Appendix C - Key Intersection Measures of Effectiveness

| | | Bas | Base Case Future Background (City-led Works) | | | re Total + OL Works) | |
|------------------------|----------|-----|--|-----|-------------------|---|-------------------|
| Intersection | Movement | LOS | Max. Queue (m) | LOS | Max. Queue (m) | (City-led - | Max. Queue (m) |
| | NBT | Α | 30 | Α | 30 | Α | 28 |
| | NBR | В | 26 | В | 26 | - | - |
| 0 | SBT | D | 37 | D | 36 | E | 36 |
| Queen St. & Bay St. | EBT | В | 44 | В | 44 | | , ·= |
| a bay ou | EBR | В | 25 | С | 26 | С | 45 |
| | WBT | Α | 29 | Α | 31 | - | - |
| | WBR | В | 29 | В | 36 | City-led LOS A - E - C A B - C D E D F D C D F D D D D D | - |
| Queen | NBT | Α | 19 | Α | 24 | Α | 19 |
| Street & | SBT | Α | 31 | | В | 26 | |
| Yonge | EBT | Α | 20 | Α | 23 | - | - |
| Street | WBT | В | 59 | В | 68 | - | - |
| | NBL | D | 31 | E | 31 | - | - |
| | NBT | D | 27 | D | 21 | С | 24 |
| | NBR | D | 29 | С | 24 | D | 32 |
| 0 | SBL | D | 48 | | | | 100 |
| Queen Street & | SBT | D | 21 | D | 21 | D | 57 |
| Victoria | SBR | С | 31 | С | 41 | - | - |
| Street | EBT | В | 48 | В | 54 | - | - |
| | EBR | С | 53 | С | 46 | - | - |
| | WBT | В | 45 | В | 52 | - | - |
| | WBR | С | 36 | С | 51 | - A B | 65 |
| | NBL | F | 88 | F | 89 | Torus . | 90 |
| | NBT | D | 52 | D | 42 | | 48 |
| | NBR | D | 59 | D | 53 | | 51 |
| Dundas | SBT | С | 55 | С | 59 | | 61 |
| Street & | SBR | D | 81 | E | 84 | 175117 | 77 |
| Bay Street | EBT | В | 47 | В | 63 | | 92 |
| | EBR | С | 55 | С | 58 | | 88 |
| | WBT | D | 118 | D | 155 | 2000 | 139 |
| | WBR | D | 51 | D | 76 | | 47 |
| Dundas | NBT | С | 46 | D | 31 | 10000 | 30 |
| Street & | SBT | С | 44 | F | 42 | | 41 |
| Yonge | EBT | D | 79 | D | 113 | F | 185 |
| Street | WBT | С | 85 | С | 97 | D | 105 |

A.M. Peak Period Measures of Effectiveness (Highlight indicates restricted movements due to OL works)

| | | Base Case | | Future Background (City-led Works) | | Future Total (City-led + OL Works) | |
|-------------------------------|----------|-----------|----------------------|---------------------------------------|-------------------|---|-------------------|
| Intersection | Movement | LOS | Max. Queue (m) | LOS | Max. Queue (m) | | Max. Queue (m) |
| | NBL | C | 31 | С | 29 | O | 30 |
| | NBT | В | 12 | С | 12 | C | 11 |
| | NBR | Α | 17 | Α | 18 | Α | 18 |
| | SBL | С | 9 | С | 9 | С | 9 |
| Dundas | SBT | С | 15 | С | 17 | С | 15 |
| Street and Victoria | SBR | В | 1 | В | 4 | В | 4 |
| Street | EBL | С | 20 | С | 19 | С | 20 |
| | EBT | В | 32 | В | 36 | В | 37 |
| | EBR | В | 35 | В | 42 | C C C B B C C C C F A B B A A A B B C C B B B C C C C D C C C C C C C C | 48 |
| | WBT | В | 38 | В | 43 | C | 48 |
| | WBR | В | 7 | С | 8 | C C C B B C C C C F A B B A A A B B C C C C C C C C C C C C | 8 |
| | NBT | C | 44 | С | 39 | С | 45 |
| Richmond | SBT | F | 56 | Е | 66 | F | 62 |
| Street & Bay Street | WBT | Α | 34 | Α | 26 | Α | 29 |
| | WBR | В | 32 | В | 57 | LOS C C A C C B C C B C C C F A B B A A B C C C C C D F E E | 53 |
| | NBT | В | 25 | В | 26 | В | 26 |
| Richmond Street & Yonge | SBT | Α | 14 | Α | 13 | Α | 17 |
| | WBL | В | 45 | Α | 29 | | 26 |
| Street | WBT | Α | 45 | Α | 34 | (City-led - LOS C C A C C B C B B C C C C C B B C C C C | 41 |
| | WBR | В | 23 | В | 21 | | 23 |
| | NBL | С | 32 | С | 24 | C A C C B B C C C F A B B A A B C C C D F E E | 43 |
| | NBT | С | 37 | В | 20 | | 8 |
| Richmond | SBT | С | 14 | С | 9 | В | 7 |
| Street & Victoria | SBR | В | 51 | В | 41 | C C C C C C C B B B B A A A A B B C C B B B B | 21 |
| Street | WBL | В | 8 | Α | 4 | C-19-17 | 4 |
| | WBT | В | 63 | Α | 33 | | 79 |
| | WBR | С | 44 | В | 35 | A C C C B B B C C C F A B B A A B C C C C C C C C C C C C C C | 48 |
| | NBT | D | 25 | С | 23 | | 21 |
| | NBR | D | 69 | D | 87 | | 87 |
| Adelaide | SBT | F | 61 | F | 62 | | 63 |
| Street & Bay Street | EBL | D | 97 | С | 63 | | 87 |
| Day Officer | EBT | D | 61 | C | 45 | | 64 |
| | EBR | E | 157 | E | 75 | | 103 |

A.M. Peak Period Measures of Effectiveness

| | | Base Case | | Future Background (City-led Works) | | Future Total (City-led + OL Works) | |
|----------------------|----------|-----------|----------------------|---------------------------------------|-------------------|---------------------------------------|-------------------|
| Intersection | Movement | LOS | Max. Queue (m) | LOS | Max. Queue (m) | LOS | Max. Queue (m) |
| | NBT | Α | 16 | Α | 15 | Α | 15 |
| | NBR | Α | 23 | Α | 24 | Α | 25 |
| Adelaide Street & | SBL | С | 53 | С | 37 | C | 23 |
| Yonge | SBT | В | 44 | С | 43 | В | 35 |
| Street | EBL | Α | 22 | Α | 22 | В | 30 |
| | EBT | Α | 14 | Α | 12 | В | 39 |
| | EBR | Α | 20 | A | 17 | В | 25 |
| | NBT | С | 59 | С | 31 | С | 29 |
| Adelaide | NBR | С | 28 | В | 22 | В | 22 |
| Street & Victoria | SBL | В | 15 | С | 14 | C | 13 |
| Street | EBL | С | 50 | С | 28 | D | 21 |
| | EBT | В | 40 | В | 27 | С | 40 |

A.M. Peak Period Measures of Effectiveness

| | | Bas | e Case | Future Background (City-led Works) | | Future Total (City-led + OL Works) | |
|------------------------|----------|-----|----------------------|---------------------------------------|-------------------|---------------------------------------|-------------------|
| Intersection | Movement | LOS | Max. Queue (m) | LOS | Max. Queue (m) | City-led - LOS | Max. Queue (m) |
| | NBT | Е | 54 | E | 43 | F | 57 |
| | NBR | Е | 90 | E | 92 | - | - /- |
| 0 01 | SBT | Е | 39 | F | 38 | F | 40 |
| Queen St. & Bay St. | EBT | D | 44 | D | 43 | - | - |
| a bay on | EBR | Е | 39 | E | 40 | F | 57 |
| | WBT | Е | 66 | F | 69 | - | - |
| | WBR | F | 46 | F | 52 | (City-led LOS F | - 1 |
| Queen | NBT | С | 61 | С | 56 | D | 59 |
| Street & | SBT | F | 125 | E | 149 | D | 123 |
| Yonge | EBT | D | 61 | D | 59 | - | - |
| Street | WBT | С | 68 | D | 78 | - | - |
| | NBL | F | 55 | F | 40 | - | - |
| | NBT | Е | 34 | F | 41 | F | 51 |
| 6 | NBR | E | 51 | E | 45 | F | 103 |
| Queen | SBL | F | 127 | F | 129 | F | 117 |
| Street & | SBT | F | 93 | F | 78 | F | 154 |
| Victoria | SBR | F | 84 | F | 47 | - | - |
| Street | EBT | С | 79 | С | 70 | - | - |
| | EBR | F | 255 | F | 174 | - | - |
| | WBT | С | 62 | С | 68 | - | - |
| | WBR | Е | 70 | F | 84 | F | 80 |
| | NBL | F | 88 | F | 81 | F | 88 |
| | NBT | F | 31 | F | 31 | F | 23 |
| | NBR | F | 84 | F | 78 | F | 70 |
| Dundas | SBT | Е | 48 | Е | 43 | D | 48 |
| Street & | SBR | F | 200 | F | 191 | F | 208 |
| Bay Street | EBT | D | 98 | D | 105 | Е | 106 |
| | EBR | D | 97 | D | 88 | Е | 84 |
| 8 | WBT | F | 184 | F | 195 | F | 197 |
| | WBR | F | 121 | F | 101 | F | 102 |
| Dundas | NBT | С | 46 | С | 29 | | 28 |
| Street & | SBT | D | 56 | F | 38 | F | 39 |
| Yonge | EBT | F | 210 | F | 189 | | 199 |
| Street | WBT | Е | 92 | F | 91 | F | 92 |

P.M. Peak Period Measures of Effectiveness (Highlight indicates restricted traffic movement due to OL works)

| | | Base | e Case | Future Background (City-led Works) | | | re Total + OL Works) |
|------------------------|----------|------|----------------------|---------------------------------------|-------------------|--|-------------------------|
| Intersection | Movement | LOS | Max. Queue (m) | LOS | Max. Queue (m) | | Max. Queue (m) |
| | NBL | F | 57 | F | 55 | F | 59 |
| | NBT | F | 29 | F | 30 | LOS F F E D D C B D E E F D F C E F F F F F F F F F F F F | 24 |
| | NBR | Е | 57 | E | 56 | E | 58 |
| | SBL | E | 26 | D | 12 | D | 14 |
| Dundas | SBT | D | 24 | D | 24 | D | 31 |
| Street and Victoria | SBR | D | 13 | D | 14 | D | 13 |
| Street | EBL | С | 13 | D | 20 | С | 12 |
| | EBT | В | 67 | С | 59 | В | 56 |
| | EBR | E | 121 | D | 116 | D | 132 |
| | WBT | D | 51 | E | 55 | E | 54 |
| | WBR | D | 20 | E | 22 | City-led LOS F F E D D C B D E F F D F C E F F F F F F F F F F F F | 22 |
| | NBT | D | 52 | E | 52 | F | 50 |
| Richmond | SBT | F | 65 | F | 67 | F | 66 |
| Street & Bay Street | WBT | С | 68 | С | 64 | D | 76 |
| 24, 34, 34 | WBR | F | 127 | E | 130 | City-led - LOS F F E D D C B D E F F D F C E F F F F F F F F F F F F F F F F F | 109 |
| | NBT | В | 66 | С | 52 | F | 59 |
| Richmond | SBT | F | 71 | F | 70 | Е | 72 |
| Street & Yonge | WBL | F | 238 | F | 473 | F | 275 |
| Street | WBT | В | 49 | С | 53 | D | 64 |
| | WBR | С | 29 | D | 22 | D | 20 |
| | NBL | F | 39 | F | 47 | F | 92 |
| | NBT | F | 64 | F | 66 | Е | 51 |
| Richmond | SBT | F | 68 | F | 57 | E | 42 |
| Street & Victoria | SBR | E | 50 | F | 58 | E | 59 |
| Street | WBL | F | 53 | F | 33 | F | 28 |
| | WBT | Е | 77 | F | 86 | F | 86 |
| | WBR | F | 116 | F | 100 | City-led LOS F E D D C B D E F C E F D F C E F F F F F F F F F F F F | 69 |
| | NBT | Е | 28 | F | 27 | F | 17 |
| | NBR | Е | 81 | F | 62 | F | 67 |
| Adelaide Street & | SBT | F | 73 | F | 75 | F | 73 |
| Bay Street | EBL | F | 81 | E | 86 | F | 107 |
| | EBT | E | 73 | D | 76 | E | 81 |
| | EBR | F | 132 | F | 111 | City-led LOS F F E D D C B D E F C E F D F C E F F F F F F F F F F F F | 83 |

P.M. Peak Period Measures of Effectiveness

| | | | | | Background ed Works) | Future Total (City-led + OL Works) | |
|---|----------|-----|----------------------|-----|-------------------------|---------------------------------------|-------------------|
| Intersection | Movement | LOS | Max. Queue (m) | LOS | Max. Queue (m) | LOS | Max. Queue (m) |
| | NBT | В | 35 | С | 47 | E | 67 |
| 301/02 | NBR | D | 130 | E | 113 | F | 189 |
| Adelaide | SBL | F | 72 | F | 59 | F | 69 |
| Street & Yonge | SBT | F | 63 | F | 70 | F | 67 |
| Street | EBL | D | 35 | С | 37 | E | 29 |
| 100000000000000000000000000000000000000 | EBT | С | 38 | С | 39 | E | 41 |
| | EBR | F | 46 | Е | 55 | Е | 45 |
| 30.070004.301 | NBT | F | 108 | F | 96 | F | 94 |
| Adelaide | NBR | F | 84 | F | 99 | F | 85 |
| Street & Victoria | SBL | F | 66 | F | 69 | F | 70 |
| Street | EBL | F | 26 | F | 33 | F | 39 |
| | EBT | С | 44 | С | 45 | D | 37 |

P.M. Peak Period Measures of Effectiveness