

Transportation Report - Leitrim East Lands

Official Plan Amendment - Urban and Village Boundary Expansion



Prepared for:
Leitrim Landowners Group

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Prepared by:
Stantec Consulting Ltd.

Project/File:
160402171

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Prepared by:


Signature

Jenny Park

Reviewed by:


Signature

Signature on behalf of

Colin MacKenzie, P. Eng

Approved by:

Willis,
Stephen


Digitally signed by Willis, Stephen
Date: 2025.06.24 16:00:38 -04'00'

Signature

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1 Introduction

This Transportation Report has been prepared for the Leitrim Landowners Group for an Urban and Village Boundary Expansion Official Plan Amendment (OPA) application for the Leitrim East Lands. The Leitrim Landowners Group is comprised of Urbandale Corporation, Richcraft Homes, and Claridge Homes. The OPA application seeks to expand the City of Ottawa's existing urban boundary to include the subject lands.

The subject lands, of approximately 605 acres, are identified in Figure 1 below. It is generally located east of Bank Street and the existing Findlay Creek community, south of Leitrim Road, and west of Hawthorne Road.

The purpose of this Transportation Report is to assess the available transportation capacity through an evaluation of whether the existing and planned transportation infrastructure (such as roads and public transit) can support the proposed development on the subject lands. It will also identify the potential for transportation improvements that will serve not just the subject lands, but the City of Ottawa as a whole.

This report has been prepared using an approach that is comparable to the level of detail in the City of Ottawa's own analysis in the 2019-2021 Official Plan Comprehensive Review. Should the subject lands be redesignated and added to the Urban Boundary in the Official Plan, further transportation impact assessments will be completed to the level of detail in the City's Terms of Reference during the CDP and/or Secondary Planning phase. The level of detail in this report addresses Section 2.3.2 1 b) of the Provincial Planning Statement.



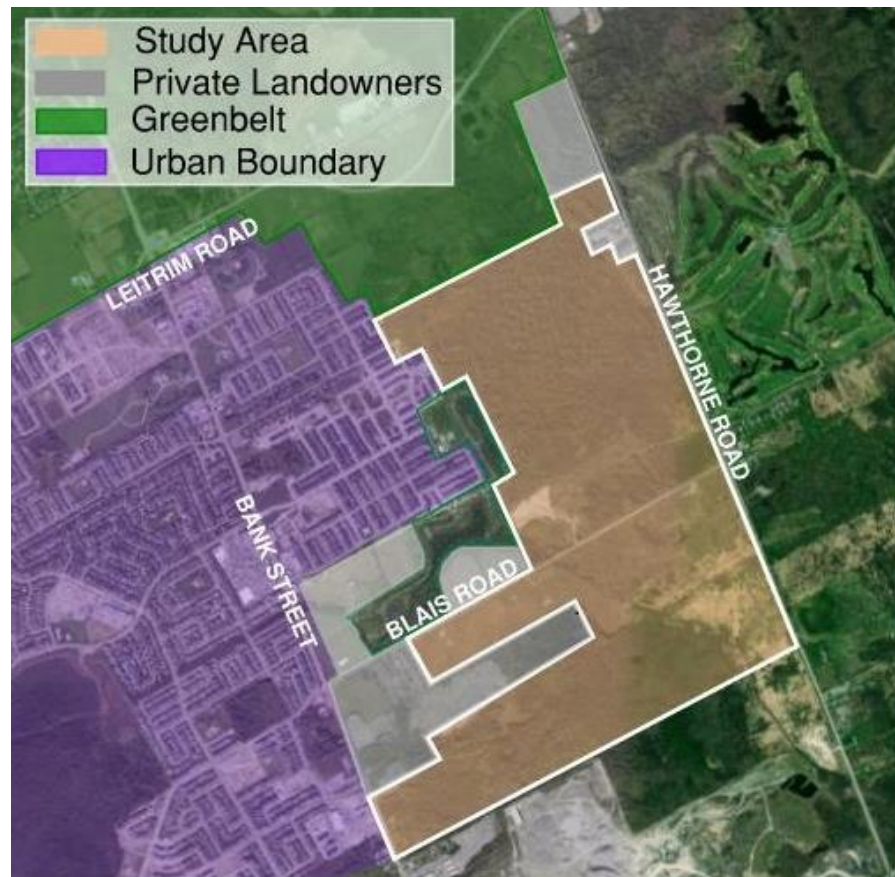


Figure 1 – Subject Lands

1.1 Background

On August 22, 2024 the provincial Minister of Housing issued the 2024 Provincial Planning Statement (PPS), which took effect on October 20, 2024. The PPS permits private landowners to apply for Urban Boundary Expansions. Previously, this permission was only granted to municipalities through a comprehensive review of their Official Plan.

During the preparation of Ottawa's 2022 Official Plan, the subject site was scored favourably as candidate land to be included into the City's urban boundaries, though ultimately, the lands were not added to the City's urban boundaries. Since 2022, demographic trends and legislative changes to the growth projection methodology have resulted in an identified shortfall in the City's land supply available to accommodate residential growth forecasted over the next three years (servicing capacity and suitably zoned) and fifteen years (designated and available).



1.2 Land Use

As per the City of Ottawa's Official Plan, the subject lands are currently in the Rural Transect and designated as Rural Countryside. As per the Zoning By-Law, the subject lands are categorized as Rural Countryside (RU) Zone. The Findlay Creek community to the west of the subject lands is zoned as residential in various forms.

The conceptual plans for the subject lands include 4,711 dwelling units for the developable area (approximately 333 acres or 56% of the subject lands), with an approximate unit breakdown as follows:

- 2,356 Singles (50%)
- 471 Townhouses (10%)
- 942 Back-to-Back Townhouses (20%)
- 942 Stacked Townhouses (20%)

The remainder of the lands would be used for infrastructure and amenities, including roadways, schools, parks, open space, and a stormwater pond facility.



2 Existing Conditions

2.1 Key Roadways

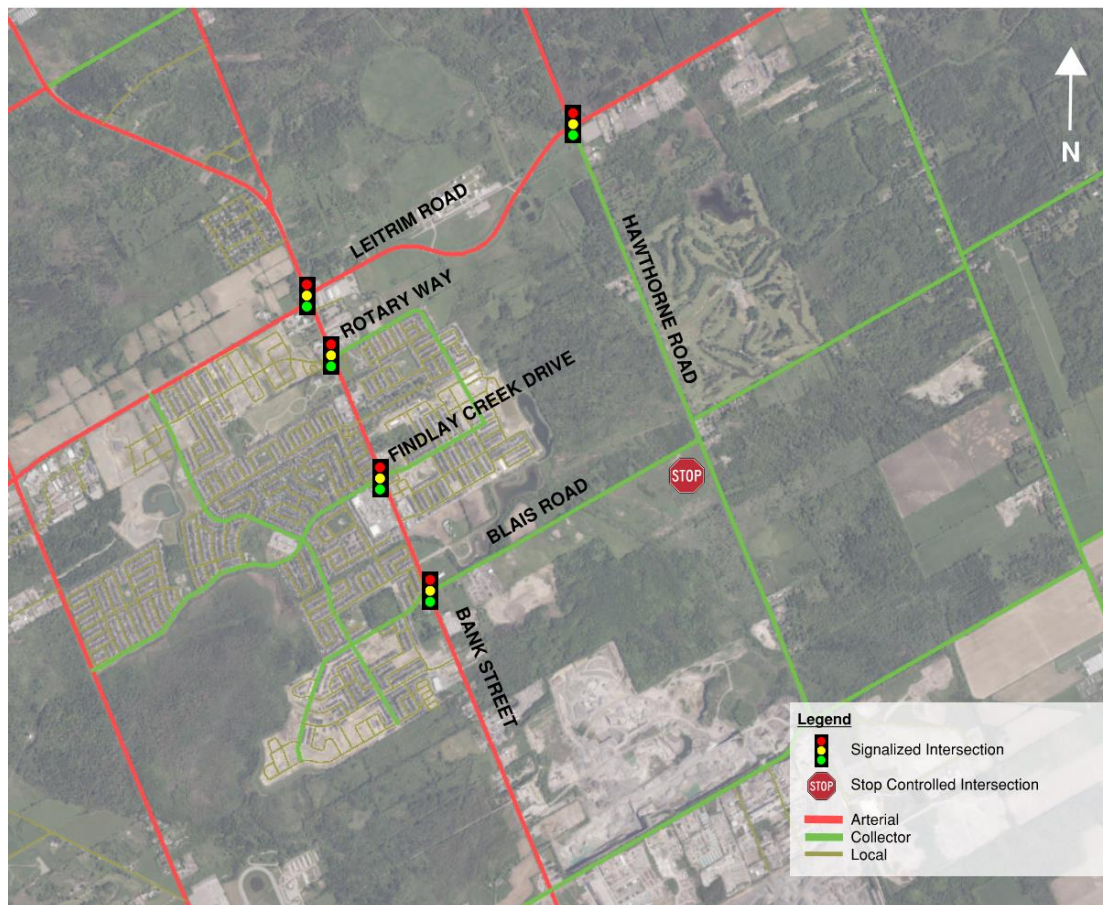


Figure 2 – Road Network and Intersections (Source: GeoOttawa)

Key roadways in the study area are shown in Figure 2 and described below.

Bank Street

Bank Street is an arterial roadway posted at 70km/h through the Findlay Creek community, and posted at 80km/h south of Shuttleworth Drive and north of Conroy Road. Bank Street is a two-lane road through most of the study area and widens out to four lanes north of Leitrin Road. It is a key north-south roadway providing connectivity from the community to the heart of downtown Ottawa and south beyond City of Ottawa boundaries. It is also designated as a full load truck route. Some segments of sidewalk are present in the urban area but absent for most of the study area. Paved shoulders for cycling are available north of Blais Road.



Leitrim Road

Leitrim Road is a two-lane arterial roadway posted at 60 km/h through the Findlay Creek community, and posted at 80km/h east of Leitrim Park and 400m west of Bank Street. It is a key east-west roadway on the northern edge of Findlay Creek that connects to the Riverside South neighbourhood, Limebank Road, and Leitrim O-Train Station to the west, and continues east as a rural roadway. It is a full load truck route, with mostly no sidewalks. There are paved shoulders for cycling on Leitrim Road for most of the study area.

Rotary Way

Rotary Way is a two-lane collector roadway posted at 50km/h, primarily providing access to Bank Street and Findlay Creek Drive for the eastern Findlay Creek neighbourhood. It is not a truck route. There are sidewalks on both sides of the road but no designated cycling facility.

Findlay Creek Drive

Findlay Creek Drive is a two-lane collector roadway posted at 50km/h. It provides an east-west connection to Rotary Way, Bank Street, and Albion Road South. It is not a truck route. There are pedestrian facilities on both sides with a multi-use pathway on the south side of the road approaching Albion Road South.

Blais Road

Blais Road is a two-lane collector roadway posted at 80km/h that provides an east-west connection between Bank Street and Hawthorne Road. Blais Road becomes Miikana Road west of Bank Street. It is a restricted load truck route. There are no active transportation facilities.

Hawthorne Road

Hawthorne Road is a two-lane north-south roadway that connects to the eastern part of inner suburban Ottawa. It is classified as an arterial north of Leitrim Road and as a collector south of Leitrim Road. It is a full load truck route. There are segments of paved shoulders at the Hawthorne/Leitrim intersection.

2.2 Key Intersections

The intersections within the study area of the report include signalized and unsignalized intersections, and are shown in Figure 2.

Signalized

Bank Street & Leitrim Road

- 1 northbound through lane, 1 northbound through/right, 1 auxiliary northbound left lane
- 1 westbound through lane, 1 auxiliary westbound left lane, 1 auxiliary westbound right lane



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- 1 southbound through lane, 1 southbound through/right lane, 1 southbound auxiliary left lane
- 1 eastbound through lane

Bank Street & Rotary Way

- 1 auxiliary westbound left lane, 1 westbound through/right lane
- 1 auxiliary southbound left lane, 1 southbound through lane
- 1 northbound through lane, 1 auxiliary northbound right lane
- The west leg of the intersection will be Barrett Farm Drive, which is not fully constructed yet.

Bank Street & Findlay Creek Drive

- 1 auxiliary westbound left, 1 westbound through/right lane
- 1 auxiliary southbound left lane, 1 southbound through lane, 1 auxiliary southbound right lane
- 1 auxiliary northbound left lane, 1 northbound through/right lane
- 1 auxiliary eastbound left lane, 1 eastbound through/right lane
- There is a median on the west and east legs.

Bank Street & Blais Road/Miikana Road

- Protected intersection
- 1 auxiliary northbound left lane, 1 northbound through/right lane
- 1 auxiliary westbound left lane, 1 westbound through/right lane
- 1 auxiliary southbound left lane, 1 southbound through lane, 1 auxiliary southbound right lane
- 1 auxiliary eastbound left lane, 1 eastbound through/right lane

Leitrim Road & Hawthorne Road

- 1 auxiliary northbound left lane, 1 northbound through/right lane
- 1 auxiliary westbound left lane, 1 westbound through/right lane
- 1 auxiliary southbound left lane, 1 southbound through/right lane
- 1 auxiliary eastbound left lane, 1 eastbound through/right lane

Unsignalized



Hawthorne Road & Blais Road

- Unsignalized 3-leg intersection, Blais is stop-controlled.
- One lane in each direction.
- This intersection is in close proximity to Louiseize Road & Hawthorne Road, which is another 3-leg intersection with Louiseize stop-controlled.

2.3 Active Transportation Network

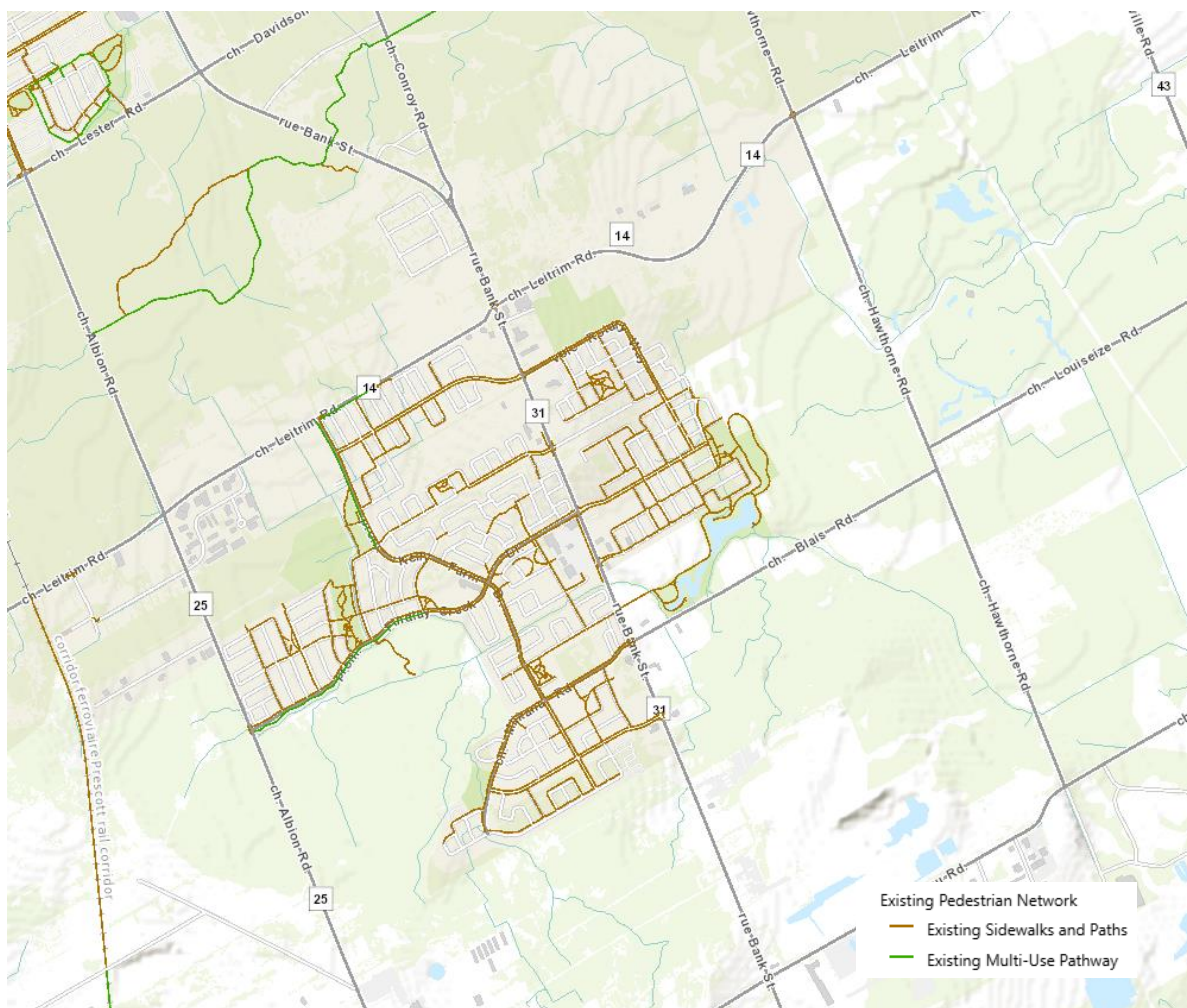


Figure 3 – Existing Pedestrian Network (Source: GeoOttawa)

2.4 Transit Network

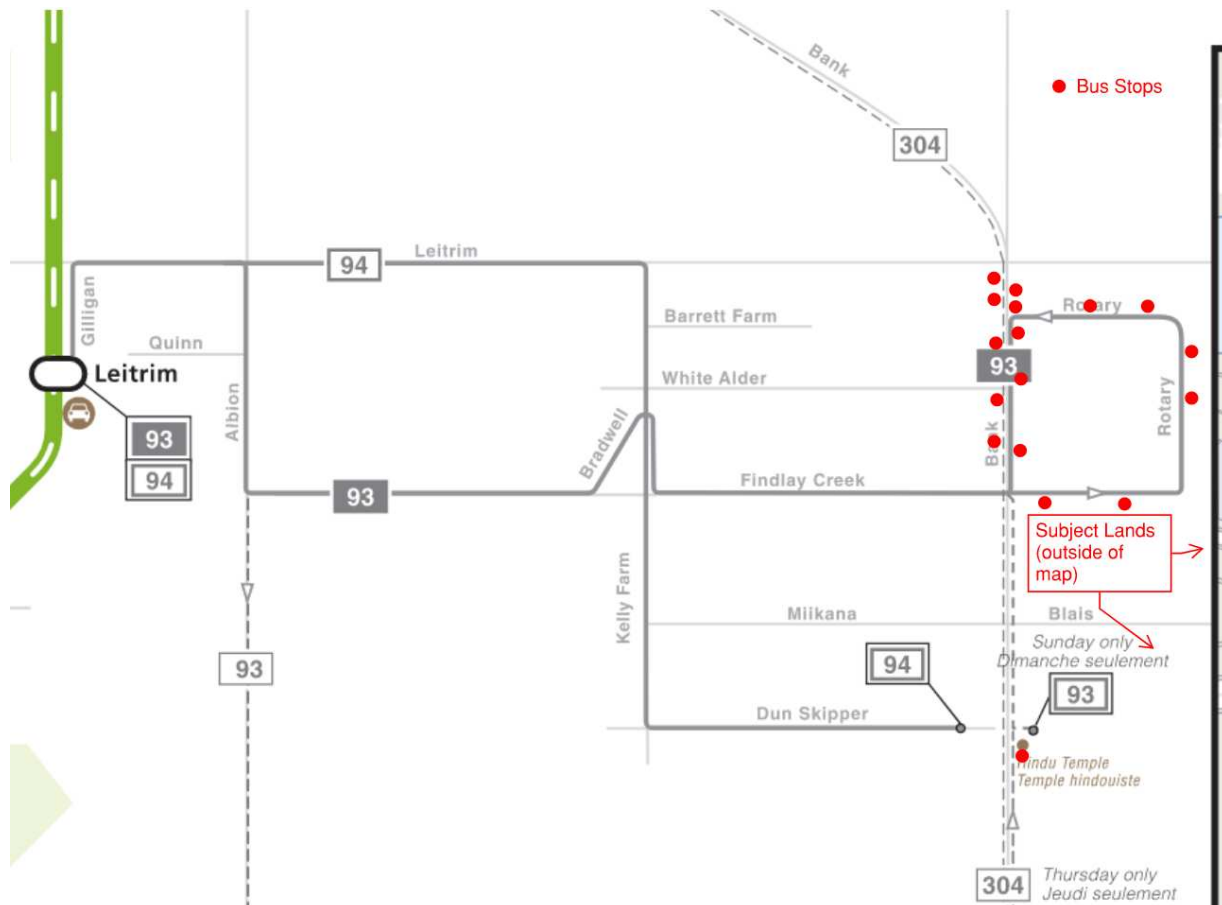


Figure 5 – Existing Transit Network (Source: New Ways to Bus System Map)

Figure 5 shows the existing transit network near the subject lands. There is no existing transit service directly in the subject lands. Current transit service near the lands consists of OC Transpo Local Route 93, Route 94, and Limited Service Route 304.

- Route 93 runs with a 30-minute headway everyday, between Rotary Way and Leitrim Station via Findlay Creek Drive.
- Route 94 runs Monday to Friday between Leitrim Station and Dun Skipper Drive. There are 6 trips in the AM peak departing from Dun Skipper Drive and 6 trips in the PM peak departing from Leitrim Station, with a 30-minute headway.
- Route 304 departs from Osgoode / Greely / Metcalfe once in the AM peak and departs from Billings Bridge / South Keys once in the PM peak.



Leitrim O-Train Line 2 Station is located approximately at a 5km radius from the subject lands, and connects to Bowesville Station and Limebank Station (Riverside South) to the southwest, South Keys Station (transfer point to Line 4 and Airport) to the north, and all stations up to Bayview Station (transfer point to Line 1 and Downtown Ottawa) to the north.

New large residential developments proposed on the subject lands may have the opportunity to create critical mass to support transit ridership and expanded service. Bus routes can change in the future to accommodate demand and connect future neighbourhoods to Leitrim Station and other higher order transit nodes.

2.5 Area Traffic Management Measures

There are traffic calming measures on Rotary Way and Findlay Creek Drive consisting of vertical centreline delineators and speed monitoring boards.

2.6 Existing Traffic Volumes

Turning movement count data at the study area intersections received from the City of Ottawa were collected in 2019 to 2025. Count dates are shown in Table 1 and the data is included in Appendix A.

Table 1 – Traffic Count Dates

Intersection	Count Date
Bank Street & Leitrim Road	March 4, 2025
Bank Street & Rotary Way	December 4, 2019
Bank Street & White Alder Avenue-Analdea Drive	October 30, 2024
Bank Street & Findlay Creek Drive	February 23, 2023
Bank Street & Blais Road-Miikana Road	July 6, 2023
Leitrim Road & Hawthorne Road	December 11, 2019
Hawthorne Road & Blais Road	September 29, 2022

Most of the traffic counts are dated post-COVID, which is assumed to account for hybrid work arrangements and result in a more distributed demand on the road network in the peak hours compared to pre-COVID. Volume balancing was conducted where appropriate and the differences in pre- and post-COVID counts were considered in volume balancing for intersections with older count data. Figure 6 below shows existing traffic volumes.



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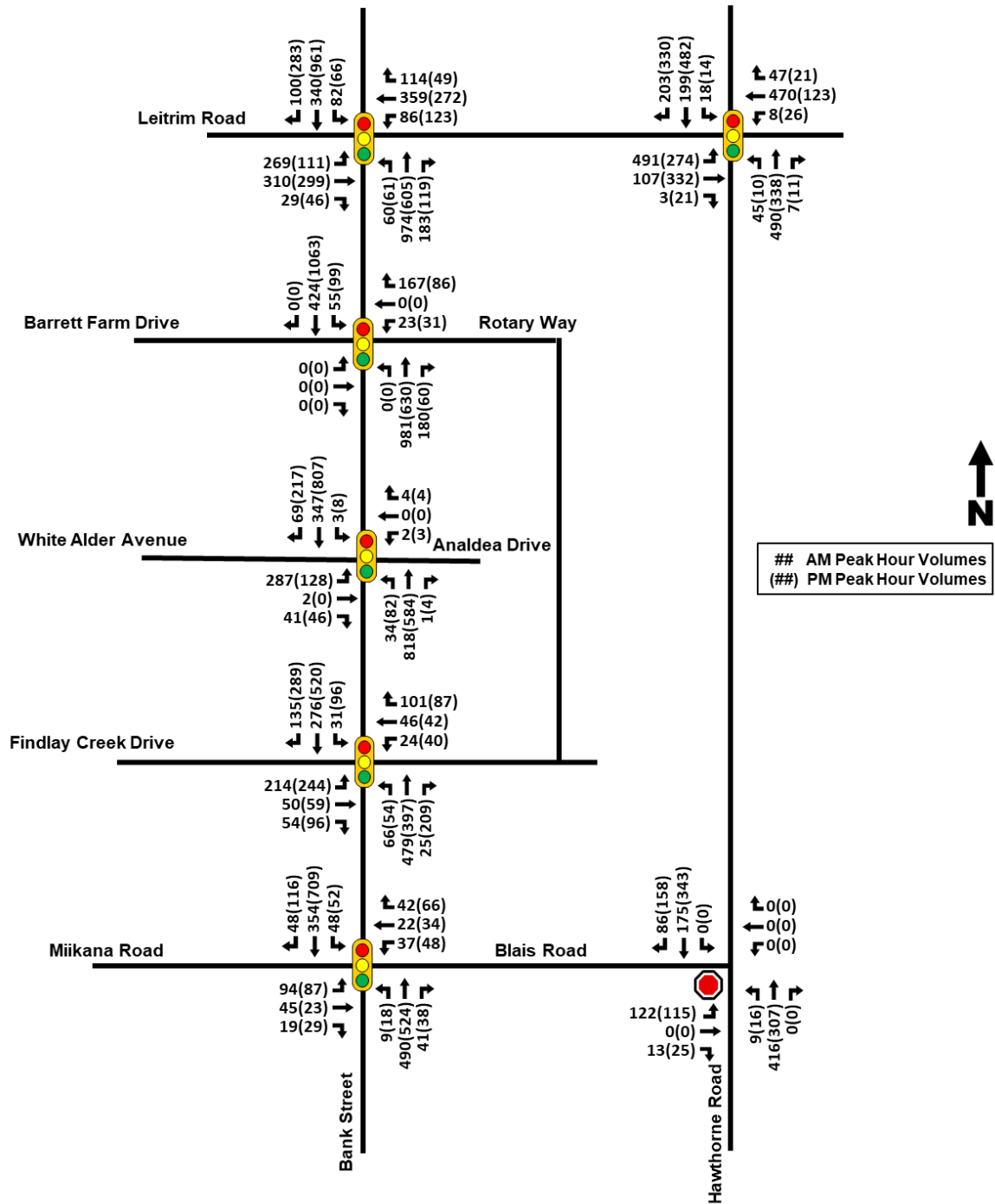


Figure 6 – Existing Traffic Volumes



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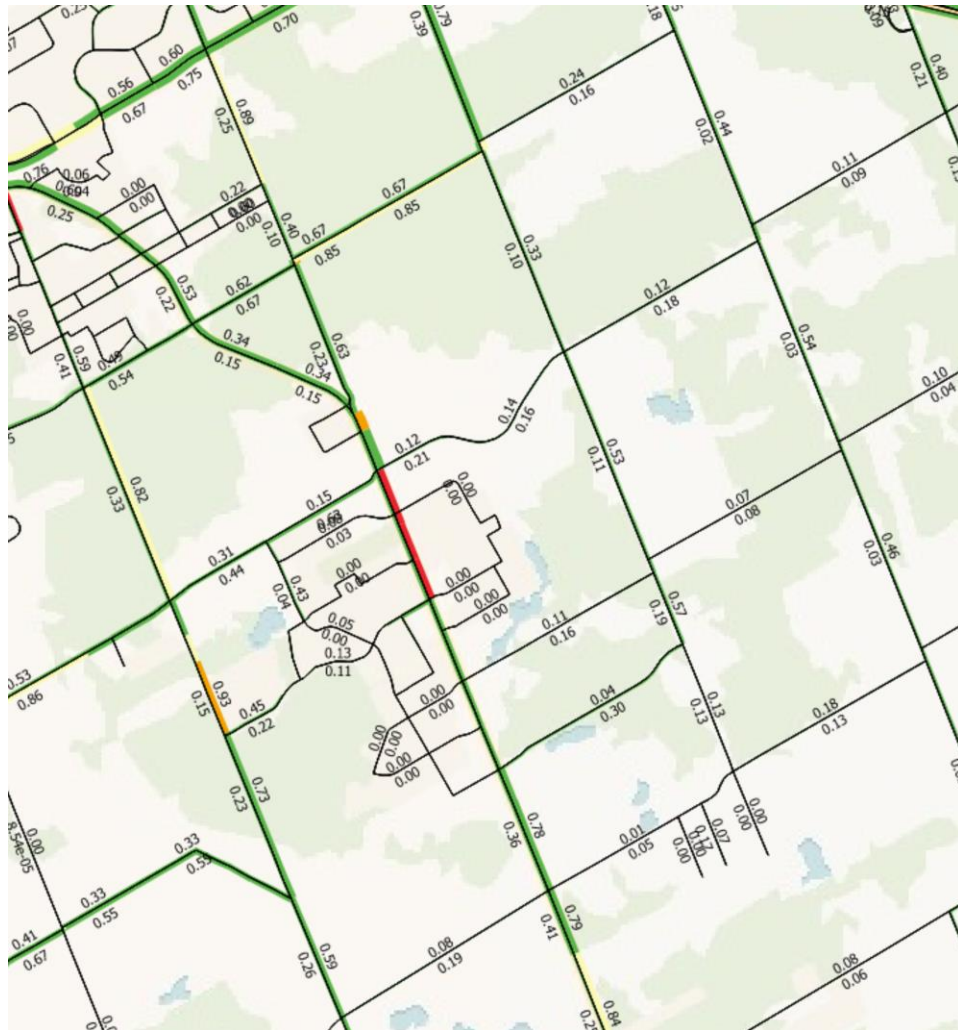


Figure 8 – 2022 v/c Ratio, AM

Using the EMME model data and referencing the existing traffic volumes, existing capacity was estimated for various key points around the site considering the AM peak directions as shown below in Table 2.

Table 2 – Estimated Existing Capacity, AM

Street	Approximate Volume	Lanes per direction	Capacity per lane (vphpl)	v/c
Bank Street, northbound, Orville Kemp to Leitrim	1,603	2	1,000	0.80
Bank Street, northbound, Findlay Creek to Leitrim	1,031	1	1,000	1.03
Leitrim Road, westbound, Kelly Farm to Bank	151	1	1,000	0.15



Hawthorne Road, northbound, Leitrim to Blais	428	1	800	0.54
Hawthorne Road, northbound, Leitrim to Davidson	396	1	1,200	0.33

In the study area, the only segment that is currently overcapacity is northbound on Bank Street from Findlay Creek Drive to Leitrim Road. Additionally, northbound on Bank Street from Orville Kemp Street to Conroy Road is nearing capacity with a v/c ratio between 0.9 and 1.0. With the exception of the overcapacity road segment on Bank Street, most of the roadways surrounding the subject lands have residual capacity.

3 Planned Conditions

3.1 Changes to the Transportation Network

There are no planned projects directly within the boundaries of the subject lands from the 2013 Transportation Master Plan (TMP). However, there are several projects from the 2013 TMP that fall within the broader area that are relevant to the future transportation context of the lands, as shown in Figure 9 and Figure 10, and described in Table 3. The Network Concept includes projects that would achieve the TMP's target for travel behaviour and level of service, while the Affordable Network is a subset of projects that is affordable with the City's funding.



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Figure 9 – 2013 Transportation Master Plan, Transit

2031 Transit, Network Concept (Left) and Affordable Network (Right)

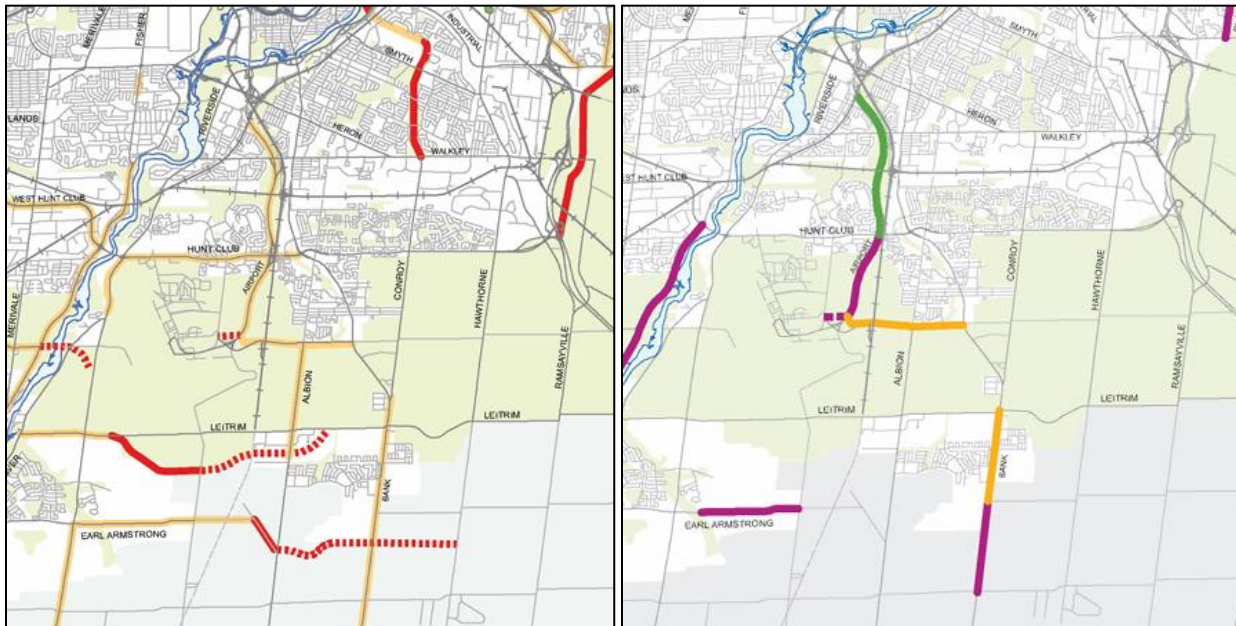


Figure 10 – 2013 Transportation Master Plan, Roads

2031 Roads, Network Concept (Left) and Affordable Network (Right)



Table 3 – 2013 Transportation Master Plan, Transit and Roads Project Description

Project	General Description
Albion Road (Network Concept)	Widen from two to four lanes between Leitrim Road and Lester Road
Bank Street (Affordable Network and Network Concept)	Affordable: Widen from two to four lanes between Leitrim Road and Rideau Road Concept: Widen from two to four lanes between Rideau Road and Parkway Road
Earl Armstrong (Affordable Network and Network Concept)	Affordable: Widen from two to four lanes between Limebank Road and Bowesville Road Concept: New two-lane road between Albion Road and Bank Street Concept: New two-lane road between Bank Street and Hawthorne
Hunt Club Road (Affordable Network and Network Concept)	Concept: Transit signal priority and queue jump lanes at selected intersections between Conroy Road and Albion Road Affordable: Road widening to provide exclusive bus lanes and transit signal priority between Albion Road and Uplands Drive.
Leitrim Road (Network Concept)	New four-lane re-aligned road between Limebank Road and Albion Road
Lester Road (Affordable Network and Network Concept)	Widen from two to four lanes between Airport Parkway and Bank Street

The City of Ottawa is currently undertaking an update to their TMP, with Part 2 – Capital Infrastructure Plan nearing completion as of June 2025. Therefore, the projects in the 2025 TMP are better suited for this assessment of future transportation conditions.

A recent update to the draft materials includes projects in the 2046 horizon. The transit and roadway projects are shown in Figure 11, Figure 12, and Table 4 below. The Needs Based Network is equivalent to the 2013 TMP's Network Concept, and the Priority Network is equivalent to the 2013 TMP's Affordable Network. There are no projects directly within the subject lands but an increase in transit projects near the lands is noted in the 2025 TMP when compared to the 2013 TMP, which is intended to support growth in the Findlay Creek community and transit connectivity to other communities.



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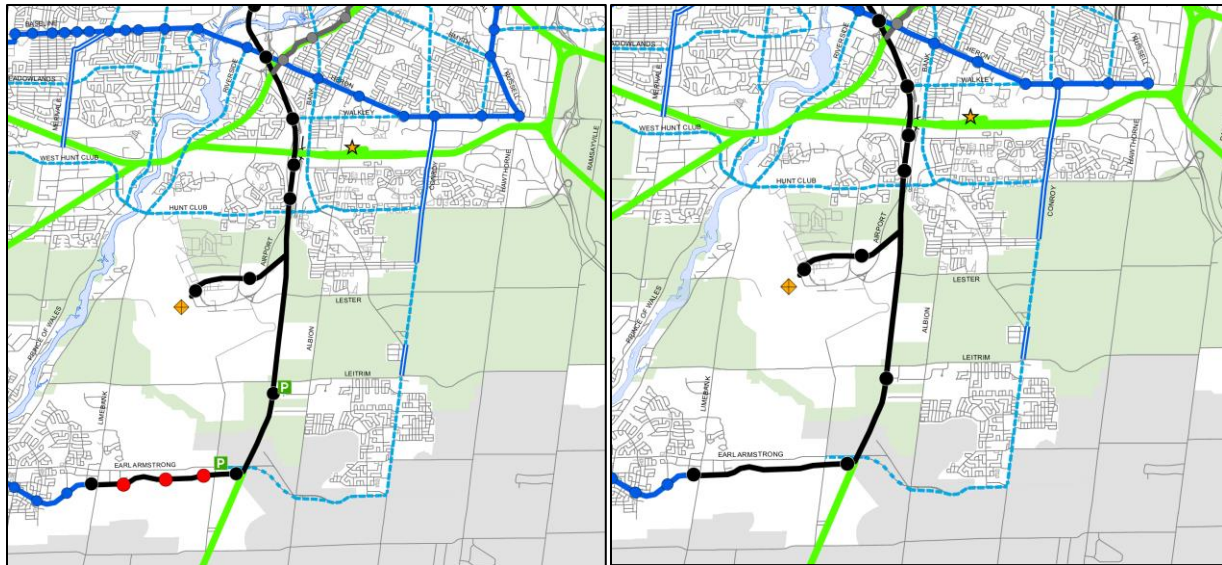


Figure 11 – 2025 Transportation Master Plan Part 2 Draft, Transit

2046 Transit Network, Needs Based (Left) and Priority Network (Right)

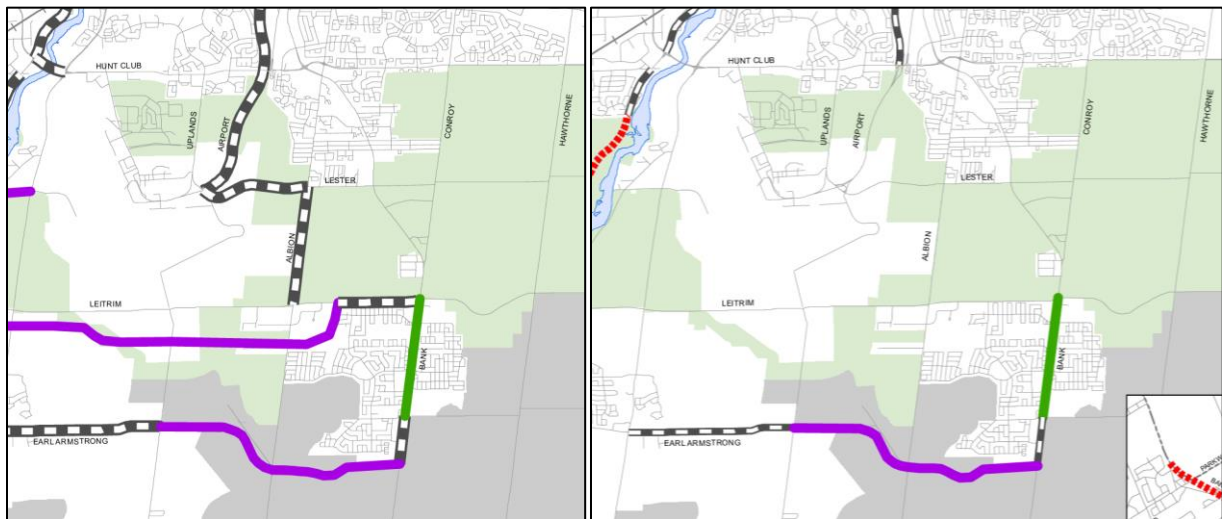


Figure 12 – 2025 Transportation Master Plan Part 2 Draft, Roads

2046 Roads Network, Needs Based (Left) and Priority Network (Right)



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Table 4 – 2025 Transportation Master Plan Part 2 Draft, Transit and Roads Project Description

Project	General Description
Albion Road Widening (Needs Based)	Widen from two to four lanes between Leitrim Road and Lester Road.
Bank Street (Needs Based and Priority)	Widen from two to four lanes between Blais Road and Earl Armstrong Road Extension. Shown as a Committed Project (in green line). It is also noted as a Transit Priority Corridor from Leitrim Road to Earl Armstrong Extension (in dashed blue line).
Conroy Road Transit Corridor (Priority)	Continuous bus lanes between Walkley Road and Leitrim Road, except transit priority measures between Rosabella and Bank
Earl Armstrong Road Widening (Needs Based and Priority)	Widen from two to four lanes between Limebank Road and Bowesville Road.
Earl Armstrong Road Extension (Needs Based and Priority)	New/upgraded two-lane road between Bowesville Station and Bank Street. It is also noted as a Transit Priority Corridor from Bank Street to Bowesville Station (in dashed blue line).
Heron/Walkley Transitway (Priority)	Billings Bridge to Russell Road. Moved from Needs Based to Priority Network as of June 11, 2025
Leitrim Road (Needs Based)	Re-align and widen from two to four lanes between Limebank Road and Bank Street

Figure 13 and Table 5 below show the planned active transportation projects in the study area from the 2023 TMP Part 1 and their proposed prioritization from the 2025 TMP Part 2 draft.



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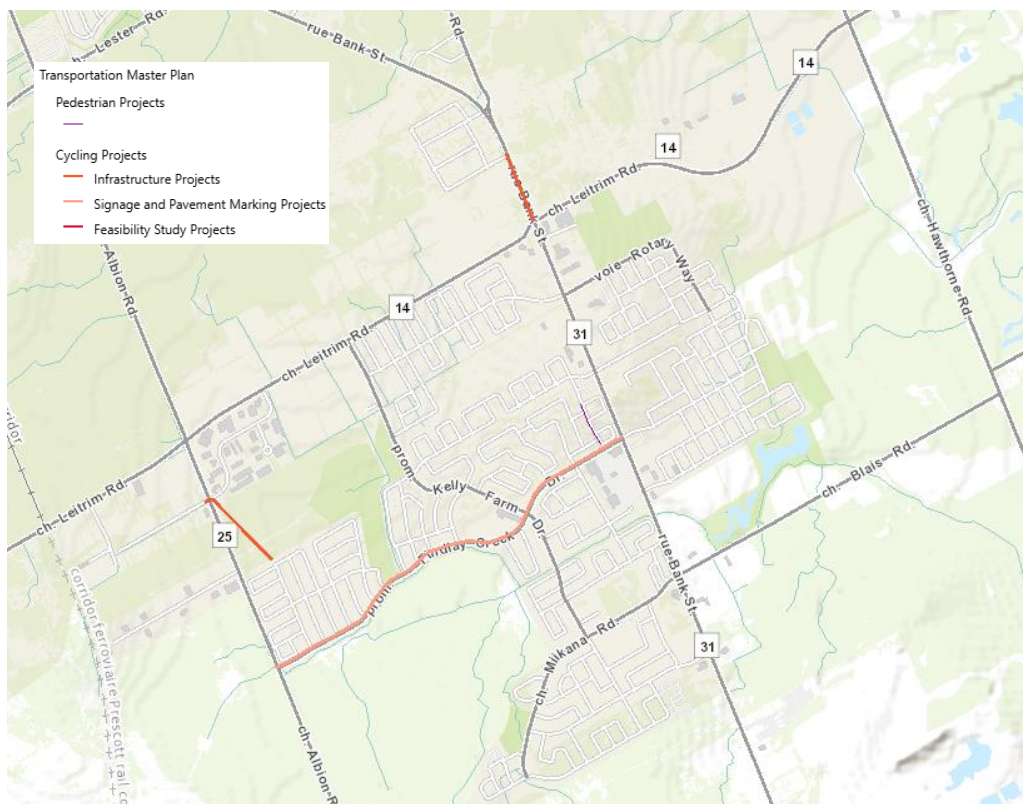


Figure 13 – 2023 Transportation Master Plan Part 1, Active Transportation Projects (Source: GeoOttawa)

Table 5 – Transportation Master Plan, Active Transportation Projects Prioritization

Project	Proposed Prioritization
Paved shoulders on Bank Street from Leitrim Road to Orville Kemp Street	First Phase
Sidewalk along Meadowlilly Road between Purple Finch Crescent and Cache Bay Crescent	Later Phase
Bike lanes where feasible on Findlay Creek Drive	First Phase
Leitrim Station Pathway – a multi-use pathway connecting Findlay Creek to Leitrim LRT station via Quinn Road	First Phase

Three of the four projects in Findlay Creek are noted to be in the first phase of prioritization, which would enhance active transportation infrastructure in the community.

3.2 Other Study Area Developments

There are no active development applications within the vicinity of the study area. A recent development application at 4789 Bank Street was active from 2017 to 2020. This was a subdivision and zoning bylaw



application to permit a 467-unit urban residential subdivision with mixed-use development along Bank Street. Most of the subdivision appears to have been constructed.

Although there is no active development application, the City of Ottawa is currently undertaking the Tewin Community Design Plan and Secondary Plan. The new Tewin community (Future Neighbourhood Overlay) will be a large development, located approximately 5.5km east of the site and generally bound by Leitrim Road, Ramsayville Road, Farmers Way, and Thunder Road. The new community may accommodate up to 35,000 and 45,000 residents and thousands of jobs.

4 Forecasting

4.1 Trip Generation

4.1.1 Trip Generation Rate

The total lands are approximately 605 acres, with a total developable area of 333 acres (56%). A total of 4711 units are projected. The proposed unit breakdown is 2,356 single-detached houses (50%), 471 townhouses (10%), 942 back-to-back townhouses (20%), and 942 stacked townhouses (20%). No employment or commercial uses have been assumed at this time.

In this assessment, trip generation estimated for each land use type based on the recommended residential trip generation rates from the 2020 TRANS Trip Generation Manual prepared by WSP and the directional splits from corresponding land use codes from ITE, as shown below in Table 6.

Table 6 – Residential Trip Generation Rates

Land Use	Land Use Code	AM Peak Hour	PM Peak Hour
Single-Family Detached Housing	210	2.05 25% entering, 75% exiting	2.48 63% entering, 37% exiting
Multifamily Housing (Low-Rise)	220	1.35 24% entering, 76% exiting	1.58 63% entering, 37% exiting

4.1.2 Site-Generated Trips

Total person trips calculated for the subject lands in the peak period are shown below in Table 7.



Table 7 – Projected Site Person Trip Generation by Land Use Type, Peak Period

Land Use	Units	AM			PM		
		In	Out	Total	In	Out	Total
Single-Family Detached Housing	2356 du	1207	3622	4830	3681	2162	5843
Multifamily Housing (Low-Rise)	2355 du	763	2416	3179	2344	1377	3721
Total Person Trips		1970	6039	8009	6025	3539	9564

Therefore, a total of 8,009 and 9,564 two-way person trips are projected in the AM peak period and PM peak period respectively.

4.1.3 Mode Share

The total projected person trips are subdivided by mode share values to determine the number of person trips arriving and departing by travel mode. The subject site falls within the South Gloucester / Leitrim District as identified in the 2020 TRANS Trip Generation Manual, where the associated residential mode share values are shown in Table 8 for single-detached housing and low-rise multifamily housing. However, a future mode share will be assumed in subdividing site person trips. This is explained in the subsequent section.

Table 8 – South Gloucester / Leitrim District Residential Mode Share

Mode	Single-Detached		Low-Rise Multifamily Housing	
	AM	PM	AM	PM
Auto Driver	54%	55%	59%	62%
Auto Passenger	24%	25%	20%	18%
Transit	12%	9%	16%	17%
Cycling	1%	1%	1%	1%
Walking	9%	10%	4%	3%

4.1.3.1 Future Mode Share

Based on the study's horizon year of 2046, planned changes to the transportation network, and general Official Plan policy directions, some increase in transit, cycling, and walking mode share is anticipated. Further stages in the development process will also ensure that the design of the subject lands can support local walking and cycling trips within the neighbourhood and the Findlay Creek community. Additionally, Official Plan Big Policy Move 2 states that by 2046 the majority of trips in the city will be made by sustainable transportation. Residential mode share from the 2020 TRANS Trip Generation Manual for similar suburban districts were also considered. With this in mind, the future mode share assumptions were set for the subject lands with auto driver decreasing to 49% and sustainable modes increasing accordingly. The resulting mode share is shown in Table 9.



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Table 9 – Future Mode Share

Mode	Single-Detached Housing		Low-Rise Multifamily Housing	
	AM	PM	AM	PM
Auto Driver	49%	49%	49%	49%
Auto Passenger	24%	25%	20%	18%
Transit	15%	13%	19%	20%
Cycling	2%	2%	2%	2%
Walking	10%	11%	10%	11%

These future mode share targets were applied to the person trip generation, followed by the conversion of the peak period values to peak hour using the rates from the 2020 TRANS Trip Generation Manual as the Manual reports trip generation rates by peak period. The resulting values are shown in Table 10 below.

Table 10 – Projected New Single-Detached and Multifamily (Low-Rise) Modal Site Trip Generation, Peak Hour

Single-Detached Housing	Mode Share		AM			PM		
	AM	PM	IN	OUT	TOTAL	IN	OUT	TOTAL
Auto Driver	49%	49%	284	852	1136	794	466	1260
Auto Passenger	24%	25%	139	435	574	405	238	643
Transit	15%	13%	100	259	359	225	132	357
Cycling	2%	2%	14	42	56	35	21	56
Walking	10%	11%	70	231	301	211	124	334
TOTAL	100%	100%	607	1819	2426	1669	980	2650
Multifamily Housing (Low-Rise)	Mode Share		AM			PM		
	AM	PM	IN	OUT	TOTAL	IN	OUT	TOTAL
Auto Driver	49%	49%	179	568	748	505	297	802
Auto Passenger	20%	18%	73	232	305	186	109	295
Transit	19%	20%	80	252	332	220	129	350
Cycling	2%	2%	9	28	37	23	13	36
Walking	10%	11%	44	140	184	134	79	213
TOTAL	100%	100%	386	1221	1606	1068	627	1695

In summary, the subject lands is projected to generate:

- 2,426 two-way trips from single-detached housing in the AM peak hour
- 1,606 two-way trips from multifamily (low-rise) housing in the AM peak hour



= 4,032 total two-way person trips in the AM peak hour

- 2,650 two-way trips from single-detached housing in the PM peak hour
- 1,695 two-way trips from multifamily (low-rise) housing in the PM peak hour

= 4,345 total two-way person trips in the PM peak hour

With regards to auto driver trips, the subject lands is projected to generate:

- 1,136 two-way auto driver trips from single-detached housing in the AM peak hour
- 748 two-way auto driver trips from multifamily (low-rise) housing in the AM peak hour

= 1,884 total two-way auto driver trips in the AM peak hour

- 1,260 two-way auto driver trips from single-detached housing in the PM peak hour
- 802 two-way auto driver trips from multifamily (low-rise) housing in the PM peak hour

= 2,062 total two-way auto driver trips in the PM peak hour

4.1.4 Trip Distribution and Assignment

The projected distribution of site-generated vehicular traffic was derived based on existing travel patterns as indicated by the 2011 TRANS Origin-Destination travel survey, existing AM and PM peak hour volumes, the site's connections to/from the surrounding road network, and logical trip routings.

There is currently no concept plan for the transportation network within the subject lands. Therefore, no new roadways on the lands were assumed for the purposes of this transportation assessment. Traffic volumes were assigned to existing roadways that touch the subject lands, which include Blais Road, Hawthorne Road, and two points identified in the existing Findlay Creek neighbourhood road network that appear as potential road extensions: Chamomile Way and Rosales Ridge. This is shown in Figure 14.



Transportation Report – Leitrim East Lands



Figure 14 – Potential Road Extension Points

The following approximate distribution and assignment of projected site-generated traffic was assumed for the residential uses, as shown in Table 11. The resulting site-generated traffic volumes are shown in Figure 15.

Table 11 – Proposed Residential Trip Distribution and Assignment

%	Distribution Direction	IN Assignment		OUT Assignment	
55%	To/From North	40%	via Bank/Conroy	40%	via Bank/Conroy
		40%	via Hawthorne	40%	via Hawthorne
		20%	via Albion	20%	via Albion
10%	To/From South	70%	via Bank	70%	via Bank
		30%	via Hawthorne	30%	via Hawthorne
5%	To/From East	40%	via Leitrim	40%	via Leitrim
		20%	via Hawthorne	20%	via Hawthorne
		40%	via Hawthorne from Highway	40%	via Hawthorne toward Highway
30%	To/From West	40%	via Leitrim	40%	via Leitrim
		10%	via Bank from north	10%	via Bank to north
		20%	via Bank from south	20%	via Bank to south



Transportation Report – Leitrim East Lands

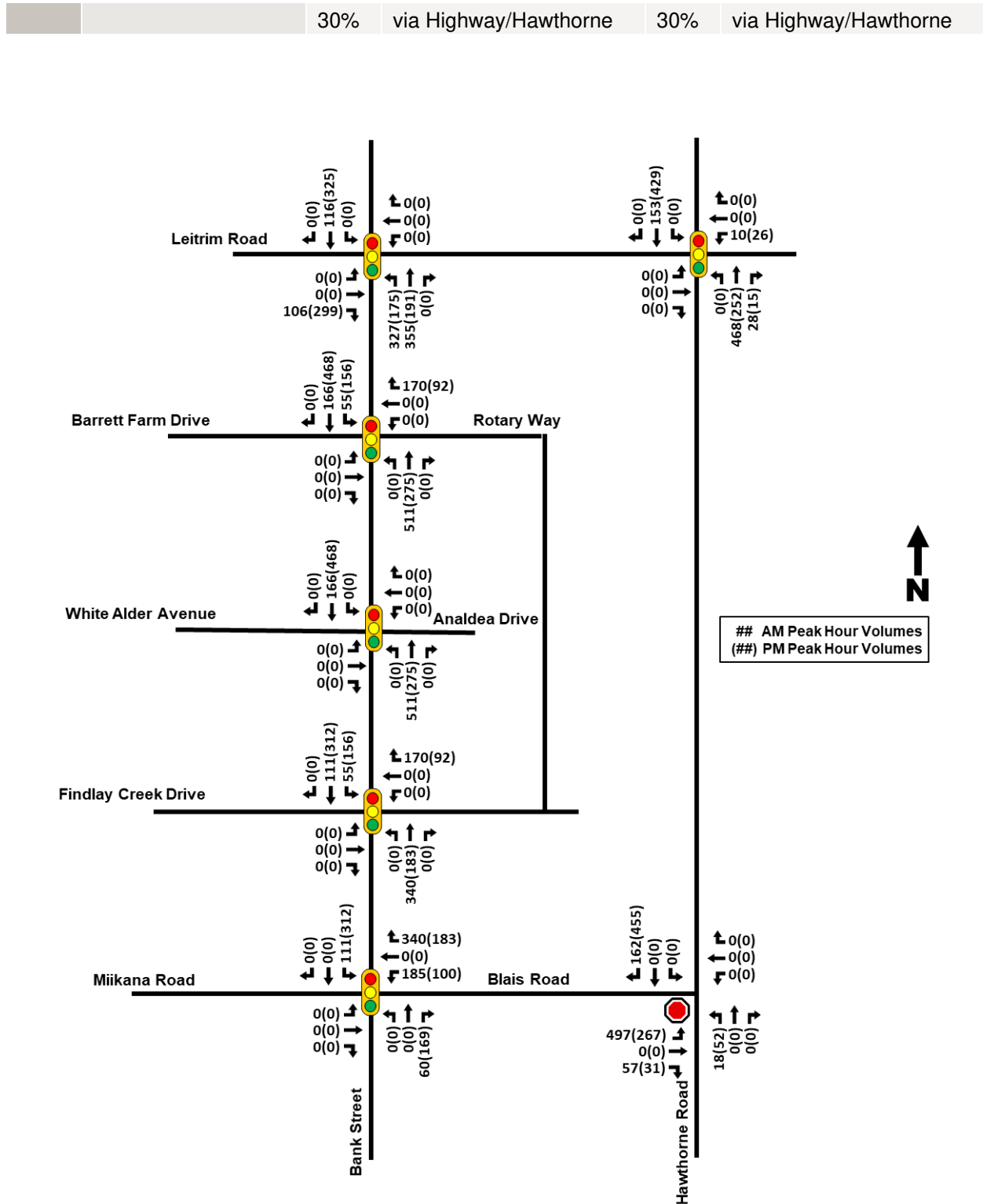


Figure 15 – Projected Site-Generated Traffic



5 Future Road Network Travel Demands

5.1 General Background Growth

Using the 2022 and 2046 EMME model provided by the City of Ottawa, the following growth rates in Table 12 were assumed for corridors in the study area. A corridor average was used for Bank and Leitrim to balance outliers. Nonetheless, there is a significant growth in the westbound direction on the Leitrim corridor that is likely attributed to the future Tewin community east of the site.

Table 12 – EMME Background Growth Rates

Street	Section	Direction	Average Annual % Growth
Bank Street	Mitch Owens-Rideau	NB	2.0%
		SB	1.8%
Leitrim Road	Kelly Farm Dr-Ramsayville	EB	2.4%
		WB	7.0%
Blais Street	Bank-Hawthorne	EB	2.8%
		WB	4.1%
Hawthorne Road	Blais-Leitrim	NB	2.0%
		SB	1.2%
	Davidson-Leitrim	NB	3.9%
		SB	1.6%
	Rideau-Blais	NB	5.4%
		SB	1.1%
Findlay Creek Drive	Cedar Creek-Bank	EB	1.1%
		WB	1.3%

As discussed in Section 3.1, the 2013 TMP and 2025 TMP Part 2 draft shows planned projects in the area. For the purposes of the transportation assessment, it will be assumed that Bank Street will be widened from two to four lanes between Leitrim Road and Blais Road in the 2046 horizon as it is shown as a committed project in the 2025 TMP Part 2 draft.

5.2 Other Developments

As discussed in Section 3.2, there are no other active development applications within the study area. A zoning bylaw and subdivision application at 4789 Bank Street was active from 2017 to 2020. The application entailed a 467-unit urban residential subdivision with mixed-use development along Bank Street. Most of the subdivision appears to have been constructed.





Figure 18 – 2046 Volumes, AM

5.4 Future Total Roadway Capacity

Based on the model, Table 13 below shows estimated roadway capacity for various key points around the study area considering AM peak directions.

Table 13 – Estimated Future Roadway Capacity, AM 2046

Street	Approximate Background Volume	Lanes per direction	Capacity per lane (vphpl)	Background v/c	Site-Generated Trips, AM	Total v/c
Bank Street, northbound, Leitrim to Conroy	2,050	2	1000	1.02	355	1.20
Bank Street, northbound, Findlay Creek to Rotary	1,998	2	1,000	0.99	511	1.25



Transportation Report – Leitrim East Lands

Leitrim Road, westbound, Bank to Kelly Farm	442	1	1,000	0.44	327	0.77
Hawthorne Road, northbound, Blais to Leitrim	658	1	800	0.82	497	1.44
Hawthorne Road, northbound, Leitrim to Davidson	833	1	1,200	0.69	468	1.08

Bank Street northbound from Leitrim to Conroy is projected to be over capacity in 2046. Bank Street northbound from Findlay Creek to Rotary Way is approaching capacity with a v/c ratio of 0.99 in the Future Background scenario, and over capacity with addition of site-generated trips from the subject lands. Hawthorne Road northbound from Blais to Leitrim, and Leitrim to Davidson may also become over capacity with the addition of site-generated trips from the subject lands. It is also noted from the v/c ratio model that various segments of Albion Road are already projected to be over capacity in the Future Background scenario.

Given these road capacity projections, there are some other considerations to be made for the 2046 horizon. Auto drivers may avoid over capacity routes northbound on Bank and Albion and distribute themselves across the road network by utilizing the remaining capacity westbound/eastbound on Leitrim. Additionally, the two-lane extension of Earl Armstrong to Bank Street as a Priority Network project in the new TMP would create a key east-west arterial connection that may provide another option for trips destined north (via Limebank Road or Riverside Drive) and west (via Vimy Memorial Bridge / Standherd Drive).

6 Development Design

As this Official Plan Amendment application aims to redesignate the subject lands with a Future Neighbourhood Overlay, Official Plan Policy 5.6.2.1 can be referred to for direction on the site's transportation network: 'Create 15-minute neighbourhoods supported by funded transit and infrastructure'.

There is currently no concept plan for the transportation network within the subject lands. There are opportunities further in the planning process to ensure that the site's transportation network supports 15-minute neighbourhoods to connect residents with local destinations, where sustainable transportation is prioritized, and uses the existing and planned transportation infrastructure in an efficient manner. It is recommended that:

- Future plans and designs of the on-site road network adhere to City of Ottawa standards and focus on Complete Street principles, contributing towards the creation of 15-minute neighbourhoods,



- Protected intersections be provided where suitable with the reconstruction of intersections or the construction of new intersections,
- The future road network is a compact grid that supports directness and connectivity of walking, cycling, and transit routes and efficient built form. The fully-connected grid street network should be designed as access streets,
- Future active transportation linkages be made that connect different uses in the neighbourhood and existing adjacent neighbourhoods, such as residential, employment, commercial, service, and recreational amenities, and
- The methods described in the Traffic Calming Manual be applied to future streets.

Subsequent TIAs for subdivision or site plan applications on the subject lands would be subject to a review of the City of Ottawa's Transportation Demand Management Measures Checklist and Transportation Demand Management Supportive Development Design and Infrastructure Checklist, that will consider site-specific design for sustainable modes.

7 Boundary Street Design

7.1 Access to Collector/Arterial Roadways

The subject lands benefit from access to existing east-west (Blais Road) and north-south (Hawthorne Road) collector roadways. Connections to the existing neighbourhood east of Bank Street via the two locations identified in Section 4.1.4 are additional potential connections to Rotary Way and Findlay Creek Drive collector roadways, and a logical extension of the existing community and its road network. Thus, the subject lands benefit from multiple accesses via the collector roadways to key arterial roadways such as Bank Street, Leitrim Road, and Hawthorne Road north of Leitrim.

Additionally, as described in Section 3.1, the 2013 TMP and 2025 TMP Part 2 draft show planned increase in roadway capacity and connectivity to support growth in the Findlay Creek community in close proximity to the subject lands. Therefore, the subject lands will utilize and benefit from these planned infrastructure improvements on key arterials, specifically the committed widening of Bank Street from two to four lanes and the extension of Earl Armstrong Road to Bank Street as a Priority Network project.

7.2 Active Transportation Facilities

To support the change from a rural cross-section to an urban cross-section on the roadways immediately within or along subject lands, new active transportation facilities such as sidewalks and cycling facilities will be required on Blais Road and Hawthorne Road where there is none currently.

Additional active transportation infrastructure improvements are recommended if the future road network is confirmed to connect to the existing road network in the neighbourhood east of Bank Street. For



example, it may be beneficial to extend the planned bike lanes on Findlay Creek Drive to east of Bank Street, to provide an east-west connection through the Findlay Creek community and to the planned MUP to Leitrim Station via Quinn Road.

It is also recommended that the planned reconstruction and new construction of roadways like widening of Bank Street and extension of Earl Armstrong Road use the opportunity to implement Complete Street design that integrates an upgrade of active transportation facilities.

Furthermore, it is noted that Bank Street through Findlay Creek is designated as a Mainstreet Corridor with the Evolving Neighbourhood Overlay as per Official Plan Schedule B7 which will bring a walkable and pleasant corridor design. This presents more opportunities that can complement the creation of 15-minute neighbourhoods on the lands, as parts of the Mainstreet Corridor can be within a 1.5km walking distance from the subject lands.

8 Transit

Based on Official Plan policy, Future Neighbourhoods should focus on existing and funded transit infrastructure.

The subject lands present the opportunity to create critical mass that can support increased ridership at Leitrim Station through bus feeder routes. This can entail modifications to the routing of Route 93 and 94 to service the subject lands and increase the headway from 30-minutes to at least 15-minutes so that it is an attractive and convenient option to connect with the O-Train. Such an improvement would benefit not only the residents of the subject lands, but all residents in the area who use Route 93 and 94.

Moreover, significant transit improvements are noted in the 2013 TMP and the 2025 TMP Part 2 draft that shows the City's commitment to enhancing transit infrastructure near the subject lands, which future growth can benefit from. Notably, continuous bus lanes and transit priority corridors are proposed on Conroy Road, and transit priority corridors are proposed in the 2025 TMP Part 2 draft Priority Network on Bank Street and Earl Armstrong extension in the Findlay Creek community. The continuous bus lanes on Conroy in particular adds north-south transit capacity in addition to Line 2.

The transit priority corridor projects suggest that future bus service is anticipated on these roadways. Critical mass from the subject lands can support new bus service on Bank Street, Conroy Road, and the Earl Armstrong extension. The potential new bus service on Bank, Conroy, and Earl Armstrong extension can support future residents of Findlay Creek as a whole, with a direct connection to Bowesville Station to the west or destinations within the greenbelt and Alta Vista district, such as Hurdman Station/O-Train Line 1, and the future transitway on Walkley Road / Heron Road to the north.



9 Conclusion

This Transportation Report has been prepared for the Urban and Village Boundary Expansion Official Plan Amendment (OPA) application for the Leitrim East Lands. The subject lands are located immediately east of the existing Findlay Creek neighbourhood. Approximately 4,711 dwelling units are planned for the lands, with a conceptual unit breakdown of 50% single-detached, 10% townhouses, 20% back-to-back townhouses, and 20% stacked townhouses.

Existing Conditions

The current transportation network near the lands consists of the existing suburban and rural road network in the Findlay Creek neighbourhood. With the exception of the AM peak northbound direction on Bank Street between Leitrim Road and Findlay Creek Drive, there is residual capacity on the existing road network within the general study area.

Site-Generated Trips

As per the conceptual unit breakdown, the total site generated trips are projected to be 4,032 two-way person trips in the AM peak hour and 4,345 two-way person trips in the PM peak hour. This consists of 1,884 two-way auto driver trips in the AM peak hour and 2,062 two-way auto driver trips in the PM peak hour.

Future Conditions

Bank Street between Leitrim Road and Conroy Road is projected to be over capacity in the 2046 Future Background conditions. Based on high-level estimates, site-generated trips may cause sections of Bank Street and Hawthorne Road near the lands to be over capacity. There are some considerations that can be made for auto drivers avoiding congested routes and better distribute themselves on the residual capacity available on Leitrim and the Earl Armstrong extension that would create another arterial connection to Limebank Road, Riverside Drive, and Strandherd Road.

Development and Boundary Street Design

There is currently no concept plan for the transportation network within the subject lands. There are opportunities in the planning process to ensure that the site's transportation network supports 15-minute neighbourhoods to connect residents with local destinations, where sustainable transportation is prioritized, and uses the existing and planned transportation infrastructure in an efficient manner.

As for the boundary street network, the subject lands benefit from access to existing collectors and various points of connections to key arterials in the area like Bank, Leitrim, and Hawthorne north of Leitrim. Planned changes to the road network like the committed widening of Bank Street from Leitrim to Blais, and extension of Earl Armstrong to Bank Street as a Priority Project indicate future infrastructure projects that are intended to support growth in the Findlay Creek area. New active transportation infrastructure would be required on rural collector roads adjacent to the subject lands to create Complete



Transportation Report – Leitrim East Lands

Streets, such as Blais Road and Hawthorne Road, as well as on the existing road network in the community adjacent to the subject lands. With regards to transit, an increase in transit priority in the area for the 2025 TMP is noted on Bank, Conroy, and Earl Armstrong extension that would also support growth in the area. The subject lands would help create critical mass to support these future transit projects and ensure adequate ridership not only on these corridors, but also potentially Leitrim Station via enhancement of existing Findlay Creek bus routes.



Appendices



Appendix A Turning Movement Counts



Turning Movement Count - Study Results

BANK ST @ LEITRIM RD

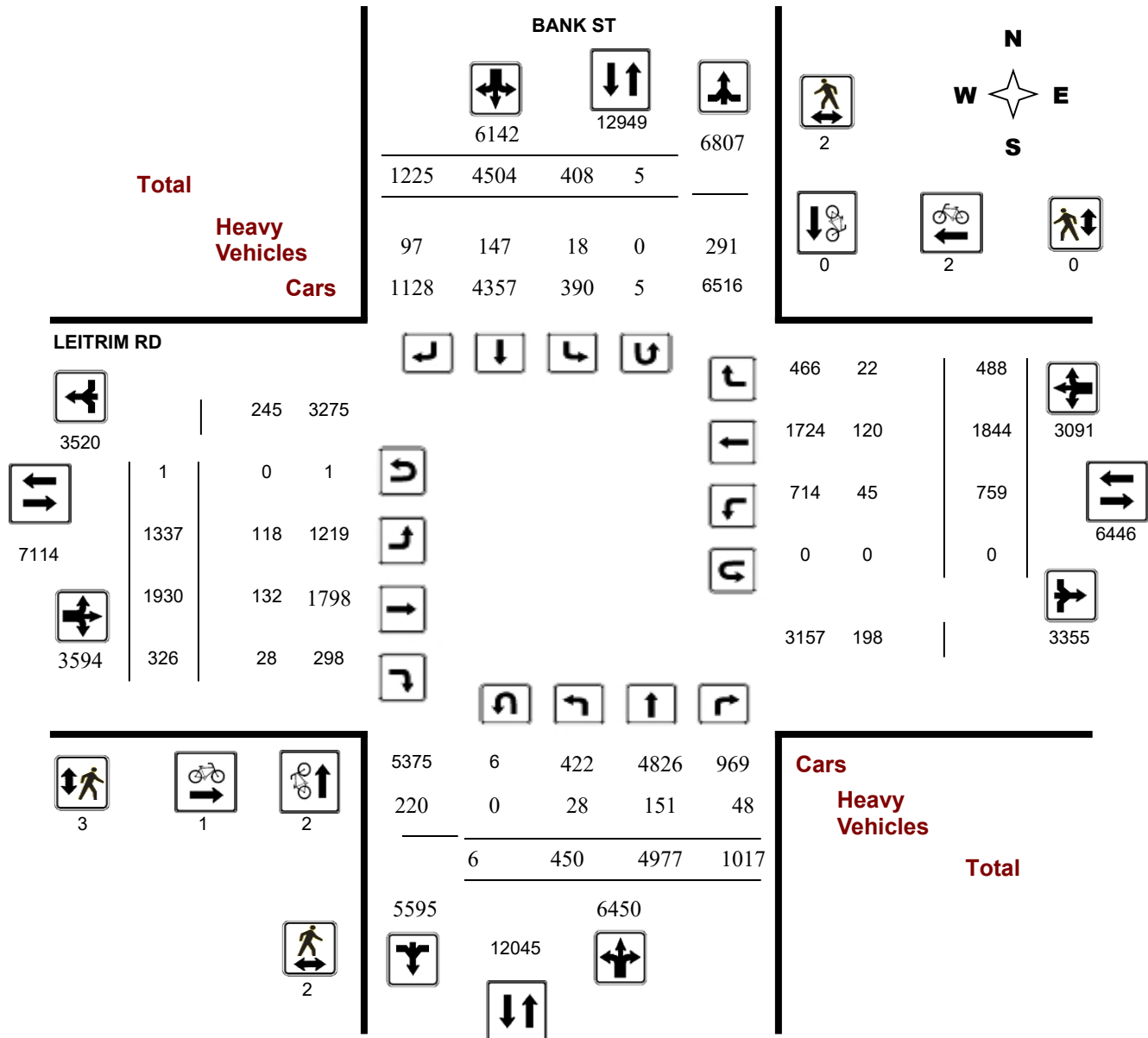
Survey Date: Tuesday, March 04, 2025

WO No: 42566

Start Time: 07:00

Device: Miovision

Full Study Diagram



Turning Movement Count - Study Results

BANK ST @ LEITRIM RD

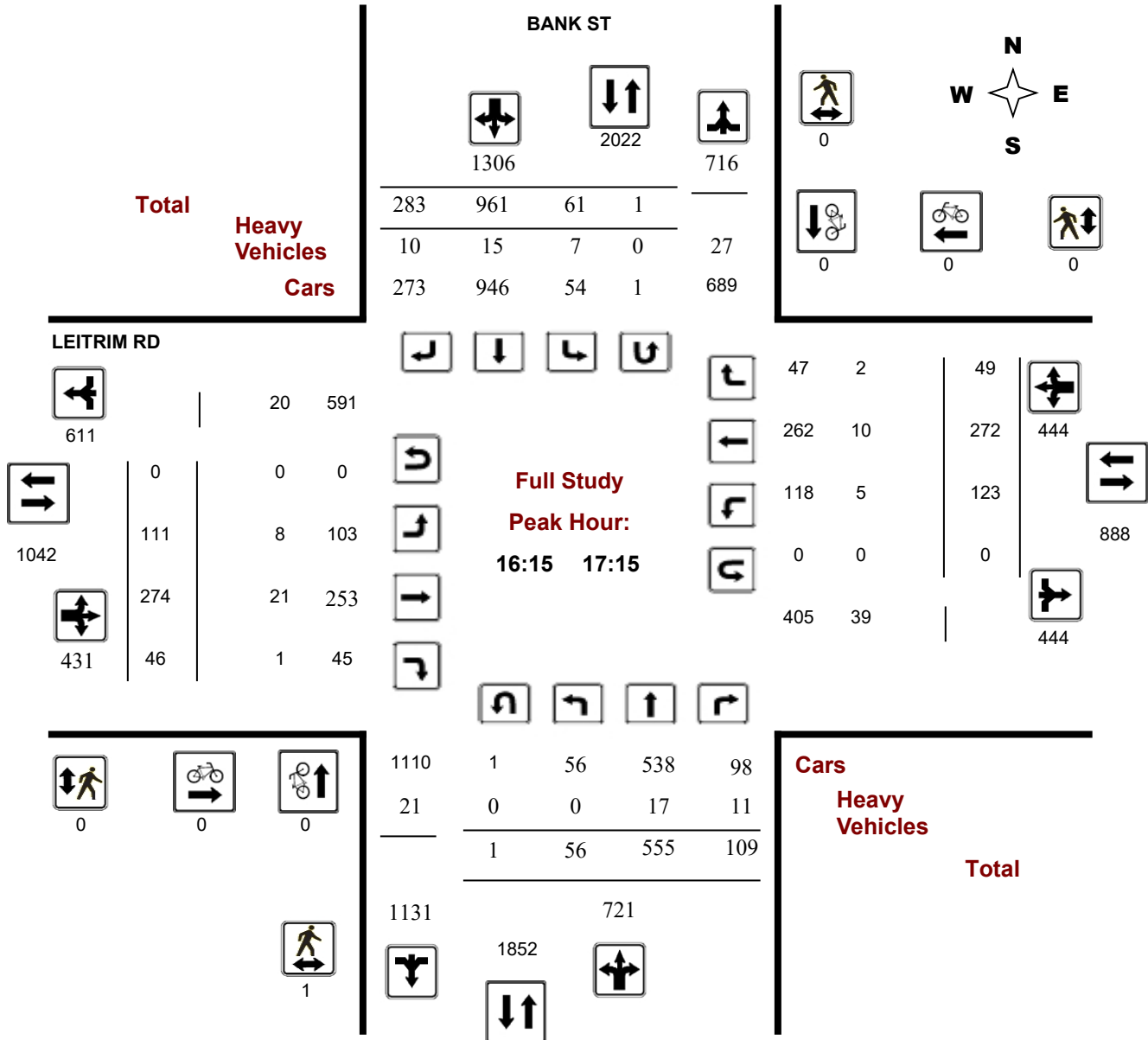
Survey Date: Tuesday, March 04, 2025

WO No: 42566

Start Time: 07:00

Device: Miovision

Full Study Peak Hour Diagram



Turning Movement Count - Study Results

BANK ST @ LEITRIM RD

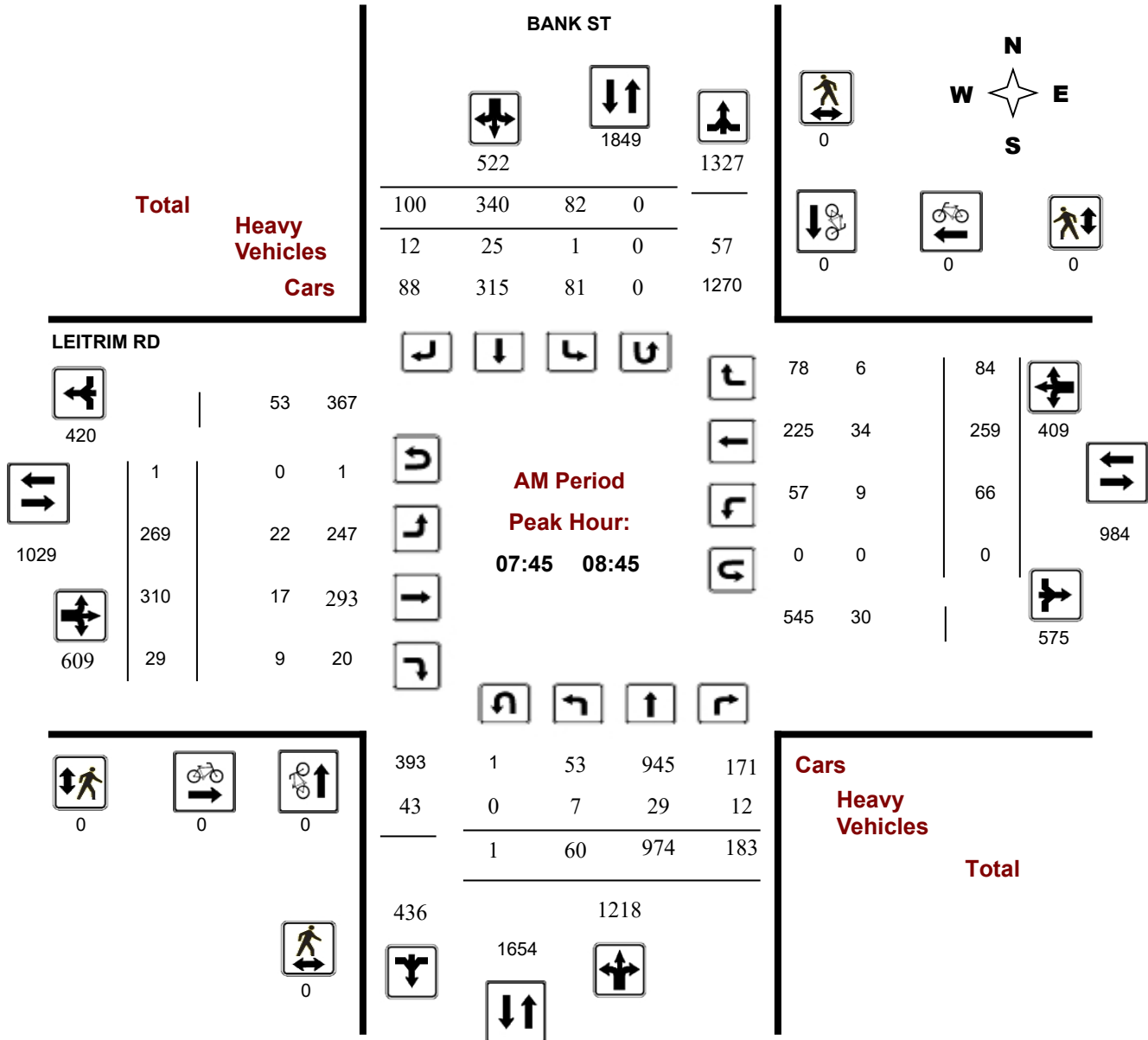
Survey Date: Tuesday, March 04, 2025

WO No: 42566

Start Time: 07:00

Device: Miovision

AM Period Peak Hour Diagram



Turning Movement Count - Study Results

BANK ST @ LEITRIM RD

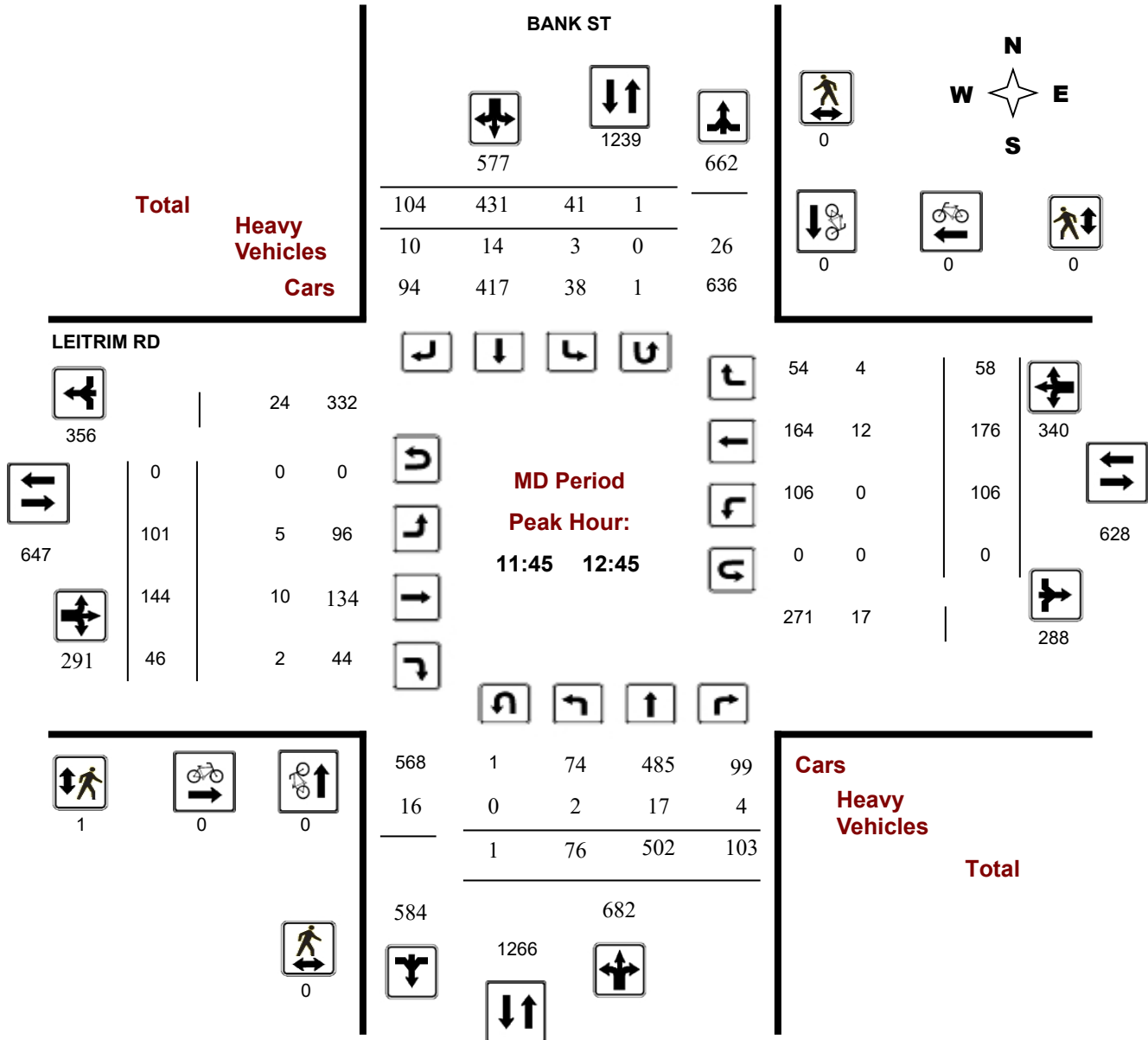
Survey Date: Tuesday, March 04, 2025

WO No: 42566

Start Time: 07:00

Device: Miovision

MD Period Peak Hour Diagram



Transportation Services - Traffic Services

Turning Movement Count - Study Results

BANK ST @ LEITRIM RD

Survey Date: Tuesday, March 04, 2025

WO No: 42566

Start Time: 07:00

Device: Miovision

Full Study Summary (8 HR Standard)

Survey Date: Tuesday, March 04, 2025

Total Observed U-Turns

AADT Factor

Northbound: 6 Southbound: 5
Eastbound: 1 Westbound: 0

1.00

|--|--|--|--|--|--|--|--|--|--|



Transportation Services - Traffic Services

Turning Movement Count - Study Results

BANK ST @ LEITRIM RD

Survey Date: Tuesday, March 04, 2025

WO No: 42566

Start Time: 07:00

Device: Miovision

Full Study 15 Minute Increments

BANK ST

LEITRIM RD

Northbound

Southbound

Eastbound

Westbound

Time

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



Transportation Services - Traffic Services

Turning Movement Count - Study Results

BANK ST @ LEITRIM RD

Survey Date: Tuesday, March 04, 2025

WO No: 42566

Start Time: 07:00

Device: Miovision

Full Study Cyclist Volume

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



Transportation Services - Traffic Services

Turning Movement Count - Study Results

BANK ST @ LEITRIM RD

Survey Date: Tuesday, March 04, 2025

WO No: 42566

Start Time: 07:00

Device: Miovision

Full Study Pedestrian Volume

BANK ST

LEITRIM RD

Time Period	NB Approach (E or W Crossing)	SB Approach (E or W Crossing)	Total	EB Approach (N or S Crossing)	WB Approach (N or S Crossing)	Total	Grand Total
07:00 07:15	0	0	0	0	0	0	0
07:15 07:30	0	0	0	0	0	0	0
07:30 07:45	0	1	1	0	0	0	1
07:45 08:00	0	0	0	0	0	0	0
08:15 08:30	0	0	0	0	0	0	0
12:00 12:15	0	0	0	0	0	0	0
08:00 08:15	0	0	0	0	0	0	0
08:30 08:45	0	0	0	0	0	0	0
08:45 09:00	0	0	0	0	0	0	0
09:00 09:15	0	0	0	1	0	1	1
09:45 10:00	1	0	1	0	0	0	1
11:45 12:00	0	0	0	0	0	0	0
13:00 13:15	0	0	0	0	0	0	0
15:00 15:15	0	0	0	0	0	0	0
16:00 16:15	0	0	0	0	0	0	0
16:15 16:30	0	0	0	0	0	0	0
16:45 17:00	0	0	0	0	0	0	0
17:00 17:15	0	0	0	0	0	0	0
17:30 17:45	0	0	0	0	0	0	0
17:15 17:30	0	0	0	0	0	0	0
17:45 18:00	0	0	0	0	0	0	0
09:15 09:30	0	0	0	0	0	0	0
09:30 09:45	0	0	0	0	0	0	0
11:30 11:45	0	1	1	1	0	1	2
12:15 12:30	0	0	0	0	0	0	0
16:30 16:45	1	0	1	0	0	0	1
12:30 12:45	0	0	0	1	0	1	1
12:45 13:00	0	0	0	0	0	0	0
13:15 13:30	0	0	0	0	0	0	0
15:15 15:30	0	0	0	0	0	0	0
15:30 15:45	0	0	0	0	0	0	0
15:45 16:00	0	0	0	0	0	0	0
Total	2	2	4	3	0	3	7



Transportation Services - Traffic Services

Turning Movement Count - Study Results

BANK ST @ LEITRIM RD

Survey Date: Tuesday, March 04, 2025

WO No: 42566

Start Time: 07:00

Device: Miovision

Full Study Heavy Vehicles

BANK ST

LEITRIM RD

Northbound

Southbound

Eastbound

Westbound

Time Period

Transportation Services - Traffic Services

Turning Movement Count - Study Results

BANK ST @ LEITRIM RD

Survey Date: Tuesday, March 04, 2025

WO No: 42566

Start Time: 07:00

Device: Miovision

Full Study 15 Minute U-Turn Total

BANK ST

LEITRIM RD

Time Period		Northbound U-Turn Total	Southbound U-Turn Total	Eastbound U-Turn Total	Westbound U-Turn Total	Total
07:00	07:15	0	0	0	0	0
07:15	07:30	0	0	0	0	0
07:30	07:45	0	0	0	0	0
07:45	08:00	0	0	0	0	0
08:15	08:30	1	0	0	0	1
12:00	12:15	0	1	0	0	1
08:00	08:15	0	0	0	0	0
08:30	08:45	0	0	1	0	1
08:45	09:00	0	0	0	0	0
09:00	09:15	0	0	0	0	0
09:45	10:00	0	0	0	0	0
11:45	12:00	0	0	0	0	0
13:00	13:15	1	0	0	0	1
15:00	15:15	0	1	0	0	1
16:00	16:15	0	0	0	0	0
16:15	16:30	0	1	0	0	1
16:45	17:00	1	0	0	0	1
17:00	17:15	0	0	0	0	0
17:30	17:45	0	0	0	0	0
17:15	17:30	0	0	0	0	0
17:45	18:00	1	0	0	0	1
09:15	09:30	0	0	0	0	0
09:30	09:45	0	0	0	0	0
11:30	11:45	0	1	0	0	1
12:15	12:30	0	0	0	0	0
16:30	16:45	0	0	0	0	0
12:30	12:45	1	0	0	0	1
12:45	13:00	0	0	0	0	0
13:15	13:30	0	0	0	0	0
15:15	15:30	1	0	0	0	1
15:30	15:45	0	0	0	0	0
15:45	16:00	0	1	0	0	1
Total		6	5	1	0	12

Survey Date: Wednesday, December 04, 2019

Start Time: 07:00

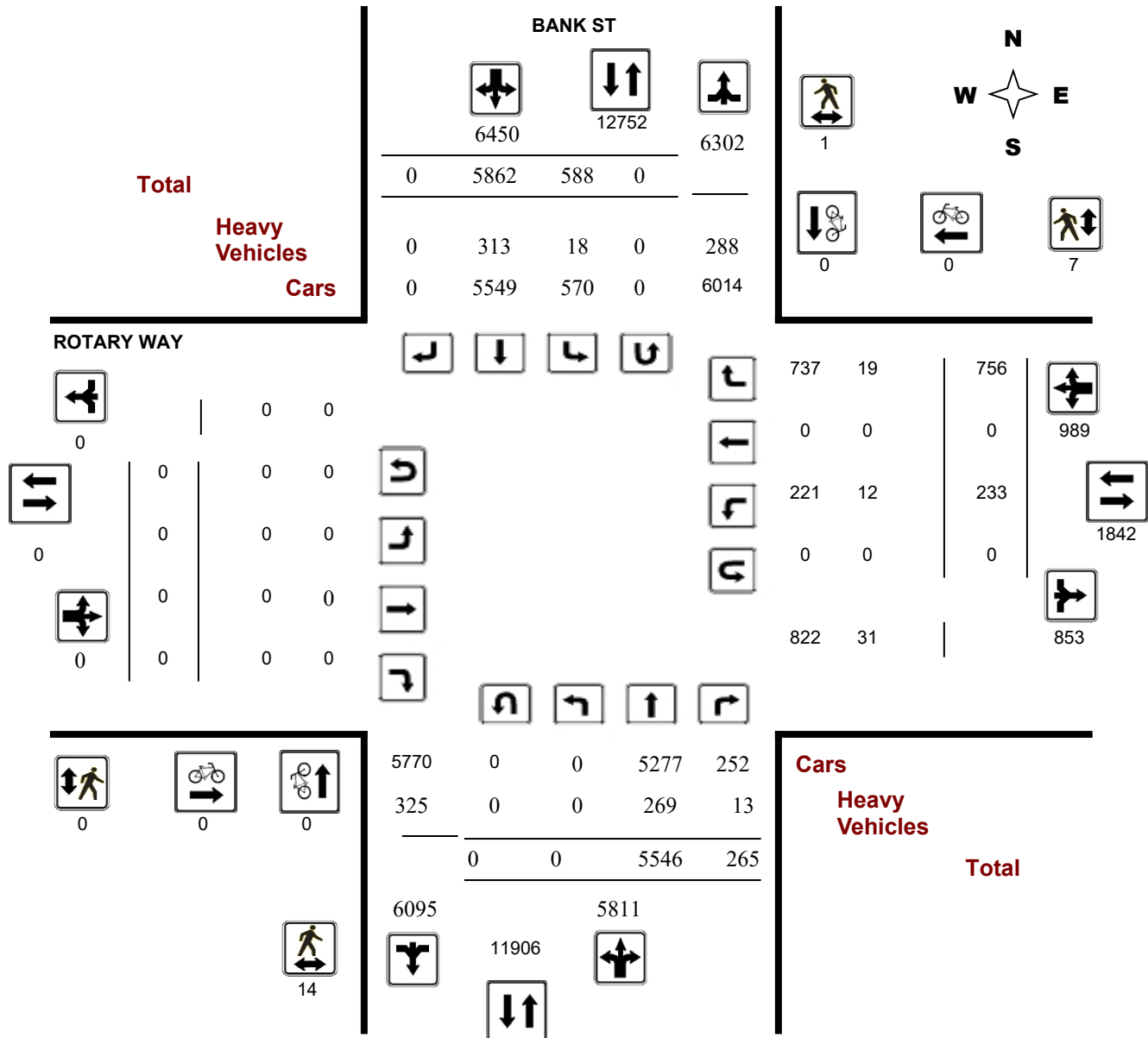
WO No:

39158

Device:

Miovision

Full Study Diagram





Transportation Services - Traffic Services

Turning Movement Count - Study Results

BANK ST @ ROTARY WAY

Survey Date: Wednesday, December 04, 2019

WO No: 39158

Start Time: 07:00

Device: Miovision

Full Study Summary (8 HR Standard)

Survey Date: Wednesday, December 04, 2019

Total Observed U-Turns

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

AADT Factor

1.00

||
||
||



Transportation Services - Traffic Services

Turning Movement Count - Study Results

BANK ST @ ROTARY WAY

Survey Date: Wednesday, December 04, 2019

WO No: 39158

Start Time: 07:00

Device: Miovision

Full Study 15 Minute Increments

BANK ST

ROTARY WAY

Northbound

Southbound

Eastbound

Westbound

Time Period	LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT	Grand Total
07:00 07:15	0	269	1	270	10	97	0	107	377	0	0	0	0	8	0	36	44	44	421
07:15 07:30	0	284	5	289	8	85	0	93	382	0	0	0	0	4	0	40	44	44	426
07:30 07:45	0	288	7	295	14	101	0	115	410	0	0	0	0	5	0	48	53	53	463
17:45 18:00	0	104	9	113	33	243	0	276	389	0	0	0	0	3	0	12	15	15	404
09:15 09:30	0	161	7	168	12	100	0	112	280	0	0	0	0	1	0	21	22	22	302
07:45 08:00	0	230	8	238	17	98	0	115	353	0	0	0	0	6	0	43	49	49	402
08:00 08:15	0	237	6	243	18	115	0	133	376	0	0	0	0	15	0	26	41	41	417
08:30 08:45	0	242	5	247	11	113	0	124	371	0	0	0	0	3	0	37	40	40	411
08:45 09:00	0	185	8	193	10	132	0	142	335	0	0	0	0	4	0	34	38	38	373
09:00 09:15	0	205	2	207	7	82	0	89	296	0	0	0	0	8	0	29	37	37	333
08:15 08:30	0	257	7	264	15	97	0	112	376	0	0	0	0	5	0	45	50	50	426
16:30 16:45	0	129	12	141	28	328	0	356	497	0	0	0	0	6	0	19	25	25	522
09:30 09:45	0	181	4	185	11	86	0	97	282	0	0	0	0	5	0	18	23	23	305
09:45 10:00	0	144	1	145	7	104	0	111	256	0	0	0	0	4	0	20	24	24	280
11:30 11:45	0	170	7	177	9	161	0	170	347	0	0	0	0	2	0	13	15	15	362
11:45 12:00	0	136	3	139	19	184	0	203	342	0	0	0	0	9	0	16	25	25	367
12:00 12:15	0	136	10	146	9	156	0	165	311	0	0	0	0	13	0	19	32	32	343
12:15 12:30	0	180	10	190	16	183	0	199	389	0	0	0	0	5	0	20	25	25	414
12:30 12:45	0	138	13	151	19	169	0	188	339	0	0	0	0	7	0	12	19	19	358
12:45 13:00	0	130	7	137	17	150	0	167	304	0	0	0	0	9	0	20	29	29	333
13:00 13:15	0	143	8	151	15	158	0	173	324	0	0	0	0	2	0	13	15	15	339
13:15 13:30	0	126	4	130	9	153	0	162	292	0	0	0	0	5	0	12	17	17	309
15:15 15:30	0	178	17	195	15	241	0	256	451	0	0	0	0	11	0	33	44	44	495
15:30 15:45	0	134	12	146	29	262	0	291	437	0	0	0	0	7	0	22	29	29	466
15:45 16:00	0	154	9	163	34	281	0	315	478	0	0	0	0	11	0	18	29	29	507
16:00 16:15	0	140	12	152	27	318	0	345	497	0	0	0	0	13	0	23	36	36	533
16:15 16:30	0	142	8	150	26	297	0	323	473	0	0	0	0	10	0	23	33	33	506
16:45 17:00	0	127	15	142	33	306	0	339	481	0	0	0	0	12	0	17	29	29	510
17:00 17:15	0	161	18	179	29	299	0	328	507	0	0	0	0	10	0	27	37	37	544
17:15 17:30	0	142	7	149	45	268	0	313	462	0	0	0	0	6	0	13	19	19	481
17:30 17:45	0	143	10	153	24	264	0	288	441	0	0	0	0	10	0	10	20	20	461
15:00 15:15	0	150	13	163	12	231	0	243	406	0	0	0	0	14	0	17	31	31	437
Total:	0	5546	265	5811	588	5862	0	6450	12261	0	0	0	0	233	0	756	989	989	13,250

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



Transportation Services - Traffic Services

Turning Movement Count - Study Results

BANK ST @ ROTARY WAY

Survey Date: Wednesday, December 04, 2019

WO No: 39158

Start Time: 07:00

Device: Miovision

Full Study Cyclist Volume

		BANK ST			ROTARY WAY			Grand Total
Time Period		Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	
07:00	07:15	0	0	0	0	0	0	0
07:15	07:30	0	0	0	0	0	0	0
07:30	07:45	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0
09:15	09:30	0	0	0	0	0	0	0
07:45	08:00	0	0	0	0	0	0	0
08:00	08:15	0	0	0	0	0	0	0
08:30	08:45	0	0	0	0	0	0	0
08:45	09:00	0	0	0	0	0	0	0
09:00	09:15	0	0	0	0	0	0	0
08:15	08:30	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0
09:30	09:45	0	0	0	0	0	0	0
09:45	10:00	0	0	0	0	0	0	0
11:30	11:45	0	0	0	0	0	0	0
11:45	12:00	0	0	0	0	0	0	0
12:00	12:15	0	0	0	0	0	0	0
12:15	12:30	0	0	0	0	0	0	0
12:30	12:45	0	0	0	0	0	0	0
12:45	13:00	0	0	0	0	0	0	0
13:00	13:15	0	0	0	0	0	0	0
13:15	13:30	0	0	0	0	0	0	0
15:15	15:30	0	0	0	0	0	0	0
15:30	15:45	0	0	0	0	0	0	0
15:45	16:00	0	0	0	0	0	0	0
16:00	16:15	0	0	0	0	0	0	0
16:15	16:30	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0
15:00	15:15	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	0



Transportation Services - Traffic Services

Turning Movement Count - Study Results

BANK ST @ ROTARY WAY

Survey Date: Wednesday, December 04, 2019

WO No: 39158

Start Time: 07:00

Device: Miovision

Full Study Pedestrian Volume

BANK ST

ROTARY WAY

Time Period	NB Approach (E or W Crossing)	SB Approach (E or W Crossing)	Total	EB Approach (N or S Crossing)	WB Approach (N or S Crossing)	Total	Grand Total
07:00 07:15	0	0	0	0	1	1	1
07:15 07:30	0	0	0	0	0	0	0
07:30 07:45	0	0	0	0	0	0	0
17:45 18:00	2	0	2	0	0	0	2
09:15 09:30	0	0	0	0	0	0	0
07:45 08:00	0	0	0	0	0	0	0
08:00 08:15	0	0	0	0	2	2	2
08:30 08:45	0	0	0	0	0	0	0
08:45 09:00	0	0	0	0	1	1	1
09:00 09:15	0	0	0	0	0	0	0
08:15 08:30	0	0	0	0	0	0	0
16:30 16:45	0	0	0	0	0	0	0
09:30 09:45	0	0	0	0	0	0	0
09:45 10:00	0	0	0	0	0	0	0
11:30 11:45	0	0	0	0	0	0	0
11:45 12:00	0	0	0	0	0	0	0
12:00 12:15	2	0	2	0	0	0	2
12:15 12:30	0	0	0	0	1	1	1
12:30 12:45	0	0	0	0	0	0	0
12:45 13:00	0	0	0	0	0	0	0
13:00 13:15	1	0	1	0	0	0	1
13:15 13:30	0	0	0	0	0	0	0
15:15 15:30	0	0	0	0	0	0	0
15:30 15:45	2	0	2	0	0	0	2
15:45 16:00	1	0	1	0	0	0	1
16:00 16:15	0	1	1	0	0	0	1
16:15 16:30	3	0	3	0	0	0	3
16:45 17:00	1	0	1	0	0	0	1
17:00 17:15	0	0	0	0	1	1	1
17:15 17:30	0	0	0	0	0	0	0
17:30 17:45	0	0	0	0	1	1	1
15:00 15:15	2	0	2	0	0	0	2
Total	14	1	15	0	7	7	22



Transportation Services - Traffic Services

Turning Movement Count - Study Results

BANK ST @ ROTARY WAY

Survey Date: Wednesday, December 04, 2019

WO No: 39158

Start Time: 07:00

Device: Miovision

Full Study Heavy Vehicles

BANK ST

ROTARY WAY

Northbound

Southbound

Eastbound

Westbound

Time Period	LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT	Grand Total
07:00 07:15	0	13	0	13	3	11	0	14	27	0	0	0	0	0	0	0	0	0	27
07:15 07:30	0	15	0	15	0	8	0	8	23	0	0	0	0	1	0	2	3	3	26
07:30 07:45	0	12	0	12	0	11	0	11	23	0	0	0	0	0	0	0	0	0	23
17:45 18:00	0	2	2	4	0	2	0	2	6	0	0	0	0	0	0	1	1	1	7
09:15 09:30	0	8	2	10	0	11	0	11	21	0	0	0	0	0	0	1	1	1	22
07:45 08:00	0	6	0	6	1	5	0	6	12	0	0	0	0	0	0	0	0	0	12
08:00 08:15	0	9	0	9	0	15	0	15	24	0	0	0	0	0	0	0	0	0	24
08:30 08:45	0	15	1	16	0	14	0	14	30	0	0	0	0	0	0	2	2	2	32
08:45 09:00	0	9	0	9	3	14	0	17	26	0	0	0	0	1	0	1	2	2	28
09:00 09:15	0	13	0	13	0	10	0	10	23	0	0	0	0	2	0	1	3	3	26
08:15 08:30	0	16	0	16	2	7	0	9	25	0	0	0	0	0	0	0	0	0	25
16:30 16:45	0	7	0	7	0	7	0	7	14	0	0	0	0	0	0	0	0	0	14
09:30 09:45	0	8	1	9	0	9	0	9	18	0	0	0	0	0	0	1	1	1	19
09:45 10:00	0	15	0	15	0	9	0	9	24	0	0	0	0	0	0	1	1	1	25
11:30 11:45	0	11	0	11	0	18	0	18	29	0	0	0	0	0	0	0	0	0	29
11:45 12:00	0	3	0	3	1	15	0	16	19	0	0	0	0	0	0	0	0	0	19
12:00 12:15	0	7	2	9	1	11	0	12	21	0	0	0	0	1	0	3	4	4	25
12:15 12:30	0	12	0	12	0	10	0	10	22	0	0	0	0	0	0	0	0	0	22
12:30 12:45	0	10	0	10	1	13	0	14	24	0	0	0	0	1	0	0	1	1	25
12:45 13:00	0	4	0	4	1	10	0	11	15	0	0	0	0	1	0	1	2	2	17
13:00 13:15	0	14	1	15	0	13	0	13	28	0	0	0	0	0	0	0	0	0	28
13:15 13:30	0	12	0	12	1	13	0	14	26	0	0	0	0	0	0	0	0	0	26
15:15 15:30	0	14	2	16	1	12	0	13	29	0	0	0	0	1	0	1	2	2	31
15:30 15:45	0	9	0	9	1	6	0	7	16	0	0	0	0	1	0	0	1	1	17
15:45 16:00	0	4	0	4	0	9	0	9	13	0	0	0	0	2	0	0	2	2	15
16:00 16:15	0	3	0	3	1	4	0	5	8	0	0	0	0	0	0	1	1	1	9
16:15 16:30	0	3	0	3	1	9	0	10	13	0	0	0	0	1	0	1	2	2	15
16:45 17:00	0	1	0	1	0	7	0	7	8	0	0	0	0	0	0	0	0	0	8
17:00 17:15	0	3	1	4	0	2	0	2	6	0	0	0	0	0	0	0	0	0	6
17:15 17:30	0	2	0	2	0	5	0	5	7	0	0	0	0	0	0	0	0	0	7
17:30 17:45	0	2	0	2	0	4	0	4	6	0	0	0	0	0	0	0	0	0	6
15:00 15:15	0	7	1	8	0	19	0	19	27	0	0	0	0	0	0	2	2	2	29
Total: None	0	269	13	282	18	313	0	331	613	0	0	0	0	12	0	19	31	31	644



Transportation Services - Traffic Services

Turning Movement Count - Study Results

BANK ST @ ROTARY WAY

Survey Date: Wednesday, December 04, 2019

WO No: 39158

Start Time: 07:00

Device: Miovision

Full Study 15 Minute U-Turn Total

BANK ST

ROTARY WAY

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

Turning Movement Count - Study Results

ANALDEA DR/WHITE ALDER AVE @ BANK ST

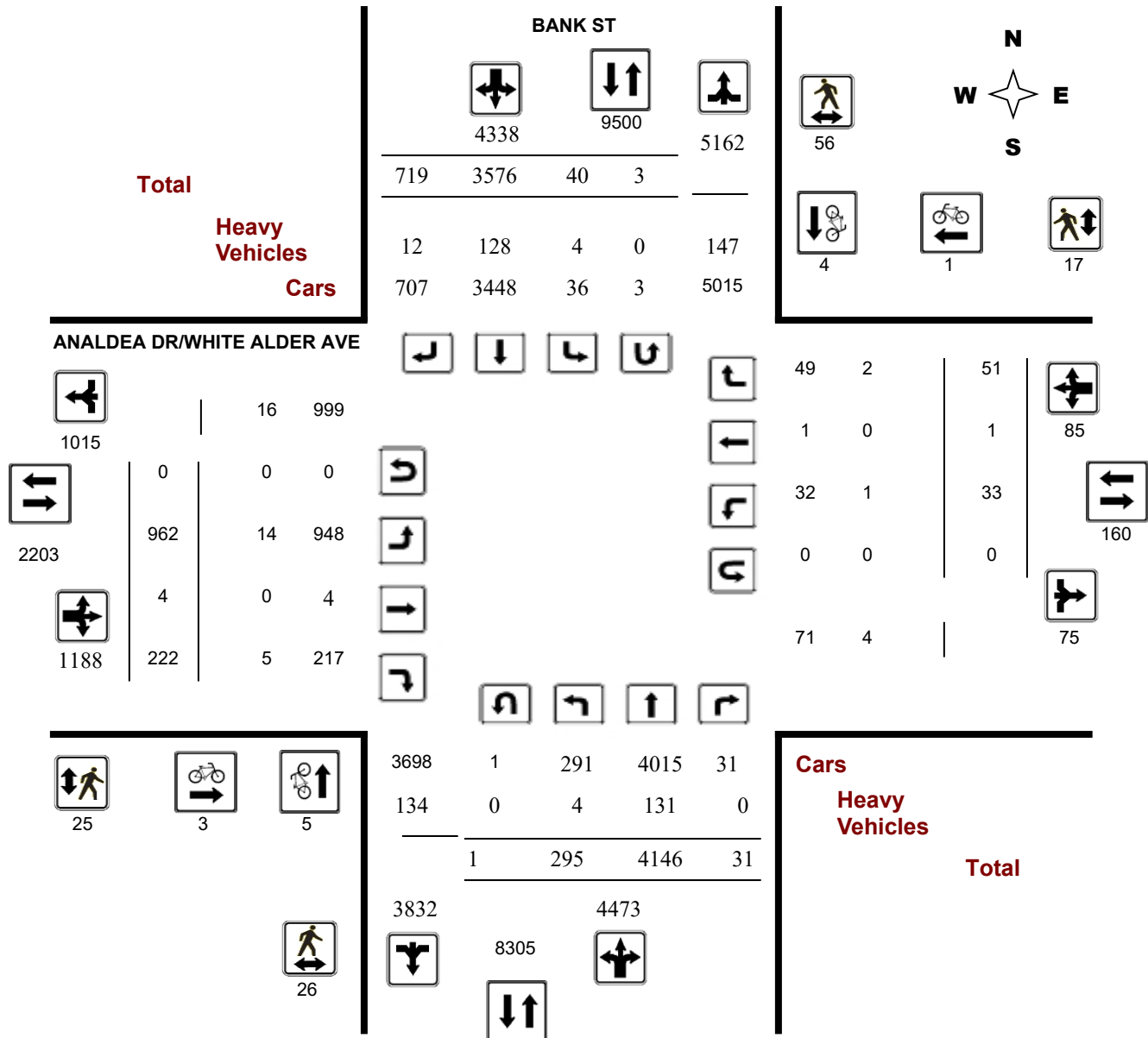
Survey Date: Wednesday, October 30, 2024

WO No: 42353

Start Time: 07:00

Device: Miovision

Full Study Diagram



Turning Movement Count - Study Results

ANALDEA DR/WHITE ALDER AVE @ BANK ST

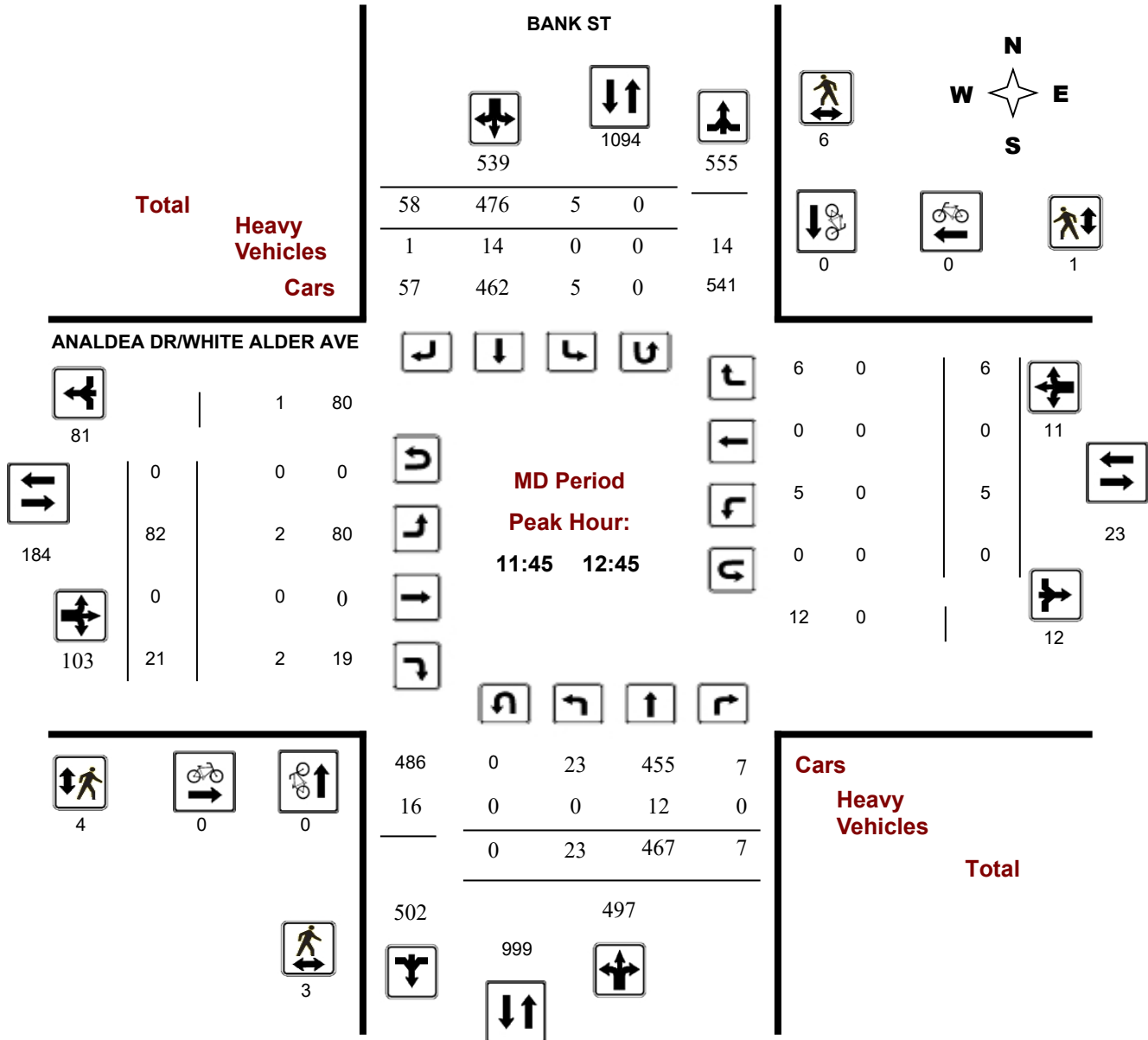
Survey Date: Wednesday, October 30, 2024

WO No: 42353

Start Time: 07:00

Device: Miovision

MD Period Peak Hour Diagram



Turning Movement Count - Study Results

ANALDEA DR/WHITE ALDER AVE @ BANK ST

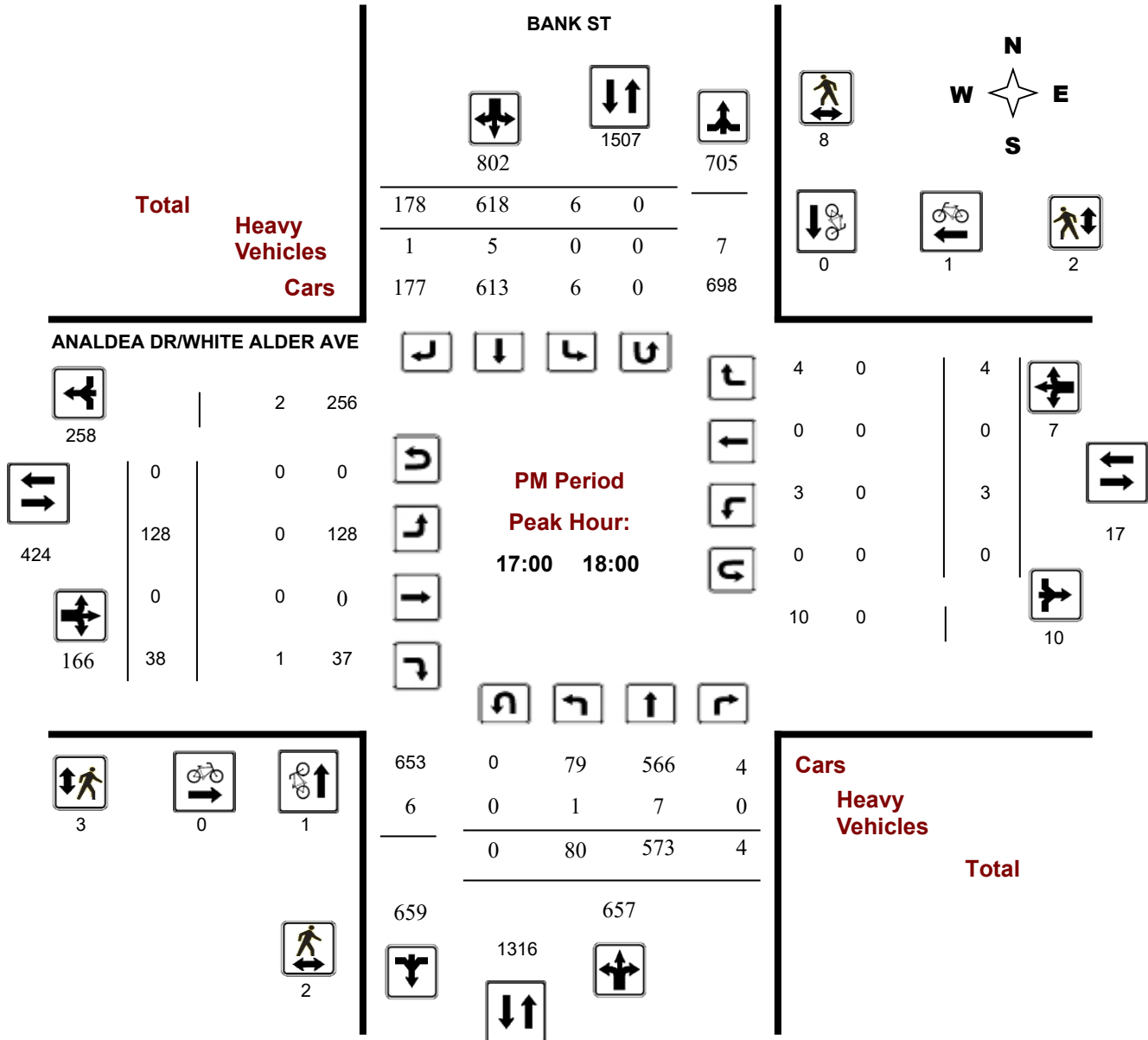
Survey Date: Wednesday, October 30, 2024

WO No: 42353

Start Time: 07:00

Device: Miovision

PM Period Peak Hour Diagram



Transportation Services - Traffic Services

Turning Movement Count - Study Results

ANALDEA DR/WHITE ALDER AVE @ BANK ST

Survey Date: Wednesday, October 30, 2024

WO No: 42353

Start Time: 07:00

Device: Miovision

Full Study Summary (8 HR Standard)

Survey Date: Wednesday, October 30, 2024

Total Observed U-Turns

AADT Factor

Northbound: 1 Southbound: 3
Eastbound: 0 Westbound: 0
.90

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||
||



Transportation Services - Traffic Services

Turning Movement Count - Study Results

ANALDEA DR/WHITE ALDER AVE @ BANK ST

Survey Date: Wednesday, October 30, 2024

WO No: 42353

Start Time: 07:00

Device: Miovision

Full Study 15 Minute Increments

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||
||

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



Transportation Services - Traffic Services

Turning Movement Count - Study Results

ANALDEA DR/WHITE ALDER AVE @ BANK ST

Survey Date: Wednesday, October 30, 2024

WO No: 42353

Start Time: 07:00

Device: Miovision

Full Study Cyclist Volume

		BANK ST			ANALDEA DR/WHITE ALDER AVE			Grand Total
Time Period		Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	
07:00	07:15	0	0	0	0	0	0	0
07:15	07:30	1	1	2	1	0	1	3
07:30	07:45	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	1	1	1
07:45	08:00	0	0	0	0	0	0	0
08:00	08:15	0	0	0	0	0	0	0
08:15	08:30	0	0	0	0	0	0	0
08:45	09:00	0	0	0	0	0	0	0
09:00	09:15	0	0	0	0	0	0	0
09:30	09:45	0	0	0	0	0	0	0
09:45	10:00	0	0	0	0	0	0	0
11:30	11:45	0	0	0	0	0	0	0
11:45	12:00	0	0	0	0	0	0	0
12:00	12:15	0	0	0	0	0	0	0
12:30	12:45	0	0	0	0	0	0	0
12:45	13:00	1	0	1	0	0	0	1
13:00	13:15	1	0	1	0	0	0	1
13:15	13:30	0	0	0	0	0	0	0
15:00	15:15	0	1	1	0	0	0	1
15:15	15:30	0	0	0	0	0	0	0
15:30	15:45	1	1	2	0	0	0	2
15:45	16:00	0	0	0	0	0	0	0
16:00	16:15	0	1	1	0	0	0	1
16:15	16:30	0	0	0	0	0	0	0
16:45	17:00	0	0	0	1	0	1	1
17:00	17:15	0	0	0	0	0	0	0
17:15	17:30	1	0	1	0	0	0	1
17:30	17:45	0	0	0	0	0	0	0
16:30	16:45	0	0	0	1	0	1	1
08:30	08:45	0	0	0	0	0	0	0
09:15	09:30	0	0	0	0	0	0	0
12:15	12:30	0	0	0	0	0	0	0
Total		5	4	9	3	1	4	13



Transportation Services - Traffic Services

Turning Movement Count - Study Results

ANALDEA DR/WHITE ALDER AVE @ BANK ST

Survey Date: Wednesday, October 30, 2024

WO No: 42353

Start Time: 07:00

Device: Miovision

Full Study Pedestrian Volume

BANK ST

ANALDEA DR/WHITE ALDER AVE

Time Period	NB Approach (E or W Crossing)	SB Approach (E or W Crossing)	Total	EB Approach (N or S Crossing)	WB Approach (N or S Crossing)	Total	Grand Total
07:00 07:15	0	2	2	2	0	2	4
07:15 07:30	1	0	1	1	0	1	2
07:30 07:45	0	3	3	1	0	1	4
17:45 18:00	0	0	0	1	0	1	1
07:45 08:00	1	3	4	0	1	1	5
08:00 08:15	4	4	8	0	2	2	10
08:15 08:30	0	2	2	1	0	1	3
08:45 09:00	2	1	3	0	1	1	4
09:00 09:15	1	3	4	0	0	0	4
09:30 09:45	0	5	5	0	3	3	8
09:45 10:00	0	1	1	0	0	0	1
11:30 11:45	1	1	2	0	0	0	2
11:45 12:00	0	1	1	1	0	1	2
12:00 12:15	1	0	1	0	0	0	1
12:30 12:45	1	2	3	1	1	2	5
12:45 13:00	0	1	1	1	0	1	2
13:00 13:15	0	4	4	0	0	0	4
13:15 13:30	1	2	3	1	0	1	4
15:00 15:15	2	0	2	1	1	2	4
15:15 15:30	0	1	1	1	1	2	3
15:30 15:45	1	0	1	1	1	2	3
15:45 16:00	0	1	1	4	0	4	5
16:00 16:15	0	0	0	1	0	1	1
16:15 16:30	1	0	1	0	1	1	2
16:45 17:00	1	6	7	1	0	1	8
17:00 17:15	2	6	8	0	1	1	9
17:15 17:30	0	0	0	1	0	1	1
17:30 17:45	0	2	2	1	1	2	4
16:30 16:45	2	0	2	1	1	2	4
08:30 08:45	1	0	1	1	0	1	2
09:15 09:30	2	2	4	0	2	2	6
12:15 12:30	1	3	4	2	0	2	6
Total	26	56	82	25	17	42	124



Transportation Services - Traffic Services

Turning Movement Count - Study Results

ANALDEA DR/WHITE ALDER AVE @ BANK ST

Survey Date: Wednesday, October 30, 2024

WO No: 42353

Start Time: 07:00

Device: Miovision

Full Study Heavy Vehicles

		BANK ST									ANALDEA DR/WHITE ALDER AVE									
		Northbound			N TOT	Southbound			S TOT	STR TOT	Eastbound			E TOT	Westbound			W TOT	STR TOT	Grand Total
Time Period		LT	ST	RT		LT	ST	RT			LT	ST	RT		LT	ST	RT			
07:00	07:15	0	2	0	2	1	7	0	8	10	0	0	0	0	0	0	0	0	0	10
07:15	07:30	1	1	0	2	0	8	3	11	13	1	0	0	1	1	0	0	1	2	15
07:30	07:45	0	6	0	6	0	2	0	2	8	0	0	0	0	0	0	0	0	0	8
17:45	18:00	1	1	0	2	0	0	1	1	3	0	0	0	0	0	0	0	0	0	3
07:45	08:00	0	7	0	7	0	6	0	6	13	2	0	0	2	0	0	0	0	2	15
08:00	08:15	0	5	0	5	0	12	1	13	18	1	0	2	3	0	0	0	0	3	21
08:15	08:30	0	2	0	2	0	7	1	8	10	0	0	0	0	0	0	0	0	0	10
08:45	09:00	0	3	0	3	0	2	0	2	5	0	0	0	0	0	0	0	0	0	5
09:00	09:15	0	4	0	4	1	7	0	8	12	0	0	0	0	0	0	1	1	1	13
09:30	09:45	0	11	0	11	0	10	0	10	21	0	0	0	0	0	0	0	0	0	21
09:45	10:00	0	6	0	6	0	2	0	2	8	0	0	0	0	0	0	0	0	0	8
11:30	11:45	0	4	0	4	0	5	0	5	9	0	0	0	0	0	0	0	0	0	9
11:45	12:00	0	1	0	1	0	3	0	3	4	0	0	1	1	0	0	0	0	1	5
12:00	12:15	0	3	0	3	0	5	0	5	8	1	0	0	1	0	0	0	0	1	9
12:30	12:45	0	3	0	3	0	2	0	2	5	0	0	1	1	0	0	0	0	1	6
12:45	13:00	0	2	0	2	0	3	0	3	5	0	0	0	0	0	0	0	0	0	5
13:00	13:15	0	4	0	4	0	4	0	4	8	0	0	0	0	0	0	0	0	0	8
13:15	13:30	0	4	0	4	0	6	1	7	11	0	0	0	0	0	0	0	0	0	11
15:00	15:15	0	6	0	6	0	1	0	1	7	2	0	0	2	0	0	0	0	2	9
15:15	15:30	0	9	0	9	1	2	0	3	12	2	0	0	2	0	0	0	0	2	14
15:30	15:45	1	5	0	6	0	2	0	2	8	0	0	0	0	0	0	0	0	0	8
15:45	16:00	0	1	0	1	0	2	0	2	3	0	0	0	0	0	0	0	0	0	3
16:00	16:15	0	3	0	3	0	5	2	7	10	0	0	0	0	0	0	0	0	0	10
16:15	16:30	1	9	0	10	0	3	0	3	13	1	0	0	1	0	0	0	0	1	14
16:45	17:00	0	3	0	3	0	2	1	3	6	0	0	0	0	0	0	0	0	0	6
17:00	17:15	0	3	0	3	0	2	0	2	5	0	0	0	0	0	0	0	0	0	5
17:15	17:30	0	3	0	3	0	1	0	1	4	0	0	0	0	0	0	0	0	0	4
17:30	17:45	0	0	0	0	0	2	0	2	2	0	0	1	1	0	0	0	0	1	3
16:30	16:45	0	6	0	6	0	4	1	5	11	1	0	0	1	0	0	0	0	1	12
08:30	08:45	0	8	0	8	1	1	0	2	10	2	0	0	2	0	0	1	1	3	13
09:15	09:30	0	1	0	1	0	6	0	6	7	0	0	0	0	0	0	0	0	0	7
12:15	12:30	0	5	0	5	0	4	1	5	10	1	0	0	1	0	0	0	0	1	11
Total:	None	4	131	0	135	4	128	12	144	279	14	0	5	19	1	0	2	3	22	301

Transportation Services - Traffic Services

Turning Movement Count - Study Results

ANALDEA DR/WHITE ALDER AVE @ BANK ST

Survey Date: Wednesday, October 30, 2024

WO No: 42353

Start Time: 07:00

Device: Miovision

Full Study 15 Minute U-Turn Total

		BANK ST		ANALDEA DR/WHITE ALDER AVE		
Time Period		Northbound U-Turn Total	Southbound U-Turn Total	Eastbound U-Turn Total	Westbound U-Turn Total	Total
07:00	07:15	0	0	0	0	0
07:15	07:30	0	0	0	0	0
07:30	07:45	0	0	0	0	0
17:45	18:00	0	0	0	0	0
07:45	08:00	0	1	0	0	1
08:00	08:15	0	0	0	0	0
08:15	08:30	0	0	0	0	0
08:45	09:00	0	0	0	0	0
09:00	09:15	0	1	0	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	0	0
11:45	12:00	0	0	0	0	0
12:00	12:15	0	0	0	0	0
12:30	12:45	0	0	0	0	0
12:45	13:00	1	0	0	0	1
13:00	13:15	0	0	0	0	0
13:15	13:30	0	1	0	0	1
15:00	15:15	0	0	0	0	0
15:15	15:30	0	0	0	0	0
15:30	15:45	0	0	0	0	0
15:45	16:00	0	0	0	0	0
16:00	16:15	0	0	0	0	0
16:15	16:30	0	0	0	0	0
16:45	17:00	0	0	0	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
16:30	16:45	0	0	0	0	0
08:30	08:45	0	0	0	0	0
09:15	09:30	0	0	0	0	0
12:15	12:30	0	0	0	0	0
Total		1	3	0	0	4

Survey Date: Thursday, February 23, 2023

Start Time: 07:00

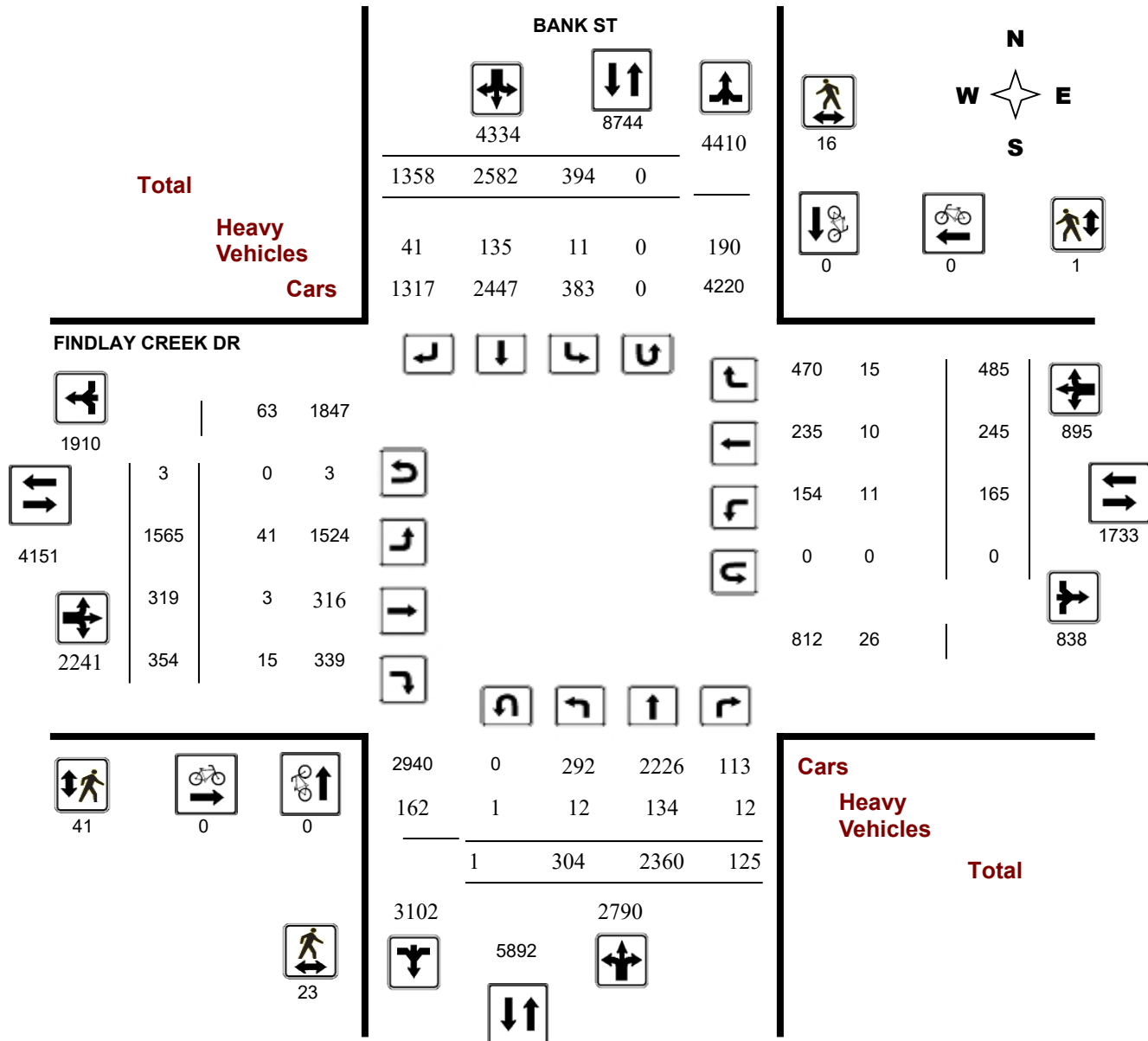
WO No:

40803

Device:

Miovision

Full Study Diagram



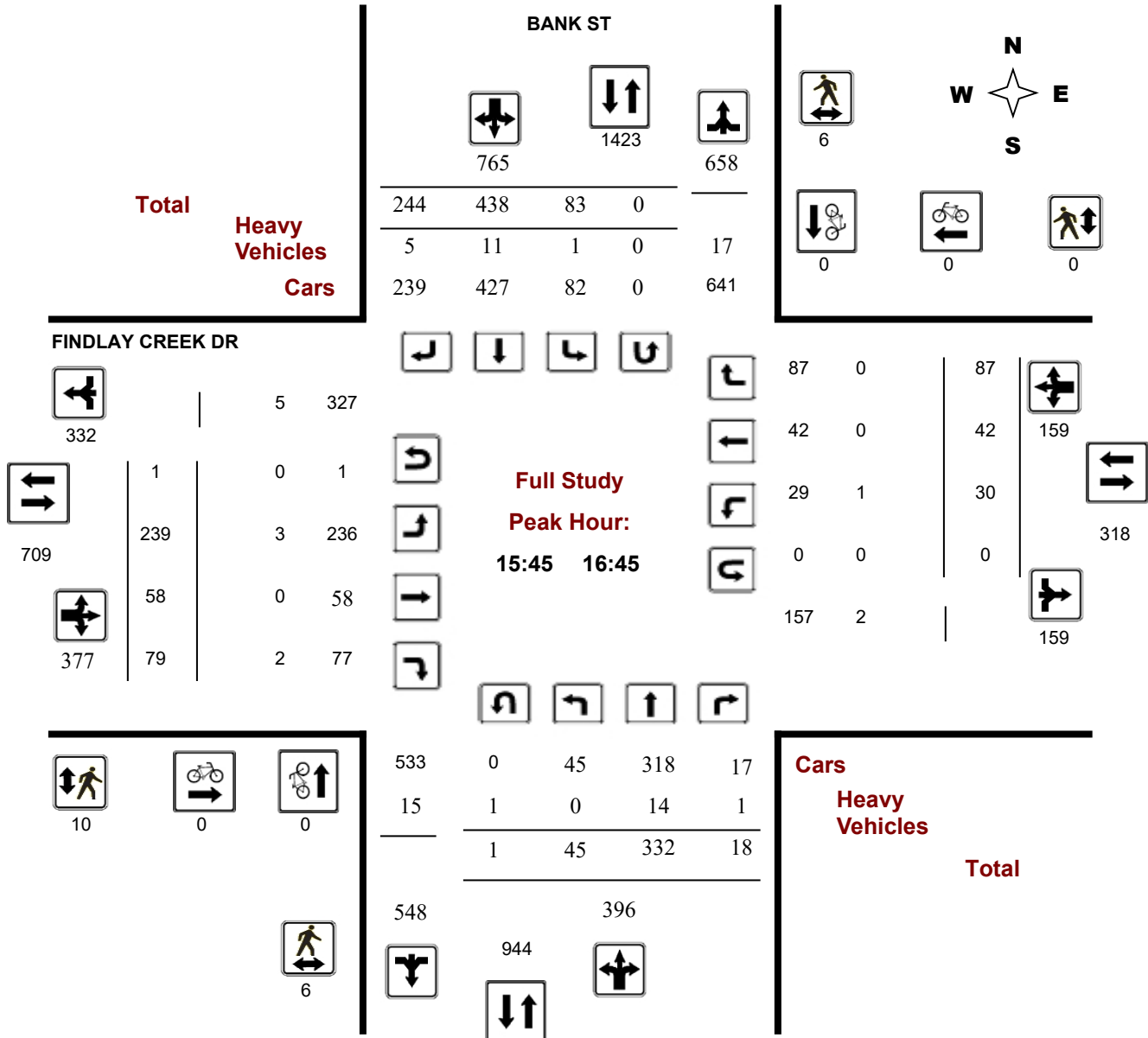
Survey Date: Thursday, February 23, 2023

WO No: 40803

Start Time: 07:00

Device: Miovision

Full Study Peak Hour Diagram



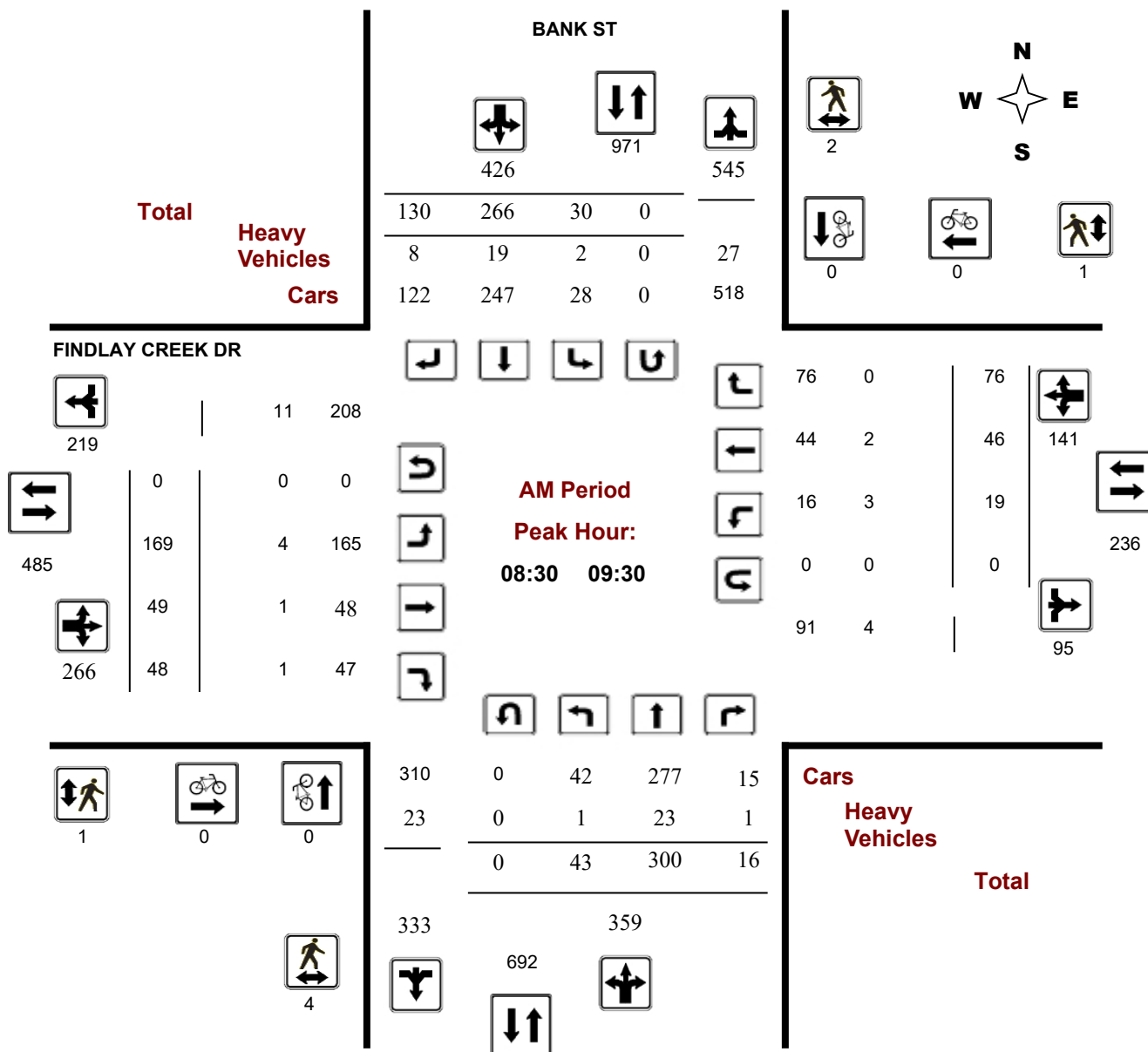
Survey Date: Thursday, February 23, 2023

WO No: 40803

Start Time: 07:00

Device: Miovision

AM Period Peak Hour Diagram



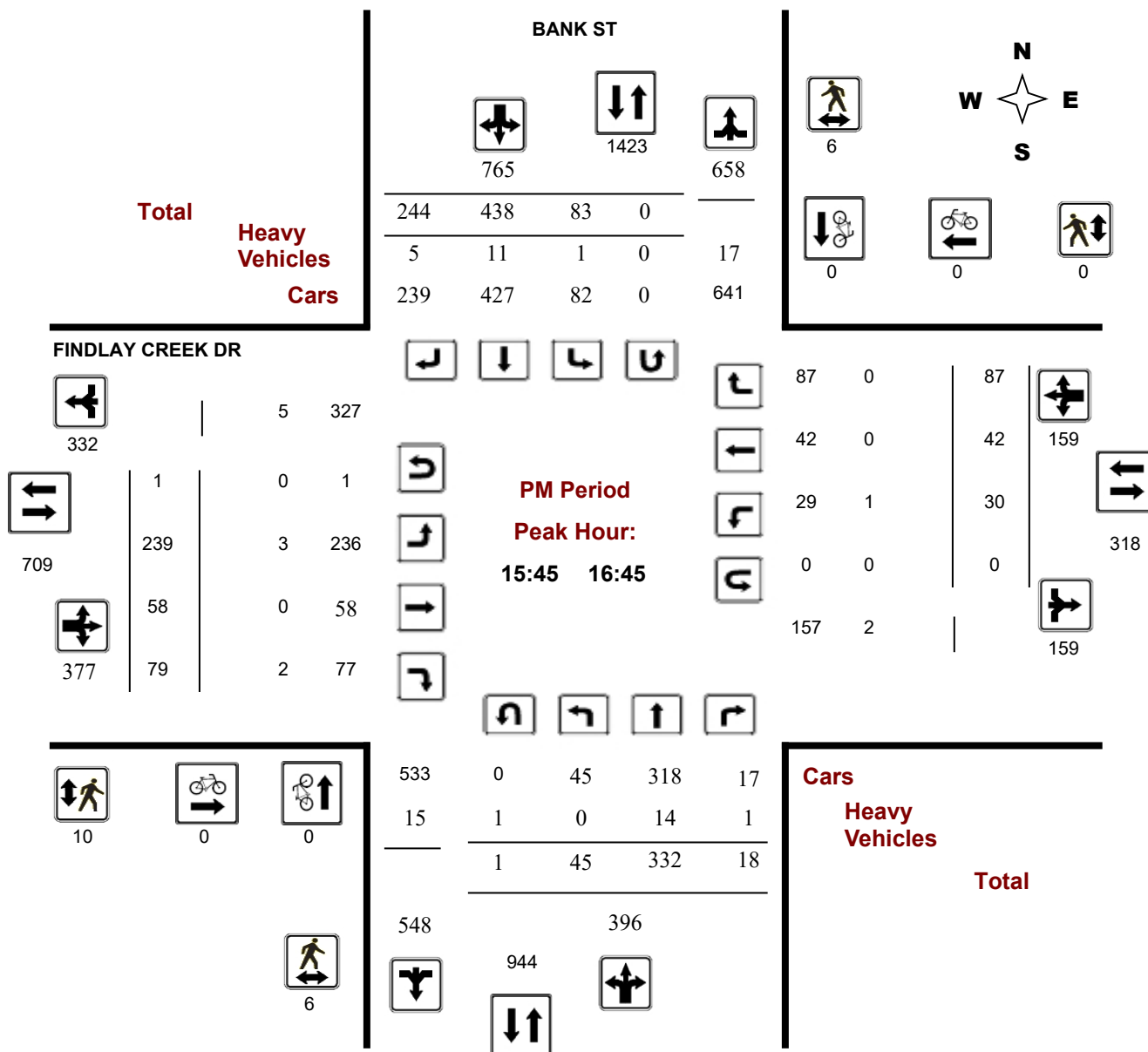
Survey Date: Thursday, February 23, 2023

WO No: 40803

Start Time: 07:00

Device: Miovision

PM Period Peak Hour Diagram





Transportation Services - Traffic Services

Turning Movement Count - Study Results

BANK ST @ FINDLAY CREEK DR

Survey Date: Thursday, February 23, 2023

WO No: 40803

Start Time: 07:00

Device: Miovision

Full Study Summary (8 HR Standard)

Survey Date: Thursday, February 23, 2023

Total Observed U-Turns

AADT Factor

Northbound: 1 Southbound: 0
Eastbound: 3 Westbound: 0
.90

|--|--|--|--|--|--|--|--|--|--|



Transportation Services - Traffic Services

Turning Movement Count - Study Results

BANK ST @ FINDLAY CREEK DR

Survey Date: Thursday, February 23, 2023

WO No: 40803

Start Time: 07:00

Device: Miovision

Full Study 15 Minute Increments

BANK ST

FINDLAY CREEK DR

Northbound

Southbound

Eastbound

Westbound

Time Period	LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT	Grand Total
07:00 07:15	3	60	6	69	6	55	13	74	143	45	7	6	58	2	4	10	16	74	217
07:15 07:30	5	92	7	104	12	48	17	77	181	48	5	9	62	4	8	18	30	92	273
07:30 07:45	3	85	6	94	8	64	10	82	176	61	6	8	75	2	3	23	28	103	279
11:45 12:00	6	64	1	71	13	86	39	138	209	34	8	7	49	4	8	14	26	75	284
17:45 18:00	12	56	1	69	21	93	50	164	233	45	6	16	67	3	8	7	18	85	318
07:45 08:00	6	104	6	116	7	62	8	77	193	65	10	11	86	3	6	16	25	111	304
08:00 08:15	6	75	2	83	7	71	28	106	189	54	7	12	73	1	8	18	27	100	289
08:15 08:30	7	74	4	85	10	60	25	95	180	57	3	6	66	6	3	13	22	88	268
08:30 08:45	8	82	3	93	7	74	30	111	204	39	3	10	52	6	5	22	33	85	289
08:45 09:00	15	84	3	102	7	69	36	112	214	43	12	15	70	7	11	19	37	107	321
09:00 09:15	13	69	2	84	6	62	38	106	190	46	17	13	76	3	19	19	41	117	307
09:15 09:30	7	65	8	80	10	61	26	97	177	41	17	10	68	3	11	16	30	98	275
09:30 09:45	9	71	4	84	6	66	26	98	182	39	11	8	58	7	6	5	18	76	258
09:45 10:00	4	66	3	73	11	55	35	101	174	46	8	7	62	1	7	17	25	87	261
11:30 11:45	11	53	5	69	10	69	36	115	184	45	9	6	60	3	4	13	20	80	264
12:00 12:15	8	87	6	101	10	75	42	127	228	43	7	15	65	6	7	14	27	92	320
12:15 12:30	8	58	1	67	14	65	34	113	180	43	10	11	64	5	7	13	25	89	269
12:30 12:45	12	73	5	90	8	72	46	126	216	47	14	7	68	5	4	21	30	98	314
12:45 13:00	11	47	1	59	14	72	46	132	191	51	8	14	73	10	3	7	20	93	284
13:00 13:15	8	59	3	70	8	64	50	122	192	53	8	11	72	10	7	8	25	97	289
13:15 13:30	11	61	2	74	12	65	37	114	188	32	8	15	55	6	6	2	14	69	257
15:15 15:30	9	71	1	81	13	124	70	207	288	46	8	8	62	11	2	17	30	92	380
15:30 15:45	16	77	11	104	13	105	74	192	296	51	11	9	71	7	15	18	40	111	407
15:45 16:00	17	85	4	107	19	121	63	203	310	52	20	30	102	11	14	17	42	144	454
16:00 16:15	8	99	6	113	19	98	50	167	280	76	14	13	103	8	9	24	41	144	424
16:15 16:30	7	69	2	78	17	113	77	207	285	55	10	19	85	7	9	22	38	123	408
16:30 16:45	13	79	6	98	28	106	54	188	286	56	14	17	87	4	10	24	38	125	411
16:45 17:00	18	78	5	101	16	124	71	211	312	62	17	15	95	9	9	17	35	130	442
17:00 17:15	16	94	1	111	18	122	63	203	314	49	15	3	67	3	12	13	28	95	409
17:15 17:30	7	65	2	74	17	95	59	171	245	48	7	8	63	3	7	15	25	88	333
17:30 17:45	7	96	3	106	17	81	50	148	254	45	12	10	67	1	8	15	24	91	345
15:00 15:15	13	62	5	80	10	85	55	150	230	48	7	5	60	4	5	8	17	77	307
Total:	304	2360	125	2790	394	2582	1358	4334	7124	1565	319	354	2241	165	245	485	895	3136	10,260

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



Transportation Services - Traffic Services

Turning Movement Count - Study Results

BANK ST @ FINDLAY CREEK DR

Survey Date: Thursday, February 23, 2023

WO No: 40803

Start Time: 07:00

Device: Miovision

Full Study Cyclist Volume

		BANK ST			FINDLAY CREEK DR			Grand Total
Time Period		Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	
07:00	07:15	0	0	0	0	0	0	0
07:15	07:30	0	0	0	0	0	0	0
07:30	07:45	0	0	0	0	0	0	0
11:45	12:00	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0
07:45	08:00	0	0	0	0	0	0	0
08:00	08:15	0	0	0	0	0	0	0
08:15	08:30	0	0	0	0	0	0	0
08:30	08:45	0	0	0	0	0	0	0
08:45	09:00	0	0	0	0	0	0	0
09:00	09:15	0	0	0	0	0	0	0
09:15	09:30	0	0	0	0	0	0	0
09:30	09:45	0	0	0	0	0	0	0
09:45	10:00	0	0	0	0	0	0	0
11:30	11:45	0	0	0	0	0	0	0
12:00	12:15	0	0	0	0	0	0	0
12:15	12:30	0	0	0	0	0	0	0
12:30	12:45	0	0	0	0	0	0	0
12:45	13:00	0	0	0	0	0	0	0
13:00	13:15	0	0	0	0	0	0	0
13:15	13:30	0	0	0	0	0	0	0
15:15	15:30	0	0	0	0	0	0	0
15:30	15:45	0	0	0	0	0	0	0
15:45	16:00	0	0	0	0	0	0	0
16:00	16:15	0	0	0	0	0	0	0
16:15	16:30	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0
15:00	15:15	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	0



Transportation Services - Traffic Services

Turning Movement Count - Study Results

BANK ST @ FINDLAY CREEK DR

Survey Date: Thursday, February 23, 2023

WO No: 40803

Start Time: 07:00

Device: Miovision

Full Study Pedestrian Volume

BANK ST

FINDLAY CREEK DR

Time Period	NB Approach (E or W Crossing)	SB Approach (E or W Crossing)	Total	EB Approach (N or S Crossing)	WB Approach (N or S Crossing)	Total	Grand Total
07:00 07:15	1	1	2	4	0	4	6
07:15 07:30	1	0	1	0	0	0	1
07:30 07:45	0	1	1	1	0	1	2
11:45 12:00	1	0	1	0	0	0	1
17:45 18:00	0	0	0	1	0	1	1
07:45 08:00	0	0	0	0	0	0	0
08:00 08:15	0	1	1	1	0	1	2
08:15 08:30	0	0	0	0	0	0	0
08:30 08:45	1	0	1	0	1	1	2
08:45 09:00	1	0	1	0	0	0	1
09:00 09:15	2	1	3	1	0	1	4
09:15 09:30	0	1	1	0	0	0	1
09:30 09:45	0	1	1	1	0	1	2
09:45 10:00	0	0	0	0	0	0	0
11:30 11:45	2	0	2	2	0	2	4
12:00 12:15	0	0	0	2	0	2	2
12:15 12:30	1	1	2	1	0	1	3
12:30 12:45	1	0	1	4	0	4	5
12:45 13:00	1	0	1	1	0	1	2
13:00 13:15	0	2	2	4	0	4	6
13:15 13:30	1	0	1	0	0	0	1
15:15 15:30	2	0	2	4	0	4	6
15:30 15:45	0	0	0	0	0	0	0
15:45 16:00	1	0	1	2	0	2	3
16:00 16:15	1	0	1	1	0	1	2
16:15 16:30	3	4	7	4	0	4	11
16:30 16:45	1	2	3	3	0	3	6
16:45 17:00	0	1	1	0	0	0	1
17:00 17:15	1	0	1	1	0	1	2
17:15 17:30	1	0	1	2	0	2	3
17:30 17:45	0	0	0	1	0	1	1
15:00 15:15	0	0	0	0	0	0	0
Total	23	16	39	41	1	42	81



Transportation Services - Traffic Services

Turning Movement Count - Study Results

BANK ST @ FINDLAY CREEK DR

Survey Date: Thursday, February 23, 2023

WO No: 40803

Start Time: 07:00

Device: Miovision

Full Study Heavy Vehicles

BANK ST

FINDLAY CREEK DR

Northbound

Southbound

Eastbound

Westbound

Time Period	LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT	Grand Total
07:00 07:15	0	7	0	7	0	2	3	5	12	2	0	1	3	0	0	0	0	3	15
07:15 07:30	1	6	0	7	1	3	0	4	11	3	0	0	3	0	0	0	0	3	14
07:30 07:45	0	6	0	6	2	9	2	13	19	2	0	1	3	0	0	0	0	3	22
11:45 12:00	0	6	0	6	1	2	2	5	11	1	0	0	1	1	0	1	2	3	14
17:45 18:00	0	3	0	3	0	1	1	2	5	1	0	0	1	0	1	0	1	2	7
07:45 08:00	1	3	0	4	0	8	0	8	12	4	1	1	6	0	0	0	0	6	18
08:00 08:15	0	3	0	3	0	6	1	7	10	1	0	1	2	0	0	0	0	2	12
08:15 08:30	2	7	0	9	0	7	1	8	17	2	0	0	2	0	0	0	0	2	19
08:30 08:45	1	4	0	5	0	5	2	7	12	2	0	0	2	0	1	0	1	3	15
08:45 09:00	0	10	0	10	1	6	2	9	19	0	1	1	2	0	0	0	0	2	21
09:00 09:15	0	7	0	7	1	5	1	7	14	1	0	0	1	2	0	0	2	3	17
09:15 09:30	0	2	1	3	0	3	3	6	9	1	0	0	1	1	1	0	2	3	12
09:30 09:45	0	4	1	5	0	8	1	9	14	2	0	2	4	0	1	1	2	6	20
09:45 10:00	0	7	1	8	0	1	1	2	10	0	0	2	2	0	1	3	4	6	16
11:30 11:45	1	3	1	5	0	8	2	10	15	3	0	1	4	0	0	0	0	4	19
12:00 12:15	1	4	1	6	1	5	1	7	13	1	0	1	2	1	0	0	1	3	16
12:15 12:30	1	6	1	8	1	2	2	5	13	0	0	0	0	1	0	0	1	1	14
12:30 12:45	0	5	2	7	0	2	2	4	11	4	0	0	4	0	1	1	2	6	17
12:45 13:00	0	2	0	2	0	5	0	5	7	0	0	0	0	3	0	0	3	3	10
13:00 13:15	0	5	0	5	0	7	2	9	14	1	0	0	1	1	0	2	3	4	18
13:15 13:30	2	3	1	6	0	4	1	5	11	0	0	2	2	0	0	0	0	2	13
15:15 15:30	1	2	0	3	0	9	2	11	14	0	0	0	0	0	0	1	1	1	15
15:30 15:45	1	3	1	5	0	4	0	4	9	1	0	0	1	0	0	0	0	1	10
15:45 16:00	0	5	0	6	1	3	1	5	11	0	0	1	1	0	0	0	0	1	12
16:00 16:15	0	2	0	2	0	3	1	4	6	2	0	0	2	1	0	0	1	3	9
16:15 16:30	0	2	1	3	0	3	2	5	8	0	0	1	1	0	0	0	0	1	9
16:30 16:45	0	5	0	5	0	2	1	3	8	1	0	0	1	0	0	0	0	1	9
16:45 17:00	0	3	0	3	1	1	1	3	6	1	1	0	2	0	1	0	1	3	9
17:00 17:15	0	3	0	3	0	2	0	2	5	2	0	0	2	0	0	1	1	3	8
17:15 17:30	0	1	0	1	0	3	1	4	5	1	0	0	1	0	1	0	1	2	7
17:30 17:45	0	3	0	3	0	3	2	5	8	0	0	0	0	0	2	3	5	5	13
15:00 15:15	0	2	1	3	1	3	0	4	7	2	0	0	2	0	0	2	2	4	11
Total: None	12	134	12	159	11	135	41	187	346	41	3	15	59	11	10	15	36	95	441



Transportation Services - Traffic Services

Turning Movement Count - Study Results

BANK ST @ FINDLAY CREEK DR

Survey Date: Thursday, February 23, 2023

WO No: 40803

Start Time: 07:00

Device: Miovision

Full Study 15 Minute U-Turn Total

BANK ST

FINDLAY CREEK DR

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

Turning Movement Count - Study Results

BLAIS RD @ BANK ST

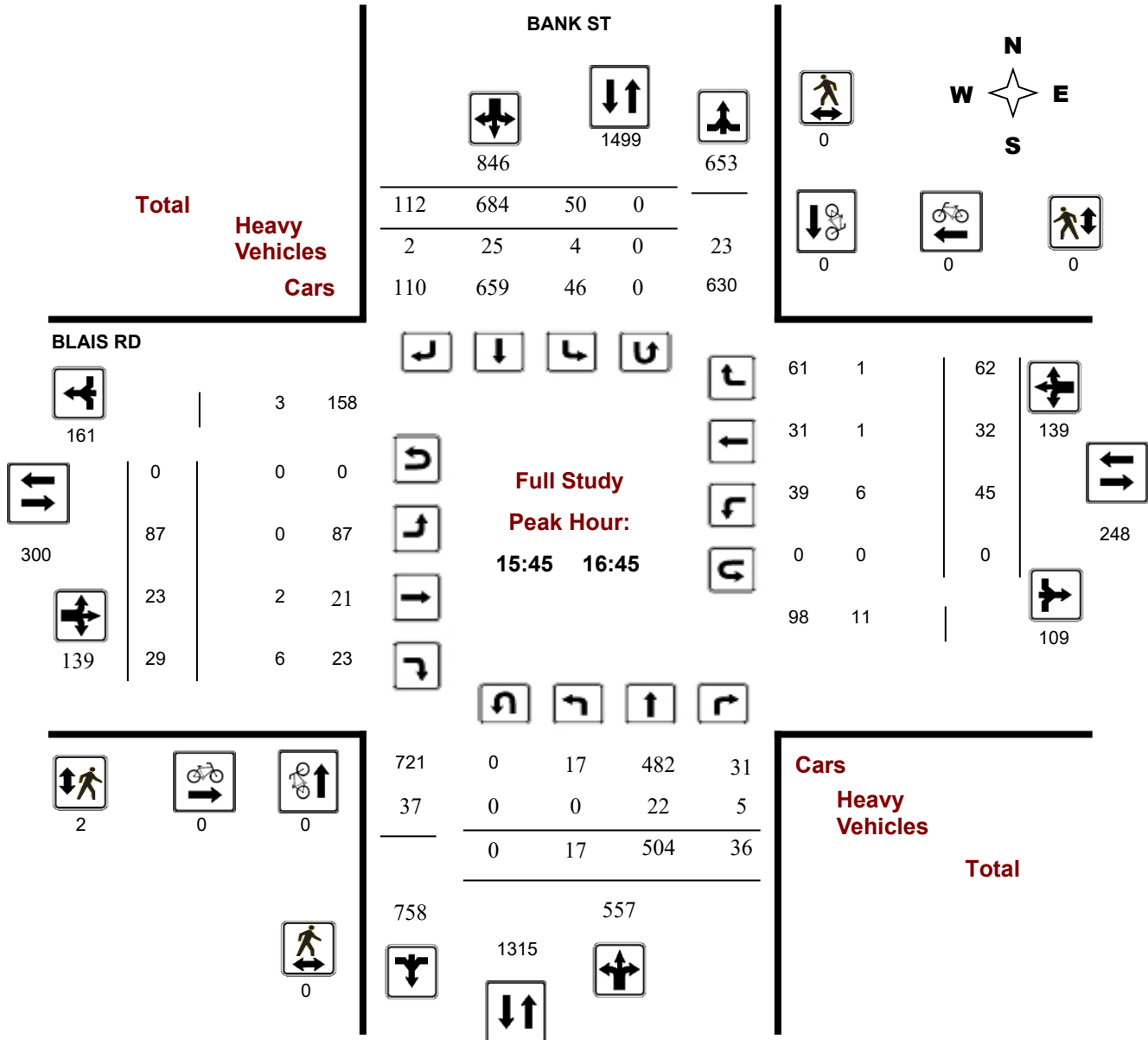
Survey Date: Thursday, July 06, 2023

WO No: 41064

Start Time: 07:00

Device: Miovision

Full Study Peak Hour Diagram



Turning Movement Count - Study Results

BLAIS RD @ BANK ST

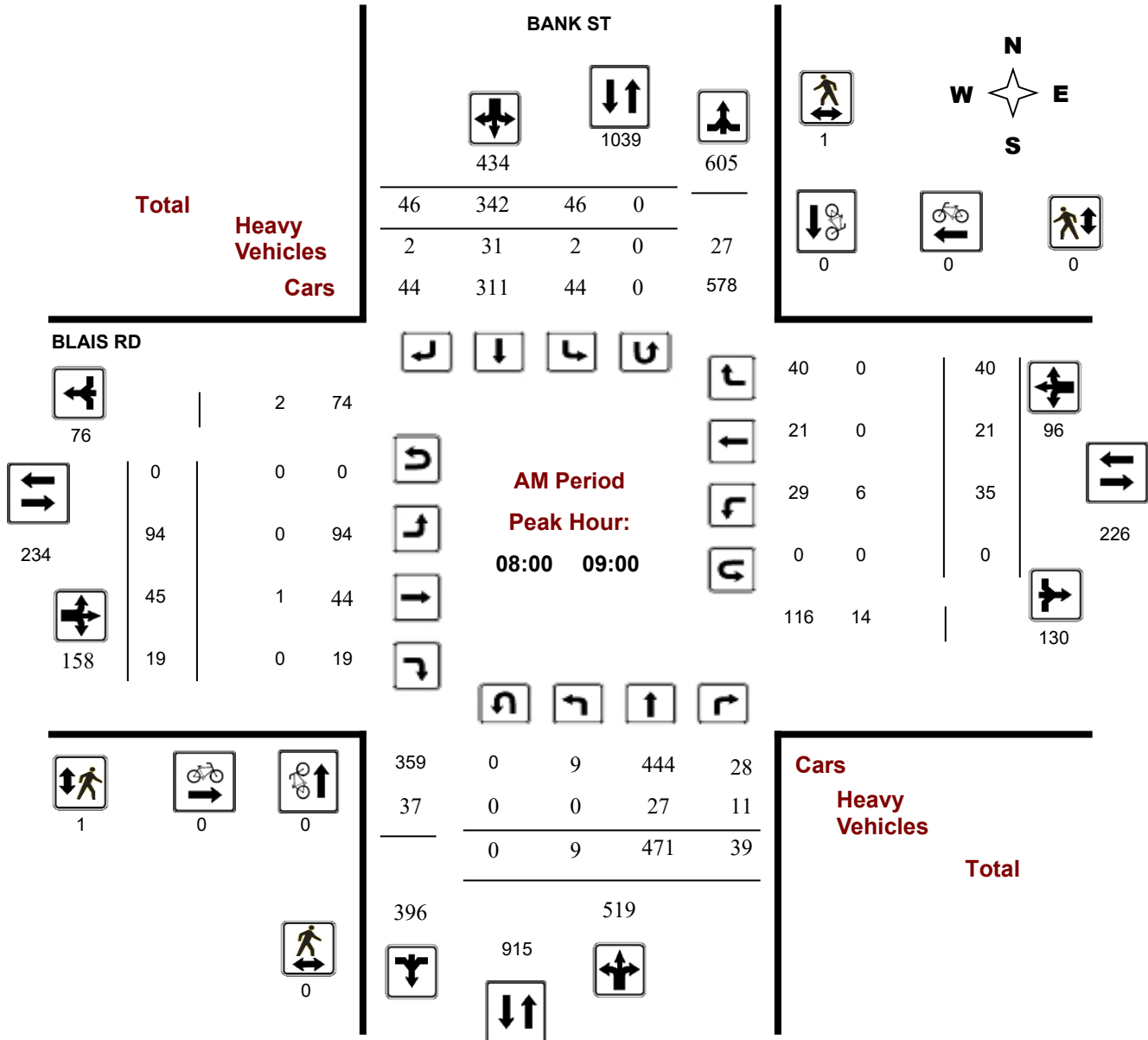
Survey Date: Thursday, July 06, 2023

WO No: 41064

Start Time: 07:00

Device: Miovision

AM Period Peak Hour Diagram



Turning Movement Count - Study Results

BLAIS RD @ BANK ST

Survey Date: Thursday, July 06, 2023

WO No:

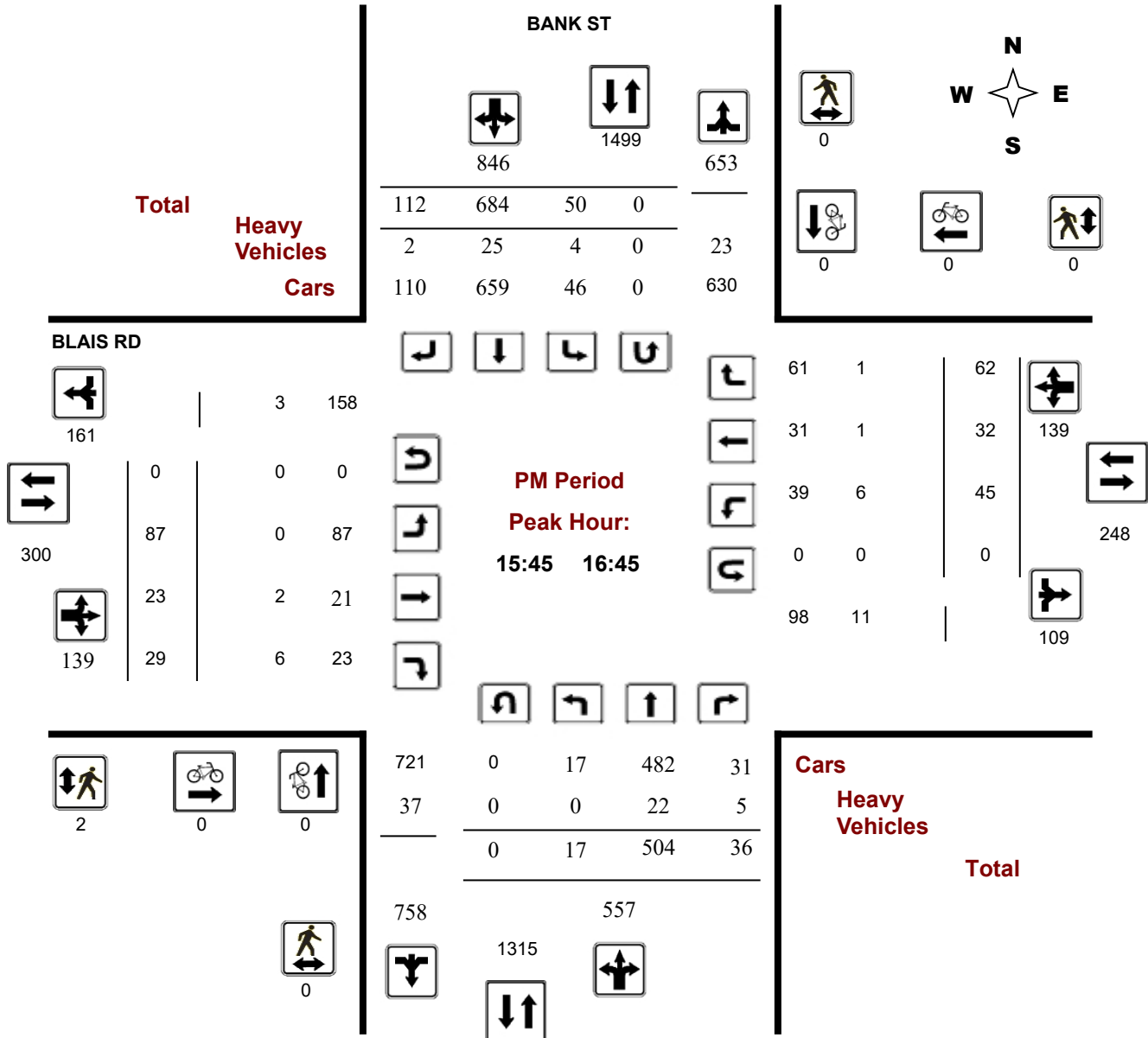
41064

Start Time: 07:00

Device:

Miovision

PM Period Peak Hour Diagram



Transportation Services - Traffic Services

Turning Movement Count - Study Results

BLAIS RD @ BANK ST

Survey Date: Thursday, July 06, 2023

WO No: 41064

Start Time: 07:00

Device: Miovision

Full Study Summary (8 HR Standard)

Survey Date: Thursday, July 06, 2023

Total Observed U-Turns

Northbound: 0 Southbound: 1
Eastbound: 0 Westbound: 0

AADT Factor

.90

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||
||



Transportation Services - Traffic Services

Turning Movement Count - Study Results

BLAIS RD @ BANK ST

Survey Date: Thursday, July 06, 2023

WO No: 41064

Start Time: 07:00

Device: Miovision

Full Study 15 Minute Increments

BANK ST

BLAIS RD

Northbound

Southbound

Eastbound

Westbound

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



Transportation Services - Traffic Services

Turning Movement Count - Study Results

BLAIS RD @ BANK ST

Survey Date: Thursday, July 06, 2023

WO No: 41064

Start Time: 07:00

Device: Miovision

Full Study Cyclist Volume

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



Transportation Services - Traffic Services

Turning Movement Count - Study Results

BLAIS RD @ BANK ST

Survey Date: Thursday, July 06, 2023

WO No: 41064

Start Time: 07:00

Device: Miovision

Full Study Pedestrian Volume

BANK ST

BLAIS RD

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



Transportation Services - Traffic Services

Turning Movement Count - Study Results

BLAIS RD @ BANK ST

Survey Date: Thursday, July 06, 2023

WO No: 41064

Start Time: 07:00

Device: Miovision

Full Study Heavy Vehicles

Transportation Services - Traffic Services

Turning Movement Count - Study Results

BLAIS RD @ BANK ST

Survey Date: Thursday, July 06, 2023

WO No: 41064

Start Time: 07:00

Device: Miovision

Full Study 15 Minute U-Turn Total

BANK ST

BLAIS RD

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

Turning Movement Count - Study Results

HAWTHORNE RD @ LEITRIM RD

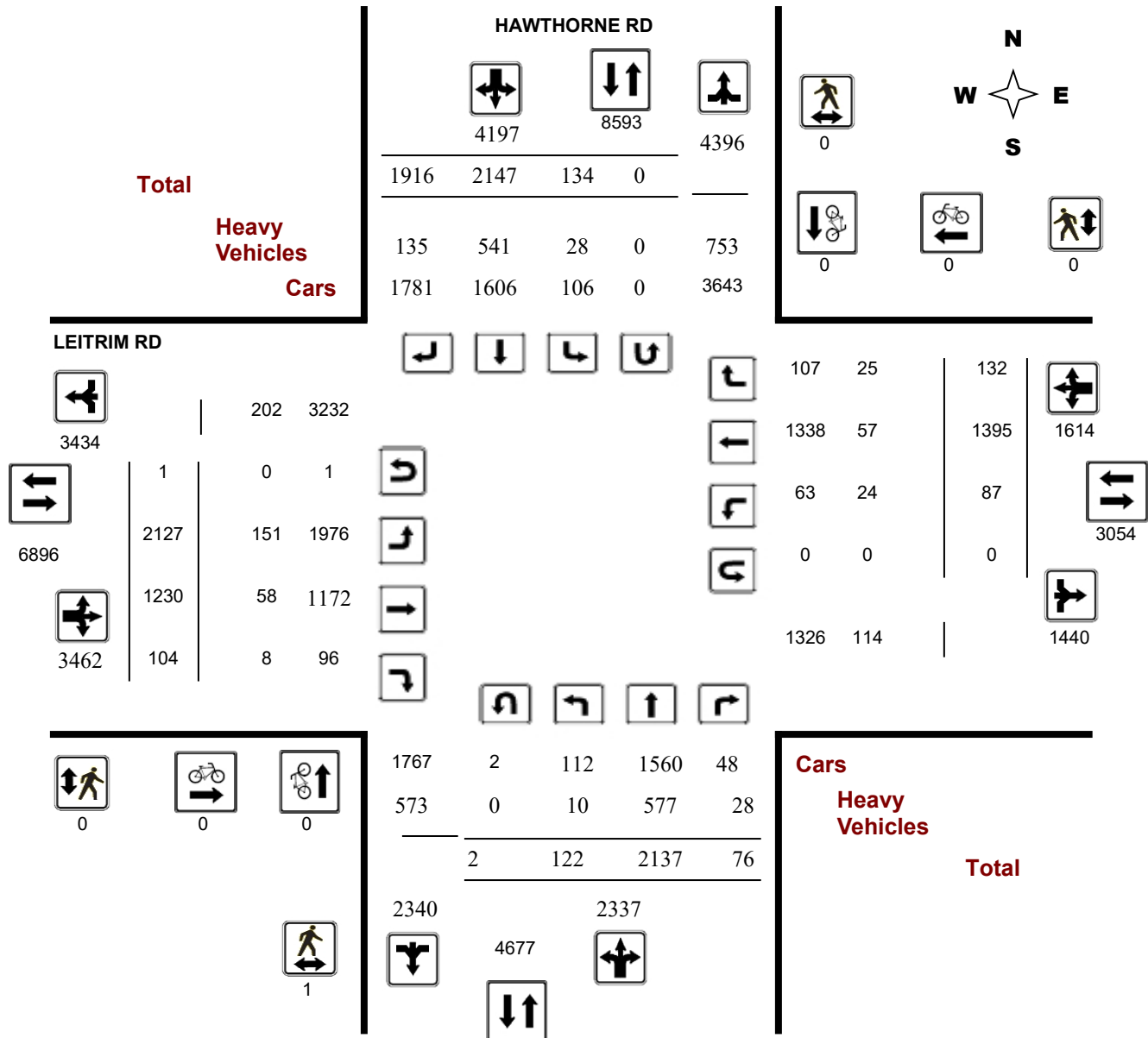
Survey Date: Wednesday, December 11, 2019

WO No: 39161

Start Time: 07:00

Device: Miovision

Full Study Diagram



Turning Movement Count - Study Results

HAWTHORNE RD @ LEITRIM RD

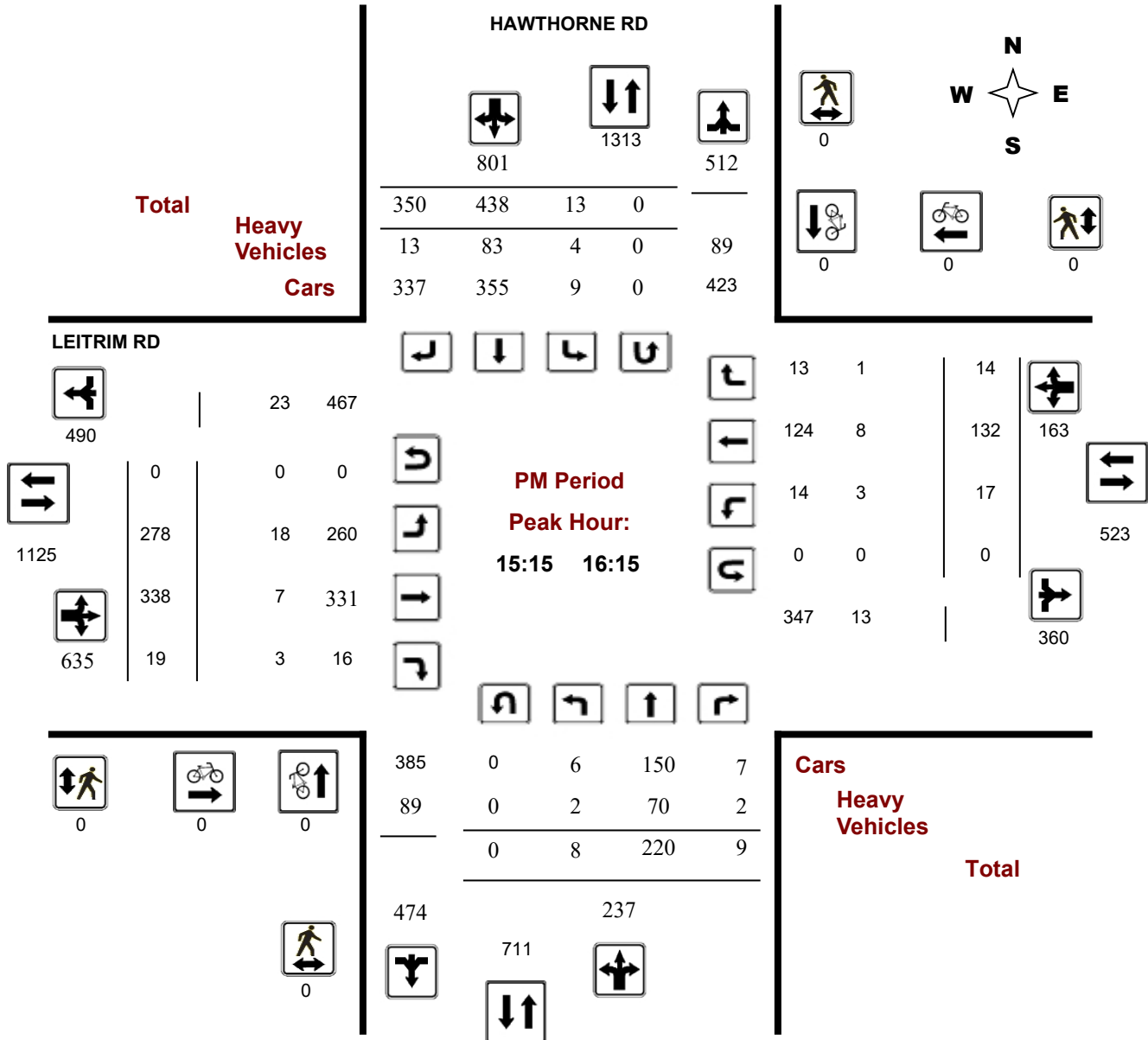
Survey Date: Wednesday, December 11, 2019

WO No: 39161

Start Time: 07:00

Device: Miovision

PM Period Peak Hour Diagram



Transportation Services - Traffic Services

Turning Movement Count - Study Results

HAWTHORNE RD @ LEITRIM RD

Survey Date: Wednesday, December 11, 2019

WO No: 39161

Start Time: 07:00

Device: Miovision

Full Study Summary (8 HR Standard)

Survey Date: Wednesday, December 11, 2019

Total Observed U-Turns

AADT Factor

Northbound: 2 Southbound: 0
Eastbound: 1 Westbound: 0

1.00

HAWTHORNE RD

LEITRIM RD

Period	Northbound					Southbound					Eastbound					Westbound					Grand Total
	LT	ST	RT	NB TOT		LT	ST	RT	SB TOT	STR TOT	LT	ST	RT	EB TOT		LT	ST	RT	WB TOT	STR TOT	
07:00 08:00	45	417	6	468		15	183	192	390	858	403	89	1	493		6	403	30	439	932	1790
08:00 09:00	27	431	5	463		7	176	172	355	818	376	99	10	485		6	271	19	296	781	1599
09:00 10:00	8	286	8	302		16	189	149	354	656	282	72	5	359		5	127	13	145	504	1160
11:30 12:30	7	201	9	217		27	219	175	421	638	161	103	8	272		5	87	16	108	380	1018
12:30 13:30	14	197	9	220		25	224	190	439	659	176	80	9	265		9	93	18	120	385	1044
15:00 16:00	10	221	7	238		15	429	347	791	1029	269	327	22	618		14	135	10	159	777	1806
16:00 17:00	7	194	18	219		12	414	366	792	1011	281	294	26	601		26	139	13	178	779	1790
17:00 18:00	4	190	14	208		17	313	325	655	863	179	166	23	368		16	140	13	169	537	1400
Sub Total	122	2137	76	2335		134	2147	1916	4197	6532	2127	1230	104	3461		87	1395	132	1614	5075	11607
U Turns				2					0	2				1					0	1	3
Total	122	2137	76	2337		134	2147	1916	4197	6534	2127	1230	104	3462		87	1395	132	1614	5076	11610
EQ 12Hr	170	2970	106	3248		186	2984	2663	5834	9082	2957	1710	145	4812		121	1939	183	2243	7056	16138

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

1.39

AVG 12Hr	170	2970	106	3248		186	3909	3489	5834	9082	2957	1710	145	4812		121	1939	183	2243	7056	16138
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Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.

1.00

AVG 24Hr	223	3891	139	4255		244	5121	4571	7643	11897	3874	2240	190	6304		159	2540	240	2938	9243	21141
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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.

