

780 Baseline Road, 7-9 Hilliard Avenue – Phase 1 Transportation Impact Assessment

Step 1 Screening Report

Step 2 Scoping Report

Step 3 Forecasting Report

Step 4 Strategy Report (SPA) (Rev#2)

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1 Screening

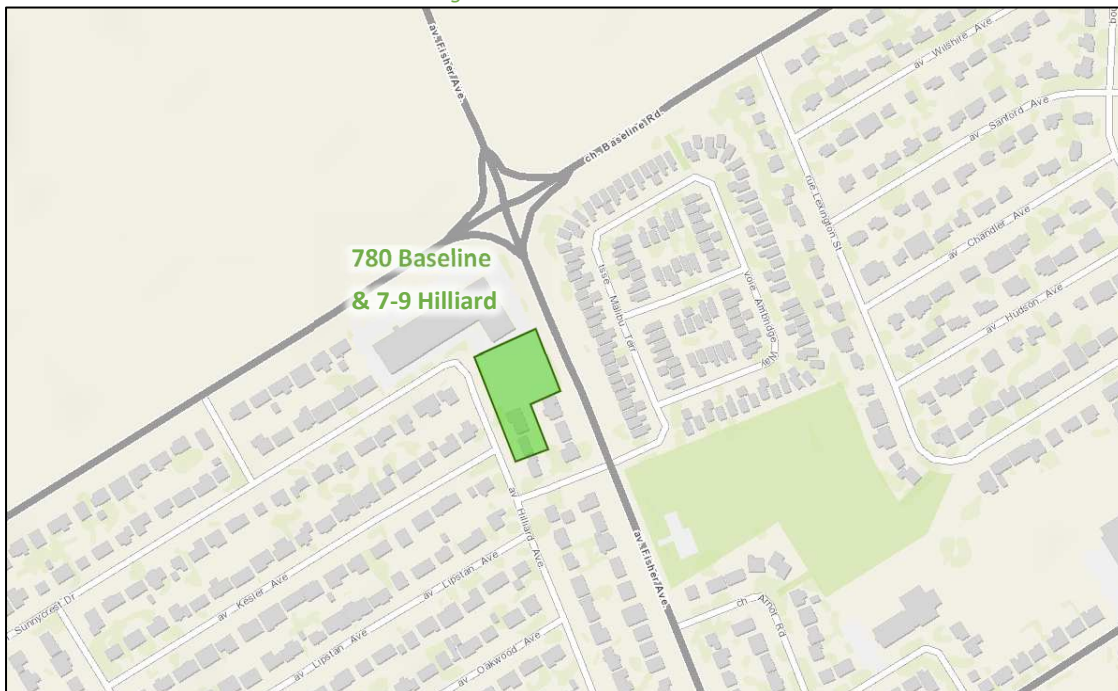
This study has been prepared according to the City of Ottawa’s 2017 Transportation Impact Assessment (TIA) Guidelines, prior to the June 2023 updates. Accordingly, a Step 1 Screening Form has been prepared and is included as Appendix A, along with the Certification Form for the TIA Study PM. As shown in the Screening Form, a TIA is required including the Network Impact and Design Review Components. This study has been prepared to support a site plan application.

2 Existing and Planned Conditions

2.1 Proposed Development

The existing site is the southern portion of the 780 Baseline Road and the 7-9 Hilliard Avenue parcels (currently zoned as General Mixed Use (GM) and Residential First Density (R1FF), and it is under a rezoning application to establish a site-specific height schedule and to remove the floor space index provisions), and presently consists of a surface parking lot and two detached dwellings. The proposed redevelopment is the first phase of a multiphase project which was the subject of a recent rezoning application. The first phase comprises a 24-storey mixed-used building including a total of 304 dwelling units, 4,889 ft² commercial space, and 2,660 ft² of office space on the 780 Baseline Road parcel and a park on the 7-9 Hilliard Avenue parcels. The anticipated build-out horizon is 2026. The development proposes a new access permitting all movements except the northbound left-turn movement, which is to be restricted via signage on Fisher Avenue, and a connection to the existing surface parking facilities of the retail plaza on the north side of the 780 Baseline Road parcel. A total of 304 residential, 29 visitor, 12 commercial, and seven office vehicle parking spaces, and 332 bicycle parking spaces are proposed. The site is located within the Carleton Heights Secondary Plan area. Figure 1 illustrates the Study Area Context. Figure 2 illustrates the proposed concept plan.

Figure 1: Area Context Plan



Source: <http://maps.ottawa.ca/geoOttawa/> Accessed: April 18, 2023

2.2 Existing Conditions

2.2.1 Area Road Network

Baseline Road: Baseline Road is a City of Ottawa arterial road with a divided four-lane urban cross-section. Sidewalks are provided on the south side of the roadway, at intersections and bus stops on the north side of the road within the study area. The posted speed limit is 60 km/h. Within the study area, the City-protected right of way is 37.0 metres west of Marson Street, 47.0 metres between Marson Street and Fisher Avenue, and 35.8 metres east of Fisher Avenue. Baseline Road is designated as a truck route.

Fisher Avenue: Fisher Avenue is a City of Ottawa arterial road with a two-lane rural cross-section with paved shoulders on both sides of the road. North of Baseline Road, a sidewalk is present on the west side of the road and sidewalks are present on both sides of the road to the south. The posted speed limit is 50 km/h. Within the study area, the City-protected right of way is 34.0 north of Baseline Road, and the measured right of way is 35.0 metres along the site frontage and reduces to 25.0 metres to the south of the site. Fisher Avenue is designated as a truck route.

Sunnycrest Drive: Sunnycrest Drive is a City of Ottawa local road with a two-lane urban cross-section with on-street parking permitted on both sides of the road. The posted speed limit is 40 km/h and the measured right of way is 20.0 metres.

Hilliard Avenue: Hilliard Avenue is a City of Ottawa local road with a two-lane urban cross-section with on-street parking permitted on both sides of the road. The posted speed limit is 40 km/h and the measured right of way is 20.0 metres.

Malibu Terrace: Malibu Terrace is a City of Ottawa local road with a two-lane urban cross-section with on-street parking permitted on both sides of the road. A 40 metres sidewalk is present on the north side of the road east of Fisher Avenue. The posted speed limit is 40 km/h and the measured right of way is 20.0 metres.

2.2.2 Existing Intersections

The existing signalized area intersection within 400 metres of the site have been summarized below:

Fisher Avenue at Baseline Road

The intersection of Fisher Avenue at Baseline Road is a signalized intersection. Each approach consists of an auxiliary left-turn lane, two through lanes, and a channelized auxiliary right-turn lane. Eastbound and westbound U-turn movements are prohibited, and trucks are prohibited from making westbound left turns.

2.2.3 Existing Driveways

Within 200 metres of the site accesses, eight driveways semi-detached and detached dwellings are located on the west side of Baseline Road. Eight driveways semi-detached and detached dwellings are present on the south side of Fisher Avenue. None of the driveways within the area of consideration are significant traffic generators. Figure 3 illustrates the existing driveways.

Figure 3: Existing Driveways



Source: <http://maps.ottawa.ca/geoOttawa/> Accessed: April 18, 2023

2.2.4 Cycling and Pedestrian Facilities

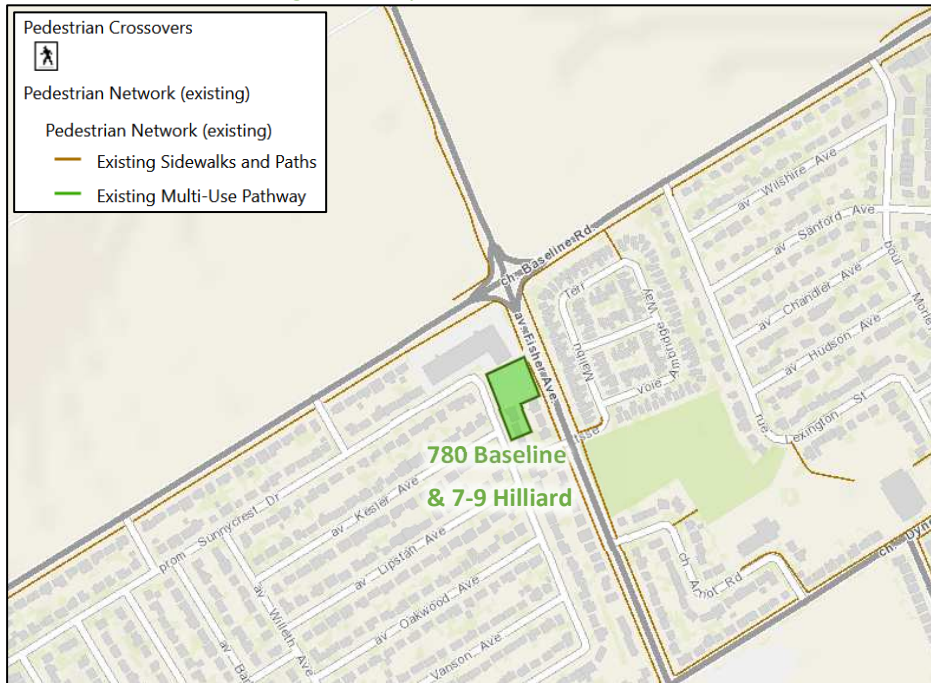
Figure 4 illustrates the pedestrian facilities in the study area and Figure 5 illustrates the cycling facilities.

Sidewalks are provided along the south side of Baseline Road, on the west side of Fisher Avenue north of Baseline Road, and on both sides of Fisher Avenue south of Baseline Road. Sidewalks are also present at intersections and bus stops on the north side of Baseline Road to the west of Fisher Avenue.

A paved shoulder is present on both sides of Fisher Avenue except through the intersection with Baseline Avenue where bike lanes are present and on the east side of the road between Malibu Terrace and the auxiliary northbound right turn lane taper at Baseline Road where a cycletrack is present. Cycletracks are also present at the Fisher Avenue at Deer Park Road/Dynes Road intersection, and bike lanes are present along Dynes Road and Deer Park Road.

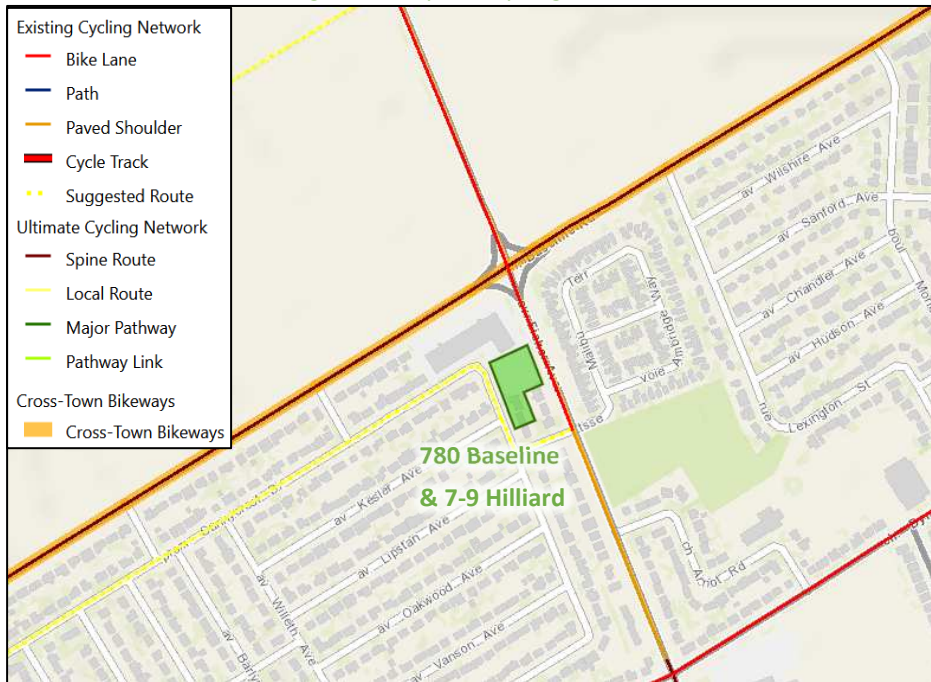
Fisher Avenue and Baseline Road are spine routes. Baseline Road is a cross-town bikeway. Malibu Terrace west of Fisher Avenue, Hilliard Avenue north of Malibu Terrace, Sunnycrest Drive, Deer Park Road, and Dynes Road are local routes.

Figure 4: Study Area Pedestrian Facilities



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

Figure 5: Study Area Cycling Facilities



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

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

Figure 6: Existing Pedestrian Volumes

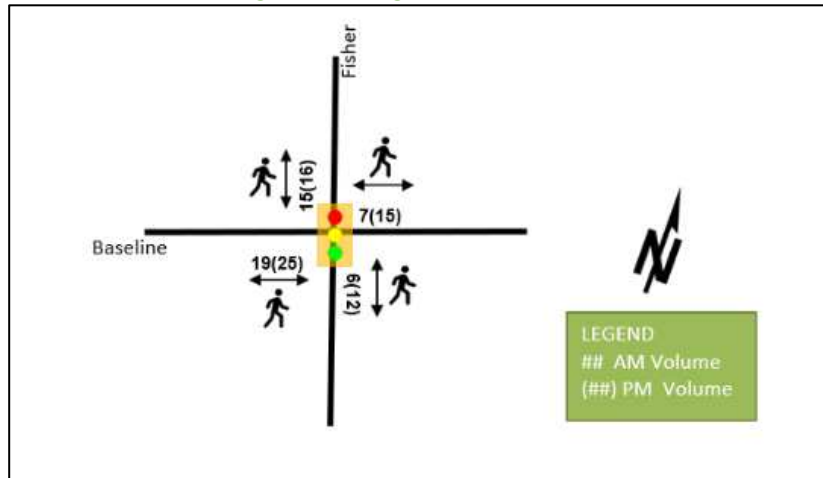
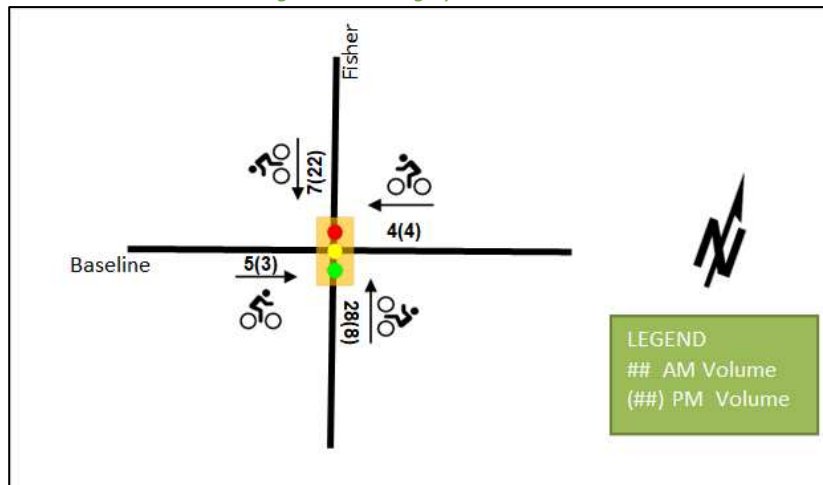


Figure 7: Existing Cyclist Volumes



2.2.5 Existing Transit

Figure 8 illustrates the transit system map in the study area and Figure 9 illustrates transit stops within 400 metres of the site. All transit information is from April 18, 2023 and is included for general information purposes and context to the surrounding area.

Within the study area, routes #86 and #89 travel along Fisher Avenue and route #88 travels along Baseline Road and Heron Road. Primary stops are located at Marson Street at Baseline Road and Fisher Avenue at Baseline Road intersections. The frequency of these routes within proximity of the proposed site based on April 18, 2023 service levels are:

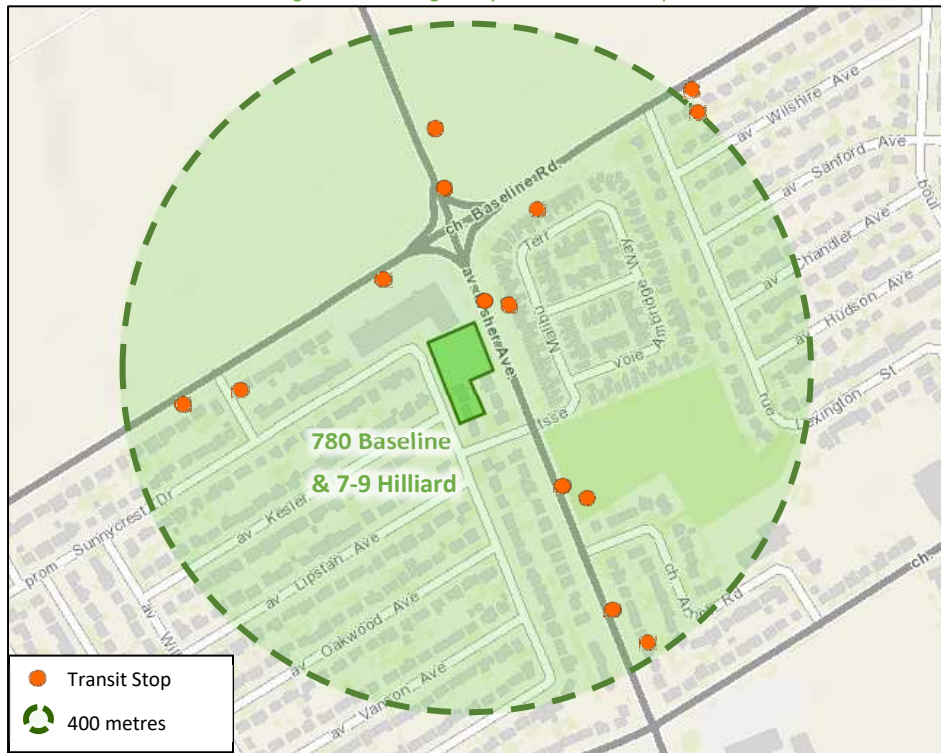
- Route # 86 – 15-minute service in the peak period/direction, 30-minute service all day
- Route # 88 – 10-12-minute service in the peak period/direction, 15-minute service all day
- Route # 89 – 15-minute service in the peak period/direction, 30-minute service all day

Figure 8: Existing Study Area Transit Service



Source: <http://www.octranspo.com/> Accessed: April 18, 2023

Figure 9: Existing Study Area Transit Stops



Source: <http://maps.ottawa.ca/geoOttawa/> Accessed: April 18, 2023

2.2.6 Existing Area Traffic Management Measures

The primary traffic calming measure within the study area is on-road messaging stating the speed limit on Sunnycrest Drive.

2.2.7 Existing Peak Hour Travel Demand

Existing turning movement counts were acquired from the City of Ottawa for the existing Study Area intersection. Table 1 summarizes the intersection count date.

Table 1: Intersection Count Date

Intersection	Count Date
Fisher Avenue at Baseline Road	Wednesday, August 03, 2016

The turning movements at the existing Access #1 and Access #2 were estimated from the trip generation for the retail plaza and the trip generation is provided in Appendix B. Figure 10 illustrates the existing traffic volumes, balanced along the roadways to approximate 2023 volumes. It is noted that subsequent to this study, the City direction has been to discontinue the prior request for balancing. Table 2 summarizes the existing intersection operations. The level of service for signalized intersections is based on the volume to capacity ratio (v/c) calculation for individual lane movements and HCM 2000 v/c calculations for the overall intersection. Detailed turning movement count data is included in Appendix C and the Synchro worksheets are provided in Appendix D.

Figure 10: Existing Traffic Counts

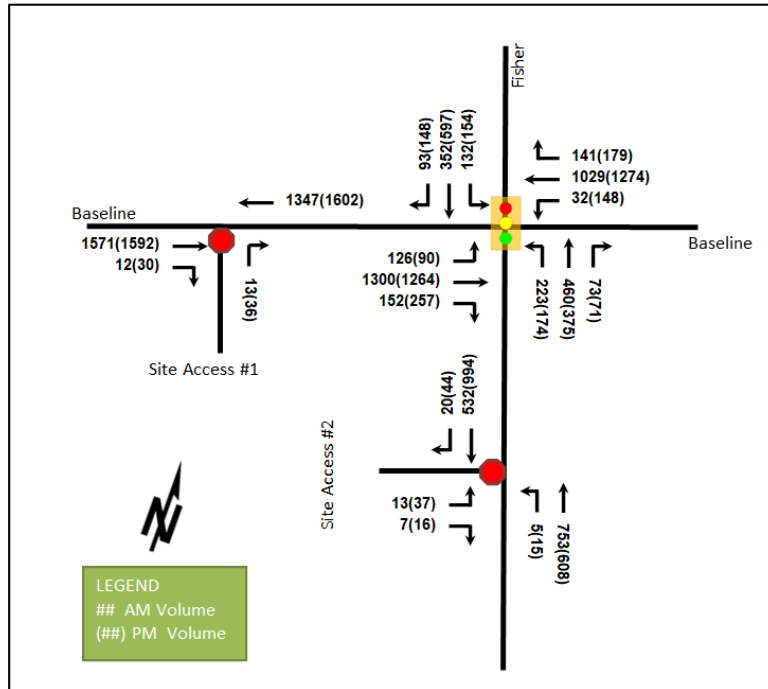


Table 2: Existing Intersection Operations

Intersection	Lane	AM Peak Hour				PM Peak Hour			
		LOS	V/C	Delay (s)	Q (95 th)	LOS	V/C	Delay (s)	Q (95 th)
Fisher Avenue at Baseline Road Signalized	EBL	B	0.70	73.0	55.3	B	0.64	74.7	43.2
	EBT	E	0.96	50.4	#272.2	F	1.16	117.8	#266.1
	EBR	A	0.23	3.8	12.2	A	0.44	10.9	36.6
	WBL	A	0.42	74.8	20.6	D	0.90	101.1	#82.6
	WBT	E	0.99	65.3	#232.6	F	1.10	96.5	#268.1
	WBR	A	0.24	1.3	1.3	A	0.31	9.1	25.0
	NBL	D	0.86	78.6	#100.0	D	0.85	86.3	#86.3
	NBT	C	0.73	53.6	81.1	B	0.63	53.3	70.8
	NBR	A	0.18	0.9	0.0	A	0.21	2.5	2.6
	SBL	C	0.76	79.3	#62.8	C	0.79	79.9	#72.4
	SBT	C	0.76	62.4	66.7	F	1.05	99.8	#138.3
	SBR	A	0.25	1.4	0.0	A	0.43	14.1	25.1
Overall	E	0.95	53.5	-	F	1.04	86.1	-	
Baseline Road at Access #1 Unsignalized	EBT/R	-	-	-	-	-	-	-	-
	WBT	-	-	-	-	-	-	-	-
	NBR	C	0.05	18.1	1.5	C	0.14	19.9	3.8
	Overall	A	-	0.1	-	A	-	0.2	-
Fisher Avenue at Access #2 Unsignalized	EBL/R	C	0.06	15.4	1.5	D	0.31	32.2	9.8
	NBL/T	A	0.01	8.8	0.0	B	0.03	11.2	0.8
	SBT	-	-	-	-	-	-	-	-
	SBR	-	-	-	-	-	-	-	-
	Overall	A	-	0.3	-	A	-	1.2	-

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

V/C = volume-to-capacity ratio
m = metered queue
= volume for the 95th %ile cycle exceeds capacity

At the intersection of Fisher Avenue at Baseline Road, the eastbound through, westbound through, and southbound through movements are over theoretical capacity and may be subject to high delays and extended queues during PM peak hour. Extended queues may also be exhibited on the eastbound through, and westbound through movements during AM peak hour, and on the northbound and southbound left-turn movements during both peak hours. High delays may be experienced on the westbound left-turn and northbound left-turn movements during PM peak hour. The overall intersection operates over theoretical capacity with high delays during the PM peak hour.

The existing intersections of Baseline Road at Access #1 and Fisher Avenue at Access #2 operate well during both peak hours at this horizon.

2.2.8 Collision Analysis

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

Table 3: Study Area Collision Summary, 2016-2020

		Number	%
Total Collisions		121	100%
Classification	Fatality	1	1%
	Non-Fatal Injury	27	22%
	Property Damage Only	93	77%
Initial Impact Type	Approaching	1	1%
	Angle	8	7%
	Rear end	74	61%
	Sideswipe	18	15%
	Turning Movement	8	7%
	SMV Unattended	1	1%
	SMV Other	7	6%
	Other	4	3%
Road Surface Condition	Dry	88	73%
	Wet	15	12%
	Loose Snow	6	5%
	Slush	3	2%
	Packed Snow	4	3%
	Ice	5	4%
Pedestrian Involved		4	3%
Cyclists Involved		1	1%

Figure 11: Study Area Collision Records

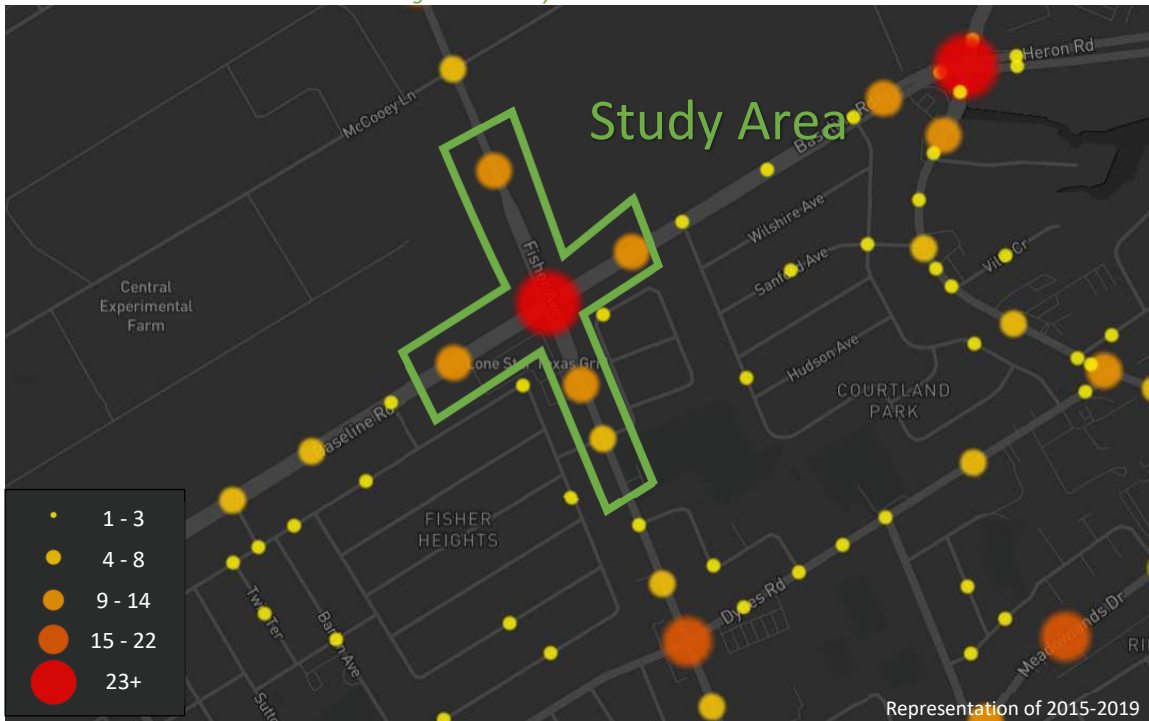


Table 4: Summary of Collision Locations, 2016-2020

	Number	%
Intersections / Segments	121	100%
Fisher Ave @ Baseline Rd	75	62%
Baseline Rd btwn Marson St & Fisher Ave	12	10%
Fisher Ave btwn McCooley Lane & Baseline Rd	11	9%
Baseline Rd btwn Fisher Ave & Lexington St	10	8%
Fisher Ave btwn Baseline Rd & Malibu Ter	7	6%
Fisher Ave @ Malibu Ter	6	5%

Within the study area, the intersection of Fisher Avenue at Baseline Road and segments of Baseline Road between Marson Street and Fisher Avenue, and Fisher Avenue between McCooley Lane and Baseline Road are noted to have experienced higher collisions than other locations. Table 5, Table 6 , and Table 7 summarize the collision types and conditions for each of these locations respectively.

Table 5: Fisher Avenue at Baseline Road Collision Summary

		Number	%
Total Collisions		75	100%
Classification	Fatality	1	1%
	Non-Fatal Injury	10	13%
	Property Damage Only	64	85%
Initial Impact Type	Angle	2	3%
	Rear end	52	69%
	Sideswipe	12	16%
	Turning Movement	3	4%
	SMV Unattended	1	1%
	SMV Other	4	5%
	Other	1	1%
Road Surface Condition	Dry	56	75%
	Wet	7	9%
	Loose Snow	4	5%
	Slush	2	3%
	Packed Snow	2	3%
	Ice	4	5%
Pedestrian Involved		3	4%
Cyclists Involved		1	1%

The Fisher Avenue at Baseline Road intersection had a total of 75 collisions during the 2016-2020 time period, including one angle collision involving a fatality. The fatality occurred in November 2018 at 7:46 AM in dry driving conditions, where a pedestrian was killed as a result of a two-vehicle collision. Sixty-four of the collisions had property damage only and the remaining ten had non-fatal injuries. The collision types are most represented by rear end with 52, followed by 12 sideswipe collisions, four SMV other collisions, three turning movement collisions, two angle collisions, and with the remaining collisions as SMV unattended and other. Rear end and sideswipe collisions are typical of congested areas. No further patterns are noted. Weather conditions do not affect collisions at this location. The City has developed a protected intersection design as part of the Baseline Road Rapid Transit Corridor project to improve active mode safety. No further examination of collisions at this location is required as part of this study.

Table 6: Baseline Road between Marson Street and Fisher Avenue Collision Summary

Total Collisions		Number	%
Total Collisions		12	100%
Classification	Fatality	0	0%
	Non-Fatal Injury	5	42%
	Property Damage Only	7	58%
Initial Impact Type	Angle	1	8%
	Rear end	8	67%
	Sideswipe	3	25%
Road Surface Condition	Dry	8	67%
	Wet	3	25%
	Packed Snow	1	8%
Pedestrian Involved		0	0%
Cyclists Involved		0	0%

The segment of Baseline Road between Marson Street and Fisher Avenue had a total of 12 collisions during the 2016-2020 time period, with seven involving property damage only and the remaining five having non-fatal injuries. The collision types are most represented by rear end with eight collisions, followed by three sideswipe collisions and one angle collision. Rear end and sideswipe collisions are typical of congested conditions and may also be influenced by private driveways accessing Baseline Road. Weather conditions are not considered to affect collisions at this location. No further examination of collisions at this location is required as part of this study.

Table 7: Fisher Avenue between McCooey Lane and Baseline Road Collision Summary

Total Collisions		Number	%
Total Collisions		11	100%
Classification	Fatality	0	0%
	Non-Fatal Injury	3	27%
	Property Damage Only	8	73%
Initial Impact Type	Approaching	1	9%
	Rear end	5	45%
	Sideswipe	1	9%
	Turning Movement	2	18%
	SMV Other	2	18%
Road Surface Condition	Dry	7	64%
	Wet	2	18%
	Slush	1	9%
	Packed Snow	1	9%
Pedestrian Involved		0	0%
Cyclists Involved		0	0%

The segment of Fisher Avenue between McCooey Lane and Baseline Road had a total of 11 collisions during the 2016-2020 time period, with eight involving property damage only and the remaining three having non-fatal injuries. The collision types are most represented by rear end, two collisions each for turning movement and SMV other, with the remaining collisions split between approaching and sideswipe. Rear end collisions are typical of congested areas and possible collisions could be related to the northbound merging and bus stop. Weather conditions are not considered to affect collisions at this location. No further examination of collisions at this location is required as part of this study.

2.3.2 Other Study Area Developments

1111 Prince of Wales Drive

The proposed development includes a site plan for additional parking spaces for the office building. The reconfiguration is expected to provide a total of 319 parking spaces. No new trips are expected to / from the site, and the site trips will be reassigned due to the new driveway. (Novatech, 2020)

222 Baseline Road

The proposed development includes a zoning by-law amendment for additional parking spaces for a low-rise apartment dwelling use with a total of 18 units proposed. No TIA is required.

3 Study Area and Time Periods

3.1 Study Area

The study area will include the intersections of Fisher Avenue at Baseline Road, the existing site accesses onto Baseline Road and Fisher Avenue, and the proposed site access onto Fisher Avenue in the future conditions.

The boundary roads will be Fisher Avenue and Hilliard Avenue. TRANS screenlines SL20 and SL27 are located to the east along the Rideau River/Canal and will not be assessed in this study.

3.2 Time Periods

As the proposed development is mixed-use development with residential units and commercial units, the AM and PM peak hours will be examined.

3.3 Horizon Years

The anticipated build-out year for phase one is 2026. As a result, the build-out plus five years horizon year is 2031.

4 Exemption Review

Table 8 summarizes the exemptions for this TIA.

Table 8: Exemption Review

Module	Element	Explanation	Exempt/Required
Design Review Component			
4.1 Development Design	4.1.2 Circulation and Access	Only required for site plans	Required
	4.1.3 New Street Networks	Only required for plans of subdivision	Exempt
4.2 Parking	4.2.1 Parking Supply	Only required for site plans	Required
	4.2.2 Spillover Parking	Only required for site plans where parking supply is 15% below unconstrained demand	Exempt
Network Impact Component			
4.5 Transportation Demand Management	All Elements	Not required for site plans expected to have fewer than 60 employees and/or students on location at any given time	Required
4.6 Neighbourhood Traffic Management	4.6.1 Adjacent Neighbourhoods	Only required when the development relies on local or collector streets for access and total volumes exceed ATM capacity thresholds	Exempt

Module	Element	Explanation	Exempt/Required
4.8 Network Concept		Only required when proposed development generates more than 200 person-trips during the peak hour in excess of equivalent volume permitted by established zoning	Exempt

5 Development-Generated Travel Demand

5.1 Mode Shares

Examining the mode shares recommended in the TRANS Trip Generation Manual (2020) for the subject district, derived from the most recent National Capital Region Origin-Destination survey (OD Survey), the existing average district mode shares by land use for Merivale have been summarized in Table 9.

Table 9: TRANS Trip Generation Manual Recommended Mode Shares – Merivale

Travel Mode	Multi-Unit (High-Rise)		Commercial Generator	
	AM	PM	AM	PM
Auto Driver	41%	41%	71%	61%
Auto Passenger	6%	11%	19%	16%
Transit	42%	33%	1%	8%
Cycling	2%	2%	0%	1%
Walking	9%	13%	9%	14%
Total	100%	100%	100%	100%

5.2 Trip Generation

This TIA has been prepared using the vehicle and person trip rates for the residential dwellings using the TRANS Trip Generation Manual (2020) and the vehicle trip rates and derived person trip rates for commercial component from the ITE Trip Generation Manual 11th Edition (2017) using the City-prescribed conversion factor of 1.28. Table 10 summarizes the person trip rates for the proposed residential land use for each peak period and the person trip rates for the non-residential land uses by peak hour.

Table 10: Trip Generation Person Trip Rates

Land Use	Land Use Code	Peak	Peak Period		Peak Hour	
			Vehicle Trip Rate	Person Trip Rates	Vehicle Trip Rate	Person Trip Rates
Multi-Unit (High-Rise)	221 & 222 (TRANS)	AM	-	0.80	-	-
		PM	-	0.90	-	-
Strip Retail Plaza (<40k sq. ft.)	822 (ITE)	AM	-	-	2.36	3.02
		PM	-	-	6.59	8.36
General Office Building	710 (ITE)	AM	-	-	1.52	1.95
		PM	-	-	1.44	1.84

Using the above person trip rates, the total person trip generation has been estimated. Table 11 summarizes the total person trip generation for the residential land use and for the non-residential land uses.

Table 11: Total Person Trip Generation

Land Use	Units	AM Peak Period			PM Peak Period		
		In	Out	Total	In	Out	Total
Multi-Unit (High-Rise)	304	75	168	243	159	115	274

Land Use	GFA (sq. ft)	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Strip Retail Plaza (<40k sq. ft.)	4,889	9	6	15	21	21	42
General Office Building	2,660	4	1	5	1	4	5

Internal capture rates from the ITE Trip Generation Handbook 3rd Edition have been assigned to the development’s retail component for mixed-use developments. The rates summarized in Table 12 represent the percentage of internal trips to/from the retail use based on the residential component.

Table 12: Internal Capture Rates

Land Use	AM		PM	
	In	Out	In	Out
Residential to/from Retail	17%	14%	10%	26%

Pass-by/diverted reductions applied to the retail trip generation at a rate of 40% have been included using the recommended value presented in the ITE Trip Generation Manual 11th Edition (2021) for the most similar land use with a recommended rate, “Retail (40k – 150k sq. ft.)”.

Using the above mode share targets, the internal capture and pass-by rates, and the person trip rates, the person trips by mode have been projected. Trip generation by peak hour has been forecasted using the prescribed peak period conversion factors presented in the TRANS Trip Generation Manual (2020) for the residential component. Table 13 summarizes the total trip generation.

Table 13: Trip Generation by Mode

Travel Mode		AM Peak Hour				PM Peak Hour			
		Mode Share	In	Out	Total	Mode Share	In	Out	Total
Multi-Unit (High-Rise)	Auto Driver	41%	15	33	48	41%	29	21	50
	Auto Passenger	6%	2	5	7	11%	7	6	13
	Transit	42%	18	39	56	33%	24	18	42
	Cycling	2%	1	2	3	2%	1	1	2
	Walking	8%	3	8	11	13%	11	8	19
	Total	100%	39	87	125	100%	72	54	125
Retail (<40k sq. ft.)	Auto Driver	71%	2	2	4	61%	4	3	7
	Auto Passenger	19%	1	1	2	16%	3	3	6
	Transit	1%	0	0	0	8%	2	1	3
	Cycling	0%	0	0	0	1%	0	0	0
	Walking	9%	1	0	1	14%	3	3	6
	Pass-by/diverted	40%	-4	-2	-6	40%	-8	-8	-16
	Internal Capture	varies	-1	-1	-2	varies	-1	-3	-4
Total	100%	4	3	7	100%	12	10	22	
General Office Building	Auto Driver	71%	3	1	4	61%	1	3	4
	Auto Passenger	19%	0	0	0	16%	0	0	0
	Transit	1%	1	0	1	8%	0	1	1
	Cycling	0%	0	0	0	1%	0	0	0
	Walking	9%	0	0	0	14%	0	0	0
	Total	100%	4	1	5	100%	1	4	5

Travel Mode		AM Peak Hour				PM Peak Hour			
		Mode Share	In	Out	Total	Mode Share	In	Out	Total
Total	Auto Driver	-	20	36	56	-	34	27	61
	Auto Passenger	-	3	6	9	-	10	9	19
	Transit	-	19	39	57	-	26	20	46
	Cycling	-	1	2	3	-	1	1	2
	Walking	-	4	8	12	-	14	11	25
	Total	-	47	91	137	-	85	68	153

As shown above, a total of 56 AM and 61 PM new peak hour two-way vehicle trips are projected as a result of the proposed development.

5.3 Trip Distribution

To understand the travel patterns of the subject development, the OD Survey has been reviewed to determine the travel, and these patterns were applied based on the build-out of Merivale. Table 14 below summarizes the distributions.

Table 14: OD Survey Distribution – Merivale

To/From	% of Trips
North	30%
South	25%
East	20%
West	25%
Total	100%

5.4 Trip Assignment

Using the distribution outlined above, turning movement splits, and access to major transportation infrastructure, the trips generated by the site have been assigned to the study area road network. Table 15 summarizes the proportional assignment to the study area roadways, and Figure 13 and Figure 14 illustrate the new site generated volumes and pass-by/diverted volumes, respectively.

Table 15: Trip Assignment

To/From	Via
North	20% Fisher Ave (N) 10% Baseline Rd (E)
South	25% Fisher Ave (S)
East	20% Baseline Rd (E)
West	20% Baseline Rd (W) 5% Fisher Ave (N)
Total	100%

Figure 13: New Site Generation Auto Volumes

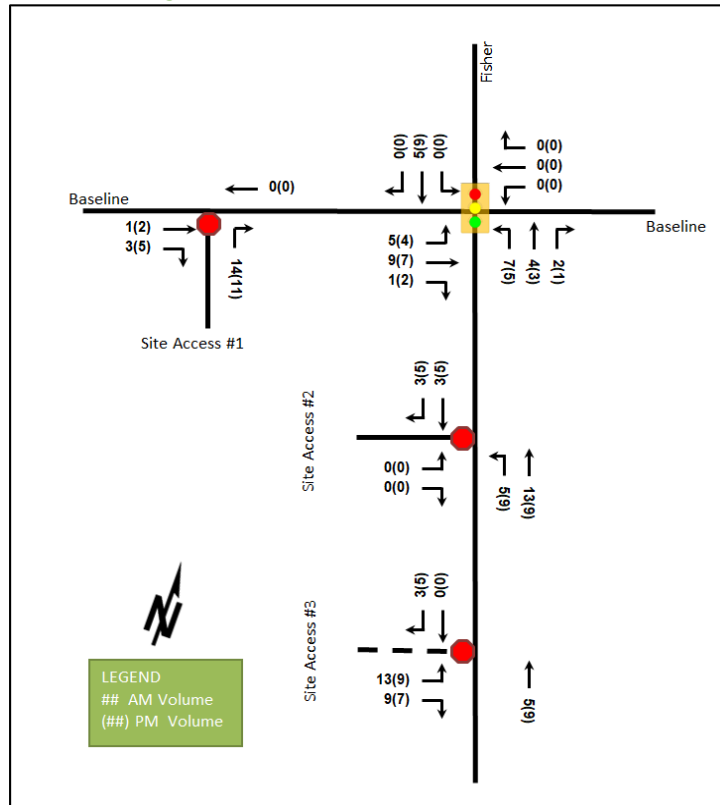
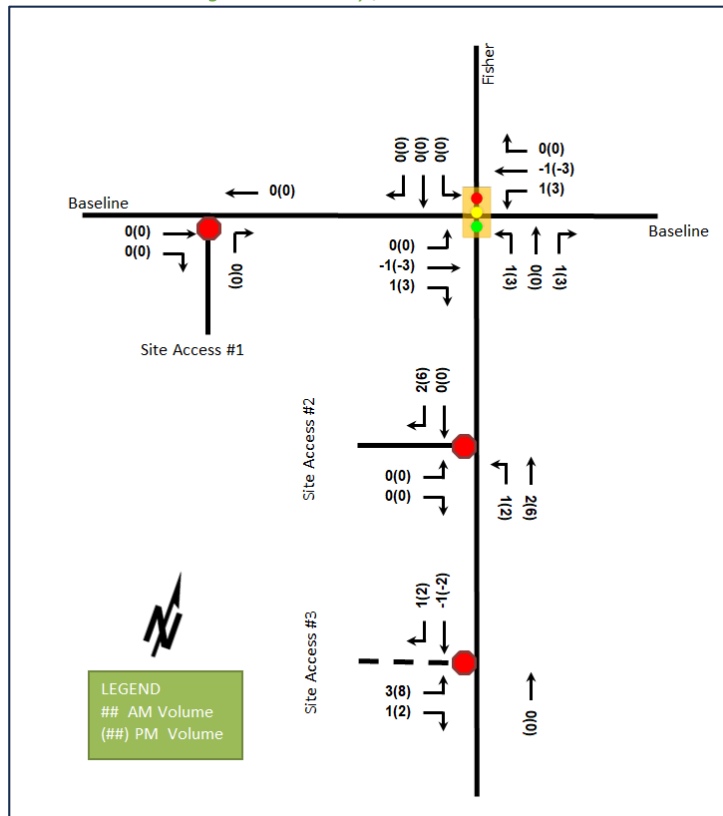


Figure 14: Pass-By/Diverted Volumes



6 Background Network Travel Demands

6.1 Transportation Network Plans

The transportation network plans were discussed in Section 2.3. The Baseline Road Rapid Transit Corridor project is beyond the study horizons and will not be incorporated into the road network analysis. No other improvements impacting the transportation network elements or traffic were noted within the study area.

6.2 Background Growth

A review of the background projections from the City's TRANS Regional Model for the 2011 and 2031 horizons was completed to determine the background growth for each of the study area roadways. The background TRANS model growth rates are summarized in Table 16 and the TRANS model plots are provided in Appendix F.

Table 16: TRANS Regional Model Projections – Study Area Growth Rates

Street	TRANS Rate	
	Eastbound	Westbound
Baseline Road	-0.28%	0.07%
	Northbound	Southbound
Fisher Avenue	0.61%	0.12%

The growth rates derived from the 2011 and 2031 TRANS model horizons are projected to be negative growth in the eastbound and negligible growth in the westbound direction along Baseline Road, and slightly positive growth in the northbound and southbound directions along Fisher Avenue. Annual growth rates rounded to the nearest 0.25% will be applied to the mainline volumes of Fisher Avenue in the AM peak hour and reversed in the PM peak hour. Table 17 summarizes the growth rates applied.

Table 17: Study Area Growth Rates Applied

Street	AM Peak Hour		PM Peak Hour	
	Eastbound	Westbound	Eastbound	Westbound
Baseline Road	-	-	-	-
	Northbound	Southbound	Northbound	Southbound
Fisher Avenue	0.50%	0.25%	0.25%	0.50%

6.3 Other Developments

The background developments explicitly considered in the background conditions include 1111 Prince of Wales Drive, however no increase in traffic for the study area intersections is resultant from this development.

7 Demand Rationalization

7.1 2026 Future Background Operations

Figure 15 illustrates the 2026 background volumes and Table 18 summarizes the 2026 background intersection operations. The level of service for signalized intersections is based on v/c calculations for individual lane movements and HCM 2000 v/c calculations for the overall intersection, and average delay for unsignalized intersections. The synchro worksheets for the 2026 future background horizon are provided in Appendix G.

Figure 15: 2026 Future Background Volumes

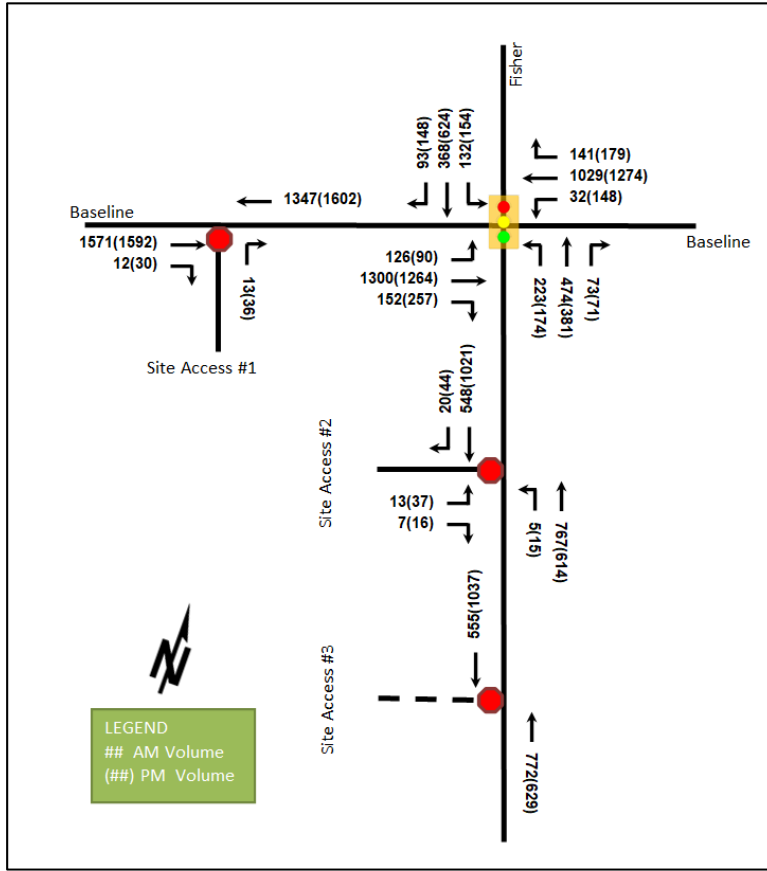


Table 18: 2026 Future Background Intersection Operations

Intersection	Lane	AM Peak Hour				PM Peak Hour			
		LOS	V/C	Delay (s)	Q (95 th)	LOS	V/C	Delay (s)	Q (95 th)
Fisher Avenue at Baseline Road Signalized	EBL	B	0.67	71.5	50.4	A	0.60	72.6	39.5
	EBT	D	0.84	37.9	#231.6	F	1.03	74.5	#226.9
	EBR	A	0.20	2.7	8.6	A	0.39	8.6	28.4
	WBL	A	0.38	72.7	18.9	D	0.84	91.7	#72.0
	WBT	D	0.84	45.9	#200.1	E	0.98	61.0	#228.0
	WBR	A	0.21	0.7	0.0	A	0.28	7.4	20.0
	NBL	D	0.82	75.4	#82.3	C	0.80	80.6	#74.1
	NBT	B	0.70	53.3	74.8	A	0.56	50.7	64.6
	NBR	A	0.17	0.8	0.0	A	0.18	1.0	0.4
	SBL	C	0.71	76.5	53.7	C	0.75	77.2	60.8
	SBT	C	0.74	61.4	62.8	E	0.96	78.7	#126.8
SBR	A	0.22	1.2	0.0	A	0.39	12.3	21.2	
Overall		D	0.86	44.2	-	E	0.95	61.3	-
Baseline Road at Access #1 Unsignalized	EBT/R	-	-	-	-	-	-	-	-
	WBT	-	-	-	-	-	-	-	-
	NBR	C	0.04	16.3	0.8	C	0.11	17.6	3.0
	Overall	A	-	0.1	-	A	-	0.2	-

Intersection	Lane	AM Peak Hour				PM Peak Hour			
		LOS	V/C	Delay (s)	Q (95 th)	LOS	V/C	Delay (s)	Q (95 th)
Fisher Avenue at Access #2 Unsignalized	EBL/R	B	0.05	14.4	1.5	D	0.24	26.5	6.8
	NBL/T	A	0.01	8.6	0.0	B	0.02	10.7	0.8
	SBT	-	-	-	-	-	-	-	-
	SBR	-	-	-	-	-	-	-	-
	Overall	A	-	0.3	-	A	-	0.9	-
Notes:	Saturation flow rate of 1800 veh/h/lane Queue is measured in metres Peak Hour Factor = 0.90				V/C = volume-to-capacity ratio m = metered queue # = volume for the 95th %ile cycle exceeds capacity				

The study area intersections at the 2026 future background horizon will operate similarly to the existing conditions with the incremental improvement to the intersection operations with the peak hour factor of 1.00 for forecasted conditions. Forecasted reductions to v/c result in the eastbound through movement being at capacity and the westbound through movement approaching capacity each during the PM peak hour at the intersection of Fisher Avenue at Baseline Road at this horizon. No new capacity issues are noted.

During the PM peak hour, shifting two seconds of split from the northbound and southbound left-turn phases to the eastbound and westbound through phases would reduce the v/c of all movements at the intersection to 1.00 or below at this horizon.

7.2 2031 Future Background Operations

Figure 16 illustrates the 2031 background volumes and Table 19 summarizes the 2031 background intersection operations. The level of service for signalized intersections is based on v/c calculations for individual lane movements and HCM 2000 v/c calculations for the overall intersection, and average delay for unsignalized intersections. The synchro worksheets for the 2031 future background horizon are provided in Appendix H.

Figure 16: 2031 Future Background Volumes

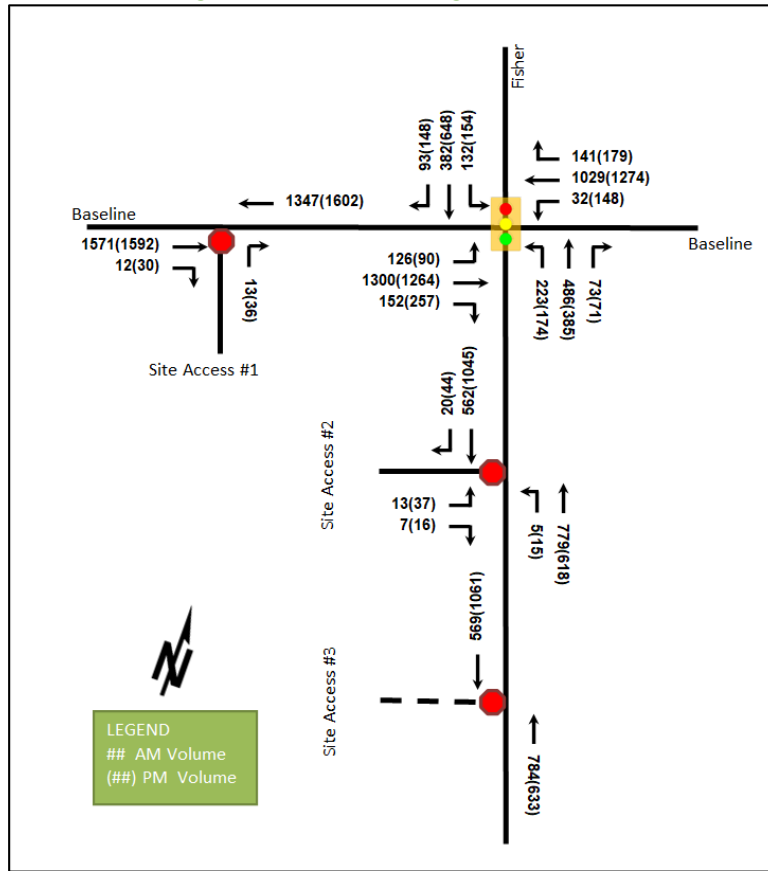


Table 19: 2031 Future Background Intersection Operations

Intersection	Lane	AM Peak Hour				PM Peak Hour			
		LOS	V/C	Delay (s)	Q (95 th)	LOS	V/C	Delay (s)	Q (95 th)
Fisher Avenue at Baseline Road Signalized	EBL	B	0.67	71.5	50.4	A	0.60	72.6	39.5
	EBT	D	0.84	38.3	#231.6	F	1.03	74.5	#226.9
	EBR	A	0.20	2.7	8.6	A	0.39	8.6	28.4
	WBL	A	0.38	72.7	18.9	D	0.84	91.7	#72.0
	WBT	D	0.85	46.4	#200.1	E	0.98	61.0	#228.0
	WBR	A	0.21	0.7	0.0	A	0.28	7.4	20.0
	NBL	D	0.82	75.4	#82.3	C	0.80	80.6	#74.1
	NBT	C	0.71	53.4	76.8	A	0.57	50.8	65.4
	NBR	A	0.17	0.8	0.0	A	0.18	1.0	0.4
	SBL	C	0.71	76.5	53.7	C	0.75	77.2	60.8
	SBT	C	0.75	61.9	65.1	E	1.00	86.8	#133.8
SBR	A	0.22	1.2	0.0	A	0.39	13.4	22.5	
Overall		D	0.87	44.6	-	E	0.96	62.5	-
Baseline Road at Access #1 Unsignalized	EBT/R	-	-	-	-	-	-	-	-
	WBT	-	-	-	-	-	-	-	-
	NBR	C	0.04	16.3	0.8	C	0.11	17.6	3.0
	Overall	A	-	0.1	-	A	-	0.2	-

Intersection	Lane	AM Peak Hour				PM Peak Hour			
		LOS	V/C	Delay (s)	Q (95 th)	LOS	V/C	Delay (s)	Q (95 th)
Fisher Avenue at Access #2 <i>Unsignalized</i>	EBL/R	B	0.05	14.7	1.5	D	0.25	27.4	6.8
	NBL/T	A	0.01	8.7	0.0	B	0.02	10.8	0.8
	SBT	-	-	-	-	-	-	-	-
	SBR	-	-	-	-	-	-	-	-
	Overall	A	-	0.3	-	A	-	1.0	-

Notes: Saturation flow rate of 1800 veh/h/lane
 Queue is measured in metres
 Peak Hour Factor = 1.00
 V/C = volume-to-capacity ratio
 m = metered queue
 # = volume for the 95th %ile cycle exceeds capacity

During both peak hours, the study area intersections at the 2031 future background horizon will operate similarly to the 2026 background condition. No new capacity issues are noted.

During the PM peak hour, shifting two seconds of split from the northbound and southbound left-turn phases to the eastbound and westbound through phases and shifting a further two seconds of split from the northbound left-turn phase to the southbound through phase would reduce the v/c of all movements at the intersection to 1.00 or below at this horizon.

7.3 2026 Future Total Operations

Figure 17 illustrates the 2026 future total volumes and Table 20 summarizes the 2026 future total intersection operations. The level of service for signalized intersections is based on v/c calculations for individual lane movements and HCM 2000 v/c calculations for the overall intersection, and average delay for unsignalized intersections. The synchro worksheets for the 2026 future total horizon are provided in Appendix I.

Figure 17: 2026 Future Total Volumes

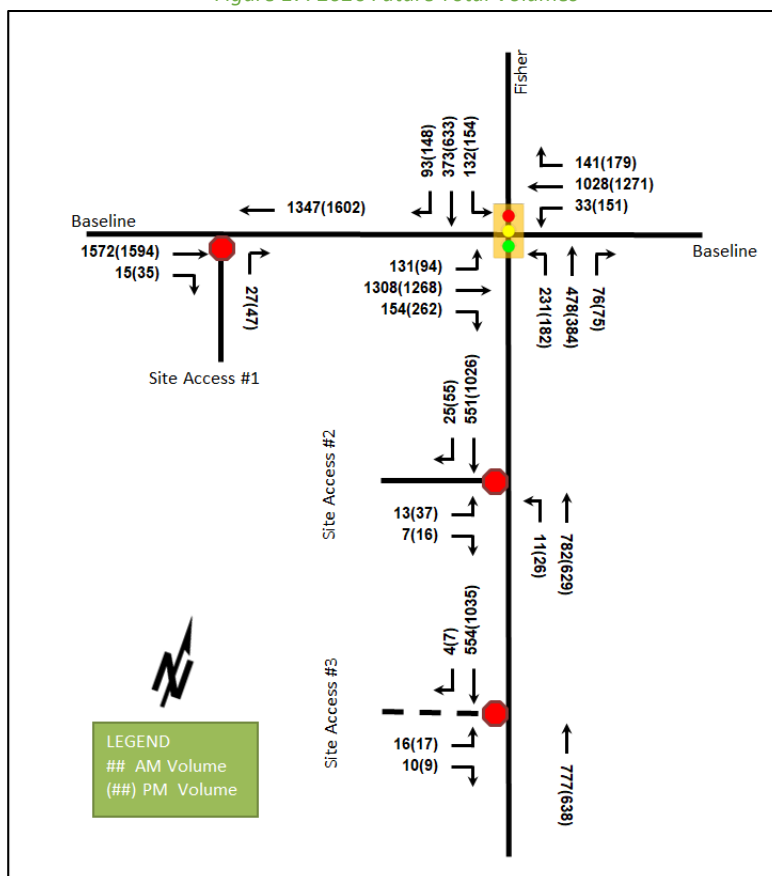


Table 20: 2026 Future Total Intersection Operations

Intersection	Lane	AM Peak Hour				PM Peak Hour			
		LOS	V/C	Delay (s)	Q (95 th)	LOS	V/C	Delay (s)	Q (95 th)
Fisher Avenue at Baseline Road Signalized	EBL	B	0.68	72.0	52.1	B	0.61	73.1	40.9
	EBT	D	0.86	40.2	#233.8	F	1.04	75.9	#227.7
	EBR	A	0.21	2.9	9.0	A	0.41	8.9	29.5
	WBL	A	0.39	73.1	19.5	D	0.85	93.5	#73.5
	WBT	D	0.87	49.0	#199.8	E	0.99	61.8	#227.2
	WBR	A	0.21	0.7	0.0	A	0.28	7.4	20.0
	NBL	D	0.83	76.1	#89.9	D	0.82	83.1	#79.4
	NBT	B	0.67	51.3	75.4	A	0.56	50.8	65.2
	NBR	A	0.17	0.8	0.0	A	0.19	1.7	1.5
	SBL	C	0.71	76.5	53.7	C	0.75	77.2	60.8
	SBT	C	0.72	59.5	63.5	E	0.98	83.7	#129.4
	SBR	A	0.22	1.2	0.0	A	0.40	13.0	21.8
	Overall	D	0.87	45.4	-	E	0.96	62.7	-
Baseline Road at Access #1 Unsignalized	EBT/R	-	-	-	-	-	-	-	-
	WBT	-	-	-	-	-	-	-	-
	NBR	C	0.08	16.8	2.3	C	0.15	18.1	3.8
	Overall	A	-	0.2	-	A	-	0.3	-
Fisher Avenue at Access #2 Unsignalized	EBL/R	B	0.05	14.8	1.5	D	0.26	28.4	7.5
	NBL/T	A	0.01	8.7	0.0	B	0.04	10.8	0.8
	SBT	-	-	-	-	-	-	-	-
	SBR	-	-	-	-	-	-	-	-
	Overall	A	-	0.3	-	A	-	1.1	-
Fisher Avenue at Access #3 Unsignalized	EBL/R	C	0.11	22.6	3.0	E	0.19	38.2	5.3
	NBT	-	-	-	-	-	-	-	-
	SBT	-	-	-	-	-	-	-	-
	SBR	-	-	-	-	-	-	-	-
	Overall	A	-	0.4	-	A	-	0.6	-

Notes: Saturation flow rate of 1800 veh/h/lane
 Queue is measured in metres
 Peak Hour Factor = 1.00
 V/C = volume-to-capacity ratio
 m = metered queue
 # = volume for the 95th %ile cycle exceeds capacity

During both peak hours, the study area intersections at the 2026 future total horizon will operate similarly to the 2026 future background conditions.

Similar to the exiting conditions, the eastbound through movement is forecast to be over theoretical capacity at this horizon with an increase of v/c from the background conditions of 0.01.

During the PM peak hour, shifting two seconds of split from the northbound and southbound left-turn phases to the eastbound and westbound through phases and shifting a further one second of split from the northbound left-turn phase to the southbound through phase would reduce the v/c of all movements at the intersection to 1.00 or below at this horizon.

7.4 2031 Future Total Operations

Figure 18 illustrates the 2032 future total volumes and Table 21 summarizes the 2031 future total intersection operations. The level of service for signalized intersections is based on v/c calculations for individual lane movements and HCM 2000 v/c calculations for the overall intersection, and average delay for unsignalized intersections. The synchro worksheets for the 2031 future total horizon are provided in Appendix J.

Figure 18: 2031 Future Total Volumes

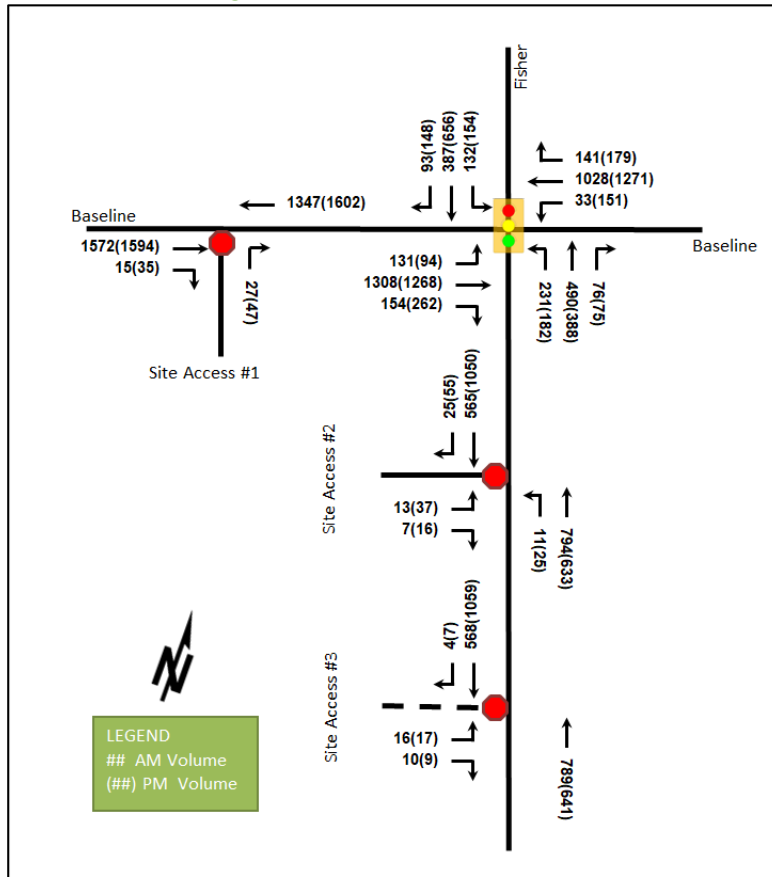


Table 21: 2031 Future Total Intersection Operations

Intersection	Lane	AM Peak Hour				PM Peak Hour			
		LOS	V/C	Delay (s)	Q (95 th)	LOS	V/C	Delay (s)	Q (95 th)
Fisher Avenue at Baseline Road Signalized	EBL	B	0.68	72.0	52.1	B	0.61	73.1	40.9
	EBT	D	0.86	40.5	#233.8	F	1.04	75.9	#227.7
	EBR	A	0.21	2.9	9.0	A	0.41	8.9	29.5
	WBL	A	0.39	73.1	19.5	D	0.85	93.5	#73.5
	WBT	D	0.87	49.4	#199.8	E	0.99	61.8	#227.2
	WBR	A	0.21	0.7	0.0	A	0.28	7.4	20.0
	NBL	D	0.83	76.1	#89.9	D	0.82	83.1	#79.4
	NBT	B	0.69	51.6	77.6	A	0.57	51.0	65.8
	NBR	A	0.17	0.8	0.0	A	0.19	1.7	1.5
	SBL	C	0.71	76.5	53.7	C	0.75	77.2	60.8
	SBT	C	0.74	60.3	65.9	F	1.02	92.1	#136.4
	SBR	A	0.22	1.2	0.0	A	0.40	13.8	22.9
Overall		D	0.87	45.8	-	E	0.97	64.0	-
Baseline Road at Access #1 Unsignalized	EBT/R	-	-	-	-	-	-	-	-
	WBT	-	-	-	-	-	-	-	-
	NBR	C	0.08	16.8	2.3	C	0.15	18.1	3.8
	Overall	A	-	0.2	-	A	-	0.3	-

Intersection	Lane	AM Peak Hour				PM Peak Hour			
		LOS	V/C	Delay (s)	Q (95 th)	LOS	V/C	Delay (s)	Q (95 th)
Fisher Avenue at Access #2 <i>Unsignalized</i>	EBL/R	C	0.05	15.0	1.5	D	0.26	29.5	7.5
	NBL/T	A	0.01	8.7	0.0	B	0.04	11.0	0.8
	SBT	-	-	-	-	-	-	-	-
	SBR	-	-	-	-	-	-	-	-
	Overall	A	-	0.3	-	-	A	-	1.1
Fisher Avenue at Access #3 <i>Unsignalized</i>	EBL/R	C	0.12	23.3	3.0	E	0.20	39.8	5.3
	NBT	-	-	-	-	-	-	-	-
	SBT	-	-	-	-	-	-	-	-
	SBR	-	-	-	-	-	-	-	-
	Overall	A	-	0.4	-	-	A	-	0.6

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

m = metered queue
 # = volume for the 95th %ile cycle exceeds capacity

During both the AM and PM peak hours, the study area intersections at the 2031 future total horizon will operate similarly to the 2031 future background conditions.

Similar to the exiting and 2026 future total conditions, the eastbound through movement is forecast to be over theoretical capacity at this horizon with an increase of v/c from the background conditions of 0.01. Similar to the existing conditions, the southbound through movement is forecast to be over theoretical capacity at this horizon, with the v/c increasing 0.02 from the background conditions.

During the PM peak hour, shifting two seconds of split from the northbound and southbound left-turn phases to the eastbound and westbound through phases and shifting a further two seconds of split from the northbound left-turn phase to the southbound through phase would reduce the v/c of all movements at the intersection to 1.00 or below at this horizon.

7.5 Modal Share Sensitivity and Demand Rationalization Conclusions

7.5.1 Network Rationalization

With respect to rationalization of background traffic, while existing capacity issues during the PM peak hour are forecast to persist into the future, these are anticipated to be mitigable by signal timing adjustment. Furthermore, once operational beyond the study horizons, the Baseline Road Rapid Transit Corridor project is anticipated to produce shifts in area mode shares for background traffic. Therefore, no further rationalization for background travel demand is required for this study.

7.5.2 Development Rationalization

The mode shares used within the TIA represent the unmodified district mode shares for Merivale. The selected mode shares and site trip generation was found to have minor impact on the network. The overall v/c at Fisher Avenue at Baseline Road will be less than 1.00 and capacity issues during the PM peak hour can be mitigated through signal timing adjustments. Therefore, no further rationalization for site traffic or modal share selection is required.

8 Development Design

8.1 Design for Sustainable Modes

The proposed development includes a high-rise mixed-used building with a new full-movement access on Fisher Avenue and a connection to the existing surface parking facilities of the retail plaza on the north side of the 780

Baseline Road parcel. Vehicle parking for the site is proposed primarily below grade, with the remainder in a small surface lot accessing the internal drive aisle. Bicycle parking is primarily proposed within secure rooms in the first underground parking level with spaces additionally provided in surface racks external to the building on the south side of the site and near building entrances. The underground vehicle and bicycle parking is proposed to be accessed by a ramp with a maximum slope of 10.5%.

The provision of a bicycle repair station is being explored by the proponent. Hard surface connections are provided from the building entrances to existing sidewalk along the Fisher Avenue frontage, and a midblock connection is provided to connect to a proposed sidewalk along the Hilliard Avenue frontage, in addition to the existing midblock connection.

The infrastructure TDM checklist is provided in Appendix K.

8.2 Circulation and Access

A total of three accesses will be provided for the development including an existing access on Baseline Road (designated Access #1 for the purposes of this TIA), an existing access on Fisher Avenue (Access #2), and one proposed access on Fisher Avenue (Access #3). All accesses are proposed connect to the surface parking and the parking garage. Garbage collection is anticipated to take place within the drive aisle and emergency services are anticipated to circulate the site. Turning templates are provided in Appendix L.

9 Parking

9.1 Parking Supply

The site will provide a total of 352 vehicle parking spaces including 304 residential spaces, 29 visitor spaces, 12 commercial spaces, and seven office spaces. A total of 345 vehicle parking spaces are provided below grade and seven spaces are provided within the surface lot.

The site will provide a total of 332 bicycle parking spaces. A total of 304 spaces are to be provided within the first underground parking level and 28 spaces externally within surface racks.

The minimum parking provision from the Zoning By-Law is 186 spaces including 146 residential, 29 visitor, nine commercial, and two office parking spaces. The maximum parking provision is 532 spaces for residents, 24 for commercial, and seven for office given the proximity to a rapid transit station. The minimum bicycle parking provision is 155 spaces including 152 residential parking spaces, two commercial parking spaces, and one office parking space. Therefore, the minimum and maximum vehicle parking and minimum bicycle parking requirements from the Zoning By-Law are satisfied.

10 Boundary Street Design

Table 22 summarizes the MMLOS analysis for the boundary streets of Hilliard Avenue and Fisher Avenue. Where the existing and future conditions will be the same, they are considered in one row. The boundary street analysis is based on the land used of “Within 600m of a rapid transit station”. The MMLOS worksheets has been provided in Appendix M.

Table 22: Boundary Street MMLOS Analysis

Segment	Horizon	Pedestrian LOS		Bicycle LOS		Transit LOS		Truck LOS	
		PLOS	Target	BLOS	Target	TLOS	Target	TrLOS	Target
Hilliard Avenue	Ex.	F	A	B	D	-	-	-	-
	Fut.	B	A	C	C	D	D	A	D

Segment	Horizon	Pedestrian LOS		Bicycle LOS		Transit LOS		Truck LOS	
		PLOS	Target	BLOS	Target	TLOS	Target	TrLOS	Target
Fisher Avenue	Ex. /Fut	C	A	C	C	D	D	A	D

Hilliard Avenue will not meet pedestrian LOS targets, as doing so would require a 1.8-metre sidewalk with a 2.0-metre boulevard, or a 2.0-metre sidewalk with a 0.5-metre boulevard. The 1.8-metre sidewalk is proposed abutting Hilliard Avenue to permit street trees and will improve the PLOS along the Hilliard Avenue frontage from LOS F to B.

Fisher Avenue cannot meet the pedestrian LOS targets due to volumes on the adjacent roadway, which is a shortcoming of the MMLOS analysis framework for arterial roads.

No treatments or mitigations are required to address boundary street MMLOS as part of this application.

11 Access Intersections Design

11.1 Location and Design of Access

A total of three accesses will be provided for the development including existing Access #1 on Baseline Road, the existing Access #2 on Fisher Avenue, and the proposed Access #3 on Fisher Avenue.

No changes are proposed to the right-in/right-out Access #1 on Baseline Road.

Access #2 is currently a full-movement access, with a width of 14.18 metres including two informal inbound lanes separated by a right-turn channel for the southbound right-turn, and one outbound lane. The development proposes modifying the access width to be 7.23 metres, with one inbound and one outbound lane and a new outbound corner radius of 5.0 metres.

Access #3 is proposed as permitting all movements except the northbound left-turn movement, which is to be restricted via signage. The proposed signage plan is provided in Appendix N. The access is proposed as having a width of 6.0 metres, radii of 5.0 metres, a throat length of approximately 31 metres, and an offset from the adjacent property line of approximately 8.6 metres. The access will meet the private approach by-law minimum and maximum width requirements, and minimum offset from the property line. Access #3 is recommended to provide a depressed curb through the planned sidewalk at the roadway edge, in compliance with City standard SC7.1.

The TAC Geometric Design Guidelines' throat length recommendation for apartments with greater than 200 units on an arterial road is 40.0 metres, as measured from the end of the corner radii. Access #3 will have a throat length of 31.0 metres. The property is limited in depth to 60 metres and cannot accommodate the full 40 metre length for the TAC guidance. Given there are three site accesses to the subject development and the forecasted traffic at this access is 20 inbound PM peak hour vehicles (averaging to one vehicle every three minutes), the throat length is considered to be adequate for the subject site.

The private approach by-law specifies that developments fronting arterial roads, residential developments with 300 parking spaces is to have a minimum distance of 60 metres between private approaches, and commercial developments with greater than 100 but fewer than 200 parking spaces are to have a minimum distance between private approaches of 45 metres. The distance between Access #2 and Access #3 on Fisher Avenue is approximately 43 metres. While the forecasted access volumes are low, and clear sightlines between the two accesses are present, the site will require an exemption from the private approach by-law for the minimum spacing between accesses.

11.2 Intersection Control

The existing Access #1 and Access #2 are to remain minor stop controlled. Proposed Access #3 will have stop-control on the minor approach.

11.3 Access Intersection Design

11.3.1 Future Access Intersection Operations

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

11.3.2 Access Intersection MMLoS

As the access intersections are not to be signalized, no access intersection MMLoS analysis is required.

11.3.3 Recommended Design Elements

Existing sidewalks are provided along Fisher Avenue and Access #3 is recommended to comply with City standard SC7.1.

12 Transportation Demand Management

12.1 Context for TDM

The mode shares used within the TIA represent the unmodified district mode shares. As the future Baseline Road Rapid Transit Corridor project will enhance the cycling connectivity and transit access of the development and result in residual trip capacity for these modes, future increases in these mode shares are likely to be achieved. Supportive TDM measures should be included aimed at ensuring early adoption of transit on the existing isolated measures transit priority corridor.

The subject site is not within a design priority area. Total bedrooms within the development are 471 across 146 bachelor and one-bedroom units, 149 two-bedroom units, and nine three-bedroom units. No age restrictions are noted.

12.2 Need and Opportunity

The subject site has been assumed to rely on auto travel and those assumptions have been carried through the analysis. An increase in transit ridership and cycling are anticipated to occur beyond the study horizons with the immediate proximity to the future BRT corridor. Risks associated with failing to meet the unmodified district mode share targets may be increased volumes on the existing overcapacity eastbound through movement at the intersections of Fisher Avenue at Baseline Road, however such impacts are anticipated to be further mitigable by signal adjustments given the residual capacity on the conflicting turn movement.

12.3 TDM Program

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

The key TDM measures recommended to be considered as part of this site plan application include:

- Display local area maps with walking and cycling routes, and transit route information and schedules at major entrances
- Provide a multimodal travel option information package to new residents
- Contract with providers to install on-site bikeshare (or other micro-mobility, e.g., scootershare)
- Contract with providers to install on-site carshare spaces
- Inclusion of a 1-year Presto card for the initial purchase of condo purchase and/or rental of apartment

- Unbundle parking cost from purchase or rental costs

13 Transit

In Section 5.1 the trip generation by mode was estimated, including an estimate of the number of transit trips that will be generated by the proposed development. Table 23 summarizes the transit trip generation.

Table 23: Trip Generation by Transit Mode

Travel Mode	Mode Share	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Transit	Varies	19	39	57	26	20	46

The proposed development is anticipated to generate 57 AM and 46 PM peak hour two-way transit trips. From the trip distribution found in section 5.3, these values can be further broken down. Table 24 summarizes forecasted site-generated transit ridership trips by direction and the equivalent bus loads. It is assumed that trips to the north and south may be taken by connecting to the LRT Trillium Line east of the site via the bus routes.

Table 24: Forecasted Site-Generated Transit Ridership

Direction	AM Peak Hour		PM Peak Hour		Service Type	Equivalent Service Increase
	In	Out	In	Out		
North	6	11	8	6	Bus	One-Fifth of a standard bus
South	5	10	7	5		One-Fifth of a standard bus
East	3	8	5	4		Negligible
West	5	10	7	5		One-Fifth of a standard bus

13.1 Transit Priority

Examining the study area intersection operations, negligible impacts on delay are anticipated on transit movements at the study area intersections as a result of the development site traffic. Presently, no transit turning movements exist between Baseline Road and the isolated transit priority corridor on Fisher Avenue. The site design accommodates the future Baseline Road Rapid Transit Corridor design.

14 Network Intersection Design

14.1 Network Intersection Control

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

14.2 Network Intersection Design

14.2.1 2026 & 2031 Future Total Network Intersection Operations

The operations are noted in Section 7.4. Capacity issues are anticipated to persist at the intersection of Fisher Avenue at Baseline Road as in the existing and future background conditions. Signal timing adjustments could address the capacity issues at all future horizons.

14.2.2 Network Intersection MMLoS

Table 25 summarizes the MMLoS analysis for the network intersections within the study area. The intersection analysis is based on the policy area of “Within 600m of a rapid transit station”. The MMLoS worksheets has been provided in Appendix M.

Table 25: Study Area Intersection MMLOS Analysis

Intersection	Horizon	Pedestrian LOS		Bicycle LOS		Transit LOS		Truck LOS		Auto LOS	
		PLOS	Target	BLOS	Target	TLOS	Target	TrLOS	Target	ALOS	Target
Fisher Ave at Baseline Rd	Ex.	F	A	F	A	F	A	A	D	F	E
	Fut.	F	A	A	A	F	A	A	D	E	E

The pedestrian LOS targets will not be met at the intersection of Fisher Avenue at Baseline Road. As is typical for arterial roads, the crossing distances do not permit the targets to be met. To meet pedestrian LOS targets, the maximum crossing distance on all pedestrian crossings would need to be reduced to two lane-widths.

The bicycle LOS does not meet targets in the existing conditions at the intersection of Fisher Avenue at Baseline Road. Beyond the study horizons, it is expected that the bicycle LOS target will be met once the future Baseline Road Rapid Transit Corridor is completed.

The transit LOS will not be met at the intersection of Fisher Avenue at Baseline Road. To meet transit LOS, the delay would need to be reduced to zero seconds on all transit movements. Beyond the study horizons, the future Baseline Road Rapid Transit Corridor is anticipated to improve the eastbound and westbound transit operations, but the northbound and southbound movements are not anticipated meet the transit LOS target of zero seconds.

Fisher Avenue at Baseline Road does not meet the auto LOS at the existing intersection of, but it targets are forecast to be met at the 2031 future total conditions.

It is assumed that the future Baseline Road Rapid Transit Corridor is expected to satisfy the City’s desired balance of MMLOS tradeoffs, and not further mitigations are required beyond this project, and no modifications are the responsibility of the developer.

14.2.3 Recommended Design Elements

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

15 Summary of Improvements Indicated and Modifications Options

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

Proposed Site and Screening

- The proposed redevelopment is the first phase of a multiphase project which was the subject of a recent rezoning application
- The proposed development comprises a 24-storey mixed-used building including a total of 304 dwelling units, 4,889 ft² commercial space, and 2,660 ft² of office space on the 780 Baseline Road parcel and a park on the 7-9 Hilliard Avenue parcels
- The development proposes a full-movement access permitting all movements except the northbound left-turn movement, which is to be restricted via signage on Fisher Avenue, and a connection to the existing surface parking facilities of the retail plaza on the north side of the 780 Baseline Road parcel
- A total of 304 residential, 29 visitor, 12 commercial, and seven office vehicle parking spaces, and 332 bicycle parking spaces are proposed
- The anticipated build-out horizon is 2026
- The trip generation, location, and safety triggers were met for the TIA Screening
- This report accompanies a site plan application

Existing Conditions

- Baseline Road and Fisher Avenue are arterial roads in the study area
- Sidewalks are provided along the south side of Baseline Road, on the west side of Fisher Avenue north of Baseline Road, on both sides of Fisher Avenue south of Baseline Road
- A paved shoulder is present on both sides of Fisher Avenue except through the intersection with Baseline Avenue where bike lanes are present, bike lanes are present on Dynes Road and Deer Park Road
- Baseline Road and Fisher Avenue are spine routes, and Baseline Road is a cross-town bikeway, Malibu Terrace west of Fisher Avenue, Hilliard Avenue north of Malibu Terrace, Sunnycrest Drive, Deer Park Road, Dynes Road, and McCooey Lane are local routes
- The high volumes roadways have produced a high number of collisions at the study area intersections, primarily at the Fisher Avenue at Baseline Road intersection
- The City has developed a protected intersection design as part of the Baseline Road Rapid Transit Corridor project to improve active mode safety
- No further examination of collisions at the Fisher Avenue at Baseline Road intersection is required as part of this study
- The study area intersection of Fisher Avenue at Baseline Road experiences capacity issues and high delays and extended queuing during both peak hours
- The existing intersections of Baseline Road at Access #1 and Baseline Road at Access #2 operate well during both peak hours at this horizon

Development Generated Travel Demand

- The proposed development is forecasted produce 56 two-way vehicle trips during the AM peak hour and 61 two-way vehicle trips during the PM peak hour
- Of the forecasted trips, 30% are anticipated to travel north, 25% to travel south and the west, and 20% to travel east

Background Conditions

- In addition to accounting for changes in volumes from the background developments, the annual background growth derived from the two TRANS model horizons was rounded to the nearest 0.25% and applied along Fisher Avenue in the AM peak hour and reversed into the PM peak hour

Demand Rationalization

- Existing capacity issues during the PM peak hour are anticipated to persist but are mitigable by signal timing adjustments
- Beyond the study horizons, the Baseline Road Rapid Transit Corridor project is anticipated to produce shifts in area mode shares for background traffic
- The selected mode shares and site trip generation was found to have minor impact on the network
- The overall v/c at Fisher Avenue at Baseline Road will be less than 1.00 and capacity issues during the PM peak hour can be mitigated through signal timing adjustments
- No further demand rationalization is required for the network or site

Development Design

- Vehicle parking for the site is proposed primarily below grade, with the remainder in a small surface lot accessing the internal drive aisle

- Bicycle parking is primarily proposed within secure rooms in the first underground parking level with spaces additionally provided in surface racks external to the building on the south side of the site and near building entrances
- The underground vehicle and bicycle parking are proposed to be accessed by a ramp with a maximum slope of 10.5%
- The provision of a bicycle repair station is being explored by the proponent
- Hard surface connections are provided from the building entrances to existing sidewalks along a Fisher Avenue frontage, and a midblock connection is provided to connect the proposed sidewalk along Hilliard Avenue in addition to the existing midblock connection
- Garbage collection is anticipated to take place within the drive aisle and emergency services are anticipated to circulate the site

Parking

- The site is to provide a total of 352 vehicle parking including 304 residential parking spaces, 29 visitor parking spaces, 12 commercial spaces, and seven office spaces
- The site provides a total of 332 bicycle parking spaces including 304 spaces provided within the first underground parking level and 28 spaces externally within surface racks
- The minimum and maximum vehicle parking and minimum bicycle parking requirements from the Zoning By-Law are satisfied

Boundary Street Design

- The pedestrian LOS will not be met along the boundary roads of Hilliard Avenue and Fisher Avenue
- A 1.8-metre sidewalk is proposed abutting Hilliard Avenue to permit street trees, improving the PLOS along the Hilliard Avenue frontage from F to B
- Fisher Avenue cannot meet targets due to volumes on the roadway, which is a shortcoming of the MMLOS analysis framework for arterial roads
- No treatments or mitigations are required to address boundary street MMLOS as part of this application

Access Intersections Design

- A total of three accesses will be provided for the development including existing Access #1 on Baseline Road, the existing Access #2 on Fisher Avenue, and the proposed Access #3 on Fisher Avenue
- No changes are proposed to the right-in/right-out Access #1 on Baseline Road
- Access #2 is proposed to be 7.18 metres wide, with one inbound and one outbound lane and radii of 5.0 metres
- Access #3 is proposed to be a full-movement access permitting all movements except the northbound left-turn movement, which is to be restricted via signage on Fisher Avenue
- Access #3 is proposed with a width of 6.0 metres, radii of 5.0 metres, a throat length of approximately 31 metres, and an offset from the adjacent property line of approximately 8.6 metres
- Access #3 will meet the private approach by-law minimum and maximum width requirements, and minimum offset from the property line
- The total lot width of approximately 60 metres between Fisher Avenue and Hilliard Avenue cannot accommodate the TAC guidance for a 40 metre throat length, although the three accesses to the site and minimal inbound volumes of 20 PM peak hour vehicles mitigates this concern

- Access #3 is recommended to provide a depressed curb through the planned sidewalk at the roadway edge, in compliance with City standard SC7.1
- The distance between Access #2 and Access #3 on Fisher Avenue is approximately 43 metres
- The site will require an exemption from the private approach by-law for the minimum spacing between accesses
- The existing Access #1 and Access #2 are to remain minor stop controlled
- Proposed Access #3 will have stop-control on the minor approach

TDM

- Supportive TDM measures to be included within the proposed development should include:
 - Display local area maps with walking and cycling routes, and transit route information and schedules at major entrances
 - Provide a multimodal travel option information package to new residents
 - Contract with providers to install on-site bikeshare (or other micro-mobility, e.g., scootershare)
 - Contract with providers to install on-site carshare spaces
 - Inclusion of a 1-year Presto card for the initial purchase of condo purchase and/or rental of apartment
 - Unbundle parking cost from purchase or rental costs

Transit

- The forecasted transit trips will include 57 two-way trips during the AM peak and 46 two-way trips during the PM peak
- Peak hour increases in transit ridership resulting from the site equate to a one-fifth of bus load northerly, southerly, and westerly of the site, and negligible impact easterly of the site
- Negligible impacts are anticipated on transit movement delays at the study area intersections from the subject development
- Presently, no transit turning movements exist between Baseline Road and the isolated transit priority corridor on Fisher Avenue
- The site design accommodates the future Baseline Road Rapid Transit Corridor design

Network Intersection Design

- The future total operations are similar to the future background operation and the traffic impacts from the redevelopment are anticipated to be negligible
- No intersection design elements would be required to support the development in this scenario
- The pedestrian LOS targets will not be met at the intersection of Fisher Avenue at Baseline Road, and two lane-widths pedestrian crossings would need on all approaches
- The bicycle LOS does not meet targets at the existing intersection of Fisher Avenue at Baseline Road, but targets will be met once the future Baseline Road Rapid Transit Corridor is completed
- The transit LOS targets will not be met at the intersection of Fisher Avenue at Baseline Road, but the future Baseline Road Rapid Transit Corridor is anticipated to improve the eastbound and westbound operations
- Fisher Avenue at Baseline Road does not meet the auto LOS at the existing conditions, but its targets are forecast to be met at the 2031 future total conditions

- It is assumed that the future Baseline Road Rapid Transit Corridor is expected to satisfy the City's desired balance of MMLOS tradeoffs, and no further mitigations are required beyond this project, and no modifications are the responsibility of the developer

16 Conclusion

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

Prepared By:



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Transportation Engineering-Intern

Reviewed By:



Christopher Gordon, P.Eng.
Senior Transportation Engineer

Appendix A

TIA Screening Form and PM Certification Form

City of Ottawa 2017 TIA Guidelines
Step 1 - Screening Form

Date: 31-May-23
Project Number: 2023-057
Project Reference: 780 Baseline Phase 1

1.1 Description of Proposed Development	
Municipal Address	780 Baseline Road and 7-9 Hilliard Avenue
Description of Location	Southwest coner of Fisher Avenue at Baseline Road intersection
Land Use Classification	General Mixed Use (GM)
Development Size	A 24-storey mixed-used building including a total of 320 dwelling units and 7,650 sq. ft commercial space
Accesses	A proposed full-movement access on Fisher Avenue, an exisitng right-in/right-out access on Baseline Road, and an existing full-movement access on Fisher Avenue
Phase of Development	Single
Buildout Year	2026
TIA Requirement	Full TIA Required

1.2 Trip Generation Trigger		
Land Use Type	Townhomes or apartments	
Development Size	320	Units
Trip Generation Trigger	Yes	

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

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



TIA Plan Reports

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

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

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

CERTIFICATION

1. I have reviewed and have a sound understanding of the objectives, needs and requirements of the City of Ottawa's Official Plan, Transportation Master Plan and the Transportation Impact Assessment (2017) Guidelines;
2. I have a sound knowledge of industry standard practice with respect to the preparation of transportation impact assessment reports, including multi modal level of service review;
3. I have substantial experience (more than 5 years) in undertaking and delivering transportation impact studies (analysis, reporting and geometric design) with strong background knowledge in transportation planning, engineering or traffic operations; and
4. I am either a licensed¹ or registered² professional in good standing, whose field of expertise [check appropriate field(s)] is either transportation engineering or transportation planning .

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


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Télécopieur: 613-560-6006

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

Name: Andrew Harte
(Please Print)

Professional Title: Professional Engineer



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

Office Contact Information (Please Print)
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City / Postal Code: Ottawa / K2H 7W1
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E-Mail Address: Andrew.Harte@CGHTransportation.com



Appendix B

Existing Retail Plaza Trip Generation

Trip Generation by Mode – Existing Retail

Travel Mode		AM Peak Hour				PM Peak Hour			
		Mode Share	In	Out	Total	Mode Share	In	Out	Total
Retail (<40k sq. ft.)	Auto Driver	64%	15	10	25	60%	30	30	60
	Auto Passenger	9%	6	4	10	20%	30	30	60
	Transit	12%	8	5	13	9%	13	13	26
	Cycling	1%	1	0	1	0%	0	0	0
	Walking	14%	9	6	15	11%	16	16	32
	Pass-by	40%	-26	-17	-42	40%	-59	-59	-118
	Total	100%	39	25	64	100%	89	89	178

Appendix C

Turning Movement Counts



Transportation Services - Traffic Services

Turning Movement Count - Study Results

BASELINE RD @ FISHER AVE

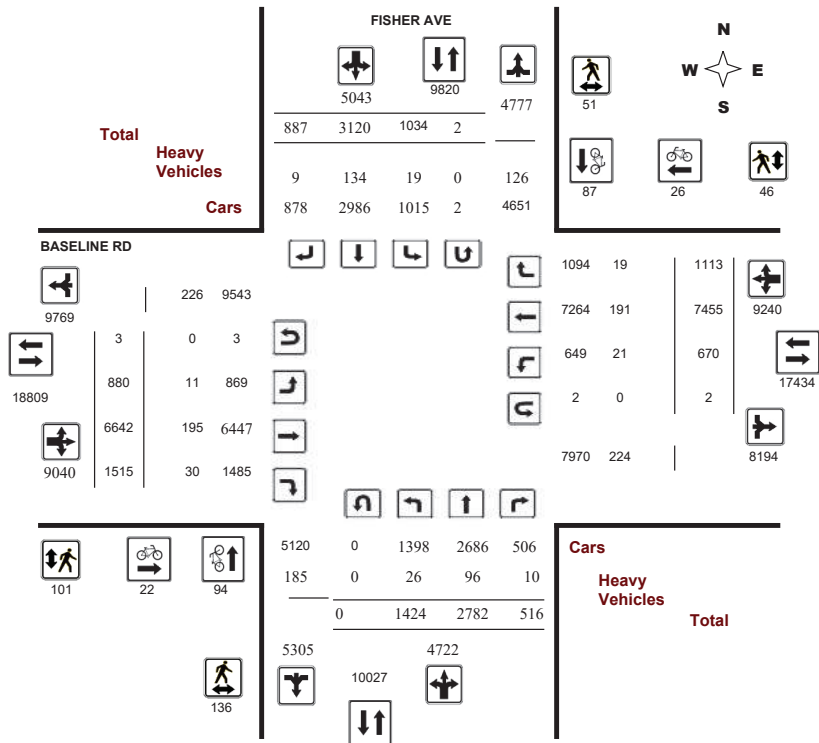
Survey Date: Wednesday, August 03, 2016

WO No: 36121

Start Time: 07:00

Device: Miovision

Full Study Diagram



Transportation Services - Traffic Services

Turning Movement Count - Study Results

BASELINE RD @ FISHER AVE

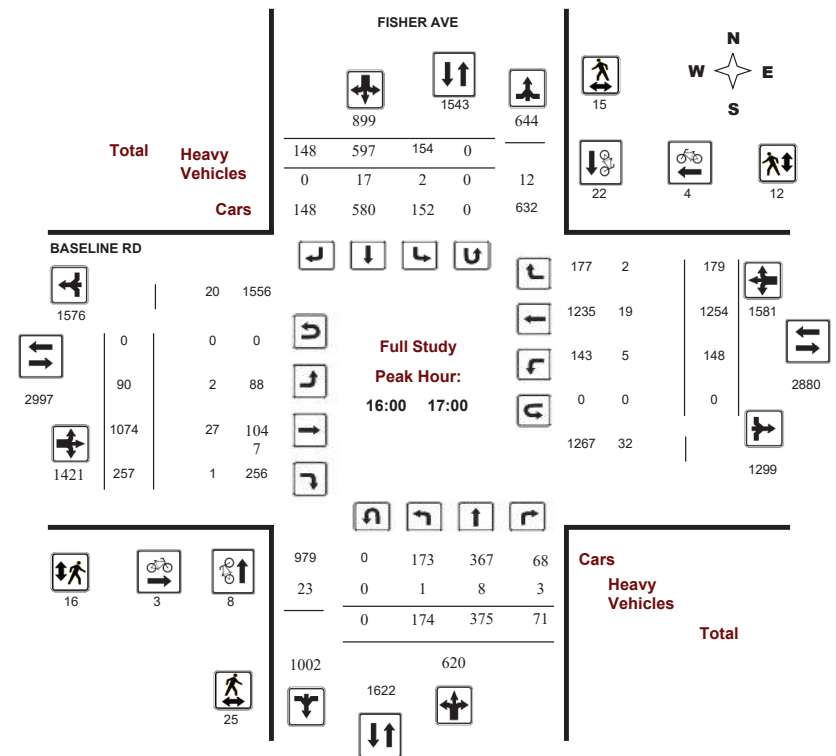
Survey Date: Wednesday, August 03, 2016

WO No: 36121

Start Time: 07:00

Device: Miovision

Full Study Peak Hour Diagram





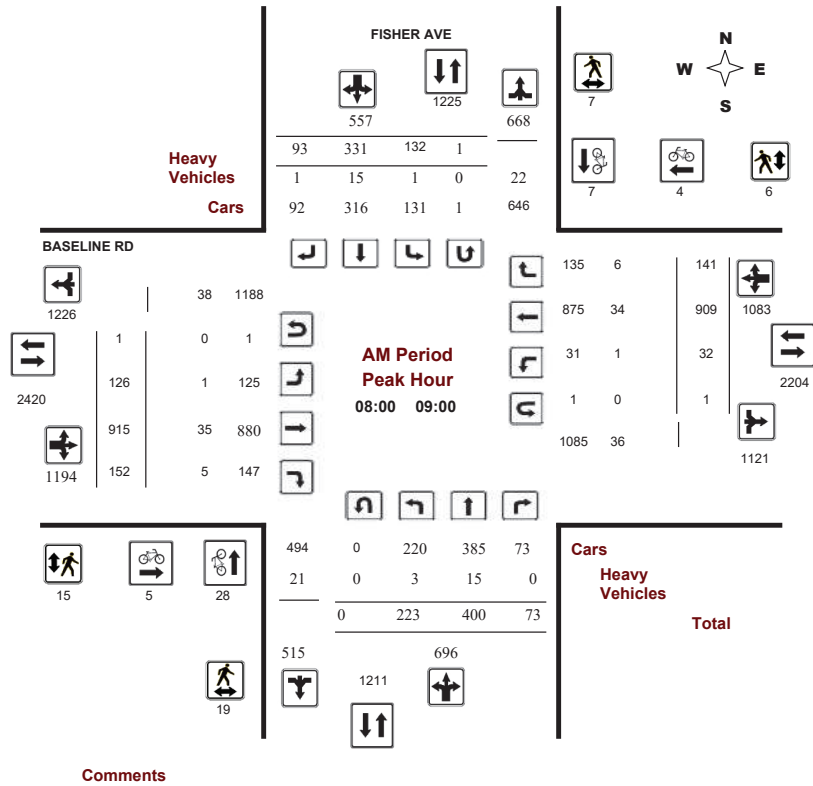
Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

BASELINE RD @ FISHER AVE

Survey Date: Wednesday, August 03, 2016
Start Time: 07:00

WO No: 36121
Device: Miovision



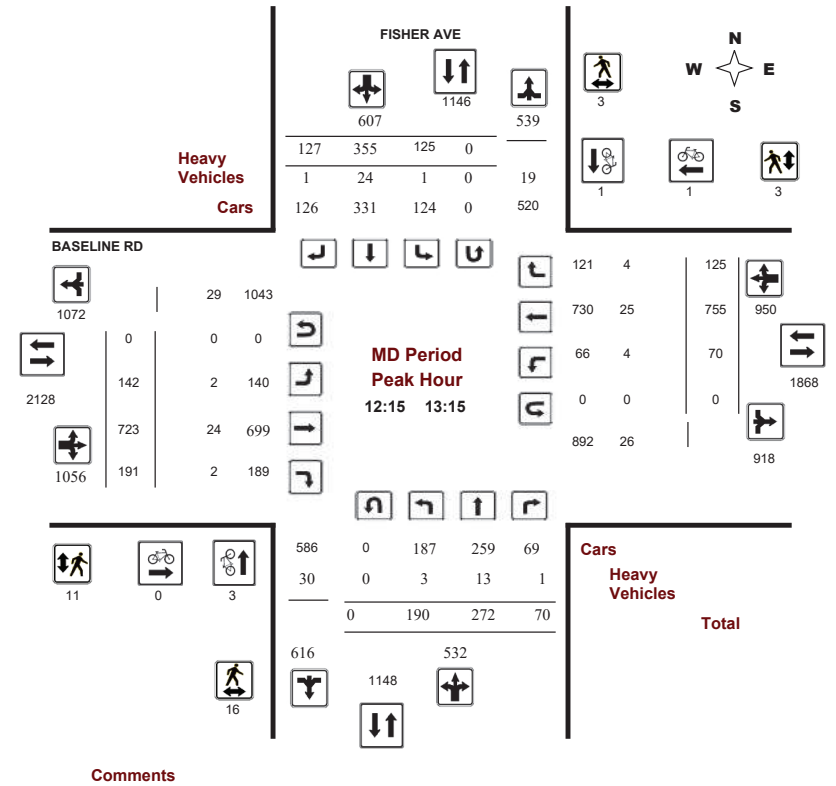
Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

BASELINE RD @ FISHER AVE

Survey Date: Wednesday, August 03, 2016
Start Time: 07:00

WO No: 36121
Device: Miovision





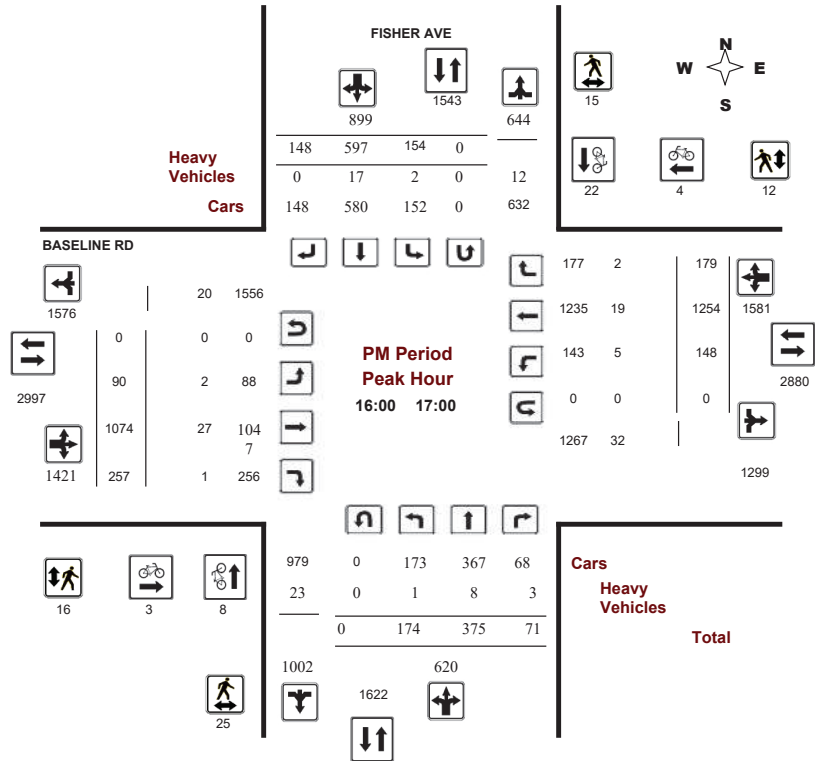
Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

BASELINE RD @ FISHER AVE

Survey Date: Wednesday, August 03, 2016
Start Time: 07:00

WO No: 36121
Device: Miovision



Comments



Transportation Services - Traffic Services

Turning Movement Count - Study Results

BASELINE RD @ FISHER AVE

Survey Date: Wednesday, August 03, 2016
Start Time: 07:00

WO No: 36121
Device: Miovision

Full Study Summary (8 HR Standard)

Survey Date: Wednesday, August 03, 2016

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

AADT Factor
.90

Period	FISHER AVE								BASELINE RD								Grand Total		
	Northbound				Southbound				Eastbound				Westbound						
	LT	ST	RT	NB TOT	LT	ST	RT	SB TOT	LT	ST	RT	EB TOT	LT	ST	RT	WB TOT		STR TOT	
07:00-08:00	174	406	68	648	121	309	57	487	1135	104	835	106	1045	36	702	105	843	1888	3023
08:00-09:00	223	400	73	696	132	331	93	556	1252	126	915	152	1193	32	909	141	1082	2275	3527
09:00-10:00	172	343	55	570	121	269	96	486	1056	70	670	151	891	58	685	120	863	1754	2810
11:30-12:30	172	276	59	507	121	365	135	621	1128	128	658	187	973	71	802	123	996	1969	3097
12:30-13:30	168	283	68	519	108	337	124	569	1088	139	707	211	1057	71	718	125	914	1971	3059
15:00-16:00	153	345	52	550	128	442	120	690	1240	115	848	212	1175	113	1179	173	1465	2640	3880
16:00-17:00	174	375	71	620	154	597	148	899	1519	90	1074	257	1421	148	1254	179	1581	3002	4521
17:00-18:00	188	354	70	612	149	470	114	733	1345	108	935	239	1282	141	1206	147	1494	2776	4121
Sub Total	1424	2782	516	4722	1034	3120	887	5041	9763	880	6642	1515	9037	670	7455	1113	9238	18275	28038
U Turns	0	0	2	2	2	3	3	2	3	2	2	5	7	0	0	0	0	0	0
Total	1424	2782	516	4722	1036	3120	887	5043	9765	883	6642	1515	9040	672	7455	1113	9240	18280	28045
EQ 12Hr	1979	3867	717	6563	1440	4337	1233	7010	13573	1227	9232	2106	12565	934	10362	1547	12843	25408	38981
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.													1.39						
AVG 12Hr	1781	3480	645	5906	1296	3903	1110	6309	12215	1104	8309	1895	11308	841	9326	1392	11559	22867	35082
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.													.90						
AVG 24Hr	2333	4559	845	7737	1698	5113	1454	8265	16002	1446	10885	2482	14813	1102	12217	1824	15143	29956	45958
Note: These volumes are calculated by multiplying the Average Daily 12 hr. totals by 12 to 24 expansion factor.													1.31						
Note: U-Turns provided for approach totals. Refer to 'U-Turn' Report for specific breakdown.																			



Transportation Services - Traffic Services

Turning Movement Count - Study Results

BASELINE RD @ FISHER AVE

Survey Date: Wednesday, August 03, 2016

WO No: 36121

Start Time: 07:00

Device: Miovision

Full Study 15 Minute Increments

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

Note: U-Turns are included in Totals.



Transportation Services - Traffic Services

Turning Movement Count - Study Results

BASELINE RD @ FISHER AVE

Survey Date: Wednesday, August 03, 2016

WO No: 36121

Start Time: 07:00

Device: Miovision

Full Study Cyclist Volume

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



Transportation Services - Traffic Services

Turning Movement Count - Study Results

BASELINE RD @ FISHER AVE

Survey Date: Wednesday, August 03, 2016

WO No: 36121

Start Time: 07:00

Device: Miovision

Full Study Pedestrian Volume

FISHER AVE

BASELINE RD

Table with 7 columns: Time Period, NB Approach, SB Approach, Total, EB Approach, WB Approach, Grand Total. Rows show pedestrian volume data for various time intervals from 07:00 to 18:00.



Transportation Services - Traffic Services

Turning Movement Count - Study Results

BASELINE RD @ FISHER AVE

Survey Date: Wednesday, August 03, 2016

WO No: 36121

Start Time: 07:00

Device: Miovision

Full Study Heavy Vehicles

FISHER AVE

BASELINE RD

Table with 21 columns: Time Period, Northbound (LT, ST, RT, N TOT, STR TOT), Southbound (LT, ST, RT, S TOT, STR TOT), Eastbound (LT, ST, RT, E TOT), Westbound (LT, ST, RT, W TOT, STR TOT), Grand Total. Rows show heavy vehicle volume data for various time intervals from 07:00 to 18:00.



Transportation Services - Traffic Services

Turning Movement Count - Study Results

BASELINE RD @ FISHER AVE

Survey Date: Wednesday, August 03, 2016

WO No: 36121

Start Time: 07:00

Device: Miovision

Full Study 15 Minute U-Turn Total

FISHER AVE BASELINE RD

Time Period	Northbound U-Turn Total	Southbound U-Turn Total	Eastbound U-Turn Total	Westbound U-Turn Total	Total
07:00 07:15	0	0	0	0	0
07:15 07:30	0	0	0	0	0
07:30 07:45	0	0	0	0	0
07:45 08:00	0	0	0	0	0
08:00 08:15	0	1	1	0	2
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	1	1
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	1	1	2
11:45 12:00	0	0	0	0	0
12:00 12:15	0	0	1	0	1
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	2	3	2	7

Appendix D

Synchro Intersection Worksheets – Existing Conditions

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

Existing
AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	126	1300	152	32	1029	141	223	460	73	132	352	93
Future Volume (vph)	126	1300	152	32	1029	141	223	460	73	132	352	93
Satd. Flow (prot)	1658	3252	1469	1642	3252	1455	1658	3252	1483	1658	3221	1483
Fit Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1653	3252	1401	1635	3252	1416	1633	3252	1414	1650	3221	1418
Satd. Flow (RTOR)			180				232			181		231
Lane Group Flow (vph)	140	1444	169	36	1143	157	248	511	81	147	391	103
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		7	4		3		8
Permitted Phases			2			6			4			8
Detector Phase	5	2	2	1	6	6	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.3	29.1	29.1	11.3	29.1	29.1	10.9	30.3	30.3	10.9	30.3	30.3
Total Split (s)	26.0	56.0	56.0	13.0	43.0	43.0	30.7	38.0	38.0	23.0	30.3	30.3
Total Split (%)	20.0%	43.1%	43.1%	10.0%	33.1%	33.1%	23.6%	29.2%	29.2%	17.7%	23.3%	23.3%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3	3.3	3.3	3.3	3.3
All-Red Time (s)	2.6	2.4	2.4	2.6	2.4	2.4	2.6	3.0	3.0	2.6	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.1	6.1	6.3	6.1	6.1	5.9	6.3	6.3	5.9	6.3	6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	15.7	60.2	60.2	6.8	46.4	46.4	22.7	28.1	28.1	15.2	20.7	20.7
Actuated g/C Ratio	0.12	0.46	0.46	0.05	0.36	0.36	0.17	0.22	0.22	0.12	0.16	0.16
v/c Ratio	0.70	0.96	0.23	0.42	0.99	0.24	0.86	0.73	0.18	0.76	0.76	0.25
Control Delay	73.0	50.4	3.8	74.8	65.3	1.3	78.6	53.6	0.9	79.3	62.4	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.0	50.4	3.8	74.8	65.3	1.3	78.6	53.6	0.9	79.3	62.4	1.4
LOS	E	D	A	E	E	A	E	D	A	E	E	A
Approach Delay		47.7			58.1			55.9			56.5	
Approach LOS		D			E			E			E	
Queue Length 50th (m)	34.8	~224.0	0.0	9.0	~167.7	0.0	61.1	64.1	0.0	36.5	51.0	0.0
Queue Length 95th (m)	55.3	#272.2	12.2	20.6	#232.6	1.3	#100.0	81.1	0.0	#62.8	66.7	0.0
Internal Link Dist (m)		145.0			163.5			86.9			77.9	
Turn Bay Length (m)	124.5		58.5	134.0		91.5			85.0	65.0		60.0
Base Capacity (vph)	251	1507	745	88	1159	654	316	792	481	218	594	450
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.96	0.23	0.41	0.99	0.24	0.78	0.65	0.17	0.67	0.66	0.23

Intersection Summary

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 119 (92%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 135

Control Type: Actuated-Coordinated

Scenario 1 780 Baseline Road, 7-9 Hilliard Avenue – Phase 1 11:59 pm 03/16/2022 Existing

Synchro 11 Report
Page 1

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

Existing
AM Peak Hour

Maximum v/c Ratio: 0.99	Intersection LOS: D
Intersection Signal Delay: 53.5	ICU Level of Service E
Intersection Capacity Utilization 89.7%	
Analysis Period (min) 15	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 1: Fisher Ave & Baseline Rd



Scenario 1 780 Baseline Road, 7-9 Hilliard Avenue – Phase 1 11:59 pm 03/16/2022 Existing

Synchro 11 Report
Page 2

HCM 2010 TWSC
5: Access #1 & Baseline Rd

Existing
AM Peak Hour

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑↑		↑
Traffic Vol, veh/h	1571	12	0	1347	0	13
Future Vol, veh/h	1571	12	0	1347	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1746	13	0	1497	0	14

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 880
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 6.94
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.32
Pot Cap-1 Maneuver	-	-	0 - 0 290
Stage 1	-	-	0 - 0 -
Stage 2	-	-	0 - 0 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	-	-	- - - 290
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	18.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	290	-	-	-
HCM Lane V/C Ratio	0.05	-	-	-
HCM Control Delay (s)	18.1	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

HCM 2010 TWSC
6: Fisher Ave & Access #2

Existing
AM Peak Hour

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↑			↑↑↑	↑↑	↑
Traffic Vol, veh/h	13	7	5	753	532	20
Future Vol, veh/h	13	7	5	753	532	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	45	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	8	6	837	591	22

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	938	296	613 0 - 0
Stage 1	591	-	- - -
Stage 2	347	-	- - -
Critical Hdwy	6.29	6.94	4.14 - - -
Critical Hdwy Stg 1	5.84	-	- - -
Critical Hdwy Stg 2	6.04	-	- - -
Follow-up Hdwy	3.67	3.32	2.22 - - -
Pot Cap-1 Maneuver	296	700	962 - - -
Stage 1	501	-	- - -
Stage 2	651	-	- - -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	292	700	962 - - -
Mov Cap-2 Maneuver	292	-	- - -
Stage 1	495	-	- - -
Stage 2	651	-	- - -

Approach	EB	NB	SB
HCM Control Delay, s	15.4	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	962	-	367	-	-
HCM Lane V/C Ratio	0.006	-	0.061	-	-
HCM Control Delay (s)	8.8	0	15.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

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

Existing
PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕↕	↕↕	↕↕	↕↕	↕↕	↕↕	↕↕	↕↕	↕↕	↕↕	↕↕
Traffic Volume (vph)	90	1264	257	148	1274	179	174	375	71	154	597	148
Future Volume (vph)	90	1264	257	148	1274	179	174	375	71	154	597	148
Satd. Flow (prot)	1658	3283	1483	1642	3316	1483	1658	3316	1455	1658	3283	1483
Fit Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1652	3283	1401	1632	3316	1425	1641	3316	1396	1640	3283	1390
Satd. Flow (RTOR)			208			153			128			142
Lane Group Flow (vph)	100	1404	286	164	1416	199	193	417	79	171	663	164
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2			6			4			8
Detector Phase	5	2	2	1	6	6	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.3	29.2	29.2	11.3	29.2	29.2	10.9	30.3	30.3	10.9	30.3	30.3
Total Split (s)	21.0	54.0	54.0	21.0	54.0	54.0	24.7	30.3	30.3	24.7	30.3	30.3
Total Split (%)	16.2%	41.5%	41.5%	16.2%	41.5%	41.5%	19.0%	23.3%	23.3%	19.0%	23.3%	23.3%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3	3.3	3.3	3.3	3.3
All-Red Time (s)	2.6	2.4	2.4	2.6	2.4	2.4	2.6	3.0	3.0	2.6	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.1	6.1	6.3	6.1	6.1	5.9	6.3	6.3	5.9	6.3	6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	None	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	12.3	48.1	48.1	14.5	50.3	50.3	17.8	25.8	25.8	17.0	25.0	25.0
Actuated g/C Ratio	0.09	0.37	0.37	0.11	0.39	0.39	0.14	0.20	0.20	0.13	0.19	0.19
v/c Ratio	0.64	1.16	0.44	0.90	1.10	0.31	0.85	0.63	0.21	0.79	1.05	0.43
Control Delay	74.7	117.8	10.9	101.1	96.5	9.1	86.3	53.3	2.5	79.9	99.8	14.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.7	117.8	10.9	101.1	96.5	9.1	86.3	53.3	2.5	79.9	99.8	14.1
LOS	E	F	B	F	F	A	F	D	A	E	F	B
Approach Delay		98.3			87.2			56.7			82.3	
Approach LOS		F			F			E			F	
Queue Length 50th (m)	24.9	~223.8	13.3	42.0	~219.7	7.5	48.5	53.0	0.0	42.3	~100.8	4.7
Queue Length 95th (m)	43.2	#266.1	36.6	#82.6	#268.1	25.0	#86.3	70.8	2.6	#72.4	#138.3	25.1
Internal Link Dist (m)		142.5			131.2			85.7			73.1	
Turn Bay Length (m)	124.5		85.5	134.0		91.5			85.0	65.0		60.0
Base Capacity (vph)	187	1214	649	185	1282	645	239	659	380	239	632	382
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	1.16	0.44	0.89	1.10	0.31	0.81	0.63	0.21	0.72	1.05	0.43

Intersection Summary	
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	123 (95%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle:	135
Control Type:	Actuated-Coordinated

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

Existing
PM Peak Hour

Maximum v/c Ratio:	1.16
Intersection Signal Delay:	86.1
Intersection Capacity Utilization:	94.7%
Analysis Period (min):	15
Intersection LOS:	F
ICU Level of Service:	F
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 1: Fisher Ave & Baseline Rd



HCM 2010 TWSC
5: Access #1 & Baseline Rd

Existing
PM Peak Hour

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑↑		↑
Traffic Vol, veh/h	1592	30	0	1602	0	36
Future Vol, veh/h	1592	30	0	1602	0	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1769	33	0	1780	0	40
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	901
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	281
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	281
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0	19.9			
HCM LOS			C			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	281	-	-	-		
HCM Lane V/C Ratio	0.142	-	-	-		
HCM Control Delay (s)	19.9	-	-	-		
HCM Lane LOS	C	-	-	-		
HCM 95th %tile Q(veh)	0.5	-	-	-		

HCM 2010 TWSC
6: Fisher Ave & Access #2

Existing
PM Peak Hour

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↑			↑↑↑	↑↑	↑
Traffic Vol, veh/h	37	16	15	608	994	44
Future Vol, veh/h	37	16	15	608	994	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	45	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	18	17	676	1104	49
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1408	552	1153	0	-	0
Stage 1	1104	-	-	-	-	-
Stage 2	304	-	-	-	-	-
Critical Hdwy	6.29	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.67	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	158	477	602	-	-	-
Stage 1	273	-	-	-	-	-
Stage 2	685	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	151	477	602	-	-	-
Mov Cap-2 Maneuver	151	-	-	-	-	-
Stage 1	261	-	-	-	-	-
Stage 2	685	-	-	-	-	-
Approach	EB	NB	SB			
HCM Control Delay, s	32.2	0.5	0			
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	602	-	190	-	-	
HCM Lane V/C Ratio	0.028	-	0.31	-	-	
HCM Control Delay (s)	11.2	0.2	32.2	-	-	
HCM Lane LOS	B	A	D	-	-	
HCM 95th %tile Q(veh)	0.1	-	1.3	-	-	

Appendix E

Collision Data

10/22/2016	2016	8:27	FISHER AVE btwn BASELINE RD & MALIBU TER (_32A4JK)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	05 - Turning movement	01 - Dry	2	0	0	0
8/26/2016	2016	18:16	FISHER AVE btwn BASELINE RD & MALIBU TER (_32A4JK)	01 - Clear	01 - Daylight	10 - No control	0	02 - Non-fatal injury	03 - Rear end	01 - Dry	3	0	0	0
12/7/2017	2017	17:30	FISHER AVE btwn BASELINE RD & MALIBU TER (_32A4JK)	01 - Clear	07 - Dark	10 - No control	0	03 - P.D. only	02 - Angle	01 - Dry	2	0	0	0
4/30/2018	2018	17:22	FISHER AVE btwn BASELINE RD & MALIBU TER (_32A4JK)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	99 - Other	01 - Dry	2	0	0	0
8/17/2019	2019	13:14	FISHER AVE btwn BASELINE RD & MALIBU TER (_32A4JK)	02 - Rain	01 - Daylight	10 - No control	0	02 - Non-fatal injury	02 - Angle	02 - Wet	2	0	0	0
5/26/2020	2020	8:51	FISHER AVE btwn BASELINE RD & MALIBU TER (_32A4JK)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	05 - Turning movement	01 - Dry	2	0	0	0
9/16/2020	2020	13:30	FISHER AVE btwn BASELINE RD & MALIBU TER (_32A4JK)	01 - Clear	01 - Daylight	10 - No control	0	02 - Non-fatal injury	03 - Rear end	01 - Dry	3	0	0	0
9/30/2017	2017	10:05	FISHER AVE @ MALIBU TER (0003121)	01 - Clear	01 - Daylight	02 - Stop sign	01 - Functioning	03 - P.D. only	02 - Angle	01 - Dry	2	0	0	0
10/18/2018	2018	8:00	FISHER AVE @ MALIBU TER (0003121)	01 - Clear	01 - Daylight	02 - Stop sign	01 - Functioning	02 - Non-fatal injury	07 - SMV other	01 - Dry	1	0	0	1
2/15/2018	2018	16:01	FISHER AVE @ MALIBU TER (0003121)	01 - Clear	01 - Daylight	02 - Stop sign	01 - Functioning	02 - Non-fatal injury	05 - Turning movement	02 - Wet	2	0	0	0
1/26/2019	2019	10:40	FISHER AVE @ MALIBU TER (0003121)	01 - Clear	01 - Daylight	02 - Stop sign	00 - Unknown	02 - Non-fatal injury	03 - Rear end	02 - Wet	2	0	0	0
1/27/2020	2020	8:25	FISHER AVE @ MALIBU TER (0003121)	01 - Clear	01 - Daylight	02 - Stop sign	04 - Missing/Damaged	02 - Non-fatal injury	02 - Angle	03 - Loose snow	2	0	0	0
1/20/2020	2020	9:00	FISHER AVE @ MALIBU TER (0003121)	01 - Clear	01 - Daylight	02 - Stop sign	01 - Functioning	03 - P.D. only	02 - Angle	01 - Dry	2	0	0	0

Appendix F

TRANS Model Plots

TRANS Regional Model

Version 2.15 - Assigned June 16, 2020

AM Peak Hour Total Traffic Volume

Network Mapping

2031 Model - Base case

N/A

User Initials: TIMW

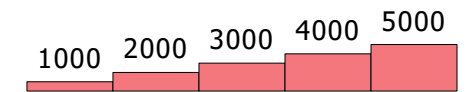
Plot Prepared: May 31, 2021

EMME Scenario: 21711



Legend

AM Peak Hour Total Traffic Volume



Distance (m)



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

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

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

TRANS Regional Model

Version 2.15 - Assigned June 16, 2020

AM Peak Hour Total Traffic Volume

Network Mapping

2011 Model - Base case

N/A

User Initials: TIMW

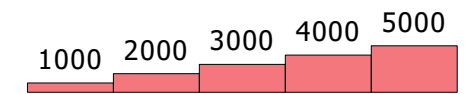
Plot Prepared: May 31, 2021

EMME Scenario: 21711



Legend

AM Peak Hour Total Traffic Volume



Distance (m)



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

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TRANS Regional Model

Version 2.15 - Assigned June 16, 2020

AM Peak Hour Total Traffic Volume

Network Mapping

2031 Model - Base case

N/A

User Initials: TIMW

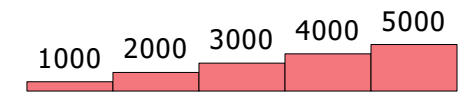
Plot Prepared: May 31, 2021

EMME Scenario: 21711

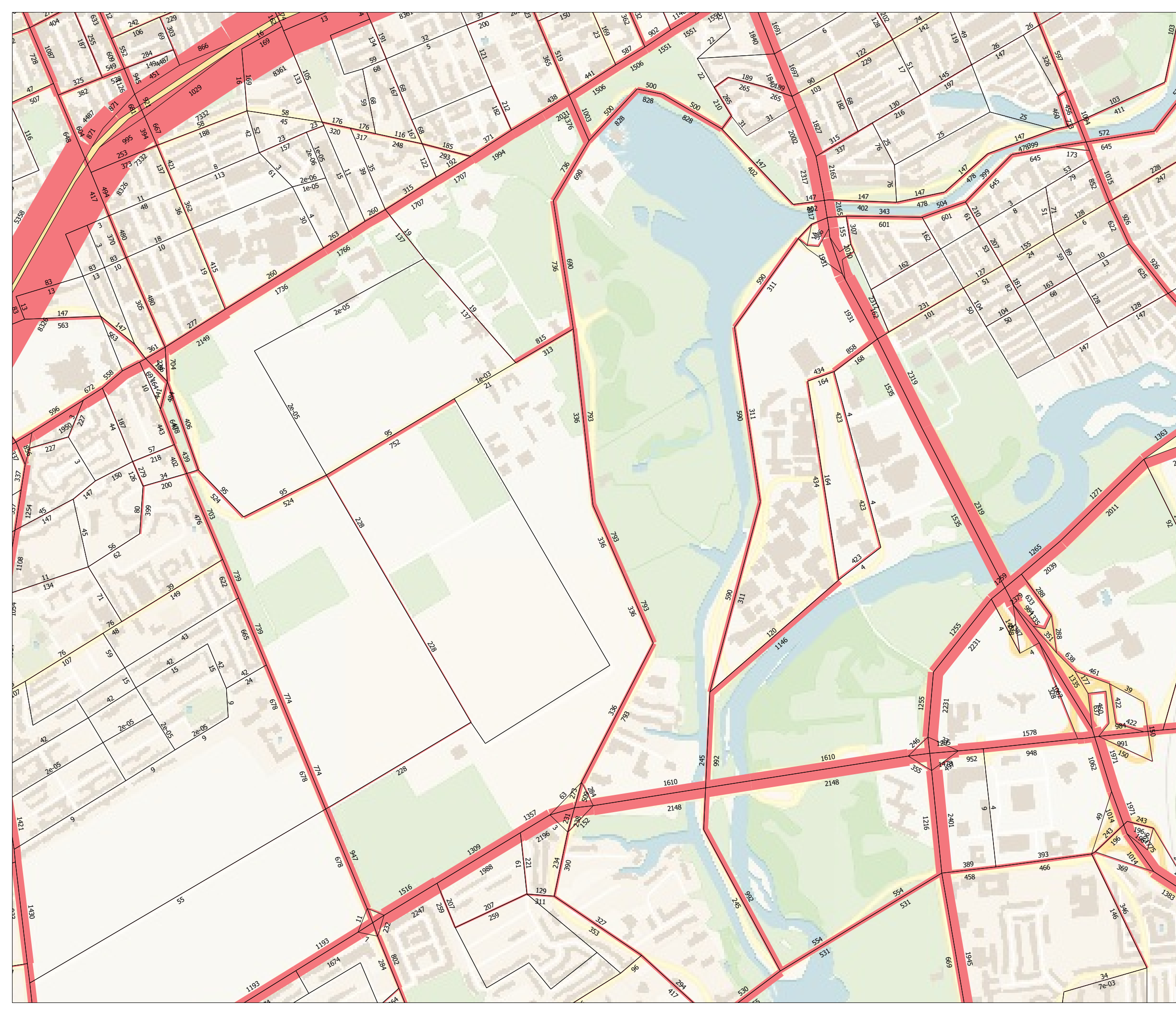


Legend

AM Peak Hour Total Traffic Volume



Distance (m)



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

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TRANS Regional Model

Version 2.15 - Assigned June 16, 2020

AM Peak Hour Total Traffic Volume

Network Mapping

2011 Model - Base case

N/A

User Initials: TIMW

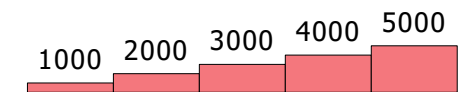
Plot Prepared: May 31, 2021

EMME Scenario: 21711



Legend

AM Peak Hour Total Traffic Volume



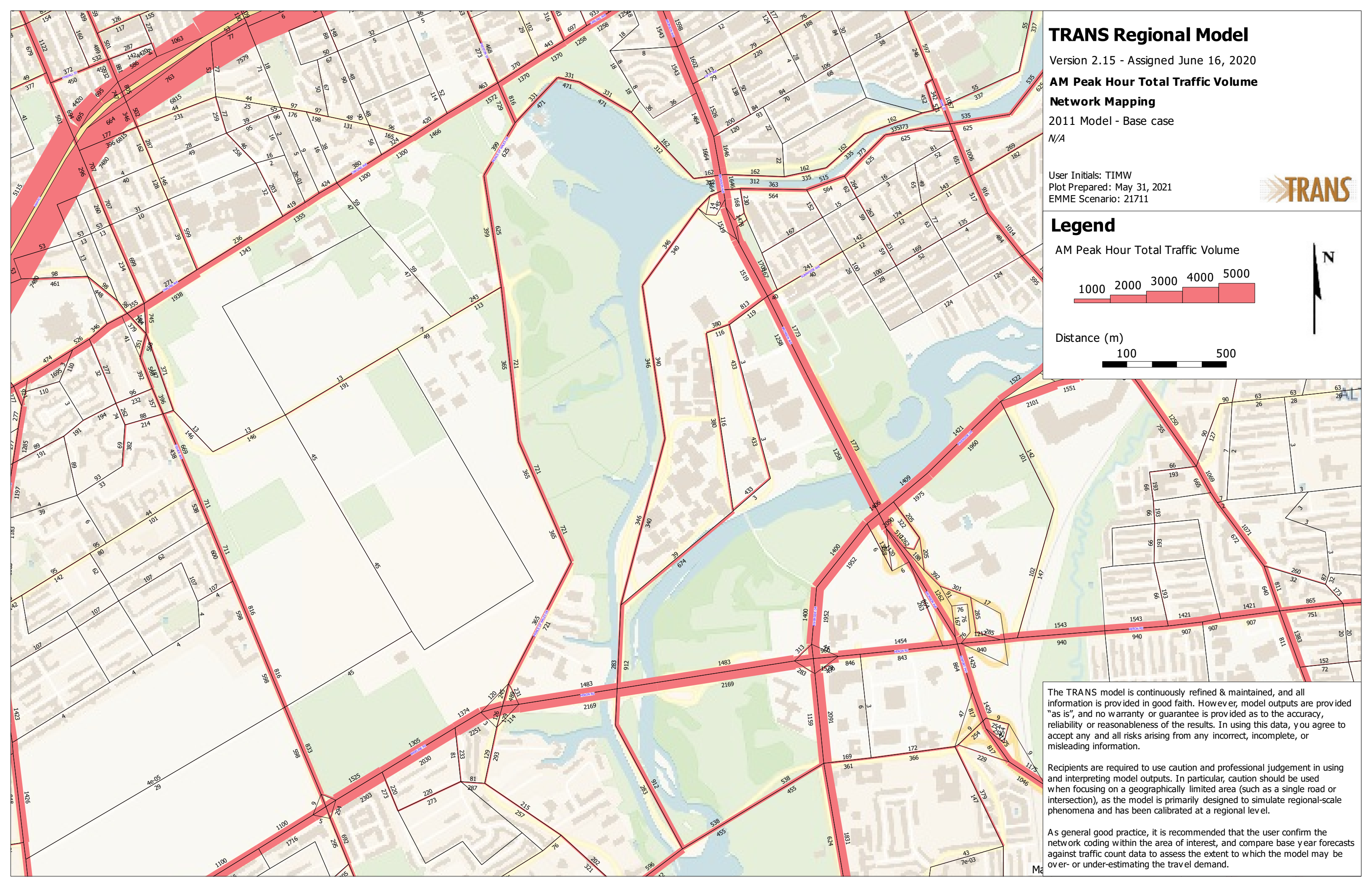
Distance (m)



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

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Appendix G

Synchro Intersection Worksheets – 2026 Future Background Conditions

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

2026 Future Background
AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↕	↔	↕	↕	↔	↕	↕	↔	↕	↕
Traffic Volume (vph)	126	1300	152	32	1029	141	223	474	73	132	368	93
Future Volume (vph)	126	1300	152	32	1029	141	223	474	73	132	368	93
Satd. Flow (prot)	1658	3252	1469	1642	3252	1455	1658	3252	1483	1658	3221	1483
Fit Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1653	3252	1401	1633	3252	1416	1634	3252	1414	1649	3221	1418
Satd. Flow (RTOR)			180			232			181			231
Lane Group Flow (vph)	126	1300	152	32	1029	141	223	474	73	132	368	93
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2			6			4			8
Detector Phase	5	2	2	1	6	6	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.3	29.1	29.1	11.3	29.1	29.1	10.9	30.3	30.3	10.9	30.3	30.3
Total Split (s)	26.0	56.0	56.0	13.0	43.0	43.0	30.7	38.0	38.0	23.0	30.3	30.3
Total Split (%)	20.0%	43.1%	43.1%	10.0%	33.1%	33.1%	23.6%	29.2%	29.2%	17.7%	23.3%	23.3%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3	3.3	3.3	3.3	3.3
All-Red Time (s)	2.6	2.4	2.4	2.6	2.4	2.4	2.6	3.0	3.0	2.6	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.1	6.1	6.3	6.1	6.1	5.9	6.3	6.3	5.9	6.3	6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	14.9	62.1	62.1	6.7	49.0	49.0	21.4	27.0	27.0	14.5	20.2	20.2
Actuated g/C Ratio	0.11	0.48	0.48	0.05	0.38	0.38	0.16	0.21	0.21	0.11	0.16	0.16
v/c Ratio	0.67	0.84	0.20	0.38	0.84	0.21	0.82	0.70	0.17	0.71	0.74	0.22
Control Delay	71.5	37.9	2.7	72.7	45.9	0.7	75.4	53.3	0.8	76.5	61.4	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.5	37.9	2.7	72.7	45.9	0.7	75.4	53.3	0.8	76.5	61.4	1.2
LOS	E	D	A	E	D	A	E	D	A	E	E	A
Approach Delay		37.2			41.3			54.7			55.3	
Approach LOS		D			D			D			E	
Queue Length 50th (m)	31.4	166.6	0.0	8.0	127.7	0.0	55.1	59.7	0.0	32.8	48.0	0.0
Queue Length 95th (m)	50.4	#231.6	8.6	18.9	#200.1	0.0	#82.3	74.8	0.0	53.7	62.8	0.0
Internal Link Dist (m)		145.0			163.5			86.9			77.9	
Turn Bay Length (m)	124.5		58.5	134.0		91.5			85.0	65.0		60.0
Base Capacity (vph)	251	1554	763	87	1225	678	316	792	481	218	594	450
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.84	0.20	0.37	0.84	0.21	0.71	0.60	0.15	0.61	0.62	0.21

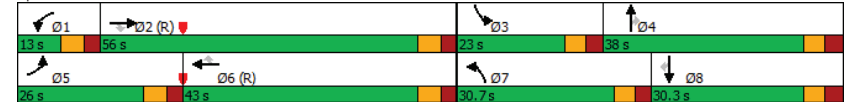
Intersection Summary	
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	119 (92%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle:	115
Control Type:	Actuated-Coordinated

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

2026 Future Background
AM Peak Hour

Maximum v/c Ratio: 0.84	Intersection LOS: D
Intersection Signal Delay: 44.2	ICU Level of Service E
Intersection Capacity Utilization 90.0%	
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 1: Fisher Ave & Baseline Rd



HCM 2010 TWSC
5: Access #1 & Baseline Rd

2026 Future Background
AM Peak Hour

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑↑		↑
Traffic Vol, veh/h	1571	12	0	1347	0	13
Future Vol, veh/h	1571	12	0	1347	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1571	12	0	1347	0	13
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	792
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	332
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	332
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0	16.3			
HCM LOS			C			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	332	-	-	-		
HCM Lane V/C Ratio	0.039	-	-	-		
HCM Control Delay (s)	16.3	-	-	-		
HCM Lane LOS	C	-	-	-		
HCM 95th %tile Q(veh)	0.1	-	-	-		

HCM 2010 TWSC
6: Fisher Ave & Access #2

2026 Future Background
AM Peak Hour

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↑			↑↑↑	↑↑	↑
Traffic Vol, veh/h	13	7	5	767	548	20
Future Vol, veh/h	13	7	5	767	548	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	45	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	7	5	767	548	20
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	865	274	568	0	-	0
Stage 1	548	-	-	-	-	-
Stage 2	317	-	-	-	-	-
Critical Hdwy	6.29	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.67	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	326	724	1000	-	-	-
Stage 1	526	-	-	-	-	-
Stage 2	674	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	323	724	1000	-	-	-
Mov Cap-2 Maneuver	323	-	-	-	-	-
Stage 1	521	-	-	-	-	-
Stage 2	674	-	-	-	-	-
Approach	EB	NB	SB			
HCM Control Delay, s	14.4	0.1	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1000	-	401	-	-	
HCM Lane V/C Ratio	0.005	-	0.05	-	-	
HCM Control Delay (s)	8.6	0	14.4	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

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

2026 Future Background
PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↕	↔	↕	↕	↔	↕	↕	↔	↕	↕
Traffic Volume (vph)	90	1264	257	148	1274	179	174	381	71	154	624	148
Future Volume (vph)	90	1264	257	148	1274	179	174	381	71	154	624	148
Satd. Flow (prot)	1658	3283	1483	1642	3316	1483	1658	3316	1455	1658	3283	1483
Fit Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1651	3283	1401	1630	3316	1425	1640	3316	1396	1639	3283	1390
Satd. Flow (RTOR)			208			153			128			136
Lane Group Flow (vph)	90	1264	257	148	1274	179	174	381	71	154	624	148
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2			6			4			8
Detector Phase	5	2	2	1	6	6	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.3	29.2	29.2	11.3	29.2	29.2	10.9	30.3	30.3	10.9	30.3	30.3
Total Split (s)	21.0	54.0	54.0	21.0	54.0	54.0	24.7	30.3	30.3	24.7	30.3	30.3
Total Split (%)	16.2%	41.5%	41.5%	16.2%	41.5%	41.5%	19.0%	23.3%	23.3%	19.0%	23.3%	23.3%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3	3.3	3.3	3.3	3.3
All-Red Time (s)	2.6	2.4	2.4	2.6	2.4	2.4	2.6	3.0	3.0	2.6	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.1	6.1	6.3	6.1	6.1	5.9	6.3	6.3	5.9	6.3	6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	None	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	11.8	48.5	48.5	14.1	50.8	50.8	17.1	26.7	26.7	16.1	25.7	25.7
Actuated g/C Ratio	0.09	0.37	0.37	0.11	0.39	0.39	0.13	0.21	0.21	0.12	0.20	0.20
v/c Ratio	0.60	1.03	0.39	0.84	0.98	0.28	0.80	0.56	0.18	0.75	0.96	0.39
Control Delay	72.6	74.5	8.6	91.7	61.0	7.4	80.6	50.7	1.0	77.2	78.7	12.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.6	74.5	8.6	91.7	61.0	7.4	80.6	50.7	1.0	77.2	78.7	12.3
LOS	E	E	A	F	E	A	F	D	A	E	E	B
Approach Delay	63.9			57.9			53.4			67.8		
Approach LOS	E			E			D			E		
Queue Length 50th (m)	22.4	~184.6	8.2	37.6	169.6	4.1	43.2	47.1	0.0	38.3	~89.8	2.6
Queue Length 95th (m)	39.5	#226.9	28.4	#72.0	#228.0	20.0	#74.1	64.6	0.4	60.8	#126.8	21.2
Internal Link Dist (m)	142.5		131.2		85.7		73.1					
Turn Bay Length (m)	124.5	85.5		134.0	91.5		85.0		65.0	60.0		
Base Capacity (vph)	187	1224	653	185	1294	649	239	681	388	239	649	384
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	1.03	0.39	0.80	0.98	0.28	0.73	0.56	0.18	0.64	0.96	0.39

Intersection Summary	
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	123 (95%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle:	115
Control Type:	Actuated-Coordinated

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

2026 Future Background
PM Peak Hour

Maximum v/c Ratio:	1.03
Intersection Signal Delay:	61.3
Intersection Capacity Utilization:	95.2%
Analysis Period (min):	15
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 1: Fisher Ave & Baseline Rd



HCM 2010 TWSC
5: Access #1 & Baseline Rd

2026 Future Background
PM Peak Hour

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑↑		↑
Traffic Vol, veh/h	1592	30	0	1602	0	36
Future Vol, veh/h	1592	30	0	1602	0	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1592	30	0	1602	0	36

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 811
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 6.94
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.32
Pot Cap-1 Maneuver	-	- 0	- 0 322
Stage 1	-	- 0	- 0 -
Stage 2	-	- 0	- 0 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	-	-	- - - 322
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	17.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	322	-	-	-
HCM Lane V/C Ratio	0.112	-	-	-
HCM Control Delay (s)	17.6	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-

HCM 2010 TWSC
6: Fisher Ave & Access #2

2026 Future Background
PM Peak Hour

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↑			↑↑↑	↑↑	↑
Traffic Vol, veh/h	37	16	15	614	1021	44
Future Vol, veh/h	37	16	15	614	1021	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	45	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	16	15	614	1021	44

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1297	511	1065 0 - 0
Stage 1	1021	-	- - -
Stage 2	276	-	- - -
Critical Hdwy	6.29	6.94	4.14 - - -
Critical Hdwy Stg 1	5.84	-	- - -
Critical Hdwy Stg 2	6.04	-	- - -
Follow-up Hdwy	3.67	3.32	2.22 - - -
Pot Cap-1 Maneuver	183	508	650 - - -
Stage 1	301	-	- - -
Stage 2	708	-	- - -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	177	508	650 - - -
Mov Cap-2 Maneuver	177	-	- - -
Stage 1	290	-	- - -
Stage 2	708	-	- - -

Approach	EB	NB	SB
HCM Control Delay, s	26.5	0.4	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	650	-	220	-	-
HCM Lane V/C Ratio	0.023	-	0.241	-	-
HCM Control Delay (s)	10.7	0.1	26.5	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-

Appendix H

Synchro Intersection Worksheets – 2031 Future Background Conditions

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

2031 Future Background
AM Peak Hour

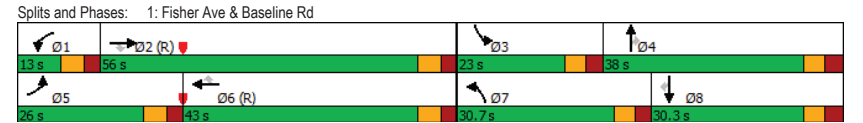
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	126	1300	152	32	1029	141	223	486	73	132	382	93
Future Volume (vph)	126	1300	152	32	1029	141	223	486	73	132	382	93
Satd. Flow (prot)	1658	3252	1469	1642	3252	1455	1658	3252	1483	1658	3221	1483
Fit Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1653	3252	1401	1633	3252	1416	1634	3252	1414	1650	3221	1418
Satd. Flow (RTOR)			180			232			181			231
Lane Group Flow (vph)	126	1300	152	32	1029	141	223	486	73	132	382	93
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2			6			4			8
Detector Phase	5	2	2	1	6	6	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.3	29.1	29.1	11.3	29.1	29.1	10.9	30.3	30.3	10.9	30.3	30.3
Total Split (s)	26.0	56.0	56.0	13.0	43.0	43.0	30.7	38.0	38.0	23.0	30.3	30.3
Total Split (%)	20.0%	43.1%	43.1%	10.0%	33.1%	33.1%	23.6%	29.2%	29.2%	17.7%	23.3%	23.3%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3	3.3	3.3	3.3	3.3
All-Red Time (s)	2.6	2.4	2.4	2.6	2.4	2.4	2.6	3.0	3.0	2.6	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.1	6.1	6.3	6.1	6.1	5.9	6.3	6.3	5.9	6.3	6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	14.9	61.8	61.8	6.7	48.6	48.6	21.4	27.4	27.4	14.5	20.5	20.5
Actuated g/C Ratio	0.11	0.48	0.48	0.05	0.37	0.37	0.16	0.21	0.21	0.11	0.16	0.16
v/c Ratio	0.67	0.84	0.20	0.38	0.85	0.21	0.82	0.71	0.17	0.71	0.75	0.22
Control Delay	71.5	38.3	2.7	72.7	46.4	0.7	75.4	53.4	0.8	76.5	61.9	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.5	38.3	2.7	72.7	46.4	0.7	75.4	53.4	0.8	76.5	61.9	1.2
LOS	E	D	A	E	D	A	E	D	A	E	E	A
Approach Delay		37.6			41.8			54.7			55.8	
Approach LOS		D			D			D			E	
Queue Length 50th (m)	31.4	168.0	0.0	8.0	128.7	0.0	55.1	61.1	0.0	32.8	49.8	0.0
Queue Length 95th (m)	50.4	#231.6	8.6	18.9	#200.1	0.0	#82.3	76.8	0.0	53.7	65.1	0.0
Internal Link Dist (m)		145.0			163.5			86.9			77.9	
Turn Bay Length (m)	124.5		58.5	134.0		91.5			85.0	65.0		60.0
Base Capacity (vph)	251	1545	760	87	1216	675	316	792	481	218	594	450
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.84	0.20	0.37	0.85	0.21	0.71	0.61	0.15	0.61	0.64	0.21

Intersection Summary	
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	119 (92%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle:	115
Control Type:	Actuated-Coordinated

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

2031 Future Background
AM Peak Hour

Maximum v/c Ratio: 0.85	Intersection LOS: D
Intersection Signal Delay: 44.6	ICU Level of Service E
Intersection Capacity Utilization 90.3%	
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	



HCM 2010 TWSC
5: Access #1 & Baseline Rd

2031 Future Background
AM Peak Hour

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑↑		↑
Traffic Vol, veh/h	1571	12	0	1347	0	13
Future Vol, veh/h	1571	12	0	1347	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1571	12	0	1347	0	13
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	792
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	332
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	332
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0	16.3			
HCM LOS			C			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	332	-	-	-		
HCM Lane V/C Ratio	0.039	-	-	-		
HCM Control Delay (s)	16.3	-	-	-		
HCM Lane LOS	C	-	-	-		
HCM 95th %tile Q(veh)	0.1	-	-	-		

HCM 2010 TWSC
6: Fisher Ave & Access #2

2031 Future Background
AM Peak Hour

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↑↑			↑↑↑	↑↑	↑
Traffic Vol, veh/h	13	7	5	779	562	20
Future Vol, veh/h	13	7	5	779	562	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	45	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	7	5	779	562	20
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	884	281	582	0	-	0
Stage 1	562	-	-	-	-	-
Stage 2	322	-	-	-	-	-
Critical Hdwy	6.29	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.67	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	318	716	988	-	-	-
Stage 1	518	-	-	-	-	-
Stage 2	670	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	315	716	988	-	-	-
Mov Cap-2 Maneuver	315	-	-	-	-	-
Stage 1	513	-	-	-	-	-
Stage 2	670	-	-	-	-	-
Approach	EB	NB	SB			
HCM Control Delay, s	14.7	0.1	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	988	-	392	-	-	
HCM Lane V/C Ratio	0.005	-	0.051	-	-	
HCM Control Delay (s)	8.7	0	14.7	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

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

2031 Future Background
PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↕	↔	↕	↕	↔	↕	↕	↔	↕	↕
Traffic Volume (vph)	90	1264	257	148	1274	179	174	385	71	154	648	148
Future Volume (vph)	90	1264	257	148	1274	179	174	385	71	154	648	148
Satd. Flow (prot)	1658	3283	1483	1642	3316	1483	1658	3316	1455	1658	3283	1483
Fit Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1651	3283	1401	1630	3316	1425	1640	3316	1396	1639	3283	1390
Satd. Flow (RTOR)			208				153			128		
Lane Group Flow (vph)	90	1264	257	148	1274	179	174	385	71	154	648	148
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2			6			4			8
Detector Phase	5	2	2	1	6	6	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.3	29.2	29.2	11.3	29.2	29.2	10.9	30.3	30.3	10.9	30.3	30.3
Total Split (s)	21.0	54.0	54.0	21.0	54.0	54.0	24.7	30.3	30.3	24.7	30.3	30.3
Total Split (%)	16.2%	41.5%	41.5%	16.2%	41.5%	41.5%	19.0%	23.3%	23.3%	19.0%	23.3%	23.3%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3	3.3	3.3	3.3	3.3
All-Red Time (s)	2.6	2.4	2.4	2.6	2.4	2.4	2.6	3.0	3.0	2.6	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.1	6.1	6.3	6.1	6.1	5.9	6.3	6.3	5.9	6.3	6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	None	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	11.8	48.5	48.5	14.1	50.8	50.8	17.1	26.7	26.7	16.1	25.7	25.7
Actuated g/C Ratio	0.09	0.37	0.37	0.11	0.39	0.39	0.13	0.21	0.21	0.12	0.20	0.20
v/c Ratio	0.60	1.03	0.39	0.84	0.98	0.28	0.80	0.57	0.18	0.75	1.00	0.39
Control Delay	72.6	74.5	8.6	91.7	61.0	7.4	80.6	50.8	1.0	77.2	86.8	13.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.6	74.5	8.6	91.7	61.0	7.4	80.6	50.8	1.0	77.2	86.8	13.4
LOS	E	E	A	F	E	A	F	D	A	E	F	B
Approach Delay	63.9			57.9			53.5			73.8		
Approach LOS	E			E			D			E		
Queue Length 50th (m)	22.4	~184.6	8.2	37.6	169.6	4.1	43.2	47.6	0.0	38.3	~96.6	3.7
Queue Length 95th (m)	39.5	#226.9	28.4	#72.0	#228.0	20.0	#74.1	65.4	0.4	60.8	#133.8	22.5
Internal Link Dist (m)	142.5		131.2		85.7		73.1					
Turn Bay Length (m)	124.5	85.5		134.0	91.5		85.0		65.0	60.0		
Base Capacity (vph)	187	1224	653	185	1294	649	239	681	388	239	649	380
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	1.03	0.39	0.80	0.98	0.28	0.73	0.57	0.18	0.64	1.00	0.39

Intersection Summary	
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	123 (95%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle:	125
Control Type:	Actuated-Coordinated

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

2031 Future Background
PM Peak Hour

Maximum v/c Ratio:	1.03
Intersection Signal Delay:	62.5
Intersection Capacity Utilization:	95.6%
Analysis Period (min):	15
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 1: Fisher Ave & Baseline Rd



HCM 2010 TWSC
5: Access #1 & Baseline Rd

2031 Future Background
PM Peak Hour

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑↑		↑
Traffic Vol, veh/h	1592	30	0	1602	0	36
Future Vol, veh/h	1592	30	0	1602	0	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1592	30	0	1602	0	36

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 811
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 6.94
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.32
Pot Cap-1 Maneuver	-	- 0	- 0 322
Stage 1	-	- 0	- 0 -
Stage 2	-	- 0	- 0 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	-	-	- - - 322
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	17.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	322	-	-	-
HCM Lane V/C Ratio	0.112	-	-	-
HCM Control Delay (s)	17.6	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-

HCM 2010 TWSC
6: Fisher Ave & Access #2

2031 Future Background
PM Peak Hour

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↑			↑↑↑	↑↑	↑
Traffic Vol, veh/h	37	16	15	618	1045	44
Future Vol, veh/h	37	16	15	618	1045	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	45	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	16	15	618	1045	44

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1322	523	1089 0 - 0
Stage 1	1045	-	- - -
Stage 2	277	-	- - -
Critical Hdwy	6.29	6.94	4.14 - - -
Critical Hdwy Stg 1	5.84	-	- - -
Critical Hdwy Stg 2	6.04	-	- - -
Follow-up Hdwy	3.67	3.32	2.22 - - -
Pot Cap-1 Maneuver	177	499	636 - - -
Stage 1	293	-	- - -
Stage 2	707	-	- - -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	171	499	636 - - -
Mov Cap-2 Maneuver	171	-	- - -
Stage 1	282	-	- - -
Stage 2	707	-	- - -

Approach	EB	NB	SB
HCM Control Delay, s	27.4	0.4	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	636	-	213	-	-
HCM Lane V/C Ratio	0.024	-	0.249	-	-
HCM Control Delay (s)	10.8	0.1	27.4	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-

Appendix I

Synchro Intersection Worksheets – 2026 Future Total Conditions

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

2026 Future Total
AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	131	1308	154	33	1028	141	231	478	76	132	373	93
Future Volume (vph)	131	1308	154	33	1028	141	231	478	76	132	373	93
Satd. Flow (prot)	1658	3252	1469	1642	3252	1455	1658	3252	1483	1658	3221	1483
Fit Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1652	3252	1350	1624	3252	1414	1603	3252	1412	1648	3221	1374
Satd. Flow (RTOR)			180			232			181			231
Lane Group Flow (vph)	131	1308	154	33	1028	141	231	478	76	132	373	93
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		7	4		3		8
Permitted Phases			2			6			4			8
Detector Phase	5	2	2	1	6	6	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.3	29.1	29.1	11.3	29.1	29.1	10.9	30.3	30.3	10.9	30.3	30.3
Total Split (s)	26.0	56.0	56.0	13.0	43.0	43.0	30.7	38.0	38.0	23.0	30.3	30.3
Total Split (%)	20.0%	43.1%	43.1%	10.0%	33.1%	33.1%	23.6%	29.2%	29.2%	17.7%	23.3%	23.3%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3	3.3	3.3	3.3	3.3
All-Red Time (s)	2.6	2.4	2.4	2.6	2.4	2.4	2.6	3.0	3.0	2.6	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.1	6.1	6.3	6.1	6.1	5.9	6.3	6.3	5.9	6.3	6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	15.2	60.8	60.8	6.7	47.3	47.3	21.8	28.4	28.4	14.5	21.0	21.0
Actuated g/C Ratio	0.12	0.47	0.47	0.05	0.36	0.36	0.17	0.22	0.22	0.11	0.16	0.16
v/c Ratio	0.68	0.86	0.21	0.39	0.87	0.21	0.83	0.67	0.17	0.71	0.72	0.22
Control Delay	72.0	40.2	2.9	73.1	49.0	0.7	76.1	51.3	0.8	76.5	59.5	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.0	40.2	2.9	73.1	49.0	0.7	76.1	51.3	0.8	76.5	59.5	1.2
LOS	E	D	A	E	D	A	E	D	A	E	E	A
Approach Delay		39.2			44.0			53.7			54.2	
Approach LOS		D			D			D			D	
Queue Length 50th (m)	32.6	~191.5	0.0	8.3	136.3	0.0	56.9	57.3	0.0	32.8	46.8	0.0
Queue Length 95th (m)	52.1	#233.8	9.0	19.5	#199.8	0.0	#89.9	75.4	0.0	53.7	63.5	0.0
Internal Link Dist (m)		145.0			163.5			86.9			77.9	
Turn Bay Length (m)	124.5		58.5	134.0		91.5			85.0	65.0		60.0
Base Capacity (vph)	251	1520	727	88	1184	662	316	793	481	218	594	442
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.86	0.21	0.38	0.87	0.21	0.73	0.60	0.16	0.61	0.63	0.21

Intersection Summary

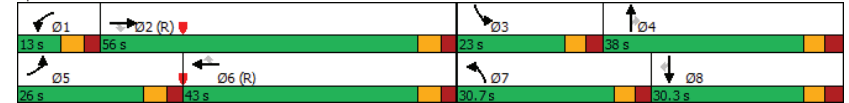
Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 119 (92%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 115
 Control Type: Actuated-Coordinated

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

2026 Future Total
AM Peak Hour

Maximum v/c Ratio: 0.87	Intersection LOS: D
Intersection Signal Delay: 45.4	ICU Level of Service F
Intersection Capacity Utilization 93.4%	
Analysis Period (min) 15	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 1: Fisher Ave & Baseline Rd



HCM 2010 TWSC
3: Fisher Ave & Access #3

2026 Future Total
AM Peak Hour

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↑	↑	↔
Traffic Vol, veh/h	16	10	0	777	554	4
Future Vol, veh/h	16	10	0	777	554	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	10	0	777	554	4
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1331	554	-	0	-	0
Stage 1	554	-	-	-	-	-
Stage 2	777	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	170	532	0	-	-	-
Stage 1	575	-	0	-	-	-
Stage 2	453	-	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	170	532	-	-	-	-
Mov Cap-2 Maneuver	170	-	-	-	-	-
Stage 1	575	-	-	-	-	-
Stage 2	453	-	-	-	-	-
Approach	EB	NB	SB			
HCM Control Delay, s	22.6	0	0			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR		
Capacity (veh/h)	-	230	-	-		
HCM Lane V/C Ratio	-	0.113	-	-		
HCM Control Delay (s)	-	22.6	-	-		
HCM Lane LOS	-	C	-	-		
HCM 95th %tile Q(veh)	-	0.4	-	-		

HCM 2010 TWSC
5: Access #1 & Baseline Rd

2026 Future Total
AM Peak Hour

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔		↔
Traffic Vol, veh/h	1572	15	0	1347	0	27
Future Vol, veh/h	1572	15	0	1347	0	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1572	15	0	1347	0	27
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	794
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	331
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	331
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0	16.8			
HCM LOS			C			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	331	-	-	-		
HCM Lane V/C Ratio	0.082	-	-	-		
HCM Control Delay (s)	16.8	-	-	-		
HCM Lane LOS	C	-	-	-		
HCM 95th %tile Q(veh)	0.3	-	-	-		

HCM 2010 TWSC
6: Fisher Ave & Access #2

2026 Future Total
AM Peak Hour

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔	↔	↕↕	↕↕	↕↕	↕
Traffic Vol, veh/h	13	7	11	782	551	25
Future Vol, veh/h	13	7	11	782	551	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	45	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	7	11	782	551	25
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	886	276	576	0	-	0
Stage 1	551	-	-	-	-	-
Stage 2	335	-	-	-	-	-
Critical Hdwy	6.29	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.67	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	317	721	993	-	-	-
Stage 1	524	-	-	-	-	-
Stage 2	660	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	311	721	993	-	-	-
Mov Cap-2 Maneuver	311	-	-	-	-	-
Stage 1	514	-	-	-	-	-
Stage 2	660	-	-	-	-	-
Approach	EB	NB	SB			
HCM Control Delay, s	14.8	0.2	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	993	-	388	-	-	
HCM Lane V/C Ratio	0.011	-	0.052	-	-	
HCM Control Delay (s)	8.7	0.1	14.8	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

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

2026 Future Total
PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕↕	↔	↔	↕↕	↔	↔	↕↕	↔	↔	↕↕	↔
Traffic Volume (vph)	94	1268	262	151	1271	179	182	384	75	154	632	148
Future Volume (vph)	94	1268	262	151	1271	179	182	384	75	154	632	148
Satd. Flow (prot)	1658	3283	1483	1642	3316	1483	1658	3316	1455	1658	3283	1483
Fit Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1650	3283	1352	1620	3316	1423	1620	3316	1394	1637	3283	1350
Satd. Flow (RTOR)			211			153			128			134
Lane Group Flow (vph)	94	1268	262	151	1271	179	182	384	75	154	632	148
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2			6			4			8
Detector Phase	5	2	2	1	6	6	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.3	29.2	29.2	11.3	29.2	29.2	10.9	30.3	30.3	10.9	30.3	30.3
Total Split (s)	21.0	54.0	54.0	21.0	54.0	54.0	24.7	30.3	30.3	24.7	30.3	30.3
Total Split (%)	16.2%	41.5%	41.5%	16.2%	41.5%	41.5%	19.0%	23.3%	23.3%	19.0%	23.3%	23.3%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3	3.3	3.3	3.3	3.3
All-Red Time (s)	2.6	2.4	2.4	2.6	2.4	2.4	2.6	3.0	3.0	2.6	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.1	6.1	6.3	6.1	6.1	5.9	6.3	6.3	5.9	6.3	6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	12.1	48.4	48.4	14.2	50.5	50.5	17.3	26.7	26.7	16.1	25.5	25.5
Actuated g/C Ratio	0.09	0.37	0.37	0.11	0.39	0.39	0.13	0.21	0.21	0.12	0.20	0.20
v/c Ratio	0.61	1.04	0.41	0.85	0.99	0.28	0.82	0.56	0.19	0.75	0.98	0.40
Control Delay	73.1	75.9	8.9	93.5	61.8	7.4	83.1	50.8	1.7	77.2	83.7	13.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.1	75.9	8.9	93.5	61.8	7.4	83.1	50.8	1.7	77.2	83.7	13.0
LOS	E	E	A	F	E	A	F	D	A	E	F	B
Approach Delay	64.9			58.7			54.2			71.4		
Approach LOS	E			E			D			E		
Queue Length 50th (m)	23.4	-185.7	8.5	38.4	169.6	4.2	45.4	47.5	0.0	38.3	-92.1	3.0
Queue Length 95th (m)	40.9	#227.7	29.5	#73.5	#227.2	20.0	#79.4	65.2	1.5	60.8	#129.4	21.8
Internal Link Dist (m)	142.5			131.2			85.7			73.1		
Turn Bay Length (m)	124.5		85.5		134.0		91.5		85.0		65.0	
Base Capacity (vph)	187	1223	636	185	1288	646	239	681	388	239	643	372
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	1.04	0.41	0.82	0.99	0.28	0.76	0.56	0.19	0.64	0.98	0.40

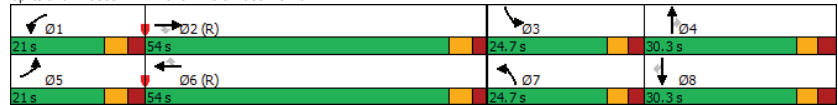
Intersection Summary	
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	123 (95%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle:	125
Control Type:	Actuated-Coordinated

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

2026 Future Total
PM Peak Hour

Maximum v/c Ratio: 1.04	Intersection LOS: E
Intersection Signal Delay: 62.7	ICU Level of Service F
Intersection Capacity Utilization 96.5%	
Analysis Period (min) 15	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 1: Fisher Ave & Baseline Rd



HCM 2010 TWSC
3: Fisher Ave & Access #3

2026 Future Total
PM Peak Hour

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔	↔	↔	↕	↕	↕
Traffic Vol, veh/h	17	9	0	637	1035	7
Future Vol, veh/h	17	9	0	637	1035	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	9	0	637	1035	7

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1672	1035	0
Stage 1	1035	-	-
Stage 2	637	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	105	282	0
Stage 1	342	-	0
Stage 2	527	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	105	282	-
Mov Cap-2 Maneuver	105	-	-
Stage 1	342	-	-
Stage 2	527	-	-

Approach	EB	NB	SB
HCM Control Delay, s	38.2	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	-	134	-
HCM Lane V/C Ratio	-	0.194	-
HCM Control Delay (s)	-	38.2	-
HCM Lane LOS	-	E	-
HCM 95th %tile Q(veh)	-	0.7	-

HCM 2010 TWSC
5: Access #1 & Baseline Rd

2026 Future Total
PM Peak Hour

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑↑		↑
Traffic Vol, veh/h	1594	35	0	1602	0	47
Future Vol, veh/h	1594	35	0	1602	0	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1594	35	0	1602	0	47

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 815
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 6.94
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.32
Pot Cap-1 Maneuver	-	- 0	- 0 321
Stage 1	-	- 0	- 0 -
Stage 2	-	- 0	- 0 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	-	-	- - - 321
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	18.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	321	-	-	-
HCM Lane V/C Ratio	0.146	-	-	-
HCM Control Delay (s)	18.1	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.5	-	-	-

HCM 2010 TWSC
6: Fisher Ave & Access #2

2026 Future Total
PM Peak Hour

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↑			↑↑↑	↑↑	↑
Traffic Vol, veh/h	37	16	25	629	1026	55
Future Vol, veh/h	37	16	25	629	1026	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	45	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	16	25	629	1026	55

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1328	513	1081 0 - 0
Stage 1	1026	-	- - -
Stage 2	302	-	- - -
Critical Hdwy	6.29	6.94	4.14 - - -
Critical Hdwy Stg 1	5.84	-	- - -
Critical Hdwy Stg 2	6.04	-	- - -
Follow-up Hdwy	3.67	3.32	2.22 - - -
Pot Cap-1 Maneuver	176	506	641 - - -
Stage 1	299	-	- - -
Stage 2	687	-	- - -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	165	506	641 - - -
Mov Cap-2 Maneuver	165	-	- - -
Stage 1	281	-	- - -
Stage 2	687	-	- - -

Approach	EB	NB	SB
HCM Control Delay, s	28.3	0.6	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	641	-	207	-	-
HCM Lane V/C Ratio	0.039	-	0.256	-	-
HCM Control Delay (s)	10.8	0.2	28.3	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	1	-	-

Appendix J

Synchro Intersection Worksheets – 2031 Future Total Conditions

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

2031 Future Total
AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↕	↔	↕	↕	↔	↕	↕	↔	↕	↕
Traffic Volume (vph)	131	1308	154	33	1028	141	231	490	76	132	387	93
Future Volume (vph)	131	1308	154	33	1028	141	231	490	76	132	387	93
Satd. Flow (prot)	1658	3252	1469	1642	3252	1455	1658	3252	1483	1658	3221	1483
Fit Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1652	3252	1350	1624	3252	1414	1604	3252	1412	1648	3221	1374
Satd. Flow (RTOR)			180			232			181			231
Lane Group Flow (vph)	131	1308	154	33	1028	141	231	490	76	132	387	93
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		7	4		3		8
Permitted Phases			2			6			4			8
Detector Phase	5	2	2	1	6	6	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.3	29.1	29.1	11.3	29.1	29.1	10.9	30.3	30.3	10.9	30.3	30.3
Total Split (s)	26.0	56.0	56.0	13.0	43.0	43.0	30.7	38.0	38.0	23.0	30.3	30.3
Total Split (%)	20.0%	43.1%	43.1%	10.0%	33.1%	33.1%	23.6%	29.2%	29.2%	17.7%	23.3%	23.3%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3	3.3	3.3	3.3	3.3
All-Red Time (s)	2.6	2.4	2.4	2.6	2.4	2.4	2.6	3.0	3.0	2.6	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.1	6.1	6.3	6.1	6.1	5.9	6.3	6.3	5.9	6.3	6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	15.2	60.6	60.6	6.7	47.1	47.1	21.8	28.6	28.6	14.5	21.2	21.2
Actuated g/C Ratio	0.12	0.47	0.47	0.05	0.36	0.36	0.17	0.22	0.22	0.11	0.16	0.16
v/c Ratio	0.68	0.86	0.21	0.39	0.87	0.21	0.83	0.69	0.17	0.71	0.74	0.22
Control Delay	72.0	40.5	2.9	73.1	49.4	0.7	76.1	51.6	0.8	76.5	60.3	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.0	40.5	2.9	73.1	49.4	0.7	76.1	51.6	0.8	76.5	60.3	1.2
LOS	E	D	A	E	D	A	E	D	A	E	E	A
Approach Delay		39.4			44.3			53.8			54.8	
Approach LOS		D			D			D			D	
Queue Length 50th (m)	32.6	~191.5	0.0	8.3	136.3	0.0	56.9	59.0	0.0	32.8	48.8	0.0
Queue Length 95th (m)	52.1	#233.8	9.0	19.5	#199.8	0.0	#89.9	77.6	0.0	53.7	65.9	0.0
Internal Link Dist (m)		145.0			163.5			86.9			77.9	
Turn Bay Length (m)	124.5		58.5	134.0		91.5			85.0	65.0		60.0
Base Capacity (vph)	251	1515	725	88	1179	660	316	793	481	218	594	442
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.86	0.21	0.38	0.87	0.21	0.73	0.62	0.16	0.61	0.65	0.21

Intersection Summary

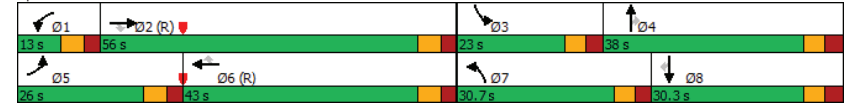
Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 119 (92%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 115
 Control Type: Actuated-Coordinated

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

2031 Future Total
AM Peak Hour

Maximum v/c Ratio: 0.87	Intersection LOS: D
Intersection Signal Delay: 45.8	ICU Level of Service F
Intersection Capacity Utilization 93.5%	
Analysis Period (min) 15	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 1: Fisher Ave & Baseline Rd



HCM 2010 TWSC
3: Fisher Ave & Access #3

2031 Future Total
AM Peak Hour

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↑	↑	↔
Traffic Vol, veh/h	16	10	0	789	568	4
Future Vol, veh/h	16	10	0	789	568	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	10	0	789	568	4

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1357	568	0
Stage 1	568	-	-
Stage 2	789	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	164	522	0
Stage 1	567	0	-
Stage 2	448	0	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	164	522	-
Mov Cap-2 Maneuver	164	-	-
Stage 1	567	-	-
Stage 2	448	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	223	-	-
HCM Lane V/C Ratio	-	0.117	-	-
HCM Control Delay (s)	-	23.3	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.4	-	-

HCM 2010 TWSC
5: Access #1 & Baseline Rd

2031 Future Total
AM Peak Hour

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔		↔
Traffic Vol, veh/h	1572	15	0	1347	0	27
Future Vol, veh/h	1572	15	0	1347	0	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1572	15	0	1347	0	27

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	794
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	6.94
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	3.32
Pot Cap-1 Maneuver	-	0	331
Stage 1	-	0	0
Stage 2	-	0	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	331
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	331	-	-	-
HCM Lane V/C Ratio	0.082	-	-	-
HCM Control Delay (s)	16.8	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.3	-	-	-

HCM 2010 TWSC
6: Fisher Ave & Access #2

2031 Future Total
AM Peak Hour

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↕↕	↕↕	↕	↕
Traffic Vol, veh/h	13	7	11	794	565	25
Future Vol, veh/h	13	7	11	794	565	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	45	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	7	11	794	565	25
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	905	283	590	0	-	0
Stage 1	565	-	-	-	-	-
Stage 2	340	-	-	-	-	-
Critical Hdwy	6.29	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.67	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	309	714	982	-	-	-
Stage 1	516	-	-	-	-	-
Stage 2	656	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	303	714	982	-	-	-
Mov Cap-2 Maneuver	303	-	-	-	-	-
Stage 1	506	-	-	-	-	-
Stage 2	656	-	-	-	-	-
Approach	EB	NB	SB			
HCM Control Delay, s	15	0.2	0			
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	982	-	379	-	-	
HCM Lane V/C Ratio	0.011	-	0.053	-	-	
HCM Control Delay (s)	8.7	0.1	15	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

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

2031 Future Total
PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕↕	↔	↔	↕↕	↔	↔	↕↕	↔	↔	↕↕	↔
Traffic Volume (vph)	94	1268	262	151	1271	179	182	388	75	154	656	148
Future Volume (vph)	94	1268	262	151	1271	179	182	388	75	154	656	148
Satd. Flow (prot)	1658	3283	1483	1642	3316	1483	1658	3316	1455	1658	3283	1483
Fit Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1650	3283	1352	1620	3316	1423	1621	3316	1394	1637	3283	1350
Satd. Flow (RTOR)			211			153			128			130
Lane Group Flow (vph)	94	1268	262	151	1271	179	182	388	75	154	656	148
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2			6			4			8
Detector Phase	5	2	2	1	6	6	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.3	29.2	29.2	11.3	29.2	29.2	10.9	30.3	30.3	10.9	30.3	30.3
Total Split (s)	21.0	54.0	54.0	21.0	54.0	54.0	24.7	30.3	30.3	24.7	30.3	30.3
Total Split (%)	16.2%	41.5%	41.5%	16.2%	41.5%	41.5%	19.0%	23.3%	23.3%	19.0%	23.3%	23.3%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3	3.3	3.3	3.3	3.3
All-Red Time (s)	2.6	2.4	2.4	2.6	2.4	2.4	2.6	3.0	3.0	2.6	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.1	6.1	6.3	6.1	6.1	5.9	6.3	6.3	5.9	6.3	6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	12.1	48.4	48.4	14.2	50.5	50.5	17.3	26.7	26.7	16.1	25.5	25.5
Actuated g/C Ratio	0.09	0.37	0.37	0.11	0.39	0.39	0.13	0.21	0.21	0.12	0.20	0.20
v/c Ratio	0.61	1.04	0.41	0.85	0.99	0.28	0.82	0.57	0.19	0.75	1.02	0.40
Control Delay	73.1	75.9	8.9	93.5	61.8	7.4	83.1	51.0	1.7	77.2	92.1	13.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.1	75.9	8.9	93.5	61.8	7.4	83.1	51.0	1.7	77.2	92.1	13.8
LOS	E	E	A	F	E	A	F	D	A	E	F	B
Approach Delay	64.9			58.7			54.3			77.6		
Approach LOS	E			E			D			E		
Queue Length 50th (m)	23.4	~185.7	8.5	38.4	169.6	4.2	45.4	48.1	0.0	38.3	~98.8	3.9
Queue Length 95th (m)	40.9	#227.7	29.5	#73.5	#227.2	20.0	#79.4	65.8	1.5	60.8	#136.4	22.9
Internal Link Dist (m)	142.5			131.2			85.7			73.1		
Turn Bay Length (m)	124.5		85.5		134.0		91.5		85.0		60.0	
Base Capacity (vph)	187	1223	636	185	1288	646	239	681	388	239	643	369
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	1.04	0.41	0.82	0.99	0.28	0.76	0.57	0.19	0.64	1.02	0.40

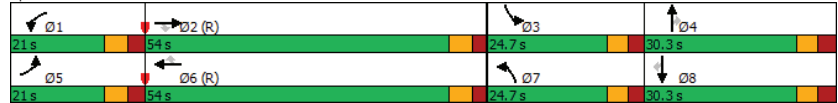
Intersection Summary	
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	123 (95%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle:	125
Control Type:	Actuated-Coordinated

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

2031 Future Total
PM Peak Hour

Maximum v/c Ratio: 1.04	Intersection LOS: E
Intersection Signal Delay: 64.0	ICU Level of Service F
Intersection Capacity Utilization 96.7%	
Analysis Period (min) 15	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 1: Fisher Ave & Baseline Rd



HCM 2010 TWSC
3: Fisher Ave & Access #3

2031 Future Total
PM Peak Hour

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Vol, veh/h	17	9	0	641	1059	7
Future Vol, veh/h	17	9	0	641	1059	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	9	0	641	1059	7

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1700	1059	- 0 - 0
Stage 1	1059	-	- - - -
Stage 2	641	-	- - - -
Critical Hdwy	6.42	6.22	- - - -
Critical Hdwy Stg 1	5.42	-	- - - -
Critical Hdwy Stg 2	5.42	-	- - - -
Follow-up Hdwy	3.518	3.318	- - - -
Pot Cap-1 Maneuver	101	273	0 - - -
Stage 1	333	- 0 - - -	
Stage 2	525	- 0 - - -	
Platoon blocked, %	-	-	- - - -
Mov Cap-1 Maneuver	101	273	- - - -
Mov Cap-2 Maneuver	101	-	- - - -
Stage 1	333	-	- - - -
Stage 2	525	-	- - - -

Approach	EB	NB	SB
HCM Control Delay, s	39.8	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 129	-	-
HCM Lane V/C Ratio	- 0.202	-	-
HCM Control Delay (s)	- 39.8	-	-
HCM Lane LOS	- E	-	-
HCM 95th %tile Q(veh)	- 0.7	-	-

HCM 2010 TWSC
5: Access #1 & Baseline Rd

2031 Future Total
PM Peak Hour

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑↑		↑
Traffic Vol, veh/h	1594	35	0	1602	0	47
Future Vol, veh/h	1594	35	0	1602	0	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1594	35	0	1602	0	47

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 815
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 6.94
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.32
Pot Cap-1 Maneuver	-	- 0	- 0 321
Stage 1	-	- 0	- 0 -
Stage 2	-	- 0	- 0 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	-	-	- - - 321
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	18.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	321	-	-	-
HCM Lane V/C Ratio	0.146	-	-	-
HCM Control Delay (s)	18.1	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.5	-	-	-

HCM 2010 TWSC
6: Fisher Ave & Access #2

2031 Future Total
PM Peak Hour

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↑	↑		↑↑↑	↑↑	↑
Traffic Vol, veh/h	37	16	25	633	1050	55
Future Vol, veh/h	37	16	25	633	1050	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	45	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	16	25	633	1050	55

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1353	525	1105 0 - 0
Stage 1	1050	-	- - -
Stage 2	303	-	- - -
Critical Hdwy	6.29	6.94	4.14 - - -
Critical Hdwy Stg 1	5.84	-	- - -
Critical Hdwy Stg 2	6.04	-	- - -
Follow-up Hdwy	3.67	3.32	2.22 - - -
Pot Cap-1 Maneuver	170	497	628 - - -
Stage 1	291	-	- - -
Stage 2	686	-	- - -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	160	497	628 - - -
Mov Cap-2 Maneuver	160	-	- - -
Stage 1	273	-	- - -
Stage 2	686	-	- - -

Approach	EB	NB	SB
HCM Control Delay, s	29.2	0.6	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	628	-	201	-	-
HCM Lane V/C Ratio	0.04	-	0.264	-	-
HCM Control Delay (s)	11	0.2	29.2	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	1	-	-

Appendix K

TDM Checklist

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

TDM-supportive design & infrastructure measures: <i>Non-residential developments</i>		Check if completed & add descriptions, explanations or plan/drawing references
6. PARKING		
6.1 Number of parking spaces		
REQUIRED	6.1.1 Do not provide more parking than permitted by zoning, nor less than required by zoning, unless a variance is being applied for	<input checked="" type="checkbox"/>
BASIC	6.1.2 Provide parking for long-term and short-term users that is consistent with mode share targets, considering the potential for visitors to use off-site public parking	<input type="checkbox"/>
BASIC	6.1.3 Where a site features more than one use, provide shared parking and reduce the cumulative number of parking spaces accordingly (<i>see Zoning By-law Section 104</i>)	<input type="checkbox"/>
BETTER	6.1.4 Reduce the minimum number of parking spaces required by zoning by one space for each 13 square metres of gross floor area provided as shower rooms, change rooms, locker rooms and other facilities for cyclists in conjunction with bicycle parking (<i>see Zoning By-law Section 111</i>)	<input type="checkbox"/>
6.2 Separate long-term & short-term parking areas		
BETTER	6.2.1 Separate short-term and long-term parking areas using signage or physical barriers, to permit access controls and simplify enforcement (i.e. to discourage employees from parking in visitor spaces, and vice versa)	<input type="checkbox"/>
7. OTHER		
7.1 On-site amenities to minimize off-site trips		
BETTER	7.1.1 Provide on-site amenities to minimize mid-day or mid-commute errands	<input type="checkbox"/>

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

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

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

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

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

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

Appendix L

Turning Templates

Appendix M

MMLOS Analysis

Multi-Modal Level of Service - Segments Form

Consultant	CGH Transportation Inc.	Project	2023-057
Scenario	Existing/Future	Date	2024-04-11
Comments			

SEGMENTS		Hilliard Avenue Existing	Hilliard Avenue Future	Fisher Ave Existing/Future
Pedestrian	Sidewalk Width	no sidewalk	1.8 m	≥ 2 m
	Boulevard Width	n/a	< 0.5 m	> 2 m
	Avg Daily Curb Lane Traffic Volume	≤ 3000	≤ 3000	> 3000
	Operating Speed	> 30 to 50 km/h	> 30 to 50 km/h	> 50 to 60 km/h
	On-Street Parking	no	no	no
	Exposure to Traffic PLoS	F	B	C
	Effective Sidewalk Width			
	Pedestrian Volume			
	Crowding PLoS	-	-	-
	Level of Service	-	-	-
Bicycle	Type of Cycling Facility	Mixed Traffic	Mixed Traffic	Curbside Bike Lane
	Number of Travel Lanes	≤ 2 (no centreline)	≤ 2 (no centreline)	≤ 1 each direction
	Operating Speed	>40 to <50 km/h	>40 to <50 km/h	>50 to 70 km/h
	# of Lanes & Operating Speed LoS	B	B	C
	Bike Lane (+ Parking Lane) Width			≥1.5 to <1.8 m
	Bike Lane Width LoS	-	-	B
	Bike Lane Blockages			Rare
	Blockage LoS	-	-	A
	Median Refuge Width (no median = < 1.8 m)	< 1.8 m refuge	< 1.8 m refuge	< 1.8 m refuge
	No. of Lanes at Unsignalized Crossing	≤ 3 lanes	≤ 3 lanes	≤ 3 lanes
Sidestreet Operating Speed	>40 to 50 km/h	>40 to 50 km/h	>50 to 60 km/h	
	Unsignalized Crossing - Lowest LoS	B	A	B
	Level of Service	B	B	C
Transit	Facility Type			Mixed Traffic
	Friction or Ratio Transit:Posted Speed			Vt/Vp ≥ 0.8
	Level of Service	-	-	D
Truck	Truck Lane Width			> 3.7 m
	Travel Lanes per Direction			> 1
	Level of Service	-	-	A
Auto	Level of Service	Not Applicable		

Multi-Modal Level of Service - Intersections Form

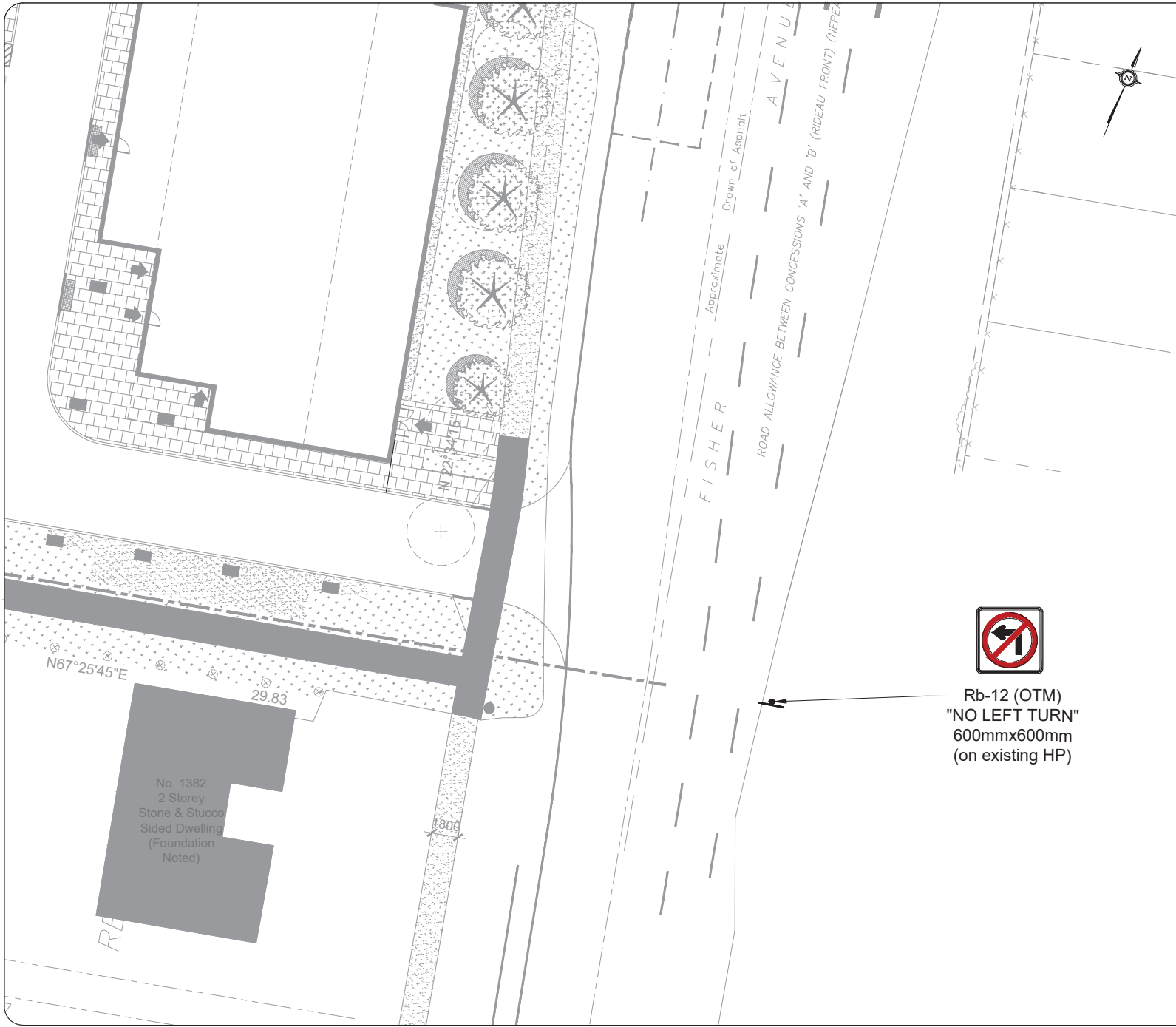
Consultant Scenario Comments	CGH Transportation Inc.	Project Date
	Existing/Future	

2023-057
2023-10-02

INTERSECTIONS									
Crossing Side		Fisher Avenue at Baseline Road (Existing)				Fisher Avenue at Baseline Road (Future)			
		NORTH	SOUTH	EAST	WEST	NORTH	SOUTH	EAST	WEST
Pedestrian	Lanes	6	7	6	7	7	9	10+	10+
	Median	No Median - 2.4 m	No Median - 2.4 m	No Median - 2.4 m	No Median - 2.4 m	No Median - 2.4 m	No Median - 2.4 m	Median > 2.4 m	Median > 2.4 m
	Conflicting Left Turns	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected
	Conflicting Right Turns	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control
	Right Turns on Red (RTor)?	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR prohibited	RTOR prohibited	RTOR prohibited	RTOR prohibited
	Ped Signal Leading Interval?	No	No	No	No	No	No	No	No
	Right Turn Channel	Conventional with Receiving Lane	Conventional with Receiving Lane	Conventional with Receiving Lane	Conventional with Receiving Lane	No Channel	No Channel	No Channel	No Channel
	Corner Radius	15-25m	15-25m	15-25m	15-25m	15-25m	15-25m	15-25m	15-25m
	Crosswalk Type	Std transverse markings	Std transverse markings	Std transverse markings	Std transverse markings	Std transverse markings	Std transverse markings	Std transverse markings	Std transverse markings
	PETSI Score	27	11	27	11	13	-20	-26	-26
	Ped. Exposure to Traffic LoS	F	F	F	F	F	F	F	F
	Cycle Length	130	130	130	130	130	130	130	130
	Effective Walk Time	7	7	21	34	9	7	28	31
	Average Pedestrian Delay	58	58	46	35	56	58	40	38
Pedestrian Delay LoS	E	E	E	D	E	E	E	D	
Level of Service	F	F	F	F	F	F	F	F	
	F				F				
Approach From		NORTH	SOUTH	EAST	WEST	NORTH	SOUTH	EAST	WEST
Bicycle	Bicycle Lane Arrangement on Approach	Curb Bike Lane, Cycletrack or MUP	Curb Bike Lane, Cycletrack or MUP	Mixed Traffic	Mixed Traffic	Curb Bike Lane, Cycletrack or MUP	Curb Bike Lane, Cycletrack or MUP	Curb Bike Lane, Cycletrack or MUP	Curb Bike Lane, Cycletrack or MUP
	Right Turn Lane Configuration	Not Applicable	Not Applicable	> 50 m	> 50 m	Not Applicable	Not Applicable	Not Applicable	Not Applicable
	Right Turning Speed	Not Applicable	Not Applicable	>25 km/h	>25 km/h	Not Applicable	Not Applicable	Not Applicable	Not Applicable
	Cyclist relative to RT motorists	Not Applicable	Not Applicable	F	F	Not Applicable	Not Applicable	Not Applicable	Not Applicable
	Separated or Mixed Traffic	Separated	Separated	Mixed Traffic	Mixed Traffic	Separated	Separated	Separated	Separated
	Left Turn Approach	≥ 2 lanes crossed	≥ 2 lanes crossed	One lane crossed	One lane crossed	2-stage, LT box	2-stage, LT box	2-stage, LT box	2-stage, LT box
	Operating Speed	≥ 60 km/h	≥ 60 km/h	≥ 60 km/h	≥ 60 km/h	≥ 60 km/h	≥ 60 km/h	≥ 60 km/h	≥ 60 km/h
	Left Turning Cyclist	F	F	F	F	A	A	A	A
Level of Service	F	F	F	F	A	A	A	A	
	F				A				
Transit	Average Signal Delay	> 40 sec	> 40 sec	> 40 sec	> 40 sec	> 40 sec	> 40 sec	> 40 sec	> 40 sec
	Level of Service	F	F	F	F	F	F	F	F
	F				F				
Truck	Effective Corner Radius	> 15 m	> 15 m	> 15 m	> 15 m	> 15 m	> 15 m	> 15 m	> 15 m
	Number of Receiving Lanes on Departure from Intersection	≥ 2	≥ 2	≥ 2	≥ 2	≥ 2	≥ 2	≥ 2	≥ 2
Level of Service	A	A	A	A	A	A	A	A	
	A				A				
Auto	Volume to Capacity Ratio	> 1.00				> 1.00			
	Level of Service	F				F			

Appendix N

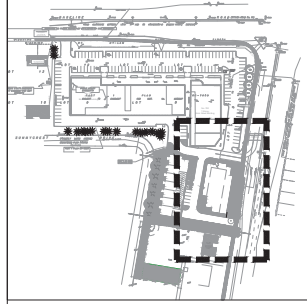
Signage Plan



Rb-12 (OTM)
 "NO LEFT TURN"
 600mmx600mm
 (on existing HP)

Notes:

Key Map:



02	Issued for Review	AN	2024-04-11
REV:	DESCRIPTION:	BY:	DATE:
STATUS:			

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

CLIENT: Theberge Homes

ARCHITECT:

SITE: 780 Baseline Road

TITLE: Signage Plan

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
NTS	2024-04-11	AN	JK
PROJECT NO:	DRAWING NO:	REVISION:	
2023-057	001	02	