

APPENDIX H

Transportation Brief

Lakeshore Development Inc | METROLINX

Lakeshore Development Inc.
Park Lawn GO Station

Transportation Brief

2021-12-17	0	Luke Richardson	Alun Lloyd	Mark Armstrong	Final Report
Signatures					
Date	**Rev.**	**Prepared By**	**Checked By**	**Approved By**	**Status**
HATCH					

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Executive Summary

Study Overview

Lakeshore Development Inc. ("the Developer") has proposed the new Park Lawn GO Station to be developed in partnership with Metrolinx, located at the north end of 2150 Lake Shore Boulevard West in the City of Toronto ("the Project"). Hatch was retained by the Developer to undertake an Environmental Assessment (EA) for the proposed Park Lawn GO Station on the Lakeshore West rail corridor. The evaluation of environmental impacts of the proposed Park Lawn GO Station has been carried out in accordance with the Transit Project Assessment Process (TPAP). The TPAP is regulated by the *Environmental Assessment Act* (EAA) under Ontario Regulation 231/08 – Transit Projects and Metrolinx Undertakings (O. Reg. 231/08). The purpose of the TPAP is to ensure effects associated with the Project are clearly identified and mitigated to the greatest extent feasible. For TPAP purposes, Metrolinx is the proponent. The Developer will be constructing the Project and will be responsible for incorporating mitigation measures to address both construction and operation-related effects. Metrolinx will be responsible for operations and maintenance at the GO Station.

The Initial Business Case (IBC) (2016) recognized Park Lawn as a strategic location of dense development and growth, as well as opportunity to integrate with local transit in the area. The commitment of GO Regional Express Rail (now referred to as GO Expansion) including more frequent and faster service creates significant opportunity to realize a transit hub bringing together and integrating higher order transit, local transit and other modes. An updated IBC (2018) considered an updated service plan, realigned station to minimize impacts on existing infrastructure, and a redefined station design. An updated IBC (2020) was published June 11, 2020.

This Project will be coordinated with the City of Toronto as appropriate to provide improved local transit access and connectivity to the GO Station, as well as additional and more frequent transit service.

The Park Lawn GO Station will provide a stop between Mimico GO Station and Exhibition GO Station. The Park Lawn GO Station will be located 100 metres south of the Gardiner Expressway, 300 metres northwest of Lake Shore Boulevard West, on both sides of Park Lawn Road, and both sides of the Lakeshore West rail corridor within the City of Toronto.

The Park Lawn GO Station will include a fully accessible station building with platform access points, tunnel infrastructure, multimodal access, bicycle parking and connections with local transit.

This Transportation Brief ("Brief") has been prepared to document the Existing Conditions, and assess the potential effects of the new GO Station on the area transportation networks.

A key consideration in the preparation of this Brief is that the GO Station will be a low generator of traffic trips, noting that there is no commuter parking proposed. The scope for this Brief recognizes the above and that significant other studies are addressing development infrastructure needs. As such, the scope is focussed on outlining the impacts of the Station itself in the Near Term condition (2028) and providing a qualitative review of the Longer Term condition (2041). This timeframe aligns with the horizon year for the modelling being undertaken as part of the Park Lawn Lake Shore Transportation Master Plan (TMP).

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The Study Area for the Brief generally extends, from The Queensway in the north / west, Lake Shore Boulevard West to the south / east, Park Lawn Road to the south / west and the Humber River to the north / east.

Station Overview

The Park Lawn GO Station is planned as an urban station serving the large surrounding existing and planned populations, and is premised largely on walk-in and transit trips to and from the Station. The Station will be integrated with Phase 1 of the 2150 Lake Shore Boulevard West development (2150 Lake Shore), with both being built together and facilities linked and connected.

No commuter parking is proposed. Pick up / drop off (PUDO) is currently contemplated along Public Street A for accessible PUDO (paratransit/TTC WheelTrans facilities) and within the 2150 Lake Shore Boulevard West development for general PUDO. The implementation of the permanent general PUDO will be coordinated with the phasing of the 2150 Development and monitoring of usage shall be conducted as part of Metrolinx' ridership monitoring program.

Background

In addition to the TPAP, there are currently a number of active planning processes for the area building towards the emergence of a transit orientated neighbourhood.

The transportation and traffic operations in the Humber Bay Shores and South Etobicoke Area is primarily guided by the City, including the ongoing Christie's Secondary Planning (Secondary Plan) process and Park Lawn Lake Shore TMP.

Significant study has also been advanced as part of the Official Plan and Zoning By-Law Amendment applications in support of a significant mixed-use, transit-orientated redevelopment of the 2150 Lake Shore property located immediately adjacent to the Park Lawn GO Station.

The Secondary Plan and Park Lawn Lake Shore TMP are ongoing studies which are anticipated to be completed over the course of 2021/2022. These studies will assess in detail the future mobility needs of the area and assume the development of the GO Station in conjunction with the 2150 Lake Shore site. Detailed modelling of traffic and other mobility networks is being undertaken by the City as part of the Park Lawn Lake Shore TMP for a 2041 condition and information will be provided as part of the final reporting for this process currently scheduled for 2021/2022.

Potential Infrastructure Improvements

As part of the processes outlined above, a variety of new infrastructure is being contemplated to support the proposed area development. The principal elements are outlined below:

Roads

- Construction of Public Street A, which is a new east-west road link proposed to extend from the Park Lawn Road / Gardiner Expressway Eastbound Off Ramp / Legion Road intersection to the Lake Shore Boulevard West / The Marginal Boulevard intersection, primarily through the 2150 Lake Shore site;

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- Construction of Public Street B (Loop Road) within the 2150 Lake Shore site;
- Potential construction of a Legion Road extension from its current southern limit near the Gardiner Expressway eastbound off ramp to Park Lawn Road, to its current northern limit near Lake Shore Boulevard West;
- Potential construction of a new north-south street extending from the Lake Shore Boulevard West / Brookers Lane intersection to The Queensway. The Gardiner Expressway ramps which currently connect to Lake Shore Boulevard West are proposed to be realigned to connect to this new north-south street; and
- Potential adjustments to lane configurations resulting in two traffic lanes along Park Lawn Road.

Transit

- Construction of the Park Lawn GO Station;
- Construction of a mobility hub within the 2150 Lake Shore site, which is proposed to accommodate Toronto Transit Commission (TTC) services;
- Diversion of streetcar routes 501 and 508 into the mobility hub via the abovementioned Public Street B (Loop Road); and
- Separation of streetcar and traffic lanes along Lake Shore Boulevard West.

Active Transportation

- Construction of cycle tracks along Lake Shore Boulevard West, Park Lawn Road, The Queensway, the abovementioned new north-south street and Legion Road extensions, and within the 2150 Lake Shore site;
- Urbanization of surrounding streets, improving the pedestrian realm;
- Additional pedestrian crossings at proposed signalized intersections along Lake Shore Boulevard West and Park Lawn Road; and
- Construction of high quality pedestrian facilities through the 2150 Lake Shore site.

Existing Transportation Conditions

Traffic operations analysis results for Existing Conditions indicate that the area road network is currently operating within theoretical capacity, albeit a number of intersections/movements are in high demand.

The Site area currently has reasonable access to TTC streetcar and bus services, but limited access to higher order rail service. Utilization of the TTC transit services vary, with the streetcar services in the highest demand.

Pedestrian infrastructure in the area includes sidewalks along both sides of key roads in the area, with signalized intersections providing crossing opportunities. However, mid-block connections are limited, whilst the 2150 Lake Shore site is currently a large impermeable block which prevents through connections.

Bicycle infrastructure in the area includes a number of off-road trails such as the Humber Bay Park East Trail, however on-road facilities are limited.

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Near Term Horizon (2028)

Transportation Conditions

Under the Near Term Horizon (2028), the Station is projected to generate peak hour two-way ridership in the order of 1,050. For travel to/from the Station, the projected ridership is projected to result in the order of 315 local transit trips, 630 walking trips, 50 bicycle trips and 55 PUDO trips (110 two-way vehicle trips).

Key transportation network improvements which are being contemplated by other area studies and are assumed to be in place for the Near Term Horizon (2028), include:

- Construction of Public Street A between Park Lawn Road and Lake Shore Boulevard West;
- Partial construction of the 2150 Lake Shore development internal road network;
- Construction of the Legion Road extension;
- Intersection improvements proposed as part of other area studies, necessary to support the projected future background traffic;
- Construction of bus stops adjacent to the Station, with additional bus services (bus route 80) to be rerouted to the Site area; and
- Construction of new and upgraded active transportation infrastructure along Park Lawn Road, Public Street A and through the partially constructed 2150 Lake Shore development internal road network, providing multiple access routes to/from the Station.

With the road network improvements which are assumed to be in place for the Near Term Horizon (2028), it is projected that future traffic can generally be adequately accommodated, albeit some capacity constraints are identified within the area. As the area continues to evolve, mode shifts, volumes and operations can be expected to continue to adjust, as is being addressed by the Park Lawn Lake Shore TMP. Notably, the number of vehicle trips projected to be generated by the Station itself (110 two-way trips) is relatively low and subsequently, the impact of the proposed Station on the surrounding road network is expected to be minimal. No additional mitigating works are recommended.

Furthermore, the transit and active transportation improvements being contemplated by other area studies as discussed above which are assumed to be in place for the Near Term Horizon (2028) are expected to provide adequate transit, pedestrian and bicycle access to the Station.

Transportation Facilities

Accessible PUDO (paratransit/TTC WheelTrans facilities) is currently contemplated along Public Street A and within the 2150 Lake Shore development for general PUDO. The implementation of the permanent general PUDO will be coordinated with the phasing of the 2150 Development and monitoring of usage shall be conducted as part of Metrolinx' ridership monitoring program. Pedestrian entrances to the Station will include an entrance from Station Square at the upper level of the Station building, entrances to the lower level of the Station on the north side of the rail corridor (accessible from Public Street A), and an entrance on the east side of Park Lawn Road, just south of the rail corridor. Secondary accesses to the rail platforms will be provided on the north and south side of the rail corridor, on the west side of Park Lawn Road.

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At this time, a minimum of 192 covered bicycle parking spaces (generally located at-grade) are to be provided within the Station precinct. An additional minimum of 96 secured bicycle parking spaces are to be integrated into the 2150 Lake Shore development.

Longer Term Horizon (2041)

Transportation Conditions

Under the Longer Term Horizon (2041), the Station is projected to generate peak hour two-way ridership in the order of 1,600. For travel to/from the Station, the projected ridership is projected to result in the order of 480 local transit trips, 960 walking trips, 80 bicycle trips and 80 PUDO trips (160 two-way vehicle trips).

Key additional transportation network improvements which are being contemplated by other area studies and are assumed to be in place for the Longer Term Horizon (2041), include:

- Completion of the 2150 Lake Shore development internal road network;
- Construction of a new north-south road extending from the Lake Shore Boulevard West / Brookers Lane intersection to The Queensway. The Gardiner Expressway ramps which currently connect to Lake Shore Boulevard West are proposed to be realigned to connect to this new north-south street.
- Additional intersection and road improvements proposed as part of other area studies;
- Construction of streetcar stops adjacent to the Station and streetcar tracks alongside Public Street B (Loop Road) within the 2150 Lake Shore development; and
- Additional new and upgraded active transportation infrastructure along Park Lawn Road and Lake Shore Boulevard West, the new north-south street, The Queensway and through the completed 2150 Lake Shore development internal road network.

As previously discussed however, a detailed review of the Longer Term Horizon (2041) is being undertaken through other ongoing area studies, in particular the Park Lawn Lake Shore TMP and the Christie's Planning Study. These studies will ultimately review and estimate the future transportation demands of the area, including the proposed Station and the estimated population and employment numbers in the area, and subsequently determine the infrastructure to be delivered to support these transportation demands.

In a general sense, it is worth noting that as previously discussed, the Station is expected to operate as an urban station, primarily relying on walk, cycle and transit trips to and from the Station from the substantial population and employment in the area. Vehicle trips associated with the Station are projected to be minimal, in the order of 80 PUDO trips (160 two-way vehicle trips), and is not expected to have a significant impact on the operation of the surrounding road network.

Furthermore, the Station itself will significantly influence travel patterns in the area and has the potential to result in a notable shift in transportation mode splits in the area to reduce auto reliance and increase transit mode utilization. As such, on a broader scale, the Station itself is actually expected to reduce vehicle trips generally in the area.

Additionally, building upon the infrastructure assumed to be in place for the Near Term Horizon (2028), further transit and active transportation improvements being contemplated by other area studies as

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discussed above are expected to be implemented by the Longer Term Horizon (2041). This infrastructure is expected to provide adequate transit, pedestrian and bicycle access to the Station in the Longer Term Horizon (2041).

Longer Term Horizon (2041)

Transportation Facilities

As further discussed in this report, it is anticipated that a large percentage of station passengers will arrive by non-auto means as a large percentage of the station watershed will be able to walk, cycle or arrive by transit. A well connected pedestrian and cycling network would be constructed, and provide passengers with safe, direct means of travel to / from the station.

PUDO is currently contemplated along Public Street A for accessible PUDO (paratransit/TTC WheelTrans facilities) and within the 2150 Lake Shore development for general PUDO. The implementation of the permanent general PUDO will be coordinated with the phasing of the 2150 Development and monitoring of usage shall be conducted as part of Metrolinx' ridership monitoring program. Pedestrian entrances and bicycle parking facilities in the Longer Term Horizon (2041) will remain consistent with the Near Term Horizon (2028).

Construction Conditions

Construction of the proposed Park Lawn GO Station will feature various independent elements, including the north station building, the south station building, a tunnel connecting the two station buildings, the Park Lawn rail bridge widening, and the secondary entrances on the west side of Park Lawn Road.

Throughout all stages of construction, the project team will be committed to reducing impacts on the pedestrian, cyclist, vehicular, and rail traffic. This includes but is not limited to implementing traffic control plans, utilizing traffic control devices, undertaking public information campaigns, developing worker safety plans, and continuous monitoring and review of these elements.

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Synchro

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Glossary of Terms and Acronyms

Developer:	Lakeshore Development Inc.
EA:	Environmental Assessment
HCM:	Highway Capacity Manual
IBC:	Initial Business Case
LOS:	Level of Service
MOE/MOEE/MOECC/ MECP:	Ministry of the Environment/Ministry of the Environment and Energy/Ministry of the Environment and Climate Change. The Ministry of the Environment was created in 1972 and merged with the Ministry of Energy to form the Ministry of Environment and Energy (MOEE) from 1993 to 1997 and again in 2002. The Ministry of the Environment changed its name to the Ministry of the Environment and Climate Change (MOECC) on June 24, 2014. The Ministry changed its name to Ministry of the Environment, Conservation and Parks Change (MECP) on June 29, 2018. Thus, the MOE/MOEE/MOECC and MECP are considered to be synonymous for the purposes of this Report.
MP:	Master Plan
OPA:	Official Plan Amendment
PPS:	Provincial Policy Statement 2020 – the statement of the government's policies on land use planning.
PUDO:	Pick up/drop off
TMP:	Transportation Master Plan
TPA:	Toronto Parking Authority
TPAP:	Transit Project Assessment Process
TTC:	Toronto Transit Commission
v/c	Volume to Capacity Ratio

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1. Introduction

1.1 Project Description

Lakeshore Development Inc. ("the Developer") has proposed the new Park Lawn GO Station to be developed in partnership with Metrolinx, located at the north end of 2150 Lake Shore Boulevard West in the City of Toronto ("the Project"). Hatch was retained by the Developer to undertake an Environmental Assessment (EA) for the proposed Park Lawn GO Station on the Lakeshore West rail corridor. The evaluation of environmental impacts of the proposed Park Lawn GO Station has been carried out in accordance with the Transit Project Assessment Process (TPAP). The TPAP is regulated by the *Environmental Assessment Act* (EAA) under Ontario Regulation 231/08 – Transit Projects and Metrolinx Undertakings (O. Reg. 231/08). The purpose of the TPAP is to ensure effects associated with the Project are clearly identified and mitigated to the greatest extent feasible. For TPAP purposes, Metrolinx is the proponent. The Developer will be constructing the Project and will be responsible for incorporating mitigation measures to address both construction and operation-related effects. Metrolinx will be responsible for operations and maintenance at the GO Station.

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This Project will be coordinated with the City of Toronto as appropriate to provide improved local transit access and connectivity to the GO Station, as well as additional and more frequent transit service.

The Park Lawn GO Station will provide a stop between Mimico GO Station and Exhibition GO Station. The Park Lawn GO Station will be located 100 metres south of the Gardiner Expressway, 300 metres northwest of Lake Shore Boulevard West, on both sides of Park Lawn Road, and both sides of the Lakeshore West rail corridor within the City of Toronto.

The Park Lawn GO Station will include a fully accessible station building with platform access points, tunnel infrastructure, multimodal access, bicycle parking and connections with local transit. The proposed Project will include:

- Two side platforms (north and south);
- Pick-up and drop off (PUDO);
- Secure bike parking and covered bicycle parking;
- Two-storey main station building (south of tracks);

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- Two-storey secondary station building (north of tracks);
- Landscaping and paving around the north Station building;
- Pedestrian tunnel (under tracks) between the two Station buildings;
- Widening of the existing Park Lawn rail bridge;
- Maintenance and Metrolinx staff parking spaces;
- A pavilion with elevator and stairs north of the rail corridor and a sloped walkway south of the rail corridor, both west of Park Lawn Road;
- Protection for the future island platform;
- Electrification enabling work; and
- Signal work.

As a component of the EA, this Transportation Brief ("Brief") has been prepared to document the Existing Conditions, and assess the potential effects of the new GO Station on the area transportation networks.

1.2 Study Area

The Park Lawn GO Station will be located on both sides of the Lakeshore West rail corridor, and will provide a stop between the Mimico GO Station and the Exhibition GO Station.

The Park Lawn GO Station will be located at the north end of the former Mr. Christie Cookie factory. The GO Station will be located 100 metres south of the Gardiner Expressway, and 300 metres northwest of Lake Shore Boulevard West, within the City of Toronto. The approximate proposed Project Footprint (Site) is shown in Figure 1-1.

The Study Area for the Brief generally extends, from The Queensway in the north / west, Lake Shore Boulevard West to the south / east, Park Lawn Road to the south / west and the Humber River to the north / east as illustrated in Figure 1-1.

The Study Area for the Brief has been identified based upon a consideration of an area which will be influenced by travel to and from the proposed Park Lawn GO Station, with the intersections which form the key outlets for access into and out of the area (i.e. The Queensway / Park Lawn Road, Lake Shore Boulevard West / Park Lawn Road and Lake Shore Boulevard West / Palace Pier Court) seen as logical boundary points. Given the limited vehicle trip generation projected to be associated with the Station and that other studies, including the Park Lawn Lake Shore Transportation Master Plan (TMP), will be providing a detailed assessment of a broader area, this was considered appropriate.

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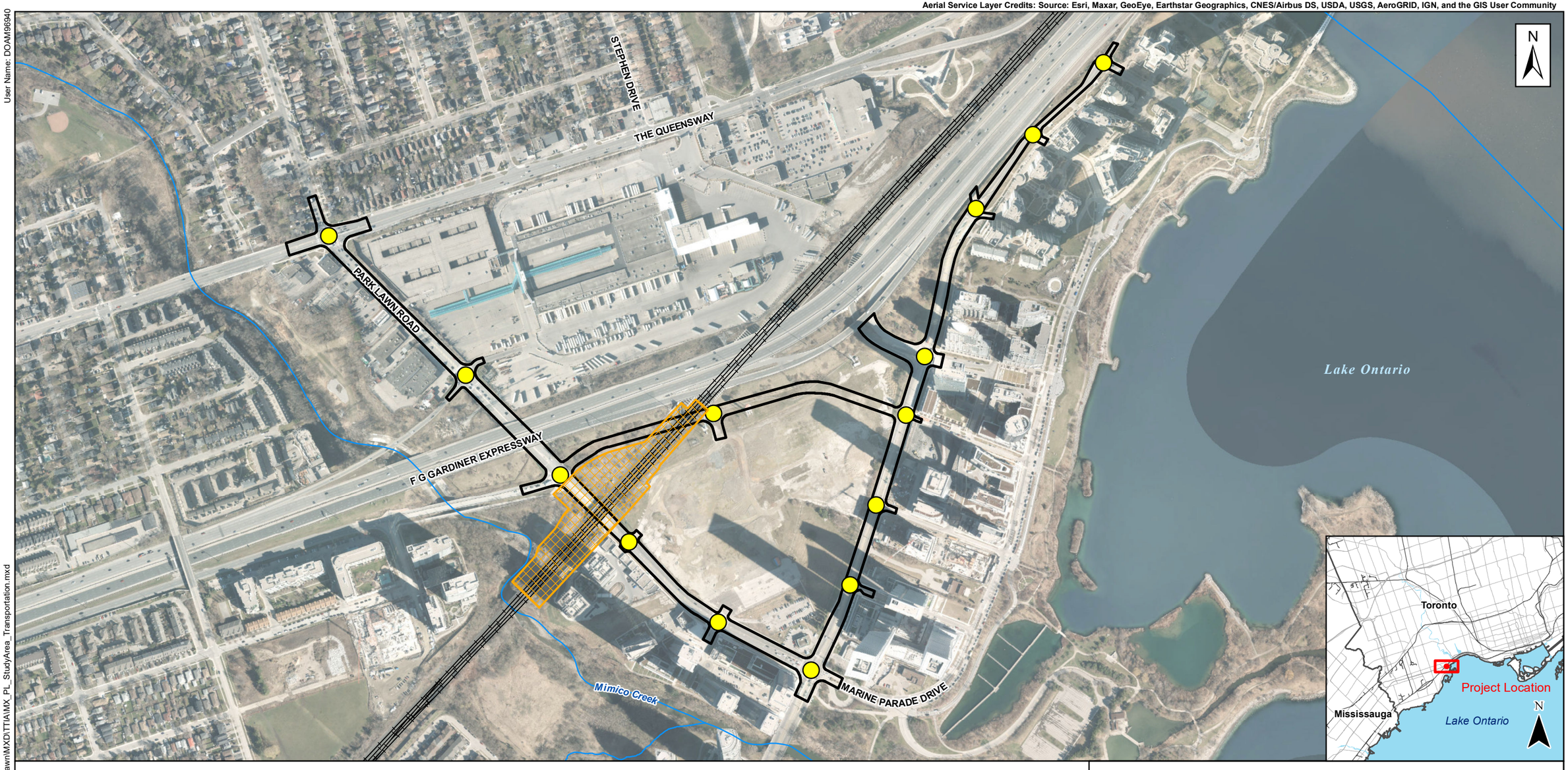

LEGEND

- Railway
- Permanent Watercourse
- Proposed Project Footprint (approximate)

Transportation Study Area

- Study Intersection
- Study Area

NOTES

1. Coordinate system - UTM NAD 1983 Zone 17N
2. Sources: Roads, Railways, Watercourses - Land Information Ontario; City of Toronto 2019.
3. Station Footprint Based on Preliminary Station Design.

0 100 200 400 Meters

1:6,000

Project:	**Park Lawn GO Station**	
Figure Title:	**Transportation Brief - Study Area**	
Prepared By: HATCH		**Date: December 17, 2021**
Version: 1	**Review:**	**Figure:** 1-1

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1.3 Transportation Brief Objective

As a component of the EA, this Brief will be completed to document the Existing Conditions, and assess the potential effects of the new GO Station on the area transportation networks.

A key consideration in the preparation of this Brief is that the GO Station, while significantly beneficial to the overall mobility of the existing area development and planned new development, will be a low generator of traffic trips, noting that there is no commuter parking proposed.

The scope for this Brief recognizes the above and that significant other studies are addressing development infrastructure needs. As such, the scope is focussed on outlining the impacts of the Station itself in the Near Term condition (2028) and providing a qualitative review of the Longer Term condition (2041).

Overall, this document will provide a high level overview of the transportation implications of the Park Lawn GO Station, recognizing the specific urban form and context of the Park Lawn GO Station.

The document will identify potential constraints in the roadway network and at critical intersections adjacent to the Park Lawn GO Station based on critical movements generated by the Station and provide recommendations for further improvements.

Additionally, a high-level pedestrian, cycling and transit qualitative analysis will be conducted through identification of any gaps in the facilities and services and recommendations made for consideration as part of the Near Term and Longer Term area planning efforts.

1.4 Ongoing Area Development and Infrastructure Planning Processes

In addition to the TPAP, there are currently a number of active planning processes for the area building towards the emergence of a transit orientated neighbourhood. This section provides an introductory overview of these processes and the proposed infrastructure improvements, with a more detailed outline provided in Section 3.

1.4.1 Area Development and Related Processes

The transportation and traffic operations in the Humber Bay Shores and South Etobicoke Area is primarily guided by the City, including the ongoing Christie's Secondary Planning process and Park Lawn Lake Shore TMP.

Significant study has also been advanced as part of the Official Plan and Zoning By-Law Amendment applications in support of a significant mixed-use, transit-orientated redevelopment of the 2150 Lake Shore Boulevard West (2150 Lake Shore) property located immediately adjacent to the Park Lawn GO Station.

These studies will provide a framework for the successful development of the area over the next 10 to 20 years as a community built from its inception as a workable transit orientated and sustainable community focussed on the Park Lawn GO Station. The studies are being advanced by and with the City to determine appropriate overall area development permission

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thresholds, the area transportation system operations and supporting transportation infrastructure needs.

Notably, the Secondary Plan and Park Lawn Lake Shore TMP are ongoing studies which are anticipated to be completed over the course of 2021/2022. These studies will assess in detail the future area mobility needs of the area and assume the development of the GO Station in conjunction with the 2150 Lake Shore site. Detailed modelling of traffic and other mobility networks is being undertaken by the City as part of the Park Lawn Lake Shore TMP for a 2041 condition and information will be provided as part of the final reporting for this process currently scheduled for 2021/2022.

1.4.2 Potential Infrastructure Improvements

As part of the processes outlined above, a variety of new infrastructure is being contemplated to support the proposed area development. The principal elements are outlined below:

Roads

- Potential construction of Public Street A, which is a new east-west road link proposed to extend from the Park Lawn Road / Gardiner Expressway Eastbound Off Ramp / Legion Road intersection to the Lake Shore Boulevard West / The Marginal Boulevard intersection, primarily through the 2150 Lake Shore site;
- Construction of Public Street B (Loop Road) within the 2150 Lake Shore site;
- Potential construction of a Legion Road extension from its current southern limit near the Gardiner Expressway eastbound off ramp to Park Lawn Road, to its current northern limit near Lake Shore Boulevard West;
- Potential construction of a new north-south street extending from the Lake Shore Boulevard West / Brookers Lane intersection to The Queensway. The Gardiner Expressway ramps which currently connect to Lake Shore Boulevard West are proposed to be realigned to connect to this new north-south street; and
- Potential adjustments to lane configurations resulting in two traffic lanes along Park Lawn Road.

Transit

- Construction of the Park Lawn GO Station;
- Construction of a mobility hub within the 2150 Lake Shore site, which is proposed to accommodate TTC services;
- Diversion of streetcar routes 501 and 508 into the mobility hub via the abovementioned Public Street B (Loop Road); and
- Separation of streetcar and traffic lanes along Lake Shore Boulevard West.

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Active Transportation

- Construction of cycle tracks along Lake Shore Boulevard West, Park Lawn Road, The Queensway, the abovementioned new north-south street and Legion Road extensions, and within the 2150 Lake Shore site.
- Urbanization of surrounding streets, improving the pedestrian realm.
- Additional pedestrian crossings at proposed signalized intersections along Lake Shore Boulevard West and Park Lawn Road.
- Construction of high quality pedestrian facilities through the 2150 Lake Shore site.

1.5 Station Context Overview

The Park Lawn GO Station is planned as an urban station serving the large surrounding existing and planned populations, and is premised largely on walk-in and transit trips to and from the Station. The station will be integrated with Phase 1 of the 2150 Lake Shore development, with both being built together and facilities linked and connected. Phase 1 of the 2150 Lake Shore development as currently proposed includes in the order of 1,250 residential units, 5,360 square metres of retail and 23,680 square metres of office spread across two proposed blocks located directly to the southeast of the proposed Station and fronting Park Lawn Road (Blocks D1 and C). Phase 1 is also proposed to include the construction of the proposed Station Square adjacent to the Station.

No commuter parking is proposed. PUDO is currently contemplated along Public Street A for accessible PUDO (paratransit/TTC WheelTrans facilities) and within the 2150 Lake Shore Boulevard West development for general PUDO. The implementation of the permanent general PUDO will be coordinated with the phasing of the 2150 Development and monitoring of usage shall be conducted as part of Metrolinx' ridership monitoring program.

In addition, the aforementioned Transit Hub is proposed to incorporate a streetcar loop facility and layover space to provide a turnaround facility for the existing 501 Queen and 508 Lake Shore streetcar services, whilst buses are proposed to stop adjacent to the GO Station on Park Lawn Road.

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2. Approach, Methodology and Assumptions

The following section outlines the high level approach, methodology and assumptions adopted for the purpose of this assessment.

2.1 Approach

Low levels of traffic generation are expected to be generated by the Park Lawn GO Station, noting the transportation context of the area and the urban “City” form being pursued to support local area transit-oriented development.

The following are relevant in this regard and will serve to limit traffic impacts of the Park Lawn GO Station:

- No commuter parking is to be provided at the Station;
- Ridership at the GO Station is forecast to be heavily reliant upon local area walk-in and transit based trips generated by the significant levels of existing and planned area development; and
- The GO Station will only generate a limited number of car-borne travel which will be related primarily to PUDO activity given its urban City location and context.

Given the above, this document will focus on providing information regarding activity forecasts and related technical transportation assessments that describe and evaluate the direct implications and impacts of the Park Lawn GO Station as follows:

- Outline and assess the Existing Conditions in the GO Station environs;
- Assess a Near Term Horizon Condition (2028 time-frame) in detail which will consider the implementation of the Park Lawn GO Station in the context of the currently approved area development and street network context and the first phases of development of the 2150 Lake Shore Master Plan; and
- Provide an overview of a Longer Term Horizon Condition (2041 time-frame) which will look at the longer term positioning of the GO Station in the context of the prospective substantial levels of future development in the area including changes contemplated to the area street network that are being addressed through other studies. This timeframe aligns with the horizon year for the modelling being undertaken as part of the Park Lawn Lake Shore TMP.

The Near Term horizon assessment is intended to be a detailed assessment of traffic operations in this time frame developed for the purposes of the TPAP, while the Longer Term horizon assessment is more qualitative in nature and provides a general overview of GO Station operations within the context of the evolving development context surrounding the station. As noted in Section 1.4.1, this development planning is the focus of considerable City and other agency planning efforts.

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2.2 Methodology

Detailed Existing and Near Term Horizon assessments were undertaken for the TPAP, with a more qualitative review undertaken of the GO Station in the context of the potential future horizon that is being studied in detail as part of the Park Lawn Lake Shore TMP and specific development related studies. Specifically, in order to undertake the Existing, Near Term Horizon and Longer Term Horizon assessments, the following high level methodology was adopted.

2.2.1 Existing Conditions (2019)

The Existing Conditions assessment provides a detailed review of the existing transportation conditions in the area. A base year of 2019 was adopted, consistent with the date of the traffic counts and the 2150 Lake Shore Boulevard West traffic study and noting that 2020 and 2021 have been pandemic-affected. The assessment adopted the following methodology:

- Existing traffic, pedestrian, cycling and transit data was collected and collated in order to establish base Existing Conditions. Data related to traffic operations such as vehicle delay studies and intergreen studies were also collected and collated for the purpose of calibrating Existing Conditions, whilst existing traffic signal timings were obtained to determine existing signal phasing;
- Existing activity conditions within the Study Area were established for the AM and PM weekday peak hour periods on the basis of the abovementioned data;
- Traffic operations analysis of Existing Conditions were undertaken using Synchro analysis software, in accordance with City of Toronto guidelines; and
- A qualitative assessment of the current cycling, pedestrian and transit operations in the area was undertaken which identifies the current strengths and weaknesses on the area networks.

2.2.2 Near Term Horizon (2028)

The Near Term Horizon assessment provides a detailed review of the projected Near Term transportation conditions (aligning with expected station opening) and provides an assessment of the station impacts, adopting the following methodology:

- Information regarding planned area development applications and projects that are anticipated to be completed within the Near Term Horizon (i.e., 2028 time-frame) were reviewed based upon available City database sources and other policy documents. This includes a review of the first phase of development on the 2150 Lake Shore site;
- Activity related to the abovementioned planned area developments during the AM and PM peak hours were established from transportation studies submitted to the City of Toronto;
- Committed and planned area street, transit, active transportation network improvements and changes that will influence the Near Term Horizon transportation network operations and travel patterns were reviewed;

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- Future traffic conditions were established for the AM and PM peak hours for the Near Term Horizon reflecting forecast traffic conditions on the existing and modified / planned street network considering existing traffic activity levels, new planned development activity, proposed changes to the area street and active transportation networks and transit service levels in the area;
- Travel demand forecasts related to the Park Lawn GO Station were established for the AM and PM peak hours at the Near Term Horizon to assess the implications and impacts of the Park Lawn GO Station; and
- Traffic operations analyses of Future conditions were undertaken using Synchro analysis software, in accordance with City of Toronto guidelines.

2.2.3 Longer Term Horizon (2041)

The Longer Term Horizon conditions are the subject of considerable study by the City as part of the Park Lawn Lake Shore TMP and area specific development approvals processes. These processes are ongoing and will determine the form and scale of area development proposed for the area and related supporting infrastructure.

The assessment provided as part of this Brief is focused on providing a high level overview and qualitative discussion of the GO Station within the broader development of the area. This is appropriate given that these processes are ongoing, that the station is not projected to generate substantial levels of traffic, that new development beyond the Near Term will build upon the implementation of the GO Station and that these studies are extensive and will consider the role / function of the station in the broader Longer Term. As such, the following methodology was adopted:

- A detailed review of ongoing planning proposals, processes and initiatives was undertaken, including new development statistics, a break down of the planned uses proposed, new streets and connections, new local transit facilities and other active network linkages;
- On the basis of the above, a qualitative review was undertaken regarding the operation and impacts of the Park Lawn GO Station in the Longer Term; and
- Recommendations are made with respect to required facilities in the Longer Term to support the GO Station including key pedestrian, cycling, and PUDO and how they may be provided in the context of development planning in the area.

2.3 Assumptions

Key assumptions in relation to the review of Existing, Near Term Horizon and Longer Term Horizon conditions are outlined as follows:

Existing Conditions (2019)

- Existing traffic, pedestrian, cycling and transit conditions were assumed based on the collected data. Traffic, pedestrian and cycling data was collected in 2019 . Signal timings and infrastructure were assumed based on the date of the traffic data.

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Near Term Horizon (2028)

- The Near Term Horizon was assumed for a 2028 timeframe;
- The Near Term Horizon assumes the following planned development has been constructed (further details provided in the Near Term assessment in Section 4):
    - Phase 1 of the 2150 Lake Shore site;
    - Full build-out of the remainder of the partially constructed Humber Bay Shores development;
    - Full build-out of the Mimico-Judson Regeneration Area; and
    - Full build-out of developments located at 42 Park Lawn Road, 251 Manitoba Street and 2313 Lake Shore Boulevard West.
- The Near Term Horizon also assumes the following proposed key infrastructure is in place:
    - Construction of the Legion Road extension from its current southern limit near the Gardiner Expressway eastbound off ramp to Park Lawn Road, to its current northern limit near Lake Shore Boulevard West, as proposed by the City of Toronto; and
    - Construction of Public Street A.
- Transit is assumed to include the GO Station and TTC buses on Park Lawn Road adjacent to the station. Streetcars are assumed to continue to operate along Lake Shore Boulevard West, as per Existing Conditions.

Longer Term Horizon (2041)

- The Longer Term Horizon was assumed for a 2041 timeframe;
- In addition to the planned development assumed for the Near Term Horizon, the Longer Term Horizon assumes the full build-out of the 2150 Lake Shore site as being considered within the context of the Mr. Christie's Secondary Plan and the Park Lawn Lake Shore TMP;
- In addition to the key infrastructure assumed for the Near Term Horizon, the Longer Term Horizon also assumes the construction of the following infrastructure:
    - Construction of the new north-south street extending from the Lake Shore Boulevard West / Brookers Lane intersection to The Queensway and the associated realignment of the Gardiner Expressway ramps;
    - Construction of Public Street 'B' (Loop Road) within the 2150 Lake Shore site, accommodating the diversion of streetcar routes 501 and 508 into the mobility hub; and

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- Urbanization of surrounding streets, including the construction of area bicycle infrastructure, the separation of streetcar and traffic lanes along Lake Shore Boulevard West and the lane configuration changes resulting in two traffic lanes along Park Lawn Road.

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3. Background

The following section provides an outline of the planning and transportation planning context, as well as area studies and the redevelopment and transit oriented development (TOD) context of the area.

3.1 Planning and Transportation Planning Context

3.1.1 Overview

The transportation-related policy and planning regime strongly guides the way that the City of Toronto evolves, and responds to the changing transportation needs. In general, the planning regime reflects policy direction, initiatives, and investments that all prioritize transit-oriented development and the mobility and experience of people over the efficiency of car movement.

The presented framework of relevant policies and plans provide strong support for the mobility opportunities presented by the Park Lawn GO Station. Furthermore, related transit / sustainable transportation networks will support the evolving Humber Bay Shores community as it develops as the primary forms of transportation and mobility.

3.1.2 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) provides policy direction on matters related to land use planning and development in Ontario. The PPS encourages the provision of transportation demand management (TDM) and TOD strategies within new developments to increase the efficiency of existing and planned transportation infrastructure. The PPS also encourages density being added to lands that adopt a mix of uses to promote non-auto based travel. This suggests limiting the number of vehicular trips, partially through reduced parking, being generated by the GO Station.

3.1.3 Growth Plan for the Greater Golden Horseshoe (2019)

The Places to Grow Plan outlines the importance of reducing reliance on the automobile and promoting non-auto modes. Planning for growth along transit corridors, adopting minimum density targets in major station areas, and integrating active transportation within the existing and planned street network (i.e., complete streets) are priorities that considers minimizing the provision of parking as an important strategy.

3.1.4 Ministry of Transportation Transit-Supportive Guidelines (2012)

The Ministry of Transportation (MTO) Transit-Supportive Guidelines support the use of TDM strategies, especially in close proximity to transit stations. This includes the reduction of parking requirements upon the adoption of TDM measures, the sharing of parking between uses and use of on-street parking during off-peak hours. This is fundamental to the Site with consideration to planning for the new GO Station.

3.1.5 Metrolinx Regional Transportation Master Plan (2041)

The Metrolinx 2041 Regional Transportation Plan sets out the planned future transportation network for the GTA that best supports intensification in accordance with sustainable transportation objectives. Additional rapid transit options (i.e., light rail), greater pedestrian

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connections, and mixed-use density should be considered for the City of Toronto and the surrounding region. Emerging and established mobility hubs, such as the Site, should adopt such elements and minimize parking in areas that may be more efficiently utilized by more sustainable infrastructure.

3.1.6 City of Toronto's Official Plan

The City's Official Plan (OP) ensures that the City evolves, improves and realizes its full potential in areas such as transit, land use development, and the environment. Lake Shore Boulevard is defined as a priority transit corridor in the OP, where transit-supportive measures should be integrated into as-of-right-zoning, such as minimum development densities and minimum parking standards.

3.1.7 Waterfront Transit Reset Study (2016)

The Waterfront Transit Reset is a multi-phase study that was implemented in 2016 (in partnership with the City of Toronto and the TTC) to establish a vision and plan for a comprehensive transit network along the City's waterfront to the year 2041. The Study Area extends from the Long Branch GO Station and the Mississauga border in the west to Woodbine Avenue in the east, and south of the Queensway / Queen Street corridor to Lake Ontario.

The Waterfront Transit Reset Study is undergoing a significant transformation, with rapid growth in many precincts along the water's edge, including the Mimico and Humber Bay Shores area. The Site area includes a light rail transit (LRT) line along Lake Shore Boulevard that will connect more directly to downtown Toronto to the east, and continue to the City of Toronto border to the west. This will result in frequent and reliable surface transit travel to and from the downtown, which will also reduce the demand for auto use and parking.

3.1.8 City of Toronto 10-Year Cycling Plan and Update

In June 2016, the City of Toronto completed a comprehensive citywide review of the bicycle network to enhance and renew infrastructure for Toronto's cycling routes.

More recently in July 2019, the City undertook a Cycling Network Plan Update that serves as a comprehensive work plan and outlines the City's planned investments for cycling infrastructure. The Updated plan define new timeframes for coordination, accountability, and implementation plans for the City's future network. This Cycling Network Update now consists of a short-term (2019-2021) implementation program and long-term (2022 and beyond) proposed network for the City. The overall plan visually identifies the significant cycling projects that are completed, underway / in review, and planned – this serves as the primary foundation of the cycling network.

For the area around the Site, the Cycling Network 10-Year Plan includes a Major Corridor Study for Lake Shore Boulevard and the construction of a new off-street trail along Mimico Creek west of Park Lawn Road. The proposed improvements are generally intended to improve the network connecting to the existing Martin Goodman Trail running along Toronto's waterfront.

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3.1.9 Official Plan Amendment (OPA) 231 Settlement (2013)

In 2013, City Council adopted an Official Plan Amendment (OPA 231) that introduced new economic policies for Toronto's employment lands. The City of Toronto recently reached a settlement with respect to the City of Toronto Official Plan Amendment No. 231 (herein referred to as "OPA 231"). This settlement led to the adoption of a Site and Area Specific Policy (SASP) for the 2150 Lake Shore site and the re-designation of these lands from Employment Industrial to Regeneration Area.

3.2 Area Studies

3.2.1 Overview

The transportation and traffic operations environment in the Humber Bay Shores and South Etobicoke Area is primarily guided by the City led and ongoing Christie's Secondary Planning process and Park Lawn Lake Shore TMP. Significant study has also been advanced as part of the Official Plan and Zoning By-Law Amendment applications in support of a significant mixed-use, transit-orientated redevelopment of the 2150 Lake Shore site located immediately adjacent to the Park Lawn GO Station.

These application processes are being advanced by and with the City to determine appropriate overall area development permission thresholds, the area transportation system operations and supporting transportation infrastructure needs. The Secondary Plan and Park Lawn Lake Shore TMP are anticipated to be completed over the course of 2021/2022.

The transportation assessments supporting these comprehensive municipal planning studies will assess and address the implications of the broad and significant levels of new development being considered in the area for all travel modes and are considering the substantial benefits of a new GO Station from an overall mobility perspective. These assessments will include all levels of traffic activity related to the Park Lawn GO Station and will consider those in the context of the future planned area street network and plans being developed to support area development.

Detailed descriptions of the relevant area studies are presented and summarized below.

3.2.2 Park Lawn Lake Shore Transportation Master Plan

The City of Toronto originally initiated the Park Lawn Lake Shore TMP in 2016 to evaluate and plan for transportation options that address existing deficiencies and accommodate increases in population and employment in the Park Lawn Road and Lake Shore Boulevard West area.

The Park Lawn Lake Shore TMP was subsequently paused prior to the resolution of the OPA 231 appeals to await information and input regarding the development potential for the 2150 Lake Shore site and the related prospect of a new Park Lawn GO Station.

With the settlement of the OPA 231 appeals, and with the commencement of the Christie's Secondary Planning Study in October 2019, the City has resumed work on the Park Lawn Lake Shore TMP to move the study objectives forward and to evaluate options to improve the area's transportation network including:

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- Improved access to the street;
- Transit and active transportation network;
- Provision of additional connections across major physical barriers such as rail lines;
- Planning for investment in public transit, pedestrian and cycling networks; and
- Enhancing the quality of the streetscape and urban design elements of the public realm.

This process is currently advancing in parallel to the City-led Secondary Plan process and other infrastructure related processes.

The Study Area for the Park Lawn Lake Shore TMP is bound by Ellis Avenue to the east, Legion Road to the west, The Queensway to the north and Lake Ontario to the south. The Park Lawn Lake Shore TMP is reviewing a variety of potential active transportation, transit and road network improvements to address existing constraints and support future development, based on a horizon year of 2041.

Improvements being considered and reviewed as part of the Park Lawn Lake Shore TMP include (but are not limited to):

- Potential improvements along Park Lawn Road and Lake Shore Boulevard West, including dedicated transit priority lanes, improved pedestrian environment, upgraded cycling route, lane configuration changes and new signalized intersections;
- A potential new north-south street extending from the Lake Shore Boulevard West / Brookers Lane intersection to The Queensway. The Gardiner Expressway ramps which currently connect to Lake Shore Boulevard West are proposed to be realigned to connect to this new north-south street. A potential new east-west street connecting from the Gardiner Expressway eastbound off ramp at Park Lawn Road to Lake Shore Boulevard West, via the 2150 Lake Shore site; and

3.2.3 Christie's Planning Study

City staff initiated the Christie's Planning Study to establish a comprehensive planning framework for a Study Area that is focussed primarily on the 2150 Lake Shore site and adjacent lands around the proposed location of the Park Lawn GO Station. The City is conducting a planning study to identify and establish certain aspects including (but not limited to): mobility and transit facility and infrastructure needs including the form of new transit infrastructure to support / inter-connect with the proposed Park Lawn GO Station, community services and facility needs including potential school and community centre provisions, and open space and park needs.

In October 2019, the Christie's Planning Study has prepared and submitted an initial OPA application, which presented a comprehensive mixed-use Master Plan development vision for the property. In May 2020, a revised OPA was submitted in response to the evolving development plan and comments received from City Staff and stakeholders. In conjunction with this, initial Zoning By-Law Amendment (ZBA) and Draft Plan of Subdivision applications were

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prepared and submitted to provide a more refined review of the development details of the updated Master Plan. A subsequent revised submission was made in February 2021 in response to further comments received and the evolving development plan.

The Study Area for the above included Lake Shore Boulevard West between Legion Road and Windermere Avenue and Park Lawn Road between Humber Bay Park Road East and The Queensway.

Improvements proposed as part of the Christie's Planning Study include (but are not limited to):

- Improvements along Park Lawn Road and Lake Shore Boulevard West, including dedicated transit priority lanes, improved pedestrian environment, upgraded cycling route, intersection improvements and optimizations and new signalized intersections;
- Construction of a mobility hub within the 2150 Lake Shore site, which is proposed to accommodate TTC services;
- Construction of Public Street B (Loop Road) within the 2150 Lake Shore site, accommodating the diversion of streetcar routes 501 and 508 into the mobility hub; and
- Construction of the previously mentioned Public Street A, which is a new east-west road link proposed to extend from the Park Lawn Road / Gardiner Expressway Eastbound Off Ramp / Legion Road intersection to the Lake Shore Boulevard West / The Marginal Boulevard intersection, primarily through the 2150 Lake Shore site.

3.2.4 Mimico 20/20 Revitalization Action Plan

Following discussions between City Staff and area residents in 2006, the Mimico 20/20 project was brought forward as a long-term strategy to identify opportunities, challenges, and potential implementation mechanisms for the revitalization of the Lake Shore Boulevard corridor between Royal York Road and the Mimico Creek. The goal of the strategy aims to build on the area's strengths and create new opportunities for positive incremental change within and around the Study Area. From a transportation perspective, the vision of the Action Plan aims to ensure that movement systems for all types of users operate effectively.

Since this time, multiple actions have been undertaken, including community visioning workshops, public meetings, and case hearings and appeal settlements for the project.

3.2.5 Mimico-Judson Regeneration Areas

Subsequent to the City Council's adoption of OPA 231, it was proposed to re-designate the lands near the Mimico GO Station and a portion of lands west of Royal York Road to Regeneration Areas. The Regeneration Areas designation provides for a mix of employment, institutional and residential uses that are implemented through a Site and Area Specific Policy.

City Staff initiated a study for the Mimico-Judson Regeneration Area that provides a revitalization framework to accommodate employment and residential population growth which capitalizes on the land's proximity to the Mimico GO Station. The Study was intended to identify

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opportunities and constraints presented by the existing development permissions, built form, community services provision and movement through the Study Area in order to unlock the potential of the Mimico-Judson area to provide for an appropriate mix of compatible uses.

3.2.6 Other Area Development Studies

In addition to the studies discussed above, various other studies have been prepared for developments proposed in the vicinity of the Study Area. Of particular note and relevance to this study is the Humber Bay Shores Mixed-Use Developments, which is in close proximity to the Study Area.

The Humber Bay Shores Mixed-Use development primarily relates to the lands bound by Lake Shore Boulevard West to the north, Marine Parade Drive to the west and south and Brookers Lane to the east. The proposal comprised in the order of 5,300 residential units and 24,000 square metres of commercial. As of the date of this report, the development is partially constructed.

3.2.7 Legion Road Extension

A Municipal Class EA Study was undertaken in 2009 to develop alignment options for the extension of Legion Road. The study recommended the extension of Legion Road from its northern limit to the Gardiner Expressway eastbound off ramp at Park Lawn Road using a single portal tunnel under the CN rail corridor and was approved by the Ministry of Environment in 2010.

The project is currently in the early stages of detailed design. In parallel, the traffic impact of this road connection is also being studied within the Park Lawn Lake Shore TMP to ensure that the connection is meeting project objectives in the current and future conditions.

3.3 Redevelopment Context and Transit-Oriented Development Opportunity

The construction of the Park Lawn GO Station provides a substantial opportunity to create a transit focussed community within southern Etobicoke that will benefit existing residents and support prospective new development.

This is particularly of consequence in the context that based upon current infrastructure, the emerging Humber Bay Shores area is planned to become the home for over 25,000 people as it builds out over the next few years in addition to a broader area population of 50,000+ people. This is based upon existing and future area development and would create substantial ridership and activity at the Park Lawn GO Station.

Central to this is the redevelopment of the 2150 Lake Shore property, in addition to other planned area development such as the partially constructed Humber Bay Shores mixed-use development.

The 2150 Lake Shore development plan is seen as a highly transit orientated mixed-use plan. The development plan is strongly guided by the Master Plan (MP), which aims to directly respond to the existing area transportation challenges and create a mobility context for the area focused upon establishing transit, cycling and pedestrian travel as the primary travel modes for

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the Site and surrounding area. These overall objectives will enable the long term area transportation demands and broader area to be met into the future.

Significant residential, employment (office) and retail uses are proposed as part of the 2150 Lake Shore proposal which from a travel perspective, is centred around the Park Lawn GO Station and associated mobility hub. In the order of 7,500 residential units, 63,000 square metres of office gross area uses, 36,000 square metres of retail floor area and two schools with a combined enrolment of 1,100 students are currently proposed as part of the 2150 Lake Shore proposal.

Further to the above is the substantial existing development in the immediate area (estimated to be in the order of 7,000 residential units plus some ground floor commercial), as well as other planned future development in the immediate area (estimated to be in the order of 3,500 residential units plus some ground floor commercial). In addition, the new Park Lawn GO Station will be directly connected to various key transportation and mobility elements of the 2150 Lake Shore redevelopment, including:

- Creation of a Transit Hub at the new GO Station with new TTC LRT and bus facilities;
- New dedicated LRT track facilities connecting Lake Shore Boulevard West to the Transit Hub, as well as dedicated LRT tracks on Lake Shore Boulevard West;
- Enhancement of cycling infrastructure and provision of end-of-trip facilities and bike share services in the area;
- A series of complete streets and new main street signalized crossings that promote walking as a viable local travel mode; and
- Car share facilities and other complementary programmes, including existing car share facilities in the area and potential car share being considered as part of the 2150 Lake Shore development.

It is noted that the primary infrastructural change includes the planned multi-modal transit hub, which will be located at the new Park Lawn GO Station, with integrated transit services, as well as other travel modes. The transit hub, collectively with the support for active transportation infrastructure and facilities are expected to generate an abundance of long and short non-auto trips at the Station, throughout the Site, and between adjacent communities.

The Site in the context of the 2150 Lake Shore MP is shown in Figure 3-1, whilst the new major transportation infrastructure elements and the transit hub proposed as part of the 2150 Lake Shore development are shown in Figure 3-2.

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Figure 3-1: 2150 Lake Shore Master Plan

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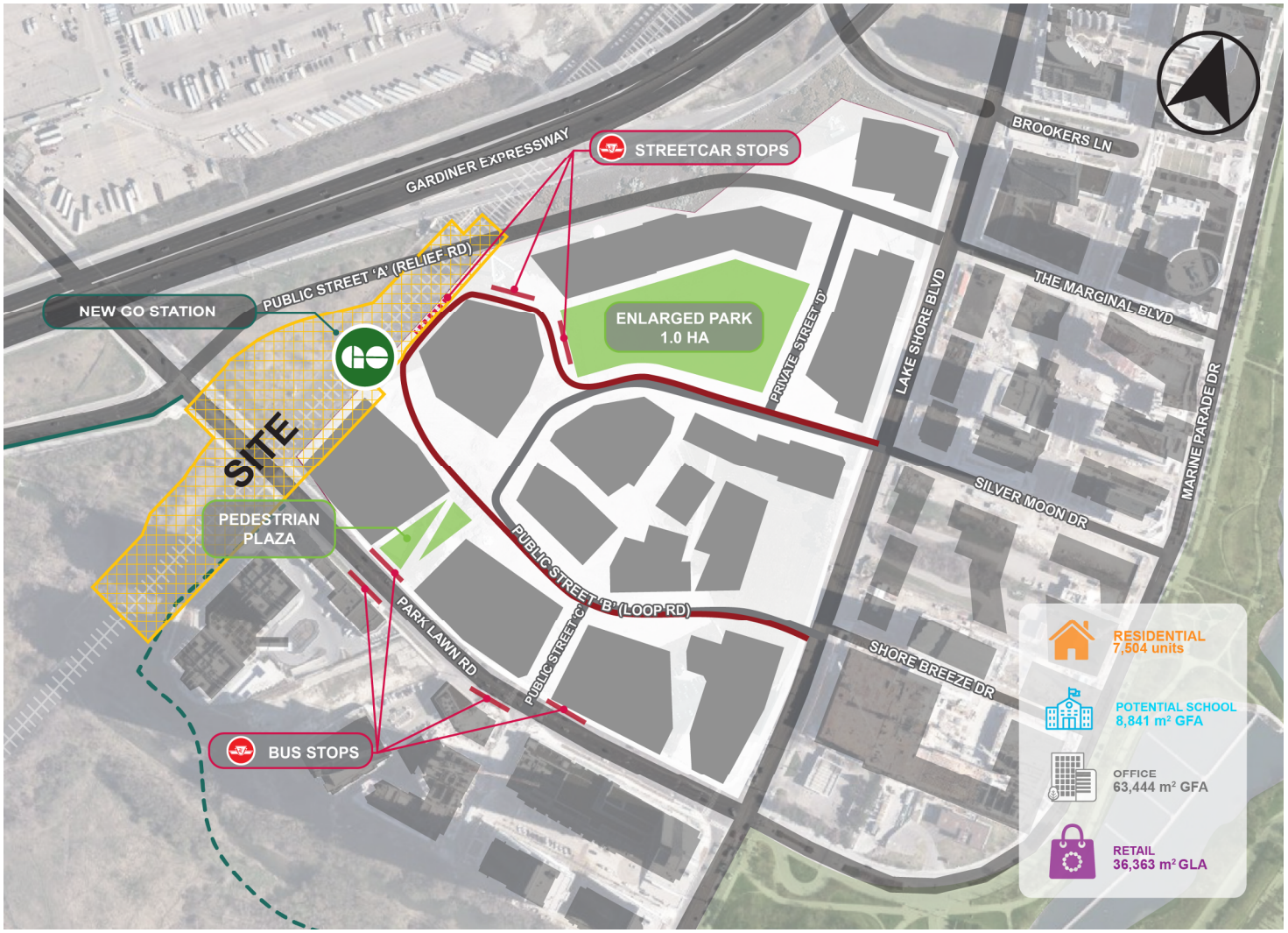

Figure 3-2: Major Transportation Infrastructure Proposed as Part of 2150 Lake Shore Development

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4. Existing Conditions

4.1 Existing Traffic Conditions

4.1.1 Existing Road Network

The new GO Station Site is adjacent to the Gardiner Expressway and is north of Lake Shore Boulevard West; two major east-west arterials that cross the City of Toronto. Ramps providing access from the Gardiner Expressway are available on Park Lawn Road in close proximity to the Site. Existing capacity constraints result in congestion along the Park Lawn Road and Lake Shore Boulevard West corridors during the weekday peak periods.

Currently, Park Lawn Road is the only north-south connection in the vicinity of the Site and the Humber Bay Shore community. As a result, the Park Lawn Road corridor can become congested during the peak periods due to high demands for movement on and off the Gardiner Expressway, as vehicles by-pass traffic on the expressway.

Descriptions of the proposed GO Station's immediate road network is summarized below. The existing area road network context is illustrated in Figure 4-1 and the existing area road network lane configurations are illustrated in Figure 4-2.

Gardiner Expressway

The Gardiner Expressway ("Gardiner") is a City expressway that extends from Highway 427 in the west (where it continues as the Queen Elizabeth Way) to the Don Valley Parkway in the east, where it continues in a north-south orientation.

The Gardiner passes directly north of the Site and serves as a major regional transportation connection. In the vicinity of the Site, the Gardiner generally maintains three lanes eastbound and four lanes westbound of general purpose traffic, with a posted speed limit of 90 kilometres per hour.

Lake Shore Boulevard West

Lake Shore Boulevard is a major arterial roadway that extends from Etobicoke Creek in the west across downtown Toronto to the Eastern Beach area of Toronto. Within the vicinity of the Site, Lake Shore Boulevard West generally operates with a four-lane cross section, with the central lanes functioning as shared traffic / streetcar lanes. A posted speed limit of 50 kilometres per hour applies in the vicinity of the Site.

Park Lawn Road

Park Lawn Road is a major arterial north-south roadway with a four-lane cross section in proximity to the Site, extending from South Kingslea Drive to the north to Lake Shore Boulevard West to the south. The roadway provides limited cycling facilities (i.e., sharrows) in the north. Park Lawn Road intersects with the Lakeshore GO rail line as an underpass.

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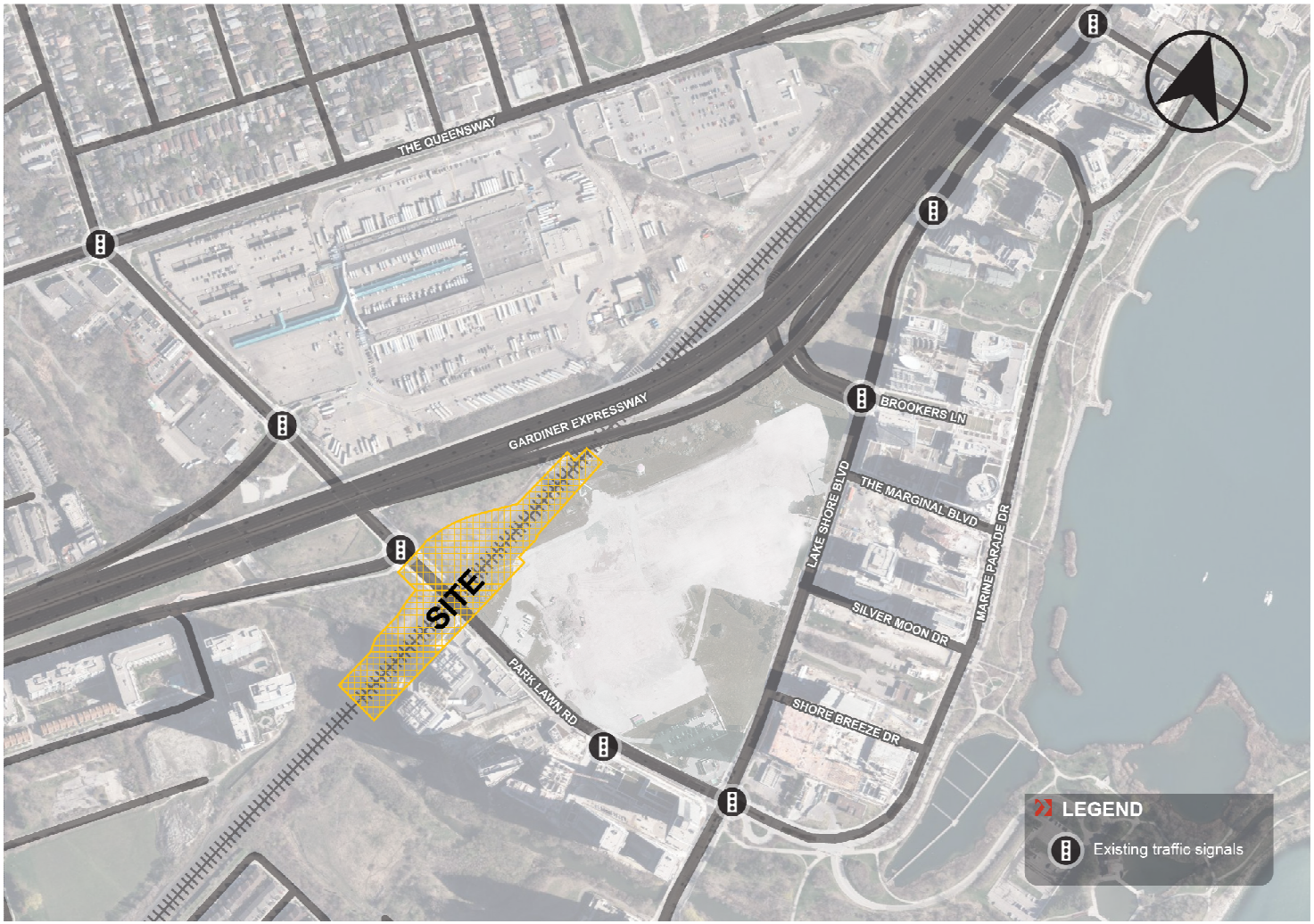

Figure 4-1: Existing Area Road Network Context

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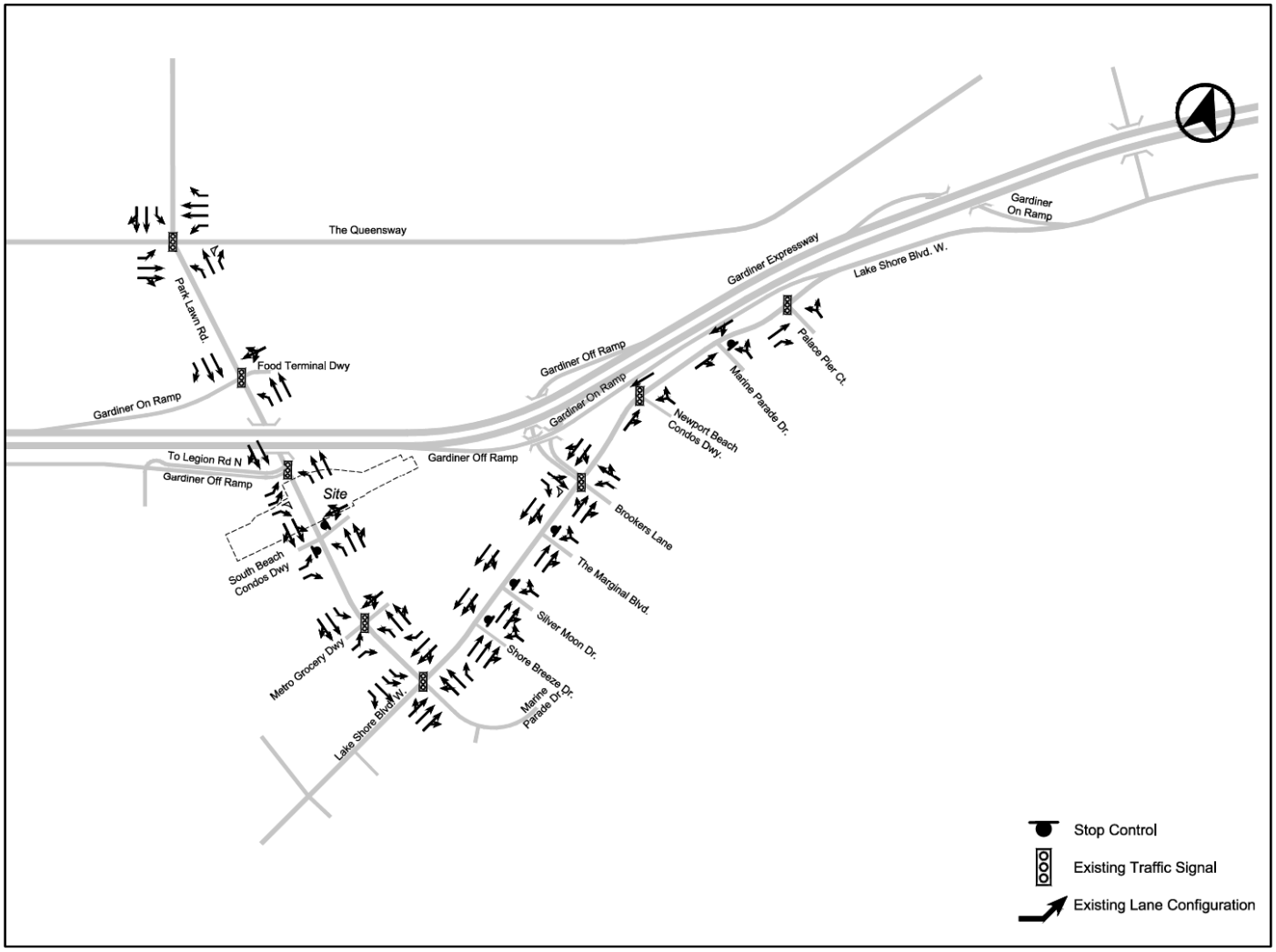

Figure 4-2: Existing (2019) Area Road Network Lane Configurations

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4.1.2 Existing Area Car Share Services

There are three primary car sharing companies operating in Toronto (Zipcar, Enterprise CarShare and Communauto), which offer their members access to vehicles located around the City of Toronto.

Zipcar is the world's largest car sharing program, which entered into the Toronto market in 2006 with approximately 100 vehicles; it has since grown to approximately 500 vehicles.

Toronto-based Enterprise CarShare (formerly AutoShare), founded in 1998, currently has over 12,000 members and 300 vehicles at over 150 locations across the City.

The above programs have acquired parking spaces for their vehicles either in private garages / surface lots or within Toronto Parking Authority (TPA) lots. Vehicles rented from these programs must be picked up and returned from the same parking space.

The Communauto service is currently operating a pilot program within the downtown Toronto area that commenced in November of 2018. The fleet size currently includes 200 'free-floating' vehicles and will be expanded upon successful completion of the pilot. Communauto vehicles are permitted to park within on-street residential permit parking zones, with users made aware of available vehicle locations using the Communauto mobile app.

There are currently two car share locations in the vicinity of the Site, operated by Enterprise CarShare, which are located adjacent to Park Lawn Road (to the west) between Lake Shore Boulevard and the Gardiner Expressway ramps, and adjacent to Lake Shore Boulevard (to the south) between Park Lawn Road and the Gardiner Expressway ramps (2175 Lake Shore Boulevard West).

4.2 Existing Active Transportation Conditions

4.2.1 Existing Active Transportation Network

The Site is located in proximity to some of Toronto's largest active transportation facilities. The Humber Bay Park East Trail, which is an extension of the Martin Goodman Trail, is located directly south of the Site and runs along the shoreline of Lake Ontario. The Martin Goodman Trail is one of the most extensive multi-use trail systems in Toronto. It extends along the waterfront, connecting the west and east ends of Toronto along the water via central Toronto.

There are also a number of active recreation facilities in the area that can be utilized on foot or bike. The Humber Bay Shores Park, the Humber Bay Park East and West Parks, and the Jean Augustine Park, are all located within 750 metres of the Site.

Apart from the multi-use trails, there are limited cycling options in the vicinity of the Site, as the street network is constrained by the Gardiner Expressway and GO Transit line. Similarly to the road network, there are limited cycling connections in the north-south direction.

North of the Gardiner Expressway, there are bicycle sharrows on Park Lawn Road and bicycle lanes on the Queensway, east of Stephen Drive. However, the lack of north-south cycling connections make these routes difficult to reach from the Site.

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Existing sidewalks are generally provided along both sides of Park Lawn Road and Lake Shore Boulevard West in the vicinity of the Site to facilitate pedestrian movement within the surrounding area, with crosswalks provided at signalized intersections.

However, it is noted that the 2150 Lake Shore site is currently a large, impermeable block, which prevents through connections. In addition, a gap in the pedestrian network is noted along the north side of Lake Shore Boulevard, east of The Marginal Boulevard.

4.2.2 Existing Area Bike Share Services

The Bike Share Toronto program provides flexible cycling options within the City of Toronto with bicycles that can be used on a short term basis and picked up/dropped off at any station across the City. The system underwent an expansion in 2016 which expanded the network to include 1,000 bicycles and 120 stations including new stations along the Yonge and Bloor/Danforth transit corridors and as far north as St Clair Avenue West. There is a continued effort to expand the network and locate new stations along major corridors in conjunction with other investments in cycling infrastructure.

There is currently a Bike Share station just south of the Site on Marine Parade Drive, and two other stations within close proximity of the Site.

The existing area active transportation context is illustrated in Figure 4-4.

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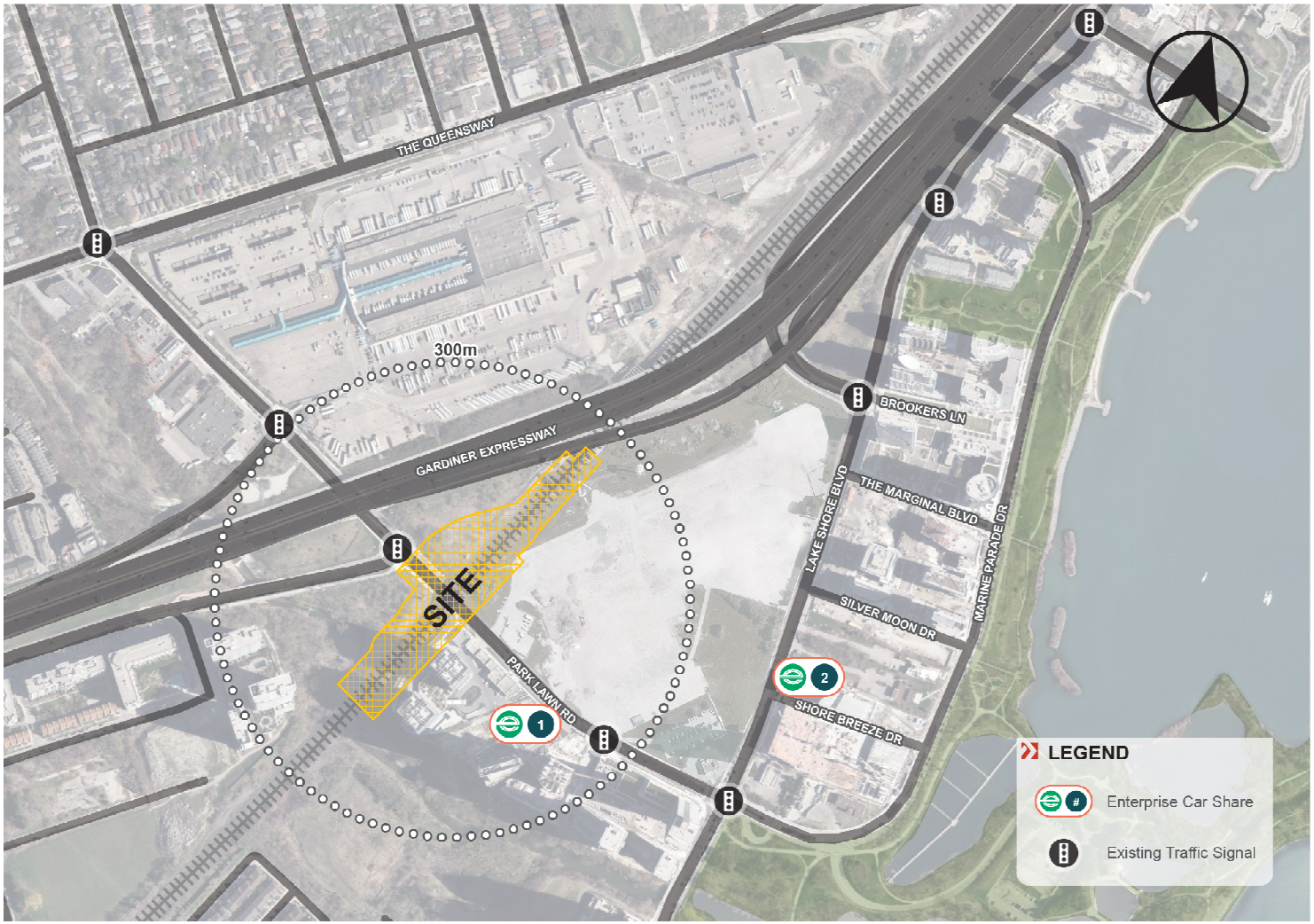

Figure 4-3: Existing Area Car Share

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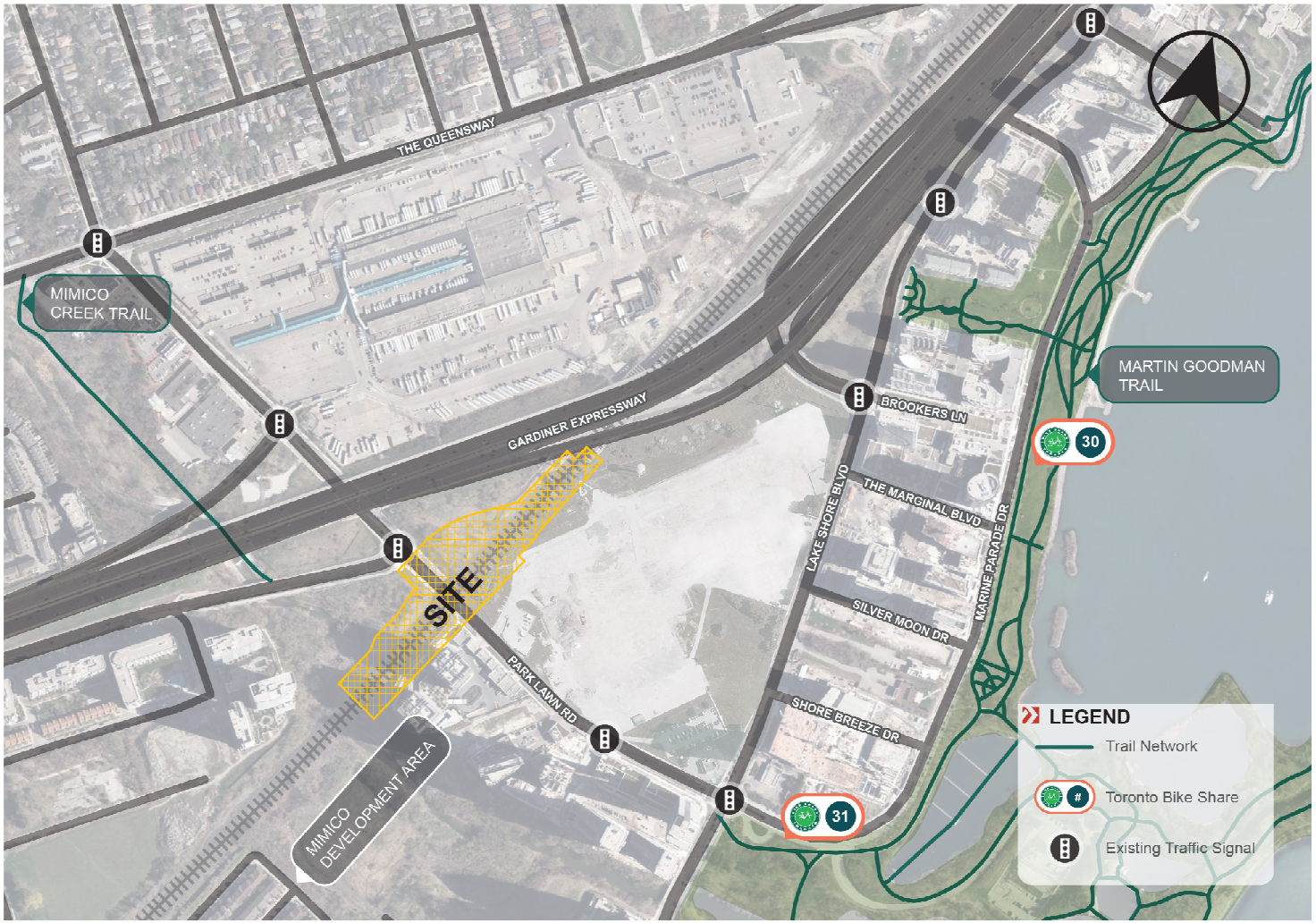

Figure 4-4: Existing Area Active Transportation Context

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4.2.3 *Existing Cycling Volumes*

Existing traffic count information was collected and is outlined in further detail in Section 4.4.2. The traffic count information included bicycle volumes at each intersection surveyed.

Based on the bicycle data within the traffic count information outlined above, it is estimated that in the order of 10 cyclists travel along Lake Shore Boulevard West and Park Lawn Road in the morning and afternoon peak hours.

4.2.4 *Existing Conditions Cycling Assessment*

4.2.4.1 *Review Criteria*

A qualitative review of the bicycle infrastructure located within the vicinity of the Site was undertaken. The review considered the following assessment criteria:

Bicycle Parking:

- The Site must have an adequate bicycle parking supply, inclusive of short-term bicycle parking that is located in highly visible and publicly accessible locations.

Sharing:

- Bike Share Toronto facilities can be conveniently located on-Site or in close proximity; bike sharing is especially preferable adjacent to, or located in close proximity to, higher order transit stations.

Connecting:

- It is beneficial if the Site is well-connected as part of the City of Toronto's cycling network via infrastructure that is safe, convenient, and has high capacity; and
- Protected bike lanes (i.e., cycle tracks) and multi-use paths are preferable in this regard.

Support:

- Bicycle repair stations provided on-Site are an amenity that adds convenience to local cycling; and
- At local buildings, important information regarding cycling routes, amenities, and safety tips should be shared to spread awareness and to promote cycling.

4.2.4.2 *Evaluation Results*

Cycling Volumes:

- The cycling volumes in the immediate vicinity are currently low, noting the lack of on-road cycling infrastructure in the area.

Parking/Sharing:

- An existing Toronto Bike Share Station is located near the Site; and
- Existing bicycle parking opportunities in the vicinity of the Site are currently limited.

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Connecting:

- The Site is located in close proximity to a number of existing off-road trails and recreational facilities, including the Humber Bay Park East Trail, the Humber Bay Shores Park, the Humber Bay Park East and West Parks and the Jean Augustine Park; and
- Existing on-road bicycle infrastructure is currently limited, with bicycle sharrows on Park Lawn Road and bicycle lanes on the Queensway, east of Stephen Drive.

Support:

- There is currently limited bicycle support facilities in the vicinity of the Site.

4.2.5 Existing Pedestrian Volumes

The abovementioned traffic count information also included crossing pedestrian volumes at each intersection surveyed.

Based on the pedestrian data within the traffic count information, it is estimated that in the order of 200 pedestrians walk along Lake Shore Boulevard West in the morning and afternoon peak hours and in the order of 100 pedestrians walk along Park Lawn Road in the morning and afternoon peak hours.

4.2.6 Existing Conditions Pedestrian Assessment

4.2.6.1 Review Criteria

A qualitative review of the pedestrian infrastructure located within the vicinity of the Site was undertaken. The review considered the following assessment criteria:

Walking:

- Pedestrian facilities are wide enough to allow pedestrians to walk and pass comfortably with expected pedestrian volumes;
- Walking paths have minimal and manageable interaction with vehicular crossings (i.e. Driveways, laneways, etc.);
- Adequate lighting is provided along pedestrian facilities; and
- Width of sidewalks, walkways, stairs, ramps and other pedestrian facilities is maintained during winter/snow removal conditions.

Waiting:

- Pedestrian waiting facilities provided at intersections should be designed to accommodate the volume of pedestrians expected to accumulate between crossing cycles and minimize pedestrians' exposure to hazards; and
- Actuated/callable pedestrian signals are provided at signalized crossings.

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Crossing:

- Formal pedestrian crossings are provided at the intersections or desired locations of crossing;
- Formal crossings in the area's pedestrian network provide efficient routes for pedestrians to cross to reach desired destinations and discourage jay-walking or informal crossings; and
- Crosswalks are wide enough to accommodate expected two-way crossing volumes.

Connecting:

- Pedestrian facilities make up a well-connected network providing a high level of area coverage without "gaps" or disconnected links in the network; and
- Pedestrian facilities provide efficient routes between key destinations.

Accessible:

- Pedestrian facilities are available to all regardless of age or ability and are designed to be accessible, where possible, and practical.

4.2.6.2 Evaluation Results

Pedestrian Volumes:

- Given the existing development in the area, existing pedestrian volumes are notable, within the order of 200 pedestrians estimated along Lake Shore Boulevard West in the morning and afternoon peak hours and 100 pedestrians estimated along Park Lawn Road in the morning and afternoon peak hours.

Walking:

- Portions of Park Lawn Road have insufficient sidewalk widths of less than 2 metres.

Waiting/Crossing:

- Formal pedestrian crossings exist at signalized intersections; and
- Distance between some existing signalized intersections is in the order of 300 - 400 metres.

Connecting:

- Existing sidewalks are generally provided along both sides of Park Lawn Road and Lake Shore Boulevard West in the vicinity of the Site;
- The current network generally lacks pedestrian crossing opportunities, particularly mid-block connections;
- There is a gap in the pedestrian network along the north side of Lake Shore Boulevard, east of The Marginal Boulevard; and

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- The 2150 Lake Shore site is currently a large, impermeable block which prevents through connections.

Accessible:

- Intersections in the vicinity of the Site generally accommodate all patrons regardless of age or ability.

4.3 Existing Transit Services

4.3.1 Existing Area Transit Context

The Site is well situated relative to existing local surface transit routes. Within close proximity to the Site, local routes operated by the TTC include the 501 Queen Streetcar, the 508 Lake Shore Streetcar and surface bus routes. The area primarily relies upon the streetcar routes, which run along Lake Shore Boulevard West and provide service to Long Branch GO Station and downtown Toronto. The surface bus routes offer connections to stations along the Bloor-Danforth subway line (Line 2) and downtown Toronto.

The nearest existing station on the Lakeshore West GO line is the Mimico GO Station, which is approximately 1.5 kilometres to the west of the Site. Mimico GO Station has parking facilities and the 176 Mimico GO bus route provides peak hour service from the Humber Bay Shores area to Mimico GO Station.

Descriptions of the Site's area transit routes are summarized below. The existing area transit context is illustrated in Figure 4-5.

Lakeshore West GO Line

The Lakeshore West GO line operates between Union Station and Hamilton, and Niagara Falls with all-day, two-way service to Aldershot, and currently includes a stop approximately 1.5 kilometres west of the Site at the Mimico GO Station. Local train service is provided regularly from Monday to Friday and provides convenient high-level transit connections to downtown Toronto and to / from the west. During peak hours, service is currently provided at 15 minute intervals.

Service along this route has recently undergone enhancements based upon Metrolinx's and the City of Toronto's GO Expansion and SmartTrack initiatives.

501 Queen Streetcar Route

The 501 Queen Streetcar route operates between Neville Park Loop, Humber Loop and Long Branch Loop, generally in an east-west direction. It serves the Queen and Osgoode Stations on the Yonge-University-Spadina subway line (Line 1). This route is part of TTC's '10-Minute Network', offering service with headways within 10 minutes all day and on every day, with intervals during the peak hours in the order of 4-5 minutes.

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508 Lake Shore Streetcar Route

The 508 Lake Shore Streetcar route operates between Long Branch Loop and the area of King Street East and Parliament Street, generally in an east-west direction. It also serves the St. Andrew and King Stations on Line 1 subway line.

The service operates five eastbound only trips during the morning peak period and five westbound only trips during the afternoon peak period, from Monday to Friday only, at intervals in the order of 20 minutes

66 Prince Edward Bus Route

The 66 Prince Edward bus route operates between Old Mill Station on the Line 2 subway line, the area of The Queensway and Stephen Drive, and the area of Lake Shore Boulevard West, Park Lawn Road, and Marine Parade, generally in a north-south direction. The service operates all day, every day, with intervals during the peak hours in the order of 6 minutes.

80 Queensway Bus Route

The 80 Queensway bus route operates between the Sherway Gardens shopping mall, the area of The Queensway and Stephen Drive, and Keele Station on the Line 2 subway line, generally in an east-west direction. The service operates all day, every day, with intervals during the peak hours in the order of 30 minutes.

145 Downtown/Humber Bay Express Bus Route

The 145 Downtown/Humber Bay Express bus route operates between the Humber Bay area in south Etobicoke and the Downtown Toronto area, generally in an east-west direction. The service operates during peak periods Monday to Friday, with intervals in the order of 30 minutes.

176 Mimico GO Bus Route

The 176 Mimico GO bus route operates between Mimico GO Station and Lake Shore Loop, generally in an east-west direction. The service operates during peak periods Monday to Friday, with intervals in the order of 30 minutes.

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Figure 4-5: Existing Area Transit Context

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4.3.2 *Existing Area Transit Peak Hour Service and Ridership*

A summary of the existing peak hour service and ridership of the transit routes operating in the vicinity of the Site is provided in Table 4-1.

The TTC ridership data is attached in Appendix A.

Table 4-1: Existing Area Transit Peak Hour Service and Ridership

Route	Direction	Reference Stop	AM Peak Services	PM Peak Services	AM Peak Ridership	PM Peak Ridership
Lakeshore West GO Train	Eastbound	Mimico Station	3	2	3,000	618
	Westbound		3	2	361	2,176
Streetcar 501	Eastbound	Park Lawn / Lake Shore	6	6	285	172
	Westbound		6	6	131	298
Streetcar 508	Eastbound	Park Lawn / Lake Shore	3	-	-[1]	
	Westbound		-	3		
Bus 66	Northbound	Park Lawn / Lake Shore	6	7	218	67
	Southbound		6	7	42	159
Bus 80	Eastbound	The Queensway / Park Lawn	2	2	43	56
	Westbound		2	2	84	48
Bus 145	Eastbound	Park Lawn / Lake Shore	2	3	56	-[1]
	Westbound		3	3	2	32
Bus 176	Eastbound	Park Lawn / Lake Shore	2	2	8	11
	Westbound		2	2	9	4

Notes:
1. Existing ridership data not available

4.3.3 *Existing Conditions Transit Assessment*

4.3.3.1 *Review Criteria*

A qualitative review of the transit infrastructure located within the vicinity of the Study Area was undertaken. The review considered the following assessment criteria:

Availability:

- Higher order transit service is highly available to the Site, with stations located in close proximity; and
- Transit options facilitate City-wide transit accessibility with minimal or no transfer required between routes.

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Access:

- Adjacent or nearby transit stops offer convenient and accessible entrance and exit, and do not encourage jaywalking activity; and
- Multiple access points are preferable.

Capacity:

- There is capacity for the existing transit services to accommodate an increase in transit usage; and
- Where capacity is limited, plans are in place to alleviate capacity concerns via service expansion and/or the construction of new higher order transit route(s).

Operations:

- Bus stops have transit shelters;
- Surface transit routes are well integrated with general traffic network; and
- Preferably, the Site is functionally integrated with adjacent higher order transit station, facilitating seamless access to stations.

4.3.3.2 Evaluation Results

Availability:

- A number of streetcar and bus routes currently operate in the vicinity of the GO Station, with streetcar routes 501 (Queen) and 508 (Lake Shore) and bus routes 66 (Prince Edward), 145 (Downtown / Humber Bay Express), 176 (Mimico GO) operating along Park Lawn Road and/or Lake Shore Boulevard West in close proximity to the Site;
- GO Train service is currently available via Mimico Station, located approximately 1.5 kilometres to the west of the Site;
- Regarding transfers, it is noted that Transportation Tomorrow Survey (TTS) data indicates that in the order of 60 percent of transit trips to/from the Study Area are to/from areas of Downtown or Midtown Toronto which are broadly accessible via either streetcars 501 and 508 (no transfer required) or subway (1 transfer required) and another 25 percent of transit trips to/from the Study Area are to/from south and central areas of Etobicoke; and
- The TTS data also indicates that in the order of 40 percent of transit trips to/from the Site area comprise zero transfers, whilst in the order of 30 percent of transit trips to/from the Site area comprise one transfer.

Access:

- Existing bus and streetcar stops are located along Park Lawn Road and Lake Shore Boulevard West, with signalized intersections in the area providing crossing locations for pedestrians.

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Capacity:

- Transit services within the vicinity currently operate within capacity.

Operations:

- Existing bus and streetcar stops in the vicinity are generally accompanied by a shelter; and
- Existing bus and streetcar services currently generally operate in mixed traffic conditions.

4.4 Existing Traffic Operations Assessment

4.4.1 Scope

Traffic analysis has been completed for existing traffic conditions during the AM and PM peak hour.

Intersections in the vicinity that have been included within the analysis Study Area are as follows:

- Park Lawn Road / The Queensway (Signalized);
- Park Lawn Road / Gardiner Expressway Westbound On Ramp / Ontario Food Terminal Driveway (Signalized);
- Park Lawn Road / Gardiner Expressway Eastbound Off Ramp / Legion Road (Signalized);
- Park Lawn Road / South Beach Condos Driveway / 2150 Lake Shore Driveway (Unsignalized);
- Park Lawn Road / Metro Grocery Driveway / 2150 Lake Shore Driveway (Signalized);
- Lake Shore Boulevard West / Park Lawn Road / Marine Parade Drive (Signalized);
- Lake Shore Boulevard West / Shore Breeze Drive (Unsignalized);
- Lake Shore Boulevard West / Silver Moon Drive (Unsignalized);
- Lake Shore Boulevard West / The Marginal Boulevard (Unsignalized);
- Lake Shore Boulevard West / Brookers Lane / Gardiner Expressway Eastbound On Ramp / Gardiner Expressway Westbound Off Ramp (Signalized);
- Lake Shore Boulevard West / Newport Beach Condos Driveway / Humber Loop (Signalized);
- Lake Shore Boulevard West / Marine Parade Drive (Unsignalized); and
- Lake Shore Boulevard West / Palace Pier Court (Signalized).

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4.4.2 *Existing Traffic Volumes*

Existing traffic volumes at area intersections have been established based on traffic count information collected, as summarized in Table 4-2. Traffic count data sheets reviewed as part of this study are provided in Appendix B.

Table 4-2: Traffic Data Collection Summary

Intersection	Source	Date and Time
Park Lawn Rd / The Queensway	Accu-Traffic Inc.	Thursday June 6, 2019 7:30am-9:30am 4:00pm-6:00pm
Park Lawn Rd / Gardiner WB On Ramp / Ontario Food Terminal Dwy		
Park Lawn Rd / Gardiner EB Off Ramp / Legion Rd		
Park Lawn Rd / South Beach Condos Dwy / 2150 Lake Shore Dwy		
Park Lawn Rd / Metro Grocery Dwy / 2150 Lake Shore Dwy		
Lake Shore Blvd W / Park Lawn Rd / Marine Parade Dr		
Lake Shore Blvd W / Shore Breeze Dr		
Lake Shore Blvd W / Silver Moon Dr		
Lake Shore Blvd W / The Marginal Blvd		
Lake Shore Blvd W / Brookers Ln / Gardiner EB On Ramp / Gardiner WB Off Ramp		
Lake Shore Blvd W / Newport Beach Condos Dwy / Humber Loop		
Lake Shore Blvd W / Marine Parade Dr		
Lake Shore Blvd W / Palace Pier Crt		

Further to the above, traffic counts at area intersections have been undertaken on multiple occasions to ensure existing baseline traffic conditions are representative. As such, to determine whether the collected traffic volume set (2019) is generally in line with typical volumes within the area, it was compared against additional counts previously undertaken between 2011-2018. The volumes were compared against four separate sets of counts. On the basis of this review, adjusted volumes were adopted for some movements in the AM peak, such that it was considered to adequately represent typical volumes within the area.

A summary of the volumes reviewed is provided in Table 4-3. In determining volumes, consideration was given to the average of the five counts, as well as reviewing balancing through the corridor and making sense in the context of adjacent intersections. Variance in data points was also considered when determining an appropriate volume, particularly where data

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points were notably higher or lower than the average (e.g.. 50 percent or more). The volume adjustments are provided in Appendix C. The historical traffic data is provided in Appendix D.

Subsequently, the adopted baseline existing peak hour traffic volumes are illustrated in Figure 4-6. A base year of 2019 was adopted, consistent with the date of the above traffic counts and the 2150 Lake Shore Boulevard West traffic study and noting that 2020 and 2021 have been pandemic-affected.

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Table 4-3: Review of Historical Traffic Counts and Resultant Adopted Volumes – AM Peak

Intersection	Movement	June 2019 Count	Historical Count 1 [1]	Historical Count 2 [2]	Historical Count 3 [3]	Historical Count 4 [4]	Adopted
Park Lawn Rd / The Queensway	EBT	1320	1153	1012	1322	1054	**1120**
	WBT	870	642	653	926	405	**670**
	NBT	290	243	200	174	140	**240**
	SBT	323	298	265	298	288	**275**
Park Lawn Rd / Gardiner WB On Ramp / Ontario Food Terminal Dwy	NBT	1054	772	1002	927	778	**1005**
	SBT	323	153	233	189	191	**275**
Park Lawn Rd / Gardiner EB Off Ramp / Legion Rd	EBR	862	320	700	645	497	**610**
	NBT	1114	915	988	752	862	**1065**
	SBT	252	153	219	171	131	**200**
Lake Shore Blvd W / Park Lawn Rd / Marine Parade Dr	EBT	933	603	777	757	896	**835**
	WBT	375	280	333	205	315	**325**
	WBR	369	297	370	238	210	**320**
	SBL	861	288	682	616	573	**560**
Lake Shore Blvd W / Brookers Ln / Gardiner EB On Ramp / Gardiner WB Off Ramp	EBL	700	249	106	366	267	**300**
	SBR	393	343	276	380	226	**295**

Notes:

[1] - Count 1 – October 2016 for Park Lawn Road / The Queenway, June 2016 for Park Lawn / Gardiner On Ramp, Park Lawn / Gardiner Off Ramp and Park Lawn / Lake Shore, and January 2018 for Lake Shore / Gardiner Ramps.

[2] - Count 2 – June 2016 for all intersections.

[3] - Count 3 – November 2013 for Park Lawn Road / The Queenway, December 2014 for Park Lawn / Gardiner On Ramp, Park Lawn / Gardiner Off Ramp and Park Lawn / Lake Shore, and June 2016 for Lake Shore / Gardiner Ramps.

[4] - Count 4 – August 2011 for Park Lawn Road / The Queenway, November 2013 for Park Lawn / Gardiner On Ramp, September 2013 for Park Lawn / Gardiner Off Ramp, April 2012 for Park Lawn / Lake Shore, and December 2014 for Lake Shore / Gardiner Ramps.

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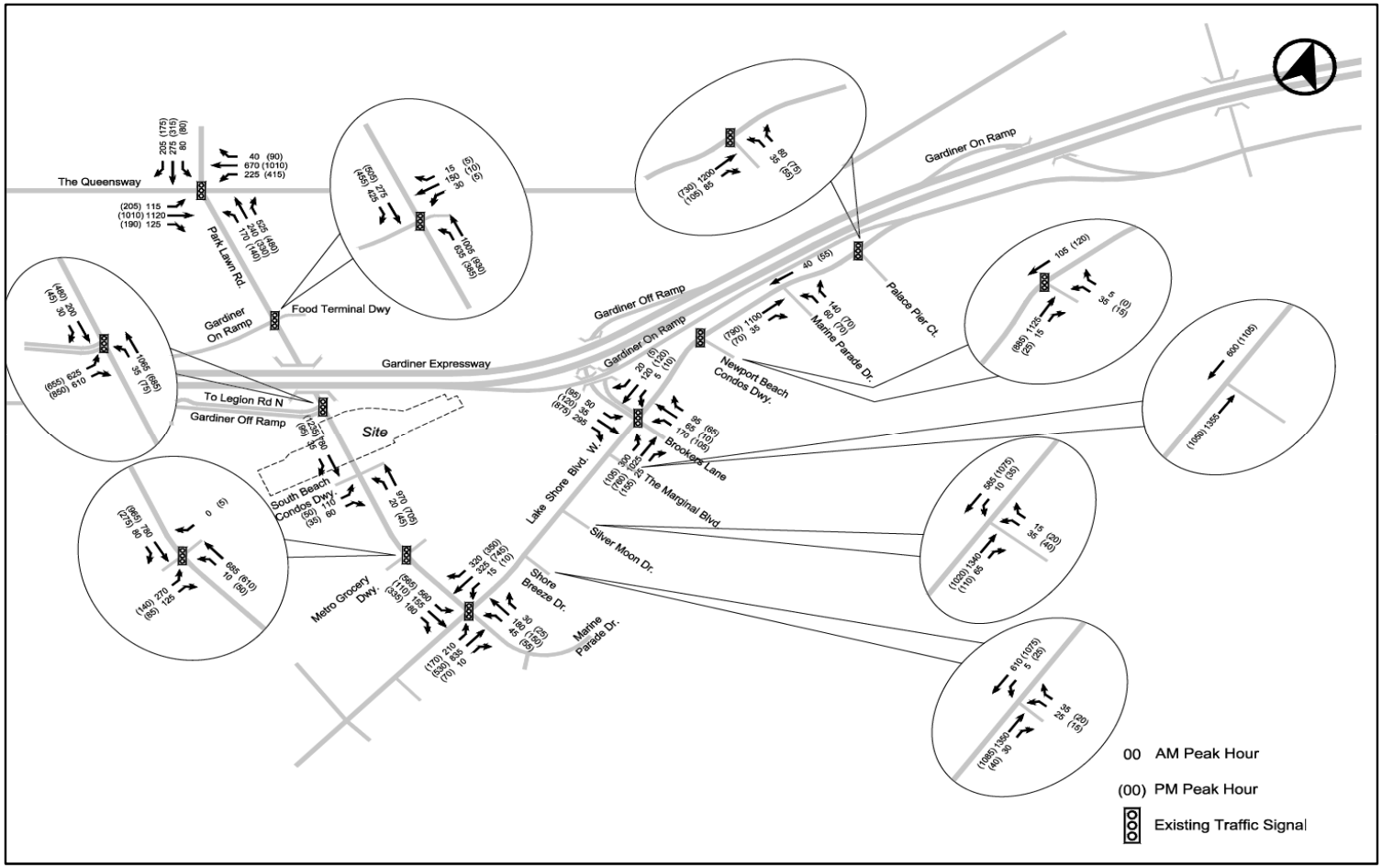

Figure 4-6: Existing (2019) Traffic Volumes

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4.4.3 Existing Traffic Operations Analysis

4.4.3.1 Methodology and Model Assumptions

Signalized Intersections

Signalized intersection traffic operations analyses have been undertaken using the Synchro (version 9.0) capacity analysis software.

Analyses have been undertaken in accordance with the methodologies outlined in the Highway Capacity Manual (HCM), which provides a 'level of service' (LOS) indicator for each turning movement / approach at the intersection. The LOS provides a measure of the average delay that a motorist may experience when travelling through the intersection and ranges from "LOS A" (little delay) to "LOS F" (extended delay).

A complementary measurement also provided is a 'volume-to-capacity' ratio (v/c) for each movement, which provides a relative measure of the demand volume to capacity available to process the demand. A v/c ratio of 1.0 reflects 'at-capacity' conditions. The HCM methodology also provides an indication of the extent of any queuing on a particular movement or approach.

Unsignalized Intersections

Unsignalized intersection traffic operations analyses have also been undertaken using the Synchro (version 9.0) capacity analysis software.

Analyses have been undertaken in accordance with the methodologies outlined in the HCM. The HCM methodology provides a LOS designation for turning movements of an intersection. The LOS designation ranges from LOS A to LOS F which provides an understanding of the relative time a motorist may have to wait, on average, to complete a turn at an unsignalized intersection or driveway. LOS A designation is reflective of a condition where motorists may experience little delay, while LOS F designation is reflective of extended delays.

4.4.3.2 Network Wide Parameters

Signal Timings

Existing signal timings, phasing plans, and cycle lengths were obtained from the City of Toronto, and are provided in Appendix E.

Existing Conditions analyses at the area signalized intersections were generally undertaken using the existing signal timing plans. The exception to this is at the Park Lawn Road / Gardiner Expressway Eastbound Off Ramp / Legion Road intersection, where a study of the actual timings indicated that more time was allocated to the eastbound movements than indicated in the signal timing plan for that intersection during the PM peak. On this basis, a split of 42 seconds was adopted for the eastbound movement during the PM peak to represent the increased time that was required to accommodate the eastbound volumes as counted. The study is attached in Appendix F.

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Heavy Vehicle Assumptions

Heavy vehicle percentages incorporated into the analysis were based upon information obtained from the existing intersection turning movement counts.

Bicycle Conflicts and Crossing Pedestrians

Peak hour conflicting bicycle volumes and pedestrian volumes utilized in the Existing Conditions analysis were based upon information obtained from the existing intersection turning movement counts.

Lost Time Adjustments

The City of Toronto Synchro 9 guidelines specify a base lost time adjustment factor of -1.0 seconds (e.g., a total lost time per phase equal to the amber plus all-red time minus 1 second). This was adopted in the analysis as the default value.

In some instances, alternate lost time adjustment factors were adopted where existing intersection operations as reported by Synchro were calibrated to more accurately reflect actual existing operating conditions. Further details of adopted calibrations are provided in Section 4.4.3.3.

Peak Hour Factor

The City of Toronto Synchro 9 guidelines specify that where available, peak hour factors should be calculated from existing traffic count information.

As such, for the Existing Conditions analysis, the peak hour factors were calculated based on the obtained traffic data.

4.4.3.3 Model Calibration

Calibrations were undertaken at some intersections as required, such that Existing Conditions as reported by Synchro more accurately reflected actual operating conditions and v/c ratios on turning movements under Existing Conditions were equal to no more than 1.0.

The calibrations undertaken are summarized in Table 4-4, whilst calibration studies are attached in Appendix F.

Table 4-4: Summary of Model Calibrations

Intersection	Calibration	AM Peak	PM Peak
Lake Shore Blvd W / Marine Parade Dr	NBLR Control Delay[1]	32	25
Lake Shore Blvd W / Shore Breeze Dr	NBLR Control Delay[1]	30	37
Lake Shore Blvd W / Silver Moon Dr	NBLR Control Delay[1]	46	38
Park Lawn Rd / Gardiner EB Off Ramp / Legion Rd	EBR right turn on red saturation flow[2]	-	633

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Intersection	Calibration	AM Peak	PM Peak
Park Lawn Rd / Gardiner Westbound On Ramp / Ontario Food Terminal	NBL Lost Time Adjust[3]	-4	-
Park Lawn Rd / The Queensway	WBL Lost Time Adjust[3]	-2	-2

Notes:
1. Control delay calibrations made via critical and follow up gap adjustments, based on delay studies (attached in Appendix F).
2. Calibration made based on right turn on red study (attached in Appendix F) and right turn on red saturation flow rate equation detailed on page 8-11 of the Synchro Studio 9 User Guide.
3. Calibration made based on result of intergreen study (attached in Appendix F).

4.4.3.4 Traffic Operations Analysis Results

The traffic operations analysis results for Existing Conditions are shown graphically in Figure 4-7 and are summarized in Table 4-5 and

Table 4-6 for signalized and unsignalized intersections respectively. For signalized intersections, movements approaching capacity with a V/C value over 0.90 and for unsignalized intersections, movements with a LOS F have been highlighted orange. The existing traffic operations Synchro reports are provided in Appendix G.

Whilst the area road network is currently operating within theoretical capacity, there are a number of intersections/movements which are in high demand, including:

- The Park Lawn Road / The Queensway intersection is approaching capacity under all analysis periods;
- High demand for the northbound left turn movement at the Park Lawn Road / Gardiner Expressway Westbound On Ramp / Ontario Food Terminal intersection, primarily during the AM peak hour;
- High demand for movements off the Gardiner Expressway at the Park Lawn Road / Gardiner Expressway Eastbound Off Ramp / Legion Road intersection, particularly during the PM peak hour;
- High demands at the Lake Shore Boulevard West / Park Lawn Road / Marine Parade Drive intersection;
- High demand for movements off the Gardiner Expressway at the Lake Shore Boulevard West / Gardiner Eastbound On Ramp / Gardiner Westbound Off Ramp / Brookers Lane intersection, particularly during the PM peak hours;
- Eastbound movements along the Lake Shore Boulevard West corridor are approaching capacity in the single lane section to the east of the Site, primarily during the AM peak hour; and
- Movements out of the side roads at unsignalized intersections to Park Lawn Road and Lake Shore Boulevard West have extended delays.

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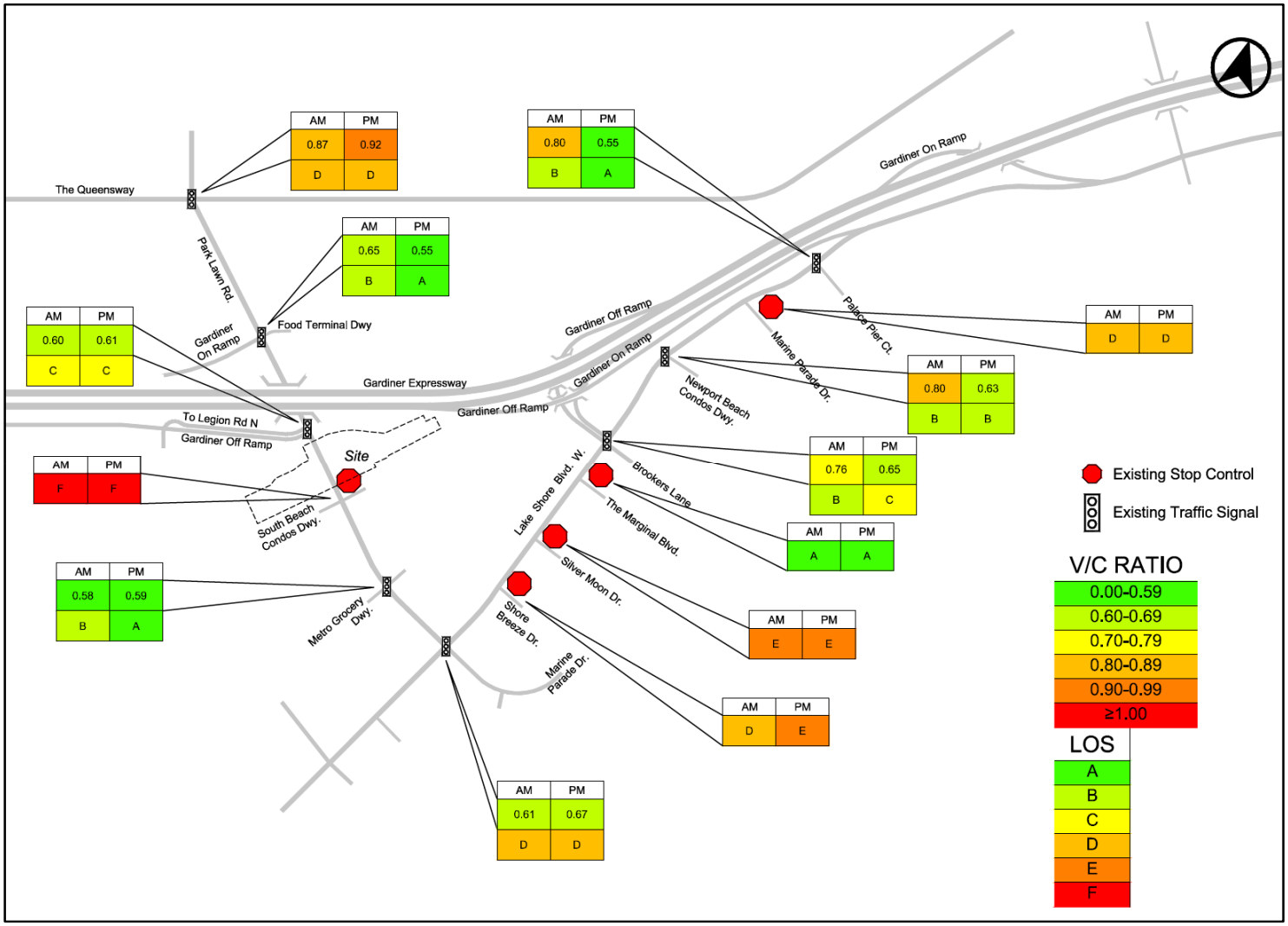

Figure 4-7: Existing (2019) Traffic Conditions Overview

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Table 4-5: Existing Traffic Operations Results – Signalized Intersections

Movement	Existing		
	V/C	LOS	Delay
Park Lawn Rd / The Queensway			
EBL	0.33 (0.77)	C (D)	22.5 (41.5)
EBTR	0.91 (0.97)	D (E)	49.4 (64.1)
WBL[2]	0.78 (0.94)	D (E)	54.5 (71.8)
WBT	0.38 (0.54)	C (C)	21.5 (20.7)
WBR	0.03 (0.07)	B (B)	17.4 (14.9)
NBL	0.73 (0.78)	D (E)	48.1 (62.5)
NBT	0.42 (0.65)	D (D)	39.9 (51.5)
NBR	0.79 (0.64)	D (C)	37.8 (26.1)
SBL	0.36 (0.54)	D (E)	51.4 (63.6)
SBTR	0.56 (0.67)	D (E)	52.8 (57.7)
Overall	**0.87 (0.92)**	**D (D)**	**41.8 (47.1)**
Park Lawn Rd / Gardiner WB On Ramp / Ontario Food Terminal Dwy			
WBLTR	0.76 (0.25)	D (D)	50.1 (42.2)
NBL[3]	0.80 (0.55)	B (A)	12.4 (3.7)
NBT	0.47 (0.34)	A (A)	4.9 (1.0)
SBT	0.20 (0.23)	B (A)	18.3 (5.9)
SBR	0.45 (0.35)	C (A)	23.0 (7.3)
Overall	**0.65 (0.55)**	**B (A)**	**14.7 (4.1)**
Park Lawn Rd / Gardiner EB Off Ramp / Legion Rd			
EBL	0.75 (0.57)	D (C)	36.7 (22.4)
EBR[4]	0.47 (0.90)	C (D)	31.1 (43.0)
NBL	0.06 (0.21)	A (B)	8.3 (13.2)
NBT	0.53 (0.40)	B (B)	12.5 (14.0)
SBTR	0.11 (0.31)	A (A)	2.1 (8.0)
Overall	**0.60 (0.61)**	**C (C)**	**21.9 (23.7)**

Notes:
1. xx (xx) – AM Peak (PM Peak)
2. Lost time adjustment calibrated to -2 seconds (all analysis periods) based on intergreen study - attached in Appendix F
3. Lost time adjustment calibrated to -4 seconds (AM peak) based on intergreen study - attached in Appendix F
4. Right turn on red saturation flow calibrated to 633 (PM peak) based on right turn on red study - attached in Appendix F
5. V/C values highlighted orange indicate movement approaching capacity with v/c value over 0.90

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Table 4-5: Existing Traffic Operations Results – Signalized Intersections (Cont'd)

Movement	Existing		
	V/C	LOS	Delay
Park Lawn Rd / Metro Grocery Dwy / 2150 Lake Shore Dwy			
EBL	0.73 (0.58)	C (C)	29.2 (28.8)
EBR	0.15 (0.18)	B (C)	18.3 (23.9)
WBLTR	- (0.00)	- (C)	- (22.8)
NBL	0.04 (0.27)	A (A)	6.9 (9.2)
NBTR	0.38 (0.28)	A (A)	9.0 (6.0)
SBTR	0.48 (0.59)	B (A)	10.7 (8.1)
Overall	**0.58 (0.59)**	**B (A)**	**13.1 (9.6)**
Lake Shore Blvd W / Park Lawn Rd / Marine Parade Dr			
EBL	0.57 (0.72)	C (D)	28.6 (41.2)
EBTR	0.60 (0.45)	C (C)	32.0 (30.8)
WBLT	0.40 (0.88)	D (E)	39.9 (61.1)
WBR	0.32 (0.40)	B (B)	16.1 (19.3)
NBLT	0.43 (0.34)	D (D)	52.4 (49.1)
NBR	0.03 (0.03)	D (D)	48.3 (45.9)
SBL	0.70 (0.68)	D (D)	50.1 (47.9)
SBT	0.37 (0.24)	D (D)	42.1 (39.3)
SBR	0.17 (0.36)	F (F)	97.9 (118.4)
Overall	**0.61 (0.67)**	**D (D)**	**40.9 (51.6)**
Lake Shore Blvd W / Brookers Ln / Gardiner EB On Ramp / Gardiner WB Off Ramp			
EBLTR	0.75 (0.58)	B (B)	12.5 (13.4)
WBLTR	0.07 (0.08)	A (B)	3.0 (16.8)
NBL	0.70 (0.44)	D (C)	44.5 (31.2)
NBTR	0.33 (0.07)	C (C)	34.1 (26.9)
SBLT	0.35 (0.54)	C (C)	34.5 (32.4)
SBR	0.22 (0.81)	C (D)	33.1 (45.0)
Overall	**0.76 (0.65)**	**B (C)**	**19.5 (27.9)**

Notes:
1. xx (xx) – AM Peak (PM Peak)

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Table 4-5: Existing Traffic Operations Results – Signalized Intersections (Cont'd)

Movement	Existing		
	V/C	LOS	Delay
Lake Shore Blvd W / Newport Beach Condos Dwy / TTC Humber Loop			
EBL	0.42 (0.37)	E (D)	58.6 (50.2)
EBT	0.90 (0.69)	B (B)	16.0 (10.3)
WBT	0.10 (0.11)	A (A)	6.4 (7.2)
NBLTR	0.03 (0.06)	C (D)	34.8 (36.2)
Overall	**0.80 (0.63)**	**B (B)**	**16.1 (10.8)**
Lake Shore Blvd W / Palace Pier Ct			
EBT	0.86 (0.56)	A (A)	7.8 (2.5)
EBR	0.08 (0.10)	A (A)	0.2 (0.8)
NBLR	0.29 (0.42)	D (D)	42.6 (41.1)
Overall	**0.80 (0.55)**	**B (A)**	**10.2 (7.5)**

Notes:
1. xx (xx) – AM Peak (PM Peak)

Table 4-6: Existing Traffic Operations Results – Unsignalized Intersections

Movement	Existing	
	LOS	Delay
Park Lawn Rd / South Beach Condos Dwy / 2150 Lake Shore Dwy		
EBL	F (F)	152.1 (164.1)
EBR	B (B)	12.1 (14.0)
WBLTR	A (A)	0.0 (0.0)
NBL	B (B)	10.2 (13.2)
Lake Shore Blvd W / Shore Breeze Dr		
WBLT	A (A)	0.4 (1.6)
NBLR[2]	D (E)	30.0 (37.0)
Lake Shore Blvd W / Silver Moon Dr		
WBLT	A (A)	1.1 (1.9)
NBLR[2]	E (E)	46.0 (38.0)
Lake Shore Blvd W / The Marginal Blvd		
NBLR	A (A)	0.0 (0.0)
Lake Shore Blvd W / Marine Parade Dr		
NBLR[2]	D (D)	32.0 (25.0)

Notes:
1. xx (xx) – AM Peak (PM Peak)
2. Movement calibrated to delay study (all analysis periods) - attached in Appendix F
5. LOS values highlighted orange indicate movement with LOS F

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5. Near Term Horizon Conditions

5.1 Planned and Committed Area Development

The planned and committed area development assumed for the purpose of the near term horizon conditions are summarized in Table 5-1. Overall, the background sites represent development in the order of 9,300 residential units and 123,000 square metres of non-residential uses.

Table 5-1: Area Background Development

Development	Statistics
2150 Lake Shore Blvd W – Phase 1	1,245 Residential Units 5,364 m^2 Retail 23,682 m^2 Office
42 Park Lawn Road	321 Residential Units
2313 Lake Shore Blvd	241 Residential Units
Humber Bay Shores[1]	5,272 Residential Units 23,517 m^2 Commercial / Retail
Mimico-Judson	1,686 Residential Units 70,130 m^2 Office
251 Manitoba St	498 Residential Units
Total	**9,300 Residential Units** **123,000 m^2 Non-Residential**

Notes: 1. Development is partially constructed and occupied (estimated 2,141 units) at the time of the existing traffic counts.

5.2 Committed Area Transportation Network Changes

5.2.1 Street Network Changes

A number of street network changes and enhancements in the vicinity of the planned Park Lawn GO Station are considered within the ongoing Christie's Secondary Planning Study and Park Lawn Lake Shore TMP, as well as other area development studies.

Changes associated with the Park Lawn Lake Shore TMP are included in the City's public meeting materials, most recently held on July 26 and August 9, 2021. Noted changes associated with the 2150 Lake Shore development are outlined in the Urban Transportation Considerations report prepared by BA Group (dated September, 2019), whilst noted changes associated with the Humber Bay Shores background development are outlined in the Updated Traffic Impact Study prepared by MMM Group and AECOM (dated August, 2014).

It is noted that whilst a large suite of street network improvements are proposed as part of the full build-out of the 2150 Lake Shore site and as part of the Park Lawn Lake Shore TMP, not all of these will be completed within the Near Term Horizon (2028).

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Accordingly, an overview of the assumed road-related changes for the Near Term Horizon (2028) are outlined in the following sections. The Near Term Horizon (2028) road network is shown graphically in Figure 5-1, whilst future lane configurations and traffic control are shown in Figure 5-2.

5.2.1.1 Public Street A

As part of the 2150 Lake Shore development and included in the Park Lawn Lake Shore TMP, the construction of Public Street A is proposed, which is a new east-west road link proposed to extend from the Park Lawn Road / Gardiner Expressway Eastbound Off Ramp / Legion Road intersection to the Lake Shore Boulevard West / The Marginal Boulevard intersection, primarily through the 2150 Lake Shore site. Public Street A is proposed to be constructed with Phase 1 of the 2150 Lake Shore development and will therefore be in place for the Near Term Horizon (2028).

In the west end, Public Street A will form a new fourth approach to the existing Park Lawn Road / Gardiner Expressway Eastbound Off Ramp / Legion Road signalized intersection, with associated lane configuration changes. At the east end, Public Street A will form a new fourth approach to the existing Lake Shore Boulevard West / The Marginal Boulevard intersection, with the intersection proposed to be signalized and associated lane configurations changes as proposed by the 2150 Lake Shore development. A new traffic signal is also proposed mid-way along Public Street A just east of the rail corridor, providing access to the 2150 Lake Shore site.

Public Street A will provide four lanes (two lanes in each direction). In the eastbound direction, a curbside layby will be provided for accessible PUDO (paratransit/TTC WheelTrans facilities).

5.2.1.2 2150 Lake Shore Internal Network

In addition to the aforementioned Public Street A, the 2150 Lake Shore development includes a number of other proposed roads, forming the development's internal road network.

Ultimately, in addition to Public Street A, the development's internal road network will comprise:

- Public Street B (Loop Road) (connecting to Lake Shore Boulevard West at Shore Breeze Drive and Silver Moon Drive at each end) and looping through the development; and
- East-west roads connecting Park Lawn Road to Public Street B (Loop Road) (Public Street C) and Public Street A to Public Street B (Loop Road) (Private Street D).

However, for Phase 1 of the development, aligning with the Near Term Horizon (2028), only part of the internal road network is proposed to be constructed as follows:

- Construction of Public Street C, extending east-west between Park Lawn Road and Public Street B (Loop Road). Public Street C will form a fourth approach at the existing Park Lawn Road / Metro Grocery Driveway signalized intersection.

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- Partial construction of Public Street B (Loop Road), extending towards the Station from Public Street C and terminating in a cul-de-sac. Public Street B (Loop Road) will not connect to Lake Shore Boulevard West in the Near Term Horizon (2028).

5.2.1.3 Park Lawn Road Improvements

As part of the 2150 Lake Shore development, Park Lawn Road is proposed to be widened in the order of 6 to 8 metres to fulfil the preferred width as designated in the City of Toronto Official Plan. It is assumed that in the Near Term Horizon (2028), the section of Park Lawn Road between the aforementioned Public Street A and Public Street C will be widened.

5.2.1.4 Legion Road Extension

An extension to Legion Road from its current southern limit near the Gardiner Expressway eastbound off ramp to Park Lawn Road, to its current northern limit near Lake Shore Boulevard West, is currently being considered by the City of Toronto. It is assumed that this improvement will be in place for the Near Term Horizon (2028).

5.2.1.5 General Intersection Improvements

Park Lawn Road / Gardiner Expressway Eastbound Off Ramp / Legion Road / Public Street A

In addition to the modifications necessary at this intersection to incorporate the addition of Public Street A, the 2150 Lake Shore development proposes the removal of the eastbound right turn slip lane. This improvement is assumed to be incorporated with the construction of Public Street A and would therefore be in place for the Near Term Horizon (2028).

Park Lawn Road / The Queensway

As part of the 2150 Lake Shore development, modifications are proposed to this intersection to incorporate an eastbound right turn lane and increase the capacity of this movement. This improvement is considered necessary to accommodate projected Near Term Horizon (2028) background development traffic and is therefore assumed to be in place.

Park Lawn Road / South Beach Condos Driveway / 2150 Lake Shore Boulevard West Driveway

A new traffic signal is proposed at the existing Park Lawn Road / South Beach Condos driveway intersection, with a driveway to the 2150 Lake Shore development forming a new fourth approach. This improvement is proposed to be constructed with Phase 1 of the 2150 Lake Shore site and will therefore be in place for the Near Term Horizon (2028).

Lake Shore Boulevard West / Park Lawn Road / Marine Parade Drive

The split phasing is assumed to be removed, with the existing northbound combined left/through lane converted to a northbound left turn lane only. Other changes along Lake Shore Boulevard West are expected to occur after the Near Term (2028) timeframe.

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Lake Shore Boulevard West / Silver Moon Drive

In the Near Term Horizon (2028), prior to the full construction of Public Street 'B' (Loop Road) proposed as part of the 2150 Lake Shore development, the Lake Shore Boulevard West / Silver Moon Drive intersection is assumed to be signalized with associated lane changes, proposed as part of the Humber Bay Shores development. Other changes along Lake Shore Boulevard West are expected to occur after the Near Term (2028) timeframe.

Lake Shore Boulevard West / Shore Breeze Drive

In the Near Term Horizon (2028), prior to the full construction of Public Street 'B' (Loop Road) proposed as part of the 2150 Lake Shore development, the Lake Shore Boulevard West / Shore Breeze Drive intersection is assumed to be subject to right in/right out restrictions, proposed as part of the Humber Bay Shores development. Other changes along Lake Shore Boulevard West are expected to occur after the Near Term (2028) timeframe.

5.2.2 Assumed Near Term Horizon (2028) Road Network

Based on the abovementioned area transportation network changes, this section provides an overview of the assumed road network, lane configurations and traffic control for the purpose of the Near Term Horizon analysis.

Base Analysis

The assumptions for the base analysis are outlined below:

- Prior to the full construction of Public Street B (Loop Road) proposed as part of the 2150 Lake Shore development, traffic control and lane configurations along Lake Shore Boulevard West at Silver Moon Drive and Shore Breeze Drive are assumed to be as proposed for the Humber Bay Shores background development as follows:
    - Signalization of the Lake Shore Boulevard West / Silver Moon Drive intersection and associated lane configuration changes; and
    - Right in/right out only turn restrictions for Shore Breeze Drive at Lake Shore Boulevard West and associated lane configuration changes.
- Construction of Public Street A proposed as part of the 2150 Lake Shore development has been completed;
- Partial construction of the internal road network proposed as part of the 2150 Lake Shore development, connecting to Park Lawn Road at its intersection with the existing Metro Grocery driveway (with associated lane configuration changes) and ending within the 2150 Lake Shore site as a cul-de-sac to the southeast of the Station;
- Driveways from external roads to Phase 1 of the 2150 Lake Shore Boulevard development as follows:

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- Driveway to Park Lawn Road at its intersection with the existing South Beach Condos driveway (to be signalized and with associated lane configuration changes); and
- Driveway to Public Street A (to be signalized and with associated lane configurations).

- Adjustments to lane configurations at the following intersections:
  - Park Lawn Road / The Queensway;
  - Park Lawn Road / Gardiner Expressway Eastbound Off Ramp / Legion Road / Public Street A; and
  - Lake Shore Boulevard West / Park Lawn Road / Marine Parade Drive
  - Lake Shore Boulevard West / Public Street A / The Marginal Boulevard.

5.2.3 Transit Network Changes

Significant transit investment is planned for the GO Station and neighbourhood area, as supported in City and Regional transportation plans and proposed as part of the 2150 Lake Shore development which are expected to redefine transit access to / from the west end of Toronto, and more specifically, the Humber Bay Shores neighbourhood.

As per the street network changes, not all of the transit improvements proposed as part of the Park Lawn Lake Shore TMP and the full build-out of the 2150 Lake Shore site will be completed within the Near Term Horizon (2028)..

Accordingly, an overview of the assumed transit-related changes for the Near Term Horizon (2028) are outlined in the following sections. The Near Term Horizon (2028) transit network is shown graphically in Figure 5-3.

5.2.3.1 Park Lawn GO Station

The Park Lawn GO Station as outlined in this report will serve as a major terminus or transfer point for residents, commuters, and visitors of the area.

Two-way, all-day GO rail service is being contemplated, which will greatly improve commuter rail travel options along the Lakeshore West GO corridor. Travel times to downtown Toronto will be less than 15 minutes, which will make public transit highly attractive to those travelling to / from the neighbourhood.

5.2.3.2 Mobility Hub

As part of the 2150 Lake Shore development, a mobility hub is proposed, intended to facilitate connection between the GO Train, TTC streetcar and TTC bus services. Ultimately, the mobility hub will include upgraded bus stops along Park Lawn Road adjacent the Station. The mobility hub will also include new streetcar stops within the 2150 Lake Shore site adjacent to the Station, accessed via new streetcar tracks aligned along Public Street ‘B’ (Loop Road).

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However, for Phase 1 of the development, aligning with the Near Term Horizon (2028), the mobility hub will not be fully constructed. For this timeframe, it is expected that the construction of the upgraded bus stops along Park Lawn Road adjacent the Station and Public Street 'C' will be completed, facilitating connection between GO Train services and TTC bus services. The streetcar component of the mobility hub relies on the construction of Public Street 'B' (Loop Road), which is not proposed to be completed until after Phase 1 of the 2150 Lake Shore development.

5.2.3.3 TTC Route Adjustments

As part of the construction of the mobility hub, the 2150 Lake Shore development proposes for an additional bus service (80 Queensway) to reroute to the Site area. This route adjustment is assumed to be in place for the Near Term Horizon (2028).

5.2.4 Active Transportation Network Changes

Changes to the active transportation network, as supported in City and Regional transportation plans and proposed as part of the 2150 Lake Shore development will improve pedestrian and cycling access and comfort through the Site area.

As per the street and transit network changes, not all of the active transportation improvements proposed as part of the full build-out of the 2150 Lake Shore site will be completed within the Near Term Horizon (2028), with only Phase 1 of the development proposed to be constructed within this timeframe.

Accordingly, an overview of the assumed active transportation-related changes for the Near Term Horizon (2028) are outlined in the following sections. The Near Term Horizon (2028) pedestrian and cycling networks are shown graphically in Figure 5-4 and Figure 5-5 respectively.

5.2.4.1 Pedestrian Infrastructure

A number of new pedestrian facilities and improvements to existing pedestrian facilities are proposed as part of the 2150 Lake Shore site, including the following assumed to be in place for the Near Term Horizon (2028):

- A three metre sidewalk along the south side of Public Street A, including a direct connection to the Station;
- Improvements to the existing sidewalks along the east side of Park Lawn Road between Public Street C and Public Street A, with the wider Park Lawn Road boulevard allowing the implementation of landscaping providing a buffer between the sidewalk and traffic lanes;
- New sidewalks along Public Street C and the partially constructed Public Street B (Loop Road) within the 2150 Lake Shore site;
- The proposed Station Square, providing a key connection to the Station from Public Street B (Loop Road);

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- A new pedestrian plaza connecting between Park Lawn Road and Public Street B (Loop Road) and ultimately to the Station via the abovementioned Station Square. The pedestrian plaza is located between the existing Metro Grocery driveway and the existing South Beach Condos driveway; and
- New signalized crossing opportunities along Park Lawn Road, Lake Shore Boulevard West and Public Street A.

5.2.4.2 Bicycle Infrastructure

A number of new cycling facilities are proposed as part of the 2150 Lake Shore site and the Park Lawn Lake Shore TMP, including the following assumed to be in place for the Near Term Horizon (2028):

- A two-way cycle track along the east side of Park Lawn Road between Public Street C and Public Street A and a temporary two-way cycle track along the east side of Park Lawn Road between Public Street C and Lake Shore Boulevard West, providing direct access to the Station bicycle parking. It is noted that the temporary section will be connected to the surrounding bicycle infrastructure and is proposed to remain in place until this section of Park Lawn Road is reconstructed fully;
- A two-way cycle track along the partially constructed Public Street B (Loop Road) within the 2150 Lake Shore site;
- A cycling facility as part of the Legion Road extension; and
- Bicycles will also be able to utilize the aforementioned Station Square to access the Station.

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Figure 5-1: Near Term Horizon (2028) Road Network

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Figure 5-2: Near Term Horizon (2028) Future Lane Configurations and Traffic Control

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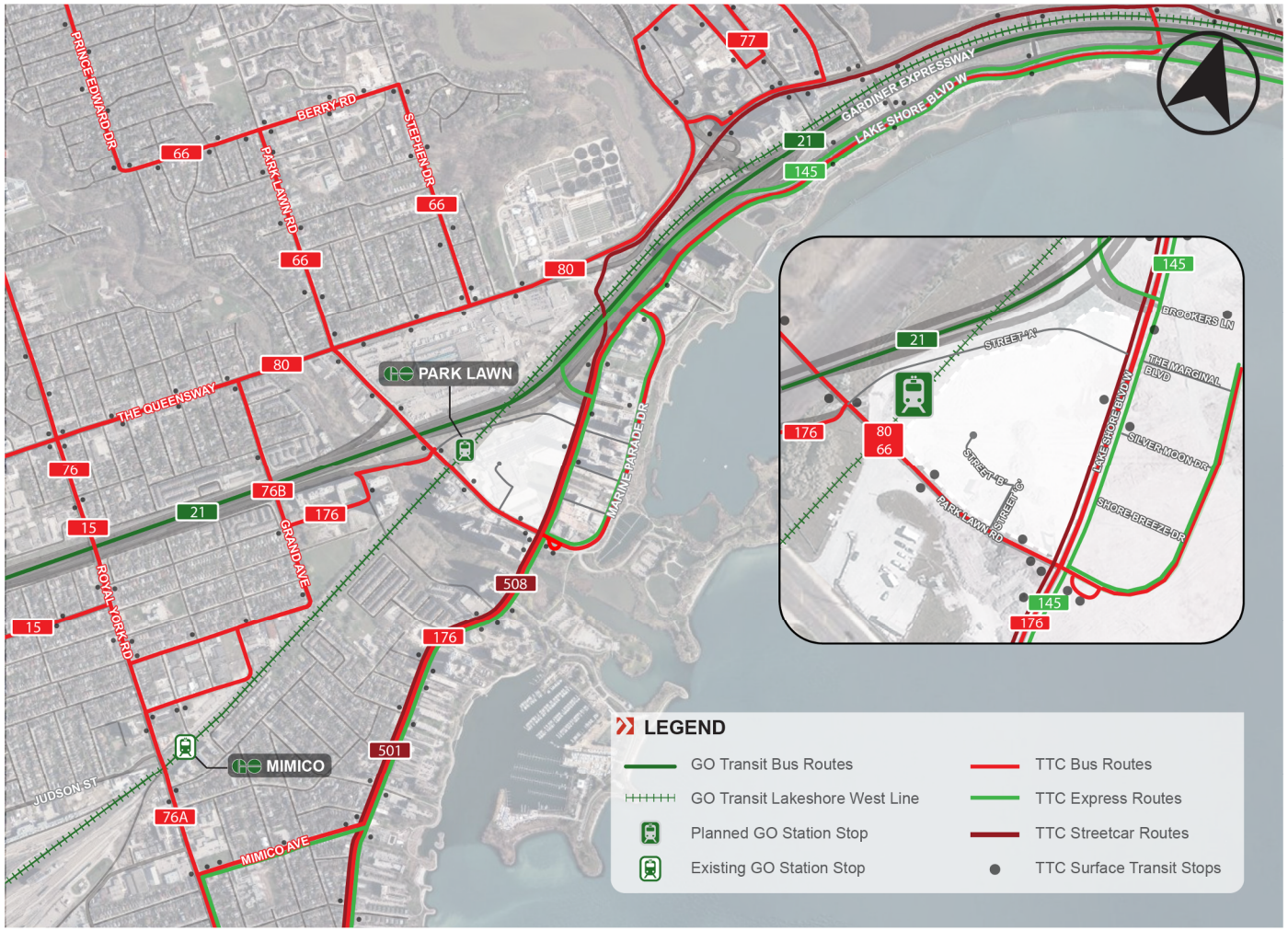

Figure 5-3: Near Term Horizon (2028) Transit Network

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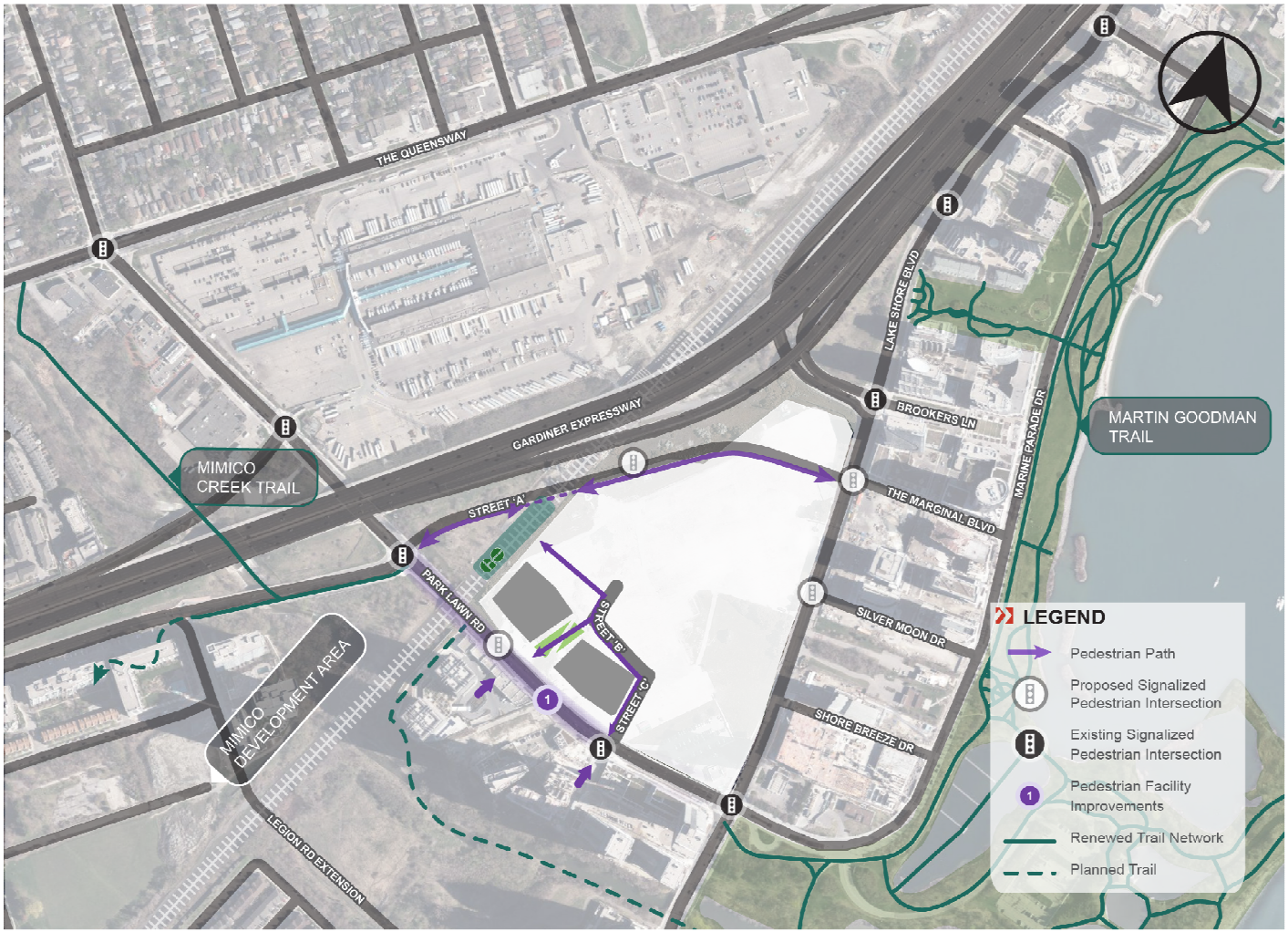

Figure 5-4: Near Term Horizon (2028) Pedestrian Network

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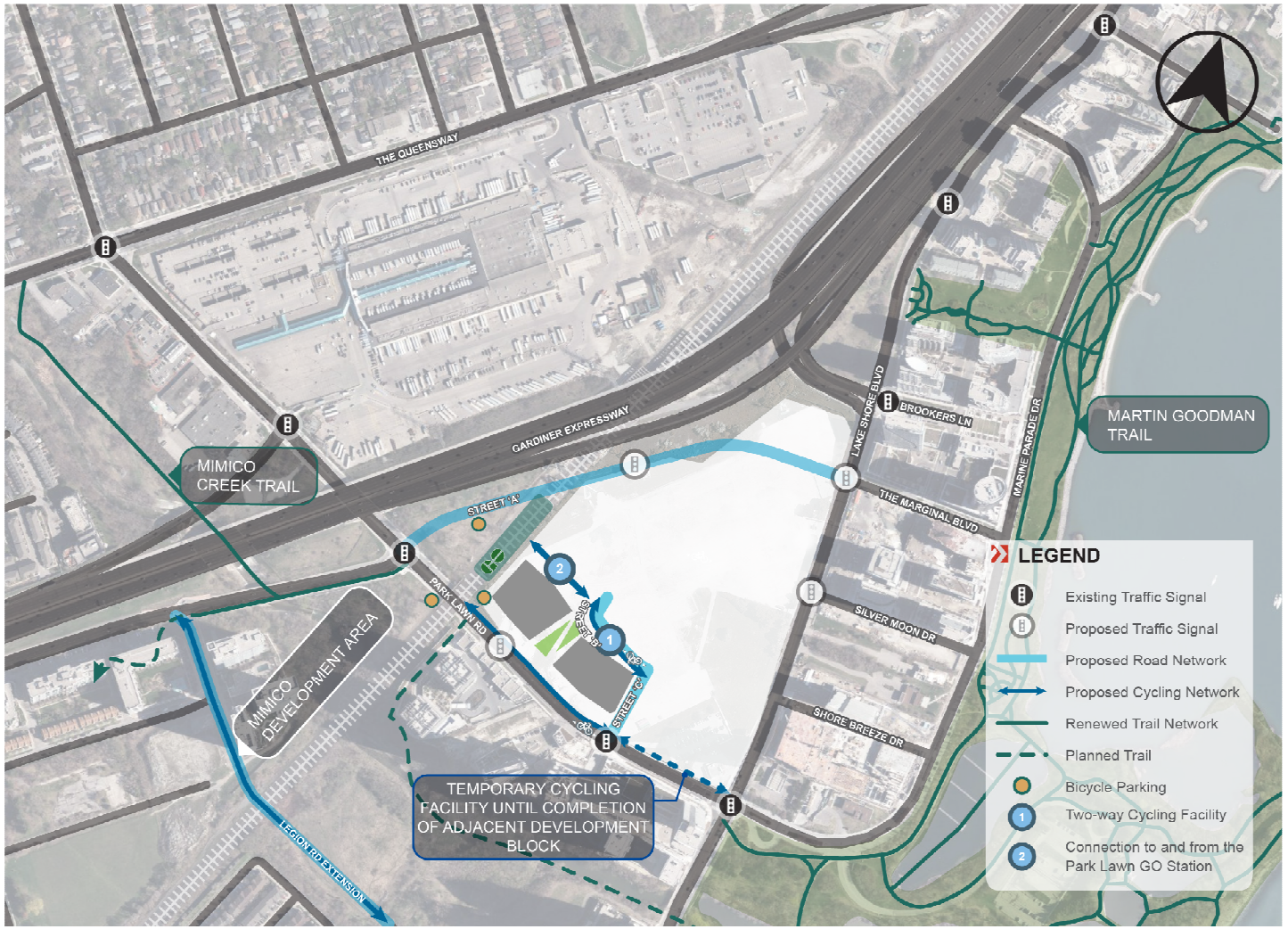

Figure 5-5: Near Term Horizon (2028) Bicycle Network

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5.3 Background Traffic Conditions

5.3.1 Area Traffic Changes due to New Roads (Diversion)

As a result of the new road infrastructure outlined above, vehicle travel patterns through the Study Area are expected to change. Most notably, the following changes to travel patterns are expected:

- The construction of Public Street A will provide an alternate route between Park Lawn Road, north of the Site and Lake Shore Boulevard West, east of the Site, and is expected to result in some diversions which will alleviate Park Lawn Road and Lake Shore Boulevard West;
- The Legion Road extension proposed by the City of Toronto will provide an alternate route between the Gardiner Expressway Eastbound Off Ramp/Park Lawn Road, north of the Site and Lake Shore Boulevard West, west of the Site. This is also expected to result in some diversions which will further alleviate Park Lawn Road and Lake Shore Boulevard West; and
- Existing vehicle movements at locations where future turn restrictions are proposed will need to be diverted to alternate locations.

The overall area traffic changes due to the new roads are illustrated in Figure 5-6, whilst individual figures for each key piece of infrastructure discussed above are provided in Appendix C.

5.3.2 Background Development Traffic Volumes

5.3.2.1 Background Development Vehicle Trip Generation

Details of the forecasting for the background developments are outlined in Appendix H. The forecasting prepared is consistent with the methodology and assumptions adopted in the Urban Transportation Considerations report prepared by BA Group for the 2150 Lake Shore development (dated September, 2019). A summary of the resulting projected vehicle trip generation of the background developments is provided in Table 5-2.

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Table 5-2: Background Development Vehicle Trip Generation

Methodology	AM Peak			PM Peak		
	Inbound	Outbound	Two Way	Inbound	Outbound	Two Way
2150 Lake Shore *(1,245 units, 23, 682 m^2 office, 5,364 m^2 retail)*	125	145	270	130	160	290
42 Park Lawn *(321 units)*	5	25	30	25	10	35
2313 Lake Shore *(241 units)*	10	45	55	35	15	50
Humber Bay Shores *(3,131 units)*[1]	80	340	420	235	105	340
Mimico-Judson *(1,686 units, 70,130 m^2 office)*	305	335	640	260	325	585
251 Manitoba *(498 units)*	35	95	130	80	40	120

Notes: 1. Development is partially constructed and occupied (estimated 3,131 units of 5,272 total remain to be constructed).

5.3.2.2 Background Development Traffic Distribution

The projected distribution and associated mode split of residential, office and retail trips are outlined in the abovementioned Appendix H. On the basis of this information, a direction of approach for vehicles has been determined for each of these land uses.

With respect to the retail, trips outside of those generated from within the Local distribution zone are expected to remain relatively local in nature, generally within an approximate 5 minute drive of the 2150 Lake Shore development. In this respect, external retail trips are expected to generally originate from the Mimico neighbourhood to the west, the Queensway neighbourhood to the north and the Swansea neighbourhood to the northeast. A direction of approach for vehicles has therefore been determined on the basis of these catchment areas and their respective populations.

The adopted distributions are consistent with the methodology and assumptions adopted in the abovementioned Urban Transportation Considerations report prepared by BA Group for the 2150 Lake Shore development.

The adopted Site traffic distributions are summarized in Table 5-3.

5.3.2.3 Background Development Traffic Volume Assignment

The resultant background development traffic volumes are illustrated in Figure 5-7

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Table 5-3: Background Development Traffic Distribution

Route	Direction	Residential	Office	Retail
The Queensway	East	10%	10%	20%
	West	5%	5%	15%
Park Lawn Road	North	0%	5%	15%
Gardiner Expressway	East	30%	65%	0%
	West	45%	10%	0%
Lake Shore Boulevard West	East	5%	0%	10%
	West	5%	5%	40%
Total		**100%**	**100%**	**100%**

5.3.3 Corridor Growth Traffic Volumes

No specific allowance has been made for general (non-development) corridor growth, assuming that the majority of traffic growth in the area will be associated with the proposed developments in the area, and is already allowed for in the calculation of background development traffic.

5.3.4 Future Background Traffic Volumes

The resultant future background traffic volumes are illustrated in Figure 5-8.

It is noted that the development of the 2150 Lake Shore site does not occur without the construction of the GO Station. Furthermore, the GO Station is highly supportive of alternative transportation modes and subsequently reduces the projected volume associated with the outlined background developments.

In this respect, the Future Background scenario is theoretical in nature. It has been assumed for the purpose of this scenario, that the GO Station is in place to provide transit-related benefits, but without the projected traffic generation of the Station. This allows a discrete comparison to be made to isolate the impact of the GO Station, which is relatively small.

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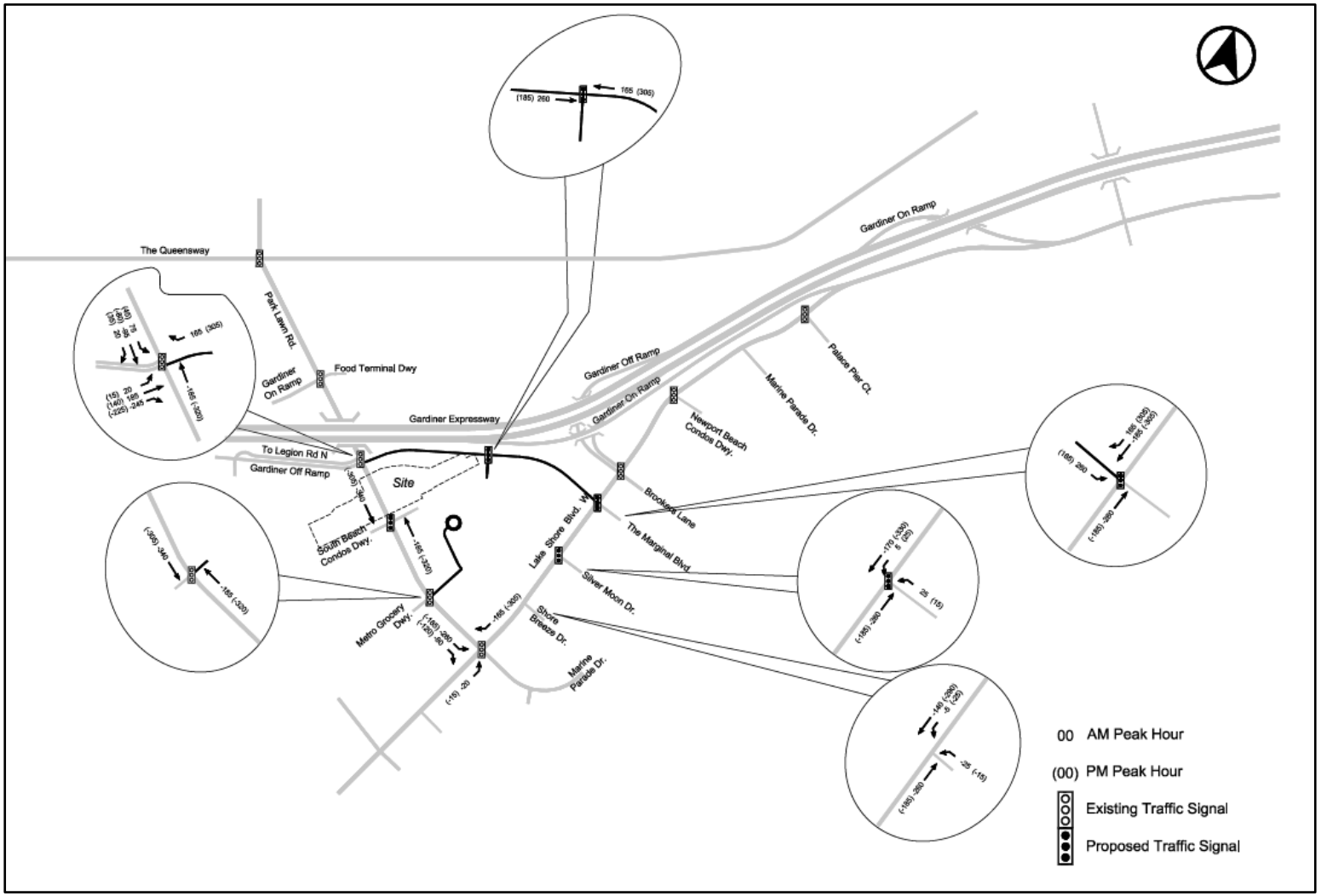

Figure 5-6: Near Term Horizon (2028) – Future Area Network Changes Due to New Roads (Diversion)

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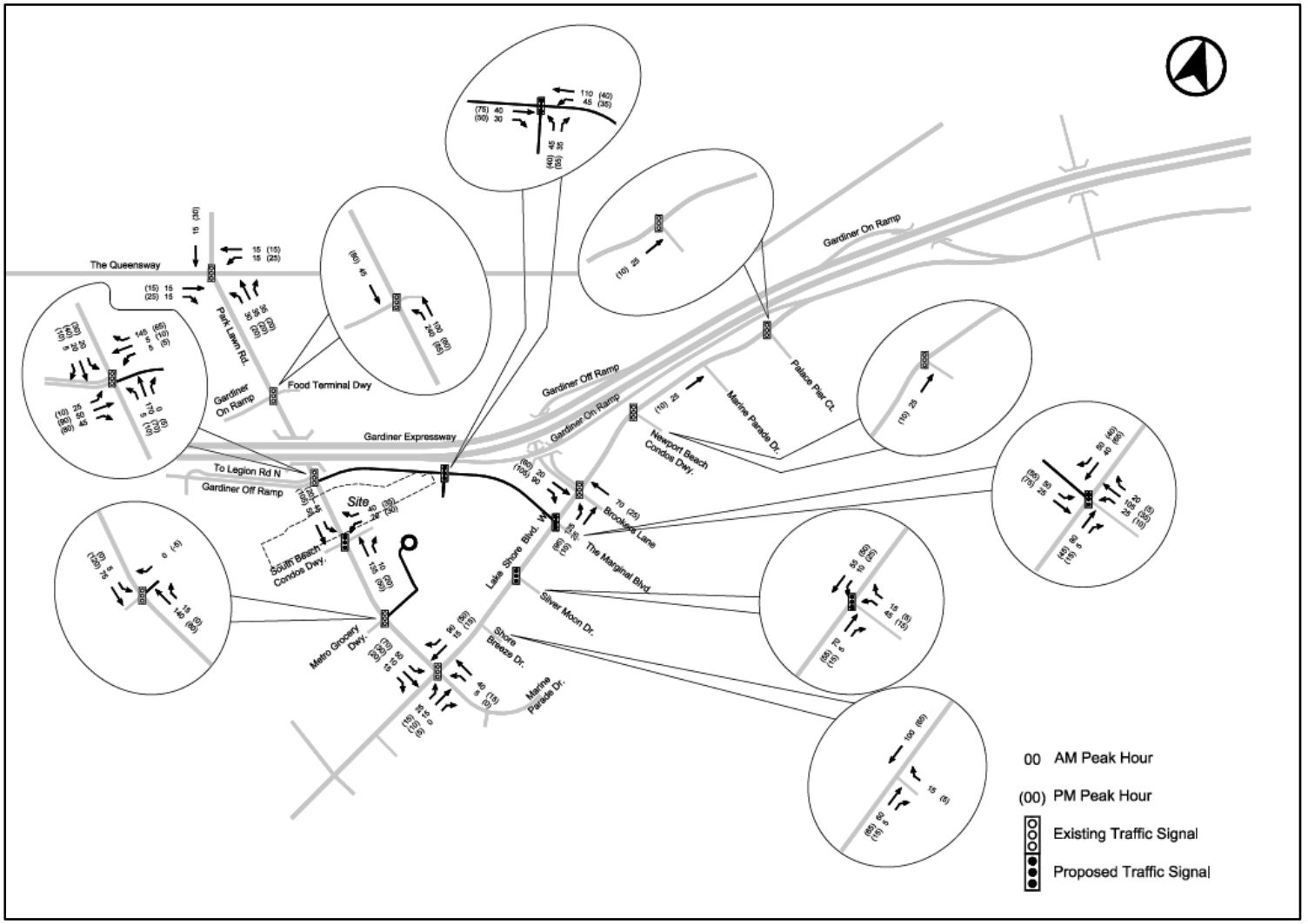

Figure 5-7: Near Term Horizon (2028) – Background Development Traffic Volumes

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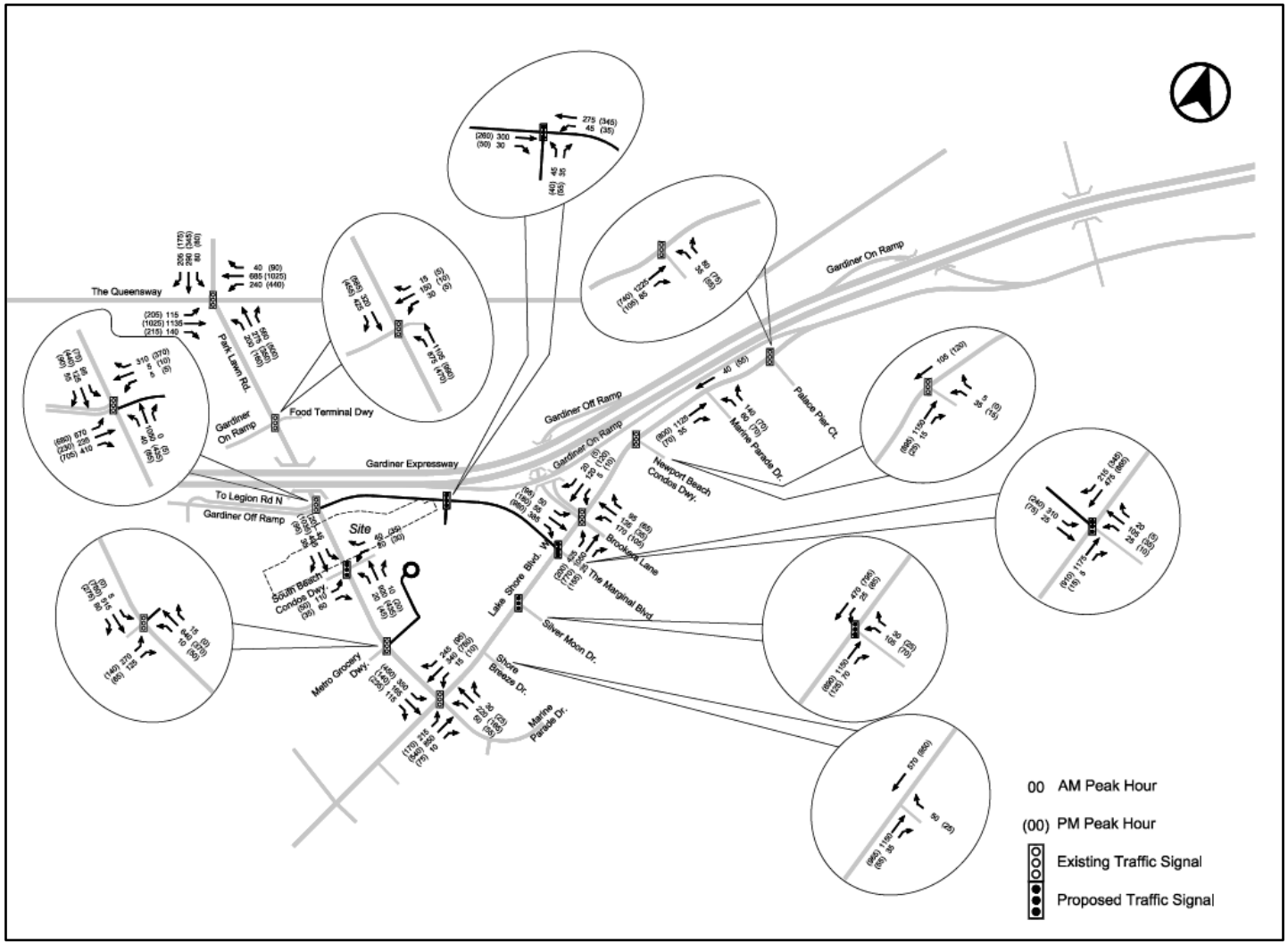

Figure 5-8: Near Term Horizon (2028) – Future Background Traffic Volumes

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5.3.5 Future Background Traffic Operations Analysis

5.3.5.1 Methodology and Assumptions

The methodology, model assumptions, network wide parameters and model calibrations remain generally consistent with those outlined in Section 4.4.3 for the Existing Conditions analysis. The exceptions to the above are as follows:

- Signal timing changes have been made where appropriate to accommodate future traffic volumes. These changes are outlined in further detail in Section 5.3.5.2;
- Conflicting pedestrian volumes were increased to account for expected greater pedestrian activity in the area; and
- For new intersections under future conditions, default peak hour factors were adopted as outlined in the City of Toronto Synchro 9 guidelines, as follows:
    - Peak hour factor of 0.90 during the AM peak hour;
    - Peak hour factor of 0.90 for left turn movements during the PM peak hour; and
    - Peak hour factor of 0.95 for all other movements during the PM peak hour.

5.3.5.2 Signal Timing Changes

Optimized traffic signal timings were adopted in the analyses of future traffic scenarios, where required, to best accommodate future traffic demands and patterns. Note that existing cycle lengths and pedestrian minimum times were generally maintained in all scenarios, with the exception of the following changes which were proposed as part of the 2150 Lake Shore development (as outlined in the Urban Transportation Considerations report prepared by BA Group, dated September, 2019) and adopted for the purpose of this analysis:

- The cycle length at the Park Lawn Road / Gardiner Expressway Eastbound Off Ramp / Legion Road / Public Street A intersection was increased to 144 seconds during the AM and PM peak hours under future conditions (from 104 seconds in the AM peak hour and 88 seconds in the PM peak hour), to allow the additional time required to accommodate the addition of Public Street A and to allow additional time for the eastbound left turn movement. The above cycle lengths are consistent with the Park Lawn Road / The Queensway intersection to the north;
- The cycle length at the Park Lawn Road / Gardiner Expressway Westbound On Ramp / Ontario Food Terminal intersection was also increased to 144 seconds during the AM and PM peak hours under future conditions (from 104 seconds in the AM peak and 88 seconds in the PM peak hour), consistent with the above and to allow additional time for the northbound left turn movement.; and
- The minimum walk time at the Park Lawn Road / Gardiner Expressway Eastbound Off Ramp / Legion Road / Public Street A intersection was reduced to 7 seconds under Future Total conditions to allow additional time to be allocated to the east-west

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movements. The flash don't walk time was maintained to ensure sufficient crossing time for pedestrians.

For the proposed new signalized intersections along Park Lawn Road, Lake Shore Boulevard West and Public Street A, a cycle length of 140 seconds was adopted, consistent with the Lake Shore Boulevard West / Park Lawn Road / Marine Parade Drive intersection.

5.3.5.3 Traffic Operations Analysis Results

The traffic operations analysis results for the Near Term Horizon (2028) future background conditions are shown graphically in Figure 5-9 and are summarized in Table 5-4 and Table 5-5 for signalized and unsignalized intersections respectively. For signalized intersections, movements approaching capacity with a V/C value over 0.90 and for unsignalized intersections, movements with a LOS F have been highlighted orange. The future background traffic operations Synchro reports are provided in Appendix G.

Overall, with the implementation of the assumed new road infrastructure and signal timing changes as outlined in Sections 5.2.2 and 5.3.5.2 respectively, the road network is projected to generally operate within theoretical capacity under future background conditions, albeit the Lake Shore Boulevard West / Brookers Lane / Gardiner Eastbound On Ramp / Gardiner Westbound Off Ramp intersection is projected to exceed theoretical capacity under these forecasts. As previously discussed, the Park Lawn Lake Shore TMP is reviewing the long term transportation needs in the area. As the context of the area continues to evolve and proposed road, transit and active transportation infrastructure comes online, mode shifts, volumes and operations can be expected to continue to adjust, as is being addressed by the Park Lawn Lake Shore TMP.

In particular, the relief along the Park Lawn Road and Lake Shore Boulevard corridors in the vicinity of the Site is notable, whilst many other area intersections are projected to operate under similar conditions to existing, subject to the outlined lane configuration and signal timing changes.

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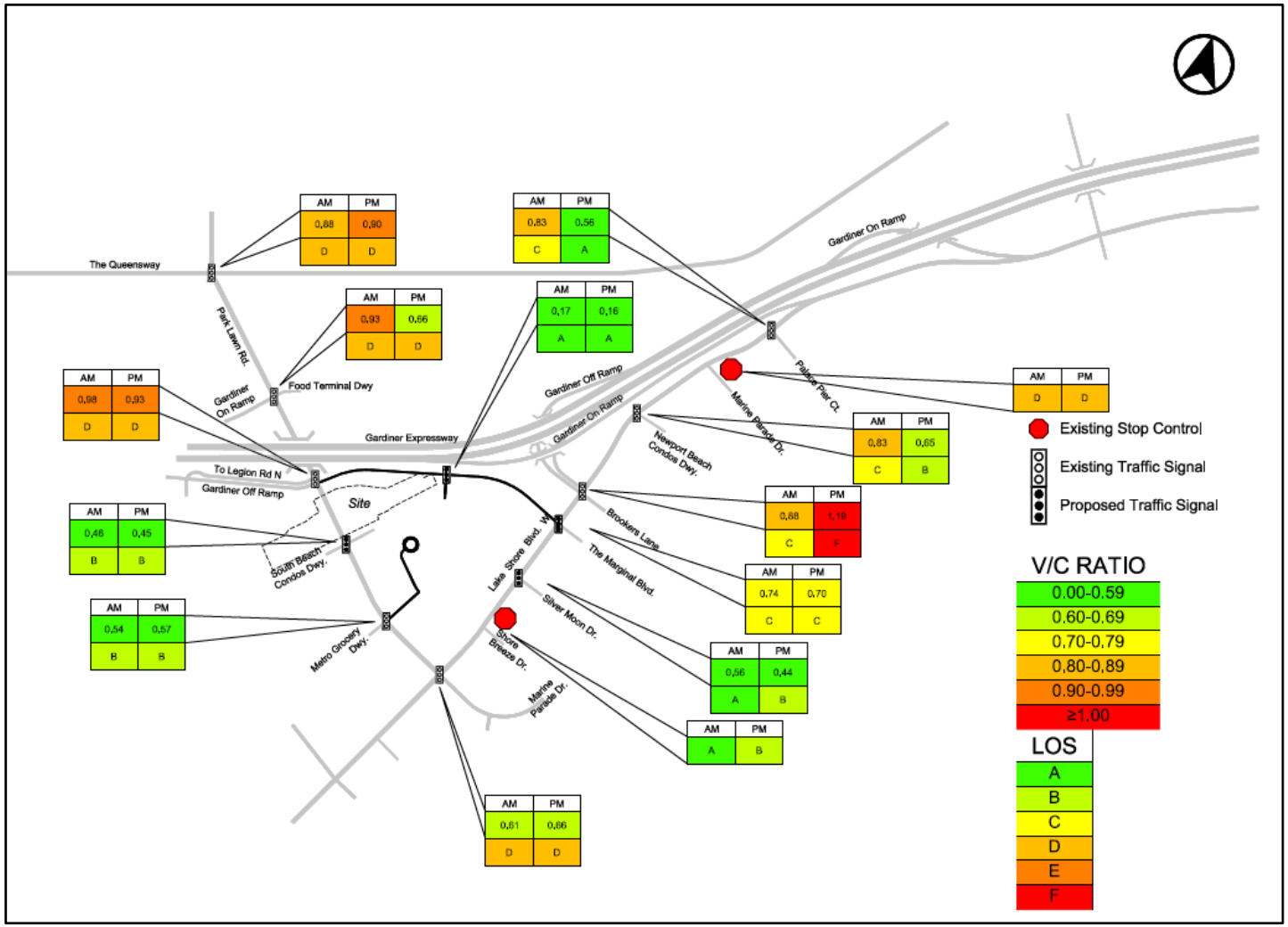

Figure 5-9: Near Term Horizon (2028) - Future Background Traffic Conditions Overview

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Table 5-4: Near Term Horizon (2028) Future Background Traffic Operations Results – Signalized Intersections

Movement	Near Term Horizon (2028) Future Background		
	V/C	LOS	Delay
Park Lawn Rd / The Queensway			
EBL	0.35 (0.69)	C (C)	25.3 (33.8)
EBT	0.90 (0.92)	D (E)	51.5 (59.0)
EBR	0.13 (0.20)	C (D)	29.4 (35.4)
WBL[2]	0.80 (0.92)	E (E)	55.9 (65.7)
WBT	0.42 (0.63)	C (C)	24.8 (27.9)
WBR	0.03 (0.08)	C (B)	20.0 (19.7)
NBL	0.75 (0.80)	D (D)	44.2 (51.1)
NBT	0.44 (0.64)	C (D)	34.5 (38.4)
NBR	0.83 (0.62)	C (C)	28.3 (31.2)
SBL	0.37 (0.50)	D (E)	50.5 (59.8)
SBTR	0.58 (0.68)	D (E)	51.8 (56.6)
Overall	**0.88 (0.90)**	**D (D)**	**40.5 (44.6)**
Park Lawn Rd / Gardiner WB On Ramp / Ontario Food Terminal Dwy[4]			
WBLTR	0.89 (0.09)	F (D)	89.0 (52.7)
NBL[3]	0.99 (0.76)	D (B)	47.2 (13.8)
NBT	0.48 (0.39)	A (A)	9.7 (6.8)
SBT	0.32 (0.29)	D (B)	41.5 (18.0)
SBR	0.93 (0.42)	E (C)	78.9 (31.8)
Overall	**0.93 (0.66)**	**D (B)**	**39.8 (15.6)**

Notes:
1. xx (xx) – AM Peak (PM Peak)
2. Lost time adjustment calibrated to -2 seconds (all analysis periods) based on intergreen study - attached in Appendix F
3. Lost time adjustment calibrated to -4 seconds (AM peak) based on intergreen study - attached in Appendix F
4. Cycle length increased to 144 seconds (all analysis periods), consistent with adopted future cycle length for the Park Lawn Rd / Gardiner EB Off Ramp / Legion Rd / Public Street A intersection, discussed below
5. V/C values highlighted orange indicate movement approaching capacity with v/c value over 0.90

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Table 5-4: Near Term Horizon (2028) Future Background Traffic Operations Results – Signalized Intersections (Cont'd)

Movement	Near Term Horizon (2028) Future Background		
	V/C	LOS	Delay
Park Lawn Rd / Gardiner EB Off Ramp / Legion Rd / Public Street A (Relief Rd)[2, 3]			
EBL[4]	0.96 (0.97)	D (E)	54.9 (57.2)
EBT	0.28 (0.26)	C (C)	23.4 (20.8)
EBR	0.44 (0.88)	C (C)	26.1 (27.9)
WBL	0.03 (0.04)	D (D)	49.1 (53.0)
WBT	0.02 (0.04)	D (D)	51.0 (52.9)
WBR	0.76 (0.85)	E (E)	61.6 (67.7)
NBL	0.16 (0.22)	D (C)	36.1 (27.0)
NBT	0.99 (0.45)	E (D)	72.2 (42.8)
NBR	0.00 (0.00)	A (D)	0.0 (36.0)
SBL	0.60 (0.23)	F (C)	97.7 (22.7)
SBTR	0.13 (0.81)	A (D)	6.8 (43.2)
Overall	**0.98 (0.93)**	**D (D)**	**53.4 (43.1)**
Park Lawn Rd / South Beach Condos Dwy / 2150 Lake Shore Dwy			
EBL	0.68 (0.35)	E (D)	63.3 (53.3)
EBTR	0.06 (0.03)	D (D)	46.3 (49.2)
WBL	0.12 (0.21)	D (D)	47.0 (51.3)
WBTR	0.04 (0.03)	D (D)	46.0 (49.2)
NBL	0.06 (0.18)	A (A)	8.1 (9.7)
NBTR	0.39 (0.19)	B (A)	10.5 (7.7)
SBL	0.05 (0.05)	A (A)	6.0 (4.7)
SBTR	0.24 (0.47)	A (A)	6.8 (7.4)
Overall	**0.46 (0.45)**	**B (B)**	**15.2 (11.1)**

Notes:
1. xx (xx) – AM Peak (PM Peak)
2. Cycle length increased to 144 seconds (all analysis periods) to allow the additional time required to accommodate the addition of Public Street A (and consistent with the Park Lawn Rd / The Queensway intersection)
3. 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.
4. Protected left turn factor increased to 1.00 to account for increasing demand on this movement

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Table 5-4: Near Term Horizon (2028) Future Background Traffic Operations Results – Signalized Intersections (Cont'd)

Movement	Near Term Horizon (2028) Future Background		
	V/C	LOS	Delay
Park Lawn Rd / Metro Grocery Dwy / Public Street 'C'			
EBL	0.74 (0.45)	C (C)	27.1 (20.9)
EBTR	0.17 (0.15)	B (B)	15.9 (18.2)
NBL	0.04 (0.30)	A (B)	9.6 (13.6)
NBTR	0.40 (0.20)	B (A)	12.3 (9.6)
SBL	0.02 (0.00)	-- (--)	6.3 (0.0)
SBTR	0.39 (0.64)	A (B)	9.9 (12.8)
Overall	**0.54 (0.57)**	**B (B)**	**14.1 (13.1)**
Lake Shore Blvd W / Park Lawn Rd / Marine Parade Dr			
EBL	0.63 (0.73)	C (D)	31.8 (40.4)
EBTR	0.63 (0.45)	C (C)	34.3 (29.4)
WBLT	0.47 (0.80)	E (E)	62.4 (67.4)
WBR	0.32 (0.08)	B (A)	12.4 (6.1)
NBL	0.39 (0.39)	D (D)	50.2 (51.0)
NBT	0.66 (0.51)	E (D)	56.0 (51.8)
NBR	0.05 (0.04)	D (D)	45.1 (46.0)
SBL	0.46 (0.58)	D (D)	48.2 (49.4)
SBT	0.21 (0.17)	C (C)	22.1 (28.9)
SBR	0.14 (0.27)	D (F)	49.1 (95.6)
Overall	**0.61 (0.66)**	**D (D)**	**39.9 (51.0)**
Lake Shore Blvd W / Silver Moon Dr			
EBTR	0.56 (0.46)	A (B)	4.2 (17.5)
WBL	0.15 (0.32)	A (A)	4.1 (6.4)
WBT	0.21 (0.33)	A (A)	3.5 (5.1)
NBLR	0.56 (0.35)	D (D)	51.8 (47.5)
Overall	**0.56 (0.44)**	**A (B)**	**7.5 (13.5)**

Notes:
1. xx (xx) – AM Peak (PM Peak)

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Table 5-4: Near Term Horizon (2028) Future Background Traffic Operations Results – Signalized Intersections (Cont'd)

Movement	Near Term Horizon (2028) Future Background		
	V/C	LOS	Delay
Lake Shore Blvd W / Public Street A (Relief Rd) / The Marginal Blvd			
EBTR	0.84 (0.49)	C (B)	29.9 (14.1)
WBTR	0.55 (0.72)	C (C)	31.2 (25.7)
NBLTR	0.46 (0.14)	D (D)	48.9 (44.7)
SBL	0.59 (0.60)	D (D)	36.1 (42.6)
SBT	0.03 (0.11)	B (C)	18.2 (28.9)
Overall	**0.74 (0.70)**	**C (C)**	**32.2 (23.5)**
Lake Shore Blvd W / Brookers Ln / Gardiner EB On Ramp / Gardiner WB Off Ramp			
EBLTR	0.95 (1.04)	C (E)	30.9 (67.9)
WBLTR	0.08 (0.13)	A (C)	4.0 (24.8)
NBL	0.61 (0.26)	D (B)	35.9 (15.8)
NBTR	0.48 (0.12)	C (B)	31.7 (14.4)
SBLT	0.35 (0.39)	C (B)	30.3 (17.0)
SBR	0.32 (1.32)	C (F)	29.9 (180.1)
Overall	**0.88 (1.19)**	**C (F)**	**29.6 (97.0)**

Notes:
1. xx (xx) – AM Peak (PM Peak)
2. V/C values highlighted orange indicate movement approaching capacity with v/c value over 0.90

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Table 5-4: Near Term Horizon (2028) Future Background Traffic Operations Results – Signalized Intersections (Cont'd)

Movement	Near Term Horizon (2028) Future Background		
	V/C	LOS	Delay
Lake Shore Blvd W / Newport Beach Condos Dwy / TTC Humber Loop			
Streetcar[2]	0.42 (0.37)	D (D)	52.1 (53.4)
EBT	0.98 (0.76)	C (A)	24.9 (9.5)
WBT	0.10 (0.12)	A (A)	7.4 (8.3)
NBLTR	0.03 (0.06)	C (C)	32.1 (32.3)
Overall	**0.83 (0.65)**	**C (B)**	**23.9 (10.3)**
Lake Shore Blvd W / Palace Pier Ct			
EBT	0.96 (0.60)	C (A)	20.3 (2.5)
EBR	0.10 (0.11)	A (A)	0.8 (0.4)
NBLR	0.25 (0.35)	D (D)	36.0 (36.8)
Overall	**0.83 (0.56)**	**C (A)**	**20.4 (6.8)**
Public Street A (Relief Rd) / 2150 Lake Shore Dwy			
EBTR	0.15 (0.14)	A (A)	4.8 (4.7)
WBL	0.11 (0.08)	A (A)	2.9 (4.1)
WBT	0.12 (0.14)	A (A)	2.6 (4.0)
NBL	0.27 (0.24)	D (D)	52.0 (51.5)
NBR	0.04 (0.06)	D (D)	49.3 (49.5)
Overall	**0.17 (0.16)**	**A (A)**	**8.9 (10.0)**

Notes:
1. xx (xx) – AM Peak (PM Peak)
2. Identified in Synchro as EBL movement
3. V/C values highlighted orange indicate movement approaching capacity with v/c value over 0.90

Table 5-5: Near Term Horizon (2028) Future Background Traffic Operations Results – Unsignalized Intersections

Movement	Near Term Horizon (2028) Future Background	
	LOS	Delay
Lake Shore Blvd W / Shore Breeze Dr		
NBR	A (B)	9.9 (14.4)
Lake Shore Blvd W / Marine Parade Dr		
NBLR[2]	D (D)	34.9 (27.1)

Notes:
1. xx (xx) – AM Peak (PM Peak)
2. Movement calibrated to delay study (all analysis periods) - attached in Appendix F

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5.4 Park Lawn Go Station Activity Level Forecasts

5.4.1 Assumed GO Ridership

The assumed GO ridership at the proposed Station is based on the analysis outlined in the Updated IBC, 2020.

The IBC 2020 provided two sets of ridership projections as follows:

- **Economic Case:** Ridership projections for a 2041 horizon year, based on a 2031 horizon year service plan; and
- **Sensitivity Test:** Ridership projections for a 2041 horizon year, with an increased service sensitivity for improvements that may be made between 2031 and 2041, but are currently unfunded.

The IBC 2020 notes that the Economic Case showed some capacity constraints on Lakeshore West trains and that under the Sensitivity Test with the increased service, results indicate projected ridership significantly increases.

Whilst the Economic Case ridership projections are based on a 2041 horizon year, given it is based on a 2031 horizon year service plan and noting the capacity constraints identified as mentioned above, it is considered reasonable to adopt the ridership projections for the Economic Case for the purpose of this Near Term Horizon (2028) analysis. The IBC 2020 notes that the service concept assumes that all local trains stop at both Park Lawn and Mimico Station and that it will be supportive of 15 minute or better service.

Within each of the ridership projection sets outlined above, the IBC 2020 also provides two scenarios as follows:

- **Business as usual (BAU Fare):** Assumes the 2018 double discounted fare ($1.50) for users transferring between GO and TTC; and
- **Integrated Fare:** Assumes a full discount for riders transferring between GO to TTC, consistent with the vision of the Metrolinx 2041 Regional Transportation Plan.

Given the increased discount, the projected ridership for the Integrated Fare scenario is higher. For the purpose of a conservative analysis, the ridership projections for the Integrated Fare scenario have been adopted.

It is also noted that the IBC 2020 does not provide ridership projections for the PM peak. For the purpose of this analysis, it is assumed that the PM peak two-way ridership is consistent with the AM peak two-way ridership.

The resultant projected Station ridership is outlined in Table 5-6. As shown, a peak hour two-way ridership of 1,050 has been adopted for the purpose of the following analysis.

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Table 5-6: Projected Station Ridership – Near Term Horizon (2028)

	Two Way Projected Ridership
IBC 2020 Economic Case Integrated Fare Scenario AM Peak Period (3 hr) Ridership	2,100
Assumed Percentage of Peak Period (3 hr) Ridership Occuring During Peak Hour (1 hr)	50%
Assumed Peak Hour Ridership	**1,050**

5.4.2 Mode Split

As previously discussed in this report, the proposed Station is expected to be a low generator of traffic trips, given the following:

- There is no commuter parking proposed; and
- Ridership at the GO Station is forecast to be heavily reliant upon local area walk-in and transit based trips, noting the urban “City” form being pursued to support local area transit-oriented development.

On the basis of the above, vehicle trip generation is expected to be limited to PUDO activity, with the majority of trips to/from the Station made by active transportation or transit modes.

Generally, mode splits for trips to/from the proposed Station are expected to be comparable to other existing GO Stations in similar urban contexts, such as Exhibition, Danforth and Bloor GO Stations. It is noted that other nearby stations, such as Mimico and Long Branch provide on-site parking and are much more suburban than the future context of the Site area. In light of this, mode splits at the abovementioned urban context stations are considered most appropriate and have been sourced from the 2015 GO Rail Passenger Survey and are summarized inTable 5-7.

As discussed above, Site mode splits are expected to be generally in line with these proxy stations, however it is noted that the planned multimodal hub and the local transit accessibility of the Station is expected to result in higher local transit usage to/from the Station than is currently observed in similar contexts. In this respect, a slightly higher local transit usage has been adopted. The adopted mode splits, as shown inTable 5-7, are consistent with those adopted in the Urban Transportation Considerations report prepared by BA Group (dated September, 2019) for the 2150 Lake Shore development.

Consistent with the proxy Sites, no auto driver mode split is projected, noting that there is no commuter parking proposed and the substantial population and potential ridership within the immediate proximity of the Site. Other parking lots in the area (e.g., West Lake Development, Humber Bay Shores, 2150 Lake Shore) are private and not for the purpose of commuter parking, and utilization of these parking lots by commuters is assumed to not be available.

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Table 5-7: Mode Splits to/from Station

Station	Exhibition Station	Danforth Station	Bloor Station	Average	Site Adopted
Auto Driver/Passenger	0%	0%	0%	**0%**	**0%**
Local Transit	17%	9%	10%	**12%**	**30%**
Walk	78%	76%	90%	**81%**	**60%**
Bicycle	0%	4%	0%	**2%**	**5%**
PUDO	5%	10%	0%	**5%**	**5%**
Other	0%	1%	0%	**0%**	**0%**
Total	**100%**	**100%**	**100%**	**100%**	**100%**

Notes:
1. Source: 2015 GO Rail Passenger Survey

5.4.3 Site Trip Generation

Based on the foregoing projected ridership and mode splits to/from the Station, the projected Site trip generation is summarized in Table 5-8.

Generally, the walking trips are expected to primarily originate from the substantial existing and proposed development within the Local area (herein defined as TTS zone 285, which includes the lands generally bound by Mimico Creek to the west, Gardiner Expressway to the north, Humber River to the east and Lake Ontario to the south), including the 2150 Lake Shore development and the Humber Bay Shores development.

Transit and PUDO trips are expected to primarily originate from development outside of the Local area, but generally within an approximate five minute drive, such as the neighbourhoods to the west of Park Lawn Road and to the north of the Gardiner Expressway.

Table 5-8: Projected Site Trip Generation – Near Term Horizon (2028)

Mode	Mode Split	AM Peak	PM Peak
Assumed Peak Hour Ridership		**1,050**	**1,050**
Auto Driver/Passenger	0%	0	0
Local Transit	30%	315	315
Walk	60%	630	630
Bicycle	5%	50	50
PUDO	5%	55	55

5.4.4 Site Vehicle Trip Generation

Based on the projected PUDO trips summarized in Table 5-8, the resultant projected vehicle trips are summarized in Table 5-9

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Table 5-9: Projected Site Vehicle Trip Generation – Near Term Horizon (2028)

	AM Peak			PM Peak		
	Inbound	Outbound	Two Way	Inbound	Outbound	Two Way
Vehicle Trips	55	55	110	55	55	110

5.4.5 *Site Traffic Distribution*

As discussed in Section 5.4.3 above, PUDO trips to/from the Station are expected to primarily originate from development outside of the Local area, but generally within an approximate five minute drive, such as the neighbourhoods to the west of Park Lawn Road and to the north of the Gardiner Expressway. It is noted that commuters in the neighbourhoods to the west between Royal York Road and Park Lawn Road are likely to be split between Mimico GO Station and the Site, with those further to the west drawn to Mimico GO Station and those further to the east drawn to the Site.

The adopted distribution of PUDO trips is summarized in Table 5-10 and is based generally on the distribution of population within the abovementioned areas.

For the purpose of this assessment, PUDO is assumed to utilize Public Street C for access.

Table 5-10: Site Traffic Distribution

Route	Direction	Distribution
The Queensway	East	10%
	West	25%
Park Lawn Road	North	30%
Gardiner Expressway	East	0%
	West	0%
Lake Shore Boulevard West	East	0%
	West	35%
Total		**100%**

5.4.6 *Site Traffic Volumes*

The resultant Site traffic volumes are illustrated in Figure 5-10.

5.4.7 *Future Total Traffic Volumes*

The resultant future total traffic volumes are illustrated in Figure 5-11.

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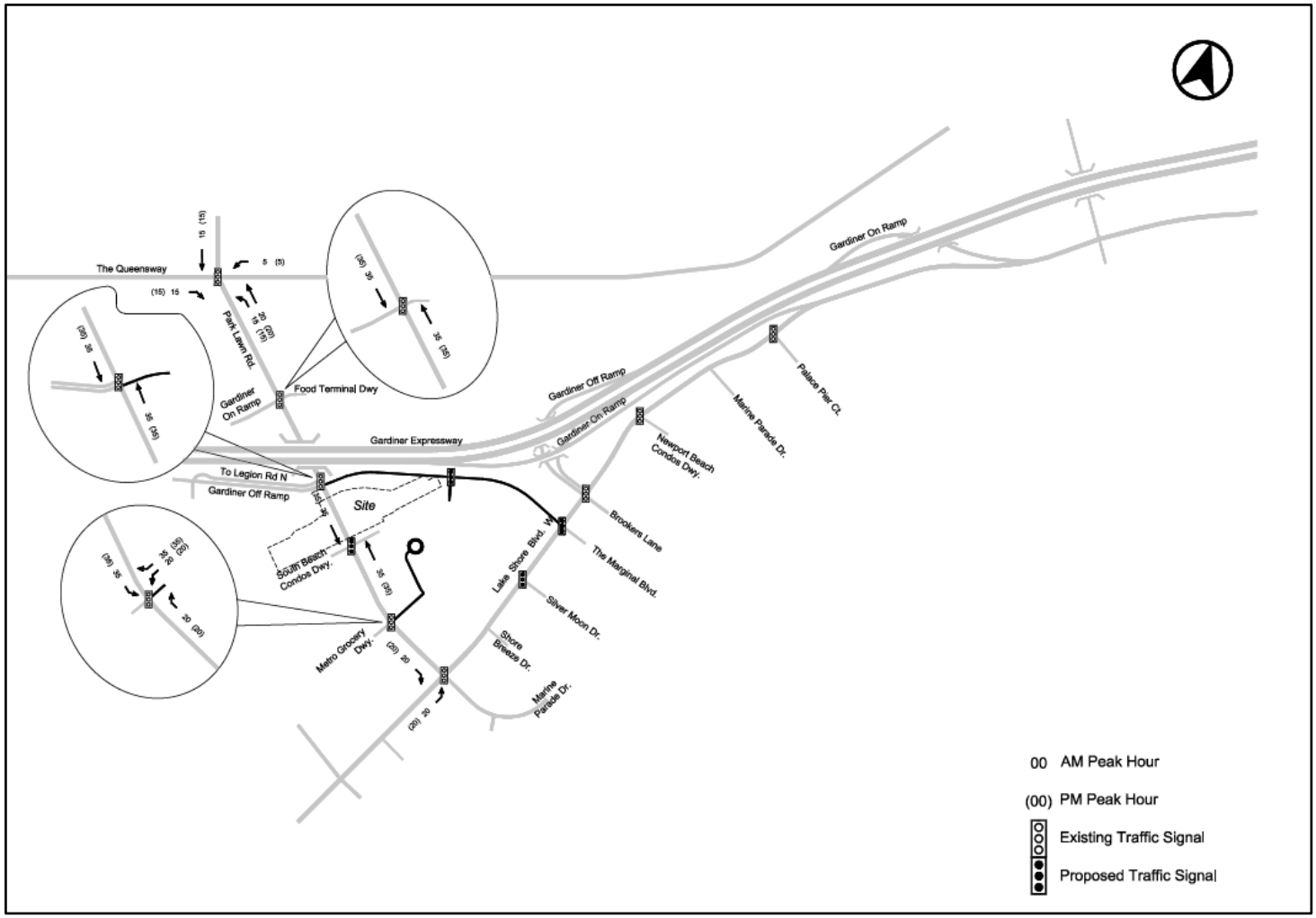

Figure 5-10: Near Term Horizon (2028) – Site Traffic Volumes

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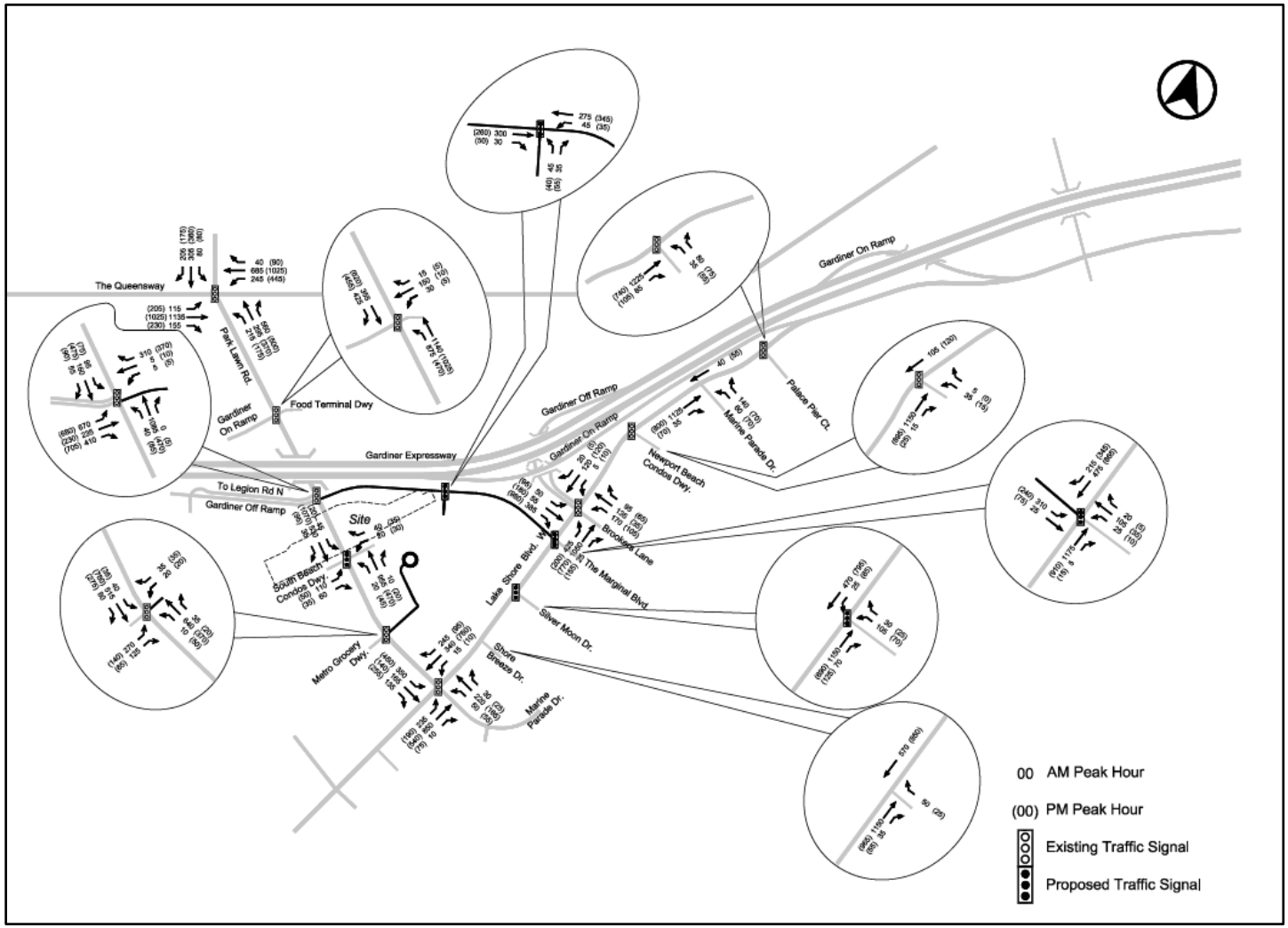

Figure 5-11: Near Term Horizon (2028) – Future Total Traffic Volumes

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5.5 Park Lawn Go Station Impact Overview and Identification of Potential Effects and Mitigating Measures (As Appropriate)

5.5.1 Future Total Traffic Operations Analysis

5.5.1.1 Methodology and Assumptions

The methodology, model assumptions, network wide parameters and model calibrations remain generally consistent with those outlined in Section 4.3.3 for the Existing Conditions analysis, whilst the signal timing and conflicting pedestrian volume changes and peak hour factors for new intersections remain consistent with those outlined in Section 5.3.5 for the future background conditions.

5.5.1.2 Traffic Operations Analysis Results

The traffic operations analysis results for the Near Term Horizon (2028) future total conditions are shown graphically in Figure 5-12 and are summarized in Table 5-11 and Table 5-12 for signalized and unsignalized intersections respectively. For signalized intersections, movements approaching or over capacity with a V/C value over 0.90 and for unsignalized intersections, movements with a LOS F have been highlighted orange. The future total traffic operations Synchro reports are provided in Appendix G.

Overall, the results of the future total analysis are comparable to the results of the future background analysis results outlined in Section 5.3.5.3. This is consistent with the low projected traffic volumes associated with the GO Station.

Beyond the analysis Study Area (e.g., on Lake Shore Boulevard West and The Queensway to the west of Park Lawn Road, on Park Lawn Road to the north of The Queensway and on The Queensway to the east of Park Lawn Road), the Station is projected to generate no more than 20 vehicle trips on any one road section in each direction. This traffic is projected to subsequently be distributed further down the various side roads that service the adjacent areas, thereby minimizing the impact on individual movements. The impact of the traffic projected to be generated by the GO Station on intersections and movements beyond the analysis study area is therefore projected to be minimal.

As such, the impact of the proposed GO Station on the surrounding road network is considered to be minimal and there are no specific road network mitigating works recommended to support the GO Station which are not already proposed as part of the numerous other studies being prepared for the area.

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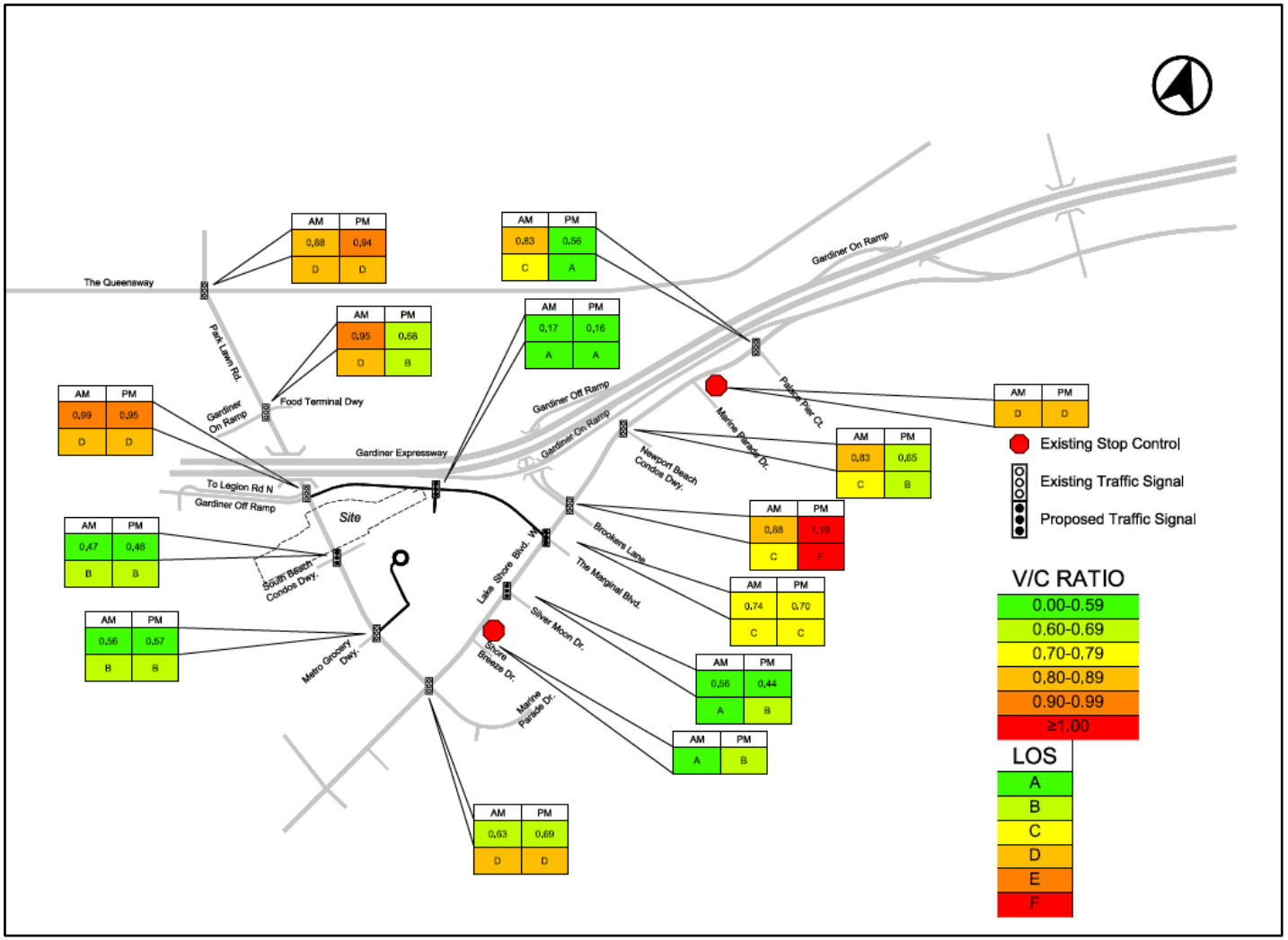

Figure 5-12: Near Term Horizon (2028) Future Total Traffic Conditions Overview

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Table 5-11: Near Term Horizon (2028) Future Total Traffic Operations Results – Signalized Intersections

Movement	Near Term Horizon (2028) Future Total		
	V/C	LOS	Delay
Park Lawn Rd / The Queensway			
EBL	0.35 (0.69)	C (C)	25.2 (33.8)
EBT	0.90 (0.93)	D (E)	51.3 (59.6)
EBR	0.14 (0.21)	C (D)	29.6 (35.7)
WBL[2]	0.81 (0.93)	E (E)	57.5 (66.2)
WBT	0.42 (0.62)	C (C)	24.5 (27.9)
WBR	0.03 (0.08)	B (B)	19.8 (19.6)
NBL	0.82 (0.89)	D (E)	50.7 (65.5)
NBT	0.48 (0.68)	D (D)	35.8 (38.6)
NBR	0.83 (0.62)	C (C)	28.3 (31.2)
SBL	0.39 (0.55)	D (E)	53.0 (64.0)
SBTR	0.64 (0.72)	D (E)	55.0 (58.7)
Overall	**0.88 (0.94)**	**D (D)**	**41.4 (45.7)**
Park Lawn Rd / Gardiner WB On Ramp / Ontario Food Terminal Dwy[4]			
WBLTR	0.91 (0.09)	F (D)	92.8 (52.7)
NBL[3]	1.00 (0.78)	D (B)	49.0 (14.5)
NBT	0.49 (0.40)	A (A)	9.8 (7.0)
SBT	0.36 (0.31)	D (B)	43.3 (18.7)
SBR	0.97 (0.42)	F (C)	86.8 (31.8)
Overall	**0.95 (0.68)**	**D (B)**	**41.6 (15.9)**

Notes:
1. xx (xx) – AM Peak (PM Peak)
2. Lost time adjustment calibrated to -2 seconds (all analysis periods) based on intergreen study - attached in Appendix F
3. Lost time adjustment calibrated to -4 seconds (AM peak) based on intergreen study - attached in Appendix F
4. Cycle length increased to 144 seconds (all analysis periods), consistent with adopted future cycle length for the Park Lawn Rd / Gardiner EB Off Ramp / Legion Rd / Public Street A intersection, discussed below
5. V/C values highlighted orange indicate movement approaching capacity with v/c value over 0.90

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Table 5-11: Near Term Horizon (2028) Future Total Traffic Operations Results – Signalized Intersections (Cont'd)

Movement	Near Term Horizon (2028) Future Total		
	V/C	LOS	Delay
Park Lawn Rd / Gardiner EB Off Ramp / Legion Rd / Public Street A (Relief Rd)[2, 3]			
EBL[4]	0.98 (0.99)	E (E)	60.0 (65.4)
EBT	0.29 (0.26)	C (C)	24.2 (21.7)
EBR	0.44 (0.90)	C (C)	26.8 (31.2)
WBL	0.03 (0.04)	D (D)	49.1 (53.0)
WBT	0.02 (0.04)	D (D)	51.0 (52.9)
WBR	0.76 (0.87)	E (E)	61.6 (69.4)
NBL	0.16 (0.22)	D (C)	35.3 (26.3)
NBT	0.99 (0.47)	E (D)	73.0 (42.3)
NBR	0.00 (0.00)	A (D)	0.0 (35.1)
SBL	0.60 (0.22)	F (C)	97.8 (23.0)
SBTR	0.16 (0.82)	A (D)	9.0 (44.9)
Overall	**0.99 (0.95)**	**D (D)**	**54.8 (46.0)**
Park Lawn Rd / South Beach Condos Dwy / 2150 Lake Shore Dwy			
EBL	0.68 (0.35)	E (D)	63.3 (53.3)
EBTR	0.06 (0.03)	D (D)	46.3 (49.2)
WBL	0.12 (0.21)	D (D)	47.0 (51.3)
WBTR	0.04 (0.03)	D (D)	46.0 (49.2)
NBL	0.06 (0.19)	A (B)	8.3 (10.7)
NBTR	0.41 (0.20)	B (A)	11.1 (8.4)
SBL	0.06 (0.05)	A (A)	6.0 (4.7)
SBTR	0.25 (0.48)	A (A)	6.9 (7.5)
Overall	**0.47 (0.46)**	**B (B)**	**15.3 (11.3)**

Notes:
1. xx (xx) – AM Peak (PM Peak)
2. Cycle length increased to 144 seconds (all analysis periods) to allow the additional time required to accommodate the addition of Public Street A (and consistent with the Park Lawn Rd / The Queensway intersection)
3. 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.
4. Protected left turn factor increased to 1.00 to account for increasing demand on this movement

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Table 5-11: Near Term Horizon (2028) Future Total Traffic Operations Results – Signalized Intersections (Cont'd)

Movement	Near Term Horizon (2028) Future Total		
	V/C	LOS	Delay
Park Lawn Rd / Metro Grocery Dwy / Public Street 'C'			
EBL	0.75 (0.46)	C (C)	27.9 (21.0)
EBTR	0.17 (0.15)	B (B)	15.8 (18.2)
WBL	0.06 (0.07)	B (B)	15.0 (17.7)
WBTR	0.03 (0.03)	B (B)	14.8 (17.4)
NBL	0.04 (0.30)	A (B)	9.8 (13.9)
NBTR	0.42 (0.22)	B (B)	12.7 (10.1)
SBL	0.17 (0.09)	A (A)	8.5 (6.2)
SBTR	0.39 (0.64)	A (B)	9.6 (12.1)
Overall	**0.56 (0.57)**	**B (B)**	**14.1 (12.8)**
Lake Shore Blvd W / Park Lawn Rd / Marine Parade Dr			
EBL	0.68 (0.81)	C (D)	33.8 (48.3)
EBTR	0.63 (0.45)	C (C)	34.3 (29.4)
WBLT	0.48 (0.81)	E (E)	63.3 (68.3)
WBR	0.33 (0.09)	B (A)	12.9 (6.1)
NBL	0.39 (0.39)	D (D)	50.2 (51.0)
NBT	0.66 (0.51)	E (D)	56.0 (51.8)
NBR	0.05 (0.04)	D (D)	45.1 (46.0)
SBL	0.46 (0.58)	D (D)	47.8 (49.0)
SBT	0.21 (0.17)	C (C)	22.5 (28.3)
SBR	0.16 (0.29)	D (F)	53.7 (95.8)
Overall	**0.63 (0.69)**	**D (D)**	**40.4 (52.0)**
Lake Shore Blvd W / Silver Moon Dr			
EBTR	0.56 (0.46)	A (B)	4.1 (17.5)
WBL	0.15 (0.32)	A (A)	4.1 (6.4)
WBT	0.21 (0.33)	A (A)	3.5 (5.1)
NBLR	0.56 (0.35)	D (D)	51.8 (47.5)
Overall	**0.56 (0.44)**	**A (B)**	**7.4 (13.5)**

Notes:
1. xx (xx) – AM Peak (PM Peak)

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Table 5-11: Near Term Horizon (2028) Future Total Traffic Operations Results – Signalized Intersections (Cont'd)

Movement	Near Term Horizon (2028) Future Total		
	V/C	LOS	Delay
Lake Shore Blvd W / Public Street A (Relief Rd) / The Marginal Blvd			
EBTR	0.84 (0.49)	C (B)	30.0 (14.1)
WBTR	0.55 (0.72)	C (C)	31.2 (25.7)
NBLTR	0.46 (0.14)	D (D)	48.9 (44.7)
SBL	0.59 (0.60)	D (D)	36.1 (42.6)
SBT	0.03 (0.11)	B (C)	18.2 (28.9)
SBR	0.74 (0.70)	C (C)	32.2 (23.5)
Overall	**0.84 (0.49)**	**C (B)**	**30.0 (14.1)**
Lake Shore Blvd W / Brookers Ln / Gardiner EB On Ramp / Gardiner WB Off Ramp			
EBLTR	0.95 (1.04)	C (E)	30.9 (67.9)
WBLTR	0.08 (0.13)	A (C)	4.0 (24.8)
NBL	0.61 (0.26)	D (B)	35.9 (15.8)
NBTR	0.48 (0.12)	C (B)	31.7 (14.4)
SBLT	0.35 (0.39)	C (B)	30.3 (17.0)
SBR	0.32 (1.32)	C (F)	29.9 (180.1)
Overall	**0.88 (1.19)**	**C (F)**	**29.6 (97.0)**

Notes:
1. xx (xx) – AM Peak (PM Peak)
2. V/C values highlighted orange indicate movement approaching capacity with v/c value over 0.90

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Table 5-11: Near Term Horizon (2028) Future Total Traffic Operations Results – Signalized Intersections (Cont'd)

Movement	Near Term Horizon (2028) Future Total		
	V/C	LOS	Delay
Lake Shore Blvd W / Newport Beach Condos Dwy / TTC Humber Loop			
Streetcar[2]	0.42 (0.37)	D (D)	52.1 (53.4)
EBT	0.98 (0.76)	C (A)	24.9 (9.5)
WBT	0.10 (0.12)	A (A)	7.4 (8.3)
NBLTR	0.03 (0.06)	C (C)	32.1 (32.3)
Overall	**0.83 (0.65)**	**C (B)**	**23.9 (10.3)**
Lake Shore Blvd W / Palace Pier Ct			
EBT	0.96 (0.60)	C (A)	20.3 (2.5)
EBR	0.10 (0.11)	A (A)	0.8 (0.4)
NBLR	0.25 (0.35)	D (D)	36.0 (36.8)
Overall	**0.83 (0.56)**	**C (A)**	**20.4 (6.8)**
Public Street A (Relief Rd) / 2150 Lake Shore Dwy			
EBTR	0.15 (0.14)	A (A)	4.8 (4.7)
WBL	0.11 (0.08)	A (A)	2.9 (4.1)
WBT	0.12 (0.14)	A (A)	2.6 (4.0)
NBL	0.27 (0.24)	D (D)	52.0 (51.5)
NBR	0.04 (0.06)	D (D)	49.3 (49.5)
Overall	**0.17 (0.16)**	**A (A)**	**8.9 (10.0)**

Notes:
1. xx (xx) – AM Peak (PM Peak)
2. Identified in Synchro as EBL movement
3. V/C values highlighted orange indicate movement approaching capacity with v/c value over 0.90

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Table 5-12: Near Term Horizon (2028) Future Total Traffic Operations Results – Unsignalized Intersections

Movement	Near Term Horizon (2028) Future Total	
	LOS	Delay
Lake Shore Blvd W / Shore Breeze Dr		
NBR	A (B)	9.9 (14.4)
Lake Shore Blvd W / Marine Parade Dr		
NBLR[2]	D (D)	34.9 (27.1)

Notes:
1. xx (xx) – AM Peak (PM Peak)
2. Movement calibrated to delay study (all analysis periods) - attached in Appendix F

5.5.2 GO Station Impacts and Mitigation Works

5.5.2.1 Road Network

As outlined in detail in Section 5.2.1, a number of road network improvements are proposed as part of other area background developments and studies and are assumed to be in place for the purpose of the Near Term Horizon analysis, including:

- Construction of Public Street A proposed as part of the 2150 Lake Shore development and contemplated by the Park Lawn Lake Shore TMP;
- Partial construction of the internal road network associated with the 2150 Lake Shore development;
- Construction of the Legion Road extension; and
- Signalization, lane configuration changes and signal timing changes at a number of intersections in the area, proposed as part of background developments to accommodate their respective projected vehicle trip generation and assumed to be in place for the Near Term Horizon.

As discussed in Section 5.4.4, the proposed GO Station is projected to generate in the order of 55 PUDO trips (equivalent to 110 two-way vehicle trips) in the Near Term Horizon, with access assumed via Public Street C.

The Synchro analysis outlined in Section 5.5.1.2 indicates that the impact of the Station on the area road network is minimal and that the road network improvements already contemplated as part of other area background developments and studies remain sufficient to accommodate the projected Station vehicle traffic. As such, there are no additional road network mitigating works proposed specifically to accommodate the Station.

5.5.2.2 Transit

5.5.2.2.1 Overview

As outlined in detail in Section 5.2.3, the construction of a mobility hub is proposed as part of the 2150 Lake Shore development.

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For the Near Term Horizon, it is assumed that the proposed Park Lawn Road bus stops in close proximity to the Station will be operational, servicing existing bus routes along Park Lawn Road, as well as bus route 80 which is proposed to be diverted to the mobility hub.

The nearest bus stops are proposed to be located on Park Lawn Road approximately 50 metres to the south of the Station, adjacent to the proposed Park Lawn Road / South Beach Condos driveway / 2150 Lake Shore Boulevard West driveway signalized intersection and the pedestrian street proposed within the 2150 Lake Shore development. Bus stops will also be constructed on Park Lawn Road, adjacent to Public Street C.

In the Near Term Horizon, streetcars are assumed to continue to operate along Lake Shore Boulevard West as per Existing Conditions, with the nearest stops to the Station located at the Park Lawn Road / Lake Shore Boulevard West intersection.

With the above in place, the Station would be well served by local transit providing access to the surrounding areas, including:

- Bus route 80 servicing the Queensway corridor and surrounding neighbourhoods to the east and west of Park Lawn Road;
- Bus route 66 servicing the Park Lawn corridor and surrounding neighbourhoods to the north of The Queensway; and
- Streetcar routes 501 and 508 servicing the Lake Shore Boulevard West corridor and surrounding neighbourhoods to the east and west of Park Lawn Road.

Bus passengers would be able to travel between the Station and the bus stop via sidewalks along Park Lawn Road or via the pedestrian street and Station Square within the 2150 Lake Shore site. The proposed Park Lawn Road / South Beach Condos driveway / 2150 Lake Shore Boulevard West driveway signalized intersection will provide crossing opportunities for bus passengers as required.

Streetcar passengers would be able to travel between the Station and the streetcar stop via sidewalks along Park Lawn Road, with multiple signalized crossing opportunities along the corridor. Alternatively, a bus service could be taken along Park Lawn Road from the streetcar stops.

As discussed in Section 5.4.3, the proposed GO Station is projected to generate in the order of 315 transit trips in the Near Term Horizon. Overall, the above infrastructure and service changes are expected to provide adequate transit access to the Station.

5.5.2.2.2 Near Term Horizon (2028) Conditions Transit Assessment

A qualitative review of the transit infrastructure in the Near Term Horizon (2028) has been undertaken in accordance with the review criteria outlined in Section 4.3.3.1.

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Transit Volumes:

- In addition to the existing local transit volumes outlined in Section 4.3.2, background development in the immediate area is projected to generate in the order of 670 and 600 local transit trips during the AM and PM peaks respectively (as outlined in Appendix H for the Humber Bay Shores, 2150 Lake Shore Boulevard West and 42 Park Lawn Road developments) and the Site is projected to generate in the order of 315 local transit trips during the AM and PM peak hours (as outlined in Section 5.4.3); and
- As discussed in Section 5.4.1, peak hour GO ridership at Park Lawn Station is assumed to be in the order of 1,050.

Availability:

- A number of streetcar and bus routes will continue to operate in the vicinity of the GO Station, with streetcar routes 501 (Queen) and 508 (Lake Shore) and bus routes 66 (Prince Edward), 80 (Queensway), operating along Park Lawn Road and/or Lake Shore Boulevard West in close proximity to the Site;
- GO Train service will be available at the new Park Lawn Station, improving accessibility to Downtown Toronto, with no transfers required; and
- With the introduction of the GO Station, transit trips between the Site area and Downtown Toronto are expected to increase and subsequently result in a reduction to the percentage of transit trips requiring transfers.

Access:

- Existing bus and streetcar stops are located along Lake Shore Boulevard West, whilst new bus stops will be constructed on Park Lawn Road in close proximity to the Station;
- Existing and proposed signalized intersections in the area will provide crossing locations for pedestrians; and
- Park Lawn GO Station will be readily accessible via multiple entrances.

Capacity:

- It is expected with the proposed development in the area, transit scheduling would substantially change from existing, with a view to accommodating future ridership in the area.

Operations:

- Existing and proposed bus and streetcar stops in the vicinity are generally accompanied by a shelter;
- Bus and streetcar services will generally operate in mixed traffic conditions; and

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- The Park Lawn GO Station and Park Lawn Road bus services will be integrated, with seamless transfer between them. Transfer from streetcar services and Lake Shore bus services is also readily available by walking along Park Lawn Road or by transferring to a bus service along Park Lawn Road.

5.5.2.3 Pedestrian

5.5.2.3.1 Overview

As outlined in detail in Section 5.2.4.1, a number of pedestrian network improvements are proposed as part of the 2150 Lake Shore development and are assumed to be in place for the purpose of the Near Term Horizon, including:

- Upgrades to the existing sidewalks along the east side of Park Lawn Road, most notably an increase to the offset of the sidewalk from the Park Lawn Road carriageway;
- Construction of sidewalks along the south side of the proposed Public Street A;
- Sidewalks along the proposed internal road network associated with the 2150 Lake Shore background development;
- Additional pedestrian areas within the 2150 Lake Shore site, including:
    - The pedestrian plaza connecting between Park Lawn Road and the 2150 Lake Shore internal road network; and
    - Station Square connecting between the Station and the 2150 Lake Shore internal road network.
- New crossing opportunities proposed at new signalized intersections.

As discussed in Section 5.5.2.2, the proposed pedestrian infrastructure provides appropriate access between the Station and local transit stops. Similarly, pedestrian infrastructure will be available for PUDO passengers.

In a general sense, the proposed upgrades to the sidewalks along Park Lawn Road and the proposed new sidewalks along Public Street A, in combination with existing sidewalks along Lake Shore Boulevard West and along Park Lawn Road will provide pedestrian access to / from the Station in all key directions, with the improved permeability of the 2150 Lake Shore site further facilitating Station access. Crossing opportunities will also be available at multiple signalized intersections within the vicinity of the Site.

As discussed in Section 5.3.3, the proposed GO Station is projected to generate in the order of 630 pedestrian trips in the Near Term Horizon, with additional trips associated with walking to/from transit stops (315 trips), PUDO facilities (55 trips) and bicycle parking (50 trips). Overall, the above infrastructure is expected to provide adequate pedestrian access to the Station.

5.5.2.3.2 Near Term Horizon (2028) Conditions Pedestrian Assessment

A qualitative review of the pedestrian infrastructure in the Near Term Horizon (2028) has been undertaken in accordance with the review criteria outlined in Section 4.2.6.1.

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Pedestrian Volumes:

- In addition to the existing pedestrian volumes outlined in Section 4.2.5 (in the order of 200 along both Lake Shore Boulevard West during the AM and PM peak hours and in the order of 100 along Park Lawn Road in the AM and PM peak hours), background development in the immediate area is projected to generate in the order of 535 and 855 pedestrian trips during the AM and PM peaks respectively (as outlined in Appendix H for the Humber Bay Shores, 2150 Lake Shore Boulevard West and 42 Park Lawn Road developments) and the Site is projected to generate in the order of 630 pedestrian trips during the AM and PM peak hours (as outlined in Section 6.4.1.2). Additional pedestrians associated with transfers between transit services, PUDO and bicycle parking will also be present.

Walking:

- The sidewalk along the east side of Park Lawn Road between Public Street 'C' and Public Street A will be upgraded.

Waiting/Crossing:

- Formal pedestrian crossings will be provided at existing and proposed signalized intersections; and
- Proposed signalized intersections will reduce distance between crossing points.

Connecting:

- Sidewalks are generally provided along both sides of Park Lawn Road and Lake Shore Boulevard West in the vicinity of the Site, with new pedestrian infrastructure proposed along Public Street A and parts of the 2150 Lake Shore site;
- Crossing opportunities will increase with the proposed signalized intersections;
- There is a gap in the pedestrian network along the north side of Lake Shore Boulevard, east of The Marginal Boulevard; and
- The 2150 Lake Shore site will still be partially impermeable, however Public Street A will improve through access from Lake Shore Boulevard West to Park Lawn Road and the Station will be accessible through new infrastructure built within the 2150 Lake Shore site.

Accessible:

- Intersections in the vicinity of the Site generally accommodate all patrons regardless of age or ability.

5.5.2.4 Cycling

5.5.2.4.1 Overview

As outlined in detail in Section 5.2.4.2, assumed bicycle network improvements in the Near Term Horizon include the two-way cycling facility proposed along Park Lawn Road as part of the 2150 Lake Shore development.

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The cycling facility is expected to provide access to the Station's bicycle parking direct from Park Lawn Road.

Existing bicycle trails in the area, including the Martin Goodman Trail and Mimico Creek Trail will continue to provide bicycle access to the area.

As discussed in Section 5.4.3, the proposed GO Station is projected to generate in the order of 50 bicycle trips in the Near Term Horizon. Overall, the above infrastructure is expected to provide adequate bicycle access to the Station.

5.5.2.4.2 Near Term Horizon (2028) Conditions Bicycle Assessment

A qualitative review of the bicycle infrastructure in the Near Term Horizon (2028) has been undertaken in accordance with the review criteria outlined in Section 4.2.4.1.

Cycling Volumes:

- In addition to the existing cycling volumes outlined in Section 4.2.3 (in the order of 10 along both Park Lawn Road and Lake Shore Boulevard West during the AM and PM peak hours), background development in the immediate area is projected to generate in the order of 125 and 125 bicycle trips during the AM and PM peaks respectively (as outlined in Appendix H for the Humber Bay Shores, 2150 Lake Shore Boulevard West and 42 Park Lawn Road developments) and the Site is projected to generate in the order of 50 bicycle trips during the AM and PM peak hours (as outlined in Section 6.4.1.25.4.3).

Parking/Sharing:

- An existing Toronto Bike Share Station is located near the Site; and
- Bicycle parking will be provided at the Park Lawn GO Station.

Connecting:

- The Site is located in close proximity to a number of existing off-road trails and recreational facilities, including the Humber Bay Park East Trail, the Humber Bay Shores Park, the Humber Bay Park East and West Parks and the Jean Augustine Park; and
- A two-way cycle track will be constructed along Park Lawn Road, providing a connection between the Station and the off-road trails to the south.

Support:

- There is currently limited bicycle support facilities in the vicinity of the Site.

5.6 GO Station Facilities Review (Near Term)

As previously discussed, the completion date of the new GO Station is planned to coincide with the completion of the first phase of the 2150 Lake Shore development. Given that the entirety of the 2150 Lake Shore development will not be completed by the Near Term Horizon (2028), the following section outlines the Near Term transportation strategy for the station and its surrounding area.

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5.6.1 *Vehicular Pick-up / Drop-off Strategy*

As previously discussed, no Station related commuter parking will be provided as part of the proposed Park Lawn GO Station. For persons arriving by vehicle or accessible vehicles (paratransit/TTC WheelTrans), designated areas within the Station building proximity will allow for PUDO activity to occur.

5.6.1.1 *General Passenger / Vehicular Drop-Off*

General PUDO is currently contemplated within the 2150 Lake Shore development.

5.6.1.2 *Wheel-Trans / Para-Trans Facilities*

The design of the Station balances the planned urban nature of the area with the need to provide immediate PUDO for persons with disabilities, currently contemplated along Public Street A and providing for the staging of wheel-trans and other para-trans vehicles. An appropriate access path to the Station will be provided.

5.6.2 *Transit Integration*

The Park Lawn GO Station will be a part of a multi-modal transit hub in the Humber Bay Shores neighbourhood where local bus and streetcar services will converge to allow seamless transfer.

5.6.2.1 *Surface Bus Routes*

As previously discussed, in the Near Term Horizon (2028), new 28 metre bus platforms will be constructed along Park Lawn Road adjacent to the GO Station and at Public Street C. The location of these stops will allow for the services to remain “on-line” and minimize rerouting and delay in service times.

The abovementioned bus stops will place bus passengers within close proximity of the Station and within a short walk to the many Station entrances, as shown in Figure 5-13. The pedestrian street connecting Park Lawn Road and Public Street B (Loop Road) will provide a safe route for passengers to access the upper Station level and the eastbound train platform. A Station entrance on the east side of Park Lawn Road at the rail corridor provides access to the lower Station level for passengers and the pedestrian tunnel to the westbound train platforms. Secondary platform accesses are also planned on the west side of Park Lawn Road.

5.6.2.2 *TTC Streetcar*

In the Near Term Horizon (2028), streetcar services will remain on Lake Shore Boulevard as the construction of Public Street B (Loop Road) streetcar tracks and the streetcar station facility will not be completed. Passengers transferring between the GO Station and the 501 Queen / 508 Lake Shore streetcar services will have the option of walking along the pedestrian facilities provided on Park Lawn Road or by using bus services.

The distance between the Station and the existing streetcar platforms at the Lake Shore Boulevard West / Park Lawn Road / Marine Parade Drive intersection is approximately 350 metres.

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5.6.3 Pedestrian Facilities

Pedestrian mobility is emphasized, aiming to provide for a safe and attractive public realm. As previously discussed, it is anticipated that a large percentage of Station passengers will be arriving from the surrounding area on foot. Numerous pedestrian spaces, and widened boulevards, contemplated as part of the development proposal aim to link the various components of the Transit Hub, and also provide a welcoming environment for those arriving to the Station on foot.

5.6.3.1 *Linking the components of the Transit Hub*

The Park Lawn GO Station is proposed as a multi-modal transit hub that offers connections to regional rail, streetcar and local bus services. High quality pedestrian spaces as previously shown in Figure 5-4, such as Station Square and the pedestrian street off Park Lawn Road, will be completed in the Near Term Horizon (2028) and will provide the initial pedestrian connections from the Park Lawn Road bus platforms to the upper level of the GO Station building entrance and streetcar platforms.

A widened pedestrian boulevard along Park Lawn Road will provide for a safe and pleasant pedestrian route to the GO Station. Park Lawn Road will serve as the linkage between streetcar services on Lake Shore Boulevard West and the bus and regional rail services at the Station, as well as the numerous residents of the Humber Bay Shores neighbourhood who are within walking distance of the proposed GO Station.

5.6.3.2 *Station Pedestrian Entrances*

In addition to the pedestrian entrance provided from Station Square, at the upper level of the Station building, entrances to the lower level of the Station will be provided on the north side of the rail corridor (accessible from Public Street A), and from an entrance on the east side of Park Lawn Road, just south of the rail corridor.

Secondary accesses to the rail platforms will be provided on the north and south side of the rail corridor, on the west side of Park Lawn Road.

The Station entrance located on the north side of the rail corridor, will provide for convenient access to / from the existing development along Legion Road North, and future developments north of the GO Station.

5.6.4 Cycling Facilities

Cycling is acknowledged as an important and strong last-mile mode of transportation, significantly expanding the catchment area of transit nodes / hubs with numerous high-quality cycling facilities planned.

5.6.4.1 *Cycling Network and Access Routing*

As previously discussed and shown in Figure 5-5, a two-way cycle track (minimum 3 metres wide) is being proposed on the east side of Park Lawn Road between Lake Shore Boulevard West and Public Street A as part of the 2150 Lake Shore development. This facility will provide an off-street cycling connection for residents in the area to safely cycle to / from the new GO Station.

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In the Near Term Horizon (2028), a portion of the final alignment of the two-way cycle track will be completed between Public Street A and Public Street C, while a temporary two-way cycling facility between Lake Shore Boulevard and Public Street C will be constructed to provide a connection to the Martin Goodman trail head at Lake Shore Boulevard.

The Park Lawn Road cycling facility ultimately provides a connection for area residents to access the lower level of the proposed Station building, where bicycle parking facilities are proposed to be provided.

5.6.4.2 Bicycle Parking Facilities

Station bicycle parking facilities are being planned as part of the Near Term Horizon (2028) considerations. Bicycle parking at the Station will make cycling a more attractive “last-mile” mode of transportation for the residents living within a short bicycle ride from the proposed GO Station.

At this time, a minimum of 192 covered bicycle parking spaces are to be provided within the Station precinct to support the anticipated demand for bicycle parking. An additional minimum of 96 secured bicycle spaces are to be integrated into the 2150 Lake Shore development.

Access to the secured bicycle parking room on the lower level (96 spaces) will be from Park Lawn Road and the proposed two-way cycle track. The room will be integrated into the basement of the 2150 Lake Shore development block D1, but public access will be granted from the Station building.

The 192 covered bicycle parking spaces will be generally located at-grade, in highly visible, key locations relative to the proposed GO Station entrances.

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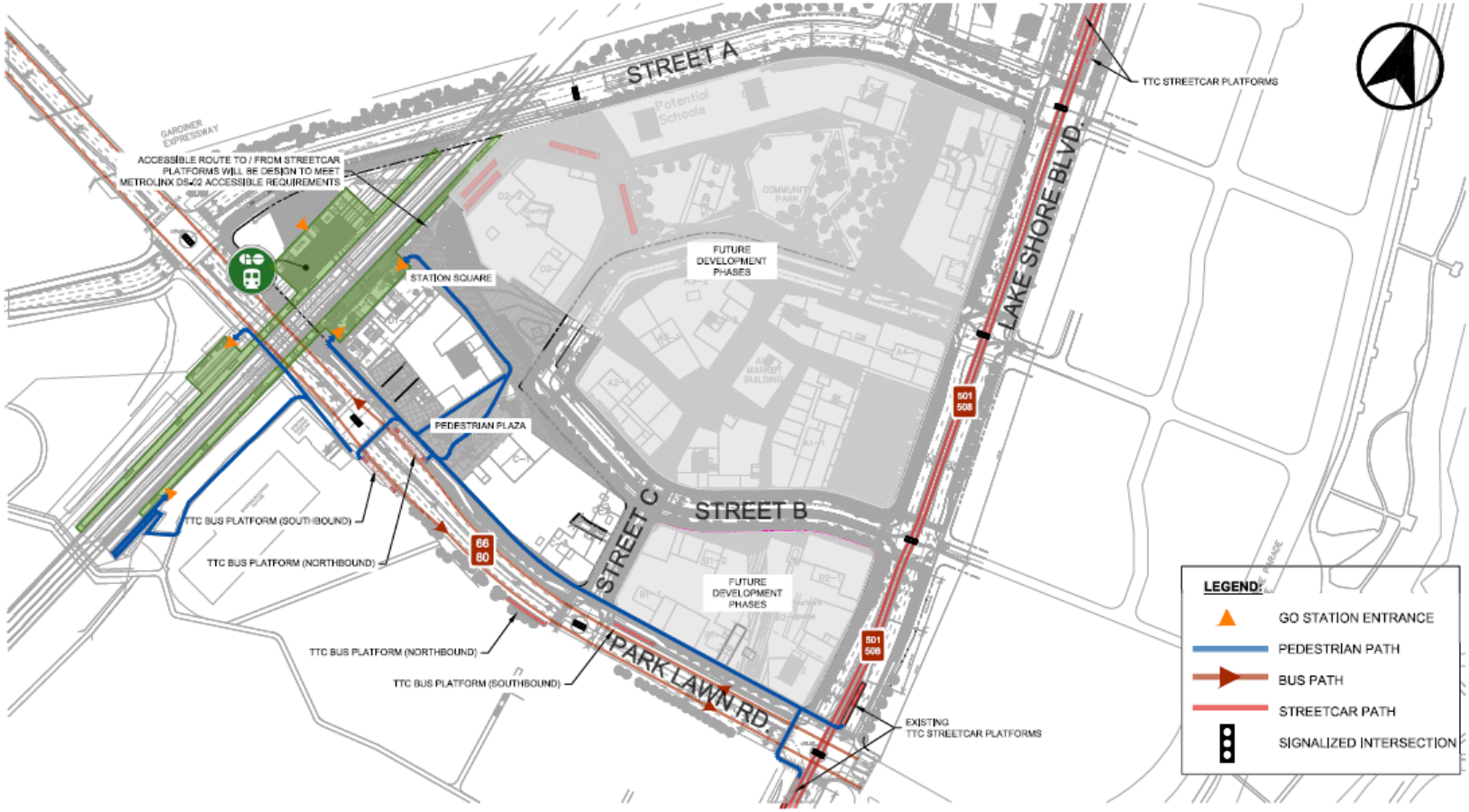

Figure 5-13: Bus Stop Pedestrian Access Routes

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6. Longer Term Horizon Conditions

6.1 Area Development and Infrastructure Planning Context

6.1.1 Development Forecasts

The planned development adjacent to the GO Station will introduce a mix of complementary uses and changes in mobility that will influence the existing population and employment conditions.

In addition to existing populations within the immediate Site area (for the purpose of this assessment, assumed generally to include development within TTS zone 285) which are in the order of 11,400 people, key developments include the 2150 Lake Shore development, the Humber Bay Shores development and the 42 Park Lawn Road development.

Details of the Humber Bay Shores and 42 Park Lawn Road developments were previously outlined in Table 5-1, whilst the currently proposed development stats for the full-build out of the 2150 Lake Shore development include in the order of:

- 7,500 residential units;
- 63,000 square metres of employment use;
- 36,000 square metres of retail use; and
- Two schools with a combined enrolment of 1,100 students.

6.1.1.1 Future Population and Employment Forecasts

Based on the foregoing, in the order of 11,000 residential units are proposed to be constructed within the immediate Site area under the Longer Term Horizon (2041). Data sourced from the 2016 TTS indicates typical household densities in the area of 1.65 people per dwelling, which equates to new population in the order of 18,200 people. In conjunction with the existing population of in the order of 11,400 people, this equates to a projected future population of 29,600 people within the immediate Site area under the Longer Term Horizon (2041).

With regards to proposed employment, a job density in the order of 1 job per 20 square metres is assumed, which equates to in the order of 3,200 jobs for the proposed 63,000 square metres of employment within the 2150 Lake Shore site.

6.2 Transportation Context Overview

6.2.1 Street Network Changes

A number of street network changes were outlined in Section 5.2.1 which are considered within the ongoing Christie's Planning Study and Park Lawn Lake Shore TMP, as well as other area development studies and are expected to be implemented by the Near Term Horizon (2028). Additional street network changes are proposed as part of the full build-out of the 2150 Lake Shore site which are not expected to occur until after the Near Term Horizon (2028), but which are assumed to be in place for the Longer Term Horizon (2041).

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Accordingly, building on the above improvements previously outlined in Section 5.2.1, an overview of the additional road-related changes for the Longer Term Horizon (2041) are outlined in the following sections. The Longer Term Horizon (2041) road network is shown graphically in Figure 6-1.

6.2.1.1 2150 Lake Shore Boulevard West Internal Network

Under the Longer Term Horizon (2041), the remainder of the 2150 Lake Shore development's internal road network will be completed, including the construction of Private Street D, providing an east-west connection between Public Street B (Loop Road) and Public Street A, and the completion of Public Street B (Loop Road).

Public Street B (Loop Road) is proposed to connect to Lake Shore Boulevard West at Shore Breeze Drive and Silver Moon Drive and loop through the development. Both intersections with Lake Shore Boulevard West will be signalized, with associated lane configuration changes as proposed by the 2150 Lake Shore development. The Public Street B (Loop Road) / Public Street C intersection is also proposed to be signalized with the completion of Public Street B (Loop Road).

Public Street B (Loop Road) will serve as a "main spine" connection in the form of a complete street, primarily servicing diverse mobility users of the 2150 Lake Shore Boulevard property and new transit hub, including the GO Station.

6.2.1.2 Park Lawn Road Improvements

Further to the widening of Park Lawn Road undertaken within the Near Term Horizon (2028) between Public Street A and Public Street C, the remaining section of Park Lawn Road along the 2150 Lake Shore property frontage (between Public Street C and Lake Shore Boulevard West) will also be widened by in the order of six to eight metres under the Longer Term Horizon (2041). Furthermore, the Park Lawn Lake Shore TMP is currently contemplating two traffic lanes along Park Lawn Road in the future.

6.2.1.3 Lake Shore Boulevard West Improvements

As part of the 2150 Lake Shore development and as contemplated by the Park Lawn Lake Shore TMP, a number of physical changes are proposed along the Lake Shore Boulevard West corridor between Park Lawn Road and Brooker's Lane.

Specifically, Lake Shore Boulevard West is proposed to be widened by three metres, which will fulfil the preferred width as designated in the City of Toronto Official Plan. The proposed cross section includes cycle tracks along both sides of Lake Shore Boulevard and allows the streetcar tracks to operate independently of the traffic lanes.

These changes will be implemented and in place for the Longer Term Horizon (2041).

6.2.1.4 New North-South Street

The Park Lawn Lake Shore TMP is contemplating a new north-south street extending from the Lake Shore Boulevard West / Brookers Lane intersection to The Queensway. The Gardiner

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Expressway ramps which currently connect to Lake Shore Boulevard West are proposed to be realigned to connect to this new north-south street.

It is assumed this road would be constructed for the Longer Term Horizon (2041).

6.2.2 *Transit Network Changes*

A number of transit network changes were outlined in Section 5.2.3 which are proposed as part of the 2150 Lake Shore development and are contemplated by the Park Lawn Lake Shore TMP and are expected to be implemented by the Near Term Horizon (2028). Additional transit network changes are proposed as part of the full build-out of the 2150 Lake Shore site and as contemplated by the Park Lawn Lake Shore TMP which are not expected to occur until after the Near Term Horizon (2028), but which are assumed to be in place for the Longer Term Horizon (2041).

Accordingly, building on the above improvements previously outlined, an overview of the additional transit-related changes for the Longer Term Horizon (2041) are outlined in the following sections. The Longer Term Horizon (2041) transit network is shown graphically in Figure 6-2.

6.2.2.1 *Mobility Hub*

Under the Longer Term Horizon (2041), the remainder of the mobility hub will be completed, including the construction of the streetcar tracks along Public Street B (Loop Road) and subsequent streetcar stops adjacent the Station.

6.2.2.2 *TTC Route Adjustments*

With the completion of the mobility hub under the Longer Term Horizon (2041), existing streetcar services operating along Lake Shore Boulevard West (501 Queen and 508 Lake Shore) are proposed to reroute into the 2150 Lake Shore development and stop at the mobility hub. The mobility hub will allow streetcars to better serve as a transit feeder route for the Park Lawn GO Station and improve passenger transfers between different transit modes.

6.2.3 *Active Transportation Network Changes*

A number of active transportation network changes were outlined in Section 5.2.4 which are proposed as part of the 2150 Lake Shore development and are expected to be implemented by the Near Term Horizon (2028). Additional active transportation network changes are proposed as part of the full build-out of the 2150 Lake Shore site which are not expected to occur until after the Near Term Horizon (2028), but which are assumed to be in place for the Longer Term Horizon (2041).

Accordingly, building on the above improvements previously outlined, an overview of the additional active transportation-related changes for the Longer Term Horizon (2041) are outlined in the following sections. The Longer Term Horizon (2041) pedestrian and bicycle network are shown graphically in Figure 6-3 and Figure 6-4 respectively and are compared against the Near Term Horizon (2028) in Figure 6-5 and Figure 6-6 respectively.

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6.2.3.1 *Pedestrian Infrastructure*

Additional pedestrian infrastructure proposed as part of the 2150 Lake Shore Boulevard West site and assumed to be in place for the Longer Term Horizon (2041) include:

- Improvements to the existing sidewalks along the east side of the remaining section of Park Lawn Road on the 2150 Lake Shore development frontage (between Public Street C and Lake Shore Boulevard West);
- Construction of sidewalks along the remainder of Public Street B (Loop Road) and Private Street D;
- Additional pedestrian amenity as part of the 2150 Lake Shore development, including:
    - A 1.0 hectare public park located at the northern end of the 2150 Lake Shore development, which will improve the public realm and introduce municipal community facilities for the neighbourhood;
    - A new boulevard square, located adjacent to Lake Shore Boulevard West which will help connect surrounding spaces within the 2150 Lake Shore development; and
    - The “Galleria” public space, located in the centre of the 2150 Lake Shore Boulevard site which will enhance connections through the property.
- Sidewalks with a width of three metres will be incorporated into the upgrades along Lake Shore Boulevard West; and
- Additional signalized crossing opportunities along Lake Shore Boulevard West.

6.2.3.2 *Bicycle Infrastructure*

Additional bicycle infrastructure proposed as part of the 2150 Lake Shore site and the Park Lawn Lake Shore TMP and assumed to be in place for the Longer Term Horizon (2041) include:

- Completion of the two-way cycle track on the east side of Park Lawn Road along the remaining section of Park Lawn Road between Public Street C and Lake Shore Boulevard West and more generally, bicycle facilities along the remainder of Park Lawn Road;
- Construction of bicycle lanes along both sides of Lake Shore Boulevard West;
- Construction of bicycle facilities along the new north-south road and The Queensway; and
- Completion of the two-way cycle track along the remainder of Public Street B (Loop Road).

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Figure 6-1: Longer Term Horizon (2041) Road Network

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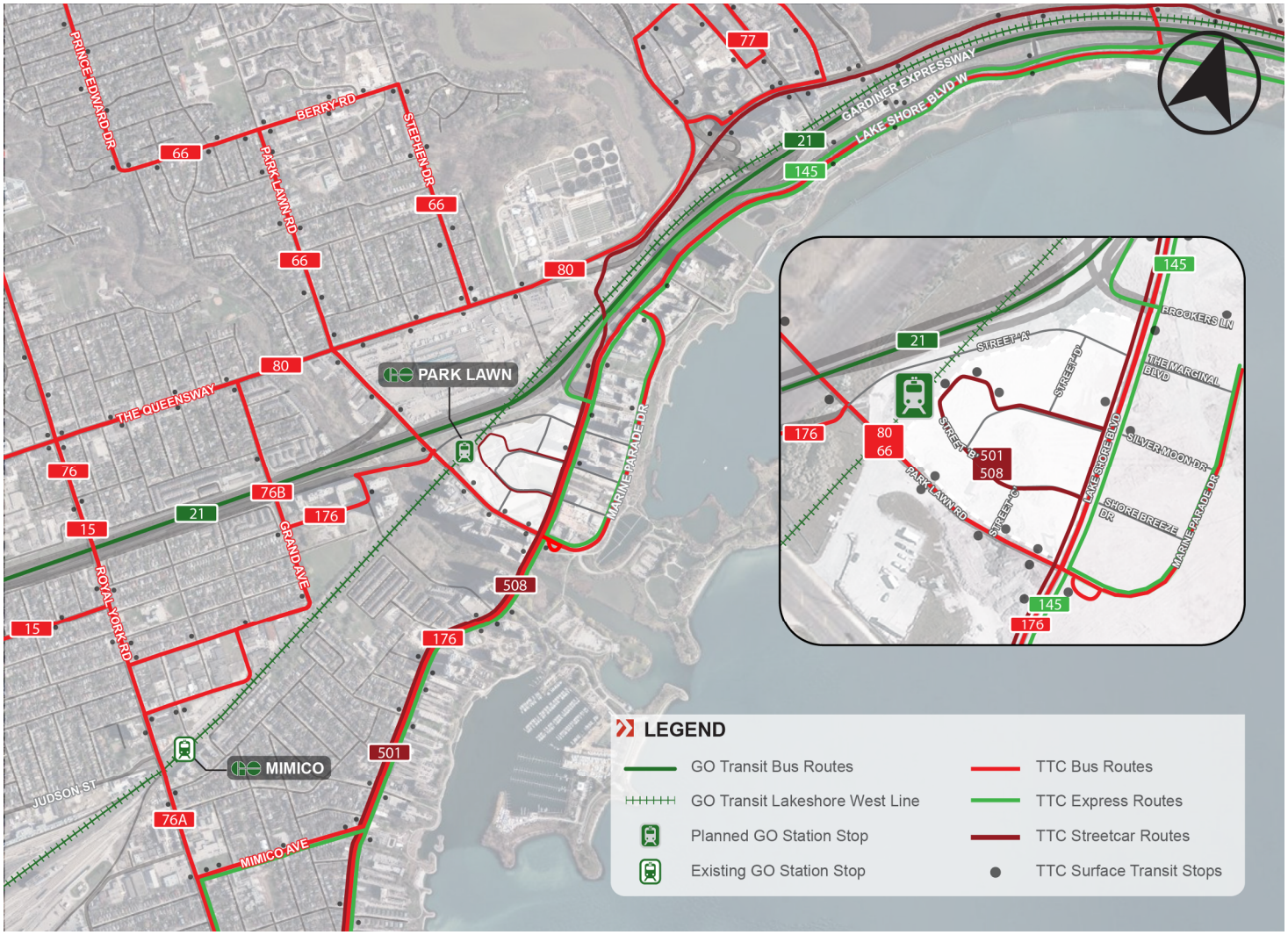

Figure 6-2: Longer Term Horizon (2041) Transit Network

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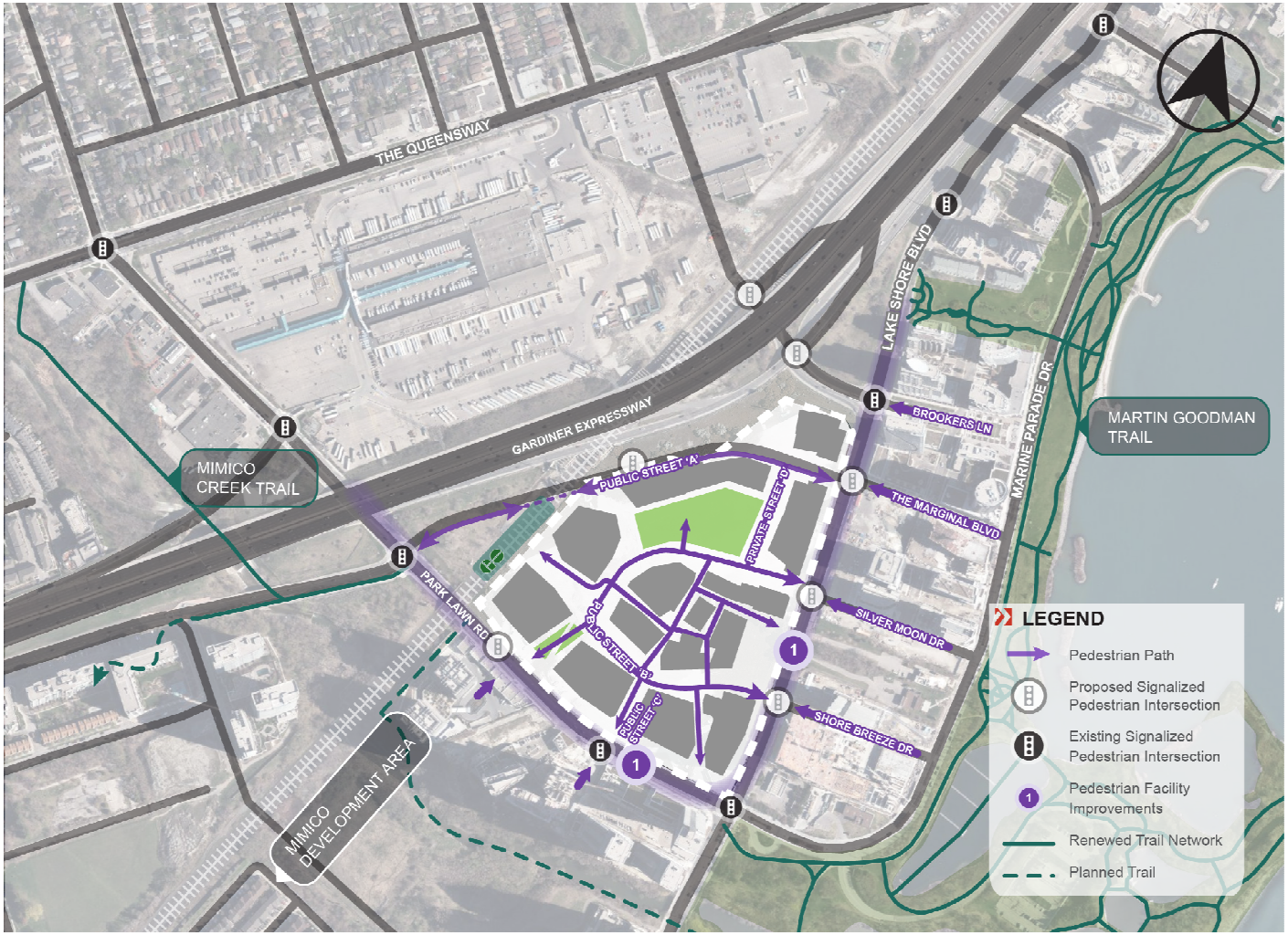

Figure 6-3: Longer Term Horizon (2041) Pedestrian Network

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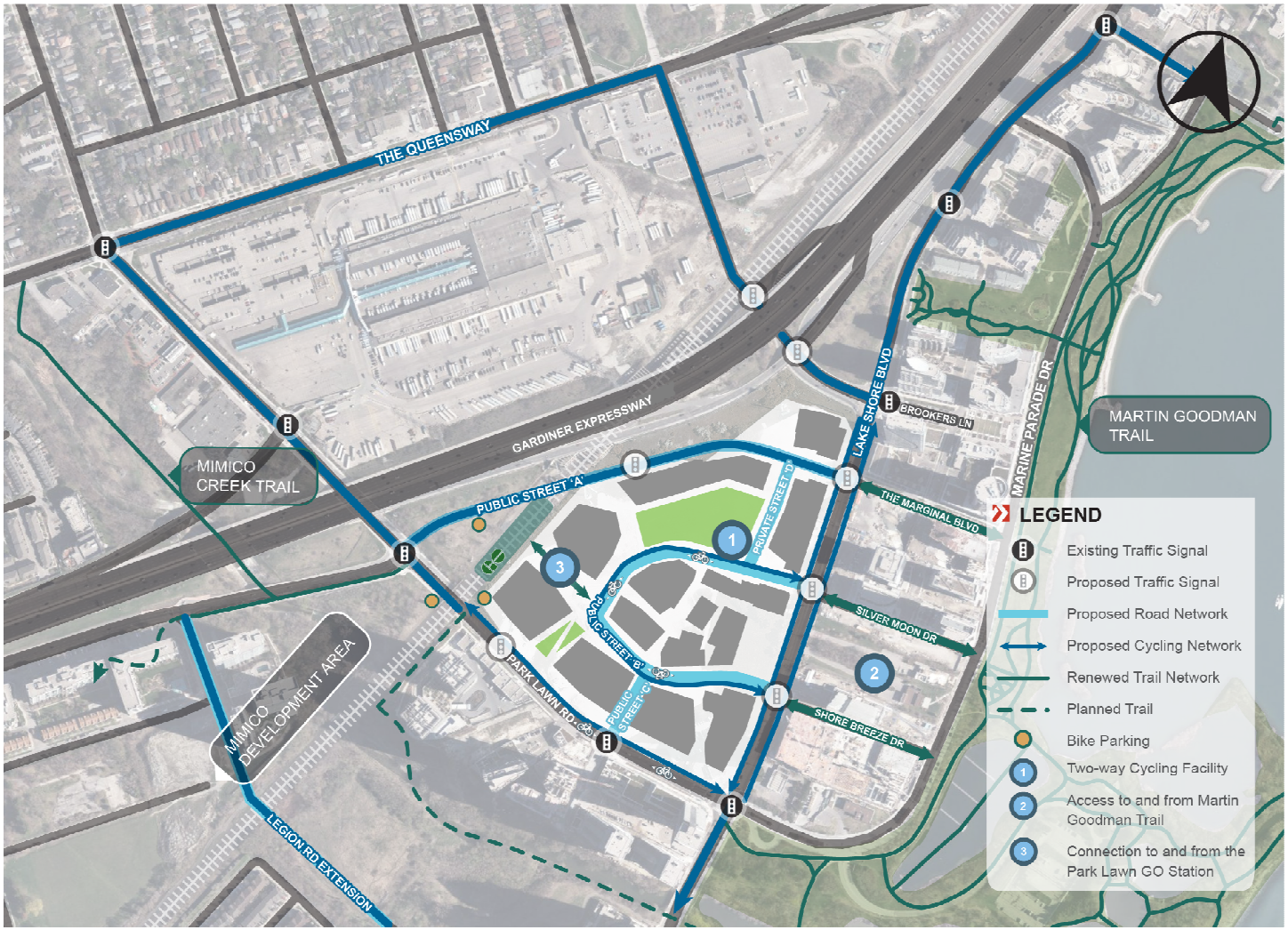

Figure 6-4: Longer Term Horizon (2041) Bicycle Network

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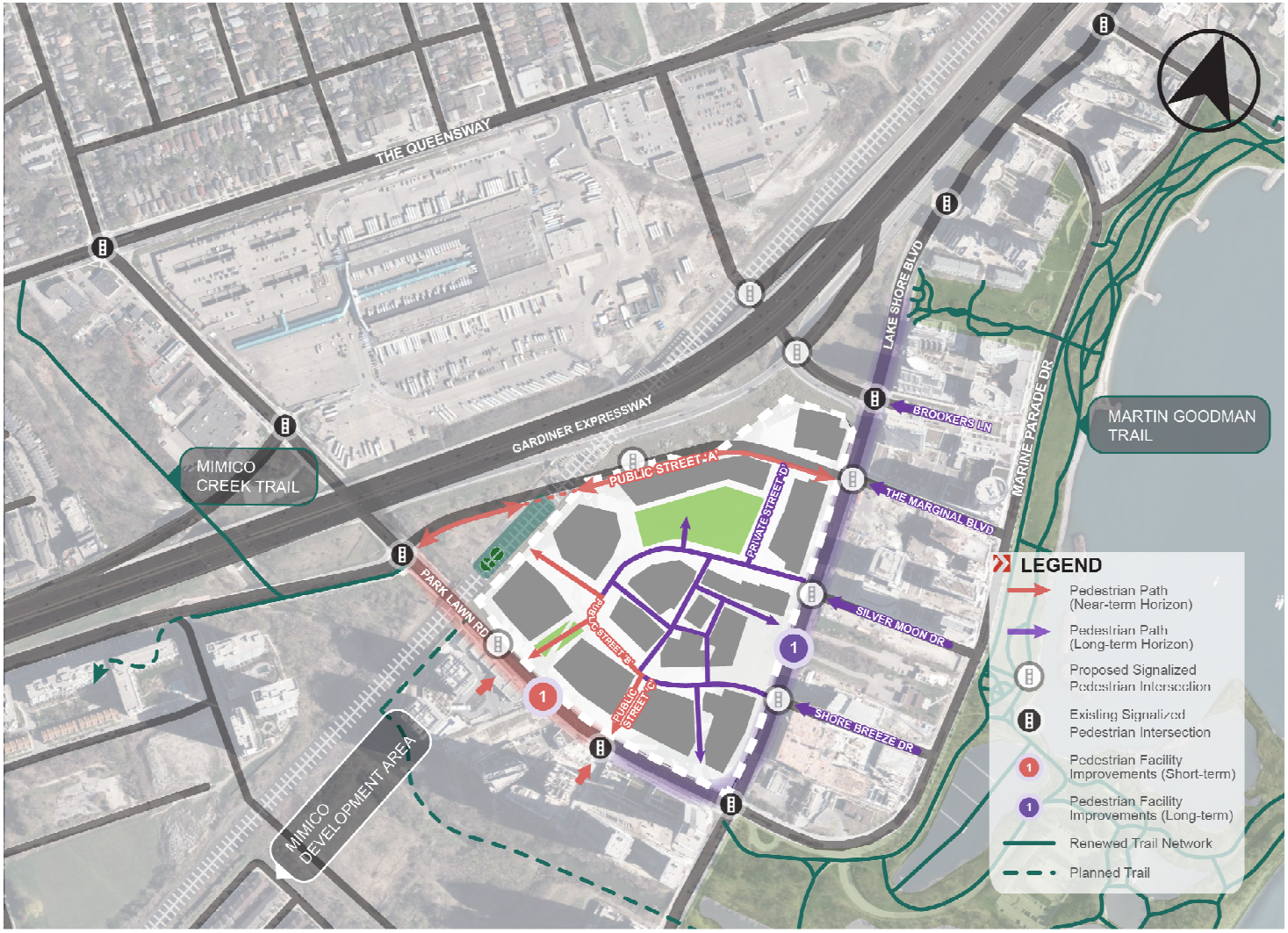

Figure 6-5: Near Term (2028) and Longer Term (2041) Horizons Pedestrian Network

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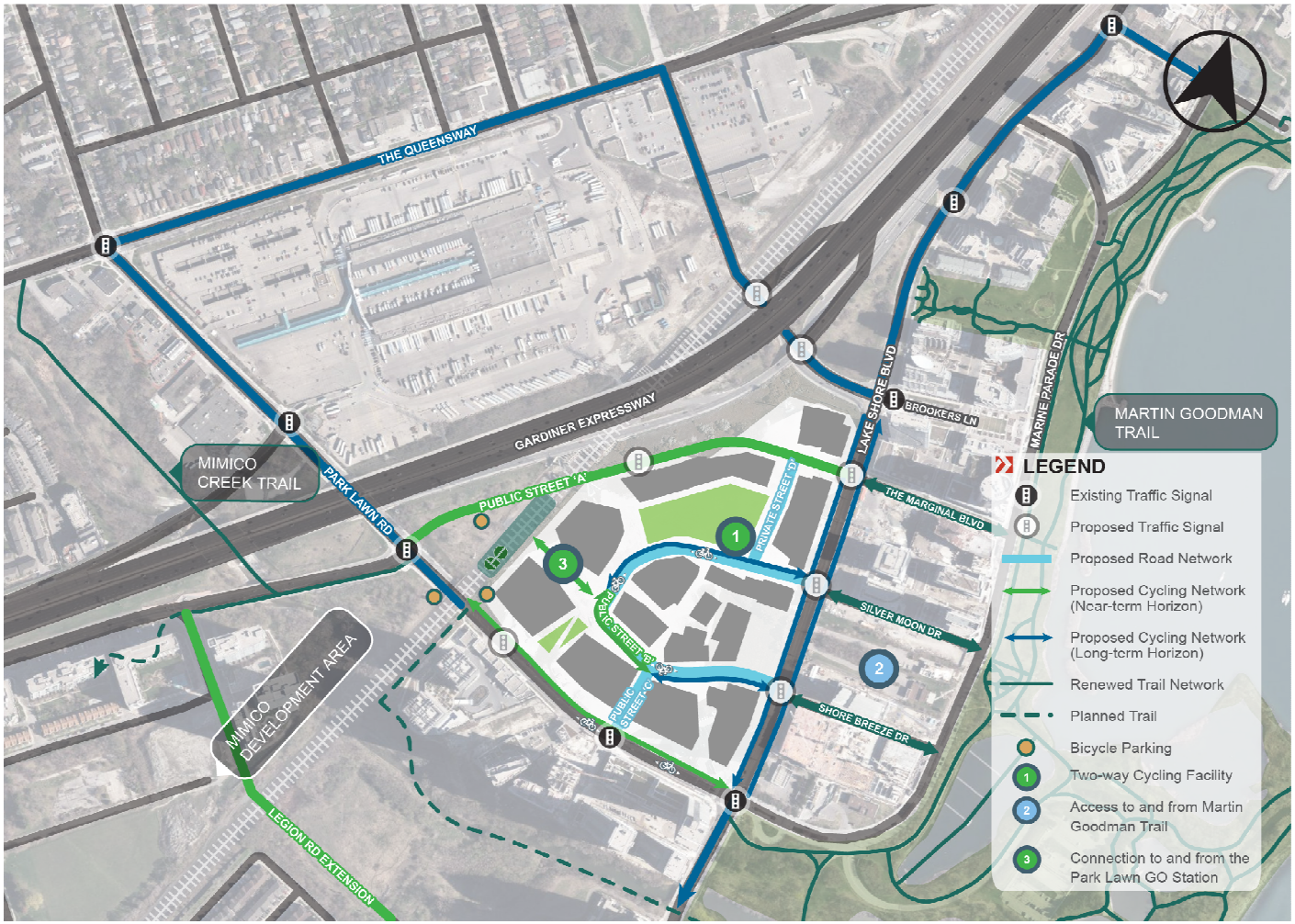

Figure 6-6: Near Term (2028) and Longer Term (2041) Horizons Bicycle Network

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6.3 Park Lawn GO Station in Context

With substantial existing and planned development in the area along with significant transit and active transportation investment, the Park Lawn GO Station is expected to operate as an urban station.

Notably, the development in the area provides substantial potential ridership, with the transit and active transportation investment facilitating convenient walk, cycle and transit access to the Station.

Conversely, the Station itself will significantly influence travel patterns in the area, providing regular and convenient access to across the Greater Toronto Area, including to/from Downtown Toronto (12 minutes), Liberty Village (8 minutes), East Harbour (16 minutes) and beyond. In this respect, a significant proportion of auto-based travel has the potential to shift to utilize these enhanced transit services, serving to reduce current car reliance and usage levels and suppress area traffic activity level growth.

6.4 Park Lawn GO Station Impact Overview and Identification of Potential Effects and Mitigating Measures

6.4.1 Park Lawn Go Station Activity Level Forecasts

6.4.1.1 Assumed GO Ridership

As discussed in Section 5.4.1, the IBC 2020 provided two sets of ridership projections as follows:

- **Economic Case:** Ridership projections for a 2041 horizon year, based on a 2031 horizon year service plan; and
- **Sensitivity Test:** Ridership projections for a 2041 horizon year, with an increased service sensitivity for improvements that may be made between 2031 and 2041, but are currently unfunded.

Given the Sensitivity Test refers to a 2041 horizon year with potential service improvements made between 2031 and 2041, it is considered reasonable to adopt the ridership projections for the Sensitivity Test for the purpose of this Longer Term Horizon (2041). The IBC 2020 notes that details of the assumed service plan are not presented as it is a representative exercise that does not correlate to any planned or funded commitment on the corridor, but is technically feasible to implement and not outside of the realm of possibilities of what could be implemented.

Consistent with the Near Term Horizon (2028), the ridership projections for the Integrated Fare scenario have been adopted, whilst it is assumed that the PM peak two-way ridership is consistent with the AM peak two-way ridership.

The resultant projected Station ridership is outlined in Table 6-1. As shown, a peak hour two-way ridership of 1,600 has been adopted for the purpose of the following projections.

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Table 6-1: Projected Station Ridership – Longer Term Horizon (2041)

	Two Way Projected Ridership
IBC 2020 Economic Case Integrated Fare Scenario AM Peak Period (3 hr) Ridership	3,200
Assumed Percentage of Peak Period (3 hr) Ridership Occurring During Peak Hour (1 hr)	50%
Assumed Peak Hour Ridership	**1,600**

Notes:
1. Source: 2015 GO Rail Passenger Survey

6.4.1.2 Site Trip Generation

Adopted mode splits for trips to/from the proposed Station under the Longer Term Horizon (2041) remain consistent with the Near Term Horizon (2028). Accordingly, the projected Site trip generation is summarized in Table 6-2.

Table 6-2: Projected Site Trip Generation – Longer Term Horizon (2041)

Mode	Mode Split	AM Peak	PM Peak
Assumed Peak Hour Ridership		**1,600**	**1,600**
Auto Driver/Passenger	0%	0	0
Local Transit	30%	480	480
Walk	60%	960	960
Bicycle	5%	80	80
PUDO	5%	80	80

6.4.2 GO Station Impact Overview and Mitigation Works

6.4.2.1 Road Network

A detailed review of the Longer Term Horizon (2041) is being undertaken through other ongoing area studies, in particular the Park Lawn Lake Shore TMP and the Christie's Planning Study. These studies will ultimately review and estimate the future transportation demands of the area, including the proposed Station, and subsequently, determine the infrastructure to be delivered to support these transportation demands.

In a general sense however, it is worth noting that as previously discussed, the Station is expected to operate as an urban station, primarily relying on walk, cycle and transit trips to and from the Station from the substantial population and employment in the area.

No commuter parking is proposed and in this regard, vehicle trips will be limited to PUDO trips. As outlined in Table 6-2, in the order of 80 PUDO trips (160 two-way vehicle trips) are projected in the Longer Term Horizon (2041), based on ridership numbers projected in the IBC 2020 for

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the Sensitivity Test. In the context of the proposed area development, this level of traffic is not expected to have a significant impact on the operation of the surrounding road network.

Furthermore, the Station itself will significantly influence travel patterns in the area and has the potential to result in a notable shift in transportation mode splits in the area to reduce auto reliance and increase transit mode utilization. As such, whilst the Station is projected to generate some vehicle trips associated with PUDO, on a broader scale, the Station itself is actually expected to reduce vehicle trips generally in the area.

6.4.2.2 Transit

6.4.2.2.1 Overview

As outlined in Section 5.5.2.2, a number of transit improvements are expected to be completed under the Near Term Horizon (2028) which will improve transit access to and from the Site, including upgraded bus stops on Park Lawn Road adjacent to the Station and rerouting of the existing bus route 80 to the Site area.

Building upon the above, in the Longer Term Horizon (2041), the construction of the mobility hub is expected to be completed, with streetcar routes 501 and 508 diverting into the 2150 Lake Shore development and stopping adjacent to the Station, further increasing the convenience of transfers between GO train and TTC streetcar services.

As discussed in Section 6.4.1.2, the proposed GO Station is projected to generate in the order of 480 transit trips in the Longer Term Horizon (2041). Overall, the above infrastructure and service changes are expected to provide adequate transit access to the Station.

6.4.2.2.2 Longer Term Horizon (2041) Conditions Transit Assessment

A qualitative review of the transit infrastructure in the Longer Term Horizon (2041) has been undertaken in accordance with the review criteria outlined in Section 4.3.3.1.

Availability:

- A number of streetcar and bus routes will continue to operate in the vicinity of the GO Station, with streetcar routes 501 (Queen) and 508 (Lake Shore) and bus routes 66 (Prince Edward), 80 (Queensway), operating along Park Lawn Road and/or Lake Shore Boulevard West in close proximity to the Site;
- GO Train service will be available at the new Park Lawn Station, improving accessibility to Downtown Toronto, with no transfers required; and
- With the introduction of the GO Station, transit trips between the Site area and Downtown Toronto are expected to increase and subsequently result in a reduction to the percentage transit trips requiring transfers.

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Access:

- Bus stops will be located along Lake Shore Boulevard West and Park Lawn Road adjacent the Station. Streetcar stops will be located along Lake Shore Boulevard West and within the new mobility hub adjacent to the Station;
- Existing and proposed signalized intersections in the area will provide crossing locations for pedestrians; and
- Park Lawn GO Station will be readily accessible via multiple entrances.

Capacity:

- It is expected with the proposed development in the area, transit scheduling would substantially change from existing, with a view to accommodating future ridership in the area.

Operations:

- Existing and proposed bus and streetcar stops in the vicinity are generally accompanied by a shelter;
- Streetcar services will generally operate within their own carriageway along Lake Shore Boulevard West in the vicinity of the Site. Bus services will continue to operate in mixed conditions;
- Streetcar tracks will be extended into the 2150 Lake Shore site; and
- The Park Lawn GO Station, streetcar services and Park Lawn Road bus services will all be integrated via the proposed mobility hub, allowing for seamless transfer between them.

6.4.2.3 Pedestrian

6.4.2.3.1 Overview

As outlined in Section 5.5.2.2.2, a number of pedestrian improvements are expected to be completed under the Near Term Horizon (2028), including sidewalks along Public Street A and the proposed 2150 Lake Shore development internal road network, upgrades to the existing sidewalks on Park Lawn Road, pedestrian plazas and streets providing key links to/from the Station and crossing opportunities across both Park Lawn Road and Lake Shore Boulevard. These improvements address key pedestrian accessibility considerations for the Station, by providing multiple access routes to/from the Station in all directions, including to/from the PUDO facilities and transit stops.

Building upon the above, in the Longer Term Horizon (2041), additional pedestrian infrastructure to be completed will further broaden pedestrian access opportunities to/from the Station and improve the pedestrian realm, most notably:

- Completion of the sidewalk upgrades along Park Lawn Road (between Public Street C and Lake Shore Boulevard West);

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- Completion of the sidewalk network through the 2150 Lake Shore development;
- Sidewalk upgrades along Lake Shore Boulevard West; and
- Additional signalized crossing opportunities along Lake Shore Boulevard West.

As discussed in Section 6.4.1.2, the proposed GO Station is projected to generate in the order of 960 walking trips in the Longer Term Horizon (2041), with additional trips associated with walking to/from transit stops (480 trips), PUDO facilities (80 trips) and bicycle parking (80 trips). Overall, the above infrastructure is expected to provide adequate pedestrian access to the Station.

6.4.2.3.2 Longer Term Horizon (2041) Conditions Pedestrian Assessment

A qualitative review of the pedestrian infrastructure in the Longer Term Horizon (2041) has been undertaken in accordance with the review criteria outlined in Section 4.2.6.1.

Walking:

- The sidewalk along the east side of Park Lawn Road between Lake Shore Boulevard West and Public Street A will be upgraded and sidewalks along Lake Shore Boulevard West will upgraded.

Waiting/Crossing:

- Formal pedestrian crossings will be provided at existing and proposed signalized intersections; and
- Proposed signalized intersections will reduce distance between crossing points.

Connecting:

- Sidewalks are generally provided along both sides of Park Lawn Road and Lake Shore Boulevard West in the vicinity of the Site, with new pedestrian infrastructure proposed along Public Street A and within the 2150 Lake Shore site;
- The gap in the pedestrian network along the north side of Lake Shore Boulevard, east of The Marginal Boulevard will be closed with the upgrades to the sidewalks along Lake Shore Boulevard;
- Crossing opportunities will increase with the proposed signalized intersections; and
- The 2150 Lake Shore site will facilitate pedestrian movement with substantial internal pedestrian infrastructure proposed.

Accessible:

- Intersections in the vicinity of the Site generally accommodate all patrons regardless of age or ability.

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6.4.2.4 Cycling

6.4.2.4.1 Overview

As outlined in Section 5.5.2.3.2, a number of bicycle network improvements are expected to be completed under the Near Term Horizon (2028), including the two-way cycle tracks along Park Lawn Road which will provide direct access to the proposed Station bicycle parking from Park Lawn Road.

Building upon the above, in the Longer Term Horizon (2041), the two-way cycle tracks along Park Lawn Road and along the 2150 Lake Shore development internal road network will be completed, in addition to the construction of bicycle lanes along both sides of Lake Shore Boulevard West and along the new north-south street and The Queensway as contemplated by the Park Lawn Lake Shore TMP, further improving bicycle access within the area.

As discussed in Section 6.4.1.2, the proposed GO Station is projected to generate in the order of 80 bicycle trips in the Longer Term Horizon (2041). Overall, the above infrastructure is expected to provide adequate bicycle access to the Station.

6.4.2.4.2 Longer Term Horizon (2041) Conditions Bicycle Assessment

A qualitative review of the bicycle infrastructure in the Longer Term Horizon (2041) has been undertaken in accordance with the review criteria outlined in Section 4.2.4.1.

Parking/Sharing:

- An existing Toronto Bike Share Station is located near the Site; and.
- Bicycle parking will be provided at the Park Lawn GO Station.

Connecting:

- The Site is located in close proximity to a number of existing off-road trails and recreational facilities, including the Humber Bay Park East Trail, the Humber Bay Shores Park, the Humber Bay Park East and West Parks and the Jean Augustine Park; and
- A two-way cycle track will be constructed along Park Lawn Road, providing a connection between the Station and the off-road trails to the south, whilst bicycle lanes will also be constructed along Lake Shore Boulevard West, the new north-south road, Legion Road, The Queensway and within the 2150 Lake Shore site.

Support:

- There is limited bicycle support facilities in the vicinity of the Site.

GO Station Facilities Review (Longer Term)

Building upon the GO Station facilities in the Near Term Horizon (2028), outlined in Section 5.6, this section provides an overview of the GO Station facilities in the Longer Term Horizon (2041), addressing vehicle PUDO access, transit access, bicycle access and pedestrian access to the Station.

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6.4.3 Vehicular Pick-up / Drop-off Strategy

6.4.3.1 General Passenger / Vehicular Drop-Off

PUDO is currently contemplated along Public Street A for accessible PUDO (paratransit/TTC WheelTrans facilities) and within the 2150 Lake Shore development for general PUDO. The implementation of the permanent general PUDO will be coordinated with the phasing of the 2150 Development and monitoring of usage shall be conducted as part of Metrolinx' ridership monitoring program.

6.4.3.2 Wheel-Trans / Para-Trans Facilities

Consistent with the Near Term Horizon (2028), a location for the staging of wheel-trans and other para-trans vehicles and an appropriate access path to the Station will be provided.

6.4.4 Transit Relationships / Integration

6.4.4.1 Surface Bus Routes

Consistent with the Near Term Horizon (2028), the 28 metre bus platforms along Park Lawn Road will continue to be in operation in the Longer Term Horizon (2041), continuing to allow for the services to remain “on-line” and minimize rerouting and delay in service times. As per the Near Term Horizon (2028), the Station bus stops will place bus passengers within close proximity of the Station and within a short walk to the many Station entrances.

6.4.4.2 TTC Streetcar

As part of the 2150 Lake Shore development, a new streetcar loop is proposed to provide immediate adjacency to the proposed new GO Station, compared with the current stops located approximately 350 metres to the south. The creation of an integrated transit hub provides a logical focus for new and existing area surface transit routes to converge as integrated feeder and distribution services to the GO rail service.

The 501 Queen and 508 Lake Shore streetcar services are planned to route to the new transit hub facility to provide the desired connectivity between these services and the tributary area these routes serve. The routes would be enhanced to maximize efficiency and service potential, with a dedicated right-of-way along Lake Shore Boulevard West through the Humber Bay Shores area, and a 3.5 metre-wide one-way dedicated facility along Public Street ‘B’ (Loop Road).

Two 30-metre long separate loading platforms at the Transit Hub will provide separated waiting areas for the planned 501B (westbound) service, and the 501A and 508B (eastbound) services. These platforms would be in parallel configuration. Two, separate unloading platforms and a layover space would allow for simultaneous boarding and alighting during peak times and help reduce passenger delay.

The streetcar platforms would be located approximately 50 metres from the upper level entrance to the GO Station building to facilitate a straightforward transfer between services.

The configuration of the streetcar platforms are shown in Figure 6-7.

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6.4.5 Pedestrian Facilities

6.4.5.1 Connected to the Wider Community

As outlined in Section 5.6.3, high quality pedestrian spaces and facilities, such as Station Square, the pedestrian street off Park Lawn Road and a widened pedestrian boulevard along Park Lawn Road will be completed within the Near Term Horizon (2028) and these will continue to provide the initial pedestrian connections from the Park Lawn bus platforms to the upper level of the GO station building entrance and streetcar platforms.

As previously shown in Figure 6-3, in the Longer Term Horizon (2041), additional pedestrian routes through the planned 2150 Lake Shore development and along the completed Public Street 'B' (Loop Road) will improve connectivity to the Humber Bay Shores community. These two new routes provide contrasting pedestrian experiences for persons walking to / from the GO Station. Wide public pedestrian sidewalks along Public Street 'B' (Loop Road) will provide ample space for persons who are walking to / from the proposed GO Station, whilst additional public spaces will provide enlargements to the public realm between the public right-of-way of Public Street 'B' (Loop Road) and the adjacent building faces. The covered Galleria route, offers an urban, and lively route, with retail and commercial spaces flanking the pedestrian space.

The network of pedestrian spaces and routes proposed as part of the 2150 Lake Shore development provide the residents of the Humber Bay Shores community a variety of high-quality pedestrian routes to access the proposed GO Station. Improving these facilities will help encourage the use of transit infrastructure as a viable, safe, and convenient means of travel.

6.4.6 Cycling Facilities

6.4.6.1 Cycling Network and Access Routing

As per the Near Term Horizon (2028), a two-way cycle track (minimum 3 metres wide) is being proposed on the east side of Park Lawn Road between Lake Shore Boulevard West and Public Street A as part of the 2150 Lake Shore development, which will be completed for the Longer Term Horizon (2041), as previously shown in Figure 6-4. The cycle track will provide a connection for area residents to access the lower level of the proposed Station building, where secured bicycle parking facilities are being planned.

In addition to the Park Lawn cycle track, a two-way cycle track is being planned on the outside of Public Street B (Loop Road). This facility will provide connections between the new cycle tracks on Lake Shore Boulevard West and Station Square.

6.4.6.2 Bicycle Parking Facilities

Station bicycle parking facilities in the Longer Term Horizon (2041) will remain consistent with the Near Term Horizon (2028), which at this time is:

- A minimum of 192 covered bicycle parking spaces to be provided within the Station precinct at-grade in highly visible, key locations relative to the proposed GO station

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entrances. Further coordination with the landscape design is required to determine their exact locations; and

- A minimum of 96 secured bicycle parking spaces to be integrated into the basement of the 2150 Lake Shore development and accessed from the two-way cycle track on Park Lawn Road.

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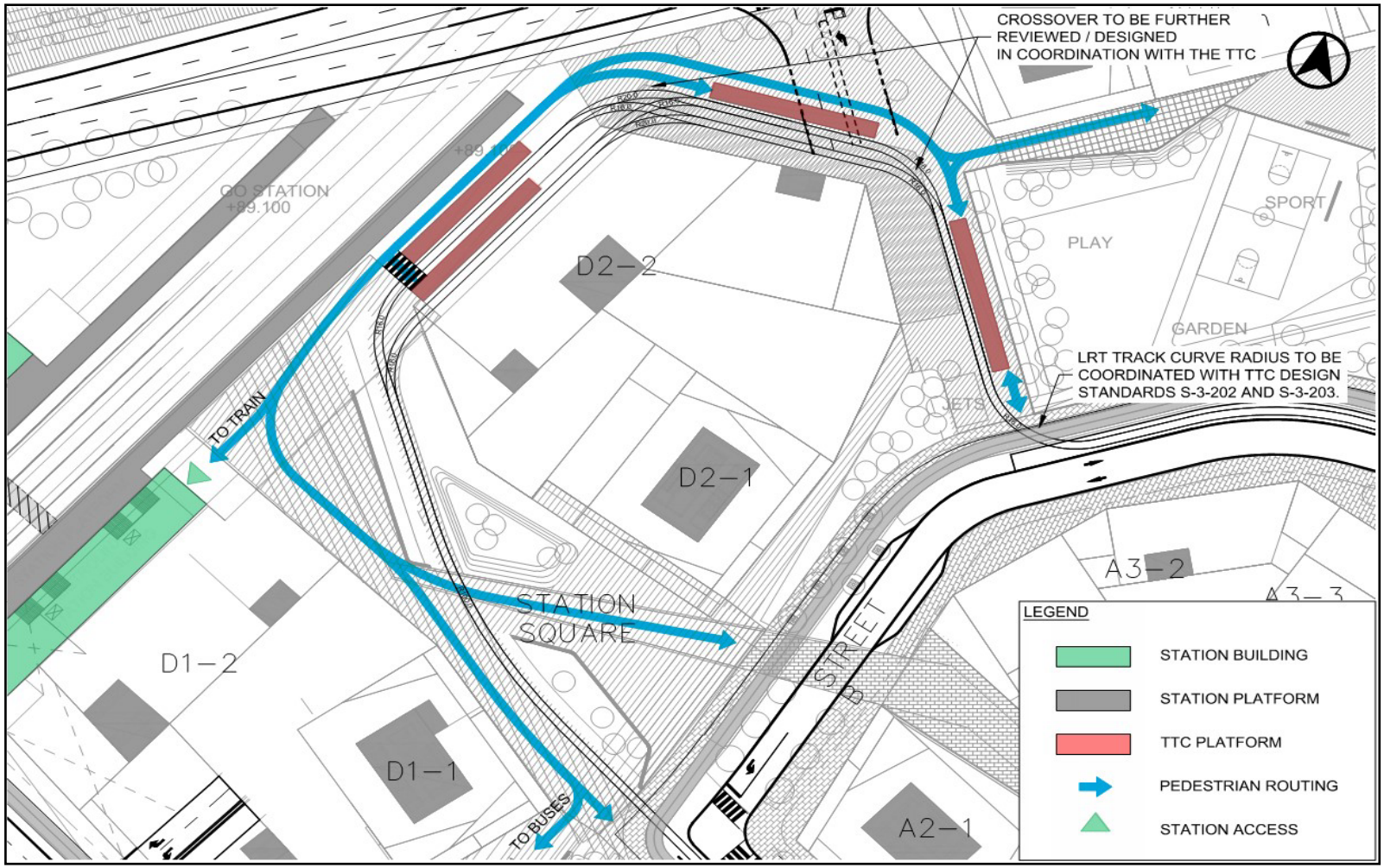

Figure 6-7: Longer Term Horizon (2041) Configuration of Proposed Streetcar Platforms

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7. Physical Plan and Construction Review

7.1 Construction Conditions Review

Construction of the proposed Park Lawn GO Station will feature various independent elements, including the north station building, the south station building, a tunnel connecting the two station buildings, the Park Lawn rail bridge widening, and a pavilion with elevator and stairs north of the rail corridor and a sloped walkway south of the rail corridor, both west of Park Lawn Road. As the location of these elements feature different geographical constraints, site access for each will have different impacts to surrounding pedestrian, cyclist, vehicular, and rail traffic:

- To construct the tunnel connecting the north and south station buildings beneath the rail corridor, crews will access the site from the north City lands and occupy the rail corridor over a weekend closure. This closure will be arranged with Metrolinx and will allow the crews to cut the tracks, excavate to grade, install the tunnel segments, waterproof, and replace the materials and track above. Prior to re-opening the track at the end of the weekend closure, crews will ensure that the replacement of the sub-ballast, ballast, and tracks meet Metrolinx requirements and does not impact the resumption of train service or rail operations.
- The south station building site will be constructed within the Developer's land south of the rail corridor, with the lands being accessed from either Park Lawn Road or Lake Shore Boulevard. As access gates for the site already exist on these streets at signalized intersections, impacts to pedestrians and vehicles should be limited during construction.
- The north station building will be constructed within the City lands north of the rail corridor, which are currently inaccessible by road. As such, in order to construct this station the project team will need to concurrently complete the excavation works for the proposed Public Street A within those lands, thereby creating an access to the site off of Park Lawn Road. While the site access is being excavated at Park Lawn Road, space will be required on Park Lawn Road and the sidewalk in order to work safely. Once this access is created, crews will use this access point on Park Lawn Road for the construction of the north station building.
- The rail bridge crossing Park Lawn Road will need to be widened to accommodate the future station platform. As this work will occur adjacent to live tracks and above Park Lawn Road, construction will be coordinated so as to minimize impacts to vehicular, pedestrian, and rail traffic. The project team will access the site from Park Lawn Road and use rail and lane closures, traffic control devices, and flag persons as necessary to minimize impacts on the travelling public.
- Both the pavilion with elevator and stairs north of the rail corridor and the sloped walkway south of the rail corridor, both west of Park Lawn are intended to be constructed with site access from Park Lawn Road. Crews will shift the traffic lanes on Park Lawn Road to maintain two lanes of traffic in each direction, and use jersey barriers to delineate the work site from the traffic lanes.

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Throughout all stages of construction, the project team will be committed to reducing impacts on the pedestrian, cyclist, vehicular, and rail traffic. This includes but is not limited to implementing traffic control plans, utilizing traffic control devices, undertaking public information campaigns, developing worker safety plans, and continuous monitoring and review of these elements.

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8. Conclusion and Findings

Study Overview

1. This Transportation Brief has been prepared to document the Existing Conditions, and assess the potential effects of the new GO Station on the area transportation networks.
2. The Park Lawn GO Station will be located on both sides of the Lakeshore West rail corridor, and provide a stop between Mimico GO Station and Exhibition GO Station. It will be located at the north end of the former Mr. Christie Cookie factory, which is located 100 metres south of the Gardiner Expressway, on both sides of Park Lawn Road, and 300 metres northwest of Lake Shore Boulevard West, within the City of Toronto.
3. Park Lawn GO Station will include a fully accessible station building with platform access points, tunnel infrastructure, multimodal access, bicycle parking and connections with local transit.
4. The Station is planned as an urban station serving large surrounding existing and planned populations, and is premised largely on walk-in and transit trips to and from the Station. No commuter parking is proposed, however PUDO is currently contemplated along Public Street A for accessible PUDO (paratransit/TTC WheelTrans facilities) and within the 2150 Lake Shore development for general PUDO. The implementation of the permanent general PUDO will be coordinated with the phasing of the 2150 Development and monitoring of usage shall be conducted as part of Metrolinx' ridership monitoring program.

Existing Transportation Conditions

5. Traffic operations analysis results for Existing Conditions indicate that the area road network is currently operating within theoretical capacity, albeit a number of intersections/movements are in high demand.
6. The Site area currently has reasonable access to TTC streetcar and bus services, but limited access to higher order rail service. Utilization of the TTC transit services vary, with the streetcar services in the highest demand.
7. Pedestrian infrastructure in the area includes sidewalks along both sides of key roads in the area, with signalized intersections providing crossing opportunities. However, mid-block connections are limited, whilst the 2150 Lake Shore site is currently a large impermeable block which prevents through connections.
8. Bicycle infrastructure in the area includes a number of off-road trails such as the Martin Goodman Trail, however on-road facilities are limited.

Near Term Horizon (2028) Transportation Conditions

9. Under the Near Term Horizon (2028), the Station is projected to generate peak hour ridership in the order of 1,050. For travel to/from the Station, the projected ridership is

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projected to result in the order of 315 local transit trips, 630 walking trips, 50 bicycle trips and 55 PUDO trips (110 two-way vehicle trips).

10. Key transportation network improvements which are being contemplated by other area studies and are assumed to be in place for the Near Term Horizon (2028), include:
    - Construction of Public Street A between Park Lawn Road and Lake Shore Boulevard West;
    - Partial construction of the 2150 Lake Shore development internal road network;
    - Construction of the Legion Road extension;
    - Intersection improvements proposed as part of other area studies, necessary to support the projected future background traffic;
    - Construction of bus stops adjacent the Station, with additional bus services (bus route 80) to be rerouted to the Site area; and
    - Construction of new and upgraded active transportation infrastructure along Park Lawn Road, Public Street A and through the partially constructed 2150 Lake Shore development internal road network, providing multiple access routes to/from the Station.
11. With the road network improvements which are assumed to be in place for the Near Term Horizon (2028), it is projected that future traffic can generally be adequately accommodated, albeit some capacity constraints are projected within the area under Future Background conditions. As previously discussed, the Park Lawn Lake Shore TMP is reviewing the long term transportation needs in the area. As the context of the area continues to evolve and proposed road, transit and active transportation infrastructure comes online, mode shifts, volumes and operations can be expected to continue to adjust, as is being addressed by the Park Lawn Lake Shore TMP. The number of vehicle trips projected to be generated by the Station itself (110 two-way trips) is relatively low and subsequently, the impact of the proposed Station on the surrounding road network is expected to be minimal. No additional mitigation measures are recommended.
12. The transit and active transportation improvements being contemplated by other area studies which are assumed to be in place for the Near Term Horizon (2028) are expected to provide adequate transit, pedestrian and bicycle access to the Station.

Near Term Horizon (2028) Transportation Facilities

13. PUDO is currently contemplated along Public Street A for accessible PUDO (paratransit/TTC WheelTrans facilities) and within the 2150 Lake Shore development for general PUDO. The implementation of the permanent general PUDO will be coordinated with the phasing of the 2150 Development and monitoring of usage shall be conducted as part of Metrolinx' ridership monitoring program.

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14. Pedestrian entrances to the Station are proposed to include an entrance from Station Square at the upper level of the Station building, entrances to the lower level of the Station on the north side of the rail corridor (accessible from Public Street A), and an entrance on the east side of Park Lawn Road, just south of the rail corridor. Secondary accesses to the rail platforms are proposed to be provided on the north and south side of the rail corridor, on the west side of Park Lawn Road.

15. At this time, a minimum of 192 covered bicycle parking spaces (generally located at-grade) are to be provided within the Station precinct. An additional minimum of 96 secured bicycle parking spaces will be integrated into the 2150 Lake Shore development and accessed from the proposed cycle track on Park Lawn Road.

Longer Term Horizon (2041) Transportation Conditions

16. Under the Longer Term Horizon (2041), the Station is projected to generate peak hour ridership in the order of 1,600. For travel to/from the Station, the projected ridership is projected to result in the order of 480 local transit trips, 960 walking trips, 80 bicycle trips and 80 PUDO trips (160 two-way vehicle trips).

17. Key additional transportation network improvements which are being contemplated by other area studies and are assumed to be in place for the Longer Term Horizon (2041), include:

    - Completion of the 2150 Lake Shore development internal road network;
    - Construction of a new north-south road extending from the Lake Shore Boulevard West / Brookers Lane intersection to The Queensway. The Gardiner Expressway ramps which currently connect to Lake Shore Boulevard West are proposed to be realigned to connect to this new north-south street.
    - Additional intersection and road improvements proposed as part of other area studies;
    - Construction of streetcar stops adjacent the Station and streetcar tracks alongside Public Street B (Loop Road) within the 2150 Lake Shore development; and
    - Additional new and upgraded active transportation infrastructure along Park Lawn Road and Lake Shore Boulevard West, the new north-south street, The Queensway and through the completed 2150 Lake Shore development internal road network.

18. A detailed review of the Longer Term Horizon (2041) is being undertaken through other ongoing area studies, in particular the Park Lawn Lake Shore TMP and the Christie's Planning Study.

19. However in a general sense, vehicle trips associated with the Station are projected to be minimal, in the order of 80 PUDO trips (160 two-way vehicle trips), and are not expected to have a significant impact on the operation of the surrounding road network.

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20. Furthermore, the Station itself will significantly influence travel patterns in the area and on a broader scale, is expected to reduce vehicle trips generally in the area.

21. The infrastructure transit and active transportation improvements being contemplated by other area studies are expected to provide adequate transit, pedestrian and bicycle access to the Station in the Longer Term Horizon (2041).

Longer Term Horizon (2041) Transportation Facilities

22. PUDO is currently contemplated along Public Street A for accessible PUDO (paratransit/TTC WheelTrans facilities) and within the 2150 Lake Shore development for general PUDO. The implementation of the permanent general PUDO will be coordinated with the phasing of the 2150 Development and monitoring of usage shall be conducted as part of Metrolinx' ridership monitoring program.

23. Pedestrian entrances and bicycle parking facilities in the Longer Term Horizon (2041) will remain consistent with the Near Term Horizon (2028).

Construction Conditions

24. Construction of the proposed Park Lawn GO Station will feature various independent elements, including the north station building, the south station building, a tunnel connecting the two station buildings, the Park Lawn rail bridge widening, and the north pavilion and south walkway, west of Park Lawn Road.

25. Throughout all stages of construction, the project team will be committed to reducing impacts on the pedestrian, cyclist, vehicular, and rail traffic. This includes but is not limited to implementing traffic control plans, utilizing traffic control devices, undertaking public information campaigns, developing worker safety plans, and continuous monitoring and review of these elements.

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9. References

- *2150 – 2194 Lake Shore Boulevard West & 23 Park Lawn Road – Urban Transportation Considerations – Site and Area Specific Policy & Official Plan Amendment Application* – prepared by BA Group, dated September, 2019
- *2150 Lake Shore Boulevard West – Urban Transportation Considerations – Official Plan Amendment Update and Zoning By-law Amendment* – prepared by BA Group, dated May, 2020
- *2150 Lake Shore Boulevard West – Urban Transportation Considerations – Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision Application Resubmission* – prepared by BA Group, dated February, 2021
- *Humber Bay Shores Mixed-Use Developments Updated Traffic Impact Study* – prepared by AECOM and MMM Group, dated August, 2014
- *Mimico-Judson Regeneration Area Study – Movement Study Report* – prepared by HDR, dated April, 2015
- *Development Applications Online Portal* – City of Toronto (http://app.toronto.ca/DevelopmentApplications/mapSearchSetup.do?action=init)
- *Park Lawn Lake Shore Transportation Master Plan – Public Meeting #3* – prepared by City of Toronto, dated July 26 and August 9, 2021
- *Guidelines for Using Synchro 9 (Including Simtraffic 9)* – prepared by City of Toronto, dated March 18, 2016
- *New Station Updated Initial Business Case, 2020 – Park Lawn* – prepared by Metrolinx, dated April 22, 2020
- *2015 GO Rail Passenger Survey Final Report* – prepared for GO Transit, dated April, 2016
- *Provincial Policy Statement, 2020* – prepared by Ontario Government, dated May 1, 2020
- *A Place to Grow – Growth Plan for the Greater Golden Horseshoe* – prepared by Ontario Government, dated May 16, 2019
- *Transit Supportive Guidelines* – prepared by Ontario Ministry of Transportation, dated 2012
- Made-in-Ontario Environment Plan – prepared by Ontario Ministry of the Environment, Conservation and Parks
- *Ontario's Five Year Climate Action Plan 2016-2020* – prepared by Ontario Government, dated 2016

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- *2041 Regional Transportation Plan – For the Greater Toronto and Hamilton Area* – prepared by Metrolinx, dated 2018
- *Toronto Official Plan* – Adopted by City of Toronto, consolidated February, 2019
- *Waterfront Transit Reset Online Update* – City of Toronto (https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/waterfront-transit-reset/)
- *Cycling Network Plan Online Update* – City of Toronto (https://www.toronto.ca/services-payments/streets-parking-transportation/cycling-in-toronto/cycle-track-projects/cycling-network-10-year-plan/#:~:text=The%20Ten%20Year%20Cycling%20Network,on%20safety%20and%20equity%3B%20and)
- *Amendment No. 231 to the Official Plan* – City of Toronto, adopted in 2013
- *Mimico 20/20 Land Use Study – Transportation* – prepared by HDR, dated November, 2012
- *Legion Road Extension Class Environmental Assessment Study Staff Report* – prepared by City of Toronto, dated October 13, 2009

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Appendix A

TTC Ridership Data

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RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 66 PRINCE EDWARD
ROUTING CODE(S): A0, B0,

OUNT: 3253 ON 2018-OCT-09:**M-F** (FROM 05:31 TO 25:12)
STOP CARD: 23 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
OMMENTS: Final coverage 96.8%

B CONTROL POINT: 31 OLD MILL STATION

TORONTO TRANSIT COMMISSION

ORTHBOUND 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	ARK LAWN AT LAKE SHORE BLVD W	0	226	1	359	17	21.1
12	ARK LAWN OPP 77	0	71	0	430	17	25.3
13	ARK LAWN AT GARDINER EXPRESSWAY EB RAMP	0	58	0	488	17	28.7
14	ARK LAWN AT GARDINER EXPRESSWAY WB RAMP	0	0	0	488	17	28.7
15	ARK LAWN AT THE QUEENSWAY	0	14	5	497	17	29.2
16	ARK LAWN AT LORNE	0	10	0	507	17	29.8
17	ARK LAWN AT CANNON	0	20	2	525	17	30.9
18	ARK 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	RINCE EDWARD AT EDWALTER	0	20	1	1024	30	34.1
22	RINCE EDWARD AT KIRK BRADDEN	0	19	1	1042	30	34.7
23	RINCE EDWARD AT KINGSLEA	0	15	0	1057	30	35.2
24	RINCE EDWARD AT GLENADEN	0	14	0	1071	30	35.7
25	RINCE EDWARD AT EDGEMORE	0	2	0	1073	30	35.8
26	RINCE EDWARD AT MEADOWVALE	0	1	0	1074	30	35.8
27	RINCE 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	ERIOD 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,

OUNT: 3253 ON 2018-OCT-09:**M-F** (FROM 05:31 TO 25:12)
STOP CARD: 23 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
OMMENTS: Final coverage 96.8%

B CONTROL POINT: 31 OLD MILL STATION

TORONTO TRANSIT COMMISSION

ORTHBOUND PERIOD 1: 00:00 TO 08:59

ERIOD 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,

OUNT: 3253 ON 2018-OCT-09:**M-F** (FROM 05:31 TO 25:12)
STOP CARD: 23 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
OMMENTS: Final coverage 96.8%

B CONTROL POINT: 31 OLD MILL STATION

TORONTO TRANSIT COMMISSION

ORTHBOUND 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	ARK LAWN AT LAKE SHORE BLVD W	0	136	1	240	20	12.0
12	ARK LAWN OPP 77	0	23	0	263	20	13.2
13	ARK LAWN AT GARDINER EXPRESSWAY EB RAMP	0	28	0	291	20	14.6
14	ARK LAWN AT GARDINER EXPRESSWAY WB RAMP	0	0	0	291	20	14.6
15	ARK LAWN AT THE QUEENSWAY	0	20	14	297	20	14.9
16	ARK LAWN AT LORNE	0	5	0	302	20	15.1
17	ARK LAWN AT CANNON	0	8	0	310	20	15.5
18	ARK 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	RINCE EDWARD AT EDWALTER	0	12	0	663	39	17.0
22	RINCE EDWARD AT KIRK BRADDEN	0	14	0	677	39	17.4
23	RINCE EDWARD AT KINGSLEA	0	9	0	686	39	17.6
24	RINCE EDWARD AT GLENADEN	0	12	0	698	39	17.9
25	RINCE EDWARD AT EDGEMORE	0	0	0	698	39	17.9
26	RINCE EDWARD AT MEADOWVALE	0	0	0	698	39	17.9
27	RINCE 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	ERIOD 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,

OUNT: 3253 ON 2018-OCT-09:**M-F** (FROM 05:31 TO 25:12)
STOP CARD: 23 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
OMMENTS: Final coverage 96.8%

B CONTROL POINT: 31 OLD MILL STATION

TORONTO TRANSIT COMMISSION

ORTHBOUND PERIOD 2: 09:00 TO 14:59

ERIOD 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,

OUNT: 3253 ON 2018-OCT-09:**M-F** (FROM 05:31 TO 25:12)
STOP CARD: 23 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
OMMENTS: Final coverage 96.8%

B CONTROL POINT: 31 OLD MILL STATION

TORONTO TRANSIT COMMISSION

ORTHBOUND 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	ARK LAWN AT LAKE SHORE BLVD W	0	143	0	220	23	9.6
12	ARK LAWN OPP 77	0	14	0	234	23	10.2
13	ARK LAWN AT GARDINER EXPRESSWAY EB RAMP	0	15	0	249	23	10.8
14	ARK LAWN AT GARDINER EXPRESSWAY WB RAMP	0	2	0	251	23	10.9
15	ARK LAWN AT THE QUEENSWAY	0	28	4	275	23	12.0
16	ARK LAWN AT LORNE	0	1	0	276	23	12.0
17	ARK LAWN AT CANNON	0	3	2	277	23	12.0
18	ARK 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	RINCE EDWARD AT EDWALTER	0	7	0	470	38	12.4
22	RINCE EDWARD AT KIRK BRADDEN	0	5	0	475	38	12.5
23	RINCE EDWARD AT KINGSLEA	0	12	1	486	38	12.8
24	RINCE EDWARD AT GLENADEN	0	6	1	491	38	12.9
25	RINCE EDWARD AT EDGEMORE	0	2	0	493	38	13.0
26	RINCE EDWARD AT MEADOWVALE	0	1	0	494	38	13.0
27	RINCE 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	ERIOD 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,

OUNT: 3253 ON 2018-OCT-09:**M-F** (FROM 05:31 TO 25:12)
STOP CARD: 23 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
OMMENTS: Final coverage 96.8%

B CONTROL POINT: 31 OLD MILL STATION

TORONTO TRANSIT COMMISSION

ORTHBOUND PERIOD 3: 15:00 TO 18:59

ERIOD 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,

OUNT: 3253 ON 2018-OCT-09:**M-F** (FROM 05:31 TO 25:12)
STOP CARD: 23 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
OMMENTS: Final coverage 96.8%

B CONTROL POINT: 31 OLD MILL STATION

TORONTO TRANSIT COMMISSION

ORTHBOUND 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	ARK LAWN AT LAKE SHORE BLVD W	0	23	0	43	8	5.4
12	ARK LAWN OPP 77	0	4	0	47	8	5.9
13	ARK LAWN AT GARDINER EXPRESSWAY EB RAMP	0	2	0	49	8	6.1
14	ARK LAWN AT GARDINER EXPRESSWAY WB RAMP	0	0	0	49	8	6.1
15	ARK LAWN AT THE QUEENSWAY	0	3	0	52	8	6.5
16	ARK LAWN AT LORNE	0	0	0	52	8	6.5
17	ARK LAWN AT CANNON	0	0	0	52	8	6.5
18	ARK 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	RINCE EDWARD AT EDWALTER	0	0	0	95	17	5.6
22	RINCE EDWARD AT KIRK BRADDEN	0	1	0	96	17	5.6
23	RINCE EDWARD AT KINGSLEA	0	0	0	96	17	5.6
24	RINCE EDWARD AT GLENADEN	0	0	0	96	17	5.6
25	RINCE EDWARD AT EDGEMORE	0	0	0	96	17	5.6
26	RINCE EDWARD AT MEADOWVALE	0	0	0	96	17	5.6
27	RINCE 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	ERIOD 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,

OUNT: 3253 ON 2018-OCT-09:**M-F** (FROM 05:31 TO 25:12)
STOP CARD: 23 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
OMMENTS: Final coverage 96.8%

B CONTROL POINT: 31 OLD MILL STATION

TORONTO TRANSIT COMMISSION

ORTHBOUND PERIOD 4: 19:00 TO 21:59

ERIOD 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,

OUNT: 3253 ON 2018-OCT-09:**M-F** (FROM 05:31 TO 25:12)
STOP CARD: 23 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
OMMENTS: Final coverage 96.8%

B CONTROL POINT: 31 OLD MILL STATION

TORONTO TRANSIT COMMISSION

ORTHBOUND 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	ARK LAWN AT LAKE SHORE BLVD W	0	13	0	31	7	4.4
12	ARK LAWN OPP 77	0	1	0	32	7	4.6
13	ARK LAWN AT GARDINER EXPRESSWAY EB RAMP	0	1	0	33	7	4.7
14	ARK LAWN AT GARDINER EXPRESSWAY WB RAMP	0	0	0	33	7	4.7
15	ARK LAWN AT THE QUEENSWAY	0	4	0	37	7	5.3
16	ARK LAWN AT LORNE	0	1	0	38	7	5.4
17	ARK LAWN AT CANNON	0	0	0	38	7	5.4
18	ARK 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	RINCE EDWARD AT EDWALTER	0	0	0	53	13	4.1
22	RINCE EDWARD AT KIRK BRADDEN	0	0	0	53	13	4.1
23	RINCE EDWARD AT KINGSLEA	0	0	0	53	13	4.1
24	RINCE EDWARD AT GLENADEN	0	0	0	53	13	4.1
25	RINCE EDWARD AT EDGEMORE	0	0	0	53	13	4.1
26	RINCE EDWARD AT MEADOWVALE	0	0	0	53	13	4.1
27	RINCE 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	ERIOD 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,

OUNT: 3253 ON 2018-OCT-09:**M-F** (FROM 05:31 TO 25:12)
STOP CARD: 23 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
OMMENTS: Final coverage 96.8%

B CONTROL POINT: 31 OLD MILL STATION

TORONTO TRANSIT COMMISSION

ORTHBOUND PERIOD 5: 22:00 TO 30:59

ERIOD 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,

OUNT: 3253 ON 2018-OCT-09:**M-F** (FROM 05:31 TO 25:12)
STOP CARD: 23 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
OMMENTS: Final coverage 96.8%

B CONTROL POINT: 31 OLD MILL STATION

TORONTO TRANSIT COMMISSION

ORTHBOUND 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	ARK LAWN AT LAKE SHORE BLVD W	0	541	2	893	75	11.9
12	ARK LAWN OPP 77	0	113	0	1006	75	13.4
13	ARK LAWN AT GARDINER EXPRESSWAY EB RAMP	0	104	0	1110	75	14.8
14	ARK LAWN AT GARDINER EXPRESSWAY WB RAMP	0	2	0	1112	75	14.8
15	ARK LAWN AT THE QUEENSWAY	0	69	23	1158	75	15.4
16	ARK LAWN AT LORNE	0	17	0	1175	75	15.7
17	ARK LAWN AT CANNON	0	31	4	1202	75	16.0
18	ARK 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	RINCE EDWARD AT EDWALTER	0	39	1	2305	137	16.8
22	RINCE EDWARD AT KIRK BRADDEN	0	39	1	2343	137	17.1
23	RINCE EDWARD AT KINGSLEA	0	36	1	2378	137	17.4
24	RINCE EDWARD AT GLENADEN	0	32	1	2409	137	17.6
25	RINCE EDWARD AT EDGEMORE	0	4	0	2413	137	17.6
26	RINCE EDWARD AT MEADOWVALE	0	2	0	2415	137	17.6
27	RINCE 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	ORTHBOUND 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,

OUNT: 3253 ON 2018-OCT-09:**M-F** (FROM 05:31 TO 25:12)
STOP CARD: 23 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
OMMENTS: Final coverage 96.8%

B CONTROL POINT: 31 OLD MILL STATION

TORONTO TRANSIT COMMISSION

ORTHBOUND ALL DAY

ERIOD 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,

OUNT: 3253 ON 2018-OCT-09:**M-F** (FROM 05:56 TO 25:15)
STOP CARD: 23 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
OMMENTS: 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	RINCE EDWARD AT BLOOR ST W	0	2	1	304	31	9.8
6	RINCE EDWARD AT ASHTON MANOR	0	0	3	301	31	9.7
7	RINCE EDWARD AT GLENROY	0	0	0	301	31	9.7
8	RINCE EDWARD AT SUNNYLEA	0	1	7	295	31	9.5
9	RINCE EDWARD AT GLENELLEN	0	1	4	292	31	9.4
10	RINCE EDWARD AT FAIRMAR	0	0	7	285	31	9.2
11	RINCE 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	ARK LAWN AT KEYWELL	0	4	1	181	19	9.5
24	ARK LAWN AT PARK LANE	0	0	0	181	19	9.5
25	ARK LAWN AT LORNE	0	0	1	180	19	9.5
26	ARK LAWN AT THE QUEENSWAY	0	2	24	158	19	8.3
27	ARK LAWN AT GARDINER EXPRESSWAY WB RAMP	0	0	1	157	19	8.3
28	ARK LAWN AT GARDINER EXPRESSWAY EB RAMP	0	1	4	154	19	8.1
29	ARK LAWN AT 77	0	0	17	137	19	7.2
30	ARK 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	ERIOD 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,

OUNT: 3253 ON 2018-OCT-09:**M-F** (FROM 05:56 TO 25:15)
STOP CARD: 23 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
OMMENTS: Final coverage 96.8%

SB CONTROL POINT: 1 OLD MILL STATION

TORONTO TRANSIT COMMISSION

SOUTHBOUND PERIOD 1: 00:00 TO 08:59

ERIOD 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,

OUNT: 3253 ON 2018-OCT-09:**M-F** (FROM 05:56 TO 25:15)
STOP CARD: 23 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
OMMENTS: 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	RINCE EDWARD AT BLOOR ST W	0	27	0	505	38	13.3
6	RINCE EDWARD AT ASHTON MANOR	0	0	3	502	38	13.2
7	RINCE EDWARD AT GLENROY	0	0	3	499	38	13.1
8	RINCE EDWARD AT SUNNYLEA	0	0	13	486	38	12.8
9	RINCE EDWARD AT GLENELLEN	0	0	10	476	38	12.5
10	RINCE EDWARD AT FAIRMAR	0	0	5	471	38	12.4
11	RINCE 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	ARK LAWN AT KEYWELL	0	2	5	227	19	11.9
24	ARK LAWN AT PARK LANE	0	0	7	220	19	11.6
25	ARK LAWN AT LORNE	0	0	9	211	19	11.1
26	ARK LAWN AT THE QUEENSWAY	0	3	19	195	19	10.3
27	ARK LAWN AT GARDINER EXPRESSWAY WB RAMP	0	0	1	194	19	10.2
28	ARK LAWN AT GARDINER EXPRESSWAY EB RAMP	0	0	10	184	19	9.7
29	ARK LAWN AT 77	0	0	26	158	19	8.3
30	ARK 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	ERIOD 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,

OUNT: 3253 ON 2018-OCT-09:**M-F** (FROM 05:56 TO 25:15)
STOP CARD: 23 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
OMMENTS: Final coverage 96.8%

SB CONTROL POINT: 1 OLD MILL STATION

TORONTO TRANSIT COMMISSION

SOUTHBOUND PERIOD 2: 09:00 TO 14:59

ERIOD 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,

OUNT: 3253 ON 2018-OCT-09:**M-F** (FROM 05:56 TO 25:15)
STOP CARD: 23 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
OMMENTS: 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	RINCE EDWARD AT BLOOR ST W	0	48	0	1425	39	36.5
6	RINCE EDWARD AT ASHTON MANOR	0	1	1	1425	39	36.5
7	RINCE EDWARD AT GLENROY	0	0	11	1414	39	36.3
8	RINCE EDWARD AT SUNNYLEA	0	2	42	1374	39	35.2
9	RINCE EDWARD AT GLENELLEN	0	3	50	1327	39	34.0
10	RINCE EDWARD AT FAIRMAR	0	0	38	1289	39	33.1
11	RINCE 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	ARK LAWN AT KEYWELL	0	16	27	712	24	29.7
24	ARK LAWN AT PARK LANE	0	3	31	684	24	28.5
25	ARK LAWN AT LORNE	0	0	27	657	24	27.4
26	ARK LAWN AT THE QUEENSWAY	0	11	25	643	24	26.8
27	ARK LAWN AT GARDINER EXPRESSWAY WB RAMP	0	0	0	643	24	26.8
28	ARK LAWN AT GARDINER EXPRESSWAY EB RAMP	0	1	57	587	24	24.5
29	ARK LAWN AT 77	0	1	143	445	24	18.5
30	ARK 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	ERIOD 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,

OUNT: 3253 ON 2018-OCT-09:**M-F** (FROM 05:56 TO 25:15)
STOP CARD: 23 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
OMMENTS: Final coverage 96.8%

SB CONTROL POINT: 1 OLD MILL STATION

TORONTO TRANSIT COMMISSION

SOUTHBOUND PERIOD 3: 15:00 TO 18:59

ERIOD 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,

OUNT: 3253 ON 2018-OCT-09:**M-F** (FROM 05:56 TO 25:15)
STOP CARD: 23 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
OMMENTS: 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	RINCE EDWARD AT BLOOR ST W	0	17	0	457	17	26.9
6	RINCE EDWARD AT ASHTON MANOR	0	0	0	457	17	26.9
7	RINCE EDWARD AT GLENROY	0	0	4	453	17	26.6
8	RINCE EDWARD AT SUNNYLEA	0	0	8	445	17	26.2
9	RINCE EDWARD AT GLENELLEN	0	0	9	436	17	25.6
10	RINCE EDWARD AT FAIRMAR	0	0	9	427	17	25.1
11	RINCE 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	ARK LAWN AT KEYWELL	0	0	6	200	8	25.0
24	ARK LAWN AT PARK LANE	0	0	7	193	8	24.1
25	ARK LAWN AT LORNE	0	0	6	187	8	23.4
26	ARK LAWN AT THE QUEENSWAY	0	2	7	182	8	22.8
27	ARK LAWN AT GARDINER EXPRESSWAY WB RAMP	0	0	0	182	8	22.8
28	ARK LAWN AT GARDINER EXPRESSWAY EB RAMP	0	0	20	162	8	20.3
29	ARK LAWN AT 77	0	0	42	120	8	15.0
30	ARK 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	ERIOD 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,

OUNT: 3253 ON 2018-OCT-09:**M-F** (FROM 05:56 TO 25:15)
STOP CARD: 23 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
OMMENTS: Final coverage 96.8%

SB CONTROL POINT: 1 OLD MILL STATION

TORONTO TRANSIT COMMISSION

SOUTHBOUND PERIOD 4: 19:00 TO 21:59

ERIOD 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,

OUNT: 3253 ON 2018-OCT-09:**M-F** (FROM 05:56 TO 25:15)
STOP CARD: 23 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
OMMENTS: 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	RINCE EDWARD AT BLOOR ST W	0	1	0	109	7	15.6
6	RINCE EDWARD AT ASHTON MANOR	0	0	0	109	7	15.6
7	RINCE EDWARD AT GLENROY	0	0	0	109	7	15.6
8	RINCE EDWARD AT SUNNYLEA	0	0	3	106	7	15.1
9	RINCE EDWARD AT GLENELLEN	0	0	1	105	7	15.0
10	RINCE EDWARD AT FAIRMAR	0	0	3	102	7	14.6
11	RINCE 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	ARK LAWN AT KEYWELL	0	1	8	71	7	10.1
24	ARK LAWN AT PARK LANE	0	0	5	66	7	9.4
25	ARK LAWN AT LORNE	0	0	5	61	7	8.7
26	ARK LAWN AT THE QUEENSWAY	0	2	4	59	7	8.4
27	ARK LAWN AT GARDINER EXPRESSWAY WB RAMP	0	0	0	59	7	8.4
28	ARK LAWN AT GARDINER EXPRESSWAY EB RAMP	0	0	4	55	7	7.9
29	ARK LAWN AT 77	0	0	11	44	7	6.3
30	ARK 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	ERIOD 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,

OUNT: 3253 ON 2018-OCT-09:**M-F** (FROM 05:56 TO 25:15)
STOP CARD: 23 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
OMMENTS: Final coverage 96.8%

SB CONTROL POINT: 1 OLD MILL STATION

TORONTO TRANSIT COMMISSION

SOUTHBOUND PERIOD 5: 22:00 TO 30:59

ERIOD 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,

OUNT: 3253 ON 2018-OCT-09:**M-F** (FROM 05:56 TO 25:15)
STOP CARD: 23 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
OMMENTS: 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	RINCE EDWARD AT BLOOR ST W	0	95	1	2800	132	21.2
6	RINCE EDWARD AT ASHTON MANOR	0	1	7	2794	132	21.2
7	RINCE EDWARD AT GLENROY	0	0	18	2776	132	21.0
8	RINCE EDWARD AT SUNNYLEA	0	3	73	2706	132	20.5
9	RINCE EDWARD AT GLENELLEN	0	4	74	2636	132	20.0
10	RINCE EDWARD AT FAIRMAR	0	0	62	2574	132	19.5
11	RINCE 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	ARK LAWN AT KEYWELL	0	23	47	1391	77	18.1
24	ARK LAWN AT PARK LANE	0	3	50	1344	77	17.5
25	ARK LAWN AT LORNE	0	0	48	1296	77	16.8
26	ARK LAWN AT THE QUEENSWAY	0	20	79	1237	77	16.1
27	ARK LAWN AT GARDINER EXPRESSWAY WB RAMP	0	0	2	1235	77	16.0
28	ARK LAWN AT GARDINER EXPRESSWAY EB RAMP	0	2	95	1142	77	14.8
29	ARK LAWN AT 77	0	1	239	904	77	11.7
30	ARK 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,

OUNT: 3253 ON 2018-OCT-09:**M-F** (FROM 05:56 TO 25:15)
STOP CARD: 23 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
OMMENTS: Final coverage 96.8%

SB CONTROL POINT: 1 OLD MILL STATION

TORONTO TRANSIT COMMISSION

SOUTHBOUND ALL DAY

ERIOD 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,

OUNT: 3253 ON 2018-OCT-09:**M-F** (FROM 0/ :H3 TO 15:55)
STOP CARD: 23 OUNT COVERAGEQ METYO: **PART(GE95)/APC**
STOPS: 1 TO 299
OMMENTS: Final coverage 96.8%

B CONTROL POINT: 31 OLD MILL STATION

TORONTO TRANSIT COMMISSION

NORTYBOUND PERIOD 1: 0/ :H3

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEY LEG	AVG. LOAD
1	LOOP (YUMBER) (BUS) AT TYE Z UEENSWA4	0	8	0	8	H	2.0
2	TYE Z UEENSWA4 AT PLA7A (E OF STEPYEN)	0	1	0	9	H	2.3
3	STEPYEN AT TYE Z UEENSWA4	0	/	1	15	H	3.8
H	STEPYEN AT WY TWORTY	0	9	0	2H	H	6.0
5	STEPYEN AT CLOVERY LL	0	12	0	36	H	9.0
6	STEPYEN AT BERR4 RD	0	50	0	86	H	21.5
/	BERR4 RD AT BELL MANOR	0	12	2	96	H	2H.0
8	BERR4 RD AT CLOVERY LL	0	21	0	11/	H	29.3
9	BERR4 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 SYORE 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 Z UEENSWA4	0	6	2	292	/	H1./
16	ARK LAWN AT LORNE	0	/	0	299	/	H2./
1/	ARK LAWN AT CANNON	0	10	2	30/	/	H3.9
18	ARK LAWN AT KINSDALE	0	1/	5	319	/	H5.6
19	BERR4 RD AT BALLACAINE	0	38	6	H96	11	H5.1
20	BERR4 RD AT PRINCE EDWARD	0	9	/	H98	11	H5.3
21	RINCE EDWARD AT EDWALTER	0	11	1	508	11	H6.2
22	RINCE EDWARD AT KIRK BRADDEN	0	10	0	518	11	H/ .1
23	RINCE EDWARD AT KINGSLEA	0	9	0	52/	11	H/ .9
2H	RINCE EDWARD AT GLENADEN	0	8	0	535	11	H8.6
25	RINCE EDWARD AT EDGEMORE	0	0	0	535	11	H8.6
26	RINCE EDWARD AT MEADOWVALE	0	0	0	535	11	H8.6
2/	RINCE 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,

OUNT: 3253 ON 2018-OCT-09:**M-F** (FROM 0/ :H3 TO 15:55)
STOP CARD: 23 OUNT COVERAGEQ METYO: **PART(GE95)/APC**
STOPS: 1 TO 299
OMMENTS: Final coverage 96.8%

B CONTROL POINT: 31 OLD MILL STATION

TORONTO TRANSIT COMMISSION

NORTYBOUND PERIOD 1: 0/ :H3

ERIOD RIDING INDEX = 3/ .2 (AVERAGE OCCUPANC4)
AVERAGE TRIP LENGTY = 16.1 STOPS
AVERAGE ONSQVEY LE-STOP = 2.3
AVERAGE ONSQTRIP = H3./

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 66 PRINCE EDWARD
ROUTING CODE(S): A0, B0,

OUNT: 3253 ON 2018-OCT-09: **M-F** (FROM 0/ :H3 TO 15:55)
STOP CARD: 23 OUNT COVERAGEQ METYO: **PART(GE95)/APC**
STOPS: 1 TO 299
OMMENTS: Final coverage 96.8%

B CONTROL POINT: 31 OLD MILL STATION

TORONTO TRANSIT COMMISSION

NORTYBOUND PERIOD 2: 1H:56

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEY LEG	AVG. LOAD
1	LOOP (YUMBER) (BUS) AT TYE Z UEENSWA4	0	18	0	18	5	3.6
2	TYE Z UEENSWA4 AT PLA7A (E OF STEPYEN)	0	12	0	30	5	6.0
3	STEPYEN AT TYE Z UEENSWA4	0	12	0	H2	5	8.H
H	STEPYEN AT WY TWORTY	0	2	1	H3	5	8.6
5	STEPYEN AT CLOVERY LL	0	2	2	H3	5	8.6
6	STEPYEN AT BERR4 RD	0	/	/	H3	5	8.6
/	BERR4 RD AT BELL MANOR	0	5	0	H8	5	9.6
8	BERR4 RD AT CLOVERY LL	0	6	H	50	5	10.0
9	BERR4 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 SYORE 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 EXPRESSWA4 EB RAMP	0	6	0	/ 8	5	15.6
1H	PARK LAWN AT GARDINER EXPRESSWA4 WB RAMP	0	2	0	80	5	16.0
15	PARK LAWN AT TYE Z UEENSWA4	0	9	3	86	5	1/ .2
16	ARK LAWN AT LORNE	0	1	0	8/	5	1/ .H
1/	ARK LAWN AT CANNON	0	2	0	89	5	1/ .8
18	ARK LAWN AT KINSDALE	0	2	8	83	5	16.6
19	BERR4 RD AT BALLACAINE	0	11	2	1H3	10	1H.3
20	BERR4 RD AT PRINCE EDWARD	0	2H	0	16/	10	16./
21	RINCE EDWARD AT EDWALTER	0	1	0	168	10	16.8
22	RINCE EDWARD AT KIRK BRADDEN	0	2	0	1/ 0	10	1/ .0
23	RINCE EDWARD AT KINGSLEA	0	0	1	169	10	16.9
2H	RINCE EDWARD AT GLENADEN	0	1	1	169	10	16.9
25	RINCE EDWARD AT EDGEMORE	0	0	0	169	10	16.9
26	RINCE EDWARD AT MEADOWVALE	0	0	0	169	10	16.9
2/	RINCE 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 KINGSWA4	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,

OUNT: 3253 ON 2018-OCT-09: **M-F** (FROM 0/ :H3 TO 15:55)
STOP CARD: 23 OUNT COVERAGEQ METYO: **PART(GE95)/APC**
STOPS: 1 TO 299
OMMENTS: Final coverage 96.8%

B CONTROL POINT: 31 OLD MILL STATION

TORONTO TRANSIT COMMISSION

NORTYBOUND PERIOD 2: 1H:56

ERIOD RIDING INDEX = 13.5 (AVERAGE OCCUPANC4)
AVERAGE TRIP LENGTY = 1H/ STOPS
AVERAGE ONSQVEY LE-STOP = 0.9
AVERAGE ONSQTRIP = 19.3

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Rv2cep TRIPSt DM _ss0
%veMci : ss0

ROUTE: 66 PRINCE EDWARD
ROUTIN- ODEG S(: As) Bs)
COUNT: , 05, ON 0s3. _OCT_s :**M-F** G1ROM s/ :H5 TO 3. :0/ (
STOP CARD: 0, COUNT CO%ERA- EQ0METYO: **PART(GE95)/APC**
STOPS: 3 TO 0g
OMMENTS: 1Ifnal covenr v 69 8

SB CONTROL POINT: 3 OLD MILL STATION

TORONTO TRANSIT COMMISSION

SOUTYBOUND PERIOD 3: s/ :H5

ROUTE STOP	LOCATION	START	ONS	O11S	ACCUM9	%EY LES	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 Z_ SMILL	s	s	3	30/	3s	309
5	RINCE EDWARD AT BLOOR ST W	s	3	s	30.	3s	309
6	PRINCE EDWARD AT ASYTON MANOR	s	s	0	306	3s	3096
/	RINCE EDWARD AT - LENRO4	s	s	s	306	3s	3096
.	PRINCE EDWARD AT SUNN4 LEA	s	3	0	305	3s	3095
g	RINCE 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%ERY LL	s	/	5	06	H	695
3/	BERR4 RD AT STEPYEN	s	g	3	, H	H	. 95
3.	STEPYEN AT CLO%ERY LL	s	0	s	, 6	H	9s
3g	STEPYEN AT WY TWORTY	s	s	s	, 6	H	9s
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% 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 GCYRISTIES(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% 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/	360	0s63	0, 6	. 9

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Rv2cep TRIPSt DM _ss0
%veMci : ss0

ROUTE: 66 PRINCE EDWARD
ROUTIN- ODEG S(: As) Bs)
COUNT: , 05, ON 0s3. _OCT_s :**M-F** G1ROM s/ :H5 TO 3. :0/ (
STOP CARD: 0, COUNT CO%ERA- EQ0METYO: **PART(GE95)/APC**
STOPS: 3 TO 0g
OMMENTS: 1Ifnal covenr v 69 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%EY CLE_STOP = s9
A%ERA- E ONSGTRIP = 3/ 9

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT Rv2cep TRIPSt DM _ss0

ROUTE: 66 PRINCE EDWARD %veMci : ss0

ROUTIN- ODEG S(: As) Bs)

COUNT: , 05, ON 0s3. _OCT_s :**M-F** G1ROM s/ :H5 TO 3. :0/ (

STOP CARD: 0, COUNT CO%ERA- EQMETYO: **PART(GE95)/APC**

STOPS: 3 TO 0g

OMMENTS: 1Ifnal covenr v 69 8

SB CONTROL POINT: 3 OLD MILL STATION TORONTO TRANSIT COMMISSION

SOUTYBOUND PERIOD 0: 3/ :0.

ROUTE STOP	LOCATION	START	ONS	O11S	ACCUM9	%EY LES	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/	33	H, 95
H	BLOOR ST W AT Z_ SMILL	s	s	s	H/	33	H, 95
5	RINCE EDWARD AT BLOOR ST W	s	3H	s	H ,	33	HH9
6	PRINCE EDWARD AT ASYTON MANOR	s	3	3	H ,	33	HH9
/	RINCE EDWARD AT - LENRO4	s	s	,	H s	33	HH85
.	PRINCE EDWARD AT SUNN4 LEA	s	0	36	H/ 6	33	H, 9
g	RINCE 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		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%ERY LL	s	0g	0s	.	5	3g96
3/	BERR4 RD AT STEPYEN	s	,	H/	5H	5	3s9
3.	STEPYEN AT CLO%ERY LL	s	3		H6	5	90
3g	STEPYEN AT WY TWORTY	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		03	5	H60
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		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	35	6	0695
, s	PARZ LAWN AT LAZE SYORE BL% 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% 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

DATE RUN: Mci) 0s3 s/ 00 TIME RUN:33:50:s, AM A- E: , O1 H

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT Rv2cep TRIPSt DM _ss0

ROUTE: 66 PRINCE EDWARD %veMci : ss0

ROUTIN- ODEG S(: As) Bs)

COUNT: , 05, ON 0s3. _OCT_s :**M-F** G1ROM s/ :H5 TO 3. :0/ (

STOP CARD: 0, COUNT CO%ERA- EQMETYO: **PART(GE95)/APC**

STOPS: 3 TO 0g

OMMENTS: 1Ifnal covenr v 69 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 ONSQEY CLE_STOP = 093

A%ERA- E ONSQTRIP = H 98

DATE RUN: Mci) 0s3 s/ 00 TIME RUN:33:50:s, AM A- E: HO1 H

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)
TOP CARD: 37 COUNT COVERAGE/METHOD: **FULL/APC**
TOPS: 1 TO 299
COMMENTS: 100% coverage

EB CONTROL POINT: 11 QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

EASTBOUND PERIOD 1: 00:00 TO 08:59

ROUTE STOP	LOCATION	TART	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	HERWAY GARDENS RD AT SHERWAY GATE	0	8		8	7	1.1
20	EST MALL AT SHERWAY DR	0			8	7	1.1
30	EST MALL AT QUEENSWAY	0			8	7	1.1
40	UEENSWAY OPP JACK ASTORS				8	7	1.1
5	UEENSWAY AT NORTH QUEEN	0	2		10	7	1.4
60	UEENSWAY AT EAST MALL				1	7	1.4
7	UEENSWAY AT 1611		3	1	12	7	1.7
8	UEENSWAY AT ATOMIC	0	1		13	7	1.9
90	UEENSWAY AT ALGIE	0			13	7	1.9
10	UEENSWAY AT WICKMAN	0	1		14	7	2.0
11	UEENSWAY AT KIPLING	0	4	2	16	7	2.3
12	UEENSWAY AT CULNAN		3		19	8	2.4
13	UEENSWAY AT ZORRA	0	22		41	8	5.1
14	UEENSWAY AT ST LAWRENCE	0		1	40	8	5.0
15	UEENSWAY AT ISLINGTON	0	11	5	46	8	5.8
16	UEENSWAY AT CAN MOTOR	0	3	3	46	8	5.8
17	UEENSWAY AT LOMA		1	1	46	8	5.8
18	UEENSWAY AT SMITH	0	2	1	47	8	5.9
19	UEENSWAY AT ROYAL YORK		5	7	45	8	5.6
20	UEENSWAY AT WESLEY	0	1		46	8	5.8
21	UEENSWAY AT MILTON	0	3		49	8	6.1
22	UEENSWAY AT GRAND		23	2	7	8	8.8
23	UEENSWAY AT PARK LAWN	0	2	2	70	8	8.8
24	UEENSWAY AT ALDGATE	0			70	8	8.8
25	UEENSWAY AT STEPHEN	0	4	3	71	8	8.9
26	UEENSWAY AT PLAZA (E OF STEPHEN)		2	2	71	8	8.9
27	UEENSWAY AT SOUTH KINGSWAY (1)		6	23	54	8	6.8
28	UEENSWAY AT WINDERMERE (1)		27	5	76	8	9.5
29	UEENSWAY AT ELLIS	0	1	1	76	8	9.5
30	ELLIS AT LAKE SHORE BLVD W	0	21		97	8	12.1
31	LAKE SHORE BLVD W AT COLBORNE LODGE DR	0			97	8	12.1
32	PARKSIDE DR AT QUEENSWAY	0	13	5	105	8	13.1
33	PARKSIDE DR AT ALGONQUIN	0	14		119	8	14.9
34	PARKSIDE DR AT HIGH PARK BLVD	0	10		129	8	16.1
35	PARKSIDE DR AT GEOFFREY	0	5		134	8	16.8
36	PARKSIDE DR AT HOWARD PARK		6	4	136	8	17.0
37	PARKSIDE DR AT INDIAN VALLEY				136	8	17.0
39	KEELE STATION	0		136		8	.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)
TOP CARD: 37 COUNT COVERAGE/METHOD: **FULL/APC**
TOPS: 1 TO 299
COMMENTS: 100% coverage

EB CONTROL POINT: 11 QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

EASTBOUND PERIOD 1: 00:00 TO 08:59

PERIOD RIDING INDEX = 7.0 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH = 10.1 TOPS
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)
TOP CARD: 37 COUNT COVERAGE/METHOD: **FULL/APC**
TOPS: 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	TART	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	HERWAY GARDENS RD AT SHERWAY GATE	0	39		39	15	2.6
2	EST MALL AT SHERWAY DR	0	3		42	15	2.8
3	EST MALL AT QUEENSWAY	0	1		43	15	2.9
4	UEENSWAY OPP JACK ASTORS		5		48	15	3.2
5	UEENSWAY AT NORTH QUEEN	0	26		74	15	4.9
6	UEENSWAY AT EAST MALL		5		79	15	5.3
7	UEENSWAY AT 1611		6		85	15	5.7
8	UEENSWAY AT ATOMIC	0	6		91	15	6.1
9	UEENSWAY AT ALGIE	0	8	3	96	15	6.4
10	UEENSWAY AT WICKMAN	0	12		108	15	7.2
11	UEENSWAY AT KIPLING	0	14	11	111	15	7.4
12	UEENSWAY AT CULNAN		15	2	124	15	8.3
13	UEENSWAY AT ZORRA	0	13	3	134	15	8.9
14	UEENSWAY AT ST LAWRENCE	0	1	1	134	15	8.9
15	UEENSWAY AT ISLINGTON	0	20	9	145	15	9.7
16	UEENSWAY AT CAN MOTOR	0	6	1	150	15	10.0
17	UEENSWAY AT LOMA		10	8	152	15	10.1
18	UEENSWAY AT SMITH	0	12	5	159	15	1.6
19	UEENSWAY AT ROYAL YORK		22	29	152	15	10.1
20	UEENSWAY AT WESLEY	0	3	1	154	15	1.3
21	UEENSWAY AT MILTON	0	4	1	157	15	1.5
22	UEENSWAY AT GRAND		13	8	162	15	10.8
23	UEENSWAY AT PARK LAWN	0	8	21	149	15	9.9
24	UEENSWAY AT ALDGATE	0		3	146	15	9.7
25	UEENSWAY AT STEPHEN	0	23	8	161	15	1.7
26	UEENSWAY AT PLAZA (E OF STEPHEN)		18	14	165	15	11.0
27	UEENSWAY AT SOUTH KINGSWAY (1)		1	28	138	15	9.2
28	UEENSWAY AT WINDERMERE (1)		9	27	120	15	8.0
29	UEENSWAY 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		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		149	15	9.9
36	PARKSIDE DR AT HOWARD PARK		5	3	151	15	10.1
37	PARKSIDE DR AT INDIAN VALLEY			1	150	15	10.0
39	KEELE STATION	0		150		15	.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)
TOP CARD: 37 COUNT COVERAGE/METHOD: **FULL/APC**
TOPS: 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 TOPS
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)
TOP CARD: 37 COUNT COVERAGE/METHOD: **FULL/APC**
TOPS: 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	TART	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	HERWAY GARDENS RD AT SHERWAY GATE	0	48		48	8	6.0
2	EST MALL AT SHERWAY DR	0	1		49	8	6.1
3	EST MALL AT QUEENSWAY	0	3		52	8	6.5
4	UEENSWAY OPP JACK ASTORS		7	1	58	8	7.3
5	UEENSWAY AT NORTH QUEEN	0	3	2	86	8	1.8
6	UEENSWAY AT EAST MALL		5		91	8	11.4
7	UEENSWAY AT 1611		8		99	8	12.4
8	UEENSWAY AT ATOMIC	0	18	1	116	8	14.5
9	UEENSWAY AT ALGIE	0	6	1	121	8	15.1
10	UEENSWAY AT WICKMAN	0	15		136	8	17.0
11	UEENSWAY AT KIPLING	0	12	16	132	8	16.5
12	UEENSWAY AT CULNAN		7	1	138	8	17.3
13	UEENSWAY AT ZORRA	0	8	5	141	8	17.6
14	UEENSWAY AT ST LAWRENCE	0	1		142	8	17.8
15	UEENSWAY AT ISLINGTON	0	22	13	151	8	18.9
16	UEENSWAY AT CAN MOTOR	0	5	2	154	8	19.3
17	UEENSWAY AT LOMA		6	6	154	8	19.3
18	UEENSWAY AT SMITH	0	7	3	158	8	19.8
19	UEENSWAY AT ROYAL YORK		18	27	149	8	18.6
20	UEENSWAY AT WESLEY	0	1	5	145	8	18.1
21	UEENSWAY AT MILTON	0	2	3	144	8	18.0
22	UEENSWAY AT GRAND		8	4	148	8	18.5
23	UEENSWAY AT PARK LAWN	0	3	14	137	8	17.1
24	UEENSWAY AT ALDGATE	0	1		138	8	17.3
25	UEENSWAY AT STEPHEN	0	7	7	138	8	17.3
26	UEENSWAY AT PLAZA (E OF STEPHEN)		6	9	135	8	16.9
27	UEENSWAY AT SOUTH KINGSWAY (1)		2	26	111	8	13.9
28	UEENSWAY AT WINDERMERE (1)		2	23	9	8	11.3
29	UEENSWAY AT ELLIS	0		3	87	8	1.9
30	ELLIS AT LAKE SHORE BLVD W	0	3	3	87	8	1.9
31	LAKE SHORE BLVD W AT COLBORNE LODGE DR	0	5		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		6	3	121	8	15.1
37	PARKSIDE DR AT INDIAN VALLEY		1	1	121	8	15.1
39	KEELE STATION	0		121		8	.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)
TOP CARD: 37 COUNT COVERAGE/METHOD: **FULL/APC**
TOPS: 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 TOPS
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)
TOP CARD: 37 COUNT COVERAGE/METHOD: **FULL/APC**
TOPS: 1 TO 299
COMMENTS: 100% coverage

EB CONTROL POINT: 11 QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

EASTBOUND PERIOD 4: 19:00 TO 21:59

ROUTE STOP	LOCATION	TART	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	HERWAY GARDENS RD AT SHERWAY GATE	0	31		31	6	5.2
2	EST MALL AT SHERWAY DR	0	4		35	6	5.8
3	EST MALL AT QUEENSWAY	0	1		36	6	6.0
4	UEENSWAY OPP JACK ASTORS		6		42	6	7.0
5	UEENSWAY AT NORTH QUEEN	0	24		66	6	11.0
6	UEENSWAY AT EAST MALL		4		7	6	11.7
7	UEENSWAY AT 1611		3	1	72	6	12.0
8	UEENSWAY AT ATOMIC	0	5	1	76	6	12.7
9	UEENSWAY AT ALGIE	0	4	2	78	6	13.0
10	UEENSWAY AT WICKMAN	0	12		90	6	15.0
11	UEENSWAY AT KIPLING	0	6	8	88	6	14.7
12	UEENSWAY AT CULNAN		13	1	1	6	16.7
13	UEENSWAY AT ZORRA	0	2	4	98	6	16.3
14	UEENSWAY AT ST LAWRENCE	0	1	1	98	6	16.3
15	UEENSWAY AT ISLINGTON	0	11	7	102	6	17.0
16	UEENSWAY AT CAN MOTOR	0	3	2	103	6	17.2
17	UEENSWAY AT LOMA		8	2	109	6	18.2
18	UEENSWAY AT SMITH	0	1	2	108	6	18.0
19	UEENSWAY AT ROYAL YORK		6	14	1	6	16.7
20	UEENSWAY AT WESLEY	0	1	4	97	6	16.2
21	UEENSWAY AT MILTON	0	1		98	6	16.3
22	UEENSWAY AT GRAND		2	5	95	6	15.8
23	UEENSWAY AT PARK LAWN	0	2	13	84	6	14.0
24	UEENSWAY AT ALDGATE	0		1	83	6	13.8
25	UEENSWAY AT STEPHEN	0	3	9	77	6	12.8
26	UEENSWAY AT PLAZA (E OF STEPHEN)		6	5	78	6	13.0
27	UEENSWAY AT SOUTH KINGSWAY (1)			1	68	6	11.3
28	UEENSWAY AT WINDERMERE (1)		2	16	54	6	9.0
29	UEENSWAY AT ELLIS	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		74	6	12.3
34	PARKSIDE DR AT HIGH PARK BLVD	0	6		80	6	13.3
35	PARKSIDE DR AT GEOFFREY	0			80	6	13.3
36	PARKSIDE DR AT HOWARD PARK			3	77	6	12.8
37	PARKSIDE DR AT INDIAN VALLEY			1	76	6	12.7
39	KEELE STATION	0		76		6	.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)
TOP CARD: 37 COUNT COVERAGE/METHOD: **FULL/APC**
TOPS: 1 TO 299
COMMENTS: 100% coverage

EB CONTROL POINT: 11 QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

EASTBOUND PERIOD 4: 19:00 TO 21:59

PERIOD RIDING INDEX = 12.6 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH = 14.5 TOPS
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)
TOP CARD: 37 COUNT COVERAGE/METHOD: **FULL/APC**
TOPS: 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	TART	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	HERWAY GARDENS RD AT SHERWAY GATE	0	5		5	7	.7
20	EST MALL AT SHERWAY DR	0			5	7	.7
30	EST MALL AT QUEENSWAY	0			5	7	.7
4	UEENSWAY OPP JACK ASTORS		1		6	7	.9
5	UEENSWAY AT NORTH QUEEN	0	9		15	7	2.1
6	UEENSWAY AT EAST MALL		1		16	7	2.3
7	UEENSWAY AT 1611		4		2	7	2.9
8	UEENSWAY AT ATOMIC	0	5		25	7	3.6
90	UEENSWAY AT ALGIE	0			25	7	3.6
10	UEENSWAY AT WICKMAN	0	3		28	7	4.0
11	UEENSWAY AT KIPLING	0	3	4	27	7	3.9
12	UEENSWAY AT CULNAN		3		3	7	4.3
13	UEENSWAY AT ZORRA	0	1		31	7	4.4
14	UEENSWAY AT ST LAWRENCE	0	1		32	7	4.6
15	UEENSWAY AT ISLINGTON	0	5	5	32	7	4.6
16	UEENSWAY AT CAN MOTOR	0	1		33	7	4.7
17	UEENSWAY AT LOMA		3		36	7	5.1
18	UEENSWAY AT SMITH	0	1		37	7	5.3
19	UEENSWAY AT ROYAL YORK		2	9	3	7	4.3
20	UEENSWAY AT WESLEY	0	1		31	7	4.4
21	UEENSWAY AT MILTON	0	1		32	7	4.6
22	UEENSWAY AT GRAND			4	28	7	4.0
23	UEENSWAY AT PARK LAWN	0		8	20	7	2.9
24	UEENSWAY AT ALDGATE	0			20	7	2.9
25	UEENSWAY AT STEPHEN	0		4	16	7	2.3
26	UEENSWAY AT PLAZA (E OF STEPHEN)		2	4	14	7	2.0
27	UEENSWAY AT SOUTH KINGSWAY (1)			1	13	1	13.0
28	UEENSWAY AT WINDERMERE (1)		1	3	11	1	11.0
29	UEENSWAY AT ELLIS	0		1	10	1	10.0
30	ELLIS AT LAKE SHORE BLVD W	0			10	1	10.0
31	LAKE SHORE BLVD W AT COLBORNE LODGE DR	0	1		11	1	11.0
32	PARKSIDE DR AT QUEENSWAY	0			11	1	11.0
33	PARKSIDE DR AT ALGONQUIN	0			11	1	11.0
34	PARKSIDE DR AT HIGH PARK BLVD	0		1	10	1	10.0
35	PARKSIDE DR AT GEOFFREY	0			10	1	10.0
36	PARKSIDE DR AT HOWARD PARK			1	9	1	9.0
37	PARKSIDE DR AT INDIAN VALLEY				9	1	9.0
39	KEELE STATION	0		9		1	.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)
TOP CARD: 37 COUNT COVERAGE/METHOD: **FULL/APC**
TOPS: 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 TOPS
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)
TOP CARD: 37 COUNT COVERAGE/METHOD: **FULL/APC**
TOPS: 1 TO 299
COMMENTS: 100% coverage

B CONTROL POINT: 29 QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

ESTBOUND PERIOD 1: 00:00 TO 08:59

ROUTE STOP	LOCATION	TART	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	KEELE STATION	0	79		79	6	13.2
3	PARKSIDE DR AT INDIAN VALLEY		1		8	6	13.3
4	PARKSIDE DR AT HOWARD PARK		2	2	8	6	13.3
50	PARKSIDE DR AT GEOFFREY	0			80	6	13.3
6	PARKSIDE DR AT HIGH PARK BLVD	0	3	1	82	6	13.7
7	PARKSIDE DR AT GARDEN		5	4	83	6	13.8
8	PARKSIDE DR AT QUEENSWAY	0	1	2	82	6	13.7
90	LAKE SHORE BLVD W AT COLBORNE LODGE DR	0			82	6	13.7
10	ELLIS AT LAKE SHORE BLVD W	0	2	2	82	6	13.7
11	UEENSWAY AT ELLIS	0	18		100	6	16.7
12	UEENSWAY AT WINDERMERE		38	1	137	8	17.1
13	UEENSWAY AT SOUTH KINGSWAY (1)		3		140	8	17.5
14	UEENSWAY AT PLAZA (E OF STEPHEN)		5	9	136	8	17.0
15	UEENSWAY AT STEPHEN	0	5	8	133	8	16.6
16	UEENSWAY AT ALDGATE	0	1	2	132	8	16.5
17	UEENSWAY AT PARK LAWN	0	11	9	134	8	16.8
18	UEENSWAY AT BURMA		5	6	133	8	16.6
19	UEENSWAY AT BERL		3	3	133	8	16.6
20	UEENSWAY AT HOLBROOKE				133	8	16.6
21	UEENSWAY AT ROYAL YORK		21	18	136	8	17.0
22	UEENSWAY AT SMITH	0	3	2	137	8	17.1
23	UEENSWAY AT LOMA			6	131	8	16.4
24	UEENSWAY AT LADY BANK		1	5	127	8	15.9
25	UEENSWAY AT ISLINGTON	0	7	18	116	8	14.5
26	UEENSWAY AT ST LAWRENCE	0		4	112	8	14.0
27	UEENSWAY AT BRAWLEY	0	2	1	113	8	14.1
28	UEENSWAY AT CULNAN		1		114	8	14.3
29	UEENSWAY AT KIPLING	0	6	15	105	8	13.1
30	UEENSWAY AT PLYWOOD PLACE	0			105	8	13.1
31	UEENSWAY AT WICKMAN	0		11	94	8	11.8
32	UEENSWAY AT ALGIE	0		13	81	8	1.1
33	UEENSWAY AT ATOMIC	0		27	54	8	6.8
34	UEENSWAY AT 1610			7	47	8	5.9
35	UEENSWAY AT EAST MALL			5	42	8	5.3
36	UEENSWAY AT NORTH QUEEN	0		18	24	8	3.0
37	UEENSWAY AT 1800(CLUB)			6	18	8	2.3
38	EST MALL AT QUEENSWAY	0		4	14	8	1.8
39	EST MALL AT TRILLIUM HEALTH CENTRE			2	12	8	1.5
40	EST MALL AT SHERWAY DR	0	1	6	7	8	.9
41	HERWAY GARDENS RD AT SHERWAY GATE	0		7		8	.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)
TOP CARD: 37 COUNT COVERAGE/METHOD: **FULL/APC**
TOPS: 1 TO 299
COMMENTS: 100% coverage

B CONTROL POINT: 29 QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

ESTBOUND PERIOD 1: 00:00 TO 08:59

PERIOD RIDING INDEX = 12.1 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH = 16.2 TOPS
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)
TOP CARD: 37 COUNT COVERAGE/METHOD: **FULL/APC**
TOPS: 1 TO 299
COMMENTS: 100% coverage

B CONTROL POINT: 29 QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

ESTBOUND PERIOD 2: 09:00 TO 14:59

ROUTE STOP	LOCATION	TART	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	KEELE STATION	0	133		133	15	8.9
30	PARKSIDE DR AT INDIAN VALLEY				133	15	8.9
4	PARKSIDE DR AT HOWARD PARK		7	2	138	15	9.2
50	PARKSIDE DR AT GEOFFREY	0			138	15	9.2
6	PARKSIDE DR AT HIGH PARK BLVD	0	8	13	133	15	8.9
7	PARKSIDE DR AT GARDEN		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	UEENSWAY AT ELLIS	0	22	1	145	15	9.7
12	UEENSWAY AT WINDERMERE		52	5	192	15	12.8
13	UEENSWAY AT SOUTH KINGSWAY (1)		2		194	15	12.9
14	UEENSWAY AT PLAZA (E OF STEPHEN)		21	12	23	15	13.5
15	UEENSWAY AT STEPHEN	0	18	3	218	15	14.5
16	UEENSWAY AT ALDGATE	0	5	1	222	15	14.8
17	UEENSWAY AT PARK LAWN	0	38	8	252	15	16.8
18	UEENSWAY AT BURMA		6	14	244	15	16.3
19	UEENSWAY AT BERL		6	3	247	15	16.5
20	UEENSWAY AT HOLBROOKE		2	1	248	15	16.5
21	UEENSWAY AT ROYAL YORK		46	33	261	15	17.4
22	UEENSWAY AT SMITH	0	4	13	252	15	16.8
23	UEENSWAY AT LOMA		9	17	244	15	16.3
24	UEENSWAY AT LADY BANK			7	237	15	15.8
25	UEENSWAY AT ISLINGTON	0	24	22	239	15	15.9
26	UEENSWAY AT ST LAWRENCE	0	1	2	238	15	15.9
27	UEENSWAY AT BRAWLEY	0	3	8	233	15	15.5
28	UEENSWAY AT CULNAN		3	1	226	15	15.1
29	UEENSWAY AT KIPLING	0	22	31	217	15	14.5
30	UEENSWAY AT PLYWOOD PLACE	0	2	2	217	15	14.5
31	UEENSWAY AT WICKMAN	0		16	201	15	13.4
32	UEENSWAY AT ALGIE	0	5	28	178	15	11.9
33	UEENSWAY AT ATOMIC	0	1	14	165	15	11.0
34	UEENSWAY AT 1610		1	19	147	15	9.8
35	UEENSWAY AT EAST MALL		1	7	141	15	9.4
36	UEENSWAY AT NORTH QUEEN	0		62	79	15	5.3
37	UEENSWAY AT 1800(CLUB)			12	67	15	4.5
38	EST MALL AT QUEENSWAY	0		1	66	15	4.4
39	EST MALL AT TRILLIUM HEALTH CENTRE			3	63	15	4.2
40	EST MALL AT SHERWAY DR	0	2	12	53	15	3.5
41	HERWAY GARDENS RD AT SHERWAY GATE	0		53		15	.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)
TOP CARD: 37 COUNT COVERAGE/METHOD: **FULL/APC**
TOPS: 1 TO 299
COMMENTS: 100% coverage

B CONTROL POINT: 29 QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

ESTBOUND PERIOD 2: 09:00 TO 14:59

PERIOD RIDING INDEX = 11.4 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH = 15.0 TOPS
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)
TOP CARD: 37 COUNT COVERAGE/METHOD: **FULL/APC**
TOPS: 1 TO 299
COMMENTS: 100% coverage

B CONTROL POINT: 29 QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

ESTBOUND PERIOD 3: 15:00 TO 18:59

ROUTE STOP	LOCATION	TART	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	KEELE STATION	0	124		124	8	15.5
30	PARKSIDE DR AT INDIAN VALLEY				124	8	15.5
4	PARKSIDE DR AT HOWARD PARK		8	5	127	8	15.9
50	PARKSIDE DR AT GEOFFREY	0			127	8	15.9
6	PARKSIDE DR AT HIGH PARK BLVD	0	3	12	118	8	14.8
7	PARKSIDE DR AT GARDEN		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	2	85	8	1.6
10	ELLIS AT LAKE SHORE BLVD W	0	3	13	75	8	9.4
11	UEENSWAY AT ELLIS	0	19	1	93	8	11.6
12	UEENSWAY AT WINDERMERE		26	9	110	8	13.8
13	UEENSWAY AT SOUTH KINGSWAY (1)		2	1	111	8	13.9
14	UEENSWAY AT PLAZA (E OF STEPHEN)		7	6	112	8	14.0
15	UEENSWAY AT STEPHEN	0	7	5	114	8	14.3
16	UEENSWAY AT ALDGATE	0	1	2	113	8	14.1
17	UEENSWAY AT PARK LAWN	0	15	5	123	8	15.4
18	UEENSWAY AT BURMA		7	12	118	8	14.8
19	UEENSWAY AT BERL		3	3	118	8	14.8
20	UEENSWAY AT HOLBROOKE				118	8	14.8
21	UEENSWAY AT ROYAL YORK		17	19	116	8	14.5
22	UEENSWAY AT SMITH	0	2	6	112	8	14.0
23	UEENSWAY AT LOMA		6	13	1 5	8	13.1
24	UEENSWAY AT LADY BANK		1	4	1 2	8	12.8
25	UEENSWAY AT ISLINGTON	0	12	17	97	8	12.1
26	UEENSWAY AT ST LAWRENCE	0	2	6	93	8	11.6
27	UEENSWAY AT BRAWLEY	0	1	7	87	8	1.9
28	UEENSWAY AT CULNAN		3	5	85	8	10.6
29	UEENSWAY AT KIPLING	0	20	9	96	8	12.0
30	UEENSWAY AT PLYWOOD PLACE	0	1		97	8	12.1
31	UEENSWAY AT WICKMAN	0		8	89	8	11.1
32	UEENSWAY AT ALGIE	0	3	16	76	8	9.5
33	UEENSWAY AT ATOMIC	0	3	11	68	8	8.5
34	UEENSWAY AT 1610			5	63	8	7.9
35	UEENSWAY AT EAST MALL		2	2	63	8	7.9
36	UEENSWAY AT NORTH QUEEN	0	1	23	41	8	5.1
37	UEENSWAY AT 1800(CLUB)			3	38	8	4.8
38	EST MALL AT QUEENSWAY	0		1	37	8	4.6
39	EST MALL AT TRILLIUM HEALTH CENTRE				37	8	4.6
40	EST MALL AT SHERWAY DR	0	1	1	37	8	4.6
41	HERWAY GARDENS RD AT SHERWAY GATE	0		37		8	.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)
TOP CARD: 37 COUNT COVERAGE/METHOD: **FULL/APC**
TOPS: 1 TO 299
COMMENTS: 100% coverage

B CONTROL POINT: 29 QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

ESTBOUND PERIOD 3: 15:00 TO 18:59

PERIOD RIDING INDEX = 11.5 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH = 11.9 TOPS
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)
TOP CARD: 37 COUNT COVERAGE/METHOD: **FULL/APC**
TOPS: 1 TO 299
COMMENTS: 100% coverage

B CONTROL POINT: 29 QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

ESTBOUND PERIOD 4: 19:00 TO 21:59

ROUTE STOP	LOCATION	TART	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	KEELE STATION	0	78		78	7	11.1
3	PARKSIDE DR AT INDIAN VALLEY		1		79	7	11.3
4	PARKSIDE DR AT HOWARD PARK		4	2	81	7	11.6
50	PARKSIDE DR AT GEOFFREY	0			81	7	11.6
6	PARKSIDE DR AT HIGH PARK BLVD	0	3	8	76	7	1.9
70	PARKSIDE DR AT GARDEN			7	69	7	9.9
80	PARKSIDE DR AT QUEENSWAY	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	UEENSWAY AT ELLIS	0	6	3	50	7	7.1
12	UEENSWAY AT WINDERMERE		16	8	58	7	8.3
13	UEENSWAY AT SOUTH KINGSWAY (1)		1	1	58	7	8.3
14	UEENSWAY AT PLAZA (E OF STEPHEN)		4	3	59	7	8.4
15	UEENSWAY AT STEPHEN	0	2	1	60	7	8.6
16	UEENSWAY AT ALDGATE	0	3	2	61	7	8.7
17	UEENSWAY AT PARK LAWN	0	3	4	60	7	8.6
18	UEENSWAY AT BURMA			7	53	7	7.6
19	UEENSWAY AT BERL		1	1	53	7	7.6
20	UEENSWAY AT HOLBROOKE		1	2	52	7	7.4
21	UEENSWAY AT ROYAL YORK		5	9	48	7	6.9
22	UEENSWAY AT SMITH	0	1	3	46	7	6.6
23	UEENSWAY AT LOMA		2	2	46	7	6.6
24	UEENSWAY AT LADY BANK			2	44	7	6.3
25	UEENSWAY AT ISLINGTON	0	4	7	41	7	5.9
26	UEENSWAY AT ST LAWRENCE	0		1	40	7	5.7
27	UEENSWAY AT BRAWLEY	0		9	31	7	4.4
28	UEENSWAY AT CULNAN		2	1	32	7	4.6
29	UEENSWAY AT KIPLING	0	3	8	27	7	3.9
30	UEENSWAY AT PLYWOOD PLACE	0			27	7	3.9
31	UEENSWAY AT WICKMAN	0		1	26	7	3.7
32	UEENSWAY AT ALGIE	0		3	23	7	3.3
33	UEENSWAY AT ATOMIC	0		1	22	7	3.1
34	UEENSWAY AT 1610			4	18	7	2.6
35	UEENSWAY AT EAST MALL				18	7	2.6
36	UEENSWAY AT NORTH QUEEN	0		1	8	7	1.1
37	UEENSWAY AT 1800(CLUB)		1	2	7	7	1.0
38	EST MALL AT QUEENSWAY	0			7	7	1.0
39	EST MALL AT TRILLIUM HEALTH CENTRE				7	7	1.0
40	EST MALL AT SHERWAY DR	0	1		8	7	1.1
41	HERWAY GARDENS RD AT SHERWAY GATE	0		8		7	.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)
TOP CARD: 37 COUNT COVERAGE/METHOD: **FULL/APC**
TOPS: 1 TO 299
COMMENTS: 100% coverage

B CONTROL POINT: 29 QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

ESTBOUND PERIOD 4: 19:00 TO 21:59

PERIOD RIDING INDEX	=	6.1	(AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	11.9	TOPS
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)
TOP CARD: 37 COUNT COVERAGE/METHOD: **FULL/APC**
TOPS: 1 TO 299
COMMENTS: 100% coverage

B CONTROL POINT: 29 QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

ESTBOUND PERIOD 5: 22:00 TO 30:59

ROUTE STOP	LOCATION	TART	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	KEELE STATION	0	11		11	2	5.5
30	PARKSIDE DR AT INDIAN VALLEY				11	2	5.5
40	PARKSIDE DR AT HOWARD PARK				11	2	5.5
50	PARKSIDE DR AT GEOFFREY	0			11	2	5.5
60	PARKSIDE DR AT HIGH PARK BLVD	0		1	10	2	5.0
70	PARKSIDE DR AT GARDEN				1	2	5.0
80	PARKSIDE DR AT QUEENSWAY	0			10	2	5.0
90	LAKE SHORE BLVD W AT COLBORNE LODGE DR	0			10	2	5.0
10	ELLIS AT LAKE SHORE BLVD W	0		2	8	2	4.0
11	UEENSWAY AT ELLIS	0	1		9	2	4.5
12	UEENSWAY AT WINDERMERE		1	1	9	2	4.5
13	UEENSWAY AT SOUTH KINGSWAY (1)				9	2	4.5
14	UEENSWAY AT PLAZA (E OF STEPHEN)		5	2	12	7	1.7
15	UEENSWAY AT STEPHEN	0			12	7	1.7
16	UEENSWAY AT ALDGATE	0			12	7	1.7
17	UEENSWAY AT PARK LAWN	0	1		13	7	1.9
18	UEENSWAY AT BURMA				13	7	1.9
19	UEENSWAY AT BERL			1	12	7	1.7
20	UEENSWAY AT HOLBROOKE			1	11	7	1.6
21	UEENSWAY AT ROYAL YORK		1	1	11	7	1.6
22	UEENSWAY AT SMITH	0			11	7	1.6
23	UEENSWAY AT LOMA				11	7	1.6
24	UEENSWAY AT LADY BANK				11	7	1.6
25	UEENSWAY AT ISLINGTON	0	2	1	12	7	1.7
26	UEENSWAY AT ST LAWRENCE	0			12	7	1.7
27	UEENSWAY AT BRAWLEY	0			12	7	1.7
28	UEENSWAY AT CULNAN				12	7	1.7
29	UEENSWAY AT KIPLING	0	2	5	9	7	1.3
30	UEENSWAY AT PLYWOOD PLACE	0			9	7	1.3
31	UEENSWAY AT WICKMAN	0			9	7	1.3
32	UEENSWAY AT ALGIE	0		1	8	7	1.1
33	UEENSWAY AT ATOMIC	0		2	6	7	.9
34	UEENSWAY AT 1610				6	7	.9
35	UEENSWAY AT EAST MALL			1	5	7	.7
36	UEENSWAY AT NORTH QUEEN	0			5	7	.7
37	UEENSWAY AT 1800(CLUB)			1	4	7	.6
38	EST MALL AT QUEENSWAY	0			4	7	.6
39	EST MALL AT TRILLIUM HEALTH CENTRE				4	7	.6
40	EST MALL AT SHERWAY DR	0			4	7	.6
41	HERWAY GARDENS RD AT SHERWAY GATE	0		4		7	.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)
TOP CARD: 37 COUNT COVERAGE/METHOD: **FULL/APC**
TOPS: 1 TO 299
COMMENTS: 100% coverage

B CONTROL POINT: 29 QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

ESTBOUND PERIOD 5: 22:00 TO 30:59

PERIOD RIDING INDEX = 1.7 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH = 15.4 TOPS
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)
TOP CARD: 37 COUNT COVERAGE: 5MET/ OD: **FULL/APC**
TOPS: 1 TO 299
COMMENTS: 100% coverage

EB CONTROL POINT: 11 QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

EASTBOUND PERIOD 1: 07:09

ROUTE STOP	LOCATION	TART	ONS	OFFS	ACCUMH	VE/ ICLES	AVGH LOAD
1	/ ERWAY GARDENS RD AT S/ ERWAY GATE	0	4		4	3	1H3
2	EST MALL AT S/ ERWAY DR	0				3	1H3
3	EST MALL AT QUEENSWAY	0				3	1H3
4	QUEENSWAY OPP . ACK ASTORS	0				3	1H3
J	UEENSWAY AT NORT/ QUEEN	0	1		J	3	1H7
6	UEENSWAY AT EAST MALL	0				3	1H7
7	UEENSWAY AT 1611	0	1		6	3	2H
8	UEENSWAY AT ATOMIC	0	1		7	3	2H3
9	UEENSWAY AT ALGIE	0	4			3	2H3
10	UEENSWAY AT WICKMAN		4			3	2H3
11	UEENSWAY AT KIPLING		2	1	8	3	2H7
12	UEENSWAY AT CULNAN		1		9	3	3H
13	UEENSWAY AT ZORRA		14		23	3	7H7
14	UEENSWAY AT ST LAWRENCE		0	1	22	3	7H3
1J	UEENSWAY AT ISLINGTON		6	2	26	3	8H7
16	UEENSWAY AT CAN MOTOR		2	1	27	3	9H
17	UEENSWAY AT LOMA		0		27	3	9H
18	UEENSWAY AT SMIT/		2		29	3	9H7
19	UEENSWAY AT ROYAL YORK		1	J	2J	3	8H3
20	UEENSWAY AT WESLEY		0		2J	3	8H3
21	UEENSWAY AT MILTON		2		27	3	9H
22	UEENSWAY AT GRAND		16		43	3	14H3
23	UEENSWAY AT PARK LAWN		0	1	42	3	14H
24	UEENSWAY AT ALDGATE		0		42	3	14H
2J	UEENSWAY AT STEP/ EN		0		42	3	14H
26	UEENSWAY AT PLAZA (E OF STEP/ EN)		0		42	3	14H
27	UEENSWAY AT SOUT/ KINGSWAY (1)		3	18	27	3	9H
28	UEENSWAY AT WINDERMERE (1)		16	2	41	3	13H7
29	UEENSWAY AT ELLIS		1		42	3	14H
30	ELLIS AT LAKE S/ ORE BLVD W		1J		J7	3	19H
31	LAKE S/ ORE BLVD W AT COLBORNE LODGE DR		0		J7	3	19H
32	PARKSIDE DR AT QUEENSWAY		10	2	6J	3	21H7
33	PARKSIDE DR AT ALGONQUIN		9		74	3	24H7
34	PARKSIDE DR AT / IG/ PARK BLVD		6		8	3	26H7
3J	PARKSIDE DR AT GEOFFREY		4		84	3	28H
36	PARKSIDE DR AT / OWARD PARK		2	3	83	3	27H7
37	PARKSIDE DR AT INDIAN VALLEY		0		83	3	27H7
39	KEELE STATION			83		3	H
TOTALS FOR PERIOD 1: 07:09		–	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)
TOP CARD: 37 COUNT COVERAGE: 5MET/ OD: **FULL/APC**
TOPS: 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 TOPS
AVERAGE ONS5VE/ ICLE-STOP	=	1H
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 07:09 TO 18:39)
TOP CARD: 37 COUNT COVERAGE: 5MET/ OD: **FULL/APC**
TOPS: 1 TO 299
COMMENTS: 100% coverage

EB CONTROL POINT: 11 QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

EASTBOUND PERIOD 2: 17:41

ROUTE STOP	LOCATION	TART	ONS	OFFS	ACCUMH	VE/ ICLES	AVGH LOAD
1	/ ERWAY GARDENS RD AT S/ ERWAY GATE	0	22		22	3	7H3
2	EST MALL AT S/ ERWAY DR	0	0		22	3	7H3
3	EST MALL AT QUEENSWAY	0	1		23	3	7H7
4	QUEENSWAY OPP . ACK ASTORS	0	3	1	2J	3	8H3
J	UEENSWAY AT NORT/ QUEEN	0	14		39	3	13H
6	UEENSWAY AT EAST MALL	0	2		41	3	13H7
7	UEENSWAY AT 1611	0	J		46	3	1JH3
8	UEENSWAY AT ATOMIC	0	8		J4	3	18H
9	UEENSWAY AT ALGIE	0	2	1	JJ	3	18H3
10	UEENSWAY AT WICKMAN		6		61	3	20H3
11	UEENSWAY AT KIPLING		6	6	61	3	20H3
12	UEENSWAY AT CULNAN		4	1	64	3	21H3
13	UEENSWAY AT ZORRA		2	3	63	3	21H
14	UEENSWAY AT ST LAWRENCE		1		64	3	21H3
1J	UEENSWAY AT ISLINGTON		10	8	66	3	22H
16	UEENSWAY AT CAN MOTOR		1	1	66	3	22H
17	UEENSWAY AT LOMA		1	3	64	3	21H3
18	UEENSWAY AT SMIT/		2	1	6J	3	21H7
19	UEENSWAY AT ROYAL YORK		6	12	J9	3	19H7
20	UEENSWAY AT WESLEY		0	2	J7	3	19H
21	UEENSWAY AT MILTON		0	2	JJ	3	18H3
22	UEENSWAY AT GRAND		3	2	J6	3	18H7
23	UEENSWAY AT PARK LAWN		1	7	J	3	16H7
24	UEENSWAY AT ALDGATE					3	16H7
2J	UEENSWAY AT STEP/ EN		1	4	47	3	1JH7
26	UEENSWAY AT PLAZA (E OF STEP/ EN)		3	4	46	3	1JH3
27	UEENSWAY AT SOUT/ KINGSWAY (1)		0	10	36	3	12H
28	UEENSWAY AT WINDERMERE (1)		0	10	26	3	8H7
29	UEENSWAY AT ELLIS		0		26	3	8H7
30	ELLIS AT LAKE S/ ORE BLVD W		0		26	3	8H7
31	LAKE S/ ORE BLVD W AT COLBORNE LODGE DR		2		28	3	9H3
32	PARKSIDE DR AT QUEENSWAY		4	1	31	3	10H3
33	PARKSIDE DR AT ALGONQUIN		3	2	32	3	10H7
34	PARKSIDE DR AT / IG/ PARK BLVD		3		3J	3	11H7
3J	PARKSIDE DR AT GEOFFREY		1		36	3	12H
36	PARKSIDE DR AT / OWARD PARK		2	1	37	3	12H3
37	PARKSIDE DR AT INDIAN VALLEY		0		37	3	12H3
39	KEELE STATION			37		3	H
TOTALS FOR PERIOD 2: 17:41		–	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)
TOP CARD: 37 COUNT COVERAGE: 5MET/ OD: **FULL/APC**
TOPS: 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/	=	14H TOPS
AVERAGE ONS5/E/ ICLE-STOP	=	1H
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)
TOP CARD: 37 COUNT COVERAGE/METHOD: **FULL/APC**
TOPS: 1 TO 299
COMMENTS: 100% coverage

B CONTROL POINT: 29 QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

ESTBOUND PERIOD 1: 08:08

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

1
7
7
6
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 08:08 TO 19:53)
TOP CARD: 37 COUNT COVERAGE/METHOD: **FULL/APC**
TOPS: 1 TO 299
COMMENTS: 100% coverage

B CONTROL POINT: 29 QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

ESTBOUND PERIOD 1: 08:08

PERIOD RIDING INDEX	=	15.7 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	15.8 TOPS
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)
TOP CARD: 37 COUNT COVERAGE/METHOD: **FULL/APC**
TOPS: 1 TO 299
COMMENTS: 100% coverage

B CONTROL POINT: 29 QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

ESTBOUND PERIOD 2: 12:06

ROUTE STOP	LOCATION	~~TART~~	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	KEELE STATION	0	28		28	3	9.3
3	PARKSIDE DR AT INDIAN VALLEY	0	0		28	3	9.3
4	PARKSIDE DR AT HOWARD PARK	0	2		3	3	10.0
5	PARKSIDE DR AT GEOFFREY	0				3	10.0
6	PARKSIDE DR AT HIGH PARK BLVD	0	2	1	31	3	10.3
7	PARKSIDE DR AT GARDEN	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	1	26	3	8.7
11	UEENSWAY AT ELLIS		6		32	3	10.7
12	UEENSWAY AT WINDERMERE		12		44	3	14.7
13	UEENSWAY AT SOUTH KINGSWAY (1)		1		45	3	15.0
14	UEENSWAY AT PLAZA (E OF STEPHEN)		5	3	47	3	15.7
15	UEENSWAY AT STEPHEN		2	1	48	3	16.0
16	UEENSWAY AT ALDGATE		1	1	48	3	16.0
17	UEENSWAY AT PARK LAWN		8	1	55	3	18.3
18	UEENSWAY AT BURMA		0	3	52	3	17.3
19	UEENSWAY AT BERL		2	1	53	3	17.7
20	UEENSWAY AT HOLBROOKE		1		54	3	18.0
21	UEENSWAY AT ROYAL YORK		9	4	59	3	19.7
22	UEENSWAY AT SMITH		1	4	56	3	18.7
23	UEENSWAY AT LOMA		2	4	54	3	18.0
24	UEENSWAY AT LADY BANK		0	1	53	3	17.7
25	UEENSWAY AT ISLINGTON		8	5	56	3	18.7
26	UEENSWAY AT ST LAWRENCE		0	1	55	3	18.3
27	UEENSWAY AT BRAWLEY		0	3	52	3	17.3
28	UEENSWAY AT CULNAN		1	2	51	3	17.0
29	UEENSWAY AT KIPLING		5	6	5	3	16.7
30	UEENSWAY AT PLYWOOD PLACE					3	16.7
31	UEENSWAY AT WICKMAN		0	5	45	3	15.0
32	UEENSWAY AT ALGIE		1	8	38	3	12.7
33	UEENSWAY AT ATOMIC		0	2	36	3	12.0
34	UEENSWAY AT 1610		0	6	3	3	10.0
35	UEENSWAY AT EAST MALL		0	2	28	3	9.3
36	UEENSWAY AT NORTH QUEEN		0	11	17	3	5.7
37	UEENSWAY AT 1800(CLUB)		6	4	13	3	4.3
38	EST MALL AT QUEENSWAY		0		13	3	4.3
39	EST MALL AT TRILLIUM HEALTH CENTRE		0	2	11	3	3.7
40	EST MALL AT SHERWAY DR			3		3	2.7
41	HERWAY GARDENS RD AT SHERWAY GATE			8		3	.0
TOTALS FOR PERIOD 2: 12:06		–	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)
TOP CARD: 37 COUNT COVERAGE/METHOD: **FULL/APC**
TOPS: 1 TO 299
COMMENTS: 100% coverage

B CONTROL POINT: 29 QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

ESTBOUND PERIOD 2: 12:06

PERIOD RIDING INDEX = 12.6 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH = 15.4 TOPS
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)
TOP CARD: 37 COUNT COVERAGE/METHOD: **FULL/APC**
TOPS: 1 TO 299
COMMENTS: 100% coverage

B CONTROL POINT: 29 QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

ESTBOUND PERIOD 3: 16:14

ROUTE STOP	LOCATION	TART	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	KEELE STATION	0	51		51	3	17.0
3	PARKSIDE DR AT INDIAN VALLEY	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		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		1	3	29	3	9.7
11	UEENSWAY AT ELLIS		6		35	3	11.7
12	UEENSWAY AT WINDERMERE		11	3	43	3	14.3
13	UEENSWAY AT SOUTH KINGSWAY (1)		0	1	42	3	14.0
14	UEENSWAY AT PLAZA (E OF STEPHEN)		3	3	42	3	14.0
15	UEENSWAY AT STEPHEN		2	3	41	3	13.7
16	UEENSWAY AT ALDGATE		1	1	41	3	13.7
17	UEENSWAY AT PARK LAWN		8	1	48	3	16.0
18	UEENSWAY AT BURMA		4	4	48	3	16.0
19	UEENSWAY AT BERL		2	1	49	3	16.3
20	UEENSWAY AT HOLBROOKE		0		49	3	16.3
21	UEENSWAY AT ROYAL YORK		5	9	45	3	15.0
22	UEENSWAY AT SMITH		2	4	43	3	14.3
23	UEENSWAY AT LOMA		3	6	4	3	13.3
24	UEENSWAY AT LADY BANK					3	13.3
25	UEENSWAY AT ISLINGTON		6	6	4	3	13.3
26	UEENSWAY AT ST LAWRENCE		1	1	4	3	13.3
27	UEENSWAY AT BRAWLEY		0	4	36	3	12.0
28	UEENSWAY AT CULNAN		1	2	35	3	11.7
29	UEENSWAY AT KIPLING		4	5	34	3	11.3
30	UEENSWAY AT PLYWOOD PLACE		0		34	3	11.3
31	UEENSWAY AT WICKMAN		0	3	31	3	10.3
32	UEENSWAY AT ALGIE		2	6	27	3	9.0
33	UEENSWAY AT ATOMIC		2	3	26	3	8.7
34	UEENSWAY AT 1610		0	3	23	3	7.7
35	UEENSWAY AT EAST MALL		1	1	23	3	7.7
36	UEENSWAY AT NORTH QUEEN		1	9	15	3	5.0
37	UEENSWAY AT 1800(CLUB)		0	1	14	3	4.7
38	EST MALL AT QUEENSWAY		0	1	13	3	4.3
39	EST MALL AT TRILLIUM HEALTH CENTRE		0		13	3	4.3
40	EST MALL AT SHERWAY DR		0		13	3	4.3
41	HERWAY GARDENS RD AT SHERWAY GATE			13		3	.0
TOTALS FOR PERIOD 3: 16:14			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)
TOP CARD: 37 COUNT COVERAGE/METHOD: **FULL/APC**
TOPS: 1 TO 299
COMMENTS: 100% coverage

B CONTROL POINT: 29 QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

ESTBOUND PERIOD 3: 16:14

PERIOD RIDING INDEX	=	11.9 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	11.0 TOPS
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)
TOP CARD: 37 COUNT COVERAGE/METHOD: **FULL/APC**
TOPS: 1 TO 299
COMMENTS: 100% coverage

B CONTROL POINT: 29 QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

ESTBOUND PERIOD 4: 19:09

ROUTE STOP	LOCATION	~~TART~~	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	KEELE STATION	0	55		55	3	18.3
3	PARKSIDE DR AT INDIAN VALLEY	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		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		8		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		1	8	28	3	9.3
11	UEENSWAY AT ELLIS		4	1	31	3	10.3
12	UEENSWAY AT WINDERMERE		9	4	36	3	12.0
13	UEENSWAY AT SOUTH KINGSWAY (1)		0	1	35	3	11.7
14	UEENSWAY AT PLAZA (E OF STEPHEN)		1	2	34	3	11.3
15	UEENSWAY AT STEPHEN		2	1	35	3	11.7
16	UEENSWAY AT ALDGATE		3	1	37	3	12.3
17	UEENSWAY AT PARK LAWN		3	4	36	3	12.0
18	UEENSWAY AT BURMA		0	4	32	3	10.7
19	UEENSWAY AT BERL		0		32	3	10.7
20	UEENSWAY AT HOLBROOKE		1	2	31	3	10.3
21	UEENSWAY AT ROYAL YORK		4	6	29	3	9.7
22	UEENSWAY AT SMITH		0	3	26	3	8.7
23	UEENSWAY AT LOMA		1	2	25	3	8.3
24	UEENSWAY AT LADY BANK		0	1	24	3	8.0
25	UEENSWAY AT ISLINGTON		2	4	22	3	7.3
26	UEENSWAY AT ST LAWRENCE		0	1	21	3	7.0
27	UEENSWAY AT BRAWLEY		0	6	15	3	5.0
28	UEENSWAY AT CULNAN		2		17	3	5.7
29	UEENSWAY AT KIPLING		3	4	16	3	5.3
30	UEENSWAY AT PLYWOOD PLACE		0		16	3	5.3
31	UEENSWAY AT WICKMAN		0	1	15	3	5.0
32	UEENSWAY AT ALGIE		0	2	13	3	4.3
33	UEENSWAY AT ATOMIC		0		13	3	4.3
34	UEENSWAY AT 1610		0	2	11	3	3.7
35	UEENSWAY AT EAST MALL		0		11	3	3.7
36	UEENSWAY AT NORTH QUEEN			6		3	1.7
37	UEENSWAY AT 1800(CLUB)			1		3	1.3
38	EST MALL AT QUEENSWAY					3	1.3
39	EST MALL AT TRILLIUM HEALTH CENTRE					3	1.3
40	EST MALL AT SHERWAY DR					3	1.3
41	HERWAY GARDENS RD AT SHERWAY GATE			4		3	.0
TOTALS FOR PERIOD 4: 19:09		–	95	95	1058	120	8.8
			5				
			4				
			4				
			4				
			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 08:08 TO 19:53)
TOP CARD: 37 COUNT COVERAGE/METHOD: **FULL/APC**
TOPS: 1 TO 299
COMMENTS: 100% coverage

B CONTROL POINT: 29 QUEENSWAY AT KIPLING

TORONTO TRANSIT COMMISSION

ESTBOUND PERIOD 4: 19:09

PERIOD RIDING INDEX = 8.8 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH = 11.1 TOPS
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: 176 MIMICO GO
ROUTING CODE(S): _0,

OUNT: 3133 ON 2018-NOV-23:**M-F** (FROM 05:34 TO 19:41)
STOP CARD: 1 OUNT COVERAGE/METHOD: **FULL(X)/APC**
STOPS: 1 TO 299
OMMENTS:

EB CONTROL POINT: 5 LOOP (LAKESHORE) AT PARK LAWN

TORONTO TRANSIT COMMISSION

EASTBOUND PERIOD 1: 00:00 TO 08:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
16	NEWCASTLE AT WINDSOR	0		0			0.9
26	LEGION RD AT MANITOBA	0		0	12		1.7
3	PARK LAWN AT 77	0	2	0	14		2.0
4	PARK LAWN AT LAKE SHORE BLVD W	0	3	10			1.0
5	LOOP (LAKESHORE) AT PARK LAWN	0	0		0		0.0
TOTALS	FOR PERIOD 1: 00:00 TO 08:59	0	17	17	39	35	1.1

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 176 MIMICO GO
ROUTING CODE(S): _0,

OUNT: 3133 ON 2018-NOV-23:**M-F** (FROM 05:34 TO 19:41)
STOP CARD: 1 OUNT COVERAGE/METHOD: **FULL(X)/APC**
STOPS: 1 TO 299
OMMENTS:

EB CONTROL POINT: 5 LOOP (LAKESHORE) AT PARK LAWN

TORONTO TRANSIT COMMISSION

EASTBOUND PERIOD 1: 00:00 TO 08:59

PERIOD RIDING INDEX	=	1.1	(AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	2.3	STOPS
AVERAGE ONS/VEHICLE-STOP	=	0.5	
AVERAGE ONS/TRIP	=	2.4	

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 176 MIMICO GO
ROUTING CODE(S): _0,

OUNT: 3133 ON 2018-NOV-23:**M-F** (FROM 05:34 TO 19:41)
STOP CARD: 1 OUNT COVERAGE/METHOD: **FULL(X)/APC**
STOPS: 1 TO 299
OMMENTS:

TORONTO TRANSIT COMMISSION

EB CONTROL POINT: 5 LOOP (LAKESHORE) AT PARK LAWN

EASTBOUND PERIOD 2: 09:00 TO 14:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	NEWCASTLE AT WINDSOR	0	0	0	0	1	0.0
2	LEGION RD AT MANITOBA	0	1	0	1	1	1.0
3	PARK LAWN AT 77	0	0	0	1	1	1.0
4	PARK LAWN AT LAKE SHORE BLVD W	0	0	0	1	1	1.0
5	LOOP (LAKESHORE) AT PARK LAWN	0	0	1	0	1	0.0
TOTALS	FOR PERIOD 2: 09:00 TO 14:59	0	1	1	3	5	0.6

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 176 MIMICO GO
ROUTING CODE(S): _0,

OUNT: 3133 ON 2018-NOV-23:**M-F** (FROM 05:34 TO 19:41)
STOP CARD: 1 OUNT COVERAGE/METHOD: **FULL(X)/APC**
STOPS: 1 TO 299
OMMENTS:

TORONTO TRANSIT COMMISSION

EB CONTROL POINT: 5 LOOP (LAKESHORE) AT PARK LAWN

EASTBOUND PERIOD 2: 09:00 TO 14:59

PERIOD RIDING INDEX = 0.6 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH = 3.0 STOPS
AVERAGE ONS/VEHICLE-STOP = 0.2
AVERAGE ONS/TRIP = 1.0

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 176 MIMICO GO
ROUTING CODE(S): _0,

OUNT: 3133 ON 2018-NOV-23:**M-F** (FROM 05:34 TO 19:41)
STOP CARD: 1 OUNT COVERAGE/METHOD: **FULL(X)/APC**
STOPS: 1 TO 299
OMMENTS:

EB CONTROL POINT: 5 LOOP (LAKESHORE) AT PARK LAWN

TORONTO TRANSIT COMMISSION

EASTBOUND PERIOD 3: 15:00 TO 18:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	NEWCASTLE AT WINDSOR	0	48	0	48	8	.0
2	LEGION RD AT MANITOBA	0	1	12	3	8	4.6
3	PARK LAWN AT 77	0	0	14	23	8	2.9
4	PARK LAWN AT LAKE SHORE BLVD W	0	0	18	5	8	0.6
5	LOOP (LAKESHORE) AT PARK LAWN	0	0	5	0	8	0.0
TOTALS	FOR PERIOD 3: 15:00 TO 18:59	0	49	49	113	40	2.8

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 176 MIMICO GO
ROUTING CODE(S): _0,

OUNT: 3133 ON 2018-NOV-23:**M-F** (FROM 05:34 TO 19:41)
STOP CARD: 1 OUNT COVERAGE/METHOD: **FULL(X)/APC**
STOPS: 1 TO 299
OMMENTS:

EB CONTROL POINT: 5 LOOP (LAKESHORE) AT PARK LAWN

TORONTO TRANSIT COMMISSION

EASTBOUND PERIOD 3: 15:00 TO 18:59

PERIOD RIDING INDEX	=	2.8 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	2.3 STOPS
AVERAGE ONS/VEHICLE-STOP	=	1.2
AVERAGE ONS/TRIP	=	6.1

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 176 MIMICO GO
ROUTING CODE(S): _0,

OUNT: 3133 ON 2018-NOV-23:**M-F** (FROM 05:34 TO 19:41)
STOP CARD: 1 OUNT COVERAGE/METHOD: **FULL(X)/APC**
STOPS: 1 TO 299
OMMENTS:



TORONTO TRANSIT COMMISSION

EB CONTROL POINT: 5 LOOP (LAKESHORE) AT PARK LAWN

EASTBOUND PERIOD 4: 19:00 TO 21:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
17	NEWCASTLE AT WINDSOR	0		0		2	3.5
2	LEGION RD AT MANITOBA	0	0	2	5	2	2.5
3	PARK LAWN AT 77	0	0	4	1	2	0.5
4	PARK LAWN AT LAKE SHORE BLVD W	0	0	1	0	2	0.0
5	LOOP (LAKESHORE) AT PARK LAWN	0	0	0	0	2	0.0
TOTALS	FOR PERIOD 4: 19:00 TO 21:59	0			13	10	1.3

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 176 MIMICO GO
ROUTING CODE(S): _0,

OUNT: 3133 ON 2018-NOV-23:**M-F** (FROM 05:34 TO 19:41)
STOP CARD: 1 OUNT COVERAGE/METHOD: **FULL(X)/APC**
STOPS: 1 TO 299
OMMENTS:



TORONTO TRANSIT COMMISSION

EB CONTROL POINT: 5 LOOP (LAKESHORE) AT PARK LAWN

EASTBOUND PERIOD 4: 19:00 TO 21:59

PERIOD RIDING INDEX	=	1.3 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	1.9 STOPS
AVERAGE ONS/VEHICLE-STOP	=	0.7
AVERAGE ONS/TRIP	=	3.5

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 176 MIMICO GO
ROUTING CODE(S): _0,

OUNT: 3133 ON 2018-NOV-23:**M-F** (FROM 05:35 TO 19:45)
STOP CARD: 1 OUNT COVERAGE/METHOD: **FULL(X)/APC**
STOPS: 1 TO 299
OMMENTS:

WB CONTROL POINT: 1 LOOP (LAKESHORE) AT PARK LAWN

TORONTO TRANSIT COMMISSION

WESTBOUND PERIOD 1: 00:00 TO 08:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	LOOP (LAKESHORE) AT PARK LAWN	0	22	0	22		3.1
2	LAKE SHORE BLVD W AT PARK LAWN (1)	0	3	0	25		3.6
3	LAKE SHORE BLVD W AT LEGION RD (1)	0	9	0	34		4.9
4	LAKE SHORE BLVD W AT LOUISA (1)	0	2	0	3		5.1
5	LAKE SHORE BLVD W AT BURLINGTON	0	2	0	38		5.4
	LAKE SHORE BLVD W AT SUPERIOR	0		0	38		5.4
	LAKE SHORE BLVD W AT MIMICO	0		0	38		5.4
8		0	1	1	38		5.4
9	O AT LAKE SHORE BLVD W	0	0	0	38		5.4
10	O AT WHEATFIELD	0	1	3	3		5.1
11	ROYAL YORK RD AT O'CONNELL	0	0	1	35		5.0
12	ROYAL YORK RD AT NEWCASTLE	0	0	2	33		4.7
13	NEWCASTLE AT WINDSOR	0	0	33	0		0.0
TOTALS	FOR PERIOD 1: 00:00 TO 08:59	0	40	40	411	91	4.5

0
0

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 176 MIMICO GO
ROUTING CODE(S): _0,

OUNT: 3133 ON 2018-NOV-23:**M-F** (FROM 05:35 TO 19:45)
STOP CARD: 1 OUNT COVERAGE/METHOD: **FULL(X)/APC**
STOPS: 1 TO 299
OMMENTS:

WB CONTROL POINT: 1 LOOP (LAKESHORE) AT PARK LAWN

TORONTO TRANSIT COMMISSION

WESTBOUND PERIOD 1: 00:00 TO 08:59

PERIOD RIDING INDEX	=	4.5 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	10.3 STOPS
AVERAGE ONS/VEHICLE-STOP	=	0.4
AVERAGE ONS/TRIP	=	5.7

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 176 MIMICO GO
ROUTING CODE(S): _0,

OUNT: 3133 ON 2018-NOV-23:**M-F** (FROM 05:35 TO 19:45)
STOP CARD: 1 OUNT COVERAGE/METHOD: **FULL(X)/APC**
STOPS: 1 TO 299
OMMENTS:

WB CONTROL POINT: 1 LOOP (LAKESHORE) AT PARK LAWN

TORONTO TRANSIT COMMISSION

WESTBOUND PERIOD 2: 09:00 TO 14:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	LOOP (LAKESHORE) AT PARK LAWN	0	1	0	1	1	1.0
2	LAKE SHORE BLVD W AT PARK LAWN (1)	0	0	0	1	1	1.0
3	LAKE SHORE BLVD W AT LEGION RD (1)	0	1	0	2	1	2.0
4	LAKE SHORE BLVD W AT LOUISA (1)	0	0	0	2	1	2.0
5	LAKE SHORE BLVD W AT BURLINGTON	0	0	0	2	1	2.0
	LAKE SHORE BLVD W AT SUPERIOR	0		0	2	1	2.0
	LAKE SHORE BLVD W AT MIMICO	0		0	2	1	2.0
8		0	0	0	2	1	2.0
9	O AT LAKE SHORE BLVD W	0	0	0	2	1	2.0
10	O AT WHEATFIELD	0	0	1	1	1	1.0
11	[illegible]	0	0	0	1	1	1.0
12	ROYAL YORK RD AT NEWCASTLE	0	0	0	1	1	1.0
13	NEWCASTLE AT WINDSOR	0	0	1	0	1	0.0
TOTALS	FOR PERIOD 2: 09:00 TO 14:59	0	2	2	19	13	1.5

0
0

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 176 MIMICO GO
ROUTING CODE(S): _0,

OUNT: 3133 ON 2018-NOV-23:**M-F** (FROM 05:35 TO 19:45)
STOP CARD: 1 OUNT COVERAGE/METHOD: **FULL(X)/APC**
STOPS: 1 TO 299
OMMENTS:

WB CONTROL POINT: 1 LOOP (LAKESHORE) AT PARK LAWN

TORONTO TRANSIT COMMISSION

WESTBOUND PERIOD 2: 09:00 TO 14:59

PERIOD RIDING INDEX	=	1.5 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	9.5 STOPS
AVERAGE ONS/VEHICLE-STOP	=	0.2
AVERAGE ONS/TRIP	=	2.0

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 176 MIMICO GO
ROUTING CODE(S): _0,

OUNT: 3133 ON 2018-NOV-23:**M-F** (FROM 05:35 TO 19:45)
STOP CARD: 1 OUNT COVERAGE/METHOD: **FULL(X)/APC**
STOPS: 1 TO 299
OMMENTS:

WB CONTROL POINT: 1 LOOP (LAKESHORE) AT PARK LAWN

TORONTO TRANSIT COMMISSION

WESTBOUND PERIOD 3: 15:00 TO 18:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	LOOP (LAKESHORE) AT PARK LAWN	0	8	0	8	8	1.0
2	LAKE SHORE BLVD W AT PARK LAWN (1)	0	0	0	8	8	1.0
3	LAKE SHORE BLVD W AT LEGION RD (1)	0	0	1		8	0.9
4	LAKE SHORE BLVD W AT LOUISA (1)	0	0	0		8	0.9
5	LAKE SHORE BLVD W AT BURLINGTON	0	0	0		8	0.9
	LAKE SHORE BLVD W AT SUPERIOR	0		0		8	0.9
	LAKE SHORE BLVD W AT MIMICO	0		0		8	0.9
8		0	5	1	11	8	1.4
9	O AT LAKE SHORE BLVD W	0	1	0	12	8	1.5
10	O AT WHEATFIELD	0	2	1	13	8	1.6
11	[illegible]	0	0	1	12	8	1.5
12	ROYAL YORK RD AT NEWCASTLE	0	1	4	9	8	1.1
13	NEWCASTLE AT WINDSOR	0	0	9	0	8	0.0
TOTALS	FOR PERIOD 3: 15:00 TO 18:59	0	17	17	108	104	1.0

0
0

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 176 MIMICO GO
ROUTING CODE(S): _0,

OUNT: 3133 ON 2018-NOV-23:**M-F** (FROM 05:35 TO 19:45)
STOP CARD: 1 OUNT COVERAGE/METHOD: **FULL(X)/APC**
STOPS: 1 TO 299
OMMENTS:

WB CONTROL POINT: 1 LOOP (LAKESHORE) AT PARK LAWN

TORONTO TRANSIT COMMISSION

WESTBOUND PERIOD 3: 15:00 TO 18:59

PERIOD RIDING INDEX	=	1.0 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	6.4 STOPS
AVERAGE ONS/VEHICLE-STOP	=	0.2
AVERAGE ONS/TRIP	=	2.1

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 176 MIMICO GO
ROUTING CODE(S): _0,

OUNT: 3133 ON 2018-NOV-23:**M-F** (FROM 05:35 TO 19:45)
STOP CARD: 1 OUNT COVERAGE/METHOD: **FULL(X)/APC**
STOPS: 1 TO 299
OMMENTS:

WB CONTROL POINT: 1 LOOP (LAKESHORE) AT PARK LAWN

TORONTO TRANSIT COMMISSION

WESTBOUND PERIOD 4: 19:00 TO 21:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	LOOP (LAKESHORE) AT PARK LAWN	0	1	0	1	2	0.5
2	LAKE SHORE BLVD W AT PARK LAWN (1)	0	0	0	1	2	0.5
3	LAKE SHORE BLVD W AT LEGION RD (1)	0	0	1	0	2	0.0
4	LAKE SHORE BLVD W AT LOUISA (1)	0	0	0	0	2	0.0
5	LAKE SHORE BLVD W AT BURLINGTON	0	0	0	0	2	0.0
	LAKE SHORE BLVD W AT SUPERIOR	0		0	0	2	0.0
	LAKE SHORE BLVD W AT MIMICO	0		0	0	2	0.0
8		0	1	0	1	2	0.5
9	O AT LAKE SHORE BLVD W	0	0	0	1	2	0.5
10	O AT WHEATFIELD	0	0	0	1	2	0.5
11	[illegible]	0	0	0	1	2	0.5
12	ROYAL YORK RD AT NEWCASTLE	0	1	1	1	2	0.5
13	NEWCASTLE AT WINDSOR	0	0	1	0	1	0.0
TOTALS	FOR PERIOD 4: 19:00 TO 21:59	0	3	3		25	0.3

0
0

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 176 MIMICO GO
ROUTING CODE(S): _0,

OUNT: 3133 ON 2018-NOV-23:**M-F** (FROM 05:35 TO 19:45)
STOP CARD: 1 OUNT COVERAGE/METHOD: **FULL(X)/APC**
STOPS: 1 TO 299
OMMENTS:

WB CONTROL POINT: 1 LOOP (LAKESHORE) AT PARK LAWN

TORONTO TRANSIT COMMISSION

WESTBOUND PERIOD 4: 19:00 TO 21:59

PERIOD RIDING INDEX	=	0.3 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	2.3 STOPS
AVERAGE ONS/VEHICLE-STOP	=	0.1
AVERAGE ONS/TRIP	=	1.5

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 176 MIMICO GO
ROUTING CODE(S): _0,

OUNT: 3133 ON 2018-NOV-23:**M-F** (FROM 07:40 TO 18:10)
STOP CARD: 1 OUNT COVERAGE/METHOD: **FULL(X)/APC**
STOPS: 1 TO 299
OMMENTS:

TORONTO TRANSIT COMMISSION

EB CONTROL POINT: 5 LOOP (LAKESHORE) AT PARK LAWN

EASTBOUND PERIOD 1: 07:40

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	NEWCASTLE AT WINDSOR	0	1	0	1	2	0.5
2	LEGION RD AT MANITOBA	0		0		2	3.5
3	PARK LAWN AT 77	0	1	0	8	2	4.0
4	PARK LAWN AT LAKE SHORE BLVD W	0	2	8	2	2	1.0
5	LOOP (LAKESHORE) AT PARK LAWN	0	0	2	0	2	0.0
TOTALS FOR PERIOD 1: 07:40		0	10	10	18	10	1.8

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 176 MIMICO GO
ROUTING CODE(S): _0,

OUNT: 3133 ON 2018-NOV-23:**M-F** (FROM 07:40 TO 18:10)
STOP CARD: 1 OUNT COVERAGE/METHOD: **FULL(X)/APC**
STOPS: 1 TO 299
OMMENTS:

TORONTO TRANSIT COMMISSION

EB CONTROL POINT: 5 LOOP (LAKESHORE) AT PARK LAWN

EASTBOUND PERIOD 1: 07:40

PERIOD RIDING INDEX	=	1.8 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH	=	1.8 STOPS
AVERAGE ONS/VEHICLE-STOP	=	1.0
AVERAGE ONS/TRIP	=	5.0

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 176 MIMICO GO
ROUTING CODE(S): _0,

OUNT: 3133 ON 2018-NOV-23:**M-F** (FROM 07:40 TO 18:10)
STOP CARD: 1 OUNT COVERAGE/METHOD: **FULL(X)/APC**
STOPS: 1 TO 299
OMMENTS:

TORONTO TRANSIT COMMISSION

EB CONTROL POINT: 5 LOOP (LAKESHORE) AT PARK LAWN

EASTBOUND PERIOD 2: 17:41

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	NEWCASTLE AT WINDSOR	0	24	0	24	2	12.0
2	LEGION RD AT MANITOBA	0	0	4	20	2	10.0
3	PARK LAWN AT 77	0	0	9	11	2	5.5
4	PARK LAWN AT LAKE SHORE BLVD W	0	0	9	2	2	1.0
5	LOOP (LAKESHORE) AT PARK LAWN	0	0	2	0	2	0.0
TOTALS FOR PERIOD 2: 17:41		0	24	24	57	10	5.7

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 176 MIMICO GO
ROUTING CODE(S): _0,

OUNT: 3133 ON 2018-NOV-23:**M-F** (FROM 07:40 TO 18:10)
STOP CARD: 1 OUNT COVERAGE/METHOD: **FULL(X)/APC**
STOPS: 1 TO 299
OMMENTS:

TORONTO TRANSIT COMMISSION

EB CONTROL POINT: 5 LOOP (LAKESHORE) AT PARK LAWN

EASTBOUND PERIOD 2: 17:41

PERIOD RIDING INDEX = 5.7 (AVERAGE OCCUPANCY)
AVERAGE TRIP LENGTH = 2.4 STOPS
AVERAGE ONS/VEHICLE-STOP = 2.4
AVERAGE ONS/TRIP = 12.0

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

RV2i ep TRI5 St _ M Dnn0
VVersi : nn0

ROUTE: 176 MIMICO GO
ROUTING CO_ E(S): t n-
COUNT: , 1, , ON 0n14DNOWD0, :**M-F** (9ROM n7:F0 TO 16:11)
STO5 CAR_: 1 COUNT COVERAGES ETHO _: **FULL(X)/APC**
STO5 S: 1 TO 033
OMMENTS:

B L CONTROP 5 OINT: 1 POO5 (PAKESHORE) AT 5 ARK PAB N

TORONTO TRANSIT COMMISSION

B ESTL OUN_ 5 ERIO_ 1: n7:F0

ROUTE STO5	PO ATION	START	ONS	O99S	ACCUM/	WEHICPES	AWG/ POA
1	POO5 (PAKESHORE) AT 5 ARK PAB N	n		n		,	0/n
0	PAKE SHORE L PW_ B AT 5 ARK PAB N (1)	n	,	n	3	,	, /n
,	PAKE SHORE L PW_ B AT PEGION R_ (1)	n	4	n	1	,	. /
F	PAKE SHORE L PW_ B AT POUISA (1)	n	n	n	1	,	. /
.	PAKE SHORE L PW_ B AT L URP NGTON	n	1	n	14	,	/n
6	PAKE SHORE L PW_ B AT SU5 ERIOR	n	n	n	14	,	/n
7	PAKE SHORE L PW_ B AT MIMICO	n	n	n	14	,	/n
4	MIMICO AT PAKE SHORE L PW_ B	n	n	n	14	,	/n
3	MIMICO AT B HEAT9 EP_	n	n	n	14	,	/n
1n	MIMICO AT ROu AP u ORK R_ (1)	n	1	,	1	,	. /,
11	ROu AP u ORK R_ AT CAWEPP	n	n	1	1.	,	. /n
10	ROu AP u ORK R_ AT NEB CASTPE	n	n	0	1,	,	F/,
1,	NEB ASTPE AT B N_ SOR	n	n	1,	n	,	n/n
TOTAPS 9OR 5ERIO_ 1: n7:F0		n	13	13	14,	, 3	F/

ATE RUN: TXV- 0n13Dn7D0, TIME RUN: 1:n0:, 0 5 5AGE: 1 O9 F

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

RV2i ep TRI5 St _ Dnn0
VVersi : nn0

ROUTE: 176 MIMICO GO
ROUTING CO_ E(S): t n-
COUNT: , 1, , ON 0n14DNOWD0, :**M-F** (9ROM n7:F0 TO 16:11)
STO5 CAR_: 1 COUNT COVERAGES ETHO _: **FULL(X)/APC**
STO5 S: 1 TO 033
OMMENTS:

B L CONTROP 5 OINT: 1 POO5 (PAKESHORE) AT 5 ARK PAB N

TORONTO TRANSIT COMMISSION

B ESTL OUN_ 5 ERIO_ 1: n7:F0

5 ERIO_ RI_ ING IN_ E=	Y	F/	(AWERAGE OCCU5 ANCu)
AWERAGE TRI5 PENGTH	Y	3/6	STO5 S
AWERAGE ONS8 WEHICPES	STO5	Y	n/.
AWERAGE ONS8 TRI5		Y	6/,

ATE RUN: TXV- 0n13Dn7D0, TIME RUN: 1:n0:, 0 5 5AGE: 0 O9 F

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

RV2i ep TRI5 St _ M Dnn0
VVersis : nn0

ROUTE: 176 MIMICO GO
ROUTING CO_ E(S): t n-
COUNT: , 1, , ON 0n14DNOWD0, :**M-F** (9ROM n7:F0 TO 16:11)
STO5 CAR_: 1 COUNT COVERAGES ETHO _: **FULL(X)/APC**
STO5S: 1 TO 033
OMMENTS:

B L CONTROP 5OINT: 1 POO5 (PAKESHORE) AT 5ARK PAB N

TORONTO TRANSIT COMMISSION

B ESTLOUN_ 5ERIO_ 0: 1. :1.

ROUTE STO5	PO_ATION_	START	ONS	O99S	ACCUM/	WEHICPES	AWG/ POA_
1	POO5 (PAKESHORE) AT 5ARK PAB N	n	F	n	F	,	1/,
0	PAKE SHORE LPW_ B AT 5ARK PAB N (1)	n	n	n	F	,	1/,
,	PAKE SHORE LPW_ B AT PEGION R_ (1)	n	n	n	F	,	1/,
F	PAKE SHORE LPW_ B AT POUISA (1)	n	n	n	F	,	1/,
.	PAKE SHORE LPW_ B AT LURPNGTON	n	n	n	F	,	1/,
6	PAKE SHORE LPW_ B AT SU5ERIOR	n	n	n	F	,	1/,
7	PAKE SHORE LPW_ B AT MIMICO	n	n	n	F	,	1/,
4	MIMICO AT PAKE SHORE LPW_ B	n	06	n		,	0/n
3	MIMICO AT B HEAT9 EP_	n	17	n		,	0/,
1n	MIMICO AT ROuAP uORK R_ (1)	n	0	1	4	,	0/7
11	ROuAP uORK R_ AT CAWEPP	n	n7	1		,	0/,
10	ROuAP uORK R_ AT NEB CASTPE	n	1	F	F	,	1/,
1,	NEB ASTPE AT B N_SOR	n	n	F	n	,	n/n
TOTAPS 9OR 5ERIO_ 0: 1. :1.		n	1n	1n	n	, 3	1/.

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

RV2i ep TRI5 St _ Dnn0
VVersis : nn0

ROUTE: 176 MIMICO GO
ROUTING CO_ E(S): t n-
COUNT: , 1, , ON 0n14DNOWD0, :**M-F** (9ROM n7:F0 TO 16:11)
STO5 CAR_: 1 COUNT COVERAGES ETHO _: **FULL(X)/APC**
STO5S: 1 TO 033
OMMENTS:

B L CONTROP 5OINT: 1 POO5 (PAKESHORE) AT 5ARK PAB N

TORONTO TRANSIT COMMISSION

B ESTLOUN_ 5ERIO_ 0: 1. :1.

5ERIO_ RI_ING IN_E=	Y	1/. (AWERAGE OCCU5ANCu)
AWERAGE TRI5 PENGTH	Y	6/n STO5S
AWERAGE ONS8WEHICPED STO5	Y	n/,
AWERAGE ONS8TRI5	Y	, /,

ATE RUN: TXV- 0n13Dn7D0, TIME RUN: 1:n0:, 0 5 5AGE: F O9 F

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,

OUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:34 TO 25:34)
STOP CARD: 35 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299

OMMENTS: 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		65	24	2.7
21	LAKE SHORE BLVD W AT 37TH			2	74	24	3.1
3	LAKE SHORE BLVD W AT LONG BRANCH	0	4		4	24	4.8
4	LAKE SHORE BLVD W AT 31ST		27		41	24	5.9
5	LAKE SHORE BLVD W AT 28TH		23		63	24	6.8
6	LAKE SHORE BLVD W AT 27TH		26	5	84	24	7.7
71	LAKE SHORE BLVD W AT 23RD		7	2	99	24	8.3
8	LAKE SHORE BLVD W AT KIPLING	0	2	8	38	24	5.8
9	LAKE SHORE BLVD W AT 15TH		7		44	24	6.0
	LAKE SHORE BLVD W AT 13TH		25	3	66	24	6.9
	LAKE SHORE BLVD W AT 10TH		28	7	87	24	7.8
2	LAKE SHORE BLVD W AT 7TH	0	29	7	209	24	8.7
3	LAKE SHORE BLVD W AT 5TH	0	20	4	225	24	9.4
4	LAKE SHORE BLVD W AT 3RD	0	21	2	244	24	.2
5	LAKE SHORE BLVD W AT FIRST	0	25	8	261	24	.9
6	LAKE SHORE BLVD W AT ROYAL YORK		23	3	281	24	.7
7	LAKE SHORE BLVD W AT MILES	0	2	6	287	24	2.0
8	LAKE SHORE BLVD W AT NORRIS		32		39	24	2.9
9	LAKE SHORE BLVD W AT MIMICO		24	22	3	24	3.0
20	LAKE SHORE BLVD W AT SUPERIOR	0	35	8	338	24	4.1
21	LAKE SHORE BLVD W AT BURLINGTON	0	53	3	388	24	6.2
22	LAKE SHORE BLVD W AT LOUISA		29	3	44	24	7.3
23	LAKE SHORE BLVD W AT LEGION RD		49	2	461	24	9.2
24	LAKE SHORE BLVD W AT PARK LAWN	0	56	35	482	24	2.1
27	PARK LAWN AT LAKE SHORE BLVD W	0	27		27	26	.0
28	PARK LAWN OPP 77	0	2		39	26	.5
29	PARK LAWN AT GARDINER EXPRESSWAY EB RAMP	0	3		52	26	2.0
30	PARK LAWN AT GARDINER EXPRESSWAY WB RAMP	0		3	49	26	.9
31	UEENSWAY AT PARK LAWN	0	5		63	26	2.4
32	UEENSWAY AT ALDGATE	0			63	26	2.4
33	UEENSWAY AT STEPHEN	0	6		68	26	2.6
34	UEENSWAY AT PLAZA (E OF STEPHEN)		7	5	7	26	2.7
35	UEENSWAY AT SOUTH KINGSWAY		3		73	26	2.8
36	LAKE SHORE BLVD W OPP 2155 (CHRISTIES)	0	30		512	24	2.3
37	LAKE SHORE BLVD W AT 2095		59		561	24	23.4
38	LAKE SHORE BLVD W AT MARINE PARADE DR E	0	9	4	576	24	24.0
39	LAKE SHORE BLVD W AT PALACE PIER	0	4		580	24	24.2
40	UEENSWAY AT WINDERMERE (1)		7		8	26	3.1
41	WINDERMERE AT QUEENSWAY	0		2	589	24	24.5
42	UEENSWAY AT WINDERMERE (1)		33	5	797	50	5.9
43	UEENSWAY AT ELLIS (1)	0	30		827	5	6.5
44	UEENSWAY AT COLBORNE LODGE DR(1)	0			826	5	6.5

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,

OUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:34 TO 25:34)
STOP CARD: 35 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299

OMMENTS: 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	UEENSWAY AT GLENDALE	0	21	37	810	5	6.2
47	UEENSWAY AT RONCESVALLES		84	204	690	50	3.8
48	UEEN ST W AT WILSON PARK RD	0	42		732	5	4.6
49	UEEN ST W AT DOWLING		47	8	771	50	5.4
50	UEEN ST W AT JAMESON		25	56	840	50	6.8
51	UEEN ST W AT DUNN	0	75	6	909	5	8.2
52	UEEN ST W AT BROCK	0	57	4	962	5	9.2
53	UEEN ST W AT DUFFERIN ST	0	23	7	5	50	20.3
59	UEEN ST W AT GLADSTONE		95	5	95	5	23.9
60	UEEN ST W AT ABELL ST	0	93	9	379	50	27.6
61	UEEN ST W AT DOVERCOURT	0	8	6	491	50	29.8
62	UEEN ST W AT OSSINGTON AVE	0	83	61	513	50	30.3
63	UEEN ST W AT SHAW		63	2	564	5	31.3
64	UEEN ST W AT STRACHAN		51	8	597	5	31.9
65	UEEN ST W AT NIAGARA	0	99	23	673	50	33.5
66	UEEN ST W AT TECUMSETH		54	8	709	5	34.2
67	UEEN ST W AT BATHURST ST		99	8	690	5	33.8
68	UEEN ST W AT AUGUSTA	0	65	7	738	50	34.8
69	UEEN ST W AT SPADINA AVE	0	5	44	709	50	34.2
70	UEEN ST W AT PETER ST		42	52	699	5	34.0
71	UEEN ST W AT JOHN ST	0	43	9	633	50	32.7
72	UEEN ST W AT UNIVERSITY AVE	0	86	474	245	50	24.9
73	UEEN ST W AT YORK ST	0	7	26	26	50	22.5
74	UEEN ST W AT BAY ST	0	30	252	904	5	8.1
75	UEEN ST W AT YONGE ST		229	326	87	50	6.1
76	UEEN ST E AT VICTORIA	0	40	8	839	5	6.8
77	UEEN ST E AT CHURCH	0	20	60	799	5	6.0
78	UEEN ST E AT JARVIS ST	0	22	85	736	5	4.7
79	UEEN ST E AT SHERBOURNE	0	38	93	681	5	3.6
80	UEEN ST E AT ONTARIO		7	34	654	50	3.1
81	UEEN ST E AT PARLIAMENT		31	81	64	50	2.1
82	UEEN ST E AT SACKVILLE		2	41	575	50	.5
83	UEEN ST E AT SUMACH		6	42	539	50	.8
84	UEEN ST E AT RIVER	0	9	32	526	5	.5
85	UEEN ST E AT CARROLL	0		25	511	5	.2
86	UEEN ST E AT BROADVIEW	0	44	47	508	5	.2
87	UEEN ST E AT SAULTER	0	2	5	505	5	.1
88	UEEN ST E AT EMPIRE	0	7	3	482	5	9.6
89	UEEN ST E AT LOGAN			60	433	50	8.7
90	UEEN ST E AT CARLAW		32	27	338	50	6.8
91	UEEN ST E AT PAPE	0	5	25	328	5	6.6
92	UEEN ST E AT CAROLINE		8	6	320	50	6.4
93	UEEN ST E AT JONES	0	9	29	310	5	6.2
94	UEEN ST E AT LESLIE	0	6	38	278	5	5.6
95	UEEN ST E AT LAING	0	2	2	268	5	5.4

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,

OUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:34 TO 25:34)
STOP CARD: 35 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299

OMMENTS: 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
96	UEEN ST E AT GREENWOOD	0	3	42	239	5	4.8
97	UEEN ST E AT CONNAUGHT	0		45	205	5	4.1
98	UEEN ST E AT WOODWARD	0	9		203	5	4.1
99	UEEN ST E AT COXWELL		3	41	75	50	3.5
	UEEN ST E AT KINGSTON RD		4	27	62	50	3.2
	UEEN ST E AT SARAH ASHBRIDGE	0	7		68	5	3.4
2	UEEN ST E AT WOODBINE AVE	0	23	20	71	5	3.4
3	UEEN ST E AT KIPPENDAVIE		5	9	57	50	3.1
4	UEEN ST E AT WAVERLEY		8	33	32	50	2.6
5	UEEN ST E AT LEE			5	27	50	2.5
6	UEEN ST E AT WINEVA	0	30	26	31	5	2.6
7	UEEN ST E AT SCARBORO BEACH			2	9	50	2.4
8	UEEN ST E AT MACLEAN	0			9	5	2.2
9	UEEN ST E AT BEECH			53	56	5	.1
	UEEN ST E AT SILVER BIRCH	0		9	37	50	.7
	UEEN ST E AT NEVILLE PARK		3	23	7	5	.3
2	UEEN ST E AT NEVILLE PARK			7		50	0.0
TOTALS	FOR PERIOD 1: 00:00 TO 08:59	0	3828	3828	55480	4206	3.2

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,

OUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:34 TO 25:34)
STOP CARD: 35 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299

OMMENTS: 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

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,

OUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:34 TO 25:34)
STOP CARD: 35 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299

OMMENTS: 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: 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	22		221	55	4.0
2	LAKE SHORE BLVD W AT 37TH		82		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		7	2	429	55	7.8
5	LAKE SHORE BLVD W AT 28TH		43	2	470	55	8.5
6	LAKE SHORE BLVD W AT 27TH		74	5	529	55	9.6
7	LAKE SHORE BLVD W AT 23RD		66	8	577	55	.5
81	LAKE SHORE BLVD W AT KIPLING	0	39	94	522	55	9.5
9	LAKE SHORE BLVD W AT 15TH		3		551	55	.0
	LAKE SHORE BLVD W AT 13TH		63	25	589	55	.7
	LAKE SHORE BLVD W AT 10TH		77	35	631	55	.5
2	LAKE SHORE BLVD W AT 7TH	0	81	77	635	55	.5
3	LAKE SHORE BLVD W AT 5TH	0	58	30	663	55	2.1
4	LAKE SHORE BLVD W AT 3RD	0	54	33	684	55	2.4
5	LAKE SHORE BLVD W AT FIRST	0	71	49	706	55	2.8
6	LAKE SHORE BLVD W AT ROYAL YORK		31	5	722	55	3.1
7	LAKE SHORE BLVD W AT MILES	0	36	26	732	55	3.3
8	LAKE SHORE BLVD W AT NORRIS		40	50	722	55	3.1
9	LAKE SHORE BLVD W AT MIMICO		70		691	55	2.6
20	LAKE SHORE BLVD W AT SUPERIOR	0	47	43	695	55	2.6
21	LAKE SHORE BLVD W AT BURLINGTON	0	76	28	743	55	3.5
22	LAKE SHORE BLVD W AT LOUISA		43	3	773	55	4.1
23	LAKE SHORE BLVD W AT LEGION RD		61	3	821	55	4.9
24	LAKE SHORE BLVD W AT PARK LAWN	0	85	55	851	55	5.5
27	PARK LAWN AT LAKE SHORE BLVD W	0	37		37	54	.7
28	PARK LAWN OPP 77	0	5		42	54	.8
29	PARK LAWN AT GARDINER EXPRESSWAY EB RAMP	0	7		49	54	.9
30	PARK LAWN AT GARDINER EXPRESSWAY WB RAMP	0		2	48	54	.9
31	UEENSWAY AT PARK LAWN	0	22	8	62	54	.1
32	UEENSWAY AT ALDGATE	0	2		63	54	.2
33	UEENSWAY AT STEPHEN	0	32	4	91	54	.7
34	UEENSWAY AT PLAZA (E OF STEPHEN)		32	6	7	54	2.2
35	UEENSWAY AT SOUTH KINGSWAY		4	4	7	54	2.2
36	LAKE SHORE BLVD W OPP 2155 (CHRISTIES)	0	45	6	890	55	6.2
37	LAKE SHORE BLVD W AT 2095		64	4	940	55	7.1
38	LAKE SHORE BLVD W AT MARINE PARADE DR E	0	6		946	55	7.2
39	LAKE SHORE BLVD W AT PALACE PIER	0	7	2	951	55	7.3
40	UEENSWAY AT WINDERMERE (1)		6	3	20	54	2.2
41	WINDERMERE AT QUEENSWAY	0	2	7	956	55	7.4
42	UEENSWAY AT WINDERMERE (1)		78	4	240	9	.4
43	UEENSWAY AT ELLIS (1)	0	47	2	285	9	.8
44	UEENSWAY AT COLBORNE LODGE DR(1)	0			285	9	.8

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN

ROUTING CODE(S): A0, B0,

OUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:34 TO 25:34)
STOP CARD: 35 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299

OMMENTS: 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: 09:00 TO 14:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
45	UEENSWAY AT GLENDALE	0	84	78	291	9	.8
47	UEENSWAY AT RONCESVALLES		308	373	226	9	.2
48	UEEN ST W AT WILSON PARK RD	0	90	6	310	9	2.0
49	UEEN ST W AT DOWLING		35	46	399	9	2.8
50	UEEN ST W AT JAMESON		306	9	586	9	4.6
51	UEEN ST W AT DUNN	0	97	57	726	9	5.8
52	UEEN ST W AT BROCK	0	56	46	836	9	6.8
53	UEEN ST W AT DUFFERIN ST	0	293	239	890	9	7.3
59	UEEN ST W AT GLADSTONE		264	46	28	9	9.3
60	UEEN ST W AT ABELL ST	0	278	23	2363	9	21.7
61	UEEN ST W AT DOVERCOURT	0	64	29	2498	9	22.9
62	UEEN ST W AT OSSINGTON AVE	0	283	65	2616	9	24.0
63	UEEN ST W AT SHAW		51	42	2725	9	25.0
64	UEEN ST W AT STRACHAN		82	52	2755	9	25.3
65	UEEN ST W AT NIAGARA	0	52	67	2840	9	26.1
66	UEEN ST W AT TECUMSETH		35	65	2910	9	26.7
67	UEEN ST W AT BATHURST ST		246	286	2870	9	26.3
68	UEEN ST W AT AUGUSTA	0	97	22	2945	9	27.0
69	UEEN ST W AT SPADINA AVE	0	376	497	2824	9	25.9
70	UEEN ST W AT PETER ST		24	2	2836	9	26.0
71	UEEN ST W AT JOHN ST	0	46	232	2750	9	25.2
72	UEEN ST W AT UNIVERSITY AVE	0	251	631	2370	9	21.7
73	UEEN ST W AT YORK ST	0	45	24	2291	9	21.0
74	UEEN ST W AT BAY ST	0	54	4	2044	9	8.8
75	UEEN ST W AT YONGE ST		845	656	2233	9	20.5
76	UEEN ST E AT VICTORIA	0	283	38	2378	9	21.8
77	UEEN ST E AT CHURCH	0	8	72	2324	9	21.3
78	UEEN ST E AT JARVIS ST	0	86	86	2224	9	20.4
79	UEEN ST E AT SHERBOURNE	0	27	264	2087	9	9.1
80	UEEN ST E AT ONTARIO		24	3	998	9	8.3
81	UEEN ST E AT PARLIAMENT		74	204	868	9	7.1
82	UEEN ST E AT SACKVILLE		30	37	761	9	6.2
83	UEEN ST E AT SUMACH		46	35	672	9	5.3
84	UEEN ST E AT RIVER	0	51	9	614	9	4.8
85	UEEN ST E AT CARROLL	0	36	93	557	9	4.3
86	UEEN ST E AT BROADVIEW	0	78	31	604	9	4.7
87	UEEN ST E AT SAULTER	0	34	71	567	9	4.4
88	UEEN ST E AT EMPIRE	0		46	532	9	4.1
89	UEEN ST E AT LOGAN		22	80	374	9	2.6
90	UEEN ST E AT CARLAW		7	227	264	9	.6
91	UEEN ST E AT PAPE	0	28	84	208	9	.1
92	UEEN ST E AT CAROLINE		3	75	46	9	.5
93	UEEN ST E AT JONES	0	41	69	8	9	.3
94	UEEN ST E AT LESLIE	0	46	39	25	9	9.4
95	UEEN ST E AT LAING	0	5	43	997	9	9.1

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,

OUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:34 TO 25:34)
STOP CARD: 35 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
OMMENTS: 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: 09:00 TO 14:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
96	UEEN ST E AT GREENWOOD	0	28	8	917	9	8.4
97	UEEN ST E AT CONNAUGHT	0	58	96	879	9	8.1
98	UEEN ST E AT WOODWARD	0	22	54	847	9	7.8
99	UEEN ST E AT COXWELL		45	47	745	9	6.8
	UEEN ST E AT KINGSTON RD		71	6	7	9	6.5
	UEEN ST E AT SARAH ASHBRIDGE	0	9	43	686	9	6.3
2	UEEN ST E AT WOODBINE AVE	0	50	83	653	9	6.0
3	UEEN ST E AT KIPPENDAVIE		21	62	612	9	5.6
4	UEEN ST E AT WAVERLEY		8	9	5	9	4.7
5	UEEN ST E AT LEE		44	24	431	9	4.0
6	UEEN ST E AT WINEVA	0	57	84	404	9	3.7
7	UEEN ST E AT SCARBORO BEACH		5	38	371	8	3.4
8	UEEN ST E AT MACLEAN	0	4	32	343	8	3.2
9	UEEN ST E AT BEECH			29	215	8	2.0
	UEEN ST E AT SILVER BIRCH	0		7	44	08	.3
	UEEN ST E AT NEVILLE PARK		2	85	6	8	0.6
2	UEEN ST E AT NEVILLE PARK			6		8	.0
TOTALS	FOR PERIOD 2: 09:00 TO 14:59	0	9527	9527	20956	9214	3.1

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,

OUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:34 TO 25:34)
STOP CARD: 35 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
OMMENTS: 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: 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,

OUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:34 TO 25:34)
STOP CARD: 35 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299

OMMENTS: 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 3: 15:00 TO 18:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
	LOOP (LONG BRANCH) AT LAKE SHORE BLVD W	0	85		85	34	5.4
2	LAKE SHORE BLVD W AT 37TH		7	4	251	34	7.4
3	LAKE SHORE BLVD W AT LONG BRANCH	0	47	2	278	34	8.2
4	LAKE SHORE BLVD W AT 31ST		9	3	356	34	.5
5	LAKE SHORE BLVD W AT 28TH		26	7	375	34	.0
6	LAKE SHORE BLVD W AT 27TH		36	27	384	34	.3
7	LAKE SHORE BLVD W AT 23RD		49	22	4	34	2.1
8	LAKE SHORE BLVD W AT KIPLING	0	23	68	574	34	6.9
9	LAKE SHORE BLVD W AT 15TH		26	6	594	34	7.5
	LAKE SHORE BLVD W AT 13TH		30	31	593	34	7.4
	LAKE SHORE BLVD W AT 10TH		33	49	577	34	7.0
2	LAKE SHORE BLVD W AT 7TH	0	75	53	599	34	7.6
3	LAKE SHORE BLVD W AT 5TH	0	32	34	597	34	7.6
4	LAKE SHORE BLVD W AT 3RD	0	20	28	589	34	7.3
5	LAKE SHORE BLVD W AT FIRST	0	58	44	603	34	7.7
6	LAKE SHORE BLVD W AT ROYAL YORK		21	31	593	34	7.4
7	LAKE SHORE BLVD W AT MILES	0	22	9	596	34	7.5
8	LAKE SHORE BLVD W AT NORRIS		20	44	572	34	6.8
9	LAKE SHORE BLVD W AT MIMICO		57	7	522	34	5.4
20	LAKE SHORE BLVD W AT SUPERIOR	0	39	55	506	34	4.9
21	LAKE SHORE BLVD W AT BURLINGTON	0	45	53	498	34	4.6
22	LAKE SHORE BLVD W AT LOUISA		3	2	499	34	4.7
23	LAKE SHORE BLVD W AT LEGION RD		30	6	53	34	5.1
24	LAKE SHORE BLVD W AT PARK LAWN	0	44	79	478	34	4.1
27	PARK LAWN AT LAKE SHORE BLVD W	0	33		33	35	.9
28	PARK LAWN OPP 77	0		2	32	35	.9
29	PARK LAWN AT GARDINER EXPRESSWAY EB RAMP	0	2		34	35	.0
30	PARK LAWN AT GARDINER EXPRESSWAY WB RAMP	0			34	35	.0
31	UEENSWAY AT PARK LAWN	0	9	2	41	35	.2
32	UEENSWAY AT ALDGATE	0			41	35	.2
33	UEENSWAY AT STEPHEN	0	5	3	53	35	.5
34	UEENSWAY AT PLAZA (E OF STEPHEN)		35	7	8	35	2.3
35	UEENSWAY AT SOUTH KINGSWAY		3		83	35	2.4
36	LAKE SHORE BLVD W OPP 2155 (CHRISTIES)	0	5		482	34	4.2
37	LAKE SHORE BLVD W AT 2095		22	8	486	34	4.3
38	LAKE SHORE BLVD W AT MARINE PARADE DR E	0	2	6	492	34	4.5
39	LAKE SHORE BLVD W AT PALACE PIER	0		3	490	34	4.4
40	UEENSWAY AT WINDERMERE (1)		3		76	35	2.2
41	WINDERMERE AT QUEENSWAY	0	6		486	34	4.3
42	UEENSWAY AT WINDERMERE (1)		86	3	635	69	9.2
43	UEENSWAY AT ELLIS (1)	0	3	4	644	69	9.3
44	UEENSWAY 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,

OUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:34 TO 25:34)
STOP CARD: 35 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299

OMMENTS: 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 3: 15:00 TO 18:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
45	UEENSWAY AT GLENDALE	0	51	27	687	69	.0
47	UEENSWAY AT RONCESVALLES		215	69	733	69	.6
48	UEEN ST W AT WILSON PARK RD	0	63	8	788	69	.4
49	UEEN ST W AT DOWLING		91	41	838	69	2.1
50	UEEN ST W AT JAMESON		206	21	923	69	3.4
51	UEEN ST W AT DUNN	0	31	62	992	69	4.4
52	UEEN ST W AT BROCK	0	85	42	35	69	5.0
53	UEEN ST W AT DUFFERIN ST	0	94	63	66	69	5.4
59	UEEN ST W AT GLADSTONE		4	37	33	69	6.4
60	UEEN ST W AT ABELL ST	0		8	215	69	7.6
61	UEEN ST W AT DOVERCOURT	0	85	7	283	69	8.6
62	UEEN ST W AT OSSINGTON AVE	0	247	8	412	69	20.5
63	UEEN ST W AT SHAW		37	37	512	69	21.9
64	UEEN ST W AT STRACHAN		74	44	542	69	22.3
65	UEEN ST W AT NIAGARA	0	42	69	615	69	23.4
66	UEEN ST W AT TECUMSETH		99	40	674	69	24.3
67	UEEN ST W AT BATHURST ST		266	78	762	69	25.5
68	UEEN ST W AT AUGUSTA	0	245	85	922	69	27.9
69	UEEN ST W AT SPADINA AVE	0	419	282	2059	69	29.8
70	UEEN ST W AT PETER ST		255	77	2237	69	32.4
71	UEEN ST W AT JOHN ST	0	83	47	2273	69	32.9
72	UEEN ST W AT UNIVERSITY AVE	0	354	651	976	69	28.6
73	UEEN ST W AT YORK ST	0	29	53	2052	69	29.7
74	UEEN ST W AT BAY ST	0	276	26	2112	69	30.6
75	UEEN ST W AT YONGE ST		888	576	2424	69	35.1
76	UEEN ST E AT VICTORIA	0	246	5	2619	69	38.0
77	UEEN ST E AT CHURCH	0	31	2	2648	69	38.4
78	UEEN ST E AT JARVIS ST	0	3	23	2628	69	38.1
79	UEEN ST E AT SHERBOURNE	0	7	94	2541	69	36.8
80	UEEN ST E AT ONTARIO		45	5	2471	69	35.8
81	UEEN ST E AT PARLIAMENT		84	42	2413	69	35.0
82	UEEN ST E AT SACKVILLE		36	98	2351	69	34.1
83	UEEN ST E AT SUMACH		52	99	2304	69	33.4
84	UEEN ST E AT RIVER	0	47	20	2231	69	32.3
85	UEEN ST E AT CARROLL	0	89	70	2250	69	32.6
86	UEEN ST E AT BROADVIEW	0	75	65	2260	69	32.8
87	UEEN ST E AT SAULTER	0	57	83	2234	69	32.4
88	UEEN ST E AT EMPIRE	0		57	2187	69	31.7
89	UEEN ST E AT LOGAN		28	57	258	69	29.8
90	UEEN ST E AT CARLAW		88	238	908	69	27.7
91	UEEN ST E AT PAPE	0	20		817	69	26.3
92	UEEN ST E AT CAROLINE		4	2	719	69	24.9
93	UEEN ST E AT JONES	0	40	35	624	69	23.5
94	UEEN ST E AT LESLIE	0	40	66	498	69	21.7
95	UEEN ST E AT LAING	0		37	471	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,

OUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:34 TO 25:34)
STOP CARD: 35 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299

OMMENTS: 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	UEEN ST E AT GREENWOOD	0	41	45	367	69	9.8
97	UEEN ST E AT CONNAUGHT	0	59	78	348	69	9.5
98	UEEN ST E AT WOODWARD	0	27	86	289	69	8.7
99	UEEN ST E AT COXWELL		75	99	65	69	6.9
	UEEN ST E AT KINGSTON RD		89	73	81	69	5.7
	UEEN ST E AT SARAH ASHBRIDGE	0	2	96	997	69	4.4
2	UEEN ST E AT WOODBINE AVE	0	40	41	896	69	3.0
3	UEEN ST E AT KIPPENDAVIE		21	2	815	69	.8
4	UEEN ST E AT WAVERLEY		25	62	678	69	9.8
5	UEEN ST E AT LEE		35	36	577	69	8.4
6	UEEN ST E AT WINEVA	0	55	6	526	69	7.6
7	UEEN ST E AT SCARBORO BEACH		2	6	468	69	6.8
8	UEEN ST E AT MACLEAN	0		33	436	69	6.3
9	UEEN ST E AT BEECH			62	274	69	4.0
	UEEN ST E AT SILVER BIRCH	0	4	5	73	69	2.5
	UEEN ST E AT NEVILLE PARK		2	24	5	69	.7
2	UEEN ST E AT NEVILLE PARK			5		69	.0
TOTALS	FOR PERIOD 3: 15:00 TO 18:59	0	8541	8541	9267	5821	8.8

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,

OUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:34 TO 25:34)
STOP CARD: 35 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299

OMMENTS: 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 = 23.8

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN

ROUTING CODE(S): A0, B0,

OUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:34 TO 25:34)
STOP CARD: 35 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299

OMMENTS: 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 4: 19:00 TO 21:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
	LOOP (LONG BRANCH) AT LAKE SHORE BLVD W	0	6		6	25	4.6
2	LAKE SHORE BLVD W AT 37TH		54	6	64	25	6.6
3	LAKE SHORE BLVD W AT LONG BRANCH	0	26		80	25	7.2
4	LAKE SHORE BLVD W AT 31ST		4		2	25	8.4
51	LAKE SHORE BLVD W AT 28TH		7	7	220	25	8.8
6	LAKE SHORE BLVD W AT 27TH		23	5	228	25	9.1
7	LAKE SHORE BLVD W AT 23RD		32	2	239	25	9.6
8	LAKE SHORE BLVD W AT KIPLING	0	85	32	292	25	.7
9	LAKE SHORE BLVD W AT 15TH		8	8	292	25	.7
	LAKE SHORE BLVD W AT 13TH			21	282	25	.3
	LAKE SHORE BLVD W AT 10TH		30	27	285	25	.4
2	LAKE SHORE BLVD W AT 7TH	0	46	35	296	25	.8
3	LAKE SHORE BLVD W AT 5TH	0	22	20	298	25	.9
4	LAKE SHORE BLVD W AT 3RD	0	21		309	25	2.4
5	LAKE SHORE BLVD W AT FIRST	0	47	29	327	25	3.1
6	LAKE SHORE BLVD W AT ROYAL YORK		23	6	334	25	3.4
7	LAKE SHORE BLVD W AT MILES	0	9		333	25	3.3
8	LAKE SHORE BLVD W AT NORRIS			21	322	25	2.9
9	LAKE SHORE BLVD W AT MIMICO		31	45	38	25	2.3
20	LAKE SHORE BLVD W AT SUPERIOR	0	22	49	281	25	.2
21	LAKE SHORE BLVD W AT BURLINGTON	0	23	31	273	25	.9
22	LAKE SHORE BLVD W AT LOUISA		3	2	256	25	.2
23	LAKE SHORE BLVD W AT LEGION RD		8		254	25	.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		8	25	.3
28	PARK LAWN OPP 77	0			9	25	.4
29	PARK LAWN AT GARDINER EXPRESSWAY EB RAMP	0	2	2	9	25	.4
30	PARK LAWN AT GARDINER EXPRESSWAY WB RAMP	0			9	25	.4
31	UEENSWAY AT PARK LAWN	0	6	3	2	25	.5
32	UEENSWAY AT ALDGATE	0			3	25	.5
33	UEENSWAY AT STEPHEN	0	2		5	25	.6
34	UEENSWAY AT PLAZA (E OF STEPHEN)				25	25	.0
35	UEENSWAY AT SOUTH KINGSWAY				24	25	.0
36	LAKE SHORE BLVD W OPP 2155 (CHRISTIES)	0	5	3	250	25	.0
37	LAKE SHORE BLVD W AT 2095		5		255	25	.2
38	LAKE SHORE BLVD W AT MARINE PARADE DR E	0	5	4	256	25	.2
39	LAKE SHORE BLVD W AT PALACE PIER	0		4	252	25	.1
40	UEENSWAY AT WINDERMERE (1)		4	4	24	25	.0
41	WINDERMERE AT QUEENSWAY	0	4	4	252	25	.1
42	UEENSWAY AT WINDERMERE (1)		46	6	36	50	6.3
43	UEENSWAY AT ELLIS (1)	0	7		323	5	6.5
44	UEENSWAY AT COLBORNE LODGE DR(1)	0	2	2	333	5	6.7

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN

ROUTING CODE(S): A0, B0,

OUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:34 TO 25:34)
STOP CARD: 35 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299

OMMENTS: 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 4: 19:00 TO 21:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
45	UEENSWAY AT GLENDALE	0		2	332	5	6.6
47	UEENSWAY AT RONCESVALLES		3	67	368	50	7.4
48	UEEN ST W AT WILSON PARK RD	0	29	7	390	5	7.8
49	UEEN ST W AT DOWLING		33	33	390	50	7.8
50	UEEN ST W AT JAMESON		85	56	49	50	8.4
51	UEEN ST W AT DUNN	0	53	26	446	5	8.9
52	UEEN ST W AT BROCK	0	51	2	485	5	9.7
53	UEEN ST W AT DUFFERIN ST	0	6	78	523	5	.5
59	UEEN ST W AT GLADSTONE		65	9	569	50	.4
60	UEEN ST W AT ABELL ST	0	66	23	612	5	2.2
61	UEEN ST W AT DOVERCOURT	0	41	7	636	5	2.7
62	UEEN ST W AT OSSINGTON AVE	0	94	59	671	5	3.4
63	UEEN ST W AT SHAW		63	4	720	50	4.4
64	UEEN ST W AT STRACHAN		38	7	741	50	4.8
65	UEEN ST W AT NIAGARA	0	65	23	783	5	5.7
66	UEEN ST W AT TECUMSETH		52	33	82	50	6.0
67	UEEN ST W AT BATHURST ST		2	86	828	50	6.6
68	UEEN ST W AT AUGUSTA	0	9	37	900	5	8.0
69	UEEN ST W AT SPADINA AVE	0	83	29	954	5	9.1
70	UEEN ST W AT PETER ST		92	38	8	5	20.2
71	UEEN ST W AT JOHN ST	0	9	8	47	50	20.9
72	UEEN ST W AT UNIVERSITY AVE	0	71	248	970	5	9.4
73	UEEN ST W AT YORK ST	0	40			50	20.0
74	UEEN ST W AT BAY ST	0	86	58	28	50	20.6
75	UEEN ST W AT YONGE ST		484	289	223	5	24.5
76	UEEN ST E AT VICTORIA	0	31	34	320	50	26.4
77	UEEN ST E AT CHURCH	0	67	50	337	50	26.7
78	UEEN ST E AT JARVIS ST	0	29	52	314	50	26.3
79	UEEN ST E AT SHERBOURNE	0	35	38	211	50	24.2
80	UEEN ST E AT ONTARIO		5	59	67	5	23.3
81	UEEN ST E AT PARLIAMENT		47	75	39	5	22.8
82	UEEN ST E AT SACKVILLE		5	4	3	5	22.1
83	UEEN ST E AT SUMACH		24	44	83	5	21.7
84	UEEN ST E AT RIVER	0	8	69	32	50	20.6
85	UEEN ST E AT CARROLL	0	2	32	2	50	20.2
86	UEEN ST E AT BROADVIEW	0	55	73	994	5	9.9
87	UEEN ST E AT SAULTER	0	4	34	974	5	9.5
88	UEEN ST E AT EMPIRE	0	4	5	963	5	9.3
89	UEEN ST E AT LOGAN			47	927	50	8.5
90	UEEN ST E AT CARLAW		51		868	50	7.4
91	UEEN ST E AT PAPE	0	7	49	826	5	6.5
92	UEEN ST E AT CAROLINE		8	6	774	50	5.5
93	UEEN ST E AT JONES	0	9	81	712	5	4.2
94	UEEN ST E AT LESLIE	0	38	75	675	5	3.5
95	UEEN ST E AT LAING	0	2	22	655	5	3.1

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,

OUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:34 TO 25:34)
STOP CARD: 35 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
OMMENTS: 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 4: 19:00 TO 21:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
96	UEEN ST E AT GREENWOOD	0		62	604	5	2.1
97	UEEN ST E AT CONNAUGHT	0	31	32	603	5	2.1
98	UEEN ST E AT WOODWARD	0	6	37	572	5	.4
99	UEEN ST E AT COXWELL			83	499	50	.0
	UEEN ST E AT KINGSTON RD		21	6	414	50	8.3
	UEEN ST E AT SARAH ASHBRIDGE	0	2	29	387	5	7.7
2	UEEN ST E AT WOODBINE AVE	0	9	55	341	5	6.8
3	UEEN ST E AT KIPPENDAVIE		2	25	318	50	6.4
4	UEEN ST E AT WAVERLEY		5	37	286	50	5.7
5	UEEN ST E AT LEE			38	258	50	5.2
6	UEEN ST E AT WINEVA	0	3	47	224	5	4.5
7	UEEN ST E AT SCARBORO BEACH		2	26	2	50	4.0
8	UEEN ST E AT MACLEAN	0		5	86	5	3.7
9	UEEN ST E AT BEECH		3	62	27	50	2.5
	UEEN ST E AT SILVER BIRCH	0		5	77	50	.5
	UEEN ST E AT NEVILLE PARK			48	29	5	.6
2	UEEN ST E AT NEVILLE PARK			29		50	0.0
TOTALS	FOR PERIOD 4: 19:00 TO 21:59	0	3947	3947	51788	4225	2.3

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,

OUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:34 TO 25:34)
STOP CARD: 35 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299
OMMENTS: 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 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,

OUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:34 TO 25:34)
STOP CARD: 35 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299

OMMENTS: 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		57	22	2.6
21	LAKE SHORE BLVD W AT 37TH				67	22	3.0
3	LAKE SHORE BLVD W AT LONG BRANCH	0	9	2	74	22	3.4
41	LAKE SHORE BLVD W AT 31ST		4		88	22	4.0
5	LAKE SHORE BLVD W AT 28TH		9	2	95	22	4.3
6	LAKE SHORE BLVD W AT 27TH		6	6	95	22	4.3
71	LAKE SHORE BLVD W AT 23RD		6	8	3	22	4.7
8	LAKE SHORE BLVD W AT KIPLING	0	56	2	47	22	6.7
91	LAKE SHORE BLVD W AT 15TH				47	22	6.7
	LAKE SHORE BLVD W AT 13TH		8	3	42	22	6.5
	LAKE SHORE BLVD W AT 10TH			4	39	22	6.3
2	LAKE SHORE BLVD W AT 7TH	0	20	7	42	22	6.5
3	LAKE SHORE BLVD W AT 5TH	0	2	4	50	22	6.8
4	LAKE SHORE BLVD W AT 3RD	0	7	9	48	22	6.7
5	LAKE SHORE BLVD W AT FIRST	0	5	7	46	22	6.6
6	LAKE SHORE BLVD W AT ROYAL YORK		4	7	43	22	6.5
7	LAKE SHORE BLVD W AT MILES	0		2	41	22	6.4
8	LAKE SHORE BLVD W AT NORRIS				32	22	6.0
9	LAKE SHORE BLVD W AT MIMICO		20	30	22	22	5.5
20	LAKE SHORE BLVD W AT SUPERIOR	0	5	4	3	22	5.1
21	LAKE SHORE BLVD W AT BURLINGTON	0	7	5	5	22	5.2
22	LAKE SHORE BLVD W AT LOUISA		7	9	3	22	5.1
23	LAKE SHORE BLVD W AT LEGION RD		4	3	4	22	5.2
24	LAKE SHORE BLVD W AT PARK LAWN	0		4		22	5.0
27	PARK LAWN AT LAKE SHORE BLVD W	0	2		2	21	.6
28	PARK LAWN OPP 77	0			2	21	.6
29	PARK LAWN AT GARDINER EXPRESSWAY EB RAMP	0			2	21	.6
30	PARK LAWN AT GARDINER EXPRESSWAY WB RAMP	0			2	21	.6
31	UEENSWAY AT PARK LAWN	0	2	5	9	2	.4
32	UEENSWAY AT ALDGATE	0				21	.5
33	UEENSWAY AT STEPHEN	0		2	8	2	.4
34	UEENSWAY AT PLAZA (E OF STEPHEN)		4		2	2	.6
35	UEENSWAY AT SOUTH KINGSWAY				2	2	.6
36	LAKE SHORE BLVD W OPP 2155 (CHRISTIES)	0	6		6	22	5.3
37	LAKE SHORE BLVD W AT 2095		5	5	6	22	5.3
38	LAKE SHORE BLVD W AT MARINE PARADE DR E	0	3	4	5	22	5.2
39	LAKE SHORE BLVD W AT PALACE PIER	0			4	22	5.2
40	UEENSWAY AT WINDERMERE (1)		2	3		2	.5
41	WINDERMERE AT QUEENSWAY	0		3		22	5.1
42	UEENSWAY AT WINDERMERE (1)		21	3	2 41	43	3.3
43	UEENSWAY AT ELLIS (1)	0	4		44	43	3.3
44	UEENSWAY AT COLBORNE LODGE DR(1)	0			45	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,

OUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:34 TO 25:34)
STOP CARD: 35 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299

OMMENTS: 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	UEENSWAY AT GLENDALE	0	5	2	48	43	3.4
47	UEENSWAY AT RONCESVALLES		24	46	26	43	2.9
48	UEEN ST W AT WILSON PARK RD	0		4	32	43	3.1
49	UEEN ST W AT DOWLING		4		46	43	3.4
50	UEEN ST W AT JAMESON		33	8	61	43	3.7
51	UEEN ST W AT DUNN	0	9	8	72	43	4.0
52	UEEN ST W AT BROCK	0	21	3	90	43	4.4
53	UEEN ST W AT DUFFERIN ST	0	51	42	99	43	4.6
59	UEEN ST W AT GLADSTONE		25	4	220	43	5.1
60	UEEN ST W AT ABELL ST	0	24	8	236	43	5.5
61	UEEN ST W AT DOVERCOURT	0	32	3	265	43	6.2
62	UEEN ST W AT OSSINGTON AVE	0	46	5	296	43	6.9
63	UEEN ST W AT SHAW		25		320	43	7.4
64	UEEN ST W AT STRACHAN		8	3	325	43	7.6
65	UEEN ST W AT NIAGARA	0	22	2	335	43	7.8
66	UEEN ST W AT TECUMSETH		7	7	345	43	8.0
67	UEEN ST W AT BATHURST ST		37	34	348	43	8.1
68	UEEN ST W AT AUGUSTA	0	36		373	43	8.7
69	UEEN ST W AT SPADINA AVE	0	2	42	433	43	.1
70	UEEN ST W AT PETER ST		56	21	468	43	.9
71	UEEN ST W AT JOHN ST	0	60	33	495	43	.5
72	UEEN ST W AT UNIVERSITY AVE	0	9	2	502	43	.7
73	UEEN ST W AT YORK ST	0		7	506	43	.8
74	UEEN ST W AT BAY ST	0	60	52	514	43	2.0
75	UEEN ST W AT YONGE ST		97	8	63	43	4.0
76	UEEN ST E AT VICTORIA	0	70	6	657	43	5.3
77	UEEN ST E AT CHURCH	0	39	25	671	43	5.6
78	UEEN ST E AT JARVIS ST	0	5	35	651	43	5.1
79	UEEN ST E AT SHERBOURNE	0		73	588	43	3.7
80	UEEN ST E AT ONTARIO		2	35	555	43	2.9
81	UEEN ST E AT PARLIAMENT		5	36	524	43	2.2
82	UEEN ST E AT SACKVILLE			25	5	43	.6
83	UEEN ST E AT SUMACH		6	3	476	43	.1
84	UEEN ST E AT RIVER	0	4	27	453	43	.5
85	UEEN ST E AT CARROLL	0	2	2	434	43	.1
86	UEEN ST E AT BROADVIEW	0	28	21	441	43	.3
87	UEEN ST E AT SAULTER	0	3	5	439	43	.2
88	UEEN ST E AT EMPIRE	0		8	431	43	.0
89	UEEN ST E AT LOGAN		3	2	4 4	43	9.6
90	UEEN ST E AT CARLAW		6	41	389	43	9.0
91	UEEN ST E AT PAPE	0	6	27	368	43	8.6
92	UEEN ST E AT CAROLINE		2	22	348	43	8.1
93	UEEN ST E AT JONES	0	6	32	322	43	7.5
94	UEEN ST E AT LESLIE	0		29	303	43	7.0
95	UEEN ST E AT LAING	0		2	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,

OUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:34 TO 25:34)
STOP CARD: 35 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299

OMMENTS: 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
96	UEEN ST E AT GREENWOOD	0	3	37	258	43	6.0
97	UEEN ST E AT CONNAUGHT	0	4	8	254	43	5.9
98	UEEN ST E AT WOODWARD	0	2	2	235	43	5.5
99	UEEN ST E AT COXWELL			25	2	43	4.9
	UEEN ST E AT KINGSTON RD		5	46	69	43	3.9
	UEEN ST E AT SARAH ASHBRIDGE	0		5	65	43	3.8
2	UEEN ST E AT WOODBINE AVE	0	4	2	48	43	3.4
3	UEEN ST E AT KIPPENDAVIE				37	43	3.2
4	UEEN ST E AT WAVERLEY		3	3	27	43	3.0
5	UEEN ST E AT LEE		2	6	3	43	2.6
6	UEEN ST E AT WINEVA	0	8	5	6	43	2.5
7	UEEN ST E AT SCARBORO BEACH			7	99	43	2.3
8	UEEN ST E AT MACLEAN	0			89	43	2.1
9	UEEN ST E AT BEECH			25	64	43	.5
	UEEN ST E AT SILVER BIRCH	0		2	44	43	.0
	UEEN ST E AT NEVILLE PARK			33		43	.3
2	UEEN ST E AT NEVILLE PARK					43	.0
TOTALS	FOR PERIOD 5: 22:00 TO 30:59	0	698	698	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,

OUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:34 TO 25:34)
STOP CARD: 35 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299

OMMENTS: 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

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,

OUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:34 TO 25:34)
STOP CARD: 35 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299

OMMENTS: 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		644	60	4.0
2	LAKE SHORE BLVD W AT 37TH	0	228	24	848	60	5.3
3	LAKE SHORE BLVD W AT LONG BRANCH	0	217	40	25	60	6.4
4	LAKE SHORE BLVD W AT 31ST	0	243	44	224	60	7.7
5	LAKE SHORE BLVD W AT 28TH	0	8	9	323	60	8.3
6	LAKE SHORE BLVD W AT 27TH	0	65	68	420	60	8.9
7	LAKE SHORE BLVD W AT 23RD	0	80	71	529	60	9.6
8	LAKE SHORE BLVD W AT KIPLING	0	531	387	673	60	.5
9	LAKE SHORE BLVD W AT 15TH	0	72	7	728	60	.8
10	LAKE SHORE BLVD W AT 13TH	0	37	93	772	60	.1
11	LAKE SHORE BLVD W AT 10TH	0	79	32	819	60	.4
12	LAKE SHORE BLVD W AT 7TH	0	251	89	881	60	.8
13	LAKE SHORE BLVD W AT 5TH	0	44	92	933	60	2.1
14	LAKE SHORE BLVD W AT 3RD	0	23	82	974	60	2.3
15	LAKE SHORE BLVD W AT FIRST	0	216	47	2043	60	2.8
16	LAKE SHORE BLVD W AT ROYAL YORK	0	2	72	2073	60	3.0
17	LAKE SHORE BLVD W AT MILES	0	79	63	2089	60	3.1
18	LAKE SHORE BLVD W AT NORRIS	0	3	35	2057	60	2.9
19	LAKE SHORE BLVD W AT MIMICO	0	202	305	954	60	2.2
20	LAKE SHORE BLVD W AT SUPERIOR	0	48	69	933	60	2.1
21	LAKE SHORE BLVD W AT BURLINGTON	0	204	20	2017	60	2.6
22	LAKE SHORE BLVD W AT LOUISA	0	95	57	2055	60	2.8
23	LAKE SHORE BLVD W AT LEGION RD	0	52	44	2163	60	3.5
24	LAKE SHORE BLVD W AT PARK LAWN	0	227	220	2170	60	3.6
27	PARK LAWN AT LAKE SHORE BLVD W	0	7		7	61	.7
28	PARK LAWN OPP 77	0	9	2	34	61	.8
29	PARK LAWN AT GARDINER EXPRESSWAY EB RAMP	0	24	2	56	61	.0
30	PARK LAWN AT GARDINER EXPRESSWAY WB RAMP	0			52	61	.9
31	UEENSWAY AT PARK LAWN	0	64	29	87	61	.2
32	UEENSWAY AT ALDGATE	0	5	2	90	61	.2
33	UEENSWAY AT STEPHEN	0	55		235	61	.5
34	UEENSWAY AT PLAZA (E OF STEPHEN)	0	89	9	305	61	.9
35	UEENSWAY AT SOUTH KINGSWAY	0		6	309	61	.9
36	LAKE SHORE BLVD W OPP 2155 (CHRISTIES)	0		21	2250	60	4.1
37	LAKE SHORE BLVD W AT 2095	0	65	57	2358	60	4.7
38	LAKE SHORE BLVD W AT MARINE PARADE DR E	0	55	28	2385	60	4.9
39	LAKE SHORE BLVD W AT PALACE PIER	0	2		2387	60	4.9
40	UEENSWAY AT WINDERMERE (1)	0	22	20	311	61	.9

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,

OUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:34 TO 25:34)
STOP CARD: 35 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299

OMMENTS: 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	60	5.0
42	UEENSWAY AT WINDERMERE (1)	0	464	4	3129	321	9.7
43	UEENSWAY AT ELLIS (1)	0		7	3223	321	.0
44	UEENSWAY AT COLBORNE LODGE DR(1)	0	48	9	3252	321	.1
45	UEENSWAY AT GLENDALE	0	72	56	3268	321	.2
47	UEENSWAY AT RONCESVALLES	0	734	859	3143	321	9.8
48	UEEN ST W AT WILSON PARK RD	0	234	25	3352	321	.4
49	UEEN ST W AT DOWLING	0	320	28	3544	321	.0
50	UEEN ST W AT JAMESON	0	755	370	3929	321	2.2
51	UEEN ST W AT DUNN	0	475	59	4245	321	3.2
52	UEEN ST W AT BROCK	0	370	7	4508	321	4.0
53	UEEN ST W AT DUFFERIN ST	0	777	592	4693	321	4.6
59	UEEN ST W AT GLADSTONE	0	653	21	5225	321	6.3
60	UEEN ST W AT ABELL ST	0	661	8	5805	321	8.1
61	UEEN ST W AT DOVERCOURT	0	440	72	6173	321	9.2
62	UEEN ST W AT OSSINGTON AVE	0	753	48	6508	321	20.3
63	UEEN ST W AT SHAW	0	439	6	6841	321	21.3
64	UEEN ST W AT STRACHAN	0	253	34	6960	321	21.7
65	UEEN ST W AT NIAGARA	0	480	94	7246	321	22.6
66	UEEN ST W AT TECUMSETH	0	357	63	7440	321	23.2
67	UEEN ST W AT BATHURST ST	0	760	72	7498	321	23.4
68	UEEN ST W AT AUGUSTA	0	652	272	7878	321	24.5
69	UEEN ST W AT SPADINA AVE	0	95	94	7979	321	24.9
70	UEEN ST W AT PETER ST	0	569	3	8248	321	25.7
71	UEEN ST W AT JOHN ST	0	551	6	8198	321	25.5
72	UEEN ST W AT UNIVERSITY AVE	0	981	26	7063	321	22.0
73	UEEN ST W AT YORK ST	0	232	320	6975	321	21.7
74	UEEN ST W AT BAY ST	0	606	979	6602	321	20.6
75	UEEN ST W AT YONGE ST	0	2643	955	7290	321	22.7
76	UEEN ST E AT VICTORIA	0	870	347	7813	321	24.3
77	UEEN ST E AT CHURCH	0	375	49	7779	321	24.2
78	UEEN ST E AT JARVIS ST	0	255	481	7553	321	23.5
79	UEEN ST E AT SHERBOURNE	0	317	762	7108	321	22.1
80	UEEN ST E AT ONTARIO	0	93	356	6845	321	21.3
81	UEEN ST E AT PARLIAMENT	0	241	538	6548	321	20.4
82	UEEN ST E AT SACKVILLE	0	84	342	6290	321	9.6
83	UEEN ST E AT SUMACH	0	34	350	6074	321	8.9
84	UEEN ST E AT RIVER	0	39	357	5856	321	8.2
85	UEEN ST E AT CARROLL	0	49	241	5764	321	8.0
86	UEEN ST E AT BROADVIEW	0	480	437	5807	321	8.1
87	UEEN ST E AT SAULTER	0	20	28	5719	321	7.8

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,

OUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:34 TO 25:34)
STOP CARD: 35 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299

OMMENTS: 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
88	UEEN ST E AT EMPIRE	0	32	56	5595	321	7.4
89	UEEN ST E AT LOGAN	0	75	464	5206	321	6.2
90	UEEN ST E AT CARLAW	0	304	743	4767	321	4.9
91	UEEN ST E AT PAPE	0	76	296	4547	321	4.2
92	UEEN ST E AT CAROLINE	0	45	285	4307	321	3.4
93	UEEN ST E AT JONES	0	25	346	4086	321	2.7
94	UEEN ST E AT LESLIE	0	40	447	3779	321	.8
95	UEEN ST E AT LAING	0	30	26	3683	321	.5
96	UEEN ST E AT GREENWOOD	0	96	394	3385	321	.5
97	UEEN ST E AT CONNAUGHT	0	63	259	3289	321	.2
98	UEEN ST E AT WOODWARD	0	66	209	3146	321	9.8
99	UEEN ST E AT COXWELL	0	43	495	2794	321	8.7
100	UEEN ST E AT KINGSTON RD	0	200	458	2536	321	7.9
101	UEEN ST E AT SARAH ASHBRIDGE	0	51	84	2403	321	7.5
102	UEEN ST E AT WOODBINE AVE	0	26	320	2209	321	6.9
103	UEEN ST E AT KIPPENDAVIE	0	49	219	2039	321	6.4
104	UEEN ST E AT WAVERLEY	0	59	364	734	321	5.4
105	UEEN ST E AT LEE	0		329	506	321	4.7
106	UEEN ST E AT WINEVA	0	63	278	391	321	4.3
107	UEEN ST E AT SCARBORO BEACH	0	91	43	257	320	3.9
108	UEEN ST E AT MACLEAN	0	71		63	320	3.6
109	UEEN ST E AT BEECH	0	4	43	736	320	2.3
110	UEEN ST E AT SILVER BIRCH	0	5	266	475	320	.5
111	UEEN ST E AT NEVILLE PARK	0	7	3 3	69	320	.5
112	UEEN ST E AT NEVILLE PARK	0		69		320	.0
TOTALS FOR EASTBOUND ALL DAY			27541	27541	360791	27109	3.3

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,

OUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:34 TO 25:34)
STOP CARD: 35 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299

OMMENTS: 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

PERIOD RIDING INDEX = 3.3 (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,

OUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:22 TO 25:15)
STOP CARD: 35 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299

OMMENTS: 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: 00:00 TO 08:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
	UEEN ST E AT NEVILLE PARK		28		28	57	2.2
2	UEEN ST E AT SILVER BIRCH	0	64		92	57	3.4
3	UEEN ST E AT SPRUCE HILL		7	2	261	57	4.6
4	UEEN ST E AT GLEN MANOR	0	5		311	57	5.5
5	UEEN ST E AT WINEVA	0	74	39	346	57	6.1
6	UEEN ST E AT LEE		43		389	57	6.8
7	UEEN ST E AT WAVERLEY		59		448	57	7.9
8	UEEN ST E AT ELMER	0	7	2	517	57	9.1
9	UEEN ST E AT WOODBINE AVE	0	67	5	579	57	.2
	UEEN ST E AT LOCKWOOD	0	77	3	653	57	.5
	UEEN ST E AT KINGSTON RD		90	3	740	57	3.0
3	UEEN ST E AT COXWELL		3	8	825	57	4.5
4	UEEN ST E AT KENT		58	8	875	57	5.4
5	UEEN ST E AT CONNAUGHT	0	43	29	889	57	5.6
6	UEEN ST E AT GREENWOOD	0	93	9	973	57	7.1
7	UEEN ST E AT ALTON	0	33		6	57	7.6
8	UEEN ST E AT LESLIE	0	66	3	59	57	8.6
9	UEEN ST E AT JONES		97	5	51	57	2.2
20	UEEN ST E AT BROOKLYN		71	3	219	57	2.4
21	UEEN ST E AT PAPE	0	77	6	290	57	22.6
22	UEEN ST E AT CARLAW		26	43	373	57	24.1
23	UEEN ST E AT LOGAN		62	8	427	57	25.0
24	UEEN ST E AT EMPIRE	0	26		453	57	25.5
25	UEEN ST E AT BOULTON		27	2	478	57	25.9
26	UEEN ST E AT BROADVIEW		52	46	484	57	26.0
27	UEEN ST E AT CARROLL	0	36	75	445	57	25.4
28	UEEN ST E AT RIVER	0	59	7	487	57	26.1
29	UEEN ST E AT SUMACH		45		521	57	26.7
30	UEEN ST E AT SACKVILLE		40	9	552	57	27.2
31	UEEN ST E AT PARLIAMENT		86	30	608	57	28.2
32	UEEN ST E AT ONTARIO		66	8	666	57	29.2
33	UEEN ST E AT SHERBOURNE	0	6	52	730	57	30.4
34	UEEN ST E AT JARVIS ST	0	54	60	724	57	30.2
35	UEEN ST E AT CHURCH	0	42	73	693	57	29.7
36	UEEN ST E AT VICTORIA	0	34	337	390	57	24.4
37	UEEN ST E AT YONGE ST	0	203	42	91	57	20.9
38	UEEN ST W AT BAY ST	0	80	200	71	57	8.8
39	UEEN ST W AT YORK ST	0	9	31	949	57	6.6
40	UEEN ST W AT UNIVERSITY AVE	0	210	88	971	57	7.0
41	UEEN ST W AT SIMCOE		83	63	991	57	7.4
42	UEEN ST W AT JOHN ST	0	33	99	925	57	6.2
43	UEEN ST W AT SOHO		8	9	824	57	4.5
44	UEEN ST W AT SPADINA AVE	0	41	99	666	57	.7
45	UEEN ST W AT AUGUSTA	0	6	65	607	57	.6
46	UEEN ST W AT BATHURST ST	0	62	56	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,

OUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:22 TO 25:15)
STOP CARD: 35 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299

OMMENTS: 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: 00:00 TO 08:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
47	UEEN ST W AT PALMERSTON	0	2	24	501	57	8.8
48	UEEN ST W AT CLAREMONT	0	4	29	486	57	8.5
49	UEEN ST W AT STRACHAN		8	28	466	57	8.2
50	UEEN ST W AT SHAW			56	420	57	7.4
51	UEEN ST W AT OSSINGTON AVE	0	56		375	57	6.6
52	UEEN ST W AT DOVERCOURT	0	2	6	361	57	6.3
54	UEEN ST W AT GLADSTONE		3	35	339	57	5.9
59	UEEN ST W AT DUFFERIN ST	0	71	50	360	57	6.3
60	UEEN ST W AT BROCK	0		8	353	57	6.2
61	UEEN ST W AT OHARA		3	9	347	57	6.1
62	UEEN ST W AT LANSDOWNE	0	70	67	350	57	6.1
63	UEEN ST W AT SORAUREN		2	32	330	57	5.8
64	UEEN ST W AT TRILLER AVE	0	7	5	332	57	5.8
65	UEEN ST W AT RONCESVALLES		2	74	360	57	6.3
67	UEENSWAY AT GLENDALE	0	4	64	310	57	5.4
68	UEENSWAY AT COLBORNE LODGE DR			6	294	57	5.2
69	UEENSWAY AT ELLIS (1)		25	40	279	57	4.9
73	LAKE SHORE BLVD W OPP 2095	0			279	28	.0
74	LAKE SHORE BLVD W AT 2155		3	26	266	28	9.5
75	LAKE SHORE BLVD W AT PARK LAWN	0	68	2	322	28	.5
76	LAKE SHORE BLVD W AT LEGION RD		7	3	336	28	2.0
77	LAKE SHORE BLVD W AT LOUISA		20	2	344	28	2.3
78	LAKE SHORE BLVD W AT BURLINGTON	0	63		397	28	4.2
79	LAKE SHORE BLVD W AT SUPERIOR	0	58	3	442	28	5.8
80	LAKE SHORE BLVD W AT MIMICO		46	74	44	28	4.8
81	LAKE SHORE BLVD W AT HILLSIDE		41	8	447	28	6.0
82	LAKE SHORE BLVD W AT SYMONS	0	7	2	462	28	6.5
83	LAKE SHORE BLVD W AT ROYAL YORK		59	4	57	28	8.5
84	LAKE SHORE BLVD W AT FIRST	0	22	34	505	28	8.0
85	LAKE SHORE BLVD W AT 3RD	0	20	5	520	28	8.6
86	LAKE SHORE BLVD W AT 5TH	0	22	23	519	28	8.5
87	LAKE SHORE BLVD W AT ISLINGTON	0	49	43	525	28	8.8
88	LAKE SHORE BLVD W AT 10TH		35	5	545	28	9.5
89	LAKE SHORE BLVD W AT 13TH		30	5	570	28	20.4
90	LAKE SHORE BLVD W AT 15TH		3	22	551	28	9.7
91	LAKE SHORE BLVD W AT KIPLING	0	40	272	319	28	.4
92	LAKE SHORE BLVD W AT 22ND	0	5	8	316	28	.3
93	LAKE SHORE BLVD W AT 26TH		9	3	322	28	.5
94	LAKE SHORE BLVD W AT 29TH			8	34	28	.2
95	LAKE SHORE BLVD W AT 30TH		8	68	254	28	9.1
96	LAKE SHORE BLVD W AT LONG BRANCH	0		2	234	28	8.4
97	LAKE SHORE BLVD W AT 37TH			78	56	28	5.6
98	LOOP (LONG BRANCH) AT LAKE SHORE BLVD W	0		56		28	.0
TOTALS	FOR PERIOD 1: 00:00 TO 08:59	0	4157	4157	61729	4262	4.5

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN

ROUTING CODE(S): A0, B0,

OUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:22 TO 25:15)
STOP CARD: 35 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299

OMMENTS: 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: 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,

OUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:22 TO 25:15)
STOP CARD: 35 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299

OMMENTS: 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: 09:00 TO 14:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
	UEEN ST E AT NEVILLE PARK		64		64	6	.5
21	UEEN ST E AT SILVER BIRCH	0			275	6	2.6
31	UEEN ST E AT SPRUCE HILL		5	5	421	6	4.0
41	UEEN ST E AT GLEN MANOR	0		5	527	6	5.0
51	UEEN ST E AT WINEVA	0	8	65	580	6	5.5
61	UEEN ST E AT LEE	0	4	23	671	6	6.3
71	UEEN ST E AT WAVERLEY		58	44	785	6	7.4
8	UEEN ST E AT ELMER	0	78	8	845	6	8.0
91	UEEN ST E AT WOODBINE AVE	0	2	5	907	6	8.6
	UEEN ST E AT LOCKWOOD	0		25	993	6	9.4
	UEEN ST E AT KINGSTON RD			33	71	6	.1
3	UEEN ST E AT COXWELL	0	66	74	63	6	.0
4	UEEN ST E AT KENT		84	9	228	6	.6
5	UEEN ST E AT CONNAUGHT	0	2	6	279	6	2.1
6	UEEN ST E AT GREENWOOD	0	33	28	384	6	3.1
7	UEEN ST E AT ALTON	0	51	2	423	6	3.4
8	UEEN ST E AT LESLIE	0		63	461	6	3.8
9	UEEN ST E AT JONES	0	42	37	566	6	4.8
20	UEEN ST E AT BROOKLYN		69	24	611	6	5.2
21	UEEN ST E AT PAPE	0		3	681	6	5.9
22	UEEN ST E AT CARLAW		216	4	783	6	6.8
23	UEEN ST E AT LOGAN		85	44	924	6	8.2
24	UEEN ST E AT EMPIRE	0	52		965	6	8.5
25	UEEN ST E AT BOULTON	0	64	42	987	6	8.7
26	UEEN ST E AT BROADVIEW	0	47	36	998	6	8.8
27	UEEN ST E AT CARROLL	0	96	79	2015	6	9.0
28	UEEN ST E AT RIVER	0	61		2066	6	9.5
29	UEEN ST E AT SUMACH			48	228	6	20.1
30	UEEN ST E AT SACKVILLE		32	38	2222	6	21.0
31	UEEN ST E AT PARLIAMENT		69	86	2305	6	21.7
32	UEEN ST E AT ONTARIO		9	28	2386	6	22.5
33	UEEN ST E AT SHERBOURNE	0	219	24	2481	6	23.4
34	UEEN ST E AT JARVIS ST	0	33	86	2528	6	23.8
35	UEEN ST E AT CHURCH	0	99	59	2468	6	23.3
36	UEEN ST E AT VICTORIA	0	89	366	2191	6	20.7
37	UEEN ST E AT YONGE ST		627	699	29	6	20.0
38	UEEN ST W AT BAY ST	0	354	25	2258	6	21.3
39	UEEN ST W AT YORK ST	0	60	96	2222	6	21.0
40	UEEN ST W AT UNIVERSITY AVE	0	510	29	2523	6	23.8
41	UEEN ST W AT SIMCOE		26	82	2567	6	24.2
42	UEEN ST W AT JOHN ST	0	90	251	2406	6	22.7
43	UEEN ST W AT SOHO		58	91	2273	6	21.4
44	UEEN ST W AT SPADINA AVE	0	240	563	950	6	8.4
45	UEEN ST W AT AUGUSTA	0	58	204	804	6	7.0
46	UEEN ST W AT BATHURST ST		93	321	676	6	5.8

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,

OUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:22 TO 25:15)
STOP CARD: 35 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299

OMMENTS: 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	UEEN ST W AT PALMERSTON	0	32	92	616	6	5.2
48	UEEN ST W AT CLAREMONT	0	38	47	507	6	4.2
49	UEEN ST W AT STRACHAN		35	25	417	6	3.4
50	UEEN ST W AT SHAW		32	26	323	6	2.5
51	UEEN ST W AT OSSINGTON AVE	0	48	220	251	6	.8
52	UEEN ST W AT DOVERCOURT	0	25	87	89	6	.2
54	UEEN ST W AT GLADSTONE		48	8	29	6	.7
59	UEEN ST W AT DUFFERIN ST	0	61	97	93	6	.3
60	UEEN ST W AT BROCK	0	45	9	29	6	9.7
61	UEEN ST W AT OHARA		51	25	955	6	9.0
62	UEEN ST W AT LANSDOWNE		44	28	881	6	8.3
63	UEEN ST W AT SORAUREN		53	27	87	6	7.6
64	UEEN ST W AT TRILLER AVE	0		53	755	6	7.1
65	UEEN ST W AT RONCESVALLES		263	35	73	6	6.7
67	UEENSWAY AT GLENDALE	0	88	2	699	6	6.6
68	UEENSWAY AT COLBORNE LODGE DR		5	28	676	6	6.4
69	UEENSWAY AT ELLIS (1)	0	46	8	604	6	5.7
73	LAKE SHORE BLVD W OPP 2095	0			604	54	.2
74	LAKE SHORE BLVD W AT 2155		27	41	590	54	.9
75	LAKE SHORE BLVD W AT PARK LAWN	0	32	4	682	54	2.6
76	LAKE SHORE BLVD W AT LEGION RD		7	21	678	54	2.6
77	LAKE SHORE BLVD W AT LOUISA		22	21	679	54	2.6
78	LAKE SHORE BLVD W AT BURLINGTON	0	54	47	686	54	2.7
79	LAKE SHORE BLVD W AT SUPERIOR	0	57	48	695	54	2.9
80	LAKE SHORE BLVD W AT MIMICO		86	5	676	54	2.5
81	LAKE SHORE BLVD W AT HILLSIDE		42	8	7	54	3.0
82	LAKE SHORE BLVD W AT SYMONS	0	21	20	701	54	3.0
83	LAKE SHORE BLVD W AT ROYAL YORK		3	9	785	54	4.5
84	LAKE SHORE BLVD W AT FIRST	0	60	70	775	54	4.4
85	LAKE SHORE BLVD W AT 3RD	0	24	38	761	54	4.1
86	LAKE SHORE BLVD W AT 5TH	0	54	75	740	54	3.7
87	LAKE SHORE BLVD W AT ISLINGTON	0		79	762	54	4.1
88	LAKE SHORE BLVD W AT 10TH		50	72	740	54	3.7
89	LAKE SHORE BLVD W AT 13TH		46	41	745	54	3.8
90	LAKE SHORE BLVD W AT 15TH			21	734	54	3.6
91	LAKE SHORE BLVD W AT KIPLING	0	208	24	728	54	3.5
92	LAKE SHORE BLVD W AT 22ND		34	69	693	54	2.8
93	LAKE SHORE BLVD W AT 26TH		45	61	677	54	2.5
94	LAKE SHORE BLVD W AT 29TH			43	644	54	.9
95	LAKE SHORE BLVD W AT 30TH		34	84	594	54	.0
96	LAKE SHORE BLVD W AT LONG BRANCH	0	3	92	515	54	9.5
97	LAKE SHORE BLVD W AT 37TH			26	3	54	5.6
98	LOOP (LONG BRANCH) AT LAKE SHORE BLVD W	0		3		54	.0
TOTALS	FOR PERIOD 2: 09:00 TO 14:59	0	9061	9061	8808	7976	3.6

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,

OUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:22 TO 25:15)
STOP CARD: 35 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299

OMMENTS: 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,

OUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:22 TO 25:15)
STOP CARD: 35 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299

OMMENTS: 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 3: 15:00 TO 18:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
	UEEN ST E AT NEVILLE PARK		8		8	72	.6
2	UEEN ST E AT SILVER BIRCH	0	74	2	90	72	2.6
31	UEEN ST E AT SPRUCE HILL		8	2	296	72	4.1
4	UEEN ST E AT GLEN MANOR	0	6	3	354	72	4.9
5	UEEN ST E AT WINEVA	0	85	6	379	72	5.3
6	UEEN ST E AT LEE		99	33	445	72	6.2
7	UEEN ST E AT WAVERLEY		8	39	487	72	6.8
8	UEEN ST E AT ELMER	0	72	28	531	72	7.4
9	UEEN ST E AT WOODBINE AVE	0	75	6	545	72	7.6
	UEEN ST E AT LOCKWOOD	0	48	33	560	72	7.8
	UEEN ST E AT KINGSTON RD		73	38	595	72	8.3
3	UEEN ST E AT COXWELL		20	43	672	72	9.3
4	UEEN ST E AT KENT		37	22	687	72	9.5
5	UEEN ST E AT CONNAUGHT	0	80	5	752	72	.4
6	UEEN ST E AT GREENWOOD	0	97	23	826	72	.5
7	UEEN ST E AT ALTON	0	28	7	847	72	.8
8	UEEN ST E AT LESLIE	0	70	40	877	72	2.2
9	UEEN ST E AT JONES		4	52	929	72	2.9
20	UEEN ST E AT BROOKLYN		51	9	961	72	3.3
21	UEEN ST E AT PAPE	0	61	28	994	72	3.8
22	UEEN ST E AT CARLAW		213	87	20	72	5.6
23	UEEN ST E AT LOGAN		69	36	253	72	7.4
24	UEEN ST E AT EMPIRE	0	49	20	282	72	7.8
25	UEEN ST E AT BOULTON		58	32	308	72	8.2
26	UEEN ST E AT BROADVIEW		24	28	304	72	8.1
27	UEEN ST E AT CARROLL	0	78	43	339	72	8.6
28	UEEN ST E AT RIVER	0	96	48	387	72	9.3
29	UEEN ST E AT SUMACH		63	37	513	72	2.0
30	UEEN ST E AT SACKVILLE		8	9	602	72	22.3
31	UEEN ST E AT PARLIAMENT		201	63	740	72	24.2
32	UEEN ST E AT ONTARIO		20	27	833	72	25.5
33	UEEN ST E AT SHERBOURNE	0	92	89	936	72	26.9
34	UEEN ST E AT JARVIS ST	0	57	55	2038	72	28.3
35	UEEN ST E AT CHURCH	0	51	93	2096	72	29.1
36	UEEN ST E AT VICTORIA	0	66	338	924	72	26.7
37	UEEN ST E AT YONGE ST	0	843	725	2042	72	28.4
38	UEEN ST W AT BAY ST	0	579	99	2522	72	35.0
39	UEEN ST W AT YORK ST	0	43	66	2599	72	36.1
40	UEEN ST W AT UNIVERSITY AVE	0	518	85	2932	72	40.7
41	UEEN ST W AT SIMCOE		7	48	3	72	4.7
42	UEEN ST W AT JOHN ST	0	217	264	2954	72	41.0
43	UEEN ST W AT SOHO		25	38	2941	72	4.8
44	UEEN ST W AT SPADINA AVE	0	403	53	2831	72	39.3
45	UEEN ST W AT AUGUSTA	0	20	23	2738	72	38.0
46	UEEN 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,

OUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:22 TO 25:15)
STOP CARD: 35 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299

OMMENTS: 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 3: 15:00 TO 18:59

ROUTE STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
47	UEEN ST W AT PALMERSTON	0	84	46	2637	72	36.6
48	UEEN ST W AT CLAREMONT	0	52	99	2490	72	34.6
49	UEEN ST W AT STRACHAN		81	57	2414	72	33.5
50	UEEN ST W AT SHAW		46	38	2322	72	32.3
51	UEEN ST W AT OSSINGTON AVE	0		264	2169	72	30.1
52	UEEN ST W AT DOVERCOURT	0	35	239	965	72	27.3
54	UEEN ST W AT GLADSTONE		53	263	755	72	24.4
59	UEEN ST W AT DUFFERIN ST	0	206	246	715	72	23.8
60	UEEN ST W AT BROCK	0	36	68	583	72	22.0
61	UEEN ST W AT OHARA		43	98	428	72	9.8
62	UEEN ST W AT LANSDOWNE	0	9	275	272	72	7.7
63	UEEN ST W AT SORAUREN		45	74	43	72	5.9
64	UEEN ST W AT TRILLER AVE	0	9	73	79	72	5.0
65	UEEN ST W AT RONCESVALLES		319	221	77	72	6.3
67	UEENSWAY AT GLENDALE	0	41	59	59	72	6.1
68	UEENSWAY AT COLBORNE LODGE DR		9	7	51	72	6.0
69	UEENSWAY AT ELLIS (1)		33	209	975	72	3.5
73	LAKE SHORE BLVD W OPP 2095	0			975	36	27.1
74	LAKE SHORE BLVD W AT 2155		5	89	9	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		9	53	858	36	23.8
77	LAKE SHORE BLVD W AT LOUISA		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		46		665	36	8.5
81	LAKE SHORE BLVD W AT HILLSIDE		21	37	649	36	8.0
82	LAKE SHORE BLVD W AT SYMONS	0	5	8	636	36	7.7
83	LAKE SHORE BLVD W AT ROYAL YORK		61	23	674	36	8.7
84	LAKE SHORE BLVD W AT FIRST	0	29	69	634	36	7.6
85	LAKE SHORE BLVD W AT 3RD	0	22	44	612	36	7.0
86	LAKE SHORE BLVD W AT 5TH	0	27	62	577	36	6.0
87	LAKE SHORE BLVD W AT ISLINGTON	0	77	68	586	36	6.3
88	LAKE SHORE BLVD W AT 10TH		29	65	550	36	5.3
89	LAKE SHORE BLVD W AT 13TH		22	44	528	36	4.7
90	LAKE SHORE BLVD W AT 15TH		7	5	520	36	4.4
91	LAKE SHORE BLVD W AT KIPLING	0	37	20	537	36	4.9
92	LAKE SHORE BLVD W AT 22ND	0	20	48	509	36	4.1
93	LAKE SHORE BLVD W AT 26TH		9	53	475	36	3.2
94	LAKE SHORE BLVD W AT 29TH		4	55	424	36	.8
95	LAKE SHORE BLVD W AT 30TH		3	73	364	36	.1
96	LAKE SHORE BLVD W AT LONG BRANCH	0		84	290	36	8.1
97	LAKE SHORE BLVD W AT 37TH			21	69	36	4.7
98	LOOP (LONG BRANCH) AT LAKE SHORE BLVD W	0		69		36	.0
TOTALS	FOR PERIOD 3: 15:00 TO 18:59	0	8996	8996	6754	5400	9.8

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN

ROUTING CODE(S): A0, B0,

OUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:22 TO 25:15)
STOP CARD: 35 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299

OMMENTS: 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 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 = 24.9

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN

ROUTING CODE(S): A0, B0,

OUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:22 TO 25:15)
STOP CARD: 35 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299

OMMENTS: 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
	UEEN ST E AT NEVILLE PARK				4	45	.9
2	UEEN ST E AT SILVER BIRCH	0	23		63	45	.4
3	UEEN ST E AT SPRUCE HILL		35		98	45	2.2
41	UEEN ST E AT GLEN MANOR	0	9		7	45	2.6
5	UEEN ST E AT WINEVA	0	27	4	30	45	2.9
6	UEEN ST E AT LEE	0	34	2	52	45	3.4
7	UEEN ST E AT WAVERLEY		3	8	75	45	3.9
8	UEEN ST E AT ELMER	0	23	4	94	45	4.3
9	UEEN ST E AT WOODBINE AVE	0	42	5	221	45	4.9
	UEEN ST E AT LOCKWOOD	0	5	5	221	45	4.9
	UEEN ST E AT KINGSTON RD		44	4	251	45	5.6
3	UEEN ST E AT COXWELL	0	70	9	302	45	6.7
4	UEEN ST E AT KENT		21	6	37	45	7.0
5	UEEN ST E AT CONNAUGHT	0	9	5	331	45	7.4
6	UEEN ST E AT GREENWOOD	0	27	5	343	45	7.6
7	UEEN ST E AT ALTON	0	6	7	342	45	7.6
8	UEEN ST E AT LESLIE	0	39	9	362	45	8.0
9	UEEN ST E AT JONES	0	50	9	393	45	8.7
20	UEEN ST E AT BROOKLYN		23	9	47	45	9.0
21	UEEN ST E AT PAPE	0	32	3	436	45	9.7
22	UEEN ST E AT CARLAW		92	42	486	45	.8
23	UEEN ST E AT LOGAN		61	9	538	45	2.0
24	UEEN ST E AT EMPIRE	0	4	7	545	45	2.1
25	UEEN ST E AT BOULTON	0	9	6	548	45	2.2
26	UEEN ST E AT BROADVIEW	0	62	49	561	45	2.5
27	UEEN ST E AT CARROLL	0	22	6	567	45	2.6
28	UEEN ST E AT RIVER	0	31	21	577	45	2.8
29	UEEN ST E AT SUMACH		32	9	6	45	3.3
30	UEEN ST E AT SACKVILLE		8	8	6	45	3.6
31	UEEN ST E AT PARLIAMENT		57	34	633	45	4.1
32	UEEN ST E AT ONTARIO		49	2	670	45	4.9
33	UEEN ST E AT SHERBOURNE	0	73	36	707	45	5.7
34	UEEN ST E AT JARVIS ST	0	58	25	740	45	6.4
35	UEEN ST E AT CHURCH	0	50	34	756	45	6.8
36	UEEN ST E AT VICTORIA	0	32	75	713	45	5.8
37	UEEN ST E AT YONGE ST		353	259	87	45	7.9
38	UEEN ST W AT BAY ST	0	258	34	31	45	22.9
39	UEEN ST W AT YORK ST	0	38	2	57	45	23.5
40	UEEN ST W AT UNIVERSITY AVE	0	216	74	99	45	26.6
41	UEEN ST W AT SIMCOE		60	31	228	45	27.3
42	UEEN ST W AT JOHN ST	0	25	2	241	45	27.6
43	UEEN ST W AT SOHO		60	50	251	45	27.8
44	UEEN ST W AT SPADINA AVE	0	61	69	243	45	27.6
45	UEEN ST W AT AUGUSTA	0	53	73	223	45	27.2
46	UEEN ST W AT BATHURST ST		50	66	207	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,

OUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:22 TO 25:15)
STOP CARD: 35 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299

OMMENTS: 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	UEEN ST W AT PALMERSTON	0	21	69	59	45	25.8
48	UEEN ST W AT CLAREMONT	0	28	76		45	24.7
49	UEEN ST W AT STRACHAN		22	43	90	45	24.2
50	UEEN ST W AT SHAW		20	61	49	45	23.3
51	UEEN ST W AT OSSINGTON AVE	0	43	3	989	45	22.0
52	UEEN ST W AT DOVERCOURT	0	8	22	875	45	9.4
54	UEEN ST W AT GLADSTONE		24		788	45	7.5
59	UEEN ST W AT DUFFERIN ST	0	52	97	743	45	6.5
60	UEEN ST W AT BROCK	0	20	73	690	45	5.3
61	UEEN ST W AT OHARA			98	602	45	3.4
62	UEEN ST W AT LANSDOWNE		30	4	518	45	.5
63	UEEN ST W AT SORAUREN			78	451	45	.0
64	UEEN ST W AT TRILLER AVE	0	5	27	429	45	9.5
65	UEEN ST W AT RONCESVALLES		59	97	491	45	.9
67	UEENSWAY AT GLENDALE	0	8	23	486	45	.8
68	UEENSWAY AT COLBORNE LODGE DR		2	3	485	45	.8
69	UEENSWAY AT ELLIS (1)	0	9	75	419	45	9.3
73	LAKE SHORE BLVD W OPP 2095	0			419	22	9.0
74	LAKE SHORE BLVD W AT 2155		4	46	377	22	7.1
75	LAKE SHORE BLVD W AT PARK LAWN	0	50	35	392	22	7.8
76	LAKE SHORE BLVD W AT LEGION RD		3	2	374	22	7.0
77	LAKE SHORE BLVD W AT LOUISA		6	29	351	22	6.0
78	LAKE SHORE BLVD W AT BURLINGTON	0		41	320	22	4.5
79	LAKE SHORE BLVD W AT SUPERIOR	0	6	24	312	22	4.2
80	LAKE SHORE BLVD W AT MIMICO		24	27	309	22	4.0
81	LAKE SHORE BLVD W AT HILLSIDE		7	6	3	22	3.6
82	LAKE SHORE BLVD W AT SYMONS	0	6	7	299	22	3.6
83	LAKE SHORE BLVD W AT ROYAL YORK		22		3	22	4.1
84	LAKE SHORE BLVD W AT FIRST	0	9	35	294	22	3.4
85	LAKE SHORE BLVD W AT 3RD	0	3	2	276	22	2.5
86	LAKE SHORE BLVD W AT 5TH	0		27	259	22	.8
87	LAKE SHORE BLVD W AT ISLINGTON	0	6	28	247	22	.2
88	LAKE SHORE BLVD W AT 10TH		8	23	232	22	.5
89	LAKE SHORE BLVD W AT 13TH		4	23	213	22	9.7
90	LAKE SHORE BLVD W AT 15TH			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		3	7	86	22	8.5
93	LAKE SHORE BLVD W AT 26TH		5	3	61	22	7.3
94	LAKE SHORE BLVD W AT 29TH		2	8	45	22	6.6
95	LAKE SHORE BLVD W AT 30TH		3	22	26	22	5.7
96	LAKE SHORE BLVD W AT LONG BRANCH	0		3	95	22	4.3
97	LAKE SHORE BLVD W AT 37TH			29	66	22	3.0
98	LOOP (LONG BRANCH) AT LAKE SHORE BLVD W	0		66		22	.0
TOTALS	FOR PERIOD 4: 19:00 TO 21:59	0	3486	3486	44477	3362	3.2

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,

OUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:22 TO 25:15)
STOP CARD: 35 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299

OMMENTS: 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,

OUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:22 TO 25:15)
STOP CARD: 35 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299

OMMENTS: 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	UEEN ST E AT NEVILLE PARK		29		29	4	.7
21	UEEN ST E AT SILVER BIRCH	0			38	41	.9
31	UEEN ST E AT SPRUCE HILL		7		55	4	.3
4	UEEN ST E AT GLEN MANOR	0	8		63	41	.5
51	UEEN ST E AT WINEVA	0		5	69	41	.7
6	UEEN ST E AT LEE		9	2	76	4	.9
71	UEEN ST E AT WAVERLEY		4		89	4	2.2
8	UEEN ST E AT ELMER	0	7		96	41	2.3
9	UEEN ST E AT WOODBINE AVE	0	23	5	4	4	2.8
	UEEN ST E AT LOCKWOOD	0	7	2	9	4	2.9
	UEEN ST E AT KINGSTON RD		44	8	55	41	3.8
3	UEEN ST E AT COXWELL		42	5	92	41	4.7
4	UEEN ST E AT KENT		6	2	96	41	4.8
5	UEEN ST E AT CONNAUGHT	0		5	201	4	4.9
6	UEEN ST E AT GREENWOOD	0	21	4	218	4	5.3
7	UEEN ST E AT ALTON	0	6	5	219	4	5.3
8	UEEN ST E AT LESLIE	0	23	5	237	4	5.8
9	UEEN ST E AT JONES		40	2	275	41	6.7
20	UEEN ST E AT BROOKLYN		9	4	280	41	6.8
21	UEEN ST E AT PAPE	0	2	2	290	4	7.1
22	UEEN ST E AT CARLAW		20	6	294	41	7.2
23	UEEN ST E AT LOGAN			3	32	41	7.4
24	UEEN ST E AT EMPIRE	0	2		313	4	7.6
25	UEEN ST E AT BOULTON		9	7	325	41	7.9
26	UEEN ST E AT BROADVIEW		54	30	349	41	8.5
27	UEEN ST E AT CARROLL	0	25	5	369	4	9.0
28	UEEN ST E AT RIVER	0	7	9	377	4	9.2
29	UEEN ST E AT SUMACH		4	7	384	41	9.4
30	UEEN ST E AT SACKVILLE		2	5	391	41	9.5
31	UEEN ST E AT PARLIAMENT		29	20	4	41	9.8
32	UEEN ST E AT ONTARIO		23	2	4	41	.0
33	UEEN ST E AT SHERBOURNE	0	43	27	427	4	.4
34	UEEN ST E AT JARVIS ST	0	31	7	441	4	.8
35	UEEN ST E AT CHURCH	0	50	6	475	4	.6
36	UEEN ST E AT VICTORIA	0	2	26	461	4	.2
37	UEEN ST E AT YONGE ST	0	71	65	467	4	.4
38	UEEN ST W AT BAY ST	0	86	21	532	4	3.0
39	UEEN ST W AT YORK ST	0	5	7	540	4	3.2
40	UEEN ST W AT UNIVERSITY AVE	0	36	64	612	4	4.9
41	UEEN ST W AT SIMCOE		37	4	635	41	5.5
42	UEEN ST W AT JOHN ST	0	82	49	668	4	6.3
43	UEEN ST W AT SOHO		34	21	681	41	6.6
44	UEEN ST W AT SPADINA AVE	0		69	722	4	7.6
45	UEEN ST W AT AUGUSTA	0	24	30	716	4	7.5
46	UEEN ST W AT BATHURST ST	0	72	69	719	4	7.5

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,

OUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:22 TO 25:15)
STOP CARD: 35 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299

OMMENTS: 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	UEEN ST W AT PALMERSTON	0	4	24	709	4	7.3
48	UEEN ST W AT CLAREMONT	0	7	51	675	4	6.5
49	UEEN ST W AT STRACHAN		4	21	668	41	6.3
50	UEEN ST W AT SHAW		8	28	648	41	5.8
51	UEEN ST W AT OSSINGTON AVE	0	39	74	613	4	5.0
52	UEEN ST W AT DOVERCOURT	0	3	66	560	4	3.7
54	UEEN ST W AT GLADSTONE			71	499	41	2.2
59	UEEN ST W AT DUFFERIN ST	0	32	81	450	4	.0
60	UEEN ST W AT BROCK	0	6	24	432	4	.5
61	UEEN ST W AT OHARA			55	378	41	9.2
62	UEEN ST W AT LANSDOWNE	0	2	90	300	4	7.3
63	UEEN ST W AT SORAUREN		4	45	259	41	6.3
64	UEEN ST W AT TRILLER AVE	0		7	242	4	5.9
65	UEEN ST W AT RONCESVALLES		52	42	252	41	6.1
67	UEENSWAY AT GLENDALE	0		8	255	4	6.2
68	UEENSWAY AT COLBORNE LODGE DR				254	41	6.2
69	UEENSWAY AT ELLIS (1)		6	48	22	41	5.2
73	LAKE SHORE BLVD W OPP 2095	0	3		215	2	.8
74	LAKE SHORE BLVD W AT 2155		5	5	25	20	.3
75	LAKE SHORE BLVD W AT PARK LAWN	0	25	3	217	2	.9
76	LAKE SHORE BLVD W AT LEGION RD			4	23	20	.7
77	LAKE SHORE BLVD W AT LOUISA		4	8	99	20	.0
78	LAKE SHORE BLVD W AT BURLINGTON	0	3	6	86	2	9.3
79	LAKE SHORE BLVD W AT SUPERIOR	0	2		77	2	8.9
80	LAKE SHORE BLVD W AT MIMICO			5	72	20	8.6
81	LAKE SHORE BLVD W AT HILLSIDE			7	55	20	7.8
82	LAKE SHORE BLVD W AT SYMONS	0		4	51	2	7.6
83	LAKE SHORE BLVD W AT ROYAL YORK		7	8	50	20	7.5
84	LAKE SHORE BLVD W AT FIRST	0	5		45	2	7.3
85	LAKE SHORE BLVD W AT 3RD	0		9	36	2	6.8
86	LAKE SHORE BLVD W AT 5TH	0		9	27	2	6.4
87	LAKE SHORE BLVD W AT ISLINGTON	0	7	2	4	2	5.7
88	LAKE SHORE BLVD W AT 10TH			7	98	2	4.9
89	LAKE SHORE BLVD W AT 13TH			7	8	2	4.1
90	LAKE SHORE BLVD W AT 15TH				8	2	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		88	20	4.4
93	LAKE SHORE BLVD W AT 26TH		2	5	75	2	3.8
94	LAKE SHORE BLVD W AT 29TH			5	6	2	3.0
95	LAKE SHORE BLVD W AT 30TH			3	47	2	2.4
96	LAKE SHORE BLVD W AT LONG BRANCH	0		2	36	20	.8
97	LAKE SHORE BLVD W AT 37TH				26	2	.3
98	LOOP (LONG BRANCH) AT LAKE SHORE BLVD W	0		26		9	.0
TOTALS	FOR PERIOD 5: 22:00 TO 30:59	0	828	828	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,

OUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:22 TO 25:15)
STOP CARD: 35 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299

OMMENTS: 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,

OUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:22 TO 25:15)
STOP CARD: 35 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299

OMMENTS: 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	UEEN ST E AT NEVILLE PARK	0	480		480	321	.5
2	UEEN ST E AT SILVER BIRCH	0	282	4	758	321	2.4
3	UEEN ST E AT SPRUCE HILL	0	382	9	31	321	3.5
4	UEEN ST E AT GLEN MANOR	0	250	9	372	321	4.3
5	UEEN ST E AT WINEVA	0	315	83	504	321	4.7
6	UEEN ST E AT LEE	0	299	7	733	321	5.4
7	UEEN ST E AT WAVERLEY	0	343	92	984	321	6.2
8	UEEN ST E AT ELMER	0	251	52	2183	321	6.8
9	UEEN ST E AT WOODBINE AVE	0	319	36	2366	321	7.4
10	UEEN ST E AT LOCKWOOD	0	248	68	2546	321	7.9
11	UEEN ST E AT KINGSTON RD	0	362	96	2812	321	8.8
13	UEEN ST E AT COXWELL	0	501	59	3154	321	9.8
14	UEEN ST E AT KENT	0	206	57	3303	321	.3
15	UEEN ST E AT CONNAUGHT	0	264	5	3452	321	.8
16	UEEN ST E AT GREENWOOD	0	371	79	3744	321	.7
17	UEEN ST E AT ALTON	0	24	3	3837	321	2.0
18	UEEN ST E AT LESLIE	0	299	40	3996	321	2.4
19	UEEN ST E AT JONES	0	433	5	4314	321	3.4
20	UEEN ST E AT BROOKLYN	0	223	59	4478	321	4.0
21	UEEN ST E AT PAPE	0	283	7	4691	321	4.6
22	UEEN ST E AT CARLAW	0	667	32	5056	321	5.8
23	UEEN ST E AT LOGAN	0	488		5444	321	7.0
24	UEEN ST E AT EMPIRE	0	53	39	5558	321	7.3
25	UEEN ST E AT BOULTON	0	87	99	5646	321	7.6
26	UEEN ST E AT BROADVIEW	0	439	389	5696	321	7.7
27	UEEN ST E AT CARROLL	0	257	28	5735	321	7.9
28	UEEN ST E AT RIVER	0	364	25	5894	321	8.4
29	UEEN ST E AT SUMACH	0	364	2	6146	321	9.1
30	UEEN ST E AT SACKVILLE	0	310	79	6377	321	9.9
31	UEEN ST E AT PARLIAMENT	0	542	233	6686	321	20.8
32	UEEN ST E AT ONTARIO	0	367	87	6966	321	21.7
33	UEEN ST E AT SHERBOURNE	0	643	328	7281	321	22.7
34	UEEN ST E AT JARVIS ST	0	433	243	7471	321	23.3
35	UEEN ST E AT CHURCH	0	392	375	7488	321	23.3
36	UEEN ST E AT VICTORIA	0	333	42	6679	321	20.8
37	UEEN ST E AT YONGE ST	0	2197	2250	6626	321	20.6
38	UEEN ST W AT BAY ST	0	357	569	7414	321	23.1
39	UEEN ST W AT YORK ST	0	265	32	7367	321	23.0
40	UEEN ST W AT UNIVERSITY AVE	0	590	720	8237	321	25.7
41	UEEN ST W AT SIMCOE	0	423	238	8422	321	26.2
42	UEEN ST W AT JOHN ST	0	547	775	8194	321	25.5
43	UEEN ST W AT SOHO	0	285	59	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,

OUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:22 TO 25:15)
STOP CARD: 35 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299

OMMENTS: 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

ROUTE STOP	LOCATION	STARTS	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
44	UEEN ST W AT SPADINA AVE	0	955	513	7412	321	23.1
45	UEEN ST W AT AUGUSTA	0	261	585	7088	321	22.1
46	UEEN ST W AT BATHURST ST	0	784	58	6814	321	21.2
47	UEEN ST W AT PALMERSTON	0	63	355	6622	321	20.6
48	UEEN ST W AT CLAREMONT	0	49	502	6269	321	9.5
49	UEEN ST W AT STRACHAN	0	60	374	6055	321	8.9
50	UEEN ST W AT SHAW	0	6	409	5762	321	8.0
51	UEEN ST W AT OSSINGTON AVE	0	397	762	5397	321	6.8
52	UEEN ST W AT DOVERCOURT	0	83	530	4950	321	5.4
54	UEEN ST W AT GLADSTONE	0	48	588	4510	321	4.0
59	UEEN ST W AT DUFFERIN ST	0	522	671	4361	321	3.6
60	UEEN ST W AT BROCK	0	8	392	4087	321	2.7
61	UEEN ST W AT OHARA	0	8	495	3710	321	.6
62	UEEN ST W AT LANSDOWNE	0	375	764	3321	321	.3
63	UEEN ST W AT SORAUREN	0	25	456	2990	321	9.3
64	UEEN ST W AT TRILLER AVE	0	22	75	2837	321	8.8
65	UEEN ST W AT RONCESVALLES	0	895	739	2993	321	9.3
67	UEENSWAY AT GLENDALE	0	72	256	2909	321	9.1
68	UEENSWAY AT COLBORNE LODGE DR	0	6	65	2860	321	8.9
69	UEENSWAY AT ELLIS (1)	0	9	490	2489	321	7.8
73	LAKE SHORE BLVD W OPP 2095	0	30		2492	60	5.6
74	LAKE SHORE BLVD W AT 2155	0	64	217	2339	60	4.6
75	LAKE SHORE BLVD W AT PARK LAWN	0	360	84	2515	60	5.7
76	LAKE SHORE BLVD W AT LEGION RD	0	46	2	2459	60	5.4
77	LAKE SHORE BLVD W AT LOUISA	0	60	26	2393	60	5.0
78	LAKE SHORE BLVD W AT BURLINGTON	0	50	87	2356	60	4.7
79	LAKE SHORE BLVD W AT SUPERIOR	0	62	73	2345	60	4.7
80	LAKE SHORE BLVD W AT MIMICO	0	212	321	2236	60	4.0
81	LAKE SHORE BLVD W AT HILLSIDE	0		96	2251	60	4.1
82	LAKE SHORE BLVD W AT SYMONS	0	49	51	2249	60	4.1
83	LAKE SHORE BLVD W AT ROYAL YORK	0	252	65	2436	60	5.2
84	LAKE SHORE BLVD W AT FIRST	0	35	218	2353	60	4.7
85	LAKE SHORE BLVD W AT 3RD	0	69	7	2305	60	4.4
86	LAKE SHORE BLVD W AT 5TH	0	3	96	2222	60	3.9
87	LAKE SHORE BLVD W AT ISLINGTON	0	250	238	2234	60	4.0
88	LAKE SHORE BLVD W AT 10TH	0	23	92	2165	60	3.5
89	LAKE SHORE BLVD W AT 13TH	0	2	30	2137	60	3.4
90	LAKE SHORE BLVD W AT 15TH	0	21	68	2090	60	3.1
91	LAKE SHORE BLVD W AT KIPLING	0	437	646	881	60	.8
92	LAKE SHORE BLVD W AT 22ND	0	74	63	792	60	.2
93	LAKE SHORE BLVD W AT 26TH	0	90	72	710	60	.7
94	LAKE SHORE BLVD W AT 29TH	0	26	49	587	60	9.9

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN

ROUTING CODE(S): A0, B0,

OUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:22 TO 25:15)
STOP CARD: 35 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299

OMMENTS: 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

ROUTE STOP	LOCATION	STARTS	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
95	LAKE SHORE BLVD W AT 30TH	0	58	260	385	60	8.7
96	LAKE SHORE BLVD W AT LONG BRANCH	0	24	239	70	60	7.3
97	LAKE SHORE BLVD W AT 37TH	0	1	454	717	60	4.5
98	LOOP (LONG BRANCH) AT LAKE SHORE BLVD W	0		7		59	0.0
TOTALS FOR WESTBOUND ALL DAY		–	27528	27528	347446	24061	4.4

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN

ROUTING CODE(S): A0, B0,

OUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 05:22 TO 25:15)
STOP CARD: 35 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299

OMMENTS: 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

PERIOD RIDING INDEX	=	4.4	(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,

OUNT: 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

OMMENTS: 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: 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		KK		K.
2	LAHE S/ ORE BLVD W AT 37T/	0			5K	11	K.9
3	LAHE S/ ORE BLVD W AT LONG BRANC/	0	27		80	11	7.3
K	LAHE S/ ORE BLVD W AT 31ST	0	8	3	95	11	8.6
5	LAHE S/ ORE BLVD W AT 28T/	0	2		6		9.6
6	LAHE S/ ORE BLVD W AT 27T/	0	20	2	2K		.3
7	LAHE S/ ORE BLVD W AT 23RD	0	9		1K2		2.9
8	LAHE S/ ORE BLVD W AT HIPLING	0	6	66	92	11	8.K
9	LAHE S/ ORE BLVD W AT 15T/	0	5		96		8.7
10	LAHE S/ ORE BLVD W AT 13T/		20		5		.5
11	LAHE S/ ORE BLVD W AT 10T/		32	K	1K3		3.0
12	LAHE S/ ORE BLVD W AT 7T/		20	K	59		K.5
13	LAHE S/ ORE BLVD W AT 5T/		7	5	71		5.5
1K	LAHE S/ ORE BLVD W AT 3RD		3	3	81		6.5
15	LAHE S/ ORE BLVD W AT FIRST		5	5	81		6.5
16	LAHE S/ ORE BLVD W AT ROYAL YORH			3	89		7.2
17	LAHE S/ ORE BLVD W AT MILES			7	92		7.5
18	LAHE S/ ORE BLVD W AT NORRIS		9	20	91		7.K
19	LAHE S/ ORE BLVD W AT MIMICO		6	3	9K		7.6
20	LAHE S/ ORE BLVD W AT SUPERIOR		20		203		8.5
21	LAHE S/ ORE BLVD W AT BURLINGTON		2K	2	225		20.5
22	LAHE S/ ORE BLVD W AT LOUISA		K	2	237		21.5
23	LAHE S/ ORE BLVD W AT LEGION RD		32	2	267		2K.3
2K	LAHE S/ ORE BLVD W AT PARH LAWN		35	7	285		25.9
27	PARH LAWN AT LAHE S/ ORE BLVD W					9	.2
28	PARH LAWN OPP 77		8		19	9	2.1
29	PARH LAWN AT GARDINER EXPRESSWAY EB RAMP		K		23	9	2.6
30	PARH LAWN AT GARDINER EXPRESSWAY WB RAMP		1		2K	9	2.7
31	QUEENSWAY AT PARH LAWN				33	9	3.7
32	UEENSWAY AT ALDGATE		0		33	9	3.7
33	UEENSWAY AT STEP/ EN		3		36	9	K.0
3K	UEENSWAY AT PLAZA (E OF STEP/ EN)		K		K	9	K.K
35	UEENSWAY AT SOUT/ HINGSWAY		2		K2	9	K.7
36	LAHE S/ ORE BLVD W OPP 2155 (C/ RISTIES)		25		310		28.2
37	LAHE S/ ORE BLVD W AT 2095		37	3	3KK		31.3
38	LAHE S/ ORE BLVD W AT MARINE PARADE DR E		6	K	356		32.K
39	LAHE S/ ORE BLVD W AT PALACE PIER		1		356		32.K
K	UEENSWAY AT WINDERMERE (1)		K		K6	9	5.1
K	WINDERMERE AT QUEENSWAY		2		357		32.5
K2	UEENSWAY AT WINDERMERE (1)		7K	5	K72	20	23.6
K3	UEENSWAY AT ELLIS (1)		23		K9K	20	2K.7
KK	UEENSWAY AT COLBORNE LODGE DR(1)		0		K9K	2	2K.7
K5	UEENSWAY AT GLENDALE		5	3	K96	20	2K.8
K7	UEENSWAY AT RONCESVALLES		K1		K37	2	21.9

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,

OUNT: 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

OMMENTS: 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		29		K65	20	23.3
K9	UEEN ST W AT DOWLING		35	6	K9K	20	2K.7
50	UEEN ST W AT JAMESON		58	3K	518	20	25.9
51	UEEN ST W AT DUNN		K0	9	5K9	2	27.5
52	UEEN ST W AT BROCH		26	5	570	20	28.5
53	UEEN ST W AT DUFFERIN ST		73	52	591	20	29.6
59	UEEN ST W AT GLADSTONE		59		7K	20	37.0
6	UEEN ST W AT ABELL ST		55	8	887	20	KK.K
61	UEEN ST W AT DOVERCOURT		67	2	952	20	K7.6
62	UEEN ST W AT OSSINGTON AVE		K9	37	96K	2	K8.2
63	UEEN ST W AT S/ AW		33		986	20	K9.3
6K	UEEN ST W AT STRAC/ AN		36	5		20	50.K
65	UEEN ST W AT NIAGARA		56		7 52	20	52.6
66	UEEN ST W AT TECUMSET/		32	K	70	20	53.5
67	UEEN ST W AT BAT/ URST ST		68	80	58	20	52.9
68	UEEN ST W AT AUGUSTA		36	28	66	20	53.3
69	UEEN ST W AT SPADINA AVE		75	2K	7	20	50.9
70	UEEN ST W AT PETER ST		2K	K5	996	20	K9.8
71	UEEN ST W AT JO/ ST		29	87	938	20	K6.9
72	UEEN ST W AT UNIVERSITY AVE		71	288	721	20	36.1
73	QUEEN ST W AT YORH ST		5	75	65	2	32.6
7K	UEEN ST W AT BAY ST		21	62	510	20	25.5
75	UEEN ST W AT YONGE ST		63	65	58	20	25.K
76	UEEN ST E AT VICTORIA		91	KK	555	20	27.8
77	UEEN ST E AT C/ URC/		8	39	53K	20	26.7
78	UEEN ST E AT JARVIS ST		2	57	K89	20	2K.5
79	UEEN ST E AT S/ ERBOURNE		7	6K	KK2	2	22.1
80	UEEN ST E AT ONTARIO		K	22	K2K	2	21.2
81	UEEN ST E AT PARLIAMENT		6	K8	392	20	9.6
82	QUEEN ST E AT SACHVILLE		6	35	363	2	8.2
83	UEEN ST E AT SUMAC/		K	5K	3 3	2	5.7
8K	UEEN ST E AT RIVER		2	28	297	20	K.9
85	UEEN ST E AT CARROLL		K	20	28	2	K.
86	UEEN ST E AT BROADVIEW		21	29	273	20	3.7
87	UEEN ST E AT SAULTER		5	9	269	2	3.5
88	UEEN ST E AT EMPIRE		3	6	256	2	2.8
89	UEEN ST E AT LOGAN		9	K2	223	2	.2
90	UEEN ST E AT CARLAW		8	85	56	20	7.8
91	UEEN ST E AT PAPE		K1	6	KK	2	7.2
92	UEEN ST E AT CAROLINE		21	7	39	2	7.0
93	UEEN ST E AT JONES		61	3	32	2	6.6
9K	UEEN ST E AT LESLIE		K	30	6	20	5.8
95	UEEN ST E AT LAING		21	9	9	2	5.5
96	UEEN ST E AT GREENWOOD		51	K		2	5.0
97	UEEN ST E AT CONNAUG/ T		7	K	93	2	K.7

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,

OUNT: 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

OMMENTS: 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	UEEN ST E AT WOODWARD			2	2	20	5.1
99	UEEN ST E AT COXWELL		6	9	89	2	K.5
100	QUEEN ST E AT HINGSTON RD	0	8	5	82	2	K.
101	UEEN ST E AT SARA/ AS/ BRIDGE	0	8	7	83	2	K.2
102	UEEN ST E AT WOODBINE AVE	0	3		85	20	K.3
103	QUEEN ST E AT HIPPENDAVIE	0	K	6	83	2	K.2
10K	UEEN ST E AT WAVERLEY	0	3	K	72	2	3.6
105	UEEN ST E AT LEE	0	K		66	2	3.3
106	UEEN ST E AT WINEVA	0	22	6	72	20	3.6
107	UEEN ST E AT SCARBORO BEAC/	0	0	8	6K	2	3.2
108	UEEN ST E AT MACLEAN	0	0	6	58	2	2.9
109	UEEN ST E AT BEEC/	0	0	29	29	2	.5
110	UEEN ST E AT SILVER BIRC/	0		2	7	2	.9
111	UEEN ST E AT NEVILLE PARH	0		2		2	.3
112	UEEN ST E AT NEVILLE PARH	0		5		2	.0
TOTALS FOR PERIOD 1: 08:17			2KK9	2KK9	33506	1709	9.6

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RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN

ROUTING CODE(S): A0, B0,

OUNT: 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

OMMENTS: 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 = 9.6 (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,

OUNT: 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

OMMENTS: 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		61	10	6.1
2	LAHE S/ ORE BLVD W AT 37T/	0	23		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	22		2.2
5	LAHE S/ ORE BLVD W AT 28T/	0		3	29		2.9
6	LAHE S/ ORE BLVD W AT 27T/	0	6	7	38		3.8
7	LAHE S/ ORE BLVD W AT 23RD	0	5	6	1K7		1K.7
8	LAHE S/ ORE BLVD W AT HIPLING	0	5K	22	79		7.9
9	LAHE S/ ORE BLVD W AT 15T/	0	7		186		8.6
10	LAHE S/ ORE BLVD W AT 13T/			9	88		8.8
11	LAHE S/ ORE BLVD W AT 10T/			20	79		7.9
12	LAHE S/ ORE BLVD W AT 7T/		30	6	93		9.3
13	LAHE S/ ORE BLVD W AT 5T/		3	5	91		9.1
1K	LAHE S/ ORE BLVD W AT 3RD		81	K	85		8.5
15	LAHE S/ ORE BLVD W AT FIRST		20		9K		9.K
16	LAHE S/ ORE BLVD W AT ROYAL YORH		51	9	9		9.0
17	LAHE S/ ORE BLVD W AT MILES		51	7	88		8.8
18	LAHE S/ ORE BLVD W AT NORRIS		91	K	83		8.3
19	LAHE S/ ORE BLVD W AT MIMICO		5	32	66		6.6
20	LAHE S/ ORE BLVD W AT SUPERIOR		7	20	63		6.3
21	LAHE S/ ORE BLVD W AT BURLINGTON		20	K	69		6.9
22	LAHE S/ ORE BLVD W AT LOUISA		31	3	69		6.9
23	LAHE S/ ORE BLVD W AT LEGION RD		91	6	72		7.2
2K	LAHE S/ ORE BLVD W AT PARH LAWN			32	51		5.1
27	PARH LAWN AT LAHE S/ ORE BLVD W		7		7	9	.8
28	PARH LAWN OPP 77					9	.7
29	PARH LAWN AT GARDINER EXPRESSWAY EB RAMP					9	.7
30	PARH LAWN AT GARDINER EXPRESSWAY WB RAMP					9	.7
31	QUEENSWAY AT PARH LAWN		61	2		9	.1
32	UEENSWAY AT ALDGATE					9	.1
33	UEENSWAY AT STEP/ EN		5		1K	9	.6
3K	UEENSWAY AT PLAZA (E OF STEP/ EN)		7		2	9	2.2
35	UEENSWAY AT SOUT/ HINGSWAY		6 2		22	9	2.K
36	LAHE S/ ORE BLVD W OPP 2155 (C/ RISTIES)		6 31	K	52		5.2
37	LAHE S/ ORE BLVD W AT 2095		71	7	52		5.2
38	LAHE S/ ORE BLVD W AT MARINE PARADE DR E		3		15K		5.K
39	LAHE S/ ORE BLVD W AT PALACE PIER				53		5.3
K	UEENSWAY AT WINDERMERE (1)			K	8	9	2.0
K	WINDERMERE AT QUEENSWAY			3	5		5.1
K2	UEENSWAY AT WINDERMERE (1)		2K	6	87	9	9.8
K3	UEENSWAY AT ELLIS (1)		2		188	9	9.9
KK	UEENSWAY AT COLBORNE LODGE DR(1)		61	3	9	9	.1
K5	UEENSWAY AT GLENDALE		7	5	203	9	.7
K7	UEENSWAY AT RONCESVALLES		57	37	223	9	.7

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN

ROUTING CODE(S): A0, B0,

OUNT: 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

OMMENTS: 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		2K	2	2K5	9	2.9
K9	UEEN ST W AT DOWLING		27	6	256	9	3.5
50	UEEN ST W AT JAMESON		58	38	276	9	K.5
51	UEEN ST W AT DUNN		39	20	295	9	5.5
52	UEEN ST W AT BROCH		20	2	303	9	5.9
53	UEEN ST W AT DUFFERIN ST		68	57	31K	9	6.5
59	UEEN ST W AT GLADSTONE		30	2	332	9	7.5
60	UEEN ST W AT ABELL ST		33	5	360	9	8.9
61	UEEN ST W AT DOVERCOURT		2K	6	378	9	9.9
62	UEEN ST W AT OSSINGTON AVE		8K	3K	K28	9	22.5
63	UEEN ST W AT S/ AW		K9		K67	9	2K.6
6K	UEEN ST W AT STRAC/ AN		2K	22	K69	9	2K.7
65	UEEN ST W AT NIAGARA		52	2K	K97	9	26.2
66	UEEN ST W AT TECUMSET/		39	6	520	9	27.K
67	UEEN ST W AT BAT/ URST ST		96	K8	568	9	29.9
68	UEEN ST W AT AUGUSTA		83	32	619	9	32.6
69	UEEN ST W AT SPADINA AVE		158	90	687	19	36.2
70	UEEN ST W AT PETER ST		6	25	768	19	K0.K
71	UEEN ST W AT JO/ ST		81	51	798	9	K2.0
72	UEEN ST W AT UNIVERSITY AVE		30	266	662	19	3K.8
73	QUEEN ST W AT YORH ST		5K	23	693	9	36.5
7K	UEEN ST W AT BAY ST		5	67	7K	19	39.0
75	UEEN ST W AT YONGE ST		303	68	876	19	K6.1
76	UEEN ST E AT VICTORIA		85	6	9K5	9	K9.7
77	UEEN ST E AT C/ URC/		K5	27	963	9	50.7
78	UEEN ST E AT JARVIS ST		32	K0	955	19	50.3
79	UEEN ST E AT S/ ERBOURNE		36	65	926	9	K8.7
80	UEEN ST E AT ONTARIO		9	KK	901	9	K7.K
81	UEEN ST E AT PARLIAMENT		20	K8	873	9	K5.9
82	QUEEN ST E AT SACHVILLE			28	855	9	K5.0
83	UEEN ST E AT SUMAC/		3	31	837	9	KK.
8K	UEEN ST E AT RIVER		5	K2	810	9	K2.6
85	UEEN ST E AT CARROLL		31	22	819	9	K3.1
86	UEEN ST E AT BROADVIEW		52	60	811	9	K2.7
87	UEEN ST E AT SAULTER		23	30	80K	9	K2.3
88	UEEN ST E AT EMPIRE		K	21	787	9	K1.K
89	UEEN ST E AT LOGAN			60	737	9	38.8
90	UEEN ST E AT CARLAW		2K	3	658	9	3K.6
91	UEEN ST E AT PAPE		5	35	628	9	33.1
92	UEEN ST E AT CAROLINE		5	K2	59	9	31.1
93	UEEN ST E AT JONES		8	51	5K8	9	28.8
9K	UEEN ST E AT LESLIE			K9	510	9	26.8
95	UEEN ST E AT LAING		3	5	K98	9	26.2
96	UEEN ST E AT GREENWOOD		9	5K	K53	9	23.8
97	UEEN ST E AT CONNAUG/ T		K	9	KK8	9	23.6

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN

ROUTING CODE(S): A0, B0,

OUNT: 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

OMMENTS: 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	UEEN ST E AT WOODWARD			28	K3	19	22.6
99	UEEN ST E AT COXWELL			71	369	19	9.K
100	QUEEN ST E AT HINGSTON RD	0	27	51	3K5	19	8.2
101	UEEN ST E AT SARA/ AS/ BRIDGE	0	5	28	322	9	6.9
102	UEEN ST E AT WOODBINE AVE	0		K5	288	19	5.2
103	QUEEN ST E AT HIPPENDAVIE	0	6	3K	26	9	3.7
10K	UEEN ST E AT WAVERLEY	0	6	53	2 3	9	.2
105	UEEN ST E AT LEE	0	71	K5	75	9	9.2
106	UEEN ST E AT WINEVA	0	8	28	65	19	8.7
107	UEEN ST E AT SCARBORO BEAC/	0		22	KK	9	7.6
108	UEEN ST E AT MACLEAN	0			33	9	7.0
109	UEEN ST E AT BEEC/	0		K3		9	K.7
110	UEEN ST E AT SILVER BIRC/	0	2	35	57	9	3.0
111	UEEN ST E AT NEVILLE PARH	0		39	8	9	.9
112	UEEN ST E AT NEVILLE PARH	0		18		9	.0
TOTALS FOR PERIOD 2: 17:00			28KK	28KK	36615	1615	22.7

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RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN

ROUTING CODE(S): A0, B0,

OUNT: 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

OMMENTS: 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 LENGT/ = 12.9 STOPS
AVERAGE ONS4/E/ ICLE-STOP = 1.8
AVERAGE ONS4TRIP = 1K9.7

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN

ROUTING CODE(S): A0, B0,

OUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 08:03 TO 18:01)
STOP CARD: 35 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299

OMMENTS: 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	UEEN ST E AT NEVILLE PARK	0	70		70	21	3.3
2	UEEN ST E AT SILVER BIRCH	0	40			21	5.2
3	UEEN ST E AT SPRUCE HILL	0	35	2	43	21	6.8
4	UEEN ST E AT GLEN MANOR	0	23		66	21	7.9
5	UEEN ST E AT WINEVA	0	43	23	86	21	8.9
6	UEEN ST E AT LEE	0	23		209	21	.0
7	UEEN ST E AT WAVERLEY	0	37		246	21	.7
8	UEEN ST E AT ELMER	0	48		294	21	4.0
9	UEEN ST E AT WOODBINE AVE	0	47	5	336	21	6.0
10	UEEN ST E AT LOCKWOOD		42	2	376	21	7.9
11	UEEN ST E AT KINGSTON RD		55		430	21	20.5
13	UEEN ST E AT COXWELL		66	2	484	21	23.0
14	UEEN ST E AT KENT		36	6	514	21	24.5
15	UEEN ST E AT CONNAUGHT		27	3	528	21	25.1
16	UEEN ST E AT GREENWOOD		68	6	590	21	28.1
17	UEEN ST E AT ALTON		20		610	21	29.0
18	UEEN ST E AT LESLIE		44	6	648	21	30.9
19	UEEN ST E AT JONES		55	5	698	21	33.2
20	UEEN ST E AT BROOKLYN		45	8	735	21	35.0
21	UEEN ST E AT PAPE		51	5	781	21	37.2
22	UEEN ST E AT CARLAW		97	24	854	21	40.7
23	UEEN ST E AT LOGAN		49	7	896	21	42.7
24	UEEN ST E AT EMPIRE		15		911	21	43.4
25	UEEN ST E AT BOULTON		20	2	929	21	44.2
26	UEEN ST E AT BROADVIEW		28	34	923	21	44.0
27	UEEN ST E AT CARROLL		23	42	904	21	43.0
28	UEEN ST E AT RIVER		40	8	936	21	44.6
29	UEEN ST E AT SUMACH		29	9	956	21	45.5
30	UEEN ST E AT SACKVILLE		29	7	978	21	46.6
31	UEEN ST E AT PARLIAMENT		52	24		21	47.9
32	UEEN ST E AT ONTARIO		33	7	6	21	49.1
33	UEEN ST E AT SHERBOURNE		61	34	32	21	50.4
34	UEEN ST E AT JARVIS ST		40	45	59	21	50.2
35	UEEN ST E AT CHURCH		30	64	54	21	48.6
36	UEEN ST E AT VICTORIA		23	238	20	21	38.3
37	UEEN ST E AT YONGE ST		140	86	805	21	36.1
38	UEEN ST W AT BAY ST		54	28	759	21	32.6
39	UEEN ST W AT YORK ST		7	95	685	21	32.6
40	UEEN ST W AT UNIVERSITY AVE		157	2	597	2	28.4
41	UEEN ST W AT SIMCOE		69	33	652	21	31.0
42	UEEN ST W AT JOHN ST		9	70	688	21	32.8
43	UEEN ST W AT SOHO		7	79	637	21	30.3
44	UEEN ST W AT SPADINA AVE		25	52	565	2	26.9
45	UEEN ST W AT AUGUSTA		3	45	438	21	20.9
46	UEEN ST W AT BATHURST ST		43	4	396	2	8.9
					325	21	5.5

RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT

Report: TRIPS_DM - 002
Version: 002

ROUTE: 501 QUEEN
ROUTING CODE(S): A0, B0,

OUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 08:03 TO 18:01)
STOP CARD: 35 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299

OMMENTS: 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	UEEN ST W AT PALMERSTON		5	7	3 3	2	4.9
48	UEEN ST W AT CLAREMONT		6	24	295	2	4.0
49	UEEN ST W AT STRACHAN		6	23	278	2	3.2
50	UEEN ST W AT SHAW		5	36	247	2	.8
51	UEEN ST W AT OSSINGTON AVE		30	70	207	21	9.9
52	UEEN ST W AT DOVERCOURT		2	8	2	2	9.6
54	UEEN ST W AT GLADSTONE		51	9	87	2	8.9
59	UEEN ST W AT DUFFERIN ST		29	24	92	21	9.1
60	UEEN ST W AT BROCK		31	3	82	2	8.7
61	UEEN ST W AT OHARA		21	5	69	2	8.0
62	UEEN ST W AT LANSDOWNE		21	34	56	21	7.4
63	UEEN ST W AT SORAUREN		61	23	39	2	6.6
64	UEEN ST W AT TRILLER AVE		31	3	39	2	6.6
65	UEEN ST W AT RONCESVALLES		34	35	38	21	6.6
67	UEENSWAY AT GLENDALE		71	21	24	2	5.9
68	UEENSWAY AT COLBORNE LODGE DR			6	9	2	5.2
69	UEENSWAY AT ELLIS (1)		3	5	7	21	5.1
73	LAKE SHORE BLVD W OPP 2095				7		.7
74	LAKE SHORE BLVD W AT 2155		91		5		.5
75	LAKE SHORE BLVD W AT PARK LAWN		27		31		3.1
76	LAKE SHORE BLVD W AT LEGION RD		5		135		3.5
77	LAKE SHORE BLVD W AT LOUISA		51	7	33		3.3
78	LAKE SHORE BLVD W AT BURLINGTON		8	7	44		4.4
79	LAKE SHORE BLVD W AT SUPERIOR		6	7	53		5.3
80	LAKE SHORE BLVD W AT MIMICO			28	36		3.6
81	LAKE SHORE BLVD W AT HILLSIDE		6	3	49		4.9
82	LAKE SHORE BLVD W AT SYMONS		5		154		5.4
83	LAKE SHORE BLVD W AT ROYAL YORK				64		6.4
84	LAKE SHORE BLVD W AT FIRST		91	5	58		5.8
85	LAKE SHORE BLVD W AT 3RD		61	2	62		6.2
86	LAKE SHORE BLVD W AT 5TH		3	7	58		5.8
87	LAKE SHORE BLVD W AT ISLINGTON		91	5	52		5.2
88	LAKE SHORE BLVD W AT 10TH			5	57		5.7
89	LAKE SHORE BLVD W AT 13TH		71	3	6		6.1
90	LAKE SHORE BLVD W AT 15TH				52		5.2
91	LAKE SHORE BLVD W AT KIPLING		5	60	7		.7
92	LAKE SHORE BLVD W AT 22ND			6	2		.2
93	LAKE SHORE BLVD W AT 26TH		2	7	97		9.7
94	LAKE SHORE BLVD W AT 29TH		5	2	9		9.0
95	LAKE SHORE BLVD W AT 30TH		5	21	74		7.4
96	LAKE SHORE BLVD W AT LONG BRANCH		0	5	69		6.9
97	LAKE SHORE BLVD W AT 37TH		0	25	44		4.4
98	LOOP (LONG BRANCH) AT LAKE SHORE BLVD W			44			.0
TOTALS FOR PERIOD 1: 08:03			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,

OUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 08:03 TO 18:01)
STOP CARD: 35 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299

OMMENTS: 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,

OUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 08:03 TO 18:01)
STOP CARD: 35 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299

OMMENTS: 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	UEEN ST E AT NEVILLE PARK	0	28		28	20	.4
2	UEEN ST E AT SILVER BIRCH	0	20		48	20	2.4
3	UEEN ST E AT SPRUCE HILL	0	32		80	20	4.0
4	UEEN ST E AT GLEN MANOR	0	6	2	94	20	4.7
5	UEEN ST E AT WINEVA	0	28	6	6	20	5.3
6	UEEN ST E AT LEE	0	28	9	25	20	6.3
7	UEEN ST E AT WAVERLEY	0	30	2	43	20	7.2
8	UEEN ST E AT ELMER	0	7	7	53	20	7.7
9	UEEN ST E AT WOODBINE AVE	0	26	4	65	20	8.3
10	UEEN ST E AT LOCKWOOD		6	7	74	20	8.7
11	UEEN ST E AT KINGSTON RD		24	2	86	20	9.3
13	UEEN ST E AT COXWELL		42	2	216	20	.8
14	UEEN ST E AT KENT			6	221	20	.1
15	UEEN ST E AT CONNAUGHT		7	3	235	20	.8
16	UEEN ST E AT GREENWOOD		8	8	245	20	2.3
17	UEEN ST E AT ALTON		8	2	25	2	2.6
18	UEEN ST E AT LESLIE		21	3	259	20	3.0
19	UEEN ST E AT JONES		25	3	271	20	3.6
20	UEEN ST E AT BROOKLYN		6	8	279	20	4.0
21	UEEN ST E AT PAPE		8	6	291	20	4.6
22	UEEN ST E AT CARLAW		72	23	340	20	7.0
23	UEEN ST E AT LOGAN		59		389	20	9.5
24	UEEN ST E AT EMPIRE		4		393	20	9.7
25	UEEN ST E AT BOULTON		26	8	411	20	2.6
26	UEEN ST E AT BROADVIEW		46	31	426	20	2.3
27	UEEN ST E AT CARROLL		22		438	20	2.9
28	UEEN ST E AT RIVER		27		454	20	22.7
29	UEEN ST E AT SUMACH		53	7	500	20	25.0
30	UEEN ST E AT SACKVILLE		33	6	527	20	26.4
31	UEEN ST E AT PARLIAMENT		71	9	579	20	29.0
32	UEEN ST E AT ONTARIO		26	5	600	20	3.0
33	UEEN ST E AT SHERBOURNE		55	27	628	20	3.4
34	UEEN ST E AT JARVIS ST		49	21	656	20	32.8
35	UEEN ST E AT CHURCH		48	28	676	20	33.8
36	UEEN ST E AT VICTORIA		72	9	629	20	3.5
37	UEEN ST E AT YONGE ST		287	230	686	20	34.3
38	UEEN ST W AT BAY ST		85	32	839	20	42.0
39	UEEN ST W AT YORK ST		57	26	870	20	43.5
40	UEEN ST W AT UNIVERSITY AVE		70	64	976	20	48.8
41	UEEN ST W AT SIMCOE		37	9	994	20	49.7
42	UEEN ST W AT JOHN ST		73	69	998	20	49.9
43	UEEN ST W AT SOHO		44	59	983	20	49.2
44	UEEN ST W AT SPADINA AVE		35	48	970	20	48.5
45	UEEN ST W AT AUGUSTA		41	76	935	20	46.8
46	UEEN ST W AT BATHURST ST				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,

OUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 08:03 TO 18:01)
STOP CARD: 35 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299

OMMENTS: 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	UEEN ST W AT PALMERSTON		32	41	916	20	45.8
48	UEEN ST W AT CLAREMONT		20	64	872	20	43.6
49	UEEN ST W AT STRACHAN		29	51	850	20	42.5
50	UEEN ST W AT SHAW		5	48	817	20	40.9
51	UEEN ST W AT OSSINGTON AVE		28	3	742	20	37.1
52	UEEN ST W AT DOVERCOURT			95	658	20	32.9
54	UEEN ST W AT GLADSTONE		3	92	579	20	29.0
59	UEEN ST W AT DUFFERIN ST		56	87	548	20	27.4
60	UEEN ST W AT BROCK		5	57	506	20	25.3
61	UEEN ST W AT OHARA		2	65	453	20	22.7
62	UEEN ST W AT LANSDOWNE		30	72	411	20	20.6
63	UEEN ST W AT SORAUREN		2	42	381	20	9.1
64	UEEN ST W AT TRILLER AVE		1	30	352	2	7.6
65	UEEN ST W AT RONCESVALLES			66	387	20	9.4
67	UEENSWAY AT GLENDALE		6	5	378	2	8.9
68	UEENSWAY AT COLBORNE LODGE DR		4	3	379	2	9.0
69	UEENSWAY AT ELLIS (1)		8	60	327	2	6.4
73	LAKE SHORE BLVD W OPP 2095		0		327		32.7
74	LAKE SHORE BLVD W AT 2155		5	34	298		29.8
75	LAKE SHORE BLVD W AT PARK LAWN		21	25	294		29.4
76	LAKE SHORE BLVD W AT LEGION RD		4	9	279		27.9
77	LAKE SHORE BLVD W AT LOUISA		1	8	262		26.2
78	LAKE SHORE BLVD W AT BURLINGTON		5	20	247		24.7
79	LAKE SHORE BLVD W AT SUPERIOR		9	27	229		22.9
80	LAKE SHORE BLVD W AT MIMICO			28	211		21.1
81	LAKE SHORE BLVD W AT HILLSIDE		3		2 4		20.4
82	LAKE SHORE BLVD W AT SYMONS		2	6	2		20.0
83	LAKE SHORE BLVD W AT ROYAL YORK			8	203		20.3
84	LAKE SHORE BLVD W AT FIRST		71	7	93		9.3
85	LAKE SHORE BLVD W AT 3RD		51	8	9		9.0
86	LAKE SHORE BLVD W AT 5TH		71	8	79		7.9
87	LAKE SHORE BLVD W AT ISLINGTON		4	25	68		6.8
88	LAKE SHORE BLVD W AT 10TH		31	21	5		5.0
89	LAKE SHORE BLVD W AT 13TH		71	2	45		4.5
90	LAKE SHORE BLVD W AT 15TH		21	4	43		4.3
91	LAKE SHORE BLVD W AT KIPLING		34	25	52		5.2
92	LAKE SHORE BLVD W AT 22ND		41	4	42		4.2
93	LAKE SHORE BLVD W AT 26TH		61	4	34		3.4
94	LAKE SHORE BLVD W AT 29TH			6	8		.8
95	LAKE SHORE BLVD W AT 30TH		31	21			.0
96	LAKE SHORE BLVD W AT LONG BRANCH		1	23	78		7.8
97	LAKE SHORE BLVD W AT 37TH		0	26	52		5.2
98	LOOP (LONG BRANCH) AT LAKE SHORE BLVD W			52			.0
TOTALS FOR PERIOD 2: 17:02			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,

OUNT: 3169 ON 2017-MAY-08:**M-F** (FROM 08:03 TO 18:01)
STOP CARD: 35 OUNT COVERAGE/METHOD: **PART(GE95)/APC**
STOPS: 1 TO 299

OMMENTS: 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 B

Existing Traffic Counts

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Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Morning Peak Diagra

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

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

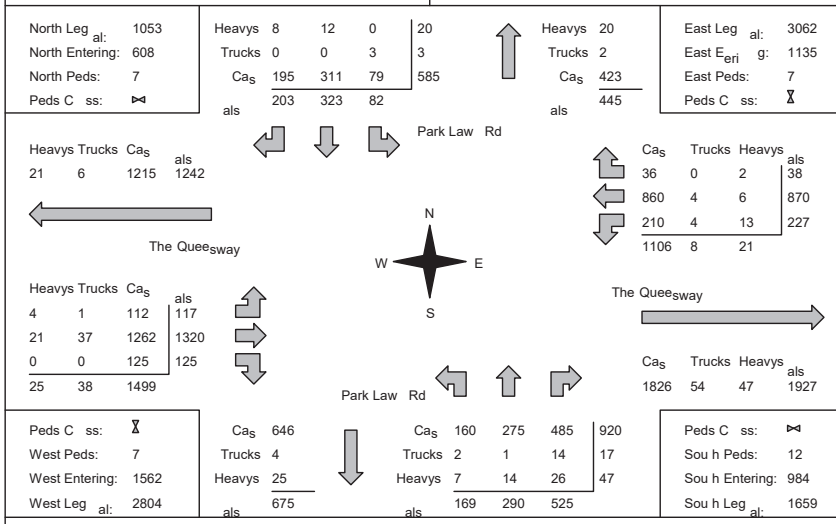
Municipality:
Site #: 1909300001
Inters ction: he Queensway & Park Lawn Rd
TFR File #: 1
Count d te: 6-Jun-19

W ther conditions:

Person counted:
Person prepared:
Person check d:

**** Signalized Inters ction ****

Major Road: he Queensway runs W/E



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Afternoon Pea iagra

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

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

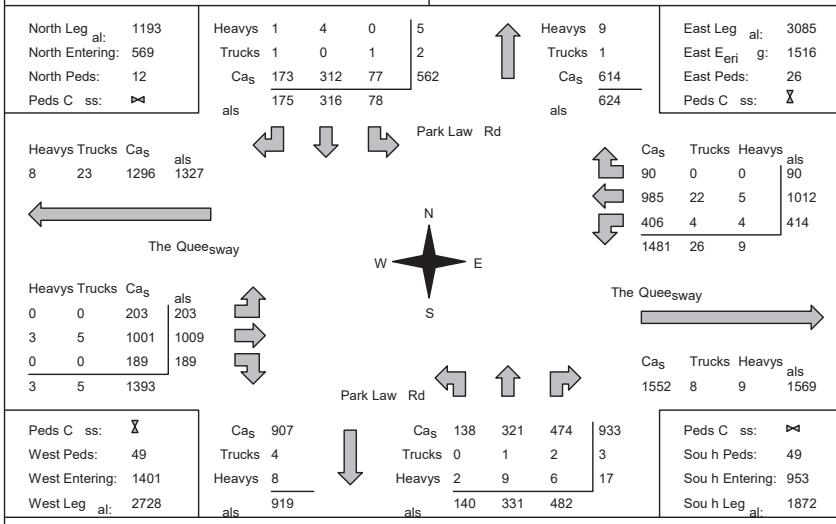
Municipality:
Site #: 1909300001
Inters ction: he Queensway & Park Lawn Rd
TFR File #: 1
Count d te: 6-Jun-19

W ther conditions:

Person counted:
Person prepared:
Person check d:

**** Signalized Intersection ****

Major Road: he Queensway runs W/E



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

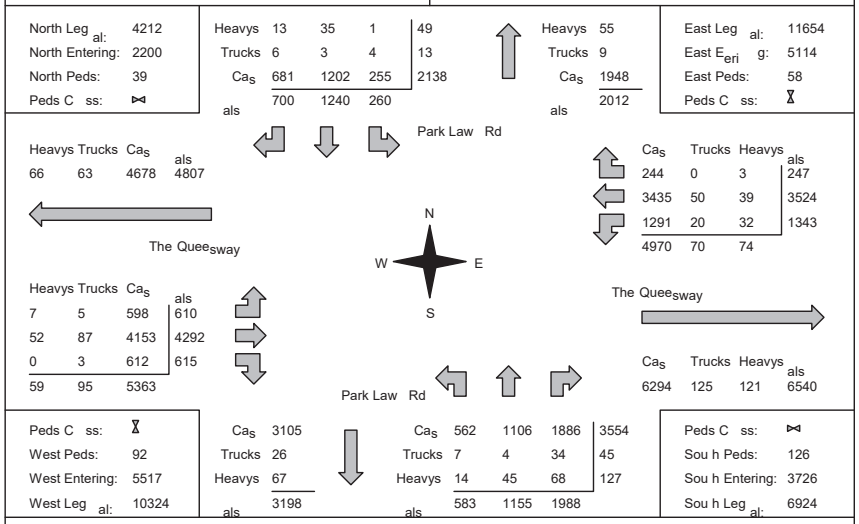
Municipality:
Site #: 1909300001
Inters ction: he Queensway & Park Lawn Rd
TFR File #: 1
Count d te: 6-Jun-19

W ther conditions:

Person counted:
Person prepared:
Person check d:

**** Signalized Inters ction ****

Major Road: he Queensway runs W/E



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

Intersection: he Queensway & Park Lawn Rd | **Count te :** 6-Jun-19 | **Municip lity:**

North Approach Tot ls

Hour Endi g	Includes Ca s, rucks, & Heavys: Lef	hru	Righ	Grand Total	Total Peds
8:00:00	36	143	78	7	3
9:00:00	77	34	6	6 7	11
16:00:00	8	16	64	7	
17:00:00	41		1 7	490	11
18:00:00	78	316	17	6	1
als:	260	1240	700	2200	39

No h/S u h Total App aches: 690, 1639, 758, 1317, 1

South Approach Tot ls

Hour Endi g	Includes Ca s, rucks, & Heavys: Lef	hru	Righ	Grand Total	Total Peds
8:00:00	76	108	4	433	11
9:00:00	168	306	38	1012	10
16:00:00	4	104	343	01	7
17:00:00	14	306	376	827	4
18:00:00	140	331	48	3	4
S T tals:	583	1155	1988	3726	126

East Approach Tot ls

Hour Endi g	Includes Ca s, rucks, & Heavys: Lef	hru	Righ	Grand Total	Total Peds
8:00:00	8	3 3	14	43	
9:00:00	43	841	38	1122	7
16:00:00	136	8	3	417	3
17:00:00	45	1090	8	1624	0
18:00:00	414	1012	0	1516	6
als:	1343	3524	247	5114	58

East/West Total App aches: 1272, 629, 1090, 723, 17, 10631

West Approach Tot ls

Hour Endi g	Includes Ca s, rucks, & Heavys: Lef	hru	Righ	Grand Total	Total Peds
8:00:00	4	733		837	
9:00:00	13	1239	136	1507	8
16:00:00		7	87	673	7
17:00:00	167	784	148	1099	3
18:00:00	03	1009	18	1401	4
W otals:	610	4292	615	5517	92

Calculated Values for Traffic Crossing Major Street

Hours Endi g:	8:00	:00	16:00	17:00	18:00	0:00	0:00	0:00
Crossi g Values:	6	84	7	3	624	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

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

Interval Ti	Pass ng r rs - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrins	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North ross	
	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	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

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

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

Interval Ti	Pass ng r rs - East Approach						Trucks - East Approach						Heavys - E st Approach						P$_{de}$ strians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	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

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

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

Interval Ti	Pass ng r rs - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrins	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South ross	
	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	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

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

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

Interval Ti	Pass ng r rs - West Approach						Trucks - West Approach						Heavys - W st Approach						Pde strians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	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 Diagra

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

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

Municipality: To onto
Site #: 1909300002
Inters ction: Park Lawn Rd & Gardiner Westbou
TFR File #:
Count d te: 6-Jun-19

W ther conditions:

Person counted:
Person prepared:
Person check d:

**** Signalized Inters ction ****

Major Road: Park Lawn Rd runs N/S

North Leg Total: 1837
North Entering: 747
North Peds: 3
Peds Cross: ⋈

Heavys		7	0	9
Trucks	6	4	0	0
Ca s	406	31	0	718
Totals	424	323	0	

Heavys	42		
Trucks	3		
Ca s	0	5	
Totals	1090		

East Leg Total: 196
East E eri g: 196
East Peds: 6
Peds Cross: ⧖

Heavys	Trucks	Ca s	Totals
61	52	1098	

Park Law Rd

Ca s	Trucks	Heavys	Totals
30	5		36
74	44	33	5
8	0	1	9
	49	35	

Gardi e Westbou d On Ramp

N
W E
S

Heavys	Trucks	Ca s	Totals
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	

Ontario Food Terminal Driveway

Ca s	Trucks	Heavys	Totals
0	0	0	0

Park Law Rd

Peds Cross: ⧖
West Peds: 5
West Entering: 0
West Leg Total:

Ca s	320		
Trucks	4		
Heavys	8		
Totals	33		

Ca s	618	995	0	6 3
Trucks		8	0	0
Heavys	6	41	0	57
Totals	636	1054	0	

Peds Cross: ⋈
Sou h Peds:
Sou h Entering: 1690
Sou h Leg Total: 0

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Afternoon Pea iagra

Specified Period
From: 6:00:00
To: 8:00:00

One Hour Pe
From: 6:45:00
To: 7:45:00

Municipality: To onto
Site #: 1909300002
Inters ction: Park Lawn Rd & Gardiner Westbou
TFR File #:
Count d te: 6-Jun-19

W ther conditions:

Person counted:
Person prepared:
Person check d:

**** Signalized Intersection ****

Major Road: Park Lawn Rd runs N/S

North Leg Total: 1893
North Entering: 957
North Peds: 0
Peds Cross: ⋈

Heavys		8	0	0
Trucks	0		0	
Ca s	44	493	0	935
Totals	454	503	0	

Heavys	4		
Trucks			
Ca s	920		
Totals	936		

East Leg Total: 5
East E eri g: 5
East Peds: 3
Peds Cross: ⧖

Heavys	Trucks	Ca s	Totals
5	15	8 9	849

Park Law Rd

Ca s	Trucks	Heavys	Totals
4	0	0	4
3	3	2	8
3	0	0	3
0	3		

Gardi e Westbou d On Ramp

N
W E
S

Heavys	Trucks	Ca s	Totals
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	

Ontario Food Terminal Driveway

Ca s	Trucks	Heavys	Totals
0	0	0	0

Park Law Rd

Peds Cross: ⧖
West Peds: 45
West Entering: 0
West Leg Total: 849

Ca s	496			
Trucks				
Heavys	8			
Totals	506			

Ca s	384	916	0	1300
Trucks			0	4
Heavys		4	0	5
Totals	387	93	0	

Peds Cross: ⋈
Sou h Peds:
Sou h Entering: 3 9
Sou h Leg Total: 8 5

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

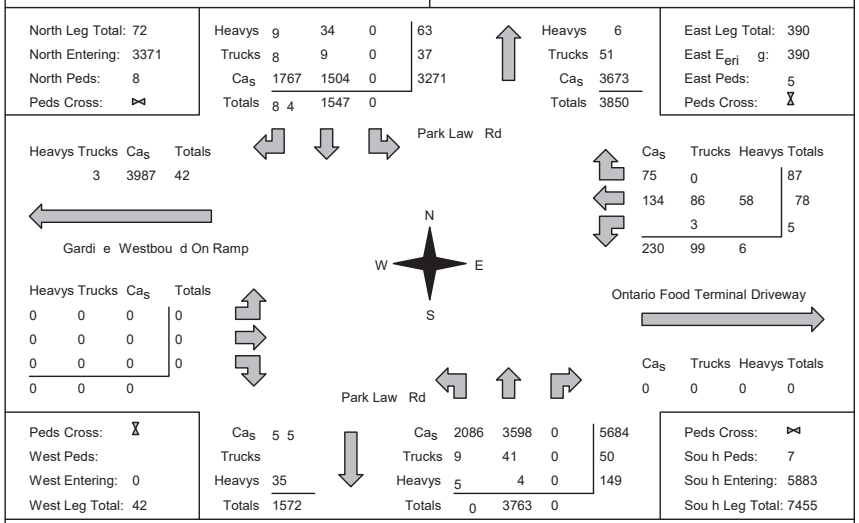
Municipality: Toonto
Site #: 1909300002
Inters ction: Park Lawn Rd & Gardiner Westbou
TFR File #:
Count dte: 6-Jun-19

W ther conditions:

Person counted:
Person prepared:
Person checkd:

**** Signalized Inters ction ****

Major Road: Park Lawn Rd runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

Intersection: Park Lawn Rd & Gardiner Westbo | **Count te :** 6-Jun-19 | **Municip lity:** Toonto

North Approach Totals

Hour Endi g	Includes Cars, Trucks, & Heavys: Lef	Thru	Righ	Grand Total	Total Peds	No h/Sou h Total App oaches
8:00:00	0	306	134	73	1	3305
2:00:00	0	15	664	36	6	1638
35:00:00	0	3 7	173	606	1	3154
39:00:00	0	6 7	438	3	0	1325
38:00:00	0	418	634	67	0	1152
To als:	0	547	824	3371	8	954

South Approach Totals

Hour Endi g	Includes Cars, Trucks, & Heavys: Lef	Thru	Righ	Grand Total	Total Peds
8:00:00	764	661	0	8	0
:00:00	88	3035	0	3906	4
35:00:00	713	460	0	8 3	0
39:00:00	7 7	831	0	3104	3
38:00:00	7 7	247	0	3715	3
S Totals:		3763	0	5883	7

East Approach Totals

Hour Endi g	Includes Cars, Trucks, & Heavys: Lef	Thru	Righ	Grand Total	Total Peds	East/West Total App oaches
8:00:00		45	17	85	7	8
2:00:00	30	338	60	358	8	358
35:00:00	7	81	3	301	1	301
39:00:00	7	3	4	16		16
38:00:00	1		1	30	4	30
To als:	5	278	87	390	5	390

West Approach Totals

Hour Endi g	Includes Cars, Trucks, & Heavys: Lef	Thru	Righ	Grand Total	Total Peds
8:00:00	0	0	0	0	
2:00:00	0	0	0	0	3
35:00:00	0	0	0	0	4
39:00:00	0	0	0	0	63
38:00:00	0	0	0	0	63
W Totals:	0	0	0	0	

Calculated Values for Traffic Crossing Major Street

Hours Endig:	8:00	:00	35:00	39:00	38:00	0:00	0:00	0:00
Crossi g Values:	4	37	8	10		0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

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

Interval Ti	Pass ng r rs - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrins	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North ross	
	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	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	4	4	08	08	0	0	0	0	1	1	0	0	1	1	0	0	1	1
8:00:00	0	0	97	55	09	0	0	0	0	0	4	3	0	0	7	6	2	2	2	1
8: 5:00	0	0	55	58	334	5	0	0	2	2	4	0	0	0	0	3	3	1	4	2
8:30:00	0	0	09	54	456		0	0	2	0	5	1	0	0		2	6	3	5	1
8:45:00	0	0	75	66	530	74	0	0	3	1	6	1	0	0	4	2	8	2	6	1
9:00:00	0	0	354	79	639	09	0	0	4		0	4	0	0	5			3	6	0
9:15:00	0	0	4 7	73	748	09	0	0	6				0	0	9	4	5	4	7	
9:30:00	0	0	5	94	86	4	0	0	6	0		0	0	0	9	0	8	3	8	
9:45:00	0	0	5	0	86	0	0	0	6	0		0	0	0	9	0	8	0	8	0
16:00:00	0	0	52	0	86	0	0	0	6	0		0	0	0	9	0	8	0	8	0
16:15:00	0	0	63		98	9	0	0	7			0	0	0	0			4	8	0
16:30:00	0	0	76	30	1087	106	0	0	7	0	5	4	0	0	3	3	4		8	0
16:45:00	0	0	867	05	4	137	0	0	7	0	7		0	0	5		7	3	8	0
17:00:00	0	0	984	7	1359	135	0	0	8			4	0	0	7		9		8	0
17:15:00	0	0	04	0	463	04	0	0	9		6	5	0	0	7	0	9	0	8	0
17:30:00	0	0	8	4	557	94	0	0	9	0	6	0	0	0	31	4	9	0	8	0
17:45:00	0	0	1360	3	666	09	0	0	9	0	7		0	0	33		9	0	8	0
18:00:00	0	0	1504	144	767	0	0	0	9	0	8		0	0	34		9	0	8	0
8: 5:00	0	0	504	0	767	0	0	0	9	0	8	0	0	0	34	0	9	0	8	0
8: 5: 5	0	0	504	0	767	0	0	0	9	0	8	0	0	0	34	0	9	0	8	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

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

Interval Ti	Pass ng r rs - East Approach						Trucks - East Approach						Heavys - E st Approach						Pde strians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	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					4				4			0	0	3	7	0	0	3	
8:15:00	8	3	33		3	0		0	9	7	4		0	0	7	4	0	0	6	3
8:30:00	8	0	44		38	7	3	1	39	0	5	1	0	0		5	1	1	7	1
8:45:00	9		68	4	45	7	3	0	48	9	6	1	0	0	9	7	1	0	0	3
9:00:00	4	5	82	4	54	9	3	0	57	9	8		0	0	35	6		0		
9:15:00	4	0	94		60	6	3	0	67	0	9		0	0	45	0		0		
9:30:00	6		8	4	68	8	3	0	83	6	0				55	0			3	
9:45:00	6	0	8	0	68	0	3	0	83	0	0	0		0	55	0		0	3	0
16:00:00	6	0	8	0	68	0	3	0	83	0	0	0		0	55	0		0	3	0
16:15:00	7		9		70		3	0	83	0	0	0		0	55	0		0	8	5
16:30:00	8		30		7		3	0	83	0	0	0		0	55	0		0	0	
16:45:00	8	0	3		7	0	3	0	83	0	0	0		0	56			0	0	0
17:00:00	9		3		73		3	0	84		0	0		0	56	0		0	0	0
17:15:00	0		33		74		3	0	85		0	0		0	57			0	0	0
17:30:00			33	0	74	0	3	0	86		0	0		0	57	0		0		
17:45:00		0	34		75		3	0	86	0	0	0		0	58			0	3	
18:00:00		0	34	0	75	0	3	0	86	0	0	0		0	58	0		0	5	
18:15:00		0	34	0	75	0	3	0	86	0	0	0		0	58	0		0	5	0
18:15:15		0	34	0	75	0	3	0	86	0	0	0		0	58	0		0	5	0



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

Interval Ti	Pass ng r rs - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrins	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South ross	
	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	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	09	209	0	0			6	6	0	0			4	4	0	0	0	0
8:00:00	34	180	407	198	0	0		0		5	0	0		0	4	0	0	0	0	0
8:15:00	53	190	644	237	0	0		0	4	3	0	0	3		35		0	0	0	0
8:30:00	7 3	8	88	237	0	0		0	7	3	0	0	4		46		0	0	3	3
8:45:00	879	166	36	55	0	0				4	0	0	6		58		0	0	3	0
9:00:00	0	43	1365	9	0	0		0	5	4	0	0	9	3	68	0	0	0	5	
9:15:00	86	64	1608	243	0	0	3		3	6	0	0	5	6	76	8	0	0	5	0
9:30:00	33	45	1876	268	0	0	3	0	35	4	0	0	0	5	87		0	0	5	0
9:45:00	33	0	1876	0	0	0	3	0	35	0	0	0	0	0	87	0	0	0	5	0
16:00:00	1331	0	876	0	0	0	3	0	35	0	0	0	0	0	87	0	0	0	5	0
16:15:00	4 6	95	2069	193	0	0	4		36		0	0			98		0	0	6	
16:30:00	1538		56	87	0	0	6		37		0	0			0	4	0	0	6	0
16:45:00	6 9	91	2448	9	0	0	7		37	0	0	0	4		04		0	0	6	0
17:00:00	7 6	87	2666	8	0	0	7	0	37	0	0	0	4	0	07	3	0	0	6	0
17:15:00	8	105	867	0	0	0	8		38		0	0	5		3	6	0	0	6	0
17:30:00	9 5	94	3107	240	0	0	9		39		0	0	5	0	4		0	0	6	0
17:45:00	0 3	98	3364	257	0	0	9	0	39	0	0	0	5	0	8	4	0	0	7	
18:00:00	2086	73	3598	234	0	0	9	0	4		0	0	5	0	4	6	0	0	7	0
18:15:00	2086	0	3598	0	0	0	9	0	41	0	0	0	5	0	4	0	0	0	7	0
18:15:15	2086	0	3598	0	0	0	9	0	41	0	0	0	5	0	4	0	0	0	7	0



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

Interval Ti	Pass ng r rs - West Approach						Trucks - West Approach						Heavys - W st Approach						Pde strians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	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: 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		4
8:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3
8:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	5
9:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5
9: 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	3
9:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	
9:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0
6: 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	9
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	6
6:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57	3
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70	3
7: 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	83	3
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	8
7:45:00	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		9
8: 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
8: 5: 5	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 Diagra

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

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

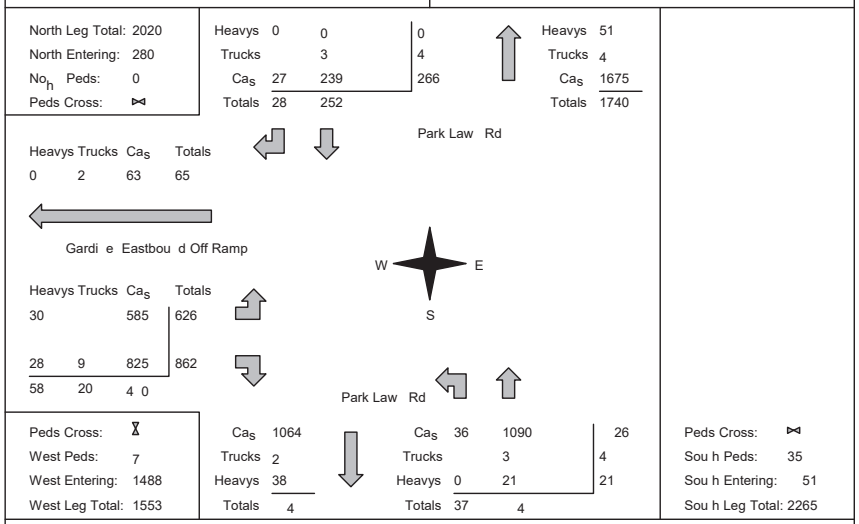
Municipality: To onto
Site #: 1909300003
Inters ction: a rk Lawn Rd & Ga din er Eas bou
TFR File #:
Count d te: 6-Jun-19

W ther conditions:

Person counted:
Person prepared:
Person check d:

**** Signalized Inters ction ****

Major Road: a rk Lawn Rd runs /S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Afternoon Pea iagra

Specified Period
From: 6:00:00
To: 8:00:00

One Hour Pe
From: 7:00:00
To: 8:00:00

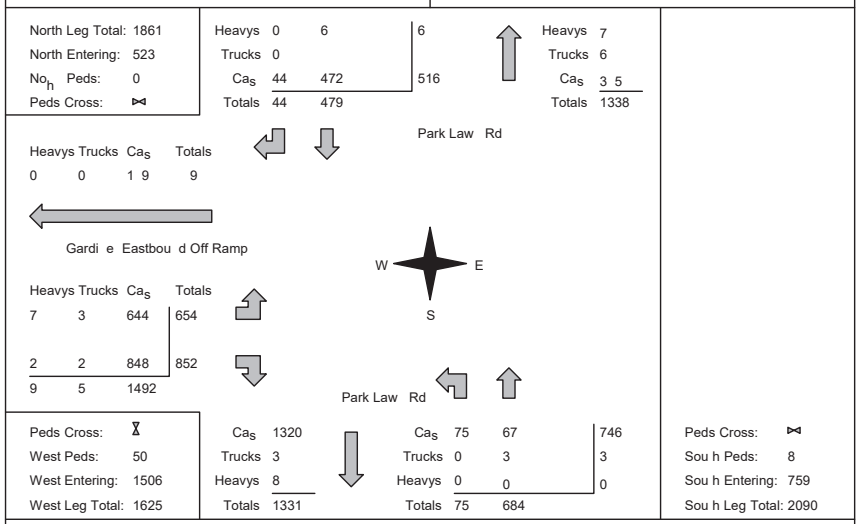
Municipality: To onto
Site #: 1909300003
Inters ction: a rk Lawn Rd & Ga din er Eas bou
TFR File #:
Count d te: 6-Jun-19

W ther conditions:

Person counted:
Person prepared:
Person check d:

**** Signalized Intersection ****

Major Road: a rk Lawn Rd runs /S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

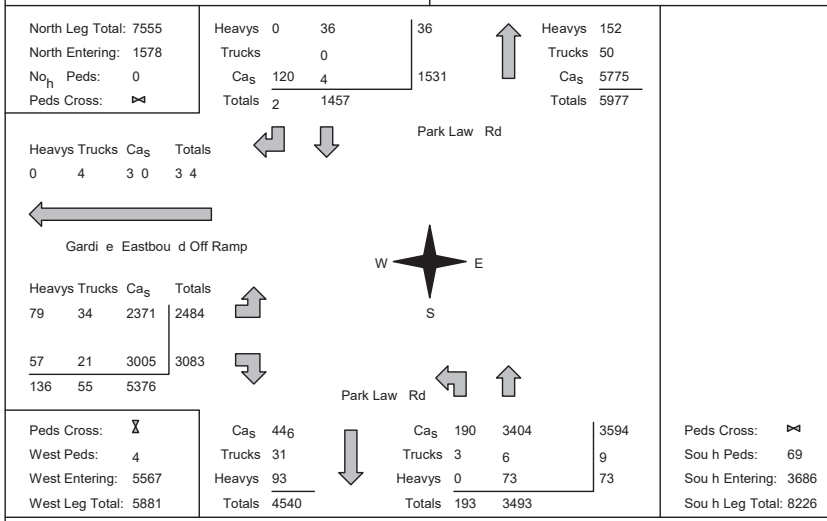
Municipality: Toonto
Site #: 1909300003
Inters ction: a rk Lawn Rd & Gadin er Easbou
TFR File #:
Count date: 6-Jun-19

W ther conditions:

Person counted:
Person prepared:
Person checkd:

**** Signalized Inters ction ****

Major Road: a rk Lawn Rd runs /S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

Intersection: a rk Lawn Rd & Gadin er Easbou | **Count te :** 6-Jun-19 | **Municip lity:** Toonto

North Approach Totals

Hour Endi g	Includes Cars, Trucks, & Heavys Lef	Thru	Righ	Grand Total	Total Peds	No h/Sou h Total App oaches
8:00:00	0	102	6	108	0	643
9:00:00	0	252	28	280	0	1431
16:00:00	0	178	10	188	0	666
17:00:00	0	446	33	47	0	1242
18:00:00	0	4	44	523	0	1282
To als:	0	457	2	578	0	5264

South Approach Totals

Hour Endi g	Includes Cars, Trucks, & Heavys Lef	Thru	Righ	Grand Total	Total Peds
8:00:00	1	20	0	3	16
:00:00	3	1114	0	11 1	3
16:00:00	13	46	0	48	
17:00:00	3	10	0	63	
18:00:00		684	0		8
S Totals:	193	3493	0	3686	69

East Approach Totals

Hour Endi g	Includes Cars, Trucks, & Heavys Lef	Thru	Righ	Grand Total	Total Peds	East/West Total App oaches
8:00:00	0	0	0	0	0	620
9:00:00	0	0	0	0	0	1488
16:00:00	0	0	0	0	0	12
17:00:00	0	0	0	0	0	1241
18:00:00	0	0	0	0	0	106
To als:	0	0	0	0	0	5567

West Approach Totals

Hour Endi g	Includes Cars, Trucks, & Heavys Lef	Thru	Righ	Grand Total	Total Peds
8:00:00	28	0	333	620	10
9:00:00	626	0	862	1488	1
16:00:00	40	0	30	712	8
17:00:00	10	0	31	1241	6
18:00:00	64	0	8 2	1506	0
W Totals:	2484	0	3083	5567	4

Calculated Values for Traffic Crossing Major Street

Hours Endig:	8:00	:00	16:00	17:00	18:00	0:00	0:00	0:00
Crossi g Values:	303	661	412	1	662	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

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

Interval Ti	Pass ng r rs - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrins	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North ross	
	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	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	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: 5:00	0	0	43	50	3	7	0	0	3	1	0	0	0	0		4	0	0	0	0
8:30:00	0	0	96	53	20	7	0	0	4	1	1	1	0	0	4	3	0	0	0	0
8:45:00	0	0	262	66	2	1	0	0	4	0	1	0	0	0	6	2	0	0	0	0
9:00:00	0	0	332	70	33	2	0	0	5	1	1	0	0	0	7	1	0	0	0	0
9: 5:00	0	0	4 0	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	2	1	0	0	0	0
9:45:00	0	0	504	0	43	0	0	0	7	0	1	0	0	0	2	0	0	0	0	0
6:00:00	0	0	504	0	43	0	0	0	7	0	1	0	0	0	2	0	0	0	0	0
6: 5:00	0	0	609	05	54		0	0	8	1	1	0	0	0	22	1	0	0	0	0
6:30:00	0	0	730	2	6	7	0	0	8	0	1	0	0	0	26	4	0	0	0	0
6:45:00	0	0	829	99	70	9	0	0	8	0	1	0	0	0	28	2	0	0	0	0
7:00:00	0	0	939	0	76	6	0	0	9	1	1	0	0	0	30	2	0	0	0	0
17:15:00	0	0	1048	109	86	0	0	0	0			0	0	0	30	0	0	0	0	0
17:30:00	0	0	62	4	0	5	0	0	0	0		0	0	0	33	3	0	0	0	0
17:45:00	0	0	1276	4	08	7	0	0	0	0		0	0	0	35	2	0	0	0	0
18:00:00	0	0	4	135	20	2	0	0	0	0		0	0	0	36		0	0	0	0
8: 5:00	0	0	4	0	20	0	0	0	0	0	1	0	0	0	36	0	0	0	0	0
8: 5: 5	0	0	4	0	20	0	0	0	0	0	1	0	0	0	36	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

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

Interval Ti	Pass ng r rs - East Approach						Trucks - East Approach						Heavys - E st Approach						Pde strians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	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: 5:00	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: 5:00	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
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6: 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7: 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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: 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8: 5: 5	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 Ti	Pass ng r rs - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrins	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South ross	
	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	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	5	2	506	260	0	0	0	0	3		0	0	0	0		4	0	0	6	7
8: 5:00	20	5	802	296	0	0	0	0	4	1	0	0	0	0	7	6	0	0	30	4
8:30:00	35	5	086	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		0	6	2	0	0	0	0	28	5	0	0	44	8
9:00:00	5	7	1596	253	0	0		0	6	0	0	0	0	0	32	4	0	0	5	7
9:15:00	59	8	1826	230	0	0	2		7		0	0	0	0	41	9	0	0	53	2
9:30:00	63	4	2042	216	0	0	2	0	0	3	0	0	0	0	47	6	0	0	56	3
9:45:00	63	0	2042	0	0	0	2	0	0	0	0	0	0	0	47	0	0	0	56	0
16:00:00	63	0	2042	0	0	0	2	0	0	0	0	0	0	0	47	0	0	0	56	0
16:15:00	78	5	2208	166	0	0	2	0	2	2	0	0	0	0	55	8	0	0	58	2
16:30:00	91	3	2394	186	0	0	2	0	2	0	0	0	0	0	57	2	0	0	60	2
16:45:00	105	4	2549	55	0	0	3		3		0	0	0	0	62	5	0	0	6	
17:00:00	5	0	2733	84	0	0	3	0	3	0	0	0	0	0	63		0	0	6	0
17:15:00	134	9	290	68	0	0	3	0	4		0	0	0	0	68	5	0	0	6	0
17:30:00	5	7	3060	59	0	0	3	0	5		0	0	0	0	69		0	0	64	3
17:45:00	170	9	3247	87	0	0	3	0	5	0	0	0	0	0	71	2	0	0	66	2
18:00:00	190	20	3404	57	0	0	3	0	6		0	0	0	0	73	2	0	0	69	3
18:15:00	190	0	3404	0	0	0	3	0	6	0	0	0	0	0	73	0	0	0	69	0
18:15:15	190	0	3404	0	0	0	3	0	6	0	0	0	0	0	73	0	0	0	69	0



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

Interval Ti	Pass ng r rs - West Approach						Trucks - West Approach						Heavys - W st Approach						Pde strians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	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	32	32	0	0	39	39	4	4	0	0	0	0	2	2	0	0	3	3	8	8
8:00:00	262	30	0	0	327	88	8	4	0	0	1	1	7	5	0	0	5	2	0	2
8: 5:00	396	34	0	0	5 6	89	0	2	0	0	2	1	23	6	0	0	8	3	2	2
8:30:00	529	133	0	0	764	248	3	3	0	0	5	3	30	7	0	0	6	8	6	4
8:45:00	709	180	0	0	953	189	6	3	0	0	8	3	39	9	0	0	28	2	20	4
9:00:00	847	138	0	0	52	99	9	3	0	0	0	2	47	8	0	0	33	5	27	7
9:15:00	0 7	70	0	0	1295	143	25	6	0	0	4	4	52	5	0	0	41	8	30	3
9:30:00	230	2 3	0	0	1433	138	28	3	0	0	7	3	62	0	0	0	50	9	35	5
9:45:00	230	0	0	0	1433	0	28	0	0	0	7	0	62	0	0	0	50	0	35	0
16:00:00	1230	0	0	0	433	0	28	0	0	0	7	0	62	0	0	0	50	0	35	0
16:15:00	1362	132	0	0	590	57	29		0	0	7	0	67	5	0	0	5		49	4
16:30:00	1475	3	0	0	776	86	31	2	0	0	8		70	3	0	0	52		65	6
16:45:00	1602	127	0	0	952	76	31	0	0	0	9		70	0	0	0	53		77	2
17:00:00	1727	125	0	0	2 57	205	31	0	0	0	9	0	72	2	0	0	55	2	91	4
17:15:00	1863	136	0	0	2359	202	32		0	0	2	2	73		0	0	56		0	0
17:30:00	2045	182	0	0	2558	99	33		0	0	2	0	73	0	0	0	56	0	4	3
17:45:00	226	7	0	0	2783	225	33	0	0	0	2	0	75	2	0	0	57		129	5
18:00:00	2371	155	0	0	3005	222	34		0	0	2	0	79	4	0	0	57	0	4	2
18:15:00	2371	0	0	0	3005	0	34	0	0	0	2	0	79	0	0	0	57	0	4	0
18:15:15	2371	0	0	0	3005	0	34	0	0	0	2	0	79	0	0	0	57	0	4	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Morning Peak Diagra

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

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

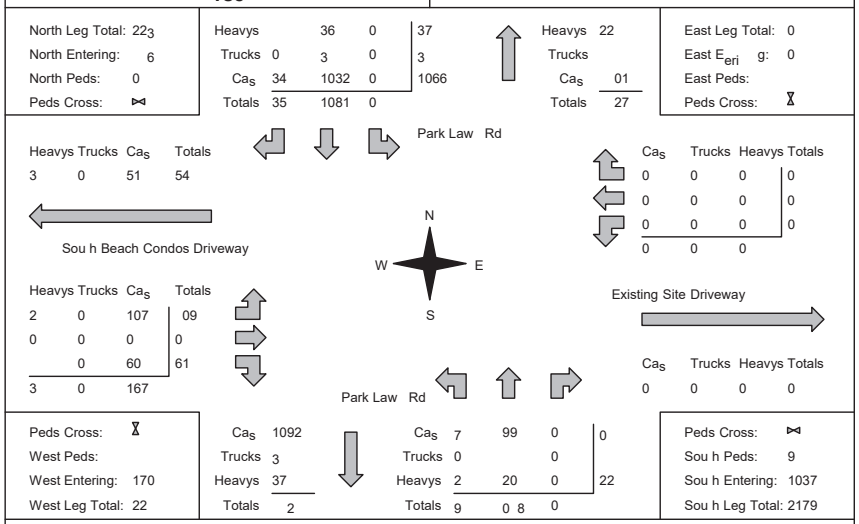
Municipality: To onto
Site #: 1909300004
Inters ction: Park Lawn Rd & South Beach Con
TFR File #:
Count d te: 6-Jun-19

W ther conditions:

Person counted:
Person prepared:
Person check d:

**** Non-Signalized Int rse ction ****

Major Road: Park Lawn Rd runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Afternoon Pea iagra

Specified Period
From: 6:00:00
To: 8:00:00

One Hour Pe
From: 7:00:00
To: 8:00:00

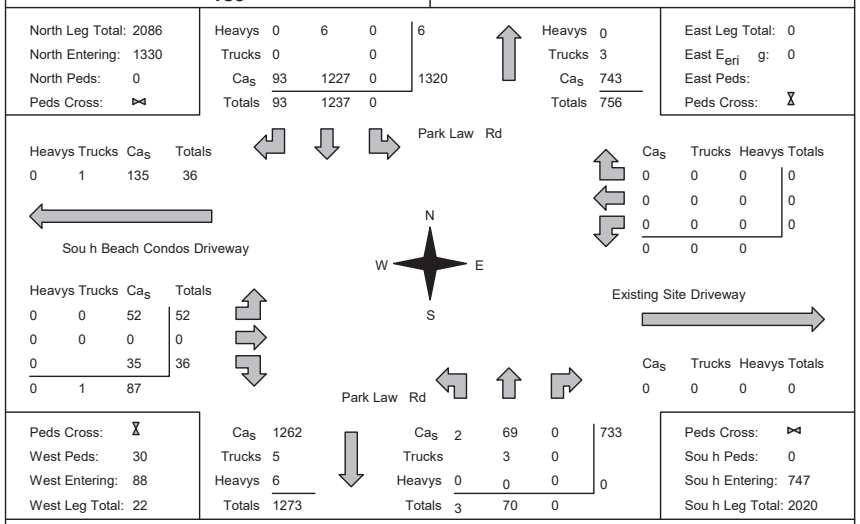
Municipality: To onto
Site #: 1909300004
Inters ction: Park Lawn Rd & South Beach Con
TFR File #:
Count d te: 6-Jun-19

W ther conditions:

Person counted:
Person prepared:
Person check d:

**** Non-Signalized Int rse ction ****

Major Road: Park Lawn Rd runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

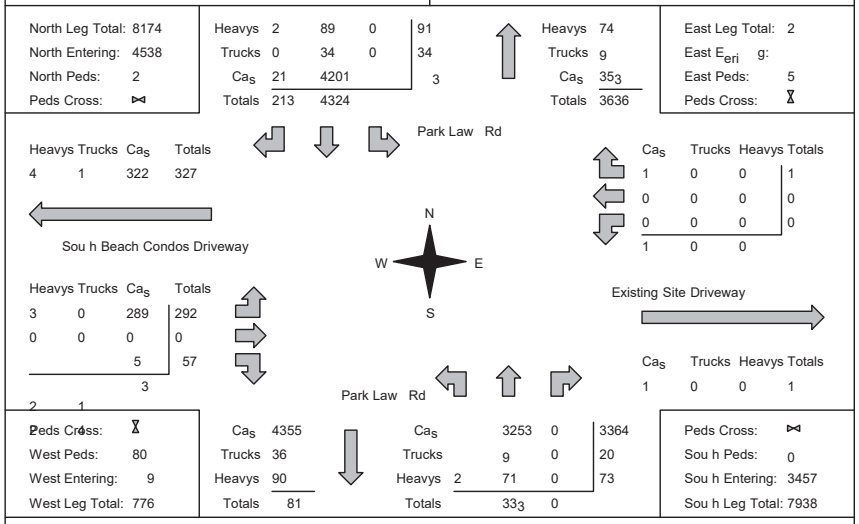
Municipality: Toonto
Site #: 1909300004
Inters ction: Park Lawn Rd & South Beach Con
TFR File #:
Count dte: 6-Jun-19

W ther conditions:

Person counted:
Person prepared:
Person checkd:

**** Non-Signalized Intrse ction ****

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 te :** 6-Jun-19 | **Municip lity:** Toonto

North Approach Totls

Hour Endi g	Includes Cars, Trucks, & Heavys Lef	Thru	Righ	Grand Total	Total Peds	No h/Sou h Total App oaches
8:00:00	0	366	16	343	0	71
7:00:00	0	1081	4	1119	0	6154
19:00:00	1	398	16	381	6	746
12:00:00	0	1119	1	1122	0	1719
18:00:00	0	1642	74	1440	0	6022
To als:		324	2 3	538	2	7995

South Approach Totls

Hour Endi g	Includes Cars, Trucks, & Heavys Lef	Thru	Righ	Grand Total	Total Peds
8:00:00	8	32	0	384	1
7:00:00	17	1018	0	1042	7
19:00:00	8	334	0	351	0
12:00:00	4	04	0	47	0
18:00:00	34	03	0	3	0
S Totals:		3343	0	3457	0

East Approach Totls

Hour Endi g	Includes Cars, Trucks, & Heavys Lef	Thru	Righ	Grand Total	Total Peds	East/West Total App oaches
8:00:00	0	0	0	0	0	8
7:00:00	0	0	0	0	1	120
19:00:00	0	0	1	1	6	30
12:00:00	0	0	0	0	1	3
18:00:00	0	0	0	0	1	88
To als:	0	0			5	50

West Approach Totls

Hour Endi g	Includes Cars, Trucks, & Heavys Lef	Thru	Righ	Grand Total	Total Peds
8:00:00		0	64	8	4
7:00:00	107	0	1	10	1
19:00:00	41	0	8	47	10
12:00:00	3	0	67	3	4
18:00:00	6	0	4	88	40
W To als:	292	0	57	9	80

Calculated Values for Traffic Crossing Major Street

Hours Endig:	8:00	7:00	19:00	12:00	18:00	0:00	0:00	0:00
Crossi g Values:		118	44	35	6	0	0	0



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

Interval Ti	Pass ng r rs - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrins	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North ross	
	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	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: 5:00	0	0	79	79	7	7	0	0	0	0	0	0	0	0	5	5	0	0	0	0
8:00:00	0	0	06	227	2	5	0	0	4	4	0	0	0	0	2	7	0	0	0	0
8: 5:00	0	0	6	238	8	6	0	0	6	2	0	0	0	0	9	7	0	0	0	0
8:30:00	0	0	929	285	23	5	0	0	0		0	0	0	0	30		0	0	0	0
8:45:00	0	0	88	259	33	0	0	0	3	3	0	0	0	0	2	2			0	0
9:00:00	0	0	38	250	6	3	0	0	7		0	0	0	0	8	6		0	0	0
9:15:00			65	2 6	52	6	0	0	23	6	0	0	0	0	60	2		0	0	0
9:30:00		0	875	22	58	6	0	0	26	3	0	0	0	0	70	0		0	2	2
9:45:00		0	875	0	58	0	0	0	26	0	0	0	0	0	70	0		0	2	0
6:00:00			875	0	58	0	0	0	26	0	0	0	0	0	70	0	1	0	2	0
16:15:00		0	2124	249	70	2	0	0	27		0	0	0	0	72	2		0	2	0
16:30:00		0	243	289	89	9	0	0	28		0	0	0	0	76		2		2	0
16:45:00	0	0	2675	262	03		0	0	29		0	0	0	0	79	3	2	0	2	0
17:00:00		0	2974	299	8	5	0	0	30		0	0	0	0	83		2	0	2	0
17:15:00		0	3263	289	0	22	0	0	33	3	0	0	0	0	84		2	0	2	0
17:30:00		0	3552	289	60	20	0	0	34		0	0	0	0	86	2	2	0	2	0
17:45:00		0	3868	316	82	22	0	0	34	0	0	0	0	0	88	2	2	0	2	0
18:00:00		0	4201	333	2	29	0	0	34	0	0	0	0	0	89		2	0	2	0
8: 5:00			20	0	2	0	0	0	3	0	0	0	0	0	89	0	2	0	2	0
8: 5: 5			20	0	2	0	0	0	3	0	0	0	0	0	89	0	2	0	2	0
	0																			
	0																			



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

Interval Ti	Pass ng r rs - East Approach						Trucks - East Approach						Heavys - E st Approach						Pde strians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	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: 5:00	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: 5:00	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: 5:00	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: 5:00	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: 5:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
6:00:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
6: 5:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
6:30:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1
6: 5:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
7:00:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
7: 5:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1
7:30:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0
7: 5:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0
8:00:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0
8: 5:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0
8: 5: 5	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 Ti	Pass ng r rs - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrins	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South ross	
	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	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: 5:00			226	226	0	0	0	0	2	2	0	0	0	0	7	7	0	0	0	0
8:00:00	8		6	235	0	0	0	0	3	1	0	0	0	0		4	0	0	1	1
8: 5:00	3	5	729	268	0	0	0	0	4	1	0	0	1	1	6	5	0	0	6	5
8:30:00	7		982	253	0	0	0	0	5	1	0	0	1	0	22	6	0	0	8	2
8: 5:00	2		222	2 0	0	0	0	0	7	2	0	0	2	1	26	4	0	0	8	0
9:00:00	25		55	233	0	0	0	0	7	0	0	0	2	0	31	5	0	0	0	2
9:15:00	28	3	1671	216	0	0	0	0	9	2	0	0	2	0	0	9	0	0	7	3
9:30:00	33	5	1878	207	0	0	0	0	2	3	0	0	2	0	6	6	0	0	0	0
9:45:00	33	0	1878	0	0	0	0	0	2	0	0	0	2	0	6	0	0	0	0	0
16:00:00	33	0	878	0	0	0	0	0	2	0	0	0	2	0	6	0	0	0	0	0
16:15:00	6	3	207	169	0	0	0	0		2	0	0	2	0	54	8	0	0	0	0
16:30:00	53	7	222	7	0	0	0	0		0	0	0	2	0	55		0	0	0	0
16:45:00	64		2380	159	0	0	0	0	6	2	0	0	2	0	60	5	0	0	0	0
17:00:00	69	5	2562	82	0	0	0	0	6	0	0	0	2	0	61		0	0	0	0
17:15:00	78	9	2736	7	0	0			7		0	0	2	0	66	5	0	0	0	0
17:30:00	88	0	2897	6	0	0		0	8		0	0	2	0	67		0	0	0	0
17:45:00	96	8	3092	95	0	0		0	8	0	0	0	2	0	69	2	0	0	0	0
18:00:00		5	3253	6	0	0		0	9		0	0	2	0	71	2	0	0	0	0
18:15:00		0	3253	0	0	0		0	9	0	0	0	2	0	71	0	0	0	0	0
18:15:15		0	3253	0	0	0		0	9	0	0	0	2	0	71	0	0	0	0	0



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

Interval Ti	Pass ng r rs - West Approach						Trucks - West Approach						Heavys - W st Approach						Pde strians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	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: 5:00	2	2	0	0	2	2	0	0	0	0	1	1	0	0	0	0	0	0	2	2
8:00:00	55	3	0	0	22	0	0	0	0	0	1	0	0	0	0	0	0	0	3	1
8: 5:00	78	23	0	0	37	5	0	0	0	0	1	0	1	1	0	0	0	0	3	0
8:30:00	2	3	0	0	50	3	0	0	0	0	1	0	1	0	0	0	0	0	3	0
8: 5:00	37	25	0	0	6		0	0	0	0	1	0	2	1	0	0	1	1	3	0
9:00:00	62	25	0	0	82	8	0	0	0	0	1	0	2	0	0	0	1	0	4	1
9: 5:00	80	8	0	0	85	3	0	0	0	0	1	0	2	0	0	0	1	0	7	3
9:30:00	93	3	0	0	90	5	0	0	0	0	1	0	2	0	0	0	1	0		7
9: 5:00	93	0	0	0	90	0	0	0	0	0	1	0	2	0	0	0	1	0		0
16:00:00	193	0	0	0	90	0	0	0	0	0		0	2	0	0	0		0		0
6: 5:00	20		0	0	05	5	0	0	0	0	1	0	2	0	0	0	1	0	28	
6:30:00	2 9	5	0	0		6	0	0	0	0	1	0	3	1	0	0	1	0		3
6: 5:00	228	9	0	0	5		0	0	0	0	1	0	3	0	0	0	1	0	5	
7:00:00	237	9	0	0	9		0	0	0	0	1	0	3	0	0	0	1	0	50	5
7: 5:00	253	6	0	0	2	5	0	0	0	0	1	0	3	0	0	0	1	0	62	2
7:30:00	266	3	0	0	36	2	0	0	0	0	1	0	3	0	0	0	1	0	65	3
7: 5:00	275	9	0	0		8	0	0	0	0	2	1	3	0	0	0	1	0	7	9
8:00:00	289		0	0	5	0	0	0	0	0	2	0	3	0	0	0	1	0	80	6
8: 5:00	289	0	0	0	5	0	0	0	0	0	2	0	3	0	0	0	1	0	80	0
8: 5: 5	289	0	0	0	5	0	0	0	0	0	2	0	3	0	0	0	1	0	80	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Morning Peak Diagra

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

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

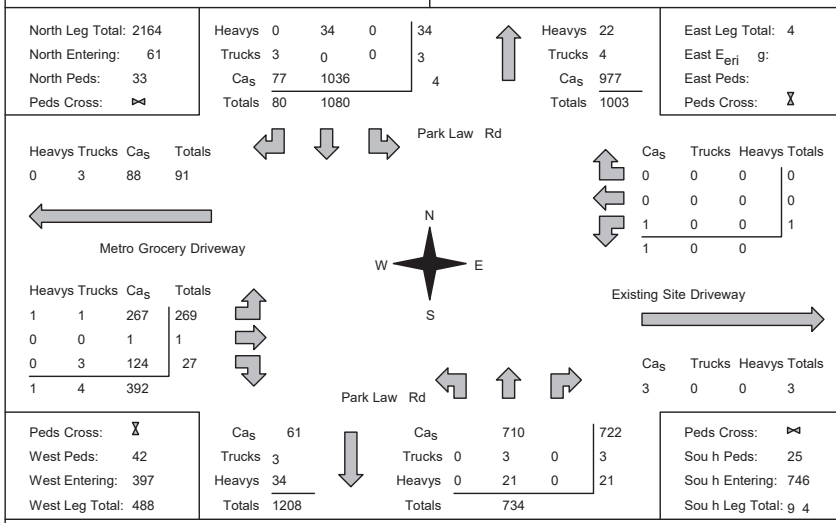
Municipality: To onto
Site #: 1909300005
Inters ction: Park Lawn Rd & Metro Grocery Dri
TFR File #:
Count d te: 6-Jun-19

W ther conditions:

Person counted:
Person prepared:
Person check d:

**** Signalized Inters ction ****

Major Road: Park Lawn Rd runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Afternoon Pea iagra

Specified Period
From: 6:00:00
To: 8:00:00

One Hour Pe
From: 7:00:00
To: 8:00:00

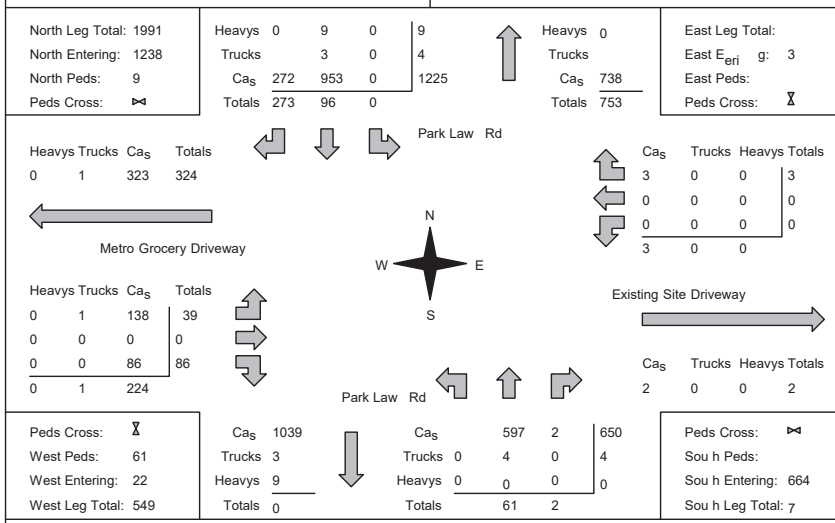
Municipality: To onto
Site #: 1909300005
Inters ction: Park Lawn Rd & Me o Grocery Dri
TFR File #:
Count d te: 6-Jun-19

W ther conditions:

Person counted:
Person prepared:
Person check d:

**** Signalized Intersection ****

Major Road: Park Lawn Rd runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

Municipality: Toonto
Site #: 1909300005
Inters ction: Park Lawn Rd & Metro Grocery Dri
TFR File #:
Count dte: 6-Jun-19

W ther conditions:

Person counted:
Person prepared:
Person checkd:

**** Signalized Inters ction ****

Major Road: Park Lawn Rd runs N/S

North Leg Total: 783
North Entering: 44
North Peds: 64
Peds Cross: ⋈

Heavys		87	0	88
Trucks	6	30	0	36
Cas	64	3685		4327
Totals	648	3802		

Heavys 72
Trucks 23
Cas 3307
Totals 3402

East Leg Total: 9
East Eeri g: 3
East Peds: 47
Peds Cross: ⧖

Park Law Rd

Heavys	Trucks	Cas	Totals
2	8	7	76

Cas	Trucks	Heavys	Totals
0	0	0	0
0	0	0	0
3	0	0	3
3	0	0	

Metro Grocery Driveway

N
W E
S

Heavys	Trucks	Cas	Totals
2	4	78	724
0	0	1	1
0	4	383	387
2	8	02	

Existing Site Driveway

Cas	Trucks	Heavys	Totals
6	0	0	6

Park Law Rd

Peds Cross: ⧖
West Peds: 20
West Entering: 2
West Leg Total: 1873

Cas	4071			
Trucks	34			
Heavys	87			
Totals	4192			

Cas	0	2579	4	2693
Trucks	2	9	0	21
Heavys		70	0	71
Totals	3	2668	4	

Peds Cross: ⋈
Sou h Peds: 48
Sou h Entering: 2785
Sou h Leg Total: 6977

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

Intersection: Park Lawn Rd & Metro Grocery Dr | **Count te :** 6-Jun-19 | **Municip lity:** Toonto

North Approach Totals

Hour Endi g	Includes Cars, Trucks, & Heavys: Lef	Thru	Righ	Grand Total	Total Peds	No h/Sou h Total App oaches
8:00:00	0	413	28	441	7	814
9:00:00	1	1080	80	11 1	33	1907
16:00:00	0	421		47	3	834
17:00:00	0	23	212	1135	12	1779
18:00:00	0		273	1238		102
To als:		3802	648	4451	64	7236

South Approach Totals

Hour Endi g	Includes Cars, Trucks, & Heavys: Lef	Thru	Righ	Grand Total	Total Peds
8:00:00	7	36	0	373	8
:00:00	11	734	1	74	2
16:00:00	3	35	0	358	1
17:00:00	41	02	1	44	
18:00:00	1	11	2	4	
S Totals:	3	2668	4	2785	48

East Approach Totals

Hour Endi g	Includes Cars, Trucks, & Heavys: Lef	Thru	Righ	Grand Total	Total Peds	East/West Total App oaches
8:00:00	0	0	0	0		17
9:00:00	1	0	0	1	11	398
16:00:00	0	0	1	1	2	10
17:00:00	2	0		8	17	218
18:00:00	0	0	3	3	11	228
To als:	3	0	0	3	47	25

West Approach Totals

Hour Endi g	Includes Cars, Trucks, & Heavys: Lef	Thru	Righ	Grand Total	Total Peds
8:00:00	114	0	1	17	17
9:00:00	2	1	127	397	42
16:00:00	73	0	32	10	14
17:00:00	12	0	81	210	71
18:00:00	13	0	8	22	1
W Totals:	724		387	2	20

Calculated Values for Traffic Crossing Major Street

Hours Endig:	8:00	:00	16:00	17:00	18:00	0:00	0:00	0:00
Crossi g Values:	12	32	77	152	1 3	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

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

Interval Ti	Pass ng r rs - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrins	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North ross	
	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:4 :00	0	0	80	80			0	0	1	1	0	0	0	0	4	4	1	1	6	6
8:00:00	0	0	398	2 8	27	6	0	0	5	4	0	0	0	0	0	6	1	0	7	1
8:15:00	0	0	637	239	4	8	0	0	7	2	0	0	0	0	7	7		0	6	9
8:30:00	0	0	903	266	64	9	0	0	0	3			0	0	27	0		0	29	3
8:45:00	0	0	84	28	90	26	0	0	2	2	2		0	0	38			0	36	7
9:00:00			434	2 0	104	4	0	0		3	3		0	0	44	6		0	40	4
9:15:00		0	630	96	129	2	0	0	2	6	3	0	0	0	6	2		0	40	0
9:30:00		0	82	9	8	29	0	0	23	2	4		0	0	66	0		0	43	3
9:45:00		0	82	0	8	0	0	0	23	0	4	0	0	0	66	0		0	43	0
16:00:00		0	1825	0	8	0	0	0	23	0	4	0	0	0	66	0		0	43	0
16:15:00		0	2044	219	99	41	0	0	25	2	4	0	0	0	68	2		0	4	2
16:30:00		0	2279	23	26	62	0	0	26		4	0	0	0	72	4		0	48	3
16:45:00		0	2483	204	3 6		0	0	26	0			0	0	74	2		0	48	0
17:00:00		0	2732	249	369	3	0	0	27			0	0	0	78	4		0		7
17:15:00		0	2970	238	424		0	0	28		6		0	0	81	3		0	6	
17:30:00		0	3196	226	483	9	0	0	29		6	0	0	0	83	2		0	6	
17:45:00		0	3434	238	6	78	0	0	29	0	6	0	0	0	85	2		0	64	3
18:00:00		0	3685	25	64	80	0	0	30		6	0	0	0	87	2		0	64	0
18:15:00		0	3685	0	64	0	0	0	30	0	6	0	0	0	87	0		0	64	0
18:15:15		0	3685	0	64	0	0	0	30	0	6	0	0	0	87	0		0	64	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

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

Interval Ti	Pass ng r rs - East Approach						Trucks - East Approach						Heavys - E st Approach						Pde strians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:4 :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: :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	2	3
8:4 :00		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		3
9:00:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	2
9: :00		0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	9	2
9:30:00		0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0
9:4 :00		0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0
6:00:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0
6: :00	1	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	28	9
6:30:00	2	1	0	0	7	5	0	0	0	0	0	0	0	0	0	0	0	0	30	2
6:4 :00	3	1	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	34	4
7:00:00	3	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	36	2
7: :00	3	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	37	
7:30:00	3	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
7:4 :00	3	0	0	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	4	4
8:00:00	3	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	47	2
8: :00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	0
8: :	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

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

Interval Ti	Pass ng r rs - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrins	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South ross	
	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:4 :00	4	4	79	79	0	0	2	2	1	1	0	0	0	0	7	7	0	0	4	4
8:00:00	4	0	3 4	7	0	0	2	0	2	1	0	0	1	1	0	3	0	0	8	4
8: :00	6	2	33	79	0	0	2	0	3	1	0	0	1	0		5	0	0	9	1
8:30:00	9	3	7 2	179			2	0	4		0	0		0	21	6	0	0	9	0
8:4 :00	4		877	6	1	0	2	0	5	1	0	0	1	0	26	5	0	0	26	7
9:00:00			1064	187		0	2	0		0	0	0		0	31		0	0	33	7
9:15:00	6		2 9			0	2	0	8	3	0	0		0	40	9	0	0	34	
9:30:00	8	2	1398	179		0	2	0		3	0	0		0	46	6	0	0	34	0
9:45:00	8	0	1398	0		0	2	0		0	0	0		0	46	0	0	0	34	0
16:00:00	8	0	398	0		0	2	0		0	0	0		0	46	0	0	0	34	0
16:15:00	31	3	45	147	2		2	0	3	2	0	0		0	4	8	0	0	38	4
16:30:00	41	0	1694	149	2	0	2	0	3	0	0	0		0			0	0	42	4
16:45:00	49	8	832	38	2	0	2	0		2	0	0		0	9	4	0	0	42	0
17:00:00	9	0	1982	0	2	0	2	0		0	0	0		0	60		0	0	43	
17:15:00	72	3	2138	6	4	2	2	0	7	2	0	0		0	65		0	0	44	
17:30:00	83		2279	4	4	0	2	0	7	0	0	0		0	66		0	0	46	2
17:45:00	100	7	2436	7	4	0	2	0	8		0	0		0	68	2	0	0	46	0
18:00:00	0	0	2 79	43	4	0	2	0	9		0	0		0	70	2	0	0	48	2
18:15:00	0	0	2579	0	4	0	2	0	9	0	0	0		0	70	0	0	0	48	0
18:15:15	0	0	2579	0	4	0	2	0	9	0	0	0		0	70	0	0	0	48	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

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

Interval Ti	Pass ng r rs - West Approach						Trucks - West Approach						Heavys - W st Approach						Pde strians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:4 :00	2	2	0	0	34	34		1	0	0	0	0	0	0	0	0	0	0	4	4
8:00:00	2	60	0	0	6	27	1	0	0	0	0	0	1	1	0	0	0	0	7	3
8: :00	97	8	0	0	97	36	1	0	0	0	0	0	2	1	0	0	0	0	28	
8:30:00	269	72	0	0	39	42		0	0	0	0	0	2	0	0	0	0	0	32	4
8:4 :00	330	6	0	0	6	26	2	1	0	0	0	0	2	0	0	0	0	0	4	3
9:00:00	379	49			8	20	2	0	0	0	3	3	2	0	0	0	0	0	9	4
9: :00	42	46			96		2	0	0	0	3	0	2	0	0	0	0	0	6	6
9:30:00	4 2	27			2 7	2	2	0	0	0	3	0	2	0	0	0	0	0	73	8
9:4 :00	4 2	0	1	0	2 7	0	2	0	0	0	3	0	2	0	0	0	0	0	73	0
6:00:00	4 2	0	0		2 7	0	2	0	0	0	3	0	2	0	0	0	0	0	73	0
6: :00	487	3	0	0	233	6	2	0	0	0	3	0	2	0	0	0	0	0	90	7
6:30:00	4	27		0	2 6	23	2	0	0	0	3	0	2	0	0	0	0	0	06	6
6:4 :00	49	3	0	0	276	20	3	1	0	0	3	0	2	0	0	0	0	0	23	7
7:00:00	80	3		0	297	2	3	0	0	0	4	1	2	0	0	0	0	0	44	2
7: :00	606	26		0	322	2	3	0	0	0	4	0	2	0	0	0	0	0	7	3
7:30:00	643	37		0	343	2	4	1	0	0	4	0	2	0	0	0	0	0	62	
7:4 :00	683	40		0	364	2	4	0	0	0	4	0	2	0	0	0	0	0	84	22
8:00:00	7 8	3		0	383	9	4	0	0	0	4	0	2	0	0	0	0	0	20	2
8: :00	7 8	0			383	0	4	0	0	0	4	0	2	0	0	0	0	0	20	0
8: :	7 8	0			383	0	4	0	0	0	4	0	2	0	0	0	0	0	20	0
			0																	
			0																	

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Morning Peak Diagra

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

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

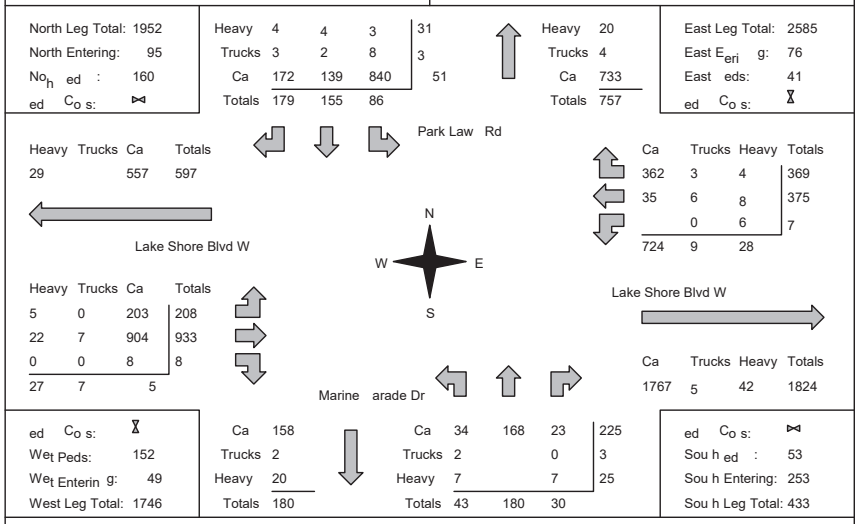
Municipality: To onto
Site #: 1909300007
Inters ction: a rk Lawn Rd & Lake Shore Blvd
TFR File #:
Count d te: 6-Jun-19

W ther conditions:

Person counted:
Person prepared:
Person check d:

**** Signalized Inters ction ****

Major Road: a rk Lawn Rd runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Afternoon Pea iagra

Specified Period
From: 6:00:00
To: 8:00:00

One Hour Pe
From: 6:45:00
To: 7:45:00

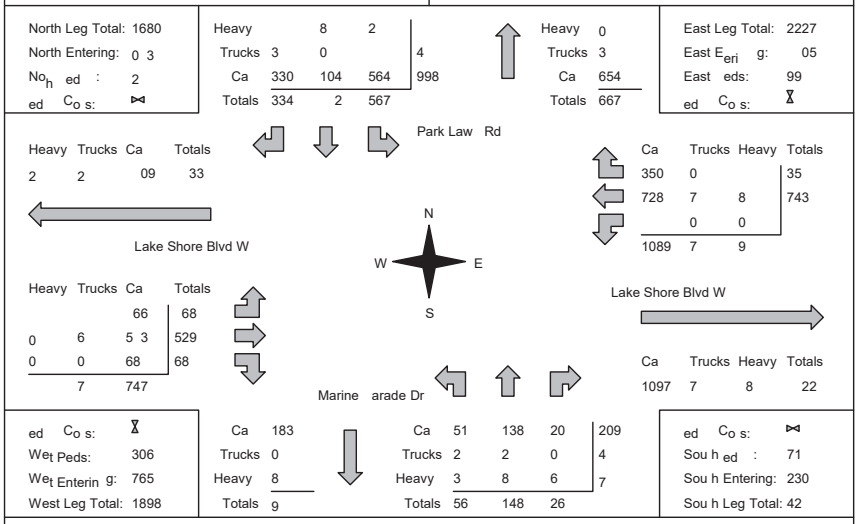
Municipality: To onto
Site #: 1909300007
Inters ction: a rk Lawn Rd & Lake Shore Blvd
TFR File #:
Count d te: 6-Jun-19

W ther conditions:

Person counted:
Person prepared:
Person check d:

**** Signalized Intersection ****

Major Road: a rk Lawn Rd runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

Municipality: Toonto
Site #: 1909300007
Inters ction: a rk Lawn Rd & Lake Shore Blvd
TFR File #:
Count dte: 6-Jun-19

W ther conditions:

Person counted:
Person prepared:
Person checkd:

**** Signalized Inters ction ****

Major Road: a rk Lawn Rd runs N/S

North Leg Total: 6963
North Entering: 4150
Noh ed : 55
ed Co s: ⋈

Heavy	3	55	24	92
Trucks	0	4	27	41
Ca	985	423	2609	407
Totals	1008	482	2660	

Heavy	73
Trucks	24
Ca	276
Totals	283

East Leg Total: 9022
East Eeri g: 3546
East eds: 269
ed Co s: ⧗

Park Law Rd

Heavy	Trucks	Ca	Totals
80	36	3133	3249

Ca	Trucks	Heavy	Totals
1409	3	8	1440
1988	21	52	2061
39	0	6	45
3436	34	76	

Lake Shore Blvd W

N
W E
S

Heavy	Trucks	Ca	Totals
5	6	77	792
63	37	2582	2682
0	0	158	58
78	43	35	

Lake Shore Blvd W

Ca	Trucks	Heavy	Totals
5293	65	8	5476

Marine arade Dr

ed Co s: ⧗
Wet Peds: 856
Wet Enterin g: 3632
West Leg Total: 6881

Ca	620
Trucks	4
Heavy	61
Totals	685

Ca	160	536	102	798
Trucks	5	5		
Heavy	5	40	31	86
Totals	180	58	134	

ed Co s: ⋈
Sou h ed : 255
Sou h Entering: 895
Sou h Leg Total: 1580

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

Intersection: a rk Lawn Rd & Lake Shore Blvd | **Count te :** 6-Jun-19 | **Municip lity:** Toonto

North Approach Totls

Hour Endi g	Include Cars, Trucks, & Heavy: Lef	Thru	Righ	Grand Total	Total ed	No h/Sou h Total App oaches
8:00:00	348	40	67	455	65	543
9:00:00	86	155	7	5	60	448
16:00:00	31	5	08	478	38	597
17:00:00	55	7	33	000	177	3
18:00:00	580		3 3	022		34
To al :	2660	482	008	4150	55	5045

South Approach Totls

Hour Endi g	Includes Cars, Trucks, & Heavy: Lef	Thru	Righ	Grand Total	Total ed
8:00:00	4	64	0	88	6
9:00:00	43	80	30	253	53
16:00:00		74	6		8
17:00:00	5	7	44	3	63
18:00:00	5	36	4		85
S Total :	180	58	134	895	255

East Approach Totls

Hour Endi g	Include Cars, Trucks, & Heavy: Lef	Thru	Righ	Grand Total	Total ed	East/West Total App oaches
8:00:00		38	88	328		3
9:00:00	7	375	36	76	4	0
16:00:00	4	3	68	31	4	773
17:00:00	8	680	36	049		705
18:00:00	4	72	354	097	8	867
To al :	45	2061	440	3546	269	778

West Approach Totls

Hour Endi g	Includes Cars, Trucks, & Heavy: Lef	Thru	Righ	Grand Total	Total ed
8:00:00	4	46		5 5	55
9:00:00	08	933	8	49	5
16:00:00		32		46	33
17:00:00	6	414	80	656	6
18:00:00	6	544	57	770	355
W Total :	792	2682	58	3632	856

Calculated Values for Traffic Crossing Major Street

Hour Endig:	8:00	:00	6:00	7:00	8:00	0:00	0:00	0:00
Cros i g Values:	686	37	5	090	08	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

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

Interval Ti	Pass ng r rs - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrins	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North ross	
	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	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	49	49	5	5	27	27		1	1	1	0	0	3	3	3	3	2	2	36	36
8:00:00	337	88	33	8	62	35	5	4	1	0	1	1	6	3	6	3	4	2	65	29
8: 5:00	54	204	60	27	93	3	5	0	1	0	2	1	8	2	9	3	6	2	25	60
8:30:00	768	227	04	44	129	36	8	3		0	4	2		3	3	4	6	0	57	32
8:45:00	993	225	39	35	177	48	9			0	4	0	5	4	8	5	6	0	203	46
9:00:00	77	84	172	33	234	57	3	4	3	2	4	0	9	4	20	2	8	2	225	22
9:15:00	342	65	195	23	288	54	24		3	0	4	0	20		28	8	0	2	25	26
9:30:00	48	39	206		340	52	26	2	3	0	4	0	2		37	9	0	0	263	2
9:45:00	48	0	206	0	340	0	26	0	3	0	4	0	2	0	37	0	0	0	263	0
16:00:00	1481	0	206	0	340	0	26	0	3	0	4	0	2	0	37	0	0	0	263	0
16:15:00	1621	140	230	24	414	74	26	0	3	0	4	0	2	0	41	4	0	0	329	66
16:30:00	1743	122	256	26	502	88	26	0	4		6	2	22		43	2			358	29
16:45:00	1887	144	284	28	572	70	26	0	4	0	6	0	22	0	44			0	406	48
17:00:00	2031	144	3 2	28	666	94	27		4	0	8	2	22	0	47	3		0	440	34
17:15:00	2181	150	34	29	746	80	27	0	4	0	8	0	23		49	2		0	470	30
17:30:00	2307	126	362	21	838	92	27	0	4	0	9		23	0	50			0	490	20
17:45:00	2451	144	388	26	902	64	27	0	4	0	9	0	24		52	2	2		527	37
18:00:00	2609	158	423	35	985	83	27	0	4	0	0		24	0	55	3	3		55	24
18:15:00	2609	0	423	0	985	0	27	0	4	0	0	0	24	0	55	0	3	0	55	0
18:15:15	2609	0	423	0	985	0	27	0	4	0	0	0	24	0	55	0	3	0	55	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

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

Interval Ti	Pass ng r rs - East Approach						Trucks - East Approach						Heavys - E st Approach						P_{de} strians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	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			65	65	88	88	0	0	1	1	1	1	0	0	4	4	2	2	3	3
8:00:00	2		32	67	82	94	0	0	1	0	1	0	0	0	5	1	5	3	22	9
8: 5:00	3		2 8	86	265	83	0	0	4	3	2	1	0	0	0	5	5	0	36	4
8:30:00	7	4	309	9	374	09	0	0	6	2	4	2	0	0	4	4	7	2	46	0
8:45:00		4	380	7	446	72	0	0	7	1	4	0	6	6	20	6	9	2	55	9
9:00:00	3	2	483	03	544	98	0	0	7	0	4	0	6	0	23	3	9	0	63	8
9: 5:00	3	0	549	66	6 9	75	0	0	7	0	5	1	6	0	28	5	0		72	9
9:30:00	7	4	608	59	704	85	0	0	9	2	8	3	6	0	35	7	3	3	77	5
9:45:00	7	0	608	0	704	0	0	0	9	0	8	0	6	0	35	0	3	0	77	0
16:00:00	7	0	608	0	704	0	0	0	9	0	8	0	6	0	35	0	3	0	77	0
16:15:00	8		760	152	789	85	0	0	0		0	2	6	0	38	3	7	4	105	28
16:30:00	22	4	933	173	885	96	0	0	2	2	0	0	6	0	39		7	0	5	0
16:45:00	24	2	03	70	974	89	0	0	4	2			6	0	42	3	7	0	156	4
17:00:00	25		273	70	1058	84	0	0	6	2		0	6	0	43		7	0	188	32
17:15:00	29	4	475	202	35	77	0	0	7			0	6	0	45	2	8		212	24
17:30:00	32	3	647	72	2 8	83	0	0	20	3		0	6	0	48	3	8	0	236	24
17:45:00	35	3	83	84	1324	106	0	0	2			0	6	0	50	2	8	0	255	9
18:00:00	39	4	988	57	1409	85	0	0	21	0	3	2	6	0	52	2	8	0	269	4
18:15:00	39	0	988	0	1409	0	0	0	2	0	3	0	6	0	52	0	8	0	269	0
18:15:15	39	0	988	0	1409	0	0	0	2	0	3	0	6	0	52	0	8	0	269	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

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

Interval Ti	Pass ng r rs - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrins	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South ross	
	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	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	5	5
8:00:00	2	8	59	30	5	3	1	0	1	0	1	0	1	1	4	1	4	2	26	
8: 5:00	25	3	09	50	8	3	3	2	2	1	1	0	4	3	7	3	6	2	40	4
8:30:00	29	4	46	37	8	0	3	0	2	0	1	0	6	2	8	1	7	1	53	3
8:45:00	39	0	8	35	24	6	3	0	2	0		0	7			3	9	2	59	6
9:00:00	46	7	227	46	28	4	3	0	2	0	1	0	8	1	5	4		2	79	20
9:15:00	57		264	37	39		3	0	2	0		0	9		21	6	3	2	93	4
9:30:00	63	6	29	27	45	6	3	0	3			0	0		24	3	20	7	107	4
9:45:00	63	0	29	0	45	0	3	0	3	0		0	0	0	24	0	20	0	107	0
16:00:00	63	0	29	0	45	0	3	0	3	0		0	0	0	24	0	20	0	107	0
16:15:00	77	4	317	26	54	9	3	0	3	0		0	0	0	28	4	22	2	130	23
16:30:00	87	0	34	24	6	7	3	0	3	0		0			28	0	24	2	142	2
16:45:00	97	0	372	3	77	6	3	0	3	0		0		0	30	2	24	0	160	8
17:00:00	2	5	409	37	83	6	4		4			0	2		32	2	26	2	170	0
17:15:00	123		447	38	91	8	5		5			0	3		35	3	28	2	196	26
17:30:00	139	6	476	29	93	2	5	0	5	0		0	4		36		28	0	215	9
17:45:00	148	9	510	34	97	4	5	0	5	0		0	4	0	38	2	30	2	23	6
18:00:00	160	2	536	26	102	5	5	0	5	0		0	5		40	2	3		255	24
18:15:00	160	0	536	0	102	0	5	0	5	0		0	5	0	40	0	3	0	255	0
18:15:15	160	0	536	0	102	0	5	0	5	0		0	5	0	40	0	3	0	255	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

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

Interval Ti	Pass ng r rs - West Approach						Trucks - West Approach						Heavys - W st Approach						Pde strians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	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	4	4	0	0	2	2	4	4	0	0	6	6
8:00:00	8	52	442	203	2		2		2	8	0	0	4	2	5		0	0	55	39
8: 5:00	67	49	679	237	4	2	2	0	5	3	0	0	5	1	25	0	0	0	03	48
8:30:00	209	42	930	25	6	2	2	0	8	3	0	0	8	3	29	4	0	0	63	60
8:45:00	26	52	28	198	6	0	2	0	8	0	0	0	9		33	4	0	0	87	24
9:00:00	32	60	1346	218	0	4	2	0	9		0	0	9	0	37	4	0	0	207	20
9:15:00	378	57	1493	147	7	7	3		23	4	0	0	0		41	4	0	0	225	8
9:30:00	445	67	1651	158	2	4	4		27	4	0	0	2	2	46	5	0	0	240	5
9:45:00	445	0	65	0	21	0	4	0	27	0	0	0	2	0	46	0	0	0	240	0
16:00:00	445	0	1651	0	2	0	4	0	27	0	0	0	2	0	46	0	0	0	240	0
16:15:00	486	4	750	99	4	20	5		28		0	0	2	0	49	3	0	0	304	64
16:30:00	537	5	853	03	59	8	5	0	29		0	0	3		51	2	0	0	37	67
16:45:00	568	3	950	97	80	2	5	0	30		0	0	4		52		0	0	439	68
17:00:00	604	36	2052	02	0	2	5	0	3		0	0	4	0	55	3	0	0	50	62
17:15:00	650	46	2 83	3	6	5	5	0	33	2	0	0	4	0	57	2	0	0	559	58
17:30:00	690	40	2297	4	134	8	6		35	2	0	0	5		60	3	0	0	647	88
17:45:00	734	44	2463	66	148	4	6	0	36		0	0	5	0	62	2	0	0	745	98
18:00:00	77	37	2582	9	158	0	6	0	37		0	0	5	0	63		0	0	856	
18:15:00	77	0	2582	0	58	0	6	0	37	0	0	0	5	0	63	0	0	0	856	0
18:15:15	77	0	2582	0	58	0	6	0	37	0	0	0	5	0	63	0	0	0	856	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Morning Peak Diagra

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

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

Municipality: To onto
Site #: 1909300012
Inters ction: Lake Shore Blvd W & Sho e Breez
TFR File #:
Count d te: 6-Jun-19

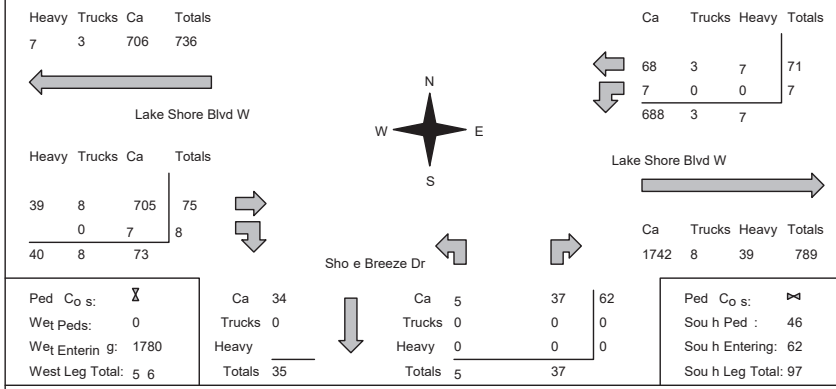
W ther conditions:

Person counted:
Person prepared:
Person check d:

**** Non-Signalized Int rse ction ****

Major Road: Lake Shore Blvd W uns W/E

East Leg Total: 2507
East E eri g: 718
East Peds:
Ped C o s:



Ped C o s:
We t Peds: 0
We t Enterin g: 1780
West Leg Total: 5 6

Ped C o s:
Sou h Ped : 46
Sou h Entering: 62
Sou h Leg Total: 97

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Afternoon Pea iagra

Specified Period
From: 6:00:00
To: 8:00:00

One Hour Pe
From: 7:00:00
To: 8:00:00

Municipality: To onto
Site #: 1909300012
Inters ction: Lake Shore Blvd W & Sho e Breez
TFR File #:
Count d te: 6-Jun-19

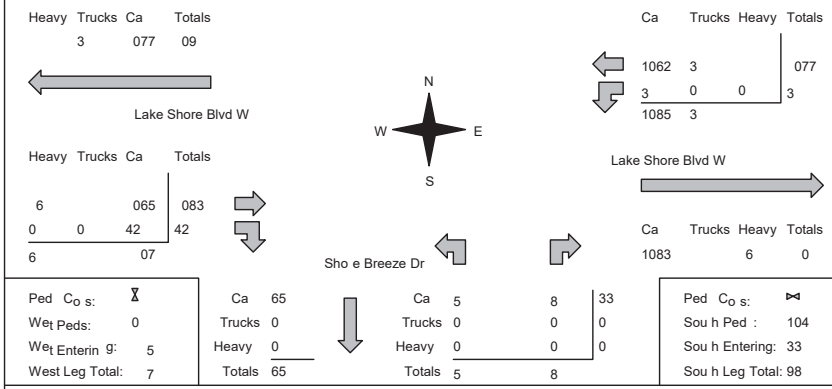
W ther conditions:

Person counted:
Person prepared:
Person check d:

**** Non-Signalized Int rse ction ****

Major Road: Lake Shore Blvd W uns W/E

East Leg Total: 01
East E eri g: 00
East Peds: 0
Ped C o s:



Ped C o s:
We t Peds: 0
We t Enterin g: 5
West Leg Total: 7

Ped C o s:
Sou h Ped : 104
Sou h Entering: 33
Sou h Leg Total: 98

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

Municipality: Toonto
Site #: 1909300012
Inters ction: Lake Shore Blvd W & Shoe Breez
TFR File #:
Count date: 6-Jun-19

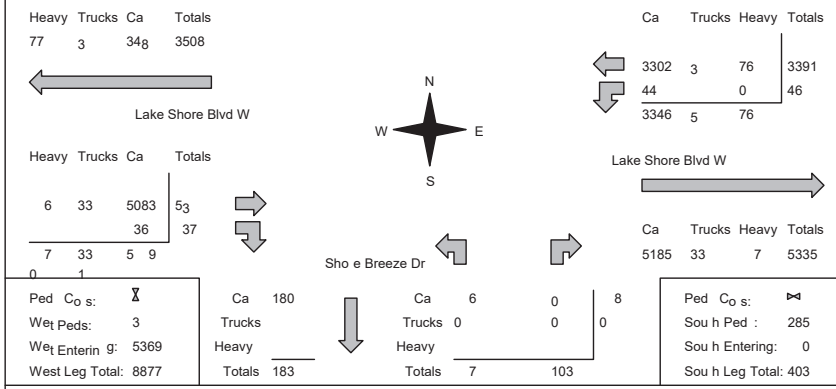
W ther conditions:

Person counted:
Person prepared:
Person checkd:

**** Non-Signalized Intrse ction ****

Major Road: Lake Shore Blvd W uns W/E

East Leg Total: 8772
East Eeri g: 3437
East Peds:
Ped Co s:



Ped Co s:
Wet Peds: 3
Wet Enterin g: 5369
West Leg Total: 8877

Ca 180
Trucks
Heavy
Totals 183

Ca 6 0 8
Trucks 0 0 0
Heavy
Totals 7 103

Ped Co s:
Sou h Ped : 285
Sou h Entering: 0
Sou h Leg Total: 403

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

Intersection: Lake Shore Blvd W & Shoe Breez | **Count te:** 6-Jun-19 | **Municip lity:** Toonto

North Approach Totls

Hour Endi g	Includes Cars, Trucks, & Heavy: Lef	Thru	Righ	Grand Total	Total Ped	No h/Sou h Total App oaches
8:00:00	0	0	0	0	0	38
7:00:00	0	0	0	0	0	6
42:00:00	0	0	0	0	0	66
49:00:00	0	0	0	0	0	
48:00:00	0	0	0	0	0	33
To al :	0	0	0	0	0	0

South Approach Totls

Hour Endi g	Includes Cars, Trucks, & Heavy: Lef	Thru	Righ	Grand Total	Total Ped
8:00:00	61	0	41	38	43
7:00:00	6	0	3	6	1
42:00:00	46	0	40	66	48
49:00:00	14	0	61		401
48:00:00	4	0	48	33	401
S To al :	7	0	03	0	85

East Approach Totls

Hour Endi g	Includes Cars, Trucks, & Heavy: Lef	Thru	Righ	Grand Total	Total Ped	East/West Total App oaches
8:00:00	3	68	0	670	0	4402
7:00:00		944	0	48	4	6178
42:00:00	6	67	0	678	0	711
49:00:00	44	4047	0	4030	0	6036
48:00:00	63	4099	0	4400	0	6665
To al :	46	3390	0	3436		8805

West Approach Totls

Hour Endi g	Includes Cars, Trucks, & Heavy: Lef	Thru	Righ	Grand Total	Total Ped
8:00:00	0	840		84	0
7:00:00	0	4956	68	4980	0
42:00:00	0	233	43	1	0
49:00:00	0	751	18	4006	3
48:00:00	0	4083	16	4465	0
W Total :	0	5232	37	5369	3

Calculated Values for Traffic Crossing Major Street

Hour Endig:	8:00	7:00	42:00	49:00		48:00	0:00	0:00	0:00
Cros i g Values:	61	62	46	11		45	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300012

Interval Ti	Pass ng r rs - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrins	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North ross	
	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	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: 5:00	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: 5:00	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
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6: 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7: 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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: 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8: 5: 5	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

Count Date: 6-Jun-19 Site #: 1909300012

Interval Ti	Pass ng r rs - East Approach						Trucks - East Approach						Heavys - E st Approach						Pde strians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	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			33	33	0	0	0	0	1	1	0	0	0	0	5	5	0	0	0	0
8:00:00	3		76	43	0	0	0	0	1	0	0	0	0	0	0	5	0	0	0	0
8: 5:00	4		44	65	0	0	0	0	3	2	0	0	0	0	4	4	0	0	0	0
8:30:00	6		6 8	87	0	0	0	0	4	1	0	0	0	0		7	0	0	0	0
8:45:00	9	3	784	56	0	0	0	0	4	0	0	0	0	0	33		0	0	1	1
9:00:00	0		957	73	0	0	0	0	4	0	0	0	0	0	37	4	0	0	1	0
9: 5:00	0	0	095	38	0	0	1	1	5	1	0	0	0	0	44	7	0	0	1	0
9:30:00			34	39	0	0	1	0	7	2	0	0	0	0	53	9	0	0	1	0
9:45:00		0	34	0	0	0	1	0	7	0	0	0	0	0	53	0	0	0	1	0
6:00:00		0	34	0	0	0	1	0	7	0	0	0	0	0	53	0	0	0	1	0
6: 5:00	3		48	48	0	0	1	0	8	1	0	0	0	0	58	5	0	0	1	0
6:30:00	4		7 5	33	0	0	1	0	9	1	0	0	0	0	60	2	0	0	1	0
6:45:00	7	3	985	70	0	0	1	0	0	1	0	0	0	0	63	3	0	0	1	0
7:00:00		4	39	54	0	0	2	1	0	0	0	0	0	0	64	1	0	0	1	0
7: 5:00	4	3	5	8	0	0	2	0		1	0	0	0	0	68	4	0	0	1	0
7:30:00	9	5	78	60	0	0	2	0		1	0	0	0	0	7	4	0	0	1	0
17:45:00	41		3032	5	0	0		0	3		0	0	0	0	73		0	0		0
8:00:00	44	3	330	69	0	0	2	0	3	0	0	0	0	0	76	3	0	0	1	0
8: 5:00	44	0	330		0	0	2	0	3	0	0	0	0	0	76	0	0	0	1	0
8: 5: 5	44	0	330	0	0	0	2	0	3	0	0	0	0	0	76	0	0	0	1	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300012

Interval Ti	Pass ng r rs - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrins	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South ross	
	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	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	4	4	0	0	0	0	0	0	0	0	0	0	0	0	6	6
8:00:00	4	9	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	3	7
8: 5:00	30	6	0	0	6		0	0	0	0	0	0	0	0	0	0	0	0	4	
8:30:00	37	7	0	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0	34	0
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	5	8	0	0	0	0	0	0	0	0	0	0	0	0	59	9
9: 5:00	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	6	4	0	0	0	0	0	0	1	1	0	0	0	0	77	9
9:45:00	60	0	0	0	6	0	0	0	0	0	0	0	1	0	0	0	0	0	77	0
6:00:00	60	0	0	0	6	0	0	0	0	0	0	0	1	0	0	0	0	0	77	0
6: 5:00	69	9	0	0	65	4	0	0	0	0	0	0	1	0	0	0	1	1	09	3
16:30:00	84	5	0	0	72	7	0	0	0	0	0	0		0	0	0		0	135	6
6:45:00	9	8	0	0	80	8	0	0	0	0	0	0	1	0	0	0	1	0	63	8
7:00:00	0	9	0	0	84	4	0	0	0	0	0	0	1	0	0	0	1	0	8	8
7: 5:00	04	3	0	0	88	4	0	0	0	0	0	0	1	0	0	0	1	0	05	4
7:30:00	07	3	0	0	95	7	0	0	0	0	0	0	1	0	0	0	1	0	9	4
7:45:00		4	0	0	96	1	0	0	0	0	0	0	1	0	0	0	1	0	5	3
8:00:00	6	5	0	0	0	6	0	0	0	0	0	0	1	0	0	0	1	0	85	33
8: 5:00	6	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	85	0
8: 5: 5	6	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	85	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300012

Interval Ti	Pass ng r rs - West Approach						Trucks - West Approach						Heavys - W st Approach						Pde strians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	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	0	0	0	0	0	0
8:00:00	0	0	777	38	6	1	0	0	7	6	0	0	0	0	6	6	0	0	0	0
8: 5:00	0	0		444		6	0	0	9	2	0	0	0	0	38		1	1	0	0
8:30:00	0	0	664	443		9	0	0			0	0	0	0	47	9		0	0	0
8:45:00	0	0	094	430	9	8	0	0		0	0	0	0	0	57	0		0	0	0
9:00:00	0	0	48	388	33	4	0	0	5	4	0	0	0	0	65	8		0	0	0
9:15:00	0	0	787	305	40	7	0	0	5	0	0	0	0	0	73	8		0	0	0
9:30:00	0	0	308	95	46	6	0	0	8	3	0	0	0	0	85			0	0	0
9:45:00	0	0	308	0	46	0	0	0	8	0	0	0	0	0	85	0		0	0	0
16:00:00	0	0	3082	0	46	0	0	0	8	0	0	0	0	0	85	0		0	0	0
16:15:00	0	0	3307	5	56	0	0	0	9		0	0	0	0	88	3		0	3	3
16:30:00	0	0	3536	9	68		0	0	9	0	0	0	0	0	93	5		0	3	0
16:45:00	0	0	3779	243	80		0	0	30		0	0	0	0	94			0	3	0
17:00:00	0	0	408	239	94	4	0	0	3		0	0	0	0	100	6		0	3	0
17:15:00	0	0	4282	264	08	4	0	0	32		0	0	0	0	105	5		0	3	0
17:30:00	0	0	45	239	4	6	0	0	33		0	0	0	0	108	3		0	3	0
17:45:00	0	0	4809	288		8	0	0	33	0	0	0	0	0	3	5		0	3	0
18:00:00	0	0	5083	274	36	4	0	0	33	0	0	0	0	0	6	3		0	3	0
18:15:00	0	0	5083	0	36	0	0	0	33	0	0	0	0	0	6	0		0	3	0
18:15:15	0	0	5083	0	36	0	0	0	33	0	0	0	0	0	6	0		0	3	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Morning Peak Diagra

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

Municipality: To onto
Site #: 1909300013
Inters ction: Lake Shore Blvd W & Silve Moon
TFR File #:
Count d te: 6-Jun-19

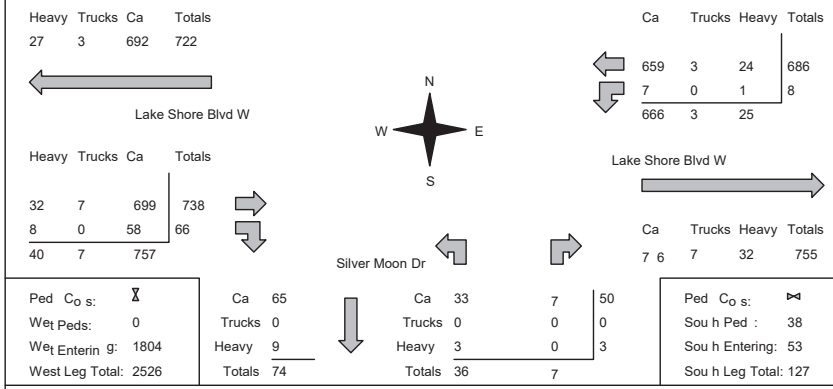
W ther conditions:

Person counted:
Person prepared:
Person check d:

** z onj SignaliA d Int rse ction **

Ma Nor Road: Lake Shore Blvd W uns W/E

East eg Total: 2449
East E eri g: 694
East Peds: 0
Ped C o s:



Ped C o s:	Ca 65	Ped C o s:
We t Peds: 0	Trucks 0	Sou h Ped : 38
We t Enterin g: 1804	Heavy 9	Sou h Entering: 53
West Leg Total: 2526	Totals 74	Sou h Leg Total: 127

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Efternoon Pea iagra

Specified Period	One Hour Pe
From: 6:00:00	From: 7:00:00
To: 8:00:00	To: 8:00:00

Municipality: To onto
Site #: 1909300013
Inters ction: Lake Shore Blvd W & Silve Moon
TFR File #:
Count d te: 6-Jun-19

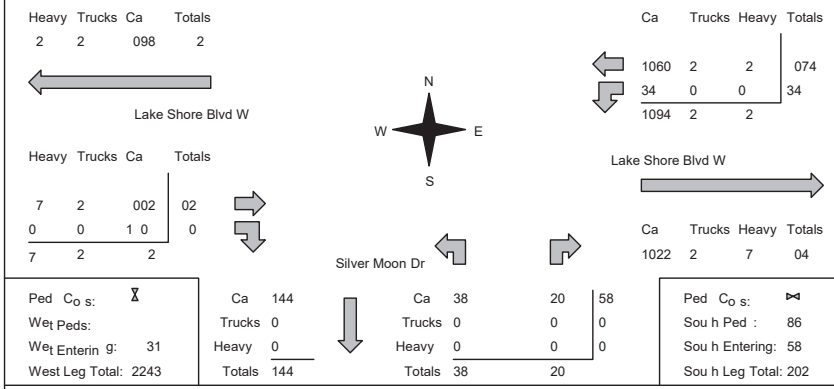
W ther conditions:

Person counted:
Person prepared:
Person check d:

** z onj SignaliA d Int rse ction **

M N or Road: Lake Shore Blvd W uns W/E

East eg Total: 2149
East E eri g: 08
East Peds: 0
Ped C o s:



Ped C o s:	Ca 144	Ped C o s:
We t Peds:	Trucks 0	Sou h Ped : 86
We t Enterin g: 31	Heavy 0	Sou h Entering: 58
West Leg Total: 2243	Totals 144	Sou h Leg Total: 202

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

Municipality: Toonto
Site #: 1909300013
Inters ction: Lake Shore Blvd W & Silve Moon
TFR File #:
Count dte: 6-Jun-19

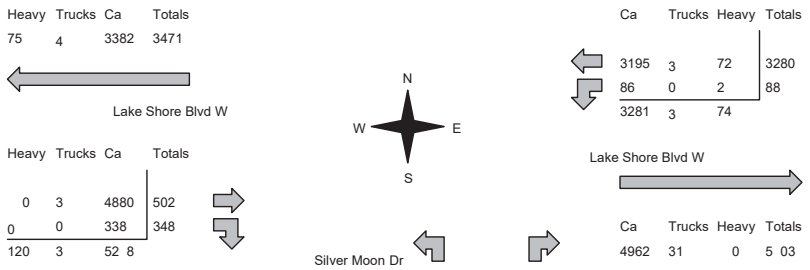
W ther conditions:

Person counted:
Person prepared:
Person checkd:

** z onjSignaliA d Intrse ction **

MaNr Road: Lake Shore Blvd W uns W/E

East eg Total: 8471
East Eeri g: 3368
East Peds: 0
Ped Co s:



Ped Co s:
Wet Peds:
Wet Enterin g: 5369
West Leg Total: 8840

Ca 424
Trucks 0
Heavy 2
Totals 436

Ca 187 82 269
Trucks 0
Heavy 3 0 3
Totals 9 82

Ped Co s:
Sou h Ped : 247
Sou h Entering: 273
Sou h Leg Total: 709

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

Intersection: Lake Shore Blvd W & Silve Moon | **Count te :** 6-Jun-19 | **Municip lity:** Toonto

z orth Epproach Totls

Hour Endi g	Include Cars, Trucks, & Heavy Lef	Thru	Righ	Grand Total	Total Ped	No h/Sou h Total App oaches
8:00:00	0	0	0	0	0	51
9:00:00	0	0	0	0	0	53
16:00:00	0	0	0	0	0	
17:00:00	0	0	0	0	0	6
18:00:00	0	0	0	0	0	58
To al :	0	0	0	0	0	273

South Epproach Totls

Hour Endi g	Includes Cars, Trucks, & Heavy Lef	Thru	Righ	Grand Total	Total Ped
8:00:00	36	0	15	51	16
9:00:00	36	0	1	53	38
16:00:00	35	0	9		1
17:00:00	6	0	1	6	90
18:00:00	38	0	0	58	86
S To al :	91	0	82	273	247

Vast Epproach Totls

Hour Endi g	Include Cars, Trucks, & Heavy Lef	Thru	Righ	Grand Total	Total Ped	East/West Total App oaches
8:00:00		58	0	60	0	1076
9:00:00	8	686	0	694	0	98
16:00:00	6	66	0		0	915
17:00:00	38	996	0	1034	0	009
18:00:00	34	1074	0	1108	0	39
To al :	88	3280	0	3368	0	8737

West Epproach Totls

Hour Endi g	Includes Cars, Trucks, & Heavy Lef	Thru	Righ	Grand Total	Total Ped
8:00:00	0	98	18	816	0
9:00:00	0	1738	66	1804	0
16:00:00	0	623	0	6 3	0
17:00:00	0	841	134	975	0
18:00:00	0	10 1	110	1131	1
W Total :	0	5021	348	5369	

Iculated 6 alues for Traffic Crossing MN or Street

Hour Endig:	8:00	9:00	16:00	17:00	18:00	0:00	0:00	0:00
Cros i g Values:	36	36	35	6	39	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: - jJunj19 Site #: 1909300013

Interval Ti	Pass ng r rs j z orth Epproach						Trucks j z orth Epproach						Heavys j z orth Epproach						Pedestrins	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		z orth ross	
	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	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: 5:00	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: 5:00	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
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6: 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7: 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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: 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8: 5: 5	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

Count Date: - jJunj19 Site #: 1909300013

Interval Ti	Pass ng r rs j Vast Epproach						Trucks j Vast Epproach						Heavys j V st Epproach						P de strians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Vast Cross	
	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	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	0	0	1	1	0	0	1	1	5	5	0	0	0	0
8:00:00		0	247	25	0	0	0	0	1	0	0	0	1	0	0	5	0	0	0	0
8: 5:00	5	4	404	57	0	0	0	0	3	2	0	0	2	1	4	4	0	0	0	0
8:30:00	8	3	592	88	0	0	0	0	4	1	0	0	2	0	2	7	0	0	0	0
8:45:00	8	0	748	56	0	0	0	0	4	0	0	0	2	0	30	9	0	0	0	0
9:00:00	8	0	906	58	0	0	0	0	4	0	0	0	2	0	34	4	0	0	0	0
9: 5:00	3	5	03	25	0	0	0	0	5	1	0	0	2	0	4	7	0	0	0	0
9:30:00	4		53	22	0	0	0	0	7	2	0	0	2	0	50	9	0	0	0	0
9:45:00	4	0	53	0	0	0	0	0	7	0	0	0	2	0	50	0	0	0	0	0
6:00:00	4	0	53	0	0	0	0	0	7	0	0	0	2	0	50	0	0	0	0	0
16:15:00	25		1398	245	0	0	0	0	8		0	0	2	0	55	5	0	0	0	0
16:30:00	35	0	6 9	22	0	0	0	0	9		0	0	2	0	57	2	0	0	0	0
16:45:00	45	0	1881	262	0	0	0	0	0		0	0	2	0	59	2	0	0	0	0
7:00:00	52	7	2 35	254	0	0	0	0		1	0	0	2	0	60	1	0	0	0	0
17:15:00	62	0	24$_5$	280	0	0	0	0	2		0	0	2	0	64	4	0	0	0	0
7:30:00	7	9	2668	253	0	0	0	0	3	1	0	0	2	0	68	4	0	0	0	0
7:45:00	77	6	2927	259	0	0	0	0	3	0	0	0	2	0	69	1	0	0	0	0
8:00:00	86	9	3 95	268	0	0	0	0	3	0	0	0	2	0	72	3	0	0	0	0
8: 5:00	86	0	3 95	0	0	0	0	0	3	0	0	0	2	0	72	0	0	0	0	0
8: 5: 5	86	0	3 95	0	0	0	0	0	3	0	0	0	2	0	72	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: - jJunj19 Site #: 1909300013

Interval Ti	Pass ng r rs j South Epproach						Trucks j South Epproach						Heavys j South Epproach						Pedestrins	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South ross	
	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	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	8	8	0	0	0	0	0	0	0	0	0	0	0	0	9	9
8:00:00	36	2	0	0	5	7	0	0	0	0	0	0	0	0	0	0	0	0	6	7
8: 5:00	43	7	0	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	28	2
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	5	0	0	32	5	0	0	0	0	0	0	3	0	0	0	0	0	54	0
9: 5:00	8	2	0	0	38	6	1	1	0	0	0	0	3	0	0	0	0	0	6	7
9:30:00	03	22	0	0	4	3	1	0	0	0	0	0	3	0	0	0	0	0	7	0
9:45:00	03	0	0	0	4	0	1	0	0	0	0	0	3	0	0	0	0	0	7	0
6:00:00	03	0	0	0	4	0	1	0	0	0	0	0	3	0	0	0	0	0	7	0
6: 5:00		8	0	0	50	9	1	0	0	0	0	0	3	0	0	0	0	0	97	26
6:30:00	27	6	0	0	55	5	1	0	0	0	0	0	3	0	0	0	0	0	9	22
6:45:00	4	4	0	0	58	3	1	0	0	0	0	0	3	0	0	0	0	0	4	22
7:00:00	49	8	0	0	62	4	1	0	0	0	0	0	3	0	0	0	0	0	6	20
7: 5:00	57	8	0	0	70	8	1	0	0	0	0	0	3	0	0	0	0	0	87	26
7:30:00	68		0	0	75	5	1	0	0	0	0	0	3	0	0	0	0	0	20	4
7:45:00	76	8	0	0	79	4	1	0	0	0	0	0	3	0	0	0	0	0	22	20
8:00:00	87		0	0	82	3	1	0	0	0	0	0	3	0	0	0	0	0	247	26
8: 5:00	87	0	0	0	82	0	1	0	0	0	0	0	3	0	0	0	0	0	247	0
8: 5: 5	87	0	0	0	82	0	1	0	0	0	0	0	3	0	0	0	0	0	247	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: - jJunj19 Site #: 1909300013

Interval Ti	Pass ng r rs j West Epproach						Trucks j West Epproach						Heavys j W st Epproach						Pde strians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	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			0	0	0	0
8:00:00	0	0	765	380	8	0	0	0	6	5	0	0	0	0	27	6	0	0	0	0
8: 5:00	0	0	204	439	33	5	0	0	8	2	0	0	0	0	37	0	2	2	0	0
8:30:00	0	0	655	45	45	2	0	0	0	2	0	0	0	0	44	7	5	3	0	0
8:45:00	0	0	2077	422	60	5	0	0	0	0	0	0	0	0	53	9	6	1	0	0
9:00:00	0	0	2464	387	76	6	0	0	3	3	0	0	0	0	59	6	8	2	0	0
9:15:00	0	0	2766	302	86	0	0	0	23	0	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		9		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	34	39	0	0	27		0	0	0	0	82	4	9	0	0	0
16:30:00	0	0	3453	204	65	31	0	0	27	0	0	0	0	0	86	4	0		0	0
16:45:00	0	0	3671	218	94	29	0	0	28		0	0	0	0	87		0	0	0	0
17:00:00	0	0	3878	207	228	34	0	0	29		0	0	0	0	93	6	0	0	0	0
17:15:00	0	0	4130	252	254	26	0	0	30		0	0	0	0	98	5	0	0	0	0
17:30:00	0	0	4360	230	273	9	0	0	31		0	0	0	0	0	3	0	0	0	0
17:45:00	0	0	4630	270	304	31	0	0	31	0	0	0	0	0	106	5	0	0	0	0
18:00:00	0	0	4880	250	338	34	0	0	31	0	0	0	0	0	0	4	0	0		
18:15:00	0	0	4880	0	338	0	0	0	3	0	0	0	0	0	0	0	0	0		0
18:15:15	0	0	4880	0	338	0	0	0	3	0	0	0	0	0	0	0	0	0		0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Morning Peak Diagra

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

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

Municipality: To onto
Site #: 1909300014
Inters ction: Lake Shore Blvd W & The Marginal
TFR File #:
Count d te: 6-Jun-19

W ther conditions:

Person counted:
Person prepared:
Person check d:

**** Non-Signalized Int rse ction ****

Major Road: Lake Shore Blvd W uns W/E

North Leg Total:
North Entering: 2
North Peds:
Peds Cross: ⋈

Heavys 0 0 0 0
Trucks 0 0 0 0
Ca s 0 2
Totals 0

Heavys 0
Trucks 0
Ca s 2
Totals 2

East Leg Total: 2461
East E eri g: 703
East Peds: 0
Peds Cross: ⧖

Existing Site Driveway

Heavys	Trucks	Ca s	Totals
27		67	702

Lake Shore Blvd W

Ca s	Trucks	Heavys	Totals
2	0	0	2
670		27	70
0	0	0	0
672		27	

N
W E
S

Heavys	Trucks	Ca s	Totals
0	0	0	0
32	7	718	757
0	0	0	0
32	7	7 8	

Lake Shore Blvd W

Ca s	Trucks	Heavys	Totals
7 9	7	32	758

The Marginal Blvd

Peds Cross: ⧖
West Peds: 0
West Entering: 1757
West Leg Total: 2459

Ca s 0
Trucks 0
Heavys 0
Totals 0

Ca s 0 0 0 0
Trucks 0 0 0 0
Heavys 0 0 0 0
Totals 0 0 0

Peds Cross: ⋈
Sou h Peds: 0
Sou h Entering: 0
Sou h Leg Total: 0

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Afternoon Pea iagra

Specified Period
From: 6:00:00
To: 8:00:00

One Hour Pe
From: 7:00:00
To: 8:00:00

Municipality: To onto
Site #: 1909300014
Inters ction: Lake Shore Blvd W & The Ma gin al
TFR File #:
Count d te: 6-Jun-19

W ther conditions:

Person counted:
Person prepared:
Person check d:

**** Non-Signalized Int rse ction ****

Major Road: Lake Shore Blvd W uns W/E

North Leg Total: 2
North Entering:
North Peds: 2
Peds Cross: ⋈

Heavys 0 0 0 0
Trucks 0 0 0 0
Ca s 0 0
Totals 0 0

Heavys 0
Trucks 0
Ca s
Totals

East Leg Total: 2153
East E eri g: 05
East Peds: 0
Peds Cross: ⧖

Existing Site Driveway

Heavys	Trucks	Ca s	Totals
2	2	09	105

Lake Shore Blvd W

Ca s	Trucks	Heavys	Totals
1	0	0	1
1090	2	2	0
0	0	0	0
1091	2	2	

N
W E
S

Heavys	Trucks	Ca s	Totals
0	0	0	0
7		030	048
0	0	0	0
7		030	

Lake Shore Blvd W

Ca s	Trucks	Heavys	Totals
1030		7	0 8

The Marginal Blvd

Peds Cross: ⧖
West Peds: 0
West Entering: 0 8
West Leg Total: 2153

Ca s 0
Trucks 0
Heavys 0
Totals 0

Ca s 0 0 0 0
Trucks 0 0 0 0
Heavys 0 0 0 0
Totals 0 0 0

Peds Cross: ⋈
Sou h Peds: 0
Sou h Entering: 0
Sou h Leg Total: 0

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

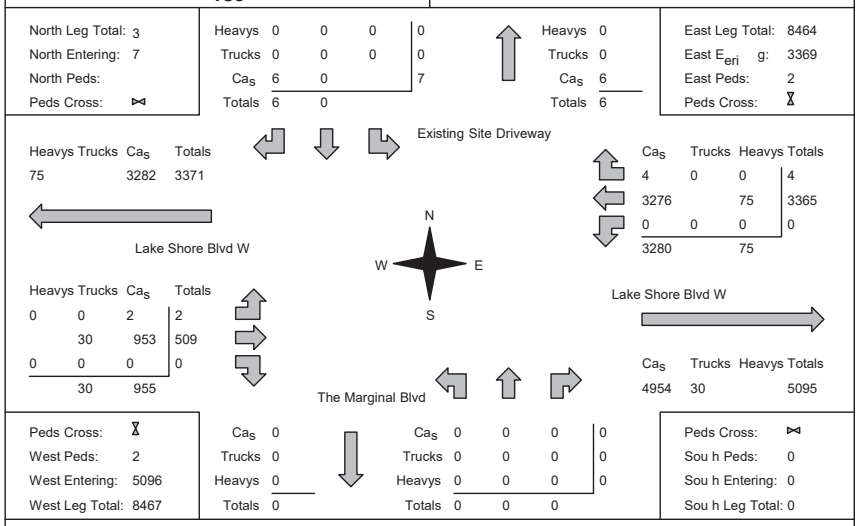
Municipality: Toonto
Site #: 1909300014
Inters ction: Lake Shore Blvd W & The Marginal
TFR File #:
Count date: 6-Jun-19

W ther conditions:

Person counted:
Person prepared:
Person checkd:

**** Non-Signalized Intrse ction ****

Major Road: Lake Shore Blvd W uns W/E



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

Intersection: Lake Shore Blvd W & The Magin a | **Count te :** 6-Jun-19 | **Municip lity:** Toonto

North Approach Totals

Hour Endi g	Includes Cars, Trucks, & Heavys Lef	Thru	Righ	Grand Total	Total Peds	No h/Sou h Total App oaches
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		1
18:00:00	0	0	1	1	3	1
To als:	1	0	6	7		7

South Approach Totals

Hour Endi g	Includes Cars, Trucks, & Heavys Lef	Thru	Righ	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 To als:	0	0	0	0	0

East Approach Totals

Hour Endi g	Includes Cars, Trucks, & Heavys Lef	Thru	Righ	Grand Total	Total Peds	East/West Total App oaches
8:00:00	0	370	1	371	1	10 1
6:00:00	0	201	3	0	0	3470
17:00:00	0	378	0	378	0	60
12:00:00	0	1053	0	1053	1	1828
18:00:00	0	1104	1	1109	0	3195
To als:	0	3365		3369	2	865

West Approach Totals

Hour Endi g	Includes Cars, Trucks, & Heavys Lef	Thru	Righ	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	7	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 Endig:	8:00	6:00	17:00	12:00		18:00	0:00	0:00	0:00
Crossi g Values:			0	1		0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300014

Interval Ti	Pass ng r rs - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrins	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North ross	
	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	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: 5:00	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: 5:00	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: 5:00	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: 5:00	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: 5:00	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
6:00:00	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
6: 5:00	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
6:30:00	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	8	2
6: 5:00	1	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	8	0
7:00:00	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1
7: 5:00	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30:00	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7: 5:00	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00:00	1	0	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0		0
8: 5:00	1	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0		0
8: 5: 5	1	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0		0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300014

Interval Ti	Pass ng r rs - East Approach						Trucks - East Approach						Heavys - E st Approach						P$_{de}$ strians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	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: 5:00	0	0	20	20		1	0	0	1	1	0	0	0	0	6	6	0	0	0	0
8:00:00	0	0	2 8	28		0	0	0	1	0	0	0	0	0		5	0	0	1	1
8: 5:00	0	0	08	60		0	0	0	3	2	0	0	0	0	6	5	0	0	1	0
8:30:00	0	0	602	9		0	0	0	4	1	0	0	0	0	25	9	0	0	1	0
8: 5:00	0	0	762	60	2	1	0	0	4	0	0	0	0	0	3	9	0	0	1	0
9:00:00	0	0	9 8	56	3	1	0	0	5	1	0	0	0	0	38	4	0	0	1	0
9: 5:00	0	0	052	3	3	0	0	0	6	1	0	0	0	0		6	0	0	1	0
9:30:00	0	0	68	6	3	0	0	0	8	2	0	0	0	0	53	9	0	0	1	0
9: 5:00	0	0	68	0	3	0	0	0	8	0	0	0	0	0	53	0	0	0	1	0
16:00:00	0	0	68	0	3	0	0	0	8	0	0	0	0	0	53	0	0	0		0
16:15:00	0	0	24	256	3	0	0	0	9		0	0	0	0	58	5	0	0		0
16:30:00	0	0	1660	236	3	0	0	0	0		0	0	0	0	60	2	0	0	2	
16:45:00	0	0	1920	260	3	0	0	0			0	0	0	0	62	2	0	0	2	0
17:00:00	0	0	2186	266	3	0	0	0	2		0	0	0	0	63		0	0	2	0
17:15:00	0	0	2473	287	3	0	0	0	3		0	0	0	0	67		0	0	2	0
17:30:00	0	0	2733	260	3	0	0	0			0	0	0	0	71		0	0	2	0
17:45:00	0	0	3002	269			0	0		0	0	0	0	0	72		0	0	2	0
18:00:00	0	0	3276	27		0	0	0		0	0	0	0	0	75	3	0	0	2	0
18:15:00	0	0	3276	0		0	0	0		0	0	0	0	0	75	0	0	0	2	0
18:15:15	0	0	3276	0		0	0	0		0	0	0	0	0	75	0	0	0	2	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300014

Interval Ti	Pass ng r rs - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrins	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South ross	
	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	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: 5:00	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: 5:00	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: 5:00	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: 5:00	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: 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6: 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6: 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7: 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7: 5:00	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: 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8: 5: 5	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

Count Date: 6-Jun-19 Site #: 1909300014

Interval Ti	Pass ng r rs - West Approach						Trucks - West Approach						Heavys - W st Approach						Pde strians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	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: 5:00			392	392	0	0	0	0	1	1	0	0	0	0			0	0	2	2
8:00:00		0	777	385	0	0	0	0	5	4	0	0	0	0	27	6	0	0	2	0
8: 5:00		0	22		0	0	0	0	7	2	0	0	0	0	37	0	0	0	2	0
8:30:00		0	669	8	0	0	0	0	9	2	0	0	0	0		7	0	0	2	0
8: 5:00		0	2 06	37	0	0	0	0	9	0	0	0	0	0	53	9	0	0	2	0
9:00:00		0	2 95	389	0	0	0	0	2	3	0	0	0	0	59	6	0	0	2	0
9: 5:00	2		280	306	0	0	0	0	22	0	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		0	0	2	0
9: 5:00	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		0	0	2	0
16:30:00	2	0	3505	21	0	0	0	0	27	0	0	0	0	0	87		0	0	2	0
16:45:00	2	0	3709	20	0	0	0	0	28		0	0	0	0	88		0	0	2	0
17:00:00	2	0	3923	21	0	0	0	0	29		0	0	0	0	94	6	0	0	2	0
17:15:00	2	0	82	259	0	0	0	0	29	0	0	0	0	0	99	5	0	0	2	0
17:30:00	2	0	29	247	0	0	0	0	30		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			0	0	2	0
18:15:00	2	0	4953	0	0	0	0	0	30	0	0	0	0	0		0	0	0	2	0
18:15:15	2	0	4953	0	0	0	0	0	30	0	0	0	0	0		0	0	0	2	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Morning Peak Diagra

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

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

Municipality: To onto
Site #: 1909300015
Inters ction: Lake Shore Blvd W & Brookers L
TFR File #:
Count d te: 6-Jun-19

W ther conditions:

Person counted:
Person prepared:
Person check d:

**** Signalized Inters ction ****

Major Road: Lake Shore Blvd W uns W E

North Leg Total: 1260
North Entering: 479
North Peds: 2
Peds Cross: ⋈

Heavys	4	0	2	6
Trucks		2	0	7
Ca s	374	35	47	456
Totals	393	37	49	

Heavys
Trucks 2
Ca s 774
Totals 78

East Leg Total: 3
East E eri g: 140
East Peds: 2
Peds Cross: ⧖

Gardi e EB On Ramp & WB Off Ramp

Heavys	Trucks	Ca s	Totals
24	6	6 2	682

Lake Shore Blvd W

Heavys	Trucks	Ca s	Totals
4	2	694	700
29	7	990	1026
0	0	25	25
33	9	709	

Ca s	Trucks	Heavys	Totals
7	0		8
109	0	0	9
3	0	0	3
129	0		

Lake Shore Blvd W

Ca s	Trucks	Heavys	Totals
32	8	3	7

Brookers Ln

Peds Cross: ⧖
West Peds: 0
West Entering: 7
West Leg Total: 2433

Ca s	63			
Trucks	2			
Heavys	0			
Totals	65			

Ca s	169	63	95	327
Trucks		0		2
Heavys	0	0	0	0
Totals	170	63	96	

Peds Cross: ⋈
Sou h Peds: 8
Sou h Entering: 329
Sou h Leg Total: 394

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Afternoon Pea iagra

Specified Period
From: 6:00:00
To: 8:00:00

One Hour Pe
From: 7:00:00
To: 8:00:00

Municipality: To onto
Site #: 1909300015
Inters ction: Lake Shore Blvd W & Brookers L
TFR File #:
Count d te: 6-Jun-19

W ther conditions:

Person counted:
Person prepared:
Person check d:

**** Signalized Intersection ****

Major Road: Lake Shore Blvd W uns W E

North Leg Total: 2 2
North Entering: 1092
North Peds: 2
Peds Cross: ⋈

Heavys	3	0	3	6
Trucks		0	0	
Ca s	869	122	90	1081
Totals	877	122	93	

Heavys 0
Trucks 0
Ca s 120
Totals 120

East Leg Total: 0 6
East E eri g: 4
East Peds: 0
Peds Cross: ⧖

Gardi e EB On Ramp & WB Off Ramp

Heavys	Trucks	Ca s	Totals
		086	102

Lake Shore Blvd W

Heavys	Trucks	Ca s	Totals
0	0	103	03
6	2	740	758
0	0	1	
6	2	998	

Ca s	Trucks	Heavys	Totals
7	0	0	7
4	0	8	22
2	0	0	2
133	0	8	

Lake Shore Blvd W

Ca s	Trucks	Heavys	Totals
894	2	9	91

Brookers Ln

Peds Cross: ⧖
West Peds: 0
West Entering: 0 6
West Leg Total: 21 8

Ca s	289			
Trucks	0			
Heavys	0			
Totals	289			

Ca s	103	0	64	177
Trucks	0	0	0	0
Heavys	0	0	0	0
Totals	103	0	64	

Peds Cross: ⋈
Sou h Peds: 72
Sou h Entering: 177
Sou h Leg Total: 466

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

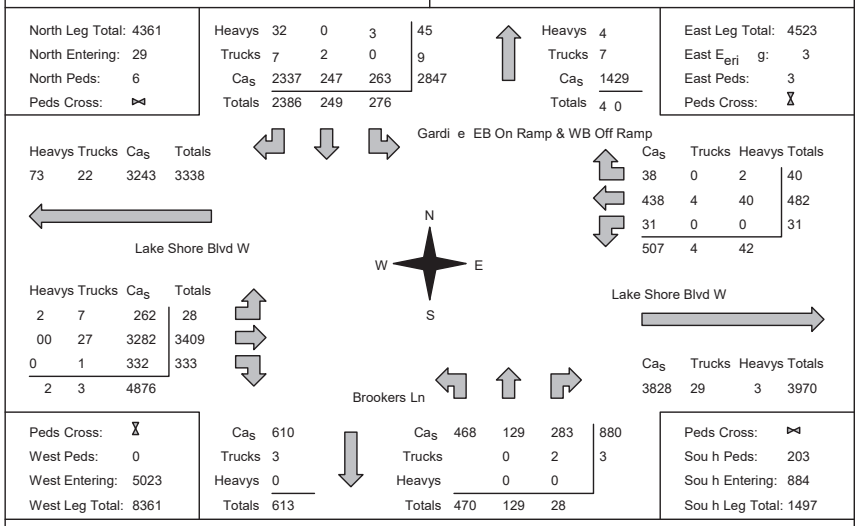
Municipality: Toonto
Site #: 1909300015
Inters ction: Lake Shore Blvd W & Brookers L
TFR File #:
Count date: 6-Jun-19

W ther conditions:

Person counted:
Person prepared:
Person checkd:

**** Signalized Inters ction ****

Major Road: Lake Shore Blvd W uns W E



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

Intersection: Lake Shore Blvd W & Brookers L | **Count te :** 6-Jun-19 | **Municip lity:** Toonto

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys: Left	Thru	Right	Grand Total	Total Peds	No h/Sou h Total App oaches
8:00:00	41	3	428	410	0	744
9:00:00	2	71	7 7	21		808
45:00:00	3	40	430	483	0	8
41:00:00		13	848	983		4448
48:00:00	7	46	811	4096		4659
To als:	276	249	2386	2911	6	3795

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys: Left	Thru	Right	Grand Total	Total Peds
8:00:00	13	4	23	424	4
9:00:00	410	7		76	38
45:00:00	2	4	7	402	40
41:00:00	1	4	24	477	2
48:00:00	407	40	2	411	1
S Totals:	470	29	28	884	203

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys: Left	Thru	Right	Grand Total	Total Peds	East/West Total App oaches
8:00:00		2	3	2	0	871
9:00:00	7	44	48	420		48 4
45:00:00		8	2	12	0	101
41:00:00	4	474		42	4	82
48:00:00	4	46	1	424	0	4431
To als:	3	482	40	3	3	76

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys: Left	Thru	Right	Grand Total	Total Peds
8:00:00	3	34	4	188	0
9:00:00	100	4065	3	4134	0
45:00:00	4	253	7	77	0
41:00:00	7	22	8	873	0
48:00:00	407	138	433	4045	0
W Totals:	281	3409	333	023	0

Calculated Values for Traffic Crossing Major Street

Hours Ending:	8:00	:00	45:00	41:00	48:00	0:00	0:00	0:00
Crossing Values:	447	82	0	22	748	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300015

Interval Ti	Pass ng r rs - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrins	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North ross	
	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:4 :00	4	4	1	1	62	62	0	0	0	0	2	2	1	1	0	0	1	1	0	0
8:00:00	4	0		4	42	80	0	0	0	0	2	0	3	2	0	0	4	3	0	0
8: :00	2			0	234	92	0	0	2	2	4	2	3	0	0	0	4	0	0	0
8:30:00	3	0	22	7	338	04	0	0	2	0	5	1	4	1	0	0		7	1	1
8:4 :00	4	0	33		424	86	0	0	2	0	6	1	4	0	0	0	6			
9:00:00	6	6	40	7	6	92	0	0	2	0	7	1	5	1	0	0	8	2	2	0
9: :00	76		46	6	90	74	0	0	2	0	7	0	6	1	0	0	2	3	2	0
9:30:00	8	9	0	4	6 4	64	0	0	2	0	9	2	6	0	0	0	28	2	2	0
9:4 :00	8	0	0	0	6 4	0	0	0	2	0	9	0	6	0	0	0	28	0	2	0
6:00:00	8	0	0	0	6 4	0	0	0	2	0	9	0	6	0	0	0	28	0	2	0
16:15:00	107	22	74	24	8 9	20	0	0	2	0	0		7		0	0	28	0	2	0
6:30:00	3	28	88	4	0 0	9	0	0	2	0	0	0	8	1	0	0	28	0	4	2
16:45:00	6	2	03		2 9	209	0	0	2	0			8	0	0	0	29		4	0
17:00:00	173	7	2	22	1468	209	0	0	2	0	2		0	2	0	0	29	0	4	0
17:15:00	193	20	4	29	1694	226	0	0	2	0	4	2	0	0	0	0	30			
17:30:00	210	7	89	35	1899	20	0	0	2	0	6	2			0	0	3			0
17:45:00	234	24	223	34	2120	22	0	0	2	0	6	0		0	0	0	3	0	6	
18:00:00	263	29	247	24	2337	217	0	0	2	0	7		3	2	0	0	32		6	0
18:15:00	263	0	247	0	2337	0	0	0	2	0	7	0	3	0	0	0	32	0	6	0
18:15:15	263	0	247	0	2337	0	0	0	2	0	7	0	3	0	0	0	32	0	6	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300015

Interval Ti	Pass ng r rs - East Approach						Trucks - East Approach						Heavys - E st Approach						P$_{de}$ strians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:4 :00			22	22	3	3	0	0	0	0	0	0	0	0	5	5	1	1	0	0
8:00:00	2		3	3	4	1	0	0	0	0	0	0	0	0	7	2	1	0	0	0
8: :00	3		66	3	7	3	0	0	0	0	0	0	0	0		4	1	0	0	0
8:30:00	4		93	27	3	6	0	0	0	0	0	0	0	0	3	2	1	0	1	1
8:4 :00			22	29	8	5	0	0	0	0	0	0	0	0		2	2	1	2	1
9:00:00		0	44	22	2	3	0	0	0	0	0	0	0	0	7	2	2	0	2	0
9: :00	6		74	30	2	4	0	0	1	1	0	0	0	0	9	2	2	0	2	0
9:30:00	7		206	32	2	0	0	0	1	0	0	0	0	0	22	3	2	0	2	0
9:4 :00	7	0	206	0	2	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		0	0	0	0	0	22	0	2	0	2	0
16:15:00		4	236	30	27	2	0	0	2		0	0	0	0	27		2	0	2	0
16:30:00	4	3	268	32	28		0	0	3		0	0	0	0	29	2	2	0	3	
16:45:00	9		292	24	30	2	0	0	4		0	0	0	0	30		2	0	3	0
17:00:00	9	0	324	32	31		0	0	4	0	0	0	0	0	32	2	2	0	3	0
17:15:00	24		3 6	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	4 2	25	38		0	0	4	0	0	0	0	0	38		2	0	3	0
18:00:00	31		438	26	38	0	0	0	4	0	0	0	0	0	40	2	2	0	3	0
8: :00	3	0	438	0	38	0	0	0	4	0	0	0	0	0	40	0	2	0	3	0
8: :	3	0	438	0	38	0	0	0	4	0	0	0	0	0	40	0	2	0	3	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300015

Interval Ti	Pass ng r rs - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrins	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South ross	
	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:4 :00	39	39	0	0	24	24	0	0	0	0	0	0	0	0	0	0	0	0		
8:00:00	7	36	2		4	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0
8:15:00	08	33	37	6	67	22			0	0	0	0	0	0	0	0	0	0	41	20
8:30:00	4	46		4	96	29		0	0	0			0	0	0	0	0	0	61	20
8:45:00	99	45	70	9	7	2		0	0	0		0	0	0	0	0	0	0	70	9
9:00:00	244	45	84	4	140	23		0	0	0		0	0	0	0	0	0	0	79	9
9: :00	27	27	93	9	62	22	1	0	0	0	2	1	1	1	0	0	0	0	8	2
9:30:00	289	8	03	0	78	6	1	0	0	0	2	0	1	0	0	0	0	0	89	8
9:4 :00	289	0	03	0	78	0	1	0	0	0	2	0	1	0	0	0	0	0	89	0
6:00:00	289	0	03	0	78	0	1	0	0	0	2	0	1	0	0	0	0	0	89	0
6: :00	30	6	07	4	9	3	1	0	0	0	2	0	1	0	0	0	0	0	06	7
6:30:00	322	7	2		204	3	1	0	0	0	2	0	1	0	0	0	0	0	8	2
6:4 :00	342	20	9	7	2 3	9	1	0	0	0	2	0	1	0	0	0	0	0	23	
7:00:00	36	23	9	0	2 9	6	1	0	0	0	2	0	1	0	0	0	0	0	3	8
7: :00	39	26	2	2	24	22	1	0	0	0	2	0	1	0	0	0	0	0	43	2
7:30:00	4	24	23	2	2 3	2	1	0	0	0	2	0	1	0	0	0	0	0		2
7:4 :00	443	28	26	3	27	8	1	0	0	0	2	0	1	0	0	0	0	0	83	28
8:00:00	468	2	29	3	283	2	1	0	0	0	2	0	1	0	0	0	0	0	203	20
8: :00	468	0	29	0	283	0	1	0	0	0	2	0	1	0	0	0	0	0	203	0
8: :	468	0	29	0	283	0	1	0	0	0	2	0	1	0	0	0	0	0	203	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300015

Interval Ti	Pass ng r rs - West Approach						Trucks - West Approach						Heavys - W st Approach						Pde strians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:4 :00	4	4	263	263		5	1	1	1	1	0	0	2	2	0	0	0	0	0	0
8:00:00	2 2	38	486	223	6		2	1	4	3	0	0	2	0	26	6	0	0	0	0
8: :00	4 9	67	744	2 8	22	6	2	0	7	3	0	0	2	0	36	0	0	0	0	0
8:30:00	624	20	987	243	23		4	2	7	0	0	0	3	1	42	6	0	0	0	0
8:4 :00	809	8	232	24	32	9	4	0	8	1	0	0	4	1	0	8	0	0	0	0
9:00:00	946	37	476	244	4	9	4	0		3	0	0	6	2			0	0	0	0
9: :00	027	8	688	2 2	6	20	6	2	8	7	1	1	8	2	62	7	0	0	0	0
9:30:00	067	40	9 6	228	79	8	6	0	2	3	1	0	2	4	70	8	0	0	0	0
9:4 :00	067	0	9 6	0	79	0	6	0	2	0	1	0	2	0	70	0	0	0	0	0
16:00:00	1067	0	9 6	0	79	0	6	0	2	0		0	2	0	70	0	0	0	0	0
16:15:00	03	36	207	4	0	26	7		22			0	2	0	74	4	0	0	0	0
16:30:00	21	8	22	4	36	31	7	0	23			0	2	0	78	4	0	0	0	0
16:45:00	41	20	2373	162		9	7	0	24			0	2	0	79		0	0	0	0
17:00:00	9	8	2542	169	77	22	7	0	25			0	2	0	84		0	0	0	0
17:15:00	90	31	2724	182	20	28	7	0	25	0		0	2	0	89		0	0	0	0
17:30:00	2 4	24	2907	183	237	32	7	0	26			0	2	0	92	3	0	0	0	0
17:45:00	1234	20	3106	199	293	6	7	0	26	0		0	2	0	97		0	0	0	0
18:00:00	1262	28	3282	176	332	39	7	0	27			0	2	0	100	3	0	0	0	0
18:15:00	1262	0	3282	0	332	0	7	0	27	0		0	2	0	100	0	0	0	0	0
18:15:15	1262	0	3282	0	332	0	7	0	27	0		0	2	0	100	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Morning Peak Diagra

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

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

Municipality: To onto
Site #: 1909300016
Inters ction: Lake Shore Blvd W & Newport Bea
TFR File #:
Count d te: -J n-19

W ther conditions:

Person counted:
Person prepared:
Person check d:

**** z onj SignaliA d Int rse ction ****

MaN or Road: Lake Shore Blvd W uns W/E

North Leg Total: 3
North Entering:
North Peds: 0
Peds Cross: ⋈

Heavys	0	0	
Tr cks	0	0	0	0
Ca s	0	0	0	0
Totals		0	0	

Heavys 7
Tr cks 0
Ca s 0
Totals 7

East Leg Total: 1233
East E eri g: 104
East Peds: 0
Peds Cross: ⋈

TTC Humbe Loop Underpass

Heavys	Trucks	Ca s	Totals
0		32	143

Ca s	Tr cks	Heavys	Totals
0	0	0	0
99	0	5	104
0	0	0	0
99	0	5	

Lake Shore Blvd W

N
W E
S

Lake Shore Blvd W

Heavys	Trucks	Ca s	Totals
7	0	0	7
2	8	090	124
0	0	4	4
33	8	04	

Newpo t Beach Condos Driveway

Ca s	Tr cks	Heavys	Totals
1095	8	2	29

Peds Cross: ⋈
West Peds:
West Entering: 45
West Leg Total: 1288

Ca s	4		
Tr cks	0		
Heavys	0		
Totals	4		

Ca s	33	0	5	38
Tr cks	0	0	0	0
Heavys	0	0	0	0
Totals	33	0	5	

Peds Cross: ⋈
Sou h Peds: 0
Sou h Entering: 38
Sou h Leg Total: 52

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Efternoon Pea iagra

Specified Period
From: :00:00
To: 8:00:00

One Hour Pe
From: 7:00:00
To: 8:00:00

Municipality: To onto
Site #: 1909300016
Inters ction: Lake Shore Blvd W & Newport Bea
TFR File #:
Count d te: -J n-19

W ther conditions:

Person counted:
Person prepared:
Person check d:

**** z onj SignaliA d Int rse ction ****

M N or Road: Lake Shore Blvd W uns W/E

North Leg Total: 4
North Entering:
North Peds: 0
Peds Cross: ⋈

Heavys	0	0	
Tr cks	0	0	0	0
Ca s	0	0	0	0
Totals		0	0	

Heavys 8
Tr cks 0
Ca s 0
Totals 8

East Leg Total: 1006
East E eri g: 122
East Peds: 7
Peds Cross: ⋈

TTC Humbe Loop Underpass

Heavys	Trucks	Ca s	Totals
7	0	138	45

Ca s	Tr cks	Heavys	Totals
0	0	0	0
2	0		22
0	0	0	0
2	0		

Lake Shore Blvd W

N
W E
S

Lake Shore Blvd W

Heavys	Trucks	Ca s	Totals
8	0	0	8
2	2	8 9	883
0	0	23	23
20	2	892	

Newpo t Beach Condos Driveway

Ca s	Tr cks	Heavys	Totals
870	2	2	884

Peds Cross: ⋈
West Peds: 86
West Entering: 914
West Leg Total: 1059

Ca s	23		
Tr cks	0		
Heavys	0		
Totals	23		

Ca s	7	0		8
Tr cks	0	0	0	0
Heavys	0	0	0	0
Totals	7	0		

Peds Cross: ⋈
Sou h Peds: 0
Sou h Entering: 8
Sou h Leg Total: 41

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

Municipality: To onto
Site #: 1909300016
Inters ction: Lake Shore Blvd W & Newport Bea
TFR File #:
Count d te: -J n-19

W ther conditions:

Person counted:
Person prepared:
Person check d:

** z onjSignaliA d Int rse ction **

Ma Nor Road: Lake Shore Blvd W uns W/E

North Leg Total: 56
North Entering: 26
North Peds: 2
Peds Cross: ⋈

Heavys	26	0	0	26
Tr cks	0	0	0	0
Ca s	0	0	0	0
Totals	26	0	0	

Heavys	30
Tr cks	0
Ca s	0
Totals	30

East Leg Total: 43 5
East E eri g: 45
East Peds: 38
Peds Cross: ⧖

Heavys	Trucks	Ca s	Totals
42	3	5 9	564

TTC Humbe Loop Underpass

Ca s	Tr cks	Heavys	Totals
0	0	0	0
437	3		45
0	0	0	0
437	3		

Lake Shore Blvd W

N
W E
S

Heavys	Trucks	Ca s	Totals
30	0	0	30
88	30	37 7	3835
4	0	81	85
122	30	3798	

Lake Shore Blvd W

Ca s	Tr cks	Heavys	Totals
3741	30	88	3859

Newpo t Beach Condos Driveway

Peds Cross: ⧖
West Peds: 365
West Entering: 3950
West Leg Total: 45 4

Ca s	81			
Tr cks	0			
Heavys	4			
Totals	85			

Ca s	82	0	24	0
Tr cks	0	0	0	0
Heavys	0	0	0	0
Totals	82	0	24	

Peds Cross: ⋈
Sou h Peds: 0
Sou h Entering: 0
Sou h Leg Total: 9

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

Intersection: Lake Shore Blvd W & Newport Be | **Count te :** -J n-19 | **Municip lity:** To onto

z orth Epproach Tot ls (Includes Cars, Trucks, & Heavys)

Ho Endi g	Lef	Thr	Righ	Grand Total	Total Peds	No h/So h Total App oaches
8:00:00	*0*	*0*	*3*	*3*	*1*	*17*
9:00:00	*0*	*0*			*0*	*44*
16:00:00	*0*	*0*	*4*	*4*	*0*	
17:00:00	*0*	*0*	*7*	*7*	*1*	
18:00:00	*0*	*0*			*0*	*4*
To als:	0	0	26	26	2	32

South Epproach Tot ls (I clu des Cars, Trucks, & Heavys)

Ho Endi g	Lef	Thr	Righ	Grand Total	Total Peds
8:00:00	*11*	*0*	*3*	*14*	*0*
9:00:00	*33*	*0*		*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 To als:	82	0	24	0	0

Vast Epproach Tot ls (Includes Cars, Trucks, & Heavys)

Ho Endi g	Lef	Thr	Righ	Grand Total	Total Peds	East/West Total App oaches
8:00:00	*0*	*4*	*0*	*4*	*7*	*10*
9:00:00	*0*	*104*	*0*	*104*	*10*	*1249*
16:00:00	*0*	*4*	*0*	*4*	*0*	*97*
17:00:00	*0*	*1 4*	*0*	*124*	*14*	*914*
18:00:00	*0*	*1*	*0*	*1*	*7*	*1036*
To als:	0	45	0	45	38	4406

West Epproach Tot ls (I clu des Cars, Trucks, & Heavys)

Ho Endi g	Lef	Thr	Righ	Grand Total	Total Peds
8:00:00		*1*		*8*	*0*
9:00:00	*7*	*1124*	*14*	*1145*	*111*
16:00:00	*4*		*3*	*533*	
17:00:00		*741*	*43*	*790*	*83*
18:00:00	*8*	*883*	*3*	*914*	*8*
W Totals:	30	3835	85	3950	365

alculated 6 alues for Traffic Crossing M N or Street

Hours Endi g:	*8:00*	*9:00*	*16:00*	*17:00*	*18:00*	*0:00*	*0:00*	*0:00*
Crossi g Val es:	*78*	*154*	*3*	*108*	*110*	*0*	*0*	*0*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: - jJunj19 Site #: 190930001-

Interval Ti	Passing rs j z orth Epproach						Trucks j z orth Epproach						Heavys j z orth Epproach						Pedestrins	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		z orth ross	
	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	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: 5:00	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: 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		2	1	0
9:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	1	0
9:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0
:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0
: 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	2	1
:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	2	2	0
:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	2	0
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	2	2	0
7: 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	2	2	0
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	1	2	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	2	2	0
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	2	0
8: 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0
8: 5: 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: - jJunj19 Site #: 190930001-

Interval Ti	Passing rs j Vast Epproach						Trucks j Vast Epproach						Heavys j V st Epproach						Pde strians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Vast Cross	
	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	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	2	2	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0
8:00:00	0	0	37		0	0	0	0	0	0	0	0	0	0	5	0	0	0	7	7
8: 5:00	0	0	4	27	0	0	0	0	0	0	0	0	0	0	7	2	0	0	9	2
8:30:00	0	0	85	2	0	0	0	0	0	0	0	0	0	0	8	1	0	0		2
8:45:00	0	0	4	29	0	0	0	0	0	0	0	0	0	0	9	1	0	0		0
9:00:00	0	0	3	22	0	0	0	0	0	0	0	0	0	0	0	1	0	0	7	
9: 5:00	0	0	7	3	0	0	0	0	1	1	0	0	0	0		1	0	0	7	0
9:30:00	0	0	97	30	0	0	0	0	1	0	0	0	0	0	2	1	0	0	7	0
9:45:00	0	0	97	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	7	0
:00:00	0	0	197	0	0	0	0	0		0	0	0	0	0	2	0	0	0	7	0
:15:00	0	0	229	32	0	0	0	0	2		0	0	0	0	5	3	0	0	9	2
:30:00	0	0	257	28	0	0	0	0	3		0	0	0	0	5	0	0	0	27	8
:45:00	0	0	285	28	0	0	0	0	3	0	0	0	0	0	5	0	0	0	30	3
17:00:00	0	0	31	3	0	0	0	0	3	0	0	0	0	0	5	0	0	0	3	
17:15:00	0	0	360	44	0	0	0	0	3	0	0	0	0	0			0	0	33	2
17:30:00	0	0	382	22	0	0	0	0	3	0	0	0	0	0		0	0	0	3	3
17:45:00	0	0	410	28	0	0	0	0	3	0	0	0	0	0		0	0	0	3	0
18:00:00	0	0	437	27	0	0	0	0	3	0	0	0	0	0		0	0	0	38	2
18:15:00	0	0	437	0	0	0	0	0	3	0	0	0	0	0		0	0	0	38	0
18:15:15	0	0	437	0	0	0	0	0	3	0	0	0	0	0		0	0	0	38	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: - jJunj19 Site #: 190930001-

Interval Ti	Pass ng r rs j South Epproach						Trucks j South Epproach						Heavys j South Epproach						Pedestrins	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South ross	
	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	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		5	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8: 5:00	9	8	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	29	0	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: 5:00	49	5	0	0		3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30:00	54	5	0	0		5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45:00	54	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:00:00	54	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
: 5:00	58	4	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:30:00		3	0	0	7		0	0	0	0	0	0	0	0	0	0	0	0	0	0
:45:00	2	1	0	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	5	3	0	0	23	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7: 5:00	8	3	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	77	9	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	79	2	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	82	3	0	0	24		0	0	0	0	0	0	0	0	0	0	0	0	0	0
8: 5:00	82	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8: 5: 5	82	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: - jJunj19 Site #: 190930001-

Interval Ti	Pass ng r rs j West Epproach						Trucks j West Epproach						Heavys j W st Epproach						Pde strians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	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	0	0	2	2	0	0	2	2	9	9	0	0	30	30
8:00:00	0	0	533	25		0	0	0	5	3	0	0	5	3	23	4			0	30
8: 5:00	0	0	8 4	28	4	3	0	0	8	3	0	0	8	3	30	7	1	0	93	33
8:30:00	0	0	092	278	5		0	0	9		0	0	0	2	35	5		0	8	25
8:45:00	0	0	344	252	9	4	0	0	0		0	0			42	7		0	4	28
9:00:00	0	0	23	279	5		0	0	3	3	0	0	2		49	7		0	7	25
9:15:00	0	0	872	249			0	0	2	8	0	0	4	2	55		2		8	0
9:30:00	0	0	2 24	252	7		0	0	24	3	0	0		2	3	8	2	0	9	5
9:45:00	0	0	2 24	0	7	0	0	0	24	0	0	0		0	3	0	2	0	9	0
:00:00	0	0	2124	0	7	0	0	0	24	0	0	0		0	3	0	2	0	9	0
:15:00	0	0	2287	3	32	5	0	0	25		0	0	7		7	4	3		219	23
:30:00	0	0	2475	188	42	0	0	0	2		0	0	9	2	70	3	3	0	235	
:45:00	0	0	263	188	52	0	0	0	27		0	0	20		7		4		254	9
17:00:00	0	0	2848	185	58		0	0	28		0	0	22	2	76	5	4	0	279	25
17:15:00	0	0	300	212	4		0	0	28	0	0	0	24	2	79	3	4	0	285	
17:30:00	0	0	3280	220	5		0	0	29		0	0	27	3	81	2	4	0	304	9
17:45:00	0	0	35	23	70	5	0	0	29	0	0	0	28		85	4	4	0	325	21
18:00:00	0	0	377	20	8		0	0	30		0	0	30	2	88	3	4	0	365	40
18:15:00	0	0	377	0	8	0	0	0	30	0	0	0	30	0	88	0	4	0	3 5	0
18:15:15	0	0	377	0	8	0	0	0	30	0	0	0	30	0	88	0	4	0	3 5	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Morning Peak Diagra

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

Municipality: To onto
Site #: 1909300017
Inters ction: Lake Shore Blvd W & Marine Pa ad
TFR File #:
Count d te: 6-J n-19

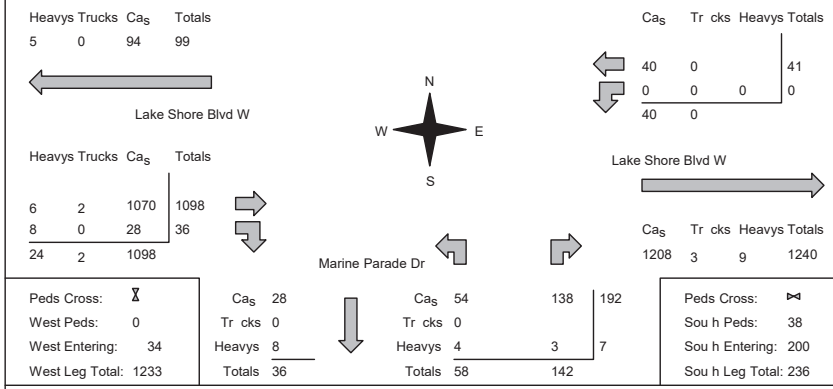
W ther conditions:

Person counted:
Person prepared:
Person check d:

**** z onj SignaliA d Int rse ction ****

Ma Mor Road: Lake Shore Blvd W uns W/E

East eg Total: 1281
East E eri g: 41
East Peds: 0
Peds Cross: ⧖



Peds Cross: ⧖
West Peds: 0
West Entering: 34
West Leg Total: 1233

Peds Cross: ⋈
Sou h Peds: 38
Sou h Entering: 200
Sou h Leg Total: 236

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Efternoon Pea iagra

Specified Period	One Hour Pe
From: 6:00:00	From: 6:45:00
To: 8:00:00	To: 7:45:00

Municipality: To onto
Site #: 1909300017
Inters ction: Lake Shore Blvd W & Marine Pa ad
TFR File #:
Count d te: 6-J n-19

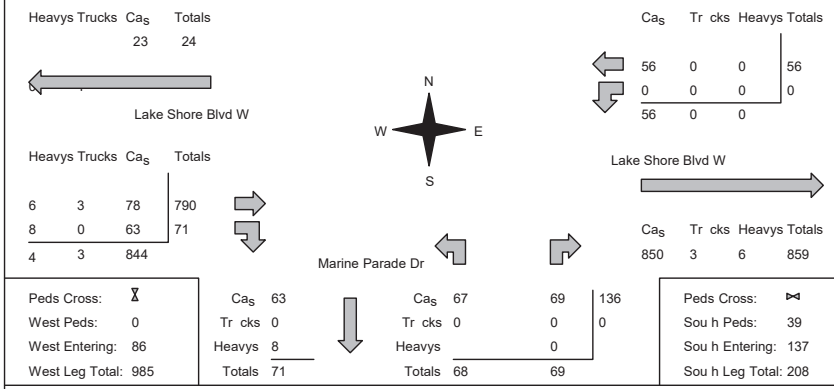
W ther conditions:

Person counted:
Person prepared:
Person check d:

**** z onj SignaliA d Int rse ction ****

M N or Road: Lake Shore Blvd W uns W/E

East eg Total: 915
East E eri g: 56
East Peds: 0
Peds Cross: ⧖



Peds Cross: ⧖
West Peds: 0
West Entering: 86
West Leg Total: 985

Peds Cross: ⋈
Sou h Peds: 39
Sou h Entering: 137
Sou h Leg Total: 208

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

Municipality: To onto
Site #: 1909300017
Inters ction: Lake Shore Blvd W & Marine Pa ad
TFR File #:
Count d te: 6-J n-19

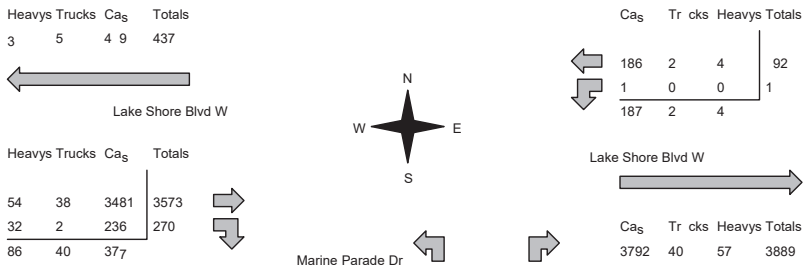
W ther conditions:

Person counted:
Person prepared:
Person check d:

** z onjSignaliA d Int rse ction **

MaN r Road: Lake Shore Blvd W uns W/E

East eg Total: 4082
East E eri g: 193
East Peds: 2
Peds Cross: ⧖



Peds Cross:	⧖	Ca s	237	Ca s	233	31	544	Peds Cross:	⋈
West Peds:	0	Tr cks	2	Tr cks	3	2	5	Sou h Peds:	154
West Entering:	3843	Heavys	32	Heavys	9	3	2	Sou h Entering:	56
West Leg Total:	4280	Totals	27	Totals	245	316		Sou h Leg Total:	832

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

Intersection: Lake Shore Blvd W & Marine Pa a | **Count te :** 6-J n-19 | **Municip lity:** To onto

z orth Epproach Tot ls

Ho Endi g	Includes Cars, Trucks, & Heavys Lef	Thr	Righ	Grand Total	Total Peds	No h/So h Total App oaches
8:00:00	*0*	*0*	*0*	*0*	*0*	*50*
9:00:00	*0*	*0*	*0*	*0*	*0*	*100*
64:00:00	*0*	*0*	*0*	*0*	*0*	*56*
62:00:00	*0*	*0*	*0*	*0*	*0*	*63*
68:00:00	*0*	*0*	*0*	*0*	*0*	*613*
To als:	0	0	0	0	0	561

South Epproach Tot ls

Ho Endi g	I clu des Cars, Trucks, & Heavys Lef	Thr	Righ	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		*0*	*0*	*63*	*6*
68:00:00	*1*	*0*	*6*	*613*	*8*
S To als:	245	0	3 6	56	54

Vast Epproach Tot ls

Ho Endi g	Includes Cars, Trucks, & Heavys Lef	Thr	Righ	Grand Total	Total Peds	East/West Total App oaches
8:00:00	*0*	*68*	*0*	*68*	*1*	*549*
9:00:00	*0*	*6*	*0*	*6*	*0*	*6625*
64:00:00	*0*	*31*	*0*	*31*	*0*	*5 5*
62:00:00	*6*		*0*		*0*	*9*
68:00:00	*0*	*55*	*0*	*55*	*0*	*930*
To als:		92	0	93	2	4036

West Epproach Tot ls

Ho Endi g	I clu des Cars, Trucks, & Heavys Lef	Thr	Righ	Grand Total	Total Peds
8:00:00	*0*	*537*	*6*	*556*	*0*
9:00:00	*0*	*6098*	*3*	*6637*	*0*
64:00:00	*0*	*799*	*3*	*533*	*0*
62:00:00	*0*	*456*	*99*	*50*	*0*
68:00:00	*0*	*296*	*8*	*8 5*	*0*
W Totals:	0	3573	270	3843	0

alculated 6 alues for Traffic Crossing M N or Street

Hours Endi g:	*8:00*	*9:00*	*64:00*	*62:00*	*68:00*	*0:00*	*0:00*	*0:00*
Crossi g Val es:	*11*	*58*	*18*		*1*	*0*	*0*	*0*



Count Date: - jJunj19 Site #: 1909300017

Interval Ti	Pass ng r rs j z orth Epproach						Trucks j z orth Epproach						Heavys j z orth Epproach						Pedestrins	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		z orth ross	
	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	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: 5:00	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: 5:00	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
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6: 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7: 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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: 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8: 5: 5	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 Ti	Pass ng r rs j Vast Epproach						Trucks j Vast Epproach						Heavys j V st Epproach						P de strians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Vast Cross	
	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	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	5	7	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	2
8: 5:00	0	0	28	3	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: 5:00	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	2	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
6:00:00	0	0	87	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0
6: 5:00			98		0	0	0	0	1	1	0	0	0	0	4	0	0	0	2	0
6:30:00			04	6	0	0	0	0	2	1	0	0	0	0	4	0	0	0	2	0
6:45:00			9	5	0	0	0	0	2	0	0	0	0	0	4	0	0	0	2	0
7:00:00			3	2	0	0	0	0	2	0	0	0	0	0	4	0	0	0	2	0
7: 5:00	0		48	7	0	0	0	0	2	0	0	0	0	0	4	0	0	0	2	0
7:30:00	0		58	0	0	0	0	0	2	0	0	0	0	0	4	0	0	0	2	0
7:45:00	0		75	7	0	0	0	0	2	0	0	0	0	0	4	0	0	0	2	0
8:00:00	0		86		0	0	0	0	2	0	0	0	0	0	4	0	0	0	2	0
8: 5:00	0		86	0	0	0	0	0	2	0	0	0	0	0	4	0	0	0	2	0
8: 5: 5	0		86	0	0	0	0	0	2	0	0	0	0	0	4	0	0	0	2	0
	0																			
	0																			
	0																			

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: - jJunj19 Site #: 1909300017

Interval Ti	Pass ng r rs j South Epproach						Trucks j South Epproach						Heavys j South Epproach						Pedestrins	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South ross	
	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	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	7	7	0	0	0	0	0	0	2	2	0	0	0	0	5	5
8:00:00	8	7	0	0	30	23	0	0	0	0	0	0	2	0	0	0	0	0	9	4
8: 5:00	32	4	0	0	62	32	0	0	0	0	0	0	4	2	0	0	0	0	26	7
8:30:00	44	2	0	0	02	40	0	0	0	0	0	0	5	1	0	0	2	2	33	7
8:45:00	6	7	0	0	39	37	0	0	0	0	1	1	5	0	0	0	3	1	43	0
9:00:00	72		0	0	68	29	0	0	0	0	1	0	6	1	0	0	3	0	57	4
9: 5:00	80	8	0	0	8	3		1	0	0	1	0	6	0	0	0	3	0	60	3
9:30:00	98	8	0	0	90	9	1	0	0	0	2	1	7	1	0	0	3	0	65	5
9:45:00	98	0	0	0	90	0	1	0	0	0	2	0	7	0	0	0	3	0	65	0
6:00:00	98	0	0	0	90	0	1	0	0	0	2	0	7	0	0	0	3	0	65	0
6: 5:00	8	20	0	0	202	2	2	1	0	0	2	0	8	1	0	0	3	0	78	3
6:30:00	40	22	0	0	2 6	4	3	1	0	0	2	0	8	0	0	0	3	0	89	
6:45:00	52	2	0	0	226	0	3	0	0	0	2	0	8	0	0	0	3	0	98	9
7:00:00	72	20	0	0	250	24	3	0	0	0	2	0	8	0	0	0	3	0	06	8
7: 5:00	98	26	0	0	26		3	0	0	0	2	0	9	1	0	0	3	0	6	0
7:30:00	207	9	0	0	270	9	3	0	0	0	2	0	9	0	0	0	3	0	26	0
7:45:00	2 9	2	0	0	295	25	3	0	0	0	2	0	9	0	0	0	3	0	37	
8:00:00	233	4	0	0	3	6	3	0	0	0	2	0	9	0	0	0	3	0	54	7
8: 5:00	233	0	0	0	3	0	3	0	0	0	2	0	9	0	0	0	3	0	54	0
8: 5: 5	233	0	0	0	3	0	3	0	0	0	2	0	9	0	0	0	3	0	54	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: - jJunj19 Site #: 1909300017

Interval Ti	Pass ng r rs j West Epproach						Trucks j West Epproach						Heavys j W st Epproach						Pde strians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	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		4	0	0	8	5	0	0	0	0	7		6	4	0	0
8: 5:00	0	0	788	279	2		0	0		3	0	0	0	0	2	4	9	3	0	0
8:30:00	0	0	062	274	20	8	0	0	5	4	0	0	0	0	24	3		2	0	0
8:45:00	0	0	3 5	253	27	7	0	0	6		0	0	0	0	30	6	3	2	0	0
9:00:00	0	0	579	264	39	2	0	0	20	4	0	0	0	0	33	3	4		0	0
9: 5:00	0	0	8 9	240	52	3	0	0	26	6	2	2	0	0	37	4	6	2	0	0
9:30:00	0	0	2056	237	68	6	0	0	3	5	2	0	0	0	44	7	7		0	0
9:45:00	0	0	2056	0	68	0	0	0	3	0	2	0	0	0	44	0	7	0	0	0
16:00:00	0	0	2056	0	68	0	0	0	31	0	2	0	0	0	44	0	7	0	0	0
16:15:00	0	0	2197	4	93	25	0	0	32		2	0	0	0	45		20	3	0	0
16:30:00	0	0	2355	158	2	28	0	0	33		2	0	0	0	46		22	2	0	0
16:45:00	0	0	2522	167	46	25	0	0	34		2	0	0	0	47		22	0	0	0
17:00:00	0	0	2698	176	59	3	0	0	35		2	0	0	0	49	2	25	3	0	0
17:15:00	0	0	2896	198	74	5	0	0	36		2	0	0	0	50		27	2	0	0
17:30:00	0	0	3095	199	87	3	0	0	37		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		30	3	0	0
18:00:00	0	0	3481	178	236	27	0	0	38		2	0	0	0	54		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.
Traffic Monitoring & Data Analysis

Morning Peak Diagra

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

Municipality: To onto
Site #: 1909300018
Inters ction: Lake Shore Blvd W & Palace Pie
TFR File #:
Count d te: 6-J n-19

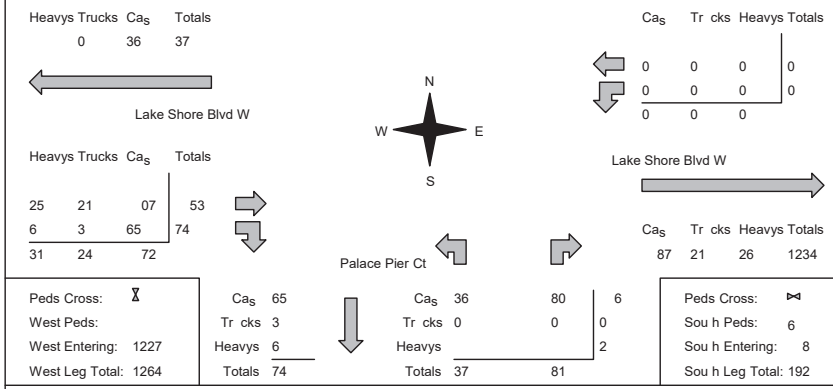
W ther conditions:

Person counted:
Person prepared:
Person check d:

**** Signalized Inters ction ****

Major Road: Lake Shore Blvd W uns W/E

East eg Total: 1234
East E eri g: 0
East Peds: 0
Peds Cross:



Peds Cross:	Ca s 65	Peds Cross:
West Peds:	Tr cks 3	Sou h Peds: 6
West Entering: 1227	Heavys 6	Sou h Entering: 8
West Leg Total: 1264	Totals 74	Sou h Leg Total: 192

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Afternoon Pea iagra

Specified Period	One Hour Pe
From: 6:00:00	From: 6:45:00
To: 8:00:00	To: 7:45:00

Municipality: To onto
Site #: 1909300018
Inters ction: Lake Shore Blvd W & Palace Pie
TFR File #:
Count d te: 6-J n-19

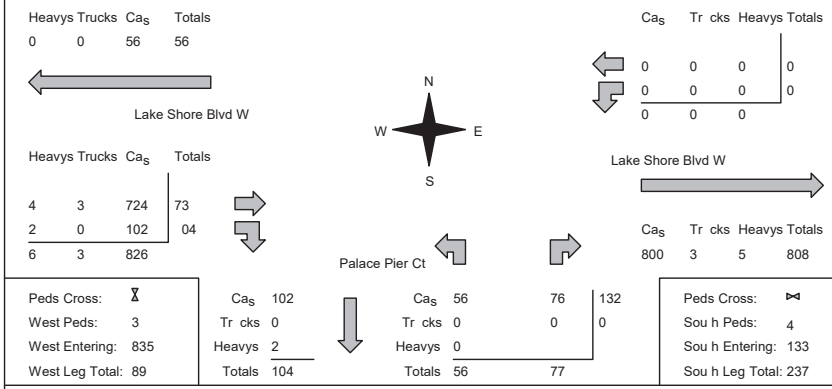
W ther conditions:

Person counted:
Person prepared:
Person check d:

**** Signalized Intersection ****

Major Road: Lake Shore Blvd W uns W/E

East eg Total: 808
East E eri g: 0
East Peds: 0
Peds Cross:



Peds Cross:	Ca s 102	Peds Cross:
West Peds: 3	Tr cks 0	Sou h Peds: 4
West Entering: 835	Heavys 2	Sou h Entering: 133
West Leg Total: 89	Totals 104	Sou h Leg Total: 237

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

Municipality: Toonto
Site #: 1909300018
Inters ction: Lake Shore Blvd W & Palace Pie
TFR File #:
Count date: 6-Jn-19

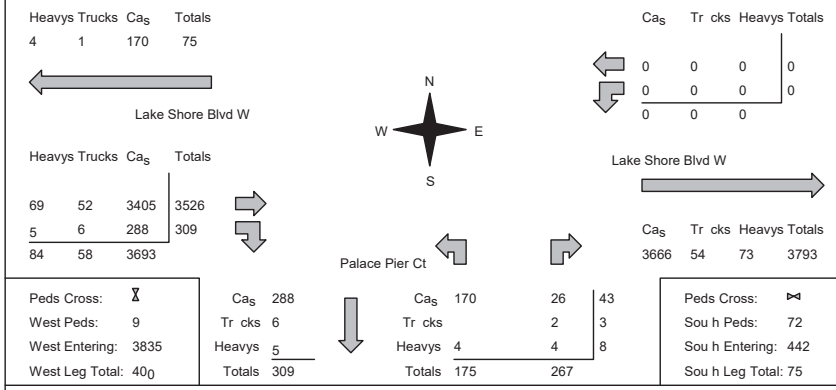
W ther conditions:

Person counted:
Person prepared:
Person checkd:

**** Signalized Inters ction ****

Major Road: Lake Shore Blvd W uns W/E

East eg Total: 3793
East Eeri g: 0
East Peds: 0
Peds Cross: ⧖



Peds Cross: ⧖
West Peds: 9
West Entering: 3835
West Leg Total: 4000

Cas 288
Tr cks 6
Heavys 5
Totals 309

Cas 170 26 43
Tr cks 2 3
Heavys 4 4 8
Totals 175 267

Peds Cross: ⋈
Sou h Peds: 72
Sou h Entering: 442
Sou h Leg Total: 75

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

Intersection: Lake Shore Blvd W & Palace Pie | **Count te:** 6-Jn-19 | **Municip lity:** Toonto

North Approach Totals

Ho Endi g	Includes Cars, Trucks, & Heavys Lef	Thr	Righ	Grand Total	Total Peds	No h/So h Total App oaches
8:00:00	*0*	*0*	*0*	*0*	*0*	*45*
9:00:00	*0*	*0*	*0*	*0*	*0*	*118*
16:00:00	*0*	*0*	*0*	*0*	*0*	*54*
17:00:00	*0*	*0*	*0*	*0*	*0*	*101*
18:00:00	*0*	*0*	*0*	*0*	*0*	*124*
To als:	0	0	0	0	0	442

South Approach Totals

Ho Endi g	Includes Cars, Trucks, & Heavys Lef	Thr	Righ	Grand Total	Total Peds
8:00:00	*13*	*0*	*32*	*45*	*18*
9:00:00	*3*	*0*	*81*	*118*	*1*
16:00:00	*25*	*0*	*2*	*54*	
17:00:00	*45*	*0*	*5*	*101*	*1*
18:00:00	*55*	*0*		*124*	*12*
S To als:	75	0	267	442	72

East Approach Totals

Ho Endi g	Includes Cars, Trucks, & Heavys Lef	Thr	Righ	Grand Total	Total Peds	East/West Total App oaches
8:00:00	*0*	*0*	*0*	*0*	*0*	*552*
9:00:00	*0*	*0*	*0*	*0*	*0*	*1227*
16:00:00	*0*	*0*	*0*	*0*	*0*	*528*
17:00:00	*0*	*0*	*0*	*0*	*0*	
18:00:00	*0*	*0*	*0*	*0*	*0*	*82*
To als:	0	0	0	0	0	3835

West Approach Totals

Ho Endi g	Includes Cars, Trucks, & Heavys Lef	Thr	Righ	Grand Total	Total Peds
8:00:00	*0*	*52*	*2*	*552*	*0*
:00:00	*0*	*1153*	*4*	*1227*	*1*
16:00:00	*0*	*488*	*40*	*528*	*1*
17:00:00	*0*	*28*	*1*		*4*
18:00:00	*0*	*731*	*8*	*82*	*3*
W Totals:	0	3526	309	3835	9

Calculated Values for Traffic Crossing Major Street

Hours Endig:	*8:00*	*:00*	*16:00*	*17:00*	*18:00*	*0:00*	*0:00*	*0:00*
Crossi g Val es:	*13*	*38*	*26*	*49*	*58*	*0*	*0*	*0*



Count Date: 6-Jun-19 **Site #: 1909300018**

Interval Ti	Pass ng r rs - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrins	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North ross	
	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	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: 5:00	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: 5:00	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
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6: 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7: 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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: 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8: 5: 5	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 #: 1909300018**

Interval Ti	Pass ng r rs - East Approach						Trucks - East Approach						Heavys - E st Approach						Pde strians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	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: 5:00	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: 5:00	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
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6: 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7: 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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: 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8: 5: 5	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

Count Date: 6-Jun-19 Site #: 1909300018

Interval Ti	Pass ng r rs - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrins	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South ross	
	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	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	3	3	0	0	0	0	0	0	3	3	0	0	0	0	4	4
8:00:00	0	5	0	0	32	9	0	0	0	0	0	0	3	0	0	0	0	0	8	4
8: 5:00	20	0	0	0	47	5	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	2	8	0	0	0	0	0	0	4	0	0	0	1	0	34	5
9: 5:00	59	3	0	0	26	4	0	0	0	0	0	0	4	0	0	0	2	1	39	5
9:30:00	7	2	0	0	39	3	0	0	0	0	1	1	4	0	0	0	2	0	43	4
9:45:00	7	0	0	0	39	0	0	0	0	0	1	0	4	0	0	0	2	0	43	0
6:00:00	7	0	0	0	39	0	0	0	0	0	1	0	4	0	0	0	2	0	43	0
6: 5:00	82		0	0	47	8	1	1	0	0	1	0	4	0	0	0	2	0	48	5
6:30:00	89	7	0	0	6	4	1	0	0	0	2	1	4	0	0	0	3	1	54	6
6:45:00	03	4	0	0	73	2	1	0	0	0	2	0	4	0	0	0	3	0	58	4
7:00:00	5	2	0	0	93	20	1	0	0	0	2	0	4	0	0	0	3	0	60	2
7: 5:00	33	8	0	0	2	8	1	0	0	0	2	0	4	0	0	0	3	0	69	9
7:30:00	42	9	0	0	229	8		0	0	0	2	0	4	0	0	0	3	0	7	2
7:45:00	59	7	0	0	249	20	1	0	0	0	2	0	4	0	0	0	4	1	72	
8:00:00	70		0	0	26	2	1	0	0	0	2	0	4	0	0	0	4	0	72	0
8: 5:00	70	0	0	0	26	0	1	0	0	0	2	0	4	0	0	0	4	0	72	0
8: 5: 5	70	0	0	0	26	0	1	0	0	0	2	0	4	0	0	0	4	0	72	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300018

Interval Ti	Pass ng r rs - West Approach						Trucks - West Approach						Heavys - W st Approach						Pde strians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	Incr	Cu	Incr	u	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	9		0	0	9	5	2	0	0	0	8		5	3	0	0
8:15:00	0	0	783	284	30		0	0	5	6	2	0	0	0	25	7	5	0	0	0
8:30:00	0	0	077	294	43	3	0	0	9	4	3	1	0	0	32	7	7	2	1	1
8:45:00	0	0	344	267	56	3	0	0	25	6	4	1	0	0	38	6	0	3		
9:00:00	0	0	606	262	84	28	0	0	30	5	5	1	0	0	43	5				
9:15:00	0	0	832	226	102	8	0	0	36	6	5	0	0	0	52	9	3	2		0
9:30:00	0	0	206	229	2	9	0	0	45	9	6		0	0	61	9	3	0	0	
9:45:00	0	0	206	0	2	0	0	0	45	0	6	0	0	0	6	0	3	0	0	0
16:00:00	0	0	2061	0	2	0	0	0	45	0	6	0	0	0	61	0	3	0	2	0
16:15:00	0	0	2197	136	34	3	0	0	46		6	0	0	0	62		3	0	4	2
16:30:00	0	0	2350	153	50	6	0	0	47		6	0	0	0	63		3	0	4	0
16:45:00	0	0	2508	158	67	7	0	0	48		6	0	0	0	64		3	0	6	2
17:00:00	0	0	2681	173	9	24	0	0	49		6	0	0	0	65		4		6	0
17:15:00	0	0	2850	169	220	29	0	0	50		6	0	0	0	66		4	0	8	2
17:30:00	0	0	3025	175	246	26	0	0	51		6	0	0	0	67		5		8	0
17:45:00	0	0	3232	207	269	23	0	0	51	0	6	0	0	0	68		5	0	9	
18:00:00	0	0	3405	173	288	9	0	0	52		6	0	0	0	69		5	0	9	0
18:15:00	0	0	3405	0	288	0	0	0	52	0	6	0	0	0	69	0	5	0	9	0
18:15:15	0	0	3405	0	288	0	0	0	52	0	6	0	0	0	69	0	5	0	9	0

Appendix C

Additional Traffic Volume Figures

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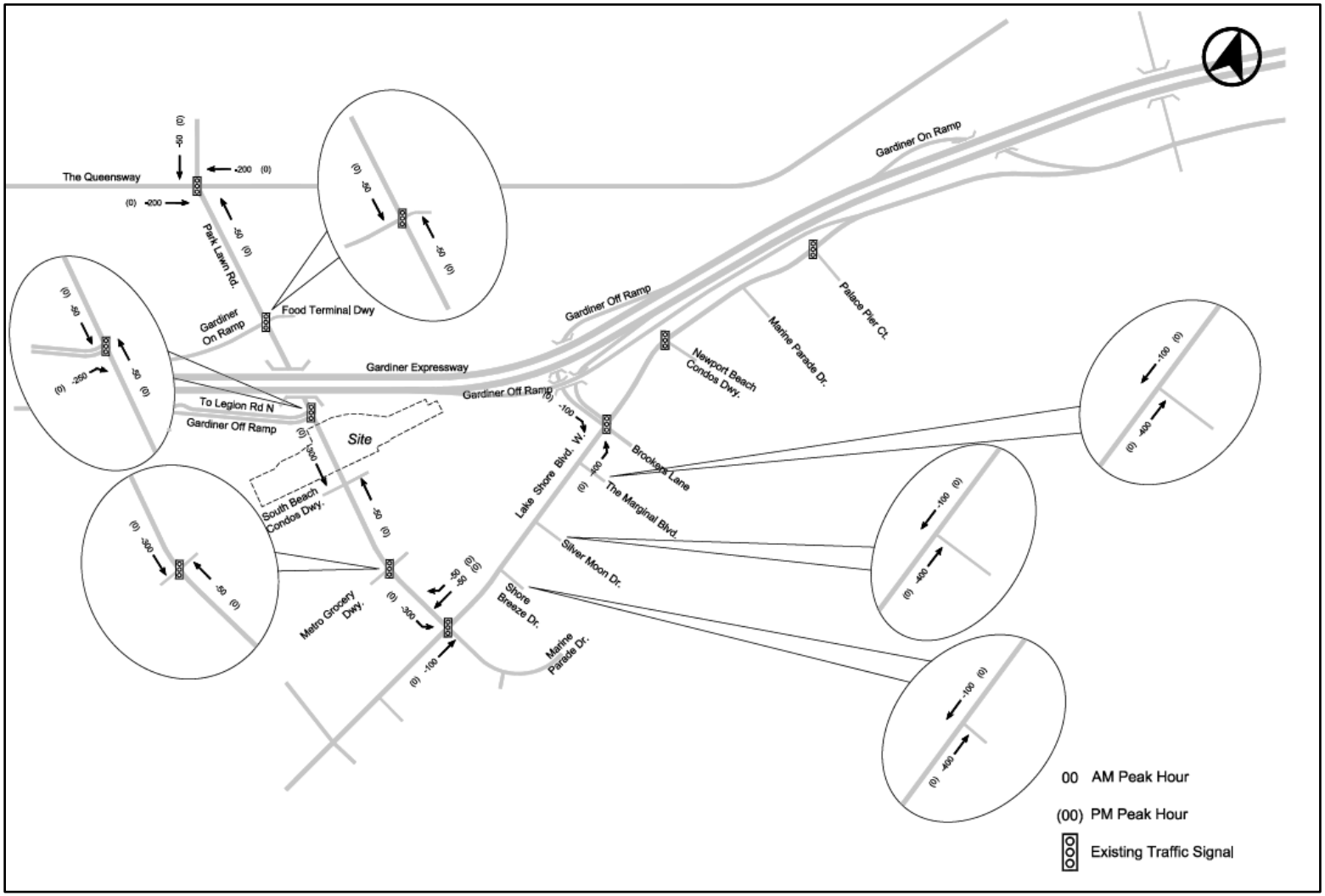

Figure: Existing Volume Adjustments

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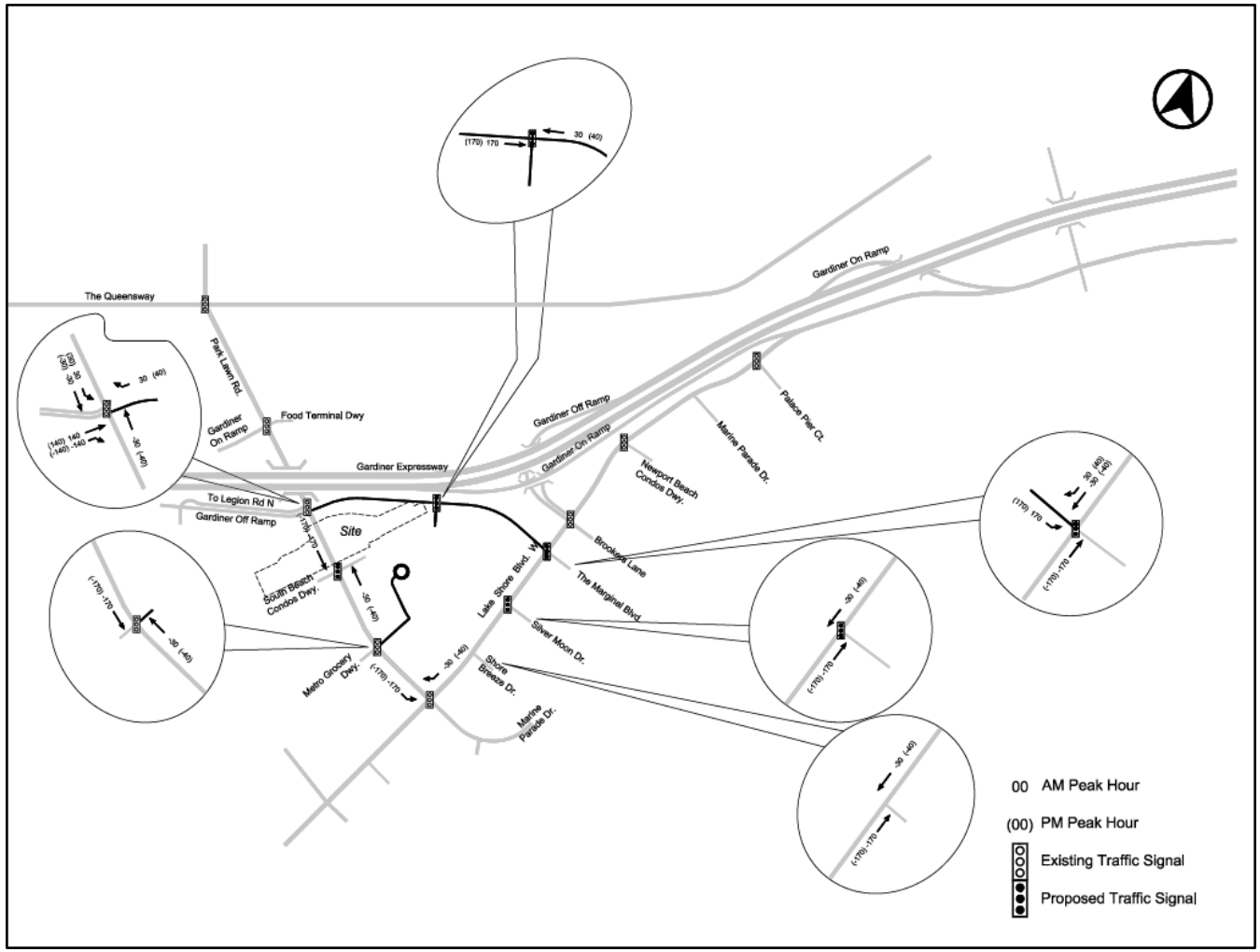

Figure: Redirection of Existing Traffic To/From East Along Lake Shore Boulevard West Via Public ~~Street 'A'~~Street A ~~(Relief Road)~~

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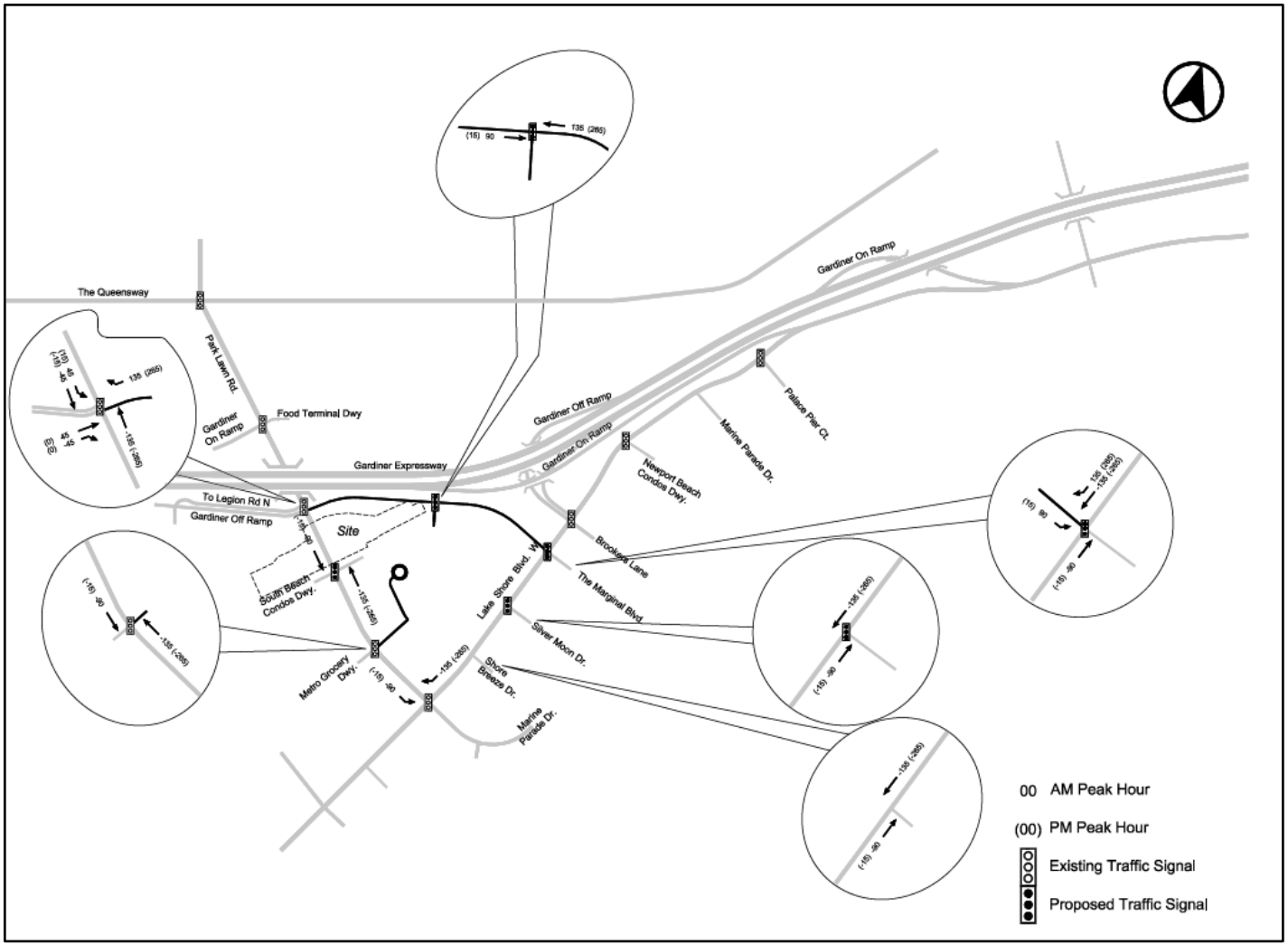

Figure: Redirection of Existing Traffic To/From Gardiner Ramps Via Public ~~Street 'A'~~Street A ~~(Relief Road)~~

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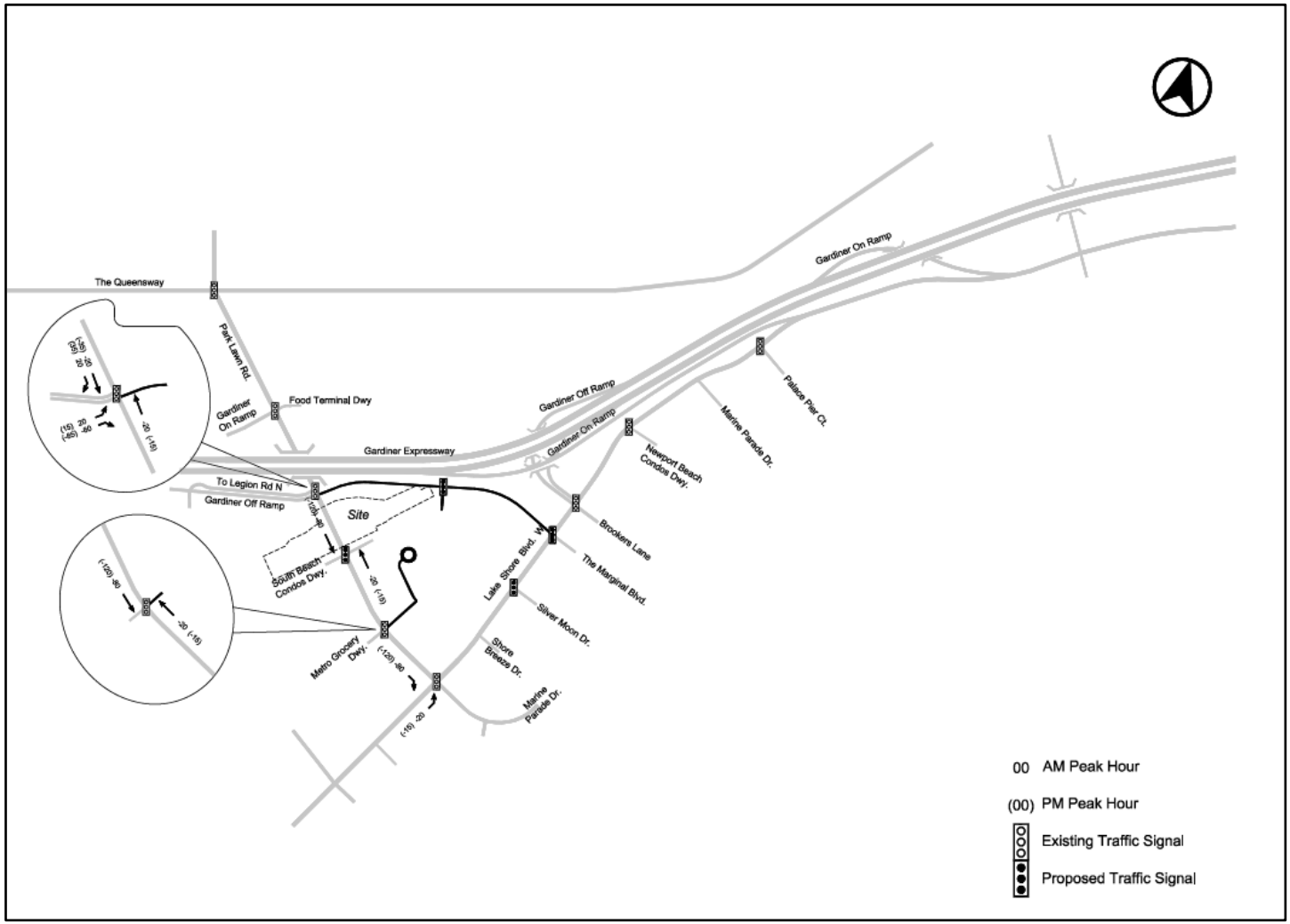

Figure: Redirection of Existing Traffic To/From West Along Lake Shore Boulevard West Via Legion Road

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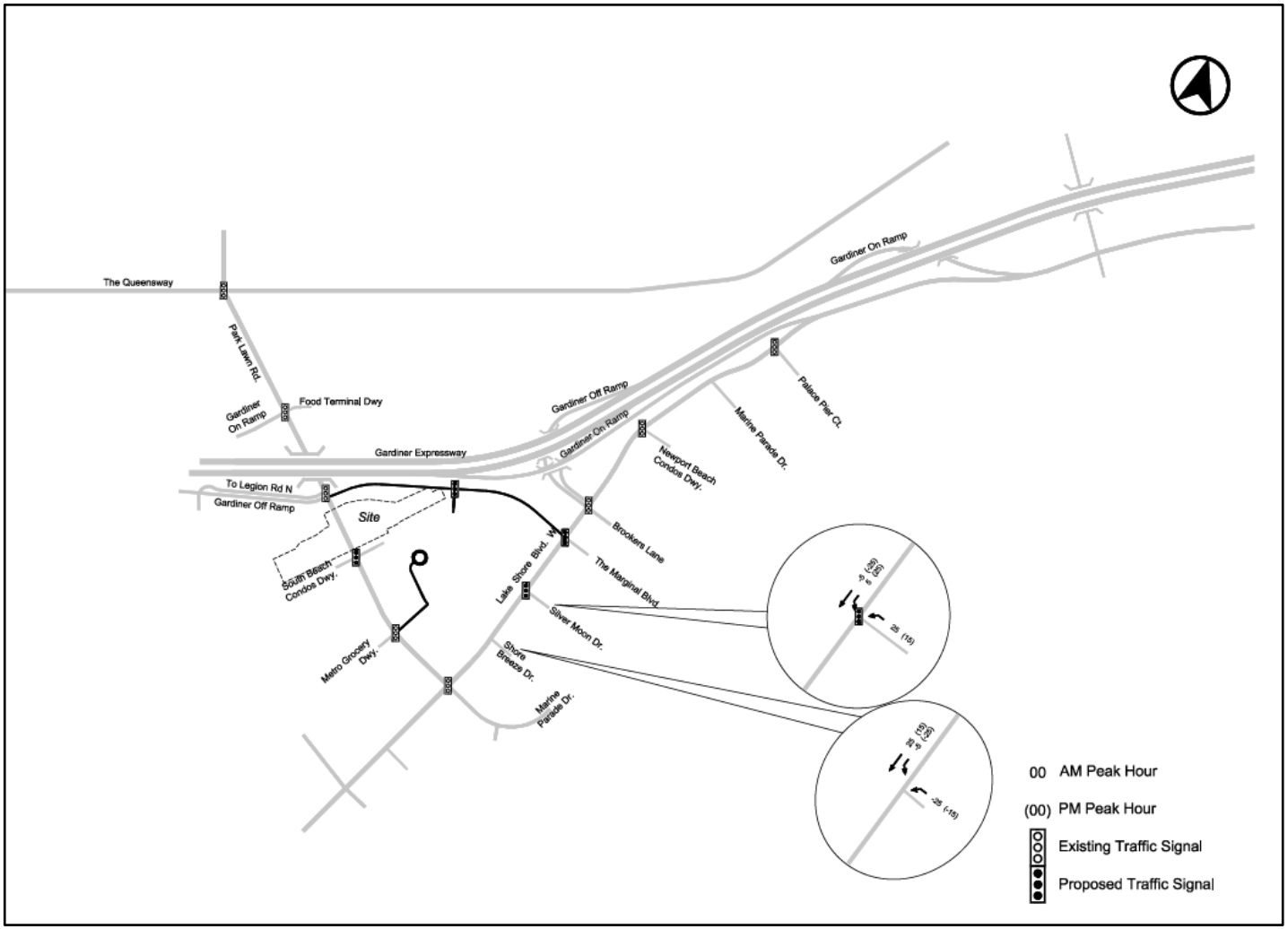

Figure: Redirection of Existing Traffic Due to Turn Restrictions

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Appendix D

Historical Traffic Counts

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Source: City of Toronto Open Data

Vehicles					Total Volume		3054
PARK LAWN RD AT THE QUEENSWAY (PX 564)					Date		31_08_2011
					Wednesda 7:45	-	8:45
564		25	542	244			0.93
	0%	0%	0%	40	↖	0%	
	↙	↓	↘	405	←	0%	18
570	106	288	148	257	↙	0%	702
1267	0%	↗	64	59	140	344	1546
6	0%	→	1054	↖	↑	↗	
	0%	↘	149	0%	0%	0%	
			694	543	6		

Vehicles					Total Volume		3193
PARK LAWN RD AT THE QUEENSWAY (PX 564)					Date		31_08_2011
					Wednesda 16:45	-	17:45
564		23	313	490			0.97
	0%	0%	0%	88	↖	0%	
	↙	↓	↘	1039	←	0%	32
1300	99	150	64	290	↙	0%	1417
674	0%	↗	115	162	287	340	886
6	0%	→	482	↖	↑	↗	
	0%	↘	77	0%	0%	0%	
			517	789	7		

Spectrum Traffic Data Incorporated
250 Wincott Drive, PO Box 18562
Toronto
Ontario, Ontario, Canada M9R 2R0
416-875-6200 greg@spectrumtraffic.com

Count Name: Parklawn and Queensway
Site Code:
Start Date: 11/12/2013

Turning Movement Data

Start Time	Southbound Approach Southbound						Westbound Approach Westbound						Northbound Approach Northbound						Eastbound Approach Eastbound						
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
7:30 AM	33	77	25	0	4	135	5	157	72	0	2	234	122	35	21	0	3	178	21	314	18	0	1	353	900
7:45 AM	48	67	23	0	2	138	7	222	59	0	0	288	140	40	20	0	1	200	30	329	26	0	4	385	1011
Hourly Total	81	144	48	0	6	273	12	379	131	0	2	522	262	75	41	0	4	378	51	643	44	0	5	738	1911
8:00 AM	35	79	31	0	3	145	10	244	78	0	4	332	134	37	29	0	7	200	34	322	26	0	2	382	1059
8:15 AM	59	74	29	0	1	162	12	234	55	0	3	301	129	48	26	0	2	203	28	359	29	0	2	416	1082
8:30 AM	64	76	16	0	4	156	15	226	74	0	2	315	113	49	20	0	0	182	35	312	30	0	0	377	1030
8:45 AM	38	85	18	0	4	141	8	142	65	0	6	215	126	56	18	0	3	200	32	353	38	0	7	423	979
Hourly Total	196	314	94	0	12	604	45	846	272	0	15	1163	502	190	93	0	12	785	129	1346	123	0	11	1598	4150
9:00 AM	27	62	18	0	3	107	19	155	89	0	1	263	122	40	18	0	2	180	36	260	28	0	2	324	874
9:15 AM	34	45	11	0	2	90	12	102	49	0	2	163	102	29	22	0	3	153	35	300	28	0	2	363	769
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	61	107	29	0	5	197	31	257	138	0	3	426	224	69	40	0	5	333	71	560	56	0	4	687	1643
4:00 PM	25	35	9	0	4	69	12	260	119	0	5	391	87	52	23	0	11	162	32	171	51	0	3	254	876
4:15 PM	30	51	11	0	4	92	12	268	116	0	4	396	82	63	24	0	8	169	38	191	33	0	2	262	919
4:30 PM	45	54	12	0	7	111	13	305	119	0	1	437	91	69	21	0	4	181	27	205	40	0	2	272	1001
4:45 PM	31	52	9	0	6	92	17	320	133	0	5	470	108	57	24	0	12	189	27	197	39	1	5	264	1015
Hourly Total	131	192	41	0	21	364	54	1153	487	0	15	1694	368	241	92	0	35	701	124	764	163	1	12	1052	3811
5:00 PM	27	32	9	0	4	68	18	316	106	0	4	440	104	72	28	0	4	204	24	221	51	0	1	296	1008
5:15 PM	48	57	9	0	3	114	14	299	123	0	1	436	105	67	21	0	4	193	26	217	64	0	1	307	1050
5:30 PM	38	48	15	0	6	101	29	308	112	0	4	449	111	68	20	0	8	199	42	234	46	0	3	322	1071
5:45 PM	30	57	14	0	0	101	21	302	104	0	6	427	108	78	13	0	6	199	43	280	48	0	1	371	1098
Hourly Total	143	194	47	0	13	384	82	1225	445	0	15	1752	428	285	82	0	22	795	135	952	209	0	6	1296	4227
Grand Total	612	951	259	0	57	1822	224	3860	1473	0	50	5557	1784	860	348	0	78	2992	510	4265	595	1	38	5371	15742
Approach %	33.6	52.2	14.2	0.0	-	-	4.0	69.5	26.5	0.0	-	-	59.6	28.7	11.6	0.0	-	-	9.5	79.4	11.1	0.0	-	-	-
Total %	3.9	6.0	1.6	0.0	-	11.6	1.4	24.5	9.4	0.0	-	35.3	11.3	5.5	2.2	0.0	-	19.0	3.2	27.1	3.8	0.0	-	34.1	-
Car	591	912	255	0	-	1758	222	3750	1390	0	-	5362	1644	820	328	0	-	2792	490	4113	575	1	-	5179	15091
% Car	96.6	95.9	98.5	-	-	96.5	99.1	97.2	94.4	-	-	96.5	92.2	95.3	94.3	-	-	93.3	96.1	96.4	96.6	100.0	-	96.4	95.9
Medium	19	20	4	0	-	43	2	91	41	0	-	134	83	20	19	0	-	122	19	131	16	0	-	166	465
% Medium	3.1	2.1	1.5	-	-	2.4	0.9	2.4	2.8	-	-	2.4	4.7	2.3	5.5	-	-	4.1	3.7	3.1	2.7	0.0	-	3.1	3.0
Heavy	2	19	0	0	-	21	0	19	42	0	-	61	57	20	1	0	-	78	1	21	4	0	-	26	186
% Heavy	0.3	2.0	0.0	-	-	1.2	0.0	0.5	2.9	-	-	1.1	3.2	2.3	0.3	-	-	2.6	0.2	0.5	0.7	0.0	-	0.5	1.2
Ped	-	-	-	-	57	-	-	-	-	-	50	-	-	-	-	-	78	-	-	-	-	-	38	-	-
% Ped	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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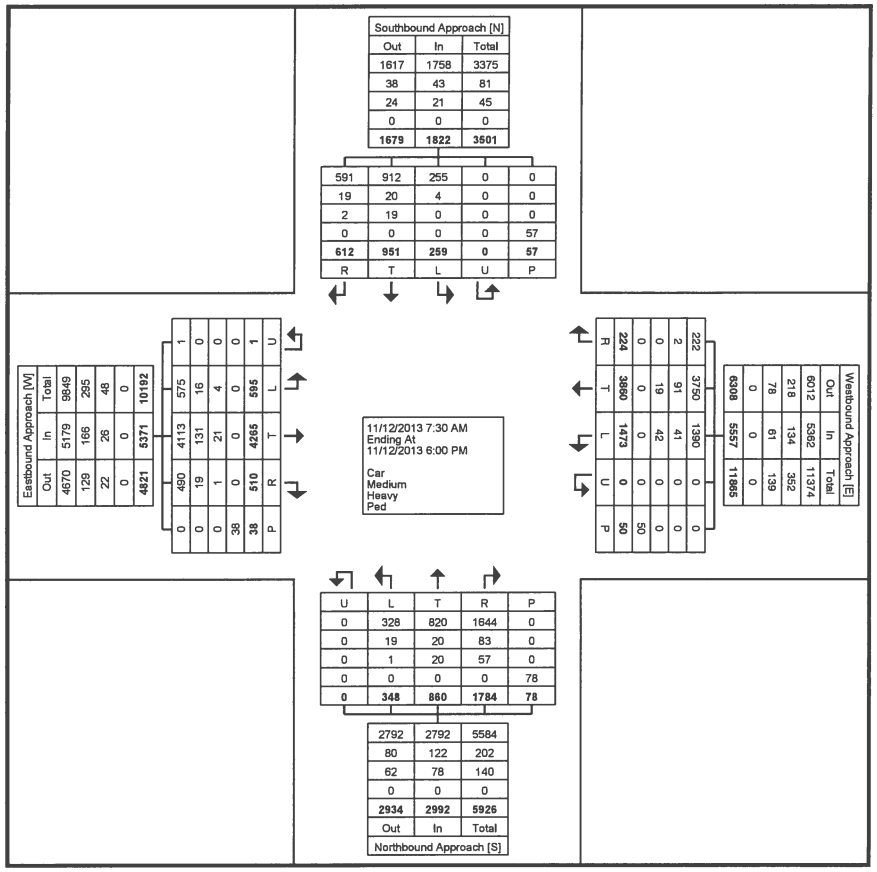
Count Name: Parklawn and Queensway
Site Code:
Start Date: 11/12/2013



Turning Movement Data Plot

Spectrum Traffic Data Incorporated
250 Wincott Drive, PO Box 18562
Toronto
Ontario, Ontario, Canada M9R 2R0
416-875-6200 greg@spectrumtraffic.com

Count Name: Parklawn and Queensway
Site Code:
Start Date: 11/12/2013

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Southbound Approach						Westbound Approach						Northbound Approach						Eastbound Approach						Int. Total
	Southbound						Westbound						Northbound						Eastbound						
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:45 AM	48	67	23	0	2	138	7	222	59	0	0	288	140	40	20	0	1	200	30	329	26	0	4	385	1011
8:00 AM	35	79	31	0	3	145	10	244	78	0	4	332	134	37	29	0	7	200	34	322	26	0	2	382	1059
8:15 AM	59	74	29	0	1	162	12	234	55	0	3	301	129	48	26	0	2	203	28	359	29	0	2	416	1082
8:30 AM	64	76	16	0	4	156	15	226	74	0	2	315	113	49	20	0	0	182	35	312	30	0	0	377	1030
Total	206	296	99	0	10	601	44	926	266	0	9	1236	516	174	95	0	10	785	127	1322	111	0	8	1560	4182
Approach %	34.3	49.3	16.5	0.0	-	-	3.6	74.9	21.5	0.0	-	-	65.7	22.2	12.1	0.0	-	-	8.1	84.7	7.1	0.0	-	-	-
Total %	4.9	7.1	2.4	0.0	-	14.4	1.1	22.1	6.4	0.0	-	29.6	12.3	4.2	2.3	0.0	-	18.8	3.0	31.6	2.7	0.0	-	37.3	-
PHF	0.805	0.937	0.798	0.000	-	0.927	0.733	0.949	0.853	0.000	-	0.931	0.921	0.888	0.819	0.000	-	0.967	0.907	0.921	0.925	0.000	-	0.938	0.966
Car	193	283	97	0	-	573	43	907	250	0	-	1200	458	162	87	0	-	707	118	1258	105	0	-	1481	3961
% Car	93.7	95.6	98.0	-	-	95.3	97.7	97.9	94.0	-	-	97.1	88.8	93.1	91.6	-	-	90.1	92.9	95.2	94.6	-	-	94.9	94.7
Medium	12	7	2	0	-	21	1	16	5	0	-	22	38	7	7	0	-	52	8	57	6	0	-	71	166
% Medium	5.8	2.4	2.0	-	-	3.5	2.3	1.7	1.9	-	-	1.8	7.4	4.0	7.4	-	-	6.6	6.3	4.3	5.4	-	-	4.6	4.0
Heavy	1	6	0	0	-	7	0	3	11	0	-	14	20	5	1	0	-	26	1	7	0	0	-	8	55
% Heavy	0.5	2.0	0.0	-	-	1.2	0.0	0.3	4.1	-	-	1.1	3.9	2.9	1.1	-	-	3.3	0.8	0.5	0.0	-	-	0.5	1.3
Ped	-	-	-	-	10	-	-	-	-	-	9	-	-	-	-	-	10	-	-	-	-	-	8	-	-
% Ped	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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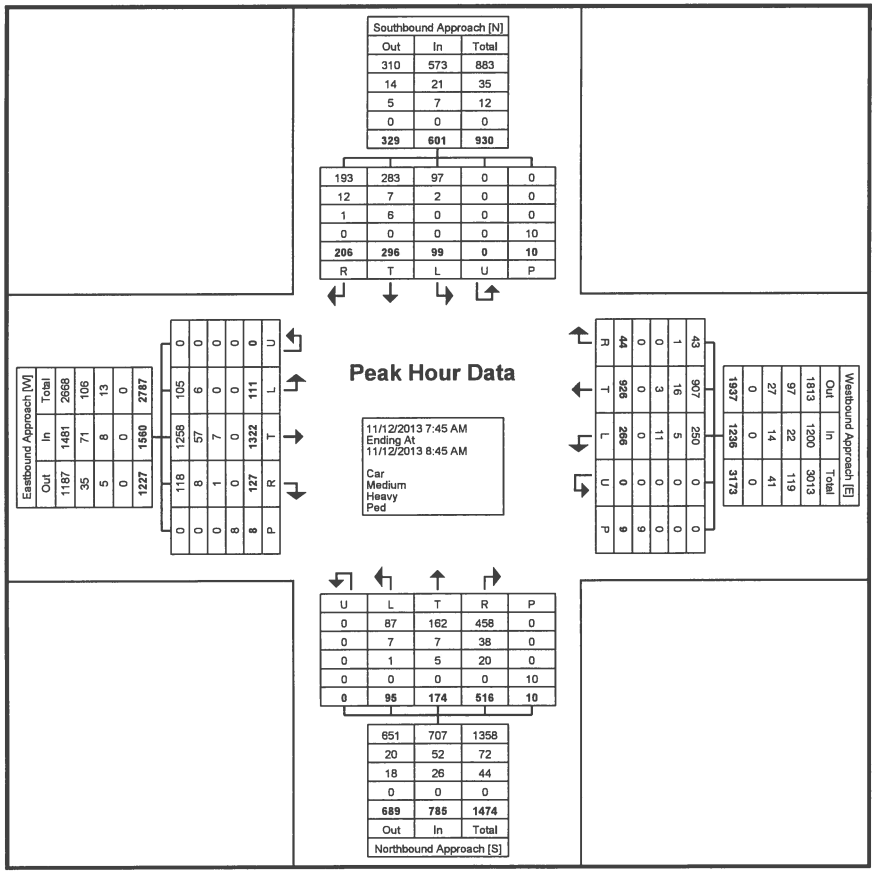

Turning Movement Peak Hour Data Plot (7:45 AM)

Spectrum Traffic Data Incorporated
250 Wincott Drive, PO Box 18562
Toronto
Ontario, Ontario, Canada M9R 2R0
416-875-6200 greg@spectrumtraffic.com

Count Name: Parklawn and Queensway
Site Code:
Start Date: 11/12/2013

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Southbound Approach Southbound						Westbound Approach Westbound						Northbound Approach Northbound						Eastbound Approach Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
5:00 PM	27	32	9	0	4	68	18	316	106	0	4	440	104	72	28	0	4	204	24	221	51	0	1	296	1008
5:15 PM	48	57	9	0	3	114	14	299	123	0	1	436	105	67	21	0	4	193	26	217	64	0	1	307	1050
5:30 PM	38	48	15	0	6	101	29	308	112	0	4	449	111	68	20	0	8	199	42	234	46	0	3	322	1071
5:45 PM	30	57	14	0	0	101	21	302	104	0	6	427	108	78	13	0	6	199	43	280	48	0	1	371	1098
Total	143	194	47	0	13	384	82	1225	445	0	15	1752	428	285	82	0	22	795	135	952	209	0	6	1296	4227
Approach %	37.2	50.5	12.2	0.0	-	-	4.7	69.9	25.4	0.0	-	-	53.8	35.8	10.3	0.0	-	-	10.4	73.5	16.1	0.0	-	-	-
Total %	3.4	4.6	1.1	0.0	-	9.1	1.9	29.0	10.5	0.0	-	41.4	10.1	6.7	1.9	0.0	-	18.8	3.2	22.5	4.9	0.0	-	30.7	-
PHF	0.745	0.851	0.783	0.000	-	0.842	0.707	0.969	0.904	0.000	-	0.976	0.964	0.913	0.732	0.000	-	0.974	0.785	0.850	0.816	0.000	-	0.873	0.962
Car	142	187	46	0	-	375	82	1200	426	0	-	1708	410	281	82	0	-	773	135	943	206	0	-	1284	4140
% Car	99.3	96.4	97.9	-	-	97.7	100.0	98.0	95.7	-	-	97.5	95.8	98.6	100.0	-	-	97.2	100.0	99.1	98.6	-	-	99.1	97.9
Medium	1	4	1	0	-	6	0	22	10	0	-	32	8	1	0	0	-	9	0	7	3	0	-	10	57
% Medium	0.7	2.1	2.1	-	-	1.6	0.0	1.8	2.2	-	-	1.8	1.9	0.4	0.0	-	-	1.1	0.0	0.7	1.4	-	-	0.8	1.3
Heavy	0	3	0	0	-	3	0	3	9	0	-	12	10	3	0	0	-	13	0	2	0	0	-	2	30
% Heavy	0.0	1.5	0.0	-	-	0.8	0.0	0.2	2.0	-	-	0.7	2.3	1.1	0.0	-	-	1.6	0.0	0.2	0.0	-	-	0.2	0.7
Ped	-	-	-	-	13	-	-	-	-	-	15	-	-	-	-	-	22	-	-	-	-	-	6	-	-
% Ped	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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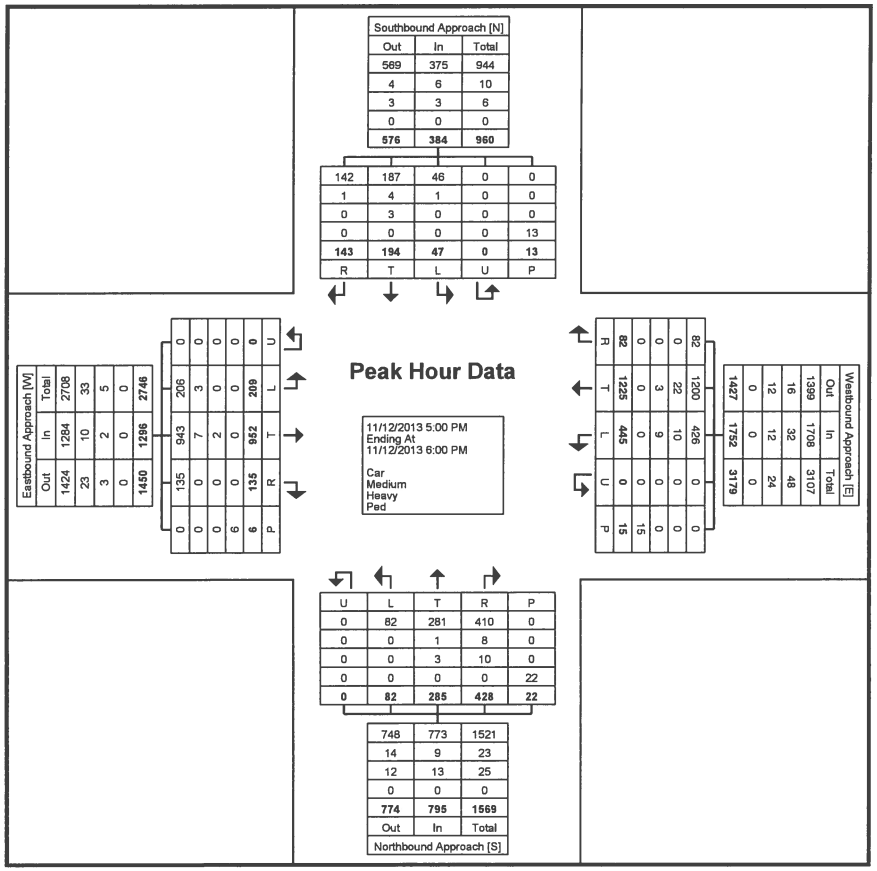

Southbound Approach [N]
Out 569 4 3 0 576
In 375 6 3 0 384
Total 944 10 6 0 960
142 187 46 0 0
1 4 1 0 0
0 3 0 0 0
0 0 0 0 13
143 194 47 0 13
R T L U P
Peak Hour Data
11/12/2013 5:00 PM
Ending At
11/12/2013 6:00 PM
Car
Medium
Heavy
Ped
Eastbound Approach [W]
In 1284 10 2 0 1296
Out 1424 23 3 0 1450
Total 2708 33 5 0 2746
0 208 943 135 0 0 3 7 0 0 0 0 2 0 0 0 0

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

Turning Movement Count (1 . PARK LAWN RD & THE QUEENSWAY)

Start Time	N Approach PARK LAWN RD						E Approach THE QUEENSWAY						S Approach PARK LAWN RD						W Approach THE QUEENSWAY						Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	Left N:E	U-Turn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Left E:S	U-Turn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Left S:W	U-Turn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	U-Turn W:W	Peds W:	Approach Total		
07:30:00	33	75	22	0	4	130	9	141	70	0	1	220	162	53	30	0	3	245	19	278	16	0	4	313	908	
07:45:00	28	62	12	0	6	102	5	147	82	0	2	234	115	49	20	0	2	184	23	285	26	0	4	334	854	
08:00:00	35	57	16	0	6	108	13	173	81	0	3	267	81	49	24	0	3	154	22	251	27	0	3	300	829	
08:15:00	39	71	19	0	6	129	12	192	93	0	7	297	91	49	27	0	10	167	16	198	16	0	5	230	823	3414
08:30:00	36	78	14	0	2	128	12	206	103	0	2	321	80	51	32	0	5	163	22	149	37	0	5	208	820	3326
08:45:00	51	84	11	0	7	146	19	152	62	0	4	233	68	51	27	0	0	146	25	164	22	0	4	211	736	3208
09:00:00	25	74	13	0	3	112	12	137	74	0	2	223	79	30	24	0	4	133	27	143	28	0	5	198	666	3045
09:15:00	40	80	9	0	1	129	13	107	62	0	7	182	74	37	18	0	11	129	29	154	26	0	2	209	649	2871
BREAK																										
16:00:00	39	46	15	0	8	100	22	224	104	0	1	350	119	65	40	1	6	225	44	190	42	0	4	276	951	
16:15:00	20	50	10	0	7	80	27	239	109	0	8	375	91	73	29	0	12	193	39	188	42	0	10	269	917	
16:30:00	29	53	10	0	3	92	13	211	82	0	3	306	134	81	41	0	7	256	35	237	41	0	4	313	967	
16:45:00	32	64	12	0	5	108	19	201	77	0	5	297	126	75	27	0	7	228	38	239	40	0	12	317	950	3785
17:00:00	24	54	19	0	8	97	23	237	107	0	11	367	140	69	25	0	14	234	42	255	47	0	13	344	1042	3876
17:15:00	25	56	15	0	6	96	22	265	96	0	3	383	120	75	22	0	8	217	47	279	39	0	8	365	1061	4020
17:30:00	29	62	16	0	12	107	28	201	96	0	7	325	114	78	23	0	10	215	54	267	50	0	11	371	1018	4071
17:45:00	38	81	8	0	11	127	19	211	97	0	5	327	132	81	24	0	5	237	62	249	54	0	11	365	1056	4177
Grand Total	523	1047	221	0	95	1791	268	3044	1395	0	71	4707	1726	966	433	1	107	3126	544	3526	553	0	105	4623	**14247**	-
Approach%	29.2%	58.5%	12.3%	0%		-	5.7%	64.7%	29.6%	0%		-	55.2%	30.9%	13.9%	0%		-	11.8%	76.3%	12%	0%		-	**-**	-
Totals %	3.7%	7.3%	1.6%	0%		12.6%	1.9%	21.4%	9.8%	0%		33%	12.1%	6.8%	3%	0%		21.9%	3.8%	24.7%	3.9%	0%		32.4%	**-**	-
Heavy	17	35	5	0		-	9	80	34	0		-	111	36	20	0		-	4	130	13	0		-	**-**	-
Heavy %	3.3%	3.3%	2.3%	0%		-	3.4%	2.6%	2.4%	0%		-	6.4%	3.7%	4.6%	0%		-	0.7%	3.7%	2.4%	0%		-	**-**	-
Bicycles	2	5	0	0		-	2	48	2	0		-	4	7	0	0		-	4	49	0	0		-	**-**	-
Bicycle %	0.4%	0.5%	0%	0%		-	0.7%	1.6%	0.1%	0%		-	0.2%	0.7%	0%	0%		-	0.7%	1.4%	0%	0%		-	**-**	-

Peak Hour: 07:30 AM - 08:30 AM Weather: Clear (13 °C)

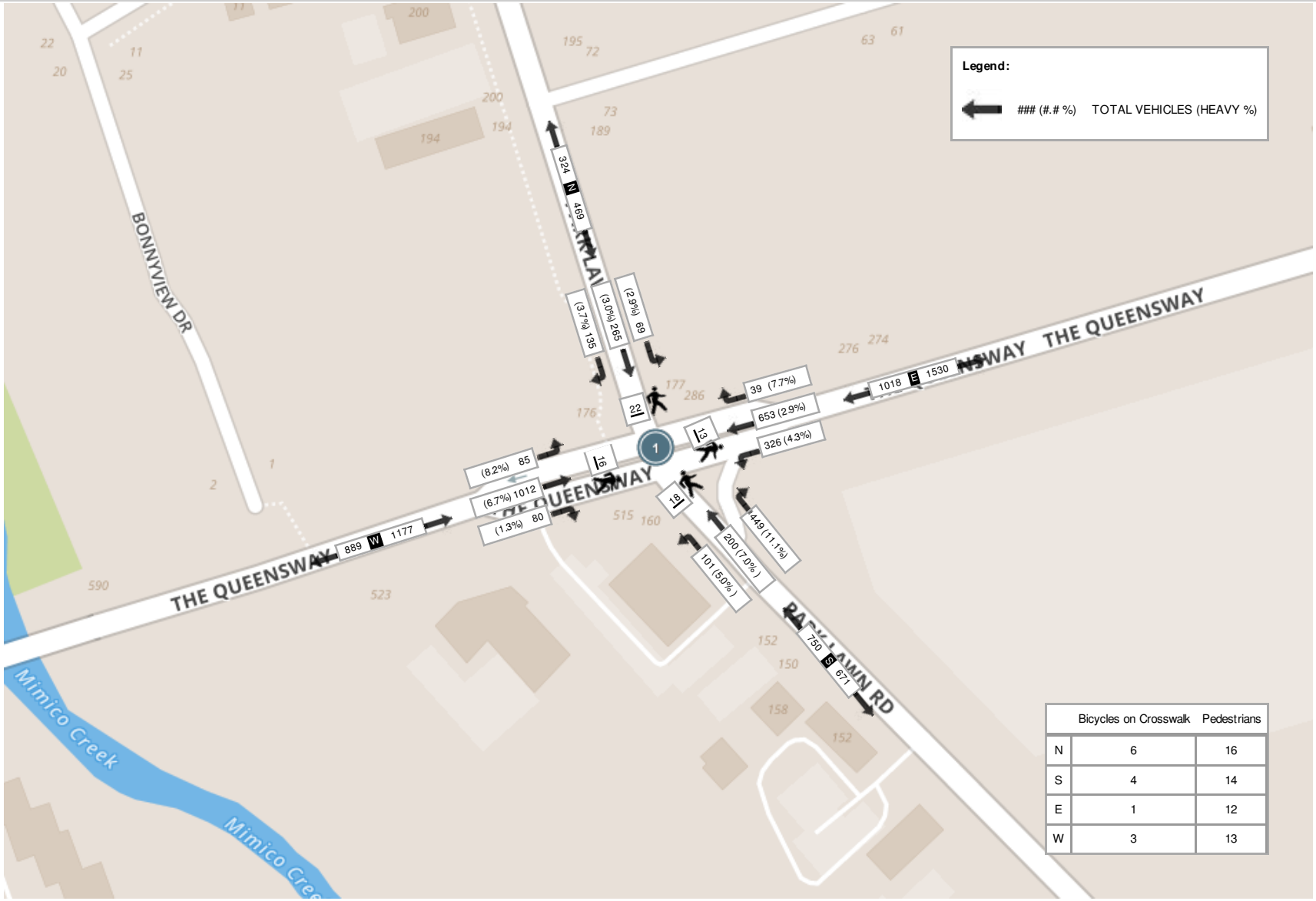
Start Time	N Approach PARK LAWN RD						E Approach THE QUEENSWAY						S Approach PARK LAWN RD						W Approach THE QUEENSWAY						Int. Total (15 min)
	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	
07:30:00	33	75	22	0	4	130	9	141	70	0	1	220	162	53	30	0	3	245	19	278	16	0	4	313	908
07:45:00	28	62	12	0	6	102	5	147	82	0	2	234	115	49	20	0	2	184	23	285	26	0	4	334	854
08:00:00	35	57	16	0	6	108	13	173	81	0	3	267	81	49	24	0	3	154	22	251	27	0	3	300	829
08:15:00	39	71	19	0	6	129	12	192	93	0	7	297	91	49	27	0	10	167	16	198	16	0	5	230	823
Grand Total	135	265	69	0	22	469	39	653	326	0	13	1018	449	200	101	0	18	750	80	1012	85	0	16	1177	**3414**
Approach%	28.8%	56.5%	14.7%	0%		-	3.8%	64.1%	32%	0%		-	59.9%	26.7%	13.5%	0%		-	6.8%	86%	7.2%	0%		-	**-**
Totals %	4%	7.8%	2%	0%		13.7%	1.1%	19.1%	9.5%	0%		29.8%	13.2%	5.9%	3%	0%		22%	2.3%	29.6%	2.5%	0%		34.5%	**-**
PHF	0.87	0.88	0.78	0		0.9	0.75	0.85	0.88	0		0.86	0.69	0.94	0.84	0		0.77	0.87	0.89	0.79	0		0.88	**-**
Heavy	5	8	2	0		15	3	19	14	0		36	50	14	5	0		69	1	68	7	0		76	**-**
Heavy %	3.7%	3%	2.9%	0%		3.2%	7.7%	2.9%	4.3%	0%		3.5%	11.1%	7%	5%	0%		9.2%	1.3%	6.7%	8.2%	0%		6.5%	**-**
Lights	130	257	67	0		454	36	634	312	0		982	399	186	96	0		681	79	944	78	0		1101	**-**
Lights %	96.3%	97%	97.1%	0%		96.8%	92.3%	97.1%	95.7%	0%		96.5%	88.9%	93%	95%	0%		90.8%	98.8%	93.3%	91.8%	0%		93.5%	**-**
Single-Unit Trucks	2	2	1	0		5	2	9	7	0		18	34	5	3	0		42	1	50	1	0		52	**-**
Single-Unit Trucks %	1.5%	0.8%	1.4%	0%		1.1%	5.1%	1.4%	2.1%	0%		1.8%	7.6%	2.5%	3%	0%		5.6%	1.3%	4.9%	1.2%	0%		4.4%	**-**
Buses	3	6	1	0		10	1	9	6	0		16	3	9	2	0		14	0	14	6	0		20	**-**
Buses %	2.2%	2.3%	1.4%	0%		2.1%	2.6%	1.4%	1.8%	0%		1.6%	0.7%	4.5%	2%	0%		1.9%	0%	1.4%	7.1%	0%		1.7%	**-**
Articulated Trucks	0	0	0	0		0	0	1	1	0		2	13	0	0	0		13	0	4	0	0		4	**-**
Articulated Trucks %	0%	0%	0%	0%		0%	0%	0.2%	0.3%	0%		0.2%	2.9%	0%	0%	0%		1.7%	0%	0.4%	0%	0%		0.3%	**-**
Pedestrians	-	-	-	-	16	-	-	-	-	-	12	-	-	-	-	-	14	-	-	-	-	-	13	-	**-**
Pedestrians%	-	-	-	-	23.2%		-	-	-	-	17.4%		-	-	-	-	20.3%		-	-	-	-	18.8%		**-**
Bicycles on Crosswalk	-	-	-	-	6	-	-	-	-	-	1	-	-	-	-	-	4	-	-	-	-	-	3	-	**-**
Bicycles on Crosswalk%	-	-	-	-	8.7%		-	-	-	-	1.4%		-	-	-	-	5.8%		-	-	-	-	4.3%		**-**
Bicycles on Road	0	2	0	0	0	-	0	12	1	0	0	-	0	1	0	0	0	-	1	12	0	0	0	-	**-**
Bicycles on Road%	-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		**-**

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

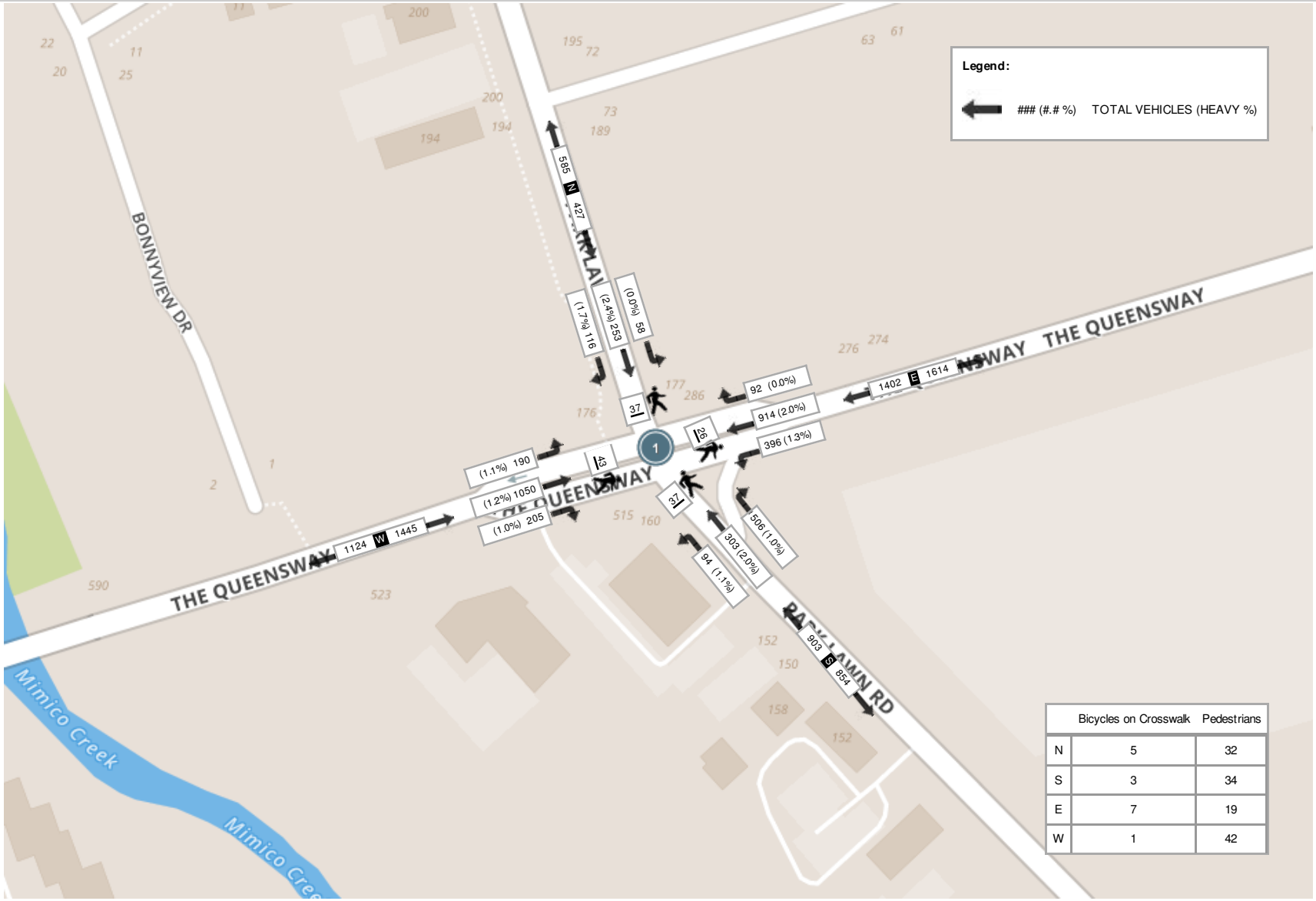
Peak Hour: 05:00 PM - 06:00 PM Weather: Mostly Cloudy (19 °C)

Start Time	N Approach PARK LAWN RD						E Approach THE QUEENSWAY						S Approach PARK LAWN RD						W Approach THE QUEENSWAY						Int. Total (15 min)
	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	
17:00:00	24	54	19	0	8	97	23	237	107	0	11	367	140	69	25	0	14	234	42	255	47	0	13	344	1042
17:15:00	25	56	15	0	6	96	22	265	96	0	3	383	120	75	22	0	8	217	47	279	39	0	8	365	1061
17:30:00	29	62	16	0	12	107	28	201	96	0	7	325	114	78	23	0	10	215	54	267	50	0	11	371	1018
17:45:00	38	81	8	0	11	127	19	211	97	0	5	327	132	81	24	0	5	237	62	249	54	0	11	365	1056
Grand Total	116	253	58	0	37	427	92	914	396	0	26	1402	506	303	94	0	37	903	205	1050	190	0	43	1445	**4177**
Approach%	27.2%	59.3%	13.6%	0%		-	6.6%	65.2%	28.2%	0%		-	56%	33.6%	10.4%	0%		-	14.2%	72.7%	13.1%	0%		-	-
Totals %	2.8%	6.1%	1.4%	0%		10.2%	2.2%	21.9%	9.5%	0%		33.6%	12.1%	7.3%	2.3%	0%		21.6%	4.9%	25.1%	4.5%	0%		34.6%	-
PHF	0.76	0.78	0.76	0		0.84	0.82	0.86	0.93	0		0.92	0.9	0.94	0.94	0		0.95	0.83	0.94	0.88	0		0.97	-
Heavy	2	6	0	0		8	0	18	5	0		23	5	6	1	0		12	2	13	2	0		17	-
Heavy %	1.7%	2.4%	0%	0%		1.9%	0%	2%	1.3%	0%		1.6%	1%	2%	1.1%	0%		1.3%	1%	1.2%	1.1%	0%		1.2%	-
Lights	114	247	58	0		419	92	896	391	0		1379	501	297	93	0		891	203	1037	188	0		1428	-
Lights %	98.3%	97.6%	100%	0%		98.1%	100%	98%	98.7%	0%		98.4%	99%	98%	98.9%	0%		98.7%	99%	98.8%	98.9%	0%		98.8%	-
Single-Unit Trucks	2	3	0	0		5	0	14	4	0		18	3	2	1	0		6	2	6	1	0		9	-
Single-Unit Trucks %	1.7%	1.2%	0%	0%		1.2%	0%	1.5%	1%	0%		1.3%	0.6%	0.7%	1.1%	0%		0.7%	1%	0.6%	0.5%	0%		0.6%	-
Buses	0	3	0	0		3	0	4	1	0		5	1	4	0	0		5	0	3	1	0		4	-
Buses %	0%	1.2%	0%	0%		0.7%	0%	0.4%	0.3%	0%		0.4%	0.2%	1.3%	0%	0%		0.6%	0%	0.3%	0.5%	0%		0.3%	-
Articulated Trucks	0	0	0	0		0	0	0	0	0		0	1	0	0	0		1	0	4	0	0		4	-
Articulated Trucks %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0.2%	0%	0%	0%		0.1%	0%	0.4%	0%	0%		0.3%	-
Pedestrians	-	-	-	-	32	-	-	-	-	-	19	-	-	-	-	-	34	-	-	-	-	-	42	-	-
Pedestrians%	-	-	-	-	22.4%		-	-	-	-	13.3%		-	-	-	-	23.8%		-	-	-	-	29.4%		-
Bicycles on Crosswalk	-	-	-	-	5	-	-	-	-	-	7	-	-	-	-	-	3	-	-	-	-	-	1	-	-
Bicycles on Crosswalk%	-	-	-	-	3.5%		-	-	-	-	4.9%		-	-	-	-	2.1%		-	-	-	-	0.7%		-
Bicycles on Road	1	2	0	0	0	-	0	19	0	0	0	-	1	2	0	0	0	-	3	22	0	0	0	-	-
Bicycles on Road%	-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		-

Peak Hour: 07:30 AM - 08:30 AM Weather: Clear (13 °C)



Peak Hour: 05:00 PM - 06:00 PM Weather: Mostly Cloudy (19 °C)



	Bicycles on Crosswalk	Pedestrians
N	5	32
S	3	34
E	7	19
W	1	42

Source: City of Toronto Open Data

Vehicles					Total Volume		3774
PARK LAWN RD AT THE QUEENSWAY (PX 564)					Date		05_10_2016
					Tuesday	7:45 -	8:45
564		9	535	424			0.94
	0%	0%	0%	59	↖	0%	
	↙	↓	↘	642	←	0%	10
926	161	298	76	277	↙	0%	978
1391	0%	↗	122	123	243	504	1733
10	0%	→	1153	↖	↑	↗	
	0%	↘	116	0%	0%	0%	
			691	870	9		

Vehicles					Total Volume		3979
PARK LAWN RD AT THE QUEENSWAY (PX 564)					Date		05_10_2016
					Tuesday	17:00 -	18:00
564		15	424	574			0.92
	0%	0%	0%	64	↖	0%	
	↙	↓	↘	860	←	0%	17
1103	131	245	48	393	↙	0%	1317
1322	0%	↗	184	112	326	478	1473
29	0%	→	947	↖	↑	↗	
	0%	↘	191	0%	0%	0%	
			829	916	14		

Spectrum Traffic Data Incorporated
250 Wincott Drive, PO Box 18562
Toronto
Ontario, Ontario, Canada M9R 2R0
416-875-6200 greg@spectrumtraffic.com

Count Name: Parklawn and Gardiner WB Onramp
Site Code:
Start Date: 11/12/2013
Page No: 1

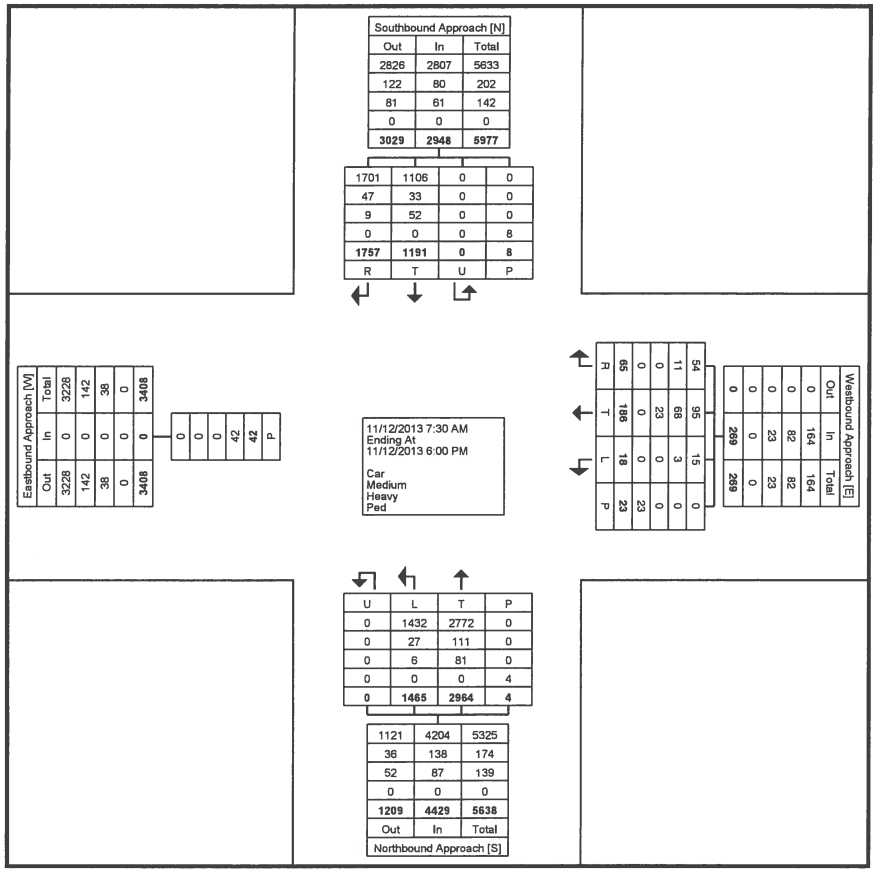
NTCS

Turning Movement Data

Start Time	Southbound Approach Southbound					Westbound Approach Westbound					Northbound Approach Northbound					Eastbound Approach Eastbound		
	Right	Thru	U-Turn	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Peds	App. Total	Int. Total
7:30 AM	144	30	0	0	174	5	20	0	0	25	176	148	0	0	324	3	0	523
7:45 AM	98	42	0	0	140	7	15	1	2	23	192	141	0	2	333	0	0	496
Hourly Total	242	72	0	0	314	12	35	1	2	48	368	289	0	2	657	3	0	1019
8:00 AM	126	39	0	0	165	7	25	1	0	33	195	140	0	0	335	1	0	533
8:15 AM	118	44	0	0	162	7	15	3	2	25	211	159	0	0	370	3	0	557
8:30 AM	117	66	0	0	183	6	32	3	0	41	180	126	0	0	306	2	0	530
8:45 AM	101	73	0	0	174	9	21	3	2	33	187	101	0	0	288	6	0	495
Hourly Total	462	222	0	0	684	29	93	10	4	132	773	526	0	0	1299	12	0	2115
9:00 AM	108	65	0	1	173	6	23	2	0	31	168	107	0	0	275	1	0	479
9:15 AM	94	44	0	0	138	11	19	2	0	32	170	73	0	1	243	1	0	413
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	202	109	0	1	311	17	42	4	0	63	338	180	0	1	518	2	0	892
4:00 PM	91	96	0	0	187	4	6	1	0	11	151	70	0	0	221	4	0	419
4:15 PM	110	103	0	0	213	1	3	1	1	5	160	61	0	0	221	1	0	439
4:30 PM	132	95	0	0	227	2	4	0	1	6	197	63	0	0	260	2	0	493
4:45 PM	133	86	0	7	219	0	3	1	12	4	187	60	0	1	247	7	0	470
Hourly Total	466	380	0	7	846	7	16	3	14	26	695	254	0	1	949	14	0	1821
5:00 PM	109	74	0	0	183	0	0	0	1	0	195	57	0	0	252	6	0	435
5:15 PM	97	113	0	0	210	0	0	0	0	0	177	61	0	0	238	4	0	448
5:30 PM	87	105	0	0	192	0	0	0	1	0	216	53	0	0	269	1	0	461
5:45 PM	92	116	0	0	208	0	0	0	1	0	202	45	0	0	247	0	0	455
Hourly Total	385	408	0	0	793	0	0	0	3	0	790	216	0	0	1006	11	0	1799
Grand Total	1757	1191	0	8	2948	65	186	18	23	269	2964	1465	0	4	4429	42	0	7646
Approach %	59.6	40.4	0.0	-	-	24.2	69.1	6.7	-	-	66.9	33.1	0.0	-	-	-	-	-
Total %	23.0	15.6	0.0	-	38.6	0.9	2.4	0.2	-	3.5	38.8	19.2	0.0	-	57.9	-	0.0	-
Car	1701	1106	0	-	2807	54	95	15	-	164	2772	1432	0	-	4204	-	0	7175
% Car	96.8	92.9	-	-	95.2	83.1	51.1	83.3	-	61.0	93.5	97.7	-	-	94.9	-	-	93.8
Medium	47	33	0	-	80	11	68	3	-	82	111	27	0	-	138	-	0	300
% Medium	2.7	2.8	-	-	2.7	16.9	36.6	16.7	-	30.5	3.7	1.8	-	-	3.1	-	-	3.9
Heavy	9	52	0	-	61	0	23	0	-	23	81	6	0	-	87	-	0	171
% Heavy	0.5	4.4	-	-	2.1	0.0	12.4	0.0	-	8.6	2.7	0.4	-	-	2.0	-	-	2.2
Ped	-	-	-	8	-	-	-	-	23	-	-	-	-	4	-	42	-	-
% Ped	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	100.0	-	-

Spectrum Traffic Data Incorporated
250 Wincott Drive, PO Box 18562
Toronto
Ontario, Ontario, Canada M9R 2R0
416-875-6200 greg@spectrumtraffic.com

Count Name: Parklawn and Gardiner WB Onramp
Site Code:
Start Date: 11/12/2013



Turning Movement Data Plot

Spectrum Traffic Data Incorporated
250 Wincott Drive, PO Box 18562
Toronto
Ontario, Ontario, Canada M9R 2R0
416-875-6200 greg@spectrumtraffic.com

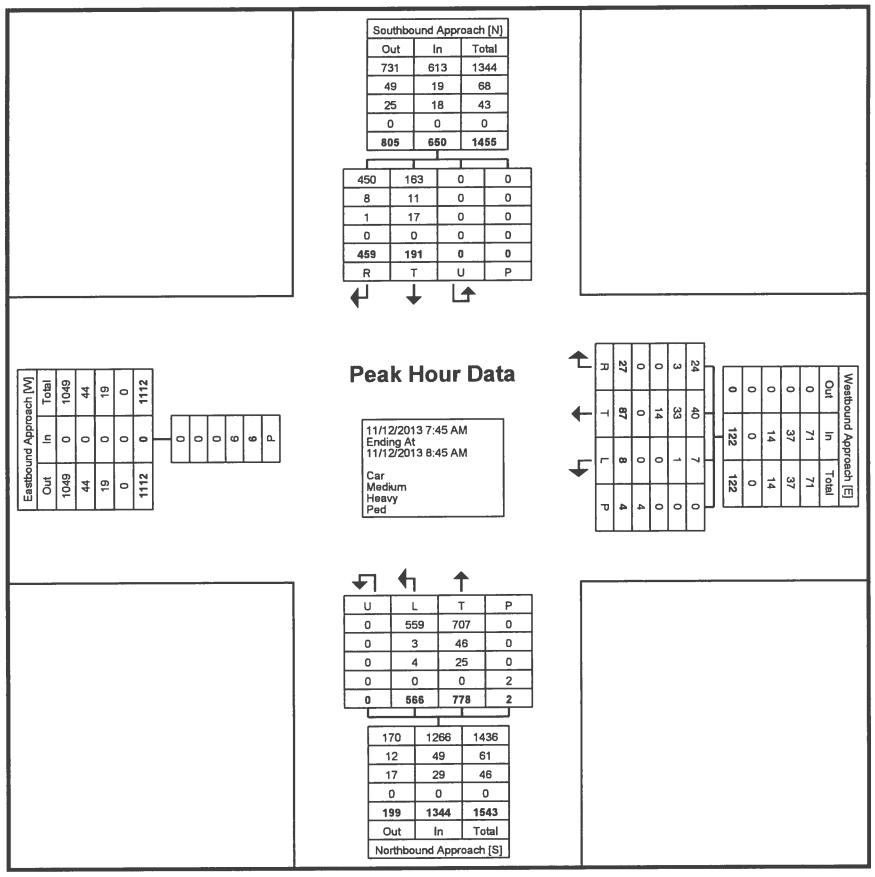
Count Name: Parklawn and Gardiner WB Onramp
Site Code:
Start Date: 11/12/2013

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Southbound Approach Southbound					Westbound Approach Westbound					Northbound Approach Northbound					Eastbound Approach Eastbound		
	Right	Thru	U-Turn	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Peds	App. Total	Int. Total
7:45 AM	98	42	0	0	140	7	15	1	2	23	192	141	0	2	333	0	0	496
8:00 AM	126	39	0	0	165	7	25	1	0	33	195	140	0	0	335	1	0	533
8:15 AM	118	44	0	0	162	7	15	3	2	25	211	159	0	0	370	3	0	557
8:30 AM	117	66	0	0	183	6	32	3	0	41	180	126	0	0	306	2	0	530
Total	459	191	0	0	650	27	87	8	4	122	778	566	0	2	1344	6	0	2116
Approach %	70.6	29.4	0.0	-	-	22.1	71.3	6.6	-	-	57.9	42.1	0.0	-	-	-	-	-
Total %	21.7	9.0	0.0	-	30.7	1.3	4.1	0.4	-	5.8	36.8	26.7	0.0	-	63.5	-	0.0	-
PHF	0.911	0.723	0.000	-	0.888	0.964	0.680	0.667	-	0.744	0.922	0.890	0.000	-	0.908	-	0.000	0.950
Car	450	163	0	-	613	24	40	7	-	71	707	559	0	-	1266	-	0	1950
% Car	98.0	85.3	-	-	94.3	88.9	46.0	87.5	-	58.2	90.9	98.8	-	-	94.2	-	-	92.2
Medium	8	11	0	-	19	3	33	1	-	37	46	3	0	-	49	-	0	105
% Medium	1.7	5.8	-	-	2.9	11.1	37.9	12.5	-	30.3	5.9	0.5	-	-	3.6	-	-	5.0
Heavy	1	17	0	-	18	0	14	0	-	14	25	4	0	-	29	-	0	61
% Heavy	0.2	8.9	-	-	2.8	0.0	16.1	0.0	-	11.5	3.2	0.7	-	-	2.2	-	-	2.9
Ped	-	-	-	0	-	-	-	-	4	-	-	-	-	2	-	6	-	-
% Ped	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	100.0	-	-

Spectrum Traffic Data Incorporated
250 Wincott Drive, PO Box 18562
Toronto
Ontario, Ontario, Canada M9R 2R0
416-875-6200 greg@spectrumtraffic.com

Count Name: Parklawn and Gardiner WB Onramp
Site Code:
Start Date: 11/12/2013



Turning Movement Peak Hour Data Plot (7:45 AM)

Spectrum Traffic Data Incorporated
250 Wincott Drive, PO Box 18562
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Count Name: Parklawn and Gardiner WB Onramp
Site Code:
Start Date: 11/12/2013

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Southbound Approach					Westbound Approach					Northbound Approach					Eastbound Approach		
	Southbound					Westbound					Northbound					Eastbound		
	Right	Thru	U-Turn	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Peds	App. Total	Int. Total
4:30 PM	132	95	0	0	227	2	4	0	1	6	197	63	0	0	260	2	0	493
4:45 PM	133	86	0	7	219	0	3	1	12	4	187	60	0	1	247	7	0	470
5:00 PM	109	74	0	0	183	0	0	0	1	0	195	57	0	0	252	6	0	435
5:15 PM	97	113	0	0	210	0	0	0	0	0	177	61	0	0	238	4	0	448
Total	471	368	0	7	839	2	7	1	14	10	756	241	0	1	997	19	0	1846
Approach %	56.1	43.9	0.0	-	-	20.0	70.0	10.0	-	-	75.8	24.2	0.0	-	-	-	-	-
Total %	25.5	19.9	0.0	-	45.4	0.1	0.4	0.1	-	0.5	41.0	13.1	0.0	-	54.0	-	0.0	-
PHF	0.885	0.814	0.000	-	0.924	0.250	0.438	0.250	-	0.417	0.959	0.956	0.000	-	0.959	-	0.000	0.936
Car	450	354	0	-	804	2	5	1	-	8	732	236	0	-	968	-	0	1780
% Car	95.5	96.2	-	-	95.8	100.0	71.4	100.0	-	80.0	96.8	97.9	-	-	97.1	-	-	96.4
Medium	17	2	0	-	19	0	2	0	-	2	10	4	0	-	14	-	0	35
% Medium	3.6	0.5	-	-	2.3	0.0	28.6	0.0	-	20.0	1.3	1.7	-	-	1.4	-	-	1.9
Heavy	4	12	0	-	16	0	0	0	-	0	14	1	0	-	15	-	0	31
% Heavy	0.8	3.3	-	-	1.9	0.0	0.0	0.0	-	0.0	1.9	0.4	-	-	1.5	-	-	1.7
Ped	-	-	-	7	-	-	-	-	14	-	-	-	-	1	-	19	-	-
% Ped	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	100.0	-	-

Spectrum Traffic Data Incorporated
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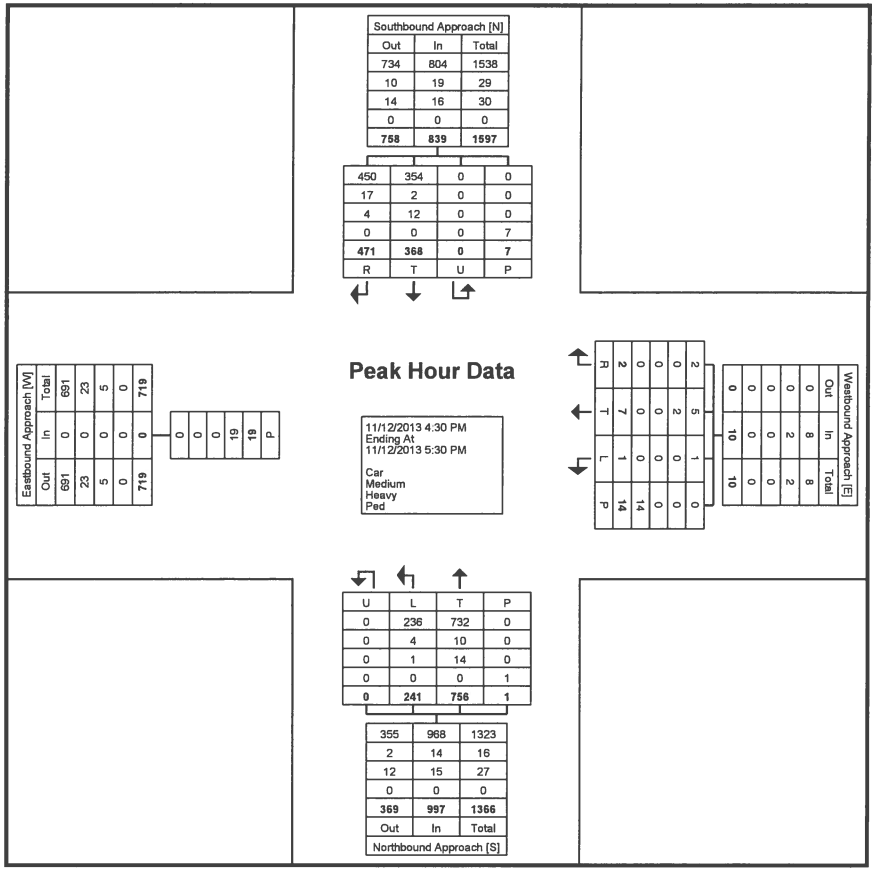
Toronto
Ontario, Ontario, Canada M9R 2R0
416-875-6200 greg@spectrumtraffic.com

Count Name: Parklawn and Gardiner WB Onramp
Site Code:
Start Date: 11/12/2013



Turning Movement Peak Hour Data Plot (4:30 PM)

Source: City of Toronto Open Data

Vehicles					Total Volume			2322
PARK LAWN RD AT F G GARDINER EXPY N TCS (PX 1055)					Thursday	8:00 -		9:00
1055		1	623	960				0.96
	0%	0%		33	↖	0%		
	↙	↓		98	←	0%		6
1167	434	189	0	6	↙	0%		137
0			0	635	927	0		0
3			0	↖	↑			
			0	0%	0%			
			195	1562	0			

Vehicles					Total Volume			2076
PARK LAWN RD AT F G GARDINER EXPY N TCS (PX 1055)					Thursday	17:00 -		18:00
1055		1	824	966				0.94
	0%	0%		1	↖	0%		
	↙	↓		12	←	0%		6
668	383	441	0	1	↙	0%		14
0			0	273	965	0		0
13			0	↖	↑			
			0	0%	0%			
			442	1238	2			

Source: City of Toronto Open Data

Vehicles					Total Volume		2584
PARK LAWN RD AT F G GARDINER EXPY N TCS (PX 1055)					Friday	8:00 -	9:00
1055		0	763	1034			0.97
	0%	0%		32	↖	0%	
	↙	↓		124	←	0%	5
1310	530	233	0	7	↙	0%	163
0			0	656	1002	0	0
14			0	↖	↑		
			0	0%	0%		
			240	1658	1		

Vehicles					Total Volume		1974
PARK LAWN RD AT F G GARDINER EXPY N TCS (PX 1055)					Friday	16:00 -	17:00
1055		5	733	872			0.96
	0%	0%		6	↖	0%	
	↙	↓		15	←	0%	16
696	330	403	0	2	↙	0%	23
0			0	351	866	1	1
25			0	↖	↑	↗	
			0	0%	0%	0%	
			405	1218	2		

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

Turning Movement Count (2 . PARK LAWN RD & GARDINER EXPY WB ON RAMP / ONTARIO FOOD TERMINAL ACCESS)

Start Time	N Approach PARK LAWN RD						E Approach EAST DRIVEWAY						S Approach PARK LAWN RD						W Approach GARDINER WB ONRAMP						Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	Left N:E	U-Turn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Left E:S	U-Turn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Left S:W	U-Turn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	U-Turn W:W	Peds W:	Approach Total		
07:30:00	145	29	0	0	0	174	8	29	3	0	11	40	0	251	178	0	0	429	0	0	0	0	2	0	643	
07:45:00	123	38	0	0	0	161	8	20	1	0	3	29	0	187	192	0	0	379	0	0	0	0	1	0	569	
08:00:00	123	42	0	0	0	165	9	21	0	0	1	30	0	165	183	0	0	348	0	0	0	0	3	0	543	
08:15:00	145	44	0	0	0	189	5	20	1	0	3	26	0	169	163	0	0	332	0	0	0	0	8	0	547	2302
08:30:00	145	45	0	0	0	190	9	37	1	0	1	47	0	187	140	0	0	327	0	0	0	0	4	0	564	2223
08:45:00	123	68	0	1	1	192	10	30	1	0	1	41	0	135	147	0	1	282	0	0	0	0	7	0	515	2169
09:00:00	105	63	0	1	0	169	8	40	2	0	0	50	0	138	108	0	0	246	0	0	0	0	5	0	465	2091
09:15:00	118	60	0	0	0	178	9	39	3	0	2	51	0	125	123	0	0	248	0	0	0	0	5	0	477	2021
BREAK																										
16:00:00	99	106	0	0	8	205	3	4	1	0	8	8	0	201	85	0	0	286	0	0	0	0	2	0	499	
16:15:00	101	108	0	0	0	209	1	7	1	0	2	9	0	189	99	0	0	288	0	0	0	0	5	0	506	
16:30:00	101	89	0	0	0	190	0	2	0	0	1	2	0	250	81	0	0	331	0	0	0	0	10	0	523	
16:45:00	78	103	0	0	1	181	0	1	0	0	1	1	0	223	61	0	0	284	0	0	0	0	7	0	466	1994
17:00:00	80	121	0	0	0	201	3	2	0	0	0	5	0	231	71	0	0	302	0	0	0	0	11	0	508	2003
17:15:00	94	138	0	0	1	232	3	1	0	0	2	4	0	220	87	0	0	307	0	0	0	0	8	0	543	2040
17:30:00	88	123	0	0	1	211	0	1	0	0	1	1	0	218	69	1	0	288	0	0	0	0	6	0	500	2017
17:45:00	92	150	0	0	0	242	0	0	0	0	3	0	0	222	63	1	0	286	0	0	0	0	8	0	528	2079
Grand Total	1760	1327	0	2	12	3089	76	254	14	0	40	344	0	3111	1850	2	1	4963	0	0	0	0	92	0	**8396**	-
Approach%	57%	43%	0%	0.1%		-	22.1%	73.8%	4.1%	0%		-	0%	62.7%	37.3%	0%		-	0%	0%	0%	0%		-	**-**	-
Totals %	21%	15.8%	0%	0%		36.8%	0.9%	3%	0.2%	0%		4.1%	0%	37.1%	22%	0%		59.1%	0%	0%	0%	0%		0%	**-**	-
Heavy	51	34	0	0		-	13	135	3	0		-	0	155	19	0		-	0	0	0	0		-	**-**	-
Heavy %	2.9%	2.6%	0%	0%		-	17.1%	53.1%	21.4%	0%		-	0%	5%	1%	0%		-	0%	0%	0%	0%		-	**-**	-
Bicycles	0	15	0	0		-	0	0	0	0		-	0	15	1	0		-	0	0	0	0		-	**-**	-
Bicycle %	0%	1.1%	0%	0%		-	0%	0%	0%	0%		-	0%	0.5%	0.1%	0%		-	0%	0%	0%	0%		-	**-**	-

Peak Hour: 07:30 AM - 08:30 AM Weather: Clear (13 °C)

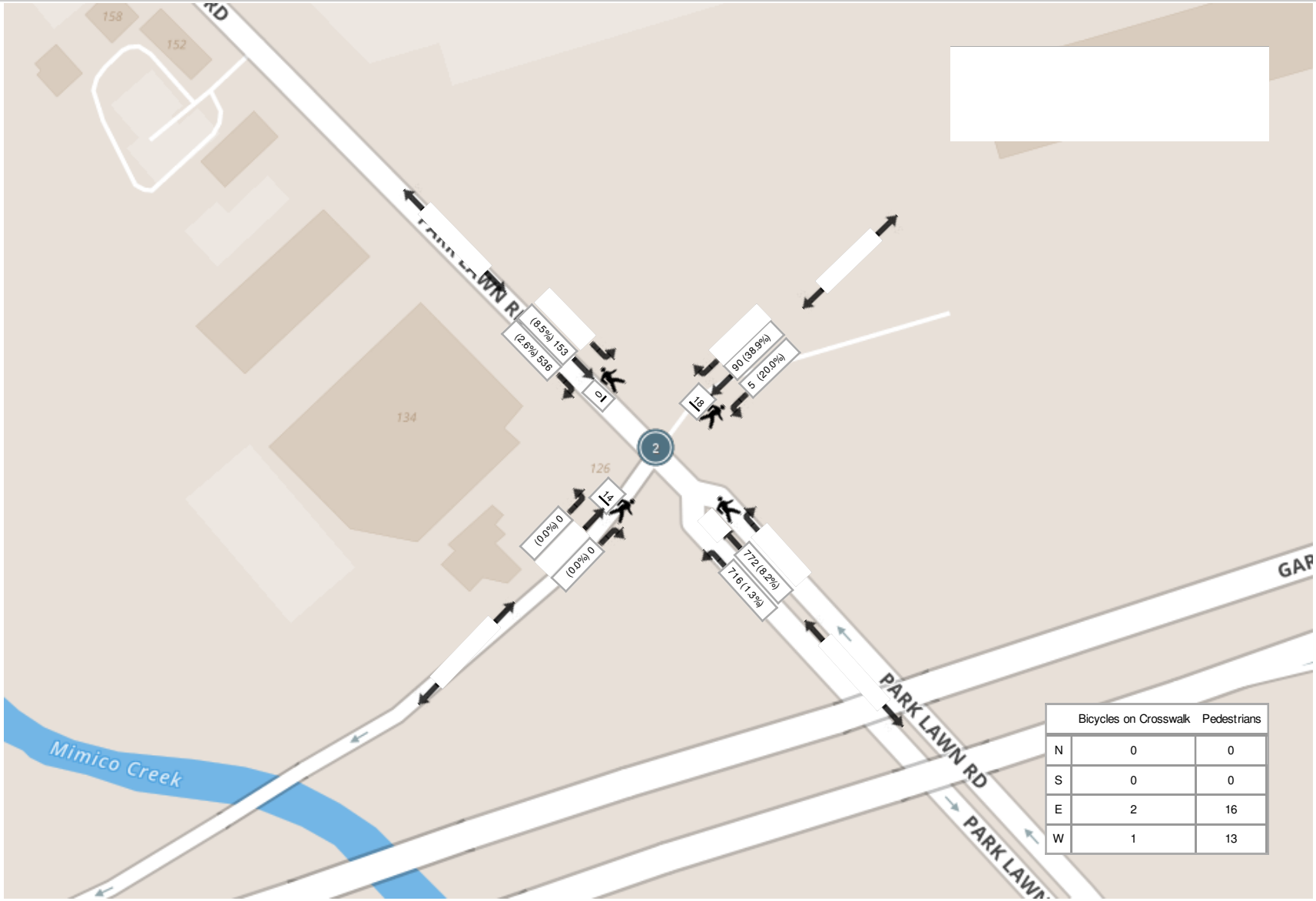
Start Time	N Approach PARK LAWN RD						E Approach EAST DRIVEWAY						S Approach PARK LAWN RD						W Approach GARDINER WB ONRAMP						Int. Total (15 min)
	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	
07:30:00	145	29	0	0	0	174	8	29	3	0	11	40	0	251	178	0	0	429	0	0	0	0	2	0	643
07:45:00	123	38	0	0	0	161	8	20	1	0	3	29	0	187	192	0	0	379	0	0	0	0	1	0	569
08:00:00	123	42	0	0	0	165	9	21	0	0	1	30	0	165	183	0	0	348	0	0	0	0	3	0	543
08:15:00	145	44	0	0	0	189	5	20	1	0	3	26	0	169	163	0	0	332	0	0	0	0	8	0	547
Grand Total	536	153	0	0	0	689	30	90	5	0	18	125	0	772	716	0	0	1488	0	0	0	0	14	0	**2302**
Approach%	77.8%	22.2%	0%	0%		-	24%	72%	4%	0%		-	0%	51.9%	48.1%	0%		-	0%	0%	0%	0%		-	**-**
Totals %	23.3%	6.6%	0%	0%		29.9%	1.3%	3.9%	0.2%	0%		5.4%	0%	33.5%	31.1%	0%		64.6%	0%	0%	0%	0%		0%	**-**
PHF	0.92	0.87	0	0		0.91	0.83	0.78	0.42	0		0.78	0	0.77	0.93	0		0.87	0	0	0	0		0	**-**
Heavy	14	13	0	0		27	5	35	1	0		41	0	63	9	0		72	0	0	0	0		0	**-**
Heavy %	2.6%	8.5%	0%	0%		3.9%	16.7%	38.9%	20%	0%		32.8%	0%	8.2%	1.3%	0%		4.8%	0%	0%	0%	0%		0%	**-**
Lights	522	140	0	0		662	25	55	4	0		84	0	709	707	0		1416	0	0	0	0		0	**-**
Lights %	97.4%	91.5%	0%	0%		96.1%	83.3%	61.1%	80%	0%		67.2%	0%	91.8%	98.7%	0%		95.2%	0%	0%	0%	0%		0%	**-**
Single-Unit Trucks	11	2	0	0		13	5	27	1	0		33	0	39	5	0		44	0	0	0	0		0	**-**
Single-Unit Trucks %	2.1%	1.3%	0%	0%		1.9%	16.7%	30%	20%	0%		26.4%	0%	5.1%	0.7%	0%		3%	0%	0%	0%	0%		0%	**-**
Buses	2	11	0	0		13	0	0	0	0		0	0	12	0	0		12	0	0	0	0		0	**-**
Buses %	0.4%	7.2%	0%	0%		1.9%	0%	0%	0%	0%		0%	0%	1.6%	0%	0%		0.8%	0%	0%	0%	0%		0%	**-**
Articulated Trucks	1	0	0	0		1	0	8	0	0		8	0	12	4	0		16	0	0	0	0		0	**-**
Articulated Trucks %	0.2%	0%	0%	0%		0.1%	0%	8.9%	0%	0%		6.4%	0%	1.6%	0.6%	0%		1.1%	0%	0%	0%	0%		0%	**-**
Pedestrians	-	-	-	-	0	-	-	-	-	-	16	-	-	-	-	-	0	-	-	-	-	-	13	-	**-**
Pedestrians%	-	-	-	-	0%		-	-	-	-	50%		-	-	-	-	0%		-	-	-	-	40.6%		**-**
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	1	-	**-**
Bicycles on Crosswalk%	-	-	-	-	0%		-	-	-	-	6.3%		-	-	-	-	0%		-	-	-	-	3.1%		**-**
Bicycles on Road	0	3	0	0	0	-	0	0	0	0	0	-	0	2	0	0	0	-	0	0	0	0	0	-	**-**
Bicycles on Road%	-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		**-**

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

Peak Hour: 05:00 PM - 06:00 PM Weather: Mostly Cloudy (19 °C)

Start Time	N Approach PARK LAWN RD						E Approach EAST DRIVEWAY						S Approach PARK LAWN RD						W Approach GARDINER WB ONRAMP						Int. Total (15 min)
	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	
17:00:00	80	121	0	0	0	201	3	2	0	0	0	5	0	231	71	0	0	302	0	0	0	0	11	0	508
17:15:00	94	138	0	0	1	232	3	1	0	0	2	4	0	220	87	0	0	307	0	0	0	0	8	0	543
17:30:00	88	123	0	0	1	211	0	1	0	0	1	1	0	218	69	1	0	288	0	0	0	0	6	0	500
17:45:00	92	150	0	0	0	242	0	0	0	0	3	0	0	222	63	1	0	286	0	0	0	0	8	0	528
Grand Total	354	532	0	0	2	886	6	4	0	0	6	10	0	891	290	2	0	1183	0	0	0	0	33	0	**2079**
Approach%	40%	60%	0%	0%		-	60%	40%	0%	0%		-	0%	75.3%	24.5%	0.2%		-	0%	0%	0%	0%		-	**-**
Totals %	17%	25.6%	0%	0%		42.6%	0.3%	0.2%	0%	0%		0.5%	0%	42.9%	13.9%	0.1%		56.9%	0%	0%	0%	0%		0%	**-**
PHF	0.94	0.89	0	0		0.92	0.5	0.5	0	0		0.5	0	0.96	0.83	0.5		0.96	0	0	0	0		0	**-**
Heavy	9	7	0	0		16	1	2	0	0		3	0	12	2	0		14	0	0	0	0		0	**-**
Heavy %	2.5%	1.3%	0%	0%		1.8%	16.7%	50%	0%	0%		30%	0%	1.3%	0.7%	0%		1.2%	0%	0%	0%	0%		0%	**-**
Lights	345	525	0	0		870	5	2	0	0		7	0	879	288	2		1169	0	0	0	0		0	**-**
Lights %	97.5%	98.7%	0%	0%		98.2%	83.3%	50%	0%	0%		70%	0%	98.7%	99.3%	100%		98.8%	0%	0%	0%	0%		0%	**-**
Single-Unit Trucks	9	2	0	0		11	1	1	0	0		2	0	6	2	0		8	0	0	0	0		0	**-**
Single-Unit Trucks %	2.5%	0.4%	0%	0%		1.2%	16.7%	25%	0%	0%		20%	0%	0.7%	0.7%	0%		0.7%	0%	0%	0%	0%		0%	**-**
Buses	0	5	0	0		5	0	0	0	0		0	0	5	0	0		5	0	0	0	0		0	**-**
Buses %	0%	0.9%	0%	0%		0.6%	0%	0%	0%	0%		0%	0%	0.6%	0%	0%		0.4%	0%	0%	0%	0%		0%	**-**
Articulated Trucks	0	0	0	0		0	0	1	0	0		1	0	1	0	0		1	0	0	0	0		0	**-**
Articulated Trucks %	0%	0%	0%	0%		0%	0%	25%	0%	0%		10%	0%	0.1%	0%	0%		0.1%	0%	0%	0%	0%		0%	**-**
Pedestrians	-	-	-	-	1	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	32	-	**-**
Pedestrians%	-	-	-	-	2.4%		-	-	-	-	9.8%		-	-	-	-	0%		-	-	-	-	78%		**-**
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	1	-	**-**
Bicycles on Crosswalk%	-	-	-	-	2.4%		-	-	-	-	4.9%		-	-	-	-	0%		-	-	-	-	2.4%		**-**
Bicycles on Road	0	8	0	0	0	-	0	0	0	0	0	-	0	6	0	0	0	-	0	0	0	0	0	-	**-**
Bicycles on Road%	-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		**-**

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9



	Bicycles on Crosswalk	Pedestrians
N	0	0
S	0	0
E	2	16
W	1	13

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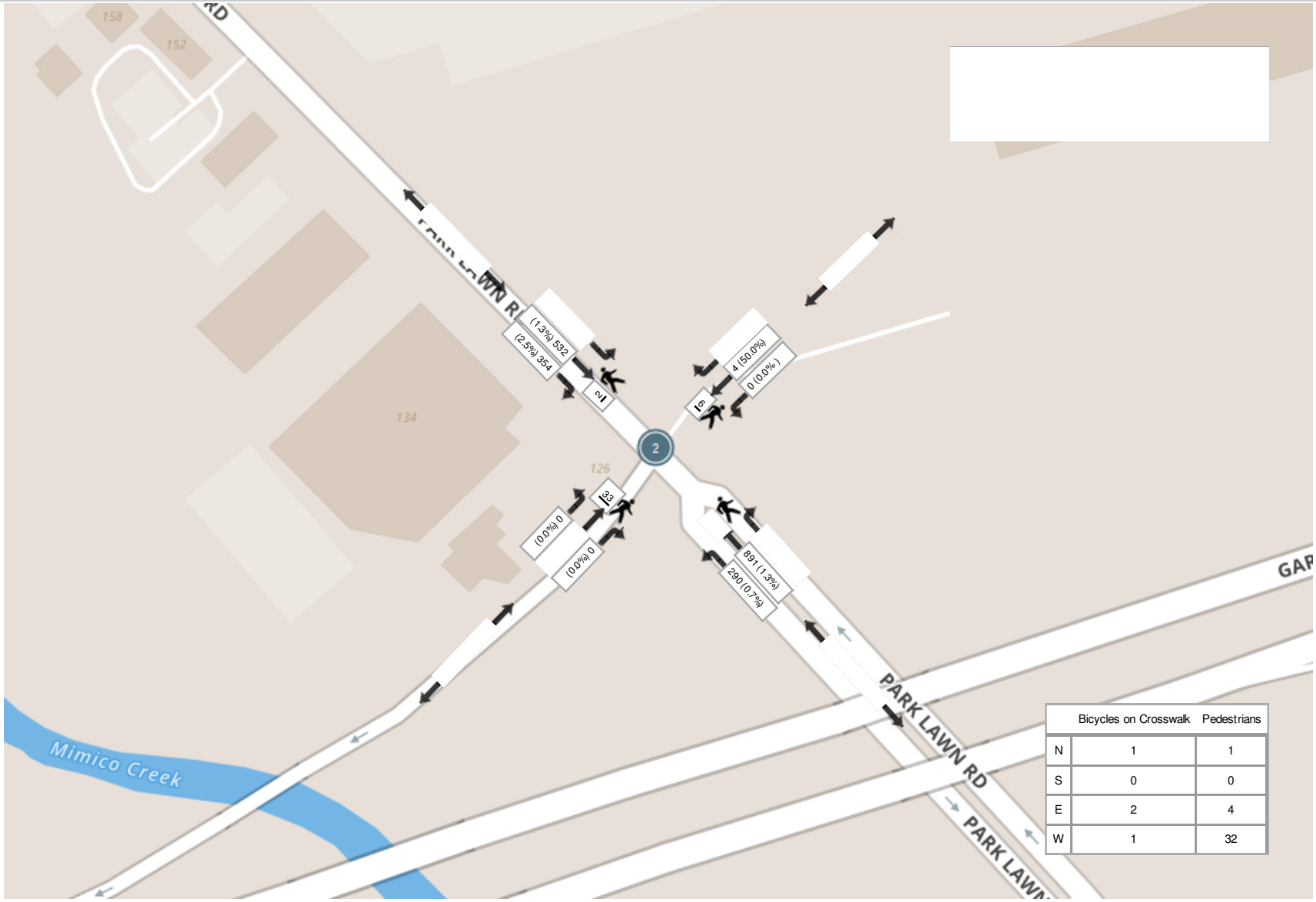
Toronto ON, CANADA, M4V 1K9



	Bicycles on Crosswalk	Pedestrians
N	1	1
S	0	0
E	2	4
W	1	32

Spectrum Traffic Data Incorporated
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Toronto
Ontario, Ontario, Canada M9R 2R0
416-875-6200 chris@spectrumtraffic.com

Count Name: Park Lawn Rd & Gardiner Off Ramp
Site Code: EB
Start Date: 09/12/2013
Page No: 1
South Ramp

Turning Movement Data

Start Time	Park Lawn Rd Southbound					Park Lawn Rd Northbound					Gardiner Off Ramp Eastbound					Int. Total
	Right	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	
7:00 AM	1	33	0	0	34	170	2	0	5	172	100	135	0	0	235	441
7:15 AM	1	39	0	0	40	188	3	0	10	191	148	161	0	0	309	540
7:30 AM	3	30	0	0	33	208	6	0	7	214	124	166	0	0	290	537
7:45 AM	1	34	0	0	35	199	1	0	5	200	130	151	0	1	281	516
Hourly Total	6	136	0	0	142	765	12	0	27	777	502	613	0	1	1115	2034
8:00 AM	4	31	0	0	35	225	4	0	8	229	123	154	0	1	277	541
8:15 AM	5	36	0	0	41	230	4	1	4	235	120	148	0	2	268	544
8:30 AM	7	59	0	0	66	193	1	0	4	194	106	169	0	3	275	535
8:45 AM	8	53	0	0	61	200	1	0	4	201	103	142	0	5	245	507
Hourly Total	24	179	0	0	203	848	10	1	20	859	452	613	0	11	1065	2127
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	11	70	0	0	81	146	9	1	1	156	83	120	1	1	204	441
4:15 PM	12	64	1	0	77	145	16	0	0	161	73	136	0	2	209	447
4:30 PM	8	72	6	0	86	119	16	0	2	135	99	126	0	3	225	446
4:45 PM	9	86	4	0	99	122	12	1	1	135	87	113	0	1	200	434
Hourly Total	40	292	11	0	343	532	53	2	4	587	342	495	1	7	838	1768
5:00 PM	13	66	0	0	79	131	13	1	1	145	87	125	0	1	212	436
5:15 PM	13	72	4	0	89	117	10	0	3	127	97	161	1	6	259	475
5:30 PM	17	86	1	0	104	135	16	0	3	151	91	180	0	4	271	526
5:45 PM	18	80	1	0	99	124	14	0	4	138	123	155	0	6	278	515
Hourly Total	61	304	6	0	371	507	53	1	11	561	398	621	1	17	1020	1952
Grand Total	131	911	17	0	1059	2652	128	4	62	2784	1694	2342	2	36	4038	7881
Approach %	12.4	86.0	1.6	-	-	95.3	4.6	0.1	-	-	42.0	58.0	0.0	-	-	-
Total %	1.7	11.6	0.2	-	13.4	33.7	1.6	0.1	-	35.3	21.5	29.7	0.0	-	51.2	-
Car	126	860	16	-	1002	2558	124	4	-	2686	1622	2231	2	-	3855	7543
% Car	96.2	94.4	94.1	-	94.6	96.5	96.9	100.0	-	96.5	95.7	95.3	100.0	-	95.5	95.7
Medium	3	25	1	-	29	64	4	0	-	68	53	79	0	-	132	229
% Medium	2.3	2.7	5.9	-	2.7	2.4	3.1	0.0	-	2.4	3.1	3.4	0.0	-	3.3	2.9
Heavy	2	15	0	-	17	23	0	0	-	23	15	32	0	-	47	87
% Heavy	1.5	1.6	0.0	-	1.6	0.9	0.0	0.0	-	0.8	0.9	1.4	0.0	-	1.2	1.1
Pedal Bike (Road)	0	11	0	-	11	7	0	0	-	7	4	0	0	-	4	22
% Pedal Bike (Road)	0.0	1.2	0.0	-	1.0	0.3	0.0	0.0	-	0.3	0.2	0.0	0.0	-	0.1	0.3
People	-	-	-	0	-	-	-	-	60	-	-	-	-	32	-	-
% People	-	-	-	-	-	-	-	-	96.8	-	-	-	-	88.9	-	-
Pedal Bike (Crosswalk)	-	-	-	0	-	-	-	-	2	-	-	-	-	4	-	-
% Pedal Bike (Crosswalk)	-	-	-	-	-	-	-	-	3.2	-	-	-	-	11.1	-	-

Spectrum Traffic Data Incorporated
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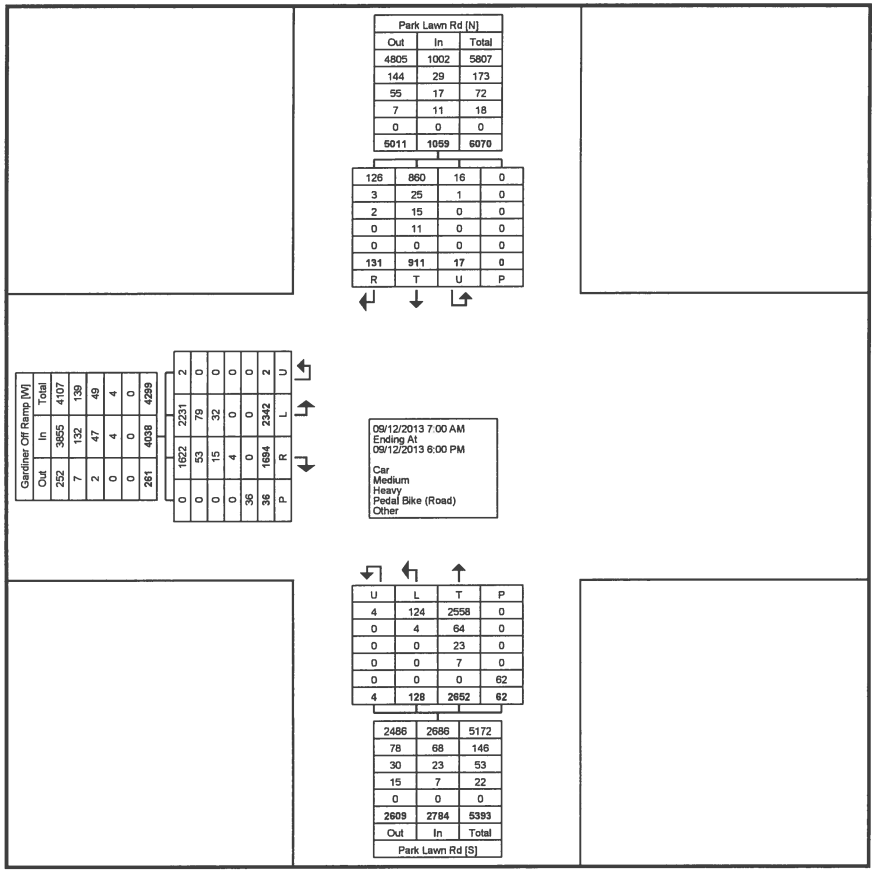
416-875-6200 chris@spectrumtraffic.com

Count Name: Park Lawn Rd & Gardiner Off Ramp
Site Code:
Start Date: 09/12/2013



Turning Movement Data Plot

Spectrum Traffic Data Incorporated
250 Wincott Drive, PO Box 18562
Toronto
Ontario, Ontario, Canada M9R 2R0
416-875-6200 chris@spectrumtraffic.com

Count Name: Park Lawn Rd & Gardiner Off Ramp
Site Code:
Start Date: 09/12/2013

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Park Lawn Rd Southbound					Park Lawn Rd Northbound					Gardiner Off Ramp Eastbound					
	Right	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Int. Total
7:30 AM	3	30	0	0	33	208	6	0	7	214	124	166	0	0	290	537
7:45 AM	1	34	0	0	35	199	1	0	5	200	130	151	0	1	281	516
8:00 AM	4	31	0	0	35	225	4	0	8	229	123	154	0	1	277	541
8:15 AM	5	36	0	0	41	230	4	1	4	235	120	148	0	2	268	544
Total	13	131	0	0	144	862	15	1	24	878	497	619	0	4	1116	2138
Approach %	9.0	91.0	0.0	-	-	98.2	1.7	0.1	-	-	44.5	55.5	0.0	-	-	-
Total %	0.6	6.1	0.0	-	6.7	40.3	0.7	0.0	-	41.1	23.2	29.0	0.0	-	52.2	-
PHF	0.650	0.910	0.000	-	0.878	0.937	0.625	0.250	-	0.934	0.956	0.932	0.000	-	0.962	0.983
Car	12	115	0	-	127	829	15	1	-	845	464	580	0	-	1044	2016
% Car	92.3	87.8	-	-	88.2	96.2	100.0	100.0	-	96.2	93.4	93.7	-	-	93.5	94.3
Medium	1	8	0	-	9	21	0	0	-	21	28	30	0	-	58	88
% Medium	7.7	6.1	-	-	6.3	2.4	0.0	0.0	-	2.4	5.6	4.8	-	-	5.2	4.1
Heavy	0	7	0	-	7	9	0	0	-	9	4	9	0	-	13	29
% Heavy	0.0	5.3	-	-	4.9	1.0	0.0	0.0	-	1.0	0.8	1.5	-	-	1.2	1.4
Pedal Bike (Road)	0	1	0	-	1	3	0	0	-	3	1	0	0	-	1	5
% Pedal Bike (Road)	0.0	0.8	-	-	0.7	0.3	0.0	0.0	-	0.3	0.2	0.0	-	-	0.1	0.2
People	-	-	-	0	-	-	-	-	24	-	-	-	-	4	-	-
% People	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-
Pedal Bike (Crosswalk)	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedal Bike (Crosswalk)	-	-	-	-	-	-	-	-	0.0	-	-	-	-	0.0	-	-

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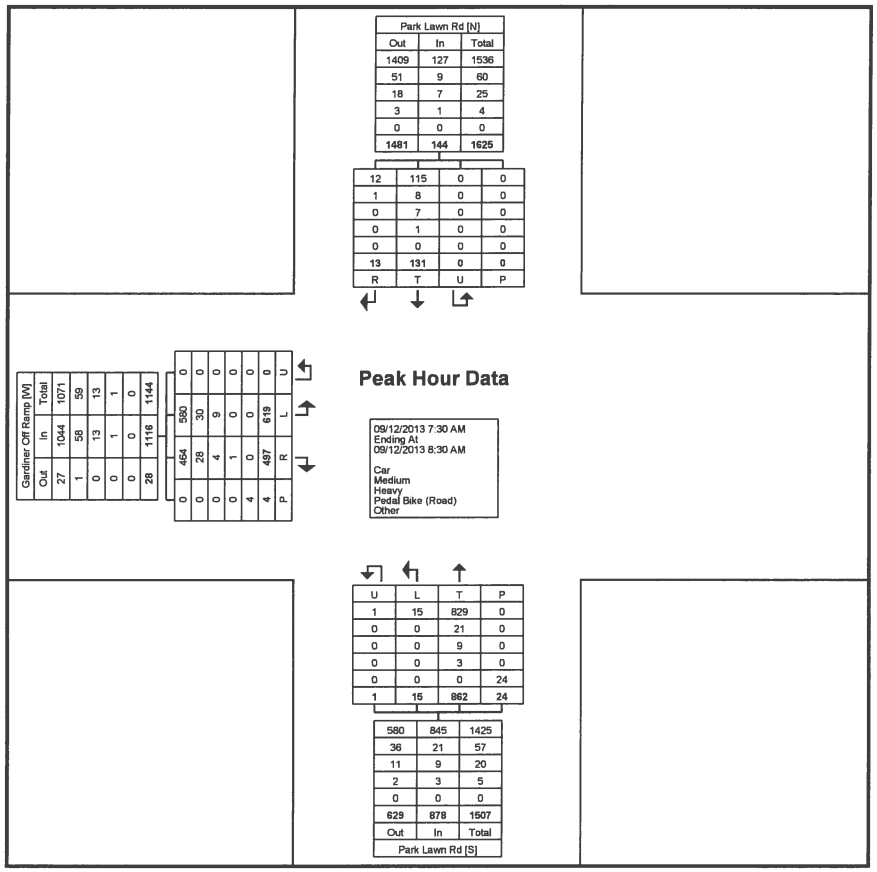
Count Name: Park Lawn Rd & Gardiner Off Ramp
Site Code:
Start Date: 09/12/2013



Turning Movement Peak Hour Data Plot (7:30 AM)

Spectrum Traffic Data Incorporated
250 Wincott Drive, PO Box 18562
Toronto
Ontario, Ontario, Canada M9R 2R0
416-875-6200 chris@spectrumtraffic.com

Count Name: Park Lawn Rd & Gardiner Off Ramp
Site Code:
Start Date: 09/12/2013

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Park Lawn Rd Southbound					Park Lawn Rd Northbound					Gardiner Off Ramp Eastbound					
	Right	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Int. Total
5:00 PM	13	66	0	0	79	131	13	1	1	145	87	125	0	1	212	436
5:15 PM	13	72	4	0	89	117	10	0	3	127	97	161	1	6	259	475
5:30 PM	17	86	1	0	104	135	16	0	3	151	91	180	0	4	271	526
5:45 PM	18	80	1	0	99	124	14	0	4	138	123	155	0	6	278	515
Total	61	304	6	0	371	507	53	1	11	561	398	621	1	17	1020	1952
Approach %	16.4	81.9	1.6	-	-	90.4	9.4	0.2	-	-	39.0	60.9	0.1	-	-	-
Total %	3.1	15.6	0.3	-	19.0	26.0	2.7	0.1	-	28.7	20.4	31.8	0.1	-	52.3	-
PHF	0.847	0.884	0.375	-	0.892	0.939	0.828	0.250	-	0.929	0.809	0.863	0.250	-	0.917	0.928
Car	60	292	6	-	358	493	49	1	-	543	389	604	1	-	994	1895
% Car	98.4	96.1	100.0	-	96.5	97.2	92.5	100.0	-	96.8	97.7	97.3	100.0	-	97.5	97.1
Medium	0	5	0	-	5	9	4	0	-	13	8	11	0	-	19	37
% Medium	0.0	1.6	0.0	-	1.3	1.8	7.5	0.0	-	2.3	2.0	1.8	0.0	-	1.9	1.9
Heavy	1	3	0	-	4	3	0	0	-	3	1	6	0	-	7	14
% Heavy	1.6	1.0	0.0	-	1.1	0.6	0.0	0.0	-	0.5	0.3	1.0	0.0	-	0.7	0.7
Pedal Bike (Road)	0	4	0	-	4	2	0	0	-	2	0	0	0	-	0	6
% Pedal Bike (Road)	0.0	1.3	0.0	-	1.1	0.4	0.0	0.0	-	0.4	0.0	0.0	0.0	-	0.0	0.3
People	-	-	-	0	-	-	-	-	11	-	-	-	-	14	-	-
% People	-	-	-	-	-	-	-	-	100.0	-	-	-	-	82.4	-	-
Pedal Bike (Crosswalk)	-	-	-	0	-	-	-	-	0	-	-	-	-	3	-	-
% Pedal Bike (Crosswalk)	-	-	-	-	-	-	-	-	0.0	-	-	-	-	17.6	-	-

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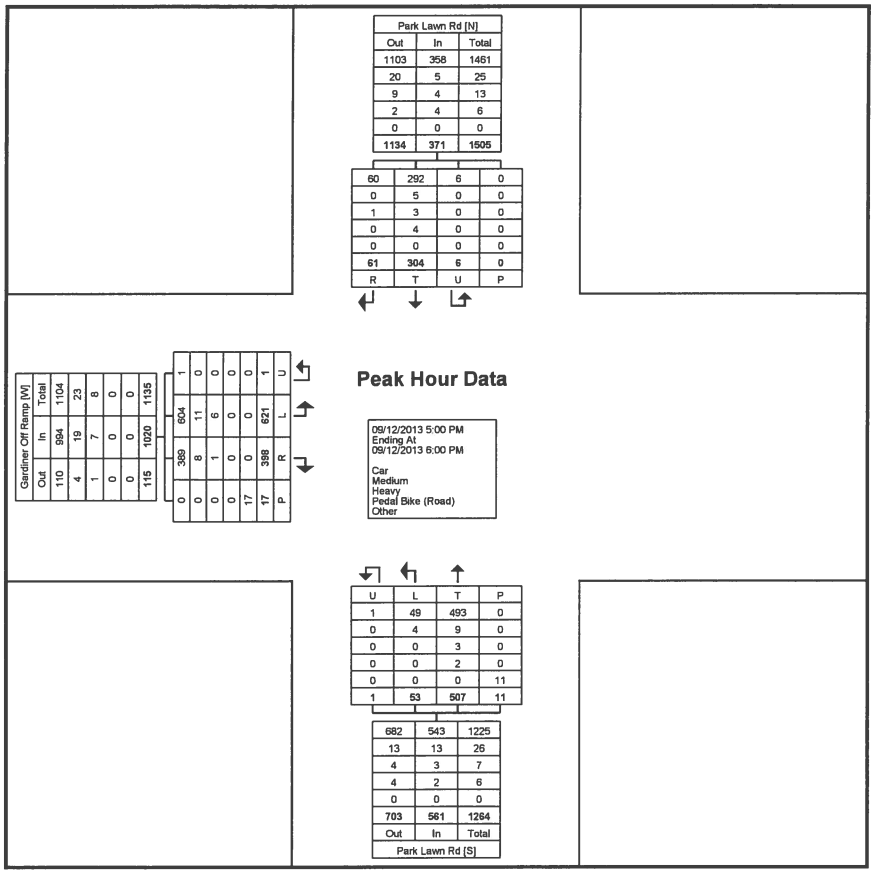
Count Name: Park Lawn Rd & Gardiner Off Ramp
Site Code:
Start Date: 09/12/2013



Turning Movement Peak Hour Data Plot (5:00 PM)

Source: City of Toronto Open Data

					Total Volume			2374
Vehicles					Date			18_12_2014
PARK LAWN RD AT F G GARDINER EXPY S TCS & ACC TO					Thursday	8:00	-	9:00
989		0	189	1527				0.93
	0%	0%		0				
	↙	↓		0				0
31	18	171	0	0				0
1420	0%	↗	775	13	752	0		0
3			0	↖	↑			
	0%	↘	645	0%	0%			
			816	765	40			

					Total Volume			2655
Vehicles					Date			18_12_2014
PARK LAWN RD AT F G GARDINER EXPY S TCS & ACC TO					Thursday	17:00	-	18:00
989		0	451	1238				0.96
	0%	0%		0				
	↙	↓		0				0
101	46	405	0	0				0
1682	0%	↗	771	55	467	0		0
29			0	↖	↑			
	0%	↘	911	0%	0%			
			1316	522	9			

Source: City of Toronto Open Data

Vehicles					Total Volume			2616
PARK LAWN RD AT F G GARDINER EXPY S TCS & ACC TO					Date			06_10_2016
					Friday	8:00	-	9:00
989		0	239	1644				0.95
	0%	0%		0				
	↙	↓		0				0
53	20	219	0	0				0
1356	0%	↗	656	33	988	0		0
23			0	↖	↑			
	0%	↘	700	0%	0%			
			919	1021	27			

Vehicles					Total Volume			2493
PARK LAWN RD AT F G GARDINER EXPY S TCS & ACC TO					Date			06_10_2016
					Friday	17:00	-	18:00
989		0	423	1188				0.95
	0%	0%		0				
	↙	↓		0				0
151	45	378	0	0				0
1316	0%	↗	540	106	648	0		0
50			0	↖	↑			
	0%	↘	776	0%	0%			
			1154	754	7			

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

Turning Movement Count (3 . PARK LAWN RD & GARDINER EXPY EB OFF RAMP)

Start Time	N Approach PARK LAWN RD					S Approach PARK LAWN RD					W Approach GARDINER EXPY EB OFF RAMP					Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	U-Turn N:N	Peds N:	Approach Total	Thru S:N	Left S:W	U-Turn S:S	Peds S:	Approach Total	Right W:S	Left W:N	U-Turn W:W	Peds W:	Approach Total		
07:30:00	2	30	0	0	32	266	8	0	12	274	81	171	0	1	252	558	
07:45:00	3	38	0	0	41	243	7	0	9	250	68	141	0	4	209	500	
08:00:00	0	42	0	0	42	203	6	0	8	209	95	137	0	4	232	483	
08:15:00	4	43	0	0	47	203	3	1	2	207	76	117	0	6	193	447	1988
08:30:00	7	41	0	0	48	208	6	0	2	214	78	125	0	9	203	465	1895
08:45:00	4	65	0	0	69	183	7	0	2	190	67	95	0	7	162	421	1816
09:00:00	3	63	0	0	66	155	6	0	2	161	70	94	0	5	164	391	1724
09:15:00	2	62	0	0	64	166	5	0	3	171	71	94	0	4	165	400	1677
BREAK																	
16:00:00	10	97	0	0	107	175	15	0	0	190	149	123	0	5	272	569	
16:15:00	7	98	0	0	105	171	13	1	1	185	153	112	0	8	265	555	
16:30:00	7	83	0	0	90	145	16	0	1	161	183	181	0	11	364	615	
16:45:00	13	91	0	0	104	120	16	0	2	136	163	164	0	7	327	567	2306
17:00:00	12	108	0	0	120	143	20	0	3	163	201	160	0	17	361	644	2381
17:15:00	11	129	0	0	140	172	21	1	1	194	235	144	0	10	379	713	2539
17:30:00	5	118	0	0	123	134	26	0	2	160	228	147	0	17	375	658	2582
17:45:00	10	134	0	0	144	128	21	0	3	149	245	160	0	13	405	698	2713
Grand Total	100	1242	0	0	1342	2815	196	3	53	3014	2163	2165	0	128	4328	**8684**	-
Approach%	7.5%	92.5%	0%		-	93.4%	6.5%	0.1%		-	50%	50%	0%		-	-	-
Totals %	1.2%	14.3%	0%		15.5%	32.4%	2.3%	0%		34.7%	24.9%	24.9%	0%		49.8%	-	-
Heavy	2	36	0		-	66	6	0		-	29	110	0		-	-	-
Heavy %	2%	2.9%	0%		-	2.3%	3.1%	0%		-	1.3%	5.1%	0%		-	-	-
Bicycles	1	13	0		-	11	0	0		-	18	2	0		-	-	-
Bicycle %	1%	1%	0%		-	0.4%	0%	0%		-	0.8%	0.1%	0%		-	-	-

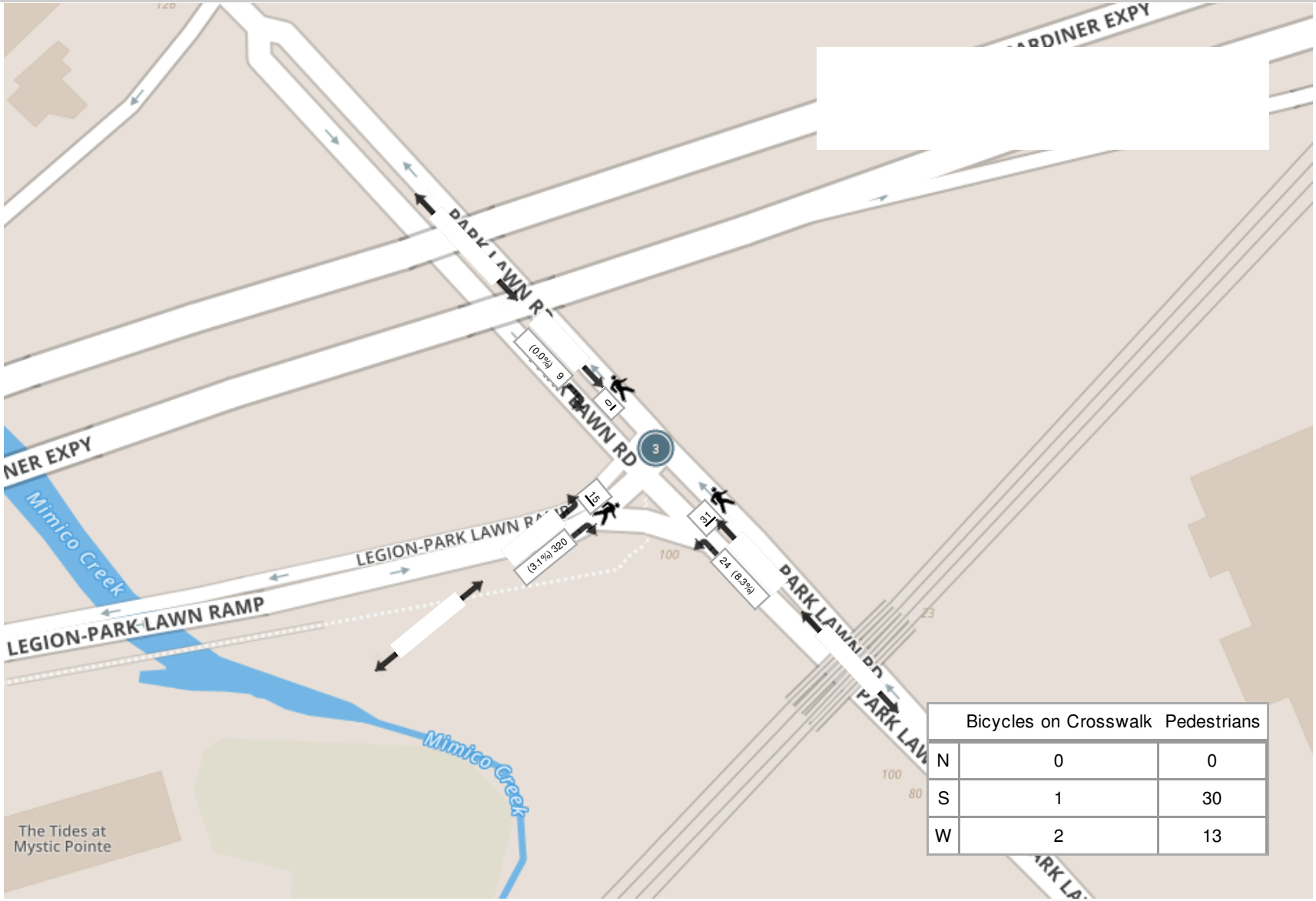
Peak Hour: 07:30 AM - 08:30 AM Weather: Clear (13 °C)

Start Time	N Approach PARK LAWN RD					S Approach PARK LAWN RD					W Approach GARDINER EXPY EB OFF RAMP					Int. Total (15 min)
	Right	Thru	U-Turn	Peds	Approach Total	Thru	Left	U-Turn	Peds	Approach Total	Right	Left	U-Turn	Peds	Approach Total	
07:30:00	2	30	0	0	32	266	8	0	12	274	81	171	0	1	252	558
07:45:00	3	38	0	0	41	243	7	0	9	250	68	141	0	4	209	500
08:00:00	0	42	0	0	42	203	6	0	8	209	95	137	0	4	232	483
08:15:00	4	43	0	0	47	203	3	1	2	207	76	117	0	6	193	447
Grand Total	9	153	0	0	162	915	24	1	31	940	320	566	0	15	886	**1988**
Approach%	5.6%	94.4%	0%		-	97.3%	2.6%	0.1%		-	36.1%	63.9%	0%		-	-
Totals %	0.5%	7.7%	0%		8.1%	46%	1.2%	0.1%		47.3%	16.1%	28.5%	0%		44.6%	-
PHF	0.56	0.89	0		0.86	0.86	0.75	0.25		0.86	0.84	0.83	0		0.88	-
Heavy	0	15	0		15	25	2	0		27	10	50	0		60	-
Heavy %	0%	9.8%	0%		9.3%	2.7%	8.3%	0%		2.9%	3.1%	8.8%	0%		6.8%	-
Lights	9	138	0		147	890	22	1		913	310	516	0		826	-
Lights %	100%	90.2%	0%		90.7%	97.3%	91.7%	100%		97.1%	96.9%	91.2%	0%		93.2%	-
Single-Unit Trucks	0	4	0		4	10	1	0		11	7	37	0		44	-
Single-Unit Trucks %	0%	2.6%	0%		2.5%	1.1%	4.2%	0%		1.2%	2.2%	6.5%	0%		5%	-
Buses	0	11	0		11	10	1	0		11	2	2	0		4	-
Buses %	0%	7.2%	0%		6.8%	1.1%	4.2%	0%		1.2%	0.6%	0.4%	0%		0.5%	-
Articulated Trucks	0	0	0		0	5	0	0		5	1	11	0		12	-
Articulated Trucks %	0%	0%	0%		0%	0.5%	0%	0%		0.5%	0.3%	1.9%	0%		1.4%	-
Pedestrians	-	-	-	0	-	-	-	-	30	-	-	-	-	13	-	-
Pedestrians%	-	-	-	0%		-	-	-	65.2%		-	-	-	28.3%		-
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	1	-	-	-	-	2	-	-
Bicycles on Crosswalk%	-	-	-	0%		-	-	-	2.2%		-	-	-	4.3%		-
Bicycles on Road	0	2	0	0	-	1	0	0	0	-	7	0	0	0	-	-
Bicycles on Road%	-	-	-	0%		-	-	-	0%		-	-	-	0%		-

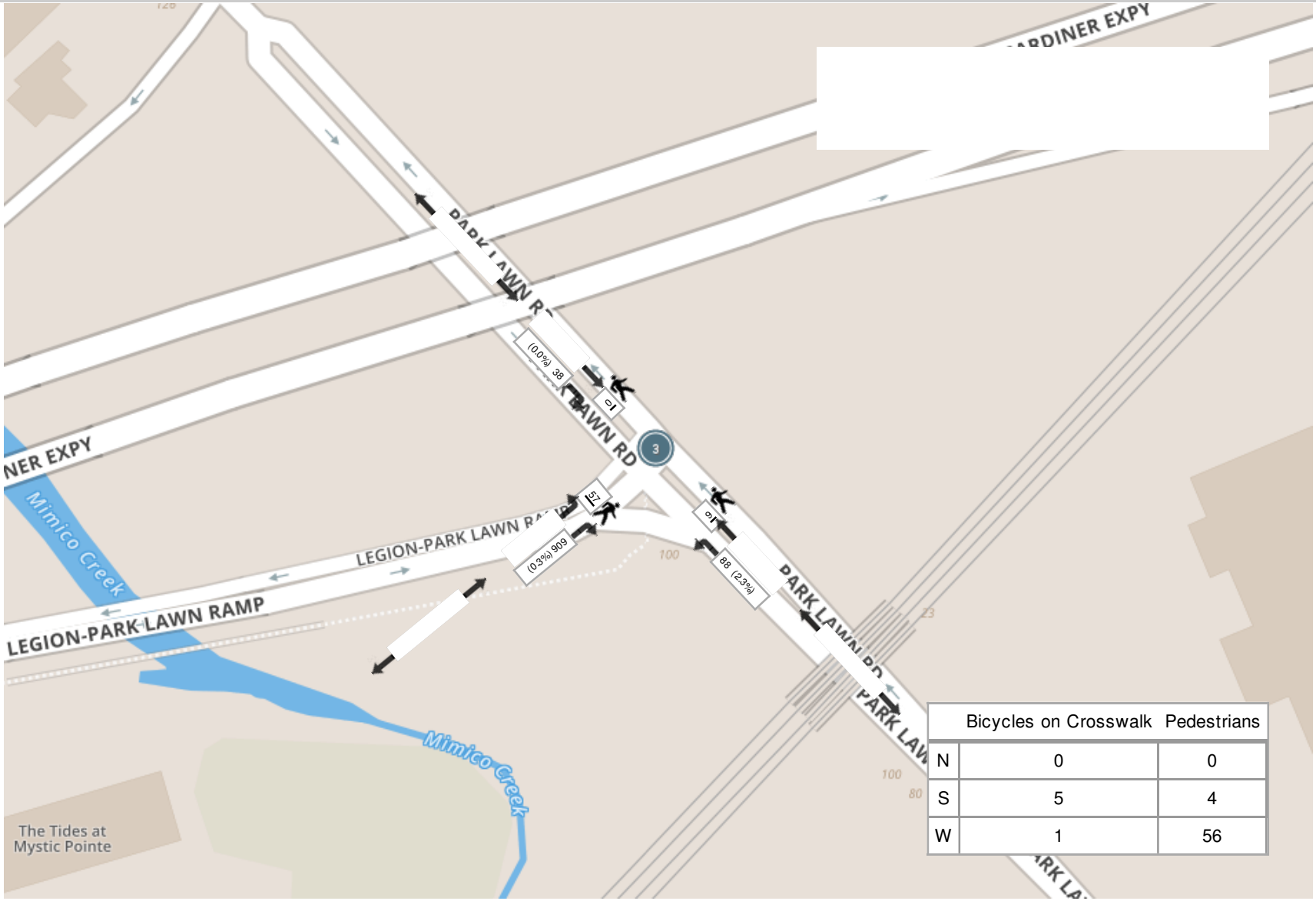
BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

Peak Hour: 05:00 PM - 06:00 PM Weather: Mostly Cloudy (19 °C)

Start Time	N Approach PARK LAWN RD					S Approach PARK LAWN RD					W Approach GARDINER EXPY EB OFF RAMP					Int. Total (15 min)
	Right	Thru	U-Turn	Peds	Approach Total	Thru	Left	U-Turn	Peds	Approach Total	Right	Left	U-Turn	Peds	Approach Total	
17:00:00	12	108	0	0	120	143	20	0	3	163	201	160	0	17	361	644
17:15:00	11	129	0	0	140	172	21	1	1	194	235	144	0	10	379	713
17:30:00	5	118	0	0	123	134	26	0	2	160	228	147	0	17	375	658
17:45:00	10	134	0	0	144	128	21	0	3	149	245	160	0	13	405	698
Grand Total	38	489	0	0	527	577	88	1	9	666	909	611	0	57	1520	**2713**
Approach%	7.2%	92.8%	0%		-	86.6%	13.2%	0.2%		-	59.8%	40.2%	0%		-	-
Totals %	1.4%	18%	0%		19.4%	21.3%	3.2%	0%		24.5%	33.5%	22.5%	0%		56%	-
PHF	0.79	0.91	0		0.91	0.84	0.85	0.25		0.86	0.93	0.95	0		0.94	-
Heavy	0	7	0		7	8	2	0		10	3	7	0		10	-
Heavy %	0%	1.4%	0%		1.3%	1.4%	2.3%	0%		1.5%	0.3%	1.1%	0%		0.7%	-
Lights	38	482	0		520	569	86	1		656	906	604	0		1510	-
Lights %	100%	98.6%	0%		98.7%	98.6%	97.7%	100%		98.5%	99.7%	98.9%	0%		99.3%	-
Single-Unit Trucks	0	2	0		2	4	2	0		6	3	6	0		9	-
Single-Unit Trucks %	0%	0.4%	0%		0.4%	0.7%	2.3%	0%		0.9%	0.3%	1%	0%		0.6%	-
Buses	0	5	0		5	4	0	0		4	0	0	0		0	-
Buses %	0%	1%	0%		0.9%	0.7%	0%	0%		0.6%	0%	0%	0%		0%	-
Articulated Trucks	0	0	0		0	0	0	0		0	0	1	0		1	-
Articulated Trucks %	0%	0%	0%		0%	0%	0%	0%		0%	0%	0.2%	0%		0.1%	-
Pedestrians	-	-	-	0	-	-	-	-	4	-	-	-	-	56	-	-
Pedestrians%	-	-	-	0%		-	-	-	6.1%		-	-	-	84.8%		-
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	5	-	-	-	-	1	-	-
Bicycles on Crosswalk%	-	-	-	0%		-	-	-	7.6%		-	-	-	1.5%		-
Bicycles on Road	0	8	0	0	-	4	0	0	0	-	4	1	0	0	-	-
Bicycles on Road%	-	-	-	0%		-	-	-	0%		-	-	-	0%		-



	Bicycles on Crosswalk	Pedestrians
N	0	0
S	1	30
W	2	13



	Bicycles on Crosswalk	Pedestrians
N	0	0
S	5	4
W	1	56

Source: City of Toronto Open Data

				Total Volume			2746
Vehicles				Date			04_26_2012
LAKE SHORE BLVD AT MARINE PARADE DR & PARK LAW				Thursday	7:45	-	8:45
230		6	765	664			0.97
	0%	0%	0%	210	↖	0%	
	↙	↓	↘	314	←	0%	0
466	127	65	573	11	↙	0%	535
1252	0%	↗	299	25	155	14	1483
2	0%	→	896	↖	↑	↗	
	0%	↘	57	0%	0%	0%	
			133	194	9		

				Total Volume			2625
Vehicles				Date			04_26_2012
LAKE SHORE BLVD AT MARINE PARADE DR & PARK LAW				Thursday	17:00	-	18:00
230		10	785	519			0.95
	0%	0%	0%	238	↖	0%	
	↙	↓	↘	846	←	0%	0
1220	342	58	385	6	↙	0%	1090
635	0%	↗	212	32	69	14	794
16	0%	→	395	↖	↑	↗	
	0%	↘	28	0%	0%	0%	
			92	115	5		

Source: City of Toronto Open Data

					Total Volume		2523
Vehicles					Date		12_18_2014
LAKE SHORE BLVD AT MARINE PARADE DR & PARK LAW				Thursday	8:00	-	9:00
230		40	810	640			0.94
	0%	0%	0%	238	↖	0%	
	↙	↓	↘	205	←	0%	4
368	139	55	616	12	↙	0%	455
1076	0%	↗	259	24	143	15	1388
64	0%	→	757	↖	↑	↗	
	0%	↘	60	0%	0%	0%	
			127	182	51		

					Total Volume		2706
Vehicles					Date		12_18_2014
LAKE SHORE BLVD AT MARINE PARADE DR & PARK LAW				Thursday	17:00	-	18:00
230		21	1197	443			0.94
	0%	0%	0%	191	↖	0%	
	↙	↓	↘	461	←	0%	5
795	313	51	833	4	↙	0%	656
753	0%	↗	188	21	64	15	1377
31	0%	→	529	↖	↑	↗	
	0%	↘	36	0%	0%	0%	
			91	100	19		

Source: City of Toronto Open Data

Vehicles					Total Volume		2926
LAKE SHORE BLVD AT MARINE PARADE DR & PARK LAW Thursday					Date		10_06_2016
					8:00 -		9:00
230		80	985	751			0.99
	0%	0%	0%	370	↖	0%	
	↙	↓	↘	333	←	0%	11
551	188	115	682	14	↙	0%	717
1040	0%	↗	245	30	136	18	1477
91	0%	→	777	↖	↑	↗	
	0%	↘	18	0%	0%	0%	
			147	184	22		

Vehicles					Total Volume		2824
LAKE SHORE BLVD AT MARINE PARADE DR & PARK LAW Thursday					Date		10_06_2016
					16:45 -		17:45
230		49	861	715			0.93
	0%	0%	0%	403	↖	0%	
	↙	↓	↘	671	←	0%	27
991	291	102	468	8	↙	0%	1082
729	0%	↗	208	29	104	19	953
137	0%	→	466	↖	↑	↗	
	0%	↘	55	0%	0%	0%	
			165	152	19		

Spectrum

Turning Movement Count
Location Name: LAKE SHORE BLVD & MARINE PARADE DR / PARK LAWN RD
Date: Tue, Jun 21, 2016 Deployment Lead: Chris Koukaras

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

Turning Movement Count (5 . LAKE SHORE BLVD & MARINE PARADE DR / PARK LAWN RD)

Start Time	N Approach PARK LAWN RD						E Approach LAKE SHORE BLVD						S Approach MARINE PARADE DR						W Approach LAKE SHORE BLVD						Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	Left N:E	U-Turn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Left E:S	U-Turn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Left S:W	U-Turn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	U-Turn W:W	Peds W:	Approach Total		
07:30:00	25	26	79	0	22	130	83	53	1	0	2	137	2	36	10	0	4	48	1	192	66	0	33	259	574	
07:45:00	32	35	81	0	18	148	70	65	0	0	1	135	6	30	10	0	11	46	3	148	48	0	32	199	528	
08:00:00	32	21	77	0	21	130	81	71	1	0	4	153	5	46	12	0	13	63	1	142	31	0	26	174	520	
08:15:00	39	24	51	0	25	114	63	91	0	0	3	154	2	26	10	0	6	38	1	121	39	0	31	161	467	2089
08:30:00	44	17	58	0	16	119	72	72	1	0	5	145	2	34	13	0	3	49	1	102	47	0	22	150	463	1978
08:45:00	48	19	46	0	10	113	53	83	0	0	4	136	4	25	7	0	11	36	2	108	49	0	27	159	444	1894
09:00:00	48	15	71	0	9	134	49	72	1	0	6	122	2	30	9	0	6	41	6	87	45	0	25	138	435	1809
09:15:00	47	12	65	0	12	124	44	51	3	0	4	98	2	24	5	0	10	31	5	138	62	0	18	205	458	1800
BREAK																										
16:00:00	86	31	98	0	16	215	70	101	5	0	9	176	5	29	12	0	5	46	6	79	53	0	32	138	575	
16:15:00	83	26	94	0	16	203	81	132	2	0	13	215	10	26	10	0	7	46	13	127	49	0	25	189	653	
16:30:00	84	21	122	0	19	227	72	122	3	0	7	197	3	24	19	0	5	46	16	90	40	0	26	146	616	
16:45:00	70	18	118	0	15	206	52	113	0	0	9	165	7	26	7	0	10	40	13	123	38	0	32	174	585	2429
17:00:00	79	27	132	0	19	238	77	153	3	0	4	233	8	22	14	0	7	44	12	130	49	0	46	191	706	2560
17:15:00	100	40	180	0	11	320	70	164	3	0	5	237	2	23	4	0	5	29	18	142	58	0	35	218	804	2711
17:30:00	73	33	163	0	7	269	76	151	4	0	3	231	2	26	14	0	6	42	18	132	37	0	33	187	729	2824
17:45:00	109	59	161	0	6	329	67	137	4	0	5	208	4	22	8	0	11	34	21	120	50	0	56	191	762	3001
Grand Total	999	424	1596	0	242	3019	1080	1631	31	0	84	2742	66	449	164	0	120	679	137	1981	761	0	499	2879	**9319**	-
Approach%	33.1%	14%	52.9%	0%		-	39.4%	59.5%	1.1%	0%		-	9.7%	66.1%	24.2%	0%		-	4.8%	68.8%	26.4%	0%		-	**-**	-
Totals %	10.7%	4.5%	17.1%	0%		32.4%	11.6%	17.5%	0.3%	0%		29.4%	0.7%	4.8%	1.8%	0%		7.3%	1.5%	21.3%	8.2%	0%		30.9%	**-**	-
Heavy	27	22	17	0		-	13	68	1	0		-	20	25	9	0		-	1	70	23	0		-	**-**	-
Heavy %	2.7%	5.2%	1.1%	0%		-	1.2%	4.2%	3.2%	0%		-	30.3%	5.6%	5.5%	0%		-	0.7%	3.5%	3%	0%		-	**-**	-
Bicycles	2	44	0	0		-	1	3	0	0		-	4	21	15	0		-	57	10	0	1		-	**-**	-
Bicycle %	0.2%	10.4%	0%	0%		-	0.1%	0.2%	0%	0%		-	6.1%	4.7%	9.1%	0%		-	41.6%	0.5%	0%	0%		-	**-**	-

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

Peak Hour: 07:30 AM - 08:30 AM Weather: Clear (13 °C)

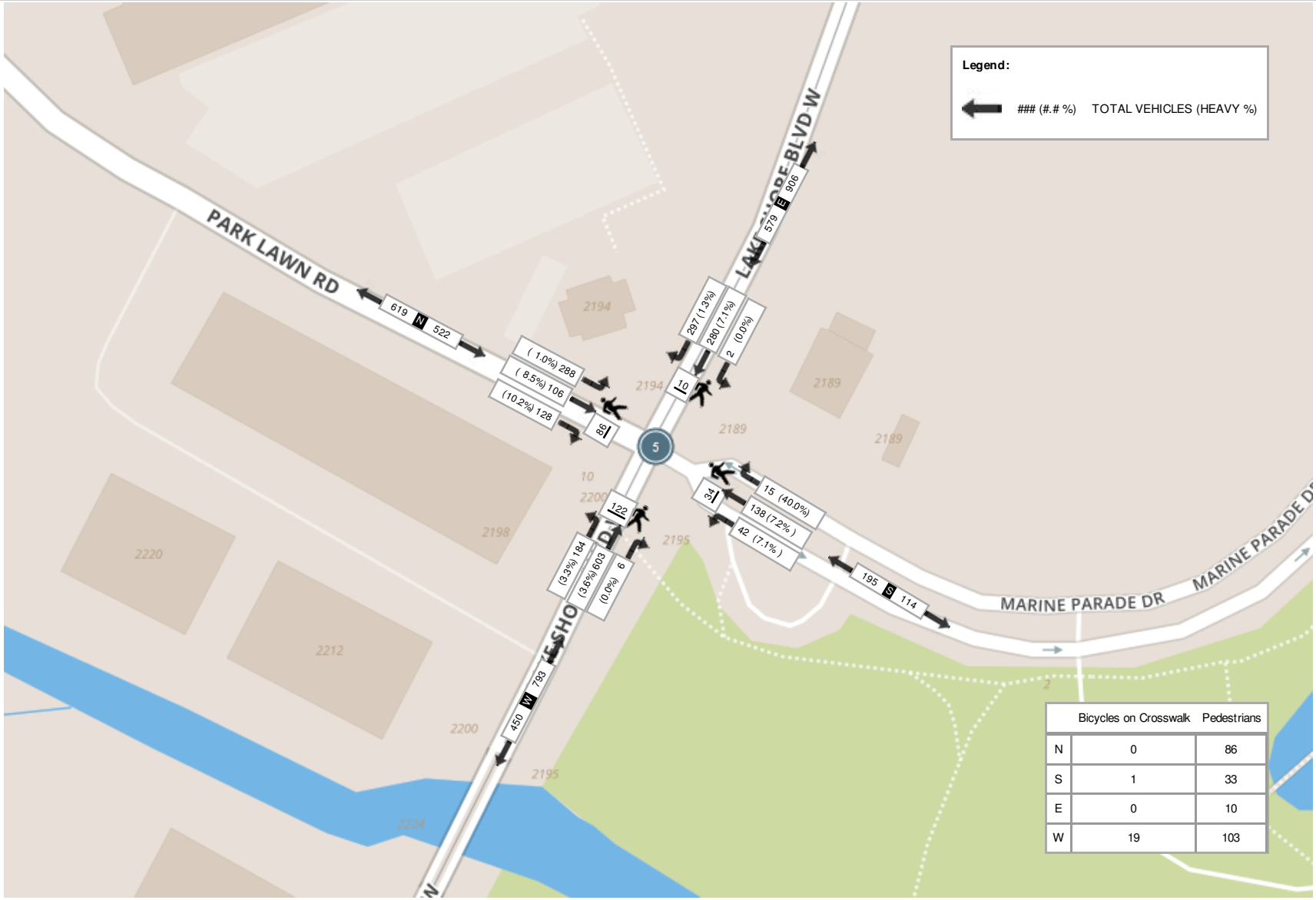
Start Time	N Approach PARK LAWN RD						E Approach LAKE SHORE BLVD						S Approach MARINE PARADE DR						W Approach LAKE SHORE BLVD						Int. Total (15 min)
	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	
07:30:00	25	26	79	0	22	130	83	53	1	0	2	137	2	36	10	0	4	48	1	192	66	0	33	259	574
07:45:00	32	35	81	0	18	148	70	65	0	0	1	135	6	30	10	0	11	46	3	148	48	0	32	199	528
08:00:00	32	21	77	0	21	130	81	71	1	0	4	153	5	46	12	0	13	63	1	142	31	0	26	174	520
08:15:00	39	24	51	0	25	114	63	91	0	0	3	154	2	26	10	0	6	38	1	121	39	0	31	161	467
Grand Total	128	106	288	0	86	522	297	280	2	0	10	579	15	138	42	0	34	195	6	603	184	0	122	793	**2089**
Approach%	24.5%	20.3%	55.2%	0%		-	51.3%	48.4%	0.3%	0%		-	7.7%	70.8%	21.5%	0%		-	0.8%	76%	23.2%	0%		-	**-**
Totals %	6.1%	5.1%	13.8%	0%		25%	14.2%	13.4%	0.1%	0%		27.7%	0.7%	6.6%	2%	0%		9.3%	0.3%	28.9%	8.8%	0%		38%	**-**
PHF	0.82	0.76	0.89	0		0.88	0.89	0.77	0.5	0		0.94	0.63	0.75	0.88	0		0.77	0.5	0.79	0.7	0		0.77	**-**
Heavy	13	9	3	0		25	4	20	0	0		24	6	10	3	0		19	0	22	6	0		28	**-**
Heavy %	10.2%	8.5%	1%	0%		4.8%	1.3%	7.1%	0%	0%		4.1%	40%	7.2%	7.1%	0%		9.7%	0%	3.6%	3.3%	0%		3.5%	**-**
Lights	115	97	285	0		497	293	260	2	0		555	9	128	39	0		176	6	581	178	0		765	**-**
Lights %	89.8%	91.5%	99%	0%		95.2%	98.7%	92.9%	100%	0%		95.9%	60%	92.8%	92.9%	0%		90.3%	100%	96.4%	96.7%	0%		96.5%	**-**
Single-Unit Trucks	7	1	2	0		10	4	6	0	0		10	1	0	0	0		1	0	6	4	0		10	**-**
Single-Unit Trucks %	5.5%	0.9%	0.7%	0%		1.9%	1.3%	2.1%	0%	0%		1.7%	6.7%	0%	0%	0%		0.5%	0%	1%	2.2%	0%		1.3%	**-**
Buses	5	8	1	0		14	0	13	0	0		13	5	5	3	0		13	0	16	0	0		16	**-**
Buses %	3.9%	7.5%	0.3%	0%		2.7%	0%	4.6%	0%	0%		2.2%	33.3%	3.6%	7.1%	0%		6.7%	0%	2.7%	0%	0%		2%	**-**
Articulated Trucks	1	0	0	0		1	0	1	0	0		1	0	5	0	0		5	0	0	2	0		2	**-**
Articulated Trucks %	0.8%	0%	0%	0%		0.2%	0%	0.4%	0%	0%		0.2%	0%	3.6%	0%	0%		2.6%	0%	0%	1.1%	0%		0.3%	**-**
Pedestrians	-	-	-	-	86	-	-	-	-	-	10	-	-	-	-	-	33	-	-	-	-	-	103	-	**-**
Pedestrians%	-	-	-	-	34.1%		-	-	-	-	4%		-	-	-	-	13.1%		-	-	-	-	40.9%		**-**
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	19	-	**-**
Bicycles on Crosswalk%	-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0.4%		-	-	-	-	7.5%		**-**
Bicycles on Road	0	22	0	0	0	-	0	1	0	0	0	-	0	0	1	0	0	-	27	2	0	0	0	-	**-**
Bicycles on Road%	-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		**-**

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

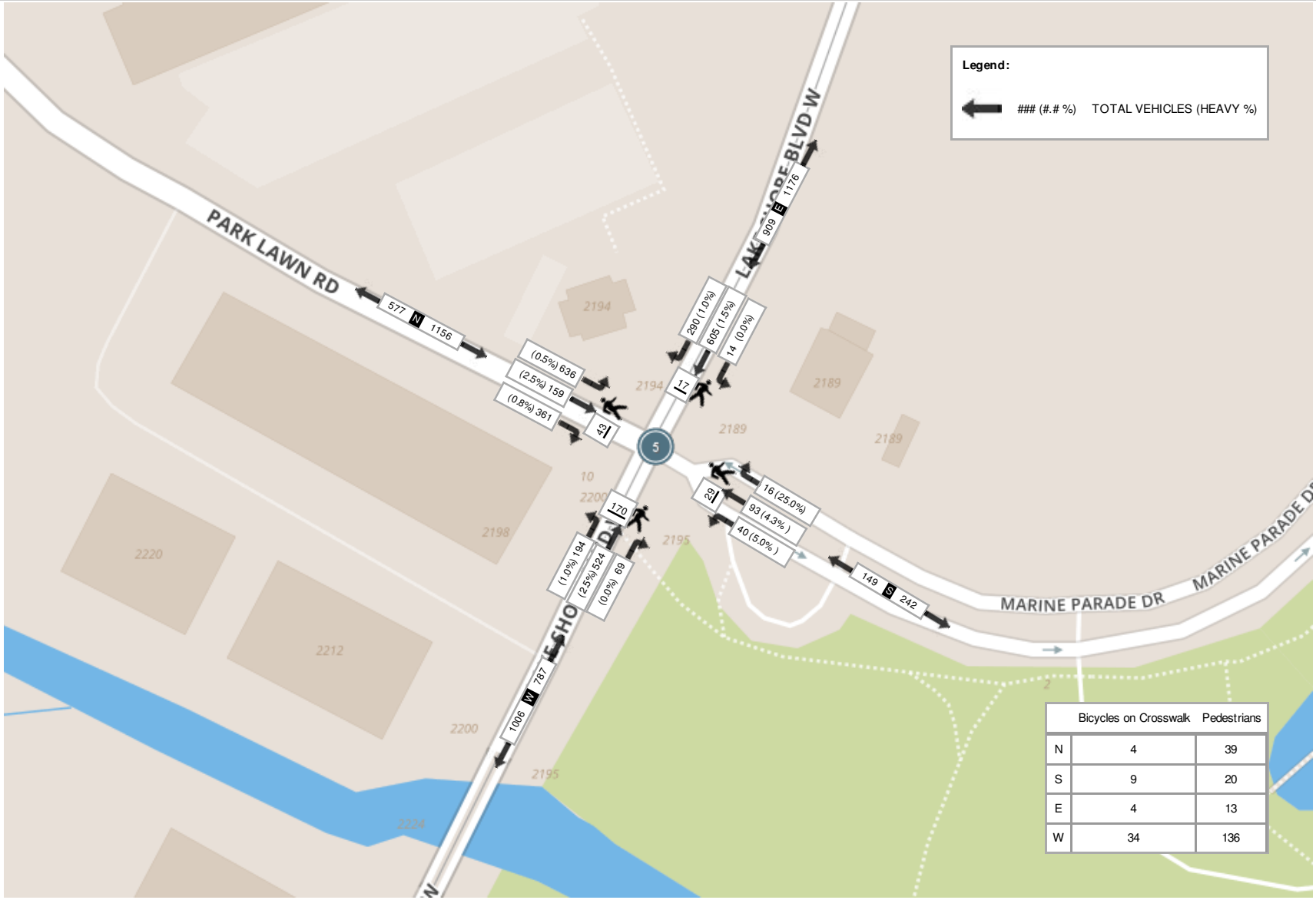
Peak Hour: 05:00 PM - 06:00 PM Weather: Mostly Cloudy (19 °C)

Start Time	N Approach PARK LAWN RD						E Approach LAKE SHORE BLVD						S Approach MARINE PARADE DR						W Approach LAKE SHORE BLVD						Int. Total (15 min)
	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	
17:00:00	79	27	132	0	19	238	77	153	3	0	4	233	8	22	14	0	7	44	12	130	49	0	46	191	706
17:15:00	100	40	180	0	11	320	70	164	3	0	5	237	2	23	4	0	5	29	18	142	58	0	35	218	804
17:30:00	73	33	163	0	7	269	76	151	4	0	3	231	2	26	14	0	6	42	18	132	37	0	33	187	729
17:45:00	109	59	161	0	6	329	67	137	4	0	5	208	4	22	8	0	11	34	21	120	50	0	56	191	762
Grand Total	361	159	636	0	43	1156	290	605	14	0	17	909	16	93	40	0	29	149	69	524	194	0	170	787	**3001**
Approach%	31.2%	13.8%	55%	0%		-	31.9%	66.6%	1.5%	0%		-	10.7%	62.4%	26.8%	0%		-	8.8%	66.6%	24.7%	0%		-	**-**
Totals %	12%	5.3%	21.2%	0%		38.5%	9.7%	20.2%	0.5%	0%		30.3%	0.5%	3.1%	1.3%	0%		5%	2.3%	17.5%	6.5%	0%		26.2%	**-**
PHF	0.83	0.67	0.88	0		0.88	0.94	0.92	0.88	0		0.96	0.5	0.89	0.71	0		0.85	0.82	0.92	0.84	0		0.9	**-**
Heavy	3	4	3	0		10	3	9	0	0		12	4	4	2	0		10	0	13	2	0		15	**-**
Heavy %	0.8%	2.5%	0.5%	0%		0.9%	1%	1.5%	0%	0%		1.3%	25%	4.3%	5%	0%		6.7%	0%	2.5%	1%	0%		1.9%	**-**
Lights	358	155	633	0		1146	287	596	14	0		897	12	89	38	0		139	69	511	192	0		772	**-**
Lights %	99.2%	97.5%	99.5%	0%		99.1%	99%	98.5%	100%	0%		98.7%	75%	95.7%	95%	0%		93.3%	100%	97.5%	99%	0%		98.1%	**-**
Single-Unit Trucks	2	0	3	0		5	3	3	0	0		6	0	0	0	0		0	0	5	2	0		7	**-**
Single-Unit Trucks %	0.6%	0%	0.5%	0%		0.4%	1%	0.5%	0%	0%		0.7%	0%	0%	0%	0%		0%	0%	1%	1%	0%		0.9%	**-**
Buses	1	4	0	0		5	0	6	0	0		6	4	4	2	0		10	0	8	0	0		8	**-**
Buses %	0.3%	2.5%	0%	0%		0.4%	0%	1%	0%	0%		0.7%	25%	4.3%	5%	0%		6.7%	0%	1.5%	0%	0%		1%	**-**
Articulated Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	**-**
Articulated Trucks %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	**-**
Pedestrians	-	-	-	-	39	-	-	-	-	-	13	-	-	-	-	-	20	-	-	-	-	-	136	-	**-**
Pedestrians%	-	-	-	-	15.1%		-	-	-	-	5%		-	-	-	-	7.7%		-	-	-	-	52.5%		**-**
Bicycles on Crosswalk	-	-	-	-	4	-	-	-	-	-	4	-	-	-	-	-	9	-	-	-	-	-	34	-	**-**
Bicycles on Crosswalk%	-	-	-	-	1.5%		-	-	-	-	1.5%		-	-	-	-	3.5%		-	-	-	-	13.1%		**-**
Bicycles on Road	0	11	0	0	0	-	1	0	0	0	0	-	2	14	10	0	0	-	10	2	0	0	0	-	**-**
Bicycles on Road%	-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		**-**

Peak Hour: 07:30 AM - 08:30 AM Weather: Clear (13 °C)



Peak Hour: 05:00 PM - 06:00 PM **Weather: Mostly Cloudy (19 °C)**



	Bicycles on Crosswalk	Pedestrians
N	4	39
S	9	20
E	4	13
W	34	136

Source: City of Toronto Open Data

				Total Volume			2054
Vehicles				Date			08_12_2014
F G GARDINER EXPY ON/OFF RAMPS AT LAKE SHORE BL\				Tuesday	7:45	-	8:45
1944		2	274	299			0.98
	0%	0%	0%	13	↖	0%	
	↙	↓	↘	67	←	0%	0
471	226	23	25	3	↙	0%	83
1446	0%	↗	267	178	19	54	1236
0	0%	→	1157	↖	↑	↗	
	0%	↘	22	0%	0%	0%	
			48	251	38		

				Total Volume			1348
Vehicles				Date			08_12_2014
F G GARDINER EXPY ON/OFF RAMPS AT LAKE SHORE BL\				Tuesday	16:30	-	17:30
1944		0	679	92			0.97
	0%	0%	0%	10	↖	0%	
	↙	↓	↘	53	←	0%	0
651	530	50	99	2	↙	0%	65
503	0%	↗	81	68	1	32	493
0	0%	→	362	↖	↑	↗	
	0%	↘	60	0%	0%	0%	
			112	101	24		

Source: City of Toronto Open Data

Vehicles					Total Volume		2299
F G GARDINER EXPY ON/OFF RAMPS AT LAKE SHORE BL\				Friday	Date		06_10_2016
					8:00	-	9:00
1944		1	431	421			0.96
	0%	0%	0%	21	↖	0%	
	↙	↓	↘	84	←	0%	1
664	380	16	35	2	↙	0%	107
1462	0%	↗	366	200	34	65	1158
0	0%	→	1058	↖	↑	↗	
	0%	↘	38	0%	0%	0%	
			56	299	32		

Vehicles					Total Volume		2197
F G GARDINER EXPY ON/OFF RAMPS AT LAKE SHORE BL\				Friday	Date		06_10_2016
					16:00	-	17:00
1944		1	1135	121			0.96
	0%	0%	0%	5	↖	0%	
	↙	↓	↘	72	←	0%	0
1134	970	71	94	5	↙	0%	82
848	0%	↗	102	92	14	26	713
0	0%	→	593	↖	↑	↗	
	0%	↘	153	0%	0%	0%	
			229	132	65		

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

Turning Movement Count (8 . LAKE SHORE BLVD & GARDINER EXPY ON-OFF RAMP / BROOKERS LANE)

Start Time	N Approach GARDINER EXPY ON-OFF RAMP						E Approach LAKE SHORE BLVD						S Approach BROOKERS LANE						W Approach LAKE SHORE BLVD						Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	Left N:E	U-Turn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Left E:S	U-Turn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Left S:W	U-Turn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	U-Turn W:W	Peds W:	Approach Total		
07:30:00	43	3	6	0	1	52	3	34	0	0	0	37	28	5	51	1	13	85	11	204	37	0	0	252	426	
07:45:00	77	9	12	0	1	98	3	24	0	0	0	27	30	4	38	0	17	72	4	214	28	0	1	246	443	
08:00:00	70	2	5	0	2	77	0	28	0	0	1	28	27	4	46	0	9	77	5	196	22	0	0	223	405	
08:15:00	86	4	10	0	1	100	3	21	3	0	0	27	37	5	41	0	6	83	5	161	19	0	0	185	395	1669
08:30:00	81	6	10	0	2	97	1	23	0	0	0	24	28	0	44	0	16	72	11	132	14	0	0	157	350	1593
08:45:00	81	5	12	0	1	98	1	12	1	0	0	14	13	0	33	0	5	46	5	130	17	0	0	152	310	1460
09:00:00	78	7	10	0	0	95	0	15	0	0	0	15	18	2	22	0	5	42	12	129	13	0	1	154	306	1361
09:15:00	58	10	15	0	0	83	3	17	1	0	0	21	9	3	30	2	6	44	14	157	28	0	0	199	347	1313
BREAK																										
16:00:00	143	12	19	0	0	174	2	19	2	0	0	23	12	3	18	0	17	33	37	121	16	0	0	174	404	
16:15:00	165	14	23	0	0	202	1	30	0	0	0	31	11	4	19	0	8	34	39	150	25	0	0	214	481	
16:30:00	131	17	22	0	0	170	3	25	1	0	0	29	14	3	21	1	6	39	42	155	14	0	2	211	449	
16:45:00	146	10	29	0	0	185	4	14	1	0	0	19	11	2	12	0	13	25	33	164	31	0	0	228	457	1791
17:00:00	178	13	34	0	0	225	1	15	2	0	0	18	10	2	21	0	5	33	25	197	29	0	1	251	527	1914
17:15:00	202	22	26	0	0	250	2	20	5	0	0	27	12	2	17	0	15	31	36	244	31	0	0	311	619	2052
17:30:00	188	25	23	0	0	236	0	21	1	0	0	22	12	3	25	1	7	41	36	183	36	0	0	255	554	2157
17:45:00	174	22	30	0	1	226	2	10	2	0	0	14	15	1	23	0	21	39	38	160	40	0	0	238	517	2217
Grand Total	1901	181	286	0	9	2368	29	328	19	0	1	376	287	43	461	5	169	796	353	2697	400	0	5	3450	**6990**	-
Approach%	80.3%	7.6%	12.1%	0%		-	7.7%	87.2%	5.1%	0%		-	36.1%	5.4%	57.9%	0.6%		-	10.2%	78.2%	11.6%	0%		-	**-**	-
Totals %	27.2%	2.6%	4.1%	0%		33.9%	0.4%	4.7%	0.3%	0%		5.4%	4.1%	0.6%	6.6%	0.1%		11.4%	5.1%	38.6%	5.7%	0%		49.4%	**-**	-
Heavy	47	1	19	0		-	3	33	0	0		-	3	1	1	0		-	3	91	11	0		-	**-**	-
Heavy %	2.5%	0.6%	6.6%	0%		-	10.3%	10.1%	0%	0%		-	1%	2.3%	0.2%	0%		-	0.8%	3.4%	2.8%	0%		-	**-**	-
Bicycles	0	1	0	0		-	0	3	0	0		-	1	0	0	0		-	3	14	0	0		-	**-**	-
Bicycle %	0%	0.6%	0%	0%		-	0%	0.9%	0%	0%		-	0.3%	0%	0%	0%		-	0.8%	0.5%	0%	0%		-	**-**	-

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

Peak Hour: 07:30 AM - 08:30 AM Weather: Clear (13 °C)

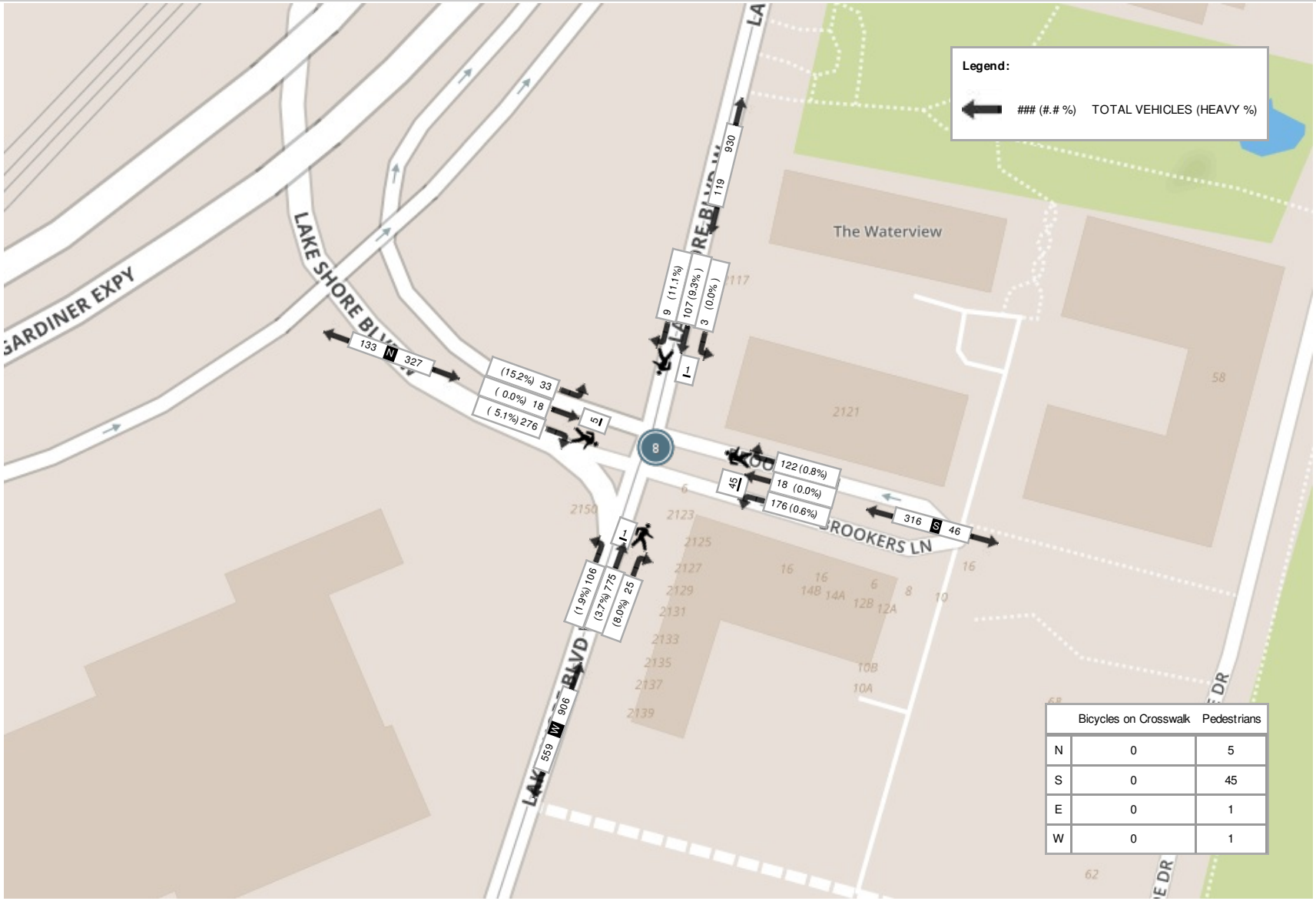
Start Time	N Approach GARDINER EXPY ON-OFF RAMP						E Approach LAKE SHORE BLVD						S Approach BROOKERS LANE						W Approach LAKE SHORE BLVD						Int. Total (15 min)
	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	
07:30:00	43	3	6	0	1	52	3	34	0	0	0	37	28	5	51	1	13	85	11	204	37	0	0	252	426
07:45:00	77	9	12	0	1	98	3	24	0	0	0	27	30	4	38	0	17	72	4	214	28	0	1	246	443
08:00:00	70	2	5	0	2	77	0	28	0	0	1	28	27	4	46	0	9	77	5	196	22	0	0	223	405
08:15:00	86	4	10	0	1	100	3	21	3	0	0	27	37	5	41	0	6	83	5	161	19	0	0	185	395
Grand Total	276	18	33	0	5	327	9	107	3	0	1	119	122	18	176	1	45	317	25	775	106	0	1	906	**1669**
Approach%	84.4%	5.5%	10.1%	0%		-	7.6%	89.9%	2.5%	0%		-	38.5%	5.7%	55.5%	0.3%		-	2.8%	85.5%	11.7%	0%		-	**-**
Totals %	16.5%	1.1%	2%	0%		19.6%	0.5%	6.4%	0.2%	0%		7.1%	7.3%	1.1%	10.5%	0.1%		19%	1.5%	46.4%	6.4%	0%		54.3%	**-**
PHF	0.8	0.5	0.69	0		0.82	0.75	0.79	0.25	0		0.8	0.82	0.9	0.86	0.25		0.93	0.57	0.91	0.72	0		0.9	**-**
Heavy	14	0	5	0		19	1	10	0	0		11	1	0	1	0		2	2	29	2	0		33	**-**
Heavy %	5.1%	0%	15.2%	0%		5.8%	11.1%	9.3%	0%	0%		9.2%	0.8%	0%	0.6%	0%		0.6%	8%	3.7%	1.9%	0%		3.6%	**-**
Lights	262	18	28	0		308	8	97	3	0		108	121	18	175	1		315	23	746	104	0		873	**-**
Lights %	94.9%	100%	84.8%	0%		94.2%	88.9%	90.7%	100%	0%		90.8%	99.2%	100%	99.4%	100%		99.4%	92%	96.3%	98.1%	0%		96.4%	**-**
Single-Unit Trucks	7	0	2	0		9	0	2	0	0		2	1	0	1	0		2	1	8	2	0		11	**-**
Single-Unit Trucks %	2.5%	0%	6.1%	0%		2.8%	0%	1.9%	0%	0%		1.7%	0.8%	0%	0.6%	0%		0.6%	4%	1%	1.9%	0%		1.2%	**-**
Buses	6	0	3	0		9	1	8	0	0		9	0	0	0	0		0	1	21	0	0		22	**-**
Buses %	2.2%	0%	9.1%	0%		2.8%	11.1%	7.5%	0%	0%		7.6%	0%	0%	0%	0%		0%	4%	2.7%	0%	0%		2.4%	**-**
Articulated Trucks	1	0	0	0		1	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	**-**
Articulated Trucks %	0.4%	0%	0%	0%		0.3%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	**-**
Pedestrians	-	-	-	-	5	-	-	-	-	-	1	-	-	-	-	-	45	-	-	-	-	-	1	-	**-**
Pedestrians%	-	-	-	-	9.6%		-	-	-	-	1.9%		-	-	-	-	86.5%		-	-	-	-	1.9%		**-**
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	**-**
Bicycles on Crosswalk%	-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		**-**
Bicycles on Road	0	0	0	0	0	-	0	1	0	0	0	-	1	0	0	0	0	-	0	1	0	0	0	-	**-**
Bicycles on Road%	-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		**-**

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

Peak Hour: 05:00 PM - 06:00 PM Weather: Mostly Cloudy (19 °C)

Start Time	N Approach GARDINER EXPY ON-OFF RAMP						E Approach LAKE SHORE BLVD						S Approach BROOKERS LANE						W Approach LAKE SHORE BLVD						Int. Total (15 min)
	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	
17:00:00	178	13	34	0	0	225	1	15	2	0	0	18	10	2	21	0	5	33	25	197	29	0	1	251	527
17:15:00	202	22	26	0	0	250	2	20	5	0	0	27	12	2	17	0	15	31	36	244	31	0	0	311	619
17:30:00	188	25	23	0	0	236	0	21	1	0	0	22	12	3	25	1	7	41	36	183	36	0	0	255	554
17:45:00	174	22	30	0	1	226	2	10	2	0	0	14	15	1	23	0	21	39	38	160	40	0	0	238	517
Grand Total	742	82	113	0	1	937	5	66	10	0	0	81	49	8	86	1	48	144	135	784	136	0	1	1055	**2217**
Approach%	79.2%	8.8%	12.1%	0%		-	6.2%	81.5%	12.3%	0%		-	34%	5.6%	59.7%	0.7%		-	12.8%	74.3%	12.9%	0%		-	**-**
Totals %	33.5%	3.7%	5.1%	0%		42.3%	0.2%	3%	0.5%	0%		3.7%	2.2%	0.4%	3.9%	0%		6.5%	6.1%	35.4%	6.1%	0%		47.6%	**-**
PHF	0.92	0.82	0.83	0		0.94	0.63	0.79	0.5	0		0.75	0.82	0.67	0.86	0.25		0.88	0.89	0.8	0.85	0		0.85	**-**
Heavy	2	0	4	0		6	0	8	0	0		8	0	0	0	0		0	0	13	4	0		17	**-**
Heavy %	0.3%	0%	3.5%	0%		0.6%	0%	12.1%	0%	0%		9.9%	0%	0%	0%	0%		0%	0%	1.7%	2.9%	0%		1.6%	**-**
Lights	740	82	109	0		931	5	58	10	0		73	49	8	86	1		144	135	771	132	0		1038	**-**
Lights %	99.7%	100%	96.5%	0%		99.4%	100%	87.9%	100%	0%		90.1%	100%	100%	100%	100%		100%	100%	98.3%	97.1%	0%		98.4%	**-**
Single-Unit Trucks	2	0	0	0		2	0	2	0	0		2	0	0	0	0		0	0	3	3	0		6	**-**
Single-Unit Trucks %	0.3%	0%	0%	0%		0.2%	0%	3%	0%	0%		2.5%	0%	0%	0%	0%		0%	0%	0.4%	2.2%	0%		0.6%	**-**
Buses	0	0	4	0		4	0	6	0	0		6	0	0	0	0		0	0	10	1	0		11	**-**
Buses %	0%	0%	3.5%	0%		0.4%	0%	9.1%	0%	0%		7.4%	0%	0%	0%	0%		0%	0%	1.3%	0.7%	0%		1%	**-**
Articulated Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	**-**
Articulated Trucks %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	**-**
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	44	-	-	-	-	-	1	-	**-**
Pedestrians%	-	-	-	-	2%		-	-	-	-	0%		-	-	-	-	88%		-	-	-	-	2%		**-**
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	0	-	**-**
Bicycles on Crosswalk%	-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	8%		-	-	-	-	0%		**-**
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	5	0	0	0	-	**-**
Bicycles on Road%	-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		**-**

Peak Hour: 07:30 AM - 08:30 AM Weather: Clear (13 °C)



	Bicycles on Crosswalk	Pedestrians
N	0	5
S	0	45
E	0	1
W	0	1

BA Group
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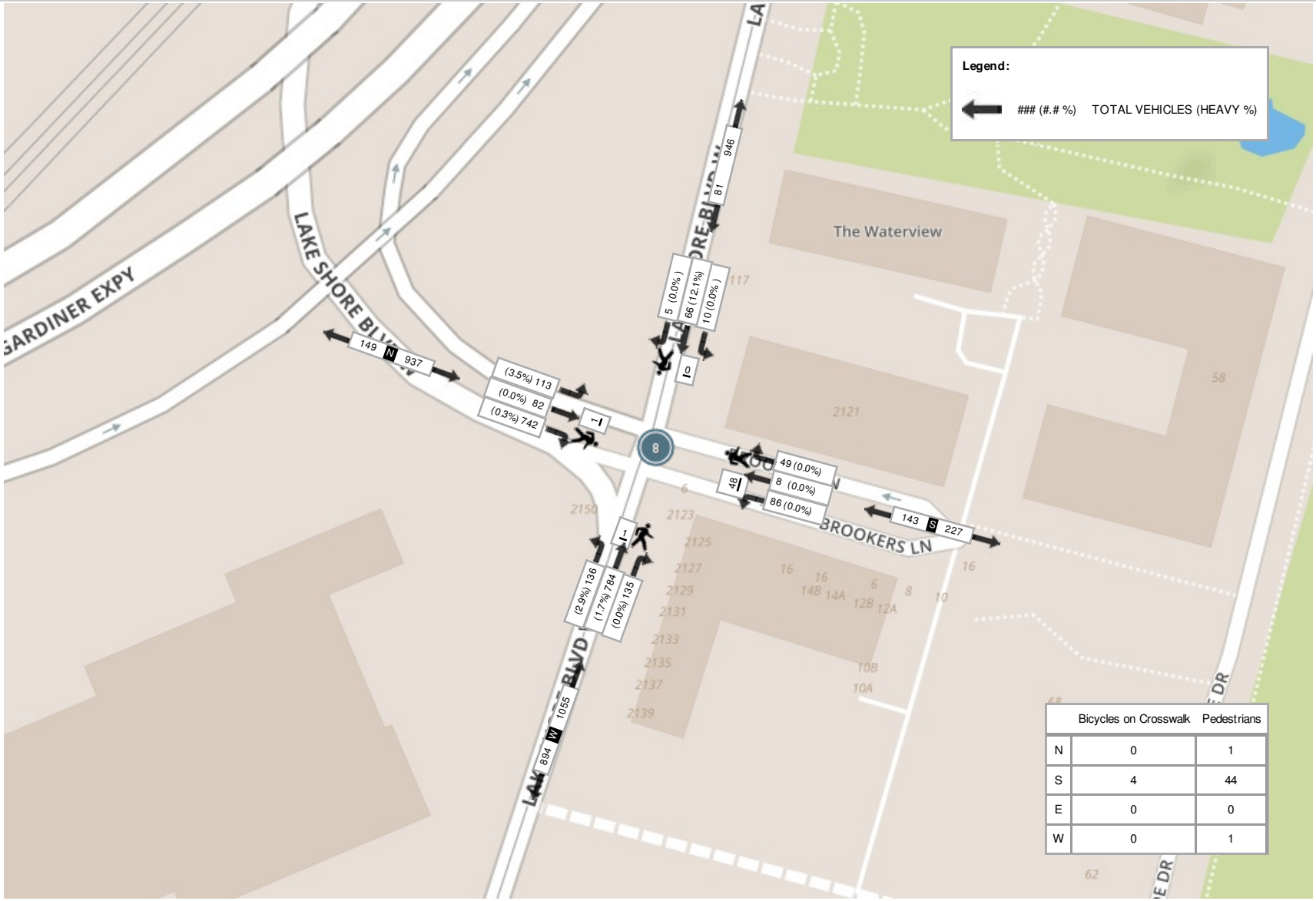
Peak Hour: 05:00 PM - 06:00 PM **Weather: Mostly Cloudy (19 °C)**



	Bicycles on Crosswalk	Pedestrians
N	0	1
S	4	44
E	0	0
W	0	1

Turning Movement Count (5 . LAKE SHORE BLVD & GARDINER EXPY ON-OFF RAMP / BROOKERS LANE)

Start Time	N Approach GARDINER EXPY ON-OFF RAMP						E Approach LAKE SHORE BLVD W						S Approach BROOKERS LANE						W Approach LAKE SHORE BLVD W						Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	Left N:E	U-Turn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Left E:S	U-Turn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Left S:W	U-Turn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	U-Turn W:W	Peds W:	Approach Total		
07:30:00	70	3	8	0	0	81	4	8	1	0	0	13	23	10	36	1	6	70	10	183	64	0	1	257	421	
07:45:00	86	1	11	0	0	98	4	12	2	0	0	18	23	6	44	1	13	74	8	240	70	0	0	318	508	
08:00:00	81	4	12	0	0	97	5	12	1	0	0	18	22	10	42	0	20	74	7	225	45	0	0	277	466	
08:15:00	78	3	12	0	0	93	4	14	0	0	0	18	18	4	53	0	9	75	11	237	69	1	0	318	504	1899
08:30:00	98	6	18	0	0	122	4	16	0	0	0	20	17	4	36	0	4	57	14	248	65	0	0	327	526	2004
08:45:00	91	8	19	0	0	118	1	19	1	1	0	22	13	2	32	0	6	47	11	230	38	0	0	279	466	1962
09:00:00	69	5	18	0	0	92	1	13	0	0	0	14	14	4	34	0	8	52	19	214	39	0	0	272	430	1926
09:15:00	46	7	17	0	0	70	2	13	0	0	0	15	14	2	19	0	4	35	9	155	29	0	0	193	313	1735
BREAK																										
16:00:00	125	14	21	0	0	160	1	19	1	0	0	21	6	4	20	2	10	32	32	94	30	0	0	156	369	
16:15:00	139	12	29	0	0	180	0	18	1	0	0	19	14	1	16	0	12	31	42	104	35	0	0	181	411	
16:30:00	144	11	20	0	0	175	1	15	1	0	0	17	6	2	9	1	8	18	20	95	41	0	0	156	366	
16:45:00	147	10	27	0	0	184	2	12	2	0	0	16	8	3	14	0	7	25	31	131	19	0	0	181	406	1552
17:00:00	148	14	27	0	0	189	1	15	0	0	0	16	12	2	27	0	8	41	44	122	27	0	0	193	439	1622
17:15:00	155	20	29	0	0	204	2	21	2	0	0	25	9	3	24	0	20	36	57	159	14	1	0	231	496	1707
17:30:00	170	19	35	0	0	224	0	11	0	0	0	11	10	1	22	0	15	33	61	140	24	0	0	225	493	1834
17:45:00	170	26	25	0	0	221	0	13	1	0	0	14	10	0	19	2	8	31	59	145	20	0	0	224	490	1918
Grand Total	1817	163	328	0	0	2308	32	231	13	1	0	277	219	58	447	7	158	731	435	2722	629	2	1	3788	**7104**	-
Approach%	78.7%	7.1%	14.2%	0%		-	11.6%	83.4%	4.7%	0.4%		-	30%	7.9%	61.1%	1%		-	11.5%	71.9%	16.6%	0.1%		-	-	-
Totals %	25.6%	2.3%	4.6%	0%		32.5%	0.5%	3.3%	0.2%	0%		3.9%	3.1%	0.8%	6.3%	0.1%		10.3%	6.1%	38.3%	8.9%	0%		53.3%	-	-
Heavy	84	2	27	0		-	0	6	1	0		-	3	0	4	0		-	4	121	10	0		-	-	-
Heavy %	4.6%	1.2%	8.2%	0%		-	0%	2.6%	7.7%	0%		-	1.4%	0%	0.9%	0%		-	0.9%	4.4%	1.6%	0%		-	-	-
Bicycles	1	0	0	0		-	0	0	0	0		-	0	0	0	0		-	0	0	0	0		-	-	-
Bicycle %	0.1%	0%	0%	0%		-	0%	0%	0%	0%		-	0%	0%	0%	0%		-	0%	0%	0%	0%		-	-	-

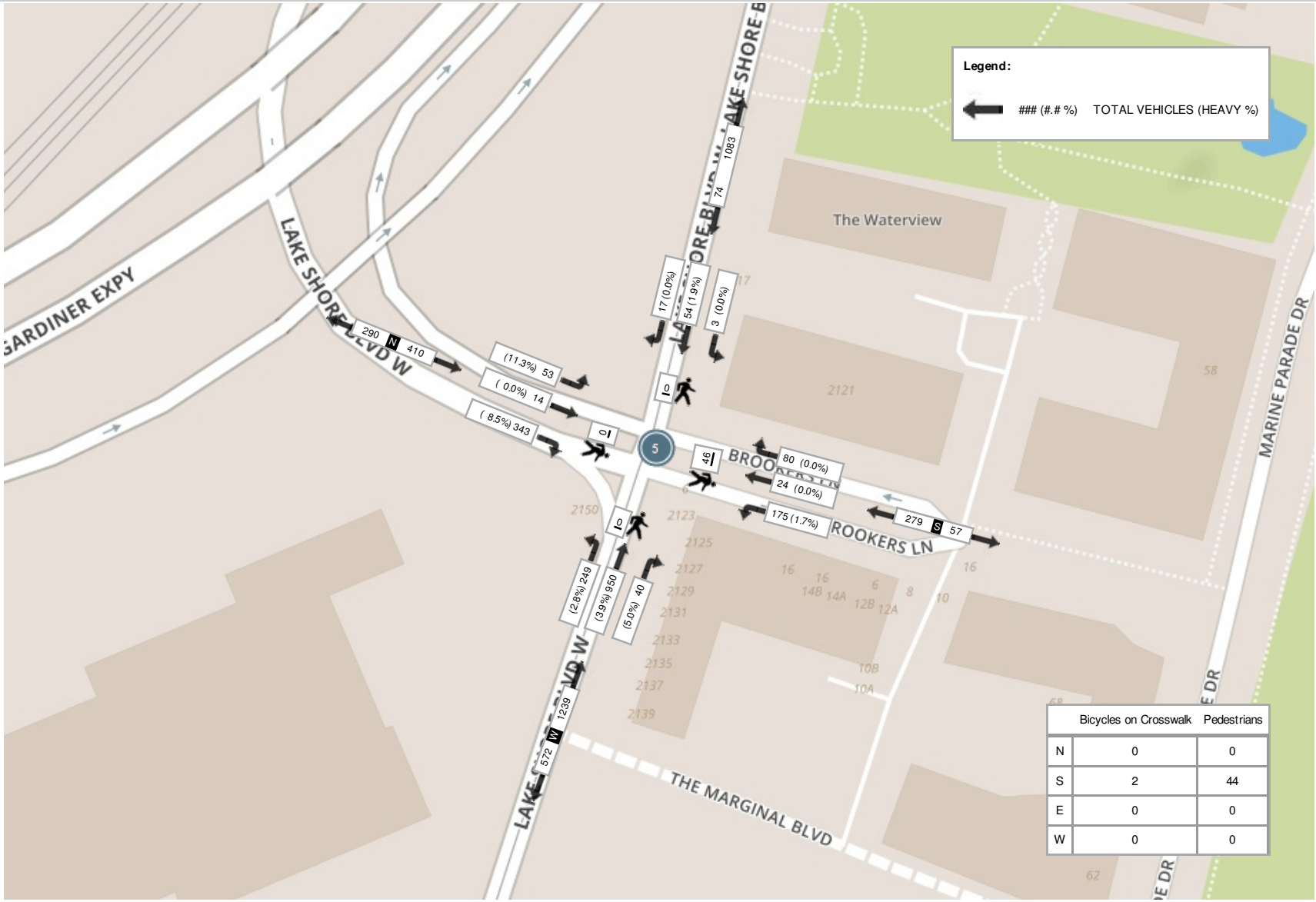
Peak Hour: 07:45 AM - 08:45 AM Weather: Overcast (-7 °C)

Start Time	N Approach GARDINER EXPY ON-OFF RAMP						E Approach LAKE SHORE BLVD W						S Approach BROOKERS LANE						W Approach LAKE SHORE BLVD W						Int. Total (15 min)
	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	
07:45:00	86	1	11	0	0	98	4	12	2	0	0	18	23	6	44	1	13	74	8	240	70	0	0	318	508
08:00:00	81	4	12	0	0	97	5	12	1	0	0	18	22	10	42	0	20	74	7	225	45	0	0	277	466
08:15:00	78	3	12	0	0	93	4	14	0	0	0	18	18	4	53	0	9	75	11	237	69	1	0	318	504
08:30:00	98	6	18	0	0	122	4	16	0	0	0	20	17	4	36	0	4	57	14	248	65	0	0	327	526
Grand Total	343	14	53	0	0	410	17	54	3	0	0	74	80	24	175	1	46	280	40	950	249	1	0	1240	**2004**
Approach%	83.7%	3.4%	12.9%	0%		-	23%	73%	4.1%	0%		-	28.6%	8.6%	62.5%	0.4%		-	3.2%	76.6%	20.1%	0.1%		-	**-**
Totals %	17.1%	0.7%	2.6%	0%		20.5%	0.8%	2.7%	0.1%	0%		3.7%	4%	1.2%	8.7%	0%		14%	2%	47.4%	12.4%	0%		61.9%	**-**
PHF	0.88	0.58	0.74	0		0.84	0.85	0.84	0.38	0		0.93	0.87	0.6	0.83	0.25		0.93	0.71	0.96	0.89	0.25		0.95	**-**
Heavy	29	0	6	0		35	0	1	0	0		1	0	0	3	0		3	2	37	7	0		46	**-**
Heavy %	8.5%	0%	11.3%	0%		8.5%	0%	1.9%	0%	0%		1.4%	0%	0%	1.7%	0%		1.1%	5%	3.9%	2.8%	0%		3.7%	**-**
Lights	314	14	47	0		375	17	53	3	0		73	80	24	172	1		277	38	913	242	1		1194	**-**
Lights %	91.5%	100%	88.7%	0%		91.5%	100%	98.1%	100%	0%		98.6%	100%	100%	98.3%	100%		98.9%	95%	96.1%	97.2%	100%		96.3%	**-**
Single-Unit Trucks	7	0	0	0		7	0	1	0	0		1	0	0	2	0		2	1	14	4	0		19	**-**
Single-Unit Trucks %	2%	0%	0%	0%		1.7%	0%	1.9%	0%	0%		1.4%	0%	0%	1.1%	0%		0.7%	2.5%	1.5%	1.6%	0%		1.5%	**-**
Buses	22	0	6	0		28	0	0	0	0		0	0	0	1	0		1	1	23	3	0		27	**-**
Buses %	6.4%	0%	11.3%	0%		6.8%	0%	0%	0%	0%		0%	0%	0%	0.6%	0%		0.4%	2.5%	2.4%	1.2%	0%		2.2%	**-**
Articulated Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	**-**
Articulated Trucks %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	**-**
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	44	-	-	-	-	-	0	-	**-**
Pedestrians%	-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	95.7%		-	-	-	-	0%		**-**
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	**-**
Bicycles on Crosswalk%	-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	4.3%		-	-	-	-	0%		**-**
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	**-**
Bicycles on Road%	-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		**-**

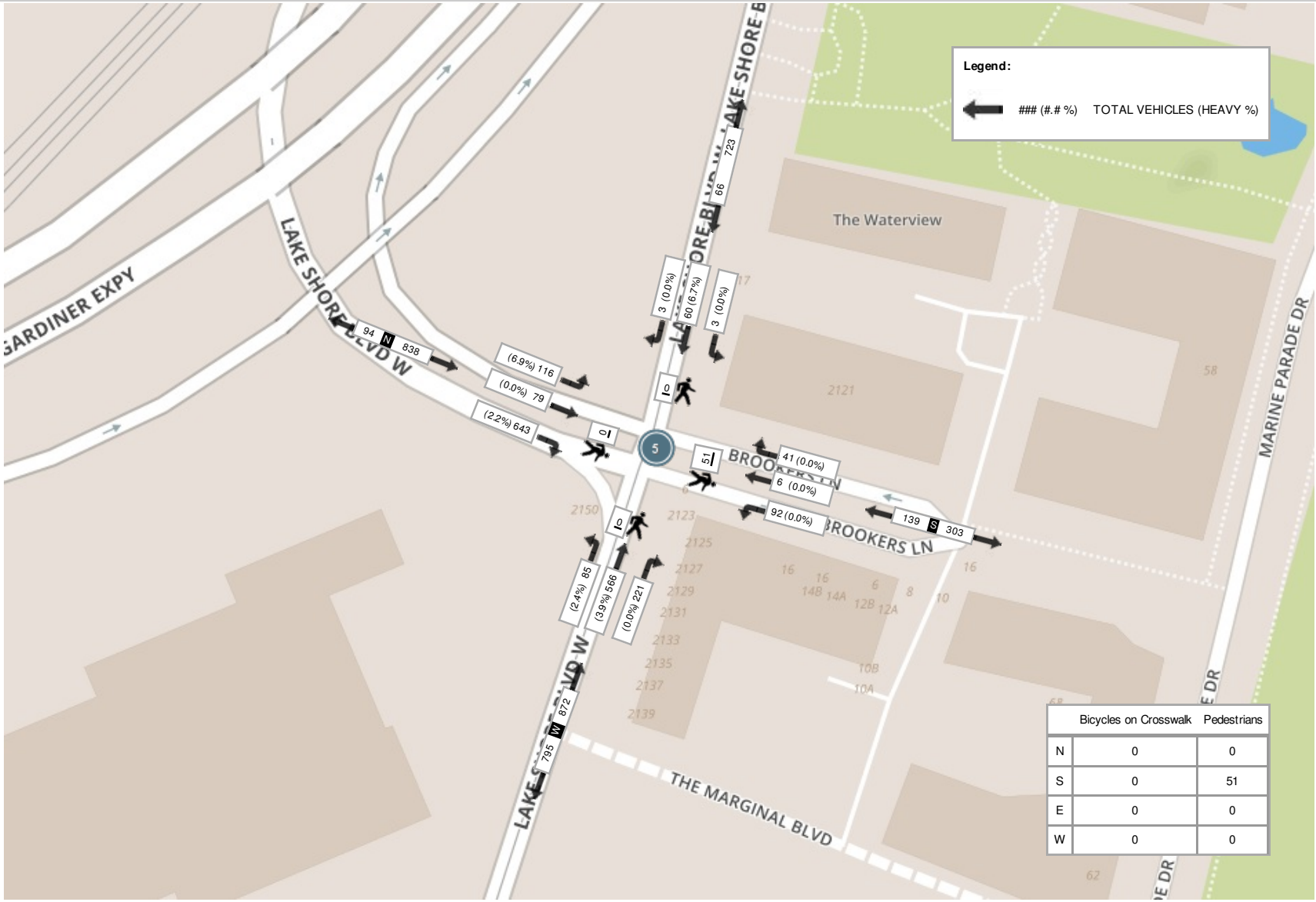
Peak Hour: 05:00 PM - 06:00 PM Weather: Mostly Cloudy (0 °C)

Start Time	N Approach GARDINER EXPY ON-OFF RAMP						E Approach LAKE SHORE BLVD W						S Approach BROOKERS LANE						W Approach LAKE SHORE BLVD W						Int. Total (15 min)
	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	
17:00:00	148	14	27	0	0	189	1	15	0	0	0	16	12	2	27	0	8	41	44	122	27	0	0	193	439
17:15:00	155	20	29	0	0	204	2	21	2	0	0	25	9	3	24	0	20	36	57	159	14	1	0	231	496
17:30:00	170	19	35	0	0	224	0	11	0	0	0	11	10	1	22	0	15	33	61	140	24	0	0	225	493
17:45:00	170	26	25	0	0	221	0	13	1	0	0	14	10	0	19	2	8	31	59	145	20	0	0	224	490
Grand Total	643	79	116	0	0	838	3	60	3	0	0	66	41	6	92	2	51	141	221	566	85	1	0	873	**1918**
Approach%	76.7%	9.4%	13.8%	0%		-	4.5%	90.9%	4.5%	0%		-	29.1%	4.3%	65.2%	1.4%		-	25.3%	64.8%	9.7%	0.1%		-	**-**
Totals %	33.5%	4.1%	6%	0%		43.7%	0.2%	3.1%	0.2%	0%		3.4%	2.1%	0.3%	4.8%	0.1%		7.4%	11.5%	29.5%	4.4%	0.1%		45.5%	**-**
PHF	0.95	0.76	0.83	0		0.94	0.38	0.71	0.38	0		0.66	0.85	0.5	0.85	0.25		0.86	0.91	0.89	0.79	0.25		0.94	**-**
Heavy	14	0	8	0		22	0	4	0	0		4	0	0	0	0		0	0	22	2	0		24	**-**
Heavy %	2.2%	0%	6.9%	0%		2.6%	0%	6.7%	0%	0%		6.1%	0%	0%	0%	0%		0%	0%	3.9%	2.4%	0%		2.7%	**-**
Lights	629	79	108	0		816	3	56	3	0		62	41	6	92	2		141	221	544	83	1		849	**-**
Lights %	97.8%	100%	93.1%	0%		97.4%	100%	93.3%	100%	0%		93.9%	100%	100%	100%	100%		100%	100%	96.1%	97.6%	100%		97.3%	**-**
Single-Unit Trucks	4	0	0	0		4	0	4	0	0		4	0	0	0	0		0	0	5	2	0		7	**-**
Single-Unit Trucks %	0.6%	0%	0%	0%		0.5%	0%	6.7%	0%	0%		6.1%	0%	0%	0%	0%		0%	0%	0.9%	2.4%	0%		0.8%	**-**
Buses	10	0	8	0		18	0	0	0	0		0	0	0	0	0		0	0	17	0	0		17	**-**
Buses %	1.6%	0%	6.9%	0%		2.1%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	3%	0%	0%		1.9%	**-**
Articulated Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	**-**
Articulated Trucks %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	**-**
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	51	-	-	-	-	-	0	-	**-**
Pedestrians%	-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	100%		-	-	-	-	0%		**-**
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	**-**
Bicycles on Crosswalk%	-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		**-**
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	**-**
Bicycles on Road%	-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		**-**

Peak Hour: 07:45 AM - 08:45 AM Weather: Overcast (-7 °C)



Peak Hour: 05:00 PM - 06:00 PM Weather: Mostly Cloudy (0 °C)



Appendix E

Existing Signal Timings

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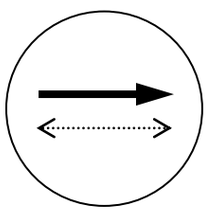
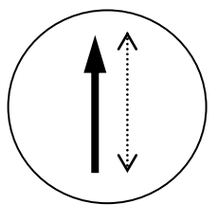
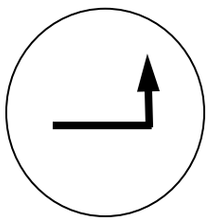
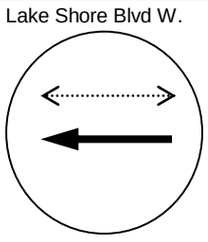
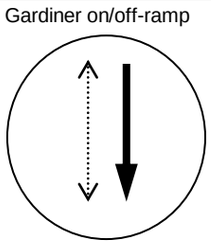
LOCATION:	**Lake Shore Blvd W & Gardiner On-/Off-Ramp / Brookers Ln**
MODE/COMMENT:	**SA2-VMG with PR**
TCS:	**1944**
PREPARED/CHECKED BY:	***IBI* / RI / PV**
PREPARATION DATE:	**October 28, 2016**
IMPLEMENTATION DATE:	**December 1, 2016**
DISTRICT:	**Etobicoke York**
COMPUTER SYSTEM:	**TransSuite**
CONTROLLER/CABINET TYPE:	**Econolite ASC/3-2100/M**
CONFLICT FLASH:	**Red & Red**
DESIGN WALK SPEED:	**1.0 m/s (FDW based on full crossing at 1.2 m/s)**
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
	FDW								
	MIN								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.
	MAX1								
	AMB								
	ALR								
	SPLIT								
2 Lake Shore Blvd W 	WLK 7							Fixed	Side Street Passage Time = 3 sec
	FDW 22								Left-Turn Passage Time = 2 sec
	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								
	FDW								
	MIN 6							Callable/Extendable by Setback Loop	
	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 & Palace Pier Crt**			*DISTRICT:*	**Etobicoke - York**		
MODE/COMMENT:	**SA2-VMG with PR**			*COMPUTER SYSTEM:*	**TransSuite**		N
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.

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)	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 = 9 sec NSWK = 7 sec, NSFD = 17 sec
Lake Shore Blvd W 2	WLK 7 FDW 9 MIN 16 MAX1 53 AMB 4 ALR 4 SPLIT	60	70	70	58	70	80	Fixed EBG/EWWK/EWFD.	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).
3 NOT USED	WLK FDW MIN MAX1 AMB ALR SPLIT								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.
Private Access 4	WLK 7 FDW 17 MIN 7 MAX1 24 AMB 3 ALR 2 SPLIT	30	30	30	30	30	30	Callable by stopbar loop and/or pushbutton; extendable by stopbar loop.	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.
Transit Signals 5	WLK FDW MIN 7 MAX1 23 AMB 4 ALR 4 SPLIT	32	32	32	32	32	32	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)	Ring Structure: 2 | 4 5 6 7 | 8
Lake Shore Blvd W 6	WLK 7 FDW 9 MIN 16 MAX1 21 AMB 4 ALR 4 SPLIT	28	38	38	26	38	48	Fixed	Step 1 EW Transit Green/EBG/EWWK Min Green = 7 secs (if called) Walk Only Max Green = 23 secs
Transit Signals 7	WLK FDW MIN 7 MAX1 23 AMB 4 ALR 4 SPLIT	0	0	0	0	0	0	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.**	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
8 DUMMY	WLK 7 FDW 17 MIN 7 MAX1 24 AMB 3 ALR 2 SPLIT	30	30	30	30	30	30		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
	CL	90	100	100	88	100	110		
	OF	2	2	25	22	28	107		

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.)

From page 1

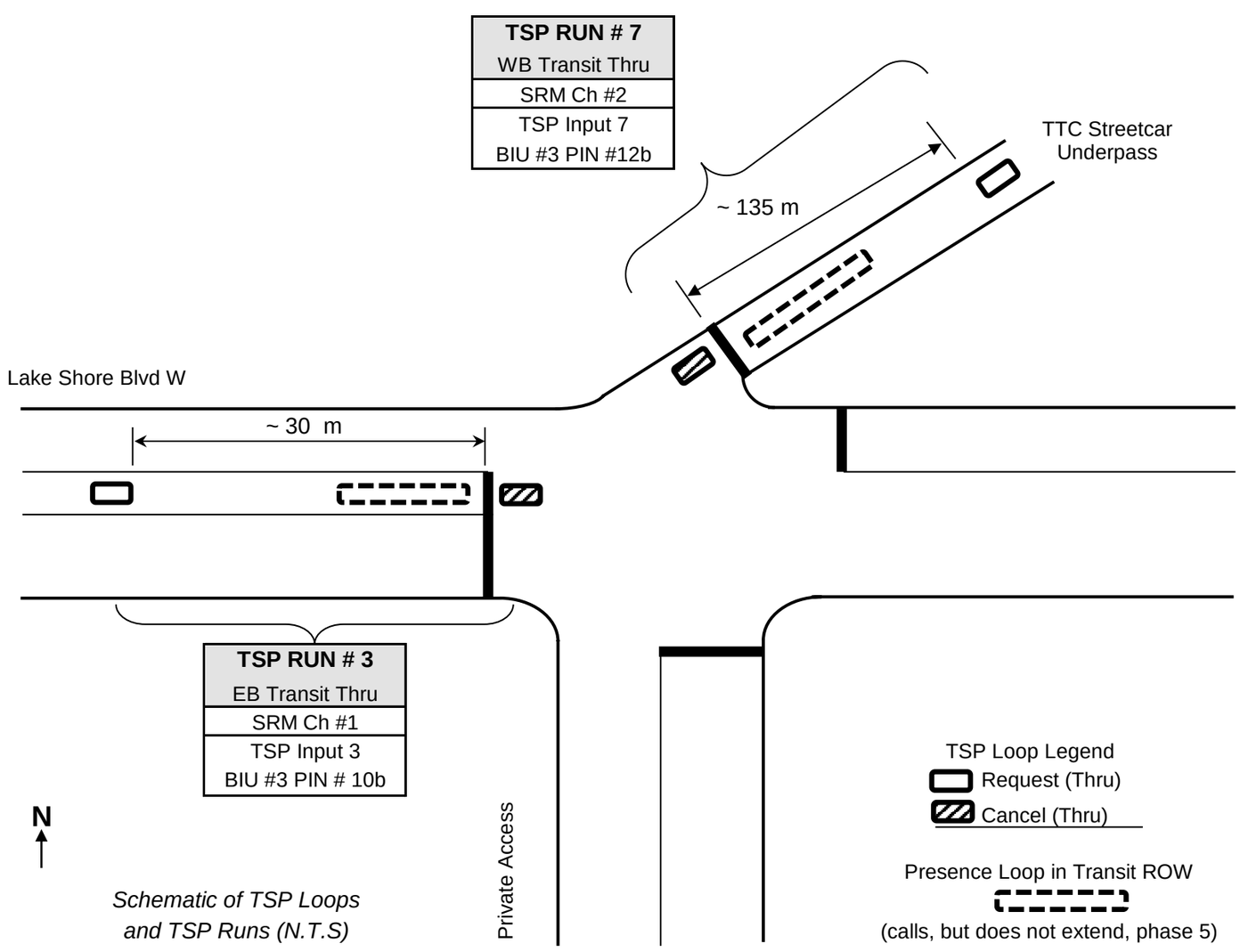
		Ø 1	Ø 2	Ø 3	Ø 4	Ø 5	Ø 6	Ø 7	Ø 8	[Cycle]	[Slop]	2.3.5 Pct. of Cycle
OFF												Pattern 1
Split 1	Ext.	--	34	--	--	--	34	--	--	90	6	[= 23 s.]
	Rdc.	--	36	--	1	1	4	--	1			25%
AM												Pattern 2
Split 2	Ext.	--	38	--	--	--	38	--	--	100	16	[= 25 s.]
	Rdc.	--	46	--	1	1	14	--	1			25%
PM												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:	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**		N
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**		

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								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.
	SPLIT								
Lake Shore Blvd W 2	WLK	7						Fixed	NSWK pedestrian (West side) display on during SB vehicle phase 3. NSDW (West side) pedestrian display on during callable NB vehicle phase 4.
	FDW	27							
	MIN	34							Side Street Passage Time = 3 sec
	MAX1	55							Left-Turn Passage Time = 2 sec
	AMB	4							APS on during FULL WALK periods when activated by push button and no arrows are displayed.
	ALR	3							
	SPLIT		61	63	56	54	64	64	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.
Park Lawn Rd 3	WLK	7						Fixed	
	FDW	27							Ring Structure: 2 | 3 4 5 6 | 7 8
	MIN	34							
	MAX1	38							Phasing Diagram:
	AMB	4							
	ALR	3							Script 1 is used for driving LBO signs during EB NRTs. Load switch 7 Is used to drive LBO signs.
	SPLIT		45	43	50	42	42	42	SBLA/SBG and WBRA are displayed simultaneously.
Marine Parade Dr 4	WLK	7						Callable by stopbar loop and push button, Extendable by Stopbar Loop.	
	FDW	19							
	MIN	7							
	MAX1	26							
	AMB	4							
	ALR	3							
	SPLIT		34	34	34	34	34	34	
5	WLK							Fixed	
	FDW								
	MIN	6							
	MAX1	7							
	AMB	3							
	ALR	1							
	SPLIT		11	11	11		18	15	
Lake Shore Blvd W 6	WLK	7						Fixed	
	FDW	27							
	MIN	34							
	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								
	FDW 11								
	MIN 18								
	MAX1 34								
	AMB 4								
	ALR 2								
	SPLIT	39	39	39	34	39	39	Fixed.	APS on during 7 seconds of NSWK & EWWK when activated by pushbutton. Extended Push Activation = 3 seconds. Side Street Passage Time = 3 seconds.
3 NOT USED	WLK								
	FDW								
	MIN								
	MAX1								
	AMB								
	ALR								
	SPLIT								
Private Access 4	WLK 7								
	FDW 16								
	MIN 7								
	MAX1 23								
	AMB 3								
	ALR 4								
	SPLIT	31	31	31	31	31	31	Callable by Traficam, and/or Pushbutton; Extendable by Traficam.	
5 NOT USED	WLK								
	FDW								
	MIN								
	MAX1								
	AMB								
	ALR								
	SPLIT								
Park Lawn Rd 6	WLK 7								
	FDW 11								
	MIN 18								
	MAX1 34								
	AMB 4								
	ALR 2								
	SPLIT	39	39	39	34	39	39	Fixed.	
7 NOT USED	WLK								
	FDW								
	MIN								
	MAX1								
	AMB								
	ALR								
	SPLIT								
Private Access 8	WLK 7								
	FDW 16								
	MIN 7								
	MAX1 23								
	AMB 3								
	ALR 4								
	SPLIT	31	31	31	31	31	31	Callable by Traficam, and/or Pushbutton; Extendable by Traficam.	
	CL	70	70	70	65	70	70		
	OF	66	57	65	6	67	50		

NOTES:

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: 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 Studies

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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: 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:** 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

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: 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: 7036-10
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

Appendix G

Synchro

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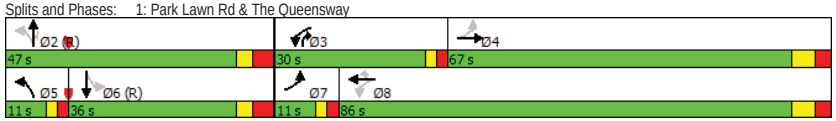
Timings
1: Park Lawn Rd & The Queensway

05-28-2020

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
Act Effct Green (s)	70.5	59.5	88.6	73.6	73.6	50.4	47.4	72.5	32.4	32.4
Actuated g/C Ratio	0.49	0.41	0.62	0.51	0.51	0.35	0.33	0.50	0.22	0.22
v/c Ratio	0.32	0.92	0.77	0.38	0.06	0.70	0.42	0.77	0.36	0.61
Control Delay	14.9	50.5	54.2	21.5	0.1	55.0	42.2	34.6	53.9	42.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.9	50.5	54.2	21.5	0.1	55.0	42.2	34.6	53.9	42.0
LOS	B	D	D	C	A	D	D	C	D	D
Approach Delay		47.5		28.5			40.3			43.7
Approach LOS		D		C			D			D

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			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 40.5		Intersection LOS: D	
Intersection Capacity Utilization 114.2%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 1: Park Lawn Rd & The Queensway



HCM Signalized Intersection Capacity Analysis
1: Park Lawn Rd & The Queensway

05-28-2020

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					

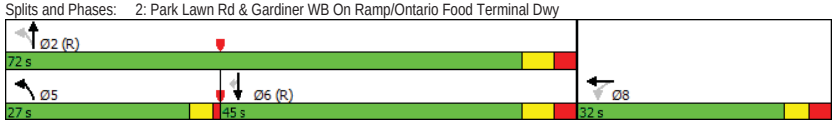
Timings
2: Park Lawn Rd & Gardiner WB On Ramp/Ontario Food Terminal Dwy

05-28-2020

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
Act Effct Green (s)	21.9	77.1	71.1	45.5	45.5
Actuated g/C Ratio	0.21	0.74	0.68	0.44	0.44
v/c Ratio	0.76	0.78	0.47	0.20	0.59
Control Delay	55.4	13.7	5.3	20.2	10.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	55.4	13.7	5.3	20.2	10.0
LOS	E	B	A	C	A
Approach Delay	55.4		8.6	14.0	
Approach LOS	E		A	B	

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			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 13.7		Intersection LOS: B	
Intersection Capacity Utilization 96.9%		ICU Level of Service F	
Analysis Period (min) 15			
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

05-28-2020

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					

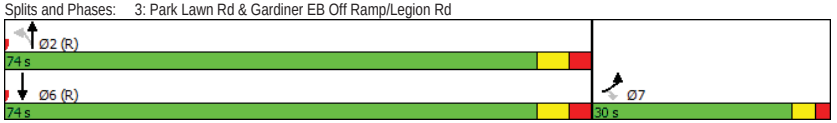
c Critical Lane Group

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
Act Effct Green (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
v/c Ratio	0.75	0.76	0.06	0.53	0.12
Control Delay	38.5	8.6	9.9	13.4	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	38.5	8.6	9.9	13.4	2.0
LOS	D	A	A	B	A
Approach Delay	23.7			13.3	2.0
Approach LOS	C			B	A

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
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 17.3 Intersection LOS: B
Intersection Capacity Utilization 91.7% ICU Level of Service F
Analysis Period (min) 15
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			

HCM Signalized Intersection Capacity Analysis
3: Park Lawn Rd & Gardiner EB Off Ramp/Legion Rd 05-28-2020

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
4: Park Lawn Rd & South Beach Condos Dwy/2150 Lake Shore Dwy

05-28-2020

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				

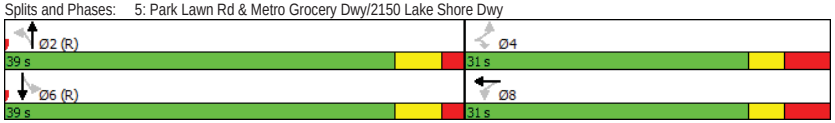
Timings
5: Park Lawn Rd & Metro Grocery Dwy/2150 Lake Shore Dwy

05-28-2020

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
Act Effct Green (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	
v/c Ratio	0.74	0.27	0.04	0.38	0.49	
Control Delay	33.3	7.5	9.0	9.7	11.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	33.3	7.5	9.0	9.7	11.7	
LOS	C	A	A	A	B	
Approach Delay				9.7	11.7	
Approach LOS				A	B	

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			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 13.7		Intersection LOS: B	
Intersection Capacity Utilization 53.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 5: Park Lawn Rd & Metro Grocery Dwy/2150 Lake Shore Dwy



HCM Signalized Intersection Capacity Analysis
5: Park Lawn Rd & Metro Grocery Dwy/2150 Lake Shore Dwy

05-28-2020

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

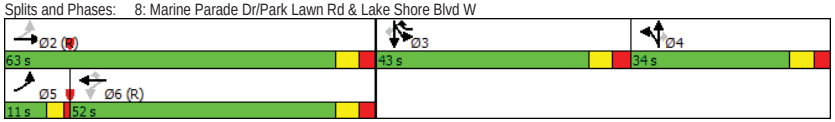
Timings
8: Marine Parade Dr/Park Lawn Rd & Lake Shore Blvd W

05-28-2020

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
Act Effct Green (s)	63.9	60.9		42.8	79.7	24.1	24.1	37.0	37.0	37.0
Actuated g/C Ratio	0.46	0.44		0.31	0.57	0.17	0.17	0.26	0.26	0.26
v/c Ratio	0.56	0.60		0.40	0.41	0.43	0.11	0.70	0.37	0.44
Control Delay	33.6	33.4		41.7	7.5	53.6	0.8	52.1	43.6	15.4
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.6	33.4		41.7	7.5	53.6	0.8	52.1	43.6	15.4
LOS	C	C		D	A	D	A	D	D	B
Approach Delay		33.5		25.1		47.3			43.3	
Approach LOS		C		C		D			D	

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			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 35.8		Intersection LOS: D	
Intersection Capacity Utilization 122.7%		ICU Level of Service H	
Analysis Period (min) 15			

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

05-28-2020

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

05-28-2020

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

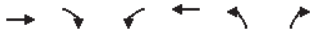
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1
Volume Total	568	568	316	219	428	63
Volume Left	0	0	0	5	0	26
Volume Right	0	0	32	0	0	37
cSH	1700	1700	1700	584	1700	206
Volume to Capacity	0.33	0.33	0.19	0.01	0.25	0.31
Queue Length 95th (m)	0.0	0.0	0.0	0.2	0.0	9.9
Control Delay (s)	0.0	0.0	0.0	0.4	0.0	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

05-28-2020



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

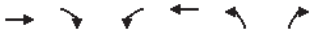
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	961	550	221	419	54
Volume Left	0	0	11	0	38
Volume Right	0	70	0	0	16
cSH	1700	1700	405	1700	140
Volume to Capacity	0.57	0.32	0.03	0.25	0.39
Queue Length 95th (m)	0.0	0.0	0.7	0.0	13.1
Control Delay (s)	0.0	0.0	1.1	0.0	46.0
Lane LOS			A		E
Approach 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

05-28-2020



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		

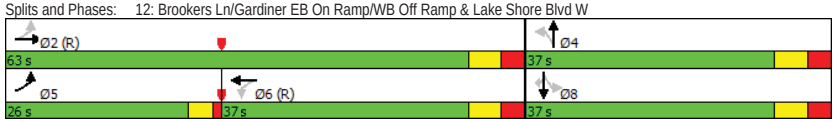
Timings
12: Brookers Ln/Gardiner EB On Ramp/WB Off Ramp & Lake Shore Blvd W

05-28-2020

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
Act Effct Green (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
v/c Ratio		0.75		0.08	0.69	0.41		0.35	0.57
Control Delay		15.6		3.2	49.6	22.1		35.3	7.8
Queue Delay		0.3		0.0	0.0	0.0		0.0	0.0
Total Delay		15.9		3.2	49.6	22.1		35.3	7.8
LOS		B		A	D	C		D	A
Approach Delay		15.9		3.2		36.3		13.9	
Approach LOS		B		A		D		B	

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			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 17.8		Intersection LOS: B	
Intersection Capacity Utilization 98.3%		ICU Level of Service F	
Analysis Period (min) 15			

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

05-28-2020

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					

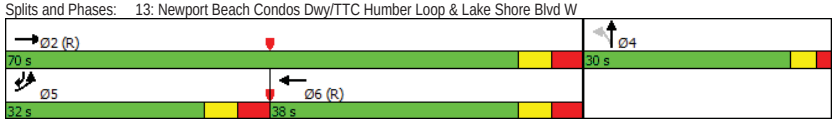
Timings
13: Newport Beach Condos Dwy/TTC Humber Loop & Lake Shore Blvd W

05-28-2020

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
Act Effct Green (s)	8.6	74.6	71.1	18.2
Actuated g/C Ratio	0.09	0.75	0.71	0.18
v/c Ratio	0.14	0.87	0.09	0.10
Control Delay	47.4	18.8	7.5	0.5
Queue Delay	0.0	1.8	0.0	0.0
Total Delay	47.4	20.6	7.5	0.5
LOS	D	C	A	A
Approach Delay		20.9	7.5	0.5
Approach LOS		C	A	A

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			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 19.2		Intersection LOS: B	
Intersection Capacity Utilization 82.4%		ICU Level of Service E	
Analysis Period (min) 15			

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

05-28-2020

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

05-28-2020

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

05-28-2020

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
Act Effct Green (s)	80.9	80.9	10.1
Actuated g/C Ratio	0.81	0.81	0.10
v/c Ratio	0.86	0.09	0.52
Control Delay	9.5	0.2	23.9
Queue Delay	8.1	0.0	0.0
Total Delay	17.6	0.2	23.9
LOS	B	A	C
Approach Delay	16.5		23.9
Approach LOS	B		C

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		
Maximum v/c Ratio: 0.86		
Intersection Signal Delay: 17.1	Intersection LOS: B	
Intersection Capacity Utilization 77.5%	ICU Level of Service D	
Analysis Period (min) 15		

Splits and Phases: 15: Palace Pier Ct & Lake Shore Blvd W



HCM Signalized Intersection Capacity Analysis
15: Palace Pier Ct & Lake Shore Blvd W

05-28-2020

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

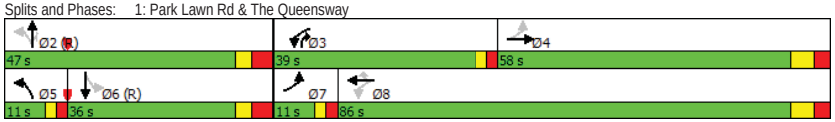
Timings
1: Park Lawn Rd & The Queensway

05-28-2020

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
Act Effct Green (s)	64.3	53.3	94.9	79.9	79.9	44.1	41.1	78.7	30.0	30.0
Actuated g/C Ratio	0.45	0.37	0.66	0.55	0.55	0.31	0.29	0.55	0.21	0.21
v/c Ratio	0.75	0.98	0.93	0.54	0.11	0.75	0.65	0.62	0.54	0.69
Control Delay	35.5	64.2	69.5	21.7	3.2	64.7	52.2	23.2	65.2	51.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.5	64.2	69.5	21.7	3.2	64.7	52.2	23.2	65.2	51.3
LOS	D	E	E	C	A	E	D	C	E	D
Approach Delay		60.0		33.7			39.4			53.3
Approach LOS		E		C			D			D

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			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 45.7		Intersection LOS: D	
Intersection Capacity Utilization 124.3%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 1: Park Lawn Rd & The Queensway



HCM Signalized Intersection Capacity Analysis
1: Park Lawn Rd & The Queensway

05-28-2020

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			

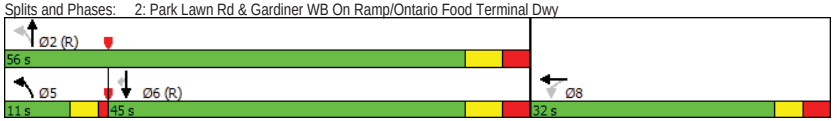
Timings
2: Park Lawn Rd & Gardiner WB On Ramp/Ontario Food Terminal Dwy

05-28-2020

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
Act Effct Green (s)	8.5	79.3	79.9	62.5	62.5
Actuated g/C Ratio	0.10	0.90	0.91	0.71	0.71
v/c Ratio	0.16	0.51	0.31	0.21	0.43
Control Delay	32.9	4.2	0.8	6.3	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	32.9	4.2	0.8	6.3	2.3
LOS	C	A	A	A	A
Approach Delay	32.9		1.8	4.4	
Approach LOS	C		A	A	

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			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay: 3.2		Intersection LOS: A	
Intersection Capacity Utilization 71.5%		ICU Level of Service C	
Analysis Period (min) 15			
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	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

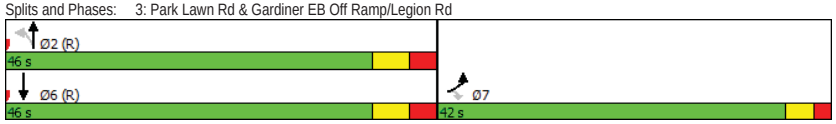
Timings
3: Park Lawn Rd & Gardiner EB Off Ramp/Legion Rd

05-28-2020

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
Act Effct Green (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
v/c Ratio	0.57	0.94	0.21	0.40	0.31
Control Delay	23.1	26.1	16.2	15.4	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	23.1	26.1	16.2	15.4	8.6
LOS	C	C	B	B	A
Approach Delay	24.8			15.5	8.6
Approach LOS	C			B	A

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			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay: 19.2		Intersection LOS: B	
Intersection Capacity Utilization 94.3%		ICU Level of Service F	
Analysis Period (min) 15			
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

05-28-2020

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			

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	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				

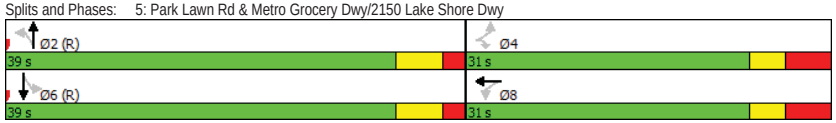
Timings
5: Park Lawn Rd & Metro Grocery Dwy/2150 Lake Shore Dwy

05-28-2020

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
Act Effct Green (s)	14.9	14.9	14.9	47.9	47.9	47.9
Actuated g/C Ratio	0.21	0.21	0.21	0.68	0.68	0.68
v/c Ratio	0.52	0.25	0.01	0.26	0.26	0.56
Control Delay	29.7	12.6	0.0	12.6	7.0	9.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.7	12.6	0.0	12.6	7.0	9.2
LOS	C	B	A	B	A	A
Approach Delay					7.5	9.2
Approach LOS					A	A

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			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 10.2		Intersection LOS: B	
Intersection Capacity Utilization 67.8%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 5: Park Lawn Rd & Metro Grocery Dwy/2150 Lake Shore Dwy



HCM Signalized Intersection Capacity Analysis
5: Park Lawn Rd & Metro Grocery Dwy/2150 Lake Shore Dwy

05-28-2020

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

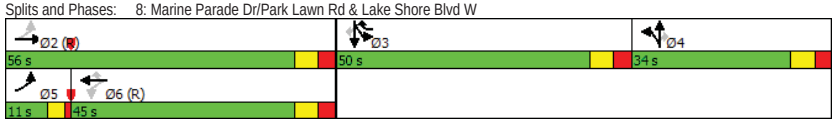
Timings
8: Marine Parade Dr/Park Lawn Rd & Lake Shore Blvd W

05-28-2020

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
Act Effct Green (s)	60.5	57.5		37.9	75.4	27.0	27.0	37.5	37.5	37.5
Actuated g/C Ratio	0.43	0.41		0.27	0.54	0.19	0.19	0.27	0.27	0.27
v/c Ratio	0.71	0.45		0.88	0.46	0.34	0.09	0.68	0.24	0.67
Control Delay	46.7	31.1		61.2	13.5	50.5	0.6	49.5	39.7	17.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.7
Total Delay	46.7	31.1		61.2	13.5	50.5	0.6	49.5	39.7	17.9
LOS	D	C		E	B	D	A	D	D	B
Approach Delay		34.5		46.1		45.1			38.0	
Approach LOS		C		D		D			D	

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			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 40.5		Intersection LOS: D	
Intersection Capacity Utilization 126.1%		ICU Level of Service H	
Analysis Period (min) 15			

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

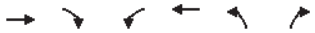
05-28-2020

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

05-28-2020



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

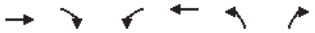
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1
Volume Total	448	448	265	395	739	36
Volume Left	0	0	0	26	0	15
Volume Right	0	0	41	0	0	21
cSH	1700	1700	1700	517	1700	148
Volume to Capacity	0.26	0.26	0.16	0.05	0.43	0.24
Queue Length 95th (m)	0.0	0.0	0.0	1.3	0.0	7.3
Control Delay (s)	0.0	0.0	0.0	1.6	0.0	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

05-28-2020



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

05-28-2020

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			

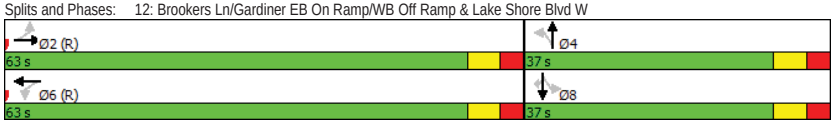
Timings
12: Brookers Ln/Gardiner EB On Ramp/WB Off Ramp & Lake Shore Blvd W

05-28-2020

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
Act Effct Green (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
v/c Ratio		0.59		0.08	0.44	0.16		0.54	0.92
Control Delay		15.0		20.1	33.4	7.9		34.4	19.8
Queue Delay		0.1		0.0	0.0	0.0		0.0	0.0
Total Delay		15.0		20.1	33.4	7.9		34.4	19.8
LOS		B		C	C	A		C	B
Approach Delay		15.0		20.1		22.8		22.7	
Approach LOS		B		C		C		C	

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			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 19.3		Intersection LOS: B	
Intersection Capacity Utilization 99.2%		ICU Level of Service F	
Analysis Period (min) 15			

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

05-28-2020

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

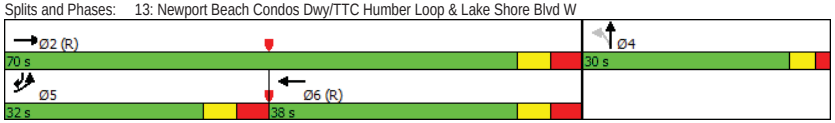
Timings
13: Newport Beach Condos Dwy/TTC Humber Loop & Lake Shore Blvd W

05-28-2020

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
Act Effct Green (s)	9.1	78.4	71.3	18.2
Actuated g/C Ratio	0.09	0.78	0.71	0.18
v/c Ratio	0.20	0.65	0.09	0.05
Control Delay	46.2	13.2	9.9	29.5
Queue Delay	0.0	0.3	0.0	0.0
Total Delay	46.2	13.5	9.9	29.5
LOS	D	B	A	C
Approach Delay		14.0	9.9	29.5
Approach LOS		B	A	C

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			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay: 13.8		Intersection LOS: B	
Intersection Capacity Utilization 70.0%		ICU Level of Service C	
Analysis Period (min) 15			

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

05-28-2020

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

05-28-2020

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

05-28-2020

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
Act Effct Green (s)	77.7	77.7	13.3
Actuated g/C Ratio	0.78	0.78	0.13
v/c Ratio	0.56	0.11	0.54
Control Delay	2.9	0.8	28.8
Queue Delay	0.0	0.0	0.0
Total Delay	2.9	0.8	28.8
LOS	A	A	C
Approach Delay	2.6		28.8
Approach LOS	A		C

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		
Maximum v/c Ratio: 0.56		
Intersection Signal Delay: 6.1	Intersection LOS: A	
Intersection Capacity Utilization 53.6%	ICU Level of Service A	
Analysis Period (min) 15		

Splits and Phases: 15: Palace Pier Ct & Lake Shore Blvd W



HCM Signalized Intersection Capacity Analysis
15: Palace Pier Ct & Lake Shore Blvd W

05-28-2020

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			

Timings
1: Park Lawn Rd & The Queensway

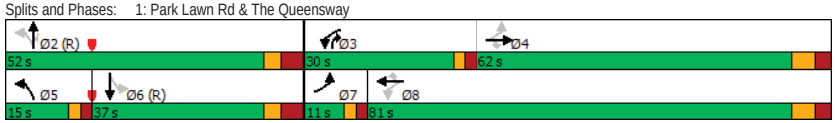
08-10-2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	115	1135	140	240	685	40	200	275	560	80	290
Future Volume (vph)	115	1135	140	240	685	40	200	275	560	80	290
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	62.0	62.0	30.0	81.0	81.0	15.0	52.0	30.0	37.0	37.0
Total Split (%)	7.6%	43.1%	43.1%	20.8%	56.3%	56.3%	10.4%	36.1%	20.8%	25.7%	25.7%
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
Act Effct Green (s)	66.1	54.3	54.3	84.4	68.7	68.7	54.6	51.6	77.7	34.0	34.0
Actuated g/C Ratio	0.46	0.38	0.38	0.59	0.48	0.48	0.38	0.36	0.54	0.24	0.24
v/c Ratio	0.35	0.90	0.25	0.79	0.42	0.07	0.73	0.44	0.80	0.37	0.62
Control Delay	17.3	52.9	7.1	55.8	24.9	0.2	49.4	36.6	26.7	53.8	42.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.3	52.9	7.1	55.8	24.9	0.2	49.4	36.6	26.7	53.8	42.6
LOS	B	D	A	E	C	A	D	D	C	D	D
Approach Delay		45.3			31.5			33.7			44.1
Approach LOS		D			C			C			D

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
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 38.8 — Intersection LOS: D
Intersection Capacity Utilization 111.3% — ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 1: Park Lawn Rd & The Queensway



Queues
1: Park Lawn Rd & The Queensway

08-10-2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	119	1170	144	247	706	41	206	284	577	82	510
v/c Ratio	0.35	0.90	0.25	0.79	0.42	0.07	0.73	0.44	0.80	0.37	0.62
Control Delay	17.3	52.9	7.1	55.8	24.9	0.2	49.4	36.6	26.7	53.8	42.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.3	52.9	7.1	55.8	24.9	0.2	49.4	36.6	26.7	53.8	42.6
Queue Length 50th (m)	14.5	168.5	2.7	54.1	67.9	0.0	51.6	73.2	126.4	21.5	58.9
Queue Length 95th (m)	23.2	202.1	17.6	84.9	80.3	0.0	m#93.3	m102.9	m160.6	39.1	79.2
Internal Link Dist (m)		674.0			834.9			286.4			278.9
Turn Bay Length (m)	55.0		100.0	45.0		15.0	40.0			70.0	
Base Capacity (vph)	343	1339	602	353	1841	657	281	643	759	227	828
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.87	0.24	0.70	0.38	0.06	0.73	0.44	0.76	0.36	0.62

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
1: Park Lawn Rd & The Queensway

08-10-2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	1135	140	240	685	40	200	275	560	80	290	205
Future Volume (vph)	115	1135	140	240	685	40	200	275	560	80	290	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	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	0.96	
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	0.94	
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)	1588	3433	1342	1574	3535	1178	1595	1789	1312	1539	3104	
Flt Permitted	0.38	1.00	1.00	0.07	1.00	1.00	0.26	1.00	1.00	0.59	1.00	
Satd. Flow (perm)	641	3433	1342	116	3535	1178	438	1789	1312	948	3104	
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	1170	144	247	706	41	206	284	577	82	299	211
RTOR Reduction (vph)	0	0	80	0	0	21	0	0	14	0	87	0
Lane Group Flow (vph)	119	1170	64	247	706	20	206	284	563	82	423	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)	61.0	53.3	53.3	79.4	67.7	67.7	50.6	50.6	72.7	33.1	33.1	
Effective Green, g (s)	63.0	54.3	54.3	81.4	68.7	68.7	51.6	51.6	74.7	34.1	34.1	
Actuated g/C Ratio	0.44	0.38	0.38	0.57	0.48	0.48	0.36	0.36	0.52	0.24	0.24	
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)	337	1294	506	309	1686	562	273	641	680	224	735	
v/s Ratio Prot	0.02	c0.34		0.13	0.20		0.08	0.16	c0.13		0.14	
v/s Ratio Perm	0.13		0.05	0.32		0.02	0.19		0.30	0.09		
v/c Ratio	0.35	0.90	0.13	0.80	0.42	0.03	0.75	0.44	0.83	0.37	0.58	
Uniform Delay, d1	24.6	42.4	29.3	42.5	24.6	20.0	35.3	35.2	29.2	45.9	48.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.92	0.72	1.00	1.00	
Incremental Delay, d2	0.6	9.1	0.1	13.5	0.2	0.0	10.1	2.0	7.3	4.6	3.3	
Delay (s)	25.3	51.5	29.4	55.9	24.8	20.0	44.2	34.5	28.3	50.5	51.8	
Level of Service	C	D	C	E	C	C	D	C	C	D	D	
Approach Delay (s)		47.1			32.3			33.0			51.6	
Approach LOS		D			C			C			D	

Intersection Summary				
HCM 2000 Control Delay	40.5	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.88			
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	18.0	
Intersection Capacity Utilization	111.3%	ICU Level of Service	H	
Analysis Period (min)	15			
c Critical Lane Group				

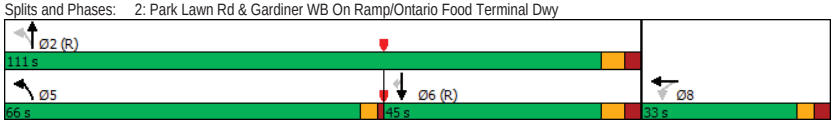
Timings
2: Park Lawn Rd & Gardiner WB On Ramp/Ontario Food Terminal Dwy

08-10-2021

Lane Group	WBT	NBL	NBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	150	875	1105	320	425
Future Volume (vph)	150	875	1105	320	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)	33.0	66.0	111.0	45.0	45.0
Total Split (%)	22.9%	45.8%	77.1%	31.3%	31.3%
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
Act Effct Green (s)	26.5	112.5	106.5	44.9	44.9
Actuated g/C Ratio	0.18	0.78	0.74	0.31	0.31
v/c Ratio	0.89	0.97	0.48	0.32	0.95
Control Delay	92.2	37.9	10.1	44.0	61.7
Queue Delay	0.0	16.4	0.5	0.0	0.0
Total Delay	92.2	54.2	10.5	44.0	61.7
LOS	F	D	B	D	E
Approach Delay	92.2		29.9	54.1	
Approach LOS	F		C	D	

Intersection Summary			
Cycle Length: 144			
Actuated Cycle Length: 144			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 40.2		Intersection LOS: D	
Intersection Capacity Utilization 113.5%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 2: Park Lawn Rd & Gardiner WB On Ramp/Ontario Food Terminal Dwy



Queues
2: Park Lawn Rd & Gardiner WB On Ramp/Ontario Food Terminal Dwy

08-10-2021

Lane Group	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	209	941	1188	344	457
v/c Ratio	0.89	0.97	0.48	0.32	0.95
Control Delay	92.2	37.9	10.1	44.0	61.7
Queue Delay	0.0	16.4	0.5	0.0	0.0
Total Delay	92.2	54.2	10.5	44.0	61.7
Queue Length 50th (m)	60.3	233.7	79.8	37.8	~105.7
Queue Length 95th (m)	#106.0 m	#269.4	m85.5	55.4	#178.8
Internal Link Dist (m)	80.3		186.9	286.4	
Turn Bay Length (m)		135.0			155.0
Base Capacity (vph)	248	1002	2490	1081	481
Starvation Cap Reductn	0	84	751	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.84	1.03	0.68	0.32	0.95

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

m Volume for 95th percentile queue is metered by upstream signal.

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
2: Park Lawn Rd & Gardiner WB On Ramp/Ontario Food Terminal Dwy

08-10-2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	30	150	15	875	1105	0	0	320	425
Future Volume (vph)	0	0	0	30	150	15	875	1105	0	0	320	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					0.99		1.00	1.00			1.00	0.85
Flpb, ped/bikes					0.99		0.97	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		1583	3368			3466	1207
Flt Permitted					0.99		0.49	1.00			1.00	1.00
Satd. Flow (perm)					1265		812	3368			3466	1207
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	941	1188	0	0	344	457
RTOR Reduction (vph)	0	0	0	0	2	0	0	0	0	0	0	106
Lane Group Flow (vph)	0	0	0	0	207	0	941	1188	0	0	344	351
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		pm+pt	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8			2					6
Actuated Green, G (s)					25.5		105.5	105.5			43.9	43.9
Effective Green, g (s)					26.5		109.5	106.5			44.9	44.9
Actuated g/C Ratio					0.18		0.76	0.74			0.31	0.31
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)					232		947	2490			1080	376
v/s Ratio Prot							c0.43	0.35			0.10	
v/s Ratio Perm					0.16		0.33					c0.29
v/c Ratio					0.89		0.99	0.48			0.32	0.93
Uniform Delay, d1					57.3		16.1	7.5			37.9	48.1
Progression Factor					1.00		1.90	1.25			1.08	1.02
Incremental Delay, d2					31.6		16.6	0.3			0.7	29.8
Delay (s)					89.0		47.2	9.7			41.5	78.9
Level of Service					F		D	A			D	E
Approach Delay (s)		0.0			89.0			26.3			62.9	
Approach LOS		A			F			C			E	

Intersection Summary					
HCM 2000 Control Delay	39.8	HCM 2000 Level of Service		D	
HCM 2000 Volume to Capacity ratio	0.93				
Actuated Cycle Length (s)	144.0	Sum of lost time (s)		11.0	
Intersection Capacity Utilization	113.5%	ICU Level of Service		H	
Analysis Period (min)	15				
c Critical Lane Group					

Timings
3: Park Lawn Rd & Gardiner EB Off Ramp/Legion Rd/Public Street A' (Relief Rd)

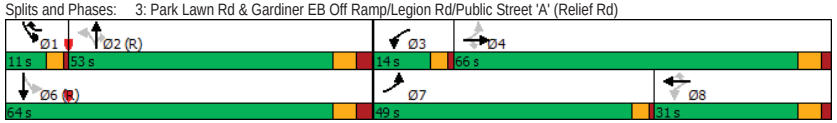
08-10-2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	670	235	410	5	5	310	40	1050	95	125
Future Volume (vph)	670	235	410	5	5	310	40	1050	95	125
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+ov	Perm	NA	pm+pt	NA
Protected Phases	7	4		3	8	1		2	1	6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	7	4	4	3	8	1	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
Minimum Split (s)	11.0	31.0	31.0	11.0	31.0	11.0	29.0	29.0	11.0	29.0
Total Split (s)	49.0	66.0	66.0	14.0	31.0	11.0	53.0	53.0	11.0	64.0
Total Split (%)	34.0%	45.8%	45.8%	9.7%	21.5%	7.6%	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	3.0	4.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	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
Total Lost Time (s)	3.0	5.0	5.0	3.0	5.0	3.0	6.0	6.0	3.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	None	C-Min
Act Effct Green (s)	72.0	67.8	67.8	30.4	22.4	35.0	49.7	49.7	66.0	63.0
Actuated g/C Ratio	0.50	0.47	0.47	0.21	0.16	0.24	0.35	0.35	0.46	0.44
v/c Ratio	0.97	0.28	0.62	0.02	0.02	0.77	0.15	0.92	0.58	0.15
Control Delay	58.9	23.9	6.4	21.8	48.8	48.4	36.5	59.0	80.4	4.9
Queue Delay	40.4	0.0	0.0	0.0	0.0	5.7	0.0	45.8	0.0	0.0
Total Delay	99.3	23.9	6.4	21.8	48.8	54.1	36.5	104.8	80.4	4.9
LOS	F	C	A	C	D	D	D	F	F	A
Approach Delay		56.9			53.5			102.3		30.9
Approach LOS		E			D			F		C

Intersection Summary

Cycle Length: 144
Actuated Cycle Length: 144
Offset: 1 (1%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 105
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 70.6 — Intersection LOS: E
Intersection Capacity Utilization 97.0% — ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 3: Park Lawn Rd & Gardiner EB Off Ramp/Legion Rd/Public Street 'A' (Relief Rd)



Queues
3: Park Lawn Rd & Gardiner EB Off Ramp/Legion Rd/Public Street A' (Relief Rd)

08-10-2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	713	250	436	5	5	330	43	1117	101	192
v/c Ratio	0.97	0.28	0.62	0.02	0.02	0.77	0.15	0.92	0.58	0.15
Control Delay	58.9	23.9	6.4	21.8	48.8	48.4	36.5	59.0	80.4	4.9
Queue Delay	40.4	0.0	0.0	0.0	0.0	5.7	0.0	45.8	0.0	0.0
Total Delay	99.3	23.9	6.4	21.8	48.8	54.1	36.5	104.8	80.4	4.9
Queue Length 50th (m)	169.8	40.4	0.0	0.7	1.3	66.2	9.2	174.6	20.9	2.7
Queue Length 95th (m)	#284.1	68.8	27.9	2.9	5.3	103.9	19.7	#223.3	m#45.5	m3.8
Internal Link Dist (m)		265.9			245.0			122.9		186.9
Turn Bay Length (m)	80.0		80.0	50.0			50.0		50.0	
Base Capacity (vph)	734	913	706	253	332	428	281	1209	175	1305
Starvation Cap Reductn	0	0	0	0	0	0	0	259	0	0
Spillback Cap Reductn	107	0	0	0	0	57	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.14	0.27	0.62	0.02	0.02	0.89	0.15	1.18	0.58	0.15

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
3: Park Lawn Rd & Gardiner EB Off Ramp/Legion Rd/Public Street A' (Relief Rd)

08-10-2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	670	235	410	5	5	310	40	1050	0	95	125	55
Future Volume (vph)	670	235	410	5	5	310	40	1050	0	95	125	55
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		3.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.69	1.00	1.00	1.00	1.00	1.00		1.00	0.89	
Flpb, ped/bikes	1.00	1.00	1.00	0.87	1.00	1.00	0.75	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	0.95	
Flt Protected	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1657	1879	993	1441	1842	1478	1226	3500		1685	2910	
Flt Permitted	0.67	1.00	1.00	0.60	1.00	1.00	0.63	1.00		0.08	1.00	
Satd. Flow (perm)	1106	1879	993	916	1842	1478	814	3500		143	2910	
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)	713	250	436	5	5	330	43	1117	0	101	133	59
RTOR Reduction (vph)	0	0	231	0	0	70	0	0	0	0	34	0
Lane Group Flow (vph)	713	250	205	5	5	260	43	1117	0	101	158	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	pm+pt	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		4	8		8	2		2	6		
Actuated Green, G (s)	72.2	66.8	66.8	23.4	22.0	31.2	45.6	45.6		58.8	58.8	
Effective Green, g (s)	73.2	67.8	67.8	25.4	23.0	33.2	46.6	46.6		59.8	59.8	
Actuated g/C Ratio	0.51	0.47	0.47	0.18	0.16	0.23	0.32	0.32		0.42	0.42	
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0	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	
Lane Grp Cap (vph)	742	884	467	170	294	340	263	1132		168	1208	
v/s Ratio Prot	c0.31	0.13		0.00	0.00	c0.05		c0.32		0.04	0.05	
v/s Ratio Perm	c0.17		0.21	0.00		0.12	0.05			0.21		
v/c Ratio	0.96	0.28	0.44	0.03	0.02	0.76	0.16	0.99		0.60	0.13	
Uniform Delay, d1	31.2	23.3	25.4	49.0	51.0	51.8	34.8	48.4		33.5	26.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		2.74	0.25	
Incremental Delay, d2	23.8	0.2	0.7	0.1	0.0	9.8	1.3	23.8		5.6	0.2	
Delay (s)	54.9	23.4	26.1	49.1	51.0	61.6	36.1	72.2		97.7	6.8	
Level of Service	D	C	C	D	D	E	D	E		F	A	
Approach Delay (s)		40.3			61.2			70.8			38.2	
Approach LOS		D			E			E			D	

Intersection Summary				
HCM 2000 Control Delay	53.4	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.98			
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	17.0	
Intersection Capacity Utilization	97.0%	ICU Level of Service	F	
Analysis Period (min)	15			
c Critical Lane Group				

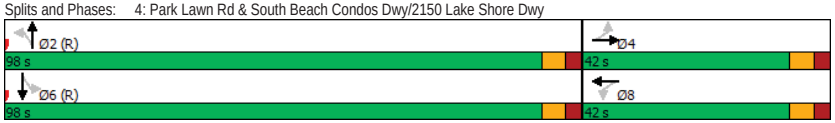
Timings
4: Park Lawn Rd & South Beach Condos Dwy/2150 Lake Shore Dwy

08-10-2021

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	110	0	20	0	20	920	15	495
Future Volume (vph)	110	0	20	0	20	920	15	495
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
Act Effct Green (s)	27.0	27.0	27.0	27.0	101.0	101.0	101.0	101.0
Actuated g/C Ratio	0.19	0.19	0.19	0.19	0.72	0.72	0.72	0.72
v/c Ratio	0.68	0.19	0.12	0.16	0.05	0.40	0.05	0.24
Control Delay	71.8	1.2	46.0	5.0	10.1	11.2	7.5	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Total Delay	71.8	1.2	46.0	5.0	10.1	11.5	7.5	7.2
LOS	E	A	D	A	B	B	A	A
Approach Delay		46.8		18.5		11.5		7.2
Approach LOS		D		B		B		A

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: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 13.8		Intersection LOS: B	
Intersection Capacity Utilization 54.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: Park Lawn Rd & South Beach Condos Dwy/2150 Lake Shore Dwy



Queues
4: Park Lawn Rd & South Beach Condos Dwy/2150 Lake Shore Dwy

08-10-2021



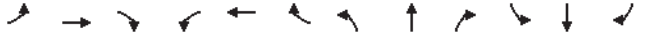
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	117	64	21	43	21	990	16	564
v/c Ratio	0.68	0.19	0.12	0.16	0.05	0.40	0.05	0.24
Control Delay	71.8	1.2	46.0	5.0	10.1	11.2	7.5	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Total Delay	71.8	1.2	46.0	5.0	10.1	11.5	7.5	7.2
Queue Length 50th (m)	32.7	0.0	5.2	0.0	1.9	51.2	1.2	23.9
Queue Length 95th (m)	51.5	0.0	12.4	4.9	m5.3	82.2	4.5	41.2
Internal Link Dist (m)		42.8		30.5		157.0		122.9
Turn Bay Length (m)	15.0		20.0		40.0		40.0	
Base Capacity (vph)	229	399	231	327	382	2504	304	2343
Starvation Cap Reductn	0	0	0	0	0	721	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.16	0.09	0.13	0.05	0.56	0.05	0.24

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
4: Park Lawn Rd & South Beach Condos Dwy/2150 Lake Shore Dwy

08-10-2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	0	60	20	0	40	20	920	10	15	495	35
Future Volume (vph)	110	0	60	20	0	40	20	920	10	15	495	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	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	0.99		1.00	0.96	
Flpb, ped/bikes	0.70	1.00		0.71	1.00		0.76	1.00		0.90	1.00	
Frt	1.00	0.85		1.00	0.85		1.00	1.00		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)	1159	1062		1197	1083		1151	3473		1513	3246	
Flt Permitted	0.73	1.00		0.72	1.00		0.43	1.00		0.26	1.00	
Satd. Flow (perm)	890	1062		901	1083		524	3473		416	3246	
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)	117	0	64	21	0	43	21	979	11	16	527	37
RTOR Reduction (vph)	0	52	0	0	35	0	0	1	0	0	3	0
Lane Group Flow (vph)	117	12	0	21	8	0	21	989	0	16	561	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)	26.0	26.0		26.0	26.0		100.0	100.0		100.0	100.0	
Effective Green, g (s)	27.0	27.0		27.0	27.0		101.0	101.0		101.0	101.0	
Actuated g/C Ratio	0.19	0.19		0.19	0.19		0.72	0.72		0.72	0.72	
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)	171	204		173	208		378	2505		300	2341	
v/s Ratio Prot		0.01			0.01			c0.28			0.17	
v/s Ratio Perm	c0.13			0.02			0.04			0.04		
v/c Ratio	0.68	0.06		0.12	0.04		0.06	0.39		0.05	0.24	
Uniform Delay, d1	52.5	46.1		46.7	46.0		5.7	7.6		5.6	6.6	
Progression Factor	1.00	1.00		1.00	1.00		1.39	1.33		1.00	1.00	
Incremental Delay, d2	10.8	0.1		0.3	0.1		0.3	0.4		0.3	0.2	
Delay (s)	63.3	46.3		47.0	46.0		8.1	10.5		6.0	6.8	
Level of Service	E	D		D	D		A	B		A	A	
Approach Delay (s)		57.3			46.4			10.5			6.8	
Approach LOS		E			D			B			A	

Intersection Summary				
HCM 2000 Control Delay	15.2	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.46			
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	54.2%	ICU Level of Service	A	
Analysis Period (min)	15			

c Critical Lane Group

Timings
5: Park Lawn Rd & Metro Grocery Dwy/Public Street 'C'

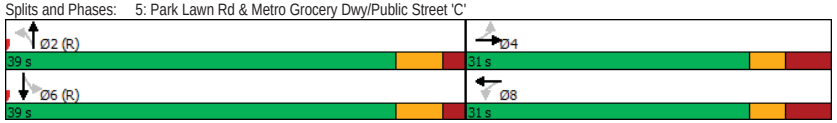
08-10-2021

Lane Group	EBL	EBT	NBL	NBT	SBL	SBT	Ø8
Lane Configurations							
Traffic Volume (vph)	270	0	10	640	5	515	
Future Volume (vph)	270	0	10	640	5	515	
Turn Type	Perm	NA	Perm	NA	Perm	NA	
Protected Phases		4		2		6	8
Permitted Phases	4		2		6		
Detector Phase	4	4	2	2	6	6	
Switch Phase							
Minimum Initial (s)	7.0	7.0	18.0	18.0	18.0	18.0	7.0
Minimum Split (s)	30.0	30.0	24.0	24.0	24.0	24.0	30.0
Total Split (s)	31.0	31.0	39.0	39.0	39.0	39.0	31.0
Total Split (%)	44.3%	44.3%	55.7%	55.7%	55.7%	55.7%	44%
Yellow Time (s)	3.0	3.0	4.0	4.0	4.0	4.0	3.0
All-Red Time (s)	4.0	4.0	2.0	2.0	2.0	2.0	4.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	6.0	6.0	5.0	5.0	5.0	5.0	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	C-Min	C-Min	C-Min	C-Min	None
Act Effct Green (s)	24.6	24.6	34.4	34.4	34.4	34.4	
Actuated g/C Ratio	0.35	0.35	0.49	0.49	0.49	0.49	
v/c Ratio	0.74	0.26	0.04	0.41	0.02	0.39	
Control Delay	31.2	7.4	12.5	13.2	8.2	10.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	31.2	7.4	12.5	13.2	8.2	10.2	
LOS	C	A	B	B	A	B	
Approach Delay		23.7		13.2		10.2	
Approach LOS		C		B		B	

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
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 14.6 — Intersection LOS: B
Intersection Capacity Utilization 49.1% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 5: Park Lawn Rd & Metro Grocery Dwy/Public Street 'C'



Queues
5: Park Lawn Rd & Metro Grocery Dwy/Public Street 'C'

08-10-2021

Lane Group	EBL	EBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	281	130	10	683	5	619
v/c Ratio	0.74	0.26	0.04	0.41	0.02	0.39
Control Delay	31.2	7.4	12.5	13.2	8.2	10.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.2	7.4	12.5	13.2	8.2	10.2
Queue Length 50th (m)	33.2	4.5	0.8	40.0	0.4	34.0
Queue Length 95th (m)	51.7	13.1	m0.0	57.5	m1.7	37.4
Internal Link Dist (m)		67.9		138.2		157.0
Turn Bay Length (m)	20.0		10.0		105.0	
Base Capacity (vph)	416	535	298	1774	276	1663
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.24	0.03	0.39	0.02	0.37

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
5: Park Lawn Rd & Metro Grocery Dwy/Public Street 'C'

08-10-2021

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	640	15	5	515	80
Future Volume (vph)	270	0	125	0	0	0	10	640	15	5	515	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	5.0	
Lane Util. Factor	1.00	1.00					1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.81					1.00	0.99		1.00	0.95	
Flpb, ped/bikes	0.82	1.00					0.85	1.00		0.87	1.00	
Frt	1.00	0.85					1.00	1.00		1.00	0.98	
Flt Protected	0.95	1.00					0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1363	1267					1429	3424		1458	3180	
Flt Permitted	0.76	1.00					0.38	1.00		0.35	1.00	
Satd. Flow (perm)	1087	1267					576	3424		534	3180	
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	667	16	5	536	83
RTOR Reduction (vph)	0	53	0	0	0	0	0	3	0	0	17	0
Lane Group Flow (vph)	281	77	0	0	0	0	10	680	0	5	602	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			Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	23.6	23.6					33.4	33.4		33.4	33.4	
Effective Green, g (s)	24.6	24.6					34.4	34.4		34.4	34.4	
Actuated g/C Ratio	0.35	0.35					0.49	0.49		0.49	0.49	
Clearance Time (s)	7.0	7.0					6.0	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)	382	445					283	1682		262	1562	
v/s Ratio Prot		0.06						c0.20			0.19	
v/s Ratio Perm	c0.26						0.02			0.01		
v/c Ratio	0.74	0.17					0.04	0.40		0.02	0.39	
Uniform Delay, d1	19.9	15.7					9.2	11.3		9.1	11.2	
Progression Factor	1.00	1.00					1.02	1.03		0.67	0.82	
Incremental Delay, d2	7.2	0.2					0.2	0.6		0.1	0.7	
Delay (s)	27.1	15.9					9.6	12.3		6.3	9.9	
Level of Service	C	B					A	B		A	A	
Approach Delay (s)		23.5			0.0			12.2			9.9	
Approach LOS		C			A			B			A	

Intersection Summary				
HCM 2000 Control Delay	14.1	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.54			
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	11.0	
Intersection Capacity Utilization	49.1%	ICU Level of Service	A	
Analysis Period (min)	15			

c Critical Lane Group

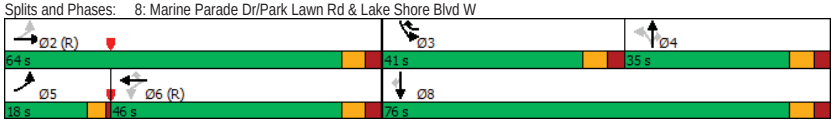
Timings
8: Marine Parade Dr/Park Lawn Rd & Lake Shore Blvd W

08-10-2021

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	215	850	15	340	245	50	220	30	350	165	115
Future Volume (vph)	215	850	15	340	245	50	220	30	350	165	115
Turn Type	pm+pt	NA	Perm	NA	pm+ov	Perm	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		6	3		4		3	8	
Permitted Phases	2		6		6	4		4			8
Detector Phase	5	2	6	6	3	4	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	6.0	34.0	34.0	34.0	34.0	7.0	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	33.0	41.0	41.0	41.0
Total Split (s)	18.0	64.0	46.0	46.0	41.0	35.0	35.0	35.0	41.0	76.0	76.0
Total Split (%)	12.9%	45.7%	32.9%	32.9%	29.3%	25.0%	25.0%	25.0%	29.3%	54.3%	54.3%
Yellow Time (s)	3.0	4.0	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	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	Lag	Lead		
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	Min	C-Min	C-Min	C-Min	Min	None	None	None	Min	Min	Min
Act Effct Green (s)	61.7	58.7		38.2	73.2	28.3	28.3	28.3	35.0	69.3	69.3
Actuated g/C Ratio	0.44	0.42		0.27	0.52	0.20	0.20	0.20	0.25	0.50	0.50
v/c Ratio	0.62	0.63		0.47	0.39	0.39	0.66	0.14	0.46	0.21	0.24
Control Delay	34.6	34.8		63.8	9.1	57.2	61.0	1.2	50.0	22.5	8.7
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.6	34.8		63.8	9.1	57.2	61.0	1.2	50.0	22.5	8.7
LOS	C	C		E	A	E	E	A	D	C	A
Approach Delay		34.8		41.5			54.4			35.2	
Approach LOS		C		D			D			D	

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			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay: 38.7		Intersection LOS: D	
Intersection Capacity Utilization 126.7%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 8: Marine Parade Dr/Park Lawn Rd & Lake Shore Blvd W



Queues
8: Marine Parade Dr/Park Lawn Rd & Lake Shore Blvd W

08-10-2021

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	229	915	378	261	53	234	32	372	176	122
v/c Ratio	0.62	0.63	0.47	0.39	0.39	0.66	0.14	0.46	0.21	0.24
Control Delay	34.6	34.8	63.8	9.1	57.2	61.0	1.2	50.0	22.5	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.6	34.8	63.8	9.1	57.2	61.0	1.2	50.0	22.5	8.7
Queue Length 50th (m)	42.3	107.8	58.2	10.1	13.7	64.2	0.0	54.1	27.7	3.0
Queue Length 95th (m)	68.2	139.9	76.1	28.3	27.5	90.5	0.0	67.2	51.4	17.5
Internal Link Dist (m)		232.3	122.4			117.7			138.2	
Turn Bay Length (m)				55.0	60.0		110.0	95.0		115.0
Base Capacity (vph)	370	1462	853	669	143	371	242	801	862	510
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.63	0.44	0.39	0.37	0.63	0.13	0.46	0.20	0.24

Intersection Summary

HCM Signalized Intersection Capacity Analysis
8: Marine Parade Dr/Park Lawn Rd & Lake Shore Blvd W

08-10-2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	215	850	10	15	340	245	50	220	30	350	165	115
Future Volume (vph)	215	850	10	15	340	245	50	220	30	350	165	115
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			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	0.81	1.00	1.00	0.59	1.00	1.00	0.63
Flpb, ped/bikes	0.93	1.00			1.00	1.00	0.72	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)	1464	3445			3309	1194	996	1756	710	3204	1708	890
Flt Permitted	0.40	1.00			0.89	1.00	0.65	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	622	3445			2935	1194	677	1756	710	3204	1708	890
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)	229	904	11	16	362	261	53	234	32	372	176	122
RTOR Reduction (vph)	0	1	0	0	0	45	0	0	26	0	0	62
Lane Group Flow (vph)	229	914	0	0	378	216	53	234	6	372	176	60
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	pm+ov	Perm	NA	Perm	Prot	NA	Perm
Protected Phases	5	2			6	3		4		3	8	
Permitted Phases	2			6		6	4		4			8
Actuated Green, G (s)	57.7	57.7			37.1	71.1	27.3	27.3	27.3	34.0	68.3	68.3
Effective Green, g (s)	58.7	58.7			38.1	73.1	28.3	28.3	28.3	35.0	69.3	69.3
Actuated g/C Ratio	0.42	0.42			0.27	0.52	0.20	0.20	0.20	0.25	0.49	0.49
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)	366	1444			798	674	136	354	143	801	845	440
v/s Ratio Prot	0.08	c0.27				0.08		c0.13		c0.12	0.10	
v/s Ratio Perm	0.18				0.13	0.10	0.08		0.01			0.07
v/c Ratio	0.63	0.63			0.47	0.32	0.39	0.66	0.05	0.46	0.21	0.14
Uniform Delay, d1	28.4	32.1			42.6	19.2	48.4	51.4	45.0	44.5	19.9	19.2
Progression Factor	1.00	1.00			1.42	0.63	1.00	1.00	1.00	1.07	1.11	2.56
Incremental Delay, d2	3.3	2.1			2.0	0.3	1.8	4.6	0.1	0.4	0.1	0.1
Delay (s)	31.8	34.3			62.4	12.4	50.2	56.0	45.1	48.2	22.1	49.1
Level of Service	C	C			E	B	D	E	D	D	C	D
Approach Delay (s)		33.8			42.0			54.0			41.5	
Approach LOS		C			D			D			D	

Intersection Summary					
HCM 2000 Control Delay	39.9	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	126.7%	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

08-10-2021

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1150	35	0	570	0	50
Future Volume (Veh/h)	1150	35	0	570	0	50
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)	1211	37	0	600	0	53
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)	146			130		
pX, platoon unblocked			0.85		0.87	0.85
vC, conflicting volume			1448		1730	622
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			894		1046	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	93
cM capacity (veh/h)			559		170	795

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1
Volume Total	484	484	279	300	300	53
Volume Left	0	0	0	0	0	0
Volume Right	0	0	37	0	0	53
cSH	1700	1700	1700	1700	1700	795
Volume to Capacity	0.28	0.28	0.16	0.18	0.18	0.07
Queue Length 95th (m)	0.0	0.0	0.0	0.0	0.0	1.7
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	9.9
Lane LOS						A
Approach Delay (s)	0.0			0.0		9.9
Approach LOS						A

Intersection Summary			
Average Delay		0.3	
Intersection Capacity Utilization		33.2%	ICU Level of Service A
Analysis Period (min)		15	

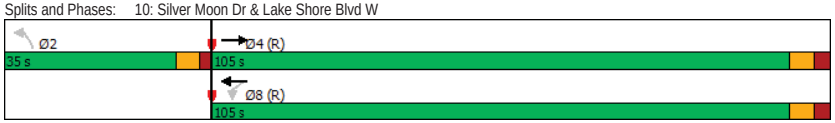
Timings
10: Silver Moon Dr & Lake Shore Blvd W

08-10-2021

Lane Group	EBT	WBL	WBT	NBL
Lane Configurations				
Traffic Volume (vph)	1150	25	470	105
Future Volume (vph)	1150	25	470	105
Turn Type	NA	Perm	NA	Perm
Protected Phases	4		8	
Permitted Phases		8		2
Detector Phase	4	8	8	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	25.0	25.0	25.0	35.0
Total Split (s)	105.0	105.0	105.0	35.0
Total Split (%)	75.0%	75.0%	75.0%	25.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	6.0	6.0	6.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	C-Min	C-Min	C-Min	None
Act Effct Green (s)	98.5	98.5	98.5	30.5
Actuated g/C Ratio	0.70	0.70	0.70	0.22
v/c Ratio	0.56	0.15	0.21	0.58
Control Delay	4.2	4.4	3.5	55.8
Queue Delay	0.2	0.0	0.0	0.0
Total Delay	4.4	4.4	3.5	55.8
LOS	A	A	A	E
Approach Delay	4.4		3.5	55.8
Approach LOS	A		A	E

Intersection Summary		
Cycle Length: 140		
Actuated Cycle Length: 140		
Offset: 35 (25%), Referenced to phase 4:EBT and 8:WBTL, Start of Green		
Natural Cycle: 70		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.58		
Intersection Signal Delay: 7.9	Intersection LOS: A	
Intersection Capacity Utilization 67.8%	ICU Level of Service C	
Analysis Period (min) 15		

Splits and Phases: 10: Silver Moon Dr & Lake Shore Blvd W



Queues
10: Silver Moon Dr & Lake Shore Blvd W

08-10-2021

Lane Group	EBT	WBL	WBT	NBL
Lane Group Flow (vph)	1312	27	505	145
v/c Ratio	0.56	0.15	0.21	0.58
Control Delay	4.2	4.4	3.5	55.8
Queue Delay	0.2	0.0	0.0	0.0
Total Delay	4.4	4.4	3.5	55.8
Queue Length 50th (m)	19.4	1.0	9.7	35.9
Queue Length 95th (m)	7.7	m0.9	5.8	59.4
Internal Link Dist (m)	37.6		119.0	173.9
Turn Bay Length (m)		30.0		20.0
Base Capacity (vph)	2363	185	2427	252
Starvation Cap Reductn	193	0	0	0
Spillback Cap Reductn	295	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.63	0.15	0.21	0.58

Intersection Summary
m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
10: Silver Moon Dr & Lake Shore Blvd W

08-10-2021

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1150	70	25	470	105	30
Future Volume (vph)	1150	70	25	470	105	30
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	
Lane Util. Factor	0.95		1.00	0.95	1.00	
Frpb, ped/bikes	0.97		1.00	1.00	0.93	
Flpb, ped/bikes	1.00		1.00	1.00	0.77	
Frt	0.99		1.00	1.00	0.97	
Flt Protected	1.00		0.95	1.00	0.96	
Satd. Flow (prot)	3339		1491	3433	1128	
Flt Permitted	1.00		0.17	1.00	0.96	
Satd. Flow (perm)	3339		263	3433	1128	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	1237	75	27	505	113	32
RTOR Reduction (vph)	3	0	0	0	7	0
Lane Group Flow (vph)	1309	0	27	505	138	0
Confl. Peds. (#/hr)		200	200		200	200
Confl. Bikes (#/hr)		3				
Heavy Vehicles (%)	2%	12%	13%	4%	8%	0%
Turn Type	NA		Perm	NA	Perm	
Protected Phases	4			8		
Permitted Phases			8		2	
Actuated Green, G (s)	97.5		97.5	97.5	29.5	
Effective Green, g (s)	98.5		98.5	98.5	30.5	
Actuated g/C Ratio	0.70		0.70	0.70	0.22	
Clearance Time (s)	7.0		7.0	7.0	6.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	2349		185	2415	245	
v/s Ratio Prot	c0.39			0.15		
v/s Ratio Perm			0.10		c0.12	
v/c Ratio	0.56		0.15	0.21	0.56	
Uniform Delay, d1	10.1		6.9	7.2	48.8	
Progression Factor	0.33		0.39	0.46	1.00	
Incremental Delay, d2	0.8		1.4	0.2	2.9	
Delay (s)	4.2		4.1	3.5	51.8	
Level of Service	A		A	A	D	
Approach Delay (s)	4.2			3.5	51.8	
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	0.56		
Actuated Cycle Length (s)	140.0	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
11: The Marginal Blvd/Public Street 'A' (Relief Rd) & Lake Shore Blvd W

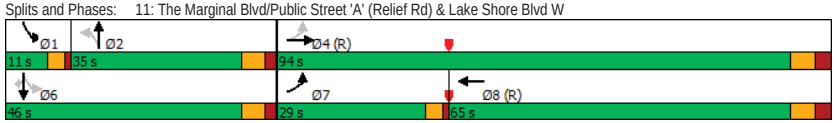
08-10-2021

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT	Ø7
Lane Configurations							
Traffic Volume (vph)	1175	475	25	105	310	25	
Future Volume (vph)	1175	475	25	105	310	25	
Turn Type	NA	NA	Perm	NA	pm+pt	NA	
Protected Phases	4	8		2	1	6	7
Permitted Phases			2		6		
Detector Phase	4	8	2	2	1	6	
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	29.0	29.0	35.0	35.0	11.0	35.0	11.0
Total Split (s)	94.0	65.0	35.0	35.0	11.0	46.0	29.0
Total Split (%)	67.1%	46.4%	25.0%	25.0%	7.9%	32.9%	21%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0	3.0
All-Red Time (s)	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	
Total Lost Time (s)	6.0	6.0		5.0	3.0	5.0	
Lead/Lag		Lag	Lag	Lag	Lead		Lead
Lead-Lag Optimize?		Yes	Yes	Yes	Yes		Yes
Recall Mode	C-Min	C-Min	None	None	None	None	None
Act Effct Green (s)	60.6	60.6		30.0	70.4	68.4	
Actuated g/C Ratio	0.43	0.43		0.21	0.50	0.49	
v/c Ratio	0.84	0.56		0.47	0.57	0.03	
Control Delay	29.8	28.3		51.6	36.4	20.0	
Queue Delay	0.0	52.1		0.0	0.0	0.0	
Total Delay	29.9	80.3		51.6	36.4	20.0	
LOS	C	F		D	D	C	
Approach Delay	29.9	80.3		51.6		35.2	
Approach LOS	C	F		D		D	

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 46 (33%), Referenced to phase 4:EBTL and 8:WBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 46.8 — Intersection LOS: D
Intersection Capacity Utilization 94.3% — ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 11: The Marginal Blvd/Public Street 'A' (Relief Rd) & Lake Shore Blvd W



Queues
11: The Marginal Blvd/Public Street 'A' (Relief Rd) & Lake Shore Blvd W

08-10-2021

Lane Group	EBT	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	1268	742	162	333	27
v/c Ratio	0.84	0.56	0.47	0.57	0.03
Control Delay	29.8	28.3	51.6	36.4	20.0
Queue Delay	0.0	52.1	0.0	0.0	0.0
Total Delay	29.9	80.3	51.6	36.4	20.0
Queue Length 50th (m)	168.8	76.2	40.3	71.1	4.0
Queue Length 95th (m)	183.6	89.8	64.2	105.1	9.9
Internal Link Dist (m)	119.0	71.5	81.5		182.5
Turn Bay Length (m)				30.0	
Base Capacity (vph)	2193	1350	347	589	900
Starvation Cap Reductn	82	676	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.60	1.10	0.47	0.57	0.03

Intersection Summary

HCM Signalized Intersection Capacity Analysis
11: The Marginal Blvd/Public Street 'A' (Relief Rd) & Lake Shore Blvd W

08-10-2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1175	5	0	475	215	25	105	20	310	25	0
Future Volume (vph)	0	1175	5	0	475	215	25	105	20	310	25	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)		6.0			6.0			5.0		3.0	5.0	
Lane Util. Factor		0.95			0.95			1.00		1.00	1.00	
Frpb, ped/bikes		1.00			0.90			0.96		1.00	1.00	
Flpb, ped/bikes		1.00			1.00			0.95		0.92	1.00	
Frt		1.00			0.95			0.98		1.00	1.00	
Flt Protected		1.00			1.00			0.99		0.95	1.00	
Satd. Flow (prot)		3491			2980			1674		1519	1842	
Flt Permitted		1.00			1.00			0.95		0.48	1.00	
Satd. Flow (perm)		3491			2980			1604		771	1842	
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	1263	5	0	511	231	27	113	22	333	27	0
RTOR Reduction (vph)	0	1	0	0	36	0	0	4	0	0	0	0
Lane Group Flow (vph)	0	1267	0	0	706	0	0	158	0	333	27	0
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)		59.6			59.6			29.0		67.4	67.4	
Effective Green, g (s)		60.6			60.6			30.0		68.4	68.4	
Actuated g/C Ratio		0.43			0.43			0.21		0.49	0.49	
Clearance Time (s)		7.0			7.0			6.0		4.0	6.0	
Vehicle Extension (s)		3.0			3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)		1511			1289			343		565	899	
v/s Ratio Prot		c0.36			0.24					c0.15	0.01	
v/s Ratio Perm								0.10		c0.14		
v/c Ratio		0.84			0.55			0.46		0.59	0.03	
Uniform Delay, d1		35.4			29.5			47.9		24.3	18.6	
Progression Factor		0.71			1.00			1.00		1.42	0.98	
Incremental Delay, d2		4.9			1.7			1.0		1.6	0.0	
Delay (s)		29.9			31.2			48.9		36.1	18.2	
Level of Service		C			C			D		D	B	
Approach Delay (s)		29.9			31.2			48.9			34.7	
Approach LOS		C			C			D			C	

Intersection Summary				
HCM 2000 Control Delay	32.2	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)	17.0	
Intersection Capacity Utilization	94.3%	ICU Level of Service	F	
Analysis Period (min)	15			

c Critical Lane Group

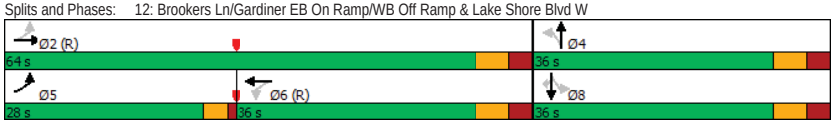
Timings
12: Brookers Ln/Gardiner EB On Ramp/WB Off Ramp & Lake Shore Blvd W

08-10-2021

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	425	1050	5	120	170	135	50	55	385
Future Volume (vph)	425	1050	5	120	170	135	50	55	385
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
Act Effct Green (s)		61.3		61.3	26.7	26.7		26.7	26.7
Actuated g/C Ratio		0.61		0.61	0.27	0.27		0.27	0.27
v/c Ratio		0.95		0.08	0.62	0.51		0.35	0.64
Control Delay		33.8		4.0	40.9	29.4		31.6	7.9
Queue Delay		44.0		0.0	0.0	0.0		0.0	0.0
Total Delay		77.8		4.0	40.9	29.4		31.6	7.9
LOS		E		A	D	C		C	A
Approach Delay		77.8		4.0		34.3		13.0	
Approach LOS		E		A		C		B	

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: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay: 54.2		Intersection LOS: D	
Intersection Capacity Utilization 128.9%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 12: Brookers Ln/Gardiner EB On Ramp/WB Off Ramp & Lake Shore Blvd W



Queues
12: Brookers Ln/Gardiner EB On Ramp/WB Off Ramp & Lake Shore Blvd W

08-10-2021

Lane Group	EBT	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	1578	152	179	242	111	405
v/c Ratio	0.95	0.08	0.62	0.51	0.35	0.64
Control Delay	33.8	4.0	40.9	29.4	31.6	7.9
Queue Delay	44.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.8	4.0	40.9	29.4	31.6	7.9
Queue Length 50th (m)	~162.4	2.2	30.4	33.7	17.4	0.0
Queue Length 95th (m)	#223.0	3.9	53.5	57.3	33.0	25.2
Internal Link Dist (m)	71.5	209.0		63.7	80.2	
Turn Bay Length (m)			40.0			
Base Capacity (vph)	1657	1790	328	527	354	665
Starvation Cap Reductn	374	0	0	0	0	0
Spillback Cap Reductn	78	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.23	0.08	0.55	0.46	0.31	0.61

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
12: Brookers Ln/Gardiner EB On Ramp/WB Off Ramp & Lake Shore Blvd W

08-10-2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	425	1050	25	5	120	20	170	135	95	50	55	385
Future Volume (vph)	425	1050	25	5	120	20	170	135	95	50	55	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)		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			0.98		1.00	0.95			1.00	0.89
Flpb, ped/bikes		0.98			1.00		0.91	1.00			0.97	1.00
Frt		1.00			0.98		1.00	0.94			1.00	0.85
Flt Protected		0.99			1.00		0.95	1.00			0.98	1.00
Satd. Flow (prot)		3315			3196		1520	1673			1699	1273
Flt Permitted		0.80			0.91		0.69	1.00			0.68	1.00
Satd. Flow (perm)		2698			2909		1097	1673			1183	1273
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)	447	1105	26	5	126	21	179	142	100	53	58	405
RTOR Reduction (vph)	0	1	0	0	7	0	0	26	0	0	0	297
Lane Group Flow (vph)	0	1577	0	0	145	0	179	216	0	0	111	108
Confl. Peds. (#/hr)	100		100	100		100	100		100	100		100
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)		60.3			60.3		25.7	25.7			25.7	25.7
Effective Green, g (s)		61.3			61.3		26.7	26.7			26.7	26.7
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)		1653			1783		292	446			315	339
v/s Ratio Prot								0.13				
v/s Ratio Perm		c0.58			0.05		c0.16				0.09	0.08
v/c Ratio		0.95			0.08		0.61	0.48			0.35	0.32
Uniform Delay, d1		18.0			7.9		32.1	30.8			29.7	29.4
Progression Factor		1.00			0.49		1.00	1.00			1.00	1.00
Incremental Delay, d2		12.8			0.1		3.8	0.8			0.7	0.5
Delay (s)		30.9			4.0		35.9	31.7			30.3	29.9
Level of Service		C			A		D	C			C	C
Approach Delay (s)		30.9			4.0			33.5			30.0	
Approach LOS		C			A			C			C	

Intersection Summary					
HCM 2000 Control Delay	29.6	HCM 2000 Level of Service		C	
HCM 2000 Volume to Capacity ratio	0.88				
Actuated Cycle Length (s)	100.0	Sum of lost time (s)		15.0	
Intersection Capacity Utilization	128.9%	ICU Level of Service		H	
Analysis Period (min)	15				
c Critical Lane Group					

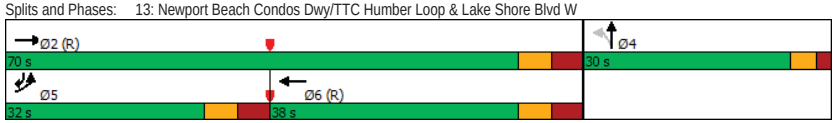
Timings
13: Newport Beach Condos Dwy/TTC Humber Loop & Lake Shore Blvd W

08-10-2021

Lane Group	EBL	EBT	WBT	NBT
Lane Configurations				
Traffic Volume (vph)	10	1150	105	0
Future Volume (vph)	10	1150	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
Act Effct Green (s)	8.6	71.2	67.7	21.6
Actuated g/C Ratio	0.09	0.71	0.68	0.22
v/c Ratio	0.14	0.94	0.09	0.10
Control Delay	43.3	24.6	7.9	0.5
Queue Delay	0.0	13.2	0.0	0.0
Total Delay	43.3	37.8	7.9	0.5
LOS	D	D	A	A
Approach Delay		37.8	7.9	0.5
Approach LOS		D	A	A

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		
Maximum v/c Ratio: 0.94		
Intersection Signal Delay: 34.3	Intersection LOS: C	
Intersection Capacity Utilization 84.0%	ICU Level of Service E	
Analysis Period (min) 15		

Splits and Phases: 13: Newport Beach Condos Dwy/TTC Humber Loop & Lake Shore Blvd W



Queues
13: Newport Beach Condos Dwy/TTC Humber Loop & Lake Shore Blvd W

08-10-2021

Lane Group	EBL	EBT	WBT	NBT
Lane Group Flow (vph)	10	1214	109	41
v/c Ratio	0.14	0.94	0.09	0.10
Control Delay	43.3	24.6	7.9	0.5
Queue Delay	0.0	13.2	0.0	0.0
Total Delay	43.3	37.8	7.9	0.5
Queue Length 50th (m)	2.0	~266.4	6.5	0.0
Queue Length 95th (m)	m2.4	m#299.7	17.1	0.0
Internal Link Dist (m)		209.0	109.3	72.6
Turn Bay Length (m)				
Base Capacity (vph)	210	1287	1211	464
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	94	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.05	1.02	0.09	0.09

Intersection Summary
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
13: Newport Beach Condos Dwy/TTC Humber Loop & Lake Shore Blvd W

08-10-2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	1150	15	0	105	0	35	0	5	0	0	0
Future Volume (vph)	10	1150	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	0.99			1.00			1.00				
Flpb, ped/bikes	1.00	1.00			1.00			0.78				
Frt	1.00	1.00			1.00			0.98				
Flt Protected	0.95	1.00			1.00			0.96				
Satd. Flow (prot)	842	1808			1789			1382				
Flt Permitted	0.95	1.00			1.00			0.96				
Satd. Flow (perm)	842	1808			1789			1382				
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	1198	16	0	109	0	36	0	5	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	33	0	0	0	0
Lane Group Flow (vph)	10	1214	0	0	109	0	0	8	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				Over
Protected Phases	5	2			6			4				5
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	1243			1053			279				
v/s Ratio Prot	0.01	c0.67			0.06							
v/s Ratio Perm								0.01				
v/c Ratio	0.42	0.98			0.10			0.03				
Uniform Delay, d1	47.7	14.8			9.0			32.0				
Progression Factor	0.99	0.85			0.80			1.00				
Incremental Delay, d2	5.1	12.2			0.2			0.0				
Delay (s)	52.1	24.9			7.4			32.1				
Level of Service	D	C			A			C				
Approach Delay (s)		25.1			7.4			32.1			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	0.83			
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	18.0	
Intersection Capacity Utilization	84.0%	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

08-10-2021

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1125	35	0	40	60	140
Future Volume (Veh/h)	1125	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)	1160	36	0	41	62	144
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			0.33		0.33	0.33
vC, conflicting volume			1246		1269	1228
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			730		800	676
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		79	56
cM capacity (veh/h)			281		293	330

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	1196	41	206
Volume Left	0	0	62
Volume Right	36	0	144
cSH	1700	281	318
Volume to Capacity	0.70	0.00	0.65
Queue Length 95th (m)	0.0	0.0	33.9
Control Delay (s)	0.0	0.0	34.9
Lane LOS			D
Approach Delay (s)	0.0	0.0	34.9
Approach LOS			D

Intersection Summary			
Average Delay	5.0		
Intersection Capacity Utilization	80.1%	ICU Level of Service	D
Analysis Period (min)	15		

* User Entered Value

Timings
15: Palace Pier Ct & Lake Shore Blvd W

08-10-2021

Lane Group	EBT	EBR	NBL
Lane Configurations			
Traffic Volume (vph)	1225	85	35
Future Volume (vph)	1225	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
Act Effct Green (s)	73.4	73.4	17.6
Actuated g/C Ratio	0.73	0.73	0.18
v/c Ratio	0.96	0.11	0.38
Control Delay	24.8	0.9	19.2
Queue Delay	0.0	0.0	0.0
Total Delay	24.8	0.9	19.2
LOS	C	A	B
Approach Delay	23.3		19.2
Approach LOS	C		B

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		
Maximum v/c Ratio: 0.96		
Intersection Signal Delay: 22.9	Intersection LOS: C	
Intersection Capacity Utilization 78.8%	ICU Level of Service D	
Analysis Period (min) 15		

Splits and Phases: 15: Palace Pier Ct & Lake Shore Blvd W



Queues
15: Palace Pier Ct & Lake Shore Blvd W

08-10-2021

Lane Group	EBT	EBR	NBL
Lane Group Flow (vph)	1276	89	119
v/c Ratio	0.96	0.11	0.38
Control Delay	24.8	0.9	19.2
Queue Delay	0.0	0.0	0.0
Total Delay	24.8	0.9	19.2
Queue Length 50th (m)	~296.4	1.2	8.4
Queue Length 95th (m)	m#338.7	m1.4	23.8
Internal Link Dist (m)	144.0		211.9
Turn Bay Length (m)		15.0	
Base Capacity (vph)	1326	846	414
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.96	0.11	0.29

Intersection Summary
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
15: Palace Pier Ct & Lake Shore Blvd W

08-10-2021

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1225	85	0	0	35	80
Future Volume (vph)	1225	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	0.85			1.00	
Flpb, ped/bikes	1.00	1.00			0.93	
Frt	1.00	0.85			0.91	
Flt Protected	1.00	1.00			0.99	
Satd. Flow (prot)	1807	1146			1455	
Flt Permitted	1.00	1.00			0.99	
Satd. Flow (perm)	1807	1146			1455	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	1276	89	0	0	36	83
RTOR Reduction (vph)	0	6	0	0	55	0
Lane Group Flow (vph)	1276	83	0	0	64	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			Perm	
Protected Phases	2					
Permitted Phases		2			4	
Actuated Green, G (s)	72.4	72.4			16.6	
Effective Green, g (s)	73.4	73.4			17.6	
Actuated g/C Ratio	0.73	0.73			0.18	
Clearance Time (s)	6.0	6.0			5.0	
Vehicle Extension (s)	3.0	3.0			3.0	
Lane Grp Cap (vph)	1326	841			256	
v/s Ratio Prot	c0.71					
v/s Ratio Perm		0.07			c0.04	
v/c Ratio	0.96	0.10			0.25	
Uniform Delay, d1	12.0	3.8			35.5	
Progression Factor	0.71	0.17			1.00	
Incremental Delay, d2	11.8	0.1			0.5	
Delay (s)	20.3	0.8			36.0	
Level of Service	C	A			D	
Approach Delay (s)	19.0			0.0	36.0	
Approach LOS	B			A	D	

Intersection Summary				
HCM 2000 Control Delay	20.4	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.83			
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0	
Intersection Capacity Utilization	78.8%	ICU Level of Service	D	
Analysis Period (min)	15			

c Critical Lane Group

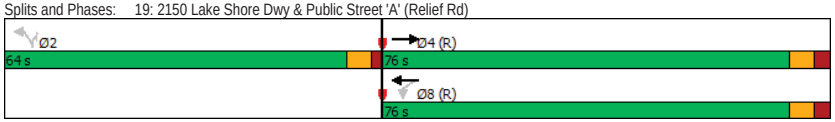
Timings
19: 2150 Lake Shore Dwy & Public Street 'A' (Relief Rd)

08-10-2021

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	300	45	275	45	35
Future Volume (vph)	300	45	275	45	35
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)	25.0	25.0	25.0	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
Act Effct Green (s)	106.0	106.0	106.0	23.0	23.0
Actuated g/C Ratio	0.76	0.76	0.76	0.16	0.16
v/c Ratio	0.15	0.10	0.12	0.27	0.20
Control Delay	4.6	2.9	2.6	55.7	17.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	4.6	2.9	2.6	55.7	17.2
LOS	A	A	A	E	B
Approach Delay	4.6		2.6	38.8	
Approach LOS	A		A	D	

Intersection Summary			
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 64 (46%), Referenced to phase 4:EBT and 8:WBTL, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.27			
Intersection Signal Delay: 7.5		Intersection LOS: A	
Intersection Capacity Utilization 53.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 19: 2150 Lake Shore Dwy & Public Street 'A' (Relief Rd)



Queues
19: 2150 Lake Shore Dwy & Public Street 'A' (Relief Rd)

08-10-2021

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	366	50	306	50	39
v/c Ratio	0.15	0.10	0.12	0.27	0.20
Control Delay	4.6	2.9	2.6	55.7	17.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	4.6	2.9	2.6	55.7	17.2
Queue Length 50th (m)	13.0	1.5	4.5	12.9	0.0
Queue Length 95th (m)	17.6	m3.3	7.5	26.5	11.1
Internal Link Dist (m)	245.0		68.7	32.9	
Turn Bay Length (m)		50.0			
Base Capacity (vph)	2482	483	2650	475	444
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.15	0.10	0.12	0.11	0.09

Intersection Summary
m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
19: 2150 Lake Shore Dwy & Public Street 'A' (Relief Rd)

08-10-2021

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	300	30	45	275	45	35
Future Volume (vph)	300	30	45	275	45	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)	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	0.95		1.00	1.00	1.00	0.68
Flpb, ped/bikes	1.00		0.67	1.00	0.68	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)	3277		1100	3500	1129	1002
Flt Permitted	1.00		0.53	1.00	0.95	1.00
Satd. Flow (perm)	3277		618	3500	1129	1002
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	333	33	50	306	50	39
RTOR Reduction (vph)	3	0	0	0	0	33
Lane Group Flow (vph)	363	0	50	306	50	6
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)	105.0		105.0	105.0	22.0	22.0
Effective Green, g (s)	106.0		106.0	106.0	23.0	23.0
Actuated g/C Ratio	0.76		0.76	0.76	0.16	0.16
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)	2481		467	2650	185	164
v/s Ratio Prot	c0.11			0.09		
v/s Ratio Perm			0.08		c0.04	0.01
v/c Ratio	0.15		0.11	0.12	0.27	0.04
Uniform Delay, d1	4.6		4.5	4.5	51.2	49.2
Progression Factor	1.00		0.55	0.55	1.00	1.00
Incremental Delay, d2	0.1		0.4	0.1	0.8	0.1
Delay (s)	4.8		2.9	2.6	52.0	49.3
Level of Service	A		A	A	D	D
Approach Delay (s)	4.8			2.6	50.8	
Approach LOS	A			A	D	

Intersection Summary			
HCM 2000 Control Delay	8.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.17		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	53.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

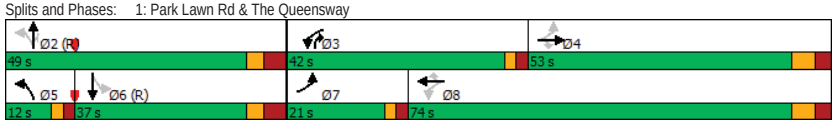
Timings
1: Park Lawn Rd & The Queensway

08-10-2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	205	1025	215	440	1025	90	160	350	500	80	345
Future Volume (vph)	205	1025	215	440	1025	90	160	350	500	80	345
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)	21.0	53.0	53.0	42.0	74.0	74.0	12.0	49.0	42.0	37.0	37.0
Total Split (%)	14.6%	36.8%	36.8%	29.2%	51.4%	51.4%	8.3%	34.0%	29.2%	25.7%	25.7%
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
Act Effct Green (s)	63.8	46.6	46.6	91.3	70.2	70.2	47.7	44.7	85.4	32.0	32.0
Actuated g/C Ratio	0.44	0.32	0.32	0.63	0.49	0.49	0.33	0.31	0.59	0.22	0.22
v/c Ratio	0.67	0.92	0.39	0.92	0.63	0.14	0.78	0.64	0.61	0.50	0.70
Control Delay	28.3	60.7	8.5	64.5	29.3	4.6	54.3	39.4	27.5	62.0	52.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.3	60.7	8.5	64.5	29.3	4.6	54.3	39.4	27.5	62.0	52.0
LOS	C	E	A	E	C	A	D	D	C	E	D
Approach Delay		48.4			37.8			35.8			53.3
Approach LOS		D			D			D			D

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: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 42.7	Intersection LOS: D
Intersection Capacity Utilization 119.4%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 1: Park Lawn Rd & The Queensway



Queues
1: Park Lawn Rd & The Queensway

08-10-2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	211	1057	222	454	1057	93	165	361	515	82	536
v/c Ratio	0.67	0.92	0.39	0.92	0.63	0.14	0.78	0.64	0.61	0.50	0.70
Control Delay	28.3	60.7	8.5	64.5	29.3	4.6	54.3	39.4	27.5	62.0	52.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.3	60.7	8.5	64.5	29.3	4.6	54.3	39.4	27.5	62.0	52.0
Queue Length 50th (m)	24.2	160.5	4.5	112.4	115.2	0.3	36.9	108.7	132.1	22.2	72.0
Queue Length 95th (m)	38.0	#201.5	25.8	#177.7	148.8	10.5	#69.5	125.2	178.1	41.1	92.9
Internal Link Dist (m)		674.0			834.9			286.4			278.9
Turn Bay Length (m)	55.0		100.0	45.0		15.0	40.0			70.0	
Base Capacity (vph)	358	1160	572	510	1705	655	212	570	861	166	775
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.91	0.39	0.89	0.62	0.14	0.78	0.63	0.60	0.49	0.69

Intersection Summary
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
1: Park Lawn Rd & The Queensway

08-10-2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	205	1025	215	440	1025	90	160	350	500	80	345	175
Future Volume (vph)	205	1025	215	440	1025	90	160	350	500	80	345	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	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	0.97	
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	0.95	
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)	1673	3535	1336	1652	3466	1238	1661	1824	1409	1601	3259	
Flt Permitted	0.25	1.00	1.00	0.08	1.00	1.00	0.22	1.00	1.00	0.44	1.00	
Satd. Flow (perm)	441	3535	1336	140	3466	1238	387	1824	1409	740	3259	
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	1057	222	454	1057	93	165	361	515	82	356	180
RTOR Reduction (vph)	0	0	135	0	0	47	0	0	13	0	44	0
Lane Group Flow (vph)	211	1057	87	454	1057	46	165	361	502	82	492	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)	58.9	45.7	45.7	86.4	69.2	69.2	43.6	43.6	80.3	30.9	30.9	
Effective Green, g (s)	60.9	46.7	46.7	88.4	70.2	70.2	44.6	44.6	82.3	31.9	31.9	
Actuated g/C Ratio	0.42	0.32	0.32	0.61	0.49	0.49	0.31	0.31	0.57	0.22	0.22	
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)	307	1146	433	492	1689	603	205	564	805	163	721	
v/s Ratio Prot	0.07	c0.30		c0.25	0.30		c0.05	0.20	0.16		0.15	
v/s Ratio Perm	0.22		0.07	0.32		0.04	c0.19		0.19	0.11		
v/c Ratio	0.69	0.92	0.20	0.92	0.63	0.08	0.80	0.64	0.62	0.50	0.68	
Uniform Delay, d1	27.5	46.9	35.2	42.7	27.2	19.6	41.4	42.8	20.5	49.1	51.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.77	0.78	1.45	1.00	1.00	
Incremental Delay, d2	6.3	12.1	0.2	23.0	0.7	0.1	19.1	5.2	1.4	10.7	5.2	
Delay (s)	33.8	59.0	35.4	65.7	27.9	19.7	51.1	38.4	31.2	59.8	56.6	
Level of Service	C	E	D	E	C	B	D	D	C	E	E	
Approach Delay (s)		51.9			38.1			36.8			57.0	
Approach LOS		D			D			D			E	

Intersection Summary				
HCM 2000 Control Delay	44.6	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.90			
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	18.0	
Intersection Capacity Utilization	119.4%	ICU Level of Service	H	
Analysis Period (min)	15			
c Critical Lane Group				

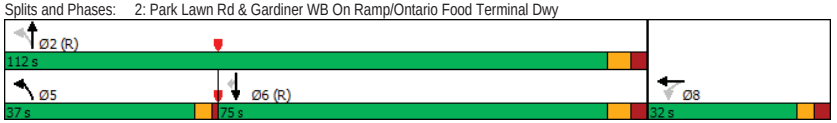
Timings
2: Park Lawn Rd & Gardiner WB On Ramp/Ontario Food Terminal Dwy

08-10-2021

Lane Group	WBT	NBL	NBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	10	470	990	585	455
Future Volume (vph)	10	470	990	585	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	37.0	112.0	75.0	75.0
Total Split (%)	22.2%	25.7%	77.8%	52.1%	52.1%
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
Act Effct Green (s)	23.2	115.4	113.6	88.4	88.4
Actuated g/C Ratio	0.16	0.80	0.79	0.61	0.61
v/c Ratio	0.10	0.74	0.38	0.29	0.50
Control Delay	41.0	13.8	7.9	21.4	12.2
Queue Delay	0.0	0.3	0.2	0.0	0.0
Total Delay	41.0	14.1	8.0	21.4	12.2
LOS	D	B	A	C	B
Approach Delay	41.0		10.0	17.4	
Approach LOS	D		A	B	

Intersection Summary			
Cycle Length: 144			
Actuated Cycle Length: 144			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 13.3		Intersection LOS: B	
Intersection Capacity Utilization 89.4%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 2: Park Lawn Rd & Gardiner WB On Ramp/Ontario Food Terminal Dwy



Queues
2: Park Lawn Rd & Gardiner WB On Ramp/Ontario Food Terminal Dwy

08-10-2021

Lane Group	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	21	495	1042	616	479
v/c Ratio	0.10	0.74	0.38	0.29	0.50
Control Delay	41.0	13.8	7.9	21.4	12.2
Queue Delay	0.0	0.3	0.2	0.0	0.0
Total Delay	41.0	14.1	8.0	21.4	12.2
Queue Length 50th (m)	4.0	59.4	73.0	61.5	42.7
Queue Length 95th (m)	12.3	m78.0	m86.8	m86.3	m78.1
Internal Link Dist (m)	80.3		186.9	286.4	
Turn Bay Length (m)		135.0			155.0
Base Capacity (vph)	246	758	2761	2148	954
Starvation Cap Reductn	0	37	765	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.09	0.69	0.52	0.29	0.50

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
2: Park Lawn Rd & Gardiner WB On Ramp/Ontario Food Terminal Dwy

08-10-2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	5	10	5	470	990	0	0	585	455
Future Volume (vph)	0	0	0	5	10	5	470	990	0	0	585	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					0.98		1.00	1.00			1.00	0.93
Flpb, ped/bikes					0.98		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)					1295		1656	3500			3500	1330
Flt Permitted					0.99		0.37	1.00			1.00	1.00
Satd. Flow (perm)					1295		653	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	495	1042	0	0	616	479
RTOR Reduction (vph)	0	0	0	0	4	0	0	0	0	0	0	141
Lane Group Flow (vph)	0	0	0	0	17	0	495	1042	0	0	616	338
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		pm+pt	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8			2					6
Actuated Green, G (s)					20.8		110.2	110.2			86.2	86.2
Effective Green, g (s)					21.8		111.2	111.2			87.2	87.2
Actuated g/C Ratio					0.15		0.77	0.77			0.61	0.61
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		650	2702			2119	805
v/s Ratio Prot							c0.11	0.30			0.18	
v/s Ratio Perm					0.01		c0.48					0.25
v/c Ratio					0.09		0.76	0.39			0.29	0.42
Uniform Delay, d1					52.5		6.3	5.3			13.6	15.0
Progression Factor					1.00		1.61	1.23			1.30	2.04
Incremental Delay, d2					0.2		3.6	0.3			0.3	1.2
Delay (s)					52.7		13.8	6.8			18.0	31.8
Level of Service					D		B	A			B	C
Approach Delay (s)		0.0			52.7			9.1			24.0	
Approach LOS		A			D			A			C	

Intersection Summary					
HCM 2000 Control Delay	15.6	HCM 2000 Level of Service		B	
HCM 2000 Volume to Capacity ratio	0.66				
Actuated Cycle Length (s)	144.0	Sum of lost time (s)		14.0	
Intersection Capacity Utilization	89.4%	ICU Level of Service		E	
Analysis Period (min)	15				

c Critical Lane Group

Timings
3: Park Lawn Rd & Gardiner EB Off Ramp/Legion Rd/Public Street A' (Relief Rd)

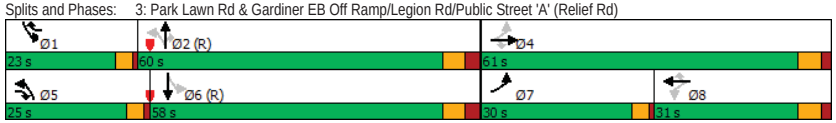
08-10-2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	680	230	705	5	10	370	85	435	5	75	440
Future Volume (vph)	680	230	705	5	10	370	85	435	5	75	440
Turn Type	pm+pt	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		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
Act Effct Green (s)	72.8	70.8	101.0	22.4	22.4	40.6	65.0	43.4	43.4	49.8	31.0
Actuated g/C Ratio	0.51	0.49	0.70	0.16	0.16	0.28	0.45	0.30	0.30	0.35	0.22
v/c Ratio	0.96	0.26	0.88	0.04	0.04	0.81	0.22	0.43	0.01	0.21	0.78
Control Delay	56.0	21.8	30.6	49.8	49.2	49.0	25.6	42.7	0.0	17.0	39.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.0	21.8	30.6	49.8	49.2	49.0	25.6	42.7	0.0	17.0	39.3
LOS	E	C	C	D	D	D	C	D	A	B	D
Approach Delay		40.1			49.0			39.6			36.5
Approach LOS		D			D			D			D

Intersection Summary

Cycle Length: 144
Actuated Cycle Length: 144
Offset: 112 (78%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 40.4 — Intersection LOS: D
Intersection Capacity Utilization 90.6% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 3: Park Lawn Rd & Gardiner EB Off Ramp/Legion Rd/Public Street 'A' (Relief Rd)



Queues
3: Park Lawn Rd & Gardiner EB Off Ramp/Legion Rd/Public Street A' (Relief Rd)

08-10-2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	716	242	742	5	11	389	89	458	5	79	558
v/c Ratio	0.96	0.26	0.88	0.04	0.04	0.81	0.22	0.43	0.01	0.21	0.78
Control Delay	56.0	21.8	30.6	49.8	49.2	49.0	25.6	42.7	0.0	17.0	39.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.0	21.8	30.6	49.8	49.2	49.0	25.6	42.7	0.0	17.0	39.3
Queue Length 50th (m)	165.6	37.6	93.8	1.3	2.8	85.1	16.5	59.0	0.0	9.0	32.4
Queue Length 95th (m)	#303.0	61.6	#174.8	5.4	8.6	116.1	26.2	77.7	0.0	11.8	34.0
Internal Link Dist (m)		265.9			262.6			122.9			186.9
Turn Bay Length (m)	80.0		80.0	50.0			50.0		50.0	50.0	
Base Capacity (vph)	747	931	845	148	332	530	404	1312	500	429	1184
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.96	0.26	0.88	0.03	0.03	0.73	0.22	0.35	0.01	0.18	0.47

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
3: Park Lawn Rd & Gardiner EB Off Ramp/Legion Rd/Public Street A' (Relief Rd)

08-10-2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	680	230	705	5	10	370	85	435	5	75	440	90
Future Volume (vph)	680	230	705	5	10	370	85	435	5	75	440	90
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	0.79	1.00	0.94	
Flpb, ped/bikes	1.00	1.00	1.00	0.78	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	0.97	
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)	1652	1879	1166	1287	1842	1478	1665	3500	1194	1604	3247	
Flt Permitted	0.66	1.00	1.00	0.61	1.00	1.00	0.18	1.00	1.00	0.49	1.00	
Satd. Flow (perm)	1142	1879	1166	824	1842	1478	320	3500	1194	824	3247	
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)	716	242	742	5	11	389	89	458	5	79	463	95
RTOR Reduction (vph)	0	0	29	0	0	68	0	0	4	0	15	0
Lane Group Flow (vph)	716	242	713	5	11	321	89	458	1	79	543	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	pm+pt	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		4	8		8	2		2	6		
Actuated Green, G (s)	71.0	71.0	98.2	20.0	20.0	34.8	60.0	41.2	41.2	43.6	28.8	
Effective Green, g (s)	72.0	72.0	100.2	21.0	21.0	36.8	61.0	42.2	42.2	45.6	29.8	
Actuated g/C Ratio	0.50	0.50	0.70	0.15	0.15	0.26	0.42	0.29	0.29	0.32	0.21	
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)	741	939	811	120	268	377	398	1025	349	346	671	
v/s Ratio Prot	c0.32	0.13	c0.17		0.01	0.09	0.04	0.13		0.03	c0.17	
v/s Ratio Perm	c0.16		0.44	0.01		0.12	0.05		0.00	0.05		
v/c Ratio	0.97	0.26	0.88	0.04	0.04	0.85	0.22	0.45	0.00	0.23	0.81	
Uniform Delay, d1	32.4	20.7	17.2	52.9	52.8	51.0	26.7	41.4	36.0	35.4	54.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.63	0.61	
Incremental Delay, d2	24.8	0.1	10.7	0.1	0.1	16.7	0.3	1.4	0.0	0.3	9.9	
Delay (s)	57.2	20.8	27.9	53.0	52.9	67.7	27.0	42.8	36.0	22.7	43.2	
Level of Service	E	C	C	D	D	E	C	D	D	C	D	
Approach Delay (s)		39.2			67.1			40.2			40.6	
Approach LOS		D			E			D			D	

Intersection Summary				
HCM 2000 Control Delay	43.1	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.93			
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	17.0	
Intersection Capacity Utilization	90.6%	ICU Level of Service	E	
Analysis Period (min)	15			
c Critical Lane Group				

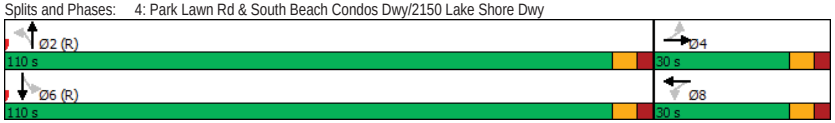
Timings
4: Park Lawn Rd & South Beach Condos Dwy/2150 Lake Shore Dwy

08-10-2021

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	50	0	30	0	45	435	20	1035
Future Volume (vph)	50	0	30	0	45	435	20	1035
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
Act Effct Green (s)	23.0	23.0	23.0	23.0	105.0	105.0	105.0	105.0
Actuated g/C Ratio	0.16	0.16	0.16	0.16	0.75	0.75	0.75	0.75
v/c Ratio	0.35	0.15	0.21	0.09	0.18	0.19	0.05	0.47
Control Delay	59.4	1.3	54.8	0.5	10.4	7.6	4.8	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6
Total Delay	59.4	1.3	54.8	0.5	10.4	7.6	4.8	8.9
LOS	E	A	D	A	B	A	A	A
Approach Delay		35.7		25.6		7.8		8.9
Approach LOS		D		C		A		A

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: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.47			
Intersection Signal Delay: 10.4		Intersection LOS: B	
Intersection Capacity Utilization 65.7%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 4: Park Lawn Rd & South Beach Condos Dwy/2150 Lake Shore Dwy



Queues
4: Park Lawn Rd & South Beach Condos Dwy/2150 Lake Shore Dwy

08-10-2021

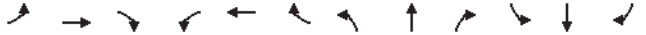


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	52	36	31	36	47	474	21	1177
v/c Ratio	0.35	0.15	0.21	0.09	0.18	0.19	0.05	0.47
Control Delay	59.4	1.3	54.8	0.5	10.4	7.6	4.8	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6
Total Delay	59.4	1.3	54.8	0.5	10.4	7.6	4.8	8.9
Queue Length 50th (m)	13.6	0.0	7.9	0.0	5.0	26.0	1.4	60.6
Queue Length 95th (m)	28.0	0.0	18.4	0.0	10.0	32.1	3.8	72.7
Internal Link Dist (m)		42.8		30.5		157.0		122.9
Turn Bay Length (m)	15.0		20.0		40.0		40.0	
Base Capacity (vph)	156	243	156	386	257	2545	456	2498
Starvation Cap Reductn	0	0	0	0	0	0	0	1073
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.15	0.20	0.09	0.18	0.19	0.05	0.83

Intersection Summary

HCM Signalized Intersection Capacity Analysis
4: Park Lawn Rd & South Beach Condos Dwy/2150 Lake Shore Dwy

08-10-2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	0	35	30	0	35	45	435	20	20	1035	95
Future Volume (vph)	50	0	35	30	0	35	45	435	20	20	1035	95
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	0.97		1.00	0.95	
Flpb, ped/bikes	0.70	1.00		0.70	1.00		0.93	1.00		0.71	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)	1178	1051		1178	1083		1534	3392		1200	3327	
Flt Permitted	0.73	1.00		0.73	1.00		0.21	1.00		0.48	1.00	
Satd. Flow (perm)	909	1051		909	1083		342	3392		607	3327	
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	0	36	31	0	36	47	453	21	21	1078	99
RTOR Reduction (vph)	0	30	0	0	30	0	0	2	0	0	5	0
Lane Group Flow (vph)	52	6	0	31	6	0	47	472	0	21	1172	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)	22.0	22.0		22.0	22.0		104.0	104.0		104.0	104.0	
Effective Green, g (s)	23.0	23.0		23.0	23.0		105.0	105.0		105.0	105.0	
Actuated g/C Ratio	0.16	0.16		0.16	0.16		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)	149	172		149	177		256	2544		455	2495	
v/s Ratio Prot		0.01			0.01			0.14			c0.35	
v/s Ratio Perm	c0.06			0.03			0.14			0.03		
v/c Ratio	0.35	0.03		0.21	0.03		0.18	0.19		0.05	0.47	
Uniform Delay, d1	51.9	49.2		50.6	49.2		5.1	5.1		4.5	6.8	
Progression Factor	1.00	1.00		1.00	1.00		1.62	1.48		1.00	1.00	
Incremental Delay, d2	1.4	0.1		0.7	0.1		1.5	0.2		0.2	0.6	
Delay (s)	53.3	49.2		51.3	49.2		9.7	7.7		4.7	7.4	
Level of Service	D	D		D	D		A	A		A	A	
Approach Delay (s)		51.6			50.2			7.9			7.3	
Approach LOS		D			D			A			A	

Intersection Summary					
HCM 2000 Control Delay	11.1	HCM 2000 Level of Service	B		
HCM 2000 Volume to Capacity ratio	0.45				
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0		
Intersection Capacity Utilization	65.7%	ICU Level of Service	C		
Analysis Period (min)	15				

c Critical Lane Group

Timings
5: Park Lawn Rd & Metro Grocery Dwy/Public Street 'C'

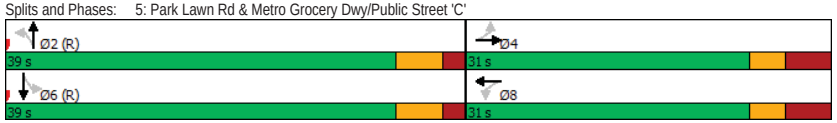
08-10-2021

Lane Group	EBL	EBT	NBL	NBT	SBT	Ø8
Lane Configurations						
Traffic Volume (vph)	140	0	50	370	780	
Future Volume (vph)	140	0	50	370	780	
Turn Type	Perm	NA	Perm	NA	NA	
Protected Phases		4		2	6	8
Permitted Phases	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
Act Effct Green (s)	20.9	20.9	38.1	38.1	38.1	
Actuated g/C Ratio	0.30	0.30	0.54	0.54	0.54	
v/c Ratio	0.45	0.21	0.30	0.20	0.65	
Control Delay	23.4	10.6	16.4	10.6	12.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	23.4	10.6	16.4	10.6	12.8	
LOS	C	B	B	B	B	
Approach Delay		18.5		11.3	12.8	
Approach LOS		B		B	B	

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
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 13.2 — Intersection LOS: B
Intersection Capacity Utilization 69.9% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 5: Park Lawn Rd & Metro Grocery Dwy/Public Street 'C'



Queues
5: Park Lawn Rd & Metro Grocery Dwy/Public Street 'C'

08-10-2021

Lane Group	EBL	EBT	NBL	NBT	SBT
Lane Group Flow (vph)	146	89	52	385	1099
v/c Ratio	0.45	0.21	0.30	0.20	0.65
Control Delay	23.4	10.6	16.4	10.6	12.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	23.4	10.6	16.4	10.6	12.8
Queue Length 50th (m)	15.0	3.9	5.7	21.6	80.6
Queue Length 95th (m)	30.4	13.2	m9.8	26.9	94.1
Internal Link Dist (m)		67.9		138.2	157.0
Turn Bay Length (m)	20.0		10.0		
Base Capacity (vph)	387	491	174	1904	1703
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.38	0.18	0.30	0.20	0.65

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
5: Park Lawn Rd & Metro Grocery Dwy/Public Street 'C'

08-10-2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	0	85	0	0	0	50	370	0	0	780	275
Future Volume (vph)	140	0	85	0	0	0	50	370	0	0	780	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					5.0	5.0			5.0	
Lane Util. Factor	1.00	1.00					1.00	0.95			0.95	
Frpb, ped/bikes	1.00	0.81					1.00	1.00			0.89	
Flpb, ped/bikes	0.82	1.00					0.94	1.00			1.00	
Frt	1.00	0.85					1.00	1.00			0.96	
Flt Protected	0.95	1.00					0.95	1.00			1.00	
Satd. Flow (prot)	1363	1291					1582	3500			3048	
Flt Permitted	0.76	1.00					0.19	1.00			1.00	
Satd. Flow (perm)	1087	1291					318	3500			3048	
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	0	52	385	0	0	812	286
RTOR Reduction (vph)	0	33	0	0	0	0	0	0	0	0	45	0
Lane Group Flow (vph)	146	56	0	0	0	0	52	385	0	0	1054	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			Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	19.9	19.9					37.1	37.1			37.1	
Effective Green, g (s)	20.9	20.9					38.1	38.1			38.1	
Actuated g/C Ratio	0.30	0.30					0.54	0.54			0.54	
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)	324	385					173	1905			1658	
v/s Ratio Prot		0.04						0.11			c0.35	
v/s Ratio Perm	c0.13						0.16					
v/c Ratio	0.45	0.15					0.30	0.20			0.64	
Uniform Delay, d1	19.9	18.0					8.7	8.2			11.1	
Progression Factor	1.00	1.00					1.12	1.15			1.00	
Incremental Delay, d2	1.0	0.2					3.9	0.2			1.7	
Delay (s)	20.9	18.2					13.6	9.6			12.8	
Level of Service	C	B					B	A			B	
Approach Delay (s)		19.9			0.0			10.1			12.8	
Approach LOS		B			A			B			B	

Intersection Summary				
HCM 2000 Control Delay	13.1	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)	11.0	
Intersection Capacity Utilization	69.9%	ICU Level of Service	C	
Analysis Period (min)	15			

c Critical Lane Group

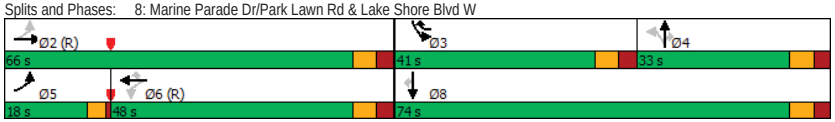
Timings
8: Marine Parade Dr/Park Lawn Rd & Lake Shore Blvd W

08-10-2021

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	170	540	10	760	95	55	165	25	450	140	235
Future Volume (vph)	170	540	10	760	95	55	165	25	450	140	235
Turn Type	pm+pt	NA	Perm	NA	pm+ov	Perm	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		6	3		4		3	8	
Permitted Phases	2		6		6	4		4			8
Detector Phase	5	2	6	6	3	4	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	6.0	34.0	34.0	34.0	34.0	7.0	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	33.0	41.0	41.0	41.0
Total Split (s)	18.0	66.0	48.0	48.0	41.0	33.0	33.0	33.0	41.0	74.0	74.0
Total Split (%)	12.9%	47.1%	34.3%	34.3%	29.3%	23.6%	23.6%	23.6%	29.3%	52.9%	52.9%
Yellow Time (s)	3.0	4.0	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	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	Lag	Lead		
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	Min	C-Min	C-Min	C-Min	Min	None	None	None	Min	Min	Min
Act Effct Green (s)	63.0	60.0		42.5	77.5	27.0	27.0	27.0	35.0	68.0	68.0
Actuated g/C Ratio	0.45	0.43		0.30	0.55	0.19	0.19	0.19	0.25	0.49	0.49
v/c Ratio	0.73	0.46		0.80	0.14	0.39	0.51	0.11	0.58	0.17	0.43
Control Delay	43.5	29.0		68.2	1.8	58.5	56.6	1.0	51.4	29.6	13.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.5	29.0		68.2	1.8	58.5	56.6	1.0	51.4	29.6	13.1
LOS	D	C		E	A	E	E	A	D	C	B
Approach Delay		32.1		60.9			51.4			36.8	
Approach LOS		C		E			D			D	

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			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 44.4		Intersection LOS: D	
Intersection Capacity Utilization 126.7%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 8: Marine Parade Dr/Park Lawn Rd & Lake Shore Blvd W



Queues
8: Marine Parade Dr/Park Lawn Rd & Lake Shore Blvd W

08-10-2021

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	177	641	802	99	57	172	26	469	146	245
v/c Ratio	0.73	0.46	0.80	0.14	0.39	0.51	0.11	0.58	0.17	0.43
Control Delay	43.5	29.0	68.2	1.8	58.5	56.6	1.0	51.4	29.6	13.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.5	29.0	68.2	1.8	58.5	56.6	1.0	51.4	29.6	13.1
Queue Length 50th (m)	31.5	67.4	107.5	0.2	14.7	45.4	0.0	71.1	29.8	15.4
Queue Length 95th (m)	#58.1	85.1	126.7	1.6	29.9	70.3	0.0	89.1	46.0	49.4
Internal Link Dist (m)		232.3	134.4			117.7			138.2	
Turn Bay Length (m)				55.0	60.0		110.0	95.0		115.0
Base Capacity (vph)	250	1406	1007	704	146	338	231	809	852	570
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.46	0.80	0.14	0.39	0.51	0.11	0.58	0.17	0.43

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
8: Marine Parade Dr/Park Lawn Rd & Lake Shore Blvd W

08-10-2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	540	75	10	760	95	55	165	25	450	140	235
Future Volume (vph)	170	540	75	10	760	95	55	165	25	450	140	235
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			0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frpb, ped/bikes	1.00	0.95			1.00	0.80	1.00	1.00	0.59	1.00	1.00	0.63
Flpb, ped/bikes	0.99	1.00			1.00	1.00	0.70	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98			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)	1583	3261			3492	1203	1087	1756	710	3236	1756	916
Flt Permitted	0.14	1.00			0.94	1.00	0.66	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	238	3261			3294	1203	760	1756	710	3236	1756	916
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	562	78	10	792	99	57	172	26	469	146	245
RTOR Reduction (vph)	0	8	0	0	0	38	0	0	21	0	0	126
Lane Group Flow (vph)	177	633	0	0	802	61	57	172	5	469	146	119
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	pm+ov	Perm	NA	Perm	Prot	NA	Perm
Protected Phases	5	2			6	3		4		3	8	
Permitted Phases	2			6		6	4		4			8
Actuated Green, G (s)	59.0	59.0			41.5	75.5	26.0	26.0	26.0	34.0	67.0	67.0
Effective Green, g (s)	60.0	60.0			42.5	77.5	27.0	27.0	27.0	35.0	68.0	68.0
Actuated g/C Ratio	0.43	0.43			0.30	0.55	0.19	0.19	0.19	0.25	0.49	0.49
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	1397			999	717	146	338	136	809	852	444
v/s Ratio Prot	c0.08	0.19				0.02		c0.10		c0.14	0.08	
v/s Ratio Perm	0.24				c0.24	0.03	0.08		0.01			0.13
v/c Ratio	0.73	0.45			0.80	0.08	0.39	0.51	0.04	0.58	0.17	0.27
Uniform Delay, d1	29.4	28.4			44.9	14.6	49.3	50.6	45.9	46.0	20.2	21.3
Progression Factor	1.00	1.00			1.36	0.42	1.00	1.00	1.00	1.06	1.43	4.48
Incremental Delay, d2	11.0	1.1			6.6	0.0	1.7	1.2	0.1	0.8	0.1	0.3
Delay (s)	40.4	29.4			67.4	6.1	51.0	51.8	46.0	49.4	28.9	95.6
Level of Service	D	C			E	A	D	D	D	D	C	F
Approach Delay (s)		31.8			60.7			51.0			59.1	
Approach LOS		C			E			D			E	

Intersection Summary					
HCM 2000 Control Delay	51.0	HCM 2000 Level of Service		D	
HCM 2000 Volume to Capacity ratio	0.66				
Actuated Cycle Length (s)	140.0	Sum of lost time (s)		21.0	
Intersection Capacity Utilization	126.7%	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

08-10-2021

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	965	55	0	850	0	25
Future Volume (Veh/h)	965	55	0	850	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)	995	57	0	876	0	26
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)	158			117		
pX, platoon unblocked					0.91	
vC, conflicting volume			1252		1662	560
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1252		1534	560
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	94
cM capacity (veh/h)			484		86	410

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1
Volume Total	398	398	256	438	438	26
Volume Left	0	0	0	0	0	0
Volume Right	0	0	57	0	0	26
cSH	1700	1700	1700	1700	1700	410
Volume to Capacity	0.23	0.23	0.15	0.26	0.26	0.06
Queue Length 95th (m)	0.0	0.0	0.0	0.0	0.0	1.6
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	14.4
Lane LOS						B
Approach Delay (s)	0.0			0.0		14.4
Approach LOS						B

Intersection Summary			
Average Delay		0.2	
Intersection Capacity Utilization		30.3%	ICU Level of Service A
Analysis Period (min)		15	

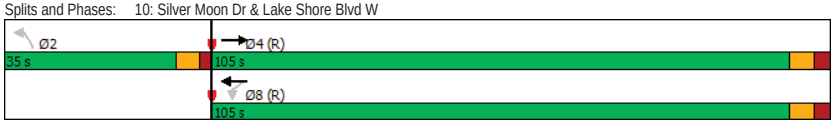
Timings
10: Silver Moon Dr & Lake Shore Blvd W

08-10-2021

Lane Group	EBT	WBL	WBT	NBL
Lane Configurations				
Traffic Volume (vph)	890	85	795	70
Future Volume (vph)	890	85	795	70
Turn Type	NA	Perm	NA	Perm
Protected Phases	4		8	
Permitted Phases		8		2
Detector Phase	4	8	8	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	25.0	25.0	25.0	35.0
Total Split (s)	105.0	105.0	105.0	35.0
Total Split (%)	75.0%	75.0%	75.0%	25.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	6.0	6.0	6.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	C-Min	C-Min	C-Min	None
Act Effct Green (s)	99.0	99.0	99.0	30.0
Actuated g/C Ratio	0.71	0.71	0.71	0.21
v/c Ratio	0.46	0.32	0.33	0.37
Control Delay	17.2	6.7	5.1	45.7
Queue Delay	0.0	0.0	0.3	0.0
Total Delay	17.2	6.7	5.4	45.7
LOS	B	A	A	D
Approach Delay	17.2		5.5	45.7
Approach LOS	B		A	D

Intersection Summary		
Cycle Length: 140		
Actuated Cycle Length: 140		
Offset: 35 (25%), Referenced to phase 4:EBT and 8:WBTL, Start of Green		
Natural Cycle: 70		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.46		
Intersection Signal Delay: 13.4	Intersection LOS: B	
Intersection Capacity Utilization 73.7%	ICU Level of Service D	
Analysis Period (min) 15		

Splits and Phases: 10: Silver Moon Dr & Lake Shore Blvd W



Queues
10: Silver Moon Dr & Lake Shore Blvd W

08-10-2021

Lane Group	EBT	WBL	WBT	NBL
Lane Group Flow (vph)	1047	88	820	98
v/c Ratio	0.46	0.32	0.33	0.37
Control Delay	17.2	6.7	5.1	45.7
Queue Delay	0.0	0.0	0.3	0.0
Total Delay	17.2	6.7	5.4	45.7
Queue Length 50th (m)	76.7	4.4	21.4	21.5
Queue Length 95th (m)	72.6	m4.0	16.1	40.2
Internal Link Dist (m)	53.6		119.0	173.9
Turn Bay Length (m)		30.0		20.0
Base Capacity (vph)	2274	275	2499	265
Starvation Cap Reductn	0	0	939	0
Spillback Cap Reductn	54	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.47	0.32	0.53	0.37

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
10: Silver Moon Dr & Lake Shore Blvd W

08-10-2021

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	890	125	85	795	70	25
Future Volume (vph)	890	125	85	795	70	25
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	
Lane Util. Factor	0.95		1.00	0.95	1.00	
Frpb, ped/bikes	0.93		1.00	1.00	0.92	
Flpb, ped/bikes	1.00		0.91	1.00	0.79	
Frt	0.98		1.00	1.00	0.96	
Flt Protected	1.00		0.95	1.00	0.96	
Satd. Flow (prot)	3204		1539	3535	1196	
Flt Permitted	1.00		0.24	1.00	0.96	
Satd. Flow (perm)	3204		389	3535	1196	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	918	129	88	820	72	26
RTOR Reduction (vph)	8	0	0	0	9	0
Lane Group Flow (vph)	1039	0	88	820	89	0
Confl. Peds. (#/hr)		200	200		200	200
Confl. Bikes (#/hr)		3				1
Heavy Vehicles (%)	2%	0%	0%	1%	0%	0%
Turn Type	NA		Perm	NA	Perm	
Protected Phases	4			8		
Permitted Phases			8		2	
Actuated Green, G (s)	98.0		98.0	98.0	29.0	
Effective Green, g (s)	99.0		99.0	99.0	30.0	
Actuated g/C Ratio	0.71		0.71	0.71	0.21	
Clearance Time (s)	7.0		7.0	7.0	6.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	2265		275	2499	256	
v/s Ratio Prot	c0.32			0.23		
v/s Ratio Perm			0.23		c0.07	
v/c Ratio	0.46		0.32	0.33	0.35	
Uniform Delay, d1	8.9		7.8	7.8	46.7	
Progression Factor	1.90		0.55	0.62	1.00	
Incremental Delay, d2	0.6		2.1	0.2	0.8	
Delay (s)	17.5		6.4	5.1	47.5	
Level of Service	B		A	A	D	
Approach Delay (s)	17.5			5.2	47.5	
Approach LOS	B			A	D	

Intersection Summary			
HCM 2000 Control Delay	13.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	73.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

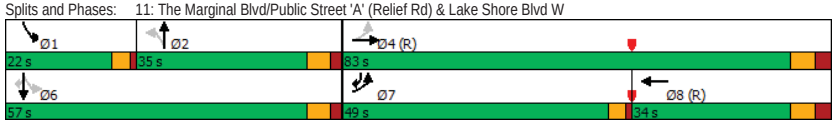
Timings
11: The Marginal Blvd/Public Street 'A' (Relief Rd) & Lake Shore Blvd W

08-10-2021

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT	Ø7
Lane Configurations							
Traffic Volume (vph)	910	865	10	35	240	75	
Future Volume (vph)	910	865	10	35	240	75	
Turn Type	NA	NA	Perm	NA	pm+pt	NA	
Protected Phases	4	8		2	1	6	7
Permitted Phases			2		6		
Detector Phase	4	8	2	2	1	6	
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	29.0	29.0	35.0	35.0	11.0	35.0	11.0
Total Split (s)	83.0	34.0	35.0	35.0	22.0	57.0	49.0
Total Split (%)	59.3%	24.3%	25.0%	25.0%	15.7%	40.7%	35%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0	3.0
All-Red Time (s)	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	
Total Lost Time (s)	6.0	6.0		5.0	3.0	5.0	
Lead/Lag		Lag	Lag	Lag	Lead		Lead
Lead-Lag Optimize?		Yes	Yes	Yes	Yes		Yes
Recall Mode	C-Min	C-Min	None	None	None	None	None
Act Effct Green (s)	77.8	77.8		30.0	53.2	51.2	
Actuated g/C Ratio	0.56	0.56		0.21	0.38	0.37	
v/c Ratio	0.49	0.72		0.15	0.56	0.11	
Control Delay	14.3	25.5		42.4	42.3	29.1	
Queue Delay	0.2	49.5		0.0	0.0	0.0	
Total Delay	14.5	75.0		42.4	42.3	29.1	
LOS	B	E		D	D	C	
Approach Delay	14.5	75.0		42.4		39.2	
Approach LOS	B	E		D		D	

Intersection Summary			
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 48 (34%), Referenced to phase 4:EBTL and 8:WBT, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 47.4		Intersection LOS: D	
Intersection Capacity Utilization 81.6%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 11: The Marginal Blvd/Public Street 'A' (Relief Rd) & Lake Shore Blvd W



Queues
11: The Marginal Blvd/Public Street 'A' (Relief Rd) & Lake Shore Blvd W

08-10-2021

Lane Group	EBT	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	953	1248	51	247	77
v/c Ratio	0.49	0.72	0.15	0.56	0.11
Control Delay	14.3	25.5	42.4	42.3	29.1
Queue Delay	0.2	49.5	0.0	0.0	0.0
Total Delay	14.5	75.0	42.4	42.3	29.1
Queue Length 50th (m)	82.3	135.3	11.2	56.0	14.6
Queue Length 95th (m)	100.1	163.7	23.6	80.0	24.9
Internal Link Dist (m)	119.0	71.5	81.5		206.9
Turn Bay Length (m)				30.0	
Base Capacity (vph)	1927	1727	350	445	684
Starvation Cap Reductn	308	730	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.59	1.25	0.15	0.56	0.11

Intersection Summary

HCM Signalized Intersection Capacity Analysis
11: The Marginal Blvd/Public Street 'A' (Relief Rd) & Lake Shore Blvd W

08-10-2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	910	15	0	865	345	10	35	5	240	75	0
Future Volume (vph)	0	910	15	0	865	345	10	35	5	240	75	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)		6.0			6.0			5.0		3.0	5.0	
Lane Util. Factor		0.95			0.95			1.00		1.00	1.00	
Frpb, ped/bikes		0.99			0.91			0.97		1.00	1.00	
Flpb, ped/bikes		1.00			1.00			0.95		0.83	1.00	
Frt		1.00			0.96			0.99		1.00	1.00	
Flt Protected		1.00			1.00			0.99		0.95	1.00	
Satd. Flow (prot)		3463			3080			1692		1372	1842	
Flt Permitted		1.00			1.00			0.95		0.69	1.00	
Satd. Flow (perm)		3463			3080			1623		1004	1842	
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)	0	938	15	0	892	356	10	36	5	247	77	0
RTOR Reduction (vph)	0	1	0	0	17	0	0	3	0	0	0	0
Lane Group Flow (vph)	0	952	0	0	1231	0	0	48	0	247	77	0
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)		76.8			76.8			29.0		50.2	50.2	
Effective Green, g (s)		77.8			77.8			30.0		51.2	51.2	
Actuated g/C Ratio		0.56			0.56			0.21		0.37	0.37	
Clearance Time (s)		7.0			7.0			6.0		4.0	6.0	
Vehicle Extension (s)		3.0			3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)		1924			1711			347		415	673	
v/s Ratio Prot		0.27			c0.40					c0.08	0.04	
v/s Ratio Perm								0.03		c0.14		
v/c Ratio		0.49			0.72			0.14		0.60	0.11	
Uniform Delay, d1		19.1			23.0			44.5		34.7	29.4	
Progression Factor		0.69			1.00			1.00		1.16	0.98	
Incremental Delay, d2		0.8			2.6			0.2		2.3	0.1	
Delay (s)		14.1			25.7			44.7		42.6	28.9	
Level of Service		B			C			D		D	C	
Approach Delay (s)		14.1			25.7			44.7			39.4	
Approach LOS		B			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	23.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	81.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

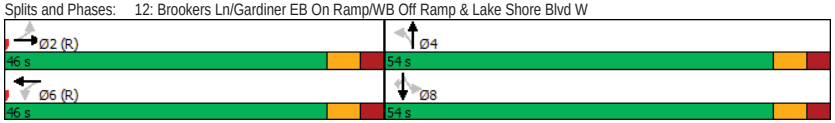
Timings
12: Brookers Ln/Gardiner EB On Ramp/WB Off Ramp & Lake Shore Blvd W

08-10-2021

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	200	770	10	120	105	35	95	180	980
Future Volume (vph)	200	770	10	120	105	35	95	180	980
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
Act Effct Green (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
v/c Ratio		1.04		0.13	0.26	0.14		0.39	1.24
Control Delay		67.9		24.4	17.6	10.3		18.7	138.4
Queue Delay		24.7		0.0	0.0	0.0		0.1	0.0
Total Delay		92.6		24.4	17.6	10.3		18.7	138.4
LOS		F		C	B	B		B	F
Approach Delay		92.6		24.4		14.0		112.2	
Approach LOS		F		C		B		F	

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			
Maximum v/c Ratio: 1.24			
Intersection Signal Delay: 92.3		Intersection LOS: F	
Intersection Capacity Utilization 129.5%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 12: Brookers Ln/Gardiner EB On Ramp/WB Off Ramp & Lake Shore Blvd W



Queues
12: Brookers Ln/Gardiner EB On Ramp/WB Off Ramp & Lake Shore Blvd W

08-10-2021

Lane Group	EBT	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	1185	142	111	105	289	1032
v/c Ratio	1.04	0.13	0.26	0.14	0.39	1.24
Control Delay	67.9	24.4	17.6	10.3	18.7	138.4
Queue Delay	24.7	0.0	0.0	0.0	0.1	0.0
Total Delay	92.6	24.4	17.6	10.3	18.7	138.4
Queue Length 50th (m)	~137.0	9.5	13.0	7.5	36.4	~221.8
Queue Length 95th (m)	#180.1	22.9	25.4	17.0	57.4	#301.1
Internal Link Dist (m)	71.5	210.0		63.7	58.1	
Turn Bay Length (m)			40.0			
Base Capacity (vph)	1139	1092	426	772	737	830
Starvation Cap Reductn	302	0	0	0	0	0
Spillback Cap Reductn	17	0	0	42	40	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.42	0.13	0.26	0.14	0.41	1.24

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
12: Brookers Ln/Gardiner EB On Ramp/WB Off Ramp & Lake Shore Blvd W

08-10-2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	770	155	10	120	5	105	35	65	95	180	980
Future Volume (vph)	200	770	155	10	120	5	105	35	65	95	180	980
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		0.97			1.00		1.00	0.93			1.00	0.89
Flpb, ped/bikes		0.98			1.00		0.94	1.00			0.97	1.00
Frt		0.98			0.99		1.00	0.90			1.00	0.85
Flt Protected		0.99			1.00		0.95	1.00			0.98	1.00
Satd. Flow (prot)		3279			3312		1576	1571			1771	1323
Flt Permitted		0.85			0.82		0.53	1.00			0.85	1.00
Satd. Flow (perm)		2819			2722		887	1571			1538	1323
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)	211	811	163	11	126	5	111	37	68	100	189	1032
RTOR Reduction (vph)	0	13	0	0	2	0	0	18	0	0	0	195
Lane Group Flow (vph)	0	1172	0	0	140	0	111	87	0	0	289	837
Confl. Peds. (#/hr)	100		100	100		100	100		100	100		100
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)		1127			1088		425	754			738	635
v/s Ratio Prot								0.06				
v/s Ratio Perm		c0.42			0.05		0.13				0.19	c0.63
v/c Ratio		1.04			0.13		0.26	0.12			0.39	1.32
Uniform Delay, d1		30.0			19.0		15.5	14.3			16.6	26.0
Progression Factor		1.00			1.29		1.00	1.00			1.00	1.00
Incremental Delay, d2		37.9			0.2		0.3	0.1			0.3	154.1
Delay (s)		67.9			24.8		15.8	14.4			17.0	180.1
Level of Service		E			C		B	B			B	F
Approach Delay (s)		67.9			24.8			15.1			144.4	
Approach LOS		E			C			B			F	

Intersection Summary					
HCM 2000 Control Delay	97.0	HCM 2000 Level of Service		F	
HCM 2000 Volume to Capacity ratio	1.19				
Actuated Cycle Length (s)	100.0	Sum of lost time (s)		12.0	
Intersection Capacity Utilization	129.5%	ICU Level of Service		H	
Analysis Period (min)	15				

c Critical Lane Group

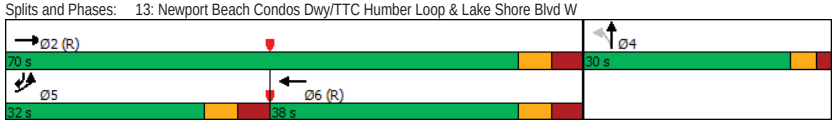
Timings
13: Newport Beach Condos Dwy/TTC Humber Loop & Lake Shore Blvd W

08-10-2021

Lane Group	EBL	EBT	WBT	NBT
Lane Configurations				
Traffic Volume (vph)	15	895	120	0
Future Volume (vph)	15	895	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
Act Effct Green (s)	9.1	71.2	64.1	21.6
Actuated g/C Ratio	0.09	0.71	0.64	0.22
v/c Ratio	0.20	0.74	0.10	0.05
Control Delay	48.8	11.4	9.9	29.2
Queue Delay	0.0	1.1	0.0	0.0
Total Delay	48.8	12.5	9.9	29.2
LOS	D	B	A	C
Approach Delay		13.0	9.9	29.2
Approach LOS		B	A	C

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	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 12.9	Intersection LOS: B
Intersection Capacity Utilization 71.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 13: Newport Beach Condos Dwy/TTC Humber Loop & Lake Shore Blvd W



Queues
13: Newport Beach Condos Dwy/TTC Humber Loop & Lake Shore Blvd W

08-10-2021

Lane Group	EBL	EBT	WBT	NBT
Lane Group Flow (vph)	15	949	124	15
v/c Ratio	0.20	0.74	0.10	0.05
Control Delay	48.8	11.4	9.9	29.2
Queue Delay	0.0	1.1	0.0	0.0
Total Delay	48.8	12.5	9.9	29.2
Queue Length 50th (m)	2.7	187.0	6.7	2.3
Queue Length 95th (m)	m2.7	m194.8	19.5	7.6
Internal Link Dist (m)		210.0	108.3	66.8
Turn Bay Length (m)				
Base Capacity (vph)	210	1288	1193	348
Starvation Cap Reductn	0	143	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.07	0.83	0.10	0.04

Intersection Summary
m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
13: Newport Beach Condos Dwy/TTC Humber Loop & Lake Shore Blvd W

08-10-2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	895	25	0	120	0	15	0	0	0	0	0
Future Volume (vph)	15	895	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	0.99			1.00			1.00				
Flpb, ped/bikes	1.00	1.00			1.00			0.75				
Frt	1.00	1.00			1.00			1.00				
Flt Protected	0.95	1.00			1.00			0.95				
Satd. Flow (prot)	842	1809			1860			1339				
Flt Permitted	0.95	1.00			1.00			0.95				
Satd. Flow (perm)	842	1809			1860			1339				
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	923	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	948	0	0	124	0	0	15	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				Over
Protected Phases	5	2			6			4				5
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	1244			1058			270				
v/s Ratio Prot	0.02	c0.52			0.07							
v/s Ratio Perm								0.01				
v/c Ratio	0.37	0.76			0.12			0.06				
Uniform Delay, d1	46.0	10.2			10.0			32.2				
Progression Factor	1.11	0.75			0.82			1.00				
Incremental Delay, d2	2.2	1.8			0.2			0.1				
Delay (s)	53.4	9.5			8.3			32.3				
Level of Service	D	A			A			C				
Approach Delay (s)		10.2			8.3			32.3			0.0	
Approach LOS		B			A			C			A	

Intersection Summary				
HCM 2000 Control Delay	10.3	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.65			
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	18.0	
Intersection Capacity Utilization	71.3%	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

08-10-2021

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	800	70	0	55	70	70
Future Volume (Veh/h)	800	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)	879	77	0	60	77	77
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			0.61		0.61	0.61
vC, conflicting volume			1006		1028	968
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			685		721	622
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	78
cM capacity (veh/h)			537		281	354

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	956	60	154
Volume Left	0	0	77
Volume Right	77	0	77
cSH	1700	537	313
Volume to Capacity	0.56	0.00	0.49
Queue Length 95th (m)	0.0	0.0	20.5
Control Delay (s)	0.0	0.0	27.1
Lane LOS			D
Approach Delay (s)	0.0	0.0	27.1
Approach LOS			D

Intersection Summary			
Average Delay	3.6		
Intersection Capacity Utilization	61.5%	ICU Level of Service	B
Analysis Period (min)	15		

* User Entered Value

Timings
15: Palace Pier Ct & Lake Shore Blvd W

08-10-2021

Lane Group	EBT	EBR	NBL
Lane Configurations			
Traffic Volume (vph)	740	105	55
Future Volume (vph)	740	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
Act Effct Green (s)	73.1	73.1	17.9
Actuated g/C Ratio	0.73	0.73	0.18
v/c Ratio	0.60	0.13	0.46
Control Delay	2.8	0.4	23.6
Queue Delay	0.0	0.0	0.0
Total Delay	2.8	0.4	23.6
LOS	A	A	C
Approach Delay	2.5		23.6
Approach LOS	A		C

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		
Maximum v/c Ratio: 0.60		
Intersection Signal Delay: 5.3	Intersection LOS: A	
Intersection Capacity Utilization 54.1%	ICU Level of Service A	
Analysis Period (min) 15		

Splits and Phases: 15: Palace Pier Ct & Lake Shore Blvd W



Queues
15: Palace Pier Ct & Lake Shore Blvd W

08-10-2021

Lane Group	EBT	EBR	NBL
Lane Group Flow (vph)	822	117	144
v/c Ratio	0.60	0.13	0.46
Control Delay	2.8	0.4	23.6
Queue Delay	0.0	0.0	0.0
Total Delay	2.8	0.4	23.6
Queue Length 50th (m)	7.7	0.0	13.0
Queue Length 95th (m)	7.3	m0.2	30.8
Internal Link Dist (m)	144.0		211.9
Turn Bay Length (m)		15.0	
Base Capacity (vph)	1360	931	410
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.60	0.13	0.35

Intersection Summary
m Volume for 95th percentile queue is metered by upstream signal.

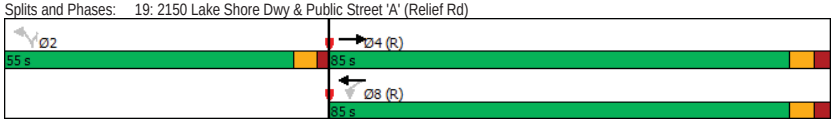
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	740	105	0	0	55	75
Future Volume (vph)	740	105	0	0	55	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.0	3.0	3.5	3.0	3.0
Total Lost time (s)	5.0	5.0			4.0	
Lane Util. Factor	1.00	1.00			1.00	
Frpb, ped/bikes	1.00	0.85			1.00	
Flpb, ped/bikes	1.00	1.00			0.91	
Frt	1.00	0.85			0.92	
Flt Protected	1.00	1.00			0.98	
Satd. Flow (prot)	1860	1258			1446	
Flt Permitted	1.00	1.00			0.98	
Satd. Flow (perm)	1860	1258			1446	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	822	117	0	0	61	83
RTOR Reduction (vph)	0	12	0	0	53	0
Lane Group Flow (vph)	822	105	0	0	91	0
Confl. Peds. (#/hr)		50	50		100	
Heavy Vehicles (%)	1%	2%	0%	0%	0%	1%
Turn Type	NA	Perm			Perm	
Protected Phases	2					
Permitted Phases		2			4	
Actuated Green, G (s)	72.1	72.1			16.9	
Effective Green, g (s)	73.1	73.1			17.9	
Actuated g/C Ratio	0.73	0.73			0.18	
Clearance Time (s)	6.0	6.0			5.0	
Vehicle Extension (s)	3.0	3.0			3.0	
Lane Grp Cap (vph)	1359	919			258	
v/s Ratio Prot	c0.44					
v/s Ratio Perm		0.08			c0.06	
v/c Ratio	0.60	0.11			0.35	
Uniform Delay, d1	6.5	3.9			36.0	
Progression Factor	0.15	0.05			1.00	
Incremental Delay, d2	1.5	0.2			0.8	
Delay (s)	2.5	0.4			36.8	
Level of Service	A	A			D	
Approach Delay (s)	2.2			0.0	36.8	
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	0.56			
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0	
Intersection Capacity Utilization	54.1%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	260	35	345	40	55
Future Volume (vph)	260	35	345	40	55
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)	25.0	25.0	25.0	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
Act Effct Green (s)	106.0	106.0	106.0	23.0	23.0
Actuated g/C Ratio	0.76	0.76	0.76	0.16	0.16
v/c Ratio	0.14	0.08	0.14	0.24	0.27
Control Delay	4.4	4.2	4.1	54.8	15.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	4.4	4.2	4.1	54.8	15.5
LOS	A	A	A	D	B
Approach Delay	4.4		4.1	32.4	
Approach LOS	A		A	C	

Intersection Summary		
Cycle Length: 140		
Actuated Cycle Length: 140		
Offset: 55 (39%), Referenced to phase 4:EBT and 8:WBTL, Start of Green		
Natural Cycle: 55		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.27		
Intersection Signal Delay: 7.7	Intersection LOS: A	
Intersection Capacity Utilization 53.3%	ICU Level of Service A	
Analysis Period (min) 15		

Splits and Phases: 19: 2150 Lake Shore Dwy & Public Street 'A' (Relief Rd)



Queues
19: 2150 Lake Shore Dwy & Public Street 'A' (Relief Rd)

08-10-2021

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	327	39	363	44	58
v/c Ratio	0.14	0.08	0.14	0.24	0.27
Control Delay	4.4	4.2	4.1	54.8	15.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	4.4	4.2	4.1	54.8	15.5
Queue Length 50th (m)	10.8	1.9	9.1	11.3	0.0
Queue Length 95th (m)	15.2	m3.0	13.2	23.9	13.6
Internal Link Dist (m)	262.6		37.8	41.0	
Turn Bay Length (m)		50.0			
Base Capacity (vph)	2355	475	2650	403	395
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.14	0.08	0.14	0.11	0.15

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
19: 2150 Lake Shore Dwy & Public Street 'A' (Relief Rd)

08-10-2021

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	260	50	35	345	40	55
Future Volume (vph)	260	50	35	345	40	55
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	0.91		1.00	1.00	1.00	0.68
Flpb, ped/bikes	1.00		0.65	1.00	0.68	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)	3102		1069	3500	1129	1002
Flt Permitted	1.00		0.55	1.00	0.95	1.00
Satd. Flow (perm)	3102		624	3500	1129	1002
Peak-hour factor, PHF	0.95	0.95	0.90	0.95	0.90	0.95
Adj. Flow (vph)	274	53	39	363	44	58
RTOR Reduction (vph)	6	0	0	0	0	48
Lane Group Flow (vph)	321	0	39	363	44	10
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)	105.0		105.0	105.0	22.0	22.0
Effective Green, g (s)	106.0		106.0	106.0	23.0	23.0
Actuated g/C Ratio	0.76		0.76	0.76	0.16	0.16
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)	2348		472	2650	185	164
v/s Ratio Prot	0.10			c0.10		
v/s Ratio Perm			0.06		c0.04	0.01
v/c Ratio	0.14		0.08	0.14	0.24	0.06
Uniform Delay, d1	4.6		4.4	4.6	50.9	49.4
Progression Factor	1.00		0.86	0.86	1.00	1.00
Incremental Delay, d2	0.1		0.3	0.1	0.7	0.1
Delay (s)	4.7		4.1	4.0	51.5	49.5
Level of Service	A		A	A	D	D
Approach Delay (s)	4.7			4.0	50.4	
Approach LOS	A			A	D	

Intersection Summary			
HCM 2000 Control Delay	10.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.16		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	53.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

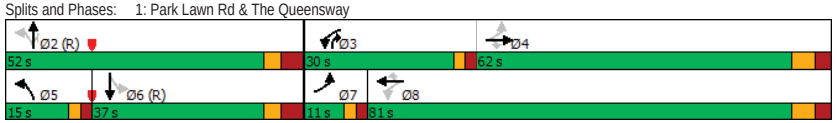
Timings
1: Park Lawn Rd & The Queensway

08-10-2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	115	1135	155	245	685	40	215	295	560	80	305
Future Volume (vph)	115	1135	155	245	685	40	215	295	560	80	305
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	62.0	62.0	30.0	81.0	81.0	15.0	52.0	30.0	37.0	37.0
Total Split (%)	7.6%	43.1%	43.1%	20.8%	56.3%	56.3%	10.4%	36.1%	20.8%	25.7%	25.7%
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
Act Effct Green (s)	66.2	54.4	54.4	84.8	69.1	69.1	54.2	51.2	77.6	32.3	32.3
Actuated g/C Ratio	0.46	0.38	0.38	0.59	0.48	0.48	0.38	0.36	0.54	0.22	0.22
v/c Ratio	0.35	0.90	0.27	0.80	0.42	0.07	0.80	0.48	0.80	0.39	0.67
Control Delay	17.2	52.6	7.0	57.1	24.6	0.2	55.4	37.8	26.7	55.3	46.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.2	52.6	7.0	57.1	24.6	0.2	55.4	37.8	26.7	55.3	46.1
LOS	B	D	A	E	C	A	E	D	C	E	D
Approach Delay		44.7			31.9			35.5			47.4
Approach LOS		D			C			D			D

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		
Maximum v/c Ratio: 0.90		
Intersection Signal Delay: 39.6	Intersection LOS: D	
Intersection Capacity Utilization 111.6%	ICU Level of Service H	
Analysis Period (min) 15		

Splits and Phases: 1: Park Lawn Rd & The Queensway



Queues
1: Park Lawn Rd & The Queensway

08-10-2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	119	1170	160	253	706	41	222	304	577	82	525
v/c Ratio	0.35	0.90	0.27	0.80	0.42	0.07	0.80	0.48	0.80	0.39	0.67
Control Delay	17.2	52.6	7.0	57.1	24.6	0.2	55.4	37.8	26.7	55.3	46.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.2	52.6	7.0	57.1	24.6	0.2	55.4	37.8	26.7	55.3	46.1
Queue Length 50th (m)	14.3	167.5	3.1	55.7	66.9	0.0	56.7	79.8	127.4	21.6	63.2
Queue Length 95th (m)	23.2	202.1	18.7	87.9	80.3	0.0	m#90.9	m110.9	m159.5	39.2	84.1
Internal Link Dist (m)		674.0			834.9			286.4			278.9
Turn Bay Length (m)	55.0		100.0	45.0		15.0	40.0			70.0	
Base Capacity (vph)	344	1341	611	353	1841	657	279	638	756	213	791
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.87	0.26	0.72	0.38	0.06	0.80	0.48	0.76	0.38	0.66

Intersection Summary
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
1: Park Lawn Rd & The Queensway

08-10-2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	1135	155	245	685	40	215	295	560	80	305	205
Future Volume (vph)	115	1135	155	245	685	40	215	295	560	80	305	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	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	1.00	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	0.94	
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)	1588	3433	1342	1574	3535	1178	1597	1789	1313	1541	3113	
Flt Permitted	0.38	1.00	1.00	0.07	1.00	1.00	0.23	1.00	1.00	0.57	1.00	
Satd. Flow (perm)	641	3433	1342	115	3535	1178	393	1789	1313	932	3113	
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	1170	160	253	706	41	222	304	577	82	314	211
RTOR Reduction (vph)	0	0	89	0	0	21	0	0	14	0	80	0
Lane Group Flow (vph)	119	1170	71	253	706	20	222	304	563	82	445	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)	61.1	53.4	53.4	79.8	68.1	68.1	50.2	50.2	72.6	31.3	31.3	
Effective Green, g (s)	63.1	54.4	54.4	81.8	69.1	69.1	51.2	51.2	74.6	32.3	32.3	
Actuated g/C Ratio	0.44	0.38	0.38	0.57	0.48	0.48	0.36	0.36	0.52	0.22	0.22	
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)	338	1296	506	312	1696	565	272	636	680	209	698	
v/s Ratio Prot	0.02	c0.34		c0.14	0.20		0.09	0.17	c0.13		0.14	
v/s Ratio Perm	0.13		0.05	0.32		0.02	0.20		0.29	0.09		
v/c Ratio	0.35	0.90	0.14	0.81	0.42	0.03	0.82	0.48	0.83	0.39	0.64	
Uniform Delay, d1	24.6	42.3	29.4	42.8	24.3	19.8	36.2	36.0	29.3	47.5	50.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.93	0.72	1.00	1.00	
Incremental Delay, d2	0.6	9.0	0.1	14.7	0.2	0.0	15.2	2.3	7.3	5.5	4.4	
Delay (s)	25.2	51.3	29.6	57.5	24.5	19.8	50.7	35.8	28.3	53.0	55.0	
Level of Service	C	D	C	E	C	B	D	D	C	D	D	
Approach Delay (s)		46.7			32.7			34.9			54.7	
Approach LOS		D			C			C			D	

Intersection Summary				
HCM 2000 Control Delay	41.4	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.88			
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	18.0	
Intersection Capacity Utilization	111.6%	ICU Level of Service	H	
Analysis Period (min)	15			
c Critical Lane Group				

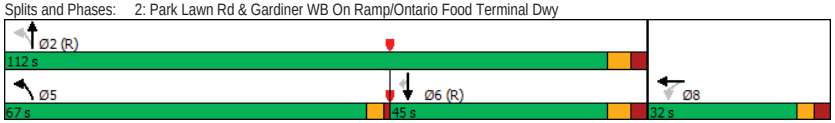
Timings
2: Park Lawn Rd & Gardiner WB On Ramp/Ontario Food Terminal Dwy

08-10-2021

Lane Group	WBT	NBL	NBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	150	875	1140	355	425
Future Volume (vph)	150	875	1140	355	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	67.0	112.0	45.0	45.0
Total Split (%)	22.2%	46.5%	77.8%	31.3%	31.3%
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
Act Effct Green (s)	26.0	113.0	107.0	43.7	43.7
Actuated g/C Ratio	0.18	0.78	0.74	0.30	0.30
v/c Ratio	0.91	0.97	0.49	0.36	0.97
Control Delay	96.3	39.1	10.1	45.3	67.4
Queue Delay	0.0	19.6	0.5	0.0	0.0
Total Delay	96.3	58.7	10.6	45.3	67.4
LOS	F	E	B	D	E
Approach Delay	96.3		31.5	57.4	
Approach LOS	F		C	E	

Intersection Summary			
Cycle Length: 144			
Actuated Cycle Length: 144			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 42.5		Intersection LOS: D	
Intersection Capacity Utilization 113.5%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 2: Park Lawn Rd & Gardiner WB On Ramp/Ontario Food Terminal Dwy



Queues
2: Park Lawn Rd & Gardiner WB On Ramp/Ontario Food Terminal Dwy

08-10-2021

Lane Group	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	209	941	1226	382	457
v/c Ratio	0.91	0.97	0.49	0.36	0.97
Control Delay	96.3	39.1	10.1	45.3	67.4
Queue Delay	0.0	19.6	0.5	0.0	0.0
Total Delay	96.3	58.7	10.6	45.3	67.4
Queue Length 50th (m)	60.8	237.4	84.0	42.5	~108.7
Queue Length 95th (m)	#108.8	m#260.3	m87.1	61.0	#181.3
Internal Link Dist (m)	80.3		186.9	286.4	
Turn Bay Length (m)		135.0			155.0
Base Capacity (vph)	239	993	2503	1052	470
Starvation Cap Reductn	0	86	756	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.87	1.04	0.70	0.36	0.97

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

m Volume for 95th percentile queue is metered by upstream signal.

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
2: Park Lawn Rd & Gardiner WB On Ramp/Ontario Food Terminal Dwy

08-10-2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	30	150	15	875	1140	0	0	355	425
Future Volume (vph)	0	0	0	30	150	15	875	1140	0	0	355	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					0.99		1.00	1.00			1.00	0.85
Flpb, ped/bikes					0.99		0.97	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		1591	3368			3466	1207
Flt Permitted					0.99		0.45	1.00			1.00	1.00
Satd. Flow (perm)					1265		755	3368			3466	1207
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	941	1226	0	0	382	457
RTOR Reduction (vph)	0	0	0	0	2	0	0	0	0	0	0	104
Lane Group Flow (vph)	0	0	0	0	207	0	941	1226	0	0	382	353
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		pm+pt	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8			2					6
Actuated Green, G (s)					25.0		106.0	106.0			42.7	42.7
Effective Green, g (s)					26.0		110.0	107.0			43.7	43.7
Actuated g/C Ratio					0.18		0.76	0.74			0.30	0.30
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)					228		944	2502			1051	366
v/s Ratio Prot							c0.44	0.36			0.11	
v/s Ratio Perm					0.16		0.32					c0.29
v/c Ratio					0.91		1.00	0.49			0.36	0.97
Uniform Delay, d1					57.8		17.9	7.5			39.3	49.4
Progression Factor					1.00		1.79	1.28			1.08	1.03
Incremental Delay, d2					35.0		16.9	0.3			0.8	36.0
Delay (s)					92.8		49.0	9.8			43.3	86.8
Level of Service					F		D	A			D	F
Approach Delay (s)		0.0			92.8			26.8			67.0	
Approach LOS		A			F			C			E	

Intersection Summary						
HCM 2000 Control Delay		41.6	HCM 2000 Level of Service		D	
HCM 2000 Volume to Capacity ratio		0.95				
Actuated Cycle Length (s)		144.0	Sum of lost time (s)		11.0	
Intersection Capacity Utilization		113.5%	ICU Level of Service		H	
Analysis Period (min)		15				
c Critical Lane Group						

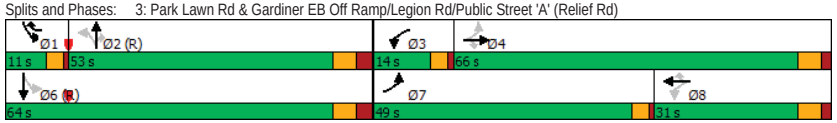
Timings
3: Park Lawn Rd & Gardiner EB Off Ramp/Legion Rd/Public Street A' (Relief Rd)

08-10-2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	670	235	410	5	5	310	40	1085	95	160
Future Volume (vph)	670	235	410	5	5	310	40	1085	95	160
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+ov	Perm	NA	pm+pt	NA
Protected Phases	7	4		3	8	1		2	1	6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	7	4	4	3	8	1	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
Minimum Split (s)	11.0	31.0	31.0	11.0	31.0	11.0	29.0	29.0	11.0	29.0
Total Split (s)	49.0	66.0	66.0	14.0	31.0	11.0	53.0	53.0	11.0	64.0
Total Split (%)	34.0%	45.8%	45.8%	9.7%	21.5%	7.6%	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	3.0	4.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	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
Total Lost Time (s)	3.0	5.0	5.0	3.0	5.0	3.0	6.0	6.0	3.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	None	C-Min
Act Effct Green (s)	70.8	66.6	66.6	30.4	22.4	35.0	51.0	51.0	67.2	64.2
Actuated g/C Ratio	0.49	0.46	0.46	0.21	0.16	0.24	0.35	0.35	0.47	0.45
v/c Ratio	0.99	0.29	0.63	0.02	0.02	0.77	0.15	0.93	0.58	0.17
Control Delay	64.2	24.5	6.5	21.8	48.8	48.4	36.5	59.3	81.0	7.6
Queue Delay	36.8	0.0	0.0	0.0	0.0	4.8	0.0	45.3	0.0	0.0
Total Delay	101.0	24.5	6.5	21.8	48.8	53.2	36.5	104.6	81.0	7.6
LOS	F	C	A	C	D	D	D	F	F	A
Approach Delay		57.9			52.7			102.1		30.1
Approach LOS		E			D			F		C

Intersection Summary		
Cycle Length: 144		
Actuated Cycle Length: 144		
Offset: 1 (1%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green		
Natural Cycle: 115		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.99		
Intersection Signal Delay: 70.7	Intersection LOS: E	
Intersection Capacity Utilization 98.0%	ICU Level of Service F	
Analysis Period (min) 15		

Splits and Phases: 3: Park Lawn Rd & Gardiner EB Off Ramp/Legion Rd/Public Street 'A' (Relief Rd)



Queues
3: Park Lawn Rd & Gardiner EB Off Ramp/Legion Rd/Public Street A' (Relief Rd)

08-10-2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	713	250	436	5	5	330	43	1154	101	229
v/c Ratio	0.99	0.29	0.63	0.02	0.02	0.77	0.15	0.93	0.58	0.17
Control Delay	64.2	24.5	6.5	21.8	48.8	48.4	36.5	59.3	81.0	7.6
Queue Delay	36.8	0.0	0.0	0.0	0.0	4.8	0.0	45.3	0.0	0.0
Total Delay	101.0	24.5	6.5	21.8	48.8	53.2	36.5	104.6	81.0	7.6
Queue Length 50th (m)	169.8	40.4	0.0	0.7	1.3	66.2	9.2	~186.0	21.2	4.0
Queue Length 95th (m)	#284.1	68.8	27.9	2.9	5.3	103.9	19.8	#235.4	m#40.7	m5.3
Internal Link Dist (m)		265.9			245.0			122.9		186.9
Turn Bay Length (m)	80.0		80.0	50.0			50.0		50.0	
Base Capacity (vph)	719	913	706	253	332	428	282	1239	175	1353
Starvation Cap Reductn	0	0	0	0	0	0	0	254	0	0
Spillback Cap Reductn	119	0	0	0	0	52	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.19	0.27	0.62	0.02	0.02	0.88	0.15	1.17	0.58	0.17

Intersection Summary
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
3: Park Lawn Rd & Gardiner EB Off Ramp/Legion Rd/Public Street A' (Relief Rd)

08-10-2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	670	235	410	5	5	310	40	1085	0	95	160	55
Future Volume (vph)	670	235	410	5	5	310	40	1085	0	95	160	55
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		3.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.69	1.00	1.00	1.00	1.00	1.00		1.00	0.91	
Flpb, ped/bikes	1.00	1.00	1.00	0.87	1.00	1.00	0.76	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	0.96	
Flt Protected	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1657	1879	993	1441	1842	1478	1246	3500		1685	2987	
Flt Permitted	0.67	1.00	1.00	0.60	1.00	1.00	0.61	1.00		0.08	1.00	
Satd. Flow (perm)	1106	1879	993	916	1842	1478	799	3500		140	2987	
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)	713	250	436	5	5	330	43	1154	0	101	170	59
RTOR Reduction (vph)	0	0	234	0	0	70	0	0	0	0	23	0
Lane Group Flow (vph)	713	250	202	5	5	260	43	1154	0	101	206	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	pm+pt	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		4	8		8	2		2	6		
Actuated Green, G (s)	71.0	65.6	65.6	23.4	22.0	31.2	46.8	46.8		60.0	60.0	
Effective Green, g (s)	72.0	66.6	66.6	25.4	23.0	33.2	47.8	47.8		61.0	61.0	
Actuated g/C Ratio	0.50	0.46	0.46	0.18	0.16	0.23	0.33	0.33		0.42	0.42	
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0	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	
Lane Grp Cap (vph)	729	869	459	170	294	340	265	1161		168	1265	
v/s Ratio Prot	c0.31	0.13		0.00	0.00	c0.05		c0.33		0.04	0.07	
v/s Ratio Perm	c0.18		0.20	0.00		0.12	0.05			0.21		
v/c Ratio	0.98	0.29	0.44	0.03	0.02	0.76	0.16	0.99		0.60	0.16	
Uniform Delay, d1	32.4	24.0	26.1	49.0	51.0	51.8	34.0	48.0		33.3	25.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		2.77	0.34	
Incremental Delay, d2	27.6	0.2	0.7	0.1	0.0	9.8	1.3	25.0		5.6	0.3	
Delay (s)	60.0	24.2	26.8	49.1	51.0	61.6	35.3	73.0		97.8	9.0	
Level of Service	E	C	C	D	D	E	D	E		F	A	
Approach Delay (s)		43.3			61.2			71.6			36.2	
Approach LOS		D			E			E			D	

Intersection Summary				
HCM 2000 Control Delay	54.8	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)	17.0	
Intersection Capacity Utilization	98.0%	ICU Level of Service	F	
Analysis Period (min)	15			
c Critical Lane Group				

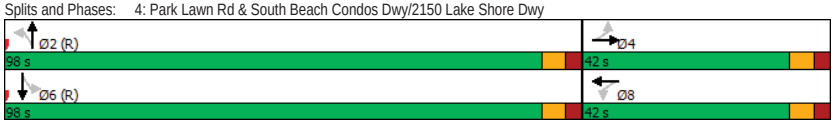
Timings
4: Park Lawn Rd & South Beach Condos Dwy/2150 Lake Shore Dwy

08-10-2021

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	110	0	20	0	20	955	15	530
Future Volume (vph)	110	0	20	0	20	955	15	530
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
Act Effct Green (s)	27.0	27.0	27.0	27.0	101.0	101.0	101.0	101.0
Actuated g/C Ratio	0.19	0.19	0.19	0.19	0.72	0.72	0.72	0.72
v/c Ratio	0.68	0.19	0.12	0.17	0.06	0.41	0.05	0.26
Control Delay	71.8	1.3	46.0	6.0	10.4	11.9	7.6	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.5
Total Delay	71.8	1.3	46.0	6.0	10.4	12.2	7.6	7.8
LOS	E	A	D	A	B	B	A	A
Approach Delay		46.9		19.2		12.1		7.8
Approach LOS		D		B		B		A

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: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 14.3		Intersection LOS: B	
Intersection Capacity Utilization 55.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 4: Park Lawn Rd & South Beach Condos Dwy/2150 Lake Shore Dwy



Queues
4: Park Lawn Rd & South Beach Condos Dwy/2150 Lake Shore Dwy

08-10-2021

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	117	64	21	43	21	1027	16	601
v/c Ratio	0.68	0.19	0.12	0.17	0.06	0.41	0.05	0.26
Control Delay	71.8	1.3	46.0	6.0	10.4	11.9	7.6	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.5
Total Delay	71.8	1.3	46.0	6.0	10.4	12.2	7.6	7.8
Queue Length 50th (m)	32.7	0.0	5.2	0.0	2.0	56.4	1.2	25.9
Queue Length 95th (m)	51.5	0.0	12.4	6.1	m5.3	88.5	4.5	44.3
Internal Link Dist (m)		42.8		30.5		157.0		122.9
Turn Bay Length (m)	15.0		20.0		40.0		40.0	
Base Capacity (vph)	229	389	231	323	372	2504	293	2350
Starvation Cap Reductn	0	0	0	0	0	710	0	1239
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.16	0.09	0.13	0.06	0.57	0.05	0.54

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
4: Park Lawn Rd & South Beach Condos Dwy/2150 Lake Shore Dwy

08-10-2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	0	60	20	0	40	20	955	10	15	530	35
Future Volume (vph)	110	0	60	20	0	40	20	955	10	15	530	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	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	0.99		1.00	0.97	
Flpb, ped/bikes	0.70	1.00		0.71	1.00		0.77	1.00		0.91	1.00	
Frt	1.00	0.85		1.00	0.85		1.00	1.00		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)	1159	1062		1197	1083		1175	3474		1527	3255	
Flt Permitted	0.73	1.00		0.72	1.00		0.41	1.00		0.25	1.00	
Satd. Flow (perm)	890	1062		901	1083		513	3474		401	3255	
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)	117	0	64	21	0	43	21	1016	11	16	564	37
RTOR Reduction (vph)	0	52	0	0	35	0	0	1	0	0	3	0
Lane Group Flow (vph)	117	12	0	21	8	0	21	1026	0	16	598	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)	26.0	26.0		26.0	26.0		100.0	100.0		100.0	100.0	
Effective Green, g (s)	27.0	27.0		27.0	27.0		101.0	101.0		101.0	101.0	
Actuated g/C Ratio	0.19	0.19		0.19	0.19		0.72	0.72		0.72	0.72	
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)	171	204		173	208		370	2506		289	2348	
v/s Ratio Prot		0.01			0.01			c0.30			0.18	
v/s Ratio Perm	c0.13			0.02			0.04			0.04		
v/c Ratio	0.68	0.06		0.12	0.04		0.06	0.41		0.06	0.25	
Uniform Delay, d1	52.5	46.1		46.7	46.0		5.7	7.7		5.7	6.7	
Progression Factor	1.00	1.00		1.00	1.00		1.43	1.39		1.00	1.00	
Incremental Delay, d2	10.8	0.1		0.3	0.1		0.3	0.5		0.4	0.3	
Delay (s)	63.3	46.3		47.0	46.0		8.3	11.1		6.0	6.9	
Level of Service	E	D		D	D		A	B		A	A	
Approach Delay (s)		57.3			46.4			11.1			6.9	
Approach LOS		E			D			B			A	

Intersection Summary				
HCM 2000 Control Delay	15.3	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.47			
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	55.1%	ICU Level of Service	B	
Analysis Period (min)	15			

c Critical Lane Group

Timings
5: Park Lawn Rd & Metro Grocery Dwy/Public Street 'C'

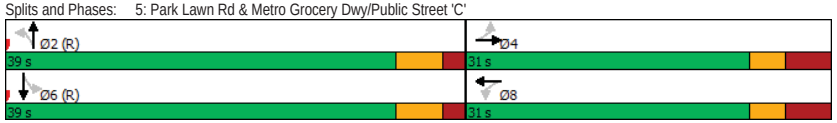
08-10-2021

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	270	0	20	0	10	640	40	515
Future Volume (vph)	270	0	20	0	10	640	40	515
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	18.0	18.0	18.0	18.0
Minimum Split (s)	30.0	30.0	30.0	30.0	24.0	24.0	24.0	24.0
Total Split (s)	31.0	31.0	31.0	31.0	39.0	39.0	39.0	39.0
Total Split (%)	44.3%	44.3%	44.3%	44.3%	55.7%	55.7%	55.7%	55.7%
Yellow Time (s)	3.0	3.0	3.0	3.0	4.0	4.0	4.0	4.0
All-Red Time (s)	4.0	4.0	4.0	4.0	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)	6.0	6.0	6.0	6.0	5.0	5.0	5.0	5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min
Act Effct Green (s)	24.7	24.7	24.7	24.7	34.3	34.3	34.3	34.3
Actuated g/C Ratio	0.35	0.35	0.35	0.35	0.49	0.49	0.49	0.49
v/c Ratio	0.75	0.26	0.06	0.07	0.04	0.42	0.16	0.39
Control Delay	32.5	7.4	12.9	2.4	12.6	13.5	10.4	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.5	7.4	12.9	2.4	12.6	13.5	10.4	9.9
LOS	C	A	B	A	B	B	B	A
Approach Delay		24.5		6.3		13.5		9.9
Approach LOS		C		A		B		A

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
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 14.5 — Intersection LOS: B
Intersection Capacity Utilization 64.0% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 5: Park Lawn Rd & Metro Grocery Dwy/Public Street 'C'



Queues
5: Park Lawn Rd & Metro Grocery Dwy/Public Street 'C'

08-10-2021

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	281	130	21	36	10	703	42	619
v/c Ratio	0.75	0.26	0.06	0.07	0.04	0.42	0.16	0.39
Control Delay	32.5	7.4	12.9	2.4	12.6	13.5	10.4	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.5	7.4	12.9	2.4	12.6	13.5	10.4	9.9
Queue Length 50th (m)	33.4	4.4	1.9	0.0	0.8	43.0	4.1	33.7
Queue Length 95th (m)	52.8	13.1	5.3	3.0	m0.0	59.7	8.0	37.5
Internal Link Dist (m)		67.9		47.7		138.2		157.0
Turn Bay Length (m)	20.0		20.0		10.0		105.0	
Base Capacity (vph)	406	535	388	529	297	1747	269	1659
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.24	0.05	0.07	0.03	0.40	0.16	0.37

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
5: Park Lawn Rd & Metro Grocery Dwy/Public Street 'C'

08-10-2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	270	0	125	20	0	35	10	640	35	40	515	80
Future Volume (vph)	270	0	125	20	0	35	10	640	35	40	515	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	6.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.81		1.00	0.81		1.00	0.98		1.00	0.95	
Flpb, ped/bikes	0.83	1.00		0.85	1.00		0.85	1.00		0.87	1.00	
Frt	1.00	0.85		1.00	0.85		1.00	0.99		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1378	1267		1428	1292		1430	3373		1467	3180	
Flt Permitted	0.73	1.00		0.67	1.00		0.38	1.00		0.34	1.00	
Satd. Flow (perm)	1064	1267		1013	1292		575	3373		520	3180	
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	21	0	36	10	667	36	42	536	83
RTOR Reduction (vph)	0	52	0	0	23	0	0	6	0	0	17	0
Lane Group Flow (vph)	281	78	0	21	13	0	10	697	0	42	602	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)	23.7	23.7		23.7	23.7		33.3	33.3		33.3	33.3	
Effective Green, g (s)	24.7	24.7		24.7	24.7		34.3	34.3		34.3	34.3	
Actuated g/C Ratio	0.35	0.35		0.35	0.35		0.49	0.49		0.49	0.49	
Clearance Time (s)	7.0	7.0		7.0	7.0		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)	375	447		357	455		281	1652		254	1558	
v/s Ratio Prot		0.06			0.01			c0.21			0.19	
v/s Ratio Perm	c0.26			0.02			0.02			0.08		
v/c Ratio	0.75	0.17		0.06	0.03		0.04	0.42		0.17	0.39	
Uniform Delay, d1	19.9	15.6		15.0	14.8		9.3	11.5		9.9	11.2	
Progression Factor	1.00	1.00		1.00	1.00		1.03	1.05		0.72	0.79	
Incremental Delay, d2	8.0	0.2		0.1	0.0		0.2	0.7		1.4	0.7	
Delay (s)	27.9	15.8		15.0	14.8		9.8	12.7		8.5	9.6	
Level of Service	C	B		B	B		A	B		A	A	
Approach Delay (s)		24.1			14.9			12.6			9.5	
Approach LOS		C			B			B			A	

Intersection Summary				
HCM 2000 Control Delay	14.1	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.56			
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	11.0	
Intersection Capacity Utilization	64.0%	ICU Level of Service	C	
Analysis Period (min)	15			

c Critical Lane Group

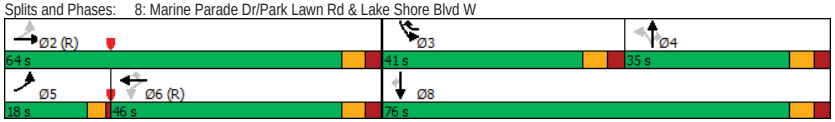
Timings
8: Marine Parade Dr/Park Lawn Rd & Lake Shore Blvd W

08-10-2021

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	235	850	15	340	245	50	220	30	350	165	135
Future Volume (vph)	235	850	15	340	245	50	220	30	350	165	135
Turn Type	pm+pt	NA	Perm	NA	pm+ov	Perm	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		6	3		4		3	8	
Permitted Phases	2		6		6	4		4			8
Detector Phase	5	2	6	6	3	4	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	6.0	34.0	34.0	34.0	34.0	7.0	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	33.0	41.0	41.0	41.0
Total Split (s)	18.0	64.0	46.0	46.0	41.0	35.0	35.0	35.0	41.0	76.0	76.0
Total Split (%)	12.9%	45.7%	32.9%	32.9%	29.3%	25.0%	25.0%	25.0%	29.3%	54.3%	54.3%
Yellow Time (s)	3.0	4.0	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	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	Lag	Lead		
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	Min	C-Min	C-Min	C-Min	Min	None	None	None	Min	Min	Min
Act Effct Green (s)	61.7	58.7		37.5	72.5	28.3	28.3	28.3	35.0	69.3	69.3
Actuated g/C Ratio	0.44	0.42		0.27	0.52	0.20	0.20	0.20	0.25	0.50	0.50
v/c Ratio	0.67	0.63		0.48	0.40	0.39	0.66	0.14	0.46	0.21	0.28
Control Delay	37.1	34.8		64.6	10.0	57.2	61.0	1.2	49.6	22.8	8.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.1	34.8		64.6	10.0	57.2	61.0	1.2	49.6	22.8	8.9
LOS	D	C		E	B	E	E	A	D	C	A
Approach Delay		35.3		42.3			54.4			34.3	
Approach LOS		D		D			D			C	

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			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 38.8		Intersection LOS: D	
Intersection Capacity Utilization 126.7%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 8: Marine Parade Dr/Park Lawn Rd & Lake Shore Blvd W



Queues
8: Marine Parade Dr/Park Lawn Rd & Lake Shore Blvd W

08-10-2021



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	250	915	378	261	53	234	32	372	176	144
v/c Ratio	0.67	0.63	0.48	0.40	0.39	0.66	0.14	0.46	0.21	0.28
Control Delay	37.1	34.8	64.6	10.0	57.2	61.0	1.2	49.6	22.8	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.1	34.8	64.6	10.0	57.2	61.0	1.2	49.6	22.8	8.9
Queue Length 50th (m)	46.9	107.8	58.2	11.1	13.7	64.2	0.0	54.0	28.0	3.7
Queue Length 95th (m)	74.7	139.9	76.1	29.9	27.5	90.5	0.0	66.4	50.7	19.4
Internal Link Dist (m)		232.3	122.4			117.7			138.2	
Turn Bay Length (m)				55.0	60.0		110.0	95.0		115.0
Base Capacity (vph)	373	1462	849	659	143	371	242	801	862	520
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.63	0.45	0.40	0.37	0.63	0.13	0.46	0.20	0.28

Intersection Summary

HCM Signalized Intersection Capacity Analysis
8: Marine Parade Dr/Park Lawn Rd & Lake Shore Blvd W

08-10-2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	235	850	10	15	340	245	50	220	30	350	165	135
Future Volume (vph)	235	850	10	15	340	245	50	220	30	350	165	135
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			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	0.81	1.00	1.00	0.59	1.00	1.00	0.63
Flpb, ped/bikes	0.93	1.00			1.00	1.00	0.72	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)	1466	3445			3308	1197	996	1756	710	3204	1708	890
Flt Permitted	0.40	1.00			0.88	1.00	0.65	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	617	3445			2934	1197	677	1756	710	3204	1708	890
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)	250	904	11	16	362	261	53	234	32	372	176	144
RTOR Reduction (vph)	0	1	0	0	0	40	0	0	26	0	0	73
Lane Group Flow (vph)	250	914	0	0	378	221	53	234	6	372	176	71
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	pm+ov	Perm	NA	Perm	Prot	NA	Perm
Protected Phases	5	2			6	3		4		3	8	
Permitted Phases	2			6		6	4		4			8
Actuated Green, G (s)	57.7	57.7			36.4	70.4	27.3	27.3	27.3	34.0	68.3	68.3
Effective Green, g (s)	58.7	58.7			37.4	72.4	28.3	28.3	28.3	35.0	69.3	69.3
Actuated g/C Ratio	0.42	0.42			0.27	0.52	0.20	0.20	0.20	0.25	0.49	0.49
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)	369	1444			783	670	136	354	143	801	845	440
v/s Ratio Prot	c0.09	0.27				0.08		c0.13		c0.12	0.10	
v/s Ratio Perm	c0.20				0.13	0.10	0.08		0.01			0.08
v/c Ratio	0.68	0.63			0.48	0.33	0.39	0.66	0.05	0.46	0.21	0.16
Uniform Delay, d1	29.0	32.1			43.2	19.7	48.4	51.4	45.0	44.5	19.9	19.4
Progression Factor	1.00	1.00			1.42	0.64	1.00	1.00	1.00	1.06	1.12	2.76
Incremental Delay, d2	4.9	2.1			2.1	0.3	1.8	4.6	0.1	0.4	0.1	0.2
Delay (s)	33.8	34.3			63.3	12.9	50.2	56.0	45.1	47.8	22.5	53.7
Level of Service	C	C			E	B	D	E	D	D	C	D
Approach Delay (s)		34.2			42.7			54.0			42.6	
Approach LOS		C			D			D			D	

Intersection Summary					
HCM 2000 Control Delay	40.4	HCM 2000 Level of Service		D	
HCM 2000 Volume to Capacity ratio	0.63				
Actuated Cycle Length (s)	140.0	Sum of lost time (s)		21.0	
Intersection Capacity Utilization	126.7%	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

08-10-2021

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1150	35	0	570	0	50
Future Volume (Veh/h)	1150	35	0	570	0	50
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)	1211	37	0	600	0	53
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)	146			130		
pX, platoon unblocked			0.85		0.87	0.85
vC, conflicting volume			1448		1730	622
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			894		1046	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	93
cM capacity (veh/h)			559		170	795

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1
Volume Total	484	484	279	300	300	53
Volume Left	0	0	0	0	0	0
Volume Right	0	0	37	0	0	53
cSH	1700	1700	1700	1700	1700	795
Volume to Capacity	0.28	0.28	0.16	0.18	0.18	0.07
Queue Length 95th (m)	0.0	0.0	0.0	0.0	0.0	1.7
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	9.9
Lane LOS						A
Approach Delay (s)	0.0			0.0		9.9
Approach LOS						A

Intersection Summary				
Average Delay		0.3		
Intersection Capacity Utilization		33.2%	ICU Level of Service	A
Analysis Period (min)		15		

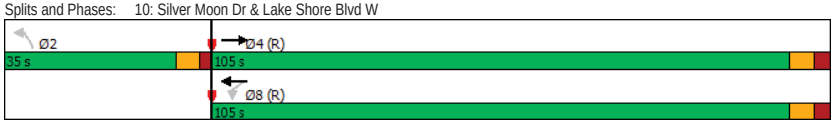
Timings
10: Silver Moon Dr & Lake Shore Blvd W

08-10-2021

Lane Group	EBT	WBL	WBT	NBL
Lane Configurations				
Traffic Volume (vph)	1150	25	470	105
Future Volume (vph)	1150	25	470	105
Turn Type	NA	Perm	NA	Perm
Protected Phases	4		8	
Permitted Phases		8		2
Detector Phase	4	8	8	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	25.0	25.0	25.0	35.0
Total Split (s)	105.0	105.0	105.0	35.0
Total Split (%)	75.0%	75.0%	75.0%	25.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	6.0	6.0	6.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	C-Min	C-Min	C-Min	None
Act Effct Green (s)	98.5	98.5	98.5	30.5
Actuated g/C Ratio	0.70	0.70	0.70	0.22
v/c Ratio	0.56	0.15	0.21	0.58
Control Delay	4.2	4.4	3.5	55.8
Queue Delay	0.2	0.0	0.0	0.0
Total Delay	4.4	4.4	3.5	55.8
LOS	A	A	A	E
Approach Delay	4.4		3.5	55.8
Approach LOS	A		A	E

Intersection Summary		
Cycle Length: 140		
Actuated Cycle Length: 140		
Offset: 35 (25%), Referenced to phase 4:EBT and 8:WBTL, Start of Green		
Natural Cycle: 70		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.58		
Intersection Signal Delay: 7.9	Intersection LOS: A	
Intersection Capacity Utilization 67.8%	ICU Level of Service C	
Analysis Period (min) 15		

Splits and Phases: 10: Silver Moon Dr & Lake Shore Blvd W



Queues
10: Silver Moon Dr & Lake Shore Blvd W

08-10-2021

Lane Group	EBT	WBL	WBT	NBL
Lane Group Flow (vph)	1312	27	505	145
v/c Ratio	0.56	0.15	0.21	0.58
Control Delay	4.2	4.4	3.5	55.8
Queue Delay	0.2	0.0	0.0	0.0
Total Delay	4.4	4.4	3.5	55.8
Queue Length 50th (m)	19.6	1.0	9.7	35.9
Queue Length 95th (m)	7.5	m0.9	5.8	59.4
Internal Link Dist (m)	37.6		119.0	173.9
Turn Bay Length (m)		30.0		20.0
Base Capacity (vph)	2363	185	2427	252
Starvation Cap Reductn	193	0	0	0
Spillback Cap Reductn	295	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.63	0.15	0.21	0.58

Intersection Summary
m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
10: Silver Moon Dr & Lake Shore Blvd W

08-10-2021

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1150	70	25	470	105	30
Future Volume (vph)	1150	70	25	470	105	30
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	
Lane Util. Factor	0.95		1.00	0.95	1.00	
Frpb, ped/bikes	0.97		1.00	1.00	0.93	
Flpb, ped/bikes	1.00		1.00	1.00	0.77	
Frt	0.99		1.00	1.00	0.97	
Flt Protected	1.00		0.95	1.00	0.96	
Satd. Flow (prot)	3339		1491	3433	1128	
Flt Permitted	1.00		0.17	1.00	0.96	
Satd. Flow (perm)	3339		263	3433	1128	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	1237	75	27	505	113	32
RTOR Reduction (vph)	3	0	0	0	7	0
Lane Group Flow (vph)	1309	0	27	505	138	0
Confl. Peds. (#/hr)		200	200		200	200
Confl. Bikes (#/hr)		3				
Heavy Vehicles (%)	2%	12%	13%	4%	8%	0%
Turn Type	NA		Perm	NA	Perm	
Protected Phases	4			8		
Permitted Phases			8		2	
Actuated Green, G (s)	97.5		97.5	97.5	29.5	
Effective Green, g (s)	98.5		98.5	98.5	30.5	
Actuated g/C Ratio	0.70		0.70	0.70	0.22	
Clearance Time (s)	7.0		7.0	7.0	6.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	2349		185	2415	245	
v/s Ratio Prot	c0.39			0.15		
v/s Ratio Perm			0.10		c0.12	
v/c Ratio	0.56		0.15	0.21	0.56	
Uniform Delay, d1	10.1		6.9	7.2	48.8	
Progression Factor	0.33		0.39	0.46	1.00	
Incremental Delay, d2	0.8		1.4	0.2	2.9	
Delay (s)	4.1		4.1	3.5	51.8	
Level of Service	A		A	A	D	
Approach Delay (s)	4.1			3.5	51.8	
Approach LOS	A			A	D	

Intersection Summary			
HCM 2000 Control Delay	7.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	140.0	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
11: The Marginal Blvd/Public Street 'A' (Relief Rd) & Lake Shore Blvd W

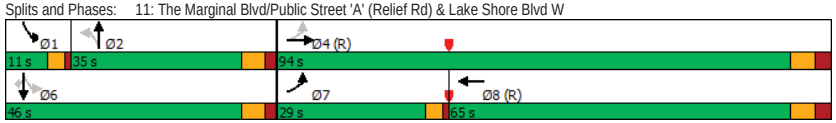
08-10-2021

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT	Ø7
Lane Configurations							
Traffic Volume (vph)	1175	475	25	105	310	25	
Future Volume (vph)	1175	475	25	105	310	25	
Turn Type	NA	NA	Perm	NA	pm+pt	NA	
Protected Phases	4	8		2	1	6	7
Permitted Phases			2		6		
Detector Phase	4	8	2	2	1	6	
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	29.0	29.0	35.0	35.0	11.0	35.0	11.0
Total Split (s)	94.0	65.0	35.0	35.0	11.0	46.0	29.0
Total Split (%)	67.1%	46.4%	25.0%	25.0%	7.9%	32.9%	21%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0	3.0
All-Red Time (s)	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	
Total Lost Time (s)	6.0	6.0		5.0	3.0	5.0	
Lead/Lag		Lag	Lag	Lag	Lead		Lead
Lead-Lag Optimize?		Yes	Yes	Yes	Yes		Yes
Recall Mode	C-Min	C-Min	None	None	None	None	None
Act Effct Green (s)	60.6	60.6		30.0	70.4	68.4	
Actuated g/C Ratio	0.43	0.43		0.21	0.50	0.49	
v/c Ratio	0.84	0.56		0.47	0.57	0.03	
Control Delay	29.9	28.3		51.6	36.4	20.0	
Queue Delay	0.0	52.1		0.0	0.0	0.0	
Total Delay	29.9	80.3		51.6	36.4	20.0	
LOS	C	F		D	D	C	
Approach Delay	29.9	80.3		51.6		35.2	
Approach LOS	C	F		D		D	

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 46 (33%), Referenced to phase 4:EBTL and 8:WBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 46.8 — Intersection LOS: D
Intersection Capacity Utilization 94.3% — ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 11: The Marginal Blvd/Public Street 'A' (Relief Rd) & Lake Shore Blvd W



Queues
11: The Marginal Blvd/Public Street 'A' (Relief Rd) & Lake Shore Blvd W

08-10-2021

Lane Group	EBT	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	1268	742	162	333	27
v/c Ratio	0.84	0.56	0.47	0.57	0.03
Control Delay	29.9	28.3	51.6	36.4	20.0
Queue Delay	0.0	52.1	0.0	0.0	0.0
Total Delay	29.9	80.3	51.6	36.4	20.0
Queue Length 50th (m)	169.1	76.2	40.3	71.1	4.0
Queue Length 95th (m)	183.7	89.8	64.2	105.1	9.9
Internal Link Dist (m)	119.0	71.5	81.5		182.5
Turn Bay Length (m)				30.0	
Base Capacity (vph)	2193	1350	347	589	900
Starvation Cap Reductn	82	676	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.60	1.10	0.47	0.57	0.03

Intersection Summary

HCM Signalized Intersection Capacity Analysis
11: The Marginal Blvd/Public Street 'A' (Relief Rd) & Lake Shore Blvd W

08-10-2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1175	5	0	475	215	25	105	20	310	25	0
Future Volume (vph)	0	1175	5	0	475	215	25	105	20	310	25	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)		6.0			6.0			5.0		3.0	5.0	
Lane Util. Factor		0.95			0.95			1.00		1.00	1.00	
Frpb, ped/bikes		1.00			0.90			0.96		1.00	1.00	
Flpb, ped/bikes		1.00			1.00			0.95		0.92	1.00	
Frt		1.00			0.95			0.98		1.00	1.00	
Flt Protected		1.00			1.00			0.99		0.95	1.00	
Satd. Flow (prot)		3491			2980			1674		1519	1842	
Flt Permitted		1.00			1.00			0.95		0.48	1.00	
Satd. Flow (perm)		3491			2980			1604		771	1842	
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	1263	5	0	511	231	27	113	22	333	27	0
RTOR Reduction (vph)	0	1	0	0	36	0	0	4	0	0	0	0
Lane Group Flow (vph)	0	1267	0	0	706	0	0	158	0	333	27	0
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)		59.6			59.6			29.0		67.4	67.4	
Effective Green, g (s)		60.6			60.6			30.0		68.4	68.4	
Actuated g/C Ratio		0.43			0.43			0.21		0.49	0.49	
Clearance Time (s)		7.0			7.0			6.0		4.0	6.0	
Vehicle Extension (s)		3.0			3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)		1511			1289			343		565	899	
v/s Ratio Prot		c0.36			0.24					c0.15	0.01	
v/s Ratio Perm								0.10		c0.14		
v/c Ratio		0.84			0.55			0.46		0.59	0.03	
Uniform Delay, d1		35.4			29.5			47.9		24.3	18.6	
Progression Factor		0.71			1.00			1.00		1.42	0.98	
Incremental Delay, d2		4.9			1.7			1.0		1.6	0.0	
Delay (s)		30.0			31.2			48.9		36.1	18.2	
Level of Service		C			C			D		D	B	
Approach Delay (s)		30.0			31.2			48.9			34.7	
Approach LOS		C			C			D			C	

Intersection Summary				
HCM 2000 Control Delay	32.2	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)	17.0	
Intersection Capacity Utilization	94.3%	ICU Level of Service	F	
Analysis Period (min)	15			

c Critical Lane Group

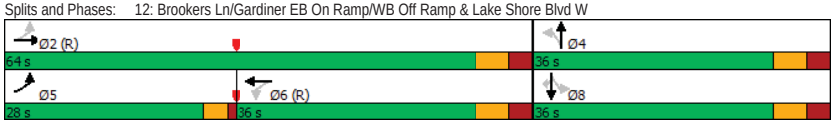
Timings
12: Brookers Ln/Gardiner EB On Ramp/WB Off Ramp & Lake Shore Blvd W

08-10-2021

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	425	1050	5	120	170	135	50	55	385
Future Volume (vph)	425	1050	5	120	170	135	50	55	385
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
Act Effct Green (s)		61.3		61.3	26.7	26.7		26.7	26.7
Actuated g/C Ratio		0.61		0.61	0.27	0.27		0.27	0.27
v/c Ratio		0.95		0.08	0.62	0.51		0.35	0.64
Control Delay		33.8		4.0	40.9	29.4		31.6	7.9
Queue Delay		44.0		0.0	0.0	0.0		0.0	0.0
Total Delay		77.8		4.0	40.9	29.4		31.6	7.9
LOS		E		A	D	C		C	A
Approach Delay		77.8		4.0		34.3		13.0	
Approach LOS		E		A		C		B	

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: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay: 54.2		Intersection LOS: D	
Intersection Capacity Utilization 128.9%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 12: Brookers Ln/Gardiner EB On Ramp/WB Off Ramp & Lake Shore Blvd W



Queues
12: Brookers Ln/Gardiner EB On Ramp/WB Off Ramp & Lake Shore Blvd W

08-10-2021

Lane Group	EBT	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	1578	152	179	242	111	405
v/c Ratio	0.95	0.08	0.62	0.51	0.35	0.64
Control Delay	33.8	4.0	40.9	29.4	31.6	7.9
Queue Delay	44.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.8	4.0	40.9	29.4	31.6	7.9
Queue Length 50th (m)	~162.4	2.2	30.4	33.7	17.4	0.0
Queue Length 95th (m)	#223.0	3.9	53.5	57.3	33.0	25.2
Internal Link Dist (m)	71.5	209.0		63.7	80.2	
Turn Bay Length (m)			40.0			
Base Capacity (vph)	1657	1790	328	527	354	665
Starvation Cap Reductn	374	0	0	0	0	0
Spillback Cap Reductn	78	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.23	0.08	0.55	0.46	0.31	0.61

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
12: Brookers Ln/Gardiner EB On Ramp/WB Off Ramp & Lake Shore Blvd W

08-10-2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	425	1050	25	5	120	20	170	135	95	50	55	385
Future Volume (vph)	425	1050	25	5	120	20	170	135	95	50	55	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)		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			0.98		1.00	0.95			1.00	0.89
Flpb, ped/bikes		0.98			1.00		0.91	1.00			0.97	1.00
Frt		1.00			0.98		1.00	0.94			1.00	0.85
Flt Protected		0.99			1.00		0.95	1.00			0.98	1.00
Satd. Flow (prot)		3315			3196		1520	1673			1699	1273
Flt Permitted		0.80			0.91		0.69	1.00			0.68	1.00
Satd. Flow (perm)		2698			2909		1097	1673			1183	1273
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)	447	1105	26	5	126	21	179	142	100	53	58	405
RTOR Reduction (vph)	0	1	0	0	7	0	0	26	0	0	0	297
Lane Group Flow (vph)	0	1577	0	0	145	0	179	216	0	0	111	108
Confl. Peds. (#/hr)	100		100	100		100	100		100	100		100
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)		60.3			60.3		25.7	25.7			25.7	25.7
Effective Green, g (s)		61.3			61.3		26.7	26.7			26.7	26.7
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)		1653			1783		292	446			315	339
v/s Ratio Prot								0.13				
v/s Ratio Perm		c0.58			0.05		c0.16				0.09	0.08
v/c Ratio		0.95			0.08		0.61	0.48			0.35	0.32
Uniform Delay, d1		18.0			7.9		32.1	30.8			29.7	29.4
Progression Factor		1.00			0.49		1.00	1.00			1.00	1.00
Incremental Delay, d2		12.8			0.1		3.8	0.8			0.7	0.5
Delay (s)		30.9			4.0		35.9	31.7			30.3	29.9
Level of Service		C			A		D	C			C	C
Approach Delay (s)		30.9			4.0			33.5			30.0	
Approach LOS		C			A			C			C	

Intersection Summary

HCM 2000 Control Delay	29.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	128.9%	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

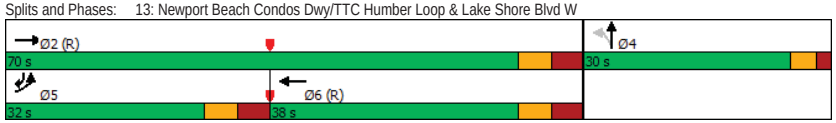
08-10-2021

Lane Group	EBL	EBT	WBT	NBT
Lane Configurations				
Traffic Volume (vph)	10	1150	105	0
Future Volume (vph)	10	1150	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
Act Effct Green (s)	8.6	71.2	67.7	21.6
Actuated g/C Ratio	0.09	0.71	0.68	0.22
v/c Ratio	0.14	0.94	0.09	0.10
Control Delay	43.3	24.6	7.9	0.5
Queue Delay	0.0	13.2	0.0	0.0
Total Delay	43.3	37.8	7.9	0.5
LOS	D	D	A	A
Approach Delay		37.8	7.9	0.5
Approach LOS		D	A	A

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
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 34.3 — Intersection LOS: C
Intersection Capacity Utilization 84.0% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 13: Newport Beach Condos Dwy/TTC Humber Loop & Lake Shore Blvd W



Queues
13: Newport Beach Condos Dwy/TTC Humber Loop & Lake Shore Blvd W

08-10-2021

Lane Group	EBL	EBT	WBT	NBT
Lane Group Flow (vph)	10	1214	109	41
v/c Ratio	0.14	0.94	0.09	0.10
Control Delay	43.3	24.6	7.9	0.5
Queue Delay	0.0	13.2	0.0	0.0
Total Delay	43.3	37.8	7.9	0.5
Queue Length 50th (m)	2.0	~266.4	6.5	0.0
Queue Length 95th (m)	m2.4	m#299.7	17.1	0.0
Internal Link Dist (m)		209.0	109.3	72.6
Turn Bay Length (m)				
Base Capacity (vph)	210	1287	1211	464
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	94	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.05	1.02	0.09	0.09

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
13: Newport Beach Condos Dwy/TTC Humber Loop & Lake Shore Blvd W

08-10-2021

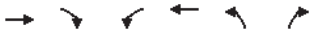


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	1150	15	0	105	0	35	0	5	0	0	0
Future Volume (vph)	10	1150	15	0	105	0	35	0	5	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	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	0.99			1.00			1.00				
Flpb, ped/bikes	1.00	1.00			1.00			0.78				
Frt	1.00	1.00			1.00			0.98				
Flt Protected	0.95	1.00			1.00			0.96				
Satd. Flow (prot)	842	1808			1789			1382				
Flt Permitted	0.95	1.00			1.00			0.96				
Satd. Flow (perm)	842	1808			1789			1382				
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	1198	16	0	109	0	36	0	5	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	33	0	0	0	0
Lane Group Flow (vph)	10	1214	0	0	109	0	0	8	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				Over
Protected Phases	5	2			6			4				5
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	1243			1053			279				
v/s Ratio Prot	0.01	c0.67			0.06							
v/s Ratio Perm								0.01				
v/c Ratio	0.42	0.98			0.10			0.03				
Uniform Delay, d1	47.7	14.8			9.0			32.0				
Progression Factor	0.99	0.85			0.80			1.00				
Incremental Delay, d2	5.1	12.2			0.2			0.0				
Delay (s)	52.1	24.9			7.4			32.1				
Level of Service	D	C			A			C				
Approach Delay (s)		25.1			7.4			32.1			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	0.83			
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	18.0	
Intersection Capacity Utilization	84.0%	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

08-10-2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1125	35	0	40	60	140
Future Volume (Veh/h)	1125	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)	1160	36	0	41	62	144
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			0.33		0.33	0.33
vC, conflicting volume			1246		1269	1228
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			730		800	676
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		79	56
cM capacity (veh/h)			281		293	330

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	1196	41	206
Volume Left	0	0	62
Volume Right	36	0	144
cSH	1700	281	318
Volume to Capacity	0.70	0.00	0.65
Queue Length 95th (m)	0.0	0.0	33.9
Control Delay (s)	0.0	0.0	34.9
Lane LOS			D
Approach Delay (s)	0.0	0.0	34.9
Approach LOS			D

Intersection Summary				
Average Delay	5.0			
Intersection Capacity Utilization	80.1%	ICU Level of Service	D	
Analysis Period (min)	15			

* User Entered Value

Timings
15: Palace Pier Ct & Lake Shore Blvd W

08-10-2021

Lane Group	EBT	EBR	NBL
Lane Configurations			
Traffic Volume (vph)	1225	85	35
Future Volume (vph)	1225	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
Act Effct Green (s)	73.4	73.4	17.6
Actuated g/C Ratio	0.73	0.73	0.18
v/c Ratio	0.96	0.11	0.38
Control Delay	24.8	0.9	19.2
Queue Delay	0.0	0.0	0.0
Total Delay	24.8	0.9	19.2
LOS	C	A	B
Approach Delay	23.3		19.2
Approach LOS	C		B

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		
Maximum v/c Ratio: 0.96		
Intersection Signal Delay: 22.9	Intersection LOS: C	
Intersection Capacity Utilization 78.8%	ICU Level of Service D	
Analysis Period (min) 15		

Splits and Phases: 15: Palace Pier Ct & Lake Shore Blvd W



Queues
15: Palace Pier Ct & Lake Shore Blvd W

08-10-2021

Lane Group	EBT	EBR	NBL
Lane Group Flow (vph)	1276	89	119
v/c Ratio	0.96	0.11	0.38
Control Delay	24.8	0.9	19.2
Queue Delay	0.0	0.0	0.0
Total Delay	24.8	0.9	19.2
Queue Length 50th (m)	~296.4	1.2	8.4
Queue Length 95th (m)	m#338.7	m1.4	23.8
Internal Link Dist (m)	144.0		211.9
Turn Bay Length (m)		15.0	
Base Capacity (vph)	1326	846	414
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.96	0.11	0.29

Intersection Summary
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
15: Palace Pier Ct & Lake Shore Blvd W

08-10-2021

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1225	85	0	0	35	80
Future Volume (vph)	1225	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	0.85			1.00	
Flpb, ped/bikes	1.00	1.00			0.93	
Frt	1.00	0.85			0.91	
Flt Protected	1.00	1.00			0.99	
Satd. Flow (prot)	1807	1146			1455	
Flt Permitted	1.00	1.00			0.99	
Satd. Flow (perm)	1807	1146			1455	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	1276	89	0	0	36	83
RTOR Reduction (vph)	0	6	0	0	55	0
Lane Group Flow (vph)	1276	83	0	0	64	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			Perm	
Protected Phases	2					
Permitted Phases		2			4	
Actuated Green, G (s)	72.4	72.4			16.6	
Effective Green, g (s)	73.4	73.4			17.6	
Actuated g/C Ratio	0.73	0.73			0.18	
Clearance Time (s)	6.0	6.0			5.0	
Vehicle Extension (s)	3.0	3.0			3.0	
Lane Grp Cap (vph)	1326	841			256	
v/s Ratio Prot	c0.71					
v/s Ratio Perm		0.07			c0.04	
v/c Ratio	0.96	0.10			0.25	
Uniform Delay, d1	12.0	3.8			35.5	
Progression Factor	0.71	0.17			1.00	
Incremental Delay, d2	11.8	0.1			0.5	
Delay (s)	20.3	0.8			36.0	
Level of Service	C	A			D	
Approach Delay (s)	19.0			0.0	36.0	
Approach LOS	B			A	D	

Intersection Summary				
HCM 2000 Control Delay	20.4	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.83			
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0	
Intersection Capacity Utilization	78.8%	ICU Level of Service	D	
Analysis Period (min)	15			

c Critical Lane Group

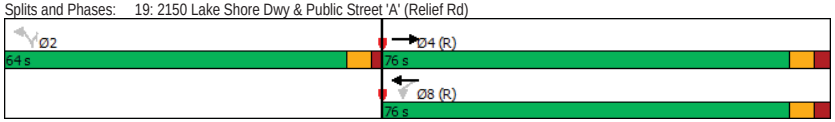
Timings
19: 2150 Lake Shore Dwy & Public Street 'A' (Relief Rd)

08-10-2021

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	300	45	275	45	35
Future Volume (vph)	300	45	275	45	35
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)	25.0	25.0	25.0	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
Act Effct Green (s)	106.0	106.0	106.0	23.0	23.0
Actuated g/C Ratio	0.76	0.76	0.76	0.16	0.16
v/c Ratio	0.15	0.10	0.12	0.27	0.20
Control Delay	4.6	2.9	2.6	55.7	17.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	4.6	2.9	2.6	55.7	17.2
LOS	A	A	A	E	B
Approach Delay	4.6		2.6	38.8	
Approach LOS	A		A	D	

Intersection Summary		
Cycle Length: 140		
Actuated Cycle Length: 140		
Offset: 64 (46%), Referenced to phase 4:EBT and 8:WBTL, Start of Green		
Natural Cycle: 55		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.27		
Intersection Signal Delay: 7.5	Intersection LOS: A	
Intersection Capacity Utilization 53.3%	ICU Level of Service A	
Analysis Period (min) 15		

Splits and Phases: 19: 2150 Lake Shore Dwy & Public Street 'A' (Relief Rd)



Queues
19: 2150 Lake Shore Dwy & Public Street 'A' (Relief Rd)

08-10-2021

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	366	50	306	50	39
v/c Ratio	0.15	0.10	0.12	0.27	0.20
Control Delay	4.6	2.9	2.6	55.7	17.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	4.6	2.9	2.6	55.7	17.2
Queue Length 50th (m)	13.0	1.5	4.5	12.9	0.0
Queue Length 95th (m)	17.6	m3.3	7.5	26.5	11.1
Internal Link Dist (m)	245.0		68.7	32.9	
Turn Bay Length (m)		50.0			
Base Capacity (vph)	2482	483	2650	475	444
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.15	0.10	0.12	0.11	0.09

Intersection Summary
m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
19: 2150 Lake Shore Dwy & Public Street 'A' (Relief Rd)

08-10-2021

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	300	30	45	275	45	35
Future Volume (vph)	300	30	45	275	45	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)	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	0.95		1.00	1.00	1.00	0.68
Flpb, ped/bikes	1.00		0.67	1.00	0.68	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)	3277		1100	3500	1129	1002
Flt Permitted	1.00		0.53	1.00	0.95	1.00
Satd. Flow (perm)	3277		618	3500	1129	1002
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	333	33	50	306	50	39
RTOR Reduction (vph)	3	0	0	0	0	33
Lane Group Flow (vph)	363	0	50	306	50	6
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)	105.0		105.0	105.0	22.0	22.0
Effective Green, g (s)	106.0		106.0	106.0	23.0	23.0
Actuated g/C Ratio	0.76		0.76	0.76	0.16	0.16
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)	2481		467	2650	185	164
v/s Ratio Prot	c0.11			0.09		
v/s Ratio Perm			0.08		c0.04	0.01
v/c Ratio	0.15		0.11	0.12	0.27	0.04
Uniform Delay, d1	4.6		4.5	4.5	51.2	49.2
Progression Factor	1.00		0.55	0.55	1.00	1.00
Incremental Delay, d2	0.1		0.4	0.1	0.8	0.1
Delay (s)	4.8		2.9	2.6	52.0	49.3
Level of Service	A		A	A	D	D
Approach Delay (s)	4.8			2.6	50.8	
Approach LOS	A			A	D	

Intersection Summary			
HCM 2000 Control Delay	8.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.17		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	53.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Timings
1: Park Lawn Rd & The Queensway

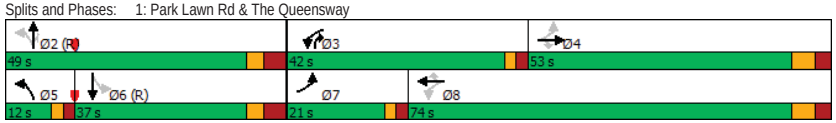
08-10-2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	205	1025	230	445	1025	90	175	370	500	80	360
Future Volume (vph)	205	1025	230	445	1025	90	175	370	500	80	360
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)	21.0	53.0	53.0	42.0	74.0	74.0	12.0	49.0	42.0	37.0	37.0
Total Split (%)	14.6%	36.8%	36.8%	29.2%	51.4%	51.4%	8.3%	34.0%	29.2%	25.7%	25.7%
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
Act Effct Green (s)	63.6	46.4	46.4	91.5	70.3	70.3	47.5	44.5	85.6	31.2	31.2
Actuated g/C Ratio	0.44	0.32	0.32	0.64	0.49	0.49	0.33	0.31	0.59	0.22	0.22
v/c Ratio	0.67	0.93	0.41	0.92	0.63	0.14	0.86	0.68	0.61	0.55	0.74
Control Delay	28.0	61.3	8.4	64.7	29.2	4.6	65.1	39.6	27.5	66.1	54.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.0	61.3	8.4	64.7	29.2	4.6	65.1	39.6	27.5	66.1	54.3
LOS	C	E	A	E	C	A	E	D	C	E	D
Approach Delay		48.3			37.9			38.1			55.8
Approach LOS		D			D			D			E

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: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 43.5 — Intersection LOS: D
Intersection Capacity Utilization 119.7% — ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 1: Park Lawn Rd & The Queensway



Queues
1: Park Lawn Rd & The Queensway

08-10-2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	211	1057	237	459	1057	93	180	381	515	82	551
v/c Ratio	0.67	0.93	0.41	0.92	0.63	0.14	0.86	0.68	0.61	0.55	0.74
Control Delay	28.0	61.3	8.4	64.7	29.2	4.6	65.1	39.6	27.5	66.1	54.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.0	61.3	8.4	64.7	29.2	4.6	65.1	39.6	27.5	66.1	54.3
Queue Length 50th (m)	24.2	160.5	4.7	114.0	115.2	0.3	39.6	116.1	134.2	22.3	75.4
Queue Length 95th (m)	37.6	#201.5	26.8	#181.0	148.8	10.5	#80.9	133.0	180.2	41.8	96.8
Internal Link Dist (m)		674.0			834.9			286.4			278.9
Turn Bay Length (m)	55.0		100.0	45.0		15.0	40.0			70.0	
Base Capacity (vph)	359	1156	581	512	1705	655	209	569	861	151	757
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.91	0.41	0.90	0.62	0.14	0.86	0.67	0.60	0.54	0.73

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
1: Park Lawn Rd & The Queensway

08-10-2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	205	1025	230	445	1025	90	175	370	500	80	360	175
Future Volume (vph)	205	1025	230	445	1025	90	175	370	500	80	360	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	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	0.97	
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	0.95	
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)	1673	3535	1336	1652	3466	1238	1662	1824	1409	1604	3266	
Flt Permitted	0.25	1.00	1.00	0.08	1.00	1.00	0.20	1.00	1.00	0.41	1.00	
Satd. Flow (perm)	444	3535	1336	140	3466	1238	354	1824	1409	690	3266	
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	1057	237	459	1057	93	180	381	515	82	371	180
RTOR Reduction (vph)	0	0	145	0	0	47	0	0	13	0	41	0
Lane Group Flow (vph)	211	1057	92	459	1057	46	180	381	502	82	510	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)	58.7	45.5	45.5	86.5	69.3	69.3	43.5	43.5	80.5	30.2	30.2	
Effective Green, g (s)	60.7	46.5	46.5	88.5	70.3	70.3	44.5	44.5	82.5	31.2	31.2	
Actuated g/C Ratio	0.42	0.32	0.32	0.61	0.49	0.49	0.31	0.31	0.57	0.22	0.22	
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)	308	1141	431	495	1692	604	202	563	807	149	707	
v/s Ratio Prot	0.07	c0.30		c0.25	0.30		c0.06	0.21	0.16		0.16	
v/s Ratio Perm	0.22		0.07	0.32		0.04	c0.21		0.19	0.12		
v/c Ratio	0.69	0.93	0.21	0.93	0.62	0.08	0.89	0.68	0.62	0.55	0.72	
Uniform Delay, d1	27.6	47.1	35.5	42.7	27.1	19.6	42.7	43.5	20.4	50.2	52.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.75	0.75	1.46	1.00	1.00	
Incremental Delay, d2	6.2	12.6	0.2	23.5	0.7	0.1	33.5	6.0	1.4	13.8	6.3	
Delay (s)	33.8	59.6	35.7	66.2	27.9	19.6	65.5	38.6	31.2	64.0	58.7	
Level of Service	C	E	D	E	C	B	E	D	C	E	E	
Approach Delay (s)		52.3			38.3			39.6			59.3	
Approach LOS		D			D			D			E	

Intersection Summary				
HCM 2000 Control Delay	45.7	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	119.7%	ICU Level of Service	H	
Analysis Period (min)	15			
c Critical Lane Group				

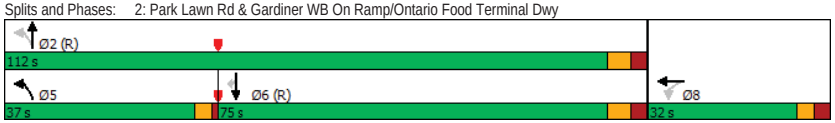
Timings
2: Park Lawn Rd & Gardiner WB On Ramp/Ontario Food Terminal Dwy

08-10-2021

Lane Group	WBT	NBL	NBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	10	470	1025	620	455
Future Volume (vph)	10	470	1025	620	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	37.0	112.0	75.0	75.0
Total Split (%)	22.2%	25.7%	77.8%	52.1%	52.1%
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
Act Effct Green (s)	23.2	115.4	113.6	87.9	87.9
Actuated g/C Ratio	0.16	0.80	0.79	0.61	0.61
v/c Ratio	0.10	0.76	0.39	0.31	0.51
Control Delay	41.0	14.8	8.0	22.4	12.8
Queue Delay	0.0	0.3	0.2	0.0	0.0
Total Delay	41.0	15.1	8.2	22.4	12.8
LOS	D	B	A	C	B
Approach Delay	41.0		10.4	18.4	
Approach LOS	D		B	B	

Intersection Summary			
Cycle Length: 144			
Actuated Cycle Length: 144			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 13.9		Intersection LOS: B	
Intersection Capacity Utilization 89.4%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 2: Park Lawn Rd & Gardiner WB On Ramp/Ontario Food Terminal Dwy



Queues
2: Park Lawn Rd & Gardiner WB On Ramp/Ontario Food Terminal Dwy

08-10-2021

Lane Group	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	21	495	1079	653	479
v/c Ratio	0.10	0.76	0.39	0.31	0.51
Control Delay	41.0	14.8	8.0	22.4	12.8
Queue Delay	0.0	0.3	0.2	0.0	0.0
Total Delay	41.0	15.1	8.2	22.4	12.8
Queue Length 50th (m)	4.0	59.8	77.7	65.8	43.7
Queue Length 95th (m)	12.3	m76.5	m89.7	m92.8	m78.8
Internal Link Dist (m)	80.3		186.9	286.4	
Turn Bay Length (m)		135.0			155.0
Base Capacity (vph)	246	743	2761	2144	950
Starvation Cap Reductn	0	33	726	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.09	0.70	0.53	0.30	0.50

Intersection Summary
m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
2: Park Lawn Rd & Gardiner WB On Ramp/Ontario Food Terminal Dwy

08-10-2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	5	10	5	470	1025	0	0	620	455
Future Volume (vph)	0	0	0	5	10	5	470	1025	0	0	620	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					0.98		1.00	1.00			1.00	0.93
Flpb, ped/bikes					0.98		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)					1295		1657	3500			3500	1330
Flt Permitted					0.99		0.36	1.00			1.00	1.00
Satd. Flow (perm)					1295		622	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	495	1079	0	0	653	479
RTOR Reduction (vph)	0	0	0	0	4	0	0	0	0	0	0	140
Lane Group Flow (vph)	0	0	0	0	17	0	495	1079	0	0	653	339
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		pm+pt	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8			2					6
Actuated Green, G (s)					20.8		110.2	110.2			85.7	85.7
Effective Green, g (s)					21.8		111.2	111.2			86.7	86.7
Actuated g/C Ratio					0.15		0.77	0.77			0.60	0.60
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		634	2702			2107	800
v/s Ratio Prot							c0.12	0.31			0.19	
v/s Ratio Perm					0.01		c0.49					0.25
v/c Ratio					0.09		0.78	0.40			0.31	0.42
Uniform Delay, d1					52.5		6.6	5.4			14.0	15.3
Progression Factor					1.00		1.56	1.24			1.31	2.00
Incremental Delay, d2					0.2		4.2	0.3			0.3	1.2
Delay (s)					52.7		14.5	7.0			18.7	31.8
Level of Service					D		B	A			B	C
Approach Delay (s)		0.0			52.7			9.3			24.3	
Approach LOS		A			D			A			C	

Intersection Summary					
HCM 2000 Control Delay	15.9	HCM 2000 Level of Service	B		
HCM 2000 Volume to Capacity ratio	0.68				
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	14.0		
Intersection Capacity Utilization	89.4%	ICU Level of Service	E		
Analysis Period (min)	15				
c Critical Lane Group					

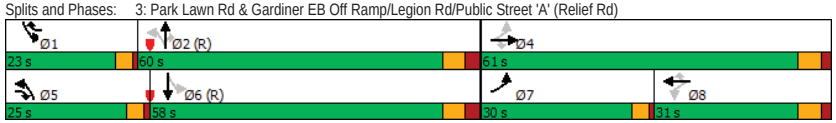
Timings
3: Park Lawn Rd & Gardiner EB Off Ramp/Legion Rd/Public Street A' (Relief Rd)

08-10-2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	680	230	705	5	10	370	85	470	5	75	475
Future Volume (vph)	680	230	705	5	10	370	85	470	5	75	475
Turn Type	pm+pt	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		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
Act Effct Green (s)	71.2	69.2	99.4	22.4	22.4	40.8	66.6	44.8	44.8	51.6	32.6
Actuated g/C Ratio	0.49	0.48	0.69	0.16	0.16	0.28	0.46	0.31	0.31	0.36	0.23
v/c Ratio	0.98	0.27	0.89	0.04	0.04	0.82	0.22	0.45	0.01	0.21	0.79
Control Delay	62.6	22.8	33.6	49.8	49.2	50.7	24.6	42.1	0.0	17.1	41.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.6	22.8	33.6	49.8	49.2	50.7	24.6	42.1	0.0	17.1	41.0
LOS	E	C	C	D	D	D	C	D	A	B	D
Approach Delay		44.3			50.7			39.1			38.2
Approach LOS		D			D			D			D

Intersection Summary		
Cycle Length: 144		
Actuated Cycle Length: 144		
Offset: 112 (78%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green		
Natural Cycle: 85		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.98		
Intersection Signal Delay: 42.9	Intersection LOS: D	
Intersection Capacity Utilization 90.6%	ICU Level of Service E	
Analysis Period (min) 15		

Splits and Phases: 3: Park Lawn Rd & Gardiner EB Off Ramp/Legion Rd/Public Street 'A' (Relief Rd)



Queues
3: Park Lawn Rd & Gardiner EB Off Ramp/Legion Rd/Public Street A' (Relief Rd)

08-10-2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	716	242	742	5	11	389	89	495	5	79	595
v/c Ratio	0.98	0.27	0.89	0.04	0.04	0.82	0.22	0.45	0.01	0.21	0.79
Control Delay	62.6	22.8	33.6	49.8	49.2	50.7	24.6	42.1	0.0	17.1	41.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.6	22.8	33.6	49.8	49.2	50.7	24.6	42.1	0.0	17.1	41.0
Queue Length 50th (m)	170.0	38.6	100.7	1.3	2.8	87.8	16.2	63.4	0.0	8.7	34.2
Queue Length 95th (m)	#309.1	63.2	#196.6	5.4	8.6	118.9	25.6	82.7	0.0	12.6	43.8
Internal Link Dist (m)		265.9			262.6			122.9			186.9
Turn Bay Length (m)	80.0		80.0	50.0			50.0		50.0	50.0	
Base Capacity (vph)	728	914	831	148	332	525	402	1312	500	434	1190
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.98	0.26	0.89	0.03	0.03	0.74	0.22	0.38	0.01	0.18	0.50

Intersection Summary
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
3: Park Lawn Rd & Gardiner EB Off Ramp/Legion Rd/Public Street A' (Relief Rd)

08-10-2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	680	230	705	5	10	370	85	470	5	75	475	90
Future Volume (vph)	680	230	705	5	10	370	85	470	5	75	475	90
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.78	1.00	1.00	1.00	1.00	1.00	0.79	1.00	0.94	
Flpb, ped/bikes	1.00	1.00	1.00	0.78	1.00	1.00	0.99	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	0.98	
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)	1652	1879	1168	1287	1842	1478	1669	3500	1194	1611	3265	
Flt Permitted	0.66	1.00	1.00	0.61	1.00	1.00	0.17	1.00	1.00	0.47	1.00	
Satd. Flow (perm)	1142	1879	1168	824	1842	1478	298	3500	1194	799	3265	
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)	716	242	742	5	11	389	89	495	5	79	500	95
RTOR Reduction (vph)	0	0	26	0	0	61	0	0	3	0	13	0
Lane Group Flow (vph)	716	242	716	5	11	328	89	495	2	79	582	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	pm+pt	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		4	8		8	2		2	6		
Actuated Green, G (s)	69.4	69.4	96.6	20.0	20.0	35.0	61.6	42.6	42.6	45.4	30.4	
Effective Green, g (s)	70.4	70.4	98.6	21.0	21.0	37.0	62.6	43.6	43.6	47.4	31.4	
Actuated g/C Ratio	0.49	0.49	0.68	0.15	0.15	0.26	0.43	0.30	0.30	0.33	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)	722	918	799	120	268	379	398	1059	361	353	711	
v/s Ratio Prot	c0.32	0.13	c0.18		0.01	0.10	0.04	0.14		0.02	c0.18	
v/s Ratio Perm	c0.17		0.44	0.01		0.13	0.05		0.00	0.05		
v/c Ratio	0.99	0.26	0.90	0.04	0.04	0.87	0.22	0.47	0.00	0.22	0.82	
Uniform Delay, d1	34.1	21.6	18.5	52.9	52.8	51.1	26.0	40.8	35.0	34.1	53.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.66	0.65	
Incremental Delay, d2	31.3	0.2	12.6	0.1	0.1	18.2	0.3	1.5	0.0	0.3	9.9	
Delay (s)	65.4	21.7	31.2	53.0	52.9	69.4	26.3	42.3	35.1	23.0	44.9	
Level of Service	E	C	C	D	D	E	C	D	D	C	D	
Approach Delay (s)		44.2			68.7			39.8			42.3	
Approach LOS		D			E			D			D	

Intersection Summary				
HCM 2000 Control Delay	46.0	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.95			
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	17.0	
Intersection Capacity Utilization	90.6%	ICU Level of Service	E	
Analysis Period (min)	15			
c Critical Lane Group				

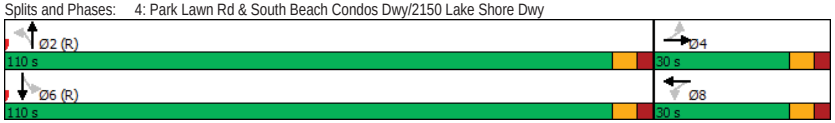
Timings
4: Park Lawn Rd & South Beach Condos Dwy/2150 Lake Shore Dwy

08-10-2021

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	50	0	30	0	45	470	20	1070
Future Volume (vph)	50	0	30	0	45	470	20	1070
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
Act Effct Green (s)	23.0	23.0	23.0	23.0	105.0	105.0	105.0	105.0
Actuated g/C Ratio	0.16	0.16	0.16	0.16	0.75	0.75	0.75	0.75
v/c Ratio	0.35	0.16	0.21	0.10	0.19	0.20	0.05	0.48
Control Delay	59.4	2.5	54.8	0.5	11.5	8.3	4.8	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7
Total Delay	59.4	2.5	54.8	0.5	11.5	8.3	4.8	9.2
LOS	E	A	D	A	B	A	A	A
Approach Delay		36.1		25.6		8.6		9.1
Approach LOS		D		C		A		A

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: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay: 10.8		Intersection LOS: B	
Intersection Capacity Utilization 65.7%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 4: Park Lawn Rd & South Beach Condos Dwy/2150 Lake Shore Dwy



Queues
4: Park Lawn Rd & South Beach Condos Dwy/2150 Lake Shore Dwy

08-10-2021



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	52	36	31	36	47	511	21	1214
v/c Ratio	0.35	0.16	0.21	0.10	0.19	0.20	0.05	0.48
Control Delay	59.4	2.5	54.8	0.5	11.5	8.3	4.8	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7
Total Delay	59.4	2.5	54.8	0.5	11.5	8.3	4.8	9.2
Queue Length 50th (m)	13.6	0.0	7.9	0.0	5.2	29.1	1.4	63.6
Queue Length 95th (m)	28.0	1.5	18.4	0.0	10.6	36.0	3.8	76.2
Internal Link Dist (m)		42.8		30.5		157.0		122.9
Turn Bay Length (m)	15.0		20.0		40.0		40.0	
Base Capacity (vph)	156	239	156	373	246	2552	449	2505
Starvation Cap Reductn	0	0	0	0	0	0	0	1060
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.15	0.20	0.10	0.19	0.20	0.05	0.84

Intersection Summary

HCM Signalized Intersection Capacity Analysis
4: Park Lawn Rd & South Beach Condos Dwy/2150 Lake Shore Dwy

08-10-2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	0	35	30	0	35	45	470	20	20	1070	95
Future Volume (vph)	50	0	35	30	0	35	45	470	20	20	1070	95
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	0.98		1.00	0.95	
Flpb, ped/bikes	0.70	1.00		0.70	1.00		0.93	1.00		0.73	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)	1178	1051		1178	1083		1544	3400		1226	3333	
Flt Permitted	0.73	1.00		0.73	1.00		0.20	1.00		0.46	1.00	
Satd. Flow (perm)	909	1051		909	1083		329	3400		598	3333	
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	0	36	31	0	36	47	490	21	21	1115	99
RTOR Reduction (vph)	0	30	0	0	30	0	0	2	0	0	5	0
Lane Group Flow (vph)	52	6	0	31	6	0	47	509	0	21	1210	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)	22.0	22.0		22.0	22.0		104.0	104.0		104.0	104.0	
Effective Green, g (s)	23.0	23.0		23.0	23.0		105.0	105.0		105.0	105.0	
Actuated g/C Ratio	0.16	0.16		0.16	0.16		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)	149	172		149	177		246	2550		448	2499	
v/s Ratio Prot		0.01			0.01			0.15			c0.36	
v/s Ratio Perm	c0.06			0.03			0.14			0.04		
v/c Ratio	0.35	0.03		0.21	0.03		0.19	0.20		0.05	0.48	
Uniform Delay, d1	51.9	49.2		50.6	49.2		5.1	5.1		4.5	6.9	
Progression Factor	1.00	1.00		1.00	1.00		1.77	1.59		1.00	1.00	
Incremental Delay, d2	1.4	0.1		0.7	0.1		1.7	0.2		0.2	0.7	
Delay (s)	53.3	49.2		51.3	49.2		10.7	8.4		4.7	7.5	
Level of Service	D	D		D	D		B	A		A	A	
Approach Delay (s)		51.6			50.2			8.6			7.5	
Approach LOS		D			D			A			A	

Intersection Summary				
HCM 2000 Control Delay	11.3	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.46			
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	65.7%	ICU Level of Service	C	
Analysis Period (min)	15			

c Critical Lane Group

Timings
5: Park Lawn Rd & Metro Grocery Dwy/Public Street 'C'

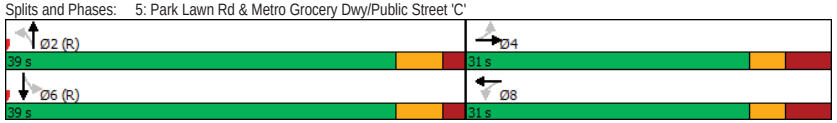
08-10-2021

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	140	0	20	0	50	370	35	780
Future Volume (vph)	140	0	20	0	50	370	35	780
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	18.0	18.0	18.0	18.0
Minimum Split (s)	30.0	30.0	30.0	30.0	24.0	24.0	24.0	24.0
Total Split (s)	31.0	31.0	31.0	31.0	39.0	39.0	39.0	39.0
Total Split (%)	44.3%	44.3%	44.3%	44.3%	55.7%	55.7%	55.7%	55.7%
Yellow Time (s)	3.0	3.0	3.0	3.0	4.0	4.0	4.0	4.0
All-Red Time (s)	4.0	4.0	4.0	4.0	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)	6.0	6.0	6.0	6.0	5.0	5.0	5.0	5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min
Act Effct Green (s)	20.9	20.9	20.9	20.9	38.1	38.1	38.1	38.1
Actuated g/C Ratio	0.30	0.30	0.30	0.30	0.54	0.54	0.54	0.54
v/c Ratio	0.46	0.21	0.07	0.08	0.30	0.22	0.09	0.65
Control Delay	23.8	10.5	16.2	0.3	16.9	10.9	7.6	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.8	10.5	16.2	0.3	16.9	10.9	7.6	12.1
LOS	C	B	B	A	B	B	A	B
Approach Delay		18.8		6.2		11.6		12.0
Approach LOS		B		A		B		B

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
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 12.6 — Intersection LOS: B
Intersection Capacity Utilization 69.9% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 5: Park Lawn Rd & Metro Grocery Dwy/Public Street 'C'



Queues
5: Park Lawn Rd & Metro Grocery Dwy/Public Street 'C'

08-10-2021

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	146	89	21	36	52	406	36	1099
v/c Ratio	0.46	0.21	0.07	0.08	0.30	0.22	0.09	0.65
Control Delay	23.8	10.5	16.2	0.3	16.9	10.9	7.6	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.8	10.5	16.2	0.3	16.9	10.9	7.6	12.1
Queue Length 50th (m)	15.1	3.9	1.9	0.0	6.0	23.8	2.4	79.2
Queue Length 95th (m)	30.7	13.2	6.5	0.0	m10.1	m30.1	m5.2	90.9
Internal Link Dist (m)		67.9		17.6		138.2		157.0
Turn Bay Length (m)	20.0		20.0		10.0		105.0	
Base Capacity (vph)	378	491	371	541	174	1854	385	1702
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.18	0.06	0.07	0.30	0.22	0.09	0.65

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
5: Park Lawn Rd & Metro Grocery Dwy/Public Street 'C'

08-10-2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	0	85	20	0	35	50	370	20	35	780	275
Future Volume (vph)	140	0	85	20	0	35	50	370	20	35	780	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	6.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.81		1.00	0.81		1.00	0.98		1.00	0.89	
Flpb, ped/bikes	0.83	1.00		0.84	1.00		0.94	1.00		0.78	1.00	
Frt	1.00	0.85		1.00	0.85		1.00	0.99		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1378	1291		1413	1292		1582	3403		1312	3048	
Flt Permitted	0.73	1.00		0.70	1.00		0.19	1.00		0.51	1.00	
Satd. Flow (perm)	1064	1291		1040	1292		318	3403		709	3048	
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	21	0	36	52	385	21	36	812	286
RTOR Reduction (vph)	0	33	0	0	25	0	0	5	0	0	45	0
Lane Group Flow (vph)	146	56	0	21	11	0	52	401	0	36	1054	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)	19.9	19.9		19.9	19.9		37.1	37.1		37.1	37.1	
Effective Green, g (s)	20.9	20.9		20.9	20.9		38.1	38.1		38.1	38.1	
Actuated g/C Ratio	0.30	0.30		0.30	0.30		0.54	0.54		0.54	0.54	
Clearance Time (s)	7.0	7.0		7.0	7.0		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)	317	385		310	385		173	1852		385	1658	
v/s Ratio Prot		0.04			0.01			0.12			c0.35	
v/s Ratio Perm	c0.14			0.02			0.16			0.05		
v/c Ratio	0.46	0.15		0.07	0.03		0.30	0.22		0.09	0.64	
Uniform Delay, d1	20.0	18.0		17.6	17.4		8.7	8.2		7.7	11.1	
Progression Factor	1.00	1.00		1.00	1.00		1.17	1.20		0.76	0.94	
Incremental Delay, d2	1.1	0.2		0.1	0.0		3.7	0.2		0.4	1.7	
Delay (s)	21.0	18.2		17.7	17.4		13.9	10.1		6.2	12.1	
Level of Service	C	B		B	B		B	B		A	B	
Approach Delay (s)		19.9			17.5			10.6			11.9	
Approach LOS		B			B			B			B	

Intersection Summary				
HCM 2000 Control Delay	12.8	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)	11.0	
Intersection Capacity Utilization	69.9%	ICU Level of Service	C	
Analysis Period (min)	15			

c Critical Lane Group

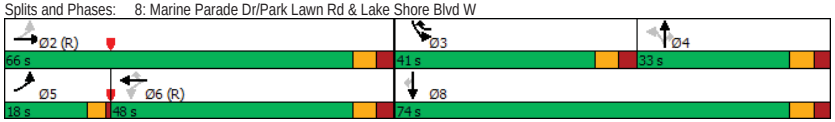
Timings
8: Marine Parade Dr/Park Lawn Rd & Lake Shore Blvd W

08-10-2021

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	190	540	10	760	95	55	165	25	450	140	255
Future Volume (vph)	190	540	10	760	95	55	165	25	450	140	255
Turn Type	pm+pt	NA	Perm	NA	pm+ov	Perm	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		6	3		4		3	8	
Permitted Phases	2		6		6	4		4			8
Detector Phase	5	2	6	6	3	4	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	6.0	34.0	34.0	34.0	34.0	7.0	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	33.0	41.0	41.0	41.0
Total Split (s)	18.0	66.0	48.0	48.0	41.0	33.0	33.0	33.0	41.0	74.0	74.0
Total Split (%)	12.9%	47.1%	34.3%	34.3%	29.3%	23.6%	23.6%	23.6%	29.3%	52.9%	52.9%
Yellow Time (s)	3.0	4.0	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	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	Lag	Lead		
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	Min	C-Min	C-Min	C-Min	Min	None	None	None	Min	Min	Min
Act Effct Green (s)	63.0	60.0		41.9	76.9	27.0	27.0	27.0	35.0	68.0	68.0
Actuated g/C Ratio	0.45	0.43		0.30	0.55	0.19	0.19	0.19	0.25	0.49	0.49
v/c Ratio	0.80	0.46		0.81	0.14	0.39	0.51	0.11	0.58	0.17	0.46
Control Delay	51.4	29.0		69.0	2.3	58.5	56.6	1.0	51.1	28.9	12.7
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.4	29.0		69.0	2.3	58.5	56.6	1.0	51.1	28.9	12.7
LOS	D	C		E	A	E	E	A	D	C	B
Approach Delay		34.3		61.7			51.4			35.8	
Approach LOS		C		E			D			D	

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			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 44.9		Intersection LOS: D	
Intersection Capacity Utilization 126.7%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 8: Marine Parade Dr/Park Lawn Rd & Lake Shore Blvd W



Queues
8: Marine Parade Dr/Park Lawn Rd & Lake Shore Blvd W

08-10-2021

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	198	641	802	99	57	172	26	469	146	266
v/c Ratio	0.80	0.46	0.81	0.14	0.39	0.51	0.11	0.58	0.17	0.46
Control Delay	51.4	29.0	69.0	2.3	58.5	56.6	1.0	51.1	28.9	12.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.4	29.0	69.0	2.3	58.5	56.6	1.0	51.1	28.9	12.7
Queue Length 50th (m)	35.7	67.4	107.1	0.2	14.7	45.4	0.0	70.6	29.2	15.6
Queue Length 95th (m)	#74.8	85.1	126.7	1.9	29.9	70.3	0.0	88.6	45.7	53.8
Internal Link Dist (m)		232.3	134.4			117.7			138.2	
Turn Bay Length (m)				55.0	60.0		110.0	95.0		115.0
Base Capacity (vph)	250	1406	997	693	146	338	231	809	852	581
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.46	0.80	0.14	0.39	0.51	0.11	0.58	0.17	0.46

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
8: Marine Parade Dr/Park Lawn Rd & Lake Shore Blvd W

08-10-2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	190	540	75	10	760	95	55	165	25	450	140	255
Future Volume (vph)	190	540	75	10	760	95	55	165	25	450	140	255
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			0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frpb, ped/bikes	1.00	0.95			1.00	0.80	1.00	1.00	0.59	1.00	1.00	0.63
Flpb, ped/bikes	0.99	1.00			1.00	1.00	0.70	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98			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)	1584	3261			3492	1205	1087	1756	710	3236	1756	916
Flt Permitted	0.14	1.00			0.94	1.00	0.66	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	231	3261			3294	1205	760	1756	710	3236	1756	916
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)	198	562	78	10	792	99	57	172	26	469	146	266
RTOR Reduction (vph)	0	8	0	0	0	32	0	0	21	0	0	137
Lane Group Flow (vph)	198	633	0	0	802	67	57	172	5	469	146	129
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	pm+ov	Perm	NA	Perm	Prot	NA	Perm
Protected Phases	5	2			6	3		4		3	8	
Permitted Phases	2			6		6	4		4			8
Actuated Green, G (s)	59.0	59.0			40.9	74.9	26.0	26.0	26.0	34.0	67.0	67.0
Effective Green, g (s)	60.0	60.0			41.9	76.9	27.0	27.0	27.0	35.0	68.0	68.0
Actuated g/C Ratio	0.43	0.43			0.30	0.55	0.19	0.19	0.19	0.25	0.49	0.49
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)	244	1397			985	713	146	338	136	809	852	444
v/s Ratio Prot	c0.09	0.19				0.02		c0.10		c0.14	0.08	
v/s Ratio Perm	c0.26				0.24	0.03	0.08		0.01			0.14
v/c Ratio	0.81	0.45			0.81	0.09	0.39	0.51	0.04	0.58	0.17	0.29
Uniform Delay, d1	30.1	28.4			45.4	15.0	49.3	50.6	45.9	46.0	20.2	21.6
Progression Factor	1.00	1.00			1.35	0.40	1.00	1.00	1.00	1.05	1.40	4.43
Incremental Delay, d2	18.2	1.1			7.1	0.1	1.7	1.2	0.1	0.8	0.1	0.3
Delay (s)	48.3	29.4			68.3	6.1	51.0	51.8	46.0	49.0	28.3	95.8
Level of Service	D	C			E	A	D	D	D	D	C	F
Approach Delay (s)		33.9			61.5			51.0			59.7	
Approach LOS		C			E			D			E	

Intersection Summary					
HCM 2000 Control Delay	52.0	HCM 2000 Level of Service		D	
HCM 2000 Volume to Capacity ratio	0.69				
Actuated Cycle Length (s)	140.0	Sum of lost time (s)		21.0	
Intersection Capacity Utilization	126.7%	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

08-10-2021

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	965	55	0	850	0	25
Future Volume (Veh/h)	965	55	0	850	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)	995	57	0	876	0	26
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)	158			117		
pX, platoon unblocked					0.91	
vC, conflicting volume			1252		1662	560
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1252		1534	560
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	94
cM capacity (veh/h)			484		86	410

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1
Volume Total	398	398	256	438	438	26
Volume Left	0	0	0	0	0	0
Volume Right	0	0	57	0	0	26
cSH	1700	1700	1700	1700	1700	410
Volume to Capacity	0.23	0.23	0.15	0.26	0.26	0.06
Queue Length 95th (m)	0.0	0.0	0.0	0.0	0.0	1.6
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	14.4
Lane LOS						B
Approach Delay (s)	0.0			0.0		14.4
Approach LOS						B

Intersection Summary			
Average Delay		0.2	
Intersection Capacity Utilization		30.3%	ICU Level of Service A
Analysis Period (min)		15	

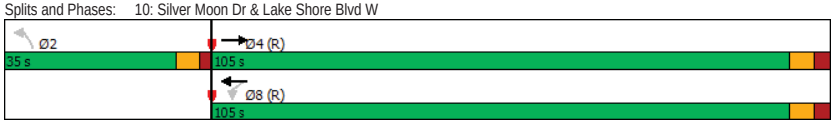
Timings
10: Silver Moon Dr & Lake Shore Blvd W

08-10-2021

Lane Group	EBT	WBL	WBT	NBL
Lane Configurations				
Traffic Volume (vph)	890	85	795	70
Future Volume (vph)	890	85	795	70
Turn Type	NA	Perm	NA	Perm
Protected Phases	4		8	
Permitted Phases		8		2
Detector Phase	4	8	8	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	25.0	25.0	25.0	35.0
Total Split (s)	105.0	105.0	105.0	35.0
Total Split (%)	75.0%	75.0%	75.0%	25.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	6.0	6.0	6.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	C-Min	C-Min	C-Min	None
Act Effct Green (s)	99.0	99.0	99.0	30.0
Actuated g/C Ratio	0.71	0.71	0.71	0.21
v/c Ratio	0.46	0.32	0.33	0.37
Control Delay	17.2	6.7	5.1	45.7
Queue Delay	0.0	0.0	0.3	0.0
Total Delay	17.2	6.7	5.4	45.7
LOS	B	A	A	D
Approach Delay	17.2		5.5	45.7
Approach LOS	B		A	D

Intersection Summary		
Cycle Length: 140		
Actuated Cycle Length: 140		
Offset: 35 (25%), Referenced to phase 4:EBT and 8:WBTL, Start of Green		
Natural Cycle: 70		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.46		
Intersection Signal Delay: 13.4	Intersection LOS: B	
Intersection Capacity Utilization 73.7%	ICU Level of Service D	
Analysis Period (min) 15		

Splits and Phases: 10: Silver Moon Dr & Lake Shore Blvd W



Queues
10: Silver Moon Dr & Lake Shore Blvd W

08-10-2021

Lane Group	EBT	WBL	WBT	NBL
Lane Group Flow (vph)	1047	88	820	98
v/c Ratio	0.46	0.32	0.33	0.37
Control Delay	17.2	6.7	5.1	45.7
Queue Delay	0.0	0.0	0.3	0.0
Total Delay	17.2	6.7	5.4	45.7
Queue Length 50th (m)	76.7	4.4	21.4	21.5
Queue Length 95th (m)	72.6	m4.0	16.1	40.2
Internal Link Dist (m)	53.6		119.0	173.9
Turn Bay Length (m)		30.0		20.0
Base Capacity (vph)	2274	275	2499	265
Starvation Cap Reductn	0	0	939	0
Spillback Cap Reductn	52	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.47	0.32	0.53	0.37

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
10: Silver Moon Dr & Lake Shore Blvd W

08-10-2021

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	890	125	85	795	70	25
Future Volume (vph)	890	125	85	795	70	25
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	
Lane Util. Factor	0.95		1.00	0.95	1.00	
Frpb, ped/bikes	0.93		1.00	1.00	0.92	
Flpb, ped/bikes	1.00		0.91	1.00	0.79	
Frt	0.98		1.00	1.00	0.96	
Flt Protected	1.00		0.95	1.00	0.96	
Satd. Flow (prot)	3204		1539	3535	1196	
Flt Permitted	1.00		0.24	1.00	0.96	
Satd. Flow (perm)	3204		389	3535	1196	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	918	129	88	820	72	26
RTOR Reduction (vph)	8	0	0	0	9	0
Lane Group Flow (vph)	1039	0	88	820	89	0
Confl. Peds. (#/hr)		200	200		200	200
Confl. Bikes (#/hr)		3				1
Heavy Vehicles (%)	2%	0%	0%	1%	0%	0%
Turn Type	NA		Perm	NA	Perm	
Protected Phases	4			8		
Permitted Phases			8		2	
Actuated Green, G (s)	98.0		98.0	98.0	29.0	
Effective Green, g (s)	99.0		99.0	99.0	30.0	
Actuated g/C Ratio	0.71		0.71	0.71	0.21	
Clearance Time (s)	7.0		7.0	7.0	6.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	2265		275	2499	256	
v/s Ratio Prot	c0.32			0.23		
v/s Ratio Perm			0.23		c0.07	
v/c Ratio	0.46		0.32	0.33	0.35	
Uniform Delay, d1	8.9		7.8	7.8	46.7	
Progression Factor	1.90		0.55	0.62	1.00	
Incremental Delay, d2	0.6		2.1	0.2	0.8	
Delay (s)	17.5		6.4	5.1	47.5	
Level of Service	B		A	A	D	
Approach Delay (s)	17.5			5.2	47.5	
Approach LOS	B			A	D	

Intersection Summary

HCM 2000 Control Delay	13.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	73.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

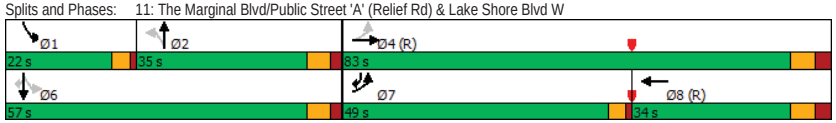
Timings
11: The Marginal Blvd/Public Street 'A' (Relief Rd) & Lake Shore Blvd W

08-10-2021

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT	Ø7
Lane Configurations							
Traffic Volume (vph)	910	865	10	35	240	75	
Future Volume (vph)	910	865	10	35	240	75	
Turn Type	NA	NA	Perm	NA	pm+pt	NA	
Protected Phases	4	8		2	1	6	7
Permitted Phases			2		6		
Detector Phase	4	8	2	2	1	6	
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	29.0	29.0	35.0	35.0	11.0	35.0	11.0
Total Split (s)	83.0	34.0	35.0	35.0	22.0	57.0	49.0
Total Split (%)	59.3%	24.3%	25.0%	25.0%	15.7%	40.7%	35%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0	3.0
All-Red Time (s)	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	
Total Lost Time (s)	6.0	6.0		5.0	3.0	5.0	
Lead/Lag		Lag	Lag	Lag	Lead		Lead
Lead-Lag Optimize?		Yes	Yes	Yes	Yes		Yes
Recall Mode	C-Min	C-Min	None	None	None	None	None
Act Effct Green (s)	77.8	77.8		30.0	53.2	51.2	
Actuated g/C Ratio	0.56	0.56		0.21	0.38	0.37	
v/c Ratio	0.49	0.72		0.15	0.56	0.11	
Control Delay	14.2	25.5		42.4	42.3	29.1	
Queue Delay	0.2	49.5		0.0	0.0	0.0	
Total Delay	14.4	75.0		42.4	42.3	29.1	
LOS	B	E		D	D	C	
Approach Delay	14.4	75.0		42.4		39.2	
Approach LOS	B	E		D		D	

Intersection Summary			
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 48 (34%), Referenced to phase 4:EBTL and 8:WBT, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 47.4		Intersection LOS: D	
Intersection Capacity Utilization 81.6%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 11: The Marginal Blvd/Public Street 'A' (Relief Rd) & Lake Shore Blvd W



Queues
11: The Marginal Blvd/Public Street 'A' (Relief Rd) & Lake Shore Blvd W

08-10-2021

Lane Group	EBT	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	953	1248	51	247	77
v/c Ratio	0.49	0.72	0.15	0.56	0.11
Control Delay	14.2	25.5	42.4	42.3	29.1
Queue Delay	0.2	49.5	0.0	0.0	0.0
Total Delay	14.4	75.0	42.4	42.3	29.1
Queue Length 50th (m)	80.6	135.3	11.2	56.0	14.6
Queue Length 95th (m)	100.1	163.7	23.6	80.0	24.9
Internal Link Dist (m)	119.0	71.5	81.5		206.9
Turn Bay Length (m)				30.0	
Base Capacity (vph)	1927	1727	350	445	684
Starvation Cap Reductn	308	730	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.59	1.25	0.15	0.56	0.11

Intersection Summary

HCM Signalized Intersection Capacity Analysis
11: The Marginal Blvd/Public Street 'A' (Relief Rd) & Lake Shore Blvd W

08-10-2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	910	15	0	865	345	10	35	5	240	75	0
Future Volume (vph)	0	910	15	0	865	345	10	35	5	240	75	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)		6.0			6.0			5.0		3.0	5.0	
Lane Util. Factor		0.95			0.95			1.00		1.00	1.00	
Frpb, ped/bikes		0.99			0.91			0.97		1.00	1.00	
Flpb, ped/bikes		1.00			1.00			0.95		0.83	1.00	
Frt		1.00			0.96			0.99		1.00	1.00	
Flt Protected		1.00			1.00			0.99		0.95	1.00	
Satd. Flow (prot)		3463			3080			1692		1372	1842	
Flt Permitted		1.00			1.00			0.95		0.69	1.00	
Satd. Flow (perm)		3463			3080			1623		1004	1842	
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)	0	938	15	0	892	356	10	36	5	247	77	0
RTOR Reduction (vph)	0	1	0	0	17	0	0	3	0	0	0	0
Lane Group Flow (vph)	0	952	0	0	1231	0	0	48	0	247	77	0
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)		76.8			76.8			29.0		50.2	50.2	
Effective Green, g (s)		77.8			77.8			30.0		51.2	51.2	
Actuated g/C Ratio		0.56			0.56			0.21		0.37	0.37	
Clearance Time (s)		7.0			7.0			6.0		4.0	6.0	
Vehicle Extension (s)		3.0			3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)		1924			1711			347		415	673	
v/s Ratio Prot		0.27			c0.40					c0.08	0.04	
v/s Ratio Perm								0.03		c0.14		
v/c Ratio		0.49			0.72			0.14		0.60	0.11	
Uniform Delay, d1		19.1			23.0			44.5		34.7	29.4	
Progression Factor		0.69			1.00			1.00		1.16	0.98	
Incremental Delay, d2		0.8			2.6			0.2		2.3	0.1	
Delay (s)		14.1			25.7			44.7		42.6	28.9	
Level of Service		B			C			D		D	C	
Approach Delay (s)		14.1			25.7			44.7			39.4	
Approach LOS		B			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	23.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	81.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

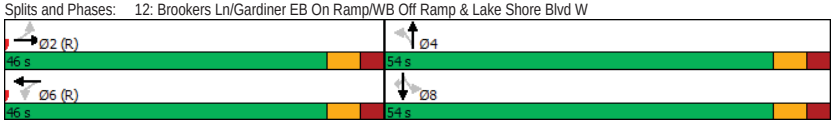
Timings
12: Brookers Ln/Gardiner EB On Ramp/WB Off Ramp & Lake Shore Blvd W

08-10-2021

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	200	770	10	120	105	35	95	180	980
Future Volume (vph)	200	770	10	120	105	35	95	180	980
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
Act Effct Green (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
v/c Ratio		1.04		0.13	0.26	0.14		0.39	1.24
Control Delay		67.9		24.4	17.6	10.3		18.7	138.4
Queue Delay		24.7		0.0	0.0	0.0		0.1	0.0
Total Delay		92.6		24.4	17.6	10.3		18.7	138.4
LOS		F		C	B	B		B	F
Approach Delay		92.6		24.4		14.0		112.2	
Approach LOS		F		C		B		F	

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			
Maximum v/c Ratio: 1.24			
Intersection Signal Delay: 92.3		Intersection LOS: F	
Intersection Capacity Utilization 129.5%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 12: Brookers Ln/Gardiner EB On Ramp/WB Off Ramp & Lake Shore Blvd W



Queues
12: Brookers Ln/Gardiner EB On Ramp/WB Off Ramp & Lake Shore Blvd W

08-10-2021

Lane Group	EBT	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	1185	142	111	105	289	1032
v/c Ratio	1.04	0.13	0.26	0.14	0.39	1.24
Control Delay	67.9	24.4	17.6	10.3	18.7	138.4
Queue Delay	24.7	0.0	0.0	0.0	0.1	0.0
Total Delay	92.6	24.4	17.6	10.3	18.7	138.4
Queue Length 50th (m)	~137.0	9.5	13.0	7.5	36.4	~221.8
Queue Length 95th (m)	#180.1	22.9	25.4	17.0	57.4	#301.1
Internal Link Dist (m)	71.5	210.0		63.7	58.1	
Turn Bay Length (m)			40.0			
Base Capacity (vph)	1139	1092	426	772	737	830
Starvation Cap Reductn	302	0	0	0	0	0
Spillback Cap Reductn	17	0	0	42	40	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.42	0.13	0.26	0.14	0.41	1.24

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
12: Brookers Ln/Gardiner EB On Ramp/WB Off Ramp & Lake Shore Blvd W

08-10-2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	770	155	10	120	5	105	35	65	95	180	980
Future Volume (vph)	200	770	155	10	120	5	105	35	65	95	180	980
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		0.97			1.00		1.00	0.93			1.00	0.89
Flpb, ped/bikes		0.98			1.00		0.94	1.00			0.97	1.00
Frt		0.98			0.99		1.00	0.90			1.00	0.85
Flt Protected		0.99			1.00		0.95	1.00			0.98	1.00
Satd. Flow (prot)		3279			3312		1576	1571			1771	1323
Flt Permitted		0.85			0.82		0.53	1.00			0.85	1.00
Satd. Flow (perm)		2819			2722		887	1571			1538	1323
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)	211	811	163	11	126	5	111	37	68	100	189	1032
RTOR Reduction (vph)	0	13	0	0	2	0	0	18	0	0	0	195
Lane Group Flow (vph)	0	1172	0	0	140	0	111	87	0	0	289	837
Confl. Peds. (#/hr)	100		100	100		100	100		100	100		100
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)		1127			1088		425	754			738	635
v/s Ratio Prot								0.06				
v/s Ratio Perm		c0.42			0.05		0.13				0.19	c0.63
v/c Ratio		1.04			0.13		0.26	0.12			0.39	1.32
Uniform Delay, d1		30.0			19.0		15.5	14.3			16.6	26.0
Progression Factor		1.00			1.29		1.00	1.00			1.00	1.00
Incremental Delay, d2		37.9			0.2		0.3	0.1			0.3	154.1
Delay (s)		67.9			24.8		15.8	14.4			17.0	180.1
Level of Service		E			C		B	B			B	F
Approach Delay (s)		67.9			24.8			15.1			144.4	
Approach LOS		E			C			B			F	

Intersection Summary

HCM 2000 Control Delay	97.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.19		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	129.5%	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

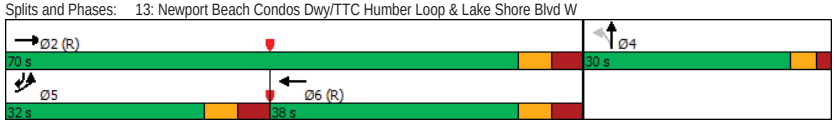
08-10-2021

Lane Group	EBL	EBT	WBT	NBT
Lane Configurations				
Traffic Volume (vph)	15	895	120	0
Future Volume (vph)	15	895	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
Act Effct Green (s)	9.1	71.2	64.1	21.6
Actuated g/C Ratio	0.09	0.71	0.64	0.22
v/c Ratio	0.20	0.74	0.10	0.05
Control Delay	48.8	11.4	9.9	29.2
Queue Delay	0.0	1.1	0.0	0.0
Total Delay	48.8	12.5	9.9	29.2
LOS	D	B	A	C
Approach Delay		13.0	9.9	29.2
Approach LOS		B	A	C

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
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 12.9 — Intersection LOS: B
Intersection Capacity Utilization 71.3% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 13: Newport Beach Condos Dwy/TTC Humber Loop & Lake Shore Blvd W



Queues
13: Newport Beach Condos Dwy/TTC Humber Loop & Lake Shore Blvd W

08-10-2021

Lane Group	EBL	EBT	WBT	NBT
Lane Group Flow (vph)	15	949	124	15
v/c Ratio	0.20	0.74	0.10	0.05
Control Delay	48.8	11.4	9.9	29.2
Queue Delay	0.0	1.1	0.0	0.0
Total Delay	48.8	12.5	9.9	29.2
Queue Length 50th (m)	2.7	187.0	6.7	2.3
Queue Length 95th (m)	m2.7	m194.8	19.5	7.6
Internal Link Dist (m)		210.0	108.3	66.8
Turn Bay Length (m)				
Base Capacity (vph)	210	1288	1193	348
Starvation Cap Reductn	0	143	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.07	0.83	0.10	0.04

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
13: Newport Beach Condos Dwy/TTC Humber Loop & Lake Shore Blvd W

08-10-2021



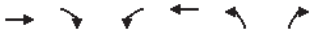
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	895	25	0	120	0	15	0	0	0	0	0
Future Volume (vph)	15	895	25	0	120	0	15	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	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	0.99			1.00			1.00				
Flpb, ped/bikes	1.00	1.00			1.00			0.75				
Frt	1.00	1.00			1.00			1.00				
Flt Protected	0.95	1.00			1.00			0.95				
Satd. Flow (prot)	842	1809			1860			1339				
Flt Permitted	0.95	1.00			1.00			0.95				
Satd. Flow (perm)	842	1809			1860			1339				
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	923	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	948	0	0	124	0	0	15	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				Over
Protected Phases	5	2			6			4				5
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	1244			1058			270				
v/s Ratio Prot	0.02	c0.52			0.07							
v/s Ratio Perm								0.01				
v/c Ratio	0.37	0.76			0.12			0.06				
Uniform Delay, d1	46.0	10.2			10.0			32.2				
Progression Factor	1.11	0.75			0.82			1.00				
Incremental Delay, d2	2.2	1.8			0.2			0.1				
Delay (s)	53.4	9.5			8.3			32.3				
Level of Service	D	A			A			C				
Approach Delay (s)		10.2			8.3			32.3			0.0	
Approach LOS		B			A			C			A	

Intersection Summary				
HCM 2000 Control Delay	10.3	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.65			
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	18.0	
Intersection Capacity Utilization	71.3%	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

08-10-2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	800	70	0	55	70	70
Future Volume (Veh/h)	800	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)	879	77	0	60	77	77
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			0.61		0.61	0.61
vC, conflicting volume			1006		1028	968
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			685		721	622
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	78
cM capacity (veh/h)			537		281	354

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	956	60	154
Volume Left	0	0	77
Volume Right	77	0	77
cSH	1700	537	313
Volume to Capacity	0.56	0.00	0.49
Queue Length 95th (m)	0.0	0.0	20.5
Control Delay (s)	0.0	0.0	27.1
Lane LOS			D
Approach Delay (s)	0.0	0.0	27.1
Approach LOS			D

Intersection Summary			
Average Delay	3.6		
Intersection Capacity Utilization	61.5%	ICU Level of Service	B
Analysis Period (min)	15		

* User Entered Value

Timings
15: Palace Pier Ct & Lake Shore Blvd W

08-10-2021

Lane Group	EBT	EBR	NBL
Lane Configurations			
Traffic Volume (vph)	740	105	55
Future Volume (vph)	740	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
Act Effct Green (s)	73.1	73.1	17.9
Actuated g/C Ratio	0.73	0.73	0.18
v/c Ratio	0.60	0.13	0.46
Control Delay	2.8	0.4	23.6
Queue Delay	0.0	0.0	0.0
Total Delay	2.8	0.4	23.6
LOS	A	A	C
Approach Delay	2.5		23.6
Approach LOS	A		C

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		
Maximum v/c Ratio: 0.60		
Intersection Signal Delay: 5.3	Intersection LOS: A	
Intersection Capacity Utilization 54.1%	ICU Level of Service A	
Analysis Period (min) 15		

Splits and Phases: 15: Palace Pier Ct & Lake Shore Blvd W



Queues
15: Palace Pier Ct & Lake Shore Blvd W

08-10-2021

Lane Group	EBT	EBR	NBL
Lane Group Flow (vph)	822	117	144
v/c Ratio	0.60	0.13	0.46
Control Delay	2.8	0.4	23.6
Queue Delay	0.0	0.0	0.0
Total Delay	2.8	0.4	23.6
Queue Length 50th (m)	7.7	0.0	13.0
Queue Length 95th (m)	7.3	m0.2	30.8
Internal Link Dist (m)	144.0		211.9
Turn Bay Length (m)		15.0	
Base Capacity (vph)	1360	931	410
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.60	0.13	0.35

Intersection Summary
m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
15: Palace Pier Ct & Lake Shore Blvd W

08-10-2021

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	740	105	0	0	55	75
Future Volume (vph)	740	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	0.85			1.00	
Flpb, ped/bikes	1.00	1.00			0.91	
Frt	1.00	0.85			0.92	
Flt Protected	1.00	1.00			0.98	
Satd. Flow (prot)	1860	1258			1446	
Flt Permitted	1.00	1.00			0.98	
Satd. Flow (perm)	1860	1258			1446	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	822	117	0	0	61	83
RTOR Reduction (vph)	0	12	0	0	53	0
Lane Group Flow (vph)	822	105	0	0	91	0
Confl. Peds. (#/hr)		50	50		100	
Heavy Vehicles (%)	1%	2%	0%	0%	0%	1%
Turn Type	NA	Perm			Perm	
Protected Phases	2					
Permitted Phases		2			4	
Actuated Green, G (s)	72.1	72.1			16.9	
Effective Green, g (s)	73.1	73.1			17.9	
Actuated g/C Ratio	0.73	0.73			0.18	
Clearance Time (s)	6.0	6.0			5.0	
Vehicle Extension (s)	3.0	3.0			3.0	
Lane Grp Cap (vph)	1359	919			258	
v/s Ratio Prot	c0.44					
v/s Ratio Perm		0.08			c0.06	
v/c Ratio	0.60	0.11			0.35	
Uniform Delay, d1	6.5	3.9			36.0	
Progression Factor	0.15	0.05			1.00	
Incremental Delay, d2	1.5	0.2			0.8	
Delay (s)	2.5	0.4			36.8	
Level of Service	A	A			D	
Approach Delay (s)	2.2			0.0	36.8	
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	0.56			
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0	
Intersection Capacity Utilization	54.1%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

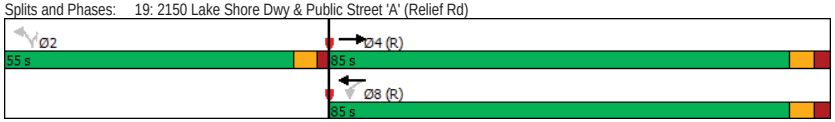
Timings
19: 2150 Lake Shore Dwy & Public Street 'A' (Relief Rd)

08-10-2021

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	260	35	345	40	55
Future Volume (vph)	260	35	345	40	55
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)	25.0	25.0	25.0	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
Act Effct Green (s)	106.0	106.0	106.0	23.0	23.0
Actuated g/C Ratio	0.76	0.76	0.76	0.16	0.16
v/c Ratio	0.14	0.08	0.14	0.24	0.27
Control Delay	4.4	4.2	4.1	54.8	15.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	4.4	4.2	4.1	54.8	15.5
LOS	A	A	A	D	B
Approach Delay	4.4		4.1	32.4	
Approach LOS	A		A	C	

Intersection Summary		
Cycle Length: 140		
Actuated Cycle Length: 140		
Offset: 55 (39%), Referenced to phase 4:EBT and 8:WBTL, Start of Green		
Natural Cycle: 55		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.27		
Intersection Signal Delay: 7.7	Intersection LOS: A	
Intersection Capacity Utilization 53.3%	ICU Level of Service A	
Analysis Period (min) 15		

Splits and Phases: 19: 2150 Lake Shore Dwy & Public Street 'A' (Relief Rd)



Queues
19: 2150 Lake Shore Dwy & Public Street 'A' (Relief Rd)

08-10-2021

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	327	39	363	44	58
v/c Ratio	0.14	0.08	0.14	0.24	0.27
Control Delay	4.4	4.2	4.1	54.8	15.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	4.4	4.2	4.1	54.8	15.5
Queue Length 50th (m)	10.8	1.9	9.1	11.3	0.0
Queue Length 95th (m)	15.2	m3.0	13.2	23.9	13.6
Internal Link Dist (m)	262.6		37.8	41.0	
Turn Bay Length (m)		50.0			
Base Capacity (vph)	2355	475	2650	403	395
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.14	0.08	0.14	0.11	0.15

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
19: 2150 Lake Shore Dwy & Public Street 'A' (Relief Rd)

08-10-2021

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	260	50	35	345	40	55
Future Volume (vph)	260	50	35	345	40	55
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	0.91		1.00	1.00	1.00	0.68
Flpb, ped/bikes	1.00		0.65	1.00	0.68	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)	3102		1069	3500	1129	1002
Flt Permitted	1.00		0.55	1.00	0.95	1.00
Satd. Flow (perm)	3102		624	3500	1129	1002
Peak-hour factor, PHF	0.95	0.95	0.90	0.95	0.90	0.95
Adj. Flow (vph)	274	53	39	363	44	58
RTOR Reduction (vph)	6	0	0	0	0	48
Lane Group Flow (vph)	321	0	39	363	44	10
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)	105.0		105.0	105.0	22.0	22.0
Effective Green, g (s)	106.0		106.0	106.0	23.0	23.0
Actuated g/C Ratio	0.76		0.76	0.76	0.16	0.16
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)	2348		472	2650	185	164
v/s Ratio Prot	0.10			c0.10		
v/s Ratio Perm			0.06		c0.04	0.01
v/c Ratio	0.14		0.08	0.14	0.24	0.06
Uniform Delay, d1	4.6		4.4	4.6	50.9	49.4
Progression Factor	1.00		0.86	0.86	1.00	1.00
Incremental Delay, d2	0.1		0.3	0.1	0.7	0.1
Delay (s)	4.7		4.1	4.0	51.5	49.5
Level of Service	A		A	A	D	D
Approach Delay (s)	4.7			4.0	50.4	
Approach LOS	A			A	D	

Intersection Summary			
HCM 2000 Control Delay	10.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.16		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	53.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Appendix H

Background Development Forecasting

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First Capital (FCR)
Park Lawn GO Station

Transportation Brief - Appendix H Background Development Forecasting Appendix

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1. Mobility Assumptions

1.1 Approach

Future travel patterns for the planned and committed developments adopted as background developments in the Near Term Horizon (2028) have been reviewed on the basis of the implementation of assumed Near Term transportation infrastructure, including the Park Lawn GO Station.

Mobility characteristics were reviewed by land use. As such, the approach taken to understand and estimate the shift in travel patterns is as follows:

- Review of existing **Residential Travel** characteristics, including distribution and mode share; review the transit investments with respect to travel locations and draw comparisons, for application to the proposed background development residential. Separate characteristics and comparisons were reviewed and determined based on the development location as follows:
    - Travel characteristics associated with the proposed background development residential in the Site area were reviewed and determined, represented by existing travel characteristics for TTS zone 285 and herein referred to as “Local Residential”. These characteristics were applied to the background development residential proposed as part of the 2150 Lake Shore Boulevard West, Humber Bay Shores and 42 Park Lawn Road developments; and
    - Travel characteristics were also reviewed and determined for the proposed background development residential which are peripheral to the Site area but are still expected to be impacted from a mobility perspective by the delivery of the transportation infrastructure. These developments are located generally to the west of the Park Lawn Road corridor, represented by existing travel characteristics for TTS zones 286, 287, and 288 and are herein referred to as “Peripheral Residential”. These characteristics were applied to background development residential proposed as part of the Mimico-Judson, 2313 Lake Shore Boulevard West and 251 Manitoba Street developments.
- Review of **Office Travel** characteristics for comparable sites, including distribution and mode share; review the transit investments with respect to travel locations and draw comparisons, for application to the proposed background development office. Similar to the residential, separate characteristics were determined based on the development location as follows:
    - Travel characteristics associated with the proposed background development office in the Site area were determined, (represented by TTS zone 285), herein referred to as “Local Office”. These characteristics were applied to the background development office proposed as part of the 2150 Lake Shore Boulevard West development; and

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- Travel characteristics were also determined for the proposed background development office which are peripheral to the Site area but are still expected to be impacted from a mobility perspective by the delivery of the transportation infrastructure (represented by TTS zones 286, 287 and 288), herein referred to as “Peripheral Office”. These characteristics were applied to background development office proposed as part of the Mimico-Judson development.

- Review of **Retail Travel** characteristics for comparable sites, including distribution and mode share; review the transit investments with respect to travel locations and draw comparisons, for application to the proposed background development retail.

The background developments are shown graphically in Figure 1-1.

Travel distribution has been aggregated into locations of Toronto and the Greater Toronto Area (GTA) based primarily on transit access. The distribution zones are reviewed in Section 1.2.

The approach taken to understand and estimate the shift in travel patterns is a review of existing distribution and mode share to and from the different GTA locations, planned transit and transportation infrastructure for the area, and estimating how this will impact travel characteristics. The changing transportation infrastructure and sample travel times are reviewed in Section 1.3.

For travel to particular areas of the City and Region, proxy comparisons to other comparable sites are utilized for estimation purposes.

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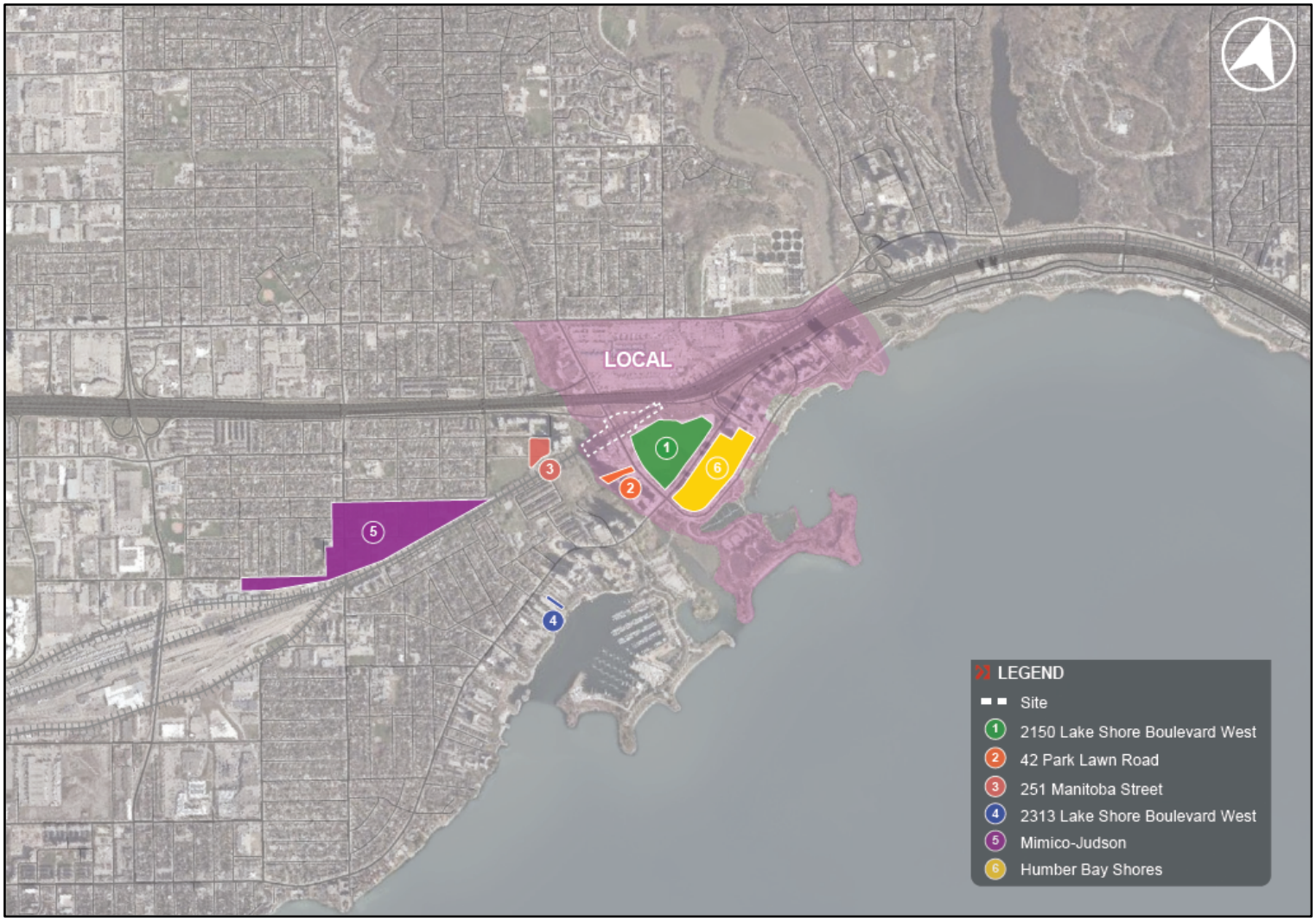

Figure 1-1: Assumed Background Developments

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1.2 Travel Distribution Zones

For the purpose of trip distribution, a number of key travel zones were identified with respect to expected travel patterns. The distribution zones are listed and described below and are shown graphically in Figure 1-2.

Downtown Toronto Central refers generally to the areas of Toronto between the rail line just north of Dupont Street to the north, Parliament Street to the east and Bathurst Street to the west.

Downtown Toronto West refers generally to the areas of Toronto between the rail line just north of Dupont Street and Dundas Street West to the north, Bathurst Street to the east and the Humber River to the west.

Downtown Toronto East refers generally to the areas of Toronto between Don Valley Parkway and Massey Creek to the north, Victoria Park Avenue to the east and Parliament Street to the west.

Midtown Toronto refers generally to the areas of Toronto between Lawrence Avenue to the north, the rail line just north of Dupont Street to the south, Bayview Avenue to the east and the Humber River to the west.

Yonge-University Corridor refers generally to the areas of Toronto beyond the aforementioned Downtown and Midtown zones which are well serviced by the Yonge-University Subway. This generally includes the area between Steeles Avenue to the north, Lawrence Avenue to the south, Bayview Avenue to the east and the Black Creek to the west.

GTAA / West GO Corridors refers to the employment areas around Toronto Pearson Airport within Etobicoke, Mississauga and Brampton (generally between Rexdale Boulevard, Highway 427 and Queen Street to the north, Eglinton Avenue and Highway 401 to the south, Islington Avenue to the east and Highway 410 to the west), as well as areas around GO Stations on the Kitchener, Milton and Lakeshore West GO Train Lines.

South Etobicoke refers generally to the areas of Etobicoke south of Bloor Street and Dundas Street. It also generally refers to areas of Mississauga south of Highway 403.

Central Etobicoke refers generally to the areas of Etobicoke generally between Highway 401 to the north and Bloor Street and Dundas Street to the south.

Local refers to the immediate Site area (i.e. TTS Zone 285).

Toronto East refers to areas of eastern Toronto which are not included in the aforementioned areas, including Scarborough.

North East refers to cities to the north and east of Toronto (east of Highway 50), including Vaughan, Richmond Hill and Markham.

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North West refers to the northwest areas of Toronto and areas of other cities to the north and west of Toronto (west of Highway 50) which are not included in the aforementioned areas, including Brampton and Mississauga.

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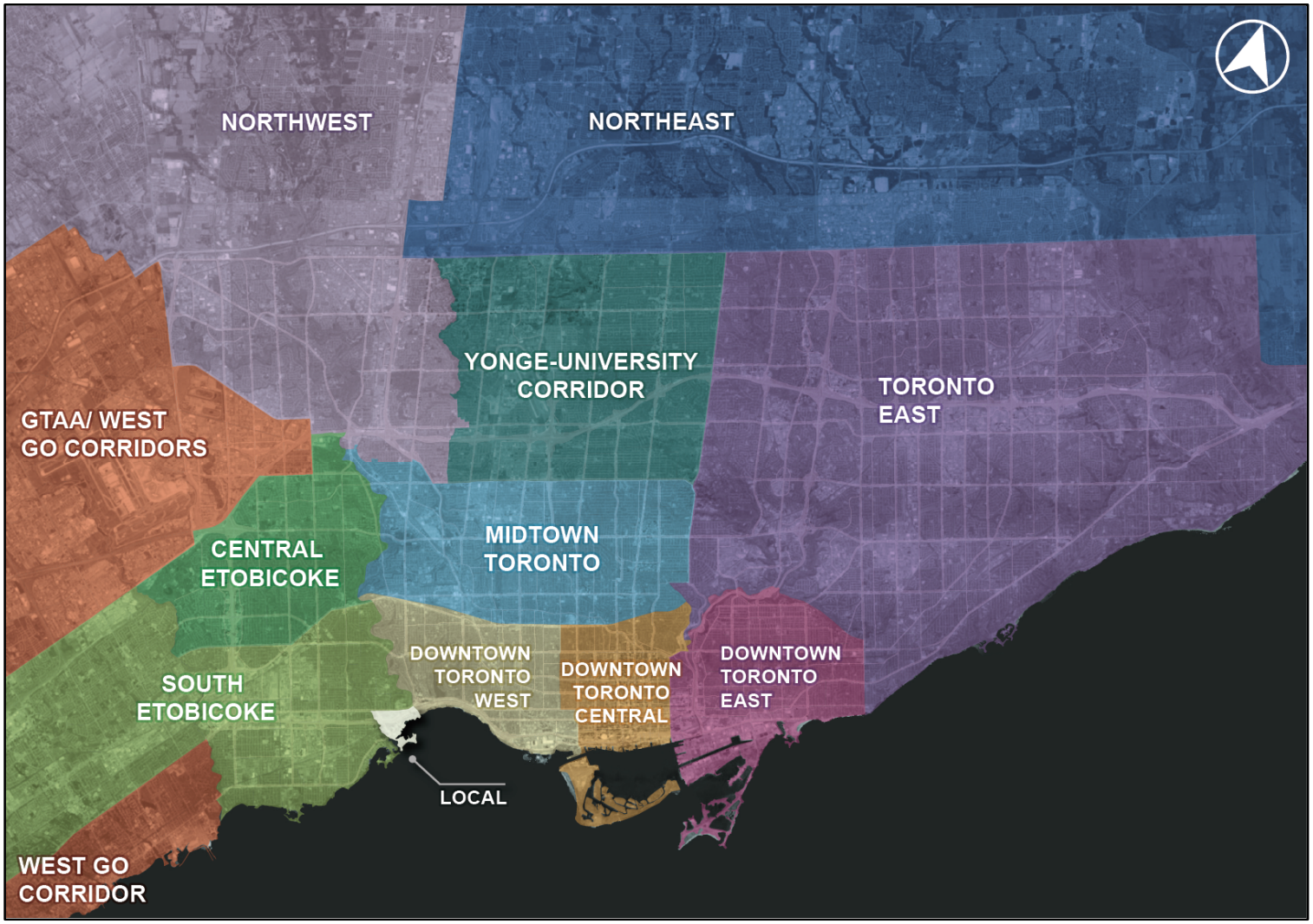

Figure 1-2: Travel Distribution Zones

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1.3 Major Transportation Network Changes

The existing transportation context of the Site area has the following existing major key elements:

Transit

- Lakeshore West – Mimico GO Station
- TTC 501 Queen and 508 Lake Shore Streetcars
- TTC Bloor Line 2 Subway
- Surface Bus Routes

Road

- Gardiner Expressway
- Lake Shore Boulevard West
- Park Lawn Road
- The Queensway

Active

- Martin Goodman Trail
- Mimico Creek Path

The assumed Near Term (2028) transportation context of the Site area, has the following key elements and improvements:

- Construction of the Park Lawn GO Station;
- Waterfront Transit Reset, which proposes improvements to the streetcar routes, including construction of a new LRT right-of-way along segments of the route to the east and improvements to mixed traffic streetcar operations along other segments of the route to the west; and
- Construction of a key new road connection (Public Street 'A' (Relief Road)), which will extend from Park Lawn Road at the Gardiner Expressway Eastbound Off Ramp to Lake Shore Boulevard West at The Marginal Boulevard, thereby alleviating pressure on Park Lawn Road and Lake Shore Boulevard West.

It is noted that the new GO Station is expected to substantially improve travel times to various parts of Toronto and the GTA. Examples of such improvements are outlined in Table 1-1, whilst the key transportation elements and the distance to transit access are highlighted in Figure 1-3.

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The next sections break out the key distribution zones to discuss future distribution and mode share characteristics for travel to each zone.

Table 1-1 Estimated Travel Times

To/From	Estimated Peak Hour Travel Time			Estimated Travel Time Savings
	Existing Drive	Existing Transit	Future Transit	
Union Station	40 mins	40 mins	15 mins	25 mins
St Clair Station	55 mins	50 mins	35 mins	15-20 mins
Finch Station	65 mins	70 mins	55 mins	10-15 mins
Future East Harbour Station	40 mins	75 mins	20 mins	20-55 mins
Port Credit Station	25 mins	35 mins	15 mins	10-20 mins
Pickering Station	70 mins	80 mins	60 mins	10-20 mins

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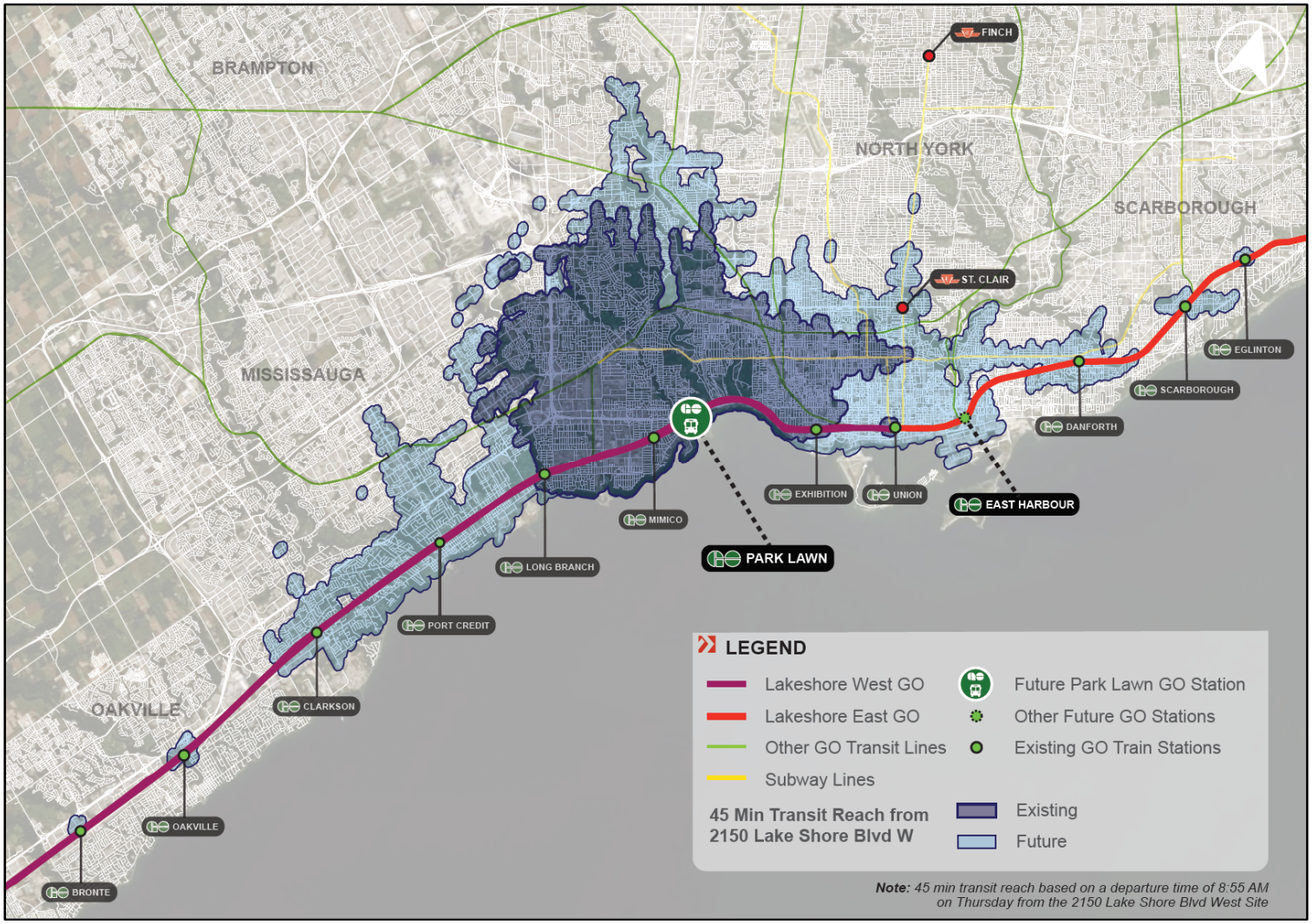

Figure 1-3: Evolving Transportation Context

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1.4 Mobility Considerations

1.4.1 Residential Travel

1.4.1.1 Existing Characteristics

The existing distribution by location for residential travel is summarized in Table 1-2 and Table 1-3 for Local Residential and Peripheral Residential respectively and shown graphically in Figure 1-4 and Figure 1-5 respectively.

Currently, the majority of residential trips are made either to / from the Downtown Toronto and South Etobicoke distribution zones. It is also noted that transit use is much higher for distribution zones within Toronto, compared with distribution zones outside of Toronto, primarily due to the increased availability of transit services.

Table 1-2 Existing Local Residential Mobility Profile

Distribution Zone		% Dist.	Transit Local	Transit GO	Active	Auto	Passenger	PuDo
Downtown Toronto	Central	32%	56%	3%	5%	32%	3%	1%
	West	10%	14%	0%	0%	71%	12%	3%
	East	1%	44%	0%	0%	56%	0%	0%
Midtown Toronto	Midtown	7%	34%	0%	0%	41%	25%	0%
	Yonge-University	3%	21%	0%	0%	56%	23%	0%
GO Corridors	GTAA / West	12%	0%	1%	0%	92%	5%	2%
South / Central Etobicoke	South	16%	32%	0%	0%	58%	8%	2%
	Central	3%	45%	0%	0%	48%	7%	0%
Local		0%	-					
Other Areas	Toronto East	5%	0%	0%	0%	96%	4%	0%
	North East	6%	7%	0%	0%	93%	0%	0%
	North West	5%	12%	0%	0%	84%	4%	0%
Total		**100%**	**30%**	**1%**	**2%**	**59%**	**7%**	**1%**

Notes:
1. Based on TTS Zone 285

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Table 1-3 Existing Peripheral Residential Mobility Profile

Distribution Zone		% Dist.	Transit Local	Transit GO	Active	Auto	Passenger	PuDo
Downtown Toronto	Central	27%	39%	21%	3%	33%	4%	0%
	West	6%	16%	2%	0%	64%	18%	0%
	East	3%	11%	0%	0%	89%	0%	0%
Midtown Toronto	Midtown	3%	48%	2%	3%	47%	0%	0%
	Yonge-University	3%	54%	0%	0%	40%	6%	0%
GO Corridors	GTAA / West	11%	10%	0%	0%	83%	6%	1%
South / Central Etobicoke	South	32%	13%	0%	19%	59%	9%	0%
	Central	3%	19%	0%	0%	66%	15%	0%
Local		0%						
Other Areas	Toronto East	3%	11%	10%	0%	77%	2%	0%
	North East	3%	0%	0%	0%	100%	0%	0%
	North West	6%	7%	1%	0%	89%	2%	1%
Total		100%	21%	6%	7%	59%	7%	0%

Notes:
1. Based on TTS Zones 286-288

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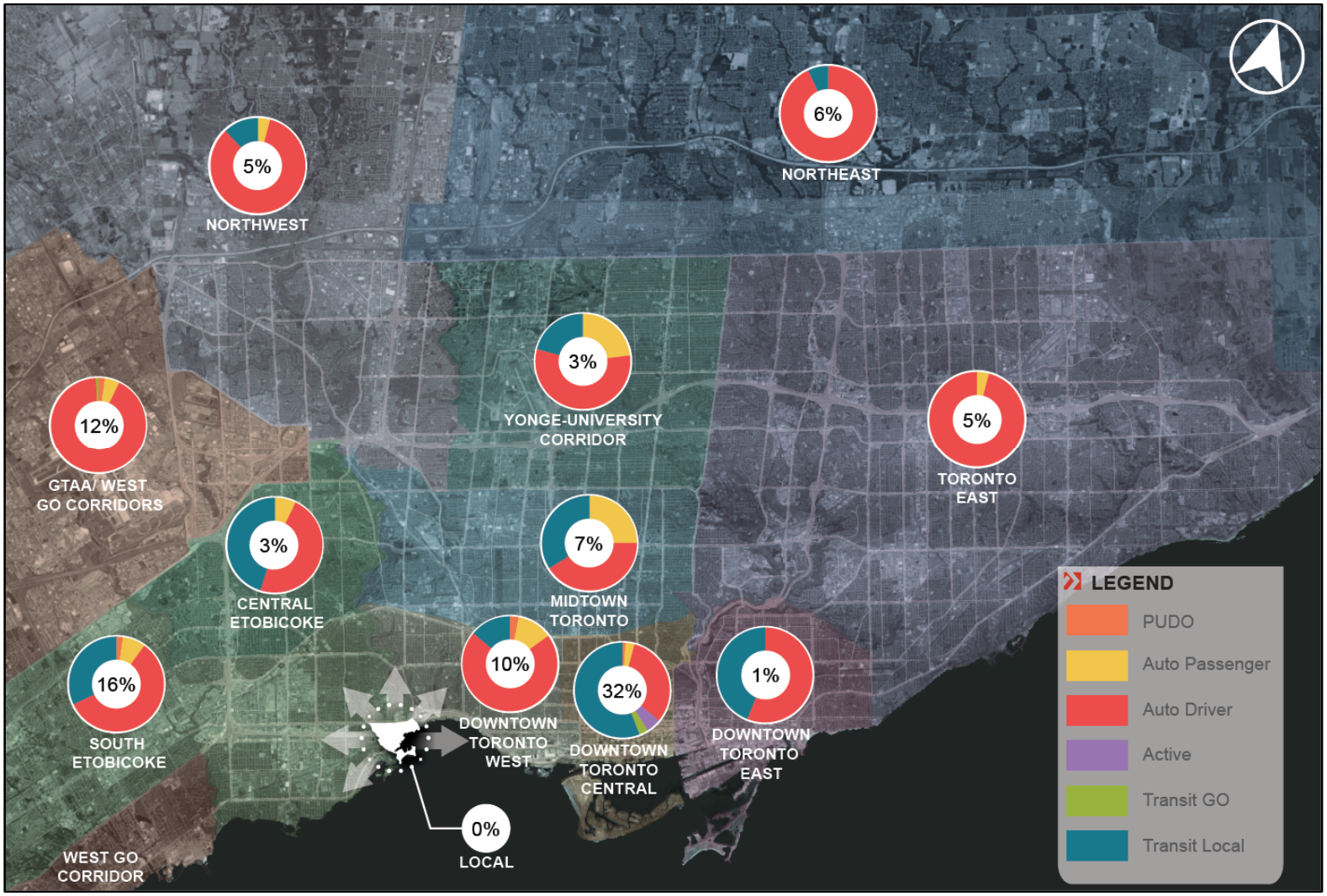

Figure 1-4: Existing Local Residential Distribution by Mode

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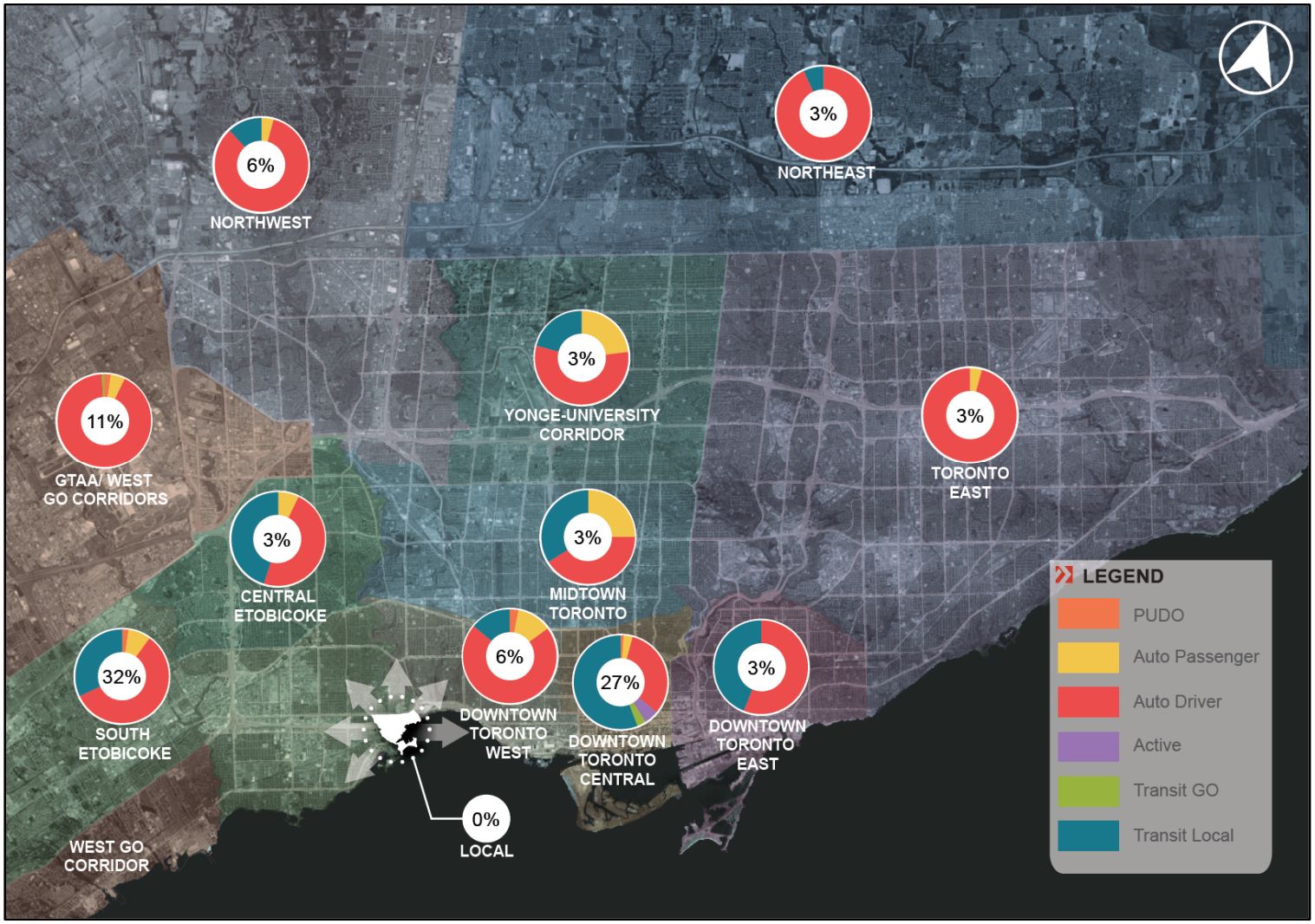

Figure 1-5: Existing Peripheral Residential Distribution by Mode

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1.4.1.2 Future Characteristics

Distribution

Residential travel characteristics, which largely represent the travel characteristics of the area today, are anticipated to be influenced by both distribution and mode share considerations.

The existing patterns, as summarized above, will change with new transit access and strengthened connections. There will also be draws to developing areas of the city.

The Downtown Toronto distribution zones for purposes of this study is considered in three areas: west, central, and east. The Downtown Toronto Central distribution zone including the central business district and generally the area between Spadina and Jarvis and south of Dupont will continue to be the largest draw for homebased trips. However with increasing development (employment, service, cultural) in the west and east areas of downtown Toronto (Liberty Village and future Unilever site) and, in particular SmartTrack and GO RER major investments (new stations in the west and east areas of downtown Toronto), there will be more attraction to the Downtown Toronto West and East distribution zones. Increased employment in particular is expected to attract additional trips to these areas.

With the strengthening of the connections to downtown areas, it is anticipated that the excellent access will attract residents who work in downtown.

In addition to the above, given the proposed mixed use nature of the proposed developments in the Site area, a large component of Local Residential trips are expected to be to and from other land uses within the Local distribution zone.

In estimating the future distribution of proposed residential, the existing distribution was adopted as a base, with increases primarily made to the distributions to the Downtown Toronto and Local distribution zones and commensurate decreases primarily made to the distributions to South / Central Etobicoke and Other Areas distribution zones.

The adopted future distribution of residential trips was estimated based on the foregoing considerations, as well as projected travel time benefits associated with the new station as discussed in Table 1-1. Comparisons were made with proxy areas with similar access considerations (particularly to the Downtown Toronto distribution zones). The proxy data for the following areas is summarized in Table 1-4:

- Liberty Village
- Bloor-Dundas
- Yonge-Eglinton
- Yonge-St Clair

The existing and projected future residential trip distribution is summarized in Table 1-5.

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Table 1-4 Residential Trip Distribution Proxy Data

Destination/Origin	Bloor Dundas	Liberty Village	Yonge Eglinton	Yonge St Clair
North West	4%	3%	1%	1%
West GO Corridors	3%	6%	2%	2%
Etobicoke Central	1%	1%	0%	0%
Local	6%	8%	12%	10%
Etobicoke South	5%	5%	1%	1%
Toronto East	3%	3%	13%	13%
Toronto Downtown Central	34%	52%	37%	45%
Toronto Downtown East	4%	3%	2%	4%
Toronto Downtown West	28%	7%	2%	3%
Toronto Midtown	6%	5%	13%	14%
Yonge-University Corridors	4%	3%	10%	4%
North East	2%	4%	7%	3%
Total	100%	100%	100%	100%

Table 1-5 Adopted Residential Trip Distributions

Distribution Zone	Local Residential		Peripheral Residential	
	Existing	Projected	Existing	Projected
Downtown Toronto	43%	60%	36%	45%
Midtown Toronto	10%	10%	6%	5%
GO Corridors	12%	10%	11%	5%
South / Central Etobicoke	19%	5%	35%	35%
Local	0%	10%	0%	0%
Other	16%	5%	12%	10%
Total	**100%**	**100%**	**100%**	**100%**

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Mode Share

Further to the above, mode shares to and from these distribution zones are expected to change with the new transit access and strengthened connections.

In estimating the future mode shares to and from each of the distribution zones for residential, the existing mode shares were adopted as a base, with changes made as considered appropriate.

The adopted future mode shares were estimated based on the foregoing new infrastructure considerations and projected travel time benefits associated with the new station as discussed in Table 1-1. Consideration was also given to the future convenience of active transportation access.

Similar to the distribution, a comparison with proxy areas with similar access considerations was also utilized in determining appropriate mode shares. The proxy areas used in estimating mode shares varied by distribution zone and mode.

For example, comparisons for auto and transit mode shares to and from the Downtown Toronto distribution zones and other zones with convenient transit access were generally based primarily on proxy areas with similarly convenient transit access (GO and subway), such as:

- Yonge-Eglinton;
- Yonge-St Clair;
- Bloor-Dundas; and
- Liberty Village.

Substantial alterations were not made to auto and transit mode shares to and from the South / Central Etobicoke distribution zones and other zones further afield with less convenient transit access, albeit an allowance for Transit GO mode share was made for GO Transit accessible distribution zones.

In assessing the GO mode share in these instances, comparisons were primarily made against Liberty Village, noting it's proximity to the Site area and location on the same GO line.

Comparisons for active mode shares were primarily made to proxy areas which were located in closer proximity to the Site area, such as:

- Mimico;
- Liberty Village;
- Bloor-Dundas; and
- Kipling.

With respect to trips between the Local Residential and the Local distribution zone, it was assumed that all trips were walking trips.

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The proxy data is summarized in Table 1-6. The overall resultant existing and adopted future residential mode share is summarized in Table 1-7. The detailed future mode share by location is provided in the following summary section.

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Table 1-6 Residential Mode Split Proxy Data

Bloor Dundas Residential Proxy									
Destination/Origin	**Driver**	**Passenger**	**Local Transit**	**GO Transit**	**Cycle**	**Walk**	**Taxi / Rideshare**	**Other / Unknown**	**Total**
North West	64%	2%	34%	0%	0%	0%	0%	0%	100%
West GO Corridors	78%	4%	13%	3%	2%	0%	0%	0%	100%
Etobicoke Central	82%	3%	15%	0%	0%	0%	0%	0%	100%
Local	37%	8%	10%	0%	2%	43%	0%	0%	100%
Etobicoke South	29%	7%	63%	0%	0%	0%	1%	0%	100%
Toronto East	45%	0%	55%	0%	0%	0%	0%	0%	100%
Toronto Downtown Central	12%	3%	61%	6%	16%	0%	2%	0%	100%
Toronto Downtown East	33%	0%	53%	0%	14%	0%	0%	0%	100%
Toronto Downtown West	26%	3%	30%	0%	9%	32%	0%	0%	100%
Toronto Midtown	25%	6%	55%	0%	1%	5%	8%	0%	100%
Yonge-University Corridors	14%	0%	86%	0%	0%	0%	0%	0%	100%
North East	85%	0%	15%	0%	0%	0%	0%	0%	100%
Overall Mode Split	27%	3%	46%	2%	9%	12%	1%	0%	100%
Kipling Residential Proxy									
Destination/Origin	**Driver**	**Passenger**	**Local Transit**	**GO Transit**	**Cycle**	**Walk**	**Taxi / Rideshare**	**Other / Unknown**	**Total**
North West	56%	7%	37%	0%	0%	0%	0%	0%	100%
West GO Corridors	67%	12%	19%	0%	1%	1%	0%	0%	100%
Etobicoke Central	61%	5%	23%	0%	0%	11%	0%	0%	100%
Local	56%	10%	2%	0%	0%	32%	0%	0%	100%
Etobicoke South	54%	9%	26%	0%	0%	10%	1%	0%	100%
Toronto East	39%	2%	59%	0%	0%	0%	0%	0%	100%
Toronto Downtown Central	5%	3%	85%	5%	1%	1%	0%	0%	100%
Toronto Downtown East	9%	7%	84%	0%	0%	0%	0%	0%	100%
Toronto Downtown West	48%	11%	34%	0%	1%	2%	4%	0%	100%
Toronto Midtown	27%	1%	72%	0%	0%	0%	0%	0%	100%
Yonge-University Corridors	51%	0%	49%	0%	0%	0%	0%	0%	100%
North East	100%	0%	0%	0%	0%	0%	0%	0%	100%
Overall Mode Split	**42%**	**7%**	**43%**	**1%**	**1%**	**6%**	**0%**	**0%**	**100%**

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Table 1-6 Residential Mode Split Proxy Data (Cont'd)

Liberty Village Residential Proxy									
Destination/Origin	**Driver**	**Passenger**	**Local Transit**	**GO Transit**	**Cycle**	**Walk**	**Taxi / Rideshare**	**Other / Unknown**	**Total**
North West	94%	2%	2%	2%	0%	0%	0%	0%	100%
West GO Corridors	69%	12%	5%	5%	9%	0%	0%	0%	100%
Etobicoke Central	67%	0%	33%	0%	0%	0%	0%	0%	100%
Local	22%	0%	3%	0%	2%	69%	4%	0%	100%
Etobicoke South	64%	6%	24%	0%	6%	0%	0%	0%	100%
Toronto East	59%	12%	21%	2%	0%	0%	6%	0%	100%
Toronto Downtown Central	12%	3%	50%	2%	8%	20%	5%	0%	100%
Toronto Downtown East	37%	0%	53%	0%	0%	0%	10%	0%	100%
Toronto Downtown West	43%	10%	15%	0%	4%	27%	1%	0%	100%
Toronto Midtown	35%	3%	58%	0%	0%	0%	4%	0%	100%
Yonge-University Corridors	37%	3%	60%	0%	0%	0%	0%	0%	100%
North East	89%	0%	11%	0%	0%	0%	0%	0%	100%
Overall Mode Split	**31%**	**4%**	**37%**	**1%**	**6%**	**17%**	**4%**	**0%**	**100%**
Mimico Residential Proxy									
Destination/Origin	**Driver**	**Passenger**	**Local Transit**	**GO Transit**	**Cycle**	**Walk**	**Taxi / Rideshare**	**Other / Unknown**	**Total**
North West	95%	2%	0%	1%	0%	0%	2%	0%	100%
West GO Corridors	83%	7%	9%	0%	0%	0%	1%	0%	100%
Etobicoke Central	67%	13%	20%	0%	0%	0%	0%	0%	100%
Local	55%	10%	1%	0%	1%	33%	0%	0%	100%
Etobicoke South	66%	10%	16%	0%	3%	4%	1%	0%	100%
Toronto East	75%	0%	14%	11%	0%	0%	0%	0%	100%
Toronto Downtown Central	35%	3%	34%	24%	3%	0%	1%	0%	100%
Toronto Downtown East	96%	0%	4%	0%	0%	0%	0%	0%	100%
Toronto Downtown West	64%	20%	13%	2%	1%	0%	0%	0%	100%
Toronto Midtown	32%	4%	61%	1%	2%	0%	0%	0%	100%
Yonge-University Corridors	39%	6%	55%	0%	0%	0%	0%	0%	100%
North East	100%	0%	0%	0%	0%	0%	0%	0%	100%
Overall Mode Split	**61%**	**7%**	**20%**	**6%**	**2%**	**4%**	**0%**	**0%**	**100%**

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Table 1-6 Residential Mode Split Proxy Data (Cont'd)

Yonge Eglinton Residential Proxy									
Destination/Origin	**Driver**	**Passenger**	**Local Transit**	**GO Transit**	**Cycle**	**Walk**	**Taxi / Rideshare**	**Other / Unknown**	**Total**
North West	82%	4%	14%	0%	0%	0%	0%	0%	100%
West GO Corridors	80%	1%	12%	2%	0%	0%	5%	0%	100%
Etobicoke Central	57%	0%	43%	0%	0%	0%	0%	0%	100%
Local	8%	2%	0%	0%	2%	88%	0%	0%	100%
Etobicoke South	36%	0%	64%	0%	0%	0%	0%	0%	100%
Toronto East	55%	4%	33%	0%	3%	5%	0%	0%	100%
Toronto Downtown Central	11%	2%	81%	0%	4%	1%	1%	0%	100%
Toronto Downtown East	17%	7%	76%	0%	0%	0%	0%	0%	100%
Toronto Downtown West	31%	0%	66%	0%	3%	0%	0%	0%	100%
Toronto Midtown	31%	6%	37%	0%	4%	22%	0%	0%	100%
Yonge-University Corridors	34%	6%	57%	0%	0%	3%	0%	0%	100%
North East	71%	1%	28%	0%	0%	0%	0%	0%	100%
Overall Mode Split	**28%**	**3%**	**50%**	**0%**	**3%**	**15%**	**1%**	**0%**	**100%**
Yonge St Clair Residential Proxy									
Destination/Origin	**Driver**	**Passenger**	**Local Transit**	**GO Transit**	**Cycle**	**Walk**	**Taxi / Rideshare**	**Other / Unknown**	**Total**
North West	67%	13%	20%	0%	0%	0%	0%	0%	100%
West GO Corridors	83%	0%	0%	0%	0%	0%	17%	0%	100%
Etobicoke Central	-								
Local	13%	4%	2%	0%	0%	80%	1%	0%	100%
Etobicoke South	28%	0%	26%	46%	0%	0%	0%	0%	100%
Toronto East	52%	15%	28%	2%	3%	0%	0%	0%	100%
Toronto Downtown Central	15%	3%	60%	0%	6%	14%	2%	0%	100%
Toronto Downtown East	43%	13%	29%	0%	15%	0%	0%	0%	100%
Toronto Downtown West	61%	2%	33%	0%	0%	0%	4%	0%	100%
Toronto Midtown	39%	8%	28%	0%	3%	21%	1%	0%	100%
Yonge-University Corridors	36%	0%	64%	0%	0%	0%	0%	0%	100%
North East	79%	4%	17%	0%	0%	0%	0%	0%	100%
Overall Mode Split	**30%**	**6%**	**41%**	**1%**	**4%**	**17%**	**1%**	**0%**	**100%**

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Table 1-7 Adopted Residential Mode Shares

Distribution Zone	Local Residential		Peripheral Residential	
	Existing	Projected	Existing	Projected
Transit Local	30%	20%	21%	25%
Transit GO	1%	25%	6%	15%
Active	2%	15%	7%	10%
Auto Driver	59%	30%	59%	45%
Auto Passenger	7%	10%	7%	5%
Pick-Up / Drop-Off	1%	0%	0%	0%
Total	**100%**	**100%**	**100%**	**100%**

Summary

The projected distribution by distribution zone for proposed background development residential travel is summarized in Table 1-8 and Table 1-9 for Local Residential and Peripheral Residential respectively and shown graphically in Figure 1-6 and Figure 1-7 respectively.

It is noted that the overall auto mode split for the Local Residential is generally consistent with proxy areas such as:

- Yonge-Eglinton (28% auto driver mode split);
- Yonge-St Clair (30% auto driver mode split); and
- Liberty Village (31% auto driver mode split).

Given the future context of the area, this is considered to be appropriate. Given the Peripheral Residential is located further away from the proposed GO Station and the mixed use nature of the Local distribution zone, a slightly higher auto mode split is projected.

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Table 1-8 Projected Local Residential Mobility Profile

Distribution Zone		% Dist.	Transit Local	Transit GO	Active	Auto	Passenger	PuDo
Downtown Toronto	Central	45%	30%	45%	10%	10%	5%	0%
	West	10%	15%	20%	5%	45%	15%	0%
	East	5%	35%	40%	5%	20%	0%	0%
Midtown Toronto	Midtown	5%	35%	15%	0%	30%	20%	0%
	Yonge-University	5%	20%	20%	0%	40%	20%	0%
GO Corridors	GTAA / West	10%	0%	10%	0%	80%	5%	5%
South / Central Etobicoke	South	5%	30%	0%	15%	45%	10%	0%
	Central	0%	45%	0%	0%	50%	5%	0%
Local Areas		10%	0%	0%	100%	0%	0%	0%
Other Areas	Toronto East	0%	0%	10%	0%	85%	5%	0%
	North East	0%	5%	0%	0%	95%	0%	0%
	North West	5%	10%	0%	0%	85%	5%	0%
Total			**20%**	**25%**	**15%**	**30%**	**10%**	**0%**

Table 1-9 Projected Peripheral Residential Mobility Profile

Distribution Zone		% Dist.	Transit Local	Transit GO	Active	Auto	Passenger	PuDo
Downtown Toronto	Central	35%	40%	35%	5%	15%	5%	0%
	West	5%	15%	10%	5%	50%	20%	0%
	East	5%	20%	35%	5%	40%	0%	0%
Midtown Toronto	Midtown	0%	50%	10%	5%	35%	0%	0%
	Yonge-University	5%	55%	10%	0%	30%	5%	0%
GO Corridors	GTAA / West	5%	10%	10%	0%	75%	5%	0%
South / Central Etobicoke	South	30%	10%	0%	20%	60%	10%	0%
	Central	5%	20%	0%	0%	65%	15%	0%
Local Areas		0%	-					
Other Areas	Toronto East	0%	10%	20%	0%	70%	0%	0%
	North East	5%	0%	0%	0%	100%	0%	0%
	North West	5%	10%	0%	0%	90%	0%	0%
Total		100%	**25%**	**15%**	**10%**	**45%**	**5%**	**0%**

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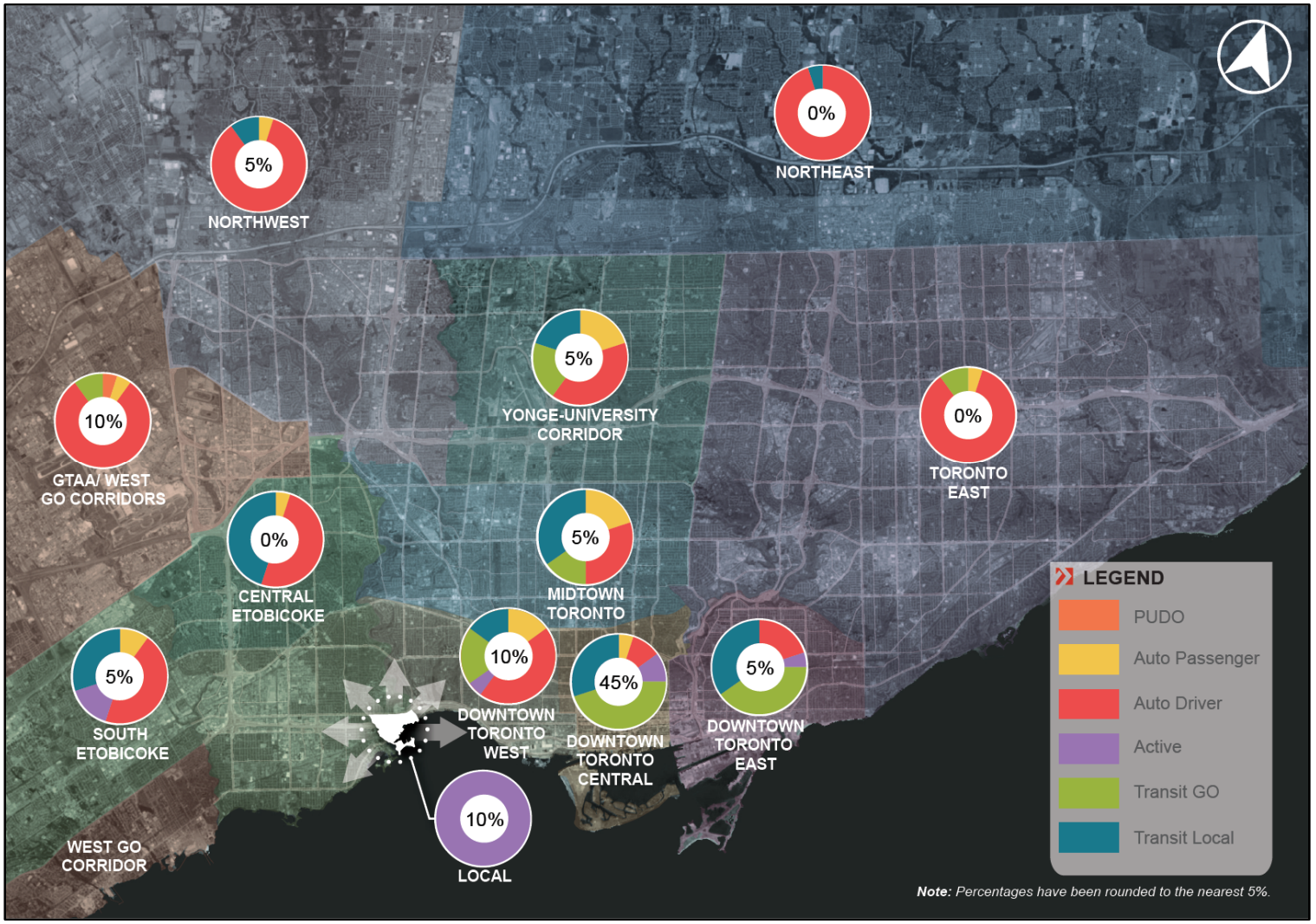

Figure 1-6: Projected Local Residential Distribution by Mode

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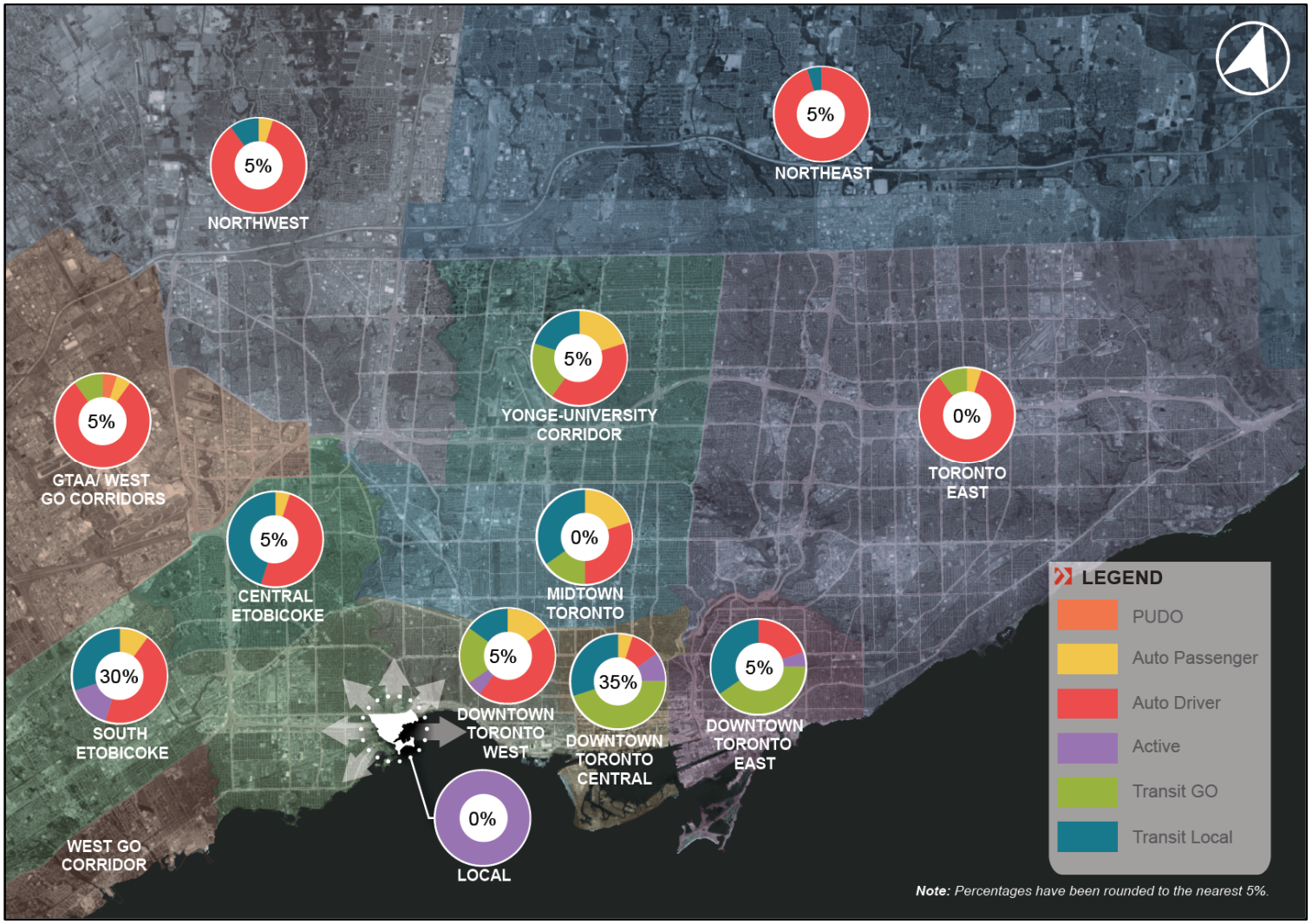

Figure 1-7: Projected Peripheral Residential Distribution by Mode

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1.4.2 Office Travel

Given the limited office uses currently within the immediate area, there is limited existing travel characteristics to draw upon. As such, in estimating the future distribution and mode shares of proposed background development office, proxy areas were reviewed and distributions and mode shares were adopted based on a combined consideration of the relevant proxy areas in each instance, as well as the future context of the Site area with regards to proposed infrastructure and mixed use nature.

Distribution

The methodology with respect to which proxy areas were used in each instance remained generally consistent with that used in determining the residential characteristics, as outlined in Section 1.4.1 above. It is noted however that due to the dispersion of office across Toronto, in some instances, the same proxy areas as used for residential were not always available for office.

The adopted future distribution for Downtown Toronto distribution zones was based primarily on proxy data for:

- Bloor-Dundas
- Liberty Village
- Yonge-Eglinton
- Yonge-St Clair

The proxy data is summarized in Table 1-10. Beyond the Downtown Toronto distribution zones, the adopted future distribution was estimated based primarily on proxy data for Liberty Village and Bloor-Dundas. The projected future trip distribution is summarized in Table 1-11.

It is noted that as it is located outside of the Site area, the adopted distribution for Peripheral Office does not include any trips to the Local distribution zone. The adopted distribution for Peripheral Office to the remaining distribution zones remains consistent with the adopted distribution for Local Office, with proportionate adjustments made accordingly.

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Table 1-10 Office Trip Distribution Proxy Data

	6%	12%	6%	5%
	3%	6%	4%	5%
	1%	1%	1%	2%
	7%	7%	6%	4%
	11%	6%	5%	4%
	9%	9%	20%	15%
	6%	12%	12%	14%
	6%	6%	6%	6%
	23%	17%	5%	8%
	12%	11%	13%	17%
	10%	4%	10%	10%
	6%	9%	12%	10%
	100%	100%	100%	100%

Table 1-11 Adopted Office Trip Distributions

Distribution Zone	Local Office	Peripheral Office
Downtown Toronto	50%	56%
Midtown Toronto	15%	17%
GO Corridors	0%	0%
South / Central Etobicoke	5%	5%
Local	10%	0%
Other	20%	22%
Total	**100%**	**100%**

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Mode Share

Similar to residential, auto and transit mode shares to and from Downtown Toronto distribution zones and other distribution zones with convenient transit access were generally based on proxy areas such as:

- Yonge-Eglinton
- Yonge-St Clair
- Liberty Village.

Auto and transit mode shares to and from South / Central Etobicoke distribution zones and other distribution zones further afield with less convenient transit access, as well as active mode shares to all distribution zones, were primarily based on proxy areas such as:

- Liberty Village
- Bloor-Dundas

As per the residential, it was assumed that trips between the Local Office and the Local distribution zone, were walking trips.

The proxy data is summarized in Table 1-12 and the resultant adopted future mode share is summarized in Table 1-13. The detailed future mode share by location is provided in the following summary section.

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Table 1-12 Office Mode Split Proxy Data

Bloor Dundas Residential Proxy									
Destination/Origin	**Driver**	**Passenger**	**Local Transit**	**GO Transit**	**Cycle**	**Walk**	**Taxi / Rideshare**	**Other / Unknown**	**Total**
North West	87%	0%	6%	7%	0%	0%	0%	0%	100%
West GO Corridors	74%	0%	0%	26%	0%	0%	0%	0%	100%
Etobicoke Central	37%	63%	0%	0%	0%	0%	0%	0%	100%
Local	47%	0%	0%	0%	4%	49%	0%	0%	100%
Etobicoke South	68%	19%	9%	2%	2%	0%	0%	0%	100%
Toronto East	57%	5%	34%	0%	0%	0%	4%	0%	100%
Toronto Downtown Central	24%	5%	34%	0%	37%	0%	0%	0%	100%
Toronto Downtown East	0%	0%	100%	0%	0%	0%	0%	0%	100%
Toronto Downtown West	25%	3%	19%	0%	16%	33%	4%	0%	100%
Toronto Midtown	68%	4%	25%	2%	1%	0%	0%	0%	100%
Yonge-University Corridors	69%	0%	31%	0%	0%	0%	0%	0%	100%
North East	84%	0%	0%	16%	0%	0%	0%	0%	100%
Overall Mode Split	**51%**	**5%**	**23%**	**2%**	**7%**	**11%**	**1%**	**0%**	**100%**
Liberty Village Proxy									
Destination/Origin	**Driver**	**Passenger**	**Local Transit**	**GO Transit**	**Cycle**	**Walk**	**Taxi / Rideshare**	**Other / Unknown**	**Total**
North West	82%	0%	2%	16%	0%	0%	0%	0%	100%
West GO Corridors	48%	0%	0%	52%	0%	0%	0%	0%	100%
Etobicoke Central	69%	0%	31%	0%	0%	0%	0%	0%	100%
Local	15%	0%	4%	0%	3%	76%	2%	0%	100%
Etobicoke South	56%	7%	9%	23%	0%	3%	2%	0%	100%
Toronto East	49%	6%	34%	8%	3%	0%	0%	0%	100%
Toronto Downtown Central	20%	2%	58%	0%	8%	6%	6%	0%	100%
Toronto Downtown East	51%	0%	45%	1%	3%	0%	0%	0%	100%
Toronto Downtown West	27%	2%	29%	0%	12%	28%	2%	0%	100%
Toronto Midtown	44%	2%	44%	0%	10%	0%	0%	0%	100%
Yonge-University Corridors	42%	4%	54%	0%	0%	0%	0%	0%	100%
North East	61%	1%	6%	32%	0%	0%	0%	0%	100%
Overall Mode Split	**44%**	**2%**	**27%**	**10%**	**5%**	**11%**	**1%**	**0%**	**100%**

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Table 1-12 Office Mode Split Proxy Data (Cont'd)

Yonge Eglinton Office Proxy									
Destination/Origin	**Driver**	**Passenger**	**Local Transit**	**GO Transit**	**Cycle**	**Walk**	**Taxi / Rideshare**	**Other / Unknown**	**Total**
North West	53%	1%	27%	18%	0%	0%	1%	0%	100%
West GO Corridors	39%	9%	34%	18%	0%	0%	0%	0%	100%
Etobicoke Central	39%	0%	61%	0%	0%	0%	0%	0%	100%
Local	17%	0%	1%	0%	0%	82%	0%	0%	100%
Etobicoke South	11%	0%	84%	4%	1%	0%	0%	0%	100%
Toronto East	35%	3%	60%	1%	1%	0%	0%	0%	100%
Toronto Downtown Central	13%	1%	79%	0%	2%	3%	2%	0%	100%
Toronto Downtown East	42%	4%	50%	0%	4%	0%	0%	0%	100%
Toronto Downtown West	13%	0%	85%	0%	2%	0%	0%	0%	100%
Toronto Midtown	36%	7%	36%	0%	3%	18%	0%	0%	100%
Yonge-University Corridors	39%	0%	57%	0%	2%	2%	0%	0%	100%
North East	51%	7%	38%	4%	0%	0%	0%	0%	100%
Overall Mode Split	**33%**	**3%**	**51%**	**3%**	**1%**	**8%**	**1%**	**0%**	**100%**
Yonge St Clair Office Proxy									
Destination/Origin	**Driver**	**Passenger**	**Local Transit**	**GO Transit**	**Cycle**	**Walk**	**Taxi / Rideshare**	**Other / Unknown**	**Total**
North West	37%	2%	34%	27%	0%	0%	0%	0%	100%
West GO Corridors	42%	4%	20%	34%	0%	0%	0%	0%	100%
Etobicoke Central	15%	0%	85%	0%	0%	0%	0%	0%	100%
Local	12%	0%	4%	0%	0%	84%	0%	0%	100%
Etobicoke South	24%	0%	68%	8%	0%	0%	0%	0%	100%
Toronto East	25%	3%	66%	5%	0%	0%	1%	0%	100%
Toronto Downtown Central	13%	2%	63%	0%	12%	9%	1%	0%	100%
Toronto Downtown East	36%	4%	49%	0%	9%	0%	2%	0%	100%
Toronto Downtown West	9%	0%	65%	0%	25%	0%	1%	0%	100%
Toronto Midtown	20%	2%	54%	0%	11%	13%	0%	0%	100%
Yonge-University Corridors	25%	3%	72%	0%	0%	0%	0%	0%	100%
North East	40%	8%	41%	10%	0%	0%	1%	0%	100%
Overall Mode Split	**24%**	**3%**	**55%**	**5%**	**6%**	**7%**	**0%**	**0%**	**100%**

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Table 1-13 Adopted Office Mode Share

Mode	Local Office	Peripheral Office
Transit Local	20%	25%
Transit GO	30%	35%
Active	20%	10%
Auto Driver	25%	25%
Auto Passenger	5%	5%
Pick-Up / Drop-Off	0%	0%
Total	100%	100%

Summary

The projected distribution by distribution zone for proposed background development office travel is summarized in Table 1-14 and Table 1-15 for Local Office and Peripheral Office respectively and shown graphically in Figure 1-8 and Figure 1-9 respectively.

It is noted that the overall auto mode split is generally consistent with proxy areas such as:

- Yonge-Eglinton (33% auto driver mode split); and
- Yonge-St Clair (24% auto driver mode split).

Given the future context of the Site, this is considered to be appropriate.

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Table 1-14 Projected Local Office Mobility Profile

Distribution Zone		% Dist.	Transit Local	Transit GO	Active	Auto	Passenger	PuDo
Downtown Toronto	Central	15%	35%	35%	10%	15%	5%	0%
	West	25%	25%	35%	20%	15%	5%	0%
	East	10%	35%	40%	10%	15%	0%	0%
Midtown Toronto	Midtown	10%	30%	45%	0%	25%	0%	0%
	Yonge-University	5%	25%	25%	0%	45%	5%	0%
GO Corridors	GTAA / West	0%	0%	60%	0%	40%	0%	0%
South / Central Etobicoke	South	5%	10%	20%	20%	40%	10%	0%
	Central	0%	50%	0%	0%	50%	0%	0%
Local Areas		10%	0%	0%	100%	0%	0%	0%
Other Areas	Toronto East	10%	20%	20%	0%	50%	10%	0%
	North East	5%	0%	40%	0%	60%	0%	0%
	North West	5%	0%	40%	0%	60%	0%	0%
Total		**100%**	**20%**	**30%**	**20%**	**25%**	**5%**	**0%**

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Table 1-15 Projected Peripheral Office Mobility Profile

Distribution Zone		% Dist.	Transit Local	Transit GO	Active	Auto	Passenger	PuDo
Downtown Toronto	Central	17%	35%	35%	10%	15%	5%	0%
	West	28%	25%	35%	20%	15%	5%	0%
	East	11%	35%	40%	10%	15%	0%	0%
Midtown Toronto	Midtown	11%	30%	45%	0%	25%	0%	0%
	Yonge-University	6%	25%	25%	0%	45%	5%	0%
GO Corridors	GTAA / West	0%	0%	60%	0%	40%	0%	0%
South / Central Etobicoke	South	5%	10%	20%	20%	40%	10%	0%
	Central	0%	50%	0%	0%	50%	0%	0%
Local Areas		0%	-					
Other Areas	Toronto East	11%	20%	20%	0%	50%	10%	0%
	North East	6%	0%	40%	0%	60%	0%	0%
	North West	5%	0%	40%	0%	60%	0%	0%
Total		**100%**	**25%**	**35%**	**10%**	**25%**	**5%**	**0%**

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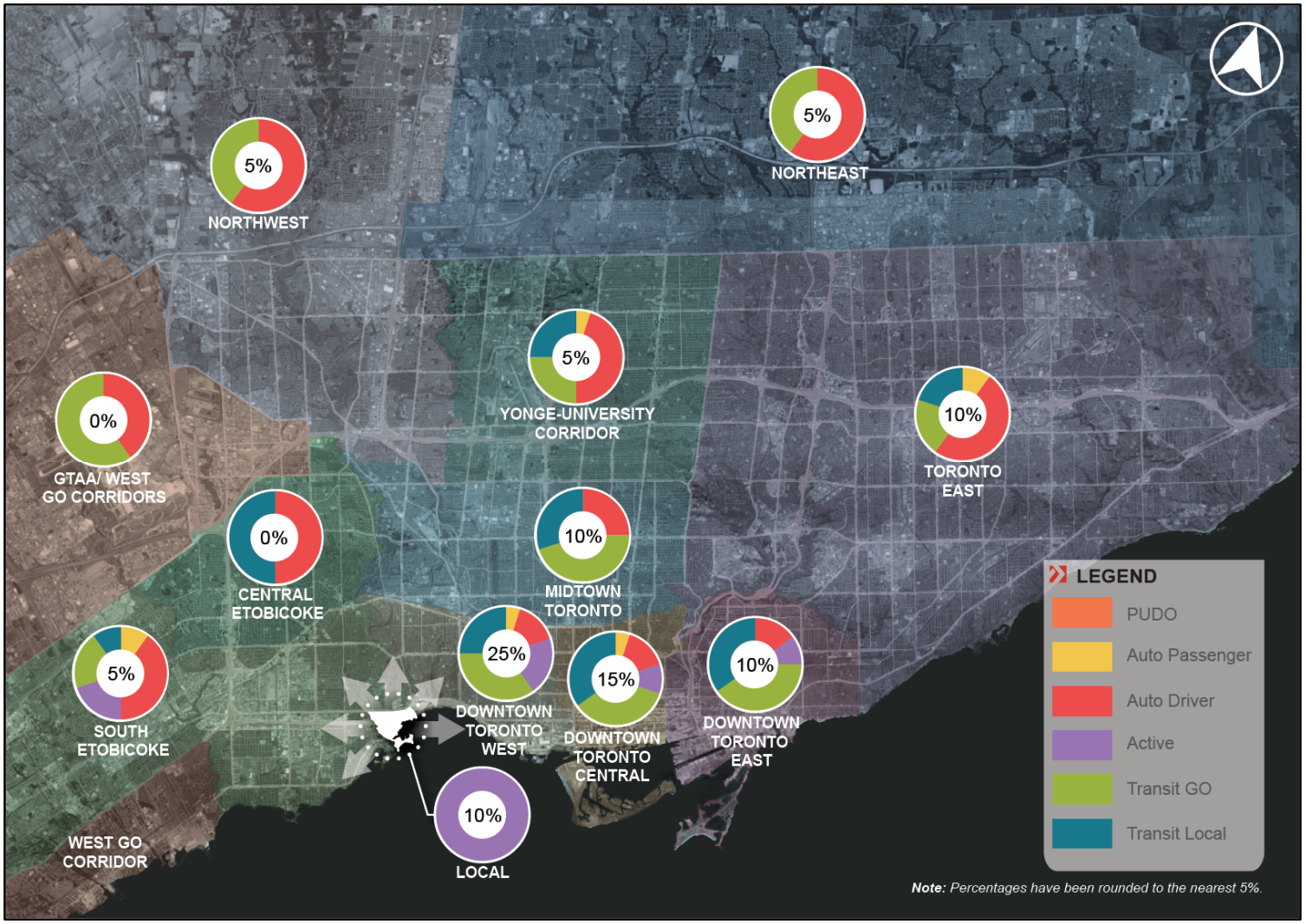

Figure 1-8: Projected Local Office Distribution by Mode

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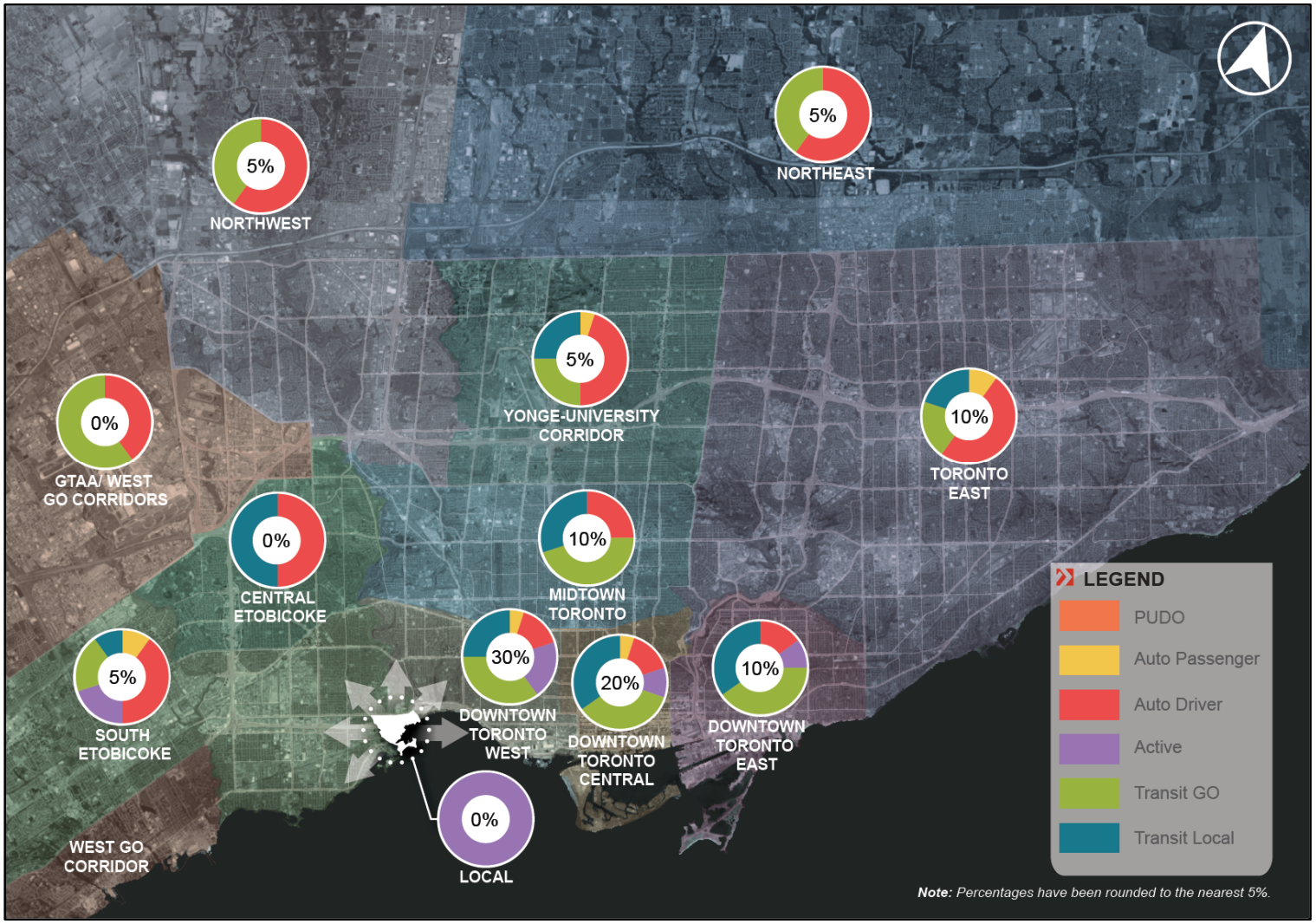

Figure 1-9: Projected Peripheral Office Distribution by Mode

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1.4.3 Retail Travel

Distribution

Given the limited retail uses currently within the area, there is limited existing travel characteristics to draw upon.

Generally, the proposed background development retail is expected to be largely local in nature. Given its ancillary nature, it is assumed that the retail associated with the Humber Bay Shores development will be entirely local serving. Whilst the retail associated with the 2150 Lake Shore Boulevard West development is also expected to first and foremost service residents and staff of nearby development, the nature of the retail as a consolidated unit is such that it is likely to attract some trips external to the Local distribution zone. During weekday mornings, retail trips to/from the 2150 Lake Shore Boulevard West development are expected to be primarily local in nature (i.e. to/from the Local distribution zone). This is expected to a slightly lesser extent during weekday evenings, where entertainment based uses and larger scale stores may generate more trips to/from areas external to the Local distribution zone (External trips).

The key assumptions for the 2150 Lake Shore Boulevard West site are the following (as summarized in Table 1-16):

- 90% of retail-based trips during the AM peak hour will be to/from the Local distribution zone; and
- 75% of retail-based trips during the PM peak hour will be to/from the Local distribution zone.

The remaining trips are assumed to be to and from areas external to the Local distribution zone.

Table 1-16 Adopted Retail Trip Distributions

Distribution Zone	Weekday AM Peak Hour	Weekday PM Peak Hour
Local	90%	75%
External to Local	10%	25%
Total	**100%**	**100%**

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Mode Share

As per the residential and office, it was assumed that trips between the retail and the Local distribution zone, were walking trips.

In relation to External trips, 2016 TTS data was sourced in relation to mode splits for retail-based trips which were more than 1,000 metres in length for all of the City of Toronto (TTS 2006 zones 1-625). The data is summarized in Table 1-17.

On the basis of this data, the adopted future retail mode split for External trips is summarized in Table 1-18. The adopted mode split is generally consistent with the data in Table 1-17, with the exception of a slight increase to active trips to account for the substantial density located west of Park Lawn Road which is still in close proximity to the Site area, but outside of the Local distribution zone.

Table 1-17 Retail Mode Split for Trip Length of More than 1,000 Metres

Mode	Mode Split
Transit	16%
Active	4%
Auto	62%
Passenger	17%
PuDo	1%
Total	**100%**

Table 1-18 Adopted Future Retail Mode Split for External Trips

Mode	Projected
Transit Local	15%
Transit GO	5%
Active	10%
Auto	55%
Passenger	15%
PuDo	0%
Total	**100%**

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Summary

The overall mode split for the retail is derived by combining the adopted distributions and mode splits for trips to/from the Local distribution zone and External trips, as summarized in Table 1-19 and shown graphically in Figure 1-10. It is noted that the overall mode split varies between the peak hours due to the differing distributions.

Table 1-19 Adopted Overall Site Retail Mode Split

Mode	Weekday AM Peak Hour	Weekday PM Peak Hour
Transit Local	1%	4%
Transit GO	1%	1%
Active	91%	77%
Auto	6%	14%
Passenger	1%	4%
PuDo	0%	0%
Total	**100%**	**100%**

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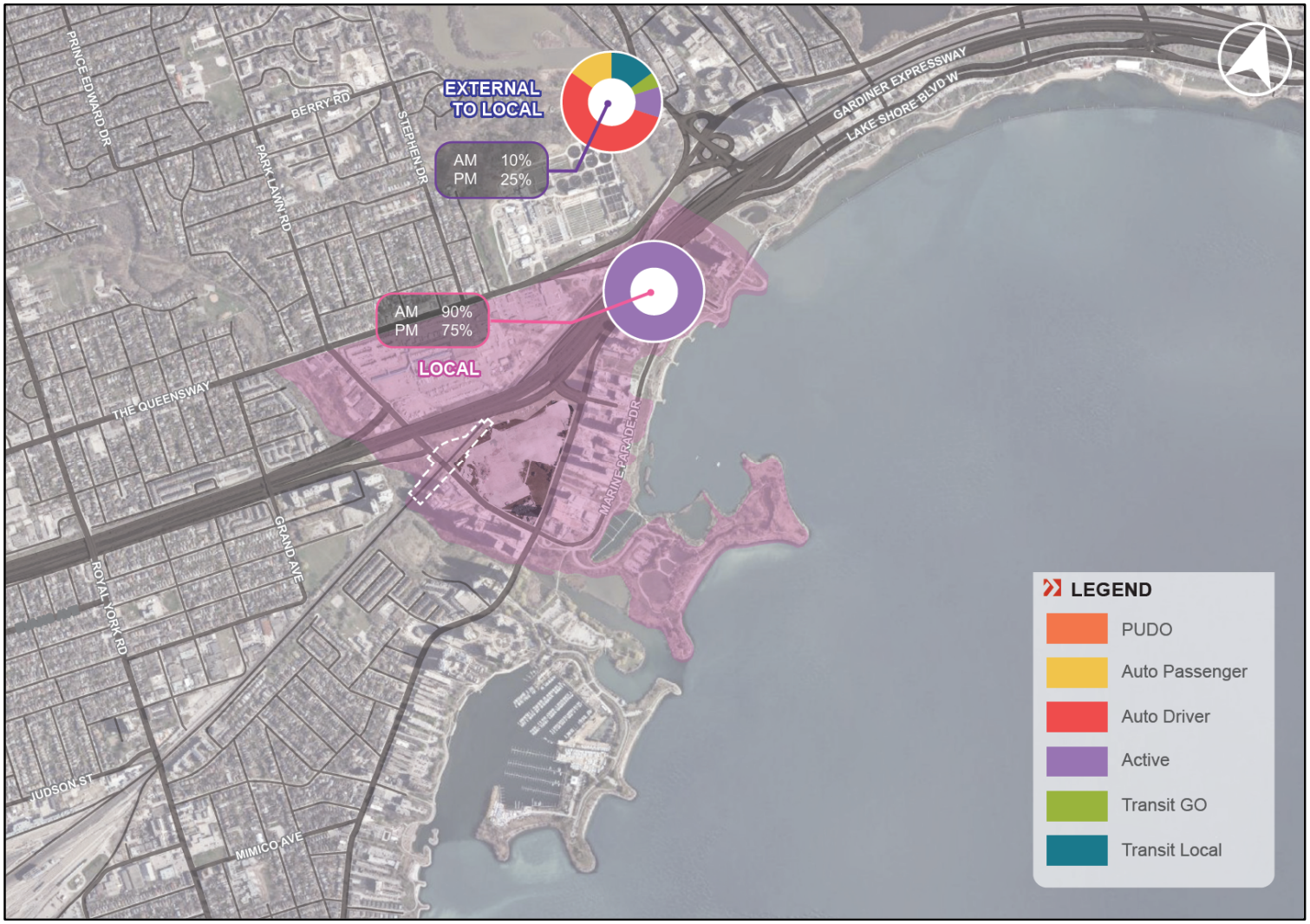

Figure 1-10: Adopted Retail Distribution by Mode

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2. Multi-Modal Travel Demand Forecasting

2.1 Forecasting Methodology

Travel demand forecasts have been developed for each of the proposed background developments based on the following:

- **Gross Person Trip Forecasting** – Application of an adopted person trip rate derived based on a comparison of rates established from person count data from various proxy sites, first principles methodologies, and based upon ITE Trip Generation Manual 10th Edition formulations for gross person trips;
- **Pass-by Considerations** – Account for pass-by rates from the ITE Trip Generation Manual 9th Edition for retail uses; and
- **Application of Distribution and Mode Share Assumptions** – Application of future distribution and mode split to the resultant net person trips for each land use to determine site travel demand by mode.

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2.1.1 Gross Person Trip Generation

2.1.1.1 Residential Gross Person Trips

Residential person trip rates were established based on a comparison between person counts at proxy developments, by first principles using 2016 TTS data, and ITE Trip Generation Manual 10th Edition formulations. The proxy data includes a range of urban and semi-urban contexts.

The residential person trip generation rates considered as part of the review are summarized in Table 2-1. The adopted residential trip generation rate equates to 0.50 and 0.45 two-way person trips per unit during the AM and PM peak hours, respectively. The resultant projected gross person trips for the background development proposed residential is summarized in Table 2-2.

Table 2-1 Gross Residential Person Trip Rates

Methodology	Person Trip Generation Rate (trips per unit)					
	AM Peak			PM Peak		
	Inbound	Outbound	Two Way	Inbound	Outbound	Two Way
TTS First Principles	0.01	0.49	0.50	0.39	0.03	0.42
ITE LU222 Centre City Core	0.17	0.49	0.66	0.31	0.24	0.55
325 Bogert Ave	0.16	0.49	0.65	0.31	0.32	0.63
160, 170, 180,& 200 Chaulkfarm Dr	0.07	0.55	0.62	0.37	0.15	0.52
60-61 Heintzman St	0.07	0.41	0.48	0.34	0.17	0.51
1375 Dupont St	0.06	0.26	0.32	0.21	0.06	0.27
151 & 181 Village Green Sq	0.04	0.35	0.39	0.21	0.11	0.32
1638 Bloor St W	0.08	0.51	0.59	0.31	0.06	0.37
224 King St W	0.05	0.38	0.43	0.26	0.14	0.40
60 John St	0.06	0.51	0.57	0.39	0.14	0.53
295 Adelaide St W	0.05	0.43	0.48	0.27	0.12	0.39
111 St. Clair Ave W	0.14	0.56	0.70	0.34	0.18	0.52
Average Proxy Rate	**0.08**	**0.45**	**0.53**	**0.30**	**0.14**	**0.44**
Adopted Rate	**0.10**	**0.40**	**0.50**	**0.30**	**0.15**	**0.45**

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Table 2-2 Gross Residential Person Trips

Methodology	AM Peak			PM Peak		
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
Adopted Rate *(trips per unit)*	0.10	0.40	0.50	0.30	0.15	0.45
2150 Lake Shore *(1,245 units)*	**125**	**500**	**625**	**375**	**185**	**560**
42 Park Lawn *(321 units)*	**30**	**130**	**160**	**95**	**50**	**145**
2313 Lake Shore *(241 units)*	**25**	**95**	**120**	**75**	**35**	**110**
Humber Bay Shores *(3,131 units)*[1]	**315**	**1,250**	**1,565**	**940**	**470**	**1,410**
Mimico-Judson *(1,686 units)*	**170**	**675**	**845**	**505**	**255**	**760**
251 Manitoba *(498 units)*	**50**	**200**	**250**	**150**	**75**	**225**

Notes:
1. Estimated number of units remaining to be constructed.

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2.1.1.2 *Office Gross Person Trips*

Office person trip rates were established based on a comparison between person counts at proxy developments, and ITE Trip Generation Manual 10th Edition formulations. The proxy data includes a range of urban and semi-urban contexts.

The office person trip generation rates considered as part of the review are summarized in Table 2-3. The adopted office trip generation rate equates to 1.45 and 1.40 two-way person trips per 100 square metres of office GFA during the AM and PM peak hours, respectively. The resultant projected gross person trips for the background development proposed office is summarized in Table 2-4.

Table 2-3 Gross Office Person Trip Rates

Methodology	Person Trip Generation Rate (trips per 100 m^2)					
	AM Peak			PM Peak		
	Inbound	Outbound	Two Way	Inbound	Outbound	Two Way
ITE LU710 General Urban / Suburban	1.36	0.20	1.56	0.24	1.37	1.61
ITE LU710 Dense Multi-Use Urban	1.17	0.18	1.35	0.32	1.13	1.45
ITE LU710 Centre City Core	1.16	0.17	1.33	0.22	1.14	1.36
45 St. Clair Ave W	1.62	0.18	1.8	0.34	1.63	1.97
55 St. Clair Ave W	1.88	0.15	2.03	0.16	1.38	1.54
351 King St W	1.90	0.20	2.10	0.26	1.61	1.87
160 Pears Ave	1.18	0.06	1.24	0.05	0.8	0.85
2, 4, 6 Lansing Sq. and 2550 Victoria Park Ave (August 14, 2018)	1.19	0.14	1.33	0.11	0.93	1.04
2, 4, 6 Lansing Sq. and 2550 Victoria Park Ave (August 16, 2018)	0.97	0.14	1.21	0.10	0.92	1.02
Average Proxy Rate	**1.46**	**0.15**	**1.61**	**0.17**	**1.21**	**1.38**
Adopted Rate	**1.30**	**0.15**	**1.45**	**0.20**	**1.20**	**1.40**

Table 2-4 Gross Office Person Trips

Methodology	AM Peak			PM Peak		
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
Adopted Rate *(trips per 100 m^2)*	1.30	0.15	1.45	0.20	1.20	1.40
2150 Lake Shore *(23,682 m^2)*	**310**	**35**	**345**	**45**	**285**	**330**
Mimico-Judson *(70,130 m^2)*	**915**	**105**	**1,020**	**145**	**840**	**985**

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2.1.1.3 *Retail Gross Person Trips*

General retail person trip rates were established based on a comparison between person counts at proxy developments (street related and larger format general retail) and ITE Trip Generation Manual 10th Edition formulations.

As previously discussed, it is assumed that the Humber Bay Shores retail will be entirely local serving. The 2150 Lake Shore Boulevard West site retail is also expected to be largely ancillary in nature, however is likely to attract some external trips.

To determine an appropriate rate, a range of retail typologies were reviewed, as outlined in Table 2-5. The adopted retail rates equate to 5.00 and 12.00 two-way person trips per 100 square metres of GFA during the AM and PM peak hours, respectively. The resultant projected gross person trips for the background development proposed retail is summarized in Table 2-6.

Table 2-5 Gross Retail Person Trip Rates

Methodology	Person Trip Generation Rate (trips per 100 m^2)					
	AM Peak			PM Peak		
	Inbound	Outbound	Two Way	Inbound	Outbound	Two Way
ITE 10th Edition						
ITE LU820 General Urban / Suburban	3.09	2.64	5.73	4.06	4.06	8.12
ITE LU820 Dense Multi-Use Urban	2.34	2.16	4.50	5.78	6.52	12.30
Average Rate	**2.72**	**2.40**	**5.12**	**4.92**	**5.29**	**10.21**
Street Level Retail						
Bloor-Bedford (convenience)	4.68	3.74	8.42	10.03	10.77	20.80
Queen St W (clothing retail)	0.17	0.10	0.27	6.46	5.90	12.36
295 Adelaide St W	0.10	0.00	0.10	7.98	6.29	14.27
111 St. Clair Ave W (urban grocery, LCBO)	4.76	4.04	8.80	9.60	10.11	19.71
Average Rate	**2.43**	**1.97**	**4.40**	**8.52**	**8.27**	**16.79**
Larger Format Retail						
Promenade Mall	-			2.09	2.17	4.26
Bayview Village	-			4.75	4.95	9.70
Galleria Mall	2.18	1.69	3.87	6.36	5.96	12.32
Agincourt Mall (Wal-Mart)	2.74	1.98	4.72	4.79	5.46	10.25
Average Rate	**2.46**	**1.83**	**4.29**	**4.50**	**4.64**	**9.14**
Adopted Rate	**2.75**	**2.25**	**5.00**	**6.00**	**6.00**	**12.00**

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Table 2-6 Gross Retail Person Trips

Methodology	AM Peak			PM Peak		
	Inbound	Outbound	Two Way	Inbound	Outbound	Two Way
Adopted Rate (trips per 100 m^2)	2.75	2.25	5.00	6.00	6.00	12.00
2150 Lake Shore *(5,364 m^2)*	**150**	**120**	**270**	**325**	**320**	**645**

2.1.1.4 Summary of Gross Person Trips

The background development gross person trips are summarized in Table 2-7.

Table 2-7 Summary of Background Development Gross Person Trips

Methodology	AM Peak			PM Peak		
	Inbound	Outbound	Two Way	Inbound	Outbound	Two Way
2150 Lake Shore						
Residential	125	500	625	375	185	560
Office	310	35	345	45	285	330
Retail	150	120	270	325	320	645
Total	**585**	**655**	**1,240**	**745**	**790**	**1,535**
42 Park Lawn						
Residential	30	130	160	95	50	145
2313 Lake Shore						
Residential	25	95	120	75	35	110
Humber Bay Shores						
Residential	315	1,250	1,565	940	470	1,410
Mimico-Judson						
Residential	170	675	845	505	255	760
Office	915	105	1,020	145	840	985
Total	**1,085**	**780**	**1,865**	**650**	**1,095**	**1,745**
251 Manitoba						
Residential	50	200	250	150	75	225
Total Background	**2,090**	**3,110**	**5,200**	**2,655**	**2,515**	**5,170**

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2.1.2 *Travel Demand by Mode*

2.1.2.1 *Residential Demand*

The adopted person trip distributions and associated mode splits for residential trips as outlined in Section 1.4.1.2 of this report were applied to the background residential uses.

The resultant residential trips by mode are summarized in Table 2-8 through to Table 2-13 for each relevant background development respectively.

The overall mode split associated with residential based trips is illustrated in Figure 2-1 and Figure 2-2 for Local Residential (2150 Lake Shore Boulevard West, 42 Park Lawn Road, Humber Bay Shores) and Peripheral Residential (2313 Lake Shore Boulevard West, Mimico-Judson, 251 Manitoba Street) respectively.

Table 2-8 2150 Lake Shore Boulevard West Residential Trips by Mode

Land Use	AM Peak			PM Peak		
	Inbound	Outbound	Two Way	Inbound	Outbound	Two Way
Auto Driver	25	130	155	95	40	135
Auto Passenger	5	40	45	25	10	35
Auto PuDo	0	5	5	0	0	0
Transit GO	25	130	155	105	45	150
Transit Local	40	130	170	90	40	130
Walk	25	45	70	45	40	85
Cycle	5	20	25	15	10	25
Total	**125**	**500**	**625**	**375**	**185**	**560**

Table 2-9 42 Park Lawn Rd Residential Trips by Mode

Land Use	AM Peak			PM Peak		
	Inbound	Outbound	Two Way	Inbound	Outbound	Two Way
Auto Driver	5	25	30	25	10	35
Auto Passenger	0	10	10	0	0	0
Auto PuDo	0	0	0	0	0	0
Transit GO	5	35	40	20	15	35
Transit Local	15	45	60	35	10	45
Walk	5	10	15	10	10	20
Cycle	0	5	5	5	5	10
Total	**30**	**130**	**160**	**95**	**50**	**145**

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Table 2-10 2313 Lake Shore Boulevard West Residential Trips by Mode

Land Use	AM Peak			PM Peak		
	Inbound	Outbound	Two Way	Inbound	Outbound	Two Way
Auto Driver	10	45	55	35	15	50
Auto Passenger	0	5	5	5	0	5
Auto PuDo	0	0	0	0	0	0
Transit GO	5	15	20	10	5	15
Transit Local	10	20	30	15	15	30
Walk	0	5	5	5	0	5
Cycle	0	5	5	5	0	5
Total	**25**	**95**	**120**	**75**	**35**	**110**

Table 2-11 Humber Bay Shores Residential Trips by Mode

Land Use	AM Peak			PM Peak		
	Inbound	Outbound	Two Way	Inbound	Outbound	Two Way
Auto Driver	80	340	420	235	105	340
Auto Passenger	20	100	120	70	30	100
Auto PuDo	0	5	5	5	0	5
Transit GO	70	345	415	255	120	375
Transit Local	70	300	370	215	95	310
Walk	65	95	160	115	100	215
Cycle	10	65	75	45	20	65
Total	**315**	**1,250**	**1,565**	**940**	**470**	**1,410**

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Table 2-12 Mimico-Judson Residential Trips by Mode

Land Use	AM Peak			PM Peak		
	Inbound	Outbound	Two Way	Inbound	Outbound	Two Way
Auto Driver	75	305	380	225	115	340
Auto Passenger	10	35	45	25	15	40
Auto PuDo	0	0	0	0	0	0
Transit GO	25	100	125	75	40	115
Transit Local	40	165	205	130	55	185
Walk	10	35	45	25	15	40
Cycle	10	35	45	25	15	40
Total	**170**	**675**	**845**	**505**	**255**	**760**

Table 2-13 251 Manitoba St Residential Trips by Mode

Land Use	AM Peak			PM Peak		
	Inbound	Outbound	Two Way	Inbound	Outbound	Two Way
Auto Driver	35	95	130	80	40	120
Auto Passenger	0	10	10	5	5	10
Auto PuDo	0	0	0	0	0	0
Transit GO	0	30	30	15	5	20
Transit Local	15	45	60	45	20	65
Walk	0	10	10	5	5	10
Cycle	0	10	10	0	0	0
Total	**50**	**200**	**250**	**150**	**75**	**225**

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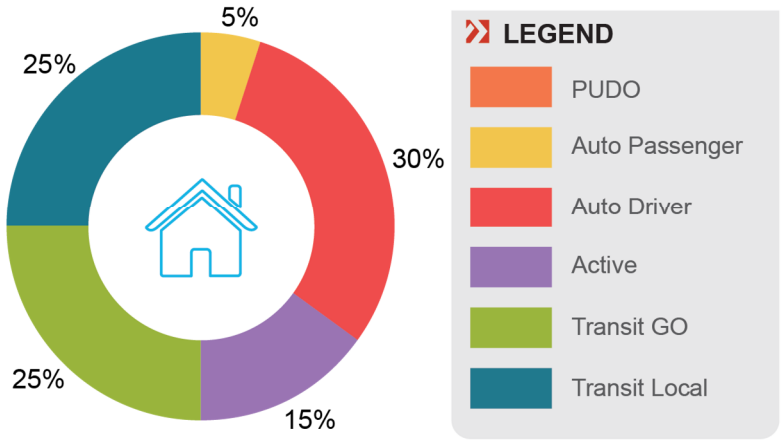

Figure 2-1: Resultant Local Residential Mode Share

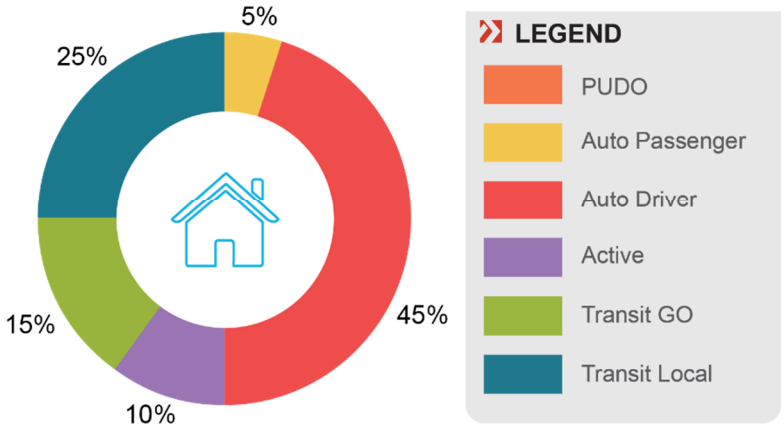

Figure 2-2: Resultant Peripheral Residential Mode Share

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2.1.2.2 *Office Demand*

The adopted person trip distributions and associated mode splits for office trips as outlined in Section 1.4.2 of this report were applied to the background office uses.

The resultant office trips by mode are summarized in Table 2-14 and Table 2-15 for each relevant background development respectively.

The overall mode split associated with office trips is illustrated in Figure 2-3 and Figure 2-4 for Local Office (2150 Lake Shore Boulevard West) and Peripheral Office (Mimico-Judson) respectively.

Table 2-14 2150 Lake Shore Boulevard West Office Trips by Mode

Land Use	AM Peak			PM Peak		
	Inbound	Outbound	Two Way	Inbound	Outbound	Two Way
Auto Driver	85	5	90	5	80	85
Auto Passenger	15	0	15	0	10	10
Auto PuDo	0	0	0	0	0	0
Transit GO	100	5	105	10	85	95
Transit Local	50	20	70	25	60	85
Walk	40	5	45	5	35	40
Cycle	20	0	20	0	15	15
Total	**310**	**35**	**345**	**45**	**285**	**330**

Table 2-15 Mimico-Judson Office Trips by Mode

Land Use	AM Peak			PM Peak		
	Inbound	Outbound	Two Way	Inbound	Outbound	Two Way
Auto Driver	230	30	260	35	210	245
Auto Passenger	45	5	50	5	40	45
Auto PuDo	0	0	0	0	0	0
Transit GO	320	35	355	50	295	345
Transit Local	230	25	255	45	215	260
Walk	45	5	50	5	40	45
Cycle	45	5	50	5	40	45
Total	**915**	**105**	**1,020**	**145**	**840**	**985**

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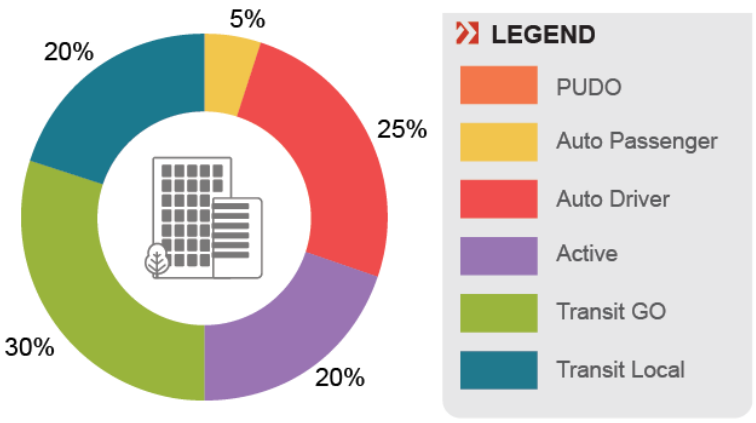

Figure 2-3: Resultant Local Office Mode Share

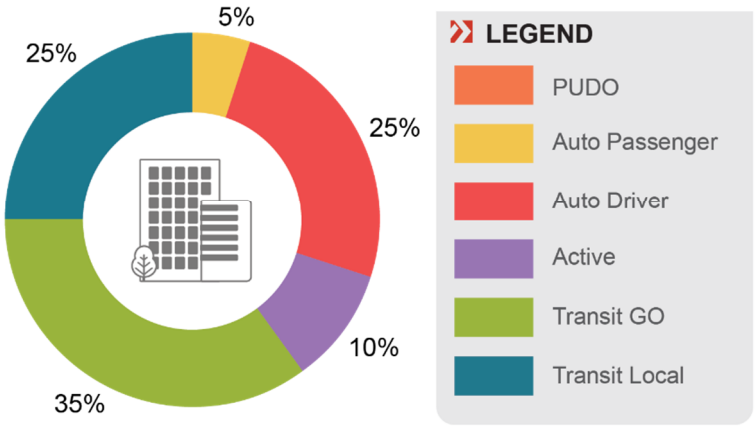

Figure 2-4: Resultant Peripheral Office Mode Share

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2.1.2.3 *Retail Demand*

The adopted person trip distributions and associated mode splits for retail trips as outlined in Section 1.4.3 of this report were applied to the background retail uses.

In addition to the above, pass-by considerations are also applied to the proposed background development retail. The adopted pass-by rate is based upon formulations provided within the ITE Trip Generation Manual.

A pass-by rate of 0% and 34% was adopted for the AM and PM peak hours respectively and was applied to the total External trips after deducting trips to/from the Local distribution zone.

A summary of the forecast retail trips is provided in Table 2-16 and the resultant retail trips by mode are summarized in Table 2-17. The external trips mode split is illustrated in **Error! Reference source not found.** and the overall retail mode splits are shown in Figure 2-5.

Table 2-16 Summary of 2150 Lake Shore Boulevard West Retail Trips

Land Use	AM Peak			PM Peak		
	Inbound	Outbound	Two Way	Inbound	Outbound	Two Way
Gross Retail	150	120	270	325	320	645
Local Trips	135	110	245	250	235	485
Total External	15	10	25	75	85	160
Pass-by[1]	0	0	0	25	25	50
Total Primary	**15**	**10**	**25**	**50**	**60**	**110**

Notes:
1. Assumes a pass-by percentage of total external of 0% during the AM peak and 34% during the PM peak.

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Table 2-17 2150 Lake Shore Boulevard West Retail Trips by Mode

Land Use	AM Peak			PM Peak		
	Inbound	Outbound	Two Way	Inbound	Outbound	Two Way
Primary Trips						
Auto Driver	15	10	25	15	25	40
Auto Passenger	0	0	0	10	10	20
Auto PuDo	0	0	0	0	0	0
Transit GO	0	0	0	5	5	10
Transit Local	0	0	0	10	10	20
Walk	135	110	245	255	240	495
Cycle	0	0	0	5	5	10
Total	**150**	**120**	**270**	**300**	**295**	**595**
Pass-By Trips						
Auto Driver	0	0	0	15	15	30
Auto Passenger	0	0	0	5	5	10
Auto PuDo	0	0	0	0	0	0
Transit GO	0	0	0	0	0	0
Transit Local	0	0	0	5	5	10
Walk	0	0	0	0	0	0
Cycle	0	0	0	0	0	0
Total	**0**	**0**	**0**	**25**	**25**	**50**
Total Trips						
Auto Driver	15	10	25	30	40	70
Auto Passenger	0	0	0	15	15	30
Auto PuDo	0	0	0	0	0	0
Transit GO	0	0	0	5	5	10
Transit Local	0	0	0	15	15	30
Walk	135	110	245	255	240	495
Cycle	0	0	0	5	5	10
Total	**150**	**120**	**270**	**325**	**320**	**645**

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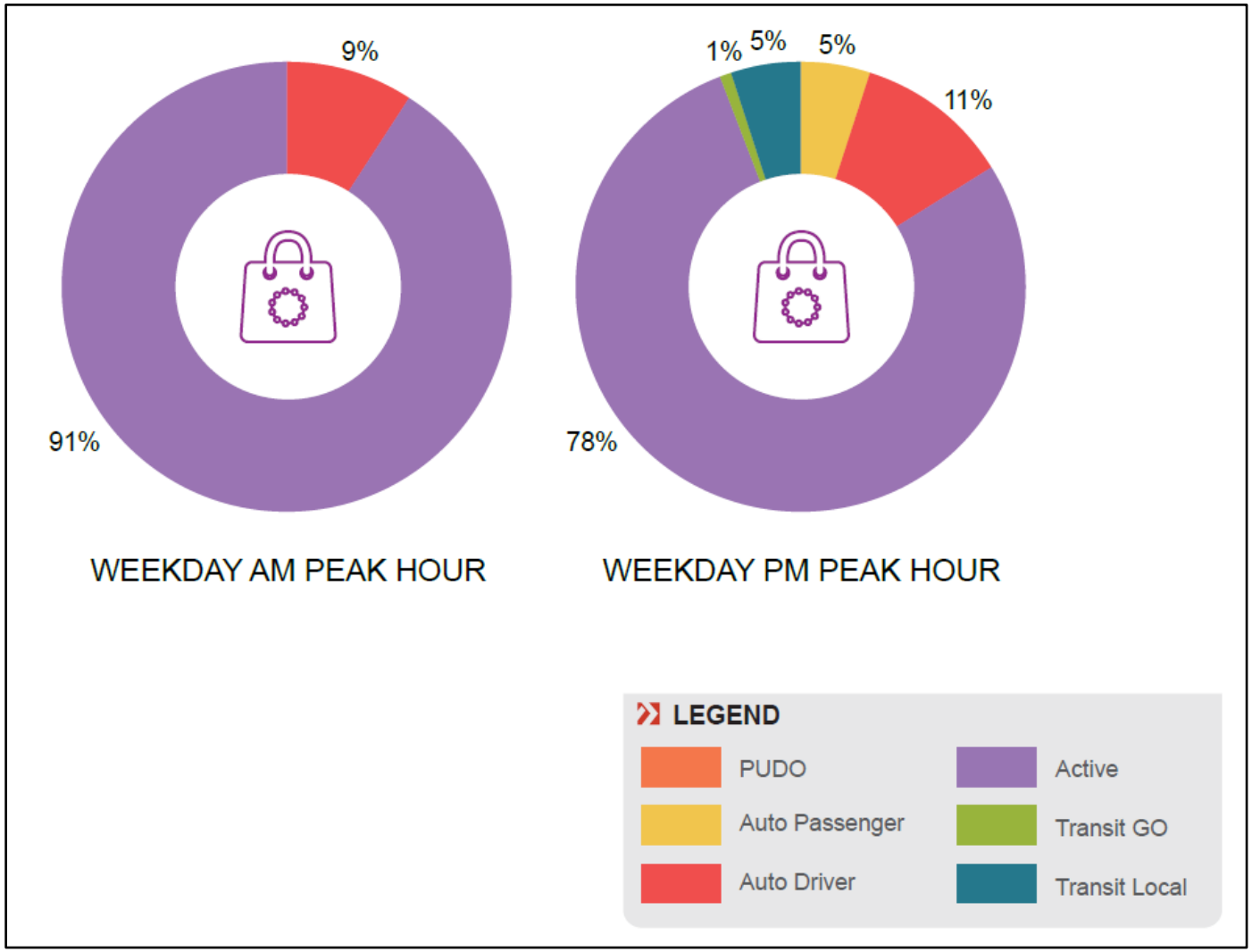

Figure 2-5: Resultant Retail Mode Share (Overall)

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2.1.3 *Summary of Background Development Travel Demands*

A summary of the total background person trips by mode provided in Table 2-18.

Table 2-18 Total Background Development Trips by Mode

Land Use	AM Peak			PM Peak		
	Inbound	Outbound	Two Way	Inbound	Outbound	Two Way
Auto Driver	560	985	1545	765	655	1420
Auto Passenger	95	205	300	150	125	275
Auto PuDo	0	10	10	5	0	5
Transit GO	550	695	1245	545	615	1160
Transit Local	470	750	1220	615	525	1140
Walk	325	320	645	470	485	955
Cycle	90	145	235	105	110	215
Total	**560**	**985**	**1545**	**765**	**655**	**1420**

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