

PROPOSED MIXED-USE RESIDENTIAL AND RETAIL DEVELOPMENT  
6095 CAMPEAU DRIVE, “PARCEL 2 & 3”,  
CITY OF OTTAWA

**SCREENING AND SCOPING REPORT**

Presented to:

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Project 7292

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## 1.0 EXISTING AND PLANNED CONDITIONS

### 1.1 PROPOSED DEVELOPMENT

Exhibit 1-1 illustrates the 6095 Campeau Drive (“Parcel 2 & 3”) location which is being proposed to accommodate a mixed-use residential and retail development. The development is located in the north-west quadrant of the Kanata Avenue/Maritime Way intersection in Ottawa, Ontario.

The site is currently undeveloped and consists as a forested area at this time. The parcel is zoned “MC5/H35 – Mixed-Use Centre with a Height limit of 35 meters” as well as “MC2/H28 – Mixed-Use Centre with a Height limit of 28 meters”, which is acceptable zoning for the above-mentioned uses.



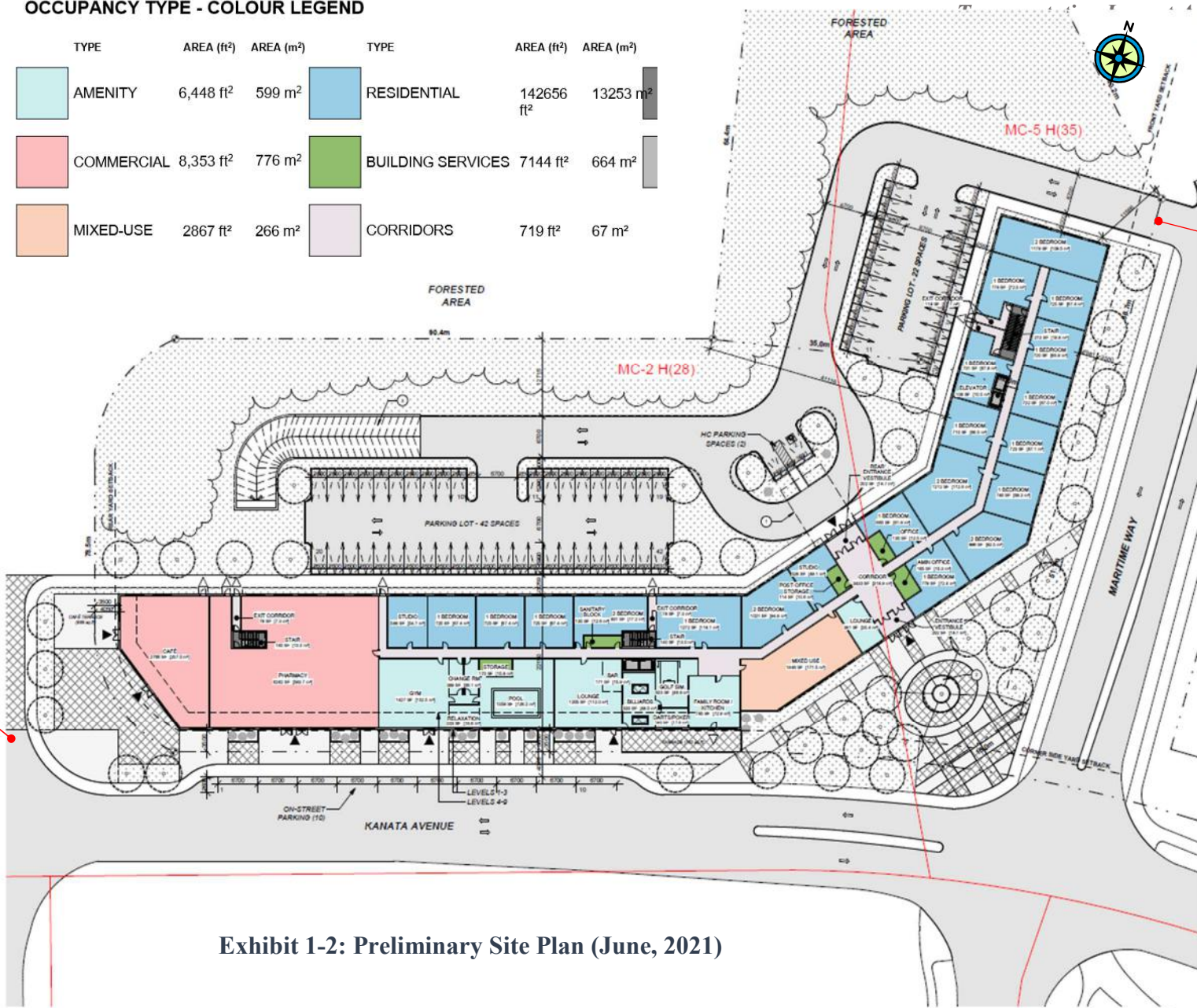
**Exhibit 1-1: Location of Proposed Development**

Exhibit 1-2 illustrates the proposed site plan (June, 2021) for the development which would consist of two 9-storey and a central 7-storey structure. The development when completed would provide for:

- ~ 300 residential units, approximately 21,600 m<sup>2</sup> (~232,500 SF),
- ~ 840 m<sup>2</sup> (~9,150 SF) of commercial retail space [Pharmacy – 583m<sup>2</sup> and Café – 257m<sup>2</sup>];
- ~ 645 m<sup>2</sup> (~6,945 SF) of communal amenity space; and
- ~175 m<sup>2</sup> (~1,885 SF) of mixed-use space.

**OCCUPANCY TYPE - COLOUR LEGEND**

TYPE	AREA (ft <sup>2</sup> )	AREA (m <sup>2</sup> )	TYPE	AREA (ft <sup>2</sup> )	AREA (m <sup>2</sup> )
AMENITY	6,448 ft <sup>2</sup>	599 m <sup>2</sup>	RESIDENTIAL	142656 ft <sup>2</sup>	13253 m <sup>2</sup>
COMMERCIAL	8,353 ft <sup>2</sup>	776 m <sup>2</sup>	BUILDING SERVICES	7144 ft <sup>2</sup>	664 m <sup>2</sup>
MIXED-USE	2867 ft <sup>2</sup>	266 m <sup>2</sup>	CORRIDORS	719 ft <sup>2</sup>	67 m <sup>2</sup>



The development does NOT have access to this driveway.

The development would be served by a single access on Maritime Way.

**Exhibit 1-2: Preliminary Site Plan (June, 2021)**

1 PRELIMINARY SITE PLAN  
1:300

- The commercial retail space would be located on the west side of the building on the first floor;
- The development would be served by a single access on Maritime Way. This access would facilitate access to ground level parking, underground parking as well as a drop off loop. This access would also be utilized for loading and unloading of deliveries.
- A total of 436 on-site parking stalls is proposed and would be allocated as followed:
  - Resident Parking: 360 stalls of underground parking;
  - Visitor Parking: • 12 stalls in underground parking; and
    - 48 stalls as at-grade parking;
  - Retail parking : 16 stalls of at-grade parking.

Table 101 in the City of Ottawa's By-law 2008-250 Part 4 for a mid rise apartment in Area C (where the site is located) requires 1.2 resident parking spaces and 0.2 visitor spaces/unit (as outlined in Table 102 on the By-law). These rates would require a total of 420 parking stalls to meet the residential requirements. 16 additional stalls were allocated to meet the needs for the retail (Pharmacy, Café uses) based on a rate of 2 stalls per 100m<sup>2</sup>. The site is located within 400m of the Kanata Terry Fox Transit Station and may be eligible for further parking reductions.

The site plans also illustrates the potential for proposed on-street parking along Kanata Avenue.

## 1.2 EXISTING CONDITIONS

### *Study Area Roadways*

The City of Ottawa TMP (Map 8) was referenced along with a desktop review of aerial photography to document the existing roadways that would serve the proposed development and surrounding area. The roadways in the vicinity of the proposed development include:

- **Castlefrank Road / Kanata Avenue** is an existing 2-lane divided roadway (posted speed is 50 km/hr in the vicinity of the proposed development and 40 km/hr along Castlefrank Road south of Katimavik Road) located to the south of the site. The roadway serves as one of the two main routes that would connect the proposed development to/from Hwy 417 (via the partial diamond interchange); to Hazeldean Road to the south; and Campeau Drive to the north. Pedestrian sidewalks are present on both sides of the roadway, except between the Kanata Avenue/Maritime Way and Kanata Avenue/Earl Grey Drive intersections where a pedestrian sidewalk exists only on the north side of the roadway. On-street cycling facilities are present along the corridor.
- **Campeau Drive** is located north of the proposed development and is an existing 2-lane north-south undivided roadway (posted speed is 60 km/hr along the full length of the roadway). The roadway serves as an arterial corridor that would connect the proposed development to Terry Fox Drive (to the west) and to March Road/Eagleson Road (to the east). Pedestrian sidewalks are present on both sides of the roadway. On-street cycling facilities are provided in each direction from a point west of Kanata Avenue.

- **Maritime Way** is an existing 2-lane roadway that connects Kanata Avenue to Campeau Drive. The roadway would provide for access to the proposed development located roughly 100 meters north of the traffic-signal controlled Kanata Avenue/Maritime Way intersection. Pedestrian sidewalks are present on both sides of the roadway along its complete length. Dedicated cycling lanes are not provided.
- **Great Lakes Avenue** is an existing 2-lane north-south local roadway that connects Maritime Way to Campeau Drive. The roadway provides local access to the existing developments in the area. Pedestrian sidewalks are provided on both the east and west sides of the roadway.
- **Canadian Shield Avenue** is an existing 2-lane east-west local roadway that connects Maritime Way to Cordillera Street. The street provides local access to existing development in the area. Pedestrian sidewalks are present on both the north and south side of the roadway.
- **Cordillera Street** is an existing 2-lane north-south local roadway that connects Campeau Drive to Canadian Shield Avenue. The street provides local access to the existing developments in the area. Pedestrian sidewalks are provided on both east and west sides of the roadway.

### *Area Traffic Management*

No Area Traffic Management strategies have been identified for the boundary roads within the study area.

### *Study Area Intersections*

**Kanata Ave / Maritime Way:** This intersection is a 4-leg signal-controlled intersection.

- The northbound approach provides for one auxiliary NB-LT lane, and one shared NB-Th/NB-RT lane.
- The southbound approach provides for one auxiliary SB-LT lane, and one shared SB-Th/SB-RT lane.
- The westbound approach provides for one WB-LT lane, and one shared WB-Th/WB-RT lane.
- The eastbound approach provides for one EB-LT lane, and one shared EB-Th/EB-RT lane.
- Sidewalks are provided in each quadrant of the intersection. Bike lanes are provided on the eastbound approach and the westbound approach



**Exhibit 1-3 Kanata Avenue / Maritime Way (Lord Byng Way) intersection**





**Exhibit 1-4: Kanata Avenue/Castlefrank Road/Highway 417 Intersections**

**Kanata Avenue (Castlefrank Road) / Hwy 417 Ramps:** This is an existing on / off ramp intersection consisting of two 3-legged signal-controlled intersections.

- The northbound approach of the intersection provides for one NB-Th lane, and one NB-RT lane.
- The southbound approach provides for one auxiliary EB-LT lane and one EB-TH lane.
- The westbound approach provides for one auxiliary WB-LT lane and one WB-RT lane.
- Sidewalks are provided in each quadrant of the intersection. Bike lanes are provided along Kanata Avenue (Castlefrank Road).

**Kanata Avenue / Kanata Centrum Access:** This intersection is a 3-leg traffic one-way stop-controlled intersection.

- The northbound approach provides for one shared NB-LT / NB-RT lane.
- The westbound approach provides for one shared WB-LT / WB-Th lane.
- The eastbound approach provides for a single shared EB-RT / EB-Th lane.
- Sidewalks are provided on the north side of Kanata Avenue. Bike lanes are provided along both sides of Kanata Avenue.



**Exhibit 1-5: Kanata Avenue/Kanata Centrum Intersection**



**Kanata Avenue / Earl Grey Drive:** This intersection is a 3-leg traffic signal-controlled intersection.

- The northbound approach provides for one shared NB-LT lane, as well as one NB-RT lane.
- The westbound approach provides for one shared WB-Th lane, and one shared WB-RT lane.
- The eastbound approach provides for one EB-RT lane and a single EB-Th lane.
- Sidewalks are provided in each quadrant of the intersection. Bike lanes are provided along Kanata Avenue.

**Exhibit 1-6: Kanata Avenue / Earl Grey Drive intersection**

**Kanata Avenue / Campeau Drive:** This intersection is a 4-leg traffic signal-controlled intersection.

- The northbound approach provides for one NB-LT lane, as well as one shared NB-Th / NB-RT lane.
- The southbound approach provides for one SB-LT lane, and one shared SB-Th / SB-RT lane.
- The westbound approach provides for one WB-LT lane, one WB-Th lane, and one WB-RT lane.
- The eastbound approach provides for one EB-LT lane, one EB-Th lane, and one EB-RT lane.
- Sidewalks are provided in each quadrant of the intersection. Bike lanes are provided along the westbound approach of Kanata Avenue.

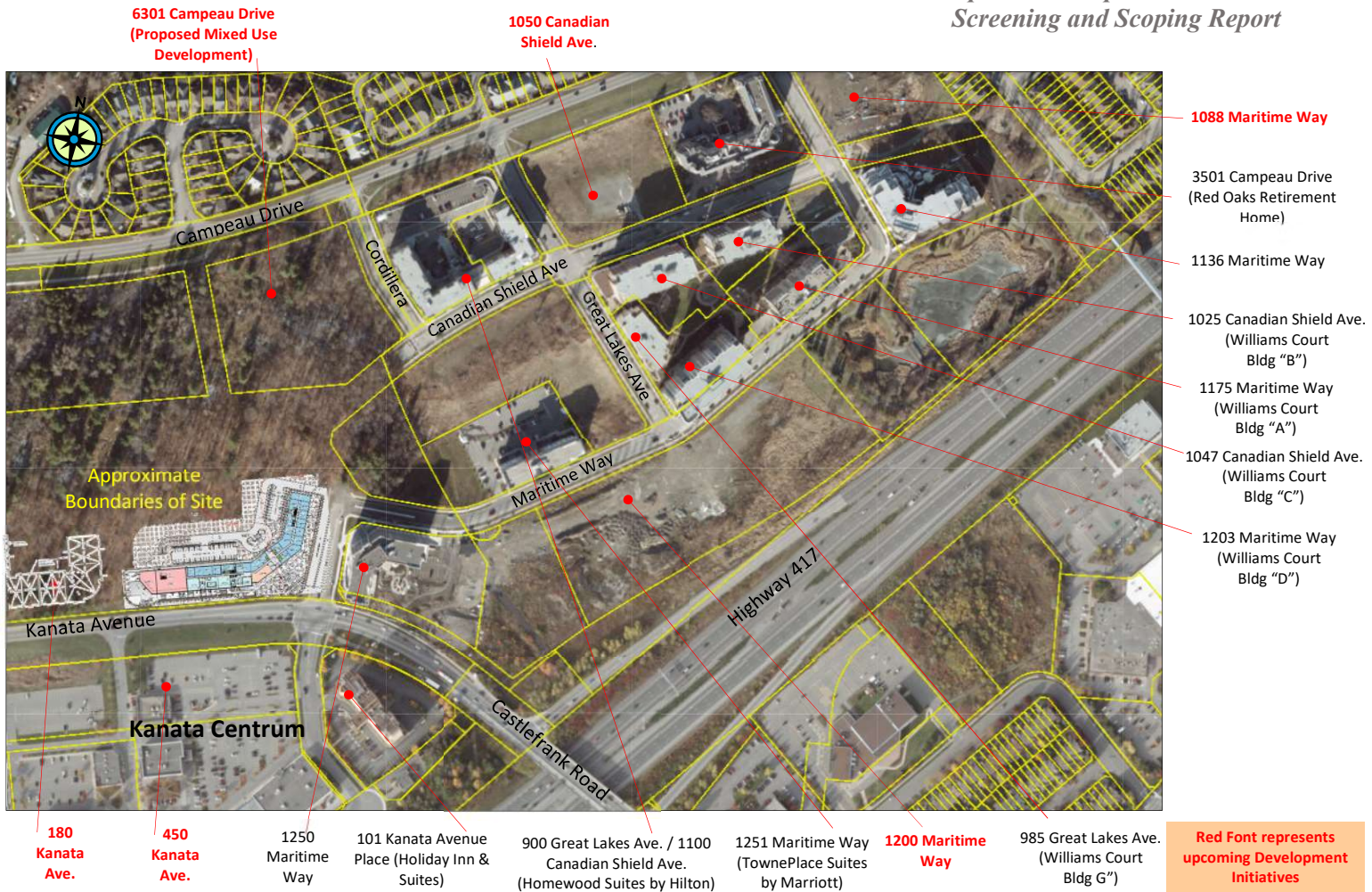


**Exhibit 1-7: Kanata Avenue / Campeau Drive intersection**

### *Existing Surrounding Driveways*

Exhibit 1-8 illustrates the adjacent existing developments within the immediate proximity of the proposed Kanata Avenue development:

- *101 Kanata Avenue Place (Holiday Inn and Suites)* is accessed by a single access on Lord Byng Way that is approximately 100 meters south of the Kanata Avenue / Maritime Way (Lord Byng Way) intersection. This access is a stop controlled internally to the Holiday Inn and Suites, while Lord Byng Way remains free flow;
- *1250 Maritime Way – (Timberwalk Retirement Community)* This retirement residence accommodates over 100 units and offer one-bedrooms, some with dens, as well as 2-bedrooms, and studio suites. The development was recently completed.
- *1251 Maritime Way (TownePlace Suites by Marriott)* is accessed by a single access on Maritime Way that is approximately 150 meters west of the Maritime Way / Great Lakes Avenue intersection;
- *1203 Maritime Way (Williams Court – Building D)* is accessed from a single access that is approximately 125 meters east of the Maritime Way / Great Lakes Avenue Intersection;
- *1175 Maritime Way (Williams Court – Building A)* is accessed from a single access that is approximately 125 meters east of the Maritime Way / Great Lake Avenue intersection. Visitors to the Williams Court Buildings use a separate access that is approximately 215 meters east of the Maritime Way / Great Lakes Avenue intersection;
- *1136 Maritime Way* has recently been constructed and consisted of an 8-storey building providing for 154 rental apartment units;
- *985 Great Lakes Avenue (Williams Court – Building G)* is accessed by a single access that is approximately 125 meters east of the Maritime Way / Great Lakes Avenue intersection
- *1047 Canadian Shield Avenue (Williams Court – Building C)* is accessed by a single access that is approximately 125 meters east the Maritime Way / Great Lakes Avenue intersection;
- *1025 Canadian Shield Avenue (Williams Court – Building B)* is accessed by as single access that 125 meters east of the Maritime Way / Great Lakes Avenue intersection. There is also access to a surface parking lot that is approximately 60 meters west of the Maritime Way / Canadian Shield Avenue intersection;
- *3501 Campeau Drive (Red Oaks Retirement Home)* is accessed by two separate accesses, one located on Canadian Shield Avenue approximately 125 meters east of the Canadian Shield Avenue / Great Lakes Avenue intersection, while the other access is located on Campeau Drive approximately 70 meters west of the Campeau Drive / Maritime Way (Knudson Drive) intersection; and
- *900 Great Lakes Avenue / 1100 Canadian Shield Avenue (Homewood Suites by Hilton)* is accessed by two connecting accesses, one access located on Great Lakes Avenue approximately 55 meters south of the Campeau Drive / Great Lakes Avenue intersection, while the alternate access is located on Cordillera Street approximately 60 meters south of the Campeau Drive / Cordillera Street intersection.

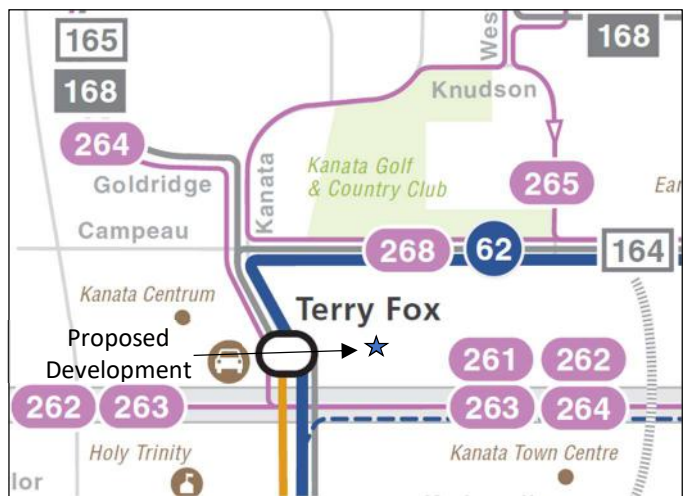


**Exhibit 1-8: Overview of Existing Adjacent Developments**

**Existing Transit Provisions**

Exhibit 1-9 illustrates, and Table 1-1 describes, the existing transit (July 2021) operational service along roadways within the immediate proximity of the proposed development.

The existing Terry Fox Transit Station is located within walking distance (300m) from the proposed development and as such it is likely that the following bus routes would be utilized by residents and visitors to the site.



**Exhibit 1-9: Transit Lines in the Study Area (Not to Scale)**

**Table 1-1: Summary of Transit Service in Vicinity of the Development**

<b>Transit Route</b>	<b>Transit Service</b>
<b>Route 61:</b>	Connects Kanata/Stittsville to the existing OLRT station at Tunney’s Pasture, as well as to Gatineau during peak periods. This route runs all day, with limited overnight service. The busses have 30-minute headways with an increase in service during peak periods.
<b>Route 62:</b>	Connects Kanata/Stittsville the existing OLRT station at Tunney’s Pasture. This route runs from 6:45am to 7:30pm. The buses have 30-minute headways without an increase during peak periods.
<b>Route 88:</b>	Connects Terry Fox Station in the west to Hurdman Station in the east. This route travel east-west along the Baseline Rd corridor. Buses run with 15-minute headways during regular hours and 10-minute headways in the peak direction during peak periods.
<b>Route 161:</b>	Local route that connects Kanata South to the Kanata Centrum Shopping plaza via Terry Fox Station. This route runs all day service on weekdays. Buses run with 1-hour headways with an increase in frequency during peak periods.
<b>Route 162:</b>	Local route that connects Stittsville to Tanger Outlets, the Canadian Tire Centre as well as Kanata Centrum Shopping Plaza via Terry Fox Station. This route runs selected trips from Monday to Friday and all day service on Saturday. Buses run with 1-hour headways without an increase in frequency during peak periods.
<b>Route 164:</b>	Local route that connects Kanata South to the Kanata Centrum Shopping plaza via Terry Fox Station. This route runs Monday to Friday, during peak periods only. Busses run with 1-hour headways without any increase in frequency.
<b>Route 165:</b>	Local route that connects the Morgan’s Grant neighbourhood in Kanata north to the Kanata Centrum Shopping plaza via Terry Fox station. This route runs Monday to Friday during selected time periods. Buses run with 1-hour headways with no increase in frequency during peak periods.
<b>Route 167:</b>	Local route that connects Blackstone neighbourhood of Kanata South / Stittsville to the Kanata Centrum Shopping plaza via Terry Fox station. This route runs Monday to Friday during selected time periods. Buses run with 1-hour headways with no increase in frequency during peak period.
<b>Route 168:</b>	Local route that connects the Bridlewood neighbourhood of Kanata South to the Kanata Centrum shopping plaza via Terry Fox Station. This route runs 7 days a week with all day service. Buses run with 30-minute headways with no increase in frequency during peak periods.
<b>Route 264:</b>	Connects Kanata Centrum shopping plaza and the surrounding neighbourhood to the existing OLRT station at Tunney’s Pasture. This route runs Monday to Friday during peak periods in peak direction only. Buses run with 30-minute headways during both AM and PM peak periods.
<b>Route 301:</b>	Local no-charge route that connects Richmond / Stittsville to Carlingwood shopping centre, stopping at Terry Fox Station along the route. This route only runs on Monday during peak periods. One trip runs during the AM peak period, and one trip runs during the PM peak period.
<b>Route 303:</b>	Local no-charge route that connects Dunrobin / Carp / Stittsville to the Carlingwood shopping centre, stopping at Terry fox station along the route. This route only runs on Wednesday during peak periods. One trip runs during the AM peak period, and one trip runs during the PM peak period.

**Existing Multi-Modal Facilities**

A review of the City of Ottawa’s Transportation Master Plan<sup>1</sup>, indicates the existing major pathways along Campeau Drive as well along segments of Maritime Way leading to a pedestrian overpass that crosses the Highway 417 corridor. The study area provides for 2-lane roadways (with auxiliary left and right turn lanes) with bike lanes along segments of Kanata Avenue as well as along Campeau Drive, but does not provide for bike lanes along Maritime Way, Canadian Shield Avenue, Great Lakes Drive or Cordillera Street. Pedestrian sidewalks are provided at all nearby roadways.

Table 1-2 indicates the available 8-Hour pedestrian and cyclist traffic information obtained from City of Ottawa Traffic counts. Unfortunately, the majority of the available traffic count information was obtained during the winter season (November-thru-March) indicating relatively low cycling and pedestrian traffic.

**Table 1-2: Eight-Hour Pedestrian and Cyclist Traffic Volumes**

		Pedestrian Crossings				Total Pedestrian Crossings	Cyclist Travelling on				
		North Leg	East Leg	South Leg	West Leg		Northbound	Southbound	Eastbound	Westbound	Total Cyclists
<b>Intersection Pedestrian and Cyclist Counts</b>											
Kanata Avenue / Maritime Way	March, 2018	12	36	25	41	114	3	2			5
Kanata Avenue / Hwy 417 Off-Ramp	Dec. 2017	5	13			18	5	2			7
Castlefrank Drive/Hwy 417 On-Ramp	Nov. 2018		18			18					
Campeau Drive/Knudson Way	Feb., 2015	38	5	14	21	78			1	2	3

**Existing (2021) Vehicle Traffic Volumes**

Exhibit 1-10 illustrates the existing morning and afternoon peak hour traffic volumes within the study area at the following intersections:

- Kanata Avenue / Maritime Way (Lord Byng Way) (March, 2018);
- Campeau Drive / Knudson Drive (February, 2015);
- Kanata Avenue / Earl Grey Drive (November, 2018);
- Kanata Avenue / Highway 417 Off-Ramp (December, 2017);
- Castlefrank Drive / Highway 417 On-Ramp (November, 2018);
- Maritime Way / Great Lakes Avenue (August, 2021);
- Campeau Drive / Great Lakes Avenue (August, 2021); and
- Campeau Drive / Cordillera Street (August, 2021).

<sup>1</sup> *Transportation Master Plan, City of Ottawa (Nov. 2013) Map 1: Cycling Network – Primary Urban*

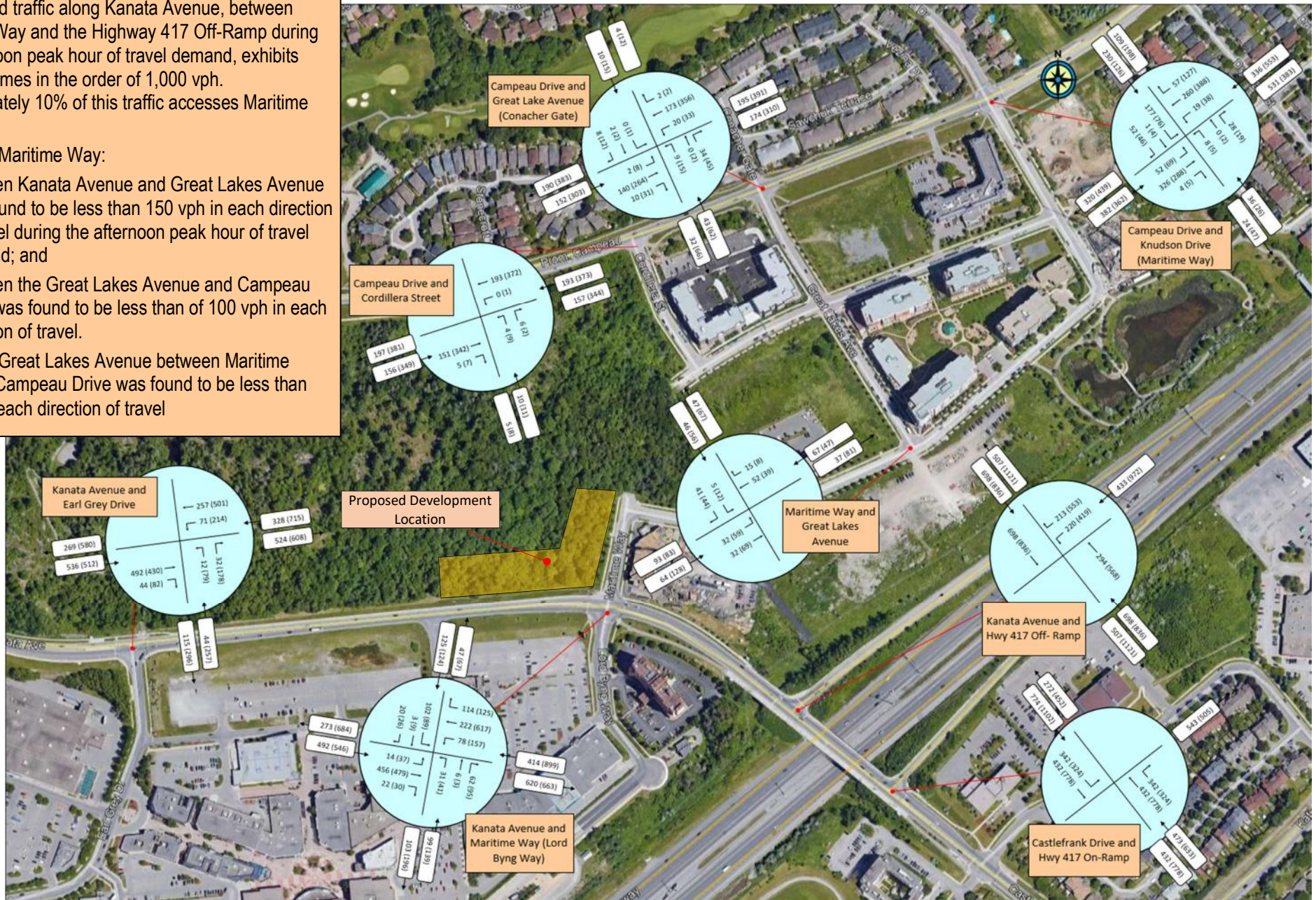
- Westbound traffic along Kanata Avenue, between Maritime Way and the Highway 417 Off-Ramp during the afternoon peak hour of travel demand, exhibits traffic volumes in the order of 1,000 vph. Approximately 10% of this traffic accesses Maritime Way.

- Traffic on Maritime Way:

- between Kanata Avenue and Great Lakes Avenue was found to be less than 150 vph in each direction of travel during the afternoon peak hour of travel demand; and

- between the Great Lakes Avenue and Campeau Drive was found to be less than of 100 vph in each direction of travel.

- Traffic on Great Lakes Avenue between Maritime Way and Campeau Drive was found to be less than 75 vph in each direction of travel



Morning (Afternoon) vph = vehicles-per-hour

Exhibit 1-10: Existing (2021) (Non-Balanced) Morning and Afternoon Peak Hour Traffic Volumes: (Vehicles-Per-Hour)

### *Existing Road Safety Information*

Historical collision information was reviewed for each of the study area intersections and segments. The collision information provides:

- the date and time of each collision;
- the type of collision (e.g. angle collision, rear-end);
- the severity of damage involved;
- vehicle details (truck, passenger vehicle, etc.);
- vehicle path/maneuver characteristics; and
- the number of pedestrians involved in the collision.

Table 1-3 provides a summary of both intersection and mid-block reported collision for the locations within the study area in terms of the type of collision and collision severity. As well, the table presents the calculated collision rate [as measured in number of collisions per million vehicles that travelled either through the intersection or along the corridor.] A standard collision rate based on the number of collisions-per-million-entering-vehicles (MEV) was calculated where a rate greater than 1.0 collisions/MEV was considered to indicate a potential concern.

A review of Table 1-3 indicates the following:

- The Kanata Avenue / Maritime Way (Lord Byng Way) 4-leg intersection was determined to have 42 collisions over a five-year period and exhibited an overall collision rate of 1.35 collisions/MEV which was considered to be a potential concern.
  - 63% of the collisions were attributed to rear-end collisions (with the majority of the “apparent driver action” being recorded as either following too closely or speeding too fast for the condition.);
  - 26% of the collisions resulted in injuries. (A single incident involved a pedestrian.);
  - 70% of the incidents occurred during clear weather and in daylight conditions;
  - 52% of the incidents occurred during 10 am-to-12 noon and 3 pm-to-6 pm; and
  - The number of incidents-per-year ranged from a low of 6 to a maximum of 11.
- The Kanata Avenue / Highway 417 Off-Ramp “T” intersection was determined to exhibit a collision rate of 1.08 collisions/MEV which, for the purposes of this study, was still considered to be within an acceptable range. Approximately half of the collisions could be attributed to angle collisions (which are often attributed to running a red light or making a lane change without looking), and 38% attributed to rear end collisions; and
- The section of Maritime Way between Great Lakes Avenue and Canadian Shield Avenue was determined to exhibit a collision rate of 1.57/MEV which was considered to be a potential concern, however, this was based on a relatively low number of collision incidents (5), 80% of which involved a single vehicle, in concert with low (less than 1,850 vehicles-per-day) traffic volumes. Hence this was still considered to be within an acceptable range.



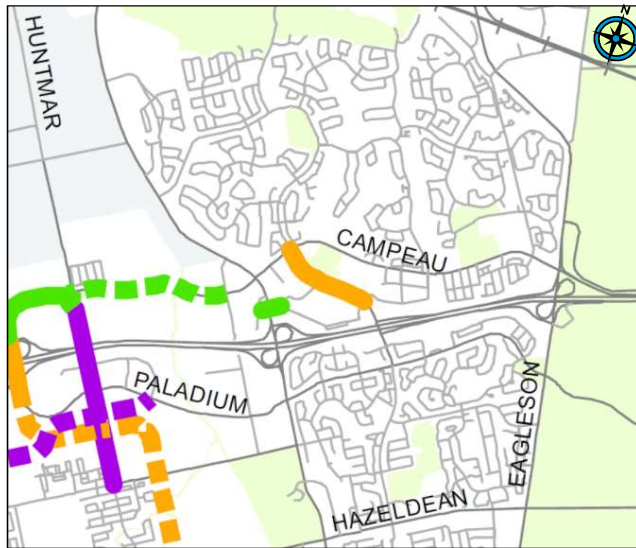
**Table 1-3: Five -Year Collision History (January 1<sup>st</sup>, 2015 -to- December 31<sup>st</sup>, 2019)**

		Collision Type								Collision Severity				Approach Vehicles (5-Yr Avg AADT)	Collision Rate (No. per MEV)	
		Rear End Collisions	Single Vehicle	Side Swipe	Turning Movement Collisions	Angle Collisions	Approach Collision	Other	Total	Property Damage Only	Non-Fatal Injury	Fatality	Total			
<b>Intersection Collisions</b>																
1	Kanata Avenue / Earl Grey Drive	No.	6			3	2			11	10	1		11	13,000	0.47
		Percent	54.5%			27.3%	18.2%			100.0%	90.9%	9.1%		100.0%		
2	Kanata Avenue / Maritime Way	No.	27	4	3	1	5	1	1	42	31	11		42	17,100	1.35
		Percent	64.3%	9.5%	7.1%	2.4%	11.9%	2.4%	2.4%	100.0%	73.8%	26.2%		100.0%		
3	Kanata Avenue / Hwy 417 Off-Ramp	No.	17	3	1	1	23			45	37	8		45	22,800	1.08
		Percent	37.8%	6.7%	2.2%	2.2%	51.1%			100.0%	82.2%	17.8%		100.0%		
4	Castlefrank Drive/Hwy 417 On-Ramp	No.	8	2		2	1			13	13			13	17,500	0.41
		Percent	62%	15.4%		15.4%	7.7%			100.0%	100.0%			100.0%		
5	Campeau Drive/Knudson Way	No.	2	1	1	1	1			6	5	1		6	10,750	0.31
		Percent	33.3%	16.7%	16.7%	16.7%	16.7%			100.0%	83.3%	16.7%		100.0%		
<b>Mid-Block Collisions</b>																
1	Kanata Ave. Between Earl Grey Drive & Maritime Way	No.	10				1			11	10	1		11	20,000	0.30
		Percent	90.9%				9.1%			100.0%	90.9%	9.1%		100.0%		
2	Kanata Ave. Between Maritime Way & 417 Off-Ramp	No.	2							2	1	1		2	16,100	0.07
		Percent	100.0%							100.0%	50.0%	50.0%		100.0%		
3	Kanata Ave. Between 417 Off-Ramp & 417 On-Ramp	No.	1							1	1			1	15,100	0.04
		Percent	100%							100%	100%			100%		
4	Maritime Way Between Kanata Avenue & Great Lakes Ave.	No.					1			1	1			1	1,750	0.31
		Percent					100.0%			100.0%	100.0%			100.0%		
5	Maritime Way Between Great Lakes Ave. & Canadian Shield	No.		4					1	5	5			5	1,750	1.57
		Percent		80.0%					20.0%	100.0%	100.0%			100.0%		

### 1.3 PLANNED CONDITIONS

#### Planned Transportation Network Changes

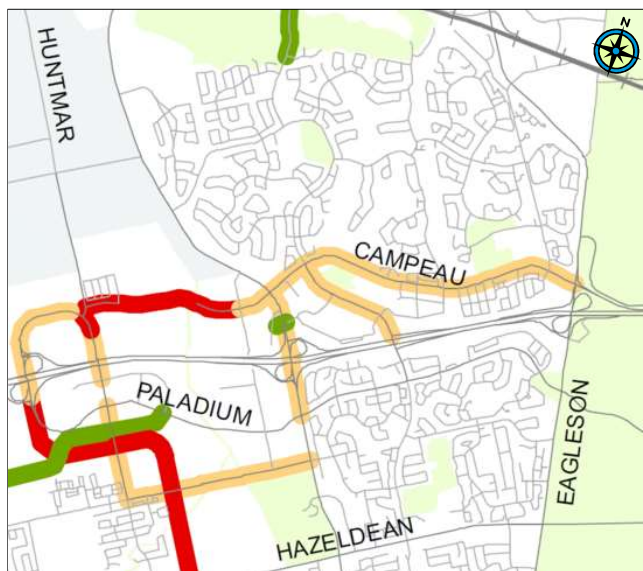
- Kanata Avenue Widening:** A review of the City of Ottawa’s planning documents<sup>2</sup> indicated that Kanata Avenue is planned to be widened (between Campeau Drive and the Highway 417 Off-Ramp) within the next 5 years. However, this is felt unlikely to occur prior to build-out of the proposed site.



**Exhibit 1-11: Kanata Avenue  
Proposed Widening**

Source” Transportation Master Plan: Map 11 Road Network-2031 Affordable Network

- Campeau Drive Widening:** The City of Ottawa’s Transportation Master Plan<sup>3</sup> also indicated the future widening of Campeau Drive (between Kanata Avenue and Eagleson Road).



**Exhibit 1-12: Widening of Campeau  
Drive**

Source: Transportation Master Plan: Map 10 “Road Network-2031 Network Concepts”

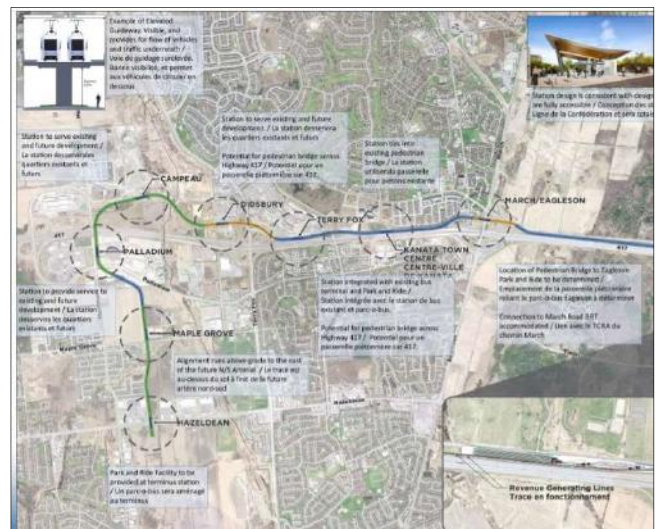
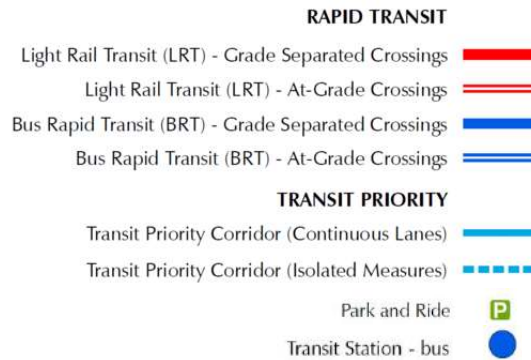
2. *Transportation Master Plan, City of Ottawa* (Nov. 2013) Map 11 “Road Network Affordable Transportation Network”, Map 5 “Rapid Transit and Transit Priority Network – 2031 Affordable Network”, Appendix “E” of the 2019 DC Background Study.  
3. *Ibid*: Map 10 “Road Network – 2031 Network Concept”

- West Transit Extension:** A review of the City of Ottawa’s Transportation Master Plan<sup>4</sup> indicated that there would be a further western extension of the Transit corridor along the north side of the Hwy 417 corridor. The west transit extension would turn to the south in the vicinity of Huntmar Road on the west side of the Canadian Tire Centre. The extension of Transit infrastructure is anticipated to be driven by residential development to the west of Kanata Centrum (adjacent to the Canadian Tire Centre), as well as the expansion of the commercial development to the north of Highway 417 (e.g. Tanger Outlet, Cabela’s, adjacent residential development etc.). The TMP denotes the west transit extension as a BRT service, however current planning and environmental assessment initiatives envision an LRT service. The timing of the western extension of transitway infrastructure remains unknown at this time.



Source: Transportation Master Plan: Map 4 Rapid Transit and Transit Priority Network – 2031 Conceptual Network

Exhibit 1-13: West Transit Extension Plans



Source: Kanata LTR Planning and EA Study, Board 22 Open House Display Board

4 Ibid: Map 4 “Rapid Transit and Transit Priority Network – 2031 Conceptual Network”

### *Other Adjacent Development Initiatives*

A review of adjacent developments planned or recently completed within the immediate study area was undertaken as part of this study. The following adjacent development initiatives are anticipated to impact the study area and are currently under construction:

- **180 Kanata Avenue: Mixed-Use Development:** This proposed development is planned to be a 6-storey mixed-use building with approximately 305 residential units, as well as approximately 1610 m<sup>2</sup> of commercial retail space located on the ground floor. The development is proposed to have approximately 400 parking stalls distributed between both underground parking stalls and surface parking stalls. The proposed build-out year for this development is 2022.
- **1088 Maritime Way: Proposed Residential Development:** This development consists of a six-storey apartment building that would provide for 144 units. This apartment building is currently under construction.

The following residential developments were identified as being within the immediate study area, but whose proposed buildout year is later than 2022. These new developments were thought to represent the primary drivers of future growth throughout the larger community:

- **6301 Campeau Drive: Proposed Mixed-use Development:** This proposed development is planned to include 188 stacked dwelling, 614 apartment units as well as approximately 430 m<sup>2</sup> of commercial space located on the ground floor of the apartment building. The development is proposed to have approximately 210 surface parking stalls and approximately 650 underground parking stalls. Construction of this development will be completed over 2 phases. Phase 1 of construction was estimated to start in 2021.
- **1050 Canadian Shield Avenue: Mixed-Use Development:** This proposed development is planned to be a 6-storey mixed use building with approximately 244 residential units, as well as approximately 275 m<sup>2</sup> of commercial retail space (3 ground floor units). The development is proposed to have approximately 350 spaces of underground parking stalls, distributed over two levels. The access to the underground parking garage is proposed to be located on Canadian Shield Avenue. The proposed build-out year for this development is 2022.
- **450 Kanata Avenue: Proposed Commercial Retail Development:** This development is planned include an approximate total of 1850 m<sup>2</sup> of commercial retail space. The development is assumed to use the existing Kanata Centrum parking stalls. The estimated buildout of this development is unknown at this time.
- **1200 Maritime Way: Proposed Residential Development:** This proposed residential development is planned to include approximately 632 residential units divided between a 28-storey and a 30-storey building. The development is proposed to include approximately 632 underground parking stalls, as well as approximately 30 surface parking stall designated for visitors. Construction will be completed in on phase, with an estimated buildout year of 2028.
- **7000 Campeau Drive: Residential Development:** This proposed subdivision is located on the north side of Campeau Drive and was estimated to provide for approximately 1,550 dwellings (comprised of 630 single family homes, an estimated 335 townhouses, an estimated 70 back-to-back townhouses, an estimated 76

stacked townhouses, and an estimated 436 medium density residential units). The lands are currently occupied by the Kanata Golf & Country Club. A Transportation Impact Assessment was prepared by BA Group, in June 2020 in support of the development and listed an anticipated construction start by 2024 which would see multiple stages. The development was subject to a legal challenge and was heard in the Ontario Court of Appeal in June, 2021.

## **1.4 STUDY AREA INTERSECTIONS**

The study area is proposed to include the Kanata Avenue and Maritime Way corridors immediately adjacent to the site and the following traffic signal-controlled intersections:

- Kanata Avenue / Maritime Way (Lord Byng Way);
- Kanata Avenue / Highway 417 Off-Ramp;
- Castlefrank Drive / Highway 417 On-Ramp;
- Kanata Avenue / Earl Grey Drive; and
- Campeau Drive / Knudson Drive (Maritime Way).

In addition, the study area will include the following STOP-controlled intersections:

- Maritime Way / Great Lakes Avenue;
- Campeau Drive / Cordillera Street (stop controlled on Cordillera Street); and
- Campeau Drive / Great Lakes Avenue (stop controlled on Great Lakes Avenue)

## **1.5 TIME PERIODS**

The study will analyze the weekday morning and afternoon peak hours of travel demand as they were envisioned to represent the “worst-case” scenario in terms of weekday commuter traffic volumes.

## **1.6 HORIZON YEARS**

The proposed development, at this point in time, is anticipated to be achieved by the end of 2022-23. The analysis to be undertaken for the forecasting report will include a period anticipated to be five years after buildout which would be 2027-28.

## **1.7 SCREENING RESULTS**

A review of the Screening Form indicated that the proposed development at 6095 Campeau Drive, Parcel 2 & 3 satisfies:

- the “*traffic generation*” trigger since there is greater than 90 units being proposed; and
- the “*safety trigger*” since the development is located within 100m of a signalized intersection.

associated with the City of Ottawa’s Traffic Impact Assessment Guidelines (2017).

## 2.0 EXEMPTION REVIEW

Table 3.1 is an extract from the TIA Guidelines (2017) in regard to possible reduction in scope of work of the traffic study.

Castleglenn would request the City of Ottawa to provide exemptions related to the Network Impact Component:

- Module 4.5: The proposed commercial retail space would have less than 60 employees in total and would be comprised of individual units and there is limited opportunities to develop a collective approach that could implement TDM measures.
- Module 4.6: The proposed development is provided with direct access to adjacent residentially dominated roadways and is envisioned not to result in any intrusion upon adjacent neighbourhoods.
- Module 4.8: The proposed development is not anticipated to generate more than 100 person-trips during the peak hour of travel demand.

**Table 2-1: Exemptions as per TIA Guidelines**

Module	Element	Exemption Considerations	Include Module in TIA
<i>Network Impact Component</i>			
<b>4.5 Transportation Demand Management</b>	<b>All elements</b>	Site plan not expected to have more than 60 employees and/or students on-site.	No
<b>4.6 Neighbourhood Traffic Management</b>	<b>4.6.1 Adjacent Neighbourhoods</b>	The proposed development relies exclusively on the arterial network for access	No
<b>4.8 Network Concept</b>		Development not expected to generate more than 200 person-trips during the peak hour in excess of the equivalent volume permitted by established zoning.	No

Should you have any questions or comments, please do not hesitate to contact us.

We await your feedback prior to proceeding to the next step of the TIA.

Yours truly,



---

Mr. Arthur Gordon B.A. P.Eng  
Principal Engineer  
**Castleglenn Consultants Inc.**



---

Mr. Joshua Gordon  
Transportation Planning Specialist  
**Castleglenn Consultants Inc.**



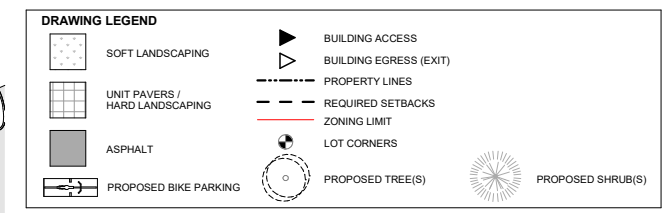
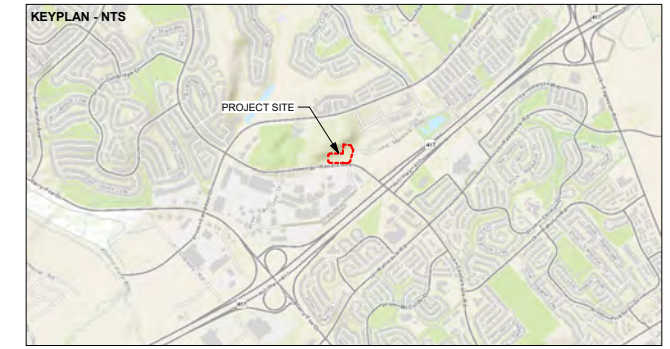
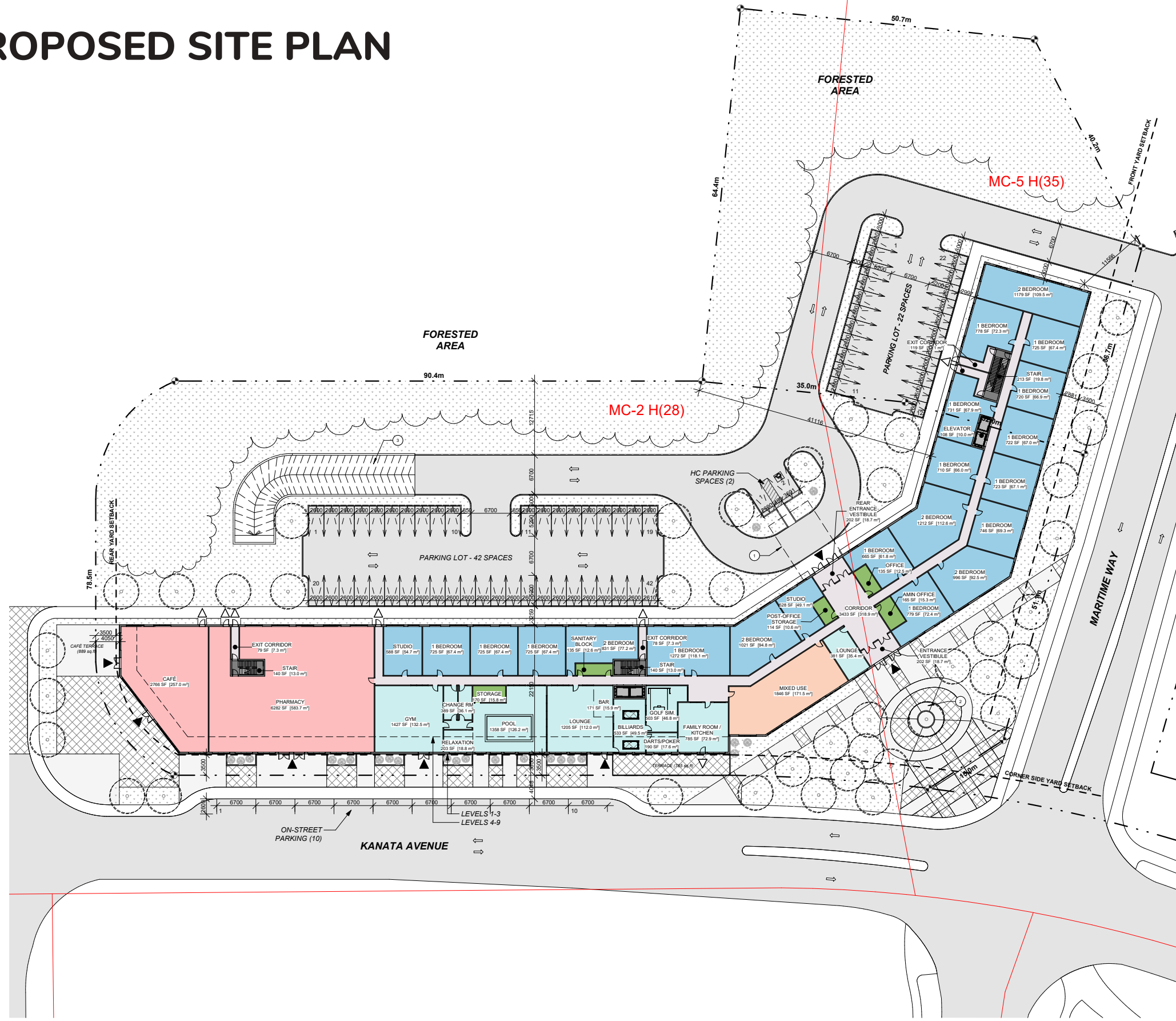
**Castleglenn  
Consultants**

Engineers, Project Managers & Planners

## APPENDIX A: SITE PLAN



# PROPOSED SITE PLAN



- SPECIFIC NOTES**
- 1 ENTRANCE CANOPY
  - 2 SG3 & SG4 - PUBLIC ART LOCATION
  - 3 RAMP TO UNDERGROUND PARKING

**OCCUPANCY TYPE - COLOUR LEGEND**

TYPE	AREA (R²)	AREA (M²)	TYPE	AREA (R²)	AREA (M²)	TYPE	AREA (R²)	AREA (M²)
AMENITY	6,448 R²	599 M²	RESIDENTIAL	14,266 R²	1,325 M²	STAIR	4,232 R²	393 M²
COMMERCIAL	8,353 R²	776 M²	BUILDING SERVICES	7,144 R²	664 M²	ELEVATOR	493 R²	46 M²
MIXED-USE	2,867 R²	266 M²	CORRIDORS	719 R²	67 M²		215 R²	20 M²

**PROJECT INFORMATION**

ZONING-STANDARD	REQUIRED	MC-2	MC-5	PROVIDED
LOT AREA	-	-	-	± 14,881.50m <sup>2</sup>
TOTAL ZONING GFA	-	-	-	± 34 718.50 m <sup>2</sup>
FSI (MIN-MAX)	0.75 - 2	0.75	- 2	-
BUILDING HEIGHT	28	35	-	22.5 m - 28 m
Front Yard Setback (min/max)	0 m / 3.5 m	0 m / 3.5 m	-	6.25
Corner Side Yard Setback (min/max)	0 m / 3.5 m	0 m / 3.5 m	-	3.65 m
Interior Side Yard Setback (min/max)	0 m / -	3.5 m / -	-	11.56 m
Rear Yard Setback (min/max)	0 m / 3.5 m	6 m / -	-	3.65 m
Surface Parking Front & Corner Side Yard Setback	10 m	10m	-	28.14
FSI Non-Residential (min.)	50% ground floor	0.75	-	-
GFA Non-Residential	1,387.5 m <sup>2</sup>	3,800 m <sup>2</sup>	-	840.70 m <sup>2</sup>
Amenity Space (min 6m <sup>2</sup> per unit)	-	1,800 m <sup>2</sup>	-	2,240 m <sup>2</sup>
Communal amenity (min 50%)	-	900 m <sup>2</sup>	-	900 m <sup>2</sup>
LOT CONVERAGE (MAX)	-	-	-	27.32%
LANDSCAPED AREA	-	-	-	± 7,298 m <sup>2</sup> (48.98%)
Soft Landscaping	-	-	-	± 6,014 m <sup>2</sup> (40.41%)
Hard Landscaping	-	-	-	± 1,275 m <sup>2</sup> (8.57%)
ASPHALT AREA	-	-	-	± 2,968 m <sup>2</sup> (19.95%)

**BUILDING STATISTICS**

NON-RESIDENTIAL	QTY.	SQ.M.
Pharmacy	-	840.70 m <sup>2</sup>
Cafe	-	583.70 m <sup>2</sup>
	-	257.00 m <sup>2</sup>
<b>RESIDENTIAL</b>		
1 bedroom	± 140 (47%)	-
1.5 bedrooms	± 45 (15%)	-
2 bedrooms	± 115 (38%)	-
<b>TOTAL</b>	<b>± 300 (100%)</b>	<b>± 21,600 m<sup>2</sup></b>

**INTERIOR COMMUNAL AMENITY SPACE**

Gym	-	644.10 m <sup>2</sup>
Pool	-	132.50 m <sup>2</sup>
Relaxation / Luminotherapy	-	126.20 m <sup>2</sup>
Lounge	-	18.80 m <sup>2</sup>
Bar	-	112.00 m <sup>2</sup>
Billiard Room	-	15.90 m <sup>2</sup>
Golf Simulator	-	49.50 m <sup>2</sup>
Darts / Poker Room	-	46.80 m <sup>2</sup>
Family Room w/ Kitchen	-	17.60 m <sup>2</sup>
Entry Lounge	-	72.90 m <sup>2</sup>
	-	35.40 m <sup>2</sup>
<b>MIXED USE (residential and/or commercial depending on market)</b>	-	<b>171.50 m<sup>2</sup></b>
<b>PRIVATE AMENITY SPACE</b>	-	<b>1 340 m<sup>2</sup></b>
Balconies / terraces	-	1 340 m <sup>2</sup>

**PARKING STATISTICS**

DEDICATION (LOCATION)	RATE	SPACES
APARTMENTS - RESIDENTS (UG PARKING)	1.2	360
APARTMENTS - VISITORS (UG / AT GRADE)	0.2	12 / 48 = 60
NON-RESIDENTIAL (AT GRADE)	2/100m <sup>2</sup>	16
<b>TOTAL</b>		<b>436</b>
BICYCLE SPACES	0.25	75

1 PRELIMINARY SITE PLAN  
1:350





**Castleglenn  
Consultants**

Engineers, Project Managers & Planners

## APPENDIX B: CERTIFICATION FORM FOR TIA STUDY PROJECT MANAGER



## Certification Form for TIA Study PM

### 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



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;



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



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



I am either a licensed<sup>1</sup> or registered<sup>2</sup> professional in good standing, whose field of expertise



is either transportation engineering



or transportation planning .

<sup>1,2</sup> License of registration body that oversees the profession is required to have a code of conduct and ethics guidelines that will ensure appropriate conduct and representation for transportation planning and/or transportation engineering works.

Dated at  this  day of , 20 .

(City)

Name :

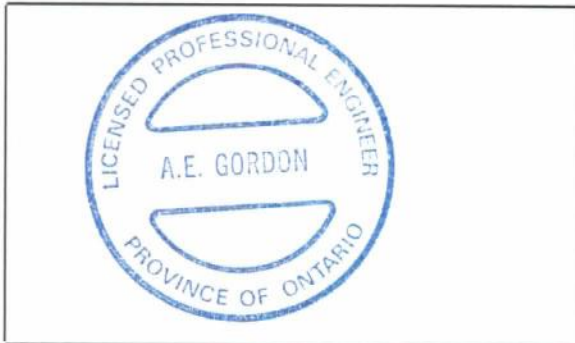
Professional title:



Signature of individual certifier that s/he meets the above criteria

<b>Office Contact Information (Please Print)</b>	
Address:	<input type="text" value="Suite 200 - 2460 Lancaster Road"/>
City / Postal Code:	<input type="text" value="Ottawa / K1B 4S5"/>
Telephone / Extension:	<input type="text" value="613 - 731 - 4052"/>
E-Mail Address:	<input type="text" value="agordon@castleglenn.ca"/>

**Stamp**





**Castleglenn  
Consultants**

Engineers, Project Managers & Planners

## APPENDIX C: SCREENING FORM



**City of Ottawa 2017 TIA Guidelines Screening Form**

**Mr. Mike Giampa, P.Eng**

Project Manager, Transportation Approvals

City of Ottawa

110 Laurier Avenue

Ottawa, Ontario K1P 1J1

Phone: (613-580-2424 x23657) Email: mike.giampa@ottawa.ca

Please see below the completed screening form for the proposed mixed use 9-storey building located at 6095 Campeau Drive “Parcel 2 & 3”. The development would be located on the NW corner of the intersection of Kanata Avenue and Maritime Way.

The proposed development will consist of a two 9-storey wings with a 7-storey central component. The building will have an estimated 300 residential units as well as approximately 850 m<sup>2</sup> of commercial retail space, approximately 645 m<sup>2</sup> of communal amenity space and approximately 175 m<sup>2</sup> of mixed-use that will be used as amenity of or commercial space depending on market conditions. A single access to the complete site will be located on Maritime Way. Loading/unloading is to take place at the rear of the development with the parking area.

**1. Description of Proposed Development**

<b>Municipal Address</b>	6095 Campeau Drive – “Parcel 2 & 3”
<b>Description of Location</b>	The development would be located in the NW corner of the intersection of Kanata Avenue and Maritime Way
<b>Land Use Classification</b>	Mixed-Use Residential and Commercial
<b>Development Size (units)</b>	~ 300 Units
<b>Development Size (m<sup>2</sup>)</b>	~ 21,600 m <sup>2</sup> of residential units ~ 850 m <sup>2</sup> of commercial retail space ~ 645 m <sup>2</sup> of communal amenity space ~ 175 m <sup>2</sup> of mixed-use space
<b>Number of Accesses and Locations</b>	1 access to be located on Maritime Way
<b>Phase of Development</b>	Unknown at this stage
<b>Buildout Year</b>	TBD

**2. Trip Generation Trigger**



Mixed-Use Residential, and Commercial retail	Two 9-Storey wings with 7-storey Central component - ~ 23,275 m <sup>2</sup> total ~ 21,600 m <sup>2</sup> of Residential Units ~ 645 m <sup>2</sup> of Communal Amenity Space ~ 175 m <sup>2</sup> of Mixed-use Space ~ 850 m <sup>2</sup> of Commercial Retail Space
--	--

**The proposed development size is greater than the minimum (90 units) described in Section 1.2 (Table 2) of The City of Ottawa TIA Guidelines. Considering this factor, the Trip Generation Trigger is satisfied.**

### 3. Location Triggers

	Yes	No
Does the development propose a new driveway to a boundary street that is designated as part of the City’s Transit Priority, Rapid Transit or Spine Bicycle Networks?		X
Is the development in a Design Priority Area (DPA) or Transit-oriented Development (TOD) zone? *		X

*\*DPA and TOD are identified in the City of Ottawa Official Plan (DPA in Section 2.5.1 and Schedules A and B; TOD in Annex 6). See Chapter 4 for a list of City of Ottawa Planning and Engineering documents that support the completion of TIA).*

**Silver Seven Road is not a part of the Spine Bicycle Network according to Map 1 of the City’s Transportation Master Plan, it is also not designated as part of a Design Priority Area or a Transit Oriented Development zone. Therefore, the Location Trigger is not satisfied.**

### 4. Safety Triggers

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



Does the development include a drive-thru facility?		X
---	--	---

**The proposed development is within 100 meters of a signalised intersection (Kanata Avenue and Maritime Way), therefore, the Safety Trigger is satisfied.**

## 5. Summary

	Yes	No
Does the development satisfy the Trip Generation Trigger?	X	
Does the development satisfy the Location Trigger?		X
Does the development satisfy the Safety Trigger?	X	

Please review the above screening information and let us know your comments or questions before proceeding to the next step of the TIA.

Yours truly,

Mr. Arthur Gordon B.A. P.Eng  
Principal Engineer  
Castleglenn Consultants Inc.

Mr. Joshua Gordon  
Transportation Planning Specialist  
Castleglenn Consultants Inc.





**Castleglenn  
Consultants**

Engineers, Project Managers & Planners

## APPENDIX D: EXISTING TRAFFIC VOLUMES AND COLLISIONS





**Intersection: Maritime Way / Great Lakes Avenue**

**Morning Peak Hour Results (August 18, 2021)**

Time Period		Westbound						Northbound						Eastbound						Southbound						Total		All	Peak Hr Total							
From	To	RT		TH		LT		RT		TH		LT		RT		TH		LT		RT		TH		LT		Heavy	Passenger									
		Heavy	Passenger	Heavy	Passenger	Heavy	Passenger	Pedestrians	Heavy	Passenger	Heavy	Passenger	Heavy	Passenger	Pedestrians	Heavy	Passenger	Heavy	Passenger	Heavy	Passenger	Heavy	Passenger	Heavy	Passenger	Pedestrians	Heavy	Passenger								
1	7:00	7:15	2		9										3		3				5					22	22	22								
2	7:15	7:30	1		3										9		4				3					21	21	43								
3	7:30	7:45	1		10										7		2				3					23	23	66								
4	7:45	8:00	4		21										13		11				14					65	65	131								
5	8:00	8:15	3		13										8		6				9					40	40	149								
6	8:15	8:30	5		7										4		7				10					35	35	163								
7	8:30	8:45	3		11										7		8				8					37	37	177								
8	8:45	9:00			8										8		10				6					32	32	144								
4	7:45	8:45	Calculated Peak Hour																																	
	AM Peak Period		19		82										59		51				58					6		275	275							
	Heavy Vehicle %					#DIV/0!				#DIV/0!					#DIV/0!											#DIV/0!		5		177	177					
	AM Peak Hour		15		52					#DIV/0!					32		32				41															
	Heavy Vehicle %					#DIV/0!				#DIV/0!					#DIV/0!											#DIV/0!		5								
	AM Peak Hr Total		15		52										32		32				41															
	Peak Hr Approach Tot				67										64		32				46															

**Afternoon Peak Hour Results (August 18, 2021)**

Time Period		Westbound						Northbound						Eastbound						Southbound						Total		All	Peak Hr Total							
From	To	RT		TH		LT		RT		TH		LT		RT		TH		LT		RT		TH		LT		Heavy	Passenger									
		Heavy	Passenger	Heavy	Passenger	Heavy	Passenger	Pedestrians	Heavy	Passenger	Heavy	Passenger	Heavy	Passenger	Pedestrians	Heavy	Passenger	Heavy	Passenger	Heavy	Passenger	Heavy	Passenger	Heavy	Passenger	Pedestrians	Heavy	Passenger								
7	3:30	3:45			11										2		7				9					29	29	29								
8	3:45	4:00			14										4		9				13					42	42	71								
9	4:00	4:15	3		12										18		14				8					58	59	130								
10	4:15	4:30	1		8										13		22				17					62	62	192								
11	4:30	4:45	3		9										21		14				11					66	66	229								
12	4:45	5:00	1		10										17		9				7					44	44	231								
13	5:00	5:15	2		9										14		9				3					39	39	211								
14	5:15	5:30	4		20										20		13				13					73	73	222								
15	5:30	5:45			12										10		10				6					40	40	196								
16	5:45	6:00	2		10										14		16				13					55	55	207								
9	4:00	5:00	Calculated Peak Hour																																	
	PM Peak Period		16		115										133		123				1		100			21		1	508	509						
	Heavy Vehicle %					#DIV/0!				#DIV/0!					#DIV/0!						1%					#DIV/0!			0%							
	PM Peak Hour		8		39					#DIV/0!					69		59				1		43			12		1	230	231						
	Heavy Vehicle %					#DIV/0!				#DIV/0!					#DIV/0!						2%					#DIV/0!			0%							
	PM Peak Hr Total		8		39										69		59				44				12											
	Peak Hr Approach Tot				47										128		56				56															

## Turning Movement Count - Study Results

### CAMPEAU DR @ KNUDSON DR

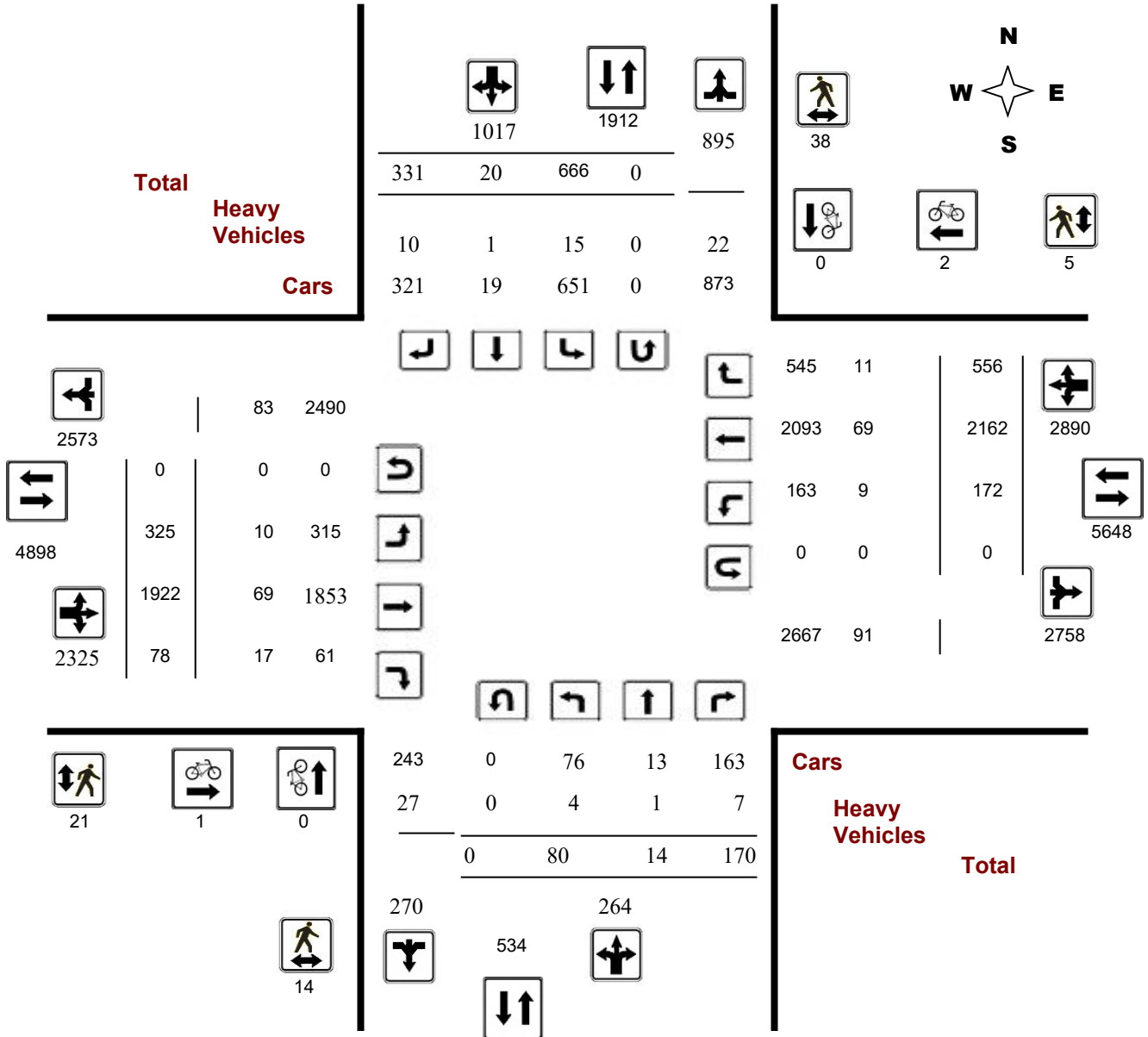
**Survey Date:** Thursday, February 26, 2015

**WO No:** 34386

**Start Time:** 07:00

**Device:** Miovision

### Full Study Diagram



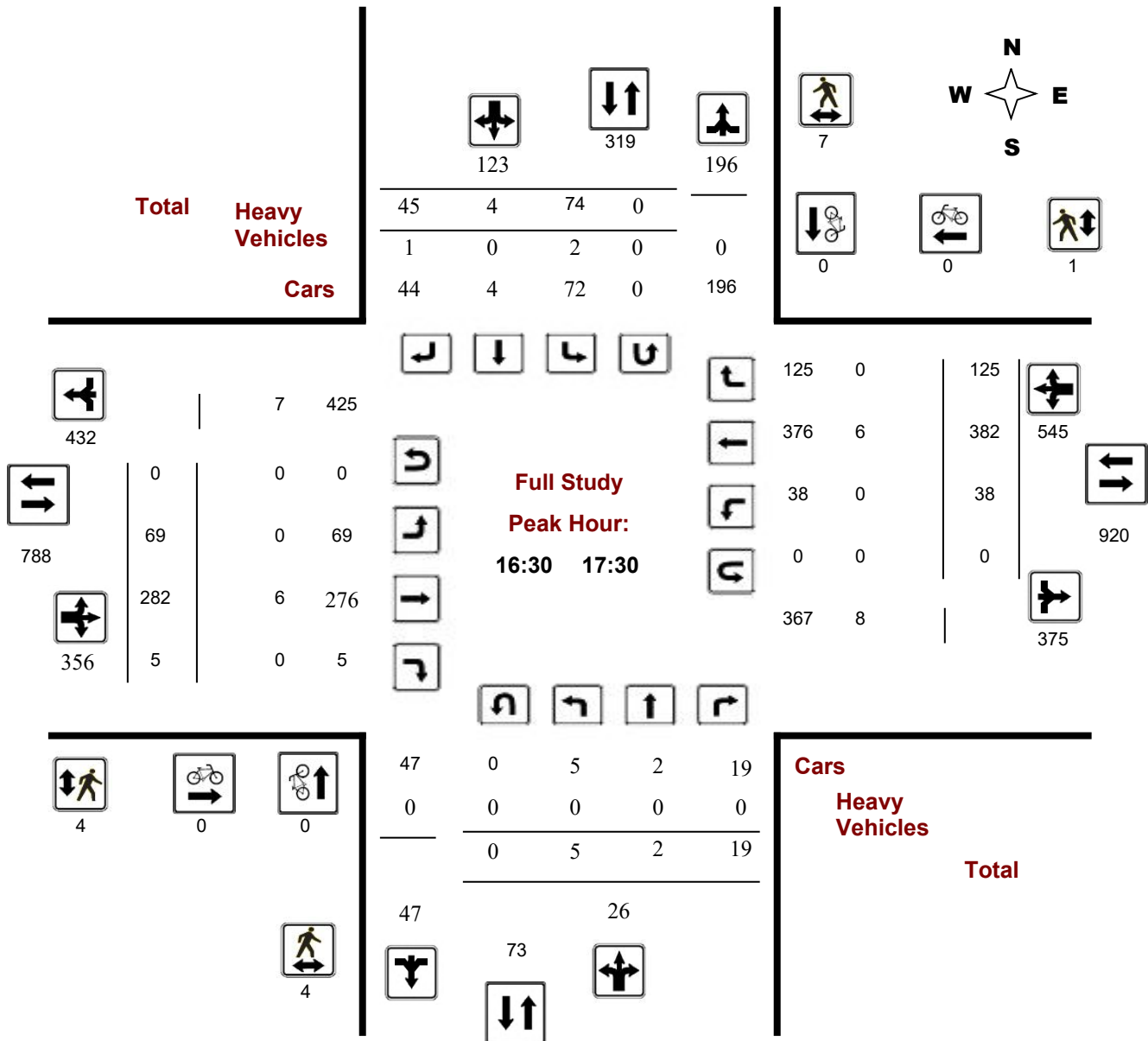
**Survey Date:** Thursday, February 26, 2015

**WO No:** 34386

**Start Time:** 07:00

**Device:** Miovision

### Full Study Peak Hour Diagram





# Transportation Services - Traffic Services

## Turning Movement Count - Peak Hour Diagram

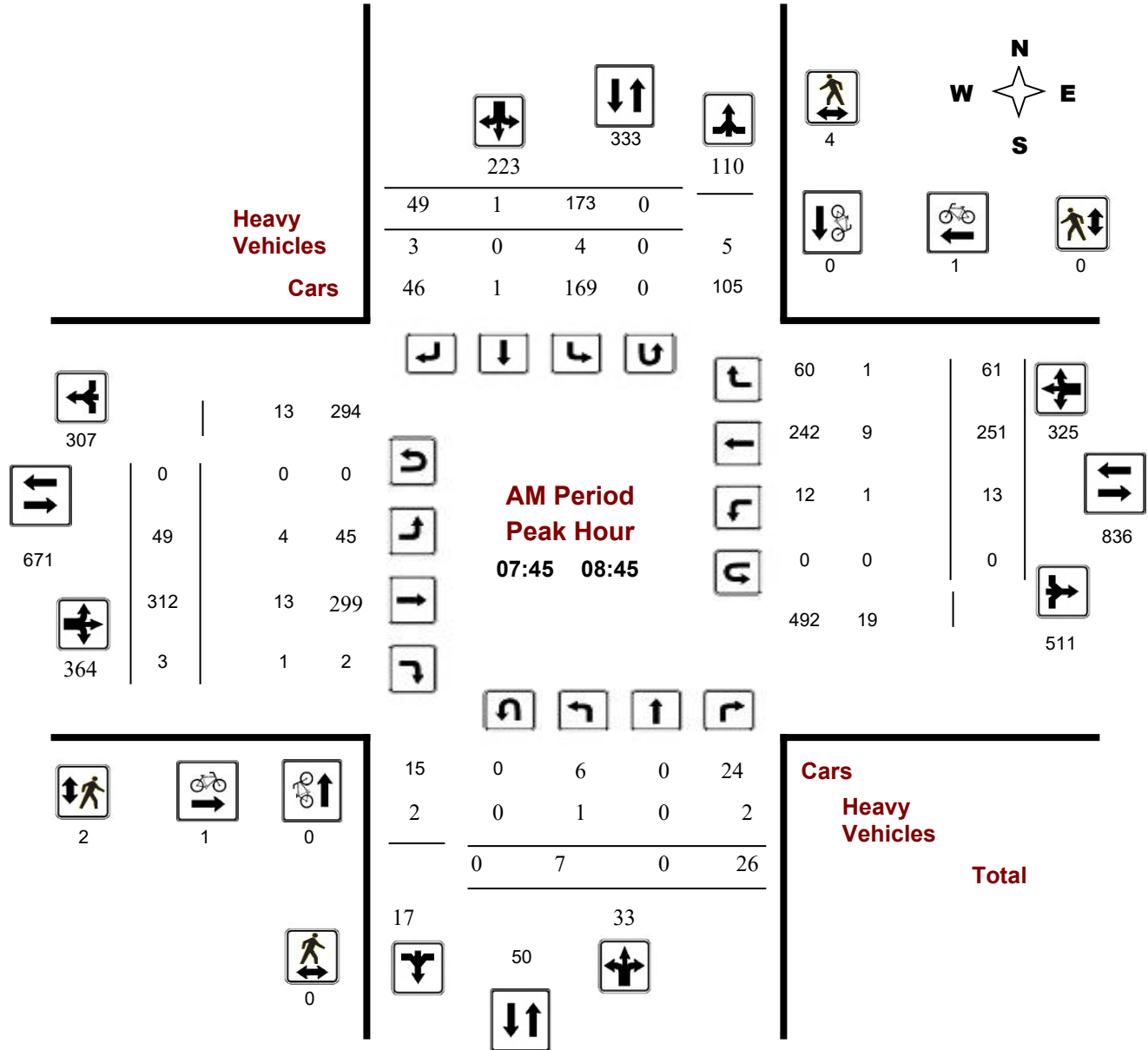
### CAMPEAU DR @ KNUDSON DR

**Survey Date:** Thursday, February 26, 2015

**Start Time:** 07:00

**WO No:** 34386

**Device:** Miovision



## Turning Movement Count - Peak Hour Diagram

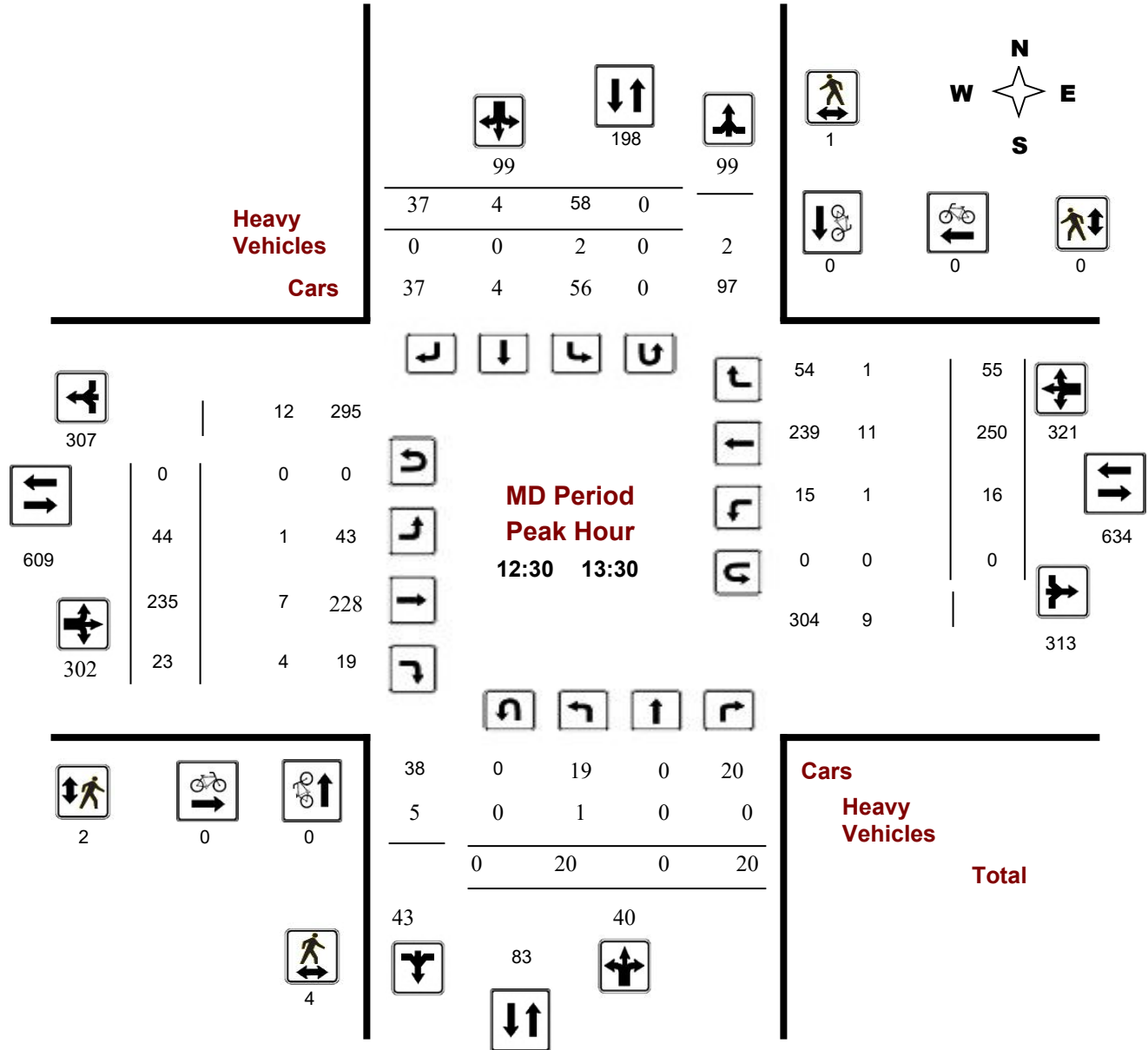
### CAMPEAU DR @ KNUDSON DR

**Survey Date:** Thursday, February 26, 2015

**Start Time:** 07:00

**WO No:** 34386

**Device:** Miovision



**Comments**



## Turning Movement Count - Peak Hour Diagram

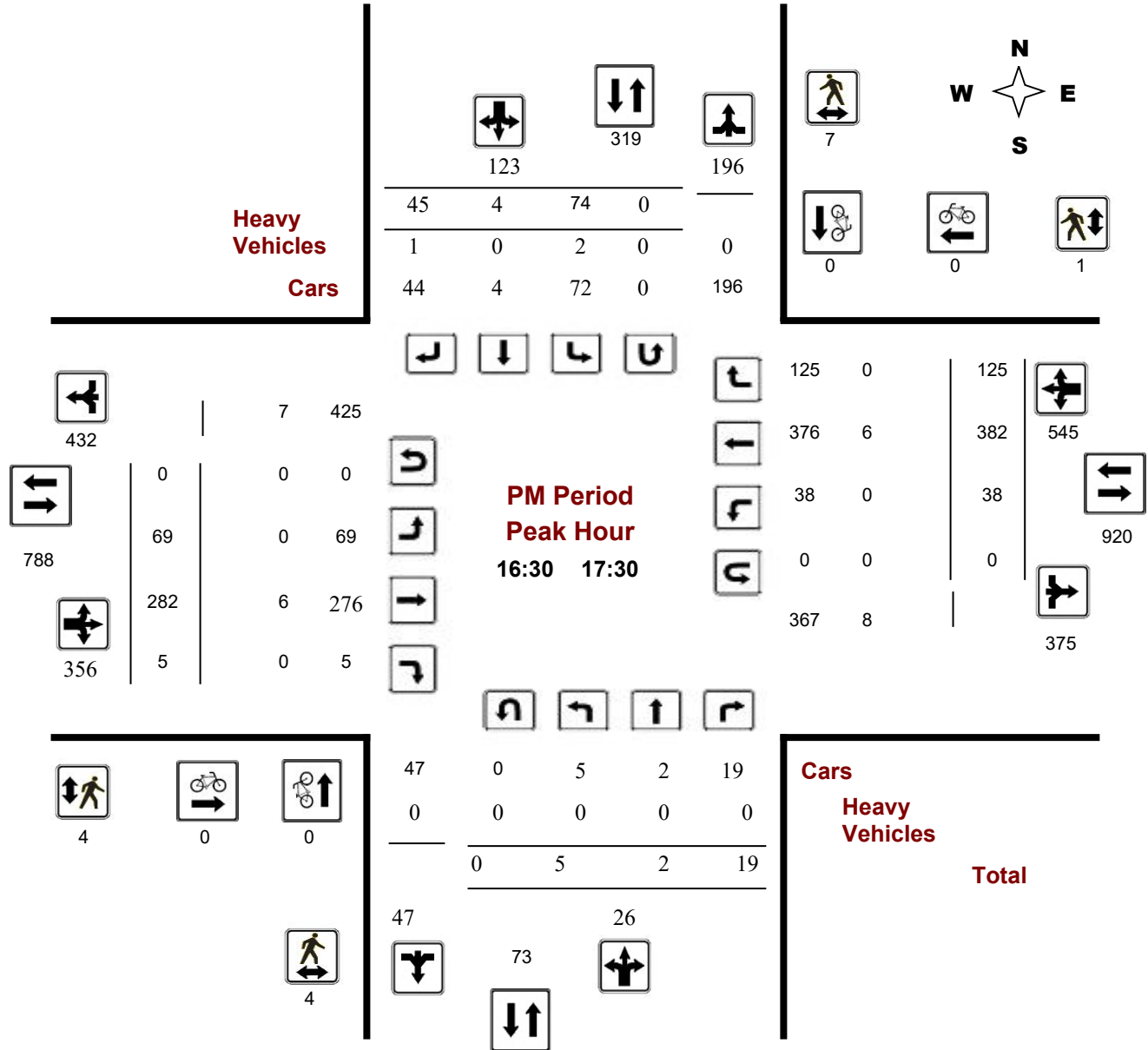
### CAMPEAU DR @ KNUDSON DR

**Survey Date:** Thursday, February 26, 2015

**Start Time:** 07:00

**WO No:** 34386

**Device:** Miovision





# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### CAMPEAU DR @ KNUDSON DR

**Survey Date:** Thursday, February 26, 2015

**WO No:** 34386

**Start Time:** 07:00

**Device:** Miovision

### Full Study Summary (8 HR Standard)

**Survey Date:** Thursday, February 26, 2015

**Total Observed U-Turns**  
 Northbound: 0      Southbound: 0  
 Eastbound: 0      Westbound: 0

**AADT Factor**  
 .90

Period	Northbound				Southbound				STR TOT	Eastbound				Westbound				STR TOT	Grand Total
	LT	ST	RT	NB TOT	LT	ST	RT	SB TOT		LT	ST	RT	EB TOT	LT	ST	RT	WB TOT		
07:00 08:00	5	2	24	31	135	0	21	156	187	28	206	1	235	7	160	24	191	426	613
08:00 09:00	7	0	22	29	156	2	57	215	244	39	302	5	346	17	235	65	317	663	907
09:00 10:00	12	2	25	39	78	4	37	119	158	20	141	12	173	10	202	27	239	412	570
11:30 12:30	14	0	14	28	46	0	40	86	114	40	225	14	279	24	272	50	346	625	739
12:30 13:30	20	0	20	40	58	4	37	99	139	44	235	23	302	16	250	55	321	623	762
15:00 16:00	8	4	25	37	52	4	44	100	137	47	274	10	331	31	316	99	446	777	914
16:00 17:00	10	1	24	35	72	4	43	119	154	48	277	7	332	29	349	113	491	823	977
17:00 18:00	4	5	16	25	69	2	52	123	148	59	262	6	327	38	378	123	539	866	1014
<b>Sub Total</b>	80	14	170	264	666	20	331	1017	1281	325	1922	78	2325	172	2162	556	2890	5215	6496
<b>U Turns</b>	0			0	0			0	0	0			0	0			0	0	0
<b>Total</b>	80	14	170	264	666	20	331	1017	1281	325	1922	78	2325	172	2162	556	2890	5215	6496
<b>EQ 12Hr</b>	111	19	236	366	926	28	460	1414	1780	452	2672	108	3232	239	3005	773	4017	7249	9029
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.																<b>1.39</b>			
<b>AVG 12Hr</b>	100	17	212	329	833	25	414	1272	1601	407	2405	97	2909	215	2704	696	3615	6524	8125
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.																<b>.90</b>			
<b>AVG 24Hr</b>	131	22	278	431	1091	33	542	1666	2097	533	3151	127	3811	282	3542	912	4736	8547	10644
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

### CAMPEAU DR @ KNUDSON DR

**Survey Date:** Thursday, February 26, 2015

**WO No:** 34386

**Start Time:** 07:00

**Device:** Miovision

### Full Study 15 Minute Increments

Time Period	Northbound				Southbound				Eastbound				Westbound				Grand Total		
	LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT		W TOT	STR TOT
07:00 07:15	0	0	2	2	35	0	5	40	42	2	53	0	55	2	39	4	45	100	142
07:15 07:30	2	2	6	10	29	0	3	32	42	6	44	1	51	2	33	2	37	88	130
07:30 07:45	2	0	6	8	34	0	5	39	47	2	53	0	55	2	34	5	41	96	143
07:45 08:00	1	0	10	11	37	0	8	45	56	18	56	0	74	1	54	13	68	142	198
08:00 08:15	4	0	6	10	59	0	11	70	80	13	97	2	112	5	60	10	75	187	267
08:15 08:30	2	0	2	4	48	1	10	59	63	9	104	1	114	2	82	19	103	217	280
08:30 08:45	0	0	8	8	29	0	20	49	57	9	55	0	64	5	55	19	79	143	200
08:45 09:00	1	0	6	7	20	1	16	37	44	8	46	2	56	5	38	17	60	116	160
09:00 09:15	1	1	6	8	29	2	8	39	47	6	29	3	38	1	47	6	54	92	139
09:15 09:30	6	1	10	17	17	1	12	30	47	5	40	4	49	2	51	9	62	111	158
09:30 09:45	3	0	6	9	15	1	9	25	34	3	31	5	39	5	54	6	65	104	138
09:45 10:00	2	0	3	5	17	0	8	25	30	6	41	0	47	2	50	6	58	105	135
11:30 11:45	4	0	4	8	15	0	8	23	31	12	64	4	80	7	79	11	97	177	208
11:45 12:00	3	0	5	8	5	0	10	15	23	11	63	5	79	9	76	16	101	180	203
12:00 12:15	5	0	1	6	14	0	10	24	30	8	51	1	60	6	66	10	82	142	172
12:15 12:30	2	0	4	6	12	0	12	24	30	9	47	4	60	2	51	13	66	126	156
12:30 12:45	5	0	2	7	17	0	12	29	36	11	48	2	61	5	68	16	89	150	186
12:45 13:00	3	0	9	12	11	3	12	26	38	12	68	12	92	4	64	14	82	174	212
13:00 13:15	7	0	7	14	16	0	4	20	34	11	60	7	78	3	56	12	71	149	183
13:15 13:30	5	0	2	7	14	1	9	24	31	10	59	2	71	4	62	13	79	150	181
15:00 15:15	4	0	8	12	7	2	8	17	29	9	91	2	102	6	80	18	104	206	235
15:15 15:30	1	1	8	10	9	0	10	19	29	12	45	3	60	6	80	24	110	170	199
15:30 15:45	1	1	6	8	14	1	15	30	38	9	69	4	82	6	70	29	105	187	225
15:45 16:00	2	2	3	7	22	1	11	34	41	17	69	1	87	13	86	28	127	214	255
16:00 16:15	3	1	9	13	25	0	13	38	51	11	71	1	83	5	104	36	145	228	279
16:15 16:30	3	0	5	8	11	1	10	22	30	6	56	3	65	9	78	22	109	174	204
16:30 16:45	0	0	4	4	18	3	7	28	32	16	78	2	96	5	91	21	117	213	245
16:45 17:00	4	0	6	10	18	0	13	31	41	15	72	1	88	10	76	34	120	208	249
17:00 17:15	1	0	3	4	20	1	9	30	34	17	67	1	85	12	114	37	163	248	282
17:15 17:30	0	2	6	8	18	0	16	34	42	21	65	1	87	11	101	33	145	232	274
17:30 17:45	2	1	4	7	18	1	15	34	41	9	62	3	74	8	87	31	126	200	241
17:45 18:00	1	2	3	6	13	0	12	25	31	12	68	1	81	7	76	22	105	186	217
<b>Total:</b>	<b>80</b>	<b>14</b>	<b>170</b>	<b>264</b>	<b>666</b>	<b>20</b>	<b>331</b>	<b>1017</b>	<b>1281</b>	<b>325</b>	<b>1922</b>	<b>78</b>	<b>2325</b>	<b>172</b>	<b>2162</b>	<b>556</b>	<b>2890</b>	<b>1281</b>	<b>6,496</b>

Note: U-Turns are included in Totals.



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### CAMPEAU DR @ KNUDSON DR

**Survey Date:** Thursday, February 26, 2015

**WO No:** 34386

**Start Time:** 07:00

**Device:** Miovision

### Full Study Cyclist Volume

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



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### CAMPEAU DR @ KNUDSON DR

**Survey Date:** Thursday, February 26, 2015

**WO No:** 34386

**Start Time:** 07:00

**Device:** Miovision

### Full Study Pedestrian Volume

Time Period	NB Approach (E or W Crossing)	SB Approach (E or W Crossing)	Total	EB Approach (N or S Crossing)	WB Approach (N or S Crossing)	Total	Grand Total
07:00 07:15	0	0	0	1	0	1	1
07:15 07:30	1	0	1	0	0	0	1
07:30 07:45	0	0	0	1	1	2	2
07:45 08:00	0	2	2	1	0	1	3
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	0	1	1	0	0	0	1
08:45 09:00	0	0	0	2	0	2	2
09:00 09:15	0	0	0	0	0	0	0
09:15 09:30	1	0	1	0	0	0	1
09:30 09:45	0	1	1	0	0	0	1
09:45 10:00	0	1	1	0	1	1	2
11:30 11:45	0	0	0	0	0	0	0
11:45 12:00	2	1	3	0	1	1	4
12:00 12:15	1	1	2	2	0	2	4
12:15 12:30	0	1	1	0	0	0	1
12:30 12:45	1	0	1	0	0	0	1
12:45 13:00	0	1	1	0	0	0	1
13:00 13:15	2	0	2	2	0	2	4
13:15 13:30	1	0	1	0	0	0	1
15:00 15:15	0	7	7	4	1	5	12
15:15 15:30	0	2	2	0	0	0	2
15:30 15:45	0	0	0	0	0	0	0
15:45 16:00	0	1	1	0	0	0	1
16:00 16:15	0	8	8	1	0	1	9
16:15 16:30	1	2	3	0	0	0	3
16:30 16:45	3	4	7	2	0	2	9
16:45 17:00	0	0	0	0	0	0	0
17:00 17:15	1	3	4	0	0	0	4
17:15 17:30	0	0	0	2	1	3	3
17:30 17:45	0	1	1	2	0	2	3
17:45 18:00	0	0	0	0	0	0	0
<b>Total</b> .....	14	38	52	21	5	26	78



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### CAMPEAU DR @ KNUDSON DR

**Survey Date:** Thursday, February 26, 2015

**WO No:** 34386

**Start Time:** 07:00

**Device:** Miovision

### Full Study Heavy Vehicles

Time Period	Northbound				Southbound				Eastbound				Westbound				Grand Total		
	LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT		W TOT	STR TOT
07:00 07:15	0	0	0	0	1	0	0	1	1	0	4	0	4	0	2	0	2	6	7
07:15 07:30	0	1	1	2	0	0	0	0	2	0	3	0	3	0	2	0	2	5	7
07:30 07:45	0	0	0	0	1	0	0	1	1	0	2	0	2	1	1	1	3	5	6
07:45 08:00	0	0	2	2	0	0	0	0	2	2	1	0	3	0	3	0	3	6	8
08:00 08:15	1	0	0	1	1	0	0	1	2	0	5	0	5	0	1	0	1	6	8
08:15 08:30	0	0	0	0	0	0	1	1	1	1	4	1	6	0	4	0	4	10	11
08:30 08:45	0	0	0	0	3	0	2	5	5	1	3	0	4	1	1	1	3	7	12
08:45 09:00	0	0	0	0	0	0	0	0	0	2	2	0	4	0	3	0	3	7	7
09:00 09:15	0	0	0	0	1	0	2	3	3	0	1	2	3	0	1	1	2	5	8
09:15 09:30	0	0	0	0	0	0	0	0	0	0	1	1	2	0	5	0	5	7	7
09:30 09:45	0	0	0	0	1	1	0	2	2	2	1	2	5	1	2	0	3	8	10
09:45 10:00	1	0	0	1	0	0	0	0	1	0	1	0	1	0	3	0	3	4	5
11:30 11:45	1	0	1	2	0	0	0	0	2	0	3	1	4	3	2	0	5	9	11
11:45 12:00	0	0	0	0	0	0	0	0	0	0	2	2	4	0	4	2	6	10	10
12:00 12:15	0	0	0	0	0	0	1	1	1	0	2	1	3	0	2	0	2	5	6
12:15 12:30	0	0	2	2	0	0	0	0	2	0	1	2	3	0	0	1	1	4	6
12:30 12:45	0	0	0	0	0	0	0	0	0	0	1	1	2	1	2	0	3	5	5
12:45 13:00	0	0	0	0	0	0	0	0	0	0	0	2	2	0	2	0	2	4	4
13:00 13:15	1	0	0	1	0	0	0	0	1	0	2	1	3	0	6	1	7	10	11
13:15 13:30	0	0	0	0	2	0	0	2	2	1	4	0	5	0	1	0	1	6	8
15:00 15:15	0	0	0	0	0	0	0	0	0	0	4	0	4	2	2	1	5	9	9
15:15 15:30	0	0	0	0	0	0	1	1	1	1	2	0	3	0	2	1	3	6	7
15:30 15:45	0	0	1	1	0	0	0	0	1	0	5	1	6	0	3	0	3	9	10
15:45 16:00	0	0	0	0	1	0	2	3	3	0	2	0	2	0	2	2	4	6	9
16:00 16:15	0	0	0	0	1	0	0	1	1	0	2	0	2	0	2	0	2	4	5
16:15 16:30	0	0	0	0	0	0	0	0	0	0	2	0	2	0	2	0	2	4	4
16:30 16:45	0	0	0	0	0	0	0	0	0	0	2	0	2	0	2	0	2	4	4
16:45 17:00	0	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	1	3	3
17:00 17:15	0	0	0	0	2	0	0	2	2	0	1	0	1	0	2	0	2	3	5
17:15 17:30	0	0	0	0	0	0	1	1	1	0	1	0	1	0	1	0	1	2	3
17:30 17:45	0	0	0	0	1	0	0	1	1	0	2	0	2	0	2	0	2	4	5
17:45 18:00	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2	2
<b>Total:</b> None	<b>4</b>	<b>1</b>	<b>7</b>	<b>12</b>	<b>15</b>	<b>1</b>	<b>10</b>	<b>26</b>	<b>38</b>	<b>10</b>	<b>69</b>	<b>17</b>	<b>96</b>	<b>9</b>	<b>69</b>	<b>11</b>	<b>89</b>	<b>185</b>	<b>223</b>



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### CAMPEAU DR @ KNUDSON DR

**Survey Date:** Thursday, February 26, 2015

**WO No:** 34386

**Start Time:** 07:00

**Device:** Miovision

### Full Study 15 Minute U-Turn Total

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

## Turning Movement Count - Study Results

### KANATA RD @ LORD BYNG WAY/MARITIME WAY

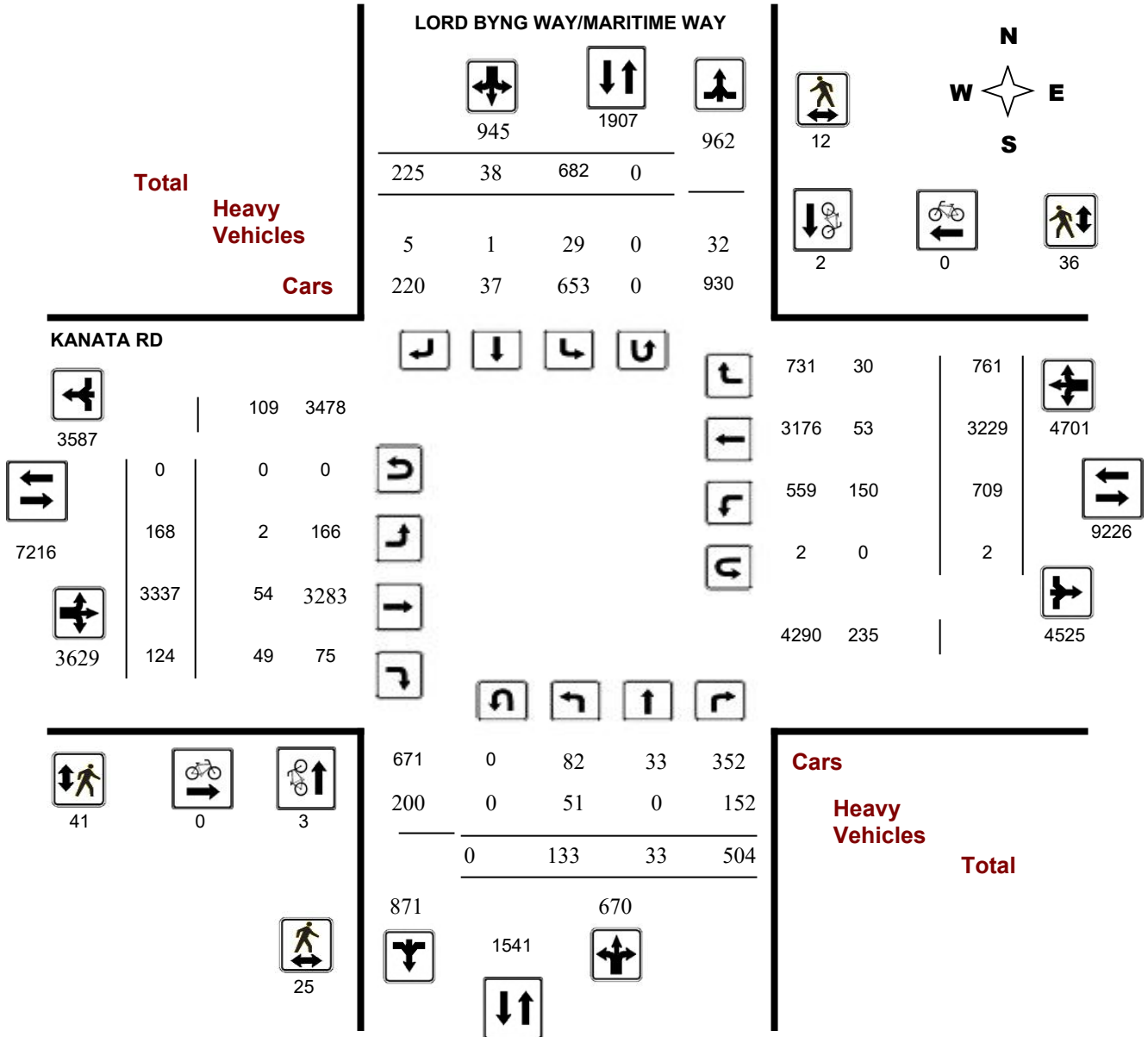
**Survey Date:** Tuesday, March 20, 2018

**WO No:** 37606

**Start Time:** 07:00

**Device:** Miovision

### Full Study Diagram





## Turning Movement Count - Study Results

### KANATA RD @ LORD BYNG WAY/MARITIME WAY

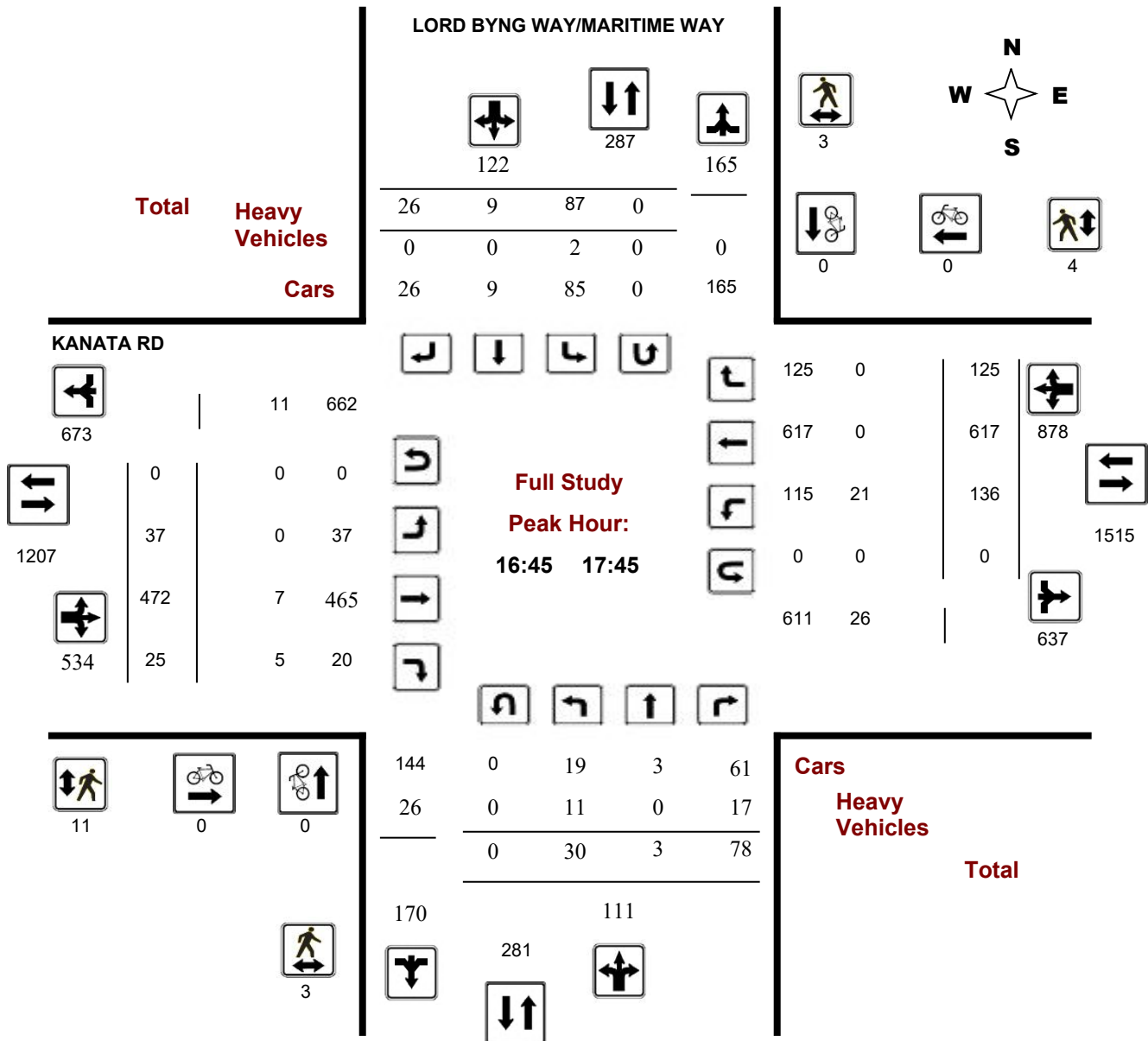
**Survey Date:** Tuesday, March 20, 2018

**WO No:** 37606

**Start Time:** 07:00

**Device:** Miovision

### Full Study Peak Hour Diagram





# Transportation Services - Traffic Services

## Turning Movement Count - Peak Hour Diagram

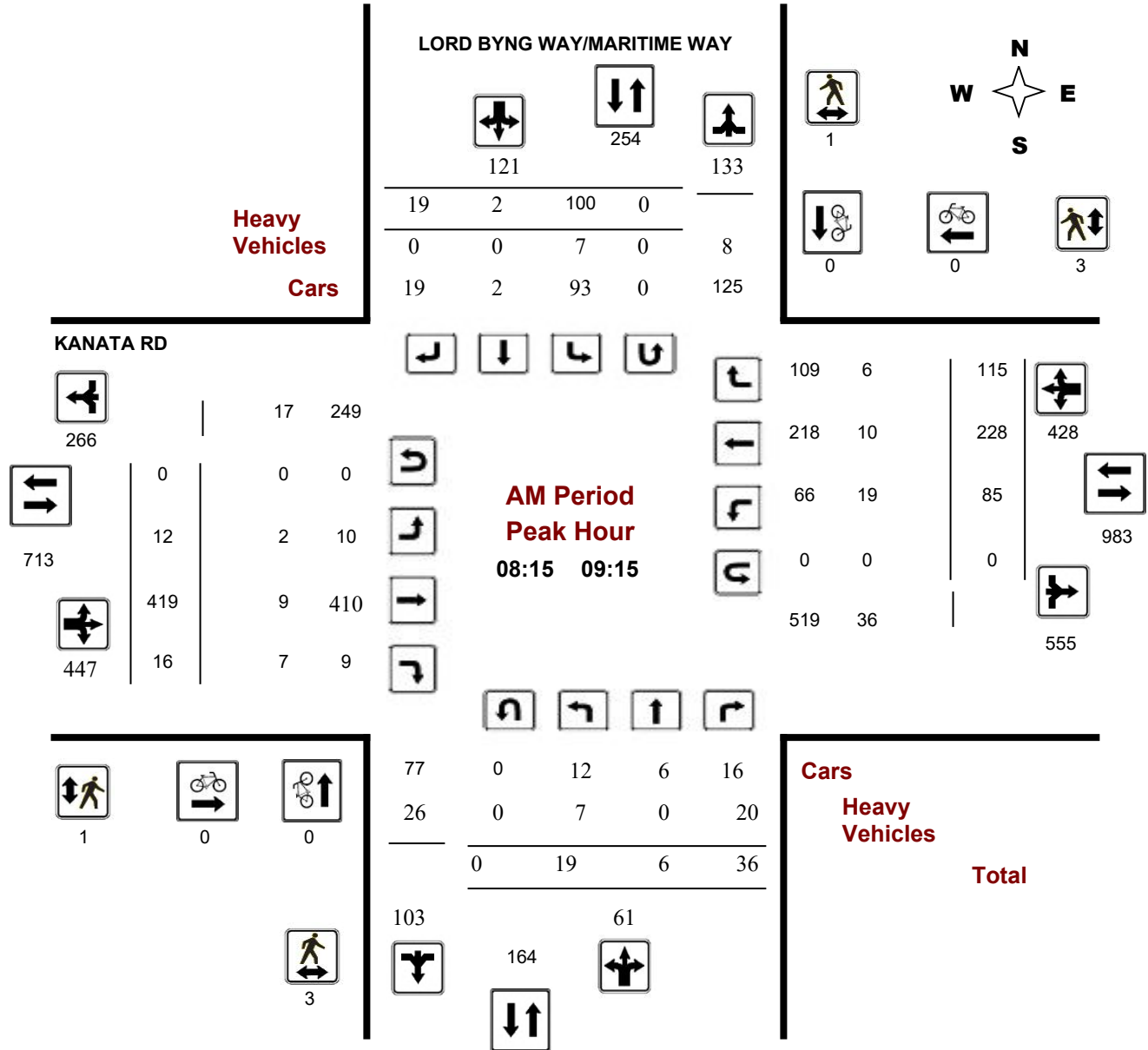
### KANATA RD @ LORD BYNG WAY/MARITIME WAY

**Survey Date:** Tuesday, March 20, 2018

**Start Time:** 07:00

**WO No:** 37606

**Device:** Miovision



**Comments**

## Turning Movement Count - Peak Hour Diagram

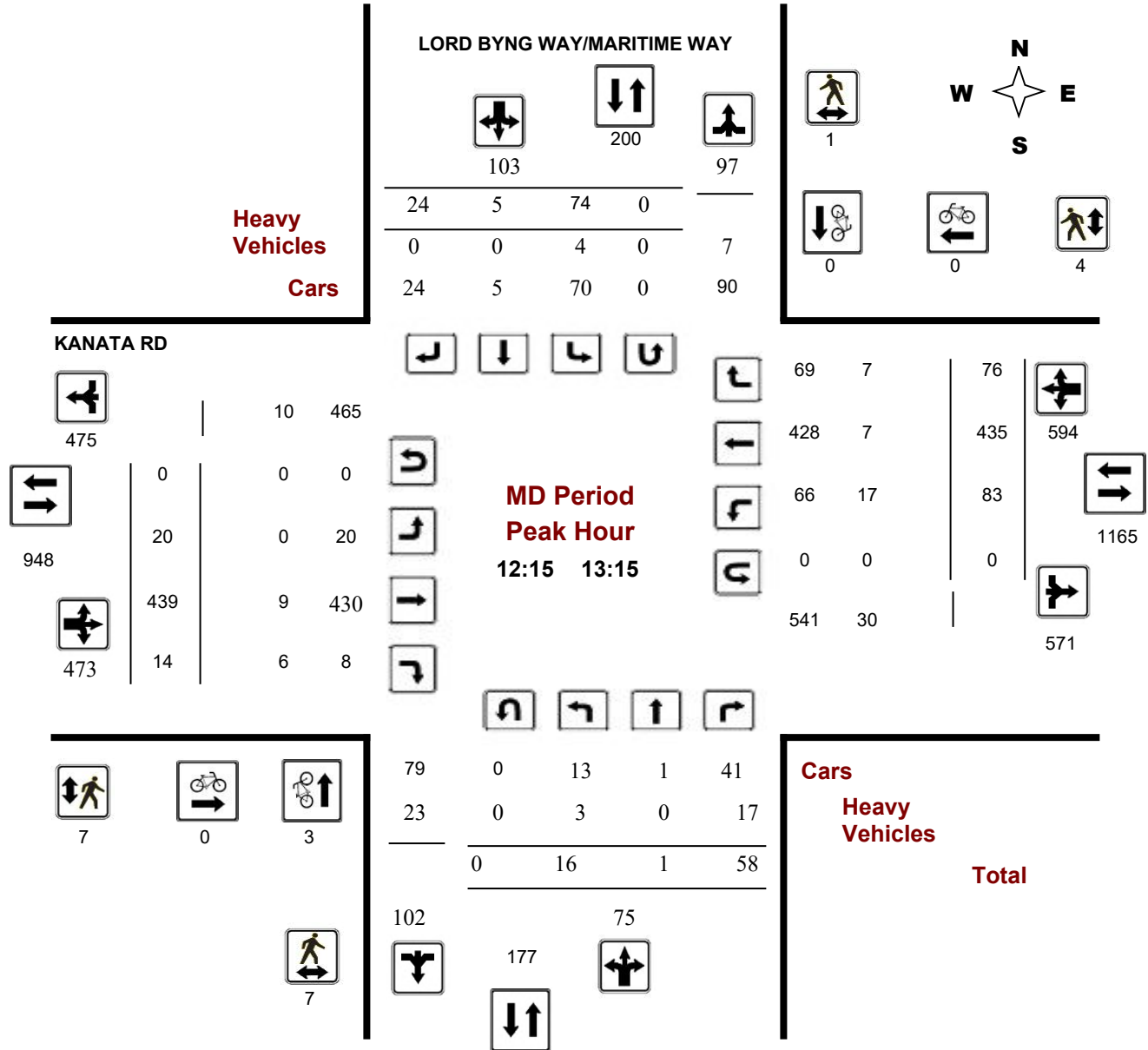
### KANATA RD @ LORD BYNG WAY/MARITIME WAY

**Survey Date:** Tuesday, March 20, 2018

**Start Time:** 07:00

**WO No:** 37606

**Device:** Miovision



**Comments**

## Turning Movement Count - Peak Hour Diagram

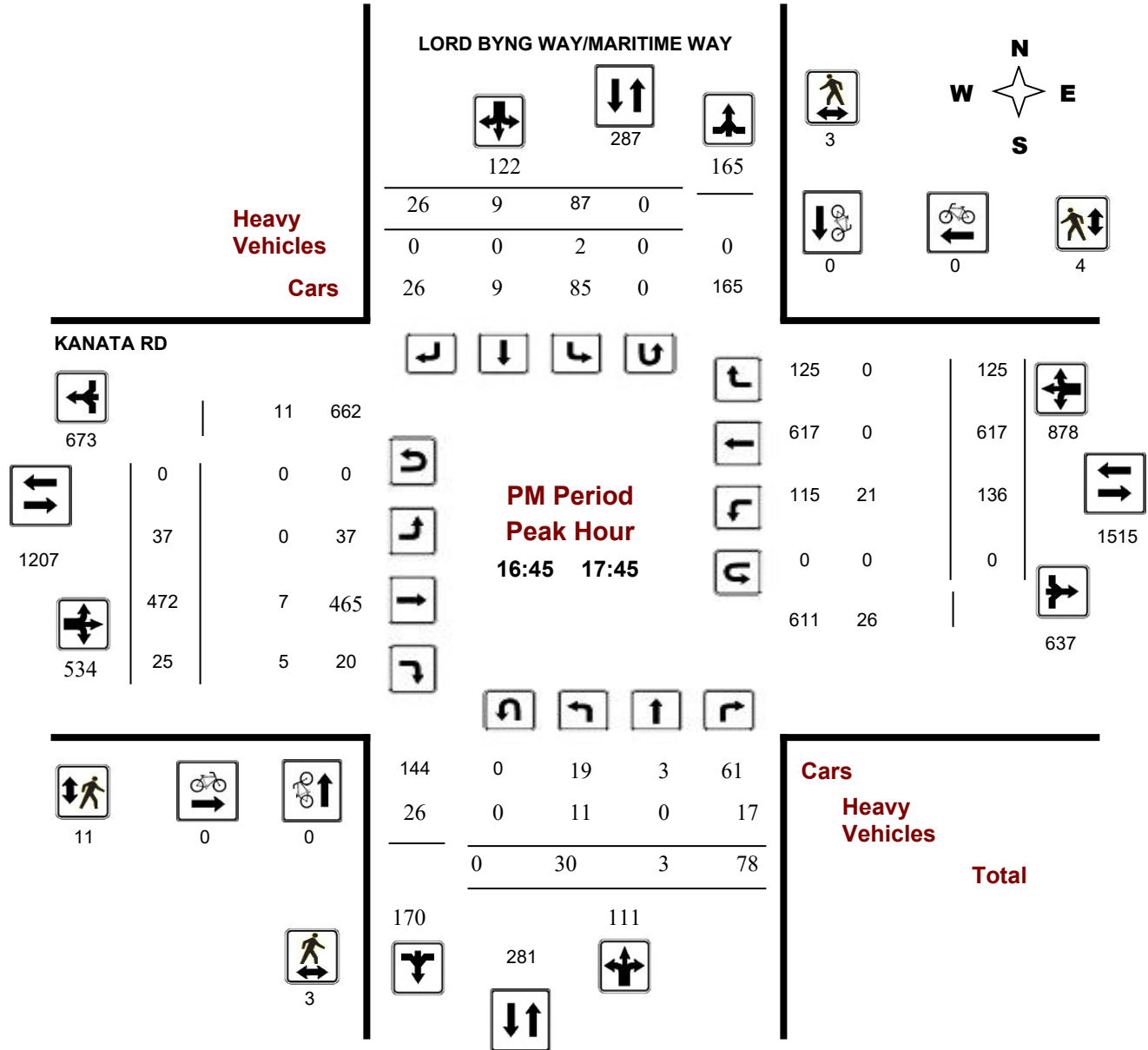
### KANATA RD @ LORD BYNG WAY/MARITIME WAY

**Survey Date:** Tuesday, March 20, 2018

**Start Time:** 07:00

**WO No:** 37606

**Device:** Miovision



**Comments**



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### KANATA RD @ LORD BYNG WAY/MARITIME WAY

**Survey Date:** Tuesday, March 20, 2018

**WO No:** 37606

**Start Time:** 07:00

**Device:** Miovision

### Full Study Summary (8 HR Standard)

**Survey Date:** Tuesday, March 20, 2018

**Total Observed U-Turns**

**AADT Factor**

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

1.00

**LORD BYNG WAY/MARITIME WAY**

**KANATA RD**

Period	LORD BYNG WAY/MARITIME WAY					KANATA RD					WB TOT	STR TOT	Grand Total						
	Northbound			Southbound		Eastbound			Westbound										
	LT	ST	RT	NB TOT	LT	ST	RT	SB TOT	STR TOT	LT	ST	RT	EB TOT	LT	ST	RT			
07:00 08:00	15	1	50	66	81	2	24	107	173	2	482	12	496	44	163	65	272	768	941
08:00 09:00	18	6	35	59	92	4	20	116	175	14	423	14	451	79	214	119	412	863	1038
09:00 10:00	11	5	55	71	69	1	33	103	174	15	323	14	352	57	256	67	380	732	906
11:30 12:30	14	3	54	71	79	6	38	123	194	28	355	12	395	87	432	70	589	984	1178
12:30 13:30	12	3	60	75	76	4	20	100	175	17	451	12	480	77	416	74	567	1047	1222
15:00 16:00	15	5	75	95	93	4	27	124	219	27	397	18	442	99	533	116	748	1190	1409
16:00 17:00	24	3	93	120	101	8	34	143	263	26	448	21	495	122	598	130	850	1345	1608
17:00 18:00	24	7	82	113	91	9	29	129	242	39	458	21	518	144	617	120	881	1399	1641
<b>Sub Total</b>	133	33	504	670	682	38	225	945	1615	168	3337	124	3629	709	3229	761	4699	8328	9943
<b>U Turns</b>				0				0	0				0				2	2	2
<b>Total</b>	133	33	504	670	682	38	225	945	1615	168	3337	124	3629	709	3229	761	4701	8330	9945
<b>EQ 12Hr</b>	185	46	701	931	948	53	313	1314	2245	234	4638	172	5044	986	4488	1058	6534	11579	13824
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.																<b>1.39</b>			
<b>AVG 12Hr</b>	174	43	660	878	893	50	295	1238	2245	220	4371	162	4754	929	4230	997	6158	11579	13824
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.																<b>1</b>			
<b>AVG 24Hr</b>	228	57	865	1150	1170	65	386	1622	2772	288	5727	213	6228	1217	5541	1306	8067	14295	17067
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.



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**Start Time:** 07:00

**Device:** Miovision

### Full Study 15 Minute Increments

#### LORD BYNG WAY/MARITIME WAY

#### KANATA RD

Northbound                      Southbound                      Eastbound                      Westbound

Time Period	LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT	Grand Total
07:00 07:15	2	1	12	15	13	0	6	19	10	0	116	2	118	17	24	18	59	10	211
07:15 07:30	5	0	12	17	24	1	7	32	9	0	112	2	114	8	32	19	59	9	222
07:30 07:45	1	0	10	11	22	0	6	28	9	1	135	6	142	12	48	12	72	9	253
07:45 08:00	7	0	16	23	22	1	5	28	10	1	119	2	122	7	59	16	82	10	255
08:00 08:15	6	2	11	19	21	2	6	29	8	5	97	3	105	10	44	29	84	8	237
08:15 08:30	5	2	7	14	19	0	7	26	6	5	123	4	132	16	54	28	98	6	270
08:30 08:45	5	2	8	15	34	0	2	36	10	3	111	5	119	26	58	33	117	10	287
08:45 09:00	2	0	9	11	18	2	5	25	5	1	92	2	95	27	58	29	114	5	245
09:00 09:15	7	2	12	21	29	0	5	34	13	3	93	5	101	16	58	25	99	13	255
09:15 09:30	2	1	13	16	8	1	10	19	6	4	76	1	81	11	71	16	98	6	214
09:30 09:45	2	0	17	19	11	0	7	18	8	4	79	2	85	17	56	12	85	8	207
09:45 10:00	0	2	13	15	21	0	11	32	7	4	75	6	85	13	71	14	98	7	230
11:30 11:45	4	0	14	18	19	2	7	28	5	7	94	1	102	21	92	13	126	5	274
11:45 12:00	3	2	14	19	21	2	5	28	7	5	64	1	70	24	113	19	156	7	273
12:00 12:15	3	1	15	19	19	0	17	36	10	5	100	3	108	18	112	20	150	10	313
12:15 12:30	4	0	11	15	20	2	9	31	4	11	97	7	115	24	115	18	157	4	318
12:30 12:45	5	0	18	23	15	0	4	19	9	3	106	0	109	17	114	14	145	9	296
12:45 13:00	6	1	12	19	19	1	5	25	4	1	115	5	121	18	105	27	150	4	315
13:00 13:15	1	0	17	18	20	2	6	28	7	5	121	2	128	24	101	17	142	7	316
13:15 13:30	0	2	13	15	22	1	5	28	6	8	109	5	122	18	96	16	130	6	295
15:00 15:15	3	1	20	24	36	1	5	42	9	9	77	6	92	17	142	24	183	9	341
15:15 15:30	1	1	11	13	21	1	2	24	5	5	107	3	115	33	131	31	195	5	347
15:30 15:45	4	3	18	25	23	2	8	33	8	4	99	7	110	26	129	29	184	8	352
15:45 16:00	7	0	26	33	13	0	12	25	8	9	114	2	125	23	131	32	186	8	369
16:00 16:15	6	3	36	45	26	4	10	40	6	1	124	5	130	31	138	36	205	6	420
16:15 16:30	4	0	19	23	30	1	4	35	6	3	100	5	108	31	149	32	213	6	379
16:30 16:45	4	0	22	26	23	0	14	37	6	14	88	4	106	25	145	28	198	6	367
16:45 17:00	10	0	16	26	22	3	6	31	7	8	136	7	151	35	166	34	235	7	443
17:00 17:15	8	3	23	34	21	1	6	28	8	11	116	10	137	25	152	37	214	8	413
17:15 17:30	6	0	14	20	23	2	3	28	6	11	106	3	120	30	159	26	215	6	383
17:30 17:45	6	0	25	31	21	3	11	35	9	7	114	5	126	46	140	28	214	9	406
17:45 18:00	4	4	20	28	26	3	9	38	7	10	122	3	135	43	166	29	238	7	439
<b>Total:</b>	<b>133</b>	<b>33</b>	<b>504</b>	<b>670</b>	<b>682</b>	<b>38</b>	<b>225</b>	<b>945</b>	<b>238</b>	<b>168</b>	<b>3337</b>	<b>124</b>	<b>3629</b>	<b>709</b>	<b>3229</b>	<b>761</b>	<b>4701</b>	<b>238</b>	<b>9,945</b>

Note: U-Turns are included in Totals.



# Transportation Services - Traffic Services

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### KANATA RD @ LORD BYNG WAY/MARITIME WAY

**Survey Date:** Tuesday, March 20, 2018

**WO No:** 37606

**Start Time:** 07:00

**Device:** Miovision

### Full Study Cyclist Volume

#### LORD BYNG WAY/MARITIME WAY

#### KANATA RD

Time Period	Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	Grand Total
07:00 07:15	0	0	0	0	0	0	0
07:15 07:30	0	0	0	0	0	0	0
07:30 07:45	0	0	0	0	0	0	0
07:45 08:00	0	0	0	0	0	0	0
08:00 08:15	0	0	0	0	0	0	0
08:15 08:30	0	0	0	0	0	0	0
08:30 08:45	0	0	0	0	0	0	0
08:45 09:00	0	0	0	0	0	0	0
09:00 09:15	0	0	0	0	0	0	0
09:15 09:30	0	0	0	0	0	0	0
09:30 09:45	0	0	0	0	0	0	0
09:45 10:00	0	0	0	0	0	0	0
11:30 11:45	0	0	0	0	0	0	0
11:45 12:00	0	0	0	0	0	0	0
12:00 12:15	0	0	0	0	0	0	0
12:15 12:30	0	0	0	0	0	0	0
12:30 12:45	0	0	0	0	0	0	0
12:45 13:00	0	0	0	0	0	0	0
13:00 13:15	3	0	3	0	0	0	3
13:15 13:30	0	0	0	0	0	0	0
15:00 15:15	0	0	0	0	0	0	0
15:15 15:30	0	0	0	0	0	0	0
15:30 15:45	0	1	1	0	0	0	1
15:45 16:00	0	0	0	0	0	0	0
16:00 16:15	0	0	0	0	0	0	0
16:15 16:30	0	0	0	0	0	0	0
16:30 16:45	0	1	1	0	0	0	1
16:45 17:00	0	0	0	0	0	0	0
17:00 17:15	0	0	0	0	0	0	0
17:15 17:30	0	0	0	0	0	0	0
17:30 17:45	0	0	0	0	0	0	0
17:45 18:00	0	0	0	0	0	0	0
<b>Total</b>	<b>3</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### KANATA RD @ LORD BYNG WAY/MARITIME WAY

**Survey Date:** Tuesday, March 20, 2018

**WO No:** 37606

**Start Time:** 07:00

**Device:** Miovision

### Full Study Pedestrian Volume

#### LORD BYNG WAY/MARITIME WAY

#### KANATA RD

Time Period	NB Approach (E or W Crossing)	SB Approach (E or W Crossing)	Total	EB Approach (N or S Crossing)	WB Approach (N or S Crossing)	Total	Grand Total
07:00 07:15	0	0	0	1	1	2	2
07:15 07:30	1	0	1	7	0	7	8
07:30 07:45	0	0	0	0	2	2	2
07:45 08:00	0	1	1	0	2	2	3
08:00 08:15	1	0	1	0	3	3	4
08:15 08:30	0	0	0	0	0	0	0
08:30 08:45	1	0	1	0	0	0	1
08:45 09:00	1	1	2	1	1	2	4
09:00 09:15	1	0	1	0	2	2	3
09:15 09:30	0	1	1	0	0	0	1
09:30 09:45	1	0	1	0	0	0	1
09:45 10:00	0	0	0	0	0	0	0
11:30 11:45	2	0	2	1	0	1	3
11:45 12:00	1	0	1	0	0	0	1
12:00 12:15	0	1	1	1	0	1	2
12:15 12:30	4	0	4	1	0	1	5
12:30 12:45	1	0	1	0	1	1	2
12:45 13:00	1	0	1	0	1	1	2
13:00 13:15	1	1	2	6	2	8	10
13:15 13:30	0	0	0	3	0	3	3
15:00 15:15	1	1	2	1	0	1	3
15:15 15:30	0	0	0	2	1	3	3
15:30 15:45	0	0	0	2	4	6	6
15:45 16:00	1	0	1	1	3	4	5
16:00 16:15	0	0	0	0	1	1	1
16:15 16:30	0	1	1	2	3	5	6
16:30 16:45	3	0	3	0	2	2	5
16:45 17:00	2	3	5	5	1	6	11
17:00 17:15	1	0	1	2	0	2	3
17:15 17:30	0	0	0	2	3	5	5
17:30 17:45	0	0	0	2	0	2	2
17:45 18:00	1	2	3	1	3	4	7
<b>Total</b> .....	<b>25</b>	<b>12</b>	<b>37</b>	<b>41</b>	<b>36</b>	<b>77</b>	<b>114</b>





# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### KANATA RD @ LORD BYNG WAY/MARITIME WAY

**Survey Date:** Tuesday, March 20, 2018

**WO No:** 37606

**Start Time:** 07:00

**Device:** Miovision

### Full Study Heavy Vehicles

#### LORD BYNG WAY/MARITIME WAY

#### KANATA RD

Northbound                      Southbound                      Eastbound                      Westbound

Time Period	Northbound			N TOT	Southbound			S TOT	STR TOT	Eastbound			E TOT	Westbound			W TOT	STR TOT	Grand Total	
	LT	ST	RT		LT	ST	RT			LT	ST	RT		LT	ST	RT				
07:00	07:15	1	0	8	9	0	0	1	1	10	0	0	1	1	7	0	0	7	8	18
07:15	07:30	1	0	5	6	3	0	0	3	9	0	2	1	3	3	1	1	5	8	17
07:30	07:45	1	0	5	6	1	0	2	3	9	0	1	2	3	5	8	0	13	16	25
07:45	08:00	1	0	9	10	0	0	0	0	10	0	3	2	5	5	2	0	7	12	22
08:00	08:15	3	0	4	7	1	0	0	1	8	0	0	2	2	5	0	7	12	14	22
08:15	08:30	2	0	2	4	2	0	0	2	6	0	2	2	4	3	3	1	7	11	17
08:30	08:45	2	0	5	7	3	0	0	3	10	0	1	2	3	6	2	0	8	11	21
08:45	09:00	0	0	5	5	0	0	0	0	5	0	2	1	3	6	1	2	9	12	17
09:00	09:15	3	0	8	11	2	0	0	2	13	2	4	2	8	4	4	3	11	19	32
09:15	09:30	1	0	4	5	1	0	0	1	6	0	1	1	2	6	0	0	6	8	14
09:30	09:45	1	0	6	7	1	0	0	1	8	0	1	1	2	6	3	0	9	11	19
09:45	10:00	0	0	7	7	0	0	0	0	7	0	0	3	3	6	2	4	12	15	22
11:30	11:45	2	0	2	4	1	0	0	1	5	0	2	1	3	4	1	1	6	9	14
11:45	12:00	0	0	4	4	2	0	1	3	7	0	2	1	3	3	2	2	7	10	17
12:00	12:15	3	0	5	8	2	0	0	2	10	0	2	2	4	2	3	0	5	9	19
12:15	12:30	0	0	4	4	0	0	0	0	4	0	2	3	5	6	2	1	9	14	18
12:30	12:45	3	0	5	8	1	0	0	1	9	0	1	0	1	3	3	0	6	7	16
12:45	13:00	0	0	4	4	0	0	0	0	4	0	3	3	6	5	1	3	9	15	19
13:00	13:15	0	0	4	4	3	0	0	3	7	0	3	0	3	3	1	3	7	10	17
13:15	13:30	0	0	3	3	2	0	1	3	6	0	3	3	6	5	3	1	9	15	21
15:00	15:15	2	0	6	8	1	0	0	1	9	0	4	3	7	3	2	0	5	12	21
15:15	15:30	1	0	3	4	1	0	0	1	5	0	3	2	5	4	2	0	6	11	16
15:30	15:45	2	0	5	7	0	1	0	1	8	0	1	1	2	4	1	1	6	8	16
15:45	16:00	3	0	5	8	0	0	0	0	8	0	1	0	1	7	1	0	8	9	17
16:00	16:15	3	0	3	6	0	0	0	0	6	0	1	2	3	2	3	0	5	8	14
16:15	16:30	2	0	4	6	0	0	0	0	6	0	1	2	3	6	2	0	8	11	17
16:30	16:45	2	0	4	6	0	0	0	0	6	0	1	0	1	4	0	0	4	5	11
16:45	17:00	3	0	4	7	0	0	0	0	7	0	2	0	2	6	0	0	6	8	15
17:00	17:15	3	0	5	8	0	0	0	0	8	0	2	2	4	5	0	0	5	9	17
17:15	17:30	2	0	3	5	1	0	0	1	6	0	2	1	3	3	0	0	3	6	12
17:30	17:45	3	0	5	8	1	0	0	1	9	0	1	2	3	7	0	0	7	10	19
17:45	18:00	1	0	6	7	0	0	0	0	7	0	0	1	1	6	0	0	6	7	14
Total:	None	51	0	152	203	29	1	5	35	238	2	54	49	105	150	53	30	233	338	576



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### KANATA RD @ LORD BYNG WAY/MARITIME WAY

**Survey Date:** Tuesday, March 20, 2018

**WO No:** 37606

**Start Time:** 07:00

**Device:** Miovision

### Full Study 15 Minute U-Turn Total

LORD BYNG WAY/MARITIME WAY

KANATA 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
07:15	07:30	0	0	0	0
07:30	07:45	0	0	0	0
07:45	08:00	0	0	0	0
08:00	08:15	0	0	0	1
08:15	08:30	0	0	0	0
08:30	08:45	0	0	0	0
08:45	09:00	0	0	0	0
09:00	09:15	0	0	0	0
09:15	09:30	0	0	0	0
09:30	09:45	0	0	0	0
09:45	10:00	0	0	0	0
11:30	11:45	0	0	0	0
11:45	12:00	0	0	0	0
12:00	12:15	0	0	0	0
12:15	12:30	0	0	0	0
12:30	12:45	0	0	0	0
12:45	13:00	0	0	0	0
13:00	13:15	0	0	0	0
13:15	13:30	0	0	0	0
15:00	15:15	0	0	0	0
15:15	15:30	0	0	0	0
15:30	15:45	0	0	0	0
15:45	16:00	0	0	0	0
16:00	16:15	0	0	0	0
16:15	16:30	0	0	0	1
16:30	16:45	0	0	0	0
16:45	17:00	0	0	0	0
17:00	17:15	0	0	0	0
17:15	17:30	0	0	0	0
17:30	17:45	0	0	0	0
17:45	18:00	0	0	0	0
Total	0	0	0	2	2

## Turning Movement Count - Study Results

### KANATA AVE @ EARL GREY DR

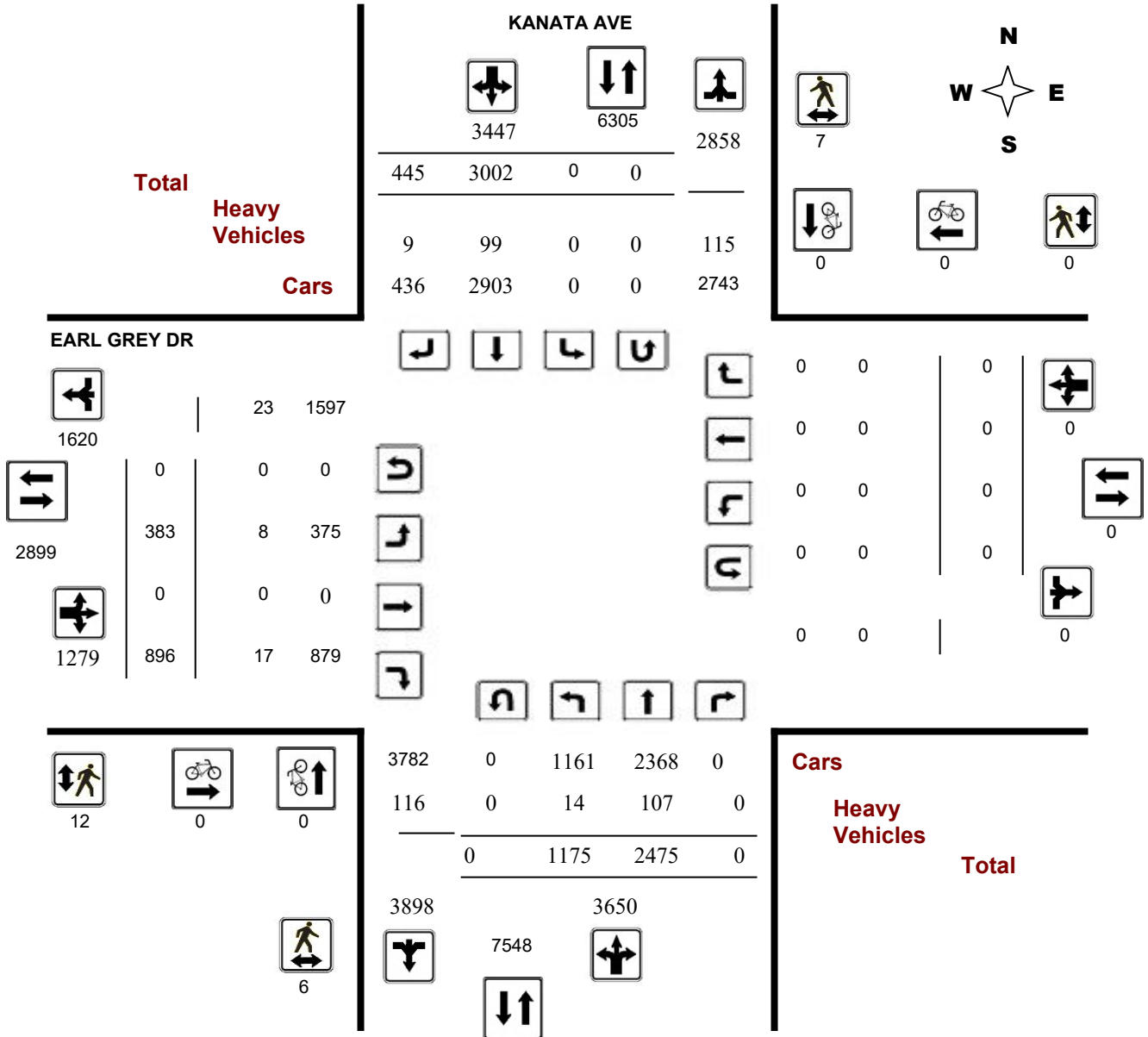
**Survey Date:** Wednesday, November 28, 2018

**WO No:** 38176

**Start Time:** 07:00

**Device:** Miovision

### Full Study Diagram



## Turning Movement Count - Study Results

### KANATA AVE @ EARL GREY DR

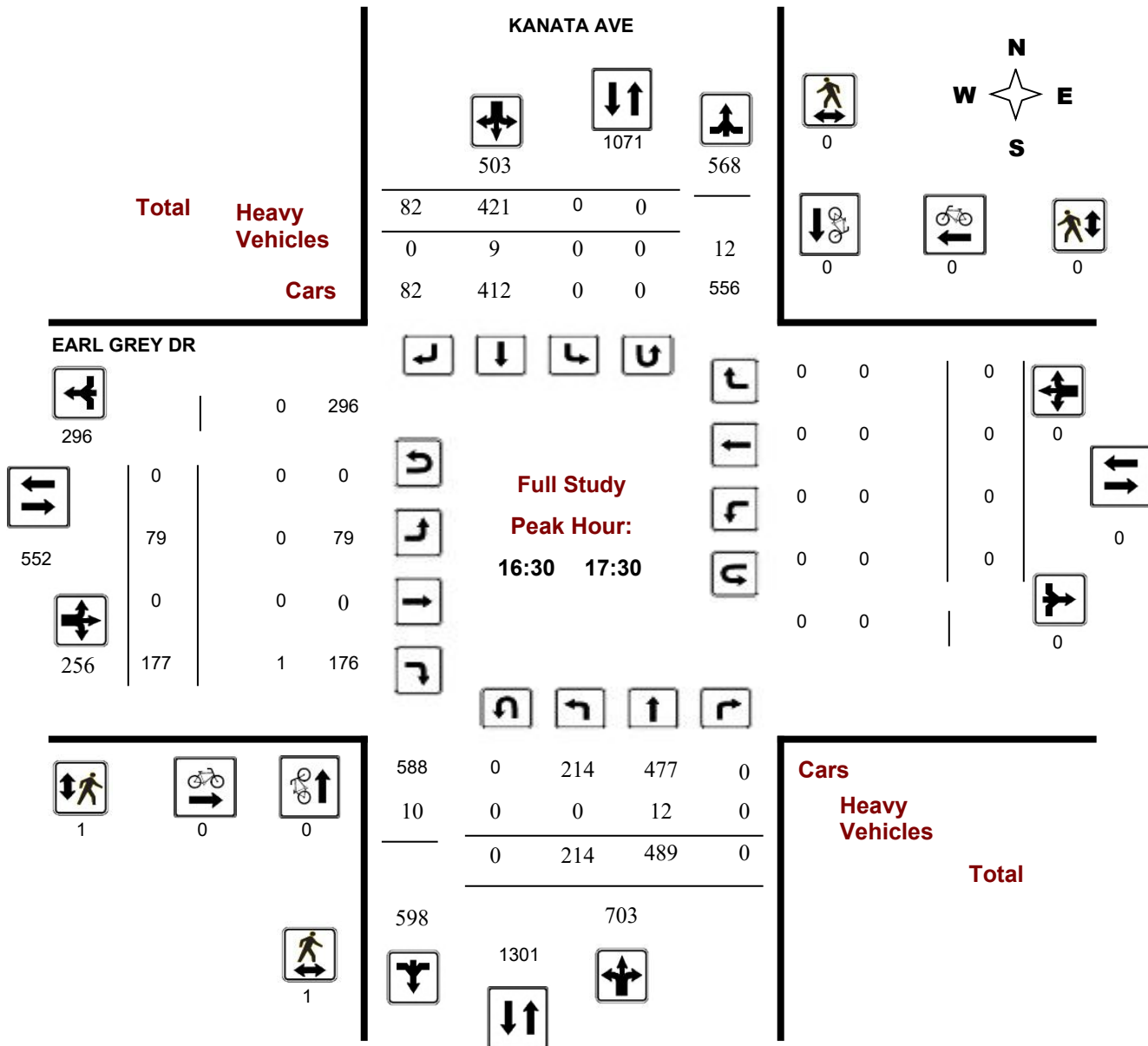
**Survey Date:** Wednesday, November 28, 2018

**WO No:** 38176

**Start Time:** 07:00

**Device:** Miovision

### Full Study Peak Hour Diagram



## Turning Movement Count - Peak Hour Diagram

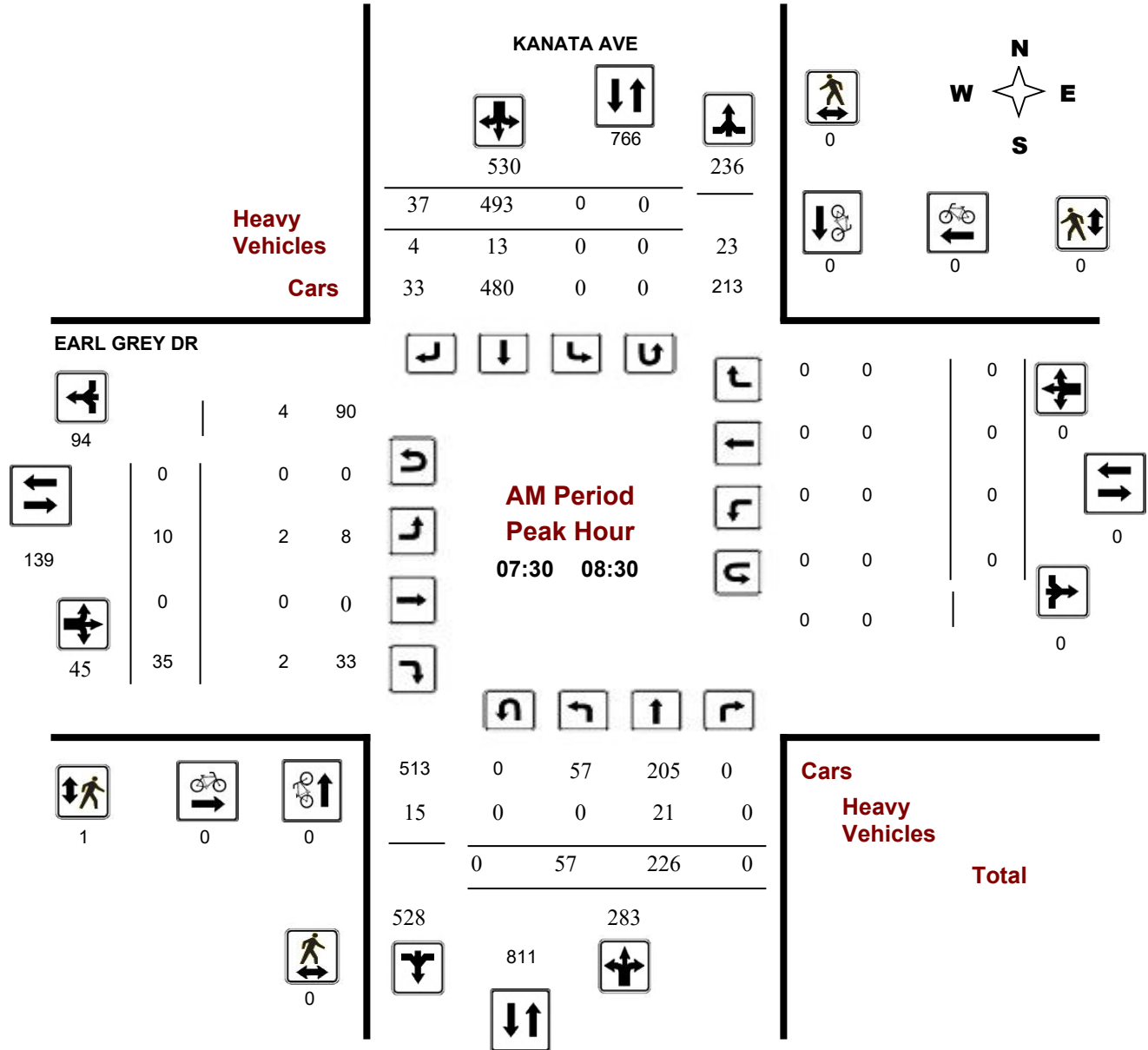
### KANATA AVE @ EARL GREY DR

**Survey Date:** Wednesday, November 28, 2018

**Start Time:** 07:00

**WO No:** 38176

**Device:** Miovision



## Turning Movement Count - Peak Hour Diagram

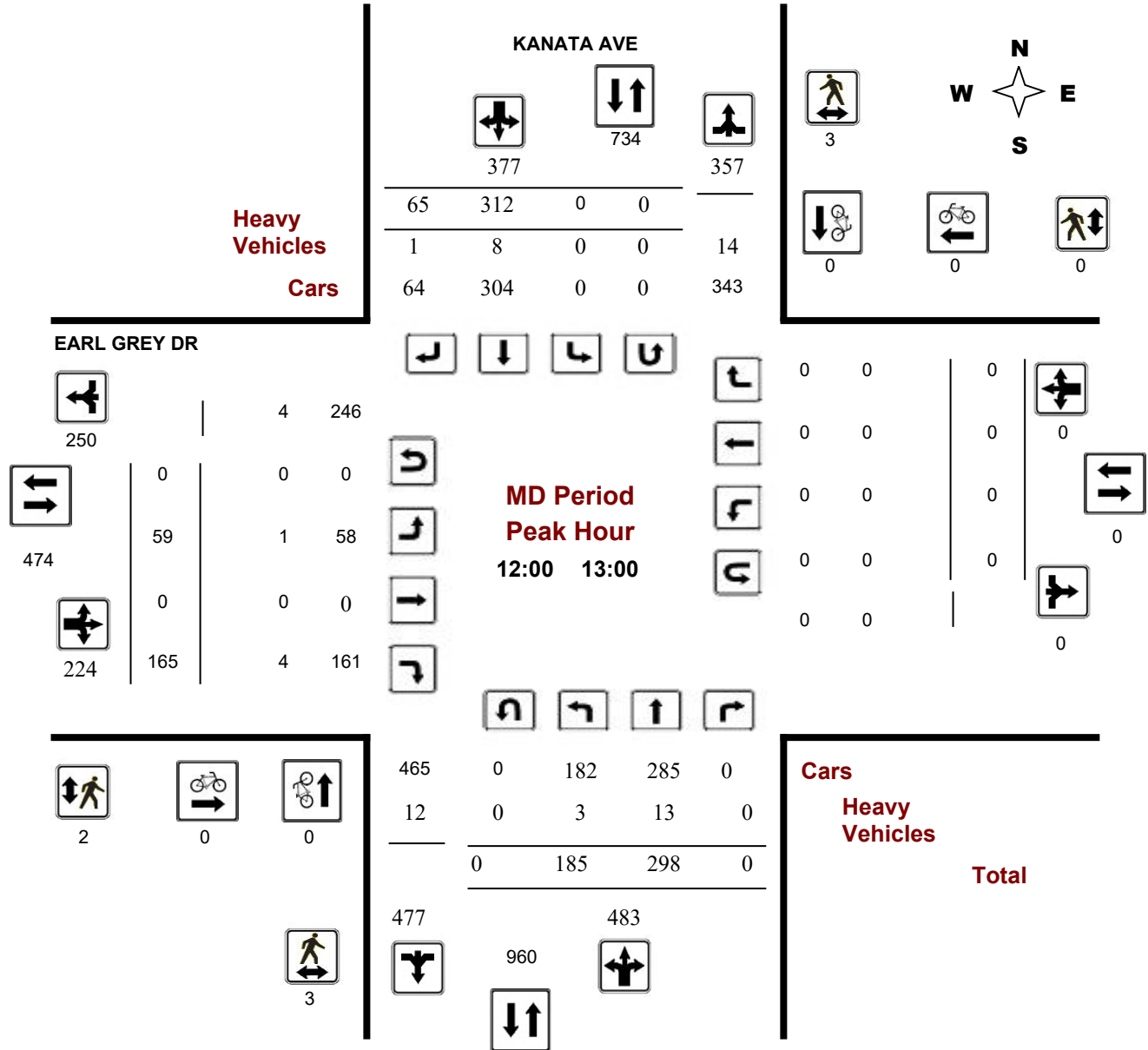
### KANATA AVE @ EARL GREY DR

**Survey Date:** Wednesday, November 28, 2018

**Start Time:** 07:00

**WO No:** 38176

**Device:** Miovision



## Turning Movement Count - Peak Hour Diagram

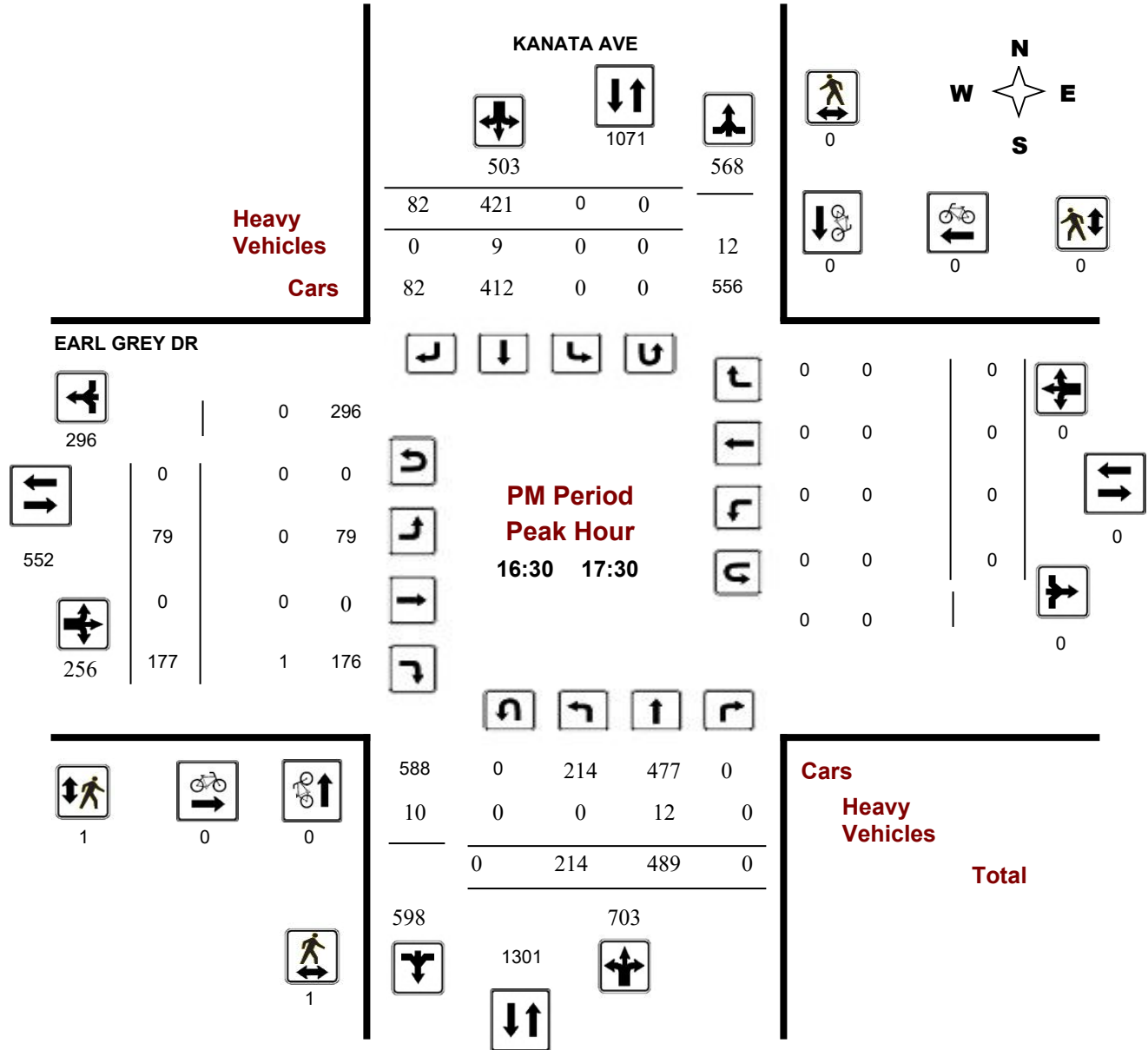
### KANATA AVE @ EARL GREY DR

**Survey Date:** Wednesday, November 28, 2018

**Start Time:** 07:00

**WO No:** 38176

**Device:** Miovision



**Comments**



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### KANATA AVE @ EARL GREY DR

**Survey Date:** Wednesday, November 28, 2018

**WO No:** 38176

**Start Time:** 07:00

**Device:** Miovision

### Full Study Summary (8 HR Standard)

**Survey Date:** Wednesday, November 28, 2018

**Total Observed U-Turns**

**AADT Factor**

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

.90

**KANATA AVE**

**EARL GREY DR**

Period	Northbound					Southbound					Eastbound					Westbound					Grand Total
	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	43	172	0	215	720	0	475	30	505	720	7	0	31	38	0	0	0	0	0	38	758
08:00 09:00	80	223	0	303	776	0	439	34	473	776	11	0	29	40	0	0	0	0	0	40	816
09:00 10:00	103	208	0	311	719	0	372	36	408	719	22	0	53	75	0	0	0	0	0	75	794
11:30 12:30	209	259	0	468	846	0	296	82	378	846	45	0	137	182	0	0	0	0	0	182	1028
12:30 13:30	164	266	0	430	795	0	306	59	365	795	67	0	183	250	0	0	0	0	0	250	1045
15:00 16:00	179	412	0	591	967	0	322	54	376	967	70	0	136	206	0	0	0	0	0	206	1173
16:00 17:00	202	454	0	656	1129	0	397	76	473	1129	77	0	153	230	0	0	0	0	0	230	1359
17:00 18:00	195	481	0	676	1145	0	395	74	469	1145	84	0	174	258	0	0	0	0	0	258	1403
<b>Sub Total</b>	1175	2475	0	3650	7097	0	3002	445	3447	7097	383	0	896	1279	0	0	0	0	0	1279	8376
<b>U Turns</b>				0	0				0	0				0					0	0	0
<b>Total</b>	1175	2475	0	3650	7097	0	3002	445	3447	7097	383	0	896	1279	0	0	0	0	0	1279	8376
<b>EQ 12Hr</b>	1633	3440	0	5074	9865	0	4173	619	4791	9865	532	0	1245	1778	0	0	0	0	0	1778	11643
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.														<b>1.39</b>							
<b>AVG 12Hr</b>	1385	2918	0	4303	8878	0	3539	525	4064	8878	452	0	1056	1508	0	0	0	0	0	1600	10479
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.														<b>0.9</b>							
<b>AVG 24Hr</b>	1815	3823	0	5637	10961	0	4637	687	5324	10961	592	0	1384	1975	0	0	0	0	0	1975	12936
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

### KANATA AVE @ EARL GREY DR

**Survey Date:** Wednesday, November 28, 2018

**WO No:** 38176

**Start Time:** 07:00

**Device:** Miovision

### Full Study 15 Minute Increments

#### KANATA AVE

#### EARL GREY 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	6	28	0	34	0	103	3	106	4	0	0	6	6	0	0	0	0	4	146
07:15 07:30	11	30	0	41	0	100	7	107	6	2	0	5	7	0	0	0	0	6	155
07:30 07:45	9	51	0	60	0	133	5	138	6	3	0	9	12	0	0	0	0	6	210
07:45 08:00	17	63	0	80	0	139	15	154	11	2	0	11	13	0	0	0	0	11	247
08:00 08:15	13	67	0	80	0	116	3	119	12	4	0	5	9	0	0	0	0	12	208
08:15 08:30	18	45	0	63	0	105	14	119	9	1	0	10	11	0	0	0	0	9	193
08:30 08:45	21	59	0	80	0	115	8	123	14	2	0	4	6	0	0	0	0	14	209
08:45 09:00	28	52	0	80	0	103	9	112	3	4	0	10	14	0	0	0	0	3	206
09:00 09:15	26	44	0	70	0	110	9	119	7	7	0	18	25	0	0	0	0	7	214
09:15 09:30	18	62	0	80	0	90	7	97	13	5	0	11	16	0	0	0	0	13	193
09:30 09:45	28	38	0	66	0	82	6	88	5	7	0	14	21	0	0	0	0	5	175
09:45 10:00	31	64	0	95	0	90	14	104	9	3	0	10	13	0	0	0	0	9	212
11:30 11:45	41	59	0	100	0	74	20	94	7	10	0	31	41	0	0	0	0	7	235
11:45 12:00	60	52	0	112	0	68	28	96	10	12	0	32	44	0	0	0	0	10	252
12:00 12:15	67	81	0	148	0	76	18	94	8	16	0	37	53	0	0	0	0	8	295
12:15 12:30	41	67	0	108	0	78	16	94	8	7	0	37	44	0	0	0	0	8	246
12:30 12:45	41	79	0	120	0	84	15	99	5	18	0	49	67	0	0	0	0	5	286
12:45 13:00	36	71	0	107	0	74	16	90	4	18	0	42	60	0	0	0	0	4	257
13:00 13:15	40	58	0	98	0	79	17	96	11	18	0	45	63	0	0	0	0	11	257
13:15 13:30	47	58	0	105	0	69	11	80	7	13	0	47	60	0	0	0	0	7	245
15:00 15:15	43	108	0	151	0	85	15	100	5	20	0	30	50	0	0	0	0	5	301
15:15 15:30	51	114	0	165	0	83	14	97	8	14	0	36	50	0	0	0	0	8	312
15:30 15:45	42	97	0	139	0	69	10	79	6	15	0	33	48	0	0	0	0	6	266
15:45 16:00	43	93	0	136	0	85	15	100	6	21	0	37	58	0	0	0	0	6	294
16:00 16:15	56	113	0	169	0	82	22	104	7	15	0	46	61	0	0	0	0	7	334
16:15 16:30	34	118	0	152	0	94	18	112	7	17	0	33	50	0	0	0	0	7	314
16:30 16:45	55	112	0	167	0	97	12	109	6	22	0	38	60	0	0	0	0	6	336
16:45 17:00	57	111	0	168	0	124	24	148	6	23	0	36	59	0	0	0	0	6	375
17:00 17:15	59	139	0	198	0	92	29	121	6	19	0	51	70	0	0	0	0	6	389
17:15 17:30	43	127	0	170	0	108	17	125	3	15	0	52	67	0	0	0	0	3	362
17:30 17:45	42	102	0	144	0	101	16	117	8	25	0	40	65	0	0	0	0	8	326
17:45 18:00	51	113	0	164	0	94	12	106	2	25	0	31	56	0	0	0	0	2	326
<b>Total:</b>	<b>1175</b>	<b>2475</b>	<b>0</b>	<b>3650</b>	<b>0</b>	<b>3002</b>	<b>445</b>	<b>3447</b>	<b>229</b>	<b>383</b>	<b>0</b>	<b>896</b>	<b>1279</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>229</b>	<b>8,376</b>

Note: U-Turns are included in Totals.



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### KANATA AVE @ EARL GREY DR

**Survey Date:** Wednesday, November 28, 2018

**WO No:** 38176

**Start Time:** 07:00

**Device:** Miovision

### Full Study Cyclist Volume

Time Period	KANATA AVE			EARL GREY DR			Grand Total
	Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	
07:00 07:15	0	0	0	0	0	0	0
07:15 07:30	0	0	0	0	0	0	0
07:30 07:45	0	0	0	0	0	0	0
07:45 08:00	0	0	0	0	0	0	0
08:00 08:15	0	0	0	0	0	0	0
08:15 08:30	0	0	0	0	0	0	0
08:30 08:45	0	0	0	0	0	0	0
08:45 09:00	0	0	0	0	0	0	0
09:00 09:15	0	0	0	0	0	0	0
09:15 09:30	0	0	0	0	0	0	0
09:30 09:45	0	0	0	0	0	0	0
09:45 10:00	0	0	0	0	0	0	0
11:30 11:45	0	0	0	0	0	0	0
11:45 12:00	0	0	0	0	0	0	0
12:00 12:15	0	0	0	0	0	0	0
12:15 12:30	0	0	0	0	0	0	0
12:30 12:45	0	0	0	0	0	0	0
12:45 13:00	0	0	0	0	0	0	0
13:00 13:15	0	0	0	0	0	0	0
13:15 13:30	0	0	0	0	0	0	0
15:00 15:15	0	0	0	0	0	0	0
15:15 15:30	0	0	0	0	0	0	0
15:30 15:45	0	0	0	0	0	0	0
15:45 16:00	0	0	0	0	0	0	0
16:00 16:15	0	0	0	0	0	0	0
16:15 16:30	0	0	0	0	0	0	0
16:30 16:45	0	0	0	0	0	0	0
16:45 17:00	0	0	0	0	0	0	0
17:00 17:15	0	0	0	0	0	0	0
17:15 17:30	0	0	0	0	0	0	0
17:30 17:45	0	0	0	0	0	0	0
17:45 18:00	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### KANATA AVE @ EARL GREY DR

**Survey Date:** Wednesday, November 28, 2018

**WO No:** 38176

**Start Time:** 07:00

**Device:** Miovision

### Full Study Pedestrian Volume

#### KANATA AVE

#### EARL GREY DR

Time Period	NB Approach (E or W Crossing)	SB Approach (E or W Crossing)	Total	EB Approach (N or S Crossing)	WB Approach (N or S Crossing)	Total	Grand Total
07:00 07:15	0	0	0	0	0	0	0
07:15 07:30	0	0	0	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	1	0	1	1
08:15 08:30	0	0	0	0	0	0	0
08:30 08:45	0	0	0	0	0	0	0
08:45 09:00	0	0	0	0	0	0	0
09:00 09:15	0	0	0	1	0	1	1
09:15 09:30	1	0	1	1	0	1	2
09:30 09:45	0	1	1	0	0	0	1
09:45 10:00	0	0	0	2	0	2	2
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	2	1	3	2	0	2	5
12:45 13:00	1	2	3	0	0	0	3
13:00 13:15	0	0	0	0	0	0	0
13:15 13:30	0	0	0	0	0	0	0
15:00 15:15	0	0	0	0	0	0	0
15:15 15:30	0	0	0	0	0	0	0
15:30 15:45	0	0	0	0	0	0	0
15:45 16:00	1	0	1	1	0	1	2
16:00 16:15	0	1	1	1	0	1	2
16:15 16:30	0	0	0	1	0	1	1
16:30 16:45	0	0	0	0	0	0	0
16:45 17:00	1	0	1	1	0	1	2
17:00 17:15	0	0	0	0	0	0	0
17:15 17:30	0	0	0	0	0	0	0
17:30 17:45	0	1	1	0	0	0	1
17:45 18:00	0	1	1	1	0	1	2
<b>Total .....</b>	<b>6</b>	<b>7</b>	<b>13</b>	<b>12</b>	<b>0</b>	<b>12</b>	<b>25</b>



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### KANATA AVE @ EARL GREY DR

**Survey Date:** Wednesday, November 28, 2018

**WO No:** 38176

**Start Time:** 07:00

**Device:** Miovision

### Full Study Heavy Vehicles

#### KANATA AVE

#### EARL GREY DR

Northbound

Southbound

Eastbound

Westbound

Time Period	Northbound			N TOT	Southbound			S TOT	STR TOT	Eastbound			E TOT	Westbound			W TOT	STR TOT	Grand Total
	LT	ST	RT		LT	ST	RT			LT	ST	RT		LT	ST	RT			
07:00 07:15	0	1	0	1	0	2	1	3	4	0	0	0	0	0	0	0	0	0	4
07:15 07:30	0	2	0	2	0	4	0	4	6	1	0	0	1	0	0	0	0	1	7
07:30 07:45	0	3	0	3	0	3	0	3	6	0	0	0	0	0	0	0	0	0	6
07:45 08:00	0	6	0	6	0	3	2	5	11	1	0	1	2	0	0	0	0	2	13
08:00 08:15	0	9	0	9	0	3	0	3	12	0	0	0	0	0	0	0	0	0	12
08:15 08:30	0	3	0	3	0	4	2	6	9	1	0	1	2	0	0	0	0	2	11
08:30 08:45	2	5	0	7	0	7	0	7	14	1	0	0	1	0	0	0	0	1	15
08:45 09:00	0	1	0	1	0	2	0	2	3	0	0	0	0	0	0	0	0	0	3
09:00 09:15	2	3	0	5	0	1	1	2	7	0	0	1	1	0	0	0	0	1	8
09:15 09:30	2	7	0	9	0	4	0	4	13	0	0	1	1	0	0	0	0	1	14
09:30 09:45	0	2	0	2	0	3	0	3	5	0	0	0	0	0	0	0	0	0	5
09:45 10:00	1	2	0	3	0	6	0	6	9	0	0	0	0	0	0	0	0	0	9
11:30 11:45	0	4	0	4	0	2	1	3	7	1	0	0	1	0	0	0	0	1	8
11:45 12:00	1	6	0	7	0	3	0	3	10	0	0	1	1	0	0	0	0	1	11
12:00 12:15	3	4	0	7	0	1	0	1	8	1	0	1	2	0	0	0	0	2	10
12:15 12:30	0	3	0	3	0	4	1	5	8	0	0	1	1	0	0	0	0	1	9
12:30 12:45	0	4	0	4	0	1	0	1	5	0	0	1	1	0	0	0	0	1	6
12:45 13:00	0	2	0	2	0	2	0	2	4	0	0	1	1	0	0	0	0	1	5
13:00 13:15	0	4	0	4	0	7	0	7	11	0	0	0	0	0	0	0	0	0	11
13:15 13:30	1	3	0	4	0	3	0	3	7	0	0	1	1	0	0	0	0	1	8
15:00 15:15	0	1	0	1	0	4	0	4	5	0	0	1	1	0	0	0	0	1	6
15:15 15:30	1	3	0	4	0	4	0	4	8	1	0	1	2	0	0	0	0	2	10
15:30 15:45	0	3	0	3	0	3	0	3	6	0	0	0	0	0	0	0	0	0	6
15:45 16:00	0	4	0	4	0	1	1	2	6	0	0	3	3	0	0	0	0	3	9
16:00 16:15	1	3	0	4	0	3	0	3	7	0	0	0	0	0	0	0	0	0	7
16:15 16:30	0	3	0	3	0	4	0	4	7	1	0	1	2	0	0	0	0	2	9
16:30 16:45	0	5	0	5	0	1	0	1	6	0	0	0	0	0	0	0	0	0	6
16:45 17:00	0	3	0	3	0	3	0	3	6	0	0	1	1	0	0	0	0	1	7
17:00 17:15	0	2	0	2	0	4	0	4	6	0	0	0	0	0	0	0	0	0	6
17:15 17:30	0	2	0	2	0	1	0	1	3	0	0	0	0	0	0	0	0	0	3
17:30 17:45	0	3	0	3	0	5	0	5	8	0	0	0	0	0	0	0	0	0	8
17:45 18:00	0	1	0	1	0	1	0	1	2	0	0	0	0	0	0	0	0	0	2
Total: None	14	107	0	121	0	99	9	108	229	8	0	17	25	0	0	0	0	25	254



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### KANATA AVE @ EARL GREY DR

**Survey Date:** Wednesday, November 28, 2018

**WO No:** 38176

**Start Time:** 07:00

**Device:** Miovision

### Full Study 15 Minute U-Turn Total

KANATA AVE

EARL GREY DR

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

## Turning Movement Count - Study Results

### HWY 417 CASTLEFR IC139R61 @ KANATA AVE

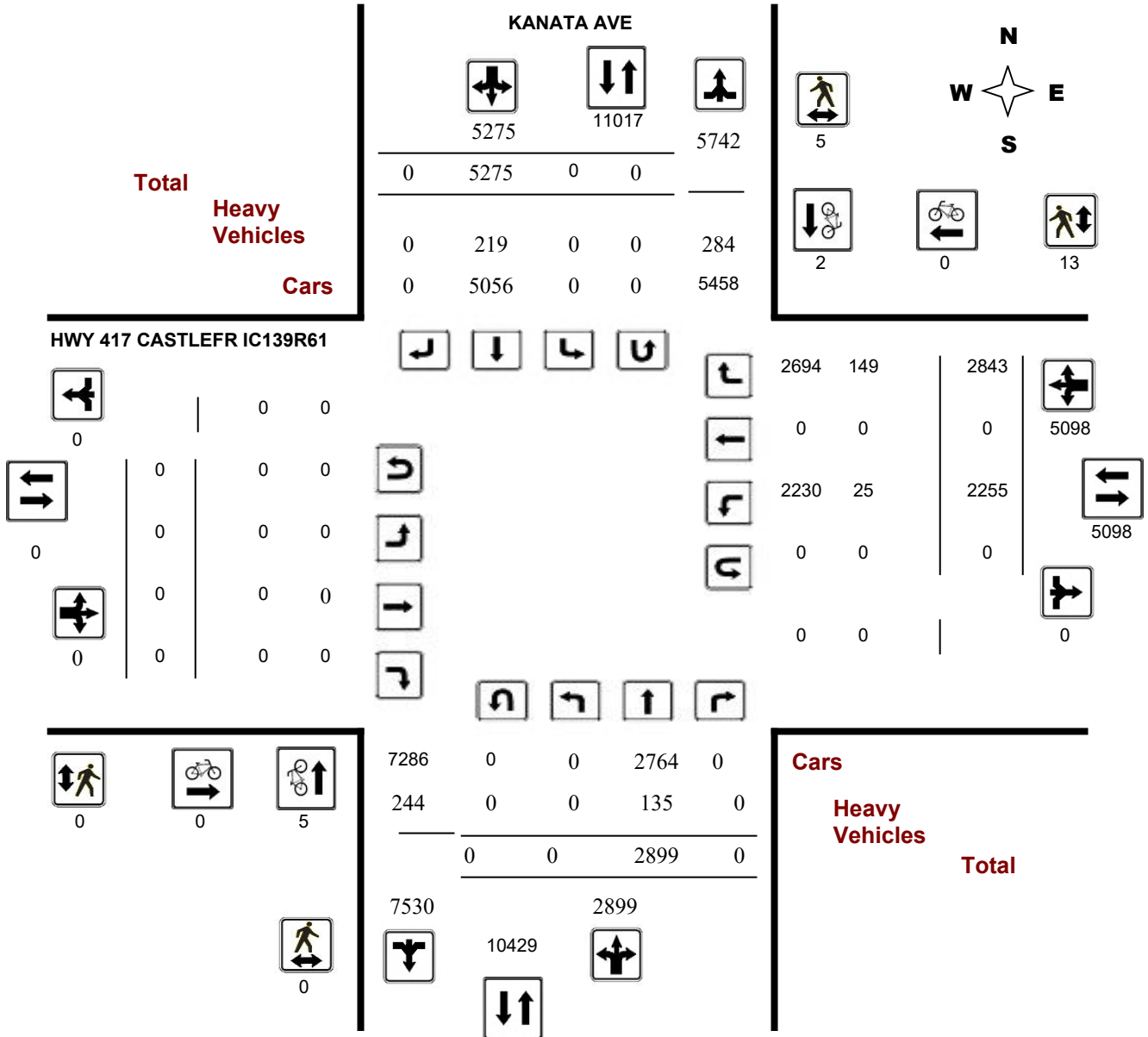
**Survey Date:** Wednesday, December 06, 2017

**WO No:** 37364

**Start Time:** 07:00

**Device:** Miovision

### Full Study Diagram



## Turning Movement Count - Study Results

### HWY 417 CASTLEFR IC139R61 @ KANATA AVE

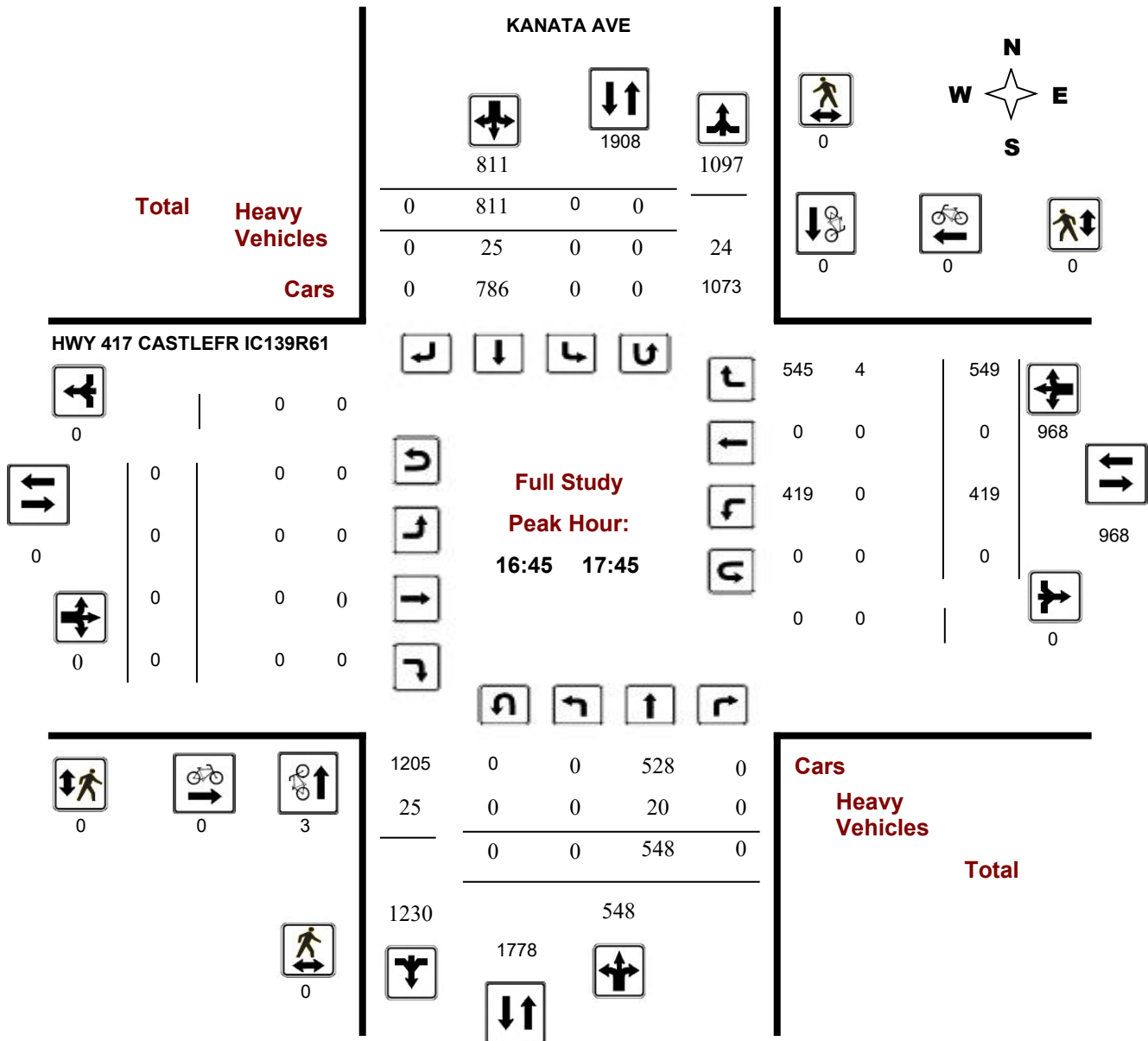
**Survey Date:** Wednesday, December 06, 2017

**WO No:** 37364

**Start Time:** 07:00

**Device:** Miovision

### Full Study Peak Hour Diagram



## Turning Movement Count - Peak Hour Diagram

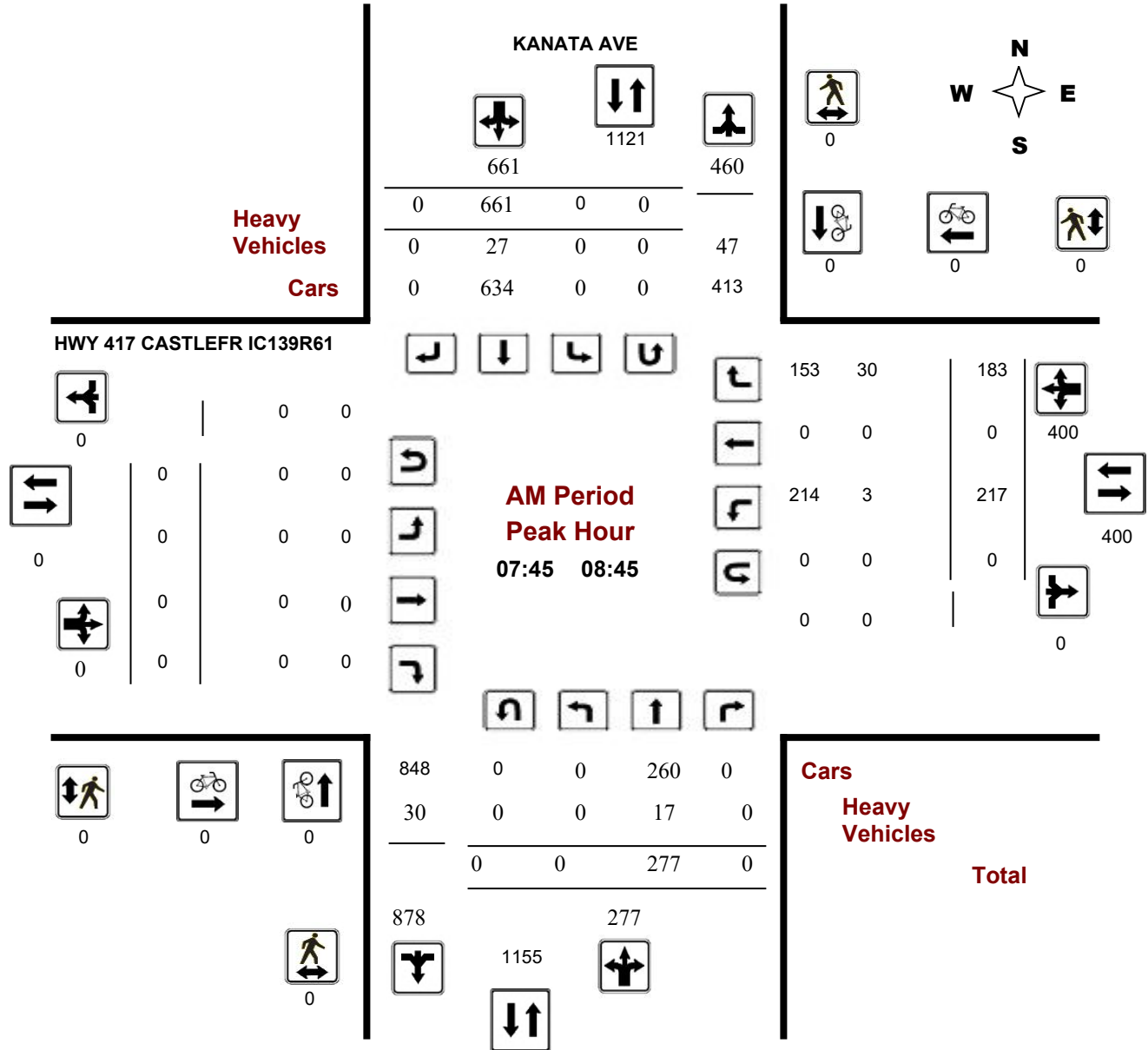
### HWY 417 CASTLEFR IC139R61 @ KANATA AVE

**Survey Date:** Wednesday, December 06, 2017

**Start Time:** 07:00

**WO No:** 37364

**Device:** Miovision



**Comments**





# Transportation Services - Traffic Services

## Turning Movement Count - Peak Hour Diagram

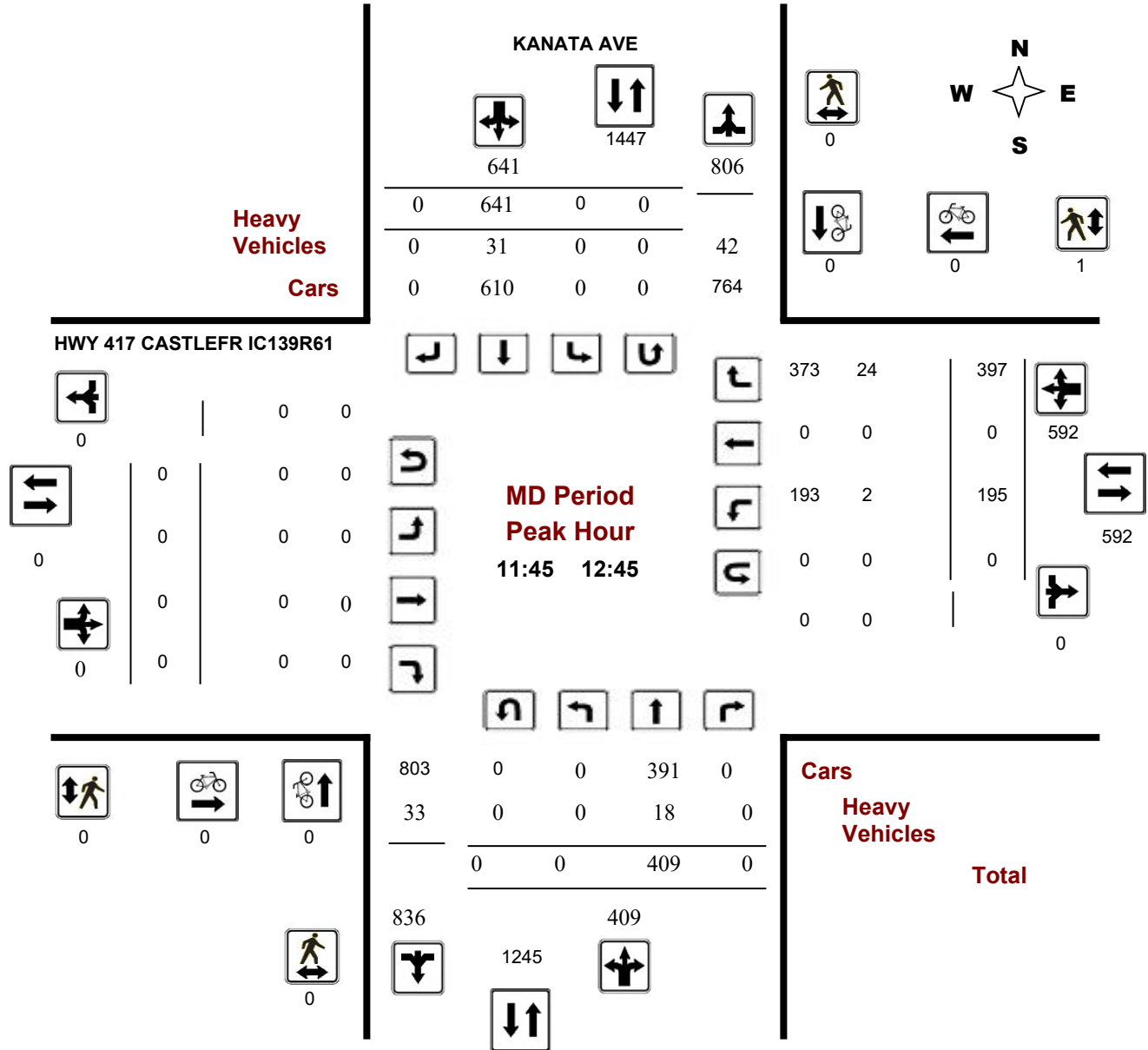
### HWY 417 CASTLEFR IC139R61 @ KANATA AVE

**Survey Date:** Wednesday, December 06, 2017

**Start Time:** 07:00

**WO No:** 37364

**Device:** Miovision



**Comments**





# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### HWY 417 CASTLEFR IC139R61 @ KANATA AVE

**Survey Date:** Wednesday, December 06, 2017

**WO No:** 37364

**Start Time:** 07:00

**Device:** Miovision

### Full Study Summary (8 HR Standard)

**Survey Date:** Wednesday, December 06, 2017

**Total Observed U-Turns**  
 Northbound: 0      Southbound: 0  
 Eastbound: 0      Westbound: 0

**AADT Factor**  
 1.00

#### KANATA AVE

#### HWY 417 CASTLEFR IC139R61

Period	Northbound					Southbound					Eastbound					Westbound					Grand Total
	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	149	0	149	791	0	642	0	642	791	0	0	0	0	170	0	153	323	323	1114	
08:00 09:00	0	310	0	310	930	0	620	0	620	930	0	0	0	0	203	0	186	389	389	1319	
09:00 10:00	0	272	0	272	849	0	577	0	577	849	0	0	0	0	162	0	206	368	368	1217	
11:30 12:30	0	397	0	397	1007	0	610	0	610	1007	0	0	0	0	188	0	399	587	587	1594	
12:30 13:30	0	387	0	387	1050	0	663	0	663	1050	0	0	0	0	206	0	329	535	535	1585	
15:00 16:00	0	405	0	405	1050	0	645	0	645	1050	0	0	0	0	495	0	569	1064	1064	2114	
16:00 17:00	0	423	0	423	1131	0	708	0	708	1131	0	0	0	0	422	0	475	897	897	2028	
17:00 18:00	0	556	0	556	1366	0	810	0	810	1366	0	0	0	0	409	0	526	935	935	2301	
<b>Sub Total</b>	0	2899	0	2899	8174	0	5275	0	5275	8174	0	0	0	0	2255	0	2843	5098	5098	13272	
<b>U Turns</b>				0	0				0	0				0				0	0	0	
<b>Total</b>	0	2899	0	2899	8174	0	5275	0	5275	8174	0	0	0	0	2255	0	2843	5098	5098	13272	
<b>EQ 12Hr</b>	0	4030	0	4030	11362	0	7332	0	7332	11362	0	0	0	0	3134	0	3952	7086	7086	18448	
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.														<b>1.39</b>							
<b>AVG 12Hr</b>	0	3798	0	3798	11362	0	6910	0	6910	11362	0	0	0	0	2954	0	3724	6678	7086	18448	
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.														<b>1</b>							
<b>AVG 24Hr</b>	0	4975	0	4975	14027	0	9052	0	9052	14027	0	0	0	0	3870	0	4879	8749	8749	22776	

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

### HWY 417 CASTLEFR IC139R61 @ KANATA AVE

**Survey Date:** Wednesday, December 06, 2017

**WO No:** 37364

**Start Time:** 07:00

**Device:** Miovision

### Full Study 15 Minute Increments

#### KANATA AVE

#### HWY 417 CASTLEFR IC139R61

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	
09:00	09:15	0	66	0	66	0	153	0	153	14	0	0	0	0	36	0	45	81	14	300
09:15	09:30	0	65	0	65	0	156	0	156	10	0	0	0	0	49	0	67	116	10	337
09:30	09:45	0	65	0	65	0	141	0	141	15	0	0	0	0	38	0	47	85	15	291
09:45	10:00	0	76	0	76	0	127	0	127	12	0	0	0	0	39	0	47	86	12	289
11:30	11:45	0	88	0	88	0	152	0	152	7	0	0	0	0	43	0	91	134	7	374
11:45	12:00	0	103	0	103	0	154	0	154	16	0	0	0	0	47	0	118	165	16	422
12:00	12:15	0	105	0	105	0	159	0	159	9	0	0	0	0	52	0	93	145	9	409
12:15	12:30	0	101	0	101	0	145	0	145	11	0	0	0	0	46	0	97	143	11	389
12:30	12:45	0	100	0	100	0	183	0	183	13	0	0	0	0	50	0	89	139	13	422
12:45	13:00	0	96	0	96	0	135	0	135	14	0	0	0	0	56	0	89	145	14	376
13:00	13:15	0	91	0	91	0	152	0	152	10	0	0	0	0	49	0	69	118	10	361
13:15	13:30	0	100	0	100	0	193	0	193	5	0	0	0	0	51	0	82	133	5	426
15:00	15:15	0	94	0	94	0	154	0	154	16	0	0	0	0	101	0	119	220	16	468
15:15	15:30	0	112	0	112	0	164	0	164	11	0	0	0	0	166	0	196	362	11	638
15:30	15:45	0	111	0	111	0	158	0	158	5	0	0	0	0	137	0	160	297	5	566
15:45	16:00	0	88	0	88	0	169	0	169	7	0	0	0	0	91	0	94	185	7	442
16:00	16:15	0	103	0	103	0	150	0	150	12	0	0	0	0	97	0	99	196	12	449
16:15	16:30	0	85	0	85	0	190	0	190	8	0	0	0	0	112	0	118	230	8	505
16:30	16:45	0	118	0	118	0	164	0	164	13	0	0	0	0	109	0	122	231	13	513
16:45	17:00	0	117	0	117	0	204	0	204	10	0	0	0	0	104	0	136	240	10	561
17:00	17:15	0	145	0	145	0	201	0	201	11	0	0	0	0	105	0	149	254	11	600
17:15	17:30	0	152	0	152	0	202	0	202	15	0	0	0	0	113	0	138	251	15	605
17:30	17:45	0	134	0	134	0	204	0	204	9	0	0	0	0	97	0	126	223	9	561
17:45	18:00	0	125	0	125	0	203	0	203	6	0	0	0	0	94	0	113	207	6	535
07:00	07:15	0	30	0	30	0	160	0	160	14	0	0	0	0	19	0	37	56	14	246
07:15	07:30	0	27	0	27	0	128	0	128	11	0	0	0	0	29	0	31	60	11	215
07:30	07:45	0	40	0	40	0	163	0	163	15	0	0	0	0	60	0	39	99	15	302
07:45	08:00	0	52	0	52	0	191	0	191	15	0	0	0	0	62	0	46	108	15	351
08:00	08:15	0	53	0	53	0	174	0	174	12	0	0	0	0	43	0	39	82	12	309
08:15	08:30	0	93	0	93	0	144	0	144	7	0	0	0	0	63	0	40	103	7	340
08:30	08:45	0	79	0	79	0	152	0	152	10	0	0	0	0	49	0	58	107	10	338
08:45	09:00	0	85	0	85	0	150	0	150	11	0	0	0	0	48	0	49	97	11	332
Total:		0	2899	0	2899	0	5275	0	5275	354	0	0	0	0	2255	0	2843	5098	354	13,272

Note: U-Turns are included in Totals.



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### HWY 417 CASTLEFR IC139R61 @ KANATA AVE

**Survey Date:** Wednesday, December 06, 2017

**WO No:** 37364

**Start Time:** 07:00

**Device:** Miovision

### Full Study Cyclist Volume

#### KANATA AVE

#### HWY 417 CASTLEFR IC139R61

Time Period		KANATA AVE			HWY 417 CASTLEFR IC139R61			Grand Total
		Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	
09:00	09:15	0	0	0	0	0	0	0
09:15	09:30	0	0	0	0	0	0	0
09:30	09:45	0	0	0	0	0	0	0
09:45	10:00	0	0	0	0	0	0	0
11:30	11:45	0	0	0	0	0	0	0
11:45	12:00	0	0	0	0	0	0	0
12:00	12:15	0	0	0	0	0	0	0
12:15	12:30	0	0	0	0	0	0	0
12:30	12:45	0	0	0	0	0	0	0
12:45	13:00	0	0	0	0	0	0	0
13:00	13:15	0	0	0	0	0	0	0
13:15	13:30	0	0	0	0	0	0	0
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	2	0	2	0	0	0	2
17:00	17:15	1	0	1	0	0	0	1
17:15	17:30	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0
17:45	18:00	0	1	1	0	0	0	1
07:00	07:15	0	0	0	0	0	0	0
07:15	07:30	1	0	1	0	0	0	1
07:30	07:45	1	1	2	0	0	0	2
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
Total		5	2	7	0	0	0	7



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### HWY 417 CASTLEFR IC139R61 @ KANATA AVE

**Survey Date:** Wednesday, December 06, 2017

**WO No:** 37364

**Start Time:** 07:00

**Device:** Miovision

### Full Study Pedestrian Volume

**KANATA AVE**

**HWY 417 CASTLEFR IC139R61**

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
09:00 09:15	0	0	0	0	1	1	1
09:15 09:30	0	0	0	0	1	1	1
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	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	0	0	0	0	3	3	3
13:15 13:30	0	0	0	0	0	0	0
15:00 15:15	0	0	0	0	1	1	1
15:15 15:30	0	2	2	0	3	3	5
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	1	1	1
16:15 16:30	0	2	2	0	2	2	4
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
17:45 18:00	0	0	0	0	0	0	0
07:00 07:15	0	1	1	0	0	0	1
07:15 07:30	0	0	0	0	0	0	0
07:30 07:45	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
<b>Total .....</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>18</b>



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### HWY 417 CASTLEFR IC139R61 @ KANATA AVE

**Survey Date:** Wednesday, December 06, 2017

**WO No:** 37364

**Start Time:** 07:00

**Device:** Miovision

### Full Study Heavy Vehicles

#### KANATA AVE

#### HWY 417 CASTLEFR IC139R61

Northbound

Southbound

Eastbound

Westbound

Time Period	Northbound			N TOT	Southbound			S TOT	STR TOT	Eastbound			E TOT	Westbound			W TOT	STR TOT	Grand Total	
	LT	ST	RT		LT	ST	RT			LT	ST	RT		LT	ST	RT				
09:00	09:15	0	4	0	4	0	10	0	10	14	0	0	0	0	1	0	4	5	5	19
09:15	09:30	0	5	0	5	0	5	0	5	10	0	0	0	0	2	0	9	11	11	21
09:30	09:45	0	4	0	4	0	11	0	11	15	0	0	0	0	0	0	5	5	5	20
09:45	10:00	0	5	0	5	0	7	0	7	12	0	0	0	0	2	0	8	10	10	22
11:30	11:45	0	3	0	3	0	4	0	4	7	0	0	0	0	1	0	6	7	7	14
11:45	12:00	0	6	0	6	0	10	0	10	16	0	0	0	0	0	0	6	6	6	22
12:00	12:15	0	3	0	3	0	6	0	6	9	0	0	0	0	0	0	4	4	4	13
12:15	12:30	0	6	0	6	0	5	0	5	11	0	0	0	0	0	0	10	10	10	21
12:30	12:45	0	3	0	3	0	10	0	10	13	0	0	0	0	2	0	4	6	6	19
12:45	13:00	0	5	0	5	0	9	0	9	14	0	0	0	0	1	0	3	4	4	18
13:00	13:15	0	4	0	4	0	6	0	6	10	0	0	0	0	2	0	8	10	10	20
13:15	13:30	0	1	0	1	0	4	0	4	5	0	0	0	0	2	0	5	7	7	12
15:00	15:15	0	6	0	6	0	10	0	10	16	0	0	0	0	2	0	1	3	3	19
15:15	15:30	0	4	0	4	0	7	0	7	11	0	0	0	0	0	0	4	4	4	15
15:30	15:45	0	2	0	2	0	3	0	3	5	0	0	0	0	1	0	1	2	2	7
15:45	16:00	0	3	0	3	0	4	0	4	7	0	0	0	0	1	0	5	6	6	13
16:00	16:15	0	7	0	7	0	5	0	5	12	0	0	0	0	0	0	2	2	2	14
16:15	16:30	0	2	0	2	0	6	0	6	8	0	0	0	0	1	0	2	3	3	11
16:30	16:45	0	5	0	5	0	8	0	8	13	0	0	0	0	0	0	2	2	2	15
16:45	17:00	0	5	0	5	0	5	0	5	10	0	0	0	0	0	0	1	1	1	11
17:00	17:15	0	5	0	5	0	6	0	6	11	0	0	0	0	0	0	1	1	1	12
17:15	17:30	0	7	0	7	0	8	0	8	15	0	0	0	0	0	0	2	2	2	17
17:30	17:45	0	3	0	3	0	6	0	6	9	0	0	0	0	0	0	0	0	0	9
17:45	18:00	0	0	0	0	0	6	0	6	6	0	0	0	0	0	0	1	1	1	7
07:00	07:15	0	5	0	5	0	9	0	9	14	0	0	0	0	0	0	5	5	5	19
07:15	07:30	0	4	0	4	0	7	0	7	11	0	0	0	0	0	0	8	8	8	19
07:30	07:45	0	8	0	8	0	7	0	7	15	0	0	0	0	2	0	5	7	7	22
07:45	08:00	0	4	0	4	0	11	0	11	15	0	0	0	0	3	0	6	9	9	24
08:00	08:15	0	5	0	5	0	7	0	7	12	0	0	0	0	0	0	9	9	9	21
08:15	08:30	0	4	0	4	0	3	0	3	7	0	0	0	0	0	0	6	6	6	13
08:30	08:45	0	4	0	4	0	6	0	6	10	0	0	0	0	0	0	9	9	9	19
08:45	09:00	0	3	0	3	0	8	0	8	11	0	0	0	0	2	0	7	9	9	20
Total:	None	0	135	0	135	0	219	0	219	354	0	0	0	0	25	0	149	174	174	528



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### HWY 417 CASTLEFR IC139R61 @ KANATA AVE

**Survey Date:** Wednesday, December 06, 2017

**WO No:** 37364

**Start Time:** 07:00

**Device:** Miovision

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

KANATA AVE

HWY 417 CASTLEFR IC139R61

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



## Turning Movement Count - Study Results

### KANATA AVE @ HWY 417 CASTLEFR IC139R15

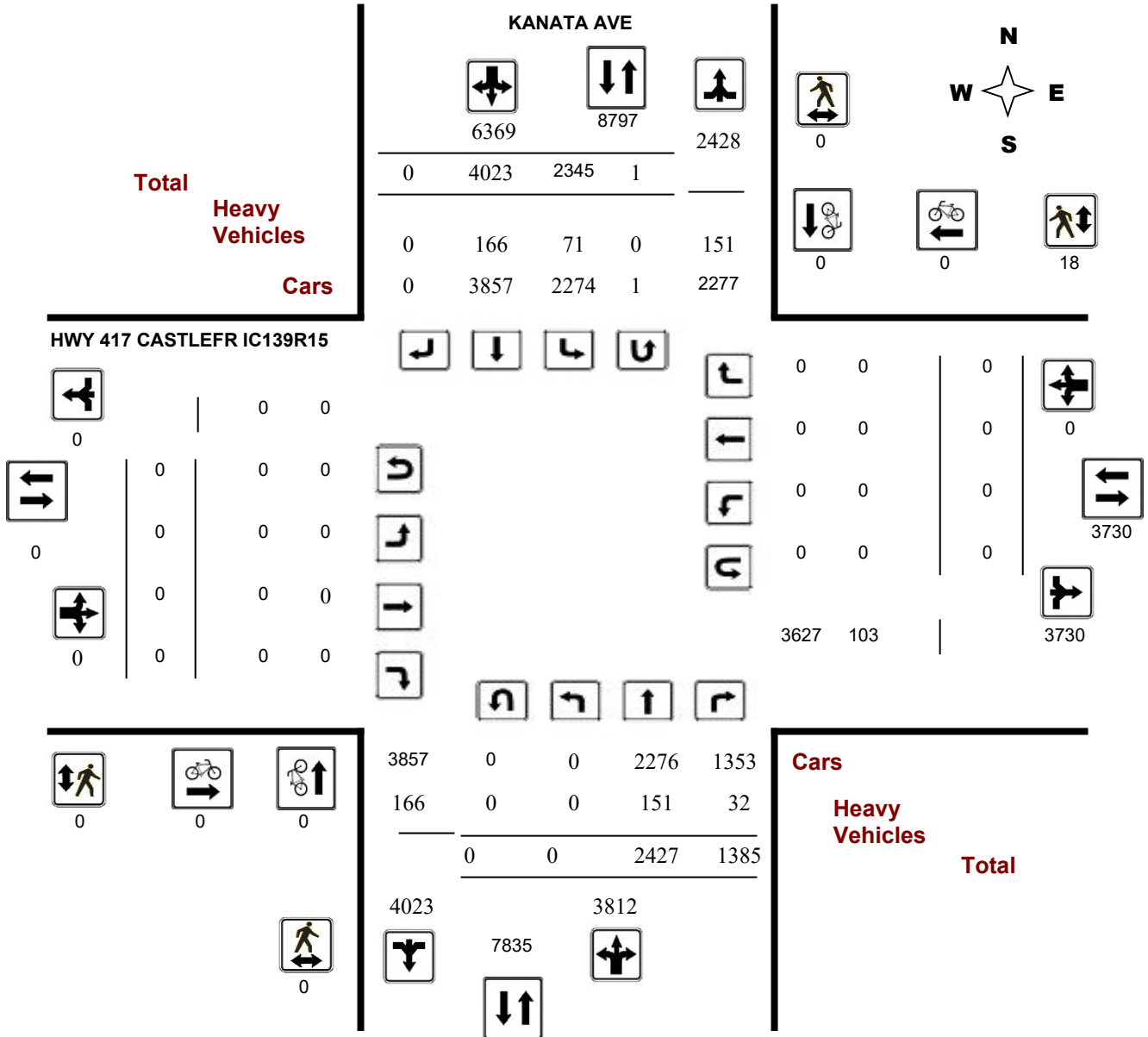
**Survey Date:** Tuesday, November 27, 2018

**WO No:** 38168

**Start Time:** 07:00

**Device:** Miovision

### Full Study Diagram



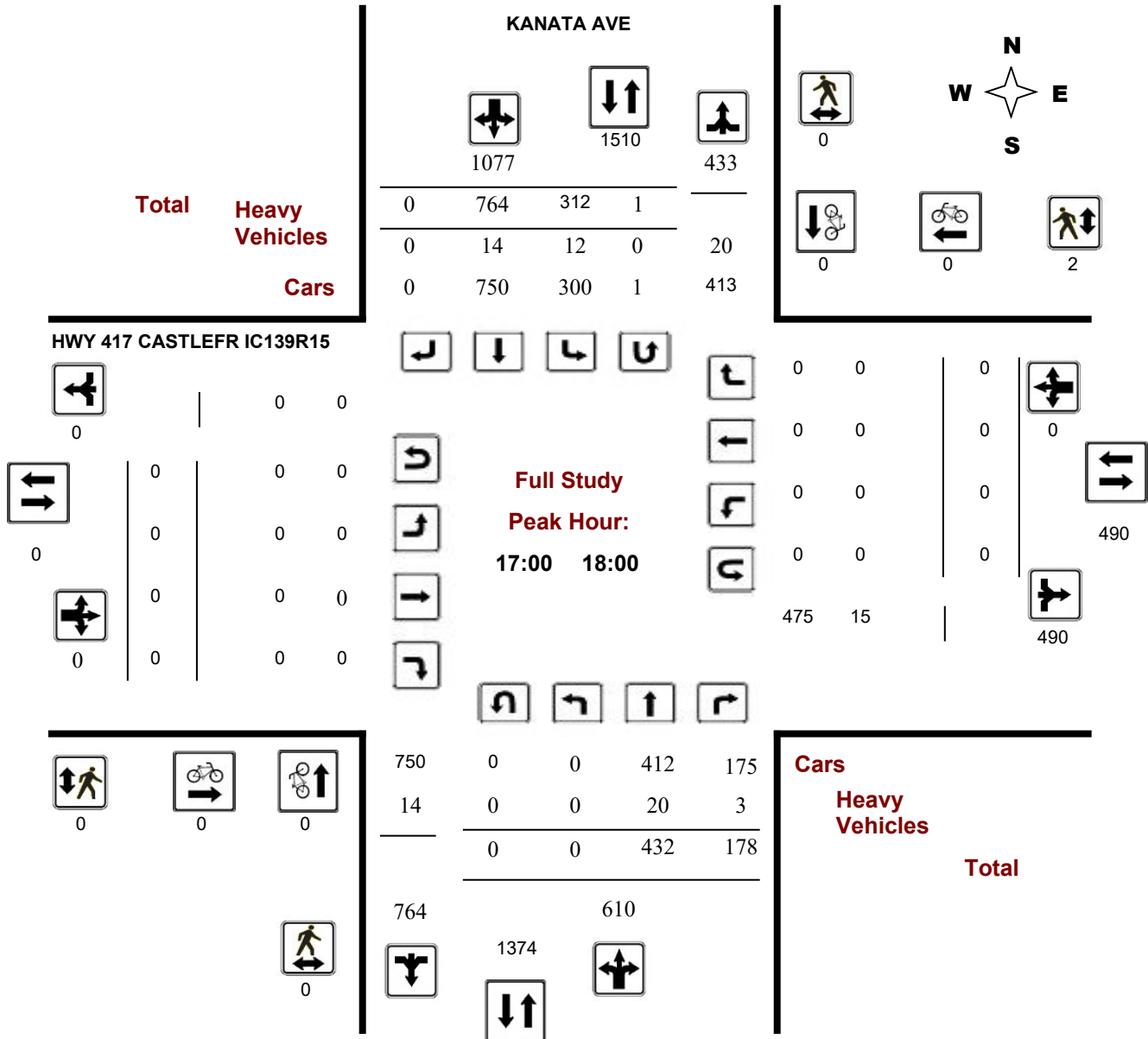
**Survey Date:** Tuesday, November 27, 2018

**WO No:** 38168

**Start Time:** 07:00

**Device:** Miovision

### Full Study Peak Hour Diagram







# Transportation Services - Traffic Services

## Turning Movement Count - Peak Hour Diagram

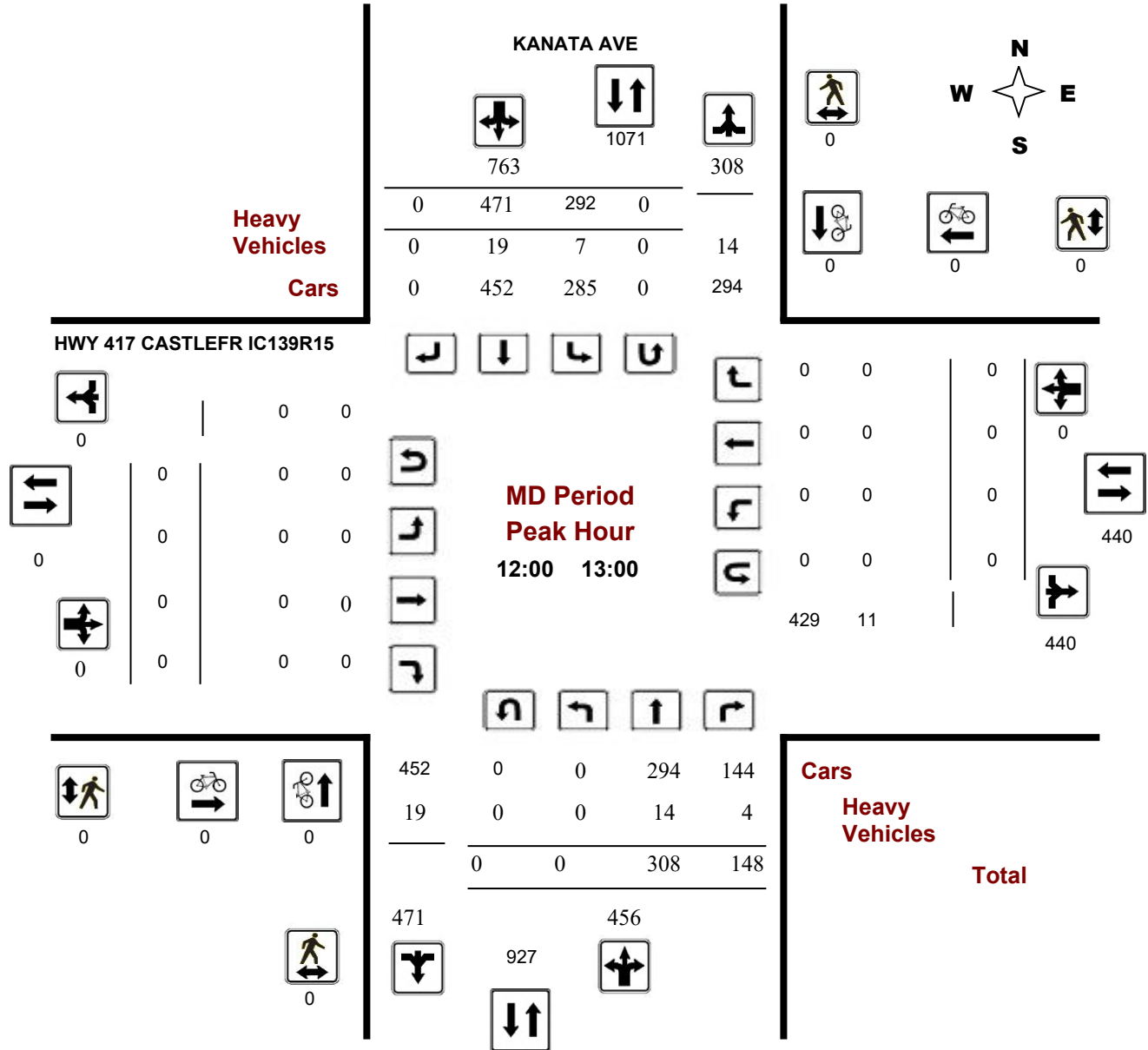
### KANATA AVE @ HWY 417 CASTLEFR IC139R15

**Survey Date:** Tuesday, November 27, 2018

**Start Time:** 07:00

**WO No:** 38168

**Device:** Miovision



**Comments**





# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### KANATA AVE @ HWY 417 CASTLEFR IC139R15

**Survey Date:** Tuesday, November 27, 2018

**WO No:** 38168

**Start Time:** 07:00

**Device:** Miovision

### Full Study Summary (8 HR Standard)

**Survey Date:** Tuesday, November 27, 2018

**Total Observed U-Turns**

**AADT Factor**

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

1.00

**KANATA AVE**

**HWY 417 CASTLEFR IC139R15**

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	0	137	264	401	393	312	0	705	1106	0	0	0	0	0	0	0	0	0	1106		
08:00 09:00	0	282	169	451	328	386	0	714	1165	0	0	0	0	0	0	0	0	0	1165		
09:00 10:00	0	199	151	350	265	388	0	653	1003	0	0	0	0	0	0	0	0	0	1003		
11:30 12:30	0	277	147	424	236	419	0	655	1079	0	0	0	0	0	0	0	0	0	1079		
12:30 13:30	0	312	136	448	268	449	0	717	1165	0	0	0	0	0	0	0	0	0	1165		
15:00 16:00	0	356	158	514	259	637	0	896	1410	0	0	0	0	0	0	0	0	0	1410		
16:00 17:00	0	432	182	614	284	668	0	952	1566	0	0	0	0	0	0	0	0	0	1566		
17:00 18:00	0	432	178	610	312	764	0	1076	1686	0	0	0	0	0	0	0	0	0	1686		
<b>Sub Total</b>	0	2427	1385	3812	2345	4023	0	6368	10180	0	0	0	0	0	0	0	0	0	10180		
<b>U Turns</b>				0				1	1				0				0	0	1		
<b>Total</b>	0	2427	1385	3812	2345	4023	0	6369	10181	0	0	0	0	0	0	0	0	0	10181		
<b>EQ 12Hr</b>	0	3374	1925	5299	3260	5592	0	8853	14152	0	0	0	0	0	0	0	0	0	14152		
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.													<b>1.39</b>								
<b>AVG 12Hr</b>	0	3179	1814	4994	3072	5270	0	8343	14152	0	0	0	0	0	0	0	0	0	14152		
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.													<b>1</b>								
<b>AVG 24Hr</b>	0	4165	2377	6542	4024	6904	0	10930	17472	0	0	0	0	0	0	0	0	0	17472		

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

### KANATA AVE @ HWY 417 CASTLEFR IC139R15

**Survey Date:** Tuesday, November 27, 2018

**WO No:** 38168

**Start Time:** 07:00

**Device:** Miovision

### Full Study 15 Minute Increments

#### KANATA AVE

#### HWY 417 CASTLEFR IC139R15

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	27	77	104	98	39	0	137	12	0	0	0	0	0	0	0	0	12	241
07:15 07:30	0	21	62	83	99	60	0	159	11	0	0	0	0	0	0	0	0	11	242
07:30 07:45	0	41	56	97	102	99	0	201	18	0	0	0	0	0	0	0	0	18	298
07:45 08:00	0	48	69	117	94	114	0	208	13	0	0	0	0	0	0	0	0	13	325
08:00 08:15	0	56	42	98	73	100	0	173	15	0	0	0	0	0	0	0	0	15	271
08:15 08:30	0	69	38	107	82	93	0	175	10	0	0	0	0	0	0	0	0	10	282
08:30 08:45	0	80	47	127	83	107	0	190	14	0	0	0	0	0	0	0	0	14	317
08:45 09:00	0	77	42	119	90	86	0	176	8	0	0	0	0	0	0	0	0	8	295
09:00 09:15	0	49	41	90	82	108	0	190	17	0	0	0	0	0	0	0	0	17	280
09:15 09:30	0	55	40	95	65	97	0	162	13	0	0	0	0	0	0	0	0	13	257
09:30 09:45	0	44	42	86	63	86	0	149	18	0	0	0	0	0	0	0	0	18	235
09:45 10:00	0	51	28	79	55	97	0	152	16	0	0	0	0	0	0	0	0	16	231
11:30 11:45	0	65	38	103	44	96	0	140	9	0	0	0	0	0	0	0	0	9	243
11:45 12:00	0	65	35	100	58	95	0	153	12	0	0	0	0	0	0	0	0	12	253
12:00 12:15	0	70	43	113	67	105	0	172	11	0	0	0	0	0	0	0	0	11	285
12:15 12:30	0	77	31	108	67	123	0	190	12	0	0	0	0	0	0	0	0	12	298
12:30 12:45	0	78	43	121	69	120	0	189	10	0	0	0	0	0	0	0	0	10	310
12:45 13:00	0	83	31	114	89	123	0	212	11	0	0	0	0	0	0	0	0	11	326
13:00 13:15	0	80	39	119	56	101	0	157	17	0	0	0	0	0	0	0	0	17	276
13:15 13:30	0	71	23	94	54	105	0	159	10	0	0	0	0	0	0	0	0	10	253
15:00 15:15	0	66	38	104	59	151	0	210	11	0	0	0	0	0	0	0	0	11	314
15:15 15:30	0	108	50	158	65	151	0	216	17	0	0	0	0	0	0	0	0	17	374
15:30 15:45	0	85	35	120	56	144	0	200	16	0	0	0	0	0	0	0	0	16	320
15:45 16:00	0	97	35	132	79	191	0	270	26	0	0	0	0	0	0	0	0	26	402
16:00 16:15	0	91	44	135	69	157	0	226	7	0	0	0	0	0	0	0	0	7	361
16:15 16:30	0	102	50	152	69	170	0	239	16	0	0	0	0	0	0	0	0	16	391
16:30 16:45	0	119	46	165	73	161	0	234	9	0	0	0	0	0	0	0	0	9	399
16:45 17:00	0	120	42	162	73	180	0	253	12	0	0	0	0	0	0	0	0	12	415
17:00 17:15	0	110	46	156	70	207	0	277	12	0	0	0	0	0	0	0	0	12	433
17:15 17:30	0	95	54	149	66	178	0	244	12	0	0	0	0	0	0	0	0	12	393
17:30 17:45	0	109	40	149	80	185	0	265	13	0	0	0	0	0	0	0	0	13	414
17:45 18:00	0	118	38	156	96	194	0	291	12	0	0	0	0	0	0	0	0	12	447
<b>Total:</b>	<b>0</b>	<b>2427</b>	<b>1385</b>	<b>3812</b>	<b>2345</b>	<b>4023</b>	<b>0</b>	<b>6369</b>	<b>420</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>420</b>	<b>10,181</b>

Note: U-Turns are included in Totals.



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### KANATA AVE @ HWY 417 CASTLEFR IC139R15

**Survey Date:** Tuesday, November 27, 2018

**WO No:** 38168

**Start Time:** 07:00

**Device:** Miovision

### Full Study Cyclist Volume

#### KANATA AVE

#### HWY 417 CASTLEFR IC139R15

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





# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### KANATA AVE @ HWY 417 CASTLEFR IC139R15

**Survey Date:** Tuesday, November 27, 2018

**WO No:** 38168

**Start Time:** 07:00

**Device:** Miovision

### Full Study Pedestrian Volume

**KANATA AVE**

**HWY 417 CASTLEFR IC139R15**

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	1	1	1
07:30 07:45	0	0	0	0	0	0	0
07:45 08:00	0	0	0	0	0	0	0
08:00 08:15	0	0	0	0	1	1	1
08:15 08:30	0	0	0	0	0	0	0
08:30 08:45	0	0	0	0	0	0	0
08:45 09:00	0	0	0	0	0	0	0
09:00 09:15	0	0	0	0	1	1	1
09:15 09:30	0	0	0	0	1	1	1
09:30 09:45	0	0	0	0	0	0	0
09:45 10:00	0	0	0	0	1	1	1
11:30 11:45	0	0	0	0	1	1	1
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	1	1	1
13:15 13:30	0	0	0	0	1	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	7	7	7
16:30 16:45	0	0	0	0	1	1	1
16:45 17:00	0	0	0	0	0	0	0
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
17:45 18:00	0	0	0	0	0	0	0
<b>Total .....</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>18</b>	<b>18</b>



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### KANATA AVE @ HWY 417 CASTLEFR IC139R15

**Survey Date:** Tuesday, November 27, 2018

**WO No:** 38168

**Start Time:** 07:00

**Device:** Miovision

### Full Study Heavy Vehicles

#### KANATA AVE

#### HWY 417 CASTLEFR IC139R15

Northbound

Southbound

Eastbound

Westbound

Time Period	Northbound			N TOT	Southbound			S TOT	STR TOT	Eastbound			E TOT	Westbound			W TOT	STR TOT	Grand Total
	LT	ST	RT		LT	ST	RT			LT	ST	RT		LT	ST	RT			
07:00 07:15	0	4	1	5	2	5	0	7	12	0	0	0	0	0	0	0	0	0	12
07:15 07:30	0	3	1	4	0	7	0	7	11	0	0	0	0	0	0	0	0	0	11
07:30 07:45	0	6	4	10	3	5	0	8	18	0	0	0	0	0	0	0	0	0	18
07:45 08:00	0	5	0	5	4	4	0	8	13	0	0	0	0	0	0	0	0	0	13
08:00 08:15	0	7	2	9	2	4	0	6	15	0	0	0	0	0	0	0	0	0	15
08:15 08:30	0	2	2	4	1	5	0	6	10	0	0	0	0	0	0	0	0	0	10
08:30 08:45	0	5	1	6	3	5	0	8	14	0	0	0	0	0	0	0	0	0	14
08:45 09:00	0	2	1	3	0	5	0	5	8	0	0	0	0	0	0	0	0	0	8
09:00 09:15	0	4	0	4	4	9	0	13	17	0	0	0	0	0	0	0	0	0	17
09:15 09:30	0	6	0	6	0	7	0	7	13	0	0	0	0	0	0	0	0	0	13
09:30 09:45	0	7	1	8	2	8	0	10	18	0	0	0	0	0	0	0	0	0	18
09:45 10:00	0	5	1	6	2	8	0	10	16	0	0	0	0	0	0	0	0	0	16
11:30 11:45	0	5	0	5	1	3	0	4	9	0	0	0	0	0	0	0	0	0	9
11:45 12:00	0	4	1	5	3	4	0	7	12	0	0	0	0	0	0	0	0	0	12
12:00 12:15	0	4	2	6	0	5	0	5	11	0	0	0	0	0	0	0	0	0	11
12:15 12:30	0	4	0	4	2	6	0	8	12	0	0	0	0	0	0	0	0	0	12
12:30 12:45	0	2	0	2	3	5	0	8	10	0	0	0	0	0	0	0	0	0	10
12:45 13:00	0	4	2	6	2	3	0	5	11	0	0	0	0	0	0	0	0	0	11
13:00 13:15	0	4	2	6	4	7	0	11	17	0	0	0	0	0	0	0	0	0	17
13:15 13:30	0	4	0	4	2	4	0	6	10	0	0	0	0	0	0	0	0	0	10
15:00 15:15	0	1	0	1	1	9	0	10	11	0	0	0	0	0	0	0	0	0	11
15:15 15:30	0	9	1	10	0	7	0	7	17	0	0	0	0	0	0	0	0	0	17
15:30 15:45	0	4	1	5	4	7	0	11	16	0	0	0	0	0	0	0	0	0	16
15:45 16:00	0	12	4	16	5	5	0	10	26	0	0	0	0	0	0	0	0	0	26
16:00 16:15	0	3	0	3	0	4	0	4	7	0	0	0	0	0	0	0	0	0	7
16:15 16:30	0	5	1	6	5	5	0	10	16	0	0	0	0	0	0	0	0	0	16
16:30 16:45	0	4	1	5	2	2	0	4	9	0	0	0	0	0	0	0	0	0	9
16:45 17:00	0	6	0	6	2	4	0	6	12	0	0	0	0	0	0	0	0	0	12
17:00 17:15	0	3	2	5	2	5	0	7	12	0	0	0	0	0	0	0	0	0	12
17:15 17:30	0	5	1	6	3	3	0	6	12	0	0	0	0	0	0	0	0	0	12
17:30 17:45	0	8	0	8	2	3	0	5	13	0	0	0	0	0	0	0	0	0	13
17:45 18:00	0	4	0	4	5	3	0	8	12	0	0	0	0	0	0	0	0	0	12
Total: None	0	151	32	183	71	166	0	237	420	0	0	0	0	0	0	0	0	0	420



# Transportation Services - Traffic Services

## Turning Movement Count - Study Results

### KANATA AVE @ HWY 417 CASTLEFR IC139R15

**Survey Date:** Tuesday, November 27, 2018

**WO No:** 38168

**Start Time:** 07:00

**Device:** Miovision

### Full Study 15 Minute U-Turn Total

KANATA AVE

HWY 417 CASTLEFR IC139R15

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



# Transportation Services - Traffic Services

## Collision Details Report - Public Version

From: January 1, 2015 To: December 31, 2019

**Location:** GREAT LAKES AVE @ MARITIME WAY

**Traffic Control:** Stop sign

**Total Collisions:** 1

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2017-Sep-07, Thu,16:25	Clear	Angle	P.D. only	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	

**Location:** HWY 417 CASTLEFR IC139R61 @ KANATA AVE

**Traffic Control:** Traffic signal

**Total Collisions:** 45

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2015-Jan-21, Wed,08:26	Clear	Angle	P.D. only	Dry	West	Turning left	Pick-up truck	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2015-Aug-17, Mon,07:29	Clear	Angle	Non-fatal injury	Dry	West	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Municipal transit bus	Other motor vehicle	
2015-Sep-12, Sat,14:21	Rain	Rear end	P.D. only	Wet	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2015-Nov-14, Sat,18:16	Clear	Angle	P.D. only	Dry	North	Going ahead	Pick-up truck	Other motor vehicle	0
					West	Turning left	Pick-up truck	Other motor vehicle	
2016-Jan-21, Thu,08:17	Clear	Angle	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	
2016-Feb-12, Fri,08:30	Snow	Rear end	P.D. only	Loose snow	West	Going ahead	Pick-up truck	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2016-Mar-09, Wed,16:40	Clear	Rear end	P.D. only	Dry	West	Going ahead	Pick-up truck	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2016-Jun-19, Sun,17:16	Clear	Angle	P.D. only	Dry	North	Going ahead	Pick-up truck	Other motor vehicle	0
					West	Going ahead	Pick-up truck	Other motor vehicle	
2016-Jul-12, Tue,12:45	Clear	Rear end	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	



# Transportation Services - Traffic Services

## Collision Details Report - Public Version

From: January 1, 2015 To: December 31, 2019

**Location:** HWY 417 CASTLEFR IC139R61 @ KANATA AVE

**Traffic Control:** Traffic signal

**Total Collisions:** 45

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2016-Aug-11, Thu,14:30	Clear	Angle	Non-fatal injury	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	
2016-Dec-13, Tue,19:27	Clear	Rear end	P.D. only	Loose snow	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2016-Dec-14, Wed,15:45	Clear	Rear end	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2017-Jan-29, Sun,16:12	Clear	Rear end	Non-fatal injury	Wet	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2017-Mar-17, Fri,21:15	Clear	Sideswipe	P.D. only	Dry	West	Turning left	Pick-up truck	Other motor vehicle	0
					West	Turning left	Pick-up truck	Other motor vehicle	
2017-Apr-16, Sun,15:50	Rain	SMV other	P.D. only	Wet	West	Turning left	Automobile, station wagon	Building or wall	0
2017-May-17, Wed,16:00	Clear	Rear end	P.D. only	Dry	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2017-Sep-08, Fri,10:42	Clear	Angle	P.D. only	Dry	North	Going ahead	Pick-up truck	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	
2017-Sep-24, Sun,13:38	Clear	Turning movement	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Turning left	Automobile, station wagon	Other motor vehicle	
2017-Nov-02, Thu,18:12	Rain	SMV other	Non-fatal injury	Wet	West	Turning left	Pick-up truck	Pole (utility, power)	0
2017-Dec-14, Thu,15:27	Clear	Angle	P.D. only	Dry	South	Going ahead	Unknown	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	
2018-Jan-06, Sat,15:30	Clear	Rear end	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Jan-31, Wed,07:54	Clear	Angle	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	



# Transportation Services - Traffic Services

## Collision Details Report - Public Version

**From:** January 1, 2015    **To:** December 31, 2019

**Location:** HWY 417 CASTLEFR IC139R61 @ KANATA AVE

**Traffic Control:** Traffic signal

**Total Collisions:** 45

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2018-Mar-17, Sat,12:09	Clear	Angle	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	
2018-Apr-04, Wed,17:44	Clear	Rear end	P.D. only	Wet	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					West	Turning right	Automobile, station wagon	Other motor vehicle	
2018-Apr-25, Wed,09:00	Rain	Angle	P.D. only	Wet	West	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Slowing or stopping	Municipal transit bus	Other motor vehicle	
2018-May-05, Sat,11:44	Clear	Angle	Non-fatal injury	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	
2018-May-26, Sat,00:11	Clear	Angle	P.D. only	Dry	West	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-Jun-08, Fri,11:17	Clear	SMV other	Non-fatal injury	Dry	West	Turning right	Automobile, station wagon	Pedestrian	1
2018-Jul-23, Mon,17:29	Rain	Rear end	P.D. only	Wet	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Jul-28, Sat,17:30	Clear	Rear end	P.D. only	Dry	West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Nov-24, Sat,13:32	Clear	Rear end	P.D. only	Dry	North	Slowing or stopping	Passenger van	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Dec-19, Wed,18:00	Clear	Rear end	P.D. only	Dry	West	Turning right	Pick-up truck	Other motor vehicle	0
					West	Turning right	Automobile, station wagon	Other motor vehicle	
2019-Jan-03, Thu,21:23	Clear	Angle	P.D. only	Wet	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	
2019-Jan-07, Mon,07:45	Clear	Angle	P.D. only	Dry	North	Going ahead	Passenger van	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	



# Transportation Services - Traffic Services

## Collision Details Report - Public Version

From: January 1, 2015 To: December 31, 2019

**Location:** HWY 417 CASTLEFR IC139R61 @ KANATA AVE

**Traffic Control:** Traffic signal

**Total Collisions:** 45

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2019-Feb-21, Thu,09:20	Clear	Angle	P.D. only	Slush	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-May-18, Sat,11:30	Clear	Rear end	P.D. only	Dry	West	Turning right	Pick-up truck	Other motor vehicle	0
					West	Turning right	Automobile, station wagon	Other motor vehicle	
2019-Jun-16, Sun,10:17	Clear	Angle	P.D. only	Dry	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Jul-16, Tue,17:45	Clear	Angle	Non-fatal injury	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	
2019-Sep-20, Fri,16:13	Clear	Angle	Non-fatal injury	Dry	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	
2019-Oct-12, Sat,18:52	Rain	Angle	P.D. only	Wet	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Oct-19, Sat,11:15	Clear	Angle	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	
2019-Oct-31, Thu,14:39	Rain	Angle	P.D. only	Wet	North	Going ahead	Passenger van	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	
2019-Dec-10, Tue,10:05	Clear	Angle	P.D. only	Dry	North	Going ahead	Passenger van	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	
2019-Dec-21, Sat,19:45	Clear	Rear end	P.D. only	Dry	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					West	Turning right	Automobile, station wagon	Other motor vehicle	
2019-Dec-23, Mon,17:20	Clear	Rear end	P.D. only	Wet	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	



# Transportation Services - Traffic Services

## Collision Details Report - Public Version

From: January 1, 2015 To: December 31, 2019

**Location:** KANATA AVE @ EARL GREY DR

**Traffic Control:** Traffic signal

**Total Collisions:** 11

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2015-Jan-28, Wed,17:53	Clear	Rear end	P.D. only	Dry	South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Pick-up truck	Other motor vehicle	
2015-Jun-15, Mon,19:45	Rain	Rear end	P.D. only	Wet	North	Turning left	Pick-up truck	Other motor vehicle	0
					North	Turning left	Automobile, station wagon	Other motor vehicle	
2016-Mar-22, Tue,18:45	Rain	Rear end	P.D. only	Wet	East	Going ahead	Pick-up truck	Other motor vehicle	0
					East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2016-Aug-12, Fri,16:08	Clear	Rear end	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2016-Nov-25, Fri,16:40	Rain	Turning movement	P.D. only	Wet	North	Turning left	Passenger van	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2016-Dec-17, Sat,11:46	Snow	Rear end	P.D. only	Ice	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2017-Jan-12, Thu,16:50	Clear	Turning movement	P.D. only	Dry	East	Turning right	Automobile, station wagon	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	
2018-Dec-20, Thu,13:07	Clear	Rear end	P.D. only	Dry	East	Slowing or stopping	Pick-up truck	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Jul-31, Wed,10:00	Clear	Angle	P.D. only	Dry	East	Turning right	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Municipal transit bus	Other motor vehicle	
2019-Dec-19, Thu,11:22	Clear	Angle	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Turning left	Automobile, station wagon	Other motor vehicle	
2019-Dec-20, Fri,13:45	Clear	Turning movement	Non-fatal injury	Dry	South	Going ahead	Pick-up truck	Other motor vehicle	0
					North	Turning left	Automobile, station wagon	Other motor vehicle	
					East	Stopped	Passenger van	Other motor vehicle	





# Transportation Services - Traffic Services

## Collision Details Report - Public Version

From: January 1, 2015 To: December 31, 2019

**Location:** KANATA AVE @ HWY 417 CASTLEFR IC139R15

**Traffic Control:** Traffic signal

**Total Collisions:** 13

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2015-Aug-23, Sun,15:50	Clear	Turning movement	P.D. only	Dry	North	Making "U" turn	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2015-Aug-29, Sat,17:09	Rain	Turning movement	P.D. only	Wet	South	Turning left	Pick-up truck	Skidding/sliding	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2015-Oct-17, Sat,00:53	Rain	Rear end	P.D. only	Wet	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2016-Nov-25, Fri,10:40	Clear	Angle	P.D. only	Slush	North	Turning right	Automobile, station wagon	Other motor vehicle	0
					West	Turning left	Pick-up truck	Other motor vehicle	
2017-Oct-04, Wed,17:21	Rain	Rear end	P.D. only	Wet	South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Jan-06, Sat,20:23	Clear	Rear end	P.D. only	Dry	South	Going ahead	Passenger van	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2018-May-23, Wed,15:15	Clear	Rear end	P.D. only	Dry	South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Oct-16, Tue,18:21	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Oct-28, Sun,03:12	Rain	SMV other	P.D. only	Wet	Unknown	Going ahead	Automobile, station wagon	Ran off road	0
2019-Feb-12, Tue,12:30	Clear	Rear end	P.D. only	Dry	North	Turning right	Passenger van	Other motor vehicle	0
					North	Turning right	Automobile, station wagon	Other motor vehicle	
2019-Oct-16, Wed,16:27	Rain	Rear end	P.D. only	Wet	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Oct-17, Thu,17:02	Rain	SMV other	P.D. only	Wet	South	Going ahead	Automobile, station wagon	Concrete guide rail	0



# Transportation Services - Traffic Services

## Collision Details Report - Public Version

From: January 1, 2015 To: December 31, 2019

**Location:** KANATA AVE @ HWY 417 CASTLEFR IC139R15

**Traffic Control:** Traffic signal

**Total Collisions:** 13

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2019-Dec-10, Tue,14:36	Clear	Rear end	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
					South	Going ahead	Automobile, station wagon	Other motor vehicle	

**Location:** KANATA AVE @ LORD BYNG WAY/MARITIME WAY

**Traffic Control:** Traffic signal

**Total Collisions:** 42

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2015-Mar-21, Sat,21:53	Clear	Rear end	P.D. only	Dry	North	Going ahead	Pick-up truck	Other motor vehicle	0
					North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2015-Apr-06, Mon,13:58	Clear	Rear end	P.D. only	Dry	East	Slowing or stopping	Pick-up truck	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2015-Apr-08, Wed,14:51	Clear	Rear end	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2015-Jun-21, Sun,12:32	Clear	Rear end	P.D. only	Dry	West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2015-Aug-04, Tue,20:02	Clear	Rear end	P.D. only	Wet	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Pick-up truck	Other motor vehicle	
2015-Nov-13, Fri,17:29	Rain	Rear end	P.D. only	Wet	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					West	Turning right	Pick-up truck	Other motor vehicle	
2016-Feb-19, Fri,11:45	Clear	Rear end	P.D. only	Dry	North	Going ahead	Pick-up truck	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2016-Feb-25, Thu,20:00	Freezing Rain	Sideswipe	P.D. only	Ice	West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Pick-up truck	Other motor vehicle	



# Transportation Services - Traffic Services

## Collision Details Report - Public Version

From: January 1, 2015 To: December 31, 2019

**Location:** KANATA AVE @ LORD BYNG WAY/MARITIME WAY

**Traffic Control:** Traffic signal

**Total Collisions:** 42

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2016-Feb-25, Thu,21:40	Clear	Rear end	P.D. only	Ice	East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2016-Sep-13, Tue,13:52	Clear	SMV other	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Pole (sign, parking meter)	0
2016-Sep-22, Thu,09:19	Clear	SMV other	Non-fatal injury	Dry	South	Turning left	Automobile, station wagon	Pedestrian	1
2016-Oct-02, Sun,13:52	Rain	Angle	P.D. only	Wet	North	Slowing or stopping	Pick-up truck	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	
2016-Dec-14, Wed,18:33	Clear	Rear end	Non-fatal injury	Wet	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Passenger van	Other motor vehicle	
2017-Apr-13, Thu,15:32	Clear	Rear end	Non-fatal injury	Dry	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Pick-up truck	Other motor vehicle	
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2017-Jun-07, Wed,10:58	Clear	Approaching	P.D. only	Dry	North	Unknown	Unknown	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2017-Aug-04, Fri,22:21	Rain	Rear end	P.D. only	Wet	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2017-Aug-17, Thu,17:30	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2017-Sep-01, Fri,20:00	Clear	Rear end	P.D. only	Dry	West	Going ahead	Unknown	Other motor vehicle	0
					West	Turning right	Automobile, station wagon	Other motor vehicle	
2017-Sep-04, Mon,17:52	Rain	Rear end	Non-fatal injury	Wet	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2017-Sep-16, Sat,17:33	Clear	Rear end	P.D. only	Dry	South	Slowing or stopping	Pick-up truck	Other motor vehicle	0
					South	Stopped	Pick-up truck	Other motor vehicle	



# Transportation Services - Traffic Services

## Collision Details Report - Public Version

**From:** January 1, 2015    **To:** December 31, 2019

**Location:** KANATA AVE @ LORD BYNG WAY/MARITIME WAY

**Traffic Control:** Traffic signal

**Total Collisions:** 42

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2017-Oct-29, Sun,11:45	Rain	Rear end	P.D. only	Wet	West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2017-Nov-15, Wed,11:53	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Passenger van	Other motor vehicle	
2017-Dec-07, Thu,10:13	Clear	Angle	Non-fatal injury	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Turning left	Municipal transit bus	Other motor vehicle	
2018-Jan-05, Fri,11:45	Strong wind	Rear end	P.D. only	Ice	North	Going ahead	Pick-up truck	Skidding/sliding	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Jan-05, Fri,17:50	Drifting Snow	Rear end	P.D. only	Slush	South	Going ahead	Unknown	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Jul-03, Tue,17:00	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-Aug-11, Sat,15:32	Clear	Rear end	Non-fatal injury	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2018-Oct-20, Sat,14:53	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Nov-14, Wed,00:02	Clear	SMV other	Non-fatal injury	Dry	South	Going ahead	Automobile, station wagon	Skidding/sliding	0
2018-Nov-30, Fri,11:00	Clear	Other	P.D. only	Dry	South	Reversing	Pick-up truck	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Dec-15, Sat,14:44	Clear	Turning movement	P.D. only	Wet	East	Turning left	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Passenger van	Other motor vehicle	
2019-Jan-22, Tue,14:28	Clear	Rear end	Non-fatal injury	Wet	North	Slowing or stopping	Pick-up truck	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	



# Transportation Services - Traffic Services

## Collision Details Report - Public Version

From: January 1, 2015 To: December 31, 2019

**Location:** KANATA AVE @ LORD BYNG WAY/MARITIME WAY

**Traffic Control:** Traffic signal

**Total Collisions:** 42

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2019-Feb-16, Sat,12:51	Clear	Angle	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-May-18, Sat,10:30	Clear	Rear end	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Jun-08, Sat,17:54	Clear	Angle	Non-fatal injury	Dry	East	Turning left	Pick-up truck	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Jun-28, Fri,15:20	Rain	Rear end	Non-fatal injury	Wet	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Jul-30, Tue,12:47	Rain	SMV other	P.D. only	Wet	East	Turning left	Truck - dump	Pole (utility, power)	0
2019-Sep-06, Fri,21:58	Rain	Angle	P.D. only	Wet	North	Slowing or stopping	Automobile, station wagon	Skidding/sliding	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	
2019-Sep-28, Sat,15:50	Rain	Rear end	Non-fatal injury	Wet	West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Nov-02, Sat,19:12	Rain	Rear end	P.D. only	Wet	South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2019-Nov-10, Sun,15:45	Clear	Rear end	P.D. only	Dry	North	Slowing or stopping	Passenger van	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
					North	Turning left	Automobile, station wagon	Other motor vehicle	
2019-Dec-07, Sat,17:00	Clear	Rear end	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	



# Transportation Services - Traffic Services

## Collision Details Report - Public Version

From: January 1, 2015 To: December 31, 2019

**Location:** KANATA AVE btwn EARL GREY DR & MARITIME WAY

**Traffic Control:** No control

**Total Collisions:** 11

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2015-Jan-31, Sat,14:20	Clear	Rear end	P.D. only	Ice	East	Slowing or stopping	Automobile, station wagon	Skidding/sliding	0
					East	Stopped	Pick-up truck	Other motor vehicle	
					East	Stopped	Pick-up truck	Other motor vehicle	
2015-Jun-21, Sun,17:17	Clear	Rear end	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2015-Nov-27, Fri,16:14	Rain	Rear end	P.D. only	Wet	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
					South	Stopped	Pick-up truck	Other motor vehicle	
2017-Feb-03, Fri,11:20	Clear	Rear end	P.D. only	Dry	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2017-May-14, Sun,11:45	Rain	Rear end	P.D. only	Wet	West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	
2017-Jul-06, Thu,07:38	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2017-Sep-01, Fri,21:50	Rain	Rear end	P.D. only	Wet	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2018-May-04, Fri,23:21	Clear	Rear end	Non-fatal injury	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Slowing or stopping	Motorcycle	Other motor vehicle	
2018-Nov-24, Sat,11:10	Clear	Rear end	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Mar-08, Fri,16:48	Clear	Rear end	P.D. only	Dry	West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	
2019-Dec-20, Fri,13:38	Clear	Angle	P.D. only	Dry	East	Turning left	Pick-up truck	Other motor vehicle	0
					North	Overtaking	Automobile, station wagon	Other motor vehicle	



# Transportation Services - Traffic Services

## Collision Details Report - Public Version

From: January 1, 2015 To: December 31, 2019

**Location:** KANATA AVE btwn HWY417 IC139 RAMP61 & Continuation of KANATA AVE

**Traffic Control:** No control

**Total Collisions:** 1

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2015-Jan-27, Tue,18:06	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Passenger van	Other motor vehicle	

**Location:** KANATA AVE btwn MARITIME WAY & HWY417 IC139 RAMP61

**Traffic Control:** No control

**Total Collisions:** 2

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2015-Aug-25, Tue,08:08	Clear	Rear end	P.D. only	Dry	South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2016-May-13, Fri,18:09	Clear	Rear end	Non-fatal injury	Dry	North	Going ahead	Motorcycle	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	

**Location:** MARITIME WAY btwn CANADIAN SHIELD AVE & GREAT LAKES AVE

**Traffic Control:** No control

**Total Collisions:** 5

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2015-Jan-17, Sat,02:08	Clear	SMV other	P.D. only	Dry	South	Going ahead	Pick-up truck	Ran off road	0
2015-Feb-16, Mon,06:06	Clear	SMV other	P.D. only	Ice	East	Going ahead	Pick-up truck	Skidding/sliding	0
2017-Jan-04, Wed,15:24	Snow	SMV unattended vehicle	P.D. only	Packed snow	East	Overtaking	Snow plow	Unattended vehicle	0
2018-Nov-23, Fri,00:00	Clear	SMV unattended vehicle	P.D. only	Dry	Unknown	Unknown	Unknown	Unattended vehicle	0
2019-Feb-03, Sun,12:05	Snow	Approaching	P.D. only	Packed snow	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	

**Location:** MARITIME WAY btwn GREAT LAKES AVE & KANATA AVE

**Traffic Control:** No control

**Total Collisions:** 1

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
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# Transportation Services - Traffic Services

## Collision Details Report - Public Version

From: January 1, 2015 To: December 31, 2019

**Location:** MARITIME WAY btwn GREAT LAKES AVE & KANATA AVE

**Traffic Control:** No control

**Total Collisions:** 1

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2019-Jul-13, Sat, 10:30	Clear	Angle	P.D. only	Dry	South	Reversing	Automobile, station wagon	Other motor vehicle	0
					West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	