.5			18.7		
Approach LOS	C			D			C			B		
Queue Length 50th (m)	13.3	23.1		1.7	93.9		18.1	27.6		6.5	6.6	0.0
Queue Length 95th (m)	#30.3	40.0		5.5	#133.2		32.6	47.3		15.6	15.7	0.0
Internal Link Dist (m)	55.0			131.7			117.2			122.1		
Turn Bay Length (m)	70.0			50.0			17.0			50.0		
Base Capacity (vph)	163	1159		376	963		240	683		240	594	596
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.64	0.30		0.04	0.94		0.38	0.28		0.14	0.08	0.13

Intersection Summary	
Cycle Length:	105
Actuated Cycle Length:	105
Offset:	47 (45%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated

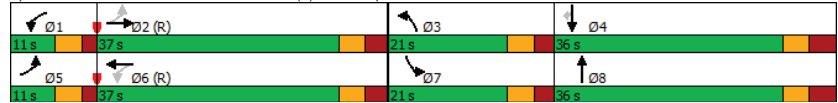


Lanes, Volumes, Timings  
5: Duford/Place d'Orleans (E) & St-Joseph

2030 Future Total  
AM Peak Hour

Maximum v/c Ratio: 0.94	Intersection LOS: D
Intersection Signal Delay: 41.5	ICU Level of Service D
Intersection Capacity Utilization 77.2%	
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 5: Duford/Place d'Orleans (E) & St-Joseph



Lanes, Volumes, Timings  
1: Place d'Orleans (E) & Place d'Orleans Shopping Centre/Centrum

2030 Future Total  
PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔		↕	↔		↕	↔
Traffic Volume (vph)	94	58	220	109	46	18	102	159	139	130	161	42
Future Volume (vph)	94	58	220	109	46	18	102	159	139	130	161	42
Satd. Flow (prot)	1658	1745	1483	1658	1660	0	0	3073	0	0	3181	0
Fit Permitted	0.715			0.719				0.775			0.690	
Satd. Flow (perm)	1231	1745	1448	1241	1660	0	0	2411	0	0	2234	0
Satd. Flow (RTOR)			220		18			139			30	
Lane Group Flow (vph)	94	58	220	109	64	0	0	400	0	0	333	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2				6	
Detector Phase	4	4	4	8	8		2	2			6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0			10.0	10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0		36.0	36.0			36.0	36.0
Total Split (s)	32.0	32.0	32.0	32.0	32.0		53.0	53.0			53.0	53.0
Total Split (%)	37.6%	37.6%	37.6%	37.6%	37.6%		62.4%	62.4%			62.4%	62.4%
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3		3.3	3.3			3.3	3.3
All-Red Time (s)	2.7	2.7	2.7	2.7	2.7		2.7	2.7			2.7	2.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0			6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		C-Max	C-Max			C-Max	C-Max
Act Effct Green (s)	14.7	14.7	14.7	14.7	14.7		58.3	58.3			58.3	58.3
Actuated g/C Ratio	0.17	0.17	0.17	0.17	0.17		0.69	0.69			0.69	0.69
v/c Ratio	0.44	0.19	0.51	0.51	0.21		0.24	0.22			0.22	0.22
Control Delay	36.4	29.2	8.3	38.9	22.8		4.3	5.7			5.7	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	36.4	29.2	8.3	38.9	22.8		4.3	5.7			5.7	5.7
LOS	D	C	A	D	C		A	A			A	A
Approach Delay		18.7			32.9		4.3	5.7			5.7	5.7
Approach LOS		B			C		A	A			A	A
Queue Length 50th (m)	14.2	8.4	0.0	16.7	6.6		6.1	7.3			7.3	7.3
Queue Length 95th (m)	23.7	15.5	15.1	27.0	14.4		17.3	19.2			19.2	19.2
Internal Link Dist (m)		23.8			91.9		122.1	170.6			170.6	170.6
Turn Bay Length (m)	52.0		20.0									
Base Capacity (vph)	376	533	595	379	520		1698	1542			1542	1542
Starvation Cap Reductn	0	0	0	0	0		0	0			0	0
Spillback Cap Reductn	0	0	0	0	0		0	0			0	0
Storage Cap Reductn	0	0	0	0	0		0	0			0	0
Reduced v/c Ratio	0.25	0.11	0.37	0.29	0.12		0.24	0.22			0.22	0.22

Intersection Summary

Cycle Length: 85
Actuated Cycle Length: 85
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Lanes, Volumes, Timings

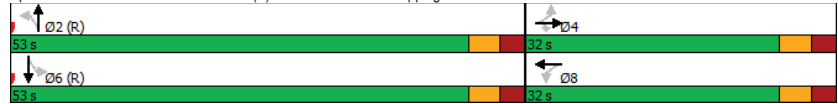
1: Place d'Orleans (E) & Place d'Orléans Shopping Centre/Centrum

2030 Future Total

PM Peak Hour

Maximum v/c Ratio: 0.51	Intersection LOS: B
Intersection Signal Delay: 12.7	ICU Level of Service D
Intersection Capacity Utilization 80.9%	
Analysis Period (min) 15	

Splits and Phases: 1: Place d'Orleans (E) & Place d'Orléans Shopping Centre/Centrum



Lanes, Volumes, Timings

2: St-Joseph & Place d'Orleans (W)

2030 Future Total

PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	330	1062	34	28	548	103	23	17	3	187	13	342
Future Volume (vph)	330	1062	34	28	548	103	23	17	3	187	13	342
Satd. Flow (prot)	1658	3295	0	1658	3219	0	1658	1698	0	1658	1745	1483
Fit Permitted	0.298			0.260			0.749			0.434		
Satd. Flow (perm)	517	3295	0	452	3219	0	1290	1698	0	748	1745	1445
Satd. Flow (RTOR)		5			23			3				342
Lane Group Flow (vph)	330	1096	0	28	651	0	23	20	0	187	13	342
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	Perm
Protected Phases	5	2			6			8		7	4	4
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		6	6		8	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		10.0	10.0		10.0	10.0		5.0	10.0	10.0
Minimum Split (s)	11.2	38.8		38.8	38.8		27.7	27.7		11.0	27.7	27.7
Total Split (s)	18.0	57.0		39.0	39.0		28.0	28.0		15.0	43.0	43.0
Total Split (%)	18.0%	57.0%		39.0%	39.0%		28.0%	28.0%		15.0%	43.0%	43.0%
Yellow Time (s)	3.3	3.3		3.3	3.3		3.3	3.3		3.3	3.3	3.3
All-Red Time (s)	2.9	3.5		3.5	3.5		2.4	2.4		2.7	2.4	2.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.2	6.8		6.8	6.8		5.7	5.7		6.0	5.7	5.7
Lead/Lag	Lead			Lag	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes		
Recall Mode	None	C-Max		C-Max	C-Max		None	None		None	None	None
Act Effct Green (s)	66.7	66.1		45.0	45.0		12.4	12.4		21.1	21.4	21.4
Actuated g/C Ratio	0.67	0.66		0.45	0.45		0.12	0.12		0.21	0.21	0.21
v/c Ratio	0.64	0.50		0.14	0.45		0.14	0.09		0.77	0.03	0.59
Control Delay	17.4	11.6		17.2	15.5		38.9	33.3		54.3	24.8	7.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	17.4	11.6		17.2	15.5		38.9	33.3		54.3	24.8	7.3
LOS	B	B		B	B		D	C		D	C	A
Approach Delay		12.9			15.6			36.3			23.9	
Approach LOS		B			B			D			C	
Queue Length 50th (m)	26.9	57.2		2.0	22.6		4.2	3.1		30.9	1.9	0.0
Queue Length 95th (m)	#71.7	100.8		5.1	29.0		10.1	8.7		42.5	5.4	17.3
Internal Link Dist (m)		46.9			172.0			20.4			94.2	
Turn Bay Length (m)	60.0			50.0								70.0
Base Capacity (vph)	514	2179		203	1461		287	380		242	650	753
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.64	0.50		0.14	0.45		0.08	0.05		0.77	0.02	0.45

Intersection Summary

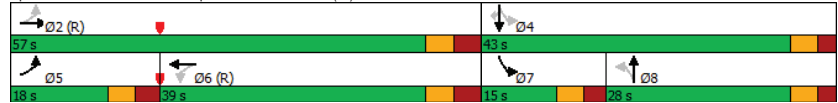
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 61 (61%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Lanes, Volumes, Timings  
2: St-Joseph & Place d'Orleans (W)

2030 Future Total  
PM Peak Hour

Maximum v/c Ratio: 0.77	Intersection LOS: B
Intersection Signal Delay: 16.2	ICU Level of Service D
Intersection Capacity Utilization 79.4%	
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 2: St-Joseph & Place d'Orleans (W)



Lanes, Volumes, Timings  
3: St-Joseph & Napoleon

2030 Future Total  
PM Peak Hour

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↕	↕	↕	↕	↕
Traffic Volume (vph)	65	1218	638	44	50	42
Future Volume (vph)	65	1218	638	44	50	42
Satd. Flow (prot)	1658	3316	3316	1483	1585	0
Fit Permitted	0.366				0.974	
Satd. Flow (perm)	638	3316	3316	1447	1584	0
Satd. Flow (RTOR)				36	42	
Lane Group Flow (vph)	65	1218	638	44	92	0
Turn Type	pm+pt	NA	NA	Perm	Prot	
Protected Phases	5	2	6		4	
Permitted Phases	2			6		
Detector Phase	5	2	6	6	4	
Switch Phase						
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0	
Minimum Split (s)	10.9	23.9	27.9	27.9	29.5	
Total Split (s)	18.0	67.0	49.0	49.0	33.0	
Total Split (%)	18.0%	67.0%	49.0%	49.0%	33.0%	
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3	
All-Red Time (s)	2.6	2.6	2.6	2.6	2.2	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.9	5.9	5.9	5.9	5.5	
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Max	C-Max	C-Max	None	
Act Effct Green (s)	78.8	80.0	69.8	69.8	12.9	
Actuated g/C Ratio	0.79	0.80	0.70	0.70	0.13	
v/c Ratio	0.11	0.46	0.28	0.04	0.38	
Control Delay	2.5	2.8	8.9	4.4	26.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	2.5	2.8	8.9	4.4	26.7	
LOS	A	A	A	A	C	
Approach Delay		2.8	8.6		26.7	
Approach LOS		A	A		C	
Queue Length 50th (m)	1.8	18.8	24.2	0.5	9.2	
Queue Length 95th (m)	m3.5	23.0	51.0	6.0	20.2	
Internal Link Dist (m)		172.0	199.2		52.2	
Turn Bay Length (m)	80.0			25.0		
Base Capacity (vph)	625	2652	2313	1020	466	
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	0.10	0.46	0.28	0.04	0.20	

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 66 (66%), Referenced to phase 2:EBTL and 6:WBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Lanes, Volumes, Timings  
3: St-Joseph & Napoleon

2030 Future Total  
PM Peak Hour

Maximum v/c Ratio: 0.46	Intersection LOS: A
Intersection Signal Delay: 5.8	ICU Level of Service A
Intersection Capacity Utilization 53.8%	
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 3: St-Joseph & Napoleon



HCM 2010 TWSC  
4: Site Access & St-Joseph

2030 Future Total  
PM Peak Hour

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1214	28	0	683	0	21
Future Vol, veh/h	1214	28	0	683	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	- None	- None	- None	- None	- None	- None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1214	28	0	683	0	21

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- 621
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	- 6.94
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	- 3.32
Pot Cap-1 Maneuver	-	0	- 430
Stage 1	-	0	- 0
Stage 2	-	0	- 0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- 430
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	430	-	-	-
HCM Lane V/C Ratio	0.049	-	-	-
HCM Control Delay (s)	13.8	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

Lanes, Volumes, Timings  
5: Duford/Place d'Orleans (E) & St-Joseph

2030 Future Total  
PM Peak Hour

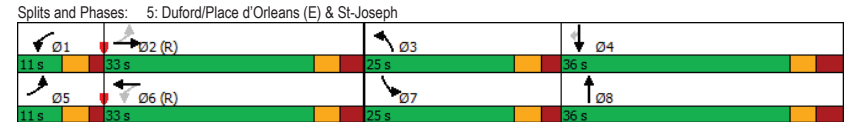
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	189	893	153	17	519	90	62	97	13	186	193	102
Future Volume (vph)	189	893	153	17	519	90	62	97	13	186	193	102
Satd. Flow (prot)	1658	3227	0	1658	3229	0	1658	1710	0	1658	1745	1483
Fit Permitted	0.213			0.157			0.950			0.950		
Satd. Flow (perm)	370	3227	0	274	3229	0	1650	1710	0	1650	1745	1456
Satd. Flow (RTOR)		18			18			6				150
Lane Group Flow (vph)	189	1046	0	17	609	0	62	110	0	186	193	102
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6								4
Detector Phase	5	2		1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0		5.0	10.0	10.0
Minimum Split (s)	10.3	30.3		10.3	30.3		10.8	35.9		10.8	35.9	35.9
Total Split (s)	11.0	33.0		11.0	33.0		25.0	36.0		25.0	36.0	36.0
Total Split (%)	10.5%	31.4%		10.5%	31.4%		23.8%	34.3%		23.8%	34.3%	34.3%
Yellow Time (s)	3.3	3.3		3.3	3.3		3.3	3.3		3.3	3.3	3.3
All-Red Time (s)	2.0	3.0		2.0	3.0		2.5	3.6		2.5	3.6	3.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.3	6.3		5.3	6.3		5.8	6.9		5.8	6.9	6.9
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max		None	C-Max		None	Max		None	Max	Max
Act Effct Green (s)	36.6	33.3		33.3	26.7		9.3	32.2		16.1	41.3	41.3
Actuated g/C Ratio	0.35	0.32		0.32	0.25		0.09	0.31		0.15	0.39	0.39
v/c Ratio	0.95	1.01		0.11	0.73		0.42	0.21		0.74	0.28	0.15
Control Delay	83.9	67.0		22.8	40.7		53.3	28.0		59.3	24.9	1.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	83.9	67.0		22.8	40.7		53.3	28.0		59.3	24.9	1.8
LOS	F	E		C	D		D	C		E	C	A
Approach Delay		69.6			40.2			37.1			33.3	
Approach LOS		E			D			D			C	
Queue Length 50th (m)	27.2	103.5		2.2	58.3		12.2	15.8		36.3	27.5	0.0
Queue Length 95th (m)	#69.4	#180.8		6.7	78.1		24.4	30.5		58.0	47.5	4.0
Internal Link Dist (m)		57.8			131.7			117.2			122.1	
Turn Bay Length (m)	70.0			50.0			17.0			50.0		
Base Capacity (vph)	198	1036		162	834		303	529		303	686	663
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.95	1.01		0.10	0.73		0.20	0.21		0.61	0.28	0.15

**Intersection Summary**  
 Cycle Length: 105  
 Actuated Cycle Length: 105  
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green  
 Natural Cycle: 100  
 Control Type: Actuated-Coordinated

Lanes, Volumes, Timings  
5: Duford/Place d'Orleans (E) & St-Joseph

2030 Future Total  
PM Peak Hour

Maximum v/c Ratio: 1.01  
 Intersection Signal Delay: 53.1  
 Intersection Capacity Utilization 90.8%  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.



# Appendix K

TDM Checklist

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

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

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

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

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

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



TDM-supportive design & infrastructure measures: <i>Non-residential developments</i>		Check if completed & add descriptions, explanations or plan/drawing references
<b>6. PARKING</b>		
<b>6.1 Number of parking spaces</b>		
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	<input checked="" type="checkbox"/>
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	<input type="checkbox"/>
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> )	<input type="checkbox"/>
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> )	<input type="checkbox"/>
<b>6.2 Separate long-term &amp; short-term parking areas</b>		
BETTER	6.2.1 Separate short-term and long-term parking areas using signage or physical barriers, to permit access controls and simplify enforcement (i.e. to discourage employees from parking in visitor spaces, and vice versa)	<input type="checkbox"/>
<b>7. OTHER</b>		
<b>7.1 On-site amenities to minimize off-site trips</b>		
BETTER	7.1.1 Provide on-site amenities to minimize mid-day or mid-commute errands	<input type="checkbox"/>

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

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

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

TDM-supportive design & infrastructure measures: <i>Residential developments</i>		Check if completed & add descriptions, explanations or plan/drawing references
<b>4. RIDESHARING</b>		
<b>4.1 Pick-up &amp; drop-off facilities</b>		
BASIC	4.1.1 Provide a designated area for carpool drivers (plus taxis and ride-hailing services) to drop off or pick up passengers without using fire lanes or other no-stopping zones	<input type="checkbox"/>
<b>5. CARSHARING &amp; BIKESHARING</b>		
<b>5.1 Carshare parking spaces</b>		
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> )	<input type="checkbox"/>
<b>5.2 Bikeshare station location</b>		
BETTER	5.2.1 Provide a designated bikeshare station area near a major building entrance, preferably lighted and sheltered with a direct walkway connection	<input type="checkbox"/>
<b>6. PARKING</b>		
<b>6.1 Number of parking spaces</b>		
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	<input checked="" type="checkbox"/>
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	<input type="checkbox"/>
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> )	<input type="checkbox"/>
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> )	<input type="checkbox"/>
<b>6.2 Separate long-term &amp; short-term parking areas</b>		
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)	<input type="checkbox"/>

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

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: <i>Non-residential developments</i>		Check if proposed & add descriptions
<b>1. TDM PROGRAM MANAGEMENT</b>		
<b>1.1 Program coordinator</b>		
BASIC	★	1.1.1 Designate an internal coordinator, or contract with an external coordinator <input type="checkbox"/>
<b>1.2 Travel surveys</b>		
BETTER		1.2.1 Conduct periodic surveys to identify travel-related behaviours, attitudes, challenges and solutions, and to track progress <input type="checkbox"/>
<b>2. WALKING AND CYCLING</b>		
<b>2.1 Information on walking/cycling routes &amp; destinations</b>		
BASIC		2.1.1 Display local area maps with walking/cycling access routes and key destinations at major entrances <input checked="" type="checkbox"/>
<b>2.2 Bicycle skills training</b>		
<i>Commuter travel</i>		
BETTER	★	2.2.1 Offer on-site cycling courses for commuters, or subsidize off-site courses <input type="checkbox"/>
<b>2.3 Valet bike parking</b>		
<i>Visitor travel</i>		
BETTER		2.3.1 Offer secure valet bike parking during public events when demand exceeds fixed supply (e.g. for festivals, concerts, games) <input type="checkbox"/>

TDM measures: <i>Non-residential developments</i>		Check if proposed & add descriptions
<b>3. TRANSIT</b>		
<b>3.1 Transit information</b>		
BASIC		3.1.1 Display relevant transit schedules and route maps at entrances <input checked="" type="checkbox"/>
BASIC		3.1.2 Provide online links to OC Transpo and STO information <input type="checkbox"/>
BETTER		3.1.3 Provide real-time arrival information display at entrances <input type="checkbox"/>
<b>3.2 Transit fare incentives</b>		
<i>Commuter travel</i>		
BETTER		3.2.1 Offer preloaded PRESTO cards to encourage commuters to use transit <input type="checkbox"/>
BETTER	★	3.2.2 Subsidize or reimburse monthly transit pass purchases by employees <input type="checkbox"/>
<i>Visitor travel</i>		
BETTER		3.2.3 Arrange inclusion of same-day transit fare in price of tickets (e.g. for festivals, concerts, games) <input type="checkbox"/>
<b>3.3 Enhanced public transit service</b>		
<i>Commuter travel</i>		
BETTER		3.3.1 Contract with OC Transpo to provide enhanced transit services (e.g. for shift changes, weekends) <input type="checkbox"/>
<i>Visitor travel</i>		
BETTER		3.3.2 Contract with OC Transpo to provide enhanced transit services (e.g. for festivals, concerts, games) <input type="checkbox"/>
<b>3.4 Private transit service</b>		
<i>Commuter travel</i>		
BETTER		3.4.1 Provide shuttle service when OC Transpo cannot offer sufficient quality or capacity to serve demand (e.g. for shift changes, weekends) <input type="checkbox"/>
<i>Visitor travel</i>		
BETTER		3.4.2 Provide shuttle service when OC Transpo cannot offer sufficient quality or capacity to serve demand (e.g. for festivals, concerts, games) <input type="checkbox"/>

TDM measures: <i>Non-residential developments</i>		Check if proposed & add descriptions
<b>4. RIDESHARING</b>		
<b>4.1 Ridematching service</b>		
<i>Commuter travel</i>		
BASIC ★	4.1.1 Provide a dedicated ridematching portal at OttawaRideMatch.com	<input type="checkbox"/>
<b>4.2 Carpool parking price incentives</b>		
<i>Commuter travel</i>		
BETTER	4.2.1 Provide discounts on parking costs for registered carpools	<input type="checkbox"/>
<b>4.3 Vanpool service</b>		
<i>Commuter travel</i>		
BETTER	4.3.1 Provide a vanpooling service for long-distance commuters	<input type="checkbox"/>
<b>5. CARSHARING &amp; BIKESHARING</b>		
<b>5.1 Bikeshare stations &amp; memberships</b>		
BETTER	5.1.1 Contract with provider to install on-site bikeshare station for use by commuters and visitors	<input type="checkbox"/>
<i>Commuter travel</i>		
BETTER	5.1.2 Provide employees with bikeshare memberships for local business travel	<input type="checkbox"/>
<b>5.2 Carshare vehicles &amp; memberships</b>		
<i>Commuter travel</i>		
BETTER	5.2.1 Contract with provider to install on-site carshare vehicles and promote their use by tenants	<input type="checkbox"/>
BETTER	5.2.2 Provide employees with carshare memberships for local business travel	<input type="checkbox"/>
<b>6. PARKING</b>		
<b>6.1 Priced parking</b>		
<i>Commuter travel</i>		
BASIC ★	6.1.1 Charge for long-term parking (daily, weekly, monthly)	<input checked="" type="checkbox"/>
BASIC	6.1.2 Unbundle parking cost from lease rates at multi-tenant sites	<input type="checkbox"/>
<i>Visitor travel</i>		
BETTER	6.1.3 Charge for short-term parking (hourly)	<input type="checkbox"/>

TDM measures: <i>Non-residential developments</i>		Check if proposed & add descriptions
<b>7. TDM MARKETING &amp; COMMUNICATIONS</b>		
<b>7.1 Multimodal travel information</b>		
<i>Commuter travel</i>		
BASIC ★	7.1.1 Provide a multimodal travel option information package to new/relocating employees and students	<input checked="" type="checkbox"/>
<i>Visitor travel</i>		
BETTER ★	7.1.2 Include multimodal travel option information in invitations or advertising that attract visitors or customers (e.g. for festivals, concerts, games)	<input type="checkbox"/>
<b>7.2 Personalized trip planning</b>		
<i>Commuter travel</i>		
BETTER ★	7.2.1 Offer personalized trip planning to new/relocating employees	<input type="checkbox"/>
<b>7.3 Promotions</b>		
<i>Commuter travel</i>		
BETTER	7.3.1 Deliver promotions and incentives to maintain awareness, build understanding, and encourage trial of sustainable modes	<input type="checkbox"/>
<b>8. OTHER INCENTIVES &amp; AMENITIES</b>		
<b>8.1 Emergency ride home</b>		
<i>Commuter travel</i>		
BETTER ★	8.1.1 Provide emergency ride home service to non-driving commuters	<input type="checkbox"/>
<b>8.2 Alternative work arrangements</b>		
<i>Commuter travel</i>		
BASIC ★	8.2.1 Encourage flexible work hours	<input type="checkbox"/>
BETTER	8.2.2 Encourage compressed workweeks	<input type="checkbox"/>
BETTER ★	8.2.3 Encourage telework	<input type="checkbox"/>
<b>8.3 Local business travel options</b>		
<i>Commuter travel</i>		
BASIC ★	8.3.1 Provide local business travel options that minimize the need for employees to bring a personal car to work	<input type="checkbox"/>
<b>8.4 Commuter incentives</b>		
<i>Commuter travel</i>		
BETTER	8.4.1 Offer employees a taxable, mode-neutral commuting allowance	<input type="checkbox"/>
<b>8.5 On-site amenities</b>		
<i>Commuter travel</i>		
BETTER	8.5.1 Provide on-site amenities/services to minimize mid-day or mid-commute errands	<input type="checkbox"/>

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

Legend	
<b>BASIC</b>	The measure is generally feasible and effective, and in most cases would benefit the development and its users
<b>BETTER</b>	The measure could maximize support for users of sustainable modes, and optimize development performance
<b>★</b>	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
<b>1. TDM PROGRAM MANAGEMENT</b>		
<b>1.1 Program coordinator</b>		
<b>BASIC ★</b>	1.1.1 Designate an internal coordinator, or contract with an external coordinator	<input type="checkbox"/>
<b>1.2 Travel surveys</b>		
<b>BETTER</b>	1.2.1 Conduct periodic surveys to identify travel-related behaviours, attitudes, challenges and solutions, and to track progress	<input type="checkbox"/>
<b>2. WALKING AND CYCLING</b>		
<b>2.1 Information on walking/cycling routes &amp; destinations</b>		
<b>BASIC</b>	2.1.1 Display local area maps with walking/cycling access routes and key destinations at major entrances ( <i>multi-family, condominium</i> )	<input checked="" type="checkbox"/>
<b>2.2 Bicycle skills training</b>		
<b>BETTER</b>	2.2.1 Offer on-site cycling courses for residents, or subsidize off-site courses	<input type="checkbox"/>

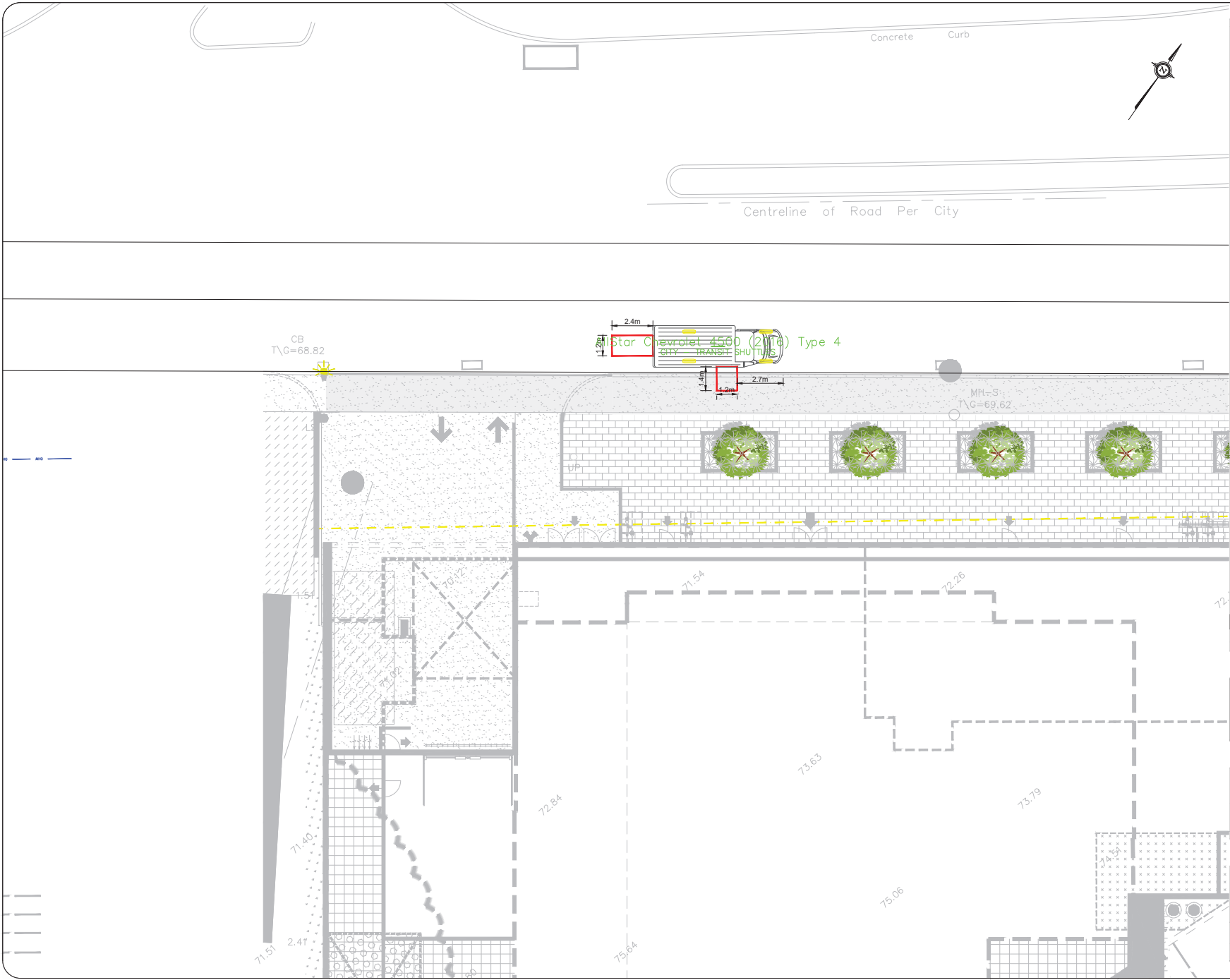
TDM measures: Residential developments		Check if proposed & add descriptions
<b>3. TRANSIT</b>		
<b>3.1 Transit information</b>		
<b>BASIC</b>	3.1.1 Display relevant transit schedules and route maps at entrances ( <i>multi-family, condominium</i> )	<input checked="" type="checkbox"/>
<b>BETTER</b>	3.1.2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

TDM measures: <i>Residential developments</i>		Check if proposed & add descriptions
<b>6. TDM MARKETING &amp; COMMUNICATIONS</b>		
<b>6.1 Multimodal travel information</b>		
BASIC ★	6.1.1 Provide a multimodal travel option information package to new residents	<input checked="" type="checkbox"/>
<b>6.2 Personalized trip planning</b>		
BETTER ★	6.2.1 Offer personalized trip planning to new residents	<input type="checkbox"/>

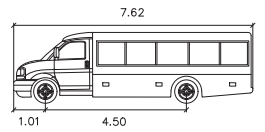
# Appendix L

Para Transpo Boarding and Alighting Location





Notes:



AllStar Chevrolet 4500  
(2016) TYPE 4

- Width : 2.44 meters
- Track : 1.96
- Lock to Lock Time : 6.0
- Steering Angle : 34.2

01	Issued for Review	AN	2024-03-05
REV:	DESCRIPTION:	BY:	DATE:
STATUS:			



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

CLIENT: Theberge Homes  
205-2600 Lapierriere Avenue  
Ottawa, ON  
K1Z 8P5

ARCHITECT:

SITE: 3030 St-Joseph Blvd

TITLE: Para Transpo

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
NTS	2024-03-05	AN	JK
PROJECT NO:	DRAWING NO:	REVISION:	
2023-055	001	01	

# Appendix M

MMLOS Analysis

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

Consultant	CGH Transportation Inc.	Project	2023-055
Scenario	Existing/Future	Date	6/1/2023
Comments			

INTERSECTIONS		Centrum Boulevard at Place d'Orleans Drive (E)				St-Joseph Boulevard at Place d'Orleans Drive (W)				St-Joseph Boulevard at Napoleon Way				St-Joseph Boulevard at Place d'Orleans Drive / Duford Drive				
Crossing Side		NORTH	SOUTH	EAST	WEST	NORTH	SOUTH	EAST	WEST	NORTH	SOUTH	EAST	WEST	NORTH	SOUTH	EAST	WEST	
Pedestrian	Lanes	8	7	7	8	9	6	9	8	9		5	5	9	10+	10+	10+	10+
	Median	No Median - 2.4 m	No Median - 2.4 m	No Median - 2.4 m	No Median - 2.4 m	No Median - 2.4 m	No Median - 2.4 m	No Median - 2.4 m	No Median - 2.4 m	No Median - 2.4 m	No Median - 2.4 m	No Median - 2.4 m	No Median - 2.4 m	No Median - 2.4 m	No Median - 2.4 m	No Median - 2.4 m	No Median - 2.4 m	No Median - 2.4 m
	Conflicting Left Turns	Permissive	Permissive	Permissive	Permissive	Protected/ Permissive	Permissive	Protected/ Permissive	Permissive	Protected/ Permissive	Permissive	No left turn / Prohib.	Permissive	Protected/ Permissive	Protected/ Permissive	Protected	Protected	Protected
	Conflicting Right Turns	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	No right turn	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control
	Right Turns on Red (RTor) ?	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR prohibited	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed
	Ped Signal Leading Interval?	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
	Right Turn Channel	Conv'l without Receiving Lane	Conv'l without Receiving Lane	No Channel	No Channel	No Channel	No Channel	No Channel	No Channel	No Channel	No Channel	No Right Turn	No Channel	No Channel	No Channel	No Channel	No Channel	Conv'l without Receiving Lane
	Corner Radius	5-10m	5-10m	10-15m	15-25m	5-10m	5-10m	5-10m	5-10m	5-10m	10-15m	No Right Turn	10-15m	5-10m	15-25m	5-10m	5-10m	10-15m
	Crosswalk Type	Std transverse markings	Std transverse markings	Std transverse markings	Std transverse markings	Textured/coloured pavement	Textured/coloured pavement	Textured/coloured pavement	Textured/coloured pavement	Textured/coloured pavement	Std transverse markings	Std transverse markings	Std transverse markings	Std transverse markings	Std transverse markings	Std transverse markings	Std transverse markings	Std transverse markings
	PETSI Score	-7	9	4	-14	-25	24	-25	-8	-29		55	45		-28	-47	-36	-33
	Ped. Exposure to Traffic LoS	F	F	F	F	F	F	F	F	F	F	-	D	D	F	F	F	F
	Cycle Length	75	75	85	85	90	100	100	100	90	90	100	90	105	105	105	105	105
	Effective Walk Time	19	19	11	11	7	7	7	25	8	28	54	7	7	7	10	10	10
	Average Pedestrian Delay	21	21	32	32	38	43	43	28	37		26	7	46	46	43	43	43
Pedestrian Delay LoS	C	C	D	D	D	E	E	C	D	-	C	A	E	E	E	E	E	
Level of Service	F	F	F	F	F	F	F	F	F	F	-	D	D	F	F	F	F	
Level of Service		F				F				F				F				
Approach From		NORTH	SOUTH	EAST	WEST	NORTH	SOUTH	EAST	WEST	NORTH	SOUTH	EAST	WEST	NORTH	SOUTH	EAST	WEST	
Bicycle	Bicycle Lane Arrangement on Approach	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic		Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	
	Right Turn Lane Configuration				≤ 50 m				> 50 m				≤ 50 m			> 50 m		
	Right Turning Speed				≤ 25 km/h				≤ 25 km/h				≤ 25 km/h			≤ 25 km/h		
	Cyclist relative to RT motorists	#N/A	#N/A	#N/A	D	F	#N/A	#N/A	#N/A	#N/A	-	D	#N/A	F	#N/A	#N/A	#N/A	
	Separated or Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	
	Left Turn Approach	One lane crossed	One lane crossed	One lane crossed	≥ 2 lanes crossed	≥ 2 lanes crossed	One lane crossed	≥ 2 lanes crossed	≥ 2 lanes crossed	No lane crossed		≥ 2 lanes crossed		≥ 2 lanes crossed	One lane crossed	≥ 2 lanes crossed	≥ 2 lanes crossed	
	Operating Speed	≥ 60 km/h	≥ 60 km/h	> 40 to ≤ 50 km/h	> 40 to ≤ 50 km/h	> 50 to < 60 km/h	> 50 to < 60 km/h	≥ 60 km/h	≥ 60 km/h	≤ 40 km/h		> 50 to < 60 km/h		≥ 60 km/h	> 40 to ≤ 50 km/h	> 50 to < 60 km/h	> 50 to < 60 km/h	
Left Turning Cyclist	F	F	D	E	F	E	F	F	B	-	F	-	F	D	F	F		
Level of Service	F	F	D	E	F	E	F	F	B	-	F	#N/A	F	D	F	F		
Level of Service		F				F				F				F				
Transit	Average Signal Delay																	
	Level of Service	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Truck	Effective Corner Radius					10 - 15 m		10 - 15 m						10 - 15 m		10 - 15 m		
	Number of Receiving Lanes on Departure from Intersection					≥ 2		≥ 2						≥ 2		≥ 2		
	Level of Service					B		B						B		B		
Level of Service						B								B				
Auto	Volume to Capacity Ratio		0.0 - 0.60				0.71 - 0.80				0.0 - 0.60				0.71 - 0.80			
	Level of Service		A				C				A				C			

# Multi-Modal Level of Service - Segments Form

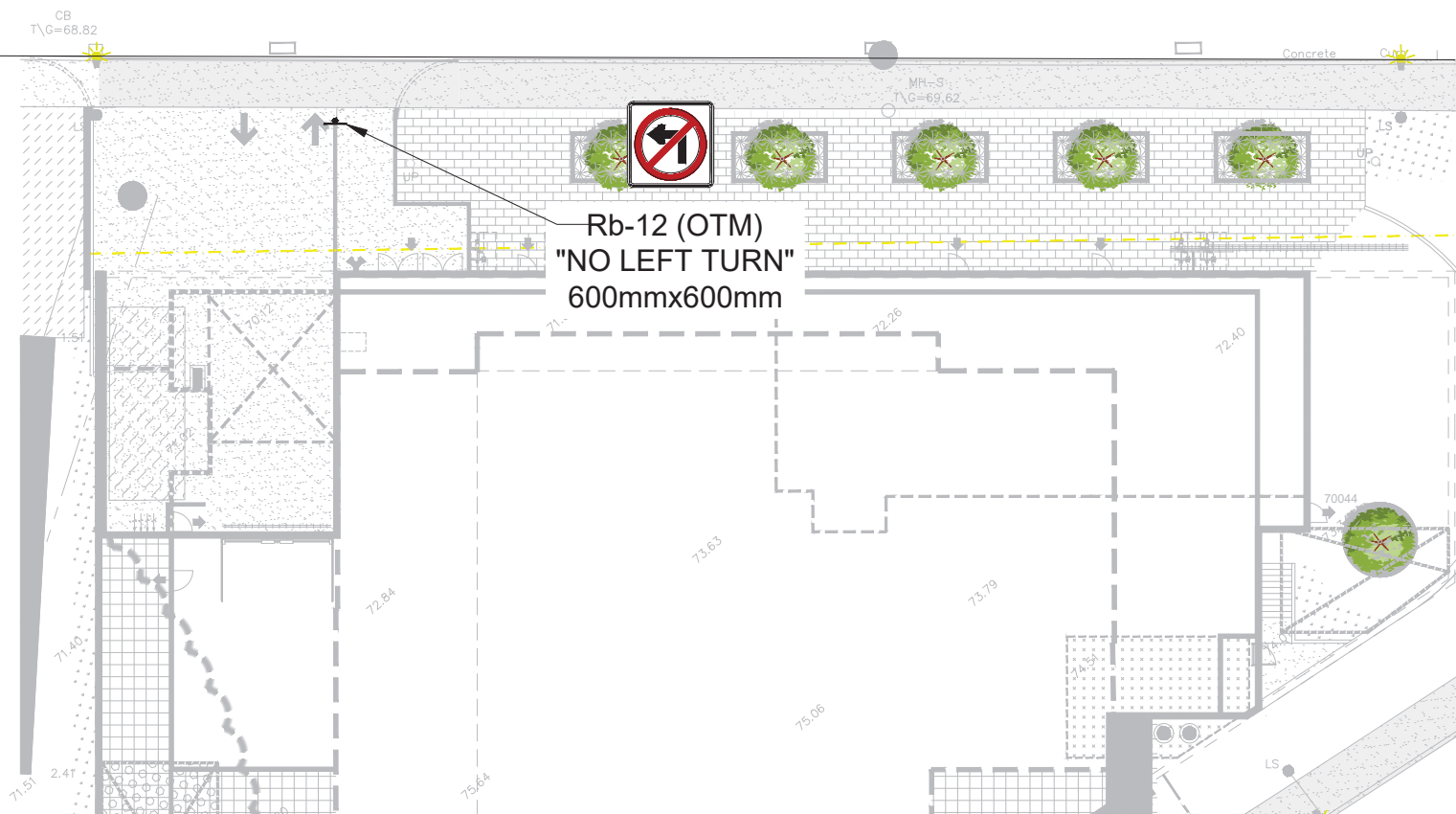
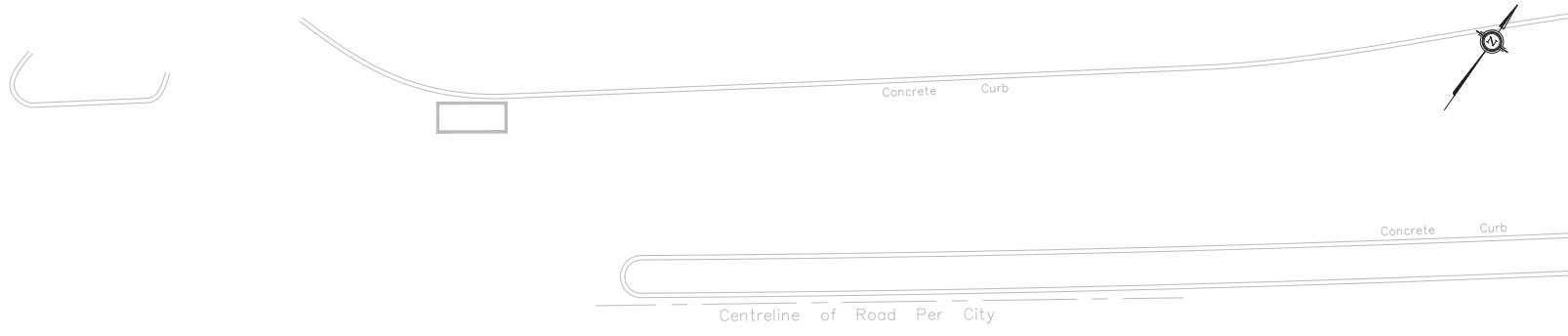
Consultant	CGH Transportation Inc.	Project	2023-055
Scenario	Existing/Future	Date	6/1/2023
Comments			

SEGMENTS			Section St-Joseph Boulevard	Section Duford Drive	Section 3
Pedestrian	Sidewalk Width	-	≥ 2 m	≥ 2 m	
	Boulevard Width		< 0.5	< 0.5	
	Avg Daily Curb Lane Traffic Volume		> 3000	≤ 3000	
	Operating Speed		> 50 to 60 km/h	> 30 to 50 km/h	
	On-Street Parking		no	no	
	<b>Exposure to Traffic PLoS</b>		<b>E</b>	<b>B</b>	<b>-</b>
	Effective Sidewalk Width				
Pedestrian Volume					
<b>Crowding PLoS</b>	<b>-</b>	<b>-</b>	<b>-</b>		
<b>Level of Service</b>	<b>-</b>	<b>-</b>	<b>-</b>		
Bicycle	Type of Cycling Facility	E	Mixed Traffic	Mixed Traffic	
	Number of Travel Lanes		4-5 lanes total	2-3 lanes total	
	Operating Speed		≥ 50 to 60 km/h	>40 to <50 km/h	
	<b># of Lanes &amp; Operating Speed LoS</b>		<b>E</b>	<b>D</b>	<b>-</b>
	Bike Lane (+ Parking Lane) Width				
	<b>Bike Lane Width LoS</b>		<b>-</b>	<b>-</b>	<b>-</b>
	Bike Lane Blockages				
	<b>Blockage LoS</b>		<b>-</b>	<b>-</b>	<b>-</b>
	Median Refuge Width (no median = < 1.8 m)		< 1.8 m refuge	< 1.8 m refuge	
	No. of Lanes at Unsignalized Crossing		≤ 3 lanes	≤ 3 lanes	
Sidestreet Operating Speed	>50 to 60 km/h	>40 to 50 km/h			
<b>Unsignalized Crossing - Lowest LoS</b>	<b>C</b>	<b>A</b>	<b>-</b>		
<b>Level of Service</b>	<b>E</b>	<b>D</b>	<b>-</b>		
Transit	Facility Type	-			
	Friction or Ratio Transit:Posted Speed				
<b>Level of Service</b>	<b>-</b>	<b>-</b>	<b>-</b>		
Truck	Truck Lane Width	A	> 3.7 m		
	Travel Lanes per Direction		> 1		
<b>Level of Service</b>	<b>A</b>	<b>-</b>	<b>-</b>		

# Appendix N

Signage Plan

Notes:



01	Issued for Review	AN	2024-03-05
REV:	DESCRIPTION:	BY:	DATE:
STATUS:			

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

CLIENT: **Theberge Homes**  
205-2600 Lapere Avenue  
Ottawa, ON  
K1Z 8P5

ARCHITECT:

SITE: **3030 St-Joseph Blvd**

TITLE: **Signage Plan**

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
NTS	2024-03-05	AN	JK
PROJECT NO:	DRAWING NO:	REVISION:	
2023-055	001	01	