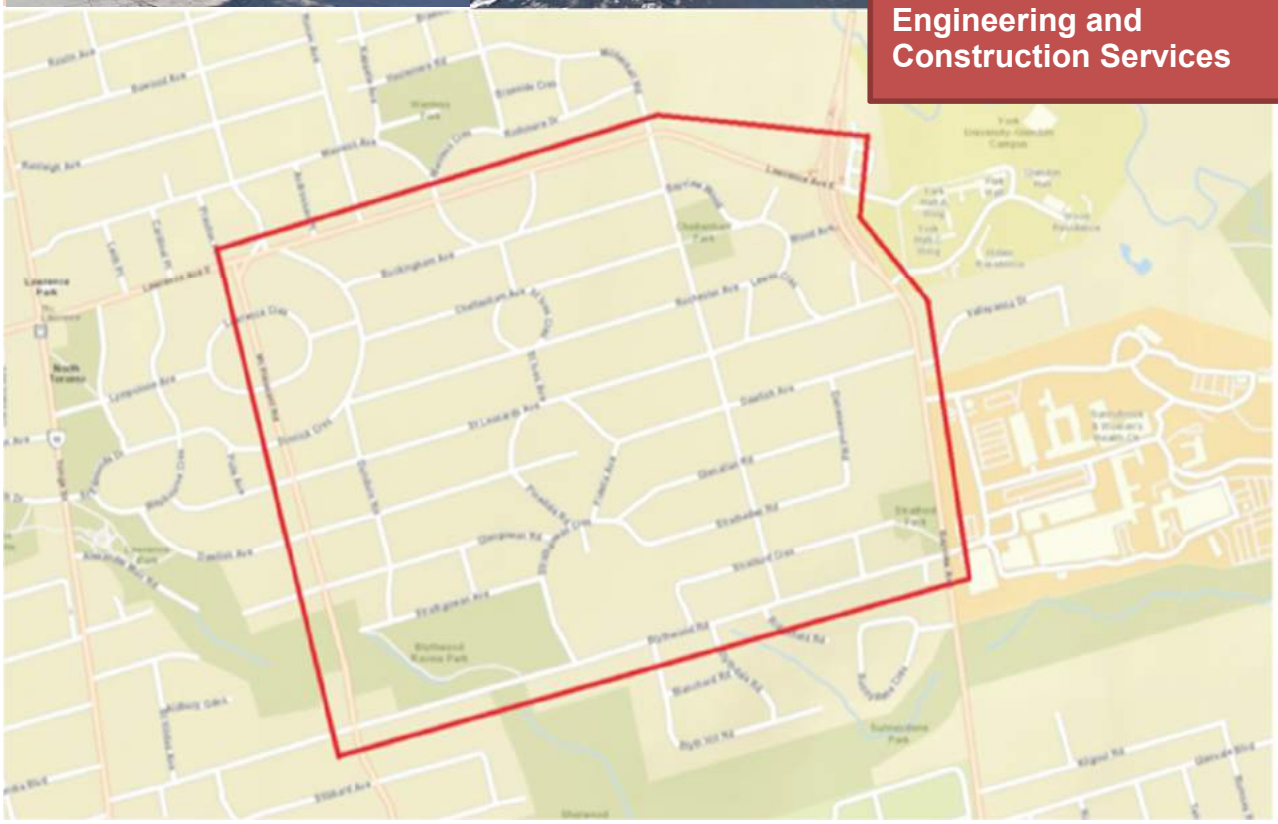
Municipal CEA for Lawrence Park Neighbourhood

Traffic and Road Report



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Contents

Appendices

List of Figures

List of Tables

EXECUTIVE SUMMARY

Morrison Hershfield Limited and Aquafor Beech Limited have been retained by the City of Toronto to conduct a Municipal Class Environmental Assessment (EA Study) for the Lawrence Park Neighbourhood. As part of the EA Study, Morrison Hershfield Limited are investigating the traffic and road improvements required within the neighbourhood. The Study Area is generally bounded by Lawrence Avenue East to the north, Bayview Avenue to the east, Blythwood Avenue to the south, and Mount Pleasant Road to the west.

Traffic in the Lawrence Park Study Area has several aspects to be studied including traffic and travel patterns, traffic operations and Level of Service (LOS), as well as traffic safety.

- To understand travel Patterns in the Study Area; Traffic Surveys and Counts were conducted, mathematical modelling was carried out to study traffic movements, particularly the through movements (infiltration) of vehicles.

- To understand Traffic Operations; turning movements at intersections were studied and the Level of Service, delay and queues were examined at the main locations.

- To understand the State of Traffic Safety in the Study Area, measurements and safety indicators were studied, and Collision Analysis for the last 5 years was carried out.

- The need for measurements of spot speeds was considered.

MH conducted various types of necessary traffic surveys, including turning movement counts, mid-block link volume counts, origin-destination surveys using vehicle trace method and origin-destination surveys using home questionnaires.

MH conducted 8-hour turning movement counts from 6 to 10 am and from 3 to 7 pm for 10 intersections. The data was used to study the travel patterns (**Section 2** of report) and the traffic operations (**Section 3** of report) in the Study Area. Together with Ontario Traffic Inc., MH conducted 8 hour long ATR (Automated Traffic Recorder) volume counts from 6 to 10 am and from 3 to 7 pm for 18 locations. The data collected was very useful in estimating traffic and travel in the Study Area, especially for peak travel periods. MH conducted an Origin-Destination (O-D) licence plate trace surveys to trace the flow of vehicles in and out of the Study Area to help understand the Study Area travel patterns and to particularly highlight the through trips across the Study Area. The O-D Licence Plate Survey didn't record the turning directions. The trip distribution at each entrance location was extracted from MH's Emme model to modify the Origin Destination matrix to determine the turning traffic during the morning and afternoon peak hours. A Home-Questionnaire survey was also conducted to identify the origins and destinations of all the trips in the Study Area, with exception of the through trips. This was also used to understand the travel patterns in the Study Area.

To be able to understand the traffic movements in the Study Area, particularly the through movements that can't be easily observed, two components were needed, namely, traffic/ travel surveys and Mathematical Modelling. The traffic/travel surveys included traffic counts, licence plate trace and home questionnaires. Mathematical Modelling was done by MH for the Study Area using the macro modelling software "Emme", as the main platform for doing the analysis

(Synchro and Simtraffic micro-simulation tools were also used). Using those two components, travel patterns in the Study Area were revealed and the through trips were detected. Running the model that MH built revealed that the total internal road volumes are small. Mildenhall Road has a comparatively larger volumes than other roads within the Study Area. The heavier volumes on Mildenhall Road are southbound in the AM Peak whereas the heavier volumes on Mildenhall Road are northbound in the PM Peak. The other connections to the arterial roadways exhibit some smaller infiltration but these volumes are relatively smaller. The analysis shows clearly that while traffic infiltration does exist, the size of that traffic is small in number with respect to road volumes given the size and no arterial roads and only Middenhall Road as a collector road in the Study Area.

Traffic measurements and analyses together with Emme platform were successful in identifying those through trips and their routes.

Traffic operations from the points of view of delay and queues were studied. For the 10 main intersections, using Synchro 7 and Simtraffic, MH investigated the AM and PM traffic conditions including turning movements, Volume over Capacity (V/C), Level of Service (LOS), queue length, approach delay as well as the total intersection LOS. There are some elements of the traffic operations in the Study Area that could be improved. None of the traffic movements entering or leaving the Study Area is experiencing any major inconvenience or are below satisfactory Level of Service (LOS D). Some of the Study Area boundary intersections were identified as having LOS difficulties which is a cause of the infiltration into the area and an opportunity for further consideration or action. The Bayview Avenue and Lawrence Avenue East, west ramp terminal intersection fails during both the morning and afternoon peak hours (LOS “F”). There are other three intersections (Lawrence Avenue East / Mount Pleasant Rd, Bayview Avenue/ Blythwood Road and Bayview Avenue/ Lawrence Avenue East “east ramp terminal”) that fail either in the morning or the afternoon peak hour. A discussion of some of the failing intersections and movements observed in the analysis is given in **Section 3**. Future external improvements to through movements on arterial roads could alleviate some operational problems such as traffic infiltration, though avoiding congestion on the major arterials in the area is difficult.

Traffic Safety in the Study Area was investigated. Between the years 2007 to 2011 inclusive, there were 29 collisions in the Study Area, at an average of 6 collisions/year. 77 people were involved in these accidents within 5 years.

The analysis revealed that there was one particular intersection that had relatively high numbers of collisions, amounting to one third of the total collisions in the whole Study Area, namely, the Mildenhall Road and Dawlish Avenue intersection, with 10 collisions. The main collision type at the Mildenhall and Dawlish intersection was the “Angle Collisions”, typically an indication of a failure to yield. Mildenhall Road and Dawlish Avenue intersection is a two-way stop controlled on Dawlish Avenue, contributing to a failure to yield. Through the review we did not identify this location to have particularly poor sight distances or geometric deficiencies, but consideration should be given to raising the road grade to improve sight distance over the slightly higher property grades especially on the west, along with possible consideration for some vegetation removals though they are on private property. The failure to yield the right-of-way to the Mildenhall traffic on Dawlish, which is stop sign controlled, and driver inattention are contributing factors in a significant number of angle-collision collisions. We have identified that both streets have higher traffic volumes and some traffic infiltration. It is observed that the two adjacent

Mildenhall Road intersections, at St. Leonard's Avenue and at Dawlish Avenue have differing traffic control and significantly differing collision totals and collision rates. The Mildenhall and St. Leonard's intersection has a 4 way stop sign control and a much lower collision rate. A warrant for all-way-stop control should be conducted at Mildenhall and Dawlish intersection as a measure to reduce future collisions.

We concluded that based on volumes Mildenhall Road between Lawrence Avenue East and Blythwood Road is being used as a route for infiltration, though that is part of its function being categorized as a Collector Road. Through the collision analysis study, we noted that 10 collisions at Mildenhall Road and Dawlish Avenue intersection were very high considering the traffic volumes when we compared it to the intersection of Stratford Crescent and Daneswood Road that carries slightly more volumes where there were only 2 collisions. The Stratford Crescent and Daneswood Road intersection is located just west of Bayview Avenue north of Blythwood Road. Through this comparison we identified that the high volumes at the Stratford and Daneswood intersection, indicate that this is an area with traffic infiltration, as an option to turning directly on Mildenhall Road from Blythwood Road when that intersection is congested. This determination can be made given it is only a minor intersection since the third leg for Stratford Crescent is only a short cul-de-sac stub, and we would not expect such high traffic volumes. This roadway operates as a fairly direct unimpeded route to Mildenhall Road. We concluded that the 2 collisions at the Stratford and Daneswood intersection is low, as we would expect given the lack of conflicting movements. A turn restriction could be placed on Blythwood Road at Daneswood Road to reduce infiltration, but we would then expect more traffic would use the Mildenhall and Blythwood intersection and increase congestion at that location.

The preliminary assessment of the existing road conditions and potential improvement needs including the Sightlines and Stopping Sight Distance, Pedestrian and Cyclist Safety, Road Widths, Street Parking, and Deteriorating Pavement Conditions were investigated.

A detailed sightline analysis of the intersections in the neighbourhood was conducted and the intersections with poor visibility were identified. These intersections are:

- Lawrence Crescent / Mount Pleasant Road (south intersection)
- St. Leonard's Avenue / Mount Pleasant Road
- Dawlish Avenue / Mount Pleasant Road
- Strathgowan Avenue / Blythwood Road
- Rochester Avenue / Mildenhall Road
- Wanless Crescent / Lawrence Avenue East (east intersection)
- The point where Stratheden Road turns into Strathgowan Crescent

Each intersection was examined individually to determine the best options to improve the sightlines. In most cases, removal of obstructions to the sightlines wherever possible was recommended in order to provide the sight triangle required for the sight distance needed. Where removal of the obstructions are not feasible, signage warning approaching vehicles of hidden driveways can be put in place or a temporary reduction of the posted speed could be considered. Where the intersection is between a collector road and a local road, and lower

traffic volumes exist, such as Mildenhall Road / Rochester Avenue or Strathgowan Crescent and Blythwood Road, an all-way stop control at the intersection can be considered.

There is a general lack of continuation of the pedestrian facilities to the east side of the neighbourhood east of St. Ives Crescent and a lack of connectivity of the facilities in the north-south direction. The potential locations for new facilities were identified. These locations are:

- Mildenhall Road
- St. Leonard's Avenue
- Dawlish Avenue
- Strathgowan Crescent and Stratheden Road
- Pinedale Road
- Cheltenham Avenue, Buckingham Avenue, and Rochester Avenue

Many streets in the neighbourhood are narrower than ideal and there is street parking allowed, this in conjunction with appropriately slower posted speeds and travel times in residential neighbourhoods would make emergency service vehicle response times a bit longer. Snow storage and snow banks in the winter could make response times longer in the winter given the tight roadway corridors. The Ontario Fire Code states that fire access routes shall be maintained so as to be immediately ready for use at all times by fire department vehicles and the routes shall not be obstructed by vehicles, gates, fences, building materials, vegetation, signs, or any other form of obstruction. Provision for a minimum clear road width of 7.2 m at any time should be provided.

1. TRAVEL SURVEYS AND DATA COLLECTION

MH conducted various types of necessary traffic and travel surveys, including turning movement counts, mid-block link volume counts, origin-destination surveys using vehicle trace method and origin-destination survey using home questionnaires. Details are discussed below.

1.1 Turning Movement Counts

MH conducted 8-hour turning movement counts including the pedestrian counts from 6 to 10 am and from 3 to 7 pm for the blue marked intersections in **Figure 1-1**:

1 Lawrence Ave. E and Mildenhall Rd;
2 Lawrence Ave E and Mount Pleasant Rd;
3 Mount Pleasant Rd and St. Leonard's Ave;
4 Mount Pleasant Rd and Glengowan Rd;
5 Mount Pleasant Rd and Blythwood Rd;
6 Bayview Ave. and Blythwood Rd;
7 Bayview Ave. and Lawrence Ave E (east ramp terminal);
8 Bayview Ave. and Lawrence Ave E (west ramp terminal);
9 Lawrence Ave. E and TFS Access; and,
10 Bayview Ave. and Armistice Drive.

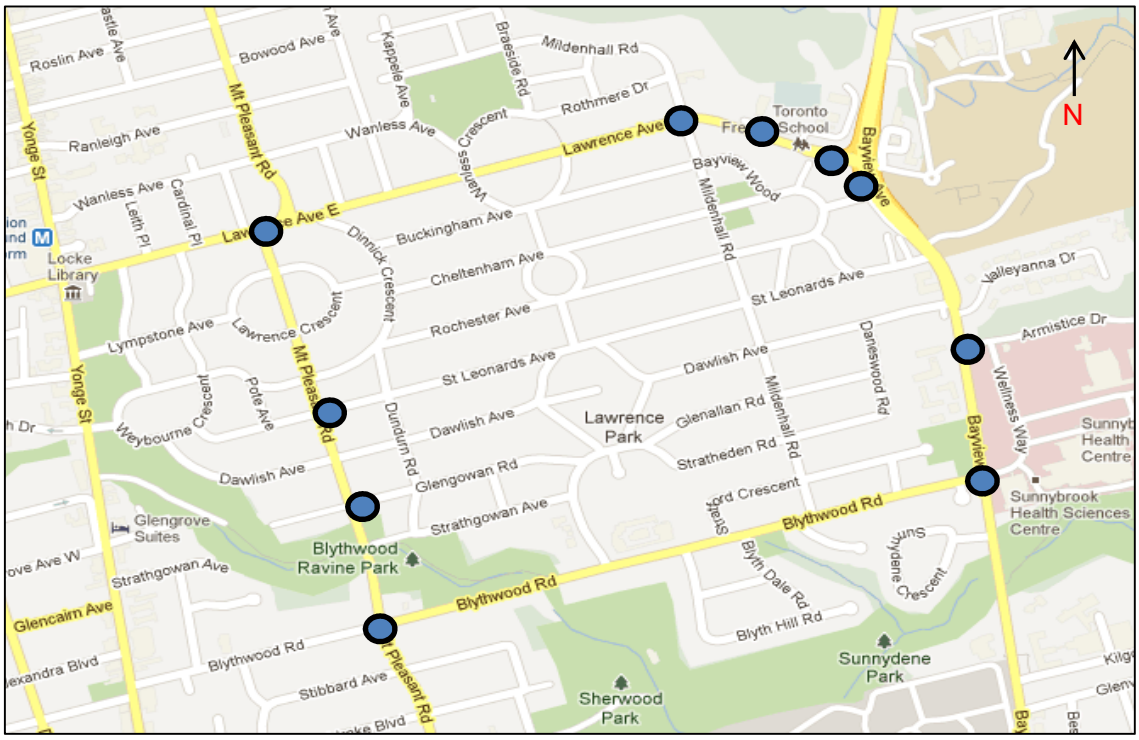

Figure 1-1 Turning Movement Counts Hours (6-10am and 3-7pm)

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The data was used to study the travel patterns (**Section 2**) and the traffic operations in the Study Area (**Section 3**).

A copy of the 8-hour turning movement counts including the pedestrian counts are presented in **Appendix A**.

1.1.1 Partial Restrictions

There are partial restrictions on some turning movements within the Study Area that forbids turning at certain times/days or both. These movements are:

- Southbound right turn from Bayview Avenue to Wood Avenue from 7 AM – 8 AM (Monday to Friday);
- Southbound right turn from Bayview Avenue to St. Leonard's Avenue from 8 AM – 9 AM (Monday to Friday);
- Southbound right turn and northbound left turn from Bayview Avenue to Dawlish Avenue from 7 AM – 9 AM (Monday to Friday, these restrictions do not apply to buses);
- Southbound right turn from Bayview Avenue to Blythwood Road from 7 AM – 9 AM (Monday to Friday, this restriction does not apply to buses);
- Westbound through movement from Wellness Wy to Blythwood Road from 4 PM – 6 PM (Monday to Friday, this restriction does not apply to bicycles);
- Westbound left turn from Lawrence Avenue East to Dinnick Crescent from 7 AM – 9 AM and from 4 PM – 6 PM (Monday to Friday);
- Westbound left turn from Lawrence Avenue East to Mildenhall Road from 7 AM – 9 AM (Monday to Friday, this restriction does not apply to buses); and
- Eastbound right turn from Lawrence Avenue East to Mildenhall Road from 7 AM – 9 AM (Monday to Friday, this restriction does not apply to bicycles and buses).

1.2 Link Volume Counts

Together with Ontario Traffic Inc., MH conducted an 8-hour ATR (Automated Traffic Recorder) volume counts from 6 to 10 am and from 3 to 7 pm for 18 locations (red-marked locations in **Figure 1-2** (Volume Counts (6-10 am and 3-7pm)). The data collected was very useful in estimating traffic and travel in the Study Area (**Section 2**).

A copy of the 8-hour ATR volume counts are included in **Appendix B**.

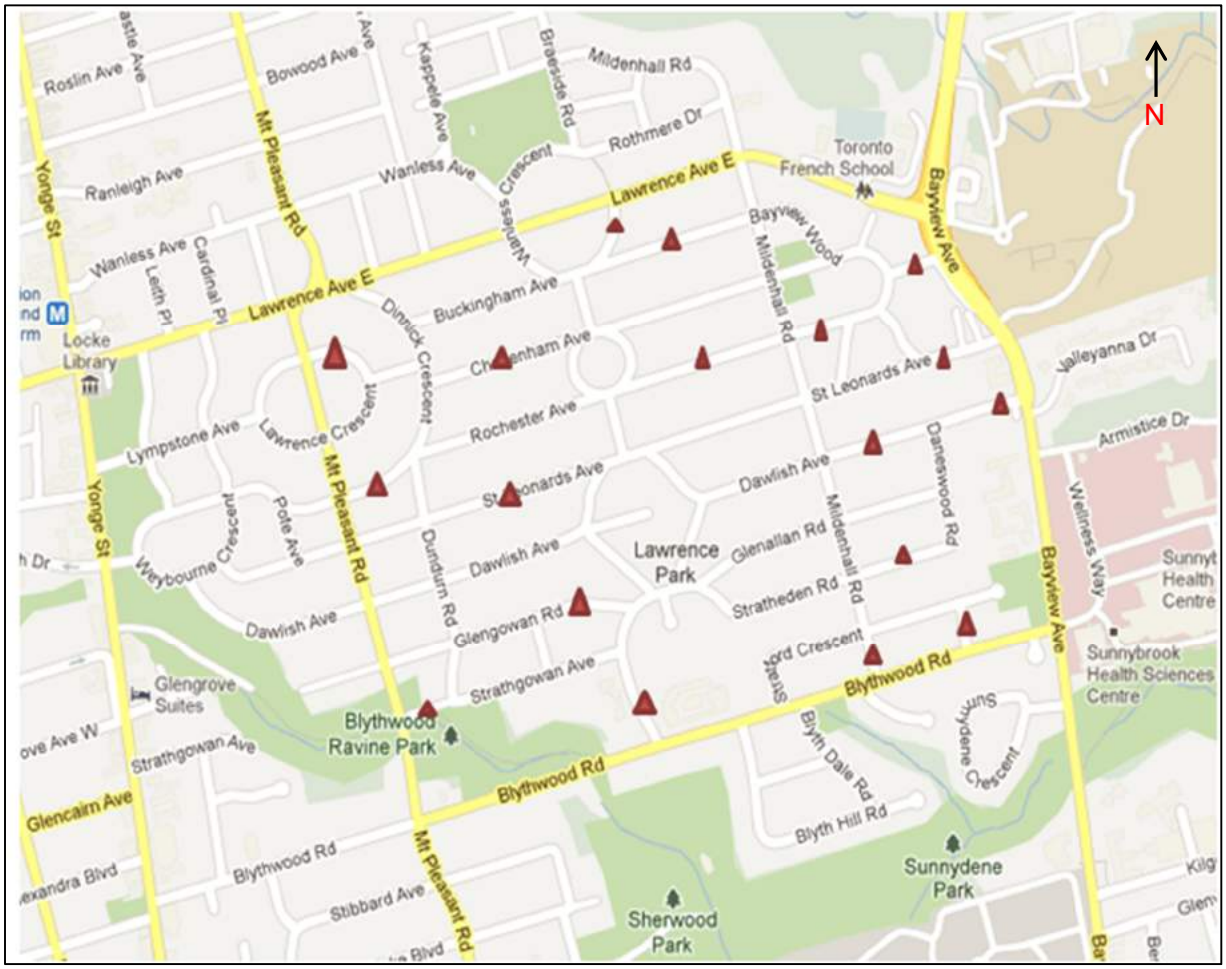

Figure 1-2 Volume Counts (6-10 am and 3-7pm)

1.3 Origin-Destination Study Using Vehicle Trace Surveys

Origin-Destination (O-D) licence plate trace survey, traces the flow of vehicles in and out of the Study Area to help understand the Study Area travel patterns and to particularly highlight the through (infiltration) trips across the Study Area. These are the trips that start outside the Study Area and end also outside the Study Area. The survey was conducted at all the entrances/ exits of the Study Area (see **Figure 1-3**). A copy of the O-D licence plate trace survey is included with this Report as **Appendix C**.

The survey was conducted by noting a part of the licence plate together with the time and place of occurrence. Through comparing the licence plate numbers from various entrances and exits, it was possible to identify the through trips or vehicles with drivers that don't live in the Study Area but just passed through it. Vehicles were not stopped for any information.

As noted above, the O-D Licence Plate Survey didn't record the turning directions. The trip distribution at each entrance location was extracted from MH's Emme model to modify the Origin Destination matrix to determine the turning traffic during the morning and afternoon peak hours (refer to **Appendix C**).

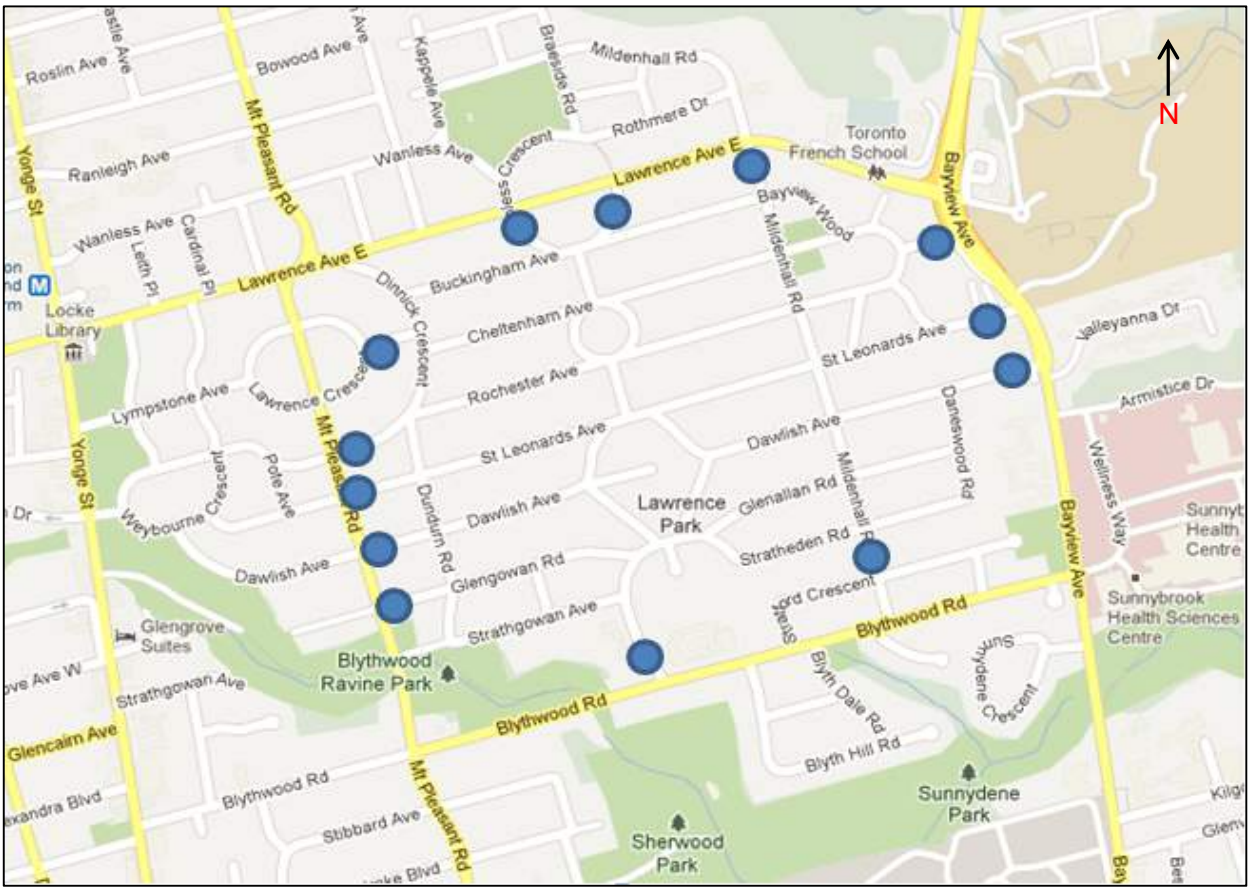

Figure 1-3 Traffic Survey: Trace Stations

1.4 Origin- Destination Study Using Home Questionnaires

It is important to recall that trips in any area are usually composed of four types:

1. Internal – Internal;
2. Internal-External;
3. External-Internal;
4. External -External (Through Trips).

A Home-Questionnaire survey was conducted in the Lawrence Park Study Area to identify the origins and destinations of certain types of trips, particularly the Internal – External trips. A copy of the Questionnaire is included with this Report as **Appendix D**. The transportation question (#6) in the home-questionnaires was designed to achieve that result. Question #6 was formulated as shown below:

The Project Team is interested in learning about transportation patterns within the study area. On the map below, please draw the primary route your household members use on a daily basis during the morning weekday rush hour (7 am to 9 am) to exit the neighbourhood.

From the questionnaire's response, one can identify the intersection used to exit the Study Area. The home address was also on the questionnaire. Accordingly, from each of the filled-in questionnaires, it was possible to get the following information:

- Street Address
- Postal Code
- Exit Intersection.

The data was cleaned and coded. The home street address (Street name and home number) and the postal code were used to locate the zone of the home according to the zoning system devised for this project. The "Exit Intersection number" was used to locate the Exit zone.

After cleaning and coding the data, the size of the sample of responses received and cleaned was 230. The results were expanded using population figures. The resulting Origin-Destination matrix was constructed. It was further adjusted in Emme using the results of the turning movement counts, volume counts, Origin-Destination (O-D) licence plate trace survey as described below.

1.5 The Adjustment of the Origin-Destination Matrices

The adjustment of the Origin-Destination matrices was performed using a method developed by Dr. Heinz Spiess[1] (from Switzerland/ Montreal at the time). The method is based on a new gradient based model that he developed, which can be applied to large scale networks. Mathematically, the model is formulated as a Convex Minimization problem where, by following the direction of the Steepest Descent, it ensures that the original O-D matrix is not changed more than necessary. Using these results, together with the traffic counts, the travel patterns within the Study Area were estimated.

1.6 Summary of Surveys

MH conducted various types of necessary traffic and travel surveys, including turning movement counts, mid-block link volume counts, origin-destination surveys using vehicle trace method and origin-destination survey using home questionnaires.

MH conducted 8-hour turning movement counts from 6 to 10 am and from 3 to 7 pm for 10 intersections. The data was used to study the travel patterns (**Section 2**) and the traffic operations (**Section 3**) in the Study Area. Together with Ontario Traffic Inc., MH conducted an 8-hour ATR (Automated Traffic Recorder) volume counts from 6 to 10 am and from 3 to 7 pm for

1 Heinz Spiess (1990) *A Gradient Approach For The O-D Matrix Adjustment Problem*, EMME/2 Support Center, Haldenstrasse 16, CH-2558 Aegerten, Switzerland. heinz@spiess.ch.

18 locations. The data collected was very useful in estimating traffic and travel in the Study Area **Section 2**).

MH conducted an Origin-Destination (O-D) licence plate trace survey to trace the flow of vehicles in and out of the Study Area to help understand the Study Area travel patterns and to particularly highlight the through (infiltration) trips across the Study Area (**Section 2**). The O-D Licence Plate Survey didn't record the turning directions. The trip distribution at each entrance location was extracted from MH's Emme model to modify the Origin Destination matrix to determine the turning traffic during the morning and afternoon peak hours.

A Home-Questionnaire survey was also conducted to identify the origins and destinations of all the trips in the Study Area, with exception of the through trips. This was also used to understand the travel patterns in the Study Area (**Section 2**).

2. TRAVEL PATTERNS

2.1 Modelling the Study Area in Emme

The reason for the Mathematical Modelling of the Study Area is to be able to understand the traffic movements there and accordingly, to be able to improve and control them if needed. This is particularly true for the through (infiltration) movements and their routes inside the Study Area, which can't be easily observed.

To do mathematical modelling, one needs to account for both the supply and the demand sides.

The supply side is the road network. To simulate it, one needs to convert the road links and intersections into nodes connected by links.

The City of Toronto has a strategic model for the entire City. However, in that model, our current Study Area is represented as one zone (see **Figure 2-1**). Accordingly, it was not possible to use such a model for this Study. Modelling the Study Area from scratch was the only possibility available to MH.

MH selected the platform for the modelling exercise to be Emme, the one the City of Toronto has been using for the last 25 years, also it is one of the best transportation planning software available in the market.

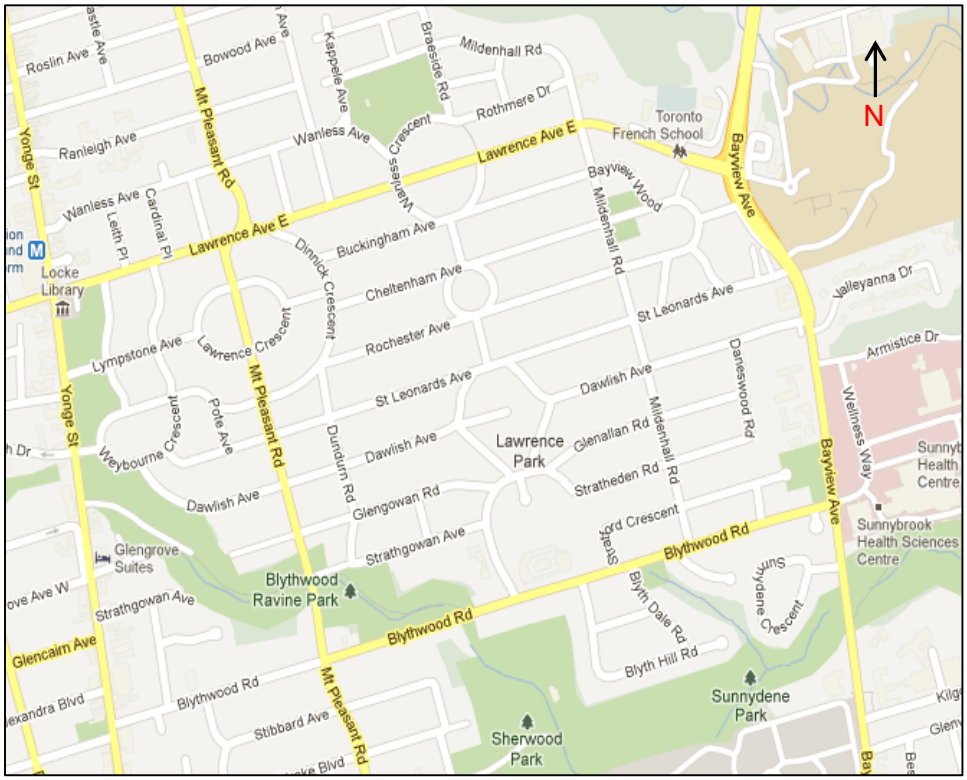

Figure 2-1 The Study Area

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As required, MH subdivided the Study Area into smaller areas called “zones”, namely, 31 zones; 15 internal zones and 16 external ones. Also, MH abstracted the Study Area intersections and roads into nodes and links respectively. The intersections were represented by 124 regular nodes and the road links were represented by 420 directional links, forming the main part of the road network. Zone centroids, representing the centers of activities in each zone, were located, and connected to the road network. See **Figures 2-2** and **2-3**.

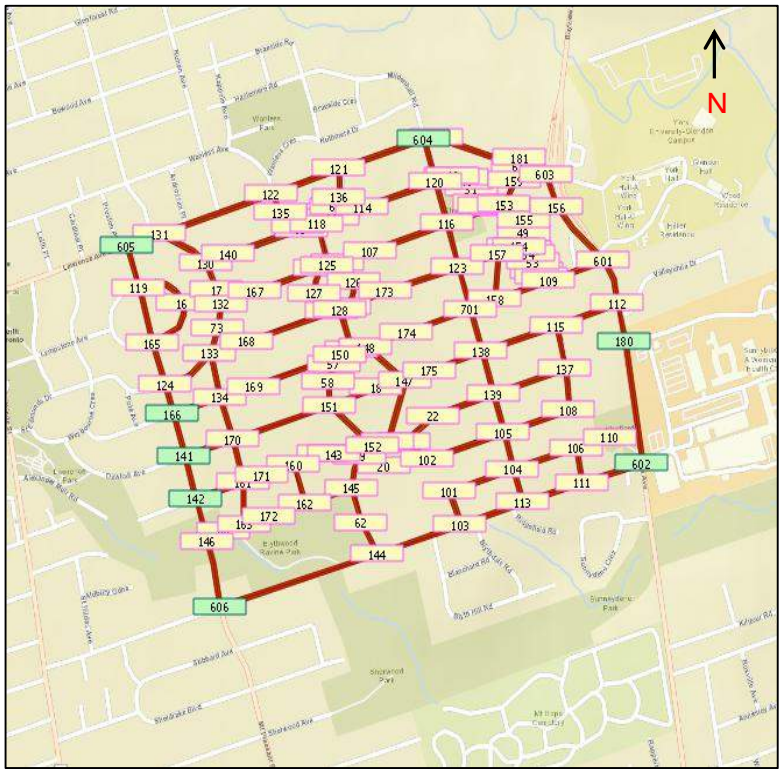


Figure 2-2 Simulated Road Network

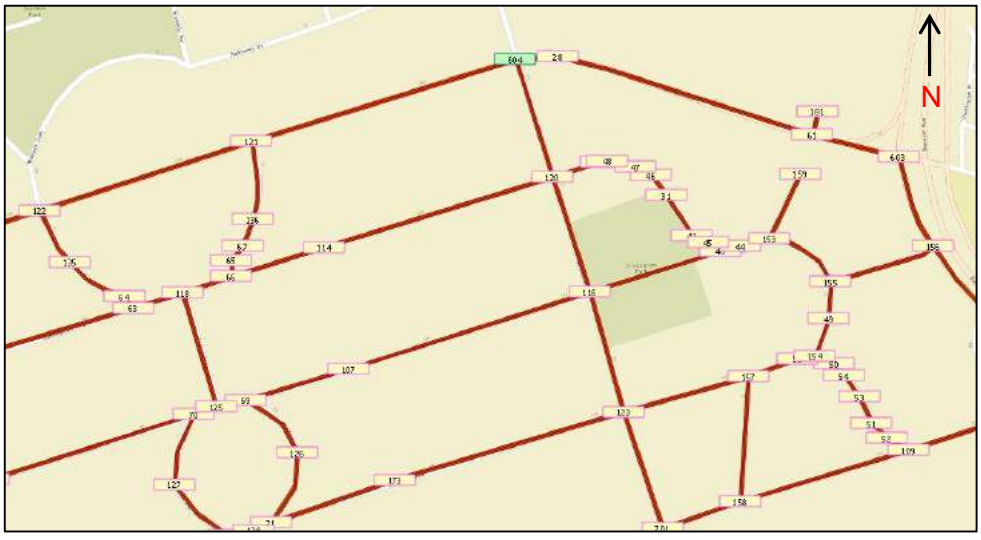


Figure 2-3 Nodes and Links with Traffic Volumes

The demand side of Mathematical modelling includes the origin-destination tables for the movements of vehicles from every zone to every other zone in the Study Area. To do that, MH needed a sample of the vehicular trips' movements in the Study Area. The City didn't have that information. MH developed the matrices needed using three sources of data discussed below.

First, MH conducted an origin-destination trace survey and extracted the information about three types of trips:

- External-Internal trips.
- Internal-External trips
- External-External trips.

Second, MH learned about a Questionnaire Survey that was planned to be conducted in the Study Area by the City last year. MH requested the inclusion of an origin-destination question in that survey. When the citizens' responses came back, MH coded the responses and developed the appropriate parts of the matrices based on that information.

Third, MH conducted traffic count exercises for measuring the volumes at intersections and on various sections of the Study Area roads. Those counts were needed to expand the Origin-Destination sample survey to the total and to study the traffic conditions in the Study Area.

Fourth MH developed the road network from the nodes and links then applied the partial restrictions for the turning movements, previously identified in **Section 1.1.1**, to the Emme model.

After connecting the network to the zones via zone centroids and centroid connectors, then MH assigned the developed demand matrices to the road network using Equilibrium Assignment in Emme. The Assignment results revealed the travel patterns in the area.

2.2 Travel Patterns

After the Equilibrium Assignment was run in Emme, the assignment results, for both the AM and the PM peak hours, in terms of total volumes were extracted from Emme. These results are shown below.

2.2.1 AM and PM Peak Hours

Figures 2-4 and **2-5** illustrate the AM and PM peak hour traffic volumes on the road segments of the Study Area.

It is clear that, generally speaking, the volumes on the internal roads of the Study Area are relatively small. One exception is the volumes on Mildenhall Road. Mildenhall Road and Blythwood Road within the Study Area are classified as Collectors.

In addition, relatively larger volumes can be found on Dawlish Avenue and St. Leonard's Avenue during the afternoon peak hour on the westbound direction due to the absence of turning restrictions at these locations.

2.2.2 The AM & PM Infiltration

As shown in **Figures 2-4** and **2.5**, the total internal road volumes are small. Mildenhall Road has a comparatively larger volumes than other roads within the Study Area. The heavier volumes on Mildenhall Road are southbound in the AM Peak whereas the heavier volumes on Mildenhall Road are northbound in the PM Peak.

The traffic volume figures help to illustrate the infiltration routes for traffic from the arterial roadway system. Specifically, Mildenhall Road, though it is a collector roadway. The volume figures also illustrate unexpectedly high volumes at the Stratford Crescent and Daneswood Road intersection that is located just west of Bayview Avenue north of Blythwood Road and is therefore a point of traffic infiltration. This intersection has the one leg of Stratford Crescent on the east as a short cul-de-sac stub with little traffic, so it is a fairly uninterrupted direct route to Mildenhall Road. We concluded that based on volumes we see Mildenhall Road between Lawrence Avenue East and Blythwood Road is being used as a route for infiltration, though that is part of its function being categorized as a Collector Road. We also see that Stratford Crescent and Daneswood Road is being used as an alternate route to Mildehall Road to access Blythwood Road. A turn restriction could be placed on Blythwood Road at Daneswood Road but this would result in added traffic using the Mildenhall and Blythwood intersection.

The other connections to the arterial roadways exhibit some smaller infiltration but these volumes are relatively smaller. The analysis shows clearly that while traffic infiltration does exist, the size of that traffic is small in number with respect to road volumes given the size and no arterial roads and only Middenhall Road as a collector road in the Study Area.

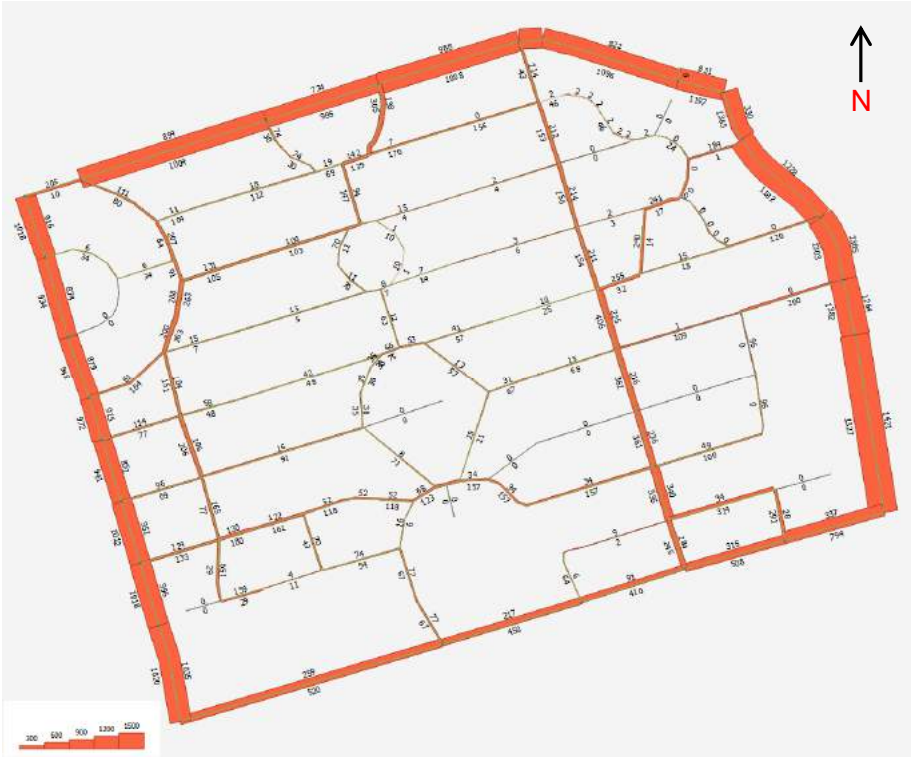


Figure 2-4 Travel Patterns: AM Traffic Volumes

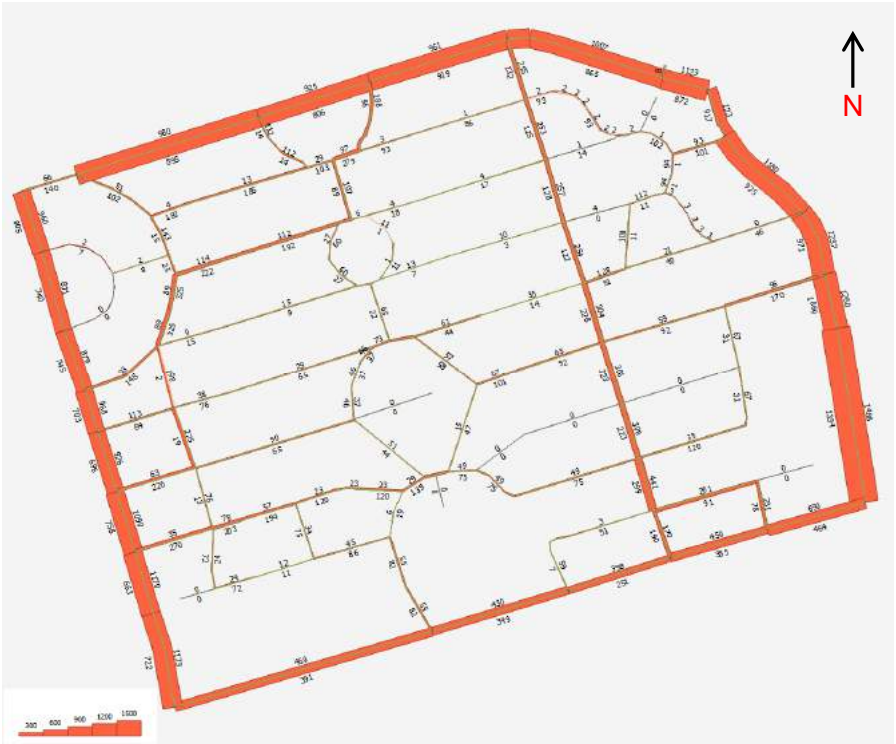


Figure 2-5 Travel Patterns: PM Traffic Volumes

2.3 Speed Analysis

During the site visit, MH concluded that the speed was not a major issue within the study area. Speed limits are reviewed further along in the report, in **Section 6.2.1**.

2.4 Summary and Conclusions

Initially, and as described in **Section 2**, MH built a mathematical model for the Study Area. Running that model revealed that there are through trips (infiltrations) in the Study Area, however, they don't represent large volumes. They are concentrated on Mildenhall Road. In the AM, the heavier volumes on Mildenhall Road are southbound. For the PM, the heavier volumes on Mildenhall Road are northbound. Mildenhall Road is the only collector road in the Study Area.

The analysis shows clearly that while traffic infiltration does exist, the size of that traffic is small in number and percentage of road volumes.

It was concluded that speeding within the study area is not an issue. Occasional surveillance focused at key points such as the school and park areas would be useful in assessing and discouraging high speeds. There are many ways to discourage high speeds including speed bumps, speed signs, and good surveillance. None are proposed at this time based on findings in this report.

3. EXISTING TRAFFIC OPERATIONS AND LEVEL OF SERVICE

This Chapter presents the results of the intersection capacity and level of service (LOS) analysis that was completed for the Lawrence Park Study Area. The Study Area considered is shown in **Figure 3-1** below. Please note that in spite of the fact that the Study Area border roads are not part of this Study, their LOSs are analyzed below, as they affect the operations of the local roads.

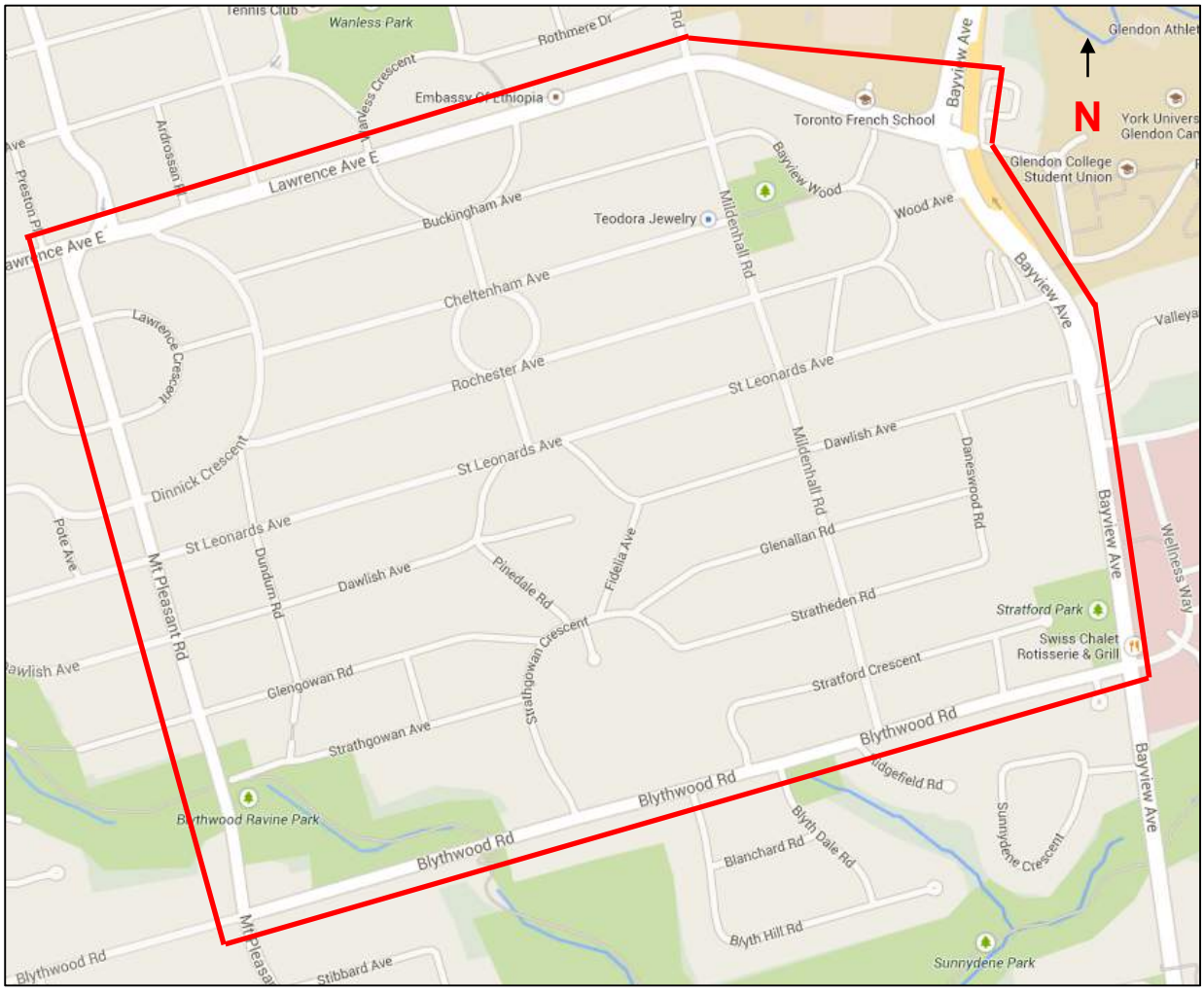


Figure 3-1 Lawrence Park Study Area

3.1 Intersections Considered

This analysis considered the intersections listed below.

- Lawrence Avenue East and Mildenhall Road;
- Lawrence Avenue East and Mount Pleasant Road;
- Mount Pleasant Road and St. Leonard's Avenue;

- Mount Pleasant Road and Glengowan Road;
- Mount Pleasant Road and Blythwood Road;
- Bayview Avenue and Blythwood Road;
- Bayview Avenue and Lawrence Avenue East (east ramp terminal);
- Bayview Avenue and Lawrence Avenue East (west ramp terminal);
- Lawrence Avenue East and TFS Access; and,
- Bayview Avenue and Armistice Drive.

3.2 Study Approach

The capacity and level of service (LOS) analysis was carried out by using Synchro 7 software. Turning movement counts and signal timing plans were obtained from the City of Toronto.

Synchro provides details on a number of Measures of Effectiveness (MOE's) including:

- The capacity of the intersection on an overall basis and for individual movements;
- The volume-to-capacity ratio for individual movements, each approach and the overall intersection; and
- The LOS for the movements at the intersection, particularly the movements experiencing the greatest delay (critical movements).

The LOS for both signalized and unsignalized intersections is related to the intersection delay and is a quantitative measure of the ability of the intersection (or movement) to be accommodated. The LOS definitions are summarized in **Table 3-1**.

Table 3-1 Level of Service Definitions

Level of Service (LOS)	Signalized Intersection Control Delay (s/veh)	Unsignalized Intersection Control Delay (s/veh)
A (Free Flow)	≤ 10	≤ 10
B	> 10 and ≤ 20	> 10 and ≤ 15
C	> 20 and ≤ 35	> 15 and ≤ 25
D	> 35 and ≤ 55	> 25 and ≤ 35
E (Capacity)	> 55 and ≤ 80	> 35 and ≤ 50
F (Forced Flow)	> 80	> 50

Generally, overall intersection LOS C or better is deemed to be satisfactory. Operation at LOS D, while still satisfactory is beginning to show higher levels of delay and may warrant improvements. Individual movements are generally acceptable if LOS E (capacity) or better operation is achieved.

A summary of the LOS results is shown in **Table 3-2**. The detailed results of the analysis are shown in **Table 3-3**.

The traffic volumes/ turning movements and lane configurations used in the analysis are shown in **Figures 3-2** and **3-3**. The data used to determine the LOS and V/C in the software Synchro is attached as **Appendix E**. A summary of the results is given in **Table 3-3** (Traffic Conditions). Simtraffic was used to determine the 95th percentile queue lengths and average delays. The results of the analysis are also attached as **Appendix E**.

Table 3-2 Intersection Performance Summary

Intersection	Intersection LOS	
	AM	PM
Lawrence Ave E and Mildenhall Rd	B	B
Lawrence Ave E and Mount Pleasant Rd	F	E
Mount Pleasant Rd and St. Leonard's Ave	B	A
Mount Pleasant Rd and Glengowan Rd	A	A
Mount Pleasant Rd and Blythwood Rd	C	E
Bayview Ave and Blythwood Rd	E	F
Bayview Ave and Lawrence Ave E (ERT)	F	E
Bayview Ave and Lawrence Ave E (WRT)	F	F
Lawrence Ave E and TFS Access	B	B
Bayview Ave and Armistice Dr	D	D

As mentioned in Section 1.1, the 8-hour TMCs were collected including the pedestrian counts at the heavy pedestrian areas, these were at the ten signalized intersections on the border of the Study Area.

As shown in Appendix A, the TMC's diagram is a square shaped box that has four sections for each direction of traffic flow. For example, eastbound traffic entering an intersection has four arrows for those vehicles that turn, left, right or continue straight. Furthermore, an additional section is used for each direction to add the number of pedestrian and bicyclist movement.

The pedestrian counts along with the TMCs and the signal timing plans were entered into Synchro software to study the existing condition. The existing pedestrian crossing time was provided by the City of Toronto.

The City of Toronto in detail analysis for border roads, outside of our study are, could use TMCs and the pedestrian counts to optimize intersection signal timing by minimizing total delay for both vehicles and pedestrians. Optimizing the intersection signal timing is beyond the scope of this study and further analysis is required to properly time traffic signals for vehicles and pedestrians.

Table 3-3 Traffic Conditions

Intersection	Period	Direction	LOS	V/C	95th % Queue (m)	Approach Delay (sec)	Intersection LOS
Lawrence Ave E and Mildenhall Rd	AM	NB	C	0.58	177	121	B
		SB	C	0.72	184	13	
		EB	B	0.59	See Note (1)	337	
		WB	B	0.58	68	19	
	PM	NB	C	0.49	57	20	B
		SB	C	0.54	40	26	
		EB	A	0.42	See Note (1)	14	
		WB	A	0.49	77	19	
Lawrence Ave E and Mount Pleasant Rd	AM	NB	F	0.90	930 (2)	443	F
		SB	F	0.97	232	148	
		EB	F	1.19	4097 (3)	867	
		WB	E	0.93	213	126	
	PM	NB	F	0.97	4963 (3)	295	E
		SB	E	0.68	97	59	
		EB	F	1.09	2809 (4)	841	
		WB	D	0.79	677	383	
Mount Pleasant Rd and St. Leonard's Ave	AM	NB	A	0.42	See Note (2)	122	B
		SB	A	0.43	55	8	
		EB	C	0.19	21	25	
		WB	C	0.60	24	53	
	PM	NB	A	0.51	See Note (2)	48	A
		SB	A	0.33	55	8	
		EB	C	0.08	18	19	
		WB	C	0.39	49	40	
Mount Pleasant Rd and Glengowan Rd	AM	NB	A	0.37	See Note (2)	46	A
		SB	A	0.41	34	3	
		EB	D	0.02	5	39	
		WB	D	0.32	25	47	
	PM	NB	A	0.46	See Note (2)	41	A
		SB	A	0.32	27	2	
		EB	D	0.03	12	39	
		WB	D	0.13	22	36	

Table 3-3 Traffic Conditions (Cont'd)

Intersection	Period	Direction	LOS	V/C	95th % Queue (m)	Approach Delay (sec)	Intersection LOS
Mount Pleasant Rd and Blythwood Rd	AM	NB	B	0.68	3103 (5)	119	C
		SB	B	0.62	95	38	
		EB	D	0.82	See Note (6)	720	
		WB	D	0.88	148	91	
	PM	NB	B	0.80	See Note (2)	67	E
		SB	B	0.46	87	20	
		EB	D	0.72	114	111	
		WB	F	1.58	458	368	
Bayview Ave and Blythwood Rd	AM	NB	E	1.39	5049 (8)	509	E
		SB	E	1.23	197	50	
		EB	C	0.85	2733 (6)	284	
		WB	F	1.26	53	35	
	PM	NB	F	2.09	6243 (8)	1332	F
		SB	C	0.87	3307 (11)	85	
		EB	F	1.18	644 (7)	426	
		WB	F	1.26	632	113	
Bayview Ave and Lawrence Ave (East Ramp Terminal Intersection)	AM	NB	D	0.76	101	43	F
		SB	D	0.05	5	68	
		EB	F	1.15	1019 (1)	24	
		WB	D	0.76	13	39	
	PM	NB	C	0.69	101	55	E
		SB	N/A	N/A	N/A	N/A	
		EB	F	1.11	435 (1)	32	
		WB	D	0.28	24	2	
Lawrence Ave and Toronto French School Access	AM	NB	N/A	N/A	N/A	N/A	B
		SB	C	0.39	45	36	
		EB	A	0.59	See Note (1)	123	
		WB	B	0.77	347 (9)	28	
	PM	NB	N/A	N/A	N/A	N/A	B
		SB	C	0.44	64	49	
		EB	A	0.61	See Note (1)	81	
		WB	B	0.50	139 (9)	22	

Table 3-3 Traffic Conditions (Cont'd)

Intersection	Period	Direction	LOS	V/C	95th % Queue (m)	Approach Delay (sec)	Intersection LOS
Bayview Ave and Armistice Dr	AM	NB	C	**0.92**	186	50	D
		SB	D	**1.16**	**4869 (10)**	**457**	
		EB	C	0.01	18	34	
		WB	C	0.18	50	15	
	PM	NB	**E**	**1.08**	166	29	D
		SB	C	**1.09**	**See Note (11)**	**322**	
		EB	C	0.01	5	16	
		WB	D	0.76	74	22	
Bayview Ave and Lawrence Ave (West Ramp Terminal Intersection)	AM	SB	**F**	**1.24**	**4246 (12)**	**1798**	F
	PM	SB	**F**	**1.07**	78	55	F

Red Highlights in the above table indicate LOS E or F, V/C values of 0.90 or higher, long queues or delays and notes.

Notes:

1	**The EB queue at the Lawrence Ave/Bayview Ave east ramp terminal intersection extends past the intersection of Lawrence and Mildenhall**	7	**The EB queue at Blythwood Rd/Bayview Ave extends past Mildenhall during the PM Peak Hour**
2	The NB queue at Lawrence Ave/Mt Pleasant Rd extends past St Leonard, Dawlish and Glengowan almost reaching Blythwood during the AM Peak Hour	8	The NB queue at Blythwood Rd/Bayview Ave is very long exceeding 5km
3	The NB queue at Lawrence Ave/Mt Pleasant Rd extends past St Leonard, Dawlish, Glengowan and Blythwood during the PM Peak Hour, this queue potentially exceeds 5km	9	The WB queue at Lawrence Ave/TFS Access extends past the Lawrence Ave/Bayview Ave west ramp terminal intersection
4	The EB queue at Lawrence Ave/Mt Pleasant Rd is very long potentially exceeding 5km	10	The SB queue at Bayview Ave/Armistice Dr is very long potentially exceeding 5km during the AM Peak Hour
5	The NB queue at Blythwood Rd/Mt Pleasant Rd is very long potentially exceeding 5km	11	The SB queue at Bayview Ave/Blythwood Rd extends past the Armistice intersection and can potentially exceed 5km during the PM Peak Hour
6	The EB queue at Blythwood Rd/Bayview Ave extends past Mildenhall and Mt Pleasant during the AM Peak Hour	12	The SB queue at the Bayview Ave/Lawrence Ave WRT intersection is long and potentially exceeding 5km during the AM Peak Hour

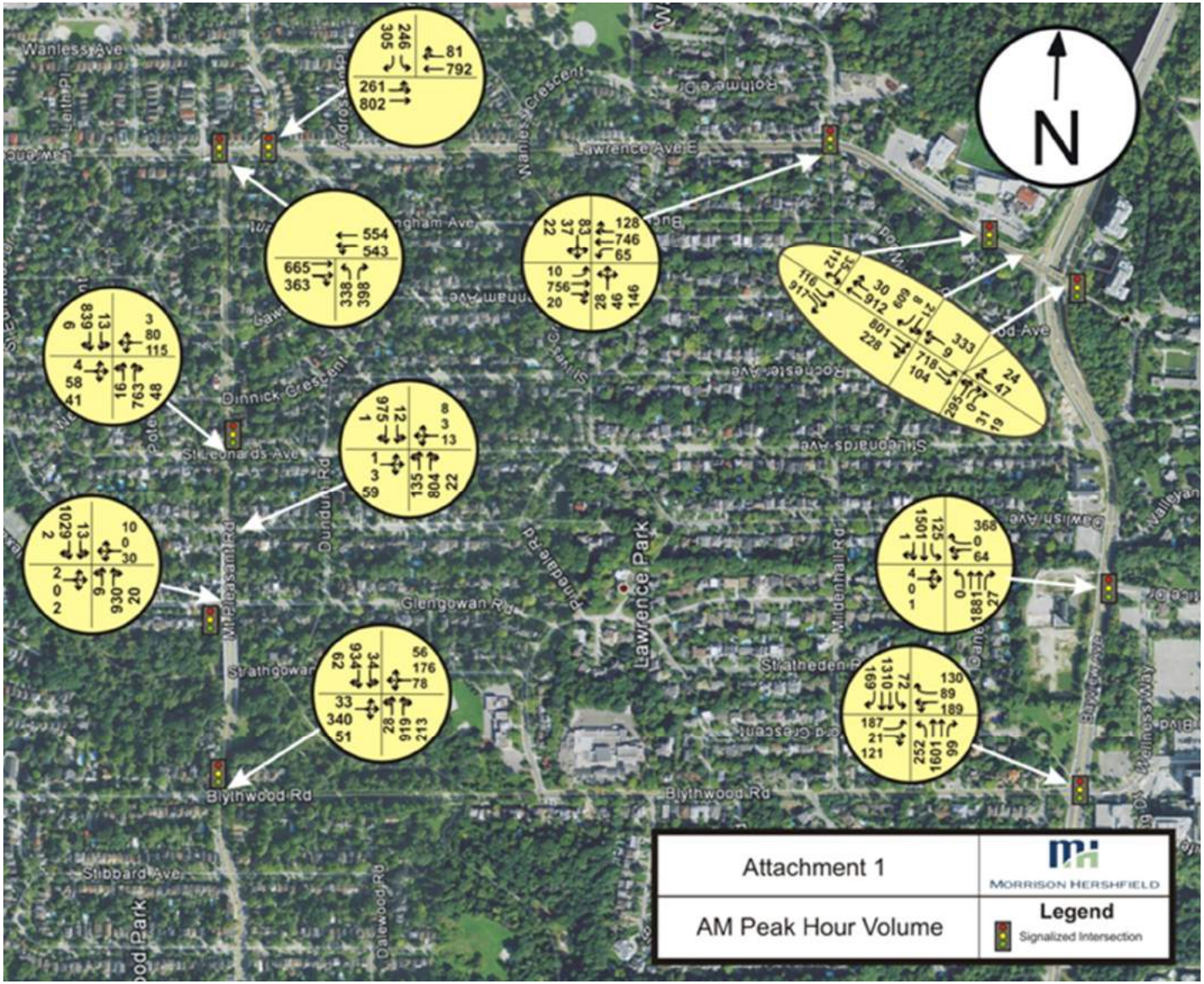


Figure 3-2 AM Turning Movements

Figure 3-3 PM Turning Movements

3.3 Analysis Results

The results of the analysis of the City of Toronto input data indicate that there is only one intersection that fails (with LOS "F") during both the morning and the afternoon peak hours. There are other three intersections that fail either in the morning or the afternoon peak hour. This is shown in **Figure 3-4** and **Table 3-1**.

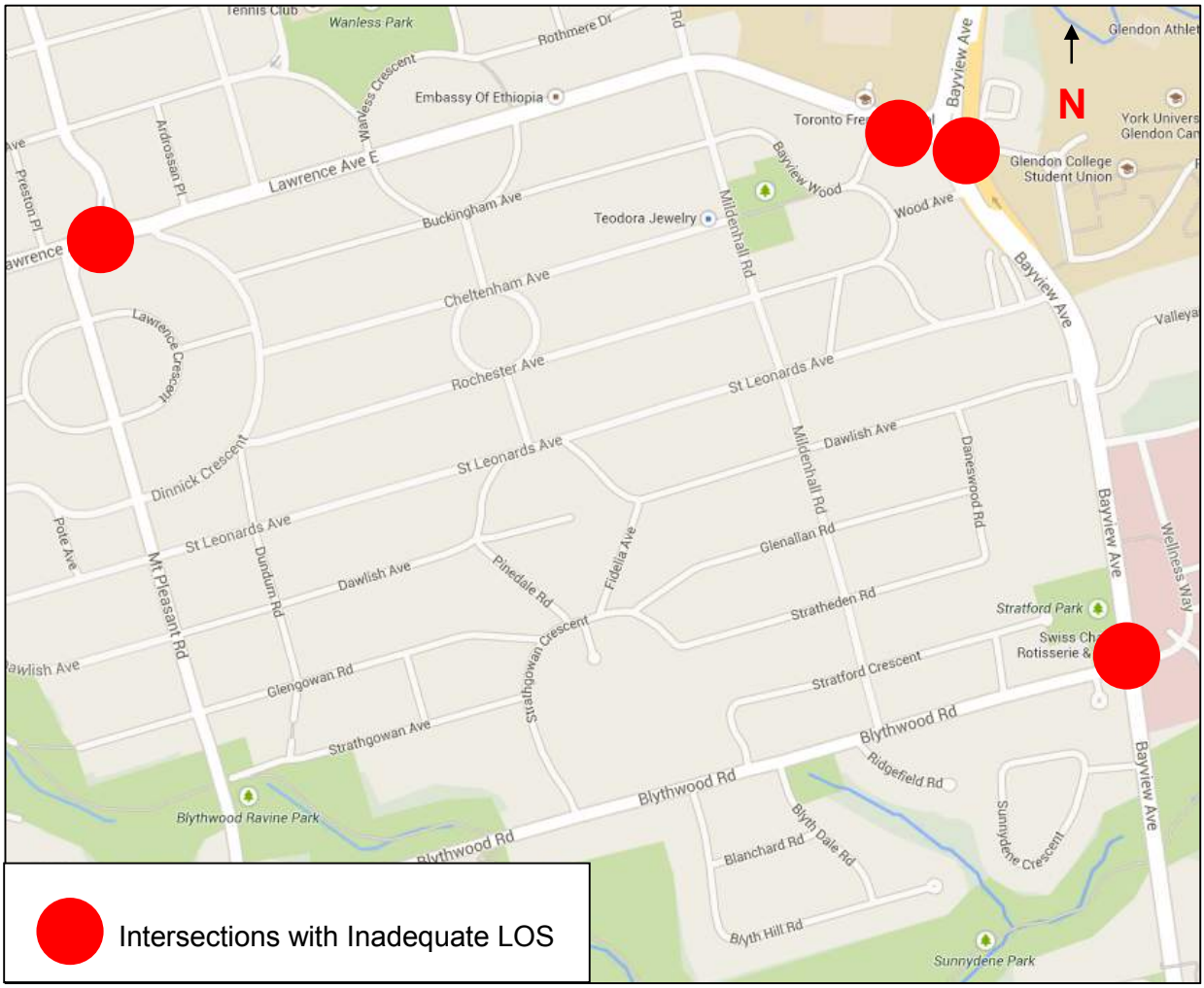


Figure 3-4 Intersections with Inadequate LOS

3.4 Discussion

Below is a discussion of some of the failing intersections and movements observed in the analysis. Please see **Table 3-3** for a comprehensive list.

- The eastbound movement at the east ramp terminal (ERT) intersection of the Lawrence Avenue East and Bayview Avenue interchange is failing, both in the AM and PM. The queues spill past the west ramp terminal (WRT), the Toronto French School access

intersection and the Mildenhall Road intersection. These queues and the associated delays are experienced during the morning and afternoon peak hours. The left turn volume at this intersection is very high and signal timing optimization may not remediate the problem. It is possible that geometric changes will provide some improvement.

- The northbound movement at the Lawrence Avenue East and Mount Pleasant Road intersection is failing. The queues spill past the intersections of Mount Pleasant Road and St. Leonard's Avenue, Dawlish Avenue, Glengowan Road and almost reach the intersection of Mount Pleasant Road and Blythwood Road during the morning peak hour and extending past Blythwood road during the PM peak hour. This is thought to be part of the cause for more use of Mildenhall Road. These queues and the associated delays are experienced during the morning and afternoon peak hours. The northbound volume at this intersection is very high and right turns are not permitted on a red signal. Signal timing optimization may not be able to resolve the problem but may be the only possible course of action. The residential area surrounding this intersection is built up and many buildings are close to the right of way; this may not allow for geometric changes such as widening, without costly land acquisition and opposition from the residents of the community.
- The PM eastbound movement at the Bayview Avenue and Blythwood Road intersection is failing. The eastbound queue extends past the Mildenhall Road intersection during the afternoon peak hour and extends past the Mildenhall Road and the Mount Pleasant Road intersections during morning peak hour. The eastbound volume at this intersection is very high and signal timing optimization may not remediate the problem without shifting the problem to another movement. This is thought to be part of the cause for more use of Mildenhall Road.
- During the morning peak hour the southbound queue at the intersection of Bayview Avenue and Armistice Drive is very long potentially exceeding 5 kilometers. During the afternoon peak hour the southbound queue at the intersection of Bayview Avenue and Blythwood Road extends past Armistice Drive and also can potentially exceed 5 kilometers. The southbound volume on Bayview Avenue is very high and causes the long queues described. Signal timing optimization may not remediate the problem without shifting the problem to another movement.

In addition to the concerns identified in the discussion above there are a number of locations where the 95th percentile queues reported by the Simtraffic outputs are expected to exceed 5 kilometers. While this might not be exactly what is happening in reality, it indicates high level of congestion in the area, during which neither the Synchro software nor Emme (nor any of the available software for that matter) can give an exact measure.

It should be emphasized here that none of the traffic movements entering or leaving the Study Area is experiencing major inconvenience or a below satisfactory LOS (LOS D).

3.5 Summary and Conclusions

This Chapter presented the results of MH study of the traffic conditions for the Lawrence Park area. For the 10 main intersections, using Synchro 7 and Simtraffic, MH investigated the AM

and PM traffic conditions including turning movements, V/C, LOS, queue length, approach delay as well as the total intersection LOS.

There are several concerns about the traffic operations at the congested boundary arterial roadways of the Study Area. The Bayview Avenue and Lawrence Avenue East, west ramp terminal intersection fails during both the morning and the afternoon peak hours (with LOS "F"). Also there are other three intersections (Lawrence Avenue East / Mount Pleasant Road, Bayview Avenue/ Blythwood Road and Bayview Avenue/ Lawrence Avenue East "east ramp terminal") that fail either in the morning or the afternoon peak hour. A discussion of some of the failing intersections and movements observed in the analysis was given in **Section 3**. This is thought to be part of the cause for more use of Mildenhall Road due to the traffic infiltration.

While, as discussed above, some of the Study Area boundary intersections do have LOS difficulties, they are outside the scope of this Study. None of the traffic movements entering or leaving the Study Area is experiencing any major inconvenience or a below satisfactory LOS (LOS D).

4. TRAFFIC SAFETY

4.1 Introduction

Many professionals use collision rates as a measure of traffic safety. As it was shown in the literature[2], without making any improvements, collision rates decrease with the increase in traffic volumes. Accordingly, the use of collision rates alone is not a good practice to measure traffic safety since with low volumes collision rates may be distorted. More important in assessing traffic safety is the number of collisions and this was found in the data for this Study Area.

The collision analysis below is based on collision data provided by the City of Toronto for the 5-years period 2007 to 2011, inclusive. Some collision data for the year 2012 was also provided. However, it covered only the months of January, February and March. Including that portion of the data in the analysis would bias its results towards the winter months. Accordingly, that set of data that belonged to the year 2012 was omitted from the analysis and all the tables and figures below relate to the Study Area during the 5-year period 2007-2011.

From the data provided by the City for the years 2007 to 2011, there were 29 collisions that occurred in the Lawrence Park Study Area, excluding the boundaries of the area. As shown in **Figure 4-1**, except for only one collision (with two injured people), all the rest of the collisions were property-damage only. During the period 2007-2011, none of the collisions was fatal.

The collision analysis below doesn't consider the arterial roads at the borders of the Study Area as they are not within the scope of this Study. The analysis below shows the variability of the number of collisions over the years, months of the year, days of the week and time of day, by impact type, by intersection, and by driver's condition.

2 Dr. E. Hauer (1997) **Observational Before-After Studies in Road Safety**, Pergamon Books.

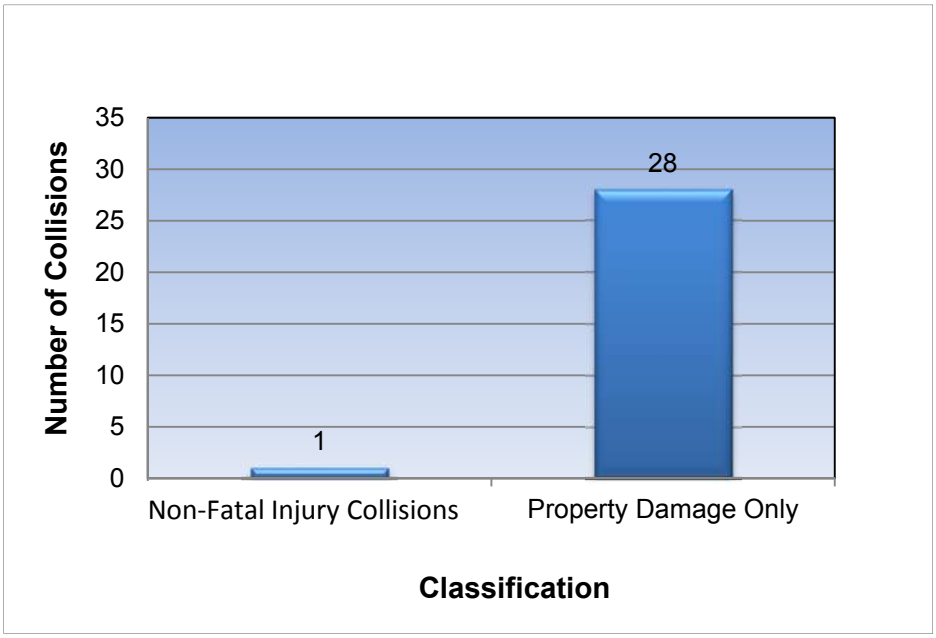


Figure 4-1Collisions by Severity

4.2 Collisions by Year

Figure 4-2 shows the annual number of collisions that occurred between 2007 and 2011. The average was approximately 6 collisions per year. 77 people were involved in these accidents within 5 years or about 15 people per year. The peak of the annual collisions (11) occurred in the year 2011. As shown in the **Figure 4-2**. The variability of the number of collisions over the years is not small. This is not surprising given the fact that the number of collisions was relatively low.

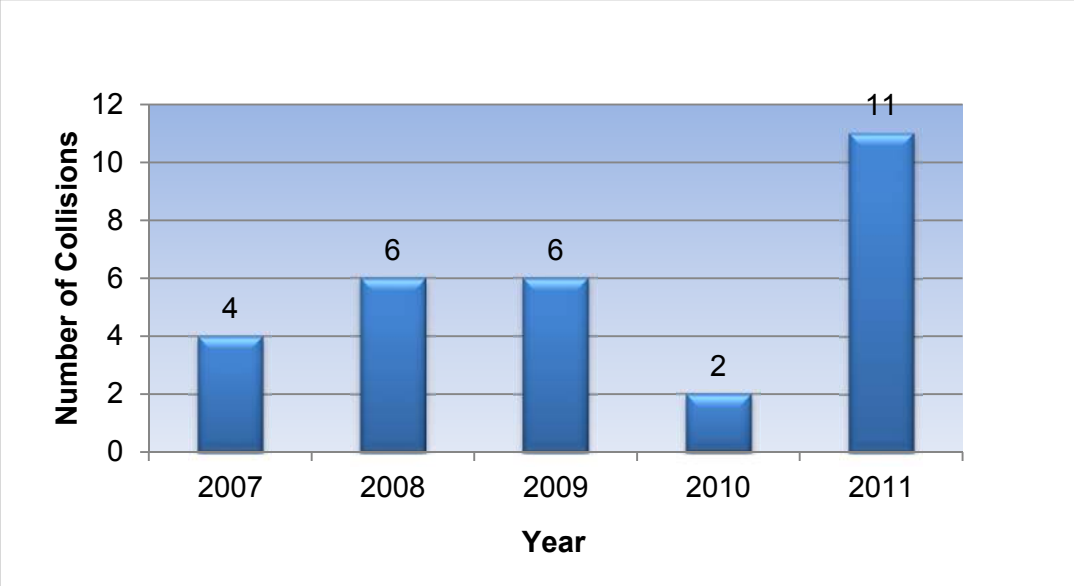


Figure 4-2 Collisions by Year

4.3 Collisions by the Month of the Year

Monthly collisions are shown in **Figure 4-3** below. This shows the seasonal patterns of collisions. Generally, collisions increase during the winter months and recover during the rest of the year. This is probably due to the slippery road conditions as result of the snow, ice or slush. Other reasons could be the smaller number of day light hours and the resulting reduced visibility during the winter months. In **Figure 4-3**, this is very clear in the month of January. However, due to the fact that the number of collisions is very small, we are left with a good portion of the data "noise" and randomness. It is hard to see the patterns that usually appear when the numbers are large and the statistical stability prevails over the random elements.

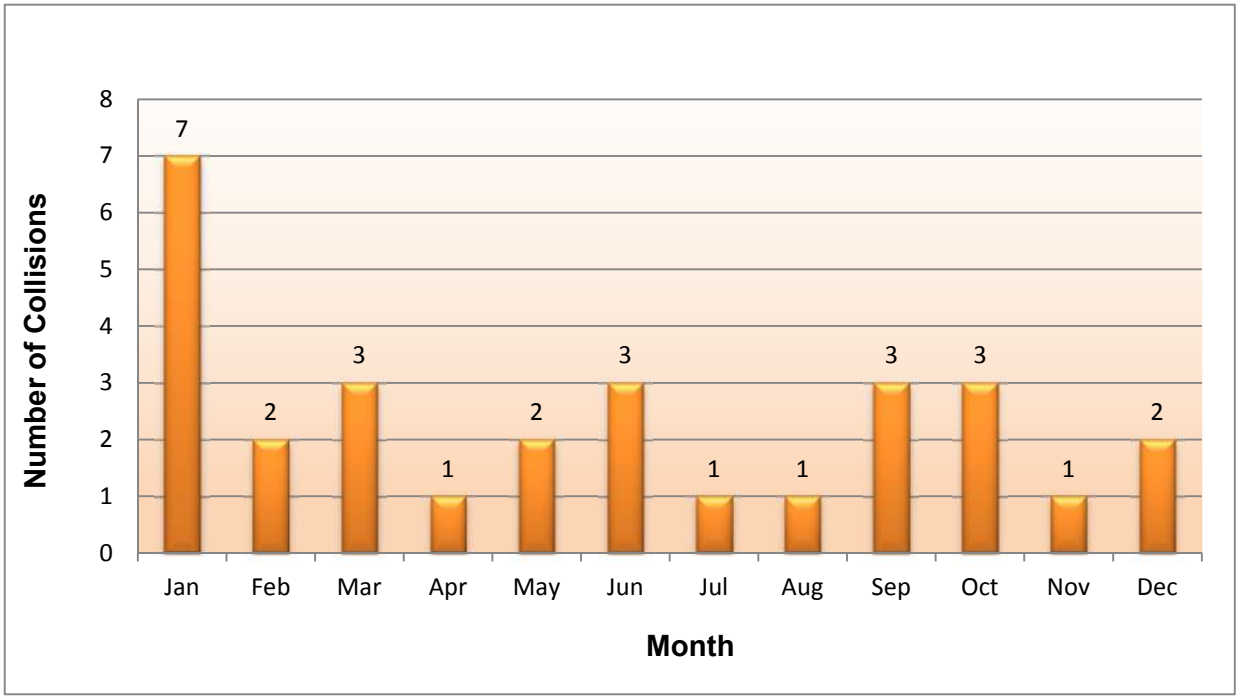


Figure 4-3 Collisions by the Month of the Year

4.4 Collisions by the Day of the Week

As shown **in Figure 4-4** below, the highest number of collisions was found to occur on Thursdays and Fridays. The least number of collisions occurred on Sundays and Tuesdays.

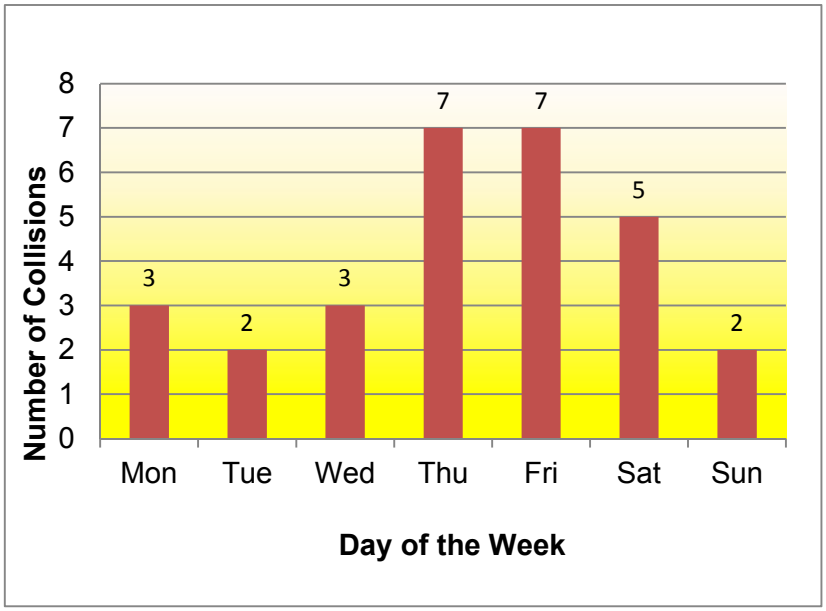


Figure 4-4 Collisions by Day of the Week

4.5 Collisions by the Time of the Day

One of the obvious factors that contribute to the number of collisions at a certain location is the number of conflicting volumes at that location. This fact explains the observations that relatively lower number of collisions are usually observed during the off-peak hours, when the road volumes drop significantly.

The collisions by the time of the day are plotted in **Figure 4-5**. As mentioned, generally collisions peak during the morning and the afternoon traffic peak periods. This is, to some extent, reflected below. However, because the collision numbers are low, the pattern is not very clear.

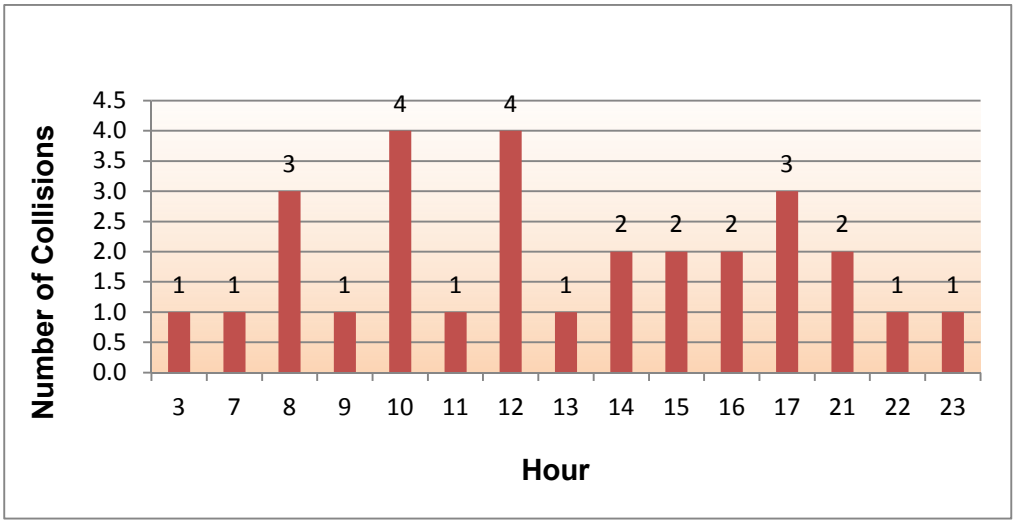


Figure 4-5 Collisions by the Hour of the Day

4.6 Collisions by Impact Type

The number of collisions is also plotted by the impact type in **Figure 4-6**. The rear-end and the turning-movement types of collisions are not high. The reason probably is the fact that the volumes are low on the internal roads of the Study Area. Two types of collisions had the highest frequency, namely, the Angle and the Single Motor Vehicle (SMV) Unattended collisions. Please note that there were no collisions involving pedestrians in any of the five year database for the Study Area.

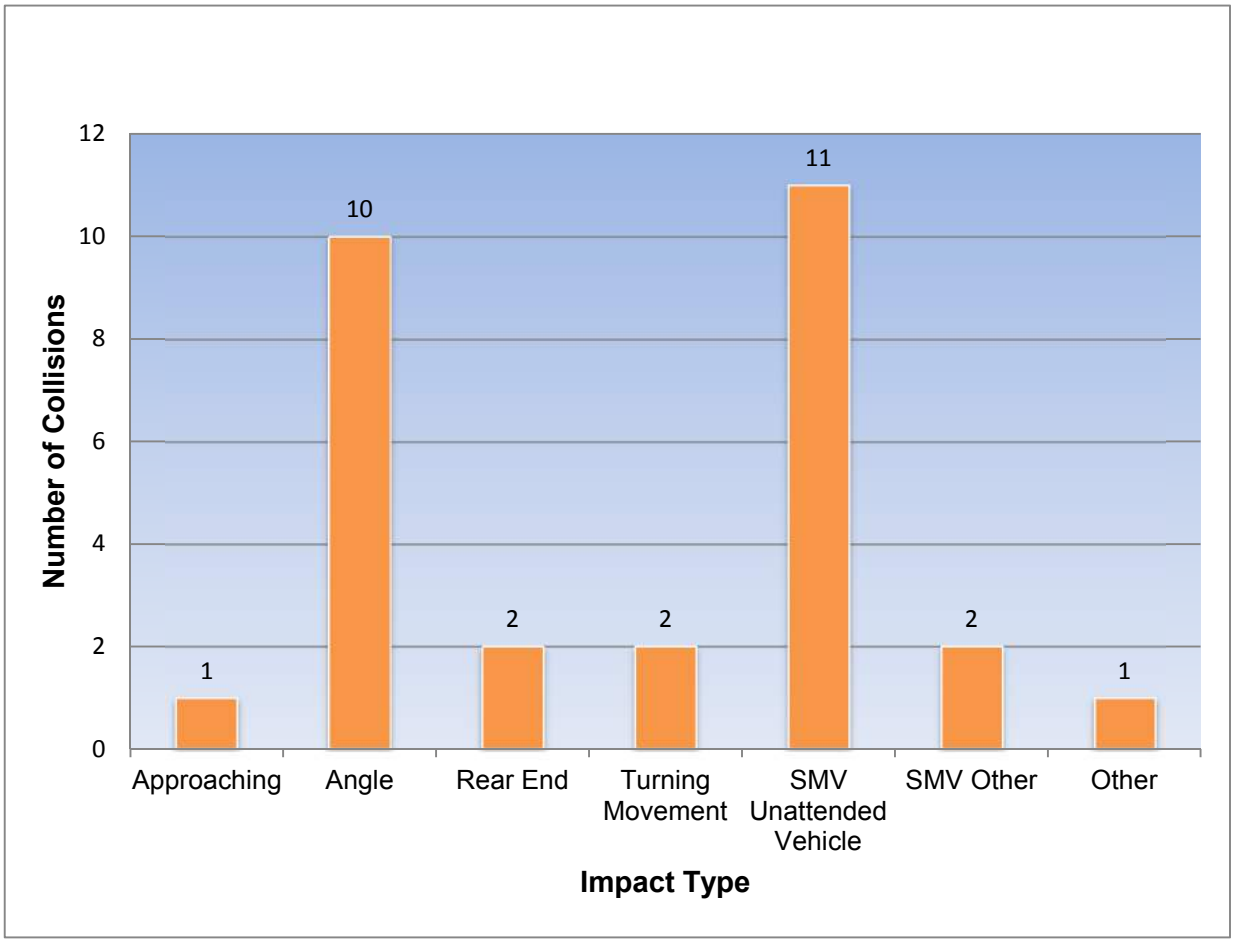


Figure 4-6 Collisions by Impact Type

4.7 Collisions by Intersection

During the analysis period, all the 29 collisions occurred at intersections. **Figure 4-7** shows that there is one particular intersection with relatively high numbers of collisions, amounting to one third of the total collisions in the whole area, namely, Mildenhall Road and Dawlish Avenue intersection. This intersection needs to be thoroughly investigated.

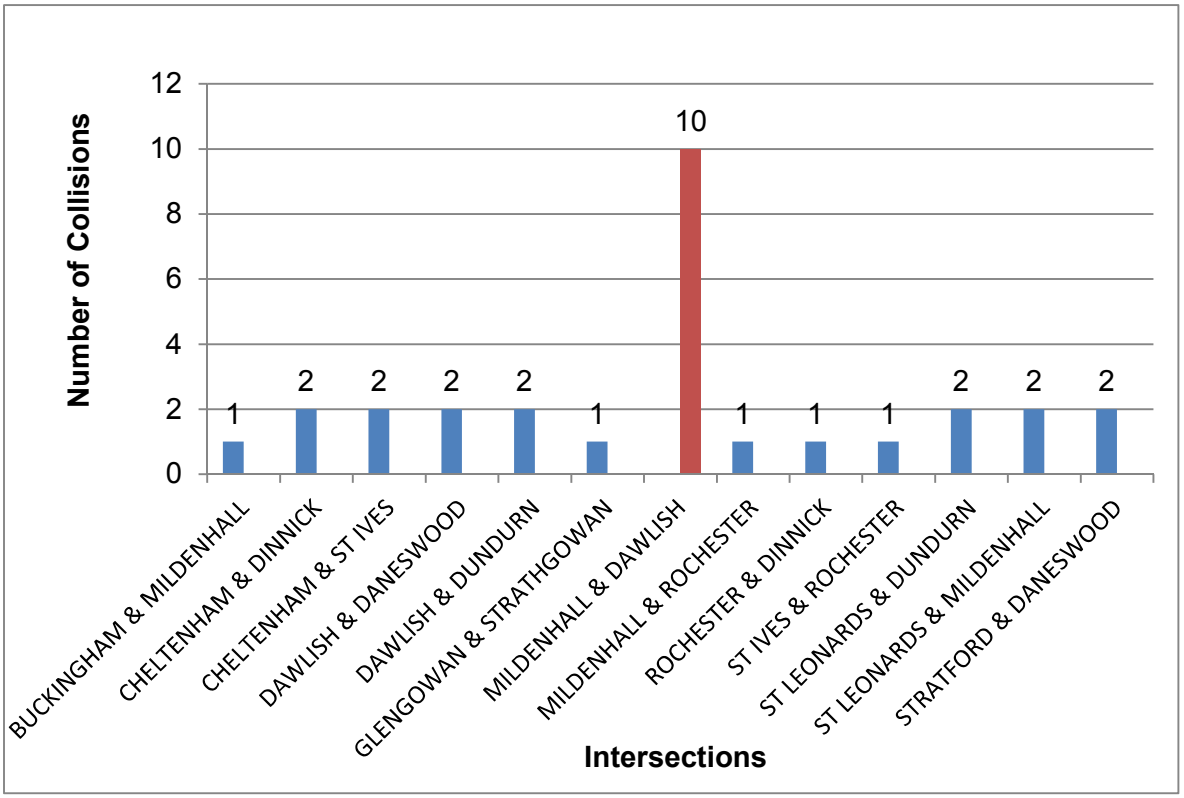


Figure 4-7 Collisions by Intersection

Table 4-1 shows the same information as that of **Figure 4-7**, but in a tabular way sorted by the frequency of collisions, from the highest to the lowest. **Table 4-1** also indicates the traffic control at these intersections.

In the Table, there is a large variability in the number of collisions, ranging from 1 to 10. One of the obvious reasons for that variability is that the intersecting volumes are very different. To explore that possibility, the AADT volumes for the intersections are also shown in **Table 4-1.** The collision potential or "exposure" is usually taken to be AADT1 * AADT2, where AADT1 and AADT2 are the Average Annual Daily Traffic for the intersecting roads.

We concluded that based on volumes Mildenhall Road between Lawrence Avenue East and Blythwood Road is being used as a route for infiltration, though that is part of its function as a Collector Road. Through the collision analysis study, we noted that 10 collisions at Mildenhall Road and Dawlish Avenue intersection were high considering the traffic volumes when we

compared it to the intersection of Stratford Crescent and Daneswood Road that carries slightly more volumes where there were only 2 collisions. The Stratford Crescent and Daneswood Road intersection is located just west of Bayview Avenue north of Blythwood Road. Through this comparison we identified that the high volumes at the Stratford and Daneswood intersection, indicate that this is a point of traffic infiltration, as an option to turning directly on Mildenhall Road from Blythwood Road when that intersection is congested. This determination can be made given it is only a minor intersection since the third leg for Stratford Crescent is only a short cul-de-sac stub, and we would not expect such high traffic volumes. This roadway operates as a fairly direct unimpeded route to Mildenhall Road. We concluded that the 2 collisions at the Stratford and Daneswood intersection is low as we would expect given the lack of conflicting movements. A turn restriction could be placed on Blythwood Road at Daneswood Road but this would result in more traffic using the Mildenhall and Blythwood intersection and increased congestion.

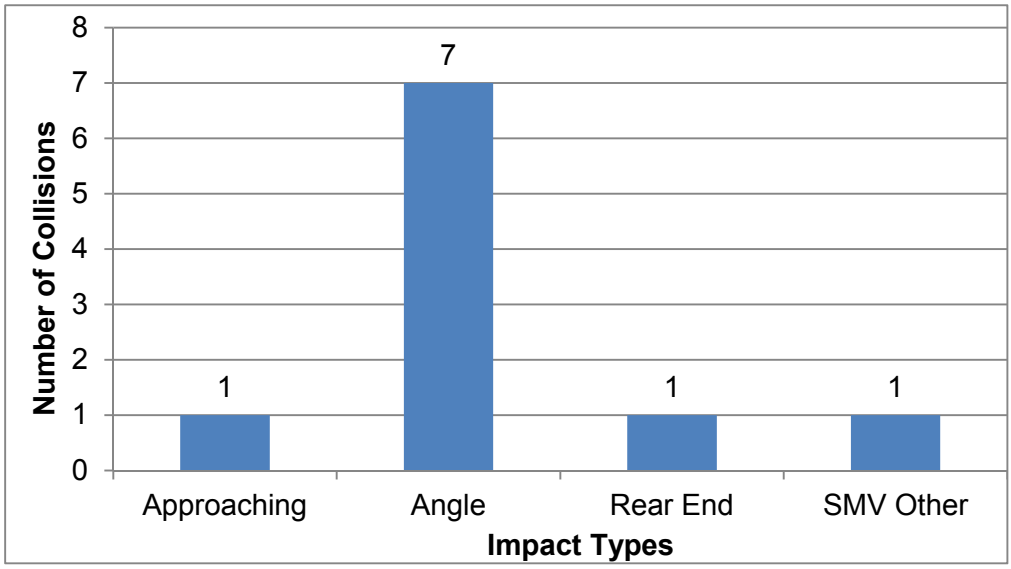
Table 4-1 Collisions by Intersection

Intersection(# of stop signs)	AADT1	AADT2	AADT1*AADT2	Collisions
MILDENHALL & DAWLISH (2 WAY STOP)	5226.5	1910	9,982,615	10
CHELTENHAM & DINNICK (3 WAY STOP)	178	85	15,130	2
CHELTENHAM & ST IVES (2 WAY STOP)	708	2036.5	1,441,842	2
DAWLISH & DANESWOOD (1 WAY STOP)	2169	230	498,870	2
DAWLISH & DUNDURN (4 WAY STOP)	805	2110.5	1,698,953	2
ST LEONARDS & DUNDURN (4 WAY STOP)	2309	612.5	1,414,263	2
ST LEONARDS & MILDENHALL (4 WAY STOP)	1910	4150	7,926,500	2
STRATFORD & DANESWOOD (1 WAY STOP)	3448	3243	11,181,864	2
BUCKINGHAM & MILDENHALL (2 WAY STOP)	683	3373	2,303,759	1
GLENGOWAN & STRATHGOWAN (3 WAY STOP)	185	1090	201,650	1
MILDENHALL & ROCHESTER (2 WAY STOP)	3129	506.5	1,584,839	1
ROCHESTER & DINNICK (4 WAY STOP)	506.5	1141.5	578,170	1
ST IVES & ROCHESTER (2 WAY STOP)	1741.5	111.5	194,177	1

Table 4-1 illustrates that the two adjacent Mildenhall Road intersections, at St. Leonard's Avenue and Dawlish Avenue have differing traffic control and significantly differing collision totals and collision rates. A warrant for all-way-stop control should be conducted at Mildenhall and Dawlish intersection as a measure to reduce future collisions.

4.8 Collision Impact Types at Mildenhall Road and Dawlish Avenue

Figure 4-8 shows clearly that the main collision problem at the intersection of Mildenhall and Dawlish is the "Angle Collisions". Through the review we did not identify this location to have particularly poor sight distances or geometric deficiencies, but consideration should be given to raising the road grade to improve sight distance over the slightly higher property grades especially on the west, along with consideration for some vegetation removals though they are on private property. The failure to yield the right-of-way to the Mildenhall traffic on Dawlish, which is stop sign controlled and driver inattention are contributing factors in a significant number of angle-collision collisions. We have identified that both streets have higher traffic volumes and some traffic infiltration. As mentioned in **Section 4-7**, the two adjacent Mildenhall Road intersections, at St. Leonard's Avenue and Dawlish Avenue have differing traffic control and significantly differing collision totals and collision rates. A warrant for all-way-stop control should be conducted at Mildenhall Road and Dawlish Avenue intersection as a measure to reduce future collisions.



Note: Slow Moving Vehicles (SMV)

Figure 4-8 Collision Impact Types at Mildenhall Road and Dawlish Avenue

4.9 Summary and Conclusions

Main conclusions of the collision analysis are listed below.

- Between the years 2007 to 2011 inclusive, there were 29 collisions, at an average of 6 collisions/ year involving 77 people, or about 15 people/ year. The variability of the number of collisions over the years was not small. This is not surprising given the fact that the number of collisions per year was relatively small.

- During the 5 year analysis period, no fatal collisions took place, and except for only one non-fatal injury collision, all the rest of the collisions were property-damage only.

- The variability over the months of the year was not clear. Regarding the days of the week, collisions peaked on Thursdays and Fridays while the least number occurred on Sundays and Tuesdays.
- Two types of collisions had the highest frequency, namely, the Angle and the Slow Moving Vehicles (SMV) Unattended collisions.
- There were no collisions involving pedestrians in any of the five year database for the Study Area.
- All the recorded collisions during the period 2007 – 2011 were at intersections and none were at mid-block locations.

Analysis revealed that there was one particular intersection that had relatively high numbers of collisions, amounting to one third of the total collisions in the whole Study Area, namely, the Mildenhall Road and Dawlish Avenue intersection, with 10 collisions. The main collision type at the Mildenhall Road and Dawlish Avenue intersection was the “Angle Collisions”. Mildenhall Road and Dawlish Avenue intersection is a two-way stop controlled. Through the review we did not identify this location to have particularly poor sight distances or geometric deficiencies, but consideration should be given to raising the road grade to improve sight distance over the slightly higher property grades especially on the west, along with possible consideration for some vegetation removals though they are on private property. The failure to yield the right-of-way to the Mildenhall Road traffic on Dawlish, which is stop sign controlled and driver inattention are contributing factors in a significant number of angle-collision collisions. We have identified that both streets have higher traffic volumes and some traffic infiltration. It is observed that the two adjacent Mildenhall Road intersections, at St. Leonard’s Avenue and at Dawlish Avenue have differing traffic control and significantly differing collision totals and collision rates. The Mildenhall Road and St. Leonards Avenue intersection has a 4 way stop sign control and a much lower collision rate. A warrant for all-way-stop control should be conducted at Mildenhall Road and Dawlish Avenue intersection as a measure to reduce future collisions.

We concluded that based on volumes Mildenhall Road between Lawrence Avenue East and Blythwood Road is being used as a route for infiltration, though that is part of its function being categorized as a Collector Road. Through the collision analysis study, we noted that 10 collisions at Mildenhall Road and Dawlish Avenue intersection were high considering the traffic volumes when we compared it to the intersection of Stratford Crescent and Daneswood Road that carries slightly more volumes where there were only 2 collisions. The Stratford Crescent and Daneswood Road intersection is located just west of Bayview Avenue north of Blythwood Road. Through this comparison we identified that the high volumes at the Stratford and Daneswood intersection, indicate that this is a point of traffic infiltration, as an option to turning directly on Mildenhall Road from Blythwood Road when that intersection is congested. This determination can be made given it is only a minor intersection since the third leg for Stratford Crescent is only a short cul-de-sac stub, and we would not expect such high traffic volumes. This roadway operates as a fairly direct unimpeded route to Mildenhall Road. We concluded that the 2 collisions at the Stratford and Daneswood intersection is low as we would expect given the lack of conflicting movements. A turn restriction could be placed on Blythwood Road at Daneswood Road but this would result in more traffic using the Mildenhall Road and Blythwood Road intersection and increased congestion.

It is also recommended that collision frequencies and patterns continue to be monitored in the Lawrence Park area particularly for the Mildenhall Road and Dawlish Avenue intersection.

5. EXISTING ROAD CONDITIONS

5.1 Road Classification

According to the 2008 Road Classification System of the City of Toronto, the Road Classification criteria for each type of roads are summarized in **Table 5-1**. The roads within the Lawrence Park Neighbourhood are classified as follows:

Major Arterials

The primary function for major arterials is for traffic movement, with greater than 20,000 vehicles per day. Highway priority for winter maintenance is given to major arterials. Lawrence Avenue East, Bayview Avenue, and Mount Pleasant Road are the major arterials within this Study Area.

Collectors

The primary functions for collectors are to provide access to property and traffic movement, with 2,500 to 8,000 vehicles and less than 1,500 transit vehicles per day. The intersections with arterial roads would be signalized. Medium priority for winter maintenance is given to major arterials. Mildenhall Road and Blythwood Road within the Study Area are classified as Collectors. There is 2.1 kms between the congested Eglinton Avenue and Lawrence Avenue East with the only collector road between being Blythwood Road, thus it draws significant traffic. Similarly there almost 1.2 kms between Mount Pleasant Road and Bayview Avenue and those roads being fairly congested Mildenhall Road draws some traffic through volumes are well within the range for a collector road. Thus the Collector Road function is a bit strained in the area likely resulting in more traffic on the Arterial roadways.

Local Roads

The primary function for local roads is to provide access to property, with less than 2,500 vehicles per day without any transit traffic. Low traffic speed is expected. Low priority for winter maintenance is given for these roads. All the other roads within the neighbourhood besides those mentioned above are classified as Local Roads.

Table 5-1 Road Classification Criteria (2008 Road Classification System of City of Toronto)

Characteristics	Locals	Collectors	Major Arterials
Traffic movement versus property access	Property access primary function	Traffic movement and property access of equal importance	Traffic movement primary consideration; subject to property access control
Typical daily motor vehicle traffic volume (both direction)	Less than 2,500	2,500 - 8000	More than 20,000
Minimum number of peak period lanes (excluding bicycle lanes)	One (one-way streets) or two	One (one-way streets) or two	Four
Desirable connections	Locals, collectors	Locals, collectors, arterials	Collectors, arterials, expressways
Flow characteristics	Interrupted flow	Interrupted flow	Uninterrupted except at signals and crosswalks
Legal speed limit, km/h	40 - 50	40 - 50	50 - 60
Accommodation of pedestrians	Sidewalks on one or both sides	Sidewalks on both sides	Sidewalks on both sides
Accommodation of cyclists	Special facilities as required	Special facilities as required	Wide curb lane or special facilities desirable
Surface transit	Generally not provided	Permitted	Preferred
Surface transit daily passengers	Not applicable	Less than 1,500	More than 5,000
Heavy truck restrictions (e.g. seasonal or night time)	Restrictions preferred	Restrictions permitted	Generally no restrictions
Typical spacing between traffic control devices (m)	0 - 150	215 - 400	215 - 400
Typical right-of-way width, m	15 - 22	20 - 27	20 – 45

5.2 Potential Road Improvements Required

As part of this EA Study, various road improvements within the Lawrence Park neighbourhood will be investigated. Transportation and roadway issues that will be addressed include: poor sightline at intersections; narrow roads according to City's standards; street parking; and lack of pedestrian facility and connectivity.

5.2.1 Sightlines and Stopping Sight Distance

Morrison Hershfield (MH) has conducted a preliminary investigation of the sight distance at each intersection in the Lawrence Park neighbourhood. MH noted some intersections where the sightlines between the approaching vehicle and a stopped vehicle at the intersection are obstructed, either by a frontage feature such as elevated garden beds or vegetation bushes or by a mature tree. Sightlines are discussed in more details in **Section 6**.

5.2.2 Pedestrian and Cyclist Safety

As shown in **Table 5-1**, sidewalks are standard on both sides for any collector roads and on at least one side for local roads. However, there is no pedestrian facility in the neighbourhood on roads east of St. Ives Crescent / St. Leonard's Crescent and a general lack of connectivity of the pedestrian connectivity within the neighbourhood. MH has conducted an investigation of the need for pedestrian and cycling facilities within the area. The results and recommendations are discussed in **Section 7**.

5.2.3 Road Widths

Ideally, according to the City's Development Infrastructure Policy and Standards, local roads with a 20m ROW should have an 8.5m paved roadway. This includes a minimum lane width of 3.25m for each direction and 2.0 m allowance for street parking on one side of the street.

A minor local road with a 16.5m ROW can have a paved roadway of 8.0m, with a minimum of 3.0m for each direction of traffic flow plus a 2.0 m allowance for street parking.

Accordingly, portions of the local roads within the Lawrence Park neighbourhood are narrower than the minimum 8.5 m outlined in the City's policy. However, realizing the existing road constraints, a number of factors should be considered in determining the final width of the roads for this study. These factors are discussed further in **Section 8**.

5.2.4 Street Parking

The street parking within the Lawrence Park neighbourhood further reduces the already narrow roads in some locations. The problem is aggravated by the vicinity of the neighbourhood to the nearby Sunnybrook Hospital and associated street parking for those going to the hospital. In the case where road improvements are not feasible due to roadside constraints, restriction to street parking may be required to improve the traffic operation within the neighbourhood. This detail will be studied further for consideration in the final road improvements.

5.2.5 Deteriorating Pavement Conditions

MH noted during the site reconnaissance that the pavement conditions within the Lawrence Park neighbourhood are generally poor, especially in the north-east portion of the neighbourhood where drainage issues exist. A geotechnical investigation has been completed and results will be part of the study to identify the pavement condition, as well as recommendations for Capital improvements, including full depth reconstruction, partial depth reconstruction, or resurfacing. These recommendations will be coordinated in the improvement strategies for the roads to minimize the disturbance to the neighbourhood.

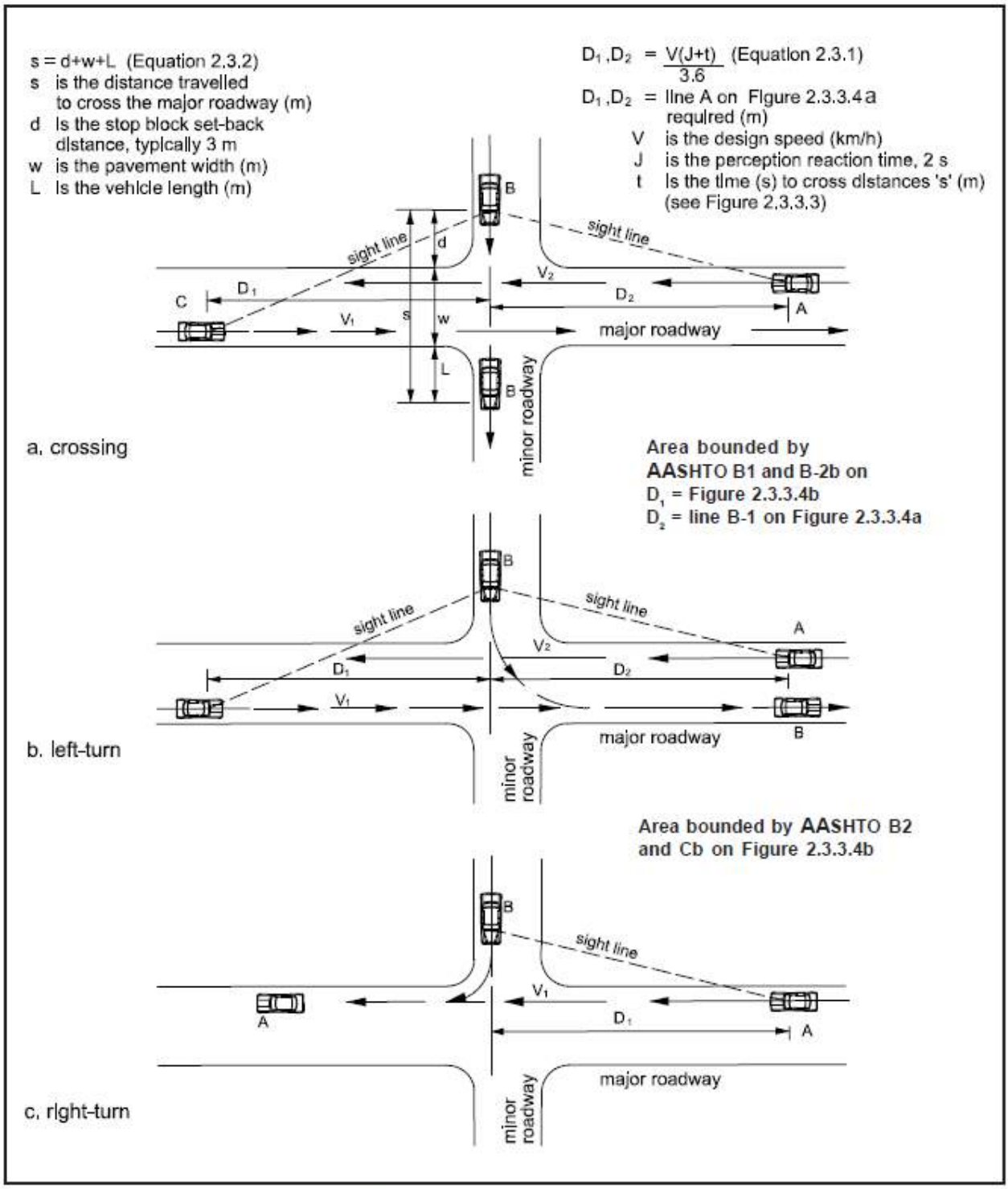
Notwithstanding Capital improvements the City will undertake maintenance (pot hole filing, patching etc.) to maintain the roads as per provincially legislated maintenance standards.

6. SIGHTLINES AND STOPPING SIGHT DISTANCE

6.1 Overview of Sightlines and Stopping Sight Distances

The ability of a driver to see ahead is important for the safe and efficient operation of a vehicle. At an intersection, the available sight distance must be considered for both vehicles approaching the intersection and vehicles departing from a stopped position at the intersection. The area of unobstructed sight distance is called the sight triangle. In a stop control on the minor roadway or traffic signal control at the intersection, the required sight triangles are a function of the vehicle speeds on the major roadway and the crossing or turning departure maneuver of the vehicles leaving from the stopped condition. The Geometric Design Guide for Canadian Roads by the Transportation Association of Canada (TAC) illustrates the conditions for sight lines approaching an intersection and vehicles departing from a stopped position. See **Figures 6-1** and **6-2** below.

To assess the adequacy of the available sightline at the intersection, the stopping sight distance determined from the sight triangle formulated by the unobstructed sightline available is compared to the minimum stopping sight distance of the approaching vehicles.



*In urban situations, the distance "d" may be governed by adjacent view obstructions.

Note: Sight line set-back distance is typically between 4.4 m and 5.4 m from the edge-of-traveled lane.

Figure 6-1 Departure Sight Triangles

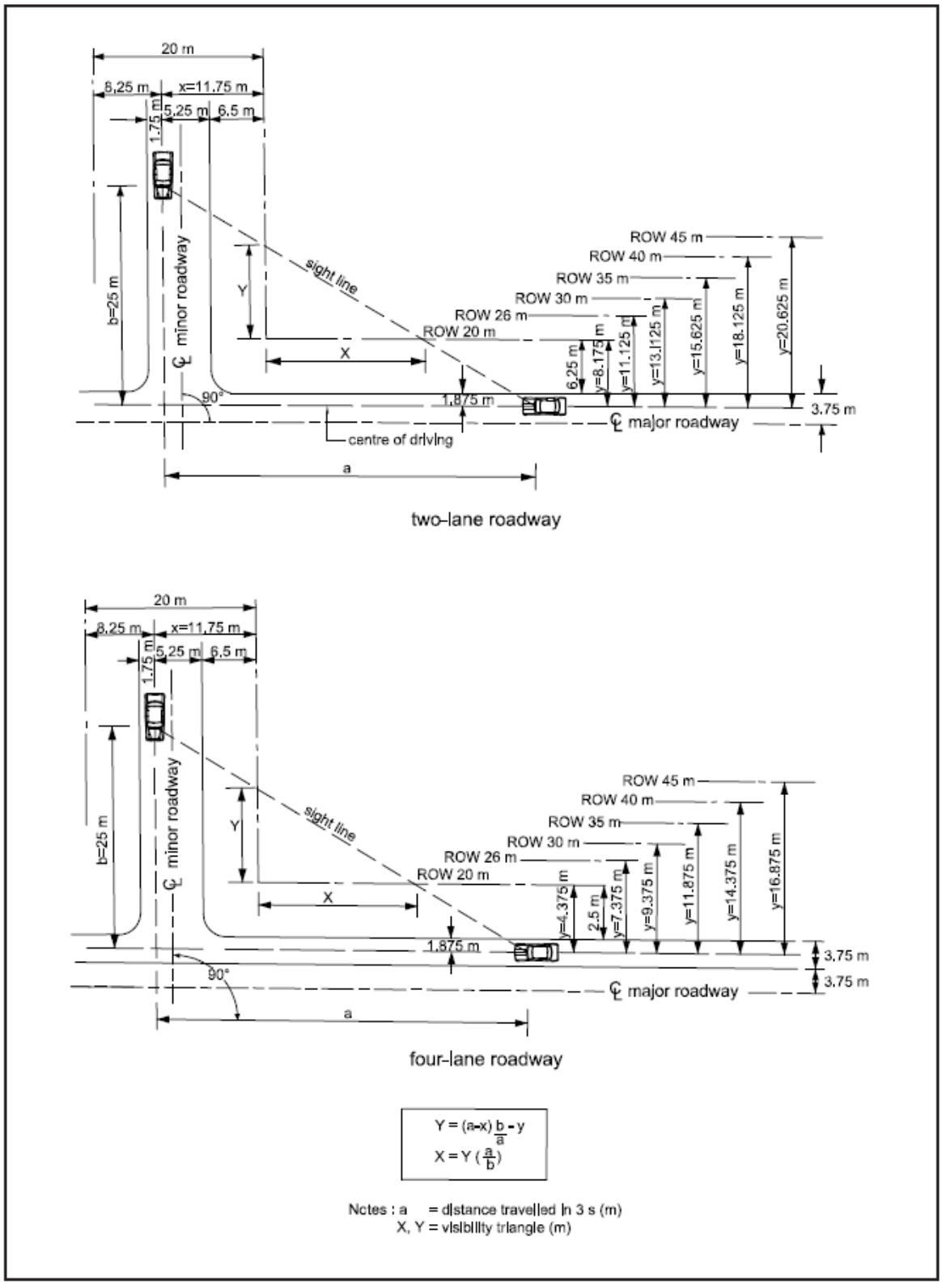


Figure 6-2 Sight Distance and Visibility Triangle at 90^0 Intersections for Approaches with Stop Control

6.2 Potential Sightline Problems in the Study Area

MH has conducted a sightline review of the intersections within the Lawrence Park neighbourhood and identified potential locations of intersections with a lack of sight distance.

6.2.1 Standards

Most of the intersections with a lack of sight distance are located in the perimeter of the Study Area where the local roads connect with the collector roads or the major arterials. According to the Geometric Design Guide for Canadian Roads, the minimum sight distance required at the intersection of local roads and major roads with various design speeds in different conflict scenarios are shown in **Table 6-1**.

Table 6-1 Minimum Sight Distance Required for Various Design Speeds in Different Conflict Scenarios

Design Speed (Posted Speed)	Major Road Name	Minimum Sight Distance[1] required for a Stopped Vehicle on Local Roads (m)			
		Crossing the Major Road	Turning Left onto the Major Road		Turning Right onto the Major Road
			To vehicle approaching from left	To vehicle approaching from right[2]	
70 km/hr (60 km/hr)	Lawrence Avenue East	145	150	200	200
60 km/hr (50 km/hr)	Mount Pleasant Road	105	110	158	158
50 km/hr (40km/hr)	Blythwood Road; Mildenhall Road	88	98	125	125

Notes:
1. *This distance is based on the time required for a vehicle to turn onto or cross the major road without significantly interfering with the approaching vehicles.*
2. *It is assumed that the main line vehicle will slow down to a speed 85% of the design speed and a gap of 2.0 s between the vehicles.*

The distances shown in **Table 6-1** are the minimum distances that should be available in order for a vehicle to cross an intersection or turn into and merge with main line traffic without significant interference with the approaching vehicles. However, they do not represent the minimum distance below which collisions may occur. The minimum distance required to prevent a collision in this case is the stopping sight distance (SSD). The SSD is defined as the sum of the distance travelled during the perception and reaction time and the distance it takes to stop a vehicle once the brakes have been applied. The SSD is a function of the design speed, perception and reaction time, and the coefficient of friction between the tires and the road.

Table 6-2 shows the stopping sight distance required at each design speed.

Table 6-2 Stopping Sight Distance Required at Various Design Speeds

Design Speed (Posted Speed)	Stopping Sight Distance (m)
70 km/hr (60 km/hr)	110
60 km/hr (50 km/hr)	85
50 km/hr (40 km/hr)	65

6.2.2 Locations of Sight Line Problems

Through the site visit, MH has identified seven locations with poor sight distance. These are:

- Lawrence Crescent / Mount Pleasant Road (south intersection)
- St. Leonard's Avenue / Mount Pleasant Road
- Dawlish Avenue / Mount Pleasant Road
- Strathgowan Avenue / Blythwood Road
- Rochester Avenue / Mildenhall Road
- Wanless Crescent / Lawrence Avenue East (east intersection)
- The point where Stratheden Road turns into Strathgowan Crescent

As shown, the first six intersections with a lack of sight distance are located in the perimeter of the Study Area where the local roads connect with the collector roads or the major arterials. The individual intersections are discussed in detail in the following sections.

Lawrence Crescent / Mount Pleasant Road (south intersection)

The movements of concern are:

1. westbound right turn vehicle from Lawrence Crescent to Mount Pleasant Road with the approaching north bound traffic from the left on Mount Pleasant Road
2. westbound left turn vehicle from Lawrence Crescent to Mount Pleasant Road with the approaching southbound bound vehicle from the right on Mount Pleasant Road

In the first case, the sightline of a stopped westbound vehicle at Lawrence Crescent to the approaching northbound vehicle on the curb lane on Mount Pleasant is blocked by a line of roadside trees and thick evergreen trees. The estimated sight distance available to an approaching northbound vehicle is approximately 50m. The required sight distance for the vehicle to turn left without interruption to the mainline flow is 110m and for the vehicle to turn right is approximately 158m. The distance needed for the vehicle to cross is 105m (see **Figure 6-3**).

Figure 6-3 Sightline at Lawrence Crescent to SB Vehicle on Mount Pleasant Ave.

In the second case, the sightline of a stopped westbound vehicle on Lawrence Crescent to the approaching southbound

vehicle on the curb lane on Mount Pleasant is blocked thick vegetation bush at around 25m from the intersection.

The estimated sight distance available to a southbound vehicle is approximately 50m. The required sight distance for the vehicle to turn left without interruption to the flow is 158m. The distance needed for the vehicle to cross is 105m.

Lawrence Crescent / Mount Pleasant Road (north intersection)

Similar to the south intersection, the sightline of a stopped westbound vehicle on Lawrence Crescent to the approaching northbound vehicle on the curb lane on Mount Pleasant is blocked by a line of roadside trees and slightly elevated front lawn at the south-east corner. The crest curve on Mount Pleasant further aggravates the problem. The estimated sight distance available to an approaching northbound vehicle is approximately 40m. The required sight distance for the vehicle to turn left without interruption to the mainline flow is 110m and for the vehicle to turn right is approximately 158m. The distance needed for the vehicle to cross is 105m (see **Figure 6-4**).

St. Leonard's Avenue / Mount Pleasant Road

The sightline of a stopped westbound vehicle on St. Leonard's Avenue to an approaching northbound vehicle is blocked by the heavy vegetation on the southeast corner of the intersection. Since this is a signalized intersection, only the westbound right turn movement onto Mount Pleasant Road is of concern. The available sight distance is estimated to be approximately 50m, but the required sight distance for this movement is 158m (see **Figure 6-5**).

Dawlish Avenue / Mount Pleasant Road

The sightline of a stopped westbound vehicle on Dawlish Avenue to an approaching southbound vehicle is blocked by the elevated front lawn and retaining wall on the property at the northeast corner of the intersection. The available sight distance to an approaching southbound vehicle is approximately 60m, but the required sight distance for the left turn movement and crossing movement to an approaching vehicle from the right is 125m (see **Figure 6-6**).

Figure 6-4 Sightline at St. Leonard's Ave. to NB Vehicle on Mount Pleasant Ave.

Figure 6-5 Sightline at Dawlish Ave. to SB Vehicle on Mount Pleasant Ave.

Figure 6-6 Sightline at Strathgowan Ave. to WB Vehicle on Blythwood Road

Strathgowan Avenue / Blythwood Road

The sightline of a stopped southbound vehicle on Strathgowan Avenue to an approaching westbound vehicle on Blythwood Road is blocked by the elevated lawn and the dense vegetation of the Sunny View Public School on the northeast corner of the T-intersection. The available sight distance is estimated to be approximately 35m, and the required sight distance left turn and right turn vehicle to the approaching westbound vehicle is 98 m and125m respectively (see **Figure 6-7**).

Figure 6-7 Sightline at Lawrence Cres. to NB Vehicle on Mount Pleasant Ave.

Rochester Avenue / Mildenhall Road

The sightline of a stopped westbound vehicle on Rochester Avenue to an approaching southbound vehicle on Mildenhall Road is obstructed by the dense vegetation at the northeast corner of the intersection. The available sight distance is approximately 30 m, but the required sight distance for the westbound turn onto Mildenhall Road is 125 m (see **Figure 6-8**).

Figure 6-8 Sightline at Rochester Ave. to SB Vehicle on Mildenhall Road

Wanless Crescent / Lawrence Avenue East *(east intersection)*

The sightline of a stopped northbound vehicle on Wanless Crescent (east intersection) to an approaching westbound vehicle on Lawrence Avenue East is obstructed by the elevated front lawn at the northwest corner of the intersection. The available sight distance is approximately 70m, but the required sight distance for the northbound right turn and left turn onto Lawrence Avenue East are 150m and 200m respectively. Similarly, the sightline to an eastbound approaching vehicle on Lawrence Avenue East is obstructed by an elevated lawn / interlocking retaining wall. The available distance is approximately 50m and the required distance is 200m (see **Figures 6-9** and **6-10**).

Figure 6-9 Sightline at Wanless Cres. to EB Vehicle on Lawrence Ave.

Figure 6-10 Sightline at Wanless Cres. to WB Vehicle on Lawrence Ave.

Stratheden Road connection to Strathgowan Crescent

The point where Stratheden Road turns into Strathgowan Crescent also has substandard sightline, due to the angle of the connection of the two roadways and the vegetation on private property on the inside of the bend in the roads. This is evident by a reduction of speed signing posted by the City.

6.3 Recommendations

Each intersection should be examined individually to determine the best options to improve the sightline. In most cases, removal of the obstruction to the sightline wherever possible is recommended in order to provide the sight triangle required for the sight distance needed. Where removal of the obstruction is not feasible, signage warning approaching vehicles of hidden driveways can be put in place or a temporary reduction of the design and posted speed could be considered. Where the intersection is between a collector road and a local road, such as Mildenhall Road / Rochester Avenue or Strathgowan Crescent and Blythwood Road, an all-way stop control at the intersection can be considered along with other warranting factors. At an intersection along a major arterial and warranting traffic where it is deemed unsafe due to the lack of sight distance, a signalized intersection may be warranted.

7. PEDESTRIAN AND CYCLIST SAFTEY

7.1 Existing Facilities and City Criteria

As part of the road classification, the City outlines the criteria regarding the pedestrian and cyclist facilities required for each type of roads. According to **Table 5-1**, all local streets should have sidewalk on at least one side of the street and all collector roads and major arterials should have sidewalks on both sides of the street.

Currently, pedestrian facilities exist only in the west part of the neighbourhood west of St. Ives Crescent and there is no facility in the east portion. Therefore, there is a lack of connectivity of the pedestrian links within the neighbourhood. Aside from Mount Pleasant Road and Bayview Road, there is a lack of continuous facility in the north-south direction since there is no sidewalk on Pinedale Road or Fidelia Avenue. In addition, none of the existing east-west facility extends far enough to connect the neighbourhood between Mount Pleasant Road and Bayview Road.

7.2 Locations of Key Destinations for Pedestrians

Prior to identifying and recommending locations of potential new sidewalks, the key destinations within the neighbourhood and in the surrounding must be identified. These locations may include institutions, parks, the Sunnybrook Hospital, bus stops, and walking trails. Once the key destinations are mapped, the missing links can then be identified and a strategy to provide better connectivity for pedestrians to these key destinations can be recommended.

Figure 7-1 shows a map of the key destinations within and in the vicinity of the Study Area. There are three schools within the area: Toronto French School, Blythwood Junior Public School, and the Sunny View Public School. There is also a nursery school at Bayview Avenue and Dawlish Avenue with entrances from both St. Leonard's Avenue and Dawlish Avenue. There are three parks within the Study Area: Cheltenham Park at Cheltenham Avenue and Mildenhall Road; Stratford Park at Blythwood Road and Bayview Avenue; and the Blythwood Ravine Park near Mount Pleasant and Blythwood Road along the tributary to the Don River. A walking trail crosses through the neighbourhood with access through Strathgowan Avenue and Blythwood Road 100 m west of Strathgowan Crescent from the neighbourhood. Lastly, the Sunnybrook Hospital and York University Glendon Campus is located east of the neighbourhood.

Lawrence Avenue East, Bayview Avenue, and Mount Pleasant Road are all bus routes with stops along the road. The Bayview Avenue route (Route 11) with stops at Lawrence Avenue East and at the Sunnybrook Hospital. The route runs between Yonge Subway line at Davisville Station and connect to the York Region Transit at Bayview Avenue and Steeles Avenue.

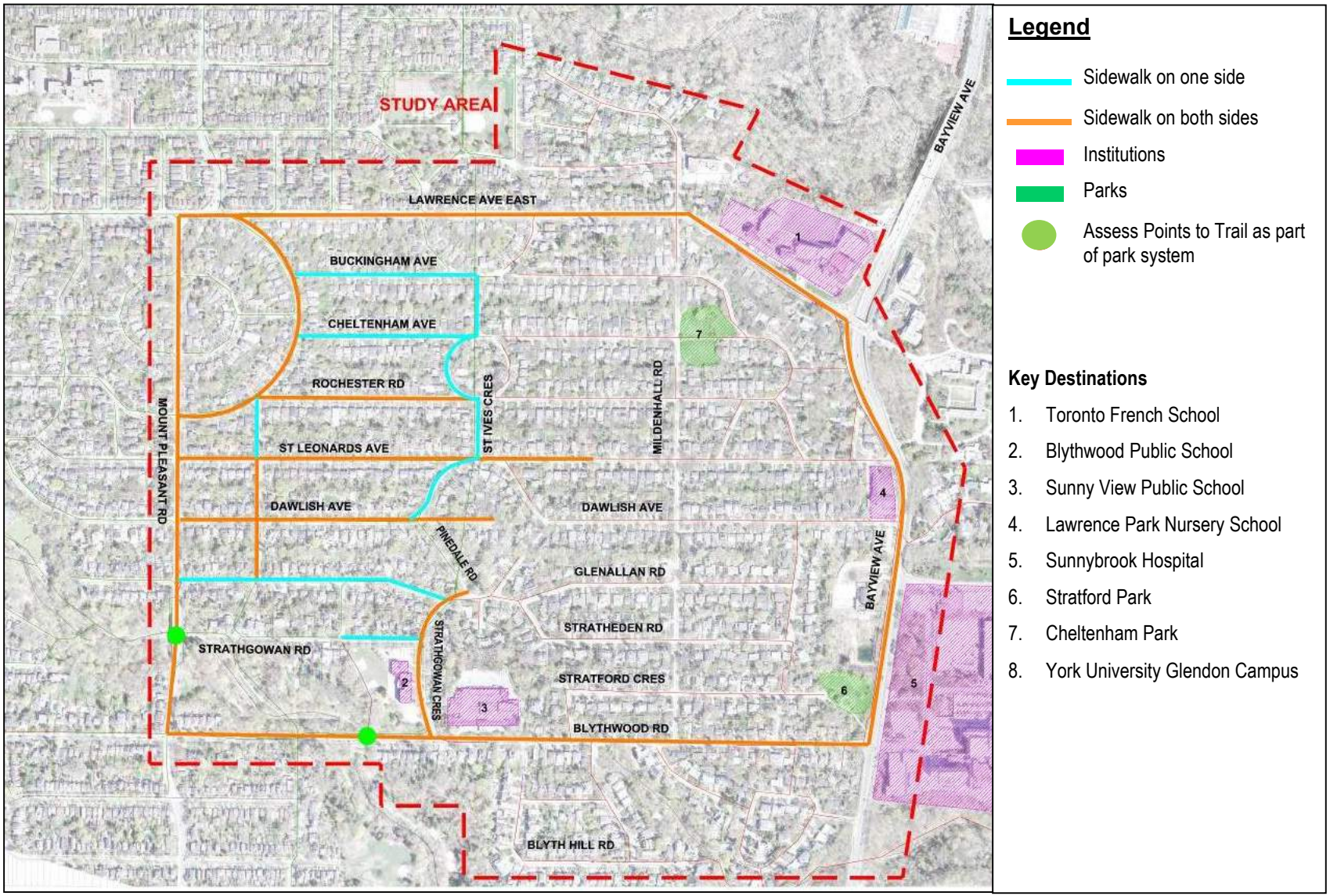


Figure 7-1 Existing Sidewalks and Key Destinations in Study Area

7.3 Potential Links for Pedestrians and Cyclists

As noted, there is a general lack of continuation of the pedestrian facilities to the east side of the neighbourhood east of St. Ives Crescent and a connectivity of the facilities in the north-south direction. In order to determine the potential locations for new sidewalk, several factors should be considered, including:

- Vicinity to key pedestrian destinations;
- Potential accessibility for disabled/elderly;
- Connectivity to existing facilities;
- Available road width and potential impact;
- Recommendations as outlined in road classification; and
- Preservation of vegetation and other roadside features.

In general, sidewalks should be provided wherever possible to facilitate and encourage pedestrian movement within the neighbourhood. However, the City realizes the potential impacts of the sidewalk to roadside trees and, therefore, will examine the potential locations of the sidewalks that will best improve the pedestrian connectivity within the neighbourhood and to the key destinations as part the EA Study.

Mildenhall Road

According to the City of Toronto Road Classification System, Mildenhall Road has been identified as a collector road. While sidewalks are recommended on both sides of a collector road, such as those on Blythwood Road, Mildenhall Road currently has no sidewalk. Much like how it facilitates vehicular traffic, Mildenhall Road is the most direct north-south pedestrian route in the neighbourhood connecting to all east-west roads within the neighbourhood. It provides a key north-south connection to the Toronto French School to the north on Lawrence Avenue East and connection to Blythwood Road to the south that leads to the Sunny View Public School and Blythwood Public School. Mildenhall Road also provides a route to the Cheltenham Park. As such, Mildenhall Road is a logical location for a new pedestrian facility, on at least one side or on both sides of the road as recommended by the Road Classification System. However, the tight road width, especially between Rochester Avenue and St. Leonard's Avenue, will be the key constraints to place a sidewalk along Mildenhall Road. **Figure 7-2** shows pedestrians jogging on Mildemhall Road.

Figure 7-2 Pedestrians Jogging on Mildenhall Road

St. Leonard's Avenue

According to the City of Toronto Road Classification System, St. Leonard's Avenue has been identified as a local road and a sidewalk is recommended on at least one side of the road. Currently, there are sidewalks on both sides on the road west of St. Ives Crescent, and the sidewalk continues on the north side for 200m east of St. Ives Crescent. The sidewalk discontinues where the road tightening and the on-road ditches begin. Although the wide roadside shoulders provide a path for pedestrians, the path is undefined and uneven at multiple locations. A new sidewalk will provide:

- a continuation of the existing sidewalk and better connectivity between the west and east side of the neighbourhood;
- a route for commuters of the bus route on Bayview Avenue;
- a protected path for pedestrians and children to Lawrence Park Nursery School located on Bayview Avenue and St. Leonard's Avenue;
- a route to walk to Sunnybrook hospital; and
- a potential connection to Mildenhall Road if a new sidewalk is built there.

As the on-road asphalt ditches between St. Ives Crescent and Mildenhall Road will likely be removed if the cross section is changed to an urban configuration, St. Leonard's Avenue should have sufficient width for at least a sidewalk on the north side.

Dawlish Avenue

Similar to St. Leonard's Avenue, Dawlish Avenue has been identified as a local road and sidewalk is recommended on at least one side of the road according to the City of Toronto Road Classification System. There are sidewalks on both sides on the road west of St. Leonard's Crescent, but the sidewalk discontinues as the road split at St. Leonard's Crescent. Similar to St. Leonard's Avenue, a new sidewalk will provide:

- a continuation of the existing sidewalk and better connectivity between the west and east side of the neighbourhood, although the connection is indirect as Dawlish Avenue is split at St. Leonard's Crescent;
- a route connecting commuters to the bus route on Bayview Avenue;
- a protected path for pedestrians and children to Lawrence Park Nursery School located on Bayview Avenue and St. Leonard's Avenue;
- a route to walk to Sunnybrook hospital; and
- a potential connection to Mildenhall Road if a new sidewalk is built there.

There appears to be more roadside mature trees and less room for a new sidewalk on Dawlish Avenue compared to St. Leonard's Avenue. If a sidewalk is deemed not feasible, restriction to on-road parking should be considered to reduce the vehicle-pedestrian conflict on the road.

Strathgowan Crescent and Stratheden Road

This short portion of road in the south-east corner of the neighbourhood can serve as a key route for pedestrians walking to the Sunny View Public School or Blythwood Public School. Currently, Strathgowan Crescent between Pinedale Road and Blythwood Road has sidewalk on both sides. It is recommended that the sidewalk be extended to Mildenhall Road, especially if sidewalks are being considered on Mildenhall Road. As a minimum, the sidewalk should be extended beyond Glenallan Road since there are four points of traffic merging to Strathgowan Crescent at this location. The point where Stratheden Road turns into Strathgowan Crescent also has substandard sightline, as evident by a temporary reduction of speed posted by the City, therefore, it will be prudent to keep the pedestrians off the road at this location by adding at least one sidewalk.

Pinedale Road

As shown in **Figure 7-3**, this short portion of road between Dawlish Avenue and Strathgowan Road is an obvious missing link for a continuous sidewalk in the north-south direction. It provides a direct route to the two public schools and a new sidewalk will connect to the existing sidewalks on St. Leonards Avenue and St. Ives Avenue to the north and Strathgowan Crescent to the south. However, the road is very narrow with a road width of approximately 7.0 m. Potential solutions can include on-road parking restriction.

Figure 7-3 Narrow ROW on Pinedale Road

Cheltenham Avenue, Buckingham Avenue, and Rochester Avenue

In general, the existing facilities should be extended to east of St. Ives Crescent to provide continuity. However, these roads do not connect to the major arterials directly, therefore, addition of new sidewalks may benefit only small portion of the neighbourhood. The benefits will have to be compared against the potential impacts of the road expansion to the adjacent properties

7.4 Cycling Facility

Currently, there is no cycling facility within the neighbourhood. New cycling facilities in Toronto are identified in the Toronto Bike Plan and the Lawrence Park Neighbourhood is not identified in the bike network, therefore, new cycling facilities such as bike lanes are not expected.

8. ROAD WIDTHS

As noted in several occasion in this memo, the available road widths and the impacts of the final road widths play a major role in determining the solutions to be adopted in this EA Study. This section provides an overview of the City standards related minimum road width requirements, and specific considerations when determining a feasible road width under roadside constraints.

8.1 City Standards

The recognized transportation infrastructure policy for a local residential roadway within the City of Toronto consists of a 20 m right-of-way, an 8.5m paved road surface, concrete curbs and a 1.7m to 2.0m sidewalk on one side or both sides of the road.

Figure 8-1 Rochester Road Blocked as a Result of Street Parking on both Sides, Narrow Road, and Large Construction Vehicle.

8.2 Minimum Requirements

In the event where the City standards cannot be adopted due to constraints to road expansion (mature trees, private properties, etc.), There are a number of factors that could to be considered in determining the minimum allowable road width for this study, namely:

- Requirements for emergency vehicle access
- Requirements for service vehicle access
- Consideration for cyclist and pedestrian / vehicle conflict
- Consideration for two way traffic flow
- Requirement for winter road maintenance (reduction in road width as a result of snow banks)
- Impact to utilities and underground infrastructure
- On-street parking
- Types of cross section (urban versus rural)
- Impact to roadside features

Figure 8-1 shows Rochester Road blocked as a result of street parking on both sides, narrow road, and large construction vehicle.

Figure 8-2 is an illustration of several of the factors which are taken into consideration when defining the preferred road width.

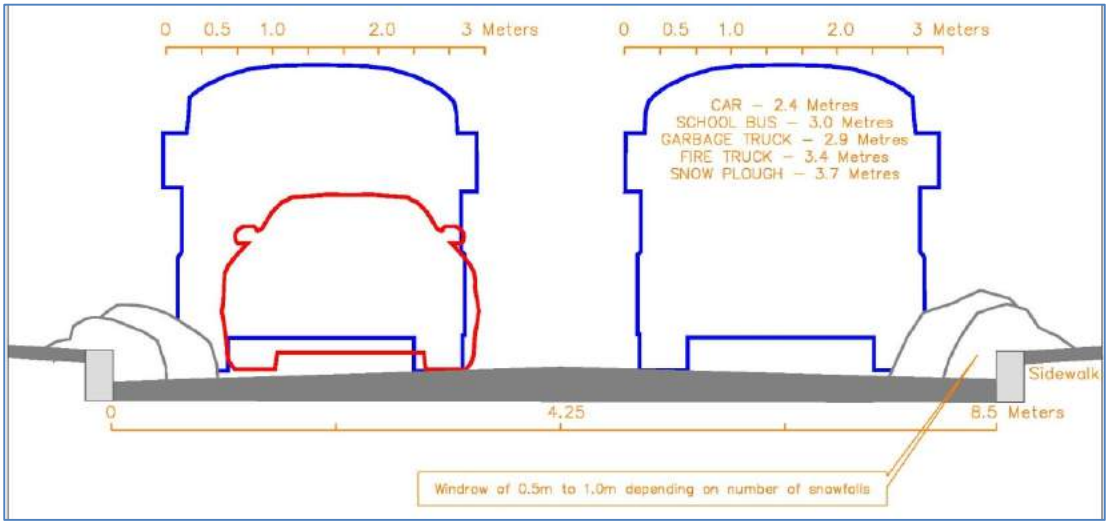


Figure 8-2 Factors which are Taken into Consideration when Defining the Preferred Road Width

Emergency Vehicles

Many streets in the neighbourhood are narrower than ideal; there is street parking allowed; this in conjunction with appropriately slower posted speeds and travel times in residential neighbourhoods would make emergency service vehicle response times a bit longer but not atypical for a residential neighbourhood. Snow storage and snow banks in the winter time could make response times longer in the winter given the tight roadway corridors. The Ontario Fire Code states that fire access routes shall be maintained so as to be immediately ready for use at all times by fire department vehicles and the routes shall not be obstructed by vehicles, gates, fences, building materials, vegetation, signs, or any other form of obstruction. The City's obligation to public safety must recognize this and provide for a minimum clear road width of 7.2 m at any time.

Vehicle Widths

Although 4.25 m would be ideal for major local streets, a minimum of 3.6 m would be sufficient for each lane of traffic. Therefore, a minimum of 7.2 m would be needed to facilitate two lane of traffic with no parking.

Pedestrian and Cycling on the Road

A pedestrian or cyclist on the road will occupy a space of approximately 1.7 m.

On Street Parking

According to the City's policy, a minimum of 2.0 m of additional width should be allowed if on-street parking is permitted.

Other Consideration

Winter maintenance can significantly reduce the width of the travelled portion of the roadway. Windrows created after a number of winter storms can extend to more than 1.0 m from the edge of the pavement.

APPENDIX A: 8-HOUR TURNING MOVEMENT COUNTS

Ontario Traffic Inc

Morning Peak Diagram

Specified Period
From: 6:00:00
To: 10:00:00

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

Municipality: Toronto
Site #: 1213100001
Intersection: Lawrence Ave E & Mt. Pleasant Ave
TFR File #: 1
Count date: 6-Nov-12

Weather conditions:

Person(s) who counted:

**** Signalized Intersection ****

Major Road: Lawrence Ave E runs W/E

North Leg Total:	915
North Entering:	568
North Peds:	108
Peds Cross:	⋈

Heavys	0	0	0	0
Trucks	0	12	5	17
Cars	12	293	246	551
Totals	12	305	251	

Heavys	0
Trucks	5
Cars	342
Totals	347

East Leg Total:	2026
East Entering:	905
East Peds:	23
Peds Cross:	⧖

Mt. Pleasant Ave

Heavys	Trucks	Cars	Totals
0	37	904	941

Cars	Trucks	Heavys	Totals
81	0	0	81
554	30	0	584
238	2	0	240
873	32	0	

Lawrence Ave E

N
W E
S

Heavys	Trucks	Cars	Totals
0	0	73	73
0	62	592	654
0	24	363	387
0	86	1028	

Lawrence Ave E

Cars	Trucks	Heavys	Totals
1048	73	0	1121

Mt. Pleasant Ave

Peds Cross:	⧖
West Peds:	22
West Entering:	1114
West Leg Total:	2055

Cars	894			
Trucks	38			
Heavys	0			
Totals	932			

Cars	338	188	210	736
Trucks	7	5	6	18
Heavys	0	0	0	0
Totals	345	193	216	

Peds Cross:	⋈
South Peds:	22
South Entering:	754
South Leg Total:	1686

Comments

Ontario Traffic Inc

Afternoon Peak Diagram

Specified Period
From: 15:00:00
To: 19:00:00

One Hour Peak
From: 17:30:00
To: 18:30:00

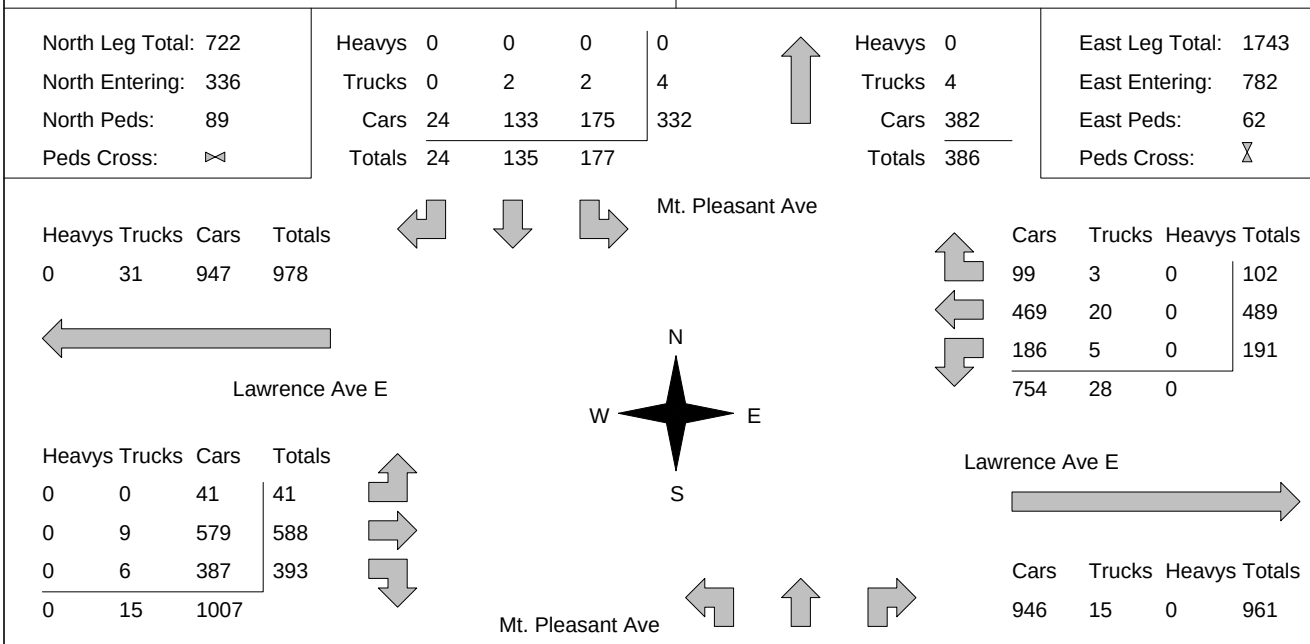
Municipality: Toronto
Site #: 1213100001
Intersection: Lawrence Ave E & Mt. Pleasant Ave
TFR File #: 1
Count date: 6-Nov-12

Weather conditions:

Person(s) who counted:

**** Signalized Intersection ****

Major Road: Lawrence Ave E runs W/E



Comments

Ontario Traffic Inc

Total Count Diagram

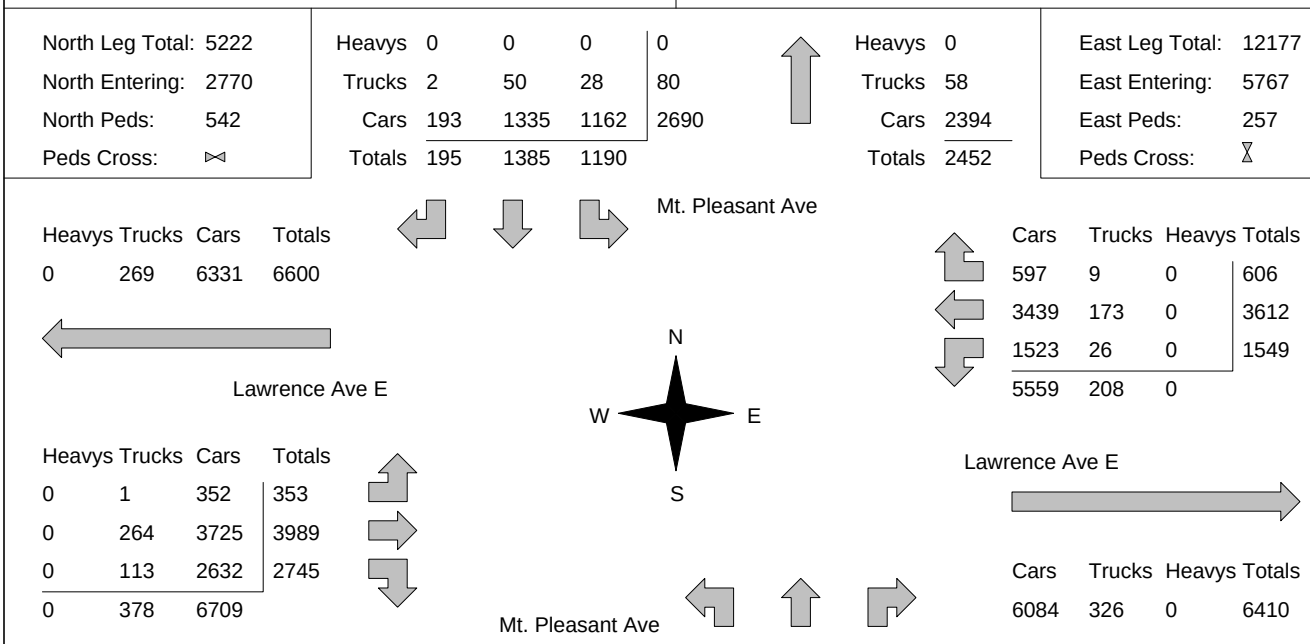
Municipality: Toronto
Site #: 1213100001
Intersection: Lawrence Ave E & Mt. Pleasant Ave
TFR File #: 1
Count date: 6-Nov-12

Weather conditions:

Person(s) who counted:

**** Signalized Intersection ****

Major Road: Lawrence Ave E runs W/E



Comments

Ontario Traffic Inc
Traffic Count Summary

Intersection: Lawrence Ave E & Mt. Pleasant Av | **Count Date:** 6-Nov-12 | **Municipality:** Toronto

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds	North/South Total Approaches
6:00:00	0	0	0	0	0	0
7:00:00	79	117	31	227	50	449
8:00:00	174	250	31	455	54	1117
9:00:00	230	280	11	521	113	1251
10:00:00	159	213	14	386	59	1054
15:00:00	0	0	0	0	0	0
16:00:00	93	119	32	244	28	940
17:00:00	140	135	28	303	48	1142
18:00:00	146	154	25	325	125	1260
19:00:00	169	117	23	309	65	1074
Totals:	1190	1385	195	2770	542	8287

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds
6:00:00	0	0	0	0	0
7:00:00	120	49	53	222	8
8:00:00	321	143	198	662	17
9:00:00	344	206	180	730	23
10:00:00	358	159	151	668	22
15:00:00	0	0	0	0	0
16:00:00	351	197	148	696	18
17:00:00	443	230	166	839	31
18:00:00	461	282	192	935	26
19:00:00	395	227	143	765	9
Totals:	2793	1493	1231	5517	154

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds	East/West Total Approaches
6:00:00	0	0	0	0	0	0
7:00:00	98	115	38	251	33	541
8:00:00	190	498	58	746	20	1590
9:00:00	244	518	90	852	23	2006
10:00:00	257	507	48	812	21	1910
15:00:00	0	0	0	0	0	0
16:00:00	176	483	80	739	10	1608
17:00:00	212	536	102	850	35	1780
18:00:00	187	496	87	770	58	1738
19:00:00	185	459	103	747	57	1681
Totals:	1549	3612	606	5767	257	12854

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds
6:00:00	0	0	0	0	0
7:00:00	34	144	112	290	8
8:00:00	48	422	374	844	13
9:00:00	78	667	409	1154	20
10:00:00	46	604	448	1098	11
15:00:00	0	0	0	0	0
16:00:00	8	537	324	869	9
17:00:00	61	541	328	930	12
18:00:00	40	561	367	968	16
19:00:00	38	513	383	934	5
Totals:	353	3989	2745	7087	94

Calculated Values for Traffic Crossing Major Street

Hours Ending:	7:00	8:00	9:00	10:00	16:00	17:00	18:00	19:00
Crossing Values:	357	778	897	762	660	860	963	853

Ontario Traffic Inc

Count Date: 6-Nov-12 Site #: 1213100001

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	6	6	10	10	7	7	1	1	2	2	0	0	0	0	0	0	0	0	9	9
6:30:00	12	6	40	30	15	8	2	1	4	2	0	0	0	0	0	0	0	0	21	12
6:45:00	38	26	70	30	24	9	5	3	4	0	0	0	0	0	0	0	0	0	35	14
7:00:00	73	35	110	40	31	7	6	1	7	3	0	0	0	0	0	0	0	0	50	15
7:15:00	94	21	149	39	41	10	7	1	9	2	0	0	0	0	0	0	0	0	62	12
7:30:00	146	52	216	67	49	8	8	1	12	3	0	0	0	0	0	0	0	0	76	14
7:45:00	185	39	260	44	59	10	8	0	15	3	0	0	0	0	0	0	0	0	91	15
8:00:00	243	58	349	89	62	3	10	2	18	3	0	0	0	0	0	0	0	0	104	13
8:15:00	313	70	431	82	64	2	11	1	20	2	0	0	0	0	0	0	0	0	129	25
8:30:00	382	69	489	58	66	2	11	0	22	2	0	0	0	0	0	0	0	0	168	39
8:45:00	431	49	553	64	71	5	13	2	27	5	0	0	0	0	0	0	0	0	199	31
9:00:00	470	39	618	65	73	2	13	0	29	2	0	0	0	0	0	0	0	0	217	18
9:15:00	505	35	670	52	77	4	13	0	32	3	0	0	0	0	0	0	0	0	229	12
9:30:00	537	32	732	62	78	1	13	0	33	1	0	0	0	0	0	0	0	0	245	16
9:30:00	570	33	767	35	80	2	14	1	34	1	0	0	0	0	0	0	0	0	257	12
9:45:00	595	25	797	30	85	5	15	1	36	2	0	0	0	0	0	0	0	0	271	14
10:00:00	626	31	822	25	86	1	16	1	38	2	1	1	0	0	0	0	0	0	276	5
10:00:08	626	0	822	0	86	0	16	0	38	0	1	0	0	0	0	0	0	0	276	0
15:00:00	626	0	822	0	86	0	16	0	38	0	1	0	0	0	0	0	0	0	276	0
15:15:00	653	27	846	24	92	6	16	0	40	2	1	0	0	0	0	0	0	0	276	0
15:30:00	673	20	863	17	100	8	16	0	41	1	1	0	0	0	0	0	0	0	286	10
15:45:00	697	24	889	26	109	9	16	0	42	1	2	1	0	0	0	0	0	0	295	9
16:00:00	717	20	937	48	117	8	18	2	42	0	2	0	0	0	0	0	0	0	304	9
16:15:00	752	35	964	27	125	8	20	2	44	2	2	0	0	0	0	0	0	0	314	10
16:30:00	772	20	996	32	134	9	22	2	45	1	2	0	0	0	0	0	0	0	323	9
16:45:00	813	41	1028	32	140	6	23	1	45	0	2	0	0	0	0	0	0	0	335	12
17:00:00	850	37	1068	40	145	5	25	2	46	1	2	0	0	0	0	0	0	0	352	17
17:15:00	880	30	1115	47	152	7	25	0	47	1	2	0	0	0	0	0	0	0	385	33
17:30:00	909	29	1148	33	157	5	25	0	48	1	2	0	0	0	0	0	0	0	420	35
17:45:00	953	44	1180	32	162	5	26	1	50	2	2	0	0	0	0	0	0	0	452	32
18:00:00	995	42	1218	38	170	8	26	0	50	0	2	0	0	0	0	0	0	0	477	25
18:15:00	1046	51	1251	33	175	5	27	1	50	0	2	0	0	0	0	0	0	0	491	14
18:30:00	1084	38	1281	30	181	6	27	0	50	0	2	0	0	0	0	0	0	0	509	18
18:45:00	1126	42	1314	33	188	7	28	1	50	0	2	0	0	0	0	0	0	0	530	21
19:00:00	1162	36	1335	21	193	5	28	0	50	0	2	0	0	0	0	0	0	0	542	12
19:15:00	1162	0	1335	0	193	0	28	0	50	0	2	0	0	0	0	0	0	0	542	0
19:15:24	1162	0	1335	0	193	0	28	0	50	0	2	0	0	0	0	0	0	0	542	0

Ontario Traffic Inc

Count Date: 6-Nov-12 Site #: 1213100001

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	8	8	18	18	9	9	0	0	2	2	0	0	0	0	0	0	0	0	8	8
6:30:00	13	5	46	28	13	4	1	1	8	6	0	0	0	0	0	0	0	0	16	8
6:45:00	36	23	68	22	23	10	1	0	11	3	0	0	0	0	0	0	0	0	25	9
7:00:00	96	60	97	29	38	15	2	1	18	7	0	0	0	0	0	0	0	0	33	8
7:15:00	131	35	173	76	49	11	2	0	21	3	0	0	0	0	0	0	0	0	40	7
7:30:00	193	62	276	103	64	15	2	0	26	5	0	0	0	0	0	0	0	0	48	8
7:45:00	227	34	382	106	82	18	3	1	35	9	0	0	0	0	0	0	0	0	51	3
8:00:00	285	58	569	187	96	14	3	0	44	9	0	0	0	0	0	0	0	0	53	2
8:15:00	341	56	693	124	117	21	4	1	53	9	0	0	0	0	0	0	0	0	59	6
8:30:00	404	63	796	103	142	25	5	1	61	8	0	0	0	0	0	0	0	0	69	10
8:45:00	465	61	936	140	163	21	5	0	65	4	0	0	0	0	0	0	0	0	74	5
9:00:00	526	61	1060	124	186	23	6	1	71	6	0	0	0	0	0	0	0	0	76	2
9:15:00	576	50	1169	109	200	14	7	1	75	4	0	0	0	0	0	0	0	0	78	2
9:30:00	631	55	1269	100	221	21	9	2	80	5	0	0	0	0	0	0	0	0	91	13
9:30:00	688	57	1370	101	223	2	9	0	85	5	0	0	0	0	0	0	0	0	92	1
9:45:00	741	53	1454	84	231	8	11	2	89	4	0	0	0	0	0	0	0	0	94	2
10:00:00	777	36	1544	90	234	3	12	1	94	5	0	0	0	0	0	0	0	0	97	3
10:00:08	777	0	1544	0	234	0	12	0	94	0	0	0	0	0	0	0	0	0	97	0
15:00:00	777	0	1544	0	234	0	12	0	94	0	0	0	0	0	0	0	0	0	97	0
15:15:00	803	26	1652	108	243	9	12	0	97	3	0	0	0	0	0	0	0	0	101	4
15:30:00	850	47	1753	101	254	11	13	1	105	8	1	1	0	0	0	0	0	0	101	0
15:45:00	891	41	1880	127	273	19	14	1	110	5	2	1	0	0	0	0	0	0	104	3
16:00:00	950	59	2011	131	312	39	15	1	110	0	2	0	0	0	0	0	0	0	107	3
16:15:00	1005	55	2143	132	340	28	16	1	117	7	2	0	0	0	0	0	0	0	113	6
16:30:00	1069	64	2260	117	359	19	17	1	122	5	2	0	0	0	0	0	0	0	119	6
16:45:00	1110	41	2396	136	381	22	17	0	128	6	4	2	0	0	0	0	0	0	133	14
17:00:00	1160	50	2523	127	410	29	17	0	134	6	6	2	0	0	0	0	0	0	142	9
17:15:00	1199	39	2653	130	430	20	17	0	137	3	6	0	0	0	0	0	0	0	159	17
17:30:00	1251	52	2769	116	447	17	18	1	143	6	6	0	0	0	0	0	0	0	171	12
17:45:00	1293	42	2881	112	468	21	20	2	148	5	6	0	0	0	0	0	0	0	185	14
18:00:00	1342	49	3000	119	496	28	22	2	153	5	7	1	0	0	0	0	0	0	200	15
18:15:00	1394	52	3124	124	519	23	23	1	158	5	8	1	0	0	0	0	0	0	215	15
18:30:00	1437	43	3238	114	546	27	23	0	163	5	9	1	0	0	0	0	0	0	233	18
18:45:00	1485	48	3347	109	567	21	25	2	168	5	9	0	0	0	0	0	0	0	248	15
19:00:00	1523	38	3439	92	597	30	26	1	173	5	9	0	0	0	0	0	0	0	257	9
19:15:00	1523	0	3439	0	597	0	26	0	173	0	9	0	0	0	0	0	0	0	257	0
19:15:24	1523	0	3439	0	597	0	26	0	173	0	9	0	0	0	0	0	0	0	257	0

Ontario Traffic Inc

Count Date: 6-Nov-12 Site #: 1213100001

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	15	15	8	8	4	4	1	1	1	1	1	1	0	0	0	0	0	0	1	1
6:30:00	37	22	18	10	12	8	3	2	3	2	4	3	0	0	0	0	0	0	3	2
6:45:00	84	47	19	1	26	14	4	1	4	1	5	1	0	0	0	0	0	0	6	3
7:00:00	114	30	42	23	48	22	6	2	7	3	5	0	0	0	0	0	0	0	8	2
7:15:00	175	61	68	26	70	22	9	3	10	3	7	2	0	0	0	0	0	0	10	2
7:30:00	246	71	99	31	102	32	10	1	11	1	11	4	0	0	0	0	0	0	13	3
7:45:00	334	88	135	36	160	58	14	4	12	1	14	3	0	0	0	0	0	0	18	5
8:00:00	424	90	180	45	235	75	17	3	12	0	16	2	0	0	0	0	0	0	25	7
8:15:00	525	101	227	47	288	53	18	1	13	1	17	1	0	0	0	0	0	0	27	2
8:30:00	596	71	264	37	337	49	20	2	15	2	18	1	0	0	0	0	0	0	32	5
8:45:00	672	76	323	59	370	33	21	1	17	2	20	2	0	0	0	0	0	0	40	8
9:00:00	759	87	379	56	411	41	26	5	19	2	20	0	0	0	0	0	0	0	48	8
9:15:00	839	80	419	40	439	28	29	3	23	4	21	1	0	0	0	0	0	0	51	3
9:30:00	903	64	452	33	467	28	32	3	25	2	22	1	0	0	0	0	0	0	53	2
9:30:00	979	76	475	23	489	22	36	4	26	1	23	1	0	0	0	0	0	0	56	3
9:45:00	1042	63	500	25	521	32	38	2	29	3	24	1	0	0	0	0	0	0	60	4
10:00:00	1101	59	525	25	557	36	42	4	32	3	25	1	0	0	0	0	0	0	70	10
10:00:08	1101	0	525	0	557	0	42	0	32	0	25	0	0	0	0	0	0	0	70	0
15:00:00	1101	0	525	0	557	0	42	0	32	0	25	0	0	0	0	0	0	0	70	0
15:15:00	1173	72	560	35	581	24	47	5	34	2	25	0	0	0	0	0	0	0	75	5
15:30:00	1251	78	605	45	617	36	51	4	36	2	25	0	0	0	0	0	0	0	83	8
15:45:00	1344	93	663	58	666	49	56	5	38	2	26	1	0	0	0	0	0	0	85	2
16:00:00	1434	90	714	51	704	38	60	4	40	2	26	0	0	0	0	0	0	0	88	3
16:15:00	1523	89	760	46	752	48	64	4	42	2	26	0	0	0	0	0	0	0	100	12
16:30:00	1635	112	834	74	782	30	67	3	43	1	27	1	0	0	0	0	0	0	113	13
16:45:00	1747	112	889	55	825	43	73	6	44	1	27	0	0	0	0	0	0	0	115	2
17:00:00	1861	114	939	50	868	43	76	3	45	1	28	1	0	0	0	0	0	0	119	4
17:15:00	1967	106	1020	81	907	39	78	2	45	0	28	0	0	0	0	0	0	0	124	5
17:30:00	2078	111	1104	84	951	44	80	2	47	2	29	1	0	0	0	0	0	0	137	13
17:45:00	2202	124	1166	62	1013	62	82	2	48	1	31	2	0	0	0	0	0	0	140	3
18:00:00	2311	109	1218	52	1057	44	87	5	48	0	31	0	0	0	0	0	0	0	145	5
18:15:00	2428	117	1271	53	1107	50	89	2	48	0	33	2	0	0	0	0	0	0	148	3
18:30:00	2532	104	1346	75	1143	36	91	2	48	0	33	0	0	0	0	0	0	0	151	3
18:45:00	2624	92	1394	48	1172	29	93	2	48	0	34	1	0	0	0	0	0	0	153	2
19:00:00	2699	75	1445	51	1197	25	94	1	48	0	34	0	0	0	0	0	0	0	154	1
19:15:00	2699	0	1445	0	1197	0	94	0	48	0	34	0	0	0	0	0	0	0	154	0
19:15:24	2699	0	1445	0	1197	0	94	0	48	0	34	0	0	0	0	0	0	0	154	0

Ontario Traffic Inc

Count Date: 6-Nov-12 Site #: 1213100001

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	7	7	20	20	13	13	0	0	3	3	2	2	0	0	0	0	0	0	2	2
6:30:00	16	9	41	21	48	35	0	0	10	7	4	2	0	0	0	0	0	0	3	1
6:45:00	25	9	74	33	82	34	0	0	20	10	7	3	0	0	0	0	0	0	5	2
7:00:00	34	9	110	36	103	21	0	0	34	14	9	2	0	0	0	0	0	0	8	3
7:15:00	50	16	190	80	190	87	0	0	50	16	12	3	0	0	0	0	0	0	10	2
7:30:00	58	8	279	89	289	99	0	0	60	10	15	3	0	0	0	0	0	0	13	3
7:45:00	70	12	348	69	376	87	0	0	73	13	18	3	0	0	0	0	0	0	16	3
8:00:00	82	12	480	132	463	87	0	0	86	13	23	5	0	0	0	0	0	0	21	5
8:15:00	95	13	607	127	561	98	0	0	102	16	28	5	0	0	0	0	0	0	23	2
8:30:00	120	25	766	159	648	87	0	0	114	12	37	9	0	0	0	0	0	0	25	2
8:45:00	143	23	940	174	739	91	0	0	135	21	42	5	0	0	0	0	0	0	38	13
9:00:00	160	17	1074	134	847	108	0	0	159	24	48	6	0	0	0	0	0	0	41	3
9:15:00	176	16	1200	126	926	79	0	0	177	18	58	10	0	0	0	0	0	0	45	4
9:30:00	194	18	1304	104	1020	94	1	1	196	19	62	4	0	0	0	0	0	0	52	7
9:30:00	200	6	1430	126	1115	95	1	0	203	7	65	3	0	0	0	0	0	0	52	0
9:45:00	202	2	1534	104	1199	84	1	0	208	5	68	3	0	0	0	0	0	0	52	0
10:00:00	205	3	1626	92	1271	72	1	0	211	3	72	4	0	0	0	0	0	0	52	0
10:00:08	205	0	1626	0	1271	0	1	0	211	0	72	0	0	0	0	0	0	0	52	0
15:00:00	205	0	1626	0	1271	0	1	0	211	0	72	0	0	0	0	0	0	0	52	0
15:15:00	206	1	1735	109	1344	73	1	0	214	3	77	5	0	0	0	0	0	0	55	3
15:30:00	207	1	1858	123	1408	64	1	0	219	5	83	6	0	0	0	0	0	0	57	2
15:45:00	211	4	1994	136	1481	73	1	0	224	5	89	6	0	0	0	0	0	0	59	2
16:00:00	213	2	2148	154	1575	94	1	0	226	2	92	3	0	0	0	0	0	0	61	2
16:15:00	220	7	2280	132	1654	79	1	0	230	4	95	3	0	0	0	0	0	0	65	4
16:30:00	235	15	2421	141	1711	57	1	0	234	4	98	3	0	0	0	0	0	0	66	1
16:45:00	255	20	2563	142	1823	112	1	0	240	6	100	2	0	0	0	0	0	0	68	2
17:00:00	274	19	2670	107	1893	70	1	0	245	5	102	2	0	0	0	0	0	0	73	5
17:15:00	285	11	2789	119	1982	89	1	0	250	5	102	0	0	0	0	0	0	0	75	2
17:30:00	294	9	2906	117	2070	88	1	0	253	3	105	3	0	0	0	0	0	0	84	9
17:45:00	307	13	3040	134	2165	95	1	0	259	6	106	1	0	0	0	0	0	0	87	3
18:00:00	314	7	3216	176	2255	90	1	0	260	1	107	1	0	0	0	0	0	0	89	2
18:15:00	323	9	3337	121	2353	98	1	0	261	1	109	2	0	0	0	0	0	0	89	0
18:30:00	335	12	3485	148	2457	104	1	0	262	1	111	2	0	0	0	0	0	0	91	2
18:45:00	343	8	3629	144	2548	91	1	0	263	1	112	1	0	0	0	0	0	0	92	1
19:00:00	352	9	3725	96	2632	84	1	0	264	1	113	1	0	0	0	0	0	0	94	2
19:15:00	352	0	3725	0	2632	0	1	0	264	0	113	0	0	0	0	0	0	0	94	0
19:15:24	352	0	3725	0	2632	0	1	0	264	0	113	0	0	0	0	0	0	0	94	0

Ontario Traffic Inc.

Morning Peak Diagram

Specified Period
From: 6:00:00
To: 10:00:00

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

Municipality: Toronto
Site #: 1307000002
Intersection: Bayview Ave & Lawrence Ave E (ea
TFR File #: 5
Count date: 15-May-13

Weather conditions:

Person(s) who counted:

**** Signalized Intersection ****

Major Road: Bayview Ave runs N/S

North Leg Total:	900
North Entering:	2
North Peds:	28
Peds Cross:	⋈

Heavys	0	0	0	0
Trucks	0	0	0	0
Cars	0	1	1	2
Totals	0	1	1	

Heavys	0
Trucks	12
Cars	886
Totals	898

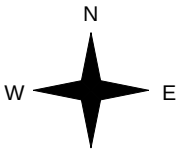
East Leg Total:	194
East Entering:	19
East Peds:	28
Peds Cross:	⧖

Bayview Ave

Heavys	Trucks	Cars	Totals
0	12	223	235

Cars	Trucks	Heavys	Totals
7	2	0	9
10	0	0	10
0	0	0	0
17	2	0	

Lawrence Ave E (east ramps)



Heavys	Trucks	Cars	Totals
0	7	873	880
0	2	135	137
0	0	0	0
0	9	1008	

Lawrence Ave E (east ramps)

Cars	Trucks	Heavys	Totals
172	3	0	175

Bayview Ave

Peds Cross:	⧖
West Peds:	0
West Entering:	1017
West Leg Total:	1252

Cars	1			
Trucks	0			
Heavys	0			
Totals	1			

Cars	213	6	36	255
Trucks	12	3	1	16
Heavys	0	0	0	0
Totals	225	9	37	

Peds Cross:	⋈
South Peds:	65
South Entering:	271
South Leg Total:	272

Comments

Ontario Traffic Inc.

Afternoon Peak Diagram

Specified Period
From: 15:00:00
To: 19:00:00

One Hour Peak
From: 15:30:00
To: 16:30:00

Municipality: Toronto
Site #: 1307000002
Intersection: Bayview Ave & Lawrence Ave E (ea
TFR File #: 5
Count date: 15-May-13

Weather conditions:

Person(s) who counted:

**** Signalized Intersection ****

Major Road: Bayview Ave runs N/S

North Leg Total: 773
North Entering: 0
North Peds: 39
Peds Cross: ⋈

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

Heavys	0
Trucks	18
Cars	755
Totals	773

East Leg Total: 172
East Entering: 49
East Peds: 59
Peds Cross: ⧖

Bayview Ave

Heavys	Trucks	Cars	Totals
0	13	307	320

Lawrence Ave E (east ramps)

Heavys	Trucks	Cars	Totals
0	12	706	718
0	0	104	104
0	0	1	1
0	12	811	

N
W E
S

Cars	Trucks	Heavys	Totals
23	1	0	24
25	0	0	25
0	0	0	0
48	1	0	

Lawrence Ave E (east ramps)

Cars	Trucks	Heavys	Totals
123	0	0	123

Bayview Ave

Peds Cross: ⧖
West Peds: 0
West Entering: 823
West Leg Total: 1143

Cars	1
Trucks	0
Heavys	0
Totals	1

Cars	282	26	19	327
Trucks	13	5	0	18
Heavys	0	0	0	0
Totals	295	31	19	

Peds Cross: ⋈
South Peds: 61
South Entering: 345
South Leg Total: 346

Comments

Ontario Traffic Inc.

Total Count Diagram

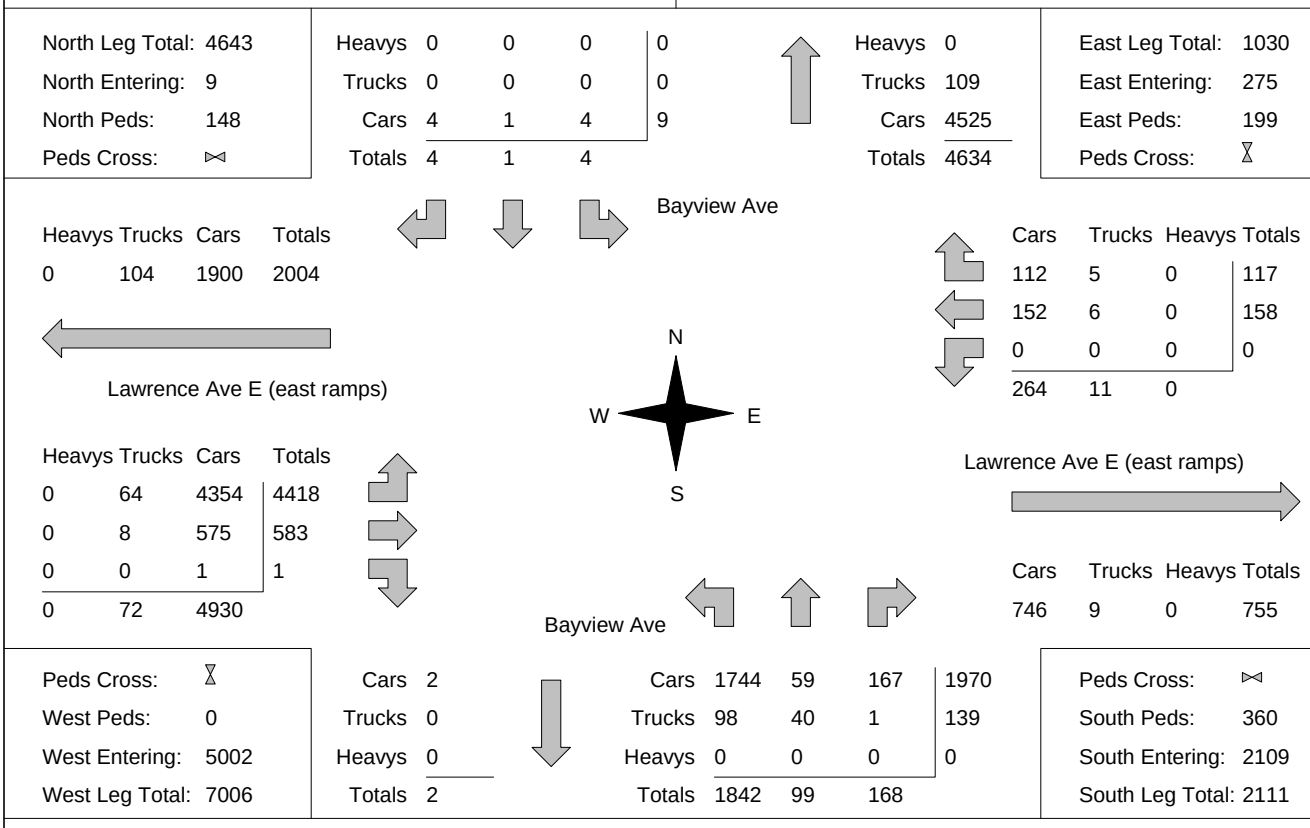
Municipality: Toronto
Site #: 1307000002
Intersection: Bayview Ave & Lawrence Ave E (ea
TFR File #: 5
Count date: 15-May-13

Weather conditions:

Person(s) who counted:

**** Signalized Intersection ****

Major Road: Bayview Ave runs N/S



Comments

Ontario Traffic Inc.
Traffic Count Summary

Intersection: Bayview Ave & Lawrence Ave E (e | **Count Date:** 15-May-13 | **Municipality:** Toronto

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys: Left	Thru	Right	Grand Total	Total Peds	North/South Total Approaches
6:00:00	0	0	0	0	0	0
7:00:00	0	0	0	0	2	121
8:00:00	0	0	0	0	13	212
9:00:00	1	1	0	2	28	273
10:00:00	0	0	0	0	11	228
15:00:00	0	0	0	0	0	0
16:00:00	0	0	0	0	28	359
17:00:00	0	0	0	0	29	323
18:00:00	0	0	0	0	21	304
19:00:00	3	0	4	7	16	298
Totals:	4	1	4	9	148	2118

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys: Left	Thru	Right	Grand Total	Total Peds
6:00:00	0	0	0	0	0
7:00:00	111	7	3	121	12
8:00:00	186	8	18	212	28
9:00:00	225	9	37	271	65
10:00:00	204	8	16	228	25
15:00:00	0	0	0	0	0
16:00:00	305	23	31	359	65
17:00:00	280	24	19	323	65
18:00:00	270	11	23	304	74
19:00:00	261	9	21	291	26
Totals:	1842	99	168	2109	360

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys: Left	Thru	Right	Grand Total	Total Peds	East/West Total Approaches
6:00:00	0	0	0	0	0	0
7:00:00	0	6	4	10	8	171
8:00:00	0	10	10	20	16	542
9:00:00	0	10	9	19	28	1036
10:00:00	0	23	9	32	20	591
15:00:00	0	0	0	0	0	0
16:00:00	0	25	30	55	61	730
17:00:00	0	34	19	53	31	807
18:00:00	0	27	13	40	21	755
19:00:00	0	23	23	46	14	645
Totals:	0	158	117	275	199	5277

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys: Left	Thru	Right	Grand Total	Total Peds
6:00:00	0	0	0	0	0
7:00:00	138	23	0	161	0
8:00:00	480	42	0	522	0
9:00:00	880	137	0	1017	0
10:00:00	499	60	0	559	0
15:00:00	0	0	0	0	0
16:00:00	568	106	1	675	0
17:00:00	670	84	0	754	0
18:00:00	643	72	0	715	0
19:00:00	540	59	0	599	0
Totals:	4418	583	1	5002	0

Calculated Values for Traffic Crossing Major Street

Hours Ending:	7:00	8:00	9:00	10:00	16:00	17:00	18:00	19:00
Crossing Values:	175	563	1110	595	767	848	810	641

Ontario Traffic Inc.

Count Date: 15-May-13 Site #: 1307000002

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	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	1	1
6:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
7:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	10
8:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	1
8:30:00	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	1
8:45:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	17
9:00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	9
9:15:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	2
9:30:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	1
9:45:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	1
10:00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54	7
10:00:51	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54	0
14:45:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54	0
15:00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54	0
15:15:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57	3
15:30:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	59	2
15:45:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	76	17
16:00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	82	6
16:15:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	89	7
16:30:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	98	9
16:45:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	104	6
17:00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	111	7
17:15:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	117	6
17:30:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	120	3
17:45:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	126	6
18:00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	132	6
18:15:00	4	3	1	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	140	8
18:30:00	4	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	141	1
18:45:00	4	0	1	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	145	4
19:00:00	4	0	1	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	148	3
19:15:00	4	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	148	0
19:15:09	4	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	148	0

Ontario Traffic Inc.

Count Date: 15-May-13 Site #: 1307000002

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	0	0	1	1	0	0	0	0	1	1	0	0	0	0	0	0	1	1
6:30:00	0	0	1	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	3	2
6:45:00	0	0	3	2	3	2	0	0	1	1	1	0	0	0	0	0	0	0	5	2
7:00:00	0	0	5	2	3	0	0	0	1	0	1	0	0	0	0	0	0	0	8	3
7:15:00	0	0	5	0	4	1	0	0	1	0	1	0	0	0	0	0	0	0	11	3
7:30:00	0	0	8	3	6	2	0	0	1	0	1	0	0	0	0	0	0	0	12	1
7:45:00	0	0	12	4	7	1	0	0	2	1	2	1	0	0	0	0	0	0	13	1
8:00:00	0	0	14	2	12	5	0	0	2	0	2	0	0	0	0	0	0	0	24	11
8:15:00	0	0	18	4	13	1	0	0	2	0	2	0	0	0	0	0	0	0	32	8
8:30:00	0	0	20	2	15	2	0	0	2	0	2	0	0	0	0	0	0	0	35	3
8:45:00	0	0	22	2	18	3	0	0	2	0	2	0	0	0	0	0	0	0	48	13
9:00:00	0	0	24	2	19	1	0	0	2	0	4	2	0	0	0	0	0	0	52	4
9:15:00	0	0	28	4	22	3	0	0	4	2	4	0	0	0	0	0	0	0	56	4
9:30:00	0	0	34	6	25	3	0	0	5	1	4	0	0	0	0	0	0	0	59	3
9:45:00	0	0	40	6	26	1	0	0	5	0	4	0	0	0	0	0	0	0	62	3
10:00:00	0	0	44	4	28	2	0	0	5	0	4	0	0	0	0	0	0	0	72	10
10:00:51	0	0	44	0	28	0	0	0	5	0	4	0	0	0	0	0	0	0	72	0
14:45:00	0	0	44	0	28	0	0	0	5	0	4	0	0	0	0	0	0	0	72	0
15:00:00	0	0	44	0	28	0	0	0	5	0	4	0	0	0	0	0	0	0	72	0
15:15:00	0	0	52	8	36	8	0	0	6	1	4	0	0	0	0	0	0	0	80	8
15:30:00	0	0	57	5	43	7	0	0	6	0	4	0	0	0	0	0	0	0	89	9
15:45:00	0	0	63	6	49	6	0	0	6	0	5	1	0	0	0	0	0	0	123	34
16:00:00	0	0	68	5	57	8	0	0	6	0	5	0	0	0	0	0	0	0	133	10
16:15:00	0	0	74	6	64	7	0	0	6	0	5	0	0	0	0	0	0	0	141	8
16:30:00	0	0	82	8	66	2	0	0	6	0	5	0	0	0	0	0	0	0	148	7
16:45:00	0	0	87	5	73	7	0	0	6	0	5	0	0	0	0	0	0	0	156	8
17:00:00	0	0	102	15	76	3	0	0	6	0	5	0	0	0	0	0	0	0	164	8
17:15:00	0	0	110	8	78	2	0	0	6	0	5	0	0	0	0	0	0	0	166	2
17:30:00	0	0	114	4	79	1	0	0	6	0	5	0	0	0	0	0	0	0	169	3
17:45:00	0	0	119	5	84	5	0	0	6	0	5	0	0	0	0	0	0	0	176	7
18:00:00	0	0	129	10	89	5	0	0	6	0	5	0	0	0	0	0	0	0	185	9
18:15:00	0	0	137	8	92	3	0	0	6	0	5	0	0	0	0	0	0	0	192	7
18:30:00	0	0	145	8	95	3	0	0	6	0	5	0	0	0	0	0	0	0	193	1
18:45:00	0	0	147	2	104	9	0	0	6	0	5	0	0	0	0	0	0	0	195	2
19:00:00	0	0	152	5	112	8	0	0	6	0	5	0	0	0	0	0	0	0	199	4
19:15:00	0	0	152	0	112	0	0	0	6	0	5	0	0	0	0	0	0	0	199	0
19:15:09	0	0	152	0	112	0	0	0	6	0	5	0	0	0	0	0	0	0	199	0

Ontario Traffic Inc.

Count Date: 15-May-13 Site #: 1307000002

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	14	14	0	0	1	1	1	1	1	1	0	0	0	0	0	0	0	0	2	2
6:30:00	37	23	0	0	1	0	2	1	1	0	0	0	0	0	0	0	0	0	8	6
6:45:00	70	33	1	1	2	1	4	2	3	2	0	0	0	0	0	0	0	0	10	2
7:00:00	105	35	3	2	3	1	6	2	4	1	0	0	0	0	0	0	0	0	12	2
7:15:00	148	43	3	0	7	4	7	1	5	1	0	0	0	0	0	0	0	0	17	5
7:30:00	186	38	3	0	9	2	10	3	6	1	0	0	0	0	0	0	0	0	23	6
7:45:00	228	42	4	1	10	1	15	5	7	1	0	0	0	0	0	0	0	0	30	7
8:00:00	279	51	6	2	21	11	18	3	9	2	0	0	0	0	0	0	0	0	40	10
8:15:00	331	52	7	1	27	6	20	2	10	1	0	0	0	0	0	0	0	0	55	15
8:30:00	392	61	7	0	36	9	23	3	11	1	0	0	0	0	0	0	0	0	83	28
8:45:00	453	61	11	4	44	8	25	2	12	1	1	1	0	0	0	0	0	0	92	9
9:00:00	492	39	12	1	57	13	30	5	12	0	1	0	0	0	0	0	0	0	105	13
9:15:00	536	44	13	1	59	2	32	2	13	1	1	0	0	0	0	0	0	0	115	10
9:30:00	586	50	14	1	64	5	35	3	15	2	1	0	0	0	0	0	0	0	118	3
9:45:00	642	56	14	0	69	5	40	5	16	1	1	0	0	0	0	0	0	0	127	9
10:00:00	677	35	14	0	73	4	49	9	18	2	1	0	0	0	0	0	0	0	130	3
10:00:51	677	0	14	0	73	0	49	0	18	0	1	0	0	0	0	0	0	0	130	0
14:45:00	677	0	14	0	73	0	49	0	18	0	1	0	0	0	0	0	0	0	130	0
15:00:00	677	0	14	0	73	0	49	0	18	0	1	0	0	0	0	0	0	0	130	0
15:15:00	747	70	17	3	83	10	52	3	19	1	1	0	0	0	0	0	0	0	145	15
15:30:00	825	78	17	0	93	10	55	3	21	2	1	0	0	0	0	0	0	0	157	12
15:45:00	897	72	19	2	99	6	58	3	21	0	1	0	0	0	0	0	0	0	183	26
16:00:00	971	74	32	13	104	5	60	2	23	2	1	0	0	0	0	0	0	0	195	12
16:15:00	1036	65	39	7	109	5	63	3	25	2	1	0	0	0	0	0	0	0	208	13
16:30:00	1107	71	43	4	112	3	68	5	26	1	1	0	0	0	0	0	0	0	218	10
16:45:00	1171	64	46	3	120	8	72	4	28	2	1	0	0	0	0	0	0	0	238	20
17:00:00	1235	64	49	3	123	3	76	4	30	2	1	0	0	0	0	0	0	0	260	22
17:15:00	1287	52	50	1	130	7	79	3	31	1	1	0	0	0	0	0	0	0	264	4
17:30:00	1353	66	53	3	137	7	82	3	32	1	1	0	0	0	0	0	0	0	286	22
17:45:00	1420	67	54	1	142	5	86	4	34	2	1	0	0	0	0	0	0	0	303	17
18:00:00	1492	72	55	1	146	4	89	3	35	1	1	0	0	0	0	0	0	0	334	31
18:15:00	1557	65	58	3	151	5	92	3	36	1	1	0	0	0	0	0	0	0	341	7
18:30:00	1628	71	59	1	156	5	95	3	37	1	1	0	0	0	0	0	0	0	345	4
18:45:00	1690	62	59	0	162	6	97	2	39	2	1	0	0	0	0	0	0	0	351	6
19:00:00	1744	54	59	0	167	5	98	1	40	1	1	0	0	0	0	0	0	0	360	9
19:15:00	1744	0	59	0	167	0	98	0	40	0	1	0	0	0	0	0	0	0	360	0
19:15:09	1744	0	59	0	167	0	98	0	40	0	1	0	0	0	0	0	0	0	360	0

Ontario Traffic Inc.

Count Date: 15-May-13 Site #: 1307000002

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	16	16	2	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
6:30:00	33	17	6	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
6:45:00	71	38	12	6	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0
7:00:00	137	66	21	9	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0
7:15:00	223	86	24	3	0	0	3	2	2	0	0	0	0	0	0	0	0	0	0	0
7:30:00	324	101	32	8	0	0	5	2	3	1	0	0	0	0	0	0	0	0	0	0
7:45:00	448	124	47	15	0	0	8	3	3	0	0	0	0	0	0	0	0	0	0	0
8:00:00	610	162	62	15	0	0	8	0	3	0	0	0	0	0	0	0	0	0	0	0
8:15:00	832	222	82	20	0	0	11	3	3	0	0	0	0	0	0	0	0	0	0	0
8:30:00	1074	242	117	35	0	0	12	1	3	0	0	0	0	0	0	0	0	0	0	0
8:45:00	1273	199	157	40	0	0	14	2	5	2	0	0	0	0	0	0	0	0	0	0
9:00:00	1483	210	197	40	0	0	15	1	5	0	0	0	0	0	0	0	0	0	0	0
9:15:00	1627	144	213	16	0	0	18	3	6	1	0	0	0	0	0	0	0	0	0	0
9:30:00	1756	129	242	29	0	0	19	1	6	0	0	0	0	0	0	0	0	0	0	0
9:45:00	1856	100	248	6	0	0	22	3	7	1	0	0	0	0	0	0	0	0	0	0
10:00:00	1973	117	254	6	0	0	24	2	8	1	0	0	0	0	0	0	0	0	0	0
10:00:51	1973	0	254	0	0	0	24	0	8	0	0	0	0	0	0	0	0	0	0	0
14:45:00	1973	0	254	0	0	0	24	0	8	0	0	0	0	0	0	0	0	0	0	0
15:00:00	1973	0	254	0	0	0	24	0	8	0	0	0	0	0	0	0	0	0	0	0
15:15:00	2077	104	274	20	0	0	28	4	8	0	0	0	0	0	0	0	0	0	0	0
15:30:00	2191	114	312	38	0	0	30	2	8	0	0	0	0	0	0	0	0	0	0	0
15:45:00	2337	146	329	17	0	0	33	3	8	0	0	0	0	0	0	0	0	0	0	0
16:00:00	2530	193	360	31	1	1	35	2	8	0	0	0	0	0	0	0	0	0	0	0
16:15:00	2736	206	391	31	1	0	39	4	8	0	0	0	0	0	0	0	0	0	0	0
16:30:00	2897	161	416	25	1	0	42	3	8	0	0	0	0	0	0	0	0	0	0	0
16:45:00	3041	144	431	15	1	0	44	2	8	0	0	0	0	0	0	0	0	0	0	0
17:00:00	3187	146	444	13	1	0	48	4	8	0	0	0	0	0	0	0	0	0	0	0
17:15:00	3319	132	453	9	1	0	51	3	8	0	0	0	0	0	0	0	0	0	0	0
17:30:00	3482	163	484	31	1	0	55	4	8	0	0	0	0	0	0	0	0	0	0	0
17:45:00	3654	172	500	16	1	0	59	4	8	0	0	0	0	0	0	0	0	0	0	0
18:00:00	3818	164	516	16	1	0	60	1	8	0	0	0	0	0	0	0	0	0	0	0
18:15:00	3951	133	530	14	1	0	61	1	8	0	0	0	0	0	0	0	0	0	0	0
18:30:00	4107	156	544	14	1	0	62	1	8	0	0	0	0	0	0	0	0	0	0	0
18:45:00	4252	145	563	19	1	0	64	2	8	0	0	0	0	0	0	0	0	0	0	0
19:00:00	4354	102	575	12	1	0	64	0	8	0	0	0	0	0	0	0	0	0	0	0
19:15:00	4354	0	575	0	1	0	64	0	8	0	0	0	0	0	0	0	0	0	0	0
19:15:09	4354	0	575	0	1	0	64	0	8	0	0	0	0	0	0	0	0	0	0	0

Ontario Traffic Inc

Morning Peak Diagram

Specified Period
From: 6:00:00
To: 10:00:00

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

Municipality: Toronto
Site #: 1213100002
Intersection: Lawrence Ave E & Mildenhall Rd
TFR File #: 1
Count date: 6-Nov-12

Weather conditions:

Person(s) who counted:

**** Signalized Intersection ****

Major Road: Lawrence Ave E runs W/E

North Leg Total:	382
North Entering:	216
North Peds:	92
Peds Cross:	⋈

Heavys	0	0	0	0
Trucks	0	1	0	1
Cars	18	70	127	215
Totals	18	71	127	

Heavys	0
Trucks	1
Cars	165
Totals	166

East Leg Total:	2382
East Entering:	1005
East Peds:	4
Peds Cross:	⧖

Mildenhall Rd

Heavys	Trucks	Cars	Totals
0	24	908	932

Cars	Trucks	Heavys	Totals
103	0	0	103
867	24	0	891
10	1	0	11
980	25	0	

Lawrence Ave E

N
W E
S

Heavys	Trucks	Cars	Totals
0	0	13	13
0	24	998	1022
1	0	7	8
1	24	1018	

Lawrence Ave E

Cars	Trucks	Heavys	Totals
1352	25	0	1377

Mildenhall Rd

Peds Cross:	⧖
West Peds:	87
West Entering:	1043
West Leg Total:	1975

Cars	87			
Trucks	2			
Heavys	1			
Totals	90			

Cars	23	49	227	299
Trucks	0	1	1	2
Heavys	0	0	0	0
Totals	23	50	228	

Peds Cross:	⋈
South Peds:	16
South Entering:	301
South Leg Total:	391

Comments

Ontario Traffic Inc

Afternoon Peak Diagram

Specified Period
From: 15:00:00
To: 19:00:00

One Hour Peak
From: 15:30:00
To: 16:30:00

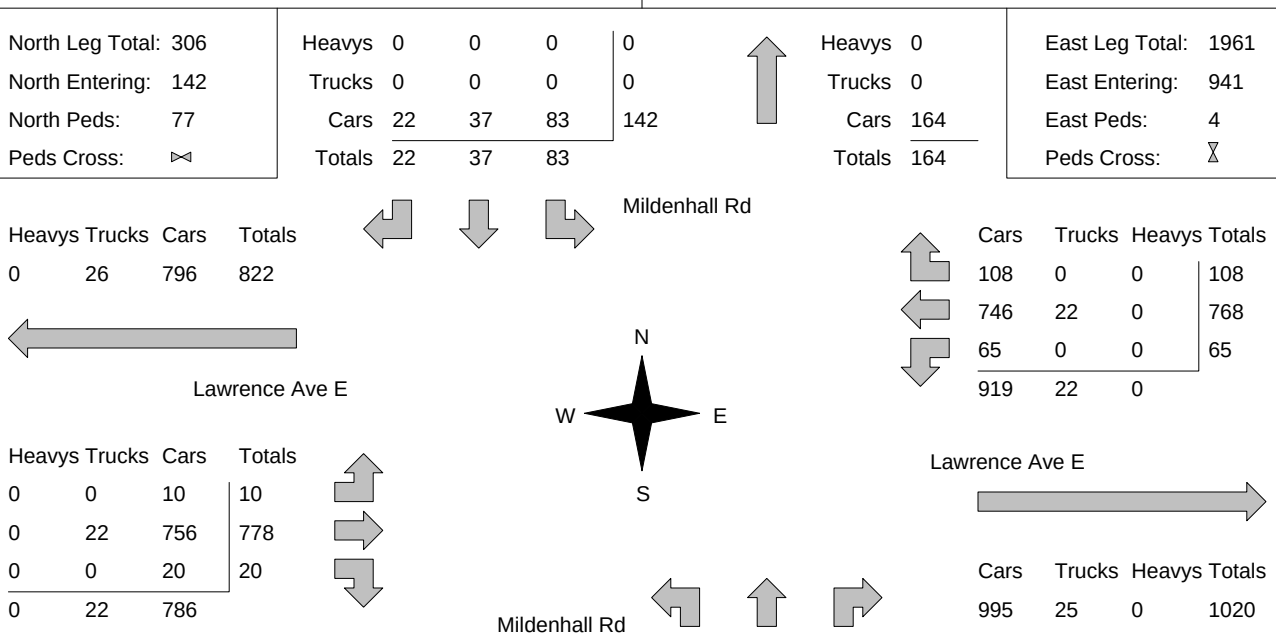
Municipality: Toronto
Site #: 1213100002
Intersection: Lawrence Ave E & Mildenhall Rd
TFR File #: 1
Count date: 6-Nov-12

Weather conditions:

Person(s) who counted:

**** Signalized Intersection ****

Major Road: Lawrence Ave E runs W/E



Comments

Ontario Traffic Inc

Total Count Diagram

Municipality: Toronto
Site #: 1213100002
Intersection: Lawrence Ave E & Mildenhall Rd
TFR File #: 1
Count date: 6-Nov-12

Weather conditions:

Person(s) who counted:

**** Signalized Intersection ****

Major Road: Lawrence Ave E runs W/E

North Leg Total: 1525
North Entering: 775
North Peds: 285
Peds Cross: ⋈

Heavys	0	0	0	0
Trucks	0	2	1	3
Cars	77	241	454	772
Totals	77	243	455	

Heavys	0
Trucks	3
Cars	747
Totals	750

East Leg Total: 13119
East Entering: 6138
East Peds: 25
Peds Cross: ⧖

Mildenhall Rd

Heavys	Trucks	Cars	Totals
0	192	5511	5703

Cars	Trucks	Heavys	Totals
486	2	0	488
5202	183	0	5385
259	6	0	265
5947	191	0	

Lawrence Ave E

N
W E
S

Heavys	Trucks	Cars	Totals
0	0	56	56
0	150	5470	5620
1	2	140	143
1	152	5666	

Lawrence Ave E

Cars	Trucks	Heavys	Totals
6818	163	0	6981

Mildenhall Rd

Peds Cross: ⧖
West Peds: 253
West Entering: 5819
West Leg Total: 11522

Cars	640
Trucks	10
Heavys	1
Totals	651

Cars	232	205	894	1331
Trucks	9	1	12	22
Heavys	0	0	0	0
Totals	241	206	906	

Peds Cross: ⋈
South Peds: 99
South Entering: 1353
South Leg Total: 2004

Comments

Ontario Traffic Inc
Traffic Count Summary

Intersection: Lawrence Ave E & Mildenhall Rd | **Count Date:** 6-Nov-12 | **Municipality:** Toronto

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds	North/South Total Approaches
6:00:00	0	0	0	0	0	0
7:00:00	14	2	2	18	3	57
8:00:00	42	27	4	73	23	196
9:00:00	149	92	24	265	95	554
10:00:00	50	36	3	89	17	210
15:00:00	0	0	0	0	0	0
16:00:00	82	43	23	148	68	341
17:00:00	47	20	8	75	44	303
18:00:00	37	12	8	57	19	272
19:00:00	32	11	5	48	16	193
Totals:	453	243	77	773	285	2126

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds
6:00:00	0	0	0	0	0
7:00:00	7	0	32	39	2
8:00:00	17	5	101	123	9
9:00:00	25	58	206	289	13
10:00:00	36	10	75	121	9
15:00:00	0	0	0	0	0
16:00:00	41	37	115	193	20
17:00:00	42	48	138	228	13
18:00:00	41	34	140	215	21
19:00:00	32	14	99	145	12
	241	206	906	1353	99

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds	East/West Total Approaches
6:00:00	0	0	0	0	0	0
7:00:00	7	222	11	240	1	468
8:00:00	6	758	34	798	6	1489
9:00:00	13	850	123	986	2	1994
10:00:00	37	654	31	722	3	1399
15:00:00	0	0	0	0	0	1
16:00:00	54	710	93	857	3	1618
17:00:00	60	788	100	948	5	1734
18:00:00	41	697	63	801	2	1656
19:00:00	47	706	33	786	3	1598
Totals:	265	5385	488	6138	25	11957

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds
6:00:00	0	0	0	0	0
7:00:00	0	224	4	228	4
8:00:00	5	677	9	691	21
9:00:00	20	975	13	1008	94
10:00:00	4	645	28	677	12
15:00:00	0	1	0	1	0
16:00:00	12	721	28	761	53
17:00:00	6	757	23	786	43
18:00:00	2	831	22	855	12
19:00:00	7	789	16	812	14
	56	5620	143	5819	253

Calculated Values for Traffic Crossing Major Street

Hours Ending:	7:00	8:00	9:00	10:00	16:00	17:00	18:00	19:00
Crossing Values:	28	113	362	137	222	185	126	95

Ontario Traffic Inc

Count Date: 6-Nov-12 Site #: 1213100002

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	4	3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
6:45:00	9	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:00:00	14	5	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3	2
7:15:00	19	5	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6	3
7:30:00	25	6	9	5	4	2	0	0	0	0	0	0	0	0	0	0	0	0	12	6
7:45:00	41	16	19	10	5	1	0	0	0	0	0	0	0	0	0	0	0	0	18	6
8:00:00	56	15	29	10	6	1	0	0	0	0	0	0	0	0	0	0	0	0	26	8
8:15:00	103	47	43	14	7	1	0	0	0	0	0	0	0	0	0	0	0	0	50	24
8:30:00	130	27	57	14	13	6	0	0	1	1	0	0	0	0	0	0	0	0	81	31
8:45:00	168	38	89	32	23	10	0	0	1	0	0	0	0	0	0	0	0	0	110	29
9:00:00	205	37	120	31	30	7	0	0	1	0	0	0	0	0	0	0	0	0	121	11
9:15:00	231	26	134	14	32	2	0	0	1	0	0	0	0	0	0	0	0	0	125	4
9:30:00	239	8	147	13	33	1	0	0	1	0	0	0	0	0	0	0	0	0	135	10
9:45:00	246	7	155	8	33	0	0	0	1	0	0	0	0	0	0	0	0	0	136	1
10:00:00	255	9	156	1	33	0	0	0	1	0	0	0	0	0	0	0	0	0	138	2
10:00:07	255	0	156	0	33	0	0	0	1	0	0	0	0	0	0	0	0	0	138	0
15:00:00	255	0	156	0	33	0	0	0	1	0	0	0	0	0	0	0	0	0	138	0
15:15:00	261	6	160	4	33	0	0	0	1	0	0	0	0	0	0	0	0	0	140	2
15:30:00	276	15	169	9	35	2	0	0	2	1	0	0	0	0	0	0	0	0	162	22
15:45:00	310	34	183	14	50	15	0	0	2	0	0	0	0	0	0	0	0	0	180	18
16:00:00	337	27	198	15	56	6	0	0	2	0	0	0	0	0	0	0	0	0	206	26
16:15:00	345	8	200	2	56	0	0	0	2	0	0	0	0	0	0	0	0	0	225	19
16:30:00	359	14	206	6	57	1	0	0	2	0	0	0	0	0	0	0	0	0	239	14
16:45:00	374	15	212	6	60	3	0	0	2	0	0	0	0	0	0	0	0	0	246	7
17:00:00	384	10	218	6	64	4	0	0	2	0	0	0	0	0	0	0	0	0	250	4
17:15:00	397	13	220	2	67	3	0	0	2	0	0	0	0	0	0	0	0	0	255	5
17:30:00	406	9	223	3	67	0	0	0	2	0	0	0	0	0	0	0	0	0	257	2
17:45:00	412	6	225	2	69	2	0	0	2	0	0	0	0	0	0	0	0	0	264	7
18:00:00	421	9	230	5	72	3	0	0	2	0	0	0	0	0	0	0	0	0	269	5
18:15:00	433	12	235	5	73	1	1	1	2	0	0	0	0	0	0	0	0	0	271	2
18:30:00	441	8	238	3	74	1	1	0	2	0	0	0	0	0	0	0	0	0	277	6
18:45:00	448	7	238	0	77	3	1	0	2	0	0	0	0	0	0	0	0	0	283	6
19:00:00	452	4	241	3	77	0	1	0	2	0	0	0	0	0	0	0	0	0	285	2
19:15:00	453	1	241	0	77	0	1	0	2	0	0	0	0	0	0	0	0	0	285	0
19:15:19	454	1	241	0	77	0	1	0	2	0	0	0	0	0	0	0	0	0	285	0

Ontario Traffic Inc

Count Date: 6-Nov-12 Site #: 1213100002

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	23	23	2	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0
6:30:00	1	1	59	36	2	0	0	0	6	5	0	0	0	0	0	0	0	0	1	1
6:45:00	3	2	114	55	4	2	0	0	7	1	0	0	0	0	0	0	0	0	1	0
7:00:00	7	4	212	98	11	7	0	0	10	3	0	0	0	0	0	0	0	0	1	0
7:15:00	8	1	330	118	15	4	0	0	19	9	0	0	0	0	0	0	0	0	2	1
7:30:00	9	1	503	173	25	10	0	0	27	8	0	0	0	0	0	0	0	0	3	1
7:45:00	10	1	691	188	35	10	0	0	36	9	0	0	0	0	0	0	0	0	5	2
8:00:00	12	2	938	247	45	10	1	1	42	6	0	0	0	0	0	0	0	0	7	2
8:15:00	13	1	1140	202	70	25	1	0	48	6	0	0	0	0	0	0	0	0	7	0
8:30:00	14	1	1348	208	102	32	1	0	53	5	0	0	0	0	0	0	0	0	9	2
8:45:00	20	6	1558	210	138	36	1	0	60	7	0	0	0	0	0	0	0	0	9	0
9:00:00	25	5	1764	206	167	29	1	0	66	6	1	1	0	0	0	0	0	0	9	0
9:15:00	36	11	1930	166	178	11	2	1	76	10	1	0	0	0	0	0	0	0	9	0
9:30:00	45	9	2103	173	190	12	3	1	90	14	1	0	0	0	0	0	0	0	10	1
9:45:00	55	10	2251	148	196	6	4	1	97	7	1	0	0	0	0	0	0	0	11	1
10:00:00	58	3	2379	128	198	2	5	1	105	8	1	0	0	0	0	0	0	0	12	1
10:00:07	58	0	2379	0	198	0	5	0	105	0	1	0	0	0	0	0	0	0	12	0
15:00:00	58	0	2379	0	198	0	5	0	105	0	1	0	0	0	0	0	0	0	12	0
15:15:00	66	8	2524	145	221	23	5	0	111	6	1	0	0	0	0	0	0	0	13	1
15:30:00	77	11	2706	182	231	10	5	0	116	5	1	0	0	0	0	0	0	0	14	1
15:45:00	91	14	2901	195	265	34	5	0	121	5	1	0	0	0	0	0	0	0	14	0
16:00:00	112	21	3067	166	291	26	5	0	127	6	1	0	0	0	0	0	0	0	15	1
16:15:00	123	11	3242	175	317	26	5	0	132	5	1	0	0	0	0	0	0	0	18	3
16:30:00	142	19	3452	210	339	22	5	0	138	6	1	0	0	0	0	0	0	0	18	0
16:45:00	163	21	3652	200	364	25	5	0	143	5	1	0	0	0	0	0	0	0	19	1
17:00:00	172	9	3830	178	391	27	5	0	152	9	1	0	0	0	0	0	0	0	20	1
17:15:00	187	15	4002	172	409	18	6	1	155	3	1	0	0	0	0	0	0	0	21	1
17:30:00	196	9	4171	169	426	17	6	0	162	7	1	0	0	0	0	0	0	0	21	0
17:45:00	203	7	4330	159	442	16	6	0	166	4	1	0	0	0	0	0	0	0	22	1
18:00:00	212	9	4507	177	453	11	6	0	172	6	2	1	0	0	0	0	0	0	22	0
18:15:00	228	16	4700	193	463	10	6	0	173	1	2	0	0	0	0	0	0	0	23	1
18:30:00	235	7	4874	174	469	6	6	0	178	5	2	0	0	0	0	0	0	0	25	2
18:45:00	248	13	5046	172	478	9	6	0	179	1	2	0	0	0	0	0	0	0	25	0
19:00:00	259	11	5202	156	486	8	6	0	183	4	2	0	0	0	0	0	0	0	25	0
19:15:00	259	0	5202	0	486	0	6	0	183	0	2	0	0	0	0	0	0	0	25	0
19:15:19	259	0	5202	0	486	0	6	0	183	0	2	0	0	0	0	0	0	0	25	0

Ontario Traffic Inc

Count Date: 6-Nov-12 Site #: 1213100002

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	1	1	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	2	1	0	0	8	4	0	0	0	0	0	0	0	0	0	0	0	0	1	1
6:45:00	4	2	0	0	12	4	0	0	0	0	0	0	0	0	0	0	0	0	2	1
7:00:00	7	3	0	0	32	20	0	0	0	0	0	0	0	0	0	0	0	0	2	0
7:15:00	10	3	0	0	47	15	0	0	0	0	0	0	0	0	0	0	0	0	2	0
7:30:00	13	3	0	0	63	16	0	0	0	0	0	0	0	0	0	0	0	0	4	2
7:45:00	17	4	3	3	86	23	0	0	0	0	1	1	0	0	0	0	0	0	6	2
8:00:00	24	7	5	2	132	46	0	0	0	0	1	0	0	0	0	0	0	0	11	5
8:15:00	26	2	20	15	198	66	0	0	0	0	2	1	0	0	0	0	0	0	13	2
8:30:00	33	7	39	19	282	84	0	0	1	1	2	0	0	0	0	0	0	0	18	5
8:45:00	40	7	52	13	313	31	0	0	1	0	2	0	0	0	0	0	0	0	22	4
9:00:00	49	9	62	10	337	24	0	0	1	0	2	0	0	0	0	0	0	0	24	2
9:15:00	65	16	67	5	360	23	0	0	1	0	2	0	0	0	0	0	0	0	27	3
9:30:00	73	8	72	5	380	20	2	2	1	0	3	1	0	0	0	0	0	0	29	2
9:45:00	77	4	72	0	394	14	2	0	1	0	3	0	0	0	0	0	0	0	32	3
10:00:00	83	6	72	0	411	17	2	0	1	0	3	0	0	0	0	0	0	0	33	1
10:00:07	83	0	72	0	411	0	2	0	1	0	3	0	0	0	0	0	0	0	33	0
15:00:00	83	0	72	0	411	0	2	0	1	0	3	0	0	0	0	0	0	0	33	0
15:15:00	92	9	77	5	428	17	2	0	1	0	5	2	0	0	0	0	0	0	44	11
15:30:00	105	13	87	10	448	20	2	0	1	0	6	1	0	0	0	0	0	0	46	2
15:45:00	112	7	97	10	484	36	3	1	1	0	7	1	0	0	0	0	0	0	50	4
16:00:00	121	9	109	12	521	37	5	2	1	0	8	1	0	0	0	0	0	0	53	3
16:15:00	124	3	121	12	566	45	6	1	1	0	8	0	0	0	0	0	0	0	56	3
16:30:00	133	9	133	12	604	38	6	0	1	0	9	1	0	0	0	0	0	0	58	2
16:45:00	142	9	143	10	630	26	6	0	1	0	9	0	0	0	0	0	0	0	61	3
17:00:00	161	19	157	14	658	28	7	1	1	0	9	0	0	0	0	0	0	0	66	5
17:15:00	173	12	163	6	695	37	7	0	1	0	9	0	0	0	0	0	0	0	70	4
17:30:00	181	8	170	7	731	36	8	1	1	0	10	1	0	0	0	0	0	0	75	5
17:45:00	189	8	182	12	767	36	9	1	1	0	11	1	0	0	0	0	0	0	82	7
18:00:00	200	11	191	9	796	29	9	0	1	0	11	0	0	0	0	0	0	0	87	5
18:15:00	209	9	197	6	835	39	9	0	1	0	11	0	0	0	0	0	0	0	92	5
18:30:00	219	10	203	6	861	26	9	0	1	0	12	1	0	0	0	0	0	0	95	3
18:45:00	225	6	204	1	879	18	9	0	1	0	12	0	0	0	0	0	0	0	98	3
19:00:00	232	7	205	1	894	15	9	0	1	0	12	0	0	0	0	0	0	0	99	1
19:15:00	232	0	205	0	894	0	9	0	1	0	12	0	0	0	0	0	0	0	99	0
19:15:19	232	0	205	0	894	0	9	0	1	0	12	0	0	0	0	0	0	0	99	0

Ontario Traffic Inc

Count Date: 6-Nov-12 **Site #: 1213100002**

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	21	21	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	57	36	0	0	0	0	4	2	0	0	0	0	0	0	0	0	1	1
6:45:00	0	0	125	68	2	2	0	0	6	2	0	0	0	0	0	0	0	0	3	2
7:00:00	0	0	216	91	4	2	0	0	8	2	0	0	0	0	0	0	0	0	4	1
7:15:00	1	1	330	114	4	0	0	0	12	4	0	0	0	0	0	0	0	0	6	2
7:30:00	2	1	486	156	10	6	0	0	15	3	0	0	0	0	0	0	0	0	12	6
7:45:00	4	2	633	147	13	3	0	0	20	5	0	0	0	0	0	0	0	0	19	7
8:00:00	5	1	875	242	13	0	0	0	26	6	0	0	0	0	0	0	0	0	25	6
8:15:00	7	2	1133	258	14	1	0	0	34	8	0	0	0	0	0	0	0	0	44	19
8:30:00	14	7	1389	256	15	1	0	0	37	3	0	0	0	0	0	0	1	1	75	31
8:45:00	17	3	1631	242	20	5	0	0	44	7	0	0	0	0	0	0	1	0	106	31
9:00:00	25	8	1827	196	25	5	0	0	49	5	0	0	0	0	0	0	1	0	119	13
9:15:00	26	1	2010	183	30	5	0	0	56	7	0	0	0	0	0	0	1	0	124	5
9:30:00	26	0	2154	144	40	10	0	0	60	4	0	0	0	0	0	0	1	0	129	5
9:45:00	28	2	2318	164	47	7	0	0	69	9	0	0	0	0	0	0	1	0	130	1
10:00:00	29	1	2449	131	53	6	0	0	72	3	0	0	0	0	0	0	1	0	131	1
10:00:07	29	0	2450	1	53	0	0	0	72	0	0	0	0	0	0	0	1	0	131	0
15:00:00	29	0	2450	0	53	0	0	0	72	0	0	0	0	0	0	0	1	0	131	0
15:15:00	33	4	2600	150	59	6	0	0	77	5	1	1	0	0	0	0	1	0	136	5
15:30:00	34	1	2778	178	67	8	0	0	83	6	1	0	0	0	0	0	1	0	155	19
15:45:00	38	4	2951	173	76	9	0	0	87	4	1	0	0	0	0	0	1	0	166	11
16:00:00	41	3	3150	199	80	4	0	0	93	6	1	0	0	0	0	0	1	0	184	18
16:15:00	42	1	3354	204	84	4	0	0	101	8	1	0	0	0	0	0	1	0	206	22
16:30:00	44	2	3534	180	87	3	0	0	105	4	1	0	0	0	0	0	1	0	215	9
16:45:00	45	1	3718	184	94	7	0	0	115	10	1	0	0	0	0	0	1	0	220	5
17:00:00	47	2	3880	162	102	8	0	0	120	5	2	1	0	0	0	0	1	0	227	7
17:15:00	48	1	4058	178	110	8	0	0	126	6	2	0	0	0	0	0	1	0	229	2
17:30:00	48	0	4240	182	112	2	0	0	128	2	2	0	0	0	0	0	1	0	232	3
17:45:00	48	0	4451	211	118	6	0	0	133	5	2	0	0	0	0	0	1	0	235	3
18:00:00	49	1	4695	244	124	6	0	0	136	3	2	0	0	0	0	0	1	0	239	4
18:15:00	49	0	4903	208	129	5	0	0	140	4	2	0	0	0	0	0	1	0	242	3
18:30:00	51	2	5123	220	132	3	0	0	141	1	2	0	0	0	0	0	1	0	245	3
18:45:00	54	3	5323	200	137	5	0	0	147	6	2	0	0	0	0	0	1	0	253	8
19:00:00	56	2	5470	147	140	3	0	0	150	3	2	0	0	0	0	0	1	0	253	0
19:15:00	56	0	5470	0	140	0	0	0	150	0	2	0	0	0	0	0	1	0	253	0
19:15:19	56	0	5470	0	140	0	0	0	150	0	2	0	0	0	0	0	1	0	253	0

Ontario Traffic Inc

Morning Peak Diagram

Specified Period
From: 6:00:00
To: 10:00:00

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

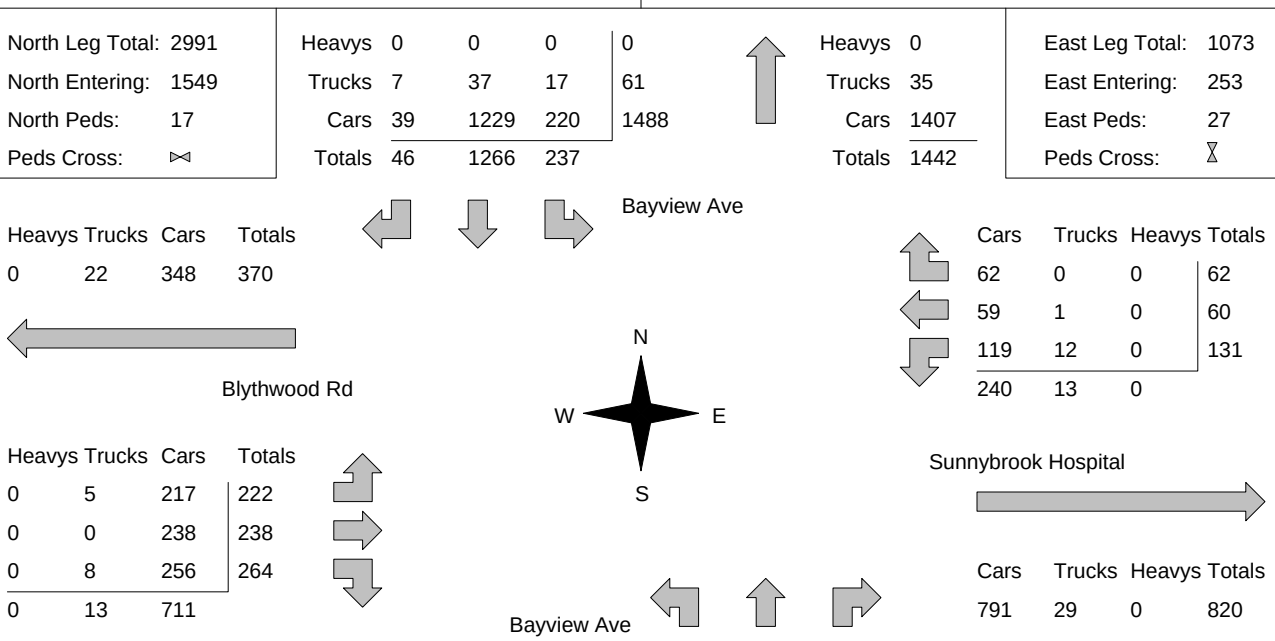
Municipality: Toronto
Site #: 1213100003
Intersection: Bayview Ave & Blythwood Rd
TFR File #: 4
Count date: 6-Nov-12

Weather conditions:

Person(s) who counted:

**** Signalized Intersection ****

Major Road: Bayview Ave runs N/S



Comments

Ontario Traffic Inc

Afternoon Peak Diagram

Specified Period
From: 15:00:00
To: 19:00:00

One Hour Peak
From: 17:45:00
To: 18:45:00

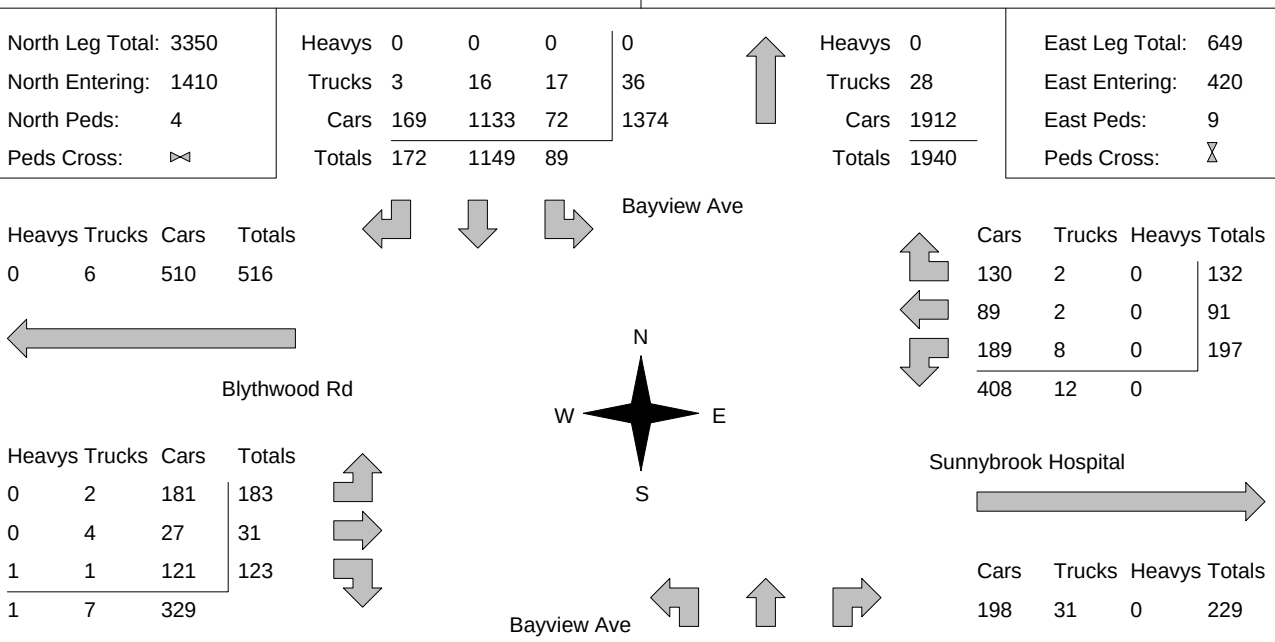
Municipality: Toronto
Site #: 1213100003
Intersection: Bayview Ave & Blythwood Rd
TFR File #: 4
Count date: 6-Nov-12

Weather conditions:

Person(s) who counted:

**** Signalized Intersection ****

Major Road: Bayview Ave runs N/S



Comments

Ontario Traffic Inc

Total Count Diagram

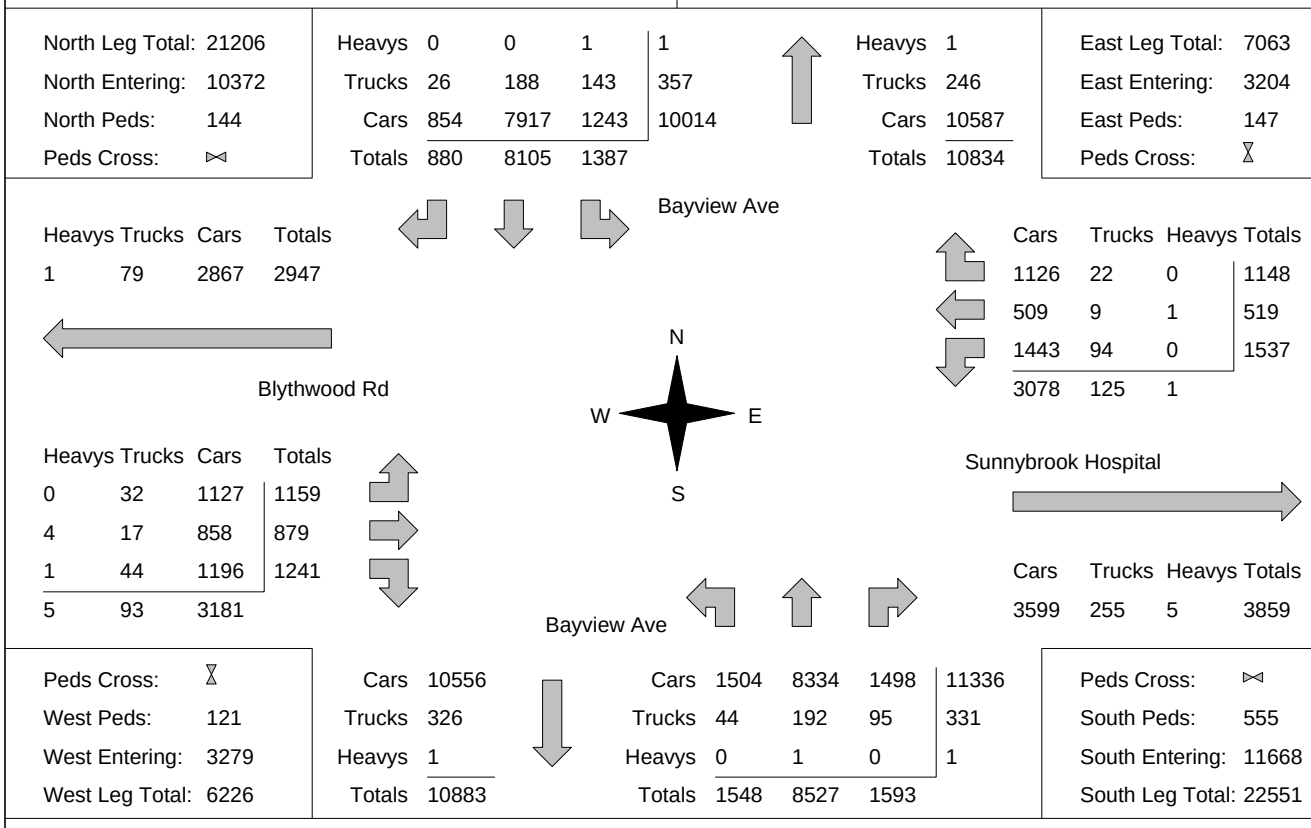
Municipality: Toronto
Site #: 1213100003
Intersection: Bayview Ave & Blythwood Rd
TFR File #: 4
Count date: 6-Nov-12

Weather conditions:

Person(s) who counted:

**** Signalized Intersection ****

Major Road: Bayview Ave runs N/S



Comments

Ontario Traffic Inc
Traffic Count Summary

Intersection: Bayview Ave & Blythwood Rd | **Count Date:** 6-Nov-12 | **Municipality:** Toronto

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds	North/South Total Approaches
6:00:00	1	6	0	7	0	8
7:00:00	152	578	21	751	3	1259
8:00:00	311	1053	25	1389	16	2815
9:00:00	237	1266	46	1549	17	3316
10:00:00	273	1133	92	1498	8	2889
15:00:00	0	2	0	2	0	5
16:00:00	151	884	135	1170	51	2858
17:00:00	100	967	223	1290	25	2792
18:00:00	70	1082	205	1357	22	2732
19:00:00	92	1133	133	1358	2	3364
Totals:	1387	8104	880	10371	144	22038

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds
6:00:00	0	1	0	1	0
7:00:00	32	344	132	508	18
8:00:00	144	952	330	1426	42
9:00:00	264	1158	345	1767	78
10:00:00	152	960	279	1391	73
15:00:00	0	3	0	3	1
16:00:00	227	1281	180	1688	65
17:00:00	269	1112	121	1502	92
18:00:00	222	1060	93	1375	104
19:00:00	237	1656	113	2006	82
Totals:	1547	8527	1593	11667	555

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds	East/West Total Approaches
6:00:00	0	0	0	0	0	0
7:00:00	53	7	14	74	7	173
8:00:00	119	54	39	212	25	691
9:00:00	131	60	62	253	27	977
10:00:00	171	64	72	307	18	838
15:00:00	0	0	0	0	0	2
16:00:00	227	105	268	600	27	1027
17:00:00	350	61	349	760	17	1122
18:00:00	305	88	235	628	16	969
19:00:00	181	79	109	369	10	683
Totals:	1537	518	1148	3203	147	6482

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds
6:00:00	0	0	0	0	0
7:00:00	27	45	27	99	4
8:00:00	147	193	139	479	20
9:00:00	222	238	264	724	8
10:00:00	127	176	228	531	5
15:00:00	1	1	0	2	0
16:00:00	171	70	186	427	23
17:00:00	142	73	147	362	18
18:00:00	158	48	135	341	27
19:00:00	164	35	115	314	16
Totals:	1159	879	1241	3279	121

Calculated Values for Traffic Crossing Major Street

Hours Ending:	7:00	8:00	9:00	10:00	16:00	17:00	18:00	19:00
Crossing Values:	146	517	686	555	619	682	677	508

Ontario Traffic Inc

Count Date: 6-Nov-12 **Site #: 1213100003**

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	1	1	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	15	14	84	78	2	2	3	3	1	1	1	1	0	0	0	0	0	0	0	0
6:30:00	33	18	220	136	5	3	6	3	2	1	1	0	0	0	0	0	0	0	0	0
6:45:00	68	35	373	153	8	3	9	3	8	6	1	0	0	0	0	0	0	0	0	0
7:00:00	142	74	570	197	20	12	11	2	14	6	1	0	0	0	0	0	0	0	3	3
7:15:00	217	75	788	218	24	4	15	4	24	10	1	0	0	0	0	0	0	0	5	2
7:30:00	303	86	1023	235	31	7	20	5	33	9	1	0	0	0	0	0	0	0	8	3
7:45:00	373	70	1326	303	39	8	27	7	37	4	2	1	0	0	0	0	0	0	15	7
8:00:00	431	58	1591	265	42	3	33	6	46	9	4	2	0	0	0	0	0	0	19	4
8:15:00	482	51	1911	320	47	5	36	3	53	7	4	0	0	0	0	0	0	0	23	4
8:30:00	544	62	2192	281	52	5	42	6	60	7	5	1	0	0	0	0	0	0	29	6
8:45:00	617	73	2482	290	69	17	45	3	68	8	6	1	0	0	0	0	0	0	31	2
9:00:00	651	34	2820	338	81	12	50	5	83	15	11	5	0	0	0	0	0	0	36	5
9:15:00	710	59	3090	270	94	13	60	10	92	9	13	2	0	0	0	0	0	0	38	2
9:30:00	772	62	3371	281	119	25	64	4	105	13	13	0	0	0	0	0	0	0	40	2
9:45:00	835	63	3696	325	143	24	71	7	119	14	13	0	0	0	0	0	0	0	40	0
10:00:00	896	61	3906	210	171	28	78	7	130	11	13	0	0	0	0	0	0	0	44	4
10:00:15	896	0	3908	2	171	0	78	0	130	0	13	0	0	0	0	0	0	0	44	0
10:00:34	896	0	3908	0	171	0	78	0	130	0	13	0	0	0	0	0	0	0	44	0
15:00:00	896	0	3908	0	171	0	78	0	130	0	13	0	0	0	0	0	0	0	44	0
15:15:00	935	39	4109	201	199	28	81	3	131	1	16	3	0	0	0	0	0	0	53	9
15:30:00	968	33	4327	218	227	28	85	4	140	9	17	1	0	0	0	0	0	0	62	9
15:45:00	1000	32	4543	216	261	34	90	5	143	3	18	1	0	0	0	0	0	0	94	32
16:00:00	1032	32	4774	231	301	40	93	3	148	5	18	0	0	0	0	0	0	0	95	1
16:15:00	1067	35	5017	243	344	43	101	8	151	3	19	1	0	0	0	0	0	0	101	6
16:30:00	1083	16	5249	232	406	62	104	3	154	3	21	2	0	0	0	0	0	0	101	0
16:45:00	1100	17	5451	202	453	47	109	5	158	4	22	1	1	1	0	0	0	0	115	14
17:00:00	1115	15	5726	275	520	67	109	0	163	5	22	0	1	0	0	0	0	0	120	5
17:15:00	1129	14	5992	266	585	65	116	7	165	2	23	1	1	0	0	0	0	0	134	14
17:30:00	1139	10	6274	282	635	50	117	1	168	3	23	0	1	0	0	0	0	0	140	6
17:45:00	1151	12	6537	263	669	34	121	4	170	2	23	0	1	0	0	0	0	0	140	0
18:00:00	1167	16	6796	259	723	54	127	6	175	5	24	1	1	0	0	0	0	0	142	2
18:15:00	1179	12	7111	315	759	36	132	5	181	6	24	0	1	0	0	0	0	0	142	0
18:30:00	1199	20	7390	279	810	51	135	3	184	3	24	0	1	0	0	0	0	0	142	0
18:45:00	1223	24	7670	280	838	28	138	3	186	2	26	2	1	0	0	0	0	0	144	2
19:00:00	1243	20	7916	246	854	16	143	5	188	2	26	0	1	0	0	0	0	0	144	0
19:15:00	1243	0	7917	1	854	0	143	0	188	0	26	0	1	0	0	0	0	0	144	0
19:15:41	1243	0	7917	0	854	0	143	0	188	0	26	0	1	0	0	0	0	0	144	0

Ontario Traffic Inc

Count Date: 6-Nov-12 Site #: 1213100003

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	11	11	0	0	3	3	3	3	0	0	1	1	0	0	0	0	0	0	2	2
6:30:00	17	6	1	1	6	3	5	2	0	0	1	0	0	0	0	0	0	0	2	0
6:45:00	25	8	5	4	9	3	9	4	0	0	2	1	0	0	0	0	0	0	5	3
7:00:00	41	16	7	2	12	3	12	3	0	0	2	0	0	0	0	0	0	0	7	2
7:15:00	59	18	10	3	20	8	14	2	1	1	3	1	0	0	0	0	0	0	9	2
7:30:00	87	28	30	20	26	6	15	1	1	0	3	0	0	0	0	0	0	0	16	7
7:45:00	116	29	41	11	41	15	17	2	1	0	3	0	0	0	0	0	0	0	22	6
8:00:00	152	36	60	19	50	9	20	3	1	0	3	0	0	0	0	0	0	0	32	10
8:15:00	182	30	77	17	66	16	26	6	1	0	3	0	0	0	0	0	0	0	38	6
8:30:00	201	19	91	14	89	23	28	2	2	1	3	0	0	0	0	0	0	0	48	10
8:45:00	237	36	95	4	99	10	32	4	2	0	3	0	0	0	0	0	0	0	51	3
9:00:00	271	34	119	24	112	13	32	0	2	0	3	0	0	0	0	0	0	0	59	8
9:15:00	311	40	136	17	127	15	35	3	2	0	3	0	0	0	0	0	0	0	67	8
9:30:00	351	40	152	16	140	13	39	4	2	0	4	1	0	0	0	0	0	0	70	3
9:45:00	382	31	162	10	160	20	42	3	2	0	4	0	0	0	0	0	0	0	72	2
10:00:00	426	44	183	21	183	23	48	6	2	0	4	0	0	0	0	0	0	0	77	5
10:00:15	426	0	183	0	183	0	48	0	2	0	4	0	0	0	0	0	0	0	77	0
10:00:34	426	0	183	0	183	0	48	0	2	0	4	0	0	0	0	0	0	0	77	0
15:00:00	426	0	183	0	183	0	48	0	2	0	4	0	0	0	0	0	0	0	77	0
15:15:00	471	45	204	21	244	61	52	4	2	0	5	1	0	0	0	0	0	0	86	9
15:30:00	526	55	235	31	316	72	54	2	2	0	5	0	0	0	0	0	0	0	95	9
15:45:00	593	67	269	34	378	62	57	3	4	2	6	1	0	0	0	0	0	0	102	7
16:00:00	640	47	286	17	447	69	61	4	4	0	8	2	0	0	0	0	0	0	104	2
16:15:00	720	80	302	16	530	83	62	1	4	0	9	1	0	0	0	0	0	0	107	3
16:30:00	802	82	311	9	610	80	66	4	4	0	11	2	0	0	1	1	0	0	110	3
16:45:00	883	81	330	19	705	95	68	2	5	1	13	2	0	0	1	0	0	0	116	6
17:00:00	982	99	345	15	787	82	69	1	5	0	17	4	0	0	1	0	0	0	121	5
17:15:00	1052	70	373	28	856	69	71	2	6	1	18	1	0	0	1	0	0	0	127	6
17:30:00	1125	73	389	16	912	56	76	5	7	1	18	0	0	0	1	0	0	0	136	9
17:45:00	1217	92	409	20	973	61	81	5	7	0	20	2	0	0	1	0	0	0	136	0
18:00:00	1273	56	431	22	1019	46	83	2	7	0	20	0	0	0	1	0	0	0	137	1
18:15:00	1330	57	462	31	1046	27	84	1	9	2	20	0	0	0	1	0	0	0	142	5
18:30:00	1379	49	480	18	1078	32	88	4	9	0	22	2	0	0	1	0	0	0	142	0
18:45:00	1406	27	498	18	1103	25	89	1	9	0	22	0	0	0	1	0	0	0	145	3
19:00:00	1443	37	508	10	1126	23	94	5	9	0	22	0	0	0	1	0	0	0	147	2
19:15:00	1443	0	509	1	1126	0	94	0	9	0	22	0	0	0	1	0	0	0	147	0
19:15:41	1443	0	509	0	1126	0	94	0	9	0	22	0	0	0	1	0	0	0	147	0

Ontario Traffic Inc

Count Date: 6-Nov-12 **Site #: 1213100003**

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	3	3	54	53	9	9	0	0	1	1	2	2	0	0	0	0	0	0	2	2
6:30:00	5	2	131	77	31	22	0	0	4	3	3	1	0	0	0	0	0	0	5	3
6:45:00	16	11	231	100	69	38	0	0	4	0	5	2	0	0	0	0	0	0	6	1
7:00:00	32	16	338	107	124	55	0	0	7	3	8	3	0	0	0	0	0	0	18	12
7:15:00	53	21	513	175	190	66	3	3	9	2	9	1	0	0	0	0	0	0	27	9
7:30:00	73	20	714	201	269	79	6	3	14	5	11	2	0	0	0	0	0	0	30	3
7:45:00	110	37	964	250	354	85	6	0	22	8	17	6	0	0	0	0	0	0	46	16
8:00:00	170	60	1270	306	441	87	6	0	27	5	21	4	0	0	0	0	0	0	60	14
8:15:00	228	58	1569	299	510	69	8	2	35	8	25	4	0	0	0	0	0	0	67	7
8:30:00	293	65	1868	299	582	72	8	0	44	9	27	2	0	0	0	0	0	0	89	22
8:45:00	360	67	2124	256	666	84	13	5	50	6	29	2	0	0	0	0	0	0	103	14
9:00:00	420	60	2398	274	774	108	20	7	57	7	33	4	0	0	0	0	0	0	138	35
9:15:00	465	45	2628	230	856	82	23	3	67	10	37	4	0	0	0	0	0	0	180	42
9:30:00	496	31	2883	255	910	54	25	2	75	8	39	2	0	0	0	0	0	0	187	7
9:45:00	533	37	3126	243	994	84	26	1	77	2	42	3	0	0	0	0	0	0	197	10
10:00:00	566	33	3332	206	1040	46	26	0	83	6	46	4	0	0	0	0	0	0	211	14
10:00:15	566	0	3332	0	1040	0	26	0	83	0	46	0	0	0	0	0	0	0	211	0
10:00:34	566	0	3335	3	1040	0	26	0	83	0	46	0	0	0	0	0	0	0	212	1
15:00:00	566	0	3335	0	1040	0	26	0	83	0	46	0	0	0	0	0	0	0	212	0
15:15:00	620	54	3602	267	1085	45	30	4	91	8	51	5	0	0	0	0	0	0	223	11
15:30:00	666	46	3924	322	1124	39	33	3	101	10	54	3	0	0	0	0	0	0	226	3
15:45:00	725	59	4259	335	1157	33	34	1	113	12	58	4	0	0	0	0	0	0	251	25
16:00:00	784	59	4576	317	1203	46	35	1	123	10	63	5	0	0	0	0	0	0	277	26
16:15:00	838	54	4868	292	1233	30	38	3	135	12	64	1	0	0	0	0	0	0	305	28
16:30:00	909	71	5181	313	1272	39	38	0	143	8	66	2	0	0	0	0	0	0	329	24
16:45:00	966	57	5458	277	1298	26	40	2	151	8	69	3	0	0	1	1	0	0	358	29
17:00:00	1047	81	5655	197	1315	17	41	1	155	4	72	3	0	0	1	0	0	0	369	11
17:15:00	1110	63	5810	155	1335	20	41	0	157	2	76	4	0	0	1	0	0	0	410	41
17:30:00	1158	48	6040	230	1347	12	41	0	158	1	80	4	0	0	1	0	0	0	431	21
17:45:00	1211	53	6351	311	1380	33	43	2	164	6	83	3	0	0	1	0	0	0	447	16
18:00:00	1267	56	6699	348	1395	15	43	0	171	7	85	2	0	0	1	0	0	0	473	26
18:15:00	1340	73	7116	417	1417	22	44	1	181	10	87	2	0	0	1	0	0	0	485	12
18:30:00	1400	60	7514	398	1445	28	44	0	186	5	91	4	0	0	1	0	0	0	499	14
18:45:00	1463	63	7952	438	1479	34	44	0	188	2	93	2	0	0	1	0	0	0	523	24
19:00:00	1503	40	8334	382	1498	19	44	0	192	4	95	2	0	0	1	0	0	0	555	32
19:15:00	1503	0	8334	0	1498	0	44	0	192	0	95	0	0	0	1	0	0	0	555	0
19:15:41	1504	1	8334	0	1498	0	44	0	192	0	95	0	0	0	1	0	0	0	555	0

Ontario Traffic Inc

Count Date: 6-Nov-12 Site #: 1213100003

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	5	5	5	5	4	4	0	0	1	1	0	0	0	0	0	0	0	0	0	0
6:30:00	7	2	8	3	12	8	0	0	1	0	0	0	0	0	0	0	0	0	1	1
6:45:00	16	9	22	14	18	6	0	0	1	0	0	0	0	0	0	0	0	0	2	1
7:00:00	27	11	44	22	27	9	0	0	1	0	0	0	0	0	0	0	0	0	4	2
7:15:00	40	13	72	28	51	24	0	0	1	0	1	1	0	0	0	0	0	0	8	4
7:30:00	60	20	122	50	74	23	0	0	1	0	1	0	0	0	0	0	0	0	12	4
7:45:00	110	50	171	49	109	35	0	0	1	0	2	1	0	0	0	0	0	0	20	8
8:00:00	174	64	237	66	163	54	0	0	1	0	3	1	0	0	0	0	0	0	24	4
8:15:00	238	64	296	59	224	61	1	1	1	0	5	2	0	0	0	0	0	0	26	2
8:30:00	300	62	342	46	285	61	1	0	1	0	7	2	0	0	0	0	0	0	28	2
8:45:00	347	47	403	61	352	67	2	1	1	0	7	0	0	0	0	0	0	0	30	2
9:00:00	391	44	475	72	419	67	5	3	1	0	11	4	0	0	0	0	0	0	32	2
9:15:00	424	33	538	63	505	86	9	4	1	0	18	7	0	0	0	0	0	0	34	2
9:30:00	465	41	576	38	552	47	13	4	2	1	22	4	0	0	0	0	0	0	34	0
9:45:00	482	17	620	44	587	35	13	0	2	0	25	3	0	0	0	0	0	0	35	1
10:00:00	509	27	648	28	631	44	14	1	4	2	27	2	0	0	0	0	0	0	37	2
10:00:15	509	0	648	0	631	0	14	0	4	0	27	0	0	0	0	0	0	0	37	0
10:00:34	510	1	649	1	631	0	14	0	4	0	27	0	0	0	0	0	0	0	37	0
15:00:00	510	0	649	0	631	0	14	0	4	0	27	0	0	0	0	0	0	0	37	0
15:15:00	550	40	665	16	668	37	19	5	5	1	29	2	0	0	0	0	0	0	39	2
15:30:00	586	36	686	21	696	28	24	5	6	1	34	5	0	0	0	0	0	0	45	6
15:45:00	620	34	702	16	749	53	25	1	7	1	34	0	0	0	0	0	0	0	54	9
16:00:00	669	49	716	14	807	58	26	1	7	0	37	3	0	0	0	0	0	0	60	6
16:15:00	696	27	749	33	855	48	26	0	8	1	38	1	0	0	1	1	0	0	65	5
16:30:00	735	39	756	7	883	28	26	0	9	1	38	0	0	0	1	0	0	0	69	4
16:45:00	766	31	770	14	914	31	26	0	11	2	39	1	0	0	1	0	0	0	76	7
17:00:00	811	45	784	14	952	38	26	0	11	0	39	0	0	0	1	0	0	0	78	2
17:15:00	840	29	796	12	984	32	27	1	11	0	40	1	0	0	1	0	0	0	84	6
17:30:00	880	40	804	8	1021	37	28	1	12	1	42	2	0	0	4	3	0	0	96	12
17:45:00	926	46	820	16	1054	33	30	2	13	1	43	1	0	0	4	0	0	0	99	3
18:00:00	965	39	827	7	1083	29	30	0	13	0	43	0	0	0	4	0	0	0	105	6
18:15:00	1011	46	833	6	1120	37	32	2	16	3	43	0	0	0	4	0	0	0	110	5
18:30:00	1073	62	843	10	1152	32	32	0	16	0	43	0	0	0	4	0	0	0	113	3
18:45:00	1107	34	847	4	1175	23	32	0	17	1	44	1	0	0	4	0	1	1	120	7
19:00:00	1127	20	858	11	1196	21	32	0	17	0	44	0	0	0	4	0	1	0	121	1
19:15:00	1127	0	858	0	1196	0	32	0	17	0	44	0	0	0	4	0	1	0	121	0
19:15:41	1127	0	858	0	1196	0	32	0	17	0	44	0	0	0	4	0	1	0	121	0

Ontario Traffic Inc.

Morning Peak Diagram

Specified Period
From: 6:00:00
To: 10:00:00

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

Municipality: Toronto
Site #: 1307000003
Intersection: Bayview Ave & Lawrence Ave E (we
TFR File #: 14
Count date: 15-May-13

Weather conditions:

Person(s) who counted:

**** Signalized Intersection ****

Major Road: Bayview Ave runs N/S

North Leg Total: 914
North Entering: 914
North Peds: 24
Peds Cross: ⋈

Heavys	0	0	0	0
Trucks	18	5	2	25
Cars	814	46	29	889
Totals	832	51	31	

Heavys	0
Trucks	0
Cars	0
Totals	0

East Leg Total: 1252
East Entering: 235
East Peds: 0
Peds Cross: ⧖

Bayview Ave

Heavys	Trucks	Cars	Totals
0	30	1030	1060

Lawrence Ave E (west ramps)

Cars	Trucks	Heavys	Totals
0	0	0	0
216	12	0	228
7	0	0	7
223	12	0	

N
W E
S

Heavys	Trucks	Cars	Totals
0	0	0	0
0	7	979	986
0	18	371	389
0	25	1350	

Lawrence Ave E (west ramps)

Cars	Trucks	Heavys	Totals
1008	9	0	1017

Bayview Ave

Peds Cross: ⧖
West Peds: 4
West Entering: 1375
West Leg Total: 2435

Cars	424
Trucks	23
Heavys	0
Totals	447

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

Peds Cross: ⋈
South Peds: 66
South Entering: 0
South Leg Total: 447

Comments

Ontario Traffic Inc.

Afternoon Peak Diagram

Specified Period
From: 15:00:00
To: 19:00:00

One Hour Peak
From: 15:30:00
To: 16:30:00

Municipality: Toronto
Site #: 1307000003
Intersection: Bayview Ave & Lawrence Ave E (we
TFR File #: 14
Count date: 15-May-13

Weather conditions:

Person(s) who counted:

**** Signalized Intersection ****

Major Road: Bayview Ave runs N/S

North Leg Total: 638
North Entering: 638
North Peds: 42
Peds Cross: ⋈

Heavys	0	0	0	0
Trucks	14	5	0	19
Cars	595	3	21	619
Totals	609	8	21	

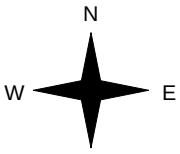
Heavys	0
Trucks	0
Cars	0
Totals	0

East Leg Total: 1143
East Entering: 320
East Peds: 0
Peds Cross: ⧖

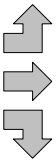
Heavys	Trucks	Cars	Totals
0	26	894	920

Lawrence Ave E (west ramps)

Cars	Trucks	Heavys	Totals
0	0	0	0
299	12	0	311
8	1	0	9
307	13	0	



Heavys	Trucks	Cars	Totals
0	0	0	0
0	12	790	802
1	11	236	248
1	23	1026	



Lawrence Ave E (west ramps)

Cars	Trucks	Heavys	Totals
811	12	0	823

Peds Cross: ⧖
West Peds: 10
West Entering: 1050
West Leg Total: 1970

Cars	247
Trucks	17
Heavys	1
Totals	265

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

Peds Cross: ⋈
South Peds: 48
South Entering: 0
South Leg Total: 265

Comments

Ontario Traffic Inc.

Total Count Diagram

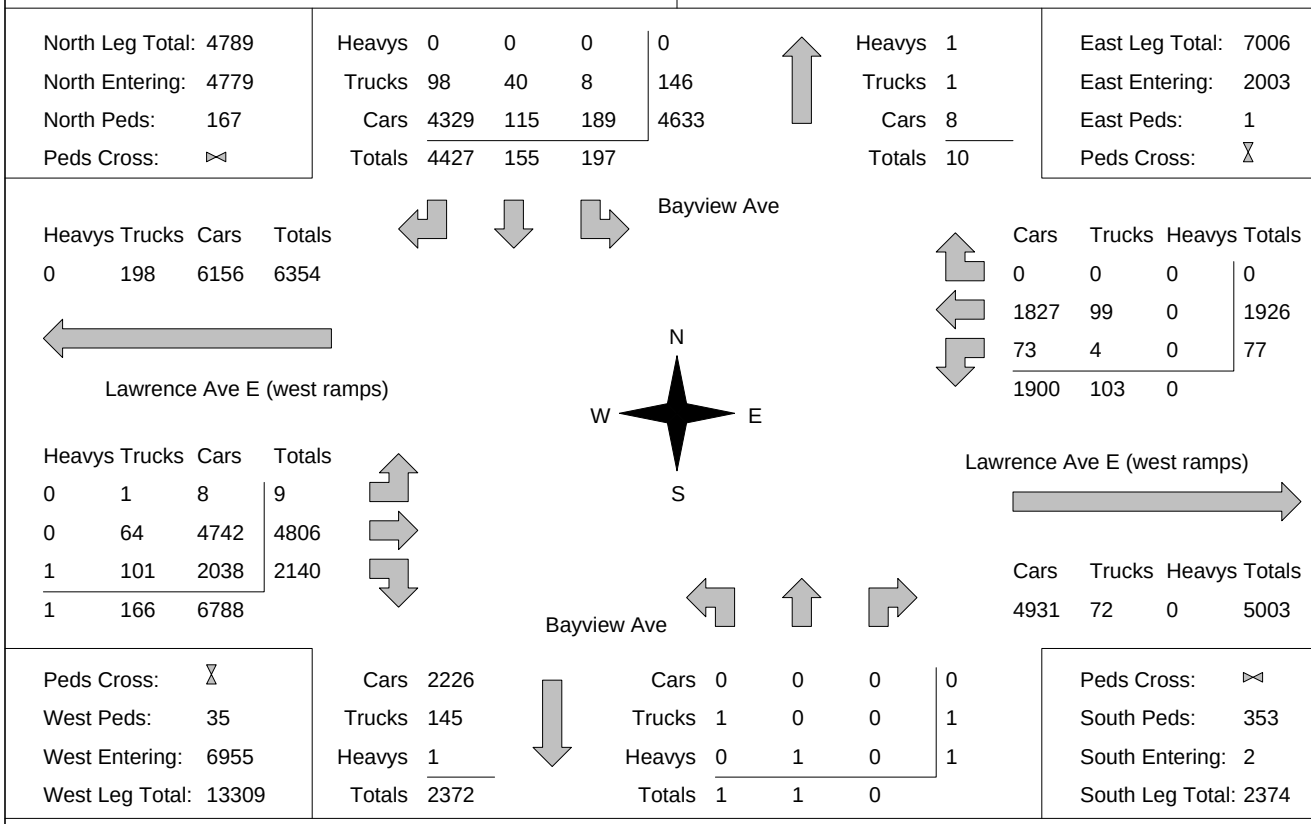
Municipality: Toronto
Site #: 1307000003
Intersection: Bayview Ave & Lawrence Ave E (we
TFR File #: 14
Count date: 15-May-13

Weather conditions:

Person(s) who counted:

**** Signalized Intersection ****

Major Road: Bayview Ave runs N/S



Comments

Ontario Traffic Inc.
Traffic Count Summary

Intersection: Bayview Ave & Lawrence Ave E (w | **Count Date:** 15-May-13 | **Municipality:** Toronto

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds	North/South Total Approaches
6:00:00	0	0	0	0	0	0
7:00:00	13	4	131	148	6	148
8:00:00	20	37	582	639	13	640
9:00:00	31	51	832	914	24	914
10:00:00	26	21	552	599	15	600
15:00:00	0	0	1	1	0	1
16:00:00	25	8	575	608	25	608
17:00:00	15	9	591	615	34	615
18:00:00	36	10	637	683	27	683
19:00:00	31	15	526	572	23	572
Totals:	197	155	4427	4779	167	4781

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds
6:00:00	0	0	0	0	0
7:00:00	0	0	0	0	13
8:00:00	0	1	0	1	32
9:00:00	0	0	0	0	66
10:00:00	1	0	0	1	32
15:00:00	0	0	0	0	0
16:00:00	0	0	0	0	47
17:00:00	0	0	0	0	59
18:00:00	0	0	0	0	76
19:00:00	0	0	0	0	28
Totals:	1	1	0	2	353

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds	East/West Total Approaches
6:00:00	0	0	0	0	0	0
7:00:00	2	115	0	117	1	395
8:00:00	6	190	0	196	0	967
9:00:00	7	228	0	235	0	1610
10:00:00	16	211	0	227	0	1061
15:00:00	0	0	0	0	0	0
16:00:00	9	321	0	330	0	1207
17:00:00	9	305	0	314	0	1331
18:00:00	15	281	0	296	0	1247
19:00:00	13	275	0	288	0	1138
Totals:	77	1926	0	2003	1	8956

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds
6:00:00	0	0	0	0	0
7:00:00	0	147	131	278	0
8:00:00	0	502	269	771	3
9:00:00	0	986	389	1375	4
10:00:00	0	533	301	834	3
15:00:00	0	0	0	0	0
16:00:00	0	650	227	877	8
17:00:00	0	739	278	1017	7
18:00:00	0	679	272	951	4
19:00:00	9	568	273	850	6
Totals:	9	4804	2140	6953	35

Calculated Values for Traffic Crossing Major Street

Hours Ending:	7:00	8:00	9:00	10:00	16:00	17:00	18:00	19:00
Crossing Values:	168	553	1083	596	731	841	797	641

Ontario Traffic Inc.

Count Date: 15-May-13 Site #: 1307000003

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	0	0	18	18	1	1	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	2	2	1	1	33	15	1	0	1	1	2	2	0	0	0	0	0	0	2	2
6:45:00	5	3	1	0	70	37	2	1	2	1	3	1	0	0	0	0	0	0	6	4
7:00:00	11	6	1	0	125	55	2	0	3	1	6	3	0	0	0	0	0	0	6	0
7:15:00	11	0	4	3	217	92	3	1	6	3	9	3	0	0	0	0	0	0	9	3
7:30:00	13	2	23	19	366	149	5	2	6	0	16	7	0	0	0	0	0	0	11	2
7:45:00	22	9	32	9	531	165	5	0	7	1	19	3	0	0	0	0	0	0	12	1
8:00:00	28	6	33	1	689	158	5	0	8	1	24	5	0	0	0	0	0	0	19	7
8:15:00	32	4	41	8	895	206	5	0	10	2	25	1	0	0	0	0	0	0	28	9
8:30:00	40	8	51	10	1091	196	5	0	10	0	28	3	0	0	0	0	0	0	30	2
8:45:00	53	13	68	17	1328	237	6	1	12	2	35	7	0	0	0	0	0	0	37	7
9:00:00	57	4	79	11	1503	175	7	1	13	1	42	7	0	0	0	0	0	0	43	6
9:15:00	65	8	88	9	1662	159	8	1	14	1	44	2	0	0	0	0	0	0	49	6
9:30:00	72	7	90	2	1780	118	8	0	15	1	48	4	0	0	0	0	0	0	51	2
9:45:00	78	6	93	3	1909	129	8	0	17	2	54	6	0	0	0	0	0	0	54	3
10:00:00	82	4	94	1	2038	129	8	0	19	2	59	5	0	0	0	0	0	0	58	4
10:00:06	82	0	94	0	2039	1	8	0	19	0	59	0	0	0	0	0	0	0	58	0
15:00:00	82	0	94	0	2039	0	8	0	19	0	59	0	0	0	0	0	0	0	58	0
15:15:00	90	8	95	1	2146	107	8	0	21	2	66	7	0	0	0	0	0	0	60	2
15:30:00	95	5	95	0	2294	148	8	0	22	1	68	2	0	0	0	0	0	0	62	2
15:45:00	99	4	97	2	2448	154	8	0	23	1	75	7	0	0	0	0	0	0	77	15
16:00:00	107	8	97	0	2596	148	8	0	24	1	77	2	0	0	0	0	0	0	83	6
16:15:00	110	3	98	1	2743	147	8	0	26	2	80	3	0	0	0	0	0	0	95	12
16:30:00	116	6	98	0	2889	146	8	0	27	1	82	2	0	0	0	0	0	0	104	9
16:45:00	119	3	99	1	3018	129	8	0	28	1	84	2	0	0	0	0	0	0	109	5
17:00:00	122	3	101	2	3178	160	8	0	29	1	86	2	0	0	0	0	0	0	117	8
17:15:00	129	7	103	2	3324	146	8	0	31	2	86	0	0	0	0	0	0	0	123	6
17:30:00	142	13	104	1	3504	180	8	0	32	1	89	3	0	0	0	0	0	0	128	5
17:45:00	148	6	105	1	3649	145	8	0	33	1	90	1	0	0	0	0	0	0	138	10
18:00:00	158	10	106	1	3807	158	8	0	34	1	94	4	0	0	0	0	0	0	144	6
18:15:00	165	7	109	3	3962	155	8	0	36	2	94	0	0	0	0	0	0	0	158	14
18:30:00	171	6	111	2	4094	132	8	0	37	1	95	1	0	0	0	0	0	0	161	3
18:45:00	181	10	112	1	4225	131	8	0	38	1	97	2	0	0	0	0	0	0	164	3
19:00:00	189	8	115	3	4329	104	8	0	40	2	98	1	0	0	0	0	0	0	167	3
19:15:00	189	0	115	0	4329	0	8	0	40	0	98	0	0	0	0	0	0	0	167	0
19:15:09	189	0	115	0	4329	0	8	0	40	0	98	0	0	0	0	0	0	0	167	0

Ontario Traffic Inc.

Count Date: 15-May-13 Site #: 1307000003

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	14	14	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
6:30:00	0	0	38	24	0	0	0	0	2	1	0	0	0	0	0	0	0	0	1	0
6:45:00	1	1	72	34	0	0	1	1	4	2	0	0	0	0	0	0	0	0	1	0
7:00:00	1	0	109	37	0	0	1	0	6	2	0	0	0	0	0	0	0	0	1	0
7:15:00	1	0	152	43	0	0	1	0	7	1	0	0	0	0	0	0	0	0	1	0
7:30:00	3	2	191	39	0	0	1	0	10	3	0	0	0	0	0	0	0	0	1	0
7:45:00	4	1	236	45	0	0	1	0	16	6	0	0	0	0	0	0	0	0	1	0
8:00:00	7	3	286	50	0	0	1	0	19	3	0	0	0	0	0	0	0	0	1	0
8:15:00	10	3	339	53	0	0	1	0	21	2	0	0	0	0	0	0	0	0	1	0
8:30:00	13	3	399	60	0	0	1	0	24	3	0	0	0	0	0	0	0	0	1	0
8:45:00	14	1	461	62	0	0	1	0	26	2	0	0	0	0	0	0	0	0	1	0
9:00:00	14	0	502	41	0	0	1	0	31	5	0	0	0	0	0	0	0	0	1	0
9:15:00	15	1	549	47	0	0	2	1	34	3	0	0	0	0	0	0	0	0	1	0
9:30:00	19	4	601	52	0	0	3	1	37	3	0	0	0	0	0	0	0	0	1	0
9:45:00	26	7	656	55	0	0	3	0	42	5	0	0	0	0	0	0	0	0	1	0
10:00:00	28	2	693	37	0	0	3	0	51	9	0	0	0	0	0	0	0	0	1	0
10:00:06	28	0	693	0	0	0	3	0	51	0	0	0	0	0	0	0	0	0	1	0
15:00:00	28	0	693	0	0	0	3	0	51	0	0	0	0	0	0	0	0	0	1	0
15:15:00	32	4	767	74	0	0	3	0	55	4	0	0	0	0	0	0	0	0	1	0
15:30:00	33	1	849	82	0	0	3	0	58	3	0	0	0	0	0	0	0	0	1	0
15:45:00	36	3	924	75	0	0	4	1	60	2	0	0	0	0	0	0	0	0	1	0
16:00:00	36	0	1003	79	0	0	4	0	62	2	0	0	0	0	0	0	0	0	1	0
16:15:00	39	3	1071	68	0	0	4	0	65	3	0	0	0	0	0	0	0	0	1	0
16:30:00	41	2	1148	77	0	0	4	0	70	5	0	0	0	0	0	0	0	0	1	0
16:45:00	42	1	1216	68	0	0	4	0	74	4	0	0	0	0	0	0	0	0	1	0
17:00:00	45	3	1292	76	0	0	4	0	78	4	0	0	0	0	0	0	0	0	1	0
17:15:00	50	5	1347	55	0	0	4	0	81	3	0	0	0	0	0	0	0	0	1	0
17:30:00	51	1	1416	69	0	0	4	0	83	2	0	0	0	0	0	0	0	0	1	0
17:45:00	53	2	1486	70	0	0	4	0	87	4	0	0	0	0	0	0	0	0	1	0
18:00:00	60	7	1561	75	0	0	4	0	90	3	0	0	0	0	0	0	0	0	1	0
18:15:00	65	5	1631	70	0	0	4	0	93	3	0	0	0	0	0	0	0	0	1	0
18:30:00	69	4	1706	75	0	0	4	0	96	3	0	0	0	0	0	0	0	0	1	0
18:45:00	69	0	1771	65	0	0	4	0	98	2	0	0	0	0	0	0	0	0	1	0
19:00:00	73	4	1827	56	0	0	4	0	99	1	0	0	0	0	0	0	0	0	1	0
19:15:00	73	0	1827	0	0	0	4	0	99	0	0	0	0	0	0	0	0	0	1	0
19:15:09	73	0	1827	0	0	0	4	0	99	0	0	0	0	0	0	0	0	0	1	0

Ontario Traffic Inc.

Count Date: 15-May-13 Site #: 1307000003

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	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	8	8
6:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	3
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	2
7:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	6
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	7
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	36	10
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	45	9
8:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	63	18
8:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	87	24
8:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	95	8
9:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	111	16
9:15:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	124	13
9:30:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	128	4
9:45:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	138	10
10:00:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	143	5
10:00:06	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	143	0
15:00:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	143	0
15:15:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	154	11
15:30:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	162	8
15:45:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	180	18
16:00:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	190	10
16:15:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	202	12
16:30:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	210	8
16:45:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	229	19
17:00:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	249	20
17:15:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	257	8
17:30:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	281	24
17:45:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	298	17
18:00:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	325	27
18:15:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	334	9
18:30:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	338	4
18:45:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	344	6
19:00:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	353	9
19:15:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	353	0
19:15:09	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	353	0

Ontario Traffic Inc.

Count Date: 15-May-13 Site #: 1307000003

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	17	17	21	21	0	0	0	0	2	2	0	0	0	0	0	0	0	0
6:30:00	0	0	36	19	41	20	0	0	0	0	4	2	0	0	0	0	0	0	0	0
6:45:00	0	0	77	41	70	29	0	0	0	0	6	2	0	0	0	0	0	0	0	0
7:00:00	0	0	146	69	124	54	0	0	1	1	7	1	0	0	0	0	0	0	0	0
7:15:00	0	0	235	89	194	70	0	0	2	1	9	2	0	0	0	0	0	0	1	1
7:30:00	0	0	342	107	249	55	0	0	3	1	12	3	0	0	0	0	0	0	1	0
7:45:00	0	0	472	130	316	67	0	0	6	3	14	2	0	0	0	0	0	0	1	0
8:00:00	0	0	643	171	383	67	0	0	6	0	17	3	0	0	0	0	0	0	3	2
8:15:00	0	0	881	238	475	92	0	0	9	3	23	6	0	0	0	0	0	0	4	1
8:30:00	0	0	1150	269	574	99	0	0	10	1	27	4	0	0	0	0	0	0	4	0
8:45:00	0	0	1376	226	672	98	0	0	13	3	30	3	0	0	0	0	0	0	5	1
9:00:00	0	0	1622	246	754	82	0	0	13	0	35	5	0	0	0	0	0	0	7	2
9:15:00	0	0	1774	152	843	89	0	0	16	3	40	5	0	0	0	0	0	0	8	1
9:30:00	0	0	1925	151	911	68	0	0	17	1	44	4	0	0	0	0	0	0	8	0
9:45:00	0	0	2025	100	979	68	0	0	21	4	46	2	0	0	0	0	0	0	9	1
10:00:00	0	0	2144	119	1043	64	0	0	24	3	47	1	0	0	0	0	0	0	10	1
10:00:06	0	0	2144	0	1043	0	0	0	24	0	47	0	0	0	0	0	0	0	10	0
15:00:00	0	0	2144	0	1043	0	0	0	24	0	47	0	0	0	0	0	0	0	10	0
15:15:00	0	0	2260	116	1105	62	0	0	28	4	50	3	0	0	0	0	0	0	10	0
15:30:00	0	0	2407	147	1162	57	0	0	30	2	54	4	0	0	0	0	0	0	11	1
15:45:00	0	0	2566	159	1201	39	0	0	33	3	58	4	0	0	0	0	0	0	12	1
16:00:00	0	0	2783	217	1256	55	0	0	35	2	61	3	0	0	0	0	0	0	18	6
16:15:00	0	0	3017	234	1341	85	0	0	39	4	65	4	0	0	0	0	1	1	20	2
16:30:00	0	0	3197	180	1398	57	0	0	42	3	65	0	0	0	0	0	1	0	21	1
16:45:00	0	0	3353	156	1453	55	0	0	44	2	73	8	0	0	0	0	1	0	24	3
17:00:00	0	0	3509	156	1519	66	0	0	48	4	75	2	0	0	0	0	1	0	25	1
17:15:00	0	0	3643	134	1576	57	0	0	51	3	80	5	0	0	0	0	1	0	25	0
17:30:00	0	0	3824	181	1651	75	0	0	55	4	86	6	0	0	0	0	1	0	25	0
17:45:00	0	0	4006	182	1706	55	0	0	59	4	89	3	0	0	0	0	1	0	28	3
18:00:00	0	0	4176	170	1773	67	0	0	60	1	93	4	0	0	0	0	1	0	29	1
18:15:00	8	8	4316	140	1844	71	0	0	61	1	95	2	0	0	0	0	1	0	31	2
18:30:00	8	0	4480	164	1910	66	1	1	62	1	97	2	0	0	0	0	1	0	33	2
18:45:00	8	0	4634	154	1981	71	1	0	64	2	100	3	0	0	0	0	1	0	34	1
19:00:00	8	0	4740	106	2038	57	1	0	64	0	101	1	0	0	0	0	1	0	35	1
19:15:00	8	0	4741	1	2038	0	1	0	64	0	101	0	0	0	0	0	1	0	35	0
19:15:09	8	0	4742	1	2038	0	1	0	64	0	101	0	0	0	0	0	1	0	35	0

Ontario Traffic Inc.

Morning Peak Diagram

Specified Period
From: 6:00:00
To: 10:00:00

One Hour Peak
From: 7:30:00
To: 8:30:00

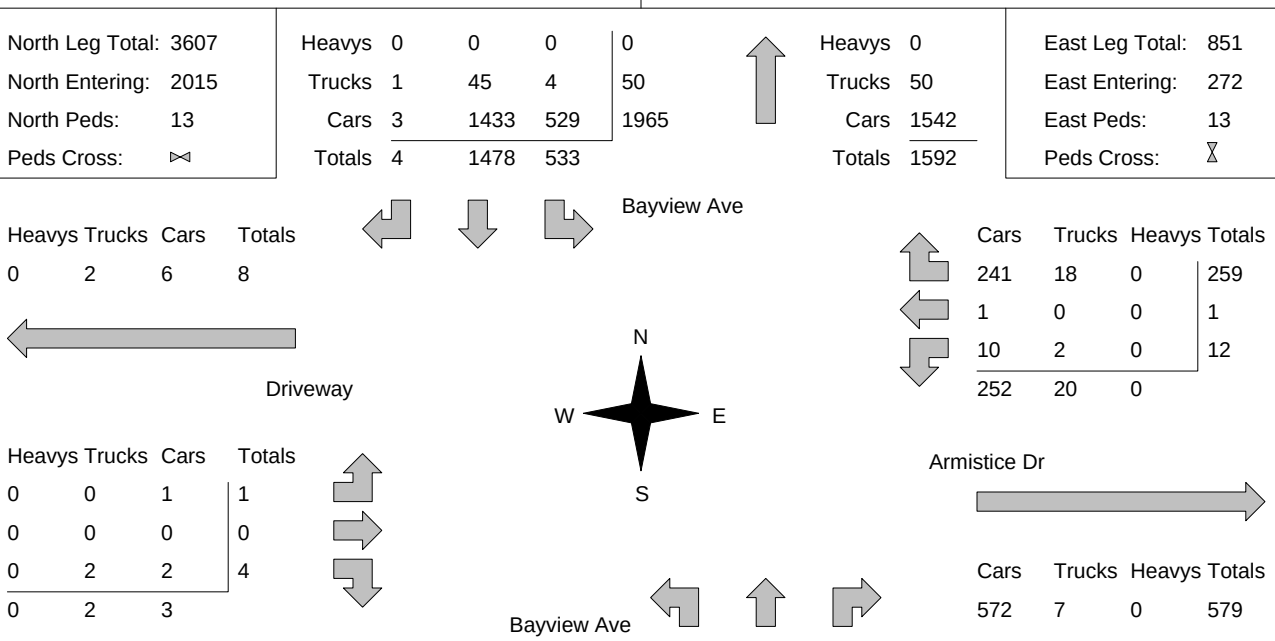
Municipality: Toronto
Site #: 1307000001
Intersection: Bayview Ave & Armistice Dr
TFR File #: 5
Count date: 15-May-13

Weather conditions:

Person(s) who counted:

**** Signalized Intersection ****

Major Road: Bayview Ave runs N/S



Comments

Ontario Traffic Inc.

Afternoon Peak Diagram

Specified Period
From: 15:00:00
To: 19:00:00

One Hour Peak
From: 17:30:00
To: 18:30:00

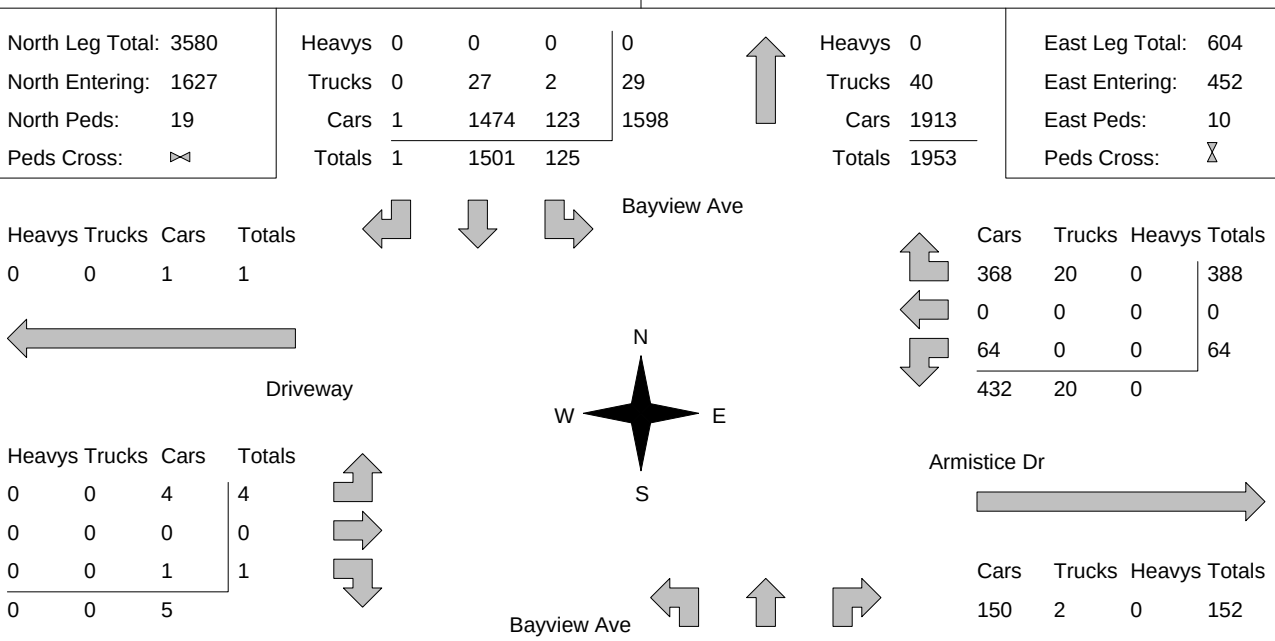
Municipality: Toronto
Site #: 1307000001
Intersection: Bayview Ave & Armistice Dr
TFR File #: 5
Count date: 15-May-13

Weather conditions:

Person(s) who counted:

**** Signalized Intersection ****

Major Road: Bayview Ave runs N/S



Comments

Ontario Traffic Inc.

Total Count Diagram

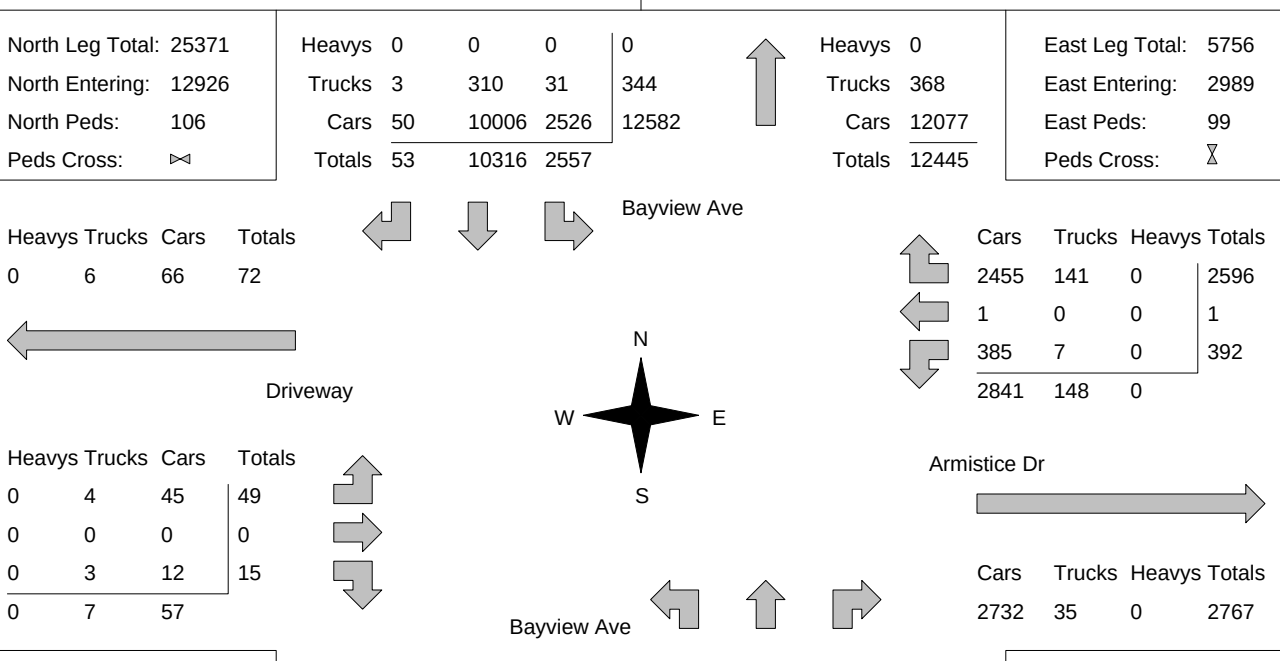
Municipality: Toronto
Site #: 1307000001
Intersection: Bayview Ave & Armistice Dr
TFR File #: 5
Count date: 15-May-13

Weather conditions:

Person(s) who counted:

**** Signalized Intersection ****

Major Road: Bayview Ave runs N/S



Comments

Ontario Traffic Inc.
Traffic Count Summary

Intersection: Bayview Ave & Armistice Dr | **Count Date:** 15-May-13 | **Municipality:** Toronto

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds	North/South Total Approaches
6:00:00	0	0	0	0	0	0
7:00:00	349	754	25	1128	15	1560
8:00:00	622	1401	21	2044	11	3106
9:00:00	496	1451	4	1951	12	3282
10:00:00	498	1462	0	1960	7	3038
15:00:00	0	9	0	9	0	9
16:00:00	210	1149	2	1361	18	2986
17:00:00	131	1246	0	1377	12	2854
18:00:00	111	1417	0	1528	17	3011
19:00:00	138	1417	1	1556	14	3096
Totals:	2555	10306	53	12914	106	22942

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds
6:00:00	0	0	0	0	0
7:00:00	6	410	16	432	9
8:00:00	4	1021	37	1062	31
9:00:00	3	1282	46	1331	18
10:00:00	4	1016	58	1078	11
15:00:00	0	0	0	0	0
16:00:00	0	1608	17	1625	20
17:00:00	1	1471	5	1477	13
18:00:00	0	1466	17	1483	7
19:00:00	0	1526	14	1540	8
Totals:	18	9800	210	10028	117

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds	East/West Total Approaches
6:00:00	0	0	0	0	0	0
7:00:00	2	0	72	74	14	74
8:00:00	12	0	255	267	15	272
9:00:00	15	1	183	199	7	204
10:00:00	42	0	222	264	5	270
15:00:00	2	0	1	3	0	3
16:00:00	83	0	540	623	13	639
17:00:00	119	0	546	665	20	682
18:00:00	84	0	450	534	17	543
19:00:00	33	0	325	358	8	364
Totals:	392	1	2594	2987	99	3051

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds
6:00:00	0	0	0	0	0
7:00:00	0	0	0	0	11
8:00:00	3	0	2	5	41
9:00:00	1	0	4	5	14
10:00:00	5	0	1	6	4
15:00:00	0	0	0	0	0
16:00:00	14	0	2	16	4
17:00:00	14	0	3	17	2
18:00:00	8	0	1	9	1
19:00:00	4	0	2	6	0
Totals:	49	0	15	64	77

Calculated Values for Traffic Crossing Major Street

Hours Ending:	7:00	8:00	9:00	10:00	16:00	17:00	18:00	19:00
Crossing Values:	26	57	47	65	135	158	116	59

Ontario Traffic Inc.

Count Date: 15-May-13 Site #: 1307000001

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	37	37	85	85	0	0	0	0	5	5	1	1	0	0	0	0	0	0	0	0
6:30:00	93	56	239	154	3	3	0	0	9	4	1	0	0	0	0	0	0	0	1	1
6:45:00	197	104	454	215	13	10	0	0	19	10	1	0	0	0	0	0	0	0	1	0
7:00:00	349	152	727	273	24	11	0	0	27	8	1	0	0	0	0	0	0	0	15	14
7:15:00	512	163	1019	292	38	14	1	1	36	9	1	0	0	0	0	0	0	0	17	2
7:30:00	679	167	1328	309	41	3	1	0	45	9	2	1	0	0	0	0	0	0	19	2
7:45:00	837	158	1723	395	43	2	4	3	55	10	2	0	0	0	0	0	0	0	22	3
8:00:00	967	130	2090	367	44	1	4	0	65	10	2	0	0	0	0	0	0	0	26	4
8:15:00	1079	112	2388	298	44	0	5	1	76	11	3	1	0	0	0	0	0	0	27	1
8:30:00	1208	129	2761	373	44	0	5	0	90	14	3	0	0	0	0	0	0	0	32	5
8:45:00	1334	126	3130	369	46	2	7	2	110	20	3	0	0	0	0	0	0	0	36	4
9:00:00	1459	125	3472	342	47	1	8	1	134	24	3	0	0	0	0	0	0	0	38	2
9:15:00	1585	126	3867	395	47	0	9	1	150	16	3	0	0	0	0	0	0	0	39	1
9:30:00	1719	134	4177	310	47	0	10	1	167	17	3	0	0	0	0	0	0	0	42	3
9:45:00	1843	124	4528	351	47	0	16	6	178	11	3	0	0	0	0	0	0	0	44	2
10:00:00	1949	106	4872	344	47	0	16	0	196	18	3	0	0	0	0	0	0	0	45	1
10:00:09	1949	0	4872	0	47	0	16	0	196	0	3	0	0	0	0	0	0	0	45	0
10:00:28	1949	0	4881	9	47	0	16	0	196	0	3	0	0	0	0	0	0	0	45	0
15:00:00	1949	0	4881	0	47	0	16	0	196	0	3	0	0	0	0	0	0	0	45	0
15:15:00	2013	64	5160	279	48	1	17	1	214	18	3	0	0	0	0	0	0	0	47	2
15:30:00	2062	49	5431	271	48	0	18	1	221	7	3	0	0	0	0	0	0	0	53	6
15:45:00	2118	56	5708	277	48	0	19	1	229	8	3	0	0	0	0	0	0	0	58	5
16:00:00	2154	36	5994	286	49	1	21	2	232	3	3	0	0	0	0	0	0	0	63	5
16:15:00	2194	40	6293	299	49	0	21	0	241	9	3	0	0	0	0	0	0	0	68	5
16:30:00	2220	26	6550	257	49	0	21	0	247	6	3	0	0	0	0	0	0	0	68	0
16:45:00	2253	33	6874	324	49	0	21	0	255	8	3	0	0	0	0	0	0	0	69	1
17:00:00	2284	31	7210	336	49	0	22	1	262	7	3	0	0	0	0	0	0	0	75	6
17:15:00	2310	26	7549	339	49	0	24	2	268	6	3	0	0	0	0	0	0	0	79	4
17:30:00	2327	17	7896	347	49	0	26	2	274	6	3	0	0	0	0	0	0	0	83	4
17:45:00	2354	27	8231	335	49	0	26	0	284	10	3	0	0	0	0	0	0	0	86	3
18:00:00	2390	36	8598	367	49	0	27	1	291	7	3	0	0	0	0	0	0	0	92	6
18:15:00	2419	29	8982	384	50	1	27	0	296	5	3	0	0	0	0	0	0	0	95	3
18:30:00	2450	31	9370	388	50	0	28	1	301	5	3	0	0	0	0	0	0	0	102	7
18:45:00	2491	41	9699	329	50	0	30	2	307	6	3	0	0	0	0	0	0	0	105	3
19:00:00	2524	33	9996	297	50	0	31	1	310	3	3	0	0	0	0	0	0	0	106	1
19:15:00	2524	0	9996	0	50	0	31	0	310	0	3	0	0	0	0	0	0	0	106	0
19:15:07	2526	2	10006	10	50	0	31	0	310	0	3	0	0	0	0	0	0	0	106	0

Ontario Traffic Inc.

Count Date: 15-May-13 Site #: 1307000001

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	0	0	10	10	0	0	0	0	2	2	0	0	0	0	0	0	1	1
6:30:00	0	0	0	0	18	8	0	0	0	0	4	2	0	0	0	0	0	0	2	1
6:45:00	1	1	0	0	29	11	0	0	0	0	7	3	0	0	0	0	0	0	10	8
7:00:00	2	1	0	0	62	33	0	0	0	0	10	3	0	0	0	0	0	0	14	4
7:15:00	2	0	0	0	89	27	2	2	0	0	13	3	0	0	0	0	0	0	18	4
7:30:00	5	3	0	0	147	58	3	1	0	0	18	5	0	0	0	0	0	0	20	2
7:45:00	7	2	0	0	229	82	3	0	0	0	23	5	0	0	0	0	0	0	23	3
8:00:00	10	3	0	0	300	71	4	1	0	0	27	4	0	0	0	0	0	0	29	6
8:15:00	14	4	0	0	339	39	5	1	0	0	32	5	0	0	0	0	0	0	32	3
8:30:00	15	1	1	1	388	49	5	0	0	0	36	4	0	0	0	0	0	0	33	1
8:45:00	22	7	1	0	431	43	5	0	0	0	38	2	0	0	0	0	0	0	33	0
9:00:00	24	2	1	0	466	35	5	0	0	0	44	6	0	0	0	0	0	0	36	3
9:15:00	28	4	1	0	508	42	5	0	0	0	47	3	0	0	0	0	0	0	37	1
9:30:00	34	6	1	0	561	53	6	1	0	0	52	5	0	0	0	0	0	0	37	0
9:45:00	55	21	1	0	611	50	6	0	0	0	56	4	0	0	0	0	0	0	37	0
10:00:00	65	10	1	0	666	55	6	0	0	0	66	10	0	0	0	0	0	0	41	4
10:00:09	67	2	1	0	667	1	6	0	0	0	66	0	0	0	0	0	0	0	41	0
10:00:28	67	0	1	0	667	0	6	0	0	0	66	0	0	0	0	0	0	0	41	0
15:00:00	67	0	1	0	667	0	6	0	0	0	66	0	0	0	0	0	0	0	41	0
15:15:00	85	18	1	0	814	147	6	0	0	0	69	3	0	0	0	0	0	0	41	0
15:30:00	106	21	1	0	923	109	6	0	0	0	75	6	0	0	0	0	0	0	42	1
15:45:00	124	18	1	0	1063	140	6	0	0	0	78	3	0	0	0	0	0	0	49	7
16:00:00	150	26	1	0	1189	126	6	0	0	0	84	6	0	0	0	0	0	0	54	5
16:15:00	180	30	1	0	1324	135	6	0	0	0	88	4	0	0	0	0	0	0	60	6
16:30:00	208	28	1	0	1453	129	6	0	0	0	92	4	0	0	0	0	0	0	65	5
16:45:00	238	30	1	0	1589	136	6	0	0	0	98	6	0	0	0	0	0	0	69	4
17:00:00	269	31	1	0	1718	129	6	0	0	0	101	3	0	0	0	0	0	0	74	5
17:15:00	287	18	1	0	1833	115	7	1	0	0	109	8	0	0	0	0	0	0	80	6
17:30:00	307	20	1	0	1952	119	7	0	0	0	112	3	0	0	0	0	0	0	87	7
17:45:00	334	27	1	0	2050	98	7	0	0	0	119	7	0	0	0	0	0	0	89	2
18:00:00	352	18	1	0	2145	95	7	0	0	0	124	5	0	0	0	0	0	0	91	2
18:15:00	363	11	1	0	2232	87	7	0	0	0	128	4	0	0	0	0	0	0	95	4
18:30:00	371	8	1	0	2320	88	7	0	0	0	132	4	0	0	0	0	0	0	97	2
18:45:00	378	7	1	0	2383	63	7	0	0	0	137	5	0	0	0	0	0	0	98	1
19:00:00	385	7	1	0	2453	70	7	0	0	0	141	4	0	0	0	0	0	0	99	1
19:15:00	385	0	1	0	2455	2	7	0	0	0	141	0	0	0	0	0	0	0	99	0
19:15:07	385	0	1	0	2455	0	7	0	0	0	141	0	0	0	0	0	0	0	99	0

Ontario Traffic Inc.

Count Date: 15-May-13 Site #: 1307000001

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	69	69	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
6:30:00	1	1	154	85	4	3	0	0	0	0	0	0	0	0	0	0	0	0	2	1
6:45:00	5	4	286	132	8	4	0	0	1	1	0	0	0	0	0	0	0	0	5	3
7:00:00	6	1	409	123	16	8	0	0	1	0	0	0	0	0	0	0	0	0	9	4
7:15:00	6	0	596	187	25	9	2	2	4	3	0	0	0	0	0	0	0	0	14	5
7:30:00	6	0	790	194	32	7	2	0	11	7	0	0	0	0	0	0	0	0	20	6
7:45:00	6	0	1049	259	39	7	2	0	20	9	0	0	0	0	0	0	0	0	27	7
8:00:00	7	1	1408	359	52	13	3	1	23	3	1	1	0	0	0	0	0	0	40	13
8:15:00	7	0	1737	329	60	8	3	0	32	9	1	0	0	0	0	0	0	0	42	2
8:30:00	8	1	2090	353	75	15	3	0	43	11	3	2	0	0	0	0	0	0	45	3
8:45:00	9	1	2425	335	88	13	3	0	48	5	3	0	0	0	0	0	0	0	50	5
9:00:00	10	1	2653	228	96	8	3	0	60	12	3	0	0	0	0	0	0	0	58	8
9:15:00	11	1	2944	291	113	17	3	0	77	17	3	0	0	0	0	0	0	0	62	4
9:30:00	13	2	3168	224	123	10	3	0	90	13	3	0	0	0	0	0	0	0	63	1
9:45:00	13	0	3376	208	141	18	3	0	101	11	3	0	0	0	0	0	0	0	68	5
10:00:00	14	1	3613	237	154	13	3	0	116	15	3	0	0	0	0	0	0	0	69	1
10:00:09	14	0	3613	0	154	0	3	0	116	0	3	0	0	0	0	0	0	0	69	0
10:00:28	14	0	3613	0	154	0	3	0	116	0	3	0	0	0	0	0	0	0	69	0
15:00:00	14	0	3613	0	154	0	3	0	116	0	3	0	0	0	0	0	0	0	69	0
15:15:00	14	0	3993	380	158	4	3	0	124	8	3	0	0	0	0	0	0	0	71	2
15:30:00	14	0	4383	390	159	1	3	0	140	16	3	0	0	0	0	0	0	0	86	15
15:45:00	14	0	4779	396	168	9	3	0	153	13	4	1	0	0	0	0	0	0	88	2
16:00:00	14	0	5177	398	170	2	3	0	160	7	4	0	0	0	0	0	0	0	89	1
16:15:00	14	0	5546	369	173	3	3	0	170	10	4	0	0	0	0	0	0	0	96	7
16:30:00	14	0	5921	375	174	1	3	0	180	10	4	0	0	0	0	0	0	0	97	1
16:45:00	14	0	6275	354	175	1	3	0	185	5	4	0	0	0	0	0	0	0	99	2
17:00:00	15	1	6616	341	175	0	3	0	192	7	4	0	0	0	0	0	0	0	102	3
17:15:00	15	0	6982	366	175	0	3	0	196	4	4	0	0	0	0	0	0	0	105	3
17:30:00	15	0	7326	344	177	2	3	0	199	3	4	0	0	0	0	0	0	0	106	1
17:45:00	15	0	7702	376	183	6	3	0	205	6	4	0	0	0	0	0	0	0	106	0
18:00:00	15	0	8063	361	192	9	3	0	211	6	4	0	0	0	0	0	0	0	109	3
18:15:00	15	0	8472	409	200	8	3	0	216	5	4	0	0	0	0	0	0	0	110	1
18:30:00	15	0	8867	395	204	4	3	0	219	3	4	0	0	0	0	0	0	0	112	2
18:45:00	15	0	9189	322	204	0	3	0	222	3	4	0	0	0	0	0	0	0	115	3
19:00:00	15	0	9577	388	206	2	3	0	223	1	4	0	0	0	0	0	0	0	117	2
19:15:00	15	0	9577	0	206	0	3	0	223	0	4	0	0	0	0	0	0	0	117	0
19:15:07	15	0	9577	0	206	0	3	0	223	0	4	0	0	0	0	0	0	0	117	0

Ontario Traffic Inc.

Count Date: 15-May-13 Site #: 1307000001

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3
6:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	3
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	3
7:15:00	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	16	5
7:30:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	48	32
7:45:00	2	1	0	0	1	1	1	0	0	0	1	1	0	0	0	0	0	0	49	1
8:00:00	2	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	52	3
8:15:00	2	0	0	0	2	1	1	0	0	0	2	1	0	0	0	0	0	0	53	1
8:30:00	2	0	0	0	2	0	1	0	0	0	2	0	0	0	0	0	0	0	56	3
8:45:00	2	0	0	0	3	1	2	1	0	0	2	0	0	0	0	0	0	0	60	4
9:00:00	2	0	0	0	4	1	2	0	0	0	2	0	0	0	0	0	0	0	66	6
9:15:00	2	0	0	0	4	0	3	1	0	0	2	0	0	0	0	0	0	0	66	0
9:30:00	3	1	0	0	5	1	3	0	0	0	2	0	0	0	0	0	0	0	67	1
9:45:00	5	2	0	0	5	0	3	0	0	0	2	0	0	0	0	0	0	0	68	1
10:00:00	6	1	0	0	5	0	3	0	0	0	2	0	0	0	0	0	0	0	70	2
10:00:09	6	0	0	0	5	0	3	0	0	0	2	0	0	0	0	0	0	0	70	0
10:00:28	6	0	0	0	5	0	3	0	0	0	2	0	0	0	0	0	0	0	70	0
15:00:00	6	0	0	0	5	0	3	0	0	0	2	0	0	0	0	0	0	0	70	0
15:15:00	7	1	0	0	5	0	3	0	0	0	2	0	0	0	0	0	0	0	70	0
15:30:00	16	9	0	0	5	0	3	0	0	0	3	1	0	0	0	0	0	0	71	1
15:45:00	18	2	0	0	6	1	4	1	0	0	3	0	0	0	0	0	0	0	71	0
16:00:00	19	1	0	0	6	0	4	0	0	0	3	0	0	0	0	0	0	0	74	3
16:15:00	21	2	0	0	8	2	4	0	0	0	3	0	0	0	0	0	0	0	75	1
16:30:00	24	3	0	0	8	0	4	0	0	0	3	0	0	0	0	0	0	0	75	0
16:45:00	28	4	0	0	9	1	4	0	0	0	3	0	0	0	0	0	0	0	76	1
17:00:00	33	5	0	0	9	0	4	0	0	0	3	0	0	0	0	0	0	0	76	0
17:15:00	37	4	0	0	10	1	4	0	0	0	3	0	0	0	0	0	0	0	77	1
17:30:00	40	3	0	0	10	0	4	0	0	0	3	0	0	0	0	0	0	0	77	0
17:45:00	41	1	0	0	10	0	4	0	0	0	3	0	0	0	0	0	0	0	77	0
18:00:00	41	0	0	0	10	0	4	0	0	0	3	0	0	0	0	0	0	0	77	0
18:15:00	43	2	0	0	11	1	4	0	0	0	3	0	0	0	0	0	0	0	77	0
18:30:00	44	1	0	0	11	0	4	0	0	0	3	0	0	0	0	0	0	0	77	0
18:45:00	45	1	0	0	12	1	4	0	0	0	3	0	0	0	0	0	0	0	77	0
19:00:00	45	0	0	0	12	0	4	0	0	0	3	0	0	0	0	0	0	0	77	0
19:15:00	45	0	0	0	12	0	4	0	0	0	3	0	0	0	0	0	0	0	77	0
19:15:07	45	0	0	0	12	0	4	0	0	0	3	0	0	0	0	0	0	0	77	0

Ontario Traffic Inc

Morning Peak Diagram

Specified Period
From: 6:00:00
To: 10:00:00

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

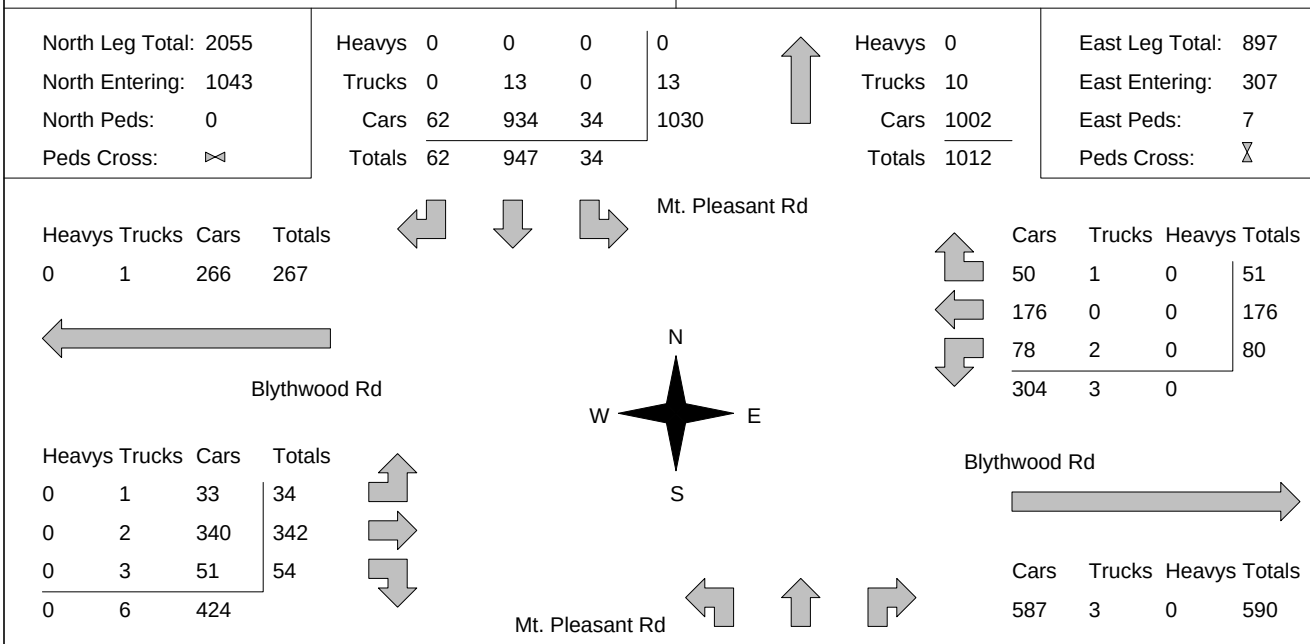
Municipality: Toronto
Site #: 1213100004
Intersection: Mt. Pleasant Rd & Blythwood Rd
TFR File #: 12
Count date: 6-Nov-12

Weather conditions:

Person(s) who counted:

**** Signalized Intersection ****

Major Road: Mt. Pleasant Rd runs N/S



Comments

Ontario Traffic Inc

Afternoon Peak Diagram

Specified Period
From: 15:00:00
To: 19:00:00

One Hour Peak
From: 17:15:00
To: 18:15:00

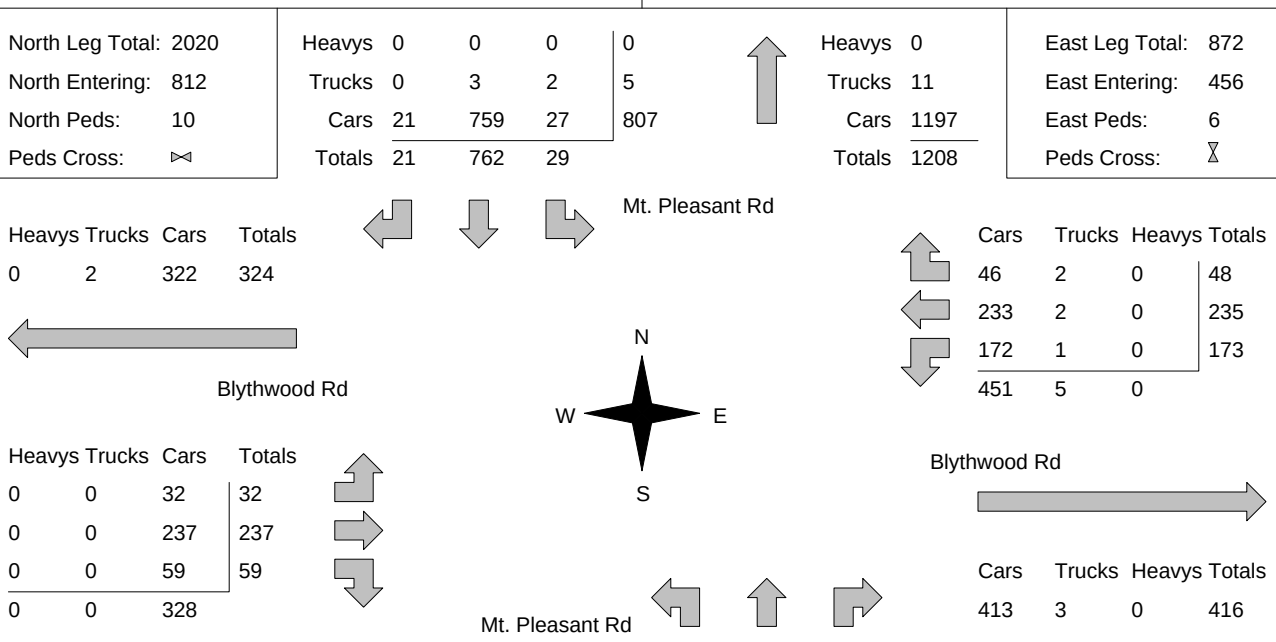
Municipality: Toronto
Site #: 1213100004
Intersection: Mt. Pleasant Rd & Blythwood Rd
TFR File #: 12
Count date: 6-Nov-12

Weather conditions:

Person(s) who counted:

**** Signalized Intersection ****

Major Road: Mt. Pleasant Rd runs N/S



Comments

Ontario Traffic Inc

Total Count Diagram

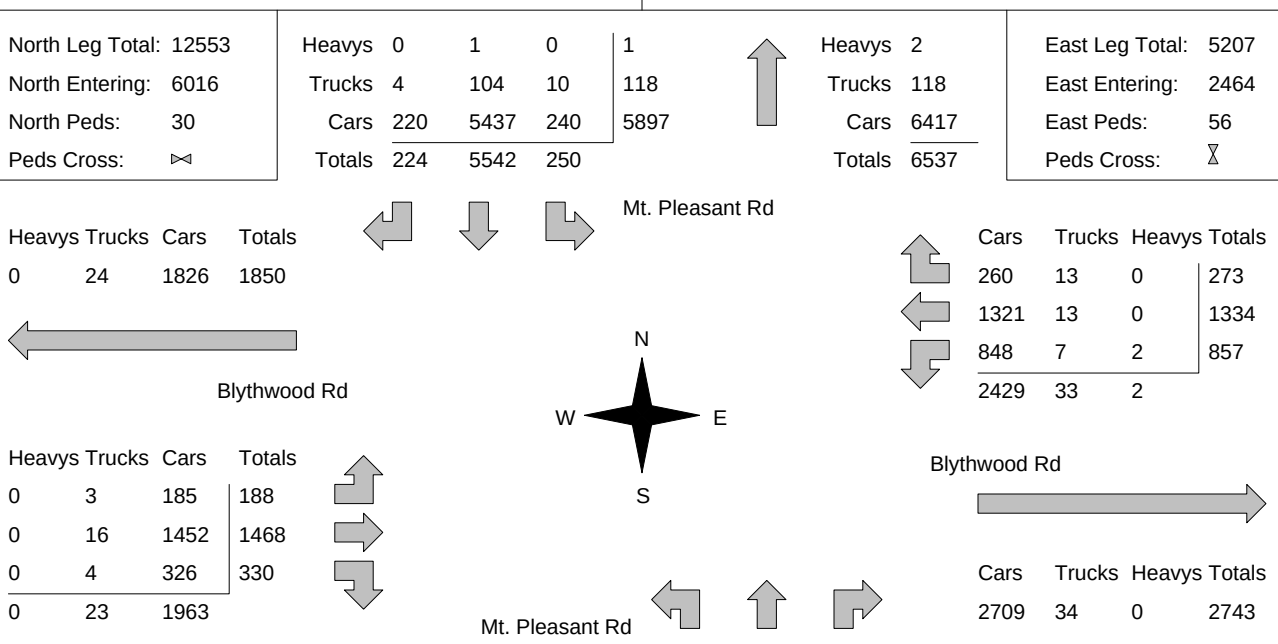
Municipality: Toronto
Site #: 1213100004
Intersection: Mt. Pleasant Rd & Blythwood Rd
TFR File #: 12
Count date: 6-Nov-12

Weather conditions:

Person(s) who counted:

**** Signalized Intersection ****

Major Road: Mt. Pleasant Rd runs N/S



Comments

Ontario Traffic Inc
Traffic Count Summary

Intersection: Mt. Pleasant Rd & Blythwood Rd | **Count Date:** 6-Nov-12 | **Municipality:** Toronto

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds	North/South Total Approaches
6:00:00	0	0	0	0	0	0
7:00:00	16	289	0	305	0	564
8:00:00	46	873	42	961	7	1759
9:00:00	41	940	48	1029	1	2173
10:00:00	40	785	20	845	3	1486
15:00:00	0	0	0	0	0	0
16:00:00	35	557	41	633	6	1643
17:00:00	18	678	33	729	1	1886
18:00:00	27	755	29	811	11	2109
19:00:00	27	665	11	703	1	1789
Totals:	250	5542	224	6016	30	13409

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds
6:00:00	0	0	0	0	0
7:00:00	10	212	37	259	4
8:00:00	24	606	168	798	10
9:00:00	33	927	184	1144	48
10:00:00	12	528	101	641	28
15:00:00	0	0	0	0	0
16:00:00	42	847	121	1010	49
17:00:00	41	982	134	1157	42
18:00:00	67	1082	149	1298	26
19:00:00	63	892	131	1086	10
Totals:	292	6076	1025	7393	217

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds	East/West Total Approaches
6:00:00	0	0	0	0	0	0
7:00:00	26	27	2	55	6	103
8:00:00	76	135	26	237	3	484
9:00:00	88	163	54	305	7	741
10:00:00	118	124	25	267	10	510
15:00:00	0	0	0	0	0	0
16:00:00	118	228	36	382	11	605
17:00:00	130	209	42	381	6	642
18:00:00	150	212	48	410	7	680
19:00:00	151	236	40	427	6	685
Totals:	857	1334	273	2464	56	4450

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds
6:00:00	0	0	0	0	0
7:00:00	4	29	15	48	5
8:00:00	16	180	51	247	4
9:00:00	42	347	47	436	2
10:00:00	17	193	33	243	3
15:00:00	0	0	0	0	0
16:00:00	36	139	48	223	13
17:00:00	25	196	40	261	7
18:00:00	23	192	55	270	7
19:00:00	25	192	41	258	6
Totals:	188	1468	330	1986	47

Calculated Values for Traffic Crossing Major Street

Hours Ending:	7:00	8:00	9:00	10:00	16:00	17:00	18:00	19:00
Crossing Values:	63	289	526	359	437	407	422	423

Ontario Traffic Inc

Count Date: 6-Nov-12 **Site #: 1213100004**

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	34	34	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	1	1	89	55	0	0	2	0	1	1	0	0	0	0	0	0	0	0	0	0
6:45:00	6	5	177	88	0	0	3	1	4	3	0	0	0	0	0	0	0	0	0	0
7:00:00	13	7	281	104	0	0	3	0	8	4	0	0	0	0	0	0	0	0	0	0
7:15:00	20	7	455	174	6	6	3	0	17	9	0	0	0	0	0	0	0	0	1	1
7:30:00	36	16	657	202	9	3	3	0	23	6	0	0	0	0	0	0	0	0	5	4
7:45:00	48	12	886	229	19	10	3	0	26	3	1	1	0	0	0	0	0	0	7	2
8:00:00	59	11	1131	245	41	22	3	0	31	5	1	0	0	0	0	0	0	0	7	0
8:15:00	65	6	1378	247	54	13	3	0	35	4	1	0	0	0	0	0	0	0	7	0
8:30:00	71	6	1574	196	67	13	3	0	36	1	1	0	0	0	0	0	0	0	7	0
8:45:00	82	11	1820	246	81	14	3	0	39	3	1	0	0	0	0	0	0	0	7	0
9:00:00	100	18	2058	238	89	8	3	0	44	5	1	0	0	0	0	0	0	0	8	1
9:15:00	113	13	2231	173	94	5	6	3	50	6	1	0	0	0	0	0	0	0	8	0
9:30:00	122	9	2443	212	102	8	7	1	59	9	1	0	0	0	0	0	0	0	9	1
9:45:00	130	8	2630	187	105	3	7	0	68	9	2	1	0	0	1	1	0	0	11	2
10:00:00	136	6	2816	186	108	3	7	0	70	2	2	0	0	0	1	0	0	0	11	0
10:02:22	136	0	2816	0	108	0	7	0	70	0	2	0	0	0	1	0	0	0	11	0
14:45:00	136	0	2816	0	108	0	7	0	70	0	2	0	0	0	1	0	0	0	11	0
15:00:00	136	0	2816	0	108	0	7	0	70	0	2	0	0	0	1	0	0	0	11	0
15:15:00	147	11	2932	116	122	14	7	0	75	5	2	0	0	0	1	0	0	0	11	0
15:30:00	156	9	3055	123	130	8	7	0	79	4	3	1	0	0	1	0	0	0	13	2
15:45:00	163	7	3195	140	138	8	7	0	85	6	4	1	0	0	1	0	0	0	14	1
16:00:00	171	8	3355	160	147	9	7	0	88	3	4	0	0	0	1	0	0	0	17	3
16:15:00	174	3	3514	159	162	15	7	0	89	1	4	0	0	0	1	0	0	0	18	1
16:30:00	179	5	3675	161	167	5	7	0	90	1	4	0	0	0	1	0	0	0	18	0
16:45:00	187	8	3862	187	173	6	7	0	92	2	4	0	0	0	1	0	0	0	18	0
17:00:00	189	2	4028	166	180	7	7	0	93	1	4	0	0	0	1	0	0	0	18	0
17:15:00	197	8	4209	181	191	11	8	1	94	1	4	0	0	0	1	0	0	0	19	1
17:30:00	203	6	4396	187	195	4	8	0	95	1	4	0	0	0	1	0	0	0	27	8
17:45:00	209	6	4583	187	199	4	9	1	95	0	4	0	0	0	1	0	0	0	29	2
18:00:00	214	5	4781	198	209	10	9	0	95	0	4	0	0	0	1	0	0	0	29	0
18:15:00	224	10	4968	187	212	3	10	1	97	2	4	0	0	0	1	0	0	0	29	0
18:30:00	234	10	5130	162	214	2	10	0	100	3	4	0	0	0	1	0	0	0	29	0
18:45:00	237	3	5287	157	219	5	10	0	102	2	4	0	0	0	1	0	0	0	30	1
19:00:00	240	3	5437	150	220	1	10	0	104	2	4	0	0	0	1	0	0	0	30	0
19:15:00	240	0	5437	0	220	0	10	0	104	0	4	0	0	0	1	0	0	0	30	0
19:15:33	240	0	5437	0	220	0	10	0	104	0	4	0	0	0	1	0	0	0	30	0

Ontario Traffic Inc

Count Date: 6-Nov-12 **Site #: 1213100004**

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	4	4	2	2	0	0	0	0	2	2	1	1	2	2	0	0	0	0	1	1
6:30:00	8	4	3	1	0	0	0	0	2	0	1	0	2	0	0	0	0	0	6	5
6:45:00	12	4	12	9	0	0	0	0	2	0	1	0	2	0	0	0	0	0	6	0
7:00:00	24	12	25	13	1	1	0	0	2	0	1	0	2	0	0	0	0	0	6	0
7:15:00	36	12	42	17	4	3	0	0	3	1	1	0	2	0	0	0	0	0	6	0
7:30:00	53	17	78	36	8	4	0	0	3	0	1	0	2	0	0	0	0	0	7	1
7:45:00	76	23	108	30	14	6	0	0	3	0	1	0	2	0	0	0	0	0	8	1
8:00:00	100	24	159	51	26	12	0	0	3	0	2	1	2	0	0	0	0	0	9	1
8:15:00	121	21	208	49	41	15	1	1	3	0	2	0	2	0	0	0	0	0	10	1
8:30:00	131	10	242	34	58	17	1	0	3	0	2	0	2	0	0	0	0	0	13	3
8:45:00	154	23	284	42	64	6	2	1	3	0	2	0	2	0	0	0	0	0	15	2
9:00:00	186	32	322	38	79	15	2	0	3	0	3	1	2	0	0	0	0	0	16	1
9:15:00	221	35	363	41	88	9	2	0	4	1	4	1	2	0	0	0	0	0	18	2
9:30:00	246	25	393	30	91	3	2	0	4	0	7	3	2	0	0	0	0	0	20	2
9:45:00	274	28	418	25	95	4	3	1	4	0	7	0	2	0	0	0	0	0	23	3
10:00:00	303	29	445	27	100	5	3	0	4	0	7	0	2	0	0	0	0	0	26	3
10:02:22	303	0	445	0	100	0	3	0	4	0	7	0	2	0	0	0	0	0	26	0
14:45:00	303	0	445	0	100	0	3	0	4	0	7	0	2	0	0	0	0	0	26	0
15:00:00	303	0	445	0	100	0	3	0	4	0	7	0	2	0	0	0	0	0	26	0
15:15:00	329	26	501	56	106	6	4	1	5	1	8	1	2	0	0	0	0	0	27	1
15:30:00	357	28	555	54	113	7	5	1	7	2	8	0	2	0	0	0	0	0	31	4
15:45:00	388	31	619	64	122	9	5	0	7	0	8	0	2	0	0	0	0	0	35	4
16:00:00	419	31	669	50	135	13	5	0	8	1	8	0	2	0	0	0	0	0	37	2
16:15:00	459	40	720	51	138	3	5	0	9	1	9	1	2	0	0	0	0	0	40	3
16:30:00	491	32	778	58	146	8	5	0	9	0	10	1	2	0	0	0	0	0	40	0
16:45:00	525	34	822	44	159	13	5	0	10	1	10	0	2	0	0	0	0	0	41	1
17:00:00	549	24	876	54	174	15	5	0	10	0	11	1	2	0	0	0	0	0	43	2
17:15:00	580	31	929	53	188	14	5	0	11	1	11	0	2	0	0	0	0	0	45	2
17:30:00	626	46	987	58	202	14	5	0	13	2	11	0	2	0	0	0	0	0	50	5
17:45:00	653	27	1032	45	208	6	5	0	13	0	13	2	2	0	0	0	0	0	50	0
18:00:00	699	46	1085	53	220	12	5	0	13	0	13	0	2	0	0	0	0	0	50	0
18:15:00	752	53	1162	77	234	14	6	1	13	0	13	0	2	0	0	0	0	0	51	1
18:30:00	796	44	1238	76	239	5	7	1	13	0	13	0	2	0	0	0	0	0	56	5
18:45:00	826	30	1296	58	255	16	7	0	13	0	13	0	2	0	0	0	0	0	56	0
19:00:00	848	22	1321	25	260	5	7	0	13	0	13	0	2	0	0	0	0	0	56	0
19:15:00	848	0	1321	0	260	0	7	0	13	0	13	0	2	0	0	0	0	0	56	0
19:15:33	848	0	1321	0	260	0	7	0	13	0	13	0	2	0	0	0	0	0	56	0

Ontario Traffic Inc

Count Date: 6-Nov-12 Site #: 1213100004

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	2	2	29	29	6	6	0	0	2	2	0	0	0	0	0	0	0	0	0	0
6:30:00	5	3	74	45	13	7	0	0	3	1	0	0	0	0	0	0	0	0	2	2
6:45:00	6	1	137	63	25	12	0	0	4	1	0	0	0	0	0	0	0	0	4	2
7:00:00	9	3	207	70	37	12	1	1	5	1	0	0	0	0	0	0	0	0	4	0
7:15:00	12	3	312	105	56	19	2	1	7	2	0	0	0	0	0	0	0	0	4	0
7:30:00	23	11	446	134	82	26	3	1	10	3	0	0	0	0	1	1	0	0	6	2
7:45:00	27	4	590	144	140	58	3	0	12	2	1	1	0	0	1	0	0	0	10	4
8:00:00	31	4	804	214	203	63	3	0	13	1	2	1	0	0	1	0	0	0	14	4
8:15:00	44	13	1038	234	264	61	4	1	16	3	2	0	0	0	1	0	0	0	18	4
8:30:00	52	8	1285	247	302	38	4	0	18	2	2	0	0	0	1	0	0	0	21	3
8:45:00	55	3	1509	224	353	51	4	0	20	2	2	0	0	0	1	0	0	0	44	23
9:00:00	63	8	1721	212	387	34	4	0	23	3	2	0	0	0	1	0	0	0	62	18
9:15:00	67	4	1869	148	412	25	4	0	30	7	2	0	0	0	2	1	0	0	80	18
9:30:00	68	1	1997	128	437	25	4	0	34	4	3	1	0	0	2	0	0	0	83	3
9:45:00	72	4	2117	120	453	16	5	1	37	3	3	0	0	0	2	0	0	0	83	0
10:00:00	74	2	2225	108	487	34	5	0	46	9	3	0	0	0	2	0	0	0	90	7
10:02:22	74	0	2225	0	487	0	5	0	46	0	3	0	0	0	2	0	0	0	90	0
14:45:00	74	0	2225	0	487	0	5	0	46	0	3	0	0	0	2	0	0	0	90	0
15:00:00	74	0	2225	0	487	0	5	0	46	0	3	0	0	0	2	0	0	0	90	0
15:15:00	78	4	2380	155	516	29	5	0	48	2	3	0	0	0	2	0	0	0	96	6
15:30:00	91	13	2563	183	547	31	5	0	53	5	4	1	0	0	2	0	0	0	111	15
15:45:00	109	18	2815	252	566	19	5	0	62	9	4	0	0	0	2	0	0	0	120	9
16:00:00	114	5	3051	236	607	41	7	2	67	5	4	0	0	0	2	0	0	0	139	19
16:15:00	120	6	3278	227	646	39	7	0	71	4	4	0	0	0	2	0	0	0	159	20
16:30:00	127	7	3530	252	668	22	7	0	77	6	5	1	0	0	2	0	0	0	165	6
16:45:00	143	16	3784	254	703	35	7	0	77	0	6	1	0	0	2	0	0	0	172	7
17:00:00	155	12	4016	232	739	36	7	0	84	7	6	0	0	0	2	0	0	0	181	9
17:15:00	170	15	4235	219	780	41	7	0	86	2	6	0	0	0	2	0	0	0	184	3
17:30:00	188	18	4515	280	812	32	7	0	89	3	6	0	0	0	2	0	0	0	189	5
17:45:00	206	18	4827	312	857	45	7	0	90	1	6	0	0	0	2	0	0	0	198	9
18:00:00	222	16	5090	263	888	31	7	0	92	2	6	0	0	0	2	0	0	0	207	9
18:15:00	238	16	5354	264	929	41	7	0	95	3	7	1	0	0	2	0	0	0	207	0
18:30:00	256	18	5619	265	964	35	7	0	100	5	7	0	0	0	2	0	0	0	208	1
18:45:00	270	14	5805	186	991	27	7	0	102	2	8	1	0	0	2	0	0	0	210	2
19:00:00	285	15	5972	167	1017	26	7	0	102	0	8	0	0	0	2	0	0	0	217	7
19:15:00	285	0	5972	0	1017	0	7	0	102	0	8	0	0	0	2	0	0	0	217	0
19:15:33	285	0	5972	0	1017	0	7	0	102	0	8	0	0	0	2	0	0	0	217	0

Ontario Traffic Inc

Count Date: 6-Nov-12 **Site #: 1213100004**

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
6:30:00	1	1	10	9	4	4	0	0	0	0	0	0	0	0	0	0	0	0	3	0
6:45:00	1	0	16	6	7	3	0	0	0	0	0	0	0	0	0	0	0	0	5	2
7:00:00	4	3	29	13	15	8	0	0	0	0	0	0	0	0	0	0	0	0	5	0
7:15:00	4	0	61	32	18	3	0	0	1	1	0	0	0	0	0	0	0	0	6	1
7:30:00	7	3	95	34	34	16	0	0	1	0	0	0	0	0	0	0	0	0	8	2
7:45:00	10	3	140	45	47	13	0	0	1	0	0	0	0	0	0	0	0	0	8	0
8:00:00	20	10	207	67	65	18	0	0	2	1	1	1	0	0	0	0	0	0	9	1
8:15:00	26	6	294	87	72	7	0	0	2	0	1	0	0	0	0	0	0	0	10	1
8:30:00	31	5	391	97	86	14	1	1	2	0	2	1	0	0	0	0	0	0	10	0
8:45:00	43	12	480	89	98	12	1	0	3	1	3	1	0	0	0	0	0	0	11	1
9:00:00	61	18	547	67	110	12	1	0	9	6	3	0	0	0	0	0	0	0	11	0
9:15:00	65	4	606	59	122	12	1	0	9	0	3	0	0	0	0	0	0	0	11	0
9:30:00	71	6	645	39	134	12	1	0	9	0	3	0	0	0	0	0	0	0	12	1
9:45:00	73	2	691	46	141	7	1	0	9	0	3	0	0	0	0	0	0	0	14	2
10:00:00	78	5	738	47	143	2	1	0	11	2	3	0	0	0	0	0	0	0	14	0
10:02:22	78	0	738	0	143	0	1	0	11	0	3	0	0	0	0	0	0	0	14	0
14:45:00	78	0	738	0	143	0	1	0	11	0	3	0	0	0	0	0	0	0	14	0
15:00:00	78	0	738	0	143	0	1	0	11	0	3	0	0	0	0	0	0	0	14	0
15:15:00	80	2	765	27	151	8	1	0	12	1	3	0	0	0	0	0	0	0	14	0
15:30:00	89	9	798	33	166	15	1	0	12	0	3	0	0	0	0	0	0	0	23	9
15:45:00	103	14	832	34	180	14	2	1	12	0	3	0	0	0	0	0	0	0	24	1
16:00:00	113	10	873	41	191	11	2	0	15	3	3	0	0	0	0	0	0	0	27	3
16:15:00	119	6	934	61	201	10	2	0	15	0	3	0	0	0	0	0	0	0	33	6
16:30:00	124	5	971	37	211	10	2	0	15	0	4	1	0	0	0	0	0	0	33	0
16:45:00	127	3	1019	48	219	8	2	0	15	0	4	0	0	0	0	0	0	0	34	1
17:00:00	138	11	1069	50	230	11	2	0	15	0	4	0	0	0	0	0	0	0	34	0
17:15:00	144	6	1110	41	238	8	2	0	15	0	4	0	0	0	0	0	0	0	34	0
17:30:00	148	4	1150	40	252	14	2	0	15	0	4	0	0	0	0	0	0	0	34	0
17:45:00	152	4	1202	52	272	20	2	0	15	0	4	0	0	0	0	0	0	0	38	4
18:00:00	161	9	1261	59	285	13	2	0	15	0	4	0	0	0	0	0	0	0	41	3
18:15:00	176	15	1347	86	297	12	2	0	15	0	4	0	0	0	0	0	0	0	44	3
18:30:00	176	0	1405	58	308	11	3	1	15	0	4	0	0	0	0	0	0	0	46	2
18:45:00	183	7	1422	17	316	8	3	0	16	1	4	0	0	0	0	0	0	0	47	1
19:00:00	185	2	1452	30	326	10	3	0	16	0	4	0	0	0	0	0	0	0	47	0
19:15:00	185	0	1452	0	326	0	3	0	16	0	4	0	0	0	0	0	0	0	47	0
19:15:33	185	0	1452	0	326	0	3	0	16	0	4	0	0	0	0	0	0	0	47	0

Ontario Traffic Inc

Morning Peak Diagram

Specified Period
From: 6:00:00
To: 10:00:00

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

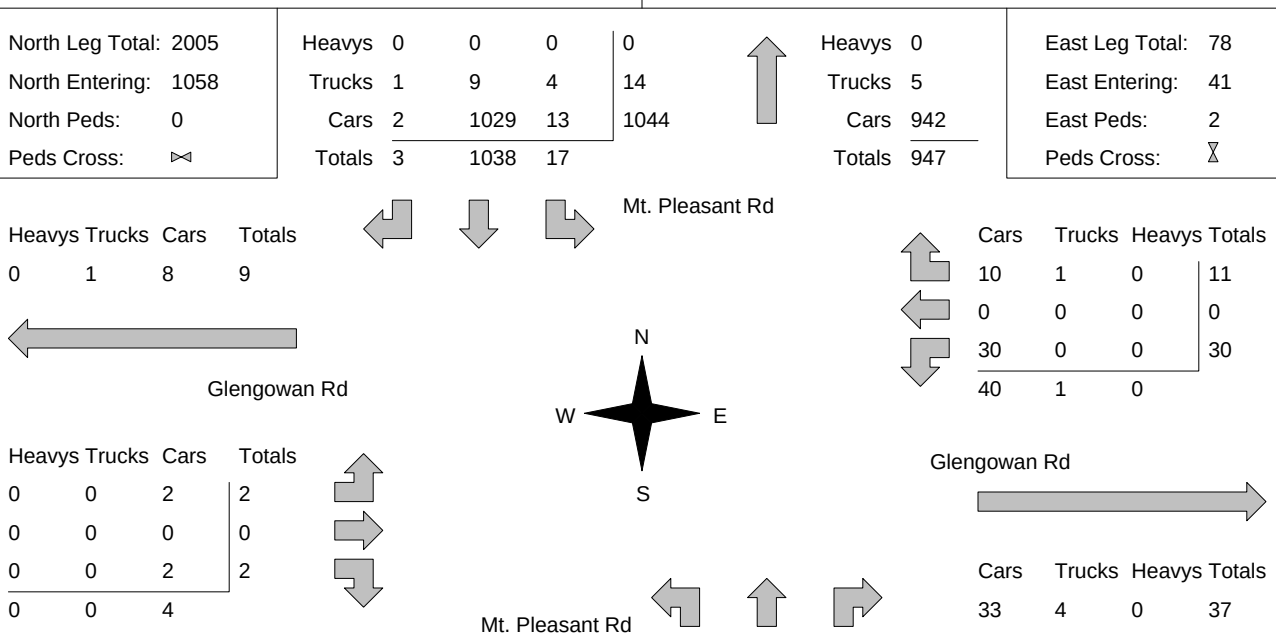
Municipality: Toronto
Site #: 1213100005
Intersection: Mt. Pleasant Rd & Glengowan Rd
TFR File #: 1
Count date: 6-Nov-12

Weather conditions:

Person(s) who counted:

**** Signalized Intersection ****

Major Road: Mt. Pleasant Rd runs N/S



Comments

Ontario Traffic Inc

Afternoon Peak Diagram

Specified Period
From: 15:00:00
To: 19:00:00

One Hour Peak
From: 17:15:00
To: 18:15:00

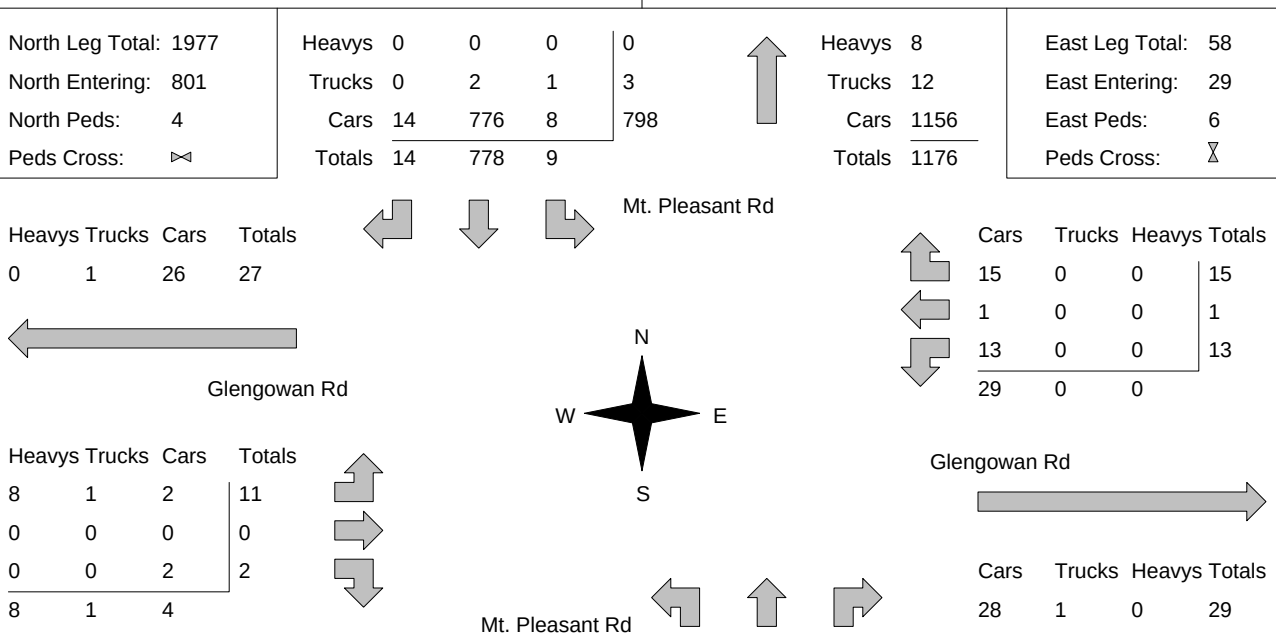
Municipality: Toronto
Site #: 1213100005
Intersection: Mt. Pleasant Rd & Glengowan Rd
TFR File #: 1
Count date: 6-Nov-12

Weather conditions:

Person(s) who counted:

**** Signalized Intersection ****

Major Road: Mt. Pleasant Rd runs N/S



Comments

Ontario Traffic Inc

Total Count Diagram

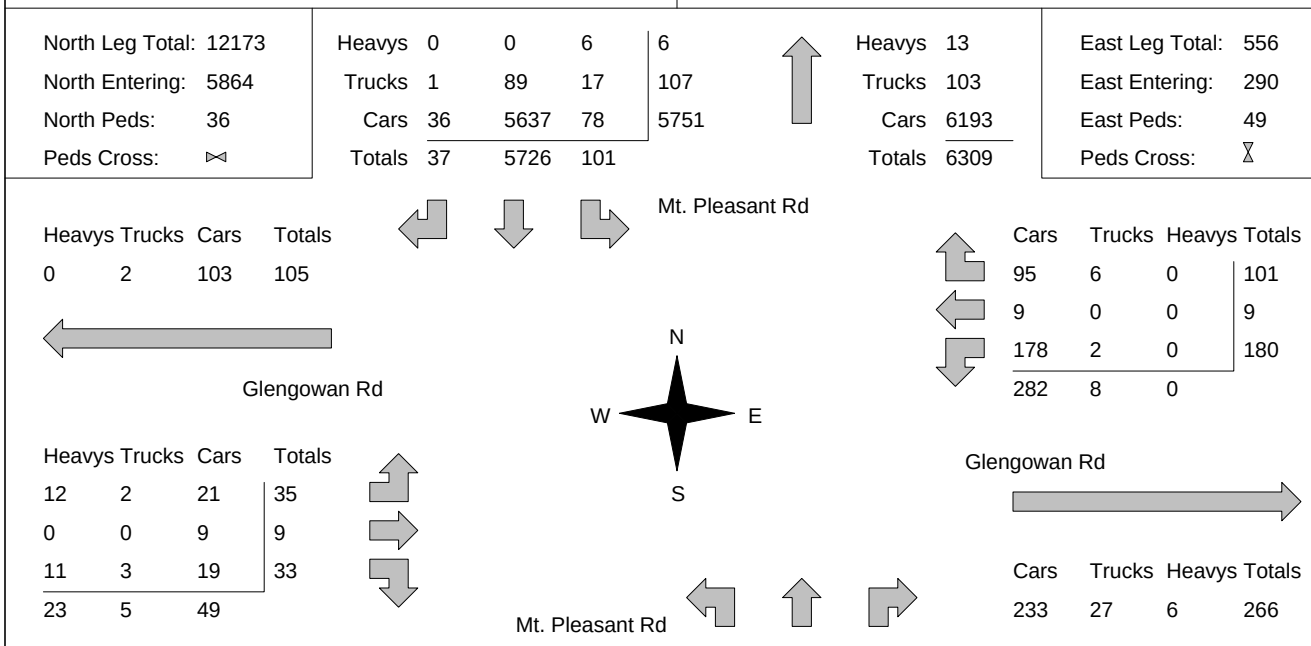
Municipality: Toronto
Site #: 1213100005
Intersection: Mt. Pleasant Rd & Glengowan Rd
TFR File #: 1
Count date: 6-Nov-12

Weather conditions:

Person(s) who counted:

**** Signalized Intersection ****

Major Road: Mt. Pleasant Rd runs N/S



Comments

Ontario Traffic Inc
Traffic Count Summary

Intersection: Mt. Pleasant Rd & Glengowan Rd | **Count Date:** 6-Nov-12 | **Municipality:** Toronto

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds	North/South Total Approaches
6:00:00	0	0	0	0	0	0
7:00:00	10	331	0	341	1	563
8:00:00	9	969	4	982	3	1607
9:00:00	17	999	2	1018	0	1986
10:00:00	12	687	1	700	1	1222
15:00:00	0	9	0	9	0	26
16:00:00	18	572	7	597	6	1496
17:00:00	19	679	2	700	16	1722
18:00:00	8	789	15	812	3	1968
19:00:00	8	683	6	697	6	1648
Totals:	101	5718	37	5856	36	12238

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds
6:00:00	0	0	0	0	0
7:00:00	0	220	2	222	0
8:00:00	7	613	5	625	0
9:00:00	6	922	40	968	0
10:00:00	3	509	10	522	1
15:00:00	0	17	0	17	0
16:00:00	6	855	38	899	1
17:00:00	6	995	21	1022	2
18:00:00	3	1128	25	1156	0
19:00:00	28	908	15	951	2
Totals:	59	6167	156	6382	6

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds	East/West Total Approaches
6:00:00	0	0	0	0	0	0
7:00:00	1	3	7	11	7	21
8:00:00	18	0	8	26	5	35
9:00:00	37	0	11	48	5	52
10:00:00	29	0	7	36	9	44
15:00:00	0	0	1	1	0	1
16:00:00	34	2	19	55	8	69
17:00:00	36	2	19	57	2	70
18:00:00	12	0	21	33	4	45
19:00:00	13	2	8	23	9	30
Totals:	180	9	101	290	49	367

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds
6:00:00	0	0	0	0	0
7:00:00	2	6	2	10	5
8:00:00	3	0	6	9	5
9:00:00	2	0	2	4	3
10:00:00	6	1	1	8	0
15:00:00	0	0	0	0	0
16:00:00	3	0	11	14	8
17:00:00	5	2	6	13	5
18:00:00	7	0	5	12	4
19:00:00	7	0	0	7	7
Totals:	35	9	33	77	37

Calculated Values for Traffic Crossing Major Street

Hours Ending:	7:00	8:00	9:00	10:00	16:00	17:00	18:00	19:00
Crossing Values:	10	24	39	38	46	61	22	30

Ontario Traffic Inc

Count Date: 6-Nov-12 Site #: 1213100005

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	34	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	99	65	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
6:45:00	2	2	189	90	0	0	6	6	3	2	0	0	0	0	0	0	0	0	0	0
7:00:00	4	2	322	133	0	0	6	0	9	6	0	0	0	0	0	0	0	0	1	1
7:15:00	7	3	487	165	0	0	6	0	12	3	0	0	0	0	0	0	0	0	1	0
7:30:00	8	1	742	255	1	1	6	0	17	5	0	0	0	0	0	0	0	0	3	2
7:45:00	8	0	993	251	2	1	6	0	21	4	0	0	0	0	0	0	0	0	4	1
8:00:00	11	3	1275	282	3	1	8	2	25	4	1	1	0	0	0	0	0	0	4	0
8:15:00	15	4	1547	272	3	0	9	1	27	2	1	0	0	0	0	0	0	0	4	0
8:30:00	18	3	1756	209	4	1	9	0	28	1	1	0	0	0	0	0	0	0	4	0
8:45:00	21	3	2022	266	4	0	10	1	30	2	1	0	0	0	0	0	0	0	4	0
9:00:00	26	5	2264	242	5	1	10	0	35	5	1	0	0	0	0	0	0	0	4	0
9:15:00	28	2	2455	191	5	0	13	3	41	6	1	0	0	0	0	0	0	0	5	1
9:30:00	29	1	2659	204	5	0	13	0	46	5	1	0	0	0	0	0	0	0	5	0
9:45:00	32	3	2808	149	5	0	13	0	52	6	1	0	0	0	0	0	0	0	5	0
10:00:00	35	3	2931	123	6	1	13	0	55	3	1	0	0	0	0	0	0	0	5	0
10:00:23	35	0	2932	1	6	0	13	0	55	0	1	0	0	0	0	0	0	0	5	0
15:00:00	35	0	2940	8	6	0	13	0	55	0	1	0	0	0	0	0	0	0	5	0
15:15:00	38	3	3063	123	8	2	14	1	60	5	1	0	0	0	0	0	0	0	6	1
15:30:00	39	1	3206	143	8	0	14	0	65	5	1	0	0	0	0	0	0	0	6	0
15:45:00	43	4	3345	139	13	5	15	1	68	3	1	0	0	0	0	0	0	0	8	2
16:00:00	50	7	3494	149	13	0	16	1	73	5	1	0	0	0	0	0	0	0	11	3
16:15:00	52	2	3661	167	14	1	16	0	76	3	1	0	5	5	0	0	0	0	20	9
16:30:00	57	5	3812	151	14	0	16	0	77	1	1	0	5	0	0	0	0	0	21	1
16:45:00	59	2	3989	177	15	1	16	0	79	2	1	0	6	1	0	0	0	0	26	5
17:00:00	63	4	4166	177	15	0	16	0	80	1	1	0	6	0	0	0	0	0	27	1
17:15:00	65	2	4366	200	17	2	16	0	82	2	1	0	6	0	0	0	0	0	28	1
17:30:00	65	0	4583	217	17	0	17	1	82	0	1	0	6	0	0	0	0	0	28	0
17:45:00	68	3	4762	179	18	1	17	0	83	1	1	0	6	0	0	0	0	0	28	0
18:00:00	70	2	4952	190	30	12	17	0	83	0	1	0	6	0	0	0	0	0	30	2
18:15:00	73	3	5142	190	31	1	17	0	84	1	1	0	6	0	0	0	0	0	32	2
18:30:00	76	3	5325	183	32	1	17	0	86	2	1	0	6	0	0	0	0	0	36	4
18:45:00	77	1	5479	154	36	4	17	0	88	2	1	0	6	0	0	0	0	0	36	0
19:00:00	78	1	5629	150	36	0	17	0	89	1	1	0	6	0	0	0	0	0	36	0
19:15:00	78	0	5637	8	36	0	17	0	89	0	1	0	6	0	0	0	0	0	36	0
19:15:39	78	0	5637	0	36	0	17	0	89	0	1	0	6	0	0	0	0	0	36	0

Ontario Traffic Inc

Count Date: 6-Nov-12 Site #: 1213100005

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	3	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6	6
6:45:00	1	1	3	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7	1
7:00:00	1	0	3	0	6	1	0	0	0	0	1	1	0	0	0	0	0	0	7	0
7:15:00	5	4	3	0	8	2	0	0	0	0	1	0	0	0	0	0	0	0	9	2
7:30:00	11	6	3	0	10	2	0	0	0	0	1	0	0	0	0	0	0	0	12	3
7:45:00	15	4	3	0	12	2	0	0	0	0	1	0	0	0	0	0	0	0	12	0
8:00:00	19	4	3	0	14	2	0	0	0	0	1	0	0	0	0	0	0	0	12	0
8:15:00	22	3	3	0	15	1	0	0	0	0	2	1	0	0	0	0	0	0	12	0
8:30:00	28	6	3	0	19	4	0	0	0	0	2	0	0	0	0	0	0	0	12	0
8:45:00	45	17	3	0	22	3	0	0	0	0	2	0	0	0	0	0	0	0	14	2
9:00:00	55	10	3	0	24	2	1	1	0	0	2	0	0	0	0	0	0	0	17	3
9:15:00	70	15	3	0	25	1	1	0	0	0	2	0	0	0	0	0	0	0	17	0
9:30:00	72	2	3	0	28	3	1	0	0	0	3	1	0	0	0	0	0	0	23	6
9:45:00	80	8	3	0	30	2	1	0	0	0	3	0	0	0	0	0	0	0	25	2
10:00:00	83	3	3	0	30	0	2	1	0	0	3	0	0	0	0	0	0	0	26	1
10:00:23	83	0	3	0	31	1	2	0	0	0	3	0	0	0	0	0	0	0	26	0
15:00:00	83	0	3	0	31	0	2	0	0	0	3	0	0	0	0	0	0	0	26	0
15:15:00	91	8	3	0	35	4	2	0	0	0	3	0	0	0	0	0	0	0	26	0
15:30:00	100	9	3	0	41	6	2	0	0	0	3	0	0	0	0	0	0	0	26	0
15:45:00	106	6	3	0	45	4	2	0	0	0	3	0	0	0	0	0	0	0	29	3
16:00:00	117	11	5	2	48	3	2	0	0	0	5	2	0	0	0	0	0	0	34	5
16:15:00	128	11	5	0	53	5	2	0	0	0	5	0	0	0	0	0	0	0	36	2
16:30:00	134	6	5	0	60	7	2	0	0	0	5	0	0	0	0	0	0	0	36	0
16:45:00	146	12	6	1	64	4	2	0	0	0	5	0	0	0	0	0	0	0	36	0
17:00:00	153	7	7	1	67	3	2	0	0	0	5	0	0	0	0	0	0	0	36	0
17:15:00	158	5	7	0	75	8	2	0	0	0	5	0	0	0	0	0	0	0	36	0
17:30:00	159	1	7	0	83	8	2	0	0	0	5	0	0	0	0	0	0	0	36	0
17:45:00	162	3	7	0	87	4	2	0	0	0	5	0	0	0	0	0	0	0	39	3
18:00:00	165	3	7	0	88	1	2	0	0	0	5	0	0	0	0	0	0	0	40	1
18:15:00	171	6	8	1	90	2	2	0	0	0	5	0	0	0	0	0	0	0	42	2
18:30:00	173	2	8	0	93	3	2	0	0	0	6	1	0	0	0	0	0	0	43	1
18:45:00	174	1	9	1	95	2	2	0	0	0	6	0	0	0	0	0	0	0	49	6
19:00:00	178	4	9	0	95	0	2	0	0	0	6	0	0	0	0	0	0	0	49	0
19:15:00	178	0	9	0	95	0	2	0	0	0	6	0	0	0	0	0	0	0	49	0
19:15:39	178	0	9	0	95	0	2	0	0	0	6	0	0	0	0	0	0	0	49	0

Ontario Traffic Inc

Count Date: 6-Nov-12 **Site #: 1213100005**

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	27	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	68	41	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	132	64	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0
7:00:00	0	0	217	85	2	2	0	0	3	1	0	0	0	0	0	0	0	0	0	0
7:15:00	1	1	309	92	3	1	0	0	6	3	0	0	0	0	0	0	0	0	0	0
7:30:00	2	1	442	133	4	1	0	0	9	3	0	0	0	0	0	0	0	0	0	0
7:45:00	4	2	604	162	4	0	0	0	14	5	0	0	0	0	0	0	0	0	0	0
8:00:00	7	3	818	214	7	3	0	0	15	1	0	0	0	0	0	0	0	0	0	0
8:15:00	9	2	1062	244	8	1	0	0	15	0	0	0	0	0	0	0	0	0	0	0
8:30:00	10	1	1309	247	12	4	0	0	16	1	0	0	0	0	0	0	0	0	0	0
8:45:00	10	0	1534	225	24	12	0	0	18	2	0	0	0	0	0	0	0	0	0	0
9:00:00	13	3	1734	200	47	23	0	0	21	3	0	0	0	0	0	0	0	0	0	0
9:15:00	13	0	1888	154	50	3	0	0	27	6	0	0	0	0	0	0	0	0	1	1
9:30:00	15	2	2016	128	54	4	0	0	29	2	0	0	0	0	0	0	0	0	1	0
9:45:00	16	1	2115	99	55	1	0	0	32	3	0	0	0	0	0	0	0	0	1	0
10:00:00	16	0	2229	114	57	2	0	0	35	3	0	0	0	0	0	0	0	0	1	0
10:00:23	16	0	2237	8	57	0	0	0	35	0	0	0	0	0	0	0	0	0	1	0
15:00:00	16	0	2246	9	57	0	0	0	35	0	0	0	0	0	0	0	0	0	1	0
15:15:00	16	0	2407	161	60	3	0	0	40	5	0	0	0	0	0	0	0	0	1	0
15:30:00	17	1	2597	190	67	7	0	0	45	5	0	0	0	0	0	0	0	0	1	0
15:45:00	19	2	2848	251	78	11	0	0	52	7	1	1	0	0	0	0	0	0	2	1
16:00:00	22	3	3079	231	94	16	0	0	56	4	1	0	0	0	1	1	0	0	2	0
16:15:00	22	0	3298	219	97	3	0	0	61	5	1	0	0	0	1	0	0	0	3	1
16:30:00	24	2	3568	270	102	5	0	0	64	3	1	0	0	0	1	0	0	0	3	0
16:45:00	25	1	3818	250	104	2	0	0	68	4	10	9	0	0	1	0	0	0	4	1
17:00:00	28	3	4060	242	106	2	0	0	70	2	10	0	0	0	1	0	0	0	4	0
17:15:00	28	0	4303	243	114	8	0	0	76	6	10	0	0	0	1	0	0	0	4	0
17:30:00	28	0	4593	290	118	4	0	0	83	7	10	0	0	0	1	0	0	0	4	0
17:45:00	29	1	4898	305	124	6	0	0	85	2	10	0	0	0	1	0	0	0	4	0
18:00:00	31	2	5172	274	131	7	0	0	86	1	10	0	0	0	1	0	0	0	4	0
18:15:00	39	8	5442	270	134	3	1	1	87	1	10	0	0	0	1	0	0	0	5	1
18:30:00	55	16	5692	250	142	8	1	0	92	5	10	0	0	0	1	0	0	0	5	0
18:45:00	57	2	5898	206	143	1	1	0	93	1	10	0	0	0	1	0	0	0	6	1
19:00:00	58	1	6071	173	146	3	1	0	95	2	10	0	0	0	1	0	0	0	6	0
19:15:00	58	0	6077	6	146	0	1	0	95	0	10	0	0	0	1	0	0	0	6	0
19:15:39	58	0	6077	0	146	0	1	0	95	0	10	0	0	0	1	0	0	0	6	0

Ontario Traffic Inc

Count Date: 6-Nov-12 Site #: 1213100005

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
6:30:00	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
6:45:00	2	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2
7:00:00	2	0	6	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	5	2
7:15:00	4	2	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0
7:30:00	4	0	6	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	7	2
7:45:00	5	1	6	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10	3
8:00:00	5	0	6	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	10	0
8:15:00	7	2	6	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	12	2
8:30:00	7	0	6	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0
8:45:00	7	0	6	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	13	1
9:00:00	7	0	6	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	13	0
9:15:00	8	1	6	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0
9:30:00	10	2	7	1	10	0	1	1	0	0	1	1	0	0	0	0	0	0	13	0
9:45:00	10	0	7	0	10	0	1	0	0	0	1	0	0	0	0	0	0	0	13	0
10:00:00	12	2	7	0	10	0	1	0	0	0	1	0	0	0	0	0	0	0	13	0
10:00:23	12	0	7	0	10	0	1	0	0	0	1	0	0	0	0	0	0	0	13	0
15:00:00	12	0	7	0	10	0	1	0	0	0	1	0	0	0	0	0	0	0	13	0
15:15:00	12	0	7	0	14	4	1	0	0	0	1	0	0	0	0	0	5	5	13	0
15:30:00	13	1	7	0	14	0	1	0	0	0	1	0	0	0	0	0	6	1	14	1
15:45:00	14	1	7	0	15	1	1	0	0	0	1	0	0	0	0	0	6	0	19	5
16:00:00	15	1	7	0	15	0	1	0	0	0	1	0	0	0	0	0	6	0	21	2
16:15:00	15	0	8	1	15	0	1	0	0	0	3	2	0	0	0	0	6	0	24	3
16:30:00	17	2	8	0	16	1	1	0	0	0	3	0	1	1	0	0	6	0	24	0
16:45:00	18	1	8	0	16	0	1	0	0	0	3	0	2	1	0	0	9	3	25	1
17:00:00	18	0	9	1	16	0	1	0	0	0	3	0	2	0	0	0	9	0	26	1
17:15:00	18	0	9	0	17	1	1	0	0	0	3	0	3	1	0	0	11	2	26	0
17:30:00	19	1	9	0	17	0	1	0	0	0	3	0	3	0	0	0	11	0	27	1
17:45:00	20	1	9	0	18	1	2	1	0	0	3	0	3	0	0	0	11	0	27	0
18:00:00	20	0	9	0	19	1	2	0	0	0	3	0	6	3	0	0	11	0	30	3
18:15:00	20	0	9	0	19	0	2	0	0	0	3	0	11	5	0	0	11	0	32	2
18:30:00	21	1	9	0	19	0	2	0	0	0	3	0	12	1	0	0	11	0	34	2
18:45:00	21	0	9	0	19	0	2	0	0	0	3	0	12	0	0	0	11	0	35	1
19:00:00	21	0	9	0	19	0	2	0	0	0	3	0	12	0	0	0	11	0	37	2
19:15:00	21	0	9	0	19	0	2	0	0	0	3	0	12	0	0	0	11	0	37	0
19:15:39	21	0	9	0	19	0	2	0	0	0	3	0	12	0	0	0	11	0	37	0

Ontario Traffic Inc

Morning Peak Diagram

Specified Period
From: 6:00:00
To: 10:00:00

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

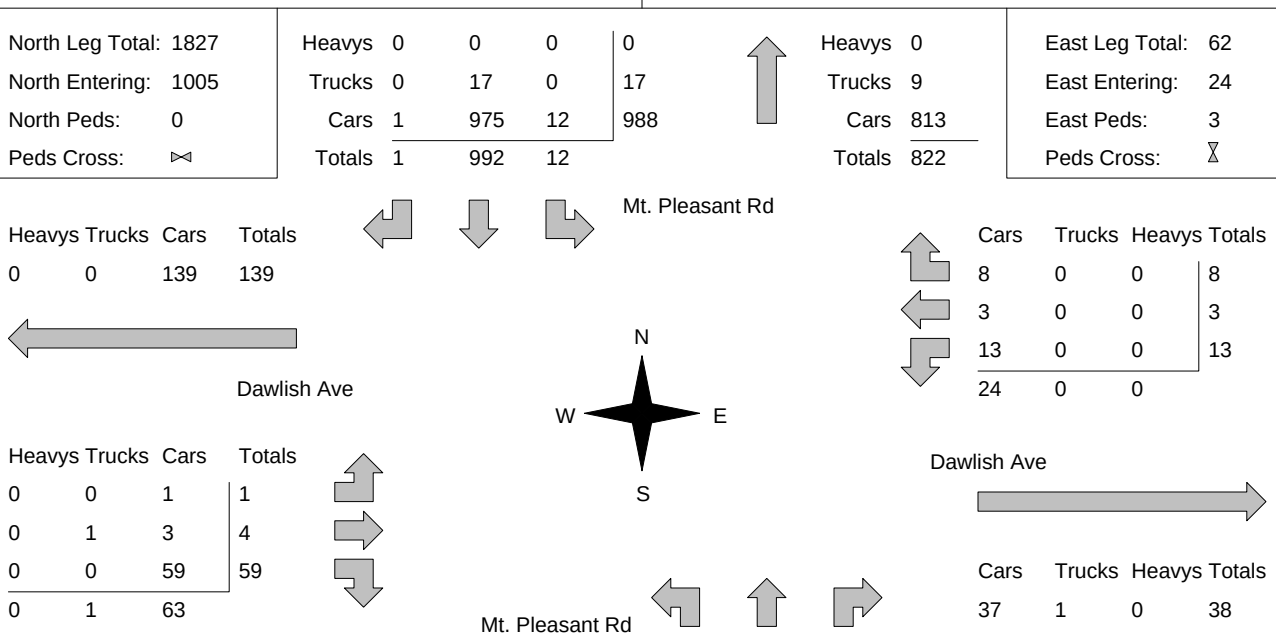
Municipality: Toronto
Site #: 1213100006
Intersection: Mt. Pleasant Rd & Dawlish Ave
TFR File #: 3
Count date: 6-Nov-12

Weather conditions:

Person(s) who counted:

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

Major Road: Mt. Pleasant Rd runs N/S



Comments

Ontario Traffic Inc

Afternoon Peak Diagram

Specified Period
From: 15:00:00
To: 19:00:00

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

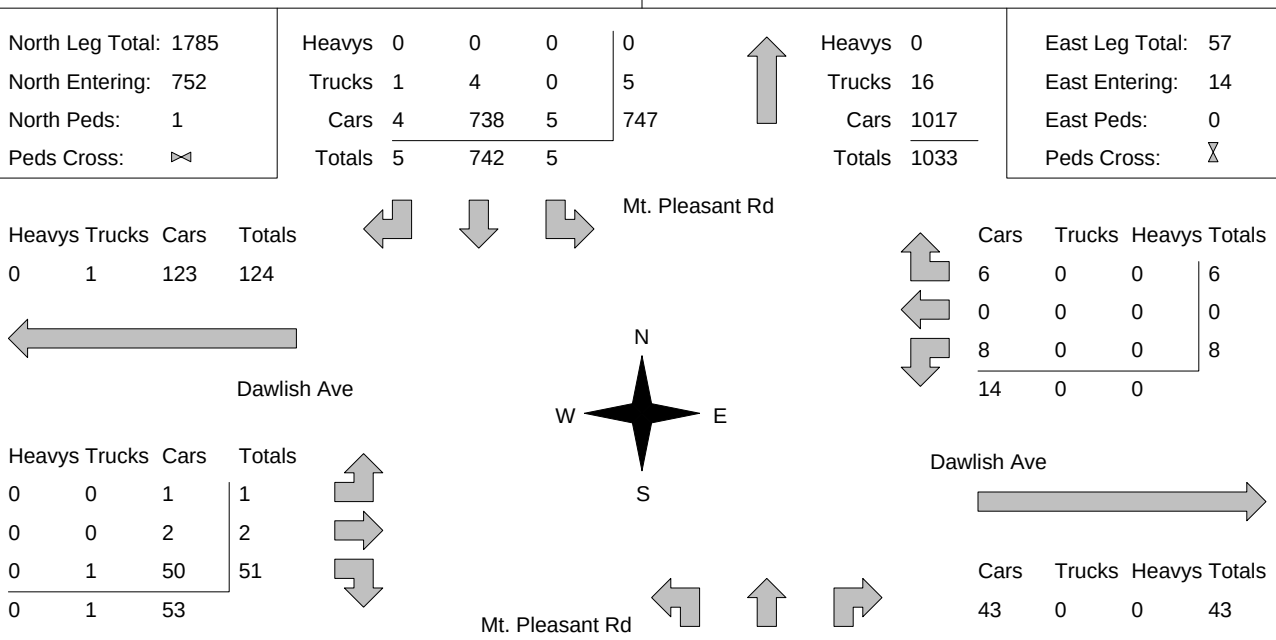
Municipality: Toronto
Site #: 1213100006
Intersection: Mt. Pleasant Rd & Dawlish Ave
TFR File #: 3
Count date: 6-Nov-12

Weather conditions:

Person(s) who counted:

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

Major Road: Mt. Pleasant Rd runs N/S



Comments

Ontario Traffic Inc

Total Count Diagram

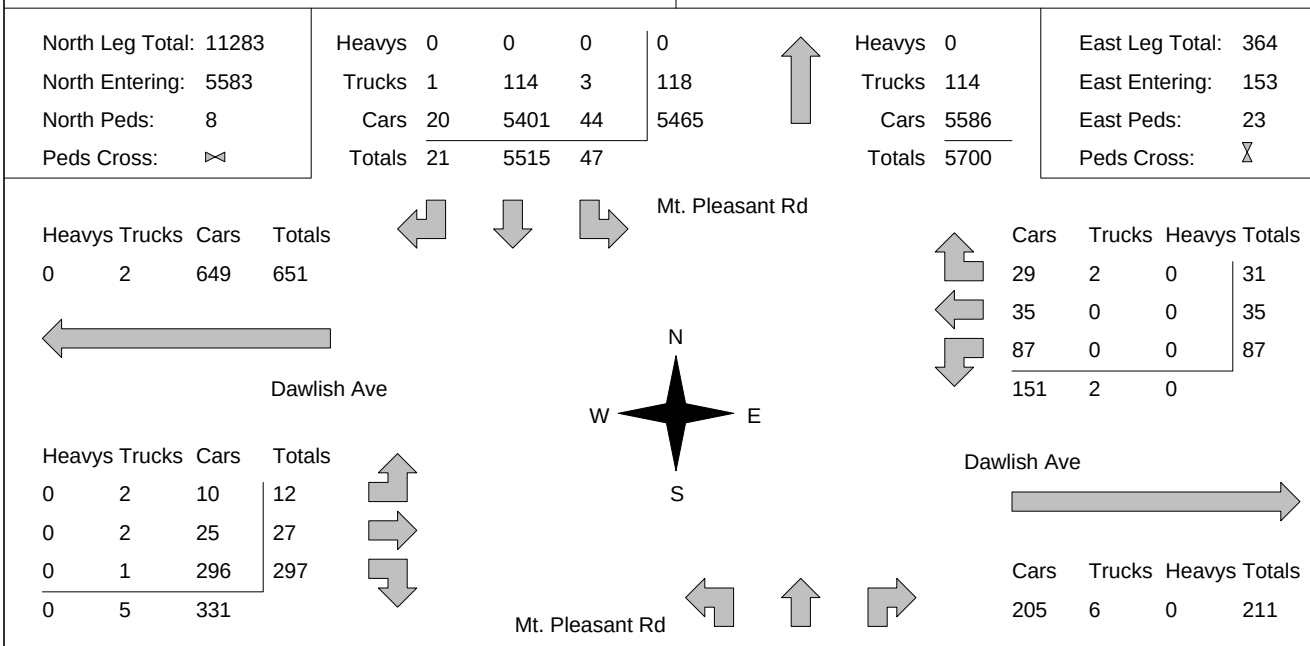
Municipality: Toronto
Site #: 1213100006
Intersection: Mt. Pleasant Rd & Dawlish Ave
TFR File #: 3
Count date: 6-Nov-12

Weather conditions:

Person(s) who counted:

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

Major Road: Mt. Pleasant Rd runs N/S



Comments

Ontario Traffic Inc
Traffic Count Summary

Intersection: Mt. Pleasant Rd & Dawlish Ave | **Count Date:** 6-Nov-12 | **Municipality:** Toronto

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds	North/South Total Approaches
6:00:00	0	5	1	6	0	11
7:00:00	2	307	0	309	2	535
8:00:00	7	904	2	913	1	1559
9:00:00	10	961	1	972	0	1929
10:00:00	6	701	2	709	2	1259
15:00:00	0	6	0	6	0	16
16:00:00	8	564	3	575	0	1459
17:00:00	7	663	6	676	1	1682
18:00:00	5	742	5	752	1	1933
19:00:00	2	660	1	663	1	1587
Totals:	47	5513	21	5581	8	11970

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds
6:00:00	1	4	0	5	0
7:00:00	15	210	1	226	0
8:00:00	63	582	1	646	1
9:00:00	127	802	28	957	1
10:00:00	36	507	7	550	4
15:00:00	3	7	0	10	0
16:00:00	72	794	18	884	5
17:00:00	83	895	28	1006	1
18:00:00	119	1026	36	1181	1
19:00:00	76	830	18	924	3
Totals:	595	5657	137	6389	16

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds	East/West Total Approaches
6:00:00	1	0	0	1	0	5
7:00:00	13	3	2	18	2	31
8:00:00	16	5	3	24	1	87
9:00:00	13	5	9	27	3	80
10:00:00	12	4	1	17	5	58
15:00:00	1	0	1	2	0	2
16:00:00	5	10	5	20	3	59
17:00:00	8	4	1	13	3	52
18:00:00	8	0	6	14	0	68
19:00:00	10	4	3	17	6	47
Totals:	87	35	31	153	23	489

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys Left	Thru	Right	Grand Total	Total Peds
6:00:00	0	2	2	4	0
7:00:00	0	2	11	13	2
8:00:00	1	3	59	63	4
9:00:00	1	3	49	53	1
10:00:00	1	4	36	41	3
15:00:00	0	0	0	0	0
16:00:00	4	3	32	39	8
17:00:00	3	6	30	39	2
18:00:00	1	2	51	54	4
19:00:00	1	2	27	30	3
Totals:	12	27	297	336	27

Calculated Values for Traffic Crossing Major Street

Hours Ending:	7:00	8:00	9:00	10:00	16:00	17:00	18:00	19:00
Crossing Values:	18	24	20	23	24	19	13	19

Ontario Traffic Inc

Count Date: 6-Nov-12 Site #: 1213100006

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
5:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00:00	0	0	4	3	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	34	30	1	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0
6:30:00	1	1	97	63	1	0	0	0	6	2	0	0	0	0	0	0	0	0	1	1
6:45:00	2	1	179	82	1	0	0	0	9	3	0	0	0	0	0	0	0	0	1	0
7:00:00	2	0	299	120	1	0	0	0	13	4	0	0	0	0	0	0	0	0	2	1
7:15:00	2	0	461	162	1	0	0	0	20	7	0	0	0	0	0	0	0	0	2	0
7:30:00	3	1	695	234	3	2	0	0	26	6	0	0	0	0	0	0	0	0	2	0
7:45:00	4	1	914	219	3	0	2	2	29	3	0	0	0	0	0	0	0	0	3	1
8:00:00	7	3	1179	265	3	0	2	0	37	8	0	0	0	0	0	0	0	0	3	0
8:15:00	10	3	1443	264	3	0	2	0	42	5	0	0	0	0	0	0	0	0	3	0
8:30:00	12	2	1641	198	4	1	2	0	43	1	0	0	0	0	0	0	0	0	3	0
8:45:00	16	4	1889	248	4	0	2	0	46	3	0	0	0	0	0	0	0	0	3	0
9:00:00	17	1	2126	237	4	0	2	0	51	5	0	0	0	0	0	0	0	0	3	0
9:15:00	18	1	2308	182	5	1	2	0	60	9	0	0	0	0	0	0	0	0	4	1
9:30:00	18	0	2495	187	5	0	2	0	70	10	0	0	0	0	0	0	0	0	4	0
9:45:00	22	4	2670	175	6	1	2	0	79	9	0	0	0	0	0	0	0	0	4	0
10:00:00	22	0	2796	126	6	0	3	1	82	3	0	0	0	0	0	0	0	0	5	1
10:00:03	22	0	2797	1	6	0	3	0	82	0	0	0	0	0	0	0	0	0	5	0
14:45:00	22	0	2797	0	6	0	3	0	82	0	0	0	0	0	0	0	0	0	5	0
15:00:00	22	0	2800	3	6	0	3	0	84	2	0	0	0	0	0	0	0	0	5	0
15:15:00	25	3	2925	125	7	1	3	0	90	6	0	0	0	0	0	0	0	0	5	0
15:30:00	26	1	3056	131	7	0	3	0	93	3	0	0	0	0	0	0	0	0	5	0
15:45:00	28	2	3192	136	8	1	3	0	95	2	0	0	0	0	0	0	0	0	5	0
16:00:00	30	2	3349	157	9	1	3	0	99	4	0	0	0	0	0	0	0	0	5	0
16:15:00	30	0	3509	160	10	1	3	0	100	1	0	0	0	0	0	0	0	0	5	0
16:30:00	33	3	3658	149	12	2	3	0	101	1	0	0	0	0	0	0	0	0	5	0
16:45:00	33	0	3832	174	13	1	3	0	103	2	0	0	0	0	0	0	0	0	6	1
17:00:00	37	4	4007	175	15	2	3	0	104	1	0	0	0	0	0	0	0	0	6	0
17:15:00	37	0	4199	192	16	1	3	0	106	2	1	1	0	0	0	0	0	0	7	1
17:30:00	40	3	4395	196	17	1	3	0	107	1	1	0	0	0	0	0	0	0	7	0
17:45:00	40	0	4556	161	18	1	3	0	108	1	1	0	0	0	0	0	0	0	7	0
18:00:00	42	2	4745	189	19	1	3	0	108	0	1	0	0	0	0	0	0	0	7	0
18:15:00	43	1	4925	180	20	1	3	0	109	1	1	0	0	0	0	0	0	0	8	1
18:30:00	43	0	5109	184	20	0	3	0	111	2	1	0	0	0	0	0	0	0	8	0
18:45:00	44	1	5257	148	20	0	3	0	113	2	1	0	0	0	0	0	0	0	8	0
19:00:00	44	0	5399	142	20	0	3	0	114	1	1	0	0	0	0	0	0	0	8	0
19:15:00	44	0	5401	2	20	0	3	0	114	0	1	0	0	0	0	0	0	0	8	0
19:15:05	44	0	5401	0	20	0	3	0	114	0	1	0	0	0	0	0	0	0	8	0

Ontario Traffic Inc

Count Date: 6-Nov-12 **Site #: 1213100006**

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
5:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	4	3	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
6:30:00	4	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1
6:45:00	8	4	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
7:00:00	14	6	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
7:15:00	18	4	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
7:30:00	23	5	6	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0
7:45:00	27	4	8	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1
8:00:00	30	3	8	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0
8:15:00	34	4	10	2	7	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0
8:30:00	35	1	10	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	5	2
8:45:00	40	5	11	1	11	2	0	0	0	0	0	0	0	0	0	0	0	0	6	1
9:00:00	43	3	13	2	14	3	0	0	0	0	0	0	0	0	0	0	0	0	6	0
9:15:00	44	1	14	1	14	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
9:30:00	50	6	14	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	10	4
9:45:00	54	4	17	3	14	0	0	0	0	0	0	0	0	0	0	0	0	0	11	1
10:00:00	55	1	17	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	11	0
10:00:03	55	0	17	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0
14:45:00	55	0	17	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0
15:00:00	56	1	17	0	15	0	0	0	0	0	1	1	0	0	0	0	0	0	11	0
15:15:00	56	0	17	0	15	0	0	0	0	0	1	0	0	0	0	0	0	0	11	0
15:30:00	58	2	19	2	16	1	0	0	0	0	1	0	0	0	0	0	0	0	12	1
15:45:00	58	0	24	5	19	3	0	0	0	0	1	0	0	0	0	0	0	0	13	1
16:00:00	61	3	27	3	19	0	0	0	0	0	2	1	0	0	0	0	0	0	14	1
16:15:00	64	3	29	2	20	1	0	0	0	0	2	0	0	0	0	0	0	0	14	0
16:30:00	64	0	30	1	20	0	0	0	0	0	2	0	0	0	0	0	0	0	15	1
16:45:00	65	1	31	1	20	0	0	0	0	0	2	0	0	0	0	0	0	0	15	0
17:00:00	69	4	31	0	20	0	0	0	0	0	2	0	0	0	0	0	0	0	17	2
17:15:00	70	1	31	0	23	3	0	0	0	0	2	0	0	0	0	0	0	0	17	0
17:30:00	73	3	31	0	25	2	0	0	0	0	2	0	0	0	0	0	0	0	17	0
17:45:00	75	2	31	0	26	1	0	0	0	0	2	0	0	0	0	0	0	0	17	0
18:00:00	77	2	31	0	26	0	0	0	0	0	2	0	0	0	0	0	0	0	17	0
18:15:00	81	4	31	0	27	1	0	0	0	0	2	0	0	0	0	0	0	0	19	2
18:30:00	82	1	32	1	28	1	0	0	0	0	2	0	0	0	0	0	0	0	20	1
18:45:00	85	3	32	0	28	0	0	0	0	0	2	0	0	0	0	0	0	0	22	2
19:00:00	87	2	35	3	29	1	0	0	0	0	2	0	0	0	0	0	0	0	23	1
19:15:00	87	0	35	0	29	0	0	0	0	0	2	0	0	0	0	0	0	0	23	0
19:15:05	87	0	35	0	29	0	0	0	0	0	2	0	0	0	0	0	0	0	23	0

Ontario Traffic Inc

Count Date: 6-Nov-12 Site #: 1213100006

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
5:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00:00	1	1	3	3	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
6:15:00	2	1	28	25	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0
6:30:00	6	4	68	40	1	1	0	0	4	1	0	0	0	0	0	0	0	0	0	0
6:45:00	12	6	129	61	1	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0
7:00:00	16	4	208	79	1	0	0	0	6	1	0	0	0	0	0	0	0	0	0	0
7:15:00	21	5	300	92	1	0	0	0	8	2	0	0	0	0	0	0	0	0	0	0
7:30:00	36	15	429	129	1	0	0	0	11	3	0	0	0	0	0	0	0	0	0	0
7:45:00	51	15	583	154	1	0	0	0	14	3	0	0	0	0	0	0	0	0	1	1
8:00:00	79	28	780	197	2	1	0	0	16	2	0	0	0	0	0	0	0	0	1	0
8:15:00	109	30	1010	230	6	4	0	0	18	2	0	0	0	0	0	0	0	0	2	1
8:30:00	153	44	1202	192	14	8	0	0	20	2	0	0	0	0	0	0	0	0	2	0
8:45:00	186	33	1387	185	23	9	0	0	23	3	0	0	0	0	0	0	0	0	2	0
9:00:00	205	19	1571	184	30	7	1	1	27	4	0	0	0	0	0	0	0	0	2	0
9:15:00	215	10	1711	140	33	3	1	0	34	7	0	0	0	0	0	0	0	0	4	2
9:30:00	223	8	1837	126	36	3	1	0	38	4	0	0	0	0	0	0	0	0	5	1
9:45:00	235	12	1949	112	36	0	1	0	40	2	0	0	0	0	0	0	0	0	6	1
10:00:00	241	6	2059	110	37	1	1	0	46	6	0	0	0	0	0	0	0	0	6	0
10:00:03	241	0	2061	2	37	0	1	0	46	0	0	0	0	0	0	0	0	0	6	0
14:45:00	242	1	2062	1	37	0	1	0	46	0	0	0	0	0	0	0	0	0	6	0
15:00:00	244	2	2064	2	37	0	1	0	48	2	0	0	0	0	0	0	0	0	6	0
15:15:00	255	11	2213	149	40	3	1	0	51	3	0	0	0	0	0	0	0	0	6	0
15:30:00	266	11	2395	182	43	3	1	0	57	6	0	0	0	0	0	0	0	0	7	1
15:45:00	294	28	2629	234	49	6	1	0	65	8	0	0	0	0	0	0	0	0	9	2
16:00:00	316	22	2836	207	55	6	1	0	70	5	0	0	0	0	0	0	0	0	11	2
16:15:00	331	15	3035	199	61	6	1	0	73	3	0	0	0	0	0	0	0	0	11	0
16:30:00	351	20	3279	244	69	8	1	0	77	4	0	0	0	0	0	0	0	0	11	0
16:45:00	381	30	3503	224	77	8	1	0	79	2	0	0	0	0	0	0	0	0	12	1
17:00:00	399	18	3718	215	83	6	1	0	83	4	0	0	0	0	0	0	0	0	12	0
17:15:00	424	25	3956	238	87	4	1	0	89	6	0	0	0	0	0	0	0	0	13	1
17:30:00	457	33	4218	262	95	8	1	0	91	2	0	0	0	0	0	0	0	0	13	0
17:45:00	479	22	4493	275	113	18	1	0	96	5	0	0	0	0	0	0	0	0	13	0
18:00:00	518	39	4728	235	119	6	1	0	99	3	0	0	0	0	0	0	0	0	13	0
18:15:00	543	25	4965	237	125	6	1	0	101	2	0	0	0	0	0	0	0	0	14	1
18:30:00	565	22	5199	234	131	6	1	0	105	4	1	1	0	0	0	0	0	0	15	1
18:45:00	581	16	5388	189	133	2	1	0	107	2	1	0	0	0	0	0	0	0	15	0
19:00:00	594	13	5547	159	136	3	1	0	110	3	1	0	0	0	0	0	0	0	16	1
19:15:00	594	0	5547	0	136	0	1	0	110	0	1	0	0	0	0	0	0	0	16	0
19:15:05	594	0	5547	0	136	0	1	0	110	0	1	0	0	0	0	0	0	0	16	0

Ontario Traffic Inc

Count Date: 6-Nov-12 Site #: 1213100006

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
5:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45:00	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	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	2	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	3	1	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	3	0	10	4	0	0	0	0	0	0	0	0	0	0	0	0	2	2
7:00:00	0	0	4	1	13	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0
7:15:00	0	0	4	0	20	7	0	0	0	0	0	0	0	0	0	0	0	0	4	2
7:30:00	1	1	4	0	35	15	0	0	0	0	0	0	0	0	0	0	0	0	6	2
7:45:00	1	0	6	2	55	20	0	0	0	0	0	0	0	0	0	0	0	0	6	0
8:00:00	1	0	7	1	72	17	0	0	0	0	0	0	0	0	0	0	0	0	6	0
8:15:00	2	1	7	0	87	15	0	0	0	0	0	0	0	0	0	0	0	0	6	0
8:30:00	2	0	9	2	101	14	0	0	0	0	0	0	0	0	0	0	0	0	6	0
8:45:00	2	0	9	0	114	13	0	0	1	1	0	0	0	0	0	0	0	0	6	0
9:00:00	2	0	9	0	121	7	0	0	1	0	0	0	0	0	0	0	0	0	7	1
9:15:00	2	0	10	1	133	12	0	0	1	0	0	0	0	0	0	0	0	0	7	0
9:30:00	2	0	11	1	147	14	0	0	1	0	0	0	0	0	0	0	0	0	9	2
9:45:00	2	0	13	2	153	6	0	0	1	0	0	0	0	0	0	0	0	0	9	0
10:00:00	3	1	13	0	157	4	0	0	1	0	0	0	0	0	0	0	0	0	10	1
10:00:03	3	0	13	0	157	0	0	0	1	0	0	0	0	0	0	0	0	0	10	0
14:45:00	3	0	13	0	157	0	0	0	1	0	0	0	0	0	0	0	0	0	10	0
15:00:00	3	0	13	0	157	0	0	0	1	0	0	0	0	0	0	0	0	0	10	0
15:15:00	3	0	13	0	166	9	0	0	1	0	0	0	0	0	0	0	0	0	10	0
15:30:00	4	1	14	1	171	5	1	1	2	1	0	0	0	0	0	0	0	0	14	4
15:45:00	5	1	15	1	183	12	2	1	2	0	0	0	0	0	0	0	0	0	16	2
16:00:00	5	0	15	0	189	6	2	0	2	0	0	0	0	0	0	0	0	0	18	2
16:15:00	6	1	16	1	193	4	2	0	2	0	0	0	0	0	0	0	0	0	18	0
16:30:00	7	1	19	3	198	5	2	0	2	0	0	0	0	0	0	0	0	0	18	0
16:45:00	7	0	20	1	211	13	2	0	2	0	0	0	0	0	0	0	0	0	20	2
17:00:00	8	1	21	1	219	8	2	0	2	0	0	0	0	0	0	0	0	0	20	0
17:15:00	8	0	21	0	231	12	2	0	2	0	0	0	0	0	0	0	0	0	20	0
17:30:00	8	0	23	2	243	12	2	0	2	0	1	1	0	0	0	0	0	0	23	3
17:45:00	9	1	23	0	255	12	2	0	2	0	1	0	0	0	0	0	0	0	23	0
18:00:00	9	0	23	0	269	14	2	0	2	0	1	0	0	0	0	0	0	0	24	1
18:15:00	9	0	24	1	277	8	2	0	2	0	1	0	0	0	0	0	0	0	25	1
18:30:00	9	0	24	0	286	9	2	0	2	0	1	0	0	0	0	0	0	0	26	1
18:45:00	9	0	25	1	290	4	2	0	2	0	1	0	0	0	0	0	0	0	26	0
19:00:00	10	1	25	0	296	6	2	0	2	0	1	0	0	0	0	0	0	0	27	1
19:15:00	10	0	25	0	296	0	2	0	2	0	1	0	0	0	0	0	0	0	27	0
19:15:05	10	0	25	0	296	0	2	0	2	0	1	0	0	0	0	0	0	0	27	0

Ontario Traffic Inc

Morning Peak Diagram

Specified Period
From: 6:00:00
To: 10:00:00

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

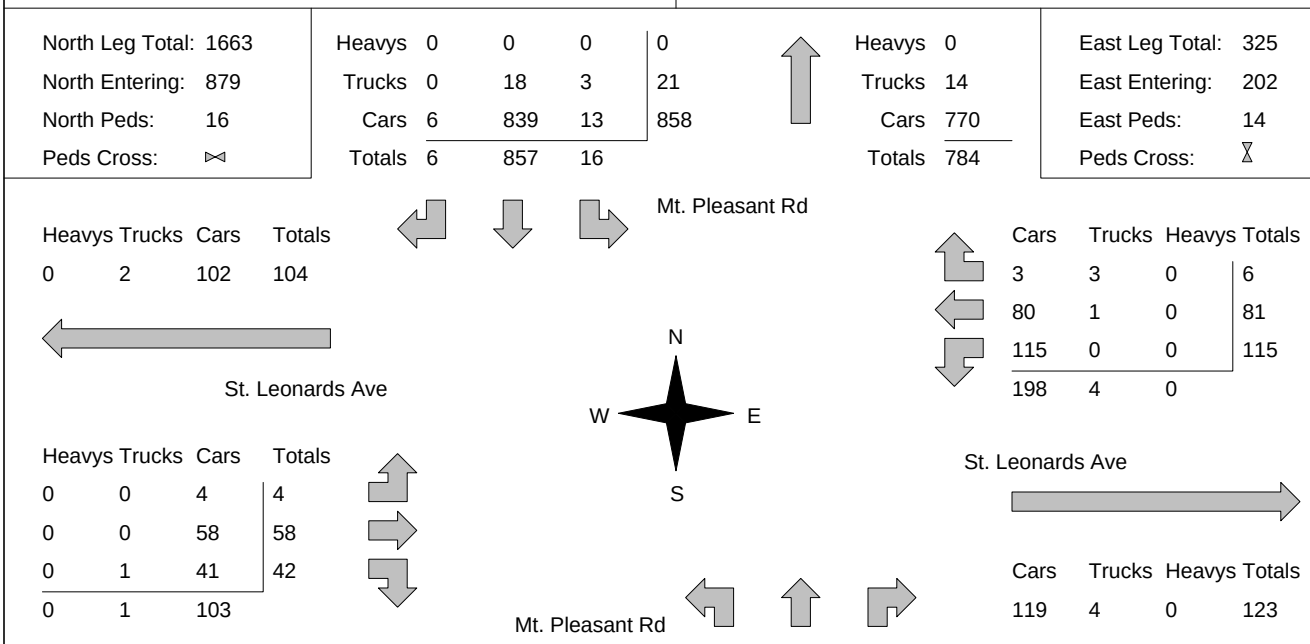
Municipality: Toronto
Site #: 1213100007
Intersection: Mt. Pleasant Rd & St. Leonards Ave
TFR File #: 1
Count date: 6-Nov-12

Weather conditions:

Person(s) who counted:

**** Signalized Intersection ****

Major Road: Mt. Pleasant Rd runs N/S



Comments

Ontario Traffic Inc

Afternoon Peak Diagram

Specified Period
From: 15:00:00
To: 19:00:00

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

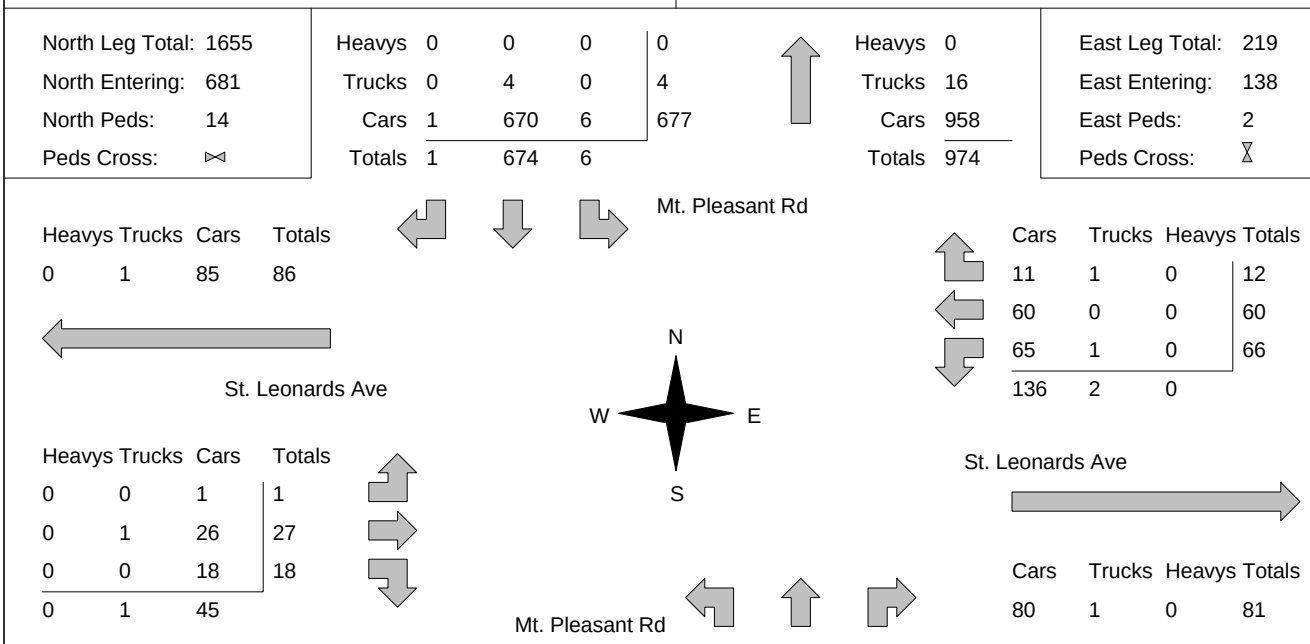
Municipality: Toronto
Site #: 1213100007
Intersection: Mt. Pleasant Rd & St. Leonards Ave
TFR File #: 1
Count date: 6-Nov-12

Weather conditions:

Person(s) who counted:

**** Signalized Intersection ****

Major Road: Mt. Pleasant Rd runs N/S



Comments

Ontario Traffic Inc

Total Count Diagram

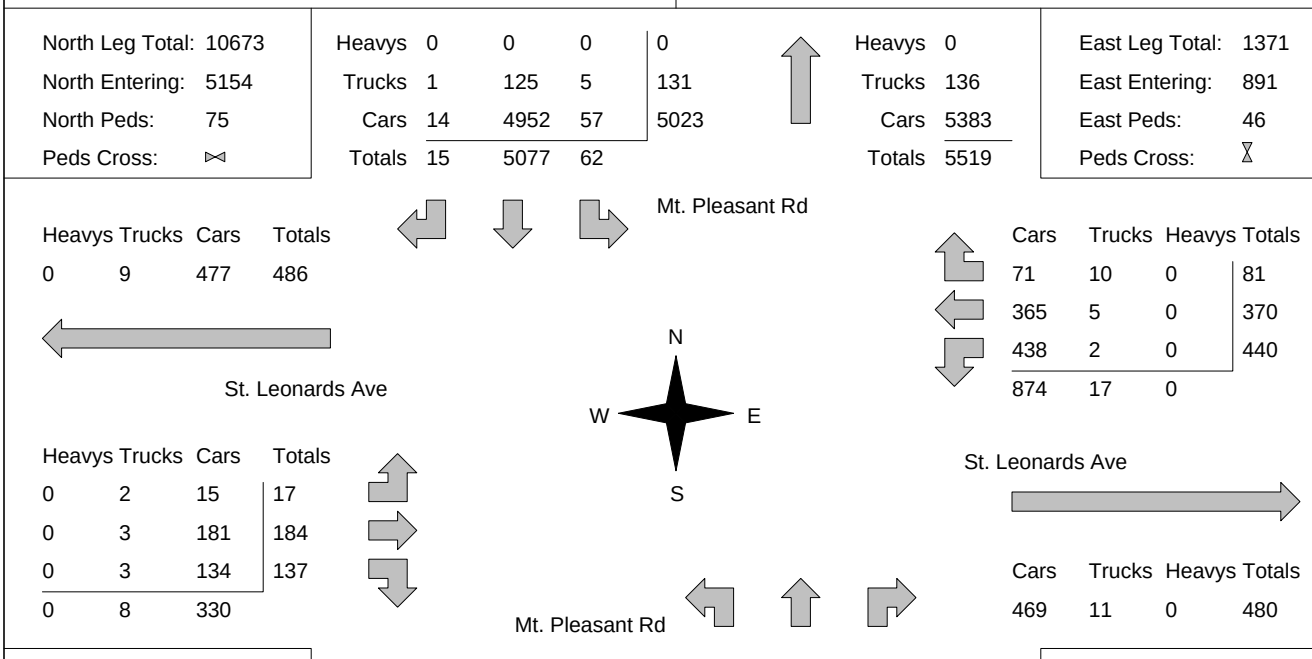
Municipality: Toronto
Site #: 1213100007
Intersection: Mt. Pleasant Rd & St. Leonards Ave
TFR File #: 1
Count date: 6-Nov-12

Weather conditions:

Person(s) who counted:

**** Signalized Intersection ****

Major Road: Mt. Pleasant Rd runs N/S



Comments

Ontario Traffic Inc
Traffic Count Summary

Intersection: Mt. Pleasant Rd & St. Leonards Av | **Count Date:** 6-Nov-12 | **Municipality:** Toronto

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys: Left	Thru	Right	Grand Total	Total Peds	North/South Total Approaches
6:00:00	0	1	0	1	0	1
7:00:00	2	308	0	310	1	522
8:00:00	16	823	4	843	13	1444
9:00:00	13	856	5	874	10	1703
10:00:00	7	699	0	706	13	1230
15:00:00	0	1	0	1	0	2
16:00:00	6	512	3	521	10	1332
17:00:00	4	577	2	583	6	1493
18:00:00	6	674	1	681	14	1715
19:00:00	8	625	0	633	8	1466
Totals:	62	5076	15	5153	75	10908

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys: Left	Thru	Right	Grand Total	Total Peds
6:00:00	0	0	0	0	0
7:00:00	4	204	4	212	2
8:00:00	9	574	18	601	3
9:00:00	17	769	43	829	13
10:00:00	3	504	17	524	7
15:00:00	0	1	0	1	0
16:00:00	11	764	36	811	22
17:00:00	19	852	39	910	5
18:00:00	25	961	48	1034	7
19:00:00	13	791	29	833	10
Totals:	101	5420	234	5755	69

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys: Left	Thru	Right	Grand Total	Total Peds	East/West Total Approaches
6:00:00	0	0	0	0	0	0
7:00:00	2	5	5	12	3	16
8:00:00	73	38	6	117	7	166
9:00:00	82	77	9	168	9	266
10:00:00	34	19	8	61	6	87
15:00:00	0	0	0	0	0	0
16:00:00	60	71	18	149	7	194
17:00:00	82	67	15	164	4	210
18:00:00	66	60	12	138	2	184
19:00:00	41	33	8	82	8	106
Totals:	440	370	81	891	46	1229

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys: Left	Thru	Right	Grand Total	Total Peds
6:00:00	0	0	0	0	0
7:00:00	0	1	3	4	4
8:00:00	2	22	25	49	3
9:00:00	2	53	43	98	2
10:00:00	4	15	7	26	3
15:00:00	0	0	0	0	0
16:00:00	5	26	14	45	13
17:00:00	2	27	17	46	9
18:00:00	1	27	18	46	4
19:00:00	1	13	10	24	9
Totals:	17	184	137	338	47

Calculated Values for Traffic Crossing Major Street

Hours Ending:	7:00	8:00	9:00	10:00	16:00	17:00	18:00	19:00
Crossing Values:	10	129	184	77	168	162	148	93

Ontario Traffic Inc

Count Date: 6-Nov-12 **Site #: 1213100007**

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	31	30	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	98	67	0	0	0	0	4	1	0	0	0	0	0	0	0	0	1	1
6:45:00	1	1	180	82	0	0	0	0	7	3	0	0	0	0	0	0	0	0	1	0
7:00:00	2	1	298	118	0	0	0	0	11	4	0	0	0	0	0	0	0	0	1	0
7:15:00	3	1	457	159	0	0	0	0	19	8	0	0	0	0	0	0	0	0	1	0
7:30:00	9	6	680	223	2	2	0	0	25	6	0	0	0	0	0	0	0	0	3	2
7:45:00	11	2	869	189	2	0	1	1	32	7	0	0	0	0	0	0	0	0	7	4
8:00:00	15	4	1093	224	4	2	3	2	39	7	0	0	0	0	0	0	0	0	14	7
8:15:00	18	3	1325	232	8	4	3	0	45	6	0	0	0	0	0	0	0	0	15	1
8:30:00	22	4	1502	177	8	0	4	1	47	2	0	0	0	0	0	0	0	0	16	1
8:45:00	24	2	1708	206	8	0	4	0	50	3	0	0	0	0	0	0	0	0	23	7
9:00:00	27	3	1932	224	9	1	4	0	56	6	0	0	0	0	0	0	0	0	24	1
9:15:00	31	4	2106	174	9	0	4	0	65	9	0	0	0	0	0	0	0	0	25	1
9:30:00	31	0	2286	180	9	0	4	0	75	10	0	0	0	0	0	0	0	0	29	4
9:45:00	33	2	2472	186	9	0	4	0	84	9	0	0	0	0	0	0	0	0	34	5
10:00:00	34	1	2599	127	9	0	4	0	88	4	0	0	0	0	0	0	0	0	37	3
10:00:13	34	0	2600	1	9	0	4	0	88	0	0	0	0	0	0	0	0	0	37	0
15:00:00	34	0	2600	0	9	0	4	0	88	0	0	0	0	0	0	0	0	0	37	0
15:15:00	36	2	2714	114	9	0	5	1	95	7	1	1	0	0	0	0	0	0	37	0
15:30:00	37	1	2831	117	9	0	5	0	100	5	1	0	0	0	0	0	0	0	39	2
15:45:00	38	1	2953	122	9	0	5	0	104	4	1	0	0	0	0	0	0	0	46	7
16:00:00	39	1	3091	138	11	2	5	0	109	5	1	0	0	0	0	0	0	0	47	1
16:15:00	39	0	3223	132	11	0	5	0	111	2	1	0	0	0	0	0	0	0	50	3
16:30:00	39	0	3361	138	11	0	5	0	112	1	1	0	0	0	0	0	0	0	50	0
16:45:00	41	2	3507	146	13	2	5	0	114	2	1	0	0	0	0	0	0	0	51	1
17:00:00	43	2	3662	155	13	0	5	0	115	1	1	0	0	0	0	0	0	0	53	2
17:15:00	45	2	3834	172	13	0	5	0	117	2	1	0	0	0	0	0	0	0	56	3
17:30:00	45	0	4004	170	13	0	5	0	118	1	1	0	0	0	0	0	0	0	57	1
17:45:00	47	2	4155	151	14	1	5	0	119	1	1	0	0	0	0	0	0	0	65	8
18:00:00	49	2	4332	177	14	0	5	0	119	0	1	0	0	0	0	0	0	0	67	2
18:15:00	53	4	4494	162	14	0	5	0	120	1	1	0	0	0	0	0	0	0	67	0
18:30:00	54	1	4669	175	14	0	5	0	122	2	1	0	0	0	0	0	0	0	69	2
18:45:00	55	1	4812	143	14	0	5	0	124	2	1	0	0	0	0	0	0	0	73	4
19:00:00	57	2	4951	139	14	0	5	0	125	1	1	0	0	0	0	0	0	0	75	2
19:15:00	57	0	4952	1	14	0	5	0	125	0	1	0	0	0	0	0	0	0	75	0
19:15:06	57	0	4952	0	14	0	5	0	125	0	1	0	0	0	0	0	0	0	75	0

Ontario Traffic Inc

Count Date: 6-Nov-12 Site #: 1213100007

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
6:30:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1
6:45:00	1	1	1	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	3	1
7:00:00	2	1	5	4	5	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0
7:15:00	5	3	6	1	8	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0
7:30:00	19	14	20	14	10	2	0	0	0	0	0	0	0	0	0	0	0	0	4	1
7:45:00	37	18	28	8	10	0	0	0	0	0	1	1	0	0	0	0	0	0	5	1
8:00:00	75	38	43	15	10	0	0	0	0	0	1	0	0	0	0	0	0	0	10	5
8:15:00	106	31	70	27	10	0	0	0	0	0	1	0	0	0	0	0	0	0	14	4
8:30:00	130	24	81	11	11	1	0	0	0	0	3	2	0	0	0	0	0	0	16	2
8:45:00	152	22	108	27	13	2	0	0	1	1	4	1	0	0	0	0	0	0	19	3
9:00:00	157	5	118	10	16	3	0	0	2	1	4	0	0	0	0	0	0	0	19	0
9:15:00	169	12	125	7	23	7	0	0	2	0	4	0	0	0	0	0	0	0	19	0
9:30:00	181	12	129	4	24	1	0	0	2	0	4	0	0	0	0	0	0	0	23	4
9:45:00	188	7	133	4	24	0	1	1	2	0	4	0	0	0	0	0	0	0	25	2
10:00:00	190	2	137	4	24	0	1	0	2	0	4	0	0	0	0	0	0	0	25	0
10:00:13	190	0	137	0	24	0	1	0	2	0	4	0	0	0	0	0	0	0	25	0
15:00:00	190	0	137	0	24	0	1	0	2	0	4	0	0	0	0	0	0	0	25	0
15:15:00	201	11	146	9	26	2	1	0	2	0	6	2	0	0	0	0	0	0	25	0
15:30:00	218	17	162	16	29	3	1	0	2	0	7	1	0	0	0	0	0	0	27	2
15:45:00	227	9	186	24	33	4	1	0	3	1	8	1	0	0	0	0	0	0	31	4
16:00:00	250	23	207	21	38	5	1	0	3	0	8	0	0	0	0	0	0	0	32	1
16:15:00	267	17	220	13	43	5	1	0	5	2	9	1	0	0	0	0	0	0	32	0
16:30:00	290	23	239	19	44	1	1	0	5	0	9	0	0	0	0	0	0	0	33	1
16:45:00	308	18	256	17	48	4	1	0	5	0	9	0	0	0	0	0	0	0	33	0
17:00:00	332	24	272	16	52	4	1	0	5	0	9	0	0	0	0	0	0	0	36	3
17:15:00	348	16	286	14	53	1	2	1	5	0	9	0	0	0	0	0	0	0	36	0
17:30:00	367	19	304	18	58	5	2	0	5	0	10	1	0	0	0	0	0	0	36	0
17:45:00	381	14	319	15	60	2	2	0	5	0	10	0	0	0	0	0	0	0	38	2
18:00:00	397	16	332	13	63	3	2	0	5	0	10	0	0	0	0	0	0	0	38	0
18:15:00	414	17	343	11	65	2	2	0	5	0	10	0	0	0	0	0	0	0	38	0
18:30:00	426	12	354	11	69	4	2	0	5	0	10	0	0	0	0	0	0	0	40	2
18:45:00	431	5	359	5	71	2	2	0	5	0	10	0	0	0	0	0	0	0	45	5
19:00:00	438	7	365	6	71	0	2	0	5	0	10	0	0	0	0	0	0	0	46	1
19:15:00	438	0	365	0	71	0	2	0	5	0	10	0	0	0	0	0	0	0	46	0
19:15:06	438	0	365	0	71	0	2	0	5	0	10	0	0	0	0	0	0	0	46	0

Ontario Traffic Inc

Count Date: 6-Nov-12 **Site #: 1213100007**

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	1	1	24	24	1	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0
6:30:00	2	1	64	40	1	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0
6:45:00	2	0	124	60	1	0	0	0	4	1	0	0	0	0	0	0	0	0	1	1
7:00:00	4	2	199	75	4	3	0	0	5	1	0	0	0	0	0	0	0	0	2	1
7:15:00	5	1	293	94	5	1	0	0	8	3	0	0	0	0	0	0	0	0	2	0
7:30:00	7	2	421	128	5	0	0	0	11	3	0	0	0	0	0	0	0	0	2	0
7:45:00	9	2	572	151	7	2	0	0	13	2	2	2	0	0	0	0	0	0	3	1
8:00:00	13	4	761	189	20	13	0	0	17	4	2	0	0	0	0	0	0	0	5	2
8:15:00	18	5	972	211	35	15	1	1	19	2	2	0	0	0	0	0	0	0	6	1
8:30:00	22	4	1157	185	48	13	1	0	22	3	2	0	0	0	0	0	0	0	14	8
8:45:00	25	3	1335	178	55	7	1	0	24	2	3	1	0	0	0	0	0	0	16	2
9:00:00	29	4	1519	184	62	7	1	0	28	4	3	0	0	0	0	0	0	0	18	2
9:15:00	31	2	1654	135	68	6	1	0	37	9	3	0	0	0	0	0	0	0	18	0
9:30:00	31	0	1778	124	73	5	1	0	42	5	3	0	0	0	0	0	0	0	21	3
9:45:00	31	0	1893	115	75	2	1	0	46	4	3	0	0	0	0	0	0	0	21	0
10:00:00	32	1	2000	107	79	4	1	0	51	5	3	0	0	0	0	0	0	0	25	4
10:00:13	32	0	2001	1	79	0	1	0	51	0	3	0	0	0	0	0	0	0	25	0
15:00:00	32	0	2001	0	79	0	1	0	51	0	3	0	0	0	0	0	0	0	25	0
15:15:00	32	0	2146	145	86	7	1	0	54	3	3	0	0	0	0	0	0	0	25	0
15:30:00	33	1	2327	181	92	6	2	1	60	6	3	0	0	0	0	0	0	0	29	4
15:45:00	38	5	2551	224	101	9	2	0	72	12	3	0	0	0	0	0	0	0	45	16
16:00:00	42	4	2736	185	115	14	2	0	80	8	3	0	0	0	0	0	0	0	47	2
16:15:00	49	7	2913	177	126	11	2	0	86	6	3	0	0	0	0	0	0	0	48	1
16:30:00	53	4	3149	236	137	11	2	0	91	5	3	0	0	0	0	0	0	0	49	1
16:45:00	54	1	3364	215	147	10	2	0	94	3	3	0	0	0	0	0	0	0	52	3
17:00:00	61	7	3569	205	154	7	2	0	99	5	3	0	0	0	0	0	0	0	52	0
17:15:00	65	4	3801	232	168	14	3	1	104	5	3	0	0	0	0	0	0	0	52	0
17:30:00	72	7	4048	247	182	14	3	0	107	3	3	0	0	0	0	0	0	0	54	2
17:45:00	79	7	4301	253	191	9	3	0	112	5	3	0	0	0	0	0	0	0	55	1
18:00:00	85	6	4515	214	202	11	3	0	114	2	3	0	0	0	0	0	0	0	59	4
18:15:00	86	1	4747	232	213	11	3	0	116	2	3	0	0	0	0	0	0	0	61	2
18:30:00	89	3	4966	219	221	8	3	0	121	5	3	0	0	0	0	0	0	0	65	4
18:45:00	94	5	5144	178	227	6	3	0	123	2	3	0	0	0	0	0	0	0	67	2
19:00:00	98	4	5296	152	231	4	3	0	124	1	3	0	0	0	0	0	0	0	69	2
19:15:00	98	0	5297	1	231	0	3	0	124	0	3	0	0	0	0	0	0	0	69	0
19:15:06	98	0	5297	0	231	0	3	0	124	0	3	0	0	0	0	0	0	0	69	0

Ontario Traffic Inc

Count Date: 6-Nov-12 Site #: 1213100007

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
6:45:00	0	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4	3
7:00:00	0	0	1	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0
7:15:00	0	0	2	1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	5	1
7:30:00	0	0	3	1	7	2	0	0	0	0	0	0	0	0	0	0	0	0	6	1
7:45:00	0	0	6	3	19	12	0	0	0	0	1	1	0	0	0	0	0	0	7	1
8:00:00	2	2	23	17	27	8	0	0	0	0	1	0	0	0	0	0	0	0	7	0
8:15:00	2	0	33	10	38	11	0	0	0	0	2	1	0	0	0	0	0	0	8	1
8:30:00	3	1	52	19	47	9	0	0	0	0	2	0	0	0	0	0	0	0	8	0
8:45:00	4	1	64	12	60	13	0	0	0	0	2	0	0	0	0	0	0	0	8	0
9:00:00	4	0	76	12	69	9	0	0	0	0	2	0	0	0	0	0	0	0	9	1
9:15:00	5	1	80	4	72	3	0	0	1	1	3	1	0	0	0	0	0	0	9	0
9:30:00	5	0	83	3	73	1	0	0	1	0	3	0	0	0	0	0	0	0	12	3
9:45:00	5	0	87	4	75	2	0	0	1	0	3	0	0	0	0	0	0	0	12	0
10:00:00	8	3	90	3	75	0	0	0	1	0	3	0	0	0	0	0	0	0	12	0
10:00:13	8	0	90	0	75	0	0	0	1	0	3	0	0	0	0	0	0	0	12	0
15:00:00	8	0	90	0	75	0	0	0	1	0	3	0	0	0	0	0	0	0	12	0
15:15:00	8	0	92	2	79	4	1	1	1	0	3	0	0	0	0	0	0	0	12	0
15:30:00	11	3	96	4	80	1	1	0	2	1	3	0	0	0	0	0	0	0	21	9
15:45:00	12	1	108	12	85	5	1	0	2	0	3	0	0	0	0	0	0	0	23	2
16:00:00	12	0	115	7	89	4	1	0	2	0	3	0	0	0	0	0	0	0	25	2
16:15:00	13	1	128	13	93	4	1	0	2	0	3	0	0	0	0	0	0	0	27	2
16:30:00	13	0	135	7	97	4	1	0	2	0	3	0	0	0	0	0	0	0	29	2
16:45:00	13	0	137	2	101	4	2	1	2	0	3	0	0	0	0	0	0	0	31	2
17:00:00	13	0	142	5	106	5	2	0	2	0	3	0	0	0	0	0	0	0	34	3
17:15:00	13	0	151	9	111	5	2	0	2	0	3	0	0	0	0	0	0	0	35	1
17:30:00	14	1	157	6	114	3	2	0	2	0	3	0	0	0	0	0	0	0	37	2
17:45:00	14	0	163	6	118	4	2	0	3	1	3	0	0	0	0	0	0	0	37	0
18:00:00	14	0	168	5	124	6	2	0	3	0	3	0	0	0	0	0	0	0	38	1
18:15:00	15	1	171	3	127	3	2	0	3	0	3	0	0	0	0	0	0	0	42	4
18:30:00	15	0	175	4	131	4	2	0	3	0	3	0	0	0	0	0	0	0	43	1
18:45:00	15	0	180	5	133	2	2	0	3	0	3	0	0	0	0	0	0	0	44	1
19:00:00	15	0	181	1	134	1	2	0	3	0	3	0	0	0	0	0	0	0	47	3
19:15:00	15	0	181	0	134	0	2	0	3	0	3	0	0	0	0	0	0	0	47	0
19:15:06	15	0	181	0	134	0	2	0	3	0	3	0	0	0	0	0	0	0	47	0

APPENDIX B: 8-HOUR AUTOMATED TRAFFIC RECORDER VOLUME COUNTS

Ontario Traffic Inc
17705 Leslie St. Unit 6
Newmarket, Ontario
L3Y3E3, Canada

Site Code: 1213100018
Station ID: C80
Lawrence Cres (north leg) east of
Mt. Pleasant Rd
Latitude: 0' 0.000 Undefined

Start	05-Nov-12		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	3	0	*	*	*	*	3	0	*	*	*	*
01:00	*	*	*	*	1	0	*	*	*	*	1	0	*	*	*	*
02:00	*	*	*	*	0	0	*	*	*	*	0	0	*	*	*	*
03:00	*	*	*	*	0	1	*	*	*	*	0	1	*	*	*	*
04:00	*	*	*	*	0	1	*	*	*	*	0	1	*	*	*	*
05:00	*	*	*	*	1	1	*	*	*	*	1	1	*	*	*	*
06:00	*	*	*	*	5	3	*	*	*	*	5	3	*	*	*	*
07:00	*	*	*	*	1	3	*	*	*	*	1	3	*	*	*	*
08:00	*	*	*	*	11	3	*	*	*	*	11	3	*	*	*	*
09:00	*	*	*	*	**12**	6	*	*	*	*	**12**	6	*	*	*	*
10:00	*	*	*	*	7	**13**	*	*	*	*	7	**13**	*	*	*	*
11:00	*	*	*	*	6	8	*	*	*	*	6	8	*	*	*	*
12:00 PM	*	*	*	*	11	6	*	*	*	*	11	6	*	*	*	*
01:00	*	*	*	*	**15**	**13**	*	*	*	*	**15**	**13**	*	*	*	*
02:00	*	*	*	*	4	11	*	*	*	*	4	11	*	*	*	*
03:00	*	*	*	*	9	5	*	*	*	*	9	5	*	*	*	*
04:00	*	*	*	*	10	4	*	*	*	*	10	4	*	*	*	*
05:00	*	*	*	*	10	7	*	*	*	*	10	7	*	*	*	*
06:00	*	*	*	*	11	9	*	*	*	*	11	9	*	*	*	*
07:00	*	*	*	*	6	4	*	*	*	*	6	4	*	*	*	*
08:00	*	*	*	*	4	6	*	*	*	*	4	6	*	*	*	*
09:00	*	*	*	*	3	4	*	*	*	*	3	4	*	*	*	*
10:00	*	*	*	*	8	0	*	*	*	*	8	0	*	*	*	*
11:00	*	*	*	*	6	4	*	*	*	*	6	4	*	*	*	*
Total	0	0	0	0	144	112	0	0	0	0	144	112	0	0	0	0
Day	0		0		256		0		0		256		0		0	
AM Peak					09:00	10:00					09:00	10:00				
Vol.					12	13					12	13				
PM Peak					13:00	13:00					13:00	13:00				
Vol.					15	13					15	13				

Comb. Total	0	0	256	0	0	256	0	0

ADT ADT 256 AADT 256

Ontario Traffic Inc
17705 Leslie St. Unit 6
Newmarket, Ontario
L3Y3E3, Canada

Site Code: 1213100018
Station ID: C80
Lawrence Cres (north leg) east of
Mt. Pleasant Rd
Latitude: 0' 0.000 Undefined

Start Time	07-Nov-12 Wed	EB		WB		Combined		08-Nov- Thu	EB		WB		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		1	3	0	2	1	5		*	*	*	*	*	*
12:15		1	5	0	1	1	6		*	*	*	*	*	*
12:30		1	0	0	3	1	3		*	*	*	*	*	*
12:45		0	***3***	0	0	0	3		*	*	*	*	*	*
01:00		1	***5***	0	2	1	***7***		*	*	*	*	*	*
01:15		0	***4***	0	***4***	0	***8***		*	*	*	*	*	*
01:30		0	***4***	0	***5***	0	***9***		*	*	*	*	*	*
01:45		0	2	0	***2***	0	***4***		*	*	*	*	*	*
02:00		0	0	0	***3***	0	3		*	*	*	*	*	*
02:15		0	0	0	1	0	1		*	*	*	*	*	*
02:30		0	1	0	2	0	3		*	*	*	*	*	*
02:45		0	3	0	5	0	8		*	*	*	*	*	*
03:00		0	4	0	0	0	4		*	*	*	*	*	*
03:15		0	0	0	1	0	1		*	*	*	*	*	*
03:30		0	3	1	2	1	5		*	*	*	*	*	*
03:45		0	2	0	2	0	4		*	*	*	*	*	*
04:00		0	2	0	1	0	3		*	*	*	*	*	*
04:15		0	2	0	0	0	2		*	*	*	*	*	*
04:30		0	4	0	3	0	7		*	*	*	*	*	*
04:45		0	2	1	0	1	2		*	*	*	*	*	*
05:00		0	2	0	0	0	2		*	*	*	*	*	*
05:15		0	2	0	4	0	6		*	*	*	*	*	*
05:30		0	4	0	2	0	6		*	*	*	*	*	*
05:45		1	2	1	1	2	3		*	*	*	*	*	*
06:00		3	1	1	2	4	3		*	*	*	*	*	*
06:15		0	5	2	2	2	7		*	*	*	*	*	*
06:30		2	1	0	1	2	2		*	*	*	*	*	*
06:45		0	4	0	4	0	8		*	*	*	*	*	*
07:00		0	0	1	1	1	1		*	*	*	*	*	*
07:15		0	4	1	1	1	5		*	*	*	*	*	*
07:30		0	1	1	2	1	3		*	*	*	*	*	*
07:45		1	1	0	0	1	1		*	*	*	*	*	*
08:00		3	1	1	0	4	1		*	*	*	*	*	*
08:15		3	1	1	5	4	6		*	*	*	*	*	*
08:30		1	2	0	1	1	3		*	*	*	*	*	*
08:45		***4***	0	1	0	5	0		*	*	*	*	*	*
09:00		***2***	1	1	2	3	3		*	*	*	*	*	*
09:15		***5***	0	1	1	6	1		*	*	*	*	*	*
09:30		***3***	2	1	1	4	3		*	*	*	*	*	*
09:45		2	0	3	0	5	0		*	*	*	*	*	*
10:00		1	2	1	0	2	2		*	*	*	*	*	*
10:15		0	5	***0***	0	0	5		*	*	*	*	*	*
10:30		4	0	***6***	0	***10***	0		*	*	*	*	*	*
10:45		2	1	***6***	0	***8***	1		*	*	*	*	*	*
11:00		1	2	***7***	2	***8***	4		*	*	*	*	*	*
11:15		1	2	0	0	***1***	2		*	*	*	*	*	*
11:30		2	0	0	2	2	2		*	*	*	*	*	*
11:45		2	2	1	0	3	2		*	*	*	*	*	*
Total		47	97	39	73	86	170		0	0	0	0	0	0
Day Total		144		112		256			0		0		0	
% Total		18.4%	37.9%	15.2%	28.5%				0.0%	0.0%	0.0%	0.0%		
Peak		08:45	00:45	10:15	01:15	10:30	01:00							
Vol.		14	16	19	14	27	28							
P.H.F.		0.700	0.800	0.679	0.700	0.675	0.778							

ADT	ADT 256	AADT 256

Ontario Traffic Inc
17705 Leslie St. Unit 6
Newmarket, Ontario
L3Y3E3, Canada

Site Code: 1213100017
Station ID: C83
Dinnick Cres east of Mt. Pleasant Rd

Latitude: 0' 0.000 Undefined

Start	05-Nov-12		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	3	5	*	*	*	*	3	5	*	*	*	*
01:00	*	*	*	*	1	1	*	*	*	*	1	1	*	*	*	*
02:00	*	*	*	*	1	0	*	*	*	*	1	0	*	*	*	*
03:00	*	*	*	*	1	1	*	*	*	*	1	1	*	*	*	*
04:00	*	*	*	*	3	2	*	*	*	*	3	2	*	*	*	*
05:00	*	*	*	*	1	3	*	*	*	*	1	3	*	*	*	*
06:00	*	*	*	*	4	15	*	*	*	*	4	15	*	*	*	*
07:00	*	*	*	*	30	**50**	*	*	*	*	30	**50**	*	*	*	*
08:00	*	*	*	*	**56**	48	*	*	*	*	**56**	48	*	*	*	*
09:00	*	*	*	*	40	37	*	*	*	*	40	37	*	*	*	*
10:00	*	*	*	*	26	31	*	*	*	*	26	31	*	*	*	*
11:00	*	*	*	*	26	30	*	*	*	*	26	30	*	*	*	*
12:00 PM	*	*	*	*	38	30	*	*	*	*	38	30	*	*	*	*
01:00	*	*	*	*	31	**45**	*	*	*	*	31	**45**	*	*	*	*
02:00	*	*	*	*	23	31	*	*	*	*	23	31	*	*	*	*
03:00	*	*	*	*	45	34	*	*	*	*	45	34	*	*	*	*
04:00	*	*	*	*	53	44	*	*	*	*	53	44	*	*	*	*
05:00	*	*	*	*	**66**	39	*	*	*	*	**66**	39	*	*	*	*
06:00	*	*	*	*	57	45	*	*	*	*	57	45	*	*	*	*
07:00	*	*	*	*	29	26	*	*	*	*	29	26	*	*	*	*
08:00	*	*	*	*	24	18	*	*	*	*	24	18	*	*	*	*
09:00	*	*	*	*	17	18	*	*	*	*	17	18	*	*	*	*
10:00	*	*	*	*	18	19	*	*	*	*	18	19	*	*	*	*
11:00	*	*	*	*	8	5	*	*	*	*	8	5	*	*	*	*
Total	0	0	0	0	601	577	0	0	0	0	601	577	0	0	0	0
Day	0		0		1178		0		0		1178		0		0	
AM Peak					08:00	07:00					08:00	07:00				
Vol.					56	50					56	50				
PM Peak					17:00	13:00					17:00	13:00				
Vol.					66	45					66	45				

Comb. Total	0	0	1178	0	0	1178	0	0

ADT ADT 1,178 AADT 1,178

Ontario Traffic Inc
17705 Leslie St. Unit 6
Newmarket, Ontario
L3Y3E3, Canada

Site Code: 1213100017
Station ID: C83
Dinnick Cres east of Mt. Pleasant Rd

Latitude: 0' 0.000 Undefined

Start Time	07-Nov-12 Wed	EB		WB		Combined		08-Nov- Thu	EB		WB		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		1	9	2	7	3	16		*	*	*	*	*	*
12:15		0	12	0	***11***	0	23		*	*	*	*	*	*
12:30		1	13	0	***9***	1	22		*	*	*	*	*	*
12:45		1	4	3	***3***	4	7		*	*	*	*	*	*
01:00		0	12	0	***24***	0	36		*	*	*	*	*	*
01:15		0	11	0	6	0	17		*	*	*	*	*	*
01:30		1	4	0	5	1	9		*	*	*	*	*	*
01:45		0	4	1	10	1	14		*	*	*	*	*	*
02:00		0	4	0	2	0	6		*	*	*	*	*	*
02:15		1	5	0	7	1	12		*	*	*	*	*	*
02:30		0	10	0	10	0	20		*	*	*	*	*	*
02:45		0	4	0	12	0	16		*	*	*	*	*	*
03:00		0	6	1	9	1	15		*	*	*	*	*	*
03:15		1	14	0	6	1	20		*	*	*	*	*	*
03:30		0	11	0	16	0	27		*	*	*	*	*	*
03:45		0	14	0	3	0	17		*	*	*	*	*	*
04:00		0	19	0	15	0	34		*	*	*	*	*	*
04:15		0	13	0	12	0	25		*	*	*	*	*	*
04:30		0	9	0	7	0	16		*	*	*	*	*	*
04:45		3	12	2	10	5	22		*	*	*	*	*	*
05:00		0	12	1	11	1	23		*	*	*	*	*	*
05:15		1	14	0	7	1	21		*	*	*	*	*	*
05:30		0	***17***	1	15	1	***32***		*	*	*	*	*	*
05:45		0	***23***	1	6	1	***29***		*	*	*	*	*	*
06:00		1	***13***	6	11	7	***24***		*	*	*	*	*	*
06:15		1	***20***	1	14	2	***34***		*	*	*	*	*	*
06:30		1	13	4	10	5	23		*	*	*	*	*	*
06:45		1	11	4	10	5	21		*	*	*	*	*	*
07:00		5	9	10	8	15	17		*	*	*	*	*	*
07:15		6	10	8	2	14	12		*	*	*	*	*	*
07:30		11	5	***21***	8	32	13		*	*	*	*	*	*
07:45		8	5	***11***	8	***19***	13		*	*	*	*	*	*
08:00		12	9	***16***	10	***28***	19		*	*	*	*	*	*
08:15		***14***	4	***11***	3	***25***	7		*	*	*	*	*	*
08:30		***20***	5	13	4	***33***	9		*	*	*	*	*	*
08:45		***10***	6	8	1	18	7		*	*	*	*	*	*
09:00		***18***	3	9	5	27	8		*	*	*	*	*	*
09:15		9	4	11	3	20	7		*	*	*	*	*	*
09:30		9	6	11	4	20	10		*	*	*	*	*	*
09:45		4	4	6	6	10	10		*	*	*	*	*	*
10:00		5	7	7	4	12	11		*	*	*	*	*	*
10:15		9	4	4	5	13	9		*	*	*	*	*	*
10:30		5	3	8	8	13	11		*	*	*	*	*	*
10:45		7	4	12	2	19	6		*	*	*	*	*	*
11:00		7	2	6	1	13	3		*	*	*	*	*	*
11:15		10	3	10	3	20	6		*	*	*	*	*	*
11:30		5	3	6	1	11	4		*	*	*	*	*	*
11:45		4	0	8	0	12	0		*	*	*	*	*	*
Total		192	409	223	354	415	763		0	0	0	0	0	0
Day Total		601		577		1178			0		0		0	
% Total		16.3%	34.7%	18.9%	30.1%				0.0%	0.0%	0.0%	0.0%		
Peak		08:15	05:30	07:30	00:15	07:45	05:30							
Vol.		62	73	59	47	105	119							
P.H.F.		0.775	0.793	0.702	0.490	0.795	0.875							

ADT	ADT 1,178	AADT 1,178

Ontario Traffic Inc
17705 Leslie Street, Unit 6
Newmarket, ON L3Y 3E3
905-898-7711 / 905-898-3664 / oti@ontario-traffic.com

Site Code: 1213100016
Station ID: T11
Strathgowan Cres west of Dundurn Rd

Latitude: 0' 0.000 Undefined

Start Time	05-Nov-12 EB	05-Nov-12 WB	Tue EB	Tue WB	Wed EB	Wed WB	Thu EB	Thu WB	Fri EB	Fri WB	Sat EB	Sat WB	Sun EB	Sun WB	Week Average EB	Week Average WB
12:00 AM	*	*	*	*	0	0	*	*	*	*	*	*	*	*	0	0
01:00	*	*	*	*	0	0	*	*	*	*	*	*	*	*	0	0
02:00	*	*	*	*	0	0	*	*	*	*	*	*	*	*	0	0
03:00	*	*	*	*	0	0	*	*	*	*	*	*	*	*	0	0
04:00	*	*	*	*	0	0	*	*	*	*	*	*	*	*	0	0
05:00	*	*	*	*	1	0	*	*	*	*	*	*	*	*	1	0
06:00	*	*	*	*	0	0	*	*	*	*	*	*	*	*	0	0
07:00	*	*	*	*	1	0	*	*	*	*	*	*	*	*	1	0
08:00	*	*	*	*	0	0	*	*	*	*	*	*	*	*	0	0
09:00	*	*	*	*	0	0	*	*	*	*	*	*	*	*	0	0
10:00	*	*	*	*	**2**	0	*	*	*	*	*	*	*	*	**2**	0
11:00	*	*	*	*	0	**1**	*	*	*	*	*	*	*	*	0	**1**
12:00 PM	*	*	*	*	**2**	0	*	*	*	*	*	*	*	*	**2**	0
01:00	*	*	*	*	0	**4**	*	*	*	*	*	*	*	*	0	**4**
02:00	*	*	*	*	0	0	*	*	*	*	*	*	*	*	0	0
03:00	*	*	*	*	1	0	*	*	*	*	*	*	*	*	1	0
04:00	*	*	*	*	0	0	*	*	*	*	*	*	*	*	0	0
05:00	*	*	*	*	1	1	*	*	*	*	*	*	*	*	1	1
06:00	*	*	*	*	0	0	*	*	*	*	*	*	*	*	0	0
07:00	*	*	*	*	1	2	*	*	*	*	*	*	*	*	1	2
08:00	*	*	*	*	0	0	*	*	*	*	*	*	*	*	0	0
09:00	*	*	*	*	0	0	*	*	*	*	*	*	*	*	0	0
10:00	*	*	*	*	0	0	*	*	*	*	*	*	*	*	0	0
11:00	*	*	*	*	0	0	*	*	*	*	*	*	*	*	0	0
Lane	0	0	0	0	9	8	0	0	0	0	0	0	0	0	9	8
Day	0		0		17		0		0		0		0		17	
AM Peak					10:00	11:00									10:00	11:00
Vol.					2	1									2	1
PM Peak					12:00	13:00									12:00	13:00
Vol.					2	4									2	4
Comb. Total	0		0		17		0		0		0		0		17	
ADT	Not Calculated															

Ontario Traffic Inc
17705 Leslie Street, Unit 6
Newmarket, ON L3Y 3E3
905-898-7711 / 905-898-3664 / oti@ontario-traffic.com

Site Code: 1213100016
Station ID: T11
Strathgowan Cres west of Dundurn Rd

Latitude: 0' 0.000 Undefined

Start Time	07-Nov Wed	EB A.M.	EB P.M.	WB A.M.	WB P.M.	Combined A.M.	Combined P.M.	08-Nov Thu	EB A.M.	EB P.M.	WB A.M.	WB P.M.	Combined A.M.	Combined P.M.
12:00		0	0	0	0	0	0		*	*	*	*	*	*
12:15		0	0	0	0	0	0		*	*	*	*	*	*
12:30		0	1	0	0	0	1		*	*	*	*	*	*
12:45		0	1	0	0	0	1		*	*	*	*	*	*
01:00		0	0	0	0	0	0		*	*	*	*	*	*
01:15		0	0	0	2	0	2		*	*	*	*	*	*
01:30		0	0	0	1	0	1		*	*	*	*	*	*
01:45		0	0	0	1	0	1		*	*	*	*	*	*
02:00		0	0	0	0	0	0		*	*	*	*	*	*
02:15		0	0	0	0	0	0		*	*	*	*	*	*
02:30		0	0	0	0	0	0		*	*	*	*	*	*
02:45		0	0	0	0	0	0		*	*	*	*	*	*
03:00		0	0	0	0	0	0		*	*	*	*	*	*
03:15		0	0	0	0	0	0		*	*	*	*	*	*
03:30		0	1	0	0	0	1		*	*	*	*	*	*
03:45		0	0	0	0	0	0		*	*	*	*	*	*
04:00		0	0	0	0	0	0		*	*	*	*	*	*
04:15		0	0	0	0	0	0		*	*	*	*	*	*
04:30		0	0	0	0	0	0		*	*	*	*	*	*
04:45		0	0	0	0	0	0		*	*	*	*	*	*
05:00		1	1	0	0	1	1		*	*	*	*	*	*
05:15		0	0	0	0	0	0		*	*	*	*	*	*
05:30		0	0	0	0	0	0		*	*	*	*	*	*
05:45		0	0	0	1	0	1		*	*	*	*	*	*
06:00		0	0	0	0	0	0		*	*	*	*	*	*
06:15		0	0	0	0	0	0		*	*	*	*	*	*
06:30		0	0	0	0	0	0		*	*	*	*	*	*
06:45		0	0	0	0	0	0		*	*	*	*	*	*
07:00		0	1	0	0	0	1		*	*	*	*	*	*
07:15		0	0	0	0	0	0		*	*	*	*	*	*
07:30		0	0	0	1	0	1		*	*	*	*	*	*
07:45		1	0	0	1	1	1		*	*	*	*	*	*
08:00		0	0	0	0	0	0		*	*	*	*	*	*
08:15		0	0	0	0	0	0		*	*	*	*	*	*
08:30		0	0	0	0	0	0		*	*	*	*	*	*
08:45		0	0	0	0	0	0		*	*	*	*	*	*
09:00		0	0	0	0	0	0		*	*	*	*	*	*
09:15		0	0	0	0	0	0		*	*	*	*	*	*
09:30		0	0	0	0	0	0		*	*	*	*	*	*
09:45		0	0	0	0	0	0		*	*	*	*	*	*
10:00		0	0	0	0	0	0		*	*	*	*	*	*
10:15		0	0	0	0	0	0		*	*	*	*	*	*
10:30		2	0	0	0	2	0		*	*	*	*	*	*
10:45		0	0	0	0	0	0		*	*	*	*	*	*
11:00		0	0	0	0	0	0		*	*	*	*	*	*
11:15		0	0	1	0	1	0		*	*	*	*	*	*
11:30		0	0	0	0	0	0		*	*	*	*	*	*
11:45		0	0	0	0	0	0		*	*	*	*	*	*
Total		4	5	1	7	5	12		0	0	0	0	0	0
Day Total		9		8		17			0		0		0	
% Total		23.5%	29.4%	5.9%	41.2%				0.0%	0.0%	0.0%	0.0%		
Peak		09:45	12:00	10:30	01:00	10:30	00:30							
Vol.		2	2	1	4	3	4							
P.H.F.		0.250	0.500	0.250	0.500	0.375	0.500							

ADT Not Calculated

Ontario Traffic Inc
17705 Leslie St. Unit 6
Newmarket, Ontario
L3Y3E3, Canada

Site Code: 1213100015
Station ID: C76
Cheltenham Ave west of St. Ives Cres

Latitude: 0' 0.000 Undefined

Start	05-Nov-12		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	2	1	*	*	*	*	2	1	*	*	*	*
01:00	*	*	*	*	0	0	*	*	*	*	0	0	*	*	*	*
02:00	*	*	*	*	2	0	*	*	*	*	2	0	*	*	*	*
03:00	*	*	*	*	1	0	*	*	*	*	1	0	*	*	*	*
04:00	*	*	*	*	1	1	*	*	*	*	1	1	*	*	*	*
05:00	*	*	*	*	3	1	*	*	*	*	3	1	*	*	*	*
06:00	*	*	*	*	4	2	*	*	*	*	4	2	*	*	*	*
07:00	*	*	*	*	12	12	*	*	*	*	12	12	*	*	*	*
08:00	*	*	*	*	**36**	**23**	*	*	*	*	**36**	**23**	*	*	*	*
09:00	*	*	*	*	31	10	*	*	*	*	31	10	*	*	*	*
10:00	*	*	*	*	5	14	*	*	*	*	5	14	*	*	*	*
11:00	*	*	*	*	13	18	*	*	*	*	13	18	*	*	*	*
12:00 PM	*	*	*	*	16	11	*	*	*	*	16	11	*	*	*	*
01:00	*	*	*	*	13	16	*	*	*	*	13	16	*	*	*	*
02:00	*	*	*	*	14	13	*	*	*	*	14	13	*	*	*	*
03:00	*	*	*	*	**25**	12	*	*	*	*	**25**	12	*	*	*	*
04:00	*	*	*	*	23	18	*	*	*	*	23	18	*	*	*	*
05:00	*	*	*	*	18	**21**	*	*	*	*	18	**21**	*	*	*	*
06:00	*	*	*	*	16	13	*	*	*	*	16	13	*	*	*	*
07:00	*	*	*	*	6	13	*	*	*	*	6	13	*	*	*	*
08:00	*	*	*	*	9	7	*	*	*	*	9	7	*	*	*	*
09:00	*	*	*	*	4	8	*	*	*	*	4	8	*	*	*	*
10:00	*	*	*	*	4	8	*	*	*	*	4	8	*	*	*	*
11:00	*	*	*	*	4	3	*	*	*	*	4	3	*	*	*	*
Total	0	0	0	0	262	225	0	0	0	0	262	225	0	0	0	0
Day	0		0		487		0		0		487		0		0	
AM Peak					08:00	08:00					08:00	08:00				
Vol.					36	23					36	23				
PM Peak					15:00	17:00					15:00	17:00				
Vol.					25	21					25	21				

Comb. Total	0	0	487	0	0	487	0	0

ADT ADT 487 AADT 487

Ontario Traffic Inc
17705 Leslie St. Unit 6
Newmarket, Ontario
L3Y3E3, Canada

Site Code: 1213100015
Station ID: C76
Cheltenham Ave west of St. Ives Cres

Latitude: 0' 0.000 Undefined

Start Time	07-Nov-12 Wed	EB		WB		Combined		08-Nov- Thu	EB		WB		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		1	0	0	2	1	2		*	*	*	*	*	*
12:15		1	9	1	3	2	12		*	*	*	*	*	*
12:30		0	5	0	0	0	5		*	*	*	*	*	*
12:45		0	2	0	6	0	8		*	*	*	*	*	*
01:00		0	1	0	4	0	5		*	*	*	*	*	*
01:15		0	2	0	3	0	5		*	*	*	*	*	*
01:30		0	3	0	0	0	3		*	*	*	*	*	*
01:45		0	7	0	9	0	16		*	*	*	*	*	*
02:00		1	3	0	4	1	7		*	*	*	*	*	*
02:15		1	1	0	4	1	5		*	*	*	*	*	*
02:30		0	4	0	3	0	7		*	*	*	*	*	*
02:45		0	6	0	2	0	8		*	*	*	*	*	*
03:00		0	4	0	7	0	11		*	*	*	*	*	*
03:15		1	6	0	2	1	8		*	*	*	*	*	*
03:30		0	3	0	3	0	6		*	*	*	*	*	*
03:45		0	12	0	0	0	12		*	*	*	*	*	*
04:00		0	3	0	5	0	8		*	*	*	*	*	*
04:15		1	***5***	0	5	1	10		*	*	*	*	*	*
04:30		0	***5***	0	***4***	0	***9***		*	*	*	*	*	*
04:45		0	***10***	1	***4***	1	***14***		*	*	*	*	*	*
05:00		0	***9***	0	***4***	0	***13***		*	*	*	*	*	*
05:15		2	1	0	***10***	2	***11***		*	*	*	*	*	*
05:30		1	5	1	3	2	8		*	*	*	*	*	*
05:45		0	3	0	4	0	7		*	*	*	*	*	*
06:00		1	8	1	2	2	10		*	*	*	*	*	*
06:15		0	7	0	3	0	10		*	*	*	*	*	*
06:30		1	1	1	4	2	5		*	*	*	*	*	*
06:45		2	0	0	4	2	4		*	*	*	*	*	*
07:00		1	0	1	4	2	4		*	*	*	*	*	*
07:15		2	1	3	4	5	5		*	*	*	*	*	*
07:30		1	3	4	5	5	8		*	*	*	*	*	*
07:45		8	2	4	0	***12***	2		*	*	*	*	*	*
08:00		8	1	***9***	2	***17***	3		*	*	*	*	*	*
08:15		***8***	2	***4***	3	***12***	5		*	*	*	*	*	*
08:30		***17***	2	***5***	1	***22***	3		*	*	*	*	*	*
08:45		***3***	4	***5***	1	8	5		*	*	*	*	*	*
09:00		***15***	2	1	2	16	4		*	*	*	*	*	*
09:15		3	2	3	2	6	4		*	*	*	*	*	*
09:30		10	0	2	3	12	3		*	*	*	*	*	*
09:45		3	0	4	1	7	1		*	*	*	*	*	*
10:00		1	2	1	4	2	6		*	*	*	*	*	*
10:15		3	0	0	2	3	2		*	*	*	*	*	*
10:30		1	2	7	2	8	4		*	*	*	*	*	*
10:45		0	0	6	0	6	0		*	*	*	*	*	*
11:00		3	0	7	0	10	0		*	*	*	*	*	*
11:15		3	0	2	1	5	1		*	*	*	*	*	*
11:30		6	2	4	2	10	4		*	*	*	*	*	*
11:45		1	2	5	0	6	2		*	*	*	*	*	*
Total		110	152	82	143	192	295		0	0	0	0	0	0
Day Total		262		225		487			0		0		0	
% Total		22.6%	31.2%	16.8%	29.4%				0.0%	0.0%	0.0%	0.0%		
Peak		08:15	04:15	08:00	04:30	07:45	04:30							
Vol.		43	29	23	22	63	47							
P.H.F.		0.632	0.604	0.639	0.550	0.716	0.839							

ADT ADT 487 AADT 487

Ontario Traffic Inc
17705 Leslie St. Unit 6
Newmarket, Ontario
L3Y3E3, Canada

Site Code: 1213100014
Station ID: C74
St. Leonards Ave west of St. Leonards Cr

Latitude: 0' 0.000 Undefined

Start	05-Nov-12		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	2	1	*	*	*	*	2	1	*	*	*	*
01:00	*	*	*	*	3	0	*	*	*	*	3	0	*	*	*	*
02:00	*	*	*	*	0	0	*	*	*	*	0	0	*	*	*	*
03:00	*	*	*	*	0	0	*	*	*	*	0	0	*	*	*	*
04:00	*	*	*	*	1	2	*	*	*	*	1	2	*	*	*	*
05:00	*	*	*	*	0	1	*	*	*	*	0	1	*	*	*	*
06:00	*	*	*	*	3	4	*	*	*	*	3	4	*	*	*	*
07:00	*	*	*	*	31	29	*	*	*	*	31	29	*	*	*	*
08:00	*	*	*	*	**103**	**72**	*	*	*	*	**103**	**72**	*	*	*	*
09:00	*	*	*	*	64	66	*	*	*	*	64	66	*	*	*	*
10:00	*	*	*	*	40	35	*	*	*	*	40	35	*	*	*	*
11:00	*	*	*	*	21	33	*	*	*	*	21	33	*	*	*	*
12:00 PM	*	*	*	*	29	34	*	*	*	*	29	34	*	*	*	*
01:00	*	*	*	*	21	23	*	*	*	*	21	23	*	*	*	*
02:00	*	*	*	*	19	33	*	*	*	*	19	33	*	*	*	*
03:00	*	*	*	*	54	97	*	*	*	*	54	97	*	*	*	*
04:00	*	*	*	*	**57**	127	*	*	*	*	**57**	127	*	*	*	*
05:00	*	*	*	*	47	**134**	*	*	*	*	47	**134**	*	*	*	*
06:00	*	*	*	*	37	83	*	*	*	*	37	83	*	*	*	*
07:00	*	*	*	*	35	34	*	*	*	*	35	34	*	*	*	*
08:00	*	*	*	*	25	21	*	*	*	*	25	21	*	*	*	*
09:00	*	*	*	*	17	13	*	*	*	*	17	13	*	*	*	*
10:00	*	*	*	*	8	8	*	*	*	*	8	8	*	*	*	*
11:00	*	*	*	*	4	6	*	*	*	*	4	6	*	*	*	*
Total	0	0	0	0	621	856	0	0	0	0	621	856	0	0	0	0
Day	0		0		1477		0		0		1477		0		0	
AM Peak					08:00	08:00					08:00	08:00				
Vol.					103	72					103	72				
PM Peak					16:00	17:00					16:00	17:00				
Vol.					57	134					57	134				

Comb. Total	0	0	1477	0	0	1477	0	0

ADT ADT 1,477 AADT 1,477

Ontario Traffic Inc
17705 Leslie St. Unit 6
Newmarket, Ontario
L3Y3E3, Canada

Site Code: 1213100014
Station ID: C74
St. Leonards Ave west of St. Leonards Cr

Latitude: 0' 0.000 Undefined

Start Time	07-Nov-12 Wed	EB		WB		Combined		08-Nov- Thu	EB		WB		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		1	9	0	6	1	15		*	*	*	*	*	*
12:15		1	5	1	13	2	18		*	*	*	*	*	*
12:30		0	9	0	4	0	13		*	*	*	*	*	*
12:45		0	6	0	11	0	17		*	*	*	*	*	*
01:00		1	6	0	10	1	16		*	*	*	*	*	*
01:15		0	3	0	2	0	5		*	*	*	*	*	*
01:30		1	2	0	5	1	7		*	*	*	*	*	*
01:45		1	10	0	6	1	16		*	*	*	*	*	*
02:00		0	4	0	9	0	13		*	*	*	*	*	*
02:15		0	6	0	9	0	15		*	*	*	*	*	*
02:30		0	4	0	9	0	13		*	*	*	*	*	*
02:45		0	5	0	6	0	11		*	*	*	*	*	*
03:00		0	16	0	9	0	25		*	*	*	*	*	*
03:15		0	13	0	27	0	40		*	*	*	*	*	*
03:30		0	13	0	24	0	37		*	*	*	*	*	*
03:45		0	12	0	37	0	49		*	*	*	*	*	*
04:00		1	***17***	0	34	1	51		*	*	*	*	*	*
04:15		0	***10***	0	30	0	40		*	*	*	*	*	*
04:30		0	***17***	1	25	1	42		*	*	*	*	*	*
04:45		0	***13***	1	38	1	51		*	*	*	*	*	*
05:00		0	10	0	28	0	38		*	*	*	*	*	*
05:15		0	17	0	***36***	0	***53***		*	*	*	*	*	*
05:30		0	10	1	***36***	1	***46***		*	*	*	*	*	*
05:45		0	10	0	***34***	0	***44***		*	*	*	*	*	*
06:00		1	11	0	***35***	1	***46***		*	*	*	*	*	*
06:15		1	3	1	24	2	27		*	*	*	*	*	*
06:30		0	10	0	10	0	20		*	*	*	*	*	*
06:45		1	13	3	14	4	27		*	*	*	*	*	*
07:00		6	13	3	13	9	26		*	*	*	*	*	*
07:15		8	8	9	9	17	17		*	*	*	*	*	*
07:30		3	6	6	5	9	11		*	*	*	*	*	*
07:45		14	8	11	7	25	15		*	*	*	*	*	*
08:00		18	10	23	6	41	16		*	*	*	*	*	*
08:15		***33***	3	15	4	***48***	7		*	*	*	*	*	*
08:30		***32***	8	14	3	***46***	11		*	*	*	*	*	*
08:45		***20***	4	***20***	8	***40***	12		*	*	*	*	*	*
09:00		***27***	6	***25***	5	***52***	11		*	*	*	*	*	*
09:15		14	2	***15***	2	29	4		*	*	*	*	*	*
09:30		14	5	***15***	3	29	8		*	*	*	*	*	*
09:45		9	4	11	3	20	7		*	*	*	*	*	*
10:00		9	1	5	2	14	3		*	*	*	*	*	*
10:15		9	4	14	2	23	6		*	*	*	*	*	*
10:30		10	1	6	3	16	4		*	*	*	*	*	*
10:45		12	2	10	1	22	3		*	*	*	*	*	*
11:00		4	0	10	1	14	1		*	*	*	*	*	*
11:15		4	0	10	1	14	1		*	*	*	*	*	*
11:30		2	1	5	1	7	2		*	*	*	*	*	*
11:45		11	3	8	3	19	6		*	*	*	*	*	*
Total		268	353	243	613	511	966		0	0	0	0	0	0
Day Total		621		856		1477			0		0		0	
% Total		18.1%	23.9%	16.5%	41.5%				0.0%	0.0%	0.0%	0.0%		
Peak		08:15	04:00	08:45	05:15	08:15	05:15							
Vol.		112	57	75	141	186	189							
P.H.F.		0.848	0.838	0.750	0.979	0.894	0.892							

ADT	ADT 1,477	AADT 1,477

Ontario Traffic Inc
17705 Leslie St. Unit 6
Newmarket, Ontario
L3Y3E3, Canada

Site Code: 1213100013
Station ID: C34
Glengowan Rd west of Strathgowan Cres

Latitude: 0' 0.000 Undefined

Start	05-Nov-12		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	1	0	*	*	*	*	1	0	*	*	*	*
01:00	*	*	*	*	0	0	*	*	*	*	0	0	*	*	*	*
02:00	*	*	*	*	1	0	*	*	*	*	1	0	*	*	*	*
03:00	*	*	*	*	0	0	*	*	*	*	0	0	*	*	*	*
04:00	*	*	*	*	1	0	*	*	*	*	1	0	*	*	*	*
05:00	*	*	*	*	1	1	*	*	*	*	1	1	*	*	*	*
06:00	*	*	*	*	2	0	*	*	*	*	2	0	*	*	*	*
07:00	*	*	*	*	15	10	*	*	*	*	15	10	*	*	*	*
08:00	*	*	*	*	63	26	*	*	*	*	63	26	*	*	*	*
09:00	*	*	*	*	**71**	**33**	*	*	*	*	**71**	**33**	*	*	*	*
10:00	*	*	*	*	21	21	*	*	*	*	21	21	*	*	*	*
11:00	*	*	*	*	31	23	*	*	*	*	31	23	*	*	*	*
12:00 PM	*	*	*	*	20	22	*	*	*	*	20	22	*	*	*	*
01:00	*	*	*	*	21	24	*	*	*	*	21	24	*	*	*	*
02:00	*	*	*	*	15	17	*	*	*	*	15	17	*	*	*	*
03:00	*	*	*	*	46	38	*	*	*	*	46	38	*	*	*	*
04:00	*	*	*	*	**49**	**66**	*	*	*	*	**49**	**66**	*	*	*	*
05:00	*	*	*	*	28	38	*	*	*	*	28	38	*	*	*	*
06:00	*	*	*	*	13	20	*	*	*	*	13	20	*	*	*	*
07:00	*	*	*	*	9	18	*	*	*	*	9	18	*	*	*	*
08:00	*	*	*	*	9	10	*	*	*	*	9	10	*	*	*	*
09:00	*	*	*	*	9	4	*	*	*	*	9	4	*	*	*	*
10:00	*	*	*	*	4	0	*	*	*	*	4	0	*	*	*	*
11:00	*	*	*	*	1	1	*	*	*	*	1	1	*	*	*	*
Total	0	0	0	0	431	372	0	0	0	0	431	372	0	0	0	0
Day	0		0		803		0		0		803		0		0	
AM Peak					09:00	09:00					09:00	09:00				
Vol.					71	33					71	33				
PM Peak					16:00	16:00					16:00	16:00				
Vol.					49	66					49	66				

Comb. Total	0	0	803	0	0	803	0	0

ADT ADT 803 AADT 803

Ontario Traffic Inc
17705 Leslie St. Unit 6
Newmarket, Ontario
L3Y3E3, Canada

Site Code: 1213100013
Station ID: C34
Glengowan Rd west of Strathgowan Cres

Latitude: 0' 0.000 Undefined

Start Time	07-Nov-12 Wed	EB		WB		Combined		08-Nov- Thu	EB		WB		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		1	5	0	5	1	10		*	*	*	*	*	*
12:15		0	2	0	4	0	6		*	*	*	*	*	*
12:30		0	5	0	5	0	10		*	*	*	*	*	*
12:45		0	8	0	8	0	16		*	*	*	*	*	*
01:00		0	9	0	6	0	15		*	*	*	*	*	*
01:15		0	6	0	7	0	13		*	*	*	*	*	*
01:30		0	2	0	4	0	6		*	*	*	*	*	*
01:45		0	4	0	7	0	11		*	*	*	*	*	*
02:00		0	3	0	3	0	6		*	*	*	*	*	*
02:15		0	3	0	4	0	7		*	*	*	*	*	*
02:30		1	3	0	5	1	8		*	*	*	*	*	*
02:45		0	6	0	5	0	11		*	*	*	*	*	*
03:00		0	4	0	9	0	13		*	*	*	*	*	*
03:15		0	***11***	0	7	0	18		*	*	*	*	*	*
03:30		0	***12***	0	10	0	***22***		*	*	*	*	*	*
03:45		0	***19***	0	12	0	***31***		*	*	*	*	*	*
04:00		0	***28***	0	***26***	0	***54***		*	*	*	*	*	*
04:15		0	6	0	***14***	0	***20***		*	*	*	*	*	*
04:30		0	7	0	***13***	0	20		*	*	*	*	*	*
04:45		1	8	0	***13***	1	21		*	*	*	*	*	*
05:00		0	5	0	12	0	17		*	*	*	*	*	*
05:15		0	6	1	16	1	22		*	*	*	*	*	*
05:30		1	7	0	4	1	11		*	*	*	*	*	*
05:45		0	10	0	6	0	16		*	*	*	*	*	*
06:00		0	4	0	9	0	13		*	*	*	*	*	*
06:15		2	4	0	3	2	7		*	*	*	*	*	*
06:30		0	2	0	5	0	7		*	*	*	*	*	*
06:45		0	3	0	3	0	6		*	*	*	*	*	*
07:00		2	0	3	3	5	3		*	*	*	*	*	*
07:15		5	2	1	3	6	5		*	*	*	*	*	*
07:30		2	4	3	8	5	12		*	*	*	*	*	*
07:45		6	3	3	4	9	7		*	*	*	*	*	*
08:00		17	1	7	5	24	6		*	*	*	*	*	*
08:15		***17***	4	9	2	***26***	6		*	*	*	*	*	*
08:30		***11***	1	7	2	***18***	3		*	*	*	*	*	*
08:45		***18***	3	3	1	***21***	4		*	*	*	*	*	*
09:00		***45***	3	***11***	0	***56***	3		*	*	*	*	*	*
09:15		15	2	***7***	1	22	3		*	*	*	*	*	*
09:30		7	2	***8***	1	15	3		*	*	*	*	*	*
09:45		4	2	***7***	2	11	4		*	*	*	*	*	*
10:00		6	2	4	0	10	2		*	*	*	*	*	*
10:15		3	1	5	0	8	1		*	*	*	*	*	*
10:30		9	0	9	0	18	0		*	*	*	*	*	*
10:45		3	1	3	0	6	1		*	*	*	*	*	*
11:00		3	0	4	1	7	1		*	*	*	*	*	*
11:15		6	0	5	0	11	0		*	*	*	*	*	*
11:30		14	1	7	0	21	1		*	*	*	*	*	*
11:45		8	0	7	0	15	0		*	*	*	*	*	*
Total		207	224	114	258	321	482		0	0	0	0	0	0
Day Total		431		372		803			0		0		0	
% Total		25.8%	27.9%	14.2%	32.1%				0.0%	0.0%	0.0%	0.0%		
Peak		08:15	03:15	09:00	04:00	08:15	03:30							
Vol.		91	70	33	66	121	127							
P.H.F.		0.506	0.625	0.750	0.635	0.540	0.588							

ADT	ADT 803	AADT 803

Ontario Traffic Inc
17705 Leslie St. Unit 6
Newmarket, Ontario
L3Y3E3, Canada

Site Code: 1213100012
Station ID: C31
Strathgowan Cres north of Blythwood Rd

Latitude: 0' 0.000 Undefined

Start	05-Nov-12		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	8	1	*	*	*	*	8	1	*	*	*	*
01:00	*	*	*	*	0	0	*	*	*	*	0	0	*	*	*	*
02:00	*	*	*	*	1	0	*	*	*	*	1	0	*	*	*	*
03:00	*	*	*	*	2	0	*	*	*	*	2	0	*	*	*	*
04:00	*	*	*	*	0	0	*	*	*	*	0	0	*	*	*	*
05:00	*	*	*	*	1	3	*	*	*	*	1	3	*	*	*	*
06:00	*	*	*	*	5	2	*	*	*	*	5	2	*	*	*	*
07:00	*	*	*	*	37	28	*	*	*	*	37	28	*	*	*	*
08:00	*	*	*	*	64	45	*	*	*	*	64	45	*	*	*	*
09:00	*	*	*	*	**95**	**109**	*	*	*	*	**95**	**109**	*	*	*	*
10:00	*	*	*	*	24	13	*	*	*	*	24	13	*	*	*	*
11:00	*	*	*	*	29	33	*	*	*	*	29	33	*	*	*	*
12:00 PM	*	*	*	*	18	18	*	*	*	*	18	18	*	*	*	*
01:00	*	*	*	*	**36**	**63**	*	*	*	*	**36**	**63**	*	*	*	*
02:00	*	*	*	*	13	12	*	*	*	*	13	12	*	*	*	*
03:00	*	*	*	*	16	35	*	*	*	*	16	35	*	*	*	*
04:00	*	*	*	*	34	58	*	*	*	*	34	58	*	*	*	*
05:00	*	*	*	*	24	32	*	*	*	*	24	32	*	*	*	*
06:00	*	*	*	*	23	23	*	*	*	*	23	23	*	*	*	*
07:00	*	*	*	*	10	9	*	*	*	*	10	9	*	*	*	*
08:00	*	*	*	*	10	5	*	*	*	*	10	5	*	*	*	*
09:00	*	*	*	*	10	8	*	*	*	*	10	8	*	*	*	*
10:00	*	*	*	*	5	6	*	*	*	*	5	6	*	*	*	*
11:00	*	*	*	*	3	3	*	*	*	*	3	3	*	*	*	*
Total	0	0	0	0	468	506	0	0	0	0	468	506	0	0	0	0
Day	0		0		974		0		0		974		0		0	
AM Peak					09:00	09:00					09:00	09:00				
Vol.					95	109					95	109				
PM Peak					13:00	13:00					13:00	13:00				
Vol.					36	63					36	63				

Comb. Total	0	0	974	0	0	974	0	0

ADT ADT 974 AADT 974

Ontario Traffic Inc
17705 Leslie St. Unit 6
Newmarket, Ontario
L3Y3E3, Canada

Site Code: 1213100012
Station ID: C31
Strathgowan Cres north of Blythwood Rd

Latitude: 0' 0.000 Undefined

Start Time	07-Nov-12 Wed	NB		SB		Combined		08-Nov- Thu	NB		SB		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		3	2	0	6	3	8		*	*	*	*	*	*
12:15		1	5	1	2	2	7		*	*	*	*	*	*
12:30		1	***9***	0	5	1	***14***		*	*	*	*	*	*
12:45		3	***2***	0	5	3	***7***		*	*	*	*	*	*
01:00		0	***17***	0	29	0	***46***		*	*	*	*	*	*
01:15		0	***16***	0	24	0	***40***		*	*	*	*	*	*
01:30		0	2	0	4	0	6		*	*	*	*	*	*
01:45		0	1	0	6	0	7		*	*	*	*	*	*
02:00		1	2	0	6	1	8		*	*	*	*	*	*
02:15		0	1	0	1	0	2		*	*	*	*	*	*
02:30		0	7	0	2	0	9		*	*	*	*	*	*
02:45		0	3	0	3	0	6		*	*	*	*	*	*
03:00		0	0	0	4	0	4		*	*	*	*	*	*
03:15		1	8	0	3	1	11		*	*	*	*	*	*
03:30		0	6	0	***11***	0	17		*	*	*	*	*	*
03:45		1	2	0	***17***	1	19		*	*	*	*	*	*
04:00		0	11	0	***42***	0	53		*	*	*	*	*	*
04:15		0	13	0	***4***	0	17		*	*	*	*	*	*
04:30		0	5	0	10	0	15		*	*	*	*	*	*
04:45		0	5	0	2	0	7		*	*	*	*	*	*
05:00		0	12	0	5	0	17		*	*	*	*	*	*
05:15		0	2	0	11	0	13		*	*	*	*	*	*
05:30		1	1	1	9	2	10		*	*	*	*	*	*
05:45		0	9	2	7	2	16		*	*	*	*	*	*
06:00		0	1	0	6	0	7		*	*	*	*	*	*
06:15		1	6	0	4	1	10		*	*	*	*	*	*
06:30		1	5	0	10	1	15		*	*	*	*	*	*
06:45		3	11	2	3	5	14		*	*	*	*	*	*
07:00		5	4	7	1	12	5		*	*	*	*	*	*
07:15		11	1	4	1	15	2		*	*	*	*	*	*
07:30		9	4	8	2	17	6		*	*	*	*	*	*
07:45		12	1	9	5	21	6		*	*	*	*	*	*
08:00		20	1	11	1	31	2		*	*	*	*	*	*
08:15		16	5	12	0	28	5		*	*	*	*	*	*
08:30		10	4	***6***	1	16	5		*	*	*	*	*	*
08:45		***18***	0	***16***	3	***34***	3		*	*	*	*	*	*
09:00		***15***	1	***55***	1	***70***	2		*	*	*	*	*	*
09:15		***47***	1	***43***	1	***90***	2		*	*	*	*	*	*
09:30		***19***	5	6	6	***25***	11		*	*	*	*	*	*
09:45		14	3	5	0	19	3		*	*	*	*	*	*
10:00		10	0	5	2	15	2		*	*	*	*	*	*
10:15		10	2	5	2	15	4		*	*	*	*	*	*
10:30		1	2	3	2	4	4		*	*	*	*	*	*
10:45		3	1	0	0	3	1		*	*	*	*	*	*
11:00		7	1	0	0	7	1		*	*	*	*	*	*
11:15		3	2	8	3	11	5		*	*	*	*	*	*
11:30		9	0	4	0	13	0		*	*	*	*	*	*
11:45		10	0	21	0	31	0		*	*	*	*	*	*
Total		266	202	234	272	500	474		0	0	0	0	0	0
Day Total		468		506		974			0		0		0	
% Total		27.3%	20.7%	24.0%	27.9%				0.0%	0.0%	0.0%	0.0%		
Peak		08:45	00:30	08:30	03:30	08:45	00:30							
Vol.		99	44	120	74	219	107							
P.H.F.		0.527	0.647	0.545	0.440	0.608	0.582							

ADT	ADT 974	AADT 974

Ontario Traffic Inc
17705 Leslie St. Unit 6
Newmarket, Ontario
L3Y3E3, Canada

Site Code: 1213100011
Station ID: C28
Mildenhall Rd north of Blythwood Rd

Latitude: 0' 0.000 Undefined

Start	05-Nov-12		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	4	2	*	*	*	*	4	2	*	*	*	*
01:00	*	*	*	*	1	2	*	*	*	*	1	2	*	*	*	*
02:00	*	*	*	*	2	1	*	*	*	*	2	1	*	*	*	*
03:00	*	*	*	*	1	1	*	*	*	*	1	1	*	*	*	*
04:00	*	*	*	*	2	2	*	*	*	*	2	2	*	*	*	*
05:00	*	*	*	*	3	3	*	*	*	*	3	3	*	*	*	*
06:00	*	*	*	*	7	13	*	*	*	*	7	13	*	*	*	*
07:00	*	*	*	*	60	118	*	*	*	*	60	118	*	*	*	*
08:00	*	*	*	*	**149**	**245**	*	*	*	*	**149**	**245**	*	*	*	*
09:00	*	*	*	*	111	195	*	*	*	*	111	195	*	*	*	*
10:00	*	*	*	*	56	99	*	*	*	*	56	99	*	*	*	*
11:00	*	*	*	*	76	75	*	*	*	*	76	75	*	*	*	*
12:00 PM	*	*	*	*	71	82	*	*	*	*	71	82	*	*	*	*
01:00	*	*	*	*	88	91	*	*	*	*	88	91	*	*	*	*
02:00	*	*	*	*	69	77	*	*	*	*	69	77	*	*	*	*
03:00	*	*	*	*	144	**125**	*	*	*	*	144	**125**	*	*	*	*
04:00	*	*	*	*	**178**	120	*	*	*	*	**178**	120	*	*	*	*
05:00	*	*	*	*	131	116	*	*	*	*	131	116	*	*	*	*
06:00	*	*	*	*	119	83	*	*	*	*	119	83	*	*	*	*
07:00	*	*	*	*	83	66	*	*	*	*	83	66	*	*	*	*
08:00	*	*	*	*	46	27	*	*	*	*	46	27	*	*	*	*
09:00	*	*	*	*	33	22	*	*	*	*	33	22	*	*	*	*
10:00	*	*	*	*	31	10	*	*	*	*	31	10	*	*	*	*
11:00	*	*	*	*	12	7	*	*	*	*	12	7	*	*	*	*
Total	0	0	0	0	1477	1582	0	0	0	0	1477	1582	0	0	0	0
Day	0		0		3059		0		0		3059		0		0	
AM Peak					08:00	08:00					08:00	08:00				
Vol.					149	245					149	245				
PM Peak					16:00	15:00					16:00	15:00				
Vol.					178	125					178	125				

Comb. Total	0	0	3059	0	0	3059	0	0

ADT ADT 3,059 AADT 3,059

Ontario Traffic Inc
17705 Leslie St. Unit 6
Newmarket, Ontario
L3Y3E3, Canada

Site Code: 1213100011
Station ID: C28
Mildenhall Rd north of Blythwood Rd

Latitude: 0' 0.000 Undefined

Start Time	07-Nov-12 Wed	NB		SB		Combined		08-Nov- Thu	NB		SB		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		1	22	0	18	1	40		*	*	*	*	*	*
12:15		1	18	2	17	3	35		*	*	*	*	*	*
12:30		1	9	0	22	1	31		*	*	*	*	*	*
12:45		1	22	0	25	1	47		*	*	*	*	*	*
01:00		1	22	1	33	2	55		*	*	*	*	*	*
01:15		0	23	1	18	1	41		*	*	*	*	*	*
01:30		0	12	0	27	0	39		*	*	*	*	*	*
01:45		0	31	0	13	0	44		*	*	*	*	*	*
02:00		1	17	0	21	1	38		*	*	*	*	*	*
02:15		0	15	0	13	0	28		*	*	*	*	*	*
02:30		1	20	1	17	2	37		*	*	*	*	*	*
02:45		0	17	0	26	0	43		*	*	*	*	*	*
03:00		0	27	1	29	1	56		*	*	*	*	*	*
03:15		0	28	0	26	0	54		*	*	*	*	*	*
03:30		0	***47***	0	30	0	77		*	*	*	*	*	*
03:45		1	***42***	0	***40***	1	***82***		*	*	*	*	*	*
04:00		0	***61***	0	***34***	0	***95***		*	*	*	*	*	*
04:15		0	***36***	0	***25***	0	***61***		*	*	*	*	*	*
04:30		1	43	1	***42***	2	***85***		*	*	*	*	*	*
04:45		1	38	1	19	2	57		*	*	*	*	*	*
05:00		0	33	2	26	2	59		*	*	*	*	*	*
05:15		1	37	0	33	1	70		*	*	*	*	*	*
05:30		0	30	1	33	1	63		*	*	*	*	*	*
05:45		2	31	0	24	2	55		*	*	*	*	*	*
06:00		0	26	2	22	2	48		*	*	*	*	*	*
06:15		3	30	2	30	5	60		*	*	*	*	*	*
06:30		1	37	1	13	2	50		*	*	*	*	*	*
06:45		3	26	8	18	11	44		*	*	*	*	*	*
07:00		13	30	13	27	26	57		*	*	*	*	*	*
07:15		10	16	18	20	28	36		*	*	*	*	*	*
07:30		12	18	35	11	47	29		*	*	*	*	*	*
07:45		25	19	52	8	77	27		*	*	*	*	*	*
08:00		26	10	60	8	86	18		*	*	*	*	*	*
08:15		***38***	14	58	5	***96***	19		*	*	*	*	*	*
08:30		***41***	14	***59***	8	***100***	22		*	*	*	*	*	*
08:45		***44***	8	***68***	6	***112***	14		*	*	*	*	*	*
09:00		***44***	12	***65***	4	***109***	16		*	*	*	*	*	*
09:15		28	6	***59***	7	87	13		*	*	*	*	*	*
09:30		19	5	42	3	61	8		*	*	*	*	*	*
09:45		20	10	29	8	49	18		*	*	*	*	*	*
10:00		18	12	35	4	53	16		*	*	*	*	*	*
10:15		8	10	16	3	24	13		*	*	*	*	*	*
10:30		13	2	21	1	34	3		*	*	*	*	*	*
10:45		17	7	27	2	44	9		*	*	*	*	*	*
11:00		14	3	15	2	29	5		*	*	*	*	*	*
11:15		20	3	24	2	44	5		*	*	*	*	*	*
11:30		23	3	16	0	39	3		*	*	*	*	*	*
11:45		19	3	20	3	39	6		*	*	*	*	*	*
Total		472	1005	756	826	1228	1831		0	0	0	0	0	0
Day Total		1477		1582		3059			0		0		0	
% Total		15.4%	32.9%	24.7%	27.0%				0.0%	0.0%	0.0%	0.0%		
Peak		08:15	03:30	08:30	03:45	08:15	03:45							
Vol.		167	186	251	141	417	323							
P.H.F.		0.949	0.762	0.923	0.839	0.931	0.850							

ADT ADT 3,059 AADT 3,059

Ontario Traffic Inc
17705 Leslie St. Unit 6
Newmarket, Ontario
L3Y3E3, Canada

Site Code: 1213100010
Station ID: C47

Latitude: 0' 0.000 Undefined

Start	05-Nov-12		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	0	0	*	*	*	*	0	0	*	*	*	*
01:00	*	*	*	*	1	1	*	*	*	*	1	1	*	*	*	*
02:00	*	*	*	*	0	1	*	*	*	*	0	1	*	*	*	*
03:00	*	*	*	*	1	2	*	*	*	*	1	2	*	*	*	*
04:00	*	*	*	*	0	0	*	*	*	*	0	0	*	*	*	*
05:00	*	*	*	*	0	1	*	*	*	*	0	1	*	*	*	*
06:00	*	*	*	*	6	2	*	*	*	*	6	2	*	*	*	*
07:00	*	*	*	*	4	6	*	*	*	*	4	6	*	*	*	*
08:00	*	*	*	*	7	13	*	*	*	*	7	13	*	*	*	*
09:00	*	*	*	*	17	9	*	*	*	*	17	9	*	*	*	*
10:00	*	*	*	*	**20**	**24**	*	*	*	*	**20**	**24**	*	*	*	*
11:00	*	*	*	*	20	13	*	*	*	*	20	13	*	*	*	*
12:00 PM	*	*	*	*	23	**25**	*	*	*	*	23	**25**	*	*	*	*
01:00	*	*	*	*	21	21	*	*	*	*	21	21	*	*	*	*
02:00	*	*	*	*	12	16	*	*	*	*	12	16	*	*	*	*
03:00	*	*	*	*	**27**	14	*	*	*	*	**27**	14	*	*	*	*
04:00	*	*	*	*	17	9	*	*	*	*	17	9	*	*	*	*
05:00	*	*	*	*	12	12	*	*	*	*	12	12	*	*	*	*
06:00	*	*	*	*	19	12	*	*	*	*	19	12	*	*	*	*
07:00	*	*	*	*	18	10	*	*	*	*	18	10	*	*	*	*
08:00	*	*	*	*	9	5	*	*	*	*	9	5	*	*	*	*
09:00	*	*	*	*	5	9	*	*	*	*	5	9	*	*	*	*
10:00	*	*	*	*	0	0	*	*	*	*	0	0	*	*	*	*
11:00	*	*	*	*	1	3	*	*	*	*	1	3	*	*	*	*
Total	0	0	0	0	240	208	0	0	0	0	240	208	0	0	0	0
Day	0		0		448		0		0		448		0		0	
AM Peak					10:00	10:00					10:00	10:00				
Vol.					20	24					20	24				
PM Peak					15:00	12:00					15:00	12:00				
Vol.					27	25					27	25				

Comb. Total	0	0	448	0	0	448	0	0

ADT ADT 448 AADT 448

Ontario Traffic Inc
17705 Leslie Street, Unit 6
Newmarket, ON L3Y 3E3
905-898-7711 / 905-898-3664 / oti@ontario-traffic.com

Site Code: 1213100010
Station ID: C47

Latitude: 0' 0.000 Undefined

Start Time	07-Nov Wed	NB A.M.	NB P.M.	SB A.M.	SB P.M.	Combined A.M.	Combined P.M.	08-Nov Thu	NB A.M.	NB P.M.	SB A.M.	SB P.M.	Combined A.M.	Combined P.M.
12:00		0	7	0	8	0	15		*	*	*	*	*	*
12:15		0	***6***	0	***7***	0	***13***		*	*	*	*	*	*
12:30		0	***9***	0	***6***	0	***15***		*	*	*	*	*	*
12:45		0	***1***	0	***4***	0	***5***		*	*	*	*	*	*
01:00		0	***11***	1	***9***	1	***20***		*	*	*	*	*	*
01:15		1	4	0	3	1	7		*	*	*	*	*	*
01:30		0	4	0	8	0	12		*	*	*	*	*	*
01:45		0	2	0	1	0	3		*	*	*	*	*	*
02:00		0	4	0	7	0	11		*	*	*	*	*	*
02:15		0	4	0	3	0	7		*	*	*	*	*	*
02:30		0	3	0	5	0	8		*	*	*	*	*	*
02:45		0	1	1	1	1	2		*	*	*	*	*	*
03:00		1	4	0	1	1	5		*	*	*	*	*	*
03:15		0	7	2	4	2	11		*	*	*	*	*	*
03:30		0	12	0	7	0	19		*	*	*	*	*	*
03:45		0	4	0	2	0	6		*	*	*	*	*	*
04:00		0	4	0	1	0	5		*	*	*	*	*	*
04:15		0	5	0	1	0	6		*	*	*	*	*	*
04:30		0	4	0	3	0	7		*	*	*	*	*	*
04:45		0	4	0	4	0	8		*	*	*	*	*	*
05:00		0	1	0	2	0	3		*	*	*	*	*	*
05:15		0	2	0	3	0	5		*	*	*	*	*	*
05:30		0	3	1	5	1	8		*	*	*	*	*	*
05:45		0	6	0	2	0	8		*	*	*	*	*	*
06:00		0	9	1	1	1	10		*	*	*	*	*	*
06:15		0	3	0	4	0	7		*	*	*	*	*	*
06:30		2	3	0	4	2	7		*	*	*	*	*	*
06:45		4	4	1	3	5	7		*	*	*	*	*	*
07:00		0	3	1	1	1	4		*	*	*	*	*	*
07:15		1	7	2	4	3	11		*	*	*	*	*	*
07:30		1	6	0	3	1	9		*	*	*	*	*	*
07:45		2	2	3	2	5	4		*	*	*	*	*	*
08:00		1	3	2	1	3	4		*	*	*	*	*	*
08:15		4	2	4	0	8	2		*	*	*	*	*	*
08:30		2	2	6	1	8	3		*	*	*	*	*	*
08:45		0	2	1	3	1	5		*	*	*	*	*	*
09:00		5	2	2	5	7	7		*	*	*	*	*	*
09:15		1	0	1	1	2	1		*	*	*	*	*	*
09:30		4	0	3	1	7	1		*	*	*	*	*	*
09:45		7	3	3	2	10	5		*	*	*	*	*	*
10:00		5	0	***8***	0	***13***	0		*	*	*	*	*	*
10:15		1	0	***4***	0	***5***	0		*	*	*	*	*	*
10:30		***7***	0	***8***	0	***15***	0		*	*	*	*	*	*
10:45		***7***	0	***4***	0	***11***	0		*	*	*	*	*	*
11:00		***6***	1	2	0	8	1		*	*	*	*	*	*
11:15		***3***	0	2	0	5	0		*	*	*	*	*	*
11:30		3	0	3	2	6	2		*	*	*	*	*	*
11:45		8	0	6	1	14	1		*	*	*	*	*	*
Total		76	164	72	136	148	300		0	0	0	0	0	0
Day Total		240		208		448			0		0		0	
% Total		17.0%	36.6%	16.1%	30.4%				0.0%	0.0%	0.0%	0.0%		
Peak		10:30	00:15	10:00	00:15	10:00	00:15							
Vol.		23	27	24	26	44	53							
P.H.F.		0.719	0.563	0.750	0.722	0.733	0.663							

ADT	Not Calculated

Ontario Traffic Inc
17705 Leslie St. Unit 6
Newmarket, Ontario
L3Y3E3, Canada

Site Code: 1213100009
Station ID: C69
Stratheden Rd east of Mildenhall Rd

Latitude: 0' 0.000 Undefined

Start	05-Nov-12		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	0	0	*	*	*	*	0	0	*	*	*	*
01:00	*	*	*	*	0	0	*	*	*	*	0	0	*	*	*	*
02:00	*	*	*	*	0	0	*	*	*	*	0	0	*	*	*	*
03:00	*	*	*	*	0	0	*	*	*	*	0	0	*	*	*	*
04:00	*	*	*	*	1	1	*	*	*	*	1	1	*	*	*	*
05:00	*	*	*	*	3	2	*	*	*	*	3	2	*	*	*	*
06:00	*	*	*	*	1	5	*	*	*	*	1	5	*	*	*	*
07:00	*	*	*	*	9	7	*	*	*	*	9	7	*	*	*	*
08:00	*	*	*	*	**11**	**15**	*	*	*	*	**11**	**15**	*	*	*	*
09:00	*	*	*	*	7	9	*	*	*	*	7	9	*	*	*	*
10:00	*	*	*	*	10	12	*	*	*	*	10	12	*	*	*	*
11:00	*	*	*	*	5	8	*	*	*	*	5	8	*	*	*	*
12:00 PM	*	*	*	*	10	10	*	*	*	*	10	10	*	*	*	*
01:00	*	*	*	*	13	19	*	*	*	*	13	19	*	*	*	*
02:00	*	*	*	*	11	9	*	*	*	*	11	9	*	*	*	*
03:00	*	*	*	*	**14**	**21**	*	*	*	*	**14**	**21**	*	*	*	*
04:00	*	*	*	*	5	10	*	*	*	*	5	10	*	*	*	*
05:00	*	*	*	*	7	4	*	*	*	*	7	4	*	*	*	*
06:00	*	*	*	*	9	10	*	*	*	*	9	10	*	*	*	*
07:00	*	*	*	*	8	9	*	*	*	*	8	9	*	*	*	*
08:00	*	*	*	*	7	7	*	*	*	*	7	7	*	*	*	*
09:00	*	*	*	*	2	2	*	*	*	*	2	2	*	*	*	*
10:00	*	*	*	*	4	0	*	*	*	*	4	0	*	*	*	*
11:00	*	*	*	*	0	2	*	*	*	*	0	2	*	*	*	*
Total	0	0	0	0	137	162	0	0	0	0	137	162	0	0	0	0
Day	0		0		299		0		0		299		0		0	
AM Peak					08:00	08:00					08:00	08:00				
Vol.					11	15					11	15				
PM Peak					15:00	15:00					15:00	15:00				
Vol.					14	21					14	21				

Comb. Total	0	0	299	0	0	299	0	0

ADT ADT 299 AADT 299

Ontario Traffic Inc
17705 Leslie St. Unit 6
Newmarket, Ontario
L3Y3E3, Canada

Site Code: 1213100009
Station ID: C69
Stratheden Rd east of Mildenhall Rd

Latitude: 0' 0.000 Undefined

Start	07-Nov-12	EB		WB		Combined		08-Nov-	EB		WB		Combined	
Time	Wed	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Thu	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		0	2	0	3	0	5		*	*	*	*	*	*
12:15		0	1	0	1	0	2		*	*	*	*	*	*
12:30		0	5	0	1	0	6		*	*	*	*	*	*
12:45		0	2	0	5	0	7		*	*	*	*	*	*
01:00		0	3	0	4	0	7		*	*	*	*	*	*
01:15		0	4	0	5	0	9		*	*	*	*	*	*
01:30		0	3	0	6	0	9		*	*	*	*	*	*
01:45		0	3	0	4	0	7		*	*	*	*	*	*
02:00		0	0	0	1	0	1		*	*	*	*	*	*
02:15		0	1	0	2	0	3		*	*	*	*	*	*
02:30		0	***6***	0	2	0	***8***		*	*	*	*	*	*
02:45		0	***4***	0	***4***	0	***8***		*	*	*	*	*	*
03:00		0	***6***	0	***10***	0	***16***		*	*	*	*	*	*
03:15		0	***2***	0	***4***	0	***6***		*	*	*	*	*	*
03:30		0	2	0	***4***	0	6		*	*	*	*	*	*
03:45		0	4	0	3	0	7		*	*	*	*	*	*
04:00		0	2	0	7	0	9		*	*	*	*	*	*
04:15		1	1	1	0	2	1		*	*	*	*	*	*
04:30		0	0	0	1	0	1		*	*	*	*	*	*
04:45		0	2	0	2	0	4		*	*	*	*	*	*
05:00		0	1	0	0	0	1		*	*	*	*	*	*
05:15		0	2	0	3	0	5		*	*	*	*	*	*
05:30		3	1	2	1	5	2		*	*	*	*	*	*
05:45		0	3	0	0	0	3		*	*	*	*	*	*
06:00		0	3	0	5	0	8		*	*	*	*	*	*
06:15		0	1	0	2	0	3		*	*	*	*	*	*
06:30		1	4	3	1	4	5		*	*	*	*	*	*
06:45		0	1	2	2	2	3		*	*	*	*	*	*
07:00		1	1	3	1	4	2		*	*	*	*	*	*
07:15		2	1	1	0	3	1		*	*	*	*	*	*
07:30		***2***	2	3	3	***5***	5		*	*	*	*	*	*
07:45		***4***	4	0	5	***4***	9		*	*	*	*	*	*
08:00		***6***	2	***5***	3	***11***	5		*	*	*	*	*	*
08:15		***3***	2	***3***	0	***6***	2		*	*	*	*	*	*
08:30		0	0	***2***	0	2	0		*	*	*	*	*	*
08:45		2	3	***5***	4	7	7		*	*	*	*	*	*
09:00		1	2	0	0	1	2		*	*	*	*	*	*
09:15		1	0	2	2	3	2		*	*	*	*	*	*
09:30		2	0	2	0	4	0		*	*	*	*	*	*
09:45		3	0	5	0	8	0		*	*	*	*	*	*
10:00		2	1	3	0	5	1		*	*	*	*	*	*
10:15		2	1	1	0	3	1		*	*	*	*	*	*
10:30		1	0	4	0	5	0		*	*	*	*	*	*
10:45		5	2	4	0	9	2		*	*	*	*	*	*
11:00		0	0	1	0	1	0		*	*	*	*	*	*
11:15		3	0	3	1	6	1		*	*	*	*	*	*
11:30		2	0	2	0	4	0		*	*	*	*	*	*
11:45		0	0	2	1	2	1		*	*	*	*	*	*
Total		47	90	59	103	106	193		0	0	0	0	0	0
Day Total		137		162		299			0		0		0	
% Total		15.7%	30.1%	19.7%	34.4%				0.0%	0.0%	0.0%	0.0%		
Peak		07:30	02:30	08:00	02:45	07:30	02:30							
Vol.		15	18	15	22	26	38							
P.H.F.		0.625	0.750	0.750	0.550	0.591	0.594							

ADT ADT 299 AADT 299

Ontario Traffic Inc
17705 Leslie St. Unit 6
Newmarket, Ontario
L3Y3E3, Canada

Site Code: 1213100008
Station ID: C64
Dawlish Ave east of Mildenhall Rd

Latitude: 0' 0.000 Undefined

Start	05-Nov-12		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	0	2	*	*	*	*	0	2	*	*	*	*
01:00	*	*	*	*	3	2	*	*	*	*	3	2	*	*	*	*
02:00	*	*	*	*	1	1	*	*	*	*	1	1	*	*	*	*
03:00	*	*	*	*	0	1	*	*	*	*	0	1	*	*	*	*
04:00	*	*	*	*	1	2	*	*	*	*	1	2	*	*	*	*
05:00	*	*	*	*	2	1	*	*	*	*	2	1	*	*	*	*
06:00	*	*	*	*	7	3	*	*	*	*	7	3	*	*	*	*
07:00	*	*	*	*	20	8	*	*	*	*	20	8	*	*	*	*
08:00	*	*	*	*	46	18	*	*	*	*	46	18	*	*	*	*
09:00	*	*	*	*	**47**	40	*	*	*	*	**47**	40	*	*	*	*
10:00	*	*	*	*	19	11	*	*	*	*	19	11	*	*	*	*
11:00	*	*	*	*	33	**47**	*	*	*	*	33	**47**	*	*	*	*
12:00 PM	*	*	*	*	21	23	*	*	*	*	21	23	*	*	*	*
01:00	*	*	*	*	13	23	*	*	*	*	13	23	*	*	*	*
02:00	*	*	*	*	24	16	*	*	*	*	24	16	*	*	*	*
03:00	*	*	*	*	23	37	*	*	*	*	23	37	*	*	*	*
04:00	*	*	*	*	19	56	*	*	*	*	19	56	*	*	*	*
05:00	*	*	*	*	30	**67**	*	*	*	*	30	**67**	*	*	*	*
06:00	*	*	*	*	**38**	30	*	*	*	*	**38**	30	*	*	*	*
07:00	*	*	*	*	24	27	*	*	*	*	24	27	*	*	*	*
08:00	*	*	*	*	15	16	*	*	*	*	15	16	*	*	*	*
09:00	*	*	*	*	14	31	*	*	*	*	14	31	*	*	*	*
10:00	*	*	*	*	5	7	*	*	*	*	5	7	*	*	*	*
11:00	*	*	*	*	3	6	*	*	*	*	3	6	*	*	*	*
Total	0	0	0	0	408	475	0	0	0	0	408	475	0	0	0	0
Day	0		0		883		0		0		883		0		0	
AM Peak					09:00	11:00					09:00	11:00				
Vol.					47	47					47	47				
PM Peak					18:00	17:00					18:00	17:00				
Vol.					38	67					38	67				

Comb. Total	0	0	883	0	0	883	0	0

ADT ADT 883 AADT 883

Ontario Traffic Inc
17705 Leslie St. Unit 6
Newmarket, Ontario
L3Y3E3, Canada

Site Code: 1213100008
Station ID: C64
Dawlish Ave east of Mildenhall Rd

Latitude: 0' 0.000 Undefined

Start Time	07-Nov-12 Wed	EB A.M.	EB P.M.	WB A.M.	WB P.M.	Combined A.M.	Combined P.M.	08-Nov- Thu	EB A.M.	EB P.M.	WB A.M.	WB P.M.	Combined A.M.	Combined P.M.
12:00		0	1	0	10	0	11		*	*	*	*	*	*
12:15		0	6	1	6	1	12		*	*	*	*	*	*
12:30		0	7	1	1	1	8		*	*	*	*	*	*
12:45		0	7	0	6	0	13		*	*	*	*	*	*
01:00		1	3	0	6	1	9		*	*	*	*	*	*
01:15		1	6	1	4	2	10		*	*	*	*	*	*
01:30		0	2	0	8	0	10		*	*	*	*	*	*
01:45		1	2	1	5	2	7		*	*	*	*	*	*
02:00		0	7	0	0	0	7		*	*	*	*	*	*
02:15		1	4	1	11	2	15		*	*	*	*	*	*
02:30		0	10	0	0	0	10		*	*	*	*	*	*
02:45		0	3	0	5	0	8		*	*	*	*	*	*
03:00		0	1	0	10	0	11		*	*	*	*	*	*
03:15		0	6	1	9	1	15		*	*	*	*	*	*
03:30		0	9	0	5	0	14		*	*	*	*	*	*
03:45		0	7	0	13	0	20		*	*	*	*	*	*
04:00		0	9	0	8	0	17		*	*	*	*	*	*
04:15		0	5	1	13	1	18		*	*	*	*	*	*
04:30		0	4	0	17	0	21		*	*	*	*	*	*
04:45		1	1	1	***18***	2	***19***		*	*	*	*	*	*
05:00		0	11	0	***13***	0	***24***		*	*	*	*	*	*
05:15		2	3	1	***17***	3	***20***		*	*	*	*	*	*
05:30		0	10	0	***24***	0	***34***		*	*	*	*	*	*
05:45		0	6	0	13	0	19		*	*	*	*	*	*
06:00		0	***5***	1	11	1	16		*	*	*	*	*	*
06:15		2	***5***	1	9	3	14		*	*	*	*	*	*
06:30		2	***13***	1	2	3	15		*	*	*	*	*	*
06:45		3	***15***	0	8	3	23		*	*	*	*	*	*
07:00		1	4	2	10	3	14		*	*	*	*	*	*
07:15		7	5	3	9	10	14		*	*	*	*	*	*
07:30		6	6	2	8	8	14		*	*	*	*	*	*
07:45		6	9	1	0	7	9		*	*	*	*	*	*
08:00		12	6	5	5	17	11		*	*	*	*	*	*
08:15		5	3	1	3	6	6		*	*	*	*	*	*
08:30		***15***	3	8	2	***23***	5		*	*	*	*	*	*
08:45		***14***	3	4	6	***18***	9		*	*	*	*	*	*
09:00		***22***	4	12	11	***34***	15		*	*	*	*	*	*
09:15		***12***	2	16	15	***28***	17		*	*	*	*	*	*
09:30		9	6	7	1	16	7		*	*	*	*	*	*
09:45		4	2	5	4	9	6		*	*	*	*	*	*
10:00		9	1	3	2	12	3		*	*	*	*	*	*
10:15		5	1	2	1	7	2		*	*	*	*	*	*
10:30		4	1	1	2	5	3		*	*	*	*	*	*
10:45		1	2	5	2	6	4		*	*	*	*	*	*
11:00		3	1	***6***	3	9	4		*	*	*	*	*	*
11:15		4	0	***8***	0	12	0		*	*	*	*	*	*
11:30		17	0	***10***	1	27	1		*	*	*	*	*	*
11:45		9	2	***23***	2	32	4		*	*	*	*	*	*
Total		179	229	136	339	315	568		0	0	0	0	0	0
Day Total		408		475		883			0		0		0	
% Total		20.3%	25.9%	15.4%	38.4%				0.0%	0.0%	0.0%	0.0%		
Peak		08:30	06:00	11:00	04:45	08:30	04:45							
Vol.		63	38	47	72	103	97							
P.H.F.		0.716	0.633	0.511	0.750	0.757	0.713							

ADT	ADT 883	AADT 883

Ontario Traffic Inc
17705 Leslie St. Unit 6
Newmarket, Ontario
L3Y3E3, Canada

Site Code: 1213100007
Station ID: C60
Dawlish Ave west of Bayview Ave

Latitude: 0' 0.000 Undefined

Start	05-Nov-12		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	0	3	*	*	*	*	*	*	*	*	0	3
01:00	*	*	*	*	0	0	*	*	*	*	*	*	*	*	0	0
02:00	*	*	*	*	0	0	*	*	*	*	*	*	*	*	0	0
03:00	*	*	*	*	0	1	*	*	*	*	*	*	*	*	0	1
04:00	*	*	*	*	1	1	*	*	*	*	*	*	*	*	1	1
05:00	*	*	*	*	4	1	*	*	*	*	*	*	*	*	4	1
06:00	*	*	*	*	10	3	*	*	*	*	*	*	*	*	10	3
07:00	*	*	*	*	29	8	*	*	*	*	*	*	*	*	29	8
08:00	*	*	*	*	67	17	*	*	*	*	*	*	*	*	67	17
09:00	*	*	*	*	**80**	**63**	*	*	*	*	*	*	*	*	**80**	**63**
10:00	*	*	*	*	40	40	*	*	*	*	*	*	*	*	40	40
11:00	*	*	*	*	61	56	*	*	*	*	*	*	*	*	61	56
12:00 PM	*	*	*	*	39	48	*	*	*	*	*	*	*	*	39	48
01:00	*	*	*	*	29	36	*	*	*	*	*	*	*	*	29	36
02:00	*	*	*	*	22	45	*	*	*	*	*	*	*	*	22	45
03:00	*	*	*	*	19	58	*	*	*	*	*	*	*	*	19	58
04:00	*	*	*	*	36	84	*	*	*	*	*	*	*	*	36	84
05:00	*	*	*	*	42	**99**	*	*	*	*	*	*	*	*	42	**99**
06:00	*	*	*	*	51	67	*	*	*	*	*	*	*	*	51	67
07:00	*	*	*	*	**54**	60	*	*	*	*	*	*	*	*	**54**	60
08:00	*	*	*	*	21	31	*	*	*	*	*	*	*	*	21	31
09:00	*	*	*	*	42	43	*	*	*	*	*	*	*	*	42	43
10:00	*	*	*	*	12	9	*	*	*	*	*	*	*	*	12	9
11:00	*	*	*	*	2	5	*	*	*	*	*	*	*	*	2	5
Lane	0	0	0	0	661	778	0	0	0	0	0	0	0	0	661	778
Day	0		0		1439		0		0		0		0		1439	
AM Peak					09:00	09:00									09:00	09:00
Vol.					80	63									80	63
PM Peak					19:00	17:00									19:00	17:00
Vol.					54	99									54	99

Comb. Total	0	0	1439	0	0	0	0	1439

ADT ADT 1,439 AADT 1,439

Ontario Traffic Inc
17705 Leslie St. Unit 6
Newmarket, Ontario
L3Y3E3, Canada

Site Code: 1213100007
Station ID: C60
Dawlish Ave west of Bayview Ave

Latitude: 0' 0.000 Undefined

Start Time	07-Nov-12 Wed	EB		WB		Combined		08-Nov- Thu	EB		WB		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		0	6	0	15	0	21		*	*	*	*	*	*
12:15		0	8	2	11	2	19		*	*	*	*	*	*
12:30		0	7	1	9	1	16		*	*	*	*	*	*
12:45		0	18	0	13	0	31		*	*	*	*	*	*
01:00		0	8	0	10	0	18		*	*	*	*	*	*
01:15		0	7	0	11	0	18		*	*	*	*	*	*
01:30		0	7	0	6	0	13		*	*	*	*	*	*
01:45		0	7	0	9	0	16		*	*	*	*	*	*
02:00		0	2	0	11	0	13		*	*	*	*	*	*
02:15		0	6	0	21	0	27		*	*	*	*	*	*
02:30		0	13	0	8	0	21		*	*	*	*	*	*
02:45		0	1	0	5	0	6		*	*	*	*	*	*
03:00		0	1	0	9	0	10		*	*	*	*	*	*
03:15		0	2	1	20	1	22		*	*	*	*	*	*
03:30		0	8	0	8	0	16		*	*	*	*	*	*
03:45		0	8	0	21	0	29		*	*	*	*	*	*
04:00		0	13	1	13	1	26		*	*	*	*	*	*
04:15		0	7	0	28	0	35		*	*	*	*	*	*
04:30		0	6	0	23	0	29		*	*	*	*	*	*
04:45		1	10	0	***20***	1	***30***		*	*	*	*	*	*
05:00		1	11	0	***25***	1	***36***		*	*	*	*	*	*
05:15		2	6	0	***24***	2	***30***		*	*	*	*	*	*
05:30		0	15	0	***31***	0	***46***		*	*	*	*	*	*
05:45		1	10	1	19	2	29		*	*	*	*	*	*
06:00		0	7	0	19	0	26		*	*	*	*	*	*
06:15		2	8	0	16	2	24		*	*	*	*	*	*
06:30		6	***16***	2	9	8	25		*	*	*	*	*	*
06:45		2	***20***	1	23	3	43		*	*	*	*	*	*
07:00		0	***10***	4	18	4	28		*	*	*	*	*	*
07:15		10	***18***	0	17	10	35		*	*	*	*	*	*
07:30		8	16	2	13	10	29		*	*	*	*	*	*
07:45		11	10	2	12	13	22		*	*	*	*	*	*
08:00		18	6	1	12	19	18		*	*	*	*	*	*
08:15		11	7	4	9	15	16		*	*	*	*	*	*
08:30		***18***	6	5	3	***23***	9		*	*	*	*	*	*
08:45		***20***	2	7	7	***27***	9		*	*	*	*	*	*
09:00		***37***	8	12	16	***49***	24		*	*	*	*	*	*
09:15		***25***	8	***30***	15	***55***	23		*	*	*	*	*	*
09:30		11	11	***12***	6	23	17		*	*	*	*	*	*
09:45		7	15	***9***	6	16	21		*	*	*	*	*	*
10:00		18	1	***16***	3	34	4		*	*	*	*	*	*
10:15		13	2	3	2	16	4		*	*	*	*	*	*
10:30		2	2	5	3	7	5		*	*	*	*	*	*
10:45		7	7	16	1	23	8		*	*	*	*	*	*
11:00		10	1	7	4	17	5		*	*	*	*	*	*
11:15		7	0	12	0	19	0		*	*	*	*	*	*
11:30		29	0	11	1	40	1		*	*	*	*	*	*
11:45		15	1	26	0	41	1		*	*	*	*	*	*
Total		292	369	193	585	485	954		0	0	0	0	0	0
Day Total		661		778		1439			0		0		0	
% Total		20.3%	25.6%	13.4%	40.7%				0.0%	0.0%	0.0%	0.0%		
Peak		08:30	06:30	09:15	04:45	08:30	04:45							
Vol.		100	64	67	100	154	142							
P.H.F.		0.676	0.800	0.558	0.806	0.700	0.772							

ADT	ADT 1,439	AADT 1,439

Ontario Traffic Inc
17705 Leslie St. Unit 6
Newmarket, Ontario
L3Y3E3, Canada

Site Code: 1213100006
Station ID: C5
St. Leonards Ave east of Lewes Cres

Latitude: 0' 0.000 Undefined

Start	05-Nov-12		06-Nov-12		07-Nov-12		08-Nov-12		09-Nov-12		Weekday Average		10-Nov-12		11-Nov-12	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	1	0	*	*	*	*	1	0	*	*	*	*
01:00	*	*	*	*	0	1	*	*	*	*	0	1	*	*	*	*
02:00	*	*	*	*	0	0	*	*	*	*	0	0	*	*	*	*
03:00	*	*	*	*	0	0	*	*	*	*	0	0	*	*	*	*
04:00	*	*	*	*	0	1	*	*	*	*	0	1	*	*	*	*
05:00	*	*	*	*	4	3	*	*	*	*	4	3	*	*	*	*
06:00	*	*	*	*	6	1	*	*	*	*	6	1	*	*	*	*
07:00	*	*	*	*	12	47	*	*	*	*	12	47	*	*	*	*
08:00	*	*	*	*	27	58	*	*	*	*	27	58	*	*	*	*
09:00	*	*	*	*	**53**	**62**	*	*	*	*	**53**	**62**	*	*	*	*
10:00	*	*	*	*	9	19	*	*	*	*	9	19	*	*	*	*
11:00	*	*	*	*	21	33	*	*	*	*	21	33	*	*	*	*
12:00 PM	*	*	*	*	24	29	*	*	*	*	24	29	*	*	*	*
01:00	*	*	*	*	**28**	30	*	*	*	*	**28**	30	*	*	*	*
02:00	*	*	*	*	20	32	*	*	*	*	20	32	*	*	*	*
03:00	*	*	*	*	21	55	*	*	*	*	21	55	*	*	*	*
04:00	*	*	*	*	18	**79**	*	*	*	*	18	**79**	*	*	*	*
05:00	*	*	*	*	23	72	*	*	*	*	23	72	*	*	*	*
06:00	*	*	*	*	18	52	*	*	*	*	18	52	*	*	*	*
07:00	*	*	*	*	18	25	*	*	*	*	18	25	*	*	*	*
08:00	*	*	*	*	11	19	*	*	*	*	11	19	*	*	*	*
09:00	*	*	*	*	15	15	*	*	*	*	15	15	*	*	*	*
10:00	*	*	*	*	4	11	*	*	*	*	4	11	*	*	*	*
11:00	*	*	*	*	3	3	*	*	*	*	3	3	*	*	*	*
Total	0	0	0	0	336	647	0	0	0	0	336	647	0	0	0	0
Day	0		0		983		0		0		983		0		0	
AM Peak					09:00	09:00					09:00	09:00				
Vol.					53	62					53	62				
PM Peak					13:00	16:00					13:00	16:00				
Vol.					28	79					28	79				

Comb. Total	0	0	983	0	0	983	0	0

ADT ADT 983 AADT 983

Ontario Traffic Inc
17705 Leslie St. Unit 6
Newmarket, Ontario
L3Y3E3, Canada

Site Code: 1213100006
Station ID: C5
St. Leonards Ave east of Lewes Cres

Latitude: 0' 0.000 Undefined

Start Time	07-Nov-12 Wed	EB		WB		Combined		08-Nov- Thu	EB		WB		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		0	10	0	1	0	11		*	*	*	*	*	*
12:15		1	5	1	4	2	9		*	*	*	*	*	*
12:30		0	2	0	2	0	4		*	*	*	*	*	*
12:45		0	7	0	0	0	7		*	*	*	*	*	*
01:00		0	4	0	8	0	12		*	*	*	*	*	*
01:15		0	7	0	1	0	8		*	*	*	*	*	*
01:30		0	***7***	0	1	0	8		*	*	*	*	*	*
01:45		0	***10***	1	6	1	16		*	*	*	*	*	*
02:00		0	***4***	0	2	0	6		*	*	*	*	*	*
02:15		0	***11***	0	3	0	14		*	*	*	*	*	*
02:30		0	2	0	6	0	8		*	*	*	*	*	*
02:45		0	3	0	1	0	4		*	*	*	*	*	*
03:00		0	4	0	4	0	8		*	*	*	*	*	*
03:15		0	8	0	1	0	9		*	*	*	*	*	*
03:30		0	5	0	13	0	18		*	*	*	*	*	*
03:45		0	4	0	16	0	20		*	*	*	*	*	*
04:00		0	5	0	6	0	11		*	*	*	*	*	*
04:15		0	2	0	***19***	0	21		*	*	*	*	*	*
04:30		0	5	1	***15***	1	***20***		*	*	*	*	*	*
04:45		0	6	0	***21***	0	***27***		*	*	*	*	*	*
05:00		1	0	0	***15***	1	***15***		*	*	*	*	*	*
05:15		1	11	0	16	1	***27***		*	*	*	*	*	*
05:30		1	7	0	9	1	16		*	*	*	*	*	*
05:45		1	5	1	9	2	14		*	*	*	*	*	*
06:00		1	3	1	23	2	26		*	*	*	*	*	*
06:15		1	4	0	8	1	12		*	*	*	*	*	*
06:30		3	5	3	3	6	8		*	*	*	*	*	*
06:45		1	6	1	0	2	6		*	*	*	*	*	*
07:00		2	3	0	7	2	10		*	*	*	*	*	*
07:15		4	5	***8***	3	12	8		*	*	*	*	*	*
07:30		1	4	***21***	2	22	6		*	*	*	*	*	*
07:45		5	6	***6***	5	11	11		*	*	*	*	*	*
08:00		6	5	***23***	0	29	5		*	*	*	*	*	*
08:15		11	0	2	4	13	4		*	*	*	*	*	*
08:30		5	3	4	3	9	6		*	*	*	*	*	*
08:45		5	3	6	1	***11***	4		*	*	*	*	*	*
09:00		***22***	5	9	2	***31***	7		*	*	*	*	*	*
09:15		***17***	2	7	3	***24***	5		*	*	*	*	*	*
09:30		***6***	3	8	3	***14***	6		*	*	*	*	*	*
09:45		***8***	5	3	4	11	9		*	*	*	*	*	*
10:00		4	2	1	1	5	3		*	*	*	*	*	*
10:15		1	2	5	1	6	3		*	*	*	*	*	*
10:30		2	0	2	3	4	3		*	*	*	*	*	*
10:45		2	0	2	4	4	4		*	*	*	*	*	*
11:00		4	1	4	1	8	2		*	*	*	*	*	*
11:15		4	1	1	1	5	2		*	*	*	*	*	*
11:30		5	0	4	1	9	1		*	*	*	*	*	*
11:45		8	1	3	1	11	2		*	*	*	*	*	*
Total		133	203	128	263	261	466		0	0	0	0	0	0
Day Total		336		391		727			0		0		0	
% Total		18.3%	27.9%	17.6%	36.2%				0.0%	0.0%	0.0%	0.0%		
Peak		09:00	01:30	07:15	04:15	08:45	04:30							
Vol.		53	32	58	70	80	89							
P.H.F.		0.602	0.727	0.630	0.833	0.645	0.824							

ADT	ADT 727	AADT 727

Ontario Traffic Inc
17705 Leslie St. Unit 6
Newmarket, Ontario
L3Y3E3, Canada

Site Code: 1213100005
Station ID: C21
Wood Ave west of Bayview Ave

Latitude: 0' 0.000 Undefined

Start	05-Nov-12		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	1	2	*	*	*	*	*	*	*	*	1	2
01:00	*	*	*	*	0	1	*	*	*	*	*	*	*	*	0	1
02:00	*	*	*	*	0	0	*	*	*	*	*	*	*	*	0	0
03:00	*	*	*	*	1	0	*	*	*	*	*	*	*	*	1	0
04:00	*	*	*	*	0	0	*	*	*	*	*	*	*	*	0	0
05:00	*	*	*	*	1	1	*	*	*	*	*	*	*	*	1	1
06:00	*	*	*	*	0	0	*	*	*	*	*	*	*	*	0	0
07:00	*	*	*	*	1	3	*	*	*	*	*	*	*	*	1	3
08:00	*	*	*	*	0	0	*	*	*	*	*	*	*	*	0	0
09:00	*	*	*	*	6	9	*	*	*	*	*	*	*	*	6	9
10:00	*	*	*	*	**8**	13	*	*	*	*	*	*	*	*	**8**	13
11:00	*	*	*	*	3	**17**	*	*	*	*	*	*	*	*	3	**17**
12:00 PM	*	*	*	*	6	2	*	*	*	*	*	*	*	*	6	2
01:00	*	*	*	*	4	6	*	*	*	*	*	*	*	*	4	6
02:00	*	*	*	*	10	**10**	*	*	*	*	*	*	*	*	10	**10**
03:00	*	*	*	*	3	5	*	*	*	*	*	*	*	*	3	5
04:00	*	*	*	*	**11**	10	*	*	*	*	*	*	*	*	**11**	10
05:00	*	*	*	*	4	5	*	*	*	*	*	*	*	*	4	5
06:00	*	*	*	*	2	1	*	*	*	*	*	*	*	*	2	1
07:00	*	*	*	*	6	3	*	*	*	*	*	*	*	*	6	3
08:00	*	*	*	*	5	4	*	*	*	*	*	*	*	*	5	4
09:00	*	*	*	*	5	5	*	*	*	*	*	*	*	*	5	5
10:00	*	*	*	*	1	6	*	*	*	*	*	*	*	*	1	6
11:00	*	*	*	*	2	2	*	*	*	*	*	*	*	*	2	2
Lane	0	0	0	0	80	105	0	0	0	0	0	0	0	0	80	105
Day	0		0		185		0		0		0		0		185	
AM Peak					10:00	11:00									10:00	11:00
Vol.					8	17									8	17
PM Peak					16:00	14:00									16:00	14:00
Vol.					11	10									11	10

Comb. Total	0	0	185	0	0	0	0	185

ADT ADT 185 AADT 185

Ontario Traffic Inc
17705 Leslie St. Unit 6
Newmarket, Ontario
L3Y3E3, Canada

Site Code: 1213100005
Station ID: C21
Wood Ave west of Bayview Ave

Latitude: 0' 0.000 Undefined

Start	07-Nov-12	EB		WB		Combined		08-Nov-	EB		WB		Combined	
Time	Wed	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Thu	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		1	1	1	0	2	1		*	*	*	*	*	*
12:15		0	1	0	1	0	2		*	*	*	*	*	*
12:30		0	3	0	0	0	3		*	*	*	*	*	*
12:45		0	1	1	1	1	2		*	*	*	*	*	*
01:00		0	1	1	2	1	3		*	*	*	*	*	*
01:15		0	0	0	3	0	3		*	*	*	*	*	*
01:30		0	1	0	1	0	2		*	*	*	*	*	*
01:45		0	2	0	0	0	2		*	*	*	*	*	*
02:00		0	3	0	1	0	4		*	*	*	*	*	*
02:15		0	2	0	3	0	5		*	*	*	*	*	*
02:30		0	4	0	5	0	9		*	*	*	*	*	*
02:45		0	1	0	1	0	2		*	*	*	*	*	*
03:00		0	0	0	1	0	1		*	*	*	*	*	*
03:15		1	1	0	0	1	1		*	*	*	*	*	*
03:30		0	2	0	1	0	3		*	*	*	*	*	*
03:45		0	0	0	***3***	0	***3***		*	*	*	*	*	*
04:00		0	1	0	***2***	0	***3***		*	*	*	*	*	*
04:15		0	***3***	0	***1***	0	***4***		*	*	*	*	*	*
04:30		0	***6***	0	***6***	0	***12***		*	*	*	*	*	*
04:45		0	***1***	0	1	0	2		*	*	*	*	*	*
05:00		0	***2***	1	1	1	3		*	*	*	*	*	*
05:15		0	0	0	0	0	0		*	*	*	*	*	*
05:30		0	2	0	0	0	2		*	*	*	*	*	*
05:45		1	0	0	4	1	4		*	*	*	*	*	*
06:00		0	0	0	0	0	0		*	*	*	*	*	*
06:15		0	0	0	0	0	0		*	*	*	*	*	*
06:30		0	1	0	0	0	1		*	*	*	*	*	*
06:45		0	1	0	1	0	2		*	*	*	*	*	*
07:00		1	1	3	0	4	1		*	*	*	*	*	*
07:15		0	1	0	1	0	2		*	*	*	*	*	*
07:30		0	4	0	2	0	6		*	*	*	*	*	*
07:45		0	0	0	0	0	0		*	*	*	*	*	*
08:00		0	1	0	0	0	1		*	*	*	*	*	*
08:15		0	1	0	0	0	1		*	*	*	*	*	*
08:30		0	1	0	4	0	5		*	*	*	*	*	*
08:45		0	2	0	0	0	2		*	*	*	*	*	*
09:00		1	1	0	0	1	1		*	*	*	*	*	*
09:15		0	1	0	2	0	3		*	*	*	*	*	*
09:30		***4***	2	5	1	9	3		*	*	*	*	*	*
09:45		***1***	1	4	2	5	3		*	*	*	*	*	*
10:00		***1***	0	1	3	2	3		*	*	*	*	*	*
10:15		***2***	1	3	1	5	2		*	*	*	*	*	*
10:30		4	0	***4***	2	***8***	2		*	*	*	*	*	*
10:45		1	0	***5***	0	***6***	0		*	*	*	*	*	*
11:00		0	0	***4***	0	***4***	0		*	*	*	*	*	*
11:15		2	1	***9***	0	***11***	1		*	*	*	*	*	*
11:30		1	1	3	1	4	2		*	*	*	*	*	*
11:45		0	0	1	1	1	1		*	*	*	*	*	*
Total		21	59	46	59	67	118		0	0	0	0	0	0
Day Total		80		105		185			0		0		0	
% Total		11.4%	31.9%	24.9%	31.9%				0.0%	0.0%	0.0%	0.0%		
Peak		09:30	04:15	10:30	03:45	10:30	03:45							
Vol.		8	12	22	12	29	22							
P.H.F.		0.500	0.500	0.611	0.500	0.659	0.458							

ADT	ADT 185	AADT 185

Ontario Traffic Inc
17705 Leslie St. Unit 6
Newmarket, Ontario
L3Y3E3, Canada

Site Code: 1213100004
Station ID: C1

Latitude: 0' 0.000 Undefined

Start	05-Nov-12		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	1	1	*	*	*	*	*	*	*	*	1	1
01:00	*	*	*	*	1	1	*	*	*	*	*	*	*	*	1	1
02:00	*	*	*	*	0	0	*	*	*	*	*	*	*	*	0	0
03:00	*	*	*	*	0	2	*	*	*	*	*	*	*	*	0	2
04:00	*	*	*	*	1	0	*	*	*	*	*	*	*	*	1	0
05:00	*	*	*	*	0	1	*	*	*	*	*	*	*	*	0	1
06:00	*	*	*	*	0	1	*	*	*	*	*	*	*	*	0	1
07:00	*	*	*	*	6	19	*	*	*	*	*	*	*	*	6	19
08:00	*	*	*	*	8	18	*	*	*	*	*	*	*	*	8	18
09:00	*	*	*	*	**13**	**23**	*	*	*	*	*	*	*	*	**13**	**23**
10:00	*	*	*	*	11	11	*	*	*	*	*	*	*	*	11	11
11:00	*	*	*	*	11	15	*	*	*	*	*	*	*	*	11	15
12:00 PM	*	*	*	*	10	9	*	*	*	*	*	*	*	*	10	9
01:00	*	*	*	*	5	**12**	*	*	*	*	*	*	*	*	5	**12**
02:00	*	*	*	*	10	10	*	*	*	*	*	*	*	*	10	10
03:00	*	*	*	*	12	12	*	*	*	*	*	*	*	*	12	12
04:00	*	*	*	*	11	10	*	*	*	*	*	*	*	*	11	10
05:00	*	*	*	*	10	9	*	*	*	*	*	*	*	*	10	9
06:00	*	*	*	*	**16**	9	*	*	*	*	*	*	*	*	**16**	9
07:00	*	*	*	*	8	10	*	*	*	*	*	*	*	*	8	10
08:00	*	*	*	*	2	8	*	*	*	*	*	*	*	*	2	8
09:00	*	*	*	*	4	4	*	*	*	*	*	*	*	*	4	4
10:00	*	*	*	*	6	6	*	*	*	*	*	*	*	*	6	6
11:00	*	*	*	*	0	0	*	*	*	*	*	*	*	*	0	0
Lane	0	0	0	0	146	191	0	0	0	0	0	0	0	0	146	191
Day	0		0		337		0		0		0		0		337	
AM Peak					09:00	09:00									09:00	09:00
Vol.					13	23									13	23
PM Peak					18:00	13:00									18:00	13:00
Vol.					16	12									16	12

Comb. Total	0	0	337	0	0	0	0	337

ADT ADT 337 AADT 337

Ontario Traffic Inc
17705 Leslie St. Unit 6
Newmarket, Ontario
L3Y3E3, Canada

Site Code: 1213100004
Station ID: C1

Latitude: 0' 0.000 Undefined

Start Time	07-Nov-12 Wed	EB		WB		Combined		08-Nov- Thu	EB		WB		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		1	4	1	1	2	5		*	*	*	*	*	*
12:15		0	1	0	3	0	4		*	*	*	*	*	*
12:30		0	2	0	4	0	6		*	*	*	*	*	*
12:45		0	3	0	1	0	4		*	*	*	*	*	*
01:00		0	2	0	5	0	7		*	*	*	*	*	*
01:15		1	0	0	3	1	3		*	*	*	*	*	*
01:30		0	2	0	4	0	6		*	*	*	*	*	*
01:45		0	1	1	0	1	1		*	*	*	*	*	*
02:00		0	2	0	2	0	4		*	*	*	*	*	*
02:15		0	4	0	2	0	6		*	*	*	*	*	*
02:30		0	3	0	2	0	5		*	*	*	*	*	*
02:45		0	1	0	4	0	5		*	*	*	*	*	*
03:00		0	2	0	1	0	3		*	*	*	*	*	*
03:15		0	1	0	***3***	0	4		*	*	*	*	*	*
03:30		0	4	0	***3***	0	7		*	*	*	*	*	*
03:45		0	5	2	***5***	2	10		*	*	*	*	*	*
04:00		0	2	0	***3***	0	5		*	*	*	*	*	*
04:15		0	1	0	0	0	1		*	*	*	*	*	*
04:30		0	5	0	6	0	11		*	*	*	*	*	*
04:45		1	3	0	1	1	4		*	*	*	*	*	*
05:00		0	3	0	1	0	4		*	*	*	*	*	*
05:15		0	1	0	1	0	2		*	*	*	*	*	*
05:30		0	3	0	4	0	7		*	*	*	*	*	*
05:45		0	3	1	3	1	6		*	*	*	*	*	*
06:00		0	2	1	1	1	3		*	*	*	*	*	*
06:15		0	***4***	0	3	0	***7***		*	*	*	*	*	*
06:30		0	***6***	0	2	0	***8***		*	*	*	*	*	*
06:45		0	***4***	0	3	0	***7***		*	*	*	*	*	*
07:00		0	***4***	1	6	1	***10***		*	*	*	*	*	*
07:15		0	2	3	0	3	2		*	*	*	*	*	*
07:30		2	2	***7***	2	***9***	4		*	*	*	*	*	*
07:45		4	0	***8***	2	***12***	2		*	*	*	*	*	*
08:00		3	0	***7***	3	***10***	3		*	*	*	*	*	*
08:15		0	1	***7***	2	***7***	3		*	*	*	*	*	*
08:30		4	1	1	1	5	2		*	*	*	*	*	*
08:45		1	0	3	2	4	2		*	*	*	*	*	*
09:00		1	2	8	2	9	4		*	*	*	*	*	*
09:15		***2***	0	4	1	6	1		*	*	*	*	*	*
09:30		***3***	1	4	0	7	1		*	*	*	*	*	*
09:45		***7***	1	7	1	14	2		*	*	*	*	*	*
10:00		***6***	1	1	2	7	3		*	*	*	*	*	*
10:15		1	3	3	2	4	5		*	*	*	*	*	*
10:30		3	1	4	0	7	1		*	*	*	*	*	*
10:45		1	1	3	2	4	3		*	*	*	*	*	*
11:00		3	0	5	0	8	0		*	*	*	*	*	*
11:15		4	0	5	0	9	0		*	*	*	*	*	*
11:30		0	0	2	0	2	0		*	*	*	*	*	*
11:45		4	0	3	0	7	0		*	*	*	*	*	*
Total		52	94	92	99	144	193		0	0	0	0	0	0
Day Total		146		191		337			0		0		0	
% Total		15.4%	27.9%	27.3%	29.4%				0.0%	0.0%	0.0%	0.0%		
Peak		09:15	06:15	07:30	03:15	07:30	06:15							
Vol.		18	18	29	14	38	32							
P.H.F.		0.643	0.750	0.906	0.700	0.792	0.727							

ADT	ADT 337	AADT 337

Ontario Traffic Inc
17705 Leslie St. Unit 6
Newmarket, Ontario
L3Y3E3, Canada

Site Code: 1213100003
Station ID: C71
Rochester Ave east of St. Ives Ave

Latitude: 0' 0.000 Undefined

Start	05-Nov-12		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	2	2	*	*	*	*	2	2	*	*	*	*
01:00	*	*	*	*	0	1	*	*	*	*	0	1	*	*	*	*
02:00	*	*	*	*	0	0	*	*	*	*	0	0	*	*	*	*
03:00	*	*	*	*	1	1	*	*	*	*	1	1	*	*	*	*
04:00	*	*	*	*	2	0	*	*	*	*	2	0	*	*	*	*
05:00	*	*	*	*	4	1	*	*	*	*	4	1	*	*	*	*
06:00	*	*	*	*	3	2	*	*	*	*	3	2	*	*	*	*
07:00	*	*	*	*	17	17	*	*	*	*	17	17	*	*	*	*
08:00	*	*	*	*	**39**	15	*	*	*	*	**39**	15	*	*	*	*
09:00	*	*	*	*	24	**22**	*	*	*	*	24	**22**	*	*	*	*
10:00	*	*	*	*	19	15	*	*	*	*	19	15	*	*	*	*
11:00	*	*	*	*	21	15	*	*	*	*	21	15	*	*	*	*
12:00 PM	*	*	*	*	19	10	*	*	*	*	19	10	*	*	*	*
01:00	*	*	*	*	24	17	*	*	*	*	24	17	*	*	*	*
02:00	*	*	*	*	17	14	*	*	*	*	17	14	*	*	*	*
03:00	*	*	*	*	26	**21**	*	*	*	*	26	**21**	*	*	*	*
04:00	*	*	*	*	**28**	14	*	*	*	*	**28**	14	*	*	*	*
05:00	*	*	*	*	16	21	*	*	*	*	16	21	*	*	*	*
06:00	*	*	*	*	22	17	*	*	*	*	22	17	*	*	*	*
07:00	*	*	*	*	12	13	*	*	*	*	12	13	*	*	*	*
08:00	*	*	*	*	7	10	*	*	*	*	7	10	*	*	*	*
09:00	*	*	*	*	6	8	*	*	*	*	6	8	*	*	*	*
10:00	*	*	*	*	8	5	*	*	*	*	8	5	*	*	*	*
11:00	*	*	*	*	2	1	*	*	*	*	2	1	*	*	*	*
Total	0	0	0	0	319	242	0	0	0	0	319	242	0	0	0	0
Day	0		0		561		0		0		561		0		0	
AM Peak					08:00	09:00					08:00	09:00				
Vol.					39	22					39	22				
PM Peak					16:00	15:00					16:00	15:00				
Vol.					28	21					28	21				

Comb. Total	0	0	561	0	0	561	0	0

ADT ADT 561 AADT 561

Ontario Traffic Inc
17705 Leslie St. Unit 6
Newmarket, Ontario
L3Y3E3, Canada

Site Code: 1213100003
Station ID: C71
Rochester Ave east of St. Ives Ave

Latitude: 0' 0.000 Undefined

Start Time	07-Nov-12 Wed	EB		WB		Combined		08-Nov- Thu	EB		WB		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		1	2	0	3	1	5		*	*	*	*	*	*
12:15		0	10	0	4	0	14		*	*	*	*	*	*
12:30		0	2	0	0	0	2		*	*	*	*	*	*
12:45		1	5	2	3	3	8		*	*	*	*	*	*
01:00		0	4	0	5	0	9		*	*	*	*	*	*
01:15		0	10	0	4	0	14		*	*	*	*	*	*
01:30		0	5	0	2	0	7		*	*	*	*	*	*
01:45		0	5	1	6	1	11		*	*	*	*	*	*
02:00		0	6	0	4	0	10		*	*	*	*	*	*
02:15		0	1	0	3	0	4		*	*	*	*	*	*
02:30		0	5	0	5	0	10		*	*	*	*	*	*
02:45		0	5	0	2	0	7		*	*	*	*	*	*
03:00		1	5	1	4	2	9		*	*	*	*	*	*
03:15		0	5	0	***6***	0	***11***		*	*	*	*	*	*
03:30		0	***7***	0	***5***	0	***12***		*	*	*	*	*	*
03:45		0	***9***	0	***6***	0	***15***		*	*	*	*	*	*
04:00		1	***10***	0	***5***	1	***15***		*	*	*	*	*	*
04:15		0	***7***	0	3	0	10		*	*	*	*	*	*
04:30		0	5	0	3	0	8		*	*	*	*	*	*
04:45		1	6	0	3	1	9		*	*	*	*	*	*
05:00		2	6	0	7	2	13		*	*	*	*	*	*
05:15		1	2	0	6	1	8		*	*	*	*	*	*
05:30		1	4	0	4	1	8		*	*	*	*	*	*
05:45		0	4	1	4	1	8		*	*	*	*	*	*
06:00		0	2	1	3	1	5		*	*	*	*	*	*
06:15		0	9	0	5	0	14		*	*	*	*	*	*
06:30		1	6	0	6	1	12		*	*	*	*	*	*
06:45		2	5	1	3	3	8		*	*	*	*	*	*
07:00		5	4	4	3	9	7		*	*	*	*	*	*
07:15		3	4	4	2	7	6		*	*	*	*	*	*
07:30		3	2	5	7	8	9		*	*	*	*	*	*
07:45		***6***	2	4	1	***10***	3		*	*	*	*	*	*
08:00		***9***	2	5	7	***14***	9		*	*	*	*	*	*
08:15		***13***	2	6	1	***19***	3		*	*	*	*	*	*
08:30		***11***	2	3	2	***14***	4		*	*	*	*	*	*
08:45		6	1	***1***	0	7	1		*	*	*	*	*	*
09:00		9	2	***8***	2	17	4		*	*	*	*	*	*
09:15		3	0	***8***	1	11	1		*	*	*	*	*	*
09:30		5	1	***5***	1	10	2		*	*	*	*	*	*
09:45		7	3	1	4	8	7		*	*	*	*	*	*
10:00		5	4	3	3	8	7		*	*	*	*	*	*
10:15		5	1	7	1	12	2		*	*	*	*	*	*
10:30		3	2	4	1	7	3		*	*	*	*	*	*
10:45		6	1	1	0	7	1		*	*	*	*	*	*
11:00		2	2	1	1	3	3		*	*	*	*	*	*
11:15		6	0	5	0	11	0		*	*	*	*	*	*
11:30		3	0	3	0	6	0		*	*	*	*	*	*
11:45		10	0	6	0	16	0		*	*	*	*	*	*
Total		132	187	91	151	223	338		0	0	0	0	0	0
Day Total		319		242		561			0		0		0	
% Total		23.5%	33.3%	16.2%	26.9%				0.0%	0.0%	0.0%	0.0%		
Peak		07:45	03:30	08:45	03:15	07:45	03:15							
Vol.		39	33	22	22	57	53							
P.H.F.		0.750	0.825	0.688	0.917	0.750	0.883							

ADT	ADT 561	AADT 561

Ontario Traffic Inc
17705 Leslie St. Unit 6
Newmarket, Ontario
L3Y3E3, Canada

Site Code: 1213100002
Station ID: C74
Buckingham Ave east of Wanless Cres

Latitude: 0' 0.000 Undefined

Start	05-Nov-12		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	0	1	*	*	*	*	0	1	*	*	*	*
01:00	*	*	*	*	0	0	*	*	*	*	0	0	*	*	*	*
02:00	*	*	*	*	0	1	*	*	*	*	0	1	*	*	*	*
03:00	*	*	*	*	1	0	*	*	*	*	1	0	*	*	*	*
04:00	*	*	*	*	0	0	*	*	*	*	0	0	*	*	*	*
05:00	*	*	*	*	0	6	*	*	*	*	0	6	*	*	*	*
06:00	*	*	*	*	0	3	*	*	*	*	0	3	*	*	*	*
07:00	*	*	*	*	19	9	*	*	*	*	19	9	*	*	*	*
08:00	*	*	*	*	**60**	21	*	*	*	*	**60**	21	*	*	*	*
09:00	*	*	*	*	31	14	*	*	*	*	31	14	*	*	*	*
10:00	*	*	*	*	13	**22**	*	*	*	*	13	**22**	*	*	*	*
11:00	*	*	*	*	15	16	*	*	*	*	15	16	*	*	*	*
12:00 PM	*	*	*	*	20	**30**	*	*	*	*	20	**30**	*	*	*	*
01:00	*	*	*	*	**30**	30	*	*	*	*	**30**	30	*	*	*	*
02:00	*	*	*	*	27	30	*	*	*	*	27	30	*	*	*	*
03:00	*	*	*	*	20	26	*	*	*	*	20	26	*	*	*	*
04:00	*	*	*	*	21	25	*	*	*	*	21	25	*	*	*	*
05:00	*	*	*	*	15	25	*	*	*	*	15	25	*	*	*	*
06:00	*	*	*	*	16	14	*	*	*	*	16	14	*	*	*	*
07:00	*	*	*	*	10	23	*	*	*	*	10	23	*	*	*	*
08:00	*	*	*	*	9	5	*	*	*	*	9	5	*	*	*	*
09:00	*	*	*	*	7	13	*	*	*	*	7	13	*	*	*	*
10:00	*	*	*	*	2	4	*	*	*	*	2	4	*	*	*	*
11:00	*	*	*	*	5	8	*	*	*	*	5	8	*	*	*	*
Total	0	0	0	0	321	326	0	0	0	0	321	326	0	0	0	0
Day	0		0		647		0		0		647		0		0	
AM Peak					08:00	10:00					08:00	10:00				
Vol.					60	22					60	22				
PM Peak					13:00	12:00					13:00	12:00				
Vol.					30	30					30	30				

Comb. Total	0	0	647	0	0	647	0	0

ADT ADT 647 AADT 647

Ontario Traffic Inc
17705 Leslie St. Unit 6
Newmarket, Ontario
L3Y3E3, Canada

Site Code: 1213100002
Station ID: C74
Buckingham Ave east of Wanless Cres

Latitude: 0' 0.000 Undefined

Start	07-Nov-12	EB		WB		Combined		08-Nov-	EB		WB		Combined	
Time	Wed	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Thu	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		0	5	1	6	1	11		*	*	*	*	*	*
12:15		0	5	0	4	0	9		*	*	*	*	*	*
12:30		0	5	0	6	0	11		*	*	*	*	*	*
12:45		0	5	0	***14***	0	19		*	*	*	*	*	*
01:00		0	1	0	***4***	0	5		*	*	*	*	*	*
01:15		0	***7***	0	***8***	0	***15***		*	*	*	*	*	*
01:30		0	***13***	0	***9***	0	***22***		*	*	*	*	*	*
01:45		0	***9***	0	9	0	***18***		*	*	*	*	*	*
02:00		0	***11***	1	8	1	***19***		*	*	*	*	*	*
02:15		0	5	0	8	0	13		*	*	*	*	*	*
02:30		0	6	0	6	0	12		*	*	*	*	*	*
02:45		0	5	0	8	0	13		*	*	*	*	*	*
03:00		0	4	0	3	0	7		*	*	*	*	*	*
03:15		1	3	0	6	1	9		*	*	*	*	*	*
03:30		0	5	0	12	0	17		*	*	*	*	*	*
03:45		0	8	0	5	0	13		*	*	*	*	*	*
04:00		0	7	0	10	0	17		*	*	*	*	*	*
04:15		0	5	0	6	0	11		*	*	*	*	*	*
04:30		0	5	0	4	0	9		*	*	*	*	*	*
04:45		0	4	0	5	0	9		*	*	*	*	*	*
05:00		0	6	3	8	3	14		*	*	*	*	*	*
05:15		0	4	0	6	0	10		*	*	*	*	*	*
05:30		0	2	3	6	3	8		*	*	*	*	*	*
05:45		0	3	0	5	0	8		*	*	*	*	*	*
06:00		0	5	0	5	0	10		*	*	*	*	*	*
06:15		0	5	0	4	0	9		*	*	*	*	*	*
06:30		0	5	0	0	0	5		*	*	*	*	*	*
06:45		0	1	3	5	3	6		*	*	*	*	*	*
07:00		1	5	1	10	2	15		*	*	*	*	*	*
07:15		1	2	1	5	2	7		*	*	*	*	*	*
07:30		8	2	6	5	14	7		*	*	*	*	*	*
07:45		9	1	1	3	10	4		*	*	*	*	*	*
08:00		***11***	2	4	3	***15***	5		*	*	*	*	*	*
08:15		***10***	3	8	1	***18***	4		*	*	*	*	*	*
08:30		***22***	2	3	1	***25***	3		*	*	*	*	*	*
08:45		***17***	2	6	0	***23***	2		*	*	*	*	*	*
09:00		9	2	5	6	14	8		*	*	*	*	*	*
09:15		10	1	4	1	14	2		*	*	*	*	*	*
09:30		7	2	1	3	8	5		*	*	*	*	*	*
09:45		5	2	4	3	9	5		*	*	*	*	*	*
10:00		5	0	6	3	11	3		*	*	*	*	*	*
10:15		3	1	3	0	6	1		*	*	*	*	*	*
10:30		2	0	***8***	0	10	0		*	*	*	*	*	*
10:45		3	1	***5***	1	8	2		*	*	*	*	*	*
11:00		5	2	***6***	3	11	5		*	*	*	*	*	*
11:15		3	2	***6***	1	9	3		*	*	*	*	*	*
11:30		2	0	0	3	2	3		*	*	*	*	*	*
11:45		5	1	4	1	9	2		*	*	*	*	*	*
Total		139	182	93	233	232	415		0	0	0	0	0	0
Day Total		321		326		647			0		0		0	
% Total		21.5%	28.1%	14.4%	36.0%				0.0%	0.0%	0.0%	0.0%		
Peak		08:00	01:15	10:30	00:45	08:00	01:15							
Vol.		60	40	25	35	81	74							
P.H.F.		0.682	0.769	0.781	0.625	0.810	0.841							

ADT	ADT 647	AADT 647

Ontario Traffic Inc
17705 Leslie St. Unit 6
Newmarket, Ontario
L3Y3E3, Canada

Site Code: 1213100001
Station ID: C78
Wanless Cres (E leg) S of Lawrence Ave E

Latitude: 0' 0.000 Undefined

Start	05-Nov-12		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	1	0	*	*	*	*	1	0	*	*	*	*
01:00	*	*	*	*	0	0	*	*	*	*	0	0	*	*	*	*
02:00	*	*	*	*	2	0	*	*	*	*	2	0	*	*	*	*
03:00	*	*	*	*	0	0	*	*	*	*	0	0	*	*	*	*
04:00	*	*	*	*	1	0	*	*	*	*	1	0	*	*	*	*
05:00	*	*	*	*	2	3	*	*	*	*	2	3	*	*	*	*
06:00	*	*	*	*	8	1	*	*	*	*	8	1	*	*	*	*
07:00	*	*	*	*	15	50	*	*	*	*	15	50	*	*	*	*
08:00	*	*	*	*	**43**	**109**	*	*	*	*	**43**	**109**	*	*	*	*
09:00	*	*	*	*	35	43	*	*	*	*	35	43	*	*	*	*
10:00	*	*	*	*	16	12	*	*	*	*	16	12	*	*	*	*
11:00	*	*	*	*	11	15	*	*	*	*	11	15	*	*	*	*
12:00 PM	*	*	*	*	18	13	*	*	*	*	18	13	*	*	*	*
01:00	*	*	*	*	16	12	*	*	*	*	16	12	*	*	*	*
02:00	*	*	*	*	15	5	*	*	*	*	15	5	*	*	*	*
03:00	*	*	*	*	26	22	*	*	*	*	26	22	*	*	*	*
04:00	*	*	*	*	**37**	**43**	*	*	*	*	**37**	**43**	*	*	*	*
05:00	*	*	*	*	18	30	*	*	*	*	18	30	*	*	*	*
06:00	*	*	*	*	37	20	*	*	*	*	37	20	*	*	*	*
07:00	*	*	*	*	9	14	*	*	*	*	9	14	*	*	*	*
08:00	*	*	*	*	5	9	*	*	*	*	5	9	*	*	*	*
09:00	*	*	*	*	2	10	*	*	*	*	2	10	*	*	*	*
10:00	*	*	*	*	3	2	*	*	*	*	3	2	*	*	*	*
11:00	*	*	*	*	4	0	*	*	*	*	4	0	*	*	*	*
Total	0	0	0	0	324	413	0	0	0	0	324	413	0	0	0	0
Day	0		0		737		0		0		737		0		0	
AM Peak					08:00	08:00					08:00	08:00				
Vol.					43	109					43	109				
PM Peak					16:00	16:00					16:00	16:00				
Vol.					37	43					37	43				

Comb. Total	0	0	737	0	0	737	0	0

ADT ADT 737 AADT 737

Ontario Traffic Inc
17705 Leslie St. Unit 6
Newmarket, Ontario
L3Y3E3, Canada

Site Code: 1213100001
Station ID: C78
Wanless Cres (E leg) S of Lawrence Ave E

Latitude: 0' 0.000 Undefined

Start Time	07-Nov-12 Wed	NB		SB		Combined		08-Nov- Thu	NB		SB		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		1	5	0	2	1	7		*	*	*	*	*	*
12:15		0	7	0	4	0	11		*	*	*	*	*	*
12:30		0	2	0	2	0	4		*	*	*	*	*	*
12:45		0	4	0	5	0	9		*	*	*	*	*	*
01:00		0	2	0	4	0	6		*	*	*	*	*	*
01:15		0	5	0	0	0	5		*	*	*	*	*	*
01:30		0	1	0	0	0	1		*	*	*	*	*	*
01:45		0	8	0	8	0	16		*	*	*	*	*	*
02:00		1	4	0	1	1	5		*	*	*	*	*	*
02:15		1	4	0	1	1	5		*	*	*	*	*	*
02:30		0	4	0	2	0	6		*	*	*	*	*	*
02:45		0	3	0	1	0	4		*	*	*	*	*	*
03:00		0	3	0	2	0	5		*	*	*	*	*	*
03:15		0	8	0	9	0	17		*	*	*	*	*	*
03:30		0	9	0	4	0	13		*	*	*	*	*	*
03:45		0	6	0	7	0	13		*	*	*	*	*	*
04:00		0	***5***	0	7	0	***12***		*	*	*	*	*	*
04:15		1	***8***	0	7	1	***15***		*	*	*	*	*	*
04:30		0	***13***	0	***14***	0	***27***		*	*	*	*	*	*
04:45		0	***11***	0	***15***	0	***26***		*	*	*	*	*	*
05:00		0	2	0	***7***	0	9		*	*	*	*	*	*
05:15		0	6	0	***10***	0	16		*	*	*	*	*	*
05:30		1	6	1	7	2	13		*	*	*	*	*	*
05:45		1	4	2	6	3	10		*	*	*	*	*	*
06:00		2	6	0	4	2	10		*	*	*	*	*	*
06:15		2	14	0	5	2	19		*	*	*	*	*	*
06:30		3	9	0	4	3	13		*	*	*	*	*	*
06:45		1	8	1	7	2	15		*	*	*	*	*	*
07:00		3	3	4	8	7	11		*	*	*	*	*	*
07:15		9	2	8	4	17	6		*	*	*	*	*	*
07:30		1	1	15	0	16	1		*	*	*	*	*	*
07:45		2	3	23	2	25	5		*	*	*	*	*	*
08:00		6	4	***25***	3	***31***	7		*	*	*	*	*	*
08:15		***12***	0	***24***	4	***36***	4		*	*	*	*	*	*
08:30		***16***	1	***34***	2	***50***	3		*	*	*	*	*	*
08:45		***9***	0	***26***	0	***35***	0		*	*	*	*	*	*
09:00		***14***	0	16	1	30	1		*	*	*	*	*	*
09:15		3	0	13	2	16	2		*	*	*	*	*	*
09:30		12	2	5	6	17	8		*	*	*	*	*	*
09:45		6	0	9	1	15	1		*	*	*	*	*	*
10:00		4	1	3	1	7	2		*	*	*	*	*	*
10:15		4	2	3	0	7	2		*	*	*	*	*	*
10:30		4	0	4	0	8	0		*	*	*	*	*	*
10:45		4	0	2	1	6	1		*	*	*	*	*	*
11:00		4	0	4	0	8	0		*	*	*	*	*	*
11:15		1	3	2	0	3	3		*	*	*	*	*	*
11:30		5	1	5	0	10	1		*	*	*	*	*	*
11:45		1	0	4	0	5	0		*	*	*	*	*	*
Total		134	190	233	180	367	370		0	0	0	0	0	0
Day Total		324		413		737			0		0		0	
% Total		18.2%	25.8%	31.6%	24.4%				0.0%	0.0%	0.0%	0.0%		
Peak		08:15	04:00	08:00	04:30	08:00	04:00							
Vol.		51	37	109	46	152	80							
P.H.F.		0.797	0.712	0.801	0.767	0.760	0.741							

ADT	ADT 737	AADT 737

APPENDIX C: ORIGIN-DESTINATION (O-D) LICENCE PLATE TRACE SURVEY

Origin – Destination (O - D) Licence Plate Trace Survey Locations

AM

Survey Start Time	6:30 AM
Survey End Time	9:30 AM
Current Time	

ALL			TO															
			26	27	25	24	37	23	21	36	35	34	33	32	30			
			1	2	3	4	5	6	7	8	9	10	11	12	13	Internal	Through	TOTAL IN
FROM	26	1	2	4	6	1	3	3	18	1	5	2	8	3	1	41	57	98
	27	2	2	7	23	0	2	1	4	2	4	5	40	9	0	70	99	169
	25	3	2	0	26	0	7	2	74	2	3	1	11	2	2	95	132	227
	24	4	0	0	6	1	1	2	4	0	0	1	2	1	0	20	18	38
	37	5	0	0	6	0	3	1	22	2	2	0	17	0	0	35	53	88
	23	6	0	0	2	0	0	1	6	1	1	2	1	1	0	11	15	26
	21	7	3	2	61	0	2	2	15	7	2	1	12	2	0	154	109	263
	36	8	0	0	4	0	1	2	6	7	3	0	2	0	0	32	25	57
	35	9	0	0	6	0	0	0	7	18	10	2	1	1	0	39	45	84
	34	10	0	3	19	0	0	0	8	4	4	1	5	4	0	23	48	71
	33	11	0	3	18	0	6	1	12	3	1	2	4	4	1	76	55	131
	32	12	1	5	10	0	4	0	9	2	4	1	5	4	0	46	45	91
	30	13	1	3	7	0	1	0	6	5	0	2	8	2	0	22	35	57
																664	**736**	**1,400**
		Internal	30	39	297	11	37	42	291	70	78	51	215	70	17	**1,248**		
		Through	11	27	194	2	30	15	191	54	39	20	116	33	4	**736**		
		TOTAL OUT	41	66	491	13	67	57	482	124	117	71	331	103	21	**1,984**		

Zone #	Inbound Location	Dir	Distrubution %	Outbound Location of Transient Traffic-AM Peak Hour													Through	Internal	Total In
				1	2	3	4	5	6	7	8	9	10	11	12	13			
1	Wood Ave just west of Bayview Ave	SBR	100	1.0	1.0	2.0	4.0	0.0	0.0	1.0	2.0	0.0	1.0	0.0	0.0	6.0	18.0	20.0	38.0
2	St. Leonards Ave just west of Bayview Ave	SBR	100	0.0	3.0	1.0	22.0	2.0	2.0	0.0	17.0	0.0	0.0	0.0	0.0	6.0	53.0	35.0	88.0
3	Dawlish Ave just west of Bayview Ave	SBR	50	0.0	0.0	0.5	3.0	0.5	0.5	1.0	0.5	0.0	0.5	0.0	0.0	1.0	15.0	11.0	26.0
		NBL	50	0.0	0.0	0.5	3.0	0.5	0.5	1.0	0.5	0.0	0.5	0.0	0.0	1.0			
4	Mildenhall Rd just north of Stratford Cres	WBR	86	0.0	1.7	1.7	12.9	6.0	1.7	0.9	10.3	0.0	1.7	2.6	1.7	52.5	109.0	154.0	263.0
		EBL	14	0.0	0.3	0.3	2.1	1.0	0.3	0.1	1.7	0.0	0.3	0.4	0.3	8.5			
5	Strathgowan Cres just north of Blythwood Rd	WBR	60	0.0	0.6	1.2	3.6	4.2	1.8	0.0	1.2	0.0	0.0	0.0	0.0	2.4	25.0	32.0	57.0
		EBL	40	0.0	0.4	0.8	2.4	2.8	1.2	0.0	0.8	0.0	0.0	0.0	0.0	1.6			
6	Glengowan Rd just east of Mt. Pleasant Rd	NBR	92	0.0	0.0	0.0	6.4	16.6	9.2	1.8	0.9	0.0	0.9	0.0	0.0	5.5	45.0	39.0	84.0
		SBL	5	0.0	0.0	0.0	0.4	0.9	0.5	0.1	0.1	0.0	0.1	0.0	0.0	0.3			
		EBT	3	0.0	0.0	0.0	0.2	0.5	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.2			
7	Dawlish Ave just east of Mt. Pleasant Rd	NBR	87	0.0	0.0	0.0	7.0	3.5	3.5	0.9	4.4	0.0	3.5	0.0	2.6	16.5	48.0	23.0	71.0
		SBL	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
		EBT	13	0.0	0.0	0.0	1.0	0.5	0.5	0.1	0.7	0.0	0.5	0.0	0.4	2.5			
8	St. Leonards Ave just east of Mt. Pleasant Rd	NBR	3	0.0	0.2	0.0	0.4	0.1	0.0	0.1	0.1	0.0	0.1	0.0	0.1	0.5	55.6	76.0	131.6
		SBL	22	0.0	1.3	0.2	2.6	0.7	0.2	0.4	0.9	0.2	0.9	0.0	0.7	4.0			
		EBT	76	0.0	4.6	0.8	9.1	2.3	0.8	1.5	3.0	0.8	3.0	0.0	2.3	13.7			
9	Lympstone Ave just east of Lawrence Cres	NBR	47	0.0	0.5	0.0	2.8	2.4	0.0	0.9	3.8	0.0	0.9	0.5	1.4	3.3	35.0	22.0	57.0
		SBL	1	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.1			
		EBT	52	0.0	0.5	0.0	3.1	2.6	0.0	1.0	4.2	0.0	1.0	0.5	1.6	3.6			
10	Dinnick Cres just east of Mt. Pleasant Rd	NBR	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	45.0	46.0	91.0
		SBL	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
		EBT	100	0.0	4.0	0.0	9.0	2.0	4.0	1.0	5.0	0.0	4.0	1.0	5.0	10.0			
11	Wanless Cres W just south of Lawrence Ave E	EBR	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	57.0	41.0	98.0
		WBL	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
		SBT	100	1.0	3.0	3.0	18.0	1.0	5.0	2.0	8.0	1.0	3.0	2.0	4.0	6.0			
12	Wanless Cres E just south of Lawrence Ave E	EBR	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.0	70.0	169.0
		WBL	82	0.0	1.6	0.8	3.3	1.6	3.3	4.1	32.8	0.0	7.4	1.6	5.7	18.9			
		SBT	18	0.0	0.4	0.2	0.7	0.4	0.7	0.9	7.2	0.0	1.6	0.4	1.3	4.1			
13	Mildenhall Rd just south of Lawrence Ave E	EBR	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	132.0	95.0	227.0
		WBL	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
		SBT	100	0.0	7.0	2.0	74.0	2.0	3.0	1.0	11.0	2.0	2.0	2.0	0.0	26.0			
	:Restricted Turn		Through	2.0	30.1	15.0	191.1	54.0	39.0	20.0	116.0	4.0	33.0	11.0	27.0	194.2	**736.6**	**736.6**	**664.0**	**1400.6**
			Internal	11.0	37.0	42.0	291.0	70.0	78.0	51.0	215.0	17.0	70.0	30.0	39.0	297.0	**1248.0**			
			Total In	13.0	67.1	57.0	482.1	124.0	117.0	71.0	331.0	21.0	103.0	41.0	66.0	491.2	**1984.6**		

PM

Survey Start Time	3:00 PM
Survey End Time	6:00 PM
Current Time	

ALL			TO															
			26	27	25	24	37	23	21	36	35	34	33	32	30			
			1	2	3	4	5	6	7	8	9	10	11	12	13	Internal	Through	TOTAL IN
FROM	26	1	3	0	4	0	0	0	5	5	3	2	20	15	5	43	62	105
	27	2	0	2	14	1	0	0	5	0	4	2	23	9	4	34	64	98
	25	3	1	2	18	1	9	3	75	2	5	2	46	6	2	150	172	322
	24	4	0	0	1	0	0	0	1	0	1	0	2	1	0	5	6	11
	37	5	3	1	15	1	0	0	11	3	5	4	64	3	1	81	111	192
	23	6	4	0	43	1	3	4	39	7	9	3	21	3	1	108	138	246
	21	7	5	3	152	1	3	1	14	15	11	5	33	4	2	226	249	475
	36	8	3	1	7	0	0	0	6	7	31	5	6	2	1	57	69	126
	35	9	1	0	8	0	1	0	5	5	12	0	3	1	1	51	37	88
	34	10	1	0	13	0	0	0	1	1	2	2	3	0	1	43	24	67
	33	11	0	2	29	0	1	1	8	1	2	0	6	2	0	90	52	142
	32	12	4	11	22	0	4	1	6	6	2	2	5	5	1	107	69	176
	30	13	1	8	11	0	3	0	3	0	1	2	6	2	1	42	38	80
																1,037	1,091	2,128
		Internal	22	23	234	6	20	22	161	70	94	33	236	75	23	1,019		
		Through	26	30	337	5	24	10	179	52	88	29	238	53	20	1,091		
		TOTAL OUT	48	53	571	11	44	32	340	122	182	62	474	128	43	2,110		

Zone #	Inbound Location	Dir	Distrubution %	Outbound Location of Transient Traffic-PM Peak Hour															Through	Internal	Total In
				1	2	3	4	5	6	7	8	9	10	11	12	13	Total				
1	Wood Ave just west of Bayview Ave	SBR	100	0.0	0.0	0.0	1.0	0.0	1.0	0.0	2.0	0.0	1.0	0.0	0.0	1.0	6.0		6.0	5.0	11.0
2	St. Leonards Ave just west of Bayview Ave	SBR	100	1.0	0.0	0.0	11.0	3.0	5.0	4.0	64.0	1.0	3.0	3.0	1.0	15.0	111.0		111.0	81.0	192.0
3	Dawlish Ave just west of Bayview Ave	SBR	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		138.0	108.0	246.0
		NBL	100	1.0	3.0	4.0	39.0	7.0	9.0	3.0	21.0	1.0	3.0	4.0	0.0	43.0	138.0				
4	Mildenhall Rd just north of Stratford Cres	WBR	50	0.5	1.5	0.5	7.0	7.5	5.5	2.5	16.5	1.0	2.0	2.5	1.5	76.0	124.5		249.0	226.0	475.0
		EBL	50	0.5	1.5	0.5	7.0	7.5	5.5	2.5	16.5	1.0	2.0	2.5	1.5	76.0	124.5				
5	Strathgowan Cres just north of Blythwood Rd	WBR	27	0.0	0.0	0.0	1.6	1.9	8.4	1.4	1.6	0.3	0.5	0.8	0.3	1.9	18.6		69.0	57.0	126.0
		EBL	73	0.0	0.0	0.0	4.4	5.1	22.6	3.7	4.4	0.7	1.5	2.2	0.7	5.1	50.4				
6	Glengowan Rd just east of Mt. Pleasant Rd	NBR	46	0.0	0.5	0.0	2.3	2.3	5.5	0.0	1.4	0.5	0.5	0.5	0.0	3.7	17.0		37.4	51.0	88.4
		SBL	42	0.0	0.4	0.0	2.1	2.1	5.0	0.0	1.3	0.4	0.4	0.4	0.0	3.4	15.5				
		EBT	13	0.0	0.1	0.0	0.7	0.7	1.6	0.0	0.4	0.1	0.1	0.1	0.0	1.0	4.8				
7	Dawlish Ave just east of Mt. Pleasant Rd	NBR	72	0.0	0.0	0.0	0.7	0.7	1.4	1.4	2.2	0.7	0.0	0.7	0.0	9.4	17.3		24.0	43.0	67.0
		SBL	15	0.0	0.0	0.0	0.2	0.2	0.3	0.3	0.5	0.2	0.0	0.2	0.0	2.0	3.6				
		EBT	13	0.0	0.0	0.0	0.1	0.1	0.3	0.3	0.4	0.1	0.0	0.1	0.0	1.7	3.1				
8	St. Leonards Ave just east of Mt. Pleasant Rd	NBR	1	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.3	0.5		51.5	90.0	141.5
		SBL	21	0.0	0.2	0.2	1.7	0.2	0.4	0.0	1.3	0.0	0.4	0.0	0.4	6.1	10.9				
		EBT	77	0.0	0.8	0.8	6.2	0.8	1.5	0.0	4.6	0.0	1.5	0.0	1.5	22.3	40.0				
9	Lympstone Ave just east of Lawrence Cres	NBR	63	0.0	1.9	0.0	1.9	0.0	0.6	1.3	3.8	0.6	1.3	0.6	5.0	6.9	23.9		38.0	42.0	80.0
		SBL	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.1	0.4				
		EBT	36	0.0	1.1	0.0	1.1	0.0	0.4	0.7	2.2	0.4	0.7	0.4	2.9	4.0	13.7				
10	Dinnick Cres just east of Mt. Pleasant Rd	NBR	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		69.0	107.0	176.0
		SBL	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
		EBT	100	0.0	4.0	1.0	6.0	6.0	2.0	2.0	5.0	1.0	5.0	4.0	11.0	22.0	69.0				
11	Wanless Cres W just south of Lawrence Ave E	EBR	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		62.0	43.0	105.0
		WBL	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
		SBT	100	0.0	0.0	0.0	5.0	5.0	3.0	2.0	20.0	5.0	15.0	3.0	0.0	4.0	62.0				
12	Wanless Cres E just south of Lawrence Ave E	EBR	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		64.0	34.0	98.0
		WBL	37	0.4	0.0	0.0	1.9	0.0	1.5	0.7	8.5	1.5	3.3	0.0	0.7	5.2	23.7				
		SBT	63	0.6	0.0	0.0	3.2	0.0	2.5	1.3	14.5	2.5	5.7	0.0	1.3	8.8	40.3				
13	Mildenhall Rd just south of Lawrence Ave E	EBR	8	0.1	0.7	0.2	6.0	0.2	0.4	0.2	3.7	0.2	0.5	0.1	0.2	1.4	13.8		172.0	150.0	322.0
		WBL	52	0.5	4.7	1.6	39.0	1.0	2.6	1.0	23.9	1.0	3.1	0.5	1.0	9.4	89.4				
		SBT	40	0.4	3.6	1.2	30.0	0.8	2.0	0.8	18.4	0.8	2.4	0.4	0.8	7.2	68.8				
			Through	5.0	24.0	10.0	179.0	52.0	88.1	29.0	238.0	20.0	53.0	26.0	30.0	336.8	**1090.9**	**1090.9**	**1090.9**	**1037.0**	**2127.9**
			Internal	6.0	20.0	22.0	161.0	70.0	94.0	33.0	236.0	23.0	75.0	22.0	23.0	234.0		**1019.0**			
			Total In	11.0	44.0	32.0	340.0	122.0	182.1	62.0	474.0	43.0	128.0	48.0	53.0	570.8		**2109.9**			

APPENDIX D: THE HOME QUESTIONNAIRE

Lawrence Park Neighbourhood Road & Stormwater Management Study
QUESTIONNAIRE

Submit by February 28 - See details on back

The City of Toronto has initiated a Class Environmental Assessment (Class EA) study in the Lawrence Park neighbourhood to address issues related to road conditions, traffic and pedestrian safety. The study is also addressing stormwater management issues including road drainage, and surface and basement flooding.

A map of the study area is shown in Question #6. If you are within the study area, please take a few minutes to complete this voluntary questionnaire. Your answers will inform the study and help the study team get a better understanding of community perspectives on road and stormwater issues.

If you are outside of the study area, Canada Post unaddressed mail service has sent this package to you inadvertently. You do not need to fill out this questionnaire.

NOTE: To help answer any question, clearly illustrate and label your answers on the map (see Question #6) or use another sheet of paper.

This Questionnaire is available online www.toronto.ca/involved/projects/basement_flooding/sa_20.htm

*** * This information is not being collected and will not be used for claims or insurance purposes * ***

1. Please identify your street address _____ Postal Code: _____

2. Please specify if the building at this address is a: *Please check one answer*

HOME: ☐ **DETACHED** ☐**SEMI-DETACHED** ☐**TOWNHOUSE** ☐ **MULTIPLE-STOREY**
☐ **BUSINESS**
☐ **SCHOOL**
☐ **OTHER:** _____

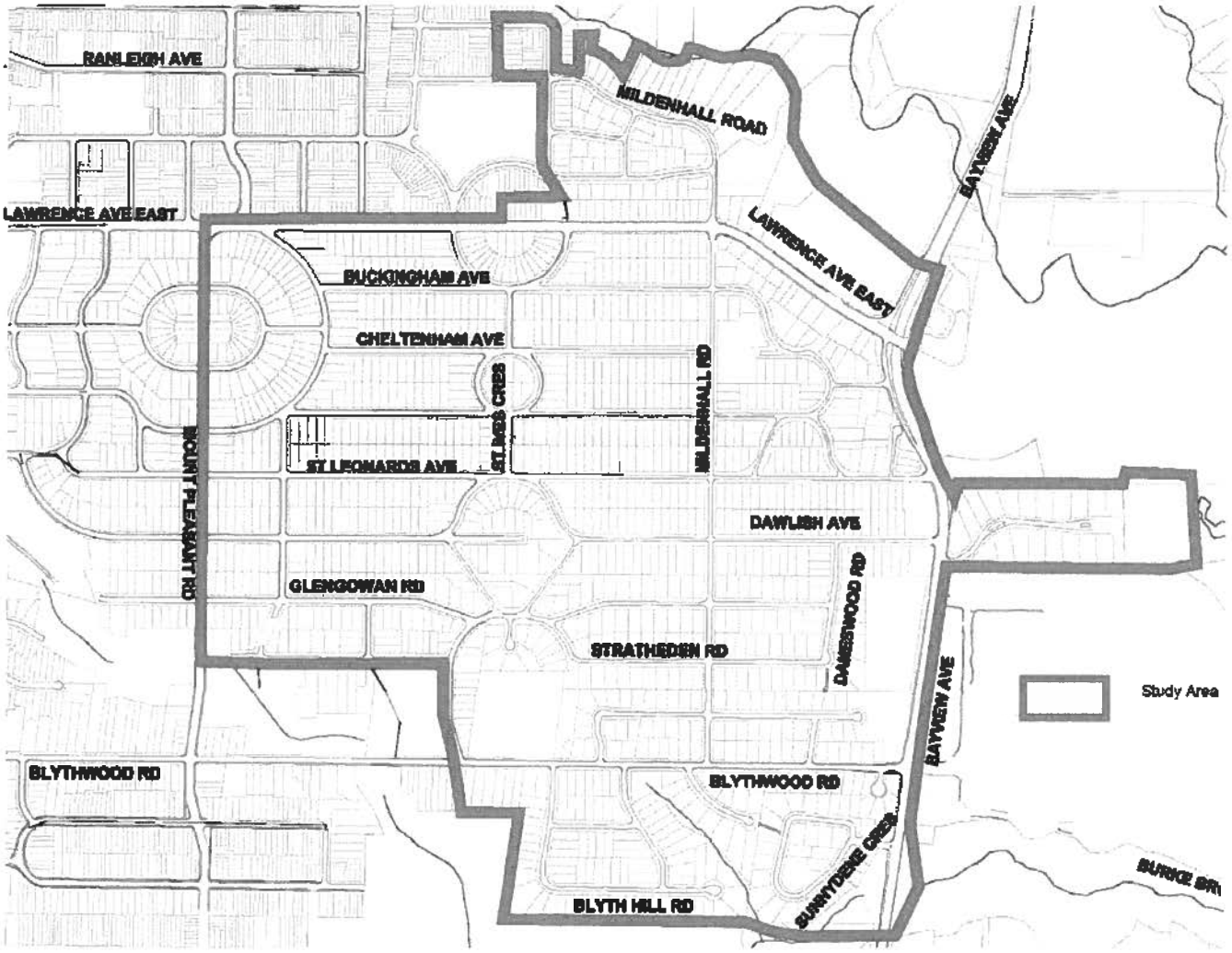
Please answer questions #3 to #6 based on all members of the household.

3. Is there a specific location(s) or section(s) of road that is often congested? If so, please identify location or section of the road.

4. Are there specific locations (intersections or streets) within the study area that are unsafe for pedestrians, cyclists, and/or drivers? If yes, please be specific and explain why.

5. Please identify other opportunities to improve local roads through: traffic signage, sidewalks, pedestrian crosswalks, pedestrian shortcuts, sidewalk and street lighting, traffic calming, etc.

6. The Project Team is interested in learning about transportation patterns within the study area. On the map below, please draw the primary route your household members use on a daily basis during the morning weekday rush hour (7 am to 9 am) to exit the neighbourhood.



7. During rainstorms, does water run over-land from the road onto your property, causing surface flooding problems? ☐**YES** ☐**NO**

8. During rainstorms, are you aware of any specific locations or intersections in the study area that experience significant ponding or water that sits in pools on the road? ☐**YES** ☐**NO**
If **YES**, which locations: _____

_____

9. Does the building at your address have a basement?
   - ☐ **YES – continue to Question #10a**
   - ☐ **NO – skip to Question 12**

10a. Have you experienced any basement flooding problems on the property?
   - ☐ **YES – continue to Question #10b**
   - ☐ **NO – skip to Question 11**

10b. How many times have you experienced basement flooding? _____

Please identify the date (month/year) of each basement flooding incident and the depth of water in the basement.

	Month/Year	Water Depth (in/cm)		Month/Year	Water Depth (in/cm)
1.			4.		
2.			5.		
3.			6.		

10c. Did you report the basement flooding incidence(s) to the City or 311? ☐ **YES** ☐ **NO**

10d. Did the water entering your basement appear to be coming from any of the following?
Check all that apply: ☐ **FLOOR DRAIN** ☐ **TOILET/SINK** ☐ **WALLS** ☐ **WINDOW/DOOR**

10e. Did the water entering the basement have an odour? ☐ **YES** ☐ **NO**

10f. If there was an odour, what did it smell like: ☐ **SEWAGE** ☐ **DIRT/MUD** ☐ **OIL/GREASE**

10g. How did the water appear? ☐ **CLEAR** ☐ **DIRTY**

11. Do you have a sump pump installed in your basement? ☐ **YES** ☐ **NO** ☐ **DON'T KNOW**
If yes, where does the pumped water discharge to? ☐ **GROUND** ☐ **SEWER** ☐ **DON'T KNOW**

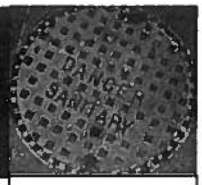
12. Do you have any back-water valves installed on your drains? ☐ **YES** ☐ **NO** ☐ **DON'T KNOW**

Backwater Valve

A back-water valve is a device installed on your drain that allows the one-way flow of sewage out of the home, while blocking sewage from backing-up from the street sewer.

13. During rainstorms, have you noticed water coming out of catch basins or sewer manhole lids?
☐ **YES** ☐ **NO**
If yes, where/which intersections:
_____
_____
_____
_____

Catch Basin



Manhole lid

14. How many roof downspouts are on your property? _____

15. How many downspouts have been disconnected from the sewer? _____

16. Where do your disconnected downspouts drain?
☐ **GRASS/LAWN** ☐ **GARDEN** ☐ **DRIVEWAY**
☐ **PATIO** ☐ **OTHER:** _____

Downspout Connected

Downspout Disconnected

17. Do you have a driveway that slopes down towards your building?
☐ **YES** ☐ **NO**

We welcome any additional comments about road- and flooding-related issues in the area.

Thank you for taking the time to complete this survey.

Please return the completed questionnaire by **FEBRUARY 28, 2013:**

- Enclosed pre-paid envelope, or
- fax 416-392-2974, or
- email kkusiak@toronto.ca

- **For general city services, e.g., tree or water issues, please call 3-1-1 (available 24 hours a day, 7 days a week)**

- **Questions:** Kate Kusiak at kkusiak@toronto.ca phone 416-392-2962, fax 416 392-2974

The personal information on this form is collected under the authority of the City of Toronto Act, 2006, S. 136 (c) ; City of Toronto Municipal Code, Chapter 681 (Sewers), and City of Toronto Confirmatory By-law No. 1172-2011. The information is used to contact you about future meetings and to provide updates regarding the Lawrence Park Neighbourhood EA Study. Questions about the collection of this information may be directed to Kate Kusiak, Senior Public Consultation Co-ordinator, Metro Hall, 55 John Street 19th Floor, Toronto, Ontario M5V 3C6.

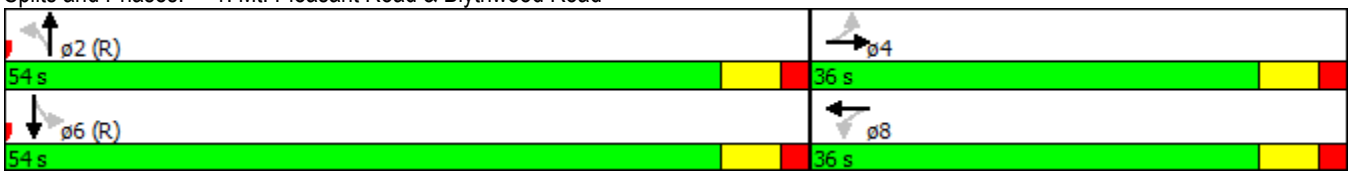
APPENDIX E: ANALYSIS OF INTERSECTIONS IN THE AM AND PM PEAK HOURS

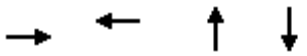
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	33	340	78	176	28	919	34	934
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	22.0	22.0	22.0	22.0	17.0	17.0	17.0	17.0
Minimum Split (s)	28.0	28.0	28.0	28.0	23.0	23.0	23.0	23.0
Total Split (s)	36.0	36.0	36.0	36.0	54.0	54.0	54.0	54.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.0		6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		27.6		27.6		50.4		50.4
Actuated g/C Ratio		0.31		0.31		0.56		0.56
v/c Ratio		0.82		0.88		0.68		0.62
Control Delay		41.9		55.0		16.5		20.2
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		41.9		55.0		16.5		20.2
LOS		D		D		B		C
Approach Delay		41.9		55.0		16.5		20.2
Approach LOS		D		D		B		C

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 36 (40%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 25.5 Intersection LOS: C
Intersection Capacity Utilization 99.7% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 1: Mt. Pleasant Road & Blythwood Road





Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	447	320	1220	1084
v/c Ratio	0.82	0.88	0.68	0.62
Control Delay	41.9	55.0	16.5	20.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	41.9	55.0	16.5	20.2
Queue Length 50th (m)	67.4	48.5	75.8	89.3
Queue Length 95th (m)	#105.3	#92.9	100.2	119.2
Internal Link Dist (m)	5283.7	876.4	6309.0	256.3
Turn Bay Length (m)				
Base Capacity (vph)	590	393	1782	1738
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.76	0.81	0.68	0.62

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	33	340	51	78	176	50	28	919	213	34	934	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		0.99			1.00			0.99			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.98			0.98			0.97			0.99	
Flt Protected		1.00			0.99			1.00			1.00	
Satd. Flow (prot)		1838			1832			3484			3573	
Flt Permitted		0.95			0.62			0.90			0.86	
Satd. Flow (perm)		1755			1156			3146			3093	
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)	35	358	54	82	185	53	29	967	224	36	983	65
RTOR Reduction (vph)	0	6	0	0	8	0	0	20	0	0	5	0
Lane Group Flow (vph)	0	441	0	0	312	0	0	1200	0	0	1079	0
Confl. Peds. (#/hr)			34	34			3		7	7		3
Heavy Vehicles (%)	3%	1%	6%	2%	0%	2%	3%	1%	1%	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)		27.6			27.6			50.4			50.4	
Effective Green, g (s)		27.6			27.6			50.4			50.4	
Actuated g/C Ratio		0.31			0.31			0.56			0.56	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		5.0			5.0			5.0			5.0	
Lane Grp Cap (vph)		538			354			1761			1732	
v/s Ratio Prot												
v/s Ratio Perm		0.25			c0.27			c0.38			0.35	
v/c Ratio		0.82			0.88			0.68			0.62	
Uniform Delay, d1		28.9			29.6			14.1			13.4	
Progression Factor		1.00			1.00			1.00			1.32	
Incremental Delay, d2		10.8			23.0			2.2			1.6	
Delay (s)		39.7			52.6			16.2			19.3	
Level of Service		D			D			B			B	
Approach Delay (s)		39.7			52.6			16.2			19.3	
Approach LOS		D			D			B			B	

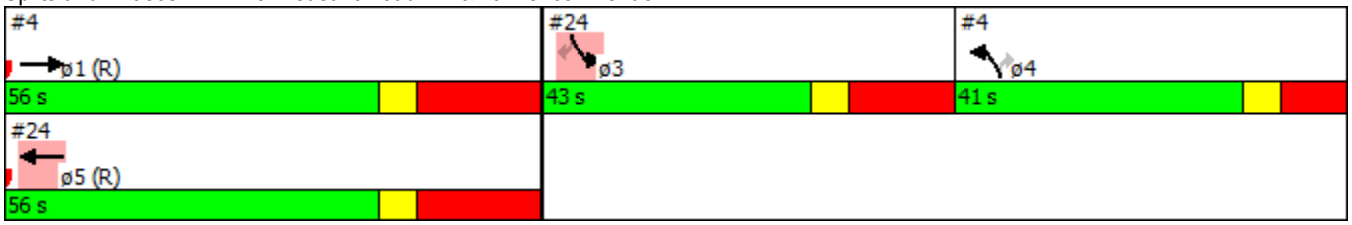
Intersection Summary			
HCM 2000 Control Delay	24.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	99.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBT	NBL	NBR	ø3	ø5
Lane Configurations						
Volume (vph)	665	554	338	398		
Turn Type	NA	NA	NA	Perm		
Protected Phases	1	Free!	4!		3	5
Permitted Phases				4		
Detector Phase	1		4	4		
Switch Phase						
Minimum Initial (s)	20.0		15.0	15.0	10.0	20.0
Minimum Split (s)	55.0		33.0	33.0	37.0	55.0
Total Split (s)	56.0		41.0	41.0	43.0	56.0
Total Split (%)	40.0%		29.3%	29.3%	31%	40%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	13.0		7.0	7.0	11.0	13.0
Lost Time Adjust (s)	0.0		0.0	0.0		
Total Lost Time (s)	17.0		11.0	11.0		
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	C-Max		Max	Max	None	C-Max
Act Effct Green (s)	39.0	140.0	30.0	30.0		
Actuated g/C Ratio	0.28	1.00	0.21	0.21		
v/c Ratio	1.19	0.32	0.90	1.20		
Control Delay	142.3	0.1	80.4	160.4		
Queue Delay	0.0	0.0	0.0	0.0		
Total Delay	142.3	0.1	80.4	160.4		
LOS	F	A	F	F		
Approach Delay	142.3	0.1	123.7			
Approach LOS	F	A	F			

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 1:EBT and 5:, Start of Green, Master Intersection	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.20	
Intersection Signal Delay: 83.0	Intersection LOS: F
Intersection Capacity Utilization 108.2%	ICU Level of Service G
Analysis Period (min) 15	
! Phase conflict between lane groups.	

Splits and Phases: 4: Mt. Pleasant Road NB & Lawrence Avenue E



Lane Group	EBT	WBT	NBL	NBR
Lane Group Flow (vph)	1049	1119	345	406
v/c Ratio	1.19	0.32	0.90	1.20
Control Delay	142.3	0.1	80.4	160.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	142.3	0.1	80.4	160.4
Queue Length 50th (m)	~184.4	0.0	93.9	~135.7
Queue Length 95th (m)	#226.1	m0.0	#148.4	#199.4
Internal Link Dist (m)	5333.5	53.2	417.5	
Turn Bay Length (m)				
Base Capacity (vph)	878	3483	383	339
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	1.19	0.32	0.90	1.20

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.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	665	363	543	554	338	398
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	17.0			4.0	11.0	11.0
Lane Util. Factor	0.95			0.95	1.00	1.00
Frpb, ped/bikes	0.99			1.00	1.00	1.00
Flpb, ped/bikes	1.00			1.00	1.00	1.00
Frt	0.95			1.00	1.00	0.85
Flt Protected	1.00			0.98	0.95	1.00
Satd. Flow (prot)	3152			3492	1789	1585
Flt Permitted	1.00			0.98	0.95	1.00
Satd. Flow (perm)	3152			3492	1789	1585
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	679	370	554	565	345	406
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1049	0	0	1119	345	406
Confl. Peds. (#/hr)		22	22		22	
Heavy Vehicles (%)	9%	7%	2%	2%	2%	3%
Turn Type	NA		Perm	NA	NA	Perm
Protected Phases	1			Free!	4!	
Permitted Phases			Free!			4
Actuated Green, G (s)	39.0			140.0	30.0	30.0
Effective Green, g (s)	39.0			140.0	30.0	30.0
Actuated g/C Ratio	0.28			1.00	0.21	0.21
Clearance Time (s)	17.0				11.0	11.0
Vehicle Extension (s)	5.0				5.0	5.0
Lane Grp Cap (vph)	878			3492	383	339
v/s Ratio Prot	c0.33			0.32	0.19	
v/s Ratio Perm						c0.26
v/c Ratio	1.19			0.32	0.90	1.20
Uniform Delay, d1	50.5			0.0	53.6	55.0
Progression Factor	1.00			1.00	1.00	1.00
Incremental Delay, d2	98.8			0.1	26.7	114.0
Delay (s)	149.3			0.1	80.3	169.0
Level of Service	F			A	F	F
Approach Delay (s)	149.3			0.1	128.2	
Approach LOS	F			A	F	

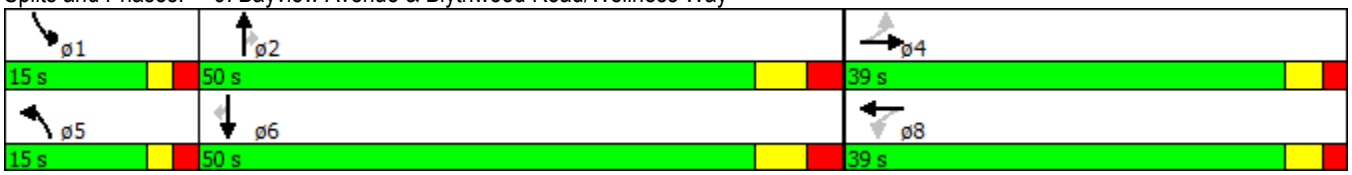
Intersection Summary			
HCM 2000 Control Delay	86.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	43.0
Intersection Capacity Utilization	108.2%	ICU Level of Service	G
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Volume (vph)	217	238	119	59	250	1128	333	220	1229	39
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4		8	5	2		1	6	
Permitted Phases	4		8				2			6
Detector Phase	4	4	8	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	4.0	12.0	12.0	4.0	12.0	12.0
Minimum Split (s)	37.0	37.0	37.0	37.0	8.0	50.0	50.0	8.0	50.0	50.0
Total Split (s)	39.0	39.0	39.0	39.0	15.0	50.0	50.0	15.0	50.0	50.0
Total Split (%)	37.5%	37.5%	37.5%	37.5%	14.4%	48.1%	48.1%	14.4%	48.1%	48.1%
Yellow Time (s)	3.0	3.0	3.0	3.0	2.0	4.0	4.0	2.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	3.0	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	4.0	7.0	7.0	4.0	7.0	7.0
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	34.0	34.0	34.0	34.0	11.0	41.9	41.9	11.0	41.9	41.9
Actuated g/C Ratio	0.33	0.33	0.33	0.33	0.11	0.41	0.41	0.11	0.41	0.41
v/c Ratio	0.53	0.86	1.27	0.20	1.39	0.80	0.47	1.23	0.87	0.07
Control Delay	34.1	45.0	214.8	15.6	240.0	31.8	12.0	182.5	35.8	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.1	45.0	214.8	15.6	240.0	31.8	12.0	182.5	35.8	2.4
LOS	C	D	F	B	F	C	B	F	D	A
Approach Delay		41.6		114.4		58.4			56.6	
Approach LOS		D		F		E			E	

Intersection Summary	
Cycle Length: 104	
Actuated Cycle Length: 102.9	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.39	
Intersection Signal Delay: 58.1	Intersection LOS: E
Intersection Capacity Utilization 105.0%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 9: Bayview Avenue & Blythwood Road/Wellness Way

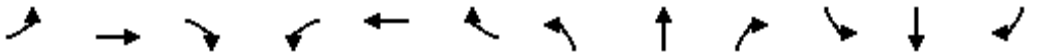


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	221	504	121	123	255	1151	340	224	1254	40
v/c Ratio	0.53	0.86	1.27	0.20	1.39	0.80	0.47	1.23	0.87	0.07
Control Delay	34.1	45.0	214.8	15.6	240.0	31.8	12.0	182.5	35.8	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.1	45.0	214.8	15.6	240.0	31.8	12.0	182.5	35.8	2.4
Queue Length 50th (m)	36.2	86.0	~31.1	9.7	~69.3	104.3	20.5	~56.5	118.7	0.0
Queue Length 95th (m)	60.3	#143.7	#66.2	22.7	#117.4	130.3	44.1	#102.1	147.7	3.3
Internal Link Dist (m)		332.3		2030.4		6641.6			279.4	
Turn Bay Length (m)	15.0				80.0		35.0	55.0		30.0
Base Capacity (vph)	415	587	95	608	184	1481	742	182	1481	598
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	0.53	0.86	1.27	0.20	1.39	0.78	0.46	1.23	0.85	0.07

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.



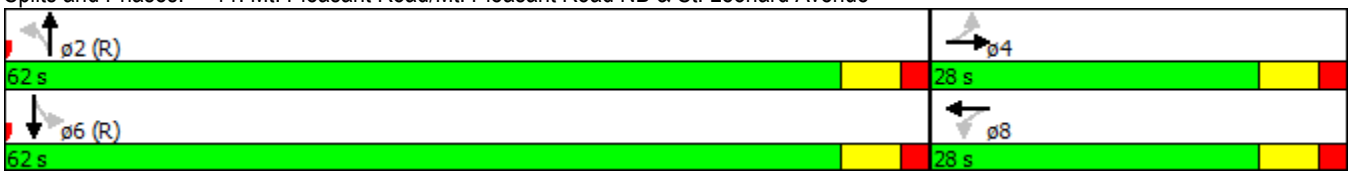
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	217	238	256	119	59	62	250	1128	333	220	1229	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		4.0	7.0	7.0	4.0	7.0	7.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	0.96		1.00	0.99		1.00	1.00	0.97	1.00	1.00	0.97
Flpb, ped/bikes	0.99	1.00		0.98	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.92		1.00	0.92		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1765	1667		1604	1731		1722	3544	1521	1706	3544	1343
Flt Permitted	0.68	1.00		0.17	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1257	1667		290	1731		1722	3544	1521	1706	3544	1343
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	221	243	261	121	60	63	255	1151	340	224	1254	40
RTOR Reduction (vph)	0	37	0	0	36	0	0	0	108	0	0	24
Lane Group Flow (vph)	221	467	0	121	87	0	255	1151	232	224	1254	16
Confl. Peds. (#/hr)	17		78	78		17	8		27	27		8
Heavy Vehicles (%)	2%	0%	3%	11%	2%	0%	6%	3%	4%	7%	3%	18%
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					2			6
Actuated Green, G (s)	34.0	34.0		34.0	34.0		11.0	41.9	41.9	11.0	41.9	41.9
Effective Green, g (s)	34.0	34.0		34.0	34.0		11.0	41.9	41.9	11.0	41.9	41.9
Actuated g/C Ratio	0.33	0.33		0.33	0.33		0.11	0.41	0.41	0.11	0.41	0.41
Clearance Time (s)	5.0	5.0		5.0	5.0		4.0	7.0	7.0	4.0	7.0	7.0
Vehicle Extension (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lane Grp Cap (vph)	415	550		95	571		184	1443	619	182	1443	546
v/s Ratio Prot		0.28			0.05		c0.15	0.32		0.13	c0.35	
v/s Ratio Perm	0.18			c0.42					0.15			0.01
v/c Ratio	0.53	0.85		1.27	0.15		1.39	0.80	0.37	1.23	0.87	0.03
Uniform Delay, d1	28.0	32.1		34.5	24.3		46.0	26.8	21.3	46.0	28.0	18.3
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	2.4	12.8		182.6	0.3		203.6	3.6	0.8	142.3	6.4	0.0
Delay (s)	30.4	44.9		217.1	24.5		249.6	30.4	22.1	188.3	34.3	18.3
Level of Service	C	D		F	C		F	C	C	F	C	B
Approach Delay (s)		40.5			120.0			60.8			56.6	
Approach LOS		D			F			E			E	

Intersection Summary			
HCM 2000 Control Delay	59.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	102.9	Sum of lost time (s)	16.0
Intersection Capacity Utilization	105.0%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	4	58	115	80	16	763	13	839
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)	21.0	21.0	21.0	21.0	17.0	17.0	17.0	17.0
Minimum Split (s)	27.0	27.0	27.0	27.0	23.0	23.0	23.0	23.0
Total Split (s)	28.0	28.0	28.0	28.0	62.0	62.0	62.0	62.0
Total Split (%)	31.1%	31.1%	31.1%	31.1%	68.9%	68.9%	68.9%	68.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.0		6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		21.4		21.4		56.6		56.6
Actuated g/C Ratio		0.24		0.24		0.63		0.63
v/c Ratio		0.24		0.60		0.42		0.43
Control Delay		20.6		38.4		3.5		9.3
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		20.6		38.4		3.5		9.3
LOS		C		D		A		A
Approach Delay		20.6		38.4		3.5		9.3
Approach LOS		C		D		A		A

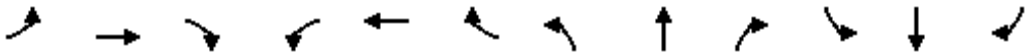
Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 65 (72%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay: 10.4	Intersection LOS: B
Intersection Capacity Utilization 61.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 11: Mt. Pleasant Road/Mt. Pleasant Road NB & St. Leonard Avenue



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	108	208	871	903
v/c Ratio	0.24	0.60	0.42	0.43
Control Delay	20.6	38.4	3.5	9.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	20.6	38.4	3.5	9.3
Queue Length 50th (m)	10.1	32.1	8.4	37.1
Queue Length 95th (m)	22.9	53.9	22.8	50.5
Internal Link Dist (m)	159.1	867.4	91.1	417.5
Turn Bay Length (m)				
Base Capacity (vph)	456	358	2087	2100
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.24	0.58	0.42	0.43

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	4	58	41	115	80	3	16	763	48	13	839	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		0.99			1.00			1.00			1.00	
Flpb, ped/bikes		1.00			0.99			1.00			1.00	
Frt		0.95			1.00			0.99			1.00	
Flt Protected		1.00			0.97			1.00			1.00	
Satd. Flow (prot)		1779			1814			3561			3560	
Flt Permitted		0.99			0.78			0.93			0.94	
Satd. Flow (perm)		1761			1463			3313			3338	
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)	4	61	43	121	84	3	17	803	51	14	883	6
RTOR Reduction (vph)	0	27	0	0	1	0	0	5	0	0	0	0
Lane Group Flow (vph)	0	81	0	0	207	0	0	866	0	0	903	0
Confl. Peds. (#/hr)	16		13	13		16	1		14	14		1
Heavy Vehicles (%)	0%	0%	2%	0%	1%	100%	6%	1%	2%	23%	2%	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)		21.4			21.4			56.6			56.6	
Effective Green, g (s)		21.4			21.4			56.6			56.6	
Actuated g/C Ratio		0.24			0.24			0.63			0.63	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		5.0			5.0			5.0			5.0	
Lane Grp Cap (vph)		418			347			2083			2099	
v/s Ratio Prot												
v/s Ratio Perm		0.05			c0.14			0.26			c0.27	
v/c Ratio		0.19			0.60			0.42			0.43	
Uniform Delay, d1		27.4			30.5			8.4			8.5	
Progression Factor		1.00			1.00			0.35			1.00	
Incremental Delay, d2		0.5			4.1			0.6			0.6	
Delay (s)		27.9			34.6			3.5			9.1	
Level of Service		C			C			A			A	
Approach Delay (s)		27.9			34.6			3.5			9.1	
Approach LOS		C			C			A			A	

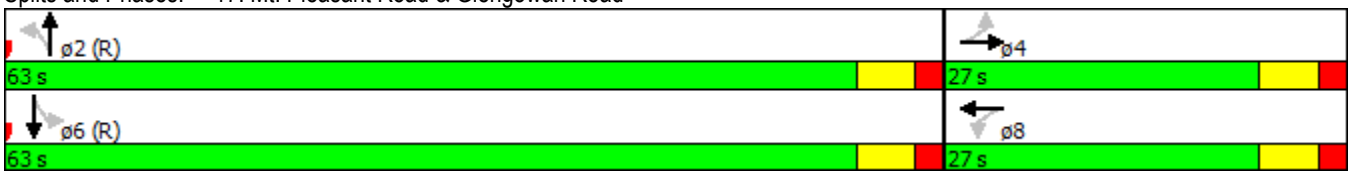
Intersection Summary			
HCM 2000 Control Delay	10.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	61.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

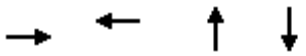
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	2	0	30	0	6	930	13	1029
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	19.0	19.0	19.0	19.0
Minimum Split (s)	26.0	26.0	26.0	26.0	25.0	25.0	25.0	25.0
Total Split (s)	27.0	27.0	27.0	27.0	63.0	63.0	63.0	63.0
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)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.0		6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		8.6		8.6		77.2		77.2
Actuated g/C Ratio		0.10		0.10		0.86		0.86
v/c Ratio		0.02		0.26		0.34		0.38
Control Delay		0.2		19.3		9.1		2.0
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		0.2		19.3		9.1		2.0
LOS		A		B		A		A
Approach Delay		0.3		19.3		9.1		2.0
Approach LOS		A		B		A		A

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 89 (99%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.38
Intersection Signal Delay: 5.7 — Intersection LOS: A
Intersection Capacity Utilization 53.5% — ICU Level of Service A
Analysis Period (min) 15

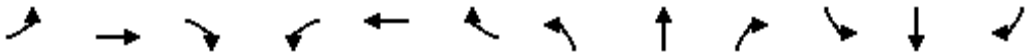
Splits and Phases: 17: Mt. Pleasant Road & Glengowan Road





Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	4	43	1006	1099
v/c Ratio	0.02	0.26	0.34	0.38
Control Delay	0.2	19.3	9.1	2.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	0.2	19.3	9.1	2.0
Queue Length 50th (m)	0.0	1.1	76.0	11.1
Queue Length 95th (m)	0.0	10.3	103.9	16.8
Internal Link Dist (m)	134.3	365.0	256.3	82.7
Turn Bay Length (m)				
Base Capacity (vph)	370	356	2932	2887
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.01	0.12	0.34	0.38

Intersection Summary



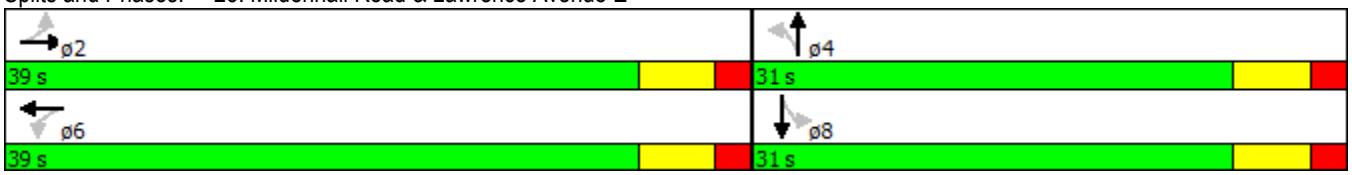
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	0	2	30	0	10	6	930	20	13	1029	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		1.00			1.00			1.00			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.93			0.97			1.00			1.00	
Flt Protected		0.98			0.96			1.00			1.00	
Satd. Flow (prot)		1748			1744			3601			3586	
Flt Permitted		0.82			0.78			0.95			0.94	
Satd. Flow (perm)		1468			1409			3418			3366	
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)	2	0	2	32	0	11	6	979	21	14	1083	2
RTOR Reduction (vph)	0	4	0	0	34	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	9	0	0	1005	0	0	1099	0
Confl. Peds. (#/hr)							3		2	2		3
Heavy Vehicles (%)	0%	0%	0%	0%	0%	10%	0%	1%	0%	50%	1%	31%
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)		5.6			5.6			72.4			72.4	
Effective Green, g (s)		5.6			5.6			72.4			72.4	
Actuated g/C Ratio		0.06			0.06			0.80			0.80	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		5.0			5.0			5.0			5.0	
Lane Grp Cap (vph)		91			87			2749			2707	
v/s Ratio Prot												
v/s Ratio Perm		0.00			c0.01			0.29			c0.33	
v/c Ratio		0.00			0.11			0.37			0.41	
Uniform Delay, d1		39.6			39.8			2.4			2.6	
Progression Factor		1.00			1.00			3.43			0.58	
Incremental Delay, d2		0.0			1.1			0.3			0.4	
Delay (s)		39.6			41.0			8.6			1.9	
Level of Service		D			D			A			A	
Approach Delay (s)		39.6			41.0			8.6			1.9	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay	5.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	53.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	13	998	10	867	23	49	127	70
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		2		6		4		8
Permitted Phases	2		6		4		8	
Detector Phase	2	2	6	6	4	4	8	8
Switch Phase								
Minimum Initial (s)	23.0	23.0	23.0	23.0	7.0	7.0	7.0	7.0
Minimum Split (s)	29.0	29.0	29.0	29.0	21.5	21.5	30.0	30.0
Total Split (s)	39.0	39.0	39.0	39.0	31.0	31.0	31.0	31.0
Total Split (%)	55.7%	55.7%	55.7%	55.7%	44.3%	44.3%	44.3%	44.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.5	-1.5	-1.5	-1.5		-1.5		-1.5
Total Lost Time (s)	4.5	4.5	4.5	4.5		4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	None	None	None	None
Act Effct Green (s)	34.7	34.7	34.7	34.7		20.4		20.4
Actuated g/C Ratio	0.54	0.54	0.54	0.54		0.32		0.32
v/c Ratio	0.06	0.59	0.06	0.58		0.62		0.72
Control Delay	10.0	12.7	10.1	12.6		19.9		32.9
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	10.0	12.7	10.1	12.6		19.9		32.9
LOS	A	B	B	B		B		C
Approach Delay		12.7		12.6		19.9		32.9
Approach LOS		B		B		B		C

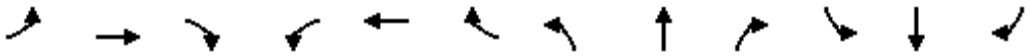
Intersection Summary	
Cycle Length: 70	
Actuated Cycle Length: 64.2	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 15.3	Intersection LOS: B
Intersection Capacity Utilization 82.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 23: Mildenhall Road & Lawrence Avenue E



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	13	1025	10	970	315	219
v/c Ratio	0.06	0.59	0.06	0.58	0.62	0.72
Control Delay	10.0	12.7	10.1	12.6	19.9	32.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.0	12.7	10.1	12.6	19.9	32.9
Queue Length 50th (m)	0.7	40.6	0.5	38.1	24.4	21.8
Queue Length 95th (m)	3.6	68.2	3.0	64.3	46.5	44.1
Internal Link Dist (m)		788.6		209.7	417.0	342.1
Turn Bay Length (m)	40.0		35.0			
Base Capacity (vph)	213	1738	181	1683	649	394
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	0.06	0.59	0.06	0.58	0.49	0.56

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	13	998	7	10	867	83	23	49	237	127	70	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5			4.5			4.5	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	0.99			1.00			0.99	
Flpb, ped/bikes	0.97	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	1.00		1.00	0.99			0.90			0.99	
Flt Protected	0.95	1.00		0.95	1.00			1.00			0.97	
Satd. Flow (prot)	1596	3214		1487	3115			1522			1644	
Flt Permitted	0.23	1.00		0.21	1.00			0.97			0.56	
Satd. Flow (perm)	394	3214		336	3115			1477			941	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	13	1018	7	10	885	85	23	50	242	130	71	18
RTOR Reduction (vph)	0	0	0	0	0	0	0	43	0	0	5	0
Lane Group Flow (vph)	13	1025	0	10	970	0	0	272	0	0	214	0
Confl. Peds. (#/hr)	92		16	16		92	87					87
Heavy Vehicles (%)	0%	2%	14%	10%	3%	0%	0%	2%	1%	0%	1%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	33.2	33.2		33.2	33.2			18.9			18.9	
Effective Green, g (s)	34.7	34.7		34.7	34.7			20.4			20.4	
Actuated g/C Ratio	0.54	0.54		0.54	0.54			0.32			0.32	
Clearance Time (s)	6.0	6.0		6.0	6.0			6.0			6.0	
Vehicle Extension (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lane Grp Cap (vph)	213	1739		181	1686			470			299	
v/s Ratio Prot		c0.32			0.31							
v/s Ratio Perm	0.03			0.03				0.18			c0.23	
v/c Ratio	0.06	0.59		0.06	0.58			0.58			0.72	
Uniform Delay, d1	7.0	9.9		7.0	9.8			18.3			19.3	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.5	1.5		0.6	1.4			2.7			9.8	
Delay (s)	7.5	11.4		7.5	11.2			21.0			29.0	
Level of Service	A	B		A	B			C			C	
Approach Delay (s)		11.3			11.2			21.0			29.0	
Approach LOS		B			B			C			C	

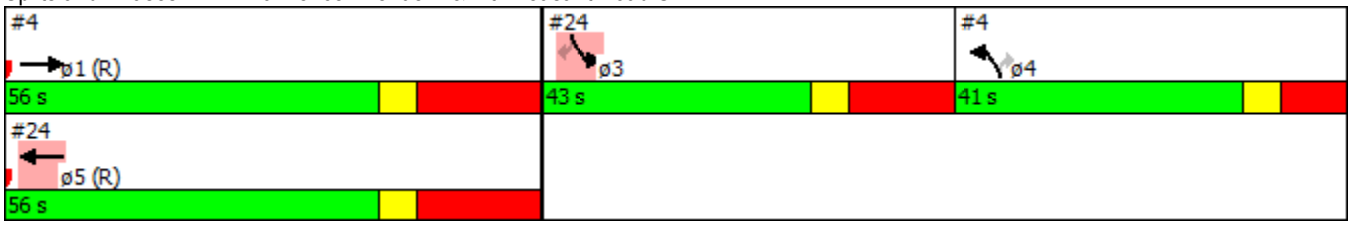
Intersection Summary			
HCM 2000 Control Delay	14.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	64.1	Sum of lost time (s)	9.0
Intersection Capacity Utilization	82.3%	ICU Level of Service	E
Analysis Period (min)	15		

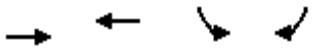
c Critical Lane Group

Lane Group	EBT	WBT	SBL	SBR	ø1	ø4
Lane Configurations						
Volume (vph)	802	792	246	305		
Turn Type	NA	NA	NA	Perm		
Protected Phases	Free!	5	3!		1	4
Permitted Phases				3		
Detector Phase		5	3	3		
Switch Phase						
Minimum Initial (s)		20.0	10.0	10.0	20.0	15.0
Minimum Split (s)		55.0	37.0	37.0	55.0	33.0
Total Split (s)		56.0	43.0	43.0	56.0	41.0
Total Split (%)		40.0%	30.7%	30.7%	40%	29%
Yellow Time (s)		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)		13.0	11.0	11.0	13.0	7.0
Lost Time Adjust (s)		0.0	0.0	0.0		
Total Lost Time (s)		17.0	15.0	15.0		
Lead/Lag			Lead	Lead		Lag
Lead-Lag Optimize?			Yes	Yes		Yes
Recall Mode		C-Max	None	None	C-Max	Max
Act Effct Green (s)	140.0	39.0	28.0	28.0		
Actuated g/C Ratio	1.00	0.28	0.20	0.20		
v/c Ratio	0.31	0.93	0.72	0.97		
Control Delay	0.0	66.0	64.8	98.9		
Queue Delay	0.0	0.0	0.0	0.0		
Total Delay	0.0	66.0	64.8	98.9		
LOS	A	E	E	F		
Approach Delay	0.0	66.0	83.7			
Approach LOS	A	E	F			

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 1:EBT and 5:, Start of Green, Master Intersection	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.20	
Intersection Signal Delay: 41.7	Intersection LOS: D
Intersection Capacity Utilization 105.0%	ICU Level of Service G
Analysis Period (min) 15	
! Phase conflict between lane groups.	

Splits and Phases: 24: Lawrence Avenue E & Mt. Pleasant Road SB

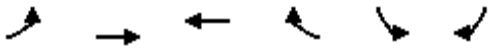




Lane Group	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	1084	891	251	311
v/c Ratio	0.31	0.93	0.72	0.97
Control Delay	0.0	66.0	64.8	98.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	0.0	66.0	64.8	98.9
Queue Length 50th (m)	0.0	126.2	65.5	86.4
Queue Length 95th (m)	m0.0	#165.4	96.1	#144.7
Internal Link Dist (m)	53.2	788.6	632.7	
Turn Bay Length (m)				
Base Capacity (vph)	3486	953	351	320
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.31	0.93	0.72	0.97

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.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	261	802	792	81	246	305
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	17.0		15.0	15.0
Lane Util. Factor		0.95	0.95		1.00	1.00
Frpb, ped/bikes		1.00	0.98		1.00	1.00
Flpb, ped/bikes		1.00	1.00		1.00	1.00
Frt		1.00	0.99		1.00	0.85
Flt Protected		0.99	1.00		0.95	1.00
Satd. Flow (prot)		3535	3404		1755	1601
Flt Permitted		0.99	1.00		0.95	1.00
Satd. Flow (perm)		3535	3404		1755	1601
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	266	818	808	83	251	311
RTOR Reduction (vph)	0	0	6	0	0	0
Lane Group Flow (vph)	0	1084	885	0	251	311
Confl. Peds. (#/hr)	108			108	23	
Heavy Vehicles (%)	2%	2%	4%	0%	4%	2%
Turn Type	Perm	NA	NA		NA	Perm
Protected Phases		Free!	5		3!	
Permitted Phases	Free!					3
Actuated Green, G (s)		140.0	39.0		28.0	28.0
Effective Green, g (s)		140.0	39.0		28.0	28.0
Actuated g/C Ratio		1.00	0.28		0.20	0.20
Clearance Time (s)			17.0		15.0	15.0
Vehicle Extension (s)			5.0		5.0	5.0
Lane Grp Cap (vph)		3535	948		351	320
v/s Ratio Prot		0.31	c0.26		0.14	
v/s Ratio Perm						c0.19
v/c Ratio		0.31	0.93		0.72	0.97
Uniform Delay, d1		0.0	49.2		52.3	55.6
Progression Factor		1.00	1.00		1.00	1.00
Incremental Delay, d2		0.0	17.0		8.3	42.9
Delay (s)		0.0	66.3		60.6	98.5
Level of Service		A	E		E	F
Approach Delay (s)		0.0	66.3		81.6	
Approach LOS		A	E		F	

Intersection Summary			
HCM 2000 Control Delay	41.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	43.0
Intersection Capacity Utilization	105.0%	ICU Level of Service	G
Analysis Period (min)	15		

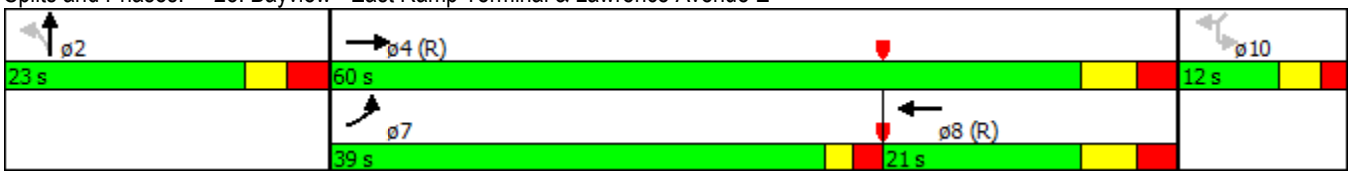
! Phase conflict between lane groups.
c Critical Lane Group

Lane Group	EBL2	EBT	WBT	NBT	SWL2	SWR
Lane Configurations						
Volume (vph)	880	137	12	0	1	1
Turn Type	Prot	NA	NA	NA	custom	custom
Protected Phases	7	4	8	2		
Permitted Phases					10	10
Detector Phase	7	4	8	2	10	10
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	23.0	11.0	22.0	9.0	9.0
Total Split (s)	39.0	60.0	21.0	23.0	12.0	12.0
Total Split (%)	41.1%	63.2%	22.1%	24.2%	12.6%	12.6%
Yellow Time (s)	2.0	4.0	4.0	3.0	3.0	3.0
All-Red Time (s)	2.0	3.0	3.0	3.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	7.0	7.0	6.0	5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Max	C-Max	None	None	None
Act Effct Green (s)	48.7	66.7	14.0	13.1	5.6	5.6
Actuated g/C Ratio	0.51	0.70	0.15	0.14	0.06	0.06
v/c Ratio	0.97	0.10	0.08	0.80	0.01	0.01
Control Delay	48.6	6.4	36.0	35.1	42.0	42.0
Queue Delay	38.8	0.0	0.0	0.0	0.0	0.0
Total Delay	87.5	6.4	36.0	35.1	42.0	42.0
LOS	F	A	D	D	D	D
Approach Delay		76.5	36.0	35.1		
Approach LOS		E	D	D		

Intersection Summary

Cycle Length: 95
Actuated Cycle Length: 95
Offset: 57 (60%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 67.0 — Intersection LOS: E
Intersection Capacity Utilization 89.3% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 28: Bayview - East Ramp Terminal & Lawrence Avenue E



Lane Group	EBL2	EBT	WBT	NBT	SWL2	SWR
Lane Group Flow (vph)	898	140	19	290	1	1
v/c Ratio	0.97	0.10	0.08	0.80	0.01	0.01
Control Delay	48.6	6.4	36.0	35.1	42.0	42.0
Queue Delay	38.8	0.0	0.0	0.0	0.0	0.0
Total Delay	87.5	6.4	36.0	35.1	42.0	42.0
Queue Length 50th (m)	146.3	6.6	3.1	24.7	0.2	0.2
Queue Length 95th (m)	#287.6	20.3	9.4	50.5	1.8	1.8
Internal Link Dist (m)		35.3	344.3	688.4		
Turn Bay Length (m)						2.0
Base Capacity (vph)	926	1336	238	430	131	117
Starvation Cap Reductn	106	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	1.10	0.10	0.08	0.67	0.01	0.01

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL2	EBT	WBT	WBR	NBL	NBT	NBR	NBR2	SWL2	SWR
Lane Configurations										
Volume (vph)	880	137	12	7	230	0	9	37	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	7.0	7.0			6.0			5.0	5.0
Lane Util. Factor	1.00	1.00	1.00			1.00			1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.94			1.00			1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00			1.00			1.00	1.00
Frt	1.00	1.00	0.95			0.98			1.00	0.85
Flt Protected	0.95	1.00	1.00			0.96			0.95	1.00
Satd. Flow (prot)	1807	1902	1595			1707			1789	1601
Flt Permitted	0.95	1.00	1.00			0.96			0.95	1.00
Satd. Flow (perm)	1807	1902	1595			1707			1789	1601
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.95	0.95	0.95	0.95	0.98	0.98
Adj. Flow (vph)	898	140	12	7	242	0	9	39	1	1
RTOR Reduction (vph)	0	0	0	0	0	128	0	0	0	0
Lane Group Flow (vph)	898	140	19	0	0	162	0	0	1	1
Confl. Peds. (#/hr)	28			28						
Heavy Vehicles (%)	1%	1%	0%	22%	5%	0%	33%	3%	2%	2%
Turn Type	Prot	NA	NA		Perm	NA			custom	custom
Protected Phases	7	4	8			2				
Permitted Phases					2				10	10
Actuated Green, G (s)	48.7	62.7	10.0			13.1			1.2	1.2
Effective Green, g (s)	48.7	62.7	10.0			13.1			1.2	1.2
Actuated g/C Ratio	0.51	0.66	0.11			0.14			0.01	0.01
Clearance Time (s)	4.0	7.0	7.0			6.0			5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0			3.0			3.0	3.0
Lane Grp Cap (vph)	926	1255	167			235			22	20
v/s Ratio Prot	c0.50	c0.07	0.01							
v/s Ratio Perm						0.09			0.00	c0.00
v/c Ratio	0.97	0.11	0.11			0.69			0.05	0.05
Uniform Delay, d1	22.4	5.9	38.5			39.0			46.3	46.3
Progression Factor	1.00	1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	22.2	0.2	1.4			8.1			0.9	1.0
Delay (s)	44.6	6.1	39.9			47.1			47.2	47.4
Level of Service	D	A	D			D			D	D
Approach Delay (s)		39.4	39.9			47.1				
Approach LOS		D	D			D				

Intersection Summary			
HCM 2000 Control Delay	41.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	89.3%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Volume (vph)	1	0	12	1	259	3	1332	46	529	1478
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	Prot	NA
Protected Phases		4		8			2		1	6
Permitted Phases	4		8		8	2		2		
Detector Phase	4	4	8	8	8	2	2	2	1	6
Switch Phase										
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	35.0	35.0	35.0	35.0	35.0	43.0	43.0	43.0	8.0	69.0
Total Split (s)	35.0	35.0	35.0	35.0	35.0	43.0	43.0	43.0	26.0	69.0
Total Split (%)	33.7%	33.7%	33.7%	33.7%	33.7%	41.3%	41.3%	41.3%	25.0%	66.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.0	1.0	3.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0	7.0	7.0	7.0	4.0	7.0
Lead/Lag						Lag	Lag	Lag	Lead	
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	Max	Max	Max	None	Max
Act Effct Green (s)		10.3		10.3	10.3	36.3	36.3	36.3	22.2	62.6
Actuated g/C Ratio		0.12		0.12	0.12	0.42	0.42	0.42	0.26	0.73
v/c Ratio		0.02		0.09	0.64	0.03	0.93	0.07	1.16	0.61
Control Delay		0.2		32.3	11.9	20.0	37.0	2.7	124.7	8.6
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		0.2		32.3	11.9	20.0	37.0	2.7	124.7	8.6
LOS		A		C	B	B	D	A	F	A
Approach Delay		0.2		12.9			35.8			39.1
Approach LOS		A		B			D			D

Intersection Summary	
Cycle Length: 104	
Actuated Cycle Length: 86	
Natural Cycle: 135	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 1.16	
Intersection Signal Delay: 35.9	Intersection LOS: D
Intersection Capacity Utilization 95.4%	ICU Level of Service F
Analysis Period (min) 15	

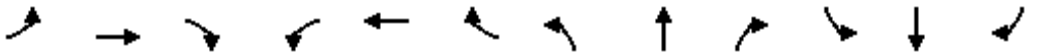
Splits and Phases: 30: Bayview Avenue & Armistice Dr

Lane Group	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	5	13	264	3	1359	47	540	1512
v/c Ratio	0.02	0.09	0.64	0.03	0.93	0.07	1.16	0.61
Control Delay	0.2	32.3	11.9	20.0	37.0	2.7	124.7	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	0.2	32.3	11.9	20.0	37.0	2.7	124.7	8.6
Queue Length 50th (m)	0.0	1.9	0.0	0.3	97.3	0.0	~96.3	39.7
Queue Length 95th (m)	0.0	6.5	18.2	2.6	#209.7	3.9	#210.3	134.6
Internal Link Dist (m)	55.9	715.4			279.4			6778.8
Turn Bay Length (m)				30.0		35.0	70.0	
Base Capacity (vph)	438	420	680	104	1466	672	466	2499
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	0.01	0.03	0.39	0.03	0.93	0.07	1.16	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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	0	4	12	1	259	3	1332	46	529	1478	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0	6.0	7.0	7.0	7.0	4.0	7.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes		0.97			1.00	0.98	1.00	1.00	0.98	1.00	1.00	
Flpb, ped/bikes		1.00			0.98	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		0.89			1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.99			0.96	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1176			1555	1491	1371	3471	1494	1807	3434	
Flt Permitted		0.95			0.76	1.00	0.17	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1131			1242	1491	247	3471	1494	1807	3434	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	1	0	4	12	1	264	3	1359	47	540	1508	4
RTOR Reduction (vph)	0	4	0	0	0	232	0	0	27	0	0	0
Lane Group Flow (vph)	0	1	0	0	13	32	3	1359	20	540	1512	0
Confl. Peds. (#/hr)	13		25	25		13	8		13	13		8
Heavy Vehicles (%)	0%	0%	50%	17%	0%	7%	33%	2%	7%	1%	3%	25%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	15	0	0	15	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	Prot	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8		8	2		2			
Actuated Green, G (s)		10.3			10.3	10.3	36.4	36.4	36.4	22.2	62.6	
Effective Green, g (s)		10.3			10.3	10.3	36.4	36.4	36.4	22.2	62.6	
Actuated g/C Ratio		0.12			0.12	0.12	0.42	0.42	0.42	0.26	0.73	
Clearance Time (s)		6.0			6.0	6.0	7.0	7.0	7.0	4.0	7.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		135			148	178	104	1470	633	467	2502	
v/s Ratio Prot								c0.39		c0.30	0.44	
v/s Ratio Perm		0.00			0.01	c0.02	0.01		0.01			
v/c Ratio		0.00			0.09	0.18	0.03	0.92	0.03	1.16	0.60	
Uniform Delay, d1		33.3			33.6	34.0	14.4	23.4	14.5	31.9	5.6	
Progression Factor		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.0			0.3	0.5	0.5	11.3	0.1	92.1	1.1	
Delay (s)		33.3			33.9	34.5	15.0	34.7	14.5	124.0	6.7	
Level of Service		C			C	C	B	C	B	F	A	
Approach Delay (s)		33.3			34.4			34.0			37.6	
Approach LOS		C			C			C			D	

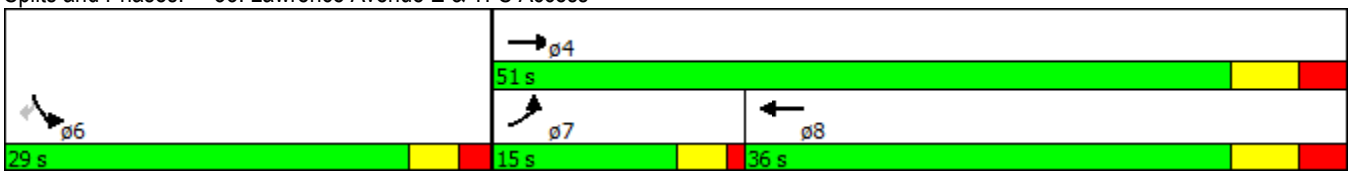
Intersection Summary			
HCM 2000 Control Delay	36.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	85.9	Sum of lost time (s)	17.0
Intersection Capacity Utilization	95.4%	ICU Level of Service	F
Analysis Period (min)	15		

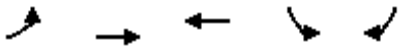
c Critical Lane Group

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Volume (vph)	186	1180	919	98	37
Turn Type	Prot	NA	NA	NA	Perm
Protected Phases	7	4	8	6	
Permitted Phases					6
Detector Phase	7	4	8	6	6
Switch Phase					
Minimum Initial (s)	6.0	10.0	10.0	7.0	7.0
Minimum Split (s)	10.0	33.0	33.0	28.0	28.0
Total Split (s)	15.0	51.0	36.0	29.0	29.0
Total Split (%)	18.8%	63.8%	45.0%	36.3%	36.3%
Yellow Time (s)	3.0	4.0	4.0	3.0	3.0
All-Red Time (s)	1.0	3.0	3.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	7.0	7.0	5.0	5.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	None	None	None	None
Act Effct Green (s)	10.9	42.4	24.7	11.1	11.1
Actuated g/C Ratio	0.18	0.71	0.41	0.19	0.19
v/c Ratio	0.59	0.47	0.78	0.30	0.12
Control Delay	36.5	7.3	21.1	25.9	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	36.5	7.3	21.1	25.9	8.9
LOS	D	A	C	C	A
Approach Delay		11.3	21.1	21.2	
Approach LOS		B	C	C	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 59.8	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 16.0	Intersection LOS: B
Intersection Capacity Utilization 60.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 33: Lawrence Avenue E & TFS Access

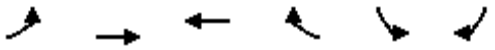




Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	190	1204	1123	100	38
v/c Ratio	0.59	0.47	0.78	0.30	0.12
Control Delay	36.5	7.3	21.1	25.9	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	36.5	7.3	21.1	25.9	8.9
Queue Length 50th (m)	20.4	30.0	53.4	10.7	0.0
Queue Length 95th (m)	#58.5	76.6	#115.4	22.4	6.3
Internal Link Dist (m)		209.7	76.4	263.1	
Turn Bay Length (m)	110.0				
Base Capacity (vph)	358	2638	1839	789	713
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	0.53	0.46	0.61	0.13	0.05

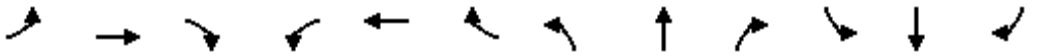
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	186	1180	919	181	98	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	7.0	7.0		5.0	5.0
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.98		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1789	3579	3459		1807	1585
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1789	3579	3459		1807	1585
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	190	1204	938	185	100	38
RTOR Reduction (vph)	0	0	19	0	0	33
Lane Group Flow (vph)	190	1204	1104	0	100	5
Confl. Peds. (#/hr)	4			4		
Heavy Vehicles (%)	2%	2%	3%	1%	1%	3%
Turn Type	Prot	NA	NA		NA	Perm
Protected Phases	7	4	8		6	
Permitted Phases						6
Actuated Green, G (s)	10.9	39.9	25.0		8.6	8.6
Effective Green, g (s)	10.9	39.9	25.0		8.6	8.6
Actuated g/C Ratio	0.18	0.66	0.41		0.14	0.14
Clearance Time (s)	4.0	7.0	7.0		5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	322	2360	1429		256	225
v/s Ratio Prot	c0.11	0.34	c0.32		c0.06	
v/s Ratio Perm						0.00
v/c Ratio	0.59	0.51	0.77		0.39	0.02
Uniform Delay, d1	22.8	5.3	15.3		23.6	22.3
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	2.9	0.2	2.7		1.0	0.0
Delay (s)	25.6	5.5	18.0		24.6	22.4
Level of Service	C	A	B		C	C
Approach Delay (s)		8.2	18.0		24.0	
Approach LOS		A	B		C	

Intersection Summary			
HCM 2000 Control Delay	13.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	60.5	Sum of lost time (s)	16.0
Intersection Capacity Utilization	60.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	986	292	0	236	0	0	0	0	31	51	864
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.98	0.98	0.95	0.95	0.98	0.98	0.95	0.95	0.95	0.98	0.95	0.98
Hourly flow rate (vph)	0	1006	307	0	241	0	0	0	0	32	54	882
Pedestrians		4									24	
Lane Width (m)		3.7									3.7	
Walking Speed (m/s)		1.2									1.2	
Percent Blockage		0									2	
Right turn flare (veh)												5
Median type		None			None							
Median storage veh)												
Upstream signal (m)		100			59							
pX, platoon unblocked				0.82			0.82	0.82	0.82	0.82	0.82	
vC, conflicting volume	265			1313			1431	1425	657	768	1578	269
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	265			934			1078	1070	129	265	1258	269
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.6	6.7	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.6	4.1	3.3
p0 queue free %	100			100			0	100	100	94	58	0
cM capacity (veh/h)	1284			595			0	176	732	516	127	712

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	671	643	241	967
Volume Left	0	0	0	32
Volume Right	0	307	0	882
cSH	1700	1700	1700	781
Volume to Capacity	0.39	0.38	0.14	1.24
Queue Length 95th (m)	0.0	0.0	0.0	258.2
Control Delay (s)	0.0	0.0	0.0	129.1
Lane LOS				F
Approach Delay (s)	0.0		0.0	129.1
Approach LOS				F

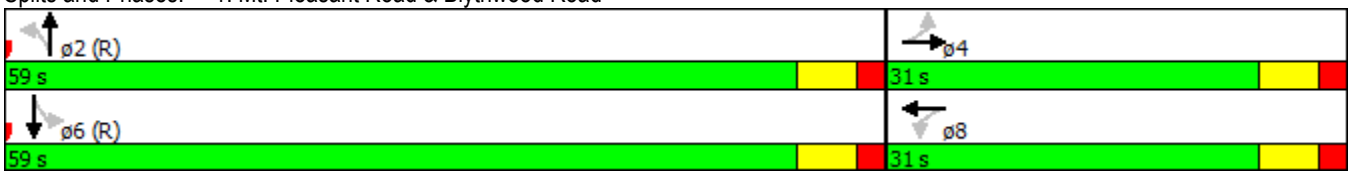
Intersection Summary			
Average Delay	49.5		
Intersection Capacity Utilization	73.0%	ICU Level of Service	D
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	32	237	172	233	68	1119	27	759
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)	22.0	22.0	22.0	22.0	17.0	17.0	17.0	17.0
Minimum Split (s)	28.0	28.0	28.0	28.0	23.0	23.0	23.0	23.0
Total Split (s)	31.0	31.0	31.0	31.0	59.0	59.0	59.0	59.0
Total Split (%)	34.4%	34.4%	34.4%	34.4%	65.6%	65.6%	65.6%	65.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.0		6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		25.0		25.0		53.0		53.0
Actuated g/C Ratio		0.28		0.28		0.59		0.59
v/c Ratio		0.72		1.57		0.80		0.47
Control Delay		38.5		300.9		18.5		17.7
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		38.5		300.9		18.5		17.7
LOS		D		F		B		B
Approach Delay		38.5		300.9		18.5		17.7
Approach LOS		D		F		B		B

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 62 (69%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.57
Intersection Signal Delay: 64.1 Intersection LOS: E
Intersection Capacity Utilization 123.2% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 1: Mt. Pleasant Road & Blythwood Road

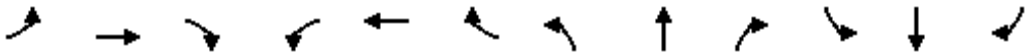


Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	345	474	1407	849
v/c Ratio	0.72	1.57	0.80	0.47
Control Delay	38.5	300.9	18.5	17.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	38.5	300.9	18.5	17.7
Queue Length 50th (m)	52.0	~118.0	90.3	54.7
Queue Length 95th (m)	#84.0	#176.4	120.1	101.3
Internal Link Dist (m)	6726.5	876.4	5607.5	256.3
Turn Bay Length (m)				
Base Capacity (vph)	477	301	1759	1824
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.72	1.57	0.80	0.47

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	32	237	59	172	233	46	68	1119	149	27	759	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		0.99			1.00			1.00			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.98			0.99			0.98			1.00	
Flt Protected		1.00			0.98			1.00			1.00	
Satd. Flow (prot)		1851			1822			3531			3584	
Flt Permitted		0.91			0.58			0.84			0.86	
Satd. Flow (perm)		1688			1071			2970			3094	
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)	34	249	62	181	245	48	72	1178	157	28	799	22
RTOR Reduction (vph)	0	9	0	0	4	0	0	11	0	0	2	0
Lane Group Flow (vph)	0	336	0	0	470	0	0	1396	0	0	847	0
Confl. Peds. (#/hr)	10		23	23		10	10		6	6		10
Heavy Vehicles (%)	0%	0%	0%	1%	1%	4%	0%	1%	1%	7%	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)		25.0			25.0			53.0			53.0	
Effective Green, g (s)		25.0			25.0			53.0			53.0	
Actuated g/C Ratio		0.28			0.28			0.59			0.59	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		5.0			5.0			5.0			5.0	
Lane Grp Cap (vph)		468			297			1749			1822	
v/s Ratio Prot												
v/s Ratio Perm		0.20			c0.44			c0.47			0.27	
v/c Ratio		0.72			1.58			0.80			0.46	
Uniform Delay, d1		29.3			32.5			14.4			10.5	
Progression Factor		1.00			1.00			1.00			1.59	
Incremental Delay, d2		6.5			277.2			3.9			0.8	
Delay (s)		35.8			309.7			18.3			17.5	
Level of Service		D			F			B			B	
Approach Delay (s)		35.8			309.7			18.3			17.5	
Approach LOS		D			F			B			B	

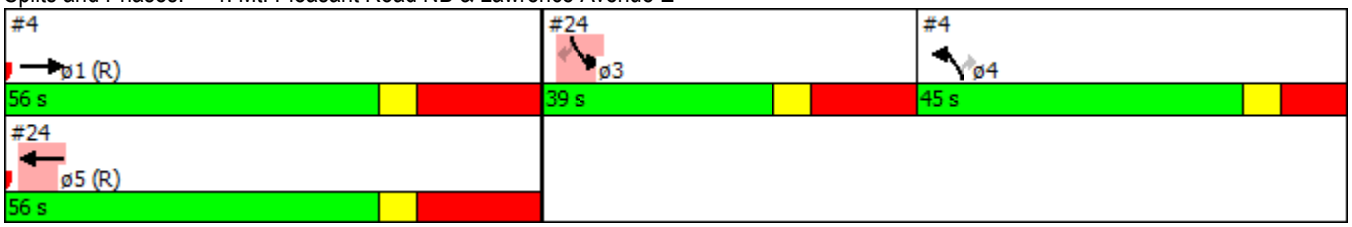
Intersection Summary			
HCM 2000 Control Delay	64.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	123.2%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	WBT	NBL	NBR	ø3	ø5
Lane Configurations						
Volume (vph)	620	493	454	434		
Turn Type	NA	NA	NA	Perm		
Protected Phases	1	Free!	4!		3	5
Permitted Phases				4		
Detector Phase	1		4	4		
Switch Phase						
Minimum Initial (s)	20.0		15.0	15.0	10.0	20.0
Minimum Split (s)	55.0		39.0	39.0	37.0	55.0
Total Split (s)	56.0		45.0	45.0	39.0	56.0
Total Split (%)	40.0%		32.1%	32.1%	28%	40%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	13.0		7.0	7.0	11.0	13.0
Lost Time Adjust (s)	0.0		0.0	0.0		
Total Lost Time (s)	17.0		11.0	11.0		
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	C-Max		Max	Max	None	C-Max
Act Effct Green (s)	39.0	140.0	37.5	37.5		
Actuated g/C Ratio	0.28	1.00	0.27	0.27		
v/c Ratio	1.10	0.24	0.97	1.02		
Control Delay	105.8	0.1	84.0	99.2		
Queue Delay	0.0	0.0	0.0	0.0		
Total Delay	105.8	0.1	84.0	99.2		
LOS	F	A	F	F		
Approach Delay	105.8	0.1	91.4			
Approach LOS	F	A	F			

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 1 (1%), Referenced to phase 1:EBT and 5:, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.10
Intersection Signal Delay: 69.4 — Intersection LOS: E
Intersection Capacity Utilization 106.4% — ICU Level of Service G
Analysis Period (min) 15
! Phase conflict between lane groups.

Splits and Phases: 4: Mt. Pleasant Road NB & Lawrence Avenue E



Lane Group	EBT	WBT	NBL	NBR
Lane Group Flow (vph)	1028	829	463	443
v/c Ratio	1.10	0.24	0.97	1.02
Control Delay	105.8	0.1	84.0	99.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	105.8	0.1	84.0	99.2
Queue Length 50th (m)	~168.9	0.0	~130.4	~135.1
Queue Length 95th (m)	#210.6	0.0	#207.2	#207.2
Internal Link Dist (m)	6589.3	53.2	417.5	
Turn Bay Length (m)				
Base Capacity (vph)	938	3505	479	433
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	1.10	0.24	0.97	1.02

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.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	620	387	319	493	454	434
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	17.0			4.0	11.0	11.0
Lane Util. Factor	0.95			0.95	1.00	1.00
Frpb, ped/bikes	0.99			1.00	1.00	1.00
Flpb, ped/bikes	1.00			1.00	1.00	1.00
Frt	0.94			1.00	1.00	0.85
Flt Protected	1.00			0.98	0.95	1.00
Satd. Flow (prot)	3370			3510	1789	1617
Flt Permitted	1.00			0.98	0.95	1.00
Satd. Flow (perm)	3370			3510	1789	1617
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	633	395	326	503	463	443
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1028	0	0	829	463	443
Confl. Peds. (#/hr)		14	14		7	
Heavy Vehicles (%)	1%	1%	2%	2%	2%	1%
Turn Type	NA		Perm	NA	NA	Perm
Protected Phases	1			Free!	4!	
Permitted Phases			Free!			4
Actuated Green, G (s)	39.0			140.0	37.5	37.5
Effective Green, g (s)	39.0			140.0	37.5	37.5
Actuated g/C Ratio	0.28			1.00	0.27	0.27
Clearance Time (s)	17.0				11.0	11.0
Vehicle Extension (s)	5.0				5.0	5.0
Lane Grp Cap (vph)	938			3510	479	433
v/s Ratio Prot	c0.31			0.24	0.26	
v/s Ratio Perm						c0.27
v/c Ratio	1.10			0.24	0.97	1.02
Uniform Delay, d1	50.5			0.0	50.6	51.2
Progression Factor	1.00			1.00	1.00	1.00
Incremental Delay, d2	59.2			0.1	33.6	49.3
Delay (s)	109.7			0.1	84.2	100.5
Level of Service	F			A	F	F
Approach Delay (s)	109.7			0.1	92.2	
Approach LOS	F			A	F	

Intersection Summary			
HCM 2000 Control Delay	71.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	43.0
Intersection Capacity Utilization	106.4%	ICU Level of Service	G
Analysis Period (min)	15		

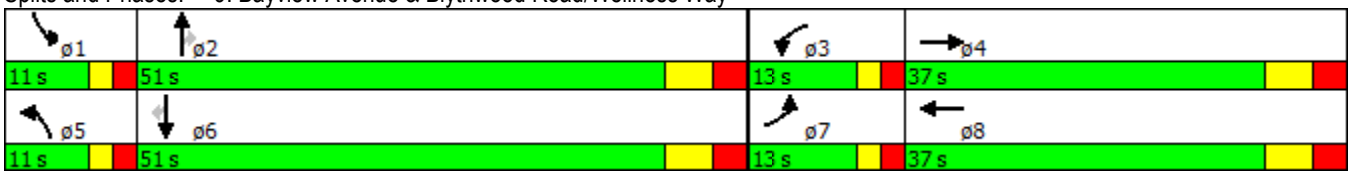
! Phase conflict between lane groups.
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Volume (vph)	181	27	189	89	252	1601	99	72	1310	169
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	9.0	10.0	9.0	10.0	7.0	10.0	10.0	7.0	10.0	10.0
Minimum Split (s)	13.0	37.0	13.0	37.0	11.0	51.0	51.0	11.0	51.0	51.0
Total Split (s)	13.0	37.0	13.0	37.0	11.0	51.0	51.0	11.0	51.0	51.0
Total Split (%)	11.6%	33.0%	11.6%	33.0%	9.8%	45.5%	45.5%	9.8%	45.5%	45.5%
Yellow Time (s)	2.0	4.0	2.0	4.0	2.0	4.0	4.0	2.0	4.0	4.0
All-Red Time (s)	2.0	3.0	2.0	3.0	2.0	3.0	3.0	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	7.0	4.0	7.0	4.0	7.0	7.0	4.0	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.1	22.1	9.1	22.1	7.1	45.9	45.9	7.1	43.3	43.3
Actuated g/C Ratio	0.09	0.21	0.09	0.21	0.07	0.44	0.44	0.07	0.42	0.42
v/c Ratio	1.17	0.36	1.25	0.54	2.09	1.16	0.14	0.60	0.89	0.24
Control Delay	168.8	11.6	198.6	29.9	545.9	112.0	3.5	71.4	37.9	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	168.8	11.6	198.6	29.9	545.9	112.0	3.5	71.4	37.9	9.0
LOS	F	B	F	C	F	F	A	E	D	A
Approach Delay		98.1		108.0		162.4			36.3	
Approach LOS		F		F		F			D	

Intersection Summary

Cycle Length: 112
Actuated Cycle Length: 103.8
Natural Cycle: 145
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 2.09
Intersection Signal Delay: 106.1 — Intersection LOS: F
Intersection Capacity Utilization 103.3% — ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 9: Bayview Avenue & Blythwood Road/Wellness Way

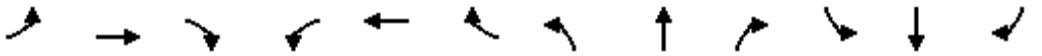


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	185	151	193	224	257	1634	101	73	1337	172
v/c Ratio	1.17	0.36	1.25	0.54	2.09	1.16	0.14	0.60	0.89	0.24
Control Delay	168.8	11.6	198.6	29.9	545.9	112.0	3.5	71.4	37.9	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	168.8	11.6	198.6	29.9	545.9	112.0	3.5	71.4	37.9	9.0
Queue Length 50th (m)	~51.3	4.6	~55.9	28.6	~91.5	~242.6	0.0	15.9	146.2	7.5
Queue Length 95th (m)	#95.1	20.4	#100.6	51.4	#141.2	#284.8	8.1	#37.5	#192.1	21.7
Internal Link Dist (m)		332.3		1665.2		5886.8			279.4	
Turn Bay Length (m)	15.0				80.0		35.0	55.0		30.0
Base Capacity (vph)	158	522	154	544	123	1403	709	121	1548	721
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	1.17	0.29	1.25	0.41	2.09	1.16	0.14	0.60	0.86	0.24

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	181	27	121	189	89	130	252	1601	99	72	1310	169
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	7.0		4.0	7.0		4.0	7.0	7.0	4.0	7.0	7.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	0.93		1.00	0.99		1.00	1.00	0.98	1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.88		1.00	0.91		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1807	1497		1755	1709		1807	3174	1457	1789	3614	1530
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1807	1497		1755	1709		1807	3174	1457	1789	3614	1530
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	185	28	123	193	91	133	257	1634	101	73	1337	172
RTOR Reduction (vph)	0	97	0	0	50	0	0	0	57	0	0	68
Lane Group Flow (vph)	185	54	0	193	174	0	257	1634	44	73	1337	104
Confl. Peds. (#/hr)	4		76	76		4	21		9	9		21
Heavy Vehicles (%)	1%	15%	2%	4%	2%	1%	1%	15%	10%	2%	1%	2%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	9.1	22.1		9.1	22.1		7.1	45.9	45.9	5.4	44.2	44.2
Effective Green, g (s)	9.1	22.1		9.1	22.1		7.1	45.9	45.9	5.4	44.2	44.2
Actuated g/C Ratio	0.09	0.21		0.09	0.21		0.07	0.44	0.44	0.05	0.42	0.42
Clearance Time (s)	4.0	7.0		4.0	7.0		4.0	7.0	7.0	4.0	7.0	7.0
Vehicle Extension (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lane Grp Cap (vph)	157	316		152	361		122	1394	639	92	1528	647
v/s Ratio Prot	0.10	0.04		c0.11	c0.10		c0.14	c0.51		0.04	0.37	
v/s Ratio Perm									0.03			0.07
v/c Ratio	1.18	0.17		1.27	0.48		2.11	1.17	0.07	0.79	0.88	0.16
Uniform Delay, d1	47.7	33.7		47.7	36.2		48.7	29.3	16.9	49.0	27.6	18.7
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	127.8	0.5		162.9	2.1		524.6	85.4	0.1	40.4	6.4	0.2
Delay (s)	175.5	34.2		210.6	38.3		573.3	114.7	17.0	89.4	34.0	18.9
Level of Service	F	C		F	D		F	F	B	F	C	B
Approach Delay (s)		112.0			118.0			169.0			34.9	
Approach LOS		F			F			F			C	

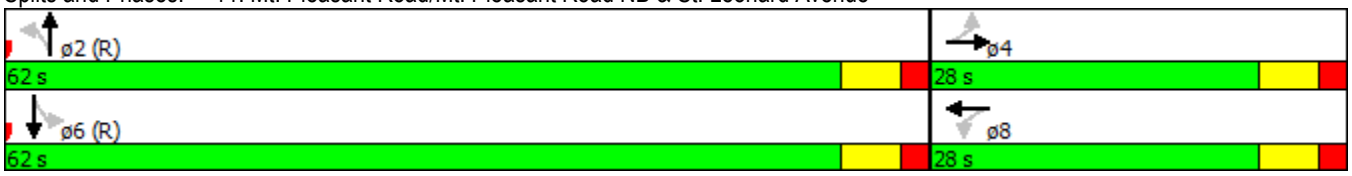
Intersection Summary			
HCM 2000 Control Delay	110.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.10		
Actuated Cycle Length (s)	104.5	Sum of lost time (s)	22.0
Intersection Capacity Utilization	103.3%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	1	26	65	60	24	946	6	670
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)	21.0	21.0	21.0	21.0	17.0	17.0	17.0	17.0
Minimum Split (s)	27.0	27.0	27.0	27.0	23.0	23.0	23.0	23.0
Total Split (s)	28.0	28.0	28.0	28.0	62.0	62.0	62.0	62.0
Total Split (%)	31.1%	31.1%	31.1%	31.1%	68.9%	68.9%	68.9%	68.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.0		6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		21.0		21.0		57.0		57.0
Actuated g/C Ratio		0.23		0.23		0.63		0.63
v/c Ratio		0.11		0.39		0.51		0.33
Control Delay		19.4		31.9		2.5		8.1
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		19.4		31.9		2.5		8.1
LOS		B		C		A		A
Approach Delay		19.4		31.9		2.5		8.1
Approach LOS		B		C		A		A

Intersection Summary

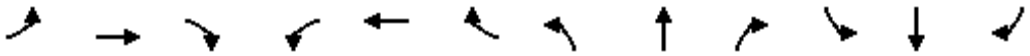
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 4 (4%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.51
Intersection Signal Delay: 7.1 Intersection LOS: A
Intersection Capacity Utilization 72.5% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 11: Mt. Pleasant Road/Mt. Pleasant Road NB & St. Leonard Avenue



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	47	143	1072	712
v/c Ratio	0.11	0.39	0.51	0.33
Control Delay	19.4	31.9	2.5	8.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	19.4	31.9	2.5	8.1
Queue Length 50th (m)	3.8	20.2	7.1	26.9
Queue Length 95th (m)	12.2	36.9	10.9	36.2
Internal Link Dist (m)	159.1	867.4	91.1	417.5
Turn Bay Length (m)				
Base Capacity (vph)	442	381	2107	2165
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.11	0.38	0.51	0.33

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	26	18	65	60	11	24	946	48	6	670	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		0.99			1.00			1.00			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.95			0.99			0.99			1.00	
Flt Protected		1.00			0.98			1.00			1.00	
Satd. Flow (prot)		1758			1821			3579			3612	
Flt Permitted		1.00			0.83			0.93			0.95	
Satd. Flow (perm)		1752			1543			3320			3420	
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)	1	27	19	68	63	12	25	996	51	6	705	1
RTOR Reduction (vph)	0	15	0	0	4	0	0	4	0	0	0	0
Lane Group Flow (vph)	0	32	0	0	139	0	0	1068	0	0	712	0
Confl. Peds. (#/hr)	14		7	7		14	4		2	2		4
Heavy Vehicles (%)	0%	4%	0%	1%	0%	9%	4%	1%	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)		21.0			21.0			57.0			57.0	
Effective Green, g (s)		21.0			21.0			57.0			57.0	
Actuated g/C Ratio		0.23			0.23			0.63			0.63	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		5.0			5.0			5.0			5.0	
Lane Grp Cap (vph)		408			360			2102			2166	
v/s Ratio Prot												
v/s Ratio Perm		0.02			c0.09			c0.32			0.21	
v/c Ratio		0.08			0.39			0.51			0.33	
Uniform Delay, d1		26.9			29.1			8.9			7.6	
Progression Factor		1.00			1.00			0.18			1.00	
Incremental Delay, d2		0.2			1.4			0.8			0.4	
Delay (s)		27.1			30.5			2.5			8.0	
Level of Service		C			C			A			A	
Approach Delay (s)		27.1			30.5			2.5			8.0	
Approach LOS		C			C			A			A	

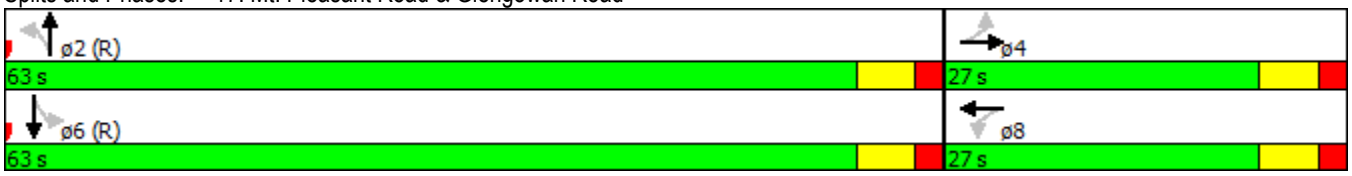
Intersection Summary			
HCM 2000 Control Delay	7.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	72.5%	ICU Level of Service	C
Analysis Period (min)	15		

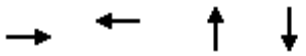
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	2	0	13	1	11	1139	8	776
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	19.0	19.0	19.0	19.0
Minimum Split (s)	26.0	26.0	26.0	26.0	25.0	25.0	25.0	25.0
Total Split (s)	27.0	27.0	27.0	27.0	63.0	63.0	63.0	63.0
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)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.0		6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		10.5		10.5		75.3		75.3
Actuated g/C Ratio		0.12		0.12		0.84		0.84
v/c Ratio		0.03		0.16		0.43		0.30
Control Delay		0.2		22.5		3.0		2.4
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		0.2		22.5		3.0		2.4
LOS		A		C		A		A
Approach Delay		0.3		22.5		3.0		2.4
Approach LOS		A		C		A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 8 (9%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.43	
Intersection Signal Delay: 3.0	Intersection LOS: A
Intersection Capacity Utilization 57.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 17: Mt. Pleasant Road & Glengowan Road

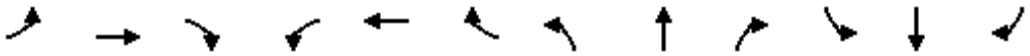




Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	4	31	1232	840
v/c Ratio	0.03	0.16	0.43	0.30
Control Delay	0.2	22.5	3.0	2.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	0.2	22.5	3.0	2.4
Queue Length 50th (m)	0.0	2.4	3.1	9.7
Queue Length 95th (m)	0.0	9.1	m82.4	22.4
Internal Link Dist (m)	134.3	365.0	256.3	82.7
Turn Bay Length (m)				
Base Capacity (vph)	259	364	2846	2836
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.02	0.09	0.43	0.30

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	0	2	13	1	15	11	1139	20	8	776	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		0.99			0.99			1.00			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.93			0.93			1.00			1.00	
Flt Protected		0.98			0.98			1.00			1.00	
Satd. Flow (prot)		1154			1731			3599			3597	
Flt Permitted		0.84			0.85			0.95			0.94	
Satd. Flow (perm)		993			1510			3403			3391	
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)	2	0	2	14	1	16	12	1199	21	8	817	15
RTOR Reduction (vph)	0	4	0	0	15	0	0	1	0	0	1	0
Lane Group Flow (vph)	0	0	0	0	16	0	0	1231	0	0	839	0
Confl. Peds. (#/hr)	4		1	1		4	6		6	6		6
Heavy Vehicles (%)	100%	0%	0%	0%	0%	0%	9%	1%	0%	12%	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)		7.5			7.5			70.5			70.5	
Effective Green, g (s)		7.5			7.5			70.5			70.5	
Actuated g/C Ratio		0.08			0.08			0.78			0.78	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		5.0			5.0			5.0			5.0	
Lane Grp Cap (vph)		82			125			2665			2656	
v/s Ratio Prot												
v/s Ratio Perm		0.00			c0.01			c0.36			0.25	
v/c Ratio		0.00			0.13			0.46			0.32	
Uniform Delay, d1		37.8			38.2			3.3			2.8	
Progression Factor		1.00			1.00			0.66			0.62	
Incremental Delay, d2		0.0			1.0			0.3			0.3	
Delay (s)		37.9			39.2			2.5			2.0	
Level of Service		D			D			A			A	
Approach Delay (s)		37.9			39.2			2.5			2.0	
Approach LOS		D			D			A			A	

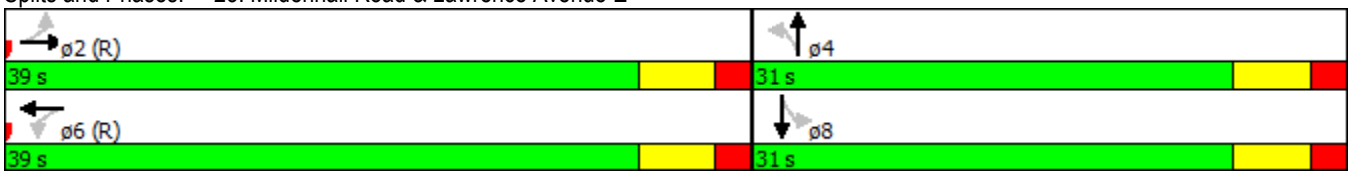
Intersection Summary			
HCM 2000 Control Delay	2.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	57.1%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	10	756	65	746	28	46	83	37
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		2		6		4		8
Permitted Phases	2		6		4		8	
Detector Phase	2	2	6	6	4	4	8	8
Switch Phase								
Minimum Initial (s)	23.0	23.0	20.0	20.0	7.0	7.0	7.0	7.0
Minimum Split (s)	29.0	29.0	29.0	29.0	13.0	13.0	30.0	30.0
Total Split (s)	39.0	39.0	39.0	39.0	31.0	31.0	31.0	31.0
Total Split (%)	55.7%	55.7%	55.7%	55.7%	44.3%	44.3%	44.3%	44.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.5	-1.5	-1.5	-1.5		-1.5		-1.5
Total Lost Time (s)	4.5	4.5	4.5	4.5		4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None	None	None
Act Effct Green (s)	42.7	42.7	42.7	42.7		18.3		18.3
Actuated g/C Ratio	0.61	0.61	0.61	0.61		0.26		0.26
v/c Ratio	0.04	0.42	0.21	0.49		0.59		0.56
Control Delay	8.7	8.8	10.7	10.1		16.4		26.9
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	8.7	8.8	10.7	10.1		16.4		26.9
LOS	A	A	B	B		B		C
Approach Delay		8.8		10.2		16.4		26.9
Approach LOS		A		B		B		C

Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 70
Offset: 9 (13%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 11.5 Intersection LOS: B
Intersection Capacity Utilization 90.5% ICU Level of Service E
Analysis Period (min) 15

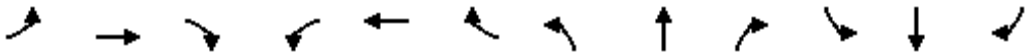
Splits and Phases: 23: Mildenhall Road & Lawrence Avenue E



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	11	817	68	920	273	149
v/c Ratio	0.04	0.42	0.21	0.49	0.59	0.56
Control Delay	8.7	8.8	10.7	10.1	16.4	26.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.7	8.8	10.7	10.1	16.4	26.9
Queue Length 50th (m)	0.6	23.5	3.2	28.6	17.0	15.6
Queue Length 95th (m)	m2.1	57.6	12.5	58.3	32.4	27.6
Internal Link Dist (m)		788.6		210.7	417.0	346.0
Turn Bay Length (m)	40.0		35.0			
Base Capacity (vph)	276	1936	326	1872	615	376
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	0.04	0.42	0.21	0.49	0.44	0.40

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



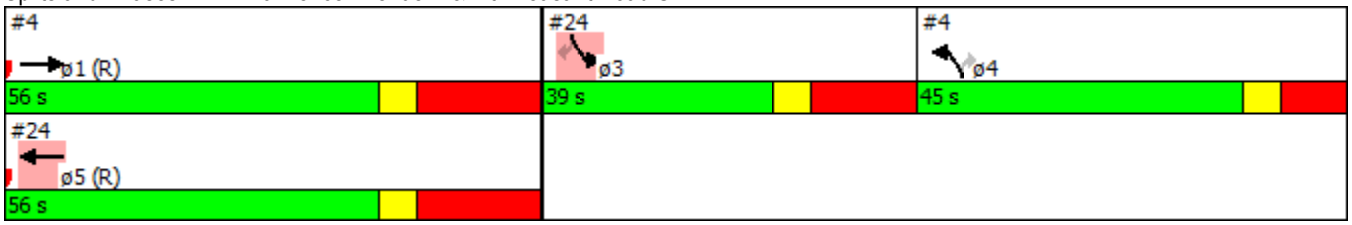
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	756	20	65	746	128	28	46	186	83	37	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5			4.5			4.5	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	0.98			0.99			0.99	
Flpb, ped/bikes	0.97	1.00		0.99	1.00			1.00			1.00	
Frt	1.00	1.00		1.00	0.98			0.90			0.98	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.97	
Satd. Flow (prot)	1595	3176		1634	3071			1485			1627	
Flt Permitted	0.27	1.00		0.31	1.00			0.95			0.58	
Satd. Flow (perm)	453	3176		535	3071			1425			970	
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)	11	796	21	68	785	135	29	48	196	87	39	23
RTOR Reduction (vph)	0	0	0	0	0	0	0	89	0	0	11	0
Lane Group Flow (vph)	11	817	0	68	920	0	0	184	0	0	138	0
Confl. Peds. (#/hr)	77		12	12		77	60		4	4		60
Heavy Vehicles (%)	0%	3%	0%	0%	3%	0%	14%	0%	2%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	41.2	41.2		41.2	41.2			16.8			16.8	
Effective Green, g (s)	42.7	42.7		42.7	42.7			18.3			18.3	
Actuated g/C Ratio	0.61	0.61		0.61	0.61			0.26			0.26	
Clearance Time (s)	6.0	6.0		6.0	6.0			6.0			6.0	
Vehicle Extension (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lane Grp Cap (vph)	276	1937		326	1873			372			253	
v/s Ratio Prot		0.26			c0.30							
v/s Ratio Perm	0.02			0.13				0.13			c0.14	
v/c Ratio	0.04	0.42		0.21	0.49			0.49			0.55	
Uniform Delay, d1	5.5	7.2		6.1	7.6			21.9			22.3	
Progression Factor	1.03	0.99		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.3	0.6		1.4	0.9			2.1			4.2	
Delay (s)	5.9	7.7		7.5	8.5			24.1			26.4	
Level of Service	A	A		A	A			C			C	
Approach Delay (s)		7.7			8.5			24.1			26.4	
Approach LOS		A			A			C			C	

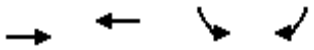
Intersection Summary			
HCM 2000 Control Delay	11.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	90.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	WBT	SBL	SBR	ø1	ø4
Lane Configurations						
Volume (vph)	771	655	175	157		
Turn Type	NA	NA	NA	Perm		
Protected Phases	Free!	5	3!		1	4
Permitted Phases				3		
Detector Phase		5	3	3		
Switch Phase						
Minimum Initial (s)		20.0	10.0	10.0	20.0	15.0
Minimum Split (s)		55.0	37.0	37.0	55.0	39.0
Total Split (s)		56.0	39.0	39.0	56.0	45.0
Total Split (%)		40.0%	27.9%	27.9%	40%	32%
Yellow Time (s)		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)		13.0	11.0	11.0	13.0	7.0
Lost Time Adjust (s)		0.0	0.0	0.0		
Total Lost Time (s)		17.0	15.0	15.0		
Lead/Lag			Lead	Lead		Lag
Lead-Lag Optimize?			Yes	Yes		Yes
Recall Mode		C-Max	None	None	C-Max	Max
Act Effct Green (s)	140.0	39.0	20.5	20.5		
Actuated g/C Ratio	1.00	0.28	0.15	0.15		
v/c Ratio	0.31	0.79	0.68	0.68		
Control Delay	0.0	51.5	69.5	70.8		
Queue Delay	0.0	0.0	0.0	0.0		
Total Delay	0.0	51.5	69.5	70.8		
LOS	A	D	E	E		
Approach Delay	0.0	51.5	70.2			
Approach LOS	A	D	E			

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 1 (1%), Referenced to phase 1:EBT and 5:, Start of Green	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.10	
Intersection Signal Delay: 29.0	Intersection LOS: C
Intersection Capacity Utilization 90.5%	ICU Level of Service E
Analysis Period (min) 15	
! Phase conflict between lane groups.	

Splits and Phases: 24: Lawrence Avenue E & Mt. Pleasant Road SB

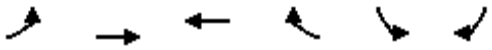




Lane Group	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	1076	769	179	160
v/c Ratio	0.31	0.79	0.68	0.68
Control Delay	0.0	51.5	69.5	70.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	0.0	51.5	69.5	70.8
Queue Length 50th (m)	0.0	110.6	47.0	42.0
Queue Length 95th (m)	m0.0	125.3	71.2	65.2
Internal Link Dist (m)	53.2	788.6	1268.9	
Turn Bay Length (m)				
Base Capacity (vph)	3479	968	309	277
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.31	0.79	0.58	0.58

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	283	771	655	99	175	157
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	17.0		15.0	15.0
Lane Util. Factor		0.95	0.95		1.00	1.00
Frpb, ped/bikes		1.00	1.00		1.00	1.00
Flpb, ped/bikes		1.00	1.00		1.00	1.00
Frt		1.00	0.98		1.00	0.85
Flt Protected		0.99	1.00		0.95	1.00
Satd. Flow (prot)		3531	3445		1807	1617
Flt Permitted		0.99	1.00		0.95	1.00
Satd. Flow (perm)		3531	3445		1807	1617
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	289	787	668	101	179	160
RTOR Reduction (vph)	0	0	9	0	0	0
Lane Group Flow (vph)	0	1076	760	0	179	160
Confl. Peds. (#/hr)	89				62	
Heavy Vehicles (%)	2%	2%	4%	3%	1%	1%
Turn Type	Perm	NA	NA		NA	Perm
Protected Phases		Free!	5		3!	
Permitted Phases	Free!					3
Actuated Green, G (s)		140.0	39.0		20.5	20.5
Effective Green, g (s)		140.0	39.0		20.5	20.5
Actuated g/C Ratio		1.00	0.28		0.15	0.15
Clearance Time (s)			17.0		15.0	15.0
Vehicle Extension (s)			5.0		5.0	5.0
Lane Grp Cap (vph)		3531	959		264	236
v/s Ratio Prot		0.30	c0.22		c0.10	
v/s Ratio Perm						0.10
v/c Ratio		0.30	0.79		0.68	0.68
Uniform Delay, d1		0.0	46.8		56.6	56.6
Progression Factor		1.00	0.98		1.00	1.00
Incremental Delay, d2		0.0	6.0		8.7	9.7
Delay (s)		0.0	51.8		65.3	66.3
Level of Service		A	D		E	E
Approach Delay (s)		0.0	51.8		65.8	
Approach LOS		A	D		E	

Intersection Summary			
HCM 2000 Control Delay	28.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	43.0
Intersection Capacity Utilization	90.5%	ICU Level of Service	E
Analysis Period (min)	15		

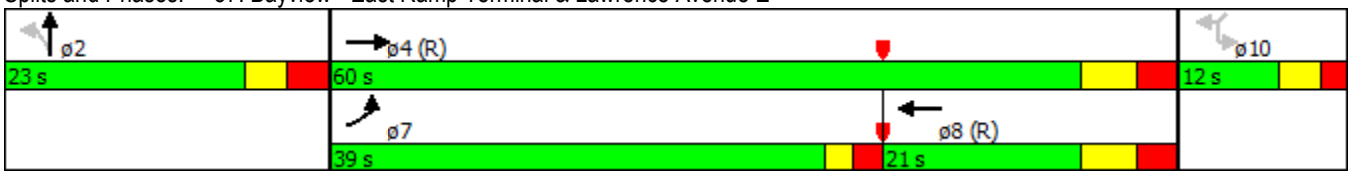
! Phase conflict between lane groups.
c Critical Lane Group

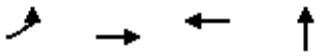
Lane Group	EBL2	EBT	WBT	NBT	ø10
Lane Configurations					
Volume (vph)	718	104	47	0	
Turn Type	Prot	NA	NA	NA	
Protected Phases	7	4	8	2	10
Permitted Phases					
Detector Phase	7	4	8	2	
Switch Phase					
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	23.0	11.0	22.0	9.0
Total Split (s)	39.0	60.0	21.0	23.0	12.0
Total Split (%)	41.1%	63.2%	22.1%	24.2%	13%
Yellow Time (s)	2.0	4.0	4.0	3.0	3.0
All-Red Time (s)	2.0	3.0	3.0	3.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	7.0	7.0	6.0	
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	C-Max	C-Max	None	None
Act Effct Green (s)	44.9	62.9	14.0	19.1	
Actuated g/C Ratio	0.47	0.66	0.15	0.20	
v/c Ratio	0.87	0.08	0.28	0.78	
Control Delay	37.0	7.1	39.5	32.7	
Queue Delay	7.4	0.0	0.0	0.0	
Total Delay	44.4	7.1	39.5	32.7	
LOS	D	A	D	C	
Approach Delay		39.7	39.5	32.7	
Approach LOS		D	D	C	

Intersection Summary

Cycle Length: 95
Actuated Cycle Length: 95
Offset: 57 (60%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 37.7 — Intersection LOS: D
Intersection Capacity Utilization 76.7% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 37: Bayview - East Ramp Terminal & Lawrence Avenue E





Lane Group	EBL2	EBT	WBT	NBT
Lane Group Flow (vph)	733	106	72	364
v/c Ratio	0.87	0.08	0.28	0.78
Control Delay	37.0	7.1	39.5	32.7
Queue Delay	7.4	0.0	0.0	0.0
Total Delay	44.4	7.1	39.5	32.7
Queue Length 50th (m)	117.1	6.3	11.9	37.6
Queue Length 95th (m)	#211.5	14.7	24.5	63.2
Internal Link Dist (m)		35.3	344.3	704.1
Turn Bay Length (m)				
Base Capacity (vph)	846	1272	253	488
Starvation Cap Reductn	86	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.96	0.08	0.28	0.75

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

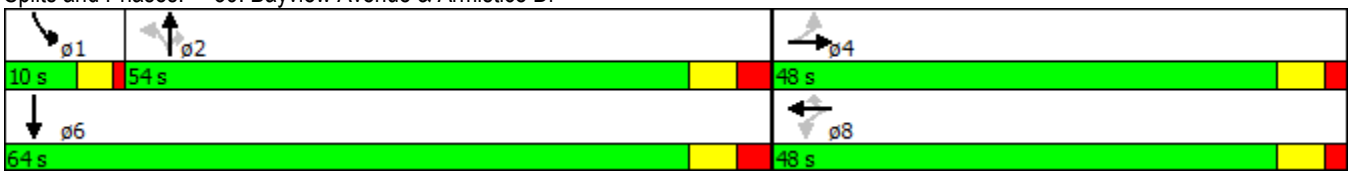
Movement	EBL2	EBT	WBT	WBR	NBL	NBT	NBR	NBR2	SWL2	SWR
Lane Configurations										
Volume (vph)	718	104	47	24	295	0	31	19	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	7.0	7.0			6.0				
Lane Util. Factor	1.00	1.00	1.00			1.00				
Frpb, ped/bikes	1.00	1.00	0.95			1.00				
Flpb, ped/bikes	1.00	1.00	1.00			1.00				
Frt	1.00	1.00	0.95			0.98				
Flt Protected	0.95	1.00	1.00			0.96				
Satd. Flow (prot)	1789	1921	1720			1722				
Flt Permitted	0.95	1.00	1.00			0.96				
Satd. Flow (perm)	1789	1921	1720			1722				
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.95	0.95	0.95	0.95	0.98	0.98
Adj. Flow (vph)	733	106	48	24	311	0	33	20	0	0
RTOR Reduction (vph)	0	0	0	0	0	119	0	0	0	0
Lane Group Flow (vph)	733	106	72	0	0	245	0	0	0	0
Confl. Peds. (#/hr)				39					59	
Heavy Vehicles (%)	2%	0%	0%	4%	4%	0%	16%	0%	0%	0%
Turn Type	Prot	NA	NA		Perm	NA			custom	custom
Protected Phases	7	4	8			2				
Permitted Phases					2				10	10
Actuated Green, G (s)	44.9	62.9	14.0			19.1				
Effective Green, g (s)	44.9	62.9	14.0			19.1				
Actuated g/C Ratio	0.47	0.66	0.15			0.20				
Clearance Time (s)	4.0	7.0	7.0			6.0				
Vehicle Extension (s)	3.0	3.0	3.0			3.0				
Lane Grp Cap (vph)	845	1271	253			346				
v/s Ratio Prot	c0.41	0.06	c0.04							
v/s Ratio Perm						0.14				
v/c Ratio	0.87	0.08	0.28			0.71				
Uniform Delay, d1	22.4	5.7	36.0			35.4				
Progression Factor	1.00	1.00	1.00			1.00				
Incremental Delay, d2	9.4	0.1	2.8			6.5				
Delay (s)	31.7	5.9	38.8			41.8				
Level of Service	C	A	D			D				
Approach Delay (s)		28.5	38.8			41.8				
Approach LOS		C	D			D				

Intersection Summary			
HCM 2000 Control Delay	32.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	76.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBL	SBT
Lane Configurations									
Volume (vph)	4	0	64	0	368	1881	27	125	1501
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Prot	NA
Protected Phases		4		8		2		1	6
Permitted Phases	4		8		8		2		
Detector Phase	4	4	8	8	8	2	2	1	6
Switch Phase									
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	48.0	48.0	48.0	48.0	48.0	54.0	54.0	8.0	64.0
Total Split (s)	48.0	48.0	48.0	48.0	48.0	54.0	54.0	10.0	64.0
Total Split (%)	42.9%	42.9%	42.9%	42.9%	42.9%	48.2%	48.2%	8.9%	57.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	3.0	1.0	3.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0	7.0	7.0	4.0	7.0
Lead/Lag						Lag	Lag	Lead	
Lead-Lag Optimize?						Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	Max	Max	None	Max
Act Effct Green (s)		22.9		22.9	22.9	47.5	47.5	6.1	57.6
Actuated g/C Ratio		0.24		0.24	0.24	0.51	0.51	0.07	0.61
v/c Ratio		0.01		0.18	0.81	1.08	0.03	1.11	0.72
Control Delay		0.0		27.4	35.4	71.4	0.1	160.2	17.1
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		0.0		27.4	35.4	71.4	0.1	160.2	17.1
LOS		A		C	D	E	A	F	B
Approach Delay		0.0		34.2		70.4			28.1
Approach LOS		A		C		E			C

Intersection Summary	
Cycle Length: 112	
Actuated Cycle Length: 93.7	
Natural Cycle: 145	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 1.11	
Intersection Signal Delay: 49.0	Intersection LOS: D
Intersection Capacity Utilization 106.4%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 39: Bayview Avenue & Armistice Dr

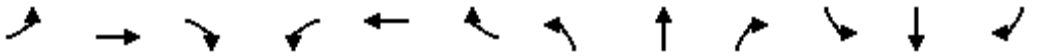


Lane Group	EBT	WBT	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	5	65	376	1919	28	128	1533
v/c Ratio	0.01	0.18	0.81	1.08	0.03	1.11	0.72
Control Delay	0.0	27.4	35.4	71.4	0.1	160.2	17.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	0.0	27.4	35.4	71.4	0.1	160.2	17.1
Queue Length 50th (m)	0.0	9.2	43.0	~198.1	0.0	~25.6	86.9
Queue Length 95th (m)	0.0	18.7	73.7	#326.4	0.1	#74.4	183.0
Internal Link Dist (m)	55.9	715.4		279.4			5450.7
Turn Bay Length (m)					35.0	70.0	
Base Capacity (vph)	774	653	754	1778	845	115	2135
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.10	0.50	1.08	0.03	1.11	0.72

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	4	0	1	64	0	368	0	1881	27	125	1501	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0	6.0		7.0	7.0	4.0	7.0	
Lane Util. Factor		1.00			1.00	1.00		0.95	1.00	1.00	0.95	
Frpb, ped/bikes		1.00			1.00	0.98		1.00	0.98	1.00	1.00	
Flpb, ped/bikes		0.99			1.00	1.00		1.00	1.00	1.00	1.00	
Frt		0.97			1.00	0.85		1.00	0.85	1.00	1.00	
Flt Protected		0.96			0.95	1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1775			1818	1517		3506	1604	1789	3471	
Flt Permitted		0.88			0.75	1.00		1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1618			1444	1517		3506	1604	1789	3471	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	4	0	1	65	0	376	0	1919	28	128	1532	1
RTOR Reduction (vph)	0	4	0	0	0	94	0	0	14	0	0	0
Lane Group Flow (vph)	0	1	0	0	65	282	0	1919	14	128	1533	0
Confl. Peds. (#/hr)	19		6	6		19			10	10		
Heavy Vehicles (%)	0%	0%	0%	0%	0%	5%	0%	1%	0%	2%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	15	0	0	15	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	Prot	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8		8	2		2			
Actuated Green, G (s)		22.9			22.9	22.9		47.6	47.6	6.1	57.7	
Effective Green, g (s)		22.9			22.9	22.9		47.6	47.6	6.1	57.7	
Actuated g/C Ratio		0.24			0.24	0.24		0.51	0.51	0.07	0.62	
Clearance Time (s)		6.0			6.0	6.0		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	
Lane Grp Cap (vph)		395			353	371		1782	815	116	2139	
v/s Ratio Prot								c0.55		c0.07	0.44	
v/s Ratio Perm		0.00			0.05	c0.19			0.01			
v/c Ratio		0.00			0.18	0.76		1.08	0.02	1.10	0.72	
Uniform Delay, d1		26.7			28.0	32.8		23.0	11.4	43.8	12.3	
Progression Factor		1.00			1.00	1.00		1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.0			0.3	8.6		45.4	0.0	114.1	2.1	
Delay (s)		26.7			28.2	41.4		68.4	11.4	157.8	14.4	
Level of Service		C			C	D		E	B	F	B	
Approach Delay (s)		26.7			39.5			67.6			25.5	
Approach LOS		C			D			E			C	

Intersection Summary			
HCM 2000 Control Delay	47.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	93.6	Sum of lost time (s)	17.0
Intersection Capacity Utilization	106.4%	ICU Level of Service	G
Analysis Period (min)	15		

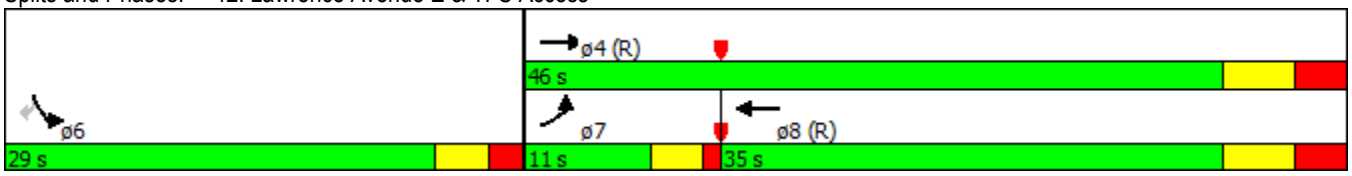
c Critical Lane Group

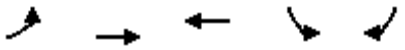
Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Volume (vph)	116	917	912	112	35
Turn Type	Prot	NA	NA	NA	Perm
Protected Phases	7	4	8	6	
Permitted Phases					6
Detector Phase	7	4	8	6	6
Switch Phase					
Minimum Initial (s)	6.0	10.0	10.0	7.0	7.0
Minimum Split (s)	10.0	33.0	33.0	28.0	28.0
Total Split (s)	11.0	46.0	35.0	29.0	29.0
Total Split (%)	14.7%	61.3%	46.7%	38.7%	38.7%
Yellow Time (s)	3.0	4.0	4.0	3.0	3.0
All-Red Time (s)	1.0	3.0	3.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	7.0	7.0	5.0	5.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	C-Max	C-Max	None	None
Act Effct Green (s)	9.3	54.8	43.6	12.0	12.0
Actuated g/C Ratio	0.12	0.73	0.58	0.16	0.16
v/c Ratio	0.53	0.36	0.46	0.39	0.12
Control Delay	40.5	6.2	14.0	30.3	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	40.5	6.2	14.0	30.3	8.9
LOS	D	A	B	C	A
Approach Delay		10.1	14.0	25.2	
Approach LOS		B	B	C	

Intersection Summary

Cycle Length: 75
Actuated Cycle Length: 75
Offset: 1 (1%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.53
Intersection Signal Delay: 12.9 — Intersection LOS: B
Intersection Capacity Utilization 52.1% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 42: Lawrence Avenue E & TFS Access

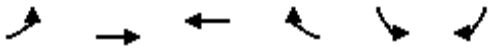




Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	118	936	962	114	36
v/c Ratio	0.53	0.36	0.46	0.39	0.12
Control Delay	40.5	6.2	14.0	30.3	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	40.5	6.2	14.0	30.3	8.9
Queue Length 50th (m)	15.6	22.5	44.5	15.2	0.0
Queue Length 95th (m)	#36.5	55.2	80.5	23.3	5.8
Internal Link Dist (m)		210.7	76.4	263.1	
Turn Bay Length (m)	110.0				
Base Capacity (vph)	225	2615	2071	584	547
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	0.52	0.36	0.46	0.20	0.07

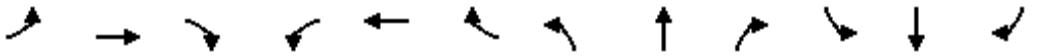
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	116	917	912	30	112	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	7.0	7.0		5.0	5.0
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	1.00		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1807	3579	3558		1825	1633
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1807	3579	3558		1825	1633
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	118	936	931	31	114	36
RTOR Reduction (vph)	0	0	2	0	0	31
Lane Group Flow (vph)	118	936	960	0	114	5
Confl. Peds. (#/hr)	4			4		
Heavy Vehicles (%)	1%	2%	2%	3%	0%	0%
Turn Type	Prot	NA	NA		NA	Perm
Protected Phases	7	4	8		6	
Permitted Phases						6
Actuated Green, G (s)	8.0	52.4	40.4		10.6	10.6
Effective Green, g (s)	8.0	52.4	40.4		10.6	10.6
Actuated g/C Ratio	0.11	0.70	0.54		0.14	0.14
Clearance Time (s)	4.0	7.0	7.0		5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	192	2500	1916		257	230
v/s Ratio Prot	c0.07	0.26	c0.27		c0.06	
v/s Ratio Perm						0.00
v/c Ratio	0.61	0.37	0.50		0.44	0.02
Uniform Delay, d1	32.0	4.6	10.9		29.5	27.7
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	5.7	0.4	0.9		1.2	0.0
Delay (s)	37.8	5.0	11.9		30.7	27.8
Level of Service	D	A	B		C	C
Approach Delay (s)		8.7	11.9		30.0	
Approach LOS		A	B		C	

Intersection Summary			
HCM 2000 Control Delay	11.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	52.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	801	228	9	333	0	0	0	0	21	8	609
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.98	0.98	0.95	0.95	0.98	0.98	0.95	0.95	0.95	0.98	0.95	0.98
Hourly flow rate (vph)	0	817	240	9	340	0	0	0	0	21	8	621
Pedestrians		10									42	
Lane Width (m)		3.7									3.7	
Walking Speed (m/s)		1.2									1.2	
Percent Blockage		1									4	
Right turn flare (veh)												5
Median type		None			None							
Median storage veh)												
Upstream signal (m)		100			59							
pX, platoon unblocked				0.89			0.89	0.89	0.89	0.89	0.89	
vC, conflicting volume	382			1057			1310	1338	529	809	1458	392
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	382			825			1108	1139	233	547	1274	392
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	7.8	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.6	3.3
p0 queue free %	100			99			0	100	100	94	90	0
cM capacity (veh/h)	1145			716			0	170	687	352	86	580

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	545	512	349	651
Volume Left	0	0	9	21
Volume Right	0	240	0	621
cSH	1700	1700	716	608
Volume to Capacity	0.32	0.30	0.01	1.07
Queue Length 95th (m)	0.0	0.0	0.3	141.0
Control Delay (s)	0.0	0.0	0.4	81.2
Lane LOS			A	F
Approach Delay (s)	0.0		0.4	81.2
Approach LOS				F

Intersection Summary			
Average Delay	25.8		
Intersection Capacity Utilization	63.4%	ICU Level of Service	B
Analysis Period (min)	15		