

2150 – 2194 LAKE SHORE BOULEVARD WEST & 23 PARK LAWN ROAD

PROPOSED MIXED-USE DEVELOPMENT

TORONTO, ONTARIO

Urban Transportation Considerations

Official Plan Amendment Application

Volume 3: Appendices

Prepared For: CPPIB Park Lawn Canada Inc.
FCR (Park Lawn) LP

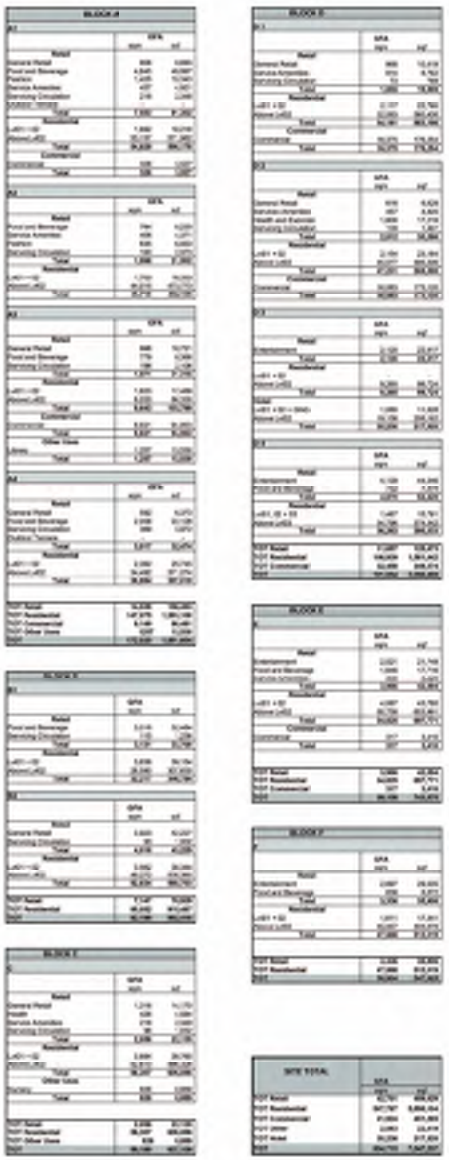
SEPTEMBER 2019

BA Group

APPENDIX A:

Reduced Architectural Package

BA Group





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A&M JOB NO: 17219

2150 LAKE SHORE BOULEVARD

PROJECT STATISTICS
SASP/SECONDARY PLAN APPLICATION
17219_07_002

P1
Revision



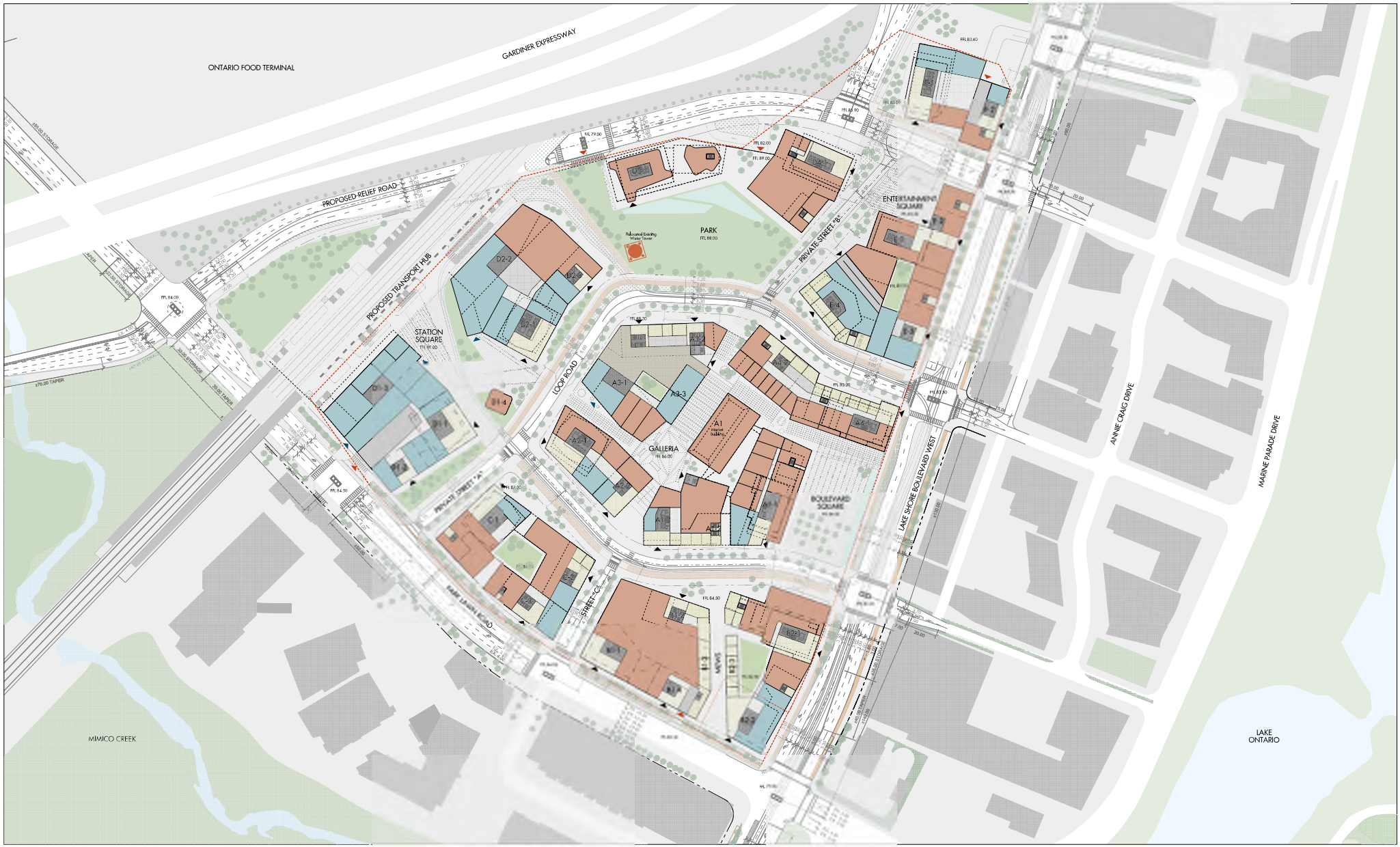
21 SOLAR SHORES BOULEVARD WEST

CONTEXT PLAN

SASP/SECONDARY PLAN APPLICATION

17219 07 000

P1



Non residential - Commercial - Column 1

Non residential - Retail/Community - Column 2/3

Residential

Core

Back of House

Vehicle Entrance / Exit

Pedestrian Entrance

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2150 LAKE SHORE BOULEVARD WEST

SITE PLAN _ GROUND FLOOR PLAN

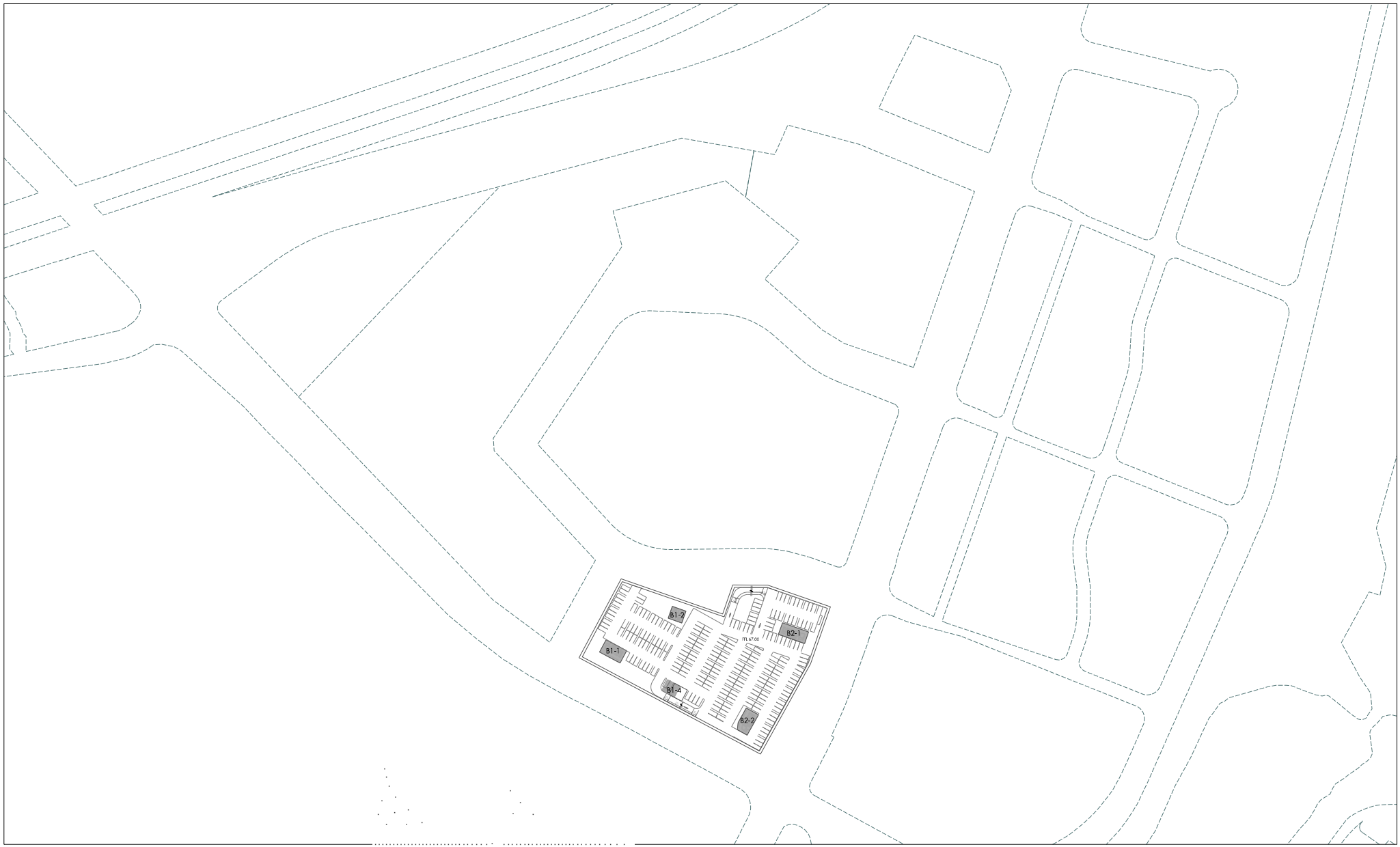
SASP/SECONDARY PLAN APPLICATION

17219_07_083

SCALE 1:1000@ARCH D 1:2000@ARCH B

P1

Revision



0 10m 20m 30m 40m 50m

Dimensions are in millimetres unless noted otherwise. All structures and fields shall be verified on site before processing with works. Detailed site survey to be carried out to verify footprints and level relationships with site features and estimates survey. The Architect must be notified of any discrepancy. Structures are indicative only and are to be verified by others.

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REV	DATE	DESCRIPTION	ISSUE
P1	26.09.2019	ISSUED FOR SASP/SECONDARY PLAN - September 2019	

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2150 LAKE SHORE BOULEVARD WEST

BASEMENT - LEVEL P5
SASP/SECONDARY PLAN APPLICATION
17219_07_096

SCALE 1:1000@ARCH D 1:2000@ARCH B

P1
Revision



0 10m 20m 30m 40m 50m

Dimensions are in millimetres unless noted otherwise. All dimensions and levels shall be verified on site before proceeding with works. Detailed site survey to be carried out to verify footprints and dimensions with site features and estimates survey. The Architect must be notified of any discrepancy. Structures are indicative only and are to be verified by others.

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A&M JOB NO: 17219

2150 LAKE SHORE BOULEVARD WEST

BASEMENT - LEVEL P4
SASP/SECONDARY PLAN APPLICATION
17219_07_097

SCALE 1:1000@ARCH D 1:2000@ARCH B

P1
Revision



0 10m 20m 30m 40m 50m

Dispersed dimensions are in millimeters unless noted otherwise. All dimensions and levels shall be verified on site before proceeding with works. Detailed site survey to be carried out to verify footprints and level relationships with site features and ordinance survey. The Architect must be notified of any discrepancy. Boundaries are indicative only and are to be verified by others.

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2150 LAKE SHORE BOULEVARD WEST

BASEMENT - LEVEL P3
SASP/SECONDARY PLAN APPLICATION
17219_07_098

SCALE 1:1000@ARCH D 1:2000@ARCH B

P1
Revision



0 10m 20m 30m 40m 50m

Dimensions are in millimetres unless noted otherwise. All structures and fields shall be verified on site before processing with works. Detailed site survey to be carried out to verify footprints and dimensions with site features and estimates survey. The Architect must be notified of any discrepancy. Structures are indicative only and are to be verified by others.

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A&M JOB NO: 17219

2150 LAKE SHORE BOULEVARD WEST

BASEMENT - LEVEL P2
SASP/SECONDARY PLAN APPLICATION
17219_07_099

SCALE 1:1000@ARCH D 1:2000@ARCH B

P1
Revision



0 10m 20m 30m 40m 50m

Dimensions are in millimetres unless noted otherwise. All structures and fields shall be verified on site before processing with works. Detailed site survey to be carried out to verify footprints and detailed relationships with site features and ordnance survey. The Architect must be notified of any discrepancy. Structures are indicative only and are to be verified by others.

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REV	DATE	DESCRIPTION	
P1	26.09.2019	ISSUED FOR SASP/SECONDARY PLAN - September 2019	

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A&M JOB NO: 17219

2150 LAKE SHORE BOULEVARD WEST

BASEMENT - LEVEL P1
SASP/SECONDARY PLAN APPLICATION
17219_07_100

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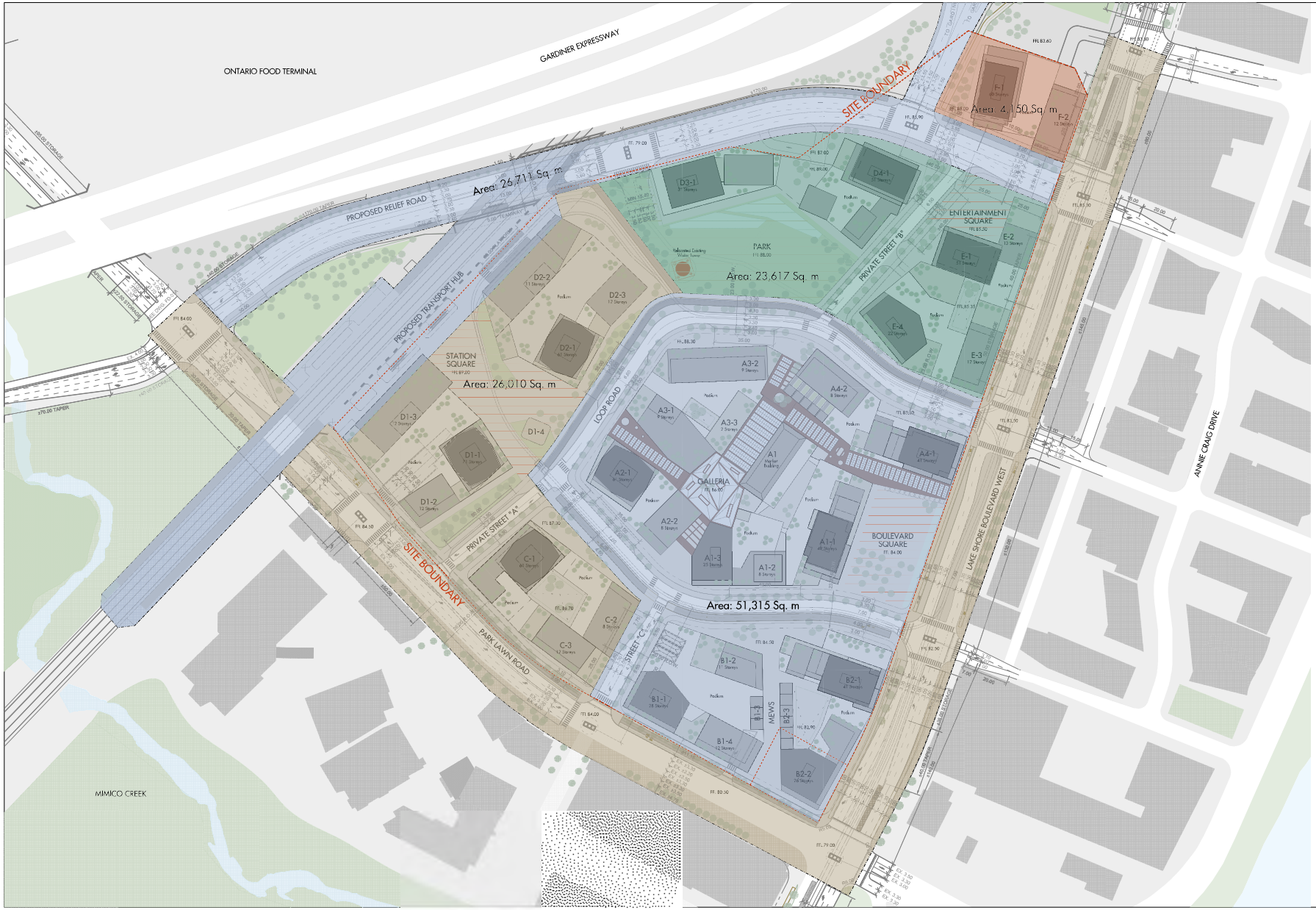
P1
Revision



Phases:

Phase 1

Delivers:
- Loop Road
- Blocks A and B
- Galleria
- Boulevard Square
- Relief Road
- Transport Hub

GFA: Residential: 232,127 sqm
Commercial: 9,149 sqm
Retail: 21,686 sqm
Other Uses: 1,257 sqm

Phase 2

Delivers:
- Block C
- Block D1 and D2
- Station Square
- Lake Shore Boulevard
- Park Lawn

GFA: Residential: 157,719 sqm
Commercial: 32,458 sqm
Retail: 6,723 sqm
Other Uses: 826 sqm

Phase 3

Delivers:
- Block D3 and D4
- Block E
- Park
- Etratainment Square

GFA: Residential: 110,353 sqm
Commercial: 317 sqm
Retail: 10,956 sqm
Hotel: 20,236 sqm

Phase 4

Delivers:
- Block F

GFA: Residential: 47,568 sqm
Commercial: 0 sqm
Retail: 3,336 sqm

Open Spaces

Square

Park

NOTES:
Conceptual Phasing Diagram. Each Phase might be subject to sub-phasing

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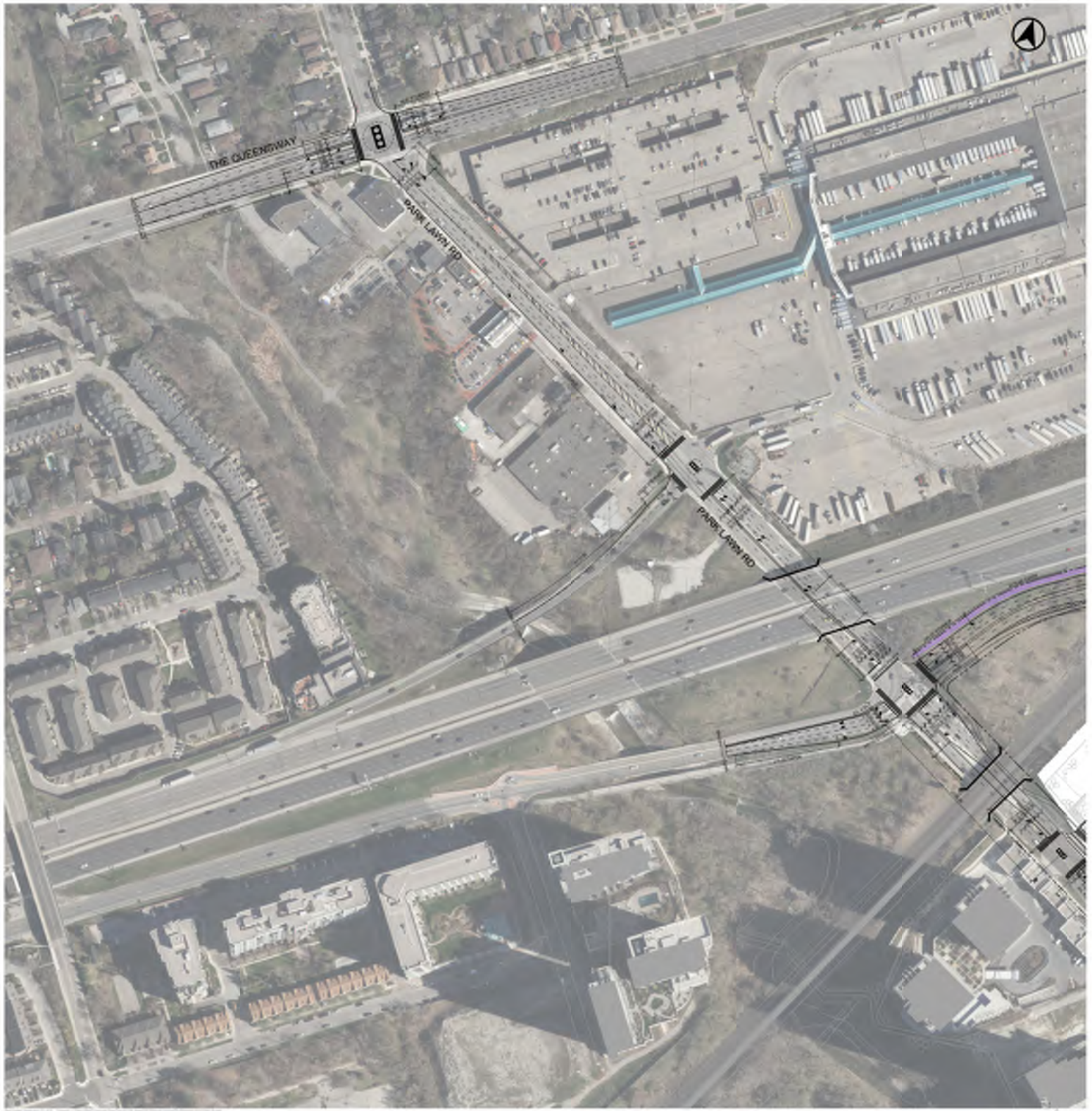
2150 LAKE SHORE BOULEVARD WEST
PHASING STRATEGY & IMPLEMENTATION PLAN
SASP/SECONDARY PLAN APPLICATION
17219_07_402

SCALE 1:1000 @ARCH D 1:2000@ARCH B

P1
Revision



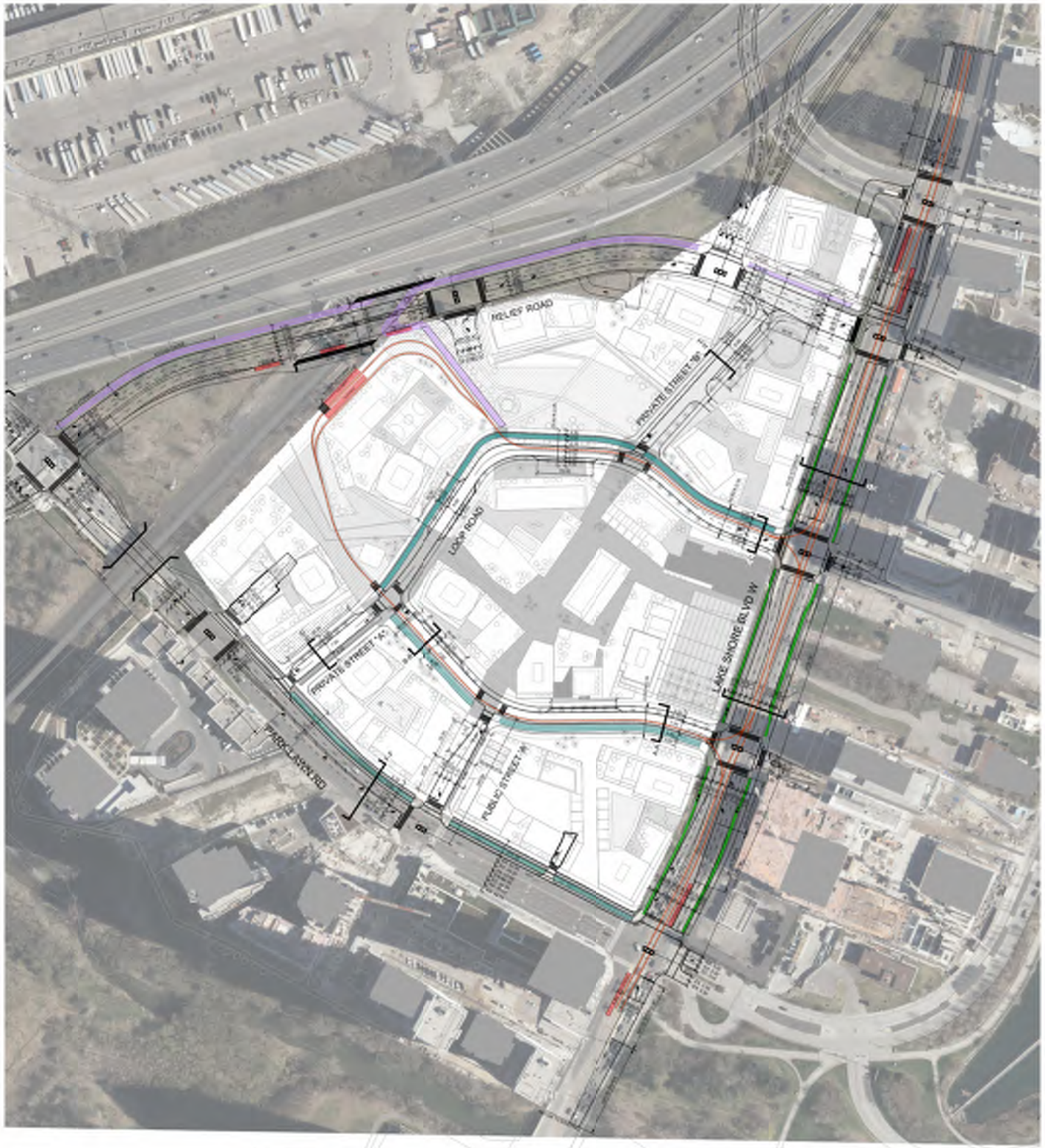
LEGEND

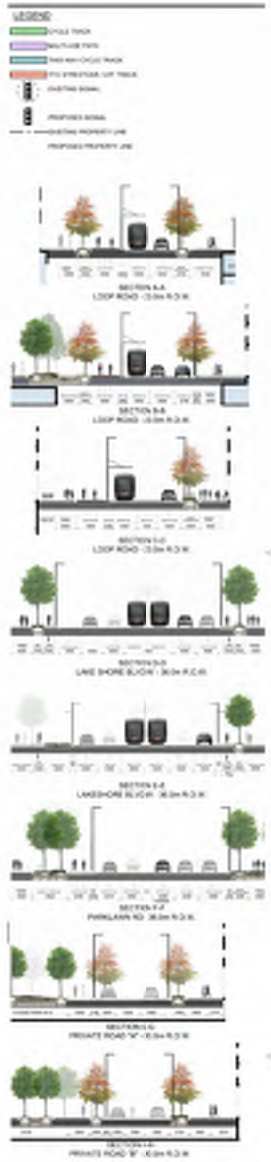
BA Group

2150 LAKESHORE BLVD WEST

CONCEPTUAL FUNCTIONAL ROAD PLAN

FD-01A





BA Group

2150 LAKESHORE BLVD WEST

CONCEPTUAL FUNCTIONAL ROAD PLAN

FD-01B

APPENDIX B:

Transit Ridership Data

BA Group

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 66 PRINCE EDWARD
ROUTING CODE(S): A0, B0,
COUNT: 3253 ON 2018-OCT-09:**M-F** (FROM 05:31 TO 25:12)
STOP CARD: 23 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: Final coverage 96.8%

NB CONTROL POINT: 31 OLD MILL STATION

TORONTO TRANSIT COMMISSION

NORTHBOUND PERIOD 1: 00:00 TO 08:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	LOOP (HUMBER) (BUS) AT THE QUEENSWAY	0	20	0	20	13	1.5
2	THE QUEENSWAY AT PLAZA (E OF STEPHEN)	0	1	0	21	13	1.6
3	STEPHEN AT THE QUEENSWAY	0	12	2	31	13	2.4
4	STEPHEN AT WHITWORTH	0	25	0	56	13	4.3
5	STEPHEN AT CLOVERHILL	0	29	0	85	13	6.5
6	STEPHEN AT BERRY RD	0	117	1	201	13	15.5
7	BERRY RD AT BELL MANOR	0	34	2	233	13	17.9
8	BERRY RD AT CLOVERHILL	0	51	0	284	13	21.8
9	BERRY RD AT PARK LAWN	0	73	1	356	13	27.4
10	MARINE PARADE DR E AT 58	41	93	0	134	17	7.9
11	PARK LAWN AT LAKE SHORE BLVD W	0	226	1	359	17	21.1
12	PARK LAWN OPP 77	0	71	0	430	17	25.3
13	PARK LAWN AT GARDINER EXPRESSWAY EB RAMP	0	58	0	488	17	28.7
14	PARK LAWN AT GARDINER EXPRESSWAY WB RAMP	0	0	0	488	17	28.7
15	PARK LAWN AT THE QUEENSWAY	0	14	5	497	17	29.2
16	PARK LAWN AT LORNE	0	10	0	507	17	29.8
17	PARK LAWN AT CANNON	0	20	2	525	17	30.9
18	PARK LAWN AT KINSDALE	0	48	10	563	17	33.1
19	BERRY RD AT BALLACAINE	0	87	8	998	30	33.3
20	BERRY RD AT PRINCE EDWARD	0	16	9	1005	30	33.5
21	PRINCE EDWARD AT EDWALTER	0	20	1	1024	30	34.1
22	PRINCE EDWARD AT KIRK BRADDEN	0	19	1	1042	30	34.7
23	PRINCE EDWARD AT KINGSLEA	0	15	0	1057	30	35.2
24	PRINCE EDWARD AT GLENADEN	0	14	0	1071	30	35.7
25	PRINCE EDWARD AT EDGEMORE	0	2	0	1073	30	35.8
26	PRINCE EDWARD AT MEADOWVALE	0	1	0	1074	30	35.8
27	PRINCE EDWARD AT BLOOR ST W	0	1	32	1043	30	34.8
28	BLOOR ST W AT KINGSCOURT	0	0	0	1043	30	34.8
29	BLOOR ST W AT KINGSWAY	0	0	0	1043	30	34.8
31	OLD MILL STATION	0	0	1043	0	30	0.0
TOTALS	FOR PERIOD 1: 00:00 TO 08:59	41	1077	1118	16751	630	26.6

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 66 PRINCE EDWARD
ROUTING CODE(S): A0, B0,
COUNT: 3253 ON 2018-OCT-09:**M-F** (FROM 05:31 TO 25:12)
STOP CARD: 23 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: Final coverage 96.8%

NB CONTROL POINT: 31 OLD MILL STATION

TORONTO TRANSIT COMMISSION

NORTHBOUND PERIOD 1: 00:00 TO 08:59

PERIOD RIDING INDEX	=	26.6	(AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	15.6	STOPS
AVERAGE ONS/VEHICLE-STOP	=	1.7	
AVERAGE ONS/TRIP	=	35.9	

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 66 PRINCE EDWARD
ROUTING CODE(S): A0, B0,
COUNT: 3253 ON 2018-OCT-09:**M-F** (FROM 05:31 TO 25:12)
STOP CARD: 23 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: Final coverage 96.8%

NB CONTROL POINT: 31 OLD MILL STATION

TORONTO TRANSIT COMMISSION

NORTHBOUND PERIOD 2: 09:00 TO 14:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	LOOP (HUMBER) (BUS) AT THE QUEENSWAY	0	54	0	54	19	2.8
2	THE QUEENSWAY AT PLAZA (E OF STEPHEN)	0	22	0	76	19	4.0
3	STEPHEN AT THE QUEENSWAY	0	23	0	99	19	5.2
4	STEPHEN AT WHITWORTH	0	12	0	111	19	5.8
5	STEPHEN AT CLOVERHILL	0	19	3	127	19	6.7
6	STEPHEN AT BERRY RD	0	74	18	183	19	9.6
7	BERRY RD AT BELL MANOR	0	23	0	206	19	10.8
8	BERRY RD AT CLOVERHILL	0	31	7	230	19	12.1
9	BERRY RD AT PARK LAWN	0	25	12	243	19	12.8
10	MARINE PARADE DR E AT 58	50	55	0	105	20	5.3
11	PARK LAWN AT LAKE SHORE BLVD W	0	136	1	240	20	12.0
12	PARK LAWN OPP 77	0	23	0	263	20	13.2
13	PARK LAWN AT GARDINER EXPRESSWAY EB RAMP	0	28	0	291	20	14.6
14	PARK LAWN AT GARDINER EXPRESSWAY WB RAMP	0	0	0	291	20	14.6
15	PARK LAWN AT THE QUEENSWAY	0	20	14	297	20	14.9
16	PARK LAWN AT LORNE	0	5	0	302	20	15.1
17	PARK LAWN AT CANNON	0	8	0	310	20	15.5
18	PARK LAWN AT KINSDALE	0	26	14	322	20	16.1
19	BERRY RD AT BALLACAINE	0	74	2	637	39	16.3
20	BERRY RD AT PRINCE EDWARD	0	18	4	651	39	16.7
21	PRINCE EDWARD AT EDWALTER	0	12	0	663	39	17.0
22	PRINCE EDWARD AT KIRK BRADDEN	0	14	0	677	39	17.4
23	PRINCE EDWARD AT KINGSLEA	0	9	0	686	39	17.6
24	PRINCE EDWARD AT GLENADEN	0	12	0	698	39	17.9
25	PRINCE EDWARD AT EDGEMORE	0	0	0	698	39	17.9
26	PRINCE EDWARD AT MEADOWVALE	0	0	0	698	39	17.9
27	PRINCE EDWARD AT BLOOR ST W	0	0	31	667	39	17.1
28	BLOOR ST W AT KINGSCOURT	0	0	0	667	39	17.1
29	BLOOR ST W AT KINGSWAY	0	0	1	666	39	17.1
31	OLD MILL STATION	0	0	666	0	39	0.0
TOTALS	FOR PERIOD 2: 09:00 TO 14:59	50	723	773	11158	819	13.6

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 66 PRINCE EDWARD
ROUTING CODE(S): A0, B0,
COUNT: 3253 ON 2018-OCT-09:**M-F** (FROM 05:31 TO 25:12)
STOP CARD: 23 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: Final coverage 96.8%

NB CONTROL POINT: 31 OLD MILL STATION

TORONTO TRANSIT COMMISSION

NORTHBOUND PERIOD 2: 09:00 TO 14:59

PERIOD RIDING INDEX	=	13.6	(AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	15.4	STOPS
AVERAGE ONS/VEHICLE-STOP	=	0.9	
AVERAGE ONS/TRIP	=	18.5	

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 66 PRINCE EDWARD
ROUTING CODE(S): A0, B0,
COUNT: 3253 ON 2018-OCT-09:**M-F** (FROM 05:31 TO 25:12)
STOP CARD: 23 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: Final coverage 96.8%

NB CONTROL POINT: 31 OLD MILL STATION

TORONTO TRANSIT COMMISSION

NORTHBOUND PERIOD 3: 15:00 TO 18:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	LOOP (HUMBER) (BUS) AT THE QUEENSWAY	0	68	0	68	15	4.5
2	THE QUEENSWAY AT PLAZA (E OF STEPHEN)	0	39	0	107	15	7.1
3	STEPHEN AT THE QUEENSWAY	0	29	0	136	15	9.1
4	STEPHEN AT WHITWORTH	0	6	1	141	15	9.4
5	STEPHEN AT CLOVERHILL	0	5	9	137	15	9.1
6	STEPHEN AT BERRY RD	0	24	32	129	15	8.6
7	BERRY RD AT BELL MANOR	0	9	0	138	15	9.2
8	BERRY RD AT CLOVERHILL	0	15	12	141	15	9.4
9	BERRY RD AT PARK LAWN	0	15	19	137	15	9.1
10	MARINE PARADE DR E AT 58	34	43	0	77	23	3.3
11	PARK LAWN AT LAKE SHORE BLVD W	0	143	0	220	23	9.6
12	PARK LAWN OPP 77	0	14	0	234	23	10.2
13	PARK LAWN AT GARDINER EXPRESSWAY EB RAMP	0	15	0	249	23	10.8
14	PARK LAWN AT GARDINER EXPRESSWAY WB RAMP	0	2	0	251	23	10.9
15	PARK LAWN AT THE QUEENSWAY	0	28	4	275	23	12.0
16	PARK LAWN AT LORNE	0	1	0	276	23	12.0
17	PARK LAWN AT CANNON	0	3	2	277	23	12.0
18	PARK LAWN AT KINSDALE	0	9	21	265	23	11.5
19	BERRY RD AT BALLACAINE	0	38	2	438	38	11.5
20	BERRY RD AT PRINCE EDWARD	0	27	2	463	38	12.2
21	PRINCE EDWARD AT EDWALTER	0	7	0	470	38	12.4
22	PRINCE EDWARD AT KIRK BRADDEN	0	5	0	475	38	12.5
23	PRINCE EDWARD AT KINGSLEA	0	12	1	486	38	12.8
24	PRINCE EDWARD AT GLENADEN	0	6	1	491	38	12.9
25	PRINCE EDWARD AT EDGEMORE	0	2	0	493	38	13.0
26	PRINCE EDWARD AT MEADOWVALE	0	1	0	494	38	13.0
27	PRINCE EDWARD AT BLOOR ST W	0	1	17	478	38	12.6
28	BLOOR ST W AT KINGSCOURT	0	1	1	478	38	12.6
29	BLOOR ST W AT KINGSWAY	0	0	0	478	38	12.6
31	OLD MILL STATION	0	0	478	0	38	0.0
TOTALS	FOR PERIOD 3: 15:00 TO 18:59	34	568	602	8502	798	10.7

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 66 PRINCE EDWARD
ROUTING CODE(S): A0, B0,
COUNT: 3253 ON 2018-OCT-09:**M-F** (FROM 05:31 TO 25:12)
STOP CARD: 23 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: Final coverage 96.8%

NB CONTROL POINT: 31 OLD MILL STATION

TORONTO TRANSIT COMMISSION

NORTHBOUND PERIOD 3: 15:00 TO 18:59

PERIOD RIDING INDEX	=	10.7	(AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	15.0	STOPS
AVERAGE ONS/VEHICLE-STOP	=	0.7	
AVERAGE ONS/TRIP	=	14.9	

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 66 PRINCE EDWARD
ROUTING CODE(S): A0, B0,
COUNT: 3253 ON 2018-OCT-09:**M-F** (FROM 05:31 TO 25:12)
STOP CARD: 23 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: Final coverage 96.8%

NB CONTROL POINT: 31 OLD MILL STATION

TORONTO TRANSIT COMMISSION

NORTHBOUND PERIOD 4: 19:00 TO 21:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	LOOP (HUMBER) (BUS) AT THE QUEENSWAY	0	29	0	29	9	3.2
2	THE QUEENSWAY AT PLAZA (E OF STEPHEN)	0	18	0	47	9	5.2
3	STEPHEN AT THE QUEENSWAY	0	6	0	53	9	5.9
4	STEPHEN AT WHITWORTH	0	1	0	54	9	6.0
5	STEPHEN AT CLOVERHILL	0	0	1	53	9	5.9
6	STEPHEN AT BERRY RD	0	8	12	49	9	5.4
7	BERRY RD AT BELL MANOR	0	0	2	47	9	5.2
8	BERRY RD AT CLOVERHILL	0	3	5	45	9	5.0
9	BERRY RD AT PARK LAWN	0	3	10	38	9	4.2
10	MARINE PARADE DR E AT 58	14	6	0	20	8	2.5
11	PARK LAWN AT LAKE SHORE BLVD W	0	23	0	43	8	5.4
12	PARK LAWN OPP 77	0	4	0	47	8	5.9
13	PARK LAWN AT GARDINER EXPRESSWAY EB RAMP	0	2	0	49	8	6.1
14	PARK LAWN AT GARDINER EXPRESSWAY WB RAMP	0	0	0	49	8	6.1
15	PARK LAWN AT THE QUEENSWAY	0	3	0	52	8	6.5
16	PARK LAWN AT LORNE	0	0	0	52	8	6.5
17	PARK LAWN AT CANNON	0	0	0	52	8	6.5
18	PARK LAWN AT KINSDALE	0	1	5	48	8	6.0
19	BERRY RD AT BALLACAINE	0	9	0	95	17	5.6
20	BERRY RD AT PRINCE EDWARD	0	0	0	95	17	5.6
21	PRINCE EDWARD AT EDWALTER	0	0	0	95	17	5.6
22	PRINCE EDWARD AT KIRK BRADDEN	0	1	0	96	17	5.6
23	PRINCE EDWARD AT KINGSLEA	0	0	0	96	17	5.6
24	PRINCE EDWARD AT GLENADEN	0	0	0	96	17	5.6
25	PRINCE EDWARD AT EDGEMORE	0	0	0	96	17	5.6
26	PRINCE EDWARD AT MEADOWVALE	0	0	0	96	17	5.6
27	PRINCE EDWARD AT BLOOR ST W	0	0	1	95	17	5.6
28	BLOOR ST W AT KINGSCOURT	0	0	0	95	17	5.6
29	BLOOR ST W AT KINGSWAY	0	0	0	95	17	5.6
31	OLD MILL STATION	0	0	95	0	17	0.0
TOTALS	FOR PERIOD 4: 19:00 TO 21:59	14	117	131	1877	357	5.3

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 66 PRINCE EDWARD
ROUTING CODE(S): A0, B0,
COUNT: 3253 ON 2018-OCT-09:**M-F** (FROM 05:31 TO 25:12)
STOP CARD: 23 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: Final coverage 96.8%

NB CONTROL POINT: 31 OLD MILL STATION

TORONTO TRANSIT COMMISSION

NORTHBOUND PERIOD 4: 19:00 TO 21:59

PERIOD RIDING INDEX	=	5.3	(AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	16.0	STOPS
AVERAGE ONS/VEHICLE-STOP	=	0.3	
AVERAGE ONS/TRIP	=	6.9	

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 66 PRINCE EDWARD
ROUTING CODE(S): A0, B0,
COUNT: 3253 ON 2018-OCT-09:**M-F** (FROM 05:31 TO 25:12)
STOP CARD: 23 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: Final coverage 96.8%

NB CONTROL POINT: 31 OLD MILL STATION

TORONTO TRANSIT COMMISSION

NORTHBOUND PERIOD 5: 22:00 TO 30:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	LOOP (HUMBER) (BUS) AT THE QUEENSWAY	0	16	0	16	6	2.7
2	THE QUEENSWAY AT PLAZA (E OF STEPHEN)	0	7	0	23	6	3.8
3	STEPHEN AT THE QUEENSWAY	0	1	0	24	6	4.0
4	STEPHEN AT WHITWORTH	0	0	0	24	6	4.0
5	STEPHEN AT CLOVERHILL	0	0	0	24	6	4.0
6	STEPHEN AT BERRY RD	0	0	5	19	6	3.2
7	BERRY RD AT BELL MANOR	0	1	0	20	6	3.3
8	BERRY RD AT CLOVERHILL	0	1	2	19	6	3.2
9	BERRY RD AT PARK LAWN	0	1	3	17	6	2.8
10	MARINE PARADE DR E AT 58	16	2	0	18	7	2.6
11	PARK LAWN AT LAKE SHORE BLVD W	0	13	0	31	7	4.4
12	PARK LAWN OPP 77	0	1	0	32	7	4.6
13	PARK LAWN AT GARDINER EXPRESSWAY EB RAMP	0	1	0	33	7	4.7
14	PARK LAWN AT GARDINER EXPRESSWAY WB RAMP	0	0	0	33	7	4.7
15	PARK LAWN AT THE QUEENSWAY	0	4	0	37	7	5.3
16	PARK LAWN AT LORNE	0	1	0	38	7	5.4
17	PARK LAWN AT CANNON	0	0	0	38	7	5.4
18	PARK LAWN AT KINSDALE	0	0	3	35	7	5.0
19	BERRY RD AT BALLACAINE	0	0	0	52	13	4.0
20	BERRY RD AT PRINCE EDWARD	0	1	0	53	13	4.1
21	PRINCE EDWARD AT EDWALTER	0	0	0	53	13	4.1
22	PRINCE EDWARD AT KIRK BRADDEN	0	0	0	53	13	4.1
23	PRINCE EDWARD AT KINGSLEA	0	0	0	53	13	4.1
24	PRINCE EDWARD AT GLENADEN	0	0	0	53	13	4.1
25	PRINCE EDWARD AT EDGEMORE	0	0	0	53	13	4.1
26	PRINCE EDWARD AT MEADOWVALE	0	0	0	53	13	4.1
27	PRINCE EDWARD AT BLOOR ST W	0	0	1	52	13	4.0
28	BLOOR ST W AT KINGSCOURT	0	0	0	52	13	4.0
29	BLOOR ST W AT KINGSWAY	0	0	0	52	13	4.0
31	OLD MILL STATION	0	0	52	0	13	0.0
TOTALS	FOR PERIOD 5: 22:00 TO 30:59	16	50	66	1060	273	3.9

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 66 PRINCE EDWARD
ROUTING CODE(S): A0, B0,
COUNT: 3253 ON 2018-OCT-09:**M-F** (FROM 05:31 TO 25:12)
STOP CARD: 23 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: Final coverage 96.8%

NB CONTROL POINT: 31 OLD MILL STATION

TORONTO TRANSIT COMMISSION

NORTHBOUND PERIOD 5: 22:00 TO 30:59

PERIOD RIDING INDEX	=	3.9	(AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	21.2	STOPS
AVERAGE ONS/VEHICLE-STOP	=	0.2	
AVERAGE ONS/TRIP	=	3.8	

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 66 PRINCE EDWARD
ROUTING CODE(S): A0, B0,
COUNT: 3253 ON 2018-OCT-09:**M-F** (FROM 05:31 TO 25:12)
STOP CARD: 23 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: Final coverage 96.8%

TORONTO TRANSIT COMMISSION

NB CONTROL POINT: 31 OLD MILL STATION

NORTHBOUND ALL DAY

ROUTE STOP	LOCATION	STARTS	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	LOOP (HUMBER) (BUS) AT THE QUEENSWAY	0	187	0	187	62	3.0
2	THE QUEENSWAY AT PLAZA (E OF STEPHEN)	0	87	0	274	62	4.4
3	STEPHEN AT THE QUEENSWAY	0	71	2	343	62	5.5
4	STEPHEN AT WHITWORTH	0	44	1	386	62	6.2
5	STEPHEN AT CLOVERHILL	0	53	13	426	62	6.9
6	STEPHEN AT BERRY RD	0	223	68	581	62	9.4
7	BERRY RD AT BELL MANOR	0	67	4	644	62	10.4
8	BERRY RD AT CLOVERHILL	0	101	26	719	62	11.6
9	BERRY RD AT PARK LAWN	0	117	45	791	62	12.8
10	MARINE PARADE DR E AT 58	155	199	0	354	75	4.7
11	PARK LAWN AT LAKE SHORE BLVD W	0	541	2	893	75	11.9
12	PARK LAWN OPP 77	0	113	0	1006	75	13.4
13	PARK LAWN AT GARDINER EXPRESSWAY EB RAMP	0	104	0	1110	75	14.8
14	PARK LAWN AT GARDINER EXPRESSWAY WB RAMP	0	2	0	1112	75	14.8
15	PARK LAWN AT THE QUEENSWAY	0	69	23	1158	75	15.4
16	PARK LAWN AT LORNE	0	17	0	1175	75	15.7
17	PARK LAWN AT CANNON	0	31	4	1202	75	16.0
18	PARK LAWN AT KINSDALE	0	84	53	1233	75	16.4
19	BERRY RD AT BALLACAINE	0	208	12	2220	137	16.2
20	BERRY RD AT PRINCE EDWARD	0	62	15	2267	137	16.5
21	PRINCE EDWARD AT EDWALTER	0	39	1	2305	137	16.8
22	PRINCE EDWARD AT KIRK BRADDEN	0	39	1	2343	137	17.1
23	PRINCE EDWARD AT KINGSLEA	0	36	1	2378	137	17.4
24	PRINCE EDWARD AT GLENADEN	0	32	1	2409	137	17.6
25	PRINCE EDWARD AT EDGEMORE	0	4	0	2413	137	17.6
26	PRINCE EDWARD AT MEADOWVALE	0	2	0	2415	137	17.6
27	PRINCE EDWARD AT BLOOR ST W	0	2	82	2335	137	17.0
28	BLOOR ST W AT KINGSCOURT	0	1	1	2335	137	17.0
29	BLOOR ST W AT KINGSWAY	0	0	1	2334	137	17.0
31	OLD MILL STATION	0	0	2334	0	137	0.0
TOTALS FOR NORTHBOUND ALL DAY		155	2535	2690	39348	2877	13.7

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 66 PRINCE EDWARD
ROUTING CODE(S): A0, B0,
COUNT: 3253 ON 2018-OCT-09:**M-F** (FROM 05:31 TO 25:12)
STOP CARD: 23 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: Final coverage 96.8%

TORONTO TRANSIT COMMISSION

NB CONTROL POINT: 31 OLD MILL STATION

NORTHBOUND ALL DAY

PERIOD RIDING INDEX	=	13.7	(AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	15.5	STOPS
AVERAGE ONS/VEHICLE-STOP	=	0.9	
AVERAGE ONS/TRIP	=	18.5	

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 66 PRINCE EDWARD
ROUTING CODE(S): A0, B0,
COUNT: 3253 ON 2018-OCT-09:**M-F** (FROM 05:56 TO 25:15)
STOP CARD: 23 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: Final coverage 96.8%

SB CONTROL POINT: 1 OLD MILL STATION

TORONTO TRANSIT COMMISSION

SOUTHBOUND PERIOD 1: 00:00 TO 08:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	OLD MILL STATION	0	305	0	305	31	9.8
3	BLOOR ST W AT OLD MILL RD	0	1	1	305	31	9.8
4	BLOOR ST W AT KINGSMILL	0	0	2	303	31	9.8
5	PRINCE EDWARD AT BLOOR ST W	0	2	1	304	31	9.8
6	PRINCE EDWARD AT ASHTON MANOR	0	0	3	301	31	9.7
7	PRINCE EDWARD AT GLENROY	0	0	0	301	31	9.7
8	PRINCE EDWARD AT SUNNYLEA	0	1	7	295	31	9.5
9	PRINCE EDWARD AT GLENELLEN	0	1	4	292	31	9.4
10	PRINCE EDWARD AT FAIRMAR	0	0	7	285	31	9.2
11	PRINCE EDWARD AT BERRY RD	0	0	50	235	31	7.6
12	BERRY RD AT MINSTREL	0	0	1	234	31	7.5
13	BERRY RD AT GLEN MURRAY	0	2	4	232	31	7.5
14	BERRY RD AT PARK LAWN	0	8	1	178	19	9.4
15	BERRY RD AT PARK LAWN	0	11	2	70	12	5.8
16	BERRY RD AT CLOVERHILL	0	12	9	73	12	6.1
17	BERRY RD AT STEPHEN	0	19	8	84	12	7.0
18	STEPHEN AT CLOVERHILL	0	5	0	89	12	7.4
19	STEPHEN AT WHITWORTH	0	0	0	89	12	7.4
20	STEPHEN AT THE QUEENSWAY	0	1	16	74	12	6.2
21	THE QUEENSWAY AT PLAZA (E OF STEPHEN)	0	0	17	57	12	4.8
22	LOOP (HUMBER) (BUS) AT THE QUEENSWAY	0	0	57	0	12	0.0
23	PARK LAWN AT KEYWELL	0	4	1	181	19	9.5
24	PARK LAWN AT PARK LANE	0	0	0	181	19	9.5
25	PARK LAWN AT LORNE	0	0	1	180	19	9.5
26	PARK LAWN AT THE QUEENSWAY	0	2	24	158	19	8.3
27	PARK LAWN AT GARDINER EXPRESSWAY WB RAMP	0	0	1	157	19	8.3
28	PARK LAWN AT GARDINER EXPRESSWAY EB RAMP	0	1	4	154	19	8.1
29	PARK LAWN AT 77	0	0	17	137	19	7.2
30	PARK LAWN AT LAKE SHORE BLVD W	0	0	61	76	19	4.0
31	LOOP (LAKESHORE) AT PARK LAWN	0	1	17	60	19	3.2
32	LAKE SHORE BLVD W OPP 2155 (CHRISTIES) (1)	0	4	12	52	19	2.7
33	LAKE SHORE BLVD W AT BROOKERS LANE	0	6	17	41	19	2.2
34	MARINE PARADE DR E AT LAKE SHORE BLVD W	0	40	29	52	19	2.7
35	MARINE PARADE DR E AT 58	0	0	3	49	19	2.6
TOTALS	FOR PERIOD 1: 00:00 TO 08:59	0	426	377	5584	734	7.6

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 66 PRINCE EDWARD
ROUTING CODE(S): A0, B0,
COUNT: 3253 ON 2018-OCT-09:**M-F** (FROM 05:56 TO 25:15)
STOP CARD: 23 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: Final coverage 96.8%

SB CONTROL POINT: 1 OLD MILL STATION

TORONTO TRANSIT COMMISSION

SOUTHBOUND PERIOD 1: 00:00 TO 08:59

PERIOD RIDING INDEX	=	7.6	(AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	13.1	STOPS
AVERAGE ONS/VEHICLE-STOP	=	0.6	
AVERAGE ONS/TRIP	=	13.7	

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 66 PRINCE EDWARD
ROUTING CODE(S): A0, B0,
COUNT: 3253 ON 2018-OCT-09:**M-F** (FROM 05:56 TO 25:15)
STOP CARD: 23 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: Final coverage 96.8%

SB CONTROL POINT: 1 OLD MILL STATION

TORONTO TRANSIT COMMISSION

SOUTHBOUND PERIOD 2: 09:00 TO 14:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	OLD MILL STATION	0	477	0	477	38	12.6
3	BLOOR ST W AT OLD MILL RD	0	1	0	478	38	12.6
4	BLOOR ST W AT KINGSMILL	0	0	0	478	38	12.6
5	PRINCE EDWARD AT BLOOR ST W	0	27	0	505	38	13.3
6	PRINCE EDWARD AT ASHTON MANOR	0	0	3	502	38	13.2
7	PRINCE EDWARD AT GLENROY	0	0	3	499	38	13.1
8	PRINCE EDWARD AT SUNNYLEA	0	0	13	486	38	12.8
9	PRINCE EDWARD AT GLENELLEN	0	0	10	476	38	12.5
10	PRINCE EDWARD AT FAIRMAR	0	0	5	471	38	12.4
11	PRINCE EDWARD AT BERRY RD	0	5	14	462	38	12.2
12	BERRY RD AT MINSTREL	0	0	2	460	38	12.1
13	BERRY RD AT GLEN MURRAY	0	2	3	459	38	12.1
14	BERRY RD AT PARK LAWN	0	2	37	230	19	12.1
15	BERRY RD AT PARK LAWN	0	12	36	170	19	8.9
16	BERRY RD AT CLOVERHILL	0	5	21	154	19	8.1
17	BERRY RD AT STEPHEN	0	31	44	141	19	7.4
18	STEPHEN AT CLOVERHILL	0	2	5	138	19	7.3
19	STEPHEN AT WHITWORTH	0	0	8	130	19	6.8
20	STEPHEN AT THE QUEENSWAY	0	0	17	113	19	5.9
21	THE QUEENSWAY AT PLAZA (E OF STEPHEN)	0	1	39	75	19	3.9
22	LOOP (HUMBER) (BUS) AT THE QUEENSWAY	0	0	75	0	19	0.0
23	PARK LAWN AT KEYWELL	0	2	5	227	19	11.9
24	PARK LAWN AT PARK LANE	0	0	7	220	19	11.6
25	PARK LAWN AT LORNE	0	0	9	211	19	11.1
26	PARK LAWN AT THE QUEENSWAY	0	3	19	195	19	10.3
27	PARK LAWN AT GARDINER EXPRESSWAY WB RAMP	0	0	1	194	19	10.2
28	PARK LAWN AT GARDINER EXPRESSWAY EB RAMP	0	0	10	184	19	9.7
29	PARK LAWN AT 77	0	0	26	158	19	8.3
30	PARK LAWN AT LAKE SHORE BLVD W	0	3	74	87	19	4.6
31	LOOP (LAKESHORE) AT PARK LAWN	0	0	1	86	19	4.5
32	LAKE SHORE BLVD W OPP 2155 (CHRISTIES) (1)	0	3	14	75	19	3.9
33	LAKE SHORE BLVD W AT BROOKERS LANE	0	0	22	53	19	2.8
34	MARINE PARADE DR E AT LAKE SHORE BLVD W	0	28	30	51	19	2.7
35	MARINE PARADE DR E AT 58	0	0	3	48	19	2.5
TOTALS	FOR PERIOD 2: 09:00 TO 14:59	0	604	556	8693	874	9.9

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 66 PRINCE EDWARD
ROUTING CODE(S): A0, B0,
COUNT: 3253 ON 2018-OCT-09:**M-F** (FROM 05:56 TO 25:15)
STOP CARD: 23 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: Final coverage 96.8%

SB CONTROL POINT: 1 OLD MILL STATION

TORONTO TRANSIT COMMISSION

SOUTHBOUND PERIOD 2: 09:00 TO 14:59

PERIOD RIDING INDEX	=	9.9	(AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	14.4	STOPS
AVERAGE ONS/VEHICLE-STOP	=	0.7	
AVERAGE ONS/TRIP	=	15.9	

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 66 PRINCE EDWARD
ROUTING CODE(S): A0, B0,
COUNT: 3253 ON 2018-OCT-09:**M-F** (FROM 05:56 TO 25:15)
STOP CARD: 23 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: Final coverage 96.8%

SB CONTROL POINT: 1 OLD MILL STATION

TORONTO TRANSIT COMMISSION

SOUTHBOUND PERIOD 3: 15:00 TO 18:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	OLD MILL STATION	0	1378	0	1378	39	35.3
3	BLOOR ST W AT OLD MILL RD	0	1	3	1376	39	35.3
4	BLOOR ST W AT KINGSMILL	0	2	1	1377	39	35.3
5	PRINCE EDWARD AT BLOOR ST W	0	48	0	1425	39	36.5
6	PRINCE EDWARD AT ASHTON MANOR	0	1	1	1425	39	36.5
7	PRINCE EDWARD AT GLENROY	0	0	11	1414	39	36.3
8	PRINCE EDWARD AT SUNNYLEA	0	2	42	1374	39	35.2
9	PRINCE EDWARD AT GLENELLEN	0	3	50	1327	39	34.0
10	PRINCE EDWARD AT FAIRMAR	0	0	38	1289	39	33.1
11	PRINCE EDWARD AT BERRY RD	0	7	23	1273	39	32.6
12	BERRY RD AT MINSTREL	0	1	17	1257	39	32.2
13	BERRY RD AT GLEN MURRAY	0	11	19	1249	39	32.0
14	BERRY RD AT PARK LAWN	0	6	142	723	24	30.1
15	BERRY RD AT PARK LAWN	0	11	89	312	15	20.8
16	BERRY RD AT CLOVERHILL	0	7	55	264	15	17.6
17	BERRY RD AT STEPHEN	0	12	125	151	15	10.1
18	STEPHEN AT CLOVERHILL	0	2	24	129	15	8.6
19	STEPHEN AT WHITWORTH	0	0	31	98	15	6.5
20	STEPHEN AT THE QUEENSWAY	0	1	14	85	15	5.7
21	THE QUEENSWAY AT PLAZA (E OF STEPHEN)	0	1	37	49	15	3.3
22	LOOP (HUMBER) (BUS) AT THE QUEENSWAY	0	0	49	0	15	0.0
23	PARK LAWN AT KEYWELL	0	16	27	712	24	29.7
24	PARK LAWN AT PARK LANE	0	3	31	684	24	28.5
25	PARK LAWN AT LORNE	0	0	27	657	24	27.4
26	PARK LAWN AT THE QUEENSWAY	0	11	25	643	24	26.8
27	PARK LAWN AT GARDINER EXPRESSWAY WB RAMP	0	0	0	643	24	26.8
28	PARK LAWN AT GARDINER EXPRESSWAY EB RAMP	0	1	57	587	24	24.5
29	PARK LAWN AT 77	0	1	143	445	24	18.5
30	PARK LAWN AT LAKE SHORE BLVD W	0	1	227	219	24	9.1
31	LOOP (LAKESHORE) AT PARK LAWN	0	0	3	216	24	9.0
32	LAKE SHORE BLVD W OPP 2155 (CHRISTIES) (1)	0	2	56	162	24	6.8
33	LAKE SHORE BLVD W AT BROOKERS LANE	0	0	77	85	24	3.5
34	MARINE PARADE DR E AT LAKE SHORE BLVD W	0	25	66	44	24	1.8
35	MARINE PARADE DR E AT 58	0	0	11	33	24	1.4
TOTALS	FOR PERIOD 3: 15:00 TO 18:59	0	1554	1521	23105	924	25.0

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 66 PRINCE EDWARD
ROUTING CODE(S): A0, B0,
COUNT: 3253 ON 2018-OCT-09:**M-F** (FROM 05:56 TO 25:15)
STOP CARD: 23 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: Final coverage 96.8%

SB CONTROL POINT: 1 OLD MILL STATION

TORONTO TRANSIT COMMISSION

SOUTHBOUND PERIOD 3: 15:00 TO 18:59

PERIOD RIDING INDEX	=	25.0	(AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	14.9	STOPS
AVERAGE ONS/VEHICLE-STOP	=	1.7	
AVERAGE ONS/TRIP	=	39.8	

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 66 PRINCE EDWARD
ROUTING CODE(S): A0, B0,
COUNT: 3253 ON 2018-OCT-09:**M-F** (FROM 05:56 TO 25:15)
STOP CARD: 23 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: Final coverage 96.8%

SB CONTROL POINT: 1 OLD MILL STATION

TORONTO TRANSIT COMMISSION

SOUTHBOUND PERIOD 4: 19:00 TO 21:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	OLD MILL STATION	0	441	0	441	17	25.9
3	BLOOR ST W AT OLD MILL RD	0	0	1	440	17	25.9
4	BLOOR ST W AT KINGSMILL	0	0	0	440	17	25.9
5	PRINCE EDWARD AT BLOOR ST W	0	17	0	457	17	26.9
6	PRINCE EDWARD AT ASHTON MANOR	0	0	0	457	17	26.9
7	PRINCE EDWARD AT GLENROY	0	0	4	453	17	26.6
8	PRINCE EDWARD AT SUNNYLEA	0	0	8	445	17	26.2
9	PRINCE EDWARD AT GLENELLEN	0	0	9	436	17	25.6
10	PRINCE EDWARD AT FAIRMAR	0	0	9	427	17	25.1
11	PRINCE EDWARD AT BERRY RD	0	0	4	423	17	24.9
12	BERRY RD AT MINSTREL	0	0	2	421	17	24.8
13	BERRY RD AT GLEN MURRAY	0	0	1	420	17	24.7
14	BERRY RD AT PARK LAWN	0	1	38	206	8	25.8
15	BERRY RD AT PARK LAWN	0	2	52	127	9	14.1
16	BERRY RD AT CLOVERHILL	0	3	17	113	9	12.6
17	BERRY RD AT STEPHEN	0	2	40	75	9	8.3
18	STEPHEN AT CLOVERHILL	0	0	10	65	9	7.2
19	STEPHEN AT WHITWORTH	0	0	12	53	9	5.9
20	STEPHEN AT THE QUEENSWAY	0	0	5	48	9	5.3
21	THE QUEENSWAY AT PLAZA (E OF STEPHEN)	0	1	9	40	9	4.4
22	LOOP (HUMBER) (BUS) AT THE QUEENSWAY	0	0	40	0	9	0.0
23	PARK LAWN AT KEYWELL	0	0	6	200	8	25.0
24	PARK LAWN AT PARK LANE	0	0	7	193	8	24.1
25	PARK LAWN AT LORNE	0	0	6	187	8	23.4
26	PARK LAWN AT THE QUEENSWAY	0	2	7	182	8	22.8
27	PARK LAWN AT GARDINER EXPRESSWAY WB RAMP	0	0	0	182	8	22.8
28	PARK LAWN AT GARDINER EXPRESSWAY EB RAMP	0	0	20	162	8	20.3
29	PARK LAWN AT 77	0	0	42	120	8	15.0
30	PARK LAWN AT LAKE SHORE BLVD W	0	2	61	61	8	7.6
31	LOOP (LAKESHORE) AT PARK LAWN	0	0	0	61	8	7.6
32	LAKE SHORE BLVD W OPP 2155 (CHRISTIES) (1)	0	0	16	45	8	5.6
33	LAKE SHORE BLVD W AT BROOKERS LANE	0	0	18	27	8	3.4
34	MARINE PARADE DR E AT LAKE SHORE BLVD W	0	8	21	14	8	1.8
35	MARINE PARADE DR E AT 58	0	0	3	11	8	1.4
TOTALS	FOR PERIOD 4: 19:00 TO 21:59	0	479	468	7432	388	19.2

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 66 PRINCE EDWARD
ROUTING CODE(S): A0, B0,
COUNT: 3253 ON 2018-OCT-09:**M-F** (FROM 05:56 TO 25:15)
STOP CARD: 23 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: Final coverage 96.8%

SB CONTROL POINT: 1 OLD MILL STATION

TORONTO TRANSIT COMMISSION

SOUTHBOUND PERIOD 4: 19:00 TO 21:59

PERIOD RIDING INDEX = 19.2 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH = 15.5 STOPS
AVERAGE ONS/VEHICLE-STOP = 1.2
AVERAGE ONS/TRIP = 28.2

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 66 PRINCE EDWARD
ROUTING CODE(S): A0, B0,
COUNT: 3253 ON 2018-OCT-09:**M-F** (FROM 05:56 TO 25:15)
STOP CARD: 23 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: Final coverage 96.8%

SB CONTROL POINT: 1 OLD MILL STATION

TORONTO TRANSIT COMMISSION

SOUTHBOUND PERIOD 5: 22:00 TO 30:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	OLD MILL STATION	0	109	0	109	7	15.6
3	BLOOR ST W AT OLD MILL RD	0	0	1	108	7	15.4
4	BLOOR ST W AT KINGSMILL	0	0	0	108	7	15.4
5	PRINCE EDWARD AT BLOOR ST W	0	1	0	109	7	15.6
6	PRINCE EDWARD AT ASHTON MANOR	0	0	0	109	7	15.6
7	PRINCE EDWARD AT GLENROY	0	0	0	109	7	15.6
8	PRINCE EDWARD AT SUNNYLEA	0	0	3	106	7	15.1
9	PRINCE EDWARD AT GLENELLEN	0	0	1	105	7	15.0
10	PRINCE EDWARD AT FAIRMAR	0	0	3	102	7	14.6
11	PRINCE EDWARD AT BERRY RD	0	0	2	100	7	14.3
12	BERRY RD AT MINSTREL	0	0	0	100	7	14.3
13	BERRY RD AT GLEN MURRAY	0	0	0	100	7	14.3
14	BERRY RD AT PARK LAWN	0	0	22	78	7	11.1
23	PARK LAWN AT KEYWELL	0	1	8	71	7	10.1
24	PARK LAWN AT PARK LANE	0	0	5	66	7	9.4
25	PARK LAWN AT LORNE	0	0	5	61	7	8.7
26	PARK LAWN AT THE QUEENSWAY	0	2	4	59	7	8.4
27	PARK LAWN AT GARDINER EXPRESSWAY WB RAMP	0	0	0	59	7	8.4
28	PARK LAWN AT GARDINER EXPRESSWAY EB RAMP	0	0	4	55	7	7.9
29	PARK LAWN AT 77	0	0	11	44	7	6.3
30	PARK LAWN AT LAKE SHORE BLVD W	0	2	22	24	7	3.4
31	LOOP (LAKESHORE) AT PARK LAWN	0	0	0	24	7	3.4
32	LAKE SHORE BLVD W OPP 2155 (CHRISTIES) (1)	0	0	5	19	7	2.7
33	LAKE SHORE BLVD W AT BROOKERS LANE	0	1	5	15	7	2.1
34	MARINE PARADE DR E AT LAKE SHORE BLVD W	0	5	5	15	7	2.1
35	MARINE PARADE DR E AT 58	0	0	1	14	7	2.0
TOTALS	FOR PERIOD 5: 22:00 TO 30:59	0	121	107	1869	182	10.3

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 66 PRINCE EDWARD
ROUTING CODE(S): A0, B0,
COUNT: 3253 ON 2018-OCT-09:**M-F** (FROM 05:56 TO 25:15)
STOP CARD: 23 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: Final coverage 96.8%

SB CONTROL POINT: 1 OLD MILL STATION

TORONTO TRANSIT COMMISSION

SOUTHBOUND PERIOD 5: 22:00 TO 30:59

PERIOD RIDING INDEX = 10.3 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH = 15.4 STOPS
AVERAGE ONS/VEHICLE-STOP = 0.7
AVERAGE ONS/TRIP = 17.3

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 66 PRINCE EDWARD
ROUTING CODE(S): A0, B0,
COUNT: 3253 ON 2018-OCT-09:**M-F** (FROM 05:56 TO 25:15)
STOP CARD: 23 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: Final coverage 96.8%

SB CONTROL POINT: 1 OLD MILL STATION

TORONTO TRANSIT COMMISSION

SOUTHBOUND ALL DAY

ROUTE STOP	LOCATION	STARTS	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	OLD MILL STATION	0	2710	0	2710	132	20.5
3	BLOOR ST W AT OLD MILL RD	0	3	6	2707	132	20.5
4	BLOOR ST W AT KINGSMILL	0	2	3	2706	132	20.5
5	PRINCE EDWARD AT BLOOR ST W	0	95	1	2800	132	21.2
6	PRINCE EDWARD AT ASHTON MANOR	0	1	7	2794	132	21.2
7	PRINCE EDWARD AT GLENROY	0	0	18	2776	132	21.0
8	PRINCE EDWARD AT SUNNYLEA	0	3	73	2706	132	20.5
9	PRINCE EDWARD AT GLENELLEN	0	4	74	2636	132	20.0
10	PRINCE EDWARD AT FAIRMAR	0	0	62	2574	132	19.5
11	PRINCE EDWARD AT BERRY RD	0	12	93	2493	132	18.9
12	BERRY RD AT MINSTREL	0	1	22	2472	132	18.7
13	BERRY RD AT GLEN MURRAY	0	15	27	2460	132	18.6
14	BERRY RD AT PARK LAWN	0	17	240	1415	77	18.4
15	BERRY RD AT PARK LAWN	0	36	179	679	55	12.3
16	BERRY RD AT CLOVERHILL	0	27	102	604	55	11.0
17	BERRY RD AT STEPHEN	0	64	217	451	55	8.2
18	STEPHEN AT CLOVERHILL	0	9	39	421	55	7.7
19	STEPHEN AT WHITWORTH	0	0	51	370	55	6.7
20	STEPHEN AT THE QUEENSWAY	0	2	52	320	55	5.8
21	THE QUEENSWAY AT PLAZA (E OF STEPHEN)	0	3	102	221	55	4.0
22	LOOP (HUMBER) (BUS) AT THE QUEENSWAY	0	0	221	0	55	0.0
23	PARK LAWN AT KEYWELL	0	23	47	1391	77	18.1
24	PARK LAWN AT PARK LANE	0	3	50	1344	77	17.5
25	PARK LAWN AT LORNE	0	0	48	1296	77	16.8
26	PARK LAWN AT THE QUEENSWAY	0	20	79	1237	77	16.1
27	PARK LAWN AT GARDINER EXPRESSWAY WB RAMP	0	0	2	1235	77	16.0
28	PARK LAWN AT GARDINER EXPRESSWAY EB RAMP	0	2	95	1142	77	14.8
29	PARK LAWN AT 77	0	1	239	904	77	11.7
30	PARK LAWN AT LAKE SHORE BLVD W	0	8	445	467	77	6.1
31	LOOP (LAKESHORE) AT PARK LAWN	0	1	21	447	77	5.8
32	LAKE SHORE BLVD W OPP 2155 (CHRISTIES) (1)	0	9	103	353	77	4.6
33	LAKE SHORE BLVD W AT BROOKERS LANE	0	7	139	221	77	2.9
34	MARINE PARADE DR E AT LAKE SHORE BLVD W	0	106	151	176	77	2.3
35	MARINE PARADE DR E AT 58	0	0	21	155	77	2.0
TOTALS FOR SOUTHBOUND ALL DAY		0	3184	3029	46683	3102	15.0

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 66 PRINCE EDWARD
ROUTING CODE(S): A0, B0,
COUNT: 3253 ON 2018-OCT-09:**M-F** (FROM 05:56 TO 25:15)
STOP CARD: 23 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: Final coverage 96.8%

SB CONTROL POINT: 1 OLD MILL STATION

TORONTO TRANSIT COMMISSION

SOUTHBOUND ALL DAY

PERIOD RIDING INDEX = 15.0 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH = 14.7 STOPS
AVERAGE ONS/VEHICLE-STOP = 1.0
AVERAGE ONS/TRIP = 24.1

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 66 PRINCE EDWARD
ROUTING CODE(S): A0, B0,
COUNT: 3253 ON 2018-OCT-09: **M-F** (FROM 0/ :H3 TO 15:55)
STOP CARD: 23 COUNT COVERAGE: 0 METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: Final coverage 96.8%

TORONTO TRANSIT COMMISSION

NB CONTROL POINT: 31 OLD MILL STATION

NORTHBOUND PERIOD 1: 0/ :H3

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	LOOP (YONGE) (BUS) AT TYE QUEENSWA4	0	8	0	8	H	2.0
2	TYE QUEENSWA4 AT PLAZA (E OF STEPHEN)	0	1	0	9	H	2.3
3	STEPHEN AT TYE QUEENSWA4	0	/	1	15	H	3.8
H	STEPHEN AT WHITWORTH	0	9	0	2H	H	6.0
5	STEPHEN AT CLOVERHILL	0	12	0	36	H	9.0
6	STEPHEN AT BERRA RD	0	50	0	86	H	21.5
/	BERRA RD AT BELL MANOR	0	12	2	96	H	2H.0
8	BERRA RD AT CLOVERHILL	0	21	0	11/	H	29.3
9	BERRA RD AT PARK LAWN	0	28	0	1H5	H	36.3
10	MARINE PARADE DR E AT 58	2/	55	0	82	/	11./
11	PARK LAWN AT LAKE SHORE BLVD W	0	13/	1	218	/	31.1
12	PARK LAWN OPP / /	0	38	0	256	/	36.6
13	PARK LAWN AT GARDINER EXPRESSWA4 EB RAMP	0	32	0	288	/	H1.1
1H	PARK LAWN AT GARDINER EXPRESSWA4 WB RAMP	0	0	0	288	/	H1.1
15	PARK LAWN AT TYE QUEENSWA4	0	6	2	292	/	H1./
16	PARK LAWN AT LORNE	0	/	0	299	/	H2./
1/	PARK LAWN AT CANNON	0	10	2	30/	/	H3.9
18	PARK LAWN AT KINSDALE	0	1/	5	319	/	H5.6
19	BERRA RD AT BALLACAINE	0	38	6	H96	11	H5.1
20	BERRA RD AT PRINCE EDWARD	0	9	/	H98	11	H5.3
21	PRINCE EDWARD AT EDWALTER	0	11	1	508	11	H6.2
22	PRINCE EDWARD AT KIRK BRADDEN	0	10	0	518	11	H/ .1
23	PRINCE EDWARD AT KINGSLEA	0	9	0	52/	11	H/ .9
2H	PRINCE EDWARD AT GLENADEN	0	8	0	535	11	H8.6
25	PRINCE EDWARD AT EDGEMORE	0	0	0	535	11	H8.6
26	PRINCE EDWARD AT MEADOWVALE	0	0	0	535	11	H8.6
2/	PRINCE EDWARD AT BLOOR ST W	0	1	1H	522	11	H/ .5
28	BLOOR ST W AT KINGSCOURT	0	0	0	522	11	H/ .5
29	BLOOR ST W AT KINGSWA4	0	0	0	522	11	H/ .5
31	OLD MILL STATION	0	0	522	0	11	0.0
TOTALS FOR PERIOD 1: 0/ :H3		2/	536	563	8603	231	3/ .2

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 66 PRINCE EDWARD
ROUTING CODE(S): A0, B0,
COUNT: 3253 ON 2018-OCT-09: **M-F** (FROM 0/ :H3 TO 15:55)
STOP CARD: 23 COUNT COVERAGE: 0 METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: Final coverage 96.8%

TORONTO TRANSIT COMMISSION

NB CONTROL POINT: 31 OLD MILL STATION

NORTHBOUND PERIOD 1: 0/ :H3

PERIOD RIDING INDEX	=	3/ .2 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	16.1 STOPS
AVERAGE ONS@VEHICLE-STOP	=	2.3
AVERAGE ONS@TRIP	=	H8./

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 66 PRINCE EDWARD
ROUTING CODE(S): A0, B0,
COUNT: 3253 ON 2018-OCT-09: **M-F** (FROM 0/ :H3 TO 15:55)
STOP CARD: 23 COUNT COVERAGE: METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: Final coverage 96.8%

NB CONTROL POINT: 31 OLD MILL STATION

TORONTO TRANSIT COMMISSION

NORTHBOUND PERIOD 2: 1H:56

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	LOOP (YONGE) (BUS) AT TYE QUEENSWAY	0	18	0	18	5	3.6
2	TYE QUEENSWAY AT PLAZA (E OF STEPHEN)	0	12	0	30	5	6.0
3	STEPHEN AT TYE QUEENSWAY	0	12	0	H2	5	8.H
H	STEPHEN AT WHITWORTH	0	2	1	H3	5	8.6
5	STEPHEN AT CLOVERHILL	0	2	2	H3	5	8.6
6	STEPHEN AT BERRY RD	0	/	/	H3	5	8.6
/	BERRY RD AT BELL MANOR	0	5	0	H8	5	9.6
8	BERRY RD AT CLOVERHILL	0	6	H	50	5	10.0
9	BERRY RD AT PARK LAWN	0	5	H	51	5	10.2
10	MARINE PARADE DR E AT 58	11	10	0	21	5	H.2
11	PARK LAWN AT LAKE SHORE BLVD W	0	H6	0	6/	5	13.H
12	PARK LAWN OPP / /	0	5	0	/ 2	5	1H.H
13	PARK LAWN AT GARDINER EXPRESSWAY EB RAMP	0	6	0	/ 8	5	15.6
1H	PARK LAWN AT GARDINER EXPRESSWAY WB RAMP	0	2	0	80	5	16.0
15	PARK LAWN AT TYE QUEENSWAY	0	9	3	86	5	1/ .2
16	PARK LAWN AT LORNE	0	1	0	8/	5	1/ .H
1/	PARK LAWN AT CANNON	0	2	0	89	5	1/ .8
18	PARK LAWN AT KINSDALE	0	2	8	83	5	16.6
19	BERRY RD AT BALLACAINE	0	11	2	1H3	10	1H.3
20	BERRY RD AT PRINCE EDWARD	0	2H	0	16/	10	16./
21	PRINCE EDWARD AT EDWALTER	0	1	0	168	10	16.8
22	PRINCE EDWARD AT KIRK BRADDEN	0	2	0	1/ 0	10	1/ .0
23	PRINCE EDWARD AT KINGSLEA	0	0	1	169	10	16.9
2H	PRINCE EDWARD AT GLENADEN	0	1	1	169	10	16.9
25	PRINCE EDWARD AT EDGEMORE	0	0	0	169	10	16.9
26	PRINCE EDWARD AT MEADOWVALE	0	0	0	169	10	16.9
2/	PRINCE EDWARD AT BLOOR ST W	0	1	/	163	10	16.3
28	BLOOR ST W AT KINGSCOURT	0	1	1	163	10	16.3
29	BLOOR ST W AT KINGSWAY	0	0	0	163	10	16.3
31	OLD MILL STATION	0	0	163	0	10	0.0
TOTALS FOR PERIOD 2: 1H:56		11	193	20H	28HH	210	13.5

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 66 PRINCE EDWARD
ROUTING CODE(S): A0, B0,
COUNT: 3253 ON 2018-OCT-09: **M-F** (FROM 0/ :H3 TO 15:55)
STOP CARD: 23 COUNT COVERAGE: METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: Final coverage 96.8%

NB CONTROL POINT: 31 OLD MILL STATION

TORONTO TRANSIT COMMISSION

NORTHBOUND PERIOD 2: 1H:56

PERIOD RIDING INDEX	=	13.5 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	1H/ STOPS
AVERAGE ONS/VEHICLE-STOP	=	0.9
AVERAGE ONS/TRIP	=	19.3

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Rv2cep TRIPSt DM _ss0
%veMci : ss0

ROUTE: 66 PRINCE EDWARD
ROUTIN- CODEG5(: As) Bs)
COUNT: , 05, ON 0s3. _OCT_sg:**M-F** G1ROM s/ :H5 TO 3. :0/ (
STOP CARD: 0, COUNT CO%ERA- EQ0METYOD: **PART(GE95)/APC**
STOPS: 3 TO 0gg
COMMENTS: 1Ifnal covenr v g69 8

SB CONTROL POINT: 3 OLD MILL STATION

TORONTO TRANSIT COMMISSION

SOUTYBOUND PERIOD 3: s/ :H5

ROUTE STOP	LOCATION	START	ONS	O11S	ACCUM9	%EYICLES	A%- 9LOAD
3	OLD MILL STATION	s	30/	s	30/	3s	309
,	BLOOR ST W AT OLD MILL RD	s	3	s	30.	3s	309
H	BLOOR ST W AT ZIN- SMILL	s	s	3	30/	3s	309
5	PRINCE EDWARD AT BLOOR ST W	s	3	s	30.	3s	309
6	PRINCE EDWARD AT ASYTON MANOR	s	s	0	306	3s	3096
/	PRINCE EDWARD AT - LENRO4	s	s	s	306	3s	3096
.	PRINCE EDWARD AT SUNN4 LEA	s	3	0	305	3s	3095
g	PRINCE EDWARD AT - LENELLEN	s	3	0	30H	3s	309H
3s	PRINCE EDWARD AT 1AIRMAR	s	s	6	33.	3s	339
33	PRINCE EDWARD AT BERR4 RD	s	s	H5	/ ,	3s	/ 9
30	BERR4 RD AT MINSTREL	s	s	s	/ ,	3s	/ 9
3,	BERR4 RD AT - LEN MURRA4	s	3	0	/ 0	3s	/ 90
3H	BERR4 RD AT PARZ LAWN	s	,	3	5,	6	. 9
35	BERR4 RD AT PARZ LAWN	s	H	3	0H	H	69s
36	BERR4 RD AT CLO%ERYILL	s	/	5	06	H	665
3/	BERR4 RD AT STEPYEN	s	g	3	, H	H	. 95
3.	STEPYEN AT CLO%ERYILL	s	0	s	, 6	H	g9s
3g	STEPYEN AT WYITWORTY	s	s	s	, 6	H	g9s
0s	STEPYEN AT TYE 7 UEENSWA4	s	3	6	, 3	H	/ 9
03	TYE 7 UEENSWA4 AT PLAKA GE O1 STEPYEN(	s	s	6	05	H	69
00	LOOP GYUMBER(GBUS(AT TYE 7 UEENSWA4	s	s	05	s	H	s9s
0,	PARZ LAWN AT ZE4 WELL	s	3	3	5,	6	. 9
0H	PARZ LAWN AT PARZ LANE	s	s	s	5,	6	. 9
05	PARZ LAWN AT LORNE	s	s	3	50	6	. 9
06	PARZ LAWN AT TYE 7 UEENSWA4	s	3	6	H/	6	/ 9
0/	PARZ LAWN AT - ARDINER EXPRESSWA4 WB RAMP	s	s	s	H/	6	/ 9
0.	PARZ LAWN AT - ARDINER EXPRESSWA4 EB RAMP	s	3	3	H/	6	/ 9
0g	PARZ LAWN AT / /	s	s	5	H0	6	/ 9s
, s	PARZ LAWN AT LAZE SYORE BL%D W	s	s	03	03	6	, 95
, 3	LOOP GLAZESYORE(AT PARZ LAWN	s	s	3	0s	6	, 9
, 0	LAZE SYORE BL%D W OPP 0355 GEYRISTIES(G3(	s	0	5	3/	6	09
, ,	LAZE SYORE BL%D W AT BROOZERS LANE	s	,	6	3H	6	09
, H	MARINE PARADE DR E AT LAZE SYORE BL%D W	s	3,	.	3g	6	, 90
, 5	MARINE PARADE DR E AT 5.	s	s	0	3/	6	09
TOTALS 1OR PERIOD 3: s/ :H5		s	3/ g	360	0s63	0, 6	. 9

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Rv2cep TRIPSt DM _ss0
%veMci : ss0

ROUTE: 66 PRINCE EDWARD
ROUTIN- CODEG5(: As) Bs)
COUNT: , 05, ON 0s3. _OCT_sg:**M-F** G1ROM s/ :H5 TO 3. :0/ (
STOP CARD: 0, COUNT CO%ERA- EQ0METYOD: **PART(GE95)/APC**
STOPS: 3 TO 0gg
COMMENTS: 1Ifnal covenr v g69 8

SB CONTROL POINT: 3 OLD MILL STATION

TORONTO TRANSIT COMMISSION

SOUTYBOUND PERIOD 3: s/ :H5

PERIOD RIDIN- INDEX = . 9 GA%ERA- E OCCUPANC4 (
A%ERA- E TRIP LEN- TY = 3395 STOPS
A%ERA- E ONSG%EYICLE_STOP = s9
A%ERA- E ONSGTRIP = 3/ 9g

DATE RUN: Mci) 0s3g s/ 00 TIME RUN:33:50:s, AM PA- E: 0 O1 H

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Rv2cep TRIPSt DM _ss0
%veMci : ss0

ROUTE: 66 PRINCE EDWARD
ROUTIN- CODEGS(: As) Bs)
COUNT: , 05, ON 0s3. _OCT_sg:**M-F** G1ROM s/ :H5 TO 3. :0/ (
STOP CARD: 0, COUNT CO%ERA- EQMETYOD: **PART(GE95)/APC**
STOPS: 3 TO 0gg
COMMENTS: 1Ifnal covenr v g69 8

SB CONTROL POINT: 3 OLD MILL STATION

TORONTO TRANSIT COMMISSION

SOUTYBOUND PERIOD 0: 3/ :0.

ROUTE STOP	LOCATION	START	ONS	O11S	ACCUM9	%EYICLES	A%- 9LOAD
3	OLD MILL STATION	s	H. s	s	H. s	33	H, 96
,	BLOOR ST W AT OLD MILL RD	s	s	3	H/ g	33	H, 95
H	BLOOR ST W AT ZIN- SMILL	s	s	s	H/ g	33	H, 95
5	PRINCE EDWARD AT BLOOR ST W	s	3H	s	Hg,	33	HH9
6	PRINCE EDWARD AT ASYTON MANOR	s	3	3	Hg,	33	HH9
/	PRINCE EDWARD AT - LENRO4	s	s	,	Hgs	33	HH85
.	PRINCE EDWARD AT SUNN4 LEA	s	0	36	H/ 6	33	H, 9
g	PRINCE EDWARD AT - LENELLEN	s	,	3/	H60	33	H09s
3s	PRINCE EDWARD AT 1AIRMAR	s	s	33	H53	33	H39s
33	PRINCE EDWARD AT BERR4 RD	s	s	g	HH0	33	Hs90
30	BERR4 RD AT MINSTREL	s	s	5	H, /	33	, g9
3,	BERR4 RD AT - LEN MURRA4	s	3	6	H, 0	33	, g9
3H	BERR4 RD AT PARZ LAWN	s	,	, H	05,	6	H090
35	BERR4 RD AT PARZ LAWN	s	H	, 6	336	5	0, 90
36	BERR4 RD AT CLO%ERYILL	s	0	0s	g.	5	3g96
3/	BERR4 RD AT STEPYEN	s	,	H/	5H	5	3s9
3.	STEPYEN AT CLO%ERYILL	s	3	g	H6	5	g90
3g	STEPYEN AT WYITWORTY	s	s	30	, H	5	69
0s	STEPYEN AT TYE 7 UEENSWA4	s	s	H	, s	5	69s
03	TYE 7 UEENSWA4 AT PLAKA GE O1 STEPYEN(	s	s	g	03	5	H90
00	LOOP GYUMBER(GBUS(AT TYE 7 UEENSWA4	s	s	03	s	5	s9s
0,	PARZ LAWN AT ZE4 WELL	s	0	5	05s	6	H39
0H	PARZ LAWN AT PARZ LANE	s	3	g	0H0	6	Hs9
05	PARZ LAWN AT LORNE	s	s	.	0, H	6	, g9s
06	PARZ LAWN AT TYE 7 UEENSWA4	s	6	5	0, 5	6	, g90
0/	PARZ LAWN AT - ARDINER EXPRESSWA4 WB RAMP	s	s	s	0, 5	6	, g90
0.	PARZ LAWN AT - ARDINER EXPRESSWA4 EB RAMP	s	3	0H	030	6	, 59
0g	PARZ LAWN AT / /	s	3	5H	35g	6	0695
, s	PARZ LAWN AT LAZE SYORE BL%D W	s	s	. g	/ s	6	339
, 3	LOOP GLAZESYORE(AT PARZ LAWN	s	s	s	/ s	6	339
, 0	LAZE SYORE BL%D W OPP 0355 GEYRISTIES(G3(	s	s	0s	5s	6	. 9
, ,	LAZE SYORE BL%D W AT BROOZERS LANE	s	s	0/	0,	6	, 9
, H	MARINE PARADE DR E AT LAZE SYORE BL%D W	s	H	36	33	6	39
, 5	MARINE PARADE DR E AT 5.	s	s	,	.	6	39
TOTALS 1OR PERIOD 0: 3/ :0.		s	50g	503	. s65	056	, 395

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Rv2cep TRIPSt DM _ss0
%veMci : ss0

ROUTE: 66 PRINCE EDWARD
ROUTIN- CODEGS(: As) Bs)
COUNT: , 05, ON 0s3. _OCT_sg:**M-F** G1ROM s/ :H5 TO 3. :0/ (
STOP CARD: 0, COUNT CO%ERA- EQMETYOD: **PART(GE95)/APC**
STOPS: 3 TO 0gg
COMMENTS: 1Ifnal covenr v g69 8

SB CONTROL POINT: 3 OLD MILL STATION

TORONTO TRANSIT COMMISSION

SOUTYBOUND PERIOD 0: 3/ :0.

PERIOD RIDIN- INDEX = , 395 GA%ERA- E OCCUPANC4 (
A%ERA- E TRIP LEN- TY = 3590 STOPS
A%ERA- E ONSG%EYICLE_STOP = 093
A%ERA- E ONSGTRIP = H 98

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3233 ON 2018-SEP-04:**M-F** (FROM 05:54 TO 25:35)
STOP CARD: 30 COUNT COVERAGE/METHOD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

TORONTO TRANSIT COMMISSION

NB CONTROL POINT: 11 RUNNYMEDE STATION

NORTHBOUND PERIOD 1: 00:00 TO 08:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	WINDERMERE PL AT WINDERMERE	236	135	0	371	20	18.6
2	WINDERMERE AT 89	0	19	0	390	20	19.5
3	WINDERMERE AT COEHILL	0	62	0	452	20	22.6
4	WINDERMERE AT 199	0	13	54	411	20	20.6
5	WINDERMERE AT MORNINGSIDE	0	28	10	429	20	21.5
6	MORNINGSIDE AVE AT LAVINIA	0	17	1	445	20	22.3
7	RUNNYMEDE RD AT MORNINGSIDE	0	27	0	472	20	23.6
8	RUNNYMEDE RD AT DEFOREST	0	1	0	473	20	23.7
9	RUNNYMEDE RD AT BLOOR ST W	0	5	160	318	20	15.9
11	RUNNYMEDE STATION	0	0	318	0	20	0.0
TOTALS	FOR PERIOD 1: 00:00 TO 08:59	236	307	543	3761	200	18.8

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3233 ON 2018-SEP-04:**M-F** (FROM 05:54 TO 25:35)
STOP CARD: 30 COUNT COVERAGE/METHOD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

TORONTO TRANSIT COMMISSION

NB CONTROL POINT: 11 RUNNYMEDE STATION

NORTHBOUND PERIOD 1: 00:00 TO 08:59

PERIOD RIDING INDEX = 18.8 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH = 12.3 STOPS
AVERAGE ONS/VEHICLE-STOP = 1.5
AVERAGE ONS/TRIP = 15.4

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3233 ON 2018-SEP-04:**M-F** (FROM 05:54 TO 25:35)
STOP CARD: 30 COUNT COVERAGE/METHOD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

TORONTO TRANSIT COMMISSION

NB CONTROL POINT: 11 RUNNYMEDE STATION

NORTHBOUND PERIOD 2: 09:00 TO 14:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	WINDERMERE PL AT WINDERMERE	183	82	0	265	28	9.5
2	WINDERMERE AT 89	0	13	2	276	28	9.9
3	WINDERMERE AT COEHILL	0	52	0	328	28	11.7
4	WINDERMERE AT 199	0	7	7	328	28	11.7
5	WINDERMERE AT MORNINGSIDE	0	14	5	337	28	12.0
6	MORNINGSIDE AVE AT LAVINIA	0	25	1	361	28	12.9
7	RUNNYMEDE RD AT MORNINGSIDE	0	18	0	379	28	13.5
8	RUNNYMEDE RD AT DEFOREST	0	1	3	377	28	13.5
9	RUNNYMEDE RD AT BLOOR ST W	0	6	152	231	28	8.3
11	RUNNYMEDE STATION	0	0	231	0	28	0.0
TOTALS	FOR PERIOD 2: 09:00 TO 14:59	183	218	401	2882	280	10.3

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3233 ON 2018-SEP-04:**M-F** (FROM 05:54 TO 25:35)
STOP CARD: 30 COUNT COVERAGE/METHOD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

TORONTO TRANSIT COMMISSION

NB CONTROL POINT: 11 RUNNYMEDE STATION

NORTHBOUND PERIOD 2: 09:00 TO 14:59

PERIOD RIDING INDEX	=	10.3	(AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	13.2	STOPS
AVERAGE ONS/VEHICLE-STOP	=	0.8	
AVERAGE ONS/TRIP	=	7.8	

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3233 ON 2018-SEP-04:**M-F** (FROM 05:54 TO 25:35)
STOP CARD: 30 COUNT COVERAGE/METHOD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

TORONTO TRANSIT COMMISSION

NB CONTROL POINT: 11 RUNNYMEDE STATION

NORTHBOUND PERIOD 3: 15:00 TO 18:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	WINDERMERE PL AT WINDERMERE	78	69	0	147	25	5.9
2	WINDERMERE AT 89	0	6	0	153	25	6.1
3	WINDERMERE AT COEHILL	0	33	0	186	25	7.4
4	WINDERMERE AT 199	0	14	17	183	25	7.3
5	WINDERMERE AT MORNINGSIDE	0	17	1	199	25	8.0
6	MORNINGSIDE AVE AT LAVINIA	0	22	0	221	25	8.8
7	RUNNYMEDE RD AT MORNINGSIDE	0	10	0	231	25	9.2
8	RUNNYMEDE RD AT DEFOREST	0	0	3	228	25	9.1
9	RUNNYMEDE RD AT BLOOR ST W	0	16	85	159	25	6.4
11	RUNNYMEDE STATION	0	0	159	0	25	0.0
TOTALS	FOR PERIOD 3: 15:00 TO 18:59	78	187	265	1707	250	6.8

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3233 ON 2018-SEP-04:**M-F** (FROM 05:54 TO 25:35)
STOP CARD: 30 COUNT COVERAGE/METHOD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

TORONTO TRANSIT COMMISSION

NB CONTROL POINT: 11 RUNNYMEDE STATION

NORTHBOUND PERIOD 3: 15:00 TO 18:59

PERIOD RIDING INDEX	=	6.8	(AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	9.1	STOPS
AVERAGE ONS/VEHICLE-STOP	=	0.7	
AVERAGE ONS/TRIP	=	7.5	

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3233 ON 2018-SEP-04:**M-F** (FROM 05:54 TO 25:35)
STOP CARD: 30 COUNT COVERAGE/METHOD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

TORONTO TRANSIT COMMISSION

NB CONTROL POINT: 11 RUNNYMEDE STATION

NORTHBOUND PERIOD 4: 19:00 TO 21:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	WINDERMERE PL AT WINDERMERE	35	13	0	48	12	4.0
2	WINDERMERE AT 89	0	1	0	49	12	4.1
3	WINDERMERE AT COEHILL	0	8	1	56	12	4.7
4	WINDERMERE AT 199	0	0	0	56	12	4.7
5	WINDERMERE AT MORNINGSIDE	0	1	0	57	12	4.8
6	MORNINGSIDE AVE AT LAVINIA	0	2	0	59	12	4.9
7	RUNNYMEDE RD AT MORNINGSIDE	0	0	1	58	12	4.8
8	RUNNYMEDE RD AT DEFOREST	0	0	0	58	12	4.8
9	RUNNYMEDE RD AT BLOOR ST W	0	5	22	41	12	3.4
11	RUNNYMEDE STATION	0	0	41	0	12	0.0
TOTALS	FOR PERIOD 4: 19:00 TO 21:59	35	30	65	482	120	4.0

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3233 ON 2018-SEP-04:**M-F** (FROM 05:54 TO 25:35)
STOP CARD: 30 COUNT COVERAGE/METHOD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

TORONTO TRANSIT COMMISSION

NB CONTROL POINT: 11 RUNNYMEDE STATION

NORTHBOUND PERIOD 4: 19:00 TO 21:59

PERIOD RIDING INDEX	=	4.0	(AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	16.1	STOPS
AVERAGE ONS/VEHICLE-STOP	=	0.3	
AVERAGE ONS/TRIP	=	2.5	

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3233 ON 2018-SEP-04:**M-F** (FROM 05:54 TO 25:35)
STOP CARD: 30 COUNT COVERAGE/METHOD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

TORONTO TRANSIT COMMISSION

NB CONTROL POINT: 11 RUNNYMEDE STATION

NORTHBOUND PERIOD 5: 22:00 TO 30:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	WINDERMERE PL AT WINDERMERE	13	6	0	19	11	1.7
2	WINDERMERE AT 89	0	0	0	19	11	1.7
3	WINDERMERE AT COEHILL	0	0	0	19	11	1.7
4	WINDERMERE AT 199	0	0	0	19	11	1.7
5	WINDERMERE AT MORNINGSIDE	0	0	0	19	11	1.7
6	MORNINGSIDE AVE AT LAVINIA	0	0	0	19	11	1.7
7	RUNNYMEDE RD AT MORNINGSIDE	0	0	0	19	11	1.7
8	RUNNYMEDE RD AT DEFOREST	0	0	0	19	11	1.7
9	RUNNYMEDE RD AT BLOOR ST W	0	0	4	15	11	1.4
11	RUNNYMEDE STATION	0	0	15	0	10	0.0
TOTALS	FOR PERIOD 5: 22:00 TO 30:59	13	6	19	167	109	1.5

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3233 ON 2018-SEP-04:**M-F** (FROM 05:54 TO 25:35)
STOP CARD: 30 COUNT COVERAGE/METHOD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

TORONTO TRANSIT COMMISSION

NB CONTROL POINT: 11 RUNNYMEDE STATION

NORTHBOUND PERIOD 5: 22:00 TO 30:59

PERIOD RIDING INDEX	=	1.5	(AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	27.8	STOPS
AVERAGE ONS/VEHICLE-STOP	=	0.1	
AVERAGE ONS/TRIP	=	0.5	

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3233 ON 2018-SEP-04:**M-F** (FROM 05:35 TO 25:24)
STOP CARD: 30 COUNT COVERAGE/METHOD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

SB CONTROL POINT: 1 RUNNYMEDE STATION

TORONTO TRANSIT COMMISSION

SOUTHBOUND PERIOD 1: 00:00 TO 08:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	RUNNYMEDE STATION	0	102	0	102	21	4.9
3	RUNNYMEDE RD AT BLOOR ST W	0	12	1	113	22	5.1
4	RUNNYMEDE RD AT DEFOREST	0	1	2	112	22	5.1
5	RUNNYMEDE RD AT MORNINGSIDE	0	7	2	117	22	5.3
6	MORNINGSIDE AVE AT WINDERMERE	0	3	24	96	22	4.4
7	WINDERMERE AT ST OLAVES	0	3	3	96	22	4.4
8	COEHILL AT WINDERMERE	0	8	9	95	22	4.3
9	COEHILL AT 80	0	0	0	95	22	4.3
10	COEHILL AT 44	0	2	2	95	22	4.3
11	COEHILL AT QUEENSWAY	0	8	11	92	22	4.2
12	QUEENSWAY AT WINDERMERE	0	37	26	103	22	4.7
13	QUEENSWAY AT SOUTH KINGSWAY (1)	0	9	1	111	22	5.0
14	SOUTH KINGSWAY AT RIPLEY	0	11	19	103	22	4.7
15	SOUTH KINGSWAY AT ORMSKIRK	0	6	1	108	22	4.9
16	ORMSKIRK AT RIPLEY	0	16	7	117	22	5.3
17	SOUTHPORT AT 60	0	75	13	179	22	8.1
18	SOUTHPORT AT WINDERMERE PL	0	76	1	254	22	11.5
19	WINDERMERE PL AT WINDERMERE	0	0	1	253	22	11.5
TOTALS	FOR PERIOD 1: 00:00 TO 08:59	0	376	123	2241	395	5.7

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3233 ON 2018-SEP-04:**M-F** (FROM 05:35 TO 25:24)
STOP CARD: 30 COUNT COVERAGE/METHOD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

SB CONTROL POINT: 1 RUNNYMEDE STATION

TORONTO TRANSIT COMMISSION

SOUTHBOUND PERIOD 1: 00:00 TO 08:59

PERIOD RIDING INDEX = 5.7 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH = 6.0 STOPS
AVERAGE ONS/VEHICLE-STOP = 1.0
AVERAGE ONS/TRIP = 17.1

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3233 ON 2018-SEP-04:**M-F** (FROM 05:35 TO 25:24)
STOP CARD: 30 COUNT COVERAGE/METHOD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

SB CONTROL POINT: 1 RUNNYMEDE STATION

TORONTO TRANSIT COMMISSION

SOUTHBOUND PERIOD 2: 09:00 TO 14:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	RUNNYMEDE STATION	0	209	3	206	29	7.1
3	RUNNYMEDE RD AT BLOOR ST W	0	59	0	265	29	9.1
4	RUNNYMEDE RD AT DEFOREST	0	2	4	263	29	9.1
5	RUNNYMEDE RD AT MORNINGSIDE	0	17	10	270	29	9.3
6	MORNINGSIDE AVE AT WINDERMERE	0	6	38	238	29	8.2
7	WINDERMERE AT ST OLAVES	0	5	9	234	29	8.1
8	COEHILL AT WINDERMERE	0	23	33	224	29	7.7
9	COEHILL AT 80	0	1	4	221	29	7.6
10	COEHILL AT 44	0	3	14	210	29	7.2
11	COEHILL AT QUEENSWAY	0	3	30	183	29	6.3
12	QUEENSWAY AT WINDERMERE	0	24	50	157	29	5.4
13	QUEENSWAY AT SOUTH KINGSWAY (1)	0	3	12	148	29	5.1
14	SOUTH KINGSWAY AT RIPLEY	0	9	18	139	29	4.8
15	SOUTH KINGSWAY AT ORMSKIRK	0	8	5	142	29	4.9
16	ORMSKIRK AT RIPLEY	0	10	10	142	29	4.9
17	SOUTHPORT AT 60	0	38	36	144	29	5.0
18	SOUTHPORT AT WINDERMERE PL	0	53	17	180	29	6.2
19	WINDERMERE PL AT WINDERMERE	0	0	3	177	29	6.1
TOTALS	FOR PERIOD 2: 09:00 TO 14:59	0	473	296	3543	522	6.8

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3233 ON 2018-SEP-04:**M-F** (FROM 05:35 TO 25:24)
STOP CARD: 30 COUNT COVERAGE/METHOD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

SB CONTROL POINT: 1 RUNNYMEDE STATION

TORONTO TRANSIT COMMISSION

SOUTHBOUND PERIOD 2: 09:00 TO 14:59

PERIOD RIDING INDEX = 6.8 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH = 7.5 STOPS
AVERAGE ONS/VEHICLE-STOP = 0.9
AVERAGE ONS/TRIP = 16.3

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3233 ON 2018-SEP-04:**M-F** (FROM 05:35 TO 25:24)
STOP CARD: 30 COUNT COVERAGE/METHOD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

SB CONTROL POINT: 1 RUNNYMEDE STATION

TORONTO TRANSIT COMMISSION

SOUTHBOUND PERIOD 3: 15:00 TO 18:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	RUNNYMEDE STATION	0	553	0	553	25	22.1
3	RUNNYMEDE RD AT BLOOR ST W	0	103	1	655	25	26.2
4	RUNNYMEDE RD AT DEFOREST	0	4	7	652	25	26.1
5	RUNNYMEDE RD AT MORNINGSIDE	0	7	38	621	25	24.8
6	MORNINGSIDE AVE AT WINDERMERE	0	8	46	583	25	23.3
7	WINDERMERE AT ST OLAVES	0	31	26	588	25	23.5
8	COEHILL AT WINDERMERE	0	4	112	480	25	19.2
9	COEHILL AT 80	0	3	7	476	25	19.0
10	COEHILL AT 44	0	3	33	446	25	17.8
11	COEHILL AT QUEENSWAY	0	6	85	367	25	14.7
12	QUEENSWAY AT WINDERMERE	0	21	210	178	25	7.1
13	QUEENSWAY AT SOUTH KINGSWAY (1)	0	4	32	150	25	6.0
14	SOUTH KINGSWAY AT RIPLEY	0	13	24	139	25	5.6
15	SOUTH KINGSWAY AT ORMSKIRK	0	3	9	133	25	5.3
16	ORMSKIRK AT RIPLEY	0	19	29	123	25	4.9
17	SOUTHPORT AT 60	0	29	67	85	25	3.4
18	SOUTHPORT AT WINDERMERE PL	0	25	20	90	25	3.6
19	WINDERMERE PL AT WINDERMERE	0	0	8	82	25	3.3
TOTALS	FOR PERIOD 3: 15:00 TO 18:59	0	836	754	6401	450	14.2

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3233 ON 2018-SEP-04:**M-F** (FROM 05:35 TO 25:24)
STOP CARD: 30 COUNT COVERAGE/METHOD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

SB CONTROL POINT: 1 RUNNYMEDE STATION

TORONTO TRANSIT COMMISSION

SOUTHBOUND PERIOD 3: 15:00 TO 18:59

PERIOD RIDING INDEX = 14.2 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH = 7.7 STOPS
AVERAGE ONS/VEHICLE-STOP = 1.9
AVERAGE ONS/TRIP = 33.4

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3233 ON 2018-SEP-04:**M-F** (FROM 05:35 TO 25:24)
STOP CARD: 30 COUNT COVERAGE/METHOD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

SB CONTROL POINT: 1 RUNNYMEDE STATION

TORONTO TRANSIT COMMISSION

SOUTHBOUND PERIOD 4: 19:00 TO 21:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	RUNNYMEDE STATION	0	181	0	181	11	16.5
3	RUNNYMEDE RD AT BLOOR ST W	0	27	0	208	11	18.9
4	RUNNYMEDE RD AT DEFOREST	0	0	0	208	11	18.9
5	RUNNYMEDE RD AT MORNINGSIDE	0	3	7	204	11	18.5
6	MORNINGSIDE AVE AT WINDERMERE	0	0	8	196	11	17.8
7	WINDERMERE AT ST OLAVES	0	1	5	192	11	17.5
8	COEHILL AT WINDERMERE	0	2	38	156	11	14.2
9	COEHILL AT 80	0	0	5	151	11	13.7
10	COEHILL AT 44	0	1	9	143	11	13.0
11	COEHILL AT QUEENSWAY	0	0	22	121	11	11.0
12	QUEENSWAY AT WINDERMERE	0	2	71	52	11	4.7
13	QUEENSWAY AT SOUTH KINGSWAY (1)	0	1	9	44	11	4.0
14	SOUTH KINGSWAY AT RIPLEY	0	4	6	42	11	3.8
15	SOUTH KINGSWAY AT ORMSKIRK	0	1	4	39	11	3.5
16	ORMSKIRK AT RIPLEY	0	5	8	36	11	3.3
17	SOUTHPORT AT 60	0	4	20	20	11	1.8
18	SOUTHPORT AT WINDERMERE PL	0	12	11	21	11	1.9
19	WINDERMERE PL AT WINDERMERE	0	0	1	20	10	2.0
TOTALS	FOR PERIOD 4: 19:00 TO 21:59	0	244	224	2034	197	10.3

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3233 ON 2018-SEP-04:**M-F** (FROM 05:35 TO 25:24)
STOP CARD: 30 COUNT COVERAGE/METHOD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

SB CONTROL POINT: 1 RUNNYMEDE STATION

TORONTO TRANSIT COMMISSION

SOUTHBOUND PERIOD 4: 19:00 TO 21:59

PERIOD RIDING INDEX = 10.3 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH = 8.3 STOPS
AVERAGE ONS/VEHICLE-STOP = 1.2
AVERAGE ONS/TRIP = 22.2

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3233 ON 2018-SEP-04:**M-F** (FROM 05:35 TO 25:24)
STOP CARD: 30 COUNT COVERAGE/METHOD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

SB CONTROL POINT: 1 RUNNYMEDE STATION

TORONTO TRANSIT COMMISSION

SOUTHBOUND PERIOD 5: 22:00 TO 30:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	RUNNYMEDE STATION	0	58	0	58	10	5.8
3	RUNNYMEDE RD AT BLOOR ST W	0	1	0	59	10	5.9
4	RUNNYMEDE RD AT DEFOREST	0	0	0	59	10	5.9
5	RUNNYMEDE RD AT MORNINGSIDE	0	0	0	59	10	5.9
6	MORNINGSIDE AVE AT WINDERMERE	0	0	2	57	10	5.7
7	WINDERMERE AT ST OLAVES	0	0	2	55	10	5.5
8	COEHILL AT WINDERMERE	0	0	11	44	10	4.4
9	COEHILL AT 80	0	0	2	42	10	4.2
10	COEHILL AT 44	0	0	2	40	10	4.0
11	COEHILL AT QUEENSWAY	0	0	7	33	10	3.3
12	QUEENSWAY AT WINDERMERE	0	1	16	18	10	1.8
13	QUEENSWAY AT SOUTH KINGSWAY (1)	0	0	2	16	10	1.6
14	SOUTH KINGSWAY AT RIPLEY	0	1	0	17	10	1.7
15	SOUTH KINGSWAY AT ORMSKIRK	0	1	1	17	10	1.7
16	ORMSKIRK AT RIPLEY	0	0	0	17	10	1.7
17	SOUTHPORT AT 60	0	0	5	12	10	1.2
18	SOUTHPORT AT WINDERMERE PL	0	3	1	14	10	1.4
19	WINDERMERE PL AT WINDERMERE	0	0	1	13	10	1.3
TOTALS	FOR PERIOD 5: 22:00 TO 30:59	0	65	52	630	180	3.5

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3233 ON 2018-SEP-04:**M-F** (FROM 05:35 TO 25:24)
STOP CARD: 30 COUNT COVERAGE/METHOD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

SB CONTROL POINT: 1 RUNNYMEDE STATION

TORONTO TRANSIT COMMISSION

SOUTHBOUND PERIOD 5: 22:00 TO 30:59

PERIOD RIDING INDEX	=	3.5	(AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	9.7	STOPS
AVERAGE ONS/VEHICLE-STOP	=	0.4	
AVERAGE ONS/TRIP	=	6.5	

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3233 ON 2018-SEP-04:**M-F** (FROM 07:45 TO 16:04)
STOP CARD: 30 COUNT COVERAGE/METHOD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

NB CONTROL POINT: 11 RUNNYMEDE STATION

TORONTO TRANSIT COMMISSION

NORTHBOUND PERIOD 1: 07:45

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	WINDERMERE PL AT WINDERMERE	129	78	0	207	7	29.6
2	WINDERMERE AT 89	0	13	0	220	7	31.4
3	WINDERMERE AT COEHILL	0	30	0	250	7	35.7
4	WINDERMERE AT 199	0	6	39	217	7	31.0
5	WINDERMERE AT MORNINGSIDE	0	16	5	228	7	32.6
6	MORNINGSIDE AVE AT LAVINIA	0	9	1	236	7	33.7
7	RUNNYMEDE RD AT MORNINGSIDE	0	16	0	252	7	36.0
8	RUNNYMEDE RD AT DEFOREST	0	1	0	253	7	36.1
9	RUNNYMEDE RD AT BLOOR ST W	0	4	96	161	7	23.0
11	RUNNYMEDE STATION	0	0	161	0	7	0.0
TOTALS FOR PERIOD 1: 07:45		129	173	302	2024	70	28.9

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3233 ON 2018-SEP-04:**M-F** (FROM 07:45 TO 16:04)
STOP CARD: 30 COUNT COVERAGE/METHOD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

NB CONTROL POINT: 11 RUNNYMEDE STATION

TORONTO TRANSIT COMMISSION

NORTHBOUND PERIOD 1: 07:45

PERIOD RIDING INDEX	=	28.9 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	11.7 STOPS
AVERAGE ONS/VEHICLE-STOP	=	2.5
AVERAGE ONS/TRIP	=	24.7

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3233 ON 2018-SEP-04:**M-F** (FROM 07:45 TO 16:04)
STOP CARD: 30 COUNT COVERAGE/METHOD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

NB CONTROL POINT: 11 RUNNYMEDE STATION

TORONTO TRANSIT COMMISSION

NORTHBOUND PERIOD 2: 15:07

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	WINDERMERE PL AT WINDERMERE	19	24	0	43	7	6.1
2	WINDERMERE AT 89	0	3	0	46	7	6.6
3	WINDERMERE AT COEHILL	0	7	0	53	7	7.6
4	WINDERMERE AT 199	0	7	10	50	7	7.1
5	WINDERMERE AT MORNINGSIDE	0	9	1	58	7	8.3
6	MORNINGSIDE AVE AT LAVINIA	0	19	0	77	7	11.0
7	RUNNYMEDE RD AT MORNINGSIDE	0	1	0	78	7	11.1
8	RUNNYMEDE RD AT DEFOREST	0	0	3	75	7	10.7
9	RUNNYMEDE RD AT BLOOR ST W	0	4	33	46	7	6.6
11	RUNNYMEDE STATION	0	0	46	0	7	0.0
TOTALS FOR PERIOD 2: 15:07		19	74	93	526	70	7.5

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3233 ON 2018-SEP-04:**M-F** (FROM 07:45 TO 16:04)
STOP CARD: 30 COUNT COVERAGE/METHOD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

NB CONTROL POINT: 11 RUNNYMEDE STATION

TORONTO TRANSIT COMMISSION

NORTHBOUND PERIOD 2: 15:07

PERIOD RIDING INDEX	=	7.5 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	7.1 STOPS
AVERAGE ONS/VEHICLE-STOP	=	1.1
AVERAGE ONS/TRIP	=	10.6

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3233 ON 2015-SEP-04:**M-F** (FROM 07:21 TO 15:37)
STOP CARD: 30 COUNT COVERAGE: MET/ OD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

SB CONTROL POINT: 1 RUNNYMEDE STATION

TORONTO TRANSIT COMMISSION

SOUT/ BOUND PERIOD 1: 07:21

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUMH	VE/ ICLES	AVGH	LOAD
1	RUNNYMEDE STATION	0	. 1	0	. 1	7	7	H3
3	RUNNYMEDE RD AT BLOOR ST W	0	2	0	. 3	7	7	H6
4	RUNNYMEDE RD AT DEFOREST	0	0	1	. 2	7	7	H4
.	RUNNYMEDE RD AT MORNINGSIDE	0	4	1	. .	7	7	H9
6	MORNINGSIDE AVE AT WINDERMERE	0	2	12	4.	7	6	H4
7	WINDERMERE AT ST OLAVES	0	0	1	44	7	6	H3
5	COE/ ILL AT WINDERMERE	0	.	7	42	7	6	H0
9	COE/ ILL AT 50	0	0	0	42	7	6	H0
10	COE/ ILL AT 44	0	1	1	42	7	6	H0
11	COE/ ILL AT XUEENSWAY	0	6	.	43	7	6	H1
12	XUEENSWAY AT WINDERMERE	0	20	5	. .	7	7	H9
13	XUEENSWAY AT SOUT/ =INGSWAY (1)	0	3	1	. 7	7	5	H1
14	SOUT/ =INGSWAY AT RIPLEY	0	4	13	45	7	6	H9
1.	SOUT/ =INGSWAY AT ORMS=IR=	0	.	0	. 3	7	7	H6
16	ORMS=IR= AT RIPLEY	0	9	.	. 7	7	5	H1
17	SOUT/ PORT AT 60	0	31	.	53	7	11	H9
15	SOUT/ PORT AT WINDERMERE PL	0	47	0	130	7	15	H6
19	WINDERMERE PL AT WINDERMERE	0	0	1	129	7	15	H4
TOTALS FOR PERIOD 1: 07:21		0	190	61	1051	126	5	H6

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3233 ON 2015-SEP-04:**M-F** (FROM 07:21 TO 15:37)
STOP CARD: 30 COUNT COVERAGE: MET/ OD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

SB CONTROL POINT: 1 RUNNYMEDE STATION

TORONTO TRANSIT COMMISSION

SOUT/ BOUND PERIOD 1: 07:21

PERIOD RIDING INDEQ	K	5H6 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGT/	K	. H7 STOPS
AVERAGE ONS8/E/ ICLE-STOP	K	1H
AVERAGE ONS8TRIP	K	27H1

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3233 ON 2015-SEP-04:**M-F** (FROM 07:21 TO 15:37)
STOP CARD: 30 COUNT COVERAGE: MET/ OD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

SB CONTROL POINT: 1 RUNNYMEDE STATION

TORONTO TRANSIT COMMISSION

SOUT/ BOUND PERIOD 2: 17:42

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUMH	VE/ ICLES	AVGH LOAD
1	RUNNYMEDE STATION	0	192	0	192	7	27H4
3	RUNNYMEDE RD AT BLOOR ST W	0	35	0	230	7	32H9
4	RUNNYMEDE RD AT DEFOREST	0	0	2	225	7	32H6
.	RUNNYMEDE RD AT MORNINGSIDE	0	2	12	215	7	31H1
6	MORNINGSIDE AVE AT WINDERMERE	0	1	13	206	7	29H4
7	WINDERMERE AT ST OLAVES	0	.	7	204	7	29H1
5	COE/ ILL AT WINDERMERE	0	0	40	164	7	23H4
9	COE/ ILL AT 50	0	3	0	167	7	23H9
10	COE/ ILL AT 44	0	0	5	1. 9	7	22H7
11	COE/ ILL AT XUEENSWAY	0	0	27	132	7	15H9
12	XUEENSWAY AT WINDERMERE	0	4	7.	61	7	5H7
13	XUEENSWAY AT SOUT/ =INGSWAY (1)	0	1	13	49	7	7H0
14	SOUT/ =INGSWAY AT RIPLEY	0	4	6	47	7	6H7
1.	SOUT/ =INGSWAY AT ORMS=IR=	0	1	3	4.	7	6H4
16	ORMS=IR= AT RIPLEY	0	4	9	40	7	. H7
17	SOUT/ PORT AT 60	0	.	21	24	7	3H4
15	SOUT/ PORT AT WINDERMERE PL	0	6	3	27	7	3H9
19	WINDERMERE PL AT WINDERMERE	0	0	1	26	7	3H7
TOTALS FOR PERIOD 2: 17:42		0	266	240	2219	126	17H6

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3233 ON 2015-SEP-04:**M-F** (FROM 07:21 TO 15:37)
STOP CARD: 30 COUNT COVERAGE: MET/ OD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

SB CONTROL POINT: 1 RUNNYMEDE STATION

TORONTO TRANSIT COMMISSION

SOUT/ BOUND PERIOD 2: 17:42

PERIOD RIDING INDEQ	K	17H6 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGT/	K	5H3 STOPS
AVERAGE ONS8/E/ ICLE-STOP	K	2H1
AVERAGE ONS8 TRIP	K	35H0

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3388 ON 2018-MAY-19:**SAT** (FROM 06:16 TO 25:38)
STOP CARD: 30 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: 99% coverage

TORONTO TRANSIT COMMISSION

NB CONTROL POINT: 11 RUNNYMEDE STATION

NORTHBOUND PERIOD 1: 00:00 TO 07:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	WINDERMERE PL AT WINDERMERE	17	9	0	26	5	5.2
2	WINDERMERE AT 89	0	0	0	26	5	5.2
3	WINDERMERE AT COEHILL	0	5	0	31	5	6.2
4	WINDERMERE AT 199	0	0	0	31	5	6.2
5	WINDERMERE AT MORNINGSIDE	0	1	0	32	5	6.4
6	MORNINGSIDE AVE AT LAVINIA	0	1	0	33	5	6.6
7	RUNNYMEDE RD AT MORNINGSIDE	0	4	0	37	5	7.4
8	RUNNYMEDE RD AT DEFOREST	0	0	0	37	5	7.4
9	RUNNYMEDE RD AT BLOOR ST W	0	0	6	31	5	6.2
11	RUNNYMEDE STATION	0	0	31	0	5	0.0
TOTALS	FOR PERIOD 1: 00:00 TO 07:59	17	20	37	284	50	5.7

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3388 ON 2018-MAY-19:**SAT** (FROM 06:16 TO 25:38)
STOP CARD: 30 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: 99% coverage

TORONTO TRANSIT COMMISSION

NB CONTROL POINT: 11 RUNNYMEDE STATION

NORTHBOUND PERIOD 1: 00:00 TO 07:59

PERIOD RIDING INDEX	=	5.7	(AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	14.2	STOPS
AVERAGE ONS/VEHICLE-STOP	=	0.4	
AVERAGE ONS/TRIP	=	4.0	

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3388 ON 2018-MAY-19:**SAT** (FROM 06:16 TO 25:38)
STOP CARD: 30 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: 99% coverage

NB CONTROL POINT: 11 RUNNYMEDE STATION

TORONTO TRANSIT COMMISSION

NORTHBOUND PERIOD 2: 08:00 TO 11:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	WINDERMERE PL AT WINDERMERE	119	31	0	150	10	15.0
2	WINDERMERE AT 89	0	4	0	154	10	15.4
3	WINDERMERE AT COEHILL	0	23	0	177	10	17.7
4	WINDERMERE AT 199	0	2	0	179	10	17.9
5	WINDERMERE AT MORNINGSIDE	0	6	1	184	10	18.4
6	MORNINGSIDE AVE AT LAVINIA	0	3	2	185	10	18.5
7	RUNNYMEDE RD AT MORNINGSIDE	0	5	0	190	10	19.0
8	RUNNYMEDE RD AT DEFOREST	0	0	0	190	10	19.0
9	RUNNYMEDE RD AT BLOOR ST W	0	3	60	133	10	13.3
11	RUNNYMEDE STATION	0	0	133	0	10	0.0
TOTALS	FOR PERIOD 2: 08:00 TO 11:59	119	77	196	1542	100	15.4

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3388 ON 2018-MAY-19:**SAT** (FROM 06:16 TO 25:38)
STOP CARD: 30 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: 99% coverage

NB CONTROL POINT: 11 RUNNYMEDE STATION

TORONTO TRANSIT COMMISSION

NORTHBOUND PERIOD 2: 08:00 TO 11:59

PERIOD RIDING INDEX	=	15.4	(AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	20.0	STOPS
AVERAGE ONS/VEHICLE-STOP	=	0.8	
AVERAGE ONS/TRIP	=	7.7	

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3388 ON 2018-MAY-19:**SAT** (FROM 06:16 TO 25:38)
STOP CARD: 30 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: 99% coverage

TORONTO TRANSIT COMMISSION

NB CONTROL POINT: 11 RUNNYMEDE STATION

NORTHBOUND PERIOD 3: 12:00 TO 18:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	WINDERMERE PL AT WINDERMERE	196	64	0	260	17	15.3
2	WINDERMERE AT 89	0	8	3	265	17	15.6
3	WINDERMERE AT COEHILL	0	47	0	312	17	18.4
4	WINDERMERE AT 199	0	4	0	316	17	18.6
5	WINDERMERE AT MORNINGSIDE	0	3	5	314	17	18.5
6	MORNINGSIDE AVE AT LAVINIA	0	1	0	315	17	18.5
7	RUNNYMEDE RD AT MORNINGSIDE	0	6	1	320	17	18.8
8	RUNNYMEDE RD AT DEFOREST	0	2	1	321	17	18.9
9	RUNNYMEDE RD AT BLOOR ST W	0	17	133	205	17	12.1
11	RUNNYMEDE STATION	0	0	205	0	17	0.0
TOTALS	FOR PERIOD 3: 12:00 TO 18:59	196	152	348	2628	170	15.5

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3388 ON 2018-MAY-19:**SAT** (FROM 06:16 TO 25:38)
STOP CARD: 30 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: 99% coverage

TORONTO TRANSIT COMMISSION

NB CONTROL POINT: 11 RUNNYMEDE STATION

NORTHBOUND PERIOD 3: 12:00 TO 18:59

PERIOD RIDING INDEX	=	15.5	(AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	17.3	STOPS
AVERAGE ONS/VEHICLE-STOP	=	0.9	
AVERAGE ONS/TRIP	=	8.9	

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3388 ON 2018-MAY-19:**SAT** (FROM 06:16 TO 25:38)
STOP CARD: 30 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: 99% coverage

NB CONTROL POINT: 11 RUNNYMEDE STATION

TORONTO TRANSIT COMMISSION

NORTHBOUND PERIOD 4: 19:00 TO 21:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	WINDERMERE PL AT WINDERMERE	29	12	0	41	8	5.1
2	WINDERMERE AT 89	0	2	1	42	8	5.3
3	WINDERMERE AT COEHILL	0	9	0	51	8	6.4
4	WINDERMERE AT 199	0	3	0	54	8	6.8
5	WINDERMERE AT MORNINGSIDE	0	2	0	56	8	7.0
6	MORNINGSIDE AVE AT LAVINIA	0	3	0	59	8	7.4
7	RUNNYMEDE RD AT MORNINGSIDE	0	0	2	57	8	7.1
8	RUNNYMEDE RD AT DEFOREST	0	0	0	57	8	7.1
9	RUNNYMEDE RD AT BLOOR ST W	0	2	22	37	8	4.6
11	RUNNYMEDE STATION	0	0	37	0	8	0.0
TOTALS	FOR PERIOD 4: 19:00 TO 21:59	29	33	62	454	80	5.7

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3388 ON 2018-MAY-19:**SAT** (FROM 06:16 TO 25:38)
STOP CARD: 30 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: 99% coverage

NB CONTROL POINT: 11 RUNNYMEDE STATION

TORONTO TRANSIT COMMISSION

NORTHBOUND PERIOD 4: 19:00 TO 21:59

PERIOD RIDING INDEX = 5.7 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH = 13.8 STOPS
AVERAGE ONS/VEHICLE-STOP = 0.4
AVERAGE ONS/TRIP = 4.1

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3388 ON 2018-MAY-19:**SAT** (FROM 06:16 TO 25:38)
STOP CARD: 30 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: 99% coverage

NB CONTROL POINT: 11 RUNNYMEDE STATION

TORONTO TRANSIT COMMISSION

NORTHBOUND PERIOD 5: 22:00 TO 30:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	WINDERMERE PL AT WINDERMERE	16	6	0	22	9	2.4
2	WINDERMERE AT 89	0	1	0	23	9	2.6
3	WINDERMERE AT COEHILL	0	3	1	25	9	2.8
4	WINDERMERE AT 199	0	1	0	26	9	2.9
5	WINDERMERE AT MORNINGSIDE	0	0	1	25	9	2.8
6	MORNINGSIDE AVE AT LAVINIA	0	1	0	26	9	2.9
7	RUNNYMEDE RD AT MORNINGSIDE	0	0	0	26	9	2.9
8	RUNNYMEDE RD AT DEFOREST	0	0	0	26	9	2.9
9	RUNNYMEDE RD AT BLOOR ST W	0	0	2	24	9	2.7
11	RUNNYMEDE STATION	0	0	24	0	8	0.0
TOTALS	FOR PERIOD 5: 22:00 TO 30:59	16	12	28	223	89	2.5

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3388 ON 2018-MAY-19:**SAT** (FROM 06:16 TO 25:38)
STOP CARD: 30 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: 99% coverage

NB CONTROL POINT: 11 RUNNYMEDE STATION

TORONTO TRANSIT COMMISSION

NORTHBOUND PERIOD 5: 22:00 TO 30:59

PERIOD RIDING INDEX	=	2.5	(AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	18.6	STOPS
AVERAGE ONS/VEHICLE-STOP	=	0.1	
AVERAGE ONS/TRIP	=	1.3	

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3388 ON 2018-MAY-19:**SAT** (FROM 06:16 TO 25:38)
STOP CARD: 30 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: 99% coverage

NB CONTROL POINT: 11 RUNNYMEDE STATION

TORONTO TRANSIT COMMISSION

NORTHBOUND ALL DAY

ROUTE STOP	LOCATION	STARTS	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	WINDERMERE PL AT WINDERMERE	377	122	0	499	49	10.2
2	WINDERMERE AT 89	0	15	4	510	49	10.4
3	WINDERMERE AT COEHILL	0	87	1	596	49	12.2
4	WINDERMERE AT 199	0	10	0	606	49	12.4
5	WINDERMERE AT MORNINGSIDE	0	12	7	611	49	12.5
6	MORNINGSIDE AVE AT LAVINIA	0	9	2	618	49	12.6
7	RUNNYMEDE RD AT MORNINGSIDE	0	15	3	630	49	12.9
8	RUNNYMEDE RD AT DEFOREST	0	2	1	631	49	12.9
9	RUNNYMEDE RD AT BLOOR ST W	0	22	223	430	49	8.8
11	RUNNYMEDE STATION	0	0	430	0	48	0.0
TOTALS FOR NORTHBOUND ALL DAY		377	294	671	5131	489	10.5

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3388 ON 2018-MAY-19:**SAT** (FROM 06:16 TO 25:38)
STOP CARD: 30 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: 99% coverage

NB CONTROL POINT: 11 RUNNYMEDE STATION

TORONTO TRANSIT COMMISSION

NORTHBOUND ALL DAY

PERIOD RIDING INDEX	=	10.5	(AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	17.5	STOPS
AVERAGE ONS/VEHICLE-STOP	=	0.6	
AVERAGE ONS/TRIP	=	6.0	

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3388 ON 2018-MAY-19:**SAT** (FROM 06:00 TO 25:23)
STOP CARD: 30 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: 99% coverage

SB CONTROL POINT: 1 RUNNYMEDE STATION

TORONTO TRANSIT COMMISSION

SOUTHBOUND PERIOD 1: 00:00 TO 07:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	RUNNYMEDE STATION	0	16	0	16	5	3.2
3	RUNNYMEDE RD AT BLOOR ST W	0	1	0	17	5	3.4
4	RUNNYMEDE RD AT DEFOREST	0	0	0	17	5	3.4
5	RUNNYMEDE RD AT MORNINGSIDE	0	0	1	16	5	3.2
6	MORNINGSIDE AVE AT WINDERMERE	0	0	0	16	5	3.2
7	WINDERMERE AT ST OLAVES	0	0	0	16	5	3.2
8	COEHILL AT WINDERMERE	0	3	1	18	5	3.6
9	COEHILL AT 80	0	1	0	19	5	3.8
10	COEHILL AT 44	0	0	0	19	5	3.8
11	COEHILL AT QUEENSWAY	0	0	0	19	5	3.8
12	QUEENSWAY AT WINDERMERE	0	4	6	17	5	3.4
13	QUEENSWAY AT SOUTH KINGSWAY (1)	0	0	0	17	5	3.4
14	SOUTH KINGSWAY AT RIPLEY	0	0	3	14	5	2.8
15	SOUTH KINGSWAY AT ORMSKIRK	0	0	0	14	5	2.8
16	ORMSKIRK AT RIPLEY	0	0	2	12	5	2.4
17	SOUTHPORT AT 60	0	3	1	14	5	2.8
18	SOUTHPORT AT WINDERMERE PL	0	8	1	21	5	4.2
19	WINDERMERE PL AT WINDERMERE	0	0	0	21	5	4.2
TOTALS	FOR PERIOD 1: 00:00 TO 07:59	0	36	15	303	90	3.4

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3388 ON 2018-MAY-19:**SAT** (FROM 06:00 TO 25:23)
STOP CARD: 30 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: 99% coverage

SB CONTROL POINT: 1 RUNNYMEDE STATION

TORONTO TRANSIT COMMISSION

SOUTHBOUND PERIOD 1: 00:00 TO 07:59

PERIOD RIDING INDEX	=	3.4	(AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	8.4	STOPS
AVERAGE ONS/VEHICLE-STOP	=	0.4	
AVERAGE ONS/TRIP	=	7.2	

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3388 ON 2018-MAY-19:**SAT** (FROM 06:00 TO 25:23)
STOP CARD: 30 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: 99% coverage

SB CONTROL POINT: 1 RUNNYMEDE STATION

TORONTO TRANSIT COMMISSION

SOUTHBOUND PERIOD 2: 08:00 TO 11:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	RUNNYMEDE STATION	0	90	0	90	11	8.2
3	RUNNYMEDE RD AT BLOOR ST W	0	11	0	101	11	9.2
4	RUNNYMEDE RD AT DEFOREST	0	0	1	100	11	9.1
5	RUNNYMEDE RD AT MORNINGSIDE	0	0	2	98	11	8.9
6	MORNINGSIDE AVE AT WINDERMERE	0	0	9	89	11	8.1
7	WINDERMERE AT ST OLAVES	0	0	2	87	11	7.9
8	COEHILL AT WINDERMERE	0	5	16	76	11	6.9
9	COEHILL AT 80	0	9	6	79	11	7.2
10	COEHILL AT 44	0	3	0	82	11	7.5
11	COEHILL AT QUEENSWAY	0	4	6	80	11	7.3
12	QUEENSWAY AT WINDERMERE	0	26	24	82	11	7.5
13	QUEENSWAY AT SOUTH KINGSWAY (1)	0	9	1	90	11	8.2
14	SOUTH KINGSWAY AT RIPLEY	0	4	10	84	11	7.6
15	SOUTH KINGSWAY AT ORMSKIRK	0	0	2	82	11	7.5
16	ORMSKIRK AT RIPLEY	0	6	4	84	11	7.6
17	SOUTHPORT AT 60	0	31	10	105	11	9.5
18	SOUTHPORT AT WINDERMERE PL	0	25	3	127	11	11.5
19	WINDERMERE PL AT WINDERMERE	0	0	0	127	11	11.5
TOTALS	FOR PERIOD 2: 08:00 TO 11:59	0	223	96	1663	198	8.4

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3388 ON 2018-MAY-19:**SAT** (FROM 06:00 TO 25:23)
STOP CARD: 30 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: 99% coverage

SB CONTROL POINT: 1 RUNNYMEDE STATION

TORONTO TRANSIT COMMISSION

SOUTHBOUND PERIOD 2: 08:00 TO 11:59

PERIOD RIDING INDEX = 8.4 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH = 7.5 STOPS
AVERAGE ONS/VEHICLE-STOP = 1.1
AVERAGE ONS/TRIP = 20.3

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3388 ON 2018-MAY-19:**SAT** (FROM 06:00 TO 25:23)
STOP CARD: 30 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: 99% coverage

SB CONTROL POINT: 1 RUNNYMEDE STATION

TORONTO TRANSIT COMMISSION

SOUTHBOUND PERIOD 3: 12:00 TO 18:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	RUNNYMEDE STATION	0	301	0	301	17	17.7
3	RUNNYMEDE RD AT BLOOR ST W	0	45	0	346	17	20.4
4	RUNNYMEDE RD AT DEFOREST	0	0	1	345	17	20.3
5	RUNNYMEDE RD AT MORNINGSIDE	0	1	10	336	17	19.8
6	MORNINGSIDE AVE AT WINDERMERE	0	2	14	324	17	19.1
7	WINDERMERE AT ST OLAVES	0	2	4	322	17	18.9
8	COEHILL AT WINDERMERE	0	10	62	270	17	15.9
9	COEHILL AT 80	0	9	35	244	17	14.4
10	COEHILL AT 44	0	0	3	241	17	14.2
11	COEHILL AT QUEENSWAY	0	11	31	221	17	13.0
12	QUEENSWAY AT WINDERMERE	0	43	104	160	17	9.4
13	QUEENSWAY AT SOUTH KINGSWAY (1)	0	9	15	154	17	9.1
14	SOUTH KINGSWAY AT RIPLEY	0	16	8	162	17	9.5
15	SOUTH KINGSWAY AT ORMSKIRK	0	3	4	161	17	9.5
16	ORMSKIRK AT RIPLEY	0	18	11	168	17	9.9
17	SOUTHPORT AT 60	0	51	48	171	17	10.1
18	SOUTHPORT AT WINDERMERE PL	0	42	12	201	17	11.8
19	WINDERMERE PL AT WINDERMERE	0	0	2	199	17	11.7
TOTALS	FOR PERIOD 3: 12:00 TO 18:59	0	563	364	4326	306	14.1

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3388 ON 2018-MAY-19:**SAT** (FROM 06:00 TO 25:23)
STOP CARD: 30 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: 99% coverage

SB CONTROL POINT: 1 RUNNYMEDE STATION

TORONTO TRANSIT COMMISSION

SOUTHBOUND PERIOD 3: 12:00 TO 18:59

PERIOD RIDING INDEX = 14.1 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH = 7.7 STOPS
AVERAGE ONS/VEHICLE-STOP = 1.8
AVERAGE ONS/TRIP = 33.1

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3388 ON 2018-MAY-19:**SAT** (FROM 06:00 TO 25:23)
STOP CARD: 30 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: 99% coverage

SB CONTROL POINT: 1 RUNNYMEDE STATION

TORONTO TRANSIT COMMISSION

SOUTHBOUND PERIOD 4: 19:00 TO 21:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	RUNNYMEDE STATION	0	132	0	132	8	16.5
3	RUNNYMEDE RD AT BLOOR ST W	0	16	0	148	8	18.5
4	RUNNYMEDE RD AT DEFOREST	0	0	2	146	8	18.3
5	RUNNYMEDE RD AT MORNINGSIDE	0	0	0	146	8	18.3
6	MORNINGSIDE AVE AT WINDERMERE	0	0	3	143	8	17.9
7	WINDERMERE AT ST OLAVES	0	0	5	138	8	17.3
8	COEHILL AT WINDERMERE	0	0	34	104	8	13.0
9	COEHILL AT 80	0	0	13	91	8	11.4
10	COEHILL AT 44	0	1	0	92	8	11.5
11	COEHILL AT QUEENSWAY	0	1	17	76	8	9.5
12	QUEENSWAY AT WINDERMERE	0	11	42	45	8	5.6
13	QUEENSWAY AT SOUTH KINGSWAY (1)	0	1	5	41	8	5.1
14	SOUTH KINGSWAY AT RIPLEY	0	2	3	40	8	5.0
15	SOUTH KINGSWAY AT ORMSKIRK	0	0	4	36	8	4.5
16	ORMSKIRK AT RIPLEY	0	0	4	32	8	4.0
17	SOUTHPORT AT 60	0	6	20	18	8	2.3
18	SOUTHPORT AT WINDERMERE PL	0	13	6	25	8	3.1
19	WINDERMERE PL AT WINDERMERE	0	0	0	25	8	3.1
TOTALS	FOR PERIOD 4: 19:00 TO 21:59	0	183	158	1478	144	10.3

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3388 ON 2018-MAY-19:**SAT** (FROM 06:00 TO 25:23)
STOP CARD: 30 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: 99% coverage

SB CONTROL POINT: 1 RUNNYMEDE STATION

TORONTO TRANSIT COMMISSION

SOUTHBOUND PERIOD 4: 19:00 TO 21:59

PERIOD RIDING INDEX = 10.3 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH = 8.1 STOPS
AVERAGE ONS/VEHICLE-STOP = 1.3
AVERAGE ONS/TRIP = 22.9

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3388 ON 2018-MAY-19:**SAT** (FROM 06:00 TO 25:23)
STOP CARD: 30 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: 99% coverage

SB CONTROL POINT: 1 RUNNYMEDE STATION

TORONTO TRANSIT COMMISSION

SOUTHBOUND PERIOD 5: 22:00 TO 30:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	RUNNYMEDE STATION	0	55	0	55	7	7.9
3	RUNNYMEDE RD AT BLOOR ST W	0	4	0	59	7	8.4
4	RUNNYMEDE RD AT DEFOREST	0	0	2	57	7	8.1
5	RUNNYMEDE RD AT MORNINGSIDE	0	0	0	57	7	8.1
6	MORNINGSIDE AVE AT WINDERMERE	0	0	3	54	7	7.7
7	WINDERMERE AT ST OLAVES	0	0	3	51	7	7.3
8	COEHILL AT WINDERMERE	0	0	14	37	7	5.3
9	COEHILL AT 80	0	0	5	32	7	4.6
10	COEHILL AT 44	0	0	1	31	7	4.4
11	COEHILL AT QUEENSWAY	0	0	9	22	7	3.1
12	QUEENSWAY AT WINDERMERE	0	7	13	16	7	2.3
13	QUEENSWAY AT SOUTH KINGSWAY (1)	0	0	1	15	7	2.1
14	SOUTH KINGSWAY AT RIPLEY	0	1	2	14	7	2.0
15	SOUTH KINGSWAY AT ORMSKIRK	0	0	2	12	7	1.7
16	ORMSKIRK AT RIPLEY	0	1	1	12	7	1.7
17	SOUTHPORT AT 60	0	4	2	14	7	2.0
18	SOUTHPORT AT WINDERMERE PL	0	8	7	15	7	2.1
19	WINDERMERE PL AT WINDERMERE	0	0	1	14	7	2.0
TOTALS	FOR PERIOD 5: 22:00 TO 30:59	0	80	66	567	126	4.5

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3388 ON 2018-MAY-19:**SAT** (FROM 06:00 TO 25:23)
STOP CARD: 30 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: 99% coverage

SB CONTROL POINT: 1 RUNNYMEDE STATION

TORONTO TRANSIT COMMISSION

SOUTHBOUND PERIOD 5: 22:00 TO 30:59

PERIOD RIDING INDEX = 4.5 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH = 7.1 STOPS
AVERAGE ONS/VEHICLE-STOP = 0.6
AVERAGE ONS/TRIP = 11.4

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3388 ON 2018-MAY-19:**SAT** (FROM 06:00 TO 25:23)
STOP CARD: 30 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: 99% coverage

SB CONTROL POINT: 1 RUNNYMEDE STATION

TORONTO TRANSIT COMMISSION

SOUTHBOUND ALL DAY

ROUTE STOP	LOCATION	STARTS	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	RUNNYMEDE STATION	0	594	0	594	48	12.4
3	RUNNYMEDE RD AT BLOOR ST W	0	77	0	671	48	14.0
4	RUNNYMEDE RD AT DEFOREST	0	0	6	665	48	13.9
5	RUNNYMEDE RD AT MORNINGSIDE	0	1	13	653	48	13.6
6	MORNINGSIDE AVE AT WINDERMERE	0	2	29	626	48	13.0
7	WINDERMERE AT ST OLAVES	0	2	14	614	48	12.8
8	COEHILL AT WINDERMERE	0	18	127	505	48	10.5
9	COEHILL AT 80	0	19	59	465	48	9.7
10	COEHILL AT 44	0	4	4	465	48	9.7
11	COEHILL AT QUEENSWAY	0	16	63	418	48	8.7
12	QUEENSWAY AT WINDERMERE	0	91	189	320	48	6.7
13	QUEENSWAY AT SOUTH KINGSWAY (1)	0	19	22	317	48	6.6
14	SOUTH KINGSWAY AT RIPLEY	0	23	26	314	48	6.5
15	SOUTH KINGSWAY AT ORMSKIRK	0	3	12	305	48	6.4
16	ORMSKIRK AT RIPLEY	0	25	22	308	48	6.4
17	SOUTHPORT AT 60	0	95	81	322	48	6.7
18	SOUTHPORT AT WINDERMERE PL	0	96	29	389	48	8.1
19	WINDERMERE PL AT WINDERMERE	0	0	3	386	48	8.0
TOTALS FOR SOUTHBOUND ALL DAY		0	1085	699	8337	864	9.6

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3388 ON 2018-MAY-19:**SAT** (FROM 06:00 TO 25:23)
STOP CARD: 30 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: 99% coverage

SB CONTROL POINT: 1 RUNNYMEDE STATION

TORONTO TRANSIT COMMISSION

SOUTHBOUND ALL DAY

PERIOD RIDING INDEX = 9.6 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH = 7.7 STOPS
AVERAGE ONS/VEHICLE-STOP = 1.3
AVERAGE ONS/TRIP = 22.6

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3388 ON 2018-MAY-19:**SAT** (FROM 09:54 TO 13:54)
STOP CARD: 30 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: 99% coverage

NB CONTROL POINT: 11 RUNNYMEDE STATION

TORONTO TRANSIT COMMISSION

NORTHBOUND PERIOD 1: 09:54

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	WINDERMERE PL AT WINDERMERE	42	8	0	50	3	16.7
2	WINDERMERE AT 89	0	1	0	51	3	17.0
3	WINDERMERE AT COEHILL	0	8	0	59	3	19.7
4	WINDERMERE AT 199	0	0	0	59	3	19.7
5	WINDERMERE AT MORNINGSIDE	0	2	0	61	3	20.3
6	MORNINGSIDE AVE AT LAVINIA	0	2	1	62	3	20.7
7	RUNNYMEDE RD AT MORNINGSIDE	0	2	0	64	3	21.3
8	RUNNYMEDE RD AT DEFOREST	0	0	0	64	3	21.3
9	RUNNYMEDE RD AT BLOOR ST W	0	1	23	42	3	14.0
11	RUNNYMEDE STATION	0	0	42	0	3	0.0
TOTALS FOR PERIOD 1: 09:54		42	24	66	512	30	17.1

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3388 ON 2018-MAY-19:**SAT** (FROM 09:54 TO 13:54)
STOP CARD: 30 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: 99% coverage

NB CONTROL POINT: 11 RUNNYMEDE STATION

TORONTO TRANSIT COMMISSION

NORTHBOUND PERIOD 1: 09:54

PERIOD RIDING INDEX	=	17.1 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	21.3 STOPS
AVERAGE ONS/VEHICLE-STOP	=	0.8
AVERAGE ONS/TRIP	=	8.0

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3388 ON 2018-MAY-19:**SAT** (FROM 09:54 TO 13:54)
STOP CARD: 30 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: 99% coverage

NB CONTROL POINT: 11 RUNNYMEDE STATION

TORONTO TRANSIT COMMISSION

NORTHBOUND PERIOD 2: 13:05

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	WINDERMERE PL AT WINDERMERE	40	17	0	57	3	19.0
2	WINDERMERE AT 89	0	1	1	57	3	19.0
3	WINDERMERE AT COEHILL	0	12	0	69	3	23.0
4	WINDERMERE AT 199	0	1	0	70	3	23.3
5	WINDERMERE AT MORNINGSIDE	0	2	1	71	3	23.7
6	MORNINGSIDE AVE AT LAVINIA	0	0	0	71	3	23.7
7	RUNNYMEDE RD AT MORNINGSIDE	0	2	0	73	3	24.3
8	RUNNYMEDE RD AT DEFOREST	0	0	0	73	3	24.3
9	RUNNYMEDE RD AT BLOOR ST W	0	4	32	45	3	15.0
11	RUNNYMEDE STATION	0	0	45	0	3	0.0
TOTALS FOR PERIOD 2: 13:05		40	39	79	586	30	19.5

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3388 ON 2018-MAY-19:**SAT** (FROM 09:54 TO 13:54)
STOP CARD: 30 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: 99% coverage

NB CONTROL POINT: 11 RUNNYMEDE STATION

TORONTO TRANSIT COMMISSION

NORTHBOUND PERIOD 2: 13:05

PERIOD RIDING INDEX	=	19.5 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	15.0 STOPS
AVERAGE ONS/VEHICLE-STOP	=	1.3
AVERAGE ONS/TRIP	=	13.0

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3388 ON 2018-MAY-19:**SAT** (FROM 09:12 TO 18:20)
STOP CARD: 30 COUNT COVERAGE6MET5 OD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: 99% coverage

SB CONTROL POINT: 1 RUNNYMEDE STATION

TORONTO TRANSIT COMMISSION

SOUT5 BOUND PERIOD 1: 09:12

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM/	VE5 ICLES	AVG/ LOAD
1	RUNNYMEDE STATION	0	19	0	19	3	H/3
3	RUNNYMEDE RD AT BLOOR ST W	0	1	0	20	3	H/7
.	RUNNYMEDE RD AT DEFOREST	0	0	0	20	3	H/7
4	RUNNYMEDE RD AT MORNINGSIDE	0	0	0	20	3	H/7
H	MORNINGSIDE AVE AT WINDERMERE	0	0	1	19	3	H/3
7	WINDERMERE AT ST OLAVES	0	0	1	18	3	H/0
8	COE5 ILL AT WINDERMERE	0	1	.	14	3	4/0
9	COE5 ILL AT 80	0	4	0	20	3	H/7
10	COE5 ILL AT . .	0	2	0	22	3	7/3
11	COE5 ILL AT d UEENSWAY	0	1	0	23	3	7/7
12	d UEENSWAY AT WINDERMERE	0	7	3	27	3	9/0
13	d UEENSWAY AT SOUT5 XINGSWAY (1)	0	2	0	29	3	9/7
1.	SOUT5 XINGSWAY AT RIPLEY	0	2	1	30	3	10/0
14	SOUT5 XINGSWAY AT ORMSXIRX	0	0	1	29	3	9/7
1H	ORMSXIRX AT RIPLEY	0	2	0	31	3	10/3
17	SOUT5 PORT AT H0	0	9	2	38	3	12/7
18	SOUT5 PORT AT WINDERMERE PL	0	8	0	. H	3	14/3
19	WINDERMERE PL AT WINDERMERE	0	0	0	. H	3	14/3
TOTALS FOR PERIOD 1: 09:12		0	49	13	. 72	4.	8/7

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3388 ON 2018-MAY-19:**SAT** (FROM 09:12 TO 18:20)
STOP CARD: 30 COUNT COVERAGE6MET5 OD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: 99% coverage

SB CONTROL POINT: 1 RUNNYMEDE STATION

TORONTO TRANSIT COMMISSION

SOUT5 BOUND PERIOD 1: 09:12

PERIOD RIDING INDEQ	K	8/7 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGT5	K	8/0 STOPS
AVERAGE ONS6/VE5 ICLE-STOP	K	1/1
AVERAGE ONS6TRIP	K	19/7

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3388 ON 2018-MAY-19:**SAT** (FROM 09:12 TO 18:20)
STOP CARD: 30 COUNT COVERAGE6MET5 OD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: 99% coverage

SB CONTROL POINT: 1 RUNNYMEDE STATION

TORONTO TRANSIT COMMISSION

SOUT5 BOUND PERIOD 2: 17:31

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM/	VE5 ICLES	AVG/ LOAD
1	RUNNYMEDE STATION	0	H4	0	H4	3	21/7
3	RUNNYMEDE RD AT BLOOR ST W	0	8	0	73	3	2. /3
.	RUNNYMEDE RD AT DEFOREST	0	0	0	73	3	2. /3
4	RUNNYMEDE RD AT MORNINGSIDE	0	0	3	70	3	23/3
H	MORNINGSIDE AVE AT WINDERMERE	0	0	1	H9	3	23/0
7	WINDERMERE AT ST OLAVES	0	1	1	H9	3	23/0
8	COE5 ILL AT WINDERMERE	0	1	13	47	3	19/0
9	COE5 ILL AT 80	0	1	8	40	3	1H/7
10	COE5 ILL AT . .	0	0	0	40	3	1H/7
11	COE5 ILL AT d UEENSWAY	0	2	H	. H	3	14/3
12	d UEENSWAY AT WINDERMERE	0	.	19	31	3	10/3
13	d UEENSWAY AT SOUT5 XINGSWAY (1)	0	1	2	30	3	10/0
1.	SOUT5 XINGSWAY AT RIPLEY	0	4	.	31	3	10/3
14	SOUT5 XINGSWAY AT ORMSXIRX	0	1	0	32	3	10/7
1H	ORMSXIRX AT RIPLEY	0	3	3	32	3	10/7
17	SOUT5 PORT AT H0	0	3	H	29	3	9/7
18	SOUT5 PORT AT WINDERMERE PL	0	3	.	28	3	9/3
19	WINDERMERE PL AT WINDERMERE	0	0	0	28	3	9/3
TOTALS FOR PERIOD 2: 17:31		0	98	70	8H3	4.	1H/0

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 77 SWANSEA
ROUTING CODE(S): _0,
COUNT: 3388 ON 2018-MAY-19:**SAT** (FROM 09:12 TO 18:20)
STOP CARD: 30 COUNT COVERAGE6MET5 OD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: 99% coverage

SB CONTROL POINT: 1 RUNNYMEDE STATION

TORONTO TRANSIT COMMISSION

SOUT5 BOUND PERIOD 2: 17:31

PERIOD RIDING INDEQ	K	1H/0 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGT5	K	8/8 STOPS
AVERAGE ONS6/VE5 ICLE-STOP	K	1/8
AVERAGE ONS6TRIP	K	32/7

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): A0,
COUNT: 3147 ON 2018-MAY-14:**M-F** (FROM 05:29 TO 25:04)
STOP CARD: 37 COUNT COVERAGE/METHOD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

TORONTO TRANSIT COMMISSION

EB CONTROL POINT: 11 QUEENSWAY AT KIPLING

EASTBOUND PERIOD 1: 00:00 TO 08:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	SHERWAY GARDENS RD AT SHERWAY GATE	0	8	0	8	7	1.1
2	WEST MALL AT SHERWAY DR	0	0	0	8	7	1.1
3	WEST MALL AT QUEENSWAY	0	0	0	8	7	1.1
4	QUEENSWAY OPP JACK ASTORS	0	0	0	8	7	1.1
5	QUEENSWAY AT NORTH QUEEN	0	2	0	10	7	1.4
6	QUEENSWAY AT EAST MALL	0	0	0	10	7	1.4
7	QUEENSWAY AT 1611	0	3	1	12	7	1.7
8	QUEENSWAY AT ATOMIC	0	1	0	13	7	1.9
9	QUEENSWAY AT ALGIE	0	0	0	13	7	1.9
10	QUEENSWAY AT WICKMAN	0	1	0	14	7	2.0
11	QUEENSWAY AT KIPLING	0	4	2	16	7	2.3
12	QUEENSWAY AT CULNAN	0	3	0	19	8	2.4
13	QUEENSWAY AT ZORRA	0	22	0	41	8	5.1
14	QUEENSWAY AT ST LAWRENCE	0	0	1	40	8	5.0
15	QUEENSWAY AT ISLINGTON	0	11	5	46	8	5.8
16	QUEENSWAY AT CAN MOTOR	0	3	3	46	8	5.8
17	QUEENSWAY AT LOMA	0	1	1	46	8	5.8
18	QUEENSWAY AT SMITH	0	2	1	47	8	5.9
19	QUEENSWAY AT ROYAL YORK	0	5	7	45	8	5.6
20	QUEENSWAY AT WESLEY	0	1	0	46	8	5.8
21	QUEENSWAY AT MILTON	0	3	0	49	8	6.1
22	QUEENSWAY AT GRAND	0	23	2	70	8	8.8
23	QUEENSWAY AT PARK LAWN	0	2	2	70	8	8.8
24	QUEENSWAY AT ALDGATE	0	0	0	70	8	8.8
25	QUEENSWAY AT STEPHEN	0	4	3	71	8	8.9
26	QUEENSWAY AT PLAZA (E OF STEPHEN)	0	2	2	71	8	8.9
27	QUEENSWAY AT SOUTH KINGSWAY (1)	0	6	23	54	8	6.8
28	QUEENSWAY AT WINDERMERE (1)	0	27	5	76	8	9.5
29	QUEENSWAY AT ELLIS	0	1	1	76	8	9.5
30	ELLIS AT LAKE SHORE BLVD W	0	21	0	97	8	12.1
31	LAKE SHORE BLVD W AT COLBORNE LODGE DR	0	0	0	97	8	12.1
32	PARKSIDE DR AT QUEENSWAY	0	13	5	105	8	13.1
33	PARKSIDE DR AT ALGONQUIN	0	14	0	119	8	14.9
34	PARKSIDE DR AT HIGH PARK BLVD	0	10	0	129	8	16.1
35	PARKSIDE DR AT GEOFFREY	0	5	0	134	8	16.8
36	PARKSIDE DR AT HOWARD PARK	0	6	4	136	8	17.0
37	PARKSIDE DR AT INDIAN VALLEY	0	0	0	136	8	17.0
39	KEELE STATION	0	0	136	0	8	0.0
TOTALS	FOR PERIOD 1: 00:00 TO 08:59	0	204	204	2056	293	7.0

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): A0,
COUNT: 3147 ON 2018-MAY-14:**M-F** (FROM 05:29 TO 25:04)
STOP CARD: 37 COUNT COVERAGE/METHOD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

TORONTO TRANSIT COMMISSION

EB CONTROL POINT: 11 QUEENSWAY AT KIPLING

EASTBOUND PERIOD 1: 00:00 TO 08:59

PERIOD RIDING INDEX	=	7.0	(AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	10.1	STOPS
AVERAGE ONS/VEHICLE-STOP	=	0.7	
AVERAGE ONS/TRIP	=	25.5	

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): A0,
COUNT: 3147 ON 2018-MAY-14:**M-F** (FROM 05:29 TO 25:04)
STOP CARD: 37 COUNT COVERAGE/METHOD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

EB CONTROL POINT: 11 QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

EASTBOUND PERIOD 2: 09:00 TO 14:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	SHERWAY GARDENS RD AT SHERWAY GATE	0	39	0	39	15	2.6
2	WEST MALL AT SHERWAY DR	0	3	0	42	15	2.8
3	WEST MALL AT QUEENSWAY	0	1	0	43	15	2.9
4	QUEENSWAY OPP JACK ASTORS	0	5	0	48	15	3.2
5	QUEENSWAY AT NORTH QUEEN	0	26	0	74	15	4.9
6	QUEENSWAY AT EAST MALL	0	5	0	79	15	5.3
7	QUEENSWAY AT 1611	0	6	0	85	15	5.7
8	QUEENSWAY AT ATOMIC	0	6	0	91	15	6.1
9	QUEENSWAY AT ALGIE	0	8	3	96	15	6.4
10	QUEENSWAY AT WICKMAN	0	12	0	108	15	7.2
11	QUEENSWAY AT KIPLING	0	14	11	111	15	7.4
12	QUEENSWAY AT CULNAN	0	15	2	124	15	8.3
13	QUEENSWAY AT ZORRA	0	13	3	134	15	8.9
14	QUEENSWAY AT ST LAWRENCE	0	1	1	134	15	8.9
15	QUEENSWAY AT ISLINGTON	0	20	9	145	15	9.7
16	QUEENSWAY AT CAN MOTOR	0	6	1	150	15	10.0
17	QUEENSWAY AT LOMA	0	10	8	152	15	10.1
18	QUEENSWAY AT SMITH	0	12	5	159	15	10.6
19	QUEENSWAY AT ROYAL YORK	0	22	29	152	15	10.1
20	QUEENSWAY AT WESLEY	0	3	1	154	15	10.3
21	QUEENSWAY AT MILTON	0	4	1	157	15	10.5
22	QUEENSWAY AT GRAND	0	13	8	162	15	10.8
23	QUEENSWAY AT PARK LAWN	0	8	21	149	15	9.9
24	QUEENSWAY AT ALDGATE	0	0	3	146	15	9.7
25	QUEENSWAY AT STEPHEN	0	23	8	161	15	10.7
26	QUEENSWAY AT PLAZA (E OF STEPHEN)	0	18	14	165	15	11.0
27	QUEENSWAY AT SOUTH KINGSWAY (1)	0	1	28	138	15	9.2
28	QUEENSWAY AT WINDERMERE (1)	0	9	27	120	15	8.0
29	QUEENSWAY AT ELLIS	0	3	4	119	15	7.9
30	ELLIS AT LAKE SHORE BLVD W	0	10	7	122	15	8.1
31	LAKE SHORE BLVD W AT COLBORNE LODGE DR	0	1	0	123	15	8.2
32	PARKSIDE DR AT QUEENSWAY	0	12	6	129	15	8.6
33	PARKSIDE DR AT ALGONQUIN	0	7	1	135	15	9.0
34	PARKSIDE DR AT HIGH PARK BLVD	0	16	6	145	15	9.7
35	PARKSIDE DR AT GEOFFREY	0	4	0	149	15	9.9
36	PARKSIDE DR AT HOWARD PARK	0	5	3	151	15	10.1
37	PARKSIDE DR AT INDIAN VALLEY	0	0	1	150	15	10.0
39	KEELE STATION	0	0	150	0	15	0.0
TOTALS	FOR PERIOD 2: 09:00 TO 14:59	0	361	361	4541	570	8.0

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): A0,
COUNT: 3147 ON 2018-MAY-14:**M-F** (FROM 05:29 TO 25:04)
STOP CARD: 37 COUNT COVERAGE/METHOD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

EB CONTROL POINT: 11 QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

EASTBOUND PERIOD 2: 09:00 TO 14:59

PERIOD RIDING INDEX	=	8.0	(AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	12.6	STOPS
AVERAGE ONS/VEHICLE-STOP	=	0.6	
AVERAGE ONS/TRIP	=	24.1	

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): A0,
COUNT: 3147 ON 2018-MAY-14:**M-F** (FROM 05:29 TO 25:04)
STOP CARD: 37 COUNT COVERAGE/METHOD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

EB CONTROL POINT: 11 QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

EASTBOUND PERIOD 3: 15:00 TO 18:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	SHERWAY GARDENS RD AT SHERWAY GATE	0	48	0	48	8	6.0
2	WEST MALL AT SHERWAY DR	0	1	0	49	8	6.1
3	WEST MALL AT QUEENSWAY	0	3	0	52	8	6.5
4	QUEENSWAY OPP JACK ASTORS	0	7	1	58	8	7.3
5	QUEENSWAY AT NORTH QUEEN	0	30	2	86	8	10.8
6	QUEENSWAY AT EAST MALL	0	5	0	91	8	11.4
7	QUEENSWAY AT 1611	0	8	0	99	8	12.4
8	QUEENSWAY AT ATOMIC	0	18	1	116	8	14.5
9	QUEENSWAY AT ALGIE	0	6	1	121	8	15.1
10	QUEENSWAY AT WICKMAN	0	15	0	136	8	17.0
11	QUEENSWAY AT KIPLING	0	12	16	132	8	16.5
12	QUEENSWAY AT CULNAN	0	7	1	138	8	17.3
13	QUEENSWAY AT ZORRA	0	8	5	141	8	17.6
14	QUEENSWAY AT ST LAWRENCE	0	1	0	142	8	17.8
15	QUEENSWAY AT ISLINGTON	0	22	13	151	8	18.9
16	QUEENSWAY AT CAN MOTOR	0	5	2	154	8	19.3
17	QUEENSWAY AT LOMA	0	6	6	154	8	19.3
18	QUEENSWAY AT SMITH	0	7	3	158	8	19.8
19	QUEENSWAY AT ROYAL YORK	0	18	27	149	8	18.6
20	QUEENSWAY AT WESLEY	0	1	5	145	8	18.1
21	QUEENSWAY AT MILTON	0	2	3	144	8	18.0
22	QUEENSWAY AT GRAND	0	8	4	148	8	18.5
23	QUEENSWAY AT PARK LAWN	0	3	14	137	8	17.1
24	QUEENSWAY AT ALDGATE	0	1	0	138	8	17.3
25	QUEENSWAY AT STEPHEN	0	7	7	138	8	17.3
26	QUEENSWAY AT PLAZA (E OF STEPHEN)	0	6	9	135	8	16.9
27	QUEENSWAY AT SOUTH KINGSWAY (1)	0	2	26	111	8	13.9
28	QUEENSWAY AT WINDERMERE (1)	0	2	23	90	8	11.3
29	QUEENSWAY AT ELLIS	0	0	3	87	8	10.9
30	ELLIS AT LAKE SHORE BLVD W	0	3	3	87	8	10.9
31	LAKE SHORE BLVD W AT COLBORNE LODGE DR	0	5	0	92	8	11.5
32	PARKSIDE DR AT QUEENSWAY	0	10	7	95	8	11.9
33	PARKSIDE DR AT ALGONQUIN	0	9	3	101	8	12.6
34	PARKSIDE DR AT HIGH PARK BLVD	0	15	1	115	8	14.4
35	PARKSIDE DR AT GEOFFREY	0	4	1	118	8	14.8
36	PARKSIDE DR AT HOWARD PARK	0	6	3	121	8	15.1
37	PARKSIDE DR AT INDIAN VALLEY	0	1	1	121	8	15.1
39	KEELE STATION	0	0	121	0	8	0.0
TOTALS	FOR PERIOD 3: 15:00 TO 18:59	0	312	312	4298	304	14.1

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): A0,
COUNT: 3147 ON 2018-MAY-14:**M-F** (FROM 05:29 TO 25:04)
STOP CARD: 37 COUNT COVERAGE/METHOD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

EB CONTROL POINT: 11 QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

EASTBOUND PERIOD 3: 15:00 TO 18:59

PERIOD RIDING INDEX = 14.1 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH = 13.8 STOPS
AVERAGE ONS/VEHICLE-STOP = 1.0
AVERAGE ONS/TRIP = 39.0

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): A0,
COUNT: 3147 ON 2018-MAY-14:**M-F** (FROM 05:29 TO 25:04)
STOP CARD: 37 COUNT COVERAGE/METHOD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

TORONTO TRANSIT COMMISSION

EB CONTROL POINT: 11 QUEENSWAY AT KIPLING

EASTBOUND PERIOD 4: 19:00 TO 21:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	SHERWAY GARDENS RD AT SHERWAY GATE	0	31	0	31	6	5.2
2	WEST MALL AT SHERWAY DR	0	4	0	35	6	5.8
3	WEST MALL AT QUEENSWAY	0	1	0	36	6	6.0
4	QUEENSWAY OPP JACK ASTORS	0	6	0	42	6	7.0
5	QUEENSWAY AT NORTH QUEEN	0	24	0	66	6	11.0
6	QUEENSWAY AT EAST MALL	0	4	0	70	6	11.7
7	QUEENSWAY AT 1611	0	3	1	72	6	12.0
8	QUEENSWAY AT ATOMIC	0	5	1	76	6	12.7
9	QUEENSWAY AT ALGIE	0	4	2	78	6	13.0
10	QUEENSWAY AT WICKMAN	0	12	0	90	6	15.0
11	QUEENSWAY AT KIPLING	0	6	8	88	6	14.7
12	QUEENSWAY AT CULNAN	0	13	1	100	6	16.7
13	QUEENSWAY AT ZORRA	0	2	4	98	6	16.3
14	QUEENSWAY AT ST LAWRENCE	0	1	1	98	6	16.3
15	QUEENSWAY AT ISLINGTON	0	11	7	102	6	17.0
16	QUEENSWAY AT CAN MOTOR	0	3	2	103	6	17.2
17	QUEENSWAY AT LOMA	0	8	2	109	6	18.2
18	QUEENSWAY AT SMITH	0	1	2	108	6	18.0
19	QUEENSWAY AT ROYAL YORK	0	6	14	100	6	16.7
20	QUEENSWAY AT WESLEY	0	1	4	97	6	16.2
21	QUEENSWAY AT MILTON	0	1	0	98	6	16.3
22	QUEENSWAY AT GRAND	0	2	5	95	6	15.8
23	QUEENSWAY AT PARK LAWN	0	2	13	84	6	14.0
24	QUEENSWAY AT ALDGATE	0	0	1	83	6	13.8
25	QUEENSWAY AT STEPHEN	0	3	9	77	6	12.8
26	QUEENSWAY AT PLAZA (E OF STEPHEN)	0	6	5	78	6	13.0
27	QUEENSWAY AT SOUTH KINGSWAY (1)	0	0	10	68	6	11.3
28	QUEENSWAY AT WINDERMERE (1)	0	2	16	54	6	9.0
29	QUEENSWAY AT ELLIS	0	0	1	53	6	8.8
30	ELLIS AT LAKE SHORE BLVD W	0	3	6	50	6	8.3
31	LAKE SHORE BLVD W AT COLBORNE LODGE DR	0	19	1	68	6	11.3
32	PARKSIDE DR AT QUEENSWAY	0	7	2	73	6	12.2
33	PARKSIDE DR AT ALGONQUIN	0	1	0	74	6	12.3
34	PARKSIDE DR AT HIGH PARK BLVD	0	6	0	80	6	13.3
35	PARKSIDE DR AT GEOFFREY	0	0	0	80	6	13.3
36	PARKSIDE DR AT HOWARD PARK	0	0	3	77	6	12.8
37	PARKSIDE DR AT INDIAN VALLEY	0	0	1	76	6	12.7
39	KEELE STATION	0	0	76	0	6	0.0
TOTALS	FOR PERIOD 4: 19:00 TO 21:59	0	198	198	2867	228	12.6

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): A0,
COUNT: 3147 ON 2018-MAY-14:**M-F** (FROM 05:29 TO 25:04)
STOP CARD: 37 COUNT COVERAGE/METHOD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

TORONTO TRANSIT COMMISSION

EB CONTROL POINT: 11 QUEENSWAY AT KIPLING

EASTBOUND PERIOD 4: 19:00 TO 21:59

PERIOD RIDING INDEX = 12.6 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH = 14.5 STOPS
AVERAGE ONS/VEHICLE-STOP = 0.9
AVERAGE ONS/TRIP = 33.0

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): A0,
COUNT: 3147 ON 2018-MAY-14:**M-F** (FROM 05:29 TO 25:04)
STOP CARD: 37 COUNT COVERAGE/METHOD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

EB CONTROL POINT: 11 QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

EASTBOUND PERIOD 5: 22:00 TO 30:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	SHERWAY GARDENS RD AT SHERWAY GATE	0	5	0	5	7	0.7
2	WEST MALL AT SHERWAY DR	0	0	0	5	7	0.7
3	WEST MALL AT QUEENSWAY	0	0	0	5	7	0.7
4	QUEENSWAY OPP JACK ASTORS	0	1	0	6	7	0.9
5	QUEENSWAY AT NORTH QUEEN	0	9	0	15	7	2.1
6	QUEENSWAY AT EAST MALL	0	1	0	16	7	2.3
7	QUEENSWAY AT 1611	0	4	0	20	7	2.9
8	QUEENSWAY AT ATOMIC	0	5	0	25	7	3.6
9	QUEENSWAY AT ALGIE	0	0	0	25	7	3.6
10	QUEENSWAY AT WICKMAN	0	3	0	28	7	4.0
11	QUEENSWAY AT KIPLING	0	3	4	27	7	3.9
12	QUEENSWAY AT CULNAN	0	3	0	30	7	4.3
13	QUEENSWAY AT ZORRA	0	1	0	31	7	4.4
14	QUEENSWAY AT ST LAWRENCE	0	1	0	32	7	4.6
15	QUEENSWAY AT ISLINGTON	0	5	5	32	7	4.6
16	QUEENSWAY AT CAN MOTOR	0	1	0	33	7	4.7
17	QUEENSWAY AT LOMA	0	3	0	36	7	5.1
18	QUEENSWAY AT SMITH	0	1	0	37	7	5.3
19	QUEENSWAY AT ROYAL YORK	0	2	9	30	7	4.3
20	QUEENSWAY AT WESLEY	0	1	0	31	7	4.4
21	QUEENSWAY AT MILTON	0	1	0	32	7	4.6
22	QUEENSWAY AT GRAND	0	0	4	28	7	4.0
23	QUEENSWAY AT PARK LAWN	0	0	8	20	7	2.9
24	QUEENSWAY AT ALDGATE	0	0	0	20	7	2.9
25	QUEENSWAY AT STEPHEN	0	0	4	16	7	2.3
26	QUEENSWAY AT PLAZA (E OF STEPHEN)	0	2	4	14	7	2.0
27	QUEENSWAY AT SOUTH KINGSWAY (1)	0	0	1	13	1	13.0
28	QUEENSWAY AT WINDERMERE (1)	0	1	3	11	1	11.0
29	QUEENSWAY AT ELLIS	0	0	1	10	1	10.0
30	ELLIS AT LAKE SHORE BLVD W	0	0	0	10	1	10.0
31	LAKE SHORE BLVD W AT COLBORNE LODGE DR	0	1	0	11	1	11.0
32	PARKSIDE DR AT QUEENSWAY	0	0	0	11	1	11.0
33	PARKSIDE DR AT ALGONQUIN	0	0	0	11	1	11.0
34	PARKSIDE DR AT HIGH PARK BLVD	0	0	1	10	1	10.0
35	PARKSIDE DR AT GEOFFREY	0	0	0	10	1	10.0
36	PARKSIDE DR AT HOWARD PARK	0	0	1	9	1	9.0
37	PARKSIDE DR AT INDIAN VALLEY	0	0	0	9	1	9.0
39	KEELE STATION	0	0	9	0	1	0.0
TOTALS	FOR PERIOD 5: 22:00 TO 30:59	0	54	54	714	194	3.7

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): A0,
COUNT: 3147 ON 2018-MAY-14:**M-F** (FROM 05:29 TO 25:04)
STOP CARD: 37 COUNT COVERAGE/METHOD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

EB CONTROL POINT: 11 QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

EASTBOUND PERIOD 5: 22:00 TO 30:59

PERIOD RIDING INDEX	=	3.7	(AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	13.2	STOPS
AVERAGE ONS/VEHICLE-STOP	=	0.3	
AVERAGE ONS/TRIP	=	7.7	

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): A0,
COUNT: 3147 ON 2018-MAY-14:**M-F** (FROM 05:27 TO 25:23)
STOP CARD: 37 COUNT COVERAGE/METHOD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

TORONTO TRANSIT COMMISSION

WB CONTROL POINT: 29 QUEENSWAY AT KIPLING

WESTBOUND PERIOD 1: 00:00 TO 08:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	KEELE STATION	0	79	0	79	6	13.2
3	PARKSIDE DR AT INDIAN VALLEY	0	1	0	80	6	13.3
4	PARKSIDE DR AT HOWARD PARK	0	2	2	80	6	13.3
5	PARKSIDE DR AT GEOFFREY	0	0	0	80	6	13.3
6	PARKSIDE DR AT HIGH PARK BLVD	0	3	1	82	6	13.7
7	PARKSIDE DR AT GARDEN	0	5	4	83	6	13.8
8	PARKSIDE DR AT QUEENSWAY	0	1	2	82	6	13.7
9	LAKE SHORE BLVD W AT COLBORNE LODGE DR	0	0	0	82	6	13.7
10	ELLIS AT LAKE SHORE BLVD W	0	2	2	82	6	13.7
11	QUEENSWAY AT ELLIS	0	18	0	100	6	16.7
12	QUEENSWAY AT WINDERMERE	0	38	1	137	8	17.1
13	QUEENSWAY AT SOUTH KINGSWAY (1)	0	3	0	140	8	17.5
14	QUEENSWAY AT PLAZA (E OF STEPHEN)	0	5	9	136	8	17.0
15	QUEENSWAY AT STEPHEN	0	5	8	133	8	16.6
16	QUEENSWAY AT ALDGATE	0	1	2	132	8	16.5
17	QUEENSWAY AT PARK LAWN	0	11	9	134	8	16.8
18	QUEENSWAY AT BURMA	0	5	6	133	8	16.6
19	QUEENSWAY AT BERL	0	3	3	133	8	16.6
20	QUEENSWAY AT HOLBROOKE	0	0	0	133	8	16.6
21	QUEENSWAY AT ROYAL YORK	0	21	18	136	8	17.0
22	QUEENSWAY AT SMITH	0	3	2	137	8	17.1
23	QUEENSWAY AT LOMA	0	0	6	131	8	16.4
24	QUEENSWAY AT LADY BANK	0	1	5	127	8	15.9
25	QUEENSWAY AT ISLINGTON	0	7	18	116	8	14.5
26	QUEENSWAY AT ST LAWRENCE	0	0	4	112	8	14.0
27	QUEENSWAY AT BRAWLEY	0	2	1	113	8	14.1
28	QUEENSWAY AT CULNAN	0	1	0	114	8	14.3
29	QUEENSWAY AT KIPLING	0	6	15	105	8	13.1
30	QUEENSWAY AT PLYWOOD PLACE	0	0	0	105	8	13.1
31	QUEENSWAY AT WICKMAN	0	0	11	94	8	11.8
32	QUEENSWAY AT ALGIE	0	0	13	81	8	10.1
33	QUEENSWAY AT ATOMIC	0	0	27	54	8	6.8
34	QUEENSWAY AT 1610	0	0	7	47	8	5.9
35	QUEENSWAY AT EAST MALL	0	0	5	42	8	5.3
36	QUEENSWAY AT NORTH QUEEN	0	0	18	24	8	3.0
37	QUEENSWAY AT 1800(CLUB)	0	0	6	18	8	2.3
38	WEST MALL AT QUEENSWAY	0	0	4	14	8	1.8
39	WEST MALL AT TRILLIUM HEALTH CENTRE	0	0	2	12	8	1.5
40	WEST MALL AT SHERWAY DR	0	1	6	7	8	0.9
41	SHERWAY GARDENS RD AT SHERWAY GATE	0	0	7	0	8	0.0
TOTALS	FOR PERIOD 1: 00:00 TO 08:59	0	224	224	3630	300	12.1

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): A0,
COUNT: 3147 ON 2018-MAY-14:**M-F** (FROM 05:27 TO 25:23)
STOP CARD: 37 COUNT COVERAGE/METHOD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

TORONTO TRANSIT COMMISSION

WB CONTROL POINT: 29 QUEENSWAY AT KIPLING

WESTBOUND PERIOD 1: 00:00 TO 08:59

PERIOD RIDING INDEX = 12.1 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH = 16.2 STOPS
AVERAGE ONS/VEHICLE-STOP = 0.7
AVERAGE ONS/TRIP = 28.0

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): A0,
COUNT: 3147 ON 2018-MAY-14:**M-F** (FROM 05:27 TO 25:23)
STOP CARD: 37 COUNT COVERAGE/METHOD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

WB CONTROL POINT: 29 QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

WESTBOUND PERIOD 2: 09:00 TO 14:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	KEELE STATION	0	133	0	133	15	8.9
3	PARKSIDE DR AT INDIAN VALLEY	0	0	0	133	15	8.9
4	PARKSIDE DR AT HOWARD PARK	0	7	2	138	15	9.2
5	PARKSIDE DR AT GEOFFREY	0	0	0	138	15	9.2
6	PARKSIDE DR AT HIGH PARK BLVD	0	8	13	133	15	8.9
7	PARKSIDE DR AT GARDEN	0	5	6	132	15	8.8
8	PARKSIDE DR AT QUEENSWAY	0	3	9	126	15	8.4
9	LAKE SHORE BLVD W AT COLBORNE LODGE DR	0	2	5	123	15	8.2
10	ELLIS AT LAKE SHORE BLVD W	0	5	4	124	15	8.3
11	QUEENSWAY AT ELLIS	0	22	1	145	15	9.7
12	QUEENSWAY AT WINDERMERE	0	52	5	192	15	12.8
13	QUEENSWAY AT SOUTH KINGSWAY (1)	0	2	0	194	15	12.9
14	QUEENSWAY AT PLAZA (E OF STEPHEN)	0	21	12	203	15	13.5
15	QUEENSWAY AT STEPHEN	0	18	3	218	15	14.5
16	QUEENSWAY AT ALDGATE	0	5	1	222	15	14.8
17	QUEENSWAY AT PARK LAWN	0	38	8	252	15	16.8
18	QUEENSWAY AT BURMA	0	6	14	244	15	16.3
19	QUEENSWAY AT BERL	0	6	3	247	15	16.5
20	QUEENSWAY AT HOLBROOKE	0	2	1	248	15	16.5
21	QUEENSWAY AT ROYAL YORK	0	46	33	261	15	17.4
22	QUEENSWAY AT SMITH	0	4	13	252	15	16.8
23	QUEENSWAY AT LOMA	0	9	17	244	15	16.3
24	QUEENSWAY AT LADY BANK	0	0	7	237	15	15.8
25	QUEENSWAY AT ISLINGTON	0	24	22	239	15	15.9
26	QUEENSWAY AT ST LAWRENCE	0	1	2	238	15	15.9
27	QUEENSWAY AT BRAWLEY	0	3	8	233	15	15.5
28	QUEENSWAY AT CULNAN	0	3	10	226	15	15.1
29	QUEENSWAY AT KIPLING	0	22	31	217	15	14.5
30	QUEENSWAY AT PLYWOOD PLACE	0	2	2	217	15	14.5
31	QUEENSWAY AT WICKMAN	0	0	16	201	15	13.4
32	QUEENSWAY AT ALGIE	0	5	28	178	15	11.9
33	QUEENSWAY AT ATOMIC	0	1	14	165	15	11.0
34	QUEENSWAY AT 1610	0	1	19	147	15	9.8
35	QUEENSWAY AT EAST MALL	0	1	7	141	15	9.4
36	QUEENSWAY AT NORTH QUEEN	0	0	62	79	15	5.3
37	QUEENSWAY AT 1800(CLUB)	0	0	12	67	15	4.5
38	WEST MALL AT QUEENSWAY	0	0	1	66	15	4.4
39	WEST MALL AT TRILLIUM HEALTH CENTRE	0	0	3	63	15	4.2
40	WEST MALL AT SHERWAY DR	0	2	12	53	15	3.5
41	SHERWAY GARDENS RD AT SHERWAY GATE	0	0	53	0	15	0.0
TOTALS	FOR PERIOD 2: 09:00 TO 14:59	0	459	459	6869	600	11.4

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): A0,
COUNT: 3147 ON 2018-MAY-14:**M-F** (FROM 05:27 TO 25:23)
STOP CARD: 37 COUNT COVERAGE/METHOD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

WB CONTROL POINT: 29 QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

WESTBOUND PERIOD 2: 09:00 TO 14:59

PERIOD RIDING INDEX = 11.4 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH = 15.0 STOPS
AVERAGE ONS/VEHICLE-STOP = 0.8
AVERAGE ONS/TRIP = 30.6

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): A0,
COUNT: 3147 ON 2018-MAY-14:**M-F** (FROM 05:27 TO 25:23)
STOP CARD: 37 COUNT COVERAGE/METHOD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

WB CONTROL POINT: 29 QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

WESTBOUND PERIOD 3: 15:00 TO 18:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	KEELE STATION	0	124	0	124	8	15.5
3	PARKSIDE DR AT INDIAN VALLEY	0	0	0	124	8	15.5
4	PARKSIDE DR AT HOWARD PARK	0	8	5	127	8	15.9
5	PARKSIDE DR AT GEOFFREY	0	0	0	127	8	15.9
6	PARKSIDE DR AT HIGH PARK BLVD	0	3	12	118	8	14.8
7	PARKSIDE DR AT GARDEN	0	3	8	113	8	14.1
8	PARKSIDE DR AT QUEENSWAY	0	3	13	103	8	12.9
9	LAKE SHORE BLVD W AT COLBORNE LODGE DR	0	2	20	85	8	10.6
10	ELLIS AT LAKE SHORE BLVD W	0	3	13	75	8	9.4
11	QUEENSWAY AT ELLIS	0	19	1	93	8	11.6
12	QUEENSWAY AT WINDERMERE	0	26	9	110	8	13.8
13	QUEENSWAY AT SOUTH KINGSWAY (1)	0	2	1	111	8	13.9
14	QUEENSWAY AT PLAZA (E OF STEPHEN)	0	7	6	112	8	14.0
15	QUEENSWAY AT STEPHEN	0	7	5	114	8	14.3
16	QUEENSWAY AT ALDGATE	0	1	2	113	8	14.1
17	QUEENSWAY AT PARK LAWN	0	15	5	123	8	15.4
18	QUEENSWAY AT BURMA	0	7	12	118	8	14.8
19	QUEENSWAY AT BERL	0	3	3	118	8	14.8
20	QUEENSWAY AT HOLBROOKE	0	0	0	118	8	14.8
21	QUEENSWAY AT ROYAL YORK	0	17	19	116	8	14.5
22	QUEENSWAY AT SMITH	0	2	6	112	8	14.0
23	QUEENSWAY AT LOMA	0	6	13	105	8	13.1
24	QUEENSWAY AT LADY BANK	0	1	4	102	8	12.8
25	QUEENSWAY AT ISLINGTON	0	12	17	97	8	12.1
26	QUEENSWAY AT ST LAWRENCE	0	2	6	93	8	11.6
27	QUEENSWAY AT BRAWLEY	0	1	7	87	8	10.9
28	QUEENSWAY AT CULNAN	0	3	5	85	8	10.6
29	QUEENSWAY AT KIPLING	0	20	9	96	8	12.0
30	QUEENSWAY AT PLYWOOD PLACE	0	1	0	97	8	12.1
31	QUEENSWAY AT WICKMAN	0	0	8	89	8	11.1
32	QUEENSWAY AT ALGIE	0	3	16	76	8	9.5
33	QUEENSWAY AT ATOMIC	0	3	11	68	8	8.5
34	QUEENSWAY AT 1610	0	0	5	63	8	7.9
35	QUEENSWAY AT EAST MALL	0	2	2	63	8	7.9
36	QUEENSWAY AT NORTH QUEEN	0	1	23	41	8	5.1
37	QUEENSWAY AT 1800(CLUB)	0	0	3	38	8	4.8
38	WEST MALL AT QUEENSWAY	0	0	1	37	8	4.6
39	WEST MALL AT TRILLIUM HEALTH CENTRE	0	0	0	37	8	4.6
40	WEST MALL AT SHERWAY DR	0	1	1	37	8	4.6
41	SHERWAY GARDENS RD AT SHERWAY GATE	0	0	37	0	8	0.0
TOTALS	FOR PERIOD 3: 15:00 TO 18:59	0	308	308	3665	320	11.5

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): A0,
COUNT: 3147 ON 2018-MAY-14:**M-F** (FROM 05:27 TO 25:23)
STOP CARD: 37 COUNT COVERAGE/METHOD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

WB CONTROL POINT: 29 QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

WESTBOUND PERIOD 3: 15:00 TO 18:59

PERIOD RIDING INDEX = 11.5 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH = 11.9 STOPS
AVERAGE ONS/VEHICLE-STOP = 1.0
AVERAGE ONS/TRIP = 38.5

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): A0,
COUNT: 3147 ON 2018-MAY-14:**M-F** (FROM 05:27 TO 25:23)
STOP CARD: 37 COUNT COVERAGE/METHOD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

WB CONTROL POINT: 29 QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

WESTBOUND PERIOD 4: 19:00 TO 21:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	KEELE STATION	0	78	0	78	7	11.1
3	PARKSIDE DR AT INDIAN VALLEY	0	1	0	79	7	11.3
4	PARKSIDE DR AT HOWARD PARK	0	4	2	81	7	11.6
5	PARKSIDE DR AT GEOFFREY	0	0	0	81	7	11.6
6	PARKSIDE DR AT HIGH PARK BLVD	0	3	8	76	7	10.9
7	PARKSIDE DR AT GARDEN	0	0	7	69	7	9.9
8	PARKSIDE DR AT QUEENSWAY	0	0	8	61	7	8.7
9	LAKE SHORE BLVD W AT COLBORNE LODGE DR	0	1	5	57	7	8.1
10	ELLIS AT LAKE SHORE BLVD W	0	1	11	47	7	6.7
11	QUEENSWAY AT ELLIS	0	6	3	50	7	7.1
12	QUEENSWAY AT WINDERMERE	0	16	8	58	7	8.3
13	QUEENSWAY AT SOUTH KINGSWAY (1)	0	1	1	58	7	8.3
14	QUEENSWAY AT PLAZA (E OF STEPHEN)	0	4	3	59	7	8.4
15	QUEENSWAY AT STEPHEN	0	2	1	60	7	8.6
16	QUEENSWAY AT ALDGATE	0	3	2	61	7	8.7
17	QUEENSWAY AT PARK LAWN	0	3	4	60	7	8.6
18	QUEENSWAY AT BURMA	0	0	7	53	7	7.6
19	QUEENSWAY AT BERL	0	1	1	53	7	7.6
20	QUEENSWAY AT HOLBROOKE	0	1	2	52	7	7.4
21	QUEENSWAY AT ROYAL YORK	0	5	9	48	7	6.9
22	QUEENSWAY AT SMITH	0	1	3	46	7	6.6
23	QUEENSWAY AT LOMA	0	2	2	46	7	6.6
24	QUEENSWAY AT LADY BANK	0	0	2	44	7	6.3
25	QUEENSWAY AT ISLINGTON	0	4	7	41	7	5.9
26	QUEENSWAY AT ST LAWRENCE	0	0	1	40	7	5.7
27	QUEENSWAY AT BRAWLEY	0	0	9	31	7	4.4
28	QUEENSWAY AT CULNAN	0	2	1	32	7	4.6
29	QUEENSWAY AT KIPLING	0	3	8	27	7	3.9
30	QUEENSWAY AT PLYWOOD PLACE	0	0	0	27	7	3.9
31	QUEENSWAY AT WICKMAN	0	0	1	26	7	3.7
32	QUEENSWAY AT ALGIE	0	0	3	23	7	3.3
33	QUEENSWAY AT ATOMIC	0	0	1	22	7	3.1
34	QUEENSWAY AT 1610	0	0	4	18	7	2.6
35	QUEENSWAY AT EAST MALL	0	0	0	18	7	2.6
36	QUEENSWAY AT NORTH QUEEN	0	0	10	8	7	1.1
37	QUEENSWAY AT 1800(CLUB)	0	1	2	7	7	1.0
38	WEST MALL AT QUEENSWAY	0	0	0	7	7	1.0
39	WEST MALL AT TRILLIUM HEALTH CENTRE	0	0	0	7	7	1.0
40	WEST MALL AT SHERWAY DR	0	1	0	8	7	1.1
41	SHERWAY GARDENS RD AT SHERWAY GATE	0	0	8	0	7	0.0
TOTALS	FOR PERIOD 4: 19:00 TO 21:59	0	144	144	1719	280	6.1

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): A0,
COUNT: 3147 ON 2018-MAY-14:**M-F** (FROM 05:27 TO 25:23)
STOP CARD: 37 COUNT COVERAGE/METHOD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

WB CONTROL POINT: 29 QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

WESTBOUND PERIOD 4: 19:00 TO 21:59

PERIOD RIDING INDEX = 6.1 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH = 11.9 STOPS
AVERAGE ONS/VEHICLE-STOP = 0.5
AVERAGE ONS/TRIP = 20.6

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): A0,
COUNT: 3147 ON 2018-MAY-14:**M-F** (FROM 05:27 TO 25:23)
STOP CARD: 37 COUNT COVERAGE/METHOD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

WB CONTROL POINT: 29 QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

WESTBOUND PERIOD 5: 22:00 TO 30:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	KEELE STATION	0	11	0	11	2	5.5
3	PARKSIDE DR AT INDIAN VALLEY	0	0	0	11	2	5.5
4	PARKSIDE DR AT HOWARD PARK	0	0	0	11	2	5.5
5	PARKSIDE DR AT GEOFFREY	0	0	0	11	2	5.5
6	PARKSIDE DR AT HIGH PARK BLVD	0	0	1	10	2	5.0
7	PARKSIDE DR AT GARDEN	0	0	0	10	2	5.0
8	PARKSIDE DR AT QUEENSWAY	0	0	0	10	2	5.0
9	LAKE SHORE BLVD W AT COLBORNE LODGE DR	0	0	0	10	2	5.0
10	ELLIS AT LAKE SHORE BLVD W	0	0	2	8	2	4.0
11	QUEENSWAY AT ELLIS	0	1	0	9	2	4.5
12	QUEENSWAY AT WINDERMERE	0	1	1	9	2	4.5
13	QUEENSWAY AT SOUTH KINGSWAY (1)	0	0	0	9	2	4.5
14	QUEENSWAY AT PLAZA (E OF STEPHEN)	0	5	2	12	7	1.7
15	QUEENSWAY AT STEPHEN	0	0	0	12	7	1.7
16	QUEENSWAY AT ALDGATE	0	0	0	12	7	1.7
17	QUEENSWAY AT PARK LAWN	0	1	0	13	7	1.9
18	QUEENSWAY AT BURMA	0	0	0	13	7	1.9
19	QUEENSWAY AT BERL	0	0	1	12	7	1.7
20	QUEENSWAY AT HOLBROOKE	0	0	1	11	7	1.6
21	QUEENSWAY AT ROYAL YORK	0	1	1	11	7	1.6
22	QUEENSWAY AT SMITH	0	0	0	11	7	1.6
23	QUEENSWAY AT LOMA	0	0	0	11	7	1.6
24	QUEENSWAY AT LADY BANK	0	0	0	11	7	1.6
25	QUEENSWAY AT ISLINGTON	0	2	1	12	7	1.7
26	QUEENSWAY AT ST LAWRENCE	0	0	0	12	7	1.7
27	QUEENSWAY AT BRAWLEY	0	0	0	12	7	1.7
28	QUEENSWAY AT CULNAN	0	0	0	12	7	1.7
29	QUEENSWAY AT KIPLING	0	2	5	9	7	1.3
30	QUEENSWAY AT PLYWOOD PLACE	0	0	0	9	7	1.3
31	QUEENSWAY AT WICKMAN	0	0	0	9	7	1.3
32	QUEENSWAY AT ALGIE	0	0	1	8	7	1.1
33	QUEENSWAY AT ATOMIC	0	0	2	6	7	0.9
34	QUEENSWAY AT 1610	0	0	0	6	7	0.9
35	QUEENSWAY AT EAST MALL	0	0	1	5	7	0.7
36	QUEENSWAY AT NORTH QUEEN	0	0	0	5	7	0.7
37	QUEENSWAY AT 1800(CLUB)	0	0	1	4	7	0.6
38	WEST MALL AT QUEENSWAY	0	0	0	4	7	0.6
39	WEST MALL AT TRILLIUM HEALTH CENTRE	0	0	0	4	7	0.6
40	WEST MALL AT SHERWAY DR	0	0	0	4	7	0.6
41	SHERWAY GARDENS RD AT SHERWAY GATE	0	0	4	0	7	0.0
TOTALS	FOR PERIOD 5: 22:00 TO 30:59	0	24	24	369	220	1.7

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): A0,
COUNT: 3147 ON 2018-MAY-14:**M-F** (FROM 05:27 TO 25:23)
STOP CARD: 37 COUNT COVERAGE/METHOD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

WB CONTROL POINT: 29 QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

WESTBOUND PERIOD 5: 22:00 TO 30:59

PERIOD RIDING INDEX = 1.7 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH = 15.4 STOPS
AVERAGE ONS/VEHICLE-STOP = 0.1
AVERAGE ONS/TRIP = 3.4

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): A0,
COUNT: 3147 ON 2018-MAY-14: **M-F** (FROM 07:09 TO 18:39)
STOP CARD: 37 COUNT COVERAGE: 5MET/ OD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

EB CONTROL POINT: 11 QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

EASTBOUND PERIOD 1: 07:09

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUMH	VE/ ICLES	AVGH LOAD
1	S/ ERWAY GARDENS RD AT S/ ERWAY GATE	0	4	0	4	3	1H3
2	WEST MALL AT S/ ERWAY DR	0	0	0	4	3	1H3
3	WEST MALL AT QUEENSWAY	0	0	0	4	3	1H3
4	QUEENSWAY OPP . ACK ASTORS	0	0	0	4	3	1H3
J	QUEENSWAY AT NORT/ QUEEN	0	1	0	J	3	1H7
6	QUEENSWAY AT EAST MALL	0	0	0	J	3	1H7
7	QUEENSWAY AT 1611	0	1	0	6	3	2H0
8	QUEENSWAY AT ATOMIC	0	1	0	7	3	2H3
9	QUEENSWAY AT ALGIE	0	0	0	7	3	2H3
10	QUEENSWAY AT WICKMAN	0	0	0	7	3	2H3
11	QUEENSWAY AT KIPLING	0	2	1	8	3	2H7
12	QUEENSWAY AT CULNAN	0	1	0	9	3	3H0
13	QUEENSWAY AT ZORRA	0	14	0	23	3	7H7
14	QUEENSWAY AT ST LAWRENCE	0	0	1	22	3	7H3
1J	QUEENSWAY AT ISLINGTON	0	6	2	26	3	8H7
16	QUEENSWAY AT CAN MOTOR	0	2	1	27	3	9H0
17	QUEENSWAY AT LOMA	0	0	0	27	3	9H0
18	QUEENSWAY AT SMIT/	0	2	0	29	3	9H7
19	QUEENSWAY AT ROYAL YORK	0	1	J	2J	3	8H3
20	QUEENSWAY AT WESLEY	0	0	0	2J	3	8H3
21	QUEENSWAY AT MILTON	0	2	0	27	3	9H0
22	QUEENSWAY AT GRAND	0	16	0	43	3	14H3
23	QUEENSWAY AT PARK LAWN	0	0	1	42	3	14H0
24	QUEENSWAY AT ALDGATE	0	0	0	42	3	14H0
2J	QUEENSWAY AT STEP/ EN	0	0	0	42	3	14H0
26	QUEENSWAY AT PLAZA (E OF STEP/ EN)	0	0	0	42	3	14H0
27	QUEENSWAY AT SOUT/ KINGSWAY (1)	0	3	18	27	3	9H0
28	QUEENSWAY AT WINDERMERE (1)	0	16	2	41	3	13H7
29	QUEENSWAY AT ELLIS	0	1	0	42	3	14H0
30	ELLIS AT LAKE S/ ORE BLVD W	0	1J	0	J7	3	19H0
31	LAKE S/ ORE BLVD W AT COLBORNE LODGE DR	0	0	0	J7	3	19H0
32	PARKSIDE DR AT QUEENSWAY	0	10	2	6J	3	21H7
33	PARKSIDE DR AT ALGONQUIN	0	9	0	74	3	24H7
34	PARKSIDE DR AT / IG/ PARK BLVD	0	6	0	80	3	26H7
3J	PARKSIDE DR AT GEOFFREY	0	4	0	84	3	28H0
36	PARKSIDE DR AT / OWARD PARK	0	2	3	83	3	27H7
37	PARKSIDE DR AT INDIAN VALLEY	0	0	0	83	3	27H7
39	KEELE STATION	0	0	83	0	3	0H0
TOTALS FOR PERIOD 1: 07:09		0	119	119	120J	114	10H6

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): A0,
COUNT: 3147 ON 2018-MAY-14: **M-F** (FROM 07:09 TO 18:39)
STOP CARD: 37 COUNT COVERAGE: 5MET/ OD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

EB CONTROL POINT: 11 QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

EASTBOUND PERIOD 1: 07:09

PERIOD RIDING INDEX	=	10H6 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGT/	=	10H1 STOPS
AVERAGE ONS5/VE/ ICLE-STOP	=	1H0
AVERAGE ONS5/TRIP	=	39H7

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): A0,
COUNT: 3147 ON 2018-MAY-14: **M-F** (FROM 07:09 TO 18:39)
STOP CARD: 37 COUNT COVERAGE: SMET/ OD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

EB CONTROL POINT: 11 QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

EASTBOUND PERIOD 2: 17:41

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUMH	VE/ ICLES	AVGH LOAD
1	S/ ERWAY GARDENS RD AT S/ ERWAY GATE	0	22	0	22	3	7H3
2	WEST MALL AT S/ ERWAY DR	0	0	0	22	3	7H3
3	WEST MALL AT QUEENSWAY	0	1	0	23	3	7H7
4	QUEENSWAY OPP . ACK ASTORS	0	3	1	2J	3	8H3
J	QUEENSWAY AT NORT/ QUEEN	0	14	0	39	3	13H0
6	QUEENSWAY AT EAST MALL	0	2	0	41	3	13H7
7	QUEENSWAY AT 1611	0	J	0	46	3	1JH3
8	QUEENSWAY AT ATOMIC	0	8	0	J4	3	18H0
9	QUEENSWAY AT ALGIE	0	2	1	JJ	3	18H3
10	QUEENSWAY AT WICKMAN	0	6	0	61	3	20H3
11	QUEENSWAY AT KIPLING	0	6	6	61	3	20H3
12	QUEENSWAY AT CULNAN	0	4	1	64	3	21H3
13	QUEENSWAY AT ZORRA	0	2	3	63	3	21H0
14	QUEENSWAY AT ST LAWRENCE	0	1	0	64	3	21H3
1J	QUEENSWAY AT ISLINGTON	0	10	8	66	3	22H0
16	QUEENSWAY AT CAN MOTOR	0	1	1	66	3	22H0
17	QUEENSWAY AT LOMA	0	1	3	64	3	21H3
18	QUEENSWAY AT SMIT/	0	2	1	6J	3	21H7
19	QUEENSWAY AT ROYAL YORK	0	6	12	J9	3	19H7
20	QUEENSWAY AT WESLEY	0	0	2	J7	3	19H0
21	QUEENSWAY AT MILTON	0	0	2	JJ	3	18H3
22	QUEENSWAY AT GRAND	0	3	2	J6	3	18H7
23	QUEENSWAY AT PARK LAWN	0	1	7	J0	3	16H7
24	QUEENSWAY AT ALDGATE	0	0	0	J0	3	16H7
2J	QUEENSWAY AT STEP/ EN	0	1	4	47	3	1JH7
26	QUEENSWAY AT PLAZA (E OF STEP/ EN)	0	3	4	46	3	1JH3
27	QUEENSWAY AT SOUT/ KINGSWAY (1)	0	0	10	36	3	12H0
28	QUEENSWAY AT WINDERMERE (1)	0	0	10	26	3	8H7
29	QUEENSWAY AT ELLIS	0	0	0	26	3	8H7
30	ELLIS AT LAKE S/ ORE BLVD W	0	0	0	26	3	8H7
31	LAKE S/ ORE BLVD W AT COLBORNE LODGE DR	0	2	0	28	3	9H3
32	PARKSIDE DR AT QUEENSWAY	0	4	1	31	3	10H3
33	PARKSIDE DR AT ALGONQUIN	0	3	2	32	3	10H7
34	PARKSIDE DR AT / IG/ PARK BLVD	0	3	0	3J	3	11H7
3J	PARKSIDE DR AT GEOFFREY	0	1	0	36	3	12H0
36	PARKSIDE DR AT / OWARD PARK	0	2	1	37	3	12H3
37	PARKSIDE DR AT INDIAN VALLEY	0	0	0	37	3	12H3
39	KEELE STATION	0	0	37	0	3	0H0
TOTALS FOR PERIOD 2: 17:41		0	119	119	1671	114	14H7

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): A0,
COUNT: 3147 ON 2018-MAY-14: **M-F** (FROM 07:09 TO 18:39)
STOP CARD: 37 COUNT COVERAGE: SMET/ OD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

EB CONTROL POINT: 11 QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

EASTBOUND PERIOD 2: 17:41

PERIOD RIDING INDEX	=	14H7 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGT/	=	14H0 STOPS
AVERAGE ONS5/VE/ ICLE-STOP	=	1H0
AVERAGE ONS5TRIP	=	39H7

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): A0,
COUNT: 3147 ON 2018-MAY-14:**M-F** (FROM 08:08 TO 19:53)
STOP CARD: 37 COUNT COVERAGE/METHOD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

WB CONTROL POINT: 29 QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

WESTBOUND PERIOD 1: 08:08

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	KEELE STATION	0	39	0	39	3	13.0
3	PARKSIDE DR AT INDIAN VALLEY	0	1	0	40	3	13.3
4	PARKSIDE DR AT HOWARD PARK	0	3	1	42	3	14.0
5	PARKSIDE DR AT GEOFFREY	0	0	0	42	3	14.0
6	PARKSIDE DR AT HIGH PARK BLVD	0	4	2	44	3	14.7
7	PARKSIDE DR AT GARDEN	0	5	3	46	3	15.3
8	PARKSIDE DR AT QUEENSWAY	0	0	0	46	3	15.3
9	LAKE SHORE BLVD W AT COLBORNE LODGE DR	0	0	0	46	3	15.3
10	ELLIS AT LAKE SHORE BLVD W	0	1	1	46	3	15.3
11	QUEENSWAY AT ELLIS	0	12	0	58	3	19.3
12	QUEENSWAY AT WINDERMERE	0	17	1	74	3	24.7
13	QUEENSWAY AT SOUTH KINGSWAY (1)	0	2	0	76	3	25.3
14	QUEENSWAY AT PLAZA (E OF STEPHEN)	0	4	5	75	3	25.0
15	QUEENSWAY AT STEPHEN	0	4	0	79	3	26.3
16	QUEENSWAY AT ALDGATE	0	0	0	79	3	26.3
17	QUEENSWAY AT PARK LAWN	0	8	3	84	3	28.0
18	QUEENSWAY AT BURMA	0	3	5	82	3	27.3
19	QUEENSWAY AT BERL	0	1	3	80	3	26.7
20	QUEENSWAY AT HOLBROOKE	0	0	0	80	3	26.7
21	QUEENSWAY AT ROYAL YORK	0	9	19	70	3	23.3
22	QUEENSWAY AT SMITH	0	1	3	68	3	22.7
23	QUEENSWAY AT LOMA	0	0	5	63	3	21.0
24	QUEENSWAY AT LADY BANK	0	0	4	59	3	19.7
25	QUEENSWAY AT ISLINGTON	0	2	9	52	3	17.3
26	QUEENSWAY AT ST LAWRENCE	0	0	1	51	3	17.0
27	QUEENSWAY AT BRAWLEY	0	0	1	50	3	16.7
28	QUEENSWAY AT CULNAN	0	0	1	49	3	16.3
29	QUEENSWAY AT KIPLING	0	3	6	46	3	15.3
30	QUEENSWAY AT PLYWOOD PLACE	0	0	0	46	3	15.3
31	QUEENSWAY AT WICKMAN	0	0	5	41	3	13.7
32	QUEENSWAY AT ALGIE	0	0	6	35	3	11.7
33	QUEENSWAY AT ATOMIC	0	0	11	24	3	8.0
34	QUEENSWAY AT 1610	0	0	3	21	3	7.0
35	QUEENSWAY AT EAST MALL	0	0	2	19	3	6.3
36	QUEENSWAY AT NORTH QUEEN	0	0	9	10	3	3.3
37	QUEENSWAY AT 1800(CLUB)	0	0	3	7	3	2.3
38	WEST MALL AT QUEENSWAY	0	0	0	7	3	2.3
39	WEST MALL AT TRILLIUM HEALTH CENTRE	0	0	1	6	3	2.0
40	WEST MALL AT SHERWAY DR	0	0	2	4	3	1.3
41	SHERWAY GARDENS RD AT SHERWAY GATE	0	0	4	0	3	0.0
TOTALS FOR PERIOD 1: 08:08		0	119	119	1886	120	15.7

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): A0,
COUNT: 3147 ON 2018-MAY-14:**M-F** (FROM 08:08 TO 19:53)
STOP CARD: 37 COUNT COVERAGE/METHOD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

WB CONTROL POINT: 29 QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

WESTBOUND PERIOD 1: 08:08

PERIOD RIDING INDEX	=	15.7 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	15.8 STOPS
AVERAGE ONS/VEHICLE-STOP	=	1.0
AVERAGE ONS/TRIP	=	39.7

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): A0,
COUNT: 3147 ON 2018-MAY-14:**M-F** (FROM 08:08 TO 19:53)
STOP CARD: 37 COUNT COVERAGE/METHOD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

WB CONTROL POINT: 29 QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

WESTBOUND PERIOD 2: 12:06

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	KEELE STATION	0	28	0	28	3	9.3
3	PARKSIDE DR AT INDIAN VALLEY	0	0	0	28	3	9.3
4	PARKSIDE DR AT HOWARD PARK	0	2	0	30	3	10.0
5	PARKSIDE DR AT GEOFFREY	0	0	0	30	3	10.0
6	PARKSIDE DR AT HIGH PARK BLVD	0	2	1	31	3	10.3
7	PARKSIDE DR AT GARDEN	0	0	0	31	3	10.3
8	PARKSIDE DR AT QUEENSWAY	0	1	3	29	3	9.7
9	LAKE SHORE BLVD W AT COLBORNE LODGE DR	0	0	2	27	3	9.0
10	ELLIS AT LAKE SHORE BLVD W	0	0	1	26	3	8.7
11	QUEENSWAY AT ELLIS	0	6	0	32	3	10.7
12	QUEENSWAY AT WINDERMERE	0	12	0	44	3	14.7
13	QUEENSWAY AT SOUTH KINGSWAY (1)	0	1	0	45	3	15.0
14	QUEENSWAY AT PLAZA (E OF STEPHEN)	0	5	3	47	3	15.7
15	QUEENSWAY AT STEPHEN	0	2	1	48	3	16.0
16	QUEENSWAY AT ALDGATE	0	1	1	48	3	16.0
17	QUEENSWAY AT PARK LAWN	0	8	1	55	3	18.3
18	QUEENSWAY AT BURMA	0	0	3	52	3	17.3
19	QUEENSWAY AT BERL	0	2	1	53	3	17.7
20	QUEENSWAY AT HOLBROOKE	0	1	0	54	3	18.0
21	QUEENSWAY AT ROYAL YORK	0	9	4	59	3	19.7
22	QUEENSWAY AT SMITH	0	1	4	56	3	18.7
23	QUEENSWAY AT LOMA	0	2	4	54	3	18.0
24	QUEENSWAY AT LADY BANK	0	0	1	53	3	17.7
25	QUEENSWAY AT ISLINGTON	0	8	5	56	3	18.7
26	QUEENSWAY AT ST LAWRENCE	0	0	1	55	3	18.3
27	QUEENSWAY AT BRAWLEY	0	0	3	52	3	17.3
28	QUEENSWAY AT CULNAN	0	1	2	51	3	17.0
29	QUEENSWAY AT KIPLING	0	5	6	50	3	16.7
30	QUEENSWAY AT PLYWOOD PLACE	0	0	0	50	3	16.7
31	QUEENSWAY AT WICKMAN	0	0	5	45	3	15.0
32	QUEENSWAY AT ALGIE	0	1	8	38	3	12.7
33	QUEENSWAY AT ATOMIC	0	0	2	36	3	12.0
34	QUEENSWAY AT 1610	0	0	6	30	3	10.0
35	QUEENSWAY AT EAST MALL	0	0	2	28	3	9.3
36	QUEENSWAY AT NORTH QUEEN	0	0	11	17	3	5.7
37	QUEENSWAY AT 1800(CLUB)	0	0	4	13	3	4.3
38	WEST MALL AT QUEENSWAY	0	0	0	13	3	4.3
39	WEST MALL AT TRILLIUM HEALTH CENTRE	0	0	2	11	3	3.7
40	WEST MALL AT SHERWAY DR	0	0	3	8	3	2.7
41	SHERWAY GARDENS RD AT SHERWAY GATE	0	0	8	0	3	0.0
TOTALS FOR PERIOD 2: 12:06		0	98	98	1513	120	12.6

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): A0,
COUNT: 3147 ON 2018-MAY-14:**M-F** (FROM 08:08 TO 19:53)
STOP CARD: 37 COUNT COVERAGE/METHOD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

WB CONTROL POINT: 29 QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

WESTBOUND PERIOD 2: 12:06

PERIOD RIDING INDEX	=	12.6 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	15.4 STOPS
AVERAGE ONS/VEHICLE-STOP	=	0.8
AVERAGE ONS/TRIP	=	32.7

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): A0,
COUNT: 3147 ON 2018-MAY-14:**M-F** (FROM 08:08 TO 19:53)
STOP CARD: 37 COUNT COVERAGE/METHOD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

WB CONTROL POINT: 29 QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

WESTBOUND PERIOD 3: 16:14

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	KEELE STATION	0	51	0	51	3	17.0
3	PARKSIDE DR AT INDIAN VALLEY	0	0	0	51	3	17.0
4	PARKSIDE DR AT HOWARD PARK	0	4	3	52	3	17.3
5	PARKSIDE DR AT GEOFFREY	0	0	0	52	3	17.3
6	PARKSIDE DR AT HIGH PARK BLVD	0	3	7	48	3	16.0
7	PARKSIDE DR AT GARDEN	0	3	4	47	3	15.7
8	PARKSIDE DR AT QUEENSWAY	0	2	8	41	3	13.7
9	LAKE SHORE BLVD W AT COLBORNE LODGE DR	0	1	11	31	3	10.3
10	ELLIS AT LAKE SHORE BLVD W	0	1	3	29	3	9.7
11	QUEENSWAY AT ELLIS	0	6	0	35	3	11.7
12	QUEENSWAY AT WINDERMERE	0	11	3	43	3	14.3
13	QUEENSWAY AT SOUTH KINGSWAY (1)	0	0	1	42	3	14.0
14	QUEENSWAY AT PLAZA (E OF STEPHEN)	0	3	3	42	3	14.0
15	QUEENSWAY AT STEPHEN	0	2	3	41	3	13.7
16	QUEENSWAY AT ALDGATE	0	1	1	41	3	13.7
17	QUEENSWAY AT PARK LAWN	0	8	1	48	3	16.0
18	QUEENSWAY AT BURMA	0	4	4	48	3	16.0
19	QUEENSWAY AT BERL	0	2	1	49	3	16.3
20	QUEENSWAY AT HOLBROOKE	0	0	0	49	3	16.3
21	QUEENSWAY AT ROYAL YORK	0	5	9	45	3	15.0
22	QUEENSWAY AT SMITH	0	2	4	43	3	14.3
23	QUEENSWAY AT LOMA	0	3	6	40	3	13.3
24	QUEENSWAY AT LADY BANK	0	0	0	40	3	13.3
25	QUEENSWAY AT ISLINGTON	0	6	6	40	3	13.3
26	QUEENSWAY AT ST LAWRENCE	0	1	1	40	3	13.3
27	QUEENSWAY AT BRAWLEY	0	0	4	36	3	12.0
28	QUEENSWAY AT CULNAN	0	1	2	35	3	11.7
29	QUEENSWAY AT KIPLING	0	4	5	34	3	11.3
30	QUEENSWAY AT PLYWOOD PLACE	0	0	0	34	3	11.3
31	QUEENSWAY AT WICKMAN	0	0	3	31	3	10.3
32	QUEENSWAY AT ALGIE	0	2	6	27	3	9.0
33	QUEENSWAY AT ATOMIC	0	2	3	26	3	8.7
34	QUEENSWAY AT 1610	0	0	3	23	3	7.7
35	QUEENSWAY AT EAST MALL	0	1	1	23	3	7.7
36	QUEENSWAY AT NORTH QUEEN	0	1	9	15	3	5.0
37	QUEENSWAY AT 1800(CLUB)	0	0	1	14	3	4.7
38	WEST MALL AT QUEENSWAY	0	0	1	13	3	4.3
39	WEST MALL AT TRILLIUM HEALTH CENTRE	0	0	0	13	3	4.3
40	WEST MALL AT SHERWAY DR	0	0	0	13	3	4.3
41	SHERWAY GARDENS RD AT SHERWAY GATE	0	0	13	0	3	0.0
TOTALS FOR PERIOD 3: 16:14		0	130	130	1425	120	11.9

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): A0,
COUNT: 3147 ON 2018-MAY-14:**M-F** (FROM 08:08 TO 19:53)
STOP CARD: 37 COUNT COVERAGE/METHOD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

WB CONTROL POINT: 29 QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

WESTBOUND PERIOD 3: 16:14

PERIOD RIDING INDEX = 11.9 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH = 11.0 STOPS
AVERAGE ONS/VEHICLE-STOP = 1.1
AVERAGE ONS/TRIP = 43.3

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): A0,
COUNT: 3147 ON 2018-MAY-14:**M-F** (FROM 08:08 TO 19:53)
STOP CARD: 37 COUNT COVERAGE/METHOD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

WB CONTROL POINT: 29 QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

WESTBOUND PERIOD 4: 19:09

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	KEELE STATION	0	55	0	55	3	18.3
3	PARKSIDE DR AT INDIAN VALLEY	0	0	0	55	3	18.3
4	PARKSIDE DR AT HOWARD PARK	0	3	2	56	3	18.7
5	PARKSIDE DR AT GEOFFREY	0	0	0	56	3	18.7
6	PARKSIDE DR AT HIGH PARK BLVD	0	1	6	51	3	17.0
7	PARKSIDE DR AT GARDEN	0	0	3	48	3	16.0
8	PARKSIDE DR AT QUEENSWAY	0	0	8	40	3	13.3
9	LAKE SHORE BLVD W AT COLBORNE LODGE DR	0	0	5	35	3	11.7
10	ELLIS AT LAKE SHORE BLVD W	0	1	8	28	3	9.3
11	QUEENSWAY AT ELLIS	0	4	1	31	3	10.3
12	QUEENSWAY AT WINDERMERE	0	9	4	36	3	12.0
13	QUEENSWAY AT SOUTH KINGSWAY (1)	0	0	1	35	3	11.7
14	QUEENSWAY AT PLAZA (E OF STEPHEN)	0	1	2	34	3	11.3
15	QUEENSWAY AT STEPHEN	0	2	1	35	3	11.7
16	QUEENSWAY AT ALDGATE	0	3	1	37	3	12.3
17	QUEENSWAY AT PARK LAWN	0	3	4	36	3	12.0
18	QUEENSWAY AT BURMA	0	0	4	32	3	10.7
19	QUEENSWAY AT BERL	0	0	0	32	3	10.7
20	QUEENSWAY AT HOLBROOKE	0	1	2	31	3	10.3
21	QUEENSWAY AT ROYAL YORK	0	4	6	29	3	9.7
22	QUEENSWAY AT SMITH	0	0	3	26	3	8.7
23	QUEENSWAY AT LOMA	0	1	2	25	3	8.3
24	QUEENSWAY AT LADY BANK	0	0	1	24	3	8.0
25	QUEENSWAY AT ISLINGTON	0	2	4	22	3	7.3
26	QUEENSWAY AT ST LAWRENCE	0	0	1	21	3	7.0
27	QUEENSWAY AT BRAWLEY	0	0	6	15	3	5.0
28	QUEENSWAY AT CULNAN	0	2	0	17	3	5.7
29	QUEENSWAY AT KIPLING	0	3	4	16	3	5.3
30	QUEENSWAY AT PLYWOOD PLACE	0	0	0	16	3	5.3
31	QUEENSWAY AT WICKMAN	0	0	1	15	3	5.0
32	QUEENSWAY AT ALGIE	0	0	2	13	3	4.3
33	QUEENSWAY AT ATOMIC	0	0	0	13	3	4.3
34	QUEENSWAY AT 1610	0	0	2	11	3	3.7
35	QUEENSWAY AT EAST MALL	0	0	0	11	3	3.7
36	QUEENSWAY AT NORTH QUEEN	0	0	6	5	3	1.7
37	QUEENSWAY AT 1800(CLUB)	0	0	1	4	3	1.3
38	WEST MALL AT QUEENSWAY	0	0	0	4	3	1.3
39	WEST MALL AT TRILLIUM HEALTH CENTRE	0	0	0	4	3	1.3
40	WEST MALL AT SHERWAY DR	0	0	0	4	3	1.3
41	SHERWAY GARDENS RD AT SHERWAY GATE	0	0	4	0	3	0.0
TOTALS FOR PERIOD 4: 19:09		0	95	95	1058	120	8.8

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): A0,
COUNT: 3147 ON 2018-MAY-14:**M-F** (FROM 08:08 TO 19:53)
STOP CARD: 37 COUNT COVERAGE/METHOD: **FULL/APC**
STOPS: 1 TO 299
COMMENTS: 100% coverage

WB CONTROL POINT: 29 QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

WESTBOUND PERIOD 4: 19:09

PERIOD RIDING INDEX	=	8.8 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	11.1 STOPS
AVERAGE ONS/VEHICLE-STOP	=	0.8
AVERAGE ONS/TRIP	=	31.7

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): _0,
COUNT: 3394 ON 2018-OCT-13:**SAT** (FROM 05:38 TO 25:09)
STOP CARD: 38 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS: Full coverage

EB CONTROL POINT: 11 THE QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

EASTBOUND PERIOD 1: 00:00 TO 07:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	SHERWAY GARDENS RD AT SHERWAY GATE	0	3	0	3	4	0.8
2	WEST MALL AT SHERWAY DR	0	0	0	3	4	0.8
3	WEST MALL AT THE QUEENSWAY	0	1	0	4	4	1.0
4	THE QUEENSWAY OPP JACK ASTORS	0	0	0	4	4	1.0
5	THE QUEENSWAY AT NORTH QUEEN	0	0	0	4	4	1.0
6	THE QUEENSWAY AT EAST MALL	0	0	0	4	4	1.0
7	THE QUEENSWAY AT 1611	0	3	1	6	4	1.5
8	THE QUEENSWAY AT ATOMIC	0	1	0	7	4	1.8
9	THE QUEENSWAY AT ALGIE	0	0	0	7	4	1.8
10	THE QUEENSWAY AT WICKMAN	0	2	0	9	4	2.3
11	THE QUEENSWAY AT KIPLING	0	0	2	7	4	1.8
12	THE QUEENSWAY AT CULNAN	0	0	0	7	5	1.4
13	THE QUEENSWAY AT ZORRA	0	3	0	10	5	2.0
14	THE QUEENSWAY AT ST LAWRENCE	0	0	0	10	5	2.0
15	THE QUEENSWAY AT ISLINGTON	0	4	0	14	5	2.8
16	THE QUEENSWAY AT CAN MOTOR	0	0	0	14	5	2.8
17	THE QUEENSWAY AT LOMA	0	0	1	13	5	2.6
18	THE QUEENSWAY AT SMITH	0	0	0	13	5	2.6
19	THE QUEENSWAY AT ROYAL YORK	0	1	0	14	5	2.8
20	THE QUEENSWAY AT WESLEY	0	0	0	14	5	2.8
21	THE QUEENSWAY AT MILTON	0	0	0	14	5	2.8
22	THE QUEENSWAY AT GRAND	0	3	0	17	5	3.4
23	THE QUEENSWAY AT PARK LAWN	0	0	0	17	5	3.4
24	THE QUEENSWAY AT ALDGATE	0	0	0	17	5	3.4
25	THE QUEENSWAY AT STEPHEN	0	0	0	17	5	3.4
26	THE QUEENSWAY AT PLAZA (E OF STEPHEN)	0	2	2	17	5	3.4
27	THE QUEENSWAY AT SOUTH KINGSWAY (1)	0	1	3	15	5	3.0
28	THE QUEENSWAY AT WINDERMERE (1)	0	4	0	19	5	3.8
29	THE QUEENSWAY AT ELLIS	0	0	1	18	5	3.6
30	ELLIS AT LAKE SHORE BLVD W	0	0	0	18	5	3.6
31	LAKE SHORE BLVD W AT COLBORNE LODGE DR	0	0	0	18	5	3.6
32	PARKSIDE DR AT THE QUEENSWAY	0	1	0	19	5	3.8
33	PARKSIDE DR AT ALGONQUIN	0	1	0	20	5	4.0
34	PARKSIDE DR AT HIGH PARK BLVD	0	2	0	22	5	4.4
35	PARKSIDE DR AT GEOFFREY	0	0	0	22	5	4.4
36	PARKSIDE DR AT HOWARD PARK	0	1	1	22	5	4.4
37	PARKSIDE DR AT INDIAN VALLEY	0	0	0	22	5	4.4
39	KEELE STATION	0	0	22	0	5	0.0
TOTALS	FOR PERIOD 1: 00:00 TO 07:59	0	33	33	481	179	2.7

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): _0,
COUNT: 3394 ON 2018-OCT-13:**SAT** (FROM 05:38 TO 25:09)
STOP CARD: 38 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS: Full coverage

EB CONTROL POINT: 11 THE QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

EASTBOUND PERIOD 1: 00:00 TO 07:59

PERIOD RIDING INDEX	=	2.7	(AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	14.6	STOPS
AVERAGE ONS/VEHICLE-STOP	=	0.2	
AVERAGE ONS/TRIP	=	6.6	

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): _0,
COUNT: 3394 ON 2018-OCT-13:**SAT** (FROM 05:38 TO 25:09)
STOP CARD: 38 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS: Full coverage

EB CONTROL POINT: 11 THE QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

EASTBOUND PERIOD 2: 08:00 TO 11:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	SHERWAY GARDENS RD AT SHERWAY GATE	0	22	0	22	9	2.4
2	WEST MALL AT SHERWAY DR	0	0	0	22	9	2.4
3	WEST MALL AT THE QUEENSWAY	0	1	0	23	9	2.6
4	THE QUEENSWAY OPP JACK ASTORS	0	0	0	23	9	2.6
5	THE QUEENSWAY AT NORTH QUEEN	0	8	2	29	9	3.2
6	THE QUEENSWAY AT EAST MALL	0	2	0	31	9	3.4
7	THE QUEENSWAY AT 1611	0	3	0	34	9	3.8
8	THE QUEENSWAY AT ATOMIC	0	5	0	39	9	4.3
9	THE QUEENSWAY AT ALGIE	0	1	2	38	9	4.2
10	THE QUEENSWAY AT WICKMAN	0	3	4	37	9	4.1
11	THE QUEENSWAY AT KIPLING	0	6	4	39	9	4.3
12	THE QUEENSWAY AT CULNAN	0	2	0	41	9	4.6
13	THE QUEENSWAY AT ZORRA	0	5	1	45	9	5.0
14	THE QUEENSWAY AT ST LAWRENCE	0	4	1	48	9	5.3
15	THE QUEENSWAY AT ISLINGTON	0	10	6	52	9	5.8
16	THE QUEENSWAY AT CAN MOTOR	0	1	1	52	9	5.8
17	THE QUEENSWAY AT LOMA	0	3	7	48	9	5.3
18	THE QUEENSWAY AT SMITH	0	4	1	51	9	5.7
19	THE QUEENSWAY AT ROYAL YORK	0	10	10	51	9	5.7
20	THE QUEENSWAY AT WESLEY	0	0	0	51	9	5.7
21	THE QUEENSWAY AT MILTON	0	1	0	52	9	5.8
22	THE QUEENSWAY AT GRAND	0	6	1	57	9	6.3
23	THE QUEENSWAY AT PARK LAWN	0	6	6	57	9	6.3
24	THE QUEENSWAY AT ALDGATE	0	1	0	58	9	6.4
25	THE QUEENSWAY AT STEPHEN	0	1	1	58	9	6.4
26	THE QUEENSWAY AT PLAZA (E OF STEPHEN)	0	2	6	54	9	6.0
27	THE QUEENSWAY AT SOUTH KINGSWAY (1)	0	5	11	48	9	5.3
28	THE QUEENSWAY AT WINDERMERE (1)	0	14	8	54	9	6.0
29	THE QUEENSWAY AT ELLIS	0	1	1	54	9	6.0
30	ELLIS AT LAKE SHORE BLVD W	0	11	0	65	9	7.2
31	LAKE SHORE BLVD W AT COLBORNE LODGE DR	0	0	0	65	9	7.2
32	PARKSIDE DR AT THE QUEENSWAY	0	4	3	66	9	7.3
33	PARKSIDE DR AT ALGONQUIN	0	7	1	72	9	8.0
34	PARKSIDE DR AT HIGH PARK BLVD	0	11	1	82	9	9.1
35	PARKSIDE DR AT GEOFFREY	0	0	0	82	9	9.1
36	PARKSIDE DR AT HOWARD PARK	0	1	4	79	9	8.8
37	PARKSIDE DR AT INDIAN VALLEY	0	0	0	79	9	8.8
39	KEELE STATION	0	0	79	0	9	0.0
TOTALS	FOR PERIOD 2: 08:00 TO 11:59	0	161	161	1858	342	5.4

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): _0,
COUNT: 3394 ON 2018-OCT-13:**SAT** (FROM 05:38 TO 25:09)
STOP CARD: 38 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS: Full coverage

EB CONTROL POINT: 11 THE QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

EASTBOUND PERIOD 2: 08:00 TO 11:59

PERIOD RIDING INDEX	=	5.4	(AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	11.5	STOPS
AVERAGE ONS/VEHICLE-STOP	=	0.5	
AVERAGE ONS/TRIP	=	17.9	

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): _0,
COUNT: 3394 ON 2018-OCT-13:**SAT** (FROM 05:38 TO 25:09)
STOP CARD: 38 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS: Full coverage

EB CONTROL POINT: 11 THE QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

EASTBOUND PERIOD 3: 12:00 TO 18:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	SHERWAY GARDENS RD AT SHERWAY GATE	0	79	0	79	17	4.6
2	WEST MALL AT SHERWAY DR	0	2	0	81	17	4.8
3	WEST MALL AT THE QUEENSWAY	0	4	0	85	17	5.0
4	THE QUEENSWAY OPP JACK ASTORS	0	10	2	93	17	5.5
5	THE QUEENSWAY AT NORTH QUEEN	0	67	4	156	17	9.2
6	THE QUEENSWAY AT EAST MALL	0	9	1	164	17	9.6
7	THE QUEENSWAY AT 1611	0	21	2	183	17	10.8
8	THE QUEENSWAY AT ATOMIC	0	17	2	198	17	11.6
9	THE QUEENSWAY AT ALGIE	0	5	8	195	17	11.5
10	THE QUEENSWAY AT WICKMAN	0	46	1	240	17	14.1
11	THE QUEENSWAY AT KIPLING	0	13	27	226	17	13.3
12	THE QUEENSWAY AT CULNAN	0	30	11	245	17	14.4
13	THE QUEENSWAY AT ZORRA	0	12	13	244	17	14.4
14	THE QUEENSWAY AT ST LAWRENCE	0	4	4	244	17	14.4
15	THE QUEENSWAY AT ISLINGTON	0	40	27	257	17	15.1
16	THE QUEENSWAY AT CAN MOTOR	0	9	4	262	17	15.4
17	THE QUEENSWAY AT LOMA	0	18	16	264	17	15.5
18	THE QUEENSWAY AT SMITH	0	15	1	278	17	16.4
19	THE QUEENSWAY AT ROYAL YORK	0	26	67	237	17	13.9
20	THE QUEENSWAY AT WESLEY	0	1	5	233	17	13.7
21	THE QUEENSWAY AT MILTON	0	2	6	229	17	13.5
22	THE QUEENSWAY AT GRAND	0	16	9	236	17	13.9
23	THE QUEENSWAY AT PARK LAWN	0	7	32	211	17	12.4
24	THE QUEENSWAY AT ALDGATE	0	0	1	210	17	12.4
25	THE QUEENSWAY AT STEPHEN	0	2	11	201	17	11.8
26	THE QUEENSWAY AT PLAZA (E OF STEPHEN)	0	9	22	188	17	11.1
27	THE QUEENSWAY AT SOUTH KINGSWAY (1)	0	3	33	158	17	9.3
28	THE QUEENSWAY AT WINDERMERE (1)	0	23	23	158	17	9.3
29	THE QUEENSWAY AT ELLIS	0	3	6	155	17	9.1
30	ELLIS AT LAKE SHORE BLVD W	0	3	3	155	17	9.1
31	LAKE SHORE BLVD W AT COLBORNE LODGE DR	0	2	0	157	17	9.2
32	PARKSIDE DR AT THE QUEENSWAY	0	19	6	170	17	10.0
33	PARKSIDE DR AT ALGONQUIN	0	10	2	178	17	10.5
34	PARKSIDE DR AT HIGH PARK BLVD	0	26	3	201	17	11.8
35	PARKSIDE DR AT GEOFFREY	0	0	1	200	17	11.8
36	PARKSIDE DR AT HOWARD PARK	0	7	9	198	17	11.6
37	PARKSIDE DR AT INDIAN VALLEY	0	2	4	196	17	11.5
39	KEELE STATION	0	0	196	0	17	0.0
TOTALS	FOR PERIOD 3: 12:00 TO 18:59	0	562	562	7165	646	11.1

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): _0,
COUNT: 3394 ON 2018-OCT-13:**SAT** (FROM 05:38 TO 25:09)
STOP CARD: 38 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS: Full coverage

EB CONTROL POINT: 11 THE QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

EASTBOUND PERIOD 3: 12:00 TO 18:59

PERIOD RIDING INDEX	=	11.1	(AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	12.7	STOPS
AVERAGE ONS/VEHICLE-STOP	=	0.9	
AVERAGE ONS/TRIP	=	33.1	

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): _0,
COUNT: 3394 ON 2018-OCT-13:**SAT** (FROM 05:38 TO 25:09)
STOP CARD: 38 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS: Full coverage

EB CONTROL POINT: 11 THE QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

EASTBOUND PERIOD 4: 19:00 TO 21:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	SHERWAY GARDENS RD AT SHERWAY GATE	0	29	0	29	6	4.8
2	WEST MALL AT SHERWAY DR	0	1	0	30	6	5.0
3	WEST MALL AT THE QUEENSWAY	0	2	2	30	6	5.0
4	THE QUEENSWAY OPP JACK ASTORS	0	7	0	37	6	6.2
5	THE QUEENSWAY AT NORTH QUEEN	0	35	1	71	6	11.8
6	THE QUEENSWAY AT EAST MALL	0	2	0	73	6	12.2
7	THE QUEENSWAY AT 1611	0	6	0	79	6	13.2
8	THE QUEENSWAY AT ATOMIC	0	4	4	79	6	13.2
9	THE QUEENSWAY AT ALGIE	0	0	1	78	6	13.0
10	THE QUEENSWAY AT WICKMAN	0	19	0	97	6	16.2
11	THE QUEENSWAY AT KIPLING	0	2	12	87	6	14.5
12	THE QUEENSWAY AT CULNAN	0	1	1	87	6	14.5
13	THE QUEENSWAY AT ZORRA	0	2	2	87	6	14.5
14	THE QUEENSWAY AT ST LAWRENCE	0	0	3	84	6	14.0
15	THE QUEENSWAY AT ISLINGTON	0	10	12	82	6	13.7
16	THE QUEENSWAY AT CAN MOTOR	0	0	1	81	6	13.5
17	THE QUEENSWAY AT LOMA	0	4	3	82	6	13.7
18	THE QUEENSWAY AT SMITH	0	0	0	82	6	13.7
19	THE QUEENSWAY AT ROYAL YORK	0	6	22	66	6	11.0
20	THE QUEENSWAY AT WESLEY	0	0	1	65	6	10.8
21	THE QUEENSWAY AT MILTON	0	0	1	64	6	10.7
22	THE QUEENSWAY AT GRAND	0	5	5	64	6	10.7
23	THE QUEENSWAY AT PARK LAWN	0	3	12	55	6	9.2
24	THE QUEENSWAY AT ALDGATE	0	0	1	54	6	9.0
25	THE QUEENSWAY AT STEPHEN	0	2	8	48	6	8.0
26	THE QUEENSWAY AT PLAZA (E OF STEPHEN)	0	12	5	55	6	9.2
27	THE QUEENSWAY AT SOUTH KINGSWAY (1)	0	1	7	49	5	9.8
28	THE QUEENSWAY AT WINDERMERE (1)	0	1	7	43	5	8.6
29	THE QUEENSWAY AT ELLIS	0	0	2	41	5	8.2
30	ELLIS AT LAKE SHORE BLVD W	0	2	0	43	5	8.6
31	LAKE SHORE BLVD W AT COLBORNE LODGE DR	0	0	0	43	5	8.6
32	PARKSIDE DR AT THE QUEENSWAY	0	1	0	44	5	8.8
33	PARKSIDE DR AT ALGONQUIN	0	1	0	45	5	9.0
34	PARKSIDE DR AT HIGH PARK BLVD	0	2	1	46	5	9.2
35	PARKSIDE DR AT GEOFFREY	0	0	0	46	5	9.2
36	PARKSIDE DR AT HOWARD PARK	0	0	1	45	5	9.0
37	PARKSIDE DR AT INDIAN VALLEY	0	0	0	45	5	9.0
39	KEELE STATION	0	0	45	0	5	0.0
TOTALS	FOR PERIOD 4: 19:00 TO 21:59	0	160	160	2236	216	10.4

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): _0,
COUNT: 3394 ON 2018-OCT-13:**SAT** (FROM 05:38 TO 25:09)
STOP CARD: 38 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS: Full coverage

EB CONTROL POINT: 11 THE QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

EASTBOUND PERIOD 4: 19:00 TO 21:59

PERIOD RIDING INDEX = 10.4 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH = 14.0 STOPS
AVERAGE ONS/VEHICLE-STOP = 0.7
AVERAGE ONS/TRIP = 26.7

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): _0,
COUNT: 3394 ON 2018-OCT-13:**SAT** (FROM 05:38 TO 25:09)
STOP CARD: 38 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS: Full coverage

EB CONTROL POINT: 11 THE QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

EASTBOUND PERIOD 5: 22:00 TO 30:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	SHERWAY GARDENS RD AT SHERWAY GATE	0	5	0	5	7	0.7
2	WEST MALL AT SHERWAY DR	0	0	0	5	7	0.7
3	WEST MALL AT THE QUEENSWAY	0	0	0	5	7	0.7
4	THE QUEENSWAY OPP JACK ASTORS	0	6	1	10	7	1.4
5	THE QUEENSWAY AT NORTH QUEEN	0	5	0	15	7	2.1
6	THE QUEENSWAY AT EAST MALL	0	2	0	17	7	2.4
7	THE QUEENSWAY AT 1611	0	6	0	23	7	3.3
8	THE QUEENSWAY AT ATOMIC	0	5	1	27	7	3.9
9	THE QUEENSWAY AT ALGIE	0	2	0	29	7	4.1
10	THE QUEENSWAY AT WICKMAN	0	5	0	34	7	4.9
11	THE QUEENSWAY AT KIPLING	0	2	4	32	7	4.6
12	THE QUEENSWAY AT CULNAN	0	7	0	39	7	5.6
13	THE QUEENSWAY AT ZORRA	0	4	2	41	7	5.9
14	THE QUEENSWAY AT ST LAWRENCE	0	0	1	40	7	5.7
15	THE QUEENSWAY AT ISLINGTON	0	16	4	52	7	7.4
16	THE QUEENSWAY AT CAN MOTOR	0	4	0	56	7	8.0
17	THE QUEENSWAY AT LOMA	0	6	0	62	7	8.9
18	THE QUEENSWAY AT SMITH	0	0	0	62	7	8.9
19	THE QUEENSWAY AT ROYAL YORK	0	1	4	59	7	8.4
20	THE QUEENSWAY AT WESLEY	0	1	3	57	7	8.1
21	THE QUEENSWAY AT MILTON	0	0	0	57	7	8.1
22	THE QUEENSWAY AT GRAND	0	1	4	54	7	7.7
23	THE QUEENSWAY AT PARK LAWN	0	2	5	51	7	7.3
24	THE QUEENSWAY AT ALDGATE	0	1	0	52	7	7.4
25	THE QUEENSWAY AT STEPHEN	0	1	1	52	7	7.4
26	THE QUEENSWAY AT PLAZA (E OF STEPHEN)	0	1	6	47	7	6.7
27	THE QUEENSWAY AT SOUTH KINGSWAY (1)	0	1	10	38	7	5.4
28	THE QUEENSWAY AT WINDERMERE (1)	0	1	8	31	7	4.4
29	THE QUEENSWAY AT ELLIS	0	0	2	29	7	4.1
30	ELLIS AT LAKE SHORE BLVD W	0	0	0	29	7	4.1
31	LAKE SHORE BLVD W AT COLBORNE LODGE DR	0	0	0	29	7	4.1
32	PARKSIDE DR AT THE QUEENSWAY	0	0	2	27	7	3.9
33	PARKSIDE DR AT ALGONQUIN	0	4	0	31	7	4.4
34	PARKSIDE DR AT HIGH PARK BLVD	0	1	0	32	7	4.6
35	PARKSIDE DR AT GEOFFREY	0	0	1	31	7	4.4
36	PARKSIDE DR AT HOWARD PARK	0	1	1	31	7	4.4
37	PARKSIDE DR AT INDIAN VALLEY	0	0	0	31	7	4.4
39	KEELE STATION	0	0	31	0	7	0.0
TOTALS	FOR PERIOD 5: 22:00 TO 30:59	0	91	91	1322	266	5.0

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): _0,
COUNT: 3394 ON 2018-OCT-13:**SAT** (FROM 05:38 TO 25:09)
STOP CARD: 38 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS: Full coverage

EB CONTROL POINT: 11 THE QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

EASTBOUND PERIOD 5: 22:00 TO 30:59

PERIOD RIDING INDEX	=	5.0	(AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	14.5	STOPS
AVERAGE ONS/VEHICLE-STOP	=	0.3	
AVERAGE ONS/TRIP	=	13.0	

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): _0,
COUNT: 3394 ON 2018-OCT-13:**SAT** (FROM 05:38 TO 25:09)
STOP CARD: 38 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS: Full coverage

EB CONTROL POINT: 11 THE QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

EASTBOUND ALL DAY

ROUTE STOP	LOCATION	STARTS	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	SHERWAY GARDENS RD AT SHERWAY GATE	0	138	0	138	43	3.2
2	WEST MALL AT SHERWAY DR	0	3	0	141	43	3.3
3	WEST MALL AT THE QUEENSWAY	0	8	2	147	43	3.4
4	THE QUEENSWAY OPP JACK ASTORS	0	23	3	167	43	3.9
5	THE QUEENSWAY AT NORTH QUEEN	0	115	7	275	43	6.4
6	THE QUEENSWAY AT EAST MALL	0	15	1	289	43	6.7
7	THE QUEENSWAY AT 1611	0	39	3	325	43	7.6
8	THE QUEENSWAY AT ATOMIC	0	32	7	350	43	8.1
9	THE QUEENSWAY AT ALGIE	0	8	11	347	43	8.1
10	THE QUEENSWAY AT WICKMAN	0	75	5	417	43	9.7
11	THE QUEENSWAY AT KIPLING	0	23	49	391	43	9.1
12	THE QUEENSWAY AT CULNAN	0	40	12	419	44	9.5
13	THE QUEENSWAY AT ZORRA	0	26	18	427	44	9.7
14	THE QUEENSWAY AT ST LAWRENCE	0	8	9	426	44	9.7
15	THE QUEENSWAY AT ISLINGTON	0	80	49	457	44	10.4
16	THE QUEENSWAY AT CAN MOTOR	0	14	6	465	44	10.6
17	THE QUEENSWAY AT LOMA	0	31	27	469	44	10.7
18	THE QUEENSWAY AT SMITH	0	19	2	486	44	11.0
19	THE QUEENSWAY AT ROYAL YORK	0	44	103	427	44	9.7
20	THE QUEENSWAY AT WESLEY	0	2	9	420	44	9.5
21	THE QUEENSWAY AT MILTON	0	3	7	416	44	9.5
22	THE QUEENSWAY AT GRAND	0	31	19	428	44	9.7
23	THE QUEENSWAY AT PARK LAWN	0	18	55	391	44	8.9
24	THE QUEENSWAY AT ALDGATE	0	2	2	391	44	8.9
25	THE QUEENSWAY AT STEPHEN	0	6	21	376	44	8.5
26	THE QUEENSWAY AT PLAZA (E OF STEPHEN)	0	26	41	361	44	8.2
27	THE QUEENSWAY AT SOUTH KINGSWAY (1)	0	11	64	308	43	7.2
28	THE QUEENSWAY AT WINDERMERE (1)	0	43	46	305	43	7.1
29	THE QUEENSWAY AT ELLIS	0	4	12	297	43	6.9
30	ELLIS AT LAKE SHORE BLVD W	0	16	3	310	43	7.2
31	LAKE SHORE BLVD W AT COLBORNE LODGE DR	0	2	0	312	43	7.3
32	PARKSIDE DR AT THE QUEENSWAY	0	25	11	326	43	7.6
33	PARKSIDE DR AT ALGONQUIN	0	23	3	346	43	8.0
34	PARKSIDE DR AT HIGH PARK BLVD	0	42	5	383	43	8.9
35	PARKSIDE DR AT GEOFFREY	0	0	2	381	43	8.9
36	PARKSIDE DR AT HOWARD PARK	0	10	16	375	43	8.7
37	PARKSIDE DR AT INDIAN VALLEY	0	2	4	373	43	8.7
39	KEELE STATION	0	0	373	0	43	0.0

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): _0,
COUNT: 3394 ON 2018-OCT-13:**SAT** (FROM 05:38 TO 25:09)
STOP CARD: 38 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS: Full coverage

EB CONTROL POINT: 11 THE QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

TOTALS FOR EASTBOUND ALL DAY	0	1007	1007	13062	1649	7.9

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): _0,
COUNT: 3394 ON 2018-OCT-13:**SAT** (FROM 05:38 TO 25:09)
STOP CARD: 38 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS: Full coverage

TORONTO TRANSIT COMMISSION

EB CONTROL POINT: 11 THE QUEENSWAY AT KIPLING

EASTBOUND ALL DAY

PERIOD RIDING INDEX	=	7.9	(AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	13.0	STOPS
AVERAGE ONS/VEHICLE-STOP	=	0.6	
AVERAGE ONS/TRIP	=	22.9	

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): _0,
COUNT: 3394 ON 2018-OCT-13:**SAT** (FROM 05:53 TO 25:46)
STOP CARD: 38 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS: Full coverage

TORONTO TRANSIT COMMISSION

WB CONTROL POINT: 29 THE QUEENSWAY AT KIPLING

WESTBOUND PERIOD 1: 00:00 TO 07:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	KEELE STATION	0	20	0	20	4	5.0
3	PARKSIDE DR AT INDIAN VALLEY	0	0	0	20	4	5.0
4	PARKSIDE DR AT HOWARD PARK	0	1	0	21	4	5.3
5	PARKSIDE DR AT GEOFFREY	0	0	0	21	4	5.3
6	PARKSIDE DR AT HIGH PARK BLVD	0	0	0	21	4	5.3
7	PARKSIDE DR AT GARDEN	0	0	0	21	4	5.3
8	PARKSIDE DR AT THE QUEENSWAY	0	0	1	20	4	5.0
9	LAKE SHORE BLVD W AT COLBORNE LODGE DR	0	0	1	19	4	4.8
10	ELLIS AT LAKE SHORE BLVD W	0	0	0	19	4	4.8
11	THE QUEENSWAY AT ELLIS	0	2	0	21	4	5.3
12	THE QUEENSWAY AT WINDERMERE	0	9	0	30	5	6.0
13	THE QUEENSWAY AT SOUTH KINGSWAY (1)	0	1	0	31	5	6.2
14	THE QUEENSWAY AT PLAZA (E OF STEPHEN)	0	3	0	34	5	6.8
15	THE QUEENSWAY AT STEPHEN	0	1	1	34	5	6.8
16	THE QUEENSWAY AT ALDGATE	0	0	1	33	5	6.6
17	THE QUEENSWAY AT PARK LAWN	0	3	5	31	5	6.2
18	THE QUEENSWAY AT BURMA	0	1	1	31	5	6.2
19	THE QUEENSWAY AT BERL	0	1	0	32	5	6.4
20	THE QUEENSWAY AT HOLBROOKE	0	1	0	33	5	6.6
21	THE QUEENSWAY AT ROYAL YORK	0	3	1	35	5	7.0
22	THE QUEENSWAY AT SMITH	0	1	0	36	5	7.2
23	THE QUEENSWAY AT LOMA	0	0	3	33	5	6.6
24	THE QUEENSWAY AT LADY BANK	0	0	0	33	5	6.6
25	THE QUEENSWAY AT ISLINGTON	0	3	3	33	5	6.6
26	THE QUEENSWAY AT ST LAWRENCE	0	0	0	33	5	6.6
27	THE QUEENSWAY AT BRAWLEY	0	0	0	33	5	6.6
28	THE QUEENSWAY AT CULNAN	0	0	0	33	5	6.6
29	THE QUEENSWAY AT KIPLING	0	0	3	30	5	6.0
30	THE QUEENSWAY AT PLYWOOD PLACE	0	0	1	29	5	5.8
31	THE QUEENSWAY AT WICKMAN	0	0	2	27	5	5.4
32	THE QUEENSWAY AT ALGIE	0	0	4	23	5	4.6
33	THE QUEENSWAY AT ATOMIC	0	0	3	20	5	4.0
34	THE QUEENSWAY AT 1610	0	0	5	15	5	3.0
35	THE QUEENSWAY AT EAST MALL	0	0	7	8	5	1.6
36	THE QUEENSWAY AT NORTH QUEEN	0	0	5	3	5	0.6
37	THE QUEENSWAY AT 1800(CLUB)	0	0	0	3	5	0.6
38	WEST MALL AT THE QUEENSWAY	0	0	0	3	5	0.6
39	WEST MALL AT TRILLIUM HEALTH CENTRE	0	0	1	2	5	0.4
40	WEST MALL AT SHERWAY DR	0	1	1	2	5	0.4
41	SHERWAY GARDENS RD AT SHERWAY GATE	0	0	2	0	5	0.0
TOTALS	FOR PERIOD 1: 00:00 TO 07:59	0	51	51	926	190	4.9

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): _0,
COUNT: 3394 ON 2018-OCT-13:**SAT** (FROM 05:53 TO 25:46)
STOP CARD: 38 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS: Full coverage

TORONTO TRANSIT COMMISSION

WB CONTROL POINT: 29 THE QUEENSWAY AT KIPLING

WESTBOUND PERIOD 1: 00:00 TO 07:59

PERIOD RIDING INDEX	=	4.9	(AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	18.2	STOPS
AVERAGE ONS/VEHICLE-STOP	=	0.3	
AVERAGE ONS/TRIP	=	10.2	

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): _0,
COUNT: 3394 ON 2018-OCT-13:**SAT** (FROM 05:53 TO 25:46)
STOP CARD: 38 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS: Full coverage

TORONTO TRANSIT COMMISSION

WB CONTROL POINT: 29 THE QUEENSWAY AT KIPLING

WESTBOUND PERIOD 2: 08:00 TO 11:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	KEELE STATION	0	59	0	59	9	6.6
3	PARKSIDE DR AT INDIAN VALLEY	0	1	0	60	9	6.7
4	PARKSIDE DR AT HOWARD PARK	0	4	3	61	9	6.8
5	PARKSIDE DR AT GEOFFREY	0	0	1	60	9	6.7
6	PARKSIDE DR AT HIGH PARK BLVD	0	2	3	59	9	6.6
7	PARKSIDE DR AT GARDEN	0	4	3	60	9	6.7
8	PARKSIDE DR AT THE QUEENSWAY	0	2	2	60	9	6.7
9	LAKE SHORE BLVD W AT COLBORNE LODGE DR	0	0	0	60	9	6.7
10	ELLIS AT LAKE SHORE BLVD W	0	3	2	61	9	6.8
11	THE QUEENSWAY AT ELLIS	0	11	1	71	9	7.9
12	THE QUEENSWAY AT WINDERMERE	0	28	2	97	9	10.8
13	THE QUEENSWAY AT SOUTH KINGSWAY (1)	0	8	0	105	9	11.7
14	THE QUEENSWAY AT PLAZA (E OF STEPHEN)	0	8	6	107	9	11.9
15	THE QUEENSWAY AT STEPHEN	0	5	0	112	9	12.4
16	THE QUEENSWAY AT ALDGATE	0	4	1	115	9	12.8
17	THE QUEENSWAY AT PARK LAWN	0	29	5	139	9	15.4
18	THE QUEENSWAY AT BURMA	0	4	6	137	9	15.2
19	THE QUEENSWAY AT BERL	0	2	2	137	9	15.2
20	THE QUEENSWAY AT HOLBROOKE	0	4	2	139	9	15.4
21	THE QUEENSWAY AT ROYAL YORK	0	22	13	148	9	16.4
22	THE QUEENSWAY AT SMITH	0	1	10	139	9	15.4
23	THE QUEENSWAY AT LOMA	0	4	11	132	9	14.7
24	THE QUEENSWAY AT LADY BANK	0	1	9	124	9	13.8
25	THE QUEENSWAY AT ISLINGTON	0	13	9	128	9	14.2
26	THE QUEENSWAY AT ST LAWRENCE	0	2	3	127	9	14.1
27	THE QUEENSWAY AT BRAWLEY	0	6	7	126	9	14.0
28	THE QUEENSWAY AT CULNAN	0	6	5	127	9	14.1
29	THE QUEENSWAY AT KIPLING	0	8	10	125	9	13.9
30	THE QUEENSWAY AT PLYWOOD PLACE	0	0	0	125	9	13.9
31	THE QUEENSWAY AT WICKMAN	0	0	10	115	9	12.8
32	THE QUEENSWAY AT ALGIE	0	0	16	99	9	11.0
33	THE QUEENSWAY AT ATOMIC	0	1	8	92	9	10.2
34	THE QUEENSWAY AT 1610	0	0	8	84	9	9.3
35	THE QUEENSWAY AT EAST MALL	0	1	4	81	9	9.0
36	THE QUEENSWAY AT NORTH QUEEN	0	1	46	36	9	4.0
37	THE QUEENSWAY AT 1800(CLUB)	0	1	8	29	9	3.2
38	WEST MALL AT THE QUEENSWAY	0	0	0	29	9	3.2
39	WEST MALL AT TRILLIUM HEALTH CENTRE	0	0	0	29	9	3.2
40	WEST MALL AT SHERWAY DR	0	0	1	28	9	3.1
41	SHERWAY GARDENS RD AT SHERWAY GATE	0	0	28	0	9	0.0
TOTALS	FOR PERIOD 2: 08:00 TO 11:59	0	245	245	3622	360	10.1

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): _0,
COUNT: 3394 ON 2018-OCT-13:**SAT** (FROM 05:53 TO 25:46)
STOP CARD: 38 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS: Full coverage

TORONTO TRANSIT COMMISSION

WB CONTROL POINT: 29 THE QUEENSWAY AT KIPLING

WESTBOUND PERIOD 2: 08:00 TO 11:59

PERIOD RIDING INDEX = 10.1 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH = 14.8 STOPS
AVERAGE ONS/VEHICLE-STOP = 0.7
AVERAGE ONS/TRIP = 27.2

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): _0,
COUNT: 3394 ON 2018-OCT-13:**SAT** (FROM 05:53 TO 25:46)
STOP CARD: 38 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS: Full coverage

TORONTO TRANSIT COMMISSION

WB CONTROL POINT: 29 THE QUEENSWAY AT KIPLING

WESTBOUND PERIOD 3: 12:00 TO 18:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	KEELE STATION	0	169	0	169	17	9.9
3	PARKSIDE DR AT INDIAN VALLEY	0	4	0	173	17	10.2
4	PARKSIDE DR AT HOWARD PARK	0	9	3	179	17	10.5
5	PARKSIDE DR AT GEOFFREY	0	1	2	178	17	10.5
6	PARKSIDE DR AT HIGH PARK BLVD	0	6	11	173	17	10.2
7	PARKSIDE DR AT GARDEN	0	2	8	167	17	9.8
8	PARKSIDE DR AT THE QUEENSWAY	0	4	4	167	17	9.8
9	LAKE SHORE BLVD W AT COLBORNE LODGE DR	0	0	3	164	17	9.6
10	ELLIS AT LAKE SHORE BLVD W	0	3	17	150	17	8.8
11	THE QUEENSWAY AT ELLIS	0	26	3	173	17	10.2
12	THE QUEENSWAY AT WINDERMERE	0	45	13	205	17	12.1
13	THE QUEENSWAY AT SOUTH KINGSWAY (1)	0	10	0	215	17	12.6
14	THE QUEENSWAY AT PLAZA (E OF STEPHEN)	0	29	13	231	17	13.6
15	THE QUEENSWAY AT STEPHEN	0	11	4	238	17	14.0
16	THE QUEENSWAY AT ALDGATE	0	5	2	241	17	14.2
17	THE QUEENSWAY AT PARK LAWN	0	35	8	268	17	15.8
18	THE QUEENSWAY AT BURMA	0	10	2	276	17	16.2
19	THE QUEENSWAY AT BERL	0	9	9	276	17	16.2
20	THE QUEENSWAY AT HOLBROOKE	0	7	5	278	17	16.4
21	THE QUEENSWAY AT ROYAL YORK	0	54	18	314	17	18.5
22	THE QUEENSWAY AT SMITH	0	3	16	301	17	17.7
23	THE QUEENSWAY AT LOMA	0	13	18	296	17	17.4
24	THE QUEENSWAY AT LADY BANK	0	4	9	291	17	17.1
25	THE QUEENSWAY AT ISLINGTON	0	32	35	288	17	16.9
26	THE QUEENSWAY AT ST LAWRENCE	0	8	6	290	17	17.1
27	THE QUEENSWAY AT BRAWLEY	0	6	13	283	17	16.6
28	THE QUEENSWAY AT CULNAN	0	13	13	283	17	16.6
29	THE QUEENSWAY AT KIPLING	0	32	17	298	17	17.5
30	THE QUEENSWAY AT PLYWOOD PLACE	0	0	0	298	17	17.5
31	THE QUEENSWAY AT WICKMAN	0	0	36	262	17	15.4
32	THE QUEENSWAY AT ALGIE	0	6	38	230	17	13.5
33	THE QUEENSWAY AT ATOMIC	0	7	21	216	17	12.7
34	THE QUEENSWAY AT 1610	0	4	17	203	17	11.9
35	THE QUEENSWAY AT EAST MALL	0	1	8	196	17	11.5
36	THE QUEENSWAY AT NORTH QUEEN	0	3	99	100	17	5.9
37	THE QUEENSWAY AT 1800(CLUB)	0	2	21	81	17	4.8
38	WEST MALL AT THE QUEENSWAY	0	1	2	80	17	4.7
39	WEST MALL AT TRILLIUM HEALTH CENTRE	0	0	0	80	17	4.7
40	WEST MALL AT SHERWAY DR	0	2	2	80	17	4.7
41	SHERWAY GARDENS RD AT SHERWAY GATE	0	0	80	0	17	0.0
TOTALS	FOR PERIOD 3: 12:00 TO 18:59	0	576	576	8391	680	12.3

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): _0,
COUNT: 3394 ON 2018-OCT-13:**SAT** (FROM 05:53 TO 25:46)
STOP CARD: 38 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS: Full coverage

TORONTO TRANSIT COMMISSION

WB CONTROL POINT: 29 THE QUEENSWAY AT KIPLING

WESTBOUND PERIOD 3: 12:00 TO 18:59

PERIOD RIDING INDEX = 12.3 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH = 14.6 STOPS
AVERAGE ONS/VEHICLE-STOP = 0.8
AVERAGE ONS/TRIP = 33.9

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): _0,
COUNT: 3394 ON 2018-OCT-13:**SAT** (FROM 05:53 TO 25:46)
STOP CARD: 38 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS: Full coverage

TORONTO TRANSIT COMMISSION

WB CONTROL POINT: 29 THE QUEENSWAY AT KIPLING

WESTBOUND PERIOD 4: 19:00 TO 21:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	KEELE STATION	0	41	0	41	7	5.9
3	PARKSIDE DR AT INDIAN VALLEY	0	0	1	40	7	5.7
4	PARKSIDE DR AT HOWARD PARK	0	1	2	39	7	5.6
5	PARKSIDE DR AT GEOFFREY	0	0	0	39	7	5.6
6	PARKSIDE DR AT HIGH PARK BLVD	0	1	5	35	7	5.0
7	PARKSIDE DR AT GARDEN	0	0	2	33	7	4.7
8	PARKSIDE DR AT THE QUEENSWAY	0	0	0	33	7	4.7
9	LAKE SHORE BLVD W AT COLBORNE LODGE DR	0	0	1	32	7	4.6
10	ELLIS AT LAKE SHORE BLVD W	0	0	7	25	7	3.6
11	THE QUEENSWAY AT ELLIS	0	1	2	24	7	3.4
12	THE QUEENSWAY AT WINDERMERE	0	12	5	31	7	4.4
13	THE QUEENSWAY AT SOUTH KINGSWAY (1)	0	3	0	34	7	4.9
14	THE QUEENSWAY AT PLAZA (E OF STEPHEN)	0	5	2	37	7	5.3
15	THE QUEENSWAY AT STEPHEN	0	3	0	40	7	5.7
16	THE QUEENSWAY AT ALDGATE	0	0	0	40	7	5.7
17	THE QUEENSWAY AT PARK LAWN	0	1	4	37	7	5.3
18	THE QUEENSWAY AT BURMA	0	1	4	34	7	4.9
19	THE QUEENSWAY AT BERL	0	0	5	29	7	4.1
20	THE QUEENSWAY AT HOLBROOKE	0	4	1	32	7	4.6
21	THE QUEENSWAY AT ROYAL YORK	0	13	6	39	7	5.6
22	THE QUEENSWAY AT SMITH	0	0	4	35	7	5.0
23	THE QUEENSWAY AT LOMA	0	1	2	34	7	4.9
24	THE QUEENSWAY AT LADY BANK	0	2	1	35	7	5.0
25	THE QUEENSWAY AT ISLINGTON	0	9	10	34	7	4.9
26	THE QUEENSWAY AT ST LAWRENCE	0	0	2	32	7	4.6
27	THE QUEENSWAY AT BRAWLEY	0	1	7	26	7	3.7
28	THE QUEENSWAY AT CULNAN	0	0	2	24	7	3.4
29	THE QUEENSWAY AT KIPLING	0	5	5	24	7	3.4
30	THE QUEENSWAY AT PLYWOOD PLACE	0	0	1	23	7	3.3
31	THE QUEENSWAY AT WICKMAN	0	0	1	22	7	3.1
32	THE QUEENSWAY AT ALGIE	0	2	7	17	7	2.4
33	THE QUEENSWAY AT ATOMIC	0	0	2	15	7	2.1
34	THE QUEENSWAY AT 1610	0	0	3	12	7	1.7
35	THE QUEENSWAY AT EAST MALL	0	3	2	13	7	1.9
36	THE QUEENSWAY AT NORTH QUEEN	0	1	3	11	6	1.8
37	THE QUEENSWAY AT 1800(CLUB)	0	1	1	11	6	1.8
38	WEST MALL AT THE QUEENSWAY	0	0	0	11	6	1.8
39	WEST MALL AT TRILLIUM HEALTH CENTRE	0	0	0	11	6	1.8
40	WEST MALL AT SHERWAY DR	0	0	0	11	6	1.8
41	SHERWAY GARDENS RD AT SHERWAY GATE	0	0	11	0	6	0.0
TOTALS	FOR PERIOD 4: 19:00 TO 21:59	0	111	111	1095	274	4.0

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): _0,
COUNT: 3394 ON 2018-OCT-13:**SAT** (FROM 05:53 TO 25:46)
STOP CARD: 38 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS: Full coverage

TORONTO TRANSIT COMMISSION

WB CONTROL POINT: 29 THE QUEENSWAY AT KIPLING

WESTBOUND PERIOD 4: 19:00 TO 21:59

PERIOD RIDING INDEX	=	4.0 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	9.9 STOPS
AVERAGE ONS/VEHICLE-STOP	=	0.4
AVERAGE ONS/TRIP	=	15.9

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): _0,
COUNT: 3394 ON 2018-OCT-13:**SAT** (FROM 05:53 TO 25:46)
STOP CARD: 38 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS: Full coverage

TORONTO TRANSIT COMMISSION

WB CONTROL POINT: 29 THE QUEENSWAY AT KIPLING

WESTBOUND PERIOD 5: 22:00 TO 30:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	KEELE STATION	0	44	0	44	8	5.5
3	PARKSIDE DR AT INDIAN VALLEY	0	0	0	44	8	5.5
4	PARKSIDE DR AT HOWARD PARK	0	0	1	43	8	5.4
5	PARKSIDE DR AT GEOFFREY	0	0	0	43	8	5.4
6	PARKSIDE DR AT HIGH PARK BLVD	0	0	6	37	8	4.6
7	PARKSIDE DR AT GARDEN	0	1	1	37	8	4.6
8	PARKSIDE DR AT THE QUEENSWAY	0	1	0	38	8	4.8
9	LAKE SHORE BLVD W AT COLBORNE LODGE DR	0	0	0	38	8	4.8
10	ELLIS AT LAKE SHORE BLVD W	0	0	1	37	8	4.6
11	THE QUEENSWAY AT ELLIS	0	1	4	34	8	4.3
12	THE QUEENSWAY AT WINDERMERE	0	5	3	36	8	4.5
13	THE QUEENSWAY AT SOUTH KINGSWAY (1)	0	1	0	37	8	4.6
14	THE QUEENSWAY AT PLAZA (E OF STEPHEN)	0	7	1	43	8	5.4
15	THE QUEENSWAY AT STEPHEN	0	0	0	43	8	5.4
16	THE QUEENSWAY AT ALDGATE	0	0	2	41	8	5.1
17	THE QUEENSWAY AT PARK LAWN	0	0	2	39	8	4.9
18	THE QUEENSWAY AT BURMA	0	0	8	31	8	3.9
19	THE QUEENSWAY AT BERL	0	0	2	29	8	3.6
20	THE QUEENSWAY AT HOLBROOKE	0	1	3	27	8	3.4
21	THE QUEENSWAY AT ROYAL YORK	0	1	4	24	8	3.0
22	THE QUEENSWAY AT SMITH	0	0	1	23	8	2.9
23	THE QUEENSWAY AT LOMA	0	0	1	22	8	2.8
24	THE QUEENSWAY AT LADY BANK	0	1	0	23	8	2.9
25	THE QUEENSWAY AT ISLINGTON	0	0	3	20	8	2.5
26	THE QUEENSWAY AT ST LAWRENCE	0	0	0	20	8	2.5
27	THE QUEENSWAY AT BRAWLEY	0	0	6	14	8	1.8
28	THE QUEENSWAY AT CULNAN	0	0	0	14	8	1.8
29	THE QUEENSWAY AT KIPLING	0	1	0	15	8	1.9
30	THE QUEENSWAY AT PLYWOOD PLACE	0	0	0	15	8	1.9
31	THE QUEENSWAY AT WICKMAN	0	0	0	15	8	1.9
32	THE QUEENSWAY AT ALGIE	0	0	2	13	8	1.6
33	THE QUEENSWAY AT ATOMIC	0	0	8	5	8	0.6
34	THE QUEENSWAY AT 1610	0	0	0	5	8	0.6
35	THE QUEENSWAY AT EAST MALL	0	0	0	5	8	0.6
36	THE QUEENSWAY AT NORTH QUEEN	0	1	0	6	7	0.9
37	THE QUEENSWAY AT 1800(CLUB)	0	0	0	6	7	0.9
38	WEST MALL AT THE QUEENSWAY	0	0	0	6	7	0.9
39	WEST MALL AT TRILLIUM HEALTH CENTRE	0	0	0	6	7	0.9
40	WEST MALL AT SHERWAY DR	0	2	2	6	7	0.9
41	SHERWAY GARDENS RD AT SHERWAY GATE	0	0	6	0	7	0.0
TOTALS	FOR PERIOD 5: 22:00 TO 30:59	0	67	67	984	314	3.1

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): _0,
COUNT: 3394 ON 2018-OCT-13:**SAT** (FROM 05:53 TO 25:46)
STOP CARD: 38 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS: Full coverage

WB CONTROL POINT: 29 THE QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

WESTBOUND PERIOD 5: 22:00 TO 30:59

PERIOD RIDING INDEX	=	3.1 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	14.7 STOPS
AVERAGE ONS/VEHICLE-STOP	=	0.2
AVERAGE ONS/TRIP	=	8.4

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): _0,
COUNT: 3394 ON 2018-OCT-13:**SAT** (FROM 05:53 TO 25:46)
STOP CARD: 38 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS: Full coverage

WB CONTROL POINT: 29 THE QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

WESTBOUND ALL DAY

ROUTE STOP	LOCATION	STARTS	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	KEELE STATION	0	333	0	333	45	7.4
3	PARKSIDE DR AT INDIAN VALLEY	0	5	1	337	45	7.5
4	PARKSIDE DR AT HOWARD PARK	0	15	9	343	45	7.6
5	PARKSIDE DR AT GEOFFREY	0	1	3	341	45	7.6
6	PARKSIDE DR AT HIGH PARK BLVD	0	9	25	325	45	7.2
7	PARKSIDE DR AT GARDEN	0	7	14	318	45	7.1
8	PARKSIDE DR AT THE QUEENSWAY	0	7	7	318	45	7.1
9	LAKE SHORE BLVD W AT COLBORNE LODGE DR	0	0	5	313	45	7.0
10	ELLIS AT LAKE SHORE BLVD W	0	6	27	292	45	6.5
11	THE QUEENSWAY AT ELLIS	0	41	10	323	45	7.2
12	THE QUEENSWAY AT WINDERMERE	0	99	23	399	46	8.7
13	THE QUEENSWAY AT SOUTH KINGSWAY (1)	0	23	0	422	46	9.2
14	THE QUEENSWAY AT PLAZA (E OF STEPHEN)	0	52	22	452	46	9.8
15	THE QUEENSWAY AT STEPHEN	0	20	5	467	46	10.2
16	THE QUEENSWAY AT ALDGATE	0	9	6	470	46	10.2
17	THE QUEENSWAY AT PARK LAWN	0	68	24	514	46	11.2
18	THE QUEENSWAY AT BURMA	0	16	21	509	46	11.1
19	THE QUEENSWAY AT BERL	0	12	18	503	46	10.9
20	THE QUEENSWAY AT HOLBROOKE	0	17	11	509	46	11.1
21	THE QUEENSWAY AT ROYAL YORK	0	93	42	560	46	12.2
22	THE QUEENSWAY AT SMITH	0	5	31	534	46	11.6
23	THE QUEENSWAY AT LOMA	0	18	35	517	46	11.2
24	THE QUEENSWAY AT LADY BANK	0	8	19	506	46	11.0
25	THE QUEENSWAY AT ISLINGTON	0	57	60	503	46	10.9
26	THE QUEENSWAY AT ST LAWRENCE	0	10	11	502	46	10.9
27	THE QUEENSWAY AT BRAWLEY	0	13	33	482	46	10.5
28	THE QUEENSWAY AT CULNAN	0	19	20	481	46	10.5
29	THE QUEENSWAY AT KIPLING	0	46	35	492	46	10.7
30	THE QUEENSWAY AT PLYWOOD PLACE	0	0	2	490	46	10.7
31	THE QUEENSWAY AT WICKMAN	0	0	49	441	46	9.6
32	THE QUEENSWAY AT ALGIE	0	8	67	382	46	8.3
33	THE QUEENSWAY AT ATOMIC	0	8	42	348	46	7.6
34	THE QUEENSWAY AT 1610	0	4	33	319	46	6.9
35	THE QUEENSWAY AT EAST MALL	0	5	21	303	46	6.6
36	THE QUEENSWAY AT NORTH QUEEN	0	6	153	156	44	3.5
37	THE QUEENSWAY AT 1800(CLUB)	0	4	30	130	44	3.0
38	WEST MALL AT THE QUEENSWAY	0	1	2	129	44	2.9
39	WEST MALL AT TRILLIUM HEALTH CENTRE	0	0	1	128	44	2.9
40	WEST MALL AT SHERWAY DR	0	5	6	127	44	2.9

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): _0,
COUNT: 3394 ON 2018-OCT-13:**SAT** (FROM 05:53 TO 25:46)
STOP CARD: 38 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS: Full coverage

TORONTO TRANSIT COMMISSION

WB CONTROL POINT: 29 THE QUEENSWAY AT KIPLING

WESTBOUND ALL DAY

ROUTE STOP	LOCATION	STARTS	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
41	SHERWAY GARDENS RD AT SHERWAY GATE	0	0	127	0	44	0.0
TOTALS FOR WESTBOUND ALL DAY		0	1050	1050	15018	1818	8.3

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): _0,
COUNT: 3394 ON 2018-OCT-13:**SAT** (FROM 05:53 TO 25:46)
STOP CARD: 38 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS: Full coverage

TORONTO TRANSIT COMMISSION

WB CONTROL POINT: 29 THE QUEENSWAY AT KIPLING

WESTBOUND ALL DAY

PERIOD RIDING INDEX	=	8.3	(AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	14.3	STOPS
AVERAGE ONS/VEHICLE-STOP	=	0.6	
AVERAGE ONS/TRIP	=	22.8	

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): _0,
COUNT: 3394 ON 2018-OCT-13:**SAT** (FROM 10:36 TO 13:32)
STOP CARD: 38 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS: Full coverage

WB CONTROL POINT: 29 THE QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

WESTBOUND PERIOD 1: 10:36

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	KEELE STATION	0	27	0	27	3	9.0
3	PARKSIDE DR AT INDIAN VALLEY	0	0	0	27	3	9.0
4	PARKSIDE DR AT HOWARD PARK	0	3	1	29	3	9.7
5	PARKSIDE DR AT GEOFFREY	0	0	0	29	3	9.7
6	PARKSIDE DR AT HIGH PARK BLVD	0	2	2	29	3	9.7
7	PARKSIDE DR AT GARDEN	0	1	2	28	3	9.3
8	PARKSIDE DR AT THE QUEENSWAY	0	1	1	28	3	9.3
9	LAKE SHORE BLVD W AT COLBORNE LODGE DR	0	0	0	28	3	9.3
10	ELLIS AT LAKE SHORE BLVD W	0	2	1	29	3	9.7
11	THE QUEENSWAY AT ELLIS	0	6	0	35	3	11.7
12	THE QUEENSWAY AT WINDERMERE	0	10	1	44	3	14.7
13	THE QUEENSWAY AT SOUTH KINGSWAY (1)	0	2	0	46	3	15.3
14	THE QUEENSWAY AT PLAZA (E OF STEPHEN)	0	2	3	45	3	15.0
15	THE QUEENSWAY AT STEPHEN	0	2	0	47	3	15.7
16	THE QUEENSWAY AT ALDGATE	0	3	0	50	3	16.7
17	THE QUEENSWAY AT PARK LAWN	0	13	2	61	3	20.3
18	THE QUEENSWAY AT BURMA	0	0	2	59	3	19.7
19	THE QUEENSWAY AT BERL	0	2	1	60	3	20.0
20	THE QUEENSWAY AT HOLBROOKE	0	2	2	60	3	20.0
21	THE QUEENSWAY AT ROYAL YORK	0	7	6	61	3	20.3
22	THE QUEENSWAY AT SMITH	0	0	7	54	3	18.0
23	THE QUEENSWAY AT LOMA	0	2	7	49	3	16.3
24	THE QUEENSWAY AT LADY BANK	0	1	1	49	3	16.3
25	THE QUEENSWAY AT ISLINGTON	0	3	3	49	3	16.3
26	THE QUEENSWAY AT ST LAWRENCE	0	0	1	48	3	16.0
27	THE QUEENSWAY AT BRAWLEY	0	5	3	50	3	16.7
28	THE QUEENSWAY AT CULNAN	0	2	3	49	3	16.3
29	THE QUEENSWAY AT KIPLING	0	1	4	46	3	15.3
30	THE QUEENSWAY AT PLYWOOD PLACE	0	0	0	46	3	15.3
31	THE QUEENSWAY AT WICKMAN	0	0	3	43	3	14.3
32	THE QUEENSWAY AT ALGIE	0	0	7	36	3	12.0
33	THE QUEENSWAY AT ATOMIC	0	0	0	36	3	12.0
34	THE QUEENSWAY AT 1610	0	0	1	35	3	11.7
35	THE QUEENSWAY AT EAST MALL	0	0	1	34	3	11.3
36	THE QUEENSWAY AT NORTH QUEEN	0	0	23	11	3	3.7
37	THE QUEENSWAY AT 1800(CLUB)	0	1	0	12	3	4.0
38	WEST MALL AT THE QUEENSWAY	0	0	0	12	3	4.0
39	WEST MALL AT TRILLIUM HEALTH CENTRE	0	0	0	12	3	4.0
40	WEST MALL AT SHERWAY DR	0	0	0	12	3	4.0
41	SHERWAY GARDENS RD AT SHERWAY GATE	0	0	12	0	3	0.0
TOTALS FOR PERIOD 1: 10:36		0	100	100	1505	120	12.5

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): _0,
COUNT: 3394 ON 2018-OCT-13:**SAT** (FROM 10:36 TO 13:32)
STOP CARD: 38 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS: Full coverage

WB CONTROL POINT: 29 THE QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

WESTBOUND PERIOD 1: 10:36

PERIOD RIDING INDEX = 12.5 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH = 15.1 STOPS
AVERAGE ONS/VEHICLE-STOP = 0.8
AVERAGE ONS/TRIP = 33.3

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): _0,
COUNT: 3394 ON 2018-OCT-13:**SAT** (FROM 10:36 TO 13:32)
STOP CARD: 38 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS: Full coverage

WB CONTROL POINT: 29 THE QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

WESTBOUND PERIOD 2: 12:36

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	KEELE STATION	0	37	0	37	3	12.3
3	PARKSIDE DR AT INDIAN VALLEY	0	1	0	38	3	12.7
4	PARKSIDE DR AT HOWARD PARK	0	1	0	39	3	13.0
5	PARKSIDE DR AT GEOFFREY	0	0	0	39	3	13.0
6	PARKSIDE DR AT HIGH PARK BLVD	0	0	2	37	3	12.3
7	PARKSIDE DR AT GARDEN	0	0	3	34	3	11.3
8	PARKSIDE DR AT THE QUEENSWAY	0	0	1	33	3	11.0
9	LAKE SHORE BLVD W AT COLBORNE LODGE DR	0	0	0	33	3	11.0
10	ELLIS AT LAKE SHORE BLVD W	0	0	2	31	3	10.3
11	THE QUEENSWAY AT ELLIS	0	8	0	39	3	13.0
12	THE QUEENSWAY AT WINDERMERE	0	11	3	47	3	15.7
13	THE QUEENSWAY AT SOUTH KINGSWAY (1)	0	1	0	48	3	16.0
14	THE QUEENSWAY AT PLAZA (E OF STEPHEN)	0	4	1	51	3	17.0
15	THE QUEENSWAY AT STEPHEN	0	5	0	56	3	18.7
16	THE QUEENSWAY AT ALDGATE	0	2	0	58	3	19.3
17	THE QUEENSWAY AT PARK LAWN	0	10	0	68	3	22.7
18	THE QUEENSWAY AT BURMA	0	2	1	69	3	23.0
19	THE QUEENSWAY AT BERL	0	5	0	74	3	24.7
20	THE QUEENSWAY AT HOLBROOKE	0	1	0	75	3	25.0
21	THE QUEENSWAY AT ROYAL YORK	0	10	3	82	3	27.3
22	THE QUEENSWAY AT SMITH	0	0	8	74	3	24.7
23	THE QUEENSWAY AT LOMA	0	3	6	71	3	23.7
24	THE QUEENSWAY AT LADY BANK	0	1	0	72	3	24.0
25	THE QUEENSWAY AT ISLINGTON	0	5	2	75	3	25.0
26	THE QUEENSWAY AT ST LAWRENCE	0	2	1	76	3	25.3
27	THE QUEENSWAY AT BRAWLEY	0	1	2	75	3	25.0
28	THE QUEENSWAY AT CULNAN	0	2	1	76	3	25.3
29	THE QUEENSWAY AT KIPLING	0	8	5	79	3	26.3
30	THE QUEENSWAY AT PLYWOOD PLACE	0	0	0	79	3	26.3
31	THE QUEENSWAY AT WICKMAN	0	0	16	63	3	21.0
32	THE QUEENSWAY AT ALGIE	0	0	10	53	3	17.7
33	THE QUEENSWAY AT ATOMIC	0	1	7	47	3	15.7
34	THE QUEENSWAY AT 1610	0	0	2	45	3	15.0
35	THE QUEENSWAY AT EAST MALL	0	0	2	43	3	14.3
36	THE QUEENSWAY AT NORTH QUEEN	0	0	17	26	3	8.7
37	THE QUEENSWAY AT 1800(CLUB)	0	1	6	21	3	7.0
38	WEST MALL AT THE QUEENSWAY	0	0	2	19	3	6.3
39	WEST MALL AT TRILLIUM HEALTH CENTRE	0	0	0	19	3	6.3
40	WEST MALL AT SHERWAY DR	0	0	0	19	3	6.3
41	SHERWAY GARDENS RD AT SHERWAY GATE	0	0	19	0	3	0.0
TOTALS FOR PERIOD 2: 12:36		0	122	122	2020	120	16.8

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): _0,
COUNT: 3394 ON 2018-OCT-13:**SAT** (FROM 10:36 TO 13:32)
STOP CARD: 38 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS: Full coverage

WB CONTROL POINT: 29 THE QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

WESTBOUND PERIOD 2: 12:36

PERIOD RIDING INDEX	=	16.8 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	16.6 STOPS
AVERAGE ONS/VEHICLE-STOP	=	1.0
AVERAGE ONS/TRIP	=	40.7

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): _0,
COUNT: 3394 ON 2018-OCT-13:**SAT** (FROM 09:05 TO 15:01)
STOP CARD: 38 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS: Full coverage

EB CONTROL POINT: 11 THE QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

EASTBOUND PERIOD 1: 09:05

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM7	VEHICLES	AVG7LOAD
1	SHERWAY GARDENS RD AT SHERWAY GATE	0	.	0	.	3	270
2	WEST MALL AT SHERWAY DR	0	0	0	.	3	270
3	WEST MALL AT THE QUEENSWAY	0	0	0	.	3	270
4	THE QUEENSWAY OPP JACK ASTORS	0	0	0	.	3	270
6	THE QUEENSWAY AT NORTH QUEEN	0	0	0	.	3	270
.	THE QUEENSWAY AT EAST MALL	0	1	0	5	3	273
5	THE QUEENSWAY AT 1. 11	0	2	0	9	3	370
8	THE QUEENSWAY AT ATOMIC	0	2	0	11	3	375
9	THE QUEENSWAY AT ALGIE	0	0	0	11	3	375
10	THE QUEENSWAY AT WICKMAN	0	2	3	10	3	373
11	THE QUEENSWAY AT KIPLING	0	2	2	10	3	373
12	THE QUEENSWAY AT CULNAN	0	0	0	10	3	373
13	THE QUEENSWAY AT ZORRA	0	0	0	10	3	373
14	THE QUEENSWAY AT ST LAWRENCE	0	2	0	12	3	470
16	THE QUEENSWAY AT ISLINGTON	0	2	1	13	3	473
1.	THE QUEENSWAY AT CAN MOTOR	0	0	0	13	3	473
15	THE QUEENSWAY AT LOMA	0	1	1	13	3	473
18	THE QUEENSWAY AT SMITH	0	3	1	16	3	670
19	THE QUEENSWAY AT ROYAL YORK	0	3	1	15	3	675
20	THE QUEENSWAY AT WESLEY	0	0	0	15	3	675
21	THE QUEENSWAY AT MILTON	0	1	0	18	3	. 70
22	THE QUEENSWAY AT GRAND	0	3	0	21	3	570
23	THE QUEENSWAY AT PARK LAWN	0	0	1	20	3	. 75
24	THE QUEENSWAY AT ALDGATE	0	0	0	20	3	. 75
26	THE QUEENSWAY AT STEPHEN	0	0	1	19	3	. 73
2.	THE QUEENSWAY AT PLAZA (E OF STEPHEN)	0	2	2	19	3	. 73
25	THE QUEENSWAY AT SOUTH KINGSWAY (1)	0	2	2	19	3	. 73
28	THE QUEENSWAY AT WINDERMERE (1)	0	8	.	21	3	570
29	THE QUEENSWAY AT ELLIS	0	1	0	22	3	573
30	ELLIS AT LAKE SHORE BLVD W	0	4	0	2.	3	875
31	LAKE SHORE BLVD W AT COLBORNE LODGE DR	0	0	0	2.	3	875
32	PARKSIDE DR AT THE QUEENSWAY	0	3	0	29	3	975
33	PARKSIDE DR AT ALGONQUIN	0	3	1	31	3	1073
34	PARKSIDE DR AT HIGH PARK BLVD	0	3	1	33	3	1170
36	PARKSIDE DR AT GEOFFREY	0	0	0	33	3	1170
3.	PARKSIDE DR AT HOWARD PARK	0	1	1	33	3	1170
35	PARKSIDE DR AT INDIAN VALLEY	0	0	0	33	3	1170
39	KEELE STATION	0	0	33	0	3	070
TOTALS FOR PERIOD 1: 09:05		0	65	65	. 31	114	676

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): _0,
COUNT: 3394 ON 2018-OCT-13:**SAT** (FROM 09:05 TO 15:01)
STOP CARD: 38 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS: Full coverage

EB CONTROL POINT: 11 THE QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

EASTBOUND PERIOD 1: 09:05

PERIOD RIDING INDEX	=	676 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	1171 STOPS
AVERAGE ONS/VEHICLE-STOP	=	076
AVERAGE ONS/TRIP	=	1970

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): _0,
COUNT: 3394 ON 2018-OCT-13:**SAT** (FROM 09:05 TO 15:01)
STOP CARD: 38 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS: Full coverage

EB CONTROL POINT: 11 THE QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

EASTBOUND PERIOD 2: 1. :22

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM7	VEHICLES	AVG7LOAD
1	SHERWAY GARDENS RD AT SHERWAY GATE	0	10	0	10	3	3⅞
2	WEST MALL AT SHERWAY DR	0	1	0	11	3	3⅞
3	WEST MALL AT THE QUEENSWAY	0	2	0	13	3	4⅜
4	THE QUEENSWAY OPP JACK ASTORS	0	2	0	16	3	6⅛
6	THE QUEENSWAY AT NORTH QUEEN	0	19	1	33	3	11⅞
.	THE QUEENSWAY AT EAST MALL	0	3	0	3.	3	12⅛
5	THE QUEENSWAY AT 1. 11	0	3	1	38	3	12⅝
8	THE QUEENSWAY AT ATOMIC	0	.	0	44	3	14⅝
9	THE QUEENSWAY AT ALGIE	0	0	0	44	3	14⅝
10	THE QUEENSWAY AT WICKMAN	0	15	0	. 1	3	20⅜
11	THE QUEENSWAY AT KIPLING	0	1	6	65	3	19⅞
12	THE QUEENSWAY AT CULNAN	0	.	1	. 2	3	20⅝
13	THE QUEENSWAY AT ZORRA	0	1	2	. 1	3	20⅜
14	THE QUEENSWAY AT ST LAWRENCE	0	1	1	. 1	3	20⅜
16	THE QUEENSWAY AT ISLINGTON	0	10	9	. 2	3	20⅝
1.	THE QUEENSWAY AT CAN MOTOR	0	0	0	. 2	3	20⅝
15	THE QUEENSWAY AT LOMA	0	4	3	. 3	3	21⅛
18	THE QUEENSWAY AT SMITH	0	2	1	. 4	3	21⅜
19	THE QUEENSWAY AT ROYAL YORK	0	8	1.	6.	3	18⅝
20	THE QUEENSWAY AT WESLEY	0	0	0	6.	3	18⅝
21	THE QUEENSWAY AT MILTON	0	0	1	66	3	18⅜
22	THE QUEENSWAY AT GRAND	0	1	2	64	3	18⅞
23	THE QUEENSWAY AT PARK LAWN	0	0	13	41	3	13⅝
24	THE QUEENSWAY AT ALDGATE	0	0	0	41	3	13⅝
26	THE QUEENSWAY AT STEPHEN	0	0	1	40	3	13⅜
2.	THE QUEENSWAY AT PLAZA (E OF STEPHEN)	0	2	6	35	3	12⅜
25	THE QUEENSWAY AT SOUTH KINGSWAY (1)	0	1	5	31	3	10⅜
28	THE QUEENSWAY AT WINDERMERE (1)	0	3	3	31	3	10⅜
29	THE QUEENSWAY AT ELLIS	0	0	0	31	3	10⅜
30	ELLIS AT LAKE SHORE BLVD W	0	0	2	29	3	9⅝
31	LAKE SHORE BLVD W AT COLBORNE LODGE DR	0	1	0	30	3	10⅛
32	PARKSIDE DR AT THE QUEENSWAY	0	4	1	33	3	11⅛
33	PARKSIDE DR AT ALGONQUIN	0	0	1	32	3	10⅝
34	PARKSIDE DR AT HIGH PARK BLVD	0	10	0	42	3	14⅛
36	PARKSIDE DR AT GEOFFREY	0	0	0	42	3	14⅛
3.	PARKSIDE DR AT HOWARD PARK	0	2	3	41	3	13⅝
35	PARKSIDE DR AT INDIAN VALLEY	0	0	2	39	3	13⅛
39	KEELE STATION	0	0	39	0	3	0⅛
TOTALS FOR PERIOD 2: 1. :22		0	120	120	1668	114	13⅝

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 80 QUEENSWAY
ROUTING CODE(S): _0,
COUNT: 3394 ON 2018-OCT-13:**SAT** (FROM 09:05 TO 15:01)
STOP CARD: 38 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS: Full coverage

EB CONTROL POINT: 11 THE QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

EASTBOUND PERIOD 2: 1. :22

PERIOD RIDING INDEX	=	13⅝ (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	13⅞ STOPS
AVERAGE ONS/VEHICLE-STOP	=	1⅞
AVERAGE ONS/TRIP	=	40⅞

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 145 DOWNTOWN/HUMBER BAY EXPRESS
ROUTING CODE(S): A0, B0,
COUNT: 3333 ON 2018-SEP-04:**M-F** (FROM 07:00 TO 18:50)
STOP CARD: 16 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS:

TORONTO TRANSIT COMMISSION

EB CONTROL POINT: 43 RICHMOND ST W AT SPADINA AVE

EASTBOUND PERIOD 1: 00:00 TO 08:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	LAKE SHORE BLVD W AT KIPLING	0	1	0	1	3	0.3
2	LAKE SHORE BLVD W AT 15TH	0	1	0	2	3	0.7
3	LAKE SHORE BLVD W AT 13TH	0	6	0	8	3	2.7
4	LAKE SHORE BLVD W AT 10TH	0	3	0	11	3	3.7
5	LAKE SHORE BLVD W AT 7TH	0	2	0	13	3	4.3
6	LAKE SHORE BLVD W AT 5TH	0	4	0	17	3	5.7
7	LAKE SHORE BLVD W AT 3RD	0	2	0	19	3	6.3
8	LAKE SHORE BLVD W AT FIRST	0	0	0	19	3	6.3
9	LAKE SHORE BLVD W AT ROYAL YORK	0	2	0	21	3	7.0
10	ROYAL YORK RD AT ALBANI	0	1	0	1	1	1.0
11	LAKE SHORE BLVD W AT MILES	0	1	0	23	4	5.8
12	LAKE SHORE BLVD W AT NORRIS	0	3	0	26	4	6.5
13	LAKE SHORE BLVD W AT MIMICO	0	3	0	29	4	7.3
14	LAKE SHORE BLVD W AT SUPERIOR	0	4	0	33	4	8.3
15	LAKE SHORE BLVD W AT BURLINGTON	0	8	0	41	4	10.3
16	LAKE SHORE BLVD W AT LOUISA (1)	0	8	0	49	4	12.3
17	LAKE SHORE BLVD W AT LEGION RD (1)	0	30	0	79	4	19.8
18	LAKE SHORE BLVD W AT PARK LAWN (1)	0	18	0	97	4	24.3
19	LAKE SHORE BLVD W OPP 2155 (CHRISTIES) (1)	0	7	0	104	4	26.0
20	LAKE SHORE BLVD W AT BROOKERS LANE	0	12	0	116	4	29.0
21	LAKE SHORE BLVD W AT MARINE PARADE DR E	0	8	0	124	4	31.0
22	LAKE SHORE BLVD W AT PALACE PIER	0	1	0	125	4	31.3
23	LAKE SHORE BLVD W AT WINDERMERE	0	2	0	127	4	31.8
24	LAKE SHORE BLVD W AT ELLIS	0	1	0	128	4	32.0
25	LAKE SHORE BLVD W AT COLBORNE LODGE DR	0	0	0	128	4	32.0
26	FLEET AT BATHURST ST (1)	0	0	5	123	4	30.8
27	BATHURST ST AT KING ST W (1)	0	0	7	116	4	29.0
28	ADELAIDE ST W AT SPADINA AVE	0	0	8	108	4	27.0
29	ADELAIDE ST W AT PETER	0	0	5	103	4	25.8
30	ADELAIDE ST W AT JOHN	0	0	3	100	4	25.0
31	ADELAIDE ST W AT SIMCOE	0	0	10	90	4	22.5
32	ADELAIDE ST W AT UNIVERSITY	0	0	25	65	4	16.3
33	ADELAIDE ST W AT BAY ST	0	0	33	32	4	8.0
34	ADELAIDE ST E AT YONGE ST	0	0	19	13	4	3.3
35	ADELAIDE ST E AT CHURCH	0	0	5	8	4	2.0
36	RICHMOND ST E AT JARVIS	0	0	3	5	4	1.3
37	RICHMOND ST E AT CHURCH	0	0	0	5	4	1.3
38	RICHMOND ST W AT YONGE ST	0	0	0	5	4	1.3
39	RICHMOND ST W AT BAY ST	0	0	0	5	4	1.3
40	RICHMOND ST W AT YORK ST	0	0	0	5	4	1.3
41	RICHMOND ST W AT SIMCOE	0	0	0	5	4	1.3
42	RICHMOND ST W AT JOHN	0	0	0	5	4	1.3
43	RICHMOND ST W AT SPADINA AVE	0	0	0	5	4	1.3

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 145 DOWNTOWN/HUMBER BAY EXPRESS
ROUTING CODE(S): A0, B0,
COUNT: 3333 ON 2018-SEP-04:**M-F** (FROM 07:00 TO 18:50)
STOP CARD: 16 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS:

TORONTO TRANSIT COMMISSION

EB CONTROL POINT: 43 RICHMOND ST W AT SPADINA AVE

TOTALS FOR PERIOD 1: 00:00 TO 08:59	0	128	123	2139	160	13.4

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 145 DOWNTOWN/HUMBER BAY EXPRESS
ROUTING CODE(S): A0, B0,
COUNT: 3333 ON 2018-SEP-04:**M-F** (FROM 07:00 TO 18:50)
STOP CARD: 16 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS:

TORONTO TRANSIT COMMISSION

EB CONTROL POINT: 43 RICHMOND ST W AT SPADINA AVE

EASTBOUND PERIOD 1: 00:00 TO 08:59

PERIOD RIDING INDEX	=	13.4 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	16.7 STOPS
AVERAGE ONS/VEHICLE-STOP	=	0.8
AVERAGE ONS/TRIP	=	32.0

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 145 DOWNTOWN/HUMBER BAY EXPRESS
ROUTING CODE(S): A0, B0,
COUNT: 3333 ON 2018-SEP-04:**M-F** (FROM 07:00 TO 18:50)
STOP CARD: 16 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS:

TORONTO TRANSIT COMMISSION

EB CONTROL POINT: 43 RICHMOND ST W AT SPADINA AVE

EASTBOUND PERIOD 2: 09:00 TO 14:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
10	ROYAL YORK RD AT ALBANI	0	0	0	0	1	0.0
11	LAKE SHORE BLVD W AT MILES	0	0	0	0	1	0.0
12	LAKE SHORE BLVD W AT NORRIS	0	1	0	1	1	1.0
13	LAKE SHORE BLVD W AT MIMICO	0	1	0	2	1	2.0
14	LAKE SHORE BLVD W AT SUPERIOR	0	1	0	3	1	3.0
15	LAKE SHORE BLVD W AT BURLINGTON	0	1	0	4	1	4.0
16	LAKE SHORE BLVD W AT LOUISA (1)	0	1	0	5	1	5.0
17	LAKE SHORE BLVD W AT LEGION RD (1)	0	4	0	9	1	9.0
18	LAKE SHORE BLVD W AT PARK LAWN (1)	0	7	0	16	1	16.0
19	LAKE SHORE BLVD W OPP 2155 (CHRISTIES) (1)	0	3	0	19	1	19.0
20	LAKE SHORE BLVD W AT BROOKERS LANE	0	3	0	22	1	22.0
21	LAKE SHORE BLVD W AT MARINE PARADE DR E	0	2	0	24	1	24.0
22	LAKE SHORE BLVD W AT PALACE PIER	0	0	0	24	1	24.0
23	LAKE SHORE BLVD W AT WINDERMERE	0	0	0	24	1	24.0
24	LAKE SHORE BLVD W AT ELLIS	0	0	0	24	1	24.0
25	LAKE SHORE BLVD W AT COLBORNE LODGE DR	0	0	0	24	1	24.0
26	FLEET AT BATHURST ST (1)	0	0	3	21	1	21.0
27	BATHURST ST AT KING ST W (1)	0	0	2	19	1	19.0
28	ADELAIDE ST W AT SPADINA AVE	0	0	2	17	1	17.0
29	ADELAIDE ST W AT PETER	0	0	1	16	1	16.0
30	ADELAIDE ST W AT JOHN	0	0	2	14	1	14.0
31	ADELAIDE ST W AT SIMCOE	0	0	2	12	1	12.0
32	ADELAIDE ST W AT UNIVERSITY	0	0	3	9	1	9.0
33	ADELAIDE ST W AT BAY ST	0	0	5	4	1	4.0
34	ADELAIDE ST E AT YONGE ST	0	0	3	1	1	1.0
35	ADELAIDE ST E AT CHURCH	0	0	1	0	1	0.0
36	RICHMOND ST E AT JARVIS	0	0	0	0	1	0.0
37	RICHMOND ST E AT CHURCH	0	0	0	0	1	0.0
38	RICHMOND ST W AT YONGE ST	0	0	0	0	1	0.0
39	RICHMOND ST W AT BAY ST	0	0	0	0	1	0.0
40	RICHMOND ST W AT YORK ST	0	0	0	0	1	0.0
41	RICHMOND ST W AT SIMCOE	0	0	0	0	1	0.0
42	RICHMOND ST W AT JOHN	0	0	0	0	1	0.0
43	RICHMOND ST W AT SPADINA AVE	0	0	0	0	1	0.0
TOTALS	FOR PERIOD 2: 09:00 TO 14:59	0	24	24	314	34	9.2

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 145 DOWNTOWN/HUMBER BAY EXPRESS
ROUTING CODE(S): A0, B0,
COUNT: 3333 ON 2018-SEP-04:**M-F** (FROM 07:00 TO 18:50)
STOP CARD: 16 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS:

TORONTO TRANSIT COMMISSION

EB CONTROL POINT: 43 RICHMOND ST W AT SPADINA AVE

EASTBOUND PERIOD 2: 09:00 TO 14:59

PERIOD RIDING INDEX	=	9.2	(AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	13.1	STOPS
AVERAGE ONS/VEHICLE-STOP	=	0.7	
AVERAGE ONS/TRIP	=	24.0	

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 145 DOWNTOWN/HUMBER BAY EXPRESS
ROUTING CODE(S): A0, B0,
COUNT: 3333 ON 2018-SEP-04:**M-F** (FROM 07:00 TO 18:50)
STOP CARD: 16 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS:

TORONTO TRANSIT COMMISSION

EB CONTROL POINT: 43 RICHMOND ST W AT SPADINA AVE

EASTBOUND PERIOD 3: 15:00 TO 18:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
10	ROYAL YORK RD AT ALBANI	0	1	0	1	3	0.3
11	LAKE SHORE BLVD W AT MILES	0	0	0	1	3	0.3
12	LAKE SHORE BLVD W AT NORRIS	0	0	1	0	3	0.0
13	LAKE SHORE BLVD W AT MIMICO	0	0	0	0	3	0.0
14	LAKE SHORE BLVD W AT SUPERIOR	0	0	0	0	3	0.0
15	LAKE SHORE BLVD W AT BURLINGTON	0	0	0	0	3	0.0
16	LAKE SHORE BLVD W AT LOUISA (1)	0	0	0	0	3	0.0
17	LAKE SHORE BLVD W AT LEGION RD (1)	0	0	0	0	3	0.0
18	LAKE SHORE BLVD W AT PARK LAWN (1)	0	3	0	3	3	1.0
19	LAKE SHORE BLVD W OPP 2155 (CHRISTIES) (1)	0	0	0	3	3	1.0
20	LAKE SHORE BLVD W AT BROOKERS LANE	0	0	0	3	3	1.0
21	LAKE SHORE BLVD W AT MARINE PARADE DR E	0	0	0	3	3	1.0
22	LAKE SHORE BLVD W AT PALACE PIER	0	0	0	3	3	1.0
23	LAKE SHORE BLVD W AT WINDERMERE	0	0	0	3	3	1.0
24	LAKE SHORE BLVD W AT ELLIS	0	0	0	3	3	1.0
25	LAKE SHORE BLVD W AT COLBORNE LODGE DR	0	0	0	3	3	1.0
26	FLEET AT BATHURST ST (1)	0	0	1	2	3	0.7
27	BATHURST ST AT KING ST W (1)	0	0	1	1	3	0.3
28	ADELAIDE ST W AT SPADINA AVE	0	0	0	1	3	0.3
29	ADELAIDE ST W AT PETER	0	0	0	1	6	0.2
30	ADELAIDE ST W AT JOHN	0	0	0	1	6	0.2
31	ADELAIDE ST W AT SIMCOE	0	2	0	3	6	0.5
32	ADELAIDE ST W AT UNIVERSITY	0	2	0	5	6	0.8
33	ADELAIDE ST W AT BAY ST	0	4	0	9	6	1.5
34	ADELAIDE ST E AT YONGE ST	0	2	1	10	6	1.7
35	ADELAIDE ST E AT CHURCH	0	0	0	10	6	1.7
36	RICHMOND ST E AT JARVIS	0	1	0	11	6	1.8
37	RICHMOND ST E AT CHURCH	0	2	0	13	6	2.2
38	RICHMOND ST W AT YONGE ST	0	3	0	16	6	2.7
39	RICHMOND ST W AT BAY ST	0	4	0	20	6	3.3
40	RICHMOND ST W AT YORK ST	0	2	0	22	6	3.7
41	RICHMOND ST W AT SIMCOE	0	6	0	28	6	4.7
42	RICHMOND ST W AT JOHN	0	4	2	30	6	5.0
43	RICHMOND ST W AT SPADINA AVE	0	0	1	29	6	4.8
TOTALS	FOR PERIOD 3: 15:00 TO 18:59	0	36	7	238	147	1.6

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 145 DOWNTOWN/HUMBER BAY EXPRESS
ROUTING CODE(S): A0, B0,
COUNT: 3333 ON 2018-SEP-04:**M-F** (FROM 07:00 TO 18:50)
STOP CARD: 16 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS:

EB CONTROL POINT: 43 RICHMOND ST W AT SPADINA AVE

TORONTO TRANSIT COMMISSION

EASTBOUND PERIOD 3: 15:00 TO 18:59

PERIOD RIDING INDEX	=	1.6 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	6.6 STOPS
AVERAGE ONS/VEHICLE-STOP	=	0.2
AVERAGE ONS/TRIP	=	6.0

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 145 DOWNTOWN/HUMBER BAY EXPRESS
ROUTING CODE(S): A0, B0,
COUNT: 3333 ON 2018-SEP-04:**M-F** (FROM 07:00 TO 18:50)
STOP CARD: 16 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS:

EB CONTROL POINT: 43 RICHMOND ST W AT SPADINA AVE

TORONTO TRANSIT COMMISSION

EASTBOUND ALL DAY

ROUTE STOP	LOCATION	STARTS	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	LAKE SHORE BLVD W AT KIPLING	0	1	0	1	3	0.3
2	LAKE SHORE BLVD W AT 15TH	0	1	0	2	3	0.7
3	LAKE SHORE BLVD W AT 13TH	0	6	0	8	3	2.7
4	LAKE SHORE BLVD W AT 10TH	0	3	0	11	3	3.7
5	LAKE SHORE BLVD W AT 7TH	0	2	0	13	3	4.3
6	LAKE SHORE BLVD W AT 5TH	0	4	0	17	3	5.7
7	LAKE SHORE BLVD W AT 3RD	0	2	0	19	3	6.3
8	LAKE SHORE BLVD W AT FIRST	0	0	0	19	3	6.3
9	LAKE SHORE BLVD W AT ROYAL YORK	0	2	0	21	3	7.0
10	ROYAL YORK RD AT ALBANI	0	2	0	2	5	0.4
11	LAKE SHORE BLVD W AT MILES	0	1	0	24	8	3.0
12	LAKE SHORE BLVD W AT NORRIS	0	4	1	27	8	3.4
13	LAKE SHORE BLVD W AT MIMICO	0	4	0	31	8	3.9
14	LAKE SHORE BLVD W AT SUPERIOR	0	5	0	36	8	4.5
15	LAKE SHORE BLVD W AT BURLINGTON	0	9	0	45	8	5.6
16	LAKE SHORE BLVD W AT LOUISA (1)	0	9	0	54	8	6.8
17	LAKE SHORE BLVD W AT LEGION RD (1)	0	34	0	88	8	11.0
18	LAKE SHORE BLVD W AT PARK LAWN (1)	0	28	0	116	8	14.5
19	LAKE SHORE BLVD W OPP 2155 (CHRISTIES) (1)	0	10	0	126	8	15.8
20	LAKE SHORE BLVD W AT BROOKERS LANE	0	15	0	141	8	17.6
21	LAKE SHORE BLVD W AT MARINE PARADE DR E	0	10	0	151	8	18.9
22	LAKE SHORE BLVD W AT PALACE PIER	0	1	0	152	8	19.0
23	LAKE SHORE BLVD W AT WINDERMERE	0	2	0	154	8	19.3
24	LAKE SHORE BLVD W AT ELLIS	0	1	0	155	8	19.4
25	LAKE SHORE BLVD W AT COLBORNE LODGE DR	0	0	0	155	8	19.4
26	FLEET AT BATHURST ST (1)	0	0	9	146	8	18.3
27	BATHURST ST AT KING ST W (1)	0	0	10	136	8	17.0
28	ADELAIDE ST W AT SPADINA AVE	0	0	10	126	8	15.8
29	ADELAIDE ST W AT PETER	0	0	6	120	11	10.9
30	ADELAIDE ST W AT JOHN	0	0	5	115	11	10.5
31	ADELAIDE ST W AT SIMCOE	0	2	12	105	11	9.5
32	ADELAIDE ST W AT UNIVERSITY	0	2	28	79	11	7.2
33	ADELAIDE ST W AT BAY ST	0	4	38	45	11	4.1
34	ADELAIDE ST E AT YONGE ST	0	2	23	24	11	2.2
35	ADELAIDE ST E AT CHURCH	0	0	6	18	11	1.6
36	RICHMOND ST E AT JARVIS	0	1	3	16	11	1.5
37	RICHMOND ST E AT CHURCH	0	2	0	18	11	1.6
38	RICHMOND ST W AT YONGE ST	0	3	0	21	11	1.9
39	RICHMOND ST W AT BAY ST	0	4	0	25	11	2.3

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 145 DOWNTOWN/HUMBER BAY EXPRESS
ROUTING CODE(S): A0, B0,
COUNT: 3333 ON 2018-SEP-04:**M-F** (FROM 07:00 TO 18:50)
STOP CARD: 16 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS:

TORONTO TRANSIT COMMISSION

EB CONTROL POINT: 43 RICHMOND ST W AT SPADINA AVE

EASTBOUND ALL DAY

ROUTE STOP	LOCATION	STARTS	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
40	RICHMOND ST W AT YORK ST	0	2	0	27	11	2.5
41	RICHMOND ST W AT SIMCOE	0	6	0	33	11	3.0
42	RICHMOND ST W AT JOHN	0	4	2	35	11	3.2
43	RICHMOND ST W AT SPADINA AVE	0	0	1	34	11	3.1
TOTALS FOR EASTBOUND ALL DAY		0	188	154	2691	341	7.9

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 145 DOWNTOWN/HUMBER BAY EXPRESS
ROUTING CODE(S): A0, B0,
COUNT: 3333 ON 2018-SEP-04:**M-F** (FROM 07:00 TO 18:50)
STOP CARD: 16 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS:

TORONTO TRANSIT COMMISSION

EB CONTROL POINT: 43 RICHMOND ST W AT SPADINA AVE

EASTBOUND ALL DAY

PERIOD RIDING INDEX	=	7.9	(AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	14.3	STOPS
AVERAGE ONS/VEHICLE-STOP	=	0.6	
AVERAGE ONS/TRIP	=	17.1	

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 145 DOWNTOWN/HUMBER BAY EXPRESS
ROUTING CODE(S): A0, B0,
COUNT: 3333 ON 2018-SEP-04:**M-F** (FROM 07:01 TO 18:45)
STOP CARD: 16 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS:

TORONTO TRANSIT COMMISSION

WB CONTROL POINT: 1 RICHMOND ST W AT SPADINA AVE

WESTBOUND PERIOD 1: 00:00 TO 08:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	RICHMOND ST W AT SPADINA AVE	2	0	0	2	4	0.5
2	BATHURST ST AT KING ST W (1)	0	0	0	2	4	0.5
3	BATHURST ST AT FLEET (1)	0	1	0	3	4	0.8
4	LAKE SHORE BLVD W AT COLBORNE LODGE DR	0	0	0	3	4	0.8
5	LAKE SHORE BLVD W AT ELLIS	0	0	0	3	4	0.8
6	LAKE SHORE BLVD W AT WINDERMERE	0	0	0	3	4	0.8
9	LAKE SHORE BLVD W AT PARK LAWN (1)	0	0	1	2	4	0.5
10	LAKE SHORE BLVD W AT LEGION RD (1)	0	0	0	2	4	0.5
11	LAKE SHORE BLVD W AT LOUISA (1)	0	0	0	2	4	0.5
12	LAKE SHORE BLVD W AT BURLINGTON	0	0	0	2	4	0.5
13	LAKE SHORE BLVD W AT SUPERIOR	0	0	0	2	4	0.5
14	LAKE SHORE BLVD W AT MIMICO	0	0	0	2	4	0.5
15	MIMICO AT WHEATFIELD	0	0	0	2	4	0.5
16	MIMICO AT ROYAL YORK RD (1)	0	1	0	3	4	0.8
17	ROYAL YORK RD AT HILLSIDE	0	0	0	2	2	1.0
18	ROYAL YORK RD AT SYMONS	0	0	0	2	2	1.0
19	ROYAL YORK RD AT DARTMOUTH	0	0	0	2	2	1.0
22	ROYAL YORK RD AT ALBANI	0	0	2	0	2	0.0
TOTALS	FOR PERIOD 1: 00:00 TO 08:59	2	2	3	39	64	0.6

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 145 DOWNTOWN/HUMBER BAY EXPRESS
ROUTING CODE(S): A0, B0,
COUNT: 3333 ON 2018-SEP-04:**M-F** (FROM 07:01 TO 18:45)
STOP CARD: 16 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS:

TORONTO TRANSIT COMMISSION

WB CONTROL POINT: 1 RICHMOND ST W AT SPADINA AVE

WESTBOUND PERIOD 1: 00:00 TO 08:59

PERIOD RIDING INDEX	=	0.6	(AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	19.5	STOPS
AVERAGE ONS/VEHICLE-STOP	=	0.0	
AVERAGE ONS/TRIP	=	0.5	

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 145 DOWNTOWN/HUMBER BAY EXPRESS
ROUTING CODE(S): A0, B0,
COUNT: 3333 ON 2018-SEP-04:**M-F** (FROM 07:01 TO 18:45)
STOP CARD: 16 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS:

WB CONTROL POINT: 1 RICHMOND ST W AT SPADINA AVE

TORONTO TRANSIT COMMISSION

WESTBOUND PERIOD 2: 09:00 TO 14:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	RICHMOND ST W AT SPADINA AVE	0	0	0	0	1	0.0
2	BATHURST ST AT KING ST W (1)	0	0	0	0	1	0.0
3	BATHURST ST AT FLEET (1)	0	0	0	0	1	0.0
4	LAKE SHORE BLVD W AT COLBORNE LODGE DR	0	0	0	0	1	0.0
5	LAKE SHORE BLVD W AT ELLIS	0	0	0	0	1	0.0
6	LAKE SHORE BLVD W AT WINDERMERE	0	0	0	0	1	0.0
9	LAKE SHORE BLVD W AT PARK LAWN (1)	0	0	0	0	1	0.0
10	LAKE SHORE BLVD W AT LEGION RD (1)	0	0	0	0	1	0.0
11	LAKE SHORE BLVD W AT LOUISA (1)	0	0	0	0	1	0.0
12	LAKE SHORE BLVD W AT BURLINGTON	0	0	0	0	1	0.0
13	LAKE SHORE BLVD W AT SUPERIOR	0	0	0	0	1	0.0
14	LAKE SHORE BLVD W AT MIMICO	0	0	0	0	1	0.0
15	MIMICO AT WHEATFIELD	0	0	0	0	1	0.0
16	MIMICO AT ROYAL YORK RD (1)	0	0	0	0	1	0.0
TOTALS	FOR PERIOD 2: 09:00 TO 14:59	0	0	0	0	14	0.0

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 145 DOWNTOWN/HUMBER BAY EXPRESS
ROUTING CODE(S): A0, B0,
COUNT: 3333 ON 2018-SEP-04:**M-F** (FROM 07:01 TO 18:45)
STOP CARD: 16 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS:

WB CONTROL POINT: 1 RICHMOND ST W AT SPADINA AVE

TORONTO TRANSIT COMMISSION

WESTBOUND PERIOD 2: 09:00 TO 14:59

PERIOD RIDING INDEX	=	0.0	(AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	0.0	STOPS
AVERAGE ONS/VEHICLE-STOP	=	0.0	
AVERAGE ONS/TRIP	=	0.0	

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 145 DOWNTOWN/HUMBER BAY EXPRESS
ROUTING CODE(S): A0, B0,
COUNT: 3333 ON 2018-SEP-04:**M-F** (FROM 07:01 TO 18:45)
STOP CARD: 16 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS:

TORONTO TRANSIT COMMISSION

WB CONTROL POINT: 1 RICHMOND ST W AT SPADINA AVE

WESTBOUND PERIOD 3: 15:00 TO 18:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	RICHMOND ST W AT SPADINA AVE	23	16	0	39	6	6.5
2	BATHURST ST AT KING ST W (1)	0	11	0	50	6	8.3
3	BATHURST ST AT FLEET (1)	0	2	1	51	6	8.5
4	LAKE SHORE BLVD W AT COLBORNE LODGE DR	0	0	0	51	6	8.5
5	LAKE SHORE BLVD W AT ELLIS	0	0	1	50	6	8.3
6	LAKE SHORE BLVD W AT WINDERMERE	0	0	1	49	6	8.2
7	MARINE PARADE DR E AT LAKE SHORE BLVD W	0	0	2	15	3	5.0
8	MARINE PARADE DR E AT 58	0	0	5	10	3	3.3
9	LAKE SHORE BLVD W AT PARK LAWN (1)	0	0	15	27	6	4.5
10	LAKE SHORE BLVD W AT LEGION RD (1)	0	0	12	15	6	2.5
11	LAKE SHORE BLVD W AT LOUISA (1)	0	0	7	8	6	1.3
12	LAKE SHORE BLVD W AT BURLINGTON	0	0	1	7	6	1.2
13	LAKE SHORE BLVD W AT SUPERIOR	0	0	1	6	6	1.0
14	LAKE SHORE BLVD W AT MIMICO	0	0	1	5	6	0.8
15	MIMICO AT WHEATFIELD	0	0	0	4	3	1.3
16	MIMICO AT ROYAL YORK RD (1)	0	0	0	4	3	1.3
17	ROYAL YORK RD AT HILLSIDE	0	0	0	4	3	1.3
18	ROYAL YORK RD AT SYMONS	0	0	1	3	3	1.0
19	ROYAL YORK RD AT DARTMOUTH	0	0	0	3	3	1.0
20	LAKE SHORE BLVD W AT HILLSIDE	0	0	1	0	3	0.0
21	LAKE SHORE BLVD W AT SYMONS	0	0	0	0	3	0.0
22	ROYAL YORK RD AT ALBANI	0	0	3	0	3	0.0
23	LAKE SHORE BLVD W AT ROYAL YORK	0	0	0	0	3	0.0
24	LAKE SHORE BLVD W AT FIRST	0	0	0	0	3	0.0
25	LAKE SHORE BLVD W AT 3RD	0	0	0	0	3	0.0
26	LAKE SHORE BLVD W AT 5TH	0	0	0	0	3	0.0
27	LAKE SHORE BLVD W AT ISLINGTON	0	0	0	0	3	0.0
28	LAKE SHORE BLVD W AT 10TH	0	0	0	0	3	0.0
29	LAKE SHORE BLVD W AT 13TH	0	0	0	0	3	0.0
30	LAKE SHORE BLVD W AT 15TH	0	0	0	0	3	0.0
31	LAKE SHORE BLVD W AT KIPLING	0	0	0	0	3	0.0
TOTALS	FOR PERIOD 3: 15:00 TO 18:59	23	29	52	401	129	3.1

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 145 DOWNTOWN/HUMBER BAY EXPRESS
ROUTING CODE(S): A0, B0,
COUNT: 3333 ON 2018-SEP-04:**M-F** (FROM 07:01 TO 18:45)
STOP CARD: 16 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS:

TORONTO TRANSIT COMMISSION

WB CONTROL POINT: 1 RICHMOND ST W AT SPADINA AVE

WESTBOUND PERIOD 3: 15:00 TO 18:59

PERIOD RIDING INDEX	=	3.1	(AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	13.8	STOPS
AVERAGE ONS/VEHICLE-STOP	=	0.2	
AVERAGE ONS/TRIP	=	4.8	

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 145 DOWNTOWN/HUMBER BAY EXPRESS
ROUTING CODE(S): A0, B0,
COUNT: 3333 ON 2018-SEP-04:**M-F** (FROM 07:01 TO 18:45)
STOP CARD: 16 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS:

TORONTO TRANSIT COMMISSION

WB CONTROL POINT: 1 RICHMOND ST W AT SPADINA AVE

WESTBOUND ALL DAY

ROUTE STOP	LOCATION	STARTS	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	RICHMOND ST W AT SPADINA AVE	25	16	0	41	11	3.7
2	BATHURST ST AT KING ST W (1)	0	11	0	52	11	4.7
3	BATHURST ST AT FLEET (1)	0	3	1	54	11	4.9
4	LAKE SHORE BLVD W AT COLBORNE LODGE DR	0	0	0	54	11	4.9
5	LAKE SHORE BLVD W AT ELLIS	0	0	1	53	11	4.8
6	LAKE SHORE BLVD W AT WINDERMERE	0	0	1	52	11	4.7
7	MARINE PARADE DR E AT LAKE SHORE BLVD W	0	0	2	15	3	5.0
8	MARINE PARADE DR E AT 58	0	0	5	10	3	3.3
9	LAKE SHORE BLVD W AT PARK LAWN (1)	0	0	16	29	11	2.6
10	LAKE SHORE BLVD W AT LEGION RD (1)	0	0	12	17	11	1.5
11	LAKE SHORE BLVD W AT LOUISA (1)	0	0	7	10	11	0.9
12	LAKE SHORE BLVD W AT BURLINGTON	0	0	1	9	11	0.8
13	LAKE SHORE BLVD W AT SUPERIOR	0	0	1	8	11	0.7
14	LAKE SHORE BLVD W AT MIMICO	0	0	1	7	11	0.6
15	MIMICO AT WHEATFIELD	0	0	0	6	8	0.8
16	MIMICO AT ROYAL YORK RD (1)	0	1	0	7	8	0.9
17	ROYAL YORK RD AT HILLSIDE	0	0	0	6	5	1.2
18	ROYAL YORK RD AT SYMONS	0	0	1	5	5	1.0
19	ROYAL YORK RD AT DARTMOUTH	0	0	0	5	5	1.0
20	LAKE SHORE BLVD W AT HILLSIDE	0	0	1	0	3	0.0
21	LAKE SHORE BLVD W AT SYMONS	0	0	0	0	3	0.0
22	ROYAL YORK RD AT ALBANI	0	0	5	0	5	0.0
23	LAKE SHORE BLVD W AT ROYAL YORK	0	0	0	0	3	0.0
24	LAKE SHORE BLVD W AT FIRST	0	0	0	0	3	0.0
25	LAKE SHORE BLVD W AT 3RD	0	0	0	0	3	0.0
26	LAKE SHORE BLVD W AT 5TH	0	0	0	0	3	0.0
27	LAKE SHORE BLVD W AT ISLINGTON	0	0	0	0	3	0.0
28	LAKE SHORE BLVD W AT 10TH	0	0	0	0	3	0.0
29	LAKE SHORE BLVD W AT 13TH	0	0	0	0	3	0.0
30	LAKE SHORE BLVD W AT 15TH	0	0	0	0	3	0.0
31	LAKE SHORE BLVD W AT KIPLING	0	0	0	0	3	0.0
TOTALS FOR WESTBOUND ALL DAY		25	31	55	440	207	2.1

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 145 DOWNTOWN/HUMBER BAY EXPRESS
ROUTING CODE(S): A0, B0,
COUNT: 3333 ON 2018-SEP-04:**M-F** (FROM 07:01 TO 18:45)
STOP CARD: 16 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS:

TORONTO TRANSIT COMMISSION

WB CONTROL POINT: 1 RICHMOND ST W AT SPADINA AVE

WESTBOUND ALL DAY

PERIOD RIDING INDEX	=	2.1	(AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	14.2	STOPS
AVERAGE ONS/VEHICLE-STOP	=	0.1	
AVERAGE ONS/TRIP	=	2.8	

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 145 DOWNTOWN/HUMBER BAY EXPRESS
ROUTING CODE(S): A0, B0,
COUNT: 3333 ON 2017-SEP-04:**M-F** (FROM 07:13 TO 18:33)
STOP CARD: 18 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS:

EB CONTROL POINT: 43 RICHMOND ST W AT SPADINA AVE

TORONTO TRANSIT COMMISSION

EASTBOUND PERIOD 1: 07:13

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM6	VEHICLES	AVG6LOAD
1	LA. E SHORE BLVD W AT . IPLING	0	1	0	1	1	160
2	LA. E SHORE BLVD W AT 15TH	0	0	0	1	1	160
3	LA. E SHORE BLVD W AT 13TH	0	4	0	5	1	560
4	LA. E SHORE BLVD W AT 10TH	0	1	0	8	1	860
5	LA. E SHORE BLVD W AT KTH	0	1	0	K	1	K60
8	LA. E SHORE BLVD W AT 5TH	0	0	0	K	1	K60
K	LA. E SHORE BLVD W AT 3RD	0	1	0	7	1	760
7	LA. E SHORE BLVD W AT FIRST	0	0	0	7	1	760
9	LA. E SHORE BLVD W AT ROYAL YOR.	0	1	0	9	1	960
10	ROYAL YOR. RD AT ALBANI	0	1	0	1	1	160
11	LA. E SHORE BLVD W AT MILES	0	0	0	10	2	560
12	LA. E SHORE BLVD W AT NORRIS	0	2	0	12	2	860
13	LA. E SHORE BLVD W AT MIMICO	0	2	0	14	2	K60
14	LA. E SHORE BLVD W AT SUPERIOR	0	1	0	15	2	K65
15	LA. E SHORE BLVD W AT BURLINGTON	0	5	0	20	2	1060
18	LA. E SHORE BLVD W AT LOUISA (1)	0	8	0	28	2	1360
1K	LA. E SHORE BLVD W AT LEGION RD (1)	0	17	0	44	2	2260
17	LA. E SHORE BLVD W AT PAR. LAWN (1)	0	12	0	58	2	2760
19	LA. E SHORE BLVD W OPP 2155 (CHRISTIES) (1)	0	5	0	81	2	3065
20	LA. E SHORE BLVD W AT BROO. ERS LANE	0	K	0	87	2	3460
21	LA. E SHORE BLVD W AT MARINE PARADE DR E	0	5	0	K3	2	3865
22	LA. E SHORE BLVD W AT PALACE PIER	0	1	0	K4	2	3K60
23	LA. E SHORE BLVD W AT WINDERMERE	0	2	0	K8	2	3760
24	LA. E SHORE BLVD W AT ELLIS	0	1	0	KK	2	3765
25	LA. E SHORE BLVD W AT COLBORNE LODGE DR	0	0	0	KK	2	3765
28	FLEET AT BATHURST ST (1)	0	0	4	K3	2	3865
2K	BATHURST ST AT . ING ST W (1)	0	0	4	89	2	3465
27	ADELAIDE ST W AT SPADINA AVE	0	0	8	83	2	3165
29	ADELAIDE ST W AT PETER	0	0	5	57	2	2960
30	ADELAIDE ST W AT JOHN	0	0	3	55	2	2K65
31	ADELAIDE ST W AT SIMCOE	0	0	8	49	2	2465
32	ADELAIDE ST W AT UNIVERSITY	0	0	13	38	2	1760
33	ADELAIDE ST W AT BAY ST	0	0	20	18	2	760
34	ADELAIDE ST E AT YONGE ST	0	0	K	9	2	465
35	ADELAIDE ST E AT CHURCH	0	0	4	5	2	265
38	RICHMOND ST E AT JARVIS	0	0	2	3	2	165
3K	RICHMOND ST E AT CHURCH	0	0	0	3	2	165
37	RICHMOND ST W AT YONGE ST	0	0	0	3	2	165
39	RICHMOND ST W AT BAY ST	0	0	0	3	2	165
40	RICHMOND ST W AT YOR. ST	0	0	0	3	2	165
41	RICHMOND ST W AT SIMCOE	0	0	0	3	2	165
42	RICHMOND ST W AT JOHN	0	0	0	3	2	165
43	RICHMOND ST W AT SPADINA AVE	0	0	0	3	2	165
TOTALS FOR PERIOD 1: 07:13		0	KK	K4	1213	K8	1860

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 145 DOWNTOWN/HUMBER BAY EXPRESS
ROUTING CODE(S): A0, B0,
COUNT: 3333 ON 2017-SEP-04:**M-F** (FROM 07:13 TO 18:33)
STOP CARD: 18 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS:

EB CONTROL POINT: 43 RICHMOND ST W AT SPADINA AVE

TORONTO TRANSIT COMMISSION

EASTBOUND PERIOD 1: 07:13

PERIOD RIDING INDEX	=	1860 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	1567 STOPS
AVERAGE ONS/VEHICLE-STOP	=	160
AVERAGE ONS/TRIP	=	3765

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 145 DOWNTOWN/HUMBER BAY EXPRESS
ROUTING CODE(S): A0, B0,
COUNT: 3333 ON 2017-SEP-04:**M-F** (FROM 07:13 TO 18:33)
STOP CARD: 18 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS:

EB CONTROL POINT: 43 RICHMOND ST W AT SPADINA AVE

TORONTO TRANSIT COMMISSION

EASTBOUND PERIOD 2: 18:05

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM6	VEHICLES	AVG6LOAD
29	ADELAIDE ST W AT PETER	0	0	0	0	2	0.0
30	ADELAIDE ST W AT JOHN	0	0	0	0	2	0.0
31	ADELAIDE ST W AT SIMCOE	0	2	0	2	2	1.0
32	ADELAIDE ST W AT UNIVERSITY	0	2	0	4	2	2.0
33	ADELAIDE ST W AT BAY ST	0	2	0	8	2	3.0
34	ADELAIDE ST E AT YONGE ST	0	1	0	K	2	3.5
35	ADELAIDE ST E AT CHURCH	0	0	0	K	2	3.5
38	RICHMOND ST E AT JARVIS	0	1	0	7	2	4.0
3K	RICHMOND ST E AT CHURCH	0	1	0	9	2	4.5
37	RICHMOND ST W AT YONGE ST	0	2	0	11	2	5.5
39	RICHMOND ST W AT BAY ST	0	3	0	14	2	K.0
40	RICHMOND ST W AT YOR. ST	0	1	0	15	2	K.5
41	RICHMOND ST W AT SIMCOE	0	2	0	1K	2	7.5
42	RICHMOND ST W AT JOHN	0	2	0	19	2	9.5
43	RICHMOND ST W AT SPADINA AVE	0	0	0	19	2	9.5
TOTALS FOR PERIOD 2: 18:05		0	19	0	137	30	4.6

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 145 DOWNTOWN/HUMBER BAY EXPRESS
ROUTING CODE(S): A0, B0,
COUNT: 3333 ON 2017-SEP-04:**M-F** (FROM 07:13 TO 18:33)
STOP CARD: 18 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS:

EB CONTROL POINT: 43 RICHMOND ST W AT SPADINA AVE

TORONTO TRANSIT COMMISSION

EASTBOUND PERIOD 2: 18:05

PERIOD RIDING INDEX	=	4.6 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	K.3 STOPS
AVERAGE ONS/VEHICLE-STOP	=	0.6
AVERAGE ONS/TRIP	=	9.5

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 145 DOWNTOWN/HUMBER BAY EXPRESS
ROUTING CODE(S): A0,
COUNT: 3333 ON 2018-SEP-04:**M-F** (FROM 07:01 TO 16:59)
STOP CARD: 16 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS:

TORONTO TRANSIT COMMISSION

WB CONTROL POINT: 1 RICHMOND ST W AT SPADINA AVE

WESTBOUND PERIOD 1: 07:01

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	RICHMOND ST W AT SPADINA AVE	1	0	0	1	2	0.5
2	BATHURST ST AT KING ST W (1)	0	0	0	1	2	0.5
3	BATHURST ST AT FLEET (1)	0	1	0	2	2	1.0
4	LAKE SHORE BLVD W AT COLBORNE LODGE DR	0	0	0	2	2	1.0
5	LAKE SHORE BLVD W AT ELLIS	0	0	0	2	2	1.0
6	LAKE SHORE BLVD W AT WINDERMERE	0	0	0	2	2	1.0
9	LAKE SHORE BLVD W AT PARK LAWN (1)	0	0	1	1	2	0.5
10	LAKE SHORE BLVD W AT LEGION RD (1)	0	0	0	1	2	0.5
11	LAKE SHORE BLVD W AT LOUISA (1)	0	0	0	1	2	0.5
12	LAKE SHORE BLVD W AT BURLINGTON	0	0	0	1	2	0.5
13	LAKE SHORE BLVD W AT SUPERIOR	0	0	0	1	2	0.5
14	LAKE SHORE BLVD W AT MIMICO	0	0	0	1	2	0.5
15	MIMICO AT WHEATFIELD	0	0	0	1	2	0.5
16	MIMICO AT ROYAL YORK RD (1)	0	1	0	2	2	1.0
17	ROYAL YORK RD AT HILLSIDE	0	0	0	2	2	1.0
18	ROYAL YORK RD AT SYMONS	0	0	0	2	2	1.0
19	ROYAL YORK RD AT DARTMOUTH	0	0	0	2	2	1.0
22	ROYAL YORK RD AT ALBANI	0	0	2	0	2	0.0
TOTALS FOR PERIOD 1: 07:01		1	2	3	25	36	0.7

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 145 DOWNTOWN/HUMBER BAY EXPRESS
ROUTING CODE(S): A0,
COUNT: 3333 ON 2018-SEP-04:**M-F** (FROM 07:01 TO 16:59)
STOP CARD: 16 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS:

TORONTO TRANSIT COMMISSION

WB CONTROL POINT: 1 RICHMOND ST W AT SPADINA AVE

WESTBOUND PERIOD 1: 07:01

PERIOD RIDING INDEX	=	0.7 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	12.5 STOPS
AVERAGE ONS/VEHICLE-STOP	=	0.1
AVERAGE ONS/TRIP	=	1.0

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 145 DOWNTOWN/HUMBER BAY EXPRESS
ROUTING CODE(S): A0,
COUNT: 3333 ON 2018-SEP-04:**M-F** (FROM 07:01 TO 16:59)
STOP CARD: 16 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS:

TORONTO TRANSIT COMMISSION

WB CONTROL POINT: 1 RICHMOND ST W AT SPADINA AVE

WESTBOUND PERIOD 2: 16:08

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	RICHMOND ST W AT SPADINA AVE	20	7	0	27	3	9.0
2	BATHURST ST AT KING ST W (1)	0	6	0	33	3	11.0
3	BATHURST ST AT FLEET (1)	0	0	1	32	3	10.7
4	LAKE SHORE BLVD W AT COLBORNE LODGE DR	0	0	0	32	3	10.7
5	LAKE SHORE BLVD W AT ELLIS	0	0	0	32	3	10.7
6	LAKE SHORE BLVD W AT WINDERMERE	0	0	0	32	3	10.7
9	LAKE SHORE BLVD W AT PARK LAWN (1)	0	0	14	18	3	6.0
10	LAKE SHORE BLVD W AT LEGION RD (1)	0	0	10	8	3	2.7
11	LAKE SHORE BLVD W AT LOUISA (1)	0	0	1	7	3	2.3
12	LAKE SHORE BLVD W AT BURLINGTON	0	0	1	6	3	2.0
13	LAKE SHORE BLVD W AT SUPERIOR	0	0	1	5	3	1.7
14	LAKE SHORE BLVD W AT MIMICO	0	0	1	4	3	1.3
15	MIMICO AT WHEATFIELD	0	0	0	4	3	1.3
16	MIMICO AT ROYAL YORK RD (1)	0	0	0	4	3	1.3
17	ROYAL YORK RD AT HILLSIDE	0	0	0	4	3	1.3
18	ROYAL YORK RD AT SYMONS	0	0	1	3	3	1.0
19	ROYAL YORK RD AT DARTMOUTH	0	0	0	3	3	1.0
22	ROYAL YORK RD AT ALBANI	0	0	3	0	3	0.0
TOTALS FOR PERIOD 2: 16:08		20	13	33	254	54	4.7

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 145 DOWNTOWN/HUMBER BAY EXPRESS
ROUTING CODE(S): A0,
COUNT: 3333 ON 2018-SEP-04:**M-F** (FROM 07:01 TO 16:59)
STOP CARD: 16 COUNT COVERAGE/METHOD: **FULL(1X)/APC**
STOPS: 1 TO 299
COMMENTS:

TORONTO TRANSIT COMMISSION

WB CONTROL POINT: 1 RICHMOND ST W AT SPADINA AVE

WESTBOUND PERIOD 2: 16:08

PERIOD RIDING INDEX	=	4.7 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	19.5 STOPS
AVERAGE ONS/VEHICLE-STOP	=	0.2
AVERAGE ONS/TRIP	=	4.3

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Rrt ns: TRWM- GD (22p
ersiom0: 22p

ROUTE: 145 DWDWO / O
ROUTW/ NOGERM: - 2)
NOUHT: , 1, , OH p217(HOe(p, :**M-F** F9ROD 2X:, F TO 13:F1I
MTOY NSRG: 1 NOUHT NOeERS/ E6DETL OG: **FULL(2X)/APC**
MTOYM: 1 TO p33
NODDEHTM:

EB NOHTROA YOWT: X AOOY PASCEML OREI ST YSRC ASV H

TORONTO TRANSIT COMMISSION

ESMTBOUHG YERWDG 1: 22:22 TO 27:X3

ROUTE MTOY	AONSTWDH	MTSRT	OHM	O99M	SNNUD8	eELWAEM	Se/ 8AOSG
1	HEV NSMTAE ST V WHGMOR	2	5	2	5	4	283
p	AE/ WDH RG ST D SHWTOBS	2	5	2	1p	4	184
,	YSRC ASV H ST 44	2	p	2	1F	4	p82
F	YSRC ASV H ST ASCE ML ORE BAeG V	2	,	12	4	4	182
X	AOOY PASCEML OREI ST YSRC ASV H	2	2	4	2	4	282
TOTSAM 9OR YERWDG 1: 22:22 TO 27:X3		2	14	14	,3	,X	18I

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Rrt ns: TRWM- GD (22p
ersiom0: 22p

ROUTE: 145 DWDWO / O
ROUTW/ NOGERM: - 2)
NOUHT: , 1, , OH p217(HOe(p, :**M-F** F9ROD 2X:, F TO 13:F1I
MTOY NSRG: 1 NOUHT NOeERS/ E6DETL OG: **FULL(2X)/APC**
MTOYM: 1 TO p33
NODDEHTM:

EB NOHTROA YOWT: X AOOY PASCEML OREI ST YSRC ASV H

TORONTO TRANSIT COMMISSION

ESMTBOUHG YERWDG 1: 22:22 TO 27:X3

YERWDG RWGWW/ WHGEK	u	18I	PSeERS/ E ONNUYSHN=I	
SeERS/ E TRW AEH/ TL	u	p8	MTOYM	
SeERS/ E OHMGeELWAE(MTOY	u	28X		
SeERS/ E OHM6TRW	u	p8F		

GSTE RUH: T. r) p213(24(p, TWDE RUH:11:F7:, 4 SD YS/ E: p O9 15

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Rrt ns: TRWM- GD (22p
ersiom0: 22p

ROUTE: 145 DWDWO / O
ROUTW/ NOGERM: - 2)
NOUHT: , 1, , OH p217(HOe(p, :**M-F** F9ROD 2X:, F TO 13:F1I
MTOY NSRG: 1 NOUHT NOeERS/ E6DETL OG: **FULL(2X)/APC**
MTOYM: 1 TO p33
NODDEHTM:

EB NOHTROA YOWT: X AOOY PASCEML OREI ST YSRC ASV H

TORONTO TRANSIT COMMISSION

ESMTBOUHG YERWDG p: 23:22 TO 1F:X3

ROUTE MTOY	AONSTWDH	MTSRT	OHM	O99M	SNNUD8	eELWAEM	Se/ 8AOSG
1	HEV NSMTAE ST V WGMOR	2	2	2	2	1	282
p	AE/ WDH RG ST DSHWTOBS	2	1	2	1	1	182
,	YSRC ASV H ST 44	2	2	2	1	1	182
F	YSRC ASV H ST ASCE ML ORE BAeG V	2	2	2	1	1	182
X	AOOY PASCEML OREI ST YSRC ASV H	2	2	1	2	1	282
TOTSAM	9OR YERWDG p: 23:22 TO 1F:X3	2	1	1	,	X	285

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Rrt ns: TRWM- GD (22p
ersiom0: 22p

ROUTE: 145 DWDWO / O
ROUTW/ NOGERM: - 2)
NOUHT: , 1, , OH p217(HOe(p, :**M-F** F9ROD 2X:, F TO 13:F1I
MTOY NSRG: 1 NOUHT NOeERS/ E6DETL OG: **FULL(2X)/APC**
MTOYM: 1 TO p33
NODDEHTM:

EB NOHTROA YOWT: X AOOY PASCEML OREI ST YSRC ASV H

TORONTO TRANSIT COMMISSION

ESMTBOUHG YERWDG p: 23:22 TO 1F:X3

YERWDG RWGWW/ WHGEK	u	285	RSeERS/ E ONNUYSHN=I	
SeERS/ E TRWY AEH/ TL	u	, 82	MTOYM	
SeERS/ E OHMGeELWAE(MTOY	u	28p		
SeERS/ E OHM3TRWY	u	182		

GSTE RUH: T. r) p213(24(p, TWDE RUH:11:F7:, 4 SD YS/ E: F O9 15

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Rrt ns: TRWM- GD (22p
ersiom0: 22p

ROUTE: 145 DWDWO / O
ROUTW/ NOGERM: - 2)
NOUHT: , 1, , OH p217(HOe(p, :**M-F** F9ROD 2X:, F TO 13:F1I
MTOY NSRG: 1 NOUHT NOeERS/ E6DETLOG: **FULL(2X)/APC**
MTOYM: 1 TO p33
NODDEHTM:

EB NOHTROA YOWT: X AOOY PASCEML OREI ST YSRC ASV H

TORONTO TRANSIT COMMISSION

ESMTBOUHG YERWDG , : 1X:22 TO 17:X3

ROUTE MTOY	AONSTWDH	MTSRT	OHM	O99M	SNNUD8	eELWAEM	Se/ 8AOSG
1	HEV NSMTAE ST V WGMOR	2	F7	2	F7	7	582
p	AE/ WDH RG ST DSHWTOBS	2	1	1p	. 4	7	F85
,	YSRC ASV H ST 44	2	2	1F	p,	7	p83
F	YSRC ASV H ST ASCE ML ORE BAeG V	2	2	17	X	7	285
X	AOOY PASCEML OREI ST YSRC ASV H	2	2	X	2	7	282
TOTSAM	9OR YERWDG , : 1X:22 TO 17:X3	2	F3	F3	11,	F2	p87

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Rrt ns: TRWM- GD (22p
ersiom0: 22p

ROUTE: 145 DWDWO / O
ROUTW/ NOGERM: - 2)
NOUHT: , 1, , OH p217(HOe(p, :**M-F** F9ROD 2X:, F TO 13:F1I
MTOY NSRG: 1 NOUHT NOeERS/ E6DETLOG: **FULL(2X)/APC**
MTOYM: 1 TO p33
NODDEHTM:

EB NOHTROA YOWT: X AOOY PASCEML OREI ST YSRC ASV H

TORONTO TRANSIT COMMISSION

ESMTBOUHG YERWDG , : 1X:22 TO 17:X3

YERWDG RWGWW/ WHGEK	u	p87	RSeERS/ E ONNUYSHN=I	
SeERS/ E TRWY AEH/ TL	u	p8	MTOYM	
SeERS/ E OHMGeELWAE(MTOY	u	18p		
SeERS/ E OHM6TRWY	u	581		

GSTE RUH: T. r) p213(24(p, TWDE RUH:11:F7:, 4 SD YS/ E: 5 O9 15

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Rrt ns: TRWM- GD (22p
ersiom0: 22p

ROUTE: 145 DWDWO / O
ROUTW/ NOGERM: - 2)
NOUHT: , 1, , OH p217(HOe(p, :**M-F** F9ROD 2X:, F TO 13:F1I
MTOY NSRG: 1 NOUHT NOeERS/ E6DETL OG: **FULL(2X)/APC**
MTOYM: 1 TO p33
NODDEHTM:



EB NOHTROA YOWT: X AOOY PASCEML OREI ST YSRC ASV H

TORONTO TRANSIT COMMISSION

ESMTBOUHG YERWDG F: 13:22 TO p1:X3

ROUTE MTOY	AONSTWDH	MTSRT	OHM	O99M	SNNUD8	eELWAEM	Se/ 8AOSG
1	HEV NSMTAE ST V WGMOR	2	4	2	4	p	, 8X
p	AE/ WDH RG ST DSHWTOBS	2	2	p	X	p	p8X
,	YSRC ASV H ST 44	2	2	F	1	p	28X
F	YSRC ASV H ST ASCE ML ORE BAeG V	2	2	1	2	p	282
X	AOOY PASCEML OREI ST YSRC ASV H	2	2	2	2	p	282
TOTSAM	9OR YERWDG F: 13:22 TO p1:X3	2	4	4	1,	12	18

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Rrt ns: TRWM- GD (22p
ersiom0: 22p

ROUTE: 145 DWDWO / O
ROUTW/ NOGERM: - 2)
NOUHT: , 1, , OH p217(HOe(p, :**M-F** F9ROD 2X:, F TO 13:F1I
MTOY NSRG: 1 NOUHT NOeERS/ E6DETL OG: **FULL(2X)/APC**
MTOYM: 1 TO p33
NODDEHTM:

EB NOHTROA YOWT: X AOOY PASCEML OREI ST YSRC ASV H

TORONTO TRANSIT COMMISSION

ESMTBOUHG YERWDG F: 13:22 TO p1:X3

YERWDG RWGWW/ WHGEK	u	18	PSeERS/ E ONNUYSHN=I	
SeERS/ E TRW AEH/ TL	u	188	MTOYM	
SeERS/ E OHMGeELWAE(MTOY	u	284		
SeERS/ E OHM6TRW	u	, 8X		

GSTE RUH: T. r) p213(24(p, TWDE RUH:11:F7:, 4 SD YS/ E: 7 O9 15

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Rrt ns: TRWM- GD (22p
ersiom0: 22p

ROUTE: 145 DWDWO / O
ROUTW/ NOGEPM: - 2)
NOUHT: , 1, , OH p217(HOe(p, :**M-F** F9ROD 2X:, X TO 13:FXI
MTOY NSRG: 1 NOUHT NOeERS/ E6D ETL OG: **FULL(2X)/APC**
MTOYM: 1 TO p33
NODDEHTM:

V B NOHTROA YOWHT: 1 AOOY PASCEML OREI ST YSRC ASV H

TORONTO TRANSIT COMMISSION

V EMTBOUHG YERWDG 1: 22:22 TO 27:X3

ROUTE MTOY	AONSTWDH	MTSRT	OHM	O99M	SNNUD8	eELWAEM	Se/ 8AOSG
1	AOOY PASCEML OREI ST YSRC ASV H	2	pp	2	pp	4	, 8I
p	ASCE ML ORE BAeG V ST YSRC ASV H PII	2	,	2	pX	4	, 65
,	ASCE ML ORE BAeG V ST AE/ WDH RG PII	2	3	2	, F	4	F83
F	ASCE ML ORE BAeG V ST AOUWS PII	2	p	2	, 5	4	X8I
X	ASCE ML ORE BAeG V ST BURAW/ TOH	2	p	2	, 7	4	X8F
5	ASCE ML ORE BAeG V ST MUYERWDR	2	2	2	, 7	4	X8F
4	ASCE ML ORE BAeG V ST DWDWO	2	2	2	, 7	4	X8F
7	DWDWO ST ASCE ML ORE BAeG V	2	1	1	, 7	4	X8F
3	DWDWO ST V LEST9WEAG	2	2	2	, 7	4	X8F
12	DWDWO ST RO=SA=ORC RG PII	2	1	,	, 5	4	X8I
11	RO=SA=ORC RG ST NSeEAA	2	2	1	, X	4	X82
1p	RO=SA=ORC RG ST HEV NSMTAE	2	2	p	, ,	4	F8I
1,	HEV NSMTAE ST V WHGMOR	2	2	, ,	2	4	282
TOTSAM 9OR YERWDG 1: 22:22 TO 27:X3		2	F2	F2	F11	31	F8X

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Rrt ns: TRWM- GD (22p
ersiom0: 22p

ROUTE: 145 DWDWO / O
ROUTW/ NOGEPM: - 2)
NOUHT: , 1, , OH p217(HOe(p, :**M-F** F9ROD 2X:, X TO 13:FXI
MTOY NSRG: 1 NOUHT NOeERS/ E6D ETL OG: **FULL(2X)/APC**
MTOYM: 1 TO p33
NODDEHTM:

V B NOHTROA YOWHT: 1 AOOY PASCEML OREI ST YSRC ASV H

TORONTO TRANSIT COMMISSION

V EMTBOUHG YERWDG 1: 22:22 TO 27:X3

YERWDG RWGWW/ WHGEK	u	F8X	PSeERS/ E ONNUYSHN=I	
SeERS/ E TRW AEH/ TL	u	128	MTOYM	
SeERS/ E OHMGeELWAE(MTOY	u	28F		
SeERS/ E OHM6TRW	u	X84		

GSTE RUH: T. r) p213(24(p, TWDE RUH:11:F7:, 4 SD YS/ E: 12 O9 15

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Rrt ns: TRWM- GD (22p
ersiom0: 22p

ROUTE: 145 DWDWO / O
ROUTW/ NOGERM: - 2)
NOUHT: , 1, , OH p217(HOe(p, :**M-F** F9ROD 2X:, X TO 13:FXl
MTOY NSRG: 1 NOUHT NOeERS/ E6D ETL OG: **FULL(2X)/APC**
MTOYM: 1 TO p33
NODDEHTM:

V B NOHTROA YOWHT: 1 AOOY PASCEML OREI ST YSRC ASV H

TORONTO TRANSIT COMMISSION

V EMTBOUHG YERWOG p: 23:22 TO 1F:X3

ROUTE MTOY	AONSTWOH	MTSRT	OHM	O99M	SNNUD8	eELWAEM	Se/ 8AOSG
1	AOOY PASCEML OREI ST YSRC ASV H	2	1	2	1	1	182
p	ASCE ML ORE BAeG V ST YSRC ASV H PTI	2	2	2	1	1	182
,	ASCE ML ORE BAeG V ST AE/ WOH RG PTI	2	1	2	p	1	p82
F	ASCE ML ORE BAeG V ST AOUWS PTI	2	2	2	p	1	p82
X	ASCE ML ORE BAeG V ST BURAW/ TOH	2	2	2	p	1	p82
5	ASCE ML ORE BAeG V ST MUYERWOR	2	2	2	p	1	p82
4	ASCE ML ORE BAeG V ST DWDWO	2	2	2	p	1	p82
7	DWDWO ST ASCE ML ORE BAeG V	2	2	2	p	1	p82
3	DWDWO ST V L EST9WEAG	2	2	2	p	1	p82
12	DWDWO ST RO=SA=ORC RG PTI	2	2	1	1	1	182
11	RO=SA=ORC RG ST NSeEAA	2	2	2	1	1	182
1p	RO=SA=ORC RG ST HEV NSMTAE	2	2	2	1	1	182
1,	HEV NSMTAE ST V WGMOR	2	2	1	2	1	282
TOTSAM	9OR YERWOG p: 23:22 TO 1F:X3	2	p	p	13	1,	18X

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Rrt ns: TRWM- GD (22p
ersiom0: 22p

ROUTE: 145 DWDWO / O
ROUTW/ NOGERM: - 2)
NOUHT: , 1, , OH p217(HOe(p, :**M-F** F9ROD 2X:, X TO 13:FXl
MTOY NSRG: 1 NOUHT NOeERS/ E6D ETL OG: **FULL(2X)/APC**
MTOYM: 1 TO p33
NODDEHTM:

V B NOHTROA YOWHT: 1 AOOY PASCEML OREI ST YSRC ASV H

TORONTO TRANSIT COMMISSION

V EMTBOUHG YERWOG p: 23:22 TO 1F:X3

YERWOG RWGWW/ WHGEK	u	18X	PSeERS/ E ONNUYSHN=I
SeERS/ E TRW AEH/ TL	u	38X	MTOYM
SeERS/ E OHMGeELWAE(MTOY	u	28p	
SeERS/ E OHM6TRW	u	p82	

GSTE RUH: T. r) p213(24(p, TWDE RUH:11:F7:, 4 SD YS/ E: 1p O9 15

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Rrt ns: TRWM- GD (22p
ersiom0: 22p

ROUTE: 145 DWDWO / O
ROUTWH/ NOGERM: - 2)
NOUHT: , 1, , OH p217(HOe(p, :**M-F** F9ROD 2X:, X TO 13:FXI
MTOY NSRG: 1 NOUHT NOeERS/ E6D ETL OG: **FULL(2X)/APC**
MTOYM: 1 TO p33
NODDEHTM:

V B NOHTROA YOWHT: 1 AOOY PASCEML OREI ST YSRC ASV H

TORONTO TRANSIT COMMISSION

V EMTBOUHG YERWDG , : 1X:22 TO 17:X3

ROUTE MTOY	AONSTWDH	MTSRT	OHM	O99M	SNNUD8	eELWAEM	Se/ 8AOSG
1	AOOY PASCEML OREI ST YSRC ASV H	2	7	2	7	7	182
p	ASCE ML ORE BAeG V ST YSRC ASV H PTI	2	2	2	7	7	182
,	ASCE ML ORE BAeG V ST AE/ WDH RG PTI	2	2	1	4	7	283
F	ASCE ML ORE BAeG V ST AOUWS PTI	2	2	2	4	7	283
X	ASCE ML ORE BAeG V ST BURAWH/ TOH	2	2	2	4	7	283
5	ASCE ML ORE BAeG V ST MUYERWDR	2	2	2	4	7	283
4	ASCE ML ORE BAeG V ST DWDWO	2	2	2	4	7	283
7	DWDWO ST ASCE ML ORE BAeG V	2	X	1	11	7	16F
3	DWDWO ST V LEST9WEAG	2	1	2	1p	7	18X
12	DWDWO ST RO=SA=ORC RG PTI	2	p	1	1,	7	165
11	RO=SA=ORC RG ST NSeEAA	2	2	1	1p	7	18X
1p	RO=SA=ORC RG ST HEV NSMTAE	2	1	F	3	7	181
1,	HEV NSMTAE ST V WHGMOR	2	2	3	2	7	282
TOTSAM	9OR YERWDG , : 1X:22 TO 17:X3	2	14	14	127	12F	182

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Rrt ns: TRWM- GD (22p
ersiom0: 22p

ROUTE: 145 DWDWO / O
ROUTWH/ NOGERM: - 2)
NOUHT: , 1, , OH p217(HOe(p, :**M-F** F9ROD 2X:, X TO 13:FXI
MTOY NSRG: 1 NOUHT NOeERS/ E6D ETL OG: **FULL(2X)/APC**
MTOYM: 1 TO p33
NODDEHTM:

V B NOHTROA YOWHT: 1 AOOY PASCEML OREI ST YSRC ASV H

TORONTO TRANSIT COMMISSION

V EMTBOUHG YERWDG , : 1X:22 TO 17:X3

YERWDG RWGWH/ WHGEK	u	182	PSeERS/ E ONNUYSHN=I	
SeERS/ E TRW AEH/ TL	u	58F	MTOYM	
SeERS/ E OHMGeEL WAE(MTOY	u	28p		
SeERS/ E OHM6TRW	u	p8I		

GSTE RUH: T. r) p213(24(p, TWDE RUH:11:F7:, 4 SD YS/ E: 1F O9 15

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Rrt ns: TRWM- GD (22p
ersiom0: 22p

ROUTE: 145 DWDWO / O
ROUTW/ NOGERM: - 2)
NOUHT: , 1, , OH p217(HOe(p, :**M-F** F9ROD 2X:, X TO 13:FXl
MTOY NSRG: 1 NOUHT NOeERS/ E6DETL OG: **FULL(2X)/APC**
MTOYM: 1 TO p33
NODDEHTM:

V B NOHTROA YOW: 1 AOOY PASCEML OREI ST YSRC ASV H

TORONTO TRANSIT COMMISSION

V EMTBOUHG YERWDG F: 13:22 TO p1:X3

ROUTE MTOY	AONSTWDH	MTSRT	OHM	O99M	SNNUD8	eELWAEM	Se/ 8AOSG
1	AOOY PASCEML OREI ST YSRC ASV H	2	1	2	1	p	28X
p	ASCE ML ORE BAeG V ST YSRC ASV H PI	2	2	2	1	p	28X
,	ASCE ML ORE BAeG V ST AE/ WDH RG PI	2	2	1	2	p	282
F	ASCE ML ORE BAeG V ST AOUWS PI	2	2	2	2	p	282
X	ASCE ML ORE BAeG V ST BURAW/ TOH	2	2	2	2	p	282
5	ASCE ML ORE BAeG V ST MUYERWDR	2	2	2	2	p	282
4	ASCE ML ORE BAeG V ST DWDWO	2	2	2	2	p	282
7	DWDWO ST ASCE ML ORE BAeG V	2	1	2	1	p	28X
3	DWDWO ST V LEST9WEAG	2	2	2	1	p	28X
12	DWDWO ST RO=SA=ORC RG PI	2	2	2	1	p	28X
11	RO=SA=ORC RG ST NSeEAA	2	2	2	1	p	28X
1p	RO=SA=ORC RG ST HEV NSMTAE	2	1	1	1	p	28X
1,	HEV NSMTAE ST V WGMOR	2	2	1	2	1	282
TOTSAM	9OR YERWDG F: 13:22 TO p1:X3	2	,	,	4	pX	28

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Rrt ns: TRWM- GD (22p
ersiom0: 22p

ROUTE: 145 DWDWO / O
ROUTW/ NOGERM: - 2)
NOUHT: , 1, , OH p217(HOe(p, :**M-F** F9ROD 2X:, X TO 13:FXl
MTOY NSRG: 1 NOUHT NOeERS/ E6DETL OG: **FULL(2X)/APC**
MTOYM: 1 TO p33
NODDEHTM:

V B NOHTROA YOW: 1 AOOY PASCEML OREI ST YSRC ASV H

TORONTO TRANSIT COMMISSION

V EMTBOUHG YERWDG F: 13:22 TO p1:X3

YERWDG RWGW/ WHGEK	u	28	PSeERS/ E ONNUYSHN=I	
SeERS/ E TRW AEH/ TL	u	p8	MTOYM	
SeERS/ E OHMGeELWAE(MTOY	u	28l		
SeERS/ E OHM6TRW	u	18X		

GSTE RUH: T. r) p213(24(p, TWDE RUH:11:F7:, 4 SD YS/ E: 15 O9 15

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Rr t ns: TRWM- GD (22p
er si on0: 22p

ROUTE: 145 DWDWO / O
ROUTW/ NOGERM: - 2)
NOUHT: , 1, , OH p217(HOe(p, :**M-F** F9ROD 24:F2 TO 17:12I
MTOY NSRG: 1 NOUHT NOeERS/ E6D ETL OG: **FULL(2X)/APC**
MTOYM: 1 TO p33
NODDEHTM:

EB NOHTROA YOWT: X AOOY PASCEML OREI ST YSRC ASV H

TORONTO TRANSIT COMMISSION

ESMTBOUHG YERWDG 1: 24:F2

ROUTE MTOY	AONSTWDH	MTSRT	OHM	O99M	SNNUD8	eEL WAEM	Se/ 8AOSG
1	HEV NSMTAE ST V WHGMOR	2	1	2	1	p	28X
p	AE/ WDH RG ST D SHWTOBS	2	5	2	4	p	, 8X
,	YSRC ASV H ST 44	2	1	2	7	p	F82
F	YSRC ASV H ST ASCE ML ORE BAeG V	2	p	7	p	p	182
X	AOOY PASCEML OREI ST YSRC ASV H	2	2	p	2	p	282
TOTSAM9OR YERWDG 1: 24:F2		2	12	12	17	12	187

GSTE RUH: T. r) p213(24(p, TWDE RUH:11:XX:, F SD YS/ E: 1 O9 F

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Rr t ns: TRWM- GD (22p
er si on0: 22p

ROUTE: 145 DWDWO / O
ROUTW/ NOGERM: - 2)
NOUHT: , 1, , OH p217(HOe(p, :**M-F** F9ROD 24:F2 TO 17:12I
MTOY NSRG: 1 NOUHT NOeERS/ E6D ETL OG: **FULL(2X)/APC**
MTOYM: 1 TO p33
NODDEHTM:

EB NOHTROA YOWT: X AOOY PASCEML OREI ST YSRC ASV H

TORONTO TRANSIT COMMISSION

ESMTBOUHG YERWDG 1: 24:F2

YERWDG RWGWW/ WHGEK	u	187	PSeERS/ E ONNUYSHN=I
SeERS/ E TRWAEH/ TL	u	187	MTOYM
SeERS/ E OHM6eEL WAE(MTOY	u	182	
SeERS/ E OHM5TRW	u	X82	

GSTE RUH: T. r) p213(24(p, TWDE RUH:11:XX:, F SD YS/ E: p O9 F

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Rr t ns: TRWM- GD (22p
er si on0: 22p

ROUTE: 145 DWDWO / O
ROUTW/ NOGERM: - 2)
NOUHT: , 1, , OH p217(HOe(p, :**M-F** F9ROD 24:F2 TO 17:12I
MTOY NSRG: 1 NOUHT NOeERS/ E6D ETL OG: **FULL(2X)/APC**
MTOYM: 1 TO p33
NODDEHTM:

EB NOHTROA YOWT: X AOOY PASCEML OREI ST YSRC ASV H

TORONTO TRANSIT COMMISSION

ESMTBOUHG YERWDG p: 14:F1

ROUTE MTOY	AONSTWDH	MTSRT	OHM	O99M	SNNUD8	eEL WAEM	Se/ 8AOSG
1	HEV NSMTAE ST V WMGMOR	2	pF	2	pF	p	1p82
p	AE/ WDH RG ST D SHWTOBS	2	2	F	p2	p	128 2
,	YSRC ASV H ST 44	2	2	3	11	p	X8X
F	YSRC ASV H ST ASCE ML ORE BAeG V	2	2	3	p	p	18 2
X	AOOY PASCEML OREI ST YSRC ASV H	2	2	p	2	p	28 2
TOTSAM9OR YERWDG p: 14:F1		2	pF	pF	X4	12	X8+

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Rr t ns: TRWM- GD (22p
er si on0: 22p

ROUTE: 145 DWDWO / O
ROUTW/ NOGERM: - 2)
NOUHT: , 1, , OH p217(HOe(p, :**M-F** F9ROD 24:F2 TO 17:12I
MTOY NSRG: 1 NOUHT NOeERS/ E6D ETL OG: **FULL(2X)/APC**
MTOYM: 1 TO p33
NODDEHTM:

EB NOHTROA YOWT: X AOOY PASCEML OREI ST YSRC ASV H

TORONTO TRANSIT COMMISSION

ESMTBOUHG YERWDG p: 14:F1

YERWDG RWGWW/ WMGEK u X8+ PSeERS/ E ONNUYSHN=I
SeERS/ E TRWW AEH/ TL u p8F MTOYM
SeERS/ E OHM6eEL WAE(MTOY u p8F
SeERS/ E OHM6TRWW u 1p82

GSTE RUH: T. r) p213(24(p, TWDE RUH:11:XX:, F SD YS/ E: F O9 F

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRWXM_- D G002
Version: 002

ROUTE: 145 DWDWO / O
ROUTW/ NO- EPM: _0(
NOUHT:) 1)) OH 201FGHOVG2) :**M-F** P3ROD 04:92 TO 15:11I
MTOX NSR- : 1 NOUHT NOVERS/ E7DETL O- : **FULL(2X)/APC**
MTOXM: 1 TO 2, ,
NODDEHTM:



B A NOHTROY XOWHT: 1 YOOX PYSCEML OREI ST XSRC YSB H

TORONTO TRANSIT COMMISSION

B EMTAOUH- XERW0- 1: 04:92

ROUTE MTOX	YONSTW0H	MTSRT	OHM	O33M	SNNUD6	VELWNYEM	SV/ 6YOS-
1	YOOX PYSCEML OREI ST XSRC YSB H	0	5	0	5	)	260
2	YSCE ML ORE AYV- B ST XSRC YSB H PII	0	)	0	,	)	) 60
)	YSCE ML ORE AYV- B ST YE/ W0H R- PII	0	F	0	14	)	864
9	YSCE ML ORE AYV- B ST YOUWS PII	0	0	0	14	)	864
8	YSCE ML ORE AYV- B ST AURYW/ TOH	0	1	0	1F	)	560
5	YSCE ML ORE AYV- B ST MUXERW0R	0	0	0	1F	)	560
4	YSCE ML ORE AYV- B ST DW0WO	0	0	0	1F	)	560
F	DW0WO ST YSCE ML ORE AYV- B	0	0	0	1F	)	560
,	DW0WO ST B L EST3WEY-	0	0	0	1F	)	560
10	DW0WO ST RO. SY . ORC R- PII	0	1	)	15	)	86)
11	RO. SY . ORC R- ST NSVEYY	0	0	1	18	)	860
12	RO. SY . ORC R- ST HEB NSMTYE	0	0	2	1)	)	96)
1)	HEB NSMTYE ST B W- MOR	0	0	1)	0	)	060
TOTSYM3OR XERW0- 1: 04:92		0	1,	1,	1F)	),	964

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRWXM_- D G002
Version: 002

ROUTE: 145 DWDWO / O
ROUTW/ NO- EPM: _0(
NOUHT:) 1)) OH 201FGHOVG2) :**M-F** P3ROD 04:92 TO 15:11I
MTOX NSR- : 1 NOUHT NOVERS/ E7DETL O- : **FULL(2X)/APC**
MTOXM: 1 TO 2, ,
NODDEHTM:

B A NOHTROY XOWHT: 1 YOOX PYSCEML OREI ST XSRC YSB H

TORONTO TRANSIT COMMISSION

B EMTAOUH- XERW0- 1: 04:92

XERW0- RWWH/ WH- Eu	=	964	RSVERS/ E ONNUXSHN. I
SVERS/ E TRWX YEH/ TL	=	, 65	MTOXM
SVERS/ E OHM7VEL WNYEG	MTOX =	06	8
SVERS/ E OHM7TRWX	=	50	)

- STE RUH: TKe(201, G4G2) TW0E RUH: 1:02:) 2 XD XS/ E: 2 O3 9

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRWXM_- D G002
Version: 002

ROUTE: 145 DWDWO / O
ROUTWH/ NO- EPM: _0(
NOUHT:) 1)) OH 201FGHOVG2) :**M-F** P3ROD 04:92 TO 15:11I
MTOX NSR- : 1 NOUHT NOVERS/ E7DETL O- : **FULL(2X)/APC**
MTOXM: 1 TO 2, ,
NODDEHTM:

B A NOHTROY XOWHT: 1 YOOX PYSCEML OREI ST XSRC YSB H

TORONTO TRANSIT COMMISSION

B EMTAOUH- XERW0- 2: 18:18

ROUTE MTOX	YONSTW0H	MTSRT	OHM	O33M	SNNUD6	VEL WNYEM	SV/ 6YOS-
1	YOOX PYSCEML OREI ST XSRC YSB H	0	9	0	9	)	10
2	YSCE ML ORE AYV- B ST XSRC YSB H PII	0	0	0	9	)	10
)	YSCE ML ORE AYV- B ST YE/ W0H R- PII	0	0	0	9	)	10
9	YSCE ML ORE AYV- B ST YOUWS PII	0	0	0	9	)	10
8	YSCE ML ORE AYV- B ST AURYWH/ TOH	0	0	0	9	)	10
5	YSCE ML ORE AYV- B ST MUXERW0R	0	0	0	9	)	10
4	YSCE ML ORE AYV- B ST DW0WO	0	0	0	9	)	10
F	DW0WO ST YSCE ML ORE AYV- B	0	2	0	5	)	20
,	DW0WO ST B L EST3WEY-	0	1	0	4	)	20
10	DW0WO ST RO. SY . ORC R- PII	0	2	1	F	)	264
11	RO. SY . ORC R- ST NSVEYY	0	0	1	4	)	20
12	RO. SY . ORC R- ST HEB NSMTYE	0	1	9	9	)	10
1)	HEB NSMTYE ST B WH- MOR	0	0	9	0	)	00
TOTSYM3OR	XERW0- 2: 18:18	0	10	10	50	) ,	168

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRWXM_- D G002
Version: 002

ROUTE: 145 DWDWO / O
ROUTWH/ NO- EPM: _0(
NOUHT:) 1)) OH 201FGHOVG2) :**M-F** P3ROD 04:92 TO 15:11I
MTOX NSR- : 1 NOUHT NOVERS/ E7DETL O- : **FULL(2X)/APC**
MTOXM: 1 TO 2, ,
NODDEHTM:

B A NOHTROY XOWHT: 1 YOOX PYSCEML OREI ST XSRC YSB H

TORONTO TRANSIT COMMISSION

B EMTAOUH- XERW0- 2: 18:18

XERW0- RWWH/ WH- Eu = 168 PSVERS/ E ONNUXSHN. I
SVERS/ E TRWX YEH/ TL = 560 MTOXM
SVERS/ E OHM7VEL WNYEG MTOX = 00
SVERS/ E OHM7TRWX =) 0

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,
COUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:34 TO 25:34)
STOP CARD: 35 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: BUSES USED. FOR INTERNAL USE ONLY. 98% coverage. Code A: Long Branch-Neville Park; B: Parklawn-Neville Park. Some stops not tracked.

EB CONTROL POINT: 75 QUEEN ST W AT YONGE ST

TORONTO TRANSIT COMMISSION

EASTBOUND PERIOD 1: 00:00 TO 08:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	LOOP (LONG BRANCH) AT LAKE SHORE BLVD W	0	65	0	65	24	2.7
2	LAKE SHORE BLVD W AT 37TH	0	11	2	74	24	3.1
3	LAKE SHORE BLVD W AT LONG BRANCH	0	41	1	114	24	4.8
4	LAKE SHORE BLVD W AT 31ST	0	27	0	141	24	5.9
5	LAKE SHORE BLVD W AT 28TH	0	23	1	163	24	6.8
6	LAKE SHORE BLVD W AT 27TH	0	26	5	184	24	7.7
7	LAKE SHORE BLVD W AT 23RD	0	17	2	199	24	8.3
8	LAKE SHORE BLVD W AT KIPLING	0	20	81	138	24	5.8
9	LAKE SHORE BLVD W AT 15TH	0	7	1	144	24	6.0
10	LAKE SHORE BLVD W AT 13TH	0	25	3	166	24	6.9
11	LAKE SHORE BLVD W AT 10TH	0	28	7	187	24	7.8
12	LAKE SHORE BLVD W AT 7TH	0	29	7	209	24	8.7
13	LAKE SHORE BLVD W AT 5TH	0	20	4	225	24	9.4
14	LAKE SHORE BLVD W AT 3RD	0	21	2	244	24	10.2
15	LAKE SHORE BLVD W AT FIRST	0	25	8	261	24	10.9
16	LAKE SHORE BLVD W AT ROYAL YORK	0	23	3	281	24	11.7
17	LAKE SHORE BLVD W AT MILES	0	12	6	287	24	12.0
18	LAKE SHORE BLVD W AT NORRIS	0	32	10	309	24	12.9
19	LAKE SHORE BLVD W AT MIMICO	0	24	22	311	24	13.0
20	LAKE SHORE BLVD W AT SUPERIOR	0	35	8	338	24	14.1
21	LAKE SHORE BLVD W AT BURLINGTON	0	53	3	388	24	16.2
22	LAKE SHORE BLVD W AT LOUISA	0	29	3	414	24	17.3
23	LAKE SHORE BLVD W AT LEGION RD	0	49	2	461	24	19.2
24	LAKE SHORE BLVD W AT PARK LAWN	0	56	35	482	24	20.1
27	PARK LAWN AT LAKE SHORE BLVD W	0	27	0	27	26	1.0
28	PARK LAWN OPP 77	0	12	0	39	26	1.5
29	PARK LAWN AT GARDINER EXPRESSWAY EB RAMP	0	13	0	52	26	2.0
30	PARK LAWN AT GARDINER EXPRESSWAY WB RAMP	0	0	3	49	26	1.9
31	QUEENSWAY AT PARK LAWN	0	15	1	63	26	2.4
32	QUEENSWAY AT ALDGATE	0	0	0	63	26	2.4
33	QUEENSWAY AT STEPHEN	0	6	1	68	26	2.6
34	QUEENSWAY AT PLAZA (E OF STEPHEN)	0	7	5	70	26	2.7
35	QUEENSWAY AT SOUTH KINGSWAY	0	3	0	73	26	2.8
36	LAKE SHORE BLVD W OPP 2155 (CHRISTIES)	0	30	0	512	24	21.3
37	LAKE SHORE BLVD W AT 2095	0	59	10	561	24	23.4
38	LAKE SHORE BLVD W AT MARINE PARADE DR E	0	19	4	576	24	24.0
39	LAKE SHORE BLVD W AT PALACE PIER	0	4	0	580	24	24.2
40	QUEENSWAY AT WINDERMERE (1)	0	7	0	80	26	3.1
41	WINDERMERE AT QUEENSWAY	0	11	2	589	24	24.5
42	QUEENSWAY AT WINDERMERE (1)	0	133	5	797	50	15.9
43	QUEENSWAY AT ELLIS (1)	0	30	0	827	50	16.5
44	QUEENSWAY AT COLBORNE LODGE DR(1)	0	0	1	826	50	16.5

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,
COUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:34 TO 25:34)
STOP CARD: 35 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: BUSES USED. FOR INTERNAL USE ONLY. 98% coverage. Code A: Long Branch-Neville Park; B: Parklawn-Neville Park. Some stops not tracked.

EB CONTROL POINT: 75 QUEEN ST W AT YONGE ST

TORONTO TRANSIT COMMISSION

EASTBOUND PERIOD 1: 00:00 TO 08:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
45	QUEENSWAY AT GLENDALE	0	21	37	810	50	16.2
47	QUEENSWAY AT RONCESVALLES	0	84	204	690	50	13.8
48	QUEEN ST W AT WILSON PARK RD	0	42	0	732	50	14.6
49	QUEEN ST W AT DOWLING	0	47	8	771	50	15.4
50	QUEEN ST W AT JAMESON	0	125	56	840	50	16.8
51	QUEEN ST W AT DUNN	0	75	6	909	50	18.2
52	QUEEN ST W AT BROCK	0	57	4	962	50	19.2
53	QUEEN ST W AT DUFFERIN ST	0	123	70	1015	50	20.3
59	QUEEN ST W AT GLADSTONE	0	195	15	1195	50	23.9
60	QUEEN ST W AT ABELL ST	0	193	9	1379	50	27.6
61	QUEEN ST W AT DOVERCOURT	0	118	6	1491	50	29.8
62	QUEEN ST W AT OSSINGTON AVE	0	83	61	1513	50	30.3
63	QUEEN ST W AT SHAW	0	63	12	1564	50	31.3
64	QUEEN ST W AT STRACHAN	0	51	18	1597	50	31.9
65	QUEEN ST W AT NIAGARA	0	99	23	1673	50	33.5
66	QUEEN ST W AT TECUMSETH	0	54	18	1709	50	34.2
67	QUEEN ST W AT BATHURST ST	0	99	118	1690	50	33.8
68	QUEEN ST W AT AUGUSTA	0	65	17	1738	50	34.8
69	QUEEN ST W AT SPADINA AVE	0	115	144	1709	50	34.2
70	QUEEN ST W AT PETER ST	0	42	52	1699	50	34.0
71	QUEEN ST W AT JOHN ST	0	43	109	1633	50	32.7
72	QUEEN ST W AT UNIVERSITY AVE	0	86	474	1245	50	24.9
73	QUEEN ST W AT YORK ST	0	7	126	1126	50	22.5
74	QUEEN ST W AT BAY ST	0	30	252	904	50	18.1
75	QUEEN ST W AT YONGE ST	0	229	326	807	50	16.1
76	QUEEN ST E AT VICTORIA	0	140	108	839	50	16.8
77	QUEEN ST E AT CHURCH	0	20	60	799	50	16.0
78	QUEEN ST E AT JARVIS ST	0	22	85	736	50	14.7
79	QUEEN ST E AT SHERBOURNE	0	38	93	681	50	13.6
80	QUEEN ST E AT ONTARIO	0	7	34	654	50	13.1
81	QUEEN ST E AT PARLIAMENT	0	31	81	604	50	12.1
82	QUEEN ST E AT SACKVILLE	0	12	41	575	50	11.5
83	QUEEN ST E AT SUMACH	0	6	42	539	50	10.8
84	QUEEN ST E AT RIVER	0	19	32	526	50	10.5
85	QUEEN ST E AT CARROLL	0	10	25	511	50	10.2
86	QUEEN ST E AT BROADVIEW	0	44	47	508	50	10.2
87	QUEEN ST E AT SAULTER	0	2	5	505	50	10.1
88	QUEEN ST E AT EMPIRE	0	7	30	482	50	9.6
89	QUEEN ST E AT LOGAN	0	11	60	433	50	8.7
90	QUEEN ST E AT CARLAW	0	32	127	338	50	6.8
91	QUEEN ST E AT PAPE	0	15	25	328	50	6.6
92	QUEEN ST E AT CAROLINE	0	8	16	320	50	6.4
93	QUEEN ST E AT JONES	0	19	29	310	50	6.2
94	QUEEN ST E AT LESLIE	0	6	38	278	50	5.6
95	QUEEN ST E AT LAING	0	2	12	268	50	5.4

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,
COUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:34 TO 25:34)
STOP CARD: 35 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: BUSES USED. FOR INTERNAL USE ONLY. 98% coverage. Code A: Long Branch-Neville Park; B: Parklawn-Neville Park. Some stops not tracked.

TORONTO TRANSIT COMMISSION

EB CONTROL POINT: 75 QUEEN ST W AT YONGE ST

EASTBOUND PERIOD 1: 00:00 TO 08:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
96	QUEEN ST E AT GREENWOOD	0	13	42	239	50	4.8
97	QUEEN ST E AT CONNAUGHT	0	11	45	205	50	4.1
98	QUEEN ST E AT WOODWARD	0	9	11	203	50	4.1
99	QUEEN ST E AT COXWELL	0	13	41	175	50	3.5
100	QUEEN ST E AT KINGSTON RD	0	14	27	162	50	3.2
101	QUEEN ST E AT SARAH ASHBRIDGE	0	17	11	168	50	3.4
102	QUEEN ST E AT WOODBINE AVE	0	23	20	171	50	3.4
103	QUEEN ST E AT KIPPENDAVIE	0	5	19	157	50	3.1
104	QUEEN ST E AT WAVERLEY	0	8	33	132	50	2.6
105	QUEEN ST E AT LEE	0	10	15	127	50	2.5
106	QUEEN ST E AT WINEVA	0	30	26	131	50	2.6
107	QUEEN ST E AT SCARBORO BEACH	0	0	12	119	50	2.4
108	QUEEN ST E AT MACLEAN	0	1	11	109	50	2.2
109	QUEEN ST E AT BEECH	0	0	53	56	50	1.1
110	QUEEN ST E AT SILVER BIRCH	0	0	19	37	50	0.7
111	QUEEN ST E AT NEVILLE PARK	0	3	23	17	50	0.3
112	QUEEN ST E AT NEVILLE PARK	0	0	17	0	50	0.0
TOTALS	FOR PERIOD 1: 00:00 TO 08:59	0	3828	3828	55480	4206	13.2

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,
COUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:34 TO 25:34)
STOP CARD: 35 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: BUSES USED. FOR INTERNAL USE ONLY. 98% coverage. Code A: Long Branch-Neville Park; B: Parklawn-Neville Park. Some stops not tracked.

TORONTO TRANSIT COMMISSION

EB CONTROL POINT: 75 QUEEN ST W AT YONGE ST

EASTBOUND PERIOD 1: 00:00 TO 08:59

PERIOD RIDING INDEX = 13.2 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH = 14.5 STOPS
AVERAGE ONS/VEHICLE-STOP = 0.9
AVERAGE ONS/TRIP = 76.6

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,
COUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:34 TO 25:34)
STOP CARD: 35 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: BUSES USED. FOR INTERNAL USE ONLY. 98% coverage. Code A: Long Branch-Neville Park; B: Parklawn-Neville Park. Some stops not tracked.

TORONTO TRANSIT COMMISSION

EB CONTROL POINT: 75 QUEEN ST W AT YONGE ST

EASTBOUND PERIOD 2: 09:00 TO 14:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	LOOP (LONG BRANCH) AT LAKE SHORE BLVD W	0	221	0	221	55	4.0
2	LAKE SHORE BLVD W AT 37TH	0	82	11	292	55	5.3
3	LAKE SHORE BLVD W AT LONG BRANCH	0	94	7	379	55	6.9
4	LAKE SHORE BLVD W AT 31ST	0	71	21	429	55	7.8
5	LAKE SHORE BLVD W AT 28TH	0	43	2	470	55	8.5
6	LAKE SHORE BLVD W AT 27TH	0	74	15	529	55	9.6
7	LAKE SHORE BLVD W AT 23RD	0	66	18	577	55	10.5
8	LAKE SHORE BLVD W AT KIPLING	0	139	194	522	55	9.5
9	LAKE SHORE BLVD W AT 15TH	0	30	1	551	55	10.0
10	LAKE SHORE BLVD W AT 13TH	0	63	25	589	55	10.7
11	LAKE SHORE BLVD W AT 10TH	0	77	35	631	55	11.5
12	LAKE SHORE BLVD W AT 7TH	0	81	77	635	55	11.5
13	LAKE SHORE BLVD W AT 5TH	0	58	30	663	55	12.1
14	LAKE SHORE BLVD W AT 3RD	0	54	33	684	55	12.4
15	LAKE SHORE BLVD W AT FIRST	0	71	49	706	55	12.8
16	LAKE SHORE BLVD W AT ROYAL YORK	0	31	15	722	55	13.1
17	LAKE SHORE BLVD W AT MILES	0	36	26	732	55	13.3
18	LAKE SHORE BLVD W AT NORRIS	0	40	50	722	55	13.1
19	LAKE SHORE BLVD W AT MIMICO	0	70	101	691	55	12.6
20	LAKE SHORE BLVD W AT SUPERIOR	0	47	43	695	55	12.6
21	LAKE SHORE BLVD W AT BURLINGTON	0	76	28	743	55	13.5
22	LAKE SHORE BLVD W AT LOUISA	0	43	13	773	55	14.1
23	LAKE SHORE BLVD W AT LEGION RD	0	61	13	821	55	14.9
24	LAKE SHORE BLVD W AT PARK LAWN	0	85	55	851	55	15.5
27	PARK LAWN AT LAKE SHORE BLVD W	0	37	0	37	54	0.7
28	PARK LAWN OPP 77	0	5	0	42	54	0.8
29	PARK LAWN AT GARDINER EXPRESSWAY EB RAMP	0	7	0	49	54	0.9
30	PARK LAWN AT GARDINER EXPRESSWAY WB RAMP	0	1	2	48	54	0.9
31	QUEENSWAY AT PARK LAWN	0	22	8	62	54	1.1
32	QUEENSWAY AT ALDGATE	0	2	1	63	54	1.2
33	QUEENSWAY AT STEPHEN	0	32	4	91	54	1.7
34	QUEENSWAY AT PLAZA (E OF STEPHEN)	0	32	6	117	54	2.2
35	QUEENSWAY AT SOUTH KINGSWAY	0	4	4	117	54	2.2
36	LAKE SHORE BLVD W OPP 2155 (CHRISTIES)	0	45	6	890	55	16.2
37	LAKE SHORE BLVD W AT 2095	0	64	14	940	55	17.1
38	LAKE SHORE BLVD W AT MARINE PARADE DR E	0	16	10	946	55	17.2
39	LAKE SHORE BLVD W AT PALACE PIER	0	7	2	951	55	17.3
40	QUEENSWAY AT WINDERMERE (1)	0	6	3	120	54	2.2
41	WINDERMERE AT QUEENSWAY	0	12	7	956	55	17.4
42	QUEENSWAY AT WINDERMERE (1)	0	178	14	1240	109	11.4
43	QUEENSWAY AT ELLIS (1)	0	47	2	1285	109	11.8
44	QUEENSWAY AT COLBORNE LODGE DR(1)	0	10	10	1285	109	11.8

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,
COUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:34 TO 25:34)
STOP CARD: 35 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: BUSES USED. FOR INTERNAL USE ONLY. 98% coverage. Code A: Long Branch-Neville Park; B: Parklawn-Neville Park. Some stops not tracked.

TORONTO TRANSIT COMMISSION

EB CONTROL POINT: 75 QUEEN ST W AT YONGE ST

EASTBOUND PERIOD 2: 09:00 TO 14:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
45	QUEENSWAY AT GLENDALE	0	84	78	1291	109	11.8
47	QUEENSWAY AT RONCESVALLES	0	308	373	1226	109	11.2
48	QUEEN ST W AT WILSON PARK RD	0	90	6	1310	109	12.0
49	QUEEN ST W AT DOWLING	0	135	46	1399	109	12.8
50	QUEEN ST W AT JAMESON	0	306	119	1586	109	14.6
51	QUEEN ST W AT DUNN	0	197	57	1726	109	15.8
52	QUEEN ST W AT BROCK	0	156	46	1836	109	16.8
53	QUEEN ST W AT DUFFERIN ST	0	293	239	1890	109	17.3
59	QUEEN ST W AT GLADSTONE	0	264	46	2108	109	19.3
60	QUEEN ST W AT ABELL ST	0	278	23	2363	109	21.7
61	QUEEN ST W AT DOVERCOURT	0	164	29	2498	109	22.9
62	QUEEN ST W AT OSSINGTON AVE	0	283	165	2616	109	24.0
63	QUEEN ST W AT SHAW	0	151	42	2725	109	25.0
64	QUEEN ST W AT STRACHAN	0	82	52	2755	109	25.3
65	QUEEN ST W AT NIAGARA	0	152	67	2840	109	26.1
66	QUEEN ST W AT TECUMSETH	0	135	65	2910	109	26.7
67	QUEEN ST W AT BATHURST ST	0	246	286	2870	109	26.3
68	QUEEN ST W AT AUGUSTA	0	197	122	2945	109	27.0
69	QUEEN ST W AT SPADINA AVE	0	376	497	2824	109	25.9
70	QUEEN ST W AT PETER ST	0	124	112	2836	109	26.0
71	QUEEN ST W AT JOHN ST	0	146	232	2750	109	25.2
72	QUEEN ST W AT UNIVERSITY AVE	0	251	631	2370	109	21.7
73	QUEEN ST W AT YORK ST	0	45	124	2291	109	21.0
74	QUEEN ST W AT BAY ST	0	154	401	2044	109	18.8
75	QUEEN ST W AT YONGE ST	0	845	656	2233	109	20.5
76	QUEEN ST E AT VICTORIA	0	283	138	2378	109	21.8
77	QUEEN ST E AT CHURCH	0	118	172	2324	109	21.3
78	QUEEN ST E AT JARVIS ST	0	86	186	2224	109	20.4
79	QUEEN ST E AT SHERBOURNE	0	127	264	2087	109	19.1
80	QUEEN ST E AT ONTARIO	0	24	113	1998	109	18.3
81	QUEEN ST E AT PARLIAMENT	0	74	204	1868	109	17.1
82	QUEEN ST E AT SACKVILLE	0	30	137	1761	109	16.2
83	QUEEN ST E AT SUMACH	0	46	135	1672	109	15.3
84	QUEEN ST E AT RIVER	0	51	109	1614	109	14.8
85	QUEEN ST E AT CARROLL	0	36	93	1557	109	14.3
86	QUEEN ST E AT BROADVIEW	0	178	131	1604	109	14.7
87	QUEEN ST E AT SAULTER	0	34	71	1567	109	14.4
88	QUEEN ST E AT EMPIRE	0	11	46	1532	109	14.1
89	QUEEN ST E AT LOGAN	0	22	180	1374	109	12.6
90	QUEEN ST E AT CARLAW	0	117	227	1264	109	11.6
91	QUEEN ST E AT PAPE	0	28	84	1208	109	11.1
92	QUEEN ST E AT CAROLINE	0	13	75	1146	109	10.5
93	QUEEN ST E AT JONES	0	41	69	1118	109	10.3
94	QUEEN ST E AT LESLIE	0	46	139	1025	109	9.4
95	QUEEN ST E AT LAING	0	15	43	997	109	9.1

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,
COUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:34 TO 25:34)
STOP CARD: 35 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: BUSES USED. FOR INTERNAL USE ONLY. 98% coverage. Code A: Long Branch-Neville Park; B: Parklawn-Neville Park. Some stops not tracked.

TORONTO TRANSIT COMMISSION

EB CONTROL POINT: 75 QUEEN ST W AT YONGE ST

EASTBOUND PERIOD 2: 09:00 TO 14:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
96	QUEEN ST E AT GREENWOOD	0	28	108	917	109	8.4
97	QUEEN ST E AT CONNAUGHT	0	58	96	879	109	8.1
98	QUEEN ST E AT WOODWARD	0	22	54	847	109	7.8
99	QUEEN ST E AT COXWELL	0	45	147	745	109	6.8
100	QUEEN ST E AT KINGSTON RD	0	71	106	710	109	6.5
101	QUEEN ST E AT SARAH ASHBRIDGE	0	19	43	686	109	6.3
102	QUEEN ST E AT WOODBINE AVE	0	50	83	653	109	6.0
103	QUEEN ST E AT KIPPENDAVIE	0	21	62	612	109	5.6
104	QUEEN ST E AT WAVERLEY	0	18	119	511	109	4.7
105	QUEEN ST E AT LEE	0	44	124	431	109	4.0
106	QUEEN ST E AT WINEVA	0	57	84	404	109	3.7
107	QUEEN ST E AT SCARBORO BEACH	0	5	38	371	108	3.4
108	QUEEN ST E AT MACLEAN	0	4	32	343	108	3.2
109	QUEEN ST E AT BEECH	0	1	129	215	108	2.0
110	QUEEN ST E AT SILVER BIRCH	0	0	71	144	108	1.3
111	QUEEN ST E AT NEVILLE PARK	0	2	85	61	108	0.6
112	QUEEN ST E AT NEVILLE PARK	0	0	61	0	108	0.0
TOTALS	FOR PERIOD 2: 09:00 TO 14:59	0	9527	9527	120956	9214	13.1

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,
COUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:34 TO 25:34)
STOP CARD: 35 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: BUSES USED. FOR INTERNAL USE ONLY. 98% coverage. Code A: Long Branch-Neville Park; B: Parklawn-Neville Park. Some stops not tracked.

TORONTO TRANSIT COMMISSION

EB CONTROL POINT: 75 QUEEN ST W AT YONGE ST

EASTBOUND PERIOD 2: 09:00 TO 14:59

PERIOD RIDING INDEX = 13.1 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH = 12.7 STOPS
AVERAGE ONS/VEHICLE-STOP = 1.0
AVERAGE ONS/TRIP = 87.4

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,
COUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:34 TO 25:34)
STOP CARD: 35 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: BUSES USED. FOR INTERNAL USE ONLY. 98% coverage. Code A: Long Branch-Neville Park; B: Parklawn-Neville Park. Some stops not tracked.

TORONTO TRANSIT COMMISSION

EB CONTROL POINT: 75 QUEEN ST W AT YONGE ST

EASTBOUND PERIOD 3: 15:00 TO 18:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	LOOP (LONG BRANCH) AT LAKE SHORE BLVD W	0	185	0	185	34	5.4
2	LAKE SHORE BLVD W AT 37TH	0	70	4	251	34	7.4
3	LAKE SHORE BLVD W AT LONG BRANCH	0	47	20	278	34	8.2
4	LAKE SHORE BLVD W AT 31ST	0	91	13	356	34	10.5
5	LAKE SHORE BLVD W AT 28TH	0	26	7	375	34	11.0
6	LAKE SHORE BLVD W AT 27TH	0	36	27	384	34	11.3
7	LAKE SHORE BLVD W AT 23RD	0	49	22	411	34	12.1
8	LAKE SHORE BLVD W AT KIPLING	0	231	68	574	34	16.9
9	LAKE SHORE BLVD W AT 15TH	0	26	6	594	34	17.5
10	LAKE SHORE BLVD W AT 13TH	0	30	31	593	34	17.4
11	LAKE SHORE BLVD W AT 10TH	0	33	49	577	34	17.0
12	LAKE SHORE BLVD W AT 7TH	0	75	53	599	34	17.6
13	LAKE SHORE BLVD W AT 5TH	0	32	34	597	34	17.6
14	LAKE SHORE BLVD W AT 3RD	0	20	28	589	34	17.3
15	LAKE SHORE BLVD W AT FIRST	0	58	44	603	34	17.7
16	LAKE SHORE BLVD W AT ROYAL YORK	0	21	31	593	34	17.4
17	LAKE SHORE BLVD W AT MILES	0	22	19	596	34	17.5
18	LAKE SHORE BLVD W AT NORRIS	0	20	44	572	34	16.8
19	LAKE SHORE BLVD W AT MIMICO	0	57	107	522	34	15.4
20	LAKE SHORE BLVD W AT SUPERIOR	0	39	55	506	34	14.9
21	LAKE SHORE BLVD W AT BURLINGTON	0	45	53	498	34	14.6
22	LAKE SHORE BLVD W AT LOUISA	0	13	12	499	34	14.7
23	LAKE SHORE BLVD W AT LEGION RD	0	30	16	513	34	15.1
24	LAKE SHORE BLVD W AT PARK LAWN	0	44	79	478	34	14.1
27	PARK LAWN AT LAKE SHORE BLVD W	0	33	0	33	35	0.9
28	PARK LAWN OPP 77	0	1	2	32	35	0.9
29	PARK LAWN AT GARDINER EXPRESSWAY EB RAMP	0	2	0	34	35	1.0
30	PARK LAWN AT GARDINER EXPRESSWAY WB RAMP	0	0	0	34	35	1.0
31	QUEENSWAY AT PARK LAWN	0	19	12	41	35	1.2
32	QUEENSWAY AT ALDGATE	0	1	1	41	35	1.2
33	QUEENSWAY AT STEPHEN	0	15	3	53	35	1.5
34	QUEENSWAY AT PLAZA (E OF STEPHEN)	0	35	7	81	35	2.3
35	QUEENSWAY AT SOUTH KINGSWAY	0	3	1	83	35	2.4
36	LAKE SHORE BLVD W OPP 2155 (CHRISTIES)	0	15	11	482	34	14.2
37	LAKE SHORE BLVD W AT 2095	0	22	18	486	34	14.3
38	LAKE SHORE BLVD W AT MARINE PARADE DR E	0	12	6	492	34	14.5
39	LAKE SHORE BLVD W AT PALACE PIER	0	1	3	490	34	14.4
40	QUEENSWAY AT WINDERMERE (1)	0	3	10	76	35	2.2
41	WINDERMERE AT QUEENSWAY	0	6	10	486	34	14.3
42	QUEENSWAY AT WINDERMERE (1)	0	86	13	635	69	9.2
43	QUEENSWAY AT ELLIS (1)	0	13	4	644	69	9.3
44	QUEENSWAY AT COLBORNE LODGE DR(1)	0	25	6	663	69	9.6

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,
COUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:34 TO 25:34)
STOP CARD: 35 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: BUSES USED. FOR INTERNAL USE ONLY. 98% coverage. Code A: Long Branch-Neville Park; B: Parklawn-Neville Park. Some stops not tracked.

TORONTO TRANSIT COMMISSION

EB CONTROL POINT: 75 QUEEN ST W AT YONGE ST

EASTBOUND PERIOD 3: 15:00 TO 18:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
45	QUEENSWAY AT GLENDALE	0	51	27	687	69	10.0
47	QUEENSWAY AT RONCESVALLES	0	215	169	733	69	10.6
48	QUEEN ST W AT WILSON PARK RD	0	63	8	788	69	11.4
49	QUEEN ST W AT DOWLING	0	91	41	838	69	12.1
50	QUEEN ST W AT JAMESON	0	206	121	923	69	13.4
51	QUEEN ST W AT DUNN	0	131	62	992	69	14.4
52	QUEEN ST W AT BROCK	0	85	42	1035	69	15.0
53	QUEEN ST W AT DUFFERIN ST	0	194	163	1066	69	15.4
59	QUEEN ST W AT GLADSTONE	0	104	37	1133	69	16.4
60	QUEEN ST W AT ABELL ST	0	100	18	1215	69	17.6
61	QUEEN ST W AT DOVERCOURT	0	85	17	1283	69	18.6
62	QUEEN ST W AT OSSINGTON AVE	0	247	118	1412	69	20.5
63	QUEEN ST W AT SHAW	0	137	37	1512	69	21.9
64	QUEEN ST W AT STRACHAN	0	74	44	1542	69	22.3
65	QUEEN ST W AT NIAGARA	0	142	69	1615	69	23.4
66	QUEEN ST W AT TECUMSETH	0	99	40	1674	69	24.3
67	QUEEN ST W AT BATHURST ST	0	266	178	1762	69	25.5
68	QUEEN ST W AT AUGUSTA	0	245	85	1922	69	27.9
69	QUEEN ST W AT SPADINA AVE	0	419	282	2059	69	29.8
70	QUEEN ST W AT PETER ST	0	255	77	2237	69	32.4
71	QUEEN ST W AT JOHN ST	0	183	147	2273	69	32.9
72	QUEEN ST W AT UNIVERSITY AVE	0	354	651	1976	69	28.6
73	QUEEN ST W AT YORK ST	0	129	53	2052	69	29.7
74	QUEEN ST W AT BAY ST	0	276	216	2112	69	30.6
75	QUEEN ST W AT YONGE ST	0	888	576	2424	69	35.1
76	QUEEN ST E AT VICTORIA	0	246	51	2619	69	38.0
77	QUEEN ST E AT CHURCH	0	131	102	2648	69	38.4
78	QUEEN ST E AT JARVIS ST	0	103	123	2628	69	38.1
79	QUEEN ST E AT SHERBOURNE	0	107	194	2541	69	36.8
80	QUEEN ST E AT ONTARIO	0	45	115	2471	69	35.8
81	QUEEN ST E AT PARLIAMENT	0	84	142	2413	69	35.0
82	QUEEN ST E AT SACKVILLE	0	36	98	2351	69	34.1
83	QUEEN ST E AT SUMACH	0	52	99	2304	69	33.4
84	QUEEN ST E AT RIVER	0	47	120	2231	69	32.3
85	QUEEN ST E AT CARROLL	0	89	70	2250	69	32.6
86	QUEEN ST E AT BROADVIEW	0	175	165	2260	69	32.8
87	QUEEN ST E AT SAULTER	0	57	83	2234	69	32.4
88	QUEEN ST E AT EMPIRE	0	10	57	2187	69	31.7
89	QUEEN ST E AT LOGAN	0	28	157	2058	69	29.8
90	QUEEN ST E AT CARLAW	0	88	238	1908	69	27.7
91	QUEEN ST E AT PAPE	0	20	111	1817	69	26.3
92	QUEEN ST E AT CAROLINE	0	14	112	1719	69	24.9
93	QUEEN ST E AT JONES	0	40	135	1624	69	23.5
94	QUEEN ST E AT LESLIE	0	40	166	1498	69	21.7
95	QUEEN ST E AT LAING	0	10	37	1471	69	21.3

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,
COUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:34 TO 25:34)
STOP CARD: 35 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: BUSES USED. FOR INTERNAL USE ONLY. 98% coverage. Code A: Long Branch-Neville Park; B: Parklawn-Neville Park. Some stops not tracked.

TORONTO TRANSIT COMMISSION

EB CONTROL POINT: 75 QUEEN ST W AT YONGE ST

EASTBOUND PERIOD 3: 15:00 TO 18:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
96	QUEEN ST E AT GREENWOOD	0	41	145	1367	69	19.8
97	QUEEN ST E AT CONNAUGHT	0	59	78	1348	69	19.5
98	QUEEN ST E AT WOODWARD	0	27	86	1289	69	18.7
99	QUEEN ST E AT COXWELL	0	75	199	1165	69	16.9
100	QUEEN ST E AT KINGSTON RD	0	89	173	1081	69	15.7
101	QUEEN ST E AT SARAH ASHBRIDGE	0	12	96	997	69	14.4
102	QUEEN ST E AT WOODBINE AVE	0	40	141	896	69	13.0
103	QUEEN ST E AT KIPPENDAVIE	0	21	102	815	69	11.8
104	QUEEN ST E AT WAVERLEY	0	25	162	678	69	9.8
105	QUEEN ST E AT LEE	0	35	136	577	69	8.4
106	QUEEN ST E AT WINEVA	0	55	106	526	69	7.6
107	QUEEN ST E AT SCARBORO BEACH	0	2	60	468	69	6.8
108	QUEEN ST E AT MACLEAN	0	1	33	436	69	6.3
109	QUEEN ST E AT BEECH	0	0	162	274	69	4.0
110	QUEEN ST E AT SILVER BIRCH	0	4	105	173	69	2.5
111	QUEEN ST E AT NEVILLE PARK	0	2	124	51	69	0.7
112	QUEEN ST E AT NEVILLE PARK	0	0	51	0	69	0.0
TOTALS	FOR PERIOD 3: 15:00 TO 18:59	0	8541	8541	109267	5821	18.8

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,
COUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:34 TO 25:34)
STOP CARD: 35 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: BUSES USED. FOR INTERNAL USE ONLY. 98% coverage. Code A: Long Branch-Neville Park; B: Parklawn-Neville Park. Some stops not tracked.

TORONTO TRANSIT COMMISSION

EB CONTROL POINT: 75 QUEEN ST W AT YONGE ST

EASTBOUND PERIOD 3: 15:00 TO 18:59

PERIOD RIDING INDEX = 18.8 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH = 12.8 STOPS
AVERAGE ONS/VEHICLE-STOP = 1.5
AVERAGE ONS/TRIP = 123.8

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,
COUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:34 TO 25:34)
STOP CARD: 35 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: BUSES USED. FOR INTERNAL USE ONLY. 98% coverage. Code A: Long Branch-Neville Park; B: Parklawn-Neville Park. Some stops not tracked.

TORONTO TRANSIT COMMISSION

EB CONTROL POINT: 75 QUEEN ST W AT YONGE ST

EASTBOUND PERIOD 4: 19:00 TO 21:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	LOOP (LONG BRANCH) AT LAKE SHORE BLVD W	0	116	0	116	25	4.6
2	LAKE SHORE BLVD W AT 37TH	0	54	6	164	25	6.6
3	LAKE SHORE BLVD W AT LONG BRANCH	0	26	10	180	25	7.2
4	LAKE SHORE BLVD W AT 31ST	0	40	10	210	25	8.4
5	LAKE SHORE BLVD W AT 28TH	0	17	7	220	25	8.8
6	LAKE SHORE BLVD W AT 27TH	0	23	15	228	25	9.1
7	LAKE SHORE BLVD W AT 23RD	0	32	21	239	25	9.6
8	LAKE SHORE BLVD W AT KIPLING	0	85	32	292	25	11.7
9	LAKE SHORE BLVD W AT 15TH	0	8	8	292	25	11.7
10	LAKE SHORE BLVD W AT 13TH	0	11	21	282	25	11.3
11	LAKE SHORE BLVD W AT 10TH	0	30	27	285	25	11.4
12	LAKE SHORE BLVD W AT 7TH	0	46	35	296	25	11.8
13	LAKE SHORE BLVD W AT 5TH	0	22	20	298	25	11.9
14	LAKE SHORE BLVD W AT 3RD	0	21	10	309	25	12.4
15	LAKE SHORE BLVD W AT FIRST	0	47	29	327	25	13.1
16	LAKE SHORE BLVD W AT ROYAL YORK	0	23	16	334	25	13.4
17	LAKE SHORE BLVD W AT MILES	0	9	10	333	25	13.3
18	LAKE SHORE BLVD W AT NORRIS	0	10	21	322	25	12.9
19	LAKE SHORE BLVD W AT MIMICO	0	31	45	308	25	12.3
20	LAKE SHORE BLVD W AT SUPERIOR	0	22	49	281	25	11.2
21	LAKE SHORE BLVD W AT BURLINGTON	0	23	31	273	25	10.9
22	LAKE SHORE BLVD W AT LOUISA	0	3	20	256	25	10.2
23	LAKE SHORE BLVD W AT LEGION RD	0	8	10	254	25	10.2
24	LAKE SHORE BLVD W AT PARK LAWN	0	31	37	248	25	9.9
27	PARK LAWN AT LAKE SHORE BLVD W	0	8	0	8	25	0.3
28	PARK LAWN OPP 77	0	1	0	9	25	0.4
29	PARK LAWN AT GARDINER EXPRESSWAY EB RAMP	0	2	2	9	25	0.4
30	PARK LAWN AT GARDINER EXPRESSWAY WB RAMP	0	0	0	9	25	0.4
31	QUEENSWAY AT PARK LAWN	0	6	3	12	25	0.5
32	QUEENSWAY AT ALDGATE	0	1	0	13	25	0.5
33	QUEENSWAY AT STEPHEN	0	2	0	15	25	0.6
34	QUEENSWAY AT PLAZA (E OF STEPHEN)	0	11	1	25	25	1.0
35	QUEENSWAY AT SOUTH KINGSWAY	0	0	1	24	25	1.0
36	LAKE SHORE BLVD W OPP 2155 (CHRISTIES)	0	5	3	250	25	10.0
37	LAKE SHORE BLVD W AT 2095	0	15	10	255	25	10.2
38	LAKE SHORE BLVD W AT MARINE PARADE DR E	0	5	4	256	25	10.2
39	LAKE SHORE BLVD W AT PALACE PIER	0	0	4	252	25	10.1
40	QUEENSWAY AT WINDERMERE (1)	0	4	4	24	25	1.0
41	WINDERMERE AT QUEENSWAY	0	4	4	252	25	10.1
42	QUEENSWAY AT WINDERMERE (1)	0	46	6	316	50	6.3
43	QUEENSWAY AT ELLIS (1)	0	7	0	323	50	6.5
44	QUEENSWAY AT COLBORNE LODGE DR(1)	0	12	2	333	50	6.7

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,
COUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:34 TO 25:34)
STOP CARD: 35 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: BUSES USED. FOR INTERNAL USE ONLY. 98% coverage. Code A: Long Branch-Neville Park; B: Parklawn-Neville Park. Some stops not tracked.

TORONTO TRANSIT COMMISSION

EB CONTROL POINT: 75 QUEEN ST W AT YONGE ST

EASTBOUND PERIOD 4: 19:00 TO 21:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
45	QUEENSWAY AT GLENDALE	0	11	12	332	50	6.6
47	QUEENSWAY AT RONCESVALLES	0	103	67	368	50	7.4
48	QUEEN ST W AT WILSON PARK RD	0	29	7	390	50	7.8
49	QUEEN ST W AT DOWLING	0	33	33	390	50	7.8
50	QUEEN ST W AT JAMESON	0	85	56	419	50	8.4
51	QUEEN ST W AT DUNN	0	53	26	446	50	8.9
52	QUEEN ST W AT BROCK	0	51	12	485	50	9.7
53	QUEEN ST W AT DUFFERIN ST	0	116	78	523	50	10.5
59	QUEEN ST W AT GLADSTONE	0	65	19	569	50	11.4
60	QUEEN ST W AT ABELL ST	0	66	23	612	50	12.2
61	QUEEN ST W AT DOVERCOURT	0	41	17	636	50	12.7
62	QUEEN ST W AT OSSINGTON AVE	0	94	59	671	50	13.4
63	QUEEN ST W AT SHAW	0	63	14	720	50	14.4
64	QUEEN ST W AT STRACHAN	0	38	17	741	50	14.8
65	QUEEN ST W AT NIAGARA	0	65	23	783	50	15.7
66	QUEEN ST W AT TECUMSETH	0	52	33	802	50	16.0
67	QUEEN ST W AT BATHURST ST	0	112	86	828	50	16.6
68	QUEEN ST W AT AUGUSTA	0	109	37	900	50	18.0
69	QUEEN ST W AT SPADINA AVE	0	183	129	954	50	19.1
70	QUEEN ST W AT PETER ST	0	92	38	1008	50	20.2
71	QUEEN ST W AT JOHN ST	0	119	80	1047	50	20.9
72	QUEEN ST W AT UNIVERSITY AVE	0	171	248	970	50	19.4
73	QUEEN ST W AT YORK ST	0	40	10	1000	50	20.0
74	QUEEN ST W AT BAY ST	0	86	58	1028	50	20.6
75	QUEEN ST W AT YONGE ST	0	484	289	1223	50	24.5
76	QUEEN ST E AT VICTORIA	0	131	34	1320	50	26.4
77	QUEEN ST E AT CHURCH	0	67	50	1337	50	26.7
78	QUEEN ST E AT JARVIS ST	0	29	52	1314	50	26.3
79	QUEEN ST E AT SHERBOURNE	0	35	138	1211	50	24.2
80	QUEEN ST E AT ONTARIO	0	15	59	1167	50	23.3
81	QUEEN ST E AT PARLIAMENT	0	47	75	1139	50	22.8
82	QUEEN ST E AT SACKVILLE	0	5	41	1103	50	22.1
83	QUEEN ST E AT SUMACH	0	24	44	1083	50	21.7
84	QUEEN ST E AT RIVER	0	18	69	1032	50	20.6
85	QUEEN ST E AT CARROLL	0	12	32	1012	50	20.2
86	QUEEN ST E AT BROADVIEW	0	55	73	994	50	19.9
87	QUEEN ST E AT SAULTER	0	14	34	974	50	19.5
88	QUEEN ST E AT EMPIRE	0	4	15	963	50	19.3
89	QUEEN ST E AT LOGAN	0	11	47	927	50	18.5
90	QUEEN ST E AT CARLAW	0	51	110	868	50	17.4
91	QUEEN ST E AT PAPE	0	7	49	826	50	16.5
92	QUEEN ST E AT CAROLINE	0	8	60	774	50	15.5
93	QUEEN ST E AT JONES	0	19	81	712	50	14.2
94	QUEEN ST E AT LESLIE	0	38	75	675	50	13.5
95	QUEEN ST E AT LAING	0	2	22	655	50	13.1

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,
COUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:34 TO 25:34)
STOP CARD: 35 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: BUSES USED. FOR INTERNAL USE ONLY. 98% coverage. Code A: Long Branch-Neville Park; B: Parklawn-Neville Park. Some stops not tracked.

TORONTO TRANSIT COMMISSION

EB CONTROL POINT: 75 QUEEN ST W AT YONGE ST

EASTBOUND PERIOD 4: 19:00 TO 21:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
96	QUEEN ST E AT GREENWOOD	0	11	62	604	50	12.1
97	QUEEN ST E AT CONNAUGHT	0	31	32	603	50	12.1
98	QUEEN ST E AT WOODWARD	0	6	37	572	50	11.4
99	QUEEN ST E AT COXWELL	0	10	83	499	50	10.0
100	QUEEN ST E AT KINGSTON RD	0	21	106	414	50	8.3
101	QUEEN ST E AT SARAH ASHBRIDGE	0	2	29	387	50	7.7
102	QUEEN ST E AT WOODBINE AVE	0	9	55	341	50	6.8
103	QUEEN ST E AT KIPPENDAVIE	0	2	25	318	50	6.4
104	QUEEN ST E AT WAVERLEY	0	5	37	286	50	5.7
105	QUEEN ST E AT LEE	0	10	38	258	50	5.2
106	QUEEN ST E AT WINEVA	0	13	47	224	50	4.5
107	QUEEN ST E AT SCARBORO BEACH	0	2	26	200	50	4.0
108	QUEEN ST E AT MACLEAN	0	1	15	186	50	3.7
109	QUEEN ST E AT BEECH	0	3	62	127	50	2.5
110	QUEEN ST E AT SILVER BIRCH	0	1	51	77	50	1.5
111	QUEEN ST E AT NEVILLE PARK	0	0	48	29	50	0.6
112	QUEEN ST E AT NEVILLE PARK	0	0	29	0	50	0.0
TOTALS	FOR PERIOD 4: 19:00 TO 21:59	0	3947	3947	51788	4225	12.3

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,
COUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:34 TO 25:34)
STOP CARD: 35 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: BUSES USED. FOR INTERNAL USE ONLY. 98% coverage. Code A: Long Branch-Neville Park; B: Parklawn-Neville Park. Some stops not tracked.

TORONTO TRANSIT COMMISSION

EB CONTROL POINT: 75 QUEEN ST W AT YONGE ST

EASTBOUND PERIOD 4: 19:00 TO 21:59

PERIOD RIDING INDEX = 12.3 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH = 13.1 STOPS
AVERAGE ONS/VEHICLE-STOP = 0.9
AVERAGE ONS/TRIP = 78.9

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,
COUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:34 TO 25:34)
STOP CARD: 35 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: BUSES USED. FOR INTERNAL USE ONLY. 98% coverage. Code A: Long Branch-Neville Park; B: Parklawn-Neville Park. Some stops not tracked.

EB CONTROL POINT: 75 QUEEN ST W AT YONGE ST

TORONTO TRANSIT COMMISSION

EASTBOUND PERIOD 5: 22:00 TO 30:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	LOOP (LONG BRANCH) AT LAKE SHORE BLVD W	0	57	0	57	22	2.6
2	LAKE SHORE BLVD W AT 37TH	0	11	1	67	22	3.0
3	LAKE SHORE BLVD W AT LONG BRANCH	0	9	2	74	22	3.4
4	LAKE SHORE BLVD W AT 31ST	0	14	0	88	22	4.0
5	LAKE SHORE BLVD W AT 28TH	0	9	2	95	22	4.3
6	LAKE SHORE BLVD W AT 27TH	0	6	6	95	22	4.3
7	LAKE SHORE BLVD W AT 23RD	0	16	8	103	22	4.7
8	LAKE SHORE BLVD W AT KIPLING	0	56	12	147	22	6.7
9	LAKE SHORE BLVD W AT 15TH	0	1	1	147	22	6.7
10	LAKE SHORE BLVD W AT 13TH	0	8	13	142	22	6.5
11	LAKE SHORE BLVD W AT 10TH	0	11	14	139	22	6.3
12	LAKE SHORE BLVD W AT 7TH	0	20	17	142	22	6.5
13	LAKE SHORE BLVD W AT 5TH	0	12	4	150	22	6.8
14	LAKE SHORE BLVD W AT 3RD	0	7	9	148	22	6.7
15	LAKE SHORE BLVD W AT FIRST	0	15	17	146	22	6.6
16	LAKE SHORE BLVD W AT ROYAL YORK	0	4	7	143	22	6.5
17	LAKE SHORE BLVD W AT MILES	0	0	2	141	22	6.4
18	LAKE SHORE BLVD W AT NORRIS	0	1	10	132	22	6.0
19	LAKE SHORE BLVD W AT MIMICO	0	20	30	122	22	5.5
20	LAKE SHORE BLVD W AT SUPERIOR	0	5	14	113	22	5.1
21	LAKE SHORE BLVD W AT BURLINGTON	0	7	5	115	22	5.2
22	LAKE SHORE BLVD W AT LOUISA	0	7	9	113	22	5.1
23	LAKE SHORE BLVD W AT LEGION RD	0	4	3	114	22	5.2
24	LAKE SHORE BLVD W AT PARK LAWN	0	11	14	111	22	5.0
27	PARK LAWN AT LAKE SHORE BLVD W	0	12	0	12	21	0.6
28	PARK LAWN OPP 77	0	0	0	12	21	0.6
29	PARK LAWN AT GARDINER EXPRESSWAY EB RAMP	0	0	0	12	21	0.6
30	PARK LAWN AT GARDINER EXPRESSWAY WB RAMP	0	0	0	12	21	0.6
31	QUEENSWAY AT PARK LAWN	0	2	5	9	21	0.4
32	QUEENSWAY AT ALDGATE	0	1	0	10	21	0.5
33	QUEENSWAY AT STEPHEN	0	0	2	8	21	0.4
34	QUEENSWAY AT PLAZA (E OF STEPHEN)	0	4	0	12	21	0.6
35	QUEENSWAY AT SOUTH KINGSWAY	0	0	0	12	21	0.6
36	LAKE SHORE BLVD W OPP 2155 (CHRISTIES)	0	6	1	116	22	5.3
37	LAKE SHORE BLVD W AT 2095	0	5	5	116	22	5.3
38	LAKE SHORE BLVD W AT MARINE PARADE DR E	0	3	4	115	22	5.2
39	LAKE SHORE BLVD W AT PALACE PIER	0	0	1	114	22	5.2
40	QUEENSWAY AT WINDERMERE (1)	0	2	3	11	21	0.5
41	WINDERMERE AT QUEENSWAY	0	1	3	112	22	5.1
42	QUEENSWAY AT WINDERMERE (1)	0	21	3	141	43	3.3
43	QUEENSWAY AT ELLIS (1)	0	4	1	144	43	3.3
44	QUEENSWAY AT COLBORNE LODGE DR(1)	0	1	0	145	43	3.4

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,
COUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:34 TO 25:34)
STOP CARD: 35 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: BUSES USED. FOR INTERNAL USE ONLY. 98% coverage. Code A: Long Branch-Neville Park; B: Parklawn-Neville Park. Some stops not tracked.

EB CONTROL POINT: 75 QUEEN ST W AT YONGE ST

TORONTO TRANSIT COMMISSION

EASTBOUND PERIOD 5: 22:00 TO 30:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
45	QUEENSWAY AT GLENDALE	0	5	2	148	43	3.4
47	QUEENSWAY AT RONCESVALLES	0	24	46	126	43	2.9
48	QUEEN ST W AT WILSON PARK RD	0	10	4	132	43	3.1
49	QUEEN ST W AT DOWLING	0	14	0	146	43	3.4
50	QUEEN ST W AT JAMESON	0	33	18	161	43	3.7
51	QUEEN ST W AT DUNN	0	19	8	172	43	4.0
52	QUEEN ST W AT BROCK	0	21	3	190	43	4.4
53	QUEEN ST W AT DUFFERIN ST	0	51	42	199	43	4.6
59	QUEEN ST W AT GLADSTONE	0	25	4	220	43	5.1
60	QUEEN ST W AT ABELL ST	0	24	8	236	43	5.5
61	QUEEN ST W AT DOVERCOURT	0	32	3	265	43	6.2
62	QUEEN ST W AT OSSINGTON AVE	0	46	15	296	43	6.9
63	QUEEN ST W AT SHAW	0	25	1	320	43	7.4
64	QUEEN ST W AT STRACHAN	0	8	3	325	43	7.6
65	QUEEN ST W AT NIAGARA	0	22	12	335	43	7.8
66	QUEEN ST W AT TECUMSETH	0	17	7	345	43	8.0
67	QUEEN ST W AT BATHURST ST	0	37	34	348	43	8.1
68	QUEEN ST W AT AUGUSTA	0	36	11	373	43	8.7
69	QUEEN ST W AT SPADINA AVE	0	102	42	433	43	10.1
70	QUEEN ST W AT PETER ST	0	56	21	468	43	10.9
71	QUEEN ST W AT JOHN ST	0	60	33	495	43	11.5
72	QUEEN ST W AT UNIVERSITY AVE	0	119	112	502	43	11.7
73	QUEEN ST W AT YORK ST	0	11	7	506	43	11.8
74	QUEEN ST W AT BAY ST	0	60	52	514	43	12.0
75	QUEEN ST W AT YONGE ST	0	197	108	603	43	14.0
76	QUEEN ST E AT VICTORIA	0	70	16	657	43	15.3
77	QUEEN ST E AT CHURCH	0	39	25	671	43	15.6
78	QUEEN ST E AT JARVIS ST	0	15	35	651	43	15.1
79	QUEEN ST E AT SHERBOURNE	0	10	73	588	43	13.7
80	QUEEN ST E AT ONTARIO	0	2	35	555	43	12.9
81	QUEEN ST E AT PARLIAMENT	0	5	36	524	43	12.2
82	QUEEN ST E AT SACKVILLE	0	1	25	500	43	11.6
83	QUEEN ST E AT SUMACH	0	6	30	476	43	11.1
84	QUEEN ST E AT RIVER	0	4	27	453	43	10.5
85	QUEEN ST E AT CARROLL	0	2	21	434	43	10.1
86	QUEEN ST E AT BROADVIEW	0	28	21	441	43	10.3
87	QUEEN ST E AT SAULTER	0	13	15	439	43	10.2
88	QUEEN ST E AT EMPIRE	0	0	8	431	43	10.0
89	QUEEN ST E AT LOGAN	0	3	20	414	43	9.6
90	QUEEN ST E AT CARLAW	0	16	41	389	43	9.0
91	QUEEN ST E AT PAPE	0	6	27	368	43	8.6
92	QUEEN ST E AT CAROLINE	0	2	22	348	43	8.1
93	QUEEN ST E AT JONES	0	6	32	322	43	7.5
94	QUEEN ST E AT LESLIE	0	10	29	303	43	7.0
95	QUEEN ST E AT LAING	0	1	12	292	43	6.8

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,
COUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:34 TO 25:34)
STOP CARD: 35 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: BUSES USED. FOR INTERNAL USE ONLY. 98% coverage. Code A: Long Branch-Neville Park; B: Parklawn-Neville Park. Some stops not tracked.

TORONTO TRANSIT COMMISSION

EB CONTROL POINT: 75 QUEEN ST W AT YONGE ST

EASTBOUND PERIOD 5: 22:00 TO 30:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
96	QUEEN ST E AT GREENWOOD	0	3	37	258	43	6.0
97	QUEEN ST E AT CONNAUGHT	0	4	8	254	43	5.9
98	QUEEN ST E AT WOODWARD	0	2	21	235	43	5.5
99	QUEEN ST E AT COXWELL	0	0	25	210	43	4.9
100	QUEEN ST E AT KINGSTON RD	0	5	46	169	43	3.9
101	QUEEN ST E AT SARAH ASHBRIDGE	0	1	5	165	43	3.8
102	QUEEN ST E AT WOODBINE AVE	0	4	21	148	43	3.4
103	QUEEN ST E AT KIPPENDAVIE	0	0	11	137	43	3.2
104	QUEEN ST E AT WAVERLEY	0	3	13	127	43	3.0
105	QUEEN ST E AT LEE	0	2	16	113	43	2.6
106	QUEEN ST E AT WINEVA	0	8	15	106	43	2.5
107	QUEEN ST E AT SCARBORO BEACH	0	0	7	99	43	2.3
108	QUEEN ST E AT MACLEAN	0	0	10	89	43	2.1
109	QUEEN ST E AT BEECH	0	0	25	64	43	1.5
110	QUEEN ST E AT SILVER BIRCH	0	0	20	44	43	1.0
111	QUEEN ST E AT NEVILLE PARK	0	0	33	11	43	0.3
112	QUEEN ST E AT NEVILLE PARK	0	0	11	0	43	0.0
TOTALS	FOR PERIOD 5: 22:00 TO 30:59	0	1698	1698	23300	3643	6.4

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,
COUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:34 TO 25:34)
STOP CARD: 35 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: BUSES USED. FOR INTERNAL USE ONLY. 98% coverage. Code A: Long Branch-Neville Park; B: Parklawn-Neville Park. Some stops not tracked.

TORONTO TRANSIT COMMISSION

EB CONTROL POINT: 75 QUEEN ST W AT YONGE ST

EASTBOUND PERIOD 5: 22:00 TO 30:59

PERIOD RIDING INDEX	=	6.4	(AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	13.7	STOPS
AVERAGE ONS/VEHICLE-STOP	=	0.5	
AVERAGE ONS/TRIP	=	39.5	

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,
COUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:34 TO 25:34)
STOP CARD: 35 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: BUSES USED. FOR INTERNAL USE ONLY. 98% coverage. Code A: Long Branch-Neville Park; B: Parklawn-Neville Park. Some stops not tracked.

EB CONTROL POINT: 75 QUEEN ST W AT YONGE ST

TORONTO TRANSIT COMMISSION

EASTBOUND ALL DAY

ROUTE STOP	LOCATION	STARTS	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	LOOP (LONG BRANCH) AT LAKE SHORE BLVD W	0	644	0	644	160	4.0
2	LAKE SHORE BLVD W AT 37TH	0	228	24	848	160	5.3
3	LAKE SHORE BLVD W AT LONG BRANCH	0	217	40	1025	160	6.4
4	LAKE SHORE BLVD W AT 31ST	0	243	44	1224	160	7.7
5	LAKE SHORE BLVD W AT 28TH	0	118	19	1323	160	8.3
6	LAKE SHORE BLVD W AT 27TH	0	165	68	1420	160	8.9
7	LAKE SHORE BLVD W AT 23RD	0	180	71	1529	160	9.6
8	LAKE SHORE BLVD W AT KIPLING	0	531	387	1673	160	10.5
9	LAKE SHORE BLVD W AT 15TH	0	72	17	1728	160	10.8
10	LAKE SHORE BLVD W AT 13TH	0	137	93	1772	160	11.1
11	LAKE SHORE BLVD W AT 10TH	0	179	132	1819	160	11.4
12	LAKE SHORE BLVD W AT 7TH	0	251	189	1881	160	11.8
13	LAKE SHORE BLVD W AT 5TH	0	144	92	1933	160	12.1
14	LAKE SHORE BLVD W AT 3RD	0	123	82	1974	160	12.3
15	LAKE SHORE BLVD W AT FIRST	0	216	147	2043	160	12.8
16	LAKE SHORE BLVD W AT ROYAL YORK	0	102	72	2073	160	13.0
17	LAKE SHORE BLVD W AT MILES	0	79	63	2089	160	13.1
18	LAKE SHORE BLVD W AT NORRIS	0	103	135	2057	160	12.9
19	LAKE SHORE BLVD W AT MIMICO	0	202	305	1954	160	12.2
20	LAKE SHORE BLVD W AT SUPERIOR	0	148	169	1933	160	12.1
21	LAKE SHORE BLVD W AT BURLINGTON	0	204	120	2017	160	12.6
22	LAKE SHORE BLVD W AT LOUISA	0	95	57	2055	160	12.8
23	LAKE SHORE BLVD W AT LEGION RD	0	152	44	2163	160	13.5
24	LAKE SHORE BLVD W AT PARK LAWN	0	227	220	2170	160	13.6
27	PARK LAWN AT LAKE SHORE BLVD W	0	117	0	117	161	0.7
28	PARK LAWN OPP 77	0	19	2	134	161	0.8
29	PARK LAWN AT GARDINER EXPRESSWAY EB RAMP	0	24	2	156	161	1.0
30	PARK LAWN AT GARDINER EXPRESSWAY WB RAMP	0	1	5	152	161	0.9
31	QUEENSWAY AT PARK LAWN	0	64	29	187	161	1.2
32	QUEENSWAY AT ALDGATE	0	5	2	190	161	1.2
33	QUEENSWAY AT STEPHEN	0	55	10	235	161	1.5
34	QUEENSWAY AT PLAZA (E OF STEPHEN)	0	89	19	305	161	1.9
35	QUEENSWAY AT SOUTH KINGSWAY	0	10	6	309	161	1.9
36	LAKE SHORE BLVD W OPP 2155 (CHRISTIES)	0	101	21	2250	160	14.1
37	LAKE SHORE BLVD W AT 2095	0	165	57	2358	160	14.7
38	LAKE SHORE BLVD W AT MARINE PARADE DR E	0	55	28	2385	160	14.9
39	LAKE SHORE BLVD W AT PALACE PIER	0	12	10	2387	160	14.9
40	QUEENSWAY AT WINDERMERE (1)	0	22	20	311	161	1.9

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,
COUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:34 TO 25:34)
STOP CARD: 35 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: BUSES USED. FOR INTERNAL USE ONLY. 98% coverage. Code A: Long Branch-Neville Park; B: Parklawn-Neville Park. Some stops not tracked.

EB CONTROL POINT: 75 QUEEN ST W AT YONGE ST

TORONTO TRANSIT COMMISSION

EASTBOUND ALL DAY

ROUTE STOP	LOCATION	STARTS	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
41	WINDERMERE AT QUEENSWAY	0	34	26	2395	160	15.0
42	QUEENSWAY AT WINDERMERE (1)	0	464	41	3129	321	9.7
43	QUEENSWAY AT ELLIS (1)	0	101	7	3223	321	10.0
44	QUEENSWAY AT COLBORNE LODGE DR(1)	0	48	19	3252	321	10.1
45	QUEENSWAY AT GLENDALE	0	172	156	3268	321	10.2
47	QUEENSWAY AT RONCESVALLES	0	734	859	3143	321	9.8
48	QUEEN ST W AT WILSON PARK RD	0	234	25	3352	321	10.4
49	QUEEN ST W AT DOWLING	0	320	128	3544	321	11.0
50	QUEEN ST W AT JAMESON	0	755	370	3929	321	12.2
51	QUEEN ST W AT DUNN	0	475	159	4245	321	13.2
52	QUEEN ST W AT BROCK	0	370	107	4508	321	14.0
53	QUEEN ST W AT DUFFERIN ST	0	777	592	4693	321	14.6
59	QUEEN ST W AT GLADSTONE	0	653	121	5225	321	16.3
60	QUEEN ST W AT ABELL ST	0	661	81	5805	321	18.1
61	QUEEN ST W AT DOVERCOURT	0	440	72	6173	321	19.2
62	QUEEN ST W AT OSSINGTON AVE	0	753	418	6508	321	20.3
63	QUEEN ST W AT SHAW	0	439	106	6841	321	21.3
64	QUEEN ST W AT STRACHAN	0	253	134	6960	321	21.7
65	QUEEN ST W AT NIAGARA	0	480	194	7246	321	22.6
66	QUEEN ST W AT TECUMSETH	0	357	163	7440	321	23.2
67	QUEEN ST W AT BATHURST ST	0	760	702	7498	321	23.4
68	QUEEN ST W AT AUGUSTA	0	652	272	7878	321	24.5
69	QUEEN ST W AT SPADINA AVE	0	1195	1094	7979	321	24.9
70	QUEEN ST W AT PETER ST	0	569	300	8248	321	25.7
71	QUEEN ST W AT JOHN ST	0	551	601	8198	321	25.5
72	QUEEN ST W AT UNIVERSITY AVE	0	981	2116	7063	321	22.0
73	QUEEN ST W AT YORK ST	0	232	320	6975	321	21.7
74	QUEEN ST W AT BAY ST	0	606	979	6602	321	20.6
75	QUEEN ST W AT YONGE ST	0	2643	1955	7290	321	22.7
76	QUEEN ST E AT VICTORIA	0	870	347	7813	321	24.3
77	QUEEN ST E AT CHURCH	0	375	409	7779	321	24.2
78	QUEEN ST E AT JARVIS ST	0	255	481	7553	321	23.5
79	QUEEN ST E AT SHERBOURNE	0	317	762	7108	321	22.1
80	QUEEN ST E AT ONTARIO	0	93	356	6845	321	21.3
81	QUEEN ST E AT PARLIAMENT	0	241	538	6548	321	20.4
82	QUEEN ST E AT SACKVILLE	0	84	342	6290	321	19.6
83	QUEEN ST E AT SUMACH	0	134	350	6074	321	18.9
84	QUEEN ST E AT RIVER	0	139	357	5856	321	18.2
85	QUEEN ST E AT CARROLL	0	149	241	5764	321	18.0
86	QUEEN ST E AT BROADVIEW	0	480	437	5807	321	18.1
87	QUEEN ST E AT SAULTER	0	120	208	5719	321	17.8

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,
COUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:34 TO 25:34)
STOP CARD: 35 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: BUSES USED. FOR INTERNAL USE ONLY. 98% coverage. Code A: Long Branch-Neville Park; B: Parklawn-Neville Park. Some stops not tracked.

TORONTO TRANSIT COMMISSION

EB CONTROL POINT: 75 QUEEN ST W AT YONGE ST

EASTBOUND ALL DAY

ROUTE STOP	LOCATION	STARTS	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
88	QUEEN ST E AT EMPIRE	0	32	156	5595	321	17.4
89	QUEEN ST E AT LOGAN	0	75	464	5206	321	16.2
90	QUEEN ST E AT CARLAW	0	304	743	4767	321	14.9
91	QUEEN ST E AT PAPE	0	76	296	4547	321	14.2
92	QUEEN ST E AT CAROLINE	0	45	285	4307	321	13.4
93	QUEEN ST E AT JONES	0	125	346	4086	321	12.7
94	QUEEN ST E AT LESLIE	0	140	447	3779	321	11.8
95	QUEEN ST E AT LAING	0	30	126	3683	321	11.5
96	QUEEN ST E AT GREENWOOD	0	96	394	3385	321	10.5
97	QUEEN ST E AT CONNAUGHT	0	163	259	3289	321	10.2
98	QUEEN ST E AT WOODWARD	0	66	209	3146	321	9.8
99	QUEEN ST E AT COXWELL	0	143	495	2794	321	8.7
100	QUEEN ST E AT KINGSTON RD	0	200	458	2536	321	7.9
101	QUEEN ST E AT SARAH ASHBRIDGE	0	51	184	2403	321	7.5
102	QUEEN ST E AT WOODBINE AVE	0	126	320	2209	321	6.9
103	QUEEN ST E AT KIPPENDAVIE	0	49	219	2039	321	6.4
104	QUEEN ST E AT WAVERLEY	0	59	364	1734	321	5.4
105	QUEEN ST E AT LEE	0	101	329	1506	321	4.7
106	QUEEN ST E AT WINEVA	0	163	278	1391	321	4.3
107	QUEEN ST E AT SCARBORO BEACH	0	9	143	1257	320	3.9
108	QUEEN ST E AT MACLEAN	0	7	101	1163	320	3.6
109	QUEEN ST E AT BEECH	0	4	431	736	320	2.3
110	QUEEN ST E AT SILVER BIRCH	0	5	266	475	320	1.5
111	QUEEN ST E AT NEVILLE PARK	0	7	313	169	320	0.5
112	QUEEN ST E AT NEVILLE PARK	0	0	169	0	320	0.0
TOTALS FOR EASTBOUND ALL DAY		0	27541	27541	360791	27109	13.3

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,
COUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:34 TO 25:34)
STOP CARD: 35 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: BUSES USED. FOR INTERNAL USE ONLY. 98% coverage. Code A: Long Branch-Neville Park; B: Parklawn-Neville Park. Some stops not tracked.

TORONTO TRANSIT COMMISSION

EB CONTROL POINT: 75 QUEEN ST W AT YONGE ST

EASTBOUND ALL DAY

PERIOD RIDING INDEX	=	13.3	(AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	13.1	STOPS
AVERAGE ONS/VEHICLE-STOP	=	1.0	
AVERAGE ONS/TRIP	=	85.8	

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,
COUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:22 TO 25:15)
STOP CARD: 35 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: BUSES USED. FOR INTERNAL USE ONLY. 98% coverage. Code A: Long Branch-Neville Park; B: Parklawn-Neville Park. Some stops not tracked.

TORONTO TRANSIT COMMISSION

WB CONTROL POINT: 37 QUEEN ST E AT YONGE ST

WESTBOUND PERIOD 1: 00:00 TO 08:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	QUEEN ST E AT NEVILLE PARK	0	128	0	128	57	2.2
2	QUEEN ST E AT SILVER BIRCH	0	64	0	192	57	3.4
3	QUEEN ST E AT SPRUCE HILL	0	71	2	261	57	4.6
4	QUEEN ST E AT GLEN MANOR	0	51	1	311	57	5.5
5	QUEEN ST E AT WINEVA	0	74	39	346	57	6.1
6	QUEEN ST E AT LEE	0	43	0	389	57	6.8
7	QUEEN ST E AT WAVERLEY	0	59	0	448	57	7.9
8	QUEEN ST E AT ELMER	0	71	2	517	57	9.1
9	QUEEN ST E AT WOODBINE AVE	0	67	5	579	57	10.2
10	QUEEN ST E AT LOCKWOOD	0	77	3	653	57	11.5
11	QUEEN ST E AT KINGSTON RD	0	90	3	740	57	13.0
13	QUEEN ST E AT COXWELL	0	103	18	825	57	14.5
14	QUEEN ST E AT KENT	0	58	8	875	57	15.4
15	QUEEN ST E AT CONNAUGHT	0	43	29	889	57	15.6
16	QUEEN ST E AT GREENWOOD	0	93	9	973	57	17.1
17	QUEEN ST E AT ALTON	0	33	0	1006	57	17.6
18	QUEEN ST E AT LESLIE	0	66	13	1059	57	18.6
19	QUEEN ST E AT JONES	0	97	5	1151	57	20.2
20	QUEEN ST E AT BROOKLYN	0	71	3	1219	57	21.4
21	QUEEN ST E AT PAPE	0	77	6	1290	57	22.6
22	QUEEN ST E AT CARLAW	0	126	43	1373	57	24.1
23	QUEEN ST E AT LOGAN	0	62	8	1427	57	25.0
24	QUEEN ST E AT EMPIRE	0	26	0	1453	57	25.5
25	QUEEN ST E AT BOULTON	0	27	2	1478	57	25.9
26	QUEEN ST E AT BROADVIEW	0	52	46	1484	57	26.0
27	QUEEN ST E AT CARROLL	0	36	75	1445	57	25.4
28	QUEEN ST E AT RIVER	0	59	17	1487	57	26.1
29	QUEEN ST E AT SUMACH	0	45	11	1521	57	26.7
30	QUEEN ST E AT SACKVILLE	0	40	9	1552	57	27.2
31	QUEEN ST E AT PARLIAMENT	0	86	30	1608	57	28.2
32	QUEEN ST E AT ONTARIO	0	66	8	1666	57	29.2
33	QUEEN ST E AT SHERBOURNE	0	116	52	1730	57	30.4
34	QUEEN ST E AT JARVIS ST	0	54	60	1724	57	30.2
35	QUEEN ST E AT CHURCH	0	42	73	1693	57	29.7
36	QUEEN ST E AT VICTORIA	0	34	337	1390	57	24.4
37	QUEEN ST E AT YONGE ST	0	203	402	1191	57	20.9
38	QUEEN ST W AT BAY ST	0	80	200	1071	57	18.8
39	QUEEN ST W AT YORK ST	0	9	131	949	57	16.6
40	QUEEN ST W AT UNIVERSITY AVE	0	210	188	971	57	17.0
41	QUEEN ST W AT SIMCOE	0	83	63	991	57	17.4
42	QUEEN ST W AT JOHN ST	0	33	99	925	57	16.2
43	QUEEN ST W AT SOHO	0	8	109	824	57	14.5
44	QUEEN ST W AT SPADINA AVE	0	41	199	666	57	11.7
45	QUEEN ST W AT AUGUSTA	0	6	65	607	57	10.6
46	QUEEN ST W AT BATHURST ST	0	62	156	513	57	9.0

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,
COUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:22 TO 25:15)
STOP CARD: 35 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: BUSES USED. FOR INTERNAL USE ONLY. 98% coverage. Code A: Long Branch-Neville Park; B: Parklawn-Neville Park. Some stops not tracked.

TORONTO TRANSIT COMMISSION

WB CONTROL POINT: 37 QUEEN ST E AT YONGE ST

WESTBOUND PERIOD 1: 00:00 TO 08:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
47	QUEEN ST W AT PALMERSTON	0	12	24	501	57	8.8
48	QUEEN ST W AT CLAREMONT	0	14	29	486	57	8.5
49	QUEEN ST W AT STRACHAN	0	8	28	466	57	8.2
50	QUEEN ST W AT SHAW	0	10	56	420	57	7.4
51	QUEEN ST W AT OSSINGTON AVE	0	56	101	375	57	6.6
52	QUEEN ST W AT DOVERCOURT	0	2	16	361	57	6.3
54	QUEEN ST W AT GLADSTONE	0	13	35	339	57	5.9
59	QUEEN ST W AT DUFFERIN ST	0	71	50	360	57	6.3
60	QUEEN ST W AT BROCK	0	11	18	353	57	6.2
61	QUEEN ST W AT OHARA	0	13	19	347	57	6.1
62	QUEEN ST W AT LANSDOWNE	0	70	67	350	57	6.1
63	QUEEN ST W AT SORAUREN	0	12	32	330	57	5.8
64	QUEEN ST W AT TRILLER AVE	0	7	5	332	57	5.8
65	QUEEN ST W AT RONCESVALLES	0	102	74	360	57	6.3
67	QUEENSWAY AT GLENDALE	0	14	64	310	57	5.4
68	QUEENSWAY AT COLBORNE LODGE DR	0	0	16	294	57	5.2
69	QUEENSWAY AT ELLIS (1)	0	25	40	279	57	4.9
73	LAKE SHORE BLVD W OPP 2095	0	0	0	279	28	10.0
74	LAKE SHORE BLVD W AT 2155	0	13	26	266	28	9.5
75	LAKE SHORE BLVD W AT PARK LAWN	0	68	12	322	28	11.5
76	LAKE SHORE BLVD W AT LEGION RD	0	17	3	336	28	12.0
77	LAKE SHORE BLVD W AT LOUISA	0	20	12	344	28	12.3
78	LAKE SHORE BLVD W AT BURLINGTON	0	63	10	397	28	14.2
79	LAKE SHORE BLVD W AT SUPERIOR	0	58	13	442	28	15.8
80	LAKE SHORE BLVD W AT MIMICO	0	46	74	414	28	14.8
81	LAKE SHORE BLVD W AT HILLSIDE	0	41	8	447	28	16.0
82	LAKE SHORE BLVD W AT SYMONS	0	17	2	462	28	16.5
83	LAKE SHORE BLVD W AT ROYAL YORK	0	59	4	517	28	18.5
84	LAKE SHORE BLVD W AT FIRST	0	22	34	505	28	18.0
85	LAKE SHORE BLVD W AT 3RD	0	20	5	520	28	18.6
86	LAKE SHORE BLVD W AT 5TH	0	22	23	519	28	18.5
87	LAKE SHORE BLVD W AT ISLINGTON	0	49	43	525	28	18.8
88	LAKE SHORE BLVD W AT 10TH	0	35	15	545	28	19.5
89	LAKE SHORE BLVD W AT 13TH	0	30	5	570	28	20.4
90	LAKE SHORE BLVD W AT 15TH	0	3	22	551	28	19.7
91	LAKE SHORE BLVD W AT KIPLING	0	40	272	319	28	11.4
92	LAKE SHORE BLVD W AT 22ND	0	15	18	316	28	11.3
93	LAKE SHORE BLVD W AT 26TH	0	19	13	322	28	11.5
94	LAKE SHORE BLVD W AT 29TH	0	10	18	314	28	11.2
95	LAKE SHORE BLVD W AT 30TH	0	8	68	254	28	9.1
96	LAKE SHORE BLVD W AT LONG BRANCH	0	0	20	234	28	8.4
97	LAKE SHORE BLVD W AT 37TH	0	0	78	156	28	5.6
98	LOOP (LONG BRANCH) AT LAKE SHORE BLVD W	0	0	156	0	28	0.0
TOTALS	FOR PERIOD 1: 00:00 TO 08:59	0	4157	4157	61729	4262	14.5

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,
COUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:22 TO 25:15)
STOP CARD: 35 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: BUSES USED. FOR INTERNAL USE ONLY. 98% coverage. Code A: Long Branch-Neville Park; B: Parklawn-Neville Park. Some stops not tracked.

TORONTO TRANSIT COMMISSION

WB CONTROL POINT: 37 QUEEN ST E AT YONGE ST

WESTBOUND PERIOD 1: 00:00 TO 08:59

PERIOD RIDING INDEX	=	14.5 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	14.8 STOPS
AVERAGE ONS/VEHICLE-STOP	=	1.0
AVERAGE ONS/TRIP	=	72.9

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,
COUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:22 TO 25:15)
STOP CARD: 35 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: BUSES USED. FOR INTERNAL USE ONLY. 98% coverage. Code A: Long Branch-Neville Park; B: Parklawn-Neville Park. Some stops not tracked.

TORONTO TRANSIT COMMISSION

WB CONTROL POINT: 37 QUEEN ST E AT YONGE ST

WESTBOUND PERIOD 2: 09:00 TO 14:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	QUEEN ST E AT NEVILLE PARK	0	164	0	164	106	1.5
2	QUEEN ST E AT SILVER BIRCH	0	111	0	275	106	2.6
3	QUEEN ST E AT SPRUCE HILL	0	151	5	421	106	4.0
4	QUEEN ST E AT GLEN MANOR	0	111	5	527	106	5.0
5	QUEEN ST E AT WINEVA	0	118	65	580	106	5.5
6	QUEEN ST E AT LEE	0	114	23	671	106	6.3
7	QUEEN ST E AT WAVERLEY	0	158	44	785	106	7.4
8	QUEEN ST E AT ELMER	0	78	18	845	106	8.0
9	QUEEN ST E AT WOODBINE AVE	0	112	50	907	106	8.6
10	QUEEN ST E AT LOCKWOOD	0	111	25	993	106	9.4
11	QUEEN ST E AT KINGSTON RD	0	111	33	1071	106	10.1
13	QUEEN ST E AT COXWELL	0	166	74	1163	106	11.0
14	QUEEN ST E AT KENT	0	84	19	1228	106	11.6
15	QUEEN ST E AT CONNAUGHT	0	112	61	1279	106	12.1
16	QUEEN ST E AT GREENWOOD	0	133	28	1384	106	13.1
17	QUEEN ST E AT ALTON	0	51	12	1423	106	13.4
18	QUEEN ST E AT LESLIE	0	101	63	1461	106	13.8
19	QUEEN ST E AT JONES	0	142	37	1566	106	14.8
20	QUEEN ST E AT BROOKLYN	0	69	24	1611	106	15.2
21	QUEEN ST E AT PAPE	0	101	31	1681	106	15.9
22	QUEEN ST E AT CARLAW	0	216	114	1783	106	16.8
23	QUEEN ST E AT LOGAN	0	185	44	1924	106	18.2
24	QUEEN ST E AT EMPIRE	0	52	11	1965	106	18.5
25	QUEEN ST E AT BOULTON	0	64	42	1987	106	18.7
26	QUEEN ST E AT BROADVIEW	0	147	136	1998	106	18.8
27	QUEEN ST E AT CARROLL	0	96	79	2015	106	19.0
28	QUEEN ST E AT RIVER	0	161	110	2066	106	19.5
29	QUEEN ST E AT SUMACH	0	110	48	2128	106	20.1
30	QUEEN ST E AT SACKVILLE	0	132	38	2222	106	21.0
31	QUEEN ST E AT PARLIAMENT	0	169	86	2305	106	21.7
32	QUEEN ST E AT ONTARIO	0	109	28	2386	106	22.5
33	QUEEN ST E AT SHERBOURNE	0	219	124	2481	106	23.4
34	QUEEN ST E AT JARVIS ST	0	133	86	2528	106	23.8
35	QUEEN ST E AT CHURCH	0	99	159	2468	106	23.3
36	QUEEN ST E AT VICTORIA	0	89	366	2191	106	20.7
37	QUEEN ST E AT YONGE ST	0	627	699	2119	106	20.0
38	QUEEN ST W AT BAY ST	0	354	215	2258	106	21.3
39	QUEEN ST W AT YORK ST	0	60	96	2222	106	21.0
40	QUEEN ST W AT UNIVERSITY AVE	0	510	209	2523	106	23.8
41	QUEEN ST W AT SIMCOE	0	126	82	2567	106	24.2
42	QUEEN ST W AT JOHN ST	0	90	251	2406	106	22.7
43	QUEEN ST W AT SOHO	0	58	191	2273	106	21.4
44	QUEEN ST W AT SPADINA AVE	0	240	563	1950	106	18.4
45	QUEEN ST W AT AUGUSTA	0	58	204	1804	106	17.0
46	QUEEN ST W AT BATHURST ST	0	193	321	1676	106	15.8

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,
COUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:22 TO 25:15)
STOP CARD: 35 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: BUSES USED. FOR INTERNAL USE ONLY. 98% coverage. Code A: Long Branch-Neville Park; B: Parklawn-Neville Park. Some stops not tracked.

TORONTO TRANSIT COMMISSION

WB CONTROL POINT: 37 QUEEN ST E AT YONGE ST

WESTBOUND PERIOD 2: 09:00 TO 14:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
47	QUEEN ST W AT PALMERSTON	0	32	92	1616	106	15.2
48	QUEEN ST W AT CLAREMONT	0	38	147	1507	106	14.2
49	QUEEN ST W AT STRACHAN	0	35	125	1417	106	13.4
50	QUEEN ST W AT SHAW	0	32	126	1323	106	12.5
51	QUEEN ST W AT OSSINGTON AVE	0	148	220	1251	106	11.8
52	QUEEN ST W AT DOVERCOURT	0	25	87	1189	106	11.2
54	QUEEN ST W AT GLADSTONE	0	48	108	1129	106	10.7
59	QUEEN ST W AT DUFFERIN ST	0	161	197	1093	106	10.3
60	QUEEN ST W AT BROCK	0	45	109	1029	106	9.7
61	QUEEN ST W AT OHARA	0	51	125	955	106	9.0
62	QUEEN ST W AT LANSDOWNE	0	144	218	881	106	8.3
63	QUEEN ST W AT SORAUREN	0	53	127	807	106	7.6
64	QUEEN ST W AT TRILLER AVE	0	1	53	755	106	7.1
65	QUEEN ST W AT RONCESVALLES	0	263	305	713	106	6.7
67	QUEENSWAY AT GLENDALE	0	88	102	699	106	6.6
68	QUEENSWAY AT COLBORNE LODGE DR	0	5	28	676	106	6.4
69	QUEENSWAY AT ELLIS (1)	0	46	118	604	106	5.7
73	LAKE SHORE BLVD W OPP 2095	0	0	0	604	54	11.2
74	LAKE SHORE BLVD W AT 2155	0	27	41	590	54	10.9
75	LAKE SHORE BLVD W AT PARK LAWN	0	132	40	682	54	12.6
76	LAKE SHORE BLVD W AT LEGION RD	0	17	21	678	54	12.6
77	LAKE SHORE BLVD W AT LOUISA	0	22	21	679	54	12.6
78	LAKE SHORE BLVD W AT BURLINGTON	0	54	47	686	54	12.7
79	LAKE SHORE BLVD W AT SUPERIOR	0	57	48	695	54	12.9
80	LAKE SHORE BLVD W AT MIMICO	0	86	105	676	54	12.5
81	LAKE SHORE BLVD W AT HILLSIDE	0	42	18	700	54	13.0
82	LAKE SHORE BLVD W AT SYMONS	0	21	20	701	54	13.0
83	LAKE SHORE BLVD W AT ROYAL YORK	0	103	19	785	54	14.5
84	LAKE SHORE BLVD W AT FIRST	0	60	70	775	54	14.4
85	LAKE SHORE BLVD W AT 3RD	0	24	38	761	54	14.1
86	LAKE SHORE BLVD W AT 5TH	0	54	75	740	54	13.7
87	LAKE SHORE BLVD W AT ISLINGTON	0	101	79	762	54	14.1
88	LAKE SHORE BLVD W AT 10TH	0	50	72	740	54	13.7
89	LAKE SHORE BLVD W AT 13TH	0	46	41	745	54	13.8
90	LAKE SHORE BLVD W AT 15TH	0	10	21	734	54	13.6
91	LAKE SHORE BLVD W AT KIPLING	0	208	214	728	54	13.5
92	LAKE SHORE BLVD W AT 22ND	0	34	69	693	54	12.8
93	LAKE SHORE BLVD W AT 26TH	0	45	61	677	54	12.5
94	LAKE SHORE BLVD W AT 29TH	0	10	43	644	54	11.9
95	LAKE SHORE BLVD W AT 30TH	0	34	84	594	54	11.0
96	LAKE SHORE BLVD W AT LONG BRANCH	0	13	92	515	54	9.5
97	LAKE SHORE BLVD W AT 37TH	0	1	216	300	54	5.6
98	LOOP (LONG BRANCH) AT LAKE SHORE BLVD W	0	0	300	0	54	0.0
TOTALS	FOR PERIOD 2: 09:00 TO 14:59	0	9061	9061	108808	7976	13.6

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,
COUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:22 TO 25:15)
STOP CARD: 35 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: BUSES USED. FOR INTERNAL USE ONLY. 98% coverage. Code A: Long Branch-Neville Park; B: Parklawn-Neville Park. Some stops not tracked.

TORONTO TRANSIT COMMISSION

WB CONTROL POINT: 37 QUEEN ST E AT YONGE ST

WESTBOUND PERIOD 2: 09:00 TO 14:59

PERIOD RIDING INDEX	=	13.6	(AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	12.0	STOPS
AVERAGE ONS/VEHICLE-STOP	=	1.1	
AVERAGE ONS/TRIP	=	85.5	

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,
COUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:22 TO 25:15)
STOP CARD: 35 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: BUSES USED. FOR INTERNAL USE ONLY. 98% coverage. Code A: Long Branch-Neville Park; B: Parklawn-Neville Park. Some stops not tracked.

TORONTO TRANSIT COMMISSION

WB CONTROL POINT: 37 QUEEN ST E AT YONGE ST

WESTBOUND PERIOD 3: 15:00 TO 18:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	QUEEN ST E AT NEVILLE PARK	0	118	0	118	72	1.6
2	QUEEN ST E AT SILVER BIRCH	0	74	2	190	72	2.6
3	QUEEN ST E AT SPRUCE HILL	0	108	2	296	72	4.1
4	QUEEN ST E AT GLEN MANOR	0	61	3	354	72	4.9
5	QUEEN ST E AT WINEVA	0	85	60	379	72	5.3
6	QUEEN ST E AT LEE	0	99	33	445	72	6.2
7	QUEEN ST E AT WAVERLEY	0	81	39	487	72	6.8
8	QUEEN ST E AT ELMER	0	72	28	531	72	7.4
9	QUEEN ST E AT WOODBINE AVE	0	75	61	545	72	7.6
10	QUEEN ST E AT LOCKWOOD	0	48	33	560	72	7.8
11	QUEEN ST E AT KINGSTON RD	0	73	38	595	72	8.3
13	QUEEN ST E AT COXWELL	0	120	43	672	72	9.3
14	QUEEN ST E AT KENT	0	37	22	687	72	9.5
15	QUEEN ST E AT CONNAUGHT	0	80	15	752	72	10.4
16	QUEEN ST E AT GREENWOOD	0	97	23	826	72	11.5
17	QUEEN ST E AT ALTON	0	28	7	847	72	11.8
18	QUEEN ST E AT LESLIE	0	70	40	877	72	12.2
19	QUEEN ST E AT JONES	0	104	52	929	72	12.9
20	QUEEN ST E AT BROOKLYN	0	51	19	961	72	13.3
21	QUEEN ST E AT PAPE	0	61	28	994	72	13.8
22	QUEEN ST E AT CARLAW	0	213	87	1120	72	15.6
23	QUEEN ST E AT LOGAN	0	169	36	1253	72	17.4
24	QUEEN ST E AT EMPIRE	0	49	20	1282	72	17.8
25	QUEEN ST E AT BOULTON	0	58	32	1308	72	18.2
26	QUEEN ST E AT BROADVIEW	0	124	128	1304	72	18.1
27	QUEEN ST E AT CARROLL	0	78	43	1339	72	18.6
28	QUEEN ST E AT RIVER	0	96	48	1387	72	19.3
29	QUEEN ST E AT SUMACH	0	163	37	1513	72	21.0
30	QUEEN ST E AT SACKVILLE	0	108	19	1602	72	22.3
31	QUEEN ST E AT PARLIAMENT	0	201	63	1740	72	24.2
32	QUEEN ST E AT ONTARIO	0	120	27	1833	72	25.5
33	QUEEN ST E AT SHERBOURNE	0	192	89	1936	72	26.9
34	QUEEN ST E AT JARVIS ST	0	157	55	2038	72	28.3
35	QUEEN ST E AT CHURCH	0	151	93	2096	72	29.1
36	QUEEN ST E AT VICTORIA	0	166	338	1924	72	26.7
37	QUEEN ST E AT YONGE ST	0	843	725	2042	72	28.4
38	QUEEN ST W AT BAY ST	0	579	99	2522	72	35.0
39	QUEEN ST W AT YORK ST	0	143	66	2599	72	36.1
40	QUEEN ST W AT UNIVERSITY AVE	0	518	185	2932	72	40.7
41	QUEEN ST W AT SIMCOE	0	117	48	3001	72	41.7
42	QUEEN ST W AT JOHN ST	0	217	264	2954	72	41.0
43	QUEEN ST W AT SOHO	0	125	138	2941	72	40.8
44	QUEEN ST W AT SPADINA AVE	0	403	513	2831	72	39.3
45	QUEEN ST W AT AUGUSTA	0	120	213	2738	72	38.0
46	QUEEN ST W AT BATHURST ST	0	307	346	2699	72	37.5

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,
COUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:22 TO 25:15)
STOP CARD: 35 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: BUSES USED. FOR INTERNAL USE ONLY. 98% coverage. Code A: Long Branch-Neville Park; B: Parklawn-Neville Park. Some stops not tracked.

TORONTO TRANSIT COMMISSION

WB CONTROL POINT: 37 QUEEN ST E AT YONGE ST

WESTBOUND PERIOD 3: 15:00 TO 18:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
47	QUEEN ST W AT PALMERSTON	0	84	146	2637	72	36.6
48	QUEEN ST W AT CLAREMONT	0	52	199	2490	72	34.6
49	QUEEN ST W AT STRACHAN	0	81	157	2414	72	33.5
50	QUEEN ST W AT SHAW	0	46	138	2322	72	32.3
51	QUEEN ST W AT OSSINGTON AVE	0	111	264	2169	72	30.1
52	QUEEN ST W AT DOVERCOURT	0	35	239	1965	72	27.3
54	QUEEN ST W AT GLADSTONE	0	53	263	1755	72	24.4
59	QUEEN ST W AT DUFFERIN ST	0	206	246	1715	72	23.8
60	QUEEN ST W AT BROCK	0	36	168	1583	72	22.0
61	QUEEN ST W AT OHARA	0	43	198	1428	72	19.8
62	QUEEN ST W AT LANSDOWNE	0	119	275	1272	72	17.7
63	QUEEN ST W AT SORAUREN	0	45	174	1143	72	15.9
64	QUEEN ST W AT TRILLER AVE	0	9	73	1079	72	15.0
65	QUEEN ST W AT RONCESVALLES	0	319	221	1177	72	16.3
67	QUEENSWAY AT GLENDALE	0	41	59	1159	72	16.1
68	QUEENSWAY AT COLBORNE LODGE DR	0	9	17	1151	72	16.0
69	QUEENSWAY AT ELLIS (1)	0	33	209	975	72	13.5
73	LAKE SHORE BLVD W OPP 2095	0	0	0	975	36	27.1
74	LAKE SHORE BLVD W AT 2155	0	15	89	901	36	25.0
75	LAKE SHORE BLVD W AT PARK LAWN	0	85	84	902	36	25.1
76	LAKE SHORE BLVD W AT LEGION RD	0	9	53	858	36	23.8
77	LAKE SHORE BLVD W AT LOUISA	0	8	46	820	36	22.8
78	LAKE SHORE BLVD W AT BURLINGTON	0	20	73	767	36	21.3
79	LAKE SHORE BLVD W AT SUPERIOR	0	29	77	719	36	20.0
80	LAKE SHORE BLVD W AT MIMICO	0	46	100	665	36	18.5
81	LAKE SHORE BLVD W AT HILLSIDE	0	21	37	649	36	18.0
82	LAKE SHORE BLVD W AT SYMONS	0	5	18	636	36	17.7
83	LAKE SHORE BLVD W AT ROYAL YORK	0	61	23	674	36	18.7
84	LAKE SHORE BLVD W AT FIRST	0	29	69	634	36	17.6
85	LAKE SHORE BLVD W AT 3RD	0	22	44	612	36	17.0
86	LAKE SHORE BLVD W AT 5TH	0	27	62	577	36	16.0
87	LAKE SHORE BLVD W AT ISLINGTON	0	77	68	586	36	16.3
88	LAKE SHORE BLVD W AT 10TH	0	29	65	550	36	15.3
89	LAKE SHORE BLVD W AT 13TH	0	22	44	528	36	14.7
90	LAKE SHORE BLVD W AT 15TH	0	7	15	520	36	14.4
91	LAKE SHORE BLVD W AT KIPLING	0	137	120	537	36	14.9
92	LAKE SHORE BLVD W AT 22ND	0	20	48	509	36	14.1
93	LAKE SHORE BLVD W AT 26TH	0	19	53	475	36	13.2
94	LAKE SHORE BLVD W AT 29TH	0	4	55	424	36	11.8
95	LAKE SHORE BLVD W AT 30TH	0	13	73	364	36	10.1
96	LAKE SHORE BLVD W AT LONG BRANCH	0	10	84	290	36	8.1
97	LAKE SHORE BLVD W AT 37TH	0	0	121	169	36	4.7
98	LOOP (LONG BRANCH) AT LAKE SHORE BLVD W	0	0	169	0	36	0.0
TOTALS	FOR PERIOD 3: 15:00 TO 18:59	0	8996	8996	106754	5400	19.8

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,
COUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:22 TO 25:15)
STOP CARD: 35 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: BUSES USED. FOR INTERNAL USE ONLY. 98% coverage. Code A: Long Branch-Neville Park; B: Parklawn-Neville Park. Some stops not tracked.

TORONTO TRANSIT COMMISSION

WB CONTROL POINT: 37 QUEEN ST E AT YONGE ST

WESTBOUND PERIOD 3: 15:00 TO 18:59

PERIOD RIDING INDEX = 19.8 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH = 11.9 STOPS
AVERAGE ONS/VEHICLE-STOP = 1.7
AVERAGE ONS/TRIP = 124.9

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,
COUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:22 TO 25:15)
STOP CARD: 35 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: BUSES USED. FOR INTERNAL USE ONLY. 98% coverage. Code A: Long Branch-Neville Park; B: Parklawn-Neville Park. Some stops not tracked.

TORONTO TRANSIT COMMISSION

WB CONTROL POINT: 37 QUEEN ST E AT YONGE ST

WESTBOUND PERIOD 4: 19:00 TO 21:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	QUEEN ST E AT NEVILLE PARK	0	41	0	41	45	0.9
2	QUEEN ST E AT SILVER BIRCH	0	23	1	63	45	1.4
3	QUEEN ST E AT SPRUCE HILL	0	35	0	98	45	2.2
4	QUEEN ST E AT GLEN MANOR	0	19	0	117	45	2.6
5	QUEEN ST E AT WINEVA	0	27	14	130	45	2.9
6	QUEEN ST E AT LEE	0	34	12	152	45	3.4
7	QUEEN ST E AT WAVERLEY	0	31	8	175	45	3.9
8	QUEEN ST E AT ELMER	0	23	4	194	45	4.3
9	QUEEN ST E AT WOODBINE AVE	0	42	15	221	45	4.9
10	QUEEN ST E AT LOCKWOOD	0	5	5	221	45	4.9
11	QUEEN ST E AT KINGSTON RD	0	44	14	251	45	5.6
13	QUEEN ST E AT COXWELL	0	70	19	302	45	6.7
14	QUEEN ST E AT KENT	0	21	6	317	45	7.0
15	QUEEN ST E AT CONNAUGHT	0	19	5	331	45	7.4
16	QUEEN ST E AT GREENWOOD	0	27	15	343	45	7.6
17	QUEEN ST E AT ALTON	0	6	7	342	45	7.6
18	QUEEN ST E AT LESLIE	0	39	19	362	45	8.0
19	QUEEN ST E AT JONES	0	50	19	393	45	8.7
20	QUEEN ST E AT BROOKLYN	0	23	9	407	45	9.0
21	QUEEN ST E AT PAPE	0	32	3	436	45	9.7
22	QUEEN ST E AT CARLAW	0	92	42	486	45	10.8
23	QUEEN ST E AT LOGAN	0	61	9	538	45	12.0
24	QUEEN ST E AT EMPIRE	0	14	7	545	45	12.1
25	QUEEN ST E AT BOULTON	0	19	16	548	45	12.2
26	QUEEN ST E AT BROADVIEW	0	62	49	561	45	12.5
27	QUEEN ST E AT CARROLL	0	22	16	567	45	12.6
28	QUEEN ST E AT RIVER	0	31	21	577	45	12.8
29	QUEEN ST E AT SUMACH	0	32	9	600	45	13.3
30	QUEEN ST E AT SACKVILLE	0	18	8	610	45	13.6
31	QUEEN ST E AT PARLIAMENT	0	57	34	633	45	14.1
32	QUEEN ST E AT ONTARIO	0	49	12	670	45	14.9
33	QUEEN ST E AT SHERBOURNE	0	73	36	707	45	15.7
34	QUEEN ST E AT JARVIS ST	0	58	25	740	45	16.4
35	QUEEN ST E AT CHURCH	0	50	34	756	45	16.8
36	QUEEN ST E AT VICTORIA	0	32	75	713	45	15.8
37	QUEEN ST E AT YONGE ST	0	353	259	807	45	17.9
38	QUEEN ST W AT BAY ST	0	258	34	1031	45	22.9
39	QUEEN ST W AT YORK ST	0	38	12	1057	45	23.5
40	QUEEN ST W AT UNIVERSITY AVE	0	216	74	1199	45	26.6
41	QUEEN ST W AT SIMCOE	0	60	31	1228	45	27.3
42	QUEEN ST W AT JOHN ST	0	125	112	1241	45	27.6
43	QUEEN ST W AT SOHO	0	60	50	1251	45	27.8
44	QUEEN ST W AT SPADINA AVE	0	161	169	1243	45	27.6
45	QUEEN ST W AT AUGUSTA	0	53	73	1223	45	27.2
46	QUEEN ST W AT BATHURST ST	0	150	166	1207	45	26.8

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,
COUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:22 TO 25:15)
STOP CARD: 35 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: BUSES USED. FOR INTERNAL USE ONLY. 98% coverage. Code A: Long Branch-Neville Park; B: Parklawn-Neville Park. Some stops not tracked.

WB CONTROL POINT: 37 QUEEN ST E AT YONGE ST

TORONTO TRANSIT COMMISSION

WESTBOUND PERIOD 4: 19:00 TO 21:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
47	QUEEN ST W AT PALMERSTON	0	21	69	1159	45	25.8
48	QUEEN ST W AT CLAREMONT	0	28	76	1111	45	24.7
49	QUEEN ST W AT STRACHAN	0	22	43	1090	45	24.2
50	QUEEN ST W AT SHAW	0	20	61	1049	45	23.3
51	QUEEN ST W AT OSSINGTON AVE	0	43	103	989	45	22.0
52	QUEEN ST W AT DOVERCOURT	0	8	122	875	45	19.4
54	QUEEN ST W AT GLADSTONE	0	24	111	788	45	17.5
59	QUEEN ST W AT DUFFERIN ST	0	52	97	743	45	16.5
60	QUEEN ST W AT BROCK	0	20	73	690	45	15.3
61	QUEEN ST W AT OHARA	0	10	98	602	45	13.4
62	QUEEN ST W AT LANSDOWNE	0	30	114	518	45	11.5
63	QUEEN ST W AT SORAUREN	0	11	78	451	45	10.0
64	QUEEN ST W AT TRILLER AVE	0	5	27	429	45	9.5
65	QUEEN ST W AT RONCESVALLES	0	159	97	491	45	10.9
67	QUEENSWAY AT GLENDALE	0	18	23	486	45	10.8
68	QUEENSWAY AT COLBORNE LODGE DR	0	2	3	485	45	10.8
69	QUEENSWAY AT ELLIS (1)	0	9	75	419	45	9.3
73	LAKE SHORE BLVD W OPP 2095	0	0	0	419	22	19.0
74	LAKE SHORE BLVD W AT 2155	0	4	46	377	22	17.1
75	LAKE SHORE BLVD W AT PARK LAWN	0	50	35	392	22	17.8
76	LAKE SHORE BLVD W AT LEGION RD	0	3	21	374	22	17.0
77	LAKE SHORE BLVD W AT LOUISA	0	6	29	351	22	16.0
78	LAKE SHORE BLVD W AT BURLINGTON	0	10	41	320	22	14.5
79	LAKE SHORE BLVD W AT SUPERIOR	0	16	24	312	22	14.2
80	LAKE SHORE BLVD W AT MIMICO	0	24	27	309	22	14.0
81	LAKE SHORE BLVD W AT HILLSIDE	0	7	16	300	22	13.6
82	LAKE SHORE BLVD W AT SYMONS	0	6	7	299	22	13.6
83	LAKE SHORE BLVD W AT ROYAL YORK	0	22	11	310	22	14.1
84	LAKE SHORE BLVD W AT FIRST	0	19	35	294	22	13.4
85	LAKE SHORE BLVD W AT 3RD	0	3	21	276	22	12.5
86	LAKE SHORE BLVD W AT 5TH	0	10	27	259	22	11.8
87	LAKE SHORE BLVD W AT ISLINGTON	0	16	28	247	22	11.2
88	LAKE SHORE BLVD W AT 10TH	0	8	23	232	22	10.5
89	LAKE SHORE BLVD W AT 13TH	0	4	23	213	22	9.7
90	LAKE SHORE BLVD W AT 15TH	0	1	9	205	22	9.3
91	LAKE SHORE BLVD W AT KIPLING	0	27	32	200	22	9.1
92	LAKE SHORE BLVD W AT 22ND	0	3	17	186	22	8.5
93	LAKE SHORE BLVD W AT 26TH	0	5	30	161	22	7.3
94	LAKE SHORE BLVD W AT 29TH	0	2	18	145	22	6.6
95	LAKE SHORE BLVD W AT 30TH	0	3	22	126	22	5.7
96	LAKE SHORE BLVD W AT LONG BRANCH	0	0	31	95	22	4.3
97	LAKE SHORE BLVD W AT 37TH	0	0	29	66	22	3.0
98	LOOP (LONG BRANCH) AT LAKE SHORE BLVD W	0	0	66	0	22	0.0
TOTALS	FOR PERIOD 4: 19:00 TO 21:59	0	3486	3486	44477	3362	13.2

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,
COUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:22 TO 25:15)
STOP CARD: 35 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: BUSES USED. FOR INTERNAL USE ONLY. 98% coverage. Code A: Long Branch-Neville Park; B: Parklawn-Neville Park. Some stops not tracked.

WB CONTROL POINT: 37 QUEEN ST E AT YONGE ST

TORONTO TRANSIT COMMISSION

WESTBOUND PERIOD 4: 19:00 TO 21:59

PERIOD RIDING INDEX = 13.2 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH = 12.8 STOPS
AVERAGE ONS/VEHICLE-STOP = 1.0
AVERAGE ONS/TRIP = 77.5

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,
COUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:22 TO 25:15)
STOP CARD: 35 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: BUSES USED. FOR INTERNAL USE ONLY. 98% coverage. Code A: Long Branch-Neville Park; B: Parklawn-Neville Park. Some stops not tracked.

WB CONTROL POINT: 37 QUEEN ST E AT YONGE ST

TORONTO TRANSIT COMMISSION

WESTBOUND PERIOD 5: 22:00 TO 30:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	QUEEN ST E AT NEVILLE PARK	0	29	0	29	41	0.7
2	QUEEN ST E AT SILVER BIRCH	0	10	1	38	41	0.9
3	QUEEN ST E AT SPRUCE HILL	0	17	0	55	41	1.3
4	QUEEN ST E AT GLEN MANOR	0	8	0	63	41	1.5
5	QUEEN ST E AT WINEVA	0	11	5	69	41	1.7
6	QUEEN ST E AT LEE	0	9	2	76	41	1.9
7	QUEEN ST E AT WAVERLEY	0	14	1	89	41	2.2
8	QUEEN ST E AT ELMER	0	7	0	96	41	2.3
9	QUEEN ST E AT WOODBINE AVE	0	23	5	114	41	2.8
10	QUEEN ST E AT LOCKWOOD	0	7	2	119	41	2.9
11	QUEEN ST E AT KINGSTON RD	0	44	8	155	41	3.8
13	QUEEN ST E AT COXWELL	0	42	5	192	41	4.7
14	QUEEN ST E AT KENT	0	6	2	196	41	4.8
15	QUEEN ST E AT CONNAUGHT	0	10	5	201	41	4.9
16	QUEEN ST E AT GREENWOOD	0	21	4	218	41	5.3
17	QUEEN ST E AT ALTON	0	6	5	219	41	5.3
18	QUEEN ST E AT LESLIE	0	23	5	237	41	5.8
19	QUEEN ST E AT JONES	0	40	2	275	41	6.7
20	QUEEN ST E AT BROOKLYN	0	9	4	280	41	6.8
21	QUEEN ST E AT PAPE	0	12	2	290	41	7.1
22	QUEEN ST E AT CARLAW	0	20	16	294	41	7.2
23	QUEEN ST E AT LOGAN	0	11	3	302	41	7.4
24	QUEEN ST E AT EMPIRE	0	12	1	313	41	7.6
25	QUEEN ST E AT BOULTON	0	19	7	325	41	7.9
26	QUEEN ST E AT BROADVIEW	0	54	30	349	41	8.5
27	QUEEN ST E AT CARROLL	0	25	5	369	41	9.0
28	QUEEN ST E AT RIVER	0	17	9	377	41	9.2
29	QUEEN ST E AT SUMACH	0	14	7	384	41	9.4
30	QUEEN ST E AT SACKVILLE	0	12	5	391	41	9.5
31	QUEEN ST E AT PARLIAMENT	0	29	20	400	41	9.8
32	QUEEN ST E AT ONTARIO	0	23	12	411	41	10.0
33	QUEEN ST E AT SHERBOURNE	0	43	27	427	41	10.4
34	QUEEN ST E AT JARVIS ST	0	31	17	441	41	10.8
35	QUEEN ST E AT CHURCH	0	50	16	475	41	11.6
36	QUEEN ST E AT VICTORIA	0	12	26	461	41	11.2
37	QUEEN ST E AT YONGE ST	0	171	165	467	41	11.4
38	QUEEN ST W AT BAY ST	0	86	21	532	41	13.0
39	QUEEN ST W AT YORK ST	0	15	7	540	41	13.2
40	QUEEN ST W AT UNIVERSITY AVE	0	136	64	612	41	14.9
41	QUEEN ST W AT SIMCOE	0	37	14	635	41	15.5
42	QUEEN ST W AT JOHN ST	0	82	49	668	41	16.3
43	QUEEN ST W AT SOHO	0	34	21	681	41	16.6
44	QUEEN ST W AT SPADINA AVE	0	110	69	722	41	17.6
45	QUEEN ST W AT AUGUSTA	0	24	30	716	41	17.5
46	QUEEN ST W AT BATHURST ST	0	72	69	719	41	17.5

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,
COUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:22 TO 25:15)
STOP CARD: 35 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: BUSES USED. FOR INTERNAL USE ONLY. 98% coverage. Code A: Long Branch-Neville Park; B: Parklawn-Neville Park. Some stops not tracked.

WB CONTROL POINT: 37 QUEEN ST E AT YONGE ST

TORONTO TRANSIT COMMISSION

WESTBOUND PERIOD 5: 22:00 TO 30:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
47	QUEEN ST W AT PALMERSTON	0	14	24	709	41	17.3
48	QUEEN ST W AT CLAREMONT	0	17	51	675	41	16.5
49	QUEEN ST W AT STRACHAN	0	14	21	668	41	16.3
50	QUEEN ST W AT SHAW	0	8	28	648	41	15.8
51	QUEEN ST W AT OSSINGTON AVE	0	39	74	613	41	15.0
52	QUEEN ST W AT DOVERCOURT	0	13	66	560	41	13.7
54	QUEEN ST W AT GLADSTONE	0	10	71	499	41	12.2
59	QUEEN ST W AT DUFFERIN ST	0	32	81	450	41	11.0
60	QUEEN ST W AT BROCK	0	6	24	432	41	10.5
61	QUEEN ST W AT OHARA	0	1	55	378	41	9.2
62	QUEEN ST W AT LANSDOWNE	0	12	90	300	41	7.3
63	QUEEN ST W AT SORAUREN	0	4	45	259	41	6.3
64	QUEEN ST W AT TRILLER AVE	0	0	17	242	41	5.9
65	QUEEN ST W AT RONCESVALLES	0	52	42	252	41	6.1
67	QUEENSWAY AT GLENDALE	0	11	8	255	41	6.2
68	QUEENSWAY AT COLBORNE LODGE DR	0	0	1	254	41	6.2
69	QUEENSWAY AT ELLIS (1)	0	6	48	212	41	5.2
73	LAKE SHORE BLVD W OPP 2095	0	3	0	215	20	10.8
74	LAKE SHORE BLVD W AT 2155	0	5	15	205	20	10.3
75	LAKE SHORE BLVD W AT PARK LAWN	0	25	13	217	20	10.9
76	LAKE SHORE BLVD W AT LEGION RD	0	0	4	213	20	10.7
77	LAKE SHORE BLVD W AT LOUISA	0	4	18	199	20	10.0
78	LAKE SHORE BLVD W AT BURLINGTON	0	3	16	186	20	9.3
79	LAKE SHORE BLVD W AT SUPERIOR	0	2	11	177	20	8.9
80	LAKE SHORE BLVD W AT MIMICO	0	10	15	172	20	8.6
81	LAKE SHORE BLVD W AT HILLSIDE	0	0	17	155	20	7.8
82	LAKE SHORE BLVD W AT SYMONS	0	0	4	151	20	7.6
83	LAKE SHORE BLVD W AT ROYAL YORK	0	7	8	150	20	7.5
84	LAKE SHORE BLVD W AT FIRST	0	5	10	145	20	7.3
85	LAKE SHORE BLVD W AT 3RD	0	0	9	136	20	6.8
86	LAKE SHORE BLVD W AT 5TH	0	0	9	127	20	6.4
87	LAKE SHORE BLVD W AT ISLINGTON	0	7	20	114	20	5.7
88	LAKE SHORE BLVD W AT 10TH	0	1	17	98	20	4.9
89	LAKE SHORE BLVD W AT 13TH	0	0	17	81	20	4.1
90	LAKE SHORE BLVD W AT 15TH	0	0	1	80	20	4.0
91	LAKE SHORE BLVD W AT KIPLING	0	25	8	97	20	4.9
92	LAKE SHORE BLVD W AT 22ND	0	2	11	88	20	4.4
93	LAKE SHORE BLVD W AT 26TH	0	2	15	75	20	3.8
94	LAKE SHORE BLVD W AT 29TH	0	0	15	60	20	3.0
95	LAKE SHORE BLVD W AT 30TH	0	0	13	47	20	2.4
96	LAKE SHORE BLVD W AT LONG BRANCH	0	1	12	36	20	1.8
97	LAKE SHORE BLVD W AT 37TH	0	0	10	26	20	1.3
98	LOOP (LONG BRANCH) AT LAKE SHORE BLVD W	0	0	26	0	19	0.0
TOTALS	FOR PERIOD 5: 22:00 TO 30:59	0	1828	1828	25678	3061	8.4

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,
COUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:22 TO 25:15)
STOP CARD: 35 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: BUSES USED. FOR INTERNAL USE ONLY. 98% coverage. Code A: Long Branch-Neville Park; B: Parklawn-Neville Park. Some stops not tracked.

TORONTO TRANSIT COMMISSION

WB CONTROL POINT: 37 QUEEN ST E AT YONGE ST

WESTBOUND PERIOD 5: 22:00 TO 30:59

PERIOD RIDING INDEX	=	8.4 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	14.0 STOPS
AVERAGE ONS/VEHICLE-STOP	=	0.6
AVERAGE ONS/TRIP	=	44.6

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,
COUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:22 TO 25:15)
STOP CARD: 35 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: BUSES USED. FOR INTERNAL USE ONLY. 98% coverage. Code A: Long Branch-Neville Park; B: Parklawn-Neville Park. Some stops not tracked.

TORONTO TRANSIT COMMISSION

WB CONTROL POINT: 37 QUEEN ST E AT YONGE ST

WESTBOUND ALL DAY

ROUTE STOP	LOCATION	STARTS	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	QUEEN ST E AT NEVILLE PARK	0	480	0	480	321	1.5
2	QUEEN ST E AT SILVER BIRCH	0	282	4	758	321	2.4
3	QUEEN ST E AT SPRUCE HILL	0	382	9	1131	321	3.5
4	QUEEN ST E AT GLEN MANOR	0	250	9	1372	321	4.3
5	QUEEN ST E AT WINEVA	0	315	183	1504	321	4.7
6	QUEEN ST E AT LEE	0	299	70	1733	321	5.4
7	QUEEN ST E AT WAVERLEY	0	343	92	1984	321	6.2
8	QUEEN ST E AT ELMER	0	251	52	2183	321	6.8
9	QUEEN ST E AT WOODBINE AVE	0	319	136	2366	321	7.4
10	QUEEN ST E AT LOCKWOOD	0	248	68	2546	321	7.9
11	QUEEN ST E AT KINGSTON RD	0	362	96	2812	321	8.8
13	QUEEN ST E AT COXWELL	0	501	159	3154	321	9.8
14	QUEEN ST E AT KENT	0	206	57	3303	321	10.3
15	QUEEN ST E AT CONNAUGHT	0	264	115	3452	321	10.8
16	QUEEN ST E AT GREENWOOD	0	371	79	3744	321	11.7
17	QUEEN ST E AT ALTON	0	124	31	3837	321	12.0
18	QUEEN ST E AT LESLIE	0	299	140	3996	321	12.4
19	QUEEN ST E AT JONES	0	433	115	4314	321	13.4
20	QUEEN ST E AT BROOKLYN	0	223	59	4478	321	14.0
21	QUEEN ST E AT PAPE	0	283	70	4691	321	14.6
22	QUEEN ST E AT CARLAW	0	667	302	5056	321	15.8
23	QUEEN ST E AT LOGAN	0	488	100	5444	321	17.0
24	QUEEN ST E AT EMPIRE	0	153	39	5558	321	17.3
25	QUEEN ST E AT BOULTON	0	187	99	5646	321	17.6
26	QUEEN ST E AT BROADVIEW	0	439	389	5696	321	17.7
27	QUEEN ST E AT CARROLL	0	257	218	5735	321	17.9
28	QUEEN ST E AT RIVER	0	364	205	5894	321	18.4
29	QUEEN ST E AT SUMACH	0	364	112	6146	321	19.1
30	QUEEN ST E AT SACKVILLE	0	310	79	6377	321	19.9
31	QUEEN ST E AT PARLIAMENT	0	542	233	6686	321	20.8
32	QUEEN ST E AT ONTARIO	0	367	87	6966	321	21.7
33	QUEEN ST E AT SHERBOURNE	0	643	328	7281	321	22.7
34	QUEEN ST E AT JARVIS ST	0	433	243	7471	321	23.3
35	QUEEN ST E AT CHURCH	0	392	375	7488	321	23.3
36	QUEEN ST E AT VICTORIA	0	333	1142	6679	321	20.8
37	QUEEN ST E AT YONGE ST	0	2197	2250	6626	321	20.6
38	QUEEN ST W AT BAY ST	0	1357	569	7414	321	23.1
39	QUEEN ST W AT YORK ST	0	265	312	7367	321	23.0
40	QUEEN ST W AT UNIVERSITY AVE	0	1590	720	8237	321	25.7
41	QUEEN ST W AT SIMCOE	0	423	238	8422	321	26.2
42	QUEEN ST W AT JOHN ST	0	547	775	8194	321	25.5
43	QUEEN ST W AT SOHO	0	285	509	7970	321	24.8

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,
COUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:22 TO 25:15)
STOP CARD: 35 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: BUSES USED. FOR INTERNAL USE ONLY. 98% coverage. Code A: Long Branch-Neville Park; B: Parklawn-Neville Park. Some stops not tracked.

TORONTO TRANSIT COMMISSION

WB CONTROL POINT: 37 QUEEN ST E AT YONGE ST

WESTBOUND ALL DAY

ROUTE STOP	LOCATION	STARTS	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
44	QUEEN ST W AT SPADINA AVE	0	955	1513	7412	321	23.1
45	QUEEN ST W AT AUGUSTA	0	261	585	7088	321	22.1
46	QUEEN ST W AT BATHURST ST	0	784	1058	6814	321	21.2
47	QUEEN ST W AT PALMERSTON	0	163	355	6622	321	20.6
48	QUEEN ST W AT CLAREMONT	0	149	502	6269	321	19.5
49	QUEEN ST W AT STRACHAN	0	160	374	6055	321	18.9
50	QUEEN ST W AT SHAW	0	116	409	5762	321	18.0
51	QUEEN ST W AT OSSINGTON AVE	0	397	762	5397	321	16.8
52	QUEEN ST W AT DOVERCOURT	0	83	530	4950	321	15.4
54	QUEEN ST W AT GLADSTONE	0	148	588	4510	321	14.0
59	QUEEN ST W AT DUFFERIN ST	0	522	671	4361	321	13.6
60	QUEEN ST W AT BROCK	0	118	392	4087	321	12.7
61	QUEEN ST W AT OHARA	0	118	495	3710	321	11.6
62	QUEEN ST W AT LANSDOWNE	0	375	764	3321	321	10.3
63	QUEEN ST W AT SORAUREN	0	125	456	2990	321	9.3
64	QUEEN ST W AT TRILLER AVE	0	22	175	2837	321	8.8
65	QUEEN ST W AT RONCESVALLES	0	895	739	2993	321	9.3
67	QUEENSWAY AT GLENDALE	0	172	256	2909	321	9.1
68	QUEENSWAY AT COLBORNE LODGE DR	0	16	65	2860	321	8.9
69	QUEENSWAY AT ELLIS (1)	0	119	490	2489	321	7.8
73	LAKE SHORE BLVD W OPP 2095	0	3	0	2492	160	15.6
74	LAKE SHORE BLVD W AT 2155	0	64	217	2339	160	14.6
75	LAKE SHORE BLVD W AT PARK LAWN	0	360	184	2515	160	15.7
76	LAKE SHORE BLVD W AT LEGION RD	0	46	102	2459	160	15.4
77	LAKE SHORE BLVD W AT LOUISA	0	60	126	2393	160	15.0
78	LAKE SHORE BLVD W AT BURLINGTON	0	150	187	2356	160	14.7
79	LAKE SHORE BLVD W AT SUPERIOR	0	162	173	2345	160	14.7
80	LAKE SHORE BLVD W AT MIMICO	0	212	321	2236	160	14.0
81	LAKE SHORE BLVD W AT HILLSIDE	0	111	96	2251	160	14.1
82	LAKE SHORE BLVD W AT SYMONS	0	49	51	2249	160	14.1
83	LAKE SHORE BLVD W AT ROYAL YORK	0	252	65	2436	160	15.2
84	LAKE SHORE BLVD W AT FIRST	0	135	218	2353	160	14.7
85	LAKE SHORE BLVD W AT 3RD	0	69	117	2305	160	14.4
86	LAKE SHORE BLVD W AT 5TH	0	113	196	2222	160	13.9
87	LAKE SHORE BLVD W AT ISLINGTON	0	250	238	2234	160	14.0
88	LAKE SHORE BLVD W AT 10TH	0	123	192	2165	160	13.5
89	LAKE SHORE BLVD W AT 13TH	0	102	130	2137	160	13.4
90	LAKE SHORE BLVD W AT 15TH	0	21	68	2090	160	13.1
91	LAKE SHORE BLVD W AT KIPLING	0	437	646	1881	160	11.8
92	LAKE SHORE BLVD W AT 22ND	0	74	163	1792	160	11.2
93	LAKE SHORE BLVD W AT 26TH	0	90	172	1710	160	10.7
94	LAKE SHORE BLVD W AT 29TH	0	26	149	1587	160	9.9

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,
COUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:22 TO 25:15)
STOP CARD: 35 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: BUSES USED. FOR INTERNAL USE ONLY. 98% coverage. Code A: Long Branch-Neville Park; B: Parklawn-Neville Park. Some stops not tracked.

TORONTO TRANSIT COMMISSION

WB CONTROL POINT: 37 QUEEN ST E AT YONGE ST

WESTBOUND ALL DAY

ROUTE STOP	LOCATION	STARTS	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
95	LAKE SHORE BLVD W AT 30TH	0	58	260	1385	160	8.7
96	LAKE SHORE BLVD W AT LONG BRANCH	0	24	239	1170	160	7.3
97	LAKE SHORE BLVD W AT 37TH	0	1	454	717	160	4.5
98	LOOP (LONG BRANCH) AT LAKE SHORE BLVD W	0	0	717	0	159	0.0
TOTALS FOR WESTBOUND ALL DAY		0	27528	27528	347446	24061	14.4

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,
COUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:22 TO 25:15)
STOP CARD: 35 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: BUSES USED. FOR INTERNAL USE ONLY. 98% coverage. Code A: Long Branch-Neville Park; B: Parklawn-Neville Park. Some stops not tracked.

WB CONTROL POINT: 37 QUEEN ST E AT YONGE ST

TORONTO TRANSIT COMMISSION

WESTBOUND ALL DAY

PERIOD RIDING INDEX	=	14.4	(AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	12.6	STOPS
AVERAGE ONS/VEHICLE-STOP	=	1.1	
AVERAGE ONS/TRIP	=	85.8	

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,
COUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 08:17 TO 17:59)
STOP CARD: 35 COUNT COVERAGE4MET/ OD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: BUSES USED. FOR INTERNAL USE ONLY. 98% coverage. Code A: Long Branch-Neville Park; B: Parklawn-Neville Park. Some stops not tracked.

EB CONTROL POINT: 75 QUEEN ST W AT YONGE ST

TORONTO TRANSIT COMMISSION

EASTBOUND PERIOD 1: 08:17

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VE/ ICLES	AVG. LOAD
1	LOOP (LONG BRANC/) AT LAHE S/ ORE BLVD W	0	KK	0	KK	11	K.0
2	LAHE S/ ORE BLVD W AT 37T/	0	10	0	5K	11	K.9
3	LAHE S/ ORE BLVD W AT LONG BRANC/	0	27	1	80	11	7.3
K	LAHE S/ ORE BLVD W AT 31ST	0	18	3	95	11	8.6
5	LAHE S/ ORE BLVD W AT 28T/	0	12	1	106	11	9.6
6	LAHE S/ ORE BLVD W AT 27T/	0	20	2	12K	11	11.3
7	LAHE S/ ORE BLVD W AT 23RD	0	19	1	1K2	11	12.9
8	LAHE S/ ORE BLVD W AT HIPLING	0	16	66	92	11	8.K
9	LAHE S/ ORE BLVD W AT 15T/	0	5	1	96	11	8.7
10	LAHE S/ ORE BLVD W AT 13T/	0	20	1	115	11	10.5
11	LAHE S/ ORE BLVD W AT 10T/	0	32	K	1K3	11	13.0
12	LAHE S/ ORE BLVD W AT 7T/	0	20	K	159	11	1K.5
13	LAHE S/ ORE BLVD W AT 5T/	0	17	5	171	11	15.5
1K	LAHE S/ ORE BLVD W AT 3RD	0	13	3	181	11	16.5
15	LAHE S/ ORE BLVD W AT FIRST	0	15	15	181	11	16.5
16	LAHE S/ ORE BLVD W AT ROYAL YORH	0	11	3	189	11	17.2
17	LAHE S/ ORE BLVD W AT MILES	0	10	7	192	11	17.5
18	LAHE S/ ORE BLVD W AT NORRIS	0	19	20	191	11	17.K
19	LAHE S/ ORE BLVD W AT MIMICO	0	16	13	19K	11	17.6
20	LAHE S/ ORE BLVD W AT SUPERIOR	0	20	11	203	11	18.5
21	LAHE S/ ORE BLVD W AT BURLINGTON	0	2K	2	225	11	20.5
22	LAHE S/ ORE BLVD W AT LOUISA	0	1K	2	237	11	21.5
23	LAHE S/ ORE BLVD W AT LEGION RD	0	32	2	267	11	2K.3
2K	LAHE S/ ORE BLVD W AT PARH LAWN	0	35	17	285	11	25.9
27	PARH LAWN AT LAHE S/ ORE BLVD W	0	11	0	11	9	1.2
28	PARH LAWN OPP 77	0	8	0	19	9	2.1
29	PARH LAWN AT GARDINER EXPRESSWAY EB RAMP	0	K	0	23	9	2.6
30	PARH LAWN AT GARDINER EXPRESSWAY WB RAMP	0	1	0	2K	9	2.7
31	QUEENSWAY AT PARH LAWN	0	10	1	33	9	3.7
32	QUEENSWAY AT ALDGATE	0	0	0	33	9	3.7
33	QUEENSWAY AT STEP/ EN	0	3	0	36	9	K.0
3K	QUEENSWAY AT PLAZA (E OF STEP/ EN)	0	K	0	K0	9	K.K
35	QUEENSWAY AT SOUT/ HINGSWAY	0	2	0	K2	9	K.7
36	LAHE S/ ORE BLVD W OPP 2155 (C/ RISTIES)	0	25	0	310	11	28.2
37	LAHE S/ ORE BLVD W AT 2095	0	37	3	3KK	11	31.3
38	LAHE S/ ORE BLVD W AT MARINE PARADE DR E	0	16	K	356	11	32.K
39	LAHE S/ ORE BLVD W AT PALACE PIER	0	1	1	356	11	32.K
K0	QUEENSWAY AT WINDERMERE (1)	0	K	0	K6	9	5.1
K1	WINDERMERE AT QUEENSWAY	0	2	1	357	11	32.5
K2	QUEENSWAY AT WINDERMERE (1)	0	7K	5	K72	20	23.6
K3	QUEENSWAY AT ELLIS (1)	0	23	1	K9K	20	2K.7
KK	QUEENSWAY AT COLBORNE LODGE DR(1)	0	0	0	K9K	20	2K.7
K5	QUEENSWAY AT GLENDALE	0	15	13	K96	20	2K.8
K7	QUEENSWAY AT RONCESVALLES	0	K1	100	K37	20	21.9

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,
COUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 08:17 TO 17:59)
STOP CARD: 35 COUNT COVERAGE4MET/ OD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: BUSES USED. FOR INTERNAL USE ONLY. 98% coverage. Code A: Long Branch-Neville Park; B: Parklawn-Neville Park. Some stops not tracked.

EB CONTROL POINT: 75 QUEEN ST W AT YONGE ST

TORONTO TRANSIT COMMISSION

EASTBOUND PERIOD 1: 08:17

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VE/ ICLES	AVG. LOAD
K8	QUEEN ST W AT WILSON PARH RD	0	29	1	K65	20	23.3
K9	QUEEN ST W AT DOWLING	0	35	6	K9K	20	2K.7
50	QUEEN ST W AT JAMESON	0	58	3K	518	20	25.9
51	QUEEN ST W AT DUNN	0	K0	9	5K9	20	27.5
52	QUEEN ST W AT BROCH	0	26	5	570	20	28.5
53	QUEEN ST W AT DUFFERIN ST	0	73	52	591	20	29.6
59	QUEEN ST W AT GLADSTONE	0	159	10	7K0	20	37.0
60	QUEEN ST W AT ABELL ST	0	155	8	887	20	KK.K
61	QUEEN ST W AT DOVERCOURT	0	67	2	952	20	K7.6
62	QUEEN ST W AT OSSINGTON AVE	0	K9	37	96K	20	K8.2
63	QUEEN ST W AT S/ AW	0	33	11	986	20	K9.3
6K	QUEEN ST W AT STRAC/ AN	0	36	15	1007	20	50.K
65	QUEEN ST W AT NIAGARA	0	56	11	1052	20	52.6
66	QUEEN ST W AT TECUMSET/	0	32	1K	1070	20	53.5
67	QUEEN ST W AT BAT/ URST ST	0	68	80	1058	20	52.9
68	QUEEN ST W AT AUGUSTA	0	36	28	1066	20	53.3
69	QUEEN ST W AT SPADINA AVE	0	75	12K	1017	20	50.9
70	QUEEN ST W AT PETER ST	0	2K	K5	996	20	K9.8
71	QUEEN ST W AT JO/ N ST	0	29	87	938	20	K6.9
72	QUEEN ST W AT UNIVERSITY AVE	0	71	288	721	20	36.1
73	QUEEN ST W AT YORH ST	0	5	75	651	20	32.6
7K	QUEEN ST W AT BAY ST	0	21	162	510	20	25.5
75	QUEEN ST W AT YONGE ST	0	163	165	508	20	25.K
76	QUEEN ST E AT VICTORIA	0	91	KK	555	20	27.8
77	QUEEN ST E AT C/ URC/	0	18	39	53K	20	26.7
78	QUEEN ST E AT JARVIS ST	0	12	57	K89	20	2K.5
79	QUEEN ST E AT S/ ERBOURNE	0	17	6K	KK2	20	22.1
80	QUEEN ST E AT ONTARIO	0	K	22	K2K	20	21.2
81	QUEEN ST E AT PARLIAMENT	0	16	K8	392	20	19.6
82	QUEEN ST E AT SACHVILLE	0	6	35	363	20	18.2
83	QUEEN ST E AT SUMAC/	0	K	5K	313	20	15.7
8K	QUEEN ST E AT RIVER	0	12	28	297	20	1K.9
85	QUEEN ST E AT CARROLL	0	K	20	281	20	1K.1
86	QUEEN ST E AT BROADVIEW	0	21	29	273	20	13.7
87	QUEEN ST E AT SAULTER	0	5	9	269	20	13.5
88	QUEEN ST E AT EMPIRE	0	3	16	256	20	12.8
89	QUEEN ST E AT LOGAN	0	9	K2	223	20	11.2
90	QUEEN ST E AT CARLAW	0	18	85	156	20	7.8
91	QUEEN ST E AT PAPE	0	K	16	1KK	20	7.2
92	QUEEN ST E AT CAROLINE	0	2	7	139	20	7.0
93	QUEEN ST E AT JONES	0	6	13	132	20	6.6
9K	QUEEN ST E AT LESLIE	0	1K	30	116	20	5.8
95	QUEEN ST E AT LAING	0	2	9	109	20	5.5
96	QUEEN ST E AT GREENWOOD	0	5	1K	100	20	5.0
97	QUEEN ST E AT CONNAUG/ T	0	7	1K	93	20	K.7

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,
COUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 08:17 TO 17:59)
STOP CARD: 35 COUNT COVERAGE4MET/ OD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: BUSES USED. FOR INTERNAL USE ONLY. 98% coverage. Code A: Long Branch-Neville Park; B: Parklawn-Neville Park. Some stops not tracked.

EB CONTROL POINT: 75 QUEEN ST W AT YONGE ST

TORONTO TRANSIT COMMISSION

EASTBOUND PERIOD 1: 08:17

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VE/ ICLES	AVG. LOAD
98	QUEEN ST E AT WOODWARD	0	11	2	102	20	5.1
99	QUEEN ST E AT COXWELL	0	6	19	89	20	K.5
100	QUEEN ST E AT HINGSTON RD	0	8	15	82	20	K.1
101	QUEEN ST E AT SARA/ AS/ BRIDGE	0	8	7	83	20	K.2
102	QUEEN ST E AT WOODBINE AVE	0	13	11	85	20	K.3
103	QUEEN ST E AT HIPPENDAVIE	0	K	6	83	20	K.2
10K	QUEEN ST E AT WAVERLEY	0	3	1K	72	20	3.6
105	QUEEN ST E AT LEE	0	K	10	66	20	3.3
106	QUEEN ST E AT WINEVA	0	22	16	72	20	3.6
107	QUEEN ST E AT SCARBORO BEAC/	0	0	8	6K	20	3.2
108	QUEEN ST E AT MACLEAN	0	0	6	58	20	2.9
109	QUEEN ST E AT BEEC/	0	0	29	29	20	1.5
110	QUEEN ST E AT SILVER BIRC/	0	0	12	17	20	0.9
111	QUEEN ST E AT NEVILLE PARH	0	0	12	5	20	0.3
112	QUEEN ST E AT NEVILLE PARH	0	0	5	0	20	0.0
TOTALS FOR PERIOD 1: 08:17		0	2KK9	2KK9	33506	1709	19.6

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,
COUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 08:17 TO 17:59)
STOP CARD: 35 COUNT COVERAGE4MET/ OD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: BUSES USED. FOR INTERNAL USE ONLY. 98% coverage. Code A: Long Branch-Neville Park; B: Parklawn-Neville Park. Some stops not tracked.

EB CONTROL POINT: 75 QUEEN ST W AT YONGE ST

TORONTO TRANSIT COMMISSION

EASTBOUND PERIOD 1: 08:17

PERIOD RIDING INDEX = 19.6 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGT/ = 13.7 STOPS
AVERAGE ONS4/E/ ICLE-STOP = 1.K
AVERAGE ONS4TRIP = 122.5

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,
COUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 08:17 TO 17:59)
STOP CARD: 35 COUNT COVERAGE4MET/ OD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: BUSES USED. FOR INTERNAL USE ONLY. 98% coverage. Code A: Long Branch-Neville Park; B: Parklawn-Neville Park. Some stops not tracked.

EB CONTROL POINT: 75 QUEEN ST W AT YONGE ST

TORONTO TRANSIT COMMISSION

EASTBOUND PERIOD 2: 17:00

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VE/ ICLES	AVG. LOAD
1	LOOP (LONG BRANC/) AT LAHE S/ ORE BLVD W	0	61	0	61	10	6.1
2	LAHE S/ ORE BLVD W AT 37T/	0	23	1	83	10	8.3
3	LAHE S/ ORE BLVD W AT LONG BRANC/	0	21	6	98	10	9.8
K	LAHE S/ ORE BLVD W AT 31ST	0	27	3	122	10	12.2
5	LAHE S/ ORE BLVD W AT 28T/	0	10	3	129	10	12.9
6	LAHE S/ ORE BLVD W AT 27T/	0	16	7	138	10	13.8
7	LAHE S/ ORE BLVD W AT 23RD	0	15	6	1K7	10	1K.7
8	LAHE S/ ORE BLVD W AT HIPLING	0	5K	22	179	10	17.9
9	LAHE S/ ORE BLVD W AT 15T/	0	7	0	186	10	18.6
10	LAHE S/ ORE BLVD W AT 13T/	0	11	9	188	10	18.8
11	LAHE S/ ORE BLVD W AT 10T/	0	11	20	179	10	17.9
12	LAHE S/ ORE BLVD W AT 7T/	0	30	16	193	10	19.3
13	LAHE S/ ORE BLVD W AT 5T/	0	13	15	191	10	19.1
1K	LAHE S/ ORE BLVD W AT 3RD	0	8	1K	185	10	18.5
15	LAHE S/ ORE BLVD W AT FIRST	0	20	11	19K	10	19.K
16	LAHE S/ ORE BLVD W AT ROYAL YORH	0	5	9	190	10	19.0
17	LAHE S/ ORE BLVD W AT MILES	0	5	7	188	10	18.8
18	LAHE S/ ORE BLVD W AT NORRIS	0	9	1K	183	10	18.3
19	LAHE S/ ORE BLVD W AT MIMICO	0	15	32	166	10	16.6
20	LAHE S/ ORE BLVD W AT SUPERIOR	0	17	20	163	10	16.3
21	LAHE S/ ORE BLVD W AT BURLINGTON	0	20	1K	169	10	16.9
22	LAHE S/ ORE BLVD W AT LOUISA	0	3	3	169	10	16.9
23	LAHE S/ ORE BLVD W AT LEGION RD	0	9	6	172	10	17.2
2K	LAHE S/ ORE BLVD W AT PARH LAWN	0	11	32	151	10	15.1
27	PARH LAWN AT LAHE S/ ORE BLVD W	0	7	0	7	9	0.8
28	PARH LAWN OPP 77	0	0	1	6	9	0.7
29	PARH LAWN AT GARDINER EXPRESSWAY EB RAMP	0	0	0	6	9	0.7
30	PARH LAWN AT GARDINER EXPRESSWAY WB RAMP	0	0	0	6	9	0.7
31	QUEENSWAY AT PARH LAWN	0	6	2	10	9	1.1
32	QUEENSWAY AT ALDGATE	0	0	0	10	9	1.1
33	QUEENSWAY AT STEP/ EN	0	5	1	1K	9	1.6
3K	QUEENSWAY AT PLAZA (E OF STEP/ EN)	0	7	1	20	9	2.2
35	QUEENSWAY AT SOUT/ HINGSWAY	0	2	0	22	9	2.K
36	LAHE S/ ORE BLVD W OPP 2155 (C/ RISTIES)	0	5	K	152	10	15.2
37	LAHE S/ ORE BLVD W AT 2095	0	7	7	152	10	15.2
38	LAHE S/ ORE BLVD W AT MARINE PARADE DR E	0	3	1	15K	10	15.K
39	LAHE S/ ORE BLVD W AT PALACE PIER	0	0	1	153	10	15.3
K0	QUEENSWAY AT WINDERMERE (1)	0	0	K	18	9	2.0
K1	WINDERMERE AT QUEENSWAY	0	1	3	151	10	15.1
K2	QUEENSWAY AT WINDERMERE (1)	0	2K	6	187	19	9.8
K3	QUEENSWAY AT ELLIS (1)	0	2	1	188	19	9.9
KK	QUEENSWAY AT COLBORNE LODGE DR(1)	0	6	3	191	19	10.1
K5	QUEENSWAY AT GLENDALE	0	17	5	203	19	10.7
K7	QUEENSWAY AT RONCESVALLES	0	57	37	223	19	11.7

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,
COUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 08:17 TO 17:59)
STOP CARD: 35 COUNT COVERAGE4MET/ OD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: BUSES USED. FOR INTERNAL USE ONLY. 98% coverage. Code A: Long Branch-Neville Park; B: Parklawn-Neville Park. Some stops not tracked.

EB CONTROL POINT: 75 QUEEN ST W AT YONGE ST

TORONTO TRANSIT COMMISSION

EASTBOUND PERIOD 2: 17:00

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VE/ ICLES	AVG. LOAD
K8	QUEEN ST W AT WILSON PARH RD	0	2K	2	2K5	19	12.9
K9	QUEEN ST W AT DOWLING	0	27	16	256	19	13.5
50	QUEEN ST W AT JAMESON	0	58	38	276	19	1K.5
51	QUEEN ST W AT DUNN	0	39	20	295	19	15.5
52	QUEEN ST W AT BROCH	0	20	12	303	19	15.9
53	QUEEN ST W AT DUFFERIN ST	0	68	57	31K	19	16.5
59	QUEEN ST W AT GLADSTONE	0	30	12	332	19	17.5
60	QUEEN ST W AT ABELL ST	0	33	5	360	19	18.9
61	QUEEN ST W AT DOVERCOURT	0	2K	6	378	19	19.9
62	QUEEN ST W AT OSSINGTON AVE	0	8K	3K	K28	19	22.5
63	QUEEN ST W AT S/ AW	0	K9	10	K67	19	2K.6
6K	QUEEN ST W AT STRAC/ AN	0	2K	22	K69	19	2K.7
65	QUEEN ST W AT NIAGARA	0	52	2K	K97	19	26.2
66	QUEEN ST W AT TECUMSET/	0	39	16	520	19	27.K
67	QUEEN ST W AT BAT/ URST ST	0	96	K8	568	19	29.9
68	QUEEN ST W AT AUGUSTA	0	83	32	619	19	32.6
69	QUEEN ST W AT SPADINA AVE	0	158	90	687	19	36.2
70	QUEEN ST W AT PETER ST	0	106	25	768	19	K0.K
71	QUEEN ST W AT JO/ N ST	0	81	51	798	19	K2.0
72	QUEEN ST W AT UNIVERSITY AVE	0	130	266	662	19	3K.8
73	QUEEN ST W AT YORH ST	0	5K	23	693	19	36.5
7K	QUEEN ST W AT BAY ST	0	115	67	7K1	19	39.0
75	QUEEN ST W AT YONGE ST	0	303	168	876	19	K6.1
76	QUEEN ST E AT VICTORIA	0	85	16	9K5	19	K9.7
77	QUEEN ST E AT C/ URC/	0	K5	27	963	19	50.7
78	QUEEN ST E AT JARVIS ST	0	32	K0	955	19	50.3
79	QUEEN ST E AT S/ ERBOURNE	0	36	65	926	19	K8.7
80	QUEEN ST E AT ONTARIO	0	19	KK	901	19	K7.K
81	QUEEN ST E AT PARLIAMENT	0	20	K8	873	19	K5.9
82	QUEEN ST E AT SACHVILLE	0	10	28	855	19	K5.0
83	QUEEN ST E AT SUMAC/	0	13	31	837	19	KK.1
8K	QUEEN ST E AT RIVER	0	15	K2	810	19	K2.6
85	QUEEN ST E AT CARROLL	0	31	22	819	19	K3.1
86	QUEEN ST E AT BROADVIEW	0	52	60	811	19	K2.7
87	QUEEN ST E AT SAULTER	0	23	30	80K	19	K2.3
88	QUEEN ST E AT EMPIRE	0	K	21	787	19	K1.K
89	QUEEN ST E AT LOGAN	0	10	60	737	19	38.8
90	QUEEN ST E AT CARLAW	0	2K	103	658	19	3K.6
91	QUEEN ST E AT PAPE	0	5	35	628	19	33.1
92	QUEEN ST E AT CAROLINE	0	5	K2	591	19	31.1
93	QUEEN ST E AT JONES	0	8	51	5K8	19	28.8
9K	QUEEN ST E AT LESLIE	0	11	K9	510	19	26.8
95	QUEEN ST E AT LAING	0	3	15	K98	19	26.2
96	QUEEN ST E AT GREENWOOD	0	9	5K	K53	19	23.8
97	QUEEN ST E AT CONNAUG/ T	0	1K	19	KK8	19	23.6

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,
COUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 08:17 TO 17:59)
STOP CARD: 35 COUNT COVERAGE4MET/ OD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: BUSES USED. FOR INTERNAL USE ONLY. 98% coverage. Code A: Long Branch-Neville Park; B: Parklawn-Neville Park. Some stops not tracked.

EB CONTROL POINT: 75 QUEEN ST W AT YONGE ST

TORONTO TRANSIT COMMISSION

EASTBOUND PERIOD 2: 17:00

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VE/ ICLES	AVG. LOAD
98	QUEEN ST E AT WOODWARD	0	10	28	K30	19	22.6
99	QUEEN ST E AT COXWELL	0	10	71	369	19	19.K
100	QUEEN ST E AT HINGSTON RD	0	27	51	3K5	19	18.2
101	QUEEN ST E AT SARA/ AS/ BRIDGE	0	5	28	322	19	16.9
102	QUEEN ST E AT WOODBINE AVE	0	11	K5	288	19	15.2
103	QUEEN ST E AT HIPPENDAVIE	0	6	3K	260	19	13.7
10K	QUEEN ST E AT WAVERLEY	0	6	53	213	19	11.2
105	QUEEN ST E AT LEE	0	7	K5	175	19	9.2
106	QUEEN ST E AT WINEVA	0	18	28	165	19	8.7
107	QUEEN ST E AT SCARBORO BEAC/	0	1	22	1KK	19	7.6
108	QUEEN ST E AT MACLEAN	0	0	11	133	19	7.0
109	QUEEN ST E AT BEEC/	0	0	K3	90	19	K.7
110	QUEEN ST E AT SILVER BIRC/	0	2	35	57	19	3.0
111	QUEEN ST E AT NEVILLE PARH	0	0	39	18	19	0.9
112	QUEEN ST E AT NEVILLE PARH	0	0	18	0	19	0.0
TOTALS FOR PERIOD 2: 17:00		0	28KK	28KK	36615	1615	22.7

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,
COUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 08:17 TO 17:59)
STOP CARD: 35 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: BUSES USED. FOR INTERNAL USE ONLY. 98% coverage. Code A: Long Branch-Neville Park; B: Parklawn-Neville Park. Some stops not tracked.

TORONTO TRANSIT COMMISSION

EB CONTROL POINT: 75 QUEEN ST W AT YONGE ST

EASTBOUND PERIOD 2: 17:00

PERIOD RIDING INDEX	=	22.7 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	12.9 STOPS
AVERAGE ONS/VEHICLE-STOP	=	1.8
AVERAGE ONS/TRIP	=	169.7

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,
COUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 08:03 TO 18:01)
STOP CARD: 35 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: BUSES USED. FOR INTERNAL USE ONLY. 98% coverage. Code A: Long Branch-Neville Park; B: Parklawn-Neville Park. Some stops not tracked.

TORONTO TRANSIT COMMISSION

WB CONTROL POINT: 37 QUEEN ST E AT YONGE ST

WESTBOUND PERIOD 1: 08:03

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	QUEEN ST E AT NEVILLE PARK	0	70	0	70	21	3.3
2	QUEEN ST E AT SILVER BIRCH	0	40	0	110	21	5.2
3	QUEEN ST E AT SPRUCE HILL	0	35	2	143	21	6.8
4	QUEEN ST E AT GLEN MANOR	0	23	0	166	21	7.9
5	QUEEN ST E AT WINEVA	0	43	23	186	21	8.9
6	QUEEN ST E AT LEE	0	23	0	209	21	10.0
7	QUEEN ST E AT WAVERLEY	0	37	0	246	21	11.7
8	QUEEN ST E AT ELMER	0	48	0	294	21	14.0
9	QUEEN ST E AT WOODBINE AVE	0	47	5	336	21	16.0
10	QUEEN ST E AT LOCKWOOD	0	42	2	376	21	17.9
11	QUEEN ST E AT KINGSTON RD	0	55	1	430	21	20.5
13	QUEEN ST E AT COXWELL	0	66	12	484	21	23.0
14	QUEEN ST E AT KENT	0	36	6	514	21	24.5
15	QUEEN ST E AT CONNAUGHT	0	27	13	528	21	25.1
16	QUEEN ST E AT GREENWOOD	0	68	6	590	21	28.1
17	QUEEN ST E AT ALTON	0	20	0	610	21	29.0
18	QUEEN ST E AT LESLIE	0	44	6	648	21	30.9
19	QUEEN ST E AT JONES	0	55	5	698	21	33.2
20	QUEEN ST E AT BROOKLYN	0	45	8	735	21	35.0
21	QUEEN ST E AT PAPE	0	51	5	781	21	37.2
22	QUEEN ST E AT CARLAW	0	97	24	854	21	40.7
23	QUEEN ST E AT LOGAN	0	49	7	896	21	42.7
24	QUEEN ST E AT EMPIRE	0	15	0	911	21	43.4
25	QUEEN ST E AT BOULTON	0	20	2	929	21	44.2
26	QUEEN ST E AT BROADVIEW	0	28	34	923	21	44.0
27	QUEEN ST E AT CARROLL	0	23	42	904	21	43.0
28	QUEEN ST E AT RIVER	0	40	8	936	21	44.6
29	QUEEN ST E AT SUMACH	0	29	9	956	21	45.5
30	QUEEN ST E AT SACKVILLE	0	29	7	978	21	46.6
31	QUEEN ST E AT PARLIAMENT	0	52	24	1006	21	47.9
32	QUEEN ST E AT ONTARIO	0	33	7	1032	21	49.1
33	QUEEN ST E AT SHERBOURNE	0	61	34	1059	21	50.4
34	QUEEN ST E AT JARVIS ST	0	40	45	1054	21	50.2
35	QUEEN ST E AT CHURCH	0	30	64	1020	21	48.6
36	QUEEN ST E AT VICTORIA	0	23	238	805	21	38.3
37	QUEEN ST E AT YONGE ST	0	140	186	759	21	36.1
38	QUEEN ST W AT BAY ST	0	54	128	685	21	32.6
39	QUEEN ST W AT YORK ST	0	7	95	597	21	28.4
40	QUEEN ST W AT UNIVERSITY AVE	0	157	102	652	21	31.0
41	QUEEN ST W AT SIMCOE	0	69	33	688	21	32.8
42	QUEEN ST W AT JOHN ST	0	19	70	637	21	30.3
43	QUEEN ST W AT SOHO	0	7	79	565	21	26.9
44	QUEEN ST W AT SPADINA AVE	0	25	152	438	21	20.9
45	QUEEN ST W AT AUGUSTA	0	3	45	396	21	18.9
46	QUEEN ST W AT BATHURST ST	0	43	114	325	21	15.5

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,
COUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 08:03 TO 18:01)
STOP CARD: 35 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: BUSES USED. FOR INTERNAL USE ONLY. 98% coverage. Code A: Long Branch-Neville Park; B: Parklawn-Neville Park. Some stops not tracked.

WB CONTROL POINT: 37 QUEEN ST E AT YONGE ST

TORONTO TRANSIT COMMISSION

WESTBOUND PERIOD 1: 08:03

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
47	QUEEN ST W AT PALMERSTON	0	5	17	313	21	14.9
48	QUEEN ST W AT CLAREMONT	0	6	24	295	21	14.0
49	QUEEN ST W AT STRACHAN	0	6	23	278	21	13.2
50	QUEEN ST W AT SHAW	0	5	36	247	21	11.8
51	QUEEN ST W AT OSSINGTON AVE	0	30	70	207	21	9.9
52	QUEEN ST W AT DOVERCOURT	0	2	8	201	21	9.6
54	QUEEN ST W AT GLADSTONE	0	5	19	187	21	8.9
59	QUEEN ST W AT DUFFERIN ST	0	29	24	192	21	9.1
60	QUEEN ST W AT BROCK	0	3	13	182	21	8.7
61	QUEEN ST W AT OHARA	0	2	15	169	21	8.0
62	QUEEN ST W AT LANSDOWNE	0	21	34	156	21	7.4
63	QUEEN ST W AT SORAUREN	0	6	23	139	21	6.6
64	QUEEN ST W AT TRILLER AVE	0	3	3	139	21	6.6
65	QUEEN ST W AT RONCESVALLES	0	34	35	138	21	6.6
67	QUEENSWAY AT GLENDALE	0	7	21	124	21	5.9
68	QUEENSWAY AT COLBORNE LODGE DR	0	1	16	109	21	5.2
69	QUEENSWAY AT ELLIS (1)	0	13	15	107	21	5.1
73	LAKE SHORE BLVD W OPP 2095	0	0	0	107	10	10.7
74	LAKE SHORE BLVD W AT 2155	0	9	11	105	10	10.5
75	LAKE SHORE BLVD W AT PARK LAWN	0	27	1	131	10	13.1
76	LAKE SHORE BLVD W AT LEGION RD	0	5	1	135	10	13.5
77	LAKE SHORE BLVD W AT LOUISA	0	5	7	133	10	13.3
78	LAKE SHORE BLVD W AT BURLINGTON	0	18	7	144	10	14.4
79	LAKE SHORE BLVD W AT SUPERIOR	0	16	7	153	10	15.3
80	LAKE SHORE BLVD W AT MIMICO	0	11	28	136	10	13.6
81	LAKE SHORE BLVD W AT HILLSIDE	0	16	3	149	10	14.9
82	LAKE SHORE BLVD W AT SYMONS	0	5	0	154	10	15.4
83	LAKE SHORE BLVD W AT ROYAL YORK	0	11	1	164	10	16.4
84	LAKE SHORE BLVD W AT FIRST	0	9	15	158	10	15.8
85	LAKE SHORE BLVD W AT 3RD	0	6	2	162	10	16.2
86	LAKE SHORE BLVD W AT 5TH	0	13	17	158	10	15.8
87	LAKE SHORE BLVD W AT ISLINGTON	0	9	15	152	10	15.2
88	LAKE SHORE BLVD W AT 10TH	0	10	5	157	10	15.7
89	LAKE SHORE BLVD W AT 13TH	0	7	3	161	10	16.1
90	LAKE SHORE BLVD W AT 15TH	0	1	10	152	10	15.2
91	LAKE SHORE BLVD W AT KIPLING	0	15	60	107	10	10.7
92	LAKE SHORE BLVD W AT 22ND	0	1	6	102	10	10.2
93	LAKE SHORE BLVD W AT 26TH	0	2	7	97	10	9.7
94	LAKE SHORE BLVD W AT 29TH	0	5	12	90	10	9.0
95	LAKE SHORE BLVD W AT 30TH	0	5	21	74	10	7.4
96	LAKE SHORE BLVD W AT LONG BRANCH	0	0	5	69	10	6.9
97	LAKE SHORE BLVD W AT 37TH	0	0	25	44	10	4.4
98	LOOP (LONG BRANCH) AT LAKE SHORE BLVD W	0	0	44	0	10	0.0
TOTALS FOR PERIOD 1: 08:03		0	2352	2352	34536	1562	22.1

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,
COUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 08:03 TO 18:01)
STOP CARD: 35 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: BUSES USED. FOR INTERNAL USE ONLY. 98% coverage. Code A: Long Branch-Neville Park; B: Parklawn-Neville Park. Some stops not tracked.

WB CONTROL POINT: 37 QUEEN ST E AT YONGE ST

TORONTO TRANSIT COMMISSION

WESTBOUND PERIOD 1: 08:03

PERIOD RIDING INDEX = 22.1 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH = 14.7 STOPS
AVERAGE ONS/VEHICLE-STOP = 1.5
AVERAGE ONS/TRIP = 112.0

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,
COUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 08:03 TO 18:01)
STOP CARD: 35 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: BUSES USED. FOR INTERNAL USE ONLY. 98% coverage. Code A: Long Branch-Neville Park; B: Parklawn-Neville Park. Some stops not tracked.

WB CONTROL POINT: 37 QUEEN ST E AT YONGE ST

TORONTO TRANSIT COMMISSION

WESTBOUND PERIOD 2: 17:02

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	QUEEN ST E AT NEVILLE PARK	0	28	0	28	20	1.4
2	QUEEN ST E AT SILVER BIRCH	0	20	0	48	20	2.4
3	QUEEN ST E AT SPRUCE HILL	0	32	0	80	20	4.0
4	QUEEN ST E AT GLEN MANOR	0	16	2	94	20	4.7
5	QUEEN ST E AT WINEVA	0	28	16	106	20	5.3
6	QUEEN ST E AT LEE	0	28	9	125	20	6.3
7	QUEEN ST E AT WAVERLEY	0	30	12	143	20	7.2
8	QUEEN ST E AT ELMER	0	17	7	153	20	7.7
9	QUEEN ST E AT WOODBINE AVE	0	26	14	165	20	8.3
10	QUEEN ST E AT LOCKWOOD	0	16	7	174	20	8.7
11	QUEEN ST E AT KINGSTON RD	0	24	12	186	20	9.3
13	QUEEN ST E AT COXWELL	0	42	12	216	20	10.8
14	QUEEN ST E AT KENT	0	11	6	221	20	11.1
15	QUEEN ST E AT CONNAUGHT	0	17	3	235	20	11.8
16	QUEEN ST E AT GREENWOOD	0	18	8	245	20	12.3
17	QUEEN ST E AT ALTON	0	8	2	251	20	12.6
18	QUEEN ST E AT LESLIE	0	21	13	259	20	13.0
19	QUEEN ST E AT JONES	0	25	13	271	20	13.6
20	QUEEN ST E AT BROOKLYN	0	16	8	279	20	14.0
21	QUEEN ST E AT PAPE	0	18	6	291	20	14.6
22	QUEEN ST E AT CARLAW	0	72	23	340	20	17.0
23	QUEEN ST E AT LOGAN	0	59	10	389	20	19.5
24	QUEEN ST E AT EMPIRE	0	14	10	393	20	19.7
25	QUEEN ST E AT BOULTON	0	26	8	411	20	20.6
26	QUEEN ST E AT BROADVIEW	0	46	31	426	20	21.3
27	QUEEN ST E AT CARROLL	0	22	10	438	20	21.9
28	QUEEN ST E AT RIVER	0	27	11	454	20	22.7
29	QUEEN ST E AT SUMACH	0	53	7	500	20	25.0
30	QUEEN ST E AT SACKVILLE	0	33	6	527	20	26.4
31	QUEEN ST E AT PARLIAMENT	0	71	19	579	20	29.0
32	QUEEN ST E AT ONTARIO	0	26	5	600	20	30.0
33	QUEEN ST E AT SHERBOURNE	0	55	27	628	20	31.4
34	QUEEN ST E AT JARVIS ST	0	49	21	656	20	32.8
35	QUEEN ST E AT CHURCH	0	48	28	676	20	33.8
36	QUEEN ST E AT VICTORIA	0	72	119	629	20	31.5
37	QUEEN ST E AT YONGE ST	0	287	230	686	20	34.3
38	QUEEN ST W AT BAY ST	0	185	32	839	20	42.0
39	QUEEN ST W AT YORK ST	0	57	26	870	20	43.5
40	QUEEN ST W AT UNIVERSITY AVE	0	170	64	976	20	48.8
41	QUEEN ST W AT SIMCOE	0	37	19	994	20	49.7
42	QUEEN ST W AT JOHN ST	0	73	69	998	20	49.9
43	QUEEN ST W AT SOHO	0	44	59	983	20	49.2
44	QUEEN ST W AT SPADINA AVE	0	135	148	970	20	48.5
45	QUEEN ST W AT AUGUSTA	0	41	76	935	20	46.8
46	QUEEN ST W AT BATHURST ST	0	100	110	925	20	46.3

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,
COUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 08:03 TO 18:01)
STOP CARD: 35 COUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
COMMENTS: BUSES USED. FOR INTERNAL USE ONLY. 98% coverage. Code A: Long Branch-Neville Park; B: Parklawn-Neville Park. Some stops not tracked.

WB CONTROL POINT: 37 QUEEN ST E AT YONGE ST

TORONTO TRANSIT COMMISSION

WESTBOUND PERIOD 2: 17:02

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
47	QUEEN ST W AT PALMERSTON	0	32	41	916	20	45.8
48	QUEEN ST W AT CLAREMONT	0	20	64	872	20	43.6
49	QUEEN ST W AT STRACHAN	0	29	51	850	20	42.5
50	QUEEN ST W AT SHAW	0	15	48	817	20	40.9
51	QUEEN ST W AT OSSINGTON AVE	0	28	103	742	20	37.1
52	QUEEN ST W AT DOVERCOURT	0	11	95	658	20	32.9
54	QUEEN ST W AT GLADSTONE	0	13	92	579	20	29.0
59	QUEEN ST W AT DUFFERIN ST	0	56	87	548	20	27.4
60	QUEEN ST W AT BROCK	0	15	57	506	20	25.3
61	QUEEN ST W AT OHARA	0	12	65	453	20	22.7
62	QUEEN ST W AT LANSDOWNE	0	30	72	411	20	20.6
63	QUEEN ST W AT SORAUREN	0	12	42	381	20	19.1
64	QUEEN ST W AT TRILLER AVE	0	1	30	352	20	17.6
65	QUEEN ST W AT RONCESVALLES	0	101	66	387	20	19.4
67	QUEENSWAY AT GLENDALE	0	6	15	378	20	18.9
68	QUEENSWAY AT COLBORNE LODGE DR	0	4	3	379	20	19.0
69	QUEENSWAY AT ELLIS (1)	0	8	60	327	20	16.4
73	LAKE SHORE BLVD W OPP 2095	0	0	0	327	10	32.7
74	LAKE SHORE BLVD W AT 2155	0	5	34	298	10	29.8
75	LAKE SHORE BLVD W AT PARK LAWN	0	21	25	294	10	29.4
76	LAKE SHORE BLVD W AT LEGION RD	0	4	19	279	10	27.9
77	LAKE SHORE BLVD W AT LOUISA	0	1	18	262	10	26.2
78	LAKE SHORE BLVD W AT BURLINGTON	0	5	20	247	10	24.7
79	LAKE SHORE BLVD W AT SUPERIOR	0	9	27	229	10	22.9
80	LAKE SHORE BLVD W AT MIMICO	0	10	28	211	10	21.1
81	LAKE SHORE BLVD W AT HILLSIDE	0	3	10	204	10	20.4
82	LAKE SHORE BLVD W AT SYMONS	0	2	6	200	10	20.0
83	LAKE SHORE BLVD W AT ROYAL YORK	0	11	8	203	10	20.3
84	LAKE SHORE BLVD W AT FIRST	0	7	17	193	10	19.3
85	LAKE SHORE BLVD W AT 3RD	0	5	8	190	10	19.0
86	LAKE SHORE BLVD W AT 5TH	0	7	18	179	10	17.9
87	LAKE SHORE BLVD W AT ISLINGTON	0	14	25	168	10	16.8
88	LAKE SHORE BLVD W AT 10TH	0	3	21	150	10	15.0
89	LAKE SHORE BLVD W AT 13TH	0	7	12	145	10	14.5
90	LAKE SHORE BLVD W AT 15TH	0	2	4	143	10	14.3
91	LAKE SHORE BLVD W AT KIPLING	0	34	25	152	10	15.2
92	LAKE SHORE BLVD W AT 22ND	0	4	14	142	10	14.2
93	LAKE SHORE BLVD W AT 26TH	0	6	14	134	10	13.4
94	LAKE SHORE BLVD W AT 29TH	0	0	16	118	10	11.8
95	LAKE SHORE BLVD W AT 30TH	0	3	21	100	10	10.0
96	LAKE SHORE BLVD W AT LONG BRANCH	0	1	23	78	10	7.8
97	LAKE SHORE BLVD W AT 37TH	0	0	26	52	10	5.2
98	LOOP (LONG BRANCH) AT LAKE SHORE BLVD W	0	0	52	0	10	0.0
TOTALS FOR PERIOD 2: 17:02		0	2800	2800	34646	1500	23.1

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN

ROUTING CODE(S): A0, B0,

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COMMENTS: BUSES USED. FOR INTERNAL USE ONLY. 98% coverage. Code A: Long Branch-Neville Park; B: Parklawn-Neville Park. Some stops not tracked.

TORONTO TRANSIT COMMISSION

WB CONTROL POINT: 37 QUEEN ST E AT YONGE ST

WESTBOUND PERIOD 2: 17:02

PERIOD RIDING INDEX	=	23.1 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	12.4 STOPS
AVERAGE ONS/VEHICLE-STOP	=	1.9
AVERAGE ONS/TRIP	=	140.0

APPENDIX C:

Turning Movement Counts

BA Group

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Morning Peak Diagram

Specified Period
From: 7:30:00
To: 9:30:00

One Hour Peak
From: 7:45:00
To: 8:45:00

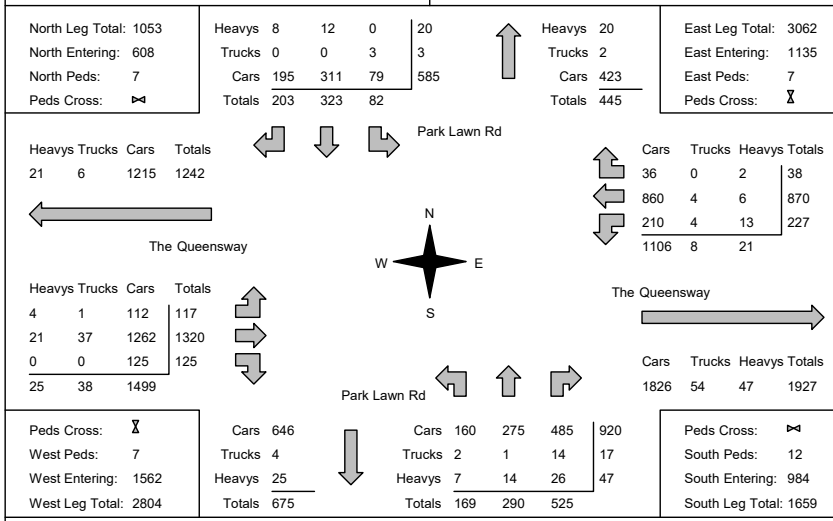
Municipality: Toronto
Site #: 1909300001
Intersection: The Queensway & Park Lawn Rd
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: The Queensway runs W/E



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Afternoon Peak Diagram

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 17:00:00
To: 18:00:00

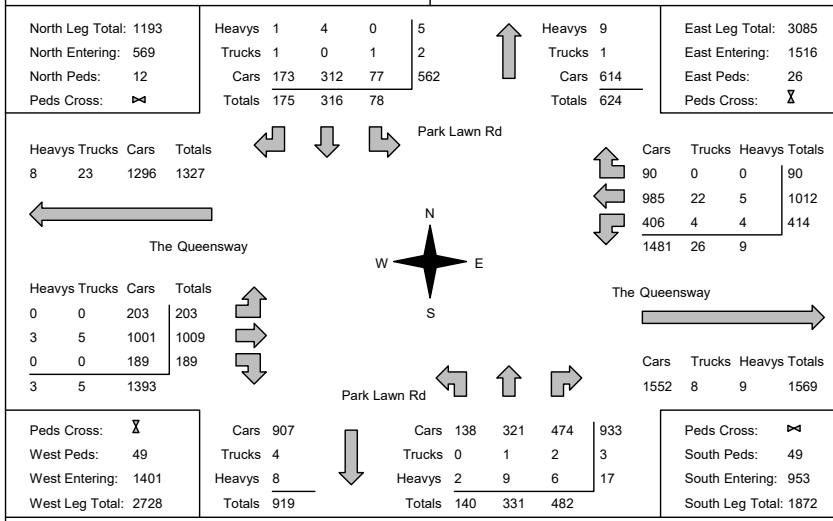
Municipality: Toronto
Site #: 1909300001
Intersection: The Queensway & Park Lawn Rd
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: The Queensway runs W/E



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

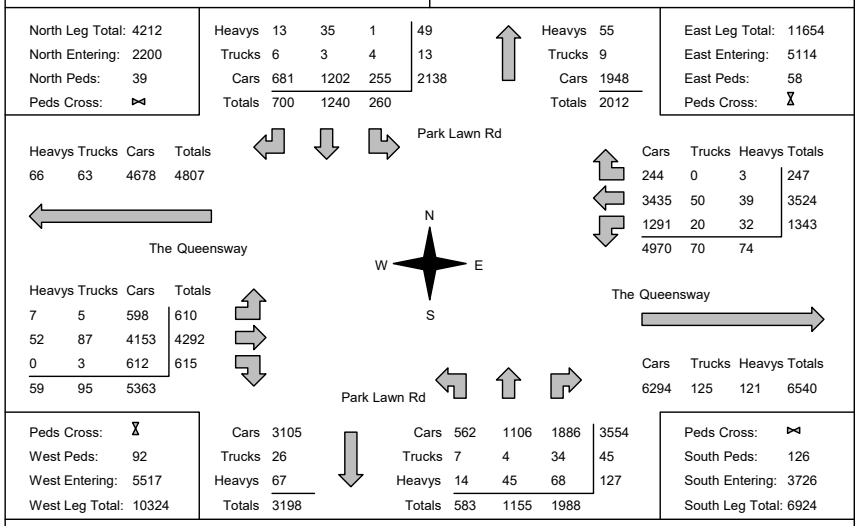
Municipality: Toronto
Site #: 1909300001
Intersection: The Queensway & Park Lawn Rd
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: The Queensway runs W/E



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

Intersection: The Queensway & Park Lawn Rd | **Count Date:** 6-Jun-19 | **Municipality:** Toronto

North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
8:00:00	*36*	*143*	*78*	*257*	*3*	*690*	*8:00:00*	*76*	*108*	*249*	*433*	*11*
9:00:00	*77*	*324*	*226*	*627*	*11*	*1639*	*9:00:00*	*168*	*306*	*538*	*1012*	*10*
16:00:00	*28*	*165*	*64*	*257*	*2*	*758*	*16:00:00*	*54*	*104*	*343*	*501*	*7*
17:00:00	*41*	*292*	*157*	*490*	*11*	*1317*	*17:00:00*	*145*	*306*	*376*	*827*	*49*
18:00:00	*78*	*316*	*175*	*569*	*12*	*1522*	*18:00:00*	*140*	*331*	*482*	*953*	*49*
Totals:	260	1240	700	2200	39	5926	S Totals:	583	1155	1988	3726	126

East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
8:00:00	*98*	*323*	*14*	*435*	*2*	*1272*	*8:00:00*	*49*	*733*	*55*	*837*	*5*
9:00:00	*243*	*841*	*38*	*1122*	*7*	*2629*	*9:00:00*	*132*	*1239*	*136*	*1507*	*8*
16:00:00	*136*	*258*	*23*	*417*	*3*	*1090*	*16:00:00*	*59*	*527*	*87*	*673*	*7*
17:00:00	*452*	*1090*	*82*	*1624*	*20*	*2723*	*17:00:00*	*167*	*784*	*148*	*1099*	*23*
18:00:00	*414*	*1012*	*90*	*1516*	*26*	*2917*	*18:00:00*	*203*	*1009*	*189*	*1401*	*49*
Totals:	1343	3524	247	5114	58	10631	W Totals:	610	4292	615	5517	92

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*8:00*	*9:00*	*16:00*	*17:00*	*18:00*	*0:00*	*0:00*	*0:00*
Crossing Values:	*262*	*584*	*257*	*535*	*624*	*0*	*0*	*0*



Count Date: 6-Jun-19 **Site #: 1909300001**

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	16	16	61	61	37	37	0	0	1	1	0	0	0	0	1	1	1	1	1	1
8:00:00	36	20	135	74	76	39	0	0	1	0	0	0	0	0	7	6	2	1	3	2
8:15:00	55	19	213	78	125	49	1	1	1	0	0	0	0	0	9	2	5	3	3	0
8:30:00	80	25	292	79	179	54	2	1	1	0	0	0	0	0	11	2	7	2	6	3
8:45:00	95	15	372	80	232	53	3	1	1	0	0	0	0	0	13	2	9	2	8	2
9:00:00	110	15	451	79	295	63	3	0	1	0	0	0	0	0	15	2	9	0	14	6
9:15:00	124	14	528	77	326	31	3	0	2	1	1	1	1	1	20	5	10	1	15	1
9:30:00	137	13	609	81	356	30	3	0	2	0	2	1	1	0	21	1	10	0	16	1
9:45:00	137	0	609	0	356	0	3	0	2	0	2	0	1	0	21	0	10	0	16	0
16:00:00	137	0	609	0	356	0	3	0	2	0	2	0	1	0	21	0	10	0	16	0
16:15:00	149	12	671	62	377	21	3	0	2	0	3	1	1	0	25	4	10	0	18	2
16:30:00	161	12	734	63	421	44	3	0	2	0	4	1	1	0	27	2	11	1	23	5
16:45:00	168	7	792	58	459	38	3	0	2	0	4	0	1	0	29	2	12	1	26	3
17:00:00	178	10	890	98	508	49	3	0	3	1	5	1	1	0	31	2	12	0	27	1
17:15:00	186	8	953	63	543	35	4	1	3	0	5	0	1	0	31	0	13	1	29	2
17:30:00	201	15	1024	71	585	42	4	0	3	0	6	1	1	0	34	3	13	0	32	3
17:45:00	228	27	1115	91	625	40	4	0	3	0	6	0	1	0	35	1	13	0	34	2
18:00:00	255	27	1202	87	681	56	4	0	3	0	6	0	1	0	35	0	13	0	39	5
18:15:00	255	0	1202	0	681	0	4	0	3	0	6	0	1	0	35	0	13	0	39	0
18:15:15	255	0	1202	0	681	0	4	0	3	0	6	0	1	0	35	0	13	0	39	0



Count Date: 6-Jun-19 **Site #: 1909300001**

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	39	39	126	126	6	6	0	0	1	1	0	0	0	0	1	1	1	1	0	0
8:00:00	93	54	317	191	12	6	2	2	3	2	0	0	3	3	3	2	2	1	2	2
8:15:00	151	58	514	197	19	7	3	1	4	1	0	0	5	2	4	1	2	0	2	0
8:30:00	196	45	776	262	33	14	3	0	5	1	0	0	8	3	6	2	3	1	5	3
8:45:00	249	53	986	210	42	9	4	1	5	0	0	0	13	5	7	1	3	0	7	2
9:00:00	322	73	1146	160	49	7	4	0	7	2	0	0	15	2	11	4	3	0	9	2
9:15:00	380	58	1284	138	64	15	5	1	11	4	0	0	18	3	15	4	3	0	11	2
9:30:00	452	72	1392	108	72	8	5	0	13	2	0	0	20	2	17	2	3	0	12	1
9:45:00	452	0	1392	0	72	0	5	0	13	0	0	0	20	0	17	0	3	0	12	0
16:00:00	452	0	1392	0	72	0	5	0	13	0	0	0	20	0	17	0	3	0	12	0
16:15:00	556	104	1675	283	92	20	7	2	19	6	0	0	22	2	23	6	3	0	14	2
16:30:00	654	98	1948	273	115	23	11	4	25	6	0	0	24	2	25	2	3	0	18	4
16:45:00	771	117	2182	234	139	24	11	0	27	2	0	0	27	3	29	4	3	0	22	4
17:00:00	885	114	2450	268	154	15	16	5	28	1	0	0	28	1	34	5	3	0	32	10
17:15:00	998	113	2736	286	175	21	19	3	30	2	0	0	29	1	35	1	3	0	42	10
17:30:00	1082	84	2957	221	199	24	19	0	35	5	0	0	30	1	38	3	3	0	49	7
17:45:00	1184	102	3208	251	214	15	19	0	44	9	0	0	31	1	38	0	3	0	54	5
18:00:00	1291	107	3435	227	244	30	20	1	50	6	0	0	32	1	39	1	3	0	58	4
18:15:00	1291	0	3435	0	244	0	20	0	50	0	0	0	32	0	39	0	3	0	58	0
18:15:15	1291	0	3435	0	244	0	20	0	50	0	0	0	32	0	39	0	3	0	58	0



Count Date: 6-Jun-19 **Site #: 1909300001**

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	30	30	43	43	109	109	0	0	1	1	6	6	2	2	8	8	4	4	7	7
8:00:00	70	40	97	54	229	120	1	1	1	0	10	4	5	3	10	2	10	6	11	4
8:15:00	110	40	163	66	338	109	1	0	1	0	14	4	6	1	14	4	17	7	11	0
8:30:00	158	48	230	67	456	118	2	1	2	1	17	3	7	1	18	4	24	7	16	5
8:45:00	190	32	318	88	594	138	2	0	2	0	20	3	9	2	22	4	30	6	19	3
9:00:00	231	41	387	69	726	132	4	2	2	0	23	3	9	0	25	3	38	8	21	2
9:15:00	248	17	443	56	891	165	5	1	2	0	29	6	10	1	28	3	42	4	25	4
9:30:00	281	33	488	45	1046	155	7	2	2	0	32	3	10	0	28	0	52	10	28	3
9:45:00	281	0	488	0	1046	0	7	0	2	0	32	0	10	0	28	0	52	0	28	0
16:00:00	281	0	488	0	1046	0	7	0	2	0	32	0	10	0	28	0	52	0	28	0
16:15:00	320	39	560	72	1130	84	7	0	2	0	32	0	12	2	33	5	56	4	40	12
16:30:00	353	33	638	78	1206	76	7	0	3	1	32	0	12	0	33	0	59	3	49	9
16:45:00	391	38	708	70	1298	92	7	0	3	0	32	0	12	0	35	2	59	0	61	12
17:00:00	424	33	785	77	1412	114	7	0	3	0	32	0	12	0	36	1	62	3	77	16
17:15:00	454	30	849	64	1522	110	7	0	4	1	32	0	12	0	41	5	62	0	91	14
17:30:00	487	33	935	86	1641	119	7	0	4	0	33	1	12	0	41	0	63	1	112	21
17:45:00	526	39	1027	92	1764	123	7	0	4	0	33	0	12	0	43	2	65	2	118	6
18:00:00	562	36	1106	79	1886	122	7	0	4	0	34	1	14	2	45	2	68	3	126	8
18:15:00	562	0	1106	0	1886	0	7	0	4	0	34	0	14	0	45	0	68	0	126	0
18:15:15	562	0	1106	0	1886	0	7	0	4	0	34	0	14	0	45	0	68	0	126	0



Count Date: 6-Jun-19 **Site #: 1909300001**

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	24	24	345	345	30	30	0	0	10	10	0	0	2	2	8	8	0	0	2	2
8:00:00	44	20	699	354	55	25	0	0	22	12	0	0	5	3	12	4	0	0	5	3
8:15:00	71	27	1020	321	91	36	0	0	29	7	0	0	6	1	20	8	0	0	5	0
8:30:00	103	32	1300	280	129	38	0	0	39	10	0	0	6	0	28	8	0	0	7	2
8:45:00	136	33	1607	307	155	26	1	1	47	8	0	0	6	0	29	1	0	0	9	2
9:00:00	172	36	1881	274	191	36	3	2	56	9	0	0	6	0	35	6	0	0	13	4
9:15:00	199	27	2134	253	231	40	3	0	67	11	1	1	7	1	41	6	0	0	17	4
9:30:00	230	31	2378	244	276	45	3	0	78	11	2	1	7	0	43	2	0	0	20	3
9:45:00	230	0	2378	0	276	0	3	0	78	0	2	0	7	0	43	0	0	0	20	0
16:00:00	230	0	2378	0	276	0	3	0	78	0	2	0	7	0	43	0	0	0	20	0
16:15:00	275	45	2562	184	317	41	3	0	79	1	2	0	7	0	44	1	0	0	23	3
16:30:00	309	34	2754	192	360	43	4	1	80	1	2	0	7	0	46	2	0	0	29	6
16:45:00	353	44	2964	210	395	35	5	1	82	2	2	0	7	0	48	2	0	0	34	5
17:00:00	395	42	3152	188	423	28	5	0	82	0	3	1	7	0	49	1	0	0	43	9
17:15:00	442	47	3376	224	464	41	5	0	83	1	3	0	7	0	49	0	0	0	50	7
17:30:00	502	60	3662	286	511	47	5	0	85	2	3	0	7	0	49	0	0	0	65	15
17:45:00	549	47	3909	247	558	47	5	0	87	2	3	0	7	0	50	1	0	0	75	10
18:00:00	598	49	4153	244	612	54	5	0	87	0	3	0	7	0	52	2	0	0	92	17
18:15:00	598	0	4153	0	612	0	5	0	87	0	3	0	7	0	52	0	0	0	92	0
18:15:15	598	0	4153	0	612	0	5	0	87	0	3	0	7	0	52	0	0	0	92	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Morning Peak Diagram

Specified Period
From: 7:30:00
To: 9:30:00

One Hour Peak
From: 8:30:00
To: 9:30:00

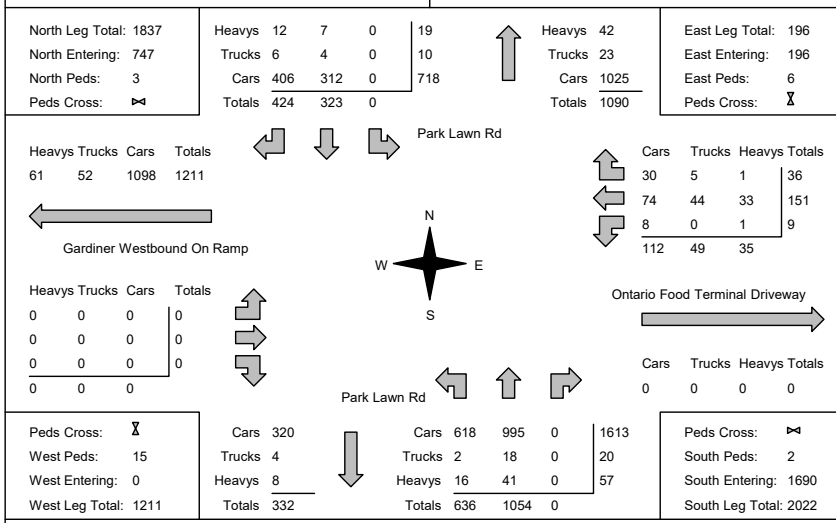
Municipality: Toronto
Site #: 1909300002
Intersection: Park Lawn Rd & Gardiner Westbou
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Park Lawn Rd runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Afternoon Peak Diagram

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 16:45:00
To: 17:45:00

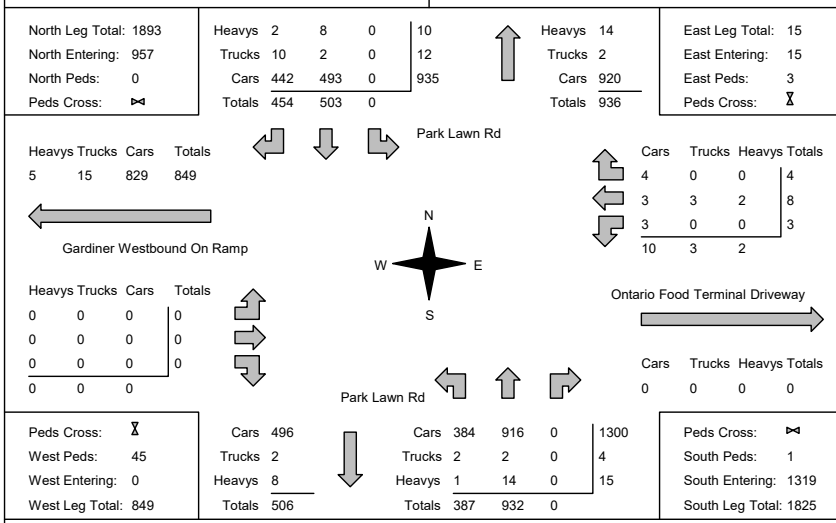
Municipality: Toronto
Site #: 1909300002
Intersection: Park Lawn Rd & Gardiner Westbou
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Park Lawn Rd runs N/S



Comments

Total Count Diagram

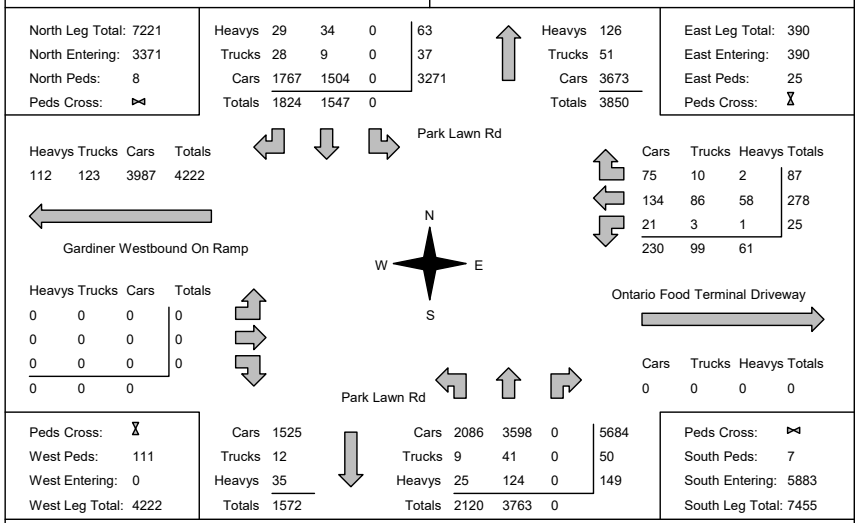
Municipality: Toronto
Site #: 1909300002
Intersection: Park Lawn Rd & Gardiner Westbou
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Park Lawn Rd runs N/S



Comments

Traffic Count Summary

Intersection: Park Lawn Rd & Gardiner Westbo | **Count Date:** 6-Jun-19 | **Municipality:** Toronto

Hour Ending	North Approach Totals: Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds	North/South Total Approaches	Hour Ending	South Approach Totals: Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds
8:00:00	*0*	*306*	*134*	*732*	*1*	*3305*	*8:00:00*	*764*	*661*	*0*	*989*	*0*
2:00:00	*0*	*152*	*664*	*936*	*6*	*1638*	*2:00:00*	*588*	*3035*	*0*	*3906*	*4*
35:00:00	*0*	*397*	*173*	*606*	*1*	*3154*	*35:00:00*	*713*	*460*	*0*	*853*	*0*
39:00:00	*0*	*697*	*438*	*223*	*0*	*1325*	*39:00:00*	*727*	*831*	*0*	*3104*	*3*
38:00:00	*0*	*418*	*634*	*267*	*0*	*1152*	*38:00:00*	*797*	*247*	*0*	*3715*	*3*
Totals:	0	1547	1824	3371	8	9254	S Totals:	2120	3763	0	5883	7

Hour Ending	East Approach Totals: Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds	East/West Total Approaches	Hour Ending	West Approach Totals: Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds
8:00:00	*9*	*45*	*17*	*85*	*7*	*85*	*8:00:00*	*0*	*0*	*0*	*0*	*9*
2:00:00	*30*	*338*	*60*	*358*	*8*	*358*	*2:00:00*	*0*	*0*	*0*	*0*	*39*
35:00:00	*7*	*81*	*39*	*301*	*1*	*301*	*35:00:00*	*0*	*0*	*0*	*0*	*4*
39:00:00	*7*	*35*	*4*	*16*	*9*	*16*	*39:00:00*	*0*	*0*	*0*	*0*	*63*
38:00:00	*1*	*5*	*1*	*30*	*4*	*30*	*38:00:00*	*0*	*0*	*0*	*0*	*63*
Totals:	25	278	87	390	25	390	W Totals:	0	0	0	0	111

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*8:00*	*2:00*	*35:00*	*39:00*	*38:00*	*0:00*	*0:00*	*0:00*
Crossing Values:	*54*	*379*	*89*	*10*	*2*	*0*	*0*	*0*



Count Date: 6-Jun-19 **Site #: 1909300002**

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	42	42	108	108	0	0	0	0	1	1	0	0	1	1	0	0	1	1
8:00:00	0	0	97	55	209	101	0	0	0	0	4	3	0	0	7	6	2	2	2	1
8:15:00	0	0	155	58	334	125	0	0	2	2	4	0	0	0	10	3	3	1	4	2
8:30:00	0	0	209	54	456	122	0	0	2	0	5	1	0	0	12	2	6	3	5	1
8:45:00	0	0	275	66	530	74	0	0	3	1	6	1	0	0	14	2	8	2	6	1
9:00:00	0	0	354	79	639	109	0	0	4	1	10	4	0	0	15	1	11	3	6	0
9:15:00	0	0	427	73	748	109	0	0	6	2	11	1	0	0	19	4	15	4	7	1
9:30:00	0	0	521	94	862	114	0	0	6	0	11	0	0	0	19	0	18	3	8	1
9:45:00	0	0	521	0	862	0	0	0	6	0	11	0	0	0	19	0	18	0	8	0
16:00:00	0	0	521	0	862	0	0	0	6	0	11	0	0	0	19	0	18	0	8	0
16:15:00	0	0	632	111	981	119	0	0	7	1	11	0	0	0	20	1	22	4	8	0
16:30:00	0	0	762	130	1087	106	0	0	7	0	15	4	0	0	23	3	24	2	8	0
16:45:00	0	0	867	105	1224	137	0	0	7	0	17	2	0	0	25	2	27	3	8	0
17:00:00	0	0	984	117	1359	135	0	0	8	1	21	4	0	0	27	2	29	2	8	0
17:15:00	0	0	1104	120	1463	104	0	0	9	1	26	5	0	0	27	0	29	0	8	0
17:30:00	0	0	1228	124	1557	94	0	0	9	0	26	0	0	0	31	4	29	0	8	0
17:45:00	0	0	1360	132	1666	109	0	0	9	0	27	1	0	0	33	2	29	0	8	0
18:00:00	0	0	1504	144	1767	101	0	0	9	0	28	1	0	0	34	1	29	0	8	0
18:15:00	0	0	1504	0	1767	0	0	0	9	0	28	0	0	0	34	0	29	0	8	0
18:15:15	0	0	1504	0	1767	0	0	0	9	0	28	0	0	0	34	0	29	0	8	0



Count Date: 6-Jun-19 **Site #: 1909300002**

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	4	4	9	9	7	7	0	0	8	8	1	1	0	0	6	6	0	0	1	1
8:00:00	5	1	21	12	21	14	2	2	22	14	2	1	0	0	13	7	0	0	3	2
8:15:00	8	3	33	12	31	10	2	0	29	7	4	2	0	0	17	4	0	0	6	3
8:30:00	8	0	44	11	38	7	3	1	39	10	5	1	0	0	22	5	1	1	7	1
8:45:00	9	1	68	24	45	7	3	0	48	9	6	1	0	0	29	7	1	0	10	3
9:00:00	14	5	82	14	54	9	3	0	57	9	8	2	0	0	35	6	1	0	11	1
9:15:00	14	0	94	12	60	6	3	0	67	10	9	1	0	0	45	10	1	0	12	1
9:30:00	16	2	118	24	68	8	3	0	83	16	10	1	1	1	55	10	2	1	13	1
9:45:00	16	0	118	0	68	0	3	0	83	0	10	0	1	0	55	0	2	0	13	0
16:00:00	16	0	118	0	68	0	3	0	83	0	10	0	1	0	55	0	2	0	13	0
16:15:00	17	1	129	11	70	2	3	0	83	0	10	0	1	0	55	0	2	0	18	5
16:30:00	18	1	130	1	71	1	3	0	83	0	10	0	1	0	55	0	2	0	20	2
16:45:00	18	0	131	1	71	0	3	0	83	0	10	0	1	0	56	1	2	0	20	0
17:00:00	19	1	132	1	73	2	3	0	84	1	10	0	1	0	56	0	2	0	20	0
17:15:00	20	1	133	1	74	1	3	0	85	1	10	0	1	0	57	1	2	0	20	0
17:30:00	21	1	133	0	74	0	3	0	86	1	10	0	1	0	57	0	2	0	22	2
17:45:00	21	0	134	1	75	1	3	0	86	0	10	0	1	0	58	1	2	0	23	1
18:00:00	21	0	134	0	75	0	3	0	86	0	10	0	1	0	58	0	2	0	25	2
18:15:00	21	0	134	0	75	0	3	0	86	0	10	0	1	0	58	0	2	0	25	0
18:15:15	21	0	134	0	75	0	3	0	86	0	10	0	1	0	58	0	2	0	25	0



Count Date: 6-Jun-19 **Site #: 1909300002**

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	162	162	209	209	0	0	1	1	6	6	0	0	2	2	14	14	0	0	0	0
8:00:00	342	180	407	198	0	0	1	0	11	5	0	0	2	0	24	10	0	0	0	0
8:15:00	532	190	644	237	0	0	1	0	14	3	0	0	3	1	35	11	0	0	0	0
8:30:00	713	181	881	237	0	0	1	0	17	3	0	0	4	1	46	11	0	0	3	3
8:45:00	879	166	1136	255	0	0	2	1	21	4	0	0	6	2	58	12	0	0	3	0
9:00:00	1022	143	1365	229	0	0	2	0	25	4	0	0	9	3	68	10	0	0	5	2
9:15:00	1186	164	1608	243	0	0	3	1	31	6	0	0	15	6	76	8	0	0	5	0
9:30:00	1331	145	1876	268	0	0	3	0	35	4	0	0	20	5	87	11	0	0	5	0
9:45:00	1331	0	1876	0	0	0	3	0	35	0	0	0	20	0	87	0	0	0	5	0
16:00:00	1331	0	1876	0	0	0	3	0	35	0	0	0	20	0	87	0	0	0	5	0
16:15:00	1426	95	2069	193	0	0	4	1	36	1	0	0	21	1	98	11	0	0	6	1
16:30:00	1538	112	2256	187	0	0	6	2	37	1	0	0	22	1	102	4	0	0	6	0
16:45:00	1629	91	2448	192	0	0	7	1	37	0	0	0	24	2	104	2	0	0	6	0
17:00:00	1716	87	2686	218	0	0	7	0	37	0	0	0	24	0	107	3	0	0	6	0
17:15:00	1821	105	2867	201	0	0	8	1	38	1	0	0	25	1	113	6	0	0	6	0
17:30:00	1915	94	3107	240	0	0	9	1	39	1	0	0	25	0	114	1	0	0	6	0
17:45:00	2013	98	3364	257	0	0	9	0	39	0	0	0	25	0	118	4	0	0	7	1
18:00:00	2086	73	3598	234	0	0	9	0	41	2	0	0	25	0	124	6	0	0	7	0
18:15:00	2086	0	3598	0	0	0	9	0	41	0	0	0	25	0	124	0	0	0	7	0
18:15:15	2086	0	3598	0	0	0	9	0	41	0	0	0	25	0	124	0	0	0	7	0



Count Date: 6-Jun-19 **Site #: 1909300002**

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	4
8:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	4
8:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	3
8:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	5
9:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	5
9:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	3
9:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	2
9:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	0
16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	0
16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	9
16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	6
16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57	13
17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70	13
17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	83	13
17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	91	8
17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	102	11
18:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	111	9
18:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	111	0
18:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	111	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Morning Peak Diagram

Specified Period	One Hour Peak
From: 7:30:00	**From:** 8:00:00
To: 9:30:00	**To:** 9:00:00

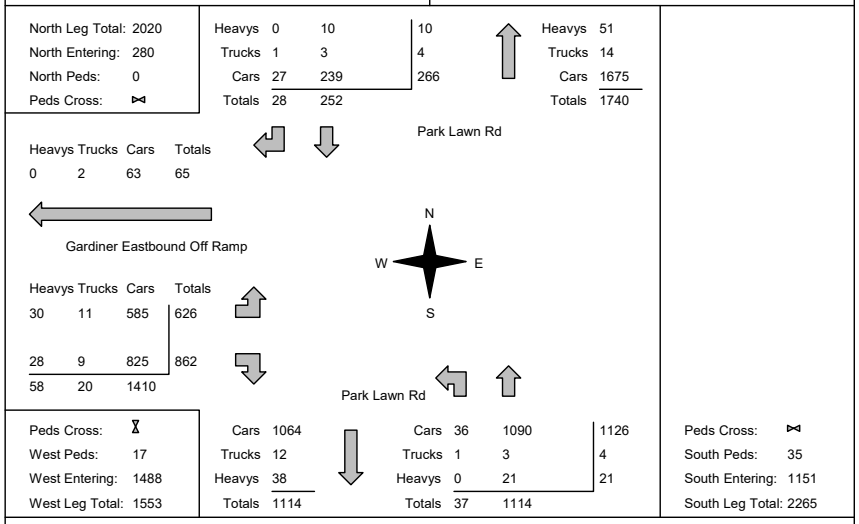
Municipality: Toronto
Site #: 1909300003
Intersection: Park Lawn Rd & Gardiner Eastbou
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Park Lawn Rd runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Afternoon Peak Diagram

Specified Period	One Hour Peak
From: 16:00:00	**From:** 17:00:00
To: 18:00:00	**To:** 18:00:00

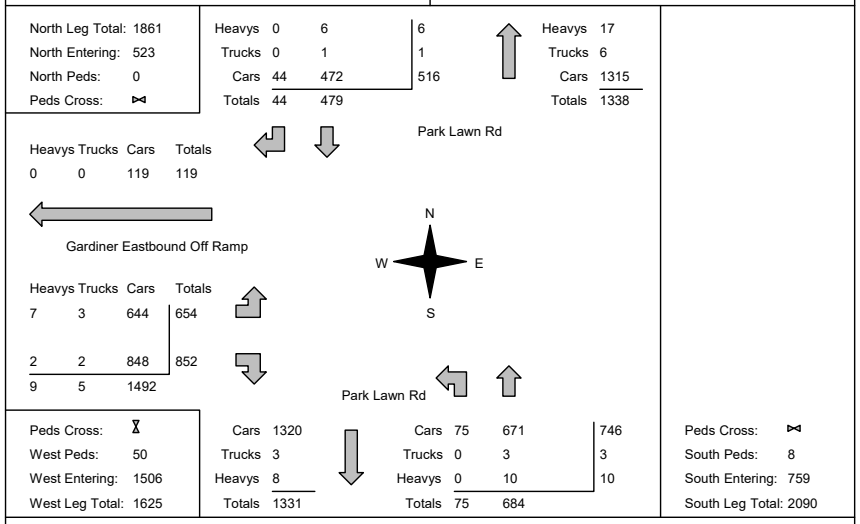
Municipality: Toronto
Site #: 1909300003
Intersection: Park Lawn Rd & Gardiner Eastbou
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Park Lawn Rd runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

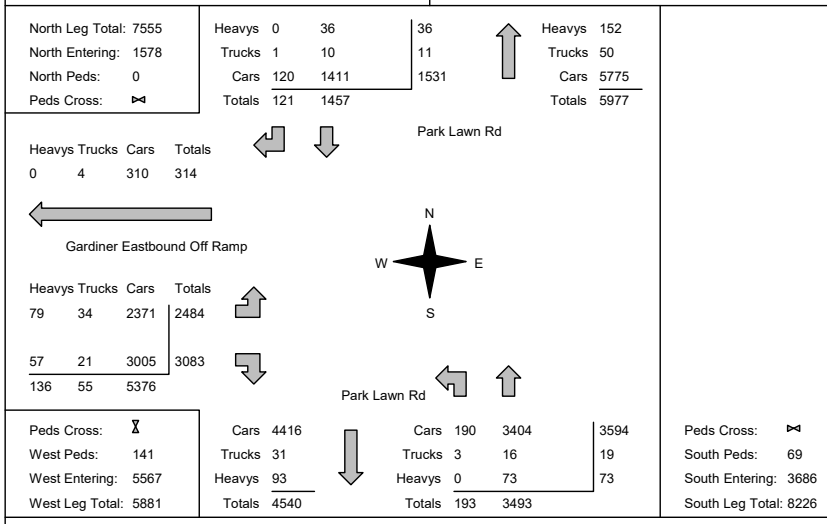
Municipality: Toronto
Site #: 1909300003
Intersection: Park Lawn Rd & Gardiner Eastbou
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Park Lawn Rd runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

Intersection: Park Lawn Rd & Gardiner Eastbou | **Count Date:** 6-Jun-19 | **Municipality:** Toronto

North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
8:00:00	*0*	*102*	*6*	*108*	*0*	*643*	*8:00:00*	*15*	*520*	*0*	*535*	*16*
9:00:00	*0*	*252*	*28*	*280*	*0*	*1431*	*9:00:00*	*37*	*1114*	*0*	*1151*	*35*
16:00:00	*0*	*178*	*10*	*188*	*0*	*666*	*16:00:00*	*13*	*465*	*0*	*478*	*5*
17:00:00	*0*	*446*	*33*	*479*	*0*	*1242*	*17:00:00*	*53*	*710*	*0*	*763*	*5*
18:00:00	*0*	*479*	*44*	*523*	*0*	*1282*	*18:00:00*	*75*	*684*	*0*	*759*	*8*
Totals:	0	1457	121	1578	0	5264	S Totals:	193	3493	0	3686	69

East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
8:00:00	*0*	*0*	*0*	*0*	*0*	*620*	*8:00:00*	*287*	*0*	*333*	*620*	*10*
9:00:00	*0*	*0*	*0*	*0*	*0*	*1488*	*9:00:00*	*626*	*0*	*862*	*1488*	*17*
16:00:00	*0*	*0*	*0*	*0*	*0*	*712*	*16:00:00*	*407*	*0*	*305*	*712*	*8*
17:00:00	*0*	*0*	*0*	*0*	*0*	*1241*	*17:00:00*	*510*	*0*	*731*	*1241*	*56*
18:00:00	*0*	*0*	*0*	*0*	*0*	*1506*	*18:00:00*	*654*	*0*	*852*	*1506*	*50*
Totals:	0	0	0	0	0	5567	W Totals:	2484	0	3083	5567	141

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*8:00*	*9:00*	*16:00*	*17:00*		*18:00*	*0:00*	*0:00*	*0:00*
Crossing Values:	*303*	*661*	*412*	*515*		*662*	*0*	*0*	*0*



Count Date: 6-Jun-19 Site #: 1909300003

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	46	46	1	1	0	0	0	0	0	0	0	0	2	2	0	0	0	0
8:00:00	0	0	93	47	6	5	0	0	2	2	0	0	0	0	7	5	0	0	0	0
8:15:00	0	0	143	50	13	7	0	0	3	1	0	0	0	0	11	4	0	0	0	0
8:30:00	0	0	196	53	20	7	0	0	4	1	1	1	0	0	14	3	0	0	0	0
8:45:00	0	0	262	66	21	1	0	0	4	0	1	0	0	0	16	2	0	0	0	0
9:00:00	0	0	332	70	33	12	0	0	5	1	1	0	0	0	17	1	0	0	0	0
9:15:00	0	0	410	78	39	6	0	0	7	2	1	0	0	0	20	3	0	0	0	0
9:30:00	0	0	504	94	43	4	0	0	7	0	1	0	0	0	21	1	0	0	0	0
9:45:00	0	0	504	0	43	0	0	0	7	0	1	0	0	0	21	0	0	0	0	0
16:00:00	0	0	504	0	43	0	0	0	7	0	1	0	0	0	21	0	0	0	0	0
16:15:00	0	0	609	105	54	11	0	0	8	1	1	0	0	0	22	1	0	0	0	0
16:30:00	0	0	730	121	61	7	0	0	8	0	1	0	0	0	26	4	0	0	0	0
16:45:00	0	0	829	99	70	9	0	0	8	0	1	0	0	0	28	2	0	0	0	0
17:00:00	0	0	939	110	76	6	0	0	9	1	1	0	0	0	30	2	0	0	0	0
17:15:00	0	0	1048	109	86	10	0	0	10	1	1	0	0	0	30	0	0	0	0	0
17:30:00	0	0	1162	114	101	15	0	0	10	0	1	0	0	0	33	3	0	0	0	0
17:45:00	0	0	1276	114	108	7	0	0	10	0	1	0	0	0	35	2	0	0	0	0
18:00:00	0	0	1411	135	120	12	0	0	10	0	1	0	0	0	36	1	0	0	0	0
18:15:00	0	0	1411	0	120	0	0	0	10	0	1	0	0	0	36	0	0	0	0	0
18:15:15	0	0	1411	0	120	0	0	0	10	0	1	0	0	0	36	0	0	0	0	0



Count Date: 6-Jun-19 Site #: 1909300003

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Count Date: 6-Jun-19 **Site #: 1909300003**

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	3	3	246	246	0	0	0	0	2	2	0	0	0	0	7	7	0	0	9	9
8:00:00	15	12	506	260	0	0	0	0	3	1	0	0	0	0	11	4	0	0	16	7
8:15:00	20	5	802	296	0	0	0	0	4	1	0	0	0	0	17	6	0	0	30	14
8:30:00	35	15	1086	284	0	0	1	1	4	0	0	0	0	0	23	6	0	0	36	6
8:45:00	44	9	1343	257	0	0	1	0	6	2	0	0	0	0	28	5	0	0	44	8
9:00:00	51	7	1596	253	0	0	1	0	6	0	0	0	0	0	32	4	0	0	51	7
9:15:00	59	8	1826	230	0	0	2	1	7	1	0	0	0	0	41	9	0	0	53	2
9:30:00	63	4	2042	216	0	0	2	0	10	3	0	0	0	0	47	6	0	0	56	3
9:45:00	63	0	2042	0	0	0	2	0	10	0	0	0	0	0	47	0	0	0	56	0
16:00:00	63	0	2042	0	0	0	2	0	10	0	0	0	0	0	47	0	0	0	56	0
16:15:00	78	15	2208	166	0	0	2	0	12	2	0	0	0	0	55	8	0	0	58	2
16:30:00	91	13	2394	186	0	0	2	0	12	0	0	0	0	0	57	2	0	0	60	2
16:45:00	105	14	2549	155	0	0	3	1	13	1	0	0	0	0	62	5	0	0	61	1
17:00:00	115	10	2733	184	0	0	3	0	13	0	0	0	0	0	63	1	0	0	61	0
17:15:00	134	19	2901	168	0	0	3	0	14	1	0	0	0	0	68	5	0	0	61	0
17:30:00	151	17	3060	159	0	0	3	0	15	1	0	0	0	0	69	1	0	0	64	3
17:45:00	170	19	3247	187	0	0	3	0	15	0	0	0	0	0	71	2	0	0	66	2
18:00:00	190	20	3404	157	0	0	3	0	16	1	0	0	0	0	73	2	0	0	69	3
18:15:00	190	0	3404	0	0	0	3	0	16	0	0	0	0	0	73	0	0	0	69	0
18:15:15	190	0	3404	0	0	0	3	0	16	0	0	0	0	0	73	0	0	0	69	0



Count Date: 6-Jun-19 **Site #: 1909300003**

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	132	132	0	0	139	139	4	4	0	0	0	0	12	12	0	0	3	3	8	8
8:00:00	262	130	0	0	327	188	8	4	0	0	1	1	17	5	0	0	5	2	10	2
8:15:00	396	134	0	0	516	189	10	2	0	0	2	1	23	6	0	0	8	3	12	2
8:30:00	529	133	0	0	764	248	13	3	0	0	5	3	30	7	0	0	16	8	16	4
8:45:00	709	180	0	0	953	189	16	3	0	0	8	3	39	9	0	0	28	12	20	4
9:00:00	847	138	0	0	1152	199	19	3	0	0	10	2	47	8	0	0	33	5	27	7
9:15:00	1017	170	0	0	1295	143	25	6	0	0	14	4	52	5	0	0	41	8	30	3
9:30:00	1230	213	0	0	1433	138	28	3	0	0	17	3	62	10	0	0	50	9	35	5
9:45:00	1230	0	0	0	1433	0	28	0	0	0	17	0	62	0	0	0	50	0	35	0
16:00:00	1230	0	0	0	1433	0	28	0	0	0	17	0	62	0	0	0	50	0	35	0
16:15:00	1362	132	0	0	1590	157	29	1	0	0	17	0	67	5	0	0	51	1	49	14
16:30:00	1475	113	0	0	1776	186	31	2	0	0	18	1	70	3	0	0	52	1	65	16
16:45:00	1602	127	0	0	1952	176	31	0	0	0	19	1	70	0	0	0	53	1	77	12
17:00:00	1727	125	0	0	2157	205	31	0	0	0	19	0	72	2	0	0	55	2	91	14
17:15:00	1863	136	0	0	2359	202	32	1	0	0	21	2	73	1	0	0	56	1	101	10
17:30:00	2045	182	0	0	2558	199	33	1	0	0	21	0	73	0	0	0	56	0	114	13
17:45:00	2216	171	0	0	2783	225	33	0	0	0	21	0	75	2	0	0	57	1	129	15
18:00:00	2371	155	0	0	3005	222	34	1	0	0	21	0	79	4	0	0	57	0	141	12
18:15:00	2371	0	0	0	3005	0	34	0	0	0	21	0	79	0	0	0	57	0	141	0
18:15:15	2371	0	0	0	3005	0	34	0	0	0	21	0	79	0	0	0	57	0	141	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Morning Peak Diagram

Specified Period
From: 7:30:00
To: 9:30:00

One Hour Peak
From: 8:00:00
To: 9:00:00

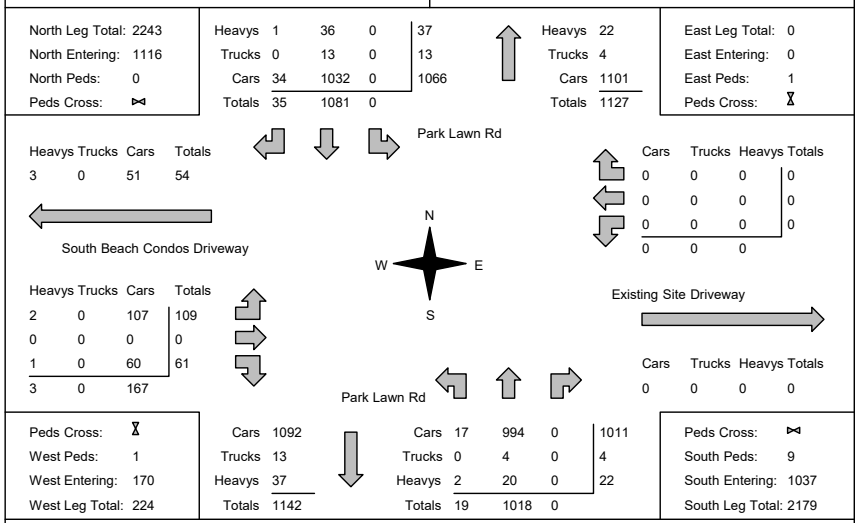
Municipality: Toronto
Site #: 1909300004
Intersection: Park Lawn Rd & South Beach Con
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Park Lawn Rd runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Afternoon Peak Diagram

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 17:00:00
To: 18:00:00

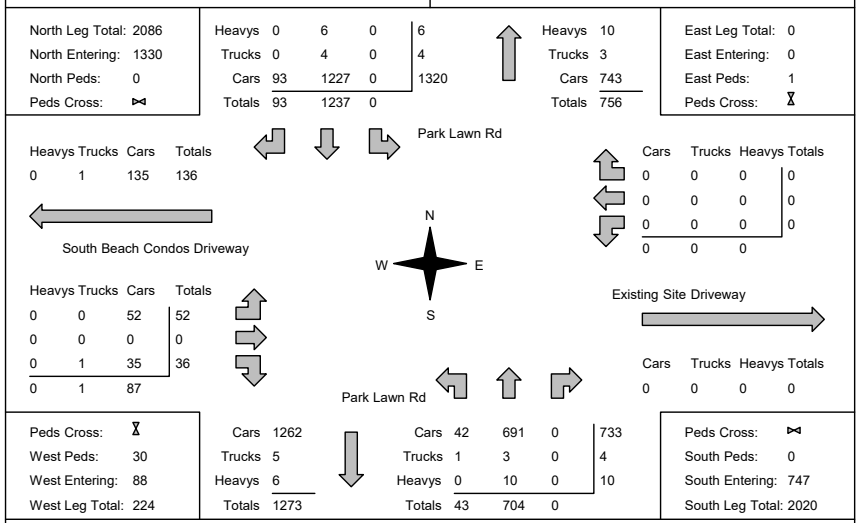
Municipality: Toronto
Site #: 1909300004
Intersection: Park Lawn Rd & South Beach Con
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Park Lawn Rd runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

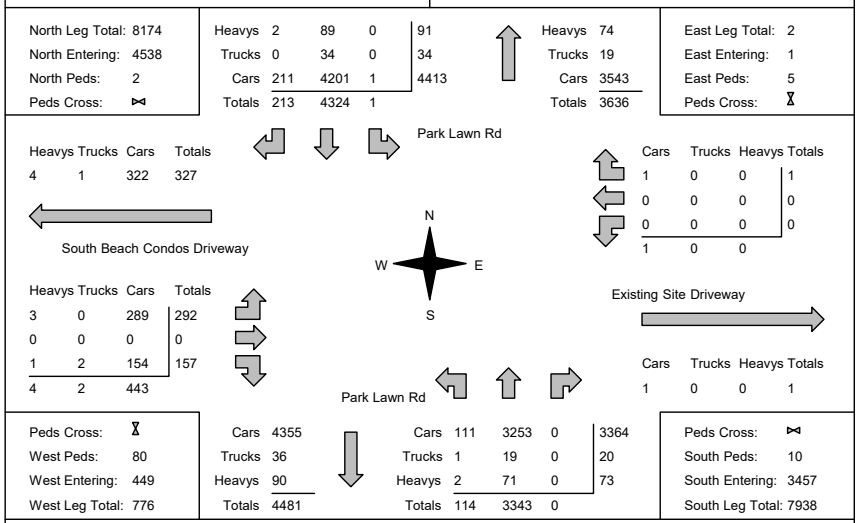
Municipality: Toronto
Site #: 1909300004
Intersection: Park Lawn Rd & South Beach Con
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Park Lawn Rd runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

Intersection: Park Lawn Rd & South Beach Con | **Count Date:** 6-Jun-19 | **Municipality:** Toronto

North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
8:00:00	*0*	*366*	*16*	*343*	*0*	*712*	*8:00:00*	*8*	*325*	*0*	*384*	*1*
7:00:00	*0*	*1081*	*45*	*1119*	*0*	*6154*	*7:00:00*	*17*	*1018*	*0*	*1042*	*7*
19:00:00	*1*	*398*	*16*	*381*	*6*	*746*	*19:00:00*	*8*	*334*	*0*	*351*	*0*
12:00:00	*0*	*1119*	*91*	*1122*	*0*	*1719*	*12:00:00*	*49*	*204*	*0*	*247*	*0*
18:00:00	*0*	*1642*	*74*	*1440*	*0*	*6022*	*18:00:00*	*34*	*203*	*0*	*232*	*0*
Totals:	1	4324	213	4538	2	7995	S Totals:	114	3343	0	3457	10

East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
8:00:00	*0*	*0*	*0*	*0*	*0*	*28*	*8:00:00*	*55*	*0*	*64*	*28*	*4*
7:00:00	*0*	*0*	*0*	*0*	*1*	*120*	*7:00:00*	*107*	*0*	*91*	*120*	*1*
19:00:00	*0*	*0*	*1*	*1*	*6*	*30*	*19:00:00*	*41*	*0*	*8*	*47*	*10*
12:00:00	*0*	*0*	*0*	*0*	*1*	*23*	*12:00:00*	*35*	*0*	*67*	*23*	*49*
18:00:00	*0*	*0*	*0*	*0*	*1*	*88*	*18:00:00*	*56*	*0*	*49*	*88*	*40*
Totals:	0	0	1	1	5	450	W Totals:	292	0	157	449	80

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*8:00*	*7:00*	*19:00*	*12:00*		*18:00*	*0:00*	*0:00*	*0:00*
Crossing Values:	*59*	*118*	*44*	*35*		*56*	*0*	*0*	*0*



Count Date: 6-Jun-19 **Site #: 1909300004**

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	179	179	7	7	0	0	0	0	0	0	0	0	5	5	0	0	0	0
8:00:00	0	0	406	227	12	5	0	0	4	4	0	0	0	0	12	7	0	0	0	0
8:15:00	0	0	644	238	18	6	0	0	6	2	0	0	0	0	19	7	0	0	0	0
8:30:00	0	0	929	285	23	5	0	0	10	4	0	0	0	0	30	11	0	0	0	0
8:45:00	0	0	1188	259	33	10	0	0	13	3	0	0	0	0	42	12	1	1	0	0
9:00:00	0	0	1438	250	46	13	0	0	17	4	0	0	0	0	48	6	1	0	0	0
9:15:00	1	1	1654	216	52	6	0	0	23	6	0	0	0	0	60	12	1	0	0	0
9:30:00	1	0	1875	221	58	6	0	0	26	3	0	0	0	0	70	10	1	0	2	2
9:45:00	1	0	1875	0	58	0	0	0	26	0	0	0	0	0	70	0	1	0	2	0
16:00:00	1	0	1875	0	58	0	0	0	26	0	0	0	0	0	70	0	1	0	2	0
16:15:00	1	0	2124	249	70	12	0	0	27	1	0	0	0	0	72	2	1	0	2	0
16:30:00	1	0	2413	289	89	19	0	0	28	1	0	0	0	0	76	4	2	1	2	0
16:45:00	1	0	2675	262	103	14	0	0	29	1	0	0	0	0	79	3	2	0	2	0
17:00:00	1	0	2974	299	118	15	0	0	30	1	0	0	0	0	83	4	2	0	2	0
17:15:00	1	0	3263	289	140	22	0	0	33	3	0	0	0	0	84	1	2	0	2	0
17:30:00	1	0	3552	289	160	20	0	0	34	1	0	0	0	0	86	2	2	0	2	0
17:45:00	1	0	3868	316	182	22	0	0	34	0	0	0	0	0	88	2	2	0	2	0
18:00:00	1	0	4201	333	211	29	0	0	34	0	0	0	0	0	89	1	2	0	2	0
18:15:00	1	0	4201	0	211	0	0	0	34	0	0	0	0	0	89	0	2	0	2	0
18:15:15	1	0	4201	0	211	0	0	0	34	0	0	0	0	0	89	0	2	0	2	0



Count Date: 6-Jun-19 **Site #: 1909300004**

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
9:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
9:15:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1
9:30:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1
9:45:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
16:00:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
16:15:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
16:30:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1
16:45:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
17:00:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
17:15:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1
17:30:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0
17:45:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0
18:00:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0
18:15:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0
18:15:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0



Count Date: 6-Jun-19 Site #: 1909300004

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	4	4	226	226	0	0	0	0	2	2	0	0	0	0	7	7	0	0	0	0
8:00:00	8	4	461	235	0	0	0	0	3	1	0	0	0	0	11	4	0	0	1	1
8:15:00	13	5	729	268	0	0	0	0	4	1	0	0	1	1	16	5	0	0	6	5
8:30:00	17	4	982	253	0	0	0	0	5	1	0	0	1	0	22	6	0	0	8	2
8:45:00	21	4	1222	240	0	0	0	0	7	2	0	0	2	1	26	4	0	0	8	0
9:00:00	25	4	1455	233	0	0	0	0	7	0	0	0	2	0	31	5	0	0	10	2
9:15:00	28	3	1671	216	0	0	0	0	9	2	0	0	2	0	40	9	0	0	10	0
9:30:00	33	5	1878	207	0	0	0	0	12	3	0	0	2	0	46	6	0	0	10	0
9:45:00	33	0	1878	0	0	0	0	0	12	0	0	0	2	0	46	0	0	0	10	0
16:00:00	33	0	1878	0	0	0	0	0	12	0	0	0	2	0	46	0	0	0	10	0
16:15:00	46	13	2047	169	0	0	0	0	14	2	0	0	2	0	54	8	0	0	10	0
16:30:00	53	7	2221	174	0	0	0	0	14	0	0	0	2	0	55	1	0	0	10	0
16:45:00	64	11	2380	159	0	0	0	0	16	2	0	0	2	0	60	5	0	0	10	0
17:00:00	69	5	2562	182	0	0	0	0	16	0	0	0	2	0	61	1	0	0	10	0
17:15:00	78	9	2736	174	0	0	1	1	17	1	0	0	2	0	66	5	0	0	10	0
17:30:00	88	10	2897	161	0	0	1	0	18	1	0	0	2	0	67	1	0	0	10	0
17:45:00	96	8	3092	195	0	0	1	0	18	0	0	0	2	0	69	2	0	0	10	0
18:00:00	111	15	3253	161	0	0	1	0	19	1	0	0	2	0	71	2	0	0	10	0
18:15:00	111	0	3253	0	0	0	1	0	19	0	0	0	2	0	71	0	0	0	10	0
18:15:15	111	0	3253	0	0	0	1	0	19	0	0	0	2	0	71	0	0	0	10	0



Count Date: 6-Jun-19 Site #: 1909300004

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	24	24	0	0	12	12	0	0	0	0	1	1	0	0	0	0	0	0	2	2
8:00:00	55	31	0	0	22	10	0	0	0	0	1	0	0	0	0	0	0	0	3	1
8:15:00	78	23	0	0	37	15	0	0	0	0	1	0	1	1	0	0	0	0	3	0
8:30:00	112	34	0	0	50	13	0	0	0	0	1	0	1	0	0	0	0	0	3	0
8:45:00	137	25	0	0	64	14	0	0	0	0	1	0	2	1	0	0	1	1	3	0
9:00:00	162	25	0	0	82	18	0	0	0	0	1	0	2	0	0	0	1	0	4	1
9:15:00	180	18	0	0	85	3	0	0	0	0	1	0	2	0	0	0	1	0	7	3
9:30:00	193	13	0	0	90	5	0	0	0	0	1	0	2	0	0	0	1	0	14	7
9:45:00	193	0	0	0	90	0	0	0	0	0	1	0	2	0	0	0	1	0	14	0
16:00:00	193	0	0	0	90	0	0	0	0	0	1	0	2	0	0	0	1	0	14	0
16:15:00	204	11	0	0	105	15	0	0	0	0	1	0	2	0	0	0	1	0	28	14
16:30:00	219	15	0	0	111	6	0	0	0	0	1	0	3	1	0	0	1	0	41	13
16:45:00	228	9	0	0	115	4	0	0	0	0	1	0	3	0	0	0	1	0	45	4
17:00:00	237	9	0	0	119	4	0	0	0	0	1	0	3	0	0	0	1	0	50	5
17:15:00	253	16	0	0	124	5	0	0	0	0	1	0	3	0	0	0	1	0	62	12
17:30:00	266	13	0	0	136	12	0	0	0	0	1	0	3	0	0	0	1	0	65	3
17:45:00	275	9	0	0	144	8	0	0	0	0	2	1	3	0	0	0	1	0	74	9
18:00:00	289	14	0	0	154	10	0	0	0	0	2	0	3	0	0	0	1	0	80	6
18:15:00	289	0	0	0	154	0	0	0	0	0	2	0	3	0	0	0	1	0	80	0
18:15:15	289	0	0	0	154	0	0	0	0	0	2	0	3	0	0	0	1	0	80	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Morning Peak Diagram

Specified Period
From: 7:30:00
To: 9:30:00

One Hour Peak
From: 8:00:00
To: 9:00:00

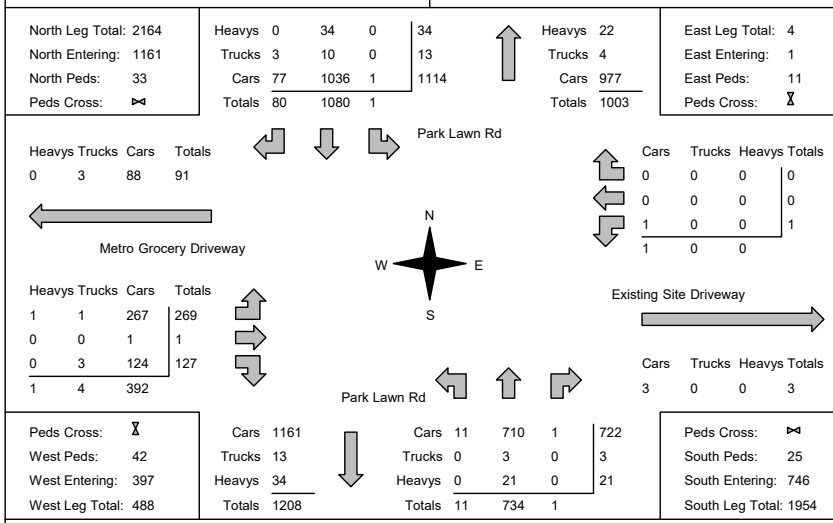
Municipality: Toronto
Site #: 1909300005
Intersection: Park Lawn Rd & Metro Grocery Dri
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Park Lawn Rd runs N/S



Comments

Afternoon Peak Diagram

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 17:00:00
To: 18:00:00

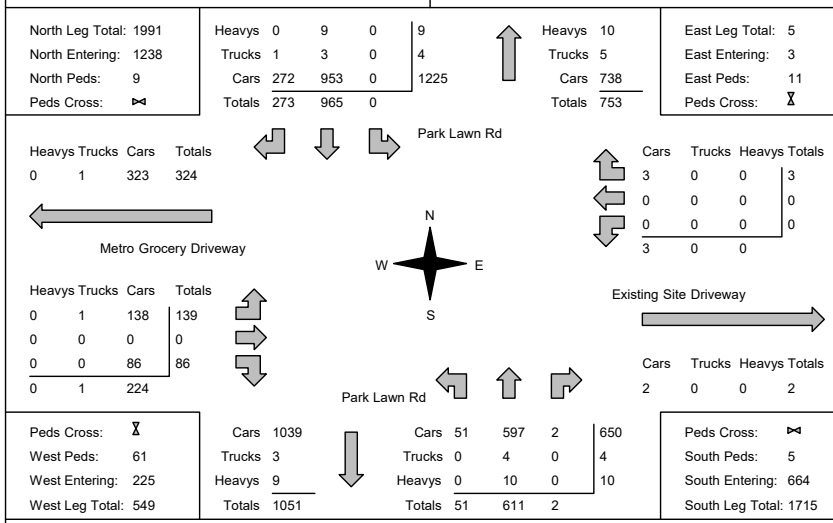
Municipality: Toronto
Site #: 1909300005
Intersection: Park Lawn Rd & Metro Grocery Dri
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Park Lawn Rd runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

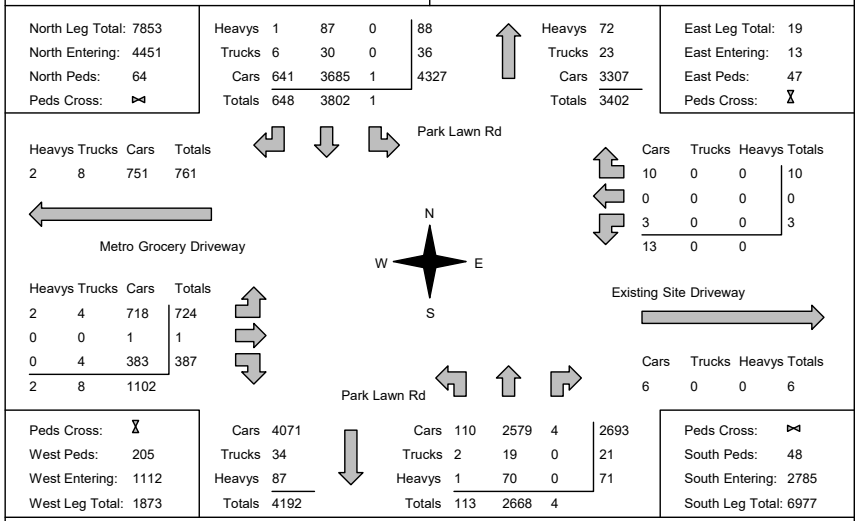
Municipality: Toronto
Site #: 1909300005
Intersection: Park Lawn Rd & Metro Grocery Dri
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Park Lawn Rd runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

Intersection: Park Lawn Rd & Metro Grocery Dr | **Count Date:** 6-Jun-19 | **Municipality:** Toronto

North Approach Totals							South Approach Totals						
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	North/South Total Approaches	Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
8:00:00	*0*	*413*	*28*	*441*	*7*	*814*	*8:00:00*	*7*	*366*	*0*	*373*	*8*
9:00:00	*1*	*1080*	*80*	*1161*	*33*	*1907*	*9:00:00*	*11*	*734*	*1*	*746*	*25*
16:00:00	*0*	*421*	*55*	*476*	*3*	*834*	*16:00:00*	*3*	*355*	*0*	*358*	*1*
17:00:00	*0*	*923*	*212*	*1135*	*12*	*1779*	*17:00:00*	*41*	*602*	*1*	*644*	*9*
18:00:00	*0*	*965*	*273*	*1238*	*9*	*1902*	*18:00:00*	*51*	*611*	*2*	*664*	*5*
Totals:	1	3802	648	4451	64	7236	S Totals:	113	2668	4	2785	48

East Approach Totals							West Approach Totals						
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	East/West Total Approaches	Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
8:00:00	*0*	*0*	*0*	*0*	*6*	*175*	*8:00:00*	*114*	*0*	*61*	*175*	*17*
9:00:00	*1*	*0*	*0*	*1*	*11*	*398*	*9:00:00*	*269*	*1*	*127*	*397*	*42*
16:00:00	*0*	*0*	*1*	*1*	*2*	*106*	*16:00:00*	*73*	*0*	*32*	*105*	*14*
17:00:00	*2*	*0*	*6*	*8*	*17*	*218*	*17:00:00*	*129*	*0*	*81*	*210*	*71*
18:00:00	*0*	*0*	*3*	*3*	*11*	*228*	*18:00:00*	*139*	*0*	*86*	*225*	*61*
Totals:	3	0	10	13	47	1125	W Totals:	724	1	387	1112	205

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*8:00*	*9:00*	*16:00*	*17:00*	*18:00*	*0:00*	*0:00*	*0:00*
Crossing Values:	*129*	*329*	*77*	*152*	*153*	*0*	*0*	*0*



Count Date: 6-Jun-19 **Site #: 1909300005**

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	180	180	11	11	0	0	1	1	0	0	0	0	4	4	1	1	6	6
8:00:00	0	0	398	218	27	16	0	0	5	4	0	0	0	0	10	6	1	0	7	1
8:15:00	0	0	637	239	45	18	0	0	7	2	0	0	0	0	17	7	1	0	16	9
8:30:00	0	0	903	266	64	19	0	0	10	3	1	1	0	0	27	10	1	0	29	13
8:45:00	0	0	1184	281	90	26	0	0	12	2	2	1	0	0	38	11	1	0	36	7
9:00:00	1	1	1434	250	104	14	0	0	15	3	3	1	0	0	44	6	1	0	40	4
9:15:00	1	0	1630	196	129	25	0	0	21	6	3	0	0	0	56	12	1	0	40	0
9:30:00	1	0	1825	195	158	29	0	0	23	2	4	1	0	0	66	10	1	0	43	3
9:45:00	1	0	1825	0	158	0	0	0	23	0	4	0	0	0	66	0	1	0	43	0
16:00:00	1	0	1825	0	158	0	0	0	23	0	4	0	0	0	66	0	1	0	43	0
16:15:00	1	0	2044	219	199	41	0	0	25	2	4	0	0	0	68	2	1	0	45	2
16:30:00	1	0	2279	235	261	62	0	0	26	1	4	0	0	0	72	4	1	0	48	3
16:45:00	1	0	2483	204	316	55	0	0	26	0	5	1	0	0	74	2	1	0	48	0
17:00:00	1	0	2732	249	369	53	0	0	27	1	5	0	0	0	78	4	1	0	55	7
17:15:00	1	0	2970	238	424	55	0	0	28	1	6	1	0	0	81	3	1	0	56	1
17:30:00	1	0	3196	226	483	59	0	0	29	1	6	0	0	0	83	2	1	0	61	5
17:45:00	1	0	3434	238	561	78	0	0	29	0	6	0	0	0	85	2	1	0	64	3
18:00:00	1	0	3685	251	641	80	0	0	30	1	6	0	0	0	87	2	1	0	64	0
18:15:00	1	0	3685	0	641	0	0	0	30	0	6	0	0	0	87	0	1	0	64	0
18:15:15	1	0	3685	0	641	0	0	0	30	0	6	0	0	0	87	0	1	0	64	0



Count Date: 6-Jun-19 **Site #: 1909300005**

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
8:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	3
8:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	3
8:45:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	3
9:00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	2
9:15:00	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	19	2
9:30:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0
9:45:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0
16:00:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0
16:15:00	1	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	28	9
16:30:00	2	1	0	0	7	5	0	0	0	0	0	0	0	0	0	0	0	0	30	2
16:45:00	3	1	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	34	4
17:00:00	3	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	36	2
17:15:00	3	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	37	1
17:30:00	3	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	41	4
17:45:00	3	0	0	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	45	4
18:00:00	3	0	0	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	47	2
18:15:00	3	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	47	0
18:15:15	3	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	47	0



Count Date: 6-Jun-19 **Site #: 1909300005**

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	4	4	179	179	0	0	2	2	1	1	0	0	0	0	7	7	0	0	4	4
8:00:00	4	0	354	175	0	0	2	0	2	1	0	0	1	1	10	3	0	0	8	4
8:15:00	6	2	533	179	0	0	2	0	3	1	0	0	1	0	15	5	0	0	9	1
8:30:00	9	3	712	179	1	1	2	0	4	1	0	0	1	0	21	6	0	0	19	10
8:45:00	14	5	877	165	1	0	2	0	5	1	0	0	1	0	26	5	0	0	26	7
9:00:00	15	1	1064	187	1	0	2	0	5	0	0	0	1	0	31	5	0	0	33	7
9:15:00	16	1	1219	155	1	0	2	0	8	3	0	0	1	0	40	9	0	0	34	1
9:30:00	18	2	1398	179	1	0	2	0	11	3	0	0	1	0	46	6	0	0	34	0
9:45:00	18	0	1398	0	1	0	2	0	11	0	0	0	1	0	46	0	0	0	34	0
16:00:00	18	0	1398	0	1	0	2	0	11	0	0	0	1	0	46	0	0	0	34	0
16:15:00	31	13	1545	147	2	1	2	0	13	2	0	0	1	0	54	8	0	0	38	4
16:30:00	41	10	1694	149	2	0	2	0	13	0	0	0	1	0	55	1	0	0	42	4
16:45:00	49	8	1832	138	2	0	2	0	15	2	0	0	1	0	59	4	0	0	42	0
17:00:00	59	10	1982	150	2	0	2	0	15	0	0	0	1	0	60	1	0	0	43	1
17:15:00	72	13	2138	156	4	2	2	0	17	2	0	0	1	0	65	5	0	0	44	1
17:30:00	83	11	2279	141	4	0	2	0	17	0	0	0	1	0	66	1	0	0	46	2
17:45:00	100	17	2436	157	4	0	2	0	18	1	0	0	1	0	68	2	0	0	46	0
18:00:00	110	10	2579	143	4	0	2	0	19	1	0	0	1	0	70	2	0	0	48	2
18:15:00	110	0	2579	0	4	0	2	0	19	0	0	0	1	0	70	0	0	0	48	0
18:15:15	110	0	2579	0	4	0	2	0	19	0	0	0	1	0	70	0	0	0	48	0



Count Date: 6-Jun-19 **Site #: 1909300005**

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	52	52	0	0	34	34	1	1	0	0	0	0	0	0	0	0	0	0	4	4
8:00:00	112	60	0	0	61	27	1	0	0	0	0	0	1	1	0	0	0	0	17	13
8:15:00	197	85	0	0	97	36	1	0	0	0	0	0	2	1	0	0	0	0	28	11
8:30:00	269	72	0	0	139	42	1	0	0	0	0	0	2	0	0	0	0	0	32	4
8:45:00	330	61	0	0	165	26	2	1	0	0	0	0	2	0	0	0	0	0	45	13
9:00:00	379	49	1	1	185	20	2	0	0	0	3	3	2	0	0	0	0	0	59	14
9:15:00	425	46	1	0	196	11	2	0	0	0	3	0	2	0	0	0	0	0	65	6
9:30:00	452	27	1	0	217	21	2	0	0	0	3	0	2	0	0	0	0	0	73	8
9:45:00	452	0	1	0	217	0	2	0	0	0	3	0	2	0	0	0	0	0	73	0
16:00:00	452	0	1	0	217	0	2	0	0	0	3	0	2	0	0	0	0	0	73	0
16:15:00	487	35	1	0	233	16	2	0	0	0	3	0	2	0	0	0	0	0	90	17
16:30:00	514	27	1	0	256	23	2	0	0	0	3	0	2	0	0	0	0	0	106	16
16:45:00	549	35	1	0	276	20	3	1	0	0	3	0	2	0	0	0	0	0	123	17
17:00:00	580	31	1	0	297	21	3	0	0	0	4	1	2	0	0	0	0	0	144	21
17:15:00	606	26	1	0	322	25	3	0	0	0	4	0	2	0	0	0	0	0	157	13
17:30:00	643	37	1	0	343	21	4	1	0	0	4	0	2	0	0	0	0	0	162	5
17:45:00	683	40	1	0	364	21	4	0	0	0	4	0	2	0	0	0	0	0	184	22
18:00:00	718	35	1	0	383	19	4	0	0	0	4	0	2	0	0	0	0	0	205	21
18:15:00	718	0	1	0	383	0	4	0	0	0	4	0	2	0	0	0	0	0	205	0
18:15:15	718	0	1	0	383	0	4	0	0	0	4	0	2	0	0	0	0	0	205	0

Accu-Traffic Inc.

Morning Peak Diagram

Specified Period
From: 7:30:00
To: 9:30:00

One Hour Peak
From: 8:00:00
To: 9:00:00

Municipality: Toronto
Site #: 1909300006
Intersection: Park Lawn Rd & BMO Driveway
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** z onjSignaliAed Intersection ****

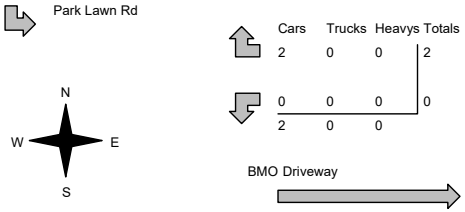
MaNor Road: Park Lawn Rd runs N/S

North Leg Total: 1952
North Entering: 1199
North Peds: 0
Peds Cross: ⋈

Heavys	28	0	28
Trucks	9	0	9
Cars	1160	2	1162
Totals	1197	2	

Heavys	21
Trucks	1
Cars	731
Totals	753

East Leg Total: 5
East Entering: 2
East Peds: 33
Peds Cross: ⧖



	Cars	Trucks	Heavys	Totals
	2	0	0	2
	0	0	0	0
	2	0	0	

	Cars	Trucks	Heavys	Totals
	3	0	0	3

Cars	1160		
Trucks	9		
Heavys	28		
Totals	1197		

Cars	729	1	730
Trucks	1	0	1
Heavys	21	0	21
Totals	751	1	

Peds Cross: ⋈
South Peds: 0
South Entering: 752
South Leg Total: 1949

Comments

Accu-Traffic Inc.

Efternoon Peak Diagram

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 16:45:00
To: 17:45:00

Municipality: Toronto
Site #: 1909300006
Intersection: Park Lawn Rd & BMO Driveway
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** z onjSignaliAed Intersection ****

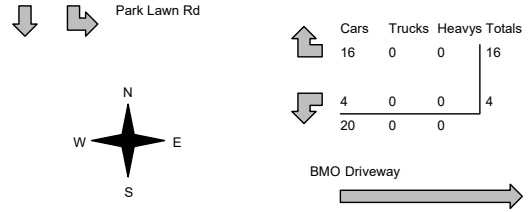
MaNor Road: Park Lawn Rd runs N/S

North Leg Total: 1724
North Entering: 1036
North Peds: 0
Peds Cross: ⋈

Heavys	11	0	11
Trucks	2	0	2
Cars	1016	7	1023
Totals	1029	7	

Heavys	10
Trucks	2
Cars	676
Totals	688

East Leg Total: 33
East Entering: 20
East Peds: 25
Peds Cross: ⧖



	Cars	Trucks	Heavys	Totals
	16	0	0	16
	4	0	0	4
	20	0	0	

	Cars	Trucks	Heavys	Totals
	13	0	0	13

Cars	1020		
Trucks	2		
Heavys	11		
Totals	1033		

Cars	660	6	666
Trucks	2	0	2
Heavys	10	0	10
Totals	672	6	

Peds Cross: ⋈
South Peds: 0
South Entering: 678
South Leg Total: 1711

Comments

Total Count Diagram

Municipality: Toronto
Site #: 1909300006
Intersection: Park Lawn Rd & BMO Driveway
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** z onjSignaliAed Intersection ****

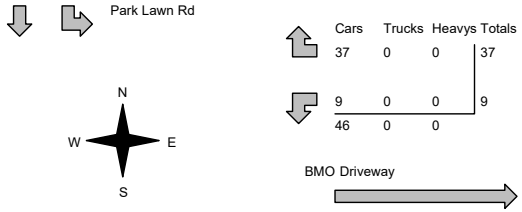
MaNor Road: Park Lawn Rd runs N/S

North Leg Total: 7014
North Entering: 4192
North Peds: 1
Peds Cross: ⋈

Heavys	88	0	88
Trucks	29	0	29
Cars	4049	26	4075
Totals	4166	26	

Heavys	72
Trucks	15
Cars	2735
Totals	2822

East Leg Total: 85
East Entering: 46
East Peds: 110
Peds Cross: ⋈



Cars	Trucks	Heavys	Totals
37	0	0	37
9	0	0	9
46	0	0	

Cars	Trucks	Heavys	Totals
39	0	0	39

Cars	4058		
Trucks	29		
Heavys	88		
Totals	4175		

Cars	2698	13	2711
Trucks	15	0	15
Heavys	72	0	72
Totals	2785	13	

Peds Cross: ⋈
South Peds: 1
South Entering: 2798
South Leg Total: 6973

Comments

Traffic Count Summary

Intersection: Park Lawn Rd & BMO Driveway | **Count Date:** 6-Jun-19 | **Municipality:** Toronto

z orth Epproach Totals

Hour Ending	Includes Cars, Trucks, & Heavys: Left	Thru	Right	Grand Total	Total Peds
8:00:00	*1*	*466*	*0*	*467*	*0*
9:00:00	*2*	*1197*	*0*	*1199*	*0*
16:00:00	*5*	*481*	*0*	*486*	*1*
17:00:00	*11*	*986*	*0*	*997*	*0*
18:00:00	*7*	*1036*	*0*	*1043*	*0*
Totals:	26	4166	0	4192	1

North/South Total Approaches: 6990

South Epproach Totals

Hour Ending	Includes Cars, Trucks, & Heavys: Left	Thru	Right	Grand Total	Total Peds
8:00:00	*0*	*372*	*0*	*372*	*0*
9:00:00	*0*	*751*	*1*	*752*	*0*
16:00:00	*0*	*358*	*2*	*360*	*0*
17:00:00	*0*	*649*	*7*	*656*	*1*
18:00:00	*0*	*655*	*3*	*658*	*0*
S Totals:	0	2785	13	2798	1

Vast Epproach Totals

Hour Ending	Includes Cars, Trucks, & Heavys: Left	Thru	Right	Grand Total	Total Peds
8:00:00	*0*	*0*	*1*	*1*	*12*
9:00:00	*0*	*0*	*2*	*2*	*33*
16:00:00	*2*	*0*	*1*	*3*	*0*
17:00:00	*3*	*0*	*18*	*21*	*42*
18:00:00	*4*	*0*	*15*	*19*	*23*
Totals:	9	0	37	46	110

East/West Total Approaches: 46

West Epproach Totals

Hour Ending	Includes Cars, Trucks, & Heavys: Left	Thru	Right	Grand Total	Total Peds
8:00:00	*0*	*0*	*0*	*0*	*0*
9:00:00	*0*	*0*	*0*	*0*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*0*	*0*	*0*	*0*
18:00:00	*0*	*0*	*0*	*0*	*0*
W Totals:	0	0	0	0	0

Calculated 6alues for Traffic Crossing MaNor Street

Hours Ending:	*8:00*	*9:00*	*16:00*	*17:00*	*18:00*	*0:00*	*0:00*	*0:00*
Crossing Values:	*0*	*0*	*3*	*4*	*4*	*0*	*0*	*0*



Count Date: - jJunj19 Site #: 190930000-

Interval Time	Passenger Cars j z orth Epproach						Trucks j z orth Epproach						Heavys j z orth Epproach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		z orth Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	204	204	0	0	0	0	1	1	0	0	0	0	7	7	0	0	0	0
8:00:00	1	1	449	245	0	0	0	0	4	3	0	0	0	0	13	6	0	0	0	0
8:15:00	1	0	720	271	0	0	0	0	5	1	0	0	0	0	20	7	0	0	0	0
8:30:00	2	1	1018	298	0	0	0	0	8	3	0	0	0	0	27	7	0	0	0	0
8:45:00	2	0	1330	312	0	0	0	0	10	2	0	0	0	0	36	9	0	0	0	0
9:00:00	3	1	1609	279	0	0	0	0	13	3	0	0	0	0	41	5	0	0	0	0
9:15:00	5	2	1843	234	0	0	0	0	22	9	0	0	0	0	51	10	0	0	0	0
9:30:00	8	3	2056	213	0	0	0	0	24	2	0	0	0	0	64	13	0	0	1	1
9:45:00	8	0	2056	0	0	0	0	0	24	0	0	0	0	0	64	0	0	0	1	0
16:00:00	8	0	2056	0	0	0	0	0	24	0	0	0	0	0	64	0	0	0	1	0
16:15:00	11	3	2288	232	0	0	0	0	24	0	0	0	0	0	67	3	0	0	1	0
16:30:00	16	5	2537	249	0	0	0	0	26	2	0	0	0	0	72	5	0	0	1	0
16:45:00	18	2	2763	226	0	0	0	0	26	0	0	0	0	0	73	1	0	0	1	0
17:00:00	19	1	3026	263	0	0	0	0	27	1	0	0	0	0	77	4	0	0	1	0
17:15:00	21	2	3285	259	0	0	0	0	27	0	0	0	0	0	80	3	0	0	1	0
17:30:00	24	3	3531	246	0	0	0	0	28	1	0	0	0	0	81	1	0	0	1	0
17:45:00	25	1	3779	248	0	0	0	0	28	0	0	0	0	0	84	3	0	0	1	0
18:00:00	26	1	4049	270	0	0	0	0	29	1	0	0	0	0	88	4	0	0	1	0
18:15:00	26	0	4049	0	0	0	0	0	29	0	0	0	0	0	88	0	0	0	1	0
18:15:15	26	0	4049	0	0	0	0	0	29	0	0	0	0	0	88	0	0	0	1	0



Count Date: - jJunj19 Site #: 190930000-

Interval Time	Passenger Cars j Vast Epproach						Trucks j Vast Epproach						Heavys j Vast Epproach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Vast Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7
8:00:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	12	5
8:15:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	26	14
8:30:00	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	33	7
8:45:00	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	41	8
9:00:00	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	45	4
9:15:00	1	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	45	0
9:30:00	2	1	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	45	0
9:45:00	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	45	0
16:00:00	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	45	0
16:15:00	3	1	0	0	9	5	0	0	0	0	0	0	0	0	0	0	0	0	69	24
16:30:00	3	0	0	0	12	3	0	0	0	0	0	0	0	0	0	0	0	0	76	7
16:45:00	4	1	0	0	19	7	0	0	0	0	0	0	0	0	0	0	0	0	81	5
17:00:00	5	1	0	0	22	3	0	0	0	0	0	0	0	0	0	0	0	0	87	6
17:15:00	7	2	0	0	28	6	0	0	0	0	0	0	0	0	0	0	0	0	100	13
17:30:00	8	1	0	0	33	5	0	0	0	0	0	0	0	0	0	0	0	0	104	4
17:45:00	8	0	0	0	35	2	0	0	0	0	0	0	0	0	0	0	0	0	106	2
18:00:00	9	1	0	0	37	2	0	0	0	0	0	0	0	0	0	0	0	0	110	4
18:15:00	9	0	0	0	37	0	0	0	0	0	0	0	0	0	0	0	0	0	110	0
18:15:15	9	0	0	0	37	0	0	0	0	0	0	0	0	0	0	0	0	0	110	0



Count Date: - jJunj19 Site #: 190930000-

Interval Time	Passenger Cars j South Epproach						Trucks j South Epproach						Heavys j South Epproach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	179	179	0	0	0	0	2	2	0	0	0	0	7	7	0	0	0	0
8:00:00	0	0	357	178	0	0	0	0	3	1	0	0	0	0	12	5	0	0	0	0
8:15:00	0	0	535	178	0	0	0	0	3	0	0	0	0	0	17	5	0	0	0	0
8:30:00	0	0	724	189	1	1	0	0	4	1	0	0	0	0	23	6	0	0	0	0
8:45:00	0	0	882	158	1	0	0	0	4	0	0	0	0	0	29	6	0	0	0	0
9:00:00	0	0	1086	204	1	0	0	0	4	0	0	0	0	0	33	4	0	0	0	0
9:15:00	0	0	1254	168	2	1	0	0	6	2	0	0	0	0	39	6	0	0	0	0
9:30:00	0	0	1425	171	3	1	0	0	9	3	0	0	0	0	47	8	0	0	0	0
9:45:00	0	0	1425	0	3	0	0	0	9	0	0	0	0	0	47	0	0	0	0	0
16:00:00	0	0	1425	0	3	0	0	0	9	0	0	0	0	0	47	0	0	0	0	0
16:15:00	0	0	1576	151	3	0	0	0	11	2	0	0	0	0	55	8	0	0	1	1
16:30:00	0	0	1746	170	4	1	0	0	11	0	0	0	0	0	57	2	0	0	1	0
16:45:00	0	0	1894	148	7	3	0	0	12	1	0	0	0	0	60	3	0	0	1	0
17:00:00	0	0	2056	162	10	3	0	0	12	0	0	0	0	0	62	2	0	0	1	0
17:15:00	0	0	2220	164	12	2	0	0	13	1	0	0	0	0	66	4	0	0	1	0
17:30:00	0	0	2371	151	13	1	0	0	14	1	0	0	0	0	68	2	0	0	1	0
17:45:00	0	0	2554	183	13	0	0	0	14	0	0	0	0	0	70	2	0	0	1	0
18:00:00	0	0	2698	144	13	0	0	0	15	1	0	0	0	0	72	2	0	0	1	0
18:15:00	0	0	2698	0	13	0	0	0	15	0	0	0	0	0	72	0	0	0	1	0
18:15:15	0	0	2698	0	13	0	0	0	15	0	0	0	0	0	72	0	0	0	1	0



Count Date: - jJunj19 Site #: 190930000-

Interval Time	Passenger Cars j West Epproach						Trucks j West Epproach						Heavys j West Epproach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Morning Peak Diagram

Specified Period
From: 7:30:00
To: 9:30:00

One Hour Peak
From: 8:00:00
To: 9:00:00

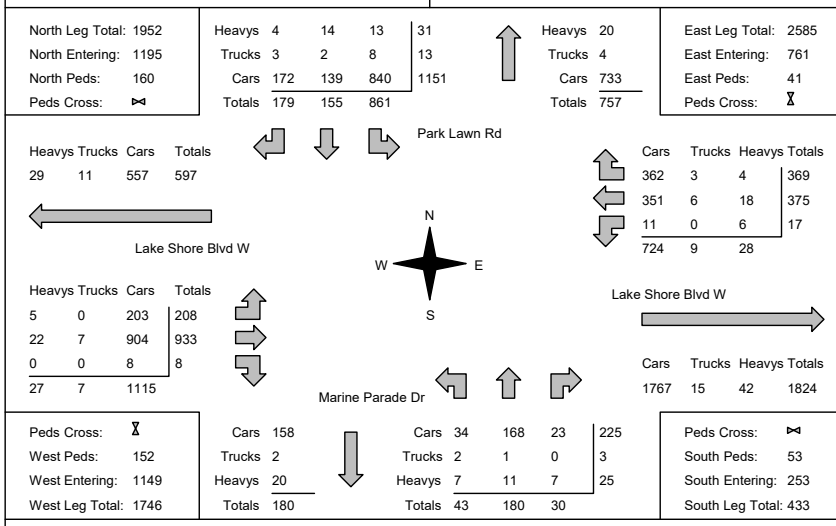
Municipality: Toronto
Site #: 1909300007
Intersection: Park Lawn Rd & Lake Shore Blvd
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Park Lawn Rd runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Afternoon Peak Diagram

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 16:45:00
To: 17:45:00

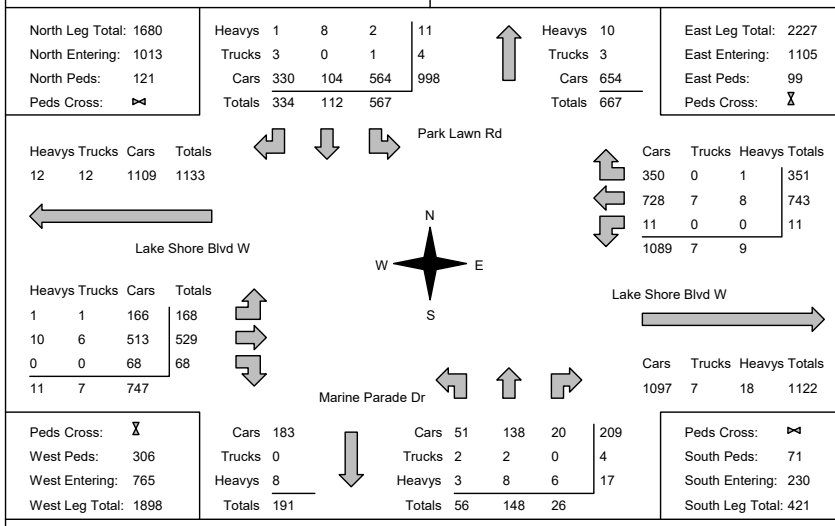
Municipality: Toronto
Site #: 1909300007
Intersection: Park Lawn Rd & Lake Shore Blvd
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Park Lawn Rd runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

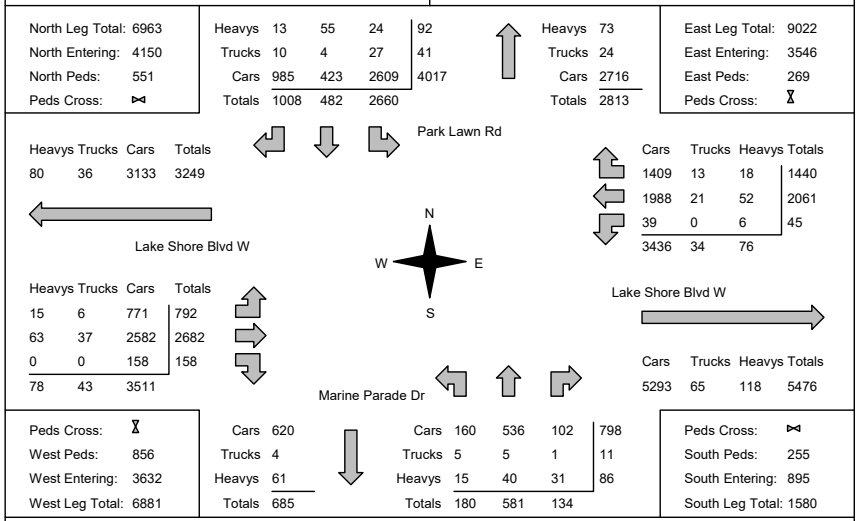
Municipality: Toronto
Site #: 1909300007
Intersection: Park Lawn Rd & Lake Shore Blvd
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Park Lawn Rd runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

Intersection: Park Lawn Rd & Lake Shore Blvd | **Count Date:** 6-Jun-19 | **Municipality:** Toronto

North Approach Totals							South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	North/South Total Approaches	Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
8:00:00	*348*	*40*	*67*	*455*	*65*	*543*	*8:00:00*	*14*	*64*	*10*	*88*	*26*
9:00:00	*861*	*155*	*179*	*1195*	*160*	*1448*	*9:00:00*	*43*	*180*	*30*	*253*	*53*
16:00:00	*319*	*51*	*108*	*478*	*38*	*597*	*16:00:00*	*19*	*74*	*26*	*119*	*28*
17:00:00	*552*	*117*	*331*	*1000*	*177*	*1223*	*17:00:00*	*52*	*127*	*44*	*223*	*63*
18:00:00	*580*	*119*	*323*	*1022*	*111*	*1234*	*18:00:00*	*52*	*136*	*24*	*212*	*85*
Totals:	2660	482	1008	4150	551	5045	S Totals:	180	581	134	895	255

East Approach Totals							West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	East/West Total Approaches	Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
8:00:00	*2*	*138*	*188*	*328*	*22*	*923*	*8:00:00*	*124*	*469*	*2*	*595*	*55*
9:00:00	*17*	*375*	*369*	*761*	*41*	*1910*	*9:00:00*	*208*	*933*	*8*	*1149*	*152*
16:00:00	*4*	*139*	*168*	*311*	*14*	*773*	*16:00:00*	*129*	*322*	*11*	*462*	*33*
17:00:00	*8*	*680*	*361*	*1049*	*111*	*1705*	*17:00:00*	*162*	*414*	*80*	*656*	*261*
18:00:00	*14*	*729*	*354*	*1097*	*81*	*1867*	*18:00:00*	*169*	*544*	*57*	*770*	*355*
Totals:	45	2061	1440	3546	269	7178	W Totals:	792	2682	158	3632	856

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*8:00*	*9:00*	*16:00*	*17:00*		*18:00*	*0:00*	*0:00*	*0:00*
Crossing Values:	*686*	*1371*	*521*	*1090*		*1108*	*0*	*0*	*0*



Count Date: 6-Jun-19 **Site #: 1909300007**

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	149	149	15	15	27	27	1	1	1	1	0	0	3	3	3	3	2	2	36	36
8:00:00	337	188	33	18	62	35	5	4	1	0	1	1	6	3	6	3	4	2	65	29
8:15:00	541	204	60	27	93	31	5	0	1	0	2	1	8	2	9	3	6	2	125	60
8:30:00	768	227	104	44	129	36	8	3	1	0	4	2	11	3	13	4	6	0	157	32
8:45:00	993	225	139	35	177	48	9	1	1	0	4	0	15	4	18	5	6	0	203	46
9:00:00	1177	184	172	33	234	57	13	4	3	2	4	0	19	4	20	2	8	2	225	22
9:15:00	1342	165	195	23	288	54	24	11	3	0	4	0	20	1	28	8	10	2	251	26
9:30:00	1481	139	206	11	340	52	26	2	3	0	4	0	21	1	37	9	10	0	263	12
9:45:00	1481	0	206	0	340	0	26	0	3	0	4	0	21	0	37	0	10	0	263	0
16:00:00	1481	0	206	0	340	0	26	0	3	0	4	0	21	0	37	0	10	0	263	0
16:15:00	1621	140	230	24	414	74	26	0	3	0	4	0	21	0	41	4	10	0	329	66
16:30:00	1743	122	256	26	502	88	26	0	4	1	6	2	22	1	43	2	11	1	358	29
16:45:00	1887	144	284	28	572	70	26	0	4	0	6	0	22	0	44	1	11	0	406	48
17:00:00	2031	144	312	28	666	94	27	1	4	0	8	2	22	0	47	3	11	0	440	34
17:15:00	2181	150	341	29	746	80	27	0	4	0	8	0	23	1	49	2	11	0	470	30
17:30:00	2307	126	362	21	838	92	27	0	4	0	9	1	23	0	50	1	11	0	490	20
17:45:00	2451	144	388	26	902	64	27	0	4	0	9	0	24	1	52	2	12	1	527	37
18:00:00	2609	158	423	35	985	83	27	0	4	0	10	1	24	0	55	3	13	1	551	24
18:15:00	2609	0	423	0	985	0	27	0	4	0	10	0	24	0	55	0	13	0	551	0
18:15:15	2609	0	423	0	985	0	27	0	4	0	10	0	24	0	55	0	13	0	551	0



Count Date: 6-Jun-19 **Site #: 1909300007**

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	1	1	65	65	88	88	0	0	1	1	1	1	0	0	4	4	2	2	13	13
8:00:00	2	1	132	67	182	94	0	0	1	0	1	0	0	0	5	1	5	3	22	9
8:15:00	3	1	218	86	265	83	0	0	4	3	2	1	0	0	10	5	5	0	36	14
8:30:00	7	4	309	91	374	109	0	0	6	2	4	2	0	0	14	4	7	2	46	10
8:45:00	11	4	380	71	446	72	0	0	7	1	4	0	6	6	20	6	9	2	55	9
9:00:00	13	2	483	103	544	98	0	0	7	0	4	0	6	0	23	3	9	0	63	8
9:15:00	13	0	549	66	619	75	0	0	7	0	5	1	6	0	28	5	10	1	72	9
9:30:00	17	4	608	59	704	85	0	0	9	2	8	3	6	0	35	7	13	3	77	5
9:45:00	17	0	608	0	704	0	0	0	9	0	8	0	6	0	35	0	13	0	77	0
16:00:00	17	0	608	0	704	0	0	0	9	0	8	0	6	0	35	0	13	0	77	0
16:15:00	18	1	760	152	789	85	0	0	10	1	10	2	6	0	38	3	17	4	105	28
16:30:00	22	4	933	173	885	96	0	0	12	2	10	0	6	0	39	1	17	0	115	10
16:45:00	24	2	1103	170	974	89	0	0	14	2	11	1	6	0	42	3	17	0	156	41
17:00:00	25	1	1273	170	1058	84	0	0	16	2	11	0	6	0	43	1	17	0	188	32
17:15:00	29	4	1475	202	1135	77	0	0	17	1	11	0	6	0	45	2	18	1	212	24
17:30:00	32	3	1647	172	1218	83	0	0	20	3	11	0	6	0	48	3	18	0	236	24
17:45:00	35	3	1831	184	1324	106	0	0	21	1	11	0	6	0	50	2	18	0	255	19
18:00:00	39	4	1988	157	1409	85	0	0	21	0	13	2	6	0	52	2	18	0	269	14
18:15:00	39	0	1988	0	1409	0	0	0	21	0	13	0	6	0	52	0	18	0	269	0
18:15:15	39	0	1988	0	1409	0	0	0	21	0	13	0	6	0	52	0	18	0	269	0



Count Date: 6-Jun-19 **Site #: 1909300007**

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	4	4	29	29	2	2	1	1	1	1	1	1	0	0	3	3	2	2	15	15
8:00:00	12	8	59	30	5	3	1	0	1	0	1	0	1	1	4	1	4	2	26	11
8:15:00	25	13	109	50	8	3	3	2	2	1	1	0	4	3	7	3	6	2	40	14
8:30:00	29	4	146	37	18	10	3	0	2	0	1	0	6	2	8	1	7	1	53	13
8:45:00	39	10	181	35	24	6	3	0	2	0	1	0	7	1	11	3	9	2	59	6
9:00:00	46	7	227	46	28	4	3	0	2	0	1	0	8	1	15	4	11	2	79	20
9:15:00	57	11	264	37	39	11	3	0	2	0	1	0	9	1	21	6	13	2	93	14
9:30:00	63	6	291	27	45	6	3	0	3	1	1	0	10	1	24	3	20	7	107	14
9:45:00	63	0	291	0	45	0	3	0	3	0	1	0	10	0	24	0	20	0	107	0
16:00:00	63	0	291	0	45	0	3	0	3	0	1	0	10	0	24	0	20	0	107	0
16:15:00	77	14	317	26	54	9	3	0	3	0	1	0	10	0	28	4	22	2	130	23
16:30:00	87	10	341	24	61	7	3	0	3	0	1	0	11	1	28	0	24	2	142	12
16:45:00	97	10	372	31	77	16	3	0	3	0	1	0	11	0	30	2	24	0	160	18
17:00:00	112	15	409	37	83	6	4	1	4	1	1	0	12	1	32	2	26	2	170	10
17:15:00	123	11	447	38	91	8	5	1	5	1	1	0	13	1	35	3	28	2	196	26
17:30:00	139	16	476	29	93	2	5	0	5	0	1	0	14	1	36	1	28	0	215	19
17:45:00	148	9	510	34	97	4	5	0	5	0	1	0	14	0	38	2	30	2	231	16
18:00:00	160	12	536	26	102	5	5	0	5	0	1	0	15	1	40	2	31	1	255	24
18:15:00	160	0	536	0	102	0	5	0	5	0	1	0	15	0	40	0	31	0	255	0
18:15:15	160	0	536	0	102	0	5	0	5	0	1	0	15	0	40	0	31	0	255	0



Count Date: 6-Jun-19 **Site #: 1909300007**

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	66	66	239	239	1	1	1	1	4	4	0	0	2	2	4	4	0	0	16	16
8:00:00	118	52	442	203	2	1	2	1	12	8	0	0	4	2	15	11	0	0	55	39
8:15:00	167	49	679	237	4	2	2	0	15	3	0	0	5	1	25	10	0	0	103	48
8:30:00	209	42	930	251	6	2	2	0	18	3	0	0	8	3	29	4	0	0	163	60
8:45:00	261	52	1128	198	6	0	2	0	18	0	0	0	9	1	33	4	0	0	187	24
9:00:00	321	60	1346	218	10	4	2	0	19	1	0	0	9	0	37	4	0	0	207	20
9:15:00	378	57	1493	147	17	7	3	1	23	4	0	0	10	1	41	4	0	0	225	18
9:30:00	445	67	1651	158	21	4	4	1	27	4	0	0	12	2	46	5	0	0	240	15
9:45:00	445	0	1651	0	21	0	4	0	27	0	0	0	12	0	46	0	0	0	240	0
16:00:00	445	0	1651	0	21	0	4	0	27	0	0	0	12	0	46	0	0	0	240	0
16:15:00	486	41	1750	99	41	20	5	1	28	1	0	0	12	0	49	3	0	0	304	64
16:30:00	537	51	1853	103	59	18	5	0	29	1	0	0	13	1	51	2	0	0	371	67
16:45:00	568	31	1950	97	80	21	5	0	30	1	0	0	14	1	52	1	0	0	439	68
17:00:00	604	36	2052	102	101	21	5	0	31	1	0	0	14	0	55	3	0	0	501	62
17:15:00	650	46	2183	131	116	15	5	0	33	2	0	0	14	0	57	2	0	0	559	58
17:30:00	690	40	2297	114	134	18	6	1	35	2	0	0	15	1	60	3	0	0	647	88
17:45:00	734	44	2463	166	148	14	6	0	36	1	0	0	15	0	62	2	0	0	745	98
18:00:00	771	37	2582	119	158	10	6	0	37	1	0	0	15	0	63	1	0	0	856	111
18:15:00	771	0	2582	0	158	0	6	0	37	0	0	0	15	0	63	0	0	0	856	0
18:15:15	771	0	2582	0	158	0	6	0	37	0	0	0	15	0	63	0	0	0	856	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Morning Peak Diagram

Specified Period
From: 7:30:00
To: 9:30:00

One Hour Peak
From: 8:00:00
To: 9:00:00

Municipality: Toronto
Site #: 1909300008
Intersection: Marine Parade Dr & Humber Bay P
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Marine Parade Dr runs N/S

North Leg Total: 380	Heavys 0	8	0	8
North Entering: 153	Trucks 0	1	0	1
North Peds: 3	Cars 16	127	1	144
Peds Cross: ⋈	Totals 16	136	1	

Heavys 14 | Trucks 1 | Cars 212 | Totals 227

East Leg Total: 2
East Entering: 0
East Peds: 0
Peds Cross: ⧖

Marine Parade Dr

Heavys	Trucks	Cars	Totals
0	0	17	17

Humber Bay Park Rd E

Heavys	Trucks	Cars	Totals
0	0	4	4
0	0	0	0
0	0	3	3
0	0	7	

Cars	Trucks	Heavys	Totals
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	

Driveway

Cars	Trucks	Heavys	Totals
2	0	0	2

Marine Parade Dr

Peds Cross: ⧖	Cars 130	Cars 1	208	1	210
West Peds: 34	Trucks 1	Trucks 0	1	0	1
West Entering: 7	Heavys 8	Heavys 0	14	0	14
West Leg Total: 24	Totals 139	Totals 1	223	1	

Peds Cross: ⋈
South Peds: 2
South Entering: 225
South Leg Total: 364

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Afternoon Peak Diagram

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 16:30:00
To: 17:30:00

Municipality: Toronto
Site #: 1909300008
Intersection: Marine Parade Dr & Humber Bay P
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Marine Parade Dr runs N/S

North Leg Total: 357	Heavys 0	1	0	1
North Entering: 162	Trucks 0	0	0	0
North Peds: 13	Cars 20	141	0	161
Peds Cross: ⋈	Totals 20	142	0	

Heavys 7 | Trucks 0 | Cars 188 | Totals 195

East Leg Total: 2
East Entering: 2
East Peds: 0
Peds Cross: ⧖

Marine Parade Dr

Heavys	Trucks	Cars	Totals
0	0	30	30

Humber Bay Park Rd E

Heavys	Trucks	Cars	Totals
0	0	44	44
0	0	0	0
0	0	3	3
0	0	47	

Cars	Trucks	Heavys	Totals
2	0	0	2
0	0	0	0
0	0	0	0
2	0	0	

Driveway

Cars	Trucks	Heavys	Totals
0	0	0	0

Marine Parade Dr

Peds Cross: ⧖	Cars 144	Cars 10	142	0	152
West Peds: 92	Trucks 0	Trucks 0	0	0	0
West Entering: 47	Heavys 1	Heavys 0	7	0	7
West Leg Total: 77	Totals 145	Totals 10	149	0	

Peds Cross: ⋈
South Peds: 0
South Entering: 159
South Leg Total: 304

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

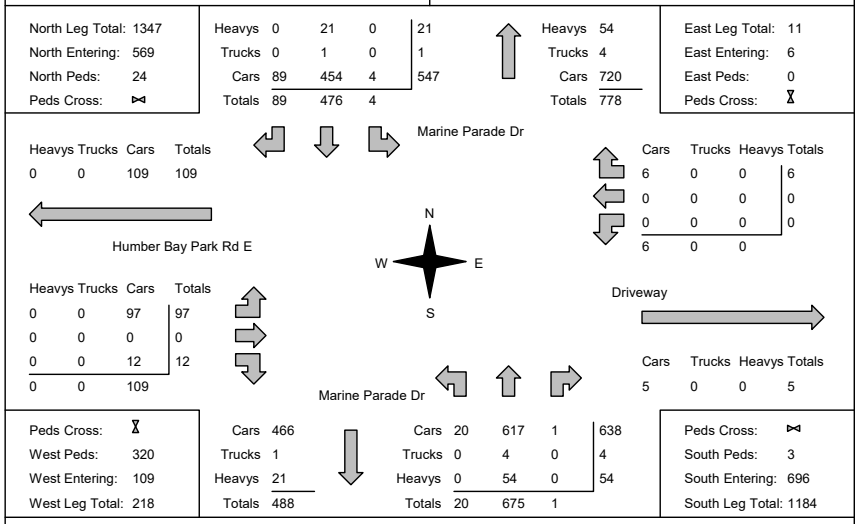
Municipality: Toronto
Site #: 1909300008
Intersection: Marine Parade Dr & Humber Bay P
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Marine Parade Dr runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

Intersection: Marine Parade Dr & Humber Bay | **Count Date:** 6-Jun-19 | **Municipality:** Toronto

North Approach Totals							South Approach Totals						
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	North/South Total Approaches	Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
8:00:00	*0*	*24*	*9*	*33*	*1*	*120*	*8:00:00*	*2*	*85*	*0*	*87*	*1*
9:00:00	*1*	*136*	*16*	*153*	*3*	*378*	*9:00:00*	*1*	*223*	*1*	*225*	*2*
16:00:00	*3*	*45*	*7*	*55*	*5*	*151*	*16:00:00*	*1*	*95*	*0*	*96*	*0*
17:00:00	*0*	*130*	*35*	*165*	*12*	*293*	*17:00:00*	*7*	*121*	*0*	*128*	*0*
18:00:00	*0*	*141*	*22*	*163*	*3*	*323*	*18:00:00*	*9*	*151*	*0*	*160*	*0*
Totals:	4	476	89	569	24	1265	S Totals:	20	675	1	696	3

East Approach Totals							West Approach Totals						
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	East/West Total Approaches	Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
8:00:00	*0*	*0*	*0*	*0*	*0*	*4*	*8:00:00*	*3*	*0*	*1*	*4*	*23*
9:00:00	*0*	*0*	*0*	*0*	*0*	*7*	*9:00:00*	*4*	*0*	*3*	*7*	*34*
16:00:00	*0*	*0*	*4*	*4*	*0*	*9*	*16:00:00*	*5*	*0*	*0*	*5*	*7*
17:00:00	*0*	*0*	*2*	*2*	*0*	*62*	*17:00:00*	*55*	*0*	*5*	*60*	*108*
18:00:00	*0*	*0*	*0*	*0*	*0*	*33*	*18:00:00*	*30*	*0*	*3*	*33*	*148*
Totals:	0	0	6	6	0	115	W Totals:	97	0	12	109	320

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*8:00*	*9:00*	*16:00*	*17:00*	*18:00*	*0:00*	*0:00*	*0:00*
Crossing Values:	*5*	*9*	*10*	*67*	*33*	*0*	*0*	*0*



Count Date: 6-Jun-19 **Site #: 1909300008**

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	14	14	5	5	0	0	0	0	0	0	0	0	0	0	0	0	1	1
8:00:00	0	0	24	10	9	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:15:00	0	0	51	27	13	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:30:00	0	0	88	37	18	5	0	0	0	0	0	0	0	0	1	1	0	0	2	1
8:45:00	1	1	118	30	20	2	0	0	0	0	0	0	0	0	5	4	0	0	2	0
9:00:00	1	0	151	33	25	5	0	0	1	1	0	0	0	0	8	3	0	0	4	2
9:15:00	1	0	170	19	27	2	0	0	1	0	0	0	0	0	13	5	0	0	4	0
9:30:00	4	3	184	14	32	5	0	0	1	0	0	0	0	0	20	7	0	0	9	5
9:45:00	4	0	184	0	32	0	0	0	1	0	0	0	0	0	20	0	0	0	9	0
16:00:00	4	0	184	0	32	0	0	0	1	0	0	0	0	0	20	0	0	0	9	0
16:15:00	4	0	214	30	40	8	0	0	1	0	0	0	0	0	20	0	0	0	10	1
16:30:00	4	0	243	29	53	13	0	0	1	0	0	0	0	0	20	0	0	0	10	0
16:45:00	4	0	275	32	59	6	0	0	1	0	0	0	0	0	20	0	0	0	10	0
17:00:00	4	0	313	38	67	8	0	0	1	0	0	0	0	0	21	1	0	0	21	11
17:15:00	4	0	349	36	71	4	0	0	1	0	0	0	0	0	21	0	0	0	21	0
17:30:00	4	0	384	35	73	2	0	0	1	0	0	0	0	0	21	0	0	0	23	2
17:45:00	4	0	415	31	80	7	0	0	1	0	0	0	0	0	21	0	0	0	23	0
18:00:00	4	0	454	39	89	9	0	0	1	0	0	0	0	0	21	0	0	0	24	1
18:15:00	4	0	454	0	89	0	0	0	1	0	0	0	0	0	21	0	0	0	24	0
18:15:15	4	0	454	0	89	0	0	0	1	0	0	0	0	0	21	0	0	0	24	0



Count Date: 6-Jun-19 **Site #: 1909300008**

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30:00	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45:00	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00:00	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15:00	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30:00	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45:00	0	0	0	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00:00	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15:00	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30:00	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45:00	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:00	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:00	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:15	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Count Date: 6-Jun-19 **Site #: 1909300008**

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	35	35	0	0	0	0	2	2	0	0	0	0	3	3	0	0	1	1
8:00:00	2	2	75	40	0	0	0	0	2	0	0	0	0	0	8	5	0	0	1	0
8:15:00	2	0	139	64	0	0	0	0	3	1	0	0	0	0	10	2	0	0	1	0
8:30:00	2	0	190	51	0	0	0	0	3	0	0	0	0	0	13	3	0	0	1	0
8:45:00	3	1	237	47	1	1	0	0	3	0	0	0	0	0	16	3	0	0	1	0
9:00:00	3	0	283	46	1	0	0	0	3	0	0	0	0	0	22	6	0	0	3	2
9:15:00	3	0	333	50	1	0	0	0	4	1	0	0	0	0	28	6	0	0	3	0
9:30:00	4	1	362	29	1	0	0	0	4	0	0	0	0	0	37	9	0	0	3	0
9:45:00	4	0	362	0	1	0	0	0	4	0	0	0	0	0	37	0	0	0	3	0
16:00:00	4	0	362	0	1	0	0	0	4	0	0	0	0	0	37	0	0	0	3	0
16:15:00	6	2	391	29	1	0	0	0	4	0	0	0	0	0	41	4	0	0	3	0
16:30:00	7	1	416	25	1	0	0	0	4	0	0	0	0	0	43	2	0	0	3	0
16:45:00	9	2	446	30	1	0	0	0	4	0	0	0	0	0	44	1	0	0	3	0
17:00:00	11	2	473	27	1	0	0	0	4	0	0	0	0	0	47	3	0	0	3	0
17:15:00	12	1	521	48	1	0	0	0	4	0	0	0	0	0	50	3	0	0	3	0
17:30:00	17	5	558	37	1	0	0	0	4	0	0	0	0	0	50	0	0	0	3	0
17:45:00	19	2	591	33	1	0	0	0	4	0	0	0	0	0	52	2	0	0	3	0
18:00:00	20	1	617	26	1	0	0	0	4	0	0	0	0	0	54	2	0	0	3	0
18:15:00	20	0	617	0	1	0	0	0	4	0	0	0	0	0	54	0	0	0	3	0
18:15:15	20	0	617	0	1	0	0	0	4	0	0	0	0	0	54	0	0	0	3	0



Count Date: 6-Jun-19 **Site #: 1909300008**

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	12
8:00:00	3	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	23	11
8:15:00	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30	7
8:30:00	5	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36	6
8:45:00	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	47	11
9:00:00	7	2	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	57	10
9:15:00	8	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	61	4
9:30:00	12	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	64	3
9:45:00	12	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	64	0
16:00:00	12	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	64	0
16:15:00	25	13	0	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	99	35
16:30:00	36	11	0	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	126	27
16:45:00	51	15	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	150	24
17:00:00	67	16	0	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	172	22
17:15:00	76	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	189	17
17:30:00	80	4	0	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	218	29
17:45:00	87	7	0	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	267	49
18:00:00	97	10	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	320	53
18:15:00	97	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	320	0
18:15:15	97	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	320	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Morning Peak Diagram

Specified Period
From: 7:30:00
To: 9:30:00

One Hour Peak
From: 8:00:00
To: 9:00:00

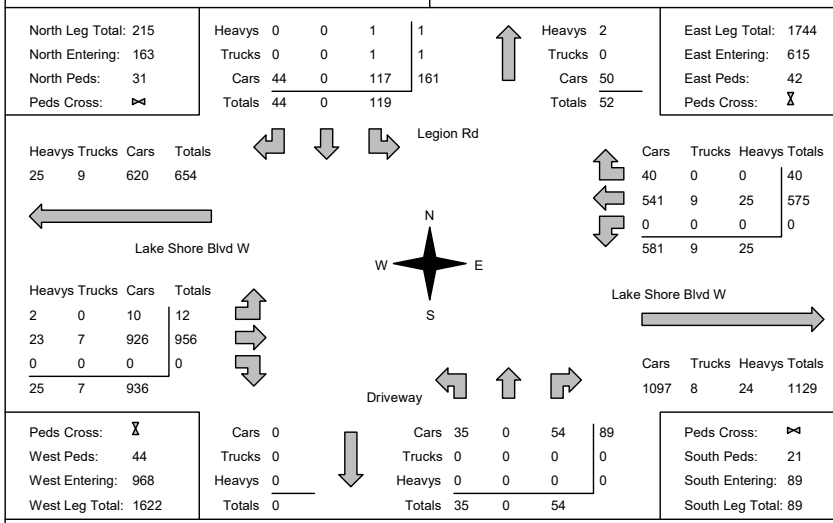
Municipality: Toronto
Site #: 1909300009
Intersection: Lake Shore Blvd W & Legion Rd
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Lake Shore Blvd W runs W/E



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Afternoon Peak Diagram

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 16:45:00
To: 17:45:00

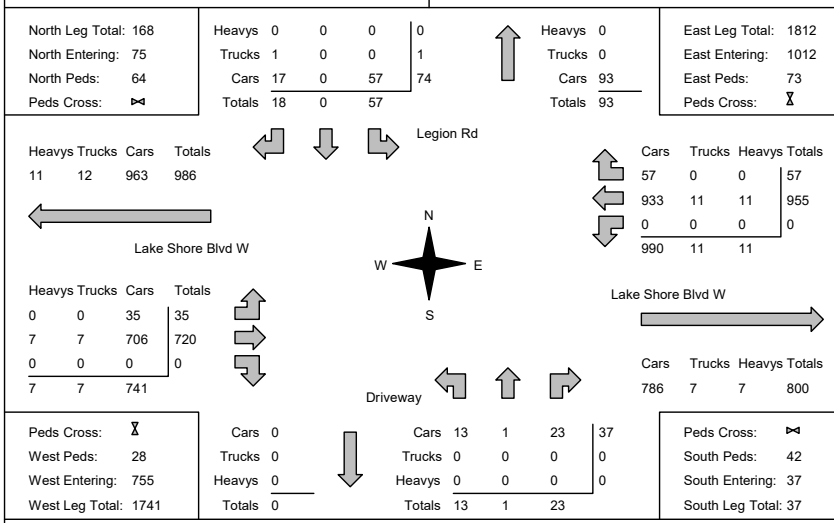
Municipality: Toronto
Site #: 1909300009
Intersection: Lake Shore Blvd W & Legion Rd
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Lake Shore Blvd W runs W/E



Comments

Total Count Diagram

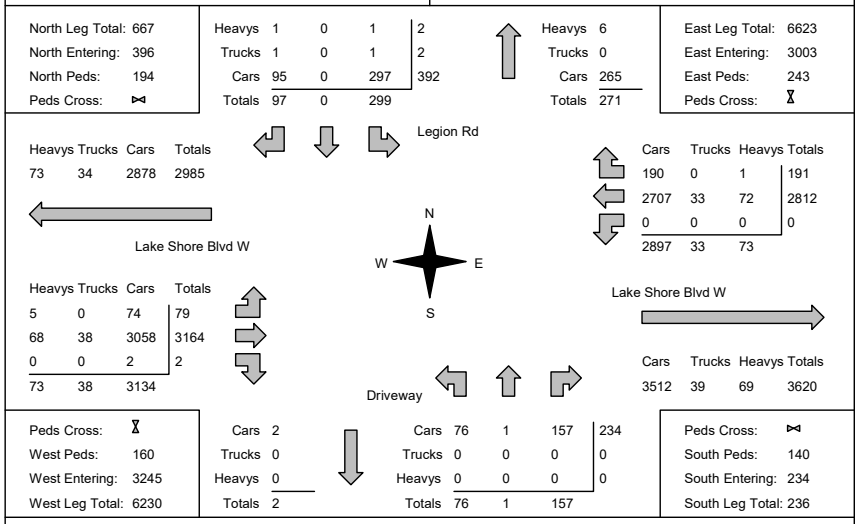
Municipality: Toronto
Site #: 1909300009
Intersection: Lake Shore Blvd W & Legion Rd
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Lake Shore Blvd W runs W/E



Comments

Traffic Count Summary

Intersection: Lake Shore Blvd W & Legion Rd | **Count Date:** 6-Jun-19 | **Municipality:** Toronto

North Approach Totals							South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	North/South Total Approaches	Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
8:00:00	*36*	*0*	*61*	*14*	*76*	*604*	*8:00:00*	*67*	*0*	*28*	*10*	*5*
9:00:00	*669*	*0*	*33*	*642*	*26*	*717*	*9:00:00*	*21*	*0*	*13*	*89*	*76*
64:00:00	*27*	*0*	*5*	*29*	*75*	*53*	*64:00:00*	*60*	*0*	*71*	*21*	*70*
65:00:00	*39*	*0*	*68*	*45*	*39*	*85*	*65:00:00*	*1*	*0*	*61*	*70*	*32*
68:00:00	*18*	*0*	*62*	*56*	*44*	*666*	*68:00:00*	*63*	*6*	*71*	*30*	*39*
Totals:	299	0	97	396	194	630	S Totals:	76	1	157	234	140

East Approach Totals							West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	East/West Total Approaches	Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
8:00:00	*0*	*769*	*67*	*726*	*61*	*498*	*8:00:00*	*3*	*347*	*6*	*345*	*75*
9:00:00	*0*	*151*	*30*	*461*	*37*	*6182*	*9:00:00*	*67*	*914*	*0*	*948*	*33*
64:00:00	*0*	*774*	*76*	*735*	*74*	*428*	*64:00:00*	*8*	*282*	*0*	*296*	*72*
65:00:00	*0*	*880*	*13*	*923*	*52*	*6146*	*65:00:00*	*70*	*404*	*6*	*475*	*24*
68:00:00	*0*	*967*	*43*	*954*	*85*	*6548*	*68:00:00*	*21*	*515*	*0*	*597*	*20*
Totals:	0	2812	191	3003	243	6248	W Totals:	79	3164	2	3245	160

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*8:00*	*9:00*	*64:00*	*65:00*	*68:00*	*0:00*	*0:00*	*0:00*
Crossing Values:	*91*	*730*	*96*	*642*	*690*	*0*	*0*	*0*



Count Date: 6-Jun-19 **Site #: 1909300009**

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	22	22	0	0	6	6	0	0	0	0	0	0	0	0	0	0	1	1	14	14
8:00:00	41	19	0	0	14	8	0	0	0	0	0	0	0	0	0	0	1	0	21	7
8:15:00	69	28	0	0	28	14	1	1	0	0	0	0	1	1	0	0	1	0	30	9
8:30:00	107	38	0	0	38	10	1	0	0	0	0	0	1	0	0	0	1	0	38	8
8:45:00	133	26	0	0	44	6	1	0	0	0	0	0	1	0	0	0	1	0	42	4
9:00:00	158	25	0	0	58	14	1	0	0	0	0	0	1	0	0	0	1	0	52	10
9:15:00	177	19	0	0	64	6	1	0	0	0	0	0	1	0	0	0	1	0	71	19
9:30:00	190	13	0	0	65	1	1	0	0	0	0	0	1	0	0	0	1	0	79	8
9:45:00	190	0	0	0	65	0	1	0	0	0	0	0	1	0	0	0	1	0	79	0
16:00:00	190	0	0	0	65	0	1	0	0	0	0	0	1	0	0	0	1	0	79	0
16:15:00	205	15	0	0	71	6	1	0	0	0	0	0	1	0	0	0	1	0	91	12
16:30:00	213	8	0	0	75	4	1	0	0	0	0	0	1	0	0	0	1	0	99	8
16:45:00	227	14	0	0	78	3	1	0	0	0	0	0	1	0	0	0	1	0	114	15
17:00:00	239	12	0	0	82	4	1	0	0	0	1	1	1	0	0	0	1	0	128	14
17:15:00	259	20	0	0	87	5	1	0	0	0	1	0	1	0	0	0	1	0	136	8
17:30:00	271	12	0	0	90	3	1	0	0	0	1	0	1	0	0	0	1	0	160	24
17:45:00	284	13	0	0	95	5	1	0	0	0	1	0	1	0	0	0	1	0	178	18
18:00:00	297	13	0	0	95	0	1	0	0	0	1	0	1	0	0	0	1	0	194	16
18:15:00	297	0	0	0	95	0	1	0	0	0	1	0	1	0	0	0	1	0	194	0
18:15:15	297	0	0	0	95	0	1	0	0	0	1	0	1	0	0	0	1	0	194	0



Count Date: 6-Jun-19 **Site #: 1909300009**

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	97	97	6	6	0	0	3	3	0	0	0	0	3	3	1	1	7	7
8:00:00	0	0	203	106	11	5	0	0	4	1	0	0	0	0	12	9	1	0	15	8
8:15:00	0	0	318	115	14	3	0	0	10	6	0	0	0	0	18	6	1	0	26	11
8:30:00	0	0	459	141	27	13	0	0	13	3	0	0	0	0	25	7	1	0	35	9
8:45:00	0	0	602	143	37	10	0	0	13	0	0	0	0	0	32	7	1	0	51	16
9:00:00	0	0	744	142	51	14	0	0	13	0	0	0	0	0	37	5	1	0	57	6
9:15:00	0	0	858	114	64	13	0	0	13	0	0	0	0	0	45	8	1	0	70	13
9:30:00	0	0	956	98	72	8	0	0	14	1	0	0	0	0	50	5	1	0	83	13
9:45:00	0	0	956	0	72	0	0	0	14	0	0	0	0	0	50	0	1	0	83	0
16:00:00	0	0	956	0	72	0	0	0	14	0	0	0	0	0	50	0	1	0	83	0
16:15:00	0	0	1166	210	87	15	0	0	16	2	0	0	0	0	53	3	1	0	100	17
16:30:00	0	0	1383	217	99	12	0	0	17	1	0	0	0	0	55	2	1	0	124	24
16:45:00	0	0	1573	190	116	17	0	0	20	3	0	0	0	0	59	4	1	0	137	13
17:00:00	0	0	1817	244	126	10	0	0	22	2	0	0	0	0	61	2	1	0	156	19
17:15:00	0	0	2048	231	146	20	0	0	27	5	0	0	0	0	63	2	1	0	170	14
17:30:00	0	0	2283	235	159	13	0	0	30	3	0	0	0	0	68	5	1	0	184	14
17:45:00	0	0	2506	223	173	14	0	0	31	1	0	0	0	0	70	2	1	0	210	26
18:00:00	0	0	2707	201	190	17	0	0	33	2	0	0	0	0	72	2	1	0	243	33
18:15:00	0	0	2707	0	190	0	0	0	33	0	0	0	0	0	72	0	1	0	243	0
18:15:15	0	0	2707	0	190	0	0	0	33	0	0	0	0	0	72	0	1	0	243	0



Count Date: 6-Jun-19 **Site #: 1909300009**

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	4	4	0	0	20	20	0	0	0	0	0	0	0	0	0	0	0	0	4	4
8:00:00	12	8	0	0	38	18	0	0	0	0	0	0	0	0	0	0	0	0	7	3
8:15:00	14	2	0	0	57	19	0	0	0	0	0	0	0	0	0	0	0	0	15	8
8:30:00	19	5	0	0	66	9	0	0	0	0	0	0	0	0	0	0	0	0	19	4
8:45:00	39	20	0	0	79	13	0	0	0	0	0	0	0	0	0	0	0	0	25	6
9:00:00	47	8	0	0	92	13	0	0	0	0	0	0	0	0	0	0	0	0	28	3
9:15:00	53	6	0	0	103	11	0	0	0	0	0	0	0	0	0	0	0	0	41	13
9:30:00	57	4	0	0	117	14	0	0	0	0	0	0	0	0	0	0	0	0	48	7
9:45:00	57	0	0	0	117	0	0	0	0	0	0	0	0	0	0	0	0	0	48	0
16:00:00	57	0	0	0	117	0	0	0	0	0	0	0	0	0	0	0	0	0	48	0
16:15:00	59	2	0	0	122	5	0	0	0	0	0	0	0	0	0	0	0	0	61	13
16:30:00	61	2	0	0	124	2	0	0	0	0	0	0	0	0	0	0	0	0	75	14
16:45:00	62	1	0	0	124	0	0	0	0	0	0	0	0	0	0	0	0	0	82	7
17:00:00	62	0	0	0	132	8	0	0	0	0	0	0	0	0	0	0	0	0	91	9
17:15:00	66	4	0	0	137	5	0	0	0	0	0	0	0	0	0	0	0	0	103	12
17:30:00	71	5	1	1	143	6	0	0	0	0	0	0	0	0	0	0	0	0	106	3
17:45:00	75	4	1	0	147	4	0	0	0	0	0	0	0	0	0	0	0	0	124	18
18:00:00	76	1	1	0	157	10	0	0	0	0	0	0	0	0	0	0	0	0	140	16
18:15:00	76	0	1	0	157	0	0	0	0	0	0	0	0	0	0	0	0	0	140	0
18:15:15	76	0	1	0	157	0	0	0	0	0	0	0	0	0	0	0	0	0	140	0



Count Date: 6-Jun-19 **Site #: 1909300009**

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	1	1	227	227	1	1	0	0	6	6	0	0	1	1	6	6	0	0	13	13
8:00:00	3	2	430	203	1	0	0	0	13	7	0	0	1	0	19	13	0	0	27	14
8:15:00	6	3	678	248	1	0	0	0	14	1	0	0	2	1	26	7	0	0	43	16
8:30:00	8	2	919	241	1	0	0	0	16	2	0	0	3	1	34	8	0	0	51	8
8:45:00	9	1	1132	213	1	0	0	0	16	0	0	0	3	0	39	5	0	0	59	8
9:00:00	13	4	1356	224	1	0	0	0	20	4	0	0	3	0	42	3	0	0	71	12
9:15:00	17	4	1556	200	1	0	0	0	24	4	0	0	3	0	48	6	0	0	86	15
9:30:00	21	4	1721	165	1	0	0	0	27	3	0	0	3	0	53	5	0	0	94	8
9:45:00	21	0	1721	0	1	0	0	0	27	0	0	0	3	0	53	0	0	0	94	0
16:00:00	21	0	1721	0	1	0	0	0	27	0	0	0	3	0	53	0	0	0	94	0
16:15:00	29	8	1882	161	1	0	0	0	28	1	0	0	3	0	56	3	0	0	104	10
16:30:00	30	1	2009	127	2	1	0	0	29	1	0	0	5	2	58	2	0	0	110	6
16:45:00	35	5	2167	158	2	0	0	0	29	0	0	0	5	0	59	1	0	0	120	10
17:00:00	39	4	2315	148	2	0	0	0	31	2	0	0	5	0	61	2	0	0	130	10
17:15:00	51	12	2496	181	2	0	0	0	34	3	0	0	5	0	62	1	0	0	135	5
17:30:00	57	6	2685	189	2	0	0	0	35	1	0	0	5	0	65	3	0	0	143	8
17:45:00	70	13	2873	188	2	0	0	0	36	1	0	0	5	0	66	1	0	0	148	5
18:00:00	74	4	3058	185	2	0	0	0	38	2	0	0	5	0	68	2	0	0	160	12
18:15:00	74	0	3058	0	2	0	0	0	38	0	0	0	5	0	68	0	0	0	160	0
18:15:15	74	0	3058	0	2	0	0	0	38	0	0	0	5	0	68	0	0	0	160	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Morning Peak Diagram

Specified Period	One Hour Peak
From: 7:30:00	From: 8:00:00
To: 9:30:00	To: 9:00:00

Municipality: Toronto
Site #: 1909300010
Intersection: Lake Shore Blvd W & Humber Bay
TFR File #: 1
Count date: 6-Jun-19

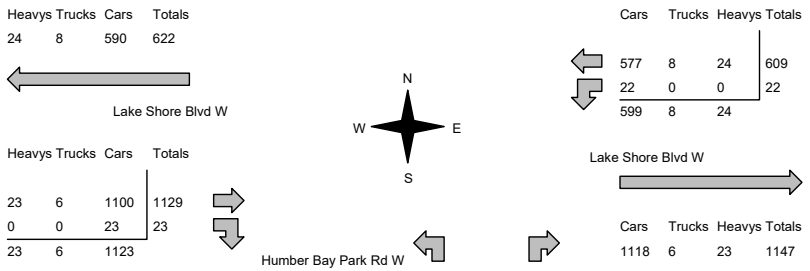
Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Lake Shore Blvd W runs W/E

East Leg Total: 1778
East Entering: 631
East Peds: 2
Peds Cross: ⧗



Lake Shore Blvd W

Heavys	Trucks	Cars	Totals
24	8	590	622

Cars	Trucks	Heavys	Totals
577	8	24	609
22	0	0	22
599	8	24	

N
W E
S

Lake Shore Blvd W

Heavys	Trucks	Cars	Totals
23	6	1100	1129
0	0	23	23
23	6	1123	

Cars	Trucks	Heavys	Totals
1118	6	23	1147

Humber Bay Park Rd W

Peds Cross: ⧗
West Peds: 0
West Entering: 1152
West Leg Total: 1774

Cars	45	Cars	13	18	31
Trucks	0	Trucks	0	0	0
Heavys	0	Heavys	0	0	0
Totals	45	Totals	13	18	

Peds Cross: ⋈
South Peds: 9
South Entering: 31
South Leg Total: 76

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Afternoon Peak Diagram

Specified Period	One Hour Peak
From: 16:00:00	From: 16:45:00
To: 18:00:00	To: 17:45:00

Municipality: Toronto
Site #: 1909300010
Intersection: Lake Shore Blvd W & Humber Bay
TFR File #: 1
Count date: 6-Jun-19

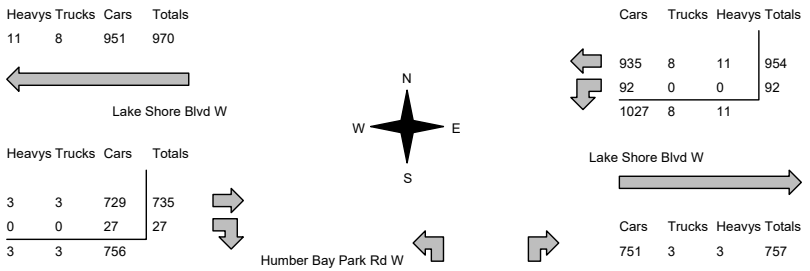
Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Lake Shore Blvd W runs W/E

East Leg Total: 1803
East Entering: 1046
East Peds: 1
Peds Cross: ⧗



Lake Shore Blvd W

Heavys	Trucks	Cars	Totals
11	8	951	970

Cars	Trucks	Heavys	Totals
935	8	11	954
92	0	0	92
1027	8	11	

N
W E
S

Lake Shore Blvd W

Heavys	Trucks	Cars	Totals
3	3	729	735
0	0	27	27
3	3	756	

Cars	Trucks	Heavys	Totals
751	3	3	757

Humber Bay Park Rd W

Peds Cross: ⧗
West Peds: 0
West Entering: 762
West Leg Total: 1732

Cars	119	Cars	16	22	38
Trucks	0	Trucks	0	0	0
Heavys	0	Heavys	0	0	0
Totals	119	Totals	16	22	

Peds Cross: ⋈
South Peds: 22
South Entering: 38
South Leg Total: 157

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

Municipality: Toronto
Site #: 1909300010
Intersection: Lake Shore Blvd W & Humber Bay
TFR File #: 1
Count date: 6-Jun-19

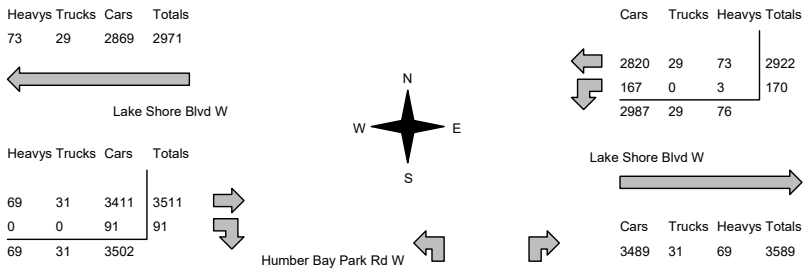
Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Lake Shore Blvd W runs W/E

East Leg Total: 6681
East Entering: 3092
East Peds: 8
Peds Cross: ⧗



Heavys	Trucks	Cars	Totals
73	29	2869	2971

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
2820	29	73	2922
167	0	3	170
2987	29	76	

N
W E
S

Heavys	Trucks	Cars	Totals
69	31	3411	3511
0	0	91	91
69	31	3502	

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
3489	31	69	3589

Humber Bay Park Rd W

Peds Cross: ⧗
West Peds: 0
West Entering: 3602
West Leg Total: 6573

Cars	258	Cars	49	78	127
Trucks	0	Trucks	0	0	0
Heavys	3	Heavys	0	0	0
Totals	261	Totals	49	78	

Peds Cross: ⋈
South Peds: 51
South Entering: 127
South Leg Total: 388

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

Intersection: Lake Shore Blvd W & Humber Bay | **Count Date:** 6-Jun-19 | **Municipality:** Toronto

North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
8:00:00	0	0	0	0	0	30	8:00:00	6	0	1	30	4
7:00:00	0	0	0	0	3	63	7:00:00	36	0	38	63	7
32:00:00	0	0	0	0	0	7	32:00:00	2	0	6	7	33
31:00:00	0	0	0	0	0	55	31:00:00	34	0	64	55	34
38:00:00	0	0	0	0	0	66	38:00:00	39	0	38	66	31
Totals:	0	0	0	0	1	127	S Totals:	49	0	78	127	51

East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
8:00:00	2	464	0	468	0	176	8:00:00	0	993	5	999	0
7:00:00	44	207	0	263	4	3186	7:00:00	0	3347	46	3394	0
32:00:00	37	494	0	413	4	132	32:00:00	0	569	30	559	0
31:00:00	93	882	0	761	6	3970	31:00:00	0	243	64	296	0
38:00:00	14	756	0	3039	3	3834	38:00:00	0	119	44	171	0
Totals:	170	2922	0	3092	8	6694	W Totals:	0	3511	91	3602	0

Calculated Values for Traffic Crossing Major Street

Hours Ending:	8:00	7:00	32:00	31:00	38:00	0:00	0:00	0:00
Crossing Values:	6	39	8	39	32	0	0	0



Count Date: 6-Jun-19 **Site #: 1909300010**

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
8:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
9:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
9:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
9:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
9:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
18:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
18:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
18:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0



Count Date: 6-Jun-19 **Site #: 1909300010**

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	3	3	104	104	0	0	0	0	1	1	0	0	0	0	5	5	0	0	0	0
8:00:00	6	3	216	112	0	0	0	0	2	1	0	0	0	0	14	9	0	0	0	0
8:15:00	9	3	338	122	0	0	0	0	7	5	0	0	0	0	20	6	0	0	0	0
8:30:00	16	7	492	154	0	0	0	0	10	3	0	0	0	0	27	7	0	0	0	0
8:45:00	21	5	637	145	0	0	0	0	10	0	0	0	0	0	33	6	0	0	2	2
9:00:00	28	7	793	156	0	0	0	0	10	0	0	0	0	0	38	5	0	0	2	0
9:15:00	38	10	923	130	0	0	0	0	10	0	0	0	0	0	46	8	0	0	3	1
9:30:00	44	6	1030	107	0	0	0	0	12	2	0	0	3	3	51	5	0	0	4	1
9:45:00	44	0	1030	0	0	0	0	0	12	0	0	0	3	0	51	0	0	0	4	0
16:00:00	44	0	1030	0	0	0	0	0	12	0	0	0	3	0	51	0	0	0	4	0
16:15:00	48	4	1249	219	0	0	0	0	15	3	0	0	3	0	55	4	0	0	4	0
16:30:00	57	9	1464	215	0	0	0	0	17	2	0	0	3	0	57	2	0	0	4	0
16:45:00	70	13	1655	191	0	0	0	0	19	2	0	0	3	0	60	3	0	0	6	2
17:00:00	95	25	1895	240	0	0	0	0	21	2	0	0	3	0	63	3	0	0	7	1
17:15:00	123	28	2122	227	0	0	0	0	24	3	0	0	3	0	64	1	0	0	7	0
17:30:00	146	23	2350	228	0	0	0	0	26	2	0	0	3	0	69	5	0	0	7	0
17:45:00	162	16	2590	240	0	0	0	0	27	1	0	0	3	0	71	2	0	0	7	0
18:00:00	167	5	2820	230	0	0	0	0	29	2	0	0	3	0	73	2	0	0	8	1
18:15:00	167	0	2820	0	0	0	0	0	29	0	0	0	3	0	73	0	0	0	8	0
18:15:15	167	0	2820	0	0	0	0	0	29	0	0	0	3	0	73	0	0	0	8	0



Count Date: 6-Jun-19 **Site #: 1909300010**

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	2	2	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	2	2
8:00:00	3	1	0	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0
8:15:00	6	3	0	0	11	4	0	0	0	0	0	0	0	0	0	0	0	0	5	3
8:30:00	11	5	0	0	14	3	0	0	0	0	0	0	0	0	0	0	0	0	6	1
8:45:00	15	4	0	0	19	5	0	0	0	0	0	0	0	0	0	0	0	0	9	3
9:00:00	16	1	0	0	25	6	0	0	0	0	0	0	0	0	0	0	0	0	11	2
9:15:00	20	4	0	0	26	1	0	0	0	0	0	0	0	0	0	0	0	0	15	4
9:30:00	22	2	0	0	28	2	0	0	0	0	0	0	0	0	0	0	0	0	22	7
9:45:00	22	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	22	0
16:00:00	22	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	22	0
16:15:00	24	2	0	0	33	5	0	0	0	0	0	0	0	0	0	0	0	0	23	1
16:30:00	26	2	0	0	48	15	0	0	0	0	0	0	0	0	0	0	0	0	24	1
16:45:00	29	3	0	0	52	4	0	0	0	0	0	0	0	0	0	0	0	0	26	2
17:00:00	34	5	0	0	60	8	0	0	0	0	0	0	0	0	0	0	0	0	34	8
17:15:00	37	3	0	0	64	4	0	0	0	0	0	0	0	0	0	0	0	0	40	6
17:30:00	41	4	0	0	71	7	0	0	0	0	0	0	0	0	0	0	0	0	46	6
17:45:00	45	4	0	0	74	3	0	0	0	0	0	0	0	0	0	0	0	0	48	2
18:00:00	49	4	0	0	78	4	0	0	0	0	0	0	0	0	0	0	0	0	51	3
18:15:00	49	0	0	0	78	0	0	0	0	0	0	0	0	0	0	0	0	0	51	0
18:15:15	49	0	0	0	78	0	0	0	0	0	0	0	0	0	0	0	0	0	51	0



Count Date: 6-Jun-19 **Site #: 1909300010**

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	275	275	1	1	0	0	4	4	0	0	0	0	6	6	0	0	0	0
8:00:00	0	0	519	244	4	3	0	0	11	7	0	0	0	0	21	15	0	0	0	0
8:15:00	0	0	810	291	9	5	0	0	14	3	0	0	0	0	28	7	0	0	0	0
8:30:00	0	0	1099	289	13	4	0	0	16	2	0	0	0	0	36	8	0	0	0	0
8:45:00	0	0	1361	262	14	1	0	0	16	0	0	0	0	0	41	5	0	0	0	0
9:00:00	0	0	1619	258	27	13	0	0	17	1	0	0	0	0	44	3	0	0	0	0
9:15:00	0	0	1846	227	32	5	0	0	22	5	0	0	0	0	50	6	0	0	0	0
9:30:00	0	0	2035	189	37	5	0	0	25	3	0	0	0	0	55	5	0	0	0	0
9:45:00	0	0	2035	0	37	0	0	0	25	0	0	0	0	0	55	0	0	0	0	0
16:00:00	0	0	2035	0	37	0	0	0	25	0	0	0	0	0	55	0	0	0	0	0
16:15:00	0	0	2188	153	41	4	0	0	26	1	0	0	0	0	58	3	0	0	0	0
16:30:00	0	0	2334	146	50	9	0	0	26	0	0	0	0	0	60	2	0	0	0	0
16:45:00	0	0	2484	150	57	7	0	0	26	0	0	0	0	0	63	3	0	0	0	0
17:00:00	0	0	2645	161	69	12	0	0	26	0	0	0	0	0	65	2	0	0	0	0
17:15:00	0	0	2816	171	76	7	0	0	27	1	0	0	0	0	65	0	0	0	0	0
17:30:00	0	0	3016	200	82	6	0	0	28	1	0	0	0	0	65	0	0	0	0	0
17:45:00	0	0	3213	197	84	2	0	0	29	1	0	0	0	0	66	1	0	0	0	0
18:00:00	0	0	3411	198	91	7	0	0	31	2	0	0	0	0	69	3	0	0	0	0
18:15:00	0	0	3411	0	91	0	0	0	31	0	0	0	0	0	69	0	0	0	0	0
18:15:15	0	0	3411	0	91	0	0	0	31	0	0	0	0	0	69	0	0	0	0	0

Accu-Traffic Inc.

Morning Peak Diagram

Specified Period
From: 7:30:00
To: 9:30:00

One Hour Peak
From: 8:00:00
To: 9:00:00

Municipality: Toronto
Site #: 1909300011
Intersection: Lake Shore Blvd W & BMO Drivew
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

** z onjSignaliAed Intersection **

MaNor Road: Lake Shore Blvd W runs W/E

North Leg Total: 0
North Entering: 0
North Peds: 0
Peds Cross: ⋈

Heavys	0	0	0	0
Trucks	0	0	0	0
Cars	0	0	0	0
Totals	0	0	0	

Heavys 0
Trucks 0
Cars 0
Totals 0

East Leg Total: 2475
East Entering: 712
East Peds: 0
Peds Cross: ⧖

BMO Driveway

Heavys	Trucks	Cars	Totals
25	6	687	718

Cars	Trucks	Heavys	Totals
0	0	0	0
670	6	25	701
11	0	0	11
681	6	25	

Lake Shore Blvd W

N
W E
S

Heavys	Trucks	Cars	Totals
0	0	0	0
42	10	1651	1703
0	0	51	51
42	10	1702	

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
1709	11	43	1763

Driveway

Peds Cross: ⧖
West Peds: 0
West Entering: 1754
West Leg Total: 2472

Cars	17	0	58	75
Trucks	0	0	1	1
Heavys	0	0	1	1
Totals	17	0	60	

Cars 62
Trucks 0
Heavys 0
Totals 62

Peds Cross: ⋈
South Peds: 29
South Entering: 77
South Leg Total: 139

Comments

Accu-Traffic Inc.

Efternoon Peak Diagram

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 17:00:00
To: 18:00:00

Municipality: Toronto
Site #: 1909300011
Intersection: Lake Shore Blvd W & BMO Drivew
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

** z onjSignaliAed Intersection **

MaNor Road: Lake Shore Blvd W runs W/E

North Leg Total: 3
North Entering: 1
North Peds: 11
Peds Cross: ⋈

Heavys	0	0	0	0
Trucks	0	0	0	0
Cars	1	0	0	1
Totals	1	0	0	

Heavys 0
Trucks 0
Cars 2
Totals 2

East Leg Total: 2178
East Entering: 1072
East Peds: 0
Peds Cross: ⧖

BMO Driveway

Heavys	Trucks	Cars	Totals
12	5	1042	1059

Cars	Trucks	Heavys	Totals
1	0	0	1
1023	4	12	1039
32	0	0	32
1056	4	12	

Lake Shore Blvd W

N
W E
S

Heavys	Trucks	Cars	Totals
0	0	0	0
15	5	1033	1053
0	1	53	54
15	6	1086	

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
1086	5	15	1106

Driveway

Peds Cross: ⧖
West Peds: 0
West Entering: 1107
West Leg Total: 2166

Cars	18	1	53	72
Trucks	1	0	0	1
Heavys	0	0	0	0
Totals	19	1	53	

Cars 85
Trucks 1
Heavys 0
Totals 86

Peds Cross: ⋈
South Peds: 68
South Entering: 73
South Leg Total: 159

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

Municipality: Toronto
Site #: 1909300011
Intersection: Lake Shore Blvd W & BMO Drivew
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** z onjSignaliAed Intersection ****

MaNr Road: Lake Shore Blvd W runs W/E

North Leg Total: 13
North Entering: 3
North Peds: 22
Peds Cross: ⋈

Heavys	0	0	0	0
Trucks	0	0	0	0
Cars	2	0	1	3
Totals	2	0	1	

Heavys	0
Trucks	0
Cars	10
Totals	10

East Leg Total: 8726
East Entering: 3436
East Peds: 4
Peds Cross: ⧖

BMO Driveway

Heavys	Trucks	Cars	Totals
77	26	3338	3441

Cars	Trucks	Heavys	Totals
9	0	0	9
3251	25	77	3353
73	0	1	74
3333	25	78	

Lake Shore Blvd W

N
W E
S

Heavys	Trucks	Cars	Totals
0	0	0	0
116	46	4899	5061
0	2	231	233
116	48	5130	

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
5122	51	117	5290

Driveway

Peds Cross: ⧖
West Peds: 1
West Entering: 5294
West Leg Total: 8735

Cars	304
Trucks	2
Heavys	1
Totals	307

Cars	85	1	222	308
Trucks	1	0	5	6
Heavys	0	0	1	1
Totals	86	1	228	

Peds Cross: ⋈
South Peds: 216
South Entering: 315
South Leg Total: 622

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

Intersection: Lake Shore Blvd W & BMO Drivew | **Count Date:** 6-Jun-19 | **Municipality:** Toronto

z orth Epproach Totals

Hour Ending	Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds	North/South Total Approaches
8:00:00	*0*	*0*	*0*	*0*	*3*	*61*
2:00:00	*0*	*0*	*0*	*0*	*0*	*55*
49:00:00	*0*	*0*	*0*	*0*	*0*	*61*
45:00:00	*4*	*0*	*4*	*3*	*2*	*84*
48:00:00	*0*	*0*	*4*	*4*	*44*	*56*
Totals:	1	0	2	3	22	318

South Epproach Totals

Hour Ending	Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds
8:00:00	*47*	*0*	*38*	*61*	*48*
2:00:00	*45*	*0*	*90*	*55*	*32*
49:00:00	*45*	*0*	*39*	*61*	*33*
45:00:00	*48*	*0*	*94*	*52*	*52*
48:00:00	*42*	*4*	*71*	*51*	*98*
S Totals:	86	1	228	315	216

Vast Epproach Totals

Hour Ending	Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds	East/West Total Approaches
8:00:00	*7*	*100*	*0*	*107*	*0*	*4440*
2:00:00	*44*	*504*	*0*	*543*	*0*	*3699*
49:00:00	*40*	*327*	*0*	*107*	*4*	*279*
45:00:00	*49*	*4048*	*8*	*4063*	*1*	*3042*
48:00:00	*13*	*4012*	*4*	*4053*	*0*	*3452*
Totals:	74	3353	9	3436	4	8730

West Epproach Totals

Hour Ending	Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds
8:00:00	*0*	*598*	*15*	*807*	*0*
2:00:00	*0*	*4501*	*74*	*4576*	*0*
49:00:00	*0*	*940*	*64*	*974*	*0*
45:00:00	*0*	*235*	*70*	*255*	*4*
48:00:00	*0*	*4071*	*76*	*4405*	*0*
W Totals:	0	5061	233	5294	1

Calculated 6alues for Traffic Crossing MaNr Street

Hours Ending:	*8:00*	*2:00*	*49:00*	*45:00*	*48:00*	*0:00*	*0:00*	*0:00*
Crossing Values:	*47*	*45*	*48*	*31*	*30*	*0*	*0*	*0*



Count Date: - jJunj19 Site #: 1909300011

Interval Time	Passenger Cars j z orth Epproach						Trucks j z orth Epproach						Heavys j z orth Epproach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		z orth Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
8:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
8:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
8:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
9:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
9:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
9:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
9:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1
16:30:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	8	5
16:45:00	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10	2
17:00:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11	1
17:15:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13	2
17:30:00	1	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	17	4
17:45:00	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21	4
18:00:00	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22	1
18:15:00	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22	0
18:15:15	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22	0



Count Date: - jJunj19 Site #: 1909300011

Interval Time	Passenger Cars j Vast Epproach						Trucks j Vast Epproach						Heavys j Vast Epproach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Vast Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	5	5	140	140	0	0	0	0	2	2	0	0	0	0	7	7	0	0	0	0
8:00:00	5	0	286	146	0	0	0	0	3	1	0	0	0	0	11	4	0	0	0	0
8:15:00	5	0	451	165	0	0	0	0	5	2	0	0	0	0	15	4	0	0	0	0
8:30:00	7	2	643	192	0	0	0	0	8	3	0	0	0	0	21	6	0	0	0	0
8:45:00	11	4	793	150	0	0	0	0	9	1	0	0	0	0	33	12	0	0	0	0
9:00:00	16	5	956	163	0	0	0	0	9	0	0	0	0	0	36	3	0	0	0	0
9:15:00	20	4	1092	136	0	0	0	0	10	1	0	0	0	0	43	7	0	0	1	1
9:30:00	26	6	1230	138	0	0	0	0	13	3	0	0	0	0	53	10	0	0	1	0
9:45:00	26	0	1230	0	0	0	0	0	13	0	0	0	0	0	53	0	0	0	1	0
16:00:00	26	0	1230	0	0	0	0	0	13	0	0	0	0	0	53	0	0	0	1	0
16:15:00	30	4	1463	233	6	6	0	0	15	2	0	0	0	0	60	7	0	0	1	0
16:30:00	35	5	1709	246	6	0	0	0	17	2	0	0	1	1	61	1	0	0	4	3
16:45:00	37	2	1972	263	8	2	0	0	19	2	0	0	1	0	64	3	0	0	4	0
17:00:00	41	4	2228	256	8	0	0	0	21	2	0	0	1	0	65	1	0	0	4	0
17:15:00	54	13	2498	270	8	0	0	0	22	1	0	0	1	0	68	3	0	0	4	0
17:30:00	58	4	2750	252	9	1	0	0	23	1	0	0	1	0	72	4	0	0	4	0
17:45:00	62	4	2998	248	9	0	0	0	24	1	0	0	1	0	74	2	0	0	4	0
18:00:00	73	11	3251	253	9	0	0	0	25	1	0	0	1	0	77	3	0	0	4	0
18:15:00	73	0	3251	0	9	0	0	0	25	0	0	0	1	0	77	0	0	0	4	0
18:15:15	73	0	3251	0	9	0	0	0	25	0	0	0	1	0	77	0	0	0	4	0



Count Date: - jJunj19 Site #: 1909300011

Interval Time	Passenger Cars j South Epproach						Trucks j South Epproach						Heavys j South Epproach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	8	8	0	0	15	15	0	0	0	0	3	3	0	0	0	0	0	0	10	10
8:00:00	15	7	0	0	25	10	0	0	0	0	3	0	0	0	0	0	0	0	18	8
8:15:00	20	5	0	0	40	15	0	0	0	0	4	1	0	0	0	0	0	0	31	13
8:30:00	28	8	0	0	53	13	0	0	0	0	4	0	0	0	0	0	0	0	35	4
8:45:00	29	1	0	0	68	15	0	0	0	0	4	0	0	0	0	0	0	0	40	5
9:00:00	32	3	0	0	83	15	0	0	0	0	4	0	0	0	0	0	1	1	47	7
9:15:00	38	6	0	0	98	15	0	0	0	0	4	0	0	0	0	0	1	0	61	14
9:30:00	49	11	0	0	109	11	0	0	0	0	4	0	0	0	0	0	1	0	69	8
9:45:00	49	0	0	0	109	0	0	0	0	0	4	0	0	0	0	0	1	0	69	0
16:00:00	49	0	0	0	109	0	0	0	0	0	4	0	0	0	0	0	1	0	69	0
16:15:00	57	8	0	0	119	10	0	0	0	0	4	0	0	0	0	0	1	0	88	19
16:30:00	62	5	0	0	133	14	0	0	0	0	4	0	0	0	0	0	1	0	104	16
16:45:00	66	4	0	0	156	23	0	0	0	0	5	1	0	0	0	0	1	0	118	14
17:00:00	67	1	0	0	169	13	0	0	0	0	5	0	0	0	0	0	1	0	148	30
17:15:00	74	7	1	1	188	19	0	0	0	0	5	0	0	0	0	0	1	0	159	11
17:30:00	78	4	1	0	199	11	0	0	0	0	5	0	0	0	0	0	1	0	177	18
17:45:00	80	2	1	0	212	13	0	0	0	0	5	0	0	0	0	0	1	0	195	18
18:00:00	85	5	1	0	222	10	1	1	0	0	5	0	0	0	0	0	1	0	216	21
18:15:00	85	0	1	0	222	0	1	0	0	0	5	0	0	0	0	0	1	0	216	0
18:15:15	85	0	1	0	222	0	1	0	0	0	5	0	0	0	0	0	1	0	216	0



Count Date: - jJunj19 Site #: 1909300011

Interval Time	Passenger Cars j West Epproach						Trucks j West Epproach						Heavys j West Epproach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	366	366	19	19	0	0	2	2	1	1	0	0	9	9	0	0	0	0
8:00:00	0	0	733	367	36	17	0	0	10	8	1	0	0	0	25	16	0	0	0	0
8:15:00	0	0	1158	425	53	17	0	0	12	2	1	0	0	0	39	14	0	0	0	0
8:30:00	0	0	1594	436	63	10	0	0	15	3	1	0	0	0	46	7	0	0	0	0
8:45:00	0	0	2010	416	77	14	0	0	16	1	1	0	0	0	57	11	0	0	0	0
9:00:00	0	0	2384	374	87	10	0	0	20	4	1	0	0	0	67	10	0	0	0	0
9:15:00	0	0	2683	299	106	19	0	0	32	12	1	0	0	0	73	6	0	0	0	0
9:30:00	0	0	2959	276	128	22	0	0	36	4	1	0	0	0	86	13	0	0	0	0
9:45:00	0	0	2959	0	128	0	0	0	36	0	1	0	0	0	86	0	0	0	0	0
16:00:00	0	0	2959	0	128	0	0	0	36	0	1	0	0	0	86	0	0	0	0	0
16:15:00	0	0	3186	227	147	19	0	0	37	1	1	0	0	0	90	4	0	0	0	0
16:30:00	0	0	3406	220	159	12	0	0	38	1	1	0	0	0	95	5	0	0	0	0
16:45:00	0	0	3634	228	166	7	0	0	39	1	1	0	0	0	96	1	0	0	1	1
17:00:00	0	0	3866	232	178	12	0	0	41	2	1	0	0	0	101	5	0	0	1	0
17:15:00	0	0	4114	248	188	10	0	0	43	2	1	0	0	0	106	5	0	0	1	0
17:30:00	0	0	4346	232	201	13	0	0	45	2	2	1	0	0	109	3	0	0	1	0
17:45:00	0	0	4631	285	215	14	0	0	45	0	2	0	0	0	114	5	0	0	1	0
18:00:00	0	0	4899	268	231	16	0	0	46	1	2	0	0	0	116	2	0	0	1	0
18:15:00	0	0	4899	0	231	0	0	0	46	0	2	0	0	0	116	0	0	0	1	0
18:15:15	0	0	4899	0	231	0	0	0	46	0	2	0	0	0	116	0	0	0	1	0

Accu-Traffic Inc.

Morning Peak Diagram

Specified Period	One Hour Peak
From: 7:30:00	**From:** 8:00:00
To: 9:30:00	**To:** 9:00:00

Municipality: Toronto
Site #: 1909300012
Intersection: Lake Shore Blvd W & Shore Breez
TFR File #: 1
Count date: 6-Jun-19

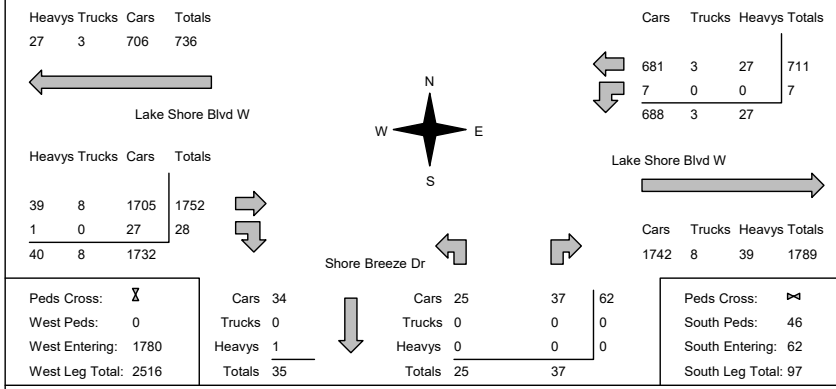
Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Lake Shore Blvd W runs W/E

East Leg Total: 2507
East Entering: 718
East Peds: 1
Peds Cross: ⧖



Peds Cross: ⧖			Peds Cross: ⋈
West Peds: 0			South Peds: 46
West Entering: 1780			South Entering: 62
West Leg Total: 2516			South Leg Total: 97

Comments

Accu-Traffic Inc.

Afternoon Peak Diagram

Specified Period	One Hour Peak
From: 16:00:00	**From:** 17:00:00
To: 18:00:00	**To:** 18:00:00

Municipality: Toronto
Site #: 1909300012
Intersection: Lake Shore Blvd W & Shore Breez
TFR File #: 1
Count date: 6-Jun-19

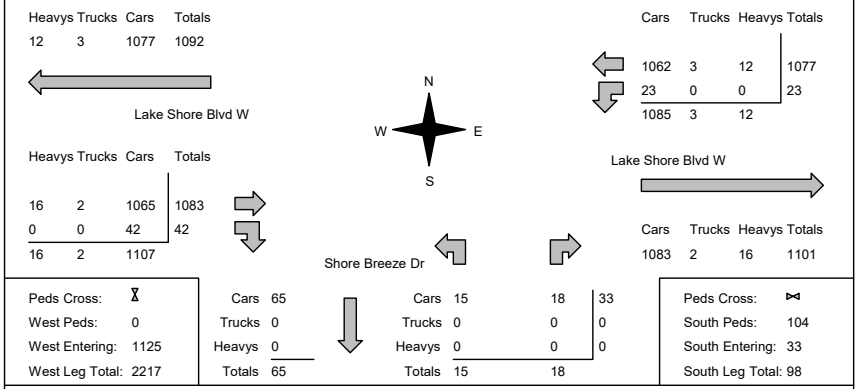
Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Lake Shore Blvd W runs W/E

East Leg Total: 2201
East Entering: 1100
East Peds: 0
Peds Cross: ⧖



Peds Cross: ⧖			Peds Cross: ⋈
West Peds: 0			South Peds: 104
West Entering: 1125			South Entering: 33
West Leg Total: 2217			South Leg Total: 98

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

Municipality: Toronto
Site #: 1909300012
Intersection: Lake Shore Blvd W & Shore Breez
TFR File #: 1
Count date: 6-Jun-19

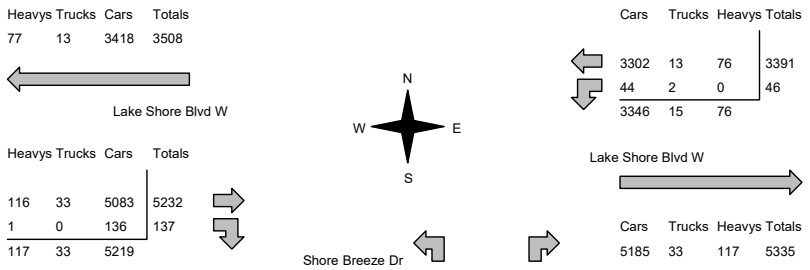
Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Lake Shore Blvd W runs W/E

East Leg Total: 8772
East Entering: 3437
East Peds: 1
Peds Cross: ⧖



Peds Cross:	⧖		Cars	180			Peds Cross: ⋈
West Peds:	3		Trucks	2			South Peds: 285
West Entering:	5369		Heavys	1			South Entering: 220
West Leg Total:	8877		Totals	183			South Leg Total: 403
			Cars	116	102	218	
			Trucks	0	0	0	
			Heavys	1	1	2	
			Totals	117	103		

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

Intersection: Lake Shore Blvd W & Shore Breez | **Count Date:** 6-Jun-19 | **Municipality:** Toronto

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds
8:00:00	*0*	*0*	*0*	*0*	*0*
7:00:00	*0*	*0*	*0*	*0*	*0*
42:00:00	*0*	*0*	*0*	*0*	*0*
49:00:00	*0*	*0*	*0*	*0*	*0*
48:00:00	*0*	*0*	*0*	*0*	*0*
Totals:	0	0	0	0	0

North/South Total Approaches: 220

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds
8:00:00	*61*	*0*	*41*	*38*	*43*
7:00:00	*65*	*0*	*39*	*26*	*12*
42:00:00	*46*	*0*	*40*	*66*	*48*
49:00:00	*14*	*0*	*61*	*25*	*401*
48:00:00	*45*	*0*	*48*	*33*	*401*
S Totals:	117	0	103	220	285

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds
8:00:00	*3*	*689*	*0*	*670*	*0*
7:00:00	*9*	*944*	*0*	*948*	*4*
42:00:00	*6*	*672*	*0*	*678*	*0*
49:00:00	*44*	*4047*	*0*	*4030*	*0*
48:00:00	*63*	*4099*	*0*	*4400*	*0*
Totals:	46	3390	0	3436	1

East/West Total Approaches: 8805

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds
8:00:00	*0*	*840*	*2*	*842*	*0*
7:00:00	*0*	*4956*	*68*	*4980*	*0*
42:00:00	*0*	*233*	*43*	*212*	*0*
49:00:00	*0*	*751*	*18*	*4006*	*3*
48:00:00	*0*	*4083*	*16*	*4465*	*0*
W Totals:	0	5232	137	5369	3

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*8:00*	*7:00*	*42:00*	*49:00*	*48:00*	*0:00*	*0:00*	*0:00*
Crossing Values:	*61*	*62*	*46*	*11*	*45*	*0*	*0*	*0*



Count Date: 6-Jun-19 Site #: 1909300012

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Count Date: 6-Jun-19 Site #: 1909300012

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	1	1	133	133	0	0	0	0	1	1	0	0	0	0	5	5	0	0	0	0
8:00:00	3	2	276	143	0	0	0	0	1	0	0	0	0	0	10	5	0	0	0	0
8:15:00	4	1	441	165	0	0	0	0	3	2	0	0	0	0	14	4	0	0	0	0
8:30:00	6	2	628	187	0	0	0	0	4	1	0	0	0	0	21	7	0	0	0	0
8:45:00	9	3	784	156	0	0	0	0	4	0	0	0	0	0	33	12	0	0	1	1
9:00:00	10	1	957	173	0	0	0	0	4	0	0	0	0	0	37	4	0	0	1	0
9:15:00	10	0	1095	138	0	0	1	1	5	1	0	0	0	0	44	7	0	0	1	0
9:30:00	11	1	1234	139	0	0	1	0	7	2	0	0	0	0	53	9	0	0	1	0
9:45:00	11	0	1234	0	0	0	1	0	7	0	0	0	0	0	53	0	0	0	1	0
16:00:00	11	0	1234	0	0	0	1	0	7	0	0	0	0	0	53	0	0	0	1	0
16:15:00	13	2	1482	248	0	0	1	0	8	1	0	0	0	0	58	5	0	0	1	0
16:30:00	14	1	1715	233	0	0	1	0	9	1	0	0	0	0	60	2	0	0	1	0
16:45:00	17	3	1985	270	0	0	1	0	10	1	0	0	0	0	63	3	0	0	1	0
17:00:00	21	4	2239	254	0	0	2	1	10	0	0	0	0	0	64	1	0	0	1	0
17:15:00	24	3	2521	282	0	0	2	0	11	1	0	0	0	0	68	4	0	0	1	0
17:30:00	29	5	2781	260	0	0	2	0	12	1	0	0	0	0	72	4	0	0	1	0
17:45:00	41	12	3032	251	0	0	2	0	13	1	0	0	0	0	73	1	0	0	1	0
18:00:00	44	3	3301	269	0	0	2	0	13	0	0	0	0	0	76	3	0	0	1	0
18:15:00	44	0	3302	1	0	0	2	0	13	0	0	0	0	0	76	0	0	0	1	0
18:15:15	44	0	3302	0	0	0	2	0	13	0	0	0	0	0	76	0	0	0	1	0



Count Date: 6-Jun-19 **Site #: 1909300012**

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	15	15	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	6	6
8:00:00	24	9	0	0	14	10	0	0	0	0	0	0	0	0	0	0	0	0	13	7
8:15:00	30	6	0	0	26	12	0	0	0	0	0	0	0	0	0	0	0	0	24	11
8:30:00	37	7	0	0	36	10	0	0	0	0	0	0	0	0	0	0	0	0	34	10
8:45:00	46	9	0	0	43	7	0	0	0	0	0	0	0	0	0	0	0	0	40	6
9:00:00	49	3	0	0	51	8	0	0	0	0	0	0	0	0	0	0	0	0	59	19
9:15:00	53	4	0	0	57	6	0	0	0	0	0	0	0	0	0	0	0	0	68	9
9:30:00	60	7	0	0	61	4	0	0	0	0	0	0	1	1	0	0	0	0	77	9
9:45:00	60	0	0	0	61	0	0	0	0	0	0	0	1	0	0	0	0	0	77	0
16:00:00	60	0	0	0	61	0	0	0	0	0	0	0	1	0	0	0	0	0	77	0
16:15:00	69	9	0	0	65	4	0	0	0	0	0	0	1	0	0	0	1	1	109	32
16:30:00	84	15	0	0	72	7	0	0	0	0	0	0	1	0	0	0	1	0	135	26
16:45:00	92	8	0	0	80	8	0	0	0	0	0	0	1	0	0	0	1	0	163	28
17:00:00	101	9	0	0	84	4	0	0	0	0	0	0	1	0	0	0	1	0	181	18
17:15:00	104	3	0	0	88	4	0	0	0	0	0	0	1	0	0	0	1	0	205	24
17:30:00	107	3	0	0	95	7	0	0	0	0	0	0	1	0	0	0	1	0	229	24
17:45:00	111	4	0	0	96	1	0	0	0	0	0	0	1	0	0	0	1	0	252	23
18:00:00	116	5	0	0	102	6	0	0	0	0	0	0	1	0	0	0	1	0	285	33
18:15:00	116	0	0	0	102	0	0	0	0	0	0	0	1	0	0	0	1	0	285	0
18:15:15	116	0	0	0	102	0	0	0	0	0	0	0	1	0	0	0	1	0	285	0



Count Date: 6-Jun-19 **Site #: 1909300012**

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	396	396	5	5	0	0	1	1	0	0	0	0	10	10	0	0	0	0
8:00:00	0	0	777	381	6	1	0	0	7	6	0	0	0	0	26	16	0	0	0	0
8:15:00	0	0	1221	444	12	6	0	0	9	2	0	0	0	0	38	12	1	1	0	0
8:30:00	0	0	1664	443	21	9	0	0	11	2	0	0	0	0	47	9	1	0	0	0
8:45:00	0	0	2094	430	29	8	0	0	11	0	0	0	0	0	57	10	1	0	0	0
9:00:00	0	0	2482	388	33	4	0	0	15	4	0	0	0	0	65	8	1	0	0	0
9:15:00	0	0	2787	305	40	7	0	0	25	10	0	0	0	0	73	8	1	0	0	0
9:30:00	0	0	3082	295	46	6	0	0	28	3	0	0	0	0	85	12	1	0	0	0
9:45:00	0	0	3082	0	46	0	0	0	28	0	0	0	0	0	85	0	1	0	0	0
16:00:00	0	0	3082	0	46	0	0	0	28	0	0	0	0	0	85	0	1	0	0	0
16:15:00	0	0	3307	225	56	10	0	0	29	1	0	0	0	0	88	3	1	0	3	3
16:30:00	0	0	3536	229	68	12	0	0	29	0	0	0	0	0	93	5	1	0	3	0
16:45:00	0	0	3779	243	80	12	0	0	30	1	0	0	0	0	94	1	1	0	3	0
17:00:00	0	0	4018	239	94	14	0	0	31	1	0	0	0	0	100	6	1	0	3	0
17:15:00	0	0	4282	264	108	14	0	0	32	1	0	0	0	0	105	5	1	0	3	0
17:30:00	0	0	4521	239	114	6	0	0	33	1	0	0	0	0	108	3	1	0	3	0
17:45:00	0	0	4809	288	122	8	0	0	33	0	0	0	0	0	113	5	1	0	3	0
18:00:00	0	0	5083	274	136	14	0	0	33	0	0	0	0	0	116	3	1	0	3	0
18:15:00	0	0	5083	0	136	0	0	0	33	0	0	0	0	0	116	0	1	0	3	0
18:15:15	0	0	5083	0	136	0	0	0	33	0	0	0	0	0	116	0	1	0	3	0

Accu-Traffic Inc.

Morning Peak Diagram

Specified Period
From: 7:30:00
To: 9:30:00

One Hour Peak
From: 8:00:00
To: 9:00:00

Municipality: Toronto
Site #: 1909300013
Intersection: Lake Shore Blvd W & Silver Moon
TFR File #: 1
Count date: 6-Jun-19

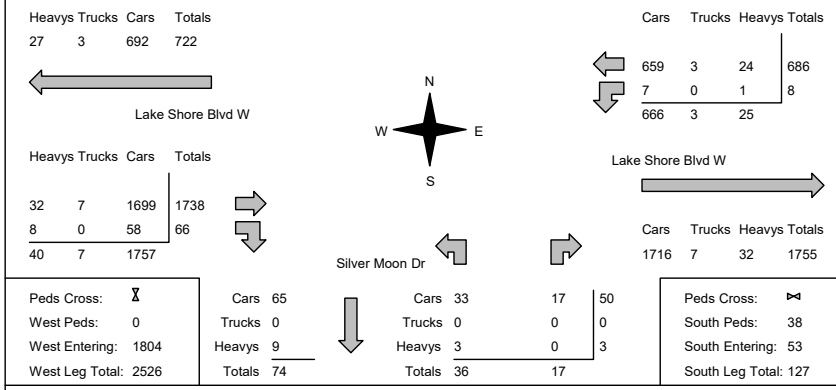
Weather conditions:

Person counted:
Person prepared:
Person checked:

** z onj Signali Aed Intersection **

Ma Nor Road: Lake Shore Blvd W runs W/E

East Leg Total: 2449
East Entering: 694
East Peds: 0
Peds Cross: ⧖



Peds Cross: ⧖	Cars 65	Cars 33 17 50
West Peds: 0	Trucks 0	Trucks 0 0 0
West Entering: 1804	Heavys 9	Heavys 3 0 3
West Leg Total: 2526	Totals 74	Totals 36 17

Peds Cross: ⋈
South Peds: 38
South Entering: 53
South Leg Total: 127

Comments

Accu-Traffic Inc.

Efternoon Peak Diagram

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 17:00:00
To: 18:00:00

Municipality: Toronto
Site #: 1909300013
Intersection: Lake Shore Blvd W & Silver Moon
TFR File #: 1
Count date: 6-Jun-19

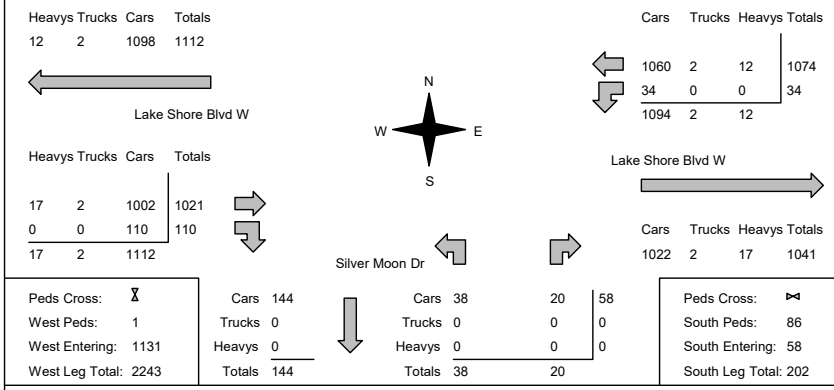
Weather conditions:

Person counted:
Person prepared:
Person checked:

** z onj Signali Aed Intersection **

Ma Nor Road: Lake Shore Blvd W runs W/E

East Leg Total: 2149
East Entering: 1108
East Peds: 0
Peds Cross: ⧖



Peds Cross: ⧖	Cars 144	Cars 38 20 58
West Peds: 1	Trucks 0	Trucks 0 0 0
West Entering: 1131	Heavys 0	Heavys 0 0 0
West Leg Total: 2243	Totals 144	Totals 38 20

Peds Cross: ⋈
South Peds: 86
South Entering: 58
South Leg Total: 202

Comments

Total Count Diagram

Municipality: Toronto
Site #: 1909300013
Intersection: Lake Shore Blvd W & Silver Moon
TFR File #: 1
Count date: 6-Jun-19

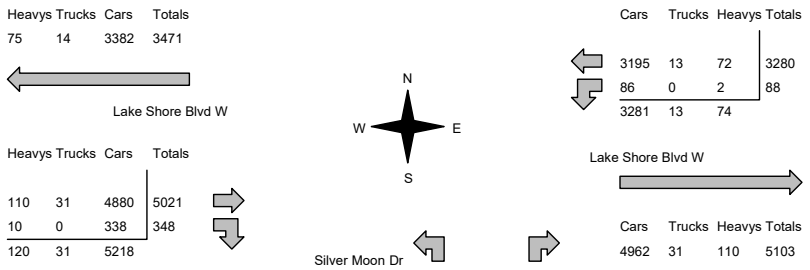
Weather conditions:

Person counted:
Person prepared:
Person checked:

** z onjSignaliAed Intersection **

MaNor Road: Lake Shore Blvd W runs W/E

East Leg Total: 8471
East Entering: 3368
East Peds: 0
Peds Cross: ⧖



Peds Cross:	⧖		Cars	424	Cars	187	82	269	Peds Cross:	⋈
West Peds:	1		Trucks	0	Trucks	1	0	1	South Peds:	247
West Entering:	5369		Heavys	12	Heavys	3	0	3	South Entering:	273
West Leg Total:	8840		Totals	436	Totals	191	82		South Leg Total:	709

Comments

Traffic Count Summary

Intersection: Lake Shore Blvd W & Silver Moon | **Count Date:** 6-Jun-19 | **Municipality:** Toronto

z orth Epproach Totals

Hour Ending	Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds
8:00:00	*0*	*0*	*0*	*0*	*0*
9:00:00	*0*	*0*	*0*	*0*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*0*	*0*	*0*	*0*
18:00:00	*0*	*0*	*0*	*0*	*0*
Totals:	0	0	0	0	0

North/South Total Approaches: *51*, *53*, *44*, *67*, *58*, 273

South Epproach Totals

Hour Ending	Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds
8:00:00	*36*	*0*	*15*	*51*	*16*
9:00:00	*36*	*0*	*17*	*53*	*38*
16:00:00	*35*	*0*	*9*	*44*	*17*
17:00:00	*46*	*0*	*21*	*67*	*90*
18:00:00	*38*	*0*	*20*	*58*	*86*
S Totals:	191	0	82	273	247

Vast Epproach Totals

Hour Ending	Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds
8:00:00	*2*	*258*	*0*	*260*	*0*
9:00:00	*8*	*686*	*0*	*694*	*0*
16:00:00	*6*	*266*	*0*	*272*	*0*
17:00:00	*38*	*996*	*0*	*1034*	*0*
18:00:00	*34*	*1074*	*0*	*1108*	*0*
Totals:	88	3280	0	3368	0

East/West Total Approaches: *1076*, *2498*, *915*, *2009*, *2239*, 8737

West Epproach Totals

Hour Ending	Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds
8:00:00	*0*	*798*	*18*	*816*	*0*
9:00:00	*0*	*1738*	*66*	*1804*	*0*
16:00:00	*0*	*623*	*20*	*643*	*0*
17:00:00	*0*	*841*	*134*	*975*	*0*
18:00:00	*0*	*1021*	*110*	*1131*	*1*
W Totals:	0	5021	348	5369	1

Calculated 6alues for Traffic Crossing MaNor Street

Hours Ending:	*8:00*	*9:00*	*16:00*	*17:00*	*18:00*	*0:00*	*0:00*	*0:00*
Crossing Values:	*36*	*36*	*35*	*46*	*39*	*0*	*0*	*0*



Count Date: - jJunj19 Site #: 1909300013

Interval Time	Passenger Cars j z orth Epproach						Trucks j z orth Epproach						Heavys j z orth Epproach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		z orth Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Count Date: - jJunj19 Site #: 1909300013

Interval Time	Passenger Cars j Vast Epproach						Trucks j Vast Epproach						Heavys j Vast Epproach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Vast Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	1	1	122	122	0	0	0	0	1	1	0	0	1	1	5	5	0	0	0	0
8:00:00	1	0	247	125	0	0	0	0	1	0	0	0	1	0	10	5	0	0	0	0
8:15:00	5	4	404	157	0	0	0	0	3	2	0	0	2	1	14	4	0	0	0	0
8:30:00	8	3	592	188	0	0	0	0	4	1	0	0	2	0	21	7	0	0	0	0
8:45:00	8	0	748	156	0	0	0	0	4	0	0	0	2	0	30	9	0	0	0	0
9:00:00	8	0	906	158	0	0	0	0	4	0	0	0	2	0	34	4	0	0	0	0
9:15:00	13	5	1031	125	0	0	0	0	5	1	0	0	2	0	41	7	0	0	0	0
9:30:00	14	1	1153	122	0	0	0	0	7	2	0	0	2	0	50	9	0	0	0	0
9:45:00	14	0	1153	0	0	0	0	0	7	0	0	0	2	0	50	0	0	0	0	0
16:00:00	14	0	1153	0	0	0	0	0	7	0	0	0	2	0	50	0	0	0	0	0
16:15:00	25	11	1398	245	0	0	0	0	8	1	0	0	2	0	55	5	0	0	0	0
16:30:00	35	10	1619	221	0	0	0	0	9	1	0	0	2	0	57	2	0	0	0	0
16:45:00	45	10	1881	262	0	0	0	0	10	1	0	0	2	0	59	2	0	0	0	0
17:00:00	52	7	2135	254	0	0	0	0	11	1	0	0	2	0	60	1	0	0	0	0
17:15:00	62	10	2415	280	0	0	0	0	12	1	0	0	2	0	64	4	0	0	0	0
17:30:00	71	9	2668	253	0	0	0	0	13	1	0	0	2	0	68	4	0	0	0	0
17:45:00	77	6	2927	259	0	0	0	0	13	0	0	0	2	0	69	1	0	0	0	0
18:00:00	86	9	3195	268	0	0	0	0	13	0	0	0	2	0	72	3	0	0	0	0
18:15:00	86	0	3195	0	0	0	0	0	13	0	0	0	2	0	72	0	0	0	0	0
18:15:15	86	0	3195	0	0	0	0	0	13	0	0	0	2	0	72	0	0	0	0	0



Count Date: - jJunj19 Site #: 1909300013

Interval Time	Passenger Cars j South Epproach						Trucks j South Epproach						Heavys j South Epproach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	15	15	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	9	9
8:00:00	36	21	0	0	15	7	0	0	0	0	0	0	0	0	0	0	0	0	16	7
8:15:00	43	7	0	0	21	6	0	0	0	0	0	0	0	0	0	0	0	0	28	12
8:30:00	48	5	0	0	25	4	0	0	0	0	0	0	0	0	0	0	0	0	35	7
8:45:00	54	6	0	0	27	2	0	0	0	0	0	0	3	3	0	0	0	0	44	9
9:00:00	69	15	0	0	32	5	0	0	0	0	0	0	3	0	0	0	0	0	54	10
9:15:00	81	12	0	0	38	6	1	1	0	0	0	0	3	0	0	0	0	0	61	7
9:30:00	103	22	0	0	41	3	1	0	0	0	0	0	3	0	0	0	0	0	71	10
9:45:00	103	0	0	0	41	0	1	0	0	0	0	0	3	0	0	0	0	0	71	0
16:00:00	103	0	0	0	41	0	1	0	0	0	0	0	3	0	0	0	0	0	71	0
16:15:00	111	8	0	0	50	9	1	0	0	0	0	0	3	0	0	0	0	0	97	26
16:30:00	127	16	0	0	55	5	1	0	0	0	0	0	3	0	0	0	0	0	119	22
16:45:00	141	14	0	0	58	3	1	0	0	0	0	0	3	0	0	0	0	0	141	22
17:00:00	149	8	0	0	62	4	1	0	0	0	0	0	3	0	0	0	0	0	161	20
17:15:00	157	8	0	0	70	8	1	0	0	0	0	0	3	0	0	0	0	0	187	26
17:30:00	168	11	0	0	75	5	1	0	0	0	0	0	3	0	0	0	0	0	201	14
17:45:00	176	8	0	0	79	4	1	0	0	0	0	0	3	0	0	0	0	0	221	20
18:00:00	187	11	0	0	82	3	1	0	0	0	0	0	3	0	0	0	0	0	247	26
18:15:00	187	0	0	0	82	0	1	0	0	0	0	0	3	0	0	0	0	0	247	0
18:15:15	187	0	0	0	82	0	1	0	0	0	0	0	3	0	0	0	0	0	247	0



Count Date: - jJunj19 Site #: 1909300013

Interval Time	Passenger Cars j West Epproach						Trucks j West Epproach						Heavys j West Epproach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	385	385	8	8	0	0	1	1	0	0	0	0	11	11	0	0	0	0
8:00:00	0	0	765	380	18	10	0	0	6	5	0	0	0	0	27	16	0	0	0	0
8:15:00	0	0	1204	439	33	15	0	0	8	2	0	0	0	0	37	10	2	2	0	0
8:30:00	0	0	1655	451	45	12	0	0	10	2	0	0	0	0	44	7	5	3	0	0
8:45:00	0	0	2077	422	60	15	0	0	10	0	0	0	0	0	53	9	6	1	0	0
9:00:00	0	0	2464	387	76	16	0	0	13	3	0	0	0	0	59	6	8	2	0	0
9:15:00	0	0	2766	302	86	10	0	0	23	10	0	0	0	0	67	8	8	0	0	0
9:30:00	0	0	3055	289	95	9	0	0	26	3	0	0	0	0	78	11	9	1	0	0
9:45:00	0	0	3055	0	95	0	0	0	26	0	0	0	0	0	78	0	9	0	0	0
16:00:00	0	0	3055	0	95	0	0	0	26	0	0	0	0	0	78	0	9	0	0	0
16:15:00	0	0	3249	194	134	39	0	0	27	1	0	0	0	0	82	4	9	0	0	0
16:30:00	0	0	3453	204	165	31	0	0	27	0	0	0	0	0	86	4	10	1	0	0
16:45:00	0	0	3671	218	194	29	0	0	28	1	0	0	0	0	87	1	10	0	0	0
17:00:00	0	0	3878	207	228	34	0	0	29	1	0	0	0	0	93	6	10	0	0	0
17:15:00	0	0	4130	252	254	26	0	0	30	1	0	0	0	0	98	5	10	0	0	0
17:30:00	0	0	4360	230	273	19	0	0	31	1	0	0	0	0	101	3	10	0	0	0
17:45:00	0	0	4630	270	304	31	0	0	31	0	0	0	0	0	106	5	10	0	0	0
18:00:00	0	0	4880	250	338	34	0	0	31	0	0	0	0	0	110	4	10	0	1	1
18:15:00	0	0	4880	0	338	0	0	0	31	0	0	0	0	0	110	0	10	0	1	0
18:15:15	0	0	4880	0	338	0	0	0	31	0	0	0	0	0	110	0	10	0	1	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Morning Peak Diagram

Specified Period
From: 7:30:00
To: 9:30:00

One Hour Peak
From: 8:00:00
To: 9:00:00

Municipality: Toronto
Site #: 1909300014
Intersection: Lake Shore Blvd W & The Marginal
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Lake Shore Blvd W runs W/E

North Leg Total: 4
North Entering: 2
North Peds: 4
Peds Cross: ⋈

Heavys	0	0	0	0
Trucks	0	0	0	0
Cars	1	0	1	2
Totals	1	0	1	

Heavys	0
Trucks	0
Cars	2
Totals	2

East Leg Total: 2461
East Entering: 703
East Peds: 0
Peds Cross: ⧖

Existing Site Driveway

Heavys	Trucks	Cars	Totals
27	4	671	702

Cars	Trucks	Heavys	Totals
2	0	0	2
670	4	27	701
0	0	0	0
672	4	27	

Lake Shore Blvd W

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Heavys	Trucks	Cars	Totals
0	0	0	0
32	7	1718	1757
0	0	0	0
32	7	1718	

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
1719	7	32	1758

The Marginal Blvd

Peds Cross: ⧖
West Peds: 0
West Entering: 1757
West Leg Total: 2459

Cars	0			
Trucks	0			
Heavys	0			
Totals	0			

Cars	0	0	0	0
Trucks	0	0	0	0
Heavys	0	0	0	0
Totals	0	0	0	

Peds Cross: ⋈
South Peds: 0
South Entering: 0
South Leg Total: 0

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Afternoon Peak Diagram

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 17:00:00
To: 18:00:00

Municipality: Toronto
Site #: 1909300014
Intersection: Lake Shore Blvd W & The Marginal
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Lake Shore Blvd W runs W/E

North Leg Total: 2
North Entering: 1
North Peds: 2
Peds Cross: ⋈

Heavys	0	0	0	0
Trucks	0	0	0	0
Cars	1	0	0	1
Totals	1	0	0	

Heavys	0
Trucks	0
Cars	1
Totals	1

East Leg Total: 2153
East Entering: 1105
East Peds: 0
Peds Cross: ⧖

Existing Site Driveway

Heavys	Trucks	Cars	Totals
12	2	1091	1105

Cars	Trucks	Heavys	Totals
1	0	0	1
1090	2	12	1104
0	0	0	0
1091	2	12	

Lake Shore Blvd W

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Heavys	Trucks	Cars	Totals
0	0	0	0
17	1	1030	1048
0	0	0	0
17	1	1030	

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
1030	1	17	1048

The Marginal Blvd

Peds Cross: ⧖
West Peds: 0
West Entering: 1048
West Leg Total: 2153

Cars	0			
Trucks	0			
Heavys	0			
Totals	0			

Cars	0	0	0	0
Trucks	0	0	0	0
Heavys	0	0	0	0
Totals	0	0	0	

Peds Cross: ⋈
South Peds: 0
South Entering: 0
South Leg Total: 0

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

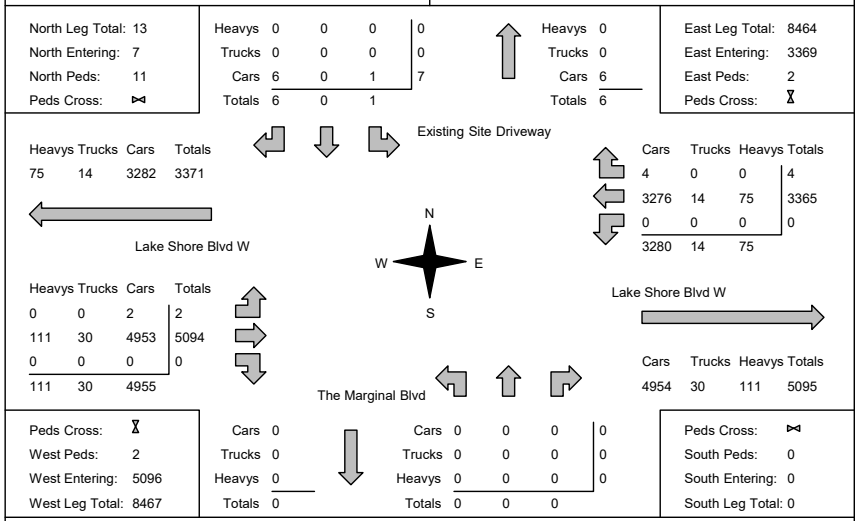
Municipality: Toronto
Site #: 1909300014
Intersection: Lake Shore Blvd W & The Marginal
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Lake Shore Blvd W runs W/E



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

Intersection: Lake Shore Blvd W & The Margina | **Count Date:** 6-Jun-19 | **Municipality:** Toronto

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys: Left	Thru	Right	Grand Total	Total Peds	North/South Total Approaches
8:00:00	*0*	*0*	*3*	*3*	*3*	*3*
6:00:00	*1*	*0*	*1*	*3*	*4*	*3*
17:00:00	*0*	*0*	*1*	*1*	*0*	*1*
12:00:00	*0*	*0*	*1*	*1*	*5*	*1*
18:00:00	*0*	*0*	*1*	*1*	*3*	*1*
Totals:	1	0	6	7	11	7

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys: Left	Thru	Right	Grand Total	Total Peds
8:00:00	*0*	*0*	*0*	*0*	*0*
6:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*0*	*0*	*0*	*0*
12:00:00	*0*	*0*	*0*	*0*	*0*
18:00:00	*0*	*0*	*0*	*0*	*0*
S Totals:	0	0	0	0	0

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys: Left	Thru	Right	Grand Total	Total Peds	East/West Total Approaches
8:00:00	*0*	*370*	*1*	*371*	*1*	*1021*
6:00:00	*0*	*201*	*3*	*205*	*0*	*3470*
17:00:00	*0*	*378*	*0*	*378*	*0*	*605*
12:00:00	*0*	*1053*	*0*	*1053*	*1*	*1828*
18:00:00	*0*	*1104*	*1*	*1109*	*0*	*3195*
Totals:	0	3365	4	3369	2	8465

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys: Left	Thru	Right	Grand Total	Total Peds
8:00:00	*1*	*806*	*0*	*810*	*3*
6:00:00	*0*	*1292*	*0*	*1292*	*0*
17:00:00	*1*	*754*	*0*	*759*	*0*
12:00:00	*0*	*847*	*0*	*847*	*0*
18:00:00	*0*	*1048*	*0*	*1048*	*0*
W Totals:	2	5094	0	5096	2

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*8:00*	*6:00*	*17:00*	*12:00*	*18:00*	*0:00*	*0:00*	*0:00*
Crossing Values:	*5*	*1*	*0*	*1*	*0*	*0*	*0*	*0*



Count Date: 6-Jun-19 Site #: 1909300014

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
8:15:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
8:30:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1
8:45:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2
9:00:00	1	1	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	6	1
9:15:00	1	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	6	0
9:30:00	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
9:45:00	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
16:00:00	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
16:15:00	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
16:30:00	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	8	2
16:45:00	1	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	8	0
17:00:00	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1
17:15:00	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	10	1
17:30:00	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0
17:45:00	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	11	1
18:00:00	1	0	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	11	0
18:15:00	1	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0
18:15:15	1	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0



Count Date: 6-Jun-19 Site #: 1909300014

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	120	120	1	1	0	0	1	1	0	0	0	0	6	6	0	0	0	0
8:00:00	0	0	248	128	1	0	0	0	1	0	0	0	0	0	11	5	0	0	1	1
8:15:00	0	0	408	160	1	0	0	0	3	2	0	0	0	0	16	5	0	0	1	0
8:30:00	0	0	602	194	1	0	0	0	4	1	0	0	0	0	25	9	0	0	1	0
8:45:00	0	0	762	160	2	1	0	0	4	0	0	0	0	0	34	9	0	0	1	0
9:00:00	0	0	918	156	3	1	0	0	5	1	0	0	0	0	38	4	0	0	1	0
9:15:00	0	0	1052	134	3	0	0	0	6	1	0	0	0	0	44	6	0	0	1	0
9:30:00	0	0	1168	116	3	0	0	0	8	2	0	0	0	0	53	9	0	0	1	0
9:45:00	0	0	1168	0	3	0	0	0	8	0	0	0	0	0	53	0	0	0	1	0
16:00:00	0	0	1168	0	3	0	0	0	8	0	0	0	0	0	53	0	0	0	1	0
16:15:00	0	0	1424	256	3	0	0	0	9	1	0	0	0	0	58	5	0	0	1	0
16:30:00	0	0	1660	236	3	0	0	0	10	1	0	0	0	0	60	2	0	0	2	1
16:45:00	0	0	1920	260	3	0	0	0	11	1	0	0	0	0	62	2	0	0	2	0
17:00:00	0	0	2186	266	3	0	0	0	12	1	0	0	0	0	63	1	0	0	2	0
17:15:00	0	0	2473	287	3	0	0	0	13	1	0	0	0	0	67	4	0	0	2	0
17:30:00	0	0	2733	260	3	0	0	0	14	1	0	0	0	0	71	4	0	0	2	0
17:45:00	0	0	3002	269	4	1	0	0	14	0	0	0	0	0	72	1	0	0	2	0
18:00:00	0	0	3276	274	4	0	0	0	14	0	0	0	0	0	75	3	0	0	2	0
18:15:00	0	0	3276	0	4	0	0	0	14	0	0	0	0	0	75	0	0	0	2	0
18:15:15	0	0	3276	0	4	0	0	0	14	0	0	0	0	0	75	0	0	0	2	0



Count Date: 6-Jun-19 **Site #: 1909300014**

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Count Date: 6-Jun-19 **Site #: 1909300014**

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	1	1	392	392	0	0	0	0	1	1	0	0	0	0	11	11	0	0	2	2
8:00:00	1	0	777	385	0	0	0	0	5	4	0	0	0	0	27	16	0	0	2	0
8:15:00	1	0	1221	444	0	0	0	0	7	2	0	0	0	0	37	10	0	0	2	0
8:30:00	1	0	1669	448	0	0	0	0	9	2	0	0	0	0	44	7	0	0	2	0
8:45:00	1	0	2106	437	0	0	0	0	9	0	0	0	0	0	53	9	0	0	2	0
9:00:00	1	0	2495	389	0	0	0	0	12	3	0	0	0	0	59	6	0	0	2	0
9:15:00	2	1	2801	306	0	0	0	0	22	10	0	0	0	0	68	9	0	0	2	0
9:30:00	2	0	3096	295	0	0	0	0	25	3	0	0	0	0	79	11	0	0	2	0
9:45:00	2	0	3096	0	0	0	0	0	25	0	0	0	0	0	79	0	0	0	2	0
16:00:00	2	0	3096	0	0	0	0	0	25	0	0	0	0	0	79	0	0	0	2	0
16:15:00	2	0	3294	198	0	0	0	0	27	2	0	0	0	0	83	4	0	0	2	0
16:30:00	2	0	3505	211	0	0	0	0	27	0	0	0	0	0	87	4	0	0	2	0
16:45:00	2	0	3709	204	0	0	0	0	28	1	0	0	0	0	88	1	0	0	2	0
17:00:00	2	0	3923	214	0	0	0	0	29	1	0	0	0	0	94	6	0	0	2	0
17:15:00	2	0	4182	259	0	0	0	0	29	0	0	0	0	0	99	5	0	0	2	0
17:30:00	2	0	4429	247	0	0	0	0	30	1	0	0	0	0	102	3	0	0	2	0
17:45:00	2	0	4705	276	0	0	0	0	30	0	0	0	0	0	107	5	0	0	2	0
18:00:00	2	0	4953	248	0	0	0	0	30	0	0	0	0	0	111	4	0	0	2	0
18:15:00	2	0	4953	0	0	0	0	0	30	0	0	0	0	0	111	0	0	0	2	0
18:15:15	2	0	4953	0	0	0	0	0	30	0	0	0	0	0	111	0	0	0	2	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Morning Peak Diagram

Specified Period
From: 7:30:00
To: 9:30:00

One Hour Peak
From: 8:00:00
To: 9:00:00

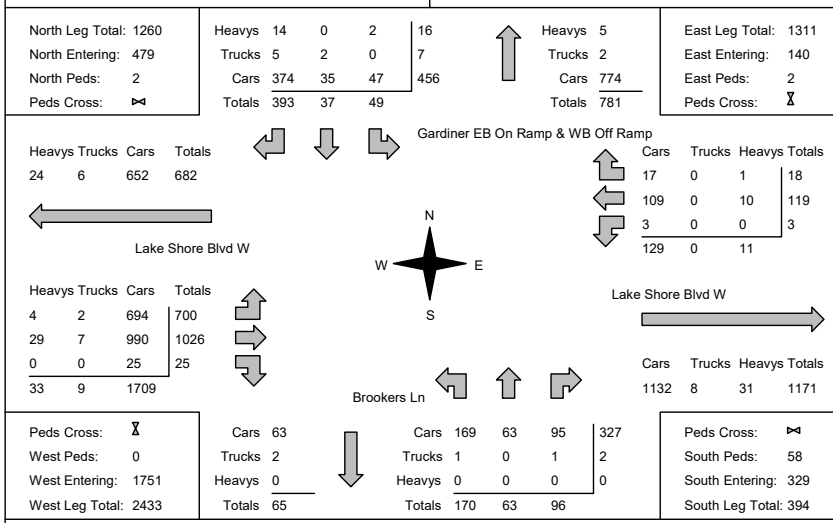
Municipality: Toronto
Site #: 1909300015
Intersection: Lake Shore Blvd W & Brookers Ln
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Lake Shore Blvd W runs W/E



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Afternoon Peak Diagram

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 17:00:00
To: 18:00:00

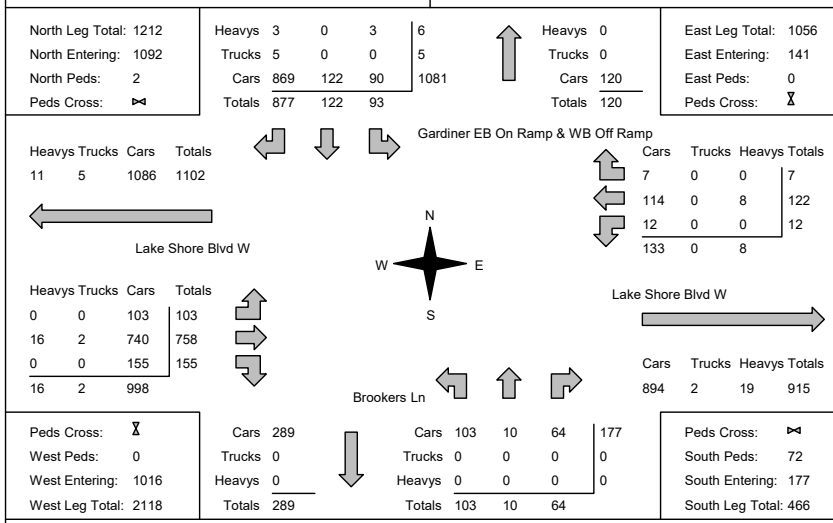
Municipality: Toronto
Site #: 1909300015
Intersection: Lake Shore Blvd W & Brookers Ln
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Lake Shore Blvd W runs W/E



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

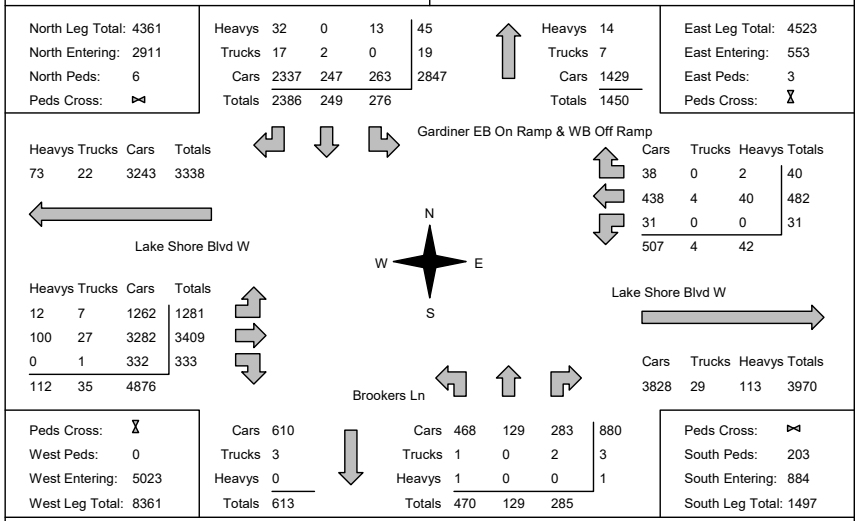
Municipality: Toronto
Site #: 1909300015
Intersection: Lake Shore Blvd W & Brookers Ln
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Lake Shore Blvd W runs W/E



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

Intersection: Lake Shore Blvd W & Brookers Ln | **Count Date:** 6-Jun-19 | **Municipality:** Toronto

North Approach Totals							South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	North/South Total Approaches	Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
8:00:00	*41*	*3*	*428*	*410*	*0*	*744*	*8:00:00*	*13*	*64*	*23*	*424*	*64*
9:00:00	*29*	*71*	*797*	*219*	*6*	*808*	*9:00:00*	*410*	*57*	*95*	*769*	*38*
45:00:00	*63*	*40*	*430*	*483*	*0*	*689*	*45:00:00*	*25*	*49*	*79*	*402*	*40*
41:00:00	*96*	*13*	*848*	*983*	*6*	*4448*	*41:00:00*	*15*	*45*	*24*	*477*	*26*
48:00:00	*97*	*466*	*811*	*4096*	*6*	*4659*	*48:00:00*	*407*	*40*	*52*	*411*	*16*
Totals:	276	249	2386	2911	6	3795	S Totals:	470	129	285	884	203

East Approach Totals							West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	East/West Total Approaches	Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
8:00:00	*6*	*26*	*3*	*29*	*0*	*871*	*8:00:00*	*635*	*345*	*45*	*188*	*0*
9:00:00	*7*	*449*	*48*	*420*	*6*	*4894*	*9:00:00*	*100*	*4065*	*63*	*4134*	*0*
45:00:00	*6*	*58*	*2*	*12*	*0*	*101*	*45:00:00*	*469*	*253*	*79*	*577*	*0*
41:00:00	*46*	*474*	*5*	*429*	*4*	*982*	*41:00:00*	*97*	*522*	*98*	*873*	*0*
48:00:00	*46*	*466*	*1*	*424*	*0*	*4431*	*48:00:00*	*407*	*138*	*433*	*4045*	*0*
Totals:	31	482	40	553	3	5576	W Totals:	1281	3409	333	5023	0

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*8:00*	*9:00*	*45:00*	*41:00*		*48:00*	*0:00*	*0:00*	*0:00*
Crossing Values:	*447*	*682*	*90*	*622*		*748*	*0*	*0*	*0*



Count Date: 6-Jun-19 **Site #: 1909300015**

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	4	4	1	1	62	62	0	0	0	0	2	2	1	1	0	0	1	1	0	0
8:00:00	14	10	5	4	142	80	0	0	0	0	2	0	3	2	0	0	4	3	0	0
8:15:00	25	11	15	10	234	92	0	0	2	2	4	2	3	0	0	0	4	0	0	0
8:30:00	35	10	22	7	338	104	0	0	2	0	5	1	4	1	0	0	11	7	1	1
8:45:00	45	10	33	11	424	86	0	0	2	0	6	1	4	0	0	0	16	5	2	1
9:00:00	61	16	40	7	516	92	0	0	2	0	7	1	5	1	0	0	18	2	2	0
9:15:00	76	15	46	6	590	74	0	0	2	0	7	0	6	1	0	0	21	3	2	0
9:30:00	85	9	50	4	654	64	0	0	2	0	9	2	6	0	0	0	28	7	2	0
9:45:00	85	0	50	0	654	0	0	0	2	0	9	0	6	0	0	0	28	0	2	0
16:00:00	85	0	50	0	654	0	0	0	2	0	9	0	6	0	0	0	28	0	2	0
16:15:00	107	22	74	24	859	205	0	0	2	0	10	1	7	1	0	0	28	0	2	0
16:30:00	135	28	88	14	1050	191	0	0	2	0	10	0	8	1	0	0	28	0	4	2
16:45:00	156	21	103	15	1259	209	0	0	2	0	11	1	8	0	0	0	29	1	4	0
17:00:00	173	17	125	22	1468	209	0	0	2	0	12	1	10	2	0	0	29	0	4	0
17:15:00	193	20	154	29	1694	226	0	0	2	0	14	2	10	0	0	0	30	1	5	1
17:30:00	210	17	189	35	1899	205	0	0	2	0	16	2	11	1	0	0	31	1	5	0
17:45:00	234	24	223	34	2120	221	0	0	2	0	16	0	11	0	0	0	31	0	6	1
18:00:00	263	29	247	24	2337	217	0	0	2	0	17	1	13	2	0	0	32	1	6	0
18:15:00	263	0	247	0	2337	0	0	0	2	0	17	0	13	0	0	0	32	0	6	0
18:15:15	263	0	247	0	2337	0	0	0	2	0	17	0	13	0	0	0	32	0	6	0



Count Date: 6-Jun-19 **Site #: 1909300015**

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	1	1	22	22	3	3	0	0	0	0	0	0	0	0	5	5	1	1	0	0
8:00:00	2	1	35	13	4	1	0	0	0	0	0	0	0	0	7	2	1	0	0	0
8:15:00	3	1	66	31	7	3	0	0	0	0	0	0	0	0	11	4	1	0	0	0
8:30:00	4	1	93	27	13	6	0	0	0	0	0	0	0	0	13	2	1	0	1	1
8:45:00	5	1	122	29	18	5	0	0	0	0	0	0	0	0	15	2	2	1	2	1
9:00:00	5	0	144	22	21	3	0	0	0	0	0	0	0	0	17	2	2	0	2	0
9:15:00	6	1	174	30	25	4	0	0	1	1	0	0	0	0	19	2	2	0	2	0
9:30:00	7	1	206	32	25	0	0	0	1	0	0	0	0	0	22	3	2	0	2	0
9:45:00	7	0	206	0	25	0	0	0	1	0	0	0	0	0	22	0	2	0	2	0
16:00:00	7	0	206	0	25	0	0	0	1	0	0	0	0	0	22	0	2	0	2	0
16:15:00	11	4	236	30	27	2	0	0	2	1	0	0	0	0	27	5	2	0	2	0
16:30:00	14	3	268	32	28	1	0	0	3	1	0	0	0	0	29	2	2	0	3	1
16:45:00	19	5	292	24	30	2	0	0	4	1	0	0	0	0	30	1	2	0	3	0
17:00:00	19	0	324	32	31	1	0	0	4	0	0	0	0	0	32	2	2	0	3	0
17:15:00	24	5	356	32	34	3	0	0	4	0	0	0	0	0	35	3	2	0	3	0
17:30:00	27	3	387	31	37	3	0	0	4	0	0	0	0	0	37	2	2	0	3	0
17:45:00	30	3	412	25	38	1	0	0	4	0	0	0	0	0	38	1	2	0	3	0
18:00:00	31	1	438	26	38	0	0	0	4	0	0	0	0	0	40	2	2	0	3	0
18:15:00	31	0	438	0	38	0	0	0	4	0	0	0	0	0	40	0	2	0	3	0
18:15:15	31	0	438	0	38	0	0	0	4	0	0	0	0	0	40	0	2	0	3	0



Count Date: 6-Jun-19 **Site #: 1909300015**

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	39	39	10	10	24	24	0	0	0	0	0	0	0	0	0	0	0	0	11	11
8:00:00	75	36	21	11	45	21	0	0	0	0	0	0	0	0	0	0	0	0	21	10
8:15:00	108	33	37	16	67	22	1	1	0	0	0	0	0	0	0	0	0	0	41	20
8:30:00	154	46	51	14	96	29	1	0	0	0	1	1	0	0	0	0	0	0	61	20
8:45:00	199	45	70	19	117	21	1	0	0	0	1	0	0	0	0	0	0	0	70	9
9:00:00	244	45	84	14	140	23	1	0	0	0	1	0	0	0	0	0	0	0	79	9
9:15:00	271	27	93	9	162	22	1	0	0	0	2	1	1	1	0	0	0	0	81	2
9:30:00	289	18	103	10	178	16	1	0	0	0	2	0	1	0	0	0	0	0	89	8
9:45:00	289	0	103	0	178	0	1	0	0	0	2	0	1	0	0	0	0	0	89	0
16:00:00	289	0	103	0	178	0	1	0	0	0	2	0	1	0	0	0	0	0	89	0
16:15:00	305	16	107	4	191	13	1	0	0	0	2	0	1	0	0	0	0	0	106	17
16:30:00	322	17	112	5	204	13	1	0	0	0	2	0	1	0	0	0	0	0	118	12
16:45:00	342	20	119	7	213	9	1	0	0	0	2	0	1	0	0	0	0	0	123	5
17:00:00	365	23	119	0	219	6	1	0	0	0	2	0	1	0	0	0	0	0	131	8
17:15:00	391	26	121	2	241	22	1	0	0	0	2	0	1	0	0	0	0	0	143	12
17:30:00	415	24	123	2	253	12	1	0	0	0	2	0	1	0	0	0	0	0	155	12
17:45:00	443	28	126	3	271	18	1	0	0	0	2	0	1	0	0	0	0	0	183	28
18:00:00	468	25	129	3	283	12	1	0	0	0	2	0	1	0	0	0	0	0	203	20
18:15:00	468	0	129	0	283	0	1	0	0	0	2	0	1	0	0	0	0	0	203	0
18:15:15	468	0	129	0	283	0	1	0	0	0	2	0	1	0	0	0	0	0	203	0



Count Date: 6-Jun-19 **Site #: 1909300015**

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	114	114	263	263	5	5	1	1	1	1	0	0	2	2	10	10	0	0	0	0
8:00:00	252	138	486	223	16	11	2	1	4	3	0	0	2	0	26	16	0	0	0	0
8:15:00	419	167	744	258	22	6	2	0	7	3	0	0	2	0	36	10	0	0	0	0
8:30:00	624	205	987	243	23	1	4	2	7	0	0	0	3	1	42	6	0	0	0	0
8:45:00	809	185	1232	245	32	9	4	0	8	1	0	0	4	1	50	8	0	0	0	0
9:00:00	946	137	1476	244	41	9	4	0	11	3	0	0	6	2	55	5	0	0	0	0
9:15:00	1027	81	1688	212	61	20	6	2	18	7	1	1	8	2	62	7	0	0	0	0
9:30:00	1067	40	1916	228	79	18	6	0	21	3	1	0	12	4	70	8	0	0	0	0
9:45:00	1067	0	1916	0	79	0	6	0	21	0	1	0	12	0	70	0	0	0	0	0
16:00:00	1067	0	1916	0	79	0	6	0	21	0	1	0	12	0	70	0	0	0	0	0
16:15:00	1103	36	2057	141	105	26	7	1	22	1	1	0	12	0	74	4	0	0	0	0
16:30:00	1121	18	2211	154	136	31	7	0	23	1	1	0	12	0	78	4	0	0	0	0
16:45:00	1141	20	2373	162	155	19	7	0	24	1	1	0	12	0	79	1	0	0	0	0
17:00:00	1159	18	2542	169	177	22	7	0	25	1	1	0	12	0	84	5	0	0	0	0
17:15:00	1190	31	2724	182	205	28	7	0	25	0	1	0	12	0	89	5	0	0	0	0
17:30:00	1214	24	2907	183	237	32	7	0	26	1	1	0	12	0	92	3	0	0	0	0
17:45:00	1234	20	3106	199	293	56	7	0	26	0	1	0	12	0	97	5	0	0	0	0
18:00:00	1262	28	3282	176	332	39	7	0	27	1	1	0	12	0	100	3	0	0	0	0
18:15:00	1262	0	3282	0	332	0	7	0	27	0	1	0	12	0	100	0	0	0	0	0
18:15:15	1262	0	3282	0	332	0	7	0	27	0	1	0	12	0	100	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Morning Peak Diagram

Specified Period
From: 7:30:00
To: 9:30:00

One Hour Peak
From: 8:00:00
To: 9:00:00

Municipality: Toronto
Site #: 1909300016
Intersection: Lake Shore Blvd W & Newport Bea
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** z onjSignaliAed Intersection ****

MaNor Road: Lake Shore Blvd W runs W/E

North Leg Total: 13
North Entering: 6
North Peds: 0
Peds Cross: ⋈

Heavys	6	0	0	6
Trucks	0	0	0	0
Cars	0	0	0	0
Totals	6	0	0	

Heavys 7
Trucks 0
Cars 0
Totals 7

East Leg Total: 1233
East Entering: 104
East Peds: 10
Peds Cross: ⧖

TTC Humber Loop Underpass

Heavys	Trucks	Cars	Totals
11	0	132	143

Cars	Trucks	Heavys	Totals
0	0	0	0
99	0	5	104
0	0	0	0
99	0	5	

Lake Shore Blvd W

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Lake Shore Blvd W

Heavys	Trucks	Cars	Totals
7	0	0	7
26	8	1090	1124
0	0	14	14
33	8	1104	

Cars	Trucks	Heavys	Totals
1095	8	26	1129

Newport Beach Condos Driveway

Peds Cross: ⧖
West Peds: 111
West Entering: 1145
West Leg Total: 1288

Cars	14			
Trucks	0			
Heavys	0			
Totals	14			

Cars	33	0	5	38
Trucks	0	0	0	0
Heavys	0	0	0	0
Totals	33	0	5	

Peds Cross: ⋈
South Peds: 0
South Entering: 38
South Leg Total: 52

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Efternoon Peak Diagram

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 17:00:00
To: 18:00:00

Municipality: Toronto
Site #: 1909300016
Intersection: Lake Shore Blvd W & Newport Bea
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** z onjSignaliAed Intersection ****

MaNor Road: Lake Shore Blvd W runs W/E

North Leg Total: 14
North Entering: 6
North Peds: 0
Peds Cross: ⋈

Heavys	6	0	0	6
Trucks	0	0	0	0
Cars	0	0	0	0
Totals	6	0	0	

Heavys 8
Trucks 0
Cars 0
Totals 8

East Leg Total: 1006
East Entering: 122
East Peds: 7
Peds Cross: ⧖

TTC Humber Loop Underpass

Heavys	Trucks	Cars	Totals
7	0	138	145

Cars	Trucks	Heavys	Totals
0	0	0	0
121	0	1	122
0	0	0	0
121	0	1	

Lake Shore Blvd W

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Lake Shore Blvd W

Heavys	Trucks	Cars	Totals
8	0	0	8
12	2	869	883
0	0	23	23
20	2	892	

Cars	Trucks	Heavys	Totals
870	2	12	884

Newport Beach Condos Driveway

Peds Cross: ⧖
West Peds: 86
West Entering: 914
West Leg Total: 1059

Cars	23			
Trucks	0			
Heavys	0			
Totals	23			

Cars	17	0	1	18
Trucks	0	0	0	0
Heavys	0	0	0	0
Totals	17	0	1	

Peds Cross: ⋈
South Peds: 0
South Entering: 18
South Leg Total: 41

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

Municipality: Toronto
Site #: 1909300016
Intersection: Lake Shore Blvd W & Newport Bea
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** z onjSignaliAed Intersection ****

MaNr Road: Lake Shore Blvd W runs W/E

North Leg Total: 56
North Entering: 26
North Peds: 2
Peds Cross: ⋈

Heavys	26	0	0	26
Trucks	0	0	0	0
Cars	0	0	0	0
Totals	26	0	0	

Heavys	30
Trucks	0
Cars	0
Totals	30

East Leg Total: 4315
East Entering: 456
East Peds: 38
Peds Cross: ⧖

Heavys	Trucks	Cars	Totals
42	3	519	564

TTC Humber Loop Underpass

Cars	Trucks	Heavys	Totals
0	0	0	0
437	3	16	456
0	0	0	0
437	3	16	

Lake Shore Blvd W

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Heavys	Trucks	Cars	Totals
30	0	0	30
88	30	3717	3835
4	0	81	85
122	30	3798	

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
3741	30	88	3859

Newport Beach Condos Driveway

Peds Cross: ⧖
West Peds: 365
West Entering: 3950
West Leg Total: 4514

Cars	81			
Trucks	0			
Heavys	4			
Totals	85			

Cars	82	0	24	106
Trucks	0	0	0	0
Heavys	0	0	0	0
Totals	82	0	24	

Peds Cross: ⋈
South Peds: 0
South Entering: 106
South Leg Total: 191

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

Intersection: Lake Shore Blvd W & Newport Be | **Count Date:** 6-Jun-19 | **Municipality:** Toronto

z orth Epproach Totals

Hour Ending	Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds	North/South Total Approaches
8:00:00	*0*	*0*	*3*	*3*	*1*	*17*
9:00:00	*0*	*0*	*6*	*6*	*0*	*44*
16:00:00	*0*	*0*	*4*	*4*	*0*	*22*
17:00:00	*0*	*0*	*7*	*7*	*1*	*25*
18:00:00	*0*	*0*	*6*	*6*	*0*	*24*
Totals:	0	0	26	26	2	132

South Epproach Totals

Hour Ending	Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds
8:00:00	*11*	*0*	*3*	*14*	*0*
9:00:00	*33*	*0*	*5*	*38*	*0*
16:00:00	*10*	*0*	*8*	*18*	*0*
17:00:00	*11*	*0*	*7*	*18*	*0*
18:00:00	*17*	*0*	*1*	*18*	*0*
S Totals:	82	0	24	106	0

Vast Epproach Totals

Hour Ending	Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds	East/West Total Approaches
8:00:00	*0*	*42*	*0*	*42*	*7*	*610*
9:00:00	*0*	*104*	*0*	*104*	*10*	*1249*
16:00:00	*0*	*64*	*0*	*64*	*0*	*597*
17:00:00	*0*	*124*	*0*	*124*	*14*	*914*
18:00:00	*0*	*122*	*0*	*122*	*7*	*1036*
Totals:	0	456	0	456	38	4406

West Epproach Totals

Hour Ending	Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds
8:00:00	*5*	*561*	*2*	*568*	*60*
9:00:00	*7*	*1124*	*14*	*1145*	*111*
16:00:00	*4*	*526*	*3*	*533*	*25*
17:00:00	*6*	*741*	*43*	*790*	*83*
18:00:00	*8*	*883*	*23*	*914*	*86*
W Totals:	30	3835	85	3950	365

Calculated 6alues for Traffic Crossing MaNr Street

Hours Ending:	*8:00*	*9:00*	*16:00*	*17:00*	*18:00*	*0:00*	*0:00*	*0:00*
Crossing Values:	*78*	*154*	*35*	*108*	*110*	*0*	*0*	*0*



Count Date: - jJunj19 Site #: 190930001-

Interval Time	Passenger Cars j z orth Epproach						Trucks j z orth Epproach						Heavys j z orth Epproach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		z orth Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	1
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	1	0
8:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	1	0
8:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	1	0
8:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	2	1	0
9:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	1	0
9:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	2	1	0
9:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	2	1	0
9:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	1	0
16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	1	0
16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	2	2	1
16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	2	2	0
16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	1	2	0
17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	2	2	0
17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	2	2	0
17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	1	2	0
17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	2	2	0
18:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	1	2	0
18:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0	2	0
18:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0	2	0



Count Date: - jJunj19 Site #: 190930001-

Interval Time	Passenger Cars j Vast Epproach						Trucks j Vast Epproach						Heavys j Vast Epproach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Vast Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	21	21	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0
8:00:00	0	0	37	16	0	0	0	0	0	0	0	0	0	0	5	0	0	0	7	7
8:15:00	0	0	64	27	0	0	0	0	0	0	0	0	0	0	7	2	0	0	9	2
8:30:00	0	0	85	21	0	0	0	0	0	0	0	0	0	0	8	1	0	0	11	2
8:45:00	0	0	114	29	0	0	0	0	0	0	0	0	0	0	9	1	0	0	11	0
9:00:00	0	0	136	22	0	0	0	0	0	0	0	0	0	0	10	1	0	0	17	6
9:15:00	0	0	167	31	0	0	0	0	1	1	0	0	0	0	11	1	0	0	17	0
9:30:00	0	0	197	30	0	0	0	0	1	0	0	0	0	0	12	1	0	0	17	0
9:45:00	0	0	197	0	0	0	0	0	1	0	0	0	0	0	12	0	0	0	17	0
16:00:00	0	0	197	0	0	0	0	0	1	0	0	0	0	0	12	0	0	0	17	0
16:15:00	0	0	229	32	0	0	0	0	2	1	0	0	0	0	15	3	0	0	19	2
16:30:00	0	0	257	28	0	0	0	0	3	1	0	0	0	0	15	0	0	0	27	8
16:45:00	0	0	285	28	0	0	0	0	3	0	0	0	0	0	15	0	0	0	30	3
17:00:00	0	0	316	31	0	0	0	0	3	0	0	0	0	0	15	0	0	0	31	1
17:15:00	0	0	360	44	0	0	0	0	3	0	0	0	0	0	16	1	0	0	33	2
17:30:00	0	0	382	22	0	0	0	0	3	0	0	0	0	0	16	0	0	0	36	3
17:45:00	0	0	410	28	0	0	0	0	3	0	0	0	0	0	16	0	0	0	36	0
18:00:00	0	0	437	27	0	0	0	0	3	0	0	0	0	0	16	0	0	0	38	2
18:15:00	0	0	437	0	0	0	0	0	3	0	0	0	0	0	16	0	0	0	38	0
18:15:15	0	0	437	0	0	0	0	0	3	0	0	0	0	0	16	0	0	0	38	0



Count Date: - jJunj19 Site #: 190930001-

Interval Time	Passenger Cars j South Epproach						Trucks j South Epproach						Heavys j South Epproach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	6	6	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	11	5	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	19	8	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	29	10	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	37	8	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00	44	7	0	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00	49	5	0	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30:00	54	5	0	0	16	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45:00	54	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00:00	54	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15:00	58	4	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30:00	61	3	0	0	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45:00	62	1	0	0	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00:00	65	3	0	0	23	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15:00	68	3	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30:00	77	9	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45:00	79	2	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:00	82	3	0	0	24	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:00	82	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:15	82	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Count Date: - jJunj19 Site #: 190930001-

Interval Time	Passenger Cars j West Epproach						Trucks j West Epproach						Heavys j West Epproach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	282	282	1	1	0	0	2	2	0	0	2	2	9	9	0	0	30	30
8:00:00	0	0	533	251	1	0	0	0	5	3	0	0	5	3	23	14	1	1	60	30
8:15:00	0	0	814	281	4	3	0	0	8	3	0	0	8	3	30	7	1	0	93	33
8:30:00	0	0	1092	278	5	1	0	0	9	1	0	0	10	2	35	5	1	0	118	25
8:45:00	0	0	1344	252	9	4	0	0	10	1	0	0	11	1	42	7	1	0	146	28
9:00:00	0	0	1623	279	15	6	0	0	13	3	0	0	12	1	49	7	1	0	171	25
9:15:00	0	0	1872	249	16	1	0	0	21	8	0	0	14	2	55	6	2	1	181	10
9:30:00	0	0	2124	252	17	1	0	0	24	3	0	0	16	2	63	8	2	0	196	15
9:45:00	0	0	2124	0	17	0	0	0	24	0	0	0	16	0	63	0	2	0	196	0
16:00:00	0	0	2124	0	17	0	0	0	24	0	0	0	16	0	63	0	2	0	196	0
16:15:00	0	0	2287	163	32	15	0	0	25	1	0	0	17	1	67	4	3	1	219	23
16:30:00	0	0	2475	188	42	10	0	0	26	1	0	0	19	2	70	3	3	0	235	16
16:45:00	0	0	2663	188	52	10	0	0	27	1	0	0	20	1	71	1	4	1	254	19
17:00:00	0	0	2848	185	58	6	0	0	28	1	0	0	22	2	76	5	4	0	279	25
17:15:00	0	0	3060	212	64	6	0	0	28	0	0	0	24	2	79	3	4	0	285	6
17:30:00	0	0	3280	220	65	1	0	0	29	1	0	0	27	3	81	2	4	0	304	19
17:45:00	0	0	3511	231	70	5	0	0	29	0	0	0	28	1	85	4	4	0	325	21
18:00:00	0	0	3717	206	81	11	0	0	30	1	0	0	30	2	88	3	4	0	365	40
18:15:00	0	0	3717	0	81	0	0	0	30	0	0	0	30	0	88	0	4	0	365	0
18:15:15	0	0	3717	0	81	0	0	0	30	0	0	0	30	0	88	0	4	0	365	0

Accu-Traffic Inc.

Morning Peak Diagram

Specified Period
From: 7:30:00
To: 9:30:00

One Hour Peak
From: 8:00:00
To: 9:00:00

Municipality: Toronto
Site #: 1909300017
Intersection: Lake Shore Blvd W & Marine Parad
TFR File #: 1
Count date: 6-Jun-19

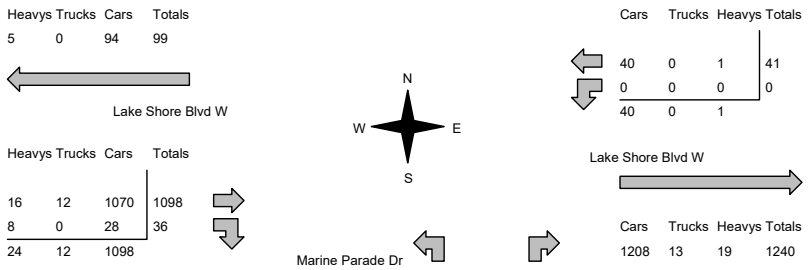
Weather conditions:

Person counted:
Person prepared:
Person checked:

**** z onjSignaliAed Intersection ****

MaNor Road: Lake Shore Blvd W runs W/E

East Leg Total: 1281
East Entering: 41
East Peds: 0
Peds Cross: ⧖



Peds Cross:	⧖		Cars	28	Cars	54	138	192	Peds Cross: ⋈
West Peds:	0		Trucks	0	Trucks	0	1	1	South Peds: 38
West Entering:	1134		Heavys	8	Heavys	4	3	7	South Entering: 200
West Leg Total:	1233		Totals	36	Totals	58	142		South Leg Total: 236

Comments

Accu-Traffic Inc.

Efternoon Peak Diagram

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 16:45:00
To: 17:45:00

Municipality: Toronto
Site #: 1909300017
Intersection: Lake Shore Blvd W & Marine Parad
TFR File #: 1
Count date: 6-Jun-19

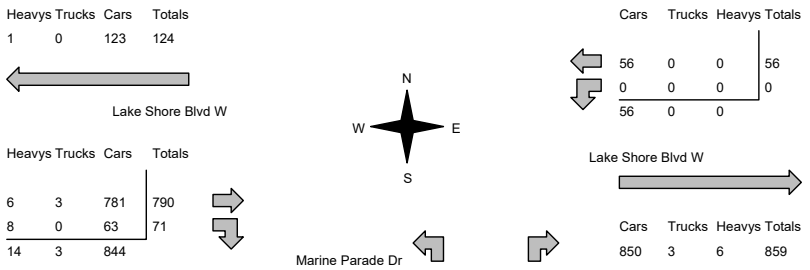
Weather conditions:

Person counted:
Person prepared:
Person checked:

**** z onjSignaliAed Intersection ****

MaNor Road: Lake Shore Blvd W runs W/E

East Leg Total: 915
East Entering: 56
East Peds: 0
Peds Cross: ⧖



Peds Cross:	⧖		Cars	63	Cars	67	69	136	Peds Cross: ⋈
West Peds:	0		Trucks	0	Trucks	0	0	0	South Peds: 39
West Entering:	861		Heavys	8	Heavys	1	0	1	South Entering: 137
West Leg Total:	985		Totals	71	Totals	68	69		South Leg Total: 208

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

Municipality: Toronto
Site #: 1909300017
Intersection: Lake Shore Blvd W & Marine Parad
TFR File #: 1
Count date: 6-Jun-19

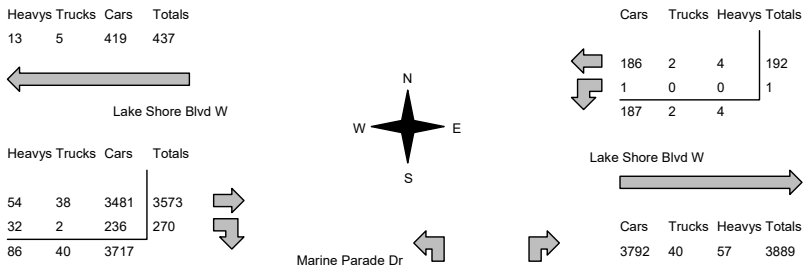
Weather conditions:

Person counted:
Person prepared:
Person checked:

** z onjSignaliAed Intersection **

MaNor Road: Lake Shore Blvd W runs W/E

East Leg Total: 4082
East Entering: 193
East Peds: 2
Peds Cross: ⧖



Peds Cross:	⧖		Cars	237	Cars	233	311	544	Peds Cross: ⋈
West Peds:	0		Trucks	2	Trucks	3	2	5	South Peds: 154
West Entering:	3843		Heavys	32	Heavys	9	3	12	South Entering: 561
West Leg Total:	4280		Totals	271	Totals	245	316		South Leg Total: 832

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

Intersection: Lake Shore Blvd W & Marine Para | **Count Date:** 6-Jun-19 | **Municipality:** Toronto

z orth Epproach Totals

Hour Ending	Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds
8:00:00	*0*	*0*	*0*	*0*	*0*
9:00:00	*0*	*0*	*0*	*0*	*0*
64:00:00	*0*	*0*	*0*	*0*	*0*
62:00:00	*0*	*0*	*0*	*0*	*0*
68:00:00	*0*	*0*	*0*	*0*	*0*
Totals:	0	0	0	0	0

North/South Total Approaches: 561

South Epproach Totals

Hour Ending	Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds
8:00:00	*10*	*0*	*30*	*50*	*69*
9:00:00	*58*	*0*	*671*	*100*	*38*
64:00:00	*18*	*0*	*13*	*56*	*8*
62:00:00	*22*	*0*	*40*	*632*	*76*
68:00:00	*41*	*0*	*46*	*613*	*78*
S Totals:	245	0	316	561	154

Vast Epproach Totals

Hour Ending	Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds
8:00:00	*0*	*68*	*0*	*68*	*1*
9:00:00	*0*	*76*	*0*	*76*	*0*
64:00:00	*0*	*31*	*0*	*31*	*0*
62:00:00	*6*	*74*	*0*	*72*	*0*
68:00:00	*0*	*55*	*0*	*55*	*0*
Totals:	1	192	0	193	2

East/West Total Approaches: 4036

West Epproach Totals

Hour Ending	Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds
8:00:00	*0*	*537*	*62*	*556*	*0*
9:00:00	*0*	*6098*	*34*	*6637*	*0*
64:00:00	*0*	*799*	*37*	*533*	*0*
62:00:00	*0*	*456*	*99*	*250*	*0*
68:00:00	*0*	*296*	*87*	*825*	*0*
W Totals:	0	3573	270	3843	0

Calculated 6alues for Traffic Crossing MaNor Street

Hours Ending:	*8:00*	*9:00*	*64:00*	*62:00*	*68:00*	*0:00*	*0:00*	*0:00*
Crossing Values:	*11*	*58*	*18*	*22*	*41*	*0*	*0*	*0*



Count Date: - jJunj19 Site #: 1909300017

Interval Time	Passenger Cars j z orth Epproach						Trucks j z orth Epproach						Heavys j z orth Epproach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		z orth Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Count Date: - jJunj19 Site #: 1909300017

Interval Time	Passenger Cars j Vast Epproach						Trucks j Vast Epproach						Heavys j Vast Epproach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Vast Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	8	8	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0
8:00:00	0	0	15	7	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	2
8:15:00	0	0	28	13	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0
8:30:00	0	0	37	9	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0
8:45:00	0	0	46	9	0	0	0	0	0	0	0	0	0	0	4	1	0	0	2	0
9:00:00	0	0	55	9	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0
9:15:00	0	0	75	20	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0
9:30:00	0	0	87	12	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0
9:45:00	0	0	87	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0
16:00:00	0	0	87	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0
16:15:00	1	1	98	11	0	0	0	0	1	1	0	0	0	0	4	0	0	0	2	0
16:30:00	1	0	104	6	0	0	0	0	2	1	0	0	0	0	4	0	0	0	2	0
16:45:00	1	0	119	15	0	0	0	0	2	0	0	0	0	0	4	0	0	0	2	0
17:00:00	1	0	131	12	0	0	0	0	2	0	0	0	0	0	4	0	0	0	2	0
17:15:00	1	0	148	17	0	0	0	0	2	0	0	0	0	0	4	0	0	0	2	0
17:30:00	1	0	158	10	0	0	0	0	2	0	0	0	0	0	4	0	0	0	2	0
17:45:00	1	0	175	17	0	0	0	0	2	0	0	0	0	0	4	0	0	0	2	0
18:00:00	1	0	186	11	0	0	0	0	2	0	0	0	0	0	4	0	0	0	2	0
18:15:00	1	0	186	0	0	0	0	0	2	0	0	0	0	0	4	0	0	0	2	0
18:15:15	1	0	186	0	0	0	0	0	2	0	0	0	0	0	4	0	0	0	2	0



Count Date: - jJunj19 Site #: 1909300017

Interval Time	Passenger Cars j South Epproach						Trucks j South Epproach						Heavys j South Epproach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	11	11	0	0	7	7	0	0	0	0	0	0	2	2	0	0	0	0	5	5
8:00:00	18	7	0	0	30	23	0	0	0	0	0	0	2	0	0	0	0	0	19	14
8:15:00	32	14	0	0	62	32	0	0	0	0	0	0	4	2	0	0	0	0	26	7
8:30:00	44	12	0	0	102	40	0	0	0	0	0	0	5	1	0	0	2	2	33	7
8:45:00	61	17	0	0	139	37	0	0	0	0	1	1	5	0	0	0	3	1	43	10
9:00:00	72	11	0	0	168	29	0	0	0	0	1	0	6	1	0	0	3	0	57	14
9:15:00	80	8	0	0	181	13	1	1	0	0	1	0	6	0	0	0	3	0	60	3
9:30:00	98	18	0	0	190	9	1	0	0	0	2	1	7	1	0	0	3	0	65	5
9:45:00	98	0	0	0	190	0	1	0	0	0	2	0	7	0	0	0	3	0	65	0
16:00:00	98	0	0	0	190	0	1	0	0	0	2	0	7	0	0	0	3	0	65	0
16:15:00	118	20	0	0	202	12	2	1	0	0	2	0	8	1	0	0	3	0	78	13
16:30:00	140	22	0	0	216	14	3	1	0	0	2	0	8	0	0	0	3	0	89	11
16:45:00	152	12	0	0	226	10	3	0	0	0	2	0	8	0	0	0	3	0	98	9
17:00:00	172	20	0	0	250	24	3	0	0	0	2	0	8	0	0	0	3	0	106	8
17:15:00	198	26	0	0	261	11	3	0	0	0	2	0	9	1	0	0	3	0	116	10
17:30:00	207	9	0	0	270	9	3	0	0	0	2	0	9	0	0	0	3	0	126	10
17:45:00	219	12	0	0	295	25	3	0	0	0	2	0	9	0	0	0	3	0	137	11
18:00:00	233	14	0	0	311	16	3	0	0	0	2	0	9	0	0	0	3	0	154	17
18:15:00	233	0	0	0	311	0	3	0	0	0	2	0	9	0	0	0	3	0	154	0
18:15:15	233	0	0	0	311	0	3	0	0	0	2	0	9	0	0	0	3	0	154	0



Count Date: - jJunj19 Site #: 1909300017

Interval Time	Passenger Cars j West Epproach						Trucks j West Epproach						Heavys j West Epproach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	259	259	7	7	0	0	3	3	0	0	0	0	6	6	2	2	0	0
8:00:00	0	0	509	250	11	4	0	0	8	5	0	0	0	0	17	11	6	4	0	0
8:15:00	0	0	788	279	12	1	0	0	11	3	0	0	0	0	21	4	9	3	0	0
8:30:00	0	0	1062	274	20	8	0	0	15	4	0	0	0	0	24	3	11	2	0	0
8:45:00	0	0	1315	253	27	7	0	0	16	1	0	0	0	0	30	6	13	2	0	0
9:00:00	0	0	1579	264	39	12	0	0	20	4	0	0	0	0	33	3	14	1	0	0
9:15:00	0	0	1819	240	52	13	0	0	26	6	2	2	0	0	37	4	16	2	0	0
9:30:00	0	0	2056	237	68	16	0	0	31	5	2	0	0	0	44	7	17	1	0	0
9:45:00	0	0	2056	0	68	0	0	0	31	0	2	0	0	0	44	0	17	0	0	0
16:00:00	0	0	2056	0	68	0	0	0	31	0	2	0	0	0	44	0	17	0	0	0
16:15:00	0	0	2197	141	93	25	0	0	32	1	2	0	0	0	45	1	20	3	0	0
16:30:00	0	0	2355	158	121	28	0	0	33	1	2	0	0	0	46	1	22	2	0	0
16:45:00	0	0	2522	167	146	25	0	0	34	1	2	0	0	0	47	1	22	0	0	0
17:00:00	0	0	2698	176	159	13	0	0	35	1	2	0	0	0	49	2	25	3	0	0
17:15:00	0	0	2896	198	174	15	0	0	36	1	2	0	0	0	50	1	27	2	0	0
17:30:00	0	0	3095	199	187	13	0	0	37	1	2	0	0	0	52	2	27	0	0	0
17:45:00	0	0	3303	208	209	22	0	0	37	0	2	0	0	0	53	1	30	3	0	0
18:00:00	0	0	3481	178	236	27	0	0	38	1	2	0	0	0	54	1	32	2	0	0
18:15:00	0	0	3481	0	236	0	0	0	38	0	2	0	0	0	54	0	32	0	0	0
18:15:15	0	0	3481	0	236	0	0	0	38	0	2	0	0	0	54	0	32	0	0	0

Accu-Traffic Inc.

Morning Peak Diagram

Specified Period	One Hour Peak
From: 7:30:00	**From:** 8:00:00
To: 9:30:00	**To:** 9:00:00

Municipality: Toronto
Site #: 1909300018
Intersection: Lake Shore Blvd W & Palace Pier
TFR File #: 1
Count date: 6-Jun-19

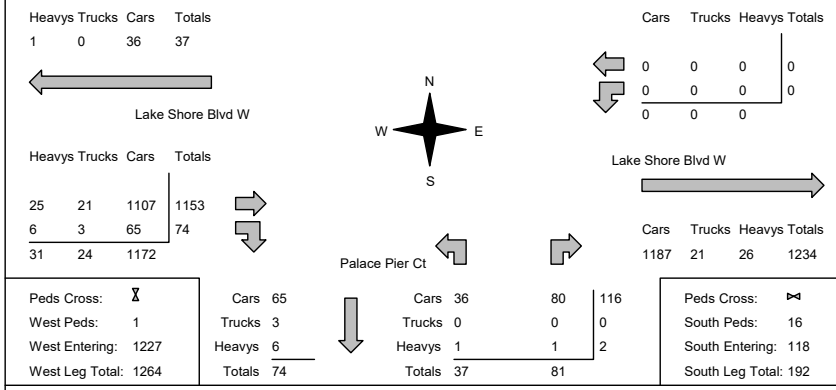
Weather conditions:

Person counted:
Person prepared:
Person checked:

**** SignaliNed Intersection ****

Ma-or Road: Lake Shore Blvd W runs W/E

East Leg Total: 1234
East Entering: 0
East Peds: 0
Peds Cross: ⧖



Peds Cross: ⧖	Cars 65	Cars 36 80 116	Peds Cross: ⋈
West Peds: 1	Trucks 3	Trucks 0 0 0	South Peds: 16
West Entering: 1227	Heavys 6	Heavys 1 1 2	South Entering: 118
West Leg Total: 1264	Totals 74	Totals 37 81	South Leg Total: 192

Comments

Accu-Traffic Inc.

z fternoon Peak Diagram

Specified Period	One Hour Peak
From: 16:00:00	**From:** 16:45:00
To: 18:00:00	**To:** 17:45:00

Municipality: Toronto
Site #: 1909300018
Intersection: Lake Shore Blvd W & Palace Pier
TFR File #: 1
Count date: 6-Jun-19

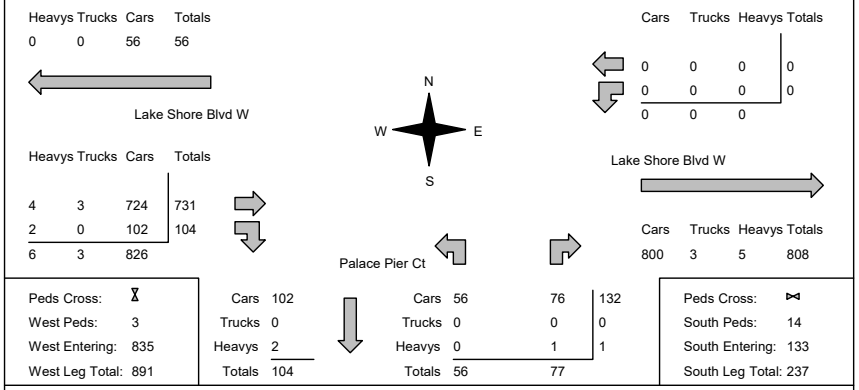
Weather conditions:

Person counted:
Person prepared:
Person checked:

**** SignaliNed Intersection ****

Ma-or Road: Lake Shore Blvd W runs W/E

East Leg Total: 808
East Entering: 0
East Peds: 0
Peds Cross: ⧖



Peds Cross: ⧖	Cars 102	Cars 56 76 132	Peds Cross: ⋈
West Peds: 3	Trucks 0	Trucks 0 0 0	South Peds: 14
West Entering: 835	Heavys 2	Heavys 0 1 1	South Entering: 133
West Leg Total: 891	Totals 104	Totals 56 77	South Leg Total: 237

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

Municipality: Toronto
Site #: 1909300018
Intersection: Lake Shore Blvd W & Palace Pier
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** SignaliNed Intersection ****

Ma-or Road: Lake Shore Blvd W runs W/E

East Leg Total: 3793
East Entering: 0
East Peds: 0
Peds Cross: ⧗

Heavys	Trucks	Cars	Totals
4	1	170	175

Lake Shore Blvd W

Heavys	Trucks	Cars	Totals
69	52	3405	3526
15	6	288	309
84	58	3693	

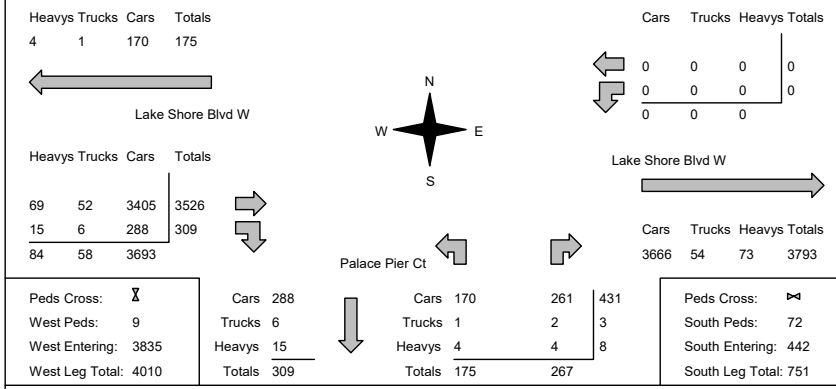
N
W E
S

Cars	Trucks	Heavys	Totals
0	0	0	0
0	0	0	0
0	0	0	

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
3666	54	73	3793

Palace Pier Ct



Peds Cross:	⧗	Cars	288	Cars	170	261	431
West Peds:	9	Trucks	6	Trucks	1	2	3
West Entering:	3835	Heavys	15	Heavys	4	4	8
West Leg Total:	4010	Totals	309	Totals	175	267	

Peds Cross:	⋈
South Peds:	72
South Entering:	442
South Leg Total:	751

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

Intersection: Lake Shore Blvd W & Palace Pier | **Count Date:** 6-Jun-19 | **Municipality:** Toronto

j orth z pproach Totals						North/South Total Approaches	South z pproach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
8:00:00	0	0	0	0	0	45	8:00:00	13	0	32	45	18
9:00:00	0	0	0	0	0	118	9:00:00	37	0	81	118	16
16:00:00	0	0	0	0	0	54	16:00:00	25	0	29	54	9
17:00:00	0	0	0	0	0	101	17:00:00	45	0	56	101	17
18:00:00	0	0	0	0	0	124	18:00:00	55	0	69	124	12
Totals:	0	0	0	0	0	442	S Totals:	175	0	267	442	72

Aast z pproach Totals						East/West Total Approaches	West z pproach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
8:00:00	0	0	0	0	0	552	8:00:00	0	526	26	552	0
9:00:00	0	0	0	0	0	1227	9:00:00	0	1153	74	1227	1
16:00:00	0	0	0	0	0	528	16:00:00	0	488	40	528	1
17:00:00	0	0	0	0	0	699	17:00:00	0	628	71	699	4
18:00:00	0	0	0	0	0	829	18:00:00	0	731	98	829	3
Totals:	0	0	0	0	0	3835	W Totals:	0	3526	309	3835	9

Calculated Ealues for Traffic Crossing Ma-or Street

Hours Ending:	8:00	9:00	16:00	17:00	18:00	0:00	0:00	0:00
Crossing Values:	13	38	26	49	58	0	0	0



Count Date: V6Jun619 Site #: 1909300018

Interval Time	Passenger Cars 6j orth z pproach						Trucks 6j orth z pproach						Heavys 6j orth z pproach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		j orth Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Count Date: V6Jun619 Site #: 1909300018

Interval Time	Passenger Cars 6Aast z pproach						Trucks 6Aast z pproach						Heavys 6Aast z pproach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Aast Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Count Date: V6Jun619 Site #: 1909300018

Interval Time	Passenger Cars 6South z pproach						Trucks 6South z pproach						Heavys 6South z pproach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	5	5	0	0	13	13	0	0	0	0	0	0	3	3	0	0	0	0	4	4
8:00:00	10	5	0	0	32	19	0	0	0	0	0	0	3	0	0	0	0	0	18	14
8:15:00	20	10	0	0	47	15	0	0	0	0	0	0	3	0	0	0	1	1	23	5
8:30:00	29	9	0	0	67	20	0	0	0	0	0	0	3	0	0	0	1	0	26	3
8:45:00	38	9	0	0	94	27	0	0	0	0	0	0	4	1	0	0	1	0	29	3
9:00:00	46	8	0	0	112	18	0	0	0	0	0	0	4	0	0	0	1	0	34	5
9:15:00	59	13	0	0	126	14	0	0	0	0	0	0	4	0	0	0	2	1	39	5
9:30:00	71	12	0	0	139	13	0	0	0	0	1	1	4	0	0	0	2	0	43	4
9:45:00	71	0	0	0	139	0	0	0	0	0	1	0	4	0	0	0	2	0	43	0
16:00:00	71	0	0	0	139	0	0	0	0	0	1	0	4	0	0	0	2	0	43	0
16:15:00	82	11	0	0	147	8	1	1	0	0	1	0	4	0	0	0	2	0	48	5
16:30:00	89	7	0	0	161	14	1	0	0	0	2	1	4	0	0	0	3	1	54	6
16:45:00	103	14	0	0	173	12	1	0	0	0	2	0	4	0	0	0	3	0	58	4
17:00:00	115	12	0	0	193	20	1	0	0	0	2	0	4	0	0	0	3	0	60	2
17:15:00	133	18	0	0	211	18	1	0	0	0	2	0	4	0	0	0	3	0	69	9
17:30:00	142	9	0	0	229	18	1	0	0	0	2	0	4	0	0	0	3	0	71	2
17:45:00	159	17	0	0	249	20	1	0	0	0	2	0	4	0	0	0	4	1	72	1
18:00:00	170	11	0	0	261	12	1	0	0	0	2	0	4	0	0	0	4	0	72	0
18:15:00	170	0	0	0	261	0	1	0	0	0	2	0	4	0	0	0	4	0	72	0
18:15:15	170	0	0	0	261	0	1	0	0	0	2	0	4	0	0	0	4	0	72	0



Count Date: V6Jun619 Site #: 1909300018

Interval Time	Passenger Cars 6West z pproach						Trucks 6West z pproach						Heavys 6West z pproach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	245	245	8	8	0	0	4	4	2	2	0	0	7	7	2	2	0	0
8:00:00	0	0	499	254	19	11	0	0	9	5	2	0	0	0	18	11	5	3	0	0
8:15:00	0	0	783	284	30	11	0	0	15	6	2	0	0	0	25	7	5	0	0	0
8:30:00	0	0	1077	294	43	13	0	0	19	4	3	1	0	0	32	7	7	2	1	1
8:45:00	0	0	1344	267	56	13	0	0	25	6	4	1	0	0	38	6	10	3	1	0
9:00:00	0	0	1606	262	84	28	0	0	30	5	5	1	0	0	43	5	11	1	1	0
9:15:00	0	0	1832	226	102	18	0	0	36	6	5	0	0	0	52	9	13	2	1	0
9:30:00	0	0	2061	229	121	19	0	0	45	9	6	1	0	0	61	9	13	0	2	1
9:45:00	0	0	2061	0	121	0	0	0	45	0	6	0	0	0	61	0	13	0	2	0
16:00:00	0	0	2061	0	121	0	0	0	45	0	6	0	0	0	61	0	13	0	2	0
16:15:00	0	0	2197	136	134	13	0	0	46	1	6	0	0	0	62	1	13	0	4	2
16:30:00	0	0	2350	153	150	16	0	0	47	1	6	0	0	0	63	1	13	0	4	0
16:45:00	0	0	2508	158	167	17	0	0	48	1	6	0	0	0	64	1	13	0	6	2
17:00:00	0	0	2681	173	191	24	0	0	49	1	6	0	0	0	65	1	14	1	6	0
17:15:00	0	0	2850	169	220	29	0	0	50	1	6	0	0	0	66	1	14	0	8	2
17:30:00	0	0	3025	175	246	26	0	0	51	1	6	0	0	0	67	1	15	1	8	0
17:45:00	0	0	3232	207	269	23	0	0	51	0	6	0	0	0	68	1	15	0	9	1
18:00:00	0	0	3405	173	288	19	0	0	52	1	6	0	0	0	69	1	15	0	9	0
18:15:00	0	0	3405	0	288	0	0	0	52	0	6	0	0	0	69	0	15	0	9	0
18:15:15	0	0	3405	0	288	0	0	0	52	0	6	0	0	0	69	0	15	0	9	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Morning Peak Diagram

Specified Period
From: 7:30:00
To: 9:30:00

One Hour Peak
From: 7:30:00
To: 8:30:00

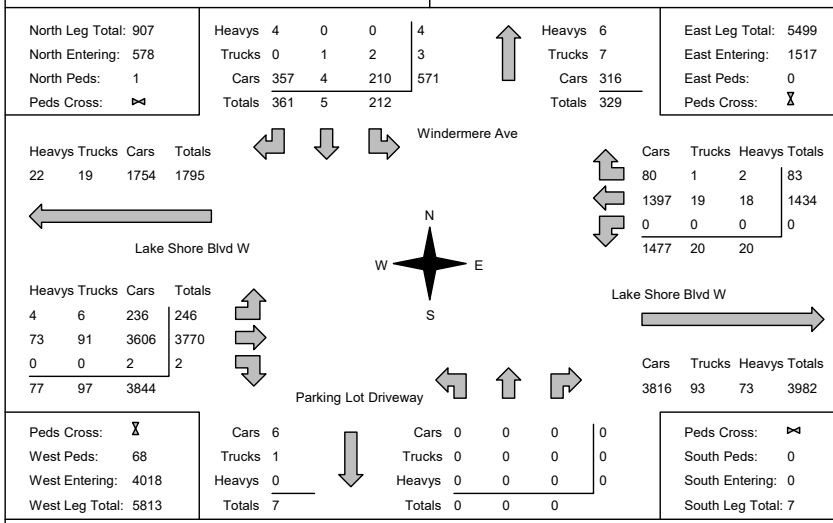
Municipality: Toronto
Site #: 1909300019
Intersection: Lake Shore Blvd W & Windermere
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Lake Shore Blvd W runs W/E



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Afternoon Peak Diagram

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 16:45:00
To: 17:45:00

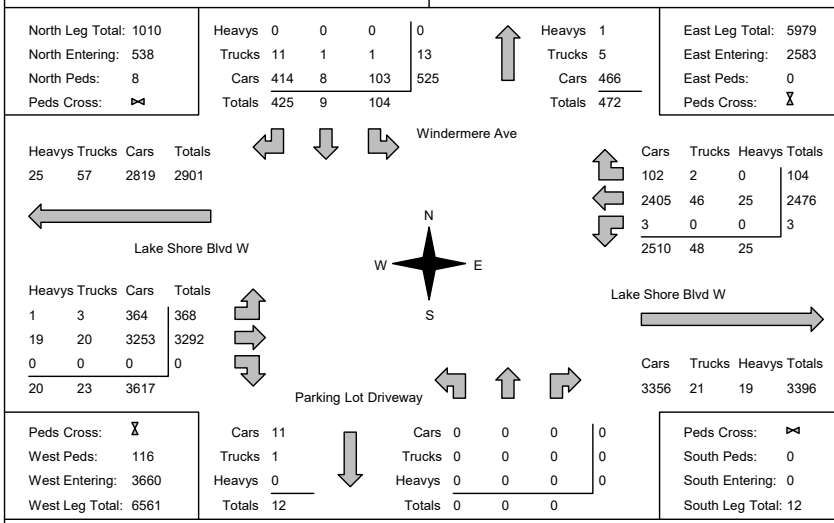
Municipality: Toronto
Site #: 1909300019
Intersection: Lake Shore Blvd W & Windermere
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Lake Shore Blvd W runs W/E



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

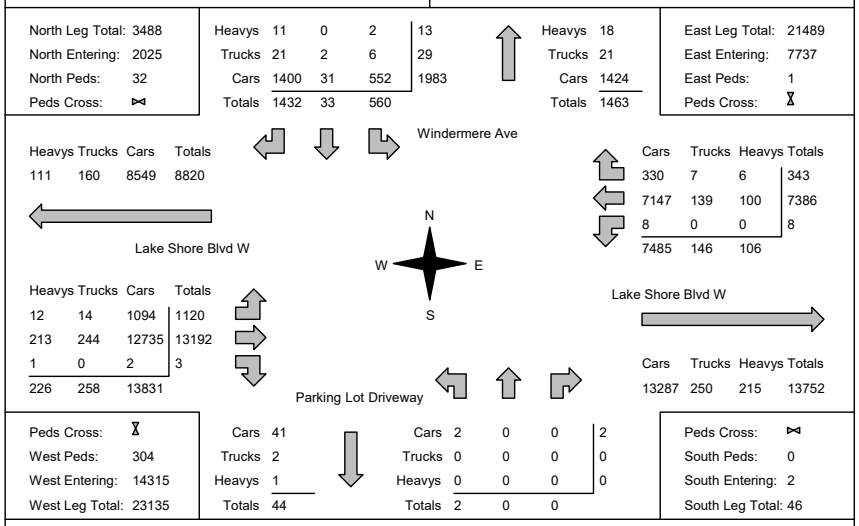
Municipality: Toronto
Site #: 1909300019
Intersection: Lake Shore Blvd W & Windermere
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Lake Shore Blvd W runs W/E



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

Intersection: Lake Shore Blvd W & Windermere | **Count Date:** 6-Jun-19 | **Municipality:** Toronto

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys: Left	Thru	Right	Grand Total	Total Peds
8:00:00	*96*	*4*	*201*	*301*	*0*
9:00:00	*208*	*3*	*303*	*514*	*4*
16:00:00	*75*	*2*	*147*	*224*	*0*
17:00:00	*82*	*15*	*352*	*449*	*24*
18:00:00	*99*	*9*	*429*	*537*	*4*
Totals:	560	33	1432	2025	32

North/South Total Approaches: *301*, *514*, *224*, *451*, *537*, 2027

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys: Left	Thru	Right	Grand Total	Total Peds
8:00:00	*0*	*0*	*0*	*0*	*0*
9:00:00	*0*	*0*	*0*	*0*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*2*	*0*	*0*	*2*	*0*
18:00:00	*0*	*0*	*0*	*0*	*0*
S Totals:	2	0	0	2	0

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys: Left	Thru	Right	Grand Total	Total Peds
8:00:00	*0*	*713*	*35*	*748*	*0*
9:00:00	*1*	*1343*	*95*	*1439*	*0*
16:00:00	*1*	*510*	*35*	*546*	*0*
17:00:00	*2*	*2239*	*65*	*2306*	*0*
18:00:00	*4*	*2581*	*113*	*2698*	*1*
Totals:	8	7386	343	7737	1

East/West Total Approaches: *2740*, *5358*, *2456*, *5579*, *5919*, 22052

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys: Left	Thru	Right	Grand Total	Total Peds
8:00:00	*112*	*1879*	*1*	*1992*	*31*
9:00:00	*240*	*3677*	*2*	*3919*	*59*
16:00:00	*124*	*1786*	*0*	*1910*	*25*
17:00:00	*320*	*2953*	*0*	*3273*	*88*
18:00:00	*324*	*2897*	*0*	*3221*	*101*
W Totals:	1120	13192	3	14315	304

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*8:00*	*9:00*	*16:00*	*17:00*	*18:00*	*0:00*	*0:00*	*0:00*
Crossing Values:	*131*	*270*	*102*	*187*	*210*	*0*	*0*	*0*



Count Date: 6-Jun-19 **Site #: 1909300019**

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	45	45	2	2	102	102	1	1	1	1	0	0	0	0	0	0	0	0	0	0
8:00:00	95	50	3	1	199	97	1	0	1	0	0	0	0	0	0	0	2	2	0	0
8:15:00	152	57	3	0	277	78	1	0	1	0	0	0	0	0	0	0	2	0	0	0
8:30:00	210	58	4	1	357	80	2	1	1	0	0	0	0	0	0	0	4	2	1	1
8:45:00	259	49	4	0	417	60	2	0	1	0	0	0	0	0	0	0	4	0	3	2
9:00:00	302	43	6	2	499	82	2	0	1	0	0	0	0	0	0	0	5	1	4	1
9:15:00	335	33	6	0	562	63	2	0	1	0	3	3	1	1	0	0	5	0	4	0
9:30:00	375	40	8	2	640	78	3	1	1	0	4	1	1	0	0	0	7	2	4	0
9:45:00	375	0	8	0	640	0	3	0	1	0	4	0	1	0	0	0	7	0	4	0
16:00:00	375	0	8	0	640	0	3	0	1	0	4	0	1	0	0	0	7	0	4	0
16:15:00	390	15	11	3	725	85	3	0	1	0	5	1	1	0	0	0	8	1	9	5
16:30:00	410	20	16	5	800	75	4	1	1	0	9	4	2	1	0	0	8	0	18	9
16:45:00	432	22	18	2	885	85	5	1	1	0	10	1	2	0	0	0	10	2	24	6
17:00:00	454	22	23	5	979	94	5	0	1	0	14	4	2	0	0	0	10	0	28	4
17:15:00	489	35	25	2	1094	115	6	1	2	1	18	4	2	0	0	0	10	0	28	0
17:30:00	510	21	26	1	1192	98	6	0	2	0	19	1	2	0	0	0	10	0	32	4
17:45:00	535	25	26	0	1299	107	6	0	2	0	21	2	2	0	0	0	10	0	32	0
18:00:00	552	17	31	5	1400	101	6	0	2	0	21	0	2	0	0	0	11	1	32	0
18:15:00	552	0	31	0	1400	0	6	0	2	0	21	0	2	0	0	0	11	0	32	0
18:15:15	552	0	31	0	1400	0	6	0	2	0	21	0	2	0	0	0	11	0	32	0



Count Date: 6-Jun-19 **Site #: 1909300019**

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	333	333	17	17	0	0	4	4	0	0	0	0	3	3	1	1	0	0
8:00:00	0	0	695	362	34	17	0	0	10	6	0	0	0	0	8	5	1	0	0	0
8:15:00	0	0	1039	344	62	28	0	0	14	4	1	1	0	0	10	2	1	0	0	0
8:30:00	0	0	1397	358	80	18	0	0	19	5	1	0	0	0	18	8	2	1	0	0
8:45:00	1	1	1686	289	103	23	0	0	30	11	1	0	0	0	22	4	4	2	0	0
9:00:00	1	0	1990	304	122	19	0	0	37	7	3	2	0	0	29	7	5	1	0	0
9:15:00	2	1	2248	258	142	20	0	0	42	5	4	1	0	0	36	7	5	0	0	0
9:30:00	2	0	2479	231	155	13	0	0	45	3	5	1	0	0	42	6	5	0	0	0
9:45:00	2	0	2479	0	155	0	0	0	45	0	5	0	0	0	42	0	5	0	0	0
16:00:00	2	0	2479	0	155	0	0	0	45	0	5	0	0	0	42	0	5	0	0	0
16:15:00	3	1	3026	547	167	12	0	0	55	10	5	0	0	0	53	11	5	0	0	0
16:30:00	3	0	3557	531	183	16	0	0	67	12	5	0	0	0	57	4	6	1	0	0
16:45:00	4	1	4086	529	202	19	0	0	83	16	5	0	0	0	72	15	6	0	0	0
17:00:00	4	0	4631	545	219	17	0	0	92	9	5	0	0	0	82	10	6	0	0	0
17:15:00	5	1	5236	605	245	26	0	0	104	12	6	1	0	0	85	3	6	0	0	0
17:30:00	7	2	5864	628	273	28	0	0	112	8	6	0	0	0	89	4	6	0	0	0
17:45:00	7	0	6491	627	304	31	0	0	129	17	7	1	0	0	97	8	6	0	0	0
18:00:00	8	1	7147	656	330	26	0	0	139	10	7	0	0	0	100	3	6	0	1	1
18:15:00	8	0	7147	0	330	0	0	0	139	0	7	0	0	0	100	0	6	0	1	0
18:15:15	8	0	7147	0	330	0	0	0	139	0	7	0	0	0	100	0	6	0	1	0



Count Date: 6-Jun-19 **Site #: 1909300019**

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Count Date: 6-Jun-19 **Site #: 1909300019**

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	45	45	936	936	1	1	2	2	21	21	0	0	1	1	21	21	0	0	7	7
8:00:00	106	61	1796	860	1	0	5	3	46	25	0	0	1	0	37	16	0	0	31	24
8:15:00	169	63	2717	921	2	1	6	1	65	19	0	0	2	1	59	22	0	0	54	23
8:30:00	236	67	3606	889	2	0	6	0	91	26	0	0	4	2	73	14	0	0	68	14
8:45:00	284	48	4469	863	2	0	6	0	114	23	0	0	4	0	93	20	1	1	83	15
9:00:00	340	56	5292	823	2	0	7	1	146	32	0	0	5	1	118	25	1	0	90	7
9:15:00	398	58	6080	788	2	0	7	0	182	36	0	0	6	1	147	29	1	0	104	14
9:30:00	460	62	6951	871	2	0	7	0	212	30	0	0	9	3	179	32	1	0	115	11
9:45:00	460	0	6951	0	2	0	7	0	212	0	0	0	9	0	179	0	1	0	115	0
16:00:00	460	0	6951	0	2	0	7	0	212	0	0	0	9	0	179	0	1	0	115	0
16:15:00	542	82	7538	587	2	0	8	1	214	2	0	0	10	1	185	6	1	0	138	23
16:30:00	616	74	8283	745	2	0	10	2	219	5	0	0	11	1	189	4	1	0	154	16
16:45:00	686	70	9036	753	2	0	11	1	223	4	0	0	11	0	190	1	1	0	175	21
17:00:00	773	87	9872	836	2	0	12	1	227	4	0	0	11	0	196	6	1	0	203	28
17:15:00	870	97	10718	846	2	0	14	2	232	5	0	0	12	1	199	3	1	0	223	20
17:30:00	957	87	11512	794	2	0	14	0	240	8	0	0	12	0	205	6	1	0	259	36
17:45:00	1050	93	12289	777	2	0	14	0	243	3	0	0	12	0	209	4	1	0	291	32
18:00:00	1094	44	12735	446	2	0	14	0	244	1	0	0	12	0	213	4	1	0	304	13
18:15:00	1094	0	12735	0	2	0	14	0	244	0	0	0	12	0	213	0	1	0	304	0
18:15:15	1094	0	12735	0	2	0	14	0	244	0	0	0	12	0	213	0	1	0	304	0

Mid-day Peak Diagram

Specified Period
From: 12:00:00
To: 15:00:00

One Hour Peak
From: 12:30:00
To: 13:30:00

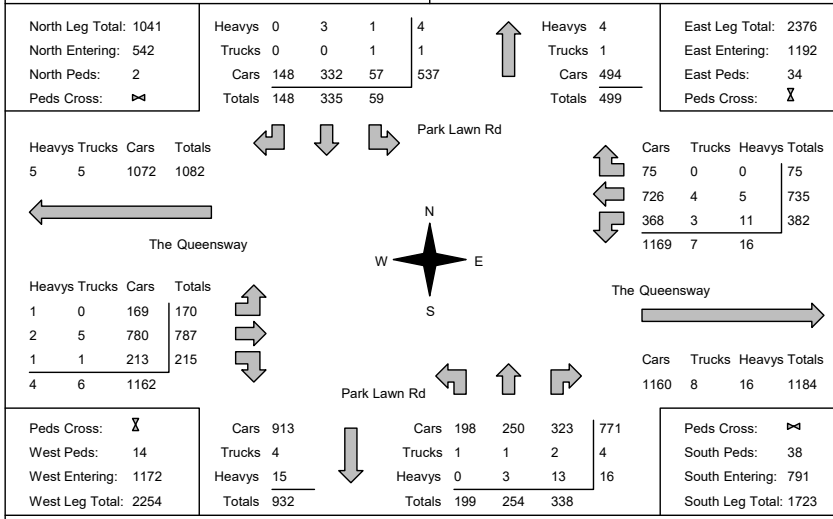
Municipality: Toronto
Site #: 1909300001
Intersection: The Queensway & Park Lawn Rd
TFR File #: 1
Count date: 8-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: The Queensway runs W/E



Comments

Total Count Diagram

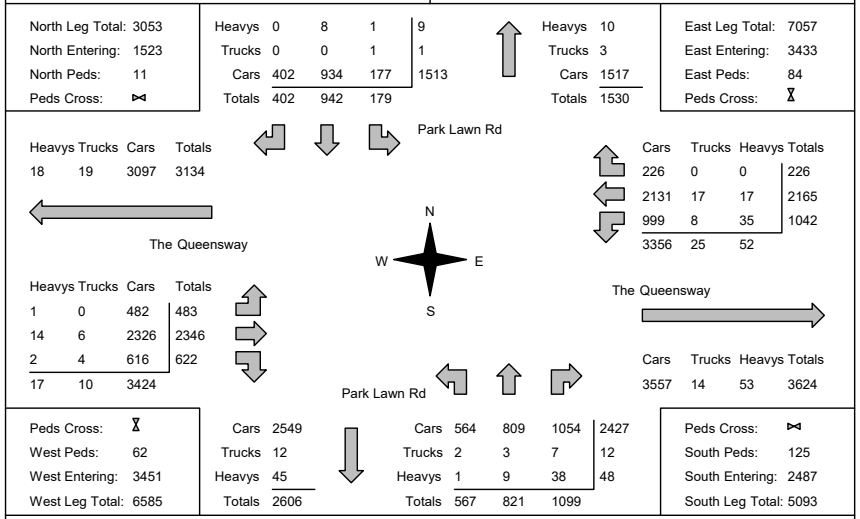
Municipality: Toronto
Site #: 1909300001
Intersection: The Queensway & Park Lawn Rd
TFR File #: 1
Count date: 8-Jun-19

Weather conditions:

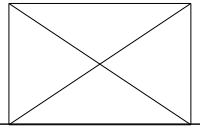
Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: The Queensway runs W/E



Comments



Traffic Count Summary

Intersection: The Queensway & Park Lawn Rd | **Count Date:** 8-Jun-19 | **Municipality:** Toronto

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	North/South Total Approaches
	Left	Thru	Right	Grand Total		
12:00:00	*0*	*0*	*0*	*0*	*0*	*0*
13:00:00	*56*	*328*	*132*	*516*	*0*	*1362*
14:00:00	*65*	*314*	*151*	*530*	*4*	*1357*
15:00:00	*58*	*300*	*119*	*477*	*7*	*1291*
Totals:	179	942	402	1523	11	4010

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
12:00:00	*0*	*0*	*0*	*0*	*0*
13:00:00	*227*	*291*	*328*	*846*	*37*
14:00:00	*190*	*259*	*378*	*827*	*42*
15:00:00	*150*	*271*	*393*	*814*	*46*
S Totals:	567	821	1099	2487	125

East Approach Totals

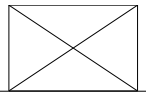
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	East/West Total Approaches
	Left	Thru	Right	Grand Total		
12:00:00	*0*	*0*	*0*	*0*	*0*	*0*
13:00:00	*360*	*741*	*59*	*1160*	*40*	*2269*
14:00:00	*361*	*720*	*89*	*1170*	*22*	*2325*
15:00:00	*321*	*704*	*78*	*1103*	*22*	*2290*
Totals:	1042	2165	226	3433	84	6884

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
12:00:00	*0*	*0*	*0*	*0*	*0*
13:00:00	*153*	*757*	*199*	*1109*	*22*
14:00:00	*175*	*774*	*206*	*1155*	*20*
15:00:00	*155*	*815*	*217*	*1187*	*20*
W Totals:	483	2346	622	3451	62

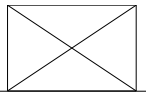
Calculated Values for Traffic Crossing Major Street

Hours Ending:	*12:00*	*13:00*	*14:00*	*15:00*		*0:00*	*0:00*	*0:00*	*0:00*
Crossing Values:	*0*	*673*	*611*	*550*		*0*	*0*	*0*	*0*



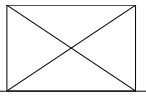
Count Date: 8-Jun-19 Site #: 1909300001

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	15	15	84	84	24	24	0	0	0	0	0	0	0	0	1	1	0	0	0	0
12:30:00	26	11	155	71	57	33	0	0	0	0	0	0	0	0	1	0	0	0	0	0
12:45:00	41	15	245	90	99	42	1	1	0	0	0	0	1	1	2	1	0	0	0	0
13:00:00	54	13	326	81	132	33	1	0	0	0	0	0	1	0	2	0	0	0	0	0
13:15:00	70	16	408	82	168	36	1	0	0	0	0	0	1	0	4	2	0	0	2	2
13:30:00	83	13	487	79	205	37	1	0	0	0	0	0	1	0	4	0	0	0	2	0
13:45:00	97	14	558	71	244	39	1	0	0	0	0	0	1	0	5	1	0	0	3	1
14:00:00	119	22	636	78	283	39	1	0	0	0	0	0	1	0	6	1	0	0	4	1
14:15:00	140	21	714	78	308	25	1	0	0	0	0	0	1	0	6	0	0	0	4	0
14:30:00	148	8	772	58	343	35	1	0	0	0	0	0	1	0	7	1	0	0	4	0
14:45:00	163	15	843	71	377	34	1	0	0	0	0	0	1	0	7	0	0	0	4	0
15:00:00	177	14	934	91	402	25	1	0	0	0	0	0	1	0	8	1	0	0	11	7
15:15:00	177	0	934	0	402	0	1	0	0	0	0	0	1	0	8	0	0	0	11	0
15:15:15	177	0	934	0	402	0	1	0	0	0	0	0	1	0	8	0	0	0	11	0



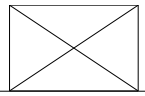
Count Date: 8-Jun-19 **Site #: 1909300001**

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	87	87	196	196	16	16	0	0	1	1	0	0	2	2	1	1	0	0	10	10
12:30:00	162	75	364	168	28	12	1	1	3	2	0	0	3	1	5	4	0	0	20	10
12:45:00	245	83	554	190	42	14	3	2	3	0	0	0	6	3	6	1	0	0	23	3
13:00:00	349	104	728	174	59	17	3	0	6	3	0	0	8	2	7	1	0	0	40	17
13:15:00	449	100	917	189	82	23	3	0	7	1	0	0	10	2	9	2	0	0	47	7
13:30:00	530	81	1090	173	103	21	4	1	7	0	0	0	14	4	10	1	0	0	54	7
13:45:00	618	88	1247	157	131	28	4	0	7	0	0	0	17	3	12	2	0	0	60	6
14:00:00	695	77	1438	191	148	17	5	1	11	4	0	0	21	4	12	0	0	0	62	2
14:15:00	766	71	1619	181	168	20	6	1	12	1	0	0	23	2	13	1	0	0	69	7
14:30:00	851	85	1783	164	189	21	7	1	14	2	0	0	25	2	13	0	0	0	71	2
14:45:00	930	79	1965	182	210	21	7	0	16	2	0	0	31	6	14	1	0	0	76	5
15:00:00	999	69	2131	166	226	16	8	1	17	1	0	0	35	4	17	3	0	0	84	8
15:15:00	999	0	2131	0	226	0	8	0	17	0	0	0	35	0	17	0	0	0	84	0
15:15:15	999	0	2131	0	226	0	8	0	17	0	0	0	35	0	17	0	0	0	84	0



Count Date: 8-Jun-19 **Site #: 1909300001**

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	56	56	91	91	73	73	0	0	0	0	0	0	0	0	2	2	4	4	9	9
12:30:00	120	64	160	69	151	78	0	0	0	0	0	0	0	0	3	1	6	2	17	8
12:45:00	169	49	232	72	244	93	0	0	1	1	0	0	0	0	3	0	10	4	27	10
13:00:00	227	58	286	54	317	73	0	0	1	0	0	0	0	0	4	1	11	1	37	10
13:15:00	276	49	349	63	390	73	1	1	1	0	2	2	0	0	4	0	16	5	44	7
13:30:00	318	42	410	61	474	84	1	0	1	0	2	0	0	0	6	2	19	3	55	11
13:45:00	372	54	467	57	571	97	1	0	2	1	3	1	0	0	6	0	23	4	69	14
14:00:00	415	43	541	74	675	104	1	0	2	0	5	2	1	1	7	1	26	3	79	10
14:15:00	454	39	612	71	772	97	2	1	2	0	7	2	1	0	8	1	29	3	83	4
14:30:00	488	34	684	72	862	90	2	0	2	0	7	0	1	0	8	0	33	4	97	14
14:45:00	524	36	755	71	965	103	2	0	2	0	7	0	1	0	9	1	37	4	104	7
15:00:00	564	40	809	54	1054	89	2	0	3	1	7	0	1	0	9	0	38	1	125	21
15:15:00	564	0	809	0	1054	0	2	0	3	0	7	0	1	0	9	0	38	0	125	0
15:15:15	564	0	809	0	1054	0	2	0	3	0	7	0	1	0	9	0	38	0	125	0



Count Date: 8-Jun-19 **Site #: 1909300001**

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	38	38	182	182	49	49	0	0	0	0	1	1	0	0	1	1	0	0	12	12
12:30:00	71	33	370	188	93	44	0	0	0	0	1	0	0	0	3	2	0	0	13	1
12:45:00	115	44	557	187	142	49	0	0	4	4	1	0	0	0	3	0	1	1	16	3
13:00:00	153	38	749	192	196	54	0	0	4	0	2	1	0	0	4	1	1	0	22	6
13:15:00	195	42	953	204	249	53	0	0	4	0	2	0	0	0	5	1	1	0	26	4
13:30:00	240	45	1150	197	306	57	0	0	5	1	2	0	1	1	5	0	1	0	27	1
13:45:00	280	40	1330	180	356	50	0	0	5	0	3	1	1	0	8	3	1	0	32	5
14:00:00	327	47	1517	187	400	44	0	0	5	0	3	0	1	0	9	1	2	1	42	10
14:15:00	361	34	1719	202	450	50	0	0	5	0	3	0	1	0	11	2	2	0	46	4
14:30:00	406	45	1920	201	507	57	0	0	5	0	3	0	1	0	13	2	2	0	50	4
14:45:00	436	30	2118	198	565	58	0	0	6	1	3	0	1	0	13	0	2	0	55	5
15:00:00	482	46	2326	208	616	51	0	0	6	0	4	1	1	0	14	1	2	0	62	7
15:15:00	482	0	2326	0	616	0	0	0	6	0	4	0	1	0	14	0	2	0	62	0
15:15:15	482	0	2326	0	616	0	0	0	6	0	4	0	1	0	14	0	2	0	62	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Mid-day Peak Diagram

Specified Period
From: 12:00:00
To: 15:00:00

One Hour Peak
From: 12:00:00
To: 13:00:00

Municipality: Toronto
Site #: 1909300002
Intersection: Park Lawn Rd & Gardiner Westbou
TFR File #: 1
Count date: 8-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Park Lawn Rd runs N/S

North Leg Total: 1852
North Entering: 947
North Peds: 2
Peds Cross: ⋈

Heavys	1	9	0	10
Trucks	5	1	0	6
Cars	514	417	0	931
Totals	520	427	0	

Heavys	14
Trucks	3
Cars	888
Totals	905

East Leg Total: 0
East Entering: 0
East Peds: 8
Peds Cross: ⧖

Park Lawn Rd

Heavys	Trucks	Cars	Totals
3	8	1026	1037

Gardiner Westbound On Ramp

Cars	Trucks	Heavys	Totals
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	

N
W E
S

Heavys	Trucks	Cars	Totals
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	

Ontario Food Terminal Driveway

Cars	Trucks	Heavys	Totals
0	0	0	0

Park Lawn Rd

Peds Cross: ⧖
West Peds: 36
West Entering: 0
West Leg Total: 1037

Cars	417
Trucks	1
Heavys	9
Totals	427

Cars	512	888	0	1400
Trucks	3	3	0	6
Heavys	2	14	0	16
Totals	517	905	0	

Peds Cross: ⋈
South Peds: 2
South Entering: 1422
South Leg Total: 1849

Comments

Total Count Diagram

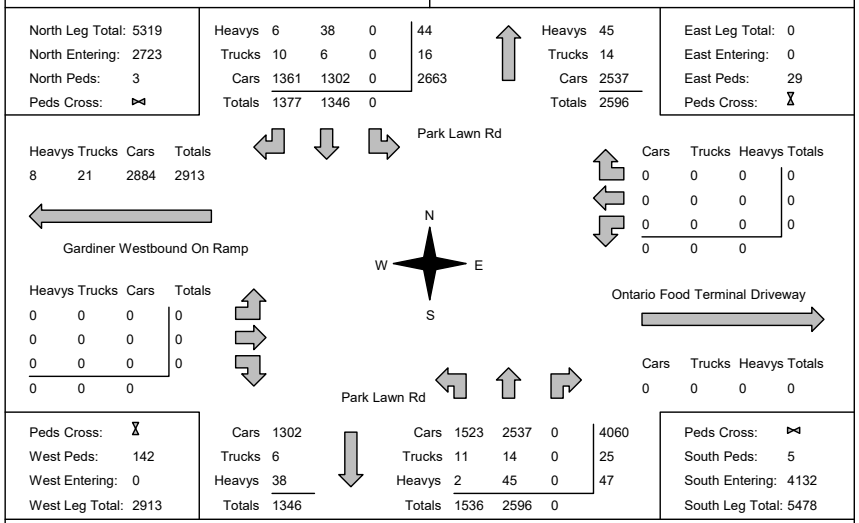
Municipality: Toronto
Site #: 1909300002
Intersection: Park Lawn Rd & Gardiner Westbou
TFR File #: 1
Count date: 8-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Park Lawn Rd runs N/S



Comments

Traffic Count Summary

Intersection: Park Lawn Rd & Gardiner Westbo | **Count Date:** 8-Jun-19 | **Municipality:** Toronto

North Approach Totals							South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	North/South Total Approaches	Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
12:00:00	*0*	*0*	*0*	*0*	*0*	*0*	*12:00:00*	*0*	*0*	*0*	*0*	*0*
13:00:00	*0*	*427*	*520*	*947*	*2*	*2369*	*13:00:00*	*517*	*905*	*0*	*1422*	*2*
14:00:00	*0*	*447*	*458*	*905*	*0*	*2251*	*14:00:00*	*501*	*845*	*0*	*1346*	*3*
15:00:00	*0*	*472*	*399*	*871*	*1*	*2235*	*15:00:00*	*518*	*846*	*0*	*1364*	*0*
Totals:	0	1346	1377	2723	3	6855	S Totals:	1536	2596	0	4132	5

East Approach Totals							West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	East/West Total Approaches	Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
12:00:00	*0*	*0*	*0*	*0*	*0*	*0*	*12:00:00*	*0*	*0*	*0*	*0*	*0*
13:00:00	*0*	*0*	*0*	*0*	*8*	*0*	*13:00:00*	*0*	*0*	*0*	*0*	*36*
14:00:00	*0*	*0*	*0*	*0*	*12*	*0*	*14:00:00*	*0*	*0*	*0*	*0*	*46*
15:00:00	*0*	*0*	*0*	*0*	*9*	*0*	*15:00:00*	*0*	*0*	*0*	*0*	*60*
Totals:	0	0	0	0	29	0	W Totals:	0	0	0	0	142

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*12:00*	*13:00*	*14:00*	*15:00*	*0:00*	*0:00*	*0:00*	*0:00*
Crossing Values:	*0*	*4*	*3*	*1*	*0*	*0*	*0*	*0*



Count Date: 8-Jun-19 Site #: 1909300002

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	0	0	104	104	120	120	0	0	0	0	1	1	0	0	3	3	0	0	0	0
12:30:00	0	0	196	92	252	132	0	0	0	0	2	1	0	0	4	1	0	0	2	2
12:45:00	0	0	295	99	385	133	0	0	1	1	3	1	0	0	7	3	1	1	2	0
13:00:00	0	0	417	122	514	129	0	0	1	0	5	2	0	0	9	2	1	0	2	0
13:15:00	0	0	543	126	633	119	0	0	1	0	5	0	0	0	13	4	1	0	2	0
13:30:00	0	0	644	101	751	118	0	0	1	0	7	2	0	0	16	3	1	0	2	0
13:45:00	0	0	747	103	864	113	0	0	2	1	7	0	0	0	20	4	2	1	2	0
14:00:00	0	0	847	100	967	103	0	0	3	1	7	0	0	0	24	4	4	2	2	0
14:15:00	0	0	960	113	1066	99	0	0	4	1	8	1	0	0	26	2	4	0	2	0
14:30:00	0	0	1072	112	1163	97	0	0	5	1	8	0	0	0	29	3	4	0	2	0
14:45:00	0	0	1183	111	1264	101	0	0	6	1	8	0	0	0	34	5	5	1	2	0
15:00:00	0	0	1302	119	1361	97	0	0	6	0	10	2	0	0	38	4	6	1	3	1
15:15:00	0	0	1302	0	1361	0	0	0	6	0	10	0	0	0	38	0	6	0	3	0
15:15:15	0	0	1302	0	1361	0	0	0	6	0	10	0	0	0	38	0	6	0	3	0



Count Date: 8-Jun-19 Site #: 1909300002

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
12:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2
12:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2
13:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	3
13:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	5
13:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	4
13:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	3
14:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
14:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	2
14:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	3
14:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	3
15:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	1
15:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	0
15:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	0



Count Date: 8-Jun-19 Site #: 1909300002

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	124	124	237	237	0	0	1	1	0	0	0	0	1	1	5	5	0	0	2	2
12:30:00	250	126	466	229	0	0	2	1	0	0	0	0	2	1	8	3	0	0	2	0
12:45:00	379	129	694	228	0	0	2	0	2	2	0	0	2	0	12	4	0	0	2	0
13:00:00	512	133	888	194	0	0	3	1	3	1	0	0	2	0	14	2	0	0	2	0
13:15:00	638	126	1079	191	0	0	4	1	5	2	0	0	2	0	18	4	0	0	2	0
13:30:00	771	133	1274	195	0	0	7	3	5	0	0	0	2	0	23	5	0	0	5	3
13:45:00	887	116	1487	213	0	0	8	1	7	2	0	0	2	0	27	4	0	0	5	0
14:00:00	1008	121	1710	223	0	0	8	0	9	2	0	0	2	0	31	4	0	0	5	0
14:15:00	1143	135	1922	212	0	0	9	1	12	3	0	0	2	0	35	4	0	0	5	0
14:30:00	1280	137	2133	211	0	0	10	1	13	1	0	0	2	0	39	4	0	0	5	0
14:45:00	1410	130	2352	219	0	0	11	1	13	0	0	0	2	0	44	5	0	0	5	0
15:00:00	1523	113	2537	185	0	0	11	0	14	1	0	0	2	0	45	1	0	0	5	0
15:15:00	1523	0	2537	0	0	0	11	0	14	0	0	0	2	0	45	0	0	0	5	0
15:15:15	1523	0	2537	0	0	0	11	0	14	0	0	0	2	0	45	0	0	0	5	0



Count Date: 8-Jun-19 Site #: 1909300002

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11
12:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	8
12:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	9
13:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	8
13:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	12
13:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61	13
13:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66	5
14:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	82	16
14:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	96	14
14:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	115	19
14:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	128	13
15:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	142	14
15:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	142	0
15:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	142	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Mid-day Peak Diagram

Specified Period
From: 12:00:00
To: 15:00:00

One Hour Peak
From: 12:00:00
To: 13:00:00

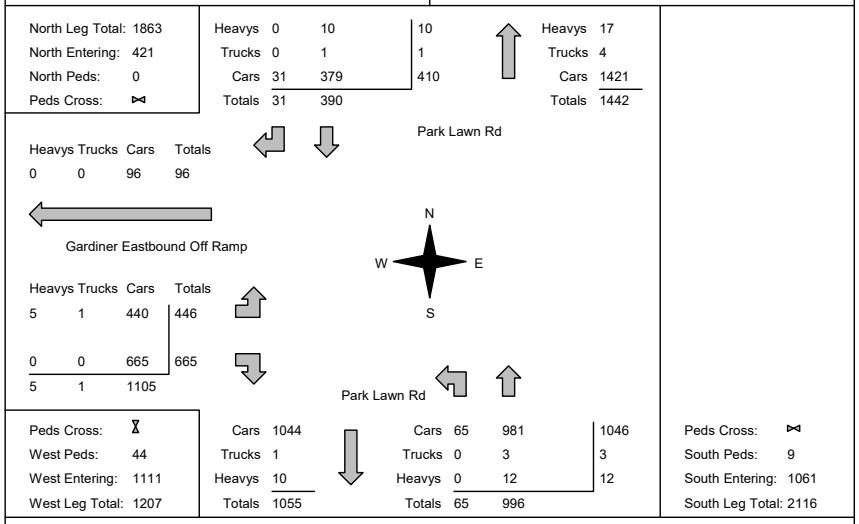
Municipality: Toronto
Site #: 1909300003
Intersection: Park Lawn Rd & Gardiner Eastbou
TFR File #: 1
Count date: 8-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Park Lawn Rd runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

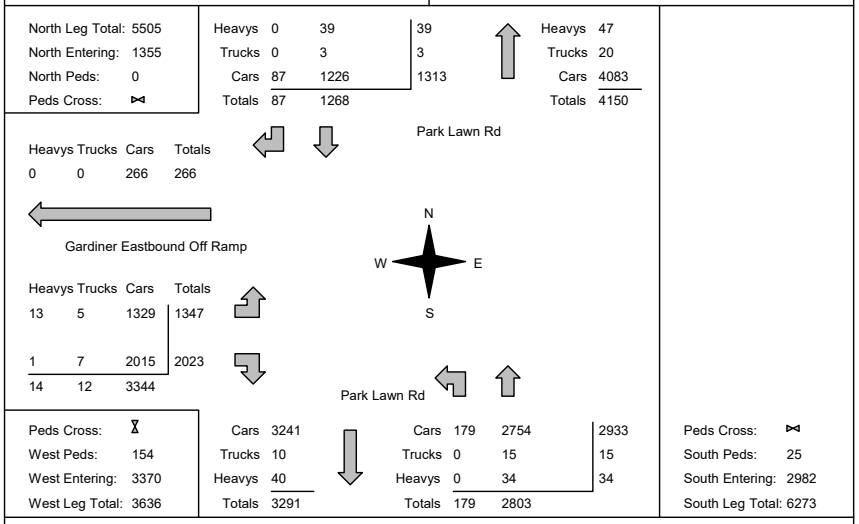
Municipality: Toronto
Site #: 1909300003
Intersection: Park Lawn Rd & Gardiner Eastbou
TFR File #: 1
Count date: 8-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Park Lawn Rd runs N/S



Comments

Traffic Count Summary

Intersection: Park Lawn Rd & Gardiner Eastbou | **Count Date:** 8-Jun-19 | **Municipality:** Toronto

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	North/South Total Approaches
	Left	Thru	Right	Grand Total		
12:00:00	*0*	*0*	*0*	*0*	*0*	*0*
13:00:00	*0*	*340*	*31*	*721*	*0*	*1752*
17:00:00	*0*	*724*	*29*	*766*	*0*	*1724*
16:00:00	*0*	*774*	*30*	*784*	*0*	*1729*
Totals:	0	1268	87	1355	0	4337

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
12:00:00	*0*	*0*	*0*	*0*	*0*
13:00:00	*96*	*449*	*0*	*1091*	*4*
17:00:00	*64*	*416*	*0*	*487*	*5*
16:00:00	*66*	*542*	*0*	*478*	*5*
S Totals:	179	2803	0	2982	25

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	East/West Total Approaches
	Left	Thru	Right	Grand Total		
12:00:00	*0*	*0*	*0*	*0*	*0*	*0*
13:00:00	*0*	*0*	*0*	*0*	*0*	*1111*
17:00:00	*0*	*0*	*0*	*0*	*0*	*1110*
16:00:00	*0*	*0*	*0*	*0*	*0*	*1174*
Totals:	0	0	0	0	0	3370

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
12:00:00	*0*	*0*	*0*	*0*	*0*
13:00:00	*779*	*0*	*996*	*1111*	*77*
17:00:00	*725*	*0*	*952*	*1110*	*75*
16:00:00	*783*	*0*	*989*	*1174*	*92*
W Totals:	1347	0	2023	3370	154

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*12:00*	*13:00*	*17:00*	*16:00*		*0:00*	*0:00*	*0:00*	*0:00*
Crossing Values:	*0*	*766*	*739*	*751*		*0*	*0*	*0*	*0*

Count Date: 8-Jun-19 **Site #: 1909300003**

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	0	0	96	96	9	9	0	0	0	0	0	0	0	0	4	4	0	0	0	0
12:30:00	0	0	187	91	16	7	0	0	0	0	0	0	0	0	5	1	0	0	0	0
12:45:00	0	0	269	82	25	9	0	0	1	1	0	0	0	0	7	2	0	0	0	0
13:00:00	0	0	379	110	31	6	0	0	1	0	0	0	0	0	10	3	0	0	0	0
13:15:00	0	0	494	115	42	11	0	0	1	0	0	0	0	0	13	3	0	0	0	0
13:30:00	0	0	594	100	46	4	0	0	1	0	0	0	0	0	15	2	0	0	0	0
13:45:00	0	0	700	106	49	3	0	0	1	0	0	0	0	0	19	4	0	0	0	0
14:00:00	0	0	795	95	57	8	0	0	1	0	0	0	0	0	23	4	0	0	0	0
14:15:00	0	0	907	112	65	8	0	0	2	1	0	0	0	0	26	3	0	0	0	0
14:30:00	0	0	1009	102	70	5	0	0	3	1	0	0	0	0	30	4	0	0	0	0
14:45:00	0	0	1111	102	82	12	0	0	3	0	0	0	0	0	34	4	0	0	0	0
15:00:00	0	0	1226	115	87	5	0	0	3	0	0	0	0	0	39	5	0	0	0	0
15:15:00	0	0	1226	0	87	0	0	0	3	0	0	0	0	0	39	0	0	0	0	0
15:15:15	0	0	1226	0	87	0	0	0	3	0	0	0	0	0	39	0	0	0	0	0



Count Date: 8-Jun-19 Site #: 1909300003

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Count Date: 8-Jun-19 Site #: 1909300003

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	22	22	242	242	0	0	0	0	0	0	0	0	0	0	4	4	0	0	2	2
12:30:00	44	22	490	248	0	0	0	0	1	1	0	0	0	0	8	4	0	0	5	3
12:45:00	51	7	732	242	0	0	0	0	1	0	0	0	0	0	11	3	0	0	8	3
13:00:00	65	14	981	249	0	0	0	0	3	2	0	0	0	0	12	1	0	0	9	1
13:15:00	78	13	1208	227	0	0	0	0	5	2	0	0	0	0	16	4	0	0	12	3
13:30:00	93	15	1438	230	0	0	0	0	7	2	0	0	0	0	19	3	0	0	12	0
13:45:00	113	20	1659	221	0	0	0	0	8	1	0	0	0	0	21	2	0	0	15	3
14:00:00	124	11	1877	218	0	0	0	0	9	1	0	0	0	0	25	4	0	0	17	2
14:15:00	135	11	2104	227	0	0	0	0	12	3	0	0	0	0	28	3	0	0	18	1
14:30:00	147	12	2336	232	0	0	0	0	14	2	0	0	0	0	31	3	0	0	18	0
14:45:00	165	18	2548	212	0	0	0	0	14	0	0	0	0	0	34	3	0	0	20	2
15:00:00	179	14	2754	206	0	0	0	0	15	1	0	0	0	0	34	0	0	0	25	5
15:15:00	179	0	2754	0	0	0	0	0	15	0	0	0	0	0	34	0	0	0	25	0
15:15:15	179	0	2754	0	0	0	0	0	15	0	0	0	0	0	34	0	0	0	25	0

Accu-Traffic Inc.

Count Date: 8-Jun-19 **Site #: 1909300003**

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	123	123	0	0	189	189	0	0	0	0	0	0	2	2	0	0	0	0	11	11
12:30:00	234	111	0	0	359	170	0	0	0	0	0	0	3	1	0	0	0	0	24	13
12:45:00	355	121	0	0	510	151	1	1	0	0	0	0	4	1	0	0	0	0	38	14
13:00:00	440	85	0	0	665	155	1	0	0	0	0	0	5	1	0	0	0	0	44	6
13:15:00	530	90	0	0	829	164	1	0	0	0	2	2	5	0	0	0	0	0	60	16
13:30:00	638	108	0	0	1005	176	1	0	0	0	3	1	7	2	0	0	0	0	69	9
13:45:00	746	108	0	0	1180	175	3	2	0	0	5	2	8	1	0	0	1	1	83	14
14:00:00	862	116	0	0	1341	161	4	1	0	0	5	0	8	0	0	0	1	0	92	9
14:15:00	982	120	0	0	1517	176	5	1	0	0	6	1	9	1	0	0	1	0	108	16
14:30:00	1097	115	0	0	1691	174	5	0	0	0	7	1	10	1	0	0	1	0	122	14
14:45:00	1233	136	0	0	1857	166	5	0	0	0	7	0	12	2	0	0	1	0	139	17
15:00:00	1329	96	0	0	2015	158	5	0	0	0	7	0	13	1	0	0	1	0	154	15
15:15:00	1329	0	0	0	2015	0	5	0	0	0	7	0	13	0	0	0	1	0	154	0
15:15:15	1329	0	0	0	2015	0	5	0	0	0	7	0	13	0	0	0	1	0	154	0

Accu-Traffic Inc.

Mid-day Peak Diagram

Specified Period
From: 12:00:00
To: 15:00:00

One Hour Peak
From: 12:00:00
To: 13:00:00

Municipality: Toronto
Site #: 1909300004
Intersection: Park Lawn Rd & South Beach Con
TFR File #: 1
Count date: 8-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Park Lawn Rd runs N/S

North Leg Total: 2094
North Entering: 1040
North Peds: 0
Peds Cross: ⋈

Heavys	0	10	0	10
Trucks	0	2	0	2
Cars	63	965	0	1028
Totals	63	977	0	

Heavys	12
Trucks	3
Cars	1039
Totals	1054

East Leg Total: 2
East Entering: 1
East Peds: 2
Peds Cross: ⧖

Park Lawn Rd

Heavys	Trucks	Cars	Totals
0	1	97	98

South Beach Condos Driveway

Cars	Trucks	Heavys	Totals
1	0	0	1
0	0	0	0
0	0	0	0
1	0	0	

N
W E
S

Heavys	Trucks	Cars	Totals
0	0	74	74
0	0	0	0
0	2	49	51
0	2	123	

Existing Site Driveway

Cars	Trucks	Heavys	Totals
1	0	0	1

Park Lawn Rd

Peds Cross: ⧖
West Peds: 4
West Entering: 125
West Leg Total: 223

Cars	1014			
Trucks	4			
Heavys	10			
Totals	1028			

Cars	34	964	1	999
Trucks	1	3	0	4
Heavys	0	12	0	12
Totals	35	979	1	

Peds Cross: ⋈
South Peds: 0
South Entering: 1015
South Leg Total: 2043

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

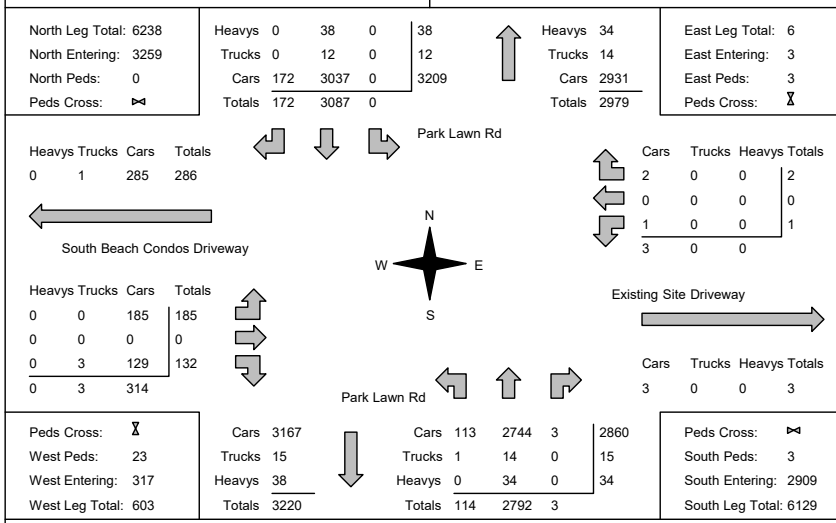
Municipality: Toronto
Site #: 1909300004
Intersection: Park Lawn Rd & South Beach Con
TFR File #: 1
Count date: 8-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Park Lawn Rd runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

Intersection: Park Lawn Rd & South Beach Con | **Count Date:** 8-Jun-19 | **Municipality:** Toronto

North Approach Totals							South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	North/South Total Approaches	Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
8: 03 03	3	3	3	3	3	3	8: 03 03	3	3	3	3	3
86 03 03	3	144	76	8323	3	: 355	86 03 03	65	141	8	8385	3
82 03 03	3	8358	56	8832	3	: 37:	82 03 03	28	184	3	159	8
85 03 03	3	8351	57	8885	3	: 358	85 03 03	69	917	:	167	:
Totals:	0	3087	172	3259	0	6168	S Totals:	114	2792	3	2909	3

East Approach Totals							West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	East/West Total Approaches	Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
8: 03 03	3	3	3	3	3	3	8: 03 03	3	3	3	3	3
86 03 03	3	3	8	8	:	8: 7	86 03 03	42	3	58	8: 5	2
82 03 03	3	3	3	3	3	14	82 03 03	5:	3	25	14	3
85 03 03	8	3	8	:	8	14	85 03 03	51	3	67	15	81
Totals:	1	0	2	3	3	320	W Totals:	185	0	132	317	23

Calculated Values for Traffic Crossing Major Street

Hours Ending:	8: 03	86 03	82 03	85 03		30 3	30 3	30 3	30 3
Crossing Values:	3	42	56	7:		3	3	3	3



Count Date: 8-Jun-19 **Site #: 1909300004**

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	0	0	265	265	17	17	0	0	0	0	0	0	0	0	4	4	0	0	0	0
12:30:00	0	0	510	245	27	10	0	0	0	0	0	0	0	0	5	1	0	0	0	0
12:45:00	0	0	731	221	37	10	0	0	1	1	0	0	0	0	7	2	0	0	0	0
13:00:00	0	0	965	234	63	26	0	0	2	1	0	0	0	0	10	3	0	0	0	0
13:15:00	0	0	1227	262	75	12	0	0	4	2	0	0	0	0	13	3	0	0	0	0
13:30:00	0	0	1488	261	87	12	0	0	6	2	0	0	0	0	15	2	0	0	0	0
13:45:00	0	0	1751	263	99	12	0	0	8	2	0	0	0	0	19	4	0	0	0	0
14:00:00	0	0	1998	247	116	17	0	0	8	0	0	0	0	0	22	3	0	0	0	0
14:15:00	0	0	2271	273	129	13	0	0	10	2	0	0	0	0	25	3	0	0	0	0
14:30:00	0	0	2533	262	140	11	0	0	12	2	0	0	0	0	29	4	0	0	0	0
14:45:00	0	0	2787	254	153	13	0	0	12	0	0	0	0	0	32	3	0	0	0	0
15:00:00	0	0	3037	250	172	19	0	0	12	0	0	0	0	0	38	6	0	0	0	0
15:15:00	0	0	3037	0	172	0	0	0	12	0	0	0	0	0	38	0	0	0	0	0
15:15:15	0	0	3037	0	172	0	0	0	12	0	0	0	0	0	38	0	0	0	0	0



Count Date: 8-Jun-19 **Site #: 1909300004**

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
13:00:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
13:15:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
13:30:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
13:45:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
14:00:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
14:15:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
14:30:00	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1
14:45:00	1	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0
15:00:00	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
15:15:00	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
15:15:15	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0



Count Date: 8-Jun-19 Site #: 1909300004

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	9	9	250	250	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0
12:30:00	15	6	495	245	0	0	0	0	1	1	0	0	0	0	8	4	0	0	0	0
12:45:00	24	9	722	227	1	1	0	0	1	0	0	0	0	0	11	3	0	0	0	0
13:00:00	34	10	964	242	1	0	1	1	3	2	0	0	0	0	12	1	0	0	0	0
13:15:00	43	9	1191	227	1	0	1	0	5	2	0	0	0	0	16	4	0	0	0	0
13:30:00	52	9	1423	232	1	0	1	0	7	2	0	0	0	0	19	3	0	0	1	1
13:45:00	62	10	1646	223	1	0	1	0	8	1	0	0	0	0	21	2	0	0	1	0
14:00:00	75	13	1862	216	1	0	1	0	9	1	0	0	0	0	25	4	0	0	1	0
14:15:00	88	13	2079	217	1	0	1	0	12	3	0	0	0	0	28	3	0	0	1	0
14:30:00	100	12	2315	236	2	1	1	0	13	1	0	0	0	0	31	3	0	0	1	0
14:45:00	104	4	2535	220	3	1	1	0	13	0	0	0	0	0	34	3	0	0	1	0
15:00:00	113	9	2744	209	3	0	1	0	14	1	0	0	0	0	34	0	0	0	3	2
15:15:00	113	0	2744	0	3	0	1	0	14	0	0	0	0	0	34	0	0	0	3	0
15:15:15	113	0	2744	0	3	0	1	0	14	0	0	0	0	0	34	0	0	0	3	0



Count Date: 8-Jun-19 Site #: 1909300004

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	13	13	0	0	8	8	0	0	0	0	1	1	0	0	0	0	0	0	4	4
12:30:00	37	24	0	0	20	12	0	0	0	0	1	0	0	0	0	0	0	0	4	0
12:45:00	63	26	0	0	35	15	0	0	0	0	2	1	0	0	0	0	0	0	4	0
13:00:00	74	11	0	0	49	14	0	0	0	0	2	0	0	0	0	0	0	0	4	0
13:15:00	85	11	0	0	53	4	0	0	0	0	2	0	0	0	0	0	0	0	4	0
13:30:00	98	13	0	0	68	15	0	0	0	0	2	0	0	0	0	0	0	0	4	0
13:45:00	110	12	0	0	80	12	0	0	0	0	2	0	0	0	0	0	0	0	4	0
14:00:00	126	16	0	0	93	13	0	0	0	0	3	1	0	0	0	0	0	0	4	0
14:15:00	145	19	0	0	104	11	0	0	0	0	3	0	0	0	0	0	0	0	4	0
14:30:00	158	13	0	0	109	5	0	0	0	0	3	0	0	0	0	0	0	0	7	3
14:45:00	169	11	0	0	117	8	0	0	0	0	3	0	0	0	0	0	0	0	19	12
15:00:00	185	16	0	0	129	12	0	0	0	0	3	0	0	0	0	0	0	0	23	4
15:15:00	185	0	0	0	129	0	0	0	0	0	3	0	0	0	0	0	0	0	23	0
15:15:15	185	0	0	0	129	0	0	0	0	0	3	0	0	0	0	0	0	0	23	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Mid-day Peak Diagram

Specified Period
From: 12:00:00
To: 15:00:00

One Hour Peak
From: 12:30:00
To: 13:30:00

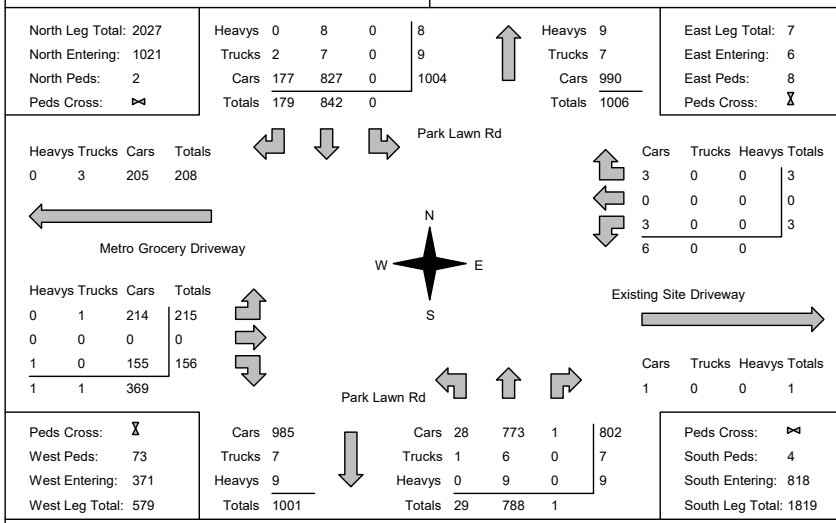
Municipality: Toronto
Site #: 1909300005
Intersection: Park Lawn Rd & Metro Grocery Dri
TFR File #: 1
Count date: 8-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Park Lawn Rd runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

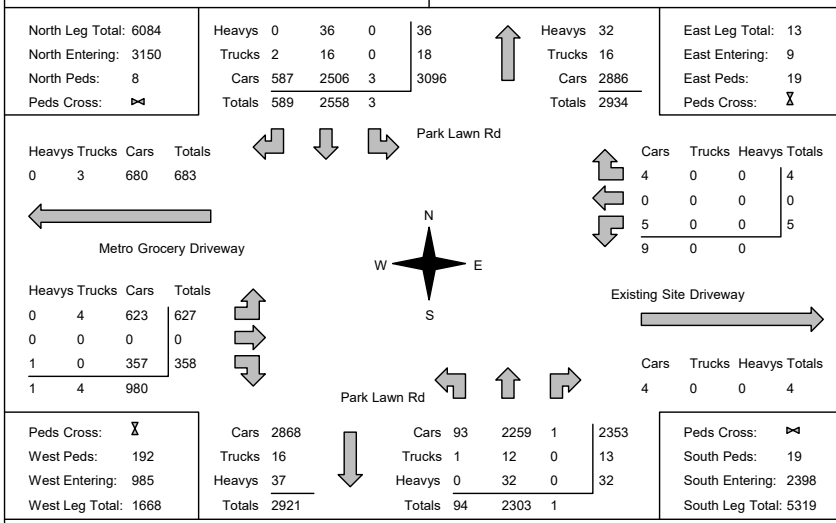
Municipality: Toronto
Site #: 1909300005
Intersection: Park Lawn Rd & Metro Grocery Dri
TFR File #: 1
Count date: 8-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Park Lawn Rd runs N/S



Comments

Traffic Count Summary

Intersection: Park Lawn Rd & Metro Grocery Dr | **Count Date:** 8-Jun-19 | **Municipality:** Toronto

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	North/South Total Approaches
	Left	Thru	Right	Grand Total		
12:00:00	*0*	*0*	*0*	*0*	*0*	*0*
13:00:00	*1*	*833*	*168*	*1002*	*5*	*1833*
14:00:00	*1*	*868*	*206*	*1075*	*1*	*1865*
15:00:00	*1*	*857*	*215*	*1073*	*2*	*1850*
Totals:	3	2558	589	3150	8	5548

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
12:00:00	*0*	*0*	*0*	*0*	*0*
13:00:00	*31*	*800*	*0*	*831*	*8*
14:00:00	*25*	*764*	*1*	*790*	*3*
15:00:00	*38*	*739*	*0*	*777*	*8*
S Totals:	94	2303	1	2398	19

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	East/West Total Approaches
	Left	Thru	Right	Grand Total		
12:00:00	*0*	*0*	*0*	*0*	*0*	*0*
13:00:00	*1*	*0*	*2*	*3*	*8*	*357*
14:00:00	*3*	*0*	*2*	*5*	*6*	*333*
15:00:00	*1*	*0*	*0*	*1*	*5*	*304*
Totals:	5	0	4	9	19	994

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
12:00:00	*0*	*0*	*0*	*0*	*0*
13:00:00	*222*	*0*	*132*	*354*	*90*
14:00:00	*204*	*0*	*124*	*328*	*62*
15:00:00	*201*	*0*	*102*	*303*	*40*
W Totals:	627	0	358	985	192

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*12:00*	*13:00*	*14:00*	*15:00*		*0:00*	*0:00*	*0:00*	*0:00*
Crossing Values:	*0*	*236*	*211*	*212*		*0*	*0*	*0*	*0*

Count Date: 8-Jun-19 **Site #: 1909300005**

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	1	1	228	228	38	38	0	0	1	1	0	0	0	0	4	4	0	0	2	2
12:30:00	1	0	432	204	79	41	0	0	2	1	0	0	0	0	5	1	0	0	3	1
12:45:00	1	0	621	189	122	43	0	0	4	2	1	1	0	0	6	1	0	0	4	1
13:00:00	1	0	819	198	166	44	0	0	5	1	2	1	0	0	9	3	0	0	5	1
13:15:00	1	0	1027	208	217	51	0	0	7	2	2	0	0	0	11	2	0	0	5	0
13:30:00	1	0	1259	232	256	39	0	0	9	2	2	0	0	0	13	2	0	0	5	0
13:45:00	1	0	1454	195	320	64	0	0	11	2	2	0	0	0	17	4	0	0	5	0
14:00:00	2	1	1669	215	372	52	0	0	12	1	2	0	0	0	20	3	0	0	6	1
14:15:00	2	0	1897	228	425	53	0	0	14	2	2	0	0	0	23	3	0	0	8	2
14:30:00	2	0	2108	211	478	53	0	0	15	1	2	0	0	0	27	4	0	0	8	0
14:45:00	2	0	2313	205	530	52	0	0	16	1	2	0	0	0	30	3	0	0	8	0
15:00:00	3	1	2506	193	587	57	0	0	16	0	2	0	0	0	36	6	0	0	8	0
15:15:00	3	0	2506	0	587	0	0	0	16	0	2	0	0	0	36	0	0	0	8	0
15:15:15	3	0	2506	0	587	0	0	0	16	0	2	0	0	0	36	0	0	0	8	0



Count Date: 8-Jun-19 Site #: 1909300005

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2
12:30:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1
12:45:00	1	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	5	2
13:00:00	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8	3
13:15:00	2	1	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	9	1
13:30:00	4	2	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	11	2
13:45:00	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	13	2
14:00:00	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	14	1
14:15:00	5	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	17	3
14:30:00	5	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0
14:45:00	5	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	18	1
15:00:00	5	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	19	1
15:15:00	5	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0
15:15:15	5	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0



Count Date: 8-Jun-19 Site #: 1909300005

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	7	7	200	200	0	0	0	0	0	0	0	0	0	0	4	4	0	0	5	5
12:30:00	16	9	393	193	0	0	0	0	1	1	0	0	0	0	8	4	0	0	6	1
12:45:00	22	6	588	195	0	0	1	1	2	1	0	0	0	0	10	2	0	0	7	1
13:00:00	30	8	785	197	0	0	1	0	4	2	0	0	0	0	11	1	0	0	8	1
13:15:00	36	6	983	198	1	1	1	0	5	1	0	0	0	0	14	3	0	0	9	1
13:30:00	44	8	1166	183	1	0	1	0	7	2	0	0	0	0	17	3	0	0	10	1
13:45:00	52	8	1361	195	1	0	1	0	8	1	0	0	0	0	19	2	0	0	11	1
14:00:00	55	3	1533	172	1	0	1	0	8	0	0	0	0	0	23	4	0	0	11	0
14:15:00	61	6	1720	187	1	0	1	0	10	2	0	0	0	0	26	3	0	0	13	2
14:30:00	70	9	1910	190	1	0	1	0	11	1	0	0	0	0	29	3	0	0	16	3
14:45:00	81	11	2092	182	1	0	1	0	11	0	0	0	0	0	31	2	0	0	17	1
15:00:00	93	12	2259	167	1	0	1	0	12	1	0	0	0	0	32	1	0	0	19	2
15:15:00	93	0	2259	0	1	0	1	0	12	0	0	0	0	0	32	0	0	0	19	0
15:15:15	93	0	2259	0	1	0	1	0	12	0	0	0	0	0	32	0	0	0	19	0

Accu-Traffic Inc.

Count Date: 8-Jun-19 **Site #: 1909300005**

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	54	54	0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	0	22	22
12:30:00	111	57	0	0	46	30	0	0	0	0	0	0	0	0	0	0	0	0	54	32
12:45:00	161	50	0	0	106	60	0	0	0	0	0	0	0	0	0	0	1	1	68	14
13:00:00	221	60	0	0	131	25	1	1	0	0	0	0	0	0	0	0	1	0	90	22
13:15:00	266	45	0	0	175	44	1	0	0	0	0	0	0	0	0	0	1	0	109	19
13:30:00	325	59	0	0	201	26	1	0	0	0	0	0	0	0	0	0	1	0	127	18
13:45:00	366	41	0	0	235	34	1	0	0	0	0	0	0	0	0	0	1	0	141	14
14:00:00	424	58	0	0	255	20	2	1	0	0	0	0	0	0	0	0	1	0	152	11
14:15:00	468	44	0	0	280	25	3	1	0	0	0	0	0	0	0	0	1	0	166	14
14:30:00	523	55	0	0	306	26	3	0	0	0	0	0	0	0	0	0	1	0	178	12
14:45:00	572	49	0	0	329	23	4	1	0	0	0	0	0	0	0	0	1	0	186	8
15:00:00	623	51	0	0	357	28	4	0	0	0	0	0	0	0	0	0	1	0	192	6
15:15:00	623	0	0	0	357	0	4	0	0	0	0	0	0	0	0	0	1	0	192	0
15:15:15	623	0	0	0	357	0	4	0	0	0	0	0	0	0	0	0	1	0	192	0

Accu-Traffic Inc.

Mid-day Peak Diagram

Specified Period
From: 12:00:00
To: 15:00:00

One Hour Peak
From: 12:30:00
To: 13:30:00

Municipality: Toronto
Site #: 1909300006
Intersection: Park Lawn Rd & BMO Driveway
TFR File #: 1
Count date: 8-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Park Lawn Rd runs N/S

North Leg Total: 1847
North Entering: 1022
North Peds: 0
Peds Cross: ⋈

Heavys	10	0	10
Trucks	6	0	6
Cars	992	14	1006
Totals	1008	14	

Heavys	12		
Trucks	6		
Cars	807		
Totals	825		

East Leg Total: 40
East Entering: 19
East Peds: 11
Peds Cross: ⋈

Park Lawn Rd

N
W E
S

Cars	Trucks	Heavys	Totals
18	0	0	18
1	0	0	1
19	0	0	

BMO Driveway

Cars	Trucks	Heavys	Totals
21	0	0	21

Park Lawn Rd

Cars	993		
Trucks	6		
Heavys	10		
Totals	1009		

Cars	789	7	796
Trucks	6	0	6
Heavys	12	0	12
Totals	807	7	

Peds Cross: ⋈
South Peds: 0
South Entering: 814
South Leg Total: 1823

Comments

Total Count Diagram

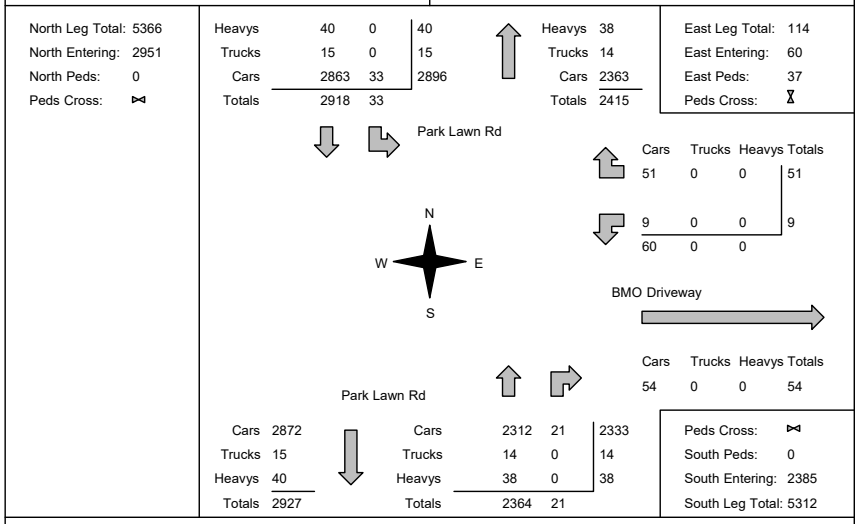
Municipality: Toronto
Site #: 1909300006
Intersection: Park Lawn Rd & BMO Driveway
TFR File #: 1
Count date: 8-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Park Lawn Rd runs N/S



Comments

Traffic Count Summary

Intersection: Park Lawn Rd & BMO Driveway | **Count Date:** 8-Jun-19 | **Municipality:** Toronto

North Approach Totals							South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	North/South Total Approaches	Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
12:00:00	*0*	*0*	*0*	*0*	*0*	*0*	*12:00:00*	*0*	*0*	*0*	*0*	*0*
13:00:00	*9*	*961*	*0*	*970*	*0*	*1811*	*13:00:00*	*0*	*833*	*8*	*841*	*0*
14:00:00	*16*	*994*	*0*	*1010*	*0*	*1781*	*14:00:00*	*0*	*764*	*7*	*771*	*0*
15:00:00	*8*	*963*	*0*	*971*	*0*	*1744*	*15:00:00*	*0*	*767*	*6*	*773*	*0*
Totals:	33	2918	0	2951	0	5336	S Totals:	0	2364	21	2385	0

East Approach Totals							West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	East/West Total Approaches	Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
12:00:00	*0*	*0*	*0*	*0*	*0*	*0*	*12:00:00*	*0*	*0*	*0*	*0*	*0*
13:00:00	*6*	*0*	*16*	*22*	*9*	*22*	*13:00:00*	*0*	*0*	*0*	*0*	*0*
14:00:00	*1*	*0*	*18*	*19*	*13*	*19*	*14:00:00*	*0*	*0*	*0*	*0*	*0*
15:00:00	*2*	*0*	*17*	*19*	*15*	*19*	*15:00:00*	*0*	*0*	*0*	*0*	*0*
Totals:	9	0	51	60	37	60	W Totals:	0	0	0	0	0

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*12:00*	*13:00*	*14:00*	*15:00*		*0:00*	*0:00*	*0:00*	*0:00*
Crossing Values:	*0*	*6*	*1*	*2*		*0*	*0*	*0*	*0*



Count Date: 8-Jun-19 Site #: 1909300006

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	3	3	241	241	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0
12:30:00	6	3	466	225	0	0	0	0	1	1	0	0	0	0	6	1	0	0	0	0
12:45:00	8	2	723	257	0	0	0	0	2	1	0	0	0	0	8	2	0	0	0	0
13:00:00	9	1	947	224	0	0	0	0	3	1	0	0	0	0	11	3	0	0	0	0
13:15:00	13	4	1204	257	0	0	0	0	5	2	0	0	0	0	13	2	0	0	0	0
13:30:00	20	7	1458	254	0	0	0	0	7	2	0	0	0	0	16	3	0	0	0	0
13:45:00	23	3	1682	224	0	0	0	0	10	3	0	0	0	0	20	4	0	0	0	0
14:00:00	25	2	1920	238	0	0	0	0	12	2	0	0	0	0	23	3	0	0	0	0
14:15:00	25	0	2179	259	0	0	0	0	13	1	0	0	0	0	27	4	0	0	0	0
14:30:00	27	2	2422	243	0	0	0	0	14	1	0	0	0	0	30	3	0	0	0	0
14:45:00	29	2	2650	228	0	0	0	0	15	1	0	0	0	0	34	4	0	0	0	0
15:00:00	33	4	2863	213	0	0	0	0	15	0	0	0	0	0	40	6	0	0	0	0
15:15:00	33	0	2863	0	0	0	0	0	15	0	0	0	0	0	40	0	0	0	0	0
15:15:15	33	0	2863	0	0	0	0	0	15	0	0	0	0	0	40	0	0	0	0	0



Count Date: 8-Jun-19 Site #: 1909300006

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	3	3	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	2	2
12:30:00	5	2	0	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	4	2
12:45:00	6	1	0	0	12	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0
13:00:00	6	0	0	0	16	4	0	0	0	0	0	0	0	0	0	0	0	0	9	5
13:15:00	6	0	0	0	20	4	0	0	0	0	0	0	0	0	0	0	0	0	15	6
13:30:00	6	0	0	0	26	6	0	0	0	0	0	0	0	0	0	0	0	0	15	0
13:45:00	7	1	0	0	30	4	0	0	0	0	0	0	0	0	0	0	0	0	16	1
14:00:00	7	0	0	0	34	4	0	0	0	0	0	0	0	0	0	0	0	0	22	6
14:15:00	7	0	0	0	36	2	0	0	0	0	0	0	0	0	0	0	0	0	25	3
14:30:00	7	0	0	0	41	5	0	0	0	0	0	0	0	0	0	0	0	0	25	0
14:45:00	8	1	0	0	43	2	0	0	0	0	0	0	0	0	0	0	0	0	31	6
15:00:00	9	1	0	0	51	8	0	0	0	0	0	0	0	0	0	0	0	0	37	6
15:15:00	9	0	0	0	51	0	0	0	0	0	0	0	0	0	0	0	0	0	37	0
15:15:15	9	0	0	0	51	0	0	0	0	0	0	0	0	0	0	0	0	0	37	0



Count Date: 8-Jun-19 Site #: 1909300006

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	0	0	203	203	1	1	0	0	0	0	0	0	0	0	4	4	0	0	0	0
12:30:00	0	0	405	202	4	3	0	0	1	1	0	0	0	0	10	6	0	0	0	0
12:45:00	0	0	599	194	6	2	0	0	1	0	0	0	0	0	12	2	0	0	0	0
13:00:00	0	0	816	217	8	2	0	0	3	2	0	0	0	0	14	2	0	0	0	0
13:15:00	0	0	1010	194	11	3	0	0	4	1	0	0	0	0	17	3	0	0	0	0
13:30:00	0	0	1194	184	11	0	0	0	7	3	0	0	0	0	22	5	0	0	0	0
13:45:00	0	0	1386	192	14	3	0	0	9	2	0	0	0	0	24	2	0	0	0	0
14:00:00	0	0	1560	174	15	1	0	0	9	0	0	0	0	0	28	4	0	0	0	0
14:15:00	0	0	1743	183	16	1	0	0	12	3	0	0	0	0	31	3	0	0	0	0
14:30:00	0	0	1937	194	17	1	0	0	14	2	0	0	0	0	35	4	0	0	0	0
14:45:00	0	0	2131	194	19	2	0	0	14	0	0	0	0	0	37	2	0	0	0	0
15:00:00	0	0	2312	181	21	2	0	0	14	0	0	0	0	0	38	1	0	0	0	0
15:15:00	0	0	2312	0	21	0	0	0	14	0	0	0	0	0	38	0	0	0	0	0
15:15:15	0	0	2312	0	21	0	0	0	14	0	0	0	0	0	38	0	0	0	0	0



Count Date: 8-Jun-19 Site #: 1909300006

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Mor nr i g Pei a k oi DmiS

pcef ocber PemoFr		Hue l Ft mPei a
: nFS T	12:00:00	: nFS T 13:00:00
OFT	15:00:00	OFT 14:00:00

Mt uof oci yo#gT	Toronto
po#e l T	1909300007
su#enRef #oFuT	Park Lawn Rd & Lake Shore Blvd
O: C : oye l T	1
WFt u#r i #eT	8-Jun-19

h ei # emf Fur o#oFuRT

PemRFu f Ft u#er T
PemRFu cneci ner T
PemRFu f * ef aer T

NNpoDui yo-er su#enRef #oFu NN

Mi zFmCFi r T Park Lawn Rd runs N/S

North Leg Total:	1755
North Entering:	976
North Peds:	122
Peds Cross:	⋈

Heavys	8	5	1	14
Trucks	6	0	5	11
Cars	334	141	476	951
Totals	348	146	482	

Heavys	15
Trucks	7
Cars	757
Totals	779

East Leg Total:	1847
East Entering:	891
East Peds:	120
Peds Cross:	⧗

Park Lawn Rd

Heavys	Trucks	Cars	Totals
10	12	868	890

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
384	2	2	388
479	6	2	487
16	0	0	16
879	8	4	

N
W E
S

Heavys	Trucks	Cars	Totals
9	2	247	258
1	3	433	437
0	0	51	51
10	5	731	

Lake Shore Blvd W

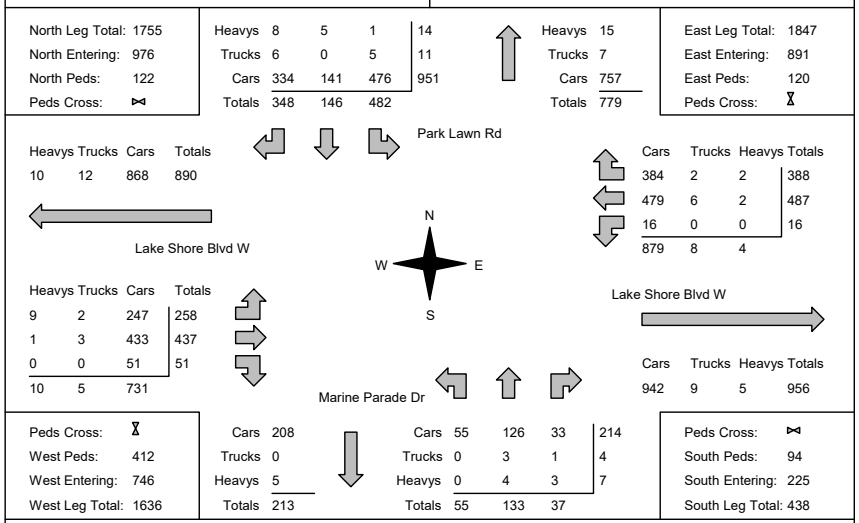
Cars	Trucks	Heavys	Totals
942	9	5	956

Marine Parade Dr

Peds Cross:	⧗
West Peds:	412
West Entering:	746
West Leg Total:	1636

Cars	208
Trucks	0
Heavys	5
Totals	213

Cars	55	126	33	214
Trucks	0	3	1	4
Heavys	0	4	3	7
Totals	55	133	37	



Peds Cross:	⋈
South Peds:	94
South Entering:	225
South Leg Total:	438

WFS S eu#R

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

OF#i yWFt u#k oi DmiS

Mt uof oci yo#gT	Toronto
po#e l T	1909300007
su#enRef #oFuT	Park Lawn Rd & Lake Shore Blvd
O: C : oye l T	1
WFt u#r i #eT	8-Jun-19

h ei # emf Fur o#oFuRT

PemRFu f Ft u#er T
PemRFu cneci ner T
PemRFu f * ef aer T

NNpoDui yo-er su#enRef #oFu NN

Mi zFmCFi r T Park Lawn Rd runs N/S

North Leg Total:	5330
North Entering:	2935
North Peds:	428
Peds Cross:	⋈

Heavys	26	11	2	39
Trucks	9	1	9	19
Cars	1027	426	1424	2877
Totals	1062	438	1435	

Heavys	40
Trucks	17
Cars	2338
Totals	2395

East Leg Total:	5381
East Entering:	2580
East Peds:	286
Peds Cross:	⧗

Park Lawn Rd

Heavys	Trucks	Cars	Totals
28	23	2511	2562

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
1147	10	4	1161
1340	14	2	1356
63	0	0	63
2550	24	6	

N
W E
S

Heavys	Trucks	Cars	Totals
26	4	763	793
4	6	1261	1271
1	0	158	159
31	10	2182	

Lake Shore Blvd W

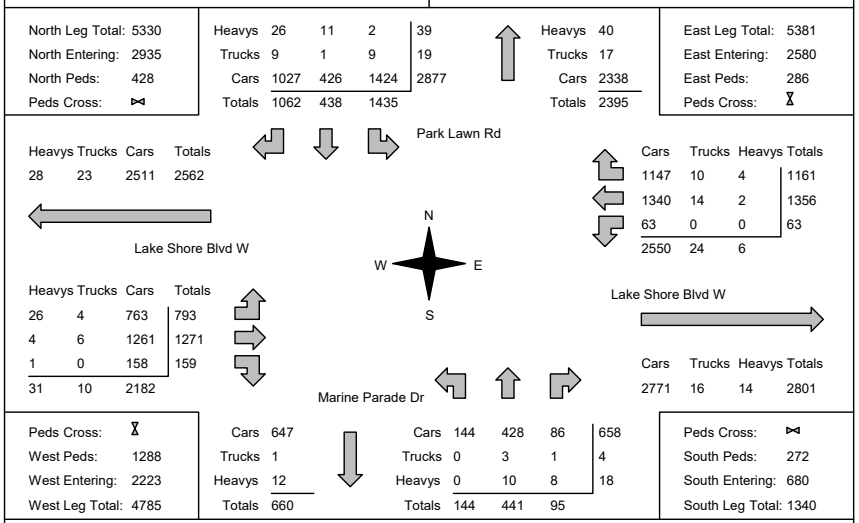
Cars	Trucks	Heavys	Totals
2771	16	14	2801

Marine Parade Dr

Peds Cross:	⧗
West Peds:	1288
West Entering:	2223
West Leg Total:	4785

Cars	647
Trucks	1
Heavys	12
Totals	660

Cars	144	428	86	658
Trucks	0	3	1	4
Heavys	0	10	8	18
Totals	144	441	95	



Peds Cross:	⋈
South Peds:	272
South Entering:	680
South Leg Total:	1340

WFS S eu#R

Accu-Traffic Inc.

Omddf WFtu#pt SSing

suftenRefitFuT	Park Lawn Rd & Lake Shore Blvd	WFtu#ki#eT	8-Jun-19	Mtudociytg T	Toronto

j Fn# Accnfif* OF#yR

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
12:00:00	*0*	*0*	*0*	*0*	*0*
13:00:00	*468*	*141*	*389*	*998*	*148*
14:00:00	*482*	*146*	*348*	*976*	*122*
15:00:00	*485*	*151*	*325*	*961*	*158*
Totals:	1435	438	1062	2935	428

North/South Total Approaches: 3615

pFt# Accnfif* OF#yR

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
12:00:00	*0*	*0*	*0*	*0*	*0*
13:00:00	*56*	*157*	*34*	*247*	*110*
14:00:00	*55*	*133*	*37*	*225*	*94*
15:00:00	*33*	*151*	*24*	*208*	*68*
S Totals:	144	441	95	680	272

Ei R#Accnfif* OF#yR

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
12:00:00	*0*	*0*	*0*	*0*	*0*
13:00:00	*20*	*419*	*409*	*848*	*102*
14:00:00	*16*	*487*	*388*	*891*	*120*
15:00:00	*27*	*450*	*364*	*841*	*64*
Totals:	63	1356	1161	2580	286

East/West Total Approaches: 4803

h eR#Accnfif* OF#yR

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
12:00:00	*0*	*0*	*0*	*0*	*0*
13:00:00	*273*	*382*	*60*	*715*	*525*
14:00:00	*258*	*437*	*51*	*746*	*412*
15:00:00	*262*	*452*	*48*	*762*	*351*
W Totals:	793	1271	159	2223	1288

Wiyftyi#er Viyte RcFmOmddf WhfRRauD MizFmp#nee#

Hours Ending:	*12:00*	*13:00*	*14:00*	*15:00*		*0:00*	*0:00*	*0:00*	*0:00*
Crossing Values:	*0*	*970*	*977*	*967*		*0*	*0*	*0*	*0*

Accu-Traffic Inc.

WFtu#ki#eT 6nUtun19 pdte l T 1909300008

suftenni y Ose	Pi RReuDemWinRnj Fn# Accnfif*						Ontf aRnj Fn# Accnfif*						l ei vgRnj Fn# Accnfif*						PereRRnsuR	
	Led#		O'nt		CdD'#		Led#		O'nt		CdD'#		Led#		O'nt		CdD'#		j Fn# WhfRR	
	Wt S	sufm	Wt S	sufm	Wt S	sufm	Wt S	sufm	Wt S	sufm	Wt S	sufm	Wt S	sufm	Wt S	sufm	Wt S	sufm	Wt S	sufm
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	119	119	29	29	108	108	0	0	0	0	0	0	0	0	2	2	4	4	31	31
12:30:00	238	119	60	31	203	95	1	1	0	0	0	0	0	0	2	0	6	2	74	43
12:45:00	366	128	105	45	294	91	2	1	0	0	0	0	1	1	2	0	8	2	110	36
13:00:00	464	98	138	33	378	84	3	1	0	0	1	1	1	0	3	1	10	2	148	38
13:15:00	589	125	182	44	471	93	4	1	0	0	1	0	1	0	4	1	12	2	192	44
13:30:00	714	125	222	40	542	71	5	1	0	0	4	3	1	0	5	1	14	2	215	23
13:45:00	818	104	250	28	623	81	7	2	0	0	6	2	1	0	6	1	17	3	244	29
14:00:00	940	122	279	29	712	89	8	1	0	0	7	1	2	1	8	2	18	1	270	26
14:15:00	1058	118	316	37	795	83	8	0	1	1	7	0	2	0	9	1	21	3	302	32
14:30:00	1187	129	344	28	883	88	9	1	1	0	7	0	2	0	10	1	23	2	344	42
14:45:00	1306	119	384	40	955	72	9	0	1	0	8	1	2	0	11	1	26	3	385	41
15:00:00	1424	118	426	42	1027	72	9	0	1	0	9	1	2	0	11	0	26	0	428	43
15:15:00	1424	0	426	0	1027	0	9	0	1	0	9	0	2	0	11	0	26	0	428	0
15:15:15	1424	0	426	0	1027	0	9	0	1	0	9	0	2	0	11	0	26	0	428	0



WFt u#k i #eT 6nJt unI9 pdle l T 1909300008

suflbmni y OdSe	Pi RReuDemWl nRnEi R#Accnfi f *						Ontf aR nEi R#Accnfi f *						I ei vgR nEi R#Accnfi f *						Per eRlhs uR	
	Led#		O' nt		CdD' #		Led#		O' nt		CdD' #		Led#		O' nt		CdD' #		Ei R#WhfFRR	
	Wt S	suf m	Wt S	suf m	Wt S	suf m	Wt S	suf m	Wt S	suf m	Wt S	suf m	Wt S	suf m	Wt S	suf m	Wt S	suf m	Wt S	suf m
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	7	7	101	101	104	104	0	0	2	2	0	0	0	0	0	0	1	1	20	20
12:30:00	11	4	202	101	200	96	0	0	3	1	1	1	0	0	0	0	1	0	40	20
12:45:00	16	5	306	104	302	102	0	0	5	2	1	0	0	0	0	0	1	0	70	30
13:00:00	20	4	414	108	405	103	0	0	5	0	3	2	0	0	0	0	1	0	102	32
13:15:00	29	9	536	122	509	104	0	0	7	2	4	1	0	0	0	0	1	0	142	40
13:30:00	31	2	667	131	601	92	0	0	7	0	5	1	0	0	0	0	2	1	173	31
13:45:00	34	3	790	123	697	96	0	0	10	3	5	0	0	0	1	1	2	0	204	31
14:00:00	36	2	893	103	789	92	0	0	11	1	5	0	0	0	2	1	3	1	222	18
14:15:00	43	7	1019	126	873	84	0	0	12	1	6	1	0	0	2	0	3	0	248	26
14:30:00	50	7	1126	107	984	111	0	0	14	2	8	2	0	0	2	0	4	1	264	16
14:45:00	57	7	1229	103	1067	83	0	0	14	0	9	1	0	0	2	0	4	0	276	12
15:00:00	63	6	1340	111	1147	80	0	0	14	0	10	1	0	0	2	0	4	0	286	10
15:15:00	63	0	1340	0	1147	0	0	0	14	0	10	0	0	0	2	0	4	0	286	0
15:15:15	63	0	1340	0	1147	0	0	0	14	0	10	0	0	0	2	0	4	0	286	0



WFt u#k i #eT 6nJt unI9 pdle l T 1909300008

suflbmni y OdSe	Pi RReuDemWl nRnpFt # Accnfi f *						Ontf aR npFt # Accnfi f *						I ei vgR npFt # Accnfi f *						Per eRlhs uR	
	Led#		O' nt		CdD' #		Led#		O' nt		CdD' #		Led#		O' nt		CdD' #		pFt # WhfFRR	
	Wt S	suf m	Wt S	suf m	Wt S	suf m	Wt S	suf m	Wt S	suf m	Wt S	suf m	Wt S	suf m	Wt S	suf m	Wt S	suf m	Wt S	suf m
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	13	13	36	36	8	8	0	0	0	0	0	0	0	0	1	1	1	1	26	26
12:30:00	22	9	78	42	18	10	0	0	0	0	0	0	0	0	2	1	2	1	55	29
12:45:00	37	15	105	27	22	4	0	0	0	0	0	0	0	0	2	0	2	0	88	33
13:00:00	56	19	154	49	31	9	0	0	0	0	0	0	0	0	3	1	3	1	110	22
13:15:00	68	12	189	35	40	9	0	0	0	0	0	0	0	0	3	0	4	1	128	18
13:30:00	82	14	218	29	44	4	0	0	1	1	0	0	0	0	6	3	5	1	151	23
13:45:00	96	14	257	39	52	8	0	0	3	2	1	1	0	0	6	0	5	0	175	24
14:00:00	111	15	280	23	64	12	0	0	3	0	1	0	0	0	7	1	6	1	204	29
14:15:00	119	8	311	31	69	5	0	0	3	0	1	0	0	0	7	0	7	1	222	18
14:30:00	128	9	337	26	77	8	0	0	3	0	1	0	0	0	8	1	8	1	238	16
14:45:00	137	9	387	50	82	5	0	0	3	0	1	0	0	0	9	1	8	0	257	19
15:00:00	144	7	428	41	86	4	0	0	3	0	1	0	0	0	10	1	8	0	272	15
15:15:00	144	0	428	0	86	0	0	0	3	0	1	0	0	0	10	0	8	0	272	0
15:15:15	144	0	428	0	86	0	0	0	3	0	1	0	0	0	10	0	8	0	272	0

Accu-Traffic Inc.

WFt u#k i #eT 6nJt unt9 pdeb l T 1909300008

suf#mni y OdSe	Pi RReuDemWi nR nh eR#Accnfi f *						Ont f aR nh eR#Accnfi f *						I ei vgR nh eR#Accnfi f *						Per eRhnsuR	
	Led#		O' nt		Cd D' #		Led#		O' nt		Cd D' #		Led#		O' nt		Cd D' #		h eR# WfFRR	
	Wt S	suf m	Wt S	suf m	Wt S	suf m	Wt S	suf m	Wt S	suf m	Wt S	suf m	Wt S	suf m	Wt S	suf m	Wt S	suf m	Wt S	suf m
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	65	65	103	103	17	17	0	0	1	1	0	0	2	2	1	1	0	0	91	91
12:30:00	129	64	202	99	28	11	0	0	1	0	0	0	7	5	1	0	0	0	200	109
12:45:00	197	68	302	100	48	20	0	0	1	0	0	0	9	2	2	1	0	0	378	178
13:00:00	263	66	379	77	60	12	0	0	1	0	0	0	10	1	2	0	0	0	525	147
13:15:00	325	62	478	99	72	12	1	1	1	0	0	0	13	3	2	0	0	0	626	101
13:30:00	389	64	579	101	84	12	1	0	3	2	0	0	15	2	2	0	0	0	728	102
13:45:00	450	61	711	132	95	11	2	1	3	0	0	0	17	2	3	1	0	0	816	88
14:00:00	510	60	812	101	111	16	2	0	4	1	0	0	19	2	3	0	0	0	937	121
14:15:00	577	67	915	103	126	15	4	2	5	1	0	0	22	3	4	1	0	0	1014	77
14:30:00	641	64	1025	110	139	13	4	0	6	1	0	0	24	2	4	0	0	0	1131	117
14:45:00	703	62	1146	121	149	10	4	0	6	0	0	0	25	1	4	0	1	1	1226	95
15:00:00	763	60	1261	115	158	9	4	0	6	0	0	0	26	1	4	0	1	0	1288	62
15:15:00	763	0	1261	0	158	0	4	0	6	0	0	0	26	0	4	0	1	0	1288	0
15:15:15	763	0	1261	0	158	0	4	0	6	0	0	0	26	0	4	0	1	0	1288	0

Accu-Traffic Inc.

Mid-day Peak Diagram

Specified Period
From: 12:00:00
To: 15:00:00

One Hour Peak
From: 12:30:00
To: 13:30:00

Municipality: Toronto
Site #: 1909300008
Intersection: Marine Parade Dr & Humber Bay P
TFR File #: 1
Count date: 8-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

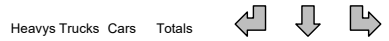
Major Road: Marine Parade Dr runs N/S

North Leg Total: 429
North Entering: 215
North Peds: 13
Peds Cross: ⋈

Heavys	0	0	0	0
Trucks	0	0	0	0
Cars	45	169	1	215
Totals	45	169	1	

Heavys	4
Trucks	1
Cars	209
Totals	214

East Leg Total: 4
East Entering: 3
East Peds: 0
Peds Cross: ⧖



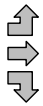
Heavys	Trucks	Cars	Totals
0	0	64	64





Cars	Trucks	Heavys	Totals
2	0	0	2
0	0	0	0
1	0	0	1
3	0	0	

Heavys	Trucks	Cars	Totals
0	0	36	36
0	0	0	0
0	0	21	21
0	0	57	



Driveway



Cars	Trucks	Heavys	Totals
1	0	0	1



Peds Cross: ⧖
West Peds: 241
West Entering: 57
West Leg Total: 121

Cars	191			
Trucks	0			
Heavys	0			
Totals	191			

Cars	19	171	0	190
Trucks	0	1	0	1
Heavys	0	4	0	4
Totals	19	176	0	

Peds Cross: ⋈
South Peds: 3
South Entering: 195
South Leg Total: 386

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

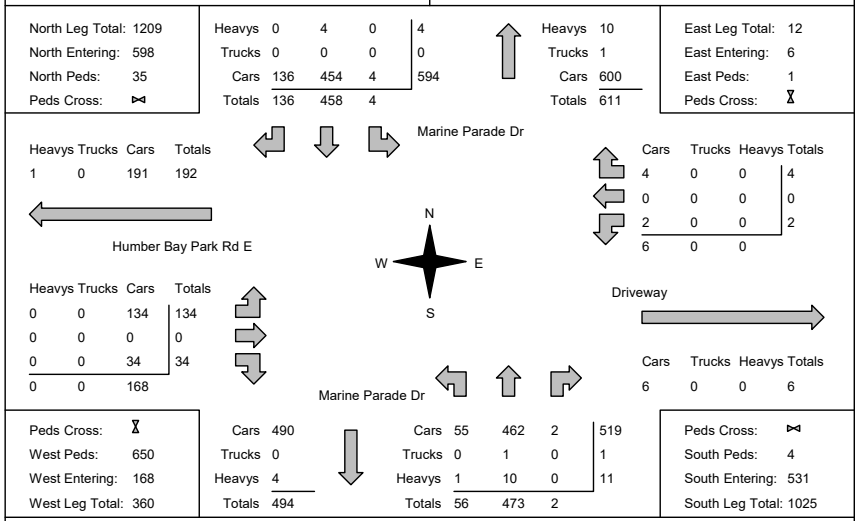
Municipality: Toronto
Site #: 1909300008
Intersection: Marine Parade Dr & Humber Bay P
TFR File #: 1
Count date: 8-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Marine Parade Dr runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

Intersection: Marine Parade Dr & Humber Bay | **Count Date:** 8-Jun-19 | **Municipality:** Toronto

North Approach Totals							South Approach Totals						
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	North/South Total Approaches	Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
12:00:00	*0*	*0*	*0*	*0*	*0*	*0*	*12:00:00*	*0*	*0*	*0*	*0*	*0*
13:00:00	*2*	*148*	*35*	*185*	*20*	*378*	*13:00:00*	*13*	*180*	*0*	*193*	*3*
14:00:00	*0*	*152*	*45*	*197*	*9*	*375*	*14:00:00*	*21*	*156*	*1*	*178*	*0*
15:00:00	*2*	*158*	*56*	*216*	*6*	*376*	*15:00:00*	*22*	*137*	*1*	*160*	*1*
Totals:	4	458	136	598	35	1129	S Totals:	56	473	2	531	4

East Approach Totals							West Approach Totals						
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	East/West Total Approaches	Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
12:00:00	*0*	*0*	*0*	*0*	*0*	*0*	*12:00:00*	*0*	*0*	*0*	*0*	*0*
13:00:00	*1*	*0*	*2*	*3*	*0*	*59*	*13:00:00*	*40*	*0*	*16*	*56*	*227*
14:00:00	*0*	*0*	*1*	*1*	*0*	*55*	*14:00:00*	*44*	*0*	*10*	*54*	*226*
15:00:00	*1*	*0*	*1*	*2*	*1*	*60*	*15:00:00*	*50*	*0*	*8*	*58*	*197*
Totals:	2	0	4	6	1	174	W Totals:	134	0	34	168	650

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*12:00*	*13:00*	*14:00*	*15:00*		*0:00*	*0:00*	*0:00*	*0:00*
Crossing Values:	*0*	*64*	*53*	*58*		*0*	*0*	*0*	*0*



Count Date: 8-Jun-19 **Site #: 1909300008**

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	0	0	27	27	7	7	0	0	0	0	0	0	0	0	0	0	0	0	5	5
12:30:00	1	1	62	35	16	9	0	0	0	0	0	0	0	0	0	0	0	0	14	9
12:45:00	1	0	111	49	27	11	0	0	0	0	0	0	0	0	0	0	0	0	18	4
13:00:00	2	1	148	37	35	8	0	0	0	0	0	0	0	0	0	0	0	0	20	2
13:15:00	2	0	194	46	51	16	0	0	0	0	0	0	0	0	0	0	0	0	22	2
13:30:00	2	0	231	37	61	10	0	0	0	0	0	0	0	0	0	0	0	0	27	5
13:45:00	2	0	262	31	70	9	0	0	0	0	0	0	0	0	1	1	0	0	29	2
14:00:00	2	0	298	36	80	10	0	0	0	0	0	0	0	0	2	1	0	0	29	0
14:15:00	3	1	336	38	96	16	0	0	0	0	0	0	0	0	2	0	0	0	29	0
14:30:00	3	0	374	38	105	9	0	0	0	0	0	0	0	0	2	0	0	0	29	0
14:45:00	3	0	413	39	125	20	0	0	0	0	0	0	0	0	3	1	0	0	29	0
15:00:00	4	1	454	41	136	11	0	0	0	0	0	0	0	0	4	1	0	0	35	6
15:15:00	4	0	454	0	136	0	0	0	0	0	0	0	0	0	4	0	0	0	35	0
15:15:15	4	0	454	0	136	0	0	0	0	0	0	0	0	0	4	0	0	0	35	0



Count Date: 8-Jun-19 **Site #: 1909300008**

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00:00	1	1	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15:00	1	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30:00	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45:00	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00:00	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15:00	2	1	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
14:30:00	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
14:45:00	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
15:00:00	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
15:15:00	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
15:15:15	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0



Count Date: 8-Jun-19 **Site #: 1909300008**

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	5	5	42	42	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
12:30:00	5	0	86	44	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0
12:45:00	8	3	124	38	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
13:00:00	13	5	177	53	0	0	0	0	0	0	0	0	0	0	3	1	0	0	3	3
13:15:00	19	6	215	38	0	0	0	0	0	0	0	0	0	0	4	1	0	0	3	0
13:30:00	24	5	257	42	0	0	0	0	1	1	0	0	0	0	6	2	0	0	3	0
13:45:00	30	6	297	40	1	1	0	0	1	0	0	0	0	0	6	0	0	0	3	0
14:00:00	34	4	328	31	1	0	0	0	1	0	0	0	0	0	7	1	0	0	3	0
14:15:00	39	5	356	28	1	0	0	0	1	0	0	0	0	0	8	1	0	0	3	0
14:30:00	45	6	382	26	1	0	0	0	1	0	0	0	0	0	8	0	0	0	3	0
14:45:00	50	5	429	47	2	1	0	0	1	0	0	0	1	1	10	2	0	0	4	1
15:00:00	55	5	462	33	2	0	0	0	1	0	0	0	1	0	10	0	0	0	4	0
15:15:00	55	0	462	0	2	0	0	0	1	0	0	0	1	0	10	0	0	0	4	0
15:15:15	55	0	462	0	2	0	0	0	1	0	0	0	1	0	10	0	0	0	4	0



Count Date: 8-Jun-19 **Site #: 1909300008**

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	8	8	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	44	44
12:30:00	19	11	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	102	58
12:45:00	30	11	0	0	10	8	0	0	0	0	0	0	0	0	0	0	0	0	150	48
13:00:00	40	10	0	0	16	6	0	0	0	0	0	0	0	0	0	0	0	0	227	77
13:15:00	49	9	0	0	21	5	0	0	0	0	0	0	0	0	0	0	0	0	289	62
13:30:00	55	6	0	0	23	2	0	0	0	0	0	0	0	0	0	0	0	0	343	54
13:45:00	68	13	0	0	24	1	0	0	0	0	0	0	0	0	0	0	0	0	392	49
14:00:00	84	16	0	0	26	2	0	0	0	0	0	0	0	0	0	0	0	0	453	61
14:15:00	93	9	0	0	28	2	0	0	0	0	0	0	0	0	0	0	0	0	484	31
14:30:00	114	21	0	0	30	2	0	0	0	0	0	0	0	0	0	0	0	0	554	70
14:45:00	124	10	0	0	33	3	0	0	0	0	0	0	0	0	0	0	0	0	585	31
15:00:00	134	10	0	0	34	1	0	0	0	0	0	0	0	0	0	0	0	0	650	65
15:15:00	134	0	0	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	650	0
15:15:15	134	0	0	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	650	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Mid-day Peak Diagram

Specified Period
From: 12:00:00
To: 15:00:00

One Hour Peak
From: 12:00:00
To: 13:00:00

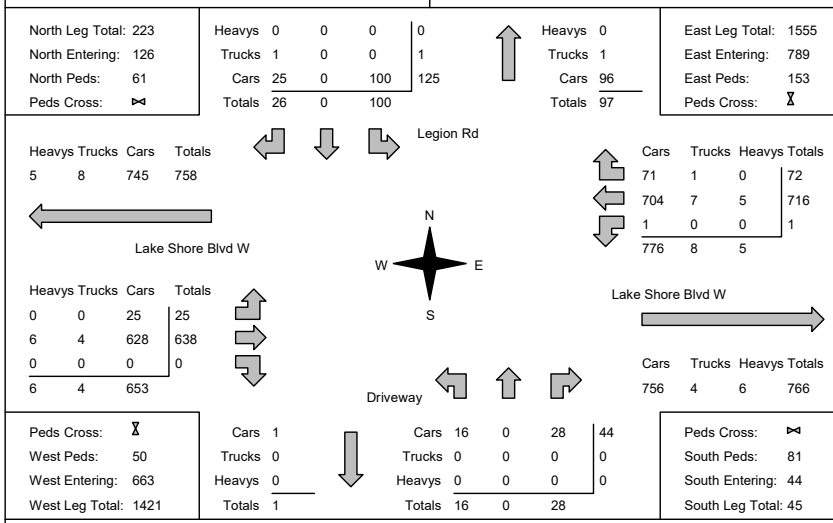
Municipality: Toronto
Site #: 1909300009
Intersection: Lake Shore Blvd W & Legion Rd
TFR File #: 1
Count date: 8-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Lake Shore Blvd W runs W/E



Comments

Total Count Diagram

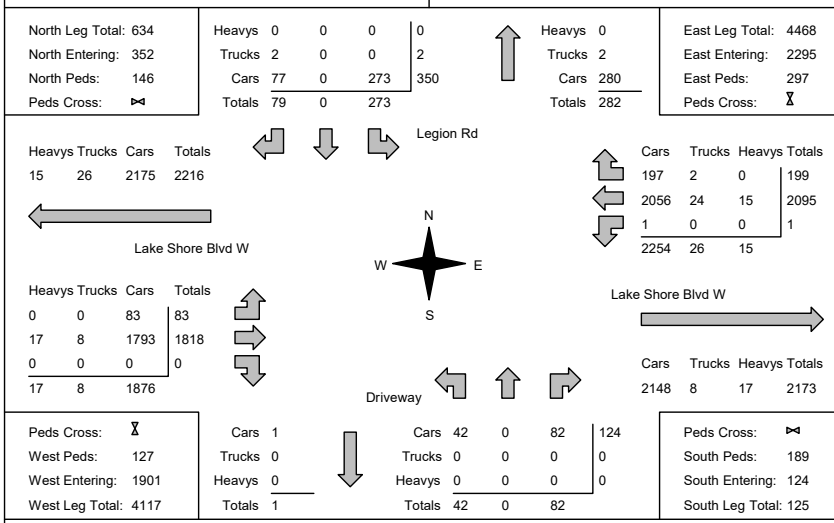
Municipality: Toronto
Site #: 1909300009
Intersection: Lake Shore Blvd W & Legion Rd
TFR File #: 1
Count date: 8-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Lake Shore Blvd W runs W/E



Comments

Traffic Count Summary

Intersection: Lake Shore Blvd W & Legion Rd | **Count Date:** 8-Jun-19 | **Municipality:** Toronto

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
8: 0 3 0 3	3	3	3	3	3
8 6 0 3 0 3	833	3	: 1	8: 1	18
8 2 0 3 0 3	75	3	: 8	831	22
8 5 0 3 0 3	77	3	6:	8: 3	28
Totals:	273	0	79	352	146

North/South Total Approaches: 476

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
8: 0 3 0 3	3	3	3	3	3
8 6 0 3 0 3	81	3	: 7	22	78
8 2 0 3 0 3	84	3	63	24	52
8 5 0 3 0 3	9	3	: 2	66	52
S Totals:	42	0	82	124	189

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
8: 0 3 0 3	3	3	3	3	3
8 6 0 3 0 3	8	481	4:	479	856
8 2 0 3 0 3	3	115	52	489	9:
8 5 0 3 0 3	3	482	46	474	5:
Totals:	1	2095	199	2295	297

East/West Total Approaches: 4196

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
8: 0 3 0 3	3	3	3	3	3
8 6 0 3 0 3	: 5	167	3	116	53
8 2 0 3 0 3	: 5	548	3	591	28
8 5 0 3 0 3	66	139	3	12:	61
W Totals:	83	1818	0	1901	127

Calculated Values for Traffic Crossing Major Street

Hours Ending:	8: 0 3	8 6 0 3	8 2 0 3	8 5 0 3		3 0 3	3 0 3	3 0 3	3 0 3
Crossing Values:	3	689	: 65	875		3	3	3	3

Accu-Traffic Inc.

Count Date: 8-Jun-19 **Site #: 1909300009**

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	24	24	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	16	16
12:30:00	50	26	0	0	12	8	0	0	0	0	0	0	0	0	0	0	0	0	32	16
12:45:00	63	13	0	0	15	3	0	0	0	0	1	1	0	0	0	0	0	0	47	15
13:00:00	100	37	0	0	25	10	0	0	0	0	1	0	0	0	0	0	0	0	61	14
13:15:00	118	18	0	0	31	6	0	0	0	0	1	0	0	0	0	0	0	0	72	11
13:30:00	136	18	0	0	34	3	0	0	0	0	1	0	0	0	0	0	0	0	86	14
13:45:00	166	30	0	0	40	6	0	0	0	0	1	0	0	0	0	0	0	0	96	10
14:00:00	185	19	0	0	46	6	0	0	0	0	1	0	0	0	0	0	0	0	105	9
14:15:00	202	17	0	0	55	9	0	0	0	0	1	0	0	0	0	0	0	0	121	16
14:30:00	226	24	0	0	59	4	0	0	0	0	1	0	0	0	0	0	0	0	128	7
14:45:00	256	30	0	0	68	9	0	0	0	0	2	1	0	0	0	0	0	0	138	10
15:00:00	273	17	0	0	77	9	0	0	0	0	2	0	0	0	0	0	0	0	146	8
15:15:00	273	0	0	0	77	0	0	0	0	0	2	0	0	0	0	0	0	0	146	0
15:15:15	273	0	0	0	77	0	0	0	0	0	2	0	0	0	0	0	0	0	146	0



Count Date: 8-Jun-19 Site #: 1909300009

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	1	1	176	176	15	15	0	0	0	0	1	1	0	0	1	1	0	0	28	28
12:30:00	1	0	350	174	28	13	0	0	2	2	1	0	0	0	2	1	0	0	68	40
12:45:00	1	0	509	159	47	19	0	0	4	2	1	0	0	0	4	2	0	0	103	35
13:00:00	1	0	704	195	71	24	0	0	7	3	1	0	0	0	5	1	0	0	153	50
13:15:00	1	0	851	147	81	10	0	0	9	2	1	0	0	0	6	1	0	0	181	28
13:30:00	1	0	1025	174	99	18	0	0	12	3	1	0	0	0	7	1	0	0	200	19
13:45:00	1	0	1172	147	114	15	0	0	15	3	1	0	0	0	8	1	0	0	226	26
14:00:00	1	0	1354	182	125	11	0	0	16	1	1	0	0	0	11	3	0	0	245	19
14:15:00	1	0	1536	182	140	15	0	0	17	1	1	0	0	0	13	2	0	0	258	13
14:30:00	1	0	1706	170	159	19	0	0	19	2	2	1	0	0	14	1	0	0	273	15
14:45:00	1	0	1875	169	180	21	0	0	22	3	2	0	0	0	15	1	0	0	288	15
15:00:00	1	0	2056	181	197	17	0	0	24	2	2	0	0	0	15	0	0	0	297	9
15:15:00	1	0	2056	0	197	0	0	0	24	0	2	0	0	0	15	0	0	0	297	0
15:15:15	1	0	2056	0	197	0	0	0	24	0	2	0	0	0	15	0	0	0	297	0



Count Date: 8-Jun-19 Site #: 1909300009

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	2	2	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	10	10
12:30:00	7	5	0	0	15	7	0	0	0	0	0	0	0	0	0	0	0	0	32	22
12:45:00	12	5	0	0	21	6	0	0	0	0	0	0	0	0	0	0	0	0	58	26
13:00:00	16	4	0	0	28	7	0	0	0	0	0	0	0	0	0	0	0	0	81	23
13:15:00	19	3	0	0	34	6	0	0	0	0	0	0	0	0	0	0	0	0	97	16
13:30:00	24	5	0	0	44	10	0	0	0	0	0	0	0	0	0	0	0	0	113	16
13:45:00	31	7	0	0	51	7	0	0	0	0	0	0	0	0	0	0	0	0	123	10
14:00:00	33	2	0	0	58	7	0	0	0	0	0	0	0	0	0	0	0	0	135	12
14:15:00	35	2	0	0	65	7	0	0	0	0	0	0	0	0	0	0	0	0	160	25
14:30:00	37	2	0	0	72	7	0	0	0	0	0	0	0	0	0	0	0	0	170	10
14:45:00	40	3	0	0	75	3	0	0	0	0	0	0	0	0	0	0	0	0	183	13
15:00:00	42	2	0	0	82	7	0	0	0	0	0	0	0	0	0	0	0	0	189	6
15:15:00	42	0	0	0	82	0	0	0	0	0	0	0	0	0	0	0	0	0	189	0
15:15:15	42	0	0	0	82	0	0	0	0	0	0	0	0	0	0	0	0	0	189	0

Accu-Traffic Inc.

Count Date: 8-Jun-19 **Site #: 1909300009**

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	5	5	143	143	0	0	0	0	1	1	0	0	0	0	2	2	0	0	15	15
12:30:00	9	4	309	166	0	0	0	0	1	0	0	0	0	0	3	1	0	0	23	8
12:45:00	16	7	452	143	0	0	0	0	1	0	0	0	0	0	5	2	0	0	32	9
13:00:00	25	9	628	176	0	0	0	0	4	3	0	0	0	0	6	1	0	0	50	18
13:15:00	35	10	778	150	0	0	0	0	5	1	0	0	0	0	8	2	0	0	61	11
13:30:00	40	5	918	140	0	0	0	0	6	1	0	0	0	0	9	1	0	0	70	9
13:45:00	44	4	1042	124	0	0	0	0	6	0	0	0	0	0	10	1	0	0	82	12
14:00:00	50	6	1192	150	0	0	0	0	6	0	0	0	0	0	11	1	0	0	91	9
14:15:00	54	4	1355	163	0	0	0	0	6	0	0	0	0	0	13	2	0	0	103	12
14:30:00	66	12	1514	159	0	0	0	0	8	2	0	0	0	0	14	1	0	0	109	6
14:45:00	78	12	1662	148	0	0	0	0	8	0	0	0	0	0	15	1	0	0	122	13
15:00:00	83	5	1793	131	0	0	0	0	8	0	0	0	0	0	17	2	0	0	127	5
15:15:00	83	0	1793	0	0	0	0	0	8	0	0	0	0	0	17	0	0	0	127	0
15:15:15	83	0	1793	0	0	0	0	0	8	0	0	0	0	0	17	0	0	0	127	0

Accu-Traffic Inc.

Mid-day Peak Diagram

Specified Period
From: 12:00:00
To: 15:00:00

One Hour Peak
From: 12:00:00
To: 13:00:00

Municipality: Toronto
Site #: 1909300010
Intersection: Lake Shore Blvd W & Humber Bay
TFR File #: 1
Count date: 8-Jun-19

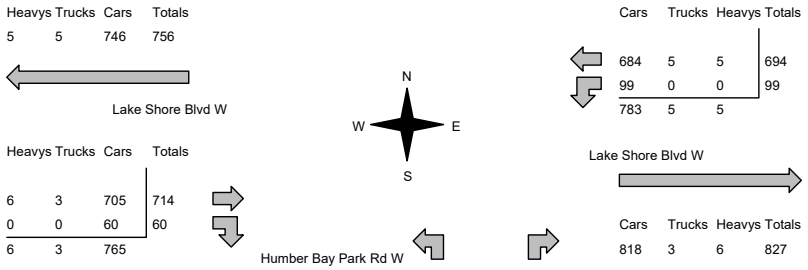
Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Lake Shore Blvd W runs W/E

East Leg Total: 1620
East Entering: 793
East Peds: 8
Peds Cross: ⧗



Peds Cross: ⧗
West Peds: 1
West Entering: 774
West Leg Total: 1530

Cars 159
Trucks 0
Heavys 0
Totals 159

Cars 62 113 175
Trucks 0 0 0
Heavys 0 0 0
Totals 62 113

Peds Cross: ⋈
South Peds: 33
South Entering: 175
South Leg Total: 334

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

Municipality: Toronto
Site #: 1909300010
Intersection: Lake Shore Blvd W & Humber Bay
TFR File #: 1
Count date: 8-Jun-19

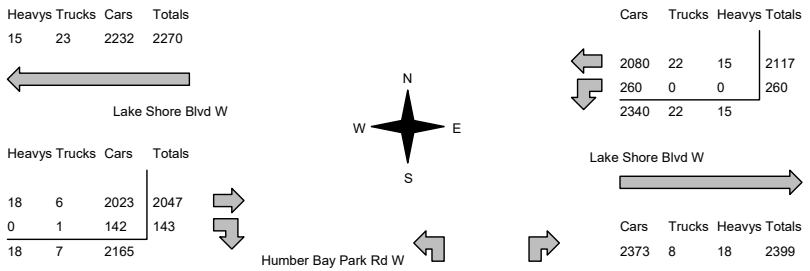
Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Lake Shore Blvd W runs W/E

East Leg Total: 4776
East Entering: 2377
East Peds: 14
Peds Cross: ⧗



Heavys	Trucks	Cars	Totals
15	23	2232	2270

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
2080	22	15	2117
260	0	0	260
2340	22	15	

N
W E
S

Heavys	Trucks	Cars	Totals
18	6	2023	2047
0	1	142	143
18	7	2165	

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
2373	8	18	2399

Humber Bay Park Rd W

Peds Cross: ⧗
West Peds: 6
West Entering: 2190
West Leg Total: 4460

Cars	402	Cars	152	350	502
Trucks	1	Trucks	1	2	3
Heavys	0	Heavys	0	0	0
Totals	403	Totals	153	352	

Peds Cross: ⋈
South Peds: 84
South Entering: 505
South Leg Total: 908

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

Intersection: Lake Shore Blvd W & Humber Bay | **Count Date:** 8-Jun-19 | **Municipality:** Toronto

North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
8: 0 3 0 3 3	3	3	3	3	3	3	8: 0 3 0 3 3	3	3	3	3	3
8 6 0 3 0 3 3	3	3	3	3	3	814	8 6 0 3 0 3 3	7:	3	886	814	66
8 2 0 3 0 3 3	3	3	3	3	3	87:	8 2 0 3 0 3 3	4:	3	883	87:	64
8 4 0 3 0 3 3	3	3	3	3	3	875	8 4 0 3 0 3 3	69	3	8: 9	875	87
Totals:	0	0	0	0	0	505	S Totals:	153	0	352	505	84

East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
8: 0 3 0 3 3	3	3	3	3	3	3	8: 0 3 0 3 3	3	3	3	3	3
8 6 0 3 0 3 3	99	792	3	196	5	8471	8 6 0 3 0 3 3	3	182	73	112	8
8 2 0 3 0 3 3	51	753	3	171	8	8272	8 2 0 3 0 3 3	3	742	26	791	6
8 4 0 3 0 3 3	12	126	3	581	4	8467	8 4 0 3 0 3 3	3	719	23	189	:
Totals:	260	2117	0	2377	14	4567	W Totals:	0	2047	143	2190	6

Calculated Values for Traffic Crossing Major Street

Hours Ending:	8: 0 3 3	8 6 0 3 3	8 2 0 3 3	8 4 0 3 3		3 0 3 3	3 0 3 3	3 0 3 3	3 0 3 3
Crossing Values:	3	18	47	27		3	3	3	3



Count Date: 8-Jun-19 Site #: 1909300010

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Count Date: 8-Jun-19 Site #: 1909300010

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	26	26	168	168	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2
12:30:00	49	23	344	176	0	0	0	0	2	2	0	0	0	0	2	1	0	0	3	1
12:45:00	76	27	504	160	0	0	0	0	3	1	0	0	0	0	4	2	0	0	6	3
13:00:00	99	23	684	180	0	0	0	0	5	2	0	0	0	0	5	1	0	0	8	2
13:15:00	118	19	833	149	0	0	0	0	7	2	0	0	0	0	6	1	0	0	8	0
13:30:00	139	21	1016	183	0	0	0	0	10	3	0	0	0	0	7	1	0	0	8	0
13:45:00	164	25	1168	152	0	0	0	0	13	3	0	0	0	0	8	1	0	0	9	1
14:00:00	186	22	1349	181	0	0	0	0	14	1	0	0	0	0	11	3	0	0	9	0
14:15:00	209	23	1530	181	0	0	0	0	15	1	0	0	0	0	13	2	0	0	11	2
14:30:00	233	24	1704	174	0	0	0	0	17	2	0	0	0	0	14	1	0	0	12	1
14:45:00	247	14	1888	184	0	0	0	0	20	3	0	0	0	0	15	1	0	0	12	0
15:00:00	260	13	2080	192	0	0	0	0	22	2	0	0	0	0	15	0	0	0	14	2
15:15:00	260	0	2080	0	0	0	0	0	22	0	0	0	0	0	15	0	0	0	14	0
15:15:15	260	0	2080	0	0	0	0	0	22	0	0	0	0	0	15	0	0	0	14	0



Count Date: 8-Jun-19 Site #: 1909300010

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	13	13	0	0	35	35	0	0	0	0	0	0	0	0	0	0	0	0	8	8
12:30:00	31	18	0	0	72	37	0	0	0	0	0	0	0	0	0	0	0	0	18	10
12:45:00	45	14	0	0	92	20	0	0	0	0	0	0	0	0	0	0	0	0	23	5
13:00:00	62	17	0	0	113	21	0	0	0	0	0	0	0	0	0	0	0	0	33	10
13:15:00	73	11	0	0	146	33	0	0	0	0	0	0	0	0	0	0	0	0	41	8
13:30:00	85	12	0	0	172	26	0	0	0	0	0	0	0	0	0	0	0	0	56	15
13:45:00	101	16	0	0	198	26	0	0	0	0	0	0	0	0	0	0	0	0	64	8
14:00:00	114	13	0	0	223	25	0	0	0	0	0	0	0	0	0	0	0	0	68	4
14:15:00	131	17	0	0	259	36	0	0	0	0	1	1	0	0	0	0	0	0	72	4
14:30:00	140	9	0	0	290	31	1	1	0	0	1	0	0	0	0	0	0	0	76	4
14:45:00	145	5	0	0	324	34	1	0	0	0	1	0	0	0	0	0	0	0	79	3
15:00:00	152	7	0	0	350	26	1	0	0	0	2	1	0	0	0	0	0	0	84	5
15:15:00	152	0	0	0	350	0	1	0	0	0	2	0	0	0	0	0	0	0	84	0
15:15:15	152	0	0	0	350	0	1	0	0	0	2	0	0	0	0	0	0	0	84	0



Count Date: 8-Jun-19 Site #: 1909300010

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	0	0	165	165	15	15	0	0	1	1	0	0	0	0	2	2	0	0	1	1
12:30:00	0	0	349	184	34	19	0	0	1	0	0	0	0	0	3	1	0	0	1	0
12:45:00	0	0	501	152	47	13	0	0	1	0	0	0	0	0	5	2	0	0	1	0
13:00:00	0	0	705	204	60	13	0	0	3	2	0	0	0	0	6	1	0	0	1	0
13:15:00	0	0	870	165	73	13	0	0	3	0	1	1	0	0	8	2	0	0	1	0
13:30:00	0	0	1029	159	84	11	0	0	4	1	1	0	0	0	9	1	0	0	3	2
13:45:00	0	0	1182	153	92	8	0	0	4	0	1	0	0	0	11	2	0	0	4	1
14:00:00	0	0	1352	170	102	10	0	0	4	0	1	0	0	0	12	1	0	0	4	0
14:15:00	0	0	1527	175	116	14	0	0	4	0	1	0	0	0	14	2	0	0	4	0
14:30:00	0	0	1706	179	123	7	0	0	6	2	1	0	0	0	15	1	0	0	5	1
14:45:00	0	0	1872	166	136	13	0	0	6	0	1	0	0	0	16	1	0	0	5	0
15:00:00	0	0	2023	151	142	6	0	0	6	0	1	0	0	0	18	2	0	0	6	1
15:15:00	0	0	2023	0	142	0	0	0	6	0	1	0	0	0	18	0	0	0	6	0
15:15:15	0	0	2023	0	142	0	0	0	6	0	1	0	0	0	18	0	0	0	6	0

Accu-Traffic Inc.

Mid-day Peak Diagram

Specified Period	One Hour Peak
From: 12:00:00	**From:** 14:00:00
To: 15:00:00	**To:** 15:00:00

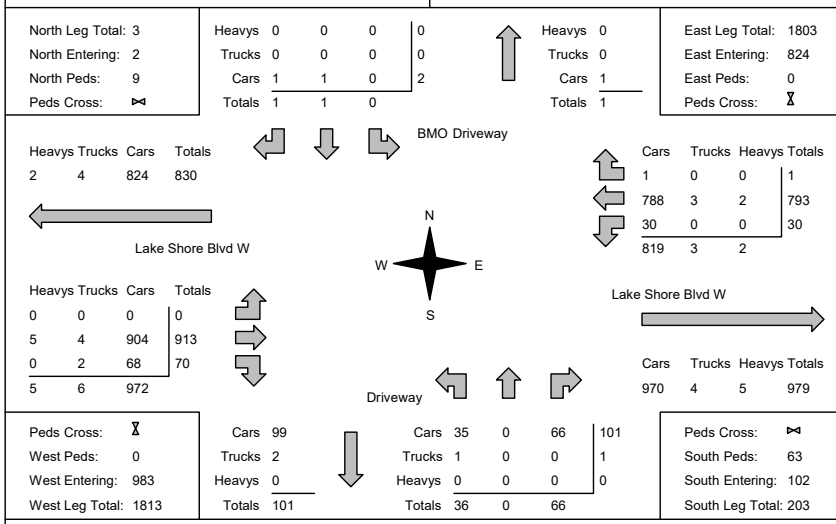
Municipality: Toronto
Site #: 1909300011
Intersection: Lake Shore Blvd W & BMO Drivew
TFR File #: 1
Count date: 8-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Lake Shore Blvd W runs W/E



Comments

Accu-Traffic Inc.

Total Count Diagram

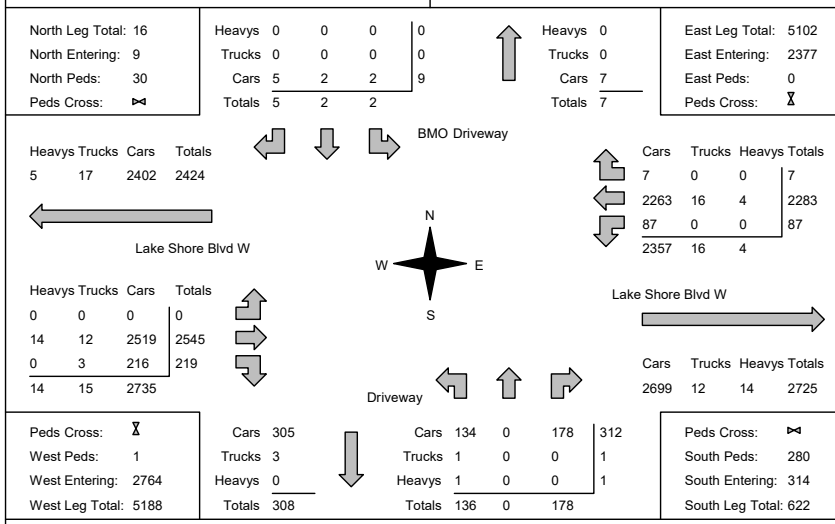
Municipality: Toronto
Site #: 1909300011
Intersection: Lake Shore Blvd W & BMO Drivew
TFR File #: 1
Count date: 8-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Lake Shore Blvd W runs W/E



Comments

Traffic Count Summary

Intersection: Lake Shore Blvd W & BMO Drivew | **Count Date:** 8-Jun-19 | **Municipality:** Toronto

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
8: 0 3 0 3	3	3	3	3	3
8 6 0 3 0 3	:	8	6	1	8:
8 2 0 3 0 3	3	3	8	8	5
8 7 0 3 0 3	3	8	8	:	5
Totals:	2	2	5	9	30

North/South Total Approaches: 323

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
8: 0 3 0 3	3	3	3	3	3
8 6 0 3 0 3	77	3	71	888	881
8 2 0 3 0 3	27	3	71	838	838
8 7 0 3 0 3	61	3	11	83:	16
S Totals:	136	0	178	314	280

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
8: 0 3 0 3	3	3	3	3	3
8 6 0 3 0 3	62	488	7	473	3
8 2 0 3 0 3	: 6	445	8	936	3
8 7 0 3 0 3	63	456	8	9: 2	3
Totals:	87	2283	7	2377	0

East/West Total Approaches: 5141

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
8: 0 3 0 3	3	3	3	3	3
8 6 0 3 0 3	3	494	19	977	3
8 2 0 3 0 3	3	927	98	5: 1	8
8 7 0 3 0 3	3	586	43	596	3
W Totals:	0	2545	219	2764	1

Calculated Values for Traffic Crossing Major Street

Hours Ending:	8: 0 3	8 6 0 3	8 2 0 3	8 7 0 3		3 0 3	3 0 3	3 0 3	3 0 3
Crossing Values:	3	79	21	64		3	3	3	3

Accu-Traffic Inc.

Count Date: 8-Jun-19 **Site #: 1909300011**

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
12:30:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2
12:45:00	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1
13:00:00	2	0	1	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	12	6
13:15:00	2	0	1	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	13	1
13:30:00	2	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	18	5
13:45:00	2	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	20	2
14:00:00	2	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	21	1
14:15:00	2	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	21	0
14:30:00	2	0	2	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	21	0
14:45:00	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	30	9
15:00:00	2	0	2	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	30	0
15:15:00	2	0	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
15:15:15	2	0	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0



Count Date: 8-Jun-19 **Site #: 1909300011**

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	7	7	186	186	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
12:30:00	16	9	337	151	1	1	0	0	4	2	0	0	0	0	0	0	0	0	0	0
12:45:00	23	7	500	163	2	1	0	0	6	2	0	0	0	0	0	0	0	0	0	0
13:00:00	34	11	704	204	5	3	0	0	7	1	0	0	0	0	0	0	0	0	0	0
13:15:00	41	7	898	194	6	1	0	0	9	2	0	0	0	0	0	0	0	0	0	0
13:30:00	45	4	1095	197	6	0	0	0	10	1	0	0	0	0	0	0	0	0	0	0
13:45:00	50	5	1287	192	6	0	0	0	12	2	0	0	0	0	0	0	0	0	0	0
14:00:00	57	7	1475	188	6	0	0	0	13	1	0	0	0	0	2	2	0	0	0	0
14:15:00	65	8	1682	207	6	0	0	0	14	1	0	0	0	0	2	0	0	0	0	0
14:30:00	69	4	1875	193	7	1	0	0	15	1	0	0	0	0	3	1	0	0	0	0
14:45:00	79	10	2066	191	7	0	0	0	15	0	0	0	0	0	3	0	0	0	0	0
15:00:00	87	8	2263	197	7	0	0	0	16	1	0	0	0	0	4	1	0	0	0	0
15:15:00	87	0	2263	0	7	0	0	0	16	0	0	0	0	0	4	0	0	0	0	0
15:15:15	87	0	2263	0	7	0	0	0	16	0	0	0	0	0	4	0	0	0	0	0



Count Date: 8-Jun-19 **Site #: 1909300011**

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	16	16	0	0	13	13	0	0	0	0	0	0	1	1	0	0	0	0	27	27
12:30:00	22	6	0	0	24	11	0	0	0	0	0	0	1	0	0	0	0	0	53	26
12:45:00	38	16	0	0	38	14	0	0	0	0	0	0	1	0	0	0	0	0	83	30
13:00:00	54	16	0	0	56	18	0	0	0	0	0	0	1	0	0	0	0	0	116	33
13:15:00	63	9	0	0	71	15	0	0	0	0	0	0	1	0	0	0	0	0	145	29
13:30:00	76	13	0	0	89	18	0	0	0	0	0	0	1	0	0	0	0	0	170	25
13:45:00	89	13	0	0	98	9	0	0	0	0	0	0	1	0	0	0	0	0	191	21
14:00:00	99	10	0	0	112	14	0	0	0	0	0	0	1	0	0	0	0	0	217	26
14:15:00	110	11	0	0	127	15	0	0	0	0	0	0	1	0	0	0	0	0	235	18
14:30:00	120	10	0	0	137	10	0	0	0	0	0	0	1	0	0	0	0	0	250	15
14:45:00	128	8	0	0	159	22	1	1	0	0	0	0	1	0	0	0	0	0	259	9
15:00:00	134	6	0	0	178	19	1	0	0	0	0	0	1	0	0	0	0	0	280	21
15:15:00	134	0	0	0	178	0	1	0	0	0	0	0	1	0	0	0	0	0	280	0
15:15:15	134	0	0	0	178	0	1	0	0	0	0	0	1	0	0	0	0	0	280	0

Accu-Traffic Inc.

Count Date: 8-Jun-19 Site #: 1909300011

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	0	0	209	209	18	18	0	0	0	0	0	0	0	0	2	2	0	0	0	0
12:30:00	0	0	414	205	34	16	0	0	1	1	0	0	0	0	2	0	0	0	0	0
12:45:00	0	0	607	193	58	24	0	0	1	0	0	0	0	0	3	1	0	0	0	0
13:00:00	0	0	781	174	68	10	0	0	2	1	0	0	0	0	4	1	0	0	0	0
13:15:00	0	0	980	199	89	21	0	0	3	1	0	0	0	0	5	1	0	0	0	0
13:30:00	0	0	1195	215	111	22	0	0	5	2	0	0	0	0	6	1	0	0	0	0
13:45:00	0	0	1413	218	123	12	0	0	7	2	0	0	0	0	7	1	0	0	1	1
14:00:00	0	0	1615	202	148	25	0	0	8	1	1	1	0	0	9	2	0	0	1	0
14:15:00	0	0	1831	216	163	15	0	0	11	3	2	1	0	0	11	2	0	0	1	0
14:30:00	0	0	2067	236	178	15	0	0	12	1	3	1	0	0	12	1	0	0	1	0
14:45:00	0	0	2292	225	197	19	0	0	12	0	3	0	0	0	12	0	0	0	1	0
15:00:00	0	0	2519	227	216	19	0	0	12	0	3	0	0	0	14	2	0	0	1	0
15:15:00	0	0	2519	0	216	0	0	0	12	0	3	0	0	0	14	0	0	0	1	0
15:15:15	0	0	2519	0	216	0	0	0	12	0	3	0	0	0	14	0	0	0	1	0

Accu-Traffic Inc.

Mid-day Peak Diagram

Specified Period
From: 12:00:00
To: 15:00:00

One Hour Peak
From: 14:00:00
To: 15:00:00

Municipality: Toronto
Site #: 1909300012
Intersection: Lake Shore Blvd W & Shore Breez
TFR File #: 1
Count date: 8-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** z on-Signalij ed Intersection ****

Major Road: Lake Shore Blvd W runs W/E

East Leg Total: 1813
East Entering: 835
East Peds: 0
Peds Cross: ⧗

Heavys	Trucks	Cars	Totals
2	2	839	843

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
808	2	2	812
23	0	0	23
831	2	2	

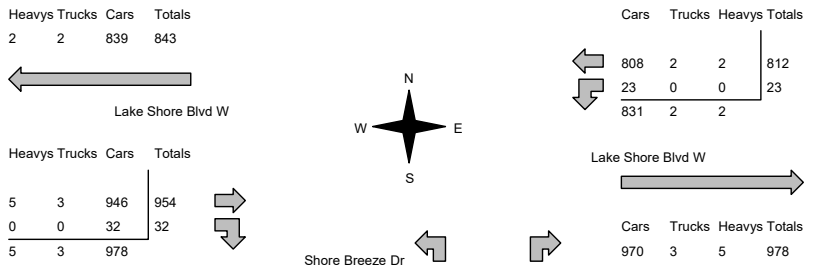
N
W E
S

Heavys	Trucks	Cars	Totals
5	3	946	954
0	0	32	32
5	3	978	

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
970	3	5	978

Shore Breeze Dr



Peds Cross: ⧗
West Peds: 0
West Entering: 986
West Leg Total: 1829

Cars	55	Cars	31	24	55
Trucks	0	Trucks	0	0	0
Heavys	0	Heavys	0	0	0
Totals	55	Totals	31	24	

Peds Cross: ⋈
South Peds: 78
South Entering: 55
South Leg Total: 110

Comments

Total Count Diagram

Municipality: Toronto
Site #: 1909300012
Intersection: Lake Shore Blvd W & Shore Breez
TFR File #: 1
Count date: 8-Jun-19

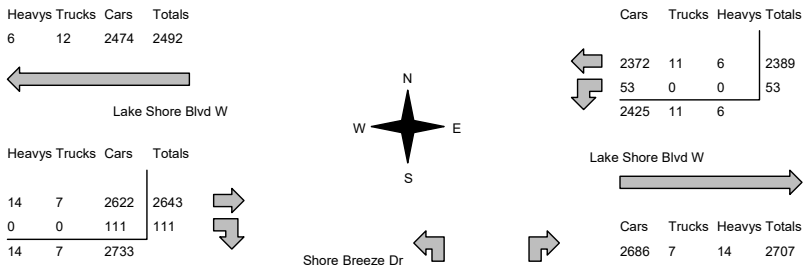
Weather conditions:

Person counted:
Person prepared:
Person checked:

**** z on-Signalij ed Intersection ****

MaNor Road: Lake Shore Blvd W runs W/E

East Leg Total: 5149
East Entering: 2442
East Peds: 0
Peds Cross: ⧖



Peds Cross:	⧖			Cars	164			Cars	102	64	167			Peds Cross:	⋈					
West Peds:	1			Trucks	0			Trucks	1	0	1			South Peds:	313					
West Entering:	2754			Heavys	0			Heavys	0	0	0			South Entering:	168					
West Leg Total:	5246			Totals	164			Totals	103	64				South Leg Total:	332					

Comments

Traffic Count Summary

Intersection: Lake Shore Blvd W & Shore Breez | **Count Date:** 8-Jun-19 | **Municipality:** Toronto

z orth Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	North/South Total Approaches
	Left	Thru	Right	Grand Total		
12:00:00	*0*	*0*	*0*	*0*	*0*	*0*
13:00:00	*0*	*0*	*0*	*0*	*0*	*53*
14:00:00	*0*	*0*	*0*	*0*	*0*	*60*
15:00:00	*0*	*0*	*0*	*0*	*0*	*55*
Totals:	0	0	0	0	0	168

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
12:00:00	*0*	*0*	*0*	*0*	*0*
13:00:00	*32*	*1*	*20*	*53*	*121*
14:00:00	*40*	*0*	*20*	*60*	*114*
15:00:00	*31*	*0*	*24*	*55*	*78*
S Totals:	103	1	64	168	313

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	East/West Total Approaches
	Left	Thru	Right	Grand Total		
12:00:00	*0*	*0*	*0*	*0*	*0*	*0*
13:00:00	*13*	*785*	*0*	*798*	*0*	*1649*
14:00:00	*17*	*792*	*0*	*809*	*0*	*1726*
15:00:00	*23*	*812*	*0*	*835*	*0*	*1821*
Totals:	53	2389	0	2442	0	5196

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
12:00:00	*0*	*0*	*0*	*0*	*0*
13:00:00	*0*	*808*	*43*	*851*	*1*
14:00:00	*0*	*881*	*36*	*917*	*0*
15:00:00	*0*	*954*	*32*	*986*	*0*
W Totals:	0	2643	111	2754	1

Calculated Values for Traffic Crossing MaNor Street

Hours Ending:	*12:00*	*13:00*	*14:00*	*15:00*		*0:00*	*0:00*	*0:00*	*0:00*
Crossing Values:	*0*	*34*	*40*	*31*		*0*	*0*	*0*	*0*



Count Date: 8-Jun-19 Site #: 1909300012

Interval Time	Passenger Cars - z orth Approach						Trucks - z orth Approach						Heavys - z orth Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		z orth Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Count Date: 8-Jun-19 Site #: 1909300012

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	0	0	179	179	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
12:30:00	6	6	380	201	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0
12:45:00	8	2	569	189	0	0	0	0	4	2	0	0	0	0	2	2	0	0	0	0
13:00:00	13	5	779	210	0	0	0	0	4	0	0	0	0	0	2	0	0	0	0	0
13:15:00	20	7	981	202	0	0	0	0	6	2	0	0	0	0	2	0	0	0	0	0
13:30:00	25	5	1186	205	0	0	0	0	7	1	0	0	0	0	2	0	0	0	0	0
13:45:00	27	2	1372	186	0	0	0	0	9	2	0	0	0	0	2	0	0	0	0	0
14:00:00	30	3	1564	192	0	0	0	0	9	0	0	0	0	0	4	2	0	0	0	0
14:15:00	36	6	1772	208	0	0	0	0	10	1	0	0	0	0	4	0	0	0	0	0
14:30:00	44	8	1967	195	0	0	0	0	11	1	0	0	0	0	5	1	0	0	0	0
14:45:00	46	2	2172	205	0	0	0	0	11	0	0	0	0	0	5	0	0	0	0	0
15:00:00	53	7	2372	200	0	0	0	0	11	0	0	0	0	0	6	1	0	0	0	0
15:15:00	53	0	2372	0	0	0	0	0	11	0	0	0	0	0	6	0	0	0	0	0
15:15:15	53	0	2372	0	0	0	0	0	11	0	0	0	0	0	6	0	0	0	0	0



Count Date: 8-Jun-19 Site #: 1909300012

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	10	10	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	36	36
12:30:00	18	8	0	0	10	3	1	1	0	0	0	0	0	0	0	0	0	0	61	25
12:45:00	23	5	0	0	13	3	1	0	0	0	0	0	0	0	0	0	0	0	89	28
13:00:00	31	8	1	1	20	7	1	0	0	0	0	0	0	0	0	0	0	0	121	32
13:15:00	38	7	1	0	25	5	1	0	0	0	0	0	0	0	0	0	0	0	150	29
13:30:00	48	10	1	0	28	3	1	0	0	0	0	0	0	0	0	0	0	0	183	33
13:45:00	60	12	1	0	33	5	1	0	0	0	0	0	0	0	0	0	0	0	207	24
14:00:00	71	11	1	0	40	7	1	0	0	0	0	0	0	0	0	0	0	0	235	28
14:15:00	79	8	1	0	46	6	1	0	0	0	0	0	0	0	0	0	0	0	257	22
14:30:00	87	8	1	0	54	8	1	0	0	0	0	0	0	0	0	0	0	0	272	15
14:45:00	91	4	1	0	62	8	1	0	0	0	0	0	0	0	0	0	0	0	293	21
15:00:00	102	11	1	0	64	2	1	0	0	0	0	0	0	0	0	0	0	0	313	20
15:15:00	102	0	1	0	64	0	1	0	0	0	0	0	0	0	0	0	0	0	313	0
15:15:15	102	0	1	0	64	0	1	0	0	0	0	0	0	0	0	0	0	0	313	0



Count Date: 8-Jun-19 Site #: 1909300012

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	0	0	209	209	16	16	0	0	0	0	0	0	0	0	2	2	0	0	0	0
12:30:00	0	0	421	212	22	6	0	0	0	0	0	0	0	0	2	0	0	0	0	0
12:45:00	0	0	622	201	31	9	0	0	0	0	0	0	0	0	3	1	0	0	1	1
13:00:00	0	0	804	182	43	12	0	0	0	0	0	0	0	0	4	1	0	0	1	0
13:15:00	0	0	1019	215	47	4	0	0	1	1	0	0	0	0	5	1	0	0	1	0
13:30:00	0	0	1252	233	55	8	0	0	2	1	0	0	0	0	6	1	0	0	1	0
13:45:00	0	0	1469	217	67	12	0	0	3	1	0	0	0	0	7	1	0	0	1	0
14:00:00	0	0	1676	207	79	12	0	0	4	1	0	0	0	0	9	2	0	0	1	0
14:15:00	0	0	1905	229	83	4	0	0	7	3	0	0	0	0	11	2	0	0	1	0
14:30:00	0	0	2142	237	91	8	0	0	7	0	0	0	0	0	12	1	0	0	1	0
14:45:00	0	0	2383	241	102	11	0	0	7	0	0	0	0	0	12	0	0	0	1	0
15:00:00	0	0	2622	239	111	9	0	0	7	0	0	0	0	0	14	2	0	0	1	0
15:15:00	0	0	2622	0	111	0	0	0	7	0	0	0	0	0	14	0	0	0	1	0
15:15:15	0	0	2622	0	111	0	0	0	7	0	0	0	0	0	14	0	0	0	1	0

Accu-Traffic Inc.

Mid-day Peak Diagram

Specified Period	One Hour Peak
From: 12:00:00	**From:** 14:00:00
To: 15:00:00	**To:** 15:00:00

Municipality: Toronto
Site #: 1909300013
Intersection: Lake Shore Blvd W & Silver Moon
TFR File #: 1
Count date: 8-Jun-19

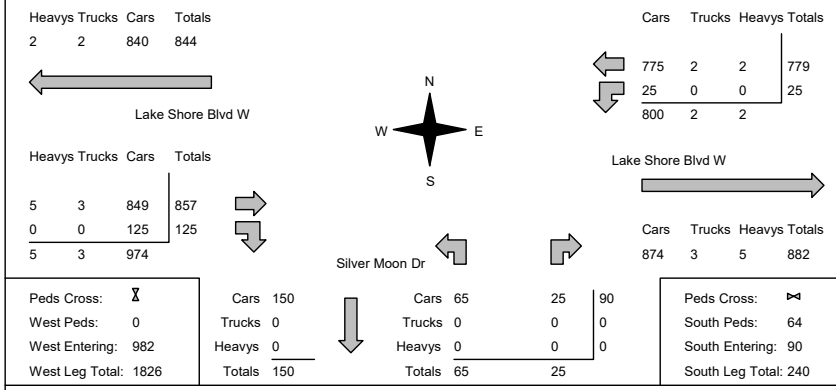
Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Lake Shore Blvd W runs W/E

East Leg Total: 1686
East Entering: 804
East Peds: 0
Peds Cross:



Peds Cross:		Cars	150	Cars	65	25	90	Peds Cross:
West Peds:	0	Trucks	0	Trucks	0	0	0	South Peds: 64
West Entering:	982	Heavys	0	Heavys	0	0	0	South Entering: 90
West Leg Total:	1826	Totals	150	Totals	65	25		South Leg Total: 240

Comments

Accu-Traffic Inc.

Total Count Diagram

Municipality: Toronto
Site #: 1909300013
Intersection: Lake Shore Blvd W & Silver Moon
TFR File #: 1
Count date: 8-Jun-19

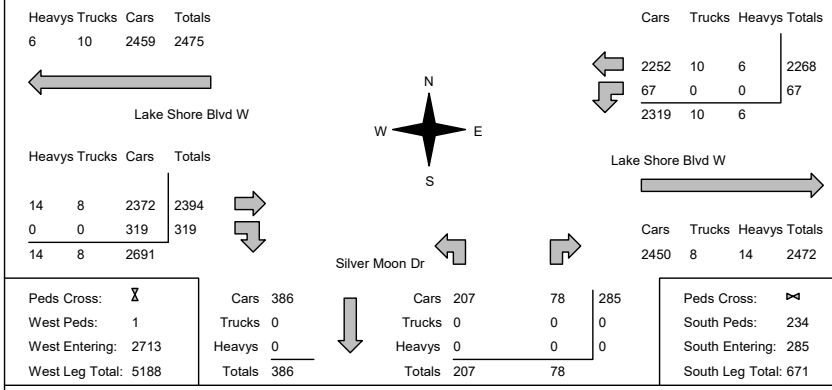
Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Lake Shore Blvd W runs W/E

East Leg Total: 4807
East Entering: 2335
East Peds: 0
Peds Cross:



Peds Cross:		Cars	386	Cars	207	78	285	Peds Cross:
West Peds:	1	Trucks	0	Trucks	0	0	0	South Peds: 234
West Entering:	2713	Heavys	0	Heavys	0	0	0	South Entering: 285
West Leg Total:	5188	Totals	386	Totals	207	78		South Leg Total: 671

Comments

Traffic Count Summary

Intersection: Lake Shore Blvd W & Silver Moon | **Count Date:** 8-Jun-19 | **Municipality:** Toronto

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
8: 0 3 0 3	3	3	3	3	3
8 6 0 3 0 3	3	3	3	3	3
8 2 0 3 0 3	3	3	3	3	3
8 9 0 3 0 3	3	3	3	3	3
Totals:	0	0	0	0	0

North/South Total Approaches: 285

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
8: 0 3 0 3	3	3	3	3	3
8 6 0 3 0 3	47	3	: 7	831	47
8 2 0 3 0 3	12	3	: 9	75	5:
8 9 0 3 0 3	19	3	: 9	53	12
S Totals:	207	0	78	285	234

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
8: 0 3 0 3	3	3	3	3	3
8 6 0 3 0 3	: 8	4: 4	3	427	3
8 2 0 3 0 3	: 8	41:	3	476	3
8 9 0 3 0 3	: 9	445	3	732	3
Totals:	67	2268	0	2335	0

East/West Total Approaches: 5048

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
8: 0 3 0 3	3	3	3	3	3
8 6 0 3 0 3	3	428	75	763	8
8 2 0 3 0 3	3	451	839	538	3
8 9 0 3 0 3	3	794	8: 9	57:	3
W Totals:	0	2394	319	2713	1

Calculated Values for Traffic Crossing Major Street

Hours Ending:	8: 0 3	8 6 0 3	8 2 0 3	8 9 0 3		3 0 3	3 0 3	3 0 3	3 0 3
Crossing Values:	3	45	12	19		3	3	3	3

Accu-Traffic Inc.

Count Date: 8-Jun-19 **Site #: 1909300013**

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Count Date: 8-Jun-19 **Site #: 1909300013**

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	4	4	159	159	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
12:30:00	12	8	351	192	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0
12:45:00	16	4	535	184	0	0	0	0	4	2	0	0	0	0	2	2	0	0	0	0
13:00:00	21	5	721	186	0	0	0	0	4	0	0	0	0	0	2	0	0	0	0	0
13:15:00	25	4	913	192	0	0	0	0	5	1	0	0	0	0	2	0	0	0	0	0
13:30:00	33	8	1104	191	0	0	0	0	6	1	0	0	0	0	2	0	0	0	0	0
13:45:00	36	3	1291	187	0	0	0	0	8	2	0	0	0	0	2	0	0	0	0	0
14:00:00	42	6	1477	186	0	0	0	0	8	0	0	0	0	0	4	2	0	0	0	0
14:15:00	44	2	1669	192	0	0	0	0	9	1	0	0	0	0	4	0	0	0	0	0
14:30:00	54	10	1862	193	0	0	0	0	10	1	0	0	0	0	5	1	0	0	0	0
14:45:00	57	3	2056	194	0	0	0	0	10	0	0	0	0	0	5	0	0	0	0	0
15:00:00	67	10	2252	196	0	0	0	0	10	0	0	0	0	0	6	1	0	0	0	0
15:15:00	67	0	2252	0	0	0	0	0	10	0	0	0	0	0	6	0	0	0	0	0
15:15:15	67	0	2252	0	0	0	0	0	10	0	0	0	0	0	6	0	0	0	0	0



Count Date: 8-Jun-19 **Site #: 1909300013**

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	24	24	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	15	15
12:30:00	42	18	0	0	15	6	0	0	0	0	0	0	0	0	0	0	0	0	38	23
12:45:00	52	10	0	0	22	7	0	0	0	0	0	0	0	0	0	0	0	0	56	18
13:00:00	78	26	0	0	28	6	0	0	0	0	0	0	0	0	0	0	0	0	78	22
13:15:00	97	19	0	0	36	8	0	0	0	0	0	0	0	0	0	0	0	0	106	28
13:30:00	119	22	0	0	42	6	0	0	0	0	0	0	0	0	0	0	0	0	136	30
13:45:00	130	11	0	0	48	6	0	0	0	0	0	0	0	0	0	0	0	0	157	21
14:00:00	142	12	0	0	53	5	0	0	0	0	0	0	0	0	0	0	0	0	170	13
14:15:00	164	22	0	0	57	4	0	0	0	0	0	0	0	0	0	0	0	0	188	18
14:30:00	177	13	0	0	60	3	0	0	0	0	0	0	0	0	0	0	0	0	196	8
14:45:00	193	16	0	0	67	7	0	0	0	0	0	0	0	0	0	0	0	0	215	19
15:00:00	207	14	0	0	78	11	0	0	0	0	0	0	0	0	0	0	0	0	234	19
15:15:00	207	0	0	0	78	0	0	0	0	0	0	0	0	0	0	0	0	0	234	0
15:15:15	207	0	0	0	78	0	0	0	0	0	0	0	0	0	0	0	0	0	234	0

Accu-Traffic Inc.

Count Date: 8-Jun-19 **Site #: 1909300013**

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	0	0	199	199	18	18	0	0	0	0	0	0	0	0	2	2	0	0	0	0
12:30:00	0	0	391	192	39	21	0	0	0	0	0	0	0	0	2	0	0	0	0	0
12:45:00	0	0	567	176	68	29	0	0	1	1	0	0	0	0	3	1	0	0	1	1
13:00:00	0	0	736	169	89	21	0	0	1	0	0	0	0	0	4	1	0	0	1	0
13:15:00	0	0	938	202	110	21	0	0	2	1	0	0	0	0	5	1	0	0	1	0
13:30:00	0	0	1141	203	142	32	0	0	3	1	0	0	0	0	6	1	0	0	1	0
13:45:00	0	0	1343	202	166	24	0	0	4	1	0	0	0	0	7	1	0	0	1	0
14:00:00	0	0	1523	180	194	28	0	0	5	1	0	0	0	0	9	2	0	0	1	0
14:15:00	0	0	1730	207	218	24	0	0	8	3	0	0	0	0	11	2	0	0	1	0
14:30:00	0	0	1950	220	247	29	0	0	8	0	0	0	0	0	12	1	0	0	1	0
14:45:00	0	0	2170	220	277	30	0	0	8	0	0	0	0	0	12	0	0	0	1	0
15:00:00	0	0	2372	202	319	42	0	0	8	0	0	0	0	0	14	2	0	0	1	0
15:15:00	0	0	2372	0	319	0	0	0	8	0	0	0	0	0	14	0	0	0	1	0
15:15:15	0	0	2372	0	319	0	0	0	8	0	0	0	0	0	14	0	0	0	1	0

Accu-Traffic Inc.

Mid-day Peak Diagram

Specified Period
From: 12:00:00
To: 15:00:00

One Hour Peak
From: 14:00:00
To: 15:00:00

Municipality: Toronto
Site #: 1909300014
Intersection: Lake Shore Blvd W & The Marginal
TFR File #: 1
Count date: 8-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Lake Shore Blvd W runs W/E

North Leg Total: 4
North Entering: 2
North Peds: 4
Peds Cross: ⋈

Heavys	0	0	0	0
Trucks	0	0	0	0
Cars	2	0	0	2
Totals	2	0	0	

Heavys	0
Trucks	0
Cars	2
Totals	2

East Leg Total: 1682
East Entering: 809
East Peds: 0
Peds Cross: ⧖

Existing Site Driveway

Heavys	Trucks	Cars	Totals
2	3	805	810

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
1	0	0	1
803	3	2	808
0	0	0	0
804	3	2	

N
W E
S

Heavys	Trucks	Cars	Totals
0	0	1	1
5	3	865	873
0	0	0	0
5	3	866	

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
865	3	5	873

The Marginal Blvd

Peds Cross: ⧖
West Peds: 0
West Entering: 874
West Leg Total: 1684

Cars	0
Trucks	0
Heavys	0
Totals	0

Cars	0	0	0	0
Trucks	0	0	0	0
Heavys	0	0	0	0
Totals	0	0	0	

Peds Cross: ⋈
South Peds: 0
South Entering: 0
South Leg Total: 0

Comments

Total Count Diagram

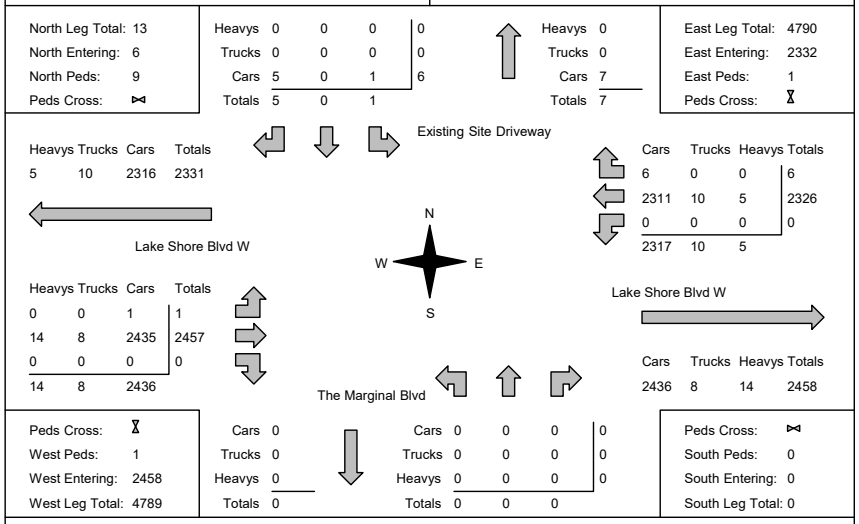
Municipality: Toronto
Site #: 1909300014
Intersection: Lake Shore Blvd W & The Marginal
TFR File #: 1
Count date: 8-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Lake Shore Blvd W runs W/E



Comments

Traffic Count Summary

Intersection: Lake Shore Blvd W & The Margina | **Count Date:** 8-Jun-19 | **Municipality:** Toronto

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys: Left	Thru	Right	Grand Total	Total Peds
12:00:00	*0*	*0*	*0*	*0*	*0*
13:00:00	*1*	*0*	*1*	*2*	*1*
14:00:00	*0*	*0*	*2*	*2*	*4*
16:00:00	*0*	*0*	*2*	*2*	*4*
Totals:	1	0	5	6	9

North/South Total Approaches: 6

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys: Left	Thru	Right	Grand Total	Total Peds
12:00:00	*0*	*0*	*0*	*0*	*0*
13:00:00	*0*	*0*	*0*	*0*	*0*
14:00:00	*0*	*0*	*0*	*0*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
S Totals:	0	0	0	0	0

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys: Left	Thru	Right	Grand Total	Total Peds
12:00:00	*0*	*0*	*0*	*0*	*0*
13:00:00	*0*	*842*	*2*	*844*	*0*
14:00:00	*0*	*889*	*3*	*885*	*1*
16:00:00	*0*	*707*	*1*	*705*	*0*
Totals:	0	2326	6	2332	1

East/West Total Approaches: 4790

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys: Left	Thru	Right	Grand Total	Total Peds
12:00:00	*0*	*0*	*0*	*0*	*0*
13:00:00	*0*	*882*	*0*	*882*	*0*
14:00:00	*0*	*712*	*0*	*712*	*1*
16:00:00	*1*	*783*	*0*	*784*	*0*
W Totals:	1	2457	0	2458	1

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*12:00*	*13:00*	*14:00*	*16:00*	*0:00*	*0:00*	*0:00*	*0:00*
Crossing Values:	*0*	*1*	*2*	*0*	*0*	*0*	*0*	*0*



Count Date: 8-Jun-19 Site #: 1909300014

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00:00	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
13:15:00	1	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3	2
13:30:00	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
13:45:00	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1
14:00:00	1	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	5	1
14:15:00	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1
14:30:00	1	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	8	2
14:45:00	1	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	9	1
15:00:00	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0
15:15:00	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0
15:15:15	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0



Count Date: 8-Jun-19 Site #: 1909300014

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	0	0	164	164	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
12:30:00	0	0	363	199	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0
12:45:00	0	0	552	189	2	2	0	0	4	2	0	0	0	0	1	1	0	0	0	0
13:00:00	0	0	737	185	2	0	0	0	4	0	0	0	0	0	1	0	0	0	0	0
13:15:00	0	0	931	194	3	1	0	0	5	1	0	0	0	0	1	0	0	0	1	1
13:30:00	0	0	1131	200	3	0	0	0	6	1	0	0	0	0	1	0	0	0	1	0
13:45:00	0	0	1316	185	3	0	0	0	7	1	0	0	0	0	1	0	0	0	1	0
14:00:00	0	0	1508	192	5	2	0	0	7	0	0	0	0	0	3	2	0	0	1	0
14:15:00	0	0	1707	199	5	0	0	0	8	1	0	0	0	0	3	0	0	0	1	0
14:30:00	0	0	1905	198	5	0	0	0	9	1	0	0	0	0	4	1	0	0	1	0
14:45:00	0	0	2109	204	6	1	0	0	10	1	0	0	0	0	4	0	0	0	1	0
15:00:00	0	0	2311	202	6	0	0	0	10	0	0	0	0	0	5	1	0	0	1	0
15:15:00	0	0	2311	0	6	0	0	0	10	0	0	0	0	0	5	0	0	0	1	0
15:15:15	0	0	2311	0	6	0	0	0	10	0	0	0	0	0	5	0	0	0	1	0



Count Date: 8-Jun-19 Site #: 1909300014

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Count Date: 8-Jun-19 Site #: 1909300014

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	0	0	208	208	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0
12:30:00	0	0	410	202	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
12:45:00	0	0	594	184	0	0	0	0	1	1	0	0	0	0	3	1	0	0	0	0
13:00:00	0	0	767	173	0	0	0	0	1	0	0	0	0	0	4	1	0	0	0	0
13:15:00	0	0	974	207	0	0	0	0	2	1	0	0	0	0	5	1	0	0	0	0
13:30:00	0	0	1183	209	0	0	0	0	3	1	0	0	0	0	6	1	0	0	0	0
13:45:00	0	0	1387	204	0	0	0	0	4	1	0	0	0	0	7	1	0	0	0	0
14:00:00	0	0	1570	183	0	0	0	0	5	1	0	0	0	0	9	2	0	0	1	1
14:15:00	0	0	1783	213	0	0	0	0	8	3	0	0	0	0	11	2	0	0	1	0
14:30:00	1	1	2002	219	0	0	0	0	8	0	0	0	0	0	12	1	0	0	1	0
14:45:00	1	0	2225	223	0	0	0	0	8	0	0	0	0	0	12	0	0	0	1	0
15:00:00	1	0	2435	210	0	0	0	0	8	0	0	0	0	0	14	2	0	0	1	0
15:15:00	1	0	2435	0	0	0	0	0	8	0	0	0	0	0	14	0	0	0	1	0
15:15:15	1	0	2435	0	0	0	0	0	8	0	0	0	0	0	14	0	0	0	1	0

Accu-Traffic Inc.

Mid-day Peak Diagram

Specified Period
From: 12:00:00
To: 15:00:00

One Hour Peak
From: 14:00:00
To: 15:00:00

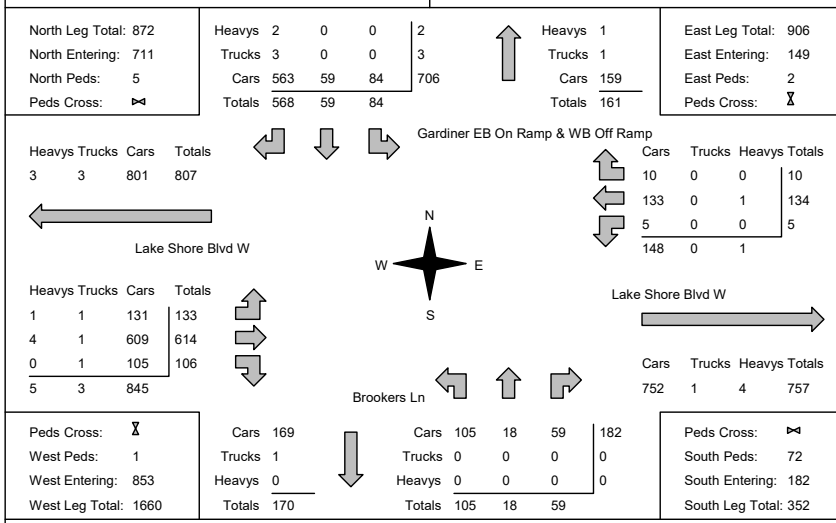
Municipality: Toronto
Site #: 1909300015
Intersection: Lake Shore Blvd W & Brookers Ln
TFR File #: 1
Count date: 8-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Lake Shore Blvd W runs W/E



Comments

Accu-Traffic Inc.

Total Count Diagram

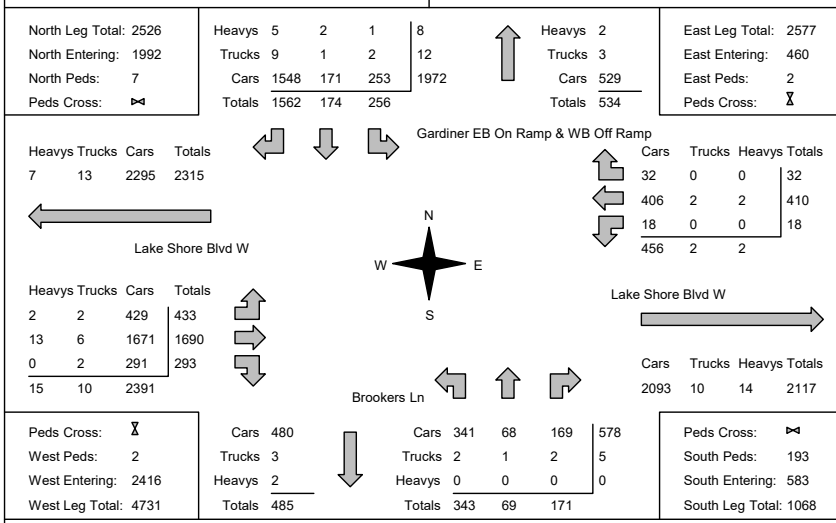
Municipality: Toronto
Site #: 1909300015
Intersection: Lake Shore Blvd W & Brookers Ln
TFR File #: 1
Count date: 8-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Lake Shore Blvd W runs W/E



Comments

Traffic Count Summary

Intersection: Lake Shore Blvd W & Brookers Ln | **Count Date:** 8-Jun-19 | **Municipality:** Toronto

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
8: 0 3 0 3	3	3	3	3	3
8 6 0 3 0 3	14	72	59:	931	8
8 5 0 3 0 3	17	79	76:	946	8
8 7 0 3 0 3	15	72	791	488	7
Totals:	256	174	1562	1992	7

North/South Total Approaches: 2575

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
8: 0 3 0 3	3	3	3	3	3
8 6 0 3 0 3	8: 9	63	77	: 88	97
8 5 0 3 0 3	88:	: 8	74	823	79
8 7 0 3 0 3	837	81	72	81:	4:
S Totals:	343	69	171	583	193

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
8: 0 3 0 3	3	3	3	3	3
8 6 0 3 0 3	6	859	86	89:	3
8 5 0 3 0 3	83	863	2	852	3
8 7 0 3 0 3	7	865	83	852	:
Totals:	18	410	32	460	2

East/West Total Approaches: 2876

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
8: 0 3 0 3	3	3	3	3	3
8 6 0 3 0 3	851	7: 2	19	496	3
8 5 0 3 0 3	87:	754	838	133	8
8 7 0 3 0 3	866	985	839	176	8
W Totals:	433	1690	293	2416	2

Calculated Values for Traffic Crossing Major Street

Hours Ending:	8: 0 3	8 6 0 3	8 5 0 3	8 7 0 3		3 0 3	3 0 3	3 0 3	3 0 3
Crossing Values:	3	: 4:	: 75	: 78		3	3	3	3

Accu-Traffic Inc.

Count Date: 8-Jun-19 **Site #: 1909300015**

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	15	15	8	8	99	99	0	0	0	0	1	1	0	0	0	0	0	0	0	0
12:30:00	40	25	30	22	227	128	1	1	0	0	2	1	0	0	0	0	0	0	0	0
12:45:00	63	23	41	11	349	122	1	0	1	1	3	1	0	0	1	1	1	1	0	0
13:00:00	84	21	57	16	457	108	2	1	1	0	4	1	1	1	1	0	1	0	1	1
13:15:00	114	30	71	14	579	122	2	0	1	0	4	0	1	0	2	1	1	0	1	0
13:30:00	139	25	93	22	722	143	2	0	1	0	5	1	1	0	2	0	1	0	1	0
13:45:00	155	16	101	8	852	130	2	0	1	0	6	1	1	0	2	0	2	1	2	1
14:00:00	169	14	112	11	985	133	2	0	1	0	6	0	1	0	2	0	3	1	2	0
14:15:00	188	19	124	12	1113	128	2	0	1	0	7	1	1	0	2	0	3	0	2	0
14:30:00	213	25	140	16	1247	134	2	0	1	0	8	1	1	0	2	0	4	1	5	3
14:45:00	234	21	159	19	1395	148	2	0	1	0	9	1	1	0	2	0	4	0	7	2
15:00:00	253	19	171	12	1548	153	2	0	1	0	9	0	1	0	2	0	5	1	7	0
15:15:00	253	0	171	0	1548	0	2	0	1	0	9	0	1	0	2	0	5	0	7	0
15:15:15	253	0	171	0	1548	0	2	0	1	0	9	0	1	0	2	0	5	0	7	0



Count Date: 8-Jun-19 Site #: 1909300015

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	1	1	36	36	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30:00	1	0	71	35	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45:00	1	0	103	32	10	3	0	0	1	1	0	0	0	0	0	0	0	0	0	0
13:00:00	3	2	145	42	13	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0
13:15:00	5	2	187	42	13	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
13:30:00	5	0	218	31	19	6	0	0	1	0	0	0	0	0	0	0	0	0	0	0
13:45:00	9	4	249	31	20	1	0	0	2	1	0	0	0	0	0	0	0	0	0	0
14:00:00	13	4	273	24	22	2	0	0	2	0	0	0	0	0	1	1	0	0	0	0
14:15:00	15	2	313	40	24	2	0	0	2	0	0	0	0	0	1	0	0	0	0	0
14:30:00	17	2	349	36	26	2	0	0	2	0	0	0	0	0	1	0	0	0	1	1
14:45:00	18	1	382	33	28	2	0	0	2	0	0	0	0	0	1	0	0	0	2	1
15:00:00	18	0	406	24	32	4	0	0	2	0	0	0	0	0	2	1	0	0	2	0
15:15:00	18	0	406	0	32	0	0	0	2	0	0	0	0	0	2	0	0	0	2	0
15:15:15	18	0	406	0	32	0	0	0	2	0	0	0	0	0	2	0	0	0	2	0



Count Date: 8-Jun-19 Site #: 1909300015

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	27	27	5	5	15	15	1	1	0	0	1	1	0	0	0	0	0	0	22	22
12:30:00	61	34	15	10	28	13	1	0	0	0	1	0	0	0	0	0	0	0	31	9
12:45:00	95	34	20	5	38	10	1	0	1	1	2	1	0	0	0	0	0	0	46	15
13:00:00	125	30	29	9	53	15	1	0	1	0	2	0	0	0	0	0	0	0	65	19
13:15:00	150	25	35	6	64	11	2	1	1	0	2	0	0	0	0	0	0	0	71	6
13:30:00	174	24	41	6	78	14	2	0	1	0	2	0	0	0	0	0	0	0	93	22
13:45:00	200	26	44	3	95	17	2	0	1	0	2	0	0	0	0	0	0	0	113	20
14:00:00	236	36	50	6	110	15	2	0	1	0	2	0	0	0	0	0	0	0	121	8
14:15:00	266	30	53	3	126	16	2	0	1	0	2	0	0	0	0	0	0	0	130	9
14:30:00	295	29	59	6	143	17	2	0	1	0	2	0	0	0	0	0	0	0	145	15
14:45:00	319	24	62	3	157	14	2	0	1	0	2	0	0	0	0	0	0	0	158	13
15:00:00	341	22	68	6	169	12	2	0	1	0	2	0	0	0	0	0	0	0	193	35
15:15:00	341	0	68	0	169	0	2	0	1	0	2	0	0	0	0	0	0	0	193	0
15:15:15	341	0	68	0	169	0	2	0	1	0	2	0	0	0	0	0	0	0	193	0

Accu-Traffic Inc.

Count Date: 8-Jun-19 **Site #: 1909300015**

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	35	35	148	148	23	23	0	0	0	0	0	0	0	0	2	2	0	0	0	0
12:30:00	84	49	274	126	46	23	0	0	0	0	0	0	0	0	2	0	0	0	0	0
12:45:00	112	28	410	136	64	18	0	0	0	0	0	0	1	1	3	1	0	0	0	0
13:00:00	147	35	525	115	85	21	0	0	0	0	1	1	1	0	4	1	0	0	0	0
13:15:00	183	36	662	137	113	28	0	0	2	2	1	0	1	0	5	1	0	0	0	0
13:30:00	227	44	806	144	130	17	1	1	3	1	1	0	1	0	6	1	0	0	0	0
13:45:00	266	39	931	125	169	39	1	0	4	1	1	0	1	0	7	1	0	0	1	1
14:00:00	298	32	1062	131	186	17	1	0	5	1	1	0	1	0	9	2	0	0	1	0
14:15:00	328	30	1219	157	209	23	2	1	6	1	2	1	2	1	10	1	0	0	2	1
14:30:00	366	38	1364	145	238	29	2	0	6	0	2	0	2	0	11	1	0	0	2	0
14:45:00	394	28	1522	158	266	28	2	0	6	0	2	0	2	0	12	1	0	0	2	0
15:00:00	429	35	1671	149	291	25	2	0	6	0	2	0	2	0	13	1	0	0	2	0
15:15:00	429	0	1671	0	291	0	2	0	6	0	2	0	2	0	13	0	0	0	2	0
15:15:15	429	0	1671	0	291	0	2	0	6	0	2	0	2	0	13	0	0	0	2	0

Accu-Traffic Inc.

Mid-day Peak Diagram

Specified Period
From: 12:00:00
To: 15:00:00

One Hour Peak
From: 14:00:00
To: 15:00:00

Municipality: Toronto
Site #: 1909300016
Intersection: Lake Shore Blvd W & Newport Bea
TFR File #: 1
Count date: 8-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Lake Shore Blvd W runs W/E

North Leg Total: 0
North Entering: 0
North Peds: 0
Peds Cross: ⋈

Heavys 0 0 0 0
Trucks 0 0 0 0
Cars 0 0 0 0
Totals 0 0 0

Heavys 0
Trucks 0
Cars 0
Totals 0

East Leg Total: 870
East Entering: 140
East Peds: 2
Peds Cross: ⧖

TTC Humber Loop Underpass

Heavys Trucks Cars Totals
1 0 156 157

Lake Shore Blvd W

Cars Trucks Heavys Totals
0 0 0 0
139 0 1 140
0 0 0 0
139 0 1

N
W E
S

Heavys Trucks Cars Totals
0 0 0 0
4 1 715 720
0 0 28 28
4 1 743

Lake Shore Blvd W

Cars Trucks Heavys Totals
725 1 4 730

Newport Beach Condos Driveway

Peds Cross: ⧖
West Peds: 85
West Entering: 748
West Leg Total: 905

Cars 28
Trucks 0
Heavys 0
Totals 28

Cars 17 0 10 27
Trucks 0 0 0 0
Heavys 0 0 0 0
Totals 17 0 10

Peds Cross: ⋈
South Peds: 0
South Entering: 27
South Leg Total: 55

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

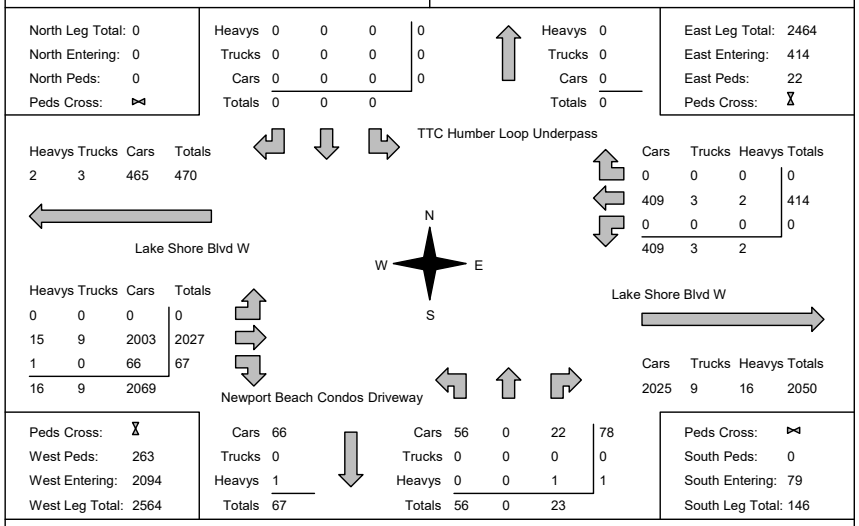
Municipality: Toronto
Site #: 1909300016
Intersection: Lake Shore Blvd W & Newport Bea
TFR File #: 1
Count date: 8-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Lake Shore Blvd W runs W/E



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

Intersection: Lake Shore Blvd W & Newport Be | **Count Date:** 8-Jun-19 | **Municipality:** Toronto

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds
8: 03-03	3	3	3	3	3
8603-03	3	3	3	3	3
8203-03	3	3	3	3	3
8103-03	3	3	3	3	3
Totals:	0	0	0	0	0

North/South Total Approaches: 79

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds
8: 03-03	3	3	3	3	3
8603-03	: 4	3	7	61	3
8203-03	8:	3	1	84	3
8103-03	84	3	83	: 4	3
S Totals:	56	0	23	79	0

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds
8: 03-03	3	3	3	3	3
8603-03	3	867	3	867	1
8203-03	3	865	3	865	81
8103-03	3	823	3	823	:
Totals:	0	414	0	414	22

East/West Total Approaches: 2508

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds
8: 03-03	3	3	3	3	3
8603-03	3	524	89	555	75
8203-03	3	553	: 3	573	9:
8103-03	3	4: 3	: 7	427	71
W Totals:	0	2027	67	2094	263

Calculated Values for Traffic Crossing Major Street

Hours Ending:	8: 03	8603	8203	8103		3003	3003	3003	3003
Crossing Values:	3	887	889	832		3	3	3	3



Count Date: 8-Jun-19 Site #: 1909300016

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Count Date: 8-Jun-19 Site #: 1909300016

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	0	0	34	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
12:30:00	0	0	69	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2
12:45:00	0	0	97	28	0	0	0	0	1	1	0	0	0	0	0	0	0	0	5	0
13:00:00	0	0	137	40	0	0	0	0	1	0	0	0	0	0	0	0	0	0	5	0
13:15:00	0	0	181	44	0	0	0	0	1	0	0	0	0	0	0	0	0	0	7	2
13:30:00	0	0	211	30	0	0	0	0	2	1	0	0	0	0	0	0	0	0	8	1
13:45:00	0	0	244	33	0	0	0	0	3	1	0	0	0	0	0	0	0	0	12	4
14:00:00	0	0	270	26	0	0	0	0	3	0	0	0	0	0	1	1	0	0	20	8
14:15:00	0	0	309	39	0	0	0	0	3	0	0	0	0	0	1	0	0	0	20	0
14:30:00	0	0	344	35	0	0	0	0	3	0	0	0	0	0	1	0	0	0	20	0
14:45:00	0	0	378	34	0	0	0	0	3	0	0	0	0	0	1	0	0	0	20	0
15:00:00	0	0	409	31	0	0	0	0	3	0	0	0	0	0	2	1	0	0	22	2
15:15:00	0	0	409	0	0	0	0	0	3	0	0	0	0	0	2	0	0	0	22	0
15:15:15	0	0	409	0	0	0	0	0	3	0	0	0	0	0	2	0	0	0	22	0



Count Date: 8-Jun-19 **Site #: 1909300016**

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	7	7	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30:00	11	4	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45:00	18	7	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00:00	27	9	0	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15:00	28	1	0	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30:00	31	3	0	0	9	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
13:45:00	36	5	0	0	11	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0
14:00:00	39	3	0	0	12	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0
14:15:00	45	6	0	0	15	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0
14:30:00	50	5	0	0	17	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0
14:45:00	52	2	0	0	19	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0
15:00:00	56	4	0	0	22	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0
15:15:00	56	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
15:15:15	56	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0



Count Date: 8-Jun-19 **Site #: 1909300016**

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	0	0	172	172	4	4	0	0	1	1	0	0	0	0	3	3	0	0	23	23
12:30:00	0	0	337	165	4	0	0	0	1	0	0	0	0	0	3	0	0	0	56	33
12:45:00	0	0	498	161	10	6	0	0	2	1	0	0	0	0	4	1	0	0	68	12
13:00:00	0	0	639	141	18	8	0	0	3	1	0	0	0	0	5	1	1	1	86	18
13:15:00	0	0	811	172	22	4	0	0	5	2	0	0	0	0	6	1	1	0	102	16
13:30:00	0	0	980	169	31	9	0	0	6	1	0	0	0	0	7	1	1	0	122	20
13:45:00	0	0	1132	152	33	2	0	0	7	1	0	0	0	0	8	1	1	0	151	29
14:00:00	0	0	1288	156	38	5	0	0	8	1	0	0	0	0	11	3	1	0	178	27
14:15:00	0	0	1467	179	50	12	0	0	9	1	0	0	0	0	12	1	1	0	188	10
14:30:00	0	0	1642	175	55	5	0	0	9	0	0	0	0	0	13	1	1	0	207	19
14:45:00	0	0	1827	185	59	4	0	0	9	0	0	0	0	0	14	1	1	0	232	25
15:00:00	0	0	2003	176	66	7	0	0	9	0	0	0	0	0	15	1	1	0	263	31
15:15:00	0	0	2003	0	66	0	0	0	9	0	0	0	0	0	15	0	1	0	263	0
15:15:15	0	0	2003	0	66	0	0	0	9	0	0	0	0	0	15	0	1	0	263	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Mor nr i g Pei a k oi DmiS

pcef ocber PemoFr		Hue l Ft mPei a
: nFS T	12:00:00	: nFS T 14:00:00
OFT	15:00:00	OFT 15:00:00

Mt uof oci yd#gT Toronto	h ei # emf Fur o#oFuRT
po#e l T 1909300017	
su#enRef #oFuT Lake Shore Blvd W & Marine Parad	PemRFu f Ft u#er T
O: C : oye l T 1	PemRFu cneci ner T
WFt u#r i #eT 8-Jun-19	PemRFu f * ef aer T
NN- FurpoDui yozer su#enRef #oFu NN	Mi jFmCFi r T Lake Shore Blvd W runs W/E

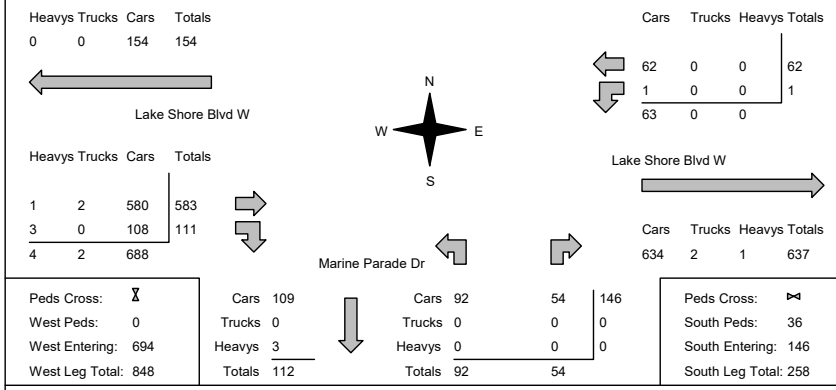
East Leg Total: 700
East Entering: 63
East Peds: 0
Peds Cross: ⧗

Heavys	Trucks	Cars	Totals
0	0	154	154

Lake Shore Blvd W

Heavys	Trucks	Cars	Totals
1	2	580	583
3	0	108	111
4	2	688	

N
W E
S



Cars	Trucks	Heavys	Totals
62	0	0	62
1	0	0	1
63	0	0	

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
634	2	1	637

Marine Parade Dr

Peds Cross:	⧗	Cars	109	Cars	92	54	146
West Peds:	0	Trucks	0	Trucks	0	0	0
West Entering:	694	Heavys	3	Heavys	0	0	0
West Leg Total:	848	Totals	112	Totals	92	54	

Peds Cross:	⋈
South Peds:	36
South Entering:	146
South Leg Total:	258

WFS S eu#R

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

OF#i yWFt u#k oi DmiS

Mt uof oci yd#gT Toronto	h ei # emf Fur o#oFuRT
po#e l T 1909300017	
su#enRef #oFuT Lake Shore Blvd W & Marine Parad	PemRFu f Ft u#er T
O: C : oye l T 1	PemRFu cneci ner T
WFt u#r i #eT 8-Jun-19	PemRFu f * ef aer T
NN- FurpoDui yozer su#enRef #oFu NN	Mi jFmCFi r T Lake Shore Blvd W runs W/E

East Leg Total: 2098
East Entering: 170
East Peds: 0
Peds Cross: ⧗

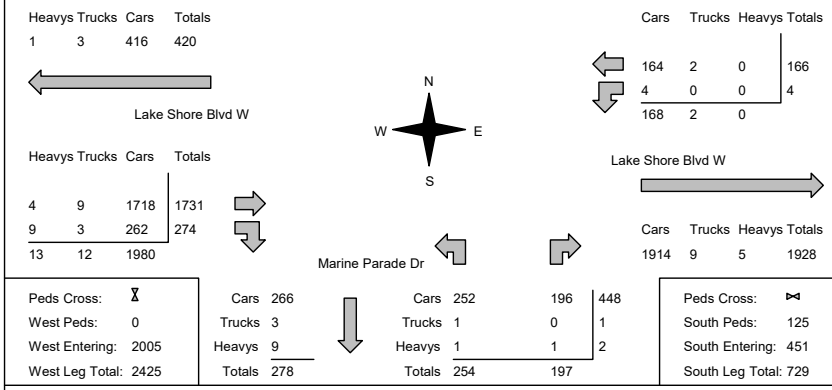
Heavys	Trucks	Cars	Totals
1	3	416	420

Lake Shore Blvd W

Heavys	Trucks	Cars	Totals
4	9	1718	1731
9	3	262	274
13	12	1980	

N
W E
S

Cars	Trucks	Heavys	Totals
164	2	0	166
4	0	0	4
168	2	0	



Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
1914	9	5	1928

Marine Parade Dr

Peds Cross:	⧗	Cars	266	Cars	252	196	448
West Peds:	0	Trucks	3	Trucks	1	0	1
West Entering:	2005	Heavys	9	Heavys	1	1	2
West Leg Total:	2425	Totals	278	Totals	254	197	

Peds Cross:	⋈
South Peds:	125
South Entering:	451
South Leg Total:	729

WFS S eu#R

Accu-Traffic Inc.

Omidbf WFtu#pt SSing

suftenRef#FuT	Lake Shore Blvd W & Marine Para	WFtu#ki#eT	8-Jun-19
Mtud'ociytgT	Toronto		

- Fn# Accnfif* OF#yR

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	North/South Total Approaches
	Left	Thru	Right	Grand Total		
12:00:00	*0*	*0*	*0*	*0*	*0*	*0*
13:00:00	*0*	*0*	*0*	*0*	*0*	*154*
15:00:00	*0*	*0*	*0*	*0*	*0*	*178*
17:00:00	*0*	*0*	*0*	*0*	*0*	*154*
Totals:	0	0	0	0	0	451

pFt# Accnfif* OF#yR

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
12:00:00	*0*	*0*	*0*	*0*	*0*
13:00:00	*67*	*0*	*61*	*154*	*53*
15:00:00	*96*	*0*	*62*	*178*	*54*
17:00:00	*82*	*0*	*75*	*154*	*34*
S Totals:	254	0	197	451	125

EiR#Accnfif* OF#yR

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	East/West Total Approaches
	Left	Thru	Right	Grand Total		
12:00:00	*0*	*0*	*0*	*0*	*0*	*0*
13:00:00	*2*	*79*	*0*	*40*	*0*	*617*
15:00:00	*1*	*54*	*0*	*56*	*0*	*603*
17:00:00	*1*	*42*	*0*	*43*	*0*	*676*
Totals:	4	166	0	170	0	2175

h eR#Accnfif* OF#yR

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
12:00:00	*0*	*0*	*0*	*0*	*0*
13:00:00	*0*	*797*	*60*	*477*	*0*
15:00:00	*0*	*743*	*83*	*474*	*0*
17:00:00	*0*	*793*	*111*	*485*	*0*
W Totals:	0	1731	274	2005	0

Wiyftyi#er ViyteRcFmOmidbf WhfRRouD MijFmp#nee#

Hours Ending:	*12:00*	*13:00*	*15:00*	*17:00*		*0:00*	*0:00*	*0:00*	*0:00*
Crossing Values:	*0*	*67*	*96*	*82*		*0*	*0*	*0*	*0*

Accu-Traffic Inc.

WFtu#ki#eT 6nUtun19 pdleIT 1909300018

suftenniy Ose	Pi RReuDemWlntRn- Fn# Accnfif*						Ontf aRn- Fn# Accnfif*						I eivgRn- Fn# Accnfif*						PereRhnsuR	
	Led#		O'nt		CdD'#		Led#		O'nt		CdD'#		Led#		O'nt		CdD'#		- Fn# WhfRR	
	Wt S	sufm	Wt S	sufm	Wt S	sufm	Wt S	sufm	Wt S	sufm	Wt S	sufm	Wt S	sufm	Wt S	sufm	Wt S	sufm	Wt S	sufm
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



WFt u#k i #eT 6nJt unl9 pdle l T 1909300018

suffenvi y OdSe	Pi RReuDemWl nRnEi R#Accnfi f *						Ontf aRnEi R#Accnfi f *						I ei vgRnEi R#Accnfi f *						PereRRhsuR	
	Led#		Or nt		CdD* #		Led#		Or nt		CdD* #		Led#		Or nt		CdD* #		Ei R#WhfRR	
	Wt S	suf m	Wt S	suf m	Wt S	suf m	Wt S	suf m	Wt S	suf m	Wt S	suf m	Wt S	suf m	Wt S	suf m	Wt S	suf m	Wt S	suf m
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	2	2	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30:00	2	0	34	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45:00	2	0	42	8	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
13:00:00	2	0	57	15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
13:15:00	2	0	73	16	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
13:30:00	2	0	81	8	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
13:45:00	3	1	93	12	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0
14:00:00	3	0	102	9	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
14:15:00	3	0	120	18	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
14:30:00	3	0	130	10	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
14:45:00	3	0	147	17	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
15:00:00	4	1	164	17	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
15:15:00	4	0	164	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
15:15:15	4	0	164	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0



WFt u#k i #eT 6nJt unl9 pdle l T 1909300018

suffenvi y OdSe	Pi RReuDemWl nRnpFt # Accnfi f *						Ontf aRnpFt # Accnfi f *						I ei vgRnpFt # Accnfi f *						PereRRhsuR	
	Led#		Or nt		CdD* #		Led#		Or nt		CdD* #		Led#		Or nt		CdD* #		pFt # WhfFRR	
	Wt S	suf m	Wt S	suf m	Wt S	suf m	Wt S	suf m	Wt S	suf m	Wt S	suf m	Wt S	suf m	Wt S	suf m	Wt S	suf m	Wt S	suf m
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	18	18	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	9	9
12:30:00	33	15	0	0	27	15	0	0	0	0	0	0	0	0	0	0	0	0	35	26
12:45:00	53	20	0	0	49	22	0	0	0	0	0	0	0	0	0	0	0	0	38	3
13:00:00	75	22	0	0	71	22	0	0	0	0	0	0	0	0	0	0	0	0	43	5
13:15:00	100	25	0	0	88	17	0	0	0	0	0	0	0	0	0	0	0	0	50	7
13:30:00	123	23	0	0	105	17	1	1	0	0	0	0	0	0	0	0	0	0	58	8
13:45:00	143	20	0	0	127	22	1	0	0	0	0	0	0	0	0	0	1	1	73	15
14:00:00	160	17	0	0	142	15	1	0	0	0	0	0	1	1	0	0	1	0	89	16
14:15:00	185	25	0	0	157	15	1	0	0	0	0	0	1	0	0	0	1	0	102	13
14:30:00	217	32	0	0	169	12	1	0	0	0	0	0	1	0	0	0	1	0	110	8
14:45:00	235	18	0	0	182	13	1	0	0	0	0	0	1	0	0	0	1	0	119	9
15:00:00	252	17	0	0	196	14	1	0	0	0	0	0	1	0	0	0	1	0	125	6
15:15:00	252	0	0	0	196	0	1	0	0	0	0	0	1	0	0	0	1	0	125	0
15:15:15	252	0	0	0	196	0	1	0	0	0	0	0	1	0	0	0	1	0	125	0



WFt u#k i #bT 6n/t unt9 pdeb l T 1909300018

suf bmi y OdS e	Pi RReuDemWi nR nh eR#Accnfi f *						Ont f aR nh eR#Accnfi f *						I ei vgR nh eR#Accnfi f *						Per eRhsuR
	Led#		O' nt		CdD' #		Led#		O' nt		CdD' #		Led#		O' nt		CdD' #		h eR#WfFRR
	Wt S	suf m	Wt S	suf m	Wt S	suf m	Wt S	suf m	Wt S	suf m	Wt S	suf m	Wt S	suf m	Wt S	suf m	Wt S	suf m	Wt S	suf m
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	0	0	162	162	13	13	0	0	1	1	0	0	0	0	0	0	2	2	0	0
12:30:00	0	0	312	150	29	16	0	0	1	0	0	0	0	0	0	0	2	0	0	0
12:45:00	0	0	460	148	46	17	0	0	3	2	0	0	0	0	1	1	2	0	0	0
13:00:00	0	0	581	121	66	20	0	0	3	0	1	1	0	0	1	0	3	1	0	0
13:15:00	0	0	728	147	95	29	0	0	4	1	2	1	0	0	1	0	4	1	0	0
13:30:00	0	0	861	133	128	33	0	0	5	1	3	1	0	0	2	1	5	1	0	0
13:45:00	0	0	1002	141	139	11	0	0	6	1	3	0	0	0	3	1	5	0	0	0
14:00:00	0	0	1138	136	154	15	0	0	7	1	3	0	0	0	3	0	6	1	0	0
14:15:00	0	0	1282	144	189	35	0	0	8	1	3	0	0	0	3	0	7	1	0	0
14:30:00	0	0	1423	141	207	18	0	0	9	1	3	0	0	0	3	0	8	1	0	0
14:45:00	0	0	1570	147	235	28	0	0	9	0	3	0	0	0	3	0	9	1	0	0
15:00:00	0	0	1718	148	262	27	0	0	9	0	3	0	0	0	4	1	9	0	0	0
15:15:00	0	0	1718	0	262	0	0	0	9	0	3	0	0	0	4	0	9	0	0	0
15:15:15	0	0	1718	0	262	0	0	0	9	0	3	0	0	0	4	0	9	0	0	0



Mid-day Peak Diagram

Specified Period
From: 12:00:00
To: 15:00:00

One Hour Peak
From: 12:00:00
To: 13:00:00

Municipality: Toronto
Site #: 1909300018
Intersection: Lake Shore Blvd W & Palace Pier
TFR File #: 1
Count date: 8-Jun-19

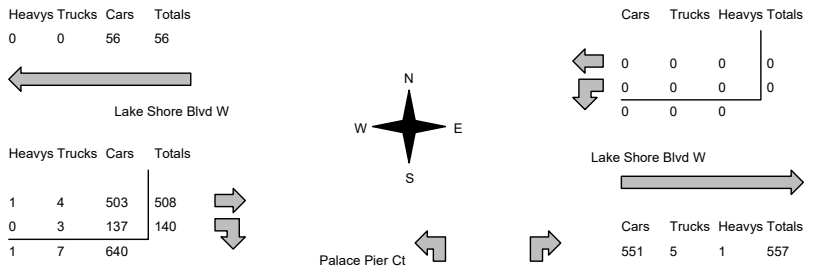
Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Lake Shore Blvd W runs W/E

East Leg Total: 557
East Entering: 0
East Peds: 0
Peds Cross: ⧖



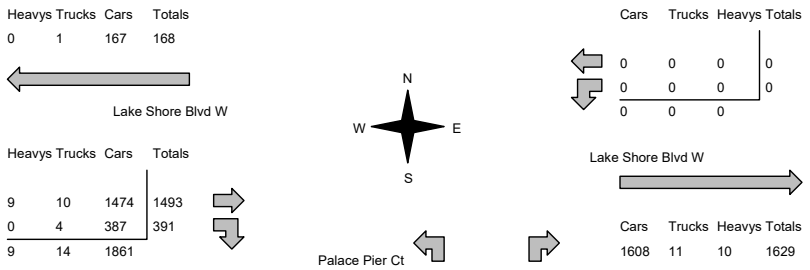
Peds Cross:	⧖	Cars	137	Cars	56	48	104	Peds Cross:	⋈
West Peds:	0	Trucks	3	Trucks	0	1	1	South Peds:	0
West Entering:	648	Heavys	0	Heavys	0	0	0	South Entering:	105
West Leg Total:	704	Totals	140	Totals	56	49		South Leg Total:	245

Comments

Total Count Diagram

Municipality: Toronto	**Weather conditions:**
Site #: 1909300018	
Intersection: Lake Shore Blvd W & Palace Pier	**Person counted:**
TFR File #: 1	**Person prepared:**
Count date: 8-Jun-19	**Person checked:**
**** Signalized Intersection ****	**Major Road:** Lake Shore Blvd W runs W/E

East Leg Total: 1629
East Entering: 0
East Peds: 0
Peds Cross: ⧖



Peds Cross:	⧖	Cars	387	Cars	167	134	301	Peds Cross:	⋈
West Peds:	0	Trucks	4	Trucks	1	1	2	South Peds:	0
West Entering:	1884	Heavys	0	Heavys	0	1	1	South Entering:	304
West Leg Total:	2052	Totals	391	Totals	168	136		South Leg Total:	695

Comments

Traffic Count Summary

Intersection: Lake Shore Blvd W & Palace Pier | **Count Date:** 8-Jun-19 | **Municipality:** Toronto

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys: Left	Thru	Right	Grand Total	Total Peds	North/South Total Approaches
12:00:00	*0*	*0*	*0*	*0*	*0*	*0*
13:00:00	*0*	*0*	*0*	*0*	*0*	*104*
18:00:00	*0*	*0*	*0*	*0*	*0*	*53*
14:00:00	*0*	*0*	*0*	*0*	*0*	*116*
Totals:	0	0	0	0	0	304

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys: Left	Thru	Right	Grand Total	Total Peds
12:00:00	*0*	*0*	*0*	*0*	*0*
13:00:00	*46*	*0*	*89*	*104*	*0*
18:00:00	*41*	*0*	*32*	*53*	*0*
14:00:00	*61*	*0*	*44*	*116*	*0*
S Totals:	168	0	136	304	0

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys: Left	Thru	Right	Grand Total	Total Peds	East/West Total Approaches
12:00:00	*0*	*0*	*0*	*0*	*0*	*0*
13:00:00	*0*	*0*	*0*	*0*	*0*	*685*
18:00:00	*0*	*0*	*0*	*0*	*0*	*627*
14:00:00	*0*	*0*	*0*	*0*	*0*	*609*
Totals:	0	0	0	0	0	1884

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys: Left	Thru	Right	Grand Total	Total Peds
12:00:00	*0*	*0*	*0*	*0*	*0*
13:00:00	*0*	*405*	*180*	*685*	*0*
18:00:00	*0*	*400*	*127*	*627*	*0*
14:00:00	*0*	*854*	*128*	*609*	*0*
W Totals:	0	1493	391	1884	0

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*12:00*	*13:00*	*18:00*	*14:00*		*0:00*	*0:00*	*0:00*	*0:00*
Crossing Values:	*0*	*46*	*41*	*61*		*0*	*0*	*0*	*0*



Count Date: 8-Jun-19 **Site #: 1909300018**

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Count Date: 8-Jun-19 **Site #: 1909300018**

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Count Date: 8-Jun-19 Site #: 1909300018

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	15	15	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30:00	33	18	0	0	23	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45:00	42	9	0	0	40	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00:00	56	14	0	0	48	8	0	0	0	0	1	1	0	0	0	0	0	0	0	0
13:15:00	71	15	0	0	57	9	0	0	0	0	1	0	0	0	0	0	0	0	0	0
13:30:00	81	10	0	0	67	10	0	0	0	0	1	0	0	0	0	0	0	0	0	0
13:45:00	96	15	0	0	73	6	1	1	0	0	1	0	0	0	0	0	1	1	0	0
14:00:00	106	10	0	0	79	6	1	0	0	0	1	0	0	0	0	0	1	0	0	0
14:15:00	123	17	0	0	87	8	1	0	0	0	1	0	0	0	0	0	1	0	0	0
14:30:00	134	11	0	0	103	16	1	0	0	0	1	0	0	0	0	0	1	0	0	0
14:45:00	150	16	0	0	113	10	1	0	0	0	1	0	0	0	0	0	1	0	0	0
15:00:00	167	17	0	0	134	21	1	0	0	0	1	0	0	0	0	0	1	0	0	0
15:15:00	167	0	0	0	134	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0
15:15:15	167	0	0	0	134	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0



Count Date: 8-Jun-19 Site #: 1909300018

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	0	0	126	126	43	43	0	0	0	0	1	1	0	0	0	0	0	0	0	0
12:30:00	0	0	257	131	77	34	0	0	2	2	1	0	0	0	0	0	0	0	0	0
12:45:00	0	0	396	139	107	30	0	0	3	1	3	2	0	0	1	1	0	0	0	0
13:00:00	0	0	503	107	137	30	0	0	4	1	3	0	0	0	1	0	0	0	0	0
13:15:00	0	0	633	130	169	32	0	0	4	0	3	0	0	0	1	0	0	0	0	0
13:30:00	0	0	749	116	200	31	0	0	5	1	4	1	0	0	3	2	0	0	0	0
13:45:00	0	0	881	132	228	28	0	0	7	2	4	0	0	0	4	1	0	0	0	0
14:00:00	0	0	995	114	263	35	0	0	8	1	4	0	0	0	5	1	0	0	0	0
14:15:00	0	0	1126	131	290	27	0	0	9	1	4	0	0	0	5	0	0	0	0	0
14:30:00	0	0	1236	110	320	30	0	0	10	1	4	0	0	0	7	2	0	0	0	0
14:45:00	0	0	1365	129	343	23	0	0	10	0	4	0	0	0	8	1	0	0	0	0
15:00:00	0	0	1474	109	387	44	0	0	10	0	4	0	0	0	9	1	0	0	0	0
15:15:00	0	0	1474	0	387	0	0	0	10	0	4	0	0	0	9	0	0	0	0	0
15:15:15	0	0	1474	0	387	0	0	0	10	0	4	0	0	0	9	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Mid-day Peak Diagram

Specified Period	One Hour Peak
From: 12:00:00	**From:** 14:00:00
To: 15:00:00	**To:** 15:00:00

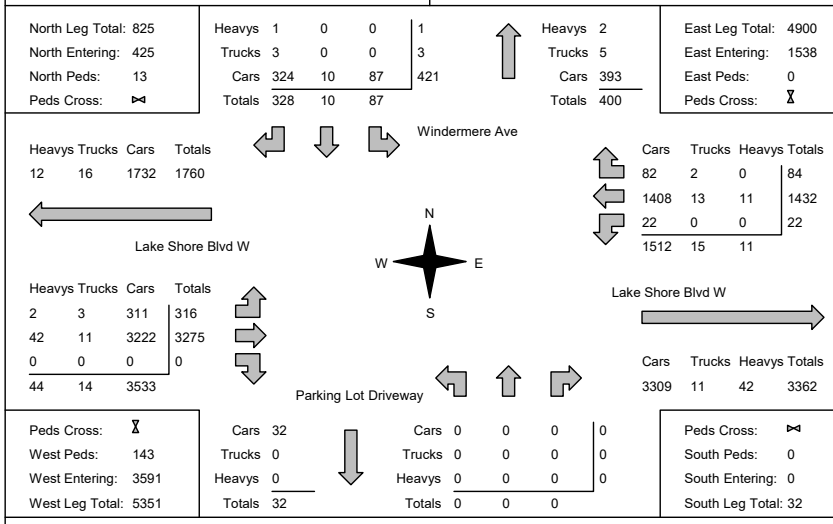
Municipality: Toronto
Site #: 1909300019
Intersection: Lake Shore Blvd W & Windermere
TFR File #: 1
Count date: 8-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Lake Shore Blvd W runs W/E



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

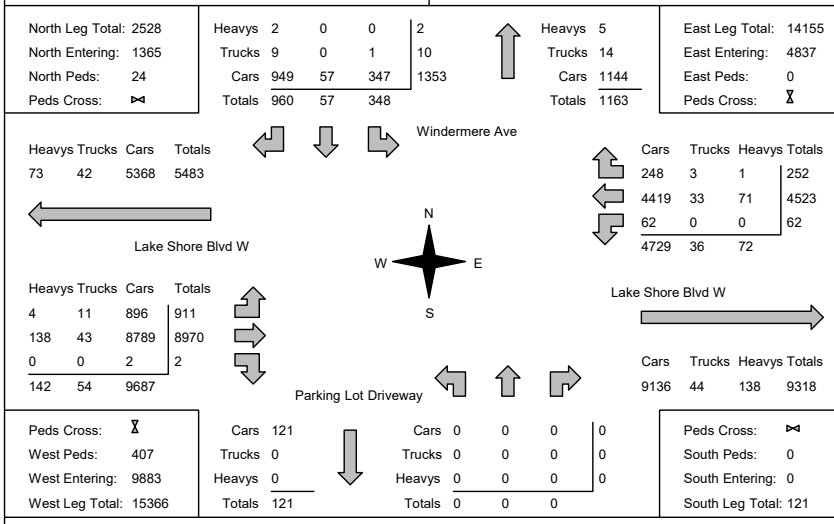
Municipality: Toronto
Site #: 1909300019
Intersection: Lake Shore Blvd W & Windermere
TFR File #: 1
Count date: 8-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Lake Shore Blvd W runs W/E



Comments

Traffic Count Summary

Intersection: Lake Shore Blvd W & Windermere | **Count Date:** 8-Jun-19 | **Municipality:** Toronto

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	North/South Total Approaches
	Left	Thru	Right	Grand Total		
8: 0 3 0 3	3	3	3	3	3	3
8 6 0 3 0 3	8: 6	81	634	771	2	771
8 7 0 3 0 3	865	: 5	6: 9	718	9	718
8 9 0 3 0 3	54	83	6: 5	7: 9	86	7: 9
Totals:	348	57	960	1365	24	1365

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
8: 0 3 0 3	3	3	3	3	3
8 6 0 3 0 3	3	3	3	3	3
8 7 0 3 0 3	3	3	3	3	3
8 9 0 3 0 3	3	3	3	3	3
S Totals:	0	0	0	0	0

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	East/West Total Approaches
	Left	Thru	Right	Grand Total		
8: 0 3 0 3	3	3	3	3	3	3
8 6 0 3 0 3	89	8993	45	8276	3	7453
8 7 0 3 0 3	: 9	8978	13	8292	3	7588
8 9 0 3 0 3	: :	876:	57	8965	3	98: 1
Totals:	62	4523	252	4837	0	14720

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
8: 0 3 0 3	3	3	3	3	3
8 6 0 3 0 3	686	: 5: 7	3	6864	867
8 7 0 3 0 3	: 5:	: 548	:	6899	863
8 9 0 3 0 3	682	6: 49	3	6918	876
W Totals:	911	8970	2	9883	407

Calculated Values for Traffic Crossing Major Street

Hours Ending:	8: 0 3	8 6 0 3	8 7 0 3	8 9 0 3		3 0 3	3 0 3	3 0 3	3 0 3
Crossing Values:	3	: 42	: 12	: 73		3	3	3	3

Accu-Traffic Inc.

Count Date: 8-Jun-19 **Site #: 1909300019**

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	30	30	8	8	81	81	0	0	0	0	0	0	0	0	0	0	0	0	3	3
12:30:00	67	37	10	2	166	85	1	1	0	0	0	0	0	0	0	0	0	0	4	1
12:45:00	102	35	17	7	218	52	1	0	0	0	0	0	0	0	0	0	0	0	6	2
13:00:00	122	20	19	2	307	89	1	0	0	0	0	0	0	0	0	0	0	0	6	0
13:15:00	164	42	26	7	391	84	1	0	0	0	1	1	0	0	0	0	1	1	8	2
13:30:00	188	24	31	5	478	87	1	0	0	0	4	3	0	0	0	0	1	0	9	1
13:45:00	226	38	38	7	543	65	1	0	0	0	5	1	0	0	0	0	1	0	9	0
14:00:00	260	34	47	9	625	82	1	0	0	0	6	1	0	0	0	0	1	0	11	2
14:15:00	286	26	48	1	712	87	1	0	0	0	6	0	0	0	0	0	1	0	11	0
14:30:00	309	23	50	2	794	82	1	0	0	0	8	2	0	0	0	0	2	1	15	4
14:45:00	324	15	53	3	883	89	1	0	0	0	9	1	0	0	0	0	2	0	20	5
15:00:00	347	23	57	4	949	66	1	0	0	0	9	0	0	0	0	0	2	0	24	4
15:15:00	347	0	57	0	949	0	1	0	0	0	9	0	0	0	0	0	2	0	24	0
15:15:15	347	0	57	0	949	0	1	0	0	0	9	0	0	0	0	0	2	0	24	0



Count Date: 8-Jun-19 **Site #: 1909300019**

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	5	5	369	369	29	29	0	0	1	1	1	1	0	0	8	8	0	0	0	0
12:30:00	10	5	765	396	41	12	0	0	3	2	1	0	0	0	16	8	0	0	0	0
12:45:00	13	3	1131	366	59	18	0	0	5	2	1	0	0	0	33	17	0	0	0	0
13:00:00	15	2	1497	366	77	18	0	0	8	3	1	0	0	0	45	12	0	0	0	0
13:15:00	18	3	1903	406	93	16	0	0	10	2	1	0	0	0	47	2	0	0	0	0
13:30:00	27	9	2303	400	112	19	0	0	11	1	1	0	0	0	54	7	1	1	0	0
13:45:00	33	6	2704	401	135	23	0	0	20	9	1	0	0	0	59	5	1	0	0	0
14:00:00	40	7	3011	307	166	31	0	0	20	0	1	0	0	0	60	1	1	0	0	0
14:15:00	45	5	3348	337	186	20	0	0	22	2	1	0	0	0	69	9	1	0	0	0
14:30:00	54	9	3702	354	212	26	0	0	27	5	1	0	0	0	70	1	1	0	0	0
14:45:00	58	4	4028	326	231	19	0	0	31	4	3	2	0	0	71	1	1	0	0	0
15:00:00	62	4	4419	391	248	17	0	0	33	2	3	0	0	0	71	0	1	0	0	0
15:15:00	62	0	4419	0	248	0	0	0	33	0	3	0	0	0	71	0	1	0	0	0
15:15:15	62	0	4419	0	248	0	0	0	33	0	3	0	0	0	71	0	1	0	0	0



Count Date: 8-Jun-19 **Site #: 1909300019**

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



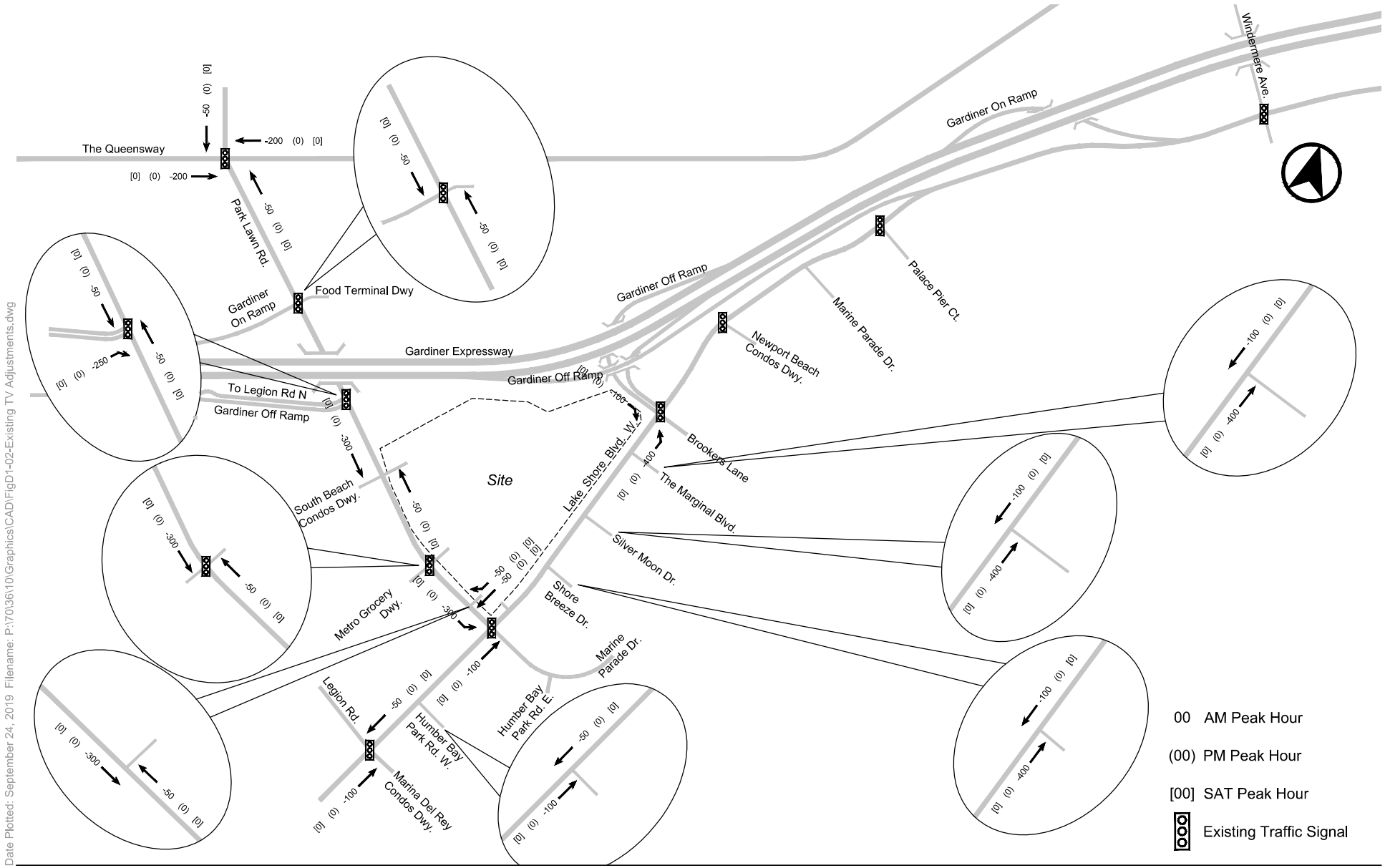
Count Date: 8-Jun-19 Site #: 1909300019

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	77	77	687	687	0	0	1	1	2	2	0	0	0	0	17	17	0	0	38	38
12:30:00	150	73	1373	686	0	0	1	0	4	2	0	0	1	1	36	19	0	0	73	35
12:45:00	231	81	2036	663	0	0	4	3	5	1	0	0	1	0	46	10	0	0	107	34
13:00:00	307	76	2754	718	0	0	5	1	10	5	0	0	1	0	60	14	0	0	134	27
13:15:00	367	60	3410	656	2	2	5	0	15	5	0	0	1	0	72	12	0	0	158	24
13:30:00	443	76	4115	705	2	0	6	1	20	5	0	0	1	0	81	9	0	0	189	31
13:45:00	502	59	4828	713	2	0	8	2	26	6	0	0	2	1	88	7	0	0	231	42
14:00:00	585	83	5567	739	2	0	8	0	32	6	0	0	2	0	96	8	0	0	264	33
14:15:00	674	89	6347	780	2	0	8	0	35	3	0	0	2	0	109	13	0	0	285	21
14:30:00	746	72	7113	766	2	0	9	1	38	3	0	0	3	1	124	15	0	0	326	41
14:45:00	819	73	7948	835	2	0	11	2	41	3	0	0	4	1	132	8	0	0	373	47
15:00:00	896	77	8789	841	2	0	11	0	43	2	0	0	4	0	138	6	0	0	407	34
15:15:00	896	0	8789	0	2	0	11	0	43	0	0	0	4	0	138	0	0	0	407	0
15:15:15	896	0	8789	0	2	0	11	0	43	0	0	0	4	0	138	0	0	0	407	0

APPENDIX D:

T olume Figures – Individual Layers

BA Group



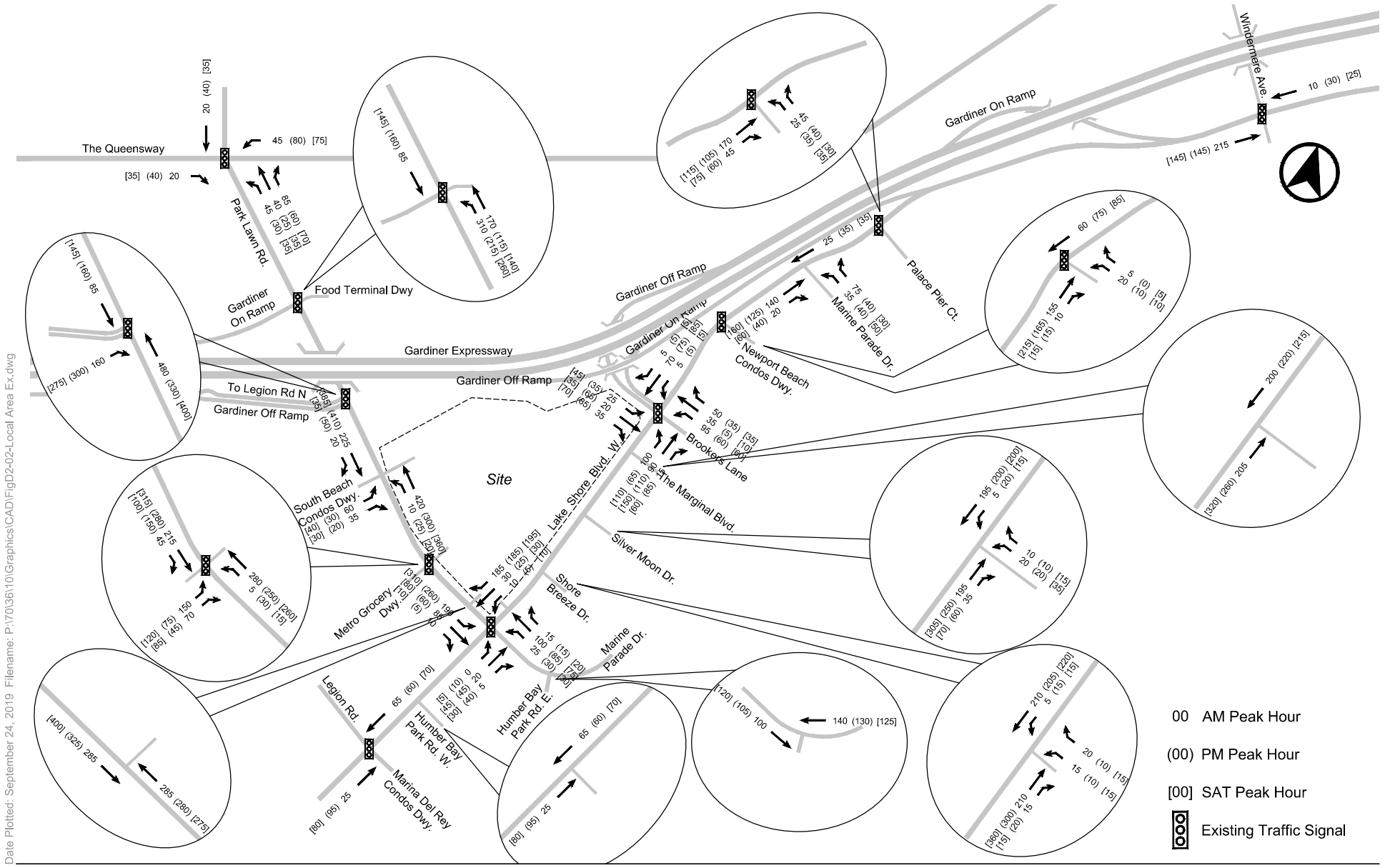
Date Plotted: September 24, 2019 Filename: P:\170\36\10\Graphics\CAD\FigD1-02-Existing TV Adjustments.dwg

EXISTING TRAFFIC VOLUME ADJUSTMENTS

BA Group

2150 Lake Shore Blvd West
7036-10 September 2019

Figure D-1



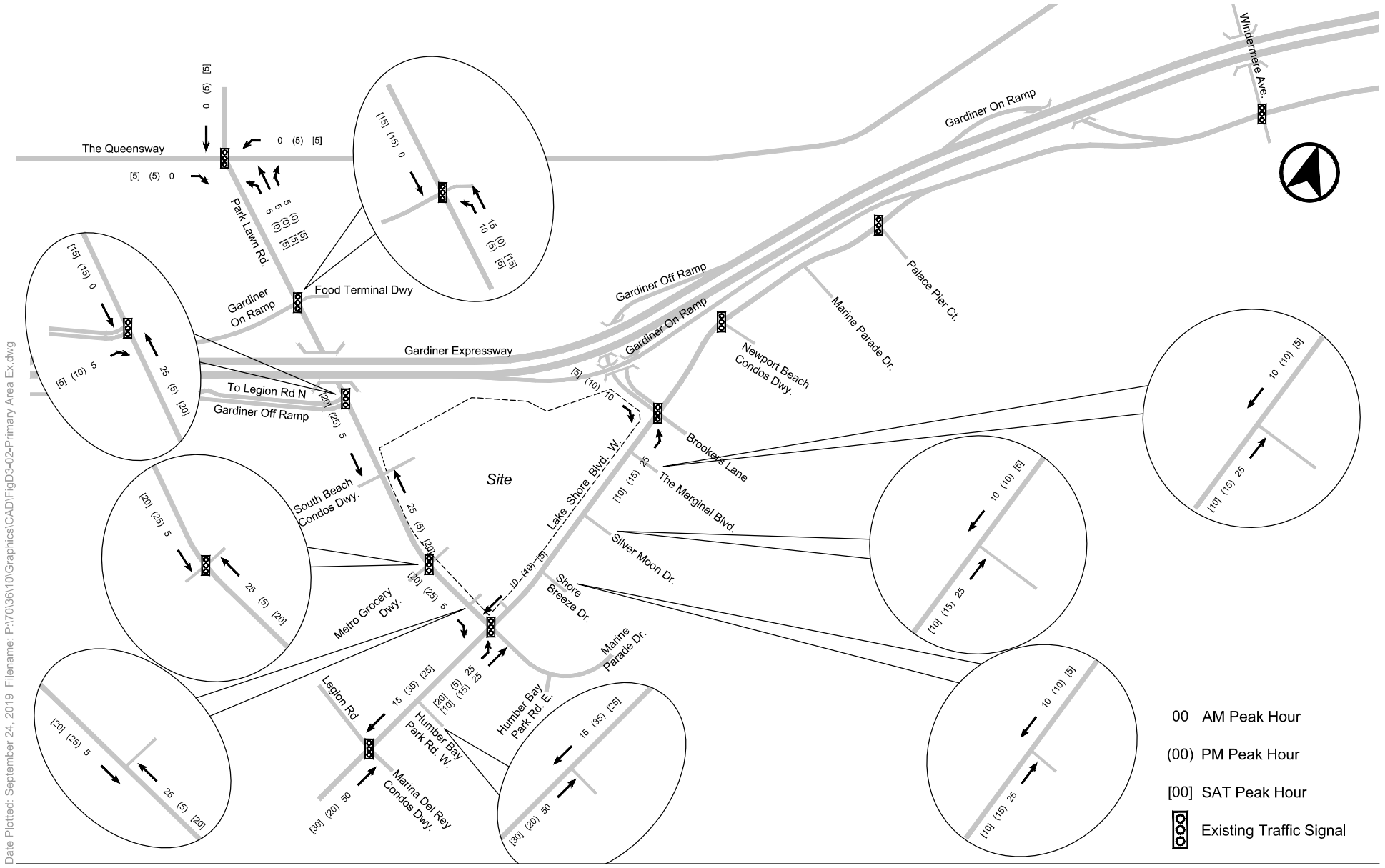
Date Plotted: September 24, 2019 Filename: P:\170\36\10\Graphics\CAD\FigD2-02-Local Area Ex.dwg

LOCAL AREA EXISTING TRAFFIC VOLUME CHANGES DUE TO STATION (REMOVAL)

BA Group

2150 Lake Shore Blvd West
7036-10 September 2019

Figure D-2



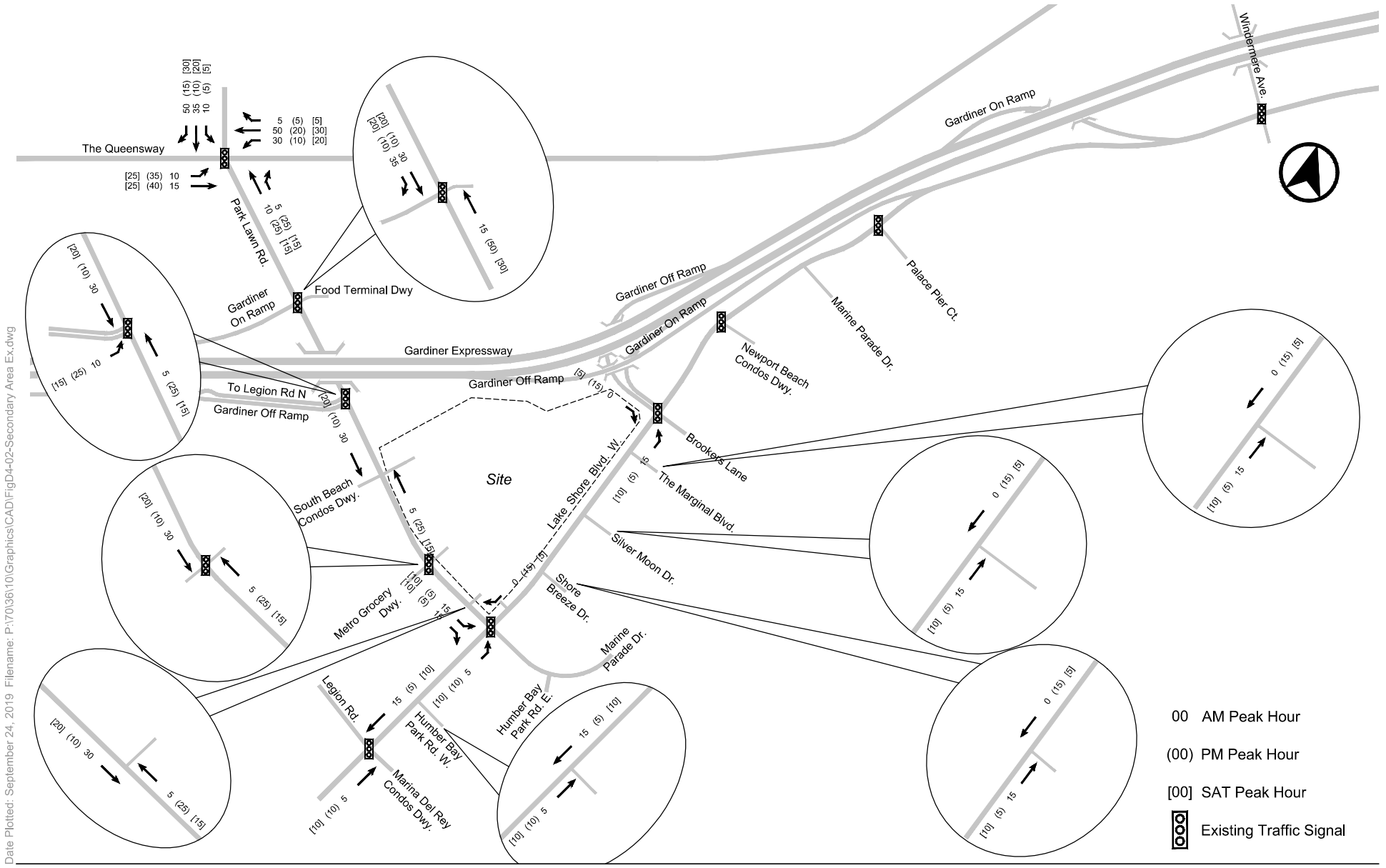
Date Plotted: September 24, 2019 Filename: P:\170\36\10\Graphics\CAD\FigD3-02-Primary Area Ex.dwg

PRIMARY AREA EXISTING TRAFFIC VOLUME CHANGES DUE TO STATION (REMOVAL)

BA Group

2150 Lake Shore Blvd West
7036-10 September 2019

Figure D-3



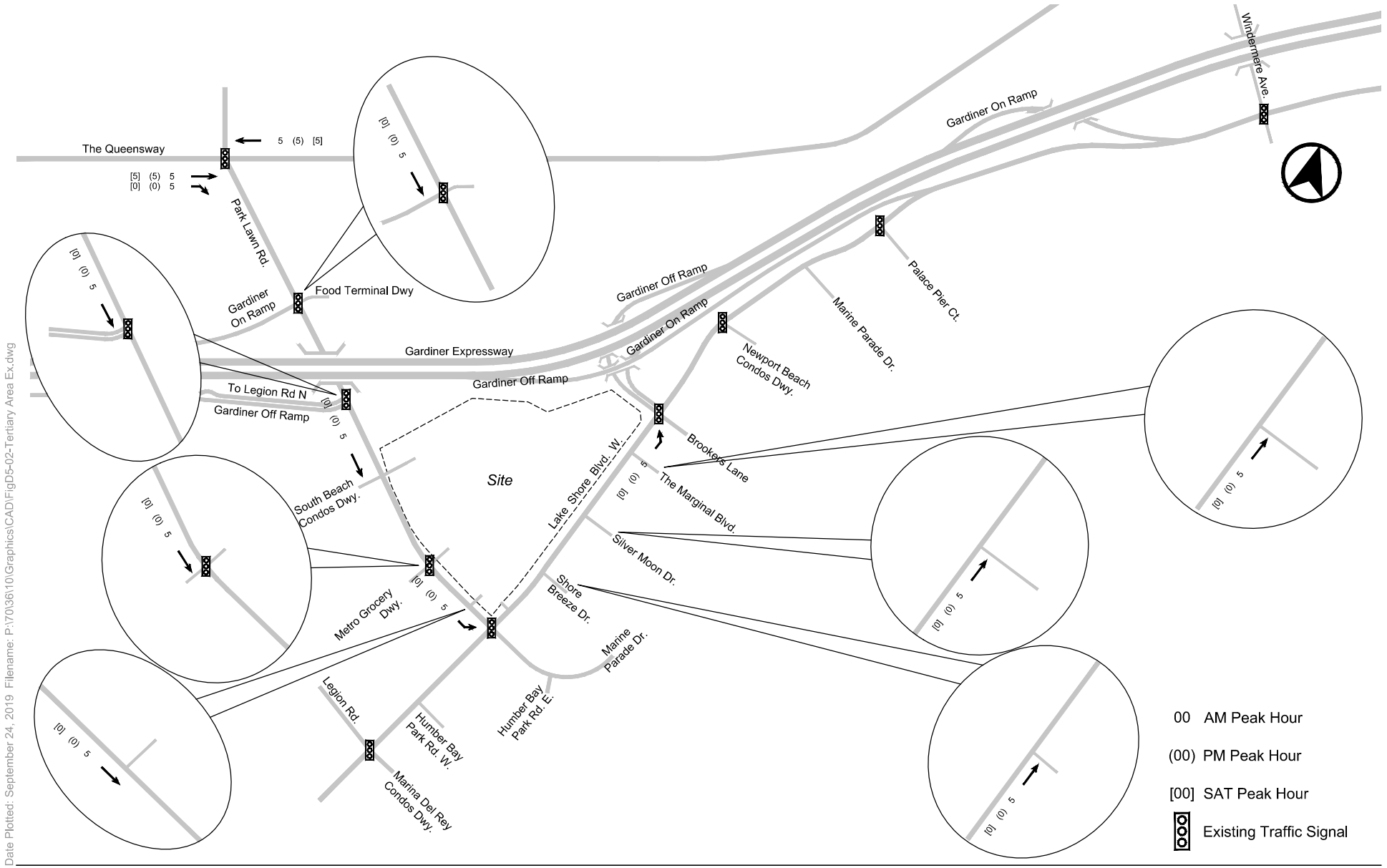
Date Plotted: September 24, 2019 Filename: P:\7036\10\Graphics\CAD\FigD4-02-Secondary Area Ex.dwg

SECONDARY AREA EXISTING TRAFFIC VOLUME CHANGES DUE TO STATION (REMOVAL)

BA Group

2150 Lake Shore Blvd West
7036-10 September 2019

Figure D-4



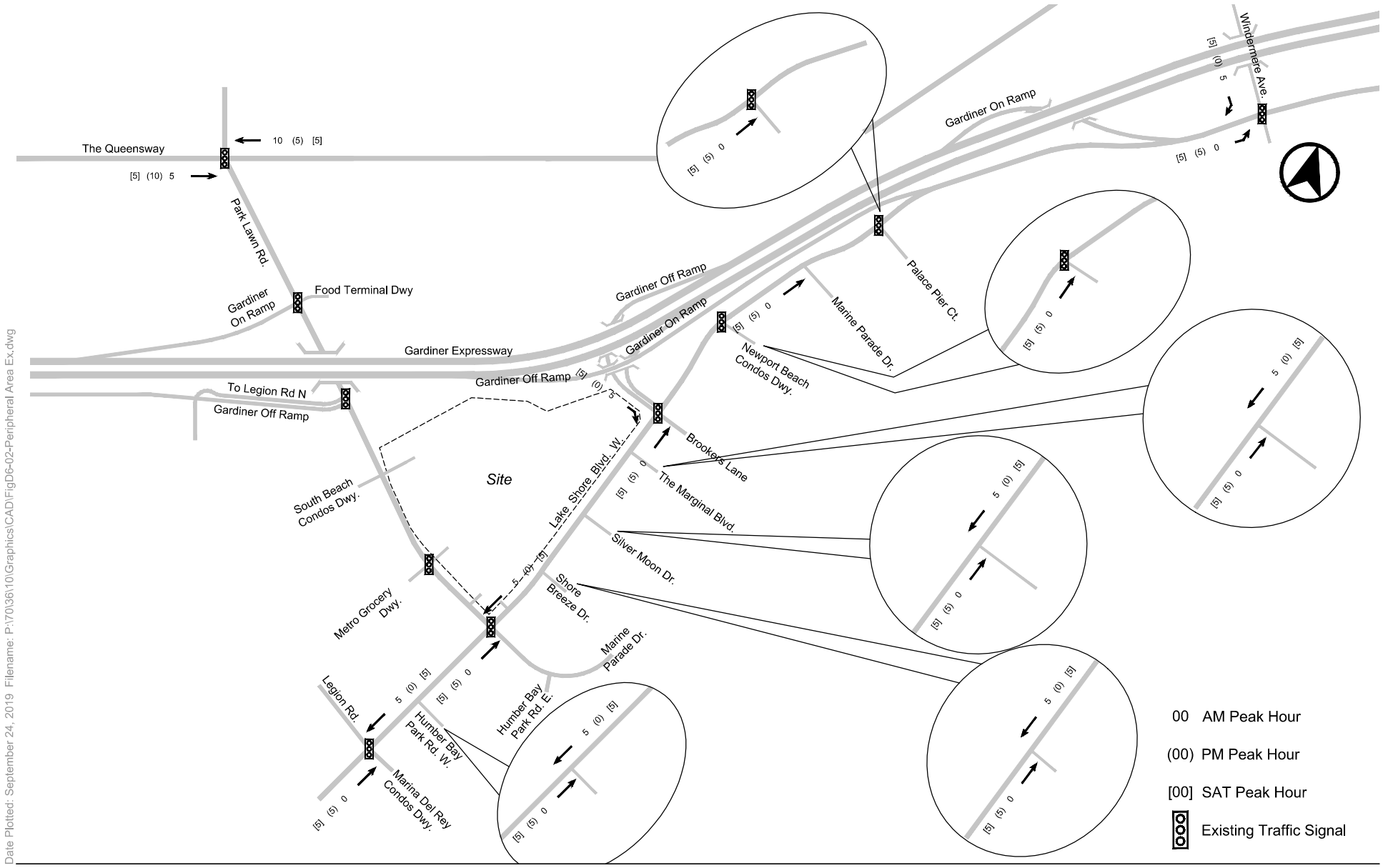
Date Plotted: September 24, 2019 Filename: P:\7036\10\Graphics\CAD\FigD5-02-Tertiary Area Ex.dwg

TERTIARY AREA EXISTING TRAFFIC VOLUME CHANGES DUE TO STATION (REMOVAL)

BA Group

2150 Lake Shore Blvd West
7036-10 September 2019

Figure D-5



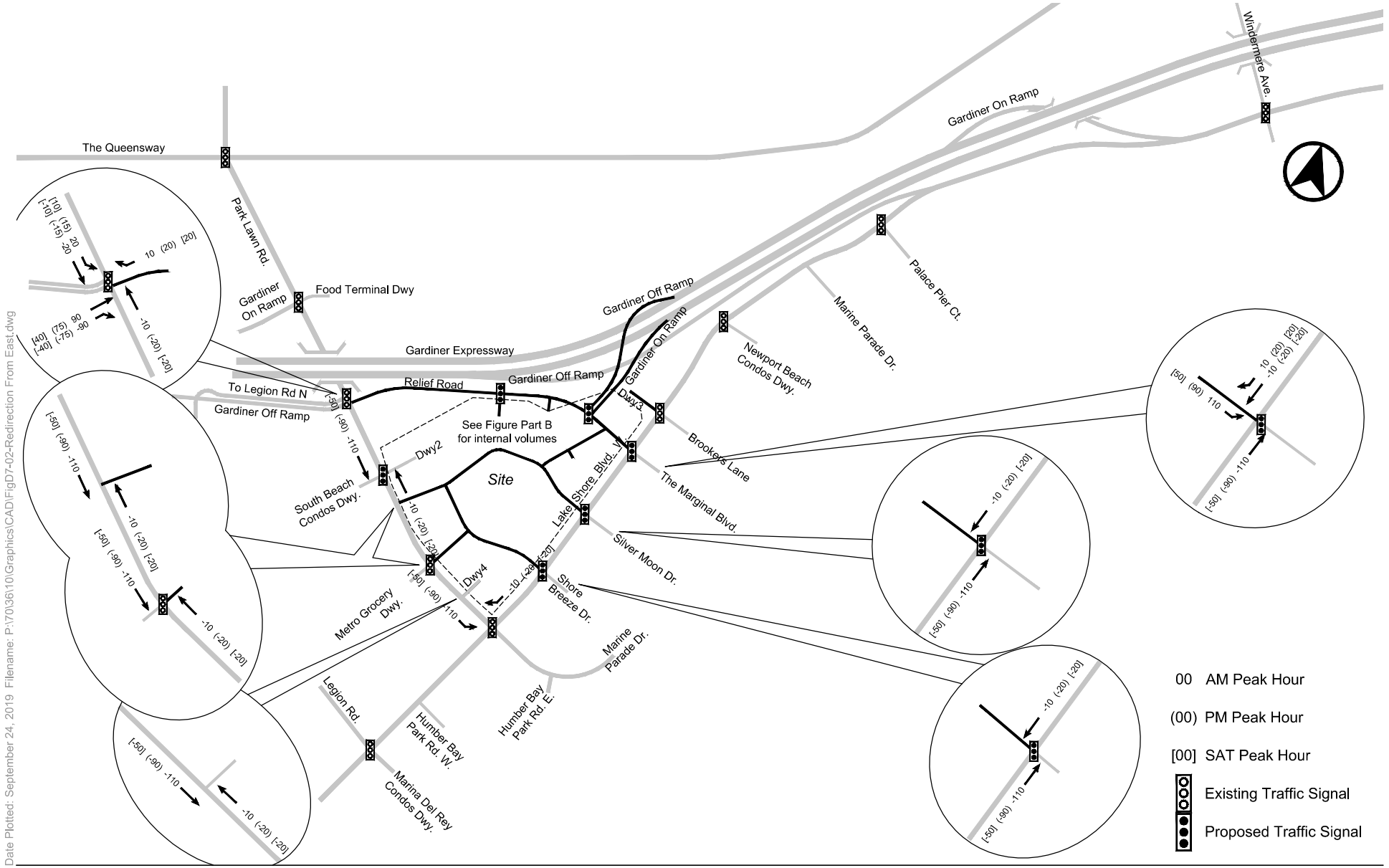
Date Plotted: September 24, 2019 Filename: P:\170\36\10\Graphics\CAD\FigD6-02-Peripheral Area Ex.dwg

PERIPHERAL AREA EXISTING TRAFFIC VOLUME CHANGES DUE TO STATION (REMOVAL)

BA Group

2150 Lake Shore Blvd West
7036-10 September 2019

Figure D-6



Date Plotted: September 24, 2019 Filename: P:\7036\10\Graphics\CAD\FigD7-02-Redirection From East.dwg

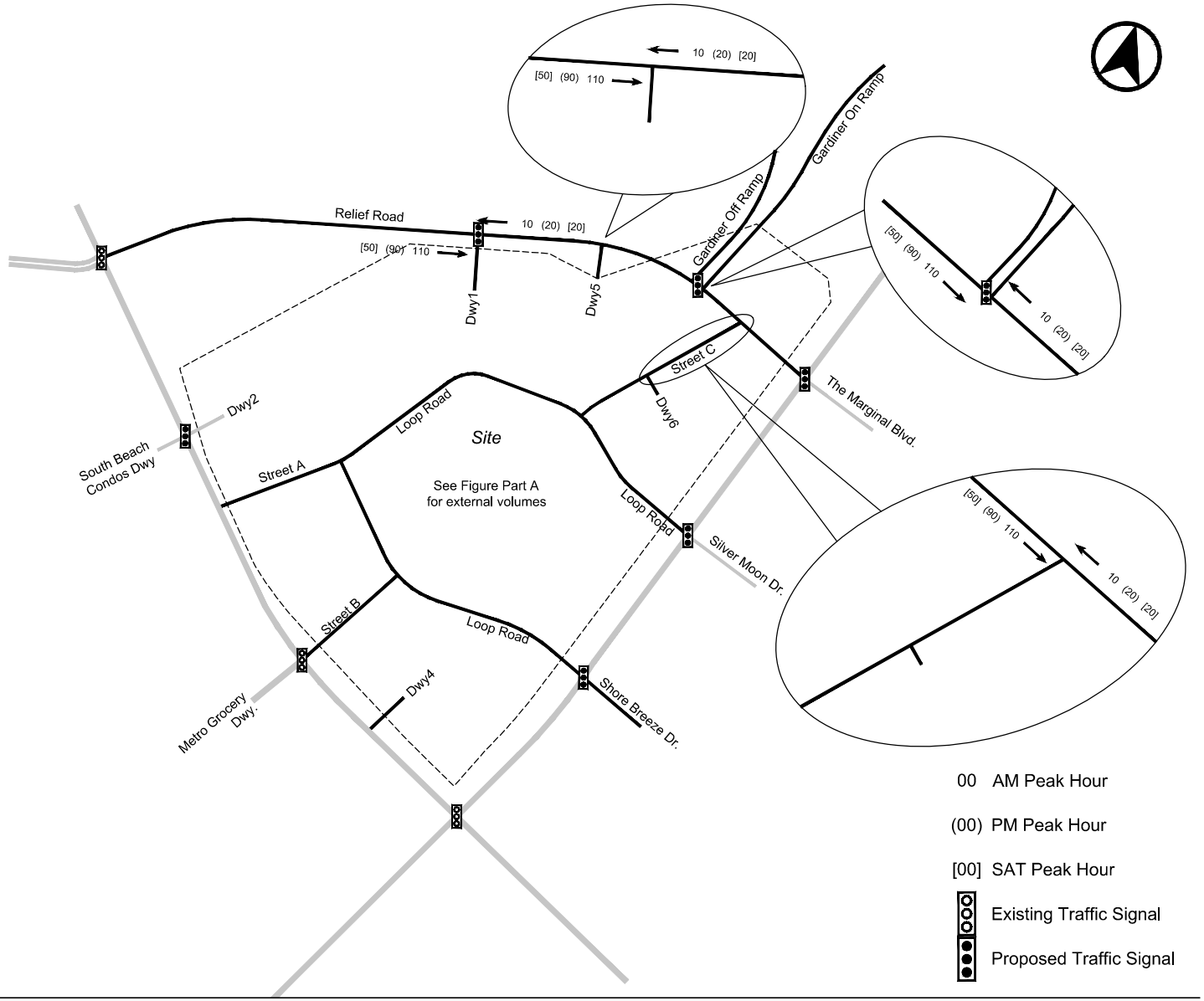
REDIRECTION OF EXISTING TRAFFIC TO/FROM EAST ALONG LAKE SHORE BLVD WEST VIA RELIEF RD

External

BA Group

2150 Lake Shore Blvd West
7036-10 September 2019

Figure D-7A



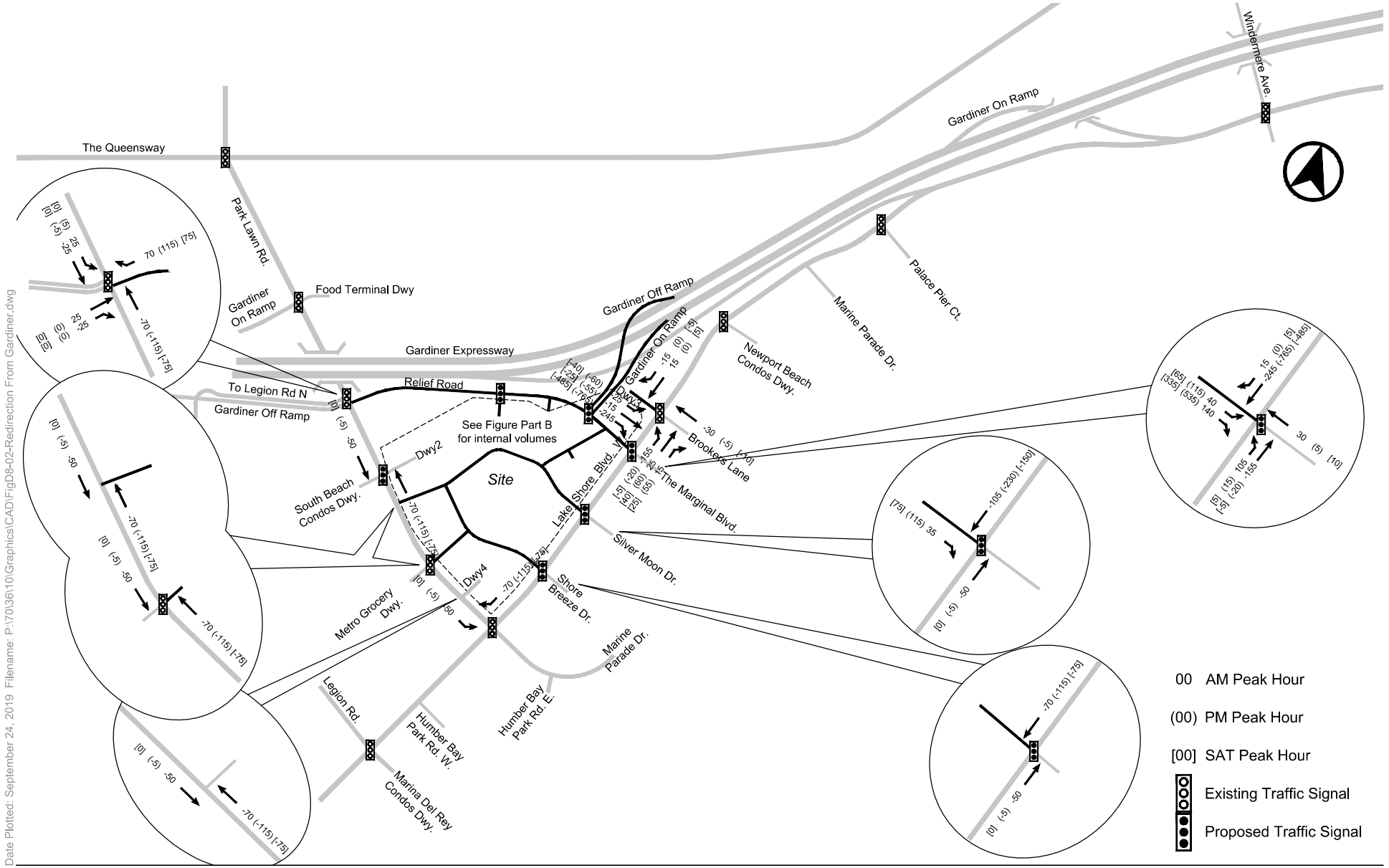
Date Plotted: September 24, 2019 Filename: P:\7036\10\Graphics\CAD\FigD7-02-Redirection From East.dwg

REDIRECTION OF EXISTING TRAFFIC TO/FROM EAST ALONG LAKE SHORE BLVD WEST VIA RELIEF RD
Internal

BA Group

2150 Lake Shore Blvd West
7036-10 September 2019

Figure D-7B



Date Plotted: September 24, 2019 Filename: P:\7036\10\Graphics\CAD\FigD8-02-Redirection From Gardiner.dwg

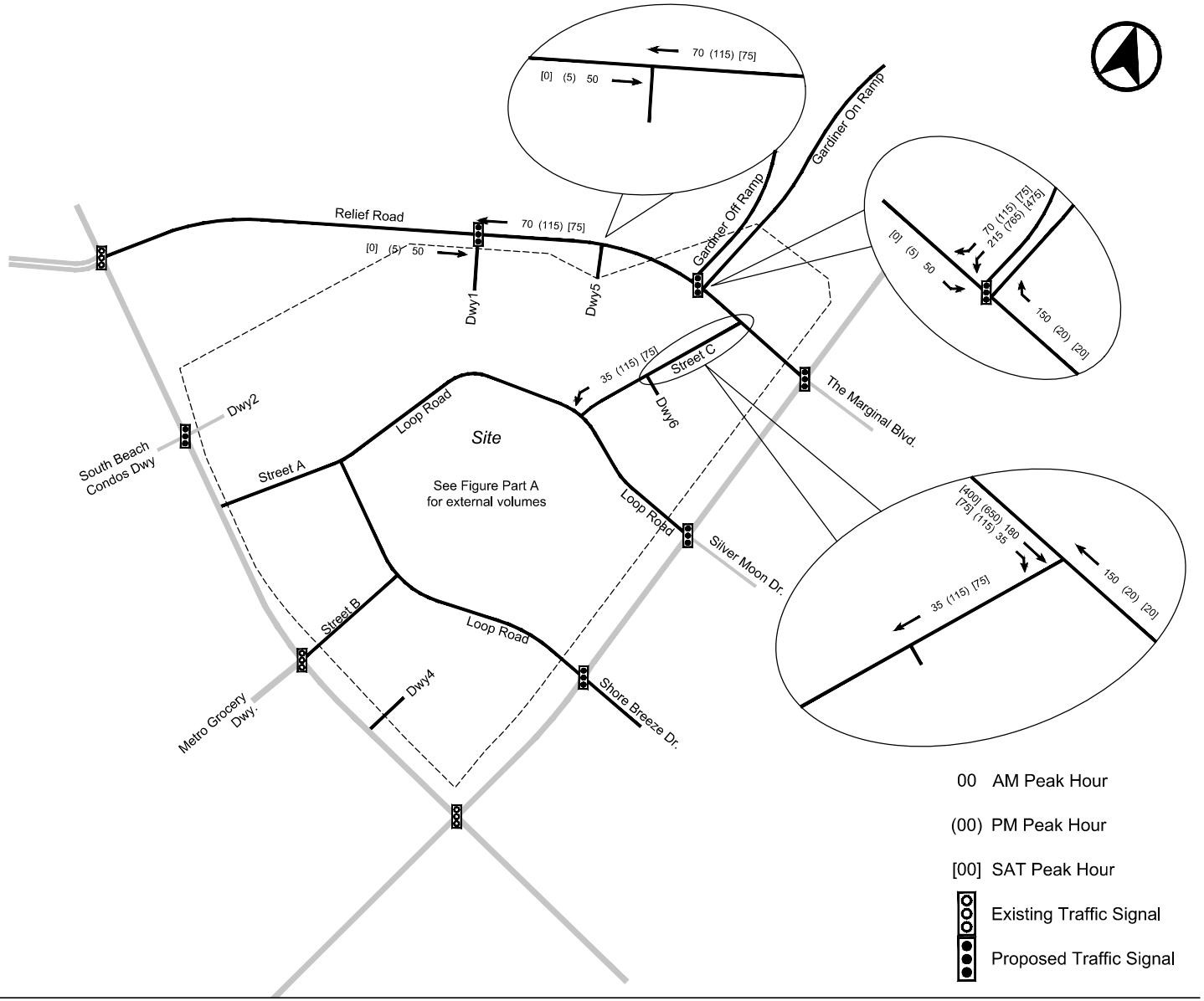
REDIRECTION OF EXISTING TRAFFIC TO/FROM RELOCATED GARDINER RAMPS ON RELIEF RD

External

2150 Lake Shore Blvd West

7036-10 September 2019

Figure D-8A



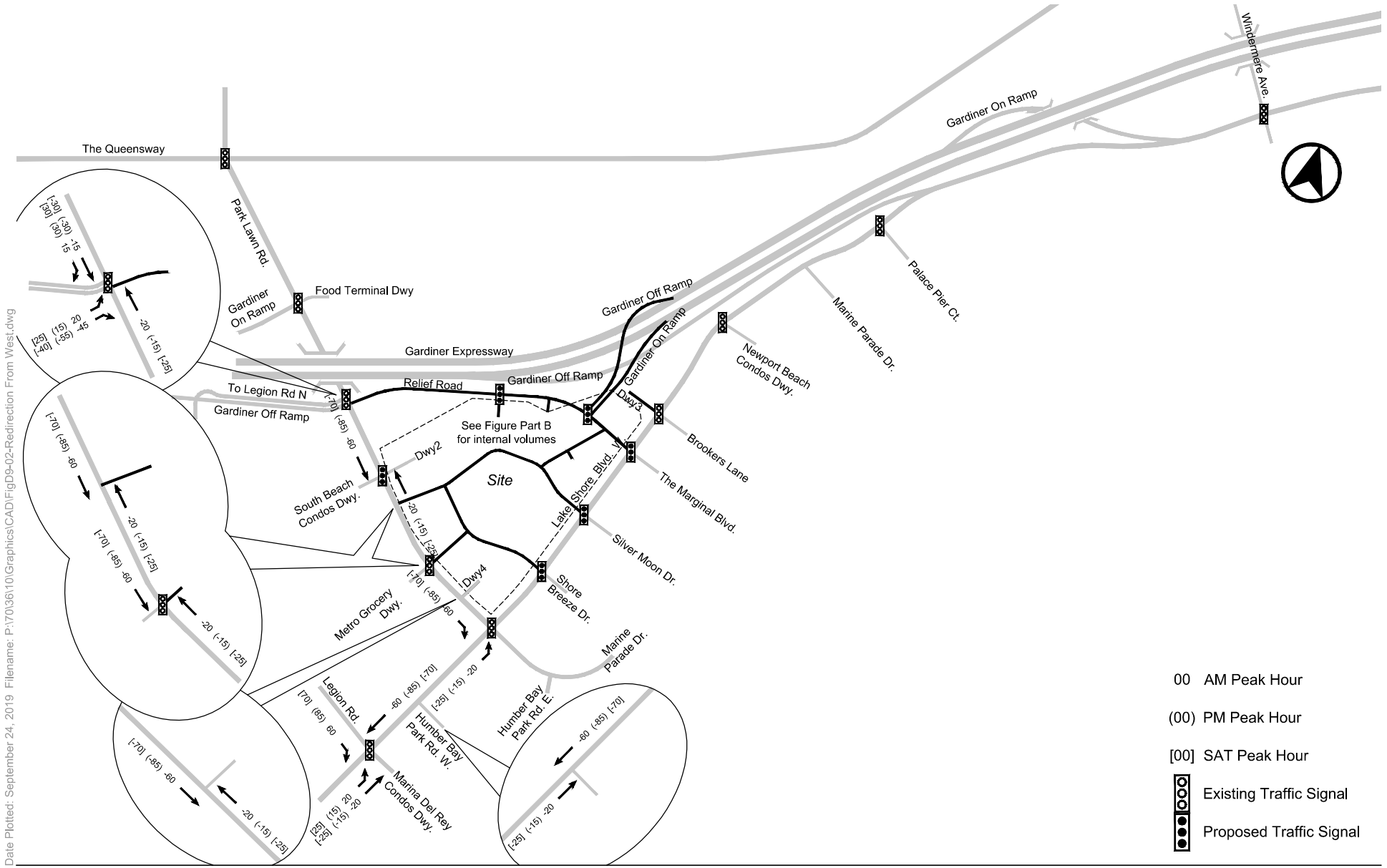
Date Plotted: September 24, 2019 Filename: P:\7036\10\Graphics\CAD\FigD8-02-Redirection From Gardiner.dwg

REDIRECTION OF EXISTING TRAFFIC TO/FROM RELOCATED GARDINER RAMPS ON RELIEF RD

Internal

2150 Lake Shore Blvd West
7036-10 September 2019

Figure D-8B



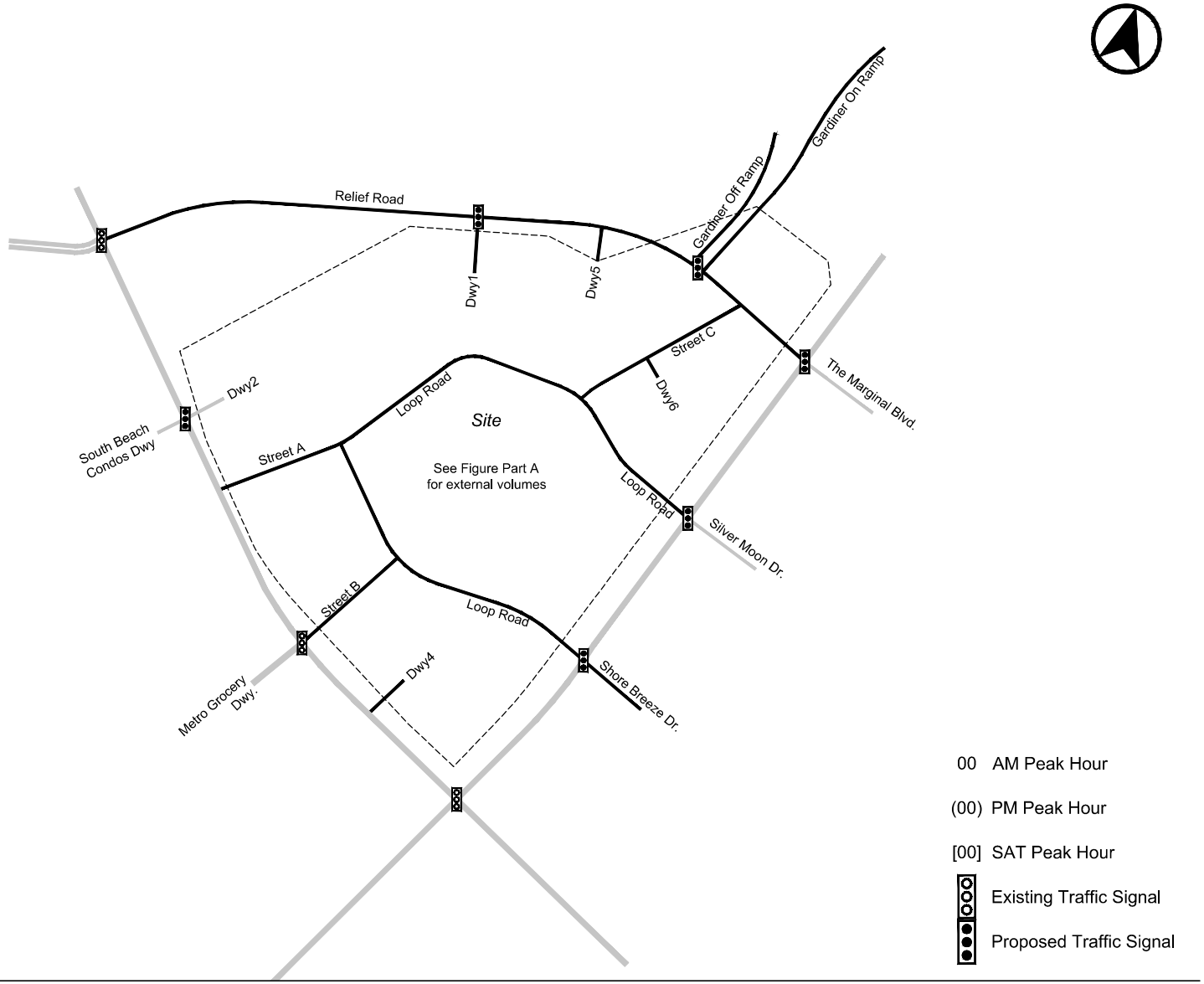
Date Plotted: September 24, 2019 Filename: P:\7036\10\Graphics\CAD\FigD9-02-Redirection From West.dwg

REDIRECTION OF EXISTING TRAFFIC TO/FROM WEST ALONG LAKE SHORE BLVD WEST VIA LEGION ROAD
External

BA Group

2150 Lake Shore Blvd West
7036-10 September 2019

Figure D-9A



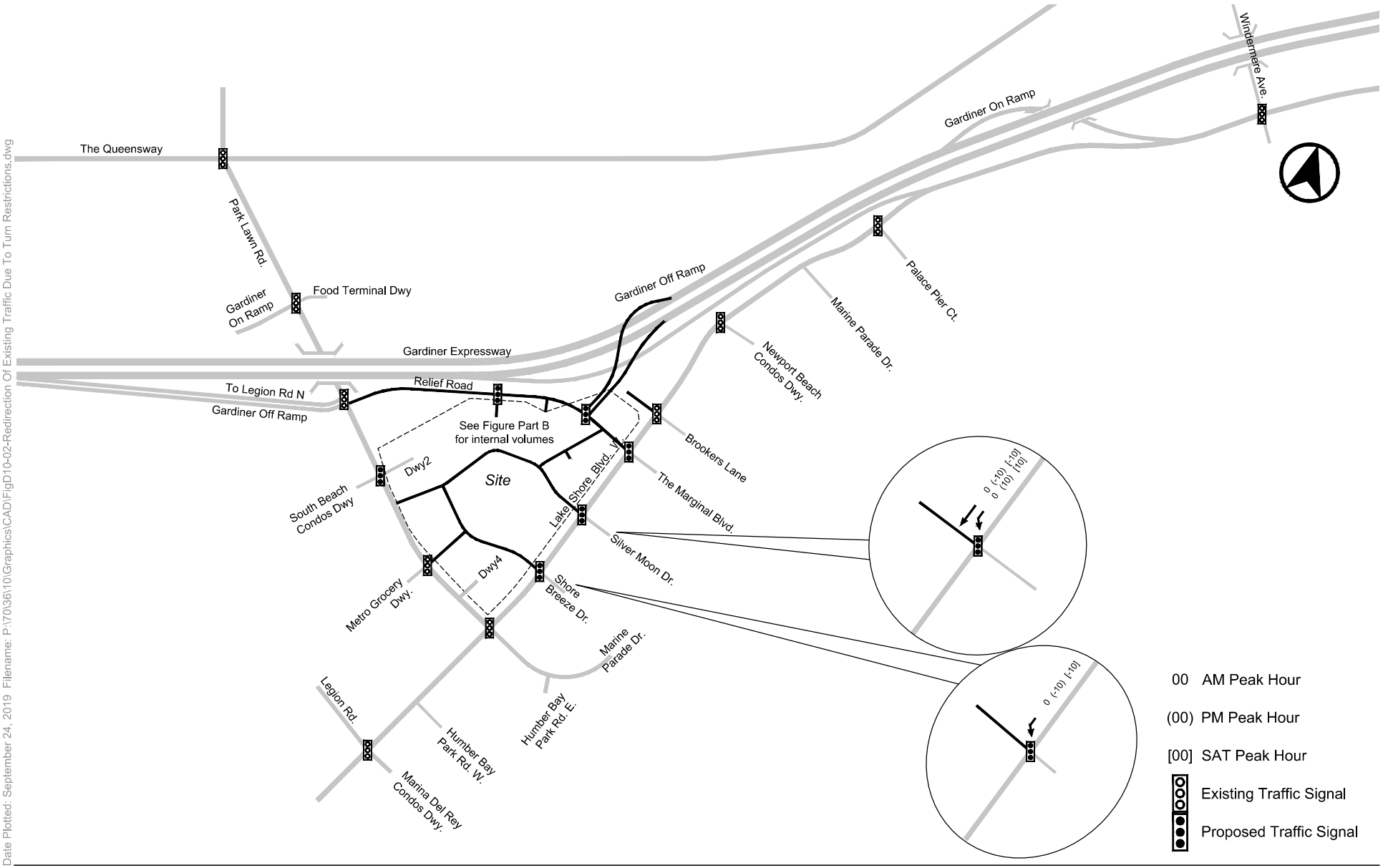
Date Plotted: September 24, 2019 Filename: P:\7036\10\Graphics\CAD\FigD9-02-Redirection From West.dwg

REDIRECTION OF EXISTING TRAFFIC TO/FROM WEST ALONG LAKE SHORE BLVD WEST VIA LEGION ROAD
Internal

BA Group

2150 Lake Shore Blvd West
7036-10 September 2019

Figure D-9B



Date Plotted: September 24, 2019 Filename: P:\7036\10\Graphics\CAD\FigD10-02-Redirection Of Existing Traffic Due To Turn Restrictions.dwg

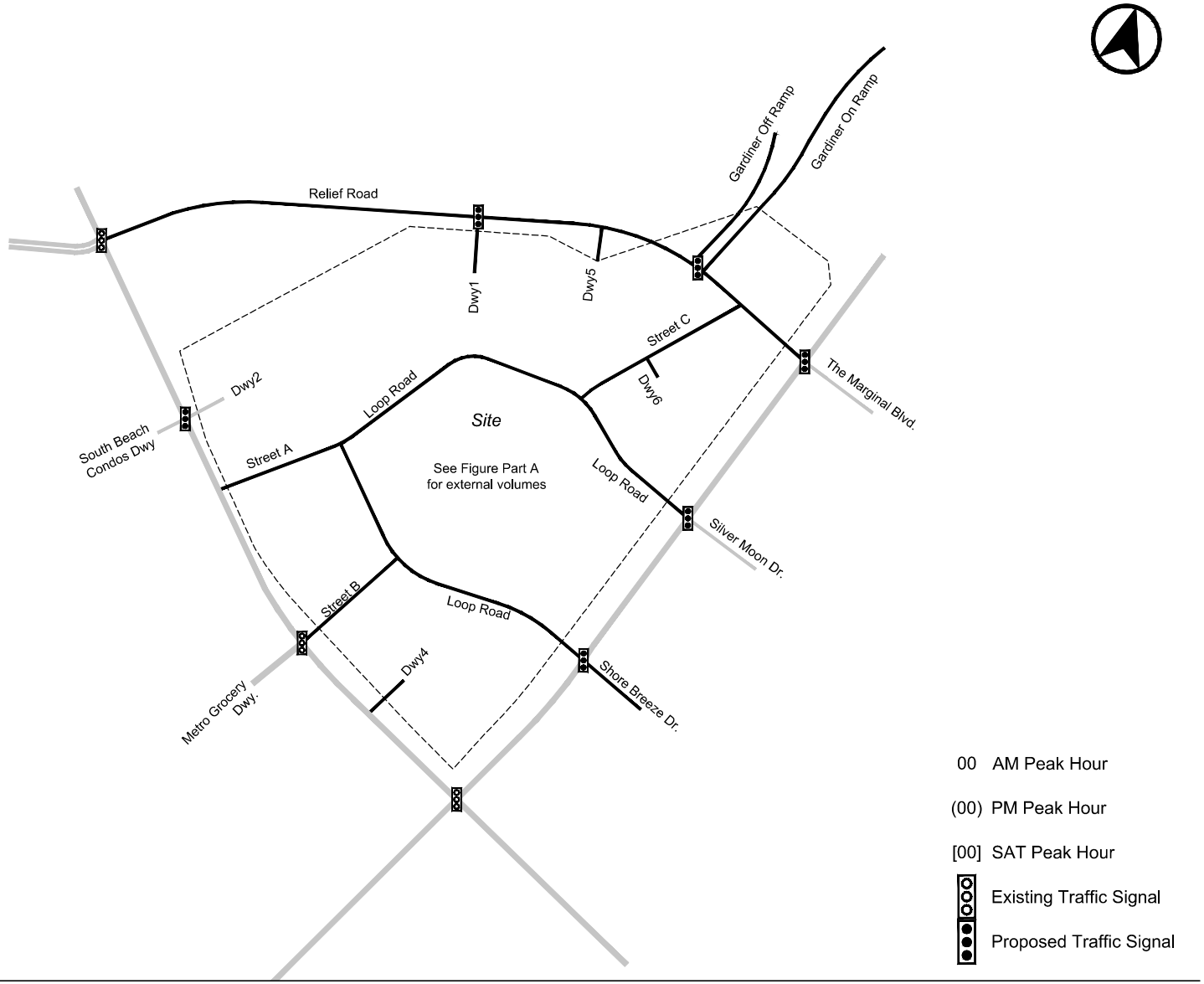
REDIRECTION OF EXISTING TRAFFIC DUE TO TURN RESTRICTIONS
External

BA Group

2150 Lake Shore Blvd West
7036-10 September 2019

Figure D-10A

Date Plotted: September 24, 2019 Filename: P:\7036\10\Graphics\CAD\FigD10-02-Redirection Of Existing Traffic Due To Turn Restrictions.dwg

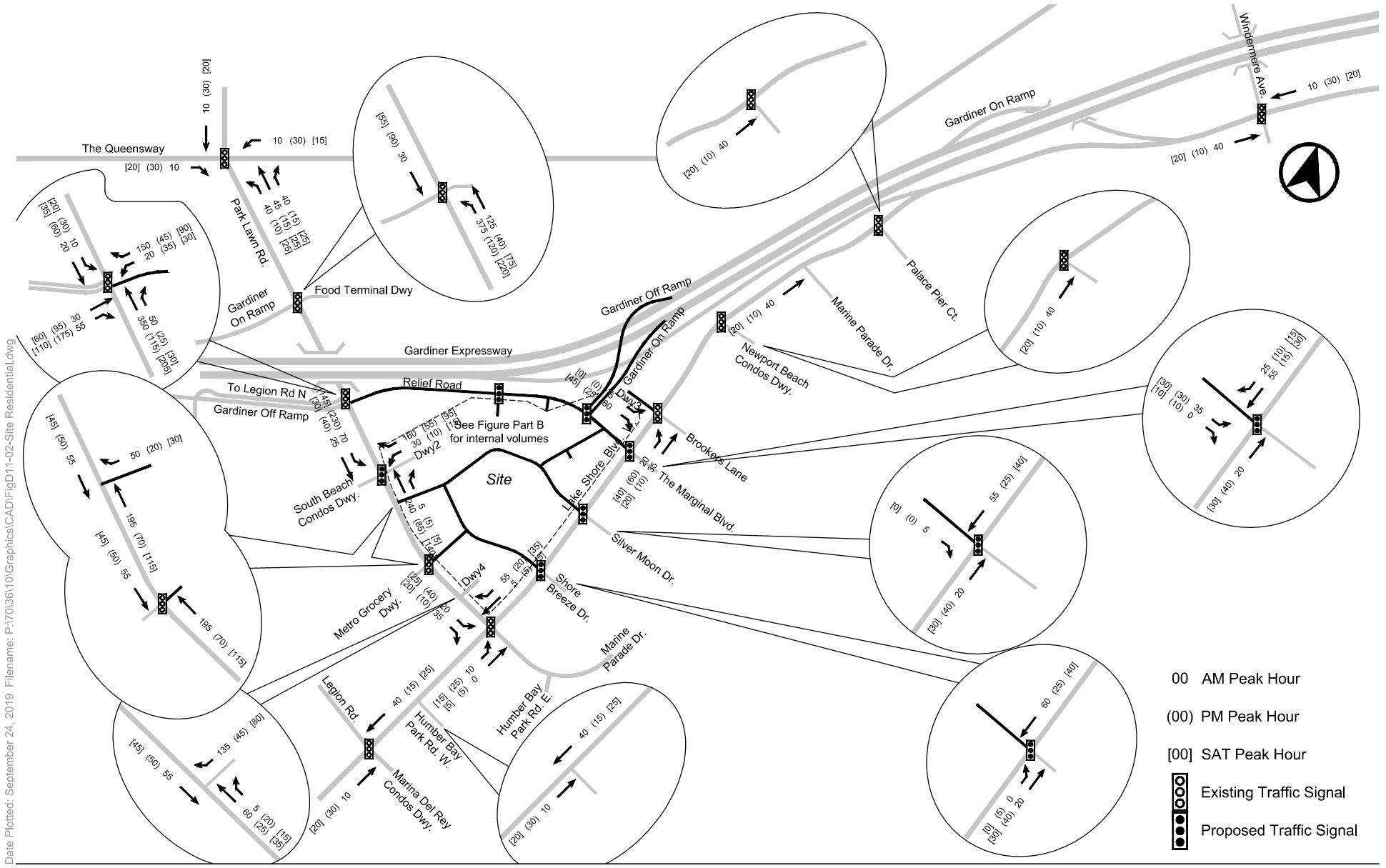


REDIRECTION OF EXISTING TRAFFIC DUE TO TURN RESTRICTIONS
Internal

BA Group

2150 Lake Shore Blvd West
7036-10 September 2019

Figure D-10B



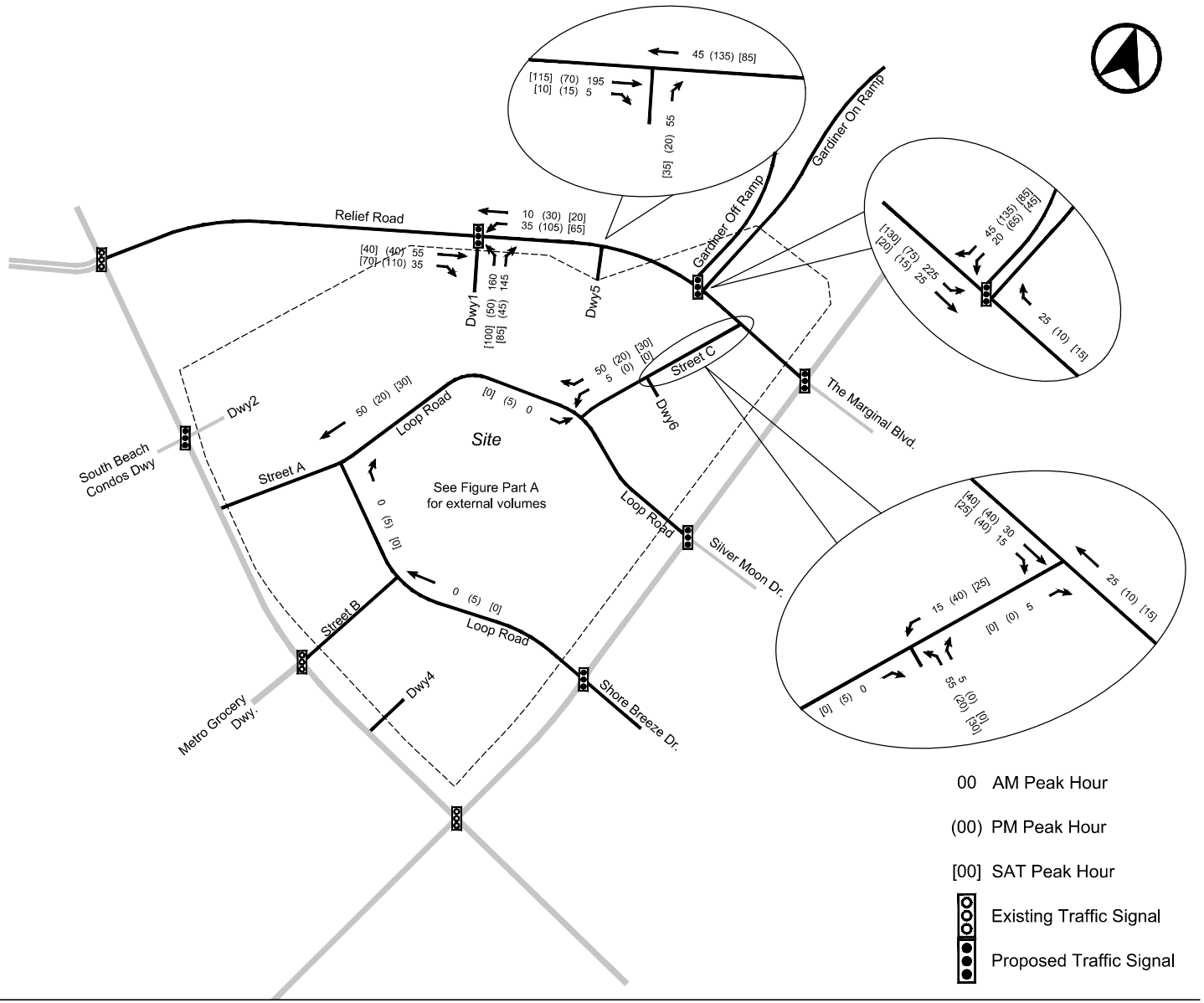
Date Plotted: September 24, 2019 Filename: P:\7036\10\Graphics\CAD\FigD11-02-Site Residential.dwg

SITE RESIDENTIAL TRAFFIC VOLUMES
External

BA Group

2150 Lake Shore Blvd West
7036-10 September 2019

Figure D-11A



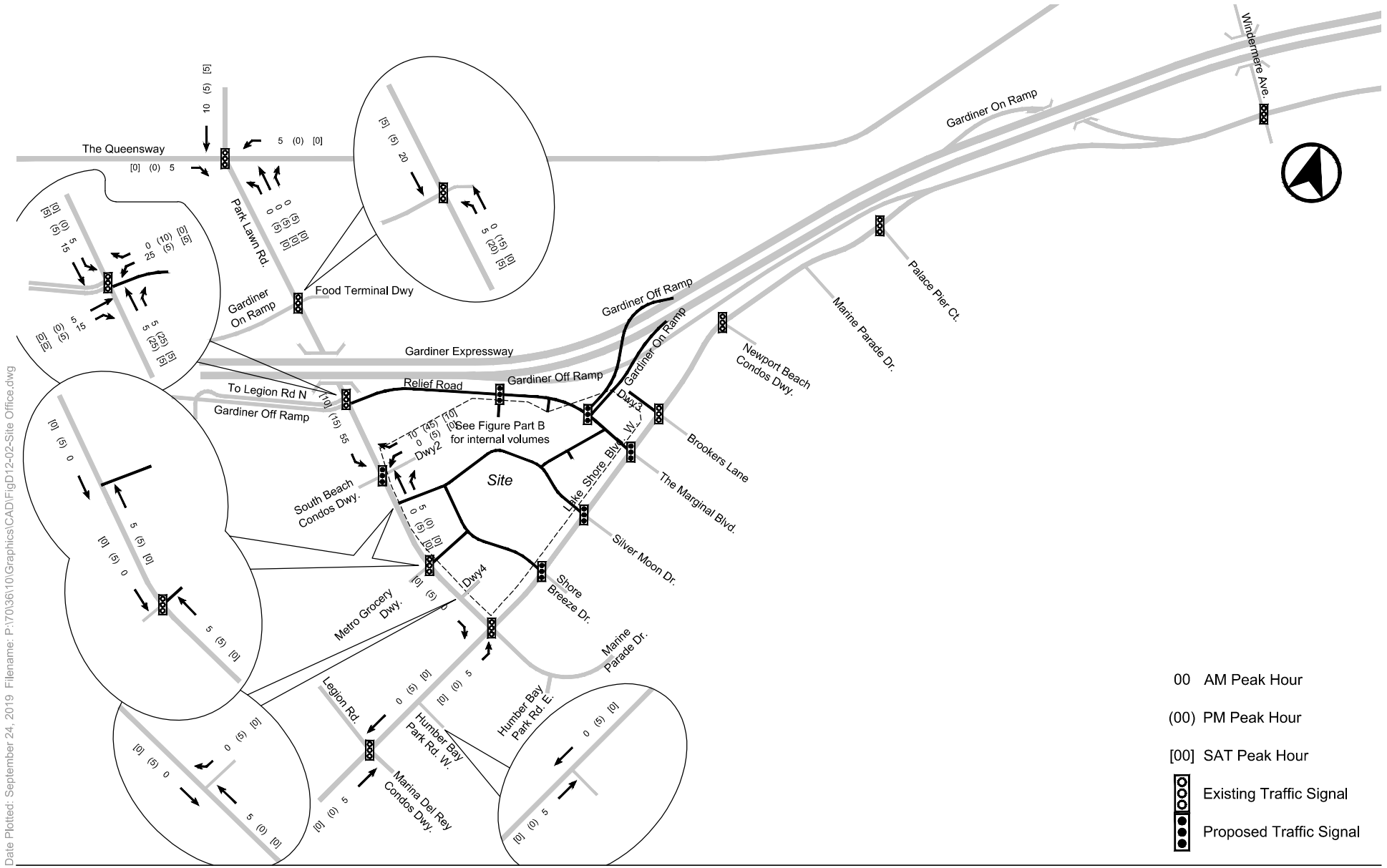
Date Plotted: September 24, 2019 Filename: P:\7036\10\Graphics\CAD\FigD11-02-Site Residential.dwg

SITE RESIDENTIAL TRAFFIC VOLUMES
Internal

BA Group

2150 Lake Shore Blvd West
7036-10 September 2019

Figure D-11B



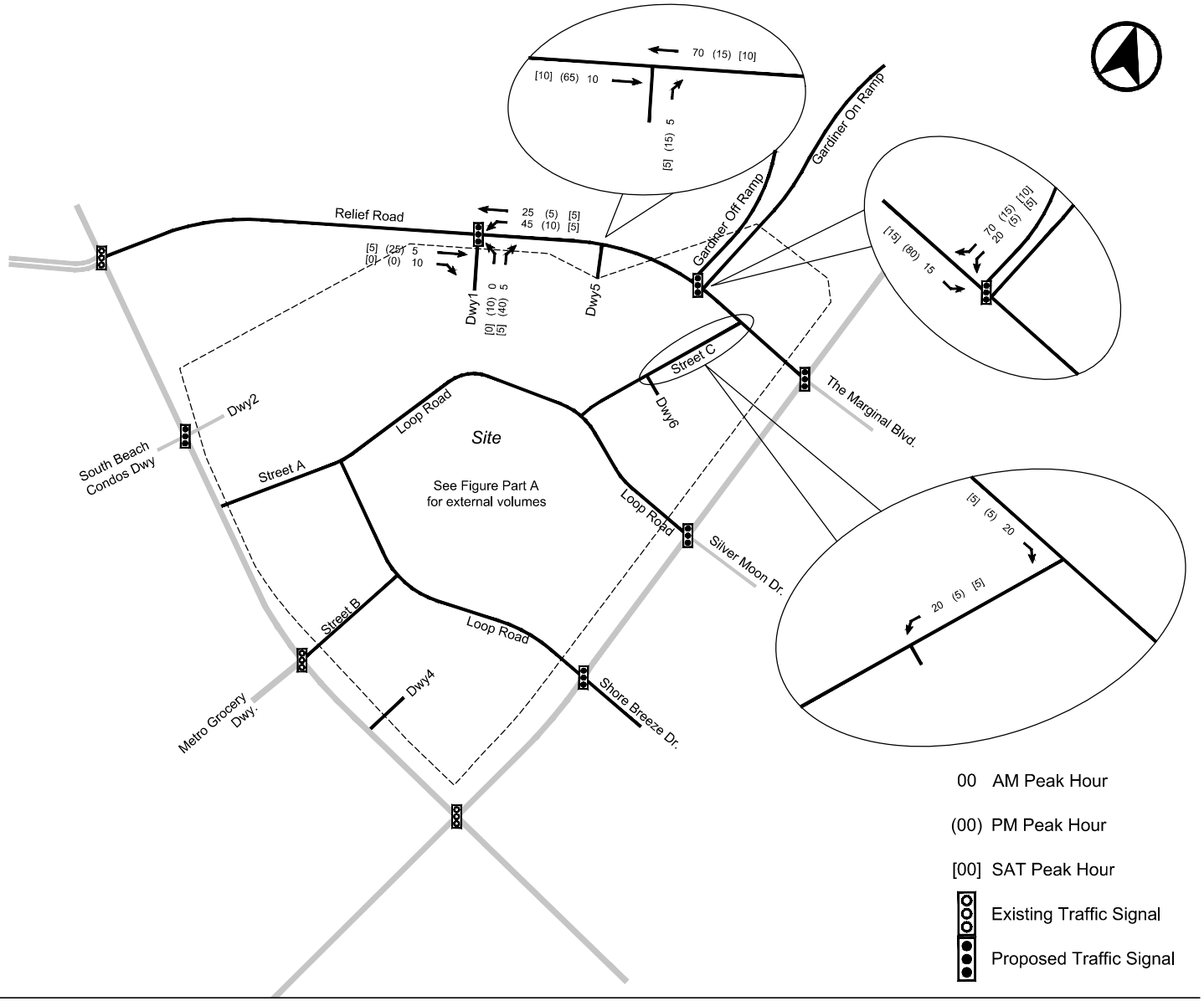
Date Plotted: September 24, 2019 Filename: P:\7036\10\Graphics\CAD\FigD12-02-Site Office.dwg

SITE OFFICE TRAFFIC VOLUMES
External

BA Group

2150 Lake Shore Blvd West
7036-10 September 2019

Figure D-12A



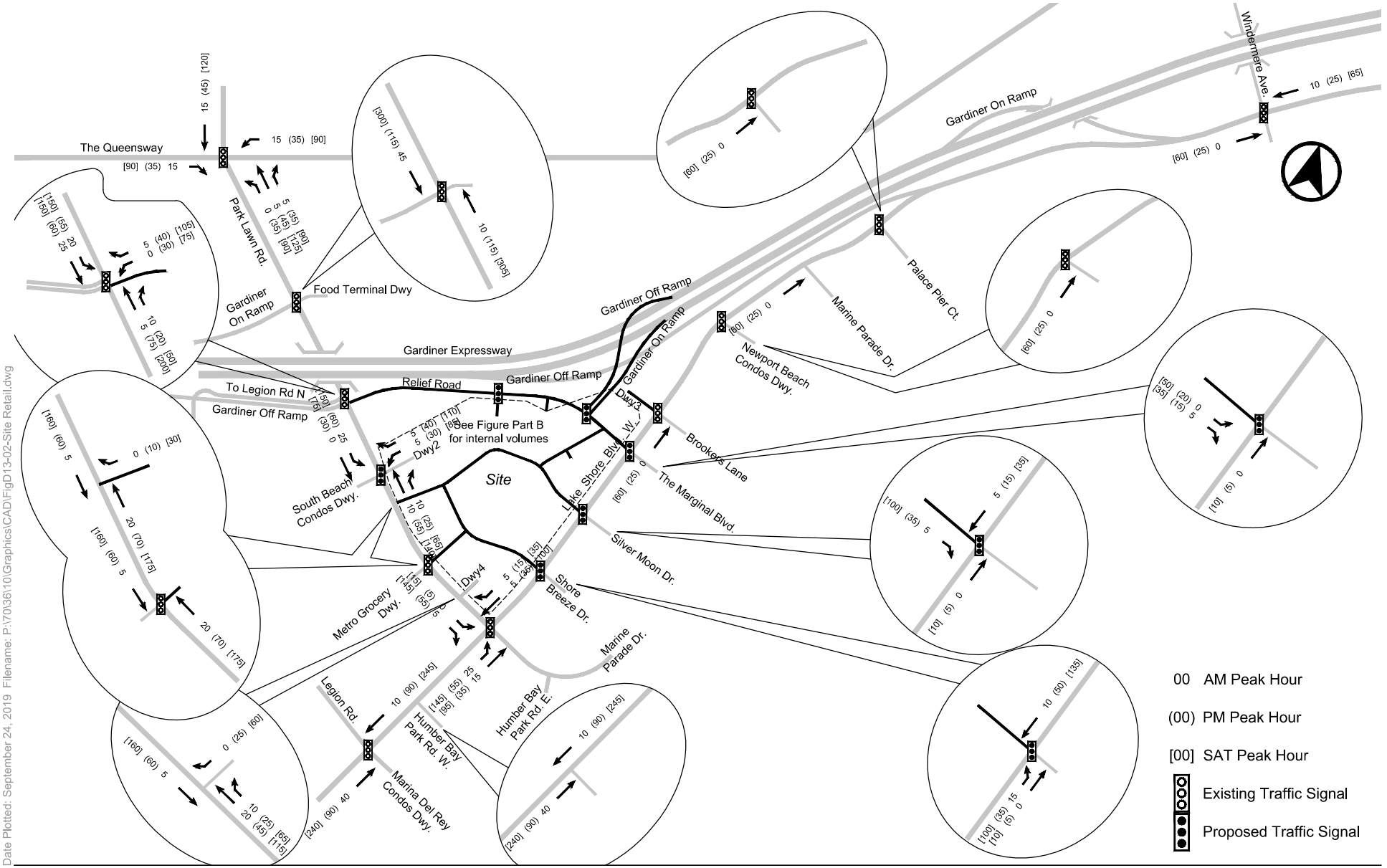
Date Plotted: September 24, 2019 Filename: P:\7036\10\Graphics\CAD\FigD12-02-Site Office.dwg

SITE OFFICE TRAFFIC VOLUMES
Internal

BA Group

2150 Lake Shore Blvd West
7036-10 September 2019

Figure D-12B



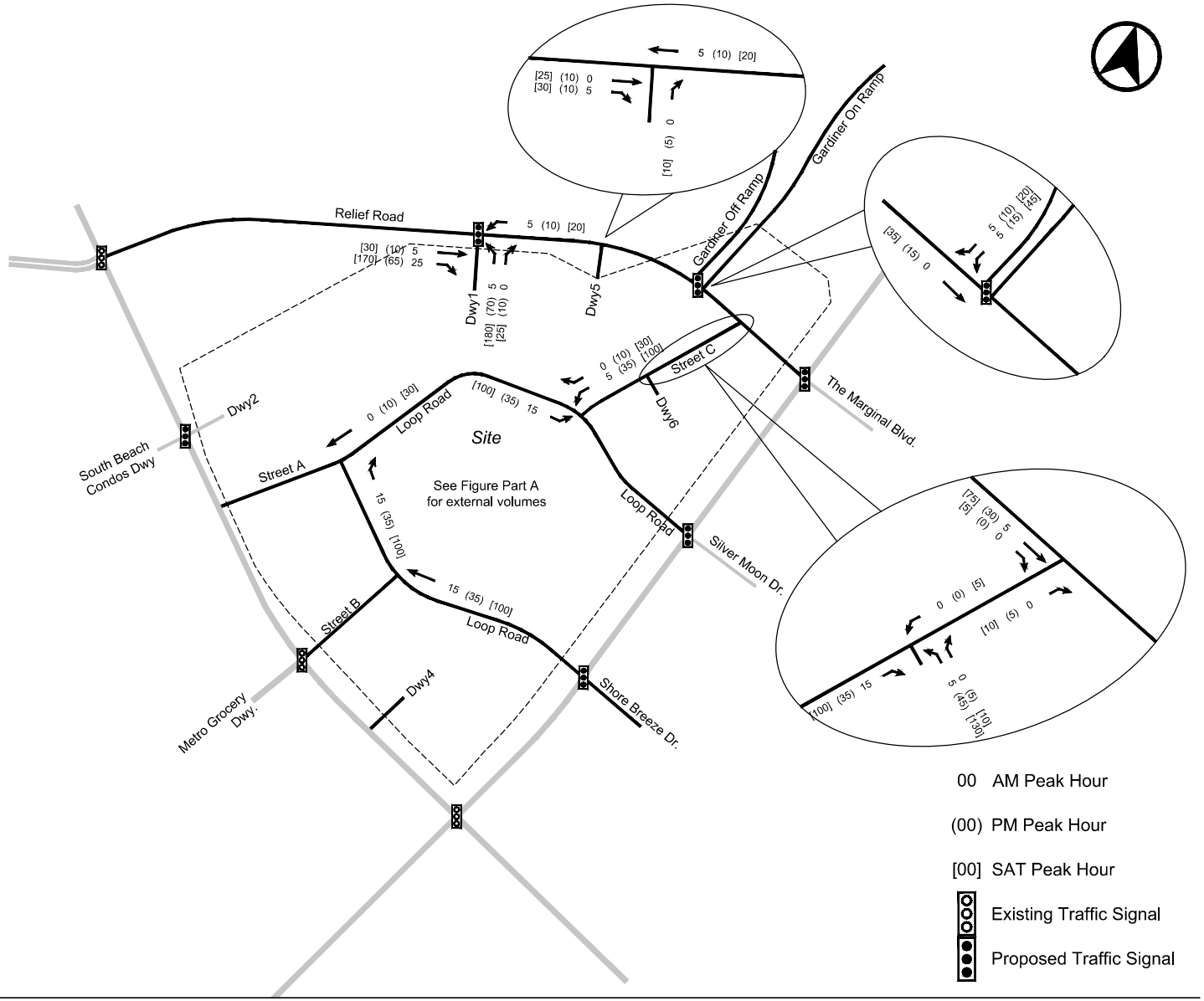
Date Plotted: September 24, 2019 Filename: P:\7036\10\Graphics\CAD\FigD13-02-Site Retail.dwg

SITE RETAIL TRAFFIC VOLUMES
External

BA Group

2150 Lake Shore Blvd West
7036-10 September 2019

Figure D-13A



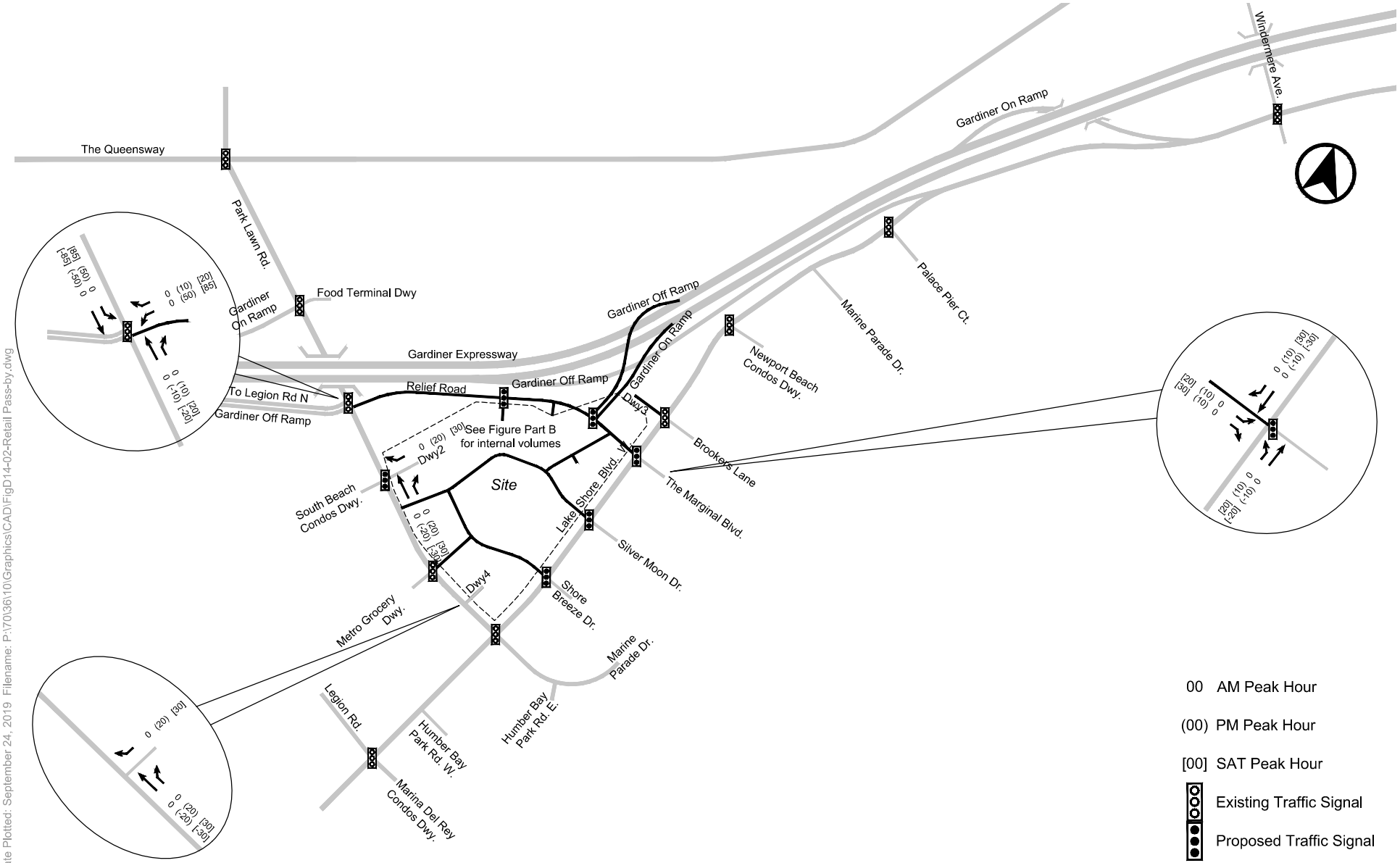
Date Plotted: September 24, 2019 Filename: P:\7036\10\Graphics\CAD\FigD13-02-Site Retail.dwg

SITE RETAIL TRAFFIC VOLUMES
Internal

BA Group

2150 Lake Shore Blvd West
7036-10 September 2019

Figure D-13B



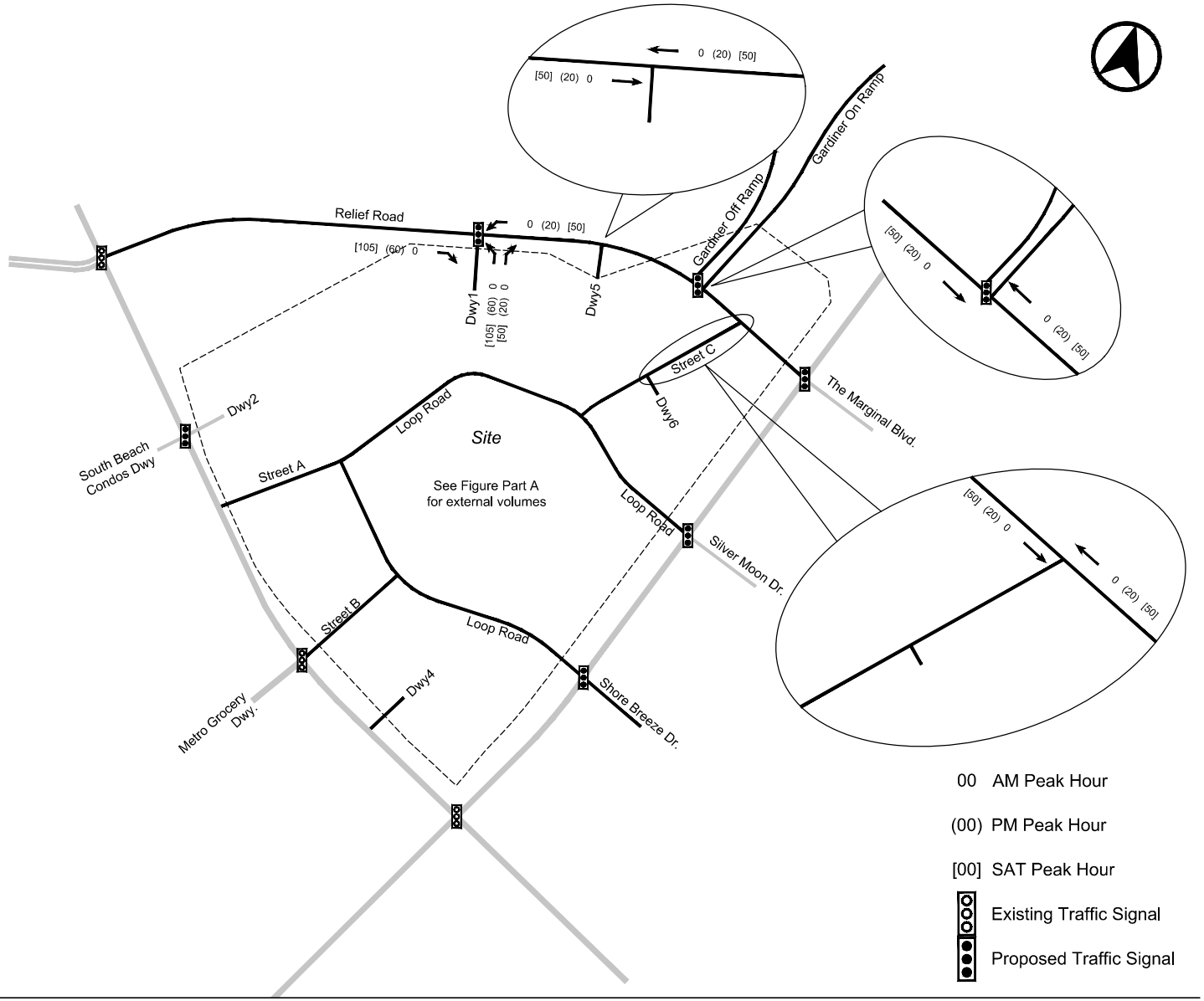
Date Plotted: September 24, 2019 Filename: P:\7036\10\Graphics\CAD\FigD14-02-Retail Pass-by.dwg

SITE RETAIL PASS-BY TRAFFIC VOLUMES
External

BA Group

2150 Lake Shore Blvd West
7036-10 September 2019

Figure D-14A



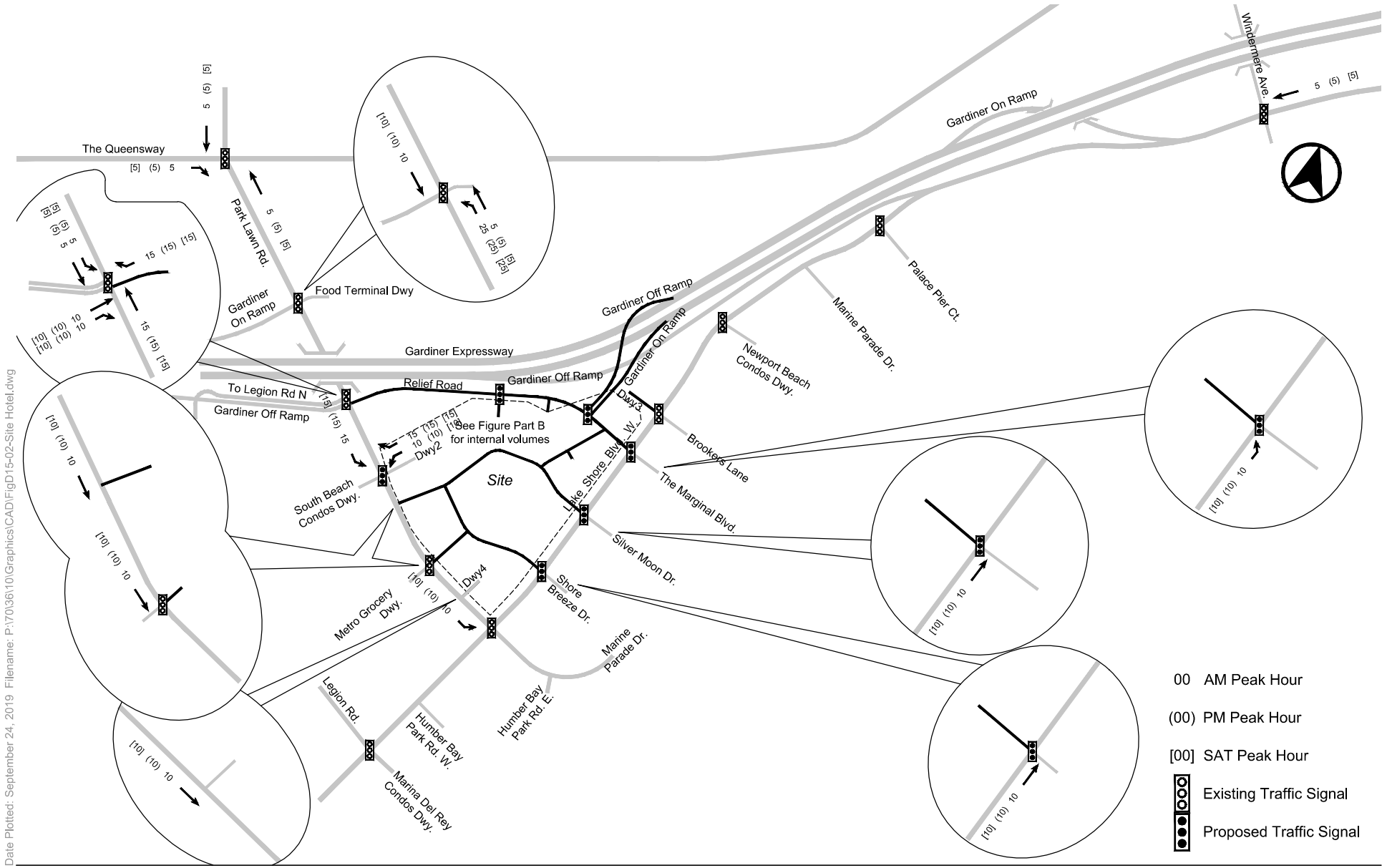
Date Plotted: September 24, 2019 Filename: P:\7036\10\Graphics\CAD\FigD14-02-Retail Pass-by.dwg

SITE RETAIL PASS-BY TRAFFIC VOLUMES
Internal

BA Group

2150 Lake Shore Blvd West
7036-10 September 2019

Figure D-14B



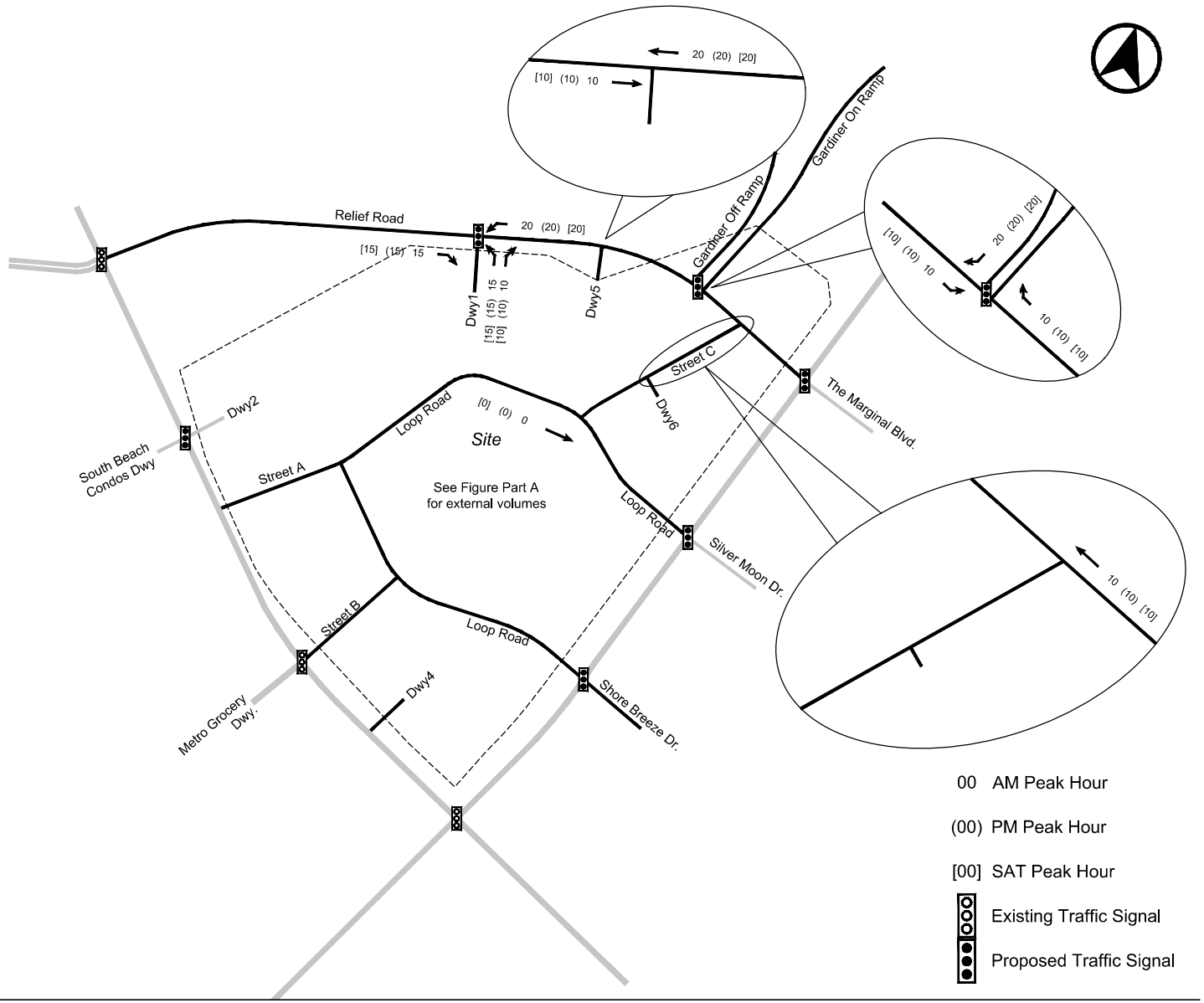
Date Plotted: September 24, 2019 Filename: P:\7036\10\Graphics\CAD\FigD15-02-Site Hotel.dwg

SITE HOTEL TRAFFIC VOLUMES
External

BA Group

2150 Lake Shore Blvd West
7036-10 September 2019

Figure D-15A



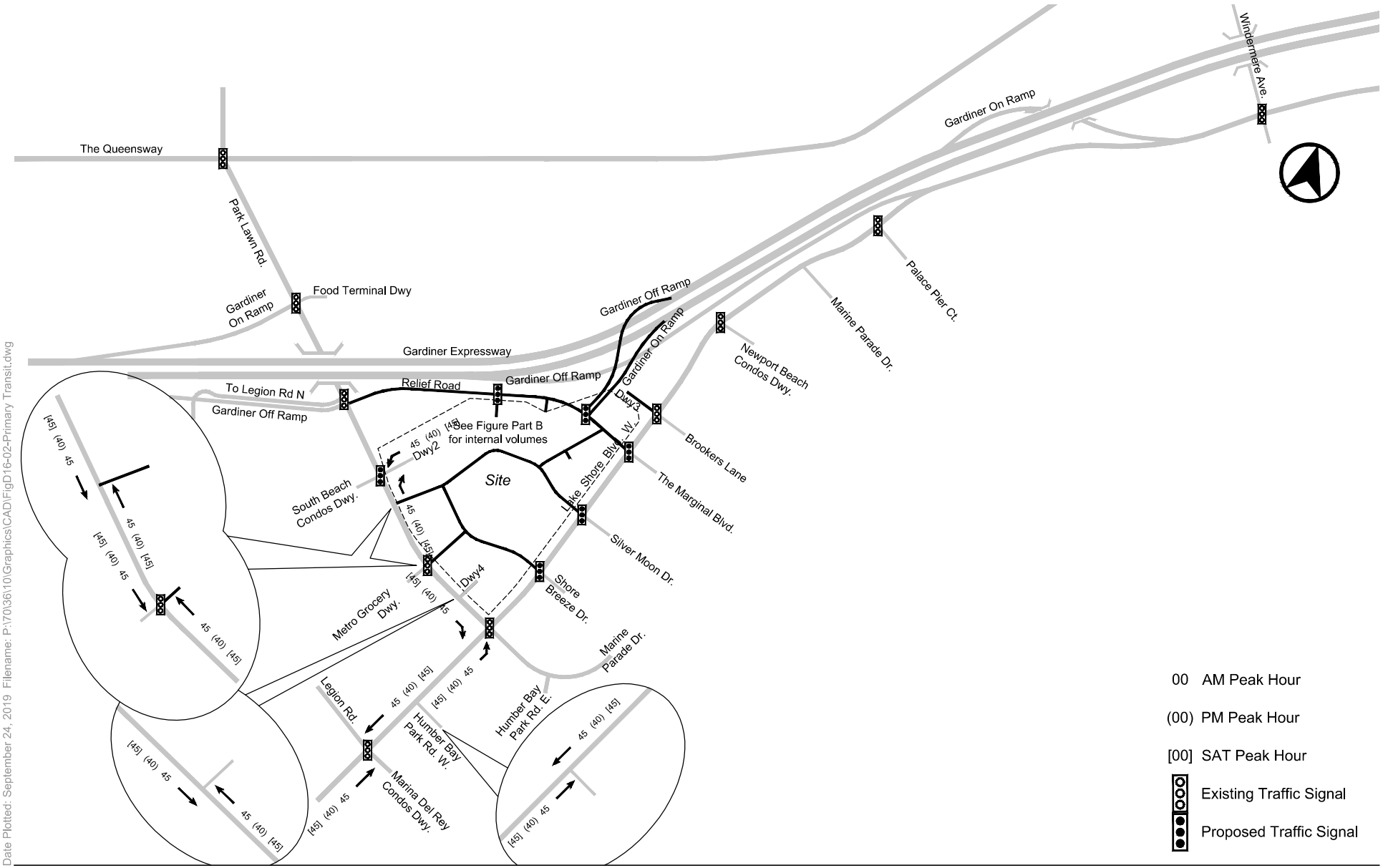
Date Plotted: September 24, 2019 Filename: P:\7036\10\Graphics\CAD\FigD15-02-Site Hotel.dwg

SITE HOTEL TRAFFIC VOLUMES
Internal

BA Group

2150 Lake Shore Blvd West
7036-10 September 2019

Figure D-15B



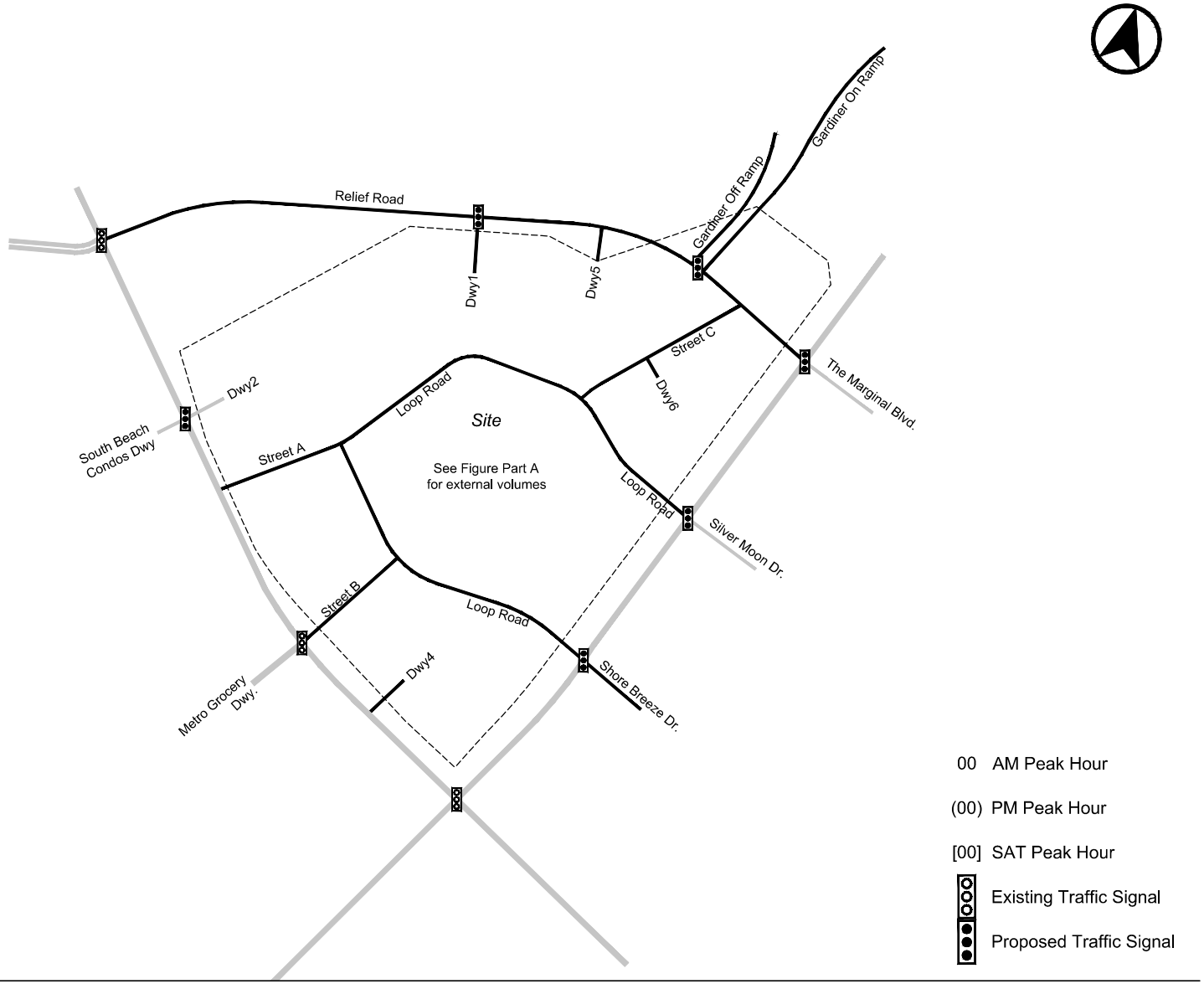
Date Plotted: September 24, 2019 Filename: P:\7036\10\Graphics\CAD\FigD16-02-Primary Transit.dwg

PRIMARY AREA TRANSIT STATION RELATED TRAFFIC (PICK UP/DROP OFF) External

BA Group

2150 Lake Shore Blvd West
7036-10 September 2019

Figure D-16A



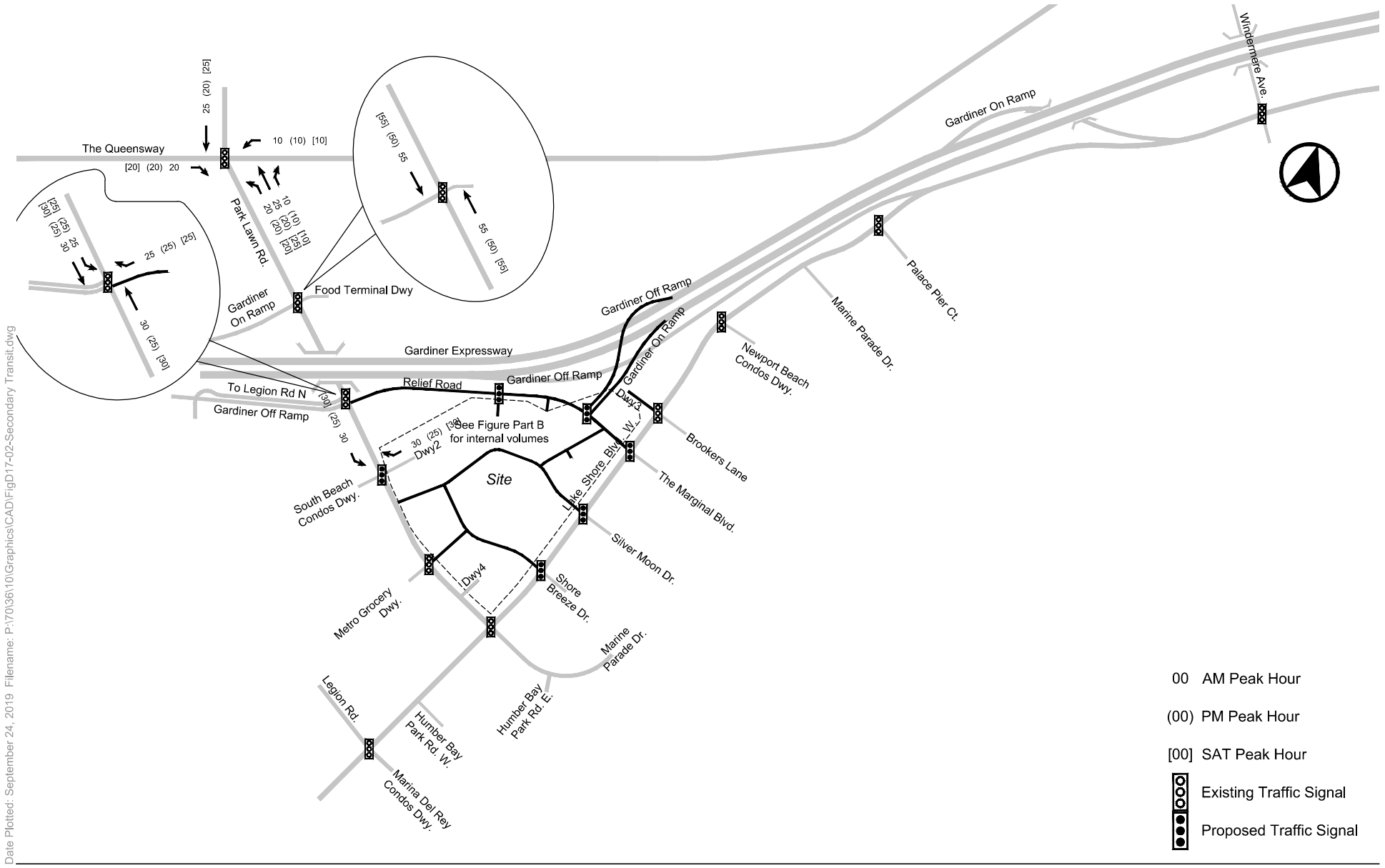
Date Plotted: September 24, 2019 Filename: P:\7036\10\Graphics\CAD\FigD16-02-Primary Transit.dwg

PRIMARY AREA TRANSIT STATION RELATED TRAFFIC
(PICK UP/DROP OFF)
Internal

2150 Lake Shore Blvd West
7036-10 September 2019

BA Group

Figure D-16B



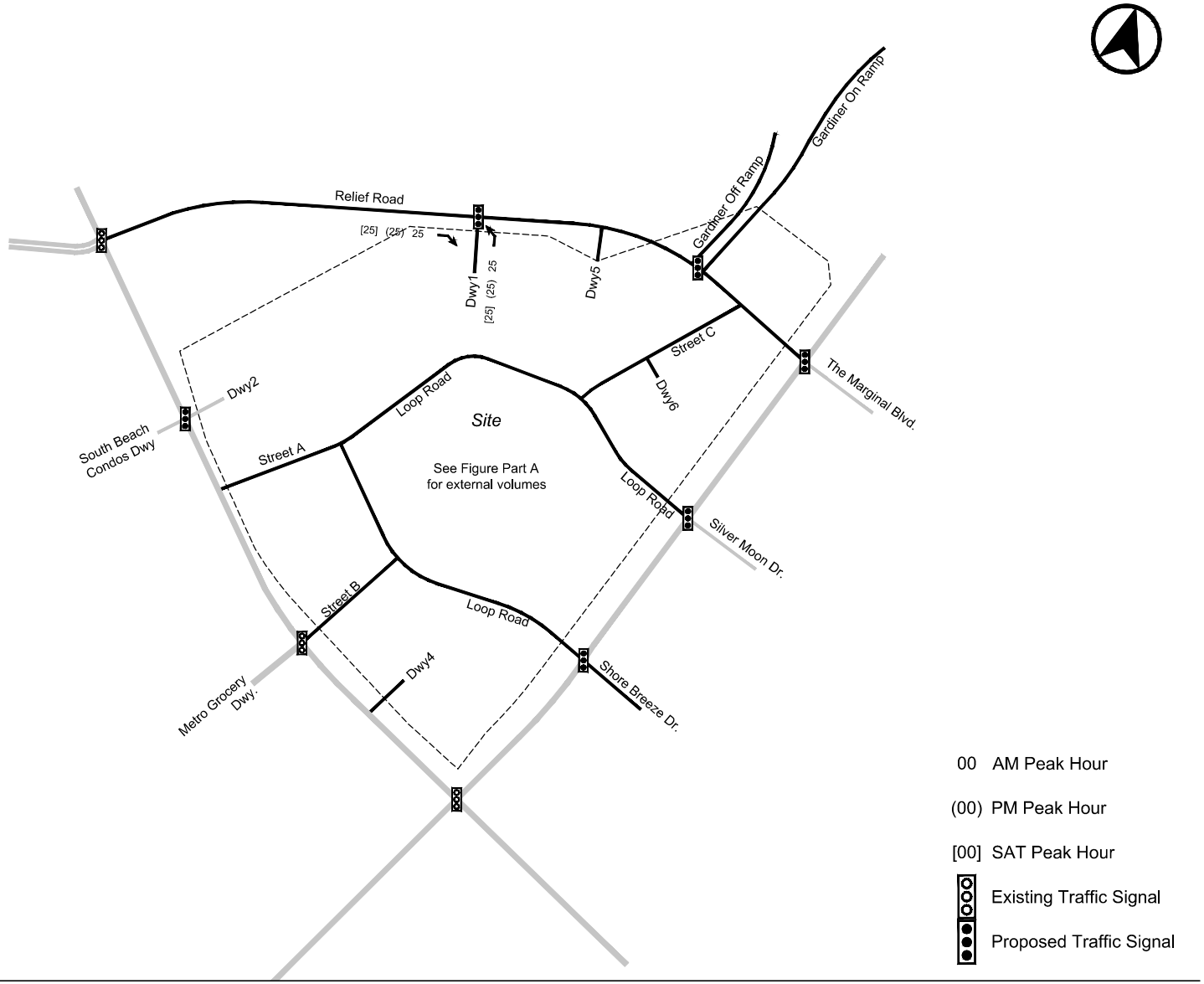
Date Plotted: September 24, 2019 Filename: P:\7036\10\Graphics\CAD\FigD17-02-Secondary Transit.dwg

SECONDARY AREA TRANSIT STATION RELATED TRAFFIC (PICK UP/DROP OFF) External

BA Group

2150 Lake Shore Blvd West
7036-10 September 2019

Figure D-17A

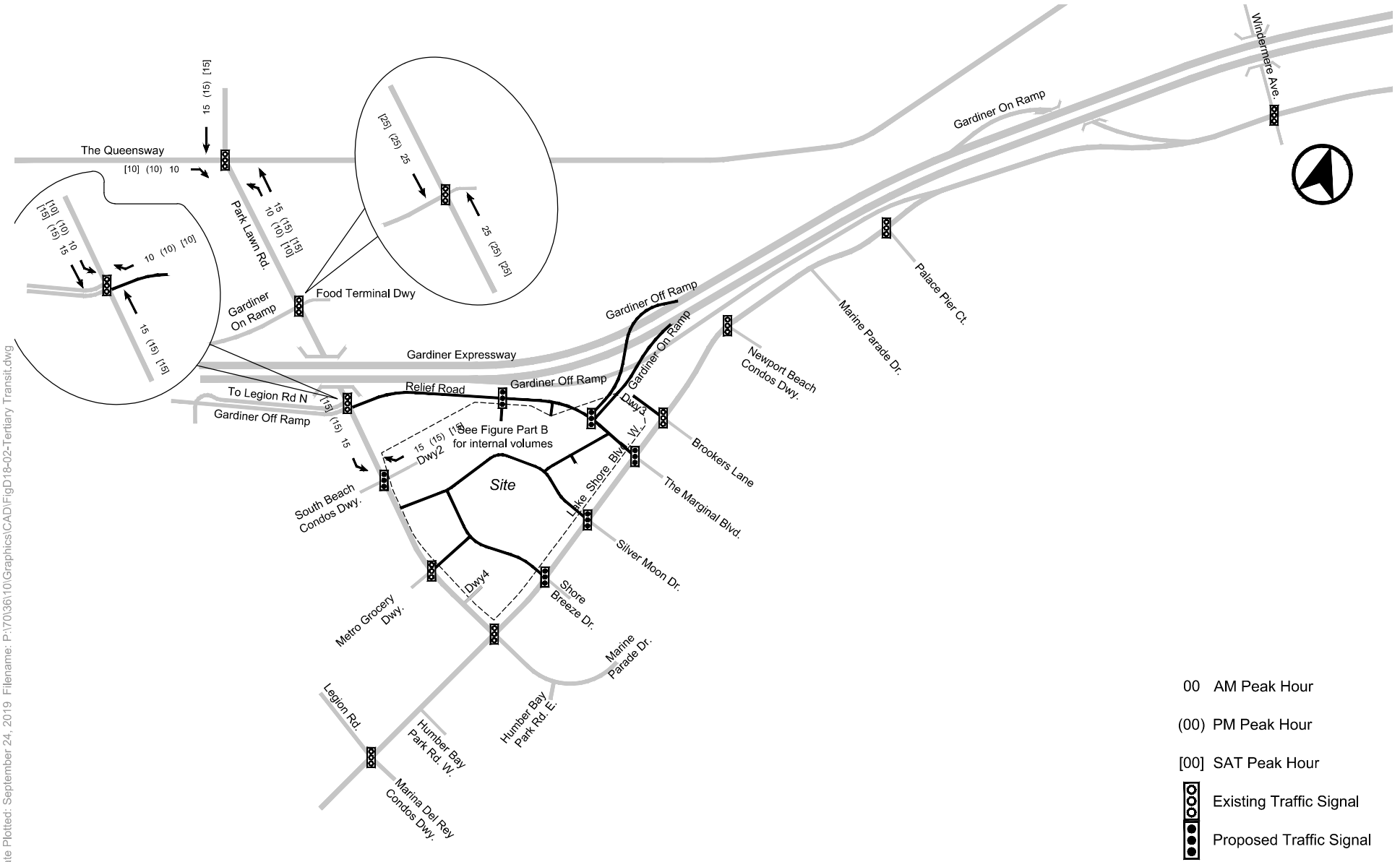


Date Plotted: September 24, 2019 Filename: P:\7036\10\Graphics\CAD\FigD17-02-Secondary Transit.dwg

SECONDARY AREA TRANSIT STATION RELATED TRAFFIC (PICK UP/DROP OFF) Internal

2150 Lake Shore Blvd West
7036-10 September 2019

Figure D-17B



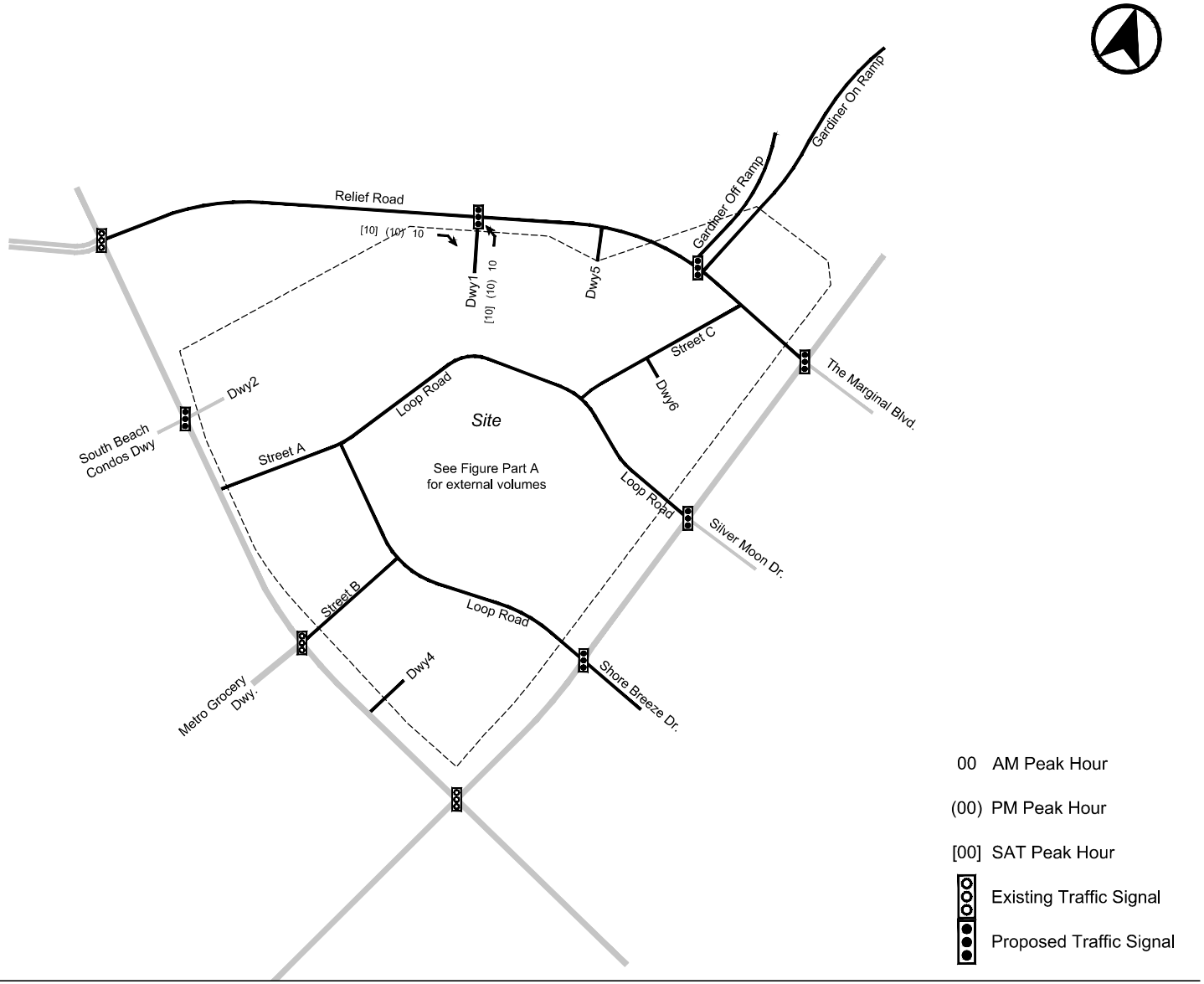
Date Plotted: September 24, 2019 Filename: P:\7036\10\Graphics\CAD\FigD18-02-Tertiary Transit.dwg

TERTIARY AREA TRANSIT STATION RELATED TRAFFIC (PICK UP/DROP OFF) External

BA Group

2150 Lake Shore Blvd West
7036-10 September 2019

Figure D-18A



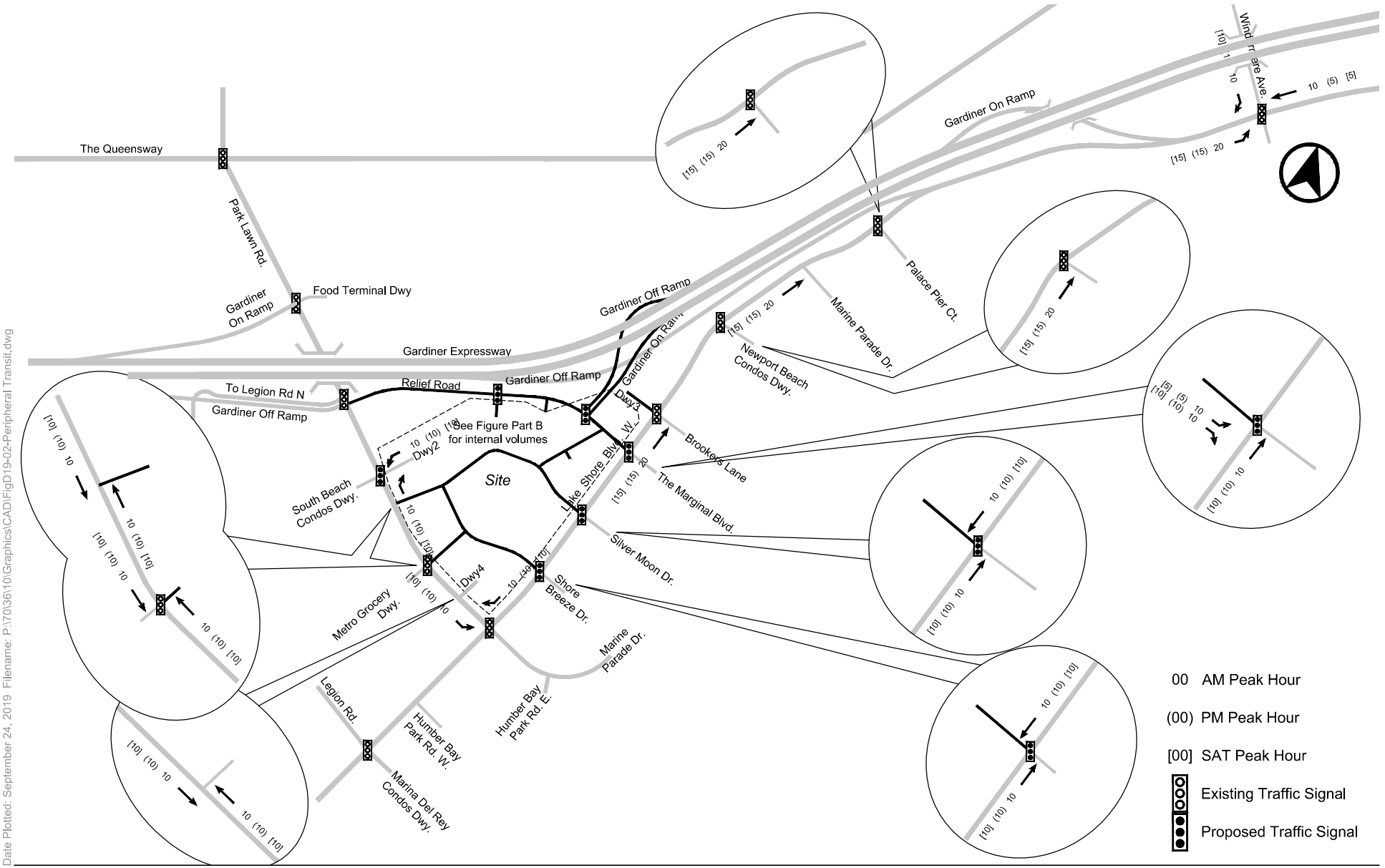
Date Plotted: September 24, 2019 Filename: P:\7036\10\Graphics\CAD\FigD18-02-Tertiary Transit.dwg

TERTIARY AREA TRANSIT STATION RELATED TRAFFIC (PICK UP/DROP OFF) Internal

2150 Lake Shore Blvd West
7036-10 September 2019

BA Group

Figure D-18B

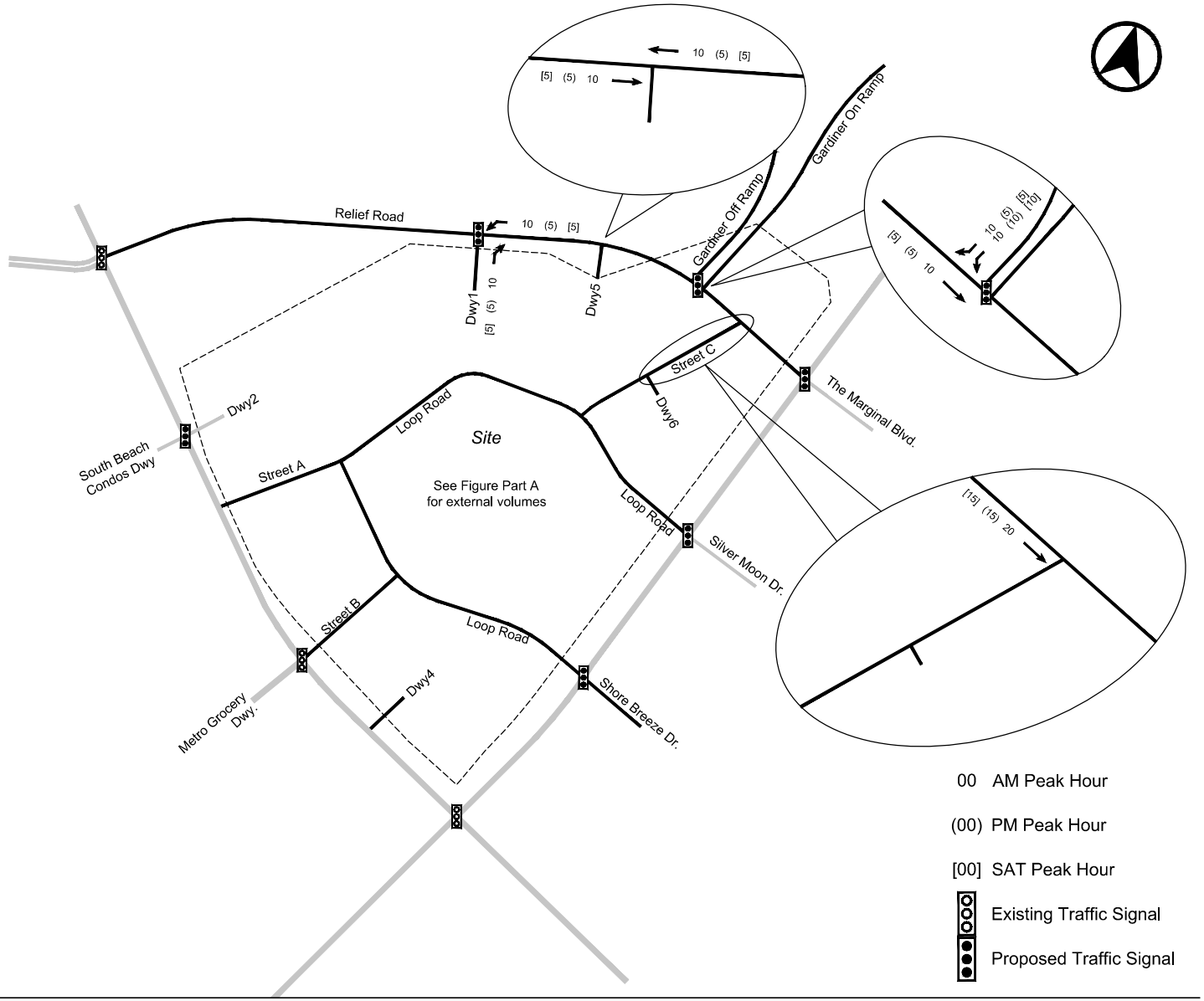


Date Plotted: September 24, 2019 Filename: P:\7036\10\Graphics\CAD\FigD19-02-Peripheral Transit.dwg

PERIPHERAL AREA TRANSIT STATION RELATED TRAFFIC (PICK UP/DROP OFF) External

2150 Lake Shore Blvd West
7036-10 September 2019

Figure D-19A



Date Plotted: September 24, 2019 Filename: P:\7036\10\Graphics\CAD\FigD19-02-Peripheral Transit.dwg

PERIPHERAL AREA TRANSIT STATION RELATED TRAFFIC (PICK UP/DROP OFF) Internal

BA Group

2150 Lake Shore Blvd West
7036-10 September 2019

Figure D-19B

APPENDIX E:

Signal Timing Plans

BA Group

LOCATION:	**Lake Shore Blvd W & Gardiner On-/Off-Ramp / Brookers Ln**	*DISTRICT:*	**Etobicoke York**
MODE/COMMENT:	**SA2-VMG with PR**	*COMPUTER SYSTEM:*	**TransSuite**
TCS:	**1944**	*CONTROLLER/CABINET TYPE:*	**Econolite ASC/3-2100/M**
PREPARED/CHECKED BY:	***IBI* / RI / PV**	*CONFLICT FLASH:*	**Red & Red**
PREPARATION DATE:	**October 28, 2016**	*DESIGN WALK SPEED:*	**1.0 m/s (FDW based on full crossing at 1.2 m/s)**
IMPLEMENTATION DATE:	**December 1, 2016**	*CHANNEL/DROP:*	**5004 / 30**
		CONTROLLER FIRMWARE:	**2.47.10**

N

NEMA Phase		OFF All Other Times	AM 06:30-09:30 M-F	PM 15:00-19:00 M-F	NGHT 22:00-06:30 Daily	WKND 10:30-18:30 Sat-Sun	GRDN Gardiner Closure	Phase Mode (Fixed/Demanded or Callable)	Remarks
	Local Plan	Pattern 1	Pattern 2	Pattern 3	Pattern 4	Pattern 5	Pattern 16		
	System Plan	Plan 1	Plan 2	Plan 3	Plan 4	Plan 5	Plan 16		
1 NOT USED	WLK								Pedestrian Minimums: EWWK = 7 sec, EWFD = 22 sec NSWK = 7 sec, NSFD = 22 sec NS phase is callable by vehicle or pedestrian actuation. If a vehicle call is received, the minimum NSG is 7 seconds. If ongoing vehicle demand exists on the stopbar loop, the NSG is capable of providing vehicle extensions up to the maximum. If a pedestrian call is received, the pedestrian minimums will be served. The NSWK & NSFD are only displayed on the pedestrian signal heads if a pedestrian call is received. Extension time is based on vehicle/pedestrian demand and is taken from the EWG. Side Street Passage Time = 3 sec Left-Turn Passage Time = 2 sec
	FDW								
	MIN								
	MAX1								
	AMB								
	ALR								
	SPLIT								
2 Lake Shore Blvd W	WLK	7						Fixed	
	FDW	22							
	MIN	29							
	MAX1	47							
	AMB	4							
	ALR	3							
	SPLIT	53	63	63	51	63	73		
3 NOT USED	WLK								
	FDW								
	MIN								
	MAX1								
	AMB								
	ALR								
	SPLIT								
4 Brookers Ln.	WLK	7						Callable by Stopbar loop and/or Pushbutton; Extendable by Stopbar loop.	
	FDW	22							
	MIN	7							
	MAX1	29							
	AMB	4							
	ALR	3							
	SPLIT	37	37	37	37	37	37		
5	WLK							Callable/Extendable by Setback Loop	
	FDW								
	MIN	6							
	MAX1	6							
	AMB	3							
	ALR	1							
	SPLIT		26						
6 Lake Shore Blvd W.	WLK	7						Fixed	
	FDW	22							
	MIN	29							
	MAX1	47							
	AMB	4							
	ALR	3							
	SPLIT	53	37	63	51	63	73		
7 NOT USED	WLK								
	FDW								
	MIN								
	MAX1								
	AMB								
	ALR								
	SPLIT								
8 Gardiner on/off-ramp	WLK	7						Callable by Stopbar loop and/or Pushbutton; Extendable by Stopbar loop.	
	FDW	22							
	MIN	7							
	MAX1	29							
	AMB	4							
	ALR	3							
	SPLIT	37	37	37	37	37	37		
	CL	90	100	100	88	100	110		
	OF	11	15	21	16	21	103		
	VP	22	22	22	22	22	22		

NOTES:

LOCATION:	**Lake Shore Blvd W & Legion Rd/Private Access**							*DISTRICT:*	**Etobicoke York**
MODE/COMMENT:	**SA2-VMG with PR, 2 Wire Polara APS & TSP***							*COMPUTER SYSTEM:*	**TransSuite**
TCS:	**1994**							*CONTROLLER/CABINET TYPE:*	**PEEK ATC-1000 / TS2T1**
PREPARED/CHECKED BY:	**EN/HL**							*CONFLICT FLASH:*	**Red & Red**
PREPARATION DATE:	**April 30, 2018**							*DESIGN WALK SPEED:*	**1.0 m/s (FDW based on full crossing @ 1.2 m/s)**
IMPLEMENTATION DATE:	**June 11, 2018**							*CHANNEL/DROP:*	**4086/22**
								CONTROLLER FIRMWARE:	**3.018.1.2976**

N

NEMA Phase		OFF All Other Times	AM 06:30-09:30 M-F	PM 15:00-19:00 M-F	NGHT 22:00-06:30 Daily	WKND 10:30-18:30 Sat-Sun	Grdnr Clsr Gardiner Closure	Phase Mode (Fixed/Demanded or Callable)	Remarks
	Local Plan	Pattern 1	Pattern 2	Pattern 3	Pattern 4	Pattern 5	Pattern 16		
	Split Table	Split 1	Split 2	Split 3	Split 4	Split 5	Split 16		
1 NOT USED	WLK FDW MIN MAX1 AMB ALR SPLIT								Pedestrian Minimums: EWWK = 7 sec. EWFD = 12 sec. NSWK = 7 sec. NSFD = 21 sec. NS phase is callable by vehicle or pedestrian actuation. If a vehicle call is received, the minimum NSG is 7 seconds. If ongoing vehicle demand exist on the stop bar loop, the NSG is capable of providing vehicle extensions up to the maximum green split. If a pedestrian call is received, the pedestrian minimum will be served. The NSWK & NSFD are only displayed on the pedestrian signal heads if a pedestrian call is received. Extension time is based on vehicle demand. Unused extension time is given to the EWG. APS on during 7 sec of NSWK & 7 sec of EWWK when activated by push button.
2 Lake Shore Blvd W	WLK 7 FDW 12 MIN 19 MAX1 41 AMB 4 ALR 2 SPLIT	46	46	48	40	48	54	Fixed. POZ Activated by Request Loop (Transit max. extension of 30 seconds in Green/Walk)	
3 NOT USED	WLK FDW MIN MAX1 AMB ALR SPLIT								Extended pushbutton activation = 3 secs Side street passage time = 3 secs ***See back for TSP Instructions.** **TSP enabled for EB on August 26, 2015 and WB on October 20, 2015.** Script #2 is used to mitigate issues with TSP operation in ATC-1000 firmware version 3.018.1.2976
4 Private Access	WLK 7 FDW 21 MIN 7 MAX1 28 AMB 4 ALR 3 SPLIT	36	36	36	36	36	36	Callable by stop bar loop and/or pushbutton; Extendable by stop bar loop Truncation allowable to pedestrian minimum	
5 NOT USED	WLK FDW MIN MAX1 AMB ALR SPLIT								
6 Lake Shore Blvd W	WLK 7 FDW 12 MIN 19 MAX1 41 AMB 4 ALR 2 SPLIT	46	46	48	40	48	54	Fixed. POZ Activated by Request Loop (Transit max. extension of 30 seconds in Green/Walk)	
7 NOT USED	WLK FDW MIN MAX1 AMB ALR SPLIT								
8 Legion Rd	WLK 7 FDW 21 MIN 7 MAX1 28 AMB 4 ALR 3 SPLIT	36	36	36	36	36	36	Callable by stop bar loop and/or pushbutton; Extendable by stop bar loop Truncation allowable to pedestrian minimum	
	CL OF	82 23	82 4	84 56	76 37	84 38	90 40		

Notes:

LOC: Lake Shore Blvd W & Legion Rd/Private Access
MODE: SA2-VMG with PR, 2 Wire Polara APS & TSP*
TCS: 1994
PREPARATION DATE: April 30, 2018
IMPLEMENTATION DATE:

OFFSET CORRECTION PARAMETERS

2.3.4 O.C. Extend / Reduce *(Max. time added & subtracted in sec.)* From page 1

		Ø 1	Ø 2	Ø 3	Ø 4	Ø 5	Ø 6	Ø 7	Ø 8	[Cycle]	[Slop]	2.3.2.x O.C. Thres.
OFF												Pattern 1
Split 1	Ext.	--	31	--	--	--	31	--	--	82	22	**21** s
	Rdc.	--	21	--	1	--	21	--	1			25%
AM												Pattern 2
Split 2	Ext.	--	31	--	--	--	31	--	--	82	22	**21** s
	Rdc.	--	21	--	1	--	21	--	1			25%
PM												Pattern 3
Split 3	Ext.	--	32	--	--	--	32	--	--	84	24	**21** s
	Rdc.	--	23	--	1	--	23	--	1			25%
NGHT												Pattern 4
Split 4	Ext.	--	29	--	--	--	29	--	--	76	16	**19** s
	Rdc.	--	15	--	1	--	15	--	1			25%
WKND												Pattern 5
Split 5	Ext.	--	32	--	--	--	32	--	--	84	24	**21** s
	Rdc.	--	23	--	1	--	23	--	1			25%
GRDN												Pattern 16
Split 16	Ext.	--	34	--	--	--	34	--	--	90	30	**23** s
	Rdc.	--	29	--	1	--	29	--	1			25%

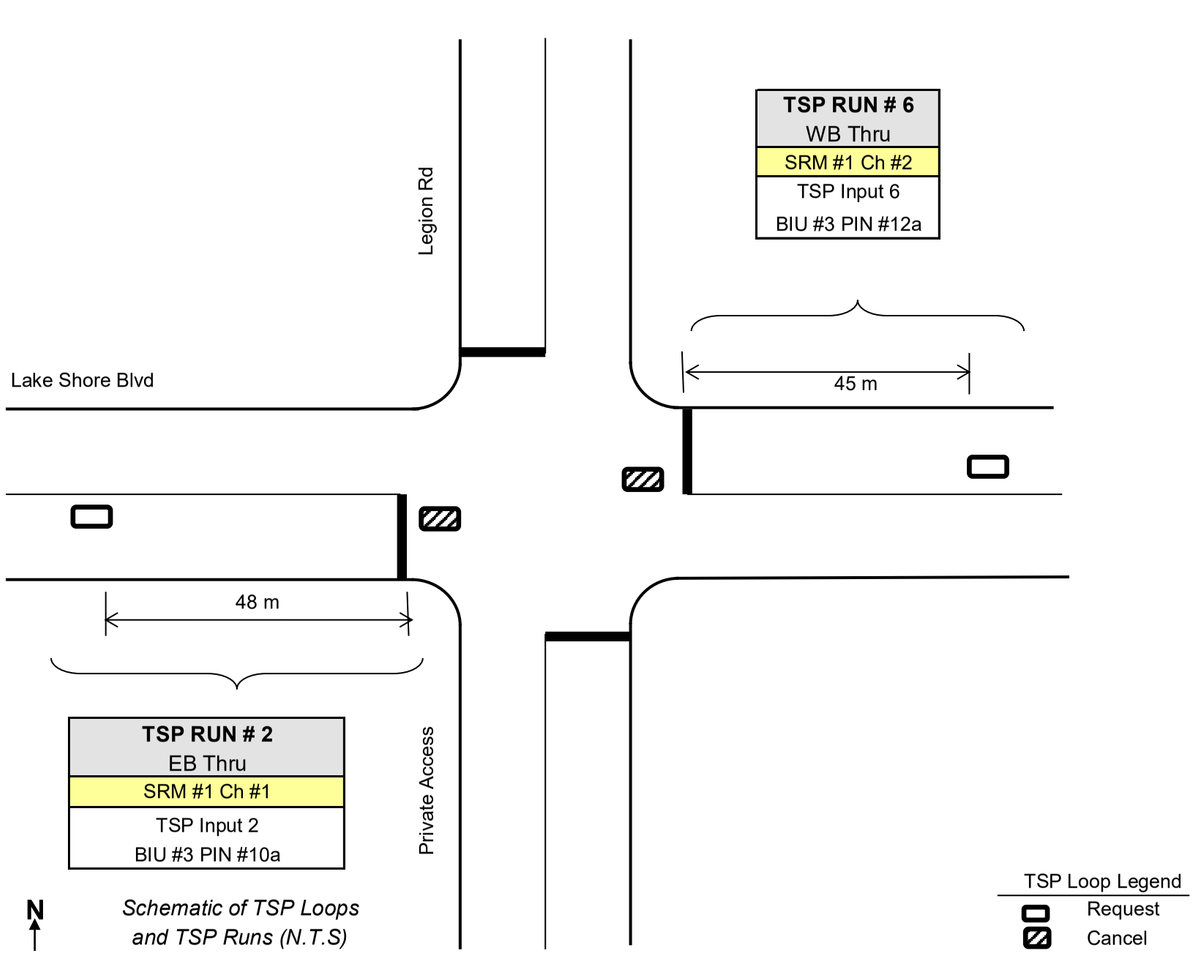
T.S.P. PARAMETERS

PREPARED BY: EN/HL

	TSP RUN # 2 EB Thru	**TSP RUN # 6** WB Thru
2.8.2 Transit Run Parameters		
ATC Green Extend Mode (Equivalent TTC Algorithm)	Mode 2 A	Mode 2 A
2.8.3 Transit Action Plan 1 (Used for all Patterns)		
Run Enable (X = Yes)	X	X
Run Config = **1**	Recovery = 2 (O.C. with delay)	
2.8.4 Transit Run Configuration 1 (Used for all Patterns)		
Delay / Extend / Fail	-- / -- / 235	-- / -- / 235
CALLS (and Extends)	**Ø 2/6**	**Ø 2/6**
Skips	--	--
Reduces (Truncates)	**Ø 4/8**	**Ø 4/8**

2.8.6 TSP Split Tables: 1, 2, 3, 4, 5 & 16	Ø 1	Ø 2	Ø 3	Ø 4	Ø 5	Ø 6	Ø 7	Ø 8
GRN EXT (SDW Extension)	--	--	--	--	--	--	--	--
GRN RDC (Reduction)	--	--	--	-1	--	--	--	-1
WLK EXT (Walk Extension)	--	30	--	--	--	30	--	--

2.1.9.2 Advanced I/O Scripts
Input Script 2 "TSPFilterA"
Blocks TSP inputs 2 & 6 during phase 4/8 Amb & AllR, and during unused time served in phase 2/6 late in the cycle, to mitigate firmware issues with ATC-1000 Build 3.018.1.2976



Schematic of TSP Loops and TSP Runs (N.T.S)

Notes:

Script #2 blocks TSP inputs 2 and 6 late in the cycle, to mitigate firmware issues with ATC-1000 Build 3.018.1.2976.

TSP Inputs can be checked on screen 1.2.4 at all times.

ATC Mode	0	2	3	4
TTC Algor'm	**B-2**	**A**	**C**	**D**
Extensions	SDW	Walk	W/SDW	W/SDW

TSP SUMMARY
Maximum Green Extensions:
EWG: 30s Green/Walk
NS Truncation to ped min

LOCATION:	**Lake Shore Blvd W & Palace Pier Crt**			*DISTRICT:*	**Etobicoke - York**		N
MODE/COMMENT:	**SA2-VMG with PR**			*COMPUTER SYSTEM:*	**TransSuite**		↑
TCS:	**2034**			*CONTROLLER/CABINET TYPE:*	**Econolite ASC/3S-2100 / TS2T1**		
PREPARED/CHECKED BY:	***IBI* / RI / PV**			*CONFLICT FLASH:*	**Red & Red**		
PREPARATION DATE:	**November 18, 2016**			*DESIGN WALK SPEED:*	**1.0m/s (FDW based on full crossing @ 1.2m/s)**		
IMPLEMENTATION DATE:	**May 10, 2017**			*CHANNEL/DROP:*	**4086/12**		
				CONTROLLER FIRMWARE:	**2.47.10**		

NEMA Phase		OFF	AM	PM	NGHT	WKND	GRDN	Phase Mode (Fixed/Demanded or Callable)	Remarks
		All Other Times	**06:30-09:30 M-F**	**15:00-19:00 M-F**	**22:00-06:30 Daily**	**10:30-18:30 Sat-Sun**	**Gardiner Closure**		
	Local Plan	Pattern 1	Pattern 2	Pattern 3	Pattern 4	Pattern 5	Pattern 16		
	System Plan	Plan 1	Plan 2	Plan 3	Plan 4	Plan 5	Plan 16		
1 NOT USED	WLK								Pedestrian Minimums: EWWK = 7 sec, EWFD = 12 sec NSWK = 7 sec, NSFD = 16 sec
	FDW								
	MIN								NB phase is callable by vehicle or pedestrian actuation. If a vehicle call is received, the minimum NBG is 7 seconds. If ongoing vehicle demand exists on the stopbar loop, the NBG is capable of providing vehicle extensions up to the maximum. If a pedestrian call is received, the maximum would be served. The NSWK & NSFD are only displayed on the pedestrian signal heads if a pedestrian call is received. Extension time is based on vehicle demand and is taken from the EBG. Unused extension time is given to the EBG.
	MAX1								
	AMB								
	ALR								
	SPLIT								
2 Lake Shore Blvd W →	WLK 7							Fixed	Side Street Passage Time = 3 sec
	FDW 12								
	MIN 19								
	MAX1 56								
	AMB 4								
	ALR 2								
	SPLIT	61	71	71	59	71	81		
3 NOT USED	WLK								
	FDW								
	MIN								
	MAX1								
	AMB								
	ALR								
	SPLIT								
4 Palace Pier Crt ↑	WLK 7							Callable by stopbar loop and/or pushbutton; Extendable by stopbar loop.	
	FDW 16								
	MIN 7								
	MAX1 23								
	AMB 3								
	ALR 2								
	SPLIT	29	29	29	29	29	29		
5 NOT USED	WLK								
	FDW								
	MIN								
	MAX1								
	AMB								
	ALR								
	SPLIT								
6 Activated	WLK 7							Fully Programmed and served concurrently with Phase 2	
	FDW 12								
	MIN 19								
	MAX1 56								
	AMB 4								
	ALR 2								
	SPLIT	61	71	71	59	71	81		
7 NOT USED	WLK								
	FDW								
	MIN								
	MAX1								
	AMB								
	ALR								
	SPLIT								
8 Activated	WLK 7							Fully Programmed and served concurrently with Phase 4	
	FDW 16								
	MIN 7								
	MAX1 23								
	AMB 3								
	ALR 2								
	SPLIT	29	29	29	29	29	29		
	CL	90	100	100	88	100	110		
	OF	23	28	56	40	52	17		
	VP	12	12	12	12	12	12		

NOTES: T - intersection - no north leg.
No ped crossing on the east side.

TCS2034.XLS

17/08/2018

TCS2034.XLS

17/08/2018

Bathurst St

LOCATION:	**Lake Shore Blvd W & 130 m South-West of Marine Parade Dr (TTC Streetcar Underpass)**	*DISTRICT:*	**Etobicoke York**
MODE/COMMENT:	**SA2-VMG with PR & 2-Wire Polara APS**	*COMPUTER SYSTEM:*	**TransSuite**
TCS:	**2252**	*CONTROLLER/CABINET TYPE:*	**Peek ATC-1000 / TS2T1**
PREPARED/CHECKED BY:	***IBI* / RI / PV**	*CONFLICT FLASH:*	**Red & Red**
PREPARATION DATE:	**October 28, 2016**	*DESIGN WALK SPEED:*	**1.0 m/s (FDW based on full crossing at 1.2 m/s)**
IMPLEMENTATION DATE:	**December 2, 2016**	*CCS/CHANNEL/DROP:*	**4086/2**
		CONTROLLER FIRMWARE:	

TEMPORARY OPERATION TO ALLOW THE 2ND TRANSIT OPPORTUNITY TO BE CALLED BY THE STOPBAR LOOPS UNTIL THE HYDRO ISSUES ARE RESOLVED

NEMA Phase		OFF All Other Times	AM 06:30-09:30 M-F	PM 15:00-19:00 M-F	NGHT 22:00-06:30 Daily	WKND 10:30-18:30 Sat-Sun	GRDN Gardiner Closure	Phase Mode (Fixed/Demanded or Callable)
	Local Plan	Pattern 1	Pattern 2	Pattern 3	Pattern 4	Pattern 5	Pattern 16	
	Split Table	Split 1	Split 2	Split 3	Split 4	Split 5	Split 16	
1 NOT USED	WLK							
	FDW							
	MIN							
	MAX1							
	AMB							
	ALR							
	SPLIT							
2 Lake Shore Blvd W	WLK 7							Fixed EBG/EWWK/EWFD.
	FDW 9							
	MIN 16							
	MAX1 53							
	AMB 4							
	ALR 4							
	SPLIT	60	70	70	58	70	80	
3 NOT USED	WLK							
	FDW							
	MIN							
	MAX1							
	AMB							
	ALR							
	SPLIT							
4 Private Access	WLK 7							Callable by stopbar loop and/or pushbutton; extendable by stopbar loop.
	FDW 17							
	MIN 7							
	MAX1 24							
	AMB 3							
	ALR 2							
	SPLIT	30	30	30	30	30	30	
5 Transit Signals	WLK							Callable EWTG/EWTY/EWTR Callable by transit stopbar presence loops. Callable and extendable by POZ (i.e., SRMs call and extend phase 5 through detector cards)
	FDW							
	MIN 7							
	MAX1 23							
	AMB 4							
	ALR 4							
	SPLIT	32	32	32	32	32	32	
6 Lake Shore Blvd W	WLK 7							Fixed
	FDW 9							
	MIN 16							
	MAX1 21							
	AMB 4							
	ALR 4							
	SPLIT	28	38	38	26	38	48	
7 Transit Signals	WLK							Callable EWTG/EWTY/EWTR Split = 0 in the absence of transit demand. Callable and extendable by POZ only (up to 23-second green via TSP) **Callable by stopbar presence loops.**
	FDW							
	MIN 7							
	MAX1 23							
	AMB 4							
	ALR 4							
	SPLIT	0	0	0	0	0	0	
8 DUMMY	WLK 7							
	FDW 17							
	MIN 7							
	MAX1 24							
	AMB 3							
	ALR 2							
	SPLIT	30	30	30	30	30	30	
	CL	90	100	100	88	100	110	
	OF	2	2	25	22	28	107	

Remarks

Pedestrian Minimums:
EWWK = 7 sec, EWFD = 9 sec
NSWK = 7 sec, NSFD = 17 sec

NB Passage Time = 3 sec

NB phase is callable by vehicle or pedestrian actuation. If a vehicle call is received, the minimum NBG is 7 seconds. If ongoing vehicle demand exists on the stopbar loop, the NBG is capable of providing vehicle extensions up to the maximum. If a pedestrian call is received, the pedestrian minimums will be served. The NSWK & NSFD are only displayed on the pedestrian signal heads if a pedestrian call is received. Extension time is based on vehicle demand. Unused extension time is given to the EWG.

EWFD reverts to EWWK if there is no Transit or side street vehicle/pedestrian demand at the end of the EWFD.

Signal serves EWFD every cycle to improve response time to main street APS and other movements. Transit decision points at end of EBG and end of NSG. Side street decision point at end of EBG (and EWTG, if called).

APS on during 7 sec of EWWK & NSWK when activated by pushbutton.

Extended Push Activation for APS = 3 sec

WBLT's are prohibited to avoid "Yellow Trap".

The first Transit Phase opportunity (Phase 5) has a decision point at the end of the NBG (Phase 4) when there is side street demand. The decision point is at the end of the Phase 2 EBG & EWFD (in Step 2) during cycles when there is no side street demand. Phase 5 is callable by upstream transit loops &/or stopbar loops. During the First Transit Phase, the EBG and EWWK (on the south leg) are displayed on and remain active when the Phase 5 clearances are served. Phase 5 unused time is allocated to the Step 2/Phase 2 EBG/EWWK.

A call on the Second Transit Phase (Phase 7) will cause a min recall on Phase 4. Phase 7 decision point is at the end of the Phase 2 EBG & EWFD (in Step 2). **Phase 7 is callable by upstream transit loops and/or stopbar loops.** If there is Phase 7 demand during Phase 6 WBG & Phase 2 EWWK, the Phase 7 demand truncates Phases 2 & 6 to pedestrian minimum.

Ring Structure:

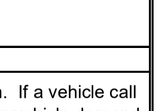
		2	4
5	6	7	8

Step 1
EW Transit Green/EBG/EWWK
Min Green = 7 secs (if called) Walk Only
Max Green = 23 secs



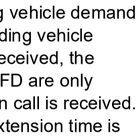
Step 2
WBG/EBG/EWWK & EWFD
Min Green = 7 secs Walk + 9 secs FDW
Max Green = 52 secs (OFF), 62 secs (AM)
62 secs (PM), 50 secs (NGHT)
62 secs (WKND), 72 secs (GRDN)

Step 3*
EW Transit Green/EBG/EWDW
Min Green = 7 secs (if called) Walk + 9 s FDW
Max Green = 23 secs
*Inserted Step; "skipped" if not called by POZ



Step 4

Pedestrian Minimum:
NSWK = 7 secs
NSFD = 17 secs
Note: EB remains green between Steps 1, 2 and 3.
EW pedestrians are served during Steps 1, 2 and 3:
EWWK (min) = 7 secs; EWFD = 9 secs



Notes: *See back of timing card for TSP Instructions
TSP activated on Dec 19, 2013.

LOC: Lake Shore Blvd W & 130 m South-West of Marine Parade Dr
MODE: SA2-VMG with WRM & 2-Wire Polara APS
TCS: 2252 **PREPARATION DATE (TIMING CARD):** October 28, 2016

2.3.4 O.C. Extend / Reduce

(Max. time added & subtracted in sec.)

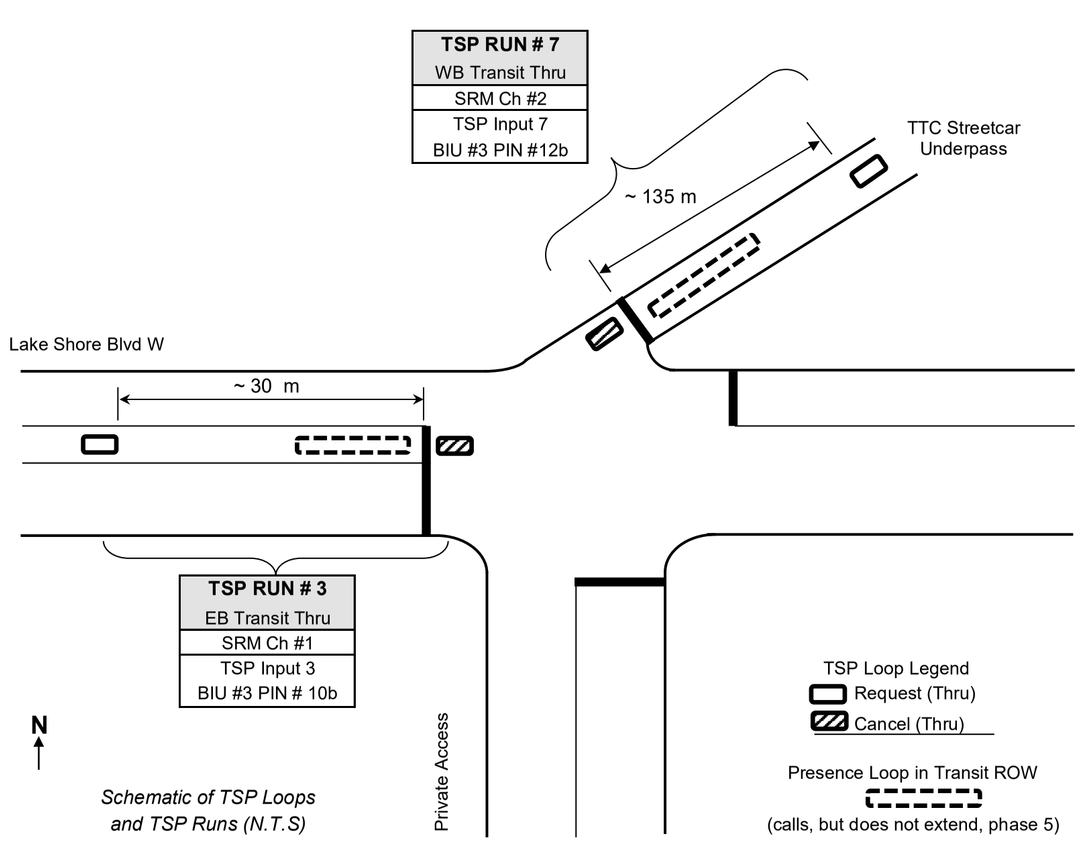
		Ø 1	Ø 2	Ø 3	Ø 4	Ø 5	Ø 6	Ø 7	Ø 8	From page 1 [Cycle]	[Slop]	2.3.5 Pct. of Cycle
OFF												Pattern 1
Split 1	Ext.	--	34	--	--	--	34	--	--	90	6	[= 23 s.]
	Rdc.	--	36	--	1	1	4	--	1			25%
AM												Pattern 2
Split 2	Ext.	--	38	--	--	--	38	--	--	100	16	[= 25 s.]
	Rdc.	--	46	--	1	1	14	--	1			25%
PM												Pattern 3
Split 3	Ext.	--	38	--	--	--	38	--	--	100	16	[= 25 s.]
	Rdc.	--	46	--	1	1	14	--	1			25%
NGHT												Pattern 4
Split 4	Ext.	--	33	--	--	--	33	--	--	88	4	[= 22 s.]
	Rdc.	--	34	--	1	1	2	--	1			25%
WKND												Pattern 5
Split 5	Ext.	--	38	--	--	--	38	--	--	100	16	[= 25 s.]
	Rdc.	--	46	--	1	1	14	--	1			25%
GRDN												Pattern 16
Split 16	Ext.	--	41	--	--	--	41	--	--	110	26	[= 28 s.]
	Rdc.	--	56	--	1	1	24	--	1			25%

T.S.P. PARAMETERS

PREPARED: *IBI* / RI / PV

	TSP RUN # 3	TSP RUN # 7
2.8.2 Transit Run Parameters		
ATC Green Extend Mode (Equivalent TTC Algorithm)	Mode 0 **B-2** (SDW)	Mode 0 **B-2** (SDW)
Run Config = 1	Recovery = 2 (O.C. with delay)	
2.8.4 Transit Run Configuration 1 (Used for all Patterns)		
Delay / Extend / Fail	-- / -- / 235	-- / -- / 235
CALLS (and Extends)	**Ø 7**	**Ø 7**
Skips	--	--
Reduces (Truncates)	**Ø 2/4/6/8**	**Ø 2/4/6/8**

	Ø 1	Ø 2	Ø 3	Ø 4	Ø 5	Ø 6	Ø 7	Ø 8
2.8.6 TSP Split Tables 1								
GRN EXT (SDW Extension)	--	--	--	--	--	--	+23	--
WLK EXT (Walk Extension)	--	--	--	--	--	--	--	--
GRN RDC (Reduction)	--	-36	--	-1	--	-36	--	-1
2.8.6 TSP Split Tables 2, 3 & 5								
GRN EXT (SDW Extension)	--	--	--	--	--	--	+23	--
WLK EXT (Walk Extension)	--	--	--	--	--	--	--	--
GRN RDC (Reduction)	--	-46	--	-1	--	-46	--	-1
2.8.6 TSP Split Tables 4								
GRN EXT (SDW Extension)	--	--	--	--	--	--	+23	--
WLK EXT (Walk Extension)	--	--	--	--	--	--	--	--
GRN RDC (Reduction)	--	-34	--	-1	--	-34	--	-1
2.8.6 TSP Split Tables 16								
GRN EXT (SDW Extension)	--	--	--	--	--	--	+23	--
WLK EXT (Walk Extension)	--	--	--	--	--	--	--	--
GRN RDC (Reduction)	--	-56	--	-1	--	-56	--	-1



Schematic of TSP Loops and TSP Runs (N.T.S)

Notes:

SRM channels #1 and #2 also each place a call (via separate detector cards) to call and extend phase 5

Pins from SRM removed to avoid false calls during temporary operation in effect

2.1.9.2 Advanced I/O Scripts:

Input Script 4 "Copy Det To TSP" must be enabled
Copies Detector 5 and 7 calls to TSP inputs 3 and 7 respectively.

Phase 6 is allowed to "back-up" to phase 5 in the absence of side street demand. (WBLT is prohibited to avoid the "Yellow Trap.")

ATC Mode	0	1	2	3	4
TTC Alg.	**B-2**	**B-1**	**A**	**C**	**D**
Extensions	SDW	SDW early dec.pt.	Walk	W/SDW	W/SDW 2 zones

TSP SUMMARY

Maximum Green Extensions:
Phase 7: 23 s Green/Don't Walk
EWG and NBG Truncation

CITY OF TORONTO – TRANSPORTATION SERVICES
TRAFFIC SYSTEMS OPERATIONS – TRAFFIC SIGNALS
703 Don Mills Rd, Fifth Floor, Toronto ON M3C 3N3
Phone: 416-397-5770 Fax: 416-397-5777

CURRENT SIGNAL TIMING INFORMATION

Location:	Lake Shore Blvd W & Windermere Ave
TCS/SCN:	229 / 30111
Our Ref:	2019_0099
Staff:	DR/AD
Preparation Date:	June 4, 2019
Controller Type:	PEEK ATC-1000 / TS2 T1
Mode of Control:	FXT with RLC WB & Polara 2-wire APS & UPS
Design Walk Speed:	1.0 m/s (FDW based on full crossing @ 1.2m/s)
E/W FDW Duration:	17 seconds
N/S FDW Duration:	15 seconds
Issued To:	BA Consulting Group Ltd. (Karen L. MacDougall)

Control Level	TYPICAL			SCOOT		
Plan	**OFF Peak**	**AM Peak**	**PM Peak**	**OFF Peak**	**AM Peak**	**PM Peak**
Time of Operation	All Other Times	6:30-10:00, M-F	15:00-19:00, M-F	All Other Times	6:30-10:00, M-F	15:00-19:00, M-F
Signal Aspect						
East-West Phase						
*WBLA/WBG/EWWK (North Side)	7	10	10	7 - 60	7 - 61	7 - 55
*WBLY/WBG/EWWK (North Side)	3	3	3	3	3	3
*WBLR/WBG/EWWK (North Side)	4	4	4	4	4	4
EBSA/WBG/EWWK	32	23	37	8 - 60	8 - 60	8 - 56
EBSA/WBG/EWFD	17	17	17	17	17	17
EBSA/WBY/EWDW	4	4	4	4	4	4
EBSA/WBR	2	2	2	2	2	2
**EBSA/EBLA/NSBG (Across WB Lake Shore)/NSWK (Across WB Lake Shore)	13	36	29	7 - 61	7 - 61	13 - 61
**EBY/EBLY/NSBG (Across WB Lake Shore)/NSWK (Across WB Lake Shore)	4	4	4	4	4	4
EBR/EBLR/NSBG (Across WB Lake Shore)/NSWK (Across WB Lake Shore)	3	3	3	3	3	3
North-South Phase						
SBG/WBRA/NSBG (Across both Lake Shore)/NSWK (Across both Lake Shore)	8	15	8	8 - 60	8 - 60	8 - 56
SBG/WBRA/NSBG/NSFD	15	15	15	15	15	15
SBY/WRYA/NSBY/NSDW	4	4	4	4	4	4
ALLR	4	4	4	4	4	4
Cycle Length/Range	120	144	144	104-144	128-144	96-144

NOTE
Pedestrian crossings on the north and west sides only. Bicycle crossing on west side only. NS bicycle signals for west side only.
*WBLA phase fully protected and callable 24 hours by stop-bar loop, unused time allocated to EBSA/WBG. WBRA ON during SBG indication.
**EBLA phase fully protected and is fixed 24 hours.
SCOOT cycle lengths between 32-64 may change by 4 second increments, between 64-128 by 8 second increments and above 128 by 16 second increments. SCOOT may change the cycle length by one increment at a time every 150 seconds.
WBLA phase is fully protected, lags, and callable 24hrs by stopbar loop

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703 Don Mills Rd, Fifth Floor, Toronto ON M3C 3N3
Phone: 416-397-5770, Fax: 416-397-5777

CURRENT SIGNAL TIMING INFORMATION

Location:	Park Lawn Road & EB F.G. Gardiner Off-Ramp
TCS/SCN:	989 / 53121
Our Ref:	2019_0099
Staff:	DR/AD
Preparation Date:	June 4, 2019
Controller Type:	PEEK ATC-1000/TS2T1
Mode of Control:	SA2-VMG with PR & UPS- Master to TCS2040
Design Walk Speed:	1.0 m/s (FDW based on full crossing @1.2m/s)
N/S FDW Duration:	15 seconds
E/W FDW Duration:	18 seconds
Issued To:	BA Consulting Group Ltd. (Karen L. MacDougall)

Control Level	**TYPICAL**			**SCOOT**	
Plan	**AM**	**OFF**	**PM**	**AM**	**At Other Times**
Time of Operation	**6:30-10:00, M-F**	**All Other Times**	**15:00-19:00, M-F**	**6:30 - 10:00, M-F**	
Signal Aspect					
North-South Phase					
NSG/NSWK (West side only)	52	36	36	36 - 52	36
NSG/NSFD (West side only)	15	15	15	15	15
NSY/NSDW	4	4	4	4	4
ALLR	3	3	3	3	3
East Phase					
EBG/EWDW or EBG/EWWK (South side only)	7	7	7	7 - 25	7 - 25
EBG/EWDW or EBG/EWFD (South side only)	0 - 18	0 - 18	0 - 18	0 - 18	0 - 18
EBY/EWDW	3	3	3	3	3
ALLR	2	2	2	2	2
Cycle Length/Range	104	88	88	88-104	88

NOTES:
Hardwire connection to EB Gardiner Off-Ramp & Legion Rd North (TCS2040) to provide coordination all times. The hardwire interconnect provides simultaneous EBY at both signals at all times.
This intersection is the master signal of TCS2040.
EBG phase is callable by vehicle or pedestrian actuation. If a vehicle call is received, the minimum EBG is 7 secs. If there is on-going EB vehicle demand, the EBG can extend up to a maximum 25. If a pedestrian call is received, Pedestrian minimum will be served.
The EWWK & EWFD are only displayed on the pedestrian signal heads if a pedestrian call is received.
NSFD reverts to NSWK if there is no side street vehicle demand at the end of NSFD.

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Phone: 416-397-5770, Fax: 416-397-5777

CURRENT SIGNAL TIMING INFORMATION

Location: Park Lawn Road & WB Gardiner On-Ramp / Private Access
PX/SCN: 1055 / 53111
Our Ref: 2019_0099
Staff: DR/AD
Date (Y/M/D): June 4, 2019
Controller Type: Peek3101E/TS2T1
Mode of Control: SA2-VMG with PR
Design Walk Speed: 1.0 m/s (FDW based on full crossing @1.2m/s)
N/S FDW Duration: 15 seconds
E/W FDW Duration: 19 seconds
Issued To: BA Consulting Group Ltd. (Karen L. MacDougall)

Control Level	TYPICAL			SCOOT	
Time of Operation	**OFF Peak All Other Times**	**AM Peak 06:30-10:00, M-F**	**PM Peak 15:00-19:00, M-F**	**AM Peak 06:30-10:00, M-F**	**OFF Peak All Other Times**
Signal Aspect					
North-South Phase					
* NBLA/NBG/NSWK (East Side Only) or NSG/NSWK	7	16	7	7 - 23	7
* NBYA/NBG/NSWK (East Side Only) or NSG/NSWK	3	3	3	3	3
* NBG/NSWK (East Side Only) or NSG/NSWK	1	1	1	1	1
NSG/NSWK (Both Sides)	23	14	23	23 - 39	23
NSG/NSFD (Both Sides)	15	15	15	15	15
NSY/NSDW	4	4	4	4	4
ALLR	3	3	3	3	3
East-West Phase					
** WBG/EWWK or WBG/EWDW	7	7	7	7 - 26	7 - 26
** WBG/EWFD or WBG/EWDW	0 - 19	0 - 19	0 - 19	0 - 19	0 - 19
** WBY/EWDW	3	3	3	3	3
** ALLR	3	3	3	3	3
Cycle Length /Range	88	88	88	88-104	88

NOTES:

***** NBLA is callable by setback loop 24 hours daily. Unused time allocated to NSG/NSWK.

** WB phase is callable by vehicle and/or pedestrian actuation. If a vehicle call is received, the minimum WBG is 7 seconds.If ongoing vehicle demand exists on the stop-bar loop, the WBG is capable of providing vehicle extensions up to a maximum of 26 secs. If a pedestrian call is received, the minimum WBG is 26 seconds. The EWWK & EWFD are only displayed on the pedestrian signal heads if a pedestrian call is received. Unused time allocated to NSG.

SCOOT cycle lengths between 32-64 may change by 4 second increments, between 64-128 by 8 second increments and above 128 by 16 second increments. SCOOT may change the cycle length by one increment at a time every 150 seconds.

LOCATION:	**Lake Shore Blvd W & Park Lawn Rd / Marine Parade Dr**	*DISTRICT:*	**Etobicoke - York**
MODE/COMMENT:	**FXT with 2-wire Polara APS, UPS & LBO Signs - RLC (EB)**	*COMPUTER SYSTEM:*	**TransSuite**
TCS:	**230**	*CONTROLLER/CABINET TYPE:*	**Peek ATC-1000 / TS2T1**
PREPARED/CHECKED BY:	***RI / DS***	*CONFLICT FLASH:*	**Red & Red**
PREPARATION DATE:	**June 22, 2017**	*DESIGN WALK SPEED:*	**1.0 m/s (FDW based on full crossing @ 1.2 m/s)**
IMPLEMENTATION DATE:	**May 16, 2018**	*CHANNEL/DROP:*	**4086/25**
		FIRMWARE VERSION:	**3.018.1.2976**

N

NEMA Phase		OFF All Other Times	AM 06:30-09:30 M-F	PM 15:00-19:00 M-F	NGHT 22:00-06:30 Daily	WKND 10:30-18:30 Sat-Sun	GRDN Gardiner Closure	Phase Mode (Fixed/Demanded or Callable)	Remarks
	Local Plan	Pattern 1	Pattern 2	Pattern 3	Pattern 4	Pattern 5	Pattern 16		
	Split Table	Split 1	Split 2	Split 3	Split 4	Split 5	Split 16		
1 NOT USED	WLK								Pedestrian Minimums: EWWK = 7 sec, EWFD = 27 sec NSWK = 7 sec, NSFD (West Side) = 27 sec NSFD (East Side) = 19 sec
	FDW								
	MIN								NB and SB phases are called separately. SB phase is always called before NB phase. Unallocated time for NB phase is given to EWG.
	MAX1								
	AMB								
	ALR								
	SPLIT								
Lake Shore Blvd W 2	WLK 7								NB phase is callable by vehicle actuation. If a vehicle call is received, the minimum NBG is 7 seconds. If ongoing vehicle demand exists on the stopbar loop, NBG is capable of providing vehicle extensions up to the maximum. Extension time is based on vehicle demand and is taken from EWG.
	FDW 27							Fixed	
	MIN 34								
	MAX1 55								
	AMB 4								
	ALR 3								NSWK pedestrian (West side) display on during SB vehicle phase 3. NSDW (West side) pedestrian display on during callable NB vehicle phase 4.
	SPLIT	61	63	56	54	64	64		
Park Lawn Rd 3	WLK 7								
	FDW 27								Side Street Passage Time = 3 sec
	MIN 34							Fixed	Left-Turn Passage Time = 2 sec
	MAX1 38								APS on during FULL WALK periods when activated by push button and no arrows are displayed.
	AMB 4								
	ALR 3								APS is activated on June 30, 2015 but the Volume is turned off to minimize the confusion for NSWK for east side and west side.
	SPLIT	45	43	50	42	42	42		
Marine Parade Dr 4	WLK 7								
	FDW 19								Ring Structure: 2 | 3 4 5 6 | 7 8
	MIN 7							Callable by stopbar loop and push button, Extendable by Stopbar Loop.	
	MAX1 26								Phasing Diagram:
	AMB 4								
	ALR 3								
	SPLIT	34	34	34	34	34	34		
5	WLK								Script 1 is used for driving LBO signs during EB NRTs. Load switch 7 Is used to drive LBO signs.
	FDW								
	MIN 6							Fixed	SBLA/SBG and WBRA are displayed simultaneously.
	MAX1 7								
	AMB 3								
	ALR 1								
	SPLIT	11	11	11		18	15		
Lake Shore Blvd W 6	WLK 7								
	FDW 27								
	MIN 34							Fixed	
	MAX1 44								
	AMB 4								
	ALR 3								
	SPLIT	50	52	45	54	46	49		
7 ACTIVATED	WLK 7								
	FDW 27								
	MIN 34								
	MAX1 38								
	AMB 4								
	ALR 3								
	SPLIT	45	43	50	42	42	42		
8 ACTIVATED	WLK 7								
	FDW 19								
	MIN 7								
	MAX1 26								
	AMB 4								
	ALR 3								
	SPLIT	34	34	34	34	34	34		
	CL	140	140	140	130	140	140		
	OF	3	4	12	72	9	136		

Notes: EBRT restriction from 7:00am - 9:00am, M-F
RLC activated on Oct 6, 2017 @ 12:01 am

LOCATION:	**Park Lawn Rd & Private Access (175m North of Lake Shore Blvd)**				*DISTRICT:*	**Etobicoke - York**	
MODE/COMMENT:	**SA2-VMG with PR and 2-wire Polara APS**				*COMPUTER SYSTEM:*	**TransSuite**	
TCS:	**2188**				*CONTROLLER/CABINET TYPE:*	**PEEK ATC-1000 / TS2T1**	
PREPARED/CHECKED BY:	**AR / IA**				*CONFLICT FLASH:*	**Red & Red**	
PREPARATION DATE:	**January 22, 2018**				*DESIGN WALK SPEED:*	**1.0 m/s (FDW based on full crossing at 1.2 m/s)**	
IMPLEMENTATION DATE:	**April 10, 2018**				*CHANNEL/DROP:*	**4086/21**	
					CONTROLLER FIRMWARE:	**3.018.1.2976**	

NEMA Phase		OFF	AM	PM	NGHT	WKND	GRDN	Phase Mode (Fixed/Demanded/Callable)	Remarks
		All Other Times	**06:30-09:30 M-F**	**15:00-19:00 M-F**	**22:00-06:30 Daily**	**10:30-18:30 Sat-Sun**	**Gardiner Closure**		
	Local Plan	Pattern 1	Pattern 2	Pattern 3	Pattern 4	Pattern 5	Pattern 16		
	Split Table	Split 1	Split 2	Split 3	Split 4	Split 5	Split 16		
1 NOT USED	WLK								Pedestrian Minimums: NSWK = 7 sec. NSFD = 11 sec. EWWK = 7 sec. EWFD = 16 sec.
	FDW								EW phase is callable by vehicle or pedestrian actuation. If a vehicle call is received, the minimum EWG is 7 seconds. If ongoing vehicle demand exists on the stopbar loop, the EWG is capable of providing vehicle extensions up to the maximum. If a pedestrian call is received, the pedestrian minimums will be served. The EWWK & EWFD are only displayed on the pedestrian signal heads if a pedestrian call is received. Unused extension time is based on vehicle demand and is taken from the NSG.
	MIN								
	MAX1								
	AMB								
	ALR								
	SPLIT								
Park Lawn Rd 2	WLK 7							Fixed.	APS on during 7 seconds of NSWK & EWWK when activated by pushbutton.
	FDW 11								
	MIN 18								
	MAX1 34								Extended Push Activation = 3 seconds.
	AMB 4								
	ALR 2								Side Street Passage Time = 3 seconds.
	SPLIT	39	39	39	34	39	39		
3 NOT USED	WLK								
	FDW								
	MIN								
	MAX1								
	AMB								
	ALR								
	SPLIT								
Private Access 4	WLK 7							Callable by Traficam, and/or Pushbutton; Extendable by Traficam.	
	FDW 16								
	MIN 7								
	MAX1 23								
	AMB 3								
	ALR 4								
	SPLIT	31	31	31	31	31	31		
5 NOT USED	WLK								
	FDW								
	MIN								
	MAX1								
	AMB								
	ALR								
	SPLIT								
Park Lawn Rd 6	WLK 7							Fixed.	
	FDW 11								
	MIN 18								
	MAX1 34								
	AMB 4								
	ALR 2								
	SPLIT	39	39	39	34	39	39		
7 NOT USED	WLK								
	FDW								
	MIN								
	MAX1								
	AMB								
	ALR								
	SPLIT								
Private Access 8	WLK 7							Callable by Traficam, and/or Pushbutton; Extendable by Traficam.	
	FDW 16								
	MIN 7								
	MAX1 23								
	AMB 3								
	ALR 4								
	SPLIT	31	31	31	31	31	31		
	CL	70	70	70	65	70	70		
	OF	66	57	65	6	67	50		

NOTES:

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Phone: 416-397-5770, Fax: 416-397-5777

CURRENT SIGNAL TIMING INFORMATION

Location: The Queensway & Park Lawn Rd.
PX/SCN: 564 / 52411
Our Ref: 2019_0099
Staff: DR/AD
Preparation Date: June 6, 2019
Controller Type: EPIC 140
Mode of Control: FXT
Design Walk Speed: 1.0 m/s (FDW based on full crossing @ 1.2 m/s)
N/S FDW Duration: 21 sec
E/W FDW Duration: 16 sec
Issued To: BA Consulting Group Ltd. (Karen L. MacDougall)

Control Level	TYPICAL			SCOOT		
Plan	AM	OFF	PM	AM	OFF	PM
Time of Operation	06:30-10:00 Mon - Fri	All Other Times Mon - Fri	15:00-19:00 Mon - Fri	06:30-10:00 Mon - Fri	All Other Times	15:00-19:00 Mon - Fri
Signal Aspect						
East-West Phase						
*EBLA/EBG/EWWK (S. SIDE) or WBLA/WBG/EWWK (N.SIDE) or EWLA/EWDW	7	7	7	7 - 54	7 - 38	7 - 44
*SKIPPED or WBLA/WBG/EWWK (N.SIDE) or WBLA/EBYA/EWDW	2	2	2	2	2	2
*SKIPPED or WBLA/WBG/EWWK (N.SIDE) or WBLA/EBLR/EWDW	2	2	2	2	2	2
*SKIPPED or WBLA/WBG/EWWK (N.SIDE) or WBLA/WBG/EWWK (N.SIDE)	15	15	24	4 - 51	4-39	14 - 51
*EBYA/EBG/EWWK (S.SIDE) or WBYA/WBG/EWWK (N.SIDE) or WBYA/WBG/EWWK (N.SIDE)	2	2	2	2	2	2
*EBG/EWWK (S.SIDE) or WBG/EWWK (N.SIDE) or WBG/EWWK (N.SIDE)	2	2	2	2	2	2
EWG/EWWK (BOTH SIDES)	44	36	35	8 - 55	8 - 39	8 - 45
EWG/EWFD (BOTH SIDES)	16	16	16	16	16	16
EWY/EWDW	4	4	4	4	4	4
ALLR	3	3	3	3	3	3
North-South Phase						
**NBLA/NBG/NSWK (E. SIDE) or SBLA/SBG/NSWK (W.SIDE)	7	7	7	7 - 54	7 - 38	7 - 44
**NBYA/NBG/NSWK (E.SIDE) or SBYA/SBG/SBWK (W.SIDE)	2	2	2	2	2	2
**NBG/NSWK (E.SIDE) or NSG/NBWK (BOTH SIDES)	2	2	2	2	2	2
NSG/NSWK (BOTH SIDES)	8	16	8	8 - 55	8 - 39	8 - 45
NSG/NSFD (BOTH SIDES)	21	21	21	21	21	21
NSY/NSDW	3	3	3	3	3	3
ALLR	4	4	4	4	4	4
Cycle Length/Range	144	144	144	112 - 144	112 - 128	112 - 144

NOTE

* EBLA & WBLA are callable all times. Unused times are allocated to EWG/EWWK.

**NBLA is callable at all times. Unused times are allocated to NSG/NSWK.

SCOOT cycle lengths between 32-64 may change by 4 second increments, between 64-128 by 8 second increments and above 128 by 16 second increments. SCOOT may change the cycle length by one increment at a time every 150 seconds.

APPENDIX F:

Calibration Data

BA Group

BA GROUP
Transportation Consultants

PROJECT NUMBER: 7036-10

PROJECT NAME: Project Brown

STUDY LOCATION: 3_Park Lawn Rd and Gardiner Eastbound Off Ramp

STUDY DATE: 06-Jun-19

STUDY TIME: 17:00 - 18:00

FIELD STAFF: Video Accu Traffic Inc

Record "0" for no vehicles and "X" for missed phases / cycles
Record "M" for mediums and "H" for heavys

INTER-GREEN STUDY

Count Direction: EB

Turning Movement: RT

Time of Day	Cycle No.	5__PM		Green Time + Amber + All Red (Seconds)	Green Time (Seconds)
		Amber + All Red	EB Red		
17:00:07	1	2	10	20	15
17:01:34	2	2	4	32	27
17:02:59	3	2	15	25	20
17:04:25	4	2	6	35	30
17:05:53	5	2	10	29	24
17:07:18	6	1	6 + Rear End @ 17:07:45	22	17
17:08:41	7	2	10	18	13
17:10:09	8	2	8	42	37
17:11:45	9	2	13	22	17
17:13:18	10	2	5	36	31
17:14:44	11	1	3	26	21
17:16:14	12	1	10	28	23
17:17:44	13	2	6	38	33
17:19:12	14	1	6	40	35
17:20:42	15	2	12	34	29
17:22:09	16	1	4	34	29
17:23:32	17	2	7	36	31
17:25:03	18	1	8	38	33
17:26:34	19	1	7	30	25
17:28:03	20	1	12	34	29

17:29:33	21	2	6	36	31
17:31:00	22	0	11	28	23
17:32:30	23	2	8	34	29
17:33:58	24	2	11	40	35
17:35:28	25	4	5	32	27
17:36:53	26	2	7	38	33
17:38:25	27	2	11	40	35
17:39:50	28	3	5	34	29
17:41:10	29	3	11	32	27
17:42:44	30	4	6	40	35
17:44:11	31	3	12	30	25
17:45:39	32	3	5	30	25
17:47:03	33	4	10	40	35
17:48:37	34	0	4	38	33
17:50:12	35	3	5	36	31
17:51:32	36	3	7	38	33
17:53:07	37	2	15	26	21
17:54:33	38	1	12	32	27
17:56:07	39	3	12	32	27
17:57:34	40	2	13	24	19
17:59:05	41	2	7	34	29

BA GROUP
Transportation Consultants

PROJECT NUMBER: 7036-10

PROJECT NAME: Project Brown

STUDY LOCATION: 3_Park Lawn Rd and Gardiner Eastbound Off Ramp

STUDY DATE: 08-Jun-19

STUDY TIME: 12:00 - 13:00

FIELD STAFF: Video Accu Traffic Inc

Record "0" for no vehicles and "X" for missed phases / cycles
Record "M" for mediums and "H" for heavys

INTER-GREEN STUDY

Count Direction: EB

Turning Movement: RT

Time of Day	Cycle No.	12__PM		Green Time + Amber + All Red (Seconds)	Green Time (Seconds)
		Amber + All Red	EB Red		
11:59:54	1	1	12	16	11
12:01:13	2	2	9	36	31
12:02:49	3	2	11	34	29
12:04:19	4	2	10	20	15
12:05:49	5	2	6	36	31
12:07:14	6	1	11	24	19
12:08:42	7	2	7	40	35
12:10:09	8	0	11	28	23
12:11:33	9	0	10	28	23
12:13:09	10	1	4	32	27
12:14:35	11	1	2	40	35
12:16:03	12	1	9	36	31
12:17:36	13	0	2	34	29
12:19:04	14	2	15	22	17
12:20:23	15	3	10	26	21
12:21:54	16	0	6	36	31
12:23:25	17	3	13	26	21
12:24:58	18	2	13	38	33
12:26:24	19	1	11	26	21
12:27:47	20	1	9	14	9

12:29:18	21	1	6	24	19
12:30:46	22	0	7	40	35
12:32:11	23	0	4	36	31
12:33:38	24	0	11	16	11
12:35:09	25	1	11	26	21
12:36:38	26	2	11	22	17
12:38:06	27	0	5	28	23
12:39:30	28	0	3	26	21
12:40:59	29	0	3	38	33
12:42:26	30	1	3	36	31
12:43:47	31	2	12	28	23
12:45:15	32	1	4	32	27
12:46:51	33	2	12	22	17
12:48:19	34	2	8	26	21
12:49:47	35	2	8	38	33
12:51:14	36	1	6	28	23
12:52:43	37	0	7	22	17
12:54:12	38	1	10	32	27
12:55:44	39	1	12	16	11
12:57:13	40	1	6	28	23
12:58:35	41	0	9	26	21

BA GROUP *Transportation Consultants*

PROJECT NUMBER: 19093 **STUDY DATE:** 06-Jun-19

PROJECT NAME: **STUDY TIME:** INTER-GREEN STUDY

STUDY LOCATION: 22_NBL at Park Lawn Rd & Gardiner Westbound On Ramp & Ontario F **FIELD STAFF:** Video Accu Traffik Inc

Record "0" for no vehicles and "X" for missed phases / cycles
Record "M" for mediums and "H" for heavys

INTER-GREEN STUDY

Count Direction: NBL **Count Direction:**

Turning Movement: **Turning Movement:**

Time of Day	Cycle No.	AM	
		Amber	Red
7:30:00	1	1	0
7:32:09	2	2	0
7:34:04	3	5	1
7:35:23	4	1	0
7:37:07	5	1	0
7:38:27	6	1	1
7:40:04	7	5	2
7:41:32	8	3	0
7:43:09	9	3	1
7:44:34	10	5	0
7:46:11	11	6	1
7:47:37	12	4	1
7:49:31	13	3	1
7:51:04	14	4	0
7:52:56	15	3	2
7:54:35	16	3	1
7:56:14	17	5	1
7:58:05	18	7	1
7:59:38	19	4	0
8:01:12	20	5	0

8:02:59	21	3	1
8:04:48	22	3	1
8:06:31	23	2	2
8:08:26	24	4	1
8:09:57	25	2	2
8:11:49	26	2	2
8:13:40	27	5	2
8:15:25	28	4	1
8:18:40	29	2	2
8:20:29	30	4	1
8:22:21	31	4	0
8:24:03	32	3	1
8:25:44	33	5	2
8:27:20	34	1	1
8:28:47	35	4	1
8:30:27	36	2	0
8:28:47	37	3	1
8:30:26	38	1	1
8:32:18	39	2	1
8:33:55	40	5	1
8:35:43	41	2	1
8:37:32	42	5	0
8:41:03	43	2	2
8:42:43	44	5	2
8:44:27	45	3	1
8:46:11	46	3	1
8:47:37	47	3	1

8:49:25	48	1	0
8:51:13	49	1	2
8:53:08	50	3	2
8:54:49	51	3	2
8:56:13	52	4	2
8:58:19	53	4	1
9:00:03	54	3	2
9:01:37	55	2	2
9:03:35	56	5	0
9:05:15	57	4	1
9:06:57	58	6	1
9:08:31	59	0	0
9:10:31	60	0	0
9:12:15	61	4	1
9:13:42	62	3	3
9:15:43	63	3	3
9:17:22	64	3	2
9:19:09	65	3	1
9:20:43	66	5	1
9:22:19	67	4	1
9:24:03	68	3	2
9:26:00	69	3	1
9:27:03	70	3	3
9:29:24	71	5	0

BA GROUP
Transportation Consultants

PROJECT NUMBER: 19093 **STUDY DATE:** 8-Jun-2019

PROJECT NAME: **STUDY TIME:** INTER-GREEN STUDY

STUDY LOCATION: 22_NBL at Park Lawn Rd & Gardiner Westbound On Ramp & Ontario F **FIELD STAFF:** Video Accu Traffik Inc

Record "0" for no vehicles and "X" for missed phases / cycles
Record "M" for mediums and "H" for heavys

INTER-GREEN STUDY

Count Direction: NBL **Count Direction:**

Turning Movement: **Turning Movement:**

Time of Day	Cycle No.	NOON	
		Amber	Red
12:00:00	1	0	2
12:03:03	2	2	2
12:14:42	3	1	1
12:23:31	4	4	0
12:54:16	5	3	2
13:03:05	6	3	4
13:25:22	7	3	2
14:56:40	8	1	0

BA GROUP *Transportation Consultants*

PROJECT NUMBER: 19093 **STUDY DATE:** 06-Jun-19

PROJECT NAME: **STUDY TIME:** INTER-GREEN STUDY

STUDY LOCATION: 23_WBL at Park Lawn Rd / The Queensway **FIELD STAFF:** Video Accu Traffik Inc

Record "0" for no vehicles and "X" for missed phases / cycles
Record "M" for mediums and "H" for heavys

INTER-GREEN STUDY

Count Direction: WBL **Count Direction:**

Turning Movement: **Turning Movement:**

Time of Day	Cycle No.	AM		Time of Day	Cycle No.	PM	
		Amber	Red			Amber	Red
7:30:00	1	1	0	16:00:00	1	2	0
7:32:13	2	2	0	16:02:04	2	1	0
7:34:43	3	1	1	16:04:27	3	2	0
7:37:01	4	0	2	16:06:58	4	1	2
7:39:28	5	1	1	16:09:28	5	1	0
7:41:48	6	0	2	16:11:55	6	3	0
7:44:25	7	1	1	16:14:13	7	0	2
7:46:55	8	0	2	16:16:41	8	3	0
7:49:08	9	1	1	16:19:07	9	2	0
7:51:36	10	0	2	16:21:26	10	2	0
7:54:02	11	0	2	16:24:01	11	0	2
7:56:19	12	0	1	16:26:26	12	1	0
7:58:46	13	2	0	16:28:57	13	2	0
8:01:25	14	1	0	16:31:12	14	2	0
8:03:35	15	0	1	16:33:43	15	2	0
8:05:56	16	0	2	16:36:05	16	0	1
8:08:25	17	0	2	16:38:28	17	2	0
8:11:07	18	1	2	16:40:59	18	2	0
8:13:29	19	1	1	16:43:20	19	1	2
8:16:07	20	1	2	16:45:46	20	3	0

8:18:43	21	1	0	16:48:03	21	0	2

BA GROUP
Transportation Consultants

PROJECT NUMBER: 19093 **STUDY DATE:** 08-Jun-19

PROJECT NAME: **STUDY TIME:** INTER-GREEN STUDY

STUDY LOCATION: 23_WBL at Park Lawn Rd / The Queensway **FIELD STAFF:** Video Accu Traffik Inc

Record "0" for no vehicles and "X" for missed phases / cycles
Record "M" for mediums and "H" for heavys

INTER-GREEN STUDY

Count Direction: WBL **Count Direction:**

Turning Movement: **Turning Movement:**

Time of Day	Cycle No.	NOON	
		Amber	Red
12:00:00	1	1	1
12:02:15	2	0	3
12:04:15	3	1	1
12:06:20	4	1	0
12:08:30	5	1	1
12:10:47	6	1	1
12:12:56	7	0	2
12:14:58	8	0	1
12:17:11	9	1	2
12:19:37	10	1	1
12:21:31	11	0	2
12:23:25	12	1	0
12:25:38	13	1	1
12:27:40	14	0	1
12:29:51	15	1	1
12:32:07	16	0	1
12:34:15	17	1	1
12:36:25	18	1	0
12:38:35	19	1	1
12:40:37	20	1	1

12:42:52	21	0	1
12:45:00	22	1	1
12:47:08	23	0	2
12:49:18	24	0	2
12:51:35	25	1	0
12:53:38	26	2	0
12:55:51	27	3	0
12:57:47	28	0	2
12:59:52	29	1	0
13:02:02	30	1	1
13:04:05	31	0	2
13:06:04	32	0	2
13:08:13	33	2	0
13:10:27	34	2	0
13:12:40	35	0	0
13:14:35	36	0	1
13:16:57	37	0	2
13:18:59	38	0	1
13:20:59	39	0	0
13:23:00	40	0	0
13:25:14	41	0	1
13:27:23	42	0	2
13:29:27	43	1	0
13:31:37	44	2	0
13:33:41	45	1	0
13:35:37	46	1	2
13:37:45	47	0	0

13:40:02	48	0	2
13:42:09	49	1	0
13:44:04	50	0	1
13:46:18	51	1	1
13:48:20	52	1	0
13:50:39	53	0	2
13:52:38	54	1	3
13:54:53	55	1	0
13:57:07	56	0	1
13:59:14	57	1	1
14:01:31	58	0	2
14:03:39	59	0	1
14:05:44	60	0	0
14:07:58	61	0	2
14:10:02	62	1	0
14:12:16	63	2	0
14:14:12	64	1	0
14:16:30	65	0	2
14:18:44	66	0	2
14:20:50	67	2	0
14:22:54	68	0	2
14:24:57	69	0	2
14:27:00	70	1	0
14:29:10	71	1	1
14:31:14	72	0	2
14:33:31	73	1	0
14:35:34	74	1	0

14:37:34	75	2	0
14:39:46	76	0	1
14:42:09	77	1	1
14:44:08	78	0	2
14:46:23	79	0	2
14:48:25	80	0	2
14:50:33	81	0	2
14:52:51	82	0	1
14:54:49	83	1	0
14:57:06	84	0	0
14:59:13	85	2	0

Project No: 7036-10
Project: Project Brown
Study Location: Lakeshore @ Marine Parade Drive
Municipality: Toronto
Study Date: Thursday June 6, 2019
Study Time: 8:00-9:00 & 16:45-17:45

Delay Study

	Overall Delay (sec)	Left Turn Delay (sec)	Through Delay (sec)	Right Turn Delay (sec)	Courtesy Gap (sec)			2-Stage Gap (sec)		
					Left Turn	Through	Right Turn	Left Turn	Through	Right Turn
AM Peak Hour										
Minimum Delay	1	1	NA	1	NA	NA	36	NA	NA	NA
Average Delay	27	31	NA	25	NA	NA	36	NA	NA	NA
85th Percentile	56	59	NA	50	NA	NA	36	NA	NA	NA
95th Percentile	68	69	NA	67	NA	NA	36	NA	NA	NA
Maximum Delay	115	115	NA	95	NA	NA	36	NA	NA	NA
Total Vehicles Measured	200	58	0	142	0	0	1	0	0	0
Total from Traffic Count	200	58	0	142	n/a	n/a	n/a	n/a	n/a	n/a
Sample	100%	100%	#DIV/0!	100%	n/a	n/a	n/a	n/a	n/a	n/a
PM Peak Hour										
Minimum Delay	1	2	NA	1	NA	NA	NA	NA	NA	NA
Average Delay	20	21	NA	18	NA	NA	NA	NA	NA	NA
85th Percentile	46	46	NA	40	NA	NA	NA	NA	NA	NA
95th Percentile	60	53	NA	65	NA	NA	NA	NA	NA	NA
Maximum Delay	82	82	NA	72	NA	NA	NA	NA	NA	NA
Total Vehicles Measured	136	71	0	65	0	0	0	0	0	0
Total from Traffic Count	137	68	0	69	n/a	n/a	n/a	n/a	n/a	n/a
Sample	99%	104%	#DIV/0!	94%	n/a	n/a	n/a	n/a	n/a	n/a

Project No: 7036-10
Project: Project Brown
Study Location: Lakeshore @ Marine Parade Drive
Municipality: Toronto
Study Date: Saturday June 8, 2019
Study Time: 12:30-13:30

Delay Study

	Overall Delay (sec)	Left Turn Delay (sec)	Through Delay (sec)	Right Turn Delay (sec)	Courtesy Gap (sec)			2-Stage Gap (sec)		
					Left Turn	Through	Right Turn	Left Turn	Through	Right Turn
Noon Peak Hour										
Minimum Delay	1	2	NA	1	NA	NA	NA	NA	NA	NA
Average Delay	11	12	NA	9	NA	NA	NA	NA	NA	NA
85th Percentile	20	22	NA	15	NA	NA	NA	NA	NA	NA
95th Percentile	26	30	NA	21	NA	NA	NA	NA	NA	NA
Maximum Delay	47	47	NA	26	NA	NA	NA	NA	NA	NA
Total Vehicles Measured	151	91	0	60	0	0	0	0	0	0
Total from Traffic Count	146	92	0	54	n/a	n/a	n/a	n/a	n/a	n/a
Sample	103%	99%	#DIV/0!	111%	n/a	n/a	n/a	n/a	n/a	n/a

Project No: 7036.10
Project: Project Brown
Study Location: Lake Shore - Shore Breeze
Municipality: Toronto
Study Date: Thur June 6 - 2019
Study Time: PM Peak Only 8:00-9:00
OUTBOUND
Delay Study

	Overall Delay (sec)	Left Turn Delay (sec)	Right Turn Delay (sec)	Courtesy Gap (sec) Left Turn	Courtesy Gap (sec) Right Turn	2-Stage Gap (sec) Left Turn
AM Peak Hour 8 - 9						
Minimum Delay	0	0	0	20	0	33
Average Delay	25	32	18	47	10	37
85th Percentile	45	54	39	67	17	39
95th Percentile	80	92	54	90	19	40
Maximum Delay	135	132	135	102	20	40
Total Vehicles Measured	65	30	35	5	3	2
Total from Traffic Count	62	25	37			
Sample	105%	120%	95%			
PM Peak Hour						
Minimum Delay	0	0	0	32		
Average Delay	32	47	20	60		
85th Percentile	74	94	40	84		
95th Percentile	105	109	77	93		
Maximum Delay	135	135	125	98		
Total Vehicles Measured	34	15	19	3	0	0
Total from Traffic Count	33	15	18			
Sample	103%	100%	106%			

Project No: 7036-01
Project: Project Brown
Study Location: Lake Shore - Shore Breeze
Municipality: Toronto
Study Date: Sat June 8 - 19
Study Time: 13:00-15:00
Outbound
Delay Study

	Overall Delay (sec)	Left Turn Delay (sec)	Right Turn Delay (sec)
Midday 14:00-15:00			
Minimum Delay	0	0	0
Average Delay	17	21	11
85th Percentile	35	36	24
95th Percentile	38	40	34
Maximum Delay	50	50	38
Total Vehicles Measured	57	31	26
Total from Traffic Count	55	31	24
Sample	104%	100%	108%

Project No: 7036-10
Project: Project Brown
Study Location: Silver Mood Dr NB out to Lake Shore Blvd W
Municipality: City of Toronto
Study Date: Thursday June 6, 2019
Study Time: 7:30-9:30 & 16:00-18:00

Delay Study

	Overall Delay (sec)	Left Turn Delay (sec)	Through Delay (sec)	Right Turn Delay (sec)	Courtesy Gap (sec)			2-Stage Gap (sec)		
					Left Turn	Through	Right Turn	Left Turn	Through	Right Turn
AM Peak Hour 8:00 - 9:00										
Minimum Delay	4	6	-	4	12	-	-	-	-	-
Average Delay	41	48	-	27	48	-	-	-	-	-
85th Percentile	65	82	-	51	68	-	-	-	-	-
95th Percentile	93	97	-	67	88	-	-	-	-	-
Maximum Delay	132	132	-	98	132	-	-	-	-	-
Total Vehicles Measured	52	35	0	17	23	0	0	0	0	0
Total from Traffic Count	50	33	0	17	n/a	n/a	n/a	n/a	n/a	n/a
Sample	104%	106%	#DIV/0!	100%	n/a	n/a	n/a	n/a	n/a	n/a
PM Peak Hour 17:00 - 18:00										
Minimum Delay	0	4	-	0	9	-	-	-	-	-
Average Delay	33	41	-	18	17	-	-	-	-	-
85th Percentile	58	88	-	28	22	-	-	-	-	-
95th Percentile	106	109	-	40	23	-	-	-	-	-
Maximum Delay	120	120	-	41	24	-	-	-	-	-
Total Vehicles Measured	58	38	0	20	2	0	0	0	0	0
Total from Traffic Count	58	38	0	20	n/a	n/a	n/a	n/a	n/a	n/a
Sample	100%	100%	#DIV/0!	100%	n/a	n/a	n/a	n/a	n/a	n/a

Project No: 7036-10
Project: Project Brown
Study Location: Silver Mood Dr NB out to Lake Shore Blvd W
Municipality: City of Toronto
Study Date: Saturday June 8, 2019
Study Time: 14:00 - 15:00

Delay Study

	Overall Delay (sec)	Left Turn Delay (sec)	Through Delay (sec)	Right Turn Delay (sec)	Courtesy Gap (sec)			2-Stage Gap (sec)		
					Left Turn	Through	Right Turn	Left Turn	Through	Right Turn
Sat Peak Hour 14:00 - 15:00										
Minimum Delay	3	3	-	6	-	-	-	-	-	-
Average Delay	34	36	-	28	-	-	-	-	-	-
85th Percentile	62	68	-	47	-	-	-	-	-	-
95th Percentile	91	101	-	60	-	-	-	-	-	-
Maximum Delay	115	115	-	67	-	-	-	-	-	-
Total Vehicles Measured	90	65	0	25	0	0	0	0	0	0
Total from Traffic Count	90	65	0	25	n/a	n/a	n/a	n/a	n/a	n/a
Sample	100%	100%	#DIV/0!	100%	n/a	n/a	n/a	n/a	n/a	n/a

APPENDIX G:

Synchro Results

BA Group

TABLE G-1: TRAFFIC OPERATIONS RESULTS – SIGNALIZED INTERSECTIONS

Intersection	Movement	Existing			Future Background			Future Total		
		V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay
Park Lawn Rd / The Queensway[2]	**Overall**	**0.87 (0.92) [0.91]**	**D (D) [D]**	**41.8 (47.1) [41.3]**	**1.00 (1.10) [1.06]**	**D (E) [D]**	**53.5 (66.4) [54.7]**	**0.85 (0.94) [0.98]**	**D (D) [D]**	**41.6 (48.0) [48.4]**
	EBL	0.33 (0.77) [0.48]	C (D) [C]	22.5 (41.5) [25.7]	0.33 (0.67) [0.48]	C (C) [C]	21.6 (30.0) [25.8]	0.30 (0.60) [0.54]	C (C) [D]	22.6 (32.3) [35.8]
	EBTR	0.91 (0.97) [0.94]	D (E) [E]	49.4 (64.1) [58.3]	0.98 (1.10) [1.03]	E (F) [E]	61.5 (102.9) [79.3]	-		
	EBT	-			-			0.81 (0.92) [0.95]	D (E) [E]	41.4 (59.7) [69.4]
	EBR	-			-			0.14 (0.28) [0.26]	C (D) [D]	26.7 (38.0) [40.8]
	WBL[3]	0.78 (0.94) [0.87]	D (E) [D]	54.5 (71.8) [53.6]	0.96 (1.09) [1.02]	F (F) [F]	90.9 (116.0) [89.7]	0.77 (0.92) [0.96]	D (E) [E]	45.9 (64.3) [71.0]
	WBT	0.38 (0.54) [0.47]	C (C) [C]	21.5 (20.7) [24.5]	0.44 (0.61) [0.50]	C (C) [C]	26.9 (26.6) [26.4]	0.38 (0.62) [0.53]	C (C) [C]	24.2 (28.8) [30.8]
	WBR	0.03 (0.07) [0.05]	B (B) [B]	17.4 (14.9) [19.6]	0.03 (0.07) [0.05]	C (B) [C]	21.7 (18.7) [21.1]	0.03 (0.07) [0.06]	C (C) [C]	20.1 (20.5) [24.8]
	NBL	0.73 (0.78) [0.83]	D (E) [E]	48.1 (62.5) [56.4]	0.99 (1.03) [1.03]	F (F) [F]	89.3 (119.0) [100.4]	0.80 (0.91) [0.95]	E (F) [F]	60.1 (84.3) [80.3]
	NBT	0.42 (0.65) [0.42]	D (D) [D]	39.9 (51.5) [35.2]	0.51 (0.68) [0.48]	D (D) [C]	38.9 (51.3) [34.9]	0.52 (0.70) [0.55]	D (D) [D]	47.4 (54.6) [42.1]
	NBR	0.79 (0.64) [0.42]	D (C) [B]	37.8 (26.1) [16.1]	0.89 (0.67) [0.48]	D (C) [B]	47.4 (26.5) [16.7]	0.84 (0.58) [0.45]	D (C) [A]	42.6 (23.4) [5.9]
	SBL	0.36 (0.54) [0.25]	D (E) [D]	51.4 (63.6) [41.8]	0.41 (0.56) [0.27]	E (E) [D]	55.7 (65.5) [43.1]	0.38 (0.52) [0.28]	D (E) [D]	54.9 (63.1) [43.7]
	SBTR	0.56 (0.67) [0.56]	D (E) [D]	52.8 (57.7) [45.6]	0.64 (0.78) [0.63]	E (E) [D]	56.9 (62.2) [47.8]	0.67 (0.82) [0.76]	E (E) [D]	57.8 (64.4) [52.6]

Notes:
1. xx (xx) [xx] – AM Peak (PM Peak) [SAT Peak]
2. Lane configurations change between analysis scenarios
3. Lost time adjustment calibrated to -2 seconds under existing conditions (all analysis periods) based on intergreen study - attached in Appendix F

TABLE G-1: TRAFFIC OPERATIONS RESULTS – SIGNALIZED INTERSECTIONS (CONT'D)

Intersection	Movement	Existing			Future Background			Future Total		
		V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay
Park Lawn Rd / Gardiner WB On Ramp / Ontario Food Terminal Dwy[4]	**Overall**	**0.65 (0.55) [0.37]**	**B (A) [A]**	**14.7 (4.1) [4.9]**	**0.88 (0.66) [0.49]**	**D (B) [B]**	**47.6 (10.1) [10.3]**	**0.84 (0.45) [0.51]**	**D (C) [C]**	**35.5 (22.0) [21.0]**
	WBLTR	0.76 (0.25) [-]	D (D) [-]	50.1 (42.2) [-]	0.76 (0.25) [-]	D (D) [-]	50.1 (42.2) [-]	0.90 (0.09) [-]	F (D) [-]	91.9 (52.7) [-]
	NBL[2,3]	0.80 (0.55) [0.63]	B (A) [A]	12.4 (3.7) [4.7]	1.20 (0.66) [0.78]	F (B) [B]	113.6 (11.3) [10.7]	0.84 (0.75) [0.77]	D (D) [D]	53.5 (52.7) [49.7]
	NBT	0.47 (0.34) [0.32]	A (A) [A]	4.9 (1.0) [3.5]	0.60 (0.38) [0.39]	B (A) [A]	10.7 (1.1) [3.9]	0.51 (0.41) [0.47]	A (A) [A]	8.5 (7.3) [5.6]
	SBT	0.20 (0.23) [0.18]	B (A) [A]	18.3 (5.9) [5.3]	0.29 (0.46) [0.35]	C (B) [B]	23.3 (17.0) [15.8]	0.33 (0.38) [0.42]	C (C) [C]	30.9 (21.3) [20.3]
	SBR	0.45 (0.35) [0.38]	C (A) [A]	23.0 (7.3) [7.3]	0.56 (0.35) [0.39]	C (B) [B]	30.0 (16.7) [17.3]	0.84 (0.46) [0.53]	D (C) [C]	49.6 (29.8) [24.8]

Notes:
1. xx (xx) [xx] – AM Peak (PM Peak) [SAT Peak]
2. Lost time adjustment calibrated to -4 seconds under existing conditions (AM and Saturday peak) based on intergreen study - attached in Appendix F
3. Protected left turn phase introduced under future total with introduction of dual left turn lanes (all analysis periods)
4. Cycle length increased to 144 seconds (AM and PM peak) and 128 seconds (Saturday peak) under future total, consistent with adopted future total cycle length for the Park Lawn Rd / Gardiner EB Off Ramp / Legion Rd / Relief Rd intersection, discussed below

TABLE G-1: TRAFFIC OPERATIONS RESULTS – SIGNALIZED INTERSECTIONS (CONT'D)

Intersection	Movement	Existing			Future Background			Future Total		
		V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay
Park Lawn Rd / Gardiner EB Off Ramp / Legion Rd *(Existing and Future Background)* **Park Lawn Rd / Gardiner EB Off Ramp / Legion Rd / Relief Rd** *(Future Total)*[2,4,5]	**Overall**	**0.60 (0.61) [0.55]**	**C (C) [B]**	**21.9 (23.7) [18.1]**	**0.89 (0.70) [0.72]**	**C (C) [B]**	**28.3 (22.9) [18.6]**	**0.75 (0.84) [0.94]**	**D (D) [D]**	**48.0 (41.8) [51.2]**
	EBL[6]	0.75 (0.57) [0.55]	D (C) [C]	36.7 (22.4) [28.4]	-			0.84 (0.71) [0.91]	E (D) [E]	57.4 (46.8) [70.7]
	EBLR	-			0.90 (0.87) [0.75]	D (C) [C]	42.0 (30.0) [29.4]	-		
	EBT	-			-			0.32 (0.28) [0.21]	C (B) [C]	33.1 (19.7) [20.5]
	EBR[3]	0.47 (0.90) [0.69]	C (D) [C]	31.1 (43.0) [33.8]	0.35 (0.87) [0.63]	C (D) [C]	25.3 (37.1) [27.9]	0.41 (0.84) [0.81]	C (C) [D]	34.9 (24.7) [39.2]
	WBL	-			-			0.23 (0.85) [0.90]	D (F) [E]	48.5 (88.3) [78.9]
	WBT	-			-			0.06 (0.07) [0.03]	D (D) [C]	53.1 (47.6) [34.5]
	WBR	-			-			0.57 (0.58) [0.55]	D (D) [C]	43.1 (43.2) [27.5]
	NBL	0.06 (0.21) [0.13]	A (B) [A]	8.3 (13.2) [7.4]	0.09 (0.43) [0.23]	B (C) [B]	11.4 (20.9) [11.1]	0.16 (0.22) [0.37]	D (C) [D]	38.6 (28.5) [44.8]
	NBT	0.53 (0.40) [0.49]	B (B) [A]	12.5 (14.0) [9.9]	0.88 (0.56) [0.71]	C (B) [B]	26.7 (18.0) [16.5]	0.86 (0.42) [0.88]	D (D) [D]	54.1 (45.0) [54.8]
	NBR	-			-			0.06 (0.07) [0.17]	D (D) [D]	36.5 (40.3) [38.1]
	SBL	-			-			0.40 (0.60) [0.94]	E (C) [F]	77.1 (33.7) [100.1]
	SBTR	0.11 (0.31) [0.21]	A (A) [A]	2.1 (8.0) [3.2]	0.17 (0.47) [0.31]	A (A) [A]	1.9 (7.9) [2.1]	0.14 (0.78) [0.32]	B (E) [C]	17.6 (56.9) [25.5]

Notes:
1. xx (xx) [xx] – AM Peak (PM Peak) [SAT Peak]
2. Lane configurations change between analysis scenarios
3. Right turn on red saturation flow calibrated to 633 (PM peak) and 597 (Saturday peak) under existing conditions based on right turn on red study - attached in Appendix F
4. Cycle length increased to 144 seconds (AM and PM peak) and 128 seconds (Saturday peak) under future total to allow the additional time required to accommodate the addition of the Relief Rd (and consistent with the Park Lawn Rd / The Queensway intersection)
5. Minimum walk time reduced to 7 seconds under future total to allow additional time to be allocated to the east-west movements (all analysis periods). Flash don't walk time maintained to ensure sufficient crossing time for pedestrians.
6. Protected left turn phase introduced under future total (PM peak)

TABLE G-1: TRAFFIC OPERATIONS RESULTS – SIGNALIZED INTERSECTIONS (CONT'D)

Intersection	Movement	Existing			Future Background			Future Total		
		V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay
Park Lawn Rd / South Beach Condos Dwy / Existing Site Dwy North *(Existing and Future Background)* **Park Lawn Rd / South Beach Condos Dwy / Dwy 2** *(Future Total)*	**Overall**	N/A[2]			N/A[2]			**0.92 (0.84) [0.85]**	**C (B) [C]**	**25.3 (18.5) [31.2]**
	EBL							0.45 (0.25) [0.40]	D (D) [D]	50.4 (52.2) [48.4]
	EBTR							0.03 (0.02) [0.02]	D (D) [D]	43.2 (48.6) [41.7]
	WBL							0.54 (0.71) [0.83]	D (E) [E]	51.3 (69.6) [74.0]
	WBTR							0.88 (0.21) [0.30]	F (D) [D]	83.0 (50.8) [45.1]
	NBL							0.03 (0.06) [0.07]	A (A) [B]	5.6 (3.8) [17.1]
	NBTR							0.49 (0.24) [0.78]	A (A) [C]	8.4 (4.1) [28.6]
	SBL							0.93 (0.87) [0.84]	E (C) [D]	60.5 (32.9) [45.6]
	SBTR							0.18 (0.36) [0.29]	A (A) [A]	7.5 (6.5) [9.1]

Notes:
1. xx (xx) [xx] – AM Peak (PM Peak) [SAT Peak]
2. Intersection is unsignalized under existing and future background

TABLE G-1: TRAFFIC OPERATIONS RESULTS – SIGNALIZED INTERSECTIONS (CONT'D)

Intersection	Movement	Existing			Future Background			Future Total		
		V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay
Park Lawn Rd / Metro Grocery Dwy / Existing Site Dwy South *(Existing and Future Background)* **Park Lawn Rd / Metro Grocery Dwy / Street B** *(Future Total)*[2]	**Overall**	**0.58 (0.59) [0.57]**	**B (A) [B]**	**13.1 (9.6) [12.1]**	**0.70 (0.68) [0.63]**	**B (B) [B]**	**13.8 (10.4) [12.4]**	**0.42 (0.41) [0.40]**	**A (A) [B]**	**10.0 (8.7) [11.8]**
	EBL	0.73 (0.58) [0.65]	C (C) [C]	29.2 (28.8) [27.9]	0.75 (0.58) [0.65]	C (C) [C]	30.5 (28.8) [27.9]	0.40 (0.23) [0.32]	C (B) [C]	20.4 (19.9) [20.7]
	EBTR	-			-			0.05 (0.03) [0.10]	B (B) [B]	17.6 (18.5) [19.0]
	EBR	0.15 (0.18) [0.29]	B (C) [C]	18.3 (23.9) [21.5]	0.30 (0.18) [0.33]	B (C) [C]	18.9 (23.9) [21.9]	-		
	WBLTR	- (0.00) [0.01]	- (C) [B]	- (22.8) [19.6]	- (0.00) [0.01]	- (C) [B]	- (22.8) [19.6]	-		
	WBTR	-			-			0.03 (0.01) [0.02]	D (B) [D]	36.6 (18.4) [47.8]
	NBL	0.04 (0.27) [0.14]	A (A) [A]	6.9 (9.2) [8.3]	0.05 (0.41) [0.18]	A (B) [A]	7.0 (15.0) [8.7]	0.01 (0.09) [0.06]	A (A) [A]	5.9 (5.1) [7.3]
	NBTR	0.38 (0.28) [0.39]	A (A) [A]	9.0 (6.0) [9.3]	0.65 (0.38) [0.55]	B (A) [B]	11.7 (6.6) [10.2]	0.43 (0.23) [0.44]	A (A) [A]	8.1 (5.2) [9.9]
	SBTR	0.48 (0.59) [0.52]	B (A) [A]	10.7 (8.1) [9.5]	0.54 (0.70) [0.61]	B (A) [B]	11.1 (9.8) [10.6]	0.29 (0.50) [0.43]	A (A) [B]	7.6 (9.0) [11.0]

Notes:
1. xx (xx) [xx] – AM Peak (PM Peak) [SAT Peak]
2. Lane configurations change between analysis scenarios

TABLE G-1: TRAFFIC OPERATIONS RESULTS – SIGNALIZED INTERSECTIONS (CONT'D)

Intersection	Movement	Existing			Future Background			Future Total		
		V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay
Lake Shore Blvd W / Legion Rd / Marina Del Rey Condos Dwy	**Overall**	**0.44 (0.41) [0.43]**	**B (A) [B]**	**10.1 (9.4) [11.6]**	**0.60 (0.55) [0.56]**	**B (B) [B]**	**12.2 (12.9) [14.6]**	**0.59 (0.54) [0.65]**	**B (B) [C]**	**17.2 (17.3) [20.8]**
	EBLTR	0.42 (0.41) [0.42]	A (A) [B]	7.3 (8.0) [10.0]	0.65 (0.56) [0.65]	B (B) [B]	10.9 (11.1) [14.2]	0.75 (0.67) [0.86]	B (B) [C]	19.0 (17.3) [24.8]
	WBLTR	0.27 (0.48) [0.45]	A (A) [B]	6.2 (8.6) [10.3]	0.30 (0.57) [0.52]	A (B) [B]	7.0 (11.0) [11.9]	0.36 (0.67) [0.69]	B (B) [B]	12.5 (16.8) [17.1]
	NBLTR	0.14 (0.03) [0.06]	C (C) [C]	26.5 (25.1) [22.3]	0.17 (0.03) [0.06]	C (C) [C]	25.5 (23.2) [21.2]	0.14 (0.03) [0.06]	B (B) [B]	18.1 (18.3) [18.4]
	SBL	0.46 (0.21) [0.37]	C (C) [C]	29.5 (26.5) [25.1]	0.43 (0.18) [0.35]	C (C) [C]	28.0 (24.4) [23.8]	0.35 (0.15) [0.32]	C (B) [C]	20.1 (19.2) [20.7]
	SBR	0.03 (0.02) [0.02]	C (C) [C]	25.7 (25.0) [22.0]	0.10 (0.47) [0.34]	C (C) [C]	25.1 (27.2) [23.6]	0.16 (0.32) [0.28]	B (C) [C]	18.4 (20.7) [20.3]

Notes:
1. xx (xx) [xx] – AM Peak (PM Peak) [SAT Peak]

TABLE G-1: TRAFFIC OPERATIONS RESULTS – SIGNALIZED INTERSECTIONS (CONT'D)

Intersection	Movement	Existing			Future Background			Future Total		
		V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay
Lake Shore Blvd W / Park Lawn Rd / Marine Parade Dr[2,3]	**Overall**	**0.61 (0.67) [0.64]**	**D (D) [D]**	**40.9 (51.6) [48.8]**	**0.92 (0.87) [0.92]**	**D (E) [D]**	**47.8 (59.9) [54.1]**	**0.65 (0.78) [0.89]**	**D (E) [E]**	**40.0 (56.1) [68.6]**
	EBL	0.57 (0.72) [0.80]	C (D) [D]	28.6 (41.2) [42.8]	0.95 (0.95) [1.10]	E (F) [F]	63.0 (85.9) [115.2]	0.80 (0.89) [0.98]	C (E) [E]	32.4 (61.1) [69.5]
	EBTR	0.60 (0.45) [0.35]	C (C) [C]	32.0 (30.8) [28.2]	0.76 (0.52) [0.45]	D (C) [C]	36.8 (31.3) [29.3]	0.58 (0.36) [0.31]	C (C) [B]	24.9 (20.1) [16.4]
	WBL	-			0.28 (0.06) [0.10]	D (D) [D]	53.4 (37.7) [41.6]	-		
	WBLT	0.40 (0.88) [0.63]	D (E) [D]	39.9 (61.1) [49.6]	-			0.41 (0.84) [0.74]	D (D) [D]	35.1 (40.0) [46.7]
	WBT	-			0.50 (0.99) [0.73]	D (E) [D]	46.7 (77.8) [53.6]	-		
	WBR	0.32 (0.40) [0.46]	B (B) [C]	16.1 (19.3) [21.9]	0.69 (0.55) [0.69]	C (C) [C]	29.1 (22.2) [29.6]	0.21 (0.09) [0.38]	E (D) [E]	70.4 (51.2) [75.0]
	NBL	-			-			0.16 (0.13) [0.15]	D (D) [D]	41.4 (41.1) [41.2]
	NBLT	0.43 (0.34) [0.30]	D (D) [D]	52.4 (49.1) [48.7]	0.75 (0.45) [0.49]	E (D) [D]	59.3 (50.5) [51.0]	-		
	NBT	-			-			0.29 (0.19) [0.20]	D (D) [D]	42.8 (41.5) [41.7]
	NBR	0.03 (0.03) [0.03]	D (D) [D]	48.3 (45.9) [46.0]	0.03 (0.03) [0.03]	D (D) [D]	47.1 (45.9) [46.0]	0.02 (0.01) [0.02]	D (D) [D]	39.6 (39.5) [39.6]
	SBL	0.70 (0.68) [0.60]	D (D) [D]	50.1 (47.9) [46.6]	0.93 (1.00) [0.86]	E (E) [D]	63.0 (76.0) [54.8]	0.65 (0.86) [0.87]	E (F) [F]	65.9 (86.2) [87.1]
	SBT	0.37 (0.24) [0.32]	D (D) [D]	42.1 (39.3) [41.4]	0.42 (0.37) [0.40]	D (D) [D]	39.1 (38.2) [40.0]	0.12 (0.11) [0.13]	C (C) [C]	21.8 (22.3) [28.4]
	SBR	0.17 (0.36) [0.40]	F (F) [F]	97.9 (118.4) [116.9]	0.12 (0.31) [0.35]	E (F) [F]	67.3 (91.0) [93.7]	0.23 (0.44) [0.57]	F (F) [F]	80.1 (131.6) [162.8]

Notes:
1. xx (xx) [xx] – AM Peak (PM Peak) [SAT Peak]
2. Lane configurations change between analysis scenarios
3. Split phasing removed under future total (all analysis periods)

TABLE G-1: TRAFFIC OPERATIONS RESULTS – SIGNALIZED INTERSECTIONS (CONT'D)

Intersection	Movement	Existing			Future Background			Future Total		
		V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay
Lake Shore Blvd W / Shore Breeze Dr *(Existing and Future Background)* **Lake Shore Blvd W / Shore Breeze Dr / Loop Rd** *(Future Total)*	**Overall**	N/A[2]			N/A[2]			**0.50 (0.36) [0.32]**	**B (B) [B]**	**13.6 (10.7) [12.9]**
	EBL							0.03 (0.16) [0.30]	A (B) [B]	7.0 (12.6) [14.1]
	EBTR							0.58 (0.42) [0.34]	B (B) [B]	12.0 (14.2) [12.6]
	WBTR							0.27 (0.45) [0.37]	A (A) [A]	7.5 (4.7) [8.2]
	NBL							0.14 (0.06) [0.12]	D (D) [D]	44.9 (43.9) [44.5]
	NBTR							0.28 (0.10) [0.17]	D (D) [D]	46.3 (44.3) [45.0]
	Streetcar							0.50 (0.48) [0.48]	E (E) [E]	78.4 (78.0) [78.0]

Notes:
1. xx (xx) [xx] – AM Peak (PM Peak) [SAT Peak]
2. Intersection is unsignalized under existing and future background

TABLE G-1: TRAFFIC OPERATIONS RESULTS – SIGNALIZED INTERSECTIONS (CONT'D)

Intersection	Movement	Existing			Future Background			Future Total		
		V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay
Lake Shore Blvd W / Silver Moon Dr *(Existing and Future Background)* **Lake Shore Blvd W / Silver Moon Dr / Loop Rd** *(Future Total)*[2]	**Overall**	N/A[3]			**0.90 (0.86) [0.67]**	**B (A) [B]**	**19.9 (9.2) [12.5]**	**0.58 (0.40) [0.41]**	**B (B) [B]**	**11.0 (11.8) [14.2]**
	EBTR				0.87 (0.58) [0.56]	B (A) [A]	18.6 (6.5) [8.6]	0.62 (0.44) [0.37]	A (A) [A]	4.0 (3.2) [3.8]
	WBL				0.95 (0.91) [0.67]	F (C) [C]	106.6 (21.1) [22.6]	0.12 (0.20) [0.12]	B (B) [A]	14.8 (10.7) [9.4]
	WBT				0.31 (0.50) [0.37]	A (A) [A]	5.7 (6.2) [8.2]	0.20 (0.36) [0.26]	B (A) [A]	14.5 (10.0) [9.6]
	NBL				0.75 (0.55) [0.67]	D (D) [D]	43.8 (42.7) [42.9]	0.46 (0.28) [0.50]	D (D) [D]	49.8 (47.0) [51.3]
	NBR				0.22 (0.05) [0.06]	C (D) [C]	31.4 (37.3) [33.1]	0.14 (0.13) [0.10]	D (D) [D]	44.7 (44.8) [44.3]
	SBTR				-			0.08 (0.23) [0.22]	D (D) [D]	44.1 (45.9) [45.8]
	Streetcar				-			0.50 (0.48) [0.48]	E (E) [E]	78.4 (78.0) [78.0]

Notes:
1. xx (xx) [xx] – AM Peak (PM Peak) [SAT Peak]
2. Lane configurations change between analysis scenarios
3. Intersection is unsignalized under existing

TABLE G-1: TRAFFIC OPERATIONS RESULTS – SIGNALIZED INTERSECTIONS (CONT'D)

Intersection	Movement	Existing			Future Background			Future Total		
		V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay
Lake Shore Blvd W / The Marginal Blvd *(Existing and Future Background)* **Lake Shore Blvd W / The Marginal Blvd / Relief Rd** *(Future Total)*	**Overall**	N/A[2]			N/A[2]			**0.85 (0.91) [0.68]**	**C (C) [E]**	**30.7 (28.0) [66.0]**
	EBL							0.59 (0.18) [0.39]	B (A) [B]	13.3 (5.1) [11.4]
	EBTR							0.87 (0.75) [0.68]	C (B) [B]	21.9 (19.0) [19.3]
	WBTR							0.35 (0.29) [0.30]	C (D) [D]	28.2 (44.7) [40.5]
	NBL							0.13 (0.03) [0.03]	D (D) [B]	44.8 (43.5) [17.9]
	NBTR							0.27 (0.06) [0.05]	D (D) [B]	46.2 (43.9) [18.0]
	SBL							0.70 (0.75) [0.65]	D (D) [B]	36.6 (47.3) [18.7]
	SBT							0.07 (0.15) [0.08]	C (D) [B]	22.5 (35.1) [12.5]
	SBR							0.21 (0.92) [0.50]	F (C) [F]	88.2 (28.7) [172.2]

Notes:
1. xx (xx) [xx] – AM Peak (PM Peak) [SAT Peak]
2. Intersection is unsignalized under existing and future background

TABLE G-1: TRAFFIC OPERATIONS RESULTS – SIGNALIZED INTERSECTIONS (CONT'D)

Intersection	Movement	Existing			Future Background			Future Total		
		V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay
Lake Shore Blvd W / Brookers Ln / Gardiner EB On Ramp / Gardiner WB Off Ramp *(Existing and Future Background)* **Lake Shore Blvd W / Brookers Ln / Dwy 3** *(Future Total)*[2]	**Overall**	**0.76 (0.65) [0.45]**	**B (C) [C]**	**19.5 (27.9) [21.1]**	**1.05 (1.20) [0.69]**	**E (F) [C]**	**66.2 (100.8) [28.4]**	**0.80 (0.70) [0.51]**	**D (C) [B]**	**36.8 (25.0) [15.0]**
	EBLTR[3]	0.75 (0.58) [0.43]	B (B) [A]	12.5 (13.4) [7.2]	1.12 (1.12) [0.69]	F (F) [C]	85.2 (90.0) [20.1]	-		
	EBTR	-			-			0.98 (0.89) [0.63]	D (C) [B]	40.0 (25.3) [13.2]
	WBL	-			-			- (0.02) [-]	- (B) [-]	- (10.5) [-]
	WBLTR	0.07 (0.08) [0.07]	A (B) [A]	3.0 (16.8) [2.1]	0.08 (0.13) [0.07]	A (C) [B]	3.2 (22.3) [11.1]	-		
	WBT	-			-			0.06 (0.04) [0.05]	A (A) [A]	3.9 (9.0) [8.0]
	NBL	0.70 (0.44) [0.54]	D (C) [D]	44.5 (31.2) [39.8]	0.71 (0.27) [0.55]	D (B) [D]	45.4 (15.9) [37.3]	0.31 (0.18) [0.18]	C (C) [C]	31.7 (30.3) [30.3]
	NBTR	0.33 (0.07) [0.10]	C (C) [C]	34.1 (26.9) [34.2]	0.69 (0.12) [0.31]	D (B) [C]	41.2 (14.4) [32.3]	0.03 (0.02) [0.02]	C (C) [C]	29.0 (28.9) [28.9]
	SBLT	0.35 (0.54) [0.56]	C (C) [D]	34.5 (32.4) [39.7]	0.70 (0.45) [0.69]	D (B) [D]	47.5 (17.6) [41.0]	-		
	SBLTR	-			-			0.08 (0.02) [0.04]	C (C) [C]	29.4 (28.9) [29.0]
	SBR	0.22 (0.81) [0.40]	C (D) [D]	33.1 (45.0) [36.9]	0.30 (1.27) [0.63]	C (F) [D]	33.4 (158.2) [38.2]	-		

Notes:
1. xx (xx) [xx] – AM Peak (PM Peak) [SAT Peak]
2. Lane configurations change between analysis scenarios
3. Protected left turn phase removed for this movement under future total with the relocation of the Gardiner ramps (AM peak)

TABLE G-1: TRAFFIC OPERATIONS RESULTS – SIGNALIZED INTERSECTIONS (CONT'D)

Intersection	Movement	Existing			Future Background			Future Total		
		V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay
Lake Shore Blvd W / Newport Beach Condos Dwy / TTC Humber Loop	**Overall**	**0.80 (0.63) [0.52]**	**B (B) [A]**	**16.1 (10.8) [8.0]**	**0.82 (0.65) [0.54]**	**B (A) [B]**	**12.2 (8.0) [11.5]**	**0.76 (0.54) [0.43]**	**C (A) [B]**	**23.9 (3.9) [14.5]**
	EBL	0.42 (0.37) [-]	E (D) [-]	58.6 (50.2) [-]	0.42 (0.37) [-]	D (D) [-]	49.9 (52.2) [-]	0.42 (0.37) [-]	C (E) [-]	32.5 (64.0) [-]
	EBT	0.90 (0.69) [0.58]	B (B) [A]	16.0 (10.3) [7.8]	0.93 (0.71) [0.60]	B (A) [B]	11.6 (7.0) [12.0]	0.88 (0.64) [0.51]	C (A) [B]	24.4 (2.3) [15.1]
	WBT	0.10 (0.11) [0.11]	A (A) [A]	6.4 (7.2) [3.9]	0.10 (0.11) [0.11]	A (A) [A]	6.3 (7.1) [4.0]	0.04 (0.04) [0.05]	A (A) [A]	7.8 (8.2) [4.4]
	NBLTR	0.03 (0.06) [0.02]	C (D) [D]	34.8 (36.2) [35.9]	0.03 (0.06) [0.02]	C (D) [D]	34.8 (36.2) [35.9]	0.08 (0.02) [0.01]	C (C) [C]	32.5 (32.0) [31.9]
Lake Shore Blvd W / Palace Pier Ct	**Overall**	**0.80 (0.55) [0.37]**	**B (A) [A]**	**10.2 (7.5) [9.7]**	**0.83 (0.56) [0.39]**	**B (A) [A]**	**11.6 (7.7) [9.0]**	**0.71 (0.46) [0.32]**	**B (A) [A]**	**11.5 (4.4) [6.8]**
	EBT	0.86 (0.56) [0.36]	A (A) [A]	7.8 (2.5) [4.3]	0.88 (0.57) [0.38]	A (A) [A]	9.5 (2.8) [3.9]	0.86 (0.53) [0.37]	B (A) [A]	10.9 (2.1) [4.9]
	EBR	0.08 (0.10) [0.11]	A (A) [A]	0.2 (0.8) [4.5]	0.08 (0.10) [0.11]	A (A) [A]	0.2 (1.0) [3.2]	0.05 (0.05) [0.06]	A (A) [A]	0.6 (0.2) [3.7]
	NBLR	0.29 (0.42) [0.41]	D (D) [D]	42.6 (41.1) [42.9]	0.32 (0.42) [0.41]	D (D) [D]	42.7 (41.1) [42.9]	0.06 (0.11) [0.09]	D (D) [D]	35.6 (35.9) [35.8]

Notes:
1. xx (xx) [xx] – AM Peak (PM Peak) [SAT Peak]

TABLE G-1: TRAFFIC OPERATIONS RESULTS – SIGNALIZED INTERSECTIONS (CONT'D)

Intersection	Movement	Existing			Future Background			Future Total		
		V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay
Lake Shore Blvd W / Windermere Ave / Sir Casimir Gzowski Park Dwy	**Overall**	**0.78 (0.96) [0.86]**	**C (D) [C]**	**25.6 (37.2) [30.0]**	**0.79 (0.96) [0.86]**	**C (D) [C]**	**25.7 (37.6) [30.2]**	**0.76 (0.99) [0.85]**	**C (D) [C]**	**25.4 (39.8) [30.0]**
	EBL[2,3]	0.48 (0.91) [0.68]	D (E) [D]	40.1 (75.8) [41.3]	0.48 (0.91) [0.68]	D (E) [D]	40.2 (76.5) [41.9]	0.53 (0.94) [0.76]	D (F) [D]	42.0 (82.9) [47.5]
	EBT	0.83 (0.78) [0.87]	B (B) [C]	14.6 (16.9) [22.6]	0.84 (0.79) [0.88]	B (B) [C]	14.9 (17.0) [22.9]	0.80 (0.76) [0.86]	B (B) [C]	13.5 (16.1) [21.8]
	WBL	- (0.18) [0.40]	- (E) [E]	- (72.9) [61.8]	- (0.18) [0.40]	- (E) [E]	- (72.9) [61.8]	- (0.18) [0.40]	- (E) [E]	- (72.9) [61.8]
	WBT[3,4]	0.76 (0.98) [0.82]	D (D) [D]	41.4 (50.3) [39.1]	0.76 (0.99) [0.82]	D (D) [D]	41.3 (51.2) [38.9]	0.76 (1.00) [0.81]	D (D) [D]	40.6 (53.6) [37.1]
	WBR	0.06 (0.08) [0.08]	B (A) [B]	14.7 (9.9) [12.3]	0.06 (0.08) [0.08]	B (A) [B]	14.6 (9.8) [12.1]	0.06 (0.09) [0.06]	C (C) [C]	27.5 (21.0) [23.7]
	SBL	0.40 (0.22) [0.15]	D (D) [D]	54.0 (52.4) [39.8]	0.40 (0.22) [0.15]	D (D) [D]	54.0 (52.4) [39.8]	0.40 (0.22) [0.15]	D (D) [D]	54.0 (52.4) [39.8]
	SBLT	0.38 (0.22) [0.15]	D (D) [D]	53.7 (52.3) [39.8]	0.38 (0.22) [0.15]	D (D) [D]	53.7 (52.3) [39.8]	0.38 (0.22) [0.15]	D (D) [D]	53.7 (52.3) [39.8]
	SBR[5]	0.29 (0.86) [0.70]	D (F) [D]	52.8 (86.3) [53.6]	0.29 (0.86) [0.70]	D (F) [D]	52.8 (86.3) [54.0]	0.31 (0.91) [0.73]	D (F) [E]	53.0 (96.5) [56.6]

Notes:
1. xx (xx) [xx] – AM Peak (PM Peak) [SAT Peak]
2. Protected left factor calibrated to 1.00 under existing conditions (PM peak)
3. Lost time adjustment calibrated to -2 seconds under existing conditions (PM peak)
4. Through lane utilization factor calibrated to 1.00 under existing conditions (PM peak)
5. Right turn factor calibrated to 0.95 under existing conditions (PM peak)

TABLE G-1: TRAFFIC OPERATIONS RESULTS – SIGNALIZED INTERSECTIONS (CONT'D)

Intersection	Movement	Existing			Future Background			Future Total		
		V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay
Relief Rd / Dwy 1	**Overall**	N/A[2]			N/A[2]			**0.46 (0.62) [0.89]**	**C (C) [D]**	**26.7 (26.5) [38.4]**
	EBTR							0.23 (0.32) [0.47]	A (B) [C]	10.0 (12.0) [29.2]
	WBL							0.32 (0.52) [0.86]	B (C) [E]	16.0 (23.0) [68.3]
	WBT							0.07 (0.10) [0.11]	B (B) [C]	11.6 (12.3) [24.3]
	NBL							0.80 (0.84) [0.90]	E (E) [D]	62.7 (65.4) [51.3]
	NBR							0.26 (0.14) [0.27]	D (D) [C]	41.3 (37.8) [22.3]
Relief Rd / Gardiner EB On Ramp / Gardiner WB Off Ramp	**Overall**	N/A[2]			N/A[2]			**0.65 (0.74) [0.60]**	**C (C) [C]**	**34.0 (30.3) [31.8]**
	WBL							0.67 (0.78) [0.81]	E (C) [D]	57.1 (33.7) [50.4]
	WBR							0.26 (0.52) [0.41]	D (C) [D]	50.6 (27.0) [39.7]
	NBTR							0.37 (0.13) [0.19]	C (B) [A]	34.7 (11.5) [1.8]
	SBL							0.62 (0.70) [0.50]	B (D) [B]	12.8 (41.5) [18.5]
	SBT							0.14 (0.27) [0.20]	A (C) [B]	4.5 (22.6) [11.9]

Notes:
1. xx (xx) [xx] – AM Peak (PM Peak) [SAT Peak]
2. New intersection under future total

TABLE G-2: TRAFFIC OPERATIONS RESULTS – UNSIGNALIZED INTERSECTIONS

Movement	Existing		Future Background		Future Total	
	LOS	Delay	LOS	Delay	LOS	Delay
Park Lawn Rd / South Beach Condos Dwy / Existing Site Dwy North *(Existing and Future Background)* **Park Lawn Rd / South Beach Condos Dwy / Dwy 2** *(Future Total)*						
EBL	F (F) [F]	152.1 (164.1) [141.5]	F (F) [F]	319.1 (252.7) [238.8]	N/A[3]	
EBR	B (B) [B]	12.1 (14.0) [12.9]	B (B) [B]	12.5 (14.5) [13.2]		
WBLTR	A (A) [A]	0.0 (0.0) [0.0]	A (A) [A]	0.0 (0.0) [0.0]		
NBL	B (B) [B]	10.2 (13.2) [11.0]	B (C) [B]	10.6 (15.7) [11.9]		
Lake Shore Blvd W / Humber Bay Park Rd W						
WBLT	A (A) [A]	1.3 (3.0) [3.9]	A (A) [A]	1.7 (3.2) [4.3]	A (A) [A]	2.2 (4.1) [6.0]
NBL	C (B) [B]	16.0 (13.2) [14.8]	C (B) [B]	19.1 (12.9) [14.9]	D (C) [D]	25.7 (16.4) [27.3]
Lake Shore Blvd W / Shore Breeze Dr *(Existing and Future Background)* **Lake Shore Blvd W / Shore Breeze Dr / Loop Rd** *(Future Total)*[2]						
WBLT	A (A) [A]	0.4 (1.6) [1.4]	-		N/A[3]	
NBLR[4]	D (E) [C]	30.0 (37.0) [22.0]	-			
NBR	-		B (C) [B]	10.1 (15.2) [11.5]		

Notes:
1. xx (xx) [xx] – AM Peak (PM Peak) [SAT Peak]
2. Lane configurations change between analysis scenarios
3. Intersection is signalized under future total
4. Movement calibrated to delay study (all analysis periods) - attached in Appendix F

TABLE G-2: TRAFFIC OPERATIONS RESULTS – UNSIGNALIZED INTERSECTIONS (CONT'D)

Movement	Existing		Future Background		Future Total	
	LOS	Delay	LOS	Delay	LOS	Delay
Lake Shore Blvd W / Silver Moon Dr *(Existing and Future Background)* **Lake Shore Blvd W / Silver Moon Dr / Loop Rd** *(Future Total)*						
WBLT	A (A) [A]	1.1 (1.9) [1.4]	N/A[3]		N/A[4]	
NBLR[6]	E (E) [E]	46.0 (38.0) [39.0]				
Lake Shore Blvd W / The Marginal Blvd *(Existing and Future Background)* **Lake Shore Blvd W / The Marginal Blvd / Relief Rd** *(Future Total)*[2]						
NBLR	A (A) [A]	0.0 (0.0) [0.0]	-		N/A[4]	
NBR	-		B (B) [A]	12.6 (10.1) [9.7]		
Lake Shore Blvd W / Marine Parade Dr						
NBLR[6]	D (D) [C]	32.0 (25.0) [16.0]	E (D) [C]	37.7 (26.3) [16.6]	C (C) [B]	17.0 (15.6) [12.4]
Marine Parade Dr / Humber Bay Park Rd E						
EBLR	B (C) [D]	12.0 (18.1) [28.1]	B (C) [E]	13.7 (21.7) [35.2]	C (C) [C]	18.1 (21.6) [23.0]
NBLT	- (A) [A]	- (0.7) [1.6]	- (A) [A]	- (0.6) [1.2]	- (A) [A]	- (2.5) [2.5]
Park Lawn Rd / Street A						
WBR	N/A[5]		N/A[5]		C (B) [B]	15.5 (12.4) [15.0]

Notes:
1. xx (xx) [xx] – AM Peak (PM Peak) [SAT Peak]
2. Lane configurations change between analysis scenarios
3. Intersection is signalized under future background
4. Intersection is signalized under future total
5. New intersection under future total
6. Movement calibrated to delay study (all analysis periods) - attached in Appendix F

TABLE G-2: TRAFFIC OPERATIONS RESULTS – UNSIGNALIZED INTERSECTIONS (CONT'D)

Movement	Existing		Future Background		Future Total	
	LOS	Delay	LOS	Delay	LOS	Delay
Loop Rd / Street A						
EBT	N/A[2]		N/A[2]		A (A) [A]	0.0 (0.0) [0.0]
WBT					A (A) [A]	7.3 (7.2) [7.6]
NBLR					A (A) [A]	7.3 (6.9) [7.2]
Relief Rd / Dwy 5						
NBR	N/A[2]		N/A[2]		B (B) [B]	13.8 (12.6) [12.9]
Loop Rd / Street B						
EBL	N/A[2]		N/A[2]		A (A) [A]	0.0 (0.0) [0.0]
NBLT					A (A) [A]	3.6 (1.9) [1.5]
Loop Rd / Street C						
WBLR	N/A[2]		N/A[2]		B (B) [C]	11.4 (14.6) [20.6]
SBLT					A (A) [A]	8.1 (8.2) [8.4]
Street C / Dwy 6						
WBLT	N/A[2]		N/A[2]		A (A) [A]	3.8 (2.4) [2.6]
NBLR					B (B) [C]	12.4 (14.2) [16.9]

Notes:
1. xx (xx) [xx] – AM Peak (PM Peak) [SAT Peak]
2. New intersection under future total

TABLE G-2: TRAFFIC OPERATIONS RESULTS – UNSIGNALIZED INTERSECTIONS (CONT'D)

Movement	Existing		Future Background		Future Total	
	LOS	Delay	LOS	Delay	LOS	Delay
Relief Rd / Street C						
EBR	N/A[2]		N/A[2]		B (C) [C]	13.0 (19.5) [16.5]
Park Lawn Road / Dwy 4						
WBR	N/A[2]		N/A[2]		C (B) [D]	19.4 (14.3) [26.0]

Notes:
1. xx (xx) [xx] – AM Peak (PM Peak) [SAT Peak]
2. New intersection under future total

APPENDIX H:

Detailed Synchro Outputs

BA Group

Timings
1: Park Lawn Rd & The Queensway

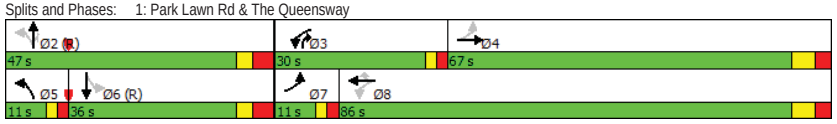
09-10-2019

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	115	1120	225	670	40	170	240	525	80	275
Future Volume (vph)	115	1120	225	670	40	170	240	525	80	275
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	pm+ov	Perm	NA
Protected Phases	7	4	3	8		5	2	3		6
Permitted Phases	4		8		8	2		2	6	
Detector Phase	7	4	3	8	8	5	2	3	6	6
Switch Phase										
Minimum Initial (s)	7.0	24.0	7.0	24.0	24.0	7.0	29.0	7.0	29.0	29.0
Minimum Split (s)	11.0	31.0	11.0	31.0	31.0	11.0	36.0	11.0	36.0	36.0
Total Split (s)	11.0	67.0	30.0	86.0	86.0	11.0	47.0	30.0	36.0	36.0
Total Split (%)	7.6%	46.5%	20.8%	59.7%	59.7%	7.6%	32.6%	20.8%	25.0%	25.0%
Yellow Time (s)	2.0	4.0	2.0	4.0	4.0	2.0	3.0	2.0	3.0	3.0
All-Red Time (s)	2.0	3.0	2.0	3.0	3.0	2.0	4.0	2.0	4.0	4.0
Lost Time Adjust (s)	-1.0	-1.0	-2.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	6.0	2.0	6.0	6.0	3.0	6.0	3.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	C-Min	None	C-Min	C-Min

Intersection Summary

Cycle Length: 144
Actuated Cycle Length: 144
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 1: Park Lawn Rd & The Queensway



HCM Signalized Intersection Capacity Analysis
1: Park Lawn Rd & The Queensway

09-10-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	1120	125	225	670	40	170	240	525	80	275	205
Future Volume (vph)	115	1120	125	225	670	40	170	240	525	80	275	205
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	3.0	6.0		2.0	6.0	6.0	3.0	6.0	3.0	6.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.95	1.00	1.00	0.98	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	0.99	1.00	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1615	3382		1574	3535	1357	1603	1789	1373	1608	3180	
Flt Permitted	0.39	1.00		0.06	1.00	1.00	0.26	1.00	1.00	0.61	1.00	
Satd. Flow (perm)	661	3382		106	3535	1357	437	1789	1373	1025	3180	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	119	1155	129	232	691	41	175	247	541	82	284	211
RTOR Reduction (vph)	0	6	0	0	0	20	0	0	16	0	92	0
Lane Group Flow (vph)	119	1278	0	232	691	21	175	247	525	82	403	0
Confl. Peds. (#/hr)	7		12	12		7	7		7	7		7
Confl. Bikes (#/hr)			4			9			4			2
Heavy Vehicles (%)	4%	4%	0%	7%	1%	5%	5%	5%	8%	4%	4%	4%
Bus Blockages (#/hr)	0	0	2	0	0	2	0	0	0	0	0	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	pm+ov	Perm	NA	
Protected Phases	7	4		3	8		5	2	3		6	
Permitted Phases	4			8		8	2		2	6		
Actuated Green, G (s)	65.5	58.5		83.7	72.7	72.7	46.3	46.3	67.5	31.3	31.3	
Effective Green, g (s)	67.5	59.5		85.7	73.7	73.7	47.3	47.3	69.5	32.3	32.3	
Actuated g/C Ratio	0.47	0.41		0.60	0.51	0.51	0.33	0.33	0.48	0.22	0.22	
Clearance Time (s)	4.0	7.0		4.0	7.0	7.0	4.0	7.0	4.0	7.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	362	1397		299	1809	694	240	587	662	229	713	
v/s Ratio Prot	0.02	c0.38		c0.12	0.20		0.06	0.14	c0.12		0.13	
v/s Ratio Perm	0.14			0.34		0.02	0.18		0.26	0.08		
v/c Ratio	0.33	0.91		0.78	0.38	0.03	0.73	0.42	0.79	0.36	0.56	
Uniform Delay, d1	21.9	39.9		42.6	21.3	17.4	37.6	37.7	31.2	47.1	49.6	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.5	9.5		11.9	0.1	0.0	10.6	2.2	6.5	4.3	3.2	
Delay (s)	22.5	49.4		54.5	21.5	17.4	48.1	39.9	37.8	51.4	52.8	
Level of Service	C	D		D	C	B	D	D	D	D	D	
Approach Delay (s)		47.1			29.3			40.2			52.6	
Approach LOS		D			C			D			D	

Intersection Summary

HCM 2000 Control Delay	41.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	114.2%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

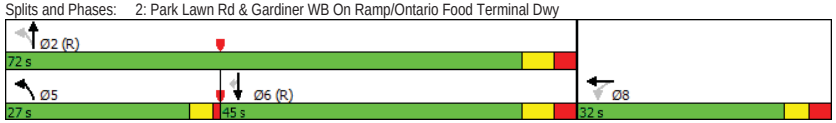
Timings
2: Park Lawn Rd & Gardiner WB On Ramp/Ontario Food Terminal Dwy

09-10-2019

Lane Group	WBT	NBL	NBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	150	635	1005	275	425
Future Volume (vph)	150	635	1005	275	425
Turn Type	NA	pm+pt	NA	NA	Perm
Protected Phases	8	5	2	6	
Permitted Phases		2			6
Detector Phase	8	5	2	6	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	38.0	38.0	38.0
Minimum Split (s)	32.0	11.0	45.0	45.0	45.0
Total Split (s)	32.0	27.0	72.0	45.0	45.0
Total Split (%)	30.8%	26.0%	69.2%	43.3%	43.3%
Yellow Time (s)	3.0	3.0	4.0	4.0	4.0
All-Red Time (s)	3.0	1.0	3.0	3.0	3.0
Lost Time Adjust (s)	-1.0	-4.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.0	0.0	6.0	6.0	6.0
Lead/Lag		Lead		Lag	Lag
Lead-Lag Optimize?		Yes		Yes	Yes
Recall Mode	None	None	C-Min	C-Min	C-Min

Intersection Summary
Cycle Length: 104
Actuated Cycle Length: 104
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Description: 04/07/2016

Splits and Phases: 2: Park Lawn Rd & Gardiner WB On Ramp/Ontario Food Terminal Dwy



HCM Signalized Intersection Capacity Analysis
2: Park Lawn Rd & Gardiner WB On Ramp/Ontario Food Terminal Dwy

09-10-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	30	150	15	635	1005	0	0	275	425
Future Volume (vph)	0	0	0	30	150	15	635	1005	0	0	275	425
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)					5.0		0.0	6.0			6.0	6.0
Lane Util. Factor					1.00		1.00	0.95			0.95	1.00
Frpb, ped/bikes					1.00		1.00	1.00			1.00	0.95
Flpb, ped/bikes					1.00		0.99	1.00			1.00	1.00
Frt					0.99		1.00	1.00			1.00	0.85
Flt Protected					0.99		0.95	1.00			1.00	1.00
Satd. Flow (prot)					1288		1620	3368			3466	1343
Flt Permitted					0.99		0.57	1.00			1.00	1.00
Satd. Flow (perm)					1288		973	3368			3466	1343
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	0	0	32	161	16	683	1081	0	0	296	457
RTOR Reduction (vph)	0	0	0	0	3	0	0	0	0	0	0	193
Lane Group Flow (vph)	0	0	0	0	206	0	683	1081	0	0	296	264
Confl. Peds. (#/hr)	3		2	2		3	15		6	6		15
Confl. Bikes (#/hr)												5
Heavy Vehicles (%)	0%	0%	0%	3%	51%	43%	3%	6%	0%	0%	3%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	6
Turn Type				Perm	NA		pm+pt	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8			2					6
Actuated Green, G (s)					20.9		70.1	70.1			44.5	44.5
Effective Green, g (s)					21.9		74.1	71.1			45.5	45.5
Actuated g/C Ratio					0.21		0.71	0.68			0.44	0.44
Clearance Time (s)					6.0		4.0	7.0			7.0	7.0
Vehicle Extension (s)					3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)					271		852	2302			1516	587
v/s Ratio Prot							c0.20	0.32			0.09	
v/s Ratio Perm					0.16		0.37					0.20
v/c Ratio					0.76		0.80	0.47			0.20	0.45
Uniform Delay, d1					38.6		7.4	7.7			18.0	20.5
Progression Factor					1.00		1.06	0.56			1.00	1.00
Incremental Delay, d2					11.6		4.5	0.6			0.3	2.5
Delay (s)					50.1		12.4	4.9			18.3	23.0
Level of Service					D		B	A			B	C
Approach Delay (s)		0.0			50.1			7.8			21.1	
Approach LOS		A			D			A			C	

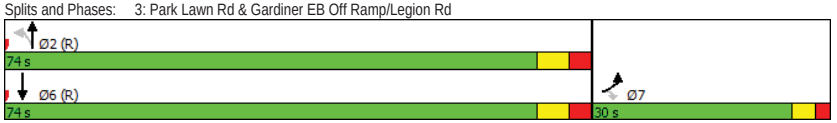
Intersection Summary					
HCM 2000 Control Delay	14.7	HCM 2000 Level of Service	B		
HCM 2000 Volume to Capacity ratio	0.65				
Actuated Cycle Length (s)	104.0	Sum of lost time (s)	11.0		
Intersection Capacity Utilization	96.9%	ICU Level of Service	F		
Analysis Period (min)	15				
Description: 04/07/2016					

c Critical Lane Group

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	625	610	35	1065	200
Future Volume (vph)	625	610	35	1065	200
Turn Type	Prot	Perm	Perm	NA	NA
Protected Phases	7			2	6
Permitted Phases		7	2		
Detector Phase	7	7	2	2	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	51.0	51.0	51.0
Minimum Split (s)	30.0	30.0	58.0	58.0	58.0
Total Split (s)	30.0	30.0	74.0	74.0	74.0
Total Split (%)	28.8%	28.8%	71.2%	71.2%	71.2%
Yellow Time (s)	3.0	3.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	3.0	3.0	3.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	4.0	4.0	6.0	6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Min	C-Min	C-Min

Intersection Summary
Cycle Length: 104
Actuated Cycle Length: 104
Offset: 1 (1%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Description: 4/7/2016

Splits and Phases: 3: Park Lawn Rd & Gardiner EB Off Ramp/Legion Rd





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	625	610	35	1065	200	30
Future Volume (vph)	625	610	35	1065	200	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.0	3.0	3.5	3.5	3.0
Total Lost time (s)	4.0	4.0	6.0	6.0	6.0	
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	
Frpb, ped/bikes	1.00	0.95	1.00	1.00	0.99	
Flpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	0.98	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	3054	1370	1615	3500	3320	
Flt Permitted	0.95	1.00	0.60	1.00	1.00	
Satd. Flow (perm)	3054	1370	1020	3500	3320	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	665	649	37	1133	213	32
RTOR Reduction (vph)	0	459	0	0	12	0
Lane Group Flow (vph)	665	190	37	1133	233	0
Confl. Peds. (#/hr)		35	17			17
Confl. Bikes (#/hr)						4
Heavy Vehicles (%)	7%	4%	3%	2%	5%	4%
Bus Blockages (#/hr)	0	0	0	0	0	6
Turn Type	Prot	Perm	Perm	NA	NA	
Protected Phases	7			2	6	
Permitted Phases		7	2			
Actuated Green, G (s)	29.4	29.4	62.6	62.6	62.6	
Effective Green, g (s)	30.4	30.4	63.6	63.6	63.6	
Actuated g/C Ratio	0.29	0.29	0.61	0.61	0.61	
Clearance Time (s)	5.0	5.0	7.0	7.0	7.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	892	400	623	2140	2030	
v/s Ratio Prot	c0.22			c0.32	0.07	
v/s Ratio Perm		0.14	0.04			
v/c Ratio	0.75	0.47	0.06	0.53	0.11	
Uniform Delay, d1	33.3	30.2	8.1	11.6	8.4	
Progression Factor	1.00	1.00	1.00	1.00	0.23	
Incremental Delay, d2	3.4	0.9	0.2	0.9	0.1	
Delay (s)	36.7	31.1	8.3	12.5	2.1	
Level of Service	D	C	A	B	A	
Approach Delay (s)	34.0			12.4	2.1	
Approach LOS	C			B	A	

Intersection Summary			
HCM 2000 Control Delay	21.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	104.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	91.7%	ICU Level of Service	F
Analysis Period (min)	15		
Description: 4/7/2016			

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
4: Park Lawn Rd & South Beach Condos Dwy/Site Dwy North

09-10-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	0	60	0	0	0	20	970	0	0	780	35
Future Volume (Veh/h)	110	0	60	0	0	0	20	970	0	0	780	35
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	117	0	64	0	0	0	21	1032	0	0	830	37
Pedestrians		1			1							
Lane Width (m)		3.0			3.5							
Walking Speed (m/s)		1.2			1.2							
Percent Blockage		0			0							
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)								181			147	
pX, platoon unblocked	0.90	0.90		0.90	0.90	0.90				0.90		
vC, conflicting volume	1408	1924	434	1554	1943	517	868			1033		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1230	1805	434	1393	1825	240	868			814		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.3			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.2		
p0 queue free %	0	100	89	100	100	100	97			100		
cM capacity (veh/h)	117	70	569	80	68	690	717			739		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	117	64	0	21	688	344	415	452
Volume Left	117	0	0	21	0	0	0	0
Volume Right	0	64	0	0	0	0	0	37
cSH	117	569	1700	717	1700	1700	739	1700
Volume to Capacity	1.00	0.11	0.00	0.03	0.40	0.20	0.00	0.27
Queue Length 95th (m)	52.8	3.0	0.0	0.7	0.0	0.0	0.0	0.0
Control Delay (s)	152.1	12.1	0.0	10.2	0.0	0.0	0.0	0.0
Lane LOS	F	B	A	B				
Approach Delay (s)	102.6		0.0	0.2			0.0	
Approach LOS	F		A					

Intersection Summary					
Average Delay	8.9				
Intersection Capacity Utilization	39.6%	ICU Level of Service		A	
Analysis Period (min)	15				

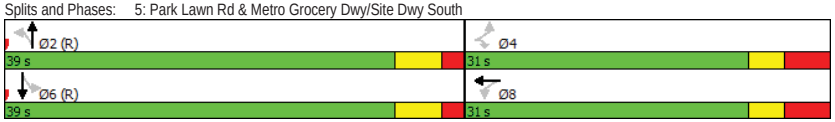
Timings
5: Park Lawn Rd & Metro Grocery Dwy/Site Dwy South

09-10-2019

Lane Group	EBL	EBR	NBL	NBT	SBT	Ø8
Lane Configurations						
Traffic Volume (vph)	270	125	10	685	780	
Future Volume (vph)	270	125	10	685	780	
Turn Type	Perm	Perm	Perm	NA	NA	
Protected Phases				2	6	8
Permitted Phases	4	4	2			
Detector Phase	4	4	2	2	6	
Switch Phase						
Minimum Initial (s)	7.0	7.0	18.0	18.0	18.0	7.0
Minimum Split (s)	30.0	30.0	24.0	24.0	24.0	30.0
Total Split (s)	31.0	31.0	39.0	39.0	39.0	31.0
Total Split (%)	44.3%	44.3%	55.7%	55.7%	55.7%	44%
Yellow Time (s)	3.0	3.0	4.0	4.0	4.0	3.0
All-Red Time (s)	4.0	4.0	2.0	2.0	2.0	4.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	6.0	6.0	5.0	5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Min	C-Min	C-Min	None

Intersection Summary
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 31 (44%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 5: Park Lawn Rd & Metro Grocery Dwy/Site Dwy South



HCM Signalized Intersection Capacity Analysis
5: Park Lawn Rd & Metro Grocery Dwy/Site Dwy South

09-10-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	270	0	125	0	0	0	10	685	0	0	780	80
Future Volume (vph)	270	0	125	0	0	0	10	685	0	0	780	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	6.0		6.0				5.0	5.0			5.0	
Lane Util. Factor	1.00		1.00				1.00	0.95			0.95	
Frpb, ped/bikes	1.00		0.97				1.00	1.00			0.99	
Flpb, ped/bikes	0.97		1.00				0.98	1.00			1.00	
Frt	1.00		0.85				1.00	1.00			0.99	
Flt Protected	0.95		1.00				0.95	1.00			1.00	
Satd. Flow (prot)	1618		1427				1652	3466			3351	
Flt Permitted	0.76		1.00				0.27	1.00			1.00	
Satd. Flow (perm)	1289		1427				462	3466			3351	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	281	0	130	0	0	0	10	714	0	0	812	83
RTOR Reduction (vph)	0	0	65	0	0	0	0	0	0	0	10	0
Lane Group Flow (vph)	281	0	65	0	0	0	10	714	0	0	886	0
Confl. Peds. (#/hr)	33		25	25		33	42		11	11		42
Confl. Bikes (#/hr)									3			11
Heavy Vehicles (%)	1%	0%	2%	0%	0%	0%	0%	3%	0%	0%	4%	4%
Turn Type	Perm		Perm				Perm	NA		Perm	NA	
Protected Phases					8			2			6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)	19.8		19.8				37.2	37.2			37.2	
Effective Green, g (s)	20.8		20.8				38.2	38.2			38.2	
Actuated g/C Ratio	0.30		0.30				0.55	0.55			0.55	
Clearance Time (s)	7.0		7.0				6.0	6.0			6.0	
Vehicle Extension (s)	3.0		3.0				3.0	3.0			3.0	
Lane Grp Cap (vph)	383		424				252	1891			1828	
v/s Ratio Prot								0.21			c0.26	
v/s Ratio Perm	c0.22		0.05				0.02					
v/c Ratio	0.73		0.15				0.04	0.38			0.48	
Uniform Delay, d1	22.1		18.1				7.4	9.1			9.8	
Progression Factor	1.00		1.00				0.90	0.93			1.00	
Incremental Delay, d2	7.1		0.2				0.3	0.5			0.9	
Delay (s)	29.2		18.3				6.9	9.0			10.7	
Level of Service	C		B				A	A			B	
Approach Delay (s)		25.8			0.0			8.9			10.7	
Approach LOS		C			A			A			B	

Intersection Summary				
HCM 2000 Control Delay	13.1	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.58			
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	53.6%	ICU Level of Service	A	
Analysis Period (min)	15			

c Critical Lane Group

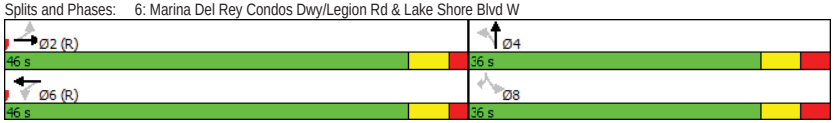
Timings
6: Marina Del Rey Condos Dwy/Legion Rd & Lake Shore Blvd W

09-10-2019

Lane Group	EBL	EBT	WBT	NBT	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	10	855	525	0	120	45
Future Volume (vph)	10	855	525	0	120	45
Turn Type	Perm	NA	NA	NA	Perm	Perm
Protected Phases		2	6	4		
Permitted Phases	2				8	8
Detector Phase	2	2	6	4	8	8
Switch Phase						
Minimum Initial (s)	19.0	19.0	19.0	7.0	7.0	7.0
Minimum Split (s)	25.0	25.0	25.0	35.0	35.0	35.0
Total Split (s)	46.0	46.0	46.0	36.0	36.0	36.0
Total Split (%)	56.1%	56.1%	56.1%	43.9%	43.9%	43.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	3.0	3.0	3.0
Lost Time Adjust (s)		-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)		5.0	5.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min	C-Min	C-Min	None	None	None

Intersection Summary
Cycle Length: 82
Actuated Cycle Length: 82
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Description: June 28 2016

Splits and Phases: 6: Marina Del Rey Condos Dwy/Legion Rd & Lake Shore Blvd W





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	855	0	0	525	40	35	0	55	120	0	45
Future Volume (vph)	10	855	0	0	525	40	35	0	55	120	0	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)		5.0			5.0			6.0		6.0		6.0
Lane Util. Factor		0.95			0.95			1.00		1.00		1.00
Frpb, ped/bikes		1.00			0.99			0.97		1.00		0.95
Flpb, ped/bikes		1.00			1.00			0.99		0.97		1.00
Frt		1.00			0.99			0.92		1.00		0.85
Flt Protected		1.00			1.00			0.98		0.95		1.00
Satd. Flow (prot)		3458			3324			1614		1599		1432
Flt Permitted		0.95			1.00			0.98		0.76		1.00
Satd. Flow (perm)		3280			3324			1614		1287		1432
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	10	891	0	0	547	42	36	0	57	125	0	47
RTOR Reduction (vph)	0	0	0	0	5	0	0	45	0	0	0	37
Lane Group Flow (vph)	0	901	0	0	584	0	0	48	0	125	0	10
Confl. Peds. (#/hr)	31		21	21		31	44		42	42		44
Confl. Bikes (#/hr)			19			5			2			
Heavy Vehicles (%)	17%	3%	0%	0%	6%	0%	0%	0%	0%	2%	0%	0%
Bus Blockages (#/hr)	12	0	2	12	0	2	0	0	0	0	0	0
Turn Type	Perm	NA			NA		Perm	NA		Perm		Perm
Protected Phases		2			6			4				
Permitted Phases	2			6			4			8		8
Actuated Green, G (s)		52.7			52.7			16.3		16.3		16.3
Effective Green, g (s)		53.7			53.7			17.3		17.3		17.3
Actuated g/C Ratio		0.65			0.65			0.21		0.21		0.21
Clearance Time (s)		6.0			6.0			7.0		7.0		7.0
Vehicle Extension (s)		3.0			3.0			3.0		3.0		3.0
Lane Grp Cap (vph)		2148			2176			340		271		302
v/s Ratio Prot					0.18							
v/s Ratio Perm		c0.27						0.03		c0.10		0.01
v/c Ratio		0.42			0.27			0.14		0.46		0.03
Uniform Delay, d1		6.7			5.9			26.3		28.3		25.7
Progression Factor		1.00			1.00			1.00		1.00		1.00
Incremental Delay, d2		0.6			0.3			0.2		1.2		0.0
Delay (s)		7.3			6.2			26.5		29.5		25.7
Level of Service		A			A			C		C		C
Approach Delay (s)		7.3			6.2			26.5			28.5	
Approach LOS		A			A			C			C	

Intersection Summary				
HCM 2000 Control Delay	10.1	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.44			
Actuated Cycle Length (s)	82.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	69.0%	ICU Level of Service	C	
Analysis Period (min)	15			
Description: June 28 2016				

HCM Signalized Intersection Capacity Analysis
6: Marina Del Rey Condos Dwy/Legion Rd & Lake Shore Blvd W 09-10-2019

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
7: Humber Bay Park Rd W & Lake Shore Blvd W

09-10-2019

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1030	25	20	560	15	20
Future Volume (Veh/h)	1030	25	20	560	15	20
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	1096	27	21	596	16	21
Pedestrians					9	
Lane Width (m)					3.0	
Walking Speed (m/s)					1.2	
Percent Blockage					1	
Right turn flare (veh)						4
Median type	None			None		
Median storage veh)						
Upstream signal (m)	64			256		
pX, platoon unblocked			0.88		0.91	0.88
vC, conflicting volume			1132		1458	570
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			876		997	238
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		93	97
cM capacity (veh/h)			681		214	673

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	731	392	220	397	37
Volume Left	0	0	21	0	16
Volume Right	0	27	0	0	21
cSH	1700	1700	681	1700	496
Volume to Capacity	0.43	0.23	0.03	0.23	0.07
Queue Length 95th (m)	0.0	0.0	0.8	0.0	1.9
Control Delay (s)	0.0	0.0	1.3	0.0	16.0
Lane LOS			A		C
Approach Delay (s)	0.0		0.5		16.0
Approach LOS					C

Intersection Summary				
Average Delay	0.5			
Intersection Capacity Utilization	40.0%	ICU Level of Service	A	
Analysis Period (min)	15			

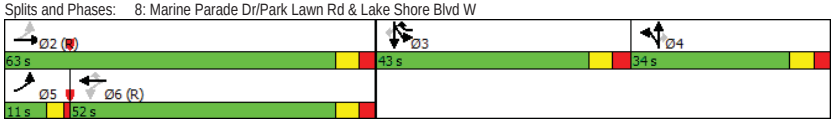
Timings
8: Marine Parade Dr/Park Lawn Rd & Lake Shore Blvd W

09-10-2019

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	210	835	15	325	320	180	30	560	155	180
Future Volume (vph)	210	835	15	325	320	180	30	560	155	180
Turn Type	pm+pt	NA	Perm	NA	pm+ov	NA	Perm	Split	NA	Perm
Protected Phases	5	2		6	3	4		3	3	
Permitted Phases	2		6		6		4			3
Detector Phase	5	2	6	6	3	4	4	3	3	3
Switch Phase										
Minimum Initial (s)	6.0	34.0	34.0	34.0	34.0	7.0	7.0	34.0	34.0	34.0
Minimum Split (s)	10.0	41.0	41.0	41.0	41.0	33.0	33.0	41.0	41.0	41.0
Total Split (s)	11.0	63.0	52.0	52.0	43.0	34.0	34.0	43.0	43.0	43.0
Total Split (%)	7.9%	45.0%	37.1%	37.1%	30.7%	24.3%	24.3%	30.7%	30.7%	30.7%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Min	C-Min	C-Min	C-Min	Min	None	None	Min	Min	Min

Intersection Summary
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 125
Control Type: Actuated-Coordinated

Splits and Phases: 8: Marine Parade Dr/Park Lawn Rd & Lake Shore Blvd W



HCM Signalized Intersection Capacity Analysis
8: Marine Parade Dr/Park Lawn Rd & Lake Shore Blvd W

09-10-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	210	835	10	15	325	320	45	180	30	560	155	180
Future Volume (vph)	210	835	10	15	325	320	45	180	30	560	155	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	3.0	6.0			6.0	6.0		6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95			0.95	1.00		0.95	1.00	0.97	1.00	1.00
Frpb, ped/bikes	1.00	1.00			1.00	0.89		1.00	0.92	1.00	1.00	0.80
Flpb, ped/bikes	0.96	1.00			1.00	1.00		1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00			1.00	0.85		1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00	1.00		0.99	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1506	3457			3318	1315		3219	1100	3204	1708	1125
Flt Permitted	0.44	1.00			0.89	1.00		0.99	1.00	0.95	1.00	1.00
Satd. Flow (perm)	691	3457			2947	1315		3219	1100	3204	1708	1125
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	223	888	11	16	346	340	48	191	32	596	165	191
RTOR Reduction (vph)	0	1	0	0	0	85	0	0	26	0	0	141
Lane Group Flow (vph)	223	898	0	0	362	255	0	239	6	596	165	50
Confl. Peds. (#/hr)	160		53	53		160	152		41	41		152
Confl. Bikes (#/hr)			21						3			15
Heavy Vehicles (%)	2%	3%	0%	35%	6%	2%	21%	7%	23%	2%	10%	4%
Bus Blockages (#/hr)	12	0	2	12	0	0	0	0	6	0	0	6
Turn Type	pm+pt	NA		Perm	NA	pm+ov	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2			6	3	4	4		3	3	
Permitted Phases	2			6		6			4			3
Actuated Green, G (s)	59.9	59.9			41.7	77.7		23.1	23.1	36.0	36.0	36.0
Effective Green, g (s)	60.9	60.9			42.7	79.7		24.1	24.1	37.0	37.0	37.0
Actuated g/C Ratio	0.43	0.43			0.31	0.57		0.17	0.17	0.26	0.26	0.26
Clearance Time (s)	4.0	7.0			7.0	7.0		7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	389	1503			898	804		554	189	846	451	297
v/s Ratio Prot	0.06	c0.26				0.08		c0.07		c0.19	0.10	
v/s Ratio Perm	0.19				0.12	0.11			0.01			0.04
v/c Ratio	0.57	0.60			0.40	0.32		0.43	0.03	0.70	0.37	0.17
Uniform Delay, d1	26.6	30.2			38.6	15.8		51.8	48.2	46.6	41.9	39.7
Progression Factor	1.00	1.00			1.00	1.00		1.00	1.00	1.02	0.99	2.46
Incremental Delay, d2	2.0	1.8			1.3	0.2		0.5	0.1	2.5	0.5	0.2
Delay (s)	28.6	32.0			39.9	16.1		52.4	48.3	50.1	42.1	97.9
Level of Service	C	C			D	B		D	D	D	D	F
Approach Delay (s)		31.3			28.4			51.9			58.3	
Approach LOS		C			C			D			E	

Intersection Summary				
HCM 2000 Control Delay	40.9	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.61			
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	21.0	
Intersection Capacity Utilization	122.7%	ICU Level of Service	H	
Analysis Period (min)	15			
c Critical Lane Group				

HCM Unsignalized Intersection Capacity Analysis
9: Shore Breeze Dr & Lake Shore Blvd W

09-10-2019

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1350	30	5	610	25	35
Future Volume (Veh/h)	1350	30	5	610	25	35
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	1421	32	5	642	26	37
Pedestrians					46	
Lane Width (m)					3.0	
Walking Speed (m/s)					1.2	
Percent Blockage					3	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)	146			368		
pX, platoon unblocked			0.86		0.86	0.86
vC, conflicting volume			1499		1814	536
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			992		1360	0
tC, single (s)			4.1		*7.1	6.9
tC, 2 stage (s)						
tF (s)			2.2		*4.0	3.3
p0 queue free %			99		73	96
cM capacity (veh/h)			584		98	903

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1
Volume Total	568	568	316	219	428	63
Volume Left	0	0	0	5	0	26
Volume Right	0	0	32	0	0	37
cSH	1700	1700	1700	584	1700	206
Volume to Capacity	0.33	0.33	0.19	0.01	0.25	0.31
Queue Length 95th (m)	0.0	0.0	0.0	0.2	0.0	9.9
Control Delay (s)	0.0	0.0	0.0	0.4	0.0	30.0
Lane LOS				A		D
Approach Delay (s)	0.0			0.1		30.0
Approach LOS						D

Intersection Summary				
Average Delay	0.9			
Intersection Capacity Utilization	37.0%	ICU Level of Service		A
Analysis Period (min)	15			

* User Entered Value

HCM Unsignalized Intersection Capacity Analysis
10: Silver Moon Dr & Lake Shore Blvd W

09-10-2019

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1340	65	10	585	35	15
Future Volume (Veh/h)	1340	65	10	585	35	15
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	1441	70	11	629	38	16
Pedestrians					38	
Lane Width (m)					3.0	
Walking Speed (m/s)					1.2	
Percent Blockage					3	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)	276			238		
pX, platoon unblocked			0.81		0.81	0.81
vC, conflicting volume			1549		1850	794
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1215		1586	285
tC, single (s)			4.4		*6.1	*6.0
tC, 2 stage (s)						
tF (s)			2.3		*3.5	3.3
p0 queue free %			97		64	97
cM capacity (veh/h)			405		106	610

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	961	550	221	419	54
Volume Left	0	0	11	0	38
Volume Right	0	70	0	0	16
cSH	1700	1700	405	1700	140
Volume to Capacity	0.57	0.32	0.03	0.25	0.39
Queue Length 95th (m)	0.0	0.0	0.7	0.0	13.1
Control Delay (s)	0.0	0.0	1.1	0.0	46.0
Lane LOS			A		E
Approach Delay (s)	0.0		0.4		46.0
Approach LOS					E

Intersection Summary				
Average Delay	1.2			
Intersection Capacity Utilization	49.3%	ICU Level of Service	A	
Analysis Period (min)	15			

* User Entered Value

HCM Unsignalized Intersection Capacity Analysis
11: The Marginal Blvd & Lake Shore Blvd W

09-10-2019

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1355	0	0	600	0	0
Future Volume (Veh/h)	1355	0	0	600	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	1457	0	0	645	0	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)				95		
pX, platoon unblocked						
vC, conflicting volume			1457		1672	728
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1457		1672	728
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			470		88	370

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	971	486	129	258	258	0
Volume Left	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0
cSH	1700	1700	470	1700	1700	1700
Volume to Capacity	0.57	0.29	0.00	0.15	0.15	0.00
Queue Length 95th (m)	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS						A
Approach Delay (s)	0.0		0.0			0.0
Approach LOS						A

Intersection Summary				
Average Delay	0.0			
Intersection Capacity Utilization	40.8%	ICU Level of Service	A	
Analysis Period (min)	15			

Timings
12: Brookers Ln/Gardiner EB On Ramp/WB Off Ramp & Lake Shore Blvd W

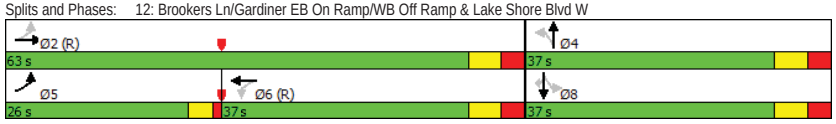
09-10-2019

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	300	1025	5	120	170	65	50	35	295
Future Volume (vph)	300	1025	5	120	170	65	50	35	295
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2		6		4		8	
Permitted Phases	2		6		4		8		8
Detector Phase	5	2	6	6	4	4	8	8	8
Switch Phase									
Minimum Initial (s)	6.0	29.0	29.0	29.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	10.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0
Total Split (s)	26.0	63.0	37.0	37.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	26.0%	63.0%	37.0%	37.0%	37.0%	37.0%	37.0%	37.0%	37.0%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)		-1.0		-1.0	-1.0	-1.0		-1.0	-1.0
Total Lost Time (s)		6.0		6.0	6.0	6.0		6.0	6.0
Lead/Lag	Lead		Lag	Lag					
Lead-Lag Optimize?	Yes		Yes	Yes					
Recall Mode	None	C-Min	C-Min	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 7 (7%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 12: Brookers Ln/Gardiner EB On Ramp/WB Off Ramp & Lake Shore Blvd W



HCM Signalized Intersection Capacity Analysis
12: Brookers Ln/Gardiner EB On Ramp/WB Off Ramp & Lake Shore Blvd W

09-10-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	300	1025	25	5	120	20	170	65	95	50	35	295
Future Volume (vph)	300	1025	25	5	120	20	170	65	95	50	35	295
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)		6.0			6.0		6.0	6.0			6.0	6.0
Lane Util. Factor		0.95			0.95		1.00	1.00			1.00	1.00
Frpb, ped/bikes		1.00			1.00		1.00	0.99			1.00	1.00
Flpb, ped/bikes		1.00			1.00		1.00	1.00			1.00	1.00
Frt		1.00			0.98		1.00	0.91			1.00	0.85
Flt Protected		0.99			1.00		0.95	1.00			0.97	1.00
Satd. Flow (prot)		3401			3241		1668	1687			1746	1436
Flt Permitted		0.83			0.92		0.70	1.00			0.68	1.00
Satd. Flow (perm)		2842			2972		1227	1687			1230	1436
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	316	1079	26	5	126	21	179	68	100	53	37	311
RTOR Reduction (vph)	0	1	0	0	6	0	0	51	0	0	0	246
Lane Group Flow (vph)	0	1420	0	0	146	0	179	117	0	0	90	65
Confl. Peds. (#/hr)	2		58	58		2			2	2		
Confl. Bikes (#/hr)			3									
Heavy Vehicles (%)	1%	4%	0%	0%	8%	6%	1%	0%	1%	4%	5%	5%
Bus Blockages (#/hr)	0	0	2	0	0	0	0	0	0	0	0	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases	5	2			6			4			8	
Permitted Phases	2			6			4			8		8
Actuated Green, G (s)		66.0			66.0		20.0	20.0			20.0	20.0
Effective Green, g (s)		67.0			67.0		21.0	21.0			21.0	21.0
Actuated g/C Ratio		0.67			0.67		0.21	0.21			0.21	0.21
Clearance Time (s)		7.0			7.0		7.0	7.0			7.0	7.0
Vehicle Extension (s)		3.0			3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)		1904			1991		257	354			258	301
v/s Ratio Prot								0.07				
v/s Ratio Perm		c0.50			0.05		c0.15				0.07	0.05
v/c Ratio		0.75			0.07		0.70	0.33			0.35	0.22
Uniform Delay, d1		10.9			5.7		36.6	33.5			33.7	32.7
Progression Factor		1.00			0.52		1.00	1.00			1.00	1.00
Incremental Delay, d2		1.6			0.1		8.0	0.5			0.8	0.4
Delay (s)		12.5			3.0		44.5	34.1			34.5	33.1
Level of Service		B			A		D	C			C	C
Approach Delay (s)		12.5			3.0			39.5			33.4	
Approach LOS		B			A			D			C	

Intersection Summary

HCM 2000 Control Delay	19.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	98.3%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

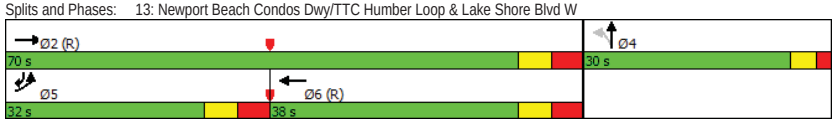
Timings
13: Newport Beach Condos Dwy/TTC Humber Loop & Lake Shore Blvd W

09-10-2019

Lane Group	EBL	EBT	WBT	NBT
Lane Configurations				
Traffic Volume (vph)	10	1125	105	0
Future Volume (vph)	10	1125	105	0
Turn Type	Prot	NA	NA	NA
Protected Phases	5	2	6	4
Permitted Phases				
Detector Phase	5	2	6	4
Switch Phase				
Minimum Initial (s)	7.0	16.0	16.0	7.0
Minimum Split (s)	15.0	24.0	24.0	29.0
Total Split (s)	32.0	70.0	38.0	30.0
Total Split (%)	32.0%	70.0%	38.0%	30.0%
Yellow Time (s)	4.0	4.0	4.0	3.0
All-Red Time (s)	4.0	4.0	4.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	7.0	7.0	7.0	4.0
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	C-Min	C-Min	None

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

Splits and Phases: 13: Newport Beach Condos Dwy/TTC Humber Loop & Lake Shore Blvd W



HCM Signalized Intersection Capacity Analysis
13: Newport Beach Condos Dwy/TTC Humber Loop & Lake Shore Blvd W

09-10-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	1125	15	0	105	0	35	0	5	0	0	0
Future Volume (vph)	10	1125	15	0	105	0	35	0	5	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	7.0	7.0			7.0			4.0				
Lane Util. Factor	1.00	1.00			1.00			1.00				
Frpb, ped/bikes	1.00	1.00			1.00			1.00				
Flpb, ped/bikes	1.00	1.00			1.00			0.88				
Frt	1.00	1.00			1.00			0.98				
Flt Protected	0.95	1.00			1.00			0.96				
Satd. Flow (prot)	842	1821			1789			1555				
Flt Permitted	0.95	1.00			1.00			0.96				
Satd. Flow (perm)	842	1821			1789			1555				
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	10	1172	16	0	109	0	36	0	5	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	34	0	0	0	0
Lane Group Flow (vph)	10	1188	0	0	109	0	0	7	0	0	0	0
Confl. Peds. (#/hr)							111					111
Confl. Bikes (#/hr)			5									1
Heavy Vehicles (%)	100%	3%	0%	0%	5%	0%	0%	0%	0%	0%	0%	100%
Bus Blockages (#/hr)	0	0	2	0	0	2	0	0	0	0	0	0
Turn Type	Prot	NA			NA		Perm	NA				Over
Protected Phases	5	2			6			4				5
Permitted Phases							4					
Actuated Green, G (s)	1.9	71.2			61.3			15.8				
Effective Green, g (s)	2.9	72.2			62.3			16.8				
Actuated g/C Ratio	0.03	0.72			0.62			0.17				
Clearance Time (s)	8.0	8.0			8.0			5.0				
Vehicle Extension (s)	3.0	3.0			3.0			3.0				
Lane Grp Cap (vph)	24	1314			1114			261				
v/s Ratio Prot	0.01	c0.65			0.06							
v/s Ratio Perm								0.00				
v/c Ratio	0.42	0.90			0.10			0.03				
Uniform Delay, d1	47.7	11.1			7.6			34.8				
Progression Factor	1.06	0.73			0.82			1.00				
Incremental Delay, d2	8.2	7.8			0.2			0.0				
Delay (s)	58.6	16.0			6.4			34.8				
Level of Service	E	B			A			C				
Approach Delay (s)		16.3			6.4			34.8			0.0	
Approach LOS		B			A			C			A	

Intersection Summary					
HCM 2000 Control Delay	16.1	HCM 2000 Level of Service	B		
HCM 2000 Volume to Capacity ratio	0.80				
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	18.0		
Intersection Capacity Utilization	82.4%	ICU Level of Service	E		
Analysis Period (min)	15				
c Critical Lane Group					

HCM Unsignalized Intersection Capacity Analysis
14: Marine Parade Dr & Lake Shore Blvd W

09-10-2019

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1100	35	0	40	60	140
Future Volume (Veh/h)	1100	35	0	40	60	140
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	1134	36	0	41	62	144
Pedestrians					38	
Lane Width (m)					3.0	
Walking Speed (m/s)					1.2	
Percent Blockage					3	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)	133			168		
pX, platoon unblocked			0.30		0.30	0.30
vC, conflicting volume			1208		1231	1190
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			525		602	465
tC, single (s)			4.1		*3.5	*3.3
tC, 2 stage (s)						
tF (s)			2.2		*2.3	*2.3
p0 queue free %			100		80	58
cM capacity (veh/h)			307		306	344

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	1170	41	206
Volume Left	0	0	62
Volume Right	36	0	144
cSH	1700	307	332
Volume to Capacity	0.69	0.00	0.62
Queue Length 95th (m)	0.0	0.0	31.4
Control Delay (s)	0.0	0.0	32.0
Lane LOS			D
Approach Delay (s)	0.0	0.0	32.0
Approach LOS			D

Intersection Summary			
Average Delay		4.7	
Intersection Capacity Utilization		78.7%	ICU Level of Service D
Analysis Period (min)		15	

* User Entered Value

Timings
15: Palace Pier Ct & Lake Shore Blvd W

09-10-2019

Lane Group	EBT	EBR	NBL
Lane Configurations			
Traffic Volume (vph)	1200	85	35
Future Volume (vph)	1200	85	35
Turn Type	NA	Perm	Perm
Protected Phases	2		
Permitted Phases		2	4
Detector Phase	2	2	4
Switch Phase			
Minimum Initial (s)	19.0	19.0	7.0
Minimum Split (s)	25.0	25.0	28.0
Total Split (s)	71.0	71.0	29.0
Total Split (%)	71.0%	71.0%	29.0%
Yellow Time (s)	4.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0
Total Lost Time (s)	5.0	5.0	4.0
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Min	C-Min	None

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

Splits and Phases: 15: Palace Pier Ct & Lake Shore Blvd W



HCM Signalized Intersection Capacity Analysis
15: Palace Pier Ct & Lake Shore Blvd W

09-10-2019

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1200	85	0	0	35	80
Future Volume (vph)	1200	85	0	0	35	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.0	3.0	3.5	3.0	3.0
Total Lost time (s)	5.0	5.0			4.0	
Lane Util. Factor	1.00	1.00			1.00	
Frpb, ped/bikes	1.00	0.94			1.00	
Flpb, ped/bikes	1.00	1.00			1.00	
Frt	1.00	0.85			0.91	
Flt Protected	1.00	1.00			0.99	
Satd. Flow (prot)	1807	1265			1556	
Flt Permitted	1.00	1.00			0.99	
Satd. Flow (perm)	1807	1265			1556	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	1250	89	0	0	36	83
RTOR Reduction (vph)	0	4	0	0	74	0
Lane Group Flow (vph)	1250	85	0	0	45	0
Confl. Peds. (#/hr)		16	16		1	
Heavy Vehicles (%)	4%	11%	0%	0%	3%	1%
Bus Blockages (#/hr)	0	2	0	0	0	0
Turn Type	NA	Perm			Perm	
Protected Phases	2					
Permitted Phases		2			4	
Actuated Green, G (s)	79.9	79.9			9.1	
Effective Green, g (s)	80.9	80.9			10.1	
Actuated g/C Ratio	0.81	0.81			0.10	
Clearance Time (s)	6.0	6.0			5.0	
Vehicle Extension (s)	3.0	3.0			3.0	
Lane Grp Cap (vph)	1461	1023			157	
v/s Ratio Prot	c0.69					
v/s Ratio Perm		0.07			c0.03	
v/c Ratio	0.86	0.08			0.29	
Uniform Delay, d1	5.9	2.0			41.6	
Progression Factor	0.56	0.07			1.00	
Incremental Delay, d2	4.5	0.1			1.0	
Delay (s)	7.8	0.2			42.6	
Level of Service	A	A			D	
Approach Delay (s)	7.3			0.0	42.6	
Approach LOS	A			A	D	

Intersection Summary				
HCM 2000 Control Delay	10.2	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.80			
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0	
Intersection Capacity Utilization	77.5%	ICU Level of Service	D	
Analysis Period (min)	15			

c Critical Lane Group

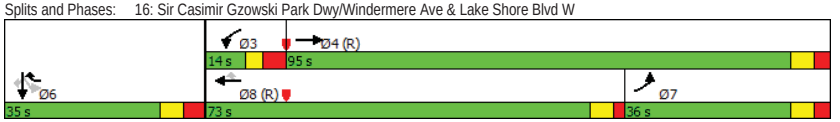
Timings
16: Sir Casimir Gzowski Park Dwy/Windermere Ave & Lake Shore Blvd W

09-10-2019

Lane Group	EBL	EBT	WBT	WBR	SBL	SBT	SBR	Ø3
Lane Configurations								
Traffic Volume (vph)	245	3770	1435	85	210	5	360	
Future Volume (vph)	245	3770	1435	85	210	5	360	
Turn Type	Prot	NA	NA	custom	Perm	NA	Perm	
Protected Phases	7	4	8	6		6		3
Permitted Phases				8	6		6	
Detector Phase	7	4	8	6	6	6	6	
Switch Phase								
Minimum Initial (s)	7.0	25.0	25.0	23.0	23.0	23.0	23.0	7.0
Minimum Split (s)	14.0	32.0	31.0	31.0	31.0	31.0	31.0	14.0
Total Split (s)	36.0	95.0	73.0	35.0	35.0	35.0	35.0	14.0
Total Split (%)	25.0%	66.0%	50.7%	24.3%	24.3%	24.3%	24.3%	10%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0
All-Red Time (s)	3.0	3.0	2.0	4.0	4.0	4.0	4.0	4.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	6.0	6.0	5.0	7.0	7.0	7.0	7.0	
Lead/Lag	Lag	Lag	Lead					Lead
Lead-Lag Optimize?	Yes	Yes	Yes					Yes
Recall Mode	Min	C-Min	C-Min	None	None	None	None	None

Intersection Summary
Cycle Length: 144
Actuated Cycle Length: 144
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 16: Sir Casimir Gzowski Park Dwy/Windermere Ave & Lake Shore Blvd W



HCM Signalized Intersection Capacity Analysis
16: Sir Casimir Gzowski Park Dwy/Windermere Ave & Lake Shore Blvd W

09-10-2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	245	3770	0	0	1435	85	0	0	0	210	5	360
Future Volume (vph)	245	3770	0	0	1435	85	0	0	0	210	5	360
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	6.0	6.0			5.0	7.0				7.0	7.0	7.0
Lane Util. Factor	1.00	0.86			0.91	1.00				0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00			1.00	0.98				1.00	1.00	0.84
Flpb, ped/bikes	1.00	1.00			1.00	1.00				1.00	1.00	1.00
Frt	1.00	1.00			1.00	0.85				1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00	1.00				0.95	0.95	1.00
Satd. Flow (prot)	1620	6215			4980	1415				1585	1672	1250
Flt Permitted	0.95	1.00			1.00	1.00				0.95	0.95	1.00
Satd. Flow (perm)	1620	6215			4980	1415				1585	1672	1250
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	247	3808	0	0	1449	86	0	0	0	212	5	364
RTOR Reduction (vph)	0	0	0	0	0	38	0	0	0	0	0	302
Lane Group Flow (vph)	247	3808	0	0	1449	48	0	0	0	108	109	62
Confl. Peds. (#/hr)	1					1	68					68
Confl. Bikes (#/hr)			2									25
Heavy Vehicles (%)	4%	4%	0%	0%	3%	4%	0%	0%	0%	1%	20%	1%
Bus Blockages (#/hr)	0	0	0	0	0	2	0	0	0	0	0	0
Turn Type	Prot	NA		Prot	NA	custom				Perm	NA	Perm
Protected Phases	7	4		3	8	6					6	
Permitted Phases						8				6		6
Actuated Green, G (s)	45.0	105.3			54.3	78.0				23.7	23.7	23.7
Effective Green, g (s)	46.0	106.3			55.3	80.0				24.7	24.7	24.7
Actuated g/C Ratio	0.32	0.74			0.38	0.56				0.17	0.17	0.17
Clearance Time (s)	7.0	7.0			6.0	8.0				8.0	8.0	8.0
Vehicle Extension (s)	3.0	3.0			3.0	3.0				3.0	3.0	3.0
Lane Grp Cap (vph)	517	4587			1912	854				271	286	214
v/s Ratio Prot	0.15	c0.61			0.29	0.01						
v/s Ratio Perm						0.02				c0.07	0.07	0.05
v/c Ratio	0.48	0.83			0.76	0.06				0.40	0.38	0.29
Uniform Delay, d1	39.4	12.7			38.5	14.7				53.0	52.9	52.0
Progression Factor	1.00	1.00			1.00	1.00				1.00	1.00	1.00
Incremental Delay, d2	0.7	1.9			2.9	0.0				1.0	0.9	0.8
Delay (s)	40.1	14.6			41.4	14.7				54.0	53.7	52.8
Level of Service	D	B			D	B				D	D	D
Approach Delay (s)		16.2			39.9			0.0			53.2	
Approach LOS		B			D			A			D	

Intersection Summary				
HCM 2000 Control Delay	25.6	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.78			
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	19.0	
Intersection Capacity Utilization	95.5%	ICU Level of Service	F	
Analysis Period (min)	15			
c Critical Lane Group				

HCM Unsignalized Intersection Capacity Analysis
17: Marine Parade Dr & Humber Bay Park Rd E

09-10-2019



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	5	0	225	135	15
Future Volume (Veh/h)	5	5	0	225	135	15
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	5	5	0	232	139	15
Pedestrians	162					
Lane Width (m)	3.0					
Walking Speed (m/s)	1.2					
Percent Blockage	11					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)					142	
pX, platoon unblocked						
vC, conflicting volume	540	239	316			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	540	239	316			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	99	100			
cM capacity (veh/h)	423	682	1114			

Direction, Lane #	EB 1	NB 1	SB 1	SB 2
Volume Total	10	232	93	61
Volume Left	5	0	0	0
Volume Right	5	0	0	15
cSH	522	1114	1700	1700
Volume to Capacity	0.02	0.00	0.05	0.04
Queue Length 95th (m)	0.5	0.0	0.0	0.0
Control Delay (s)	12.0	0.0	0.0	0.0
Lane LOS	B			
Approach Delay (s)	12.0	0.0	0.0	
Approach LOS	B			

Intersection Summary				
Average Delay	0.3			
Intersection Capacity Utilization	23.3%	ICU Level of Service	A	
Analysis Period (min)	15			

Timings
1: Park Lawn Rd & The Queensway

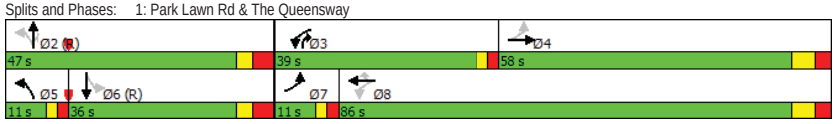
09-10-2019

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	205	1010	415	1010	90	140	330	480	80	315
Future Volume (vph)	205	1010	415	1010	90	140	330	480	80	315
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	pm+ov	Perm	NA
Protected Phases	7	4	3	8		5	2	3		6
Permitted Phases	4		8		8	2		2	6	
Detector Phase	7	4	3	8	8	5	2	3	6	6
Switch Phase										
Minimum Initial (s)	7.0	24.0	7.0	24.0	24.0	7.0	29.0	7.0	29.0	29.0
Minimum Split (s)	11.0	31.0	11.0	31.0	31.0	11.0	36.0	11.0	36.0	36.0
Total Split (s)	11.0	58.0	39.0	86.0	86.0	11.0	47.0	39.0	36.0	36.0
Total Split (%)	7.6%	40.3%	27.1%	59.7%	59.7%	7.6%	32.6%	27.1%	25.0%	25.0%
Yellow Time (s)	2.0	4.0	2.0	4.0	4.0	2.0	3.0	2.0	3.0	3.0
All-Red Time (s)	2.0	3.0	2.0	3.0	3.0	2.0	4.0	2.0	4.0	4.0
Lost Time Adjust (s)	-1.0	-1.0	-2.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	6.0	2.0	6.0	6.0	3.0	6.0	3.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	C-Min	None	C-Min	C-Min

Intersection Summary

Cycle Length: 144
Actuated Cycle Length: 144
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 1: Park Lawn Rd & The Queensway



HCM Signalized Intersection Capacity Analysis
1: Park Lawn Rd & The Queensway

09-10-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	205	1010	190	415	1010	90	140	330	480	80	315	175
Future Volume (vph)	205	1010	190	415	1010	90	140	330	480	80	315	175
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	3.0	6.0		2.0	6.0	6.0	3.0	6.0	3.0	6.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	0.98		1.00	1.00	0.94	1.00	1.00	0.97	1.00	0.97	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	0.98	1.00	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1681	3399		1652	3466	1405	1660	1824	1437	1632	3244	
Flt Permitted	0.28	1.00		0.07	1.00	1.00	0.23	1.00	1.00	0.43	1.00	
Satd. Flow (perm)	487	3399		124	3466	1405	401	1824	1437	737	3244	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	211	1041	196	428	1041	93	144	340	495	82	325	180
RTOR Reduction (vph)	0	11	0	0	0	41	0	0	14	0	52	0
Lane Group Flow (vph)	211	1226	0	428	1041	52	144	340	481	82	453	0
Confl. Peds. (#/hr)	12		49	49		12	49		26	26		49
Confl. Bikes (#/hr)			11			8			3			2
Heavy Vehicles (%)	0%	1%	0%	2%	3%	0%	1%	3%	2%	1%	1%	1%
Bus Blockages (#/hr)	0	0	2	0	0	2	0	0	0	0	0	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	pm+ov	Perm	NA	
Protected Phases	7	4		3	8		5	2	3		6	
Permitted Phases	4			8		8	2		2	6		
Actuated Green, G (s)	59.3	52.3		89.9	78.9	78.9	40.1	40.1	73.7	29.0	29.0	
Effective Green, g (s)	61.3	53.3		91.9	79.9	79.9	41.1	41.1	75.7	30.0	30.0	
Actuated g/C Ratio	0.43	0.37		0.64	0.55	0.55	0.29	0.29	0.53	0.21	0.21	
Clearance Time (s)	4.0	7.0		4.0	7.0	7.0	4.0	7.0	4.0	7.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	273	1258		456	1923	779	185	520	755	153	675	
v/s Ratio Prot	0.04	c0.36		c0.23	0.30		c0.04	0.19	0.15		0.14	
v/s Ratio Perm	0.29			0.37		0.04	c0.18		0.18	0.11		
v/c Ratio	0.77	0.97		0.94	0.54	0.07	0.78	0.65	0.64	0.54	0.67	
Uniform Delay, d1	28.7	44.7		44.7	20.4	14.8	44.1	45.2	24.3	50.8	52.5	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	12.7	19.4		27.1	0.3	0.0	18.4	6.3	1.8	12.8	5.2	
Delay (s)	41.5	64.1		71.8	20.7	14.9	62.5	51.5	26.1	63.6	57.7	
Level of Service	D	E		E	C	B	E	D	C	E	E	
Approach Delay (s)		60.8			34.4			40.3			58.5	
Approach LOS		E			C			D			E	

Intersection Summary

HCM 2000 Control Delay	47.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	124.3%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

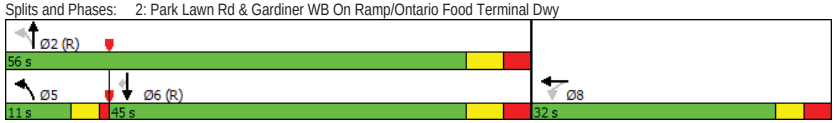
Timings
2: Park Lawn Rd & Gardiner WB On Ramp/Ontario Food Terminal Dwy

09-10-2019

Lane Group	WBT	NBL	NBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	10	385	930	505	455
Future Volume (vph)	10	385	930	505	455
Turn Type	NA	pm+pt	NA	NA	Perm
Protected Phases	8	5	2	6	
Permitted Phases		2			6
Detector Phase	8	5	2	6	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	38.0	38.0	38.0
Minimum Split (s)	32.0	11.0	45.0	45.0	45.0
Total Split (s)	32.0	11.0	56.0	45.0	45.0
Total Split (%)	36.4%	12.5%	63.6%	51.1%	51.1%
Yellow Time (s)	3.0	3.0	4.0	4.0	4.0
All-Red Time (s)	3.0	1.0	3.0	3.0	3.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.0	3.0	6.0	6.0	6.0
Lead/Lag		Lead		Lag	Lag
Lead-Lag Optimize?		Yes		Yes	Yes
Recall Mode	None	None	C-Min	C-Min	C-Min

Intersection Summary
Cycle Length: 88
Actuated Cycle Length: 88
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Description: 04/07/2016

Splits and Phases: 2: Park Lawn Rd & Gardiner WB On Ramp/Ontario Food Terminal Dwy



HCM Signalized Intersection Capacity Analysis
2: Park Lawn Rd & Gardiner WB On Ramp/Ontario Food Terminal Dwy

09-10-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	5	10	5	385	930	0	0	505	455
Future Volume (vph)	0	0	0	5	10	5	385	930	0	0	505	455
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)					5.0		3.0	6.0			6.0	6.0
Lane Util. Factor					1.00		1.00	0.95			0.95	1.00
Frpb, ped/bikes					1.00		1.00	1.00			1.00	0.96
Flpb, ped/bikes					1.00		0.99	1.00			1.00	1.00
Frt					0.97		1.00	1.00			1.00	0.85
Flt Protected					0.99		0.95	1.00			1.00	1.00
Satd. Flow (prot)					1351		1658	3500			3500	1366
Flt Permitted					0.99		0.43	1.00			1.00	1.00
Satd. Flow (perm)					1351		755	3500			3500	1366
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	5	11	5	405	979	0	0	532	479
RTOR Reduction (vph)	0	0	0	0	5	0	0	0	0	0	0	158
Lane Group Flow (vph)	0	0	0	0	16	0	405	979	0	0	532	321
Confl. Peds. (#/hr)			1	1			45		3	3		45
Confl. Bikes (#/hr)									10			4
Heavy Vehicles (%)	0%	0%	0%	0%	63%	0%	1%	2%	0%	0%	2%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	6
Turn Type				Perm	NA		pm+pt	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8			2					6
Actuated Green, G (s)					3.3		71.7	71.7			57.9	57.9
Effective Green, g (s)					4.3		72.7	72.7			58.9	58.9
Actuated g/C Ratio					0.05		0.83	0.83			0.67	0.67
Clearance Time (s)					6.0		4.0	7.0			7.0	7.0
Vehicle Extension (s)					3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)					66		734	2891			2342	914
v/s Ratio Prot							c0.07	0.28			0.15	
v/s Ratio Perm					0.01		c0.39					0.23
v/c Ratio					0.25		0.55	0.34			0.23	0.35
Uniform Delay, d1					40.3		1.9	1.8			5.7	6.3
Progression Factor					1.00		1.52	0.37			1.00	1.00
Incremental Delay, d2					1.9		0.8	0.3			0.2	1.1
Delay (s)					42.2		3.7	1.0			5.9	7.3
Level of Service					D		A	A			A	A
Approach Delay (s)		0.0			42.2			1.8			6.6	
Approach LOS		A			D			A			A	

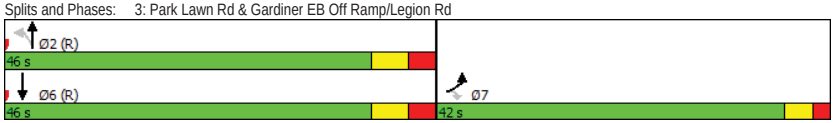
Intersection Summary					
HCM 2000 Control Delay	4.1	HCM 2000 Level of Service	A		
HCM 2000 Volume to Capacity ratio	0.55				
Actuated Cycle Length (s)	88.0	Sum of lost time (s)	14.0		
Intersection Capacity Utilization	71.5%	ICU Level of Service	C		
Analysis Period (min)	15				
Description: 04/07/2016					

c Critical Lane Group

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	655	850	75	685	480
Future Volume (vph)	655	850	75	685	480
Turn Type	Prot	Perm	Perm	NA	NA
Protected Phases	7			2	6
Permitted Phases		7	2		
Detector Phase	7	7	2	2	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	39.0	39.0	39.0
Minimum Split (s)	30.0	30.0	46.0	46.0	46.0
Total Split (s)	42.0	42.0	46.0	46.0	46.0
Total Split (%)	47.7%	47.7%	52.3%	52.3%	52.3%
Yellow Time (s)	3.0	3.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	3.0	3.0	3.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	4.0	4.0	6.0	6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Min	C-Min	C-Min

Intersection Summary
Cycle Length: 88
Actuated Cycle Length: 88
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Description: 4/7/2016

Splits and Phases: 3: Park Lawn Rd & Gardiner EB Off Ramp/Legion Rd





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	655	850	75	685	480	45
Future Volume (vph)	655	850	75	685	480	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.0	3.0	3.5	3.5	3.0
Total Lost time (s)	4.0	4.0	6.0	6.0	6.0	
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	
Frpb, ped/bikes	1.00	0.98	1.00	1.00	0.99	
Flpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	0.99	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	3204	1477	1642	3500	3469	
Flt Permitted	0.95	1.00	0.42	1.00	1.00	
Satd. Flow (perm)	3204	1477	730	3500	3469	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	689	895	79	721	505	47
RTOR Reduction (vph)	0	394	0	0	7	0
Lane Group Flow (vph)	689	501	79	721	545	0
Confl. Peds. (#/hr)		8	50			50
Confl. Bikes (#/hr)						4
Heavy Vehicles (%)	2%	0%	0%	2%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	6
Turn Type	Prot	Perm	Perm	NA	NA	
Protected Phases	7			2	6	
Permitted Phases		7	2			
Actuated Green, G (s)	32.2	32.2	43.8	43.8	43.8	
Effective Green, g (s)	33.2	33.2	44.8	44.8	44.8	
Actuated g/C Ratio	0.38	0.38	0.51	0.51	0.51	
Clearance Time (s)	5.0	5.0	7.0	7.0	7.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	1208	557	371	1781	1766	
v/s Ratio Prot	0.22			c0.21	0.16	
v/s Ratio Perm		c0.34	0.11			
v/c Ratio	0.57	0.90	0.21	0.40	0.31	
Uniform Delay, d1	21.7	25.8	11.9	13.4	12.6	
Progression Factor	1.00	1.00	1.00	1.00	0.60	
Incremental Delay, d2	0.7	17.2	1.3	0.7	0.4	
Delay (s)	22.4	43.0	13.2	14.0	8.0	
Level of Service	C	D	B	B	A	
Approach Delay (s)	34.1			14.0	8.0	
Approach LOS	C			B	A	

Intersection Summary				
HCM 2000 Control Delay	23.7	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.61			
Actuated Cycle Length (s)	88.0	Sum of lost time (s)	10.0	
Intersection Capacity Utilization	94.3%	ICU Level of Service	F	
Analysis Period (min)	15			
Description: 4/7/2016				

HCM Signalized Intersection Capacity Analysis
3: Park Lawn Rd & Gardiner EB Off Ramp/Legion Rd 09-10-2019

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
4: Park Lawn Rd & South Beach Condos Dwy/Site Dwy North

09-10-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	0	35	0	0	0	45	705	0	0	1235	95
Future Volume (Veh/h)	50	0	35	0	0	0	45	705	0	0	1235	95
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	52	0	36	0	0	0	47	734	0	0	1286	99
Pedestrians		30			1							
Lane Width (m)		3.0			3.5							
Walking Speed (m/s)		1.2			1.2							
Percent Blockage		2			0							
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)								181			147	
pX, platoon unblocked	0.95	0.95	0.93	0.95	0.95	0.96	0.93			0.96		
vC, conflicting volume	1826	2194	722	1508	2244	368	1415			735		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1565	1954	544	1229	2006	254	1290			637		
tC, single (s)	7.5	6.5	7.0	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	20	100	92	100	100	100	90			100		
cM capacity (veh/h)	65	54	437	108	50	720	484			916		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	52	36	0	47	489	245	643	742
Volume Left	52	0	0	47	0	0	0	0
Volume Right	0	36	0	0	0	0	0	99
cSH	65	437	1700	484	1700	1700	916	1700
Volume to Capacity	0.80	0.08	0.00	0.10	0.29	0.14	0.00	0.44
Queue Length 95th (m)	29.5	2.1	0.0	2.6	0.0	0.0	0.0	0.0
Control Delay (s)	164.1	14.0	0.0	13.2	0.0	0.0	0.0	0.0
Lane LOS	F	B	A	B				
Approach Delay (s)	102.7		0.0	0.8			0.0	
Approach LOS	F		A					

Intersection Summary				
Average Delay	4.3			
Intersection Capacity Utilization	47.4%	ICU Level of Service	A	
Analysis Period (min)	15			

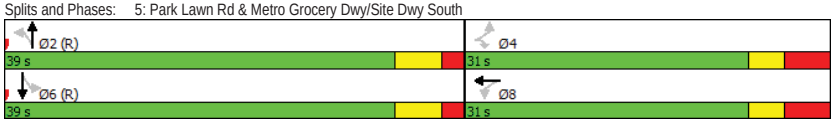
Timings
5: Park Lawn Rd & Metro Grocery Dwy/Site Dwy South

09-10-2019

Lane Group	EBL	EBR	WBT	NBL	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	140	85	0	50	610	965
Future Volume (vph)	140	85	0	50	610	965
Turn Type	Perm	Perm	NA	Perm	NA	NA
Protected Phases			8		2	6
Permitted Phases	4	4		2		
Detector Phase	4	4	8	2	2	6
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	18.0	18.0	18.0
Minimum Split (s)	30.0	30.0	30.0	24.0	24.0	24.0
Total Split (s)	31.0	31.0	31.0	39.0	39.0	39.0
Total Split (%)	44.3%	44.3%	44.3%	55.7%	55.7%	55.7%
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0	4.0
All-Red Time (s)	4.0	4.0	4.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	C-Min	C-Min	C-Min

Intersection Summary
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 31 (44%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 5: Park Lawn Rd & Metro Grocery Dwy/Site Dwy South



HCM Signalized Intersection Capacity Analysis
5: Park Lawn Rd & Metro Grocery Dwy/Site Dwy South

09-10-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	0	85	0	0	5	50	610	0	0	965	275
Future Volume (vph)	140	0	85	0	0	5	50	610	0	0	965	275
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	6.0		6.0		6.0		5.0	5.0			5.0	
Lane Util. Factor	1.00		1.00		1.00		1.00	0.95			0.95	
Frpb, ped/bikes	1.00		0.98		0.98		1.00	1.00			0.97	
Flpb, ped/bikes	0.99		1.00		1.00		0.99	1.00			1.00	
Frt	1.00		0.85		0.86		1.00	1.00			0.97	
Flt Protected	0.95		1.00		1.00		0.95	1.00			1.00	
Satd. Flow (prot)	1654		1481		1593		1661	3500			3319	
Flt Permitted	0.75		1.00		1.00		0.17	1.00			1.00	
Satd. Flow (perm)	1314		1481		1593		293	3500			3319	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	146	0	89	0	0	5	52	635	0	0	1005	286
RTOR Reduction (vph)	0	0	39	0	4	0	0	0	0	0	26	0
Lane Group Flow (vph)	146	0	50	0	1	0	52	635	0	0	1265	0
Confl. Peds. (#/hr)	9		5	5		9	61		11	11		61
Confl. Bikes (#/hr)			1						13			6
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	0%	2%	0%	0%	1%	0%
Turn Type	Perm		Perm		NA		Perm	NA		Perm	NA	
Protected Phases					8			2			6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)	12.5		12.5		12.5		44.5	44.5			44.5	
Effective Green, g (s)	13.5		13.5		13.5		45.5	45.5			45.5	
Actuated g/C Ratio	0.19		0.19		0.19		0.65	0.65			0.65	
Clearance Time (s)	7.0		7.0		7.0		6.0	6.0			6.0	
Vehicle Extension (s)	3.0		3.0		3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	253		285		307		190	2275			2157	
v/s Ratio Prot					0.00			0.18			c0.38	
v/s Ratio Perm	c0.11		0.03				0.18					
v/c Ratio	0.58		0.18		0.00		0.27	0.28			0.59	
Uniform Delay, d1	25.7		23.6		22.8		5.2	5.2			6.9	
Progression Factor	1.00		1.00		1.00		1.16	1.09			1.00	
Incremental Delay, d2	3.2		0.3		0.0		3.2	0.3			1.2	
Delay (s)	28.8		23.9		22.8		9.2	6.0			8.1	
Level of Service	C		C		C		A	A			A	
Approach Delay (s)		27.0			22.8			6.2			8.1	
Approach LOS		C			C			A			A	

Intersection Summary				
HCM 2000 Control Delay	9.6	HCM 2000 Level of Service	A	
HCM 2000 Volume to Capacity ratio	0.59			
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	67.8%	ICU Level of Service	C	
Analysis Period (min)	15			

c Critical Lane Group

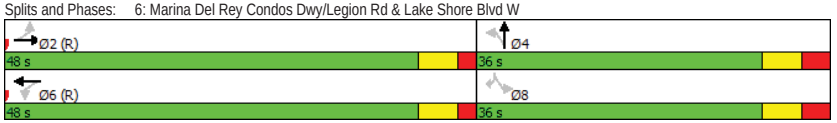
Timings
6: Marina Del Rey Condos Dwy/Legion Rd & Lake Shore Blvd W

09-10-2019

Lane Group	EBL	EBT	WBT	NBT	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	35	720	955	0	55	20
Future Volume (vph)	35	720	955	0	55	20
Turn Type	Perm	NA	NA	NA	Perm	Perm
Protected Phases		2	6	4		
Permitted Phases	2				8	8
Detector Phase	2	2	6	4	8	8
Switch Phase						
Minimum Initial (s)	19.0	19.0	19.0	7.0	7.0	7.0
Minimum Split (s)	25.0	25.0	25.0	35.0	35.0	35.0
Total Split (s)	48.0	48.0	48.0	36.0	36.0	36.0
Total Split (%)	57.1%	57.1%	57.1%	42.9%	42.9%	42.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	3.0	3.0	3.0
Lost Time Adjust (s)		-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)		5.0	5.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min	C-Min	C-Min	None	None	None

Intersection Summary
Cycle Length: 84
Actuated Cycle Length: 84
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Description: June 28 2016

Splits and Phases: 6: Marina Del Rey Condos Dwy/Legion Rd & Lake Shore Blvd W





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	720	0	0	955	55	15	0	25	55	0	20
Future Volume (vph)	35	720	0	0	955	55	15	0	25	55	0	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)		5.0			5.0			6.0		6.0		6.0
Lane Util. Factor		0.95			0.95			1.00		1.00		1.00
Frpb, ped/bikes		1.00			0.99			0.95		1.00		0.96
Flpb, ped/bikes		1.00			1.00			0.99		0.94		1.00
Frt		1.00			0.99			0.92		1.00		0.85
Flt Protected		1.00			1.00			0.98		0.95		1.00
Satd. Flow (prot)		3491			3444			1593		1580		1370
Flt Permitted		0.87			1.00			0.98		0.73		1.00
Satd. Flow (perm)		3028			3444			1593		1214		1370
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	36	750	0	0	995	57	16	0	26	57	0	21
RTOR Reduction (vph)	0	0	0	0	4	0	0	30	0	0	0	16
Lane Group Flow (vph)	0	786	0	0	1048	0	0	12	0	57	0	5
Confl. Peds. (#/hr)	64		42	42		64	28		73	73		28
Confl. Bikes (#/hr)			12			15			1			
Heavy Vehicles (%)	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	6%
Bus Blockages (#/hr)	11	0	2	11	0	2	0	0	0	0	0	0
Turn Type	Perm	NA			NA		Perm	NA		Perm		Perm
Protected Phases		2			6			4				
Permitted Phases	2			6			4			8		8
Actuated Green, G (s)		52.7			52.7			18.3		18.3		18.3
Effective Green, g (s)		53.7			53.7			19.3		19.3		19.3
Actuated g/C Ratio		0.64			0.64			0.23		0.23		0.23
Clearance Time (s)		6.0			6.0			7.0		7.0		7.0
Vehicle Extension (s)		3.0			3.0			3.0		3.0		3.0
Lane Grp Cap (vph)		1935			2201			366		278		314
v/s Ratio Prot					c0.30							
v/s Ratio Perm		0.26						0.01		c0.05		0.00
v/c Ratio		0.41			0.48			0.03		0.21		0.02
Uniform Delay, d1		7.4			7.9			25.1		26.1		25.0
Progression Factor		1.00			1.00			1.00		1.00		1.00
Incremental Delay, d2		0.6			0.7			0.0		0.4		0.0
Delay (s)		8.0			8.6			25.1		26.5		25.0
Level of Service		A			A			C		C		C
Approach Delay (s)		8.0			8.6			25.1			26.1	
Approach LOS		A			A			C			C	

Intersection Summary			
HCM 2000 Control Delay	9.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	84.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	80.8%	ICU Level of Service	D
Analysis Period (min)	15		
Description: June 28 2016			

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
7: Humber Bay Park Rd W & Lake Shore Blvd W

09-10-2019

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	735	25	90	955	15	20
Future Volume (Veh/h)	735	25	90	955	15	20
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	758	26	93	985	15	21
Pedestrians					22	
Lane Width (m)					3.0	
Walking Speed (m/s)					1.2	
Percent Blockage					2	
Right turn flare (veh)						4
Median type	None			None		
Median storage veh)						
Upstream signal (m)	64			256		
pX, platoon unblocked			0.90		0.85	0.90
vC, conflicting volume			806		1472	414
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			570		692	136
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			90		95	97
cM capacity (veh/h)			900		288	795

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	505	279	421	657	36
Volume Left	0	0	93	0	15
Volume Right	0	26	0	0	21
cSH	1700	1700	900	1700	690
Volume to Capacity	0.30	0.16	0.10	0.39	0.05
Queue Length 95th (m)	0.0	0.0	2.8	0.0	1.3
Control Delay (s)	0.0	0.0	3.0	0.0	13.2
Lane LOS			A		B
Approach Delay (s)	0.0		1.2		13.2
Approach LOS					B

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	63.5%	ICU Level of Service	B
Analysis Period (min)	15		

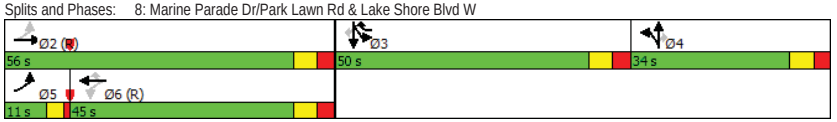
Timings
8: Marine Parade Dr/Park Lawn Rd & Lake Shore Blvd W

09-10-2019

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	170	530	10	745	350	150	25	565	110	335
Future Volume (vph)	170	530	10	745	350	150	25	565	110	335
Turn Type	pm+pt	NA	Perm	NA	pm+ov	NA	Perm	Split	NA	Perm
Protected Phases	5	2		6	3	4		3	3	
Permitted Phases	2		6		6		4			3
Detector Phase	5	2	6	6	3	4	4	3	3	3
Switch Phase										
Minimum Initial (s)	6.0	34.0	34.0	34.0	34.0	7.0	7.0	34.0	34.0	34.0
Minimum Split (s)	10.0	41.0	41.0	41.0	41.0	33.0	33.0	41.0	41.0	41.0
Total Split (s)	11.0	56.0	45.0	45.0	50.0	34.0	34.0	50.0	50.0	50.0
Total Split (%)	7.9%	40.0%	32.1%	32.1%	35.7%	24.3%	24.3%	35.7%	35.7%	35.7%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Min	C-Min	C-Min	C-Min	Min	None	None	Min	Min	Min

Intersection Summary
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 125
Control Type: Actuated-Coordinated

Splits and Phases: 8: Marine Parade Dr/Park Lawn Rd & Lake Shore Blvd W



HCM Signalized Intersection Capacity Analysis
8: Marine Parade Dr/Park Lawn Rd & Lake Shore Blvd W 09-10-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	530	70	10	745	350	55	150	25	565	110	335
Future Volume (vph)	170	530	70	10	745	350	55	150	25	565	110	335
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	3.0	6.0			6.0	6.0		6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95			0.95	1.00		0.95	1.00	0.97	1.00	1.00
Frpb, ped/bikes	1.00	0.99			1.00	0.92		1.00	0.83	1.00	1.00	0.67
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98			1.00	0.85		1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00	1.00		0.99	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1591	3376			3497	1387		3276	992	3236	1756	979
Flt Permitted	0.12	1.00			0.94	1.00		0.99	1.00	0.95	1.00	1.00
Satd. Flow (perm)	195	3376			3298	1387		3276	992	3236	1756	979
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	177	552	73	10	776	365	57	156	26	589	115	349
RTOR Reduction (vph)	0	6	0	0	0	45	0	0	21	0	0	256
Lane Group Flow (vph)	177	619	0	0	786	320	0	213	5	589	115	93
Confl. Peds. (#/hr)	121		71	71		121	306		99	99		306
Confl. Bikes (#/hr)			11						2			16
Heavy Vehicles (%)	1%	3%	0%	0%	2%	0%	9%	7%	23%	1%	7%	1%
Bus Blockages (#/hr)	11	0	2	11	0	0	0	0	6	0	0	6
Turn Type	pm+pt	NA		Perm	NA	pm+ov	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2			6	3	4	4		3	3	
Permitted Phases	2			6		6			4			3
Actuated Green, G (s)	56.5	56.5			36.9	73.4		26.0	26.0	36.5	36.5	36.5
Effective Green, g (s)	57.5	57.5			37.9	75.4		27.0	27.0	37.5	37.5	37.5
Actuated g/C Ratio	0.41	0.41			0.27	0.54		0.19	0.19	0.27	0.27	0.27
Clearance Time (s)	4.0	7.0			7.0	7.0		7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	245	1386			892	806		631	191	866	470	262
v/s Ratio Prot	c0.09	0.18				0.11		c0.07		c0.18	0.07	
v/s Ratio Perm	0.21				c0.24	0.12			0.01			0.10
v/c Ratio	0.72	0.45			0.88	0.40		0.34	0.03	0.68	0.24	0.36
Uniform Delay, d1	31.2	29.8			48.9	19.0		48.8	45.8	45.9	40.2	41.5
Progression Factor	1.00	1.00			1.00	1.00		1.00	1.00	1.00	0.97	2.84
Incremental Delay, d2	10.1	1.0			12.2	0.3		0.3	0.1	1.9	0.2	0.7
Delay (s)	41.2	30.8			61.1	19.3		49.1	45.9	47.9	39.3	118.4
Level of Service	D	C			E	B		D	D	D	D	F
Approach Delay (s)		33.1			47.8			48.7			70.3	
Approach LOS		C			D			D			E	

Intersection Summary				
HCM 2000 Control Delay	51.6	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.67			
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	21.0	
Intersection Capacity Utilization	126.1%	ICU Level of Service	H	
Analysis Period (min)	15			
c Critical Lane Group				

HCM Unsignalized Intersection Capacity Analysis
9: Shore Breeze Dr & Lake Shore Blvd W 09-10-2019

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1085	40	25	1075	15	20
Future Volume (Veh/h)	1085	40	25	1075	15	20
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	1119	41	26	1108	15	21
Pedestrians					104	
Lane Width (m)					3.0	
Walking Speed (m/s)					1.2	
Percent Blockage					7	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)	158			356		
pX, platoon unblocked						
vC, conflicting volume			1264		1850	498
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1264		1850	498
tC, single (s)			4.1		*6.4	*6.3
tC, 2 stage (s)						
tF (s)			2.2		*3.4	3.3
p0 queue free %			95		80	96
cM capacity (veh/h)			517		74	528

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1
Volume Total	448	448	265	395	739	36
Volume Left	0	0	0	26	0	15
Volume Right	0	0	41	0	0	21
cSH	1700	1700	1700	517	1700	148
Volume to Capacity	0.26	0.26	0.16	0.05	0.43	0.24
Queue Length 95th (m)	0.0	0.0	0.0	1.3	0.0	7.3
Control Delay (s)	0.0	0.0	0.0	1.6	0.0	37.0
Lane LOS				A		E
Approach Delay (s)	0.0			0.5		37.0
Approach LOS						E

Intersection Summary				
Average Delay	0.8			
Intersection Capacity Utilization	57.6%	ICU Level of Service		B
Analysis Period (min)	15			

* User Entered Value

HCM Unsignalized Intersection Capacity Analysis
10: Silver Moon Dr & Lake Shore Blvd W

09-10-2019

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1020	110	35	1075	40	20
Future Volume (Veh/h)	1020	110	35	1075	40	20
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	1052	113	36	1108	41	21
Pedestrians					86	
Lane Width (m)					3.0	
Walking Speed (m/s)					1.2	
Percent Blockage					6	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)	276			238		
pX, platoon unblocked			0.90		0.90	0.90
vC, conflicting volume			1251		1820	668
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1052		1686	403
tC, single (s)			4.1		*5.7	*5.0
tC, 2 stage (s)						
tF (s)			2.2		*3.0	*3.0
p0 queue free %			94		66	97
cM capacity (veh/h)			565		122	681

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	701	464	405	739	62
Volume Left	0	0	36	0	41
Volume Right	0	113	0	0	21
cSH	1700	1700	565	1700	169
Volume to Capacity	0.41	0.27	0.06	0.43	0.37
Queue Length 95th (m)	0.0	0.0	1.6	0.0	12.4
Control Delay (s)	0.0	0.0	1.9	0.0	38.0
Lane LOS			A		E
Approach Delay (s)	0.0		0.7		38.0
Approach LOS					E

Intersection Summary				
Average Delay	1.3			
Intersection Capacity Utilization	65.2%	ICU Level of Service	C	
Analysis Period (min)	15			

* User Entered Value

HCM Unsignalized Intersection Capacity Analysis
11: The Marginal Blvd & Lake Shore Blvd W

09-10-2019

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1050	0	0	1105	0	0
Future Volume (Veh/h)	1050	0	0	1105	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	1082	0	0	1139	0	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)				95		
pX, platoon unblocked						
vC, conflicting volume			1082		1462	541
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1082		1462	541
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			652		122	491

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	721	361	228	456	456	0
Volume Left	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0
cSH	1700	1700	652	1700	1700	1700
Volume to Capacity	0.42	0.21	0.00	0.27	0.27	0.00
Queue Length 95th (m)	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS						A
Approach Delay (s)	0.0		0.0			0.0
Approach LOS						A

Intersection Summary				
Average Delay	0.0			
Intersection Capacity Utilization	32.4%	ICU Level of Service	A	
Analysis Period (min)	15			

Timings
12: Brookers Ln/Gardiner EB On Ramp/WB Off Ramp & Lake Shore Blvd W

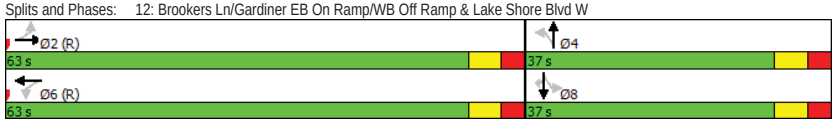
09-10-2019

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	105	760	10	120	105	10	95	120	875
Future Volume (vph)	105	760	10	120	105	10	95	120	875
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		2		6		4		8	
Permitted Phases	2		6		4		8		8
Detector Phase	2	2	6	6	4	4	8	8	8
Switch Phase									
Minimum Initial (s)	29.0	29.0	29.0	29.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0
Total Split (s)	63.0	63.0	63.0	63.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	63.0%	63.0%	63.0%	63.0%	37.0%	37.0%	37.0%	37.0%	37.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)		-1.0		-1.0	-1.0	-1.0		-1.0	-1.0
Total Lost Time (s)		6.0		6.0	6.0	6.0		6.0	6.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	C-Min	C-Min	C-Min	C-Min	None	None	Min	Min	Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 40 (40%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 12: Brookers Ln/Gardiner EB On Ramp/WB Off Ramp & Lake Shore Blvd W



HCM Signalized Intersection Capacity Analysis
12: Brookers Ln/Gardiner EB On Ramp/WB Off Ramp & Lake Shore Blvd W

09-10-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	105	760	155	10	120	5	105	10	65	95	120	875
Future Volume (vph)	105	760	155	10	120	5	105	10	65	95	120	875
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)		6.0			6.0		6.0	6.0			6.0	6.0
Lane Util. Factor		0.95			0.95		1.00	1.00			1.00	1.00
Frpb, ped/bikes		0.98			1.00		1.00	0.99			1.00	1.00
Flpb, ped/bikes		1.00			1.00		1.00	1.00			1.00	1.00
Frt		0.98			0.99		1.00	0.87			1.00	0.85
Flt Protected		0.99			1.00		0.95	1.00			0.98	1.00
Satd. Flow (prot)		3345			3323		1685	1618			1814	1492
Flt Permitted		0.89			0.88		0.52	1.00			0.82	1.00
Satd. Flow (perm)		2996			2925		918	1618			1520	1492
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	111	800	163	11	126	5	111	11	68	100	126	921
RTOR Reduction (vph)	0	13	0	0	2	0	0	49	0	0	0	592
Lane Group Flow (vph)	0	1061	0	0	140	0	111	30	0	0	226	329
Confl. Peds. (#/hr)	2		72	72		2						
Confl. Bikes (#/hr)			2			5			1			
Heavy Vehicles (%)	0%	2%	0%	0%	7%	0%	0%	0%	0%	3%	0%	1%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		8
Actuated Green, G (s)		59.6			59.6		26.4	26.4			26.4	26.4
Effective Green, g (s)		60.6			60.6		27.4	27.4			27.4	27.4
Actuated g/C Ratio		0.61			0.61		0.27	0.27			0.27	0.27
Clearance Time (s)		7.0			7.0		7.0	7.0			7.0	7.0
Vehicle Extension (s)		3.0			3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)		1815			1772		251	443			416	408
v/s Ratio Prot								0.02				
v/s Ratio Perm		c0.35			0.05		0.12				0.15	c0.22
v/c Ratio		0.58			0.08		0.44	0.07			0.54	0.81
Uniform Delay, d1		12.0			8.2		30.0	26.8			31.0	33.8
Progression Factor		1.00			2.05		1.00	1.00			1.00	1.00
Incremental Delay, d2		1.4			0.1		1.2	0.1			1.5	11.1
Delay (s)		13.4			16.8		31.2	26.9			32.4	45.0
Level of Service		B			B		C	C			C	D
Approach Delay (s)		13.4			16.8			29.4			42.5	
Approach LOS		B			B			C			D	

Intersection Summary

HCM 2000 Control Delay	27.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	99.2%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Timings
13: Newport Beach Condos Dwy/TTC Humber Loop & Lake Shore Blvd W

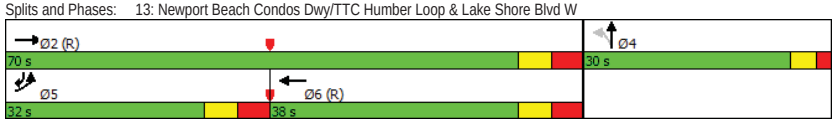
09-10-2019

Lane Group	EBL	EBT	WBT	NBT
Lane Configurations				
Traffic Volume (vph)	15	885	120	0
Future Volume (vph)	15	885	120	0
Turn Type	Prot	NA	NA	NA
Protected Phases	5	2	6	4
Permitted Phases				
Detector Phase	5	2	6	4
Switch Phase				
Minimum Initial (s)	7.0	16.0	16.0	7.0
Minimum Split (s)	15.0	24.0	24.0	29.0
Total Split (s)	32.0	70.0	38.0	30.0
Total Split (%)	32.0%	70.0%	38.0%	30.0%
Yellow Time (s)	4.0	4.0	4.0	3.0
All-Red Time (s)	4.0	4.0	4.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	7.0	7.0	7.0	4.0
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	C-Min	C-Min	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 13: Newport Beach Condos Dwy/TTC Humber Loop & Lake Shore Blvd W



HCM Signalized Intersection Capacity Analysis
13: Newport Beach Condos Dwy/TTC Humber Loop & Lake Shore Blvd W

09-10-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	885	25	0	120	0	15	0	0	0	0	0
Future Volume (vph)	15	885	25	0	120	0	15	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	7.0	7.0			7.0			4.0				
Lane Util. Factor	1.00	1.00			1.00			1.00				
Frpb, ped/bikes	1.00	1.00			1.00			1.00				
Flpb, ped/bikes	1.00	1.00			1.00			0.89				
Frt	1.00	1.00			1.00			1.00				
Flt Protected	0.95	1.00			1.00			0.95				
Satd. Flow (prot)	842	1834			1860			1593				
Flt Permitted	0.95	1.00			1.00			0.95				
Satd. Flow (perm)	842	1834			1860			1593				
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	15	912	26	0	124	0	15	0	0	0	0	0
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	15	937	0	0	124	0	0	15	0	0	0	0
Confl. Peds. (#/hr)							86					86
Confl. Bikes (#/hr)			6			5						
Heavy Vehicles (%)	100%	2%	0%	0%	1%	0%	0%	0%	0%	0%	0%	100%
Turn Type	Prot	NA			NA		Perm	NA				Over
Protected Phases	5	2			6			4				5
Permitted Phases							4					
Actuated Green, G (s)	3.9	72.6			60.7			14.4				
Effective Green, g (s)	4.9	73.6			61.7			15.4				
Actuated g/C Ratio	0.05	0.74			0.62			0.15				
Clearance Time (s)	8.0	8.0			8.0			5.0				
Vehicle Extension (s)	3.0	3.0			3.0			3.0				
Lane Grp Cap (vph)	41	1349			1147			245				
v/s Ratio Prot	0.02	c0.51			0.07							
v/s Ratio Perm								0.01				
v/c Ratio	0.37	0.69			0.11			0.06				
Uniform Delay, d1	46.0	7.1			7.9			36.1				
Progression Factor	0.99	1.08			0.89			1.00				
Incremental Delay, d2	4.7	2.6			0.2			0.1				
Delay (s)	50.2	10.3			7.2			36.2				
Level of Service	D	B			A			D				
Approach Delay (s)		10.9			7.2			36.2			0.0	
Approach LOS		B			A			D			A	

Intersection Summary

HCM 2000 Control Delay	10.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	70.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
14: Marine Parade Dr & Lake Shore Blvd W

09-10-2019

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	790	70	0	55	70	70
Future Volume (Veh/h)	790	70	0	55	70	70
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	868	77	0	60	77	77
Pedestrians					39	
Lane Width (m)					3.0	
Walking Speed (m/s)					1.2	
Percent Blockage					3	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)	132			168		
pX, platoon unblocked			0.68		0.68	0.68
vC, conflicting volume			984		1006	946
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			738		769	681
tC, single (s)			4.1		*6.0	*5.4
tC, 2 stage (s)						
tF (s)			2.2		*3.0	*3.0
p0 queue free %			100		74	79
cM capacity (veh/h)			578		297	373

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	945	60	154
Volume Left	0	0	77
Volume Right	77	0	77
cSH	1700	578	331
Volume to Capacity	0.56	0.00	0.47
Queue Length 95th (m)	0.0	0.0	18.9
Control Delay (s)	0.0	0.0	25.0
Lane LOS			D
Approach Delay (s)	0.0	0.0	25.0
Approach LOS			D

Intersection Summary			
Average Delay	3.3		
Intersection Capacity Utilization	60.9%	ICU Level of Service	B
Analysis Period (min)	15		

* User Entered Value

Timings
15: Palace Pier Ct & Lake Shore Blvd W

09-10-2019

Lane Group	EBT	EBR	NBL
Lane Configurations			
Traffic Volume (vph)	730	105	55
Future Volume (vph)	730	105	55
Turn Type	NA	Perm	Perm
Protected Phases	2		
Permitted Phases		2	4
Detector Phase	2	2	4
Switch Phase			
Minimum Initial (s)	19.0	19.0	7.0
Minimum Split (s)	25.0	25.0	28.0
Total Split (s)	71.0	71.0	29.0
Total Split (%)	71.0%	71.0%	29.0%
Yellow Time (s)	4.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0
Total Lost Time (s)	5.0	5.0	4.0
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Min	C-Min	None

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 15: Palace Pier Ct & Lake Shore Blvd W



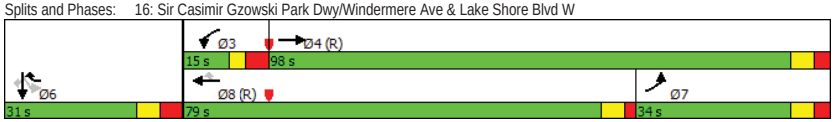
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	730	105	0	0	55	75
Future Volume (vph)	730	105	0	0	55	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.0	3.0	3.5	3.0	3.0
Total Lost time (s)	5.0	5.0			4.0	
Lane Util. Factor	1.00	1.00			1.00	
Frpb, ped/bikes	1.00	0.94			1.00	
Flpb, ped/bikes	1.00	1.00			1.00	
Frt	1.00	0.85			0.92	
Flt Protected	1.00	1.00			0.98	
Satd. Flow (prot)	1860	1395			1588	
Flt Permitted	1.00	1.00			0.98	
Satd. Flow (perm)	1860	1395			1588	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	811	117	0	0	61	83
RTOR Reduction (vph)	0	10	0	0	56	0
Lane Group Flow (vph)	811	107	0	0	88	0
Confl. Peds. (#/hr)		14	14		3	
Heavy Vehicles (%)	1%	2%	0%	0%	0%	1%
Turn Type	NA	Perm			Perm	
Protected Phases	2					
Permitted Phases		2			4	
Actuated Green, G (s)	76.7	76.7			12.3	
Effective Green, g (s)	77.7	77.7			13.3	
Actuated g/C Ratio	0.78	0.78			0.13	
Clearance Time (s)	6.0	6.0			5.0	
Vehicle Extension (s)	3.0	3.0			3.0	
Lane Grp Cap (vph)	1445	1083			211	
v/s Ratio Prot	c0.44					
v/s Ratio Perm		0.08			c0.06	
v/c Ratio	0.56	0.10			0.42	
Uniform Delay, d1	4.4	2.7			39.8	
Progression Factor	0.28	0.24			1.00	
Incremental Delay, d2	1.3	0.1			1.3	
Delay (s)	2.5	0.8			41.1	
Level of Service	A	A			D	
Approach Delay (s)	2.3			0.0	41.1	
Approach LOS	A			A	D	

Intersection Summary			
HCM 2000 Control Delay	7.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	53.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	WBR	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	370	3290	5	2475	105	105	10	425
Future Volume (vph)	370	3290	5	2475	105	105	10	425
Turn Type	Prot	NA	Prot	NA	custom	Perm	NA	Perm
Protected Phases	7	4	3	8	6		6	
Permitted Phases					8	6		6
Detector Phase	7	4	3	8	6	6	6	6
Switch Phase								
Minimum Initial (s)	7.0	25.0	7.0	25.0	23.0	23.0	23.0	23.0
Minimum Split (s)	14.0	32.0	14.0	31.0	31.0	31.0	31.0	31.0
Total Split (s)	34.0	98.0	15.0	79.0	31.0	31.0	31.0	31.0
Total Split (%)	23.6%	68.1%	10.4%	54.9%	21.5%	21.5%	21.5%	21.5%
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	4.0	2.0	4.0	4.0	4.0	4.0
Lost Time Adjust (s)	-2.0	-1.0	-1.0	-2.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.0	6.0	6.0	4.0	7.0	7.0	7.0	7.0
Lead/Lag	Lag	Lag	Lead	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	Min	C-Min	None	C-Min	Min	Min	Min	Min

Intersection Summary
Cycle Length: 144
Actuated Cycle Length: 144
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 16: Sir Casimir Gzowski Park Dwy/Windermere Ave & Lake Shore Blvd W



HCM Signalized Intersection Capacity Analysis
16: Sir Casimir Gzowski Park Dwy/Windermere Ave & Lake Shore Blvd W

09-10-2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	370	3290	0	5	2475	105	0	0	0	105	10	425
Future Volume (vph)	370	3290	0	5	2475	105	0	0	0	105	10	425
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	5.0	6.0		6.0	4.0	7.0				7.0	7.0	7.0
Lane Util. Factor	1.00	0.86		1.00	*1.00	1.00				0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.97				1.00	1.00	0.76
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00				1.00	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85				1.00	1.00	0.95
Flt Protected	1.00	1.00		0.95	1.00	1.00				0.95	0.96	1.00
Satd. Flow (prot)	1756	6399		1685	5472	1417				1585	1669	1250
Flt Permitted	1.00	1.00		0.95	1.00	1.00				0.95	0.96	1.00
Satd. Flow (perm)	1756	6399		1685	5472	1417				1585	1669	1250
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	385	3427	0	5	2578	109	0	0	0	109	10	443
RTOR Reduction (vph)	0	0	0	0	0	29	0	0	0	0	0	264
Lane Group Flow (vph)	385	3427	0	5	2578	80	0	0	0	59	60	179
Confl. Peds. (#/hr)	8					8	116					116
Confl. Bikes (#/hr)						1						12
Heavy Vehicles (%)	1%	1%	0%	0%	3%	2%	0%	0%	0%	1%	11%	3%
Bus Blockages (#/hr)	0	0	0	0	0	2	0	0	0	0	0	0
Turn Type	Prot	NA		Prot	NA	custom				Perm	NA	Perm
Protected Phases	7	4		3	8	6					6	
Permitted Phases						8				6		6
Actuated Green, G (s)	32.8	97.6		1.4	67.2	90.2				23.0	23.0	23.0
Effective Green, g (s)	34.8	98.6		2.4	69.2	92.2				24.0	24.0	24.0
Actuated g/C Ratio	0.24	0.68		0.02	0.48	0.64				0.17	0.17	0.17
Clearance Time (s)	7.0	7.0		7.0	6.0	8.0				8.0	8.0	8.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0				3.0	3.0	3.0
Lane Grp Cap (vph)	424	4381		28	2629	976				264	278	208
v/s Ratio Prot	c0.22	0.54		0.00	c0.47	0.01						
v/s Ratio Perm						0.04				0.04	0.04	c0.14
v/c Ratio	0.91	0.78		0.18	0.98	0.08				0.22	0.22	0.86
Uniform Delay, d1	53.0	15.4		69.8	36.7	9.8				51.9	51.9	58.4
Progression Factor	1.00	1.00		1.00	1.00	1.00				1.00	1.00	1.00
Incremental Delay, d2	22.7	1.5		3.0	13.6	0.0				0.4	0.4	27.9
Delay (s)	75.8	16.9		72.9	50.3	9.9				52.4	52.3	86.3
Level of Service	E	B		E	D	A				D	D	F
Approach Delay (s)		22.8			48.7			0.0			79.1	
Approach LOS		C			D			A			E	

Intersection Summary				
HCM 2000 Control Delay	37.2	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.96			
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	19.0	
Intersection Capacity Utilization	100.8%	ICU Level of Service	G	
Analysis Period (min)	15			
c Critical Lane Group				

HCM Unsignalized Intersection Capacity Analysis
17: Marine Parade Dr & Humber Bay Park Rd E

09-10-2019



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	45	5	10	150	140	20
Future Volume (Veh/h)	45	5	10	150	140	20
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	49	5	11	163	152	22
Pedestrians	302					
Lane Width (m)	3.0					
Walking Speed (m/s)	1.2					
Percent Blockage	21					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)					142	
pX, platoon unblocked						
vC, conflicting volume	650	389	476			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	650	389	476			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	85	99	99			
cM capacity (veh/h)	317	486	867			

Direction, Lane #	EB 1	NB 1	SB 1	SB 2
Volume Total	54	174	101	73
Volume Left	49	11	0	0
Volume Right	5	0	0	22
cSH	328	867	1700	1700
Volume to Capacity	0.16	0.01	0.06	0.04
Queue Length 95th (m)	4.7	0.3	0.0	0.0
Control Delay (s)	18.1	0.7	0.0	0.0
Lane LOS	C	A		
Approach Delay (s)	18.1	0.7	0.0	
Approach LOS	C			

Intersection Summary				
Average Delay	2.7			
Intersection Capacity Utilization	26.1%	ICU Level of Service		A
Analysis Period (min)	15			

Timings
1: Park Lawn Rd & The Queensway

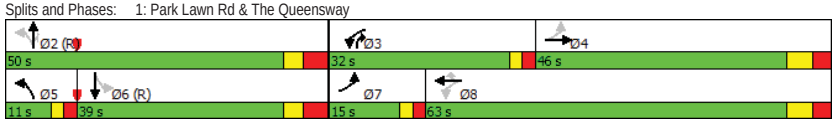
09-10-2019

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	170	785	380	735	75	200	255	340	60	335
Future Volume (vph)	170	785	380	735	75	200	255	340	60	335
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	pm+ov	Perm	NA
Protected Phases	7	4	3	8		5	2	3		6
Permitted Phases	4		8		8	2		2	6	
Detector Phase	7	4	3	8	8	5	2	3	6	6
Switch Phase										
Minimum Initial (s)	7.0	24.0	7.0	24.0	24.0	7.0	29.0	7.0	29.0	29.0
Minimum Split (s)	11.0	31.0	11.0	31.0	31.0	11.0	36.0	11.0	36.0	36.0
Total Split (s)	15.0	46.0	32.0	63.0	63.0	11.0	50.0	32.0	39.0	39.0
Total Split (%)	11.7%	35.9%	25.0%	49.2%	49.2%	8.6%	39.1%	25.0%	30.5%	30.5%
Yellow Time (s)	2.0	4.0	2.0	4.0	4.0	2.0	3.0	2.0	3.0	3.0
All-Red Time (s)	2.0	3.0	2.0	3.0	3.0	2.0	4.0	2.0	4.0	4.0
Lost Time Adjust (s)	-1.0	-1.0	-2.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	6.0	2.0	6.0	6.0	3.0	6.0	3.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	C-Min	None	C-Min	C-Min

Intersection Summary

Cycle Length: 128
Actuated Cycle Length: 128
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 1: Park Lawn Rd & The Queensway



HCM Signalized Intersection Capacity Analysis
1: Park Lawn Rd & The Queensway

09-10-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	785	215	380	735	75	200	255	340	60	335	150
Future Volume (vph)	170	785	215	380	735	75	200	255	340	60	335	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	3.0	6.0		2.0	6.0	6.0	3.0	6.0	3.0	6.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	0.98		1.00	1.00	0.97	1.00	1.00	0.97	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.00	
Frt	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1667	3366		1620	3535	1447	1665	1842	1401	1584	3349	
Flt Permitted	0.37	1.00		0.09	1.00	1.00	0.28	1.00	1.00	0.60	1.00	
Satd. Flow (perm)	644	3366		157	3535	1447	497	1842	1401	998	3349	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	173	801	219	388	750	77	204	260	347	61	342	153
RTOR Reduction (vph)	0	19	0	0	0	42	0	0	15	0	41	0
Lane Group Flow (vph)	173	1001	0	388	750	35	204	260	332	61	454	0
Confl. Peds. (#/hr)	2		38	38		2	14		34	34		14
Confl. Bikes (#/hr)			4			4			2			1
Heavy Vehicles (%)	1%	1%	1%	4%	1%	0%	1%	2%	4%	3%	1%	0%
Bus Blockages (#/hr)	0	0	3	0	0	3	0	0	0	0	0	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	pm+ov	Perm	NA	
Protected Phases	7	4		3	8		5	2	3		6	
Permitted Phases	4			8		8	2		2	6		
Actuated Green, G (s)	50.7	39.4		72.3	57.0	57.0	41.7	41.7	70.6	29.8	29.8	
Effective Green, g (s)	52.7	40.4		74.3	58.0	58.0	42.7	42.7	72.6	30.8	30.8	
Actuated g/C Ratio	0.41	0.32		0.58	0.45	0.45	0.33	0.33	0.57	0.24	0.24	
Clearance Time (s)	4.0	7.0		4.0	7.0	7.0	4.0	7.0	4.0	7.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	363	1062		444	1601	655	247	614	794	240	805	
v/s Ratio Prot	0.05	c0.30		c0.21	0.21		c0.06	0.14	0.10		0.14	
v/s Ratio Perm	0.15			0.30		0.02	c0.22		0.14	0.06		
v/c Ratio	0.48	0.94		0.87	0.47	0.05	0.83	0.42	0.42	0.25	0.56	
Uniform Delay, d1	24.7	42.7		36.5	24.3	19.6	36.7	33.1	15.7	39.3	42.7	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.0	15.6		17.1	0.2	0.0	19.7	2.1	0.4	2.5	2.9	
Delay (s)	25.7	58.3		53.6	24.5	19.6	56.4	35.2	16.1	41.8	45.6	
Level of Service	C	E		D	C	B	E	D	B	D	D	
Approach Delay (s)		53.6			33.5			32.4			45.1	
Approach LOS		D			C			C			D	

Intersection Summary

HCM 2000 Control Delay	41.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	128.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	117.0%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

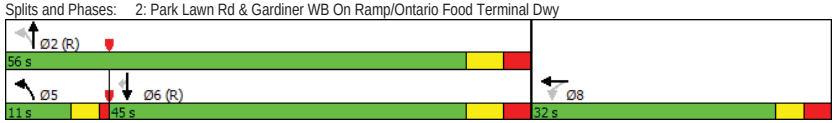
Timings
2: Park Lawn Rd & Gardiner WB On Ramp/Ontario Food Terminal Dwy

09-10-2019

Lane Group	NBL	NBT	SBT	SBR	Ø8
Lane Configurations					
Traffic Volume (vph)	515	905	425	520	
Future Volume (vph)	515	905	425	520	
Turn Type	pm+pt	NA	NA	Perm	
Protected Phases	5	2	6		8
Permitted Phases	2			6	
Detector Phase	5	2	6	6	
Switch Phase					
Minimum Initial (s)	7.0	38.0	38.0	38.0	7.0
Minimum Split (s)	11.0	45.0	45.0	45.0	32.0
Total Split (s)	11.0	56.0	45.0	45.0	32.0
Total Split (%)	12.5%	63.6%	51.1%	51.1%	36%
Yellow Time (s)	3.0	4.0	4.0	4.0	3.0
All-Red Time (s)	1.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	-4.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	0.0	6.0	6.0	6.0	
Lead/Lag	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes		Yes	Yes	
Recall Mode	None	C-Min	C-Min	C-Min	None

Intersection Summary
Cycle Length: 88
Actuated Cycle Length: 88
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Description: 04/07/2016

Splits and Phases: 2: Park Lawn Rd & Gardiner WB On Ramp/Ontario Food Terminal Dwy



HCM Signalized Intersection Capacity Analysis
2: Park Lawn Rd & Gardiner WB On Ramp/Ontario Food Terminal Dwy

09-10-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	515	905	0	0	425	520
Future Volume (vph)	0	0	0	0	0	0	515	905	0	0	425	520
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)							0.0	6.0			6.0	6.0
Lane Util. Factor							1.00	0.95			0.95	1.00
Frpb, ped/bikes							1.00	1.00			1.00	0.93
Flpb, ped/bikes							0.99	1.00			1.00	1.00
Frt							1.00	1.00			1.00	0.85
Flt Protected							0.95	1.00			1.00	1.00
Satd. Flow (prot)							1650	3500			3500	1367
Flt Permitted							0.50	1.00			1.00	1.00
Satd. Flow (perm)							872	3500			3500	1367
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	0	0	0	0	0	0	520	914	0	0	429	525
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	168
Lane Group Flow (vph)	0	0	0	0	0	0	520	914	0	0	429	357
Confl. Peds. (#/hr)	2		2	2		2	36		8	8		36
Confl. Bikes (#/hr)									4			16
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	1%	2%	0%	0%	2%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	4
Turn Type							pm+pt	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8			2					6
Actuated Green, G (s)							69.8	69.8			58.8	58.8
Effective Green, g (s)							73.8	70.8			59.8	59.8
Actuated g/C Ratio							0.84	0.80			0.68	0.68
Clearance Time (s)							4.0	7.0			7.0	7.0
Vehicle Extension (s)							3.0	3.0			3.0	3.0
Lane Grp Cap (vph)							828	2815			2378	928
v/s Ratio Prot							c0.08	0.26			0.12	
v/s Ratio Perm							0.45					c0.26
v/c Ratio							0.63	0.32			0.18	0.38
Uniform Delay, d1							1.7	2.3			5.1	6.1
Progression Factor							2.00	1.42			1.00	1.00
Incremental Delay, d2							1.4	0.3			0.2	1.2
Delay (s)							4.7	3.5			5.3	7.3
Level of Service							A	A			A	A
Approach Delay (s)		0.0			0.0			3.9			6.4	
Approach LOS		A			A			A			A	

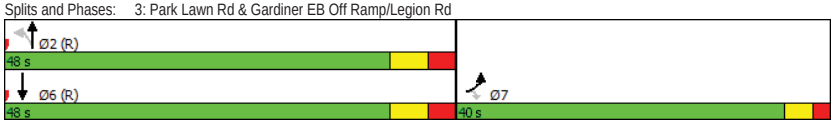
Intersection Summary					
HCM 2000 Control Delay	4.9	HCM 2000 Level of Service	A		
HCM 2000 Volume to Capacity ratio	0.37				
Actuated Cycle Length (s)	88.0	Sum of lost time (s)	11.0		
Intersection Capacity Utilization	79.6%	ICU Level of Service	D		
Analysis Period (min)	15				
Description: 04/07/2016					

c Critical Lane Group

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	445	665	65	995	390
Future Volume (vph)	445	665	65	995	390
Turn Type	Prot	Perm	Perm	NA	NA
Protected Phases	7			2	6
Permitted Phases		7	2		
Detector Phase	7	7	2	2	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	41.0	41.0	41.0
Minimum Split (s)	30.0	30.0	48.0	48.0	48.0
Total Split (s)	40.0	40.0	48.0	48.0	48.0
Total Split (%)	45.5%	45.5%	54.5%	54.5%	54.5%
Yellow Time (s)	3.0	3.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	3.0	3.0	3.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	4.0	4.0	6.0	6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Min	C-Min	C-Min

Intersection Summary
Cycle Length: 88
Actuated Cycle Length: 88
Offset: 12 (14%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Description: 4/7/2016

Splits and Phases: 3: Park Lawn Rd & Gardiner EB Off Ramp/Legion Rd





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	445	665	65	995	390	30
Future Volume (vph)	445	665	65	995	390	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.0	3.0	3.5	3.5	3.0
Total Lost time (s)	4.0	4.0	6.0	6.0	6.0	
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	
Frpb, ped/bikes	1.00	0.98	1.00	1.00	0.99	
Flpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	0.99	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	3236	1475	1642	3500	3418	
Flt Permitted	0.95	1.00	0.49	1.00	1.00	
Satd. Flow (perm)	3236	1475	853	3500	3418	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	473	707	69	1059	415	32
RTOR Reduction (vph)	0	438	0	0	5	0
Lane Group Flow (vph)	473	269	69	1059	442	0
Confl. Peds. (#/hr)		9	44			44
Confl. Bikes (#/hr)						8
Heavy Vehicles (%)	1%	0%	0%	2%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	4
Turn Type	Prot	Perm	Perm	NA	NA	
Protected Phases	7			2	6	
Permitted Phases		7	2			
Actuated Green, G (s)	22.5	22.5	53.5	53.5	53.5	
Effective Green, g (s)	23.5	23.5	54.5	54.5	54.5	
Actuated g/C Ratio	0.27	0.27	0.62	0.62	0.62	
Clearance Time (s)	5.0	5.0	7.0	7.0	7.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	864	393	528	2167	2116	
v/s Ratio Prot	0.15			c0.30	0.13	
v/s Ratio Perm		c0.18	0.08			
v/c Ratio	0.55	0.69	0.13	0.49	0.21	
Uniform Delay, d1	27.7	28.9	6.9	9.1	7.3	
Progression Factor	1.00	1.00	1.00	1.00	0.40	
Incremental Delay, d2	0.7	4.9	0.5	0.8	0.2	
Delay (s)	28.4	33.8	7.4	9.9	3.2	
Level of Service	C	C	A	A	A	
Approach Delay (s)	31.7			9.8	3.2	
Approach LOS	C			A	A	

Intersection Summary			
HCM 2000 Control Delay	18.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	88.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	84.6%	ICU Level of Service	E
Analysis Period (min)	15		
Description: 4/7/2016			

HCM Signalized Intersection Capacity Analysis
3: Park Lawn Rd & Gardiner EB Off Ramp/Legion Rd 09-10-2019

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
4: Park Lawn Rd & South Beach Condos Dwy/Site Dwy North

09-10-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	0	50	0	0	0	35	980	0	0	975	65
Future Volume (Veh/h)	75	0	50	0	0	0	35	980	0	0	975	65
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	79	0	53	0	0	0	37	1032	0	0	1026	68
Pedestrians		4			2							
Lane Width (m)		3.0			3.5							
Walking Speed (m/s)		1.2			1.2							
Percent Blockage		0			0							
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)								181			147	
pX, platoon unblocked	0.91	0.91	0.97	0.91	0.91	0.89	0.97			0.89		
vC, conflicting volume	1654	2172	551	1674	2206	518	1098			1034		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1377	1947	480	1399	1985	222	1043			799		
tC, single (s)	7.5	6.5	7.0	7.5	6.5	6.9	4.2			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	14	100	90	100	100	100	94			100		
cM capacity (veh/h)	91	56	510	79	53	703	636			742		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	79	53	0	37	688	344	513	581
Volume Left	79	0	0	37	0	0	0	0
Volume Right	0	53	0	0	0	0	0	68
cSH	91	510	1700	636	1700	1700	742	1700
Volume to Capacity	0.86	0.10	0.00	0.06	0.40	0.20	0.00	0.34
Queue Length 95th (m)	37.8	2.8	0.0	1.5	0.0	0.0	0.0	0.0
Control Delay (s)	141.5	12.9	0.0	11.0	0.0	0.0	0.0	0.0
Lane LOS	F	B	A	B				
Approach Delay (s)	89.8		0.0	0.4			0.0	
Approach LOS	F		A					

Intersection Summary					
Average Delay	5.3				
Intersection Capacity Utilization	39.9%	ICU Level of Service		A	
Analysis Period (min)	15				

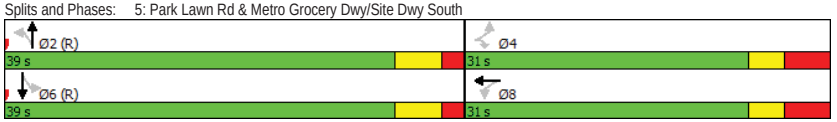
Timings
5: Park Lawn Rd & Metro Grocery Dwy/Site Dwy South

09-10-2019

Lane Group	EBL	EBR	WBT	NBL	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	215	155	0	30	790	840
Future Volume (vph)	215	155	0	30	790	840
Turn Type	Perm	Perm	NA	Perm	NA	NA
Protected Phases			8		2	6
Permitted Phases	4	4		2		
Detector Phase	4	4	8	2	2	6
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	18.0	18.0	18.0
Minimum Split (s)	30.0	30.0	30.0	24.0	24.0	24.0
Total Split (s)	31.0	31.0	31.0	39.0	39.0	39.0
Total Split (%)	44.3%	44.3%	44.3%	55.7%	55.7%	55.7%
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0	4.0
All-Red Time (s)	4.0	4.0	4.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	C-Min	C-Min	C-Min

Intersection Summary
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 31 (44%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 5: Park Lawn Rd & Metro Grocery Dwy/Site Dwy South



HCM Signalized Intersection Capacity Analysis
5: Park Lawn Rd & Metro Grocery Dwy/Site Dwy South

09-10-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	215	0	155	5	0	5	30	790	0	0	840	180
Future Volume (vph)	215	0	155	5	0	5	30	790	0	0	840	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	6.0		6.0		6.0		5.0	5.0			5.0	
Lane Util. Factor	1.00		1.00		1.00		1.00	0.95			0.95	
Frpb, ped/bikes	1.00		0.98		0.99		1.00	1.00			0.97	
Flpb, ped/bikes	1.00		1.00		1.00		0.97	1.00			1.00	
Frt	1.00		0.85		0.93		1.00	1.00			0.97	
Flt Protected	0.95		1.00		0.98		0.95	1.00			1.00	
Satd. Flow (prot)	1682		1463		1692		1592	3500			3316	
Flt Permitted	0.75		1.00		0.98		0.22	1.00			1.00	
Satd. Flow (perm)	1330		1463		1692		377	3500			3316	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	219	0	158	5	0	5	31	806	0	0	857	184
RTOR Reduction (vph)	0	0	51	0	7	0	0	0	0	0	21	0
Lane Group Flow (vph)	219	0	107	0	3	0	31	806	0	0	1020	0
Confl. Peds. (#/hr)	2		4	4		2	73		8	8		73
Confl. Bikes (#/hr)			5			3			4			2
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	3%	2%	0%	0%	2%	1%
Turn Type	Perm		Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases					8			2			6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)	16.7		16.7		16.7		40.3	40.3			40.3	
Effective Green, g (s)	17.7		17.7		17.7		41.3	41.3			41.3	
Actuated g/C Ratio	0.25		0.25		0.25		0.59	0.59			0.59	
Clearance Time (s)	7.0		7.0		7.0		6.0	6.0			6.0	
Vehicle Extension (s)	3.0		3.0		3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	336		369		427		222	2065			1956	
v/s Ratio Prot								0.23			c0.31	
v/s Ratio Perm	c0.16		0.07		0.00		0.08					
v/c Ratio	0.65		0.29		0.01		0.14	0.39			0.52	
Uniform Delay, d1	23.4		21.1		19.6		6.4	7.6			8.5	
Progression Factor	1.00		1.00		1.00		1.12	1.16			1.00	
Incremental Delay, d2	4.5		0.4		0.0		1.1	0.5			1.0	
Delay (s)	27.9		21.5		19.6		8.3	9.3			9.5	
Level of Service	C		C		B		A	A			A	
Approach Delay (s)		25.2			19.6			9.3			9.5	
Approach LOS		C			B			A			A	

Intersection Summary			
HCM 2000 Control Delay	12.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	61.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

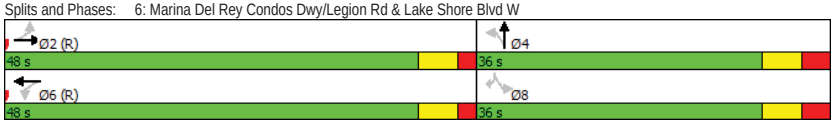
Timings
6: Marina Del Rey Condos Dwy/Legion Rd & Lake Shore Blvd W

09-10-2019

Lane Group	EBL	EBT	WBT	NBT	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	25	640	715	0	100	25
Future Volume (vph)	25	640	715	0	100	25
Turn Type	Perm	NA	NA	NA	Perm	Perm
Protected Phases		2	6	4		
Permitted Phases	2				8	8
Detector Phase	2	2	6	4	8	8
Switch Phase						
Minimum Initial (s)	19.0	19.0	19.0	7.0	7.0	7.0
Minimum Split (s)	25.0	25.0	25.0	35.0	35.0	35.0
Total Split (s)	48.0	48.0	48.0	36.0	36.0	36.0
Total Split (%)	57.1%	57.1%	57.1%	42.9%	42.9%	42.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	3.0	3.0	3.0
Lost Time Adjust (s)		-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)		5.0	5.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min	C-Min	C-Min	None	None	None

Intersection Summary
Cycle Length: 84
Actuated Cycle Length: 84
Offset: 3 (4%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Description: June 28 2016

Splits and Phases: 6: Marina Del Rey Condos Dwy/Legion Rd & Lake Shore Blvd W





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	640	0	0	715	70	15	0	30	100	0	25
Future Volume (vph)	25	640	0	0	715	70	15	0	30	100	0	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)		5.0			5.0			6.0		6.0		6.0
Lane Util. Factor		0.95			0.95			1.00		1.00		1.00
Frpb, ped/bikes		1.00			0.99			0.90		1.00		0.94
Flpb, ped/bikes		1.00			1.00			0.99		0.87		1.00
Frt		1.00			0.99			0.91		1.00		0.85
Flt Protected		1.00			1.00			0.98		0.95		1.00
Satd. Flow (prot)		3492			3408			1492		1469		1368
Flt Permitted		0.90			1.00			0.98		0.72		1.00
Satd. Flow (perm)		3135			3408			1492		1118		1368
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	29	744	0	0	831	81	17	0	35	116	0	29
RTOR Reduction (vph)	0	0	0	0	7	0	0	28	0	0	0	21
Lane Group Flow (vph)	0	773	0	0	905	0	0	24	0	116	0	8
Confl. Peds. (#/hr)	61		81	81		61	50		153	153		50
Confl. Bikes (#/hr)			21			11						
Heavy Vehicles (%)	0%	2%	0%	0%	2%	1%	0%	0%	0%	0%	0%	4%
Bus Blockages (#/hr)	11	0	0	11	0	0	0	0	0	0	0	0
Turn Type	Perm	NA			NA		Perm	NA		Perm		Perm
Protected Phases		2			6			4				
Permitted Phases	2			6			4			8		8
Actuated Green, G (s)		48.6			48.6			22.4		22.4		22.4
Effective Green, g (s)		49.6			49.6			23.4		23.4		23.4
Actuated g/C Ratio		0.59			0.59			0.28		0.28		0.28
Clearance Time (s)		6.0			6.0			7.0		7.0		7.0
Vehicle Extension (s)		3.0			3.0			3.0		3.0		3.0
Lane Grp Cap (vph)		1851			2012			415		311		381
v/s Ratio Prot					c0.27							
v/s Ratio Perm		0.25						0.02		c0.10		0.01
v/c Ratio		0.42			0.45			0.06		0.37		0.02
Uniform Delay, d1		9.3			9.6			22.2		24.4		22.0
Progression Factor		1.00			1.00			1.00		1.00		1.00
Incremental Delay, d2		0.7			0.7			0.1		0.8		0.0
Delay (s)		10.0			10.3			22.3		25.1		22.0
Level of Service		B			B			C		C		C
Approach Delay (s)		10.0			10.3			22.3			24.5	
Approach LOS		B			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	11.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	84.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	79.8%	ICU Level of Service	D
Analysis Period (min)	15		
Description: June 28 2016			

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
7: Humber Bay Park Rd W & Lake Shore Blvd W

09-10-2019

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	715	60	100	695	60	115
Future Volume (Veh/h)	715	60	100	695	60	115
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	761	64	106	739	64	122
Pedestrians					33	
Lane Width (m)					3.0	
Walking Speed (m/s)					1.2	
Percent Blockage					2	
Right turn flare (veh)						4
Median type	None			None		
Median storage veh)						
Upstream signal (m)	64			256		
pX, platoon unblocked			0.89		0.94	0.89
vC, conflicting volume			858		1408	446
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			599		800	137
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			88		76	84
cM capacity (veh/h)			861		264	779

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	507	318	352	493	186
Volume Left	0	0	106	0	64
Volume Right	0	64	0	0	122
cSH	1700	1700	861	1700	768
Volume to Capacity	0.30	0.19	0.12	0.29	0.24
Queue Length 95th (m)	0.0	0.0	3.4	0.0	7.6
Control Delay (s)	0.0	0.0	3.9	0.0	14.8
Lane LOS			A		B
Approach Delay (s)	0.0		1.6		14.8
Approach LOS					B

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	57.3%	ICU Level of Service	B
Analysis Period (min)	15		

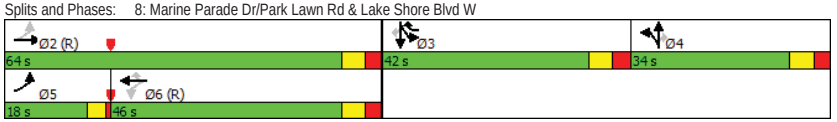
Timings
8: Marine Parade Dr/Park Lawn Rd & Lake Shore Blvd W

09-10-2019

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	260	435	15	485	390	135	35	480	145	350
Future Volume (vph)	260	435	15	485	390	135	35	480	145	350
Turn Type	pm+pt	NA	Perm	NA	pm+ov	NA	Perm	Split	NA	Perm
Protected Phases	5	2		6	3	4		3	3	
Permitted Phases	2		6		6		4			3
Detector Phase	5	2	6	6	3	4	4	3	3	3
Switch Phase										
Minimum Initial (s)	6.0	34.0	34.0	34.0	34.0	7.0	7.0	34.0	34.0	34.0
Minimum Split (s)	10.0	41.0	41.0	41.0	41.0	33.0	33.0	41.0	41.0	41.0
Total Split (s)	18.0	64.0	46.0	46.0	42.0	34.0	34.0	42.0	42.0	42.0
Total Split (%)	12.9%	45.7%	32.9%	32.9%	30.0%	24.3%	24.3%	30.0%	30.0%	30.0%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	C-Min	Min	Min	Min	Min	Min	Min

Intersection Summary
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 125
Control Type: Actuated-Coordinated

Splits and Phases: 8: Marine Parade Dr/Park Lawn Rd & Lake Shore Blvd W



HCM Signalized Intersection Capacity Analysis
8: Marine Parade Dr/Park Lawn Rd & Lake Shore Blvd W

09-10-2019

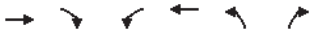


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	260	435	50	15	485	390	55	135	35	480	145	350
Future Volume (vph)	260	435	50	15	485	390	55	135	35	480	145	350
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	3.0	6.0			6.0	6.0		6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95			0.95	1.00		0.95	1.00	0.97	1.00	1.00
Frpb, ped/bikes	1.00	0.99			1.00	0.92		1.00	0.80	1.00	1.00	0.65
Flpb, ped/bikes	0.99	1.00			1.00	1.00		1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98			1.00	0.85		1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00	1.00		0.99	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1528	3435			3490	1373		3398	1063	3236	1824	923
Flt Permitted	0.27	1.00			0.93	1.00		0.99	1.00	0.95	1.00	1.00
Satd. Flow (perm)	441	3435			3237	1373		3398	1063	3236	1824	923
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	271	453	52	16	505	406	57	141	36	500	151	365
RTOR Reduction (vph)	0	6	0	0	0	56	0	0	29	0	0	271
Lane Group Flow (vph)	271	499	0	0	521	350	0	198	7	500	151	94
Confl. Peds. (#/hr)	122		94	94		122	412		120	120		412
Confl. Bikes (#/hr)			19			3			3			16
Heavy Vehicles (%)	4%	1%	0%	0%	2%	1%	0%	5%	11%	1%	3%	4%
Bus Blockages (#/hr)	11	0	0	11	0	0	0	0	4	0	0	4
Turn Type	pm+pt	NA		Perm	NA	pm+ov	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2			6	3	4	4		3	3	
Permitted Phases	2			6		6			4			3
Actuated Green, G (s)	57.8	57.8			35.0	70.2		26.0	26.0	35.2	35.2	35.2
Effective Green, g (s)	58.8	58.8			36.0	72.2		27.0	27.0	36.2	36.2	36.2
Actuated g/C Ratio	0.42	0.42			0.26	0.52		0.19	0.19	0.26	0.26	0.26
Clearance Time (s)	4.0	7.0			7.0	7.0		7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	338	1442			832	766		655	205	836	471	238
v/s Ratio Prot	c0.11	0.15				0.12		c0.06		c0.15	0.08	
v/s Ratio Perm	c0.22				0.16	0.14			0.01			0.10
v/c Ratio	0.80	0.35			0.63	0.46		0.30	0.03	0.60	0.32	0.40
Uniform Delay, d1	30.0	27.5			46.0	21.5		48.4	45.9	45.5	42.0	42.9
Progression Factor	1.00	1.00			1.00	1.00		1.00	1.00	1.00	0.98	2.70
Incremental Delay, d2	12.8	0.7			3.5	0.4		0.3	0.1	1.0	0.4	1.0
Delay (s)	42.8	28.2			49.6	21.9		48.7	46.0	46.6	41.4	116.9
Level of Service	D	C			D	C		D	D	D	D	F
Approach Delay (s)		33.3			37.5			48.3			71.1	
Approach LOS		C			D			D			E	

Intersection Summary				
HCM 2000 Control Delay	48.8	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.64			
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	21.0	
Intersection Capacity Utilization	126.4%	ICU Level of Service	H	
Analysis Period (min)	15			
c Critical Lane Group				

HCM Unsignalized Intersection Capacity Analysis
9: Shore Breeze Dr & Lake Shore Blvd W

09-10-2019



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	955	30	25	810	30	25
Future Volume (Veh/h)	955	30	25	810	30	25
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	955	30	25	810	30	25
Pedestrians					78	
Lane Width (m)					3.0	
Walking Speed (m/s)					1.2	
Percent Blockage					5	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)	167			347		
pX, platoon unblocked			1.00		1.00	1.00
vC, conflicting volume			1063		1503	411
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1052		1493	398
tC, single (s)			4.1		*5.8	*5.0
tC, 2 stage (s)						
tF (s)			2.2		*3.0	*2.9
p0 queue free %			96		82	97
cM capacity (veh/h)			631		171	787

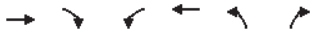
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1
Volume Total	382	382	221	295	540	55
Volume Left	0	0	0	25	0	30
Volume Right	0	0	30	0	0	25
cSH	1700	1700	1700	631	1700	266
Volume to Capacity	0.22	0.22	0.13	0.04	0.32	0.21
Queue Length 95th (m)	0.0	0.0	0.0	1.0	0.0	6.1
Control Delay (s)	0.0	0.0	0.0	1.4	0.0	22.0
Lane LOS				A		C
Approach Delay (s)	0.0			0.5		22.0
Approach LOS						C

Intersection Summary				
Average Delay	0.9			
Intersection Capacity Utilization	50.5%	ICU Level of Service		A
Analysis Period (min)	15			

* User Entered Value

HCM Unsignalized Intersection Capacity Analysis
10: Silver Moon Dr & Lake Shore Blvd W

09-10-2019



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	855	125	25	780	65	25
Future Volume (Veh/h)	855	125	25	780	65	25
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	872	128	26	796	66	26
Pedestrians					64	
Lane Width (m)					3.0	
Walking Speed (m/s)					1.2	
Percent Blockage					4	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)	276			238		
pX, platoon unblocked			0.93		0.93	0.93
vC, conflicting volume			1064		1450	564
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			917		1333	380
tC, single (s)			4.1		*6.3	*5.8
tC, 2 stage (s)						
tF (s)			2.2		3.5	*3.0
p0 queue free %			96		57	96
cM capacity (veh/h)			668		152	675

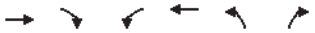
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	581	419	291	531	92
Volume Left	0	0	26	0	66
Volume Right	0	128	0	0	26
cSH	1700	1700	668	1700	195
Volume to Capacity	0.34	0.25	0.04	0.31	0.47
Queue Length 95th (m)	0.0	0.0	1.0	0.0	18.3
Control Delay (s)	0.0	0.0	1.4	0.0	39.0
Lane LOS			A		E
Approach Delay (s)	0.0		0.5		39.0
Approach LOS					E

Intersection Summary				
Average Delay	2.1			
Intersection Capacity Utilization	51.5%	ICU Level of Service	A	
Analysis Period (min)	15			

* User Entered Value

HCM Unsignalized Intersection Capacity Analysis
11: The Marginal Blvd & Lake Shore Blvd W

09-10-2019



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	875	0	0	810	0	0
Future Volume (Veh/h)	875	0	0	810	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	893	0	0	827	0	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)				95		
pX, platoon unblocked						
vC, conflicting volume			893		1169	446
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			893		1169	446
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			768		189	565

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	595	298	165	331	331	0
Volume Left	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0
cSH	1700	1700	768	1700	1700	1700
Volume to Capacity	0.35	0.18	0.00	0.19	0.19	0.00
Queue Length 95th (m)	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS						A
Approach Delay (s)	0.0		0.0			0.0
Approach LOS						A

Intersection Summary				
Average Delay	0.0			
Intersection Capacity Utilization	27.5%	ICU Level of Service	A	
Analysis Period (min)	15			

Timings
12: Brookers Ln/Gardiner EB On Ramp/WB Off Ramp & Lake Shore Blvd W

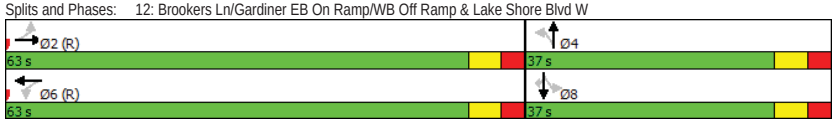
09-10-2019

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	135	615	5	135	105	20	85	60	570
Future Volume (vph)	135	615	5	135	105	20	85	60	570
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		2		6		4		8	
Permitted Phases	2		6		4		8		8
Detector Phase	2	2	6	6	4	4	8	8	8
Switch Phase									
Minimum Initial (s)	29.0	29.0	29.0	29.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0
Total Split (s)	63.0	63.0	63.0	63.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	63.0%	63.0%	63.0%	63.0%	37.0%	37.0%	37.0%	37.0%	37.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)		-1.0		-1.0	-1.0	-1.0		-1.0	-1.0
Total Lost Time (s)		6.0		6.0	6.0	6.0		6.0	6.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	C-Min	C-Min	C-Min	C-Min	None	None	Min	Min	Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 9 (9%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 12: Brookers Ln/Gardiner EB On Ramp/WB Off Ramp & Lake Shore Blvd W



HCM Signalized Intersection Capacity Analysis
12: Brookers Ln/Gardiner EB On Ramp/WB Off Ramp & Lake Shore Blvd W

09-10-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	135	615	105	5	135	10	105	20	60	85	60	570
Future Volume (vph)	135	615	105	5	135	10	105	20	60	85	60	570
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)		6.0			6.0		6.0	6.0			6.0	6.0
Lane Util. Factor		0.95			0.95		1.00	1.00			1.00	1.00
Frpb, ped/bikes		0.98			1.00		1.00	0.99			1.00	0.99
Flpb, ped/bikes		1.00			1.00		1.00	1.00			1.00	1.00
Frt		0.98			0.99		1.00	0.89			1.00	0.85
Flt Protected		0.99			1.00		0.95	1.00			0.97	1.00
Satd. Flow (prot)		3374			3490		1683	1648			1823	1473
Flt Permitted		0.86			0.93		0.62	1.00			0.77	1.00
Satd. Flow (perm)		2915			3263		1090	1648			1451	1473
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	138	628	107	5	138	10	107	20	61	87	61	582
RTOR Reduction (vph)	0	8	0	0	3	0	0	50	0	0	0	475
Lane Group Flow (vph)	0	865	0	0	150	0	107	31	0	0	148	107
Confl. Peds. (#/hr)	5		72	72		5	1		2	2		1
Confl. Bikes (#/hr)			5			3			1			
Heavy Vehicles (%)	2%	1%	1%	0%	1%	0%	0%	0%	0%	0%	0%	1%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		8
Actuated Green, G (s)		68.7			68.7		17.3	17.3			17.3	17.3
Effective Green, g (s)		69.7			69.7		18.3	18.3			18.3	18.3
Actuated g/C Ratio		0.70			0.70		0.18	0.18			0.18	0.18
Clearance Time (s)		7.0			7.0		7.0	7.0			7.0	7.0
Vehicle Extension (s)		3.0			3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)		2031			2274		199	301			265	269
v/s Ratio Prot								0.02				
v/s Ratio Perm		c0.30			0.05		0.10				c0.10	0.07
v/c Ratio		0.43			0.07		0.54	0.10			0.56	0.40
Uniform Delay, d1		6.5			4.8		37.0	34.0			37.2	36.0
Progression Factor		1.00			0.42		1.00	1.00			1.00	1.00
Incremental Delay, d2		0.7			0.1		2.8	0.2			2.5	1.0
Delay (s)		7.2			2.1		39.8	34.2			39.7	36.9
Level of Service		A			A		D	C			D	D
Approach Delay (s)		7.2			2.1			37.4			37.5	
Approach LOS		A			A			D			D	

Intersection Summary

HCM 2000 Control Delay	21.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	81.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Timings
13: Newport Beach Condos Dwy/TTC Humber Loop & Lake Shore Blvd W

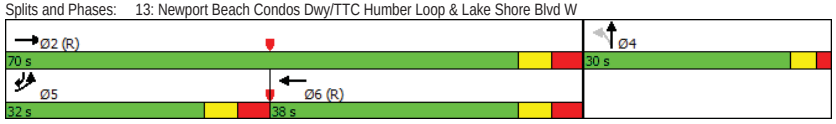
09-10-2019

Lane Group	EBT	WBT	NBT	Ø5
Lane Configurations				
Traffic Volume (vph)	720	140	0	
Future Volume (vph)	720	140	0	
Turn Type	NA	NA	NA	
Protected Phases	2	6	4	5
Permitted Phases				
Detector Phase	2	6	4	
Switch Phase				
Minimum Initial (s)	16.0	16.0	7.0	7.0
Minimum Split (s)	24.0	24.0	29.0	15.0
Total Split (s)	70.0	38.0	30.0	32.0
Total Split (%)	70.0%	38.0%	30.0%	32%
Yellow Time (s)	4.0	4.0	3.0	4.0
All-Red Time (s)	4.0	4.0	2.0	4.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	
Total Lost Time (s)	7.0	7.0	4.0	
Lead/Lag		Lag		Lead
Lead-Lag Optimize?		Yes		Yes
Recall Mode	C-Min	C-Min	None	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 13: Newport Beach Condos Dwy/TTC Humber Loop & Lake Shore Blvd W



HCM Signalized Intersection Capacity Analysis
13: Newport Beach Condos Dwy/TTC Humber Loop & Lake Shore Blvd W

09-10-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	720	30	0	140	0	15	0	10	0	0	0
Future Volume (vph)	0	720	30	0	140	0	15	0	10	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)		7.0			7.0			4.0				
Lane Util. Factor		1.00			1.00			1.00				
Frpb, ped/bikes		1.00			1.00			1.00				
Flpb, ped/bikes		1.00			1.00			0.94				
Frt		0.99			1.00			0.94				
Flt Protected		1.00			1.00			0.97				
Satd. Flow (prot)		1848			1860			1616				
Flt Permitted		1.00			1.00			0.97				
Satd. Flow (perm)		1848			1860			1616				
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	758	32	0	147	0	16	0	11	0	0	0
RTOR Reduction (vph)	0	1	0	0	0	0	0	23	0	0	0	0
Lane Group Flow (vph)	0	789	0	0	147	0	0	4	0	0	0	0
Confl. Peds. (#/hr)							85					85
Confl. Bikes (#/hr)			9			3						1
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA			NA		Perm	NA				Over
Protected Phases	5	2			6			4				5
Permitted Phases							4					
Actuated Green, G (s)		72.6			72.6			14.4				
Effective Green, g (s)		73.6			73.6			15.4				
Actuated g/C Ratio		0.74			0.74			0.15				
Clearance Time (s)		8.0			8.0			5.0				
Vehicle Extension (s)		3.0			3.0			3.0				
Lane Grp Cap (vph)		1360			1368			248				
v/s Ratio Prot		c0.43			0.08							
v/s Ratio Perm								0.00				
v/c Ratio		0.58			0.11			0.02				
Uniform Delay, d1		6.1			3.8			35.9				
Progression Factor		1.00			0.99			1.00				
Incremental Delay, d2		1.7			0.2			0.0				
Delay (s)		7.8			3.9			35.9				
Level of Service		A			A			D				
Approach Delay (s)		7.8			3.9			35.9			0.0	
Approach LOS		A			A			D			A	

Intersection Summary

HCM 2000 Control Delay	8.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	61.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
14: Marine Parade Dr & Lake Shore Blvd W

09-10-2019

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	585	110	0	60	90	55
Future Volume (Veh/h)	585	110	0	60	90	55
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	622	117	0	64	96	59
Pedestrians					36	
Lane Width (m)					3.0	
Walking Speed (m/s)					1.2	
Percent Blockage					3	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)	133			168		
pX, platoon unblocked			0.79		0.79	0.79
vC, conflicting volume			775		780	716
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			583		590	509
tC, single (s)			4.1		*5.7	*5.5
tC, 2 stage (s)						
tF (s)			2.2		*3.0	*3.0
p0 queue free %			100		79	89
cM capacity (veh/h)			772		460	522

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	739	64	155
Volume Left	0	0	96
Volume Right	117	0	59
cSH	1700	772	482
Volume to Capacity	0.43	0.00	0.32
Queue Length 95th (m)	0.0	0.0	11.0
Control Delay (s)	0.0	0.0	16.0
Lane LOS			C
Approach Delay (s)	0.0	0.0	16.0
Approach LOS			C

Intersection Summary				
Average Delay		2.6		
Intersection Capacity Utilization		53.0%	ICU Level of Service	A
Analysis Period (min)		15		

* User Entered Value

Timings
15: Palace Pier Ct & Lake Shore Blvd W

09-10-2019

Lane Group	EBT	EBR	NBL
Lane Configurations			
Traffic Volume (vph)	510	140	55
Future Volume (vph)	510	140	55
Turn Type	NA	Perm	Perm
Protected Phases	2		
Permitted Phases		2	4
Detector Phase	2	2	4
Switch Phase			
Minimum Initial (s)	19.0	19.0	7.0
Minimum Split (s)	25.0	25.0	28.0
Total Split (s)	71.0	71.0	29.0
Total Split (%)	71.0%	71.0%	29.0%
Yellow Time (s)	4.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0
Total Lost Time (s)	5.0	5.0	4.0
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Min	C-Min	None

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 15: Palace Pier Ct & Lake Shore Blvd W



HCM Signalized Intersection Capacity Analysis
15: Palace Pier Ct & Lake Shore Blvd W

09-10-2019

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	510	140	0	0	55	50
Future Volume (vph)	510	140	0	0	55	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.0	3.0	3.5	3.0	3.0
Total Lost time (s)	5.0	5.0			4.0	
Lane Util. Factor	1.00	1.00			1.00	
Frpb, ped/bikes	1.00	0.98			1.00	
Flpb, ped/bikes	1.00	1.00			1.00	
Frt	1.00	0.85			0.94	
Flt Protected	1.00	1.00			0.97	
Satd. Flow (prot)	1860	1443			1601	
Flt Permitted	1.00	1.00			0.97	
Satd. Flow (perm)	1860	1443			1601	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	537	147	0	0	58	53
RTOR Reduction (vph)	0	17	0	0	39	0
Lane Group Flow (vph)	537	130	0	0	72	0
Confl. Bikes (#/hr)		8				
Heavy Vehicles (%)	1%	2%	0%	0%	0%	2%
Turn Type	NA	Perm			Perm	
Protected Phases	2					
Permitted Phases		2			4	
Actuated Green, G (s)	78.9	78.9			10.1	
Effective Green, g (s)	79.9	79.9			11.1	
Actuated g/C Ratio	0.80	0.80			0.11	
Clearance Time (s)	6.0	6.0			5.0	
Vehicle Extension (s)	3.0	3.0			3.0	
Lane Grp Cap (vph)	1486	1152			177	
v/s Ratio Prot	c0.29					
v/s Ratio Perm		0.09			c0.04	
v/c Ratio	0.36	0.11			0.41	
Uniform Delay, d1	2.8	2.2			41.4	
Progression Factor	1.31	1.92			1.00	
Incremental Delay, d2	0.6	0.2			1.5	
Delay (s)	4.3	4.5			42.9	
Level of Service	A	A			D	
Approach Delay (s)	4.4			0.0	42.9	
Approach LOS	A			A	D	

Intersection Summary			
HCM 2000 Control Delay	9.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	40.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

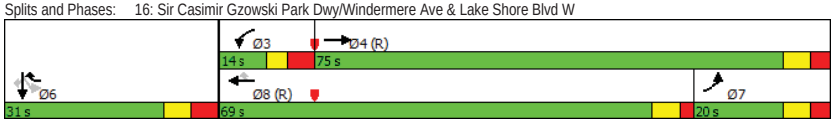
Timings
16: Sir Casimir Gzowski Park Dwy/Windermere Ave & Lake Shore Blvd W

09-10-2019

Lane Group	EBL	EBT	WBL	WBT	WBR	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	315	3275	20	1430	85	85	10	330
Future Volume (vph)	315	3275	20	1430	85	85	10	330
Turn Type	Prot	NA	Prot	NA	custom	Perm	NA	Perm
Protected Phases	7	4	3	8	6		6	
Permitted Phases					8	6		6
Detector Phase	7	4	3	8	6	6	6	6
Switch Phase								
Minimum Initial (s)	7.0	25.0	7.0	25.0	23.0	23.0	23.0	23.0
Minimum Split (s)	14.0	32.0	14.0	31.0	31.0	31.0	31.0	31.0
Total Split (s)	20.0	75.0	14.0	69.0	31.0	31.0	31.0	31.0
Total Split (%)	16.7%	62.5%	11.7%	57.5%	25.8%	25.8%	25.8%	25.8%
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	4.0	2.0	4.0	4.0	4.0	4.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	7.0	7.0	7.0	7.0
Lead/Lag	Lag	Lag	Lead	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	Min	C-Min	None	C-Min	None	None	None	None

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 16: Sir Casimir Gzowski Park Dwy/Windermere Ave & Lake Shore Blvd W



HCM Signalized Intersection Capacity Analysis
16: Sir Casimir Gzowski Park Dwy/Windermere Ave & Lake Shore Blvd W

09-10-2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	315	3275	0	20	1430	85	0	0	0	85	10	330
Future Volume (vph)	315	3275	0	20	1430	85	0	0	0	85	10	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	6.0	6.0		6.0	5.0	7.0				7.0	7.0	7.0
Lane Util. Factor	1.00	0.86		1.00	0.91	1.00				0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.97				1.00	1.00	0.77
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00				1.00	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85				1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00				0.95	0.96	1.00
Satd. Flow (prot)	1652	6337		1685	5029	1427				1600	1716	1145
Flt Permitted	0.95	1.00		0.95	1.00	1.00				0.95	0.96	1.00
Satd. Flow (perm)	1652	6337		1685	5029	1427				1600	1716	1145
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	325	3376	0	21	1474	88	0	0	0	88	10	340
RTOR Reduction (vph)	0	0	0	0	0	16	0	0	0	0	0	180
Lane Group Flow (vph)	325	3376	0	21	1474	72	0	0	0	48	50	160
Confl. Peds. (#/hr)	13					13	143					143
Confl. Bikes (#/hr)												2
Heavy Vehicles (%)	2%	2%	0%	0%	2%	2%	0%	0%	0%	0%	0%	1%
Turn Type	Prot	NA		Prot	NA	custom				Perm	NA	Perm
Protected Phases	7	4		3	8	6					6	
Permitted Phases						8				6		6
Actuated Green, G (s)	33.9	72.2		2.8	42.1	65.1				23.0	23.0	23.0
Effective Green, g (s)	34.9	73.2		3.8	43.1	67.1				24.0	24.0	24.0
Actuated g/C Ratio	0.29	0.61		0.03	0.36	0.56				0.20	0.20	0.20
Clearance Time (s)	7.0	7.0		7.0	6.0	8.0				8.0	8.0	8.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0				3.0	3.0	3.0
Lane Grp Cap (vph)	480	3865		53	1806	881				320	343	229
v/s Ratio Prot	0.20	c0.53		0.01	c0.29	0.02						
v/s Ratio Perm						0.03				0.03	0.03	c0.14
v/c Ratio	0.68	0.87		0.40	0.82	0.08				0.15	0.15	0.70
Uniform Delay, d1	37.6	19.5		57.0	34.9	12.2				39.6	39.6	44.6
Progression Factor	1.00	1.00		1.00	1.00	1.00				1.00	1.00	1.00
Incremental Delay, d2	3.8	3.1		4.8	4.2	0.0				0.2	0.2	9.0
Delay (s)	41.3	22.6		61.8	39.1	12.3				39.8	39.8	53.6
Level of Service	D	C		E	D	B				D	D	D
Approach Delay (s)		24.2			37.9			0.0			50.5	
Approach LOS		C			D			A			D	

Intersection Summary				
HCM 2000 Control Delay	30.0	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.86			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	19.0	
Intersection Capacity Utilization	88.3%	ICU Level of Service	E	
Analysis Period (min)	15			

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
17: Marine Parade Dr & Humber Bay Park Rd E

09-10-2019



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	35	20	20	175	170	45
Future Volume (Veh/h)	35	20	20	175	170	45
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	36	21	21	182	177	47
Pedestrians	480					
Lane Width (m)	3.0					
Walking Speed (m/s)	1.2					
Percent Blockage	33					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)					142	
pX, platoon unblocked						
vC, conflicting volume	904	592	704			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	904	592	704			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	80	93	97			
cM capacity (veh/h)	180	303	602			

Direction, Lane #	EB 1	NB 1	SB 1	SB 2
Volume Total	57	203	118	106
Volume Left	36	21	0	0
Volume Right	21	0	0	47
cSH	212	602	1700	1700
Volume to Capacity	0.27	0.03	0.07	0.06
Queue Length 95th (m)	8.4	0.9	0.0	0.0
Control Delay (s)	28.1	1.6	0.0	0.0
Lane LOS	D	A		
Approach Delay (s)	28.1	1.6	0.0	
Approach LOS	D			

Intersection Summary				
Average Delay	4.0			
Intersection Capacity Utilization	35.9%	ICU Level of Service	A	
Analysis Period (min)	15			

Timings
1: Park Lawn Rd & The Queensway

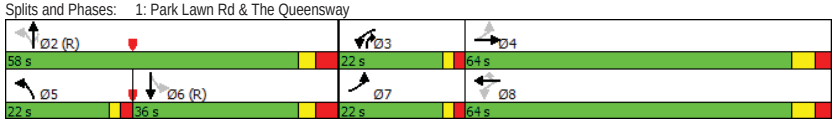
09-03-2019

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	115	1140	245	685	40	285	320	600	80	295
Future Volume (vph)	115	1140	245	685	40	285	320	600	80	295
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	pm+ov	Perm	NA
Protected Phases	7	4	3	8		5	2	3		6
Permitted Phases	4		8		8	2		2	6	
Detector Phase	7	4	3	8	8	5	2	3	6	6
Switch Phase										
Minimum Initial (s)	7.0	24.0	7.0	24.0	24.0	7.0	29.0	7.0	29.0	29.0
Minimum Split (s)	11.0	31.0	11.0	31.0	31.0	11.0	36.0	11.0	36.0	36.0
Total Split (s)	22.0	64.0	22.0	64.0	64.0	22.0	58.0	22.0	36.0	36.0
Total Split (%)	15.3%	44.4%	15.3%	44.4%	44.4%	15.3%	40.3%	15.3%	25.0%	25.0%
Yellow Time (s)	2.0	4.0	2.0	4.0	4.0	2.0	3.0	2.0	3.0	3.0
All-Red Time (s)	2.0	3.0	2.0	3.0	3.0	2.0	4.0	2.0	4.0	4.0
Lost Time Adjust (s)	-1.0	-1.0	-2.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	6.0	2.0	6.0	6.0	3.0	6.0	3.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	C-Min	None	C-Min	C-Min

Intersection Summary

Cycle Length: 144
Actuated Cycle Length: 144
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 1: Park Lawn Rd & The Queensway



HCM Signalized Intersection Capacity Analysis
1: Park Lawn Rd & The Queensway

09-03-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	1140	155	245	685	40	285	320	600	80	295	205
Future Volume (vph)	115	1140	155	245	685	40	285	320	600	80	295	205
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	3.0	6.0		2.0	6.0	6.0	3.0	6.0	3.0	6.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.95	1.00	1.00	0.98	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	0.99	1.00	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1617	3372		1574	3535	1356	1603	1789	1371	1609	3190	
Flt Permitted	0.34	1.00		0.07	1.00	1.00	0.22	1.00	1.00	0.56	1.00	
Satd. Flow (perm)	576	3372		109	3535	1356	373	1789	1371	951	3190	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	119	1175	160	253	706	41	294	330	619	82	304	211
RTOR Reduction (vph)	0	7	0	0	0	22	0	0	15	0	88	0
Lane Group Flow (vph)	119	1328	0	253	706	19	294	330	604	82	427	0
Confl. Peds. (#/hr)	7		12	12		7	7		7	7		7
Confl. Bikes (#/hr)			4			9			4			2
Heavy Vehicles (%)	4%	4%	0%	7%	1%	5%	5%	5%	8%	4%	4%	4%
Bus Blockages (#/hr)	0	0	2	0	0	2	0	0	0	0	0	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	pm+ov	Perm	NA	
Protected Phases	7	4		3	8		5	2	3		6	
Permitted Phases	4			8		8	2		2	6		
Actuated Green, G (s)	67.4	57.0		79.0	64.6	64.6	51.0	51.0	69.0	29.0	29.0	
Effective Green, g (s)	69.4	58.0		81.0	65.6	65.6	52.0	52.0	71.0	30.0	30.0	
Actuated g/C Ratio	0.48	0.40		0.56	0.46	0.46	0.36	0.36	0.49	0.21	0.21	
Clearance Time (s)	4.0	7.0		4.0	7.0	7.0	4.0	7.0	4.0	7.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	360	1358		264	1610	617	296	646	675	198	664	
v/s Ratio Prot	0.03	c0.39		c0.13	0.20		c0.13	0.18	0.12		0.13	
v/s Ratio Perm	0.13			0.41		0.01	c0.23		0.32	0.09		
v/c Ratio	0.33	0.98		0.96	0.44	0.03	0.99	0.51	0.89	0.41	0.64	
Uniform Delay, d1	21.1	42.4		47.4	26.7	21.6	39.1	36.0	33.1	49.4	52.1	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.5	19.1		43.5	0.2	0.0	50.2	2.9	14.3	6.3	4.7	
Delay (s)	21.6	61.5		90.9	26.9	21.7	89.3	38.9	47.4	55.7	56.9	
Level of Service	C	E		F	C	C	F	D	D	E	E	
Approach Delay (s)		58.2			42.8			55.1			56.7	
Approach LOS		E			D			E			E	

Intersection Summary

HCM 2000 Control Delay	53.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	116.8%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

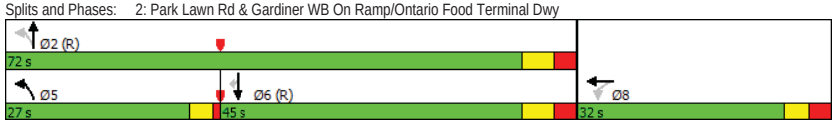
Timings
2: Park Lawn Rd & Gardiner WB On Ramp/Ontario Food Terminal Dwy

09-03-2019

Lane Group	WBT	NBL	NBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	150	945	1275	345	425
Future Volume (vph)	150	945	1275	345	425
Turn Type	NA	pm+pt	NA	NA	Perm
Protected Phases	8	5	2	6	
Permitted Phases		2			6
Detector Phase	8	5	2	6	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	38.0	38.0	38.0
Minimum Split (s)	32.0	11.0	45.0	45.0	45.0
Total Split (s)	32.0	27.0	72.0	45.0	45.0
Total Split (%)	30.8%	26.0%	69.2%	43.3%	43.3%
Yellow Time (s)	3.0	3.0	4.0	4.0	4.0
All-Red Time (s)	3.0	1.0	3.0	3.0	3.0
Lost Time Adjust (s)	-1.0	-4.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.0	0.0	6.0	6.0	6.0
Lead/Lag		Lead		Lag	Lag
Lead-Lag Optimize?		Yes		Yes	Yes
Recall Mode	None	None	C-Min	C-Min	C-Min

Intersection Summary
Cycle Length: 104
Actuated Cycle Length: 104
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated
Description: 04/07/2016

Splits and Phases: 2: Park Lawn Rd & Gardiner WB On Ramp/Ontario Food Terminal Dwy



HCM Signalized Intersection Capacity Analysis
2: Park Lawn Rd & Gardiner WB On Ramp/Ontario Food Terminal Dwy

09-03-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	30	150	15	945	1275	0	0	345	425
Future Volume (vph)	0	0	0	30	150	15	945	1275	0	0	345	425
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)					5.0		0.0	6.0			6.0	6.0
Lane Util. Factor					1.00		1.00	0.95			0.95	1.00
Frpb, ped/bikes					1.00		1.00	1.00			1.00	0.95
Flpb, ped/bikes					1.00		0.99	1.00			1.00	1.00
Frt					0.99		1.00	1.00			1.00	0.85
Flt Protected					0.99		0.95	1.00			1.00	1.00
Satd. Flow (prot)					1288		1623	3368			3466	1342
Flt Permitted					0.99		0.51	1.00			1.00	1.00
Satd. Flow (perm)					1288		866	3368			3466	1342
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	0	0	32	161	16	1016	1371	0	0	371	457
RTOR Reduction (vph)	0	0	0	0	3	0	0	0	0	0	0	178
Lane Group Flow (vph)	0	0	0	0	206	0	1016	1371	0	0	371	280
Confl. Peds. (#/hr)	3		2	2		3	15		6	6		15
Confl. Bikes (#/hr)												5
Heavy Vehicles (%)	0%	0%	0%	3%	51%	43%	3%	6%	0%	0%	3%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	6
Turn Type				Perm	NA		pm+pt	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8			2					6
Actuated Green, G (s)					20.9		70.1	70.1			38.0	38.0
Effective Green, g (s)					21.9		74.1	71.1			39.0	39.0
Actuated g/C Ratio					0.21		0.71	0.68			0.38	0.38
Clearance Time (s)					6.0		4.0	7.0			7.0	7.0
Vehicle Extension (s)					3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)					271		850	2302			1299	503
v/s Ratio Prot							c0.37	0.41			0.11	
v/s Ratio Perm					0.16		0.48					0.21
v/c Ratio					0.76		1.20	0.60			0.29	0.56
Uniform Delay, d1					38.6		9.5	8.8			22.7	25.7
Progression Factor					1.00		2.12	1.17			1.00	1.00
Incremental Delay, d2					11.6		93.4	0.5			0.6	4.4
Delay (s)					50.1		113.6	10.7			23.3	30.0
Level of Service					D		F	B			C	C
Approach Delay (s)		0.0			50.1			54.5			27.0	
Approach LOS		A			D			D			C	

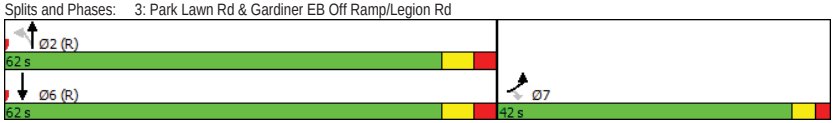
Intersection Summary					
HCM 2000 Control Delay	47.6	HCM 2000 Level of Service	D		
HCM 2000 Volume to Capacity ratio	0.88				
Actuated Cycle Length (s)	104.0	Sum of lost time (s)	11.0		
Intersection Capacity Utilization	114.1%	ICU Level of Service	H		
Analysis Period (min)	15				
Description: 04/07/2016					

c Critical Lane Group

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	675	645	45	1595	245
Future Volume (vph)	675	645	45	1595	245
Turn Type	Prot	Perm	Perm	NA	NA
Protected Phases	7			2	6
Permitted Phases		7	2		
Detector Phase	7	7	2	2	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	51.0	51.0	51.0
Minimum Split (s)	30.0	30.0	58.0	58.0	58.0
Total Split (s)	42.0	42.0	62.0	62.0	62.0
Total Split (%)	40.4%	40.4%	59.6%	59.6%	59.6%
Yellow Time (s)	3.0	3.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	3.0	3.0	3.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	4.0	4.0	6.0	6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Min	C-Min	C-Min

Intersection Summary
Cycle Length: 104
Actuated Cycle Length: 104
Offset: 1 (1%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Description: 4/7/2016

Splits and Phases: 3: Park Lawn Rd & Gardiner EB Off Ramp/Legion Rd





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	675	645	45	1595	245	55
Future Volume (vph)	675	645	45	1595	245	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.0	3.0	3.5	3.5	3.0
Total Lost time (s)	4.0	4.0	6.0	6.0	6.0	
Lane Util. Factor	0.97	0.91	1.00	0.95	0.95	
Frpb, ped/bikes	0.98	0.95	1.00	1.00	0.99	
Flpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	
Frt	0.96	0.85	1.00	1.00	0.97	
Flt Protected	0.96	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	2932	1247	1617	3500	3287	
Flt Permitted	0.96	1.00	0.56	1.00	1.00	
Satd. Flow (perm)	2932	1247	950	3500	3287	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	718	686	48	1697	261	59
RTOR Reduction (vph)	35	284	0	0	18	0
Lane Group Flow (vph)	930	155	48	1697	302	0
Confl. Peds. (#/hr)		35	17			17
Confl. Bikes (#/hr)						4
Heavy Vehicles (%)	7%	4%	3%	2%	5%	4%
Bus Blockages (#/hr)	0	0	0	0	0	6
Turn Type	Prot	Perm	Perm	NA	NA	
Protected Phases	7			2	6	
Permitted Phases		7	2			
Actuated Green, G (s)	35.8	35.8	56.2	56.2	56.2	
Effective Green, g (s)	36.8	36.8	57.2	57.2	57.2	
Actuated g/C Ratio	0.35	0.35	0.55	0.55	0.55	
Clearance Time (s)	5.0	5.0	7.0	7.0	7.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	1037	441	522	1925	1807	
v/s Ratio Prot	c0.32			c0.48	0.09	
v/s Ratio Perm		0.12	0.05			
v/c Ratio	0.90	0.35	0.09	0.88	0.17	
Uniform Delay, d1	31.8	24.8	11.1	20.4	11.6	
Progression Factor	1.00	1.00	1.00	1.00	0.15	
Incremental Delay, d2	10.2	0.5	0.3	6.2	0.2	
Delay (s)	42.0	25.3	11.4	26.7	1.9	
Level of Service	D	C	B	C	A	
Approach Delay (s)	36.8			26.3	1.9	
Approach LOS	D			C	A	

Intersection Summary			
HCM 2000 Control Delay	28.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	104.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	80.5%	ICU Level of Service	D
Analysis Period (min)	15		
Description: 4/7/2016			

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
4: Park Lawn Rd & South Beach Condos Dwy/Site Dwy North

09-03-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	0	60	0	0	0	20	1510	0	0	860	35
Future Volume (Veh/h)	110	0	60	0	0	0	20	1510	0	0	860	35
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	117	0	64	0	0	0	21	1606	0	0	915	37
Pedestrians		1			1							
Lane Width (m)		3.0			3.5							
Walking Speed (m/s)		1.2			1.2							
Percent Blockage		0			0							
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)								181			147	
pX, platoon unblocked	0.74	0.74	0.99	0.74	0.74	0.74	0.99			0.74		
vC, conflicting volume	1780	2584	477	2170	2602	804	953			1607		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1311	2391	456	1837	2416	34	936			1118		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.3			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.2		
p0 queue free %	0	100	88	100	100	100	97			100		
cM capacity (veh/h)	84	25	546	31	24	768	668			468		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	117	64	0	21	1071	535	458	494
Volume Left	117	0	0	21	0	0	0	0
Volume Right	0	64	0	0	0	0	0	37
cSH	84	546	1700	668	1700	1700	468	1700
Volume to Capacity	1.39	0.12	0.00	0.03	0.63	0.31	0.00	0.29
Queue Length 95th (m)	71.7	3.2	0.0	0.8	0.0	0.0	0.0	0.0
Control Delay (s)	319.1	12.5	0.0	10.6	0.0	0.0	0.0	0.0
Lane LOS	F	B	A	B				
Approach Delay (s)	210.7		0.0	0.1			0.0	
Approach LOS	F		A					

Intersection Summary					
Average Delay	13.9				
Intersection Capacity Utilization	54.5%	ICU Level of Service		A	
Analysis Period (min)	15				

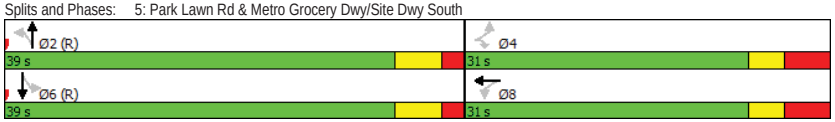
Timings
5: Park Lawn Rd & Metro Grocery Dwy/Site Dwy South

09-03-2019

Lane Group	EBL	EBR	NBL	NBT	SBT	Ø8
Lane Configurations						
Traffic Volume (vph)	270	125	10	1195	885	
Future Volume (vph)	270	125	10	1195	885	
Turn Type	Perm	Perm	Perm	NA	NA	
Protected Phases				2	6	8
Permitted Phases	4	4	2			
Detector Phase	4	4	2	2	6	
Switch Phase						
Minimum Initial (s)	7.0	7.0	18.0	18.0	18.0	7.0
Minimum Split (s)	30.0	30.0	24.0	24.0	24.0	30.0
Total Split (s)	31.0	31.0	39.0	39.0	39.0	31.0
Total Split (%)	44.3%	44.3%	55.7%	55.7%	55.7%	44%
Yellow Time (s)	3.0	3.0	4.0	4.0	4.0	3.0
All-Red Time (s)	4.0	4.0	2.0	2.0	2.0	4.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	6.0	6.0	5.0	5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Min	C-Min	C-Min	None

Intersection Summary
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 31 (44%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 5: Park Lawn Rd & Metro Grocery Dwy/Site Dwy South



HCM Signalized Intersection Capacity Analysis
5: Park Lawn Rd & Metro Grocery Dwy/Site Dwy South

09-03-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	270	0	125	0	0	0	10	1195	0	0	885	80
Future Volume (vph)	270	0	125	0	0	0	10	1195	0	0	885	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	6.0		6.0				5.0	5.0			5.0	
Lane Util. Factor	1.00		1.00				1.00	0.95			0.95	
Frpb, ped/bikes	1.00		0.97				1.00	1.00			0.99	
Flpb, ped/bikes	0.97		1.00				0.98	1.00			1.00	
Frt	1.00		0.85				1.00	1.00			0.99	
Flt Protected	0.95		1.00				0.95	1.00			1.00	
Satd. Flow (prot)	1618		1427				1658	3466			3360	
Flt Permitted	0.76		1.00				0.23	1.00			1.00	
Satd. Flow (perm)	1289		1427				394	3466			3360	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	281	0	130	0	0	0	10	1245	0	0	922	83
RTOR Reduction (vph)	0	0	48	0	0	0	0	0	0	0	9	0
Lane Group Flow (vph)	281	0	82	0	0	0	10	1245	0	0	996	0
Confl. Peds. (#/hr)	33		25	25		33	42		11	11		42
Confl. Bikes (#/hr)									3			11
Heavy Vehicles (%)	1%	0%	2%	0%	0%	0%	0%	3%	0%	0%	4%	4%
Turn Type	Perm		Perm				Perm	NA		Perm	NA	
Protected Phases					8			2			6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)	19.4		19.4				37.6	37.6			37.6	
Effective Green, g (s)	20.4		20.4				38.6	38.6			38.6	
Actuated g/C Ratio	0.29		0.29				0.55	0.55			0.55	
Clearance Time (s)	7.0		7.0				6.0	6.0			6.0	
Vehicle Extension (s)	3.0		3.0				3.0	3.0			3.0	
Lane Grp Cap (vph)	375		415				217	1911			1852	
v/s Ratio Prot								c0.36			0.30	
v/s Ratio Perm	c0.22		0.06				0.03					
v/c Ratio	0.75		0.20				0.05	0.65			0.54	
Uniform Delay, d1	22.5		18.6				7.2	11.0			10.0	
Progression Factor	1.00		1.00				0.94	0.98			1.00	
Incremental Delay, d2	8.0		0.2				0.2	1.0			1.1	
Delay (s)	30.5		18.9				7.0	11.7			11.1	
Level of Service	C		B				A	B			B	
Approach Delay (s)		26.8			0.0			11.7			11.1	
Approach LOS		C			A			B			B	

Intersection Summary				
HCM 2000 Control Delay	13.8	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.70			
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	62.2%	ICU Level of Service	B	
Analysis Period (min)	15			

c Critical Lane Group

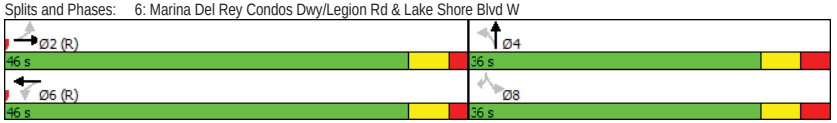
Timings
6: Marina Del Rey Condos Dwy/Legion Rd & Lake Shore Blvd W

09-03-2019

Lane Group	EBL	EBT	WBT	NBT	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	30	1250	570	0	120	140
Future Volume (vph)	30	1250	570	0	120	140
Turn Type	Perm	NA	NA	NA	Perm	Perm
Protected Phases		2	6	4		
Permitted Phases	2				8	8
Detector Phase	2	2	6	4	8	8
Switch Phase						
Minimum Initial (s)	19.0	19.0	19.0	7.0	7.0	7.0
Minimum Split (s)	25.0	25.0	25.0	35.0	35.0	35.0
Total Split (s)	46.0	46.0	46.0	36.0	36.0	36.0
Total Split (%)	56.1%	56.1%	56.1%	43.9%	43.9%	43.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	3.0	3.0	3.0
Lost Time Adjust (s)		-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)		5.0	5.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min	C-Min	C-Min	None	None	None

Intersection Summary
Cycle Length: 82
Actuated Cycle Length: 82
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Description: June 28 2016

Splits and Phases: 6: Marina Del Rey Condos Dwy/Legion Rd & Lake Shore Blvd W





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	1250	0	0	570	40	35	0	55	120	0	140
Future Volume (vph)	30	1250	0	0	570	40	35	0	55	120	0	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)		5.0			5.0			6.0		6.0		6.0
Lane Util. Factor		0.95			0.95			1.00		1.00		1.00
Frpb, ped/bikes		1.00			0.99			0.97		1.00		0.95
Flpb, ped/bikes		1.00			1.00			0.99		0.97		1.00
Frt		1.00			0.99			0.92		1.00		0.85
Flt Protected		1.00			1.00			0.98		0.95		1.00
Satd. Flow (prot)		3449			3327			1614		1599		1432
Flt Permitted		0.93			1.00			0.98		0.76		1.00
Satd. Flow (perm)		3206			3327			1614		1285		1432
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	31	1302	0	0	594	42	36	0	57	125	0	146
RTOR Reduction (vph)	0	0	0	0	5	0	0	31	0	0	0	113
Lane Group Flow (vph)	0	1333	0	0	631	0	0	62	0	125	0	33
Confl. Peds. (#/hr)	31		21	21		31	44		42	42		44
Confl. Bikes (#/hr)			19			5			2			
Heavy Vehicles (%)	17%	3%	0%	0%	6%	0%	0%	0%	0%	2%	0%	0%
Bus Blockages (#/hr)	12	0	2	12	0	2	0	0	0	0	0	0
Turn Type	Perm	NA			NA		Perm	NA		Perm		Perm
Protected Phases		2			6			4				
Permitted Phases	2			6			4			8		8
Actuated Green, G (s)		51.2			51.2			17.8		17.8		17.8
Effective Green, g (s)		52.2			52.2			18.8		18.8		18.8
Actuated g/C Ratio		0.64			0.64			0.23		0.23		0.23
Clearance Time (s)		6.0			6.0			7.0		7.0		7.0
Vehicle Extension (s)		3.0			3.0			3.0		3.0		3.0
Lane Grp Cap (vph)		2040			2117			370		294		328
v/s Ratio Prot					0.19							
v/s Ratio Perm		c0.42						0.04		c0.10		0.02
v/c Ratio		0.65			0.30			0.17		0.43		0.10
Uniform Delay, d1		9.3			6.7			25.3		27.0		24.9
Progression Factor		1.00			1.00			1.00		1.00		1.00
Incremental Delay, d2		1.6			0.4			0.2		1.0		0.1
Delay (s)		10.9			7.0			25.5		28.0		25.1
Level of Service		B			A			C		C		C
Approach Delay (s)		10.9			7.0			25.5			26.4	
Approach LOS		B			A			C			C	

Intersection Summary					
HCM 2000 Control Delay	12.2	HCM 2000 Level of Service	B		
HCM 2000 Volume to Capacity ratio	0.60				
Actuated Cycle Length (s)	82.0	Sum of lost time (s)	12.0		
Intersection Capacity Utilization	86.3%	ICU Level of Service	E		
Analysis Period (min)	15				
Description: June 28 2016					

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
7: Humber Bay Park Rd W & Lake Shore Blvd W

09-03-2019

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1425	25	20	605	15	20
Future Volume (Veh/h)	1425	25	20	605	15	20
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	1516	27	21	644	16	21
Pedestrians					9	
Lane Width (m)					3.0	
Walking Speed (m/s)					1.2	
Percent Blockage					1	
Right turn flare (veh)						4
Median type	None			None		
Median storage veh)						
Upstream signal (m)	64			256		
pX, platoon unblocked			0.77		0.82	0.77
vC, conflicting volume			1552		1902	780
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1114		1128	109
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			96		90	97
cM capacity (veh/h)			484		156	710

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	1011	532	236	429	37
Volume Left	0	0	21	0	16
Volume Right	0	27	0	0	21
cSH	1700	1700	484	1700	360
Volume to Capacity	0.59	0.31	0.04	0.25	0.10
Queue Length 95th (m)	0.0	0.0	1.1	0.0	2.7
Control Delay (s)	0.0	0.0	1.7	0.0	19.1
Lane LOS			A		C
Approach Delay (s)	0.0		0.6		19.1
Approach LOS					C

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	50.2%	ICU Level of Service	A
Analysis Period (min)	15		

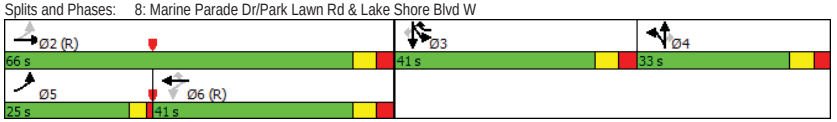
Timings
8: Marine Parade Dr/Park Lawn Rd & Lake Shore Blvd W

09-03-2019

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	360	1075	15	400	510	350	30	700	170	130
Future Volume (vph)	360	1075	15	400	510	350	30	700	170	130
Turn Type	pm+pt	NA	Perm	NA	pm+ov	NA	Perm	Split	NA	Perm
Protected Phases	5	2		6	3	4		3	3	
Permitted Phases	2		6		6		4			3
Detector Phase	5	2	6	6	3	4	4	3	3	3
Switch Phase										
Minimum Initial (s)	6.0	34.0	34.0	34.0	34.0	7.0	7.0	34.0	34.0	34.0
Minimum Split (s)	10.0	41.0	41.0	41.0	41.0	33.0	33.0	41.0	41.0	41.0
Total Split (s)	25.0	66.0	41.0	41.0	41.0	33.0	33.0	41.0	41.0	41.0
Total Split (%)	17.9%	47.1%	29.3%	29.3%	29.3%	23.6%	23.6%	29.3%	29.3%	29.3%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Min	C-Min	C-Min	C-Min	Min	None	None	Min	Min	Min

Intersection Summary
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 135
Control Type: Actuated-Coordinated

Splits and Phases: 8: Marine Parade Dr/Park Lawn Rd & Lake Shore Blvd W



HCM Signalized Intersection Capacity Analysis
8: Marine Parade Dr/Park Lawn Rd & Lake Shore Blvd W

09-03-2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	360	1075	15	15	400	510	65	350	30	700	170	130
Future Volume (vph)	360	1075	15	15	400	510	65	350	30	700	170	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	3.0	6.0		6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		0.95	1.00	0.97	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.90		1.00	0.92	1.00	1.00	0.79
Flpb, ped/bikes	0.97	1.00		0.99	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1528	3456		1174	3368	1325		3244	1100	3204	1708	1124
Flt Permitted	0.35	1.00		0.19	1.00	1.00		0.99	1.00	0.95	1.00	1.00
Satd. Flow (perm)	560	3456		231	3368	1325		3244	1100	3204	1708	1124
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	383	1144	16	16	426	543	69	372	32	745	181	138
RTOR Reduction (vph)	0	1	0	0	0	46	0	0	26	0	0	104
Lane Group Flow (vph)	383	1159	0	16	426	497	0	441	6	745	181	35
Confl. Peds. (#/hr)	160		53	53		160	152		41	41		152
Confl. Bikes (#/hr)			21						3			15
Heavy Vehicles (%)	2%	3%	0%	35%	6%	2%	21%	7%	23%	2%	10%	4%
Bus Blockages (#/hr)	12	0	2	12	0	0	0	0	6	0	0	6
Turn Type	pm+pt	NA		Perm	NA	pm+ov	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2			6	3	4	4		3	3	
Permitted Phases	2			6		6			4			3
Actuated Green, G (s)	60.5	60.5		34.5	34.5	68.5		24.5	24.5	34.0	34.0	34.0
Effective Green, g (s)	61.5	61.5		35.5	35.5	70.5		25.5	25.5	35.0	35.0	35.0
Actuated g/C Ratio	0.44	0.44		0.25	0.25	0.50		0.18	0.18	0.25	0.25	0.25
Clearance Time (s)	4.0	7.0		7.0	7.0	7.0		7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	405	1518		58	854	724		590	200	801	427	281
v/s Ratio Prot	c0.16	0.34			0.13	0.17		c0.14		c0.23	0.11	
v/s Ratio Perm	c0.26			0.07		0.20			0.01			0.03
v/c Ratio	0.95	0.76		0.28	0.50	0.69		0.75	0.03	0.93	0.42	0.12
Uniform Delay, d1	32.1	33.1		41.9	44.6	26.4		54.2	47.1	51.3	44.0	40.6
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.92	0.88	1.65
Incremental Delay, d2	30.9	3.7		11.4	2.1	2.7		5.1	0.1	15.6	0.6	0.2
Delay (s)	63.0	36.8		53.4	46.7	29.1		59.3	47.1	63.0	39.1	67.3
Level of Service	E	D		D	D	C		E	D	E	D	E
Approach Delay (s)		43.3			37.1			58.5			59.5	
Approach LOS		D			D			E			E	

Intersection Summary				
HCM 2000 Control Delay	47.8	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.92			
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	21.0	
Intersection Capacity Utilization	126.0%	ICU Level of Service	H	
Analysis Period (min)	15			
c Critical Lane Group				

HCM Unsignalized Intersection Capacity Analysis
9: Shore Breeze Dr & Lake Shore Blvd W

09-03-2019



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1705	55	0	900	0	105
Future Volume (Veh/h)	1705	55	0	900	0	105
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	1795	58	0	947	0	111
Pedestrians					46	
Lane Width (m)					3.0	
Walking Speed (m/s)					1.2	
Percent Blockage					3	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)	146			130		
pX, platoon unblocked			0.77		0.81	0.77
vC, conflicting volume			1899		2344	673
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1118		1314	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	86
cM capacity (veh/h)			471		119	812

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1
Volume Total	718	718	417	474	474	111
Volume Left	0	0	0	0	0	0
Volume Right	0	0	58	0	0	111
cSH	1700	1700	1700	1700	1700	812
Volume to Capacity	0.42	0.42	0.25	0.28	0.28	0.14
Queue Length 95th (m)	0.0	0.0	0.0	0.0	0.0	3.8
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	10.1
Lane LOS						B
Approach Delay (s)	0.0			0.0		10.1
Approach LOS						B

Intersection Summary				
Average Delay	0.4			
Intersection Capacity Utilization	47.5%	ICU Level of Service		A
Analysis Period (min)	15			

Timings
10: Silver Moon Dr & Lake Shore Blvd W

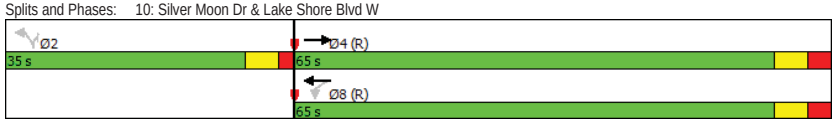
09-03-2019

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	1735	55	655	250	80
Future Volume (vph)	1735	55	655	250	80
Turn Type	NA	Perm	NA	Perm	Perm
Protected Phases	4		8		
Permitted Phases		8		2	2
Detector Phase	4	8	8	2	2
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	25.0	35.0	35.0
Total Split (s)	65.0	65.0	65.0	35.0	35.0
Total Split (%)	65.0%	65.0%	65.0%	35.0%	35.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	5.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	C-Min	C-Min	C-Min	None	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 35 (35%), Referenced to phase 4:EBT and 8:WBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 10: Silver Moon Dr & Lake Shore Blvd W



HCM Signalized Intersection Capacity Analysis
10: Silver Moon Dr & Lake Shore Blvd W

09-03-2019

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1735	95	55	655	250	80
Future Volume (vph)	1735	95	55	655	250	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.0	3.0	3.5	3.0	3.0
Total Lost time (s)	6.0		6.0	6.0	5.0	5.0
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frpb, ped/bikes	0.99		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3433		1491	3433	1560	1507
Flt Permitted	1.00		0.06	1.00	0.95	1.00
Satd. Flow (perm)	3433		95	3433	1560	1507
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	1866	102	59	704	269	86
RTOR Reduction (vph)	3	0	0	0	0	9
Lane Group Flow (vph)	1965	0	59	704	269	77
Confl. Peds. (#/hr)		38	38			
Confl. Bikes (#/hr)		3				
Heavy Vehicles (%)	2%	12%	13%	4%	8%	0%
Turn Type	NA		Perm	NA	Perm	Perm
Protected Phases	4			8		
Permitted Phases			8		2	2
Actuated Green, G (s)	64.8		64.8	64.8	22.2	22.2
Effective Green, g (s)	65.8		65.8	65.8	23.2	23.2
Actuated g/C Ratio	0.66		0.66	0.66	0.23	0.23
Clearance Time (s)	7.0		7.0	7.0	6.0	6.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	2258		62	2258	361	349
v/s Ratio Prot	0.57			0.21		
v/s Ratio Perm			c0.62		c0.17	0.05
v/c Ratio	0.87		0.95	0.31	0.75	0.22
Uniform Delay, d1	13.7		15.6	7.4	35.7	31.1
Progression Factor	1.00		0.70	0.73	1.00	1.00
Incremental Delay, d2	4.9		95.5	0.3	8.1	0.3
Delay (s)	18.6		106.6	5.7	43.8	31.4
Level of Service	B		F	A	D	C
Approach Delay (s)	18.6			13.5	40.8	
Approach LOS	B			B	D	

Intersection Summary

HCM 2000 Control Delay	19.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	74.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
11: The Marginal Blvd & Lake Shore Blvd W 09-03-2019

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1795	20	0	715	0	65
Future Volume (Veh/h)	1795	20	0	715	0	65
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	1930	22	0	769	0	70
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)	143			95		
pX, platoon unblocked			0.50		0.50	0.50
vC, conflicting volume			1952		2197	976
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			890		1384	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	87
cM capacity (veh/h)			382		68	542

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	1287	665	256	256	256	70
Volume Left	0	0	0	0	0	0
Volume Right	0	22	0	0	0	70
cSH	1700	1700	1700	1700	1700	542
Volume to Capacity	0.76	0.39	0.15	0.15	0.15	0.13
Queue Length 95th (m)	0.0	0.0	0.0	0.0	0.0	3.5
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	12.6
Lane LOS						B
Approach Delay (s)	0.0		0.0			12.6
Approach LOS						B

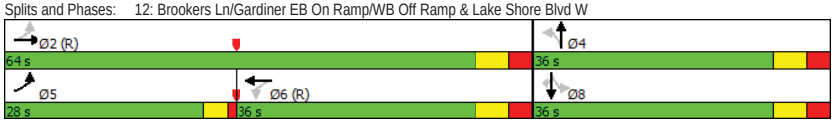
Intersection Summary				
Average Delay	0.3			
Intersection Capacity Utilization	60.9%	ICU Level of Service		B
Analysis Period (min)	15			

Timings
12: Brookers Ln/Gardiner EB On Ramp/WB Off Ramp & Lake Shore Blvd W 09-03-2019

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	770	1060	5	120	170	175	50	75	410
Future Volume (vph)	770	1060	5	120	170	175	50	75	410
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases	5	2		6		4		8	
Permitted Phases	2		6		4		8		8
Detector Phase	5	2	6	6	4	4	8	8	8
Switch Phase									
Minimum Initial (s)	6.0	29.0	29.0	29.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	10.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0
Total Split (s)	28.0	64.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0
Total Split (%)	28.0%	64.0%	36.0%	36.0%	36.0%	36.0%	36.0%	36.0%	36.0%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)		-1.0		-1.0	-1.0	-1.0		-1.0	-1.0
Total Lost Time (s)		6.0		6.0	6.0	6.0		6.0	6.0
Lead/Lag	Lead		Lag	Lag					
Lead-Lag Optimize?	Yes		Yes	Yes					
Recall Mode	None	C-Min	C-Min	C-Min	None	None	None	None	None

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 7 (7%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 12: Brookers Ln/Gardiner EB On Ramp/WB Off Ramp & Lake Shore Blvd W



HCM Signalized Intersection Capacity Analysis
12: Brookers Ln/Gardiner EB On Ramp/WB Off Ramp & Lake Shore Blvd W

09-03-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	770	1060	25	5	120	20	170	175	95	50	75	410
Future Volume (vph)	770	1060	25	5	120	20	170	175	95	50	75	410
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)		6.0			6.0		6.0	6.0			6.0	6.0
Lane Util. Factor		0.95			0.95		1.00	1.00			1.00	1.00
Frpb, ped/bikes		1.00			1.00		1.00	1.00			1.00	1.00
Flpb, ped/bikes		1.00			1.00		1.00	1.00			1.00	1.00
Frt		1.00			0.98		1.00	0.95			1.00	0.85
Flt Protected		0.98			1.00		0.95	1.00			0.98	1.00
Satd. Flow (prot)		3391			3242		1668	1765			1760	1436
Flt Permitted		0.76			0.90		0.67	1.00			0.49	1.00
Satd. Flow (perm)		2626			2907		1170	1765			873	1436
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	811	1116	26	5	126	21	179	184	100	53	79	432
RTOR Reduction (vph)	0	1	0	0	6	0	0	22	0	0	0	339
Lane Group Flow (vph)	0	1952	0	0	146	0	179	262	0	0	132	93
Confl. Peds. (#/hr)	2		58	58		2			2	2		
Confl. Bikes (#/hr)			3									
Heavy Vehicles (%)	1%	4%	0%	0%	8%	6%	1%	0%	1%	4%	5%	5%
Bus Blockages (#/hr)	0	0	2	0	0	0	0	0	0	0	0	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases	5	2			6			4			8	
Permitted Phases	2			6			4			8		8
Actuated Green, G (s)		65.4			65.4		20.6	20.6			20.6	20.6
Effective Green, g (s)		66.4			66.4		21.6	21.6			21.6	21.6
Actuated g/C Ratio		0.66			0.66		0.22	0.22			0.22	0.22
Clearance Time (s)		7.0			7.0		7.0	7.0			7.0	7.0
Vehicle Extension (s)		3.0			3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)		1743			1930		252	381			188	310
v/s Ratio Prot								0.15				
v/s Ratio Perm		c0.74			0.05		c0.15				0.15	0.07
v/c Ratio		1.12			0.08		0.71	0.69			0.70	0.30
Uniform Delay, d1		16.8			5.9		36.3	36.1			36.2	32.9
Progression Factor		1.56			0.53		1.00	1.00			1.00	1.00
Incremental Delay, d2		59.0			0.1		9.1	5.1			11.2	0.5
Delay (s)		85.2			3.2		45.4	41.2			47.5	33.4
Level of Service		F			A		D	D			D	C
Approach Delay (s)		85.2			3.2			42.8			36.7	
Approach LOS		F			A			D			D	

Intersection Summary			
HCM 2000 Control Delay	66.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	119.1%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

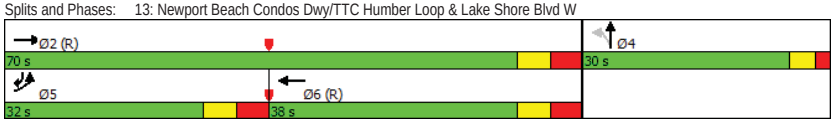
Timings
13: Newport Beach Condos Dwy/TTC Humber Loop & Lake Shore Blvd W

09-03-2019

Lane Group	EBL	EBT	WBT	NBT
Lane Configurations				
Traffic Volume (vph)	10	1160	105	0
Future Volume (vph)	10	1160	105	0
Turn Type	Prot	NA	NA	NA
Protected Phases	5	2	6	4
Permitted Phases				
Detector Phase	5	2	6	4
Switch Phase				
Minimum Initial (s)	7.0	16.0	16.0	7.0
Minimum Split (s)	15.0	24.0	24.0	29.0
Total Split (s)	32.0	70.0	38.0	30.0
Total Split (%)	32.0%	70.0%	38.0%	30.0%
Yellow Time (s)	4.0	4.0	4.0	3.0
All-Red Time (s)	4.0	4.0	4.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	7.0	7.0	7.0	4.0
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	C-Min	C-Min	None

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

Splits and Phases: 13: Newport Beach Condos Dwy/TTC Humber Loop & Lake Shore Blvd W



HCM Signalized Intersection Capacity Analysis
13: Newport Beach Condos Dwy/TTC Humber Loop & Lake Shore Blvd W

09-03-2019

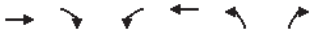


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	1160	15	0	105	0	35	0	5	0	0	0
Future Volume (vph)	10	1160	15	0	105	0	35	0	5	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	7.0	7.0			7.0			4.0				
Lane Util. Factor	1.00	1.00			1.00			1.00				
Frpb, ped/bikes	1.00	1.00			1.00			1.00				
Flpb, ped/bikes	1.00	1.00			1.00			0.88				
Frt	1.00	1.00			1.00			0.98				
Flt Protected	0.95	1.00			1.00			0.96				
Satd. Flow (prot)	842	1821			1789			1555				
Flt Permitted	0.95	1.00			1.00			0.96				
Satd. Flow (perm)	842	1821			1789			1555				
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	10	1208	16	0	109	0	36	0	5	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	34	0	0	0	0
Lane Group Flow (vph)	10	1224	0	0	109	0	0	7	0	0	0	0
Confl. Peds. (#/hr)							111					111
Confl. Bikes (#/hr)			5									1
Heavy Vehicles (%)	100%	3%	0%	0%	5%	0%	0%	0%	0%	0%	0%	100%
Bus Blockages (#/hr)	0	0	2	0	0	2	0	0	0	0	0	0
Turn Type	Prot	NA			NA		Perm	NA				Over
Protected Phases	5	2			6			4				5
Permitted Phases							4					
Actuated Green, G (s)	1.9	71.2			61.3			15.8				
Effective Green, g (s)	2.9	72.2			62.3			16.8				
Actuated g/C Ratio	0.03	0.72			0.62			0.17				
Clearance Time (s)	8.0	8.0			8.0			5.0				
Vehicle Extension (s)	3.0	3.0			3.0			3.0				
Lane Grp Cap (vph)	24	1314			1114			261				
v/s Ratio Prot	0.01	c0.67			0.06							
v/s Ratio Perm								0.00				
v/c Ratio	0.42	0.93			0.10			0.03				
Uniform Delay, d1	47.7	11.8			7.6			34.8				
Progression Factor	1.02	0.85			0.81			1.00				
Incremental Delay, d2	1.1	1.6			0.2			0.0				
Delay (s)	49.9	11.6			6.3			34.8				
Level of Service	D	B			A			C				
Approach Delay (s)		12.0			6.3			34.8			0.0	
Approach LOS		B			A			C			A	

Intersection Summary				
HCM 2000 Control Delay	12.2	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.82			
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	18.0	
Intersection Capacity Utilization	84.2%	ICU Level of Service	E	
Analysis Period (min)	15			
c Critical Lane Group				

HCM Unsignalized Intersection Capacity Analysis
14: Marine Parade Dr & Lake Shore Blvd W

09-03-2019



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1135	35	0	40	60	140
Future Volume (Veh/h)	1135	35	0	40	60	140
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	1170	36	0	41	62	144
Pedestrians					38	
Lane Width (m)					3.0	
Walking Speed (m/s)					1.2	
Percent Blockage					3	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)	133			168		
pX, platoon unblocked			0.30		0.30	0.30
vC, conflicting volume			1244		1267	1226
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			642		719	582
tC, single (s)			4.1		*3.5	*3.3
tC, 2 stage (s)						
tF (s)			2.2		*2.3	*2.3
p0 queue free %			100		78	55
cM capacity (veh/h)			277		282	319

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	1206	41	206
Volume Left	0	0	62
Volume Right	36	0	144
cSH	1700	277	307
Volume to Capacity	0.71	0.00	0.67
Queue Length 95th (m)	0.0	0.0	36.1
Control Delay (s)	0.0	0.0	37.7
Lane LOS			E
Approach Delay (s)	0.0	0.0	37.7
Approach LOS			E

Intersection Summary			
Average Delay	5.3		
Intersection Capacity Utilization	80.6%	ICU Level of Service	D
Analysis Period (min)	15		

* User Entered Value

Timings
15: Palace Pier Ct & Lake Shore Blvd W

09-03-2019

Lane Group	EBT	EBR	NBL
Lane Configurations			
Traffic Volume (vph)	1235	85	35
Future Volume (vph)	1235	85	35
Turn Type	NA	Perm	Perm
Protected Phases	2		
Permitted Phases		2	4
Detector Phase	2	2	4
Switch Phase			
Minimum Initial (s)	19.0	19.0	7.0
Minimum Split (s)	25.0	25.0	28.0
Total Split (s)	71.0	71.0	29.0
Total Split (%)	71.0%	71.0%	29.0%
Yellow Time (s)	4.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0
Total Lost Time (s)	5.0	5.0	4.0
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Min	C-Min	None

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 15: Palace Pier Ct & Lake Shore Blvd W



HCM Signalized Intersection Capacity Analysis
15: Palace Pier Ct & Lake Shore Blvd W

09-03-2019

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1235	85	0	0	35	80
Future Volume (vph)	1235	85	0	0	35	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.0	3.0	3.5	3.0	3.0
Total Lost time (s)	5.0	5.0			4.0	
Lane Util. Factor	1.00	1.00			1.00	
Frpb, ped/bikes	1.00	0.94			1.00	
Flpb, ped/bikes	1.00	1.00			1.00	
Frt	1.00	0.85			0.91	
Flt Protected	1.00	1.00			0.99	
Satd. Flow (prot)	1807	1265			1556	
Flt Permitted	1.00	1.00			0.99	
Satd. Flow (perm)	1807	1265			1556	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	1286	89	0	0	36	83
RTOR Reduction (vph)	0	4	0	0	68	0
Lane Group Flow (vph)	1286	85	0	0	51	0
Confl. Peds. (#/hr)		16	16		1	
Heavy Vehicles (%)	4%	11%	0%	0%	3%	1%
Bus Blockages (#/hr)	0	2	0	0	0	0
Turn Type	NA	Perm			Perm	
Protected Phases	2					
Permitted Phases		2			4	
Actuated Green, G (s)	79.7	79.7			9.3	
Effective Green, g (s)	80.7	80.7			10.3	
Actuated g/C Ratio	0.81	0.81			0.10	
Clearance Time (s)	6.0	6.0			5.0	
Vehicle Extension (s)	3.0	3.0			3.0	
Lane Grp Cap (vph)	1458	1020			160	
v/s Ratio Prot	c0.71					
v/s Ratio Perm		0.07			c0.03	
v/c Ratio	0.88	0.08			0.32	
Uniform Delay, d1	6.5	2.0			41.6	
Progression Factor	0.66	0.07			1.00	
Incremental Delay, d2	5.2	0.1			1.1	
Delay (s)	9.5	0.2			42.7	
Level of Service	A	A			D	
Approach Delay (s)	8.9			0.0	42.7	
Approach LOS	A			A	D	

Intersection Summary			
HCM 2000 Control Delay	11.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	79.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Timings
16: Sir Casimir Gzowski Park Dwy/Windermere Ave & Lake Shore Blvd W

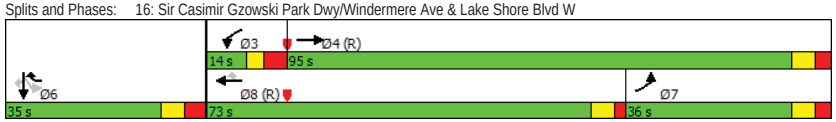
09-03-2019

Lane Group	EBL	EBT	WBT	WBR	SBL	SBT	SBR	Ø3
Lane Configurations								
Traffic Volume (vph)	245	3805	1440	85	210	5	360	
Future Volume (vph)	245	3805	1440	85	210	5	360	
Turn Type	Prot	NA	NA	custom	Perm	NA	Perm	
Protected Phases	7	4	8	6		6		3
Permitted Phases				8	6		6	
Detector Phase	7	4	8	6	6	6	6	
Switch Phase								
Minimum Initial (s)	7.0	25.0	25.0	23.0	23.0	23.0	23.0	7.0
Minimum Split (s)	14.0	32.0	31.0	31.0	31.0	31.0	31.0	14.0
Total Split (s)	36.0	95.0	73.0	35.0	35.0	35.0	35.0	14.0
Total Split (%)	25.0%	66.0%	50.7%	24.3%	24.3%	24.3%	24.3%	10%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0
All-Red Time (s)	3.0	3.0	2.0	4.0	4.0	4.0	4.0	4.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	6.0	6.0	5.0	7.0	7.0	7.0	7.0	
Lead/Lag	Lag	Lag	Lead					Lead
Lead-Lag Optimize?	Yes	Yes	Yes					Yes
Recall Mode	Min	C-Min	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 144
Actuated Cycle Length: 144
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 16: Sir Casimir Gzowski Park Dwy/Windermere Ave & Lake Shore Blvd W



HCM Signalized Intersection Capacity Analysis
16: Sir Casimir Gzowski Park Dwy/Windermere Ave & Lake Shore Blvd W

09-03-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	245	3805	0	0	1440	85	0	0	0	210	5	360
Future Volume (vph)	245	3805	0	0	1440	85	0	0	0	210	5	360
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	6.0	6.0			5.0	7.0				7.0	7.0	7.0
Lane Util. Factor	1.00	0.86			0.91	1.00				0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00			1.00	0.98				1.00	1.00	0.84
Flpb, ped/bikes	1.00	1.00			1.00	1.00				1.00	1.00	1.00
Frt	1.00	1.00			1.00	0.85				1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00	1.00				0.95	0.95	1.00
Satd. Flow (prot)	1620	6215			4980	1415				1585	1672	1250
Flt Permitted	0.95	1.00			1.00	1.00				0.95	0.95	1.00
Satd. Flow (perm)	1620	6215			4980	1415				1585	1672	1250
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	247	3843	0	0	1455	86	0	0	0	212	5	364
RTOR Reduction (vph)	0	0	0	0	0	38	0	0	0	0	0	302
Lane Group Flow (vph)	247	3843	0	0	1455	48	0	0	0	108	109	62
Confl. Peds. (#/hr)	1					1	68					68
Confl. Bikes (#/hr)			2									25
Heavy Vehicles (%)	4%	4%	0%	0%	3%	4%	0%	0%	0%	1%	20%	1%
Bus Blockages (#/hr)	0	0	0	0	0	2	0	0	0	0	0	0
Turn Type	Prot	NA		Prot	NA	custom				Perm	NA	Perm
Protected Phases	7	4		3	8	6					6	
Permitted Phases						8				6		6
Actuated Green, G (s)	44.8	105.3			54.5	78.2				23.7	23.7	23.7
Effective Green, g (s)	45.8	106.3			55.5	80.2				24.7	24.7	24.7
Actuated g/C Ratio	0.32	0.74			0.39	0.56				0.17	0.17	0.17
Clearance Time (s)	7.0	7.0			6.0	8.0				8.0	8.0	8.0
Vehicle Extension (s)	3.0	3.0			3.0	3.0				3.0	3.0	3.0
Lane Grp Cap (vph)	515	4587			1919	856				271	286	214
v/s Ratio Prot	0.15	c0.62			0.29	0.01						
v/s Ratio Perm						0.02				c0.07	0.07	0.05
v/c Ratio	0.48	0.84			0.76	0.06				0.40	0.38	0.29
Uniform Delay, d1	39.5	12.9			38.4	14.6				53.0	52.9	52.0
Progression Factor	1.00	1.00			1.00	1.00				1.00	1.00	1.00
Incremental Delay, d2	0.7	2.0			2.9	0.0				1.0	0.9	0.8
Delay (s)	40.2	14.9			41.3	14.6				54.0	53.7	52.8
Level of Service	D	B			D	B				D	D	D
Approach Delay (s)		16.4			39.8			0.0			53.2	
Approach LOS		B			D			A			D	

Intersection Summary

HCM 2000 Control Delay	25.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	96.0%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
17: Marine Parade Dr & Humber Bay Park Rd E

09-03-2019

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	5	0	415	155	15
Future Volume (Veh/h)	5	5	0	415	155	15
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	5	5	0	428	160	15
Pedestrians	162					
Lane Width (m)	3.0					
Walking Speed (m/s)	1.2					
Percent Blockage	11					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)					142	
pX, platoon unblocked						
vC, conflicting volume	758	250	337			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	758	250	337			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	99	100			
cM capacity (veh/h)	308	671	1095			

Direction, Lane #	EB 1	NB 1	SB 1	SB 2
Volume Total	10	428	107	68
Volume Left	5	0	0	0
Volume Right	5	0	0	15
cSH	423	1095	1700	1700
Volume to Capacity	0.02	0.00	0.06	0.04
Queue Length 95th (m)	0.6	0.0	0.0	0.0
Control Delay (s)	13.7	0.0	0.0	0.0
Lane LOS	B			
Approach Delay (s)	13.7	0.0	0.0	
Approach LOS	B			

Intersection Summary				
Average Delay		0.2		
Intersection Capacity Utilization		31.8%	ICU Level of Service	A
Analysis Period (min)		15		

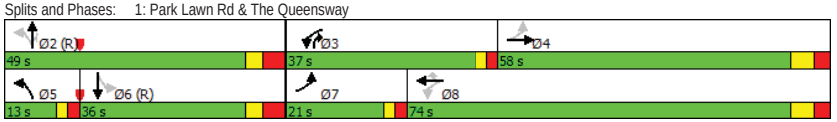
Timings
1: Park Lawn Rd & The Queensway

09-03-2019

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	205	1030	475	1030	90	185	360	510	80	375
Future Volume (vph)	205	1030	475	1030	90	185	360	510	80	375
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	pm+ov	Perm	NA
Protected Phases	7	4	3	8		5	2	3		6
Permitted Phases	4		8		8	2		2	6	
Detector Phase	7	4	3	8	8	5	2	3	6	6
Switch Phase										
Minimum Initial (s)	7.0	24.0	7.0	24.0	24.0	7.0	29.0	7.0	29.0	29.0
Minimum Split (s)	11.0	31.0	11.0	31.0	31.0	11.0	36.0	11.0	36.0	36.0
Total Split (s)	21.0	58.0	37.0	74.0	74.0	13.0	49.0	37.0	36.0	36.0
Total Split (%)	14.6%	40.3%	25.7%	51.4%	51.4%	9.0%	34.0%	25.7%	25.0%	25.0%
Yellow Time (s)	2.0	4.0	2.0	4.0	4.0	2.0	3.0	2.0	3.0	3.0
All-Red Time (s)	2.0	3.0	2.0	3.0	3.0	2.0	4.0	2.0	4.0	4.0
Lost Time Adjust (s)	-1.0	-1.0	-2.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	6.0	2.0	6.0	6.0	3.0	6.0	3.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	C-Min	None	C-Min	C-Min

Intersection Summary
Cycle Length: 144
Actuated Cycle Length: 144
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 1: Park Lawn Rd & The Queensway



HCM Signalized Intersection Capacity Analysis
1: Park Lawn Rd & The Queensway

09-03-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	205	1030	275	475	1030	90	185	360	510	80	375	175
Future Volume (vph)	205	1030	275	475	1030	90	185	360	510	80	375	175
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	3.0	6.0		2.0	6.0	6.0	3.0	6.0	3.0	6.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	0.98		1.00	1.00	0.94	1.00	1.00	0.97	1.00	0.97	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	0.98	1.00	
Frt	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1682	3354		1652	3466	1404	1663	1824	1436	1634	3275	
Flt Permitted	0.24	1.00		0.07	1.00	1.00	0.18	1.00	1.00	0.41	1.00	
Satd. Flow (perm)	418	3354		126	3466	1404	311	1824	1436	706	3275	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	211	1062	284	490	1062	93	191	371	526	82	387	180
RTOR Reduction (vph)	0	17	0	0	0	46	0	0	14	0	38	0
Lane Group Flow (vph)	211	1329	0	490	1062	48	191	371	512	82	529	0
Confl. Peds. (#/hr)	12		49	49		12	49		26	26		49
Confl. Bikes (#/hr)			11			8			3			2
Heavy Vehicles (%)	0%	1%	0%	2%	3%	0%	1%	3%	2%	1%	1%	1%
Bus Blockages (#/hr)	0	0	2	0	0	2	0	0	0	0	0	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	pm+ov	Perm	NA	
Protected Phases	7	4		3	8		5	2	3		6	
Permitted Phases	4			8		8	2		2	6		
Actuated Green, G (s)	64.0	51.0		88.0	71.0	71.0	42.0	42.0	75.0	29.0	29.0	
Effective Green, g (s)	66.0	52.0		90.0	72.0	72.0	43.0	43.0	77.0	30.0	30.0	
Actuated g/C Ratio	0.46	0.36		0.62	0.50	0.50	0.30	0.30	0.53	0.21	0.21	
Clearance Time (s)	4.0	7.0		4.0	7.0	7.0	4.0	7.0	4.0	7.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	314	1211		449	1733	702	186	544	767	147	682	
v/s Ratio Prot	0.07	c0.40		c0.26	0.31		c0.07	0.20	0.16		0.16	
v/s Ratio Perm	0.24			0.41		0.03	c0.23		0.20	0.12		
v/c Ratio	0.67	1.10		1.09	0.61	0.07	1.03	0.68	0.67	0.56	0.78	
Uniform Delay, d1	24.4	46.0		46.6	26.0	18.6	45.9	44.5	24.2	51.1	53.8	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	5.6	56.9		69.4	0.6	0.0	73.2	6.8	2.2	14.4	8.4	
Delay (s)	30.0	102.9		116.0	26.6	18.7	119.0	51.3	26.5	65.5	62.2	
Level of Service	C	F		F	C	B	F	D	C	E	E	
Approach Delay (s)		93.0			52.8			51.2			62.7	
Approach LOS		F			D			D			E	

Intersection Summary			
HCM 2000 Control Delay	66.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.10		
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	131.1%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

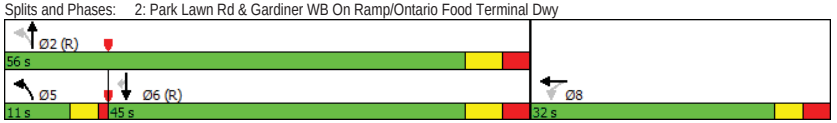
Timings
2: Park Lawn Rd & Gardiner WB On Ramp/Ontario Food Terminal Dwy

09-03-2019

Lane Group	WBT	NBL	NBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	10	500	1035	710	455
Future Volume (vph)	10	500	1035	710	455
Turn Type	NA	pm+pt	NA	NA	Perm
Protected Phases	8	5	2	6	
Permitted Phases		2			6
Detector Phase	8	5	2	6	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	38.0	38.0	38.0
Minimum Split (s)	32.0	11.0	45.0	45.0	45.0
Total Split (s)	32.0	11.0	56.0	45.0	45.0
Total Split (%)	36.4%	12.5%	63.6%	51.1%	51.1%
Yellow Time (s)	3.0	3.0	4.0	4.0	4.0
All-Red Time (s)	3.0	1.0	3.0	3.0	3.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.0	3.0	6.0	6.0	6.0
Lead/Lag		Lead		Lag	Lag
Lead-Lag Optimize?		Yes		Yes	Yes
Recall Mode	None	None	C-Min	C-Min	C-Min

Intersection Summary
Cycle Length: 88
Actuated Cycle Length: 88
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Description: 04/07/2016

Splits and Phases: 2: Park Lawn Rd & Gardiner WB On Ramp/Ontario Food Terminal Dwy





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	5	10	5	500	1035	0	0	710	455
Future Volume (vph)	0	0	0	5	10	5	500	1035	0	0	710	455
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)					5.0		3.0	6.0			6.0	6.0
Lane Util. Factor					1.00		1.00	0.95			0.95	1.00
Frpb, ped/bikes					1.00		1.00	1.00			1.00	0.96
Flpb, ped/bikes					1.00		1.00	1.00			1.00	1.00
Frt					0.97		1.00	1.00			1.00	0.85
Flt Protected					0.99		0.95	1.00			1.00	1.00
Satd. Flow (prot)					1351		1664	3500			3500	1365
Flt Permitted					0.99		0.28	1.00			1.00	1.00
Satd. Flow (perm)					1351		495	3500			3500	1365
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	5	11	5	526	1089	0	0	747	479
RTOR Reduction (vph)	0	0	0	0	5	0	0	0	0	0	0	257
Lane Group Flow (vph)	0	0	0	0	16	0	526	1089	0	0	747	222
Confl. Peds. (#/hr)			1	1			45		3	3		45
Confl. Bikes (#/hr)									10			4
Heavy Vehicles (%)	0%	0%	0%	0%	63%	0%	1%	2%	0%	0%	2%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	6
Turn Type				Perm	NA		pm+pt	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8			2					6
Actuated Green, G (s)					3.3		71.7	71.7			39.8	39.8
Effective Green, g (s)					4.3		72.7	72.7			40.8	40.8
Actuated g/C Ratio					0.05		0.83	0.83			0.46	0.46
Clearance Time (s)					6.0		4.0	7.0			7.0	7.0
Vehicle Extension (s)					3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)					66		792	2891			1622	632
v/s Ratio Prot							c0.22	0.31			0.21	
v/s Ratio Perm					0.01		c0.33					0.16
v/c Ratio					0.25		0.66	0.38			0.46	0.35
Uniform Delay, d1					40.3		5.7	1.9			16.1	15.1
Progression Factor					1.00		1.74	0.45			1.00	1.00
Incremental Delay, d2					1.9		1.5	0.3			0.9	1.5
Delay (s)					42.2		11.3	1.1			17.0	16.7
Level of Service					D		B	A			B	B
Approach Delay (s)		0.0			42.2			4.5			16.9	
Approach LOS		A			D			A			B	

Intersection Summary					
HCM 2000 Control Delay	10.1	HCM 2000 Level of Service		B	
HCM 2000 Volume to Capacity ratio	0.66				
Actuated Cycle Length (s)	88.0	Sum of lost time (s)		14.0	
Intersection Capacity Utilization	77.9%	ICU Level of Service		D	
Analysis Period (min)	15				
Description: 04/07/2016					

c Critical Lane Group

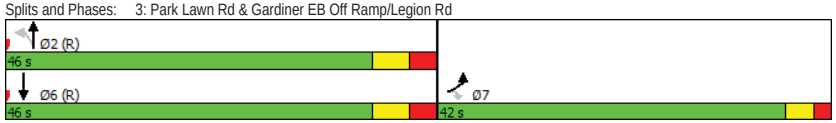
Timings
3: Park Lawn Rd & Gardiner EB Off Ramp/Legion Rd

09-03-2019

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	680	950	100	880	635
Future Volume (vph)	680	950	100	880	635
Turn Type	Prot	Perm	Perm	NA	NA
Protected Phases	7			2	6
Permitted Phases		7	2		
Detector Phase	7	7	2	2	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	39.0	39.0	39.0
Minimum Split (s)	30.0	30.0	46.0	46.0	46.0
Total Split (s)	42.0	42.0	46.0	46.0	46.0
Total Split (%)	47.7%	47.7%	52.3%	52.3%	52.3%
Yellow Time (s)	3.0	3.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	3.0	3.0	3.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	4.0	4.0	6.0	6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Min	C-Min	C-Min

Intersection Summary
Cycle Length: 88
Actuated Cycle Length: 88
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Description: 4/7/2016

Splits and Phases: 3: Park Lawn Rd & Gardiner EB Off Ramp/Legion Rd



HCM Signalized Intersection Capacity Analysis
3: Park Lawn Rd & Gardiner EB Off Ramp/Legion Rd

09-03-2019

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	680	950	100	880	635	95
Future Volume (vph)	680	950	100	880	635	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.0	3.0	3.5	3.5	3.0
Total Lost time (s)	4.0	4.0	6.0	6.0	6.0	
Lane Util. Factor	0.97	0.91	1.00	0.95	0.95	
Frpb, ped/bikes	0.99	0.98	1.00	1.00	0.99	
Flpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	
Frt	0.94	0.85	1.00	1.00	0.98	
Flt Protected	0.97	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	3066	1344	1655	3500	3435	
Flt Permitted	0.97	1.00	0.30	1.00	1.00	
Satd. Flow (perm)	3066	1344	516	3500	3435	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	716	1000	105	926	668	100
RTOR Reduction (vph)	68	68	0	0	13	0
Lane Group Flow (vph)	1098	482	105	926	755	0
Confl. Peds. (#/hr)		8	50			50
Confl. Bikes (#/hr)						4
Heavy Vehicles (%)	2%	0%	0%	2%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	6
Turn Type	Prot	Perm	Perm	NA	NA	
Protected Phases	7			2	6	
Permitted Phases		7	2			
Actuated Green, G (s)	35.4	35.4	40.6	40.6	40.6	
Effective Green, g (s)	36.4	36.4	41.6	41.6	41.6	
Actuated g/C Ratio	0.41	0.41	0.47	0.47	0.47	
Clearance Time (s)	5.0	5.0	7.0	7.0	7.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	1268	555	243	1654	1623	
v/s Ratio Prot	0.36			c0.26	0.22	
v/s Ratio Perm		c0.36	0.20			
v/c Ratio	0.87	0.87	0.43	0.56	0.47	
Uniform Delay, d1	23.6	23.6	15.4	16.6	15.7	
Progression Factor	1.00	1.00	1.00	1.00	0.45	
Incremental Delay, d2	6.4	13.5	5.5	1.4	0.9	
Delay (s)	30.0	37.1	20.9	18.0	7.9	
Level of Service	C	D	C	B	A	
Approach Delay (s)	32.3			18.3	7.9	
Approach LOS	C			B	A	

Intersection Summary			
HCM 2000 Control Delay	22.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	88.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	108.0%	ICU Level of Service	G
Analysis Period (min)	15		
Description: 4/7/2016			

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	0	35	0	0	0	45	925	0	0	1490	95
Future Volume (Veh/h)	50	0	35	0	0	0	45	925	0	0	1490	95
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	52	0	36	0	0	0	47	964	0	0	1552	99
Pedestrians		30			1							
Lane Width (m)		3.0			3.5							
Walking Speed (m/s)		1.2			1.2							
Percent Blockage		2			0							
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)								181			147	
pX, platoon unblocked	0.92	0.92	0.87	0.92	0.92	0.90	0.87			0.90		
vC, conflicting volume	2208	2690	856	1871	2740	483	1681			965		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1666	2192	536	1300	2246	215	1485			748		
tC, single (s)	7.5	6.5	7.0	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	100	91	100	100	100	88			100		
cM capacity (veh/h)	52	36	414	90	33	719	383			785		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	52	36	0	47	643	321	776	875
Volume Left	52	0	0	47	0	0	0	0
Volume Right	0	36	0	0	0	0	0	99
cSH	52	414	1700	383	1700	1700	785	1700
Volume to Capacity	1.00	0.09	0.00	0.12	0.38	0.19	0.00	0.51
Queue Length 95th (m)	35.4	2.3	0.0	3.3	0.0	0.0	0.0	0.0
Control Delay (s)	252.7	14.5	0.0	15.7	0.0	0.0	0.0	0.0
Lane LOS	F	B	A	C				
Approach Delay (s)	155.3		0.0	0.7			0.0	
Approach LOS	F		A					

Intersection Summary					
Average Delay	5.2				
Intersection Capacity Utilization	54.4%	ICU Level of Service		A	
Analysis Period (min)	15				

Timings
5: Park Lawn Rd & Metro Grocery Dwy/Site Dwy South

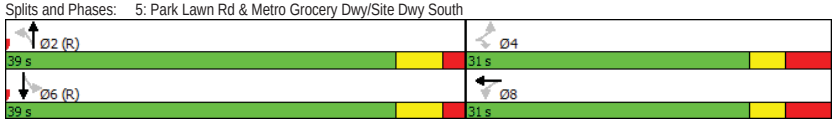
09-03-2019

Lane Group	EBL	EBR	WBT	NBL	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	140	85	0	50	840	1210
Future Volume (vph)	140	85	0	50	840	1210
Turn Type	Perm	Perm	NA	Perm	NA	NA
Protected Phases			8		2	6
Permitted Phases	4	4		2		
Detector Phase	4	4	8	2	2	6
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	18.0	18.0	18.0
Minimum Split (s)	30.0	30.0	30.0	24.0	24.0	24.0
Total Split (s)	31.0	31.0	31.0	39.0	39.0	39.0
Total Split (%)	44.3%	44.3%	44.3%	55.7%	55.7%	55.7%
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0	4.0
All-Red Time (s)	4.0	4.0	4.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 70
Offset: 31 (44%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 5: Park Lawn Rd & Metro Grocery Dwy/Site Dwy South



HCM Signalized Intersection Capacity Analysis
5: Park Lawn Rd & Metro Grocery Dwy/Site Dwy South

09-03-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	0	85	0	0	5	50	840	0	0	1210	275
Future Volume (vph)	140	0	85	0	0	5	50	840	0	0	1210	275
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	6.0		6.0		6.0		5.0	5.0			5.0	
Lane Util. Factor	1.00		1.00		1.00		1.00	0.95			0.95	
Frpb, ped/bikes	1.00		0.98		0.98		1.00	1.00			0.97	
Flpb, ped/bikes	0.99		1.00		1.00		0.99	1.00			1.00	
Frt	1.00		0.85		0.86		1.00	1.00			0.97	
Flt Protected	0.95		1.00		1.00		0.95	1.00			1.00	
Satd. Flow (prot)	1654		1481		1593		1671	3500			3354	
Flt Permitted	0.75		1.00		1.00		0.11	1.00			1.00	
Satd. Flow (perm)	1314		1481		1593		194	3500			3354	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	146	0	89	0	0	5	52	875	0	0	1260	286
RTOR Reduction (vph)	0	0	38	0	4	0	0	0	0	0	19	0
Lane Group Flow (vph)	146	0	51	0	1	0	52	875	0	0	1527	0
Confl. Peds. (#/hr)	9		5	5		9	61		11	11		61
Confl. Bikes (#/hr)			1						13			6
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	0%	2%	0%	0%	1%	0%
Turn Type	Perm		Perm		NA		Perm	NA		Perm	NA	
Protected Phases					8			2			6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)	12.5		12.5		12.5		44.5	44.5			44.5	
Effective Green, g (s)	13.5		13.5		13.5		45.5	45.5			45.5	
Actuated g/C Ratio	0.19		0.19		0.19		0.65	0.65			0.65	
Clearance Time (s)	7.0		7.0		7.0		6.0	6.0			6.0	
Vehicle Extension (s)	3.0		3.0		3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	253		285		307		126	2275			2180	
v/s Ratio Prot					0.00			0.25			c0.46	
v/s Ratio Perm	c0.11		0.03				0.27					
v/c Ratio	0.58		0.18		0.00		0.41	0.38			0.70	
Uniform Delay, d1	25.7		23.6		22.8		5.9	5.7			7.9	
Progression Factor	1.00		1.00		1.00		1.31	1.09			1.00	
Incremental Delay, d2	3.2		0.3		0.0		7.3	0.4			1.9	
Delay (s)	28.8		23.9		22.8		15.0	6.6			9.8	
Level of Service	C		C		C		B	A			A	
Approach Delay (s)		27.0			22.8			7.1			9.8	
Approach LOS		C			C			A			A	

Intersection Summary

HCM 2000 Control Delay	10.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	74.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

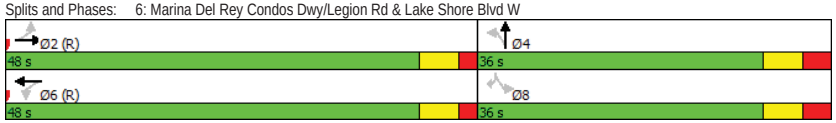
Timings
6: Marina Del Rey Condos Dwy/Legion Rd & Lake Shore Blvd W

09-03-2019

Lane Group	EBL	EBT	WBT	NBT	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	50	885	1105	0	55	190
Future Volume (vph)	50	885	1105	0	55	190
Turn Type	Perm	NA	NA	NA	Perm	Perm
Protected Phases		2	6	4		
Permitted Phases	2				8	8
Detector Phase	2	2	6	4	8	8
Switch Phase						
Minimum Initial (s)	19.0	19.0	19.0	7.0	7.0	7.0
Minimum Split (s)	25.0	25.0	25.0	35.0	35.0	35.0
Total Split (s)	48.0	48.0	48.0	36.0	36.0	36.0
Total Split (%)	57.1%	57.1%	57.1%	42.9%	42.9%	42.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	3.0	3.0	3.0
Lost Time Adjust (s)		-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)		5.0	5.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min	C-Min	C-Min	None	None	None

Intersection Summary
Cycle Length: 84
Actuated Cycle Length: 84
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Description: June 28 2016

Splits and Phases: 6: Marina Del Rey Condos Dwy/Legion Rd & Lake Shore Blvd W



HCM Signalized Intersection Capacity Analysis
6: Marina Del Rey Condos Dwy/Legion Rd & Lake Shore Blvd W

09-03-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	885	0	0	1105	55	15	0	25	55	0	190
Future Volume (vph)	50	885	0	0	1105	55	15	0	25	55	0	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)		5.0			5.0			6.0		6.0		6.0
Lane Util. Factor		0.95			0.95			1.00		1.00		1.00
Frpb, ped/bikes		1.00			0.99			0.95		1.00		0.96
Flpb, ped/bikes		1.00			1.00			0.99		0.94		1.00
Frt		1.00			0.99			0.92		1.00		0.85
Flt Protected		1.00			1.00			0.98		0.95		1.00
Satd. Flow (prot)		3491			3451			1594		1580		1370
Flt Permitted		0.81			1.00			0.98		0.73		1.00
Satd. Flow (perm)		2847			3451			1594		1214		1370
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	52	922	0	0	1151	57	16	0	26	57	0	198
RTOR Reduction (vph)	0	0	0	0	4	0	0	29	0	0	0	29
Lane Group Flow (vph)	0	974	0	0	1204	0	0	13	0	57	0	169
Confl. Peds. (#/hr)	64		42	42		64	28		73	73		28
Confl. Bikes (#/hr)			12			15			1			
Heavy Vehicles (%)	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	6%
Bus Blockages (#/hr)	11	0	2	11	0	2	0	0	0	0	0	0
Turn Type	Perm	NA			NA		Perm	NA		Perm		Perm
Protected Phases		2			6			4				
Permitted Phases	2			6			4			8		8
Actuated Green, G (s)		50.1			50.1			20.9		20.9		20.9
Effective Green, g (s)		51.1			51.1			21.9		21.9		21.9
Actuated g/C Ratio		0.61			0.61			0.26		0.26		0.26
Clearance Time (s)		6.0			6.0			7.0		7.0		7.0
Vehicle Extension (s)		3.0			3.0			3.0		3.0		3.0
Lane Grp Cap (vph)		1731			2099			415		316		357
v/s Ratio Prot					c0.35							
v/s Ratio Perm		0.34						0.01		0.05		c0.12
v/c Ratio		0.56			0.57			0.03		0.18		0.47
Uniform Delay, d1		9.8			9.9			23.1		24.1		26.2
Progression Factor		1.00			1.00			1.00		1.00		1.00
Incremental Delay, d2		1.3			1.1			0.0		0.3		1.0
Delay (s)		11.1			11.0			23.2		24.4		27.2
Level of Service		B			B			C		C		C
Approach Delay (s)		11.1			11.0			23.2			26.6	
Approach LOS		B			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	12.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	84.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	93.3%	ICU Level of Service	F
Analysis Period (min)	15		
Description: June 28 2016			

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	900	25	90	1105	15	20
Future Volume (Veh/h)	900	25	90	1105	15	20
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	928	26	93	1139	15	21
Pedestrians					22	
Lane Width (m)					3.0	
Walking Speed (m/s)					1.2	
Percent Blockage					2	
Right turn flare (veh)						4
Median type	None			None		
Median storage veh)						
Upstream signal (m)	64			256		
pX, platoon unblocked			0.85		0.81	0.85
vC, conflicting volume			976		1718	499
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			632		624	74
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			88		95	97
cM capacity (veh/h)			808		300	824

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	619	335	473	759	36
Volume Left	0	0	93	0	15
Volume Right	0	26	0	0	21
cSH	1700	1700	808	1700	719
Volume to Capacity	0.36	0.20	0.12	0.45	0.05
Queue Length 95th (m)	0.0	0.0	3.1	0.0	1.3
Control Delay (s)	0.0	0.0	3.2	0.0	12.9
Lane LOS			A		B
Approach Delay (s)	0.0		1.2		12.9
Approach LOS					B

Intersection Summary				
Average Delay	0.9			
Intersection Capacity Utilization	72.2%	ICU Level of Service	C	
Analysis Period (min)	15			

Timings
8: Marine Parade Dr/Park Lawn Rd & Lake Shore Blvd W

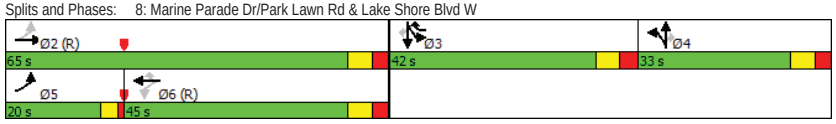
09-03-2019

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	220	635	10	930	465	215	25	800	160	295
Future Volume (vph)	220	635	10	930	465	215	25	800	160	295
Turn Type	pm+pt	NA	Perm	NA	pm+ov	NA	Perm	Split	NA	Perm
Protected Phases	5	2		6	3	4		3	3	
Permitted Phases	2		6		6		4			3
Detector Phase	5	2	6	6	3	4	4	3	3	3
Switch Phase										
Minimum Initial (s)	6.0	34.0	34.0	34.0	34.0	7.0	7.0	34.0	34.0	34.0
Minimum Split (s)	10.0	41.0	41.0	41.0	41.0	33.0	33.0	41.0	41.0	41.0
Total Split (s)	20.0	65.0	45.0	45.0	42.0	33.0	33.0	42.0	42.0	42.0
Total Split (%)	14.3%	46.4%	32.1%	32.1%	30.0%	23.6%	23.6%	30.0%	30.0%	30.0%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Min	C-Min	C-Min	C-Min	Min	None	None	Min	Min	Min

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 125
Control Type: Actuated-Coordinated

Splits and Phases: 8: Marine Parade Dr/Park Lawn Rd & Lake Shore Blvd W



HCM Signalized Intersection Capacity Analysis
8: Marine Parade Dr/Park Lawn Rd & Lake Shore Blvd W

09-03-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	220	635	80	10	930	465	60	215	25	800	160	295
Future Volume (vph)	220	635	80	10	930	465	60	215	25	800	160	295
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	3.0	6.0		6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		0.95	1.00	0.97	1.00	1.00
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.92		1.00	0.83	1.00	1.00	0.67
Flpb, ped/bikes	1.00	1.00		0.97	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1595	3380		1560	3500	1383		3287	992	3236	1756	979
Flt Permitted	0.10	1.00		0.37	1.00	1.00		0.99	1.00	0.95	1.00	1.00
Satd. Flow (perm)	160	3380		606	3500	1383		3287	992	3236	1756	979
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	229	661	83	10	969	484	62	224	26	833	167	307
RTOR Reduction (vph)	0	7	0	0	0	43	0	0	21	0	0	228
Lane Group Flow (vph)	229	737	0	10	969	441	0	287	5	833	167	79
Confl. Peds. (#/hr)	121		71	71		121	306		99	99		306
Confl. Bikes (#/hr)			11						2			16
Heavy Vehicles (%)	1%	3%	0%	0%	2%	0%	9%	7%	23%	1%	7%	1%
Bus Blockages (#/hr)	11	0	2	11	0	0	0	0	6	0	0	6
Turn Type	pm+pt	NA		Perm	NA	pm+ov	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2			6	3	4	4		3	3	
Permitted Phases	2			6		6			4			3
Actuated Green, G (s)	58.0	58.0		38.0	38.0	73.0		26.0	26.0	35.0	35.0	35.0
Effective Green, g (s)	59.0	59.0		39.0	39.0	75.0		27.0	27.0	36.0	36.0	36.0
Actuated g/C Ratio	0.42	0.42		0.28	0.28	0.54		0.19	0.19	0.26	0.26	0.26
Clearance Time (s)	4.0	7.0		7.0	7.0	7.0		7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	241	1424		168	975	800		633	191	832	451	251
v/s Ratio Prot	c0.12	0.22			0.28	0.14		c0.09		c0.26	0.10	
v/s Ratio Perm	c0.28			0.02		0.18			0.01			0.08
v/c Ratio	0.95	0.52		0.06	0.99	0.55		0.45	0.03	1.00	0.37	0.31
Uniform Delay, d1	41.8	30.0		37.0	50.4	21.4		50.0	45.8	52.0	42.7	42.0
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.93	0.89	2.15
Incremental Delay, d2	44.1	1.3		0.7	27.4	0.8		0.5	0.1	27.7	0.4	0.6
Delay (s)	85.9	31.3		37.7	77.8	22.2		50.5	45.9	76.0	38.2	91.0
Level of Service	F	C		D	E	C		D	D	E	D	F
Approach Delay (s)		44.2			59.1			50.1			74.7	
Approach LOS		D			E			D			E	

Intersection Summary

HCM 2000 Control Delay	59.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	126.2%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
9: Shore Breeze Dr & Lake Shore Blvd W

09-03-2019

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1340	125	0	1390	0	45
Future Volume (Veh/h)	1340	125	0	1390	0	45
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	1381	129	0	1433	0	46
Pedestrians					104	
Lane Width (m)					3.0	
Walking Speed (m/s)					1.2	
Percent Blockage					7	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)	158			117		
pX, platoon unblocked					0.84	
vC, conflicting volume			1614		2266	629
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1614		2129	629
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	88
cM capacity (veh/h)			380		34	399

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1
Volume Total	552	552	405	716	716	46
Volume Left	0	0	0	0	0	0
Volume Right	0	0	129	0	0	46
cSH	1700	1700	1700	1700	1700	399
Volume to Capacity	0.32	0.32	0.24	0.42	0.42	0.12
Queue Length 95th (m)	0.0	0.0	0.0	0.0	0.0	3.1
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	15.2
Lane LOS						C
Approach Delay (s)	0.0			0.0		15.2
Approach LOS						C

Intersection Summary				
Average Delay	0.2			
Intersection Capacity Utilization	41.8%	ICU Level of Service	A	
Analysis Period (min)	15			

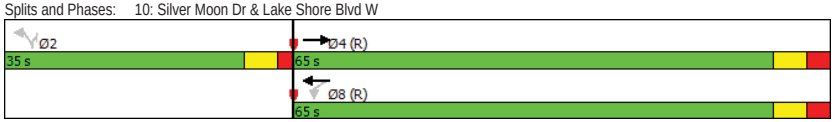
Timings
10: Silver Moon Dr & Lake Shore Blvd W

09-03-2019

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	1220	175	1280	125	45
Future Volume (vph)	1220	175	1280	125	45
Turn Type	NA	Perm	NA	Perm	Perm
Protected Phases	4		8		
Permitted Phases		8		2	2
Detector Phase	4	8	8	2	2
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	25.0	35.0	35.0
Total Split (s)	65.0	65.0	65.0	35.0	35.0
Total Split (%)	65.0%	65.0%	65.0%	35.0%	35.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	5.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	C-Min	C-Min	C-Min	None	None

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 35 (35%), Referenced to phase 4:EBT and 8:WBTL, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 10: Silver Moon Dr & Lake Shore Blvd W



HCM Signalized Intersection Capacity Analysis
10: Silver Moon Dr & Lake Shore Blvd W

09-03-2019

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1220	190	175	1280	125	45
Future Volume (vph)	1220	190	175	1280	125	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.0	3.0	3.5	3.0	3.0
Total Lost time (s)	6.0		6.0	6.0	5.0	5.0
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frpb, ped/bikes	0.97		1.00	1.00	1.00	0.99
Flpb, ped/bikes	1.00		0.98	1.00	1.00	1.00
Frt	0.98		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3320		1650	3535	1685	1487
Flt Permitted	1.00		0.15	1.00	0.95	1.00
Satd. Flow (perm)	3320		263	3535	1685	1487
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	1258	196	180	1320	129	46
RTOR Reduction (vph)	8	0	0	0	0	36
Lane Group Flow (vph)	1447	0	180	1320	129	10
Confl. Peds. (#/hr)		86	86			
Confl. Bikes (#/hr)		3				1
Heavy Vehicles (%)	2%	0%	0%	1%	0%	0%
Turn Type	NA		Perm	NA	Perm	Perm
Protected Phases	4			8		
Permitted Phases			8		2	2
Actuated Green, G (s)	74.0		74.0	74.0	13.0	13.0
Effective Green, g (s)	75.0		75.0	75.0	14.0	14.0
Actuated g/C Ratio	0.75		0.75	0.75	0.14	0.14
Clearance Time (s)	7.0		7.0	7.0	6.0	6.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	2490		197	2651	235	208
v/s Ratio Prot	0.44			0.37		
v/s Ratio Perm			c0.68		c0.08	0.01
v/c Ratio	0.58		0.91	0.50	0.55	0.05
Uniform Delay, d1	5.5		9.9	5.0	40.1	37.2
Progression Factor	1.00		1.39	1.22	1.00	1.00
Incremental Delay, d2	1.0		7.3	0.1	2.6	0.1
Delay (s)	6.5		21.1	6.2	42.7	37.3
Level of Service	A		C	A	D	D
Approach Delay (s)	6.5			8.0	41.3	
Approach LOS	A			A	D	

Intersection Summary				
HCM 2000 Control Delay	9.2	HCM 2000 Level of Service	A	
HCM 2000 Volume to Capacity ratio	0.86			
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	71.3%	ICU Level of Service	C	
Analysis Period (min)	15			

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
11: The Marginal Blvd & Lake Shore Blvd W

09-03-2019

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1215	60	0	1450	0	25
Future Volume (Veh/h)	1215	60	0	1450	0	25
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	1253	62	0	1495	0	26
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)	143			95		
pX, platoon unblocked			0.82		0.82	0.82
vC, conflicting volume			1315		1782	658
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			941		1512	138
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	96
cM capacity (veh/h)			603		92	730

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	835	480	498	498	498	26
Volume Left	0	0	0	0	0	0
Volume Right	0	62	0	0	0	26
cSH	1700	1700	1700	1700	1700	730
Volume to Capacity	0.49	0.28	0.29	0.29	0.29	0.04
Queue Length 95th (m)	0.0	0.0	0.0	0.0	0.0	0.9
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	10.1
Lane LOS						B
Approach Delay (s)	0.0		0.0			10.1
Approach LOS						B

Intersection Summary				
Average Delay	0.1			
Intersection Capacity Utilization	45.5%	ICU Level of Service	A	
Analysis Period (min)	15			

Timings
12: Brookers Ln/Gardiner EB On Ramp/WB Off Ramp & Lake Shore Blvd W

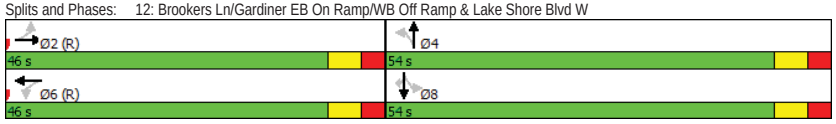
09-03-2019

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	280	775	10	120	105	50	95	235	1220
Future Volume (vph)	280	775	10	120	105	50	95	235	1220
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		2		6		4		8	
Permitted Phases	2		6		4		8		8
Detector Phase	2	2	6	6	4	4	8	8	8
Switch Phase									
Minimum Initial (s)	29.0	29.0	29.0	29.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0
Total Split (s)	46.0	46.0	46.0	46.0	54.0	54.0	54.0	54.0	54.0
Total Split (%)	46.0%	46.0%	46.0%	46.0%	54.0%	54.0%	54.0%	54.0%	54.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)		-1.0		-1.0	-1.0	-1.0		-1.0	-1.0
Total Lost Time (s)		6.0		6.0	6.0	6.0		6.0	6.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	C-Min	C-Min	C-Min	C-Min	None	None	Min	Min	Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 40 (40%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 12: Brookers Ln/Gardiner EB On Ramp/WB Off Ramp & Lake Shore Blvd W



HCM Signalized Intersection Capacity Analysis
12: Brookers Ln/Gardiner EB On Ramp/WB Off Ramp & Lake Shore Blvd W

09-03-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	280	775	155	10	120	5	105	50	65	95	235	1220
Future Volume (vph)	280	775	155	10	120	5	105	50	65	95	235	1220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)		6.0			6.0		6.0	6.0			6.0	6.0
Lane Util. Factor		0.95			0.95		1.00	1.00			1.00	1.00
Frpb, ped/bikes		0.98			1.00		1.00	0.99			1.00	1.00
Flpb, ped/bikes		1.00			1.00		1.00	1.00			1.00	1.00
Frt		0.98			0.99		1.00	0.92			1.00	0.85
Flt Protected		0.99			1.00		0.95	1.00			0.99	1.00
Satd. Flow (prot)		3354			3328		1685	1708			1836	1492
Flt Permitted		0.83			0.79		0.48	1.00			0.87	1.00
Satd. Flow (perm)		2813			2628		849	1708			1619	1492
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	295	816	163	11	126	5	111	53	68	100	247	1284
RTOR Reduction (vph)	0	11	0	0	2	0	0	22	0	0	0	375
Lane Group Flow (vph)	0	1263	0	0	140	0	111	99	0	0	347	909
Confl. Peds. (#/hr)	2		72	72		2						
Confl. Bikes (#/hr)			2			5			1			
Heavy Vehicles (%)	0%	2%	0%	0%	7%	0%	0%	0%	0%	3%	0%	1%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		8
Actuated Green, G (s)		39.0			39.0		47.0	47.0			47.0	47.0
Effective Green, g (s)		40.0			40.0		48.0	48.0			48.0	48.0
Actuated g/C Ratio		0.40			0.40		0.48	0.48			0.48	0.48
Clearance Time (s)		7.0			7.0		7.0	7.0			7.0	7.0
Vehicle Extension (s)		3.0			3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)		1125			1051		407	819			777	716
v/s Ratio Prot								0.06				
v/s Ratio Perm		c0.45			0.05		0.13				0.21	c0.61
v/c Ratio		1.12			0.13		0.27	0.12			0.45	1.27
Uniform Delay, d1		30.0			19.0		15.6	14.3			17.2	26.0
Progression Factor		0.82			1.16		1.00	1.00			1.00	1.00
Incremental Delay, d2		65.5			0.3		0.4	0.1			0.4	132.2
Delay (s)		90.0			22.3		15.9	14.4			17.6	158.2
Level of Service		F			C		B	B			B	F
Approach Delay (s)		90.0			22.3			15.1			128.3	
Approach LOS		F			C			B			F	

Intersection Summary

HCM 2000 Control Delay	100.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.20		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	121.3%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Timings
13: Newport Beach Condos Dwy/TTC Humber Loop & Lake Shore Blvd W

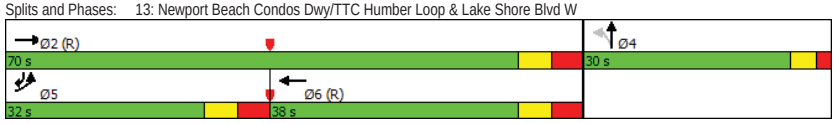
09-03-2019

Lane Group	EBL	EBT	WBT	NBT
Lane Configurations				
Traffic Volume (vph)	15	900	120	0
Future Volume (vph)	15	900	120	0
Turn Type	Prot	NA	NA	NA
Protected Phases	5	2	6	4
Permitted Phases				
Detector Phase	5	2	6	4
Switch Phase				
Minimum Initial (s)	7.0	16.0	16.0	7.0
Minimum Split (s)	15.0	24.0	24.0	29.0
Total Split (s)	32.0	70.0	38.0	30.0
Total Split (%)	32.0%	70.0%	38.0%	30.0%
Yellow Time (s)	4.0	4.0	4.0	3.0
All-Red Time (s)	4.0	4.0	4.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	7.0	7.0	7.0	4.0
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	C-Min	C-Min	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 13: Newport Beach Condos Dwy/TTC Humber Loop & Lake Shore Blvd W



HCM Signalized Intersection Capacity Analysis
13: Newport Beach Condos Dwy/TTC Humber Loop & Lake Shore Blvd W

09-03-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	900	25	0	120	0	15	0	0	0	0	0
Future Volume (vph)	15	900	25	0	120	0	15	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	7.0	7.0			7.0			4.0				
Lane Util. Factor	1.00	1.00			1.00			1.00				
Frpb, ped/bikes	1.00	1.00			1.00			1.00				
Flpb, ped/bikes	1.00	1.00			1.00			0.89				
Frt	1.00	1.00			1.00			1.00				
Flt Protected	0.95	1.00			1.00			0.95				
Satd. Flow (prot)	842	1834			1860			1593				
Flt Permitted	0.95	1.00			1.00			0.95				
Satd. Flow (perm)	842	1834			1860			1593				
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	15	928	26	0	124	0	15	0	0	0	0	0
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	15	953	0	0	124	0	0	15	0	0	0	0
Confl. Peds. (#/hr)							86					86
Confl. Bikes (#/hr)			6			5						
Heavy Vehicles (%)	100%	2%	0%	0%	1%	0%	0%	0%	0%	0%	0%	100%
Turn Type	Prot	NA			NA		Perm	NA				Over
Protected Phases	5	2			6			4				5
Permitted Phases							4					
Actuated Green, G (s)	3.9	72.6			60.7			14.4				
Effective Green, g (s)	4.9	73.6			61.7			15.4				
Actuated g/C Ratio	0.05	0.74			0.62			0.15				
Clearance Time (s)	8.0	8.0			8.0			5.0				
Vehicle Extension (s)	3.0	3.0			3.0			3.0				
Lane Grp Cap (vph)	41	1349			1147			245				
v/s Ratio Prot	0.02	c0.52			0.07							
v/s Ratio Perm								0.01				
v/c Ratio	0.37	0.71			0.11			0.06				
Uniform Delay, d1	46.0	7.3			7.9			36.1				
Progression Factor	1.10	0.85			0.89			1.00				
Incremental Delay, d2	1.4	0.8			0.2			0.1				
Delay (s)	52.2	7.0			7.1			36.2				
Level of Service	D	A			A			D				
Approach Delay (s)		7.7			7.1			36.2			0.0	
Approach LOS		A			A			D			A	

Intersection Summary

HCM 2000 Control Delay	8.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	70.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
14: Marine Parade Dr & Lake Shore Blvd W

09-03-2019

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	805	70	0	55	70	70
Future Volume (Veh/h)	805	70	0	55	70	70
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	885	77	0	60	77	77
Pedestrians					39	
Lane Width (m)					3.0	
Walking Speed (m/s)					1.2	
Percent Blockage					3	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)	132			168		
pX, platoon unblocked			0.66		0.66	0.66
vC, conflicting volume			1001		1022	962
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			745		778	687
tC, single (s)			4.1		*6.0	*5.4
tC, 2 stage (s)						
tF (s)			2.2		*3.0	*3.0
p0 queue free %			100		73	79
cM capacity (veh/h)			561		287	362

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	962	60	154
Volume Left	0	0	77
Volume Right	77	0	77
cSH	1700	561	320
Volume to Capacity	0.57	0.00	0.48
Queue Length 95th (m)	0.0	0.0	19.9
Control Delay (s)	0.0	0.0	26.3
Lane LOS			D
Approach Delay (s)	0.0	0.0	26.3
Approach LOS			D

Intersection Summary			
Average Delay	3.4		
Intersection Capacity Utilization	61.7%	ICU Level of Service	B
Analysis Period (min)	15		

* User Entered Value

Timings
15: Palace Pier Ct & Lake Shore Blvd W

09-03-2019

Lane Group	EBT	EBR	NBL
Lane Configurations			
Traffic Volume (vph)	745	105	55
Future Volume (vph)	745	105	55
Turn Type	NA	Perm	Perm
Protected Phases	2		
Permitted Phases		2	4
Detector Phase	2	2	4
Switch Phase			
Minimum Initial (s)	19.0	19.0	7.0
Minimum Split (s)	25.0	25.0	28.0
Total Split (s)	71.0	71.0	29.0
Total Split (%)	71.0%	71.0%	29.0%
Yellow Time (s)	4.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0
Total Lost Time (s)	5.0	5.0	4.0
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Min	C-Min	None

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 15: Palace Pier Ct & Lake Shore Blvd W



HCM Signalized Intersection Capacity Analysis
15: Palace Pier Ct & Lake Shore Blvd W

09-03-2019

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	745	105	0	0	55	75
Future Volume (vph)	745	105	0	0	55	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.0	3.0	3.5	3.0	3.0
Total Lost time (s)	5.0	5.0			4.0	
Lane Util. Factor	1.00	1.00			1.00	
Frpb, ped/bikes	1.00	0.94			1.00	
Flpb, ped/bikes	1.00	1.00			1.00	
Frt	1.00	0.85			0.92	
Flt Protected	1.00	1.00			0.98	
Satd. Flow (prot)	1860	1395			1588	
Flt Permitted	1.00	1.00			0.98	
Satd. Flow (perm)	1860	1395			1588	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	828	117	0	0	61	83
RTOR Reduction (vph)	0	10	0	0	56	0
Lane Group Flow (vph)	828	107	0	0	88	0
Confl. Peds. (#/hr)		14	14		3	
Heavy Vehicles (%)	1%	2%	0%	0%	0%	1%
Turn Type	NA	Perm			Perm	
Protected Phases	2					
Permitted Phases		2			4	
Actuated Green, G (s)	76.7	76.7			12.3	
Effective Green, g (s)	77.7	77.7			13.3	
Actuated g/C Ratio	0.78	0.78			0.13	
Clearance Time (s)	6.0	6.0			5.0	
Vehicle Extension (s)	3.0	3.0			3.0	
Lane Grp Cap (vph)	1445	1083			211	
v/s Ratio Prot	c0.45					
v/s Ratio Perm		0.08			c0.06	
v/c Ratio	0.57	0.10			0.42	
Uniform Delay, d1	4.5	2.7			39.8	
Progression Factor	0.33	0.33			1.00	
Incremental Delay, d2	1.3	0.1			1.3	
Delay (s)	2.8	1.0			41.1	
Level of Service	A	A			D	
Approach Delay (s)	2.6			0.0	41.1	
Approach LOS	A			A	D	

Intersection Summary			
HCM 2000 Control Delay	7.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	54.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

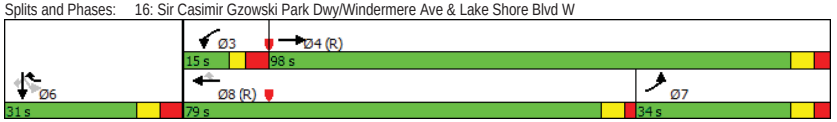
Timings
16: Sir Casimir Gzowski Park Dwy/Windermere Ave & Lake Shore Blvd W

09-03-2019

Lane Group	EBL	EBT	WBL	WBT	WBR	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	370	3305	5	2490	105	105	10	425
Future Volume (vph)	370	3305	5	2490	105	105	10	425
Turn Type	Prot	NA	Prot	NA	custom	Perm	NA	Perm
Protected Phases	7	4	3	8	6		6	
Permitted Phases					8	6		6
Detector Phase	7	4	3	8	6	6	6	6
Switch Phase								
Minimum Initial (s)	7.0	25.0	7.0	25.0	23.0	23.0	23.0	23.0
Minimum Split (s)	14.0	32.0	14.0	31.0	31.0	31.0	31.0	31.0
Total Split (s)	34.0	98.0	15.0	79.0	31.0	31.0	31.0	31.0
Total Split (%)	23.6%	68.1%	10.4%	54.9%	21.5%	21.5%	21.5%	21.5%
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	4.0	2.0	4.0	4.0	4.0	4.0
Lost Time Adjust (s)	-2.0	-1.0	-1.0	-2.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.0	6.0	6.0	4.0	7.0	7.0	7.0	7.0
Lead/Lag	Lag	Lag	Lead	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	Min	C-Min	None	C-Min	Min	Min	Min	Min

Intersection Summary
Cycle Length: 144
Actuated Cycle Length: 144
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 16: Sir Casimir Gzowski Park Dwy/Windermere Ave & Lake Shore Blvd W



HCM Signalized Intersection Capacity Analysis
16: Sir Casimir Gzowski Park Dwy/Windermere Ave & Lake Shore Blvd W

09-03-2019

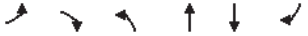


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	370	3305	0	5	2490	105	0	0	0	105	10	425
Future Volume (vph)	370	3305	0	5	2490	105	0	0	0	105	10	425
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	5.0	6.0		6.0	4.0	7.0				7.0	7.0	7.0
Lane Util. Factor	1.00	0.86		1.00	*1.00	1.00				0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.97				1.00	1.00	0.76
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00				1.00	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85				1.00	1.00	0.95
Flt Protected	1.00	1.00		0.95	1.00	1.00				0.95	0.96	1.00
Satd. Flow (prot)	1756	6399		1685	5472	1417				1585	1669	1250
Flt Permitted	1.00	1.00		0.95	1.00	1.00				0.95	0.96	1.00
Satd. Flow (perm)	1756	6399		1685	5472	1417				1585	1669	1250
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	385	3443	0	5	2594	109	0	0	0	109	10	443
RTOR Reduction (vph)	0	0	0	0	0	29	0	0	0	0	0	264
Lane Group Flow (vph)	385	3443	0	5	2594	80	0	0	0	59	60	179
Confl. Peds. (#/hr)	8					8	116					116
Confl. Bikes (#/hr)						1						12
Heavy Vehicles (%)	1%	1%	0%	0%	3%	2%	0%	0%	0%	1%	11%	3%
Bus Blockages (#/hr)	0	0	0	0	0	2	0	0	0	0	0	0
Turn Type	Prot	NA		Prot	NA	custom				Perm	NA	Perm
Protected Phases	7	4		3	8	6					6	
Permitted Phases						8				6		6
Actuated Green, G (s)	32.7	97.6		1.4	67.3	90.3				23.0	23.0	23.0
Effective Green, g (s)	34.7	98.6		2.4	69.3	92.3				24.0	24.0	24.0
Actuated g/C Ratio	0.24	0.68		0.02	0.48	0.64				0.17	0.17	0.17
Clearance Time (s)	7.0	7.0		7.0	6.0	8.0				8.0	8.0	8.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0				3.0	3.0	3.0
Lane Grp Cap (vph)	423	4381		28	2633	977				264	278	208
v/s Ratio Prot	c0.22	0.54		0.00	c0.47	0.01						
v/s Ratio Perm						0.04				0.04	0.04	c0.14
v/c Ratio	0.91	0.79		0.18	0.99	0.08				0.22	0.22	0.86
Uniform Delay, d1	53.1	15.5		69.8	36.8	9.8				51.9	51.9	58.4
Progression Factor	1.00	1.00		1.00	1.00	1.00				1.00	1.00	1.00
Incremental Delay, d2	23.4	1.5		3.0	14.4	0.0				0.4	0.4	27.9
Delay (s)	76.5	17.0		72.9	51.2	9.8				52.4	52.3	86.3
Level of Service	E	B		E	D	A				D	D	F
Approach Delay (s)		23.0			49.6			0.0			79.1	
Approach LOS		C			D			A			E	

Intersection Summary				
HCM 2000 Control Delay	37.6	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.96			
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	19.0	
Intersection Capacity Utilization	101.1%	ICU Level of Service	G	
Analysis Period (min)	15			
c Critical Lane Group				

HCM Unsignalized Intersection Capacity Analysis
17: Marine Parade Dr & Humber Bay Park Rd E

09-03-2019



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	45	5	10	220	200	20
Future Volume (Veh/h)	45	5	10	220	200	20
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	49	5	11	239	217	22
Pedestrians	302					
Lane Width (m)	3.0					
Walking Speed (m/s)	1.2					
Percent Blockage	21					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)					142	
pX, platoon unblocked						
vC, conflicting volume	791	422	541			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	791	422	541			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	81	99	99			
cM capacity (veh/h)	258	463	820			

Direction, Lane #	EB 1	NB 1	SB 1	SB 2
Volume Total	54	250	145	94
Volume Left	49	11	0	0
Volume Right	5	0	0	22
cSH	269	820	1700	1700
Volume to Capacity	0.20	0.01	0.09	0.06
Queue Length 95th (m)	5.9	0.3	0.0	0.0
Control Delay (s)	21.7	0.6	0.0	0.0
Lane LOS	C	A		
Approach Delay (s)	21.7	0.6	0.0	
Approach LOS	C			

Intersection Summary				
Average Delay	2.4			
Intersection Capacity Utilization	29.7%	ICU Level of Service	A	
Analysis Period (min)	15			

Timings
1: Park Lawn Rd & The Queensway

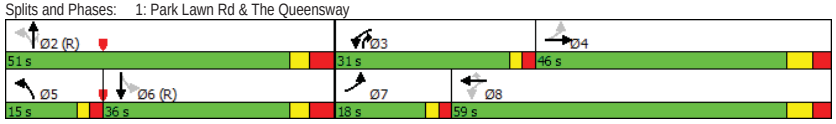
09-03-2019

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	170	800	420	745	75	270	305	390	60	370
Future Volume (vph)	170	800	420	745	75	270	305	390	60	370
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	pm+ov	Perm	NA
Protected Phases	7	4	3	8		5	2	3		6
Permitted Phases	4		8		8	2		2	6	
Detector Phase	7	4	3	8	8	5	2	3	6	6
Switch Phase										
Minimum Initial (s)	7.0	24.0	7.0	24.0	24.0	7.0	29.0	7.0	29.0	29.0
Minimum Split (s)	11.0	31.0	11.0	31.0	31.0	11.0	36.0	11.0	36.0	36.0
Total Split (s)	18.0	46.0	31.0	59.0	59.0	15.0	51.0	31.0	36.0	36.0
Total Split (%)	14.1%	35.9%	24.2%	46.1%	46.1%	11.7%	39.8%	24.2%	28.1%	28.1%
Yellow Time (s)	2.0	4.0	2.0	4.0	4.0	2.0	3.0	2.0	3.0	3.0
All-Red Time (s)	2.0	3.0	2.0	3.0	3.0	2.0	4.0	2.0	4.0	4.0
Lost Time Adjust (s)	-1.0	-1.0	-2.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	6.0	2.0	6.0	6.0	3.0	6.0	3.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	C-Min	None	C-Min	C-Min

Intersection Summary

Cycle Length: 128
Actuated Cycle Length: 128
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 1: Park Lawn Rd & The Queensway



HCM Signalized Intersection Capacity Analysis
1: Park Lawn Rd & The Queensway

09-03-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	800	275	420	745	75	270	305	390	60	370	150
Future Volume (vph)	170	800	275	420	745	75	270	305	390	60	370	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	3.0	6.0		2.0	6.0	6.0	3.0	6.0	3.0	6.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	0.98		1.00	1.00	0.97	1.00	1.00	0.96	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.00	
Frt	1.00	0.96		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1667	3334		1620	3535	1447	1666	1842	1399	1588	3361	
Flt Permitted	0.36	1.00		0.09	1.00	1.00	0.25	1.00	1.00	0.57	1.00	
Satd. Flow (perm)	638	3334		159	3535	1447	435	1842	1399	955	3361	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	173	816	281	429	760	77	276	311	398	61	378	153
RTOR Reduction (vph)	0	27	0	0	0	44	0	0	15	0	34	0
Lane Group Flow (vph)	173	1070	0	429	760	33	276	311	383	61	497	0
Confl. Peds. (#/hr)	2		38	38		2	14		34	34		14
Confl. Bikes (#/hr)			4			4			2			1
Heavy Vehicles (%)	1%	1%	1%	4%	1%	0%	1%	2%	4%	3%	1%	0%
Bus Blockages (#/hr)	0	0	3	0	0	3	0	0	0	0	0	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	pm+ov	Perm	NA	
Protected Phases	7	4		3	8		5	2	3		6	
Permitted Phases	4			8		8	2		2	6		
Actuated Green, G (s)	50.5	39.0		70.0	54.5	54.5	44.0	44.0	71.0	29.0	29.0	
Effective Green, g (s)	52.5	40.0		72.0	55.5	55.5	45.0	45.0	73.0	30.0	30.0	
Actuated g/C Ratio	0.41	0.31		0.56	0.43	0.43	0.35	0.35	0.57	0.23	0.23	
Clearance Time (s)	4.0	7.0		4.0	7.0	7.0	4.0	7.0	4.0	7.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	362	1041		420	1532	627	268	647	797	223	787	
v/s Ratio Prot	0.05	c0.32		c0.23	0.22		c0.10	0.17	0.11		0.15	
v/s Ratio Perm	0.15			0.34		0.02	c0.27		0.17	0.06		
v/c Ratio	0.48	1.03		1.02	0.50	0.05	1.03	0.48	0.48	0.27	0.63	
Uniform Delay, d1	24.8	44.0		40.2	26.2	21.0	37.5	32.4	16.3	40.1	44.0	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.0	35.3		49.5	0.3	0.0	62.9	2.5	0.5	3.0	3.8	
Delay (s)	25.8	79.3		89.7	26.4	21.1	100.4	34.9	16.7	43.1	47.8	
Level of Service	C	E		F	C	C	F	C	B	D	D	
Approach Delay (s)		72.0			47.5			45.9			47.4	
Approach LOS		E			D			D			D	

Intersection Summary

HCM 2000 Control Delay	54.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.06		
Actuated Cycle Length (s)	128.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	121.7%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

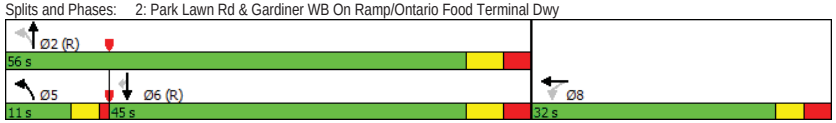
Timings
2: Park Lawn Rd & Gardiner WB On Ramp/Ontario Food Terminal Dwy

09-03-2019

Lane Group	NBL	NBT	SBT	SBR	Ø8
Lane Configurations					
Traffic Volume (vph)	705	1075	560	520	
Future Volume (vph)	705	1075	560	520	
Turn Type	pm+pt	NA	NA	Perm	
Protected Phases	5	2	6		8
Permitted Phases	2			6	
Detector Phase	5	2	6	6	
Switch Phase					
Minimum Initial (s)	7.0	38.0	38.0	38.0	7.0
Minimum Split (s)	11.0	45.0	45.0	45.0	32.0
Total Split (s)	11.0	56.0	45.0	45.0	32.0
Total Split (%)	12.5%	63.6%	51.1%	51.1%	36%
Yellow Time (s)	3.0	4.0	4.0	4.0	3.0
All-Red Time (s)	1.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	-4.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	0.0	6.0	6.0	6.0	
Lead/Lag	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes		Yes	Yes	
Recall Mode	None	C-Min	C-Min	C-Min	None

Intersection Summary
Cycle Length: 88
Actuated Cycle Length: 88
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Description: 04/07/2016

Splits and Phases: 2: Park Lawn Rd & Gardiner WB On Ramp/Ontario Food Terminal Dwy



HCM Signalized Intersection Capacity Analysis
2: Park Lawn Rd & Gardiner WB On Ramp/Ontario Food Terminal Dwy

09-03-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	705	1075	0	0	560	520
Future Volume (vph)	0	0	0	0	0	0	705	1075	0	0	560	520
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)							0.0	6.0			6.0	6.0
Lane Util. Factor							1.00	0.95			0.95	1.00
Frpb, ped/bikes							1.00	1.00			1.00	0.93
Flpb, ped/bikes							0.99	1.00			1.00	1.00
Frt							1.00	1.00			1.00	0.85
Flt Protected							0.95	1.00			1.00	1.00
Satd. Flow (prot)							1657	3500			3500	1361
Flt Permitted							0.41	1.00			1.00	1.00
Satd. Flow (perm)							707	3500			3500	1361
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	0	0	0	0	0	0	712	1086	0	0	566	525
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	282
Lane Group Flow (vph)	0	0	0	0	0	0	712	1086	0	0	566	243
Confl. Peds. (#/hr)	2		2	2		2	36		8	8		36
Confl. Bikes (#/hr)									4			16
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	1%	2%	0%	0%	2%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	4
Turn Type							pm+pt	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8			2					6
Actuated Green, G (s)							69.8	69.8			39.7	39.7
Effective Green, g (s)							73.8	70.8			40.7	40.7
Actuated g/C Ratio							0.84	0.80			0.46	0.46
Clearance Time (s)							4.0	7.0			7.0	7.0
Vehicle Extension (s)							3.0	3.0			3.0	3.0
Lane Grp Cap (vph)							917	2815			1618	629
v/s Ratio Prot							c0.27	c0.31			0.16	
v/s Ratio Perm							0.39					0.18
v/c Ratio							0.78	0.39			0.35	0.39
Uniform Delay, d1							3.0	2.4			15.2	15.5
Progression Factor							2.56	1.48			1.00	1.00
Incremental Delay, d2							3.0	0.3			0.6	1.8
Delay (s)							10.7	3.9			15.8	17.3
Level of Service							B	A			B	B
Approach Delay (s)		0.0			0.0			6.6			16.5	
Approach LOS		A			A			A			B	

Intersection Summary					
HCM 2000 Control Delay	10.3	HCM 2000 Level of Service	B		
HCM 2000 Volume to Capacity ratio	0.49				
Actuated Cycle Length (s)	88.0	Sum of lost time (s)	11.0		
Intersection Capacity Utilization	90.1%	ICU Level of Service	E		
Analysis Period (min)	15				
Description: 04/07/2016					

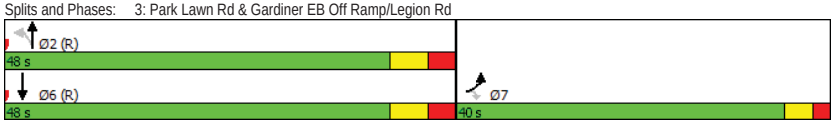
c Critical Lane Group

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	490	740	85	1310	480
Future Volume (vph)	490	740	85	1310	480
Turn Type	Prot	Perm	Perm	NA	NA
Protected Phases	7			2	6
Permitted Phases		7	2		
Detector Phase	7	7	2	2	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	41.0	41.0	41.0
Minimum Split (s)	30.0	30.0	48.0	48.0	48.0
Total Split (s)	40.0	40.0	48.0	48.0	48.0
Total Split (%)	45.5%	45.5%	54.5%	54.5%	54.5%
Yellow Time (s)	3.0	3.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	3.0	3.0	3.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	4.0	4.0	6.0	6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 88
Actuated Cycle Length: 88
Offset: 12 (14%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Description: 4/7/2016

Splits and Phases: 3: Park Lawn Rd & Gardiner EB Off Ramp/Legion Rd





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	490	740	85	1310	480	75
Future Volume (vph)	490	740	85	1310	480	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.0	3.0	3.5	3.5	3.0
Total Lost time (s)	4.0	4.0	6.0	6.0	6.0	
Lane Util. Factor	0.97	0.91	1.00	0.95	0.95	
Frpb, ped/bikes	0.99	0.98	1.00	1.00	0.99	
Flpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	
Frt	0.94	0.85	1.00	1.00	0.98	
Flt Protected	0.97	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	3070	1342	1651	3500	3376	
Flt Permitted	0.97	1.00	0.41	1.00	1.00	
Satd. Flow (perm)	3070	1342	713	3500	3376	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	521	787	90	1394	511	80
RTOR Reduction (vph)	141	141	0	0	12	0
Lane Group Flow (vph)	750	276	90	1394	579	0
Confl. Peds. (#/hr)		9	44			44
Confl. Bikes (#/hr)						8
Heavy Vehicles (%)	1%	0%	0%	2%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	4
Turn Type	Prot	Perm	Perm	NA	NA	
Protected Phases	7			2	6	
Permitted Phases		7	2			
Actuated Green, G (s)	27.8	27.8	48.2	48.2	48.2	
Effective Green, g (s)	28.8	28.8	49.2	49.2	49.2	
Actuated g/C Ratio	0.33	0.33	0.56	0.56	0.56	
Clearance Time (s)	5.0	5.0	7.0	7.0	7.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	1004	439	398	1956	1887	
v/s Ratio Prot	c0.24			c0.40	0.17	
v/s Ratio Perm		0.21	0.13			
v/c Ratio	0.75	0.63	0.23	0.71	0.31	
Uniform Delay, d1	26.4	25.1	9.8	14.2	10.3	
Progression Factor	1.00	1.00	1.00	1.00	0.16	
Incremental Delay, d2	3.1	2.8	1.3	2.2	0.4	
Delay (s)	29.4	27.9	11.1	16.5	2.1	
Level of Service	C	C	B	B	A	
Approach Delay (s)	28.9			16.1	2.1	
Approach LOS	C			B	A	

Intersection Summary				
HCM 2000 Control Delay	18.6	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.72			
Actuated Cycle Length (s)	88.0	Sum of lost time (s)	10.0	
Intersection Capacity Utilization	101.0%	ICU Level of Service	G	
Analysis Period (min)	15			
Description: 4/7/2016				

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
4: Park Lawn Rd & South Beach Condos Dwy/Site Dwy North

09-03-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	0	50	0	0	0	35	1315	0	0	1140	65
Future Volume (Veh/h)	75	0	50	0	0	0	35	1315	0	0	1140	65
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	79	0	53	0	0	0	37	1384	0	0	1200	68
Pedestrians		4			2							
Lane Width (m)		3.0			3.5							
Walking Speed (m/s)		1.2			1.2							
Percent Blockage		0			0							
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)								181			147	
pX, platoon unblocked	0.83	0.83	0.94	0.83	0.83	0.80	0.94			0.80		
vC, conflicting volume	2004	2698	638	2113	2732	694	1272			1386		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1464	2300	481	1596	2341	116	1157			982		
tC, single (s)	7.5	6.5	7.0	7.5	6.5	6.9	4.2			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	100	89	100	100	100	93			100		
cM capacity (veh/h)	72	30	491	51	29	735	555			568		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	79	53	0	37	923	461	600	668
Volume Left	79	0	0	37	0	0	0	0
Volume Right	0	53	0	0	0	0	0	68
cSH	72	491	1700	555	1700	1700	568	1700
Volume to Capacity	1.10	0.11	0.00	0.07	0.54	0.27	0.00	0.39
Queue Length 95th (m)	47.4	2.9	0.0	1.7	0.0	0.0	0.0	0.0
Control Delay (s)	238.8	13.2	0.0	11.9	0.0	0.0	0.0	0.0
Lane LOS	F	B	A	B				
Approach Delay (s)	148.2		0.0	0.3			0.0	
Approach LOS	F		A					

Intersection Summary				
Average Delay	7.1			
Intersection Capacity Utilization	47.2%	ICU Level of Service	A	
Analysis Period (min)	15			

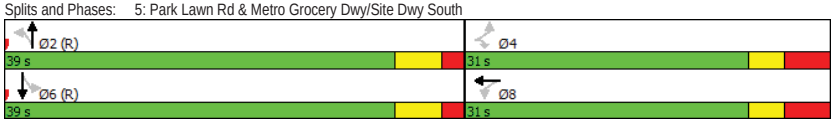
Timings
5: Park Lawn Rd & Metro Grocery Dwy/Site Dwy South

09-03-2019

Lane Group	EBL	EBR	WBT	NBL	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	215	155	0	30	1120	1010
Future Volume (vph)	215	155	0	30	1120	1010
Turn Type	Perm	Perm	NA	Perm	NA	NA
Protected Phases			8		2	6
Permitted Phases	4	4		2		
Detector Phase	4	4	8	2	2	6
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	18.0	18.0	18.0
Minimum Split (s)	30.0	30.0	30.0	24.0	24.0	24.0
Total Split (s)	31.0	31.0	31.0	39.0	39.0	39.0
Total Split (%)	44.3%	44.3%	44.3%	55.7%	55.7%	55.7%
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0	4.0
All-Red Time (s)	4.0	4.0	4.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	C-Min	C-Min	C-Min

Intersection Summary
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 31 (44%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 5: Park Lawn Rd & Metro Grocery Dwy/Site Dwy South



HCM Signalized Intersection Capacity Analysis
5: Park Lawn Rd & Metro Grocery Dwy/Site Dwy South

09-03-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	215	0	155	5	0	5	30	1120	0	0	1010	180
Future Volume (vph)	215	0	155	5	0	5	30	1120	0	0	1010	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	6.0		6.0		6.0		5.0	5.0			5.0	
Lane Util. Factor	1.00		1.00		1.00		1.00	0.95			0.95	
Frpb, ped/bikes	1.00		0.98		0.99		1.00	1.00			0.98	
Flpb, ped/bikes	1.00		1.00		1.00		0.98	1.00			1.00	
Frt	1.00		0.85		0.93		1.00	1.00			0.98	
Flt Protected	0.95		1.00		0.98		0.95	1.00			1.00	
Satd. Flow (prot)	1682		1463		1692		1606	3500			3342	
Flt Permitted	0.75		1.00		0.98		0.17	1.00			1.00	
Satd. Flow (perm)	1330		1463		1692		288	3500			3342	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	219	0	158	5	0	5	31	1143	0	0	1031	184
RTOR Reduction (vph)	0	0	35	0	7	0	0	0	0	0	16	0
Lane Group Flow (vph)	219	0	123	0	3	0	31	1143	0	0	1199	0
Confl. Peds. (#/hr)	2		4	4		2	73		8	8		73
Confl. Bikes (#/hr)			5			3			4			2
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	3%	2%	0%	0%	2%	1%
Turn Type	Perm		Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases					8			2			6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)	16.7		16.7		16.7		40.3	40.3			40.3	
Effective Green, g (s)	17.7		17.7		17.7		41.3	41.3			41.3	
Actuated g/C Ratio	0.25		0.25		0.25		0.59	0.59			0.59	
Clearance Time (s)	7.0		7.0		7.0		6.0	6.0			6.0	
Vehicle Extension (s)	3.0		3.0		3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	336		369		427		169	2065			1971	
v/s Ratio Prot								0.33			c0.36	
v/s Ratio Perm	c0.16		0.08		0.00		0.11					
v/c Ratio	0.65		0.33		0.01		0.18	0.55			0.61	
Uniform Delay, d1	23.4		21.3		19.6		6.6	8.7			9.2	
Progression Factor	1.00		1.00		1.00		1.12	1.09			1.00	
Incremental Delay, d2	4.5		0.5		0.0		1.4	0.6			1.4	
Delay (s)	27.9		21.9		19.6		8.7	10.2			10.6	
Level of Service	C		C		B		A	B			B	
Approach Delay (s)		25.4			19.6			10.1			10.6	
Approach LOS		C			B			B			B	

Intersection Summary				
HCM 2000 Control Delay	12.4	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.63			
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	66.5%	ICU Level of Service	C	
Analysis Period (min)	15			

c Critical Lane Group

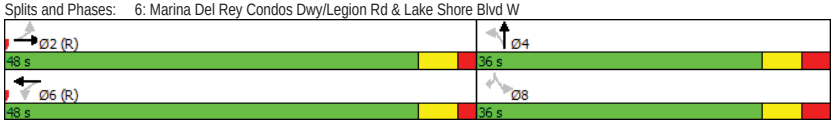
Timings
6: Marina Del Rey Condos Dwy/Legion Rd & Lake Shore Blvd W

09-03-2019

Lane Group	EBL	EBT	WBT	NBT	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	50	880	810	0	100	160
Future Volume (vph)	50	880	810	0	100	160
Turn Type	Perm	NA	NA	NA	Perm	Perm
Protected Phases		2	6	4		
Permitted Phases	2				8	8
Detector Phase	2	2	6	4	8	8
Switch Phase						
Minimum Initial (s)	19.0	19.0	19.0	7.0	7.0	7.0
Minimum Split (s)	25.0	25.0	25.0	35.0	35.0	35.0
Total Split (s)	48.0	48.0	48.0	36.0	36.0	36.0
Total Split (%)	57.1%	57.1%	57.1%	42.9%	42.9%	42.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	3.0	3.0	3.0
Lost Time Adjust (s)		-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)		5.0	5.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min	C-Min	C-Min	None	None	None

Intersection Summary
Cycle Length: 84
Actuated Cycle Length: 84
Offset: 3 (4%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Description: June 28 2016

Splits and Phases: 6: Marina Del Rey Condos Dwy/Legion Rd & Lake Shore Blvd W





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	880	0	0	810	70	15	0	30	100	0	160
Future Volume (vph)	50	880	0	0	810	70	15	0	30	100	0	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)		5.0			5.0			6.0		6.0		6.0
Lane Util. Factor		0.95			0.95			1.00		1.00		1.00
Frpb, ped/bikes		1.00			0.99			0.90		1.00		0.94
Flpb, ped/bikes		1.00			1.00			0.99		0.87		1.00
Frt		1.00			0.99			0.91		1.00		0.85
Flt Protected		1.00			1.00			0.98		0.95		1.00
Satd. Flow (prot)		3490			3418			1492		1469		1368
Flt Permitted		0.83			1.00			0.98		0.72		1.00
Satd. Flow (perm)		2900			3418			1492		1118		1368
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	58	1023	0	0	942	81	17	0	35	116	0	186
RTOR Reduction (vph)	0	0	0	0	7	0	0	27	0	0	0	48
Lane Group Flow (vph)	0	1081	0	0	1016	0	0	25	0	116	0	138
Confl. Peds. (#/hr)	61		81	81		61	50		153	153		50
Confl. Bikes (#/hr)			21			11						
Heavy Vehicles (%)	0%	2%	0%	0%	2%	1%	0%	0%	0%	0%	0%	4%
Bus Blockages (#/hr)	11	0	0	11	0	0	0	0	0	0	0	0
Turn Type	Perm	NA			NA		Perm	NA		Perm		Perm
Protected Phases		2			6			4				
Permitted Phases	2			6			4			8		8
Actuated Green, G (s)		47.1			47.1			23.9		23.9		23.9
Effective Green, g (s)		48.1			48.1			24.9		24.9		24.9
Actuated g/C Ratio		0.57			0.57			0.30		0.30		0.30
Clearance Time (s)		6.0			6.0			7.0		7.0		7.0
Vehicle Extension (s)		3.0			3.0			3.0		3.0		3.0
Lane Grp Cap (vph)		1660			1957			442		331		405
v/s Ratio Prot					0.30							
v/s Ratio Perm		c0.37						0.02		c0.10		0.10
v/c Ratio		0.65			0.52			0.06		0.35		0.34
Uniform Delay, d1		12.2			10.9			21.1		23.2		23.1
Progression Factor		1.00			1.00			1.00		1.00		1.00
Incremental Delay, d2		2.0			1.0			0.1		0.6		0.5
Delay (s)		14.2			11.9			21.2		23.8		23.6
Level of Service		B			B			C		C		C
Approach Delay (s)		14.2			11.9			21.2			23.7	
Approach LOS		B			B			C			C	

Intersection Summary				
HCM 2000 Control Delay	14.6	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.56			
Actuated Cycle Length (s)	84.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	87.4%	ICU Level of Service	E	
Analysis Period (min)	15			
Description: June 28 2016				

HCM Signalized Intersection Capacity Analysis
6: Marina Del Rey Condos Dwy/Legion Rd & Lake Shore Blvd W 09-03-2019

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
7: Humber Bay Park Rd W & Lake Shore Blvd W

09-03-2019

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	955	60	100	790	60	115
Future Volume (Veh/h)	955	60	100	790	60	115
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	1016	64	106	840	64	122
Pedestrians					33	
Lane Width (m)					3.0	
Walking Speed (m/s)					1.2	
Percent Blockage					2	
Right turn flare (veh)						4
Median type	None			None		
Median storage veh)						
Upstream signal (m)	64			256		
pX, platoon unblocked			0.82		0.89	0.82
vC, conflicting volume			1113		1713	573
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			688		780	26
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			85		74	85
cM capacity (veh/h)			730		251	838

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	677	403	386	560	186
Volume Left	0	0	106	0	64
Volume Right	0	64	0	0	122
cSH	1700	1700	730	1700	729
Volume to Capacity	0.40	0.24	0.15	0.33	0.26
Queue Length 95th (m)	0.0	0.0	4.0	0.0	8.1
Control Delay (s)	0.0	0.0	4.3	0.0	14.9
Lane LOS			A		B
Approach Delay (s)	0.0		1.8		14.9
Approach LOS					B

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	66.6%	ICU Level of Service	C
Analysis Period (min)	15		

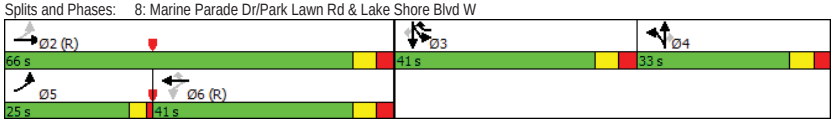
Timings
8: Marine Parade Dr/Park Lawn Rd & Lake Shore Blvd W

09-03-2019

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	340	590	15	615	530	245	35	665	175	305
Future Volume (vph)	340	590	15	615	530	245	35	665	175	305
Turn Type	pm+pt	NA	Perm	NA	pm+ov	NA	Perm	Split	NA	Perm
Protected Phases	5	2		6	3	4		3	3	
Permitted Phases	2		6		6		4			3
Detector Phase	5	2	6	6	3	4	4	3	3	3
Switch Phase										
Minimum Initial (s)	6.0	34.0	34.0	34.0	34.0	7.0	7.0	34.0	34.0	34.0
Minimum Split (s)	10.0	41.0	41.0	41.0	41.0	33.0	33.0	41.0	41.0	41.0
Total Split (s)	25.0	66.0	41.0	41.0	41.0	33.0	33.0	41.0	41.0	41.0
Total Split (%)	17.9%	47.1%	29.3%	29.3%	29.3%	23.6%	23.6%	29.3%	29.3%	29.3%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	C-Min	Min	Min	Min	Min	Min	Min

Intersection Summary
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 135
Control Type: Actuated-Coordinated

Splits and Phases: 8: Marine Parade Dr/Park Lawn Rd & Lake Shore Blvd W



HCM Signalized Intersection Capacity Analysis
8: Marine Parade Dr/Park Lawn Rd & Lake Shore Blvd W

09-03-2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	340	590	55	15	615	530	65	245	35	665	175	305
Future Volume (vph)	340	590	55	15	615	530	65	245	35	665	175	305
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	3.0	6.0		6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		0.95	1.00	0.97	1.00	1.00
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.92		1.00	0.80	1.00	1.00	0.65
Flpb, ped/bikes	0.99	1.00		0.95	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1540	3453		1537	3500	1373		3399	1063	3236	1824	923
Flt Permitted	0.18	1.00		0.40	1.00	1.00		0.99	1.00	0.95	1.00	1.00
Satd. Flow (perm)	292	3453		641	3500	1373		3399	1063	3236	1824	923
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	354	615	57	16	641	552	68	255	36	693	182	318
RTOR Reduction (vph)	0	5	0	0	0	35	0	0	29	0	0	239
Lane Group Flow (vph)	354	667	0	16	641	517	0	323	7	693	182	80
Confl. Peds. (#/hr)	122		94	94		122	412		120	120		412
Confl. Bikes (#/hr)			19			3			3			16
Heavy Vehicles (%)	4%	1%	0%	0%	2%	1%	0%	5%	11%	1%	3%	4%
Bus Blockages (#/hr)	11	0	0	11	0	0	0	0	4	0	0	4
Turn Type	pm+pt	NA		Perm	NA	pm+ov	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2			6	3	4	4		3	3	
Permitted Phases	2			6		6			4			3
Actuated Green, G (s)	59.0	59.0		34.0	34.0	68.0		26.0	26.0	34.0	34.0	34.0
Effective Green, g (s)	60.0	60.0		35.0	35.0	70.0		27.0	27.0	35.0	35.0	35.0
Actuated g/C Ratio	0.43	0.43		0.25	0.25	0.50		0.19	0.19	0.25	0.25	0.25
Clearance Time (s)	4.0	7.0		7.0	7.0	7.0		7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	321	1479		160	875	745		655	205	809	456	230
v/s Ratio Prot	c0.17	0.19			0.18	0.17		c0.10		c0.21	0.10	
v/s Ratio Perm	c0.30			0.02		0.20			0.01			0.09
v/c Ratio	1.10	0.45		0.10	0.73	0.69		0.49	0.03	0.86	0.40	0.35
Uniform Delay, d1	34.4	28.3		40.4	48.2	26.8		50.4	45.9	50.1	43.7	43.1
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.94	0.90	2.16
Incremental Delay, d2	80.7	1.0		1.2	5.4	2.8		0.6	0.1	7.5	0.5	0.8
Delay (s)	115.2	29.3		41.6	53.6	29.6		51.0	46.0	54.8	40.0	93.7
Level of Service	F	C		D	D	C		D	D	D	D	F
Approach Delay (s)		58.9			42.5			50.5			62.9	
Approach LOS		E			D			D			E	

Intersection Summary				
HCM 2000 Control Delay	54.1	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.92			
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	21.0	
Intersection Capacity Utilization	126.4%	ICU Level of Service	H	
Analysis Period (min)	15			
c Critical Lane Group				

HCM Unsignalized Intersection Capacity Analysis
9: Shore Breeze Dr & Lake Shore Blvd W

09-03-2019



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1240	85	0	1110	0	70
Future Volume (Veh/h)	1240	85	0	1110	0	70
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	1240	85	0	1110	0	70
Pedestrians					78	
Lane Width (m)					3.0	
Walking Speed (m/s)					1.2	
Percent Blockage					5	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)	167			109		
pX, platoon unblocked			0.95		0.92	0.95
vC, conflicting volume			1403		1916	534
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1224		1468	305
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	89
cM capacity (veh/h)			515		105	623

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1
Volume Total	496	496	333	555	555	70
Volume Left	0	0	0	0	0	0
Volume Right	0	0	85	0	0	70
cSH	1700	1700	1700	1700	1700	623
Volume to Capacity	0.29	0.29	0.20	0.33	0.33	0.11
Queue Length 95th (m)	0.0	0.0	0.0	0.0	0.0	3.0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	11.5
Lane LOS						B
Approach Delay (s)	0.0			0.0		11.5
Approach LOS						B

Intersection Summary					
Average Delay	0.3				
Intersection Capacity Utilization	37.2%	ICU Level of Service		A	
Analysis Period (min)	15				

Timings
10: Silver Moon Dr & Lake Shore Blvd W

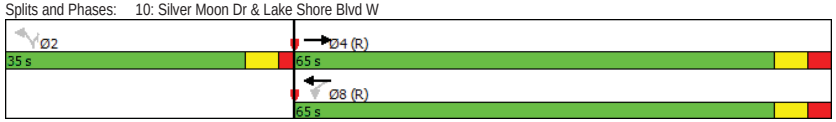
09-03-2019

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	1130	130	905	215	65
Future Volume (vph)	1130	130	905	215	65
Turn Type	NA	Perm	NA	Perm	Perm
Protected Phases	4		8		
Permitted Phases		8		2	2
Detector Phase	4	8	8	2	2
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	25.0	35.0	35.0
Total Split (s)	65.0	65.0	65.0	35.0	35.0
Total Split (%)	65.0%	65.0%	65.0%	35.0%	35.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	5.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	C-Min	C-Min	C-Min	None	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 35 (35%), Referenced to phase 4:EBT and 8:WBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 10: Silver Moon Dr & Lake Shore Blvd W



HCM Signalized Intersection Capacity Analysis
10: Silver Moon Dr & Lake Shore Blvd W

09-03-2019

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1130	180	130	905	215	65
Future Volume (vph)	1130	180	130	905	215	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.0	3.0	3.5	3.0	3.0
Total Lost time (s)	6.0		6.0	6.0	5.0	5.0
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frpb, ped/bikes	0.97		1.00	1.00	1.00	0.99
Flpb, ped/bikes	1.00		0.98	1.00	1.00	1.00
Frt	0.98		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3373		1655	3535	1685	1488
Flt Permitted	1.00		0.17	1.00	0.95	1.00
Satd. Flow (perm)	3373		288	3535	1685	1488
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	1153	184	133	923	219	66
RTOR Reduction (vph)	9	0	0	0	0	48
Lane Group Flow (vph)	1328	0	133	923	219	18
Confl. Peds. (#/hr)		64	64			
Confl. Bikes (#/hr)		5				1
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Turn Type	NA		Perm	NA	Perm	Perm
Protected Phases	4			8		
Permitted Phases			8		2	2
Actuated Green, G (s)	68.7		68.7	68.7	18.3	18.3
Effective Green, g (s)	69.7		69.7	69.7	19.3	19.3
Actuated g/C Ratio	0.70		0.70	0.70	0.19	0.19
Clearance Time (s)	7.0		7.0	7.0	6.0	6.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	2350		200	2463	325	287
v/s Ratio Prot	0.39			0.26		
v/s Ratio Perm			c0.46		c0.13	0.01
v/c Ratio	0.56		0.67	0.37	0.67	0.06
Uniform Delay, d1	7.6		8.6	6.2	37.4	33.0
Progression Factor	1.00		1.24	1.27	1.00	1.00
Incremental Delay, d2	1.0		12.0	0.3	5.4	0.1
Delay (s)	8.6		22.6	8.2	42.9	33.1
Level of Service	A		C	A	D	C
Approach Delay (s)	8.6			10.0	40.6	
Approach LOS	A			B	D	

Intersection Summary

HCM 2000 Control Delay	12.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	70.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
11: The Marginal Blvd & Lake Shore Blvd W 09-03-2019

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1150	40	0	1040	0	40
Future Volume (Veh/h)	1150	40	0	1040	0	40
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	1173	41	0	1061	0	41
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)	143			95		
pX, platoon unblocked			0.82		0.82	0.82
vC, conflicting volume			1214		1547	607
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			809		1218	65
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	95
cM capacity (veh/h)			673		143	809

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	782	432	354	354	354	41
Volume Left	0	0	0	0	0	0
Volume Right	0	41	0	0	0	41
cSH	1700	1700	1700	1700	1700	809
Volume to Capacity	0.46	0.25	0.21	0.21	0.21	0.05
Queue Length 95th (m)	0.0	0.0	0.0	0.0	0.0	1.3
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	9.7
Lane LOS						A
Approach Delay (s)	0.0		0.0			9.7
Approach LOS						A

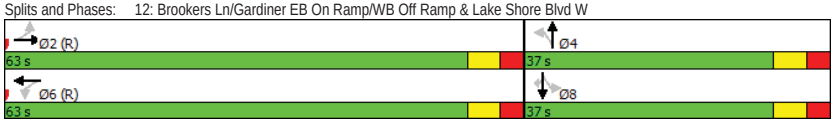
Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	43.1%	ICU Level of Service	A
Analysis Period (min)	15		

Timings
12: Brookers Ln/Gardiner EB On Ramp/WB Off Ramp & Lake Shore Blvd W 09-03-2019

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	425	640	5	135	105	90	85	140	800
Future Volume (vph)	425	640	5	135	105	90	85	140	800
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		2		6		4		8	
Permitted Phases	2		6		4		8		8
Detector Phase	2	2	6	6	4	4	8	8	8
Switch Phase									
Minimum Initial (s)	29.0	29.0	29.0	29.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0
Total Split (s)	63.0	63.0	63.0	63.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	63.0%	63.0%	63.0%	63.0%	37.0%	37.0%	37.0%	37.0%	37.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)		-1.0		-1.0	-1.0	-1.0		-1.0	-1.0
Total Lost Time (s)		6.0		6.0	6.0	6.0		6.0	6.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	C-Min	C-Min	C-Min	C-Min	None	None	Min	Min	Min

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 9 (9%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 12: Brookers Ln/Gardiner EB On Ramp/WB Off Ramp & Lake Shore Blvd W



HCM Signalized Intersection Capacity Analysis
12: Brookers Ln/Gardiner EB On Ramp/WB Off Ramp & Lake Shore Blvd W

09-03-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	425	640	105	5	135	10	105	90	60	85	140	800
Future Volume (vph)	425	640	105	5	135	10	105	90	60	85	140	800
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)		6.0			6.0		6.0	6.0			6.0	6.0
Lane Util. Factor		0.95			0.95		1.00	1.00			1.00	1.00
Frpb, ped/bikes		0.99			1.00		1.00	0.99			1.00	0.99
Flpb, ped/bikes		1.00			1.00		1.00	1.00			1.00	1.00
Frt		0.99			0.99		1.00	0.94			1.00	0.85
Flt Protected		0.98			1.00		0.95	1.00			0.98	1.00
Satd. Flow (prot)		3363			3491		1684	1756			1843	1473
Flt Permitted		0.77			0.92		0.47	1.00			0.77	1.00
Satd. Flow (perm)		2651			3229		842	1756			1447	1473
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	434	653	107	5	138	10	107	92	61	87	143	816
RTOR Reduction (vph)	0	6	0	0	4	0	0	27	0	0	0	603
Lane Group Flow (vph)	0	1188	0	0	149	0	107	126	0	0	230	213
Confl. Peds. (#/hr)	5		72	72		5	1		2	2		1
Confl. Bikes (#/hr)			5			3			1			
Heavy Vehicles (%)	2%	1%	1%	0%	1%	0%	0%	0%	0%	0%	0%	1%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		8
Actuated Green, G (s)		63.9			63.9		22.1	22.1			22.1	22.1
Effective Green, g (s)		64.9			64.9		23.1	23.1			23.1	23.1
Actuated g/C Ratio		0.65			0.65		0.23	0.23			0.23	0.23
Clearance Time (s)		7.0			7.0		7.0	7.0			7.0	7.0
Vehicle Extension (s)		3.0			3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)		1720			2095		194	405			334	340
v/s Ratio Prot								0.07				
v/s Ratio Perm		c0.45			0.05		0.13				c0.16	0.14
v/c Ratio		0.69			0.07		0.55	0.31			0.69	0.63
Uniform Delay, d1		11.2			6.5		33.9	31.9			35.2	34.6
Progression Factor		1.63			1.70		1.00	1.00			1.00	1.00
Incremental Delay, d2		2.0			0.1		3.4	0.4			5.8	3.6
Delay (s)		20.1			11.1		37.3	32.3			41.0	38.2
Level of Service		C			B		D	C			D	D
Approach Delay (s)		20.1			11.1			34.3			38.8	
Approach LOS		C			B			C			D	

Intersection Summary				
HCM 2000 Control Delay	28.4	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.69			
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	100.0%	ICU Level of Service	F	
Analysis Period (min)	15			

c Critical Lane Group

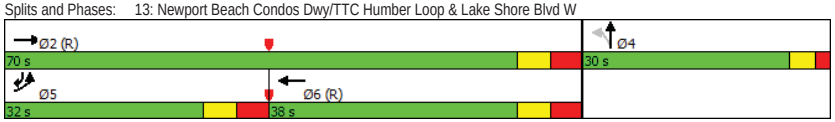
Timings
13: Newport Beach Condos Dwy/TTC Humber Loop & Lake Shore Blvd W

09-03-2019

Lane Group	EBT	WBT	NBT	Ø5
Lane Configurations				
Traffic Volume (vph)	745	140	0	
Future Volume (vph)	745	140	0	
Turn Type	NA	NA	NA	
Protected Phases	2	6	4	5
Permitted Phases				
Detector Phase	2	6	4	
Switch Phase				
Minimum Initial (s)	16.0	16.0	7.0	7.0
Minimum Split (s)	24.0	24.0	29.0	15.0
Total Split (s)	70.0	38.0	30.0	32.0
Total Split (%)	70.0%	38.0%	30.0%	32%
Yellow Time (s)	4.0	4.0	3.0	4.0
All-Red Time (s)	4.0	4.0	2.0	4.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	
Total Lost Time (s)	7.0	7.0	4.0	
Lead/Lag		Lag		Lead
Lead-Lag Optimize?		Yes		Yes
Recall Mode	C-Min	C-Min	None	None

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 13: Newport Beach Condos Dwy/TTC Humber Loop & Lake Shore Blvd W



HCM Signalized Intersection Capacity Analysis
13: Newport Beach Condos Dwy/TTC Humber Loop & Lake Shore Blvd W

09-03-2019



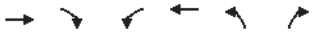
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	745	30	0	140	0	15	0	10	0	0	0
Future Volume (vph)	0	745	30	0	140	0	15	0	10	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)		7.0			7.0			4.0				
Lane Util. Factor		1.00			1.00			1.00				
Frpb, ped/bikes		1.00			1.00			1.00				
Flpb, ped/bikes		1.00			1.00			0.94				
Frt		0.99			1.00			0.94				
Flt Protected		1.00			1.00			0.97				
Satd. Flow (prot)		1848			1860			1616				
Flt Permitted		1.00			1.00			0.97				
Satd. Flow (perm)		1848			1860			1616				
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	784	32	0	147	0	16	0	11	0	0	0
RTOR Reduction (vph)	0	1	0	0	0	0	0	23	0	0	0	0
Lane Group Flow (vph)	0	815	0	0	147	0	0	4	0	0	0	0
Confl. Peds. (#/hr)							85					85
Confl. Bikes (#/hr)			9			3						1
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA			NA		Perm	NA				Over
Protected Phases	5	2			6			4				5
Permitted Phases							4					
Actuated Green, G (s)		72.6			72.6			14.4				
Effective Green, g (s)		73.6			73.6			15.4				
Actuated g/C Ratio		0.74			0.74			0.15				
Clearance Time (s)		8.0			8.0			5.0				
Vehicle Extension (s)		3.0			3.0			3.0				
Lane Grp Cap (vph)		1360			1368			248				
v/s Ratio Prot		c0.44			0.08							
v/s Ratio Perm								0.00				
v/c Ratio		0.60			0.11			0.02				
Uniform Delay, d1		6.2			3.8			35.9				
Progression Factor		1.69			1.02			1.00				
Incremental Delay, d2		1.5			0.2			0.0				
Delay (s)		12.0			4.0			35.9				
Level of Service		B			A			D				
Approach Delay (s)		12.0			4.0			35.9			0.0	
Approach LOS		B			A			D			A	

Intersection Summary			
HCM 2000 Control Delay	11.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	62.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
14: Marine Parade Dr & Lake Shore Blvd W

09-03-2019



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	610	110	0	60	90	55
Future Volume (Veh/h)	610	110	0	60	90	55
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	649	117	0	64	96	59
Pedestrians					36	
Lane Width (m)					3.0	
Walking Speed (m/s)					1.2	
Percent Blockage					3	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)	133			168		
pX, platoon unblocked			0.78		0.78	0.78
vC, conflicting volume			802		808	744
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			600		607	525
tC, single (s)			4.1		*5.7	*5.5
tC, 2 stage (s)						
tF (s)			2.2		*3.0	*3.0
p0 queue free %			100		78	88
cM capacity (veh/h)			746		442	503

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	766	64	155
Volume Left	0	0	96
Volume Right	117	0	59
cSH	1700	746	463
Volume to Capacity	0.45	0.00	0.33
Queue Length 95th (m)	0.0	0.0	11.6
Control Delay (s)	0.0	0.0	16.6
Lane LOS			C
Approach Delay (s)	0.0	0.0	16.6
Approach LOS			C

Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	54.3%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Timings
15: Palace Pier Ct & Lake Shore Blvd W

09-03-2019

Lane Group	EBT	EBR	NBL
Lane Configurations			
Traffic Volume (vph)	535	140	55
Future Volume (vph)	535	140	55
Turn Type	NA	Perm	Perm
Protected Phases	2		
Permitted Phases		2	4
Detector Phase	2	2	4
Switch Phase			
Minimum Initial (s)	19.0	19.0	7.0
Minimum Split (s)	25.0	25.0	28.0
Total Split (s)	71.0	71.0	29.0
Total Split (%)	71.0%	71.0%	29.0%
Yellow Time (s)	4.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0
Total Lost Time (s)	5.0	5.0	4.0
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Min	C-Min	None

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 15: Palace Pier Ct & Lake Shore Blvd W



HCM Signalized Intersection Capacity Analysis
15: Palace Pier Ct & Lake Shore Blvd W

09-03-2019

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	535	140	0	0	55	50
Future Volume (vph)	535	140	0	0	55	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.0	3.0	3.5	3.0	3.0
Total Lost time (s)	5.0	5.0			4.0	
Lane Util. Factor	1.00	1.00			1.00	
Frpb, ped/bikes	1.00	0.98			1.00	
Flpb, ped/bikes	1.00	1.00			1.00	
Frt	1.00	0.85			0.94	
Flt Protected	1.00	1.00			0.97	
Satd. Flow (prot)	1860	1443			1601	
Flt Permitted	1.00	1.00			0.97	
Satd. Flow (perm)	1860	1443			1601	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	563	147	0	0	58	53
RTOR Reduction (vph)	0	16	0	0	39	0
Lane Group Flow (vph)	563	131	0	0	72	0
Confl. Bikes (#/hr)		8				
Heavy Vehicles (%)	1%	2%	0%	0%	0%	2%
Turn Type	NA	Perm			Perm	
Protected Phases	2					
Permitted Phases		2			4	
Actuated Green, G (s)	78.9	78.9			10.1	
Effective Green, g (s)	79.9	79.9			11.1	
Actuated g/C Ratio	0.80	0.80			0.11	
Clearance Time (s)	6.0	6.0			5.0	
Vehicle Extension (s)	3.0	3.0			3.0	
Lane Grp Cap (vph)	1486	1152			177	
v/s Ratio Prot	c0.30					
v/s Ratio Perm		0.09			c0.04	
v/c Ratio	0.38	0.11			0.41	
Uniform Delay, d1	2.9	2.2			41.4	
Progression Factor	1.11	1.34			1.00	
Incremental Delay, d2	0.6	0.2			1.5	
Delay (s)	3.9	3.2			42.9	
Level of Service	A	A			D	
Approach Delay (s)	3.7			0.0	42.9	
Approach LOS	A			A	D	

Intersection Summary			
HCM 2000 Control Delay	9.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	41.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Timings
16: Sir Casimir Gzowski Park Dwy/Windermere Ave & Lake Shore Blvd W

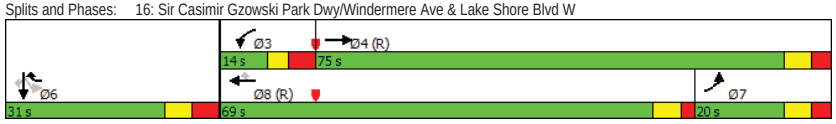
09-03-2019

Lane Group	EBL	EBT	WBL	WBT	WBR	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	315	3300	20	1440	85	85	10	330
Future Volume (vph)	315	3300	20	1440	85	85	10	330
Turn Type	Prot	NA	Prot	NA	custom	Perm	NA	Perm
Protected Phases	7	4	3	8	6		6	
Permitted Phases					8	6		6
Detector Phase	7	4	3	8	6	6	6	6
Switch Phase								
Minimum Initial (s)	7.0	25.0	7.0	25.0	23.0	23.0	23.0	23.0
Minimum Split (s)	14.0	32.0	14.0	31.0	31.0	31.0	31.0	31.0
Total Split (s)	20.0	75.0	14.0	69.0	31.0	31.0	31.0	31.0
Total Split (%)	16.7%	62.5%	11.7%	57.5%	25.8%	25.8%	25.8%	25.8%
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	4.0	2.0	4.0	4.0	4.0	4.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	7.0	7.0	7.0	7.0
Lead/Lag	Lag	Lag	Lead	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	Min	C-Min	None	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 16: Sir Casimir Gzowski Park Dwy/Windermere Ave & Lake Shore Blvd W



HCM Signalized Intersection Capacity Analysis
16: Sir Casimir Gzowski Park Dwy/Windermere Ave & Lake Shore Blvd W

09-03-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	315	3300	0	20	1440	85	0	0	0	85	10	330
Future Volume (vph)	315	3300	0	20	1440	85	0	0	0	85	10	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	6.0	6.0		6.0	5.0	7.0				7.0	7.0	7.0
Lane Util. Factor	1.00	0.86		1.00	0.91	1.00				0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.97				1.00	1.00	0.77
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00				1.00	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85				1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00				0.95	0.96	1.00
Satd. Flow (prot)	1652	6337		1685	5029	1427				1600	1716	1145
Flt Permitted	0.95	1.00		0.95	1.00	1.00				0.95	0.96	1.00
Satd. Flow (perm)	1652	6337		1685	5029	1427				1600	1716	1145
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	325	3402	0	21	1485	88	0	0	0	88	10	340
RTOR Reduction (vph)	0	0	0	0	0	16	0	0	0	0	0	179
Lane Group Flow (vph)	325	3402	0	21	1485	72	0	0	0	48	50	161
Confl. Peds. (#/hr)	13					13	143					143
Confl. Bikes (#/hr)												2
Heavy Vehicles (%)	2%	2%	0%	0%	2%	2%	0%	0%	0%	0%	0%	1%
Turn Type	Prot	NA		Prot	NA	custom				Perm	NA	Perm
Protected Phases	7	4		3	8	6					6	
Permitted Phases						8				6		6
Actuated Green, G (s)	33.6	72.2		2.8	42.4	65.4				23.0	23.0	23.0
Effective Green, g (s)	34.6	73.2		3.8	43.4	67.4				24.0	24.0	24.0
Actuated g/C Ratio	0.29	0.61		0.03	0.36	0.56				0.20	0.20	0.20
Clearance Time (s)	7.0	7.0		7.0	6.0	8.0				8.0	8.0	8.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0				3.0	3.0	3.0
Lane Grp Cap (vph)	476	3865		53	1818	884				320	343	229
v/s Ratio Prot	0.20	c0.54		0.01	c0.30	0.02						
v/s Ratio Perm						0.03				0.03	0.03	c0.14
v/c Ratio	0.68	0.88		0.40	0.82	0.08				0.15	0.15	0.70
Uniform Delay, d1	37.8	19.7		57.0	34.7	12.1				39.6	39.6	44.7
Progression Factor	1.00	1.00		1.00	1.00	1.00				1.00	1.00	1.00
Incremental Delay, d2	4.0	3.2		4.8	4.2	0.0				0.2	0.2	9.4
Delay (s)	41.9	22.9		61.8	38.9	12.1				39.8	39.8	54.0
Level of Service	D	C		E	D	B				D	D	D
Approach Delay (s)		24.6			37.7			0.0			50.8	
Approach LOS		C			D			A			D	

Intersection Summary

HCM 2000 Control Delay	30.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	88.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
17: Marine Parade Dr & Humber Bay Park Rd E

09-03-2019

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	35	20	20	295	205	45
Future Volume (Veh/h)	35	20	20	295	205	45
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	36	21	21	307	214	47
Pedestrians	480					
Lane Width (m)	3.0					
Walking Speed (m/s)	1.2					
Percent Blockage	33					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)					142	
pX, platoon unblocked						
vC, conflicting volume	1066	610	741			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1066	610	741			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	75	93	96			
cM capacity (veh/h)	142	295	583			

Direction, Lane #	EB 1	NB 1	SB 1	SB 2
Volume Total	57	328	143	118
Volume Left	36	21	0	0
Volume Right	21	0	0	47
cSH	175	583	1700	1700
Volume to Capacity	0.33	0.04	0.08	0.07
Queue Length 95th (m)	10.6	0.9	0.0	0.0
Control Delay (s)	35.2	1.2	0.0	0.0
Lane LOS	E	A		
Approach Delay (s)	35.2	1.2	0.0	
Approach LOS	E			

Intersection Summary			
Average Delay		3.7	
Intersection Capacity Utilization		41.9%	ICU Level of Service A
Analysis Period (min)		15	

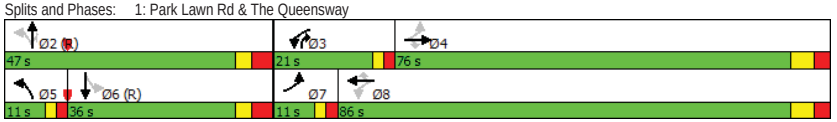
Timings
1: Park Lawn Rd & The Queensway

09-19-2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	105	1110	180	200	620	35	240	330	535	70	315
Future Volume (vph)	105	1110	180	200	620	35	240	330	535	70	315
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+ov	Perm	NA
Protected Phases	7	4		3	8		5	2	3		6
Permitted Phases	4		4	8		8	2		2	6	
Detector Phase	7	4	4	3	8	8	5	2	3	6	6
Switch Phase											
Minimum Initial (s)	7.0	24.0	24.0	7.0	24.0	24.0	7.0	29.0	7.0	29.0	29.0
Minimum Split (s)	11.0	31.0	31.0	11.0	31.0	31.0	11.0	36.0	11.0	36.0	36.0
Total Split (s)	11.0	76.0	76.0	21.0	86.0	86.0	11.0	47.0	21.0	36.0	36.0
Total Split (%)	7.6%	52.8%	52.8%	14.6%	59.7%	59.7%	7.6%	32.6%	14.6%	25.0%	25.0%
Yellow Time (s)	2.0	4.0	4.0	2.0	4.0	4.0	2.0	3.0	2.0	3.0	3.0
All-Red Time (s)	2.0	3.0	3.0	2.0	3.0	3.0	2.0	4.0	2.0	4.0	4.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-2.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	6.0	6.0	2.0	6.0	6.0	3.0	6.0	3.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	Min	None	C-Min	None	C-Min	C-Min

Intersection Summary
Cycle Length: 144
Actuated Cycle Length: 144
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 1: Park Lawn Rd & The Queensway



HCM Signalized Intersection Capacity Analysis
1: Park Lawn Rd & The Queensway

09-19-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	105	1110	180	200	620	35	240	330	535	70	315	155
Future Volume (vph)	105	1110	180	200	620	35	240	330	535	70	315	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	3.0	6.0	6.0	2.0	6.0	6.0	3.0	6.0	3.0	6.0	6.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.90	1.00	1.00	0.83	1.00	1.00	0.94	1.00	0.97	
Flpb, ped/bikes	0.98	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	0.95	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.95	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1585	3433	1343	1574	3535	1178	1595	1789	1305	1545	3169	
Flt Permitted	0.40	1.00	1.00	0.09	1.00	1.00	0.25	1.00	1.00	0.56	1.00	
Satd. Flow (perm)	663	3433	1343	154	3535	1178	415	1789	1305	904	3169	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	108	1144	186	206	639	36	247	340	552	72	325	160
RTOR Reduction (vph)	0	0	110	0	0	19	0	0	17	0	42	0
Lane Group Flow (vph)	108	1144	76	206	639	17	247	340	535	72	443	0
Confl. Peds. (#/hr)	50		50	50		50	50		50	50		50
Confl. Bikes (#/hr)			4			9			4			2
Heavy Vehicles (%)	4%	4%	0%	7%	1%	5%	5%	5%	8%	4%	4%	4%
Bus Blockages (#/hr)	0	0	2	0	0	2	0	0	0	0	0	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+ov	Perm	NA	
Protected Phases	7	4		3	8		5	2	3		6	
Permitted Phases	4		4	8		8	2		2	6		
Actuated Green, G (s)	65.0	58.0	58.0	78.6	67.6	67.6	51.4	51.4	68.0	29.0	29.0	
Effective Green, g (s)	67.0	59.0	59.0	80.6	68.6	68.6	52.4	52.4	70.0	30.0	30.0	
Actuated g/C Ratio	0.47	0.41	0.41	0.56	0.48	0.48	0.36	0.36	0.49	0.21	0.21	
Clearance Time (s)	4.0	7.0	7.0	4.0	7.0	7.0	4.0	7.0	4.0	7.0	7.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	359	1406	550	269	1684	561	309	650	634	188	660	
v/s Ratio Prot	0.02	c0.33		0.10	0.18		0.11	0.19	c0.10		0.14	
v/s Ratio Perm	0.12		0.06	0.33		0.01	0.18		0.31	0.08		
v/c Ratio	0.30	0.81	0.14	0.77	0.38	0.03	0.80	0.52	0.84	0.38	0.67	
Uniform Delay, d1	22.1	37.6	26.6	33.6	24.1	20.0	35.7	36.0	32.2	49.0	52.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.35	1.24	1.05	1.00	1.00	
Incremental Delay, d2	0.5	3.7	0.1	12.2	0.1	0.0	11.9	2.6	8.8	5.8	5.4	
Delay (s)	22.6	41.4	26.7	45.9	24.2	20.1	60.1	47.4	42.6	54.9	57.8	
Level of Service	C	D	C	D	C	C	E	D	D	D	E	
Approach Delay (s)		38.1			29.1			47.8			57.5	
Approach LOS		D			C			D			E	

Intersection Summary				
HCM 2000 Control Delay	41.6	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.85			
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	18.0	
Intersection Capacity Utilization	108.4%	ICU Level of Service	G	
Analysis Period (min)	15			
c Critical Lane Group				

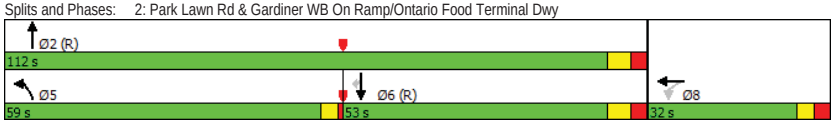
Timings
2: Park Lawn Rd & Gardiner WB On Ramp/Ontario Food Terminal Dwy

09-19-2019

Lane Group	WBT	NBL	NBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	150	945	1175	380	390
Future Volume (vph)	150	945	1175	380	390
Turn Type	NA	Prot	NA	NA	Perm
Protected Phases	8	5	2	6	
Permitted Phases					6
Detector Phase	8	5	2	6	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	38.0	38.0	38.0
Minimum Split (s)	32.0	11.0	45.0	45.0	45.0
Total Split (s)	32.0	59.0	112.0	53.0	53.0
Total Split (%)	22.2%	41.0%	77.8%	36.8%	36.8%
Yellow Time (s)	3.0	3.0	4.0	4.0	4.0
All-Red Time (s)	3.0	1.0	3.0	3.0	3.0
Lost Time Adjust (s)	-1.0	-4.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.0	0.0	6.0	6.0	6.0
Lead/Lag		Lead		Lag	Lag
Lead-Lag Optimize?		Yes		Yes	Yes
Recall Mode	None	None	C-Min	C-Min	C-Min

Intersection Summary
Cycle Length: 144
Actuated Cycle Length: 144
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Description: 04/07/2016

Splits and Phases: 2: Park Lawn Rd & Gardiner WB On Ramp/Ontario Food Terminal Dwy





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	30	150	15	945	1175	0	0	380	390
Future Volume (vph)	0	0	0	30	150	15	945	1175	0	0	380	390
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)					5.0		0.0	6.0			6.0	6.0
Lane Util. Factor					1.00		0.97	0.95			0.95	1.00
Frpb, ped/bikes					0.99		1.00	1.00			1.00	0.85
Flpb, ped/bikes					0.99		1.00	1.00			1.00	1.00
Frt					0.99		1.00	1.00			1.00	0.85
Flt Protected					0.99		0.95	1.00			1.00	1.00
Satd. Flow (prot)					1265		3173	3368			3466	1208
Flt Permitted					0.99		0.95	1.00			1.00	1.00
Satd. Flow (perm)					1265		3173	3368			3466	1208
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	0	0	32	161	16	1016	1263	0	0	409	419
RTOR Reduction (vph)	0	0	0	0	2	0	0	0	0	0	0	52
Lane Group Flow (vph)	0	0	0	0	207	0	1016	1263	0	0	409	367
Confl. Peds. (#/hr)	50		50	50		50	50		50	50		50
Confl. Bikes (#/hr)												5
Heavy Vehicles (%)	0%	0%	0%	3%	51%	43%	3%	6%	0%	0%	3%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	6
Turn Type				Perm	NA		Prot	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8								6
Actuated Green, G (s)					25.1		50.8	105.9			51.1	51.1
Effective Green, g (s)					26.1		54.8	106.9			52.1	52.1
Actuated g/C Ratio					0.18		0.38	0.74			0.36	0.36
Clearance Time (s)					6.0		4.0	7.0			7.0	7.0
Vehicle Extension (s)					3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)					229		1207	2500			1254	437
v/s Ratio Prot							c0.32	0.38			0.12	
v/s Ratio Perm					0.16							c0.30
v/c Ratio					0.90		0.84	0.51			0.33	0.84
Uniform Delay, d1					57.7		40.6	7.6			33.2	42.1
Progression Factor					1.00		1.23	1.05			0.91	0.81
Incremental Delay, d2					34.2		3.7	0.5			0.6	15.5
Delay (s)					91.9		53.5	8.5			30.9	49.6
Level of Service					F		D	A			C	D
Approach Delay (s)		0.0			91.9			28.6			40.4	
Approach LOS		A			F			C			D	

Intersection Summary					
HCM 2000 Control Delay	35.5	HCM 2000 Level of Service		D	
HCM 2000 Volume to Capacity ratio	0.84				
Actuated Cycle Length (s)	144.0	Sum of lost time (s)		11.0	
Intersection Capacity Utilization	92.0%	ICU Level of Service		F	
Analysis Period (min)	15				
Description: 04/07/2016					

c Critical Lane Group

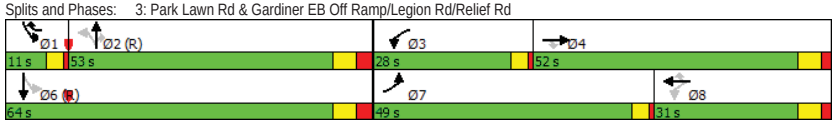
Timings
3: Park Lawn Rd & Gardiner EB Off Ramp/Legion Rd/Relief Rd

09-19-2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	660	210	385	45	15	305	35	1205	70	125	160
Future Volume (vph)	660	210	385	45	15	305	35	1205	70	125	160
Turn Type	Prot	NA	Perm	pm+pt	NA	pm+ov	Perm	NA	Perm	pm+pt	NA
Protected Phases	7	4		3	8	1		2		1	6
Permitted Phases			4	8		8	2		2	6	
Detector Phase	7	4	4	3	8	1	2	2	2	1	6
Switch Phase											
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	31.0	31.0	11.0	31.0	11.0	29.0	29.0	29.0	11.0	29.0
Total Split (s)	49.0	52.0	52.0	28.0	31.0	11.0	53.0	53.0	53.0	11.0	64.0
Total Split (%)	34.0%	36.1%	36.1%	19.4%	21.5%	7.6%	36.8%	36.8%	36.8%	7.6%	44.4%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	3.0	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	1.0	3.0	3.0	3.0	1.0	3.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	5.0	5.0	3.0	5.0	3.0	6.0	6.0	6.0	3.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	Max	C-Min	C-Min	C-Min	Max	C-Min

Intersection Summary
Cycle Length: 144
Actuated Cycle Length: 144
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 95
Control Type: Actuated-Coordinated
Description: 4/7/2016

Splits and Phases: 3: Park Lawn Rd & Gardiner EB Off Ramp/Legion Rd/Relief Rd



HCM Signalized Intersection Capacity Analysis
3: Park Lawn Rd & Gardiner EB Off Ramp/Legion Rd/Relief Rd

09-19-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	660	210	385	45	15	305	35	1205	70	125	160	50
Future Volume (vph)	660	210	385	45	15	305	35	1205	70	125	160	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	3.0	5.0	5.0	3.0	5.0	3.0	6.0	6.0	6.0	3.0	6.0	
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.69	1.00	1.00	1.00	1.00	1.00	0.80	1.00	0.92	
Flpb, ped/bikes	1.00	1.00	1.00	0.86	1.00	1.00	0.76	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3054	1879	993	1427	1842	1478	1243	5029	1198	1685	3018	
Flt Permitted	0.95	1.00	1.00	0.62	1.00	1.00	0.61	1.00	1.00	0.09	1.00	
Satd. Flow (perm)	3054	1879	993	930	1842	1478	801	5029	1198	155	3018	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	702	223	410	48	16	324	37	1282	74	133	170	53
RTOR Reduction (vph)	0	0	260	0	0	63	0	0	52	0	18	0
Lane Group Flow (vph)	702	223	150	48	16	261	37	1282	22	133	205	0
Confl. Peds. (#/hr)			200	200			100		100	100		100
Confl. Bikes (#/hr)									1			4
Heavy Vehicles (%)	7%	0%	4%	2%	2%	2%	3%	2%	0%	0%	5%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	6
Turn Type	Prot	NA	Perm	pm+pt	NA	pm+ov	Perm	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8	1		2		1	6	
Permitted Phases			4	8		8	2		2	6		
Actuated Green, G (s)	38.2	51.7	51.7	26.5	20.0	42.9	41.9	41.9	41.9	68.8	68.8	
Effective Green, g (s)	39.2	52.7	52.7	28.5	21.0	44.9	42.9	42.9	42.9	69.8	69.8	
Actuated g/C Ratio	0.27	0.37	0.37	0.20	0.15	0.31	0.30	0.30	0.30	0.48	0.48	
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0	4.0	7.0	7.0	7.0	4.0	7.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	831	687	363	209	268	460	238	1498	356	329	1462	
v/s Ratio Prot	c0.23	0.12		0.01	0.01	c0.09		c0.25		0.07	0.07	
v/s Ratio Perm			0.15	0.03		0.08	0.05		0.02	0.13		
v/c Ratio	0.84	0.32	0.41	0.23	0.06	0.57	0.16	0.86	0.06	0.40	0.14	
Uniform Delay, d1	49.5	32.8	34.1	47.9	53.0	41.4	37.2	47.6	36.2	25.7	20.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.87	0.85	
Incremental Delay, d2	7.9	0.3	0.8	0.6	0.1	1.6	1.4	6.5	0.3	3.5	0.2	
Delay (s)	57.4	33.1	34.9	48.5	53.1	43.1	38.6	54.1	36.5	77.1	17.6	
Level of Service	E	C	C	D	D	D	D	D	D	E	B	
Approach Delay (s)		46.4			44.1			52.8			39.9	
Approach LOS		D			D			D			D	

Intersection Summary					
HCM 2000 Control Delay	48.0	HCM 2000 Level of Service	D		
HCM 2000 Volume to Capacity ratio	0.75				
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	17.0		
Intersection Capacity Utilization	72.7%	ICU Level of Service	C		
Analysis Period (min)	15				
Description: 4/7/2016					

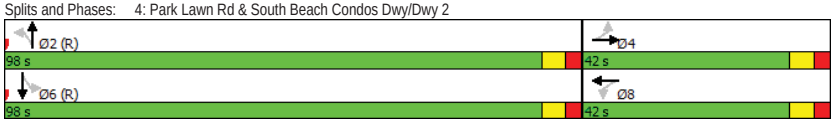
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	50	0	100	0	10	1005	210	370
Future Volume (vph)	50	0	100	0	10	1005	210	370
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	29.0	29.0	29.0	29.0	25.0	25.0	25.0	25.0
Total Split (s)	42.0	42.0	42.0	42.0	98.0	98.0	98.0	98.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	70.0%	70.0%	70.0%	70.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 4: Park Lawn Rd & South Beach Condos Dwy/Dwy 2



HCM Signalized Intersection Capacity Analysis
4: Park Lawn Rd & South Beach Condos Dwy/Dwy 2

09-19-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	0	25	100	0	235	10	1005	75	210	370	15
Future Volume (vph)	50	0	25	100	0	235	10	1005	75	210	370	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.68		1.00	0.68		1.00	0.96		1.00	0.98	
Flpb, ped/bikes	0.83	1.00		0.70	1.00		0.69	1.00		0.94	1.00	
Frt	1.00	0.85		1.00	0.85		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1379	1062		1171	1083		1041	3332		1579	3308	
Flt Permitted	0.38	1.00		0.74	1.00		0.51	1.00		0.21	1.00	
Satd. Flow (perm)	557	1062		912	1083		560	3332		343	3308	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	53	0	27	106	0	250	11	1069	80	223	394	16
RTOR Reduction (vph)	0	21	0	0	42	0	0	3	0	0	2	0
Lane Group Flow (vph)	53	6	0	106	208	0	11	1146	0	223	408	0
Confl. Peds. (#/hr)	200		200	200		200	200		200	200		200
Confl. Bikes (#/hr)									3			4
Heavy Vehicles (%)	2%	0%	2%	0%	0%	0%	11%	2%	0%	0%	5%	3%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	30.5	30.5		30.5	30.5		95.5	95.5		95.5	95.5	
Effective Green, g (s)	31.5	31.5		31.5	31.5		96.5	96.5		96.5	96.5	
Actuated g/C Ratio	0.22	0.22		0.22	0.22		0.69	0.69		0.69	0.69	
Clearance Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	125	238		205	243		386	2296		236	2280	
v/s Ratio Prot		0.01			c0.19			0.34			0.12	
v/s Ratio Perm	0.10			0.12			0.02			c0.65		
v/c Ratio	0.42	0.03		0.52	0.86		0.03	0.50		0.94	0.18	
Uniform Delay, d1	46.5	42.3		47.6	52.1		6.9	10.3		19.4	7.7	
Progression Factor	1.00	1.00		1.00	1.00		0.83	0.80		1.00	1.00	
Incremental Delay, d2	2.3	0.0		2.2	24.4		0.1	0.7		45.9	0.2	
Delay (s)	48.8	42.3		49.8	76.5		5.9	9.0		65.3	7.9	
Level of Service	D	D		D	E		A	A		E	A	
Approach Delay (s)		46.6			68.5			8.9			28.1	
Approach LOS		D			E			A			C	

Intersection Summary				
HCM 2000 Control Delay	25.2	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.92			
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	90.5%	ICU Level of Service	E	
Analysis Period (min)	15			

c Critical Lane Group

Timings
5: Park Lawn Rd & Metro Grocery Dwy/Street B

09-19-2019

Lane Group	EBL	EBT	WBT	NBL	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	120	0	0	5	780	480
Future Volume (vph)	120	0	0	5	780	480
Turn Type	Perm	NA	NA	Perm	NA	NA
Protected Phases		4	8		2	6
Permitted Phases	4			2		
Detector Phase	4	4	8	2	2	6
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	18.0	18.0	18.0
Minimum Split (s)	30.0	30.0	30.0	24.0	24.0	24.0
Total Split (s)	31.0	31.0	31.0	39.0	39.0	39.0
Total Split (%)	44.3%	44.3%	44.3%	55.7%	55.7%	55.7%
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0	4.0
All-Red Time (s)	4.0	4.0	4.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	C-Min	C-Min	C-Min

Intersection Summary
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 5: Park Lawn Rd & Metro Grocery Dwy/Street B



HCM Signalized Intersection Capacity Analysis
5: Park Lawn Rd & Metro Grocery Dwy/Street B

09-19-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	0	55	0	0	40	5	780	0	0	480	35
Future Volume (vph)	120	0	55	0	0	40	5	780	0	0	480	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	6.0	6.0			6.0		5.0	5.0			5.0	
Lane Util. Factor	1.00	1.00			1.00		1.00	0.95			0.95	
Frpb, ped/bikes	1.00	0.81			0.81		1.00	1.00			0.97	
Flpb, ped/bikes	0.83	1.00			1.00		0.82	1.00			1.00	
Frt	1.00	0.85			0.85		1.00	1.00			0.99	
Flt Protected	0.95	1.00			1.00		0.95	1.00			1.00	
Satd. Flow (prot)	1381	1267			1292		1381	3466			3305	
Flt Permitted	0.73	1.00			1.00		0.44	1.00			1.00	
Satd. Flow (perm)	1060	1267			1292		642	3466			3305	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	125	0	57	0	0	42	5	812	0	0	500	36
RTOR Reduction (vph)	0	40	0	0	30	0	0	0	0	0	7	0
Lane Group Flow (vph)	125	17	0	0	12	0	5	813	0	0	529	0
Confl. Peds. (#/hr)	200		200	200		200	200		200	200		200
Confl. Bikes (#/hr)									3			11
Heavy Vehicles (%)	1%	0%	2%	0%	0%	0%	0%	3%	0%	0%	4%	4%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	19.8	19.8			19.8		37.2	37.2			37.2	
Effective Green, g (s)	20.8	20.8			20.8		38.2	38.2			38.2	
Actuated g/C Ratio	0.30	0.30			0.30		0.55	0.55			0.55	
Clearance Time (s)	7.0	7.0			7.0		6.0	6.0			6.0	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	314	376			383		350	1891			1803	
v/s Ratio Prot		0.01			0.01			c0.23			0.16	
v/s Ratio Perm	c0.12						0.01					
v/c Ratio	0.40	0.05			0.03		0.01	0.43			0.29	
Uniform Delay, d1	19.6	17.5			17.5		7.3	9.4			8.6	
Progression Factor	1.00	1.00			2.10		0.81	0.79			0.83	
Incremental Delay, d2	0.8	0.0			0.0		0.1	0.6			0.4	
Delay (s)	20.4	17.6			36.6		5.9	8.1			7.5	
Level of Service	C	B			D		A	A			A	
Approach Delay (s)		19.5			36.6			8.1			7.5	
Approach LOS		B			D			A			A	

Intersection Summary				
HCM 2000 Control Delay	10.0	HCM 2000 Level of Service	A	
HCM 2000 Volume to Capacity ratio	0.42			
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	11.0	
Intersection Capacity Utilization	49.9%	ICU Level of Service	A	
Analysis Period (min)	15			

c Critical Lane Group

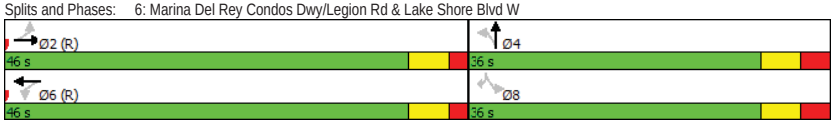
Timings
6: Marina Del Rey Condos Dwy/Legion Rd & Lake Shore Blvd W

09-19-2019

Lane Group	EBL	EBT	WBT	NBT	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	30	1140	535	0	120	120
Future Volume (vph)	30	1140	535	0	120	120
Turn Type	Perm	NA	NA	NA	Perm	Perm
Protected Phases		2	6	4		
Permitted Phases	2				8	8
Detector Phase	2	2	6	4	8	8
Switch Phase						
Minimum Initial (s)	19.0	19.0	19.0	7.0	7.0	7.0
Minimum Split (s)	25.0	25.0	25.0	35.0	35.0	35.0
Total Split (s)	46.0	46.0	46.0	36.0	36.0	36.0
Total Split (%)	56.1%	56.1%	56.1%	43.9%	43.9%	43.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	3.0	3.0	3.0
Lost Time Adjust (s)		-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)		5.0	5.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min	C-Min	C-Min	None	None	None

Intersection Summary
Cycle Length: 82
Actuated Cycle Length: 82
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Description: June 28 2016

Splits and Phases: 6: Marina Del Rey Condos Dwy/Legion Rd & Lake Shore Blvd W





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	1140	0	0	535	40	35	0	55	120	0	120
Future Volume (vph)	30	1140	0	0	535	40	35	0	55	120	0	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)		5.0			5.0			6.0		6.0		6.0
Lane Util. Factor		0.95			0.95			1.00		1.00		1.00
Frpb, ped/bikes		1.00			0.97			0.89		1.00		0.82
Flpb, ped/bikes		1.00			1.00			0.93		0.85		1.00
Frt		1.00			0.99			0.92		1.00		0.85
Flt Protected		1.00			1.00			0.98		0.95		1.00
Satd. Flow (prot)		3435			3241			1397		1397		1230
Flt Permitted		0.93			1.00			0.98		0.70		1.00
Satd. Flow (perm)		3187			3241			1397		1024		1230
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	31	1188	0	0	557	42	36	0	57	125	0	125
RTOR Reduction (vph)	0	0	0	0	7	0	0	26	0	0	0	54
Lane Group Flow (vph)	0	1219	0	0	592	0	0	67	0	125	0	71
Confl. Peds. (#/hr)	200		200	200		200	200		200	200		200
Confl. Bikes (#/hr)			19			5			2			
Heavy Vehicles (%)	17%	3%	0%	0%	6%	0%	0%	0%	0%	2%	0%	0%
Bus Blockages (#/hr)	12	0	2	12	0	2	0	0	0	0	0	0
Turn Type	Perm	NA			NA		Perm	NA		Perm		Perm
Protected Phases		2			6			4				
Permitted Phases	2			6			4			8		8
Actuated Green, G (s)		41.0			41.0			28.0		28.0		28.0
Effective Green, g (s)		42.0			42.0			29.0		29.0		29.0
Actuated g/C Ratio		0.51			0.51			0.35		0.35		0.35
Clearance Time (s)		6.0			6.0			7.0		7.0		7.0
Vehicle Extension (s)		3.0			3.0			3.0		3.0		3.0
Lane Grp Cap (vph)		1632			1660			494		362		435
v/s Ratio Prot					0.18							
v/s Ratio Perm		c0.38						0.05		c0.12		0.06
v/c Ratio		0.75			0.36			0.14		0.35		0.16
Uniform Delay, d1		15.8			11.9			18.0		19.5		18.2
Progression Factor		1.00			1.00			1.00		1.00		1.00
Incremental Delay, d2		3.2			0.6			0.1		0.6		0.2
Delay (s)		19.0			12.5			18.1		20.1		18.4
Level of Service		B			B			B		C		B
Approach Delay (s)		19.0			12.5			18.1			19.2	
Approach LOS		B			B			B			B	

Intersection Summary			
HCM 2000 Control Delay	17.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	82.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	85.6%	ICU Level of Service	E
Analysis Period (min)	15		
Description: June 28 2016			

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
7: Humber Bay Park Rd W & Lake Shore Blvd W

09-19-2019

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1315	25	20	570	15	20
Future Volume (Veh/h)	1315	25	20	570	15	20
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	1399	27	21	606	16	21
Pedestrians					200	
Lane Width (m)					3.0	
Walking Speed (m/s)					1.2	
Percent Blockage					14	
Right turn flare (veh)						4
Median type	None			None		
Median storage veh)						
Upstream signal (m)	64			256		
pX, platoon unblocked			0.73		0.77	0.73
vC, conflicting volume			1626		1958	913
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1123		1228	149
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			95		85	96
cM capacity (veh/h)			397		108	553

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	933	493	223	404	37
Volume Left	0	0	21	0	16
Volume Right	0	27	0	0	21
cSH	1700	1700	397	1700	251
Volume to Capacity	0.55	0.29	0.05	0.24	0.15
Queue Length 95th (m)	0.0	0.0	1.3	0.0	4.1
Control Delay (s)	0.0	0.0	2.2	0.0	25.7
Lane LOS			A		D
Approach Delay (s)	0.0		0.8		25.7
Approach LOS					D

Intersection Summary				
Average Delay	0.7			
Intersection Capacity Utilization	47.3%	ICU Level of Service	A	
Analysis Period (min)	15			

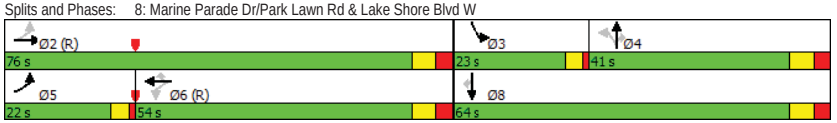
Timings
8: Marine Parade Dr/Park Lawn Rd & Lake Shore Blvd W

09-19-2019

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	375	960	5	340	185	25	120	15	255	75	195
Future Volume (vph)	375	960	5	340	185	25	120	15	255	75	195
Turn Type	pm+pt	NA	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		6			4		3	8	
Permitted Phases	2		6		6	4		4			8
Detector Phase	5	2	6	6	6	4	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	6.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0	6.0	34.0	34.0
Minimum Split (s)	10.0	41.0	41.0	41.0	41.0	41.0	41.0	41.0	10.0	41.0	41.0
Total Split (s)	22.0	76.0	54.0	54.0	54.0	41.0	41.0	41.0	23.0	64.0	64.0
Total Split (%)	15.7%	54.3%	38.6%	38.6%	38.6%	29.3%	29.3%	29.3%	16.4%	45.7%	45.7%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	1.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	1.0	3.0	3.0
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	6.0		6.0	6.0	6.0	6.0	6.0	3.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Min	C-Min	C-Min	C-Min	Min	Min	Min	None	Min	Min

Intersection Summary
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 105
Control Type: Actuated-Coordinated
Description: Oct 5 2015

Splits and Phases: 8: Marine Parade Dr/Park Lawn Rd & Lake Shore Blvd W





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	375	960	5	5	340	185	25	120	15	255	75	195
Future Volume (vph)	375	960	5	5	340	185	25	120	15	255	75	195
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	3.0	6.0			6.0	6.0	6.0	6.0	6.0	3.0	6.0	6.0
Lane Util. Factor	1.00	0.95			0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frpb, ped/bikes	1.00	1.00			1.00	0.63	1.00	1.00	0.63	1.00	1.00	0.63
Flpb, ped/bikes	0.93	1.00			1.00	1.00	0.67	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00			1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1456	3458			3349	934	939	1756	754	3204	1708	889
Flt Permitted	0.42	1.00			0.94	1.00	0.70	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	646	3458			3143	934	697	1756	754	3204	1708	889
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	399	1021	5	5	362	197	27	128	16	271	80	207
RTOR Reduction (vph)	0	0	0	0	0	141	0	0	12	0	0	124
Lane Group Flow (vph)	399	1026	0	0	367	56	27	128	4	271	80	83
Confl. Peds. (#/hr)	500		500	500		500	500		500	500		500
Confl. Bikes (#/hr)			21						3			15
Heavy Vehicles (%)	2%	3%	0%	35%	6%	2%	21%	7%	23%	2%	10%	4%
Bus Blockages (#/hr)	12	0	2	12	0	0	0	0	6	0	0	6
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm
Protected Phases	5	2			6			4		3	8	
Permitted Phases	2			6		6	4		4			8
Actuated Green, G (s)	70.9	70.9			39.1	39.1	34.0	34.0	34.0	17.1	55.1	55.1
Effective Green, g (s)	71.9	71.9			40.1	40.1	35.0	35.0	35.0	18.1	56.1	56.1
Actuated g/C Ratio	0.51	0.51			0.29	0.29	0.25	0.25	0.25	0.13	0.40	0.40
Clearance Time (s)	4.0	7.0			7.0	7.0	7.0	7.0	7.0	4.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	498	1775			900	267	174	439	188	414	684	356
v/s Ratio Prot	c0.16	0.30						c0.07		c0.08	0.05	
v/s Ratio Perm	c0.25				0.12	0.06	0.04		0.01			0.09
v/c Ratio	0.80	0.58			0.41	0.21	0.16	0.29	0.02	0.65	0.12	0.23
Uniform Delay, d1	23.4	23.6			40.4	37.9	41.0	42.5	39.6	58.0	26.4	27.7
Progression Factor	1.00	1.00			0.84	1.81	1.00	1.00	1.00	1.07	0.82	2.82
Incremental Delay, d2	9.0	1.4			1.3	1.8	0.4	0.4	0.0	3.6	0.1	0.3
Delay (s)	32.4	24.9			35.1	70.4	41.4	42.8	39.6	65.6	21.6	78.4
Level of Service	C	C			D	E	D	D	D	E	C	E
Approach Delay (s)		27.0			47.4			42.3			64.1	
Approach LOS		C			D			D			E	

Intersection Summary			
HCM 2000 Control Delay	39.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	100.0%	ICU Level of Service	F
Analysis Period (min)	15		
Description: Oct 5 2015			

c Critical Lane Group

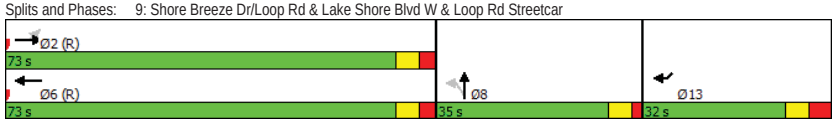
Timings
9: Shore Breeze Dr/Loop Rd & Lake Shore Blvd W & Loop Rd Streetcar

09-19-2019

Lane Group	EBL	EBT	WBT	NBL	NBT	SWR
Lane Configurations						
Traffic Volume (vph)	15	1145	470	35	40	14
Future Volume (vph)	15	1145	470	35	40	14
Turn Type	Perm	NA	NA	Perm	NA	Prot
Protected Phases		2	6		8	13
Permitted Phases	2			8		
Detector Phase	2	2	6	8	8	13
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	31.0	31.0	31.0	35.0	35.0	15.0
Total Split (s)	73.0	73.0	73.0	35.0	35.0	32.0
Total Split (%)	52.1%	52.1%	52.1%	25.0%	25.0%	22.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	2.0	2.0	4.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	5.0	7.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min	C-Min	C-Min	None	None	None

Intersection Summary
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 9: Shore Breeze Dr/Loop Rd & Lake Shore Blvd W & Loop Rd Streetcar



HCM Signalized Intersection Capacity Analysis
9: Shore Breeze Dr/Loop Rd & Lake Shore Blvd W & Loop Rd Streetcar

09-19-2019

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SWR
Lane Configurations									
Traffic Volume (vph)	15	1145	25	470	40	35	40	55	14
Future Volume (vph)	15	1145	25	470	40	35	40	55	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.5	3.0	3.0	3.5	3.0	3.0
Total Lost time (s)	6.0	6.0		6.0		5.0	5.0		7.0
Lane Util. Factor	1.00	0.95		0.95		1.00	1.00		1.00
Frpb, ped/bikes	1.00	0.99		0.96		1.00	1.00		1.00
Flpb, ped/bikes	1.00	1.00		1.00		0.71	1.00		1.00
Frt	1.00	1.00		0.99		1.00	0.91		0.86
Flt Protected	0.95	1.00		1.00		0.95	1.00		1.00
Satd. Flow (prot)	1652	3413		3252		1197	1696		767
Flt Permitted	0.43	1.00		1.00		0.95	1.00		1.00
Satd. Flow (perm)	750	3413		3252		1197	1696		767
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	16	1205	26	495	42	37	42	58	15
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	0
Lane Group Flow (vph)	16	1230	0	537	0	37	100	0	15
Confl. Peds. (#/hr)			200		200	200			
Confl. Bikes (#/hr)			5						
Heavy Vehicles (%)	2%	3%	4%	4%	0%	0%	0%	2%	100%
Turn Type	Perm	NA		NA		Perm	NA		Prot
Protected Phases		2		6			8		13
Permitted Phases	2					8			
Actuated Green, G (s)	85.5	85.5		85.5		29.0	29.0		4.5
Effective Green, g (s)	86.5	86.5		86.5		30.0	30.0		5.5
Actuated g/C Ratio	0.62	0.62		0.62		0.21	0.21		0.04
Clearance Time (s)	7.0	7.0		7.0		6.0	6.0		8.0
Vehicle Extension (s)	3.0	3.0		3.0		3.0	3.0		3.0
Lane Grp Cap (vph)	463	2108		2009		256	363		30
v/s Ratio Prot		c0.36		0.17			c0.06		c0.02
v/s Ratio Perm	0.02					0.03			
v/c Ratio	0.03	0.58		0.27		0.14	0.28		0.50
Uniform Delay, d1	10.4	16.0		12.2		44.6	45.9		65.9
Progression Factor	0.66	0.69		0.59		1.00	1.00		1.00
Incremental Delay, d2	0.1	1.0		0.3		0.3	0.4		12.5
Delay (s)	7.0	12.0		7.5		44.9	46.3		78.4
Level of Service	A	B		A		D	D		E
Approach Delay (s)		12.0		7.5			45.9		
Approach LOS		B		A			D		

Intersection Summary			
HCM 2000 Control Delay	13.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	65.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Timings
10: Silver Moon Dr/Loop Rd & Lake Shore Blvd W & Lake Shore Blvd W Streetcar

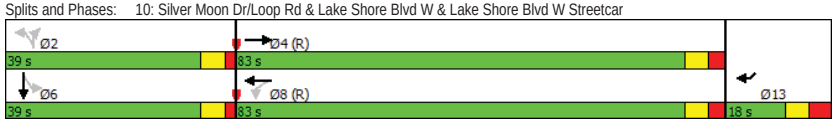
09-19-2019

Lane Group	EBT	WBL	WBT	NBL	NBR	SBT	SWR
Lane Configurations							
Traffic Volume (vph)	1180	15	390	80	40	10	14
Future Volume (vph)	1180	15	390	80	40	10	14
Turn Type	NA	Perm	NA	Perm	Perm	NA	Prot
Protected Phases	4		8			6	13
Permitted Phases		8		2	2		
Detector Phase	4	8	8	2	2	6	13
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	25.0	25.0	25.0	35.0	35.0	35.0	15.0
Total Split (s)	83.0	83.0	83.0	39.0	39.0	39.0	18.0
Total Split (%)	59.3%	59.3%	59.3%	27.9%	27.9%	27.9%	12.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	2.0	2.0	2.0	4.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	5.0	5.0	7.0
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Min	C-Min	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 10: Silver Moon Dr/Loop Rd & Lake Shore Blvd W & Lake Shore Blvd W Streetcar



HCM Signalized Intersection Capacity Analysis
10: Silver Moon Dr/Loop Rd & Lake Shore Blvd W & Lake Shore Blvd W Streetcar

09-19-2019

Movement	EBT	EBR	WBL	WBT	NBL	NBR	SBL	SBT	SBR	SWR
Lane Configurations										
Traffic Volume (vph)	1180	40	15	390	80	40	0	10	45	14
Future Volume (vph)	1180	40	15	390	80	40	0	10	45	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.0	3.0	3.5	3.0	3.0	3.0	3.5	3.0	3.0
Total Lost time (s)	6.0		6.0	6.0	5.0	5.0		5.0		7.0
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00		1.00		1.00
Frpb, ped/bikes	0.98		1.00	1.00	1.00	1.00		0.76		1.00
Flpb, ped/bikes	1.00		1.00	1.00	0.73	1.00		1.00		1.00
Frt	1.00		1.00	1.00	1.00	0.85		0.88		0.86
Flt Protected	1.00		0.95	1.00	0.95	1.00		1.00		1.00
Satd. Flow (prot)	3407		1491	3433	1144	1478		1228		767
Flt Permitted	1.00		0.14	1.00	0.72	1.00		1.00		1.00
Satd. Flow (perm)	3407		225	3433	865	1478		1228		767
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	1269	43	16	419	86	43	0	11	48	15
RTOR Reduction (vph)	2	0	0	0	0	0	0	38	0	0
Lane Group Flow (vph)	1310	0	16	419	86	43	0	21	0	15
Confl. Peds. (#/hr)		200	200		200		200		200	
Confl. Bikes (#/hr)		3								
Heavy Vehicles (%)	2%	12%	13%	4%	8%	2%	2%	2%	2%	100%
Turn Type	NA		Perm	NA	Perm	Perm	Perm	NA		Prot
Protected Phases	4			8				6		13
Permitted Phases			8		2	2	6			
Actuated Green, G (s)	85.5		85.5	85.5	29.0	29.0		29.0		4.5
Effective Green, g (s)	86.5		86.5	86.5	30.0	30.0		30.0		5.5
Actuated g/C Ratio	0.62		0.62	0.62	0.21	0.21		0.21		0.04
Clearance Time (s)	7.0		7.0	7.0	6.0	6.0		6.0		8.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0		3.0		3.0
Lane Grp Cap (vph)	2105		139	2121	185	316		263		30
v/s Ratio Prot	c0.38			0.12				0.02		c0.02
v/s Ratio Perm			0.07		c0.10	0.03				
v/c Ratio	0.62		0.12	0.20	0.46	0.14		0.08		0.50
Uniform Delay, d1	16.6		11.0	11.6	48.0	44.5		44.0		65.9
Progression Factor	0.16		1.20	1.23	1.00	1.00		1.00		1.00
Incremental Delay, d2	1.2		1.6	0.2	1.8	0.2		0.1		12.5
Delay (s)	4.0		14.8	14.5	49.8	44.7		44.1		78.4
Level of Service	A		B	B	D	D		D		E
Approach Delay (s)	4.0			14.5				44.1		
Approach LOS	A			B				D		

Intersection Summary

HCM 2000 Control Delay	11.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	67.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Timings
11: The Marginal Blvd/Relief Rd & Lake Shore Blvd W

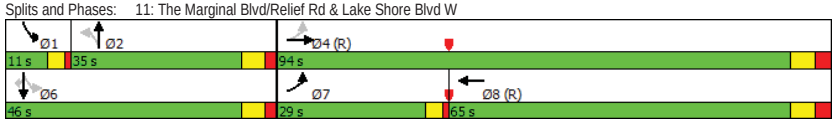
09-19-2019

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	330	885	185	25	95	195	40	200
Future Volume (vph)	330	885	185	25	95	195	40	200
Turn Type	pm+pt	NA	NA	Perm	NA	pm+pt	NA	Perm
Protected Phases	7	4	8		2	1	6	
Permitted Phases	4			2		6		6
Detector Phase	7	4	8	2	2	1	6	6
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	29.0	29.0	35.0	35.0	11.0	35.0	35.0
Total Split (s)	29.0	94.0	65.0	35.0	35.0	11.0	46.0	46.0
Total Split (%)	20.7%	67.1%	46.4%	25.0%	25.0%	7.9%	32.9%	32.9%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	1.0	3.0	3.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	6.0	6.0	5.0	5.0	3.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes		
Recall Mode	None	C-Min	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 11: The Marginal Blvd/Relief Rd & Lake Shore Blvd W



HCM Signalized Intersection Capacity Analysis
11: The Marginal Blvd/Relief Rd & Lake Shore Blvd W

09-19-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	330	885	5	0	185	50	25	95	5	195	40	200
Future Volume (vph)	330	885	5	0	185	50	25	95	5	195	40	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	3.0	6.0			6.0		5.0	5.0		3.0	5.0	5.0
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00			0.93		1.00	0.98		1.00	1.00	0.70
Flpb, ped/bikes	0.92	1.00			1.00		0.73	1.00		0.79	1.00	1.00
Frt	1.00	1.00			0.97		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1546	1836			1647		1225	1823		1298	1842	1041
Flt Permitted	0.51	1.00			1.00		0.73	1.00		0.58	1.00	1.00
Satd. Flow (perm)	823	1836			1647		940	1823		799	1842	1041
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	355	952	5	0	199	54	27	102	5	210	43	215
RTOR Reduction (vph)	0	0	0	0	7	0	0	2	0	0	0	145
Lane Group Flow (vph)	355	957	0	0	246	0	27	105	0	210	43	70
Confl. Peds. (#/hr)	200		200	200		200	200		200	200		200
Confl. Bikes (#/hr)			4									
Heavy Vehicles (%)	0%	2%	0%	0%	4%	0%	0%	0%	0%	2%	2%	2%
Turn Type	pm+pt	NA			NA		Perm	NA		pm+pt	NA	Perm
Protected Phases	7	4			8			2		1	6	
Permitted Phases	4						2			6		6
Actuated Green, G (s)	82.7	82.7			59.0		29.0	29.0		44.3	44.3	44.3
Effective Green, g (s)	83.7	83.7			60.0		30.0	30.0		45.3	45.3	45.3
Actuated g/C Ratio	0.60	0.60			0.43		0.21	0.21		0.32	0.32	0.32
Clearance Time (s)	4.0	7.0			7.0		6.0	6.0		4.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	598	1097			705		201	390		302	596	336
v/s Ratio Prot	0.09	c0.52			0.15			0.06		c0.06	0.02	
v/s Ratio Perm	0.27						0.03			c0.16		0.07
v/c Ratio	0.59	0.87			0.35		0.13	0.27		0.70	0.07	0.21
Uniform Delay, d1	15.3	23.7			26.9		44.5	45.9		40.1	32.8	34.3
Progression Factor	0.79	0.58			1.00		1.00	1.00		0.75	0.68	2.56
Incremental Delay, d2	1.3	8.1			1.4		0.3	0.4		6.4	0.0	0.3
Delay (s)	13.3	21.9			28.2		44.8	46.2		36.6	22.5	88.2
Level of Service	B	C			C		D	D		D	C	F
Approach Delay (s)		19.6			28.2			46.0			59.0	
Approach LOS		B			C			D			E	

Intersection Summary

HCM 2000 Control Delay	30.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	80.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Timings
12: Brookers Ln/Dwy 3 & Lake Shore Blvd W

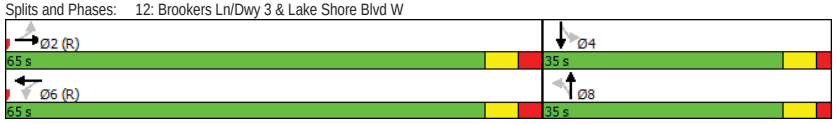
09-19-2019

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	20	1035	65	75	0	5	0
Future Volume (vph)	20	1035	65	75	0	5	0
Turn Type	Perm	NA	NA	Perm	NA	Perm	NA
Protected Phases		2	6		8		4
Permitted Phases	2			8		4	
Detector Phase	2	2	6	8	8	4	4
Switch Phase							
Minimum Initial (s)	29.0	29.0	29.0	7.0	7.0	7.0	7.0
Minimum Split (s)	36.0	36.0	36.0	35.0	35.0	35.0	35.0
Total Split (s)	65.0	65.0	65.0	35.0	35.0	35.0	35.0
Total Split (%)	65.0%	65.0%	65.0%	35.0%	35.0%	35.0%	35.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		-1.0	-1.0	-1.0	-1.0		-1.0
Total Lost Time (s)		6.0	6.0	5.0	5.0		5.0
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Min	C-Min	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 12: Brookers Ln/Dwy 3 & Lake Shore Blvd W



HCM Signalized Intersection Capacity Analysis
12: Brookers Ln/Dwy 3 & Lake Shore Blvd W

09-19-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	1035	25	0	65	0	75	0	45	5	0	80
Future Volume (vph)	20	1035	25	0	65	0	75	0	45	5	0	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)		6.0			6.0		5.0	5.0			5.0	
Lane Util. Factor		1.00			1.00		1.00	1.00			1.00	
Frpb, ped/bikes		1.00			1.00		1.00	0.89			0.82	
Flpb, ped/bikes		1.00			1.00		0.85	1.00			0.99	
Frt		1.00			1.00		1.00	0.85			0.87	
Flt Protected		1.00			1.00		0.95	1.00			1.00	
Satd. Flow (prot)		1789			1740		1424	1402			1310	
Flt Permitted		1.00			1.00		0.71	1.00			0.99	
Satd. Flow (perm)		1781			1740		1071	1402			1299	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	21	1089	26	0	68	0	79	0	47	5	0	84
RTOR Reduction (vph)	0	1	0	0	0	0	0	36	0	0	64	0
Lane Group Flow (vph)	0	1135	0	0	68	0	79	11	0	0	25	0
Confl. Peds. (#/hr)	100		100	100		100	100		100	100		100
Confl. Bikes (#/hr)			3									
Heavy Vehicles (%)	2%	4%	0%	0%	8%	2%	1%	2%	1%	2%	2%	2%
Bus Blockages (#/hr)	0	0	2	0	0	0	0	0	0	0	0	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)		63.8			63.8		23.2	23.2			23.2	
Effective Green, g (s)		64.8			64.8		24.2	24.2			24.2	
Actuated g/C Ratio		0.65			0.65		0.24	0.24			0.24	
Clearance Time (s)		7.0			7.0		6.0	6.0			6.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)		1154			1127		259	339			314	
v/s Ratio Prot					0.04			0.01				
v/s Ratio Perm		c0.64					c0.07				0.02	
v/c Ratio		0.98			0.06		0.31	0.03			0.08	
Uniform Delay, d1		17.1			6.4		31.0	29.0			29.3	
Progression Factor		1.00			0.58		1.00	1.00			1.00	
Incremental Delay, d2		22.9			0.1		0.7	0.0			0.1	
Delay (s)		40.0			3.9		31.7	29.0			29.4	
Level of Service		D			A		C	C			C	
Approach Delay (s)		40.0			3.9			30.7			29.4	
Approach LOS		D			A			C			C	

Intersection Summary

HCM 2000 Control Delay	36.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	96.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

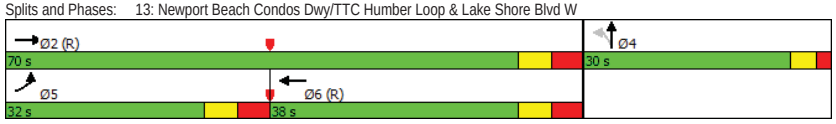
Timings
13: Newport Beach Condos Dwy/TTC Humber Loop & Lake Shore Blvd W

09-19-2019

Lane Group	EBL	EBT	WBT	NBT
Lane Configurations				
Traffic Volume (vph)	10	1050	45	0
Future Volume (vph)	10	1050	45	0
Turn Type	Prot	NA	NA	NA
Protected Phases	5	2	6	4
Permitted Phases				
Detector Phase	5	2	6	4
Switch Phase				
Minimum Initial (s)	7.0	16.0	16.0	7.0
Minimum Split (s)	15.0	24.0	24.0	29.0
Total Split (s)	32.0	70.0	38.0	30.0
Total Split (%)	32.0%	70.0%	38.0%	30.0%
Yellow Time (s)	4.0	4.0	4.0	3.0
All-Red Time (s)	4.0	4.0	4.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	7.0	7.0	7.0	4.0
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	C-Min	C-Min	None

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 13: Newport Beach Condos Dwy/TTC Humber Loop & Lake Shore Blvd W



HCM Signalized Intersection Capacity Analysis
13: Newport Beach Condos Dwy/TTC Humber Loop & Lake Shore Blvd W

09-19-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	1050	5	0	45	0	15	0	0	0	0	0
Future Volume (vph)	10	1050	5	0	45	0	15	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	7.0	7.0			7.0			4.0				
Lane Util. Factor	1.00	1.00			1.00			1.00				
Frpb, ped/bikes	1.00	1.00			1.00			1.00				
Flpb, ped/bikes	1.00	1.00			1.00			0.58				
Frt	1.00	1.00			1.00			1.00				
Flt Protected	0.95	1.00			1.00			0.95				
Satd. Flow (prot)	842	1819			1789			1041				
Flt Permitted	0.95	1.00			1.00			0.95				
Satd. Flow (perm)	842	1819			1789			1041				
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	10	1094	5	0	47	0	16	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	10	1099	0	0	47	0	0	16	0	0	0	0
Confl. Peds. (#/hr)			200	200			200					200
Confl. Bikes (#/hr)			5									1
Heavy Vehicles (%)	100%	3%	0%	0%	5%	0%	0%	0%	0%	0%	0%	100%
Bus Blockages (#/hr)	0	0	2	0	0	2	0	0	0	0	0	0
Turn Type	Prot	NA			NA		Perm	NA				
Protected Phases	5	2			6			4				
Permitted Phases							4					
Actuated Green, G (s)	1.9	67.8			57.9			19.2				
Effective Green, g (s)	2.9	68.8			58.9			20.2				
Actuated g/C Ratio	0.03	0.69			0.59			0.20				
Clearance Time (s)	8.0	8.0			8.0			5.0				
Vehicle Extension (s)	3.0	3.0			3.0			3.0				
Lane Grp Cap (vph)	24	1251			1053			210				
v/s Ratio Prot	0.01	c0.60			0.03							
v/s Ratio Perm								0.02				
v/c Ratio	0.42	0.88			0.04			0.08				
Uniform Delay, d1	47.7	12.3			8.7			32.3				
Progression Factor	0.58	1.67			0.89			1.00				
Incremental Delay, d2	4.6	3.9			0.1			0.2				
Delay (s)	32.5	24.4			7.8			32.5				
Level of Service	C	C			A			C				
Approach Delay (s)		24.5			7.8			32.5			0.0	
Approach LOS		C			A			C			A	

Intersection Summary			
HCM 2000 Control Delay	23.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	78.1%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
14: Marine Parade Dr & Lake Shore Blvd W

09-19-2019

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1040	15	0	15	25	65
Future Volume (Veh/h)	1040	15	0	15	25	65
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	1072	15	0	15	26	67
Pedestrians					50	
Lane Width (m)					3.0	
Walking Speed (m/s)					1.2	
Percent Blockage					3	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)	133			168		
pX, platoon unblocked			0.34		0.34	0.34
vC, conflicting volume			1137		1144	1130
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			418		440	395
tC, single (s)			4.1		*3.5	*3.3
tC, 2 stage (s)						
tF (s)			2.2		*2.3	*2.3
p0 queue free %			100		93	83
cM capacity (veh/h)			373		379	399

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	1087	15	93
Volume Left	0	0	26
Volume Right	15	0	67
cSH	1700	373	393
Volume to Capacity	0.64	0.00	0.24
Queue Length 95th (m)	0.0	0.0	7.3
Control Delay (s)	0.0	0.0	17.0
Lane LOS			C
Approach Delay (s)	0.0	0.0	17.0
Approach LOS			C

Intersection Summary			
Average Delay		1.3	
Intersection Capacity Utilization		67.8%	ICU Level of Service C
Analysis Period (min)		15	

* User Entered Value

Timings
15: Palace Pier Ct & Lake Shore Blvd W

09-19-2019

Lane Group	EBT	EBR	NBL
Lane Configurations			
Traffic Volume (vph)	1110	40	10
Future Volume (vph)	1110	40	10
Turn Type	NA	Perm	Prot
Protected Phases	2		4
Permitted Phases		2	
Detector Phase	2	2	4
Switch Phase			
Minimum Initial (s)	19.0	19.0	7.0
Minimum Split (s)	25.0	25.0	28.0
Total Split (s)	71.0	71.0	29.0
Total Split (%)	71.0%	71.0%	29.0%
Yellow Time (s)	4.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0
Total Lost Time (s)	5.0	5.0	4.0
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Min	C-Min	None

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 15: Palace Pier Ct & Lake Shore Blvd W



HCM Signalized Intersection Capacity Analysis
15: Palace Pier Ct & Lake Shore Blvd W 09-19-2019

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1110	40	0	0	10	35
Future Volume (vph)	1110	40	0	0	10	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.0	3.0	3.5	3.0	3.0
Total Lost time (s)	5.0	5.0			4.0	
Lane Util. Factor	1.00	1.00			1.00	
Frpb, ped/bikes	1.00	0.85			1.00	
Flpb, ped/bikes	1.00	1.00			1.00	
Frt	1.00	0.85			0.89	
Flt Protected	1.00	1.00			0.99	
Satd. Flow (prot)	1807	1146			1547	
Flt Permitted	1.00	1.00			0.99	
Satd. Flow (perm)	1807	1146			1547	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	1156	42	0	0	10	36
RTOR Reduction (vph)	0	3	0	0	30	0
Lane Group Flow (vph)	1156	39	0	0	16	0
Confl. Peds. (#/hr)		50	50		100	
Heavy Vehicles (%)	4%	11%	0%	0%	3%	1%
Bus Blockages (#/hr)	0	2	0	0	0	0
Turn Type	NA	Perm			Prot	
Protected Phases	2				4	
Permitted Phases		2				
Actuated Green, G (s)	73.8	73.8			15.2	
Effective Green, g (s)	74.8	74.8			16.2	
Actuated g/C Ratio	0.75	0.75			0.16	
Clearance Time (s)	6.0	6.0			5.0	
Vehicle Extension (s)	3.0	3.0			3.0	
Lane Grp Cap (vph)	1351	857			250	
v/s Ratio Prot	c0.64				c0.01	
v/s Ratio Perm		0.03				
v/c Ratio	0.86	0.05			0.06	
Uniform Delay, d1	8.8	3.3			35.5	
Progression Factor	0.72	0.16			1.00	
Incremental Delay, d2	4.6	0.1			0.1	
Delay (s)	10.9	0.6			35.6	
Level of Service	B	A			D	
Approach Delay (s)	10.6			0.0	35.6	
Approach LOS	B			A	D	

Intersection Summary			
HCM 2000 Control Delay	11.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	71.8%	ICU Level of Service	C
Analysis Period (min)	15		

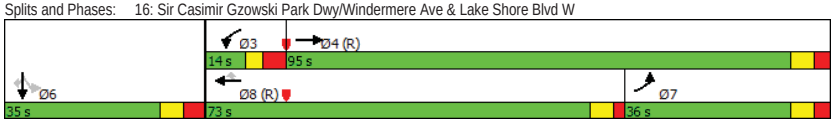
c Critical Lane Group

Timings
16: Sir Casimir Gzowski Park Dwy/Windermere Ave & Lake Shore Blvd W 09-19-2019

Lane Group	EBL	EBT	WBT	WBR	SBL	SBT	SBR	Ø3
Lane Configurations								
Traffic Volume (vph)	265	3615	1465	85	210	5	365	
Future Volume (vph)	265	3615	1465	85	210	5	365	
Turn Type	Prot	NA	NA	Perm	Perm	NA	Perm	
Protected Phases	7	4	8			6		3
Permitted Phases				8	6		6	
Detector Phase	7	4	8	8	6	6	6	
Switch Phase								
Minimum Initial (s)	7.0	25.0	25.0	25.0	23.0	23.0	23.0	7.0
Minimum Split (s)	14.0	32.0	31.0	31.0	31.0	31.0	31.0	14.0
Total Split (s)	36.0	95.0	73.0	73.0	35.0	35.0	35.0	14.0
Total Split (%)	25.0%	66.0%	50.7%	50.7%	24.3%	24.3%	24.3%	10%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0
All-Red Time (s)	3.0	3.0	2.0	2.0	4.0	4.0	4.0	4.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	6.0	6.0	5.0	5.0	7.0	7.0	7.0	
Lead/Lag	Lag	Lag	Lead	Lead				Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				Yes
Recall Mode	Min	C-Min	C-Min	C-Min	None	None	None	None

Intersection Summary
Cycle Length: 144
Actuated Cycle Length: 144
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 16: Sir Casimir Gzowski Park Dwy/Windermere Ave & Lake Shore Blvd W



HCM Signalized Intersection Capacity Analysis
16: Sir Casimir Gzowski Park Dwy/Windermere Ave & Lake Shore Blvd W

09-19-2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	265	3615	0	0	1465	85	0	0	0	210	5	365
Future Volume (vph)	265	3615	0	0	1465	85	0	0	0	210	5	365
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	6.0	6.0			5.0	5.0				7.0	7.0	7.0
Lane Util. Factor	1.00	0.86			0.91	1.00				0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00			1.00	0.98				1.00	1.00	0.84
Flpb, ped/bikes	1.00	1.00			1.00	1.00				1.00	1.00	1.00
Frt	1.00	1.00			1.00	0.85				1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00	1.00				0.95	0.95	1.00
Satd. Flow (prot)	1620	6215			4980	1405				1585	1672	1250
Flt Permitted	0.95	1.00			1.00	1.00				0.95	0.95	1.00
Satd. Flow (perm)	1620	6215			4980	1405				1585	1672	1250
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	268	3652	0	0	1480	86	0	0	0	212	5	369
RTOR Reduction (vph)	0	0	0	0	0	52	0	0	0	0	0	303
Lane Group Flow (vph)	268	3652	0	0	1480	34	0	0	0	108	109	66
Confl. Peds. (#/hr)	1					1	68					68
Confl. Bikes (#/hr)			2									25
Heavy Vehicles (%)	4%	4%	0%	0%	3%	4%	0%	0%	0%	1%	20%	1%
Bus Blockages (#/hr)	0	0	0	0	0	2	0	0	0	0	0	0
Turn Type	Prot	NA		Prot	NA	Perm				Perm	NA	Perm
Protected Phases	7	4		3	8						6	
Permitted Phases						8				6		6
Actuated Green, G (s)	43.8	105.3			55.5	55.5				23.7	23.7	23.7
Effective Green, g (s)	44.8	106.3			56.5	56.5				24.7	24.7	24.7
Actuated g/C Ratio	0.31	0.74			0.39	0.39				0.17	0.17	0.17
Clearance Time (s)	7.0	7.0			6.0	6.0				8.0	8.0	8.0
Vehicle Extension (s)	3.0	3.0			3.0	3.0				3.0	3.0	3.0
Lane Grp Cap (vph)	504	4587			1953	551				271	286	214
v/s Ratio Prot	0.17	c0.59			0.30							
v/s Ratio Perm						0.02				c0.07	0.07	0.05
v/c Ratio	0.53	0.80			0.76	0.06				0.40	0.38	0.31
Uniform Delay, d1	40.9	12.0			37.8	27.2				53.0	52.9	52.2
Progression Factor	1.00	1.00			1.00	1.00				1.00	1.00	1.00
Incremental Delay, d2	1.1	1.5			2.8	0.2				1.0	0.9	0.8
Delay (s)	42.0	13.5			40.6	27.5				54.0	53.7	53.0
Level of Service	D	B			D	C				D	D	D
Approach Delay (s)		15.4			39.9			0.0			53.3	
Approach LOS		B			D			A			D	

Intersection Summary				
HCM 2000 Control Delay	25.4	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.76			
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	19.0	
Intersection Capacity Utilization	93.2%	ICU Level of Service	F	
Analysis Period (min)	15			
c Critical Lane Group				

HCM Unsignalized Intersection Capacity Analysis
17: Marine Parade Dr & Humber Bay Park Rd E

09-19-2019



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	5	0	130	40	15
Future Volume (Veh/h)	5	5	0	130	40	15
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	5	5	0	134	41	15
Pedestrians	500					
Lane Width (m)	3.0					
Walking Speed (m/s)	1.2					
Percent Blockage	35					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)					142	
pX, platoon unblocked						
vC, conflicting volume	682	528	556			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	682	528	556			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	98	100			
cM capacity (veh/h)	253	327	669			

Direction, Lane #	EB 1	NB 1	SB 1	SB 2
Volume Total	10	134	27	29
Volume Left	5	0	0	0
Volume Right	5	0	0	15
cSH	285	669	1700	1700
Volume to Capacity	0.04	0.00	0.02	0.02
Queue Length 95th (m)	0.9	0.0	0.0	0.0
Control Delay (s)	18.1	0.0	0.0	0.0
Lane LOS	C			
Approach Delay (s)	18.1	0.0	0.0	
Approach LOS	C			

Intersection Summary				
Average Delay	0.9			
Intersection Capacity Utilization	23.3%	ICU Level of Service	A	
Analysis Period (min)	15			

HCM Unsignalized Intersection Capacity Analysis
18: Park Lawn Rd & Street A

09-19-2019

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	90	1000	0	0	495
Future Volume (Veh/h)	0	90	1000	0	0	495
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	100	1111	0	0	550
Pedestrians	200					
Lane Width (m)	3.0					
Walking Speed (m/s)	1.2					
Percent Blockage	14					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			125			56
pX, platoon unblocked	0.88	0.86			0.86	
vC, conflicting volume	1586	756			1311	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1202	404			1047	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	77			100	
cM capacity (veh/h)	135	444			492	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	100	741	370	275	275
Volume Left	0	0	0	0	0
Volume Right	100	0	0	0	0
cSH	444	1700	1700	1700	1700
Volume to Capacity	0.23	0.44	0.22	0.16	0.16
Queue Length 95th (m)	6.8	0.0	0.0	0.0	0.0
Control Delay (s)	15.5	0.0	0.0	0.0	0.0
Lane LOS	C				
Approach Delay (s)	15.5	0.0		0.0	
Approach LOS	C				

Intersection Summary			
Average Delay		0.9	
Intersection Capacity Utilization		39.9%	ICU Level of Service A
Analysis Period (min)		15	

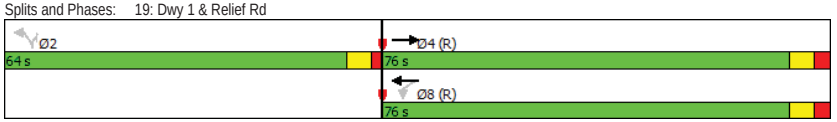
Timings
19: Dwy 1 & Relief Rd

09-19-2019

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	285	115	150	215	170
Future Volume (vph)	285	115	150	215	170
Turn Type	NA	Perm	NA	Perm	Perm
Protected Phases	4		8		
Permitted Phases		8		2	2
Detector Phase	4	8	8	2	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	26.0	26.0	26.0	28.0	28.0
Total Split (s)	76.0	76.0	76.0	64.0	64.0
Total Split (%)	54.3%	54.3%	54.3%	45.7%	45.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	5.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	C-Min	C-Min	C-Min	None	None

Intersection Summary
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 19: Dwy 1 & Relief Rd



HCM Signalized Intersection Capacity Analysis
19: Dwy 1 & Relief Rd

09-19-2019

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	285	120	115	150	215	170
Future Volume (vph)	285	120	115	150	215	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.0	3.0	3.5	3.0	3.0
Total Lost time (s)	6.0		6.0	6.0	5.0	5.0
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frpb, ped/bikes	0.83		1.00	1.00	1.00	0.68
Flpb, ped/bikes	1.00		0.71	1.00	0.68	1.00
Frt	0.96		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	2787		1178	3500	1129	1002
Flt Permitted	1.00		0.49	1.00	0.95	1.00
Satd. Flow (perm)	2787		602	3500	1129	1002
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	317	133	128	167	239	189
RTOR Reduction (vph)	23	0	0	0	0	120
Lane Group Flow (vph)	427	0	128	167	239	69
Confl. Peds. (#/hr)		200	200		200	200
Turn Type	NA		Perm	NA	Perm	Perm
Protected Phases	4			8		
Permitted Phases			8		2	2
Actuated Green, G (s)	91.1		91.1	91.1	35.9	35.9
Effective Green, g (s)	92.1		92.1	92.1	36.9	36.9
Actuated g/C Ratio	0.66		0.66	0.66	0.26	0.26
Clearance Time (s)	7.0		7.0	7.0	6.0	6.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1833		396	2302	297	264
v/s Ratio Prot	0.15			0.05		
v/s Ratio Perm			c0.21		c0.21	0.07
v/c Ratio	0.23		0.32	0.07	0.80	0.26
Uniform Delay, d1	9.7		10.4	8.6	48.2	40.8
Progression Factor	1.00		1.37	1.34	1.00	1.00
Incremental Delay, d2	0.3		1.7	0.0	14.6	0.5
Delay (s)	10.0		16.0	11.6	62.7	41.3
Level of Service	A		B	B	E	D
Approach Delay (s)	10.0			13.5	53.3	
Approach LOS	A			B	D	

Intersection Summary				
HCM 2000 Control Delay	26.7	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.46			
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	53.9%	ICU Level of Service	A	
Analysis Period (min)	15			

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
21: Loop Rd & Street A

09-19-2019

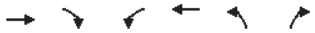
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	0	0	0	50	40	15
Future Volume (vph)	0	0	0	50	40	15
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	56	44	17

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	0	56	61
Volume Left (vph)	0	0	44
Volume Right (vph)	0	0	17
Hadj (s)	0.00	0.03	0.01
Departure Headway (s)	4.1	4.1	4.0
Degree Utilization, x	0.00	0.06	0.07
Capacity (veh/h)	874	868	869
Control Delay (s)	7.1	7.3	7.3
Approach Delay (s)	0.0	7.3	7.3
Approach LOS	A	A	A

Intersection Summary			
Delay	7.3		
Level of Service	A		
Intersection Capacity Utilization	33.3%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
22: Dwy 5 & Relief Rd

09-19-2019



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	445	10	0	265	0	60
Future Volume (Veh/h)	445	10	0	265	0	60
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	494	11	0	294	0	67
Pedestrians					200	
Lane Width (m)					3.0	
Walking Speed (m/s)					1.2	
Percent Blockage					14	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)	68			83		
pX, platoon unblocked						
vC, conflicting volume			705		846	452
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			705		846	452
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	86
cM capacity (veh/h)			765		259	477

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	329	176	147	147	67
Volume Left	0	0	0	0	0
Volume Right	0	11	0	0	67
cSH	1700	1700	1700	1700	477
Volume to Capacity	0.19	0.10	0.09	0.09	0.14
Queue Length 95th (m)	0.0	0.0	0.0	0.0	3.9
Control Delay (s)	0.0	0.0	0.0	0.0	13.8
Lane LOS					B
Approach Delay (s)	0.0		0.0		13.8
Approach LOS					B

Intersection Summary				
Average Delay	1.1			
Intersection Capacity Utilization	23.7%	ICU Level of Service	A	
Analysis Period (min)	15			

HCM Unsignalized Intersection Capacity Analysis
24: Loop Rd & Street B

09-19-2019



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	40	55	0	0
Future Volume (Veh/h)	0	0	40	55	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	44	61	0	0
Pedestrians	200					
Lane Width (m)	3.0					
Walking Speed (m/s)	1.2					
Percent Blockage	14					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				137		
pX, platoon unblocked						
vC, conflicting volume	349	200	200			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	349	200	200			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	96			
cM capacity (veh/h)	537	724	1182			

Direction, Lane #	EB 1	NB 1
Volume Total	0	105
Volume Left	0	44
Volume Right	0	0
cSH	1700	1182
Volume to Capacity	0.00	0.04
Queue Length 95th (m)	0.0	0.9
Control Delay (s)	0.0	3.6
Lane LOS	A	A
Approach Delay (s)	0.0	3.6
Approach LOS	A	

Intersection Summary				
Average Delay	3.6			
Intersection Capacity Utilization	16.7%	ICU Level of Service	A	
Analysis Period (min)	15			

HCM Unsignalized Intersection Capacity Analysis
25: Loop Rd & Street C

09-19-2019



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	55	50	0	0	15	0
Future Volume (Veh/h)	55	50	0	0	15	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	61	56	0	0	17	0
Pedestrians	200					
Lane Width (m)	3.0					
Walking Speed (m/s)	1.2					
Percent Blockage	14					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			119			
pX, platoon unblocked						
vC, conflicting volume	234	200			200	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	234	200			200	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	90	92			99	
cM capacity (veh/h)	640	724			1182	

Direction, Lane #	WB 1	SB 1
Volume Total	117	17
Volume Left	61	17
Volume Right	56	0
cSH	678	1182
Volume to Capacity	0.17	0.01
Queue Length 95th (m)	5.0	0.4
Control Delay (s)	11.4	8.1
Lane LOS	B	A
Approach Delay (s)	11.4	8.1
Approach LOS	B	

Intersection Summary				
Average Delay		11.0		
Intersection Capacity Utilization		26.1%	ICU Level of Service	A
Analysis Period (min)		15		

HCM Unsignalized Intersection Capacity Analysis
26: Dwy 6 & Street C

09-19-2019



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	0	15	35	45	60	5
Future Volume (Veh/h)	0	15	35	45	60	5
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	17	39	50	67	6
Pedestrians					200	
Lane Width (m)					3.0	
Walking Speed (m/s)					1.2	
Percent Blockage					14	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			217		336	208
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			217		336	208
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		88	99
cM capacity (veh/h)			1165		548	716

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	17	89	73
Volume Left	0	39	67
Volume Right	17	0	6
cSH	1700	1165	559
Volume to Capacity	0.01	0.03	0.13
Queue Length 95th (m)	0.0	0.8	3.6
Control Delay (s)	0.0	3.8	12.4
Lane LOS		A	B
Approach Delay (s)	0.0	3.8	12.4
Approach LOS			B

Intersection Summary				
Average Delay		6.9		
Intersection Capacity Utilization		23.6%	ICU Level of Service	A
Analysis Period (min)		15		

HCM Unsignalized Intersection Capacity Analysis
27: Relief Rd & Street C

09-19-2019

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	5	0	475	430	80
Future Volume (Veh/h)	0	5	0	475	430	80
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	6	0	528	478	89
Pedestrians	200					
Lane Width (m)	3.0					
Walking Speed (m/s)	1.2					
Percent Blockage	14					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				91	30	
pX, platoon unblocked						
vC, conflicting volume	986	484	767			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	986	484	767			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	100			
cM capacity (veh/h)	211	456	725			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	6	264	264	319	248
Volume Left	0	0	0	0	0
Volume Right	6	0	0	0	89
cSH	456	1700	1700	1700	1700
Volume to Capacity	0.01	0.16	0.16	0.19	0.15
Queue Length 95th (m)	0.3	0.0	0.0	0.0	0.0
Control Delay (s)	13.0	0.0	0.0	0.0	0.0
Lane LOS	B				
Approach Delay (s)	13.0	0.0		0.0	
Approach LOS	B				

Intersection Summary				
Average Delay		0.1		
Intersection Capacity Utilization		25.7%	ICU Level of Service	A
Analysis Period (min)		15		

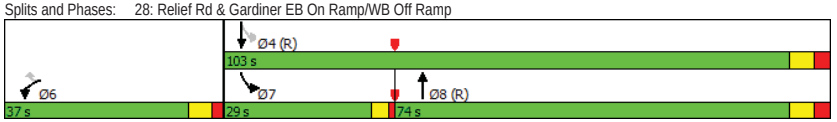
Timings
28: Relief Rd & Gardiner EB On Ramp/WB Off Ramp

09-19-2019

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	340	235	30	335	170
Future Volume (vph)	340	235	30	335	170
Turn Type	Prot	Perm	NA	pm+pt	NA
Protected Phases	6		8	7	4
Permitted Phases		6		4	
Detector Phase	6	6	8	7	4
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	28.0	28.0	29.0	11.0	29.0
Total Split (s)	37.0	37.0	74.0	29.0	103.0
Total Split (%)	26.4%	26.4%	52.9%	20.7%	73.6%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	3.0	1.0	3.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.0	5.0	6.0	3.0	6.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Min	None	C-Min

Intersection Summary
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 4:SBTL and 8:NBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 28: Relief Rd & Gardiner EB On Ramp/WB Off Ramp



HCM Signalized Intersection Capacity Analysis
28: Relief Rd & Gardiner EB On Ramp/WB Off Ramp

09-19-2019



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	340	235	30	445	335	170
Future Volume (vph)	340	235	30	445	335	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.0	3.5	3.0	3.0	3.5
Total Lost time (s)	5.0	5.0	6.0		3.0	6.0
Lane Util. Factor	0.97	1.00	0.95		1.00	1.00
Frpb, ped/bikes	1.00	0.68	0.50		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00		0.92	1.00
Frt	1.00	0.85	0.86		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	3204	1002	1495		1514	1842
Flt Permitted	0.95	1.00	1.00		0.42	1.00
Satd. Flow (perm)	3204	1002	1495		670	1842
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	378	261	33	494	372	189
RTOR Reduction (vph)	0	215	194	0	0	0
Lane Group Flow (vph)	378	46	333	0	372	189
Confl. Peds. (#/hr)	200	200		200	200	
Turn Type	Prot	Perm	NA		pm+pt	NA
Protected Phases	6		8		7	4
Permitted Phases		6			4	
Actuated Green, G (s)	23.6	23.6	84.1		103.4	103.4
Effective Green, g (s)	24.6	24.6	85.1		104.4	104.4
Actuated g/C Ratio	0.18	0.18	0.61		0.75	0.75
Clearance Time (s)	6.0	6.0	7.0		4.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	562	176	908		597	1373
v/s Ratio Prot	c0.12		0.22		c0.07	0.10
v/s Ratio Perm		0.05			c0.39	
v/c Ratio	0.67	0.26	0.37		0.62	0.14
Uniform Delay, d1	53.9	49.8	13.9		6.4	5.0
Progression Factor	1.00	1.00	2.43		1.70	0.85
Incremental Delay, d2	3.2	0.8	1.0		2.0	0.2
Delay (s)	57.1	50.6	34.7		12.8	4.5
Level of Service	E	D	C		B	A
Approach Delay (s)	54.5		34.7			10.0
Approach LOS	D		C			A

Intersection Summary				
HCM 2000 Control Delay	34.0	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.65			
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	14.0	
Intersection Capacity Utilization	71.9%	ICU Level of Service	C	
Analysis Period (min)	15			

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
29: Park Lawn Rd & Dwy 4

09-19-2019



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	135	655	15	0	525
Future Volume (Veh/h)	0	135	655	15	0	525
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	150	728	17	0	583
Pedestrians	200					
Lane Width (m)	3.0					
Walking Speed (m/s)	1.2					
Percent Blockage	14					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			84			79
pX, platoon unblocked	0.93					
vC, conflicting volume	1228	572			945	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1089	572			945	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	62			100	
cM capacity (veh/h)	168	399			622	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	150	485	260	292	292
Volume Left	0	0	0	0	0
Volume Right	150	0	17	0	0
cSH	399	1700	1700	1700	1700
Volume to Capacity	0.38	0.29	0.15	0.17	0.17
Queue Length 95th (m)	13.7	0.0	0.0	0.0	0.0
Control Delay (s)	19.4	0.0	0.0	0.0	0.0
Lane LOS	C				
Approach Delay (s)	19.4	0.0		0.0	
Approach LOS	C				

Intersection Summary				
Average Delay	2.0			
Intersection Capacity Utilization	33.8%	ICU Level of Service	A	
Analysis Period (min)	15			

Timings
1: Park Lawn Rd & The Queensway

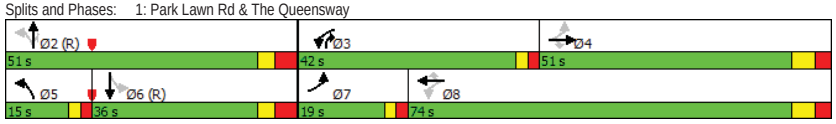
09-19-2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	170	970	280	430	995	85	200	405	480	75	420
Future Volume (vph)	170	970	280	430	995	85	200	405	480	75	420
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+ov	Perm	NA
Protected Phases	7	4		3	8		5	2	3		6
Permitted Phases	4		4	8		8	2		2	6	
Detector Phase	7	4	4	3	8	8	5	2	3	6	6
Switch Phase											
Minimum Initial (s)	7.0	24.0	24.0	7.0	24.0	24.0	7.0	29.0	7.0	29.0	29.0
Minimum Split (s)	11.0	31.0	31.0	11.0	31.0	31.0	11.0	36.0	11.0	36.0	36.0
Total Split (s)	19.0	51.0	51.0	42.0	74.0	74.0	15.0	51.0	42.0	36.0	36.0
Total Split (%)	13.2%	35.4%	35.4%	29.2%	51.4%	51.4%	10.4%	35.4%	29.2%	25.0%	25.0%
Yellow Time (s)	2.0	4.0	4.0	2.0	4.0	4.0	2.0	3.0	2.0	3.0	3.0
All-Red Time (s)	2.0	3.0	3.0	2.0	3.0	3.0	2.0	4.0	2.0	4.0	4.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-2.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	6.0	6.0	2.0	6.0	6.0	3.0	6.0	3.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	Min	None	C-Min	None	C-Min	C-Min

Intersection Summary

Cycle Length: 144
Actuated Cycle Length: 144
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 1: Park Lawn Rd & The Queensway



HCM Signalized Intersection Capacity Analysis
1: Park Lawn Rd & The Queensway

09-19-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	970	280	430	995	85	200	405	480	75	420	160
Future Volume (vph)	170	970	280	430	995	85	200	405	480	75	420	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	3.0	6.0	6.0	2.0	6.0	6.0	3.0	6.0	3.0	6.0	6.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.89	1.00	1.00	0.83	1.00	1.00	0.95	1.00	0.98	
Flpb, ped/bikes	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1672	3535	1335	1652	3466	1238	1664	1824	1406	1606	3307	
Flt Permitted	0.27	1.00	1.00	0.08	1.00	1.00	0.16	1.00	1.00	0.41	1.00	
Satd. Flow (perm)	467	3535	1335	146	3466	1238	275	1824	1406	700	3307	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	175	1000	289	443	1026	88	206	418	495	77	433	165
RTOR Reduction (vph)	0	0	173	0	0	46	0	0	12	0	28	0
Lane Group Flow (vph)	175	1000	116	443	1026	42	206	418	483	77	570	0
Confl. Peds. (#/hr)	50		50	50		50	50		50	50		50
Confl. Bikes (#/hr)			11			8			3			2
Heavy Vehicles (%)	0%	1%	0%	2%	3%	0%	1%	3%	2%	1%	1%	1%
Bus Blockages (#/hr)	0	0	2	0	0	2	0	0	0	0	0	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+ov	Perm	NA	
Protected Phases	7	4		3	8		5	2	3		6	
Permitted Phases	4		4	8		8	2		2	6		
Actuated Green, G (s)	55.4	43.5	43.5	83.5	67.6	67.6	46.5	46.5	82.5	29.4	29.4	
Effective Green, g (s)	57.4	44.5	44.5	85.5	68.6	68.6	47.5	47.5	84.5	30.4	30.4	
Actuated g/C Ratio	0.40	0.31	0.31	0.59	0.48	0.48	0.33	0.33	0.59	0.21	0.21	
Clearance Time (s)	4.0	7.0	7.0	4.0	7.0	7.0	4.0	7.0	4.0	7.0	7.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	294	1092	412	484	1651	589	226	601	825	147	698	
v/s Ratio Prot	0.05	c0.28		c0.24	0.30		c0.09	0.23	0.15		0.17	
v/s Ratio Perm	0.18		0.09	0.30		0.03	c0.21		0.19	0.11		
v/c Ratio	0.60	0.92	0.28	0.92	0.62	0.07	0.91	0.70	0.58	0.52	0.82	
Uniform Delay, d1	29.1	47.9	37.6	42.4	28.0	20.4	39.0	42.0	18.7	50.4	54.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.27	1.16	1.20	1.00	1.00	
Incremental Delay, d2	3.2	11.7	0.4	21.9	0.7	0.1	34.9	6.1	1.0	12.7	10.2	
Delay (s)	32.3	59.7	38.0	64.3	28.8	20.5	84.3	54.6	23.4	63.1	64.4	
Level of Service	C	E	D	E	C	C	F	D	C	E	E	
Approach Delay (s)		52.1			38.4			46.3			64.3	
Approach LOS		D			D			D			E	

Intersection Summary

HCM 2000 Control Delay	48.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	117.3%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

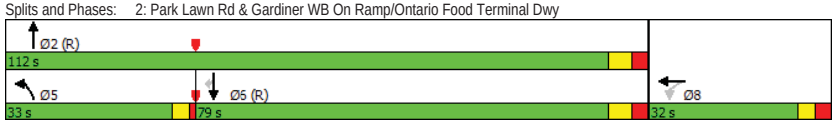
Timings
2: Park Lawn Rd & Gardiner WB On Ramp/Ontario Food Terminal Dwy

09-19-2019

Lane Group	WBT	NBL	NBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	10	390	1065	725	445
Future Volume (vph)	10	390	1065	725	445
Turn Type	NA	Prot	NA	NA	Perm
Protected Phases	8	5	2	6	
Permitted Phases					6
Detector Phase	8	5	2	6	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	38.0	38.0	38.0
Minimum Split (s)	32.0	11.0	45.0	45.0	45.0
Total Split (s)	32.0	33.0	112.0	79.0	79.0
Total Split (%)	22.2%	22.9%	77.8%	54.9%	54.9%
Yellow Time (s)	3.0	3.0	4.0	4.0	4.0
All-Red Time (s)	3.0	1.0	3.0	3.0	3.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.0	3.0	6.0	6.0	6.0
Lead/Lag		Lead		Lag	Lag
Lead-Lag Optimize?		Yes		Yes	Yes
Recall Mode	None	None	C-Min	C-Min	C-Min

Intersection Summary
Cycle Length: 144
Actuated Cycle Length: 144
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Description: 04/07/2016

Splits and Phases: 2: Park Lawn Rd & Gardiner WB On Ramp/Ontario Food Terminal Dwy



HCM Signalized Intersection Capacity Analysis
2: Park Lawn Rd & Gardiner WB On Ramp/Ontario Food Terminal Dwy

09-19-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	5	10	5	390	1065	0	0	725	445
Future Volume (vph)	0	0	0	5	10	5	390	1065	0	0	725	445
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)					5.0		3.0	6.0			6.0	6.0
Lane Util. Factor					1.00		0.97	0.95			0.95	1.00
Frpb, ped/bikes					0.98		1.00	1.00			1.00	0.93
Flpb, ped/bikes					0.98		1.00	1.00			1.00	1.00
Frt					0.97		1.00	1.00			1.00	0.85
Flt Protected					0.99		0.95	1.00			1.00	1.00
Satd. Flow (prot)					1295		3236	3500			3500	1330
Flt Permitted					0.99		0.95	1.00			1.00	1.00
Satd. Flow (perm)					1295		3236	3500			3500	1330
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	5	11	5	411	1121	0	0	763	468
RTOR Reduction (vph)	0	0	0	0	4	0	0	0	0	0	0	116
Lane Group Flow (vph)	0	0	0	0	17	0	411	1121	0	0	763	352
Confl. Peds. (#/hr)	50		50	50		50	50		50	50		50
Confl. Bikes (#/hr)									10			4
Heavy Vehicles (%)	0%	0%	0%	0%	63%	0%	1%	2%	0%	0%	2%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	6
Turn Type				Perm	NA		Prot	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8								6
Actuated Green, G (s)					20.8		23.5	110.2			82.7	82.7
Effective Green, g (s)					21.8		24.5	111.2			83.7	83.7
Actuated g/C Ratio					0.15		0.17	0.77			0.58	0.58
Clearance Time (s)					6.0		4.0	7.0			7.0	7.0
Vehicle Extension (s)					3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)					196		550	2702			2034	773
v/s Ratio Prot							c0.13	0.32			0.22	
v/s Ratio Perm					0.01							c0.27
v/c Ratio					0.09		0.75	0.41			0.38	0.46
Uniform Delay, d1					52.5		56.8	5.5			16.1	17.2
Progression Factor					1.00		0.84	1.26			1.30	1.66
Incremental Delay, d2					0.2		4.8	0.4			0.4	1.3
Delay (s)					52.7		52.7	7.3			21.3	29.8
Level of Service					D		D	A			C	C
Approach Delay (s)		0.0			52.7			19.5			24.6	
Approach LOS		A			D			B			C	

Intersection Summary					
HCM 2000 Control Delay	22.0	HCM 2000 Level of Service		C	
HCM 2000 Volume to Capacity ratio	0.45				
Actuated Cycle Length (s)	144.0	Sum of lost time (s)		14.0	
Intersection Capacity Utilization	74.1%	ICU Level of Service		D	
Analysis Period (min)	15				
Description: 04/07/2016					

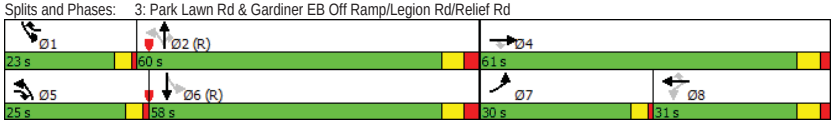
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	655	260	650	125	25	295	75	530	80	200	460
Future Volume (vph)	655	260	650	125	25	295	75	530	80	200	460
Turn Type	Prot	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4	5		8	1	5	2		1	6
Permitted Phases			4	8		8	2		2	6	
Detector Phase	7	4	5	8	8	1	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	31.0	11.0	31.0	31.0	11.0	11.0	29.0	29.0	11.0	29.0
Total Split (s)	30.0	61.0	25.0	31.0	31.0	23.0	25.0	60.0	60.0	23.0	58.0
Total Split (%)	20.8%	42.4%	17.4%	21.5%	21.5%	16.0%	17.4%	41.7%	41.7%	16.0%	40.3%
Yellow Time (s)	3.0	4.0	3.0	4.0	4.0	3.0	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	1.0	1.0	3.0	3.0	1.0	3.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	5.0	3.0	5.0	5.0	3.0	3.0	6.0	6.0	3.0	6.0
Lead/Lag	Lead		Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min

Intersection Summary

Cycle Length: 144
Actuated Cycle Length: 144
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
Description: 4/7/2016

Splits and Phases: 3: Park Lawn Rd & Gardiner EB Off Ramp/Legion Rd/Relief Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	655	260	650	125	25	295	75	530	80	200	460	85
Future Volume (vph)	655	260	650	125	25	295	75	530	80	200	460	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	3.0	5.0	3.0	5.0	5.0	3.0	3.0	6.0	6.0	3.0	6.0	
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.76	1.00	1.00	1.00	1.00	1.00	0.79	1.00	0.95	
Flpb, ped/bikes	1.00	1.00	1.00	0.79	1.00	1.00	0.99	1.00	1.00	0.97	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3204	1879	1147	1303	1842	1478	1665	5029	1193	1628	3272	
Flt Permitted	0.95	1.00	1.00	0.59	1.00	1.00	0.19	1.00	1.00	0.41	1.00	
Satd. Flow (perm)	3204	1879	1147	810	1842	1478	331	5029	1193	711	3272	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	689	274	684	132	26	311	79	558	84	211	484	89
RTOR Reduction (vph)	0	0	28	0	0	42	0	0	62	0	12	0
Lane Group Flow (vph)	689	274	656	132	26	269	79	558	22	211	561	0
Confl. Peds. (#/hr)			200	200			100		100	100		100
Confl. Bikes (#/hr)									7			4
Heavy Vehicles (%)	2%	0%	0%	2%	2%	2%	0%	2%	0%	0%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	6
Turn Type	Prot	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4	5		8	1	5	2		1	6	
Permitted Phases			4	8		8	2		2	6		
Actuated Green, G (s)	42.8	73.6	96.4	26.8	26.8	43.3	57.4	36.9	36.9	47.1	30.6	
Effective Green, g (s)	43.8	74.6	98.4	27.8	27.8	45.3	58.4	37.9	37.9	49.1	31.6	
Actuated g/C Ratio	0.30	0.52	0.68	0.19	0.19	0.31	0.41	0.26	0.26	0.34	0.22	
Clearance Time (s)	4.0	6.0	4.0	6.0	6.0	4.0	4.0	7.0	7.0	4.0	7.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	974	973	783	156	355	464	354	1323	313	353	718	
v/s Ratio Prot	0.22	0.15	c0.14		0.01	0.07	0.04	0.11		0.07	c0.17	
v/s Ratio Perm			0.43	0.16		0.11	0.05		0.02	0.13		
v/c Ratio	0.71	0.28	0.84	0.85	0.07	0.58	0.22	0.42	0.07	0.60	0.78	
Uniform Delay, d1	44.4	19.6	16.9	56.0	47.6	41.4	28.2	44.0	39.8	35.9	52.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.93	
Incremental Delay, d2	2.4	0.2	7.8	32.2	0.1	1.8	0.3	1.0	0.4	2.6	7.9	
Delay (s)	46.8	19.7	24.7	88.3	47.6	43.2	28.5	45.0	40.3	33.7	56.9	
Level of Service	D	B	C	F	D	D	C	D	D	C	E	
Approach Delay (s)		33.1			56.1			42.6			50.6	
Approach LOS		C			E			D			D	

Intersection Summary				
HCM 2000 Control Delay	41.8	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.84			
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	17.0	
Intersection Capacity Utilization	85.8%	ICU Level of Service	E	
Analysis Period (min)	15			
Description: 4/7/2016				

HCM Signalized Intersection Capacity Analysis
3: Park Lawn Rd & Gardiner EB Off Ramp/Legion Rd/Relief Rd 09-19-2019

c Critical Lane Group

Timings
4: Park Lawn Rd & South Beach Condos Dwy/Dwy 2

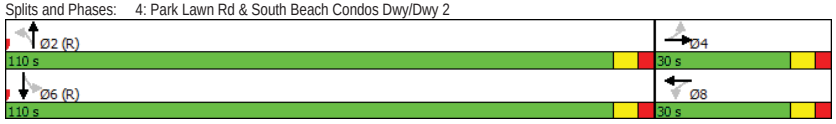
09-19-2019

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	20	0	105	0	20	445	360	830
Future Volume (vph)	20	0	105	0	20	445	360	830
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	29.0	29.0	29.0	29.0	25.0	25.0	25.0	25.0
Total Split (s)	30.0	30.0	30.0	30.0	110.0	110.0	110.0	110.0
Total Split (%)	21.4%	21.4%	21.4%	21.4%	78.6%	78.6%	78.6%	78.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 120 (86%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 4: Park Lawn Rd & South Beach Condos Dwy/Dwy 2



HCM Signalized Intersection Capacity Analysis
4: Park Lawn Rd & South Beach Condos Dwy/Dwy 2

09-19-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	0	15	105	0	215	20	445	100	360	830	45
Future Volume (vph)	20	0	15	105	0	215	20	445	100	360	830	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.68		1.00	0.68		1.00	0.90		1.00	0.97	
Flpb, ped/bikes	0.82	1.00		0.69	1.00		0.87	1.00		0.76	1.00	
Frt	1.00	0.85		1.00	0.85		1.00	0.97		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1388	1051		1163	1083		1443	3061		1272	3407	
Flt Permitted	0.34	1.00		0.75	1.00		0.29	1.00		0.43	1.00	
Satd. Flow (perm)	498	1051		915	1083		444	3061		581	3407	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	21	0	16	109	0	224	21	464	104	375	865	47
RTOR Reduction (vph)	0	13	0	0	186	0	0	10	0	0	3	0
Lane Group Flow (vph)	21	3	0	109	38	0	21	558	0	375	909	0
Confl. Peds. (#/hr)	200		200	200		200	200		200	200		200
Confl. Bikes (#/hr)									16			6
Heavy Vehicles (%)	0%	0%	3%	0%	0%	0%	2%	2%	0%	0%	1%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	22.5	22.5		22.5	22.5		103.5	103.5		103.5	103.5	
Effective Green, g (s)	23.5	23.5		23.5	23.5		104.5	104.5		104.5	104.5	
Actuated g/C Ratio	0.17	0.17		0.17	0.17		0.75	0.75		0.75	0.75	
Clearance Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	83	176		153	181		331	2284		433	2543	
v/s Ratio Prot		0.00			0.03			0.18			0.27	
v/s Ratio Perm	0.04			c0.12			0.05			c0.65		
v/c Ratio	0.25	0.02		0.71	0.21		0.06	0.24		0.87	0.36	
Uniform Delay, d1	50.6	48.6		55.1	50.2		4.7	5.5		12.7	6.1	
Progression Factor	1.00	1.00		1.00	1.00		0.73	0.70		1.00	1.00	
Incremental Delay, d2	1.6	0.0		14.5	0.6		0.4	0.3		20.1	0.4	
Delay (s)	52.2	48.6		69.6	50.8		3.8	4.1		32.9	6.5	
Level of Service	D	D		E	D		A	A		C	A	
Approach Delay (s)		50.7			56.9			4.1			14.2	
Approach LOS		D			E			A			B	

Intersection Summary

HCM 2000 Control Delay	18.5	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.84			
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	72.9%	ICU Level of Service	C	
Analysis Period (min)	15			

c Critical Lane Group

Timings
5: Park Lawn Rd & Metro Grocery Dwy/Street B

09-19-2019

Lane Group	EBL	EBT	WBT	NBL	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	65	0	0	20	445	775
Future Volume (vph)	65	0	0	20	445	775
Turn Type	Perm	NA	NA	Perm	NA	NA
Protected Phases		4	8		2	6
Permitted Phases	4			2		
Detector Phase	4	4	8	2	2	6
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	18.0	18.0	18.0
Minimum Split (s)	30.0	30.0	30.0	24.0	24.0	24.0
Total Split (s)	31.0	31.0	31.0	39.0	39.0	39.0
Total Split (%)	44.3%	44.3%	44.3%	55.7%	55.7%	55.7%
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0	4.0
All-Red Time (s)	4.0	4.0	4.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 70
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 5: Park Lawn Rd & Metro Grocery Dwy/Street B



HCM Signalized Intersection Capacity Analysis
5: Park Lawn Rd & Metro Grocery Dwy/Street B

09-19-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	0	40	0	0	15	20	445	0	0	775	125
Future Volume (vph)	65	0	40	0	0	15	20	445	0	0	775	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	6.0	6.0			6.0		5.0	5.0			5.0	
Lane Util. Factor	1.00	1.00			1.00		1.00	0.95			0.95	
Frpb, ped/bikes	1.00	0.81			0.81		1.00	1.00			0.94	
Flpb, ped/bikes	0.82	1.00			1.00		0.91	1.00			1.00	
Frt	1.00	0.85			0.85		1.00	1.00			0.98	
Flt Protected	0.95	1.00			1.00		0.95	1.00			1.00	
Satd. Flow (prot)	1370	1291			1292		1538	3500			3272	
Flt Permitted	0.75	1.00			1.00		0.26	1.00			1.00	
Satd. Flow (perm)	1077	1291			1292		413	3500			3272	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	68	0	42	0	0	16	21	464	0	0	807	130
RTOR Reduction (vph)	0	30	0	0	12	0	0	0	0	0	16	0
Lane Group Flow (vph)	68	12	0	0	4	0	21	464	0	0	921	0
Confl. Peds. (#/hr)	200		200	200		200	200		200	200		200
Confl. Bikes (#/hr)			1						13			6
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	0%	2%	0%	0%	1%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	18.4	18.4			18.4		38.6	38.6			38.6	
Effective Green, g (s)	19.4	19.4			19.4		39.6	39.6			39.6	
Actuated g/C Ratio	0.28	0.28			0.28		0.57	0.57			0.57	
Clearance Time (s)	7.0	7.0			7.0		6.0	6.0			6.0	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	298	357			358		233	1980			1851	
v/s Ratio Prot		0.01			0.00			0.13			c0.28	
v/s Ratio Perm	c0.06						0.05					
v/c Ratio	0.23	0.03			0.01		0.09	0.23			0.50	
Uniform Delay, d1	19.5	18.5			18.4		7.0	7.6			9.2	
Progression Factor	1.00	1.00			1.00		0.64	0.66			0.88	
Incremental Delay, d2	0.4	0.0			0.0		0.7	0.2			0.9	
Delay (s)	19.9	18.5			18.4		5.1	5.2			9.0	
Level of Service	B	B			B		A	A			A	
Approach Delay (s)		19.4			18.4			5.2			9.0	
Approach LOS		B			B			A			A	

Intersection Summary

HCM 2000 Control Delay	8.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	54.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

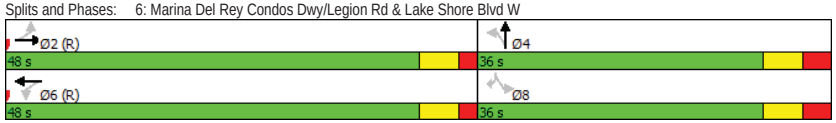
Timings
6: Marina Del Rey Condos Dwy/Legion Rd & Lake Shore Blvd W

09-19-2019

Lane Group	EBL	EBT	WBT	NBT	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	50	850	1100	0	55	145
Future Volume (vph)	50	850	1100	0	55	145
Turn Type	Perm	NA	NA	NA	Perm	Perm
Protected Phases		2	6	4		
Permitted Phases	2				8	8
Detector Phase	2	2	6	4	8	8
Switch Phase						
Minimum Initial (s)	19.0	19.0	19.0	7.0	7.0	7.0
Minimum Split (s)	25.0	25.0	25.0	35.0	35.0	35.0
Total Split (s)	48.0	48.0	48.0	36.0	36.0	36.0
Total Split (%)	57.1%	57.1%	57.1%	42.9%	42.9%	42.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	3.0	3.0	3.0
Lost Time Adjust (s)		-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)		5.0	5.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min	C-Min	C-Min	None	None	None

Intersection Summary
Cycle Length: 84
Actuated Cycle Length: 84
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Description: June 28 2016

Splits and Phases: 6: Marina Del Rey Condos Dwy/Legion Rd & Lake Shore Blvd W



HCM Signalized Intersection Capacity Analysis
6: Marina Del Rey Condos Dwy/Legion Rd & Lake Shore Blvd W

09-19-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	850	0	0	1100	55	15	0	25	55	0	145
Future Volume (vph)	50	850	0	0	1100	55	15	0	25	55	0	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)		5.0			5.0			6.0		6.0		6.0
Lane Util. Factor		0.95			0.95			1.00		1.00		1.00
Frpb, ped/bikes		1.00			0.98			0.88		1.00		0.81
Flpb, ped/bikes		1.00			1.00			0.93		0.83		1.00
Frt		1.00			0.99			0.92		1.00		0.85
Flt Protected		1.00			1.00			0.98		0.95		1.00
Satd. Flow (prot)		3485			3403			1390		1399		1154
Flt Permitted		0.76			1.00			0.98		0.73		1.00
Satd. Flow (perm)		2663			3403			1390		1074		1154
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	52	885	0	0	1146	57	16	0	26	57	0	151
RTOR Reduction (vph)	0	0	0	0	4	0	0	26	0	0	0	26
Lane Group Flow (vph)	0	937	0	0	1199	0	0	16	0	57	0	125
Confl. Peds. (#/hr)	200		200	200		200	200		200	200		200
Confl. Bikes (#/hr)			12			15			1			
Heavy Vehicles (%)	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	6%
Bus Blockages (#/hr)	11	0	2	11	0	2	0	0	0	0	0	0
Turn Type	Perm	NA			NA		Perm	NA		Perm		Perm
Protected Phases		2			6			4				
Permitted Phases	2			6			4			8		8
Actuated Green, G (s)		43.0			43.0			28.0		28.0		28.0
Effective Green, g (s)		44.0			44.0			29.0		29.0		29.0
Actuated g/C Ratio		0.52			0.52			0.35		0.35		0.35
Clearance Time (s)		6.0			6.0			7.0		7.0		7.0
Vehicle Extension (s)		3.0			3.0			3.0		3.0		3.0
Lane Grp Cap (vph)		1394			1782			479		370		398
v/s Ratio Prot					c0.35							
v/s Ratio Perm		0.35						0.01		0.05		c0.11
v/c Ratio		0.67			0.67			0.03		0.15		0.32
Uniform Delay, d1		14.7			14.7			18.2		19.0		20.2
Progression Factor		1.00			1.00			1.00		1.00		1.00
Incremental Delay, d2		2.6			2.0			0.0		0.2		0.5
Delay (s)		17.3			16.8			18.3		19.2		20.7
Level of Service		B			B			B		B		C
Approach Delay (s)		17.3			16.8			18.3			20.3	
Approach LOS		B			B			B			C	

Intersection Summary			
HCM 2000 Control Delay	17.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	84.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	93.4%	ICU Level of Service	F
Analysis Period (min)	15		
Description: June 28 2016			

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	865	25	90	1100	15	20
Future Volume (Veh/h)	865	25	90	1100	15	20
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	892	26	93	1134	15	21
Pedestrians					200	
Lane Width (m)					3.0	
Walking Speed (m/s)					1.2	
Percent Blockage					14	
Right turn flare (veh)						4
Median type	None			None		
Median storage veh)						
Upstream signal (m)	64			256		
pX, platoon unblocked			0.83		0.86	0.83
vC, conflicting volume			1118		1858	659
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			738		785	187
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			85		93	96
cM capacity (veh/h)			628		210	595

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	595	323	471	756	36
Volume Left	0	0	93	0	15
Volume Right	0	26	0	0	21
cSH	1700	1700	628	1700	504
Volume to Capacity	0.35	0.19	0.15	0.44	0.07
Queue Length 95th (m)	0.0	0.0	4.1	0.0	1.8
Control Delay (s)	0.0	0.0	4.1	0.0	16.4
Lane LOS			A		C
Approach Delay (s)	0.0		1.6		16.4
Approach LOS					C

Intersection Summary				
Average Delay	1.2			
Intersection Capacity Utilization	71.3%	ICU Level of Service	C	
Analysis Period (min)	15			

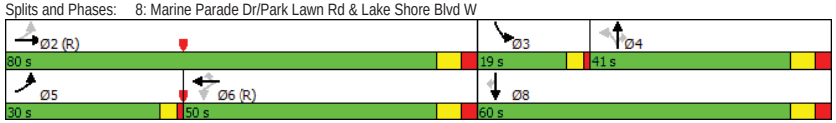
Timings
8: Marine Parade Dr/Park Lawn Rd & Lake Shore Blvd W

09-19-2019

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	295	570	5	870	80	25	80	10	320	70	385
Future Volume (vph)	295	570	5	870	80	25	80	10	320	70	385
Turn Type	pm+pt	NA	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		6			4		3	8	
Permitted Phases	2		6		6	4		4			8
Detector Phase	5	2	6	6	6	4	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	6.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0	6.0	34.0	34.0
Minimum Split (s)	10.0	41.0	41.0	41.0	41.0	41.0	41.0	41.0	10.0	42.0	42.0
Total Split (s)	30.0	80.0	50.0	50.0	50.0	41.0	41.0	41.0	19.0	60.0	60.0
Total Split (%)	21.4%	57.1%	35.7%	35.7%	35.7%	29.3%	29.3%	29.3%	13.6%	42.9%	42.9%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	1.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	1.0	3.0	3.0
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	6.0		6.0	6.0	6.0	6.0	6.0	3.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Min	C-Min	C-Min	C-Min	Min	Min	Min	None	Min	Min

Intersection Summary
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 105
Control Type: Actuated-Coordinated
Description: Oct 5 2015

Splits and Phases: 8: Marine Parade Dr/Park Lawn Rd & Lake Shore Blvd W



HCM Signalized Intersection Capacity Analysis
8: Marine Parade Dr/Park Lawn Rd & Lake Shore Blvd W

09-19-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	295	570	35	5	870	80	25	80	10	320	70	385
Future Volume (vph)	295	570	35	5	870	80	25	80	10	320	70	385
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	3.0	6.0			6.0	6.0	6.0	6.0	6.0	3.0	6.0	6.0
Lane Util. Factor	1.00	0.95			0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frpb, ped/bikes	1.00	0.98			1.00	0.63	1.00	1.00	0.63	1.00	1.00	0.63
Flpb, ped/bikes	1.00	1.00			1.00	1.00	0.67	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99			1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1589	3369			3496	952	1038	1756	755	3236	1756	915
Flt Permitted	0.11	1.00			0.95	1.00	0.71	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	186	3369			3327	952	775	1756	755	3236	1756	915
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	307	594	36	5	906	83	26	83	10	333	73	401
RTOR Reduction (vph)	0	3	0	0	0	56	0	0	8	0	0	244
Lane Group Flow (vph)	307	627	0	0	911	27	26	83	3	333	73	157
Confl. Peds. (#/hr)	500		500	500		500	500		500	500		500
Confl. Bikes (#/hr)			11						2			16
Heavy Vehicles (%)	1%	3%	0%	0%	2%	0%	9%	7%	23%	1%	7%	1%
Bus Blockages (#/hr)	11	0	2	11	0	0	0	0	6	0	0	6
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm
Protected Phases	5	2			6			4		3	8	
Permitted Phases	2			6		6	4		4			8
Actuated Green, G (s)	72.3	72.3			44.5	44.5	34.0	34.0	34.0	15.7	53.7	53.7
Effective Green, g (s)	73.3	73.3			45.5	45.5	35.0	35.0	35.0	16.7	54.7	54.7
Actuated g/C Ratio	0.52	0.52			0.32	0.32	0.25	0.25	0.25	0.12	0.39	0.39
Clearance Time (s)	4.0	7.0			7.0	7.0	7.0	7.0	7.0	4.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	345	1763			1081	309	193	439	188	386	686	357
v/s Ratio Prot	c0.16	0.19						0.05		c0.10	0.04	
v/s Ratio Perm	c0.31				0.27	0.03	0.03		0.00			c0.17
v/c Ratio	0.89	0.36			0.84	0.09	0.13	0.19	0.01	0.86	0.11	0.44
Uniform Delay, d1	37.9	19.5			43.9	32.8	40.7	41.3	39.5	60.5	27.1	31.4
Progression Factor	1.00	1.00			0.74	1.54	1.00	1.00	1.00	1.15	0.82	4.17
Incremental Delay, d2	23.2	0.6			7.5	0.5	0.3	0.2	0.0	16.3	0.1	0.8
Delay (s)	61.1	20.1			40.0	51.2	41.1	41.5	39.5	86.2	22.3	131.6
Level of Service	E	C			D	D	D	D	D	F	C	F
Approach Delay (s)		33.5			41.0			41.3			103.0	
Approach LOS		C			D			D			F	

Intersection Summary					
HCM 2000 Control Delay	56.1	HCM 2000 Level of Service		E	
HCM 2000 Volume to Capacity ratio	0.78				
Actuated Cycle Length (s)	140.0	Sum of lost time (s)		18.0	
Intersection Capacity Utilization	105.4%	ICU Level of Service		G	
Analysis Period (min)	15				
Description: Oct 5 2015					

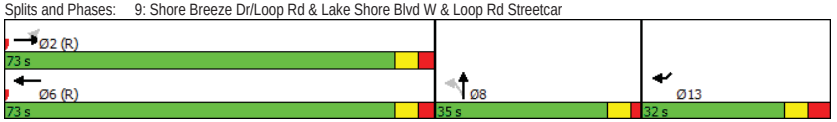
c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBL	NBT	SWR
Lane Configurations						
Traffic Volume (vph)	40	825	925	15	15	14
Future Volume (vph)	40	825	925	15	15	14
Turn Type	Perm	NA	NA	Perm	NA	Prot
Protected Phases		2	6		8	13
Permitted Phases	2			8		
Detector Phase	2	2	6	8	8	13
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	25.0	25.0	25.0	35.0	35.0	15.0
Total Split (s)	73.0	73.0	73.0	35.0	35.0	32.0
Total Split (%)	52.1%	52.1%	52.1%	25.0%	25.0%	22.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	2.0	2.0	4.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	5.0	7.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min	C-Min	C-Min	None	None	None

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 9: Shore Breeze Dr/Loop Rd & Lake Shore Blvd W & Loop Rd Streetcar



HCM Signalized Intersection Capacity Analysis
9: Shore Breeze Dr/Loop Rd & Lake Shore Blvd W & Loop Rd Streetcar

09-19-2019

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SWR
Lane Configurations									
Traffic Volume (vph)	40	825	40	925	15	15	15	20	14
Future Volume (vph)	40	825	40	925	15	15	15	20	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.5	3.0	3.0	3.5	3.0	3.0
Total Lost time (s)	6.0	6.0		6.0		5.0	5.0		7.0
Lane Util. Factor	1.00	0.95		0.95		1.00	1.00		1.00
Frpb, ped/bikes	1.00	0.97		0.99		1.00	1.00		1.00
Flpb, ped/bikes	1.00	1.00		1.00		0.71	1.00		1.00
Frt	1.00	0.99		1.00		1.00	0.91		0.86
Flt Protected	0.95	1.00		1.00		0.95	1.00		1.00
Satd. Flow (prot)	1652	3388		3496		1197	1695		767
Flt Permitted	0.24	1.00		1.00		0.95	1.00		1.00
Satd. Flow (perm)	424	3388		3496		1197	1695		767
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	41	851	41	954	15	15	15	21	14
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	0
Lane Group Flow (vph)	41	890	0	969	0	15	36	0	14
Confl. Peds. (#/hr)			200		200	200			
Confl. Bikes (#/hr)			4						
Heavy Vehicles (%)	2%	2%	0%	1%	0%	0%	0%	2%	100%
Turn Type	Perm	NA		NA		Perm	NA		Prot
Protected Phases		2		6			8		13
Permitted Phases	2					8			
Actuated Green, G (s)	85.6	85.6		85.6		29.0	29.0		4.4
Effective Green, g (s)	86.6	86.6		86.6		30.0	30.0		5.4
Actuated g/C Ratio	0.62	0.62		0.62		0.21	0.21		0.04
Clearance Time (s)	7.0	7.0		7.0		6.0	6.0		8.0
Vehicle Extension (s)	3.0	3.0		3.0		3.0	3.0		3.0
Lane Grp Cap (vph)	262	2095		2162		256	363		29
v/s Ratio Prot		0.26		c0.28			c0.02		c0.02
v/s Ratio Perm	0.10					0.01			
v/c Ratio	0.16	0.42		0.45		0.06	0.10		0.48
Uniform Delay, d1	11.3	13.8		14.1		43.8	44.2		65.9
Progression Factor	1.02	0.99		0.29		1.00	1.00		1.00
Incremental Delay, d2	1.1	0.5		0.6		0.1	0.1		12.1
Delay (s)	12.6	14.2		4.7		43.9	44.3		78.0
Level of Service	B	B		A		D	D		E
Approach Delay (s)		14.1		4.7			44.2		
Approach LOS		B		A			D		

Intersection Summary			
HCM 2000 Control Delay	10.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	71.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

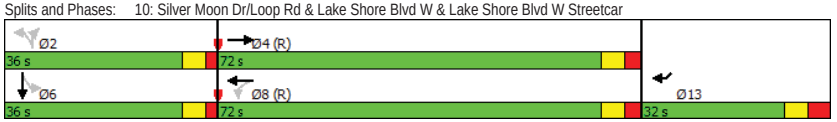
Timings
10: Silver Moon Dr/Loop Rd & Lake Shore Blvd W & Lake Shore Blvd W Streetcar

09-19-2019

Lane Group	EBT	WBL	WBT	NBL	NBR	SBT	SWR
Lane Configurations							
Traffic Volume (vph)	795	50	765	40	20	25	14
Future Volume (vph)	795	50	765	40	20	25	14
Turn Type	NA	Perm	NA	Perm	Perm	NA	Prot
Protected Phases	4		8			6	13
Permitted Phases		8		2	2		
Detector Phase	4	8	8	2	2	6	13
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	25.0	25.0	25.0	35.0	35.0	35.0	15.0
Total Split (s)	72.0	72.0	72.0	36.0	36.0	36.0	32.0
Total Split (%)	51.4%	51.4%	51.4%	25.7%	25.7%	25.7%	22.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	2.0	2.0	2.0	4.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	5.0	5.0	7.0
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Min	C-Min	C-Min	None	None	None	None

Intersection Summary
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 10: Silver Moon Dr/Loop Rd & Lake Shore Blvd W & Lake Shore Blvd W Streetcar



HCM Signalized Intersection Capacity Analysis
10: Silver Moon Dr/Loop Rd & Lake Shore Blvd W & Lake Shore Blvd W Streetcar

09-19-2019

Movement	EBT	EBR	WBL	WBT	NBL	NBR	SBL	SBT	SBR	SWR
Lane Configurations										
Traffic Volume (vph)	795	75	50	765	40	20	0	25	150	14
Future Volume (vph)	795	75	50	765	40	20	0	25	150	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.0	3.0	3.5	3.0	3.0	3.0	3.5	3.0	3.0
Total Lost time (s)	6.0		6.0	6.0	5.0	5.0		5.0		7.0
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00		1.00		1.00
Frpb, ped/bikes	0.95		1.00	1.00	1.00	0.51		0.75		1.00
Flpb, ped/bikes	1.00		0.90	1.00	0.80	1.00		1.00		1.00
Frt	0.99		1.00	1.00	1.00	0.85		0.87		0.86
Flt Protected	1.00		0.95	1.00	0.95	1.00		1.00		1.00
Satd. Flow (prot)	3293		1513	3535	1353	749		1199		767
Flt Permitted	1.00		0.27	1.00	0.49	1.00		1.00		1.00
Satd. Flow (perm)	3293		430	3535	693	749		1199		767
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	820	77	52	789	41	21	0	26	155	14
RTOR Reduction (vph)	3	0	0	0	0	0	0	122	0	0
Lane Group Flow (vph)	894	0	52	789	41	21	0	59	0	14
Confl. Peds. (#/hr)		200	200		200	200	200		200	
Confl. Bikes (#/hr)		3								
Heavy Vehicles (%)	2%	0%	0%	1%	0%	2%	2%	2%	2%	100%
Turn Type	NA		Perm	NA	Perm	Perm	Perm	NA		Prot
Protected Phases	4			8				6		13
Permitted Phases			8		2	2	6			
Actuated Green, G (s)	85.6		85.6	85.6	29.0	29.0		29.0		4.4
Effective Green, g (s)	86.6		86.6	86.6	30.0	30.0		30.0		5.4
Actuated g/C Ratio	0.62		0.62	0.62	0.21	0.21		0.21		0.04
Clearance Time (s)	7.0		7.0	7.0	6.0	6.0		6.0		8.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0		3.0		3.0
Lane Grp Cap (vph)	2036		265	2186	148	160		256		29
v/s Ratio Prot	c0.27			0.22				0.05		c0.02
v/s Ratio Perm			0.12		c0.06	0.03				
v/c Ratio	0.44		0.20	0.36	0.28	0.13		0.23		0.48
Uniform Delay, d1	14.0		11.6	13.1	45.9	44.5		45.5		65.9
Progression Factor	0.19		0.83	0.74	1.00	1.00		1.00		1.00
Incremental Delay, d2	0.6		1.0	0.3	1.0	0.4		0.5		12.1
Delay (s)	3.2		10.7	10.0	47.0	44.8		45.9		78.0
Level of Service	A		B	A	D	D		D		E
Approach Delay (s)	3.2			10.0				45.9		
Approach LOS	A			B				D		

Intersection Summary				
HCM 2000 Control Delay	11.8	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.40			
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	19.0	
Intersection Capacity Utilization	77.4%	ICU Level of Service	D	
Analysis Period (min)	15			

c Critical Lane Group

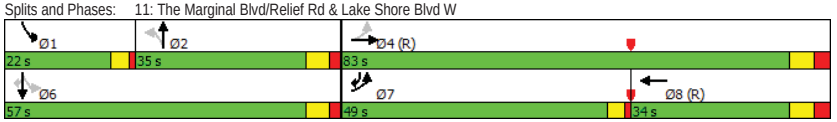
Timings
11: The Marginal Blvd/Relief Rd & Lake Shore Blvd W

09-19-2019

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	110	700	80	5	25	270	100	725
Future Volume (vph)	110	700	80	5	25	270	100	725
Turn Type	pm+pt	NA	NA	Perm	NA	pm+pt	NA	pm+ov
Protected Phases	7	4	8		2	1	6	7
Permitted Phases	4			2		6		6
Detector Phase	7	4	8	2	2	1	6	7
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	29.0	29.0	35.0	35.0	11.0	35.0	11.0
Total Split (s)	49.0	83.0	34.0	35.0	35.0	22.0	57.0	49.0
Total Split (%)	35.0%	59.3%	24.3%	25.0%	25.0%	15.7%	40.7%	35.0%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	3.0	4.0	3.0
All-Red Time (s)	1.0	3.0	3.0	2.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	6.0	6.0	5.0	5.0	3.0	5.0	3.0
Lead/Lag	Lead		Lag	Lag	Lag	Lead		Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes		Yes
Recall Mode	None	C-Min	C-Min	None	None	None	None	None

Intersection Summary
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 11: The Marginal Blvd/Relief Rd & Lake Shore Blvd W



HCM Signalized Intersection Capacity Analysis
11: The Marginal Blvd/Relief Rd & Lake Shore Blvd W

09-19-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	700	15	0	80	40	5	25	0	270	100	725
Future Volume (vph)	110	700	15	0	80	40	5	25	0	270	100	725
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	3.0	6.0			6.0		5.0	5.0		3.0	5.0	3.0
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	0.99			0.89		1.00	1.00		1.00	1.00	0.83
Flpb, ped/bikes	0.86	1.00			1.00		0.75	1.00		0.71	1.00	1.00
Frt	1.00	1.00			0.95		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1456	1817			1590		1262	1879		1173	1842	1222
Flt Permitted	0.59	1.00			1.00		0.69	1.00		0.67	1.00	1.00
Satd. Flow (perm)	907	1817			1590		917	1879		831	1842	1222
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	113	722	15	0	82	41	5	26	0	278	103	747
RTOR Reduction (vph)	0	0	0	0	12	0	0	0	0	0	0	13
Lane Group Flow (vph)	113	737	0	0	111	0	5	26	0	278	103	734
Confl. Peds. (#/hr)	200		200	200		200	200		200	200		200
Confl. Bikes (#/hr)			3			6						
Heavy Vehicles (%)	0%	2%	0%	0%	1%	0%	0%	0%	0%	2%	2%	2%
Turn Type	pm+pt	NA			NA		Perm	NA		pm+pt	NA	pm+ov
Protected Phases	7	4			8			2		1	6	7
Permitted Phases	4						2			6		6
Actuated Green, G (s)	74.3	74.3			33.3		29.0	29.0		52.7	52.7	89.7
Effective Green, g (s)	75.3	75.3			34.3		30.0	30.0		53.7	53.7	91.7
Actuated g/C Ratio	0.54	0.54			0.24		0.21	0.21		0.38	0.38	0.66
Clearance Time (s)	4.0	7.0			7.0		6.0	6.0		4.0	6.0	4.0
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	636	977			389		196	402		369	706	800
v/s Ratio Prot	0.05	c0.41			0.07			0.01		0.11	0.06	c0.25
v/s Ratio Perm	0.05						0.01			0.18		0.35
v/c Ratio	0.18	0.75			0.29		0.03	0.06		0.75	0.15	0.92
Uniform Delay, d1	16.3	25.1			42.9		43.5	43.8		35.7	28.2	20.9
Progression Factor	0.31	0.56			1.00		1.00	1.00		1.13	1.24	0.75
Incremental Delay, d2	0.1	5.0			1.8		0.1	0.1		7.0	0.1	13.0
Delay (s)	5.1	19.0			44.7		43.5	43.9		47.3	35.1	28.7
Level of Service	A	B			D		D	D		D	D	C
Approach Delay (s)		17.1			44.7			43.8			33.9	
Approach LOS		B			D			D			C	

Intersection Summary			
HCM 2000 Control Delay	28.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	89.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

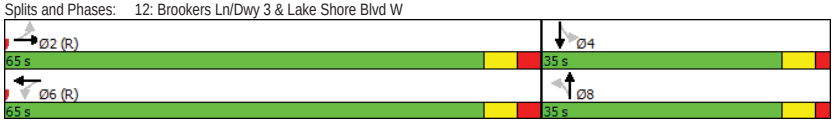
Timings
12: Brookers Ln/Dwy 3 & Lake Shore Blvd W

09-19-2019

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Configurations							
Traffic Volume (vph)	60	755	5	45	45	0	0
Future Volume (vph)	60	755	5	45	45	0	0
Turn Type	Perm	NA	Perm	NA	Perm	NA	NA
Protected Phases		2		6		8	4
Permitted Phases	2		6		8		
Detector Phase	2	2	6	6	8	8	4
Switch Phase							
Minimum Initial (s)	29.0	29.0	29.0	29.0	7.0	7.0	7.0
Minimum Split (s)	36.0	36.0	36.0	36.0	35.0	35.0	35.0
Total Split (s)	65.0	65.0	65.0	65.0	35.0	35.0	35.0
Total Split (%)	65.0%	65.0%	65.0%	65.0%	35.0%	35.0%	35.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	2.0	2.0	2.0
Lost Time Adjust (s)		-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)		6.0	6.0	6.0	5.0	5.0	5.0
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Min	C-Min	C-Min	C-Min	None	None	None

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 40 (40%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 12: Brookers Ln/Dwy 3 & Lake Shore Blvd W



HCM Signalized Intersection Capacity Analysis
12: Brookers Ln/Dwy 3 & Lake Shore Blvd W

09-19-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	755	125	5	45	0	45	0	30	0	0	25
Future Volume (vph)	60	755	125	5	45	0	45	0	30	0	0	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)		6.0		6.0	6.0		5.0	5.0			5.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	1.00			1.00	
Frpb, ped/bikes		0.97		1.00	1.00		1.00	0.89			0.81	
Flpb, ped/bikes		0.99		0.97	1.00		0.83	1.00			1.00	
Frt		0.98		1.00	1.00		1.00	0.85			0.86	
Flt Protected		1.00		0.95	1.00		0.95	1.00			1.00	
Satd. Flow (prot)		1744		1629	1756		1405	1415			1292	
Flt Permitted		0.98		0.27	1.00		0.74	1.00			1.00	
Satd. Flow (perm)		1711		470	1756		1094	1415			1292	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	63	795	132	5	47	0	47	0	32	0	0	26
RTOR Reduction (vph)	0	5	0	0	0	0	0	24	0	0	20	0
Lane Group Flow (vph)	0	985	0	5	47	0	47	8	0	0	6	0
Confl. Peds. (#/hr)	100		100	100		100	100		100	100		100
Confl. Bikes (#/hr)			2						1			
Heavy Vehicles (%)	2%	2%	0%	0%	7%	2%	0%	2%	0%	2%	2%	2%
Turn Type	Perm	NA		Perm	NA		Perm	NA			NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)		63.8		63.8	63.8		23.2	23.2			23.2	
Effective Green, g (s)		64.8		64.8	64.8		24.2	24.2			24.2	
Actuated g/C Ratio		0.65		0.65	0.65		0.24	0.24			0.24	
Clearance Time (s)		7.0		7.0	7.0		6.0	6.0			6.0	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)		1108		304	1137		264	342			312	
v/s Ratio Prot					0.03			0.01			0.00	
v/s Ratio Perm		c0.58		0.01			c0.04					
v/c Ratio		0.89		0.02	0.04		0.18	0.02			0.02	
Uniform Delay, d1		14.6		6.3	6.4		30.0	28.9			28.9	
Progression Factor		1.00		1.66	1.40		1.00	1.00			1.00	
Incremental Delay, d2		10.7		0.1	0.1		0.3	0.0			0.0	
Delay (s)		25.3		10.5	9.0		30.3	28.9			28.9	
Level of Service		C		B	A		C	C			C	
Approach Delay (s)		25.3			9.1			29.8			28.9	
Approach LOS		C			A			C			C	

Intersection Summary			
HCM 2000 Control Delay	25.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	90.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

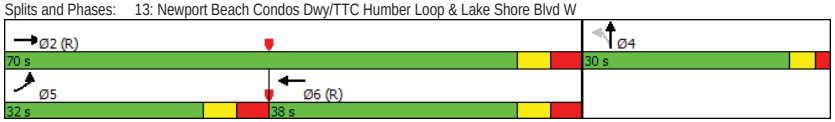
Timings
13: Newport Beach Condos Dwy/TTC Humber Loop & Lake Shore Blvd W

09-19-2019

Lane Group	EBL	EBT	WBT	NBT
Lane Configurations				
Traffic Volume (vph)	15	765	45	0
Future Volume (vph)	15	765	45	0
Turn Type	Prot	NA	NA	NA
Protected Phases	5	2	6	4
Permitted Phases				
Detector Phase	5	2	6	4
Switch Phase				
Minimum Initial (s)	7.0	16.0	16.0	7.0
Minimum Split (s)	15.0	24.0	24.0	29.0
Total Split (s)	32.0	70.0	38.0	30.0
Total Split (%)	32.0%	70.0%	38.0%	30.0%
Yellow Time (s)	4.0	4.0	4.0	3.0
All-Red Time (s)	4.0	4.0	4.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	7.0	7.0	7.0	4.0
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	C-Min	C-Min	None

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 13: Newport Beach Condos Dwy/TTC Humber Loop & Lake Shore Blvd W



HCM Signalized Intersection Capacity Analysis
13: Newport Beach Condos Dwy/TTC Humber Loop & Lake Shore Blvd W

09-19-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	765	10	0	45	0	5	0	0	0	0	0
Future Volume (vph)	15	765	10	0	45	0	5	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	7.0	7.0			7.0			4.0				
Lane Util. Factor	1.00	1.00			1.00			1.00				
Frpb, ped/bikes	1.00	0.99			1.00			1.00				
Flpb, ped/bikes	1.00	1.00			1.00			0.58				
Frt	1.00	1.00			1.00			1.00				
Flt Protected	0.95	1.00			1.00			0.95				
Satd. Flow (prot)	842	1827			1860			1041				
Flt Permitted	0.95	1.00			1.00			0.95				
Satd. Flow (perm)	842	1827			1860			1041				
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	15	789	10	0	46	0	5	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	15	799	0	0	46	0	0	5	0	0	0	0
Confl. Peds. (#/hr)			200	200			200					200
Confl. Bikes (#/hr)			6			5						
Heavy Vehicles (%)	100%	2%	0%	0%	1%	0%	0%	0%	0%	0%	0%	100%
Turn Type	Prot	NA			NA		Perm	NA				
Protected Phases	5	2			6			4				
Permitted Phases							4					
Actuated Green, G (s)	3.9	67.8			55.9			19.2				
Effective Green, g (s)	4.9	68.8			56.9			20.2				
Actuated g/C Ratio	0.05	0.69			0.57			0.20				
Clearance Time (s)	8.0	8.0			8.0			5.0				
Vehicle Extension (s)	3.0	3.0			3.0			3.0				
Lane Grp Cap (vph)	41	1256			1058			210				
v/s Ratio Prot	0.02	c0.44			0.02							
v/s Ratio Perm								0.00				
v/c Ratio	0.37	0.64			0.04			0.02				
Uniform Delay, d1	46.0	8.7			9.5			32.0				
Progression Factor	1.33	0.11			0.85			1.00				
Incremental Delay, d2	2.9	1.3			0.1			0.0				
Delay (s)	64.0	2.3			8.2			32.0				
Level of Service	E	A			A			C				
Approach Delay (s)		3.4			8.2			32.0			0.0	
Approach LOS		A			A			C			A	

Intersection Summary				
HCM 2000 Control Delay	3.9	HCM 2000 Level of Service	A	
HCM 2000 Volume to Capacity ratio	0.54			
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	18.0	
Intersection Capacity Utilization	63.5%	ICU Level of Service	B	
Analysis Period (min)	15			

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
14: Marine Parade Dr & Lake Shore Blvd W

09-19-2019

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	710	30	0	20	30	30
Future Volume (Veh/h)	710	30	0	20	30	30
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	780	33	0	22	33	33
Pedestrians					50	
Lane Width (m)					3.0	
Walking Speed (m/s)					1.2	
Percent Blockage					3	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)	132			168		
pX, platoon unblocked			0.73		0.73	0.73
vC, conflicting volume			863		868	846
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			631		638	608
tC, single (s)			4.1		*6.0	*5.4
tC, 2 stage (s)						
tF (s)			2.2		*3.0	*3.0
p0 queue free %			100		91	92
cM capacity (veh/h)			680		378	435

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	813	22	66
Volume Left	0	0	33
Volume Right	33	0	33
cSH	1700	680	404
Volume to Capacity	0.48	0.00	0.16
Queue Length 95th (m)	0.0	0.0	4.6
Control Delay (s)	0.0	0.0	15.6
Lane LOS			C
Approach Delay (s)	0.0	0.0	15.6
Approach LOS			C

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	49.5%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Lane Group	EBT	EBR	NBL
Lane Configurations			
Traffic Volume (vph)	670	45	20
Future Volume (vph)	670	45	20
Turn Type	NA	Perm	Prot
Protected Phases	2		4
Permitted Phases		2	
Detector Phase	2	2	4
Switch Phase			
Minimum Initial (s)	19.0	19.0	7.0
Minimum Split (s)	25.0	25.0	28.0
Total Split (s)	71.0	71.0	29.0
Total Split (%)	71.0%	71.0%	29.0%
Yellow Time (s)	4.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0
Total Lost Time (s)	5.0	5.0	4.0
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Min	C-Min	None

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 15: Palace Pier Ct & Lake Shore Blvd W



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	670	45	0	0	20	35
Future Volume (vph)	670	45	0	0	20	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.0	3.0	3.5	3.0	3.0
Total Lost time (s)	5.0	5.0			4.0	
Lane Util. Factor	1.00	1.00			1.00	
Frpb, ped/bikes	1.00	0.85			1.00	
Flpb, ped/bikes	1.00	1.00			1.00	
Frt	1.00	0.85			0.91	
Flt Protected	1.00	1.00			0.98	
Satd. Flow (prot)	1860	1258			1581	
Flt Permitted	1.00	1.00			0.98	
Satd. Flow (perm)	1860	1258			1581	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	744	50	0	0	22	39
RTOR Reduction (vph)	0	5	0	0	33	0
Lane Group Flow (vph)	744	45	0	0	28	0
Confl. Peds. (#/hr)		50	50		100	
Heavy Vehicles (%)	1%	2%	0%	0%	0%	1%
Turn Type	NA	Perm			Prot	
Protected Phases	2				4	
Permitted Phases		2				
Actuated Green, G (s)	73.8	73.8			15.2	
Effective Green, g (s)	74.8	74.8			16.2	
Actuated g/C Ratio	0.75	0.75			0.16	
Clearance Time (s)	6.0	6.0			5.0	
Vehicle Extension (s)	3.0	3.0			3.0	
Lane Grp Cap (vph)	1391	940			256	
v/s Ratio Prot	c0.40				c0.02	
v/s Ratio Perm		0.04				
v/c Ratio	0.53	0.05			0.11	
Uniform Delay, d1	5.3	3.3			35.8	
Progression Factor	0.16	0.05			1.00	
Incremental Delay, d2	1.2	0.1			0.2	
Delay (s)	2.1	0.2			35.9	
Level of Service	A	A			D	
Approach Delay (s)	2.0			0.0	35.9	
Approach LOS	A			A	D	

Intersection Summary			
HCM 2000 Control Delay	4.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	48.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Timings
16: Sir Casimir Gzowski Park Dwy/Windermere Ave & Lake Shore Blvd W

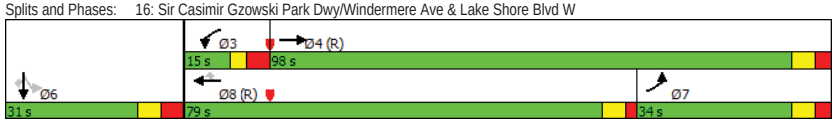
09-19-2019

Lane Group	EBL	EBT	WBL	WBT	WBR	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	380	3180	5	2520	105	105	10	435
Future Volume (vph)	380	3180	5	2520	105	105	10	435
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Perm
Protected Phases	7	4	3	8			6	
Permitted Phases					8	6		6
Detector Phase	7	4	3	8	8	6	6	6
Switch Phase								
Minimum Initial (s)	7.0	25.0	7.0	25.0	25.0	23.0	23.0	23.0
Minimum Split (s)	14.0	32.0	14.0	31.0	31.0	31.0	31.0	31.0
Total Split (s)	34.0	98.0	15.0	79.0	79.0	31.0	31.0	31.0
Total Split (%)	23.6%	68.1%	10.4%	54.9%	54.9%	21.5%	21.5%	21.5%
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	4.0	2.0	2.0	4.0	4.0	4.0
Lost Time Adjust (s)	-2.0	-1.0	-1.0	-2.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.0	6.0	6.0	4.0	5.0	7.0	7.0	7.0
Lead/Lag	Lag	Lag	Lead	Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes			
Recall Mode	Min	C-Min	None	C-Min	C-Min	None	None	None

Intersection Summary

Cycle Length: 144
Actuated Cycle Length: 144
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 16: Sir Casimir Gzowski Park Dwy/Windermere Ave & Lake Shore Blvd W



HCM Signalized Intersection Capacity Analysis
16: Sir Casimir Gzowski Park Dwy/Windermere Ave & Lake Shore Blvd W

09-19-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	380	3180	0	5	2520	105	0	0	0	105	10	435
Future Volume (vph)	380	3180	0	5	2520	105	0	0	0	105	10	435
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	5.0	6.0		6.0	4.0	5.0				7.0	7.0	7.0
Lane Util. Factor	1.00	0.86		1.00	*1.00	1.00				0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.96				1.00	1.00	0.76
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00				1.00	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85				1.00	1.00	0.95
Flt Protected	1.00	1.00		0.95	1.00	1.00				0.95	0.96	1.00
Satd. Flow (prot)	1756	6399		1685	5472	1402				1585	1669	1250
Flt Permitted	1.00	1.00		0.95	1.00	1.00				0.95	0.96	1.00
Satd. Flow (perm)	1756	6399		1685	5472	1402				1585	1669	1250
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	396	3312	0	5	2625	109	0	0	0	109	10	453
RTOR Reduction (vph)	0	0	0	0	0	48	0	0	0	0	0	264
Lane Group Flow (vph)	396	3313	0	5	2625	61	0	0	0	59	60	189
Confl. Peds. (#/hr)	8					8	116					116
Confl. Bikes (#/hr)						1						12
Heavy Vehicles (%)	1%	1%	0%	0%	3%	2%	0%	0%	0%	1%	11%	3%
Bus Blockages (#/hr)	0	0	0	0	0	2	0	0	0	0	0	0
Turn Type	Prot	NA		Prot	NA	Perm				Perm	NA	Perm
Protected Phases	7	4		3	8						6	
Permitted Phases						8				6		6
Actuated Green, G (s)	32.6	97.6		1.4	67.4	67.4				23.0	23.0	23.0
Effective Green, g (s)	34.6	98.6		2.4	69.4	68.4				24.0	24.0	24.0
Actuated g/C Ratio	0.24	0.68		0.02	0.48	0.48				0.17	0.17	0.17
Clearance Time (s)	7.0	7.0		7.0	6.0	6.0				8.0	8.0	8.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0				3.0	3.0	3.0
Lane Grp Cap (vph)	421	4381		28	2637	665				264	278	208
v/s Ratio Prot	c0.23	0.52		0.00	c0.48							
v/s Ratio Perm						0.04				0.04	0.04	c0.15
v/c Ratio	0.94	0.76		0.18	1.00	0.09				0.22	0.22	0.91
Uniform Delay, d1	53.7	14.8		69.8	37.1	20.8				51.9	51.9	58.9
Progression Factor	1.00	1.00		1.00	1.00	1.00				1.00	1.00	1.00
Incremental Delay, d2	29.2	1.3		3.0	16.5	0.3				0.4	0.4	37.6
Delay (s)	82.9	16.1		72.9	53.6	21.0				52.4	52.3	96.5
Level of Service	F	B		E	D	C				D	D	F
Approach Delay (s)		23.2			52.4			0.0			87.3	
Approach LOS		C			D			A			F	

Intersection Summary

HCM 2000 Control Delay	39.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	102.2%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
17: Marine Parade Dr & Humber Bay Park Rd E

09-19-2019



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	45	5	10	35	60	20
Future Volume (Veh/h)	45	5	10	35	60	20
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	49	5	11	38	65	22
Pedestrians	500					
Lane Width (m)	3.0					
Walking Speed (m/s)	1.2					
Percent Blockage	35					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)					142	
pX, platoon unblocked						
vC, conflicting volume	636	544	587			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	636	544	587			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	82	98	98			
cM capacity (veh/h)	266	319	651			

Direction, Lane #	EB 1	NB 1	SB 1	SB 2
Volume Total	54	49	43	44
Volume Left	49	11	0	0
Volume Right	5	0	0	22
cSH	270	651	1700	1700
Volume to Capacity	0.20	0.02	0.03	0.03
Queue Length 95th (m)	5.8	0.4	0.0	0.0
Control Delay (s)	21.6	2.5	0.0	0.0
Lane LOS	C	A		
Approach Delay (s)	21.6	2.5	0.0	
Approach LOS	C			

Intersection Summary				
Average Delay	6.8			
Intersection Capacity Utilization	23.3%	ICU Level of Service	A	
Analysis Period (min)	15			

HCM Unsignalized Intersection Capacity Analysis
18: Park Lawn Rd & Street A

09-19-2019



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	45	520	0	0	950
Future Volume (Veh/h)	0	45	520	0	0	950
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.95	0.95	0.95	0.90	0.95
Hourly flow rate (vph)	0	47	547	0	0	1000
Pedestrians	200					
Lane Width (m)	3.0					
Walking Speed (m/s)	1.2					
Percent Blockage	14					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			125			55
pX, platoon unblocked	0.93	0.95			0.95	
vC, conflicting volume	1247	474			747	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	885	342			629	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	91			100	
cM capacity (veh/h)	229	535			776	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	47	365	182	500	500
Volume Left	0	0	0	0	0
Volume Right	47	0	0	0	0
cSH	535	1700	1700	1700	1700
Volume to Capacity	0.09	0.21	0.11	0.29	0.29
Queue Length 95th (m)	2.3	0.0	0.0	0.0	0.0
Control Delay (s)	12.4	0.0	0.0	0.0	0.0
Lane LOS	B				
Approach Delay (s)	12.4	0.0		0.0	
Approach LOS	B				

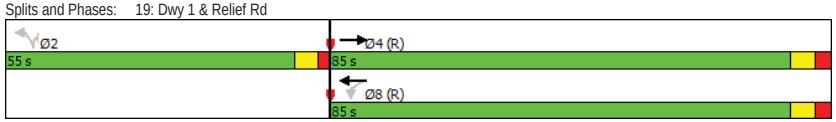
Intersection Summary				
Average Delay	0.4			
Intersection Capacity Utilization	29.6%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	255	170	205	240	130
Future Volume (vph)	255	170	205	240	130
Turn Type	NA	Perm	NA	Perm	Perm
Protected Phases	4		8		
Permitted Phases		8		2	2
Detector Phase	4	8	8	2	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	26.0	26.0	26.0	28.0	28.0
Total Split (s)	85.0	85.0	85.0	55.0	55.0
Total Split (%)	60.7%	60.7%	60.7%	39.3%	39.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	5.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	C-Min	C-Min	C-Min	None	None

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 19: Dwy 1 & Relief Rd



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	255	285	170	205	240	130
Future Volume (vph)	255	285	170	205	240	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.0	3.0	3.5	3.0	3.0
Total Lost time (s)	6.0		6.0	6.0	5.0	5.0
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frpb, ped/bikes	0.70		1.00	1.00	1.00	0.68
Flpb, ped/bikes	1.00		0.78	1.00	0.68	1.00
Frt	0.92		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	2262		1281	3500	1129	1002
Flt Permitted	1.00		0.42	1.00	0.95	1.00
Satd. Flow (perm)	2262		565	3500	1129	1002
Peak-hour factor, PHF	0.95	0.95	0.90	0.95	0.90	0.95
Adj. Flow (vph)	268	300	189	216	267	137
RTOR Reduction (vph)	108	0	0	0	0	98
Lane Group Flow (vph)	460	0	189	216	267	39
Confl. Peds. (#/hr)		200	200		200	200
Turn Type	NA		Perm	NA	Perm	Perm
Protected Phases	4			8		
Permitted Phases			8		2	2
Actuated Green, G (s)	88.6		88.6	88.6	38.4	38.4
Effective Green, g (s)	89.6		89.6	89.6	39.4	39.4
Actuated g/C Ratio	0.64		0.64	0.64	0.28	0.28
Clearance Time (s)	7.0		7.0	7.0	6.0	6.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1447		361	2240	317	281
v/s Ratio Prot	0.20			0.06		
v/s Ratio Perm			c0.33		c0.24	0.04
v/c Ratio	0.32		0.52	0.10	0.84	0.14
Uniform Delay, d1	11.4		13.6	9.7	47.4	37.6
Progression Factor	1.00		1.33	1.26	1.00	1.00
Incremental Delay, d2	0.6		4.8	0.1	18.0	0.2
Delay (s)	12.0		23.0	12.3	65.4	37.8
Level of Service	B		C	B	E	D
Approach Delay (s)	12.0			17.3	56.0	
Approach LOS	B			B	E	

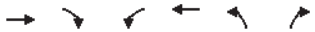
Intersection Summary

HCM 2000 Control Delay	26.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	62.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
21: Loop Rd & Street A

09-19-2019



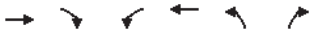
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	0	0	0	30	15	40
Future Volume (vph)	0	0	0	30	15	40
Peak Hour Factor	0.95	0.95	0.90	0.95	0.90	0.95
Hourly flow rate (vph)	0	0	0	32	17	42

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	0	32	59
Volume Left (vph)	0	0	17
Volume Right (vph)	0	0	42
Hadj (s)	0.00	0.03	-0.34
Departure Headway (s)	4.0	4.0	3.6
Degree Utilization, x	0.00	0.04	0.06
Capacity (veh/h)	881	872	979
Control Delay (s)	7.0	7.2	6.9
Approach Delay (s)	0.0	7.2	6.9
Approach LOS	A	A	A

Intersection Summary			
Delay		7.0	
Level of Service		A	
Intersection Capacity Utilization		33.3%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
22: Dwy 5 & Relief Rd

09-19-2019



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	360	25	0	375	0	40
Future Volume (Veh/h)	360	25	0	375	0	40
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.90	0.95	0.90	0.95
Hourly flow rate (vph)	379	26	0	395	0	42
Pedestrians					200	
Lane Width (m)					3.0	
Walking Speed (m/s)					1.2	
Percent Blockage					14	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)	60			81		
pX, platoon unblocked						
vC, conflicting volume			605		790	402
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			605		790	402
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	92
cM capacity (veh/h)			834		282	514

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	253	152	198	198	42
Volume Left	0	0	0	0	0
Volume Right	0	26	0	0	42
cSH	1700	1700	1700	1700	514
Volume to Capacity	0.15	0.09	0.12	0.12	0.08
Queue Length 95th (m)	0.0	0.0	0.0	0.0	2.1
Control Delay (s)	0.0	0.0	0.0	0.0	12.6
Lane LOS					B
Approach Delay (s)	0.0		0.0		12.6
Approach LOS					B

Intersection Summary			
Average Delay		0.6	
Intersection Capacity Utilization		23.3%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
24: Loop Rd & Street B

09-19-2019



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	15	55	0	0
Future Volume (Veh/h)	0	0	15	55	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.95	0.90	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	17	58	0	0
Pedestrians	200					
Lane Width (m)	3.0					
Walking Speed (m/s)	1.2					
Percent Blockage	14					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				133		
pX, platoon unblocked						
vC, conflicting volume	292	200	200			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	292	200	200			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	99			
cM capacity (veh/h)	593	724	1182			

Direction, Lane #	EB 1	NB 1
Volume Total	0	75
Volume Left	0	17
Volume Right	0	0
cSH	1700	1182
Volume to Capacity	0.00	0.01
Queue Length 95th (m)	0.0	0.4
Control Delay (s)	0.0	1.9
Lane LOS	A	A
Approach Delay (s)	0.0	1.9
Approach LOS	A	

Intersection Summary			
Average Delay	1.9		
Intersection Capacity Utilization	16.7%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
25: Loop Rd & Street C

09-19-2019



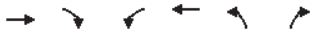
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	175	30	0	0	40	0
Future Volume (Veh/h)	175	30	0	0	40	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.95	0.95	0.95	0.90	0.95
Hourly flow rate (vph)	194	32	0	0	44	0
Pedestrians	200					
Lane Width (m)	3.0					
Walking Speed (m/s)	1.2					
Percent Blockage	14					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			113			
pX, platoon unblocked						
vC, conflicting volume	288	200			200	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	288	200			200	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	67	96			96	
cM capacity (veh/h)	582	724			1182	

Direction, Lane #	WB 1	SB 1
Volume Total	226	44
Volume Left	194	44
Volume Right	32	0
cSH	599	1182
Volume to Capacity	0.38	0.04
Queue Length 95th (m)	14.0	0.9
Control Delay (s)	14.6	8.2
Lane LOS	B	A
Approach Delay (s)	14.6	8.2
Approach LOS	B	

Intersection Summary			
Average Delay	13.6		
Intersection Capacity Utilization	31.5%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
26: Dwy 6 & Street C

09-19-2019



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	0	40	45	140	65	5
Future Volume (Veh/h)	0	40	45	140	65	5
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.90	0.95	0.90	0.95
Hourly flow rate (vph)	0	42	50	147	72	5
Pedestrians					200	
Lane Width (m)					3.0	
Walking Speed (m/s)					1.2	
Percent Blockage					14	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			242		468	221
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			242		468	221
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			96		84	99
cM capacity (veh/h)			1140		456	705

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	42	197	77
Volume Left	0	50	72
Volume Right	42	0	5
cSH	1700	1140	466
Volume to Capacity	0.02	0.04	0.17
Queue Length 95th (m)	0.0	1.1	4.7
Control Delay (s)	0.0	2.4	14.2
Lane LOS		A	B
Approach Delay (s)	0.0	2.4	14.2
Approach LOS			B

Intersection Summary				
Average Delay		5.0		
Intersection Capacity Utilization		27.1%	ICU Level of Service	A
Analysis Period (min)		15		

HCM Unsignalized Intersection Capacity Analysis
27: Relief Rd & Street C

09-19-2019



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	5	0	175	1090	185
Future Volume (Veh/h)	0	5	0	175	1090	185
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.95	0.90	0.95	0.95	0.95
Hourly flow rate (vph)	0	5	0	184	1147	195
Pedestrians	200					
Lane Width (m)	3.0					
Walking Speed (m/s)	1.2					
Percent Blockage	14					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				105	31	
pX, platoon unblocked						
vC, conflicting volume	1536	871	1542			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1536	871	1542			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	98	100			
cM capacity (veh/h)	92	253	367			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	5	92	92	765	577
Volume Left	0	0	0	0	0
Volume Right	5	0	0	0	195
cSH	253	1700	1700	1700	1700
Volume to Capacity	0.02	0.05	0.05	0.45	0.34
Queue Length 95th (m)	0.5	0.0	0.0	0.0	0.0
Control Delay (s)	19.5	0.0	0.0	0.0	0.0
Lane LOS	C				
Approach Delay (s)	19.5	0.0		0.0	
Approach LOS	C				

Intersection Summary				
Average Delay		0.1		
Intersection Capacity Utilization		47.2%	ICU Level of Service	A
Analysis Period (min)		15		

Timings
28: Relief Rd & Gardiner EB On Ramp/WB Off Ramp

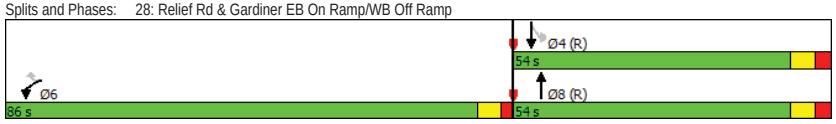
09-19-2019

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	1060	330	45	185	215
Future Volume (vph)	1060	330	45	185	215
Turn Type	Prot	Perm	NA	Perm	NA
Protected Phases	6		8		4
Permitted Phases		6		4	
Detector Phase	6	6	8	4	4
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	28.0	28.0	29.0	29.0	29.0
Total Split (s)	86.0	86.0	54.0	54.0	54.0
Total Split (%)	61.4%	61.4%	38.6%	38.6%	38.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	3.0	3.0	3.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.0	5.0	6.0	6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 4:SBTL and 8:NBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 28: Relief Rd & Gardiner EB On Ramp/WB Off Ramp



HCM Signalized Intersection Capacity Analysis
28: Relief Rd & Gardiner EB On Ramp/WB Off Ramp

09-19-2019

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1060	330	45	130	185	215
Future Volume (vph)	1060	330	45	130	185	215
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.0	3.5	3.0	3.0	3.5
Total Lost time (s)	5.0	5.0	6.0		6.0	6.0
Lane Util. Factor	0.97	1.00	0.95		1.00	1.00
Frpb, ped/bikes	1.00	0.68	0.60		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00		0.59	1.00
Frt	1.00	0.85	0.89		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	3204	1002	1867		977	1842
Flt Permitted	0.95	1.00	1.00		0.64	1.00
Satd. Flow (perm)	3204	1002	1867		654	1842
Peak-hour factor, PHF	0.90	0.95	0.95	0.95	0.90	0.95
Adj. Flow (vph)	1178	347	47	137	206	226
RTOR Reduction (vph)	0	101	75	0	0	0
Lane Group Flow (vph)	1178	246	109	0	206	226
Confl. Peds. (#/hr)	200	200		200	200	
Turn Type	Prot	Perm	NA		Perm	NA
Protected Phases	6		8			4
Permitted Phases		6			4	
Actuated Green, G (s)	64.9	64.9	62.1		62.1	62.1
Effective Green, g (s)	65.9	65.9	63.1		63.1	63.1
Actuated g/C Ratio	0.47	0.47	0.45		0.45	0.45
Clearance Time (s)	6.0	6.0	7.0		7.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	1508	471	841		294	830
v/s Ratio Prot	c0.37		0.06			0.12
v/s Ratio Perm		0.25			c0.31	
v/c Ratio	0.78	0.52	0.13		0.70	0.27
Uniform Delay, d1	31.0	26.0	22.4		30.9	24.1
Progression Factor	1.00	1.00	0.50		0.93	0.91
Incremental Delay, d2	2.7	1.0	0.3		12.7	0.8
Delay (s)	33.7	27.0	11.5		41.5	22.6
Level of Service	C	C	B		D	C
Approach Delay (s)	32.2		11.5			31.6
Approach LOS	C		B			C

Intersection Summary

HCM 2000 Control Delay	30.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	73.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
29: Park Lawn Rd & Dwy 4

09-19-2019

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	95	395	65	0	800
Future Volume (Veh/h)	0	95	395	65	0	800
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.95	0.95	0.95	0.90	0.95
Hourly flow rate (vph)	0	100	416	68	0	842
Pedestrians	200					
Lane Width (m)	3.0					
Walking Speed (m/s)	1.2					
Percent Blockage	14					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			81			81
pX, platoon unblocked	0.85					
vC, conflicting volume	1071	442			684	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	722	442			684	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	79			100	
cM capacity (veh/h)	264	485			779	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	100	277	207	421	421
Volume Left	0	0	0	0	0
Volume Right	100	0	68	0	0
cSH	485	1700	1700	1700	1700
Volume to Capacity	0.21	0.16	0.12	0.25	0.25
Queue Length 95th (m)	6.1	0.0	0.0	0.0	0.0
Control Delay (s)	14.3	0.0	0.0	0.0	0.0
Lane LOS	B				
Approach Delay (s)	14.3	0.0		0.0	
Approach LOS	B				

Intersection Summary			
Average Delay		1.0	
Intersection Capacity Utilization		26.6%	ICU Level of Service A
Analysis Period (min)		15	

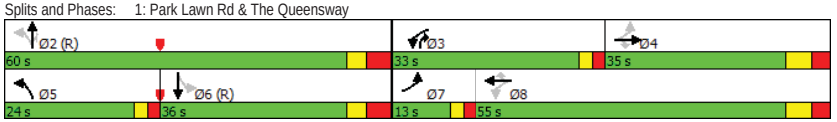
Timings
1: Park Lawn Rd & The Queensway

09-19-2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	145	760	340	415	705	70	330	420	405	55	490
Future Volume (vph)	145	760	340	415	705	70	330	420	405	55	490
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+ov	Perm	NA
Protected Phases	7	4		3	8		5	2	3		6
Permitted Phases	4		4	8		8	2		2	6	
Detector Phase	7	4	4	3	8	8	5	2	3	6	6
Switch Phase											
Minimum Initial (s)	7.0	24.0	24.0	7.0	24.0	24.0	7.0	29.0	7.0	29.0	29.0
Minimum Split (s)	11.0	31.0	31.0	11.0	31.0	31.0	11.0	36.0	11.0	36.0	36.0
Total Split (s)	13.0	35.0	35.0	33.0	55.0	55.0	24.0	60.0	33.0	36.0	36.0
Total Split (%)	10.2%	27.3%	27.3%	25.8%	43.0%	43.0%	18.8%	46.9%	25.8%	28.1%	28.1%
Yellow Time (s)	2.0	4.0	4.0	2.0	4.0	4.0	2.0	3.0	2.0	3.0	3.0
All-Red Time (s)	2.0	3.0	3.0	2.0	3.0	3.0	2.0	4.0	2.0	4.0	4.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-2.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	6.0	6.0	2.0	6.0	6.0	3.0	6.0	3.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	Min	None	C-Min	None	C-Min	C-Min

Intersection Summary
Cycle Length: 128
Actuated Cycle Length: 128
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 1: Park Lawn Rd & The Queensway



HCM Signalized Intersection Capacity Analysis
1: Park Lawn Rd & The Queensway

09-19-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	145	760	340	415	705	70	330	420	405	55	490	120
Future Volume (vph)	145	760	340	415	705	70	330	420	405	55	490	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	3.0	6.0	6.0	2.0	6.0	6.0	3.0	6.0	3.0	6.0	6.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.91	1.00	1.00	0.85	1.00	1.00	0.95	1.00	0.98	
Flpb, ped/bikes	0.98	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1640	3535	1336	1620	3535	1260	1664	1842	1377	1576	3385	
Flt Permitted	0.38	1.00	1.00	0.12	1.00	1.00	0.18	1.00	1.00	0.51	1.00	
Satd. Flow (perm)	653	3535	1336	210	3535	1260	314	1842	1377	850	3385	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	148	776	347	423	719	71	337	429	413	56	500	122
RTOR Reduction (vph)	0	0	267	0	0	44	0	0	12	0	17	0
Lane Group Flow (vph)	148	776	80	423	719	27	337	429	401	56	605	0
Confl. Peds. (#/hr)	50		50	50		50	50		50	50		50
Confl. Bikes (#/hr)			4			4			2			1
Heavy Vehicles (%)	1%	1%	1%	4%	1%	0%	1%	2%	4%	3%	1%	0%
Bus Blockages (#/hr)	0	0	3	0	0	3	0	0	0	0	0	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+ov	Perm	NA	
Protected Phases	7	4		3	8		5	2	3		6	
Permitted Phases	4		4	8		8	2		2	6		
Actuated Green, G (s)	37.3	28.5	28.5	61.0	48.2	48.2	53.0	53.0	81.5	29.0	29.0	
Effective Green, g (s)	39.3	29.5	29.5	63.0	49.2	49.2	54.0	54.0	83.5	30.0	30.0	
Actuated g/C Ratio	0.31	0.23	0.23	0.49	0.38	0.38	0.42	0.42	0.65	0.23	0.23	
Clearance Time (s)	4.0	7.0	7.0	4.0	7.0	7.0	4.0	7.0	4.0	7.0	7.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	276	814	307	439	1358	484	353	777	898	199	793	
v/s Ratio Prot	0.04	c0.22		c0.23	0.20		c0.16	0.23	0.10		0.18	
v/s Ratio Perm	0.12		0.06	0.24		0.02	c0.25		0.19	0.07		
v/c Ratio	0.54	0.95	0.26	0.96	0.53	0.06	0.95	0.55	0.45	0.28	0.76	
Uniform Delay, d1	33.8	48.6	40.3	37.6	30.5	24.8	31.0	27.9	10.9	40.2	45.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.50	1.42	0.51	1.00	1.00	
Incremental Delay, d2	2.0	20.9	0.5	33.4	0.4	0.0	33.9	2.6	0.3	3.5	6.9	
Delay (s)	35.8	69.4	40.8	71.0	30.8	24.8	80.3	42.1	5.9	43.7	52.6	
Level of Service	D	E	D	E	C	C	F	D	A	D	D	
Approach Delay (s)		57.7			44.5			40.4			51.8	
Approach LOS		E			D			D			D	

Intersection Summary				
HCM 2000 Control Delay	48.4	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.98			
Actuated Cycle Length (s)	128.0	Sum of lost time (s)	18.0	
Intersection Capacity Utilization	110.7%	ICU Level of Service	H	
Analysis Period (min)	15			
c Critical Lane Group				

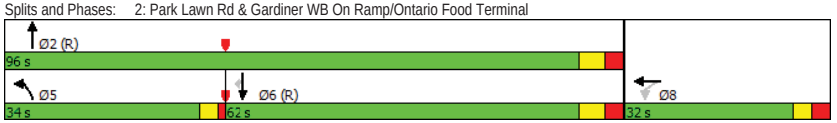
Timings
2: Park Lawn Rd & Gardiner WB On Ramp/Ontario Food Terminal

09-19-2019

Lane Group	NBL	NBT	SBT	SBR	Ø8
Lane Configurations					
Traffic Volume (vph)	630	1265	760	500	
Future Volume (vph)	630	1265	760	500	
Turn Type	Prot	NA	NA	Perm	
Protected Phases	5	2	6		8
Permitted Phases				6	
Detector Phase	5	2	6	6	
Switch Phase					
Minimum Initial (s)	7.0	38.0	38.0	38.0	7.0
Minimum Split (s)	11.0	45.0	45.0	45.0	32.0
Total Split (s)	34.0	96.0	62.0	62.0	32.0
Total Split (%)	26.6%	75.0%	48.4%	48.4%	25%
Yellow Time (s)	3.0	4.0	4.0	4.0	3.0
All-Red Time (s)	1.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	-4.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	0.0	6.0	6.0	6.0	
Lead/Lag	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes		Yes	Yes	
Recall Mode	None	C-Min	C-Min	C-Min	None

Intersection Summary
Cycle Length: 128
Actuated Cycle Length: 128
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Description: 04/07/2016

Splits and Phases: 2: Park Lawn Rd & Gardiner WB On Ramp/Ontario Food Terminal





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	630	1265	0	0	760	500
Future Volume (vph)	0	0	0	0	0	0	630	1265	0	0	760	500
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)							0.0	6.0			6.0	6.0
Lane Util. Factor							0.97	0.95			0.95	1.00
Frpb, ped/bikes							1.00	1.00			1.00	0.89
Flpb, ped/bikes							1.00	1.00			1.00	1.00
Frt							1.00	1.00			1.00	0.85
Flt Protected							0.95	1.00			1.00	1.00
Satd. Flow (prot)							3236	3500			3500	1303
Flt Permitted							0.95	1.00			1.00	1.00
Satd. Flow (perm)							3236	3500			3500	1303
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	0	0	0	0	0	0	636	1278	0	0	768	505
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	138
Lane Group Flow (vph)	0	0	0	0	0	0	636	1278	0	0	768	367
Confl. Peds. (#/hr)	50		50	50		50	50		50	50		50
Confl. Bikes (#/hr)									4			16
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	1%	2%	0%	0%	2%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	4
Turn Type							Prot	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8								6
Actuated Green, G (s)							28.8	99.4			66.6	66.6
Effective Green, g (s)							32.8	100.4			67.6	67.6
Actuated g/C Ratio							0.26	0.78			0.53	0.53
Clearance Time (s)							4.0	7.0			7.0	7.0
Vehicle Extension (s)							3.0	3.0			3.0	3.0
Lane Grp Cap (vph)							829	2745			1848	688
v/s Ratio Prot							c0.20	0.37			0.22	
v/s Ratio Perm												c0.28
v/c Ratio							0.77	0.47			0.42	0.53
Uniform Delay, d1							44.1	4.7			18.3	19.8
Progression Factor							1.07	1.13			1.09	1.16
Incremental Delay, d2							2.4	0.3			0.4	1.8
Delay (s)							49.7	5.6			20.3	24.8
Level of Service							D	A			C	C
Approach Delay (s)		0.0			0.0			20.3			22.1	
Approach LOS		A			A			C			C	

Intersection Summary					
HCM 2000 Control Delay	21.0	HCM 2000 Level of Service		C	
HCM 2000 Volume to Capacity ratio	0.51				
Actuated Cycle Length (s)	128.0	Sum of lost time (s)		11.0	
Intersection Capacity Utilization	80.8%	ICU Level of Service		D	
Analysis Period (min)	15				
Description: 04/07/2016					

c Critical Lane Group

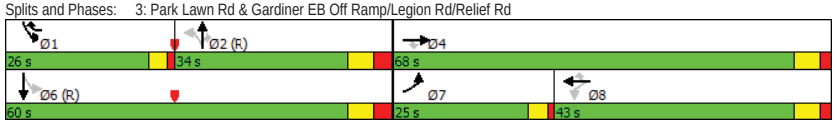
Timings
3: Park Lawn Rd & Gardiner EB Off Ramp/Legion Rd/Relief Rd

09-19-2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	470	170	450	195	15	375	65	1070	115	305	380
Future Volume (vph)	470	170	450	195	15	375	65	1070	115	305	380
Turn Type	Prot	NA	Perm	Perm	NA	pm+ov	Perm	NA	Perm	pm+pt	NA
Protected Phases	7	4			8	1		2		1	6
Permitted Phases			4	8		8	2		2	6	
Detector Phase	7	4	4	8	8	1	2	2	2	1	6
Switch Phase											
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	31.0	31.0	31.0	31.0	11.0	29.0	29.0	29.0	11.0	29.0
Total Split (s)	25.0	68.0	68.0	43.0	43.0	26.0	34.0	34.0	34.0	26.0	60.0
Total Split (%)	19.5%	53.1%	53.1%	33.6%	33.6%	20.3%	26.6%	26.6%	26.6%	20.3%	46.9%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	1.0	3.0	3.0	3.0	1.0	3.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	5.0	5.0	5.0	5.0	3.0	6.0	6.0	6.0	3.0	6.0
Lead/Lag	Lead			Lag	Lag	Lead	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	C-Min	None	C-Min

Intersection Summary
Cycle Length: 128
Actuated Cycle Length: 128
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
Description: 4/7/2016

Splits and Phases: 3: Park Lawn Rd & Gardiner EB Off Ramp/Legion Rd/Relief Rd



HCM Signalized Intersection Capacity Analysis
3: Park Lawn Rd & Gardiner EB Off Ramp/Legion Rd/Relief Rd

09-19-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	470	170	450	195	15	375	65	1070	115	305	380	70
Future Volume (vph)	470	170	450	195	15	375	65	1070	115	305	380	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	3.0	5.0	5.0	5.0	5.0	3.0	6.0	6.0	6.0	3.0	6.0	
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.69	1.00	1.00	1.00	1.00	1.00	0.82	1.00	0.95	
Flpb, ped/bikes	1.00	1.00	1.00	0.77	1.00	1.00	0.85	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3236	1879	1044	1264	1842	1478	1432	5029	1230	1685	3238	
Flt Permitted	0.95	1.00	1.00	0.64	1.00	1.00	0.48	1.00	1.00	0.11	1.00	
Satd. Flow (perm)	3236	1879	1044	856	1842	1478	722	5029	1230	198	3238	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	500	181	479	207	16	399	69	1138	122	324	404	74
RTOR Reduction (vph)	0	0	88	0	0	38	0	0	70	0	11	0
Lane Group Flow (vph)	500	181	391	207	16	361	69	1138	52	324	467	0
Confl. Peds. (#/hr)			200	200			100		100	100		100
Confl. Bikes (#/hr)									2			8
Heavy Vehicles (%)	1%	0%	0%	2%	2%	2%	0%	2%	0%	0%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	4
Turn Type	Prot	NA	Perm	Perm	NA	pm+ov	Perm	NA	Perm	pm+pt	NA	
Protected Phases	7	4			8	1		2		1	6	
Permitted Phases			4	8		8	2		2	6		
Actuated Green, G (s)	20.8	58.3	58.3	33.5	33.5	54.4	31.8	31.8	31.8	56.7	56.7	
Effective Green, g (s)	21.8	59.3	59.3	34.5	34.5	56.4	32.8	32.8	32.8	57.7	57.7	
Actuated g/C Ratio	0.17	0.46	0.46	0.27	0.27	0.44	0.26	0.26	0.26	0.45	0.45	
Clearance Time (s)	4.0	6.0	6.0	6.0	6.0	4.0	7.0	7.0	7.0	4.0	7.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	551	870	483	230	496	651	185	1288	315	343	1459	
v/s Ratio Prot	c0.15	0.10			0.01	0.09		0.23		c0.16	0.14	
v/s Ratio Perm			0.37	c0.24		0.15	0.10		0.04	c0.26		
v/c Ratio	0.91	0.21	0.81	0.90	0.03	0.55	0.37	0.88	0.17	0.94	0.32	
Uniform Delay, d1	52.1	20.4	29.5	45.1	34.4	26.5	39.1	45.8	37.0	37.7	22.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.79	1.11	
Incremental Delay, d2	18.6	0.1	9.7	33.8	0.0	1.0	5.7	9.0	1.1	32.9	0.5	
Delay (s)	70.7	20.5	39.2	78.9	34.5	27.5	44.8	54.8	38.1	100.1	25.5	
Level of Service	E	C	D	E	C	C	D	D	D	F	C	
Approach Delay (s)		49.9			44.8			52.8			55.7	
Approach LOS		D			D			D			E	

Intersection Summary					
HCM 2000 Control Delay	51.2	HCM 2000 Level of Service	D		
HCM 2000 Volume to Capacity ratio	0.94				
Actuated Cycle Length (s)	128.0	Sum of lost time (s)	17.0		
Intersection Capacity Utilization	85.9%	ICU Level of Service	E		
Analysis Period (min)	15				
Description: 4/7/2016					

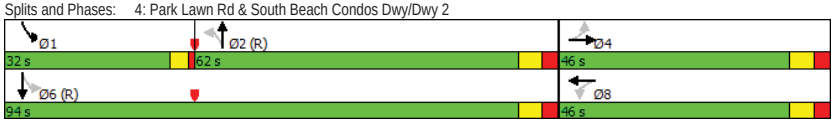
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	35	0	165	0	15	905	365	615
Future Volume (vph)	35	0	165	0	15	905	365	615
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases		4		8		2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	1	6
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	29.0	29.0	29.0	29.0	25.0	25.0	11.0	25.0
Total Split (s)	46.0	46.0	46.0	46.0	62.0	62.0	32.0	94.0
Total Split (%)	32.9%	32.9%	32.9%	32.9%	44.3%	44.3%	22.9%	67.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	1.0	3.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	3.0	6.0
Lead/Lag					Lag	Lag	Lead	
Lead-Lag Optimize?					Yes	Yes	Yes	
Recall Mode	None	None	None	None	C-Min	C-Min	None	C-Min

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 4: Park Lawn Rd & South Beach Condos Dwy/Dwy 2



HCM Signalized Intersection Capacity Analysis
4: Park Lawn Rd & South Beach Condos Dwy/Dwy 2

09-19-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	0	20	165	0	305	15	905	155	365	615	30
Future Volume (vph)	35	0	20	165	0	305	15	905	155	365	615	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		3.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.68		1.00	0.68		1.00	0.92		1.00	0.97	
Flpb, ped/bikes	0.88	1.00		0.69	1.00		0.78	1.00		1.00	1.00	
Frt	1.00	0.85		1.00	0.85		1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1478	1041		1167	1083		1282	3149		1685	3418	
Flt Permitted	0.26	1.00		0.74	1.00		0.39	1.00		0.12	1.00	
Satd. Flow (perm)	407	1041		914	1083		531	3149		219	3418	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	37	0	21	174	0	321	16	953	163	384	647	32
RTOR Reduction (vph)	0	16	0	0	247	0	0	9	0	0	2	0
Lane Group Flow (vph)	37	5	0	174	74	0	16	1107	0	384	677	0
Confl. Peds. (#/hr)	200		200	200		200	200		200	200		200
Confl. Bikes (#/hr)									5			7
Heavy Vehicles (%)	0%	0%	4%	0%	0%	0%	3%	2%	0%	0%	1%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	31.3	31.3		31.3	31.3		62.2	62.2		94.7	94.7	
Effective Green, g (s)	32.3	32.3		32.3	32.3		63.2	63.2		95.7	95.7	
Actuated g/C Ratio	0.23	0.23		0.23	0.23		0.45	0.45		0.68	0.68	
Clearance Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		4.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	93	240		210	249		239	1421		458	2336	
v/s Ratio Prot		0.00			0.07			0.35		c0.18	0.20	
v/s Ratio Perm	0.09			c0.19			0.03			c0.40		
v/c Ratio	0.40	0.02		0.83	0.30		0.07	0.78		0.84	0.29	
Uniform Delay, d1	45.6	41.6		51.2	44.5		21.7	32.5		32.9	8.7	
Progression Factor	1.00	1.00		1.00	1.00		0.76	0.75		1.00	1.00	
Incremental Delay, d2	2.8	0.0		22.8	0.7		0.5	4.1		12.6	0.3	
Delay (s)	48.4	41.7		74.0	45.1		17.1	28.6		45.6	9.1	
Level of Service	D	D		E	D		B	C		D	A	
Approach Delay (s)		46.0			55.3			28.4			22.3	
Approach LOS		D			E			C			C	

Intersection Summary				
HCM 2000 Control Delay	31.2	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.85			
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	15.0	
Intersection Capacity Utilization	93.7%	ICU Level of Service	F	
Analysis Period (min)	15			

c Critical Lane Group

Timings
5: Park Lawn Rd & Metro Grocery Dwy/Street B

09-19-2019

Lane Group	EBL	EBT	WBT	NBL	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	95	0	0	15	845	715
Future Volume (vph)	95	0	0	15	845	715
Turn Type	Perm	NA	NA	Perm	NA	NA
Protected Phases		4	8		2	6
Permitted Phases	4			2		
Detector Phase	4	4	8	2	2	6
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	18.0	18.0	18.0
Minimum Split (s)	30.0	30.0	30.0	24.0	24.0	24.0
Total Split (s)	31.0	31.0	31.0	39.0	39.0	39.0
Total Split (%)	44.3%	44.3%	44.3%	55.7%	55.7%	55.7%
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0	4.0
All-Red Time (s)	4.0	4.0	4.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	C-Min	C-Min	C-Min

Intersection Summary
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 5 (7%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 5: Park Lawn Rd & Metro Grocery Dwy/Street B



HCM Signalized Intersection Capacity Analysis
5: Park Lawn Rd & Metro Grocery Dwy/Street B

09-19-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	0	70	0	0	25	15	845	0	0	715	80
Future Volume (vph)	95	0	70	0	0	25	15	845	0	0	715	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	6.0	6.0			6.0		5.0	5.0			5.0	
Lane Util. Factor	1.00	1.00			1.00		1.00	0.95			0.95	
Frpb, ped/bikes	1.00	0.81			0.81		1.00	1.00			0.96	
Flpb, ped/bikes	0.82	1.00			1.00		0.89	1.00			1.00	
Frt	1.00	0.85			0.85		1.00	1.00			0.98	
Flt Protected	0.95	1.00			1.00		0.95	1.00			1.00	
Satd. Flow (prot)	1388	1275			1289		1455	3500			3310	
Flt Permitted	0.74	1.00			1.00		0.31	1.00			1.00	
Satd. Flow (perm)	1082	1275			1289		469	3500			3310	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	97	0	71	0	0	26	15	862	0	0	730	82
RTOR Reduction (vph)	0	34	0	0	19	0	0	0	0	0	10	0
Lane Group Flow (vph)	97	37	0	0	7	0	15	862	0	0	802	0
Confl. Peds. (#/hr)	200		200	200		200	200		200	200		200
Confl. Bikes (#/hr)			5			3			4			2
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	3%	2%	0%	0%	2%	1%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	18.4	18.4			18.4		38.6	38.6			38.6	
Effective Green, g (s)	19.4	19.4			19.4		39.6	39.6			39.6	
Actuated g/C Ratio	0.28	0.28			0.28		0.57	0.57			0.57	
Clearance Time (s)	7.0	7.0			7.0		6.0	6.0			6.0	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	299	353			357		265	1980			1872	
v/s Ratio Prot		0.03			0.01			c0.25			0.24	
v/s Ratio Perm	c0.09						0.03					
v/c Ratio	0.32	0.10			0.02		0.06	0.44			0.43	
Uniform Delay, d1	20.1	18.8			18.4		6.8	8.8			8.7	
Progression Factor	1.00	1.00			2.57		1.02	1.06			1.18	
Incremental Delay, d2	0.6	0.1			0.0		0.3	0.6			0.7	
Delay (s)	20.7	19.0			47.3		7.3	9.9			11.0	
Level of Service	C	B			D		A	A			B	
Approach Delay (s)		20.0			47.3			9.9			11.0	
Approach LOS		B			D			A			B	

Intersection Summary				
HCM 2000 Control Delay	11.8	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.40			
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	11.0	
Intersection Capacity Utilization	51.7%	ICU Level of Service	A	
Analysis Period (min)	15			

c Critical Lane Group

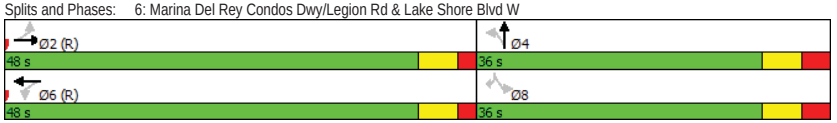
Timings
6: Marina Del Rey Condos Dwy/Legion Rd & Lake Shore Blvd W

09-19-2019

Lane Group	EBL	EBT	WBT	NBT	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	50	970	975	0	100	120
Future Volume (vph)	50	970	975	0	100	120
Turn Type	Perm	NA	NA	NA	Perm	Perm
Protected Phases		2	6	4		
Permitted Phases	2				8	8
Detector Phase	2	2	6	4	8	8
Switch Phase						
Minimum Initial (s)	19.0	19.0	19.0	7.0	7.0	7.0
Minimum Split (s)	25.0	25.0	25.0	35.0	35.0	35.0
Total Split (s)	48.0	48.0	48.0	36.0	36.0	36.0
Total Split (%)	57.1%	57.1%	57.1%	42.9%	42.9%	42.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	3.0	3.0	3.0
Lost Time Adjust (s)		-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)		5.0	5.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min	C-Min	C-Min	None	None	None

Intersection Summary
Cycle Length: 84
Actuated Cycle Length: 84
Offset: 3 (4%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Description: June 28 2016

Splits and Phases: 6: Marina Del Rey Condos Dwy/Legion Rd & Lake Shore Blvd W





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	970	0	0	975	70	15	0	30	100	0	120
Future Volume (vph)	50	970	0	0	975	70	15	0	30	100	0	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)		5.0			5.0			6.0		6.0		6.0
Lane Util. Factor		0.95			0.95			1.00		1.00		1.00
Frpb, ped/bikes		1.00			0.97			0.87		1.00		0.81
Flpb, ped/bikes		1.00			1.00			0.94		0.83		1.00
Frt		1.00			0.99			0.91		1.00		0.85
Flt Protected		1.00			1.00			0.98		0.95		1.00
Satd. Flow (prot)		3487			3361			1381		1403		1176
Flt Permitted		0.75			1.00			0.98		0.72		1.00
Satd. Flow (perm)		2623			3361			1381		1068		1176
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	58	1128	0	0	1134	81	17	0	35	116	0	140
RTOR Reduction (vph)	0	0	0	0	6	0	0	26	0	0	0	26
Lane Group Flow (vph)	0	1186	0	0	1209	0	0	26	0	116	0	114
Confl. Peds. (#/hr)	200		200	200		200	200		200	200		200
Confl. Bikes (#/hr)			21			11						
Heavy Vehicles (%)	0%	2%	0%	0%	2%	1%	0%	0%	0%	0%	0%	4%
Bus Blockages (#/hr)	11	0	0	11	0	0	0	0	0	0	0	0
Turn Type	Perm	NA			NA		Perm	NA		Perm		Perm
Protected Phases		2			6			4				
Permitted Phases	2			6			4			8		8
Actuated Green, G (s)		43.0			43.0			28.0		28.0		28.0
Effective Green, g (s)		44.0			44.0			29.0		29.0		29.0
Actuated g/C Ratio		0.52			0.52			0.35		0.35		0.35
Clearance Time (s)		6.0			6.0			7.0		7.0		7.0
Vehicle Extension (s)		3.0			3.0			3.0		3.0		3.0
Lane Grp Cap (vph)		1373			1760			476		368		406
v/s Ratio Prot					0.36							
v/s Ratio Perm		c0.45						0.02		c0.11		0.10
v/c Ratio		0.86			0.69			0.06		0.32		0.28
Uniform Delay, d1		17.4			14.9			18.4		20.2		19.9
Progression Factor		1.00			1.00			1.00		1.00		1.00
Incremental Delay, d2		7.4			2.2			0.0		0.5		0.4
Delay (s)		24.8			17.1			18.4		20.7		20.3
Level of Service		C			B			B		C		C
Approach Delay (s)		24.8			17.1			18.4			20.5	
Approach LOS		C			B			B			C	

Intersection Summary					
HCM 2000 Control Delay	20.8	HCM 2000 Level of Service	C		
HCM 2000 Volume to Capacity ratio	0.65				
Actuated Cycle Length (s)	84.0	Sum of lost time (s)	12.0		
Intersection Capacity Utilization	94.6%	ICU Level of Service	F		
Analysis Period (min)	15				
Description: June 28 2016					

HCM Signalized Intersection Capacity Analysis
6: Marina Del Rey Condos Dwy/Legion Rd & Lake Shore Blvd W 09-19-2019

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
7: Humber Bay Park Rd W & Lake Shore Blvd W

09-19-2019

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1045	60	100	955	60	115
Future Volume (Veh/h)	1045	60	100	955	60	115
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	1112	64	106	1016	64	122
Pedestrians					200	
Lane Width (m)					3.0	
Walking Speed (m/s)					1.2	
Percent Blockage					14	
Right turn flare (veh)						4
Median type	None			None		
Median storage veh)						
Upstream signal (m)	64			256		
pX, platoon unblocked			0.76		0.84	0.76
vC, conflicting volume			1376		2064	788
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			868		1042	96
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			79		51	80
cM capacity (veh/h)			515		131	622

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	741	435	445	677	186
Volume Left	0	0	106	0	64
Volume Right	0	64	0	0	122
cSH	1700	1700	515	1700	382
Volume to Capacity	0.44	0.26	0.21	0.40	0.49
Queue Length 95th (m)	0.0	0.0	6.1	0.0	20.6
Control Delay (s)	0.0	0.0	6.0	0.0	27.3
Lane LOS			A		D
Approach Delay (s)	0.0		2.4		27.3
Approach LOS					D

Intersection Summary			
Average Delay	3.1		
Intersection Capacity Utilization	73.9%	ICU Level of Service	D
Analysis Period (min)	15		

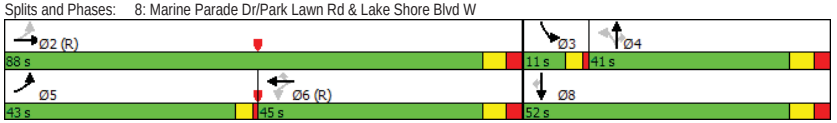
Timings
8: Marine Parade Dr/Park Lawn Rd & Lake Shore Blvd W

09-19-2019

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	480	575	5	630	215	30	85	15	205	80	490
Future Volume (vph)	480	575	5	630	215	30	85	15	205	80	490
Turn Type	pm+pt	NA	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		6			4		3	8	
Permitted Phases	2		6		6	4		4			8
Detector Phase	5	2	6	6	6	4	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	6.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0	6.0	34.0	34.0
Minimum Split (s)	10.0	41.0	41.0	41.0	41.0	41.0	41.0	41.0	10.0	42.0	42.0
Total Split (s)	43.0	88.0	45.0	45.0	45.0	41.0	41.0	41.0	11.0	52.0	52.0
Total Split (%)	30.7%	62.9%	32.1%	32.1%	32.1%	29.3%	29.3%	29.3%	7.9%	37.1%	37.1%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	1.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	1.0	3.0	3.0
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	6.0		6.0	6.0	6.0	6.0	6.0	3.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Min	C-Min	C-Min	C-Min	Min	Min	Min	None	Min	Min

Intersection Summary
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 115
Control Type: Actuated-Coordinated
Description: Oct 5 2015 SAT

Splits and Phases: 8: Marine Parade Dr/Park Lawn Rd & Lake Shore Blvd W





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	480	575	20	5	630	215	30	85	15	205	80	490
Future Volume (vph)	480	575	20	5	630	215	30	85	15	205	80	490
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	3.0	6.0			6.0	6.0	6.0	6.0	6.0	3.0	6.0	6.0
Lane Util. Factor	1.00	0.95			0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frpb, ped/bikes	1.00	0.99			1.00	0.63	1.00	1.00	0.63	1.00	1.00	0.63
Flpb, ped/bikes	0.99	1.00			1.00	1.00	0.68	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99			1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1526	3474			3495	941	1139	1789	843	3236	1824	895
Flt Permitted	0.19	1.00			0.95	1.00	0.70	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	306	3474			3319	941	843	1789	843	3236	1824	895
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	500	599	21	5	656	224	31	89	16	214	83	510
RTOR Reduction (vph)	0	2	0	0	0	128	0	0	12	0	0	333
Lane Group Flow (vph)	500	618	0	0	661	96	31	89	4	214	83	177
Confl. Peds. (#/hr)	500		500	500		500	500		500	500		500
Confl. Bikes (#/hr)			19			3			3			16
Heavy Vehicles (%)	4%	1%	0%	0%	2%	1%	0%	5%	11%	1%	3%	4%
Bus Blockages (#/hr)	11	0	0	11	0	0	0	0	4	0	0	4
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm
Protected Phases	5	2			6			4		3	8	
Permitted Phases	2			6		6	4		4			8
Actuated Green, G (s)	78.4	78.4			36.9	36.9	34.0	34.0	34.0	9.6	47.6	47.6
Effective Green, g (s)	79.4	79.4			37.9	37.9	35.0	35.0	35.0	10.6	48.6	48.6
Actuated g/C Ratio	0.57	0.57			0.27	0.27	0.25	0.25	0.25	0.08	0.35	0.35
Clearance Time (s)	4.0	7.0			7.0	7.0	7.0	7.0	7.0	4.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	509	1970			898	254	210	447	210	245	633	310
v/s Ratio Prot	c0.27	0.18						0.05		c0.07	0.05	
v/s Ratio Perm	c0.29				0.20	0.10	0.04		0.00			c0.20
v/c Ratio	0.98	0.31			0.74	0.38	0.15	0.20	0.02	0.87	0.13	0.57
Uniform Delay, d1	34.4	16.0			46.5	41.5	40.9	41.4	39.6	64.0	31.3	37.2
Progression Factor	1.00	1.00			0.89	1.72	1.00	1.00	1.00	0.95	0.90	4.31
Incremental Delay, d2	35.1	0.4			5.2	4.1	0.3	0.2	0.0	26.3	0.1	2.4
Delay (s)	69.5	16.4			46.8	75.3	41.2	41.7	39.6	87.1	28.4	162.8
Level of Service	E	B			D	E	D	D	D	F	C	F
Approach Delay (s)		40.1			54.0			41.3			128.9	
Approach LOS		D			D			D			F	

Intersection Summary			
HCM 2000 Control Delay	68.6	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	111.9%	ICU Level of Service	H
Analysis Period (min)	15		
Description: Oct 5 2015 SAT			

c Critical Lane Group

Timings
9: Shore Breeze Dr/Loop Rd & Lake Shore Blvd W & Loop Rd Streetcar

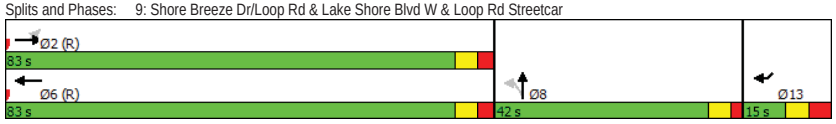
09-19-2019

Lane Group	EBL	EBT	WBT	NBL	NBT	SWR
Lane Configurations						
Traffic Volume (vph)	100	700	770	30	25	14
Future Volume (vph)	100	700	770	30	25	14
Turn Type	Perm	NA	NA	Perm	NA	Prot
Protected Phases		2	6		8	13
Permitted Phases	2			8		
Detector Phase	2	2	6	8	8	13
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	25.0	25.0	25.0	35.0	35.0	15.0
Total Split (s)	83.0	83.0	83.0	42.0	42.0	15.0
Total Split (%)	59.3%	59.3%	59.3%	30.0%	30.0%	10.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	2.0	2.0	4.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	5.0	7.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min	C-Min	C-Min	None	None	None

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 9: Shore Breeze Dr/Loop Rd & Lake Shore Blvd W & Loop Rd Streetcar



HCM Signalized Intersection Capacity Analysis
9: Shore Breeze Dr/Loop Rd & Lake Shore Blvd W & Loop Rd Streetcar

09-19-2019

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SWR
Lane Configurations									
Traffic Volume (vph)	100	700	30	770	25	30	25	35	14
Future Volume (vph)	100	700	30	770	25	30	25	35	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.5	3.0	3.0	3.5	3.0	3.0
Total Lost time (s)	6.0	6.0		6.0		5.0	5.0		7.0
Lane Util. Factor	1.00	0.95		0.95		1.00	1.00		1.00
Frpb, ped/bikes	1.00	0.98		0.98		1.00	1.00		1.00
Flpb, ped/bikes	1.00	1.00		1.00		0.71	1.00		1.00
Frt	1.00	0.99		1.00		1.00	0.91		0.86
Flt Protected	0.95	1.00		1.00		0.95	1.00		1.00
Satd. Flow (prot)	1652	3432		3490		1197	1695		767
Flt Permitted	0.31	1.00		1.00		0.95	1.00		1.00
Satd. Flow (perm)	539	3432		3490		1197	1695		767
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	100	700	30	770	25	30	25	35	14
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	0
Lane Group Flow (vph)	100	728	0	795	0	30	60	0	14
Confl. Peds. (#/hr)			200		200	200			
Confl. Bikes (#/hr)			5						
Heavy Vehicles (%)	2%	1%	0%	0%	0%	0%	0%	2%	100%
Turn Type	Perm	NA		NA		Perm	NA		Prot
Protected Phases		2		6			8		13
Permitted Phases	2					8			
Actuated Green, G (s)	85.6	85.6		85.6		29.0	29.0		4.4
Effective Green, g (s)	86.6	86.6		86.6		30.0	30.0		5.4
Actuated g/C Ratio	0.62	0.62		0.62		0.21	0.21		0.04
Clearance Time (s)	7.0	7.0		7.0		6.0	6.0		8.0
Vehicle Extension (s)	3.0	3.0		3.0		3.0	3.0		3.0
Lane Grp Cap (vph)	333	2122		2158		256	363		29
v/s Ratio Prot		0.21		c0.23			c0.04		c0.02
v/s Ratio Perm	0.19					0.03			
v/c Ratio	0.30	0.34		0.37		0.12	0.17		0.48
Uniform Delay, d1	12.5	12.9		13.2		44.3	44.8		65.9
Progression Factor	0.95	0.94		0.58		1.00	1.00		1.00
Incremental Delay, d2	2.1	0.4		0.5		0.2	0.2		12.1
Delay (s)	14.0	12.6		8.2		44.5	45.0		78.0
Level of Service	B	B		A		D	D		E
Approach Delay (s)		12.8		8.2			44.9		
Approach LOS		B		A			D		

Intersection Summary

HCM 2000 Control Delay	12.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	67.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Timings
10: Silver Moon Dr/Loop Rd & Lake Shore Blvd W & Lake Shore Blvd W Streetcar

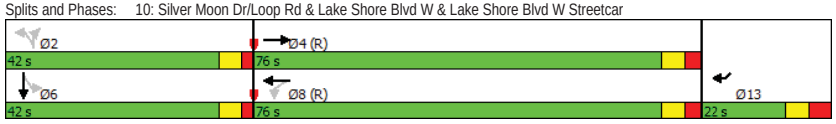
09-19-2019

Lane Group	EBT	WBL	WBT	NBL	NBR	SBT	SWR
Lane Configurations							
Traffic Volume (vph)	665	35	560	70	30	15	14
Future Volume (vph)	665	35	560	70	30	15	14
Turn Type	NA	Perm	NA	Perm	Perm	NA	Prot
Protected Phases	4		8			6	13
Permitted Phases		8		2	2		
Detector Phase	4	8	8	2	2	6	13
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	25.0	25.0	25.0	35.0	35.0	35.0	15.0
Total Split (s)	76.0	76.0	76.0	42.0	42.0	42.0	22.0
Total Split (%)	54.3%	54.3%	54.3%	30.0%	30.0%	30.0%	15.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	2.0	2.0	2.0	4.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	5.0	5.0	7.0
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Min	C-Min	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 10: Silver Moon Dr/Loop Rd & Lake Shore Blvd W & Lake Shore Blvd W Streetcar



HCM Signalized Intersection Capacity Analysis
10: Silver Moon Dr/Loop Rd & Lake Shore Blvd W & Lake Shore Blvd W Streetcar

09-19-2019

Movement	EBT	EBR	WBL	WBT	NBL	NBR	SBL	SBT	SBR	SWR
Lane Configurations										
Traffic Volume (vph)	665	70	35	560	70	30	0	15	175	14
Future Volume (vph)	665	70	35	560	70	30	0	15	175	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.0	3.0	3.5	3.0	3.0	3.0	3.5	3.0	3.0
Total Lost time (s)	6.0		6.0	6.0	5.0	5.0		5.0		7.0
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00		1.00		1.00
Frpb, ped/bikes	0.95		1.00	1.00	1.00	1.00		0.73		1.00
Flpb, ped/bikes	1.00		0.85	1.00	0.81	1.00		1.00		1.00
Frt	0.99		1.00	1.00	1.00	0.85		0.86		0.86
Flt Protected	1.00		0.95	1.00	0.95	1.00		1.00		1.00
Satd. Flow (prot)	3301		1437	3535	1365	1478		1154		767
Flt Permitted	1.00		0.33	1.00	0.46	1.00		1.00		1.00
Satd. Flow (perm)	3301		497	3535	661	1478		1154		767
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	679	71	36	571	71	31	0	15	179	14
RTOR Reduction (vph)	4	0	0	0	0	0	0	141	0	0
Lane Group Flow (vph)	746	0	36	571	71	31	0	53	0	14
Confl. Peds. (#/hr)		200	200		200		200		200	
Confl. Bikes (#/hr)		5								
Heavy Vehicles (%)	1%	0%	0%	1%	0%	2%	2%	2%	2%	100%
Turn Type	NA		Perm	NA	Perm	Perm	Perm	NA		Prot
Protected Phases	4			8				6		13
Permitted Phases			8		2	2	6			
Actuated Green, G (s)	85.6		85.6	85.6	29.0	29.0		29.0		4.4
Effective Green, g (s)	86.6		86.6	86.6	30.0	30.0		30.0		5.4
Actuated g/C Ratio	0.62		0.62	0.62	0.21	0.21		0.21		0.04
Clearance Time (s)	7.0		7.0	7.0	6.0	6.0		6.0		8.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0		3.0		3.0
Lane Grp Cap (vph)	2041		307	2186	141	316		247		29
v/s Ratio Prot	c0.23			0.16				0.05		c0.02
v/s Ratio Perm			0.07		c0.11	0.02				
v/c Ratio	0.37		0.12	0.26	0.50	0.10		0.22		0.48
Uniform Delay, d1	13.2		11.0	12.1	48.4	44.1		45.3		65.9
Progression Factor	0.25		0.80	0.77	1.00	1.00		1.00		1.00
Incremental Delay, d2	0.5		0.6	0.2	2.8	0.1		0.4		12.1
Delay (s)	3.7		9.4	9.6	51.3	44.3		45.8		78.0
Level of Service	A		A	A	D	D		D		E
Approach Delay (s)	3.7			9.6				45.8		
Approach LOS	A			A				D		

Intersection Summary

HCM 2000 Control Delay	14.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	72.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Timings
11: The Marginal Blvd/Relief Rd & Lake Shore Blvd W

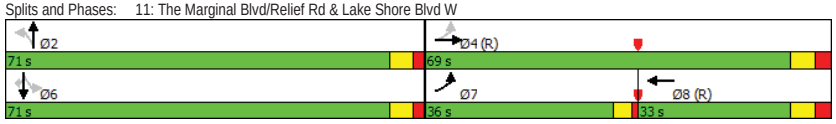
09-19-2019

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	170	510	75	15	45	220	70	510
Future Volume (vph)	170	510	75	15	45	220	70	510
Turn Type	pm+pt	NA	NA	Perm	NA	Perm	NA	Perm
Protected Phases	7	4	8		2		6	
Permitted Phases	4			2		6		6
Detector Phase	7	4	8	2	2	6	6	6
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	29.0	29.0	35.0	35.0	35.0	35.0	35.0
Total Split (s)	36.0	69.0	33.0	71.0	71.0	71.0	71.0	71.0
Total Split (%)	25.7%	49.3%	23.6%	50.7%	50.7%	50.7%	50.7%	50.7%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	6.0	6.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag					
Lead-Lag Optimize?	Yes		Yes					
Recall Mode	None	C-Min	C-Min	Max	Max	None	None	None

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBT, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 11: The Marginal Blvd/Relief Rd & Lake Shore Blvd W



HCM Signalized Intersection Capacity Analysis
11: The Marginal Blvd/Relief Rd & Lake Shore Blvd W

09-19-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	510	10	0	75	70	15	45	0	220	70	510
Future Volume (vph)	170	510	10	0	75	70	15	45	0	220	70	510
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	3.0	6.0			6.0		5.0	5.0		5.0	5.0	5.0
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	0.99			0.84		1.00	1.00		1.00	1.00	0.70
Flpb, ped/bikes	0.88	1.00			1.00		0.74	1.00		0.55	1.00	1.00
Frt	1.00	1.00			0.94		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1478	1836			1477		1243	1879		904	1842	1041
Flt Permitted	0.57	1.00			1.00		0.71	1.00		0.73	1.00	1.00
Satd. Flow (perm)	891	1836			1477		930	1879		692	1842	1041
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	173	520	10	0	77	71	15	46	0	224	71	520
RTOR Reduction (vph)	0	1	0	0	21	0	0	0	0	0	0	260
Lane Group Flow (vph)	173	529	0	0	127	0	15	46	0	224	71	260
Confl. Peds. (#/hr)	200		200	200		200	200		200	200		200
Confl. Bikes (#/hr)			6			3						
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	2%	2%	2%
Turn Type	pm+pt	NA			NA		Perm	NA		Perm	NA	Perm
Protected Phases	7	4			8			2			6	
Permitted Phases	4						2			6		6
Actuated Green, G (s)	58.0	58.0			39.5		69.0	69.0		69.0	69.0	69.0
Effective Green, g (s)	59.0	59.0			40.5		70.0	70.0		70.0	70.0	70.0
Actuated g/C Ratio	0.42	0.42			0.29		0.50	0.50		0.50	0.50	0.50
Clearance Time (s)	4.0	7.0			7.0		6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	440	773			427		465	939		346	921	520
v/s Ratio Prot	0.04	c0.29			0.09			0.02			0.04	
v/s Ratio Perm	0.12						0.02			c0.32		0.25
v/c Ratio	0.39	0.68			0.30		0.03	0.05		0.65	0.08	0.50
Uniform Delay, d1	26.7	32.9			38.7		17.8	17.9		25.9	18.2	23.3
Progression Factor	0.41	0.44			1.00		1.00	1.00		0.59	0.68	7.35
Incremental Delay, d2	0.6	4.7			1.8		0.1	0.1		3.6	0.0	0.7
Delay (s)	11.4	19.3			40.5		17.9	18.0		18.7	12.5	172.2
Level of Service	B	B			D		B	B		B	B	F
Approach Delay (s)		17.3			40.5			18.0			116.1	
Approach LOS		B			D			B			F	

Intersection Summary

HCM 2000 Control Delay	66.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	76.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Timings
12: Brookers Ln/Dwy 3 & Lake Shore Blvd W

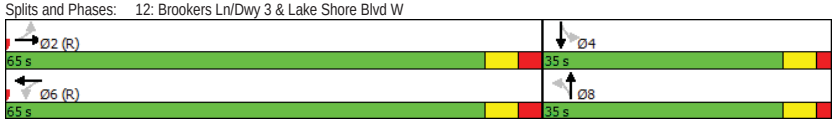
09-19-2019

Lane Group	EBL	EBT	WBT	NBL	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	40	600	55	45	0	0
Future Volume (vph)	40	600	55	45	0	0
Turn Type	Perm	NA	NA	Perm	NA	NA
Protected Phases		2	6		8	4
Permitted Phases	2			8		
Detector Phase	2	2	6	8	8	4
Switch Phase						
Minimum Initial (s)	29.0	29.0	29.0	7.0	7.0	7.0
Minimum Split (s)	36.0	36.0	36.0	35.0	35.0	35.0
Total Split (s)	65.0	65.0	65.0	35.0	35.0	35.0
Total Split (%)	65.0%	65.0%	65.0%	35.0%	35.0%	35.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	2.0	2.0	2.0
Lost Time Adjust (s)		-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)		6.0	6.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min	C-Min	C-Min	None	None	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 12: Brookers Ln/Dwy 3 & Lake Shore Blvd W



HCM Signalized Intersection Capacity Analysis
12: Brookers Ln/Dwy 3 & Lake Shore Blvd W

09-19-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	600	70	0	55	0	45	0	25	0	0	45
Future Volume (vph)	40	600	70	0	55	0	45	0	25	0	0	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)		6.0			6.0		5.0	5.0			5.0	
Lane Util. Factor		1.00			1.00		1.00	1.00			1.00	
Frpb, ped/bikes		0.98			1.00		1.00	0.89			0.81	
Flpb, ped/bikes		0.99			1.00		0.84	1.00			1.00	
Frt		0.99			1.00		1.00	0.85			0.86	
Flt Protected		1.00			1.00		0.95	1.00			1.00	
Satd. Flow (prot)		1779			1860		1412	1415			1292	
Flt Permitted		0.98			1.00		0.73	1.00			1.00	
Satd. Flow (perm)		1752			1860		1081	1415			1292	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	41	612	71	0	56	0	46	0	26	0	0	46
RTOR Reduction (vph)	0	4	0	0	0	0	0	20	0	0	35	0
Lane Group Flow (vph)	0	720	0	0	56	0	46	6	0	0	11	0
Confl. Peds. (#/hr)	100		100	100		100	100		100	100		100
Confl. Bikes (#/hr)			5						1			
Heavy Vehicles (%)	2%	1%	1%	0%	1%	2%	0%	2%	0%	2%	2%	2%
Turn Type	Perm	NA		Perm	NA		Perm	NA			NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)		63.8			63.8		23.2	23.2			23.2	
Effective Green, g (s)		64.8			64.8		24.2	24.2			24.2	
Actuated g/C Ratio		0.65			0.65		0.24	0.24			0.24	
Clearance Time (s)		7.0			7.0		6.0	6.0			6.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)		1135			1205		261	342			312	
v/s Ratio Prot					0.03			0.00			0.01	
v/s Ratio Perm		c0.41					c0.04					
v/c Ratio		0.63			0.05		0.18	0.02			0.04	
Uniform Delay, d1		10.5			6.4		30.0	28.9			29.0	
Progression Factor		1.00			1.24		1.00	1.00			1.00	
Incremental Delay, d2		2.7			0.1		0.3	0.0			0.0	
Delay (s)		13.2			8.0		30.3	28.9			29.0	
Level of Service		B			A		C	C			C	
Approach Delay (s)		13.2			8.0			29.8			29.0	
Approach LOS		B			A			C			C	

Intersection Summary

HCM 2000 Control Delay	15.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	78.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Timings
13: Newport Beach Condos Dwy/TTC Humber Loop & Lake Shore Blvd W

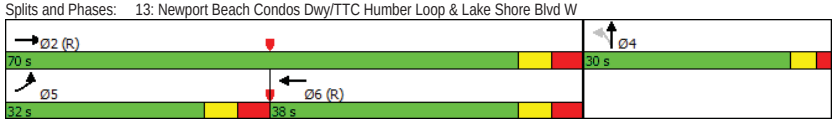
09-19-2019

Lane Group	EBT	WBT	NBT	Ø5
Lane Configurations				
Traffic Volume (vph)	600	55	0	
Future Volume (vph)	600	55	0	
Turn Type	NA	NA	NA	
Protected Phases	2	6	4	5
Permitted Phases				
Detector Phase	2	6	4	
Switch Phase				
Minimum Initial (s)	16.0	16.0	7.0	7.0
Minimum Split (s)	24.0	24.0	29.0	15.0
Total Split (s)	70.0	38.0	30.0	32.0
Total Split (%)	70.0%	38.0%	30.0%	32%
Yellow Time (s)	4.0	4.0	3.0	4.0
All-Red Time (s)	4.0	4.0	2.0	4.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	
Total Lost Time (s)	7.0	7.0	4.0	
Lead/Lag		Lag		Lead
Lead-Lag Optimize?		Yes		Yes
Recall Mode	C-Min	C-Min	None	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 13: Newport Beach Condos Dwy/TTC Humber Loop & Lake Shore Blvd W



HCM Signalized Intersection Capacity Analysis
13: Newport Beach Condos Dwy/TTC Humber Loop & Lake Shore Blvd W

09-19-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	600	15	0	55	0	5	0	5	0	0	0
Future Volume (vph)	0	600	15	0	55	0	5	0	5	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)		7.0			7.0			4.0				
Lane Util. Factor		1.00			1.00			1.00				
Frpb, ped/bikes		0.99			1.00			1.00				
Flpb, ped/bikes		1.00			1.00			0.79				
Frt		1.00			1.00			0.93				
Flt Protected		1.00			1.00			0.98				
Satd. Flow (prot)		1829			1860			1353				
Flt Permitted		1.00			1.00			0.98				
Satd. Flow (perm)		1829			1860			1353				
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	632	16	0	58	0	5	0	5	0	0	0
RTOR Reduction (vph)	0	1	0	0	0	0	0	8	0	0	0	0
Lane Group Flow (vph)	0	647	0	0	58	0	0	2	0	0	0	0
Confl. Peds. (#/hr)			200	200			200					200
Confl. Bikes (#/hr)			9			3						1
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA			NA		Perm	NA				
Protected Phases	5	2			6			4				
Permitted Phases							4					
Actuated Green, G (s)		67.8			67.8			19.2				
Effective Green, g (s)		68.8			68.8			20.2				
Actuated g/C Ratio		0.69			0.69			0.20				
Clearance Time (s)		8.0			8.0			5.0				
Vehicle Extension (s)		3.0			3.0			3.0				
Lane Grp Cap (vph)		1258			1279			273				
v/s Ratio Prot		c0.35			0.03							
v/s Ratio Perm								0.00				
v/c Ratio		0.51			0.05			0.01				
Uniform Delay, d1		7.5			5.0			31.9				
Progression Factor		1.84			0.86			1.00				
Incremental Delay, d2		1.2			0.1			0.0				
Delay (s)		15.1			4.4			31.9				
Level of Service		B			A			C				
Approach Delay (s)		15.1			4.4			31.9			0.0	
Approach LOS		B			A			C			A	

Intersection Summary

HCM 2000 Control Delay	14.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	55.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
14: Marine Parade Dr & Lake Shore Blvd W

09-19-2019

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	520	50	0	25	40	25
Future Volume (Veh/h)	520	50	0	25	40	25
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	553	53	0	27	43	27
Pedestrians					50	
Lane Width (m)					3.0	
Walking Speed (m/s)					1.2	
Percent Blockage					3	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)	133			168		
pX, platoon unblocked			0.83		0.83	0.83
vC, conflicting volume			656		656	630
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			477		478	445
tC, single (s)			4.1		*5.7	*5.5
tC, 2 stage (s)						
tF (s)			2.2		*3.0	*3.0
p0 queue free %			100		92	95
cM capacity (veh/h)			873		544	580

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	606	27	70
Volume Left	0	0	43
Volume Right	53	0	27
cSH	1700	873	557
Volume to Capacity	0.36	0.00	0.13
Queue Length 95th (m)	0.0	0.0	3.4
Control Delay (s)	0.0	0.0	12.4
Lane LOS			B
Approach Delay (s)	0.0	0.0	12.4
Approach LOS			B

Intersection Summary			
Average Delay		1.2	
Intersection Capacity Utilization		41.2%	ICU Level of Service A
Analysis Period (min)		15	

* User Entered Value

Timings
15: Palace Pier Ct & Lake Shore Blvd W

09-19-2019

Lane Group	EBT	EBR	NBL
Lane Configurations			
Traffic Volume (vph)	490	65	20
Future Volume (vph)	490	65	20
Turn Type	NA	Perm	Prot
Protected Phases	2		4
Permitted Phases		2	
Detector Phase	2	2	4
Switch Phase			
Minimum Initial (s)	19.0	19.0	7.0
Minimum Split (s)	25.0	25.0	28.0
Total Split (s)	71.0	71.0	29.0
Total Split (%)	71.0%	71.0%	29.0%
Yellow Time (s)	4.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0
Total Lost Time (s)	5.0	5.0	4.0
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Min	C-Min	None

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 15: Palace Pier Ct & Lake Shore Blvd W



HCM Signalized Intersection Capacity Analysis
15: Palace Pier Ct & Lake Shore Blvd W

09-19-2019

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	490	65	0	0	20	20
Future Volume (vph)	490	65	0	0	20	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.0	3.0	3.5	3.0	3.0
Total Lost time (s)	5.0	5.0			4.0	
Lane Util. Factor	1.00	1.00			1.00	
Frpb, ped/bikes	1.00	0.85			1.00	
Flpb, ped/bikes	1.00	1.00			1.00	
Frt	1.00	0.85			0.93	
Flt Protected	1.00	1.00			0.98	
Satd. Flow (prot)	1860	1253			1597	
Flt Permitted	1.00	1.00			0.98	
Satd. Flow (perm)	1860	1253			1597	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	516	68	0	0	21	21
RTOR Reduction (vph)	0	10	0	0	18	0
Lane Group Flow (vph)	516	58	0	0	24	0
Confl. Peds. (#/hr)		50	50		100	
Confl. Bikes (#/hr)		8				
Heavy Vehicles (%)	1%	2%	0%	0%	0%	2%
Turn Type	NA	Perm			Prot	
Protected Phases	2				4	
Permitted Phases		2				
Actuated Green, G (s)	73.8	73.8			15.2	
Effective Green, g (s)	74.8	74.8			16.2	
Actuated g/C Ratio	0.75	0.75			0.16	
Clearance Time (s)	6.0	6.0			5.0	
Vehicle Extension (s)	3.0	3.0			3.0	
Lane Grp Cap (vph)	1391	937			258	
v/s Ratio Prot	c0.28				c0.02	
v/s Ratio Perm		0.05				
v/c Ratio	0.37	0.06			0.09	
Uniform Delay, d1	4.4	3.3			35.7	
Progression Factor	0.96	1.07			1.00	
Incremental Delay, d2	0.7	0.1			0.2	
Delay (s)	4.9	3.7			35.8	
Level of Service	A	A			D	
Approach Delay (s)	4.7			0.0	35.8	
Approach LOS	A			A	D	

Intersection Summary				
HCM 2000 Control Delay	6.8	HCM 2000 Level of Service	A	
HCM 2000 Volume to Capacity ratio	0.32			
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.0	
Intersection Capacity Utilization	39.1%	ICU Level of Service	A	
Analysis Period (min)	15			

c Critical Lane Group

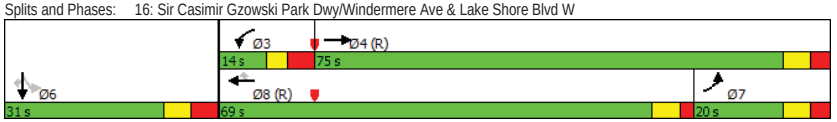
Timings
16: Sir Casimir Gzowski Park Dwy/Windermere Ave & Lake Shore Blvd W

09-19-2019

Lane Group	EBL	EBT	WBL	WBT	WBR	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	325	3215	20	1510	85	85	10	335
Future Volume (vph)	325	3215	20	1510	85	85	10	335
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Perm
Protected Phases	7	4	3	8			6	
Permitted Phases					8	6		6
Detector Phase	7	4	3	8	8	6	6	6
Switch Phase								
Minimum Initial (s)	7.0	25.0	7.0	25.0	25.0	23.0	23.0	23.0
Minimum Split (s)	14.0	32.0	14.0	31.0	31.0	31.0	31.0	31.0
Total Split (s)	20.0	75.0	14.0	69.0	69.0	31.0	31.0	31.0
Total Split (%)	16.7%	62.5%	11.7%	57.5%	57.5%	25.8%	25.8%	25.8%
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	4.0	2.0	2.0	4.0	4.0	4.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	5.0	7.0	7.0	7.0
Lead/Lag	Lag	Lag	Lead	Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes			
Recall Mode	Min	C-Min	None	C-Min	C-Min	None	None	None

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 16: Sir Casimir Gzowski Park Dwy/Windermere Ave & Lake Shore Blvd W



HCM Signalized Intersection Capacity Analysis
16: Sir Casimir Gzowski Park Dwy/Windermere Ave & Lake Shore Blvd W

09-19-2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	325	3215	0	20	1510	85	0	0	0	85	10	335
Future Volume (vph)	325	3215	0	20	1510	85	0	0	0	85	10	335
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	6.0	6.0		6.0	5.0	5.0				7.0	7.0	7.0
Lane Util. Factor	1.00	0.86		1.00	0.91	1.00				0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.95				1.00	1.00	0.77
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00				1.00	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85				1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00				0.95	0.96	1.00
Satd. Flow (prot)	1652	6337		1685	5029	1403				1600	1716	1145
Flt Permitted	0.95	1.00		0.95	1.00	1.00				0.95	0.96	1.00
Satd. Flow (perm)	1652	6337		1685	5029	1403				1600	1716	1145
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	335	3314	0	21	1557	88	0	0	0	88	10	345
RTOR Reduction (vph)	0	0	0	0	0	54	0	0	0	0	0	177
Lane Group Flow (vph)	335	3314	0	21	1557	34	0	0	0	48	50	168
Confl. Peds. (#/hr)	13					13	143					143
Confl. Bikes (#/hr)												2
Heavy Vehicles (%)	2%	2%	0%	0%	2%	2%	0%	0%	0%	0%	0%	1%
Turn Type	Prot	NA		Prot	NA	Perm				Perm	NA	Perm
Protected Phases	7	4		3	8						6	
Permitted Phases						8				6		6
Actuated Green, G (s)	31.2	72.2		2.8	44.8	44.8				23.0	23.0	23.0
Effective Green, g (s)	32.2	73.2		3.8	45.8	45.8				24.0	24.0	24.0
Actuated g/C Ratio	0.27	0.61		0.03	0.38	0.38				0.20	0.20	0.20
Clearance Time (s)	7.0	7.0		7.0	6.0	6.0				8.0	8.0	8.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0				3.0	3.0	3.0
Lane Grp Cap (vph)	443	3865		53	1919	535				320	343	229
v/s Ratio Prot	0.20	c0.52		0.01	c0.31							
v/s Ratio Perm						0.02				0.03	0.03	c0.15
v/c Ratio	0.76	0.86		0.40	0.81	0.06				0.15	0.15	0.73
Uniform Delay, d1	40.3	19.1		57.0	33.2	23.5				39.6	39.6	45.0
Progression Factor	1.00	1.00		1.00	1.00	1.00				1.00	1.00	1.00
Incremental Delay, d2	7.2	2.7		4.8	3.9	0.2				0.2	0.2	11.5
Delay (s)	47.5	21.8		61.8	37.1	23.7				39.8	39.8	56.6
Level of Service	D	C		E	D	C				D	D	E
Approach Delay (s)		24.2			36.7			0.0			52.8	
Approach LOS		C			D			A			D	

Intersection Summary				
HCM 2000 Control Delay	30.0	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.85			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	19.0	
Intersection Capacity Utilization	87.4%	ICU Level of Service	E	
Analysis Period (min)	15			

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
17: Marine Parade Dr & Humber Bay Park Rd E

09-19-2019



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	35	20	20	80	65	45
Future Volume (Veh/h)	35	20	20	80	65	45
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	36	21	21	83	68	47
Pedestrians	500					
Lane Width (m)	3.0					
Walking Speed (m/s)	1.2					
Percent Blockage	35					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)					142	
pX, platoon unblocked						
vC, conflicting volume	716	558	615			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	716	558	615			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	85	93	97			
cM capacity (veh/h)	233	312	636			

Direction, Lane #	EB 1	NB 1	SB 1	SB 2
Volume Total	57	104	45	70
Volume Left	36	21	0	0
Volume Right	21	0	0	47
cSH	257	636	1700	1700
Volume to Capacity	0.22	0.03	0.03	0.04
Queue Length 95th (m)	6.6	0.8	0.0	0.0
Control Delay (s)	23.0	2.5	0.0	0.0
Lane LOS	C	A		
Approach Delay (s)	23.0	2.5	0.0	
Approach LOS	C			

Intersection Summary				
Average Delay	5.7			
Intersection Capacity Utilization	23.3%	ICU Level of Service	A	
Analysis Period (min)	15			

HCM Unsignalized Intersection Capacity Analysis
18: Park Lawn Rd & Street A

09-19-2019

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	85	990	0	0	800
Future Volume (Veh/h)	0	85	990	0	0	800
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	94	1100	0	0	889
Pedestrians	200					
Lane Width (m)	3.0					
Walking Speed (m/s)	1.2					
Percent Blockage	14					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			122			59
pX, platoon unblocked	0.90	0.86			0.86	
vC, conflicting volume	1744	750			1300	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1224	383			1023	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	79			100	
cM capacity (veh/h)	132	455			499	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	94	733	367	444	444
Volume Left	0	0	0	0	0
Volume Right	94	0	0	0	0
cSH	455	1700	1700	1700	1700
Volume to Capacity	0.21	0.43	0.22	0.26	0.26
Queue Length 95th (m)	6.1	0.0	0.0	0.0	0.0
Control Delay (s)	15.0	0.0	0.0	0.0	0.0
Lane LOS	B				
Approach Delay (s)	15.0	0.0		0.0	
Approach LOS	B				

Intersection Summary			
Average Delay		0.7	
Intersection Capacity Utilization		39.3%	ICU Level of Service A
Analysis Period (min)		15	

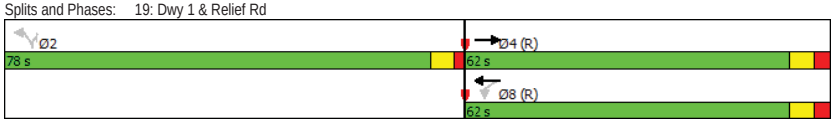
Timings
19: Dwy 1 & Relief Rd

09-19-2019

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	195	165	150	435	180
Future Volume (vph)	195	165	150	435	180
Turn Type	NA	Perm	NA	Perm	Perm
Protected Phases	4		8		
Permitted Phases		8		2	2
Detector Phase	4	8	8	2	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	26.0	26.0	26.0	28.0	28.0
Total Split (s)	62.0	62.0	62.0	78.0	78.0
Total Split (%)	44.3%	44.3%	44.3%	55.7%	55.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	5.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	C-Min	C-Min	C-Min	None	None

Intersection Summary
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 19: Dwy 1 & Relief Rd



HCM Signalized Intersection Capacity Analysis
19: Dwy 1 & Relief Rd

09-19-2019

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	195	395	165	150	435	180
Future Volume (vph)	195	395	165	150	435	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.0	3.0	3.5	3.0	3.0
Total Lost time (s)	6.0		6.0	6.0	5.0	5.0
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frpb, ped/bikes	0.62		1.00	1.00	1.00	0.68
Flpb, ped/bikes	1.00		0.85	1.00	0.68	1.00
Frt	0.90		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1959		1410	3500	1129	1002
Flt Permitted	1.00		0.32	1.00	0.95	1.00
Satd. Flow (perm)	1959		478	3500	1129	1002
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	217	439	183	167	483	200
RTOR Reduction (vph)	243	0	0	0	0	73
Lane Group Flow (vph)	413	0	183	167	483	127
Confl. Peds. (#/hr)		200	200		200	200
Turn Type	NA		Perm	NA	Perm	Perm
Protected Phases	4			8		
Permitted Phases			8		2	2
Actuated Green, G (s)	61.3		61.3	61.3	65.7	65.7
Effective Green, g (s)	62.3		62.3	62.3	66.7	66.7
Actuated g/C Ratio	0.44		0.44	0.44	0.48	0.48
Clearance Time (s)	7.0		7.0	7.0	6.0	6.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	871		212	1557	537	477
v/s Ratio Prot	0.21			0.05		
v/s Ratio Perm			c0.38		c0.43	0.13
v/c Ratio	0.47		0.86	0.11	0.90	0.27
Uniform Delay, d1	27.3		35.0	22.6	33.6	22.0
Progression Factor	1.00		1.03	1.07	1.00	1.00
Incremental Delay, d2	1.8		32.1	0.1	17.7	0.3
Delay (s)	29.2		68.3	24.3	51.3	22.3
Level of Service	C		E	C	D	C
Approach Delay (s)	29.2			47.3	42.8	
Approach LOS	C			D	D	

Intersection Summary				
HCM 2000 Control Delay	38.4	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.89			
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	70.7%	ICU Level of Service	C	
Analysis Period (min)	15			

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
21: Loop Rd & Street A

09-19-2019

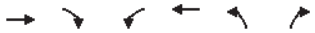
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	0	0	0	60	25	100
Future Volume (vph)	0	0	0	60	25	100
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	67	28	111

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	0	67	139
Volume Left (vph)	0	0	28
Volume Right (vph)	0	0	111
Hadj (s)	0.00	0.03	-0.40
Departure Headway (s)	4.2	4.2	3.6
Degree Utilization, x	0.00	0.08	0.14
Capacity (veh/h)	822	826	960
Control Delay (s)	7.2	7.6	7.2
Approach Delay (s)	0.0	7.6	7.2
Approach LOS	A	A	A

Intersection Summary			
Delay	7.3		
Level of Service	A		
Intersection Capacity Utilization	33.8%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
22: Dwy 5 & Relief Rd

09-19-2019



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	335	40	0	315	0	50
Future Volume (Veh/h)	335	40	0	315	0	50
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	372	44	0	350	0	56
Pedestrians					200	
Lane Width (m)					3.0	
Walking Speed (m/s)					1.2	
Percent Blockage					14	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)	65			61		
pX, platoon unblocked						
vC, conflicting volume			616		769	408
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			616		769	408
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	89
cM capacity (veh/h)			826		291	510

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	248	168	175	175	56
Volume Left	0	0	0	0	0
Volume Right	0	44	0	0	56
cSH	1700	1700	1700	1700	510
Volume to Capacity	0.15	0.10	0.10	0.10	0.11
Queue Length 95th (m)	0.0	0.0	0.0	0.0	2.9
Control Delay (s)	0.0	0.0	0.0	0.0	12.9
Lane LOS					B
Approach Delay (s)	0.0		0.0		12.9
Approach LOS					B

Intersection Summary				
Average Delay	0.9			
Intersection Capacity Utilization	23.3%	ICU Level of Service	A	
Analysis Period (min)	15			

HCM Unsignalized Intersection Capacity Analysis
24: Loop Rd & Street B

09-19-2019



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	25	125	0	0
Future Volume (Veh/h)	0	0	25	125	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	28	139	0	0
Pedestrians	200					
Lane Width (m)	3.0					
Walking Speed (m/s)	1.2					
Percent Blockage	14					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				129		
pX, platoon unblocked						
vC, conflicting volume	395	200	200			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	395	200	200			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	98			
cM capacity (veh/h)	513	724	1182			

Direction, Lane #	EB 1	NB 1
Volume Total	0	167
Volume Left	0	28
Volume Right	0	0
cSH	1700	1182
Volume to Capacity	0.00	0.02
Queue Length 95th (m)	0.0	0.6
Control Delay (s)	0.0	1.5
Lane LOS	A	A
Approach Delay (s)	0.0	1.5
Approach LOS	A	

Intersection Summary				
Average Delay	1.5			
Intersection Capacity Utilization	18.0%	ICU Level of Service	A	
Analysis Period (min)	15			

HCM Unsignalized Intersection Capacity Analysis
25: Loop Rd & Street C

09-19-2019



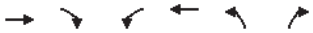
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	190	60	0	0	100	0
Future Volume (Veh/h)	190	60	0	0	100	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	211	67	0	0	111	0
Pedestrians	200					
Lane Width (m)	3.0					
Walking Speed (m/s)	1.2					
Percent Blockage	14					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			101			
pX, platoon unblocked						
vC, conflicting volume	422	200			200	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	422	200			200	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	54	91			91	
cM capacity (veh/h)	459	724			1182	

Direction, Lane #	WB 1	SB 1
Volume Total	278	111
Volume Left	211	111
Volume Right	67	0
cSH	503	1182
Volume to Capacity	0.55	0.09
Queue Length 95th (m)	26.5	2.5
Control Delay (s)	20.6	8.4
Lane LOS	C	A
Approach Delay (s)	20.6	8.4
Approach LOS	C	

Intersection Summary				
Average Delay	17.1			
Intersection Capacity Utilization	34.2%	ICU Level of Service		A
Analysis Period (min)	15			

HCM Unsignalized Intersection Capacity Analysis
26: Dwy 6 & Street C

09-19-2019



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	0	100	35	90	160	10
Future Volume (Veh/h)	0	100	35	90	160	10
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	111	39	100	178	11
Pedestrians					200	
Lane Width (m)					3.0	
Walking Speed (m/s)					1.2	
Percent Blockage					14	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			311		434	256
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			311		434	256
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			96		63	98
cM capacity (veh/h)			1076		481	674

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	111	139	189
Volume Left	0	39	178
Volume Right	111	0	11
cSH	1700	1076	489
Volume to Capacity	0.07	0.04	0.39
Queue Length 95th (m)	0.0	0.9	14.4
Control Delay (s)	0.0	2.6	16.9
Lane LOS		A	C
Approach Delay (s)	0.0	2.6	16.9
Approach LOS			C

Intersection Summary				
Average Delay	8.1			
Intersection Capacity Utilization	30.1%	ICU Level of Service		A
Analysis Period (min)	15			

HCM Unsignalized Intersection Capacity Analysis
27: Relief Rd & Street C

09-19-2019

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	10	0	285	790	125
Future Volume (Veh/h)	0	10	0	285	790	125
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	11	0	317	878	139
Pedestrians	200					
Lane Width (m)	3.0					
Walking Speed (m/s)	1.2					
Percent Blockage	14					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				97	33	
pX, platoon unblocked						
vC, conflicting volume	1306	708	1217			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1306	708	1217			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	97	100			
cM capacity (veh/h)	130	325	490			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	11	158	158	585	432
Volume Left	0	0	0	0	0
Volume Right	11	0	0	0	139
cSH	325	1700	1700	1700	1700
Volume to Capacity	0.03	0.09	0.09	0.34	0.25
Queue Length 95th (m)	0.8	0.0	0.0	0.0	0.0
Control Delay (s)	16.5	0.0	0.0	0.0	0.0
Lane LOS	C				
Approach Delay (s)	16.5	0.0		0.0	
Approach LOS	C				

Intersection Summary				
Average Delay		0.1		
Intersection Capacity Utilization		36.9%	ICU Level of Service	A
Analysis Period (min)		15		

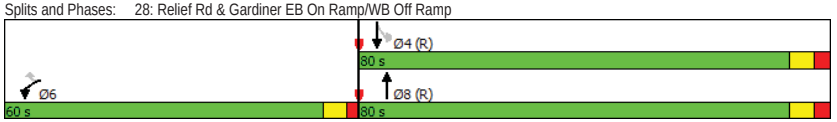
Timings
28: Relief Rd & Gardiner EB On Ramp/WB Off Ramp

09-19-2019

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	710	235	80	180	205
Future Volume (vph)	710	235	80	180	205
Turn Type	Prot	Perm	NA	Perm	NA
Protected Phases	6		8		4
Permitted Phases		6		4	
Detector Phase	6	6	8	4	4
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	28.0	28.0	29.0	29.0	29.0
Total Split (s)	60.0	60.0	80.0	80.0	80.0
Total Split (%)	42.9%	42.9%	57.1%	57.1%	57.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	3.0	3.0	3.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.0	5.0	6.0	6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Min	C-Min	C-Min

Intersection Summary
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 4:SBTL and 8:NBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 28: Relief Rd & Gardiner EB On Ramp/WB Off Ramp



HCM Signalized Intersection Capacity Analysis
28: Relief Rd & Gardiner EB On Ramp/WB Off Ramp

09-19-2019



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	710	235	80	205	180	205
Future Volume (vph)	710	235	80	205	180	205
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.0	3.5	3.0	3.0	3.5
Total Lost time (s)	5.0	5.0	6.0		6.0	6.0
Lane Util. Factor	0.97	1.00	0.95		1.00	1.00
Frpb, ped/bikes	1.00	0.68	0.61		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00		0.66	1.00
Frt	1.00	0.85	0.89		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	3204	1002	1917		1091	1842
Flt Permitted	0.95	1.00	1.00		0.56	1.00
Satd. Flow (perm)	3204	1002	1917		643	1842
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	789	261	89	228	200	228
RTOR Reduction (vph)	0	137	87	0	0	0
Lane Group Flow (vph)	789	124	230	0	200	228
Confl. Peds. (#/hr)	200	200		200	200	
Turn Type	Prot	Perm	NA		Perm	NA
Protected Phases	6		8			4
Permitted Phases		6			4	
Actuated Green, G (s)	41.4	41.4	85.6		85.6	85.6
Effective Green, g (s)	42.4	42.4	86.6		86.6	86.6
Actuated g/C Ratio	0.30	0.30	0.62		0.62	0.62
Clearance Time (s)	6.0	6.0	7.0		7.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	970	303	1185		397	1139
v/s Ratio Prot	c0.25		0.12			0.12
v/s Ratio Perm		0.12			c0.31	
v/c Ratio	0.81	0.41	0.19		0.50	0.20
Uniform Delay, d1	45.1	38.8	11.6		14.8	11.6
Progression Factor	1.00	1.00	0.13		0.97	0.99
Incremental Delay, d2	5.3	0.9	0.4		4.2	0.4
Delay (s)	50.4	39.7	1.8		18.5	11.9
Level of Service	D	D	A		B	B
Approach Delay (s)	47.8		1.8			15.0
Approach LOS	D		A			B

Intersection Summary				
HCM 2000 Control Delay	31.8	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.60			
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	11.0	
Intersection Capacity Utilization	62.7%	ICU Level of Service	B	
Analysis Period (min)	15			

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
29: Park Lawn Rd & Dwy 4

09-19-2019



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	170	695	110	0	810
Future Volume (Veh/h)	0	170	695	110	0	810
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	189	772	122	0	900
Pedestrians	200					
Lane Width (m)	3.0					
Walking Speed (m/s)	1.2					
Percent Blockage	14					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			80			83
pX, platoon unblocked	0.87					
vC, conflicting volume	1483	647			1094	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1265	647			1094	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	47			100	
cM capacity (veh/h)	121	356			546	

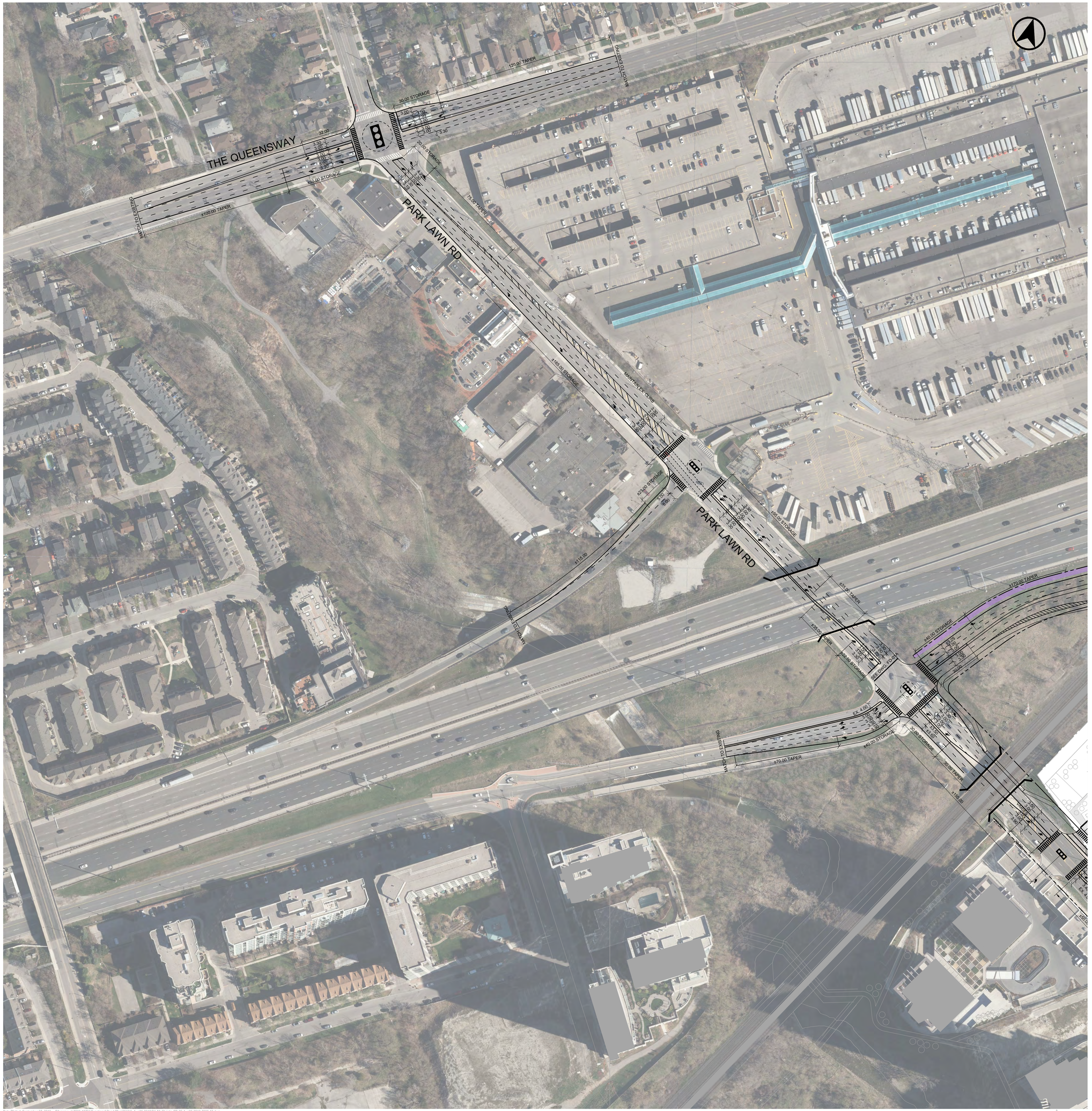
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	189	515	379	450	450
Volume Left	0	0	0	0	0
Volume Right	189	0	122	0	0
cSH	356	1700	1700	1700	1700
Volume to Capacity	0.53	0.30	0.22	0.26	0.26
Queue Length 95th (m)	23.8	0.0	0.0	0.0	0.0
Control Delay (s)	26.0	0.0	0.0	0.0	0.0
Lane LOS	D				
Approach Delay (s)	26.0	0.0		0.0	
Approach LOS	D				

Intersection Summary				
Average Delay	2.5			
Intersection Capacity Utilization	41.0%	ICU Level of Service	A	
Analysis Period (min)	15			

APPENDIX I:

Functional Road Plan

BA Group



LEGEND

- CYCLE TRACK
- MULTI-USE PATH
- TWO-WAY CYCLE TRACK
- TTC STREETCAR / LRT TRACK
- EXISTING SIGNAL
- PROPOSED SIGNAL
- EXISTING PROPERTY LINE
- PROPOSED PROPERTY LINE

00 MM-DD-YR INT REVISION NOTE

BA Group

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MOVEMENT IN URBAN ENVIRONMENTS
BAGROUP.COM

2150 LAKESHORE BLVD WEST

CONCEPTUAL FUNCTIONAL ROAD PLAN

Date: SEPTEMBER 27, 2019

Project No.: 7036-10

Scale: 1:1,000 0 10 20 30 40 50m

FD-01A

Date Plotted: September 27, 2019 Filename: J:\7036-10\BA\Functional Road Plan\2019\9. Aug26-2019\BA-Mr.Christie-FD-09-Aug06-2019-7036-10.dwg

LEGEND

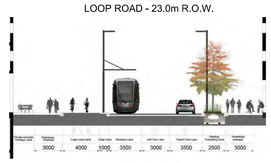
- CYCLE TRACK
- MULTI-USE PATH
- TWO-WAY CYCLE TRACK
- TTC STREETCAR / LRT TRACK
- EXISTING SIGNAL
- PROPOSED SIGNAL
- EXISTING PROPERTY LINE
- PROPOSED PROPERTY LINE



SECTION A-A
LOOP ROAD - 23.0m R.O.W.



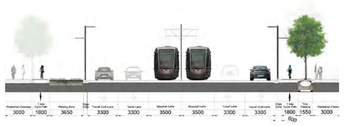
SECTION B-B
LOOP ROAD - 23.0m R.O.W.



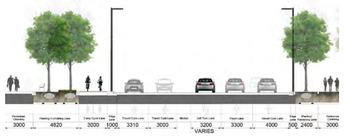
SECTION C-C
LOOP ROAD - 23.0m R.O.W.



SECTION D-D
LAKE SHORE BLVD W - 36.0m R.O.W.



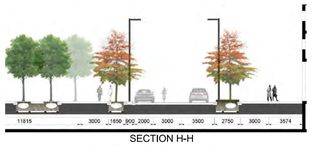
SECTION E-E
LAKESHORE BLVD W - 36.0m R.O.W.



SECTION F-F
PARKLAWN RD - 36.0m R.O.W.



SECTION G-G
PRIVATE ROAD "A" - 20.0m R.O.W.



SECTION H-H
PRIVATE ROAD "B" - 20.0m R.O.W.

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MOVEMENT IN URBAN ENVIRONMENTS
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2150 LAKESHORE BLVD WEST

CONCEPTUAL FUNCTIONAL ROAD PLAN

Date: SEPTEMBER 30, 2019

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FD-01B

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