Appendix G.3

Development and Calibration / Validation of the Existing Conditions (2019) Models Technical Memo (May 2020)

PARK LAWN LAKE SHORE TRANSPORTATION MASTER PLAN

AECOM Canada Ltd.
30 Leek Crescent
4th Floor
Richmond Hill, ON L4B 4N4
Canada

T: 905.882.4401
F: 905.882.4399
aecom.com

To:
Hussain Tamimi, P.Eng, MSc, MBA, PMP
City of Toronto |City Hall, 22nd Floor East Tower | 100 Queen Street West | Toronto ON | M5H 2N2

CC:
Wai Ming Lo (CoT)
Kevin Philips (AECOM)

Project name:
Park Lawn – Lake Shore Transportation Master Plan
Project ref:
60494141

From:
Reza Noroozi (AECOM)
Ilia Merkoulovitch (AECOM)

Date:
May 25 2020

Memo

Subject: Development and Calibration / Validation of the Existing Conditions (2019) Models

1 Introduction

AECOM Canada Ltd. was retained by the City of Toronto (i.e., the "City") to undertake a Transportation Master Plan (TMP) Study for the Park Lawn – Lake Shore (PLLS) area. The purpose of the study is to identify transportation improvements needed to provide multi-modal mobility options for people who live, work, visit, and pass through the PLLS area and to support further development of the PLLS area.

The details of traffic model development were documented in the "Development and Calibration/Validation of the Existing Conditions (2019) Models" memorandum (referred to as "Model Development Memo") dated April 9, 2020. The Model Development Memo included the details of model development, calibration, and validation as well as existing conditions traffic operational assessment for the AM peak period.

This memorandum is an update to the Model Development Memo to include the existing conditions traffic operational assessment for the PM peak hour.

The primary study area bounded by Mimico Creek to the west, The Queensway to the north, Windermere Avenue to the east, and Lake Ontario to the south is shown in **Figure 1**. However, to capture major traffic patterns in the primary study area, a broader study area, known as the secondary study area, was considered for travel demand estimation as shown in **Figure 1**. The secondary study area is bounded by Kipling Avenue to the west, The Queensway to the north, Jameson Avenue to the east, and Lake Ontario to the south.

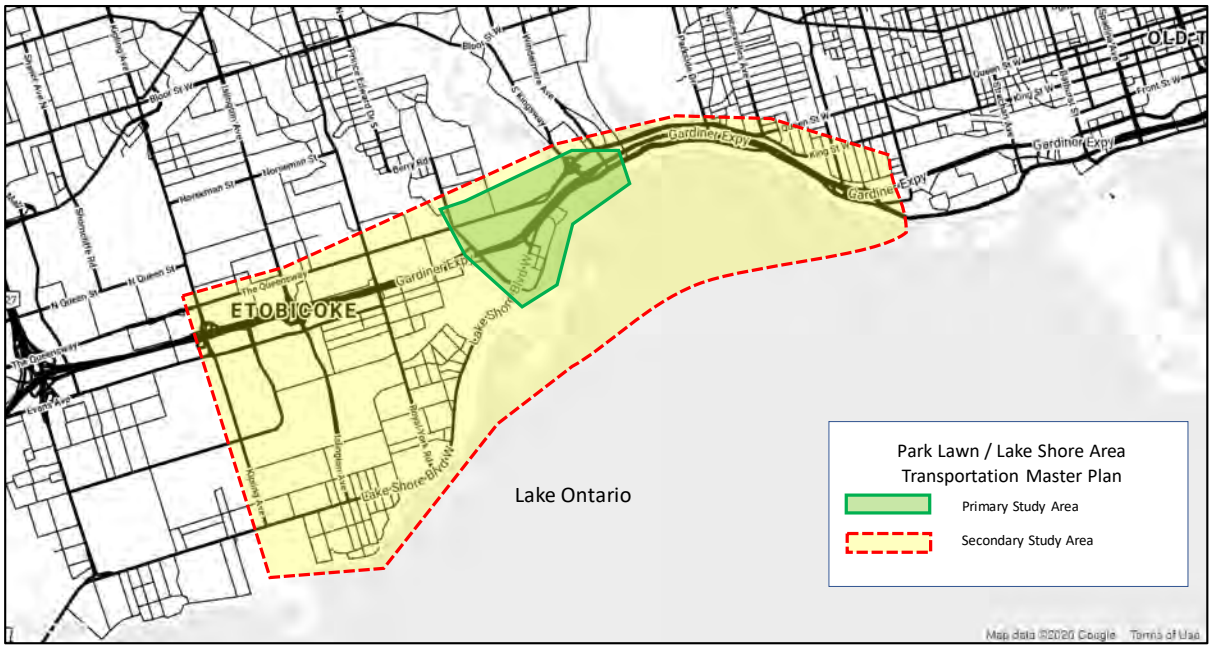


Figure 1: Park Lawn / Lake Shore TMP Primary and Secondary Study Areas

2 Travel Demand Estimation

This section describes the steps taken to develop and calibrate a Visum model for the existing conditions (2019). While the focus of the TMP Study is on the primary study area, a broader study area, known as secondary study area, was used for Visum modelling (as shown in Figure 1) to fully capture major patterns of travel in the existing conditions and under different land use and transportation improvement alternatives in the future scenarios.

2.1 City's Emme Travel Demand Model

The City' Emme Regional Transportation Demand Model was utilized to develop the existing conditions travel pattern in the study area. The City's Transportation Planning Policy and Modelling (TPPM) Unit provided a subarea Emme model including the following information:

- The 2011 road network representing the PLLS secondary study area; and
- The 2011 peak hour auto traversal demand matrices for the AM and PM peak hours.

In addition, the City's Strategic Initiatives, Policy and Analysis (SIPA) Unit provided AECOM with the population and employment data for the primary study area in 2011 and 2015.

The Emme traversal matrix was used as a starting point for the Visum Origin-Destination (OD) matrix and was further adjusted throughout the calibration process as described in the next sections.

2.2 Road Network Refinement

Figure 2 shows the road network included in the City's Emme sub-area model. As expected, the road network only includes Gardiner Expressway and major roads within the PLLS secondary study area. Therefore, the road network was further refined in the Visum model to more closely represent the Existing Conditions (2019) secondary study area.

The key road network refinements made to the Visum model are shown in **Figure 3** and are as follows:

- The section of Gardiner Expressway west of Park Lawn Road was coded in the model as a core-collector with access provided to the Park Lawn Road off-ramp and the Islington Avenue on- and off-ramps only via collector roads;
- New links were added to the model to represent Aldgate Avenue, access road to Humber Treatment Plant, Silver Moon Drive, Humber Bay Shores Development's "Street A" (south side of Lake Shore Boulevard across from the former Mr. Christie's east access driveway), Brookers Lane, Palace Pier Court, and Waterfront Drive. Waterfront Drive was entered as a one-way westbound roadway;
- New links were added to the model to represent the Gardiner eastbound off- and on-ramps to Horner Avenue. The extension of Horner Avenue to Judson Street also added to the model;
- The Gardiner westbound off-ramp to St Lawrence Avenue and its intersection with The Queensway was also added to the model;
- New links were added to the model to represent the section of Windermere Avenue between The Queensway and Lake Shore Boulevard and the section of Ellis Avenue north of The Queensway;
- New links were added to the model to represent the section of Colborne Lodge Drive between The Queensway and Lake Shore Boulevard and the section of Ellis Avenue north of The Queensway;
- Number of lanes for the section of Evans Avenue between Kipling Avenue to Royal York Road was reduced from two to one in each direction;
- Number of lanes for the Gardiner Expressway westbound collector ramp to Islington Avenue was reduced from two to o one.

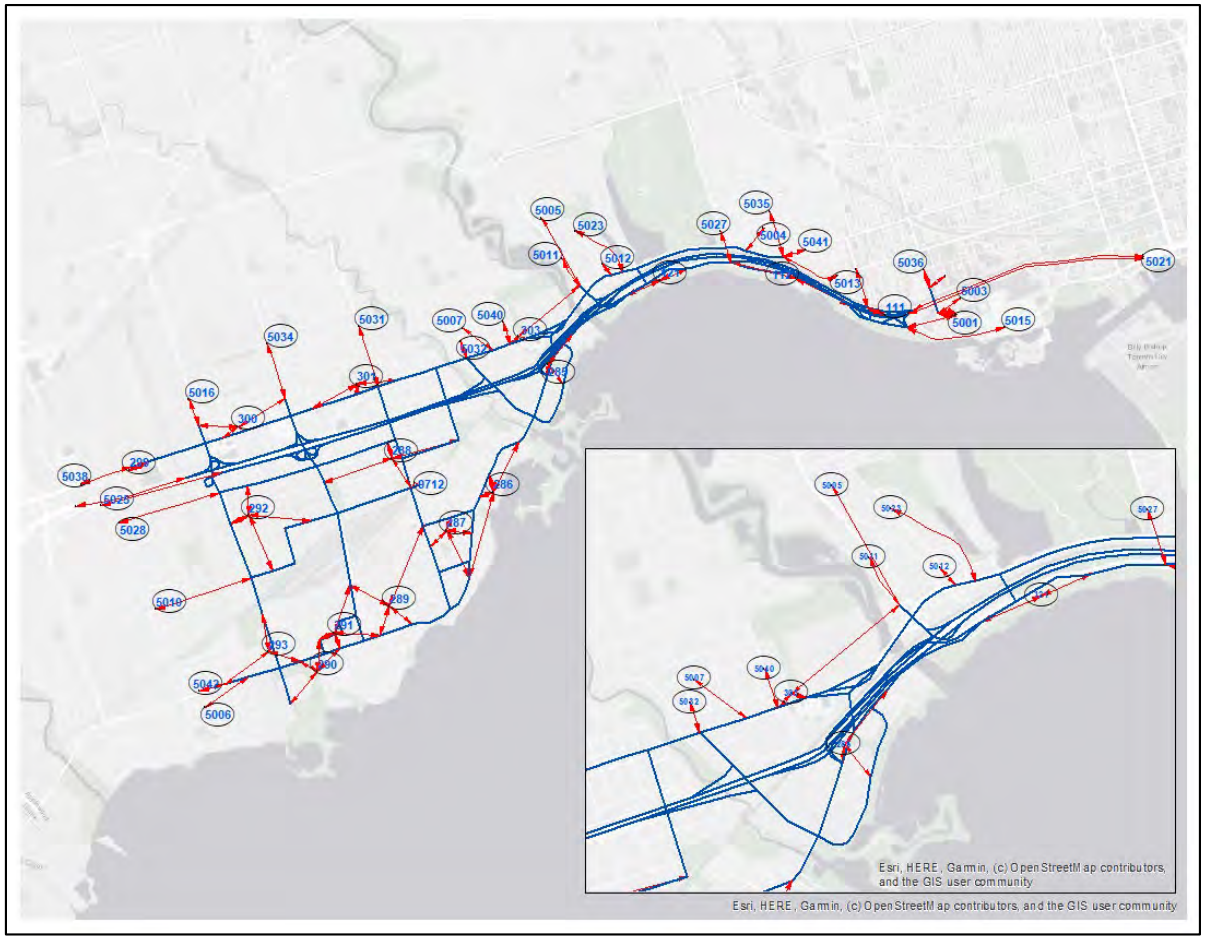


Figure 2: Road Network Coded in the City's Emme Sub-Area Model

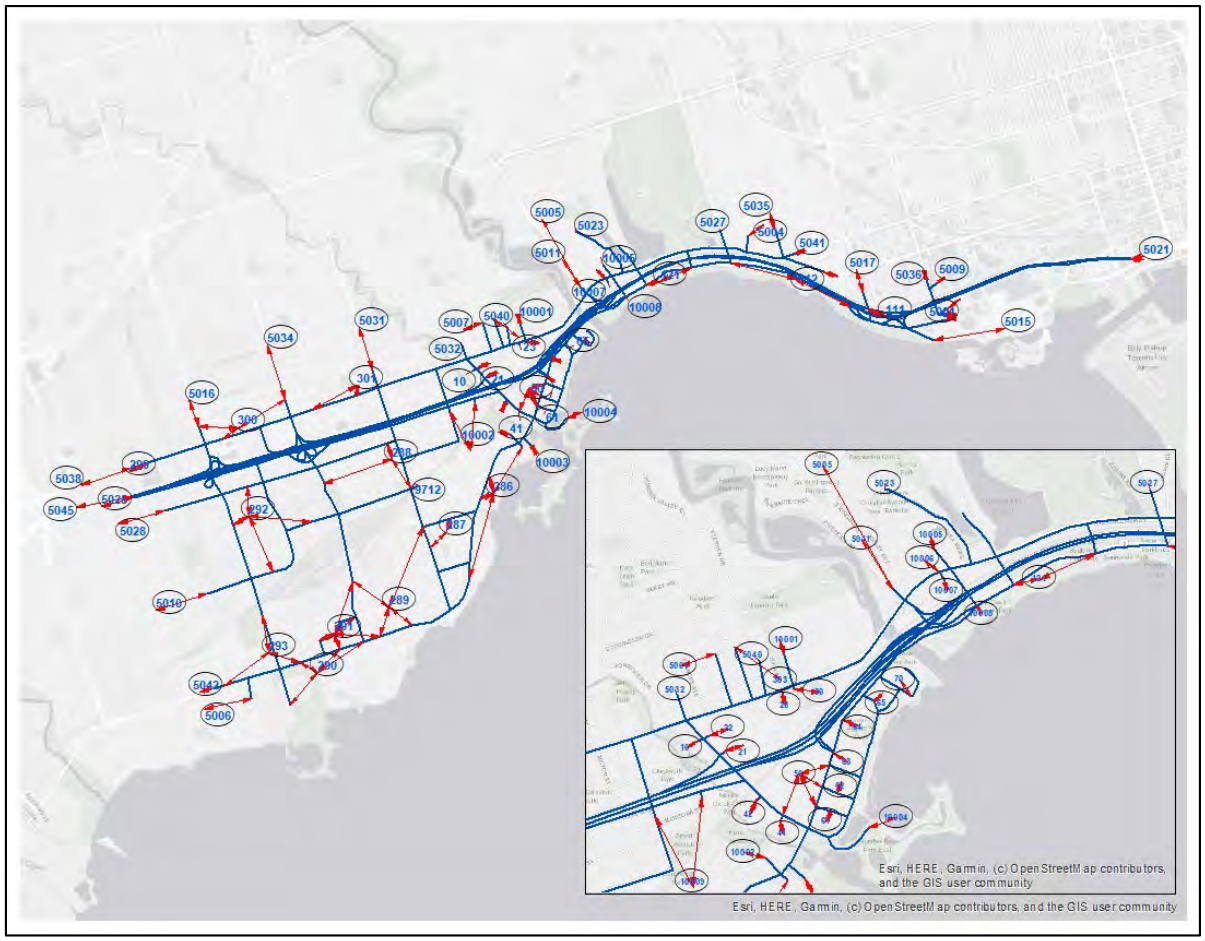


Figure 3: "Refined" Road Network Coded in the Visum Sub-Area Model

2.3 Traffic Zones Splitting

The traffic zones included in the City's Emme Model are based on the Transportation Tomorrow Survey (TTS) 2006 traffic zone boundaries. The City's Emme Model is represented by thousands of traffic zones of which 625 are within the City's limits. **Figure 4** presents the traffic zones included in the City's Emme model within and adjacent to the secondary study area. As shown in **Figure 4**, Traffic Zone #285 encompasses most of the primary study area. Hence, with the focus of the TMP Study on the primary study area and to better estimate localized traffic patterns within the primary study area, Traffic Zone #285 was split into seven sub-zones, as shown in **Figure 5**.

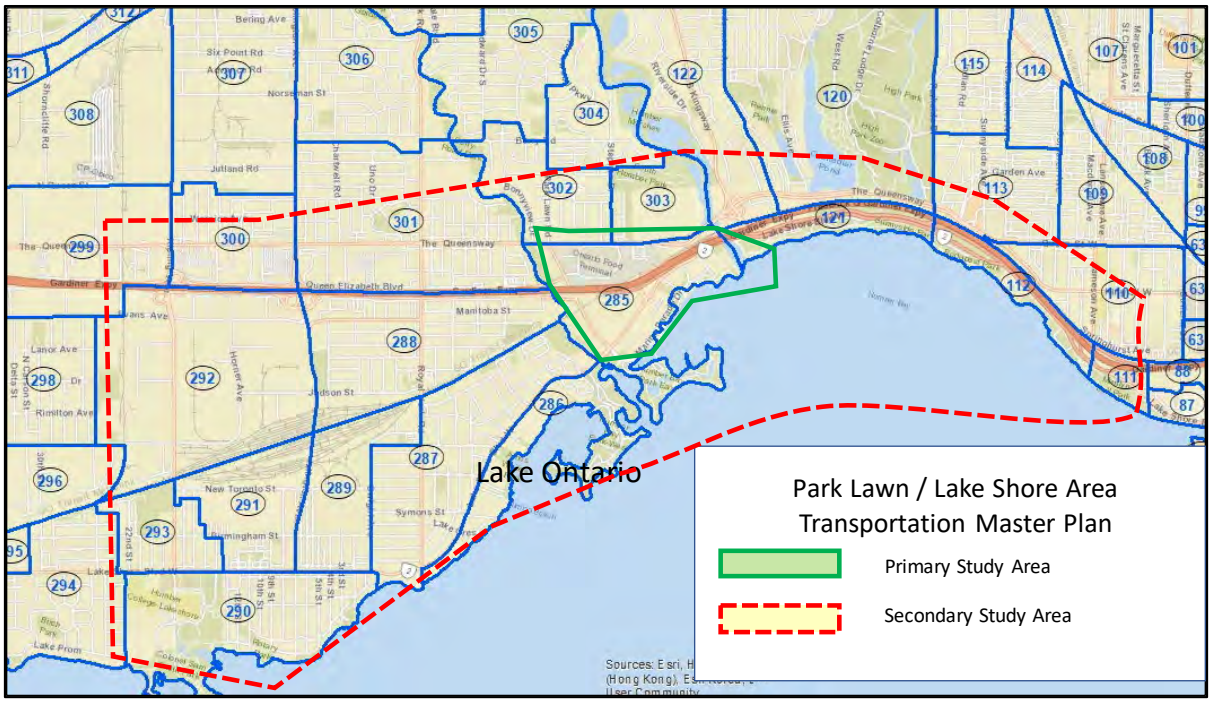


Figure 4: PLLS Primary and Secondary Study Area Boundaries, and the City's Emme Model Traffic Zones

Figure 5: Traffic Sub-Zone Numbers and Boundaries Included in Traffic Zone #285

The seven sub-zones identified in **Figure 5** are as follows:

- Sub-Zone #1: The area bounded by Mimico Creek to the west, The Queensway to the north, Park Lawn Road to the east and Gardiner Expressway to the south;
- Sub-Zone #2: The area representing the Ontario Food Terminal (OFT). This zone was then further disaggregated to three traffic zones;
- Sub-Zone #3: The area located immediately to the east of OFT and bounded by The Queensway to the north, Humber River to the east, and Gardiner Expressway to the south. Note that the Sobey's Plaza and Humber Loop are located in this sub-zone;
- Sub-Zone #4: The area bounded by Mimico Creek to the west, Gardiner Expressway to the north, Park Lawn Road to the east, and Lake Shore Boulevard West to the south. This zone was then further disaggregated to two sub-zones;
- Sub-Zone #5: The area representing the former Mr. Christie's Bakery, now First Capital Property;
- Sub-Zone #6: The area representing the Humber Bay Shores Mixed-use Development. This zone was then further disaggregated to five sub-zones; and
- Sub-Zone #7: The area bounded by Marine Parade Drive to the west, Lake Shore Boulevard West to the north, Humber River to the east and Lake Ontario to the south. the Palace Place Condominiums are located in this sub-zone.

Note that considering the boundaries of the 2011 Census Program "dissemination areas" for which the population and employment information were available, the above-noted sub-zone system was used to project the trips from 2011 to 2019. These seven sub-zones were further broken to 14 traffic zones based on the network connectivity and their access points. Subsequently, "connectors" were added for each of the 14 traffic zones to represent their access points to the road network. **Figure 6** shows the final primary study area zones and connectors.

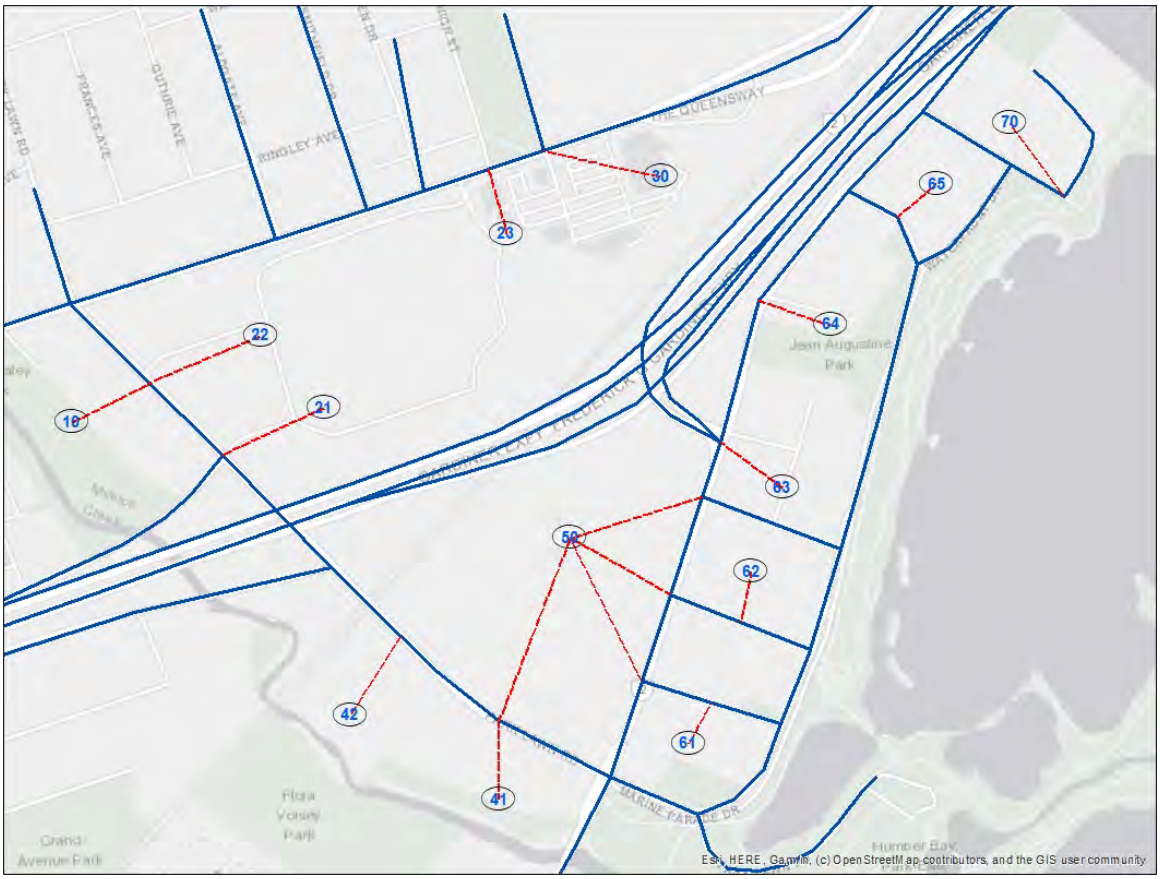


Figure 6: PLLS Traffic Zone and Connectors

Traffic zones and their connectors within the secondary study area were reviewed and relocated, if required, to better reflect how traffic generated by those traffic zones would access the road network. Also new connectors were added to replicate more realistic traffic distribution patterns. The key modifications made to the connectors are as follows:

- New traffic zones were added at several roads to cover all gate zones to support the microsimulation analysis. The new zones included the north approach of the intersection of The Queensway and Palace Place Condominiums/TD Plaza (10001), Legion Road at intersection with Lake Shore Boulevard (10003), Humber Bay Park Road East (10004), Windermere Avenue (10005), Southport Street (10006), NXT Condominiums access road west of Windermere Avenue (10007), and south approach at the intersection of Windermere Avenue and Lake Shore Boulevard (10008).
- Traffic Zone #288 (the area bounded by Islington Avenue to the west, Gardiner Expressway to the north, Mimico Creek to the east, and railway tracks to the south) were disaggregated to two traffic zones (#288 and #10009). Traffic zone # 10009 was connected to the Legion Road North and then Gardiner Expressway westbound off-ramp to Park Lawn Road and also Grand Avenue to better represent access to the network.

2.4 Development of Visum OD Matrix

As provided by the City, **Table 1** presents the population and employment numbers for the seven sub-zones included in the PLLS primary study area in 2011 and 2015. There was a significant increase in the total population of the primary study area from 2011 to 2015 whereas its total employment remained almost unchanged.

Through discussions with the City, AECOM used the employment and population totals of Traffic Zone #285 in 2011 and 2015 as well as the estimated population and employment numbers for the seven sub-zones in 2015 to project the number of trips generated by each of the seven sub-zones in the AM and PM peak hours as follows:

- In the AM peak hour, the number of trips that originated from Traffic Zone #285 was increased by the population growth rate between 2011 and 2015. The estimated number of trips that originated from Traffic Zone #285 was then divided proportionally based on the 2015 population of the seven sub-zones.
- In the AM peak hour, the number of trips destined to Traffic Zone #285 was assumed to increase based on the employment growth rate between 2011 and 2015. The estimated number of trips destined to Traffic Zone #285 was divided proportionally based on the 2015 employment of the seven sub-zones.
- In the PM peak hour, the number of trips destined to Traffic Zone #285 was assumed to increase based on the employment growth rate between 2011 and 2015. The estimated number of trips destined to Traffic Zone #285 was divided proportionally based on the 2015 employment of the seven sub-zones.
- In the PM peak hour, the number of trips that originated from Traffic Zone #285 was increased by the population growth rate between 2011 and 2015. The estimated number of trips that originated from Traffic Zone #285 was then divided proportionally based on the 2015 population of the seven sub-zones.
- No growth rate was applied to project the number of trip production and attraction from 2015 to 2019 for the seven sub-zones. However, the origin-destination trips were further adjusted in the OD adjustment step based on 2019 traffic counts.

Table 2 shows the estimated total number of trips that originated from and were destined to Traffic Zone #285 during the AM and PM peak hours in 2011 based on the City's Emme model.

Table 3 shows the estimated total number of trips that originated from and were destined to the seven sub-zones within the primary study area for Visum modelling.

Table 1: Population and Employment in 2011 and 2015 for the sub-zones included in the Primary Study Area

Sub-Zone #	2011		2015	
	Population	Employment	Population	Employment
1	0	160	0	224
2	0	838	0	860
3	0	411	0	432
4	0	161	4,303	262
5	0	785	0	10
6	2,798	192	4,631	896
7	1,569	85	1,553	1
Total	**4,367**	**2,632**	**10,487**	**2,685**

Table 2: Trips Originated from and Destined to Traffic Zone #285 in the AM and PM Peak Hours in 2011

Traffic Zone #	AM Peak Hour		PM Peak Hour	
	From	To	From	To
285	437	568	756	628

Table 3: Trips Originated from and Destined to the sub-zones in the AM and PM Peak Hours (Adjusted)

Sub-Zone #	AM Peak Hour		PM Peak Hour	
	From	To	From	To
1	0	47	63	0
2	0	182	242	0
3	0	91	121	0
4	431	55	74	619
5	0	2	3	0
6	464	189	252	666
7	156	0	0	223
Total	**1,050**	**568**	**756**	**1,507**

The trips from/to the seven sub-zone were further disaggregated to fourteen traffic zones as shown in **Figure 6** based on the 2019 inbound and outbound traffic counts at their access points. **Table 4** shows the 2019 outbound and inbound traffic volumes at each sub-zone access point that were used in the disaggregation process. **Table 5** shows the percentages used to disaggregate the PLLS seven sub-zones to the 14 traffic zones. The total trips from/to these fourteen traffic zones are shown in **Table 6**.

Table 4: Inbound and Outbound Traffic to PLLS Model Traffic Zones (2019)

PLLS Sub-Zones	Model Traffic Zones	Count Location	Outbound Volume		Inbound Volume	
			AM	PM	AM	PM
1	10	Starbucks Access	120	53	110	51
2	21	Ontario Food Terminal - Gardiner North Ramp Exit	112	10	0	0
	22	Ontario Food Terminal - Park Lawn Access	9	43	52	1
	23	Ontario Food Terminal - The Queensway Access	27	2	95	11
3	30	TD Plaza Access	67	349	135	467
4	41	Metro Driveway	391	224	88	323
	42	South Beach Condos Access	167	87	51	135
5	50	Mr. Christie Site	0	0	0	0
6	61	Shore Breeze Drive	62	33	34	65
	62	Silver Moon Drive	50	58	65	144
	63	Brookers Lane	342	177	63	289
	64	Newport Beach Condos	43	18	14	23
	65	5 Marine Parade Condos	43	18	14	23
7	70	Palace Pier Condos	120	133	65	102

Table 5: Inbound and Outbound Percentages Used for PLLS Model Traffic Zones Disaggregation (2019)

PLLS Sub-Zones	Model Traffic Zones	Origin %		Destination %	
		AM	PM	AM	PM
1	10	100%	100%	100%	100%
2	21	76%	18%	0%	0%
	22	6%	78%	35%	8%
	23	18%	4%	65%	92%
3	30	100%	100%	100%	100%
4	41	70%	72%	63%	71%
	42	30%	28%	37%	29%
5	50	0%	0%	0%	0%
6	61	11%	11%	18%	12%
	62	9%	19%	34%	26%
	63	63%	58%	33%	53%
	64	8%	6%	7%	4%
	65	8%	6%	7%	4%
7	70	100%	100%	100%	100%

Table 6: Trips Originated from and Destined to the PLLS Model Traffic Zones (2019)

PLLS Sub-Zones	Model Traffic Zones	AM Peak Hour		PM Peak Hour	
		From	To	From	To
1	10	0	47	64	0
2	21	0	0	44	0
	22	0	64	189	0
	23	0	118	9	0
3	30	0	91	122	0
4	41	302	35	53	437
	42	129	20	21	183
5	50	0	2	3	0
6	61	53	34	27	80
	62	43	65	48	177
	63	294	63	147	355
	64	37	14	15	28
	65	37	14	15	28
7	70	156	0	0	224

For estimating the portion of the 2019 traversal matrices representing the trips with either one or both ends within the primary study area, which includes the external-to-internal, internal-to-internal, and internal-to-external trips, the AM and PM peak hour traversal matrices were expanded to include the trips generated by the fourteen traffic zones.

In addition, for estimating the portion of the 2019 traversal matrices representing the trips with both ends outside the primary study area (these are the external-to-external trips), the 2011 and 2031 traversal matrices were used to determine the annual growth rate based on the number of external-to-external trips over the 20-year period between 2011 and 2031. **Table 7** shows the total number of external-to-external trips of the primary study area in the AM and PM peak hours in 2011, and 2031 and the annual growth rates calculated for AM and PM peak hours. The calculated annual growth rates then were applied to the external to external trips in the 2011 AM and PM peak traversal matrices to estimate 2019 trips.

Table 7: Total Number of External-to-External Trips in 2011, and 2031 and Calculated Growth Rates

Travel Demand	2011		2031		Annual Growth Rate	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Total External-to-External Trips	27,312	28,517	28,204	30,140	0.16%	0.28%

2.5 Calibration and Validation

The Visum modelled link traffic volumes were validated against the observed link traffic volumes from the traffic data collected by the City at multiple locations within the primary and secondary study area.

The simulated and observed link traffic volumes were compared using the GEH Statistic. The GEH Statistic is a formula used in traffic modelling and forecasting to compare two sets of traffic volumes: the simulated and observed link traffic volumes. The GEH Statistic quantifies the difference between the two sets of traffic volumes while taking into account the magnitude of the traffic volumes being compared. The GEH statistic is represented by the equation below:

$$GEH = \sqrt{\frac{(M-O)^2}{0 \cdot 5 * (M+O)}}$$

Where:

M: simulated flows

O: observed flows

Various GEH values give an indication of a goodness of fit as outlined below:

- GEH < 5 — Flows can be considered a good fit
- 5 < GEH < 10 — Flows may require further investigation
- GEH > 10 — Flows cannot be considered to be a good fit

A GEH value of less than 5 is generally considered good. A GEH with value between 5 and 10 is considered acceptable but it indicates that difference between simulated and observed traffic volumes warrants a review. Finally, a GEH value greater than 10 indicates that the variation is greater than the acceptable range. **Figure 7** also shows the links where the observed and modelled traffic volumes were used for GEH calculations. It should be noted that the congested links with expected volume to capacity ratios well above 1 were not included in the GEH calculation as the modelled values represent the demand on these sections that can be substantially higher than the counted traffic volumes.

Table 8 shows a summary of GEH results calculated based on modelled and observed traffic volumes for the selected set of links representing various road sections on the major roadways and the Gardiner Expressway on- / off-ramps within the primary and secondary study areas. **Appendix A** includes the details of selected locations, observed and modelled traffic volumes along with the calculated GEH values.

As shown in **Table 8**, for both AM and PM peak hours, the GEH values for more than 40% of the links are greater than 10. Therefore, for both AM and PM peak hours, OD matrix adjustment was conducted to more closely replicate the observed traffic volumes in the study area.

Figure 7: PLLS Model Selected Links For Validation Process

Table 8: PLLS Model Validation Summary Results – No Demand Adjustment

Category	Percent of Links	
	AM Peak	PM Peak
GEH <5	32.7%	27.4%
5< GEH <10	22.1%	30.1%
Total (GEH<10)	54.8%	57.5%
Average GEH	10.1	10.5

2.5.1 Travel Demand Adjustment

The travel demand adjustment process was started by a visual audit of the model traffic volumes and comparing it to the actual volumes. In this step, several OD pairs were adjusted where the model volumes were zero or significantly different from the observed values. Examples are the Gardiner Expressway eastbound off-ramp to Horner Avenue and the Gardiner Expressway eastbound on-ramp from Lake Shore Boulevard westbound at Jameson Avenue where the model volumes were zero. The second step of the travel demand adjustment was conducted using a built-in travel demand adjustment procedure (T-Flow Fuzzy) within the Visum model, the 2019 AM and PM peak hours traversal matrices were adjusted based on the observed traffic data. **Table 9** provides the summary of GEH results calculated based on adjusted modelled and observed traffic volumes for the selected set of links representing various road sections on the major roadways and the Gardiner Expressway on- / off-ramps within the primary and secondary study areas

Appendix B shows the adjusted modelled traffic volumes and the observed traffic volumes as well as their associated GEH values for the same selected set of road sections for the AM and PM peak hours.

Table 9: PLLS Model Validation Summary Results – Adjusted

Criteria	AM Peak	PM Peak
GEH <5	79.6%	76.4%
5< GEH <10	11.5%	17.3%
Total (GEH<10)	91.2%	93.7%
Average GEH	3.8	3.4

As shown in **Table 9** (and compared to the results shown in **Table 8)**, following the travel demand adjustment, all of the selected links' GEH values for the AM and PM peak hours are considerably improved. The percentages of links with GEH below 5 is increased from 32.7 to 79.6 in the AM peak hour and from 27.4 to 76.4 in the PM peak hour. The percentages of links with GEH values below 10 in both AM and PM peak hours are also increased to above 90%.

The travel demand adjustment and model calibration were completed through a collaborative approach with the City staff and through discussions with the City.

Table 10 summarizes the total number of trips travelling to / from / within / through the primary study area in the different development stages of the existing conditions (2019) Visum model in both the AM and PM peak hours. The overall demand in the Visum model compared to the Emme traversal matrices was increased by approximately 7% for the AM peak hour and 6% for the PM peak hour.

The Visum models for the Existing Conditions AM and PM peak hours (2019) will be used for travel demand estimation for the Vissim microsimulation model which is further discussed in the next section of this memorandum.

Table 10: Summary of Total Number of Trips in the Development Stages of the Existing Conditions (2016) Sub-Area Model

Emme OD (2011)					Visum Updated OD (2019)			
Peak Hour and Zone Districts		Primary	Secondary	Total	Zone Districts	Primary	Secondary	Total
AM Peak	Primary	-	437	437	Primary	-	1,939	1,939
	Secondary	568	33,440	34,008	Secondary	1,061	33,854	34,914
	Total	568	33,877	34,445	Total	1,061	35,793	36,854
PM Peak	Primary	-	756	756	Primary	-	1,798	762
	Secondary	628	36,804	37,431	Secondary	1,723	37,213	39,621
	Total	628	37,560	38,188	Total	1,513	38,870	40,383

3 Micro-simulation Model

With the commencement of modelling work in 2019, PTV Vissim 2020 (SP-4) was selected as the software of choice for the micro-simulation model. The extent of the Vissim microsimulation model is shown in **Figure 8** as confirmed through discussions with the City. The model development involved the modelling of several minor and major roadways, interchanges, access driveways, and transit facilities within the study area. The transit facilities, including bus bays, streetcar stops, and light rail connections, were modelled to capture the affect of transit operations on automobile traffic.

Two existing condition models were developed, one for the AM peak hour and the other for the PM peak hour. The peak hour turning movement counts for the intersections in the study area were provided by the City from various sources. The majority of traffic counts along Park Lawn Road and Lake Shore Boulevard West were sourced from a study conducted by BA Group, with counts dated June 6th, 2019. Supplementary counts for remaining intersections were conducted for 15-minute intervals during the AM peak (7:30 to 9:30) as well as the PM peak (16:00 to 18:00) during various weekdays in 2016. The peak hour of each intersection has been identified by the City's Traffic Safety Unit or Accu-Traffic Inc. as the highest four consecutive 15-minute interval. Historical traffic data for the Gardiner Expressway and its ramps within the study area was also obtained from the City. The mainline and ramp count dates ranged from 1998 to 2019 and a 1% background growth rate was applied. The peak hour volumes for the intersections and highway were balanced to develop a balanced network auto and truck volumes. **Appendix C** includes the overall volume diagrams for the network, broken down by automobiles, trucks, and total vehicles. **Appendix D** includes the raw turning movement counts and ATR counts used for development of the model.

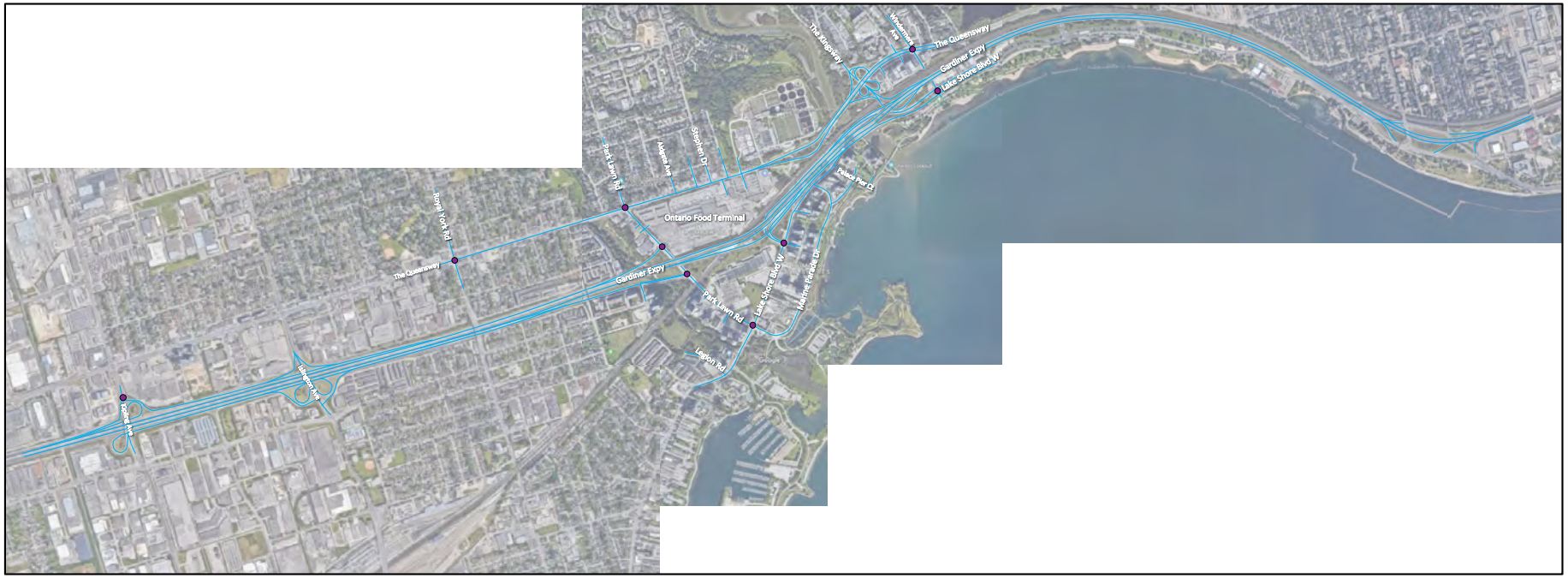


Figure 8: VISSIM Microsimulation Study Area

3.1 Signal Timings

Current signal timing plans were provided by the City and coded into the Vissim model using the built-in Ring and Barrier Controller (RBC) module. The timings were input to match the phasing sequence and clearance times used in the field. Vehicle and pedestrian actuation were also coded with the use of detectors. Where SCOOT is in place, the typical timing plans were used as recommended by ITS Operation. **Appendix E** includes the signal timing plans used in the development of the model.

Transit signal priority operation was identified at one intersection in the study area: Lake Shore Boulevard West & Newport Beach Condos Access / TTC Streetcar Tunnel. At the intersection, the 501 Queen streetcar performs an eastbound-left movement on its eastbound route and a southbound-right movement on its westbound route, connecting Lake Shore Blvd W to the Humber Loop facilities. The movement is called through in-road detectors, taking priority and truncating the phases for conflicting movements. Transit Signal Priority (TSP) was set up through the Vissim RBC Controller module, utilizing Transit Signal Groups and presence detectors to configure the priority phase operation.

3.2 Network Traffic Assignment

3.2.1 Auto Traffic Assignment

Dynamic traffic assignment (DTA) was used to assign the auto demand matrix to the network. The matrices from the existing condition Visum models (for AM and PM) were used as the initial auto matrices for the micro-simulation models. The micro-simulation auto matrices (for AM and PM) were then iteratively adjusted by comparing the results of the dynamic traffic assignment with the turning movement counts. Most significant adjustments were based on comparing the overall entering and exiting volumes for each zone in the Visum matrix to the total link volumes from the turning movement counts for the respective intersections. Path routing decisions were also reviewed after each run and compared against real-world travel options to determine the accuracy of the matrix origin-destination pairs and the magnitude of their volumes. **Appendix F** includes the raw and adjusted matrices used during the development of the model. **Figure 9** and **Figure 10** present the target auto traffic volumes at the key intersections for the AM peak hour and PM peak hour, respectively.

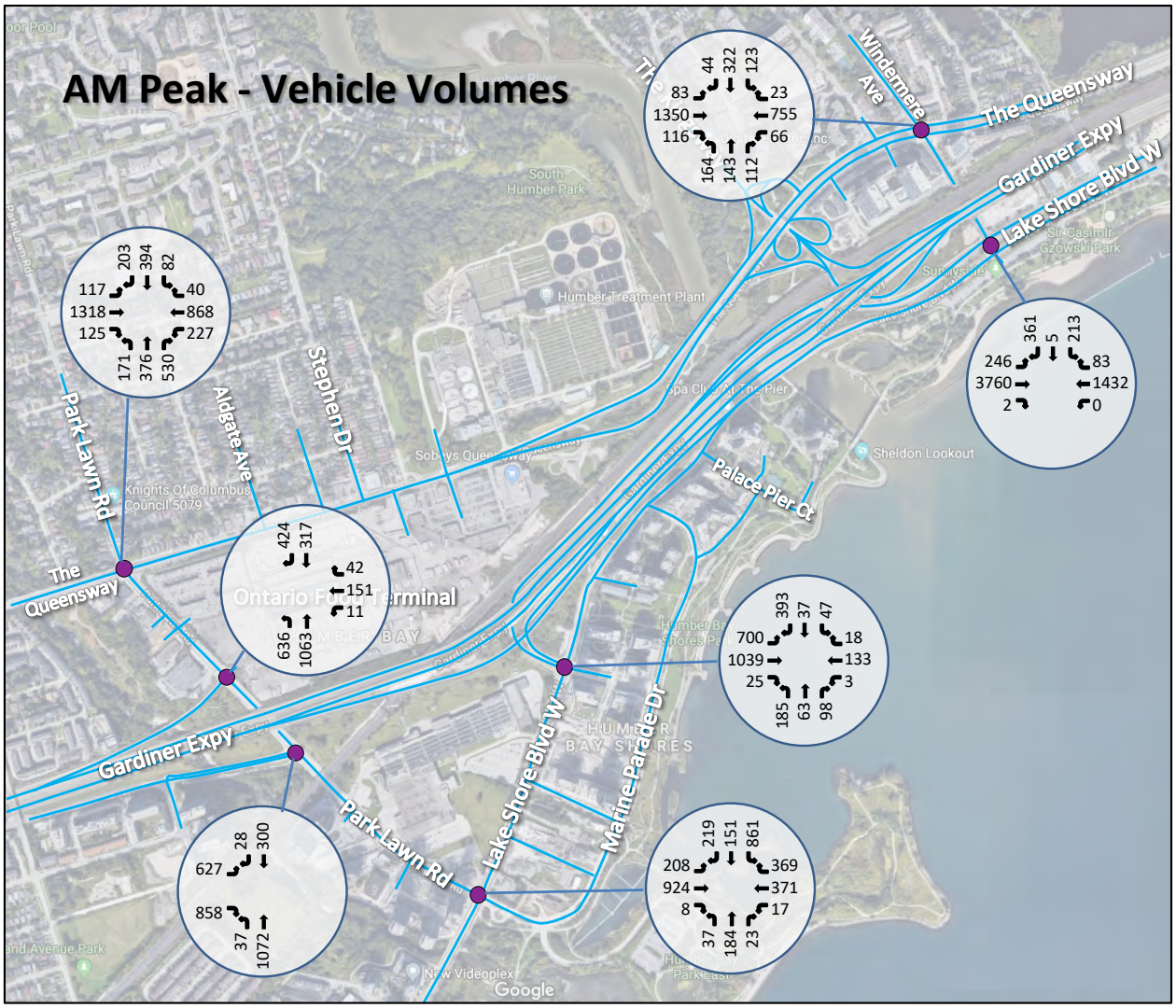


Figure 9: AM Peak Hour - Total Vehicle Turning Movement Volumes at Key Intersections

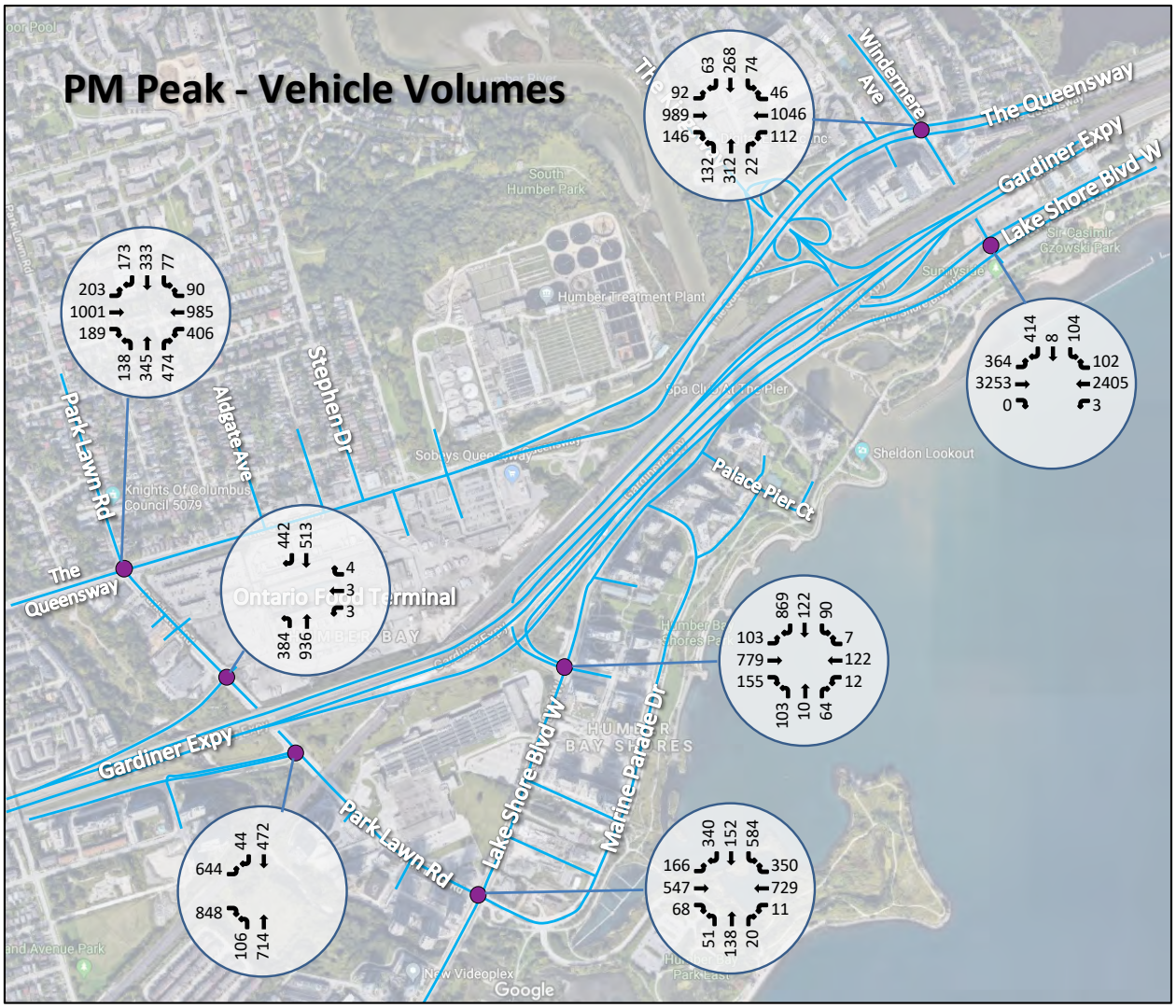


Figure 10: PM Peak Hour - Total Vehicle Turning Movement Volumes at Key Intersections

3.2.2 Truck Traffic Assignment

Truck traffic within the network study area was assigned using static routing in the model. Total truck traffic link volumes on boundary links at the edges of the model were entered using "vehicle inputs" and then statically routed throughout the network. The routing is implemented at an individual intersection level for arterial roads and ramp level for the Gardiner Expressway. **Figure 11** and **Figure 12** present truck traffic volumes at the key intersections for the AM peak hour and PM peak hour, respectively.

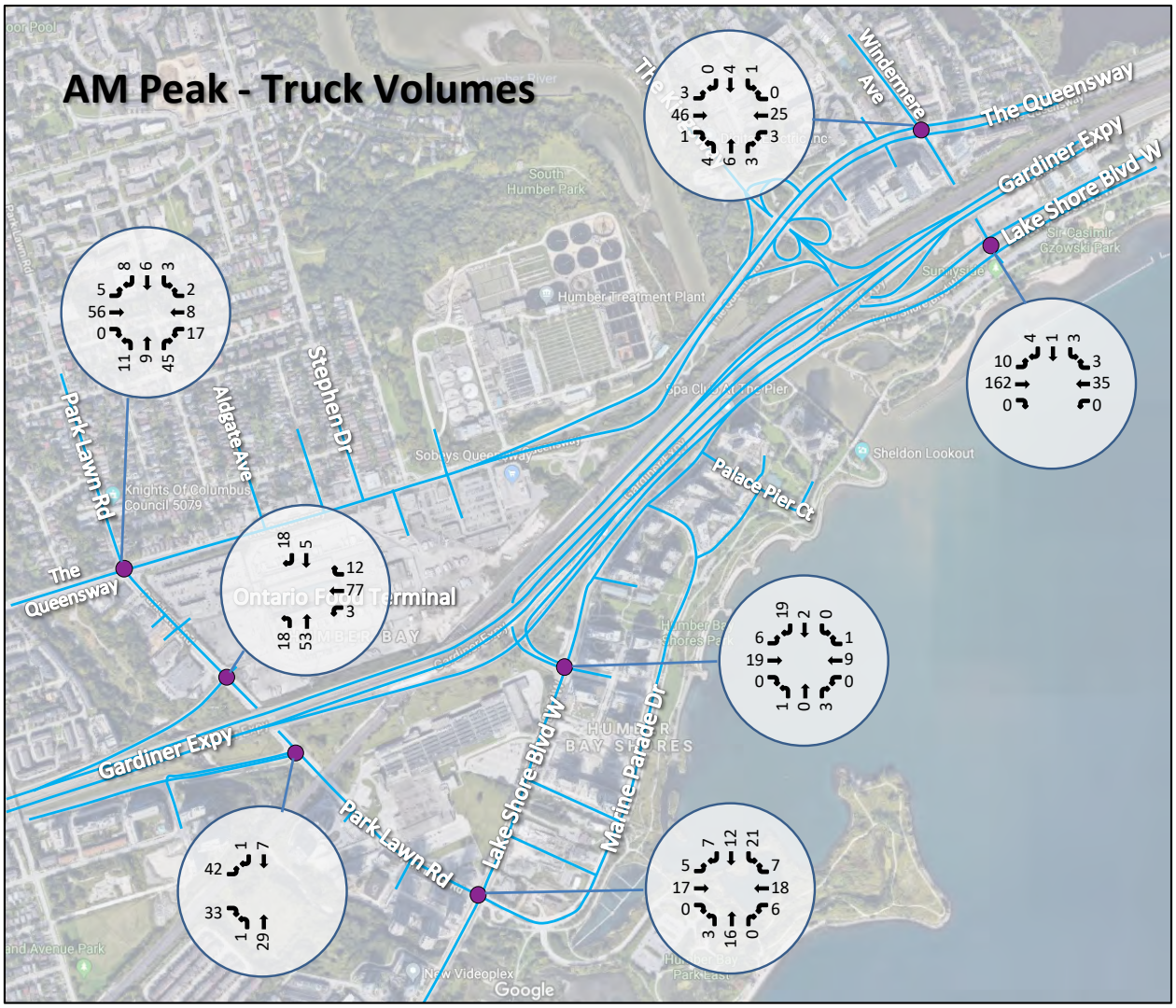


Figure 11: AM Peak Hour - Heavy Vehicle (Truck) Turning Movement Volumes at Key Intersections

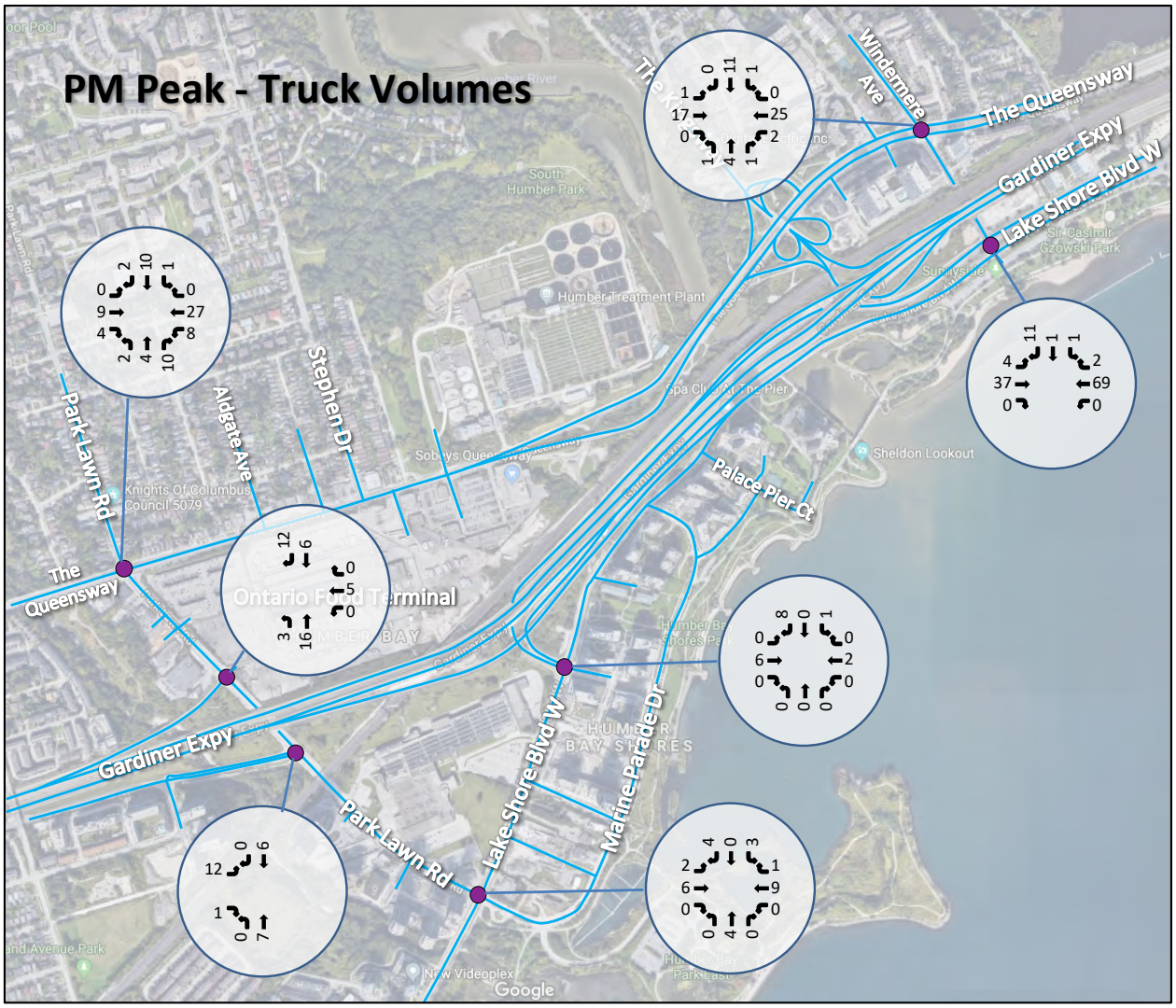


Figure 12: PM Peak Hour - Heavy Vehicle (Truck) Turning Movement Volumes at Key Intersections

3.3 Public Transport Lines

Public transport lines are coded into the model for TTC bus routes and streetcar routes located within the study area. For each line, the respective public transport stops are also coded to closely match real-world conditions, including bus bays and streetcar right-of-way areas. The boarding and alighting passenger volumes at each stop, obtained from hourly volumes provided by TTC, are input into the model to replicate the transit vehicle dwell time at each stop. The following transit routes are coded into the model:

- 15 Evans
- 44 Kipling South
- 66A Prince Edward
- 66B Prince Edward
- 76A Royal York South
- 76B Royal York South
- 77 Swansea
- 80A Queensway
- 110 Islington South
- 145 Downtown / Humber Bay Express
- 176 Mimico GO
- 501 Queen
- 944 Kipling South Express

The TTC Service Summary dated November 24, 2019 to January 4th, 2020 was used in combination with TTC website information in order to input the bus departure times according to the schedule during each period. **Figure 13** presents the TTC Network Map in the vicinity of the study area, showing the routes of the transit facilities included in the model.

Figure 13: TTC System Map - Modelled Transit Routes

3.3.1 Transit Dwell Time

Vissim calculates the transit vehicle dwell times based on the passenger on (boarding) and off (alighting) counts entered for each transit stop. The default formula in Vissim is for bus dwell time is as follows:

Bus Dwell Time = 8 + (1 * A) + (2 * B)

The parameters are as follows: A is the number of passengers alighting and B is the number of passengers boarding at the stop. Alighting time is 1 second per passenger and boarding time is 2 seconds per passenger. The clearance time, needed to open and close doors, is 8 seconds.

Streetcar Dwell Time = 12 + (0.5 * A) + (0.5 * B)

That is, alighting and boarding is assumed to each take 0.5 seconds per passenger. The clearance time is assumed to be 12 seconds.

It should be noted that for several of the modelled transit routes, boarding and alighting data was not available. The transit routes include 15 Evans, 44 Kipling South, 77 Swansea, 176 Mimico GO, and 944 Kipling South Express. For the modelled stops along these bus routes, dwell time is calculated by Vissim using a normal distribution with a mean of 20 seconds and standard deviation of 5 seconds. Additionally, boarding and alighting data was not available for 6 of the stops for the 501 Queen Streetcar, 3 eastbound stops and 3 westbound stops in the vicinity of The Queensway & Windermere Avenue. For the streetcar stops without boarding and alighting data, dwell time is calculated by Vissim using a normal distribution with a mean of 30 seconds and standard deviation of 7.5 seconds. As the section of the route along The Queensway features centre-running right-of-way streetcar tracks, the transit operations for this route have little impact on traffic operations along the adjacent roadway.

3.4 Active Transportation

3.4.1 Pedestrian Traffic

Pedestrian counts for intersections and crosswalks were obtained from the turning movement counts provided by the City. The pedestrian counts are entered into the micro-simulation model as static pedestrian traffic inputs at the intersection level, complete with pedestrian signals and detectors as well as appropriate walk and flash don't walk times. **Appendix C** includes network volume diagrams displaying the pedestrian volume at each intersection for the AM and PM peak hours.

3.4.2 Cycling Traffic

Cyclist count data is represented by the number of bikes counted on each leg and not for each turning movement. Using the cycling data at each intersection and a set of assumptions, bike traffic was balanced throughout the network. The main assumption is that all the cyclists use the road network to navigate through the model. Where available, cyclists use the bike lanes; otherwise, cyclists use the right-most lane of general-purpose traffic lanes. **Figure 14** presents the modelled cycling facilities within the focused study area. **Figure 15** and **Figure 16** present the cycling traffic volumes at the key intersections for the AM peak hour and PM peak hour, respectively.

Figure 14: Cycling Network within the Park Lawn - Lake Shore Focused Study Area

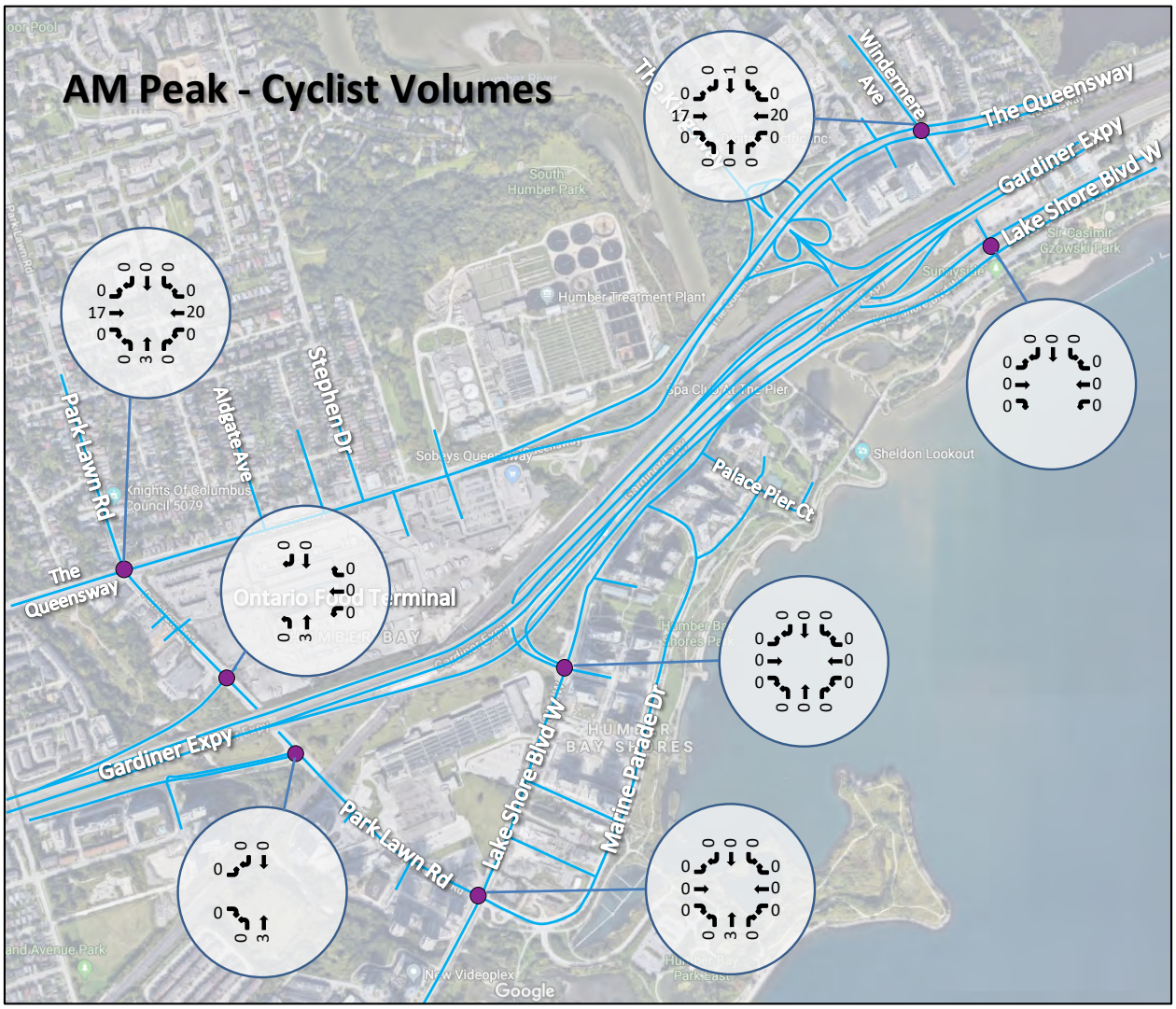


Figure 15: AM Peak Hour - Cyclist Turning Movement Volumes at Key Intersections

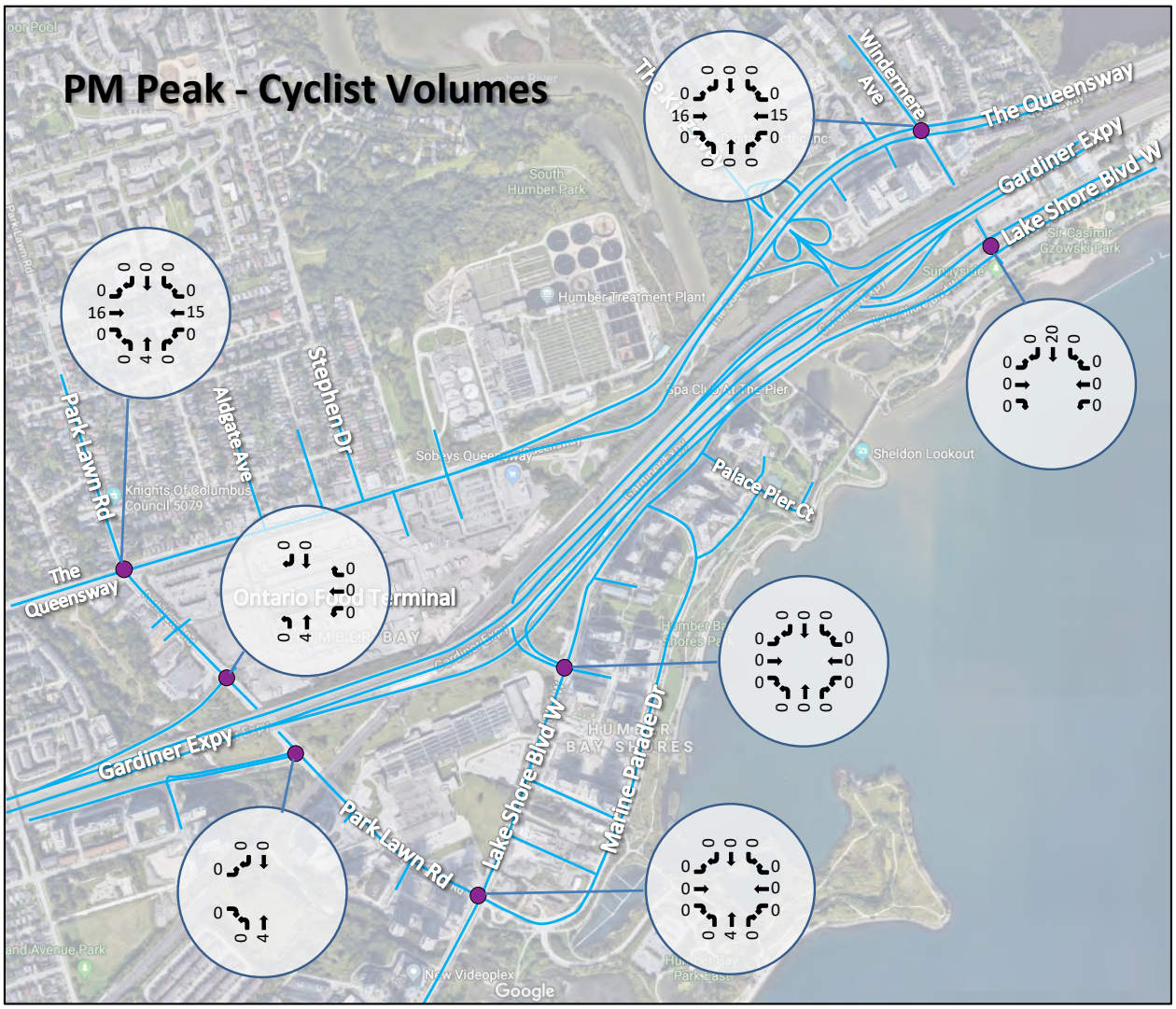


Figure 16: PM Peak Hour - Cyclist Turning Movement Volumes at Key Intersections

3.4.3 Dynamic Traffic Assignment Parameters

Automobile traffic within the network was assigned using dynamic traffic assignment. Equilibrium assignment was selected as the preferred path choice model in the development of the Vissim network. After several tests comparing stochastic assignment (Kirchhoff) and equilibrium assignment results, it was found that the equilibrium path choice model resulted in more realistic and balanced path selection, more closely matching the observed field conditions.

In the initial run, the total matrix volume is scaled to 30% of the actual peak hour volume. In each subsequent run, the volume is increased by 10% until the 100% volume input is reached. This approach is used in order to allow the model to reach convergence more easily, avoiding the potential over saturation of a path in the initial few runs.

Convergence criteria are based on the travel times on paths. If, for over 75% of paths, the travel time in two subsequent runs does not change more than 20%, the model is considered to be converged. With this convergence criterion, the model usually converges in approximately 30 runs. The AM peak period model reached a weighted convergence of 82% after 30 runs. The PM peak period model reached a weighted convergence of 92% after 34 runs.

After running the model for 30 runs, it is confirmed that an acceptable level convergence is met. The routing is then locked and the model is run for an additional 10 runs, from which the average is extracted and used for assessing traffic operations. 10 runs were selected as the appropriate quantity of simulation runs as this exceeds the minimum requirement of 5 runs, as

per the City of Toronto's Methodology for Aimsun Modelling report, and provides a sufficient number of model runs to average out any significant outliers.

3.4.4 Simulation Period

A simulation warm-up period of one half-hour is used prior to the three-hour peak period analysis. The number of vehicles assumed for the warm-up period is 47% of the total vehicular traffic during the AM peak hour and 49% during the PM peak hour; this translates into a warm-up traffic flow equal to 94% and 98% of the peak hour traffic flow for the AM and PM models, respectively. The pre-peak factors were developed using peak-period traffic counts on three sections of Park Lawn Road: north of the Gardiner on-ramp intersection; north of the Gardiner off-ramp intersection; and north of Lake Shore Boulevard West. The resulting pre-peak and post-peak factor of 94.5% was utilized within the model for the AM peak period, while a pre-peak and post-peak factor of 98% was used for the PM peak period.

3.5 Calibration and Validation – AM Peak Hour

3.5.1 Traffic Volumes

After running the model and extracting the average run results, the turning movement and link volumes from the model outputs were compared with the balanced existing volumes. The City of Toronto's Methodology for Aimsun Modelling report, adapted for use with VISSIM, requires 95% of GEH values to be less than 10 and 85% of GEH values to be less than 5. The AM model output GEH summary is shown in **Table 11**.

Table 11: GEH Summary for Intersections in AM Model

All Intersections	Links	Turns
GEH < 5	72.7%	78.8%
GEH < 10	89.9%	94.6%
Focused Study Area	**Links**	**Turns**
GEH < 5	72.2%	78.8%
GEH < 10	92.4%	95.8%

While the results indicate that the less than 85% of the GEH values fall below 5, 72.2% of the links and 78.8% of the movements in the focused study area are shown to remain below the GEH threshold of 5. Also for the focused study area, 92.4% of links and 95.8% of movements indicate a GEH value of less than 10, exceeding the threshold of 95%.

Table 12 presents the GEH summary for mainline sections at a link level. The mainline and ramp data received at the beginning of the modelling process was indicated to contain counts significantly over the typical 2-year limit for traffic counts. To address this, the volumes were grown at a 1% annual growth rate and then balanced, favouring more recent counts where available. As such, the resulting mainline and ramp network volumes generally have a low level of confidence in terms of accuracy. The GEH summary indicates that 60% of links process volumes with a GEH statistic of less than 5 and 80% of links process volumes with a GEH statistic of less than 10 within the focused study area. A complete GEH comparison for all links and movements are included in **Appendix G**.

Table 12: GEH Summary for Mainline & Ramps in AM Model

All Mainline and Ramps	Links
GEH < 5	58.3%
GEH < 10	83.3%
Focused Study Area	**Links**
GEH < 5	60.0%
GEH < 10	80.0%

The model development and calibration were completed through a collaborative approach with the City staff and through discussions with the City. The City reviewed the model and provided comments on February 27, 2020. AECOM addressed the City's comments and updated the model accordingly. This memo documents the results of the updated model. Details of the City's comments are provided in **Appendix I**.

3.5.2 Travel Times

Field travel time data was provided by the City in order to further validate the model, included in **Appendix H**. A comparison of observed and modelled travel times and average travel speeds are shown in **Table 13**.

Table 13: Observed and Modelled Travel Times for Existing AM Peak Period Model

Main Street	From Cross Street	To Cross Street	Length (km)	AM Peak Period Tue, Wed, Thu (7:00 - 8:59)	Vissim AM Existing Model		
				Average Observed Travel Time (mins)	Average Travel Time (min)	Difference	% Diff
Gardiner Expy (Core) EB	Kipling	Jameson	8.34	19.45	19.04	-0.41	-2%
Gardiner Expy (Core) WB	Jameson	Kipling	8.66	10.01	9.09	-0.92	-9%
Lake Shore WB Overall	Windermere	Legion	2.48	3.55	3.75	0.20	6%
Lake Shore EB Overall	Legion	Windermere	2.46	5.02	4.26	-0.77	-15%
Queensway EB Overall	Royal York	Windermere	3.22	6.28	6.24	-0.04	-1%
Queensway WB Overall	Windermere	Royal York	3.63	5.49	5.18	-0.31	-6%
Park Lawn SB Overall	Queensway	Lake Shore	1.08	2.97	2.88	-0.09	-3%
Park Lawn NB Overall	Lake Shore	Queensway	1.11	2.91	2.90	0.00	0%

The travel time comparison reveals a generally close match between the observed and modelled travel times during the AM peak hour. All modelled travel times are within 1 minute or 15% of observed travel times.

Transit travel times were also collected for the transit routes within the model. **Table 14** displays the average travel times and average speeds of the operating transit routes.

Table 14: Transit Travel Times in Existing AM Peak Period Model

Transit Route(s)	From Cross Street	To Cross Street	Length (km)	Vissim AM Existing Model	
				Average Travel Time (min)	Average Speed (km/h)
66A Prince Edward	Stephen Dr SB at The Queensway	Stephen Dr NB at The Queensway	1.61	6.41	15
66B NB Prince Edward	Park Lawn Rd NB at Lake Shore Blvd E	Park Lawn Rd NB at The Queensway	1.37	6.84	12
66B SB Prince Edward	Park Lawn Rd SB at The Queensway	Park Lawn Rd NB at Lake Shore Blvd	3.28	11.66	17
77 Swansea	The Queensway WB at Ellis Ave	The Kingsway NB at The Queensway	1.33	3.06	26
80 EB The Queensway	The Queensway EB at Royal York	The Queensway EB at Ellis Ave	3.34	12.47	16
80 WB The Queensway	The Queensway WB at Ellis Ave	The Queensway WB at Royal York	3.88	11.45	20
145 EB Downtown / Humber Bay Express	Lake Shore Blvd EB at Legion Rd	Lake Shore Blvd EB at Ellis Ave	3.34	9.52	21
145 WB Downtown / Humber Bay Express	Lake Shore Blvd WB at Ellis Ave	Lake Shore Blvd WB at Legion Road	3.31	10.66	19
176 Mimico GO	Legion Road NB at Gardiner Off-Ramp	Lake Shore Blvd WB at Legion Road	1.36	13.28	16
501 EB Queen	Lake Shore Blvd EB at Legion Rd	The Queensway EB at Ellis Ave	3.05	10.33	18
501 WB Queen	The Queensway WB at Ellis Ave	Lake Shore Blvd WB at Legion Road	2.91	9.42	19
110 NB Islington South	Islington Ave NB at Evans Ave	Islington Ave NB at The Queensway	0.83	0.81	62
110 SB Islington South	Islington Ave SB at The Queensway	Islington Ave SB at Evans Ave	0.83	0.80	62
44 & 944 NB Kipling South	Kipling Ave NB at Evans Ave	Kipling Ave NB at The Queensway	0.77	1.55	30
44 & 944 SB Kipling South	Kipling Ave SB at The Queensway	Kipling Ave SB at Evans Ave	0.77	2.18	21
76A & 15 NB Royal York South / Evans	Royal York Rd NB at Gardiner Expy	Royal York Rd NB at Tenby St	0.51	1.23	25
76A & 15 SB Royal York South / Evans	Royal York Rd SB at Tenby St	Royal York Rd SB at Gardiner Expy	0.54	1.18	27
76B Royal York South	Royal York Rd SB at Tenby St	Grand Ave SB at The Queensway	1.15	3.76	18

3.5.3 Vehicles Lost During Simulation

The model simulation run error files showed a number of vehicles which were lost during the simulation due to various reasons. With VISSIM dynamic assignment demand matrices, it is common that not all traffic volume is able to enter the network during the simulation period due to traffic congestion blocking the entrance.

During the AM peak period simulation, 9,083 vehicles are unable to enter the network, with 7,257 unable to enter the eastbound Gardiner Expressway. The vehicles unable to enter the highway represent additional demand beyond the number of vehicles which could be processed. With an overall model demand of 115,609 vehicles during the simulation period, the lost vehicles represent the additional unmet demand based on the Emme planning forecasts that are expected to be blocked upstream of the study area due to traffic congestion in the AM peak period. The modelled traffic volumes on the eastbound Gardiner Expressway were generally slightly higher than the observed traffic volumes. This indicates the lost vehicles have no significant impact on the model operations.

Another reason for vehicles lost during the simulation involves vehicle driving behaviour settings. Sometimes anomalies occur during a simulation in which a vehicle becomes stuck trying to change lanes. This causes major issues in the network due to lane blockage, affecting the overall accuracy of the model. In order to avoid this, driving behaviours were set to

remove a vehicle from the network in the case that it has to wait more than 60 seconds to make a lane change while on the highway or municipal roadway network.

During the AM peak hour simulation, 269 vehicles are removed from the network after waiting an excessive amount of time to make a lane change.

3.5.4 Traffic Operations

The traffic operations during the AM peak hour simulations were reviewed in order to capture any notable operational issues such as excessive delays or queues. **Table 15** presents the traffic operations at the key study intersections for the AM peak hour.

For the key study intersections, a number of critical movements were identified. A critical movement is defined as a movement with a Level of Service of LOS E or LOS F. The following movements were noted to operate at a critical level during the AM peak hour analysis:

- Park Lawn Road & Lake Shore Boulevard West
    - Eastbound-left movement operates at LOS E with a delay of 69.3 seconds
    - Northbound-left movement operates at LOS E with a delay of 67.6 seconds
- Park Lawn Road & The Queensway
    - Southbound-left movement operates at LOS F with a delay of 112.6 seconds
- The Queensway & Windermere Avenue
    - Southbound-right movement operates at LOS E with a delay of 76.4 seconds
    - Southbound-through movement operates at LOS F with a delay of 82.5 seconds
    - Southbound-left movement operates at LOS F with a delay of 88.1 seconds
    - Eastbound-left movement operates at LOS F with a delay of 171.5 seconds
    - Westbound-left movement operates at LOS E with a delay of 62.8 seconds
- Lake Shore Boulevard West & Windermere Avenue
    - Southbound-through movement operates at LOS E with a delay of 63.5 seconds
    - Southbound-left movement operates at LOS E with a delay of 58.9 seconds
    - Eastbound-left movement operates at LOS E with a delay of 67.8 seconds

Table 15: Existing AM Traffic Operations at Key Study Intersections

Intersection	Movement / Approach	VISSIM AM Peak Hour Model - 10 Run Average				
		Volume	Delay (s)	LOS	95th % Queue	Max Queue
Park Lawn Rd & Lake Shore Blvd W	SBR	243	24.7	C	78	105
	SBT	110	42.0	D	63	112
	SBL	612	45.2	D	94	110
	SB	**965**	-	-	-	-
	EBR	0	0.0	A	0	0
	EBT	940	36.3	D	159	227
	EBL	286	69.3	E	159	227
	EB	**1226**	-	-	-	-
	NBR	0	12.1	B	14	24
	NBT	25	54.0	D	31	44
	NBL	12	67.6	E	25	37
	NB	**37**	-	-	-	-
	WBR	401	7.7	A	51	69
	WBT	308	40.4	D	69	108
	WBL	17	46.3	D	68	96
	WB	**726**	-	-	-	-
Park Lawn Rd & Gardiner South Ramp Terminal	SBR	1	7.0	A	32	56
	SBT	232	7.2	A	32	56
	SB	**233**	-	-	-	-
	EBR	508	10.2	B	130	282
	EBL	438	36.0	D	166	272
	EB	**946**	-	-	-	-
	NBT	1003	11.0	B	115	158
	NBL	32	11.5	B	7	13
	NB	**1035**	-	-	-	-
Park Lawn Rd & Gardiner North Ramp Terminal	SBR	467	36.7	D	133	156
	SBT	233	19.2	B	64	193
	SB	**700**	-	-	-	-
	NBT	769	10.3	B	107	191
	NBL	655	37.4	D	126	138
	NB	**1424**	-	-	-	-
	WBR	25	7.9	A	23	43
	WBT	69	36.5	D	64	75
	WBL	1	31.4	C		
	WB	**95**	-	-	-	-
Park Lawn Rd & The Queensway	SBR	177	25.6	C	76	98
	SBT	403	38.5	D	80	183
	SBL	75	112.6	F	62	80
	SB	**655**	-	-	-	-
	EBR	84	51.2	D	224	279
	EBT	1167	48.7	D	233	279
	EBL	106	34.6	C	33	57
	EB	**1357**	-	-	-	-
	NBR	264	14.7	B	32	50
	NBT	457	53.7	D	240	307
	NBL	61	49.7	D	166	309
	NB	**782**	-	-	-	-
	WBR	3	19.0	B	20	20
	WBT	884	24.1	C	137	230
	WBL	270	43.7	D	70	82
	WB	**1157**	-	-	-	-

Intersection	Movement / Approach	VISSIM AM Peak Hour Model - 10 Run Average				
		Volume	Delay (s)	LOS	95th % Queue	Max Queue
The Queensway & Windermere Ave	SBR	185	76.4	E	222	240
	SBT	253	82.5	F	222	240
	SBL	123	88.1	F	26	31
	SB	**561**	-	-	-	-
	EBR	94	29.4	C	205	281
	EBT	1138	33.4	C	209	281
	EBL	128	171.5	F	86	112
	EB	**1360**	-	-	-	-
	NBR	80	5.7	A	21	48
	NBT	93	1.6	A	21	48
	NBL	69	15.0	B	8	18
	NB	**242**	-	-	-	-
	WBR	23	16.6	B	70	95
	WBT	676	20.5	C	74	107
	WBL	49	62.8	E	30	45
	WB	**748**	-	-	-	-
Lake Shore Blvd W & Windermere Ave	SBR	192	12.7	B	42	82
	SBT	2	63.5	E	41	57
	SBL	209	58.9	E	41	57
	SB	**403**	-	-	-	-
	EBR	1	18.6	B	237	612
	EBT	3490	11.4	B	327	1004
	EBL	157	67.8	E	74	90
	EB	**3648**	-	-	-	-
	WBR	82	3.4	A	21	33
	WBT	1386	19.1	B	117	159
	WBL	0	0.0	A	-	-
	WB	**1468**	-	-	-	-
Lake Shore Blvd W & Brookers Ln	SBR	394	2.4	A	0	0
	SBT	38	37.1	D	5	12
	SBL	16	35.5	D	26	45
	SB	**448**	-	-	-	-
	EBR	29	22.3	C	167	231
	EBT	887	21.7	C	200	268
	EBL	618	17.3	B	193	231
	EB	**1534**	-	-	-	-
	NBR	96	12.2	B	25	39
	NBT	64	33.3	C	31	87
	NBL	185	38.4	D	39	43
	NB	**345**	-	-	-	-
	WBR	0	2.7	A	12	19
	WBT	89	10.3	B	22	47
	WBL	0	0.0	A	21	47
	WB	**89**	-	-	-	-

3.6 Calibration and Validation – PM Peak Hour

3.6.1 Traffic Volumes

Following the calibration of the AM model, the turning movement and link volumes from the PM model outputs were compared with the balanced existing volumes. The PM model output GEH summary is shown in **Table 16**.

Table 16: GEH Summary for Intersections in PM Model

All Intersections	Links	Turns
GEH < 5	83.0%	78.7%
GEH < 10	94.3%	96.2%
Focused Study Area	**Links**	**Turns**
GEH < 5	82.3%	77.2%
GEH < 10	93.7%	95.8%

Based on the model results, 82.3% of the links and 77.2% of the movements in the focused study area are shown to remain below the GEH threshold of 5. Also, for the focused study area, 93.7% of links and 95.8% of movements indicate a GEH value of less than 10.

Table 17 presents the GEH summary for mainline sections at a link level. Like for the AM model, mainline and ramp volumes were grown at a 1% annual growth rate and then balanced to reach the existing horizon year. The GEH summary indicates that 50% of links process volumes with a GEH statistic of less than 5 and 90% of links process volumes with a GEH statistic of less than 10 within the focused study area. A complete GEH comparison for all links and movements are included in **Appendix G**.

Table 17: GEH Summary for Mainline & Ramps in PM Model

All Mainline and Ramps	Links
GEH < 5	63.9%
GEH < 10	86.1%
Focused Study Area	**Links**
GEH < 5	50.0%
GEH < 10	90.0%

3.6.2 Travel Times

Field travel time data was provided by the City in order to further validate the model, included in **Appendix H**. A comparison of observed and modelled travel times and average travel speeds are shown in **Table 18**.

The travel time comparison reveals a generally close match between the observed and modelled travel times during the PM peak hour. All modelled travel time measurements except for the Gardiner Expressway Westbound and The Queensway Eastbound are within 1 minute or 15% of observed travel times. The modelled travel time for the Gardiner Expressway Westbound is approximately 2 minutes or 23% below the observed travel time of 9 minutes. This is largely due to the edge conditions presented at the eastern and western ends of the model, where impacts from conditions outside of the model boundaries are not captured. The model sees volumes entering the network at free-flow speed at the east end. At the west end, weaving conditions leading up to the Highway 427 off-ramp are not captured due to the model limits. These factors lead to a slightly elevated travel speed along these sections. The Queensway Eastbound travel time measurement was recorded to be just over 1 minutes above the observed travel time. This is mostly due to intersection capacity constraints throughout the network.

Transit travel times were also collected for the transit routes within the model. **Table 19** displays the average travel times and average speeds of the operating transit routes.

Table 18: Observed and Modelled Travel Times for Existing PM Peak Period Model

Main Street	From Cross Street	To Cross Street	Length (km)	PM Peak Period Tue, Wed, Thu (7:00 - 8:59)	Vissim PM Existing Model		
				Average Observed Travel Time (mins)	Average Travel Time (min)	Difference	% Diff
Gardiner Expy (Core) EB	Kipling	Jameson	8.34	11.50	11.16	-0.34	-3%
Gardiner Expy (Core) WB	Jameson	Kipling	8.66	9.00	6.92	-2.07	-23%
Lake Shore WB Overall	Windermere	Legion	2.48	4.46	5.03	0.58	13%
Lake Shore EB Overall	Legion	Windermere	2.46	3.85	4.07	0.21	6%
Queensway EB Overall	Royal York	Windermere	3.22	5.51	6.59	1.08	20%
Queensway WB Overall	Windermere	Royal York	3.63	6.76	6.28	-0.49	-7%
Park Lawn SB Overall	Queensway	Lake Shore	1.08	2.52	2.43	-0.09	-4%
Park Lawn NB Overall	Lake Shore	Queensway	1.11	2.22	2.34	0.12	5%

Table 19: Transit Travel Times in Existing PM Peak Period Model

Transit Route(s)	From Cross Street	To Cross Street	Length (km)	Vissim PM Existing Model	
				Average Travel Time (min)	Average Speed (km/h)
66A Prince Edward	Stephen Dr SB at The Queensway	Stephen Dr NB at The Queensway	1.61	7.66	13
66B NB Prince Edward	Park Lawn Rd NB at Lake Shore Blvd E	Park Lawn Rd NB at The Queensway	1.37	5.93	14
66B SB Prince Edward	Park Lawn Rd SB at The Queensway	Park Lawn Rd NB at Lake Shore Blvd	3.28	11.75	17
77 Swansea	The Queensway WB at Ellis Ave	The Kingsway NB at The Queensway	1.33	3.22	25
80 EB The Queensway	The Queensway EB at Royal York	The Queensway EB at Ellis Ave	3.34	11.16	18
80 WB The Queensway	The Queensway WB at Ellis Ave	The Queensway WB at Royal York	3.88	11.97	19
145 EB Downtown / Humber Bay Express	Lake Shore Blvd EB at Legion Rd	Lake Shore Blvd EB at Ellis Ave	3.34	8.62	23
145 WB Downtown / Humber Bay Express	Lake Shore Blvd WB at Ellis Ave	Lake Shore Blvd WB at Legion Road	3.31	11.06	18
176 Mimico GO	Legion Road NB at Gardiner Off-Ramp	Lake Shore Blvd WB at Legion Road	1.36	13.35	16
501 EB Queen	Lake Shore Blvd EB at Legion Rd	The Queensway EB at Ellis Ave	3.05	11.74	16
501 WB Queen	The Queensway WB at Ellis Ave	Lake Shore Blvd WB at Legion Road	2.91	10.69	16
110 NB Islington South	Islington Ave NB at Evans Ave	Islington Ave NB at The Queensway	0.83	0.81	62
110 SB Islington South	Islington Ave SB at The Queensway	Islington Ave SB at Evans Ave	0.83	0.81	62
44 & 944 NB Kipling South	Kipling Ave NB at Evans Ave	Kipling Ave NB at The Queensway	0.77	1.55	30
44 & 944 SB Kipling South	Kipling Ave SB at The Queensway	Kipling Ave SB at Evans Ave	0.77	2.20	21
76A & 15 NB Royal York South / Evans	Royal York Rd NB at Gardiner Expy	Royal York Rd NB at Tenby St	0.51	1.18	26
76A & 15 SB Royal York South / Evans	Royal York Rd SB at Tenby St	Royal York Rd SB at Gardiner Expy	0.54	1.19	27
76B Royal York South	Royal York Rd SB at Tenby St	Grand Ave SB at The Queensway	1.15	3.58	19

3.6.3 Vehicles Lost During Simulation

As with the AM peak model, the PM model simulation run error files showed a number of vehicles which were lost during the simulation due to various reasons.

During the PM peak period simulation, 2,208 vehicles are unable to enter the network. The vehicles unable to enter the model represent additional demand beyond the number of vehicles which could be processed. With an overall model demand of 118,057 vehicles during the simulation period, the lost vehicles represent the additional unmet demand based on the Emme planning forecasts that are expected to be blocked upstream of the study area due to traffic congestion in the PM peak period. This indicates the lost vehicles have no significant impact on the model operations.

During the PM peak hour simulation, 513 vehicles are removed from the network after waiting an excessive amount of time to make a lane change.

3.6.4 Traffic Operations

The traffic operations during the PM peak hour simulations were reviewed in order to capture any notable operational issues such as excessive delays or queues. **Table 20** presents the traffic operations at the key study intersections for the PM peak hour.

For the key study intersections, a number of critical movements were identified. The following movements were noted to operate at a critical level during the PM peak hour analysis:

- Park Lawn Road & Lake Shore Boulevard West
    - Eastbound-left movement operates at LOS F with a delay of 172.7 seconds
    - Westbound-through movement operates at LOS E with a delay of 77.5 seconds
    - Westbound-left movement operates at LOS E with a delay of 77.3 seconds
- Park Lawn Road & The Queensway
    - Southbound-left movement operates at LOS F with a delay of 85.8 seconds
- The Queensway & Windermere Avenue
    - Southbound-right movement operates at LOS F with a delay of 94.1 seconds
    - Southbound-through movement operates at LOS F with a delay of 101.9 seconds
    - Southbound-left movement operates at LOS F with a delay of 124.6 seconds
    - Eastbound-left movement operates at LOS F with a delay of 222.0 seconds
    - Westbound-left movement operates at LOS E with a delay of 70.7 seconds
- Lake Shore Boulevard West & Windermere Avenue
    - Southbound-through movement operates at LOS E with a delay of 56.7 seconds
    - Southbound-left movement operates at LOS E with a delay of 62.5 seconds
    - Eastbound-left movement operates at LOS F with a delay of 175.5 seconds
    - Westbound-left movement operates at LOS F with a delay of 89.8 seconds

Table 20: Existing PM Traffic Operations at Key Study Intersections

Intersection	Movement / Approach	VISSIM PM Peak Hour Model - 10 Run Average				
		Volume	Delay (s)	LOS	95th % Queue	Max Queue
Park Lawn Rd & Lake Shore Blvd W	SBR	227	17.4	B	65	108
	SBT	124	34.0	C	41	57
	SBL	503	34.7	C	69	95
	SB	**854**	-	-	-	-
	EBR	16	23.9	C	0	0
	EBT	517	37.0	D	186	234
	EBL	193	172.7	F	186	234
	EB	**726**	-	-	-	-
	NBR	4	4.6	A	15	30
	NBT	34	44.5	D	61	91
	NBL	108	49.8	D	61	91
	NB	**146**	-	-	-	-
	WBR	360	23.1	C	47	72
	WBT	766	77.5	E	296	531
	WBL	10	77.3	E	292	531
	WB	**1136**	-	-	-	-
Park Lawn Rd & Gardiner South Ramp Terminal	SBR	49	7.6	A	43	57
	SBT	464	7.7	A	46	57
	SB	**513**	-	-	-	-
	EBR	633	12.2	B	126	226
	EBL	678	33.3	C	143	223
	EB	**1311**	-	-	-	-
	NBT	790	8.9	A	78	122
	NBL	6	13.9	B	9	13
	NB	**796**	-	-	-	-
Park Lawn Rd & Gardiner North Ramp Terminal	SBR	383	2.4	A	27	68
	SBT	513	1.3	A	22	42
	SB	**896**	-	-	-	-
	NBT	944	2.2	A	62	101
	NBL	522	21.6	C	107	129
	NB	**1466**	-	-	-	-
	WBR	5	5.9	A	5	6
	WBT	2	37.4	D	14	24
	WBL	1	35.8	D		
	WB	**8**	-	-	-	-
Park Lawn Rd & The Queensway	SBR	180	24.5	C	61	77
	SBT	364	32.9	C	65	80
	SBL	88	85.8	F	53	71
	SB	**632**	-	-	-	-
	EBR	156	39.3	D	184	258
	EBT	1038	39.1	D	192	267
	EBL	234	35.9	D	60	80
	EB	**1428**	-	-	-	-
	NBR	420	8.5	A	29	44
	NBT	462	44.6	D	184	234
	NBL	79	38.5	D	93	155
	NB	**961**	-	-	-	-
	WBR	8	24.8	C	18	20
	WBT	990	31.7	C	192	436
	WBL	353	50.7	D	74	82
	WB	**1351**	-	-	-	-

Intersection	Movement / Approach	VISSIM PM Peak Hour Model - 10 Run Average				
		Volume	Delay (s)	LOS	95th % Queue	Max Queue
The Queensway & Windermere Ave	SBR	120	94.1	F	226	240
	SBT	245	101.9	F	226	240
	SBL	101	124.6	F	26	31
	SB	**466**	-	-	-	-
	EBR	90	25.5	C	176	232
	EBT	711	43.2	D	178	237
	EBL	184	222.0	F	116	122
	EB	**985**	-	-	-	-
	NBR	101	12.0	B	117	138
	NBT	292	21.8	C	117	138
	NBL	38	16.8	B	9	20
	NB	**431**	-	-	-	-
	WBR	46	21.7	C	104	122
	WBT	929	24.5	C	107	129
	WBL	86	70.7	E	41	57
	WB	**1061**	-	-	-	-
Lake Shore Blvd W & Windermere Ave	SBR	322	41.6	D	103	129
	SBT	9	56.7	E	32	57
	SBL	108	62.5	E	32	57
	SB	**439**	-	-	-	-
	EBR	16	14.2	B	170	337
	EBT	2865	16.6	B	273	485
	EBL	365	175.5	F	92	94
	EB	**3246**	-	-	-	-
	WBR	101	9.2	A	23	51
	WBT	2462	27.5	C	200	241
	WBL	3	89.8	F	-	-
	WB	**2566**	-	-	-	-
Lake Shore Blvd W & Brookers Ln	SBR	834	9.5	A	30	303
	SBT	127	34.9	C	5	5
	SBL	108	34.9	C	72	92
	SB	**1069**	-	-	-	-
	EBR	165	22.9	C	120	156
	EBT	605	19.6	B	123	156
	EBL	126	7.3	A	77	124
	EB	**896**	-	-	-	-
	NBR	145	7.1	A	18	31
	NBT	25	25.8	C	37	100
	NBL	235	46.9	D	41	45
	NB	**405**	-	-	-	-
	WBR	19	2.3	A	11	25
	WBT	108	8.0	A	16	40
	WBL	0	0.0	A	15	40
	WB	**127**	-	-	-	-

4 Conclusions

This memorandum documents development, calibration, and validation of existing conditions transportation models for the PLLS study. The existing conditions models include:

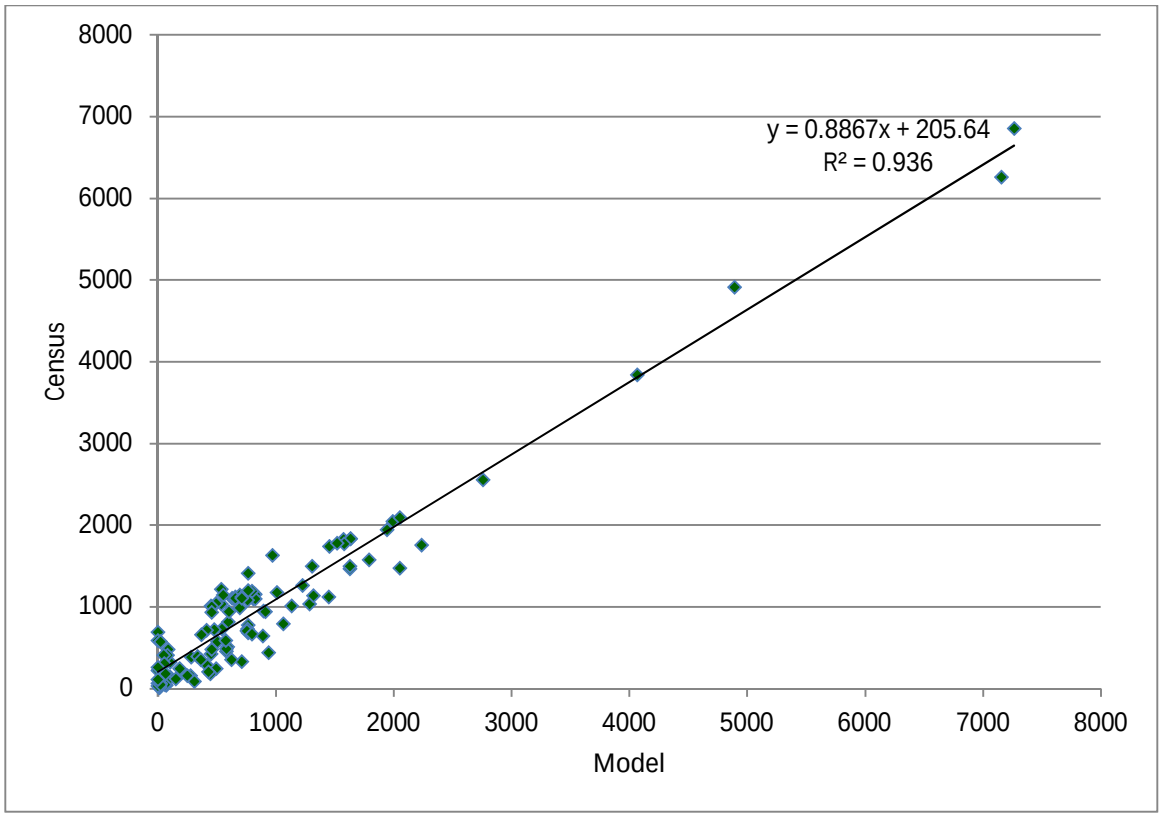
- A Visum model was developed, calibrated, and validated for the AM and PM peak hour. The model covers a broader study area to capture major travel pattern. The Visum model will be used for travel demand forecast for future Do-nothing and future alternatives.
- A Vissim model was developed, calibrated, and validated for the AM and PM peak period. This memorandum summarizes the calibration results and traffic operational assessment for both the AM and PM peak hours. The Vissim model will be used for operational assessment of future Do-nothing and future alternatives. Travel demand from the Visum model will serve as an input to the future Vissim models.

AECOM

Appendix A

Visum Model Calibration Data

Appendix A: Visum Model Results – AM Peak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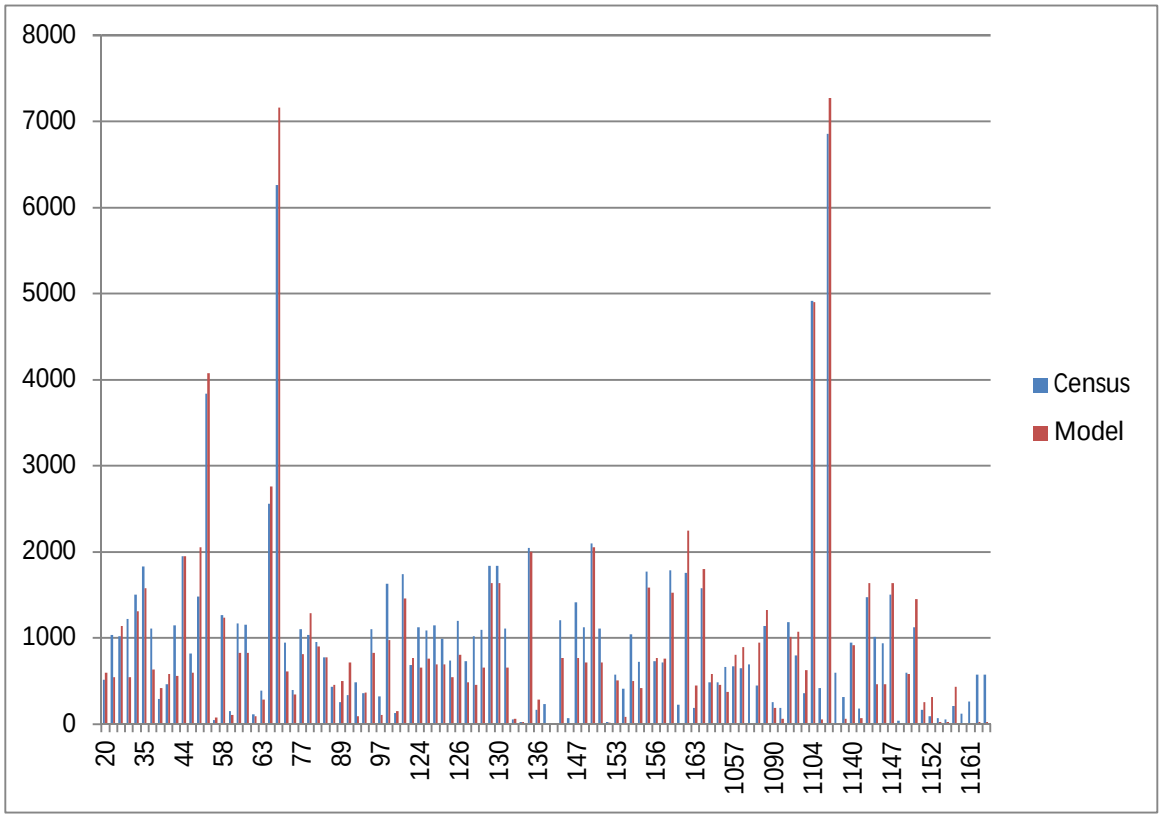
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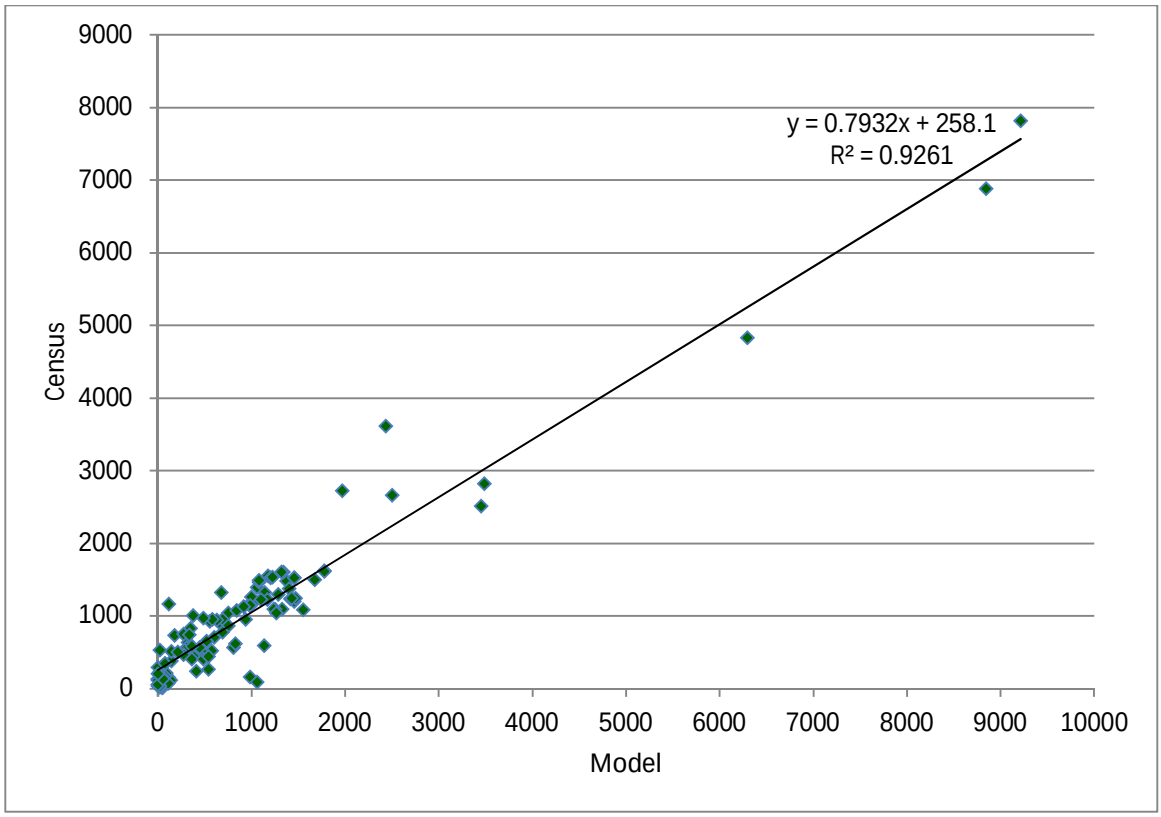
Movement / Section	Movement / Approach	Observed	Modelled	%-Deviation	GEH
Park Lawn Rd & Lake Shore Blvd W	SB	1191	797	-0.33	12.5
	EB	1118	1449	0.23	9.2
	NB	225	3	-0.99	20.8
	WB	726	761	0.05	1.3
Park Lawn Rd & Metro Driveway	SB	1144	692	-0.39	14.9
	EB	-	-	-	-
	NB	733	543	-0.26	7.5
	WB	-	-	-	-
Park Lawn Rd & South Beach Condos Driveway	SB	1118	654	-0.41	15.6
	EB	-	-	-	-
	NB	989	692	-0.3	10.2
Park Lawn Rd & Gardiner South Ramp Terminal	SB	320	100	-0.69	15.1
	EB	1410	766	-0.46	19.5
	NB	1079	758	-0.3	10.6
Park Lawn Rd & Gardiner North Ramp Terminal	SB	718	413	-0.42	12.8
	NB	1628	970	-0.4	18.3
	WB	-	-	-	-
Park Lawn Rd & Starbucks Driveway	SB	723	480	-0.34	9.9
	EB	-	-	-	-
	NB	1040	492	-0.53	19.8
	WB	-	-	-	-
Park Lawn Rd & The Queensway	SB	662	368	-0.44	12.9
	EB	1499	1306	-0.13	5.1
	NB	1012	450	-0.56	20.8
	WB	1108	630	-0.43	16.2
The Queensway & Aldgate Ave	SB	47	60	0.22	1.8
	EB	1826	1576	-0.14	6.1
	WB	1106	654	-0.41	15.2
The Queensway & Smithfield Dr	SB	23	17	-0.26	1.3
	EB	1835	1636	-0.11	4.8
	WB	1087	653	-0.4	14.7
The Queensway & Stephen Dr	SB	287	416	0.31	6.9
	EB	1832	1636	-0.11	4.7
	WB	1102	709	-0.36	13
The Queensway & Ontario Food Terminal	EB	2092	2052	-0.02	0.9
	NB	-	-	-	-
	WB	1122	709	-0.37	13.6
The Queensway & TD Plaza	SB	16	15	-0.06	0.3
	EB	2044	1994	-0.02	1.1

Movement / Section	Movement / Approach	Observed	Modelled	%-Deviation	GEH
	NB	-	-	-	-
	WB	1095	806	-0.26	9.4
The Queensway & The Kingsway Interchange	SB	1142	553	-0.52	20.2
	EB	1945	1944	0	0
	NB	-	-	-	-
	WB	1005	457	-0.55	20.3
The Queensway & Southport / NXT II Condos Driveway	EB	1469	1629	0.1	4.1
	NB	32	0	-1	8
	WB	934	457	-0.51	18.1
	SB	-	-	-	-
The Queensway & Windermere	SB	484	580	0.16	4.1
	EB	1499	1629	0.08	3.3
	NB	406	79	-0.81	21
	WB	816	595	-0.27	8.3
Lake Shore Blvd W & Windermere	SB	571	502	-0.12	3
	EB	3836	4068	0.06	3.7
	WB	1477	2052	0.28	13.7
Lake Shore Blvd W & Palace Pier EBR	EB	1263	1229	-0.03	1
	NB	120	149	0.2	2.5
Lake Shore Blvd W & Marine Parade	EB	1153	826	-0.28	10.4
	NB	204	426	0.52	12.5
	WB	40	68	0.41	3.8
Lake Shore Blvd W & Newport Beach Condos / Streetcar Tunnel	SB	-	-	-	-
	EB	1162	820	-0.29	10.9
	NB	-	-	-	-
	WB	106	84	-0.21	2.2
Lake Shore Blvd W & Brookers Ln	SB	456	579	0.21	5.4
	EB	1739	1454	-0.16	7.1
	NB	-	-	-	-
	WB	144	100	-0.3	3.9
Lake Shore Blvd W & Silver Moon Dr	EB	1780	1521	-0.15	6.4
	NB	50	19	-0.62	5.3
	WB	682	765	0.11	3.1
Lake Shore Blvd W & Shore Breeze Dr	EB	1770	1582	-0.11	4.6
	NB	62	23	-0.62	5.9
	WB	708	753	0.06	1.7
Gardiner Off-Ramp & Legion Rd N	EB	1200	766	-0.36	13.8
	NB	-	-	-	-
	WB	63	0	-1	11.2

Movement / Section	Movement / Approach	Observed	Modelled	%-Deviation	GEH
The Queensway & Royal York Rd	EB	1013	1133	0.11	3.7
	NB	507	593	0.15	3.7
	WB	1032	539	-0.48	17.6
	SB	478	454	-0.05	1.1
Marine Parade Dr & Humber Bay Park Rd E	EB	7	8	0.13	0.4
	NB	222	0	-1	21.1
	SB	158	279	0.43	8.2
The Queensway & Grand Ave	EB	1033	1284	0.2	7.4
	NB	570	22	-0.96	31.8
	WB	1215	539	-0.56	22.8
Kipling & Gardiner WB Off-Ramp	NB	647	889	0.27	8.7
	WB	791	1065	0.26	9
	SB	664	799	0.17	5
Lake Shore & Legion Road S	EB	952	895	-0.06	1.9
	NB	89	311	0.71	15.7
	WB	590	577	-0.02	0.5
	SB	161	247	0.35	6
Gardiner WB W of Kipling		6854	7264	0.06	4.9
Gardiner WB W of Lake Shore Blvd On-Ramp		6257	7156	0.13	11
Gardiner WB W of Jameson Off-Ramp		4909	4893	0	0.2
Eastbound On-Ramp from Kipling SB		410	51	-0.88	23.7
Eastbound Off-Ramp to Horner Ave		589	0	-1	34.3
Eastbound On-Ramp from Horner Ave		310	55	-0.82	18.9
Eastbound Off-Ramp to Islington SB		247	496	0.5	12.9
Eastbound On-Ramp from Islington SB		356	365	0.02	0.5
Eastbound Off-Ramp to Islington NB		478	85	-0.82	23.4
Eastbound On-Ramp from Islington NB		331	713	0.54	16.7
Eastbound Off-Ramp to Lake Shore Blvd W		2558	2758	0.07	3.9
Eastbound On-Ramp from Lake Shore Blvd W/Brookers Ln		774	767	-0.01	0.3
Eastbound On-Ramp from Kingsway		942	604	-0.36	12.2
Eastbound Off-Ramp to Jameson		1135	1318	0.14	5.2
Eastbound On-Ramp from Lake Shore Blvd W EB		1179	1010	-0.14	5.1
Eastbound On-Ramp from Lake Shore Blvd W WB		687	0	-1	37.1
Westbound On-Ramp from Kipling SB		180	55	-0.69	11.5
Westbound On-Ramp from Kipling NB		247	184	-0.26	4.3
Westbound Off-Ramp to Kipling Ave		791	1065	0.26	9
Westbound Off-Ramp to St. Lawrence St		179	62	-0.65	10.7
Westbound Core to Collector Transfer W of Islington		938	910	-0.03	0.9
Westbound On-Ramp from Islington SB		428	452	0.05	1.1

Movement / Section	Movement / Approach	Observed	Modelled	%-Deviation	GEH
Westbound Off-Ramp to Islington NB		386	280	-0.27	5.8
Westbound On-Ramp from Park Lawn		1098	823	-0.25	8.9
Westbound On-Ramp from Lake Shore Blvd W		1573	1793	0.12	5.4
Westbound Off-Ramp to Lake Shore Blvd W/Brookers Ln		456	579	0.21	5.4
Westbound Off-Ramp to Kingsway		390	337	-0.14	2.8
Westbound On-Ramp from Jameson Avenue		441	940	0.53	19
Westbound Off-Ramp to Jameson Avenue		354	622	0.43	12.1
Lakeshore WB to Brookers Ln		181	445	0.59	14.9
Lakeshore WB to Gardiner WB/Brookers Ln		1754	2239	0.22	10.8

Appendix A: Visum Model Results – PM Peak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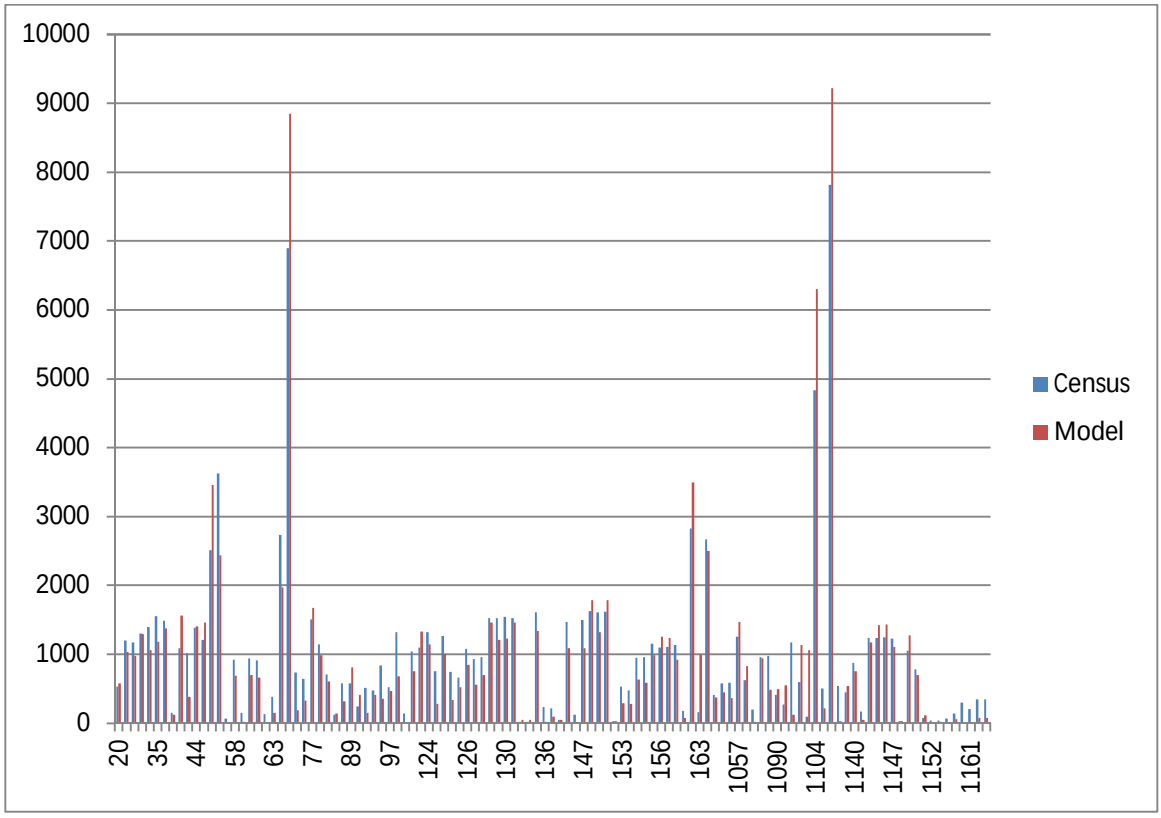
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Movement / Section	Movement / Approach	Observed	Modelled	%-Deviation	GEH
Park Lawn Rd & Lake Shore Blvd W	SB	1076	840	-0.22	7.6
	EB	781	692	-0.11	3.3
	NB	209	89	-0.58	9.9
	WB	1090	1251	0.13	4.7
Park Lawn Rd & Metro Driveway	SB	1262	997	-0.21	7.9
	EB	-	-	-	-
	NB	654	519	-0.21	5.6
	WB	-	-	-	-
Park Lawn Rd & South Beach Condos Driveway	SB	1320	1142	-0.13	5.1
	EB	-	-	-	-
	NB	741	334	-0.55	17.5
Park Lawn Rd & Gardiner South Ramp Terminal	SB	516	461	-0.11	2.5
	EB	1492	1079	-0.28	11.5
	NB	751	276	-0.63	21
Park Lawn Rd & Gardiner North Ramp Terminal	SB	955	582	-0.39	13.4
	NB	1320	674	-0.49	20.5
	WB	-	-	-	-
Park Lawn Rd & Starbucks Driveway	SB	928	556	-0.4	13.7
	EB	-	-	-	-
	NB	940	626	-0.33	11.2
	WB	-	-	-	-
Park Lawn Rd & The Queensway	SB	583	361	-0.38	10.2
	EB	1393	1058	-0.24	9.6
	NB	957	690	-0.28	9.3

Movement / Section	Movement / Approach	Observed	Modelled	%-Deviation	GEH
	WB	1481	1374	-0.07	2.8
The Queensway & Aldgate Ave	SB	14	45	0.69	5.7
	EB	1552	1178	-0.24	10.1
	WB	1522	1453	-0.05	1.8
The Queensway & Smithfield Dr	SB	16	44	0.64	5.1
	EB	1535	1223	-0.2	8.4
	WB	1523	1453	-0.05	1.8
The Queensway & Stephen Dr	SB	149	117	-0.22	2.8
	EB	1524	1202	-0.21	8.7
	WB	1617	1777	0.09	3.9
The Queensway & Ontario Food Terminal	EB	1607	1319	-0.18	7.5
	NB	-	-	-	-
	WB	1621	1777	0.09	3.8
The Queensway & TD Plaza	SB	27	27	0.01	0
	EB	1602	1336	-0.17	6.9
	NB	-	-	-	-
	WB	1503	1672	0.1	4.3
The Queensway & The Kingsway Interchange	SB	1007	377	-0.63	24
	EB	1380	1400	0.01	0.5
	NB	-	-	-	-
	WB	1231	1415	0.13	5.1
The Queensway & Southport / NXT II Condos Driveway	EB	1230	1171	-0.05	1.7
	NB	21	23	0.09	0.5
	WB	1241	1428	0.13	5.1
	SB	-	-	-	-
The Queensway & Windermere	SB	405	365	-0.1	2

Movement / Section	Movement / Approach	Observed	Modelled	%-Deviation	GEH
	EB	1227	1101	-0.1	3.7
	NB	466	273	-0.41	10
	WB	1204	1457	0.17	6.9
Lake Shore Blvd W & Windermere	SB	526	289	-0.45	11.8
	EB	3617	2431	-0.33	21.6
	WB	2510	3453	0.27	17.3
Lake Shore Blvd W & Palace Pier EBR	EB	917	686	-0.25	8.2
	NB	133	0	-1	16.3
Lake Shore Blvd W & Marine Parade	EB	911	653	-0.28	9.2
	NB	136	53	-0.61	8.5
	WB	57	0	-1	10.7
Lake Shore Blvd W & Newport Beach Condos / Streetcar Tunnel	SB	-	-	-	-
	EB	933	693	-0.26	8.4
	NB	-	-	-	-
	WB	124	0	-1	15.7
Lake Shore Blvd W & Brookers Ln	SB	1081	1553	0.3	13
	EB	1037	753	-0.27	9.5
	NB	-	-	-	-
	WB	141	11	-0.92	14.8
Lake Shore Blvd W & Silver Moon Dr	EB	1127	914	-0.19	6.7
	NB	58	0	-1	10.8
	WB	1094	1327	0.18	6.7
Lake Shore Blvd W & Shore Breeze Dr	EB	1151	983	-0.15	5.1
	NB	33	17	-0.5	3.3
	WB	1098	1234	0.11	4
Gardiner Off-Ramp & Legion Rd N	EB	1464	1079	-0.26	10.8

Movement / Section	Movement / Approach	Observed	Modelled	%-Deviation	GEH
	NB	-	-	-	-
	WB	119	0	-1	15.4
The Queensway & Royal York Rd	EB	1166	974	-0.16	5.9
	NB	524	575	0.09	2.2
	WB	1193	1025	-0.14	5
	SB	568	446	-0.21	5.4
Marine Parade Dr & Humber Bay Park Rd E	EB	47	47	0.01	0.1
	NB	173	74	-0.57	8.9
	SB	231	17	-0.92	19.2
The Queensway & Grand Ave	EB	1140	983	-0.14	4.8
	NB	343	75	-0.78	18.5
	WB	1296	1285	-0.01	0.3
Kipling & Gardiner WB Off-Ramp	NB	615	824	0.25	7.8
	WB	595	1133	0.47	18.3
	SB	1247	1468	0.15	6
Lake Shore & Legion Road S	EB	706	603	-0.15	4
	NB	36	0	-1	8.5
	WB	1044	1266	0.18	6.5
	SB	74	112	0.34	3.9
Gardiner WB W of Kipling		7816	9215	0.15	15.2
Gardiner WB W of Lake Shore Blvd On-Ramp		6887	8844	0.22	22.1
Gardiner WB W of Jameson Off-Ramp		4829	6294	0.23	19.6
Eastbound On-Ramp from Kipling SB		501	212	-0.58	15.3
Eastbound Off-Ramp to Horner Ave		531	23	-0.96	30.6
Eastbound On-Ramp from Horner Ave		441	538	0.18	4.4
Eastbound Off-Ramp to Islington SB		568	805	0.29	9

Movement / Section	Movement / Approach	Observed	Modelled	%-Deviation	GEH
Eastbound On-Ramp from Islington SB		474	405	-0.14	3.3
Eastbound Off-Ramp to Islington NB		509	143	-0.72	20.3
Eastbound On-Ramp from Islington NB		242	409	0.41	9.3
Eastbound Off-Ramp to Lake Shore Blvd W		2726	1969	-0.28	15.6
Eastbound On-Ramp from Lake Shore Blvd W/Brookers Ln		120	134	0.1	1.2
Eastbound On-Ramp from Kingsway		730	180	-0.75	25.8
Eastbound Off-Ramp to Jameson		969	483	-0.5	18
Eastbound On-Ramp from Lake Shore Blvd W EB		1163	114	-0.9	41.5
Eastbound On-Ramp from Lake Shore Blvd W WB		193	13	-0.93	17.8
Westbound On-Ramp from Kipling SB		267	541	0.51	13.6
Westbound On-Ramp from Kipling NB		404	488	0.17	4
Westbound Off-Ramp to Kipling Ave		595	1133	0.47	18.3
Westbound Off-Ramp to St. Lawrence St		168	39	-0.77	12.7
Westbound Core to Collector Transfer W of Islington		868	751	-0.14	4.1
Westbound On-Ramp from Islington SB		569	310	-0.45	12.3
Westbound Off-Ramp to Islington NB		377	143	-0.62	14.5
Westbound On-Ramp from Park Lawn		829	345	-0.58	20
Westbound On-Ramp from Lake Shore Blvd W		2663	2499	-0.06	3.2
Westbound Off-Ramp to Lake Shore Blvd W/Brookers Ln		1081	1553	0.3	13
Westbound Off-Ramp to Kingsway		636	322	-0.49	14.4
Westbound On-Ramp from Jameson Avenue		956	939	-0.02	0.6
Westbound Off-Ramp to Jameson Avenue		91	1060	0.91	40.4
Lakeshore WB to Brookers Ln		156	987	0.84	34.8
Lakeshore WB to Gardiner WB/Brookers Ln		2819	3486	0.19	11.9

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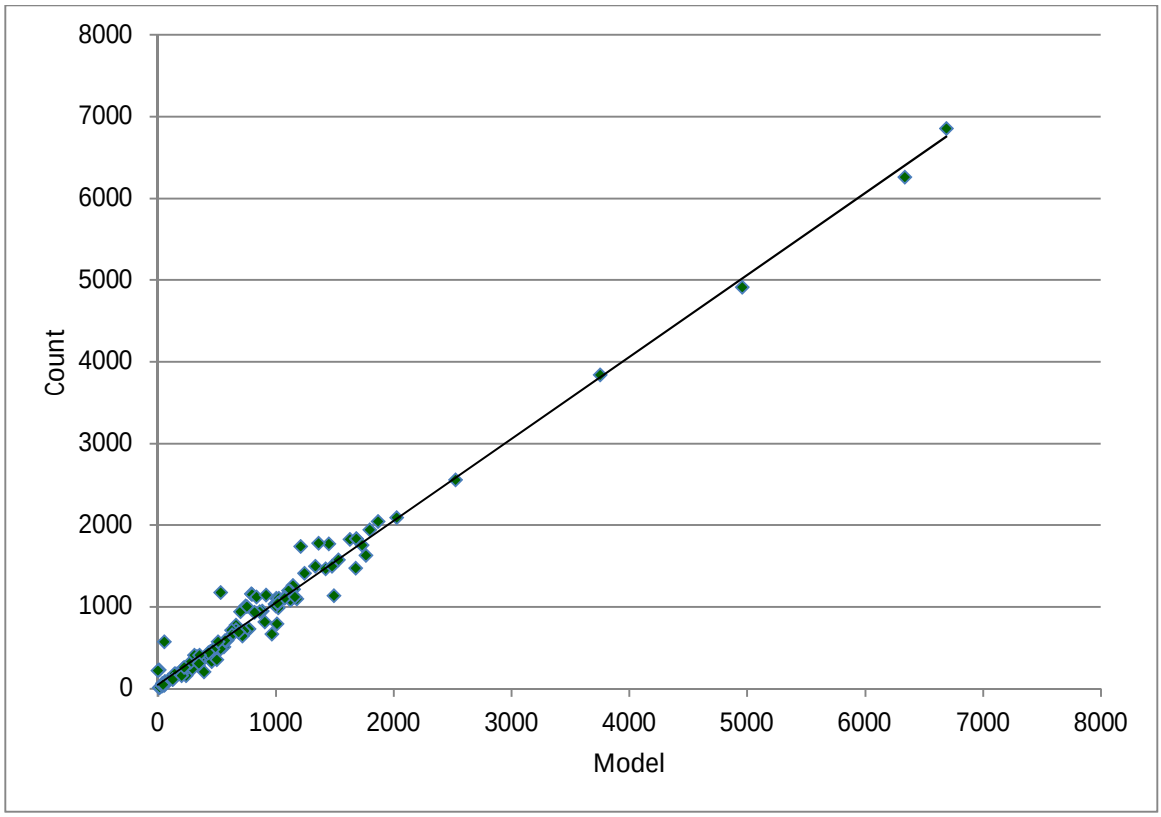
Appendix B

Visum Model Calibration Data - Adjusted Demand

Appendix B: Visum Model Results – Adjusted Travel Demand - AM Peak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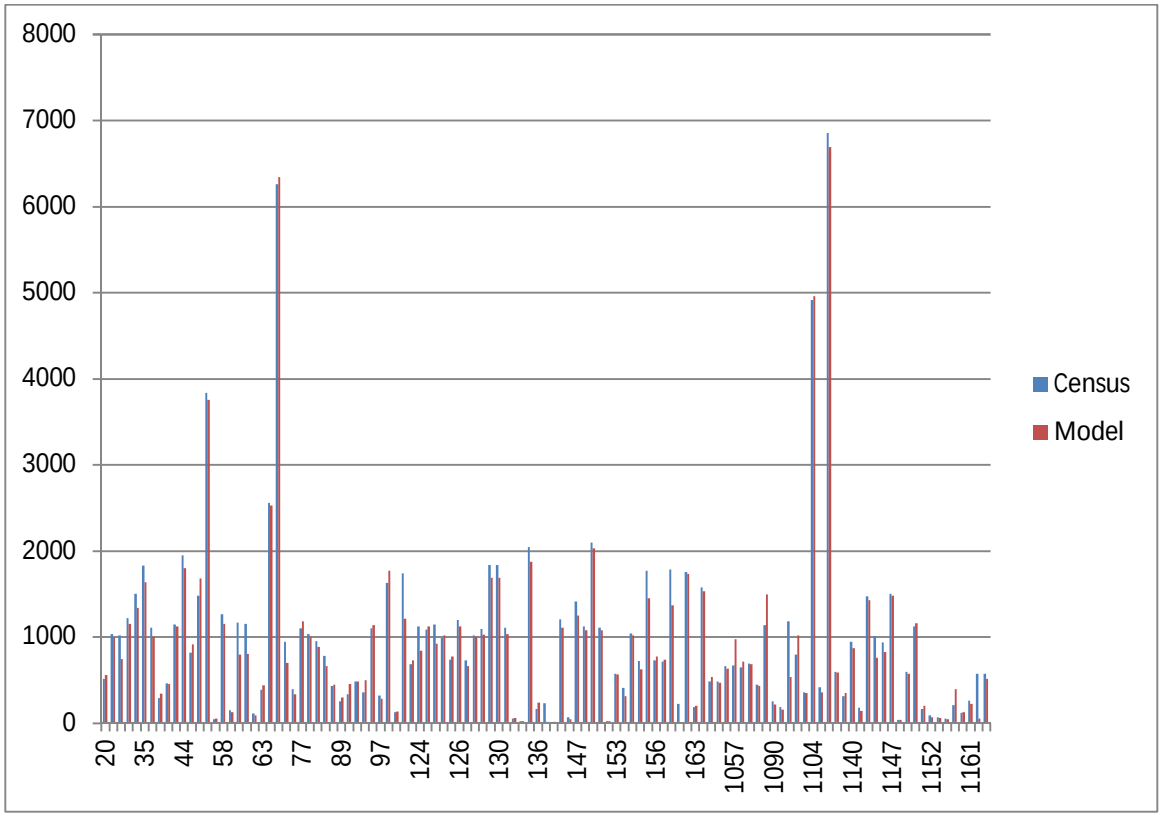
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1152
1161
Census
Model

Movement / Section	Movement / Approach	Observed	Modelled	%-Deviation	GEH
Park Lawn Rd & Lake Shore Blvd W	SB	1191	1123	-0.06	2
	EB	1118	1159	0.04	1.2
	NB	225	12	-0.94	19.5
	WB	726	768	0.06	1.5
Park Lawn Rd & Metro Driveway	SB	1144	918	-0.2	7
	EB	-	-	-	-
	NB	733	769	0.05	1.3
	WB	-	-	-	-
Park Lawn Rd & South Beach Condos Driveway	SB	1118	837	-0.25	9
	EB	-	-	-	-
	NB	989	1019	0.03	0.9
Park Lawn Rd & Gardiner South Ramp Terminal	SB	320	276	-0.14	2.6
	EB	1410	1245	-0.12	4.5
	NB	1079	1121	0.04	1.3
Park Lawn Rd & Gardiner North Ramp Terminal	SB	718	625	-0.13	3.6
	NB	1628	1765	0.08	3.3
	WB	-	-	-	-
Park Lawn Rd & Starbucks Driveway	SB	723	661	-0.09	2.4
	EB	-	-	-	-
	NB	1040	1013	-0.03	0.9
	WB	-	-	-	-
Park Lawn Rd & The Queensway	SB	662	627	-0.05	1.4
	EB	1499	1334	-0.11	4.4
	NB	1012	999	-0.01	0.4
	WB	1108	1004	-0.09	3.2
The Queensway & Aldgate Ave	SB	47	54	0.14	1

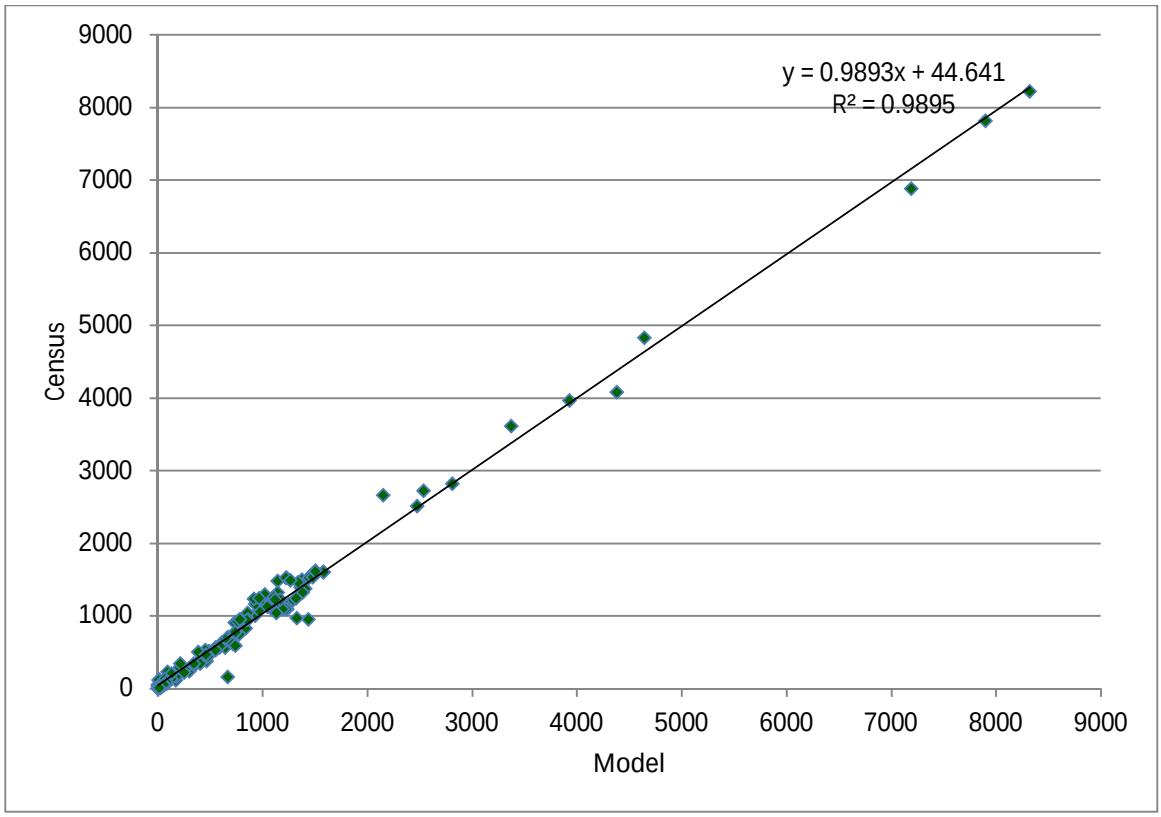
Movement / Section	Movement / Approach	Observed	Modelled	%-Deviation	GEH
	EB	1826	1631	-0.11	4.7
	WB	1106	1027	-0.07	2.4
The Queensway & Smithfield Dr	SB	23	21	-0.08	0.4
	EB	1835	1685	-0.08	3.6
	WB	1087	1025	-0.06	1.9
The Queensway & Stephen Dr	SB	287	340	0.15	3
	EB	1832	1683	-0.08	3.6
	WB	1102	1075	-0.02	0.8
The Queensway & Ontario Food Terminal	EB	2092	2023	-0.03	1.5
	NB	-	-	-	-
	WB	1122	1075	-0.04	1.4
The Queensway & TD Plaza	SB	16	16	-0.01	0
	EB	2044	1867	-0.09	4
	NB	-	-	-	-
	WB	1095	1178	0.07	2.5
The Queensway & The Kingsway Interchange	SB	1142	1117	-0.02	0.8
	EB	1945	1798	-0.08	3.4
	NB	-	-	-	-
	WB	1005	752	-0.25	8.6
The Queensway & Southport / NXT II Condos Driveway	EB	1469	1421	-0.03	1.3
	NB	32	36	0.11	0.7
	WB	934	819	-0.12	3.9
	SB	-	-	-	-
The Queensway & Windermere	SB	484	531	0.09	2.1
	EB	1499	1474	-0.02	0.6
	NB	406	309	-0.24	5.1

Movement / Section	Movement / Approach	Observed	Modelled	%-Deviation	GEH
	WB	816	909	0.1	3.2
Lake Shore Blvd W & Windermere	SB	571	562	-0.02	0.4
	EB	3836	3749	-0.02	1.4
	WB	1477	1678	0.12	5
Lake Shore Blvd W & Palace Pier EBR	EB	1263	1146	-0.09	3.4
	NB	120	129	0.07	0.9
Lake Shore Blvd W & Marine Parade	EB	1153	798	-0.31	11.4
	NB	204	391	0.48	10.8
	WB	40	52	0.22	1.7
Lake Shore Blvd W & Newport Beach Condos / Streetcar Tunnel	SB	-	-	-	-
	EB	1162	793	-0.32	11.8
	NB	-	-	-	-
	WB	106	87	-0.18	1.9
Lake Shore Blvd W & Brookers Ln	SB	456	447	-0.02	0.4
	EB	1739	1212	-0.3	13.7
	NB	-	-	-	-
	WB	144	122	-0.15	1.9
Lake Shore Blvd W & Silver Moon Dr	EB	1780	1362	-0.23	10.6
	NB	50	44	-0.12	0.8
	WB	682	722	0.06	1.5
Lake Shore Blvd W & Shore Breeze Dr	EB	1770	1450	-0.18	8
	NB	62	56	-0.1	0.8
	WB	708	730	0.03	0.8
Gardiner Off-Ramp & Legion Rd N	EB	1200	1107	-0.08	2.7
	NB	-	-	-	-
	WB	63	40	-0.36	3.2

Movement / Section	Movement / Approach	Observed	Modelled	%-Deviation	GEH
The Queensway & Royal York Rd	EB	1013	744	-0.27	9.1
	NB	507	557	0.09	2.2
	WB	1032	991	-0.04	1.3
	SB	478	468	-0.02	0.5
Marine Parade Dr & Humber Bay Park Rd E	EB	7	13	0.45	1.8
	NB	222	0	-1	21.1
	SB	158	237	0.33	5.6
The Queensway & Grand Ave	EB	1033	1003	-0.03	0.9
	NB	570	52	-0.91	29.4
	WB	1215	1148	-0.06	2
Kipling & Gardiner WB Off-Ramp	NB	647	714	0.09	2.6
	WB	791	1012	0.22	7.3
	SB	664	968	0.31	10.6
Lake Shore & Legion Road S	EB	952	883	-0.07	2.3
	NB	89	61	-0.32	3.3
	WB	590	568	-0.04	0.9
	SB	161	200	0.19	2.9
Gardiner WB W of Kipling		6854	6690	-0.02	2
Gardiner WB W of Lake Shore Blvd On-Ramp		6257	6338	0.01	1
Gardiner WB W of Jameson Off-Ramp		4909	4959	0.01	0.7
Eastbound On-Ramp from Kipling SB		410	355	-0.14	2.8
Eastbound Off-Ramp to Horner Ave		589	587	0	0.1
Eastbound On-Ramp from Horner Ave		310	346	0.11	2
Eastbound Off-Ramp to Islington SB		247	291	0.15	2.7
Eastbound On-Ramp from Islington SB		356	498	0.29	6.9
Eastbound Off-Ramp to Islington NB		478	479	0	0
Eastbound On-Ramp from Islington NB		331	453	0.27	6.2
Eastbound Off-Ramp to Lake Shore Blvd W		2558	2526	-0.01	0.6
Eastbound On-Ramp from Lake Shore Blvd W/Brookers Ln		774	662	-0.14	4.2
Eastbound On-Ramp from Kingsway		942	699	-0.26	8.5
Eastbound Off-Ramp to Jameson		1135	1492	0.24	9.9

Movement / Section	Movement / Approach	Observed	Modelled	%-Deviation	GEH
Eastbound On-Ramp from Lake Shore Blvd W EB		1179	530	-0.55	22.2
Eastbound On-Ramp from Lake Shore Blvd W WB		687	684	0	0.1
Westbound On-Ramp from Kipling SB		180	154	-0.15	2
Westbound On-Ramp from Kipling NB		247	209	-0.15	2.5
Westbound Off-Ramp to Kipling Ave		791	1012	0.22	7.3
Westbound Off-Ramp to St. Lawrence St		179	141	-0.21	3
Westbound Core to Collector Transfer W of Islington		938	864	-0.08	2.5
Westbound On-Ramp from Islington SB		428	443	0.03	0.7
Westbound Off-Ramp to Islington NB		386	436	0.12	2.5
Westbound On-Ramp from Park Lawn		1098	1135	0.03	1.1
Westbound On-Ramp from Lake Shore Blvd W		1573	1530	-0.03	1.1
Westbound Off-Ramp to Lake Shore Blvd W/Brookers Ln		456	447	-0.02	0.4
Westbound Off-Ramp to Kingsway		390	332	-0.15	3.1
Westbound On-Ramp from Jameson Avenue		441	428	-0.03	0.6
Westbound Off-Ramp to Jameson Avenue		354	350	-0.01	0.2
Lakeshore WB to Brookers Ln		181	199	0.09	1.3
Lakeshore WB to Gardiner WB/Brookers Ln		1754	1730	-0.01	0.6

Appendix B: Visum Model Results – Adjusted Travel Demand - PM Peak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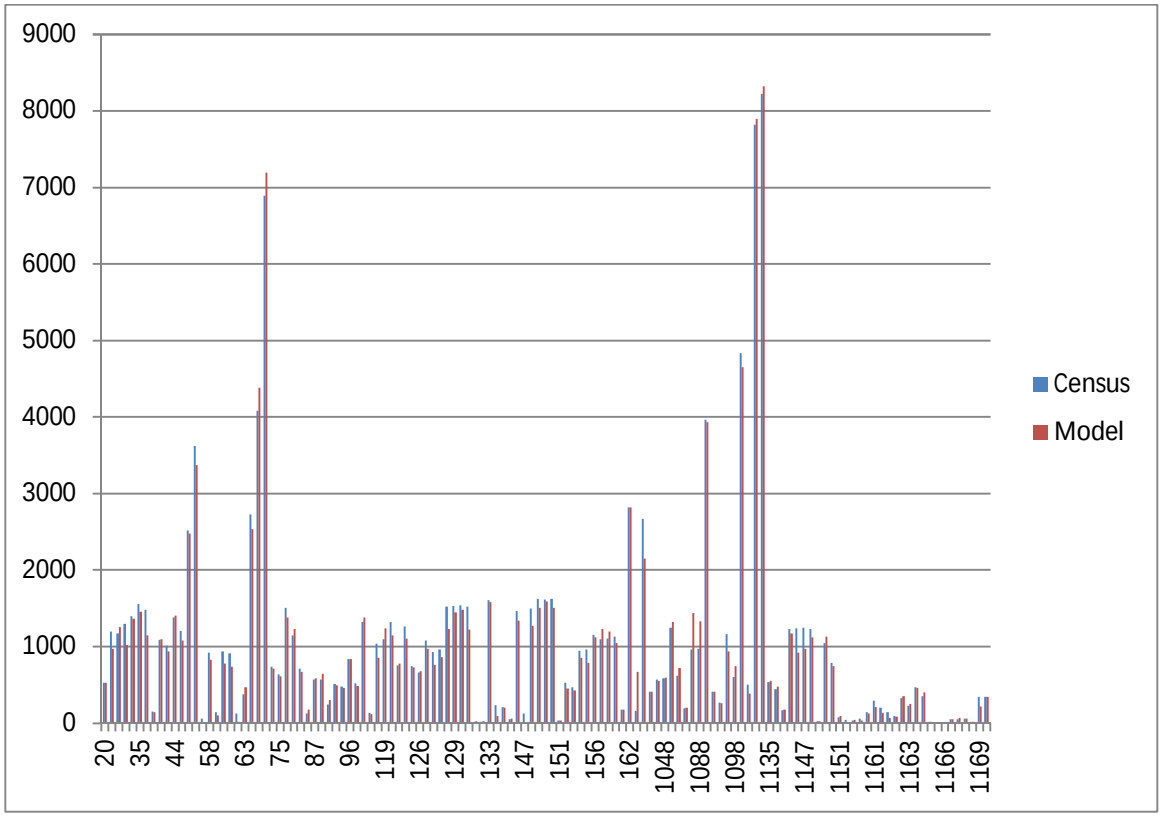
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Movement / Section	Movement / Approach	Observed	Modelled	%-Deviation	GEH
Park Lawn Rd & Lake Shore Blvd W	SB	1076	964	-0.1	3.5
	EB	781	741	-0.05	1.4
	NB	209	198	-0.05	0.8
	WB	1090	1222	0.11	3.9
Park Lawn Rd & Metro Driveway	SB	1262	1103	-0.13	4.6
	EB	-	-	-	-
	NB	654	678	0.04	0.9
	WB	-	-	-	-
Park Lawn Rd & South Beach Condos Driveway	SB	1320	1143	-0.13	5
	EB	-	-	-	-
	NB	741	723	-0.02	0.7
Park Lawn Rd & Gardiner South Ramp Terminal	SB	516	483	-0.06	1.5
	EB	1492	1267	-0.15	6.1
	NB	751	777	0.03	1
Park Lawn Rd & Gardiner North Ramp Terminal	SB	955	780	-0.18	5.9
	NB	1320	1377	0.04	1.5
	WB	-	-	-	-
Park Lawn Rd & Starbucks Driveway	SB	928	754	-0.19	6
	EB	-	-	-	-
	NB	940	849	-0.1	3
	WB	-	-	-	-
Park Lawn Rd & The Queensway	SB	583	589	0.01	0.3
	EB	1393	1364	-0.02	0.8
	NB	957	862	-0.1	3.2

Movement / Section	Movement / Approach	Observed	Modelled	%-Deviation	GEH
	WB	1481	1139	-0.23	9.5
The Queensway & Aldgate Ave	SB	14	22	0.36	1.9
	EB	1552	1455	-0.06	2.5
	WB	1522	1220	-0.2	8.2
The Queensway & Smithfield Dr	SB	16	23	0.32	1.7
	EB	1535	1477	-0.04	1.5
	WB	1523	1226	-0.19	8
The Queensway & Stephen Dr	SB	149	143	-0.04	0.5
	EB	1524	1440	-0.05	2.2
	WB	1617	1501	-0.07	2.9
The Queensway & Ontario Food Terminal	EB	1607	1583	-0.01	0.6
	NB	-	-	-	-
	WB	1621	1501	-0.07	3
The Queensway & TD Plaza	SB	27	29	0.08	0.4
	EB	1602	1574	-0.02	0.7
	NB	-	-	-	-
	WB	1503	1374	-0.09	3.4
The Queensway & The Kingsway Interchange	SB	1007	930	-0.08	2.5
	EB	1380	1404	0.02	0.6
	NB	-	-	-	-
	WB	1231	917	-0.26	9.6
The Queensway & Southport / NXT II Condos Driveway	EB	1230	1168	-0.05	1.8
	NB	21	25	0.17	0.9
	WB	1241	964	-0.22	8.4
	SB	-	-	-	-
The Queensway & Windermere	SB	405	409	0.01	0.2

Movement / Section	Movement / Approach	Observed	Modelled	%-Deviation	GEH
	EB	1227	1117	-0.09	3.2
	NB	466	423	-0.09	2
	WB	1204	1078	-0.1	3.7
Lake Shore Blvd W & Windermere	SB	526	449	-0.15	3.5
	EB	3617	3369	-0.07	4.2
	WB	2510	2476	-0.01	0.7
Lake Shore Blvd W & Palace Pier EBR	EB	917	828	-0.1	3
	NB	133	111	-0.17	2
Lake Shore Blvd W & Marine Parade	EB	911	732	-0.2	6.3
	NB	136	125	-0.08	0.9
	WB	57	0	-1	10.7
Lake Shore Blvd W & Newport Beach Condos / Streetcar Tunnel	SB	-	-	-	-
	EB	933	775	-0.17	5.4
	NB	-	-	-	-
	WB	124	11	-0.91	13.7
Lake Shore Blvd W & Brookers Ln	SB	1081	1092	0.01	0.3
	EB	1037	853	-0.18	6
	NB	-	-	-	-
	WB	141	95	-0.33	4.3
Lake Shore Blvd W & Silver Moon Dr	EB	1127	1045	-0.07	2.5
	NB	58	30	-0.49	4.2
	WB	1094	1234	0.11	4.1
Lake Shore Blvd W & Shore Breeze Dr	EB	1151	1120	-0.03	0.9
	NB	33	36	0.09	0.6
	WB	1098	1189	0.08	2.7
Gardiner Off-Ramp & Legion Rd N	EB	1464	1339	-0.09	3.4

Movement / Section	Movement / Approach	Observed	Modelled	%-Deviation	GEH
	NB	-	-	-	-
	WB	119	8	-0.94	14
The Queensway & Royal York Rd	EB	1166	1252	0.07	2.5
	NB	524	526	0	0.1
	WB	1193	968	-0.19	6.9
	SB	568	551	-0.03	0.7
Marine Parade Dr & Humber Bay Park Rd E	EB	47	53	0.11	0.8
	NB	173	173	0	0
	SB	231	89	-0.61	11.2
The Queensway & Grand Ave	EB	1140	1225	0.07	2.5
	NB	343	-	-	-
	WB	1296	1017	-0.22	8.2
Kipling & Gardiner WB Off-Ramp	NB	615	714	0.14	3.9
	WB	595	739	0.2	5.6
	SB	1247	1316	0.05	1.9
Lake Shore & Legion Road S	EB	706	668	-0.05	1.4
	NB	36	0	-1	8.5
	WB	1044	1128	0.07	2.6
	SB	74	87	0.15	1.4
Gardiner EB W of Kipling		8222	8320	0.01	1.1
Gardiner EB W of Brookers Ln On-Ramp		4082	4380	0.07	4.6
Gardiner EB W of Jameson On-Ramp		3963	3928	-0.01	0.6
Gardiner WB W of Kipling		7816	7895	0.01	0.9
Gardiner WB W of Lake Shore Blvd On-Ramp		6887	7189	0.04	3.6
Gardiner WB W of Jameson Off-Ramp		4829	4643	-0.04	2.7
Eastbound On-Ramp from Kipling SB		501	382	-0.24	5.7
Eastbound Off-Ramp to Horner Ave		531	549	0.03	0.8
Eastbound On-Ramp from Horner Ave		441	476	0.07	1.6
Eastbound Off-Ramp to Islington SB		568	639	0.11	2.9
Eastbound On-Ramp from Islington SB		474	453	-0.04	1

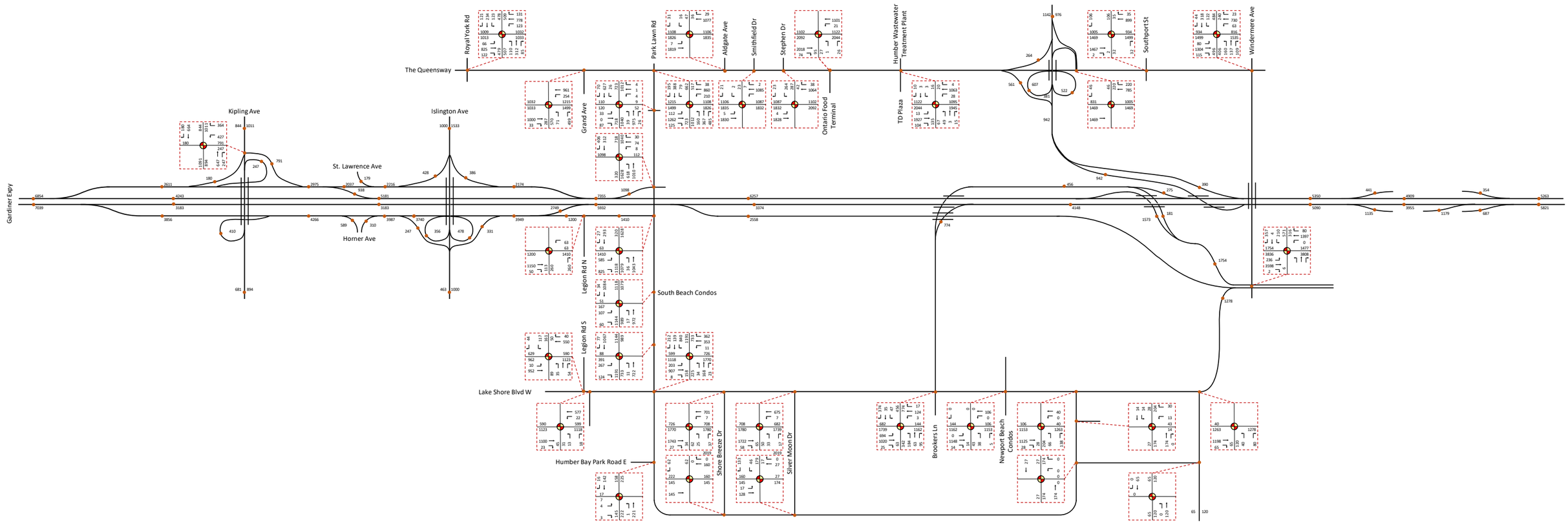
Movement / Section	Movement / Approach	Observed	Modelled	%-Deviation	GEH
Eastbound Off-Ramp to Islington NB		509	491	-0.04	0.8
Eastbound On-Ramp from Islington NB		242	298	0.19	3.4
Eastbound Off-Ramp to Lake Shore Blvd W		2726	2532	-0.07	3.8
Eastbound On-Ramp from Lake Shore Blvd W/Brookers Ln		120	171	0.3	4.2
Eastbound On-Ramp from Kingsway		730	705	-0.03	1
Eastbound Off-Ramp to Jameson		969	1328	0.27	10.6
Eastbound On-Ramp from Lake Shore Blvd W EB		1163	931	-0.2	7.2
Eastbound On-Ramp from Lake Shore Blvd W WB		193	195	0.01	0.2
Westbound On-Ramp from Kipling SB		267	257	-0.04	0.6
Westbound On-Ramp from Kipling NB		404	407	0.01	0.2
Westbound Off-Ramp to Kipling Ave		595	739	0.2	5.6
Westbound Off-Ramp to St. Lawrence St		168	176	0.05	0.6
Westbound On-Ramp from Islington SB		569	586	0.03	0.7
Westbound Off-Ramp to Islington NB		377	464	0.19	4.3
Westbound On-Ramp from Park Lawn		829	835	0.01	0.2
Westbound On-Ramp from Lake Shore Blvd W		2663	2148	-0.19	10.5
Westbound Off-Ramp to Lake Shore Blvd W/Brookers Ln		1081	1092	0.01	0.3
Westbound Off-Ramp to Kingsway		636	609	-0.04	1.1
Westbound On-Ramp from Jameson Avenue		956	1434	0.33	13.8
Lakeshore WB to Brookers Ln		156	664	0.77	25.1
Lakeshore WB to Gardiner WB/Brookers Ln		2819	2812	0	0.1

AECOM

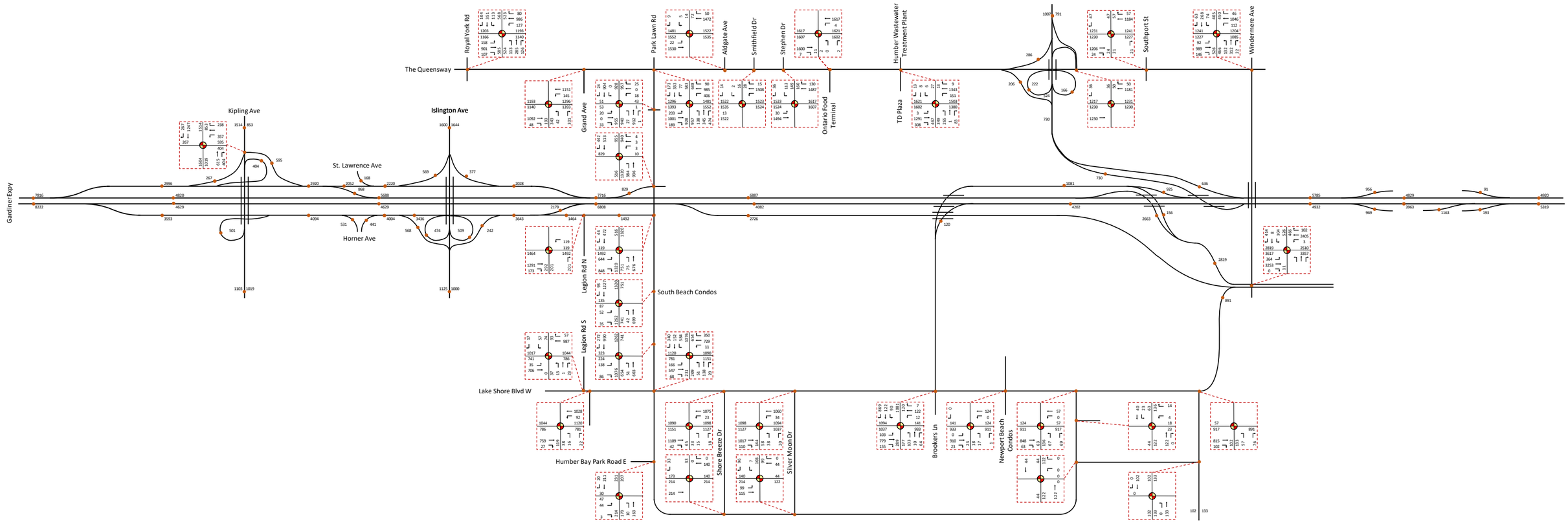
Appendix C

Vissim Volume Diagrams

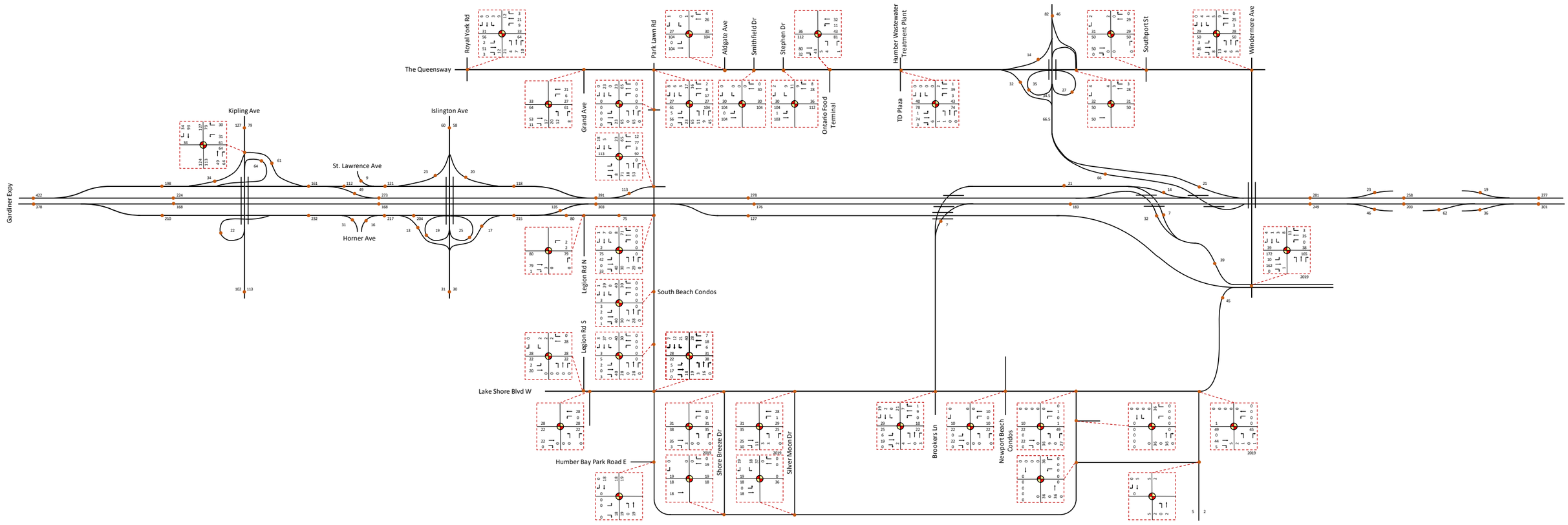
AM 2019 - Autos



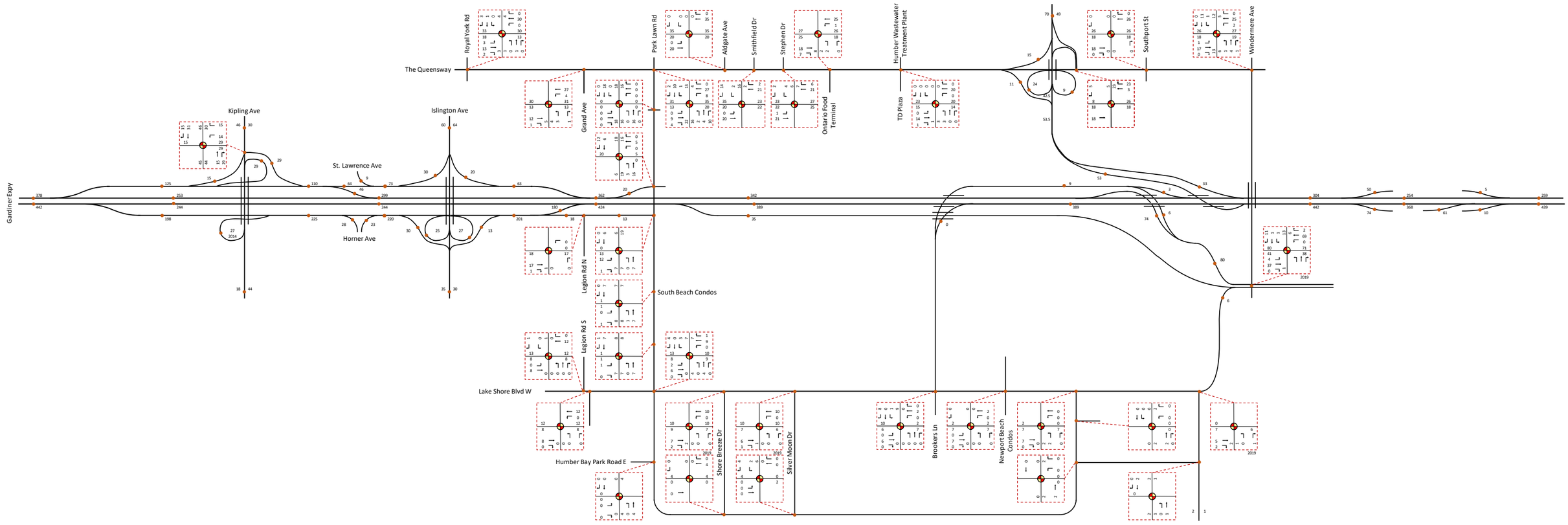
PM 2019 – Autos



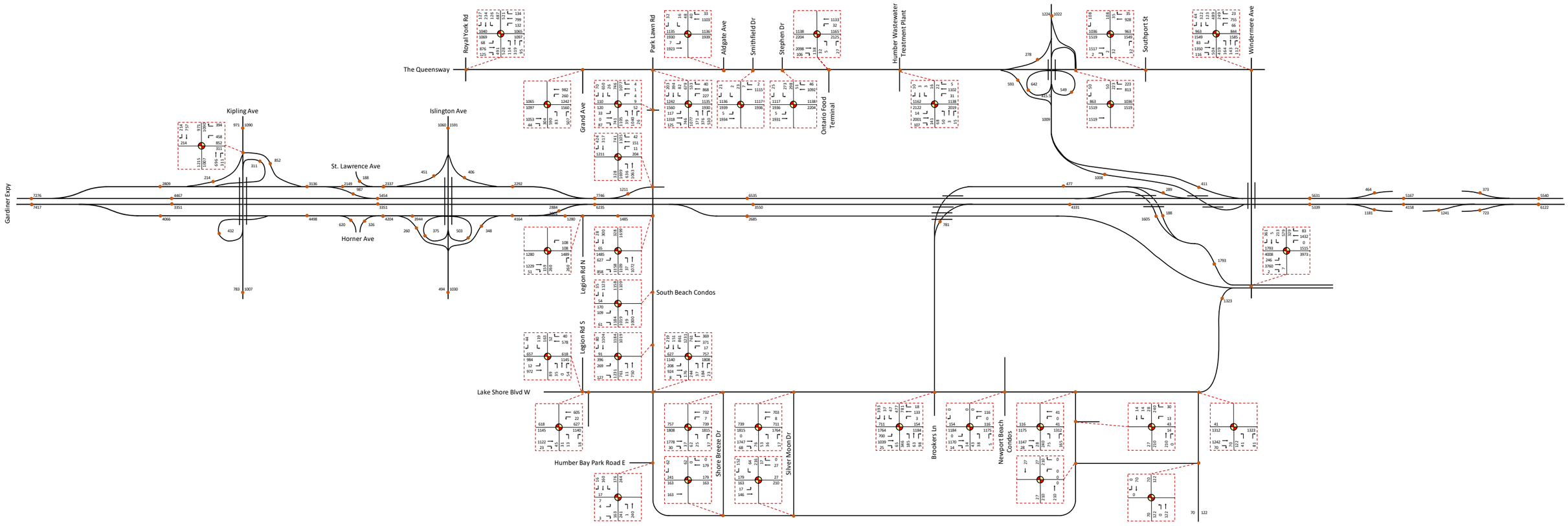
AM 2019 – Trucks



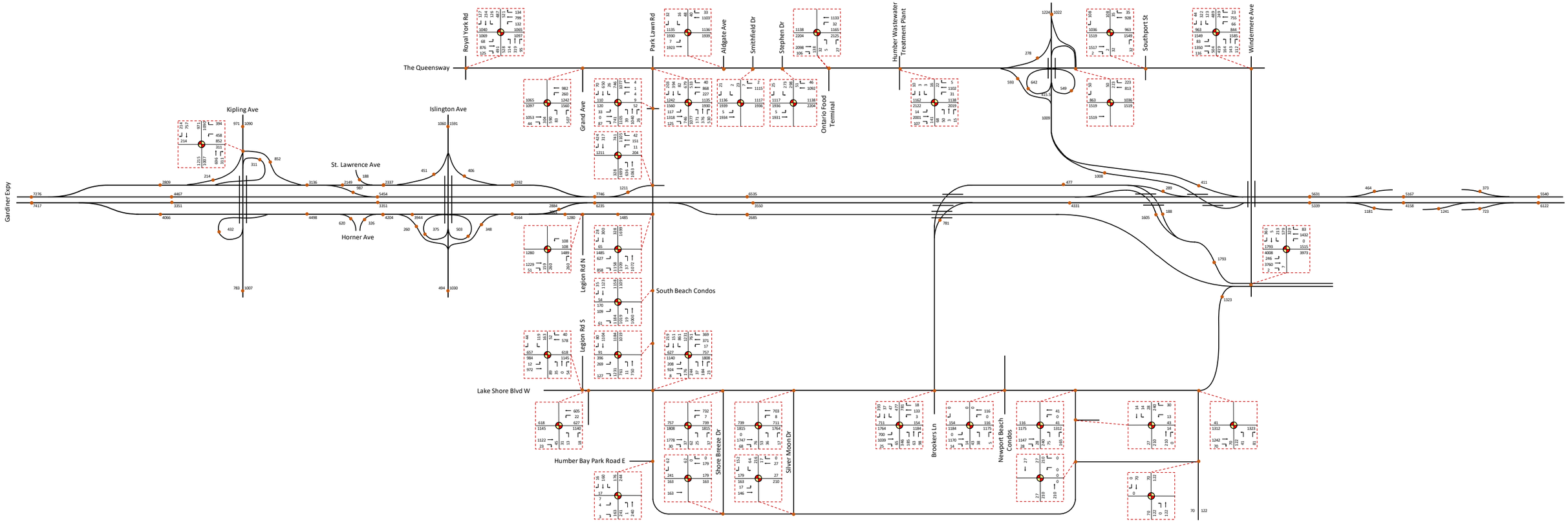
PM 2019 – Trucks



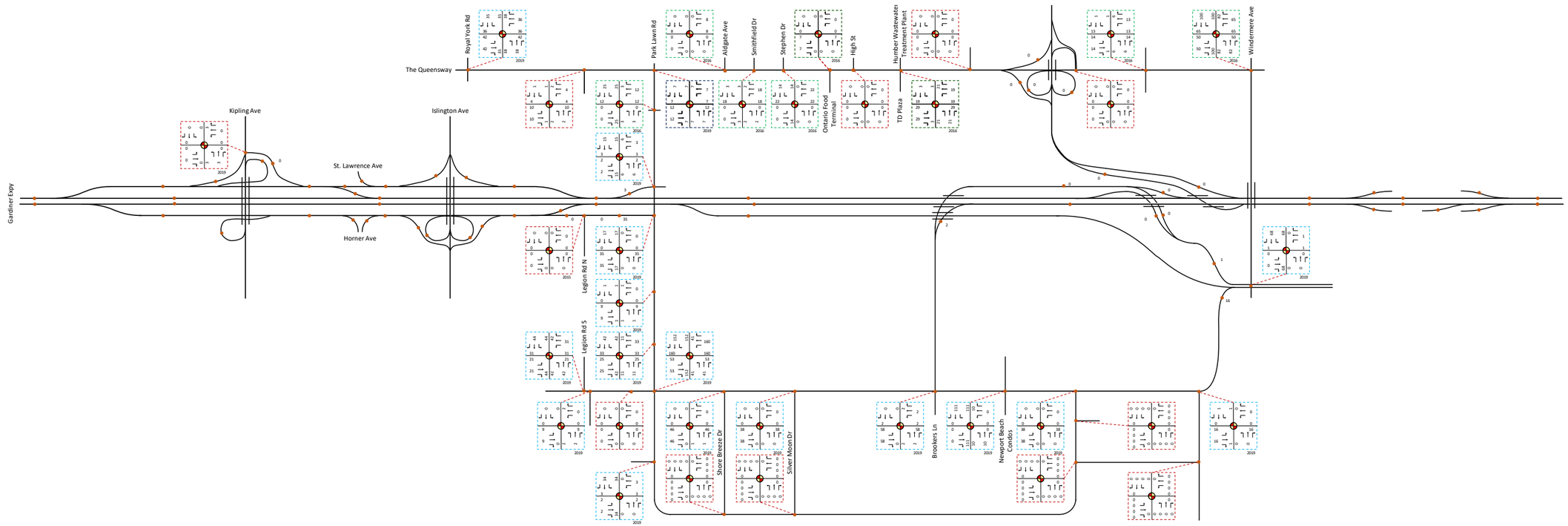
AM 2019 – Total Vehicles



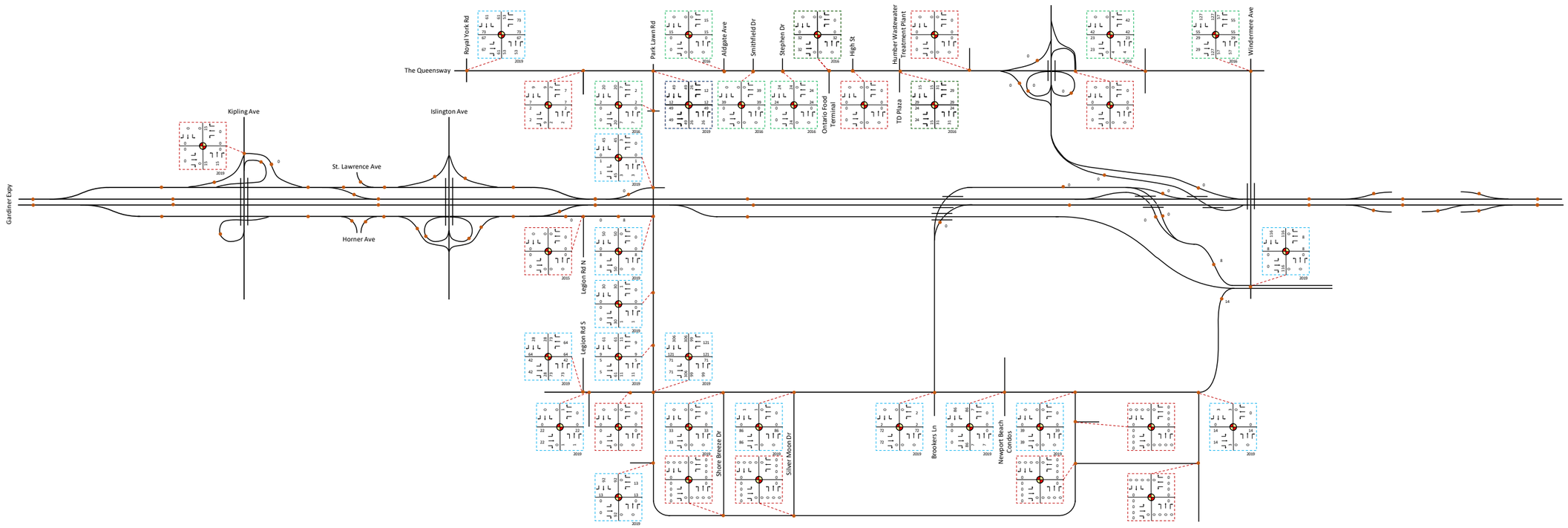
PM 2019 – Total Vehicles



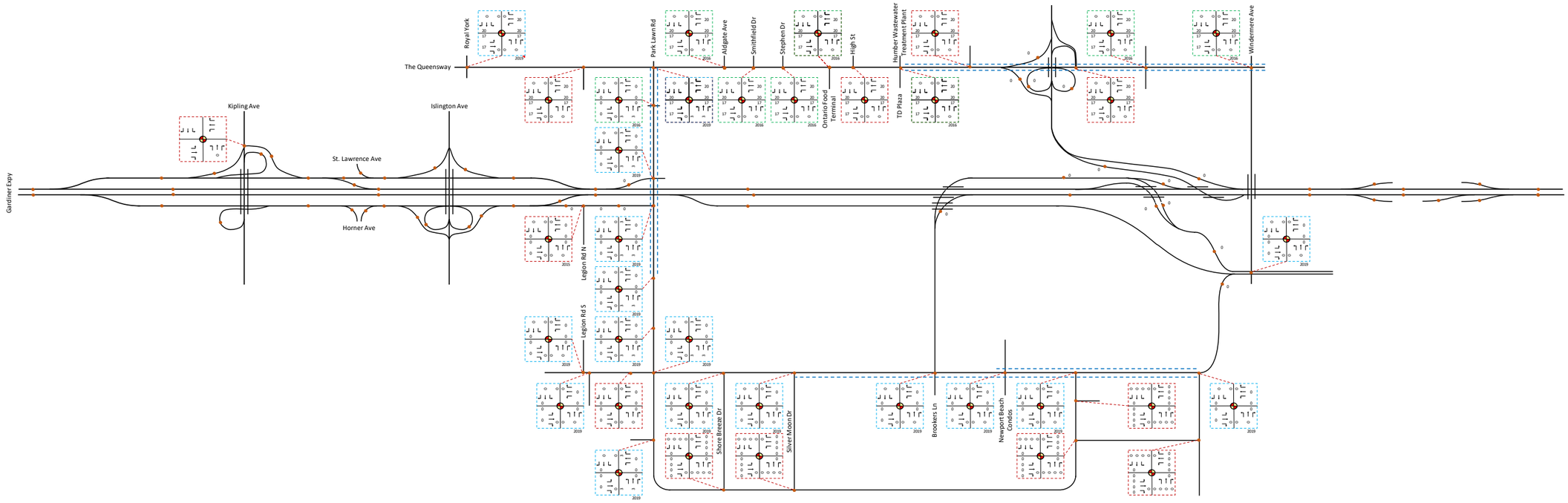
AM 2019 – Pedestrians



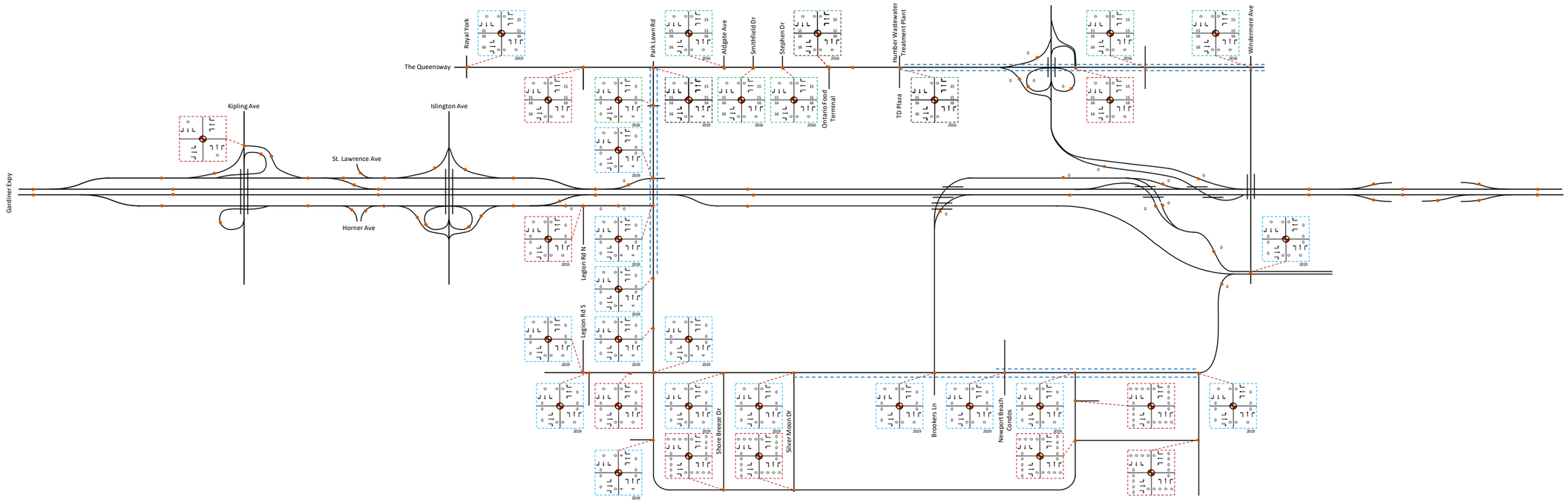
PM 2019 – Pedestrians



AM 2019 – Cyclists



PM 2019 – Cyclists



AECOM

Appendix D

Traffic Count Data

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Morning Peak Diagram

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

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

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

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: The Queensway runs W/E

North Leg Total: 1053
North Entering: 608
North Peds: 7
Peds Cross: ⋈

Heavys	8	12	0	20
Trucks	0	0	3	3
Cars	195	311	79	585
Totals	203	323	82	

Heavys	20
Trucks	2
Cars	423
Totals	445

East Leg Total: 3062
East Entering: 1135
East Peds: 7
Peds Cross: ⧗

Park Lawn Rd

Heavys	Trucks	Cars	Totals
21	6	1215	1242

The Queensway

Cars	Trucks	Heavys	Totals
36	0	2	38
860	4	6	870
210	4	13	227
1106	8	21	

N
W E
S

Heavys	Trucks	Cars	Totals
4	1	112	117
21	37	1262	1320
0	0	125	125
25	38	1499	

The Queensway

Cars	Trucks	Heavys	Totals
1826	54	47	1927

Park Lawn Rd

Peds Cross: ⧗
West Peds: 7
West Entering: 1562
West Leg Total: 2804

Cars	646
Trucks	4
Heavys	25
Totals	675

Cars	160	275	485	920
Trucks	2	1	14	17
Heavys	7	14	26	47
Totals	169	290	525	

Peds Cross: ⋈
South Peds: 12
South Entering: 984
South Leg Total: 1659

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Afternoon Peak Diagram

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

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

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

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: The Queensway runs W/E

North Leg Total: 1193
North Entering: 569
North Peds: 12
Peds Cross: ⋈

Heavys	1	4	0	5
Trucks	1	0	1	2
Cars	173	312	77	562
Totals	175	316	78	

Heavys	9
Trucks	1
Cars	614
Totals	624

East Leg Total: 3085
East Entering: 1516
East Peds: 26
Peds Cross: ⧗

Park Lawn Rd

Heavys	Trucks	Cars	Totals
8	23	1296	1327

The Queensway

Cars	Trucks	Heavys	Totals
90	0	0	90
985	22	5	1012
406	4	4	414
1481	26	9	

N
W E
S

Heavys	Trucks	Cars	Totals
0	0	203	203
3	5	1001	1009
0	0	189	189
3	5	1393	

The Queensway

Cars	Trucks	Heavys	Totals
1552	8	9	1569

Park Lawn Rd

Peds Cross: ⧗
West Peds: 49
West Entering: 1401
West Leg Total: 2728

Cars	907
Trucks	4
Heavys	8
Totals	919

Cars	138	321	474	933
Trucks	0	1	2	3
Heavys	2	9	6	17
Totals	140	331	482	

Peds Cross: ⋈
South Peds: 49
South Entering: 953
South Leg Total: 1872

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

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

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: The Queensway runs W/E

North Leg Total:	4212
North Entering:	2200
North Peds:	39
Peds Cross:	⋈

Heavys	13	35	1	49
Trucks	6	3	4	13
Cars	681	1202	255	2138
Totals	700	1240	260	

Heavys	55
Trucks	9
Cars	1948
Totals	2012

East Leg Total:	11654
East Entering:	5114
East Peds:	58
Peds Cross:	⧗

Park Lawn Rd

Heavys	Trucks	Cars	Totals
66	63	4678	4807

The Queensway

Cars	Trucks	Heavys	Totals
244	0	3	247
3435	50	39	3524
1291	20	32	1343
4970	70	74	

N
W E
S

Heavys	Trucks	Cars	Totals
7	5	598	610
52	87	4153	4292
0	3	612	615
59	95	5363	

The Queensway

Cars	Trucks	Heavys	Totals
6294	125	121	6540

Park Lawn Rd

Peds Cross:	⧗
West Peds:	92
West Entering:	5517
West Leg Total:	10324

Cars	3105
Trucks	26
Heavys	67
Totals	3198

Cars	562	1106	1886	3554
Trucks	7	4	34	45
Heavys	14	45	68	127
Totals	583	1155	1988	

Peds Cross:	⋈
South Peds:	126
South Entering:	3726
South Leg Total:	6924

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

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

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

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

Calculated Values for Traffic Crossing Major Street

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

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

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

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

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

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

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

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

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

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

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

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

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

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Morning Peak Diagram

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

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

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

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Park Lawn Rd runs N/S

North Leg Total: 1837
North Entering: 747
North Peds: 3
Peds Cross: ⋈

Heavys	12	7	0	19
Trucks	6	4	0	10
Cars	406	312	0	718
Totals	424	323	0	

Heavys	42
Trucks	23
Cars	1025
Totals	1090

East Leg Total: 196
East Entering: 196
East Peds: 6
Peds Cross: ⧗

Park Lawn Rd

Heavys	Trucks	Cars	Totals
61	52	1098	1211

Gardiner Westbound On Ramp

Cars	Trucks	Heavys	Totals
30	5	1	36
74	44	33	151
8	0	1	9
112	49	35	

N
W E
S

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

Ontario Food Terminal Driveway

Cars	Trucks	Heavys	Totals
0	0	0	0

Park Lawn Rd

Peds Cross: ⧗
West Peds: 15
West Entering: 0
West Leg Total: 1211

Cars	320
Trucks	4
Heavys	8
Totals	332

Cars	618	995	0	1613
Trucks	2	18	0	20
Heavys	16	41	0	57
Totals	636	1054	0	

Peds Cross: ⋈
South Peds: 2
South Entering: 1690
South Leg Total: 2022

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Afternoon Peak Diagram

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

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

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

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Park Lawn Rd runs N/S

North Leg Total: 1893
North Entering: 957
North Peds: 0
Peds Cross: ⋈

Heavys	2	8	0	10
Trucks	10	2	0	12
Cars	442	493	0	935
Totals	454	503	0	

Heavys	14
Trucks	2
Cars	920
Totals	936

East Leg Total: 15
East Entering: 15
East Peds: 3
Peds Cross: ⧗

Park Lawn Rd

Heavys	Trucks	Cars	Totals
5	15	829	849

Gardiner Westbound On Ramp

Cars	Trucks	Heavys	Totals
4	0	0	4
3	3	2	8
3	0	0	3
10	3	2	

N
W E
S

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

Ontario Food Terminal Driveway

Cars	Trucks	Heavys	Totals
0	0	0	0

Park Lawn Rd

Peds Cross: ⧗
West Peds: 45
West Entering: 0
West Leg Total: 849

Cars	496
Trucks	2
Heavys	8
Totals	506

Cars	384	916	0	1300
Trucks	2	2	0	4
Heavys	1	14	0	15
Totals	387	932	0	

Peds Cross: ⋈
South Peds: 1
South Entering: 1319
South Leg Total: 1825

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

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

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Park Lawn Rd runs N/S

North Leg Total: 7221
North Entering: 3371
North Peds: 8
Peds Cross: ⋈

Heavys	29	34	0	63
Trucks	28	9	0	37
Cars	1767	1504	0	3271
Totals	1824	1547	0	

Heavys	126
Trucks	51
Cars	3673
Totals	3850

East Leg Total: 390
East Entering: 390
East Peds: 25
Peds Cross: ⧗

Park Lawn Rd

Heavys	Trucks	Cars	Totals
112	123	3987	4222

Gardiner Westbound On Ramp

Cars	Trucks	Heavys	Totals
75	10	2	87
134	86	58	278
21	3	1	25
230	99	61	

N
W E
S

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

Ontario Food Terminal Driveway

Cars	Trucks	Heavys	Totals
0	0	0	0

Park Lawn Rd

Peds Cross: ⧗
West Peds: 111
West Entering: 0
West Leg Total: 4222

Cars	1525
Trucks	12
Heavys	35
Totals	1572

Cars	2086	3598	0	5684
Trucks	9	41	0	50
Heavys	25	124	0	149
Totals	2120	3763	0	

Peds Cross: ⋈
South Peds: 7
South Entering: 5883
South Leg Total: 7455

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

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

North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
8:00:00	0	104	215	319	2	1106	8:00:00	345	442	0	787	0
9:00:00	0	269	445	714	4	2418	9:00:00	688	1016	0	1704	5
16:00:00	0	173	231	404	2	1265	16:00:00	321	540	0	861	0
17:00:00	0	473	518	991	0	2196	17:00:00	393	812	0	1205	1
18:00:00	0	528	415	943	0	2269	18:00:00	373	953	0	1326	1
Totals:	0	1547	1824	3371	8	9254	S Totals:	2120	3763	0	5883	7

East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
8:00:00	7	56	23	86	3	86	8:00:00	0	0	0	0	7
9:00:00	10	118	40	168	8	168	9:00:00	0	0	0	0	17
16:00:00	3	82	17	102	2	102	16:00:00	0	0	0	0	5
17:00:00	3	16	5	24	7	24	17:00:00	0	0	0	0	41
18:00:00	2	6	2	10	5	10	18:00:00	0	0	0	0	41
Totals:	25	278	87	390	25	390	W Totals:	0	0	0	0	111

Calculated Values for Traffic Crossing Major Street

Hours Ending:	8:00	9:00	16:00	17:00	18:00	0:00	0:00	0:00
Crossing Values:	65	137	87	20	9	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

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

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

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

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

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

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

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

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	162	162	209	209	0	0	1	1	6	6	0	0	2	2	14	14	0	0	0	0
8:00:00	342	180	407	198	0	0	1	0	11	5	0	0	2	0	24	10	0	0	0	0
8:15:00	532	190	644	237	0	0	1	0	14	3	0	0	3	1	35	11	0	0	0	0
8:30:00	713	181	881	237	0	0	1	0	17	3	0	0	4	1	46	11	0	0	3	3
8:45:00	879	166	1136	255	0	0	2	1	21	4	0	0	6	2	58	12	0	0	3	0
9:00:00	1022	143	1365	229	0	0	2	0	25	4	0	0	9	3	68	10	0	0	5	2
9:15:00	1186	164	1608	243	0	0	3	1	31	6	0	0	15	6	76	8	0	0	5	0
9:30:00	1331	145	1876	268	0	0	3	0	35	4	0	0	20	5	87	11	0	0	5	0
9:45:00	1331	0	1876	0	0	0	3	0	35	0	0	0	20	0	87	0	0	0	5	0
16:00:00	1331	0	1876	0	0	0	3	0	35	0	0	0	20	0	87	0	0	0	5	0
16:15:00	1426	95	2069	193	0	0	4	1	36	1	0	0	21	1	98	11	0	0	6	1
16:30:00	1538	112	2256	187	0	0	6	2	37	1	0	0	22	1	102	4	0	0	6	0
16:45:00	1629	91	2448	192	0	0	7	1	37	0	0	0	24	2	104	2	0	0	6	0
17:00:00	1716	87	2666	218	0	0	7	0	37	0	0	0	24	0	107	3	0	0	6	0
17:15:00	1821	105	2867	201	0	0	8	1	38	1	0	0	25	1	113	6	0	0	6	0
17:30:00	1915	94	3107	240	0	0	9	1	39	1	0	0	25	0	114	1	0	0	6	0
17:45:00	2013	98	3364	257	0	0	9	0	39	0	0	0	25	0	118	4	0	0	7	1
18:00:00	2086	73	3598	234	0	0	9	0	41	2	0	0	25	0	124	6	0	0	7	0
18:15:00	2086	0	3598	0	0	0	9	0	41	0	0	0	25	0	124	0	0	0	7	0
18:15:15	2086	0	3598	0	0	0	9	0	41	0	0	0	25	0	124	0	0	0	7	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

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

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

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Morning Peak Diagram

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

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

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

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Park Lawn Rd runs N/S

North Leg Total: 2020
North Entering: 280
North Peds: 0
Peds Cross: ⋈

Heavys	0	10	10
Trucks	1	3	4
Cars	27	239	266
Totals	28	252	

Heavys	51
Trucks	14
Cars	1675
Totals	1740

Park Lawn Rd

Heavys	Trucks	Cars	Totals
0	2	63	65

Gardiner Eastbound Off Ramp

N
W E
S

Heavys	Trucks	Cars	Totals
30	11	585	626
28	9	825	862
58	20	1410	

Park Lawn Rd

Peds Cross: ⧗
West Peds: 17
West Entering: 1488
West Leg Total: 1553

Cars	1064		
Trucks	12		
Heavys	38		
Totals	1114		

Cars	36	1090	1126
Trucks	1	3	4
Heavys	0	21	21
Totals	37	1114	

Peds Cross: ⋈
South Peds: 35
South Entering: 1151
South Leg Total: 2265

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Afternoon Peak Diagram

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

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

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

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Park Lawn Rd runs N/S

North Leg Total: 1861
North Entering: 523
North Peds: 0
Peds Cross: ⋈

Heavys	0	6	6
Trucks	0	1	1
Cars	44	472	516
Totals	44	479	

Heavys	17
Trucks	6
Cars	1315
Totals	1338

Park Lawn Rd

Heavys	Trucks	Cars	Totals
0	0	119	119

Gardiner Eastbound Off Ramp

Heavys	Trucks	Cars	Totals
7	3	644	654
2	2	848	852
9	5	1492	

N
W E
S

Park Lawn Rd

Peds Cross: ⧗
West Peds: 50
West Entering: 1506
West Leg Total: 1625

Cars	1320		
Trucks	3		
Heavys	8		
Totals	1331		

Cars	75	671	746
Trucks	0	3	3
Heavys	0	10	10
Totals	75	684	

Peds Cross: ⋈
South Peds: 8
South Entering: 759
South Leg Total: 2090

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

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

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Park Lawn Rd runs N/S

North Leg Total:	7555
North Entering:	1578
North Peds:	0
Peds Cross:	⋈

Heavys	0	36	36
Trucks	1	10	11
Cars	120	1411	1531
Totals	121	1457	

Heavys	152
Trucks	50
Cars	5775
Totals	5977

Park Lawn Rd

Heavys	Trucks	Cars	Totals
0	4	310	314

Gardiner Eastbound Off Ramp

Heavys	Trucks	Cars	Totals
79	34	2371	2484
57	21	3005	3083
136	55	5376	

N
W E
S

Park Lawn Rd

Peds Cross:	⋈
West Peds:	141
West Entering:	5567
West Leg Total:	5881

Cars	4416
Trucks	31
Heavys	93
Totals	4540

Cars	190	3404	3594
Trucks	3	16	19
Heavys	0	73	73
Totals	193	3493	

Peds Cross:	⋈
South Peds:	69
South Entering:	3686
South Leg Total:	8226

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

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

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

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

Calculated Values for Traffic Crossing Major Street

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

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

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

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

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

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

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

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

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

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

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

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

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

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Morning Peak Diagram

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

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

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

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Park Lawn Rd runs N/S

North Leg Total: 2243
North Entering: 1116
North Peds: 0
Peds Cross: ⋈

Heavys	1	36	0	37
Trucks	0	13	0	13
Cars	34	1032	0	1066
Totals	35	1081	0	

Heavys	22
Trucks	4
Cars	1101
Totals	1127

East Leg Total: 0
East Entering: 0
East Peds: 1
Peds Cross: ⧗

Park Lawn Rd

Heavys	Trucks	Cars	Totals
3	0	51	54

South Beach Condos Driveway

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

N
W E
S

Heavys	Trucks	Cars	Totals
2	0	107	109
0	0	0	0
1	0	60	61
3	0	167	

Existing Site Driveway

Cars	Trucks	Heavys	Totals
0	0	0	0

Park Lawn Rd

Peds Cross: ⧗
West Peds: 1
West Entering: 170
West Leg Total: 224

Cars	1092
Trucks	13
Heavys	37
Totals	1142

Cars	17	994	0	1011
Trucks	0	4	0	4
Heavys	2	20	0	22
Totals	19	1018	0	

Peds Cross: ⋈
South Peds: 9
South Entering: 1037
South Leg Total: 2179

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Afternoon Peak Diagram

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

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

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

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Park Lawn Rd runs N/S

North Leg Total: 2086
North Entering: 1330
North Peds: 0
Peds Cross: ⋈

Heavys	0	6	0	6
Trucks	0	4	0	4
Cars	93	1227	0	1320
Totals	93	1237	0	

Heavys	10
Trucks	3
Cars	743
Totals	756

East Leg Total: 0
East Entering: 0
East Peds: 1
Peds Cross: ⧗

Park Lawn Rd

Heavys	Trucks	Cars	Totals
0	1	135	136

South Beach Condos Driveway

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

N
W E
S

Heavys	Trucks	Cars	Totals
0	0	52	52
0	0	0	0
0	1	35	36
0	1	87	

Existing Site Driveway

Cars	Trucks	Heavys	Totals
0	0	0	0

Park Lawn Rd

Peds Cross: ⧗
West Peds: 30
West Entering: 88
West Leg Total: 224

Cars	1262
Trucks	5
Heavys	6
Totals	1273

Cars	42	691	0	733
Trucks	1	3	0	4
Heavys	0	10	0	10
Totals	43	704	0	

Peds Cross: ⋈
South Peds: 0
South Entering: 747
South Leg Total: 2020

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

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

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Park Lawn Rd runs N/S

North Leg Total: 8174
North Entering: 4538
North Peds: 2
Peds Cross: ⋈

Heavys	2	89	0	91
Trucks	0	34	0	34
Cars	211	4201	1	4413
Totals	213	4324	1	

Heavys	74
Trucks	19
Cars	3543
Totals	3636

East Leg Total: 2
East Entering: 1
East Peds: 5
Peds Cross: ⧗

Park Lawn Rd

Heavys	Trucks	Cars	Totals
4	1	322	327

South Beach Condos Driveway

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

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Heavys	Trucks	Cars	Totals
3	0	289	292
0	0	0	0
1	2	154	157
4	2	443	

Existing Site Driveway

Cars	Trucks	Heavys	Totals
1	0	0	1

Park Lawn Rd

Peds Cross: ⧗
West Peds: 80
West Entering: 449
West Leg Total: 776

Cars	4355
Trucks	36
Heavys	90
Totals	4481

Cars	111	3253	0	3364
Trucks	1	19	0	20
Heavys	2	71	0	73
Totals	114	3343	0	

Peds Cross: ⋈
South Peds: 10
South Entering: 3457
South Leg Total: 7938

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

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

North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
8:00:00	*0*	*422*	*12*	*434*	*0*	*917*	*8:00:00*	*8*	*475*	*0*	*483*	*1*
9:00:00	*0*	*1081*	*35*	*1116*	*0*	*2153*	*9:00:00*	*19*	*1018*	*0*	*1037*	*9*
16:00:00	*1*	*468*	*12*	*481*	*2*	*932*	*16:00:00*	*8*	*443*	*0*	*451*	*0*
17:00:00	*0*	*1116*	*61*	*1177*	*0*	*1916*	*17:00:00*	*36*	*703*	*0*	*739*	*0*
18:00:00	*0*	*1237*	*93*	*1330*	*0*	*2077*	*18:00:00*	*43*	*704*	*0*	*747*	*0*
Totals:	1	4324	213	4538	2	7995	S Totals:	114	3343	0	3457	10

East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
8:00:00	*0*	*0*	*0*	*0*	*0*	*78*	*8:00:00*	*55*	*0*	*23*	*78*	*3*
9:00:00	*0*	*0*	*0*	*0*	*1*	*170*	*9:00:00*	*109*	*0*	*61*	*170*	*1*
16:00:00	*0*	*0*	*1*	*1*	*2*	*40*	*16:00:00*	*31*	*0*	*8*	*39*	*10*
17:00:00	*0*	*0*	*0*	*0*	*1*	*74*	*17:00:00*	*45*	*0*	*29*	*74*	*36*
18:00:00	*0*	*0*	*0*	*0*	*1*	*88*	*18:00:00*	*52*	*0*	*36*	*88*	*30*
Totals:	0	0	1	1	5	450	W Totals:	292	0	157	449	80

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*8:00*	*9:00*	*16:00*	*17:00*	*18:00*	*0:00*	*0:00*	*0:00*
Crossing Values:	*56*	*118*	*33*	*45*	*52*	*0*	*0*	*0*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

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

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

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

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

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

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

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

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

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

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

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

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Morning Peak Diagram

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

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

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

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Park Lawn Rd runs N/S

North Leg Total: 2164
North Entering: 1161
North Peds: 33
Peds Cross: ⋈

Heavys	0	34	0	34
Trucks	3	10	0	13
Cars	77	1036	1	1114
Totals	80	1080	1	

Heavys	22
Trucks	4
Cars	977
Totals	1003

East Leg Total: 4
East Entering: 1
East Peds: 11
Peds Cross: ⧗

Park Lawn Rd

Heavys	Trucks	Cars	Totals
0	3	88	91

Metro Grocery Driveway

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

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Heavys	Trucks	Cars	Totals
1	1	267	269
0	0	1	1
0	3	124	127
1	4	392	

Existing Site Driveway

Cars	Trucks	Heavys	Totals
3	0	0	3

Park Lawn Rd

Peds Cross: ⧗
West Peds: 42
West Entering: 397
West Leg Total: 488

Cars	1161
Trucks	13
Heavys	34
Totals	1208

Cars	11	710	1	722
Trucks	0	3	0	3
Heavys	0	21	0	21
Totals	11	734	1	

Peds Cross: ⋈
South Peds: 25
South Entering: 746
South Leg Total: 1954

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Afternoon Peak Diagram

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

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

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

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Park Lawn Rd runs N/S

North Leg Total: 1991
North Entering: 1238
North Peds: 9
Peds Cross: ⋈

Heavys	0	9	0	9
Trucks	1	3	0	4
Cars	272	953	0	1225
Totals	273	965	0	

Heavys	10
Trucks	5
Cars	738
Totals	753

East Leg Total: 5
East Entering: 3
East Peds: 11
Peds Cross: ⧗

Park Lawn Rd

Heavys	Trucks	Cars	Totals
0	1	323	324

Metro Grocery Driveway

Cars	Trucks	Heavys	Totals
3	0	0	3
0	0	0	0
0	0	0	0
3	0	0	

N
W E
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Heavys	Trucks	Cars	Totals
0	1	138	139
0	0	0	0
0	0	86	86
0	1	224	

Existing Site Driveway

Cars	Trucks	Heavys	Totals
2	0	0	2

Park Lawn Rd

Peds Cross: ⧗
West Peds: 61
West Entering: 225
West Leg Total: 549

Cars	1039
Trucks	3
Heavys	9
Totals	1051

Cars	51	597	2	650
Trucks	0	4	0	4
Heavys	0	10	0	10
Totals	51	611	2	

Peds Cross: ⋈
South Peds: 5
South Entering: 664
South Leg Total: 1715

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

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

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Park Lawn Rd runs N/S

North Leg Total: 7853
North Entering: 4451
North Peds: 64
Peds Cross: ⋈

Heavys	1	87	0	88
Trucks	6	30	0	36
Cars	641	3685	1	4327
Totals	648	3802	1	

Heavys	72
Trucks	23
Cars	3307
Totals	3402

East Leg Total: 19
East Entering: 13
East Peds: 47
Peds Cross: ⧗

Park Lawn Rd

Heavys	Trucks	Cars	Totals
2	8	751	761

Metro Grocery Driveway

Cars	Trucks	Heavys	Totals
10	0	0	10
0	0	0	0
3	0	0	3
13	0	0	

N
W E
S

Heavys	Trucks	Cars	Totals
2	4	718	724
0	0	1	1
0	4	383	387
2	8	1102	

Existing Site Driveway

Cars	Trucks	Heavys	Totals
6	0	0	6

Park Lawn Rd

Peds Cross: ⧗
West Peds: 205
West Entering: 1112
West Leg Total: 1873

Cars	4071
Trucks	34
Heavys	87
Totals	4192

Cars	110	2579	4	2693
Trucks	2	19	0	21
Heavys	1	70	0	71
Totals	113	2668	4	

Peds Cross: ⋈
South Peds: 48
South Entering: 2785
South Leg Total: 6977

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

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

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

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

Calculated Values for Traffic Crossing Major Street

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

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

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

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

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

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

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

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

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

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

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

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

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

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Morning Peak Diagram

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

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

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

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Park Lawn Rd runs N/S

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

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

Heavys	21
Trucks	1
Cars	731
Totals	753

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

Park Lawn Rd

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

N
W E
S

BMO Driveway

Cars	Trucks	Heavys	Totals
3	0	0	3

Park Lawn Rd

Cars	1160
Trucks	9
Heavys	28
Totals	1197

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

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

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Afternoon Peak Diagram

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

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

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

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Park Lawn Rd runs N/S

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

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

Park Lawn Rd

Heavys	10
Trucks	2
Cars	676
Totals	688

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

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

N
W E
S

BMO Driveway

Cars	Trucks	Heavys	Totals
13	0	0	13

Park Lawn Rd

Cars	1020
Trucks	2
Heavys	11
Totals	1033

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

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

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

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

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Park Lawn Rd runs N/S

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

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

Heavys	72
Trucks	15
Cars	2735
Totals	2822

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

Park Lawn Rd

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

N
W E
S

BMO Driveway

Cars	Trucks	Heavys	Totals
39	0	0	39

Park Lawn Rd

Cars	4058
Trucks	29
Heavys	88
Totals	4175

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

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

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

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

North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
8:00:00	*1*	*466*	*0*	*467*	*0*	*839*	*8:00:00*	*0*	*372*	*0*	*372*	*0*
9:00:00	*2*	*1197*	*0*	*1199*	*0*	*1951*	*9:00:00*	*0*	*751*	*1*	*752*	*0*
16:00:00	*5*	*481*	*0*	*486*	*1*	*846*	*16:00:00*	*0*	*358*	*2*	*360*	*0*
17:00:00	*11*	*986*	*0*	*997*	*0*	*1653*	*17:00:00*	*0*	*649*	*7*	*656*	*1*
18:00:00	*7*	*1036*	*0*	*1043*	*0*	*1701*	*18:00:00*	*0*	*655*	*3*	*658*	*0*
Totals:	26	4166	0	4192	1	6990	S Totals:	0	2785	13	2798	1

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

Calculated Values for Traffic Crossing Major Street

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

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300006

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

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300006

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

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300006

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

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300006

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

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Morning Peak Diagram

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

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

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

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Park Lawn Rd runs N/S

North Leg Total: 1952
North Entering: 1195
North Peds: 160
Peds Cross: ⋈

Heavys	4	14	13	31
Trucks	3	2	8	13
Cars	172	139	840	1151
Totals	179	155	861	

Heavys	20
Trucks	4
Cars	733
Totals	757

East Leg Total: 2585
East Entering: 761
East Peds: 41
Peds Cross: ⧗

Park Lawn Rd

Heavys	Trucks	Cars	Totals
29	11	557	597

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
362	3	4	369
351	6	18	375
11	0	6	17
724	9	28	

N
W E
S

Heavys	Trucks	Cars	Totals
5	0	203	208
22	7	904	933
0	0	8	8
27	7	1115	

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
1767	15	42	1824

Marine Parade Dr

Peds Cross: ⧗
West Peds: 152
West Entering: 1149
West Leg Total: 1746

Cars	158
Trucks	2
Heavys	20
Totals	180

Cars	34	168	23	225
Trucks	2	1	0	3
Heavys	7	11	7	25
Totals	43	180	30	

Peds Cross: ⋈
South Peds: 53
South Entering: 253
South Leg Total: 433

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Afternoon Peak Diagram

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

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

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

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Park Lawn Rd runs N/S

North Leg Total: 1680
North Entering: 1013
North Peds: 121
Peds Cross: ⋈

Heavys	1	8	2	11
Trucks	3	0	1	4
Cars	330	104	564	998
Totals	334	112	567	

Heavys	10
Trucks	3
Cars	654
Totals	667

East Leg Total: 2227
East Entering: 1105
East Peds: 99
Peds Cross: ⧗

Park Lawn Rd

Heavys	Trucks	Cars	Totals
12	12	1109	1133

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
350	0	1	351
728	7	8	743
11	0	0	11
1089	7	9	

N
W E
S

Heavys	Trucks	Cars	Totals
1	1	166	168
10	6	513	529
0	0	68	68
11	7	747	

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
1097	7	18	1122

Marine Parade Dr

Peds Cross: ⧗
West Peds: 306
West Entering: 765
West Leg Total: 1898

Cars	183
Trucks	0
Heavys	8
Totals	191

Cars	51	138	20	209
Trucks	2	2	0	4
Heavys	3	8	6	17
Totals	56	148	26	

Peds Cross: ⋈
South Peds: 71
South Entering: 230
South Leg Total: 421

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

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

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Park Lawn Rd runs N/S

North Leg Total: 6963
North Entering: 4150
North Peds: 551
Peds Cross: ⋈

Heavys	13	55	24	92
Trucks	10	4	27	41
Cars	985	423	2609	4017
Totals	1008	482	2660	

Heavys	73
Trucks	24
Cars	2716
Totals	2813

East Leg Total: 9022
East Entering: 3546
East Peds: 269
Peds Cross: ⧗

Park Lawn Rd

Heavys	Trucks	Cars	Totals
80	36	3133	3249

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
1409	13	18	1440
1988	21	52	2061
39	0	6	45
3436	34	76	

N
W E
S

Heavys	Trucks	Cars	Totals
15	6	771	792
63	37	2582	2682
0	0	158	158
78	43	3511	

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
5293	65	118	5476

Marine Parade Dr

Peds Cross: ⧗
West Peds: 856
West Entering: 3632
West Leg Total: 6881

Cars	620
Trucks	4
Heavys	61
Totals	685

Cars	160	536	102	798
Trucks	5	5	1	11
Heavys	15	40	31	86
Totals	180	581	134	

Peds Cross: ⋈
South Peds: 255
South Entering: 895
South Leg Total: 1580

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

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

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

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

Calculated Values for Traffic Crossing Major Street

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

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

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

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

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

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

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

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

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

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

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

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

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

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Morning Peak Diagram

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

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

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

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Marine Parade Dr runs N/S

North Leg Total: 380
North Entering: 153
North Peds: 3
Peds Cross: ⋈

Heavys	0	8	0	8
Trucks	0	1	0	1
Cars	16	127	1	144
Totals	16	136	1	

Heavys	14
Trucks	1
Cars	212
Totals	227

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

Marine Parade Dr

Heavys	Trucks	Cars	Totals
0	0	17	17

Humber Bay Park Rd E

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

N
W E
S

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

Driveway

Cars	Trucks	Heavys	Totals
2	0	0	2

Marine Parade Dr

Peds Cross: ⧗
West Peds: 34
West Entering: 7
West Leg Total: 24

Cars	130
Trucks	1
Heavys	8
Totals	139

Cars	1	208	1	210
Trucks	0	1	0	1
Heavys	0	14	0	14
Totals	1	223	1	

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

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Afternoon Peak Diagram

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

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

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

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Marine Parade Dr runs N/S

North Leg Total:	357				
North Entering:	162				
North Peds:	13				
Peds Cross:	⋈				
Heavys	0	1	0	1	
Trucks	0	0	0	0	
Cars	20	141	0	161	
Totals	20	142	0		
Heavys	7				
Trucks	0				
Cars	188				
Totals	195				
East Leg Total:	2				
East Entering:	2				
East Peds:	0				
Peds Cross:	⧗				

Marine Parade Dr

Heavys	Trucks	Cars	Totals
0	0	30	30

Humber Bay Park Rd E

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

N
W E
S

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

Driveway

Cars	Trucks	Heavys	Totals
0	0	0	0

Marine Parade Dr

Peds Cross:	⧗				
West Peds:	92				
West Entering:	47				
West Leg Total:	77				
Cars	144				
Trucks	0				
Heavys	1				
Totals	145				
Cars	10	142	0	152	
Trucks	0	0	0	0	
Heavys	0	7	0	7	
Totals	10	149	0		
Peds Cross:	⋈				
South Peds:	0				
South Entering:	159				
South Leg Total:	304				

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

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

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Marine Parade Dr runs N/S

North Leg Total: 1347
North Entering: 569
North Peds: 24
Peds Cross: ⋈

Heavys	0	21	0	21
Trucks	0	1	0	1
Cars	89	454	4	547
Totals	89	476	4	

Heavys	54
Trucks	4
Cars	720
Totals	778

East Leg Total: 11
East Entering: 6
East Peds: 0
Peds Cross: ⧗

Marine Parade Dr

Heavys	Trucks	Cars	Totals
0	0	109	109

Humber Bay Park Rd E

Cars	Trucks	Heavys	Totals
6	0	0	6
0	0	0	0
0	0	0	0
6	0	0	

N
W E
S

Heavys	Trucks	Cars	Totals
0	0	97	97
0	0	0	0
0	0	12	12
0	0	109	

Driveway

Cars	Trucks	Heavys	Totals
5	0	0	5

Marine Parade Dr

Peds Cross: ⧗
West Peds: 320
West Entering: 109
West Leg Total: 218

Cars	466
Trucks	1
Heavys	21
Totals	488

Cars	20	617	1	638
Trucks	0	4	0	4
Heavys	0	54	0	54
Totals	20	675	1	

Peds Cross: ⋈
South Peds: 3
South Entering: 696
South Leg Total: 1184

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

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

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

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

Calculated Values for Traffic Crossing Major Street

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

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

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

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

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

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

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30:00	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45:00	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00:00	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15:00	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30:00	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45:00	0	0	0	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00:00	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15:00	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30:00	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45:00	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:00	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:00	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:15	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

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

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	35	35	0	0	0	0	2	2	0	0	0	0	3	3	0	0	1	1
8:00:00	2	2	75	40	0	0	0	0	2	0	0	0	0	0	8	5	0	0	1	0
8:15:00	2	0	139	64	0	0	0	0	3	1	0	0	0	0	10	2	0	0	1	0
8:30:00	2	0	190	51	0	0	0	0	3	0	0	0	0	0	13	3	0	0	1	0
8:45:00	3	1	237	47	1	1	0	0	3	0	0	0	0	0	16	3	0	0	1	0
9:00:00	3	0	283	46	1	0	0	0	3	0	0	0	0	0	22	6	0	0	3	2
9:15:00	3	0	333	50	1	0	0	0	4	1	0	0	0	0	28	6	0	0	3	0
9:30:00	4	1	362	29	1	0	0	0	4	0	0	0	0	0	37	9	0	0	3	0
9:45:00	4	0	362	0	1	0	0	0	4	0	0	0	0	0	37	0	0	0	3	0
16:00:00	4	0	362	0	1	0	0	0	4	0	0	0	0	0	37	0	0	0	3	0
16:15:00	6	2	391	29	1	0	0	0	4	0	0	0	0	0	41	4	0	0	3	0
16:30:00	7	1	416	25	1	0	0	0	4	0	0	0	0	0	43	2	0	0	3	0
16:45:00	9	2	446	30	1	0	0	0	4	0	0	0	0	0	44	1	0	0	3	0
17:00:00	11	2	473	27	1	0	0	0	4	0	0	0	0	0	47	3	0	0	3	0
17:15:00	12	1	521	48	1	0	0	0	4	0	0	0	0	0	50	3	0	0	3	0
17:30:00	17	5	558	37	1	0	0	0	4	0	0	0	0	0	50	0	0	0	3	0
17:45:00	19	2	591	33	1	0	0	0	4	0	0	0	0	0	52	2	0	0	3	0
18:00:00	20	1	617	26	1	0	0	0	4	0	0	0	0	0	54	2	0	0	3	0
18:15:00	20	0	617	0	1	0	0	0	4	0	0	0	0	0	54	0	0	0	3	0
18:15:15	20	0	617	0	1	0	0	0	4	0	0	0	0	0	54	0	0	0	3	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

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

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	12
8:00:00	3	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	23	11
8:15:00	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30	7
8:30:00	5	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36	6
8:45:00	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	47	11
9:00:00	7	2	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	57	10
9:15:00	8	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	61	4
9:30:00	12	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	64	3
9:45:00	12	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	64	0
16:00:00	12	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	64	0
16:15:00	25	13	0	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	99	35
16:30:00	36	11	0	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	126	27
16:45:00	51	15	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	150	24
17:00:00	67	16	0	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	172	22
17:15:00	76	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	189	17
17:30:00	80	4	0	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	218	29
17:45:00	87	7	0	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	267	49
18:00:00	97	10	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	320	53
18:15:00	97	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	320	0
18:15:15	97	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	320	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Morning Peak Diagram

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

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

Municipality: Toronto
Site #: 1909300009
Intersection: Lake Shore Blvd W & Legion Rd
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Lake Shore Blvd W runs W/E

North Leg Total: 215
North Entering: 163
North Peds: 31
Peds Cross: ⋈

Heavys	0	0	1	1
Trucks	0	0	1	1
Cars	44	0	117	161
Totals	44	0	119	

Heavys	2
Trucks	0
Cars	50
Totals	52

East Leg Total: 1744
East Entering: 615
East Peds: 42
Peds Cross: ⧗

Legion Rd

Heavys	Trucks	Cars	Totals
25	9	620	654

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
40	0	0	40
541	9	25	575
0	0	0	0
581	9	25	

N
W E
S

Heavys	Trucks	Cars	Totals
2	0	10	12
23	7	926	956
0	0	0	0
25	7	936	

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
1097	8	24	1129

Driveway

Peds Cross: ⧗
West Peds: 44
West Entering: 968
West Leg Total: 1622

Cars	0
Trucks	0
Heavys	0
Totals	0

Cars	35	0	54	89
Trucks	0	0	0	0
Heavys	0	0	0	0
Totals	35	0	54	

Peds Cross: ⋈
South Peds: 21
South Entering: 89
South Leg Total: 89

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Afternoon Peak Diagram

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

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

Municipality: Toronto
Site #: 1909300009
Intersection: Lake Shore Blvd W & Legion Rd
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Lake Shore Blvd W runs W/E

North Leg Total: 168
North Entering: 75
North Peds: 64
Peds Cross: ⋈

Heavys	0	0	0	0
Trucks	1	0	0	1
Cars	17	0	57	74
Totals	18	0	57	

Heavys	0
Trucks	0
Cars	93
Totals	93

East Leg Total: 1812
East Entering: 1012
East Peds: 73
Peds Cross: ⧗

Legion Rd

Heavys	Trucks	Cars	Totals
11	12	963	986

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
57	0	0	57
933	11	11	955
0	0	0	0
990	11	11	

N
W E
S

Heavys	Trucks	Cars	Totals
0	0	35	35
7	7	706	720
0	0	0	0
7	7	741	

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
786	7	7	800

Driveway

Peds Cross: ⧗
West Peds: 28
West Entering: 755
West Leg Total: 1741

Cars	0
Trucks	0
Heavys	0
Totals	0

Cars	13	1	23	37
Trucks	0	0	0	0
Heavys	0	0	0	0
Totals	13	1	23	

Peds Cross: ⋈
South Peds: 42
South Entering: 37
South Leg Total: 37

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

Municipality: Toronto
Site #: 1909300009
Intersection: Lake Shore Blvd W & Legion Rd
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Lake Shore Blvd W runs W/E

North Leg Total:	667
North Entering:	396
North Peds:	194
Peds Cross:	⋈

Heavys	1	0	1	2
Trucks	1	0	1	2
Cars	95	0	297	392
Totals	97	0	299	

Heavys	6
Trucks	0
Cars	265
Totals	271

East Leg Total:	6623
East Entering:	3003
East Peds:	243
Peds Cross:	⧗

Legion Rd

Heavys	Trucks	Cars	Totals
73	34	2878	2985

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
190	0	1	191
2707	33	72	2812
0	0	0	0
2897	33	73	

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W E
S

Heavys	Trucks	Cars	Totals
5	0	74	79
68	38	3058	3164
0	0	2	2
73	38	3134	

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
3512	39	69	3620

Driveway

Peds Cross:	⧗
West Peds:	160
West Entering:	3245
West Leg Total:	6230

Cars	2
Trucks	0
Heavys	0
Totals	2

Cars	76	1	157	234
Trucks	0	0	0	0
Heavys	0	0	0	0
Totals	76	1	157	

Peds Cross:	⋈
South Peds:	140
South Entering:	234
South Leg Total:	236

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

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

North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
8:00:00	*41*	*0*	*15*	*56*	*21*	*106*	*8:00:00*	*12*	*0*	*38*	*50*	*7*
9:00:00	*119*	*0*	*44*	*163*	*31*	*252*	*9:00:00*	*35*	*0*	*54*	*89*	*21*
16:00:00	*32*	*0*	*7*	*39*	*27*	*74*	*16:00:00*	*10*	*0*	*25*	*35*	*20*
17:00:00	*49*	*0*	*18*	*67*	*49*	*87*	*17:00:00*	*5*	*0*	*15*	*20*	*43*
18:00:00	*58*	*0*	*13*	*71*	*66*	*111*	*18:00:00*	*14*	*1*	*25*	*40*	*49*
Totals:	299	0	97	396	194	630	S Totals:	76	1	157	234	140

East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
8:00:00	*0*	*219*	*12*	*231*	*15*	*698*	*8:00:00*	*4*	*462*	*1*	*467*	*27*
9:00:00	*0*	*575*	*40*	*615*	*42*	*1583*	*9:00:00*	*12*	*956*	*0*	*968*	*44*
16:00:00	*0*	*226*	*21*	*247*	*26*	*638*	*16:00:00*	*8*	*383*	*0*	*391*	*23*
17:00:00	*0*	*880*	*54*	*934*	*73*	*1561*	*17:00:00*	*20*	*606*	*1*	*627*	*36*
18:00:00	*0*	*912*	*64*	*976*	*87*	*1768*	*18:00:00*	*35*	*757*	*0*	*792*	*30*
Totals:	0	2812	191	3003	243	6248	W Totals:	79	3164	2	3245	160

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*8:00*	*9:00*	*16:00*	*17:00*	*18:00*	*0:00*	*0:00*	*0:00*
Crossing Values:	*95*	*240*	*91*	*163*	*190*	*0*	*0*	*0*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300009

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	22	22	0	0	6	6	0	0	0	0	0	0	0	0	0	0	1	1	14	14
8:00:00	41	19	0	0	14	8	0	0	0	0	0	0	0	0	0	0	1	0	21	7
8:15:00	69	28	0	0	28	14	1	1	0	0	0	0	1	1	0	0	1	0	30	9
8:30:00	107	38	0	0	38	10	1	0	0	0	0	0	1	0	0	0	1	0	38	8
8:45:00	133	26	0	0	44	6	1	0	0	0	0	0	1	0	0	0	1	0	42	4
9:00:00	158	25	0	0	58	14	1	0	0	0	0	0	1	0	0	0	1	0	52	10
9:15:00	177	19	0	0	64	6	1	0	0	0	0	0	1	0	0	0	1	0	71	19
9:30:00	190	13	0	0	65	1	1	0	0	0	0	0	1	0	0	0	1	0	79	8
9:45:00	190	0	0	0	65	0	1	0	0	0	0	0	1	0	0	0	1	0	79	0
16:00:00	190	0	0	0	65	0	1	0	0	0	0	0	1	0	0	0	1	0	79	0
16:15:00	205	15	0	0	71	6	1	0	0	0	0	0	1	0	0	0	1	0	91	12
16:30:00	213	8	0	0	75	4	1	0	0	0	0	0	1	0	0	0	1	0	99	8
16:45:00	227	14	0	0	78	3	1	0	0	0	0	0	1	0	0	0	1	0	114	15
17:00:00	239	12	0	0	82	4	1	0	0	0	1	1	1	0	0	0	1	0	128	14
17:15:00	259	20	0	0	87	5	1	0	0	0	1	0	1	0	0	0	1	0	136	8
17:30:00	271	12	0	0	90	3	1	0	0	0	1	0	1	0	0	0	1	0	160	24
17:45:00	284	13	0	0	95	5	1	0	0	0	1	0	1	0	0	0	1	0	178	18
18:00:00	297	13	0	0	95	0	1	0	0	0	1	0	1	0	0	0	1	0	194	16
18:15:00	297	0	0	0	95	0	1	0	0	0	1	0	1	0	0	0	1	0	194	0
18:15:15	297	0	0	0	95	0	1	0	0	0	1	0	1	0	0	0	1	0	194	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300009

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	97	97	6	6	0	0	3	3	0	0	0	0	3	3	1	1	7	7
8:00:00	0	0	203	106	11	5	0	0	4	1	0	0	0	0	12	9	1	0	15	8
8:15:00	0	0	318	115	14	3	0	0	10	6	0	0	0	0	18	6	1	0	26	11
8:30:00	0	0	459	141	27	13	0	0	13	3	0	0	0	0	25	7	1	0	35	9
8:45:00	0	0	602	143	37	10	0	0	13	0	0	0	0	0	32	7	1	0	51	16
9:00:00	0	0	744	142	51	14	0	0	13	0	0	0	0	0	37	5	1	0	57	6
9:15:00	0	0	858	114	64	13	0	0	13	0	0	0	0	0	45	8	1	0	70	13
9:30:00	0	0	956	98	72	8	0	0	14	1	0	0	0	0	50	5	1	0	83	13
9:45:00	0	0	956	0	72	0	0	0	14	0	0	0	0	0	50	0	1	0	83	0
16:00:00	0	0	956	0	72	0	0	0	14	0	0	0	0	0	50	0	1	0	83	0
16:15:00	0	0	1166	210	87	15	0	0	16	2	0	0	0	0	53	3	1	0	100	17
16:30:00	0	0	1383	217	99	12	0	0	17	1	0	0	0	0	55	2	1	0	124	24
16:45:00	0	0	1573	190	116	17	0	0	20	3	0	0	0	0	59	4	1	0	137	13
17:00:00	0	0	1817	244	126	10	0	0	22	2	0	0	0	0	61	2	1	0	156	19
17:15:00	0	0	2048	231	146	20	0	0	27	5	0	0	0	0	63	2	1	0	170	14
17:30:00	0	0	2283	235	159	13	0	0	30	3	0	0	0	0	68	5	1	0	184	14
17:45:00	0	0	2506	223	173	14	0	0	31	1	0	0	0	0	70	2	1	0	210	26
18:00:00	0	0	2707	201	190	17	0	0	33	2	0	0	0	0	72	2	1	0	243	33
18:15:00	0	0	2707	0	190	0	0	0	33	0	0	0	0	0	72	0	1	0	243	0
18:15:15	0	0	2707	0	190	0	0	0	33	0	0	0	0	0	72	0	1	0	243	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300009

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	4	4	0	0	20	20	0	0	0	0	0	0	0	0	0	0	0	0	4	4
8:00:00	12	8	0	0	38	18	0	0	0	0	0	0	0	0	0	0	0	0	7	3
8:15:00	14	2	0	0	57	19	0	0	0	0	0	0	0	0	0	0	0	0	15	8
8:30:00	19	5	0	0	66	9	0	0	0	0	0	0	0	0	0	0	0	0	19	4
8:45:00	39	20	0	0	79	13	0	0	0	0	0	0	0	0	0	0	0	0	25	6
9:00:00	47	8	0	0	92	13	0	0	0	0	0	0	0	0	0	0	0	0	28	3
9:15:00	53	6	0	0	103	11	0	0	0	0	0	0	0	0	0	0	0	0	41	13
9:30:00	57	4	0	0	117	14	0	0	0	0	0	0	0	0	0	0	0	0	48	7
9:45:00	57	0	0	0	117	0	0	0	0	0	0	0	0	0	0	0	0	0	48	0
16:00:00	57	0	0	0	117	0	0	0	0	0	0	0	0	0	0	0	0	0	48	0
16:15:00	59	2	0	0	122	5	0	0	0	0	0	0	0	0	0	0	0	0	61	13
16:30:00	61	2	0	0	124	2	0	0	0	0	0	0	0	0	0	0	0	0	75	14
16:45:00	62	1	0	0	124	0	0	0	0	0	0	0	0	0	0	0	0	0	82	7
17:00:00	62	0	0	0	132	8	0	0	0	0	0	0	0	0	0	0	0	0	91	9
17:15:00	66	4	0	0	137	5	0	0	0	0	0	0	0	0	0	0	0	0	103	12
17:30:00	71	5	1	1	143	6	0	0	0	0	0	0	0	0	0	0	0	0	106	3
17:45:00	75	4	1	0	147	4	0	0	0	0	0	0	0	0	0	0	0	0	124	18
18:00:00	76	1	1	0	157	10	0	0	0	0	0	0	0	0	0	0	0	0	140	16
18:15:00	76	0	1	0	157	0	0	0	0	0	0	0	0	0	0	0	0	0	140	0
18:15:15	76	0	1	0	157	0	0	0	0	0	0	0	0	0	0	0	0	0	140	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300009

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	1	1	227	227	1	1	0	0	6	6	0	0	1	1	6	6	0	0	13	13
8:00:00	3	2	430	203	1	0	0	0	13	7	0	0	1	0	19	13	0	0	27	14
8:15:00	6	3	678	248	1	0	0	0	14	1	0	0	2	1	26	7	0	0	43	16
8:30:00	8	2	919	241	1	0	0	0	16	2	0	0	3	1	34	8	0	0	51	8
8:45:00	9	1	1132	213	1	0	0	0	16	0	0	0	3	0	39	5	0	0	59	8
9:00:00	13	4	1356	224	1	0	0	0	20	4	0	0	3	0	42	3	0	0	71	12
9:15:00	17	4	1556	200	1	0	0	0	24	4	0	0	3	0	48	6	0	0	86	15
9:30:00	21	4	1721	165	1	0	0	0	27	3	0	0	3	0	53	5	0	0	94	8
9:45:00	21	0	1721	0	1	0	0	0	27	0	0	0	3	0	53	0	0	0	94	0
16:00:00	21	0	1721	0	1	0	0	0	27	0	0	0	3	0	53	0	0	0	94	0
16:15:00	29	8	1882	161	1	0	0	0	28	1	0	0	3	0	56	3	0	0	104	10
16:30:00	30	1	2009	127	2	1	0	0	29	1	0	0	5	2	58	2	0	0	110	6
16:45:00	35	5	2167	158	2	0	0	0	29	0	0	0	5	0	59	1	0	0	120	10
17:00:00	39	4	2315	148	2	0	0	0	31	2	0	0	5	0	61	2	0	0	130	10
17:15:00	51	12	2496	181	2	0	0	0	34	3	0	0	5	0	62	1	0	0	135	5
17:30:00	57	6	2685	189	2	0	0	0	35	1	0	0	5	0	65	3	0	0	143	8
17:45:00	70	13	2873	188	2	0	0	0	36	1	0	0	5	0	66	1	0	0	148	5
18:00:00	74	4	3058	185	2	0	0	0	38	2	0	0	5	0	68	2	0	0	160	12
18:15:00	74	0	3058	0	2	0	0	0	38	0	0	0	5	0	68	0	0	0	160	0
18:15:15	74	0	3058	0	2	0	0	0	38	0	0	0	5	0	68	0	0	0	160	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Morning Peak Diagram

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

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

Municipality: Toronto
Site #: 1909300010
Intersection: Lake Shore Blvd W & Humber Bay
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Lake Shore Blvd W runs W/E

East Leg Total: 1778
East Entering: 631
East Peds: 2
Peds Cross:

Heavys	Trucks	Cars	Totals
24	8	590	622

Lake Shore Blvd W

Heavys	Trucks	Cars	Totals
23	6	1100	1129
0	0	23	23
23	6	1123	

N
W E
S

Cars	Trucks	Heavys	Totals
577	8	24	609
22	0	0	22
599	8	24	

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
1118	6	23	1147

Humber Bay Park Rd W

Peds Cross:
West Peds: 0
West Entering: 1152
West Leg Total: 1774

Cars	45
Trucks	0
Heavys	0
Totals	45

Cars	13	18	31
Trucks	0	0	0
Heavys	0	0	0
Totals	13	18	

Peds Cross:
South Peds: 9
South Entering: 31
South Leg Total: 76

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Afternoon Peak Diagram

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

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

Municipality: Toronto
Site #: 1909300010
Intersection: Lake Shore Blvd W & Humber Bay
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Lake Shore Blvd W runs W/E

East Leg Total: 1803
East Entering: 1046
East Peds: 1
Peds Cross:

Lake Shore Blvd W

Heavys	Trucks	Cars	Totals
11	8	951	970

Lake Shore Blvd W

Heavys	Trucks	Cars	Totals
3	3	729	735
0	0	27	27
3	3	756	

N
W E
S

Cars	Trucks	Heavys	Totals
935	8	11	954
92	0	0	92
1027	8	11	

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
751	3	3	757

Humber Bay Park Rd W

Peds Cross:
West Peds: 0
West Entering: 762
West Leg Total: 1732

Cars	119
Trucks	0
Heavys	0
Totals	119

Cars	16	22	38
Trucks	0	0	0
Heavys	0	0	0
Totals	16	22	

Peds Cross:
South Peds: 22
South Entering: 38
South Leg Total: 157

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

Municipality: Toronto
Site #: 1909300010
Intersection: Lake Shore Blvd W & Humber Bay
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Lake Shore Blvd W runs W/E

East Leg Total:	6681
East Entering:	3092
East Peds:	8
Peds Cross:	

Lake Shore Blvd W

Heavys	Trucks	Cars	Totals
73	29	2869	2971

Cars	Trucks	Heavys	Totals
2820	29	73	2922
167	0	3	170
2987	29	76	

N
W E
S

Lake Shore Blvd W

Heavys	Trucks	Cars	Totals
69	31	3411	3511
0	0	91	91
69	31	3502	

Cars	Trucks	Heavys	Totals
3489	31	69	3589

Humber Bay Park Rd W

Peds Cross:	
West Peds:	0
West Entering:	3602
West Leg Total:	6573

Cars	258
Trucks	0
Heavys	3
Totals	261

Cars	Trucks	Heavys	Totals
49	78	127	
0	0	0	
0	0	0	
49	78		

Peds Cross:	
South Peds:	51
South Entering:	127
South Leg Total:	388

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

Intersection: Lake Shore Blvd W & Humber Bay | **Count Date:** 6-Jun-19 | **Municipality:** Toronto

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	North/South Total Approaches
	Left	Thru	Right	Grand Total		
8:00:00	0	0	0	0	0	10
9:00:00	0	0	0	0	1	31
16:00:00	0	0	0	0	0	9
17:00:00	0	0	0	0	0	44
18:00:00	0	0	0	0	0	33
Totals:	0	0	0	0	1	127

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
8:00:00	3	0	7	10	2
9:00:00	13	0	18	31	9
16:00:00	6	0	3	9	11
17:00:00	12	0	32	44	12
18:00:00	15	0	18	33	17
S Totals:	49	0	78	127	51

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	East/West Total Approaches
	Left	Thru	Right	Grand Total		
8:00:00	6	232	0	238	0	793
9:00:00	22	609	0	631	2	1783
16:00:00	19	252	0	271	2	716
17:00:00	51	886	0	937	3	1590
18:00:00	72	943	0	1015	1	1812
Totals:	170	2922	0	3092	8	6694

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
8:00:00	0	551	4	555	0
9:00:00	0	1129	23	1152	0
16:00:00	0	435	10	445	0
17:00:00	0	621	32	653	0
18:00:00	0	775	22	797	0
W Totals:	0	3511	91	3602	0

Calculated Values for Traffic Crossing Major Street

Hours Ending:	8:00	9:00	16:00	17:00	18:00	0:00	0:00	0:00
Crossing Values:	3	15	8	15	16	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300010

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

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300010

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	3	3	104	104	0	0	0	0	1	1	0	0	0	0	5	5	0	0	0	0
8:00:00	6	3	216	112	0	0	0	0	2	1	0	0	0	0	14	9	0	0	0	0
8:15:00	9	3	338	122	0	0	0	0	7	5	0	0	0	0	20	6	0	0	0	0
8:30:00	16	7	492	154	0	0	0	0	10	3	0	0	0	0	27	7	0	0	0	0
8:45:00	21	5	637	145	0	0	0	0	10	0	0	0	0	0	33	6	0	0	2	2
9:00:00	28	7	793	156	0	0	0	0	10	0	0	0	0	0	38	5	0	0	2	0
9:15:00	38	10	923	130	0	0	0	0	10	0	0	0	0	0	46	8	0	0	3	1
9:30:00	44	6	1030	107	0	0	0	0	12	2	0	0	3	3	51	5	0	0	4	1
9:45:00	44	0	1030	0	0	0	0	0	12	0	0	0	3	0	51	0	0	0	4	0
16:00:00	44	0	1030	0	0	0	0	0	12	0	0	0	3	0	51	0	0	0	4	0
16:15:00	48	4	1249	219	0	0	0	0	15	3	0	0	3	0	55	4	0	0	4	0
16:30:00	57	9	1464	215	0	0	0	0	17	2	0	0	3	0	57	2	0	0	4	0
16:45:00	70	13	1655	191	0	0	0	0	19	2	0	0	3	0	60	3	0	0	6	2
17:00:00	95	25	1895	240	0	0	0	0	21	2	0	0	3	0	63	3	0	0	7	1
17:15:00	123	28	2122	227	0	0	0	0	24	3	0	0	3	0	64	1	0	0	7	0
17:30:00	146	23	2350	228	0	0	0	0	26	2	0	0	3	0	69	5	0	0	7	0
17:45:00	162	16	2590	240	0	0	0	0	27	1	0	0	3	0	71	2	0	0	7	0
18:00:00	167	5	2820	230	0	0	0	0	29	2	0	0	3	0	73	2	0	0	8	1
18:15:00	167	0	2820	0	0	0	0	0	29	0	0	0	3	0	73	0	0	0	8	0
18:15:15	167	0	2820	0	0	0	0	0	29	0	0	0	3	0	73	0	0	0	8	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300010

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	2	2	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	2	2
8:00:00	3	1	0	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0
8:15:00	6	3	0	0	11	4	0	0	0	0	0	0	0	0	0	0	0	0	5	3
8:30:00	11	5	0	0	14	3	0	0	0	0	0	0	0	0	0	0	0	0	6	1
8:45:00	15	4	0	0	19	5	0	0	0	0	0	0	0	0	0	0	0	0	9	3
9:00:00	16	1	0	0	25	6	0	0	0	0	0	0	0	0	0	0	0	0	11	2
9:15:00	20	4	0	0	26	1	0	0	0	0	0	0	0	0	0	0	0	0	15	4
9:30:00	22	2	0	0	28	2	0	0	0	0	0	0	0	0	0	0	0	0	22	7
9:45:00	22	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	22	0
16:00:00	22	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	22	0
16:15:00	24	2	0	0	33	5	0	0	0	0	0	0	0	0	0	0	0	0	23	1
16:30:00	26	2	0	0	48	15	0	0	0	0	0	0	0	0	0	0	0	0	24	1
16:45:00	29	3	0	0	52	4	0	0	0	0	0	0	0	0	0	0	0	0	26	2
17:00:00	34	5	0	0	60	8	0	0	0	0	0	0	0	0	0	0	0	0	34	8
17:15:00	37	3	0	0	64	4	0	0	0	0	0	0	0	0	0	0	0	0	40	6
17:30:00	41	4	0	0	71	7	0	0	0	0	0	0	0	0	0	0	0	0	46	6
17:45:00	45	4	0	0	74	3	0	0	0	0	0	0	0	0	0	0	0	0	48	2
18:00:00	49	4	0	0	78	4	0	0	0	0	0	0	0	0	0	0	0	0	51	3
18:15:00	49	0	0	0	78	0	0	0	0	0	0	0	0	0	0	0	0	0	51	0
18:15:15	49	0	0	0	78	0	0	0	0	0	0	0	0	0	0	0	0	0	51	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300010

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	275	275	1	1	0	0	4	4	0	0	0	0	6	6	0	0	0	0
8:00:00	0	0	519	244	4	3	0	0	11	7	0	0	0	0	21	15	0	0	0	0
8:15:00	0	0	810	291	9	5	0	0	14	3	0	0	0	0	28	7	0	0	0	0
8:30:00	0	0	1099	289	13	4	0	0	16	2	0	0	0	0	36	8	0	0	0	0
8:45:00	0	0	1361	262	14	1	0	0	16	0	0	0	0	0	41	5	0	0	0	0
9:00:00	0	0	1619	258	27	13	0	0	17	1	0	0	0	0	44	3	0	0	0	0
9:15:00	0	0	1846	227	32	5	0	0	22	5	0	0	0	0	50	6	0	0	0	0
9:30:00	0	0	2035	189	37	5	0	0	25	3	0	0	0	0	55	5	0	0	0	0
9:45:00	0	0	2035	0	37	0	0	0	25	0	0	0	0	0	55	0	0	0	0	0
16:00:00	0	0	2035	0	37	0	0	0	25	0	0	0	0	0	55	0	0	0	0	0
16:15:00	0	0	2188	153	41	4	0	0	26	1	0	0	0	0	58	3	0	0	0	0
16:30:00	0	0	2334	146	50	9	0	0	26	0	0	0	0	0	60	2	0	0	0	0
16:45:00	0	0	2484	150	57	7	0	0	26	0	0	0	0	0	63	3	0	0	0	0
17:00:00	0	0	2645	161	69	12	0	0	26	0	0	0	0	0	65	2	0	0	0	0
17:15:00	0	0	2816	171	76	7	0	0	27	1	0	0	0	0	65	0	0	0	0	0
17:30:00	0	0	3016	200	82	6	0	0	28	1	0	0	0	0	65	0	0	0	0	0
17:45:00	0	0	3213	197	84	2	0	0	29	1	0	0	0	0	66	1	0	0	0	0
18:00:00	0	0	3411	198	91	7	0	0	31	2	0	0	0	0	69	3	0	0	0	0
18:15:00	0	0	3411	0	91	0	0	0	31	0	0	0	0	0	69	0	0	0	0	0
18:15:15	0	0	3411	0	91	0	0	0	31	0	0	0	0	0	69	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Morning Peak Diagram

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

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

Municipality: Toronto
Site #: 1909300011
Intersection: Lake Shore Blvd W & BMO Drivew
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Lake Shore Blvd W runs W/E

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

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

Heavys	0
Trucks	0
Cars	0
Totals	0

East Leg Total: 2475
East Entering: 712
East Peds: 0
Peds Cross: ⧗

BMO Driveway

Heavys	Trucks	Cars	Totals
25	6	687	718

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
0	0	0	0
670	6	25	701
11	0	0	11
681	6	25	

N
W E
S

Heavys	Trucks	Cars	Totals
0	0	0	0
42	10	1651	1703
0	0	51	51
42	10	1702	

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
1709	11	43	1763

Driveway

Peds Cross: ⧗
West Peds: 0
West Entering: 1754
West Leg Total: 2472

Cars	62
Trucks	0
Heavys	0
Totals	62

Cars	17	0	58	75
Trucks	0	0	1	1
Heavys	0	0	1	1
Totals	17	0	60	

Peds Cross: ⋈
South Peds: 29
South Entering: 77
South Leg Total: 139

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Afternoon Peak Diagram

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

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

Municipality: Toronto
Site #: 1909300011
Intersection: Lake Shore Blvd W & BMO Drivew
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Lake Shore Blvd W runs W/E

North Leg Total: 3
North Entering: 1
North Peds: 11
Peds Cross: ⋈

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

Heavys	0
Trucks	0
Cars	2
Totals	2

East Leg Total: 2178
East Entering: 1072
East Peds: 0
Peds Cross: ⧗

BMO Driveway

Heavys	Trucks	Cars	Totals
12	5	1042	1059

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
1	0	0	1
1023	4	12	1039
32	0	0	32
1056	4	12	

N
W E
S

Heavys	Trucks	Cars	Totals
0	0	0	0
15	5	1033	1053
0	1	53	54
15	6	1086	

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
1086	5	15	1106

Driveway

Peds Cross: ⧗
West Peds: 0
West Entering: 1107
West Leg Total: 2166

Cars	85
Trucks	1
Heavys	0
Totals	86

Cars	18	1	53	72
Trucks	1	0	0	1
Heavys	0	0	0	0
Totals	19	1	53	

Peds Cross: ⋈
South Peds: 68
South Entering: 73
South Leg Total: 159

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

Municipality: Toronto
Site #: 1909300011
Intersection: Lake Shore Blvd W & BMO Drivew
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Lake Shore Blvd W runs W/E

North Leg Total:	13
North Entering:	3
North Peds:	22
Peds Cross:	⋈

Heavys	0	0	0	0
Trucks	0	0	0	0
Cars	2	0	1	3
Totals	2	0	1	

Heavys	0
Trucks	0
Cars	10
Totals	10

East Leg Total:	8726
East Entering:	3436
East Peds:	4
Peds Cross:	⧗

BMO Driveway

Heavys	Trucks	Cars	Totals
77	26	3338	3441

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
9	0	0	9
3251	25	77	3353
73	0	1	74
3333	25	78	

N
W E
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Heavys	Trucks	Cars	Totals
0	0	0	0
116	46	4899	5061
0	2	231	233
116	48	5130	

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
5122	51	117	5290

Driveway

Peds Cross:	⧗
West Peds:	1
West Entering:	5294
West Leg Total:	8735

Cars	304
Trucks	2
Heavys	1
Totals	307

Cars	85	1	222	308
Trucks	1	0	5	6
Heavys	0	0	1	1
Totals	86	1	228	

Peds Cross:	⋈
South Peds:	216
South Entering:	315
South Leg Total:	622

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

Intersection: Lake Shore Blvd W & BMO Drivew | **Count Date:** 6-Jun-19 | **Municipality:** Toronto

North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
8:00:00	0	0	0	0	2	43	8:00:00	15	0	28	43	18
9:00:00	0	0	0	0	0	77	9:00:00	17	0	60	77	29
16:00:00	0	0	0	0	0	43	16:00:00	17	0	26	43	22
17:00:00	1	0	1	2	9	81	17:00:00	18	0	61	79	79
18:00:00	0	0	1	1	11	74	18:00:00	19	1	53	73	68
Totals:	1	0	2	3	22	318	S Totals:	86	1	228	315	216

East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
8:00:00	5	300	0	305	0	1110	8:00:00	0	768	37	805	0
9:00:00	11	701	0	712	0	2466	9:00:00	0	1703	51	1754	0
16:00:00	10	295	0	305	1	956	16:00:00	0	610	41	651	0
17:00:00	16	1018	8	1042	3	2019	17:00:00	0	927	50	977	1
18:00:00	32	1039	1	1072	0	2179	18:00:00	0	1053	54	1107	0
Totals:	74	3353	9	3436	4	8730	W Totals:	0	5061	233	5294	1

Calculated Values for Traffic Crossing Major Street

Hours Ending:	8:00	9:00	16:00	17:00	18:00	0:00	0:00	0:00
Crossing Values:	15	17	18	23	20	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300011

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
8:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
8:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
8:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
9:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
9:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
9:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
9:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1
16:30:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	8	5
16:45:00	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10	2
17:00:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11	1
17:15:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13	2
17:30:00	1	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	17	4
17:45:00	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21	4
18:00:00	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22	1
18:15:00	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22	0
18:15:15	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300011

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	5	5	140	140	0	0	0	0	2	2	0	0	0	0	7	7	0	0	0	0
8:00:00	5	0	286	146	0	0	0	0	3	1	0	0	0	0	11	4	0	0	0	0
8:15:00	5	0	451	165	0	0	0	0	5	2	0	0	0	0	15	4	0	0	0	0
8:30:00	7	2	643	192	0	0	0	0	8	3	0	0	0	0	21	6	0	0	0	0
8:45:00	11	4	793	150	0	0	0	0	9	1	0	0	0	0	33	12	0	0	0	0
9:00:00	16	5	956	163	0	0	0	0	9	0	0	0	0	0	36	3	0	0	0	0
9:15:00	20	4	1092	136	0	0	0	0	10	1	0	0	0	0	43	7	0	0	1	1
9:30:00	26	6	1230	138	0	0	0	0	13	3	0	0	0	0	53	10	0	0	1	0
9:45:00	26	0	1230	0	0	0	0	0	13	0	0	0	0	0	53	0	0	0	1	0
16:00:00	26	0	1230	0	0	0	0	0	13	0	0	0	0	0	53	0	0	0	1	0
16:15:00	30	4	1463	233	6	6	0	0	15	2	0	0	0	0	60	7	0	0	1	0
16:30:00	35	5	1709	246	6	0	0	0	17	2	0	0	1	1	61	1	0	0	4	3
16:45:00	37	2	1972	263	8	2	0	0	19	2	0	0	1	0	64	3	0	0	4	0
17:00:00	41	4	2228	256	8	0	0	0	21	2	0	0	1	0	65	1	0	0	4	0
17:15:00	54	13	2498	270	8	0	0	0	22	1	0	0	1	0	68	3	0	0	4	0
17:30:00	58	4	2750	252	9	1	0	0	23	1	0	0	1	0	72	4	0	0	4	0
17:45:00	62	4	2998	248	9	0	0	0	24	1	0	0	1	0	74	2	0	0	4	0
18:00:00	73	11	3251	253	9	0	0	0	25	1	0	0	1	0	77	3	0	0	4	0
18:15:00	73	0	3251	0	9	0	0	0	25	0	0	0	1	0	77	0	0	0	4	0
18:15:15	73	0	3251	0	9	0	0	0	25	0	0	0	1	0	77	0	0	0	4	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300011

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	8	8	0	0	15	15	0	0	0	0	3	3	0	0	0	0	0	0	10	10
8:00:00	15	7	0	0	25	10	0	0	0	0	3	0	0	0	0	0	0	0	18	8
8:15:00	20	5	0	0	40	15	0	0	0	0	4	1	0	0	0	0	0	0	31	13
8:30:00	28	8	0	0	53	13	0	0	0	0	4	0	0	0	0	0	0	0	35	4
8:45:00	29	1	0	0	68	15	0	0	0	0	4	0	0	0	0	0	0	0	40	5
9:00:00	32	3	0	0	83	15	0	0	0	0	4	0	0	0	0	0	1	1	47	7
9:15:00	38	6	0	0	98	15	0	0	0	0	4	0	0	0	0	0	1	0	61	14
9:30:00	49	11	0	0	109	11	0	0	0	0	4	0	0	0	0	0	1	0	69	8
9:45:00	49	0	0	0	109	0	0	0	0	0	4	0	0	0	0	0	1	0	69	0
16:00:00	49	0	0	0	109	0	0	0	0	0	4	0	0	0	0	0	1	0	69	0
16:15:00	57	8	0	0	119	10	0	0	0	0	4	0	0	0	0	0	1	0	88	19
16:30:00	62	5	0	0	133	14	0	0	0	0	4	0	0	0	0	0	1	0	104	16
16:45:00	66	4	0	0	156	23	0	0	0	0	5	1	0	0	0	0	1	0	118	14
17:00:00	67	1	0	0	169	13	0	0	0	0	5	0	0	0	0	0	1	0	148	30
17:15:00	74	7	1	1	188	19	0	0	0	0	5	0	0	0	0	0	1	0	159	11
17:30:00	78	4	1	0	199	11	0	0	0	0	5	0	0	0	0	0	1	0	177	18
17:45:00	80	2	1	0	212	13	0	0	0	0	5	0	0	0	0	0	1	0	195	18
18:00:00	85	5	1	0	222	10	1	1	0	0	5	0	0	0	0	0	1	0	216	21
18:15:00	85	0	1	0	222	0	1	0	0	0	5	0	0	0	0	0	1	0	216	0
18:15:15	85	0	1	0	222	0	1	0	0	0	5	0	0	0	0	0	1	0	216	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300011

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	366	366	19	19	0	0	2	2	1	1	0	0	9	9	0	0	0	0
8:00:00	0	0	733	367	36	17	0	0	10	8	1	0	0	0	25	16	0	0	0	0
8:15:00	0	0	1158	425	53	17	0	0	12	2	1	0	0	0	39	14	0	0	0	0
8:30:00	0	0	1594	436	63	10	0	0	15	3	1	0	0	0	46	7	0	0	0	0
8:45:00	0	0	2010	416	77	14	0	0	16	1	1	0	0	0	57	11	0	0	0	0
9:00:00	0	0	2384	374	87	10	0	0	20	4	1	0	0	0	67	10	0	0	0	0
9:15:00	0	0	2683	299	106	19	0	0	32	12	1	0	0	0	73	6	0	0	0	0
9:30:00	0	0	2959	276	128	22	0	0	36	4	1	0	0	0	86	13	0	0	0	0
9:45:00	0	0	2959	0	128	0	0	0	36	0	1	0	0	0	86	0	0	0	0	0
16:00:00	0	0	2959	0	128	0	0	0	36	0	1	0	0	0	86	0	0	0	0	0
16:15:00	0	0	3186	227	147	19	0	0	37	1	1	0	0	0	90	4	0	0	0	0
16:30:00	0	0	3406	220	159	12	0	0	38	1	1	0	0	0	95	5	0	0	0	0
16:45:00	0	0	3634	228	166	7	0	0	39	1	1	0	0	0	96	1	0	0	1	1
17:00:00	0	0	3866	232	178	12	0	0	41	2	1	0	0	0	101	5	0	0	1	0
17:15:00	0	0	4114	248	188	10	0	0	43	2	1	0	0	0	106	5	0	0	1	0
17:30:00	0	0	4346	232	201	13	0	0	45	2	2	1	0	0	109	3	0	0	1	0
17:45:00	0	0	4631	285	215	14	0	0	45	0	2	0	0	0	114	5	0	0	1	0
18:00:00	0	0	4899	268	231	16	0	0	46	1	2	0	0	0	116	2	0	0	1	0
18:15:00	0	0	4899	0	231	0	0	0	46	0	2	0	0	0	116	0	0	0	1	0
18:15:15	0	0	4899	0	231	0	0	0	46	0	2	0	0	0	116	0	0	0	1	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Morning Peak Diagram

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

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

Municipality: Toronto
Site #: 1909300012
Intersection: Lake Shore Blvd W & Shore Breez
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Lake Shore Blvd W runs W/E

East Leg Total: 2507
East Entering: 718
East Peds: 1
Peds Cross:

Lake Shore Blvd W

Heavys	Trucks	Cars	Totals
27	3	706	736

Heavys	Trucks	Cars	Totals
39	8	1705	1752
1	0	27	28
40	8	1732	

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W E
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Cars	Trucks	Heavys	Totals
681	3	27	711
7	0	0	7
688	3	27	

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
1742	8	39	1789

Shore Breeze Dr

Peds Cross:
West Peds: 0
West Entering: 1780
West Leg Total: 2516

Cars	34
Trucks	0
Heavys	1
Totals	35

Cars	25	37	62
Trucks	0	0	0
Heavys	0	0	0
Totals	25	37	

Peds Cross:
South Peds: 46
South Entering: 62
South Leg Total: 97

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Afternoon Peak Diagram

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

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

Municipality: Toronto
Site #: 1909300012
Intersection: Lake Shore Blvd W & Shore Breez
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Lake Shore Blvd W runs W/E

East Leg Total:	2201
East Entering:	1100
East Peds:	0
Peds Cross:	

Lake Shore Blvd W

Heavys	Trucks	Cars	Totals
12	3	1077	1092

Cars	Trucks	Heavys	Totals
1062	3	12	1077
23	0	0	23
1085	3	12	

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Lake Shore Blvd W

Heavys	Trucks	Cars	Totals
16	2	1065	1083
0	0	42	42
16	2	1107	

Cars	Trucks	Heavys	Totals
1083	2	16	1101

Shore Breeze Dr

Peds Cross:	
West Peds:	0
West Entering:	1125
West Leg Total:	2217

Cars	65
Trucks	0
Heavys	0
Totals	65

Cars	15	18	33
Trucks	0	0	0
Heavys	0	0	0
Totals	15	18	

Peds Cross:	
South Peds:	104
South Entering:	33
South Leg Total:	98

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

Municipality: Toronto
Site #: 1909300012
Intersection: Lake Shore Blvd W & Shore Breez
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Lake Shore Blvd W runs W/E

East Leg Total:	8772
East Entering:	3437
East Peds:	1
Peds Cross:	

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W E
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Lake Shore Blvd W

Heavys	Trucks	Cars	Totals
77	13	3418	3508

Heavys	Trucks	Cars	Totals
116	33	5083	5232
1	0	136	137
117	33	5219	

Cars	Trucks	Heavys	Totals
3302	13	76	3391
44	2	0	46
3346	15	76	

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
5185	33	117	5335

Shore Breeze Dr

Peds Cross:	
West Peds:	3
West Entering:	5369
West Leg Total:	8877

Cars	180
Trucks	2
Heavys	1
Totals	183

Cars	116	102	218
Trucks	0	0	0
Heavys	1	1	2
Totals	117	103	

Peds Cross:	
South Peds:	285
South Entering:	220
South Leg Total:	403

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

Intersection: Lake Shore Blvd W & Shore Breez | **Count Date:** 6-Jun-19 | **Municipality:** Toronto

North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
8:00:00	*0*	*0*	*0*	*0*	*0*	*38*	*8:00:00*	*24*	*0*	*14*	*38*	*13*
9:00:00	*0*	*0*	*0*	*0*	*0*	*62*	*9:00:00*	*25*	*0*	*37*	*62*	*46*
16:00:00	*0*	*0*	*0*	*0*	*0*	*22*	*16:00:00*	*12*	*0*	*10*	*22*	*18*
17:00:00	*0*	*0*	*0*	*0*	*0*	*65*	*17:00:00*	*41*	*0*	*24*	*65*	*104*
18:00:00	*0*	*0*	*0*	*0*	*0*	*33*	*18:00:00*	*15*	*0*	*18*	*33*	*104*
Totals:	0	0	0	0	0	220	S Totals:	117	0	103	220	285

East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
8:00:00	*3*	*287*	*0*	*290*	*0*	*1106*	*8:00:00*	*0*	*810*	*6*	*816*	*0*
9:00:00	*7*	*711*	*0*	*718*	*1*	*2498*	*9:00:00*	*0*	*1752*	*28*	*1780*	*0*
16:00:00	*2*	*296*	*0*	*298*	*0*	*944*	*16:00:00*	*0*	*633*	*13*	*646*	*0*
17:00:00	*11*	*1019*	*0*	*1030*	*0*	*2032*	*17:00:00*	*0*	*954*	*48*	*1002*	*3*
18:00:00	*23*	*1077*	*0*	*1100*	*0*	*2225*	*18:00:00*	*0*	*1083*	*42*	*1125*	*0*
Totals:	46	3390	0	3436	1	8805	W Totals:	0	5232	137	5369	3

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*8:00*	*9:00*	*16:00*	*17:00*	*18:00*	*0:00*	*0:00*	*0:00*
Crossing Values:	*24*	*26*	*12*	*44*	*15*	*0*	*0*	*0*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300012

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

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300012

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	1	1	133	133	0	0	0	0	1	1	0	0	0	0	5	5	0	0	0	0
8:00:00	3	2	276	143	0	0	0	0	1	0	0	0	0	0	10	5	0	0	0	0
8:15:00	4	1	441	165	0	0	0	0	3	2	0	0	0	0	14	4	0	0	0	0
8:30:00	6	2	628	187	0	0	0	0	4	1	0	0	0	0	21	7	0	0	0	0
8:45:00	9	3	784	156	0	0	0	0	4	0	0	0	0	0	33	12	0	0	1	1
9:00:00	10	1	957	173	0	0	0	0	4	0	0	0	0	0	37	4	0	0	1	0
9:15:00	10	0	1095	138	0	0	1	1	5	1	0	0	0	0	44	7	0	0	1	0
9:30:00	11	1	1234	139	0	0	1	0	7	2	0	0	0	0	53	9	0	0	1	0
9:45:00	11	0	1234	0	0	0	1	0	7	0	0	0	0	0	53	0	0	0	1	0
16:00:00	11	0	1234	0	0	0	1	0	7	0	0	0	0	0	53	0	0	0	1	0
16:15:00	13	2	1482	248	0	0	1	0	8	1	0	0	0	0	58	5	0	0	1	0
16:30:00	14	1	1715	233	0	0	1	0	9	1	0	0	0	0	60	2	0	0	1	0
16:45:00	17	3	1985	270	0	0	1	0	10	1	0	0	0	0	63	3	0	0	1	0
17:00:00	21	4	2239	254	0	0	2	1	10	0	0	0	0	0	64	1	0	0	1	0
17:15:00	24	3	2521	282	0	0	2	0	11	1	0	0	0	0	68	4	0	0	1	0
17:30:00	29	5	2781	260	0	0	2	0	12	1	0	0	0	0	72	4	0	0	1	0
17:45:00	41	12	3032	251	0	0	2	0	13	1	0	0	0	0	73	1	0	0	1	0
18:00:00	44	3	3301	269	0	0	2	0	13	0	0	0	0	0	76	3	0	0	1	0
18:15:00	44	0	3302	1	0	0	2	0	13	0	0	0	0	0	76	0	0	0	1	0
18:15:15	44	0	3302	0	0	0	2	0	13	0	0	0	0	0	76	0	0	0	1	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300012

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	15	15	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	6	6
8:00:00	24	9	0	0	14	10	0	0	0	0	0	0	0	0	0	0	0	0	13	7
8:15:00	30	6	0	0	26	12	0	0	0	0	0	0	0	0	0	0	0	0	24	11
8:30:00	37	7	0	0	36	10	0	0	0	0	0	0	0	0	0	0	0	0	34	10
8:45:00	46	9	0	0	43	7	0	0	0	0	0	0	0	0	0	0	0	0	40	6
9:00:00	49	3	0	0	51	8	0	0	0	0	0	0	0	0	0	0	0	0	59	19
9:15:00	53	4	0	0	57	6	0	0	0	0	0	0	0	0	0	0	0	0	68	9
9:30:00	60	7	0	0	61	4	0	0	0	0	0	0	1	1	0	0	0	0	77	9
9:45:00	60	0	0	0	61	0	0	0	0	0	0	0	1	0	0	0	0	0	77	0
16:00:00	60	0	0	0	61	0	0	0	0	0	0	0	1	0	0	0	0	0	77	0
16:15:00	69	9	0	0	65	4	0	0	0	0	0	0	1	0	0	0	1	1	109	32
16:30:00	84	15	0	0	72	7	0	0	0	0	0	0	1	0	0	0	1	0	135	26
16:45:00	92	8	0	0	80	8	0	0	0	0	0	0	1	0	0	0	1	0	163	28
17:00:00	101	9	0	0	84	4	0	0	0	0	0	0	1	0	0	0	1	0	181	18
17:15:00	104	3	0	0	88	4	0	0	0	0	0	0	1	0	0	0	1	0	205	24
17:30:00	107	3	0	0	95	7	0	0	0	0	0	0	1	0	0	0	1	0	229	24
17:45:00	111	4	0	0	96	1	0	0	0	0	0	0	1	0	0	0	1	0	252	23
18:00:00	116	5	0	0	102	6	0	0	0	0	0	0	1	0	0	0	1	0	285	33
18:15:00	116	0	0	0	102	0	0	0	0	0	0	0	1	0	0	0	1	0	285	0
18:15:15	116	0	0	0	102	0	0	0	0	0	0	0	1	0	0	0	1	0	285	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300012

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	396	396	5	5	0	0	1	1	0	0	0	0	10	10	0	0	0	0
8:00:00	0	0	777	381	6	1	0	0	7	6	0	0	0	0	26	16	0	0	0	0
8:15:00	0	0	1221	444	12	6	0	0	9	2	0	0	0	0	38	12	1	1	0	0
8:30:00	0	0	1664	443	21	9	0	0	11	2	0	0	0	0	47	9	1	0	0	0
8:45:00	0	0	2094	430	29	8	0	0	11	0	0	0	0	0	57	10	1	0	0	0
9:00:00	0	0	2482	388	33	4	0	0	15	4	0	0	0	0	65	8	1	0	0	0
9:15:00	0	0	2787	305	40	7	0	0	25	10	0	0	0	0	73	8	1	0	0	0
9:30:00	0	0	3082	295	46	6	0	0	28	3	0	0	0	0	85	12	1	0	0	0
9:45:00	0	0	3082	0	46	0	0	0	28	0	0	0	0	0	85	0	1	0	0	0
16:00:00	0	0	3082	0	46	0	0	0	28	0	0	0	0	0	85	0	1	0	0	0
16:15:00	0	0	3307	225	56	10	0	0	29	1	0	0	0	0	88	3	1	0	3	3
16:30:00	0	0	3536	229	68	12	0	0	29	0	0	0	0	0	93	5	1	0	3	0
16:45:00	0	0	3779	243	80	12	0	0	30	1	0	0	0	0	94	1	1	0	3	0
17:00:00	0	0	4018	239	94	14	0	0	31	1	0	0	0	0	100	6	1	0	3	0
17:15:00	0	0	4282	264	108	14	0	0	32	1	0	0	0	0	105	5	1	0	3	0
17:30:00	0	0	4521	239	114	6	0	0	33	1	0	0	0	0	108	3	1	0	3	0
17:45:00	0	0	4809	288	122	8	0	0	33	0	0	0	0	0	113	5	1	0	3	0
18:00:00	0	0	5083	274	136	14	0	0	33	0	0	0	0	0	116	3	1	0	3	0
18:15:00	0	0	5083	0	136	0	0	0	33	0	0	0	0	0	116	0	1	0	3	0
18:15:15	0	0	5083	0	136	0	0	0	33	0	0	0	0	0	116	0	1	0	3	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Morning Peak Diagram

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

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

Municipality: Toronto
Site #: 1909300013
Intersection: Lake Shore Blvd W & Silver Moon
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Lake Shore Blvd W runs W/E

East Leg Total: 2449
East Entering: 694
East Peds: 0
Peds Cross:

Heavys	Trucks	Cars	Totals
27	3	692	722

Lake Shore Blvd W

Heavys	Trucks	Cars	Totals
32	7	1699	1738
8	0	58	66
40	7	1757	

N
W E
S

Cars	Trucks	Heavys	Totals
659	3	24	686
7	0	1	8
666	3	25	

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
1716	7	32	1755

Silver Moon Dr

Peds Cross:
West Peds: 0
West Entering: 1804
West Leg Total: 2526

Cars	65
Trucks	0
Heavys	9
Totals	74

Cars	33	17	50
Trucks	0	0	0
Heavys	3	0	3
Totals	36	17	

Peds Cross:
South Peds: 38
South Entering: 53
South Leg Total: 127

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Afternoon Peak Diagram

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

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

Municipality: Toronto
Site #: 1909300013
Intersection: Lake Shore Blvd W & Silver Moon
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Lake Shore Blvd W runs W/E

East Leg Total: 2149
East Entering: 1108
East Peds: 0
Peds Cross:

Lake Shore Blvd W

Heavys	Trucks	Cars	Totals
12	2	1098	1112

Heavys	Trucks	Cars	Totals
17	2	1002	1021
0	0	110	110
17	2	1112	

N
W E
S

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
1060	2	12	1074
34	0	0	34
1094	2	12	

Cars	Trucks	Heavys	Totals
1022	2	17	1041

Silver Moon Dr

Peds Cross:
West Peds: 1
West Entering: 1131
West Leg Total: 2243

Cars	144
Trucks	0
Heavys	0
Totals	144

Cars	38	20	58
Trucks	0	0	0
Heavys	0	0	0
Totals	38	20	

Peds Cross:
South Peds: 86
South Entering: 58
South Leg Total: 202

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

Municipality: Toronto
Site #: 1909300013
Intersection: Lake Shore Blvd W & Silver Moon
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Lake Shore Blvd W runs W/E

East Leg Total:	8471
East Entering:	3368
East Peds:	0
Peds Cross:	

Lake Shore Blvd W

Heavys	Trucks	Cars	Totals
75	14	3382	3471

Cars	Trucks	Heavys	Totals
3195	13	72	3280
86	0	2	88
3281	13	74	

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W E
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Lake Shore Blvd W

Heavys	Trucks	Cars	Totals
110	31	4880	5021
10	0	338	348
120	31	5218	

Cars	Trucks	Heavys	Totals
4962	31	110	5103

Silver Moon Dr

Peds Cross:	
West Peds:	1
West Entering:	5369
West Leg Total:	8840

Cars	424
Trucks	0
Heavys	12
Totals	436

Cars	Trucks	Heavys	Totals
187	82	269	
1	0	1	
3	0	3	
191	82		

Peds Cross:	
South Peds:	247
South Entering:	273
South Leg Total:	709

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

Intersection: Lake Shore Blvd W & Silver Moon | **Count Date:** 6-Jun-19 | **Municipality:** Toronto

North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
8:00:00	0	0	0	0	0	51	8:00:00	36	0	15	51	16
9:00:00	0	0	0	0	0	53	9:00:00	36	0	17	53	38
16:00:00	0	0	0	0	0	44	16:00:00	35	0	9	44	17
17:00:00	0	0	0	0	0	67	17:00:00	46	0	21	67	90
18:00:00	0	0	0	0	0	58	18:00:00	38	0	20	58	86
Totals:	0	0	0	0	0	273	S Totals:	191	0	82	273	247

East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
8:00:00	2	258	0	260	0	1076	8:00:00	0	798	18	816	0
9:00:00	8	686	0	694	0	2498	9:00:00	0	1738	66	1804	0
16:00:00	6	266	0	272	0	915	16:00:00	0	623	20	643	0
17:00:00	38	996	0	1034	0	2009	17:00:00	0	841	134	975	0
18:00:00	34	1074	0	1108	0	2239	18:00:00	0	1021	110	1131	1
Totals:	88	3280	0	3368	0	8737	W Totals:	0	5021	348	5369	1

Calculated Values for Traffic Crossing Major Street

Hours Ending:	8:00	9:00	16:00	17:00	18:00	0:00	0:00	0:00
Crossing Values:	36	36	35	46	39	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300013

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

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300013

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	1	1	122	122	0	0	0	0	1	1	0	0	1	1	5	5	0	0	0	0
8:00:00	1	0	247	125	0	0	0	0	1	0	0	0	1	0	10	5	0	0	0	0
8:15:00	5	4	404	157	0	0	0	0	3	2	0	0	2	1	14	4	0	0	0	0
8:30:00	8	3	592	188	0	0	0	0	4	1	0	0	2	0	21	7	0	0	0	0
8:45:00	8	0	748	156	0	0	0	0	4	0	0	0	2	0	30	9	0	0	0	0
9:00:00	8	0	906	158	0	0	0	0	4	0	0	0	2	0	34	4	0	0	0	0
9:15:00	13	5	1031	125	0	0	0	0	5	1	0	0	2	0	41	7	0	0	0	0
9:30:00	14	1	1153	122	0	0	0	0	7	2	0	0	2	0	50	9	0	0	0	0
9:45:00	14	0	1153	0	0	0	0	0	7	0	0	0	2	0	50	0	0	0	0	0
16:00:00	14	0	1153	0	0	0	0	0	7	0	0	0	2	0	50	0	0	0	0	0
16:15:00	25	11	1398	245	0	0	0	0	8	1	0	0	2	0	55	5	0	0	0	0
16:30:00	35	10	1619	221	0	0	0	0	9	1	0	0	2	0	57	2	0	0	0	0
16:45:00	45	10	1881	262	0	0	0	0	10	1	0	0	2	0	59	2	0	0	0	0
17:00:00	52	7	2135	254	0	0	0	0	11	1	0	0	2	0	60	1	0	0	0	0
17:15:00	62	10	2415	280	0	0	0	0	12	1	0	0	2	0	64	4	0	0	0	0
17:30:00	71	9	2668	253	0	0	0	0	13	1	0	0	2	0	68	4	0	0	0	0
17:45:00	77	6	2927	259	0	0	0	0	13	0	0	0	2	0	69	1	0	0	0	0
18:00:00	86	9	3195	268	0	0	0	0	13	0	0	0	2	0	72	3	0	0	0	0
18:15:00	86	0	3195	0	0	0	0	0	13	0	0	0	2	0	72	0	0	0	0	0
18:15:15	86	0	3195	0	0	0	0	0	13	0	0	0	2	0	72	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300013

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	15	15	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	9	9
8:00:00	36	21	0	0	15	7	0	0	0	0	0	0	0	0	0	0	0	0	16	7
8:15:00	43	7	0	0	21	6	0	0	0	0	0	0	0	0	0	0	0	0	28	12
8:30:00	48	5	0	0	25	4	0	0	0	0	0	0	0	0	0	0	0	0	35	7
8:45:00	54	6	0	0	27	2	0	0	0	0	0	0	3	3	0	0	0	0	44	9
9:00:00	69	15	0	0	32	5	0	0	0	0	0	0	3	0	0	0	0	0	54	10
9:15:00	81	12	0	0	38	6	1	1	0	0	0	0	3	0	0	0	0	0	61	7
9:30:00	103	22	0	0	41	3	1	0	0	0	0	0	3	0	0	0	0	0	71	10
9:45:00	103	0	0	0	41	0	1	0	0	0	0	0	3	0	0	0	0	0	71	0
16:00:00	103	0	0	0	41	0	1	0	0	0	0	0	3	0	0	0	0	0	71	0
16:15:00	111	8	0	0	50	9	1	0	0	0	0	0	3	0	0	0	0	0	97	26
16:30:00	127	16	0	0	55	5	1	0	0	0	0	0	3	0	0	0	0	0	119	22
16:45:00	141	14	0	0	58	3	1	0	0	0	0	0	3	0	0	0	0	0	141	22
17:00:00	149	8	0	0	62	4	1	0	0	0	0	0	3	0	0	0	0	0	161	20
17:15:00	157	8	0	0	70	8	1	0	0	0	0	0	3	0	0	0	0	0	187	26
17:30:00	168	11	0	0	75	5	1	0	0	0	0	0	3	0	0	0	0	0	201	14
17:45:00	176	8	0	0	79	4	1	0	0	0	0	0	3	0	0	0	0	0	221	20
18:00:00	187	11	0	0	82	3	1	0	0	0	0	0	3	0	0	0	0	0	247	26
18:15:00	187	0	0	0	82	0	1	0	0	0	0	0	3	0	0	0	0	0	247	0
18:15:15	187	0	0	0	82	0	1	0	0	0	0	0	3	0	0	0	0	0	247	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300013

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	385	385	8	8	0	0	1	1	0	0	0	0	11	11	0	0	0	0
8:00:00	0	0	765	380	18	10	0	0	6	5	0	0	0	0	27	16	0	0	0	0
8:15:00	0	0	1204	439	33	15	0	0	8	2	0	0	0	0	37	10	2	2	0	0
8:30:00	0	0	1655	451	45	12	0	0	10	2	0	0	0	0	44	7	5	3	0	0
8:45:00	0	0	2077	422	60	15	0	0	10	0	0	0	0	0	53	9	6	1	0	0
9:00:00	0	0	2464	387	76	16	0	0	13	3	0	0	0	0	59	6	8	2	0	0
9:15:00	0	0	2766	302	86	10	0	0	23	10	0	0	0	0	67	8	8	0	0	0
9:30:00	0	0	3055	289	95	9	0	0	26	3	0	0	0	0	78	11	9	1	0	0
9:45:00	0	0	3055	0	95	0	0	0	26	0	0	0	0	0	78	0	9	0	0	0
16:00:00	0	0	3055	0	95	0	0	0	26	0	0	0	0	0	78	0	9	0	0	0
16:15:00	0	0	3249	194	134	39	0	0	27	1	0	0	0	0	82	4	9	0	0	0
16:30:00	0	0	3453	204	165	31	0	0	27	0	0	0	0	0	86	4	10	1	0	0
16:45:00	0	0	3671	218	194	29	0	0	28	1	0	0	0	0	87	1	10	0	0	0
17:00:00	0	0	3878	207	228	34	0	0	29	1	0	0	0	0	93	6	10	0	0	0
17:15:00	0	0	4130	252	254	26	0	0	30	1	0	0	0	0	98	5	10	0	0	0
17:30:00	0	0	4360	230	273	19	0	0	31	1	0	0	0	0	101	3	10	0	0	0
17:45:00	0	0	4630	270	304	31	0	0	31	0	0	0	0	0	106	5	10	0	0	0
18:00:00	0	0	4880	250	338	34	0	0	31	0	0	0	0	0	110	4	10	0	1	1
18:15:00	0	0	4880	0	338	0	0	0	31	0	0	0	0	0	110	0	10	0	1	0
18:15:15	0	0	4880	0	338	0	0	0	31	0	0	0	0	0	110	0	10	0	1	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Morning Peak Diagram

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

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

Municipality: Toronto
Site #: 1909300014
Intersection: Lake Shore Blvd W & The Marginal
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Lake Shore Blvd W runs W/E

North Leg Total:	4
North Entering:	2
North Peds:	4
Peds Cross:	⋈

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

Heavys	0
Trucks	0
Cars	2
Totals	2

East Leg Total:	2461
East Entering:	703
East Peds:	0
Peds Cross:	⧗

Existing Site Driveway

Heavys	Trucks	Cars	Totals
27	4	671	702

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
2	0	0	2
670	4	27	701
0	0	0	0
672	4	27	

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Heavys	Trucks	Cars	Totals
0	0	0	0
32	7	1718	1757
0	0	0	0
32	7	1718	

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
1719	7	32	1758

The Marginal Blvd

Peds Cross:	⧗
West Peds:	0
West Entering:	1757
West Leg Total:	2459

Cars	0
Trucks	0
Heavys	0
Totals	0

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

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

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Afternoon Peak Diagram

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

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

Municipality: Toronto
Site #: 1909300014
Intersection: Lake Shore Blvd W & The Marginal
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Lake Shore Blvd W runs W/E

North Leg Total:	2
North Entering:	1
North Peds:	2
Peds Cross:	⋈

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

Heavys	0
Trucks	0
Cars	1
Totals	1

East Leg Total:	2153
East Entering:	1105
East Peds:	0
Peds Cross:	⧗

Existing Site Driveway

Heavys	Trucks	Cars	Totals
12	2	1091	1105

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
1	0	0	1
1090	2	12	1104
0	0	0	0
1091	2	12	

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Heavys	Trucks	Cars	Totals
0	0	0	0
17	1	1030	1048
0	0	0	0
17	1	1030	

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
1030	1	17	1048

The Marginal Blvd

Peds Cross:	⧗
West Peds:	0
West Entering:	1048
West Leg Total:	2153

Cars	0
Trucks	0
Heavys	0
Totals	0

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

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

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

Municipality: Toronto
Site #: 1909300014
Intersection: Lake Shore Blvd W & The Marginal
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Lake Shore Blvd W runs W/E

North Leg Total:	13
North Entering:	7
North Peds:	11
Peds Cross:	⋈

Heavys	0	0	0	0
Trucks	0	0	0	0
Cars	6	0	1	7
Totals	6	0	1	

Heavys	0
Trucks	0
Cars	6
Totals	6

East Leg Total:	8464
East Entering:	3369
East Peds:	2
Peds Cross:	⧗

Existing Site Driveway

Heavys	Trucks	Cars	Totals
75	14	3282	3371

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
4	0	0	4
3276	14	75	3365
0	0	0	0
3280	14	75	

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Heavys	Trucks	Cars	Totals
0	0	2	2
111	30	4953	5094
0	0	0	0
111	30	4955	

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
4954	30	111	5095

The Marginal Blvd

Peds Cross:	⧗
West Peds:	2
West Entering:	5096
West Leg Total:	8467

Cars	0
Trucks	0
Heavys	0
Totals	0

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

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

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

Intersection: Lake Shore Blvd W & The Margina | **Count Date:** 6-Jun-19 | **Municipality:** Toronto

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	North/South Total Approaches
	Left	Thru	Right	Grand Total		
8:00:00	0	0	2	2	2	2
9:00:00	1	0	1	2	4	2
16:00:00	0	0	1	1	0	1
17:00:00	0	0	1	1	3	1
18:00:00	0	0	1	1	2	1
Totals:	1	0	6	7	11	7

South Approach Totals

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

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	East/West Total Approaches
	Left	Thru	Right	Grand Total		
8:00:00	0	260	1	261	1	1071
9:00:00	0	701	2	703	0	2460
16:00:00	0	268	0	268	0	903
17:00:00	0	1032	0	1032	1	1878
18:00:00	0	1104	1	1105	0	2153
Totals:	0	3365	4	3369	2	8465

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
8:00:00	1	809	0	810	2
9:00:00	0	1757	0	1757	0
16:00:00	1	634	0	635	0
17:00:00	0	846	0	846	0
18:00:00	0	1048	0	1048	0
W Totals:	2	5094	0	5096	2

Calculated Values for Traffic Crossing Major Street

Hours Ending:	8:00	9:00	16:00	17:00	18:00	0:00	0:00	0:00
Crossing Values:	3	1	0	1	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300014

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
8:15:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
8:30:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1
8:45:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2
9:00:00	1	1	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	6	1
9:15:00	1	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	6	0
9:30:00	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
9:45:00	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
16:00:00	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
16:15:00	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
16:30:00	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	8	2
16:45:00	1	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	8	0
17:00:00	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1
17:15:00	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	10	1
17:30:00	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0
17:45:00	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	11	1
18:00:00	1	0	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	11	0
18:15:00	1	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0
18:15:15	1	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300014

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	120	120	1	1	0	0	1	1	0	0	0	0	6	6	0	0	0	0
8:00:00	0	0	248	128	1	0	0	0	1	0	0	0	0	0	11	5	0	0	1	1
8:15:00	0	0	408	160	1	0	0	0	3	2	0	0	0	0	16	5	0	0	1	0
8:30:00	0	0	602	194	1	0	0	0	4	1	0	0	0	0	25	9	0	0	1	0
8:45:00	0	0	762	160	2	1	0	0	4	0	0	0	0	0	34	9	0	0	1	0
9:00:00	0	0	918	156	3	1	0	0	5	1	0	0	0	0	38	4	0	0	1	0
9:15:00	0	0	1052	134	3	0	0	0	6	1	0	0	0	0	44	6	0	0	1	0
9:30:00	0	0	1168	116	3	0	0	0	8	2	0	0	0	0	53	9	0	0	1	0
9:45:00	0	0	1168	0	3	0	0	0	8	0	0	0	0	0	53	0	0	0	1	0
16:00:00	0	0	1168	0	3	0	0	0	8	0	0	0	0	0	53	0	0	0	1	0
16:15:00	0	0	1424	256	3	0	0	0	9	1	0	0	0	0	58	5	0	0	1	0
16:30:00	0	0	1660	236	3	0	0	0	10	1	0	0	0	0	60	2	0	0	2	1
16:45:00	0	0	1920	260	3	0	0	0	11	1	0	0	0	0	62	2	0	0	2	0
17:00:00	0	0	2186	266	3	0	0	0	12	1	0	0	0	0	63	1	0	0	2	0
17:15:00	0	0	2473	287	3	0	0	0	13	1	0	0	0	0	67	4	0	0	2	0
17:30:00	0	0	2733	260	3	0	0	0	14	1	0	0	0	0	71	4	0	0	2	0
17:45:00	0	0	3002	269	4	1	0	0	14	0	0	0	0	0	72	1	0	0	2	0
18:00:00	0	0	3276	274	4	0	0	0	14	0	0	0	0	0	75	3	0	0	2	0
18:15:00	0	0	3276	0	4	0	0	0	14	0	0	0	0	0	75	0	0	0	2	0
18:15:15	0	0	3276	0	4	0	0	0	14	0	0	0	0	0	75	0	0	0	2	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300014

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

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300014

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	1	1	392	392	0	0	0	0	1	1	0	0	0	0	11	11	0	0	2	2
8:00:00	1	0	777	385	0	0	0	0	5	4	0	0	0	0	27	16	0	0	2	0
8:15:00	1	0	1221	444	0	0	0	0	7	2	0	0	0	0	37	10	0	0	2	0
8:30:00	1	0	1669	448	0	0	0	0	9	2	0	0	0	0	44	7	0	0	2	0
8:45:00	1	0	2106	437	0	0	0	0	9	0	0	0	0	0	53	9	0	0	2	0
9:00:00	1	0	2495	389	0	0	0	0	12	3	0	0	0	0	59	6	0	0	2	0
9:15:00	2	1	2801	306	0	0	0	0	22	10	0	0	0	0	68	9	0	0	2	0
9:30:00	2	0	3096	295	0	0	0	0	25	3	0	0	0	0	79	11	0	0	2	0
9:45:00	2	0	3096	0	0	0	0	0	25	0	0	0	0	0	79	0	0	0	2	0
16:00:00	2	0	3096	0	0	0	0	0	25	0	0	0	0	0	79	0	0	0	2	0
16:15:00	2	0	3294	198	0	0	0	0	27	2	0	0	0	0	83	4	0	0	2	0
16:30:00	2	0	3505	211	0	0	0	0	27	0	0	0	0	0	87	4	0	0	2	0
16:45:00	2	0	3709	204	0	0	0	0	28	1	0	0	0	0	88	1	0	0	2	0
17:00:00	2	0	3923	214	0	0	0	0	29	1	0	0	0	0	94	6	0	0	2	0
17:15:00	2	0	4182	259	0	0	0	0	29	0	0	0	0	0	99	5	0	0	2	0
17:30:00	2	0	4429	247	0	0	0	0	30	1	0	0	0	0	102	3	0	0	2	0
17:45:00	2	0	4705	276	0	0	0	0	30	0	0	0	0	0	107	5	0	0	2	0
18:00:00	2	0	4953	248	0	0	0	0	30	0	0	0	0	0	111	4	0	0	2	0
18:15:00	2	0	4953	0	0	0	0	0	30	0	0	0	0	0	111	0	0	0	2	0
18:15:15	2	0	4953	0	0	0	0	0	30	0	0	0	0	0	111	0	0	0	2	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Morning Peak Diagram

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

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

Municipality: Toronto
Site #: 1909300015
Intersection: Lake Shore Blvd W & Brookers Ln
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Lake Shore Blvd W runs W/E

North Leg Total:	1260
North Entering:	479
North Peds:	2
Peds Cross:	⋈

Heavys	14	0	2	16
Trucks	5	2	0	7
Cars	374	35	47	456
Totals	393	37	49	

Heavys	5
Trucks	2
Cars	774
Totals	781

East Leg Total:	1311
East Entering:	140
East Peds:	2
Peds Cross:	⧗

Gardiner EB On Ramp & WB Off Ramp

Heavys	Trucks	Cars	Totals
24	6	652	682

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
17	0	1	18
109	0	10	119
3	0	0	3
129	0	11	

N
W E
S

Heavys	Trucks	Cars	Totals
4	2	694	700
29	7	990	1026
0	0	25	25
33	9	1709	

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
1132	8	31	1171

Brookers Ln

Peds Cross:	⧗
West Peds:	0
West Entering:	1751
West Leg Total:	2433

Cars	63
Trucks	2
Heavys	0
Totals	65

Cars	169	63	95	327
Trucks	1	0	1	2
Heavys	0	0	0	0
Totals	170	63	96	

Peds Cross:	⋈
South Peds:	58
South Entering:	329
South Leg Total:	394

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Afternoon Peak Diagram

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

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

Municipality: Toronto
Site #: 1909300015
Intersection: Lake Shore Blvd W & Brookers Ln
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Lake Shore Blvd W runs W/E

North Leg Total:	1212			
North Entering:	1092			
North Peds:	2			
Peds Cross:	⋈			

Heavys	3	0	3	6
Trucks	5	0	0	5
Cars	869	122	90	1081
Totals	877	122	93	

Heavys	0
Trucks	0
Cars	120
Totals	120

East Leg Total:	1056
East Entering:	141
East Peds:	0
Peds Cross:	⧗

Gardiner EB On Ramp & WB Off Ramp

Heavys	Trucks	Cars	Totals
11	5	1086	1102

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
7	0	0	7
114	0	8	122
12	0	0	12
133	0	8	

N
W E
S

Heavys	Trucks	Cars	Totals
0	0	103	103
16	2	740	758
0	0	155	155
16	2	998	

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
894	2	19	915

Brookers Ln

Peds Cross:	⧗
West Peds:	0
West Entering:	1016
West Leg Total:	2118

Cars	289
Trucks	0
Heavys	0
Totals	289

Cars	103	10	64	177
Trucks	0	0	0	0
Heavys	0	0	0	0
Totals	103	10	64	

Peds Cross:	⋈
South Peds:	72
South Entering:	177
South Leg Total:	466

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

Municipality: Toronto
Site #: 1909300015
Intersection: Lake Shore Blvd W & Brookers Ln
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Lake Shore Blvd W runs W/E

North Leg Total: 4361
North Entering: 2911
North Peds: 6
Peds Cross: ⋈

Heavys	32	0	13	45
Trucks	17	2	0	19
Cars	2337	247	263	2847
Totals	2386	249	276	

Heavys	14
Trucks	7
Cars	1429
Totals	1450

East Leg Total: 4523
East Entering: 553
East Peds: 3
Peds Cross: ⧗

Gardiner EB On Ramp & WB Off Ramp

Heavys	Trucks	Cars	Totals
73	22	3243	3338

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
38	0	2	40
438	4	40	482
31	0	0	31
507	4	42	

N
W E
S

Heavys	Trucks	Cars	Totals
12	7	1262	1281
100	27	3282	3409
0	1	332	333
112	35	4876	

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
3828	29	113	3970

Brookers Ln

Peds Cross: ⧗
West Peds: 0
West Entering: 5023
West Leg Total: 8361

Cars	610
Trucks	3
Heavys	0
Totals	613

Cars	468	129	283	880
Trucks	1	0	2	3
Heavys	1	0	0	1
Totals	470	129	285	

Peds Cross: ⋈
South Peds: 203
South Entering: 884
South Leg Total: 1497

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

Intersection: Lake Shore Blvd W & Brookers Ln | **Count Date:** 6-Jun-19 | **Municipality:** Toronto

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	North/South Total Approaches
	Left	Thru	Right	Grand Total		
8:00:00	17	5	148	170	0	311
9:00:00	49	37	393	479	2	808
16:00:00	25	10	150	185	0	289
17:00:00	92	75	818	985	2	1118
18:00:00	93	122	877	1092	2	1269
Totals:	276	249	2386	2911	6	3795

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
8:00:00	75	21	45	141	21
9:00:00	170	63	96	329	58
16:00:00	46	19	39	104	10
17:00:00	76	16	41	133	42
18:00:00	103	10	64	177	72
S Totals:	470	129	285	884	203

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	East/West Total Approaches
	Left	Thru	Right	Grand Total		
8:00:00	2	42	5	49	0	837
9:00:00	3	119	18	140	2	1891
16:00:00	2	68	4	74	0	707
17:00:00	12	131	6	149	1	984
18:00:00	12	122	7	141	0	1157
Totals:	31	482	40	553	3	5576

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
8:00:00	256	516	16	788	0
9:00:00	700	1026	25	1751	0
16:00:00	129	465	39	633	0
17:00:00	93	644	98	835	0
18:00:00	103	758	155	1016	0
W Totals:	1281	3409	333	5023	0

Calculated Values for Traffic Crossing Major Street

Hours Ending:	8:00	9:00	16:00	17:00	18:00	0:00	0:00	0:00
Crossing Values:	113	284	90	244	318	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300015

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	4	4	1	1	62	62	0	0	0	0	2	2	1	1	0	0	1	1	0	0
8:00:00	14	10	5	4	142	80	0	0	0	0	2	0	3	2	0	0	4	3	0	0
8:15:00	25	11	15	10	234	92	0	0	2	2	4	2	3	0	0	0	4	0	0	0
8:30:00	35	10	22	7	338	104	0	0	2	0	5	1	4	1	0	0	11	7	1	1
8:45:00	45	10	33	11	424	86	0	0	2	0	6	1	4	0	0	0	16	5	2	1
9:00:00	61	16	40	7	516	92	0	0	2	0	7	1	5	1	0	0	18	2	2	0
9:15:00	76	15	46	6	590	74	0	0	2	0	7	0	6	1	0	0	21	3	2	0
9:30:00	85	9	50	4	654	64	0	0	2	0	9	2	6	0	0	0	28	7	2	0
9:45:00	85	0	50	0	654	0	0	0	2	0	9	0	6	0	0	0	28	0	2	0
16:00:00	85	0	50	0	654	0	0	0	2	0	9	0	6	0	0	0	28	0	2	0
16:15:00	107	22	74	24	859	205	0	0	2	0	10	1	7	1	0	0	28	0	2	0
16:30:00	135	28	88	14	1050	191	0	0	2	0	10	0	8	1	0	0	28	0	4	2
16:45:00	156	21	103	15	1259	209	0	0	2	0	11	1	8	0	0	0	29	1	4	0
17:00:00	173	17	125	22	1468	209	0	0	2	0	12	1	10	2	0	0	29	0	4	0
17:15:00	193	20	154	29	1694	226	0	0	2	0	14	2	10	0	0	0	30	1	5	1
17:30:00	210	17	189	35	1899	205	0	0	2	0	16	2	11	1	0	0	31	1	5	0
17:45:00	234	24	223	34	2120	221	0	0	2	0	16	0	11	0	0	0	31	0	6	1
18:00:00	263	29	247	24	2337	217	0	0	2	0	17	1	13	2	0	0	32	1	6	0
18:15:00	263	0	247	0	2337	0	0	0	2	0	17	0	13	0	0	0	32	0	6	0
18:15:15	263	0	247	0	2337	0	0	0	2	0	17	0	13	0	0	0	32	0	6	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300015

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	1	1	22	22	3	3	0	0	0	0	0	0	0	0	5	5	1	1	0	0
8:00:00	2	1	35	13	4	1	0	0	0	0	0	0	0	0	7	2	1	0	0	0
8:15:00	3	1	66	31	7	3	0	0	0	0	0	0	0	0	11	4	1	0	0	0
8:30:00	4	1	93	27	13	6	0	0	0	0	0	0	0	0	13	2	1	0	1	1
8:45:00	5	1	122	29	18	5	0	0	0	0	0	0	0	0	15	2	2	1	2	1
9:00:00	5	0	144	22	21	3	0	0	0	0	0	0	0	0	17	2	2	0	2	0
9:15:00	6	1	174	30	25	4	0	0	1	1	0	0	0	0	19	2	2	0	2	0
9:30:00	7	1	206	32	25	0	0	0	1	0	0	0	0	0	22	3	2	0	2	0
9:45:00	7	0	206	0	25	0	0	0	1	0	0	0	0	0	22	0	2	0	2	0
16:00:00	7	0	206	0	25	0	0	0	1	0	0	0	0	0	22	0	2	0	2	0
16:15:00	11	4	236	30	27	2	0	0	2	1	0	0	0	0	27	5	2	0	2	0
16:30:00	14	3	268	32	28	1	0	0	3	1	0	0	0	0	29	2	2	0	3	1
16:45:00	19	5	292	24	30	2	0	0	4	1	0	0	0	0	30	1	2	0	3	0
17:00:00	19	0	324	32	31	1	0	0	4	0	0	0	0	0	32	2	2	0	3	0
17:15:00	24	5	356	32	34	3	0	0	4	0	0	0	0	0	35	3	2	0	3	0
17:30:00	27	3	387	31	37	3	0	0	4	0	0	0	0	0	37	2	2	0	3	0
17:45:00	30	3	412	25	38	1	0	0	4	0	0	0	0	0	38	1	2	0	3	0
18:00:00	31	1	438	26	38	0	0	0	4	0	0	0	0	0	40	2	2	0	3	0
18:15:00	31	0	438	0	38	0	0	0	4	0	0	0	0	0	40	0	2	0	3	0
18:15:15	31	0	438	0	38	0	0	0	4	0	0	0	0	0	40	0	2	0	3	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300015

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	39	39	10	10	24	24	0	0	0	0	0	0	0	0	0	0	0	0	11	11
8:00:00	75	36	21	11	45	21	0	0	0	0	0	0	0	0	0	0	0	0	21	10
8:15:00	108	33	37	16	67	22	1	1	0	0	0	0	0	0	0	0	0	0	41	20
8:30:00	154	46	51	14	96	29	1	0	0	0	1	1	0	0	0	0	0	0	61	20
8:45:00	199	45	70	19	117	21	1	0	0	0	1	0	0	0	0	0	0	0	70	9
9:00:00	244	45	84	14	140	23	1	0	0	0	1	0	0	0	0	0	0	0	79	9
9:15:00	271	27	93	9	162	22	1	0	0	0	2	1	1	1	0	0	0	0	81	2
9:30:00	289	18	103	10	178	16	1	0	0	0	2	0	1	0	0	0	0	0	89	8
9:45:00	289	0	103	0	178	0	1	0	0	0	2	0	1	0	0	0	0	0	89	0
16:00:00	289	0	103	0	178	0	1	0	0	0	2	0	1	0	0	0	0	0	89	0
16:15:00	305	16	107	4	191	13	1	0	0	0	2	0	1	0	0	0	0	0	106	17
16:30:00	322	17	112	5	204	13	1	0	0	0	2	0	1	0	0	0	0	0	118	12
16:45:00	342	20	119	7	213	9	1	0	0	0	2	0	1	0	0	0	0	0	123	5
17:00:00	365	23	119	0	219	6	1	0	0	0	2	0	1	0	0	0	0	0	131	8
17:15:00	391	26	121	2	241	22	1	0	0	0	2	0	1	0	0	0	0	0	143	12
17:30:00	415	24	123	2	253	12	1	0	0	0	2	0	1	0	0	0	0	0	155	12
17:45:00	443	28	126	3	271	18	1	0	0	0	2	0	1	0	0	0	0	0	183	28
18:00:00	468	25	129	3	283	12	1	0	0	0	2	0	1	0	0	0	0	0	203	20
18:15:00	468	0	129	0	283	0	1	0	0	0	2	0	1	0	0	0	0	0	203	0
18:15:15	468	0	129	0	283	0	1	0	0	0	2	0	1	0	0	0	0	0	203	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300015

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	114	114	263	263	5	5	1	1	1	1	0	0	2	2	10	10	0	0	0	0
8:00:00	252	138	486	223	16	11	2	1	4	3	0	0	2	0	26	16	0	0	0	0
8:15:00	419	167	744	258	22	6	2	0	7	3	0	0	2	0	36	10	0	0	0	0
8:30:00	624	205	987	243	23	1	4	2	7	0	0	0	3	1	42	6	0	0	0	0
8:45:00	809	185	1232	245	32	9	4	0	8	1	0	0	4	1	50	8	0	0	0	0
9:00:00	946	137	1476	244	41	9	4	0	11	3	0	0	6	2	55	5	0	0	0	0
9:15:00	1027	81	1688	212	61	20	6	2	18	7	1	1	8	2	62	7	0	0	0	0
9:30:00	1067	40	1916	228	79	18	6	0	21	3	1	0	12	4	70	8	0	0	0	0
9:45:00	1067	0	1916	0	79	0	6	0	21	0	1	0	12	0	70	0	0	0	0	0
16:00:00	1067	0	1916	0	79	0	6	0	21	0	1	0	12	0	70	0	0	0	0	0
16:15:00	1103	36	2057	141	105	26	7	1	22	1	1	0	12	0	74	4	0	0	0	0
16:30:00	1121	18	2211	154	136	31	7	0	23	1	1	0	12	0	78	4	0	0	0	0
16:45:00	1141	20	2373	162	155	19	7	0	24	1	1	0	12	0	79	1	0	0	0	0
17:00:00	1159	18	2542	169	177	22	7	0	25	1	1	0	12	0	84	5	0	0	0	0
17:15:00	1190	31	2724	182	205	28	7	0	25	0	1	0	12	0	89	5	0	0	0	0
17:30:00	1214	24	2907	183	237	32	7	0	26	1	1	0	12	0	92	3	0	0	0	0
17:45:00	1234	20	3106	199	293	56	7	0	26	0	1	0	12	0	97	5	0	0	0	0
18:00:00	1262	28	3282	176	332	39	7	0	27	1	1	0	12	0	100	3	0	0	0	0
18:15:00	1262	0	3282	0	332	0	7	0	27	0	1	0	12	0	100	0	0	0	0	0
18:15:15	1262	0	3282	0	332	0	7	0	27	0	1	0	12	0	100	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Morning Peak Diagram

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

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

Municipality: Toronto
Site #: 1909300016
Intersection: Lake Shore Blvd W & Newport Bea
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Lake Shore Blvd W runs W/E

North Leg Total:	13
North Entering:	6
North Peds:	0
Peds Cross:	⋈

Heavys	6	0	0	6
Trucks	0	0	0	0
Cars	0	0	0	0
Totals	6	0	0	

Heavys	7
Trucks	0
Cars	0
Totals	7

East Leg Total:	1233
East Entering:	104
East Peds:	10
Peds Cross:	⧗

TTC Humber Loop Underpass

Heavys	Trucks	Cars	Totals
11	0	132	143

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
0	0	0	0
99	0	5	104
0	0	0	0
99	0	5	

N
W E
S

Heavys	Trucks	Cars	Totals
7	0	0	7
26	8	1090	1124
0	0	14	14
33	8	1104	

Newport Beach Condos Driveway

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
1095	8	26	1129

Peds Cross:	⧗
West Peds:	111
West Entering:	1145
West Leg Total:	1288

Cars	14
Trucks	0
Heavys	0
Totals	14

Cars	33	0	5	38
Trucks	0	0	0	0
Heavys	0	0	0	0
Totals	33	0	5	

Peds Cross:	⋈
South Peds:	0
South Entering:	38
South Leg Total:	52

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Afternoon Peak Diagram

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

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

Municipality: Toronto
Site #: 1909300016
Intersection: Lake Shore Blvd W & Newport Bea
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Lake Shore Blvd W runs W/E

North Leg Total:	14
North Entering:	6
North Peds:	0
Peds Cross:	⋈

Heavys	6	0	0	6
Trucks	0	0	0	0
Cars	0	0	0	0
Totals	6	0	0	

Heavys	8
Trucks	0
Cars	0
Totals	8

East Leg Total:	1006
East Entering:	122
East Peds:	7
Peds Cross:	⧗

TTC Humber Loop Underpass

Heavys	Trucks	Cars	Totals
7	0	138	145

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
0	0	0	0
121	0	1	122
0	0	0	0
121	0	1	

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W E
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Heavys	Trucks	Cars	Totals
8	0	0	8
12	2	869	883
0	0	23	23
20	2	892	

Newport Beach Condos Driveway

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
870	2	12	884

Peds Cross:	⧗
West Peds:	86
West Entering:	914
West Leg Total:	1059

Cars	23
Trucks	0
Heavys	0
Totals	23

Cars	17	0	1	18
Trucks	0	0	0	0
Heavys	0	0	0	0
Totals	17	0	1	

Peds Cross:	⋈
South Peds:	0
South Entering:	18
South Leg Total:	41

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

Municipality: Toronto
Site #: 1909300016
Intersection: Lake Shore Blvd W & Newport Bea
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Lake Shore Blvd W runs W/E

North Leg Total:	56
North Entering:	26
North Peds:	2
Peds Cross:	⋈

Heavys	26	0	0	26
Trucks	0	0	0	0
Cars	0	0	0	0
Totals	26	0	0	

Heavys	30
Trucks	0
Cars	0
Totals	30

East Leg Total:	4315
East Entering:	456
East Peds:	38
Peds Cross:	⧗

TTC Humber Loop Underpass

Heavys	Trucks	Cars	Totals
42	3	519	564

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
0	0	0	0
437	3	16	456
0	0	0	0
437	3	16	

N
W E
S

Heavys	Trucks	Cars	Totals
30	0	0	30
88	30	3717	3835
4	0	81	85
122	30	3798	

Newport Beach Condos Driveway

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
3741	30	88	3859

Peds Cross:	⧗
West Peds:	365
West Entering:	3950
West Leg Total:	4514

Cars	81
Trucks	0
Heavys	4
Totals	85

Cars	82	0	24	106
Trucks	0	0	0	0
Heavys	0	0	0	0
Totals	82	0	24	

Peds Cross:	⋈
South Peds:	0
South Entering:	106
South Leg Total:	191

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

Intersection: Lake Shore Blvd W & Newport Be | **Count Date:** 6-Jun-19 | **Municipality:** Toronto

North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
8:00:00	*0*	*0*	*3*	*3*	*1*	*17*	*8:00:00*	*11*	*0*	*3*	*14*	*0*
9:00:00	*0*	*0*	*6*	*6*	*0*	*44*	*9:00:00*	*33*	*0*	*5*	*38*	*0*
16:00:00	*0*	*0*	*4*	*4*	*0*	*22*	*16:00:00*	*10*	*0*	*8*	*18*	*0*
17:00:00	*0*	*0*	*7*	*7*	*1*	*25*	*17:00:00*	*11*	*0*	*7*	*18*	*0*
18:00:00	*0*	*0*	*6*	*6*	*0*	*24*	*18:00:00*	*17*	*0*	*1*	*18*	*0*
Totals:	0	0	26	26	2	132	S Totals:	82	0	24	106	0

East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
8:00:00	*0*	*42*	*0*	*42*	*7*	*610*	*8:00:00*	*5*	*561*	*2*	*568*	*60*
9:00:00	*0*	*104*	*0*	*104*	*10*	*1249*	*9:00:00*	*7*	*1124*	*14*	*1145*	*111*
16:00:00	*0*	*64*	*0*	*64*	*0*	*597*	*16:00:00*	*4*	*526*	*3*	*533*	*25*
17:00:00	*0*	*124*	*0*	*124*	*14*	*914*	*17:00:00*	*6*	*741*	*43*	*790*	*83*
18:00:00	*0*	*122*	*0*	*122*	*7*	*1036*	*18:00:00*	*8*	*883*	*23*	*914*	*86*
Totals:	0	456	0	456	38	4406	W Totals:	30	3835	85	3950	365

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*8:00*	*9:00*	*16:00*	*17:00*	*18:00*	*0:00*	*0:00*	*0:00*
Crossing Values:	*78*	*154*	*35*	*108*	*110*	*0*	*0*	*0*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300016

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	1
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	1	0
8:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	1	0
8:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	1	0
8:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	2	1	0
9:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	1	0
9:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	2	1	0
9:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	2	1	0
9:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	1	0
16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	1	0
16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	2	2	1
16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	2	2	0
16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	1	2	0
17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	2	2	0
17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	2	2	0
17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	1	2	0
17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	2	2	0
18:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	1	2	0
18:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0	2	0
18:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0	2	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300016

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	21	21	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0
8:00:00	0	0	37	16	0	0	0	0	0	0	0	0	0	0	5	0	0	0	7	7
8:15:00	0	0	64	27	0	0	0	0	0	0	0	0	0	0	7	2	0	0	9	2
8:30:00	0	0	85	21	0	0	0	0	0	0	0	0	0	0	8	1	0	0	11	2
8:45:00	0	0	114	29	0	0	0	0	0	0	0	0	0	0	9	1	0	0	11	0
9:00:00	0	0	136	22	0	0	0	0	0	0	0	0	0	0	10	1	0	0	17	6
9:15:00	0	0	167	31	0	0	0	0	1	1	0	0	0	0	11	1	0	0	17	0
9:30:00	0	0	197	30	0	0	0	0	1	0	0	0	0	0	12	1	0	0	17	0
9:45:00	0	0	197	0	0	0	0	0	1	0	0	0	0	0	12	0	0	0	17	0
16:00:00	0	0	197	0	0	0	0	0	1	0	0	0	0	0	12	0	0	0	17	0
16:15:00	0	0	229	32	0	0	0	0	2	1	0	0	0	0	15	3	0	0	19	2
16:30:00	0	0	257	28	0	0	0	0	3	1	0	0	0	0	15	0	0	0	27	8
16:45:00	0	0	285	28	0	0	0	0	3	0	0	0	0	0	15	0	0	0	30	3
17:00:00	0	0	316	31	0	0	0	0	3	0	0	0	0	0	15	0	0	0	31	1
17:15:00	0	0	360	44	0	0	0	0	3	0	0	0	0	0	16	1	0	0	33	2
17:30:00	0	0	382	22	0	0	0	0	3	0	0	0	0	0	16	0	0	0	36	3
17:45:00	0	0	410	28	0	0	0	0	3	0	0	0	0	0	16	0	0	0	36	0
18:00:00	0	0	437	27	0	0	0	0	3	0	0	0	0	0	16	0	0	0	38	2
18:15:00	0	0	437	0	0	0	0	0	3	0	0	0	0	0	16	0	0	0	38	0
18:15:15	0	0	437	0	0	0	0	0	3	0	0	0	0	0	16	0	0	0	38	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300016

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	6	6	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	11	5	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	19	8	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	29	10	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	37	8	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00	44	7	0	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00	49	5	0	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30:00	54	5	0	0	16	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45:00	54	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00:00	54	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15:00	58	4	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30:00	61	3	0	0	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45:00	62	1	0	0	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00:00	65	3	0	0	23	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15:00	68	3	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30:00	77	9	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45:00	79	2	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:00	82	3	0	0	24	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:00	82	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:15	82	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300016

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	282	282	1	1	0	0	2	2	0	0	2	2	9	9	0	0	30	30
8:00:00	0	0	533	251	1	0	0	0	5	3	0	0	5	3	23	14	1	1	60	30
8:15:00	0	0	814	281	4	3	0	0	8	3	0	0	8	3	30	7	1	0	93	33
8:30:00	0	0	1092	278	5	1	0	0	9	1	0	0	10	2	35	5	1	0	118	25
8:45:00	0	0	1344	252	9	4	0	0	10	1	0	0	11	1	42	7	1	0	146	28
9:00:00	0	0	1623	279	15	6	0	0	13	3	0	0	12	1	49	7	1	0	171	25
9:15:00	0	0	1872	249	16	1	0	0	21	8	0	0	14	2	55	6	2	1	181	10
9:30:00	0	0	2124	252	17	1	0	0	24	3	0	0	16	2	63	8	2	0	196	15
9:45:00	0	0	2124	0	17	0	0	0	24	0	0	0	16	0	63	0	2	0	196	0
16:00:00	0	0	2124	0	17	0	0	0	24	0	0	0	16	0	63	0	2	0	196	0
16:15:00	0	0	2287	163	32	15	0	0	25	1	0	0	17	1	67	4	3	1	219	23
16:30:00	0	0	2475	188	42	10	0	0	26	1	0	0	19	2	70	3	3	0	235	16
16:45:00	0	0	2663	188	52	10	0	0	27	1	0	0	20	1	71	1	4	1	254	19
17:00:00	0	0	2848	185	58	6	0	0	28	1	0	0	22	2	76	5	4	0	279	25
17:15:00	0	0	3060	212	64	6	0	0	28	0	0	0	24	2	79	3	4	0	285	6
17:30:00	0	0	3280	220	65	1	0	0	29	1	0	0	27	3	81	2	4	0	304	19
17:45:00	0	0	3511	231	70	5	0	0	29	0	0	0	28	1	85	4	4	0	325	21
18:00:00	0	0	3717	206	81	11	0	0	30	1	0	0	30	2	88	3	4	0	365	40
18:15:00	0	0	3717	0	81	0	0	0	30	0	0	0	30	0	88	0	4	0	365	0
18:15:15	0	0	3717	0	81	0	0	0	30	0	0	0	30	0	88	0	4	0	365	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Morning Peak Diagram

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

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

Municipality: Toronto
Site #: 1909300017
Intersection: Lake Shore Blvd W & Marine Parad
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Lake Shore Blvd W runs W/E

East Leg Total: 1281
East Entering: 41
East Peds: 0
Peds Cross:

Lake Shore Blvd W

Heavys	Trucks	Cars	Totals
5	0	94	99

Heavys	Trucks	Cars	Totals
16	12	1070	1098
8	0	28	36
24	12	1098	

N
W E
S

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
40	0	1	41
0	0	0	0
40	0	1	

Cars	Trucks	Heavys	Totals
1208	13	19	1240

Marine Parade Dr

Peds Cross:
West Peds: 0
West Entering: 1134
West Leg Total: 1233

Cars	28
Trucks	0
Heavys	8
Totals	36

Cars	54	138	192
Trucks	0	1	1
Heavys	4	3	7
Totals	58	142	

Peds Cross:
South Peds: 38
South Entering: 200
South Leg Total: 236

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Afternoon Peak Diagram

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

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

Municipality: Toronto
Site #: 1909300017
Intersection: Lake Shore Blvd W & Marine Parad
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Lake Shore Blvd W runs W/E

East Leg Total: 915
East Entering: 56
East Peds: 0
Peds Cross:

Heavys	Trucks	Cars	Totals
1	0	123	124

Lake Shore Blvd W

Heavys	Trucks	Cars	Totals
6	3	781	790
8	0	63	71
14	3	844	

N
W E
S

Cars	Trucks	Heavys	Totals
56	0	0	56
0	0	0	0
56	0	0	

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
850	3	6	859

Marine Parade Dr

Peds Cross:
West Peds: 0
West Entering: 861
West Leg Total: 985

Cars	63
Trucks	0
Heavys	8
Totals	71

Cars	67	69	136
Trucks	0	0	0
Heavys	1	0	1
Totals	68	69	

Peds Cross:
South Peds: 39
South Entering: 137
South Leg Total: 208

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

Municipality: Toronto
Site #: 1909300017
Intersection: Lake Shore Blvd W & Marine Parad
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Lake Shore Blvd W runs W/E

East Leg Total:	4082
East Entering:	193
East Peds:	2
Peds Cross:	

N
W E
S

Lake Shore Blvd W

Heavys	Trucks	Cars	Totals
13	5	419	437

Cars	Trucks	Heavys	Totals
186	2	4	192
1	0	0	1
187	2	4	

Lake Shore Blvd W

Heavys	Trucks	Cars	Totals
54	38	3481	3573
32	2	236	270
86	40	3717	

Cars	Trucks	Heavys	Totals
3792	40	57	3889

Marine Parade Dr

Peds Cross:	
West Peds:	0
West Entering:	3843
West Leg Total:	4280

Cars	237		
Trucks	2		
Heavys	32		
Totals	271		

Cars	233	311	544
Trucks	3	2	5
Heavys	9	3	12
Totals	245	316	

Peds Cross:	
South Peds:	154
South Entering:	561
South Leg Total:	832

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

Intersection: Lake Shore Blvd W & Marine Para | **Count Date:** 6-Jun-19 | **Municipality:** Toronto

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	North/South Total Approaches
	Left	Thru	Right	Grand Total		
8:00:00	0	0	0	0	0	50
9:00:00	0	0	0	0	0	200
16:00:00	0	0	0	0	0	51
17:00:00	0	0	0	0	0	137
18:00:00	0	0	0	0	0	123
Totals:	0	0	0	0	0	561

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
8:00:00	20	0	30	50	19
9:00:00	58	0	142	200	38
16:00:00	28	0	23	51	8
17:00:00	77	0	60	137	41
18:00:00	62	0	61	123	48
S Totals:	245	0	316	561	154

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	East/West Total Approaches
	Left	Thru	Right	Grand Total		
8:00:00	0	18	0	18	2	569
9:00:00	0	41	0	41	0	1175
16:00:00	0	32	0	32	0	565
17:00:00	1	46	0	47	0	797
18:00:00	0	55	0	55	0	930
Totals:	1	192	0	193	2	4036

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
8:00:00	0	534	17	551	0
9:00:00	0	1098	36	1134	0
16:00:00	0	499	34	533	0
17:00:00	0	651	99	750	0
18:00:00	0	791	84	875	0
W Totals:	0	3573	270	3843	0

Calculated Values for Traffic Crossing Major Street

Hours Ending:	8:00	9:00	16:00	17:00	18:00	0:00	0:00	0:00
Crossing Values:	22	58	28	77	62	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300017

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

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300017

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	8	8	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0
8:00:00	0	0	15	7	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	2
8:15:00	0	0	28	13	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0
8:30:00	0	0	37	9	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0
8:45:00	0	0	46	9	0	0	0	0	0	0	0	0	0	0	4	1	0	0	2	0
9:00:00	0	0	55	9	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0
9:15:00	0	0	75	20	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0
9:30:00	0	0	87	12	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0
9:45:00	0	0	87	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0
16:00:00	0	0	87	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0
16:15:00	1	1	98	11	0	0	0	0	1	1	0	0	0	0	4	0	0	0	2	0
16:30:00	1	0	104	6	0	0	0	0	2	1	0	0	0	0	4	0	0	0	2	0
16:45:00	1	0	119	15	0	0	0	0	2	0	0	0	0	0	4	0	0	0	2	0
17:00:00	1	0	131	12	0	0	0	0	2	0	0	0	0	0	4	0	0	0	2	0
17:15:00	1	0	148	17	0	0	0	0	2	0	0	0	0	0	4	0	0	0	2	0
17:30:00	1	0	158	10	0	0	0	0	2	0	0	0	0	0	4	0	0	0	2	0
17:45:00	1	0	175	17	0	0	0	0	2	0	0	0	0	0	4	0	0	0	2	0
18:00:00	1	0	186	11	0	0	0	0	2	0	0	0	0	0	4	0	0	0	2	0
18:15:00	1	0	186	0	0	0	0	0	2	0	0	0	0	0	4	0	0	0	2	0
18:15:15	1	0	186	0	0	0	0	0	2	0	0	0	0	0	4	0	0	0	2	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300017

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	11	11	0	0	7	7	0	0	0	0	0	0	2	2	0	0	0	0	5	5
8:00:00	18	7	0	0	30	23	0	0	0	0	0	0	2	0	0	0	0	0	19	14
8:15:00	32	14	0	0	62	32	0	0	0	0	0	0	4	2	0	0	0	0	26	7
8:30:00	44	12	0	0	102	40	0	0	0	0	0	0	5	1	0	0	2	2	33	7
8:45:00	61	17	0	0	139	37	0	0	0	0	1	1	5	0	0	0	3	1	43	10
9:00:00	72	11	0	0	168	29	0	0	0	0	1	0	6	1	0	0	3	0	57	14
9:15:00	80	8	0	0	181	13	1	1	0	0	1	0	6	0	0	0	3	0	60	3
9:30:00	98	18	0	0	190	9	1	0	0	0	2	1	7	1	0	0	3	0	65	5
9:45:00	98	0	0	0	190	0	1	0	0	0	2	0	7	0	0	0	3	0	65	0
16:00:00	98	0	0	0	190	0	1	0	0	0	2	0	7	0	0	0	3	0	65	0
16:15:00	118	20	0	0	202	12	2	1	0	0	2	0	8	1	0	0	3	0	78	13
16:30:00	140	22	0	0	216	14	3	1	0	0	2	0	8	0	0	0	3	0	89	11
16:45:00	152	12	0	0	226	10	3	0	0	0	2	0	8	0	0	0	3	0	98	9
17:00:00	172	20	0	0	250	24	3	0	0	0	2	0	8	0	0	0	3	0	106	8
17:15:00	198	26	0	0	261	11	3	0	0	0	2	0	9	1	0	0	3	0	116	10
17:30:00	207	9	0	0	270	9	3	0	0	0	2	0	9	0	0	0	3	0	126	10
17:45:00	219	12	0	0	295	25	3	0	0	0	2	0	9	0	0	0	3	0	137	11
18:00:00	233	14	0	0	311	16	3	0	0	0	2	0	9	0	0	0	3	0	154	17
18:15:00	233	0	0	0	311	0	3	0	0	0	2	0	9	0	0	0	3	0	154	0
18:15:15	233	0	0	0	311	0	3	0	0	0	2	0	9	0	0	0	3	0	154	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300017

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	259	259	7	7	0	0	3	3	0	0	0	0	6	6	2	2	0	0
8:00:00	0	0	509	250	11	4	0	0	8	5	0	0	0	0	17	11	6	4	0	0
8:15:00	0	0	788	279	12	1	0	0	11	3	0	0	0	0	21	4	9	3	0	0
8:30:00	0	0	1062	274	20	8	0	0	15	4	0	0	0	0	24	3	11	2	0	0
8:45:00	0	0	1315	253	27	7	0	0	16	1	0	0	0	0	30	6	13	2	0	0
9:00:00	0	0	1579	264	39	12	0	0	20	4	0	0	0	0	33	3	14	1	0	0
9:15:00	0	0	1819	240	52	13	0	0	26	6	2	2	0	0	37	4	16	2	0	0
9:30:00	0	0	2056	237	68	16	0	0	31	5	2	0	0	0	44	7	17	1	0	0
9:45:00	0	0	2056	0	68	0	0	0	31	0	2	0	0	0	44	0	17	0	0	0
16:00:00	0	0	2056	0	68	0	0	0	31	0	2	0	0	0	44	0	17	0	0	0
16:15:00	0	0	2197	141	93	25	0	0	32	1	2	0	0	0	45	1	20	3	0	0
16:30:00	0	0	2355	158	121	28	0	0	33	1	2	0	0	0	46	1	22	2	0	0
16:45:00	0	0	2522	167	146	25	0	0	34	1	2	0	0	0	47	1	22	0	0	0
17:00:00	0	0	2698	176	159	13	0	0	35	1	2	0	0	0	49	2	25	3	0	0
17:15:00	0	0	2896	198	174	15	0	0	36	1	2	0	0	0	50	1	27	2	0	0
17:30:00	0	0	3095	199	187	13	0	0	37	1	2	0	0	0	52	2	27	0	0	0
17:45:00	0	0	3303	208	209	22	0	0	37	0	2	0	0	0	53	1	30	3	0	0
18:00:00	0	0	3481	178	236	27	0	0	38	1	2	0	0	0	54	1	32	2	0	0
18:15:00	0	0	3481	0	236	0	0	0	38	0	2	0	0	0	54	0	32	0	0	0
18:15:15	0	0	3481	0	236	0	0	0	38	0	2	0	0	0	54	0	32	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Morning Peak Diagram

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

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

Municipality: Toronto
Site #: 1909300018
Intersection: Lake Shore Blvd W & Palace Pier
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Lake Shore Blvd W runs W/E

East Leg Total: 1234
East Entering: 0
East Peds: 0
Peds Cross:

Heavys	Trucks	Cars	Totals
1	0	36	37

Lake Shore Blvd W

Heavys	Trucks	Cars	Totals
25	21	1107	1153
6	3	65	74
31	24	1172	

N
W E
S

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

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
1187	21	26	1234

Palace Pier Ct

Peds Cross:
West Peds: 1
West Entering: 1227
West Leg Total: 1264

Cars	65		
Trucks	3		
Heavys	6		
Totals	74		

Cars	36	80	116
Trucks	0	0	0
Heavys	1	1	2
Totals	37	81	

Peds Cross:
South Peds: 16
South Entering: 118
South Leg Total: 192

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Afternoon Peak Diagram

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

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

Municipality: Toronto
Site #: 1909300018
Intersection: Lake Shore Blvd W & Palace Pier
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Lake Shore Blvd W runs W/E

East Leg Total: 808
East Entering: 0
East Peds: 0
Peds Cross:

Lake Shore Blvd W

Heavys	Trucks	Cars	Totals
0	0	56	56

Heavys	Trucks	Cars	Totals
4	3	724	731
2	0	102	104
6	3	826	

N
W E
S

Lake Shore Blvd W

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

Cars	Trucks	Heavys	Totals
800	3	5	808

Palace Pier Ct

Peds Cross:
West Peds: 3
West Entering: 835
West Leg Total: 891

Cars	102
Trucks	0
Heavys	2
Totals	104

Cars	56	76	132
Trucks	0	0	0
Heavys	0	1	1
Totals	56	77	

Peds Cross:
South Peds: 14
South Entering: 133
South Leg Total: 237

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

Municipality: Toronto
Site #: 1909300018
Intersection: Lake Shore Blvd W & Palace Pier
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Lake Shore Blvd W runs W/E

East Leg Total:	3793
East Entering:	0
East Peds:	0
Peds Cross:	

Lake Shore Blvd W

Heavys	Trucks	Cars	Totals
4	1	170	175

Heavys	Trucks	Cars	Totals
69	52	3405	3526
15	6	288	309
84	58	3693	

N
W E
S

Lake Shore Blvd W

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

Cars	Trucks	Heavys	Totals
3666	54	73	3793

Palace Pier Ct

Peds Cross:	
West Peds:	9
West Entering:	3835
West Leg Total:	4010

Cars	288
Trucks	6
Heavys	15
Totals	309

Cars	170	261	431
Trucks	1	2	3
Heavys	4	4	8
Totals	175	267	

Peds Cross:	
South Peds:	72
South Entering:	442
South Leg Total:	751

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

Intersection: Lake Shore Blvd W & Palace Pier | **Count Date:** 6-Jun-19 | **Municipality:** Toronto

North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
8:00:00	*0*	*0*	*0*	*0*	*0*	*45*	*8:00:00*	*13*	*0*	*32*	*45*	*18*
9:00:00	*0*	*0*	*0*	*0*	*0*	*118*	*9:00:00*	*37*	*0*	*81*	*118*	*16*
16:00:00	*0*	*0*	*0*	*0*	*0*	*54*	*16:00:00*	*25*	*0*	*29*	*54*	*9*
17:00:00	*0*	*0*	*0*	*0*	*0*	*101*	*17:00:00*	*45*	*0*	*56*	*101*	*17*
18:00:00	*0*	*0*	*0*	*0*	*0*	*124*	*18:00:00*	*55*	*0*	*69*	*124*	*12*
Totals:	0	0	0	0	0	442	S Totals:	175	0	267	442	72

East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
8:00:00	*0*	*0*	*0*	*0*	*0*	*552*	*8:00:00*	*0*	*526*	*26*	*552*	*0*
9:00:00	*0*	*0*	*0*	*0*	*0*	*1227*	*9:00:00*	*0*	*1153*	*74*	*1227*	*1*
16:00:00	*0*	*0*	*0*	*0*	*0*	*528*	*16:00:00*	*0*	*488*	*40*	*528*	*1*
17:00:00	*0*	*0*	*0*	*0*	*0*	*699*	*17:00:00*	*0*	*628*	*71*	*699*	*4*
18:00:00	*0*	*0*	*0*	*0*	*0*	*829*	*18:00:00*	*0*	*731*	*98*	*829*	*3*
Totals:	0	0	0	0	0	3835	W Totals:	0	3526	309	3835	9

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*8:00*	*9:00*	*16:00*	*17:00*	*18:00*	*0:00*	*0:00*	*0:00*
Crossing Values:	*13*	*38*	*26*	*49*	*58*	*0*	*0*	*0*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300018

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

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300018

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

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300018

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	5	5	0	0	13	13	0	0	0	0	0	0	3	3	0	0	0	0	4	4
8:00:00	10	5	0	0	32	19	0	0	0	0	0	0	3	0	0	0	0	0	18	14
8:15:00	20	10	0	0	47	15	0	0	0	0	0	0	3	0	0	0	1	1	23	5
8:30:00	29	9	0	0	67	20	0	0	0	0	0	0	3	0	0	0	1	0	26	3
8:45:00	38	9	0	0	94	27	0	0	0	0	0	0	4	1	0	0	1	0	29	3
9:00:00	46	8	0	0	112	18	0	0	0	0	0	0	4	0	0	0	1	0	34	5
9:15:00	59	13	0	0	126	14	0	0	0	0	0	0	4	0	0	0	2	1	39	5
9:30:00	71	12	0	0	139	13	0	0	0	0	1	1	4	0	0	0	2	0	43	4
9:45:00	71	0	0	0	139	0	0	0	0	0	1	0	4	0	0	0	2	0	43	0
16:00:00	71	0	0	0	139	0	0	0	0	0	1	0	4	0	0	0	2	0	43	0
16:15:00	82	11	0	0	147	8	1	1	0	0	1	0	4	0	0	0	2	0	48	5
16:30:00	89	7	0	0	161	14	1	0	0	0	2	1	4	0	0	0	3	1	54	6
16:45:00	103	14	0	0	173	12	1	0	0	0	2	0	4	0	0	0	3	0	58	4
17:00:00	115	12	0	0	193	20	1	0	0	0	2	0	4	0	0	0	3	0	60	2
17:15:00	133	18	0	0	211	18	1	0	0	0	2	0	4	0	0	0	3	0	69	9
17:30:00	142	9	0	0	229	18	1	0	0	0	2	0	4	0	0	0	3	0	71	2
17:45:00	159	17	0	0	249	20	1	0	0	0	2	0	4	0	0	0	4	1	72	1
18:00:00	170	11	0	0	261	12	1	0	0	0	2	0	4	0	0	0	4	0	72	0
18:15:00	170	0	0	0	261	0	1	0	0	0	2	0	4	0	0	0	4	0	72	0
18:15:15	170	0	0	0	261	0	1	0	0	0	2	0	4	0	0	0	4	0	72	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300018

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	245	245	8	8	0	0	4	4	2	2	0	0	7	7	2	2	0	0
8:00:00	0	0	499	254	19	11	0	0	9	5	2	0	0	0	18	11	5	3	0	0
8:15:00	0	0	783	284	30	11	0	0	15	6	2	0	0	0	25	7	5	0	0	0
8:30:00	0	0	1077	294	43	13	0	0	19	4	3	1	0	0	32	7	7	2	1	1
8:45:00	0	0	1344	267	56	13	0	0	25	6	4	1	0	0	38	6	10	3	1	0
9:00:00	0	0	1606	262	84	28	0	0	30	5	5	1	0	0	43	5	11	1	1	0
9:15:00	0	0	1832	226	102	18	0	0	36	6	5	0	0	0	52	9	13	2	1	0
9:30:00	0	0	2061	229	121	19	0	0	45	9	6	1	0	0	61	9	13	0	2	1
9:45:00	0	0	2061	0	121	0	0	0	45	0	6	0	0	0	61	0	13	0	2	0
16:00:00	0	0	2061	0	121	0	0	0	45	0	6	0	0	0	61	0	13	0	2	0
16:15:00	0	0	2197	136	134	13	0	0	46	1	6	0	0	0	62	1	13	0	4	2
16:30:00	0	0	2350	153	150	16	0	0	47	1	6	0	0	0	63	1	13	0	4	0
16:45:00	0	0	2508	158	167	17	0	0	48	1	6	0	0	0	64	1	13	0	6	2
17:00:00	0	0	2681	173	191	24	0	0	49	1	6	0	0	0	65	1	14	1	6	0
17:15:00	0	0	2850	169	220	29	0	0	50	1	6	0	0	0	66	1	14	0	8	2
17:30:00	0	0	3025	175	246	26	0	0	51	1	6	0	0	0	67	1	15	1	8	0
17:45:00	0	0	3232	207	269	23	0	0	51	0	6	0	0	0	68	1	15	0	9	1
18:00:00	0	0	3405	173	288	19	0	0	52	1	6	0	0	0	69	1	15	0	9	0
18:15:00	0	0	3405	0	288	0	0	0	52	0	6	0	0	0	69	0	15	0	9	0
18:15:15	0	0	3405	0	288	0	0	0	52	0	6	0	0	0	69	0	15	0	9	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Morning Peak Diagram

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

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

Municipality: Toronto
Site #: 1909300019
Intersection: Lake Shore Blvd W & Windermere
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Lake Shore Blvd W runs W/E

North Leg Total:	907
North Entering:	578
North Peds:	1
Peds Cross:	⋈

Heavys	4	0	0	4
Trucks	0	1	2	3
Cars	357	4	210	571
Totals	361	5	212	

Heavys	6
Trucks	7
Cars	316
Totals	329

East Leg Total:	5499
East Entering:	1517
East Peds:	0
Peds Cross:	⧗

Windermere Ave

Heavys	Trucks	Cars	Totals
22	19	1754	1795

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
80	1	2	83
1397	19	18	1434
0	0	0	0
1477	20	20	

N
W E
S

Heavys	Trucks	Cars	Totals
4	6	236	246
73	91	3606	3770
0	0	2	2
77	97	3844	

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
3816	93	73	3982

Parking Lot Driveway

Peds Cross:	⧗
West Peds:	68
West Entering:	4018
West Leg Total:	5813

Cars	6
Trucks	1
Heavys	0
Totals	7

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

Peds Cross:	⋈
South Peds:	0
South Entering:	0
South Leg Total:	7

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Afternoon Peak Diagram

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

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

Municipality: Toronto
Site #: 1909300019
Intersection: Lake Shore Blvd W & Windermere
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Lake Shore Blvd W runs W/E

North Leg Total: 1010
North Entering: 538
North Peds: 8
Peds Cross: ⋈

Heavys	0	0	0	0
Trucks	11	1	1	13
Cars	414	8	103	525
Totals	425	9	104	

Heavys	1
Trucks	5
Cars	466
Totals	472

East Leg Total: 5979
East Entering: 2583
East Peds: 0
Peds Cross: ⧗

Windermere Ave

Heavys	Trucks	Cars	Totals
25	57	2819	2901

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
102	2	0	104
2405	46	25	2476
3	0	0	3
2510	48	25	

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W E
S

Heavys	Trucks	Cars	Totals
1	3	364	368
19	20	3253	3292
0	0	0	0
20	23	3617	

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
3356	21	19	3396

Parking Lot Driveway

Peds Cross: ⧗
West Peds: 116
West Entering: 3660
West Leg Total: 6561

Cars	11
Trucks	1
Heavys	0
Totals	12

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

Peds Cross: ⋈
South Peds: 0
South Entering: 0
South Leg Total: 12

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

Municipality: Toronto
Site #: 1909300019
Intersection: Lake Shore Blvd W & Windermere
TFR File #: 1
Count date: 6-Jun-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Lake Shore Blvd W runs W/E

North Leg Total: 3488
North Entering: 2025
North Peds: 32
Peds Cross: ⋈

Heavys	11	0	2	13
Trucks	21	2	6	29
Cars	1400	31	552	1983
Totals	1432	33	560	

Heavys	18
Trucks	21
Cars	1424
Totals	1463

East Leg Total: 21489
East Entering: 7737
East Peds: 1
Peds Cross: ⧗

Windermere Ave

Heavys	Trucks	Cars	Totals
111	160	8549	8820

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
330	7	6	343
7147	139	100	7386
8	0	0	8
7485	146	106	

N
W E
S

Heavys	Trucks	Cars	Totals
12	14	1094	1120
213	244	12735	13192
1	0	2	3
226	258	13831	

Lake Shore Blvd W

Cars	Trucks	Heavys	Totals
13287	250	215	13752

Parking Lot Driveway

Peds Cross: ⧗
West Peds: 304
West Entering: 14315
West Leg Total: 23135

Cars	41
Trucks	2
Heavys	1
Totals	44

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

Peds Cross: ⋈
South Peds: 0
South Entering: 2
South Leg Total: 46

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

Intersection: Lake Shore Blvd W & Windermere | **Count Date:** 6-Jun-19 | **Municipality:** Toronto

North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
8:00:00	*96*	*4*	*201*	*301*	*0*	*301*	*8:00:00*	*0*	*0*	*0*	*0*	*0*
9:00:00	*208*	*3*	*303*	*514*	*4*	*514*	*9:00:00*	*0*	*0*	*0*	*0*	*0*
16:00:00	*75*	*2*	*147*	*224*	*0*	*224*	*16:00:00*	*0*	*0*	*0*	*0*	*0*
17:00:00	*82*	*15*	*352*	*449*	*24*	*451*	*17:00:00*	*2*	*0*	*0*	*2*	*0*
18:00:00	*99*	*9*	*429*	*537*	*4*	*537*	*18:00:00*	*0*	*0*	*0*	*0*	*0*
Totals:	560	33	1432	2025	32	2027	S Totals:	2	0	0	2	0

East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
8:00:00	*0*	*713*	*35*	*748*	*0*	*2740*	*8:00:00*	*112*	*1879*	*1*	*1992*	*31*
9:00:00	*1*	*1343*	*95*	*1439*	*0*	*5358*	*9:00:00*	*240*	*3677*	*2*	*3919*	*59*
16:00:00	*1*	*510*	*35*	*546*	*0*	*2456*	*16:00:00*	*124*	*1786*	*0*	*1910*	*25*
17:00:00	*2*	*2239*	*65*	*2306*	*0*	*5579*	*17:00:00*	*320*	*2953*	*0*	*3273*	*88*
18:00:00	*4*	*2581*	*113*	*2698*	*1*	*5919*	*18:00:00*	*324*	*2897*	*0*	*3221*	*101*
Totals:	8	7386	343	7737	1	22052	W Totals:	1120	13192	3	14315	304

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*8:00*	*9:00*	*16:00*	*17:00*	*18:00*	*0:00*	*0:00*	*0:00*
Crossing Values:	*131*	*270*	*102*	*187*	*210*	*0*	*0*	*0*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300019

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	45	45	2	2	102	102	1	1	1	1	0	0	0	0	0	0	0	0	0	0
8:00:00	95	50	3	1	199	97	1	0	1	0	0	0	0	0	0	0	2	2	0	0
8:15:00	152	57	3	0	277	78	1	0	1	0	0	0	0	0	0	0	2	0	0	0
8:30:00	210	58	4	1	357	80	2	1	1	0	0	0	0	0	0	0	4	2	1	1
8:45:00	259	49	4	0	417	60	2	0	1	0	0	0	0	0	0	0	4	0	3	2
9:00:00	302	43	6	2	499	82	2	0	1	0	0	0	0	0	0	0	5	1	4	1
9:15:00	335	33	6	0	562	63	2	0	1	0	3	3	1	1	0	0	5	0	4	0
9:30:00	375	40	8	2	640	78	3	1	1	0	4	1	1	0	0	0	7	2	4	0
9:45:00	375	0	8	0	640	0	3	0	1	0	4	0	1	0	0	0	7	0	4	0
16:00:00	375	0	8	0	640	0	3	0	1	0	4	0	1	0	0	0	7	0	4	0
16:15:00	390	15	11	3	725	85	3	0	1	0	5	1	1	0	0	0	8	1	9	5
16:30:00	410	20	16	5	800	75	4	1	1	0	9	4	2	1	0	0	8	0	18	9
16:45:00	432	22	18	2	885	85	5	1	1	0	10	1	2	0	0	0	10	2	24	6
17:00:00	454	22	23	5	979	94	5	0	1	0	14	4	2	0	0	0	10	0	28	4
17:15:00	489	35	25	2	1094	115	6	1	2	1	18	4	2	0	0	0	10	0	28	0
17:30:00	510	21	26	1	1192	98	6	0	2	0	19	1	2	0	0	0	10	0	32	4
17:45:00	535	25	26	0	1299	107	6	0	2	0	21	2	2	0	0	0	10	0	32	0
18:00:00	552	17	31	5	1400	101	6	0	2	0	21	0	2	0	0	0	11	1	32	0
18:15:00	552	0	31	0	1400	0	6	0	2	0	21	0	2	0	0	0	11	0	32	0
18:15:15	552	0	31	0	1400	0	6	0	2	0	21	0	2	0	0	0	11	0	32	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300019

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	333	333	17	17	0	0	4	4	0	0	0	0	3	3	1	1	0	0
8:00:00	0	0	695	362	34	17	0	0	10	6	0	0	0	0	8	5	1	0	0	0
8:15:00	0	0	1039	344	62	28	0	0	14	4	1	1	0	0	10	2	1	0	0	0
8:30:00	0	0	1397	358	80	18	0	0	19	5	1	0	0	0	18	8	2	1	0	0
8:45:00	1	1	1686	289	103	23	0	0	30	11	1	0	0	0	22	4	4	2	0	0
9:00:00	1	0	1990	304	122	19	0	0	37	7	3	2	0	0	29	7	5	1	0	0
9:15:00	2	1	2248	258	142	20	0	0	42	5	4	1	0	0	36	7	5	0	0	0
9:30:00	2	0	2479	231	155	13	0	0	45	3	5	1	0	0	42	6	5	0	0	0
9:45:00	2	0	2479	0	155	0	0	0	45	0	5	0	0	0	42	0	5	0	0	0
16:00:00	2	0	2479	0	155	0	0	0	45	0	5	0	0	0	42	0	5	0	0	0
16:15:00	3	1	3026	547	167	12	0	0	55	10	5	0	0	0	53	11	5	0	0	0
16:30:00	3	0	3557	531	183	16	0	0	67	12	5	0	0	0	57	4	6	1	0	0
16:45:00	4	1	4086	529	202	19	0	0	83	16	5	0	0	0	72	15	6	0	0	0
17:00:00	4	0	4631	545	219	17	0	0	92	9	5	0	0	0	82	10	6	0	0	0
17:15:00	5	1	5236	605	245	26	0	0	104	12	6	1	0	0	85	3	6	0	0	0
17:30:00	7	2	5864	628	273	28	0	0	112	8	6	0	0	0	89	4	6	0	0	0
17:45:00	7	0	6491	627	304	31	0	0	129	17	7	1	0	0	97	8	6	0	0	0
18:00:00	8	1	7147	656	330	26	0	0	139	10	7	0	0	0	100	3	6	0	1	1
18:15:00	8	0	7147	0	330	0	0	0	139	0	7	0	0	0	100	0	6	0	1	0
18:15:15	8	0	7147	0	330	0	0	0	139	0	7	0	0	0	100	0	6	0	1	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300019

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

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 6-Jun-19 Site #: 1909300019

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	45	45	936	936	1	1	2	2	21	21	0	0	1	1	21	21	0	0	7	7
8:00:00	106	61	1796	860	1	0	5	3	46	25	0	0	1	0	37	16	0	0	31	24
8:15:00	169	63	2717	921	2	1	6	1	65	19	0	0	2	1	59	22	0	0	54	23
8:30:00	236	67	3606	889	2	0	6	0	91	26	0	0	4	2	73	14	0	0	68	14
8:45:00	284	48	4469	863	2	0	6	0	114	23	0	0	4	0	93	20	1	1	83	15
9:00:00	340	56	5292	823	2	0	7	1	146	32	0	0	5	1	118	25	1	0	90	7
9:15:00	398	58	6080	788	2	0	7	0	182	36	0	0	6	1	147	29	1	0	104	14
9:30:00	460	62	6951	871	2	0	7	0	212	30	0	0	9	3	179	32	1	0	115	11
9:45:00	460	0	6951	0	2	0	7	0	212	0	0	0	9	0	179	0	1	0	115	0
16:00:00	460	0	6951	0	2	0	7	0	212	0	0	0	9	0	179	0	1	0	115	0
16:15:00	542	82	7538	587	2	0	8	1	214	2	0	0	10	1	185	6	1	0	138	23
16:30:00	616	74	8283	745	2	0	10	2	219	5	0	0	11	1	189	4	1	0	154	16
16:45:00	686	70	9036	753	2	0	11	1	223	4	0	0	11	0	190	1	1	0	175	21
17:00:00	773	87	9872	836	2	0	12	1	227	4	0	0	11	0	196	6	1	0	203	28
17:15:00	870	97	10718	846	2	0	14	2	232	5	0	0	12	1	199	3	1	0	223	20
17:30:00	957	87	11512	794	2	0	14	0	240	8	0	0	12	0	205	6	1	0	259	36
17:45:00	1050	93	12289	777	2	0	14	0	243	3	0	0	12	0	209	4	1	0	291	32
18:00:00	1094	44	12735	446	2	0	14	0	244	1	0	0	12	0	213	4	1	0	304	13
18:15:00	1094	0	12735	0	2	0	14	0	244	0	0	0	12	0	213	0	1	0	304	0
18:15:15	1094	0	12735	0	2	0	14	0	244	0	0	0	12	0	213	0	1	0	304	0

City of Toronto - Traffic Safety Unit

Turning Movement Count Summary Report

GRAND AVE AT THE QUEENSWAY (PX 1737)

Survey Date: 2008-Feb-13 (Wednesday)

Survey Type: Routine Hours

Time Period	Vehicle Type	NORTHBOUND Exits	Left	Thru	Right	Total	EASTBOUND Exits	Left	Thru	Right	Total	SOUTHBOUND Exits	Left	Thru	Right	Total	WESTBOUND Exits	Left	Thru	Right	Total		Peds	Bike	Other
08:00-09:00	CAR	0	64	0	161	225	1,057	0	896	30	926	82	0	0	0	0	618	52	554	0	606	N	4	0	0
	TRK	0	5	0	6	11	49	0	43	3	46	6	0	0	0	0	42	3	37	0	40	S	10	1	0
AM PEAK	BUS	0	1	0	1	2	6	0	5	2	7	4	0	0	0	0	9	2	8	0	10	E	2	1	0
																						W	1	0	0
	TOTAL:	**0**	**70**	**0**	**168**	**238**	**1,112**	**0**	**944**	**35**	**979**	**92**	**0**	**0**	**0**	**0**	**669**	**57**	**599**	**0**	**656**				
17:00-18:00	CAR	0	38	0	99	137	961	0	862	43	905	173	0	0	0	0	1,127	130	1,089	0	1,219	N	7	0	0
	TRK	0	2	0	0	2	8	0	8	1	9	5	0	0	0	0	33	4	31	0	35	S	2	0	0
PM PEAK	BUS	0	1	0	1	2	4	0	3	2	5	2	0	0	0	0	5	0	4	0	4	E	2	0	0
																						W	9	0	0
	TOTAL:	**0**	**41**	**0**	**100**	**141**	**973**	**0**	**873**	**46**	**919**	**180**	**0**	**0**	**0**	**0**	**1,165**	**134**	**1,124**	**0**	**1,258**				
OFF HR AVG	CAR	0	27	0	66	93	556	0	490	23	513	70	0	0	0	0	509	47	482	0	529	N	1	0	0
	TRK	0	1	0	3	4	35	0	32	0	32	3	0	0	0	0	29	3	28	0	31	S	2	0	0
	BUS	0	1	0	1	2	5	0	4	1	5	2	0	0	0	0	5	1	4	0	5	E	2	0	0
																						W	3	0	0
	TOTAL:	**0**	**29**	**0**	**70**	**99**	**596**	**0**	**526**	**24**	**550**	**75**	**0**	**0**	**0**	**0**	**543**	**51**	**514**	**0**	**565**				
07:30-09:30	CAR	0	100	0	311	411	1,973	0	1,662	36	1,698	128	0	0	0	0	1,093	92	993	0	1,085	N	9	0	0
	TRK	0	7	0	7	14	74	0	67	3	70	7	0	0	0	0	52	4	45	0	49	S	15	3	0
2 HR AM	BUS	0	3	0	2	5	12	0	10	3	13	5	0	0	0	0	20	2	17	0	19	E	3	2	0
																						W	9	1	0
	TOTAL:	**0**	**110**	**0**	**320**	**430**	**2,059**	**0**	**1,739**	**42**	**1,781**	**140**	**0**	**0**	**0**	**0**	**1,165**	**98**	**1,055**	**0**	**1,153**				
16:00-18:00	CAR	0	58	0	169	227	1,739	0	1,570	87	1,657	323	0	0	0	0	2,088	236	2,030	0	2,266	N	12	0	0
	TRK	0	2	0	2	4	13	0	11	1	12	9	0	0	0	0	60	8	58	0	66	S	7	2	0
2 HR PM	BUS	0	1	0	2	3	9	0	7	2	9	4	0	0	0	0	15	2	14	0	16	E	5	0	0
																						W	20	0	0
	TOTAL:	**0**	**61**	**0**	**173**	**234**	**1,761**	**0**	**1,588**	**90**	**1,678**	**336**	**0**	**0**	**0**	**0**	**2,163**	**246**	**2,102**	**0**	**2,348**				
07:30-18:00	CAR	0	265	0	743	1,008	5,934	0	5,191	213	5,404	728	0	0	0	0	5,217	515	4,952	0	5,467	N	24	1	0
	TRK	0	14	0	19	33	226	0	207	4	211	26	0	0	0	0	227	22	213	0	235	S	28	6	0
8 HR SUM	BUS	0	6	0	7	13	41	0	34	7	41	14	0	0	0	0	51	7	45	0	52	E	16	2	0
																						W	42	1	0
	TOTAL:	**0**	**285**	**0**	**769**	**1,054**	**6,201**	**0**	**5,432**	**224**	**5,656**	**768**	**0**	**0**	**0**	**0**	**5,495**	**544**	**5,210**	**0**	**5,754**				

Total 8 Hour Vehicle Volume: 12,464 **Total 8 Hour Bicycle Volume: 10** **Total 8 Hour Intersection Volume: 12,474**

Comment:

Printed On: 20 Jan, 2020 6:51:21PM

Turning Movement Count (8 . THE QUEENSWAY & ROYAL YORK RD)

Start Time	N Approach ROYAL YORK RD						E Approach THE QUEENSWAY						S Approach ROYAL YORK RD						W Approach THE QUEENSWAY						Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	Left N:E	U-Turn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Left E:S	U-Turn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Left S:W	U-Turn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	U-Turn W:W	Peds W:	Approach Total		
07:30:00	20	63	30	0	3	113	17	180	18	0	3	215	21	65	16	0	4	102	21	206	22	0	1	249	679	
07:45:00	27	60	35	0	7	122	20	210	30	0	8	260	26	94	26	0	6	146	13	186	34	0	9	233	761	
08:00:00	29	43	32	0	6	104	24	213	30	0	5	267	26	82	26	0	16	134	17	268	31	0	5	316	821	
08:15:00	36	79	28	0	12	143	39	164	29	0	17	232	18	80	32	0	12	130	22	210	30	0	15	262	767	3028
08:30:00	35	69	33	0	11	137	51	214	43	0	8	308	25	80	30	0	8	135	17	195	29	0	6	241	821	3170
08:45:00	44	80	36	0	10	160	30	172	44	0	5	246	28	77	34	0	11	139	29	145	21	0	6	195	740	3149
09:00:00	21	81	38	0	6	140	24	117	27	0	7	168	23	66	19	0	11	108	23	180	24	0	16	227	643	2971
09:15:00	24	71	23	0	9	118	17	125	26	0	8	168	24	71	14	0	8	109	20	169	18	0	4	207	602	2806
BREAK																										
16:00:00	24	84	21	0	18	129	18	183	21	0	10	222	30	63	20	0	11	113	27	177	36	0	15	240	704	
16:15:00	23	80	25	0	14	128	23	218	39	0	11	280	17	55	25	0	10	97	26	195	40	0	12	261	766	
16:30:00	30	87	27	0	33	144	22	159	38	0	16	219	22	83	22	0	17	127	21	170	38	0	15	229	719	
16:45:00	25	75	23	0	16	123	13	196	25	0	5	234	24	79	27	0	19	130	26	217	38	0	12	281	768	2957
17:00:00	31	81	32	0	25	144	21	208	28	0	23	257	30	78	31	0	30	139	21	230	39	0	12	290	830	3083
17:15:00	25	86	29	0	19	140	17	195	28	0	12	240	34	72	21	0	15	127	34	251	46	0	24	331	838	3155
17:30:00	26	103	32	0	10	161	22	181	32	0	9	235	29	76	30	0	13	135	23	213	37	0	21	273	804	3240
17:45:00	25	97	22	0	20	144	20	181	39	0	9	240	33	75	31	0	9	139	31	215	39	0	4	285	808	3280
Grand Total	445	1239	466	0	219	2150	378	2916	497	0	156	3791	410	1196	404	0	200	2010	371	3227	522	0	177	4120	**12071**	-
Approach%	20.7%	57.6%	21.7%	0%		-	10%	76.9%	13.1%	0%		-	20.4%	59.5%	20.1%	0%		-	9%	78.3%	12.7%	0%		-	-	-
Totals %	3.7%	10.3%	3.9%	0%		17.8%	3.1%	24.2%	4.1%	0%		31.4%	3.4%	9.9%	3.3%	0%		16.7%	3.1%	26.7%	4.3%	0%		34.1%	-	-
Heavy	14	87	12	0		-	10	81	20	0		-	17	94	11	0		-	11	114	15	0		-	-	-
Heavy %	3.1%	7%	2.6%	0%		-	2.6%	2.8%	4%	0%		-	4.1%	7.9%	2.7%	0%		-	3%	3.5%	2.9%	0%		-	-	-
Bicycles	0	2	1	0		-	1	2	2	0		-	1	2	0	0		-	0	2	0	0		-	-	-
Bicycle %	0%	0.2%	0.2%	0%		-	0.3%	0.1%	0.4%	0%		-	0.2%	0.2%	0%	0%		-	0%	0.1%	0%	0%		-	-	-

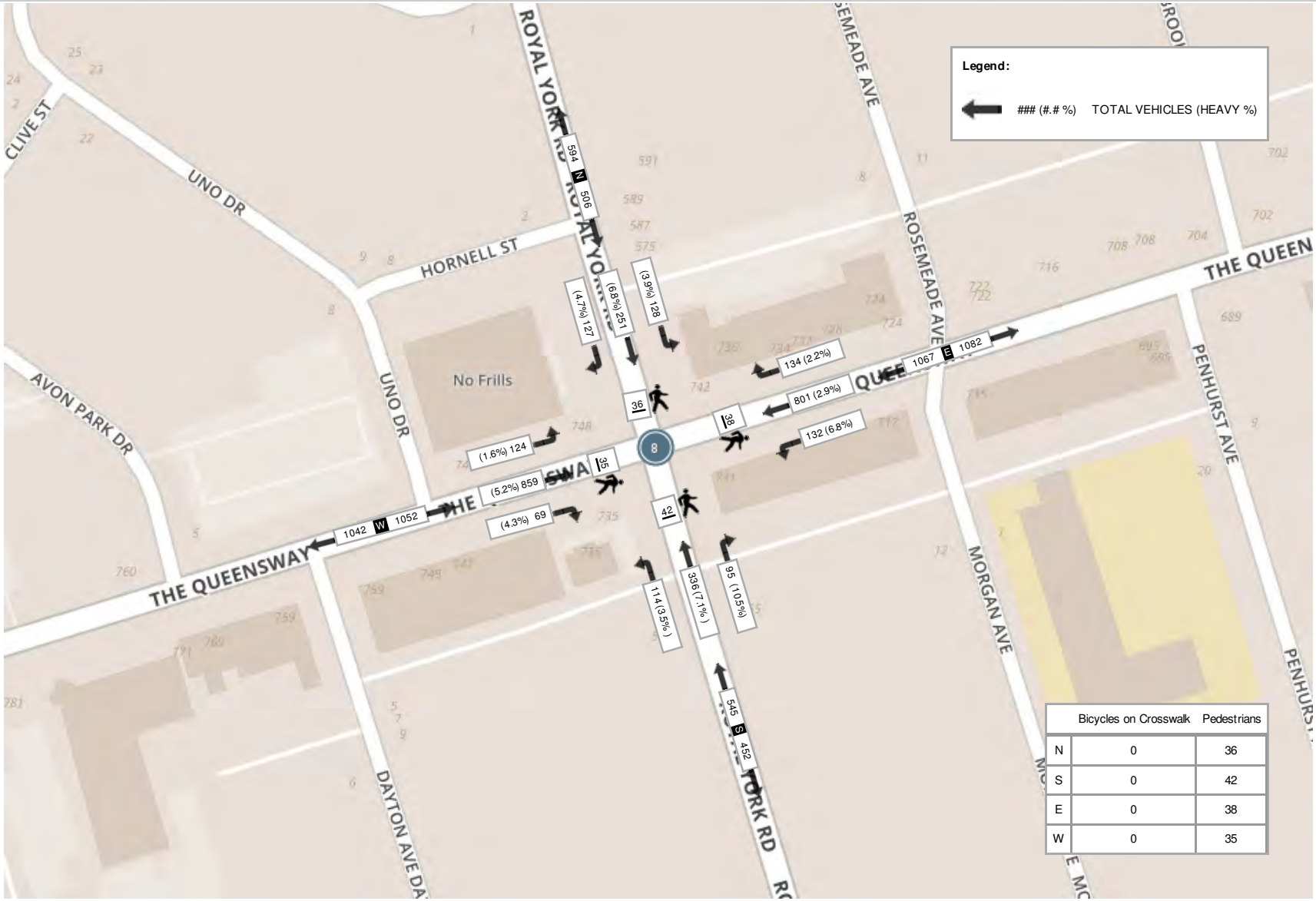
Peak Hour: 07:45 AM - 08:45 AM Weather: Clear Sky (-12.55 °C)

Start Time	N Approach ROYAL YORK RD						E Approach THE QUEENSWAY						S Approach ROYAL YORK RD						W Approach THE QUEENSWAY						Int. Total (15 min)
	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	
07:45:00	27	60	35	0	7	122	20	210	30	0	8	260	26	94	26	0	6	146	13	186	34	0	9	233	761
08:00:00	29	43	32	0	6	104	24	213	30	0	5	267	26	82	26	0	16	134	17	268	31	0	5	316	821
08:15:00	36	79	28	0	12	143	39	164	29	0	17	232	18	80	32	0	12	130	22	210	30	0	15	262	767
08:30:00	35	69	33	0	11	137	51	214	43	0	8	308	25	80	30	0	8	135	17	195	29	0	6	241	821
Grand Total	127	251	128	0	36	506	134	801	132	0	38	1067	95	336	114	0	42	545	69	859	124	0	35	1052	**3170**
Approach%	25.1%	49.6%	25.3%	0%		-	12.6%	75.1%	12.4%	0%		-	17.4%	61.7%	20.9%	0%		-	6.6%	81.7%	11.8%	0%		-	-
Totals %	4%	7.9%	4%	0%		16%	4.2%	25.3%	4.2%	0%		33.7%	3%	10.6%	3.6%	0%		17.2%	2.2%	27.1%	3.9%	0%		33.2%	-
PHF	0.88	0.79	0.91	0		0.88	0.66	0.94	0.77	0		0.87	0.91	0.89	0.89	0		0.93	0.78	0.8	0.91	0		0.83	-
Heavy	6	17	5	0		28	3	23	9	0		35	10	24	4	0		38	3	45	2	0		50	-
Heavy %	4.7%	6.8%	3.9%	0%		5.5%	2.2%	2.9%	6.8%	0%		3.3%	10.5%	7.1%	3.5%	0%		7%	4.3%	5.2%	1.6%	0%		4.8%	-
Lights	121	234	123	0		478	131	778	123	0		1032	85	312	110	0		507	66	814	122	0		1002	-
Lights %	95.3%	93.2%	96.1%	0%		94.5%	97.8%	97.1%	93.2%	0%		96.7%	89.5%	92.9%	96.5%	0%		93%	95.7%	94.8%	98.4%	0%		95.2%	-
Single-Unit Trucks	3	1	1	0		5	2	13	2	0		17	5	4	2	0		11	2	36	1	0		39	-
Single-Unit Trucks %	2.4%	0.4%	0.8%	0%		1%	1.5%	1.6%	1.5%	0%		1.6%	5.3%	1.2%	1.8%	0%		2%	2.9%	4.2%	0.8%	0%		3.7%	-
Buses	3	15	4	0		22	0	7	7	0		14	5	20	1	0		26	1	7	1	0		9	-
Buses %	2.4%	6%	3.1%	0%		4.3%	0%	0.9%	5.3%	0%		1.3%	5.3%	6%	0.9%	0%		4.8%	1.4%	0.8%	0.8%	0%		0.9%	-
Articulated Trucks	0	1	0	0		1	1	3	0	0		4	0	0	1	0		1	0	2	0	0		2	-
Articulated Trucks %	0%	0.4%	0%	0%		0.2%	0.7%	0.4%	0%	0%		0.4%	0%	0%	0.9%	0%		0.2%	0%	0.2%	0%	0%		0.2%	-
Pedestrians	-	-	-	-	36	-	-	-	-	-	38	-	-	-	-	-	42	-	-	-	-	-	35	-	-
Pedestrians%	-	-	-	-	23.8%		-	-	-	-	25.2%		-	-	-	-	27.8%		-	-	-	-	23.2%		-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
Bicycles on Crosswalk%	-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		-
Bicycles on Road	0	1	1	0	0	-	1	1	0	0	0	-	0	1	0	0	0	-	0	0	0	0	0	-	-
Bicycles on Road%	-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		-

Peak Hour: 05:00 PM - 06:00 PM Weather: Light Snow (-8.21 °C)

Start Time	N Approach ROYAL YORK RD						E Approach THE QUEENSWAY						S Approach ROYAL YORK RD						W Approach THE QUEENSWAY						Int. Total (15 min)
	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	
17:00:00	31	81	32	0	25	144	21	208	28	0	23	257	30	78	31	0	30	139	21	230	39	0	12	290	830
17:15:00	25	86	29	0	19	140	17	195	28	0	12	240	34	72	21	0	15	127	34	251	46	0	24	331	838
17:30:00	26	103	32	0	10	161	22	181	32	0	9	235	29	76	30	0	13	135	23	213	37	0	21	273	804
17:45:00	25	97	22	0	20	144	20	181	39	0	9	240	33	75	31	0	9	139	31	215	39	0	4	285	808
Grand Total	107	367	115	0	74	589	80	765	127	0	53	972	126	301	113	0	67	540	109	909	161	0	61	1179	**3280**
Approach%	18.2%	62.3%	19.5%	0%		-	8.2%	78.7%	13.1%	0%		-	23.3%	55.7%	20.9%	0%		-	9.2%	77.1%	13.7%	0%		-	-
Totals %	3.3%	11.2%	3.5%	0%		18%	2.4%	23.3%	3.9%	0%		29.6%	3.8%	9.2%	3.4%	0%		16.5%	3.3%	27.7%	4.9%	0%		35.9%	-
PHF	0.86	0.89	0.9	0		0.91	0.91	0.92	0.81	0		0.95	0.93	0.96	0.91	0		0.97	0.8	0.91	0.88	0		0.89	-
Heavy	3	16	2	0		21	0	14	0	0		14	0	16	0	0		16	2	8	3	0		13	-
Heavy %	2.8%	4.4%	1.7%	0%		3.6%	0%	1.8%	0%	0%		1.4%	0%	5.3%	0%	0%		3%	1.8%	0.9%	1.9%	0%		1.1%	-
Lights	104	351	113	0		568	80	751	127	0		958	126	285	113	0		524	107	901	158	0		1166	-
Lights %	97.2%	95.6%	98.3%	0%		96.4%	100%	98.2%	100%	0%		98.6%	100%	94.7%	100%	0%		97%	98.2%	99.1%	98.1%	0%		98.9%	-
Single-Unit Trucks	3	4	0	0		7	0	12	0	0		12	0	0	0	0		0	1	5	3	0		9	-
Single-Unit Trucks %	2.8%	1.1%	0%	0%		1.2%	0%	1.6%	0%	0%		1.2%	0%	0%	0%	0%		0%	0.9%	0.6%	1.9%	0%		0.8%	-
Buses	0	12	2	0		14	0	2	0	0		2	0	16	0	0		16	1	3	0	0		4	-
Buses %	0%	3.3%	1.7%	0%		2.4%	0%	0.3%	0%	0%		0.2%	0%	5.3%	0%	0%		3%	0.9%	0.3%	0%	0%		0.3%	-
Articulated Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	-
Articulated Trucks %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	-
Pedestrians	-	-	-	-	73	-	-	-	-	-	53	-	-	-	-	-	67	-	-	-	-	-	61	-	-
Pedestrians%	-	-	-	-	28.6%		-	-	-	-	20.8%		-	-	-	-	26.3%		-	-	-	-	23.9%		-
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
Bicycles on Crosswalk%	-	-	-	-	0.4%		-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		-
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	1	1	0	0	0	-	0	1	0	0	0	-	-
Bicycles on Road%	-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		-

Peak Hour: 07:45 AM - 08:45 AM Weather: Clear Sky (-12.55 °C)



	Bicycles on Crosswalk	Pedestrians
N	0	36
S	0	42
E	0	38
W	0	35

Peak Hour: 05:00 PM - 06:00 PM Weather: Light Snow (-8.21 °C)

	Bicycles on Crosswalk	Pedestrians
N	1	73
S	0	67
E	0	53
W	0	61

City of Toronto - Traffic Safety Unit

Turning Movement Count Summary Report

ALDGATE AVE AT THE QUEENSWAY

Survey Date: 2016-Oct-05 (Wednesday)

Survey Type: Routine Hours

Time Period	Vehicle Type	NORTHBOUND Exits	Left	Thru	Right	Total	EASTBOUND Exits	Left	Thru	Right	Total	SOUTHBOUND Exits	Left	Thru	Right	Total	WESTBOUND Exits	Left	Thru	Right	Total		Peds	Bike	Other
07:45-08:45	CAR	35	0	0	0	0	1,686	7	1,670	0	1,677	0	16	0	30	46	880	0	850	28	878	N	8	0	0
	TRK	4	0	0	0	0	91	0	91	0	91	0	0	0	1	1	20	0	19	4	23	S	0	0	0
AM PEAK	BUS	0	0	0	0	0	7	0	7	0	7	0	0	0	0	0	4	0	4	0	4	E	0	23	0
																						W	0	13	0
	TOTAL:	**39**	**0**	**0**	**0**	**0**	**1,784**	**7**	**1,768**	**0**	**1,775**	**0**	**16**	**0**	**31**	**47**	**904**	**0**	**873**	**32**	**905**				
17:00-18:00	CAR	70	0	0	0	0	1,404	21	1,399	0	1,420	0	5	0	9	14	1,385	0	1,376	49	1,425	N	15	0	0
	TRK	0	0	0	0	0	18	0	18	0	18	0	0	0	0	0	18	0	18	0	18	S	0	0	0
PM PEAK	BUS	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	3	0	3	0	3	E	0	7	0
																						W	0	12	0
	TOTAL:	**70**	**0**	**0**	**0**	**0**	**1,423**	**21**	**1,418**	**0**	**1,439**	**0**	**5**	**0**	**9**	**14**	**1,406**	**0**	**1,397**	**49**	**1,446**				
OFF HR AVG	CAR	44	0	0	0	0	908	15	897	0	912	0	11	0	14	25	837	0	823	29	852	N	12	0	0
	TRK	2	0	0	0	0	52	1	51	0	52	0	1	0	1	2	28	0	27	1	28	S	0	0	0
	BUS	0	0	0	0	0	3	0	3	0	3	0	0	0	0	0	4	0	4	0	4	E	1	7	0
																						W	1	5	0
	TOTAL:	**46**	**0**	**0**	**0**	**0**	**963**	**16**	**951**	**0**	**967**	**0**	**12**	**0**	**15**	**27**	**869**	**0**	**854**	**30**	**884**				
07:30-09:30	CAR	89	0	0	0	0	3,113	15	3,070	0	3,085	0	43	0	48	91	1,761	0	1,713	74	1,787	N	22	0	0
	TRK	9	0	0	0	0	177	2	176	0	178	0	1	0	2	3	41	0	39	7	46	S	0	0	0
2 HR AM	BUS	0	0	0	0	0	14	0	14	0	14	0	0	0	0	0	8	0	8	0	8	E	0	35	0
																						W	0	18	0
	TOTAL:	**98**	**0**	**0**	**0**	**0**	**3,304**	**17**	**3,260**	**0**	**3,277**	**0**	**44**	**0**	**50**	**94**	**1,810**	**0**	**1,760**	**81**	**1,841**				
16:00-18:00	CAR	121	0	0	0	0	2,619	42	2,607	0	2,649	0	12	0	23	35	2,662	0	2,639	79	2,718	N	22	0	0
	TRK	4	0	0	0	0	28	1	28	0	29	0	0	0	0	0	46	0	46	3	49	S	0	0	0
2 HR PM	BUS	1	0	0	0	0	4	1	4	0	5	0	0	0	0	0	8	0	8	0	8	E	0	14	0
																						W	0	22	0
	TOTAL:	**126**	**0**	**0**	**0**	**0**	**2,651**	**44**	**2,639**	**0**	**2,683**	**0**	**12**	**0**	**23**	**35**	**2,716**	**0**	**2,693**	**82**	**2,775**				
07:30-18:00	CAR	387	0	0	0	0	9,363	118	9,266	0	9,384	0	97	0	127	224	7,771	0	7,644	269	7,913	N	91	0	0
	TRK	20	0	0	0	0	410	5	407	0	412	0	3	0	4	7	195	0	191	15	206	S	0	0	0
8 HR SUM	BUS	1	0	0	0	0	29	1	29	0	30	0	0	0	0	0	30	0	30	0	30	E	2	75	0
																						W	2	60	0
	TOTAL:	**408**	**0**	**0**	**0**	**0**	**9,802**	**124**	**9,702**	**0**	**9,826**	**0**	**100**	**0**	**131**	**231**	**7,996**	**0**	**7,865**	**284**	**8,149**				

Total 8 Hour Vehicle Volume: 18,206 **Total 8 Hour Bicycle Volume: 135** **Total 8 Hour Intersection Volume: 18,341**

Comment:

Printed On: 09 Dec, 2016 2:51:53PM

City of Toronto - Traffic Safety Unit

Turning Movement Count Summary Report

THE QUEENSWAY AT SMITHFIELD DR

Survey Date: 2016-Oct-05 (Wednesday)

Survey Type: Routine Hours

Time Period	Vehicle Type	NORTHBOUND Exits	Left	Thru	Right	Total	EASTBOUND Exits	Left	Thru	Right	Total	SOUTHBOUND Exits	Left	Thru	Right	Total	WESTBOUND Exits	Left	Thru	Right	Total		Peds	Bike	Other
07:45-08:45	CAR	7	0	0	0	0	1,707	5	1,705	0	1,710	0	2	0	20	22	888	0	868	2	870	N	18	1	0
	TRK	0	0	0	0	0	89	0	89	0	89	0	0	0	0	0	22	0	22	0	22	S	0	0	0
AM PEAK	BUS	0	0	0	0	0	8	0	8	0	8	0	0	0	0	0	4	0	4	0	4	E	2	17	0
																						W	3	13	0
	TOTAL:	**7**	**0**	**0**	**0**	**0**	**1,804**	**5**	**1,802**	**0**	**1,807**	**0**	**2**	**0**	**20**	**22**	**914**	**0**	**894**	**2**	**896**				
17:00-18:00	CAR	28	0	0	0	0	1,394	13	1,392	0	1,405	0	2	0	14	16	1,333	0	1,319	15	1,334	N	39	0	0
	TRK	1	0	0	0	0	20	0	20	0	20	0	0	0	0	0	18	0	18	1	19	S	0	0	0
PM PEAK	BUS	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	3	0	3	0	3	E	0	4	0
																						W	0	13	0
	TOTAL:	**29**	**0**	**0**	**0**	**0**	**1,415**	**13**	**1,413**	**0**	**1,426**	**0**	**2**	**0**	**14**	**16**	**1,354**	**0**	**1,340**	**16**	**1,356**				
OFF HR AVG	CAR	20	0	0	0	0	885	13	883	0	896	0	2	0	15	17	838	0	823	7	830	N	17	1	0
	TRK	2	0	0	0	0	53	1	53	0	54	0	0	0	0	0	31	0	31	1	32	S	0	0	0
	BUS	0	0	0	0	0	4	0	4	0	4	0	0	0	0	0	4	0	4	0	4	E	1	6	0
																						W	3	6	0
	TOTAL:	**22**	**0**	**0**	**0**	**0**	**942**	**14**	**940**	**0**	**954**	**0**	**2**	**0**	**15**	**17**	**873**	**0**	**858**	**8**	**866**				
07:30-09:30	CAR	23	0	0	0	0	3,144	11	3,142	0	3,153	0	2	0	35	37	1,786	0	1,751	12	1,763	N	38	2	0
	TRK	0	0	0	0	0	176	0	175	0	175	0	1	0	0	1	48	0	48	0	48	S	0	0	0
2 HR AM	BUS	0	0	0	0	0	14	0	14	0	14	0	0	0	0	0	9	0	9	0	9	E	3	30	0
																						W	12	26	0
	TOTAL:	**23**	**0**	**0**	**0**	**0**	**3,334**	**11**	**3,331**	**0**	**3,342**	**0**	**3**	**0**	**35**	**38**	**1,843**	**0**	**1,808**	**12**	**1,820**				
16:00-18:00	CAR	51	0	0	0	0	2,569	26	2,565	0	2,591	0	4	0	24	28	2,596	0	2,572	25	2,597	N	58	1	0
	TRK	2	0	0	0	0	34	0	34	0	34	0	0	0	0	0	58	0	58	2	60	S	0	0	0
2 HR PM	BUS	0	0	0	0	0	4	0	4	0	4	0	0	0	0	0	8	0	8	0	8	E	2	11	0
																						W	0	22	0
	TOTAL:	**53**	**0**	**0**	**0**	**0**	**2,607**	**26**	**2,603**	**0**	**2,629**	**0**	**4**	**0**	**24**	**28**	**2,662**	**0**	**2,638**	**27**	**2,665**				
07:30-18:00	CAR	154	0	0	0	0	9,252	88	9,238	0	9,326	0	14	0	119	133	7,733	0	7,614	66	7,680	N	162	7	0
	TRK	6	0	0	0	0	423	2	422	0	424	0	1	0	0	1	228	0	228	4	232	S	0	0	0
8 HR SUM	BUS	0	0	0	0	0	32	0	32	0	32	0	0	0	0	0	31	0	31	0	31	E	8	66	0
																						W	22	72	0
	TOTAL:	**160**	**0**	**0**	**0**	**0**	**9,707**	**90**	**9,692**	**0**	**9,782**	**0**	**15**	**0**	**119**	**134**	**7,992**	**0**	**7,873**	**70**	**7,943**				

Total 8 Hour Vehicle Volume: 17,859 **Total 8 Hour Bicycle Volume: 145** **Total 8 Hour Intersection Volume: 18,004**

Comment:

Printed On: 09 Dec, 2016 2:49:44PM

City of Toronto - Traffic Safety Unit

Turning Movement Count Summary Report

STEPHEN DR AT THE QUEENSWAY (PX 563)

Survey Date: 2016-Oct-05 (Wednesday)

Survey Type: Routine Hours

Time Period	Vehicle Type	NORTHBOUND Exits	Left	Thru	Right	Total	EASTBOUND Exits	Left	Thru	Right	Total	SOUTHBOUND Exits	Left	Thru	Right	Total	WESTBOUND Exits	Left	Thru	Right	Total		Peds	Bike	Other
07:45-08:45	CAR	41	0	0	0	0	1,952	4	1,696	0	1,700	0	256	0	20	276	860	0	840	37	877	N	22	4	0
	TRK	1	0	0	0	0	85	1	84	0	85	0	1	0	1	2	21	0	20	0	20	S	0	0	0
AM PEAK	BUS	8	0	0	0	0	22	0	14	0	14	0	8	0	1	9	4	0	3	8	11	E	0	19	0
																						W	14	10	0
	TOTAL:	**50**	**0**	**0**	**0**	**0**	**2,059**	**5**	**1,794**	**0**	**1,799**	**0**	**265**	**0**	**22**	**287**	**885**	**0**	**863**	**45**	**908**				
17:00-18:00	CAR	155	0	0	0	0	1,468	29	1,358	0	1,387	0	110	0	35	145	1,342	0	1,307	126	1,433	N	24	2	0
	TRK	1	0	0	0	0	17	1	17	0	18	0	0	0	2	2	13	0	11	0	11	S	0	0	0
PM PEAK	BUS	4	0	0	0	0	5	0	1	0	1	0	4	0	0	4	4	0	4	4	8	E	0	12	0
																						W	24	13	0
	TOTAL:	**160**	**0**	**0**	**0**	**0**	**1,490**	**30**	**1,376**	**0**	**1,406**	**0**	**114**	**0**	**37**	**151**	**1,359**	**0**	**1,322**	**130**	**1,452**				
OFF HR AVG	CAR	103	0	0	0	0	942	23	851	0	874	0	91	0	40	131	832	0	792	80	872	N	12	1	0
	TRK	2	0	0	0	0	51	1	50	0	51	0	1	0	1	2	28	0	27	1	28	S	0	0	0
	BUS	3	0	0	0	0	8	0	5	0	5	0	3	0	0	3	5	0	5	3	8	E	2	6	0
																						W	29	6	0
	TOTAL:	**108**	**0**	**0**	**0**	**0**	**1,001**	**24**	**906**	**0**	**930**	**0**	**95**	**0**	**41**	**136**	**865**	**0**	**824**	**84**	**908**				
07:30-09:30	CAR	98	0	0	0	0	3,484	20	3,095	0	3,115	0	389	0	49	438	1,753	0	1,704	78	1,782	N	30	5	0
	TRK	4	0	0	0	0	163	3	162	0	165	0	1	0	1	2	44	0	43	1	44	S	0	0	0
2 HR AM	BUS	15	0	0	0	0	37	0	25	0	25	0	12	0	2	14	9	0	7	15	22	E	0	33	0
																						W	27	16	0
	TOTAL:	**117**	**0**	**0**	**0**	**0**	**3,684**	**23**	**3,282**	**0**	**3,305**	**0**	**402**	**0**	**52**	**454**	**1,806**	**0**	**1,754**	**94**	**1,848**				
16:00-18:00	CAR	293	0	0	0	0	2,711	59	2,508	0	2,567	0	203	0	72	275	2,614	0	2,542	234	2,776	N	50	5	0
	TRK	1	0	0	0	0	25	1	25	0	26	0	0	0	2	2	43	0	41	0	41	S	0	0	0
2 HR PM	BUS	11	0	0	0	0	14	0	4	0	4	0	10	0	2	12	12	0	10	11	21	E	1	22	0
																						W	44	24	0
	TOTAL:	**305**	**0**	**0**	**0**	**0**	**2,750**	**60**	**2,537**	**0**	**2,597**	**0**	**213**	**0**	**76**	**289**	**2,669**	**0**	**2,593**	**245**	**2,838**				
07:30-18:00	CAR	799	0	0	0	0	9,964	169	9,008	0	9,177	0	956	0	279	1,235	7,693	0	7,414	630	8,044	N	128	15	0
	TRK	11	0	0	0	0	388	7	385	0	392	0	3	0	7	10	198	0	191	4	195	S	0	0	0
8 HR SUM	BUS	38	0	0	0	0	82	0	48	0	48	0	34	0	5	39	40	0	35	38	73	E	10	77	0
																						W	186	63	0
	TOTAL:	**848**	**0**	**0**	**0**	**0**	**10,434**	**176**	**9,441**	**0**	**9,617**	**0**	**993**	**0**	**291**	**1,284**	**7,931**	**0**	**7,640**	**672**	**8,312**				

Total 8 Hour Vehicle Volume: 19,213 **Total 8 Hour Bicycle Volume: 155** **Total 8 Hour Intersection Volume: 19,368**

Comment:

Printed On: 08 Dec, 2016 3:28:54PM

City of Toronto - Traffic Safety Unit

Turning Movement Count Summary Report

THE QUEENSWAY AT SOUTHPORT ST

Survey Date: 2016-Oct-04 (Tuesday)

Survey Type: Routine Hours

Time Period	Vehicle Type	NORTHBOUND Exits	Left	Thru	Right	Total	EASTBOUND Exits	Left	Thru	Right	Total	SOUTHBOUND Exits	Left	Thru	Right	Total	WESTBOUND Exits	Left	Thru	Right	Total		Peds	Bike	Other
08:00-09:00	CAR	34	0	0	31	31	1,455	0	1,424	2	1,426	2	0	0	103	103	976	0	873	34	907	N	13	13	0
	TRK	0	0	0	0	0	33	0	33	0	33	0	0	0	1	1	15	0	14	0	14	S	14	0	0
AM PEAK	BUS	0	0	0	0	0	15	0	15	0	15	0	0	0	1	1	24	0	23	0	23	E	6	27	0
																						W	1	26	0
	TOTAL:	**34**	**0**	**0**	**31**	**31**	**1,503**	**0**	**1,472**	**2**	**1,474**	**2**	**0**	**0**	**105**	**105**	**1,015**	**0**	**910**	**34**	**944**				
17:00-18:00	CAR	55	0	0	20	20	1,181	0	1,161	23	1,184	23	0	0	46	46	1,195	0	1,149	55	1,204	N	42	11	0
	TRK	0	0	0	0	0	8	0	8	0	8	0	0	0	0	0	15	0	15	0	15	S	23	4	0
PM PEAK	BUS	0	0	0	0	0	11	0	11	0	11	0	0	0	0	0	19	0	19	0	19	E	4	32	0
																						W	0	21	0
	TOTAL:	**55**	**0**	**0**	**20**	**20**	**1,200**	**0**	**1,180**	**23**	**1,203**	**23**	**0**	**0**	**46**	**46**	**1,229**	**0**	**1,183**	**55**	**1,238**				
OFF HR AVG	CAR	36	0	0	13	13	613	0	600	9	609	9	0	0	42	42	659	0	617	36	653	N	14	2	0
	TRK	1	0	0	0	0	21	0	21	0	21	0	0	0	1	1	23	0	22	1	23	S	7	0	0
	BUS	0	0	0	0	0	15	0	15	0	15	0	0	0	0	0	18	0	18	0	18	E	4	9	0
																						W	1	8	0
	TOTAL:	**37**	**0**	**0**	**13**	**13**	**649**	**0**	**636**	**9**	**645**	**9**	**0**	**0**	**43**	**43**	**700**	**0**	**657**	**37**	**694**				
07:30-09:30	CAR	52	0	0	50	50	2,699	0	2,649	8	2,657	8	0	0	169	169	1,636	0	1,467	52	1,519	N	38	22	0
	TRK	0	0	0	1	1	76	0	75	0	75	0	0	0	1	1	35	0	34	0	34	S	26	0	0
2 HR AM	BUS	0	0	0	0	0	31	0	31	0	31	0	0	0	2	2	41	0	39	0	39	E	11	47	0
																						W	1	38	0
	TOTAL:	**52**	**0**	**0**	**51**	**51**	**2,806**	**0**	**2,755**	**8**	**2,763**	**8**	**0**	**0**	**172**	**172**	**1,712**	**0**	**1,540**	**52**	**1,592**				
16:00-18:00	CAR	124	0	0	27	27	1,984	0	1,957	43	2,000	43	0	0	82	82	2,350	0	2,268	124	2,392	N	91	11	0
	TRK	1	0	0	0	0	17	0	17	0	17	0	0	0	0	0	32	0	32	1	33	S	43	4	0
2 HR PM	BUS	1	0	0	0	0	25	0	25	0	25	0	0	0	0	0	44	0	44	1	45	E	17	62	0
																						W	0	30	0
	TOTAL:	**126**	**0**	**0**	**27**	**27**	**2,026**	**0**	**1,999**	**43**	**2,042**	**43**	**0**	**0**	**82**	**82**	**2,426**	**0**	**2,344**	**126**	**2,470**				
07:30-18:00	CAR	318	0	0	129	129	7,134	0	7,005	88	7,093	88	0	0	420	420	6,621	0	6,201	318	6,519	N	186	40	0
	TRK	4	0	0	2	2	176	0	174	1	175	1	0	0	5	5	158	0	153	4	157	S	96	5	0
8 HR SUM	BUS	1	0	0	0	0	116	0	116	0	116	0	0	0	2	2	158	0	156	1	157	E	44	146	0
																						W	4	101	0
	TOTAL:	**323**	**0**	**0**	**131**	**131**	**7,426**	**0**	**7,295**	**89**	**7,384**	**89**	**0**	**0**	**427**	**427**	**6,937**	**0**	**6,510**	**323**	**6,833**				

Total 8 Hour Vehicle Volume: 14,775 **Total 8 Hour Bicycle Volume: 292** **Total 8 Hour Intersection Volume: 15,067**

Comment:

Printed On: 09 Dec, 2016 2:53:52PM

City of Toronto - Traffic Safety Unit

Illustrated Turning Movement Count Summary Report

BRITISH COLUMBIA RD AT LAKE SHORE BLVD (PX 1344)

Site: 0013469154

Survey Date: Wed, Jan 24, 2018

Survey Type: AM Period

7:30 AM to 9:30 AM

North Leg Combined Total: (Exiting and Entering)

Cars:	1,144
Trucks:	30
Buses:	0
Totals:	1,174

Bikes: 0 **Peds:** 0 **Other:** 311

Entering:

Buses:	0	0	0	0
Trucks:	8	0	0	8
Cars:	487	0	0	487
Totals:	495	0	0	495

Exitng:

Buses:	0
Trucks:	22
Cars:	657
Totals:	679

East Leg Combined Total: (Exiting and Entering)

Cars:	7,627
Trucks:	297
Buses:	24
Totals:	7,948

Bikes: 0

Peds: 0

Others: 1,229

	Buses:	Trucks:	Cars:	Totals:
	7	87	2,404	2,498
	0	19	609	628
	17	215	5,662	5,894
	0	0	0	0
	17	234	6,271	6,522

Entering:

Cars:	Trucks:	Buses:	Totals:
48	3	0	51
1,917	79	7	2,003
0	0	0	0
1,965	82	7	2,054

Exiting:

Cars:	Trucks:	Buses:	Totals:
5,662	215	17	5,894

Bikes: 0

Peds: 1

Others: 85

West Leg Combined Total: (Exiting and Entering)

Cars:	8,675
Trucks:	321
Buses:	24
Totals:	9,020

Exiting:

Cars:	0
Trucks:	0
Buses:	0
Totals:	0

Entering:

Cars:	0	0	0	0
Trucks:	0	0	0	0
Buses:	0	0	0	0
Totals:	0	0	0	0

Bikes: 0 **Peds:** 0 **Others:** 20

South Leg Combined Total: (Exiting and Entering)

Cars:	0
Trucks:	0
Buses:	0
Totals:	0

Volume Summary:

Total Vehicle Volume:	9,071
Total Bicycle Volume:	0
Total Intersection Volume:	9,071

Comment:

N-OTR: S/B B_Columbia R/TRN to FGG E/B Ramp,S-OTR: E/B to W/B LakeShore (U/TRN),E-OTR: W/B LakeShore R/TRN to FGG E/B Ramp,W-OTR: E/B LakeShore L/TRN to FGG E/B Ramp,Veh_Class Ca11 TSU

Printed On: 13 Jan, 2020 10:58:09AM

City of Toronto - Traffic Safety Unit

Illustrated Turning Movement Count Summary Report

BRITISH COLUMBIA RD AT LAKE SHORE BLVD (PX 1344)

Site: 0013469154

Survey Date: Wed, Jan 24, 2018

Survey Type: AM Peak Hour

7:30 AM to 8:30 AM

North Leg Combined Total: (Exiting and Entering)

Cars:	527
Trucks:	11
Buses:	0
Totals:	538

Bikes: 0 **Peds:** 0 **Other:** 176

Entering:					Exitng:	
Buses:	0	0	0	0	Buses:	0
Trucks:	6	0	0	6	Trucks:	5
Cars:	252	0	0	252	Cars:	275
Totals:	258	0	0	258	Totals:	280

East Leg Combined Total: (Exiting and Entering)

Cars:	4,214
Trucks:	159
Buses:	10
Totals:	4,383

Bikes: 0

Peds: 0

Others: 693

	Buses:	Trucks:	Cars:	Totals:
	2	54	1,421	1,477
	0	4	255	259
	8	110	3,025	3,143
	0	0	0	0
	8	114	3,280	3,402

N W E S

Entering:

Cars:	Trucks:	Buses:	Totals:
20	1	0	21
1,169	48	2	1,219
0	0	0	0
1,189	49	2	1,240

Exiting:

Cars:	Trucks:	Buses:	Totals:
3,025	110	8	3,143

Bikes: 0

Peds: 1

Others: 32

West Leg Combined Total: (Exiting and Entering)

Cars:	4,701
Trucks:	168
Buses:	10
Totals:	4,879

Exiting:		Entering:				
Cars:	0	Cars:	0	0	0	0
Trucks:	0	Trucks:	0	0	0	0
Buses:	0	Buses:	0	0	0	0
Totals:	0	Totals:	0	0	0	0

Bikes: 0 **Peds:** 0 **Others:** 10

South Leg Combined Total: (Exiting and Entering)

Cars:	0
Trucks:	0
Buses:	0
Totals:	0

Volume Summary:

Total Vehicle Volume:	4,900
Total Bicycle Volume:	0
Total Intersection Volume:	4,900

Comment:

N-OTR: S/B B_Columbia R/TRN to FGG E/B Ramp,S-OTR: E/B to W/B LakeShore (U/TRN),E-OTR: W/B LakeShore R/TRN to FGG E/B Ramp,W-OTR: E/B LakeShore L/TRN to FGG E/B Ramp,Veh_Class Ca11 TSU

Printed On: 13 Jan, 2020 10:58:09AM

City of Toronto - Traffic Safety Unit

Illustrated Turning Movement Count Summary Report

BRITISH COLUMBIA RD AT LAKE SHORE BLVD (PX 1344)

Site: 0013469154

Survey Date: Wed, Jan 24, 2018

Survey Type: PM Period

4:00 PM to 6:00 PM

North Leg Combined Total: (Exiting and Entering)

Cars:	1,082
Trucks:	6
Buses:	1
Totals:	1,089

Bikes: 0 **Peds:** 1 **Other:** 567

Entering:

Buses:	1	0	0	1
Trucks:	4	0	0	4
Cars:	444	0	0	444
Totals:	449	0	0	449

Exitng:

Buses:	0
Trucks:	2
Cars:	638
Totals:	640

East Leg Combined Total: (Exiting and Entering)

Cars:	6,555
Trucks:	87
Buses:	8
Totals:	6,650

Bikes: 0

Peds: 0

Others: 16

	Buses:	Trucks:	Cars:	Totals:
	3	70	3,520	3,593
	0	2	600	602
	6	21	3,441	3,468
	0	0	0	0
	6	23	4,041	4,070

Entering:

Cars:	Trucks:	Buses:	Totals:
38	0	0	38
3,076	66	2	3,144
0	0	0	0
3,114	66	2	3,182

Exiting:

Cars:	Trucks:	Buses:	Totals:
3,441	21	6	3,468

Bikes: 0

Peds: 6

Others: 43

West Leg Combined Total: (Exiting and Entering)

Cars:	7,561
Trucks:	93
Buses:	9
Totals:	7,663

Exiting:

Cars:	0
Trucks:	0
Buses:	0
Totals:	0

Entering:

Cars:	0	0	0	0
Trucks:	0	0	0	0
Buses:	0	0	0	0
Totals:	0	0	0	0

Bikes: 0 **Peds:** 0 **Others:** 43

South Leg Combined Total: (Exiting and Entering)

Cars:	0
Trucks:	0
Buses:	0
Totals:	0

Volume Summary:

Total Vehicle Volume:	7,701
Total Bicycle Volume:	0
Total Intersection Volume:	7,701

Comment:

N-OTR: S/B B_Columbia R/TRN to FGG E/B Ramp,S-OTR: E/B to W/B LakeShore (U/TRN),E-OTR: W/B LakeShore R/TRN to FGG E/B Ramp,W-OTR: E/B LakeShore L/TRN to FGG E/B Ramp,Veh_Class Ca11 TSU

Printed On: 13 Jan, 2020 10:58:09AM

City of Toronto - Traffic Safety Unit

Illustrated Turning Movement Count Summary Report

BRITISH COLUMBIA RD AT LAKE SHORE BLVD (PX 1344)

Site: 0013469154

Survey Date: Wed, Jan 24, 2018

Survey Type: PM Peak Hour

5:00 PM to 6:00 PM

North Leg Combined Total: (Exiting and Entering)

Cars:	559
Trucks:	1
Buses:	1
Totals:	561

Bikes: 0 **Peds:** 1 **Other:** 298

Entering:

Buses:	1	0	0	1
Trucks:	0	0	0	0
Cars:	248	0	0	248
Totals:	249	0	0	249

Exitng:

Buses:	0
Trucks:	1
Cars:	311
Totals:	312

East Leg Combined Total: (Exiting and Entering)

Cars:	3,607
Trucks:	29
Buses:	7
Totals:	3,643

Bikes: 0

Peds: 0

	Buses:	Trucks:	Cars:	Totals:
	2	20	1,827	1,849

Entering:

Cars:	Trucks:	Buses:	Totals:
19	0	0	19
1,579	20	1	1,600
0	0	0	0
1,598	20	1	1,619

Bikes: 0

Peds: 5

Others: 28

N W E S

Others: 9

	Buses:	Trucks:	Cars:	Totals:
	0	1	292	293
	6	9	2,009	2,024
	0	0	0	0
	6	10	2,301	2,317

Exiting:

Cars:	Trucks:	Buses:	Totals:
2,009	9	6	2,024

West Leg Combined Total: (Exiting and Entering)

Cars:	4,128
Trucks:	30
Buses:	8
Totals:	4,166

Exiting:

Cars:	0
Trucks:	0
Buses:	0
Totals:	0

Entering:

Cars:	0	0	0	0
Trucks:	0	0	0	0
Buses:	0	0	0	0
Totals:	0	0	0	0

Bikes: 0 **Peds:** 0 **Others:** 21

South Leg Combined Total: (Exiting and Entering)

Cars:	0
Trucks:	0
Buses:	0
Totals:	0

Volume Summary:

Total Vehicle Volume:	4,185
Total Bicycle Volume:	0
Total Intersection Volume:	4,185

Comment:

N-OTR: S/B B_Columbia R/TRN to FGG E/B Ramp,S-OTR: E/B to W/B LakeShore (U/TRN),E-OTR: W/B LakeShore R/TRN to FGG E/B Ramp,W-OTR: E/B LakeShore L/TRN to FGG E/B Ramp,Veh_Class Ca11 TSU

Printed On: 13 Jan, 2020 10:58:09AM

City of Toronto - Traffic Safety Unit

Turning Movement Count Summary Report

BRITISH COLUMBIA RD AT LAKE SHORE BLVD (PX 1344)

Survey Date: 2018-Jan-24 (Wednesday)

Survey Type: Routine Hours

Time Period	Vehicle Type	NORTHBOUND Exits	Left	Thru	Right	Total	EASTBOUND Exits	Left	Thru	Right	Total	SOUTHBOUND Exits	Left	Thru	Right	Total	WESTBOUND Exits	Left	Thru	Right	Total		Peds	Bike	Other
07:30-08:30	CAR	275	0	0	0	0	3,025	255	3,025	0	3,280	0	0	0	252	252	1,421	0	1,169	20	1,189	N	0	0	176
	TRK	5	0	0	0	0	110	4	110	0	114	0	0	0	6	6	54	0	48	1	49	S	0	0	10
AM PEAK	BUS	0	0	0	0	0	8	0	8	0	8	0	0	0	0	0	2	0	2	0	2	E	1	0	32
																						W	0	0	693
	TOTAL:	**280**	**0**	**0**	**0**	**0**	**3,143**	**259**	**3,143**	**0**	**3,402**	**0**	**0**	**0**	**258**	**258**	**1,477**	**0**	**1,219**	**21**	**1,240**				
17:00-18:00	CAR	311	0	0	0	0	2,009	292	2,009	0	2,301	0	0	0	248	248	1,827	0	1,579	19	1,598	N	1	0	298
	TRK	1	0	0	0	0	9	1	9	0	10	0	0	0	0	0	20	0	20	0	20	S	0	0	21
PM PEAK	BUS	0	0	0	0	0	6	0	6	0	6	0	0	0	1	1	2	0	1	0	1	E	5	0	28
																						W	0	0	9
	TOTAL:	**312**	**0**	**0**	**0**	**0**	**2,024**	**293**	**2,024**	**0**	**2,317**	**0**	**0**	**0**	**249**	**249**	**1,849**	**0**	**1,600**	**19**	**1,619**				
OFF HR AVG	CAR	299	0	0	0	0	1,431	283	1,431	0	1,714	0	0	0	113	113	800	0	687	16	703	N	1	0	204
	TRK	24	0	0	0	0	83	23	83	0	106	0	0	0	8	8	67	0	59	1	60	S	0	0	23
	BUS	0	0	0	0	0	3	0	3	0	3	0	0	0	0	0	1	0	1	0	1	E	2	0	13
																						W	0	0	20
	TOTAL:	**323**	**0**	**0**	**0**	**0**	**1,517**	**306**	**1,517**	**0**	**1,823**	**0**	**0**	**0**	**121**	**121**	**868**	**0**	**747**	**17**	**764**				
07:30-09:30	CAR	657	0	0	0	0	5,662	609	5,662	0	6,271	0	0	0	487	487	2,404	0	1,917	48	1,965	N	0	0	311
	TRK	22	0	0	0	0	215	19	215	0	234	0	0	0	8	8	87	0	79	3	82	S	0	0	20
2 HR AM	BUS	0	0	0	0	0	17	0	17	0	17	0	0	0	0	0	7	0	7	0	7	E	1	0	85
																						W	0	0	1,229
	TOTAL:	**679**	**0**	**0**	**0**	**0**	**5,894**	**628**	**5,894**	**0**	**6,522**	**0**	**0**	**0**	**495**	**495**	**2,498**	**0**	**2,003**	**51**	**2,054**				
16:00-18:00	CAR	638	0	0	0	0	3,441	600	3,441	0	4,041	0	0	0	444	444	3,520	0	3,076	38	3,114	N	1	0	567
	TRK	2	0	0	0	0	21	2	21	0	23	0	0	0	4	4	70	0	66	0	66	S	0	0	43
2 HR PM	BUS	0	0	0	0	0	6	0	6	0	6	0	0	0	1	1	3	0	2	0	2	E	6	0	43
																						W	0	0	16
	TOTAL:	**640**	**0**	**0**	**0**	**0**	**3,468**	**602**	**3,468**	**0**	**4,070**	**0**	**0**	**0**	**449**	**449**	**3,593**	**0**	**3,144**	**38**	**3,182**				
07:30-18:00	CAR	2,489	0	0	0	0	14,826	2,340	14,826	0	17,166	0	0	0	1,383	1,383	9,122	0	7,739	149	7,888	N	4	0	1,693
	TRK	117	0	0	0	0	567	111	567	0	678	0	0	0	44	44	423	0	379	6	385	S	0	0	156
8 HR SUM	BUS	0	0	0	0	0	36	0	36	0	36	0	0	0	1	1	14	0	13	0	13	E	16	0	181
																						W	0	1	1,325
	TOTAL:	**2,606**	**0**	**0**	**0**	**0**	**15,429**	**2,451**	**15,429**	**0**	**17,880**	**0**	**0**	**0**	**1,428**	**1,428**	**9,559**	**0**	**8,131**	**155**	**8,286**				

Total 8 Hour Vehicle Volume: 27,594 **Total 8 Hour Bicycle Volume: 1** **Total 8 Hour Intersection Volume: 27,595**

Comment: N-OTR: S/B B_Columbia R/TRN to FGG E/B Ramp,S-OTR: E/B to W/B LakeShore (U/TRN),E-OTR: W/B LakeShore R/TRN to FGG E/B Ramp,W-OTR: E/B LakeShore L/TRN to FGG E/B Ramp,Veh_Class Ca11 TSU

Printed On: 13 Jan, 2020 11:39:42AM

City of Toronto - Traffic Data Centre & Safety Bureau

24-Hour Count Summary Report

RAMP BRITISH COLUMBIA DR	STAT CODE	ARTERY CODE	COUNT DATE	AM PEAK	AM PEAK HOUR	PM PEAK	PM PEAK HOUR	OFF HOUR PEAK	OFF HOUR PEAK HOUR	24 HOUR Total
Westbound **Category: 24 HOUR**										
RAMP BRITISH COLUMBIA RD W/B TO F G GARDINER E	DW0100DNR	3828	1/14/98 Wed	723	08:15 - 09:15	165	17:15 - 18:15	148	14:30 - 15:30	3,068
			Westbound Total:	723		165		148		3,068
			Westbound Average:	723		165		148		3,068
RAMP BRITISH COLUMBIA DR				723		165		148		3,068

Comment:

Printed On: 13 Jan, 2020 11:09:59AM

City of Toronto - Traffic Data Centre & Safety Bureau

24-Hour Count Summary Report

F G GARDINER (COLL MERGE) EXPY	STAT CODE	ARTERY CODE	COUNT DATE	AM PEAK	AM PEAK HOUR	PM PEAK	PM PEAK HOUR	OFF HOUR PEAK	OFF HOUR PEAK HOUR	24 HOUR Total
Eastbound **Category: 24 HOUR**										
F G GARDINER EXPY (COLL MERGE) E/B W OF ROYAL `	20520	20520	4/26/01 Thu	2,743	07:00 - 08:00	2,358	17:00 - 18:00	1,503	14:30 - 15:30	27,030
			Eastbound Total:	2,743		2,358		1,503		27,030
			Eastbound Average:	2,743		2,358		1,503		27,030
F G GARDINER (COLL MERGE) EXPY				2,743		2,358		1,503		27,030

Comment:

Printed On: 02 Jan, 2020 3:37:18PM

City of Toronto - Traffic Data Centre & Safety Bureau

24-Hour Count Summary Report

F G GARDINER EXPY	STAT CODE	ARTERY CODE	COUNT DATE	AM PEAK	AM PEAK HOUR	PM PEAK	PM PEAK HOUR	OFF HOUR PEAK	OFF HOUR PEAK HOUR	24 HOUR Total
Eastbound **Category: 24 HOUR**										
F G GARDINER EXPY (COLL) E/B W OF ISLINGTON AVE	DW0176DEG	20293	4/24/01 Tue	3,764	08:00 - 09:00	2,934	17:00 - 18:00	2,052	14:30 - 15:30	39,742
			Eastbound Total:	3,764		2,934		2,052		39,742
			Eastbound Average:	3,764		2,934		2,052		39,742
F G GARDINER EXPY				3,764		2,934		2,052		39,742

Comment:

Printed On: 07 Jan, 2020 12:22:57PM

City of Toronto - Traffic Data Centre & Safety Bureau

24-Hour Count Summary Report

RAMP F G GARDINER W/B EXPY	STAT CODE	ARTERY CODE	COUNT DATE	AM PEAK	AM PEAK HOUR	PM PEAK	PM PEAK HOUR	OFF HOUR PEAK	OFF HOUR PEAK HOUR	24 HOUR Total
Westbound **Category: 24 HOUR**										
RAMP F G GARDINER EXPY W/B TO DUNN AVE	DW0110DWR	3279	5/12/11 Thu	344	08:45 - 09:45	89	17:30 - 18:30	251	10:00 - 11:00	2,784
			Westbound Total:	344		89		251		2,784
			Westbound Average:	344		89		251		2,784
RAMP F G GARDINER W/B EXPY				344		89		251		2,784

Comment:

Printed On: 13 Jan, 2020 11:12:29AM

City of Toronto - Traffic Data Centre & Safety Bureau

24-Hour Count Summary Report

F G GARDINER EXPY	STAT CODE	ARTERY CODE	COUNT DATE	AM PEAK	AM PEAK HOUR	PM PEAK	PM PEAK HOUR	OFF HOUR PEAK	OFF HOUR PEAK HOUR	24 HOUR Total
Eastbound **Category: RESCU**										
F G GARDINER EXPY E/B E OF ELLIS AVE	DW0140DEG	3179	12/3/19 Tue	4,139	07:00 - 08:00	5,126	14:45 - 15:45	5,065	14:30 - 15:30	79,533
F G GARDINER EXPY E/B E OF ELLIS AVE	DW0140DEG	3179	12/5/19 Thu	4,245	07:30 - 08:30	5,301	15:00 - 16:00	5,244	14:30 - 15:30	82,691
F G GARDINER EXPY E/B E OF ELLIS AVE	DW0140DEG	3179	12/6/19 Fri	4,113	06:30 - 07:30	4,933	14:45 - 15:45	4,957	14:30 - 15:30	82,588
F G GARDINER EXPY E/B E OF ELLIS AVE	DW0140DEG	3179	12/7/19 Sat	4,108	09:15 - 10:15	3,982	15:45 - 16:45	4,202	10:15 - 11:15	69,445
F G GARDINER EXPY E/B E OF ELLIS AVE	DW0140DEG	3179	12/9/19 Mon	4,233	06:30 - 07:30	4,589	15:00 - 16:00	4,566	12:15 - 13:15	74,901
F G GARDINER EXPY E/B E OF ELLIS AVE	DW0140DEG	3179	12/10/19 Tue	4,300	06:30 - 07:30	5,499	15:00 - 16:00	5,193	14:30 - 15:30	79,300
F G GARDINER EXPY E/B E OF ELLIS AVE	DW0140DEG	3179	12/11/19 Wed	4,387	06:30 - 07:30	5,140	15:00 - 16:00	5,151	14:30 - 15:30	83,015
F G GARDINER EXPY E/B E OF ELLIS AVE	DW0140DEG	3179	12/12/19 Thu	4,638	06:30 - 07:30	5,127	15:30 - 16:30	5,053	11:00 - 12:00	84,924
F G GARDINER EXPY E/B E OF ELLIS AVE	DW0140DEG	3179	12/13/19 Fri	5,016	07:45 - 08:45	5,227	14:45 - 15:45	5,401	14:00 - 15:00	83,485
F G GARDINER EXPY E/B E OF ELLIS AVE	DW0140DEG	3179	12/15/19 Sun	3,071	09:15 - 10:15	4,995	14:45 - 15:45	4,992	14:30 - 15:30	70,230
F G GARDINER EXPY E/B E OF ELLIS AVE	DW0140DEG	3179	12/16/19 Mon	4,266	07:45 - 08:45	5,211	15:00 - 16:00	4,962	14:30 - 15:30	80,392
F G GARDINER EXPY E/B E OF ELLIS AVE	DW0140DEG	3179	12/17/19 Tue	4,321	07:15 - 08:15	5,495	15:00 - 16:00	5,443	14:30 - 15:30	81,426
F G GARDINER EXPY E/B E OF ELLIS AVE	DW0140DEG	3179	12/18/19 Wed	4,208	07:45 - 08:45	5,328	15:15 - 16:15	5,151	14:30 - 15:30	81,092
F G GARDINER EXPY E/B E OF ELLIS AVE	DW0140DEG	3179	12/19/19 Thu	4,635	06:30 - 07:30	4,070	14:45 - 15:45	4,154	14:15 - 15:15	77,362
F G GARDINER EXPY E/B E OF ELLIS AVE	DW0140DEG	3179	12/20/19 Fri	4,539	07:00 - 08:00	4,855	14:45 - 15:45	5,206	13:45 - 14:45	86,378
F G GARDINER EXPY E/B E OF ELLIS AVE	DW0140DEG	3179	12/21/19 Sat	4,453	09:15 - 10:15	4,601	14:45 - 15:45	5,318	10:30 - 11:30	80,161
F G GARDINER EXPY E/B E OF ELLIS AVE	DW0140DEG	3179	12/23/19 Mon	4,944	09:15 - 10:15	5,135	15:15 - 16:15	5,155	11:00 - 12:00	81,658
F G GARDINER EXPY E/B E OF ELLIS AVE	DW0140DEG	3179	12/24/19 Tue	4,062	07:30 - 08:30	4,418	14:45 - 15:45	4,780	12:00 - 13:00	73,893
F G GARDINER EXPY E/B E OF ELLIS AVE	DW0140DEG	3179	12/27/19 Fri	3,868	09:15 - 10:15	4,965	14:45 - 15:45	5,253	12:15 - 13:15	80,122
F G GARDINER EXPY E/B E OF ELLIS AVE	DW0140DEG	3179	12/28/19 Sat	3,559	09:15 - 10:15	4,901	14:45 - 15:45	5,139	12:00 - 13:00	76,081
F G GARDINER EXPY E/B E OF ELLIS AVE	DW0140DEG	3179	12/29/19 Sun	2,953	09:15 - 10:15	4,479	16:45 - 17:45	4,694	12:15 - 13:15	65,995
F G GARDINER EXPY E/B E OF ELLIS AVE	DW0140DEG	3179	12/30/19 Mon	3,827	09:15 - 10:15	4,925	14:45 - 15:45	5,405	13:00 - 14:00	76,896
F G GARDINER EXPY E/B E OF ELLIS AVE	DW0140DEG	3179	12/31/19 Tue	3,520	07:30 - 08:30	5,077	15:00 - 16:00	4,969	14:15 - 15:15	77,878
F G GARDINER EXPY E/B E OF ELLIS AVE	DW0140DEG	3179	1/2/20 Thu	4,629	07:30 - 08:30	4,689	16:15 - 17:15	4,651	11:00 - 12:00	72,925
			Eastbound Total:	100,034		118,068		120,104		1,882,371
			Eastbound Average:	4,168		4,920		5,004		78,432
F G GARDINER EXPY				100,034		118,068		120,104		1,882,371

Comment:

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City of Toronto - Traffic Data Centre & Safety Bureau

24-Hour Count Summary Report

F G GARDINER EXPY	STAT CODE	ARTERY CODE	COUNT DATE	AM PEAK	AM PEAK HOUR	PM PEAK	PM PEAK HOUR	OFF HOUR PEAK	OFF HOUR PEAK HOUR	24 HOUR Total
Eastbound **Category: RESCU**										
F G GARDINER EXPY E/B E OF GRAND AVE	DW0161DEG	24000	12/3/19 Tue	5,968	06:30 - 07:30	6,991	16:00 - 17:00	5,980	09:45 - 10:45	99,747
F G GARDINER EXPY E/B E OF GRAND AVE	DW0161DEG	24000	12/5/19 Thu	5,990	06:30 - 07:30	7,063	15:45 - 16:45	6,101	14:30 - 15:30	103,081
F G GARDINER EXPY E/B E OF GRAND AVE	DW0161DEG	24000	12/6/19 Fri	5,343	06:30 - 07:30	6,633	15:45 - 16:45	5,963	14:30 - 15:30	98,875
F G GARDINER EXPY E/B E OF GRAND AVE	DW0161DEG	24000	12/8/19 Sun	4,026	09:15 - 10:15	6,253	17:30 - 18:30	6,244	13:45 - 14:45	85,911
F G GARDINER EXPY E/B E OF GRAND AVE	DW0161DEG	24000	12/9/19 Mon	5,992	06:30 - 07:30	6,455	16:00 - 17:00	5,413	14:30 - 15:30	93,134
F G GARDINER EXPY E/B E OF GRAND AVE	DW0161DEG	24000	12/10/19 Tue	6,015	06:30 - 07:30	6,940	16:00 - 17:00	6,092	14:30 - 15:30	96,686
F G GARDINER EXPY E/B E OF GRAND AVE	DW0161DEG	24000	12/11/19 Wed	6,234	06:30 - 07:30	7,014	16:00 - 17:00	5,903	14:30 - 15:30	101,173
F G GARDINER EXPY E/B E OF GRAND AVE	DW0161DEG	24000	12/12/19 Thu	5,619	06:30 - 07:30	6,775	16:15 - 17:15	5,469	13:30 - 14:30	95,835
F G GARDINER EXPY E/B E OF GRAND AVE	DW0161DEG	24000	12/13/19 Fri	5,032	08:15 - 09:15	6,983	15:45 - 16:45	6,373	14:30 - 15:30	101,912
F G GARDINER EXPY E/B E OF GRAND AVE	DW0161DEG	24000	12/15/19 Sun	3,903	09:15 - 10:15	6,126	14:45 - 15:45	6,485	14:15 - 15:15	84,896
F G GARDINER EXPY E/B E OF GRAND AVE	DW0161DEG	24000	12/16/19 Mon	6,175	06:30 - 07:30	6,961	16:15 - 17:15	5,834	14:30 - 15:30	97,068
F G GARDINER EXPY E/B E OF GRAND AVE	DW0161DEG	24000	12/17/19 Tue	5,791	06:30 - 07:30	6,222	15:00 - 16:00	6,238	14:30 - 15:30	93,428
F G GARDINER EXPY E/B E OF GRAND AVE	DW0161DEG	24000	12/18/19 Wed	5,798	06:30 - 07:30	6,960	16:00 - 17:00	5,960	14:30 - 15:30	97,994
F G GARDINER EXPY E/B E OF GRAND AVE	DW0161DEG	24000	12/19/19 Thu	6,102	06:45 - 07:45	6,360	15:00 - 16:00	5,974	14:30 - 15:30	100,128
F G GARDINER EXPY E/B E OF GRAND AVE	DW0161DEG	24000	12/20/19 Fri	5,795	07:00 - 08:00	6,832	15:30 - 16:30	6,434	14:15 - 15:15	101,816
F G GARDINER EXPY E/B E OF GRAND AVE	DW0161DEG	24000	12/21/19 Sat	4,712	09:15 - 10:15	6,410	15:15 - 16:15	6,275	12:00 - 13:00	93,368
F G GARDINER EXPY E/B E OF GRAND AVE	DW0161DEG	24000	12/22/19 Sun	4,072	09:15 - 10:15	6,296	14:45 - 15:45	6,693	14:00 - 15:00	86,290
F G GARDINER EXPY E/B E OF GRAND AVE	DW0161DEG	24000	12/23/19 Mon	5,398	09:15 - 10:15	6,009	15:15 - 16:15	6,316	12:15 - 13:15	88,255
F G GARDINER EXPY E/B E OF GRAND AVE	DW0161DEG	24000	12/27/19 Fri	4,281	09:15 - 10:15	6,528	15:45 - 16:45	6,358	14:30 - 15:30	90,837
F G GARDINER EXPY E/B E OF GRAND AVE	DW0161DEG	24000	12/28/19 Sat	3,690	09:15 - 10:15	6,558	16:15 - 17:15	6,421	14:30 - 15:30	88,347
F G GARDINER EXPY E/B E OF GRAND AVE	DW0161DEG	24000	12/29/19 Sun	2,683	09:15 - 10:15	5,840	16:15 - 17:15	5,513	14:30 - 15:30	67,923
F G GARDINER EXPY E/B E OF GRAND AVE	DW0161DEG	24000	12/30/19 Mon	4,188	09:15 - 10:15	6,162	15:00 - 16:00	6,144	13:15 - 14:15	85,582
F G GARDINER EXPY E/B E OF GRAND AVE	DW0161DEG	24000	12/31/19 Tue	3,502	07:45 - 08:45	5,851	15:00 - 16:00	5,658	13:30 - 14:30	84,380
			Eastbound Total:	116,309		150,222		139,841		2,136,666
			Eastbound Average:	5,057		6,531		6,080		92,899
F G GARDINER EXPY				116,309		150,222		139,841		2,136,666

Comment:

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City of Toronto - Traffic Data Centre & Safety Bureau

24-Hour Count Summary Report

RAMP F G GARDINER E/B EXPY	STAT CODE	ARTERY CODE	COUNT DATE	AM PEAK	AM PEAK HOUR	PM PEAK	PM PEAK HOUR	OFF HOUR PEAK	OFF HOUR PEAK HOUR	24 HOUR Total
Eastbound **Category: 24 HOUR**										
RAMP F G GARDINER EXPY E/B TO HORNER AVE S/B	DW0230DER	21404	10/25/07 Thu	550	09:15 - 10:15	496	14:45 - 15:45	627	10:00 - 11:00	7,951
			Eastbound Total:	550		496		627		7,951
			Eastbound Average:	550		496		627		7,951
RAMP F G GARDINER E/B EXPY				550		496		627		7,951

Comment:

Printed On: 02 Jan, 2020 3:21:35PM

City of Toronto - Traffic Data Centre & Safety Bureau

24-Hour Count Summary Report

RAMP F G GARDINER E/B EXPY	STAT CODE	ARTERY CODE	COUNT DATE	AM PEAK	AM PEAK HOUR	PM PEAK	PM PEAK HOUR	OFF HOUR PEAK	OFF HOUR PEAK HOUR	24 HOUR Total
Eastbound **Category: 24 HOUR**										
RAMP F G GARDINER EXPY E/B TO ISLINGTON AVE N/E	DW0190DER	1283	5/4/05 Wed	438	08:15 - 09:15	466	17:15 - 18:15	426	11:30 - 12:30	6,364
			Eastbound Total:	438		466		426		6,364
			Eastbound Average:	438		466		426		6,364
RAMP F G GARDINER E/B EXPY				438		466		426		6,364

Comment:

Printed On: 02 Jan, 2020 3:28:48PM

City of Toronto - Traffic Data Centre & Safety Bureau

24-Hour Count Summary Report

RAMP F G GARDINER E/B EXPY	STAT CODE	ARTERY CODE	COUNT DATE	AM PEAK	AM PEAK HOUR	PM PEAK	PM PEAK HOUR	OFF HOUR PEAK	OFF HOUR PEAK HOUR	24 HOUR Total
Eastbound **Category: 24 HOUR**										
RAMP F G GARDINER EXPY E/B TO ISLINGTON AVE S/B	DW0210DER	1284	10/25/07 Thu	231	08:45 - 09:45	351	15:00 - 16:00	332	14:00 - 15:00	5,022
			Eastbound Total:	231		351		332		5,022
			Eastbound Average:	231		351		332		5,022
RAMP F G GARDINER E/B EXPY				231		351		332		5,022

Comment:

Printed On: 02 Jan, 2020 3:26:45PM

City of Toronto - Traffic Data Centre & Safety Bureau

24-Hour Count Summary Report

RAMP ISLINGTON S/B AVE		STAT CODE	ARTERY CODE	COUNT DATE	AM PEAK	AM PEAK HOUR	PM PEAK	PM PEAK HOUR	OFF HOUR PEAK	OFF HOUR PEAK HOUR	24 HOUR Total
Southbound	**Category: 24 HOUR**										
RAMP ISLINGTON AVE S/B TO FGG E/B		DW0200DER	20484	10/25/07 Thu	333	07:30 - 08:30	443	16:30 - 17:30	339	14:30 - 15:30	5,170
				Southbound Total:	333		443		339		5,170
				Southbound Average:	333		443		339		5,170
RAMP ISLINGTON S/B AVE					333		443		339		5,170

Comment:

Printed On: 02 Jan, 2020 3:32:41PM

City of Toronto - Traffic Data Centre & Safety Bureau

24-Hour Count Summary Report

RAMP ISLINGTON N/B AVE	STAT CODE	ARTERY CODE	COUNT DATE	AM PEAK	AM PEAK HOUR	PM PEAK	PM PEAK HOUR	OFF HOUR PEAK	OFF HOUR PEAK HOUR	24 HOUR Total
Northbound **Category: 24 HOUR**										
ISLINGTON AVE N/B TO F G GARDINER EXPY E/B	DW0180DER	1248	10/25/07 Thu	309	08:00 - 09:00	226	17:00 - 18:00	189	14:30 - 15:30	3,066
			Northbound Total:	309		226		189		3,066
			Northbound Average:	309		226		189		3,066
RAMP ISLINGTON N/B AVE				309		226		189		3,066

Comment:

Printed On: 02 Jan, 2020 3:30:47PM

City of Toronto - Traffic Data Centre & Safety Bureau

24-Hour Count Summary Report

RAMP F G GARDINER E/B EXPY	STAT CODE	ARTERY CODE	COUNT DATE	AM PEAK	AM PEAK HOUR	PM PEAK	PM PEAK HOUR	OFF HOUR PEAK	OFF HOUR PEAK HOUR	24 HOUR Total
Eastbound **Category: 24 HOUR**										
RAMP F G GARDINER EXPY E/B TO JAMESON AVE	DW0130DER	3275	5/5/05 Thu	1,367	08:45 - 09:45	1,023	17:15 - 18:15	1,219	09:30 - 10:30	17,335
			Eastbound Total:	1,367		1,023		1,219		17,335
			Eastbound Average:	1,367		1,023		1,219		17,335
RAMP F G GARDINER E/B EXPY				1,367		1,023		1,219		17,335

Comment:

Printed On: 06 Jan, 2020 2:55:24PM

City of Toronto - Traffic Data Centre & Safety Bureau

24-Hour Count Summary Report

F G GARDINER EXPY	STAT CODE	ARTERY CODE	COUNT DATE	AM PEAK	AM PEAK HOUR	PM PEAK	PM PEAK HOUR	OFF HOUR PEAK	OFF HOUR PEAK HOUR	24 HOUR Total
Eastbound **Category: RESCU**										
F G GARDINER EXPY E/B W OF JAMESON AVE	DW0100DEG	3181	12/5/19 Thu	4,079	07:30 - 08:30	4,304	15:00 - 16:00	4,172	14:30 - 15:30	68,246
F G GARDINER EXPY E/B W OF JAMESON AVE	DW0100DEG	3181	12/6/19 Fri	3,753	06:45 - 07:45	3,919	14:45 - 15:45	3,936	14:30 - 15:30	66,838
F G GARDINER EXPY E/B W OF JAMESON AVE	DW0100DEG	3181	12/7/19 Sat	3,285	07:45 - 08:45	3,127	15:30 - 16:30	3,347	10:15 - 11:15	54,752
F G GARDINER EXPY E/B W OF JAMESON AVE	DW0100DEG	3181	12/9/19 Mon	3,944	06:45 - 07:45	3,756	15:00 - 16:00	3,693	12:30 - 13:30	62,097
F G GARDINER EXPY E/B W OF JAMESON AVE	DW0100DEG	3181	12/19/19 Thu	4,128	06:30 - 07:30	3,236	14:45 - 15:45	3,325	10:45 - 11:45	63,456
F G GARDINER EXPY E/B W OF JAMESON AVE	DW0100DEG	3181	12/24/19 Tue	3,571	07:30 - 08:30	3,496	14:45 - 15:45	3,785	11:45 - 12:45	58,992
F G GARDINER EXPY E/B W OF JAMESON AVE	DW0100DEG	3181	12/27/19 Fri	3,198	09:15 - 10:15	3,930	14:45 - 15:45	4,189	13:45 - 14:45	63,576
F G GARDINER EXPY E/B W OF JAMESON AVE	DW0100DEG	3181	12/28/19 Sat	2,799	09:15 - 10:15	3,893	15:15 - 16:15	4,105	11:30 - 12:30	59,091
F G GARDINER EXPY E/B W OF JAMESON AVE	DW0100DEG	3181	12/29/19 Sun	2,383	09:15 - 10:15	3,590	16:30 - 17:30	3,673	12:15 - 13:15	51,275
F G GARDINER EXPY E/B W OF JAMESON AVE	DW0100DEG	3181	12/30/19 Mon	3,204	07:45 - 08:45	3,938	15:15 - 16:15	4,146	12:45 - 13:45	61,114
F G GARDINER EXPY E/B W OF JAMESON AVE	DW0100DEG	3181	12/31/19 Tue	2,972	07:45 - 08:45	3,941	14:45 - 15:45	3,842	14:15 - 15:15	59,592
F G GARDINER EXPY E/B W OF JAMESON AVE	DW0100DEG	3181	1/2/20 Thu	4,066	07:45 - 08:45	3,680	16:15 - 17:15	3,754	11:00 - 12:00	58,845
			Eastbound Total:	41,382		44,810		45,967		727,874
			Eastbound Average:	3,449		3,734		3,831		60,656
F G GARDINER EXPY				41,382		44,810		45,967		727,874

Comment:

Printed On: 06 Jan, 2020 2:46:09PM

City of Toronto - Traffic Data Centre & Safety Bureau

24-Hour Count Summary Report

F G GARDINER EXPY	STAT CODE	ARTERY CODE	COUNT DATE	AM PEAK	AM PEAK HOUR	PM PEAK	PM PEAK HOUR	OFF HOUR PEAK	OFF HOUR PEAK HOUR	24 HOUR Total
Eastbound **Category: RESCU**										
F G GARDINER EXPY E/B W OF JAMESON AVE	DW0100DEG	3181	12/5/19 Thu	4,079	07:30 - 08:30	4,304	15:00 - 16:00	4,172	14:30 - 15:30	68,246
F G GARDINER EXPY E/B W OF JAMESON AVE	DW0100DEG	3181	12/6/19 Fri	3,753	06:45 - 07:45	3,919	14:45 - 15:45	3,936	14:30 - 15:30	66,838
F G GARDINER EXPY E/B W OF JAMESON AVE	DW0100DEG	3181	12/7/19 Sat	3,285	07:45 - 08:45	3,127	15:30 - 16:30	3,347	10:15 - 11:15	54,752
F G GARDINER EXPY E/B W OF JAMESON AVE	DW0100DEG	3181	12/9/19 Mon	3,944	06:45 - 07:45	3,756	15:00 - 16:00	3,693	12:30 - 13:30	62,097
F G GARDINER EXPY E/B W OF JAMESON AVE	DW0100DEG	3181	12/19/19 Thu	4,128	06:30 - 07:30	3,236	14:45 - 15:45	3,325	10:45 - 11:45	63,456
F G GARDINER EXPY E/B W OF JAMESON AVE	DW0100DEG	3181	12/24/19 Tue	3,571	07:30 - 08:30	3,496	14:45 - 15:45	3,785	11:45 - 12:45	58,992
F G GARDINER EXPY E/B W OF JAMESON AVE	DW0100DEG	3181	12/27/19 Fri	3,198	09:15 - 10:15	3,930	14:45 - 15:45	4,189	13:45 - 14:45	63,576
F G GARDINER EXPY E/B W OF JAMESON AVE	DW0100DEG	3181	12/28/19 Sat	2,799	09:15 - 10:15	3,893	15:15 - 16:15	4,105	11:30 - 12:30	59,091
F G GARDINER EXPY E/B W OF JAMESON AVE	DW0100DEG	3181	12/29/19 Sun	2,383	09:15 - 10:15	3,590	16:30 - 17:30	3,673	12:15 - 13:15	51,275
F G GARDINER EXPY E/B W OF JAMESON AVE	DW0100DEG	3181	12/30/19 Mon	3,204	07:45 - 08:45	3,938	15:15 - 16:15	4,146	12:45 - 13:45	61,114
F G GARDINER EXPY E/B W OF JAMESON AVE	DW0100DEG	3181	12/31/19 Tue	2,972	07:45 - 08:45	3,941	14:45 - 15:45	3,842	14:15 - 15:15	59,592
F G GARDINER EXPY E/B W OF JAMESON AVE	DW0100DEG	3181	1/2/20 Thu	4,066	07:45 - 08:45	3,680	16:15 - 17:15	3,754	11:00 - 12:00	58,845
			Eastbound Total:	41,382		44,810		45,967		727,874
			Eastbound Average:	3,449		3,734		3,831		60,656
F G GARDINER EXPY				41,382		44,810		45,967		727,874

Comment:

Printed On: 06 Jan, 2020 2:59:13PM

City of Toronto - Traffic Data Centre & Safety Bureau

24-Hour Count Summary Report

KIPLING AVE		STAT CODE	ARTERY CODE	COUNT DATE	AM PEAK	AM PEAK HOUR	PM PEAK	PM PEAK HOUR	OFF HOUR PEAK	OFF HOUR PEAK HOUR	24 HOUR Total
Southbound	**Category: 24 HOUR**										
KIPLING AVE SB TO FGG EB ON RAMP		36391	36391	10/2/14 Thu	411	09:15 - 10:15	501	14:45 - 15:45	624	12:45 - 13:45	7,298
				Southbound Total:	411		501		624		7,298
				Southbound Average:	411		501		624		7,298
KIPLING AVE					411		501		624		7,298

Comment:

Printed On: 02 Jan, 2020 3:17:40PM

City of Toronto - Traffic Data Centre & Safety Bureau

24-Hour Count Summary Report

RAMP LAKE SHORE E/B BLVD	STAT CODE	ARTERY CODE	COUNT DATE	AM PEAK	AM PEAK HOUR	PM PEAK	PM PEAK HOUR	OFF HOUR PEAK	OFF HOUR PEAK HOUR	24 HOUR Total
Eastbound **Category: 24 HOUR**										
RAMP LAKE SHORE BLVD E/B TO F G GARDINER EXPY	DW0110DER	3287	5/5/05 Thu	1,241	09:15 - 10:15	1,065	15:45 - 16:45	1,138	09:30 - 10:30	9,707
			Eastbound Total:	1,241		1,065		1,138		9,707
			Eastbound Average:	1,241		1,065		1,138		9,707
RAMP LAKE SHORE E/B BLVD				1,241		1,065		1,138		9,707

Comment:

Printed On: 13 Jan, 2020 10:09:38AM

City of Toronto - Traffic Data Centre & Safety Bureau

24-Hour Count Summary Report

RAMP F G GARDINER E/B EXPY	STAT CODE	ARTERY CODE	COUNT DATE	AM PEAK	AM PEAK HOUR	PM PEAK	PM PEAK HOUR	OFF HOUR PEAK	OFF HOUR PEAK HOUR	24 HOUR Total
Eastbound **Category: 24 HOUR**										
RAMP F G GARDINER EXPY E/B TO LAKE SHORE BLVD	DW0160DER	3915	5/5/05 Thu	2,776	06:45 - 07:45	2,785	16:15 - 17:15	2,514	09:30 - 10:30	29,340
			Eastbound Total:	2,776		2,785		2,514		29,340
			Eastbound Average:	2,776		2,785		2,514		29,340
RAMP F G GARDINER E/B EXPY				2,776		2,785		2,514		29,340

Comment:
NEAR PALACE PIER

Printed On: 02 Jan, 2020 3:49:00PM

City of Toronto - Traffic Data Centre & Safety Bureau

24-Hour Count Summary Report

RAMP LAKE SHORE BLVD	STAT CODE	ARTERY CODE	COUNT DATE	AM PEAK	AM PEAK HOUR	PM PEAK	PM PEAK HOUR	OFF HOUR PEAK	OFF HOUR PEAK HOUR	24 HOUR Total
Northbound **Category: 24 HOUR**										
RAMP LAKE SHORE BLVD TO F G GARDINER EXPY E/B	DW0150DER	23995	5/5/05 Thu	514	07:45 - 08:45	179	16:30 - 17:30	202	10:00 - 11:00	3,808
			Northbound Total:	514		179		202		3,808
			Northbound Average:	514		179		202		3,808
RAMP LAKE SHORE BLVD				514		179		202		3,808

Comment:

Printed On: 02 Jan, 2020 3:57:07PM

City of Toronto - Traffic Data Centre & Safety Bureau

24-Hour Count Summary Report

F G GARDINER (COLL MERGE) EXPY	STAT CODE	ARTERY CODE	COUNT DATE	AM PEAK	AM PEAK HOUR	PM PEAK	PM PEAK HOUR	OFF HOUR PEAK	OFF HOUR PEAK HOUR	24 HOUR Total
Eastbound **Category: 24 HOUR**										
F G GARDINER EXPY (COLL MERGE) E/B W OF ROYAL `	20520	20520	4/26/01 Thu	2,743	07:00 - 08:00	2,358	17:00 - 18:00	1,503	14:30 - 15:30	27,030
			Eastbound Total:	2,743		2,358		1,503		27,030
			Eastbound Average:	2,743		2,358		1,503		27,030
F G GARDINER (COLL MERGE) EXPY				2,743		2,358		1,503		27,030

Comment:

Printed On: 02 Jan, 2020 3:35:17PM

City of Toronto - Traffic Data Centre & Safety Bureau

24-Hour Count Summary Report

RAMP THE QUEENSWAY E/B	STAT CODE	ARTERY CODE	COUNT DATE	AM PEAK	AM PEAK HOUR	PM PEAK	PM PEAK HOUR	OFF HOUR PEAK	OFF HOUR PEAK HOUR	24 HOUR Total
Eastbound **Category: 24 HOUR**										
THE QUEENSWAY E/B TO F G GARDINER EXPY E/B	1295	1295	9/27/12 Thu	1,061	08:00 - 09:00	202	17:30 - 18:30	246	11:30 - 12:30	4,834
			Eastbound Total:	1,061		202		246		4,834
			Eastbound Average:	1,061		202		246		4,834
RAMP THE QUEENSWAY E/B				1,061		202		246		4,834

Comment:

Printed On: 03 Jan, 2020 1:46:00PM

City of Toronto - Traffic Data Centre & Safety Bureau

24-Hour Count Summary Report

SOUTH KINGSWAY	STAT CODE	ARTERY CODE	COUNT DATE	AM PEAK	AM PEAK HOUR	PM PEAK	PM PEAK HOUR	OFF HOUR PEAK	OFF HOUR PEAK HOUR	24 HOUR Total
Southbound **Category: 24 HOUR**										
SOUTH KINGSWAY S/B S OF THE QUEENSWAY	30299	30299	9/27/12 Thu	1,226	08:00 - 09:00	334	17:30 - 18:30	349	09:30 - 10:30	6,741
			Southbound Total:	1,226		334		349		6,741
			Southbound Average:	1,226		334		349		6,741
SOUTH KINGSWAY				1,226		334		349		6,741

Comment:

Printed On: 03 Jan, 2020 1:46:24PM

City of Toronto - Traffic Data Centre & Safety Bureau

24-Hour Count Summary Report

F G GARDINER EXPY	STAT CODE	ARTERY CODE	COUNT DATE	AM PEAK	AM PEAK HOUR	PM PEAK	PM PEAK HOUR	OFF HOUR PEAK	OFF HOUR PEAK HOUR	24 HOUR Total
Eastbound **Category: RESCU**										
F G GARDINER EXPY E/B E OF WINDERMERE AVE	DW0146DEG	37509	12/6/19 Fri	3,213	09:15 - 10:15	4,458	14:45 - 15:45	4,509	14:30 - 15:30	72,111
F G GARDINER EXPY E/B E OF WINDERMERE AVE	DW0146DEG	37509	12/9/19 Mon	3,136	06:30 - 07:30	3,613	15:00 - 16:00	3,597	12:15 - 13:15	58,120
F G GARDINER EXPY E/B E OF WINDERMERE AVE	DW0146DEG	37509	12/15/19 Sun	2,996	09:15 - 10:15	3,995	15:00 - 16:00	4,052	14:15 - 15:15	61,366
F G GARDINER EXPY E/B E OF WINDERMERE AVE	DW0146DEG	37509	12/21/19 Sat	3,974	09:15 - 10:15	4,093	14:45 - 15:45	4,765	10:30 - 11:30	71,176
F G GARDINER EXPY E/B E OF WINDERMERE AVE	DW0146DEG	37509	12/29/19 Sun	2,596	09:15 - 10:15	3,997	16:45 - 17:45	4,236	12:00 - 13:00	59,601
F G GARDINER EXPY E/B E OF WINDERMERE AVE	DW0146DEG	37509	12/30/19 Mon	3,414	09:15 - 10:15	4,424	14:45 - 15:45	4,949	13:00 - 14:00	69,506
F G GARDINER EXPY E/B E OF WINDERMERE AVE	DW0146DEG	37509	12/31/19 Tue	2,946	07:30 - 08:30	4,351	15:00 - 16:00	4,306	13:30 - 14:30	66,247
			Eastbound Total:	22,275		28,931		30,414		458,127
			Eastbound Average:	3,182		4,133		4,345		65,447
F G GARDINER EXPY				22,275		28,931		30,414		458,127

Comment:

Printed On: 03 Jan, 2020 1:55:02PM

City of Toronto - Traffic Data Centre & Safety Bureau

24-Hour Count Summary Report

F G GARDINER EXPY	STAT CODE	ARTERY CODE	COUNT DATE	AM PEAK	AM PEAK HOUR	PM PEAK	PM PEAK HOUR	OFF HOUR PEAK	OFF HOUR PEAK HOUR	24 HOUR Total
Eastbound **Category: RESCU**										
F G GARDINER EXPY E/B E OF THE EAST MALL	DW0201DEG	37514	12/3/19 Tue	3,423	06:30 - 07:30	3,347	17:30 - 18:30	2,760	09:30 - 10:30	47,289
F G GARDINER EXPY E/B E OF THE EAST MALL	DW0201DEG	37514	12/5/19 Thu	3,355	06:45 - 07:45	3,399	17:15 - 18:15	2,795	10:00 - 11:00	49,261
F G GARDINER EXPY E/B E OF THE EAST MALL	DW0201DEG	37514	12/6/19 Fri	2,651	06:30 - 07:30	3,002	16:45 - 17:45	2,673	14:30 - 15:30	46,417
F G GARDINER EXPY E/B E OF THE EAST MALL	DW0201DEG	37514	12/7/19 Sat	2,652	09:15 - 10:15	3,427	17:30 - 18:30	2,985	11:15 - 12:15	47,462
F G GARDINER EXPY E/B E OF THE EAST MALL	DW0201DEG	37514	12/8/19 Sun	2,294	09:15 - 10:15	3,092	17:30 - 18:30	2,988	12:15 - 13:15	42,165
F G GARDINER EXPY E/B E OF THE EAST MALL	DW0201DEG	37514	12/9/19 Mon	3,319	06:30 - 07:30	3,123	17:15 - 18:15	2,516	09:30 - 10:30	44,231
F G GARDINER EXPY E/B E OF THE EAST MALL	DW0201DEG	37514	12/10/19 Tue	3,414	06:30 - 07:30	3,654	17:15 - 18:15	2,797	09:30 - 10:30	46,493
F G GARDINER EXPY E/B E OF THE EAST MALL	DW0201DEG	37514	12/13/19 Fri	3,001	06:45 - 07:45	3,477	17:15 - 18:15	2,769	14:30 - 15:30	50,237
F G GARDINER EXPY E/B E OF THE EAST MALL	DW0201DEG	37514	12/16/19 Mon	3,184	06:30 - 07:30	3,069	16:15 - 17:15	2,609	14:30 - 15:30	44,965
F G GARDINER EXPY E/B E OF THE EAST MALL	DW0201DEG	37514	12/17/19 Tue	3,154	06:30 - 07:30	3,632	16:45 - 17:45	2,758	14:30 - 15:30	47,412
F G GARDINER EXPY E/B E OF THE EAST MALL	DW0201DEG	37514	12/19/19 Thu	3,160	06:45 - 07:45	3,566	17:00 - 18:00	2,837	09:30 - 10:30	48,744
F G GARDINER EXPY E/B E OF THE EAST MALL	DW0201DEG	37514	12/20/19 Fri	2,909	07:00 - 08:00	3,584	17:30 - 18:30	2,775	13:45 - 14:45	50,607
F G GARDINER EXPY E/B E OF THE EAST MALL	DW0201DEG	37514	12/21/19 Sat	2,363	09:15 - 10:15	3,497	17:30 - 18:30	2,996	12:00 - 13:00	45,828
F G GARDINER EXPY E/B E OF THE EAST MALL	DW0201DEG	37514	12/22/19 Sun	2,193	09:15 - 10:15	2,911	16:15 - 17:15	3,270	13:45 - 14:45	41,848
F G GARDINER EXPY E/B E OF THE EAST MALL	DW0201DEG	37514	12/23/19 Mon	2,611	09:15 - 10:15	2,777	16:00 - 17:00	2,877	11:00 - 12:00	43,028
F G GARDINER EXPY E/B E OF THE EAST MALL	DW0201DEG	37514	12/30/19 Mon	2,094	09:15 - 10:15	2,897	14:45 - 15:45	2,884	13:00 - 14:00	40,505
			Eastbound Total:	45,777		52,454		45,289		736,492
			Eastbound Average:	2,861		3,278		2,831		46,031
F G GARDINER EXPY				45,777		52,454		45,289		736,492

Comment:

Printed On: 02 Jan, 2020 3:03:35PM

City of Toronto - Traffic Data Centre & Safety Bureau

24-Hour Count Summary Report

F G GARDINER EXPY	STAT CODE	ARTERY CODE	COUNT DATE	AM PEAK	AM PEAK HOUR	PM PEAK	PM PEAK HOUR	OFF HOUR PEAK	OFF HOUR PEAK HOUR	24 HOUR Total
Eastbound **Category: RESCU**										
F G GARDINER EXPY E/B E OF ELLIS AVE	DW0140DEG	3179	12/3/19 Tue	4,139	07:00 - 08:00	5,126	14:45 - 15:45	5,065	14:30 - 15:30	79,533
F G GARDINER EXPY E/B E OF ELLIS AVE	DW0140DEG	3179	12/5/19 Thu	4,245	07:30 - 08:30	5,301	15:00 - 16:00	5,244	14:30 - 15:30	82,691
F G GARDINER EXPY E/B E OF ELLIS AVE	DW0140DEG	3179	12/6/19 Fri	4,113	06:30 - 07:30	4,933	14:45 - 15:45	4,957	14:30 - 15:30	82,588
F G GARDINER EXPY E/B E OF ELLIS AVE	DW0140DEG	3179	12/7/19 Sat	4,108	09:15 - 10:15	3,982	15:45 - 16:45	4,202	10:15 - 11:15	69,445
F G GARDINER EXPY E/B E OF ELLIS AVE	DW0140DEG	3179	12/9/19 Mon	4,233	06:30 - 07:30	4,589	15:00 - 16:00	4,566	12:15 - 13:15	74,901
F G GARDINER EXPY E/B E OF ELLIS AVE	DW0140DEG	3179	12/10/19 Tue	4,300	06:30 - 07:30	5,499	15:00 - 16:00	5,193	14:30 - 15:30	79,300
F G GARDINER EXPY E/B E OF ELLIS AVE	DW0140DEG	3179	12/11/19 Wed	4,387	06:30 - 07:30	5,140	15:00 - 16:00	5,151	14:30 - 15:30	83,015
F G GARDINER EXPY E/B E OF ELLIS AVE	DW0140DEG	3179	12/12/19 Thu	4,638	06:30 - 07:30	5,127	15:30 - 16:30	5,053	11:00 - 12:00	84,924
F G GARDINER EXPY E/B E OF ELLIS AVE	DW0140DEG	3179	12/13/19 Fri	5,016	07:45 - 08:45	5,227	14:45 - 15:45	5,401	14:00 - 15:00	83,485
F G GARDINER EXPY E/B E OF ELLIS AVE	DW0140DEG	3179	12/15/19 Sun	3,071	09:15 - 10:15	4,995	14:45 - 15:45	4,992	14:30 - 15:30	70,230
F G GARDINER EXPY E/B E OF ELLIS AVE	DW0140DEG	3179	12/16/19 Mon	4,266	07:45 - 08:45	5,211	15:00 - 16:00	4,962	14:30 - 15:30	80,392
F G GARDINER EXPY E/B E OF ELLIS AVE	DW0140DEG	3179	12/17/19 Tue	4,321	07:15 - 08:15	5,495	15:00 - 16:00	5,443	14:30 - 15:30	81,426
F G GARDINER EXPY E/B E OF ELLIS AVE	DW0140DEG	3179	12/18/19 Wed	4,208	07:45 - 08:45	5,328	15:15 - 16:15	5,151	14:30 - 15:30	81,092
F G GARDINER EXPY E/B E OF ELLIS AVE	DW0140DEG	3179	12/19/19 Thu	4,635	06:30 - 07:30	4,070	14:45 - 15:45	4,154	14:15 - 15:15	77,362
F G GARDINER EXPY E/B E OF ELLIS AVE	DW0140DEG	3179	12/20/19 Fri	4,539	07:00 - 08:00	4,855	14:45 - 15:45	5,206	13:45 - 14:45	86,378
F G GARDINER EXPY E/B E OF ELLIS AVE	DW0140DEG	3179	12/21/19 Sat	4,453	09:15 - 10:15	4,601	14:45 - 15:45	5,318	10:30 - 11:30	80,161
F G GARDINER EXPY E/B E OF ELLIS AVE	DW0140DEG	3179	12/23/19 Mon	4,944	09:15 - 10:15	5,135	15:15 - 16:15	5,155	11:00 - 12:00	81,658
F G GARDINER EXPY E/B E OF ELLIS AVE	DW0140DEG	3179	12/24/19 Tue	4,062	07:30 - 08:30	4,418	14:45 - 15:45	4,780	12:00 - 13:00	73,893
F G GARDINER EXPY E/B E OF ELLIS AVE	DW0140DEG	3179	12/27/19 Fri	3,868	09:15 - 10:15	4,965	14:45 - 15:45	5,253	12:15 - 13:15	80,122
F G GARDINER EXPY E/B E OF ELLIS AVE	DW0140DEG	3179	12/28/19 Sat	3,559	09:15 - 10:15	4,901	14:45 - 15:45	5,139	12:00 - 13:00	76,081
F G GARDINER EXPY E/B E OF ELLIS AVE	DW0140DEG	3179	12/29/19 Sun	2,953	09:15 - 10:15	4,479	16:45 - 17:45	4,694	12:15 - 13:15	65,995
F G GARDINER EXPY E/B E OF ELLIS AVE	DW0140DEG	3179	12/30/19 Mon	3,827	09:15 - 10:15	4,925	14:45 - 15:45	5,405	13:00 - 14:00	76,896
F G GARDINER EXPY E/B E OF ELLIS AVE	DW0140DEG	3179	12/31/19 Tue	3,520	07:30 - 08:30	5,077	15:00 - 16:00	4,969	14:15 - 15:15	77,878
F G GARDINER EXPY E/B E OF ELLIS AVE	DW0140DEG	3179	1/2/20 Thu	4,629	07:30 - 08:30	4,689	16:15 - 17:15	4,651	11:00 - 12:00	72,925
			Eastbound Total:	100,034		118,068		120,104		1,882,371
			Eastbound Average:	4,168		4,920		5,004		78,432
F G GARDINER EXPY				100,034		118,068		120,104		1,882,371

Comment:

Printed On: 03 Jan, 2020 2:10:06PM

City of Toronto - Traffic Data Centre & Safety Bureau

24-Hour Count Summary Report

F G GARDINER EXPY	STAT CODE	ARTERY CODE	COUNT DATE	AM PEAK	AM PEAK HOUR	PM PEAK	PM PEAK HOUR	OFF HOUR PEAK	OFF HOUR PEAK HOUR	24 HOUR Total
Eastbound **Category: 24 HOUR**										
F G GARDINER EXPY (CORE) E/B W OF ISLINGTON AVE	DW0175DEG	20248	4/26/01 Thu	4,585	07:00 - 08:00	5,144	16:00 - 17:00	4,460	14:30 - 15:30	75,208
			Eastbound Total:	4,585		5,144		4,460		75,208
			Eastbound Average:	4,585		5,144		4,460		75,208
F G GARDINER EXPY				4,585		5,144		4,460		75,208

Comment:

Printed On: 07 Jan, 2020 12:19:21PM

City of Toronto - Traffic Data Centre & Safety Bureau

24-Hour Count Summary Report

F G GARDINER EXPY	STAT CODE	ARTERY CODE	COUNT DATE	AM PEAK	AM PEAK HOUR	PM PEAK	PM PEAK HOUR	OFF HOUR PEAK	OFF HOUR PEAK HOUR	24 HOUR Total
Eastbound **Category: RESCU**										
F G GARDINER EXPY E/B W OF DOWLING AVE	DW0110DEG	3182	12/3/19 Tue	4,110	07:00 - 08:00	5,110	14:45 - 15:45	5,059	14:30 - 15:30	79,683
F G GARDINER EXPY E/B W OF DOWLING AVE	DW0110DEG	3182	12/5/19 Thu	4,226	07:15 - 08:15	5,322	15:00 - 16:00	5,251	14:30 - 15:30	82,740
F G GARDINER EXPY E/B W OF DOWLING AVE	DW0110DEG	3182	12/6/19 Fri	4,041	06:30 - 07:30	4,866	14:45 - 15:45	4,919	14:15 - 15:15	82,705
F G GARDINER EXPY E/B W OF DOWLING AVE	DW0110DEG	3182	12/7/19 Sat	4,057	09:15 - 10:15	3,981	15:30 - 16:30	4,211	10:15 - 11:15	69,367
F G GARDINER EXPY E/B W OF DOWLING AVE	DW0110DEG	3182	12/9/19 Mon	4,173	06:30 - 07:30	4,564	15:00 - 16:00	4,611	12:30 - 13:30	75,020
F G GARDINER EXPY E/B W OF DOWLING AVE	DW0110DEG	3182	12/10/19 Tue	4,202	06:30 - 07:30	5,489	15:00 - 16:00	5,177	14:30 - 15:30	79,298
F G GARDINER EXPY E/B W OF DOWLING AVE	DW0110DEG	3182	12/11/19 Wed	4,293	06:45 - 07:45	5,087	14:45 - 15:45	5,156	10:30 - 11:30	83,191
F G GARDINER EXPY E/B W OF DOWLING AVE	DW0110DEG	3182	12/12/19 Thu	4,465	06:30 - 07:30	5,095	15:30 - 16:30	5,131	10:45 - 11:45	85,166
F G GARDINER EXPY E/B W OF DOWLING AVE	DW0110DEG	3182	12/13/19 Fri	5,020	07:45 - 08:45	5,192	14:45 - 15:45	5,359	14:00 - 15:00	83,452
F G GARDINER EXPY E/B W OF DOWLING AVE	DW0110DEG	3182	12/15/19 Sun	3,086	09:15 - 10:15	5,014	14:45 - 15:45	5,018	14:30 - 15:30	70,756
F G GARDINER EXPY E/B W OF DOWLING AVE	DW0110DEG	3182	12/16/19 Mon	4,327	09:15 - 10:15	5,162	15:00 - 16:00	4,928	10:45 - 11:45	80,585
F G GARDINER EXPY E/B W OF DOWLING AVE	DW0110DEG	3182	12/17/19 Tue	4,249	07:30 - 08:30	5,463	15:00 - 16:00	5,410	14:30 - 15:30	81,573
F G GARDINER EXPY E/B W OF DOWLING AVE	DW0110DEG	3182	12/18/19 Wed	4,201	07:30 - 08:30	5,294	15:15 - 16:15	5,166	14:30 - 15:30	81,228
F G GARDINER EXPY E/B W OF DOWLING AVE	DW0110DEG	3182	12/19/19 Thu	4,481	06:30 - 07:30	4,012	14:45 - 15:45	4,129	14:15 - 15:15	77,246
F G GARDINER EXPY E/B W OF DOWLING AVE	DW0110DEG	3182	12/20/19 Fri	4,480	06:45 - 07:45	4,720	14:45 - 15:45	5,215	13:45 - 14:45	86,503
F G GARDINER EXPY E/B W OF DOWLING AVE	DW0110DEG	3182	12/21/19 Sat	4,476	09:15 - 10:15	4,522	14:45 - 15:45	5,280	10:30 - 11:30	80,441
F G GARDINER EXPY E/B W OF DOWLING AVE	DW0110DEG	3182	12/23/19 Mon	4,941	09:15 - 10:15	5,113	15:15 - 16:15	5,165	10:00 - 11:00	82,096
F G GARDINER EXPY E/B W OF DOWLING AVE	DW0110DEG	3182	12/24/19 Tue	4,100	07:30 - 08:30	4,463	14:45 - 15:45	4,815	11:45 - 12:45	74,367
F G GARDINER EXPY E/B W OF DOWLING AVE	DW0110DEG	3182	12/27/19 Fri	3,898	09:15 - 10:15	4,959	14:45 - 15:45	5,253	13:45 - 14:45	80,606
F G GARDINER EXPY E/B W OF DOWLING AVE	DW0110DEG	3182	12/28/19 Sat	3,570	09:15 - 10:15	4,936	15:15 - 16:15	5,184	12:00 - 13:00	76,412
F G GARDINER EXPY E/B W OF DOWLING AVE	DW0110DEG	3182	12/29/19 Sun	2,992	09:15 - 10:15	4,520	16:45 - 17:45	4,723	12:15 - 13:15	66,336
F G GARDINER EXPY E/B W OF DOWLING AVE	DW0110DEG	3182	12/30/19 Mon	3,818	09:15 - 10:15	4,898	14:45 - 15:45	5,374	13:00 - 14:00	77,289
F G GARDINER EXPY E/B W OF DOWLING AVE	DW0110DEG	3182	12/31/19 Tue	3,513	07:45 - 08:45	5,066	14:45 - 15:45	5,014	14:15 - 15:15	78,311
F G GARDINER EXPY E/B W OF DOWLING AVE	DW0110DEG	3182	1/2/20 Thu	4,645	07:45 - 08:45	4,660	16:15 - 17:15	4,657	11:00 - 12:00	73,358
			Eastbound Total:	99,364		117,508		120,205		1,887,729
			Eastbound Average:	4,140		4,896		5,009		78,655
F G GARDINER EXPY				99,364		117,508		120,205		1,887,729

Comment:

Printed On: 03 Jan, 2020 2:16:00PM

City of Toronto - Traffic Data Centre & Safety Bureau

24-Hour Count Summary Report

F G GARDINER EXPY	STAT CODE	ARTERY CODE	COUNT DATE	AM PEAK	AM PEAK HOUR	PM PEAK	PM PEAK HOUR	OFF HOUR PEAK	OFF HOUR PEAK HOUR	24 HOUR Total
Eastbound **Category: RESCU**										
F G GARDINER EXPY E/B E OF GRAND AVE	DW0161DEG	24000	12/31/19 Tue	3,502	07:45 - 08:45	5,851	15:00 - 16:00	5,658	13:30 - 14:30	84,380
			Eastbound Total:	3,502		5,851		5,658		84,380
			Eastbound Average:	3,502		5,851		5,658		84,380
F G GARDINER EXPY				3,502		5,851		5,658		84,380

Comment:

Printed On: 02 Jan, 2020 3:47:01PM

City of Toronto - Traffic Data Centre & Safety Bureau

24-Hour Count Summary Report

F G GARDINER EXPY	STAT CODE	ARTERY CODE	COUNT DATE	AM PEAK	AM PEAK HOUR	PM PEAK	PM PEAK HOUR	OFF HOUR PEAK	OFF HOUR PEAK HOUR	24 HOUR Total
Eastbound **Category: RESCU**										
F G GARDINER EXPY E/B E OF PARKSIDE DR	DW0120DEG	25987	7/17/19 Wed	4,121	07:45 - 08:45	5,086	14:45 - 15:45	5,087	14:30 - 15:30	80,558
			Eastbound Total:	4,121		5,086		5,087		80,558
			Eastbound Average:	4,121		5,086		5,087		80,558
F G GARDINER EXPY				4,121		5,086		5,087		80,558

Comment:

Printed On: 03 Jan, 2020 2:12:21PM

City of Toronto - Traffic Data Centre & Safety Bureau

24-Hour Count Summary Report

RAMP HORNER N/B AVE		STAT CODE	ARTERY CODE	COUNT DATE	AM PEAK	AM PEAK HOUR	PM PEAK	PM PEAK HOUR	OFF HOUR PEAK	OFF HOUR PEAK HOUR	24 HOUR Total
Northbound	**Category: 24 HOUR**										
RAMP HORNER AVE N/B TO FGG E/B		DW0220DER	21410	10/25/07 Thu	289	07:15 - 08:15	412	16:30 - 17:30	316	14:30 - 15:30	4,909
				Northbound Total:	289		412		316		4,909
				Northbound Average:	289		412		316		4,909
RAMP HORNER N/B AVE					289		412		316		4,909

Comment:

Printed On: 02 Jan, 2020 3:23:47PM

City of Toronto - Traffic Safety Unit

Illustrated Turning Movement Count Summary Report

LEGION RD N AT FGG EXPWY EB OFF RAMP (PX 2040)

Site: 0014254067

Survey Date: Tue, Jan 20, 2015

Survey Type: Total Summary

7:30 AM to 6:00 PM

North Leg Combined Total: (Exiting and Entering)

Cars:	9
Trucks:	0
Buses:	2
Totals:	11

Bikes: 3 **Peds:** 0 **Other:** 0

Entering:

Buses:	0	0	2	2
Trucks:	0	0	0	0
Cars:	3	0	6	9
Totals:	3	0	8	11

Exitng:

Buses:	0
Trucks:	0
Cars:	0
Totals:	0

East Leg Combined Total: (Exiting and Entering)

Cars:	6,932
Trucks:	346
Buses:	68
Totals:	7,346

Bikes: 2

Peds: 0

Others: 0

	Buses:	Trucks:	Cars:	Totals:
	0	0	0	0
	62	332	6,545	6,939
	0	4	604	608
	62	336	7,149	7,547

Entering:

Cars:	Trucks:	Buses:	Totals:
0	0	0	0
0	0	0	0
381	6	0	387
381	6	0	387

Exiting:

Cars:	Trucks:	Buses:	Totals:
6,551	340	68	6,959

Bikes: 0

Peds: 0

Others: 0

West Leg Combined Total: (Exiting and Entering)

Cars:	7,152
Trucks:	336
Buses:	62
Totals:	7,550

Exiting:

Cars:	985
Trucks:	10
Buses:	0
Totals:	995

Entering:

Cars:	0	0	0	0
Trucks:	0	0	8	8
Buses:	0	0	4	4
Totals:	0	0	12	12

Bikes: 0 **Peds:** 0 **Others:** 0

South Leg Combined Total: (Exiting and Entering)

Cars:	985
Trucks:	18
Buses:	4
Totals:	1,007

Volume Summary:

Total Vehicle Volume:	7,957
Total Bicycle Volume:	5
Total Intersection Volume:	7,962

Comment:

Printed On: 02 Jan, 2020 3:41:44PM

City of Toronto - Traffic Safety Unit

Illustrated Turning Movement Count Summary Report

LEGION RD N AT FGG EXPWY EB OFF RAMP (PX 2040)

Site: 0014254067

Survey Date: Tue, Jan 20, 2015

Survey Type: AM Period

7:30 AM to 9:30 AM

North Leg Combined Total: (Exiting and Entering)

Cars:	0
Trucks:	0
Buses:	2
Totals:	2

Bikes: 2 **Peds:** 0 **Other:** 0

Entering:

Buses:	0	0	2	2
Trucks:	0	0	0	0
Cars:	0	0	0	0
Totals:	0	0	2	2

Exitng:

Buses:	0
Trucks:	0
Cars:	0
Totals:	0

East Leg Combined Total: (Exiting and Entering)

Cars:	2,355
Trucks:	139
Buses:	20
Totals:	2,514

Bikes: 0

Peds: 0

Others: 0

	Buses:	Trucks:	Cars:	Totals:
	0	0	0	0
	16	138	2,312	2,466
	0	2	74	76
	16	140	2,386	2,542

Entering:

Cars:	Trucks:	Buses:	Totals:
0	0	0	0
0	0	0	0
43	0	0	43
43	0	0	43

Exiting:

Cars:	Trucks:	Buses:	Totals:
2,312	139	20	2,471

Bikes: 0

Peds: 0

Others: 0

West Leg Combined Total: (Exiting and Entering)

Cars:	2,386
Trucks:	140
Buses:	16
Totals:	2,542

Exiting:

Cars:	117
Trucks:	2
Buses:	0
Totals:	119

Entering:

Cars:	0	0	0	0
Trucks:	0	0	1	1
Buses:	0	0	2	2
Totals:	0	0	3	3

Bikes: 0 **Peds:** 0 **Others:** 0

South Leg Combined Total: (Exiting and Entering)

Cars:	117
Trucks:	3
Buses:	2
Totals:	122

Volume Summary:

Total Vehicle Volume:	2,590
Total Bicycle Volume:	2
Total Intersection Volume:	2,592

Comment:

Printed On: 02 Jan, 2020 3:41:44PM

City of Toronto - Traffic Safety Unit

Illustrated Turning Movement Count Summary Report

LEGION RD N AT FGG EXPWY EB OFF RAMP (PX 2040)

Site: 0014254067

Survey Date: Tue, Jan 20, 2015

Survey Type: AM Peak Hour

8:30 AM to 9:30 AM

North Leg Combined Total: (Exiting and Entering)

Cars:	0
Trucks:	0
Buses:	0
Totals:	0

Bikes: 1 **Peds:** 0 **Other:** 0

Entering:

Buses:	0	0	0	0
Trucks:	0	0	0	0
Cars:	0	0	0	0
Totals:	0	0	0	0

Exitng:

Buses:	0
Trucks:	0
Cars:	0
Totals:	0

East Leg Combined Total: (Exiting and Entering)

Cars:	1,259
Trucks:	68
Buses:	8
Totals:	1,335

Bikes: 0

Peds: 0

Others: 0

	Buses:	Trucks:	Cars:	Totals:
	0	0	0	0
Others:	8	68	1,238	1,314
0	0	1	48	49
	8	69	1,286	1,363

Entering:

Cars:	Trucks:	Buses:	Totals:
0	0	0	0
0	0	0	0
21	0	0	21
21	0	0	21

Exiting:

Cars:	Trucks:	Buses:	Totals:
1,238	68	8	1,314

Bikes: 0

Peds: 0

Others: 0

West Leg Combined Total: (Exiting and Entering)

Cars:	1,286
Trucks:	69
Buses:	8
Totals:	1,363

Exiting:

Cars:	69
Trucks:	1
Buses:	0
Totals:	70

Entering:

Cars:	0	0	0	0
Trucks:	0	0	0	0
Buses:	0	0	0	0
Totals:	0	0	0	0

Bikes: 0 **Peds:** 0 **Others:** 0

South Leg Combined Total: (Exiting and Entering)

Cars:	69
Trucks:	1
Buses:	0
Totals:	70

Volume Summary:

Total Vehicle Volume:	1,384
Total Bicycle Volume:	1
Total Intersection Volume:	1,385

Comment:

Printed On: 02 Jan, 2020 3:41:44PM

City of Toronto - Traffic Safety Unit

Illustrated Turning Movement Count Summary Report

LEGION RD N AT FGG EXPWY EB OFF RAMP (PX 2040)

Site: 0014254067

Survey Date: Tue, Jan 20, 2015

Survey Type: PM Period

4:00 PM to 6:00 PM

North Leg Combined Total: (Exiting and Entering)

Cars:	6
Trucks:	0
Buses:	0
Totals:	6

Bikes: 1 **Peds:** 0 **Other:** 0

Entering:

Buses:	0	0	0	0
Trucks:	0	0	0	0
Cars:	1	0	5	6
Totals:	1	0	5	6

Exitng:

Buses:	0
Trucks:	0
Cars:	0
Totals:	0

East Leg Combined Total: (Exiting and Entering)

Cars:	2,554
Trucks:	25
Buses:	13
Totals:	2,592

Bikes: 2

Peds: 0

Others: 0

	Buses:	Trucks:	Cars:	Totals:
	0	0	0	0
	13	25	2,364	2,402
	0	1	317	318
	13	26	2,681	2,720

	Buses:	Trucks:	Cars:	Totals:
	1	0	1	1

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Entering:

Cars:	Trucks:	Buses:	Totals:
0	0	0	0
0	0	0	0
185	0	0	185
185	0	0	185

Exiting:

Cars:	Trucks:	Buses:	Totals:
2,369	25	13	2,407

Bikes: 0

Peds: 0

Others: 0

West Leg Combined Total: (Exiting and Entering)

Cars:	2,682
Trucks:	26
Buses:	13
Totals:	2,721

Exiting:

Cars:	502
Trucks:	1
Buses:	0
Totals:	503

Entering:

Cars:	0	0	0	0
Trucks:	0	0	0	0
Buses:	0	0	0	0
Totals:	0	0	0	0

Bikes: 0 **Peds:** 0 **Others:** 0

South Leg Combined Total: (Exiting and Entering)

Cars:	502
Trucks:	1
Buses:	0
Totals:	503

Volume Summary:

Total Vehicle Volume:	2,911
Total Bicycle Volume:	3
Total Intersection Volume:	2,914

Comment:

Printed On: 02 Jan, 2020 3:41:44PM

City of Toronto - Traffic Safety Unit

Illustrated Turning Movement Count Summary Report

LEGION RD N AT FGG EXPWY EB OFF RAMP (PX 2040)

Site: 0014254067

Survey Date: Tue, Jan 20, 2015

Survey Type: PM Peak Hour

4:45 PM to 5:45 PM

North Leg Combined Total: (Exiting and Entering)

Cars:	2
Trucks:	0
Buses:	0
Totals:	2

Bikes: 0 **Peds:** 0 **Other:** 0

Entering:

Buses:	0	0	0	0
Trucks:	0	0	0	0
Cars:	0	0	2	2
Totals:	0	0	2	2

Exitng:

Buses:	0
Trucks:	0
Cars:	0
Totals:	0

East Leg Combined Total: (Exiting and Entering)

Cars:	1,508
Trucks:	10
Buses:	9
Totals:	1,527

Bikes: 1

Peds: 0

Others: 0

	Buses:	Trucks:	Cars:	Totals:
	0	0	0	0
	9	10	1,409	1,428
	0	1	166	167
	9	11	1,575	1,595

Entering:

Cars:	Trucks:	Buses:	Totals:
0	0	0	0
0	0	0	0
97	0	0	97
97	0	0	97

Exiting:

Cars:	Trucks:	Buses:	Totals:
1,411	10	9	1,430

Bikes: 0

Peds: 0

Others: 0

West Leg Combined Total: (Exiting and Entering)

Cars:	1,575
Trucks:	11
Buses:	9
Totals:	1,595

Exiting:

Cars:	263
Trucks:	1
Buses:	0
Totals:	264

Entering:

Cars:	0	0	0	0
Trucks:	0	0	0	0
Buses:	0	0	0	0
Totals:	0	0	0	0

Bikes: 0 **Peds:** 0 **Others:** 0

South Leg Combined Total: (Exiting and Entering)

Cars:	263
Trucks:	1
Buses:	0
Totals:	264

Volume Summary:

Total Vehicle Volume:	1,694
Total Bicycle Volume:	1
Total Intersection Volume:	1,695

Comment:

Printed On: 02 Jan, 2020 3:41:44PM

City of Toronto - Traffic Safety Unit

Illustrated Turning Movement Count Summary Report

PARK LAWN RD AT F G GARDINER EXPY S TCS & ACC TO LEGION (P

Site: 0013469530

Survey Date: Thu, Oct 6, 2016
Survey Type: Total Summary
7:30 AM to 6:00 PM

North Leg Combined Total: (Exiting and Entering)

Cars:	11,932
Trucks:	497
Buses:	79
Totals:	12,508

Bikes: 21 **Peds:** 0 **Other:** 0

Entering:

Buses:	0	39	0	39
Trucks:	1	43	0	44
Cars:	227	2,314	0	2,541
Totals:	228	2,396	0	2,624

Exitng:

Buses:	40
Trucks:	453
Cars:	9,391
Totals:	9,884

East Leg Combined Total: (Exiting and Entering)

Cars:	0
Trucks:	0
Buses:	0
Totals:	0

Bikes: 0
Peds: 217
Others: 0

	Buses:	Trucks:	Cars:	Totals:
	4	6	636	646
	3	293	3,594	3,890
	0	0	0	0
	5	134	3,953	4,092
	8	427	7,547	7,982

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Entering:

Cars:	Trucks:	Buses:	Totals:
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Exiting:

Cars:	Trucks:	Buses:	Totals:
0	0	0	0

Bikes: 32
Peds: 0
Others: 0

West Leg Combined Total: (Exiting and Entering)

Cars:	8,183
Trucks:	433
Buses:	12
Totals:	8,628

Exiting:

Cars:	6,267
Trucks:	177
Buses:	44
Totals:	6,488

Entering:

Cars:	409	5,797	0	6,206
Trucks:	5	160	0	165
Buses:	4	37	0	41
Totals:	418	5,994	0	6,412

Bikes: 30 **Peds:** 97 **Others:** 0

South Leg Combined Total: (Exiting and Entering)

Cars:	12,473
Trucks:	342
Buses:	85
Totals:	12,900

Volume Summary:

Total Vehicle Volume:	17,018
Total Bicycle Volume:	83
Total Intersection Volume:	17,101

Comment:

Printed On: 02 Jan, 2020 3:44:52PM

City of Toronto - Traffic Safety Unit

Illustrated Turning Movement Count Summary Report

PARK LAWN RD AT F G GARDINER EXPY S TCS & ACC TO LEGION (P

Site: 0013469530

Survey Date: Thu, Oct 6, 2016
Survey Type: AM Period
7:30 AM to 9:30 AM

North Leg Combined Total: (Exiting and Entering)

Cars:	3,540
Trucks:	160
Buses:	29
Totals:	3,729

Bikes: 5 **Peds:** 0 **Other:** 0

Entering:

Buses:	0	13	0	13
Trucks:	0	13	0	13
Cars:	42	423	0	465
Totals:	42	449	0	491

Exitng:

Buses:	16
Trucks:	147
Cars:	3,075
Totals:	3,238

East Leg Combined Total: (Exiting and Entering)

Cars:	0
Trucks:	0
Buses:	0
Totals:	0

Bikes: 0
Peds: 32
Others: 0

	Buses:	Trucks:	Cars:	Totals:
	0	0	108	108
	3	107	1,261	1,371
	0	0	0	0
	2	48	1,193	1,243
	5	155	2,454	2,614

Entering:

Cars:	Trucks:	Buses:	Totals:
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Exiting:

Cars:	Trucks:	Buses:	Totals:
0	0	0	0

Bikes: 23
Peds: 0
Others: 0

West Leg Combined Total: (Exiting and Entering)

Cars:	2,562
Trucks:	155
Buses:	5
Totals:	2,722

Exiting:

Cars:	1,616
Trucks:	61
Buses:	15
Totals:	1,692

Entering:

Cars:	66	1,814	0	1,880
Trucks:	0	40	0	40
Buses:	0	13	0	13
Totals:	66	1,867	0	1,933

Bikes: 6 **Peds:** 53 **Others:** 0

South Leg Combined Total: (Exiting and Entering)

Cars:	3,496
Trucks:	101
Buses:	28
Totals:	3,625

Volume Summary:

Total Vehicle Volume:	5,038
Total Bicycle Volume:	34
Total Intersection Volume:	5,072

Comment:

Printed On: 02 Jan, 2020 3:44:52PM

City of Toronto - Traffic Safety Unit

Illustrated Turning Movement Count Summary Report

PARK LAWN RD AT F G GARDINER EXPY S TCS & ACC TO LEGION (P

Site: 0013469530

Survey Date: Thu, Oct 6, 2016

Survey Type: AM Peak Hour

8:00 AM to 9:00 AM

North Leg Combined Total: (Exiting and Entering)

Cars:	1,805
Trucks:	78
Buses:	14
Totals:	1,897

Bikes: 5 **Peds:** 0 **Other:** 0

Entering:

Buses:	0	6	0	6
Trucks:	0	8	0	8
Cars:	20	211	0	231
Totals:	20	225	0	245

Exitng:

Buses:	8
Trucks:	70
Cars:	1,574
Totals:	1,652

East Leg Combined Total: (Exiting and Entering)

Cars:	0
Trucks:	0
Buses:	0
Totals:	0

Bikes: 0

Peds: 23

Others: 0

	Buses:	Trucks:	Cars:	Totals:
	0	0	53	53
	1	49	607	657
	0	0	0	0
	1	31	669	701
	2	80	1,276	1,358

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Entering:

Cars:	Trucks:	Buses:	Totals:
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Exiting:

Cars:	Trucks:	Buses:	Totals:
0	0	0	0

Bikes: 17

Peds: 0

Others: 0

West Leg Combined Total: (Exiting and Entering)

Cars:	1,329
Trucks:	80
Buses:	2
Totals:	1,411

Exiting:

Cars:	880
Trucks:	39
Buses:	7
Totals:	926

Entering:

Cars:	33	967	0	1,000
Trucks:	0	21	0	21
Buses:	0	7	0	7
Totals:	33	995	0	1,028

Bikes: 3 **Peds:** 27 **Others:** 0

South Leg Combined Total: (Exiting and Entering)

Cars:	1,880
Trucks:	60
Buses:	14
Totals:	1,954

Volume Summary:

Total Vehicle Volume:	2,631
Total Bicycle Volume:	25
Total Intersection Volume:	2,656

Comment:

Printed On: 02 Jan, 2020 3:44:52PM

City of Toronto - Traffic Safety Unit

Illustrated Turning Movement Count Summary Report

PARK LAWN RD AT F G GARDINER EXPY S TCS & ACC TO LEGION (P

Site: 0013469530

Survey Date: Thu, Oct 6, 2016

Survey Type: PM Period

4:00 PM to 6:00 PM

North Leg Combined Total: (Exiting and Entering)

Cars:	3,191
Trucks:	55
Buses:	23
Totals:	3,269

Bikes: 8 **Peds:** 0 **Other:** 0

Entering:

Buses:	0	13	0	13
Trucks:	0	2	0	2
Cars:	87	743	0	830
Totals:	87	758	0	845

Exitng:

Buses:	10
Trucks:	53
Cars:	2,361
Totals:	2,424

East Leg Combined Total: (Exiting and Entering)

Cars:	0
Trucks:	0
Buses:	0
Totals:	0

Bikes: 0

Peds: 83

Others: 0

	Buses:	Trucks:	Cars:	Totals:
	2	1	307	310
	0	28	1,033	1,061
Others:	0	0	0	0
	1	8	1,390	1,399
	1	36	2,423	2,460

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Entering:

Cars:	Trucks:	Buses:	Totals:
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Exiting:

Cars:	Trucks:	Buses:	Totals:
0	0	0	0

Bikes: 0

Peds: 0

Others: 0

West Leg Combined Total: (Exiting and Entering)

Cars:	2,730
Trucks:	37
Buses:	3
Totals:	2,770

Exiting:

Cars:	2,133
Trucks:	10
Buses:	14
Totals:	2,157

Entering:

Cars:	220	1,328	0	1,548
Trucks:	1	25	0	26
Buses:	2	10	0	12
Totals:	223	1,363	0	1,586

Bikes: 9 **Peds:** 14 **Others:** 0

South Leg Combined Total: (Exiting and Entering)

Cars:	3,681
Trucks:	36
Buses:	26
Totals:	3,743

Volume Summary:

Total Vehicle Volume:	4,891
Total Bicycle Volume:	17
Total Intersection Volume:	4,908

Comment:

Printed On: 02 Jan, 2020 3:44:52PM

City of Toronto - Traffic Safety Unit

Illustrated Turning Movement Count Summary Report

PARK LAWN RD AT F G GARDINER EXPY S TCS & ACC TO LEGION (P

Site: 0013469530

Survey Date: Thu, Oct 6, 2016

Survey Type: PM Peak Hour

5:00 PM to 6:00 PM

North Leg Combined Total: (Exiting and Entering)

Cars:	1,589
Trucks:	22
Buses:	11
Totals:	1,622

Bikes: 4 **Peds:** 0 **Other:** 0

Entering:

Buses:	0	6	0	6
Trucks:	0	2	0	2
Cars:	45	376	0	421
Totals:	45	384	0	429

Exitng:

Buses:	5
Trucks:	20
Cars:	1,168
Totals:	1,193

East Leg Combined Total: (Exiting and Entering)

Cars:	0
Trucks:	0
Buses:	0
Totals:	0

Bikes: 0

Peds: 50

Others: 0

	Buses:	Trucks:	Cars:	Totals:
	0	0	151	151
	0	8	532	540
	0	0	0	0
	0	2	774	776
	0	10	1,306	1,316

Entering:

Cars:	Trucks:	Buses:	Totals:
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Exiting:

Cars:	Trucks:	Buses:	Totals:
0	0	0	0

Bikes: 0

Peds: 0

Others: 0

West Leg Combined Total: (Exiting and Entering)

Cars:	1,457
Trucks:	10
Buses:	0
Totals:	1,467

Exiting:

Cars:	1,150
Trucks:	4
Buses:	6
Totals:	1,160

Entering:

Cars:	106	636	0	742
Trucks:	0	12	0	12
Buses:	0	5	0	5
Totals:	106	653	0	759

Bikes: 4 **Peds:** 7 **Others:** 0

South Leg Combined Total: (Exiting and Entering)

Cars:	1,892
Trucks:	16
Buses:	11
Totals:	1,919

Volume Summary:

Total Vehicle Volume:	2,504
Total Bicycle Volume:	8
Total Intersection Volume:	2,512

Comment:

Printed On: 02 Jan, 2020 3:44:52PM

City of Toronto - Traffic Safety Unit

Illustrated Turning Movement Count Summary Report

PARK LAWN RD AT F G GARDINER EXPY N TCS (PX 1055)

Site: 0013469460

Survey Date: Thu, Oct 6, 2016
Survey Type: Total Summary
7:30 AM to 6:00 PM

North Leg Combined Total: (Exiting and Entering)

Cars:	11,763
Trucks:	483
Buses:	86
Totals:	12,332

Bikes: 22 **Peds:** 12 **Other:** 0

Entering:					Exitng:	
Buses:	5	36	0	41	Buses:	45
Trucks:	98	36	0	134	Trucks:	349
Cars:	3,179	2,487	0	5,666	Cars:	6,097
Totals:	3,282	2,559	0	5,841	Totals:	6,491

East Leg Combined Total: (Exiting and Entering)

Cars:	558
Trucks:	431
Buses:	3
Totals:	992

Bikes: 5
Peds: 164
Others: 0

	Buses:	Trucks:	Cars:	Totals:
	6	619	7,043	7,668
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0

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Entering:

Cars:	Trucks:	Buses:	Totals:
180	30	0	210
341	391	0	732
36	10	3	49
557	431	3	991

Exiting:

Cars:	Trucks:	Buses:	Totals:
1	0	0	1

Bikes: 0
Peds: 45
Others: 0

West Leg Combined Total: (Exiting and Entering)

Cars:	7,043
Trucks:	619
Buses:	6
Totals:	7,668

Exiting:		Entering:				
Cars:	2,523	Cars:	3,523	5,917	1	9,441
Trucks:	46	Trucks:	130	319	0	449
Buses:	39	Buses:	1	45	0	46
Totals:	2,608	Totals:	3,654	6,281	1	9,936

Bikes: 28 **Peds:** 11 **Others:** 0

South Leg Combined Total: (Exiting and Entering)

Cars:	11,964
Trucks:	495
Buses:	85
Totals:	12,544

Volume Summary:

Total Vehicle Volume:	16,768
Total Bicycle Volume:	55
Total Intersection Volume:	16,823

Comment:

Printed On: 07 Jan, 2020 10:52:53AM

City of Toronto - Traffic Safety Unit

Illustrated Turning Movement Count Summary Report

PARK LAWN RD AT F G GARDINER EXPY N TCS (PX 1055)

Site: 0013469460

Survey Date: Thu, Oct 6, 2016

Survey Type: AM Period

7:30 AM to 9:30 AM

North Leg Combined Total: (Exiting and Entering)

Cars:	3,343
Trucks:	164
Buses:	35
Totals:	3,542

Bikes: 6 **Peds:** 3 **Other:** 0

Entering:

Buses:	3	13	0	16
Trucks:	16	10	0	26
Cars:	1,016	449	0	1,465
Totals:	1,035	472	0	1,507

Exitng:

Buses:	19
Trucks:	138
Cars:	1,878
Totals:	2,035

East Leg Combined Total: (Exiting and Entering)

Cars:	179
Trucks:	154
Buses:	0
Totals:	333

Bikes: 1

Peds: 24

Others: 0

	Buses:	Trucks:	Cars:	Totals:
	3	186	2,374	2,563
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0

Entering:

Cars:	Trucks:	Buses:	Totals:
58	12	0	70
112	138	0	250
9	4	0	13
179	154	0	333

Exiting:

Cars:	Trucks:	Buses:	Totals:
0	0	0	0

Bikes: 0

Peds: 5

Others: 0

West Leg Combined Total: (Exiting and Entering)

Cars:	2,374
Trucks:	186
Buses:	3
Totals:	2,563

Exiting:

Cars:	458
Trucks:	14
Buses:	13
Totals:	485

Entering:

Cars:	1,246	1,820	0	3,066
Trucks:	32	126	0	158
Buses:	0	19	0	19
Totals:	1,278	1,965	0	3,243

Bikes: 10 **Peds:** 1 **Others:** 0

South Leg Combined Total: (Exiting and Entering)

Cars:	3,524
Trucks:	172
Buses:	32
Totals:	3,728

Volume Summary:

Total Vehicle Volume:	5,083
Total Bicycle Volume:	17
Total Intersection Volume:	5,100

Comment:

Printed On: 07 Jan, 2020 10:52:53AM

City of Toronto - Traffic Safety Unit

Illustrated Turning Movement Count Summary Report

PARK LAWN RD AT F G GARDINER EXPY N TCS (PX 1055)

Site: 0013469460

Survey Date: Thu, Oct 6, 2016

Survey Type: AM Peak Hour

8:00 AM to 9:00 AM

North Leg Combined Total: (Exiting and Entering)

Cars:	1,716
Trucks:	81
Buses:	18
Totals:	1,815

Bikes: 5 **Peds:** 0 **Other:** 0

Entering:

Buses:	2	6	0	8
Trucks:	10	7	0	17
Cars:	520	226	0	746
Totals:	532	239	0	771

Exitng:

Buses:	10
Trucks:	64
Cars:	970
Totals:	1,044

East Leg Combined Total: (Exiting and Entering)

Cars:	90
Trucks:	73
Buses:	0
Totals:	163

Bikes: 0

Peds: 14

Others: 0

	Buses:	Trucks:	Cars:	Totals:
	2	96	1,214	1,312
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0

N W E S

Entering:

Cars:	Trucks:	Buses:	Totals:
30	2	0	32
55	69	0	124
5	2	0	7
90	73	0	163

Exiting:

Cars:	Trucks:	Buses:	Totals:
0	0	0	0

Bikes: 0

Peds: 5

Others: 0

West Leg Combined Total: (Exiting and Entering)

Cars:	1,214
Trucks:	96
Buses:	2
Totals:	1,312

Exiting:

Cars:	231
Trucks:	9
Buses:	6
Totals:	246

Entering:

Cars:	639	940	0	1,579
Trucks:	17	62	0	79
Buses:	0	10	0	10
Totals:	656	1,012	0	1,668

Bikes: 5 **Peds:** 1 **Others:** 0

South Leg Combined Total: (Exiting and Entering)

Cars:	1,810
Trucks:	88
Buses:	16
Totals:	1,914

Volume Summary:

Total Vehicle Volume:	2,602
Total Bicycle Volume:	10
Total Intersection Volume:	2,612

Comment:

Printed On: 07 Jan, 2020 10:52:53AM

City of Toronto - Traffic Safety Unit

Illustrated Turning Movement Count Summary Report

PARK LAWN RD AT F G GARDINER EXPY N TCS (PX 1055)

Site: 0013469460

Survey Date: Thu, Oct 6, 2016

Survey Type: PM Period

4:00 PM to 6:00 PM

North Leg Combined Total: (Exiting and Entering)

Cars:	3,163
Trucks:	37
Buses:	26
Totals:	3,226

Bikes: 6 **Peds:** 5 **Other:** 0

Entering:

Buses:	1	11	0	12
Trucks:	16	0	0	16
Cars:	616	821	0	1,437
Totals:	633	832	0	1,465

Exitng:

Buses:	14
Trucks:	21
Cars:	1,726
Totals:	1,761

East Leg Combined Total: (Exiting and Entering)

Cars:	27
Trucks:	6
Buses:	0
Totals:	33

Bikes: 0

Peds: 53

Others: 0

	Buses:	Trucks:	Cars:	Totals:
	1	40	1,303	1,344

Entering:

Cars:	Trucks:	Buses:	Totals:
9	0	0	9
15	6	0	21
2	0	0	2
26	6	0	32

Bikes: 0

Peds: 20

Others: 0

	Buses:	Trucks:	Cars:	Totals:
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0

Exiting:

Cars:	Trucks:	Buses:	Totals:
1	0	0	1

West Leg Combined Total: (Exiting and Entering)

Cars:	1,303
Trucks:	40
Buses:	1
Totals:	1,344

Exiting:

Cars:	823
Trucks:	0
Buses:	11
Totals:	834

Entering:

Cars:	672	1,717	1	2,390
Trucks:	18	21	0	39
Buses:	0	14	0	14
Totals:	690	1,752	1	2,443

Bikes: 11 **Peds:** 2 **Others:** 0

South Leg Combined Total: (Exiting and Entering)

Cars:	3,213
Trucks:	39
Buses:	25
Totals:	3,277

Volume Summary:

Total Vehicle Volume:	3,940
Total Bicycle Volume:	17
Total Intersection Volume:	3,957

Comment:

Printed On: 07 Jan, 2020 10:52:53AM

City of Toronto - Traffic Safety Unit

Illustrated Turning Movement Count Summary Report

PARK LAWN RD AT F G GARDINER EXPY N TCS (PX 1055)

Site: 0013469460

Survey Date: Thu, Oct 6, 2016

Survey Type: PM Peak Hour

4:00 PM to 5:00 PM

North Leg Combined Total: (Exiting and Entering)

Cars:	1,586
Trucks:	19
Buses:	16
Totals:	1,621

Bikes: 0 **Peds:** 5 **Other:** 0

Entering:

Buses:	1	6	0	7
Trucks:	8	0	0	8
Cars:	322	403	0	725
Totals:	331	409	0	740

Exitng:

Buses:	9
Trucks:	11
Cars:	861
Totals:	881

East Leg Combined Total: (Exiting and Entering)

Cars:	19
Trucks:	5
Buses:	0
Totals:	24

Bikes: 0

Peds: 25

Others: 0

	Buses:	Trucks:	Cars:	Totals:
	1	22	674	697
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0

Entering:

Cars:	Trucks:	Buses:	Totals:
6	0	0	6
10	5	0	15
2	0	0	2
18	5	0	23

Exiting:

Cars:	Trucks:	Buses:	Totals:
1	0	0	1

Bikes: 0

Peds: 16

Others: 0

West Leg Combined Total: (Exiting and Entering)

Cars:	674
Trucks:	22
Buses:	1
Totals:	697

Exiting:

Cars:	405
Trucks:	0
Buses:	6
Totals:	411

Entering:

Cars:	342	855	1	1,198
Trucks:	9	11	0	20
Buses:	0	9	0	9
Totals:	351	875	1	1,227

Bikes: 6 **Peds:** 2 **Others:** 0

South Leg Combined Total: (Exiting and Entering)

Cars:	1,603
Trucks:	20
Buses:	15
Totals:	1,638

Volume Summary:

Total Vehicle Volume:	1,990
Total Bicycle Volume:	6
Total Intersection Volume:	1,996

Comment:

Printed On: 07 Jan, 2020 10:52:53AM

City of Toronto - Traffic Data Centre & Safety Bureau

24-Hour Count Summary Report

F G GARDINER EXPY	STAT CODE	ARTERY CODE	COUNT DATE	AM PEAK	AM PEAK HOUR	PM PEAK	PM PEAK HOUR	OFF HOUR PEAK	OFF HOUR PEAK HOUR	24 HOUR Total
Eastbound Category: 24 HOUR										
F G GARDINER EXPY (COLL) E/B W OF ISLINGTO	DW0176DEG	20293	4/24/01 Tue	3,764	08:00 - 09:00	2,934	17:00 - 18:00	2,052	14:30 - 15:30	39,742
F G GARDINER EXPY (COLL MERGE) E/B W OF R	20520	20520	4/26/01 Thu	2,743	07:00 - 08:00	2,358	17:00 - 18:00	1,503	14:30 - 15:30	27,030
F G GARDINER EXPY (CORE) E/B W OF ISLINGTC	DW0175DEG	20248	4/26/01 Thu	4,585	07:00 - 08:00	5,144	16:00 - 17:00	4,460	14:30 - 15:30	75,208
RAMP F G GARDINER EXPY E/B TO ISLINGTON A	DW0190DER	1283	5/4/05 Wed	438	08:15 - 09:15	466	17:15 - 18:15	426	11:30 - 12:30	6,364
RAMP F G GARDINER EXPY E/B TO LAKE SHORE	DW0160DER	3915	5/5/05 Thu	2,776	06:45 - 07:45	2,785	16:15 - 17:15	2,514	09:30 - 10:30	29,340
RAMP F G GARDINER EXPY E/B TO PARK LAWN I	DW0170DER	21443	4/6/06 Thu	1,355	08:00 - 09:00	1,186	17:30 - 18:30	1,258	09:30 - 10:30	14,157
RAMP F G GARDINER EXPY TO PARK LAWN RD S	27772	27772	4/6/06 Thu	766	07:45 - 08:45	680	17:30 - 18:30	642	09:30 - 10:30	7,153
RAMP F G GARDINER EXPY E/B TO HORNER AVI	DW0230DER	21404	10/25/07 Thu	550	09:15 - 10:15	496	14:45 - 15:45	627	10:00 - 11:00	7,951
RAMP F G GARDINER EXPY E/B TO ISLINGTON A	DW0210DER	1284	10/25/07 Thu	231	08:45 - 09:45	351	15:00 - 16:00	332	14:00 - 15:00	5,022
THE QUEENSWAY E/B TO F G GARDINER EXPY E	1295	1295	9/27/12 Thu	1,061	08:00 - 09:00	202	17:30 - 18:30	246	11:30 - 12:30	4,834
			Eastbound Total:	18,269		16,602		14,060		216,801
			Eastbound Average:	1,827		1,660		1,406		21,680
Eastbound Category: RESCU										
F G GARDINER EXPY E/B W OF HUMBER RIVER	DW0145DEG	20518	3/26/18 Mon	3,847	09:15 - 10:15	4,985	14:45 - 15:45	4,820	14:30 - 15:30	74,924
F G GARDINER EXPY E/B E OF HUMBER RIVER	DW0151DEG	23993	3/25/19 Mon	3,569	08:45 - 09:45	4,824	15:15 - 16:15	4,373	10:45 - 11:45	72,109
F G GARDINER EXPY E/B E OF PARKSIDE DR	DW0120DEG	25987	7/17/19 Wed	4,121	07:45 - 08:45	5,086	14:45 - 15:45	5,087	14:30 - 15:30	80,558
F G GARDINER EXPY E/B W OF RONCESVALLES	DW0126DEG	37507	12/9/19 Mon	3,992	06:30 - 07:30	4,495	15:00 - 16:00	4,480	12:30 - 13:30	73,004
F G GARDINER EXPY E/B E OF COLBORNE LODG	DW0130DEG	23992	12/13/19 Fri	4,988	07:45 - 08:45	5,207	14:45 - 15:45	5,381	14:00 - 15:00	83,431
F G GARDINER EXPY E/B E OF WINDERMERE AV	DW0146DEG	37509	12/15/19 Sun	2,996	09:15 - 10:15	3,995	15:00 - 16:00	4,052	14:15 - 15:15	61,366
F G GARDINER EXPY E/B E OF ELLIS AVE	DW0140DEG	3179	12/17/19 Tue	4,321	07:15 - 08:15	5,495	15:00 - 16:00	5,443	14:30 - 15:30	81,426
F G GARDINER EXPY E/B E OF GRAND AVE	DW0161DEG	24000	12/17/19 Tue	5,791	06:30 - 07:30	6,222	15:00 - 16:00	6,238	14:30 - 15:30	93,428
			Eastbound Total:	33,625		40,309		39,874		620,246
			Eastbound Average:	4,203		5,039		4,984		77,531
Northbound Category: 24 HOUR										
RAMP LAKE SHORE BLVD TO F G GARDINER EXF	DW0150DER	23995	5/5/05 Thu	514	07:45 - 08:45	179	16:30 - 17:30	202	10:00 - 11:00	3,808
ISLINGTON AVE N/B TO F G GARDINER EXPY E/B	DW0180DER	1248	10/25/07 Thu	309	08:00 - 09:00	226	17:00 - 18:00	189	14:30 - 15:30	3,066
KIPLING AVE N/B TO FGG W/B	DW0195DWR	1261	10/25/07 Thu	696	06:30 - 07:30	832	14:45 - 15:45	846	14:15 - 15:15	10,836
RAMP HORNER AVE N/B TO FGG E/B	DW0220DER	21410	10/25/07 Thu	289	07:15 - 08:15	412	16:30 - 17:30	316	14:30 - 15:30	4,909
KIPLING AVE N/B S OF GARDINER EXPWY WB OF	30237	30237	11/15/12 Thu	967	07:30 - 08:30	854	15:00 - 16:00	935	11:45 - 12:45	11,992
KIPLING AVE NB TO FGG WB ON RAMP	36392	36392	10/2/14 Thu	316	09:00 - 10:00	496	15:00 - 16:00	456	14:30 - 15:30	5,267

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City of Toronto - Traffic Data Centre & Safety Bureau

24-Hour Count Summary Report

KIPLING AVE	STAT CODE	ARTERY CODE	COUNT DATE	AM PEAK	AM PEAK HOUR	PM PEAK	PM PEAK HOUR	OFF HOUR PEAK	OFF HOUR PEAK HOUR	24 HOUR Total
			Northbound Total:	3,091		2,999		2,944		39,878
			Northbound Average:	515		500		491		6,646
Southbound **Category: 24 HOUR**										
ISLINGTON AVE S/B TO F G GARDINER EXPY W/E	DW0170DWR	1251	10/25/07 Thu	399	07:30 - 08:30	532	14:45 - 15:45	553	14:00 - 15:00	7,553
KIPLING AVE S/B TO F G GARDINER EXPY E/B	DW0240DER	1264	10/25/07 Thu	429	06:45 - 07:45	668	16:45 - 17:45	394	14:00 - 15:00	6,376
RAMP ISLINGTON AVE S/B TO FGG E/B	DW0200DER	20484	10/25/07 Thu	333	07:30 - 08:30	443	16:30 - 17:30	339	14:30 - 15:30	5,170
KIPLING AVE S/B TO F G GARDINER EXPY W/B	DW0200DWR	1265	10/2/14 Thu	493	07:30 - 08:30	833	17:00 - 18:00	712	13:45 - 14:45	10,019
KIPLING AVE SB TO FGG EB ON RAMP	36391	36391	10/2/14 Thu	411	09:15 - 10:15	501	14:45 - 15:45	624	12:45 - 13:45	7,298
			Southbound Total:	2,065		2,977		2,622		36,416
			Southbound Average:	413		595		524		7,283
Westbound **Category: 24 HOUR**										
F G GARDINER EXPY (CORE) W/B W OF ISLINGTC	DW0175DWG	20517	4/23/01 Mon	5,454	08:00 - 09:00	5,674	16:00 - 17:00	5,382	14:30 - 15:30	79,534
F G GARDINER (CORE TRANSFER) EXPY W/B W (	20521	20521	4/26/01 Thu	825	07:00 - 08:00	764	17:30 - 18:30	524	13:00 - 14:00	9,949
F G GARDINER EXPY (COLL) W/B W OF ISLINGTC	DW0176DWG	20506	4/26/01 Thu	2,302	08:00 - 09:00	2,209	17:00 - 18:00	2,178	14:00 - 15:00	35,035
F G GARDINER EXPY W/B W OF HUMBER RIVER	DW0145DWG	20519	4/26/01 Thu	4,778	08:00 - 09:00	5,134	15:00 - 16:00	5,198	14:00 - 15:00	85,840
LAKE SHORE BLVD W/B TO F G GARDINER EXPY	3918	3918	5/5/05 Thu	1,605	07:45 - 08:45	2,737	15:30 - 16:30	1,482	14:30 - 15:30	20,402
RAMP F G GARDINER EXPY W/B TO LAKE SHORE	14609	14609	5/5/05 Thu	219	07:30 - 08:30	279	17:00 - 18:00	207	13:30 - 14:30	3,939
RAMP PARK LAWN RD W/B TO F G GARDINER EX	DW0150DWR	20566	5/5/05 Thu	1,070	07:30 - 08:30	831	15:30 - 16:30	770	14:15 - 15:15	12,345
RAMP F G GARDINER EXPY W/B TO ISLINGTON A	DW0160DWR	1285	10/25/07 Thu	360	07:30 - 08:30	352	17:30 - 18:30	422	12:15 - 13:15	5,911
RAMP F G GARDINER EXPY W/B TO KIPLING AVE	DW0190DWR	2000	10/25/07 Thu	817	08:00 - 09:00	733	16:30 - 17:30	783	12:15 - 13:15	11,241
RAMP F G GARDINER EXPY W/B TO ST LAWRENC	DW0180DWR	20571	10/25/07 Thu	167	08:15 - 09:15	157	14:45 - 15:45	199	12:45 - 13:45	2,341
RAMP FGG WB TO LAKE SHORE BLVD	37277	37277	5/12/11 Thu	220	08:15 - 09:15	524	17:00 - 18:00	244	14:30 - 15:30	4,732
F G GARDINER EXPY W/B TO SOUTH KINGSWAY	DW0130DWR	1193	9/27/12 Thu	383	07:45 - 08:45	669	17:30 - 18:30	473	12:00 - 13:00	8,314
FGG WB TO KIPLING AVE (TOTAL OFF RAMP)	36393	36393	10/2/14 Thu	948	08:15 - 09:15	783	17:30 - 18:30	793	09:30 - 10:30	12,121
			Westbound Total:	19,148		20,846		18,655		291,704
			Westbound Average:	1,473		1,604		1,435		22,439
Westbound **Category: RESCU**										
F G GARDINER EXPY W/B E OF COLBORNE LODC	DW0130DWG	23991	9/11/12 Tue	5,935	07:15 - 08:15	5,608	17:30 - 18:30	5,542	14:15 - 15:15	90,061
F G GARDINER EXPY W/B E OF PARKSIDE DR	DW0120DWG	25986	9/11/12 Tue	5,940	09:15 - 10:15	5,940	15:45 - 16:45	5,940	12:15 - 13:15	142,527
F G GARDINER EXPY W/B W OF DOWLING AVE	DW0110DWG	3183	9/11/12 Tue	6,385	07:00 - 08:00	5,963	17:30 - 18:30	6,057	14:00 - 15:00	98,309

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City of Toronto - Traffic Data Centre & Safety Bureau

24-Hour Count Summary Report

F G GARDINER EXPY	STAT CODE	ARTERY CODE	COUNT DATE	AM PEAK	AM PEAK HOUR	PM PEAK	PM PEAK HOUR	OFF HOUR PEAK	OFF HOUR PEAK HOUR	24 HOUR Total
F G GARDINER EXPY W/B E OF PARK LAWN RD	DW0151DWG	23996	4/27/19 Sat	5,083	09:15 - 10:15	5,536	17:15 - 18:15	6,048	11:15 - 12:15	94,084
F G GARDINER EXPY W/B E OF PARKSIDE DR	DW0126DWG	37506	12/16/19 Mon	5,558	06:45 - 07:45	5,127	15:00 - 16:00	5,495	12:45 - 13:45	88,573
F G GARDINER EXPY W/B E OF ELLIS AVE	DW0140DWG	3180	12/17/19 Tue	3,743	06:30 - 07:30	3,544	16:30 - 17:30	3,855	13:00 - 14:00	62,778
F G GARDINER EXPY W/B E OF GRAND AVE	DW0161DWG	23999	12/17/19 Tue	6,754	06:30 - 07:30	6,946	14:45 - 15:45	7,297	13:45 - 14:45	110,181
F G GARDINER EXPY W/B E OF WINDERMERE AV	DW0146DWG	37508	12/17/19 Tue	4,887	06:30 - 07:30	4,492	14:45 - 15:45	5,159	13:00 - 14:00	83,140
			Westbound Total:	44,285		43,156		45,393		769,653
			Westbound Average:	5,536		5,395		5,674		96,207
F G GARDINER EXPY				120,483		126,889		123,548		1,974,698

Comment:

Printed On: 18 Dec, 2019 5:40:13PM

City of Toronto - Traffic Safety Unit

Turning Movement Count Summary Report

F G GARDINER EXPY ON/OFF RAMPS AT LAKE SHORE BLVD (PX 1944)

Survey Date: 2016-Oct-06 (Thursday)

Survey Type: Routine Hours

Time Period	Vehicle Type	NORTHBOUND Exits	Left	Thru	Right	Total	EASTBOUND Exits	Left	Thru	Right	Total	SOUTHBOUND Exits	Left	Thru	Right	Total	WESTBOUND Exits	Left	Thru	Right	Total		Peds	Bike	Other
08:00-09:00	CAR	415	200	34	65	299	1,132	360	1,034	37	1,431	55	33	16	372	421	656	2	84	21	107	N	1	0	0
	TRK	6	0	0	0	0	26	6	24	1	31	1	2	0	8	10	8	0	0	0	0	S	32	1	0
AM PEAK	BUS	0	0	0	0	0	17	0	15	0	15	0	2	0	2	4	8	0	6	0	6	E	1	0	0
																						W	0	3	0
	TOTAL:	**421**	**200**	**34**	**65**	**299**	**1,175**	**366**	**1,073**	**38**	**1,477**	**56**	**37**	**16**	**382**	**435**	**672**	**2**	**90**	**21**	**113**				
16:00-17:00	CAR	121	92	14	26	132	710	102	592	153	847	229	92	71	960	1,123	1,123	5	71	5	81	N	1	0	0
	TRK	0	0	0	0	0	3	0	1	0	1	0	2	0	10	12	11	0	1	0	1	S	65	0	0
PM PEAK	BUS	0	0	0	0	0	13	0	11	0	11	0	2	0	0	2	7	0	7	0	7	E	0	0	0
																						W	0	1	0
	TOTAL:	**121**	**92**	**14**	**26**	**132**	**726**	**102**	**604**	**153**	**859**	**229**	**96**	**71**	**970**	**1,137**	**1,141**	**5**	**79**	**5**	**89**				
OFF HR AVG	CAR	170	84	13	37	134	472	143	377	75	595	108	58	28	337	423	525	5	104	14	123	N	0	0	0
	TRK	2	2	0	1	3	25	2	21	1	24	3	3	1	10	14	15	1	3	0	4	S	30	0	0
	BUS	1	0	0	0	0	12	1	10	0	11	0	2	0	1	3	7	0	6	0	6	E	0	0	0
																						W	0	3	0
	TOTAL:	**173**	**86**	**13**	**38**	**137**	**509**	**146**	**408**	**76**	**630**	**111**	**63**	**29**	**348**	**440**	**547**	**6**	**113**	**14**	**133**				
07:30-09:30	CAR	692	336	43	134	513	2,127	614	1,911	73	2,598	104	82	27	626	735	1,129	4	167	35	206	N	1	0	0
	TRK	9	1	0	0	1	40	9	37	2	48	2	3	0	22	25	24	0	1	0	1	S	59	2	0
2 HR AM	BUS	0	0	0	0	0	36	0	32	0	32	0	4	0	2	6	15	0	13	0	13	E	1	0	0
																						W	0	7	0
	TOTAL:	**701**	**337**	**43**	**134**	**514**	**2,203**	**623**	**1,980**	**75**	**2,678**	**106**	**89**	**27**	**650**	**766**	**1,168**	**4**	**181**	**35**	**220**				
16:00-18:00	CAR	214	178	15	74	267	1,563	188	1,287	310	1,785	463	202	145	1,789	2,136	2,102	8	135	11	154	N	3	0	0
	TRK	1	0	0	1	1	6	0	2	1	3	1	3	0	14	17	15	0	1	1	2	S	120	0	0
2 HR PM	BUS	0	0	0	0	0	30	0	26	0	26	0	4	0	0	4	12	0	12	0	12	E	0	2	0
																						W	1	3	0
	TOTAL:	**215**	**178**	**15**	**75**	**268**	**1,599**	**188**	**1,315**	**311**	**1,814**	**464**	**209**	**145**	**1,803**	**2,157**	**2,129**	**8**	**148**	**12**	**168**				
07:30-18:00	CAR	1,585	848	108	356	1,312	5,576	1,375	4,704	684	6,763	1,000	516	283	3,763	4,562	5,327	33	716	102	851	N	5	1	0
	TRK	19	7	1	4	12	143	16	122	7	145	12	17	2	74	93	94	3	13	2	18	S	298	3	0
8 HR SUM	BUS	2	0	0	0	0	112	2	98	1	101	1	14	0	7	21	57	0	50	0	50	E	2	2	0
																						W	1	20	0
	TOTAL:	**1,606**	**855**	**109**	**360**	**1,324**	**5,831**	**1,393**	**4,924**	**692**	**7,009**	**1,013**	**547**	**285**	**3,844**	**4,676**	**5,478**	**36**	**779**	**104**	**919**				

Total 8 Hour Vehicle Volume: 13,928

Total 8 Hour Bicycle Volume: 26

Total 8 Hour Intersection Volume: 13,954

Comment:

Printed On: 18 Dec, 2019 5:55:52PM

City of Toronto - Traffic Safety Unit

Turning Movement Count Summary Report

PARK LAWN RD AT F G GARDINER EXPY N TCS (PX 1055)

Survey Date: 2016-Oct-06 (Thursday)

Survey Type: Routine Hours

Time Period	Vehicle Type	NORTHBOUND Exits	Left	Thru	Right	Total	EASTBOUND Exits	Left	Thru	Right	Total	SOUTHBOUND Exits	Left	Thru	Right	Total	WESTBOUND Exits	Left	Thru	Right	Total		Peds	Bike	Other
08:00-09:00	CAR	970	639	940	0	1,579	0	0	0	0	0	231	0	226	520	746	1,214	5	55	30	90	N	0	5	0
	TRK	64	17	62	0	79	0	0	0	0	0	9	0	7	10	17	96	2	69	2	73	S	1	5	0
AM PEAK	BUS	10	0	10	0	10	0	0	0	0	0	6	0	6	2	8	2	0	0	0	0	E	5	0	0
																						W	14	0	0
	TOTAL:	**1,044**	**656**	**1,012**	**0**	**1,668**	**0**	**0**	**0**	**0**	**0**	**246**	**0**	**239**	**532**	**771**	**1,312**	**7**	**124**	**32**	**163**				
16:00-17:00	CAR	861	342	855	1	1,198	1	0	0	0	0	405	0	403	322	725	674	2	10	6	18	N	5	6	0
	TRK	11	9	11	0	20	0	0	0	0	0	0	0	0	8	8	22	0	5	0	5	S	2	0	0
PM PEAK	BUS	9	0	9	0	9	0	0	0	0	0	6	0	6	1	7	1	0	0	0	0	E	16	0	0
																						W	25	0	0
	TOTAL:	**881**	**351**	**875**	**1**	**1,227**	**1**	**0**	**0**	**0**	**0**	**411**	**0**	**409**	**331**	**740**	**697**	**2**	**15**	**6**	**23**				
OFF HR AVG	CAR	623	401	595	0	996	0	0	0	0	0	310	0	304	387	691	842	6	54	28	88	N	1	2	0
	TRK	48	20	43	0	63	0	0	0	0	0	9	0	7	17	24	99	2	62	5	69	S	2	3	0
	BUS	3	0	3	0	3	0	0	0	0	0	4	0	3	0	3	0	1	0	0	1	E	5	1	0
																						W	22	0	0
	TOTAL:	**674**	**421**	**641**	**0**	**1,062**	**0**	**0**	**0**	**0**	**0**	**323**	**0**	**314**	**404**	**718**	**941**	**9**	**116**	**33**	**158**				
07:30-09:30	CAR	1,878	1,246	1,820	0	3,066	0	0	0	0	0	458	0	449	1,016	1,465	2,374	9	112	58	179	N	3	10	0
	TRK	138	32	126	0	158	0	0	0	0	0	14	0	10	16	26	186	4	138	12	154	S	1	6	0
2 HR AM	BUS	19	0	19	0	19	0	0	0	0	0	13	0	13	3	16	3	0	0	0	0	E	5	1	0
																						W	24	0	0
	TOTAL:	**2,035**	**1,278**	**1,965**	**0**	**3,243**	**0**	**0**	**0**	**0**	**0**	**485**	**0**	**472**	**1,035**	**1,507**	**2,563**	**13**	**250**	**70**	**333**				
16:00-18:00	CAR	1,726	672	1,717	1	2,390	1	0	0	0	0	823	0	821	616	1,437	1,303	2	15	9	26	N	5	11	0
	TRK	21	18	21	0	39	0	0	0	0	0	0	0	0	16	16	40	0	6	0	6	S	2	6	0
2 HR PM	BUS	14	0	14	0	14	0	0	0	0	0	11	0	11	1	12	1	0	0	0	0	E	20	0	0
																						W	53	0	0
	TOTAL:	**1,761**	**690**	**1,752**	**1**	**2,443**	**1**	**0**	**0**	**0**	**0**	**834**	**0**	**832**	**633**	**1,465**	**1,344**	**2**	**21**	**9**	**32**				
07:30-18:00	CAR	6,097	3,523	5,917	1	9,441	1	0	0	0	0	2,523	0	2,487	3,179	5,666	7,043	36	341	180	557	N	12	28	0
	TRK	349	130	319	0	449	0	0	0	0	0	46	0	36	98	134	619	10	391	30	431	S	11	22	0
8 HR SUM	BUS	45	1	45	0	46	0	0	0	0	0	39	0	36	5	41	6	3	0	0	3	E	45	5	0
																						W	164	0	0
	TOTAL:	**6,491**	**3,654**	**6,281**	**1**	**9,936**	**1**	**0**	**0**	**0**	**0**	**2,608**	**0**	**2,559**	**3,282**	**5,841**	**7,668**	**49**	**732**	**210**	**991**				

Total 8 Hour Vehicle Volume: 16,768

Total 8 Hour Bicycle Volume: 55

Total 8 Hour Intersection Volume: 16,823

Comment:

Printed On: 18 Dec, 2019 5:55:52PM

City of Toronto - Traffic Safety Unit

Turning Movement Count Summary Report

PARK LAWN RD AT F G GARDINER EXPY S TCS & ACC TO LEGION (PX 989

Survey Date: 2016-Oct-06 (Thursday)

Survey Type: Routine Hours

Time Period	Vehicle Type	NORTHBOUND Exits	Left	Thru	Right	Total	EASTBOUND Exits	Left	Thru	Right	Total	SOUTHBOUND Exits	Left	Thru	Right	Total	WESTBOUND Exits	Left	Thru	Right	Total		Peds	Bike	Other
08:00-09:00	CAR	1,574	33	967	0	1,000	0	607	0	669	1,276	880	0	211	20	231	53	0	0	0	0	N	0	3	0
	TRK	70	0	21	0	21	0	49	0	31	80	39	0	8	0	8	0	0	0	0	0	S	27	5	0
AM PEAK	BUS	8	0	7	0	7	0	1	0	1	2	7	0	6	0	6	0	0	0	0	0	E	0	0	0
																						W	23	17	0
	TOTAL:	**1,652**	**33**	**995**	**0**	**1,028**	**0**	**657**	**0**	**701**	**1,358**	**926**	**0**	**225**	**20**	**245**	**53**	**0**	**0**	**0**	**0**				
17:00-18:00	CAR	1,168	106	636	0	742	0	532	0	774	1,306	1,150	0	376	45	421	151	0	0	0	0	N	0	4	0
	TRK	20	0	12	0	12	0	8	0	2	10	4	0	2	0	2	0	0	0	0	0	S	7	4	0
PM PEAK	BUS	5	0	5	0	5	0	0	0	0	0	6	0	6	0	6	0	0	0	0	0	E	0	0	0
																						W	50	0	0
	TOTAL:	**1,193**	**106**	**653**	**0**	**759**	**0**	**540**	**0**	**776**	**1,316**	**1,160**	**0**	**384**	**45**	**429**	**151**	**0**	**0**	**0**	**0**				
OFF HR AVG	CAR	989	31	664	0	695	0	325	0	343	668	630	0	287	25	312	56	0	0	0	0	N	0	4	0
	TRK	64	1	24	0	25	0	40	0	20	60	27	0	7	0	7	1	0	0	0	0	S	8	2	0
	BUS	4	1	4	0	5	0	0	0	1	1	4	0	3	0	3	1	0	0	0	0	E	0	0	0
																						W	26	2	0
	TOTAL:	**1,057**	**33**	**692**	**0**	**725**	**0**	**365**	**0**	**364**	**729**	**661**	**0**	**297**	**25**	**322**	**58**	**0**	**0**	**0**	**0**				
07:30-09:30	CAR	3,075	66	1,814	0	1,880	0	1,261	0	1,193	2,454	1,616	0	423	42	465	108	0	0	0	0	N	0	6	0
	TRK	147	0	40	0	40	0	107	0	48	155	61	0	13	0	13	0	0	0	0	0	S	53	5	0
2 HR AM	BUS	16	0	13	0	13	0	3	0	2	5	15	0	13	0	13	0	0	0	0	0	E	0	0	0
																						W	32	23	0
	TOTAL:	**3,238**	**66**	**1,867**	**0**	**1,933**	**0**	**1,371**	**0**	**1,243**	**2,614**	**1,692**	**0**	**449**	**42**	**491**	**108**	**0**	**0**	**0**	**0**				
16:00-18:00	CAR	2,361	220	1,328	0	1,548	0	1,033	0	1,390	2,423	2,133	0	743	87	830	307	0	0	0	0	N	0	9	0
	TRK	53	1	25	0	26	0	28	0	8	36	10	0	2	0	2	1	0	0	0	0	S	14	8	0
2 HR PM	BUS	10	2	10	0	12	0	0	0	1	1	14	0	13	0	13	2	0	0	0	0	E	0	0	0
																						W	83	0	0
	TOTAL:	**2,424**	**223**	**1,363**	**0**	**1,586**	**0**	**1,061**	**0**	**1,399**	**2,460**	**2,157**	**0**	**758**	**87**	**845**	**310**	**0**	**0**	**0**	**0**				
07:30-18:00	CAR	9,391	409	5,797	0	6,206	0	3,594	0	3,953	7,547	6,267	0	2,314	227	2,541	636	0	0	0	0	N	0	30	0
	TRK	453	5	160	0	165	0	293	0	134	427	177	0	43	1	44	6	0	0	0	0	S	97	21	0
8 HR SUM	BUS	40	4	37	0	41	0	3	0	5	8	44	0	39	0	39	4	0	0	0	0	E	0	0	0
																						W	217	32	0
	TOTAL:	**9,884**	**418**	**5,994**	**0**	**6,412**	**0**	**3,890**	**0**	**4,092**	**7,982**	**6,488**	**0**	**2,396**	**228**	**2,624**	**646**	**0**	**0**	**0**	**0**				

Total 8 Hour Vehicle Volume: 17,018 **Total 8 Hour Bicycle Volume: 83** **Total 8 Hour Intersection Volume: 17,101**

Comment:

Printed On: 18 Dec, 2019 5:55:52PM

City of Toronto - Traffic Safety Unit

Turning Movement Count Summary Report

LEGION RD N AT FGG EXPWY EB OFF RAMP (PX 2040)

Survey Date: 2015-Jan-20 (Tuesday)

Survey Type: Routine Hours

Time Period	Vehicle Type	NORTHBOUND Exits	Left	Thru	Right	Total	EASTBOUND Exits	Left	Thru	Right	Total	SOUTHBOUND Exits	Left	Thru	Right	Total	WESTBOUND Exits	Left	Thru	Right	Total		Peds	Bike	Other
08:30-09:30	CAR	0	0	0	0	0	1,238	0	1,238	48	1,286	69	0	0	0	0	0	21	0	0	21	N	0	0	0
	TRK	0	0	0	0	0	68	0	68	1	69	1	0	0	0	0	0	0	0	0	0	S	0	1	0
AM PEAK	BUS	0	0	0	0	0	8	0	8	0	8	0	0	0	0	0	0	0	0	0	0	E	0	0	0
																						W	0	0	0
	TOTAL:	**0**	**0**	**0**	**0**	**0**	**1,314**	**0**	**1,314**	**49**	**1,363**	**70**	**0**	**0**	**0**	**0**	**0**	**21**	**0**	**0**	**21**				
16:45-17:45	CAR	0	0	0	0	0	1,411	0	1,409	166	1,575	263	2	0	0	2	0	97	0	0	97	N	0	0	0
	TRK	0	0	0	0	0	10	0	10	1	11	1	0	0	0	0	0	0	0	0	0	S	0	0	0
PM PEAK	BUS	0	0	0	0	0	9	0	9	0	9	0	0	0	0	0	0	0	0	0	0	E	0	1	0
																						W	0	0	0
	TOTAL:	**0**	**0**	**0**	**0**	**0**	**1,430**	**0**	**1,428**	**167**	**1,595**	**264**	**2**	**0**	**0**	**2**	**0**	**97**	**0**	**0**	**97**				
OFF HR AVG	CAR	0	0	0	0	0	467	0	467	53	520	91	0	0	1	1	1	38	0	0	38	N	0	0	0
	TRK	0	0	0	2	2	44	0	42	0	42	2	0	0	0	0	0	2	0	0	2	S	0	0	0
	BUS	0	0	0	1	1	9	0	8	0	8	0	0	0	0	0	0	0	0	0	0	E	0	0	0
																						W	0	0	0
	TOTAL:	**0**	**0**	**0**	**3**	**3**	**520**	**0**	**517**	**53**	**570**	**93**	**0**	**0**	**1**	**1**	**1**	**40**	**0**	**0**	**40**				
07:30-09:30	CAR	0	0	0	0	0	2,312	0	2,312	74	2,386	117	0	0	0	0	0	43	0	0	43	N	0	0	0
	TRK	0	0	0	1	1	139	0	138	2	140	2	0	0	0	0	0	0	0	0	0	S	0	2	0
2 HR AM	BUS	0	0	0	2	2	20	0	16	0	16	0	2	0	0	2	0	0	0	0	0	E	0	0	0
																						W	0	0	0
	TOTAL:	**0**	**0**	**0**	**3**	**3**	**2,471**	**0**	**2,466**	**76**	**2,542**	**119**	**2**	**0**	**0**	**2**	**0**	**43**	**0**	**0**	**43**				
16:00-18:00	CAR	0	0	0	0	0	2,369	0	2,364	317	2,681	502	5	0	1	6	1	185	0	0	185	N	0	0	0
	TRK	0	0	0	0	0	25	0	25	1	26	1	0	0	0	0	0	0	0	0	0	S	0	1	0
2 HR PM	BUS	0	0	0	0	0	13	0	13	0	13	0	0	0	0	0	0	0	0	0	0	E	0	2	0
																						W	0	0	0
	TOTAL:	**0**	**0**	**0**	**0**	**0**	**2,407**	**0**	**2,402**	**318**	**2,720**	**503**	**5**	**0**	**1**	**6**	**1**	**185**	**0**	**0**	**185**				
07:30-18:00	CAR	0	0	0	0	0	6,551	0	6,545	604	7,149	985	6	0	3	9	3	381	0	0	381	N	0	0	0
	TRK	0	0	0	8	8	340	0	332	4	336	10	0	0	0	0	0	6	0	0	6	S	0	3	0
8 HR SUM	BUS	0	0	0	4	4	68	0	62	0	62	0	2	0	0	2	0	0	0	0	0	E	0	2	0
																						W	0	0	0
	TOTAL:	**0**	**0**	**0**	**12**	**12**	**6,959**	**0**	**6,939**	**608**	**7,547**	**995**	**8**	**0**	**3**	**11**	**3**	**387**	**0**	**0**	**387**				

Total 8 Hour Vehicle Volume: 7,957 **Total 8 Hour Bicycle Volume: 5** **Total 8 Hour Intersection Volume: 7,962**

Comment:

Printed On: 18 Dec, 2019 5:55:52PM

City of Toronto - Traffic Data Centre & Safety Bureau

24-Hour Count Summary Report

F G GARDINER EXPY	STAT CODE	ARTERY CODE	COUNT DATE	AM PEAK	AM PEAK HOUR	PM PEAK	PM PEAK HOUR	OFF HOUR PEAK	OFF HOUR PEAK HOUR	24 HOUR Total
Westbound **Category: RESCU**										
F G GARDINER EXPY W/B E OF THE EAST MALL	DW0201DWG	37511	12/10/19 Tue	2,998	06:45 - 07:45	3,164	14:45 - 15:45	3,101	14:30 - 15:30	46,200
F G GARDINER EXPY W/B E OF THE EAST MALL	DW0201DWG	37511	12/16/19 Mon	3,014	07:45 - 08:45	2,994	14:45 - 15:45	3,282	14:00 - 15:00	43,601
F G GARDINER EXPY W/B E OF THE EAST MALL	DW0201DWG	37511	12/22/19 Sun	2,253	09:15 - 10:15	2,981	17:30 - 18:30	3,132	11:00 - 12:00	45,997
			Westbound Total:	8,265		9,139		9,515		135,798
			Westbound Average:	2,755		3,046		3,172		45,266
F G GARDINER EXPY				8,265		9,139		9,515		135,798

Comment:

Printed On: 07 Jan, 2020 3:56:42PM

City of Toronto - Traffic Data Centre & Safety Bureau

24-Hour Count Summary Report

F G GARDINER EXPY	STAT CODE	ARTERY CODE	COUNT DATE	AM PEAK	AM PEAK HOUR	PM PEAK	PM PEAK HOUR	OFF HOUR PEAK	OFF HOUR PEAK HOUR	24 HOUR Total
Westbound **Category: RESCU**										
F G GARDINER EXPY W/B E OF COLBORNE LODGE DR	DW0130DWG	23991	9/11/12 Tue	5,935	07:15 - 08:15	5,608	17:30 - 18:30	5,542	14:15 - 15:15	90,061
			Westbound Total:	5,935		5,608		5,542		90,061
			Westbound Average:	5,935		5,608		5,542		90,061
F G GARDINER EXPY				5,935		5,608		5,542		90,061

Comment:

Printed On: 06 Jan, 2020 3:37:16PM

City of Toronto - Traffic Data Centre & Safety Bureau

24-Hour Count Summary Report

F G GARDINER (COLL) EXPY	STAT CODE	ARTERY CODE	COUNT DATE	AM PEAK	AM PEAK HOUR	PM PEAK	PM PEAK HOUR	OFF HOUR PEAK	OFF HOUR PEAK HOUR	24 HOUR Total
Westbound **Category: 24 HOUR**										
F G GARDINER EXPY (COLL) W/B W OF ISLINGTON AVE	DW0176DWG	20506	4/26/01 Thu	2,302	08:00 - 09:00	2,209	17:00 - 18:00	2,178	14:00 - 15:00	35,035
			Westbound Total:	2,302		2,209		2,178		35,035
			Westbound Average:	2,302		2,209		2,178		35,035
F G GARDINER (COLL) EXPY				2,302		2,209		2,178		35,035

Comment:

Printed On: 07 Jan, 2020 12:14:47PM

City of Toronto - Traffic Data Centre & Safety Bureau

24-Hour Count Summary Report

F G GARDINER (CORE) EXPY	STAT CODE	ARTERY CODE	COUNT DATE	AM PEAK	AM PEAK HOUR	PM PEAK	PM PEAK HOUR	OFF HOUR PEAK	OFF HOUR PEAK HOUR	24 HOUR Total
Westbound **Category: 24 HOUR**										
F G GARDINER EXPY (CORE) W/B W OF ISLINGTON AVE	DW0175DWG	20517	4/23/01 Mon	5,454	08:00 - 09:00	5,674	16:00 - 17:00	5,382	14:30 - 15:30	79,534
			Westbound Total:	5,454		5,674		5,382		79,534
			Westbound Average:	5,454		5,674		5,382		79,534
F G GARDINER (CORE) EXPY				5,454		5,674		5,382		79,534

Comment:

Printed On: 07 Jan, 2020 12:17:17PM

City of Toronto - Traffic Data Centre & Safety Bureau

24-Hour Count Summary Report

F G GARDINER EXPY	STAT CODE	ARTERY CODE	COUNT DATE	AM PEAK	AM PEAK HOUR	PM PEAK	PM PEAK HOUR	OFF HOUR PEAK	OFF HOUR PEAK HOUR	24 HOUR Total
Westbound **Category: RESCU**										
F G GARDINER EXPY W/B E OF ELLIS AVE	DW0140DWG	3180	12/3/19 Tue	3,840	06:45 - 07:45	3,356	17:15 - 18:15	3,714	12:45 - 13:45	60,715
F G GARDINER EXPY W/B E OF ELLIS AVE	DW0140DWG	3180	12/5/19 Thu	3,888	06:30 - 07:30	3,445	17:15 - 18:15	3,915	12:45 - 13:45	61,646
F G GARDINER EXPY W/B E OF ELLIS AVE	DW0140DWG	3180	12/6/19 Fri	3,371	06:45 - 07:45	3,131	17:00 - 18:00	3,698	12:45 - 13:45	61,081
F G GARDINER EXPY W/B E OF ELLIS AVE	DW0140DWG	3180	12/7/19 Sat	2,705	09:15 - 10:15	3,236	17:15 - 18:15	2,840	10:30 - 11:30	55,971
F G GARDINER EXPY W/B E OF ELLIS AVE	DW0140DWG	3180	12/8/19 Sun	2,663	09:15 - 10:15	3,599	17:30 - 18:30	3,931	12:30 - 13:30	57,577
F G GARDINER EXPY W/B E OF ELLIS AVE	DW0140DWG	3180	12/9/19 Mon	3,798	06:45 - 07:45	3,502	16:00 - 17:00	3,471	13:00 - 14:00	58,075
F G GARDINER EXPY W/B E OF ELLIS AVE	DW0140DWG	3180	12/10/19 Tue	3,515	07:45 - 08:45	3,487	15:00 - 16:00	3,903	12:45 - 13:45	62,095
F G GARDINER EXPY W/B E OF ELLIS AVE	DW0140DWG	3180	12/11/19 Wed	3,935	06:45 - 07:45	3,468	16:45 - 17:45	3,966	12:30 - 13:30	63,722
F G GARDINER EXPY W/B E OF ELLIS AVE	DW0140DWG	3180	12/12/19 Thu	3,928	06:45 - 07:45	3,594	16:45 - 17:45	3,952	12:30 - 13:30	66,132
F G GARDINER EXPY W/B E OF ELLIS AVE	DW0140DWG	3180	12/13/19 Fri	3,764	06:45 - 07:45	3,518	15:00 - 16:00	3,910	11:30 - 12:30	65,318
F G GARDINER EXPY W/B E OF ELLIS AVE	DW0140DWG	3180	12/15/19 Sun	2,112	09:15 - 10:15	3,653	17:30 - 18:30	3,650	14:30 - 15:30	52,605
F G GARDINER EXPY W/B E OF ELLIS AVE	DW0140DWG	3180	12/16/19 Mon	3,895	06:45 - 07:45	3,553	15:00 - 16:00	3,739	12:45 - 13:45	59,542
F G GARDINER EXPY W/B E OF ELLIS AVE	DW0140DWG	3180	12/17/19 Tue	3,743	06:30 - 07:30	3,544	16:30 - 17:30	3,855	13:00 - 14:00	62,778
F G GARDINER EXPY W/B E OF ELLIS AVE	DW0140DWG	3180	12/18/19 Wed	3,873	07:00 - 08:00	3,412	15:30 - 16:30	3,548	11:30 - 12:30	61,862
F G GARDINER EXPY W/B E OF ELLIS AVE	DW0140DWG	3180	12/19/19 Thu	3,830	06:45 - 07:45	3,279	17:00 - 18:00	3,179	14:30 - 15:30	60,921
F G GARDINER EXPY W/B E OF ELLIS AVE	DW0140DWG	3180	12/20/19 Fri	3,462	06:45 - 07:45	3,371	16:00 - 17:00	3,798	12:00 - 13:00	64,611
F G GARDINER EXPY W/B E OF ELLIS AVE	DW0140DWG	3180	12/21/19 Sat	2,988	09:15 - 10:15	3,589	14:45 - 15:45	3,929	11:45 - 12:45	62,681
F G GARDINER EXPY W/B E OF ELLIS AVE	DW0140DWG	3180	12/22/19 Sun	2,465	09:15 - 10:15	3,685	14:45 - 15:45	3,770	13:15 - 14:15	58,278
F G GARDINER EXPY W/B E OF ELLIS AVE	DW0140DWG	3180	12/23/19 Mon	2,831	09:15 - 10:15	3,254	14:45 - 15:45	3,901	12:45 - 13:45	55,449
F G GARDINER EXPY W/B E OF ELLIS AVE	DW0140DWG	3180	12/27/19 Fri	2,384	09:15 - 10:15	3,134	15:00 - 16:00	3,638	12:45 - 13:45	50,286
F G GARDINER EXPY W/B E OF ELLIS AVE	DW0140DWG	3180	12/28/19 Sat	2,265	09:15 - 10:15	3,692	15:15 - 16:15	3,562	14:30 - 15:30	54,149
			Westbound Total:	69,255		72,502		77,869		1,255,494
			Westbound Average:	3,298		3,452		3,708		59,785
F G GARDINER EXPY				69,255		72,502		77,869		1,255,494

Comment:

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City of Toronto - Traffic Data Centre & Safety Bureau

24-Hour Count Summary Report

F G GARDINER EXPY	STAT CODE	ARTERY CODE	COUNT DATE	AM PEAK	AM PEAK HOUR	PM PEAK	PM PEAK HOUR	OFF HOUR PEAK	OFF HOUR PEAK HOUR	24 HOUR Total
Westbound **Category: RESCU**										
F G GARDINER EXPY W/B E OF GRAND AVE	DW0161DWG	23999	12/3/19 Tue	6,984	06:45 - 07:45	6,936	15:15 - 16:15	7,126	14:00 - 15:00	113,990
F G GARDINER EXPY W/B E OF GRAND AVE	DW0161DWG	23999	12/6/19 Fri	6,254	06:45 - 07:45	6,734	16:45 - 17:45	6,907	13:30 - 14:30	113,746
F G GARDINER EXPY W/B E OF GRAND AVE	DW0161DWG	23999	12/9/19 Mon	7,070	06:45 - 07:45	6,738	16:00 - 17:00	6,569	13:30 - 14:30	107,861
F G GARDINER EXPY W/B E OF GRAND AVE	DW0161DWG	23999	12/10/19 Tue	6,689	06:30 - 07:30	7,532	14:45 - 15:45	7,529	14:30 - 15:30	111,628
F G GARDINER EXPY W/B E OF GRAND AVE	DW0161DWG	23999	12/11/19 Wed	7,191	06:45 - 07:45	7,174	17:30 - 18:30	7,259	13:45 - 14:45	117,270
F G GARDINER EXPY W/B E OF GRAND AVE	DW0161DWG	23999	12/12/19 Thu	6,923	07:00 - 08:00	7,140	16:45 - 17:45	7,257	14:00 - 15:00	115,454
F G GARDINER EXPY W/B E OF GRAND AVE	DW0161DWG	23999	12/13/19 Fri	6,345	06:45 - 07:45	7,317	15:00 - 16:00	7,304	14:15 - 15:15	119,865
F G GARDINER EXPY W/B E OF GRAND AVE	DW0161DWG	23999	12/15/19 Sun	5,360	09:15 - 10:15	6,971	14:45 - 15:45	7,542	11:45 - 12:45	106,009
F G GARDINER EXPY W/B E OF GRAND AVE	DW0161DWG	23999	12/17/19 Tue	6,754	06:30 - 07:30	6,946	14:45 - 15:45	7,297	13:45 - 14:45	110,181
F G GARDINER EXPY W/B E OF GRAND AVE	DW0161DWG	23999	12/18/19 Wed	6,742	07:00 - 08:00	7,133	15:45 - 16:45	7,089	14:15 - 15:15	114,373
F G GARDINER EXPY W/B E OF GRAND AVE	DW0161DWG	23999	12/20/19 Fri	6,774	07:00 - 08:00	6,916	15:30 - 16:30	7,305	11:45 - 12:45	115,775
F G GARDINER EXPY W/B E OF GRAND AVE	DW0161DWG	23999	12/21/19 Sat	6,113	09:15 - 10:15	7,030	14:45 - 15:45	7,560	11:15 - 12:15	114,390
F G GARDINER EXPY W/B E OF GRAND AVE	DW0161DWG	23999	12/22/19 Sun	5,260	09:15 - 10:15	6,852	14:45 - 15:45	7,234	13:15 - 14:15	108,709
F G GARDINER EXPY W/B E OF GRAND AVE	DW0161DWG	23999	12/23/19 Mon	5,922	09:00 - 10:00	6,935	14:45 - 15:45	7,462	12:30 - 13:30	103,564
F G GARDINER EXPY W/B E OF GRAND AVE	DW0161DWG	23999	12/24/19 Tue	5,541	09:15 - 10:15	7,162	14:45 - 15:45	7,606	11:45 - 12:45	102,275
F G GARDINER EXPY W/B E OF GRAND AVE	DW0161DWG	23999	12/29/19 Sun	3,584	09:15 - 10:15	5,944	15:30 - 16:30	5,899	14:30 - 15:30	82,853
F G GARDINER EXPY W/B E OF GRAND AVE	DW0161DWG	23999	12/30/19 Mon	4,895	09:15 - 10:15	7,103	14:45 - 15:45	7,158	14:00 - 15:00	99,616
F G GARDINER EXPY W/B E OF GRAND AVE	DW0161DWG	23999	12/31/19 Tue	4,337	09:15 - 10:15	6,209	15:00 - 16:00	6,631	12:00 - 13:00	90,260
			Westbound Total:	108,738		124,772		128,734		1,947,819
			Westbound Average:	6,041		6,932		7,152		108,212
F G GARDINER EXPY				108,738		124,772		128,734		1,947,819

Comment:

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24-Hour Count Summary Report

F G GARDINER EXPY	STAT CODE	ARTERY CODE	COUNT DATE	AM PEAK	AM PEAK HOUR	PM PEAK	PM PEAK HOUR	OFF HOUR PEAK	OFF HOUR PEAK HOUR	24 HOUR Total
Westbound **Category: 24 HOUR**										
F G GARDINER EXPY W/B W OF HUMBER RIVER	DW0145DWG	20519	4/26/01 Thu	4,778	08:00 - 09:00	5,134	15:00 - 16:00	5,198	14:00 - 15:00	85,840
			Westbound Total:	4,778		5,134		5,198		85,840
			Westbound Average:	4,778		5,134		5,198		85,840
F G GARDINER EXPY				4,778		5,134		5,198		85,840

Comment:

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City of Toronto - Traffic Data Centre & Safety Bureau

24-Hour Count Summary Report

RAMP F G GARDINER W/B EXPY	STAT CODE	ARTERY CODE	COUNT DATE	AM PEAK	AM PEAK HOUR	PM PEAK	PM PEAK HOUR	OFF HOUR PEAK	OFF HOUR PEAK HOUR	24 HOUR Total
Westbound **Category: 24 HOUR**										
RAMP F G GARDINER EXPY W/B TO ISLINGTON AVE N/I	DW0160DWR	1285	10/25/07 Thu	360	07:30 - 08:30	352	17:30 - 18:30	422	12:15 - 13:15	5,911
			Westbound Total:	360		352		422		5,911
			Westbound Average:	360		352		422		5,911
RAMP F G GARDINER W/B EXPY				360		352		422		5,911

Comment:

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City of Toronto - Traffic Data Centre & Safety Bureau

24-Hour Count Summary Report

RAMP ISLINGTON S/B AVE	STAT CODE	ARTERY CODE	COUNT DATE	AM PEAK	AM PEAK HOUR	PM PEAK	PM PEAK HOUR	OFF HOUR PEAK	OFF HOUR PEAK HOUR	24 HOUR Total
Southbound **Category: 24 HOUR**										
ISLINGTON AVE S/B TO F G GARDINER EXPY W/B	DW0170DWR	1251	10/25/07 Thu	399	07:30 - 08:30	532	14:45 - 15:45	553	14:00 - 15:00	7,553
			Southbound Total:	399		532		553		7,553
			Southbound Average:	399		532		553		7,553
RAMP ISLINGTON S/B AVE				399		532		553		7,553

Comment:

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City of Toronto - Traffic Data Centre & Safety Bureau

24-Hour Count Summary Report

F G GARDINER EXPY	STAT CODE	ARTERY CODE	COUNT DATE	AM PEAK	AM PEAK HOUR	PM PEAK	PM PEAK HOUR	OFF HOUR PEAK	OFF HOUR PEAK HOUR	24 HOUR Total
Westbound **Category: RESCU**										
F G GARDINER EXPY W/B W OF JAMESON AVE	DW0100DWG	3176	12/3/19 Tue	4,422	06:45 - 07:45	4,943	15:00 - 16:00	4,902	14:15 - 15:15	77,711
F G GARDINER EXPY W/B W OF JAMESON AVE	DW0100DWG	3176	12/5/19 Thu	4,526	06:45 - 07:45	4,905	17:00 - 18:00	4,891	14:15 - 15:15	76,242
F G GARDINER EXPY W/B W OF JAMESON AVE	DW0100DWG	3176	12/6/19 Fri	3,885	06:45 - 07:45	4,580	17:00 - 18:00	4,678	13:45 - 14:45	77,310
F G GARDINER EXPY W/B W OF JAMESON AVE	DW0100DWG	3176	12/7/19 Sat	3,218	09:00 - 10:00	3,724	17:15 - 18:15	3,276	10:15 - 11:15	66,055
F G GARDINER EXPY W/B W OF JAMESON AVE	DW0100DWG	3176	12/9/19 Mon	4,395	06:45 - 07:45	4,909	16:00 - 17:00	4,713	14:30 - 15:30	74,147
F G GARDINER EXPY W/B W OF JAMESON AVE	DW0100DWG	3176	12/10/19 Tue	4,208	06:30 - 07:30	5,166	14:45 - 15:45	5,164	14:30 - 15:30	79,282
F G GARDINER EXPY W/B W OF JAMESON AVE	DW0100DWG	3176	12/12/19 Thu	4,503	06:45 - 07:45	5,144	14:45 - 15:45	5,169	14:30 - 15:30	83,431
F G GARDINER EXPY W/B W OF JAMESON AVE	DW0100DWG	3176	12/13/19 Fri	4,315	06:45 - 07:45	5,259	15:00 - 16:00	5,117	14:30 - 15:30	81,617
F G GARDINER EXPY W/B W OF JAMESON AVE	DW0100DWG	3176	12/15/19 Sun	2,502	09:15 - 10:15	4,242	14:45 - 15:45	4,164	14:30 - 15:30	62,511
F G GARDINER EXPY W/B W OF JAMESON AVE	DW0100DWG	3176	12/16/19 Mon	4,380	06:45 - 07:45	5,200	15:00 - 16:00	5,172	14:30 - 15:30	75,917
F G GARDINER EXPY W/B W OF JAMESON AVE	DW0100DWG	3176	12/17/19 Tue	4,292	06:30 - 07:30	5,261	14:45 - 15:45	5,303	14:30 - 15:30	79,628
F G GARDINER EXPY W/B W OF JAMESON AVE	DW0100DWG	3176	12/18/19 Wed	4,343	06:45 - 07:45	4,963	14:45 - 15:45	5,000	14:15 - 15:15	78,197
F G GARDINER EXPY W/B W OF JAMESON AVE	DW0100DWG	3176	12/19/19 Thu	4,352	06:45 - 07:45	4,726	16:15 - 17:15	4,631	14:30 - 15:30	76,612
F G GARDINER EXPY W/B W OF JAMESON AVE	DW0100DWG	3176	12/20/19 Fri	3,964	06:45 - 07:45	4,804	16:30 - 17:30	4,886	13:45 - 14:45	80,898
F G GARDINER EXPY W/B W OF JAMESON AVE	DW0100DWG	3176	12/23/19 Mon	3,368	09:15 - 10:15	4,769	14:45 - 15:45	4,814	14:00 - 15:00	71,142
F G GARDINER EXPY W/B W OF JAMESON AVE	DW0100DWG	3176	12/24/19 Tue	3,091	09:15 - 10:15	4,810	14:45 - 15:45	5,026	13:45 - 14:45	64,960
F G GARDINER EXPY W/B W OF JAMESON AVE	DW0100DWG	3176	12/27/19 Fri	2,931	09:15 - 10:15	4,657	14:45 - 15:45	4,625	14:30 - 15:30	65,920
F G GARDINER EXPY W/B W OF JAMESON AVE	DW0100DWG	3176	12/28/19 Sat	2,794	09:15 - 10:15	4,200	15:30 - 16:30	4,161	14:15 - 15:15	64,412
F G GARDINER EXPY W/B W OF JAMESON AVE	DW0100DWG	3176	12/29/19 Sun	2,411	09:15 - 10:15	3,801	15:30 - 16:30	3,860	13:45 - 14:45	58,195
F G GARDINER EXPY W/B W OF JAMESON AVE	DW0100DWG	3176	12/30/19 Mon	2,887	09:15 - 10:15	4,670	16:15 - 17:15	4,712	14:00 - 15:00	64,711
F G GARDINER EXPY W/B W OF JAMESON AVE	DW0100DWG	3176	1/2/20 Thu	3,095	06:45 - 07:45	4,201	15:45 - 16:45	3,862	14:15 - 15:15	59,961
			Westbound Total:	77,882		98,934		98,126		1,518,859
			Westbound Average:	3,709		4,711		4,673		72,327
F G GARDINER EXPY				77,882		98,934		98,126		1,518,859

Comment:

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City of Toronto - Traffic Data Centre & Safety Bureau

24-Hour Count Summary Report

RAMP JAMESON AVE	STAT CODE	ARTERY CODE	COUNT DATE	AM PEAK	AM PEAK HOUR	PM PEAK	PM PEAK HOUR	OFF HOUR PEAK	OFF HOUR PEAK HOUR	24 HOUR Total
Westbound **Category: RESCU**										
RAMP JAMESON AVE S/B TO F G GARDINER EXPY W/B	DW0120DWR	3288	12/3/19 Tue	464	09:15 - 10:15	977	14:45 - 15:45	1,101	11:30 - 12:30	13,557
RAMP JAMESON AVE S/B TO F G GARDINER EXPY W/B	DW0120DWR	3288	12/7/19 Sat	845	09:15 - 10:15	861	15:00 - 16:00	865	10:15 - 11:15	14,724
RAMP JAMESON AVE S/B TO F G GARDINER EXPY W/B	DW0120DWR	3288	12/9/19 Mon	520	09:15 - 10:15	863	14:45 - 15:45	935	12:45 - 13:45	12,788
RAMP JAMESON AVE S/B TO F G GARDINER EXPY W/B	DW0120DWR	3288	12/10/19 Tue	460	09:15 - 10:15	1,001	14:45 - 15:45	1,005	14:30 - 15:30	12,971
RAMP JAMESON AVE S/B TO F G GARDINER EXPY W/B	DW0120DWR	3288	12/12/19 Thu	580	09:15 - 10:15	910	15:00 - 16:00	1,143	11:30 - 12:30	15,061
RAMP JAMESON AVE S/B TO F G GARDINER EXPY W/B	DW0120DWR	3288	12/13/19 Fri	718	09:00 - 10:00	983	14:45 - 15:45	1,138	13:45 - 14:45	16,976
RAMP JAMESON AVE S/B TO F G GARDINER EXPY W/B	DW0120DWR	3288	12/15/19 Sun	676	09:15 - 10:15	1,212	17:30 - 18:30	1,124	14:15 - 15:15	16,453
RAMP JAMESON AVE S/B TO F G GARDINER EXPY W/B	DW0120DWR	3288	12/17/19 Tue	516	09:15 - 10:15	1,014	14:45 - 15:45	1,023	14:30 - 15:30	14,351
RAMP JAMESON AVE S/B TO F G GARDINER EXPY W/B	DW0120DWR	3288	12/19/19 Thu	680	09:15 - 10:15	762	14:45 - 15:45	844	11:15 - 12:15	13,698
RAMP JAMESON AVE S/B TO F G GARDINER EXPY W/B	DW0120DWR	3288	12/20/19 Fri	719	09:15 - 10:15	892	14:45 - 15:45	1,134	12:15 - 13:15	16,205
RAMP JAMESON AVE S/B TO F G GARDINER EXPY W/B	DW0120DWR	3288	12/21/19 Sat	907	09:15 - 10:15	967	14:45 - 15:45	1,148	10:30 - 11:30	17,499
RAMP JAMESON AVE S/B TO F G GARDINER EXPY W/B	DW0120DWR	3288	12/22/19 Sun	771	09:15 - 10:15	1,060	17:30 - 18:30	1,112	10:45 - 11:45	16,175
RAMP JAMESON AVE S/B TO F G GARDINER EXPY W/B	DW0120DWR	3288	12/24/19 Tue	749	09:15 - 10:15	1,001	17:15 - 18:15	1,041	14:00 - 15:00	15,018
RAMP JAMESON AVE S/B TO F G GARDINER EXPY W/B	DW0120DWR	3288	12/25/19 Wed	384	09:15 - 10:15	738	14:45 - 15:45	759	14:00 - 15:00	11,689
RAMP JAMESON AVE S/B TO F G GARDINER EXPY W/B	DW0120DWR	3288	12/28/19 Sat	733	09:15 - 10:15	1,038	15:30 - 16:30	1,178	12:45 - 13:45	17,058
RAMP JAMESON AVE S/B TO F G GARDINER EXPY W/B	DW0120DWR	3288	12/29/19 Sun	585	09:15 - 10:15	979	17:00 - 18:00	1,060	13:00 - 14:00	14,829
			Westbound Total:	10,307		15,258		16,610		239,052
			Westbound Average:	644		954		1,038		14,941
RAMP JAMESON AVE				10,307		15,258		16,610		239,052

Comment:

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City of Toronto - Traffic Data Centre & Safety Bureau

24-Hour Count Summary Report

KIPLING AVE		STAT CODE	ARTERY CODE	COUNT DATE	AM PEAK	AM PEAK HOUR	PM PEAK	PM PEAK HOUR	OFF HOUR PEAK	OFF HOUR PEAK HOUR	24 HOUR Total
Northbound	**Category: 24 HOUR**										
KIPLING AVE NB TO FGG WB ON RAMP		36392	36392	10/2/14 Thu	316	09:00 - 10:00	496	15:00 - 16:00	456	14:30 - 15:30	5,267
				Northbound Total:	316		496		456		5,267
				Northbound Average:	316		496		456		5,267
KIPLING AVE					316		496		456		5,267

Comment:

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City of Toronto - Traffic Data Centre & Safety Bureau

24-Hour Count Summary Report

F G GARDINER XY	STAT CODE	ARTERY CODE	COUNT DATE	AM PEAK	AM PEAK HOUR	PM PEAK	PM PEAK HOUR	OFF HOUR PEAK	OFF HOUR PEAK HOUR	24 HOUR Total
Westbound **Category: 24 HOUR**										
FGG WB TO KIPLING AVE (TOTAL OFF RAMP)	36393	36393	10/2/14 Thu	948	08:15 - 09:15	783	17:30 - 18:30	793	09:30 - 10:30	12,121
			Westbound Total:	948		783		793		12,121
			Westbound Average:	948		783		793		12,121
F G GARDINER XY				948		783		793		12,121

Comment:

Printed On: 07 Jan, 2020 3:30:49PM

City of Toronto - Traffic Data Centre & Safety Bureau

24-Hour Count Summary Report

RAMP KIPLING S/B AVE	STAT CODE	ARTERY CODE	COUNT DATE	AM PEAK	AM PEAK HOUR	PM PEAK	PM PEAK HOUR	OFF HOUR PEAK	OFF HOUR PEAK HOUR	24 HOUR Total
Southbound **Category: 24 HOUR**										
KIPLING AVE S/B TO F G GARDINER EXPY W/B	DW0200DWR	1265	10/2/14 Thu	493	07:30 - 08:30	833	17:00 - 18:00	712	13:45 - 14:45	10,019
			Southbound Total:	493		833		712		10,019
			Southbound Average:	493		833		712		10,019
RAMP KIPLING S/B AVE				493		833		712		10,019

Comment:

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City of Toronto - Traffic Data Centre & Safety Bureau

24-Hour Count Summary Report

F G GARDINER W/B OFF RAMP EXPY	STAT CODE	ARTERY CODE	COUNT DATE	AM PEAK	AM PEAK HOUR	PM PEAK	PM PEAK HOUR	OFF HOUR PEAK	OFF HOUR PEAK HOUR	24 HOUR Total
Westbound **Category: 24 HOUR**										
RAMP F G GARDINER EXPY W/B TO LAKE SHORE BLVD	14609	14609	5/5/05 Thu	219	07:30 - 08:30	279	17:00 - 18:00	207	13:30 - 14:30	3,939
			Westbound Total:	219		279		207		3,939
			Westbound Average:	219		279		207		3,939
F G GARDINER W/B OFF RAMP EXPY				219		279		207		3,939

Comment:

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City of Toronto - Traffic Data Centre & Safety Bureau

24-Hour Count Summary Report

RAMP LAKESHORE W/B BLVD	STAT CODE	ARTERY CODE	COUNT DATE	AM PEAK	AM PEAK HOUR	PM PEAK	PM PEAK HOUR	OFF HOUR PEAK	OFF HOUR PEAK HOUR	24 HOUR Total
Westbound **Category: 24 HOUR**										
LAKE SHORE BLVD W/B TO F G GARDINER EXPY W/B	3918	3918	5/5/05 Thu	1,605	07:45 - 08:45	2,737	15:30 - 16:30	1,482	14:30 - 15:30	20,402
			Westbound Total:	1,605		2,737		1,482		20,402
			Westbound Average:	1,605		2,737		1,482		20,402
RAMP LAKESHORE W/B BLVD				1,605		2,737		1,482		20,402

Comment:

Printed On: 07 Jan, 2020 10:24:54AM

City of Toronto - Traffic Data Centre & Safety Bureau

24-Hour Count Summary Report

F G GARDINER EXPY	STAT CODE	ARTERY CODE	COUNT DATE	AM PEAK	AM PEAK HOUR	PM PEAK	PM PEAK HOUR	OFF HOUR PEAK	OFF HOUR PEAK HOUR	24 HOUR Total
Westbound **Category: RESCU**										
F G GARDINER EXPY W/B E OF PARK LAWN RD	DW0151DWG	23996	4/24/19 Wed	5,524	07:00 - 08:00	6,073	16:00 - 17:00	6,099	14:30 - 15:30	94,386
			Westbound Total:	5,524		6,073		6,099		94,386
			Westbound Average:	5,524		6,073		6,099		94,386
F G GARDINER EXPY				5,524		6,073		6,099		94,386

Comment:

Printed On: 07 Jan, 2020 10:58:55AM

City of Toronto - Traffic Data Centre & Safety Bureau

24-Hour Count Summary Report

RAMP PARK LAWN RD	STAT CODE	ARTERY CODE	COUNT DATE	AM PEAK	AM PEAK HOUR	PM PEAK	PM PEAK HOUR	OFF HOUR PEAK	OFF HOUR PEAK HOUR	24 HOUR Total
Westbound **Category: 24 HOUR**										
RAMP PARK LAWN RD W/B TO F G GARDINER EXPY W/	DW0150DWR	20566	5/5/05 Thu	1,070	07:30 - 08:30	831	15:30 - 16:30	770	14:15 - 15:15	12,345
			Westbound Total:	1,070		831		770		12,345
			Westbound Average:	1,070		831		770		12,345
RAMP PARK LAWN RD				1,070		831		770		12,345

Comment:

Printed On: 07 Jan, 2020 11:05:11AM

City of Toronto - Traffic Data Centre & Safety Bureau

24-Hour Count Summary Report

F G GARDINER EXPY	STAT CODE	ARTERY CODE	COUNT DATE	AM PEAK	AM PEAK HOUR	PM PEAK	PM PEAK HOUR	OFF HOUR PEAK	OFF HOUR PEAK HOUR	24 HOUR Total
Westbound **Category: RESCU**										
F G GARDINER EXPY W/B E OF PARKSIDE DR	DW0120DWG	25986	9/11/12 Tue	5,940	09:15 - 10:15	5,940	15:45 - 16:45	5,940	12:15 - 13:15	142,527
			Westbound Total:	5,940		5,940		5,940		142,527
			Westbound Average:	5,940		5,940		5,940		142,527
F G GARDINER EXPY				5,940		5,940		5,940		142,527

Comment:

Printed On: 06 Jan, 2020 3:30:44PM

City of Toronto - Traffic Data Centre & Safety Bureau

24-Hour Count Summary Report

F G GARDINER EXPY	STAT CODE	ARTERY CODE	COUNT DATE	AM PEAK	AM PEAK HOUR	PM PEAK	PM PEAK HOUR	OFF HOUR PEAK	OFF HOUR PEAK HOUR	24 HOUR Total
Westbound **Category: RESCU**										
F G GARDINER EXPY W/B E OF PARKSIDE DR	DW0126DWG	37506	12/5/19 Thu	5,565	06:45 - 07:45	4,821	17:00 - 18:00	5,661	12:45 - 13:45	91,161
F G GARDINER EXPY W/B E OF PARKSIDE DR	DW0126DWG	37506	12/6/19 Fri	4,990	06:45 - 07:45	4,491	14:45 - 15:45	5,404	12:45 - 13:45	91,301
F G GARDINER EXPY W/B E OF PARKSIDE DR	DW0126DWG	37506	12/7/19 Sat	4,775	09:15 - 10:15	5,323	15:00 - 16:00	5,319	13:00 - 14:00	93,786
F G GARDINER EXPY W/B E OF PARKSIDE DR	DW0126DWG	37506	12/9/19 Mon	5,527	06:45 - 07:45	5,013	15:45 - 16:45	5,197	12:15 - 13:15	87,376
F G GARDINER EXPY W/B E OF PARKSIDE DR	DW0126DWG	37506	12/10/19 Tue	5,102	06:30 - 07:30	5,111	14:45 - 15:45	5,711	12:45 - 13:45	91,669
F G GARDINER EXPY W/B E OF PARKSIDE DR	DW0126DWG	37506	12/11/19 Wed	5,624	06:45 - 07:45	4,859	16:45 - 17:45	5,737	12:45 - 13:45	93,975
F G GARDINER EXPY W/B E OF PARKSIDE DR	DW0126DWG	37506	12/12/19 Thu	5,631	06:45 - 07:45	5,054	16:30 - 17:30	5,723	12:30 - 13:30	97,566
F G GARDINER EXPY W/B E OF PARKSIDE DR	DW0126DWG	37506	12/13/19 Fri	5,436	06:45 - 07:45	5,141	15:00 - 16:00	5,708	11:30 - 12:30	96,948
F G GARDINER EXPY W/B E OF PARKSIDE DR	DW0126DWG	37506	12/15/19 Sun	4,057	09:15 - 10:15	5,616	14:45 - 15:45	5,698	13:00 - 14:00	87,974
F G GARDINER EXPY W/B E OF PARKSIDE DR	DW0126DWG	37506	12/16/19 Mon	5,558	06:45 - 07:45	5,127	15:00 - 16:00	5,495	12:45 - 13:45	88,573
F G GARDINER EXPY W/B E OF PARKSIDE DR	DW0126DWG	37506	12/18/19 Wed	5,456	07:00 - 08:00	4,894	14:45 - 15:45	5,173	11:00 - 12:00	91,091
F G GARDINER EXPY W/B E OF PARKSIDE DR	DW0126DWG	37506	12/19/19 Thu	5,464	06:45 - 07:45	4,597	16:15 - 17:15	4,618	12:15 - 13:15	89,972
F G GARDINER EXPY W/B E OF PARKSIDE DR	DW0126DWG	37506	12/20/19 Fri	4,999	06:45 - 07:45	4,712	16:30 - 17:30	5,535	12:00 - 13:00	95,775
F G GARDINER EXPY W/B E OF PARKSIDE DR	DW0126DWG	37506	12/21/19 Sat	4,544	09:15 - 10:15	5,214	14:45 - 15:45	5,699	11:15 - 12:15	94,700
F G GARDINER EXPY W/B E OF PARKSIDE DR	DW0126DWG	37506	12/22/19 Sun	3,910	09:15 - 10:15	5,402	14:45 - 15:45	5,608	12:45 - 13:45	89,517
F G GARDINER EXPY W/B E OF PARKSIDE DR	DW0126DWG	37506	12/23/19 Mon	4,277	09:15 - 10:15	4,741	14:45 - 15:45	5,678	12:45 - 13:45	83,893
F G GARDINER EXPY W/B E OF PARKSIDE DR	DW0126DWG	37506	12/24/19 Tue	4,052	09:15 - 10:15	4,782	15:00 - 16:00	5,825	12:00 - 13:00	76,043
F G GARDINER EXPY W/B E OF PARKSIDE DR	DW0126DWG	37506	12/29/19 Sun	3,100	09:15 - 10:15	4,876	15:30 - 16:30	4,913	13:00 - 14:00	74,270
F G GARDINER EXPY W/B E OF PARKSIDE DR	DW0126DWG	37506	12/30/19 Mon	3,738	09:15 - 10:15	4,638	16:15 - 17:15	5,325	12:45 - 13:45	76,614
F G GARDINER EXPY W/B E OF PARKSIDE DR	DW0126DWG	37506	12/31/19 Tue	3,291	09:15 - 10:15	4,227	14:45 - 15:45	5,302	11:45 - 12:45	70,119
			Westbound Total:	95,096		98,639		109,329		1,762,323
			Westbound Average:	4,755		4,932		5,466		88,116
F G GARDINER EXPY				95,096		98,639		109,329		1,762,323

Comment:

Printed On: 06 Jan, 2020 3:34:52PM

City of Toronto - Traffic Data Centre & Safety Bureau

24-Hour Count Summary Report

RAMP F G GARDINER W/B EXPY	STAT CODE	ARTERY CODE	COUNT DATE	AM PEAK	AM PEAK HOUR	PM PEAK	PM PEAK HOUR	OFF HOUR PEAK	OFF HOUR PEAK HOUR	24 HOUR Total
Westbound **Category: 24 HOUR**										
F G GARDINER EXPY W/B TO SOUTH KINGSWAY N/B	DW0130DWR	1193	9/27/12 Thu	383	07:45 - 08:45	669	17:30 - 18:30	473	12:00 - 13:00	8,314
			Westbound Total:	383		669		473		8,314
			Westbound Average:	383		669		473		8,314
RAMP F G GARDINER W/B EXPY				383		669		473		8,314

Comment:

Printed On: 06 Jan, 2020 3:55:08PM

City of Toronto - Traffic Data Centre & Safety Bureau

24-Hour Count Summary Report

F G GARDINER (CORE TRANSFER) EXPY	STAT CODE	ARTERY CODE	COUNT DATE	AM PEAK	AM PEAK HOUR	PM PEAK	PM PEAK HOUR	OFF HOUR PEAK	OFF HOUR PEAK HOUR	24 HOUR Total
Westbound **Category: 24 HOUR**										
F G GARDINER (CORE TRANSFER) EXPY W/B W OF ST	20521	20521	4/26/01 Thu	825	07:00 - 08:00	764	17:30 - 18:30	524	13:00 - 14:00	9,949
			Westbound Total:	825		764		524		9,949
			Westbound Average:	825		764		524		9,949
F G GARDINER (CORE TRANSFER) EXPY				825		764		524		9,949

Comment:

Printed On: 07 Jan, 2020 12:52:57PM

City of Toronto - Traffic Data Centre & Safety Bureau

24-Hour Count Summary Report

RAMP F G GARDINER W/B EXPY	STAT CODE	ARTERY CODE	COUNT DATE	AM PEAK	AM PEAK HOUR	PM PEAK	PM PEAK HOUR	OFF HOUR PEAK	OFF HOUR PEAK HOUR	24 HOUR Total
Westbound **Category: 24 HOUR**										
RAMP F G GARDINER EXPY W/B TO ST LAWRENCE AVE	DW0180DWR	20571	10/25/07 Thu	167	08:15 - 09:15	157	14:45 - 15:45	199	12:45 - 13:45	2,341
			Westbound Total:	167		157		199		2,341
			Westbound Average:	167		157		199		2,341
RAMP F G GARDINER W/B EXPY				167		157		199		2,341

Comment:

Printed On: 07 Jan, 2020 12:45:16PM

City of Toronto - Traffic Data Centre & Safety Bureau

24-Hour Count Summary Report

F G GARDINER EXPY	STAT CODE	ARTERY CODE	COUNT DATE	AM PEAK	AM PEAK HOUR	PM PEAK	PM PEAK HOUR	OFF HOUR PEAK	OFF HOUR PEAK HOUR	24 HOUR Total
Westbound **Category: RESCU**										
F G GARDINER EXPY W/B E OF WINDERMERE AVE	DW0146DWG	37508	12/3/19 Tue	5,012	06:30 - 07:30	4,326	16:00 - 17:00	5,139	12:45 - 13:45	82,430
F G GARDINER EXPY W/B E OF WINDERMERE AVE	DW0146DWG	37508	12/5/19 Thu	5,030	06:30 - 07:30	4,239	17:30 - 18:30	5,293	12:45 - 13:45	82,678
F G GARDINER EXPY W/B E OF WINDERMERE AVE	DW0146DWG	37508	12/6/19 Fri	4,211	06:45 - 07:45	3,991	16:15 - 17:15	5,027	12:00 - 13:00	82,187
F G GARDINER EXPY W/B E OF WINDERMERE AVE	DW0146DWG	37508	12/7/19 Sat	4,414	09:15 - 10:15	4,823	15:00 - 16:00	4,797	10:15 - 11:15	85,523
F G GARDINER EXPY W/B E OF WINDERMERE AVE	DW0146DWG	37508	12/9/19 Mon	4,878	06:30 - 07:30	3,711	16:00 - 17:00	4,233	13:00 - 14:00	69,225
F G GARDINER EXPY W/B E OF WINDERMERE AVE	DW0146DWG	37508	12/12/19 Thu	5,084	06:45 - 07:45	4,351	16:30 - 17:30	5,313	12:45 - 13:45	87,777
F G GARDINER EXPY W/B E OF WINDERMERE AVE	DW0146DWG	37508	12/13/19 Fri	4,882	06:45 - 07:45	4,449	14:45 - 15:45	5,247	11:30 - 12:30	87,356
F G GARDINER EXPY W/B E OF WINDERMERE AVE	DW0146DWG	37508	12/15/19 Sun	3,256	09:15 - 10:15	4,438	17:30 - 18:30	4,392	11:15 - 12:15	70,612
F G GARDINER EXPY W/B E OF WINDERMERE AVE	DW0146DWG	37508	12/16/19 Mon	5,128	06:45 - 07:45	4,695	14:45 - 15:45	4,974	12:45 - 13:45	80,593
F G GARDINER EXPY W/B E OF WINDERMERE AVE	DW0146DWG	37508	12/17/19 Tue	4,887	06:30 - 07:30	4,492	14:45 - 15:45	5,159	13:00 - 14:00	83,140
F G GARDINER EXPY W/B E OF WINDERMERE AVE	DW0146DWG	37508	12/18/19 Wed	4,907	07:00 - 08:00	4,413	14:45 - 15:45	4,733	13:00 - 14:00	82,289
F G GARDINER EXPY W/B E OF WINDERMERE AVE	DW0146DWG	37508	12/20/19 Fri	4,618	06:45 - 07:45	4,167	16:00 - 17:00	5,045	11:45 - 12:45	86,419
F G GARDINER EXPY W/B E OF WINDERMERE AVE	DW0146DWG	37508	12/21/19 Sat	4,173	09:15 - 10:15	4,712	14:45 - 15:45	5,239	11:30 - 12:30	86,533
F G GARDINER EXPY W/B E OF WINDERMERE AVE	DW0146DWG	37508	12/22/19 Sun	3,572	09:15 - 10:15	4,857	14:45 - 15:45	5,060	12:45 - 13:45	82,188
F G GARDINER EXPY W/B E OF WINDERMERE AVE	DW0146DWG	37508	12/23/19 Mon	3,927	09:00 - 10:00	4,295	14:45 - 15:45	5,030	12:45 - 13:45	75,528
F G GARDINER EXPY W/B E OF WINDERMERE AVE	DW0146DWG	37508	12/24/19 Tue	3,687	09:15 - 10:15	4,054	14:45 - 15:45	5,280	11:45 - 12:45	68,387
F G GARDINER EXPY W/B E OF WINDERMERE AVE	DW0146DWG	37508	12/30/19 Mon	3,486	09:15 - 10:15	4,136	14:45 - 15:45	4,911	12:45 - 13:45	70,261
F G GARDINER EXPY W/B E OF WINDERMERE AVE	DW0146DWG	37508	1/2/20 Thu	3,531	07:00 - 08:00	3,552	15:15 - 16:15	4,165	12:45 - 13:45	58,769
			Westbound Total:	78,683		77,701		89,037		1,421,895
			Westbound Average:	4,371		4,317		4,947		78,994
F G GARDINER EXPY				78,683		77,701		89,037		1,421,895

Comment:

Printed On: 06 Jan, 2020 3:49:00PM

AECOM

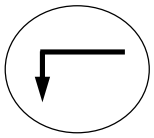
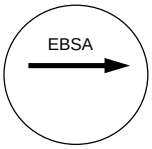
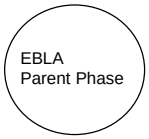
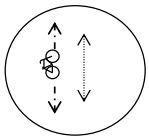
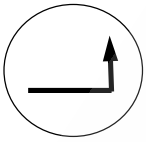
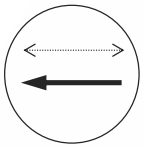
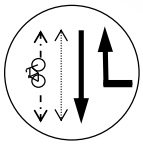
Appendix E

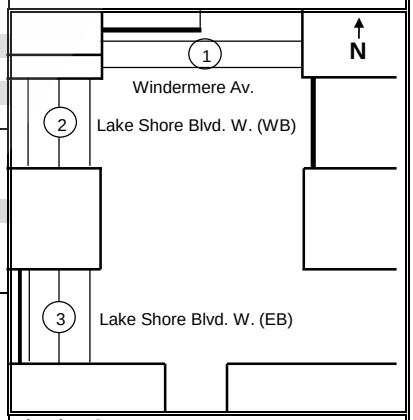
Signal Timing Plan Data

LOCATION:	**Lake Shore Blvd W. & Windermere Ave**
MODE/COMMENT:	**FXT with RLC WB, Polara 2-wire APS, & UPS**
TCS#/SCN#	**229 / 30111**
PREPARED/CHECKED BY:	**SM/HL**
DATE CREATED	**June 6, 2016**
DISTRICT:	**Etobicoke - York**
COMPUTER SYSTEM:	**UTC/SCOOT**
CONTROLLER/CABINET:	**PEEK ATC-1000 / TS2 T1**
CONFLICT FLASH:	**Red & Red**
DESIGN WALK SPEED:	**1.0 m/s (FDW based on full crossing @1.2m/s)**
IMPLEMENTATION DATE:	**November 16, 2016**

N ↑

UTC Stages	Green Returns
B	2 & 6
C	3 & 7
F	4 & 8
H	1 & 6

Dual Ring NEMA Phase (Green Return)		Timing Information	OFF All Other Times	AM 6:30-10:00 M - F	PM 15:00-19:00 M - F	Phase Mode (Fixed, Demanded or Callable)	Remarks
	Local Plan		Pattern 1	Pattern 2	Pattern 3		
	Split Table		Split 1	Split 2	Split 3		
1 	MIN	6				Fully-Protected Callable & Extendable by stopbar loop 24 hours, daily.	Ring Structure: 1 2 3 4 / 5 6 7 8
	MAX1	6					Pedestrian Minimum: EWWK = 7 sec, EWFD = 17 seconds NSWK = 7 seconds, NSFD = 15 seconds
	MAX2	7					
	AMB	3					
	ALLR	4					
	SPLIT		14	16	18		EBLA phase fully protected.
Lake Shore Blvd. W. 2 EBSA 	WLK	7				Fixed. Vehicle Overlap 1	WBLA phase fully protected and callable 24 hours by stopbar loop.
	FDW	17					NS bicycle signals for west side crossing
	MIN	24					WBRA concurrent with SBG indication.
	MAX1	24					SF #4 enables MAX2 values (times to be determined)
	MAX2	45					
	AMB	4					Left-Turn Passage Time = 2 seconds.
	ALLR	2					APS on during 7 secs. of EWWK & 7 sec of NSWK when no arrows are displayed
	SPLIT		40	59	63		
3 EBLA Parent Phase 	WLK	5				Fixed Parent Phase for Vehicle Overlap 4	Extended Push Activation = 3 seconds
	FDW	1					Vechicle Overlaps:
	MIN	6					
	MAX1	6					OLA 1: EBSA Overlaps Ph 2 & 3
	MAX2	12					OLA 2: Bike 2 Overlaps Ph 3, 4 & 8
	AMB	4					OLA 3: Bike 3 Overlaps Ph 3 & 7
	ALLR	3					OLA 4: EBLA Overlaps Ph 3 & 7
	SPLIT		19	22	32		
4 	WLK	7				Fixed NSWK/NSBG Across WB Lake Shore Vehicle Overlap 2 - Bike Signal	Pedestrian Overlap OLA 1: WK/DWK 2 Overlaps Ph 3 & 8
	FDW	15					
	MIN	22					
	MAX1	22					
	MAX2	28					
	AMB	4					
	ALLR	4				Pedestrian Overlap 1	
Bike & Ped Movement 2	SPLIT		31	31	31		
5 	MIN					Fully Protected Vehicle Overlap 4	
	MAX1						
	MAX2						
	AMB						
	ALLR						
	SPLIT						
Lake Shore Blvd. W. 6 	WLK	7				Fixed	
	FDW	17					
	MIN	24					
	MAX1	24					
	MAX2	45					
	AMB	4					
	ALLR	2					
Ped Movement 1	SPLIT		54	75	81		
7 EBLA Parent Phase	WK	5				Fixed Parent Phase for Vehicle Overlap 4	
	FDW	1					
	MIN	6					
	MAX1	6					
	MAX2	12					
	AMB	4					
	ALLR	3					
	SPLIT		19	22	32		
Windermere Av. 8 	WLK	7				Fixed. WBRA on with SBG indication NSWK/NSBG Across EB Lake Shore Vehicle Overlap 3 - Bike Signal	
	FDW	15					
	MIN	22					
	MAX1	22					
	MAX2	28					
	AMB	4					
	ALLR	4					
Bike & Ped Movement 3	SPLIT		31	31	31		
	CYCLE		104	128	144		
	OFFSET		0	0	0		



Phasing Sequence:

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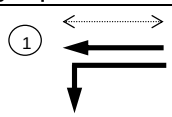

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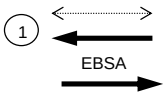

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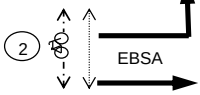
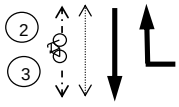


Step 4:

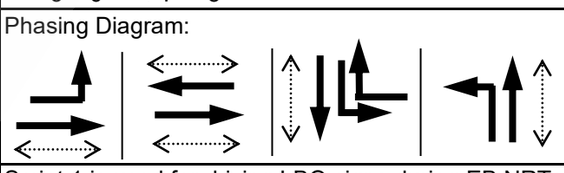


NOTES: Pedestrian crossing on the east side prohibited.

TORONTO FOR USE BY CITY OF TORONTO STAFF ONLY

LOCATION:	**Lake Shore Blvd W & Park Lawn Rd / Marine Parade Dr**	*DISTRICT:*	**Etobicoke - York**
MODE/COMMENT:	**FXT with 2-wire Polara APS, UPS & LBO Signs - RLC (EB)**	*COMPUTER SYSTEM:*	**TransSuite**
TCS:	**230**	*CONTROLLER/CABINET TYPE:*	**Peek ATC-1000 / TS2T1**
PREPAREDD BY / DATE:	***RanaJamil Iftikhar /August 15, 2019***	*CONFLICT FLASH:*	**Red & Red**
CHECKED BY / DATE:	**Masoud Ramezani / August 20, 2019**	*DESIGN WALK SPEED:*	**1.0 m/s (FDW based on full crossing @ 1.2 m/s)**
IMPLEMENTATION DATE:	**October 9, 2019**	*CHANNEL/DROP:*	**4086/25**
		FIRMWARE VERSION:	**3.018.1.2976**

N ↑

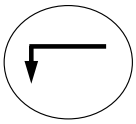
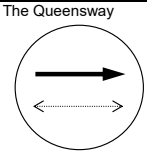
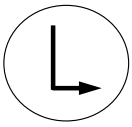
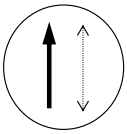
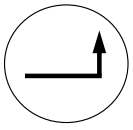
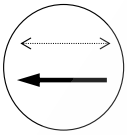
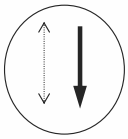
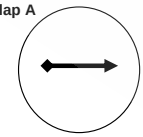
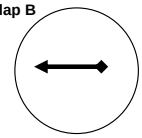
NEMA Phase		OFF All Other Times	AM 06:30-09:30 M-F	PM 15:00-19:00 M-F	NGHT 22:00-06:30 Daily	WKND 10:30-18:30 Sat-Sun	GRDN Gardiner Closure	Phase Mode (Fixed/Demanded or Callable)	Remarks
	Local Plan	Pattern 1	Pattern 2	Pattern 3	Pattern 4	Pattern 5	Pattern 16		
	Split Table	Split 1	Split 2	Split 3	Split 4	Split 5	Split 16		
1 NOT USED	WLK FDW MIN MAX1 AMB ALR SPLIT								Pedestrian Minimums: EWWK = 7 sec, EWFD = 27 sec NSWK = 7 sec, NSFD (West Side) = 27 sec NSFD (East Side) = 19 sec NB and SB phases are called separately. SB phase is always called before NB phase. Unallocated time for NB phase is given to EWG.
2 Lake Shore Blvd W	WLK 7 FDW 27 MIN 34 MAX1 55 AMB 4 ALR 3 SPLIT	61	63	56	54	64	64	Fixed	NB phase is callable by vehicle actuation. If a vehicle call is received, the minimum NBG is 7 seconds. If ongoing vehicle demand exists on the stopbar loop, NBG is capable of providing vehicle extensions up to the maximum. Extension time is based on vehicle demand and is taken from EWG. NSWK pedestrian (West side) display on during SB vehicle phase 3. NSDW (West side) pedestrian display on during callable NB vehicle phase 4.
3 Park Lawn Rd	WLK 7 FDW 27 MIN 34 MAX1 38 AMB 4 ALR 3 SPLIT	45	43	50	42	42	42	Fixed	Side Street Passage Time = 3 sec Left-Turn Passage Time = 2 sec APS on during FULL WALK periods when activated by push button and no arrows are displayed.
4 Marine Parade Dr	WLK 7 FDW 19 MIN 7 MAX1 26 AMB 4 ALR 3 SPLIT	34	34	34	34	34	34	Callable by stopbar loop and push button, Extendable by Stopbar Loop.	APS is activated on June 30, 2015 but the Volume is turned off to minimize the confusion for NSWK for east side and west side.
5	WLK FDW MIN 6 MAX1 7 AMB 3 ALR 1 SPLIT	11	15	13		18	15	Fixed	Ring Structure: 2 | 3 4 5 6 | 7 8 Phasing Diagram:  Script 1 is used for driving LBO signs during EB NRTs. Load switch 7 Is used to drive LBO signs. SBLA/SBG and WBRA are displayed simultaneously.
6 Lake Shore Blvd W	WLK 7 FDW 27 MIN 34 MAX1 44 AMB 4 ALR 3 SPLIT	50	48	43	54	46	49	Fixed	
7 ACTIVATED	WLK 7 FDW 27 MIN 34 MAX1 38 AMB 4 ALR 3 SPLIT	45	43	50	42	42	42		
8 ACTIVATED	WLK 7 FDW 19 MIN 7 MAX1 26 AMB 4 ALR 3 SPLIT	34	34	34	34	34	34		
	CL OF	140 3	140 4	140 12	130 72	140 9	140 136		

Notes: EBRT restriction from 7:00am - 9:00am, M-F
RLC activated on Oct 6, 2017 @ 12:01 am

FOR USE BY CITY OF TORONTO STAFF ONLY

LOCATION:	**The Queensway & Windermere Avenue**
MODE/COMMENT:	**FXT**
TCS#/SCN#	**562 / 52511**
PREPARED/CHECKED BY:	**PV / HL**
DATE CREATED	**June 14, 2012**
DISTRICT:	**Etobicoke York**
COMPUTER SYSTEM:	**UTC/SCOOT**
CONTROLLER/CABINET:	**Peek ATC 1000 / TS2 T1**
CONFLICT FLASH:	**Red & Red**
DESIGN WALK SPEED:	**1.0 m/s (FDW based on full crossing @1.2m/s)**
IMPLEMENTATION DATE:	**July 12, 2012**

UTC Stages	Green Returns
A	2 & 5
B	2 & 6
C	3 & 7
D	3 & 8
E	4 & 7
F	4 & 8
G	1 & 5
H	1 & 6

Dual Ring NEMA Phase (Green Return)			Timing Information					Phase Mode (Fixed, Demanded or Callable)	Remarks
			OFF	AM	PM	Wknd1	Wknd2		
			All Other Times	6:30-9:30 M - F	15:45-18:30 M - F	06:30-09:30 Sat, Sun & Hol	15:45-18:30 Sat, Sun, Hol		
	Local Plan		Pattern 1	Pattern 2	Pattern 3	Pattern 4	Pattern 5		
	Split Table		Split 1	Split 2	Split 3	Split 4	Split 5		
1 	MIN	6						Callable & Extendable by stopbar loop (Fully-Protected Phase)	Pedestrian Minimum: EWWK = 7 sec, EWFD = 16 seconds NSWK = 7 seconds, NSFD = 31 seconds
	MAX1	6							
	MAX2	12							SF #1 disables SBLA all times except 09:30 - 15:45 & 18:30 - 06:30, daily.
	AMB	3							
	ALLR	3							SF #2 disables NBLA all times except 06:30-09:30 M-F & 15:45 -18:30, daily.
	SPLIT		13	13	18	13	13		
The Queensway 2 	WLK	7						Fixed	SF #4 enables Max2 values (times to be determined)
	FDW	16							
	MIN	23							EWLA full protected and callable 24 hours daily by stopbar loop.
	MAX1	23							
	MAX2	23							Left-Turn Passage Time = 2 seconds.
	AMB	4							**Overlap A & B are only displayed when no EWLA are active.**
	ALLR	2							
	SPLIT		41	57	66	52	47		
3 	MIN	6						Callable & Extendable by 9m stopbar loop	
	MAX1	6							
	MAX2	6							
	AMB	3							
	ALLR	1							
	SPLIT		11						
Windermere Avenue 4 	WLK	7						Fixed	
	FDW	31							
	MIN	38							
	MAX1	38							
	MAX2	38							
	AMB	4							
	ALLR	4							
	SPLIT		47	58	60	47	60		
5 	MIN	6						Callable & Extendable by stopbar loop (Fully-Protected Phase)	
	MAX1	6							
	MAX2	12							
	AMB	3							
	ALLR	3							
	SPLIT		13	13	18	13	13		
The Queensway 6 	WLK	7						Fixed	
	FDW	16							
	MIN	23							
	MAX1	23							
	MAX2	23							
	AMB	4							
	ALLR	2							
	SPLIT		41	57	66	52	47		
7	MIN	6						Callable & Extendable by 9m set-back loop	
	MAX1	6							
	MAX2	6							
	AMB	3							
	ALLR	1							
	SPLIT			11	13		13		
Windermere Avenue 8 	WLK	7						Fixed	
	FDW	31							
	MIN	38							
	MAX1	38							
	MAX2	38							
	AMB	4							
	ALLR	4							
	SPLIT		58	47	47	47	47		
Overlap A 	WLK							EBTGA (Parent Phase 2)	
	FDW								
	MIN								
	MAX1								
	AMB	4							
	ALR	2							
	SPLIT								
Overlap B 	WLK							WBTGA (Parent Phase 6)	
	FDW								
	MIN								
	MAX1								
	AMB	4							
	ALR	2							
	SPLIT								
	CYCLE		112	128	144	112	120		

NOTES:

TORONTO FOR USE BY CITY OF TORONTO STAFF ONLY

		UTC Stages	Green Returns
LOCATION:	**The Queensway & Stephen Dr**		
MODE/COMMENT:	**SA2-VMG with PR, 2-wire Polara APS & LPI**	B	2 & 6
TCS#/SCN#	**563 / 52421**	F	4 & 8
CHECKED BY / DATE:	**RanaJamil Iftikhar / June 11, 2019**		
CHECKED BY / DATE	**Masoud Ramezani / June 13, 2019**		
DISTRICT:	**Etobicoke York**		
COMPUTER SYSTEM:	**UTC/SCOOT**		
CONTROLLER/CABINET:	**Peek ATC-1000 / TS2T1**		
CONTROLLER FIRMWARE:	**3.018.1.2976**		
CONFLICT:	**Red & Red**		
DESIGN WALK SPEED:	**1.0 m/s (FDW based on full crossing @ 1.2m/s)**		
TCC/MODEM/DROP:	**B/24/4**		
IMPLEMENTATION DATE:	**August 1, 2019**		

Dual Ring NEMA Phase (Green Return)		Timing Information (Seconds)				Phase Mode (Fixed, Demanded or Callable)	Remarks
			OFF All Other Times	AM 6:30-10:00 M - F	PM 15:00-19:00 M - F		
		Local Plan	Pattern 1	Pattern 2	Pattern 3		
		Split Table	Split 1	Split 2	Split 3		
1	NOT USED	WLK					Pedestrian Minimum: EWWK = 7 sec, EWFD = 12 sec. NSWK = 7 sec, NSFD = 18 sec.
		FDW					
		MIN					
		MAX1					
		MAX2					
		AMB					
		ALLR					
		SPLIT					
2	The Queensway →	WLK 7				Fixed	SB phase is callable by vehicle or pedestrian actuation. If a vehicle call is received, the minimum SBG is 7 seconds. If ongoing vehicle demand exists in the detection zone, the SBG is capable of providing vehicle extensions up to the maximum. If a pedestrian call is received, the maximum would be served. The NSWK & NSFD are only displayed on the pedestrian signal heads if a pedestrian call is received. Extension time is based on vehicle/pedestrian demand. Unused extension time is given to the EWG.
		FDW 12					
		MIN 19					
		MAX1 75					
		MAX2 75					
		AMB 4					
		ALLR 2					
		SPLIT	81	84	84		
3	NOT USED	WLK					
		FDW					
		MIN					
		MAX1					
		MAX2					
		AMB					
		ALLR					
		SPLIT					
4	Activated	WLK DLY 5					Side Street Passage Time = 3 sec SF #4 enables MAX2 (times to be determined) Extended Push Activation (for APS) = 3 sec When activated, APS on for 7 sec during EWG/EWWK and 7 sec during NSG/NSWK ISM used to resync in EWG/EWWK only NS Leading Pedestrian Interval - NSWK comes up 5 seconds before SB vehicle green
		WLK 7					
		FDW 18					
		MIN 7				Split shown includes 5 secs of NS LPI	
		MAX1 25					
		MAX2 30					
		AMB 3					
		ALLR 3					
		SPLIT	31	36	36		
5	NOT USED	WLK					
		FDW					
		MIN					
		MAX1					
		MAX2					
		AMB					
		ALLR					
		SPLIT					
6	The Queensway ↔ ←	WLK 7				Fixed	
		FDW 12					
		MIN 19					
		MAX1 75					
		MAX2 75					
		AMB 4					
		ALLR 2					
		SPLIT	81	84	84		
7	NOT USED	WLK					
		FDW					
		MIN					
		MAX1					
		MAX2					
		AMB					
		ALLR					
		SPLIT					
8	Stephen Dr ↕ ↓	WLK DLY 5					
		WLK 7					
		FDW 18				Callable by TrafiCam &/or Push Button. Extendable by TrafiCam .	
		MIN 7					
		MAX1 25					
		MAX2 30					
		AMB 3				Split shown includes 5 secs of NS LPI	
		ALLR 3					
		SPLIT	31	36	36		
		CL	112	120	120		
		OF	1	1	1		

NOTES: **T-Intersection; no pedestrian crossing on the east leg**

TORONTO FOR USE BY CITY OF TORONTO STAFF ONLY

LOCATION	**The Queensway & Park Lawn Rd**	*DISTRICT*	**Etobicoke York**
MODE/COMMENT	**FXT**	*COMPUTER SYSTEM*	**UTC/SCOOT**
TCS/SCN	**564/52411**	*CONTROLLER TYPE*	**EPIC 140**
CODER/CHECKED BY	**AD / DS**	*CONFLICT*	**RED & RED**
PREP.DATE/VERSION	**October 25, 2017**	*FDW INTERVAL/DESIGN WALK SP*	**1.0 m/s (FDW based on full crossing @ 1.2 m/s)**

STREET		THE QUEENSWAY											PARK LAWN RD								*REMARKS*
COMPUTER INT.		**14**	**15**	**16**	**17**	**18**	**19**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	
ASPECT	No Calls							EWG	>	>	EWY	ALLR				NSG	>	>	NSY	ALLR	Pedestrian Minimums:
								EWWK	>	EWFD	EWDW	>				NSWK	>	NSFD	NSDW	>	EWWK = 7 sec, EWFD = 16 sec
																					NSWK = 7 sec, NSFD = 21 sec
	EBLA Called	EBLA				EBYA					NBLA Called		NBLA	NBYA							EBLA, WBLA, SBLA & NBLA callable 24 hours by setback loop
		EBG				>	>						NBG	>	>						
		EWWK				>	>						NSWK	>	>						SF#1: Disables NBLA & SBLA
		South Side Only											East Side Only								(times to be determined)
																					SF#2: Disables EBLA
	WBLA Called	WBLA	>	>	>	WBYA					SBLA Called		SBLA	SBYA							(times to be determined)
		WBG	>	>	>	>	>						SBG	>	>						SF#3: Disables WBLA
		EWWK	>	>	>	>	>						SBWK	>	>						(times to be determined)
		North Side Only											west Side Only								ISM
	EWLA Called	EWLA	WBLA	>	>	WBYA					NSLA Called		NSLA	NSYA	ALLR						
			EBYA	EBLR	WBG	>	>						NSDW	>	>						
		EWDW	>	>	EWWK	>	>														
					North Side Only																

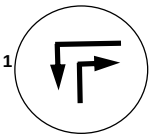
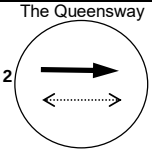
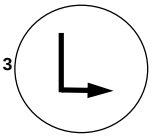
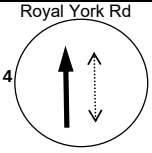
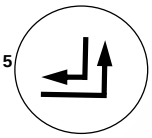
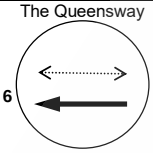
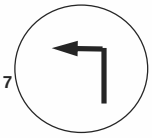
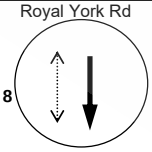
CONTROLLER INT.			**14**	**15**	**16**	**17**	**18**	**19**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	*SCHEDULES*
IMP. DATE	*CL*	*C/S*																				
January 17, 2018	108	C1S1	6	2	2	4	2	2	6	16	16	4	3	6	2	2	6	1	21	3	4	NORMAL
	112	C2S1	6	2	2	4	2	2	6	20	16	4	3	6	2	2	6	1	21	3	4	06:30-10:-00
	112	C3S1	6	2	2	7	2	2	6	17	16	4	3	6	2	2	6	1	21	3	4	15:45-18:30 M-F
HOLD INTERVAL			*			*				*				*				*				
UTC STAGE	Plan 1								B	B	AEFH	AEFH	AEFH		A	A	A	A	BCDG	BCDG	BCDG	
	Plan 2		C				B	B						E								
	Plan 3		D	D	D	D	B	B						F								
	Plan 4		G	D	D	D	B	B						H								

NOTES: DURING LOCAL CONTROL, INTERVALS 14 TO 19 ONLY TIMED IF CALLED
DURING LOCAL CONTROL, INTERVALS 15 TO 17 NOT TIMED DURING PLAN 2
DURING LOCAL CONTROL, INTERVALS 6 TO 8 IS TIMED ONLY IF NSLA IS CALLED

FOR USE BY CITY OF TORONTO STAFF ONLY

LOCATION:	**The Queensway & Royal York Rd**
MODE/COMMENT:	**FXT with 2-Wire Polara APS - Fire Hall PE (SBLA) & RLC (SB)**
TCS#/SCN#:	**565/52331**
CODER/CHECKED BY:	**TZ/DS**
DATE CREATED:	**October 16, 2016**
DISTRICT:	**Etobicoke York**
COMPUTER SYSTEM:	**UTC/SCOOT**
CONTROLLER/CABINET:	**Econolite ASC/3-2100 / M**
CONFLICT FLASH:	**Red & Red**
DESIGN WALK SPEED:	**1.0 m/s (FDW based on full crossing at 1.2m/s)**
FIRMWARE VERSION:	**2.47.10**
IMPLEMENTATION DATE:	**June 5, 2017**

UTC Stages	Green Returns
A	2 & 5
B	2 & 6
C	3 & 7
D	3 & 8
E	4 & 7
F	4 & 8
G	1 & 5
H	1 & 6

Dual Ring NEMA Phase (Return Green)			OFF	AM	PM	NIGHT	WEEKENDS	Phase Mode (Fixed, Demanded or Callable)	Remarks
			All Other Times	6:30-9:15 M - F	15:45-18:15 M - F	22:00-6:30 All days	10:00- 18:00 Sat - Sun		
	Local Plan		Pattern 1	Pattern 2	Pattern 3	Pattern 4	Pattern 5		
	System Plan		Plan 1	Plan 2	Plan 3	Plan 4	Plan 5		
1 	WLK							Callable and Extendable by 9m setback loop daily NBRA active concurrently with WBLA.	Pedestrian Minimum: EWWK = 7 sec, EWFD = 19 sec NSWK = 7 sec, NSFD = 19 sec
	FDW								Left-Turn Passage Time = 2 sec
	MIN	6							SF# 1 disables EBLA during 06:30 -09:15 M-F & All day of Saturday & Sunday & 22:00 -06:30 all days.
	MAX1	8							SF# 2 disables NSLA during 22:00 -6:30 all days.
	MAX2	10							SF# 3 disables WBLA during 22:00 -6:30 All days.
	AMB	3							SF# 4 enables MAX2 values (times to be determined).
	ALLR	1							Actuated APS on during Full Walk of of NSWK and EWWK when activated by push button and no arrows are displayed.
	SPLIT		12	14	14		12		Extended Push Activation = 3 secs
The Queensway 2 	WLK	7						Fixed	Polara APS to emit message during FH Pre-emption calls "Emergency vehicle approaching, clear intersection immediately".
	FDW	19							
	MIN	26							
	MAX1	43							
	MAX2	54							
	AMB	4							
	ALLR	2							
	SPLIT		49	60	60	35	49		
3 	WLK							Callable and Extendable by 5m setback loop	Firehall Preemption Instructions Preemption Sequence: • If preemption is received in phase 1/2/5/6: Time to Pre-emption Sequence = 0 - 32 secs • If preemption is received in phase 3/4/8: Time to Pre-emption Sequence = 0 - 33 secs • Signal goes to all red before serving Firehall sequence Serve 89.0 seconds SBLA/SBG/NSDW Serve 4.0 seconds SBY/NSDW Serve 3.0 seconds ALLR Return to normal operation in EWG
	FDW								
	MIN	6							
	MAX1	8							
	MAX2	11							
	AMB	3							
	ALLR	1							
	SPLIT		12	18	15		12		
Royal York Rd 4 	WLK	7						Fixed	
	FDW	19							
	MIN	26							
	MAX1	40							
	MAX2	48							
	AMB	4							
	ALLR	3							
	SPLIT		47	52	55	35	47		
5 	WLK							Callable and Extendable by 9m setback loop SBRA active concurrently with EBLA	
	FDW								
	MIN	6							
	MAX1	8							
	MAX2	10							
	AMB	3							
	ALLR	1							
	SPLIT		12		14				
The Queensway 6 	WLK	7						Fixed	
	FDW	19							
	MIN	26							
	MAX1	43							
	MAX2	68							
	AMB	4							
	ALLR	2							
	SPLIT		49	74	60	35	61		
7 	WLK							Callable and Extendable by 5m setback loop	
	FDW								
	MIN	6							
	MAX1	8							
	MAX2	8							
	AMB	3							
	ALLR	1							
	SPLIT		12	11	11		12		
Royal York Rd 8 	WLK	7						Fixed	
	FDW	19							
	MIN	26							
	MAX1	40							
	MAX2	52							
	AMB	4							
	ALLR	3							
	SPLIT		47	59	59	35	47		
	CL		120	144	144	70	120		
	OFF		1	1	1	1	1		

NOTES:

TORONTO FOR USE BY CITY OF TORONTO STAFF ONLY

		UTC Stages	Green Returns
LOCATION:	**Park Lawn Road & EB F.G Gardiner Off-Ramp**		
MODE/COMMENT:	**SA2-VMG with PR & UPS- Master to Px2040**	**B**	**2 & 6**
TCS#/SCN#	**989 / 53121**	**F**	**4**
CODER/CHECKED BY:	**ML / HL**		
DATE CREATED	**October 28, 2016**		
IMPLEMENTATION DATE	**October 24, 2016**		
DISTRICT:	**Etobicoke York**		
COMPUTER SYSTEM:	**UTC/SCOOT**		
CONTROLLER/CABINET:	**PEEK ATC-1000 / TS2 T1**		
CONFLICT:	**Red & Red**		
DESIGN WALK SPEED:	**1.0 m/s (FDW based on full crossing at 1.2 m/s)**		
TCC / MODEM PORT / DROP:	**B / 24 / 2**		

NEMA Phase (Green Return)		OFF All Other Times	AM 06:30-10:00 M-F	PM 15:00-19:00 M-F	Phase Mode (Fixed/Demanded or Callable)	Remarks
	Local Plan	Pattern 1	Pattern 2	Pattern 3		
	Split Table	Split 1	Split 2	Split 3		
1 NOT USED	WLK FDW MIN MAX1 AMB ALR SPLIT					Pedestrian Minimums: NSWK = 7 sec, NSFD = 15 sec EWWK = 7 sec, EWFD = 18 sec EB phase is callable by vehicle or pedestrian actuation. If a vehicle call is received, the minimum EBG is 7 seconds. If ongoing vehicle demand exists on the stopbar loop, the EBG is capable of providing vehicle extensions up to the maximum. If a pedestrian call is received, the pedestrian minimums will be served. The EWWK & EWFD are only displayed on the pedestrian signal heads if a pedestrian call is received. Extension time is based on vehicle/pedestrian demand and is taken from the NSG.
2 Park Lawn Road	WLK 7 FDW 15 MIN 22 MAX1 33 MAX2 33 AMB 4 ALR 3 SPLIT	39	59	59	Fixed	
3 NOT USED	WLK FDW MIN MAX1 AMB ALR SPLIT					Hardwire connection to EB Gardiner Off-Ramp & Legion Road North (Px2040) to provide coordination all times. The hardwire interconnect provides simutaneously EBY at both signals all times. Side Street Passage Time = 3 sec
4 EB F.G Gardiner Off-Ramp	WLK 7 FDW 18 MIN 7 MAX1 25 MAX2 35 AMB 3 ALR 2 SPLIT	31	31	31	Callable by Stopbar Loop &/or Push Button. Extendable by Stopbar Loop.	SF#4 Enables Max2 values (times to be determined).
5 NOT USED	WLK FDW MIN MAX1 AMB ALR SPLIT					
6 Park Lawn Road	WLK 7 FDW 15 MIN 22 MAX1 33 MAX2 33 AMB 4 ALR 3 SPLIT	39	59	59	Fixed	
7 NOT USED	WLK FDW MIN MAX1 AMB ALR SPLIT					
8 NOT USED	WLK 7 FDW 18 MIN 7 MAX1 25 MAX2 35 AMB 3 ALR 2 SPLIT	31	31	31		
	CL	70	90	90		

NOTES:

TORONTO FOR USE BY CITY OF TORONTO STAFF ONLY

		UTC Stages	Green Returns
LOCATION:	Park Lawn Rd & Gardiner WB On-Ramp/Private Acc		
MODE/COMMENT:	SA2-VMG with PR	A	2 & 5
TCS#/SCN#	1055/53111	B	2 & 6
CODER/CHECKED BY:	PV/LL	F	4 & 8
DATE CREATED	March 14, 2012		
DISTRICT:	Etobicoke York		
COMPUTER SYSTEM:	UTC/SCOOT		
CONTROLLER/CABINET:	Peek 3101E/TS2T1		
CONFLICT:	Red & Red		
DESIGN WALK SPEED:	1.2 m/s (FDW based on full crossing using 1.2 m/s DWS)		
IMPLEMENTATION DATE:	March 14, 2012		

NEMA Phase (Green Return)		OFF All Other Times	AM 06:30-10:00 M-F	PM 15:00-19:00 M-F	Phase Mode (Fixed/Demanded or Callable)	Remarks
	Local Plan	C1O1S1	C1O1S2	C1O1S3		
	UTC Plan	1	2	3		
1 NOT USED	WLK FDW MIN MAX1 MAX2 AMB ALR SPLIT					Pedestrian Minimums: NSWK = 7 sec, NSFD = 15 sec EWWK = 7 sec, EWFD = 19 sec EW phase is callable by vehicle or pedestrian actuation. If a vehicle call is received, the minimum WBG is 7 seconds. If ongoing vehicle demand exists on the stopbar loop, the WBG is capable of providing vehicle extensions up to the maximum. If a pedestrian call is received, the pedestrian minimums will be served. The EWWK & EWFD are only displayed on the pedestrian signal heads if a pedestrian call is received. Extension time is based on vehicle demand. Unused extension time is given to the NSG. Side Street Passage Time = 3 sec Left Turn Passage Time = 2 sec SF#1 disables NBLA (times to be determined) SF#4 enables Max 2 to enhance system operation (times to be determined).
2 Park Lawn Rd	WLK 7 FDW 15 MIN 22 MAX1 22 MAX2 22 AMB 4 ALR 3 SPLIT	47	57	47	Fixed	
3 NOT USED	WLK FDW MIN MAX1 MAX2 AMB ALR SPLIT					
4 NOT USED	WLK 7 FDW 19 MIN 7 MAX1 26 MAX2 26 AMB 3 ALR 3 SPLIT	33	33	33		
5	WLK FDW MIN 6 MAX1 24 MAX2 24 AMB 3 ALR 1 SPLIT	12	27	12	Callable by 9m Long Setback Loop	
6 Park Lawn Rd	WLK 7 FDW 15 MIN 22 MAX1 22 MAX2 22 AMB 4 ALR 3 SPLIT	35	30	35	Fixed	
7 NOT USED	WLK FDW MIN MAX1 MAX2 AMB ALR SPLIT					
8 Private Ac	WLK 7 FDW 19 MIN 7 MAX1 26 MAX2 26 AMB 3 ALR 3 SPLIT	33	33	33	Callable by Stopbar Loop &/or Push Button. Extendable by Stopbar Loop.	
	CL	80	90	80		

Notes:

DRAFT TURNING
FOR USE BY CITY OF TORONTO
STAFF ONLY

LOCATION	**The Queensway & Grand Av**	*DISTRICT*	**Etobicoke York**
MODE/COMMENT	**SA2-VMG with WRM**	*COMPUTER SYSTEM*	**UTC / SCOOT**
TCS / SCN	**1737 / 52431**	*CONTROLLER/CAB*	**Novax L7N2 / M**
PREPARED BY	**TS**	*CONFLICT FLASH*	**Red & Red**
PREP.DATE/VERSION	**February 9, 2012**	*DESIGN WALK SPEED*	**1.0 m/s (FDW based on full crossing @ 1.2 m/s)**

STREET	The Queensway								Grand Av											*REMARKS*
COMPUTER INT.	**11**	**12**	**13**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**							
ASPECT				EWG	>	>	>	>	>	>		>	>	No Calls / EW WRM						Pedestrian Minima:
				EWWK	>	>	>	>	>	>		>	>							EWWK = 7 sec.; EWFD = 12 sec.
																				NSWK = 7 sec.; NSFD = 14 sec.
				EWG	>	>	EWY	ALLR	NBG	>	>	NBY	ALLR	Vehicle Call Only						The local controller background
				EWWK	>	EWFD	EWDW	>	NSDW	>	>	>	>							cycle is disabled. Signal holds in
																				interval #2.
	WBLA	WBYA		WBLA Call					NBG	>	>	NBY	ALLR	Pedestrian Call						EWFD reverts to EWWK if there is
	WBG	>	>						NSWK	>	NSFD	NSDW	>							no side street vehicle demand at
	EWDW	>	>																	the end of interval #3.
																				WBLA callable 24 hours by
																				setback loop. SF #1 disables
																				WBLA (times to be determined).
																				ISM

CONTROLLER INT.			**11**	**12**	**13**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	*SCHEDULES*
IMP. DATE	*CL*	*C/S*														
February 9, 2012	70	C1S1	6	2	2	6	9	12	4	2	6	1	14	3	3	All Other Periods
													2+3			
	80	C2S1	6	2	2	6	19	12	4	2	6	1	14	3	3	06:30 - 10:00, M-F.
													2+3			
	80	C3S1	6	2	2	6	19	12	4	2	6	1	14	3	3	15:45 - 18:30, M-F.
													2+3			
HOLD INTERVAL			*				*					*				
UTC	Plan 1					B	B	BCD	BCD	BCD	D	D		B	B	
STAGE	Plan 2										C	C	!	AB	AB	
	Plan 3										C	C	!	AB	AB	
	Plan 4		A	B	B											

NOTES: Stage D is a dummy stage when EWFD reverts back to EWWK in the absence of side street vehicle demand at the end of interval #3.
Vehicle extensions are inhibited during Stage D to improve response time to side street pedestrians and/or vehicle demand.
Under Local Control, intervals #11 to 12 are only timed if WBLA is called.

FOR USE BY CITY OF TORONTO STAFF ONLY

LOCATION:	**Lake Shore Blvd W & Christie Brown Ingress**	*DISTRICT:*	**Etobicoke - York**
MODE/COMMENT:	**PED with PR**	*COMPUTER SYSTEM:*	**TransSuite**
TCS:	**1784**	*CONTROLLER/CABINET TYPE:*	**PEEK ATC-1000 / TS2T1**
PREPARED/CHECKED BY:	***RZ/DS***	*CONFLICT FLASH:*	**Red & Red**
PREPARATION DATE:	**January 17, 2018**	*DESIGN WALK SPEED:*	**1.0 m/s (FDW based on full crossing @ 1.2 m/s)**
IMPLEMENTATION DATE:	**March 15, 2018**	*CHANNEL/DROP:*	**4086/20**
		CONTROLLER FIRMWARE:	**3.018.1.2976**

N ↑

NEMA Phase		OFF All Other Times	AM 06:30-09:30 M-F	PM 15:00-19:00 M-F	NGHT 22:00-06:30 Daily	WKND 10:30-18:30 Sat-Sun	GRDN Gardiner Closure	Phase Mode (Fixed/Demanded/Callable)	Remarks
	Local Plan	Pattern 1	Pattern 2	Pattern 3	Pattern 4	Pattern 5	Pattern 16		
	Split Table	Split 1	Split 2	Split 3	Split 4	Split 5	Split 16		
1 NOT USED	WLK FDW MIN MAX1 AMB ALR SPLIT								Pedestrian Minimums: EWWK = 7 sec, EWFD = 13 sec NSWK = 7 sec, NSFD = 16 sec NS phase is callable by pedestrian actuation.
2 Lake Shore Blvd W →	WLK 7 FDW 13 MIN 20 MAX1 57 AMB 4 ALR 2 SPLIT	62	72	72	60	72	82	Fixed	
3 NOT USED	WLK FDW MIN MAX1 AMB ALR SPLIT								
4 Christie Brown Ingress ↕ (East Side Crossing)	WLK 7 FDW 16 MIN 23 MAX1 23 AMB 3 ALR 1 SPLIT	28	28	28	28	28	28	Callable by Push Button	
5 NOT USED	WLK FDW MIN MAX1 AMB ALR SPLIT								
6 Lake Shore Blvd W ↔ ←	WLK 7 FDW 13 MIN 20 MAX1 57 AMB 4 ALR 2 SPLIT	62	72	72	60	72	82	Fixed	
7 NOT USED	WLK FDW MIN MAX1 AMB ALR SPLIT								
8 Christie Brown Ingress ↕ (West Side Crossing)	WLK 7 FDW 16 MIN 23 MAX1 23 AMB 3 ALR 1 SPLIT	28	28	28	28	28	28	Callable by Push Button	
	CL OF	90 84	100 69	100 2	88 77	100 2	110 8		

TORONTO FOR USE BY CITY OF TORONTO STAFF ONLY

LOCATION:	**Kipling Ave & Gardiner Expressway Westbound Off Ramp**
MODE/COMMENT:	**SAV with PR**
TCS#/SCN#	**1890/52141**
CODER/CHECKED BY:	**TZ/AD/HL**
DATE CREATED	**June 15, 2018**
DISTRICT:	**Etobicoke York**
COMPUTER SYSTEM:	**UTC/SCOOT**
CONTROLLER/CABINET:	**Econolite ASC2100 / M**
CONFLICT:	**Red & Red**
DESIGN WALK SPEED:	**1.0 m/s (FDW based on full crossing at 1.2 m/s)**
FIRMWARE VERSION:	**2.47.10**
IMPLEMENTATION DATE:	**July 20, 2018**

UTC Stages	Green Returns
B	2 & 6
F	4 & 8

Nema Phase (Green Return)		OFF All Other Times	AM 6:30-9:15 M - F	PM 15:45-18:15 M - F	Phase Mode (Fixed, Demanded or Callable)	Remarks
	System Plans	Plan 1	Plan 2	Plan 3		
1 NOT USED	WLK					Pedestrian Minimum: NSWK =7 sec, NSFD = 16 sec
	FDW					
	MIN					WB phase is callable and extendable by vehicle actuation. If a vehicle call is received, the minimum WBG is 7 seconds. If ongoing vehicle demand exists on the stopbar loop, the WBG is capable of providing vehicle extensions up to the maximum. Extension time is based on vehicle demand and unused extension time is given to NSG.
	MAX1					
	MAX2					
	AMB					
	ALLR					
	SPLIT					
2 Kipling Ave	WLK 7				Fixed	Side Street Passage Time = 3 sec
	FDW 16					
	MIN 23					SF #4 enables MAX2 (time to be determined)
	MAX1 23					
	MAX2 23					
	AMB 4					
	ALLR 2					
	SPLIT	66	66	82		
3 NOT USED	WLK					
	FDW					
	MIN					
	MAX1					
	MAX2					
	AMB					
	ALLR					
	SPLIT					
4 NOT USED	WLK					
	FDW					
	MIN					
	MAX1					
	MAX2					
	AMB					
	ALLR					
	SPLIT					
5 NOT USED	WLK					
	FDW					
	MIN					
	MAX1					
	MAX2					
	AMB					
	ALLR					
	SPLIT					
6 Kipling Ave	WLK -				Fixed	
	FDW -					
	MIN 23					
	MAX1 23					
	MAX2 23					
	AMB 4					
	ALLR 2					
	SPLIT	66	66	82		
7 NOT USED	WLK					
	FDW					
	MIN					
	MAX1					
	MAX2					
	AMB					
	ALLR					
	SPLIT					
8 Gardiner Express WB Off Ramp	WLK -				Callable / Extendable by stopbar loop	
	FDW -					
	MIN 7					
	MAX1 32					
	MAX2 32					
	AMB 3					
	ALLR 3					
	SPLIT	38	38	38		
	CYCLE	104	104	120		
	VP	13	13	13		

Note:

TORONTO FOR USE BY CITY OF TORONTO STAFF ONLY

		UTC Stages	Green Returns
LOCATION:	**The Queensway & The South Kingsway Link Rd**		
MODE/COMMENT:	**SA2-VMG with PR and 2-Wire Polara APS**	**B**	**2 & 6**
TCS#/SCN#	**1932 / 52541**	**F**	**4 & 8**
CODER/CHECKED BY:	**PV / LL**		
DATE CREATED:	**June 10, 2009**		
DISTRICT:	**Etobicoke York**		
COMPUTER SYSTEM:	**UTC / SCOOT**		
CONTROLLER/CABINET:	**Econolite ASC/2S-2100 / M**		
CONFLICT:	**Red & Red**		
DESIGN WALK SPEED:	**1.0 m/s (FDW based on full crossing @ 1.2 m/s)**		
IMPLEMENTATION DATE:	**March 22, 2018**		

NEMA Phase (Green Return)		OFF All Other Times	AM 06:30-09:30 M-F	PM 15:45-18:30 M-F	Phase Mode (Fixed/Demanded or Callable)	Remarks
	Local Plan	Plan 1	Plan 2	Plan 3		
1 NOT USED	WLK FDW MIN MAX1 MAX2 AMB ALR SPLIT					Pedestrian Minimums: EWWK = 7 sec, EWFD = 19 sec NSWK = 7 sec, NSFD = 26 sec NS ped crossing on West leg only. T-Intersection with no South leg. SBLT's & SB through prohibited all times (EW TTC platform raised). SB phase is callable by vehicle or pedestrian actuation. If a vehicle call is received, the minimum SBG is 7 seconds. If ongoing vehicle demand exists on the stopbar loop, the SBG is capable of providing vehicle extensions up to the maximum. If a pedestrian call is received, the pedestrian minimums will be served. The NSWK & NSFD are only displayed on the pedestrian signal heads if a pedestrian call is received. Extension time is based on vehicle/pedestrian demand. Unused time is allocated to the EWG. When activated by pushbutton, EW & NS APS is on for 7 seconds. Side Street Passage Time = 3 sec Extended Push Activation = 3 sec SF#4 Enables Max2 values (times to be determined) Streetcar signals come up simultaneously with EW vehicle through phase .
2 The Queensway →	WLK 7 FDW 19 MIN 26 MAX1 26 MAX2 26 AMB 4 ALR 3 SPLIT	49	105	105	Fixed. EBSA & EBTGA	
3 NOT USED	WLK FDW MIN MAX1 MAX2 AMB ALR SPLIT					
4 NOT USED	WLK 7 FDW 26 MIN 7 MAX1 33 MAX2 33 AMB 3 ALR 2 SPLIT	39	39	39		
5 NOT USED	WLK FDW MIN MAX1 MAX2 AMB ALR SPLIT					
6 The Queensway ↔ ←	WLK 7 FDW 19 MIN 26 MAX1 26 MAX2 26 AMB 4 ALR 3 SPLIT	49	105	105	Fixed. WBG/WBTGA/ EWWK & EWFD	
7 NOT USED	WLK FDW MIN MAX1 MAX2 AMB ALR SPLIT					
8 The South Kingsway Link Rd ↕ ↓	WLK 7 FDW 26 MIN 7 MAX1 33 MAX2 33 AMB 3 ALR 2 SPLIT	39	39	39	Callable by Stopbar Loop &/or Push Button. Extendable by Stopbar Loop. SBG display for vehicles.	
	CL	88	144	144		

FOR USE BY CITY OF TORONTO STAFF ONLY

LOCATION:	**Lake Shore Blvd W & Gardiner On-/Off-Ramp / Brookers Ln**	*DISTRICT:*	**Etobicoke York**
MODE/COMMENT:	**SA2-VMG with PR**	*COMPUTER SYSTEM:*	**TransSuite**
TCS:	**1944**	*CONTROLLER/CABINET TYPE:*	**Econolite ASC/3-2100/M**
PREPARED/CHECKED BY:	***IBI* / RI / PV**	*CONFLICT FLASH:*	**Red & Red**
PREPARATION DATE:	**October 28, 2016**	*DESIGN WALK SPEED:*	**1.0 m/s (FDW based on full crossing at 1.2 m/s)**
IMPLEMENTATION DATE:	**December 1, 2016**	*CHANNEL/DROP:*	**5004 / 30**
		CONTROLLER FIRMWARE:	**2.47.10**

N

NEMA Phase			OFF All Other Times	AM 06:30-09:30 M-F	PM 15:00-19:00 M-F	NGHT 22:00-06:30 Daily	WKND 10:30-18:30 Sat-Sun	GRDN Gardiner Closure	Phase Mode (Fixed/Demanded or Callable)	Remarks
	Local Plan		Pattern 1	Pattern 2	Pattern 3	Pattern 4	Pattern 5	Pattern 16		
	System Plan		Plan 1	Plan 2	Plan 3	Plan 4	Plan 5	Plan 16		
1 NOT USED	WLK									Pedestrian Minimums: EWWK = 7 sec, EWFD = 22 sec NSWK = 7 sec, NSFD = 22 sec
	FDW									
	MIN									
	MAX1									NS phase is callable by vehicle or pedestrian actuation. If a vehicle call is received, the minimum NSG is 7 seconds. If ongoing vehicle demand exists on the stopbar loop, the NSG is capable of providing vehicle extensions up to the maximum. If a pedestrian call is received, the pedestrian minimums will be served. The NSWK & NSFD are only displayed on the pedestrian signal heads if a pedestrian call is received. Extension time is based on vehicle/pedestrian demand and is taken from the EWG.
	AMB									
	ALR									
	SPLIT									
2 Lake Shore Blvd W	WLK	7							Fixed	
	FDW	22								
	MIN	29								
	MAX1	47								
	AMB	4								
	ALR	3								Side Street Passage Time = 3 sec
	SPLIT		53	63	63	51	63	73		Left-Turn Passage Time = 2 sec
3 NOT USED	WLK									
	FDW									
	MIN									
	MAX1									
	AMB									
	ALR									
	SPLIT									
4 Brookers Ln.	WLK	7							Callable by Stopbar loop and/or Pushbutton; Extendable by Stopbar loop.	
	FDW	22								
	MIN	7								
	MAX1	29								
	AMB	4								
	ALR	3								
	SPLIT		37	37	37	37	37	37		
5	WLK								Callable/Extendable by Setback Loop	
	FDW									
	MIN	6								
	MAX1	6								
	AMB	3								
	ALR	1								
	SPLIT			26						
6 Lake Shore Blvd W.	WLK	7							Fixed	
	FDW	22								
	MIN	29								
	MAX1	47								
	AMB	4								
	ALR	3								
	SPLIT		53	37	63	51	63	73		
7 NOT USED	WLK									
	FDW									
	MIN									
	MAX1									
	AMB									
	ALR									
	SPLIT									
8 Gardiner on/off-ramp	WLK	7							Callable by Stopbar loop and/or Pushbutton; Extendable by Stopbar loop.	
	FDW	22								
	MIN	7								
	MAX1	29								
	AMB	4								
	ALR	3								
	SPLIT		37	37	37	37	37	37		
	CL		90	100	100	88	100	110		
	OF		11	15	21	16	21	103		
	VP		22	22	22	22	22	22		

NOTES:

TORONTO FOR USE BY CITY OF TORONTO STAFF ONLY

LOCATION:	**Lake Shore Blvd W & Legion Rd/Private Access**	*DISTRICT:*	**Etobicoke York**
MODE/COMMENT:	**SA2-VMG with PR, 2 Wire Polara APS, TSP* & LPI**	*COMPUTER SYSTEM:*	**TransSuite**
TCS:	**1994**	*CONTROLLER/CABINET TYPE:*	**PEEK ATC-1000 / TS2T1**
PREPARED BY / DATE:	**RanaJamil Iftikhar / June 11, 2019**	*CONFLICT FLASH:*	**Red & Red**
CHECKED BY / DATE:	**Masoud Ramezani / June 13, 2019**	*DESIGN WALK SPEED:*	**1.0 m/s (FDW based on full crossing @ 1.2 m/s)**
IMPLEMENTATION DATE:	**August 1, 2019**	*CHANNEL/DROP:*	**4086/22**
		CONTROLLER FIRMWARE:	**3.018.1.2976**

N

NEMA Phase		OFF All Other Times	AM 06:30-09:30 M-F	PM 15:00-19:00 M-F	NGHT 22:00-06:30 Daily	WKND 10:30-18:30 Sat-Sun	Grdnr Clsr Gardiner Closure	Phase Mode (Fixed/Demanded or Callable)	Remarks
	Local Plan	Pattern 1	Pattern 2	Pattern 3	Pattern 4	Pattern 5	Pattern 16		
	Split Table	Split 1	Split 2	Split 3	Split 4	Split 5	Split 16		
1 NOT USED	WLK								Pedestrian Minimums: EWWK = 7 sec. EWFD = 12 sec. NSWK = 7 sec. NSFD = 21 sec.
	FDW								NS phase is callable by vehicle or pedestrian actuation. If a vehicle call is received, the minimum NSG is 7 seconds. If ongoing vehicle demand exist on the stop bar loop, the NSG is capable of providing vehicle extensions up to the maximum green split. If a pedestrian call is received, the pedestrian minimum will be served. The NSWK & NSFD are only displayed on the pedestrian signal heads if a pedestrian call is received. Extension time is based on vehicle demand. Unused extension time is given to the EWG.
	MIN								
	MAX1								
	AMB								
	ALR								
	SPLIT								
2 Lake Shore Blvd W	WLK 7							Fixed. POZ Activated by Request Loop (Transit max. extension of 30 seconds in Green/Walk)	
	FDW 12								
	MIN 19								
	MAX1 41								
	AMB 4								
	ALR 2								
	SPLIT	47	47	49	41	49	55		APS on during 7 sec of NSWK & 7 sec of EWWK when activated by push button.
3 NOT USED	WLK								Extended pushbutton activation = 3 secs
	FDW								Side street passage time = 3 secs
	MIN								***See back for TSP Instructions.**
	MAX1								**TSP enabled for EB on August 26, 2015 and WB on October 20, 2015.**
	AMB								
	ALR								Script #2 is used to mitigate issues with TSP operation in ATC-1000 firmware version 3.018.1.2976
	SPLIT								
4 Private Access	WLK DLY 5								NS Leading Pedestrian Interval - NSWK comes up 5 seconds before NS vehicle green
	WLK 7							Callable by stop bar loop and/or pushbutton; Extendable by stop bar loop	
	FDW 21								
	MIN 7								
	MAX1 28							Split shown includes 5 secs of NS LPI	
	AMB 4								
	ALR 3								
	SPLIT	35	35	35	35	35	35		
5 NOT USED	WLK								
	FDW								
	MIN								
	MAX1								
	AMB								
	ALR								
	SPLIT								
6 Lake Shore Blvd W	WLK 7							Fixed. POZ Activated by Request Loop (Transit max. extension of 30 seconds in Green/Walk)	
	FDW 12								
	MIN 19								
	MAX1 41								
	AMB 4								
	ALR 2								
	SPLIT	47	47	49	41	49	55		
7 NOT USED	WLK								
	FDW								
	MIN								
	MAX1								
	AMB								
	ALR								
	SPLIT								
8 Legion Rd	WLK DLY 5								
	WLK 7							Callable by stop bar loop and/or pushbutton; Extendable by stop bar loop	
	FDW 21								
	MIN 7								
	MAX1 28							Split shown includes 5 secs of NS LPI	
	AMB 4								
	ALR 3								
	SPLIT	35	35	35	35	35	35		
	CL	82	82	84	76	84	90		
	OF	24	5	55	38	39	41		

Notes:

TORONTO FOR USE BY CITY OF TORONTO STAFF ONLY

LOC: Lake Shore Blvd W & Legion Rd/Private Access
MODE: SA2-VMG with PR, 2 Wire Polara APS, TSP* & LPI — **PREPARATION DATE:** d Ramezani / June 1
TCS: 1994 — **IMPLEMENTATION DATE:**

OFFSET CORRECTION PARAMETERS

2.3.4 O.C. Extend / Reduce

(Max. time added & subtracted in sec.) From page 1

		Ø 1	Ø 2	Ø 3	Ø 4	Ø 5	Ø 6	Ø 7	Ø 8	[Cycle]	[Slop]	2.3.2.x O.C. Thres.
OFF												Pattern 1
Split 1	Ext.	--	31	--	--	--	31	--	--	82	22	21 s
	Rdc.	--	22	--	--	--	22	--	--			25%
AM												Pattern 2
Split 2	Ext.	--	31	--	--	--	31	--	--	82	22	21 s
	Rdc.	--	22	--	--	--	22	--	--			25%
PM												Pattern 3
Split 3	Ext.	--	32	--	--	--	32	--	--	84	24	21 s
	Rdc.	--	24	--	--	--	24	--	--			25%
NGHT												Pattern 4
Split 4	Ext.	--	29	--	--	--	29	--	--	76	16	19 s
	Rdc.	--	16	--	--	--	16	--	--			25%
WKND												Pattern 5
Split 5	Ext.	--	32	--	--	--	32	--	--	84	24	21 s
	Rdc.	--	24	--	--	--	24	--	--			25%
GRDN												Pattern 16
Split 16	Ext.	--	34	--	--	--	34	--	--	90	30	23 s
	Rdc.	--	30	--	--	--	30	--	--			25%

OC reductions of Phase 4/8 are not currently included due to firmware issues with 3.18.2976 and LPIs.

T.S.P. PARAMETERS

PREPARED BY: RanaJamil Ifti

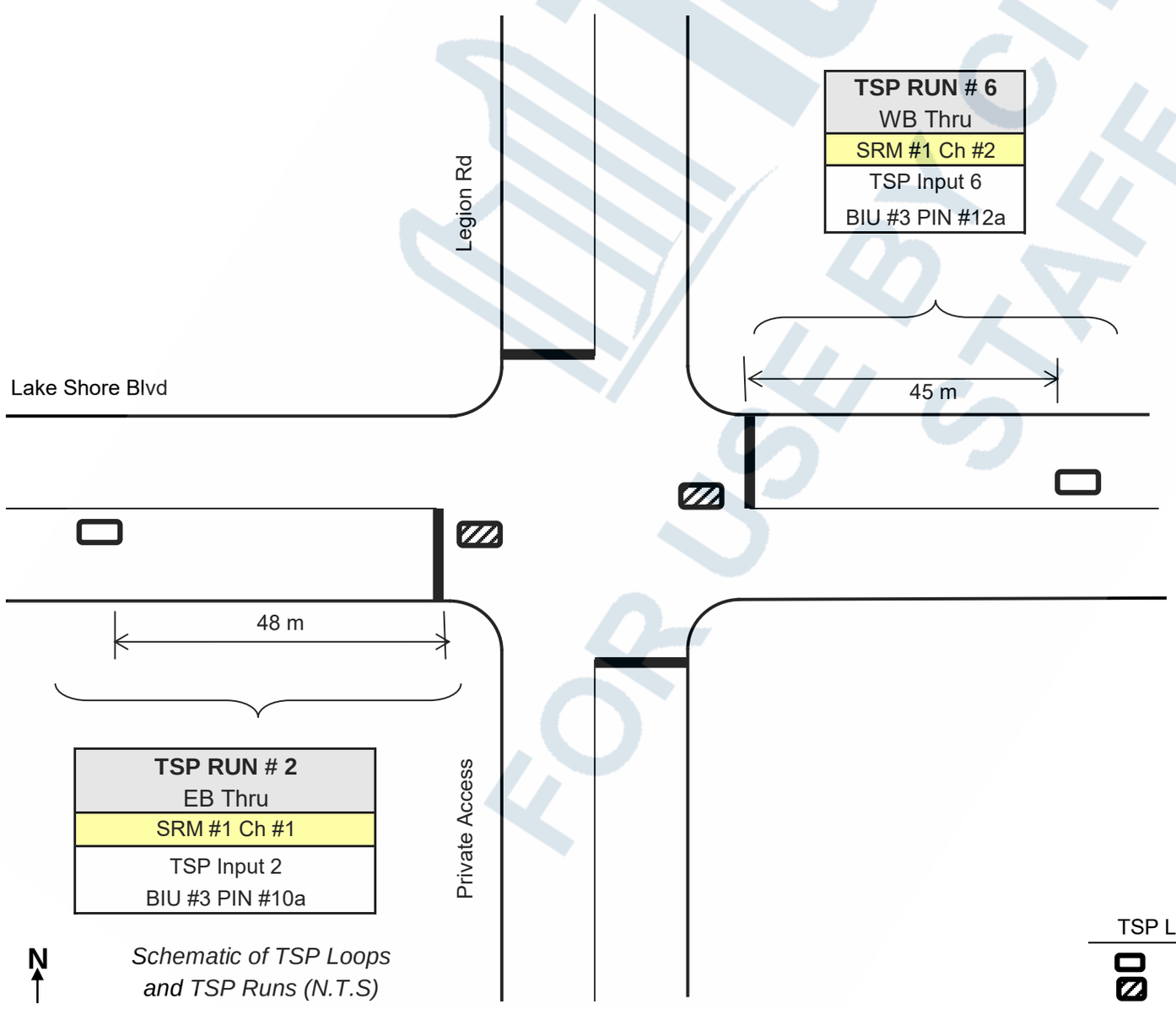
	TSP RUN # 2 EB Thru	TSP RUN # 6 WB Thru
2.8.2 Transit Run Parameters		
ATC Green Extend Mode	Mode 2	Mode 2
(Equivalent TTC Algorithm)	A	A
2.8.3 Transit Action Plan 1 (Used for all Patterns)		
Run Enable (X = Yes)	X	X
Run Config = **1**	Recovery = 2 (O.C. with delay)	
2.8.4 Transit Run Configuration 1 (Used for all Patterns)		
Delay / Extend / Fail	-- / -- / 235	-- / -- / 235
CALLS (and Extends)	**Ø 2/6**	**Ø 2/6**
Skips	--	--
Reduces (Truncates)	*	*

2.8.6 TSP Split Tables: 1, 2, 3, 4, 5 & 16	Ø 1	Ø 2	Ø 3	Ø 4	Ø 5	Ø 6	Ø 7	Ø 8
GRN EXT (SDW Extension)	--	--	--	--	--	--	--	--
GRN RDC (Reduction)	--	--	--	--	--	--	--	--
WLK EXT (Walk Extension)	--	30	--	--	--	30	--	--

2.1.9.2 Advanced I/O Scripts

Input Script 2 "TSPFilterA"

Blocks TSP inputs 2 & 6 during phase 4/8 Amb & AllR, and during unused time served in phase 2/6 late in the cycle, to mitigate firmware issues with ATC-1000 Build 3.018.1.2976



Schematic of TSP Loops and TSP Runs (N.T.S)

Notes:

Script #2 blocks TSP inputs 2 and 6 late in the cycle, to mitigate firmware issues with ATC-1000 Build 3.018.1.2976.

TSP Inputs can be checked on screen 1.2.4 at all times.

*Truncation of Phase 4/8 to the minimum is approved for the future, but it is not used due to firmware issues with 3.18.2976 and LPIs.

ATC Mode	0	2	3	4
TTC Algor'm	**B-2**	**A**	**C**	**D**
Extensions	SDW	Walk	W/SDW	W/SDW

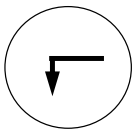
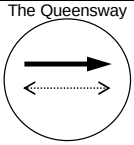
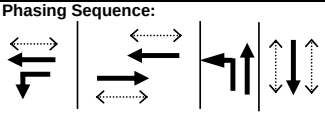
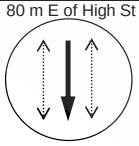
TSP SUMMARY

Maximum Green Extensions:
EWG: 30s Green/Walk
NS Truncation to ped min

TORONTO CITY OF FOR USE STAFF ONLY

LOCATION:	**The Queensway & 80m E. of High Street / Private Access**
MODE/COMMENT:	**SA2-VMG with WRM, 2-wire Polara APS and split NB/SB phasing**
TCS#/SCN#	**2005 / 52441**
CODER/CHECKED BY:	**BS/AD/HL**
DATE CREATED	**July 20, 2017**
DISTRICT:	**Etobicoke - York**
COMPUTER SYSTEM:	**UTC/SCOOT**
CONTROLLER/CABINET:	**Econolite ASC3-2100 / M**
CONFLICT:	**Red & Red & Red**
DESIGN WALK SPEED:	**1.0 m/s (FDW based on full crossing using 1.2 m/s)**
IMPLEMENTATION DATE:	**May 17, 2018**

UTC Stages	Green Returns
B	2 & 6
C	3 & 7
F	4 & 8
H	1 & 6

NEMA Phase (Green Return)		OFF All Other Times	AM 06:30-10:00 M-F	PM 15:00-19:00 M-F	WKEND 00:00-23:59 SAT/SUN	Phase Mode (Fixed/Demanded or Callable)	Remarks
	Local Plan	Pattern 1	Pattern 2	Pattern 3	Pattern 4		
	UTC Plan	1	2	3	4		
1 	WLK FDW MIN 6 MAX1 6 MAX2 6 AMB 3 ALR 1 SPLIT		11	11	11	Callable/Extendable by 9m long setback loop 06:30-10:00 & 15:00-19:00 M-F and all day SAT/SUN	Pedestrian Minimums: EWWK = 7 sec,EWFD = 17 sec NSWK = 7 sec, NSFD = 19 sec NB phase is callable by vehicle actuation only. If a NB vehicle call is received, the minimum is 7 seconds. If ongoing NB vehicle demand exists on the stopbar loop, the NBG is capable of providing vehicle extensions up to the maximum. SB phase is callable by vehicle and/or pedestrian actuation with the NSWK and NSFD displayed on both the east and west leg pedestrian crossings. If only a SB vehicle call is received, the minimum time served is 7 seconds. Any unused time is given to EWG/EWWK.
The Queensway 2 	WLK 7 FDW 17 MIN 24 MAX1 24 MAX2 24 AMB 4 ALR 2 SPLIT	69	74	74	58	Fixed	
Private Access 3	WLK FDW MIN 7 MAX1 19 MAX2 19 AMB 3 ALR 3 SPLIT	25	25	25	25	Callable and extendable by stopbar loop.	NB and SB phases are callable and skippable. If NB and SB detectors are both active at the end of the EW phase, the NB phase is served first followed by the SB phase. The signal constantly cycles through main street FDW to improve response time to side street vehicle and pedestrian demand. EWFD reverts to EWWK if there is no side street vehicle demand at the end of the EWFD.
4 NOT USED	WLK 7 FDW 19 MIN 7 MAX1 26 MAX2 26 AMB 4 ALR 3 SPLIT	34	34	34	34		Side Street Passage Time = 3 sec Left Turn Passage Time = 2 sec SF#1 disables WBLA all times except 06:30-10:00 & 15:00-19:00 M-F and all day SAT/SUN SF#4 enables Max 2 (times to be determined). ISM used to ensure signal only resynch's under UTC/SCOOT control in EWG/ EWWK
5 NOT USED	WLK FDW MIN MAX1 MAX2 AMB ALR SPLIT						**Phasing Sequence:** 
The Queensway 6	WLK 7 FDW 17 MIN 24 MAX1 24 MAX2 24 AMB 4 ALR 2 SPLIT	69	85	85	69	Fixed	**Ring Structure:** 1 2 | 3 | 4 5 6 | 7 | 8 Extended APS Push Activation = 3 sec. Actuated APS on during 7 sec of EWWK and NSWK periods when activated by push buttons and no arrows are displayed.
Private Access 7	WLK FDW MIN 7 MAX1 19 MAX2 19 AMB 3 ALR 3 SPLIT	25	25	25	25	Callable and extendable by stopbar loop.	
80 m E of High St 8 	WLK 7 FDW 19 MIN 7 MAX1 26 MAX2 26 AMB 4 ALR 3 SPLIT	34	34	34	34	Callable by Stopbar Loop and/or Pushbutton. Extendable by Stopbar Loop.	
	CL	128	144	144	128		
	VP	17	17	17	17		

Notes: Dual NBLT lanes.

TORONTO
FOR USE BY CITY OF TORONTO STAFF ONLY

LOCATION:	**Lake Shore Blvd W & Palace Pier Crt**	*DISTRICT:*	**Etobicoke - York**
MODE/COMMENT:	**SA2-VMG with PR**	*COMPUTER SYSTEM:*	**TransSuite**
TCS:	**2034**	*CONTROLLER/CABINET TYPE:*	**Econolite ASC/3S-2100 / TS2T1**
PREPARED/CHECKED BY:	***IBI* / RI / PV**	*CONFLICT FLASH:*	**Red & Red**
PREPARATION DATE:	**November 18, 2016**	*DESIGN WALK SPEED:*	**1.0m/s (FDW based on full crossing @ 1.2m/s)**
IMPLEMENTATION DATE:	**May 10, 2017**	*CHANNEL/DROP:*	**4086/12**
		CONTROLLER FIRMWARE:	**2.47.10**

N ↑

NEMA Phase		OFF	AM	PM	NGHT	WKND	GRDN	Phase Mode (Fixed/Demanded or Callable)	Remarks
		All Other Times	06:30-09:30 M-F	15:00-19:00 M-F	22:00-06:30 Daily	10:30-18:30 Sat-Sun	Gardiner Closure		
	Local Plan	Pattern 1	Pattern 2	Pattern 3	Pattern 4	Pattern 5	Pattern 16		
	System Plan	Plan 1	Plan 2	Plan 3	Plan 4	Plan 5	Plan 16		
1 NOT USED	WLK								Pedestrian Minimums: EWWK = 7 sec, EWFD = 12 sec NSWK = 7 sec, NSFD = 16 sec
	FDW								NB phase is callable by vehicle or pedestrian actuation. If a vehicle call is received, the minimum NBG is 7 seconds. If ongoing vehicle demand exists on the stopbar loop, the NBG is capable of providing vehicle extensions up to the maximum. If a pedestrian call is received, the maximum would be served. The NSWK & NSFD are only displayed on the pedestrian signal heads if a pedestrian call is received. Extension time is based on vehicle demand and is taken from the EBG. Unused extension time is given to the EBG.
	MIN								
	MAX1								
	AMB								
	ALR								
	SPLIT								
2 Lake Shore Blvd W	WLK 7							Fixed	Side Street Passage Time = 3 sec
	FDW 12								
	MIN 19								
	MAX1 56								
	AMB 4								
	ALR 2								
	SPLIT	61	71	71	59	71	81		
3 NOT USED	WLK								
	FDW								
	MIN								
	MAX1								
	AMB								
	ALR								
	SPLIT								
4 Palace Pier Crt	WLK 7							Callable by stopbar loop and/or pushbutton; Extendable by stopbar loop.	
	FDW 16								
	MIN 7								
	MAX1 23								
	AMB 3								
	ALR 2								
	SPLIT	29	29	29	29	29	29		
5 NOT USED	WLK								
	FDW								
	MIN								
	MAX1								
	AMB								
	ALR								
	SPLIT								
6 Activated	WLK 7							Fully Programmed and served concurrently with Phase 2	
	FDW 12								
	MIN 19								
	MAX1 56								
	AMB 4								
	ALR 2								
	SPLIT	61	71	71	59	71	81		
7 NOT USED	WLK								
	FDW								
	MIN								
	MAX1								
	AMB								
	ALR								
	SPLIT								
8 Activated	WLK 7							Fully Programmed and served concurrently with Phase 4	
	FDW 16								
	MIN 7								
	MAX1 23								
	AMB 3								
	ALR 2								
	SPLIT	29	29	29	29	29	29		
	CL	90	100	100	88	100	110		
	OF	23	28	56	40	52	17		
	VP	12	12	12	12	12	12		

NOTES: T - intersection - no north leg.
No ped crossing on the east side.

		UTC Stages	Green Returns
LOCATION:	EB Gardiner Off-Ramp & Legion Road North		
MODE/COMMENT:	SAV with UPS, Slave to TCS0989	B	2
TCS#/SCN#	2040 / 53141	F	4 & 8
CODER/CHECKED BY:	AD / HL		
DATE CREATED:	April 16, 2018		
DISTRICT:	Etobicoke York		
COMPUTER SYSTEM:	UTC/SCOOT		
CONTROLLER/CABINET:	EPAC 3668M51 / TS2 T1		
CONFLICT:	Red & Red		
DESIGN WALK SPEED:	Not Applicable		
IMPLEMENTATION DATE:	October 1, 2018		

NEMA Phase (Green Return)		OFF All Other Times	AM 06:30-10:00 M-F	PM 15:00-19:00 M-F	Phase Mode (Fixed/Demanded or Callable)	Remarks
	Local Plan	C1/S1/O1	C1/S2/O1	C1/S3/O1		
1 ACTIVATED	WLK 4 FDW 7 MIN 11 MAX1 11 AMB 7 ALR SPLIT	31	31	31		No pedestrian crossing at this intersection Side Street Passage Time = 5 sec Hardwire connection to Park Lawn Road & EB F.G Gardiner Off-Ramp (TCS989) to provide coordination all times. Signal is not SCOOT controlled but monitored only.
2 EB Gardiner Off-Ramp →	WLK 1 FDW MIN 1 MAX1 180 AMB 3 ALR 2 SPLIT	11	11	11	*EBSA Fixed	Signal runs coordinated (no interconnect) if the master signal at Park Lawn Road & EB F.G Gardiner Off-Ramp (TCS989) is all out or on flash. Beacons with tab "PREPARE TO STOP WHEN FLASHING" installed on eastbound approach, approximately 81m west of the eastbound stopbar. *Phase 2 (EBSA) initial and split times have been distributed between phase 1 and phase 2 to give the same effect to Overlap A (EBSA).
3 NOT USED	WLK FDW MIN MAX1 AMB ALR SPLIT					
4 ↱	WLK FDW MIN 7 MAX1 19 AMB 3 ALR 2 SPLIT	25	25	25	NBRA Callable & Extendable by stopbar Loops	Min cycle for master under SCOOT (EBY to EBY) must be 1 second greater than slave max cycle (EBY to EBY). EBSA (Overlap A) is active from start of phase 1 green to start of phase 2 amber. This signal rests in phase 1 dummy walk. When Master NSFD has been active for 14 seconds, slave phase 1 dummy FDW begins. Then one of the following will occur: - If master NBY occurs then phase 1 dummy amber will occur - If master NBY does not occur but slave NS demand exists then phase 1 dummy amber will occur - If master NBY does not occur and slave NS demand does not exist then phase 1 will recycle to phase 1 dummy walk. Phase 1 dummy amber will start EB warning beacon and slave will proceed to phase 2, after 7 seconds. Phase 2 green will last 1 seconds and can be extended up to 180 seconds by master EBG. Phases 4 & 8 will always follow phase 2 and will be allowed to extend to MAX. EB warning beacon will end at start of phase 1. The EPAC timer will not accept a phase 2 split of less than 11 seconds, but when running coordination, phase 2 will always end after 8 seconds with 5 seconds given to phase 1.
5 NOT USED	WLK FDW MIN MAX1 AMB ALR SPLIT					
6 NOT USED	WLK FDW MIN MAX1 AMB ALR SPLIT					
7 NOT USED	WLK FDW MIN MAX1 AMB ALR SPLIT					
8 Legion Road North ↓	WLK FDW MIN 7 MAX1 19 AMB 3 ALR 2 SPLIT	25	25	25	WBSA/SBSA Callable & Extendable by Stopbar Loops	NS phase is callable by vehicle actuation. If a vehicle call is received, the minimum NSG is 7 seconds if ongoing vehicle demand exists on the stopbar loop, the NSG is capable of providing vehicle extensions up to the maximum.
	CL	67	67	67		

NOTES:

TORONTO FOR USE BY CITY OF TORONTO STAFF ONLY

LOCATION:	**Park Lawn Rd & Private Access (175m North of Lake Shore Blvd)**	*DISTRICT:*	**Etobicoke - York**
MODE/COMMENT:	**SA2-VMG with PR and 2-wire Polara APS**	*COMPUTER SYSTEM:*	**TransSuite**
TCS:	**2188**	*CONTROLLER/CABINET TYPE:*	**PEEK ATC-1000 / TS2T1**
PREPARED/CHECKED BY:	**AR / IA**	*CONFLICT FLASH:*	**Red & Red**
PREPARATION DATE:	**January 22, 2018**	*DESIGN WALK SPEED:*	**1.0 m/s (FDW based on full crossing at 1.2 m/s)**
IMPLEMENTATION DATE:	**April 10, 2018**	*CHANNEL/DROP:*	**4086/21**
		CONTROLLER FIRMWARE:	**3.018.1.2976**

NEMA Phase		OFF	AM	PM	NGHT	WKND	GRDN	Phase Mode (Fixed/Demanded/Callable)	Remarks
		All Other Times	06:30-09:30 M-F	15:00-19:00 M-F	22:00-06:30 Daily	10:30-18:30 Sat-Sun	Gardiner Closure		
	Local Plan	Pattern 1	Pattern 2	Pattern 3	Pattern 4	Pattern 5	Pattern 16		
	Split Table	Split 1	Split 2	Split 3	Split 4	Split 5	Split 16		
1 NOT USED	WLK								Pedestrian Minimums: NSWK = 7 sec. NSFD = 11 sec. EWWK = 7 sec. EWFD = 16 sec. EW phase is callable by vehicle or pedestrian actuation. If a vehicle call is received, the minimum EWG is 7 seconds. If ongoing vehicle demand exists on the stopbar loop, the EWG is capable of providing vehicle extensions up to the maximum. If a pedestrian call is received, the pedestrian minimums will be served. The EWWK & EWFD are only displayed on the pedestrian signal heads if a pedestrian call is received. Unused extension time is based on vehicle demand and is taken from the NSG. APS on during 7 seconds of NSWK & EWWK when activated by pushbutton. Extended Push Activation = 3 seconds. Side Street Passage Time = 3 seconds.
	FDW								
	MIN								
	MAX1								
	AMB								
	ALR								
	SPLIT								
2 Park Lawn Rd	WLK 7							Fixed.	
	FDW 11								
	MIN 18								
	MAX1 34								
	AMB 4								
	ALR 2								
	SPLIT	39	39	39	34	39	39		
3 NOT USED	WLK								
	FDW								
	MIN								
	MAX1								
	AMB								
	ALR								
	SPLIT								
4 Private Access	WLK 7							Callable by Traficam, and/or Pushbutton; Extendable by Traficam.	
	FDW 16								
	MIN 7								
	MAX1 23								
	AMB 3								
	ALR 4								
	SPLIT	31	31	31	31	31	31		
5 NOT USED	WLK								
	FDW								
	MIN								
	MAX1								
	AMB								
	ALR								
	SPLIT								
6 Park Lawn Rd	WLK 7							Fixed.	
	FDW 11								
	MIN 18								
	MAX1 34								
	AMB 4								
	ALR 2								
	SPLIT	39	39	39	34	39	39		
7 NOT USED	WLK								
	FDW								
	MIN								
	MAX1								
	AMB								
	ALR								
	SPLIT								
8 Private Access	WLK 7							Callable by Traficam, and/or Pushbutton; Extendable by Traficam.	
	FDW 16								
	MIN 7								
	MAX1 23								
	AMB 3								
	ALR 4								
	SPLIT	31	31	31	31	31	31		
	CL	70	70	70	65	70	70		
	OF	66	57	65	6	67	50		

NOTES:

TORONTO FOR USE BY CITY OF TORONTO STAFF ONLY

LOCATION:	**Lake Shore Blvd W & 130 m South-West of Marine Parade Dr (TTC Streetcar Underpass)**	*DISTRICT:*	**Etobicoke York**
MODE/COMMENT:	**SA2-VMG with PR & 2-Wire Polara APS**	*COMPUTER SYSTEM:*	**TransSuite**
TCS:	**2252**	*CONTROLLER/CABINET TYPE:*	**Peek ATC-1000 / TS2T1**
PREPARED/CHECKED BY:	***IBI* / RI / PV**	*CONFLICT FLASH:*	**Red & Red**
PREPARATION DATE:	**October 28, 2016**	*DESIGN WALK SPEED:*	**1.0 m/s (FDW based on full crossing at 1.2 m/s)**
IMPLEMENTATION DATE:	**December 2, 2016**	*CCS/CHANNEL/DROP:*	**4086/2**
		CONTROLLER FIRMWARE:	

TEMPORARY OPERATION TO ALLOW THE 2ND TRANSIT OPPORTUNITY TO BE CALLED BY THE STOPBAR LOOPS UNTIL THE HYDRO ISSUES ARE RESOLVED

NEMA Phase		OFF All Other Times	AM 06:30-09:30 M-F	PM 15:00-19:00 M-F	NGHT 22:00-06:30 Daily	WKND 10:30-18:30 Sat-Sun	GRDN Gardiner Closure	Phase Mode (Fixed/Demanded or Callable)
	Local Plan	Pattern 1	Pattern 2	Pattern 3	Pattern 4	Pattern 5	Pattern 16	
	Split Table	Split 1	Split 2	Split 3	Split 4	Split 5	Split 16	
1 NOT USED	WLK							
	FDW							
	MIN							
	MAX1							
	AMB							
	ALR							
	SPLIT							
2 Lake Shore Blvd W	WLK 7							Fixed EBG/EWWK/EWFD.
	FDW 9							
	MIN 16							
	MAX1 53							
	AMB 4							
	ALR 4							
	SPLIT	60	70	70	58	70	80	
3 NOT USED	WLK							
	FDW							
	MIN							
	MAX1							
	AMB							
	ALR							
	SPLIT							
4 Private Access	WLK 7							Callable by stopbar loop and/or pushbutton; extendable by stopbar loop.
	FDW 17							
	MIN 7							
	MAX1 24							
	AMB 3							
	ALR 2							
	SPLIT	30	30	30	30	30	30	
5 Transit Signals	WLK							Callable EWTG/EWTY/EWTR Callable by transit stopbar presence loops. Callable and extendable by POZ (i.e., SRMs call and extend phase 5 through detector cards)
	FDW							
	MIN 7							
	MAX1 23							
	AMB 4							
	ALR 4							
	SPLIT	32	32	32	32	32	32	
6 Lake Shore Blvd W	WLK 7							Fixed
	FDW 9							
	MIN 16							
	MAX1 21							
	AMB 4							
	ALR 4							
	SPLIT	28	38	38	26	38	48	
7 Transit Signals	WLK							Callable EWTG/EWTY/EWTR Split = 0 in the absence of transit demand. Callable and extendable by POZ only (up to 23-second green via TSP) **Callable by stopbar presence loops.**
	FDW							
	MIN 7							
	MAX1 23							
	AMB 4							
	ALR 4							
	SPLIT	0	0	0	0	0	0	
8 DUMMY	WLK 7							
	FDW 17							
	MIN 7							
	MAX1 24							
	AMB 3							
	ALR 2							
	SPLIT	30	30	30	30	30	30	
	CL	90	100	100	88	100	110	
	OF	2	2	25	22	28	107	

Remarks

Pedestrian Minimums:
EWWK = 7 sec, EWFD = 9 sec
NSWK = 7 sec, NSFD = 17 sec

NB Passage Time = 3 sec

NB phase is callable by vehicle or pedestrian actuation. If a vehicle call is received, the minimum NBG is 7 seconds. If ongoing vehicle demand exists on the stopbar loop, the NBG is capable of providing vehicle extensions up to the maximum. If a pedestrian call is received, the pedestrian minimums will be served. The NSWK & NSFD are only displayed on the pedestrian signal heads if a pedestrian call is received. Extension time is based on vehicle demand. Unused extension time is given to the EWG.

EWFD reverts to EWWK if there is no Transit or side street vehicle/pedestrian demand at the end of the EWFD.

Signal serves EWFD every cycle to improve response time to main street APS and other movements. Transit decision points at end of EBG and end of NSG. Side street decision point at end of EBG (and EWTG, if called).

APS on during 7 sec of EWWK & NSWK when activated by pushbutton.

Extended Push Activation for APS = 3 sec

WBLT's are prohibited to avoid "Yellow Trap".

The first Transit Phase opportunity (Phase 5) has a decision point at the end of the NBG (Phase 4) when there is side street demand. The decision point is at the end of the Phase 2 EBG & EWFD (in Step 2) during cycles when there is no side street demand. Phase 5 is callable by upstream transit loops &/or stopbar loops. During the First Transit Phase, the EBG and EWWK (on the south leg) are displayed on and remain active when the Phase 5 clearances are served. Phase 5 unused time is allocated to the Step 2/Phase 2 EBG/EWWK.

A call on the Second Transit Phase (Phase 7) will cause a min recall on Phase 4. Phase 7 decision point is at the end of the Phase 2 EBG & EWFD (in Step 2). **Phase 7 is callable by upstream transit loops and/or stopbar loops.** If there is Phase 7 demand during Phase 6 WBG & Phase 2 EWWK, the Phase 7 demand truncates Phases 2 & 6 to pedestrian minimum.

Ring Structure:

		2	4	
5	6	7	8	

Step 1
EW Transit Green/EBG/EWWK
Min Green = 7 secs (if called) Walk Only
Max Green = 23 secs

Step 2
WBG/EBG/EWWK & EWFD
Min Green = 7 secs Walk + 9 secs FDW
Max Green = 52 secs (OFF), 62 secs (AM)
62 secs (PM), 50 secs (NGHT)
62 secs (WKND), 72 secs (GRDN)

Step 3*
EW Transit Green/EBG/EWDW
Min Green = 7 secs (if called) Walk + 9 s FDW
Max Green = 23 secs
*Inserted Step; "skipped" if not called by POZ

Step 4
Pedestrian Minimum:
NSWK = 7 secs
NSFD = 17 secs
Note: EB remains green between Steps 1, 2 and 3.
EW pedestrians are served during Steps 1, 2 and 3:
EWWK (min) = 7 secs; EWFD = 9 secs

Notes: *See back of timing card for TSP Instructions
TSP activated on Dec 19, 2013.

FOR USE BY CITY OF TORONTO STAFF ONLY

LOC: Lake Shore Blvd W & 130 m South-West of Marine Parade Dr
MODE: SA2-VMG with WRM & 2-Wire Polara APS
TCS: 2252 **PREPARATION DATE (TIMING CARD):** October 28, 2016

2.3.4 O.C. Extend / Reduce

(Max. time added & subtracted in sec.)

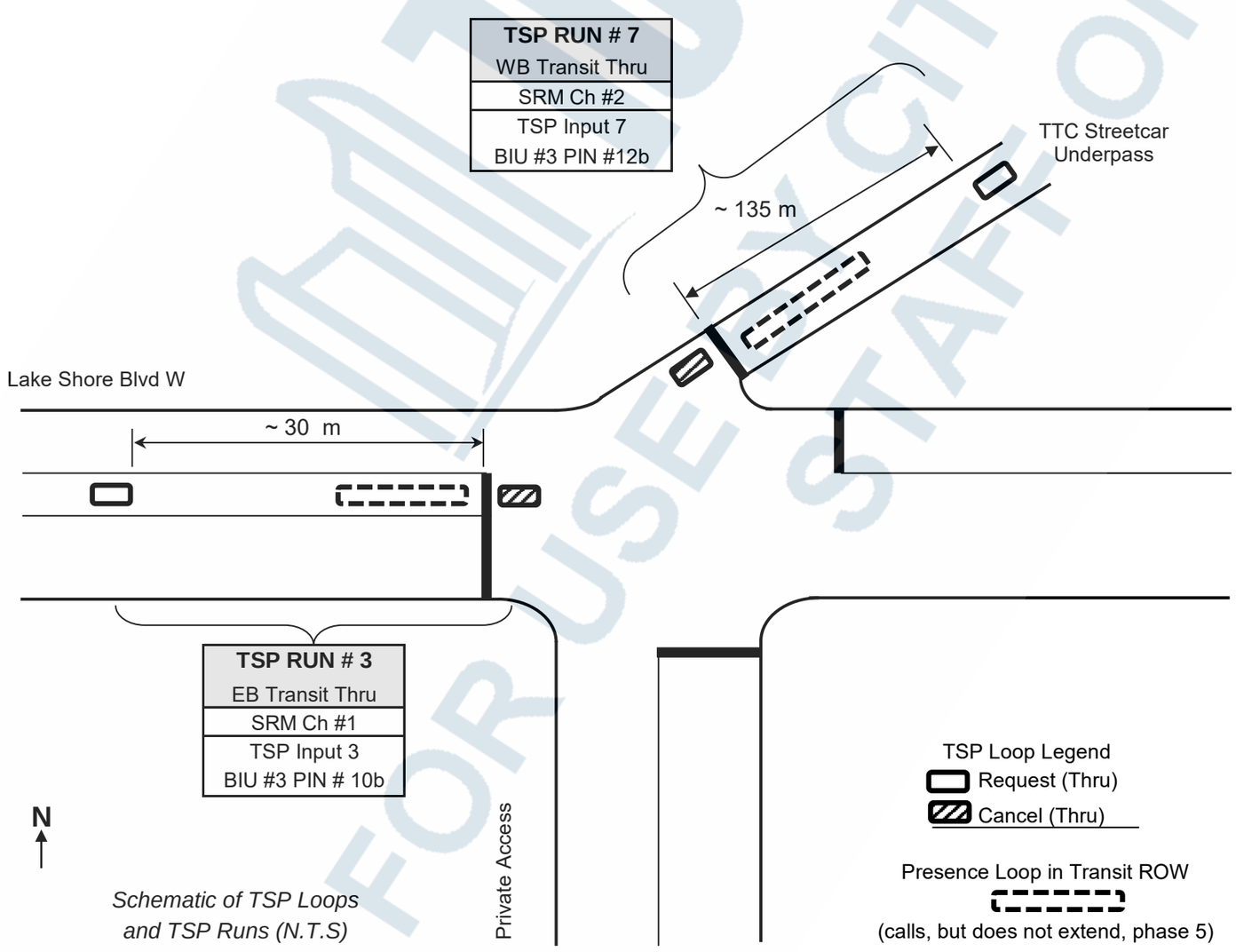
		Ø 1	Ø 2	Ø 3	Ø 4	Ø 5	Ø 6	Ø 7	Ø 8	From page 1 [Cycle]	[Slop]	2.3.5 Pct. of Cycle
OFF												Pattern 1
Split 1	Ext.	--	34	--	--	--	34	--	--	90	6	[= 23 s.]
	Rdc.	--	36	--	1	1	4	--	1			25%
AM												Pattern 2
Split 2	Ext.	--	38	--	--	--	38	--	--	100	16	[= 25 s.]
	Rdc.	--	46	--	1	1	14	--	1			25%
PM												Pattern 3
Split 3	Ext.	--	38	--	--	--	38	--	--	100	16	[= 25 s.]
	Rdc.	--	46	--	1	1	14	--	1			25%
NGHT												Pattern 4
Split 4	Ext.	--	33	--	--	--	33	--	--	88	4	[= 22 s.]
	Rdc.	--	34	--	1	1	2	--	1			25%
WKND												Pattern 5
Split 5	Ext.	--	38	--	--	--	38	--	--	100	16	[= 25 s.]
	Rdc.	--	46	--	1	1	14	--	1			25%
GRDN												Pattern 16
Split 16	Ext.	--	41	--	--	--	41	--	--	110	26	[= 28 s.]
	Rdc.	--	56	--	1	1	24	--	1			25%

T.S.P. PARAMETERS

PREPARED: *IBI* / RI / PV

	TSP RUN # 3	TSP RUN # 7
2.8.2 Transit Run Parameters		
ATC Green Extend Mode (Equivalent TTC Algorithm)	Mode 0 **B-2** (SDW)	Mode 0 **B-2** (SDW)
Run Config = 1	Recovery = 2 (O.C. with delay)	
2.8.4 Transit Run Configuration 1 (Used for all Patterns)		
Delay / Extend / Fail	-- / -- / 235	-- / -- / 235
CALLS (and Extends)	**Ø 7**	**Ø 7**
Skips	--	--
Reduces (Truncates)	**Ø 2/4/6/8**	**Ø 2/4/6/8**

	Ø 1	Ø 2	Ø 3	Ø 4	Ø 5	Ø 6	Ø 7	Ø 8
2.8.6 TSP Split Tables 1								
GRN EXT (SDW Extension)	--	--	--	--	--	--	+23	--
WLK EXT (Walk Extension)	--	--	--	--	--	--	--	--
GRN RDC (Reduction)	--	-36	--	-1	--	-36	--	-1
2.8.6 TSP Split Tables 2, 3 & 5								
GRN EXT (SDW Extension)	--	--	--	--	--	--	+23	--
WLK EXT (Walk Extension)	--	--	--	--	--	--	--	--
GRN RDC (Reduction)	--	-46	--	-1	--	-46	--	-1
2.8.6 TSP Split Tables 4								
GRN EXT (SDW Extension)	--	--	--	--	--	--	+23	--
WLK EXT (Walk Extension)	--	--	--	--	--	--	--	--
GRN RDC (Reduction)	--	-34	--	-1	--	-34	--	-1
2.8.6 TSP Split Tables 16								
GRN EXT (SDW Extension)	--	--	--	--	--	--	+23	--
WLK EXT (Walk Extension)	--	--	--	--	--	--	--	--
GRN RDC (Reduction)	--	-56	--	-1	--	-56	--	-1



Schematic of TSP Loops and TSP Runs (N.T.S)

Notes:

SRM channels #1 and #2 also each place a call (via separate detector cards) to call and extend phase 5

Pins from SRM removed to avoid false calls during temporary operation in effect

2.1.9.2 Advanced I/O Scripts:

Input Script 4 "Copy Det To TSP" must be enabled

Copies Detector 5 and 7 calls to TSP inputs 3 and 7 respectively.

Phase 6 is allowed to "back-up" to phase 5 in the absence of side street demand. (WBLT is prohibited to avoid the "Yellow Trap.")

ATC Mode	0	1	2	3	4
TTC Alg.	**B-2**	**B-1**	**A**	**C**	**D**
Extensions	SDW	SDW early dec.pt.	Walk	W/SDW	W/SDW 2 zones

TSP SUMMARY

Maximum Green Extensions:
Phase 7: 23 s Green/Don't Walk
EWG and NBG Truncation

FOR USE BY CITY OF TORONTO STAFF ONLY

AECOM

Appendix F

Raw and Adjusted Vissim Matrices

Existing AM Raw Matrix

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	100	201	202	203	300	401	402	500	601	602	603	604	605	700	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1012	1013	1014	1015	1018
1	0	0	0	0	0	0	0.441	3.05	0	0	1.692	0	0	92.813	0	0	0	0	0.35	0.676	0	1.099	1.168	0.93	1.012	0.561	0	1.044	2.701	3.384	0.675	0.323	0	0	85.732	0	0	0	0	0	0	0	0	0	122.951	4.687	7.843	21.54	0
2	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0.07	0	0	0	0	0	0	0	0	0	0	0	0.96	0	0	0	2.054	1.634	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	99.2	2.118	35.995	0	0	0	0.821	355.604	4.277	0
4	0	0	0	0	0	0	0.03	0	0	0	0	0	0	0	0	0	0	0	0.638	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.812	0	0	0	0	0	0	5.199	0
5	0	0	0	0	0	0	0.005	0	0	0	0	0	0	0	0	0	0	0	0.098	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.576	1.451	1.447	0	0	0	1.402	5.366	0	0	1.407	1.413	0	2.326	1.495	0
6	0	0	0	0	0	0	0.004	0	0	0	0	0	0	0	0	0	0	0	0.077	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.075	2.21	1.297	0	0	0	1.143	4.845	0	0	0	0	0	1.994	1.17	0
7	0	2.034	0	0	0	0	0	0.632	0.141	0	0.033	0.172	0	0	0	0	0	0	0	0	0	0	0	0	0.1	0.065	0.008	0.154	0.318	0.351	0.088	0.064	0.001	7.598	0	0.524	1.426	3.228	0	0	17.67	0	0	1.915	72.115	0	0	0	0
8	0	0	0	0	0	0	0	0	1.226	0	0.404	1.493	0	25.093	0	0	0	0	0	0.701	0	0.951	0	0	0.861	0.406	0.052	1.128	2.277	2.765	0.696	0.305	0.002	47.892	69.729	1.867	0	0	0	0	0	0	0	0	1.577	0	0	0	0
9	0	0	0	0	0	0	0.401	0.77	0	0	0	0	0	47.734	0	0	0	0	1.984	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.156	0.862	3.233	0	6.65	0	0.795	0	2.384	0	9.558	46.332	14.544	0	25.489	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.727	0	0.969	2.004	1.612	0.406	0.226	0	0.537	1.135	1.422	0.402	0.179	0	18.568	1.125	0	0	0	0	0	0	0	0	0	30.357	6.461	4.235	0	0
11	0	0	0	0	0	0	0.023	0.257	0	0	0	0	0	2.811	0	0	0	0	0.049	0	0	0	0.141	0.144	0	0	0	0	0.093	0.116	0	0	0	3.633	5.716	3.83	0	2.005	0	0	0	1.318	0	5.45	4.216	0	12.484	0.001	0
12	0	0	0	0	0	0	0.062	0.12	0	0	0	0	0	0	0	0	0	0	0.004	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.112	0	0	0	0	0	0	0	0	0	0.017	0.238	4.252	0	0.05	0
13	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	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	0	0	0	0	0	543.248	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	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	0	0	0	0	0	685	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	6.345	0	2	0	0	8.56	2.206	0.383	0	1.296	0	0	0	0	0	0	0	0	1.424	0	2.034	4.108	3.135	0.426	0.259	0	0.649	1.399	1.545	0.395	0.25	0	166.92	0	52.99	45.583	36.328	0	10.966	0	2.437	2.676	33.889	0	0	18.336	0	5.058
19	0	8.763	1.696	0.467	0.295	0.339	0	0	0.608	0	0.141	0.741	0	0	0	0	0	0	0	0.632	0	0.858	1.667	1.296	0.431	0.266	0.033	0.665	1.371	1.514	0.381	0.277	0.004	32.734	0	2.257	6.143	0.725	0	9.373	60.857	0	1.28	5.17	0	0	0	0	0.363
100	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	0	0	0	0	92.577	0	0	0	0	0	0	0	0	0	0	0	34.86	0	0	0
201	0	0.103	0.001	0	0.042	0.046	0.031	0.104	0	0	0.044	0	0.085	0	0	0	0	0	0.547	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7.946	0.262	0.533	0.648	1.321	0	0.207	6.827	0.495	0.08	1.131	10.66	2.931	0	4.091	0
202	0	0.008	0.014	0	0.003	0.003	0.002	0.008	0	0	0.003	0	0.006	0	0	0	0	0	0.041	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.627	0.021	0.042	0.051	0.13	0	0.015	1.923	0.037	0.006	0.075	0	0.219	0	0.306	0
203	0	0.016	0.172	0	0.007	0.009	0.006	0	0	0	0.01	0	0.016	0	0	0	0	0	0.104	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.77	0	0.119	0.206	0	0	0.443	1.574	0.113	0.019	0.104	3.031	0.668	0	0.776	0
300	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	0	0	0	0	0	11.297	0	0	0	0	0	0	0	0	0	0	58.703	0	0	0
401	0	0.994	0	0	0.41	0.447	0.303	1.467	0	0	0.314	0	0.323	77.193	0	0	0	0	8.747	0	0	0	0	0	0	0	0	0	0	0	0	0	0	147.448	1.873	5.168	2.517	12.803	0	2.005	0	45.333	0	14.164	92.812	28.402	0	49.003	0
402	0	0.381	0	0	0.157	0.172	0.116	0.563	0	0	0.165	0	0.169	50.506	0	0	0	0	2.033	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58.717	0.982	1.983	0.966	4.913	0	0.769	0	17.233	0.297	7.046	35.799	10.898	0	15.211	0
500	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
601	0	0.366	0	0	0.151	0.165	0.112	0.541	0	0	0.115	0	0.05	0	0	0	0	0	1.347	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.376	0.812	1.904	0.022	4.718	0	0.739	0	1.767	0	6.424	28.077	10.466	0	7.545	0
602	0	0.287	0	0	0.118	0.129	0.088	0.424	0	0	0.09	0	0.04	0	0	0	0	0	1.086	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.275	0.651	1.495	0.017	3.703	0	0.58	0	1.387	0	5.048	22.642	8.216	0	6.085	0
603	0	1.383	0	0	0.57	0.622	0.421	2.042	0	0	0.433	0	0.491	1.93	0	0	0	0	13.311	0	0	0	0	0	0	0	0	0	0	0	0	0	0	107.212	2.85	7.825	0.09	17.825	0	2.791	0	6.675	0	24.664	246.129	39.543	0	74.575	0
604	0	0.233	0	0	0.096	0.105	0.071	0.344	0	0	0.073	0	0.055	0	0	0	0	0	1.478	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.079	0	1.334	0.015	3.006	0	0.471	0	1.125	0	4.106	32.801	6.668	0	8.281	0
605	0	0.233	0	0	0.096	0.107	0.071	0.344	0	0	0.073	0	0.034	0	0	0	0	0	0.934	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.078	0	1.334	0.015	3.006	0	0.471	0	1.125	0	4.105	20.728	6.668	0	5.233	0
700	0	0.354	0	0	0.146	0.309	0.108	0.522	0	0	0.111	0	0.1	0	0	0	0	0	2.703	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.944	0	2.024	0.023	4.56	0	0.714	0	1.707	0	6.349	59.995	10.116	0	15.146	0
1001	589	0	0	0	1.754	1.757	26.753	68.434	38.517	0	22.366	43.129	0	1178.304	0	0	0	0	4.005	21.492	0	29.189	96.7	88.5	26.514	12.369	1.687	34.521	69.756	84.845	21.207	9.965	0.34	0	4024	0	0	478.782	298.437	0	0	0	0	0	1422.901	257	15.55	51.643	0
1002	0	46.861	0	6.554	1.568	1.652	0	22.864	4.639	0	3.592	5.54	0	0	0	0	350.129	0	0	4.43	0	5.984	11.646	9.086	3.283	2.088	0.302	5.075	10.503	11.567	2.961	2.145	0	3661.406	0	419.632	147.803	195.536	0	28.857	0	10.24	13.744	130.195	0	0	153.018	0	25.506
1003	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	0	0	0	0	153.794	0	0	460.171	0	0	0	0	0	0	0	353.675	0	0	0	0
1004	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	0	0	0	0	203.292	0	714.385	0	0	0	0	0	0	0	0	0	0	0	0	0
1005	0	0	0	0	0	0	0	9.792	3.233	0	3.004	0	0.726	7.504	0	0	0	0	0	0	0	0	0	0	0.971	0.396	0	1.296	2.585	3.239	0.647	0.288	0	426.353	180.068	0	17.698	0	362.818	0	0	0	0	0	273.557	0	0	0	0
1006	0	0	0	0	0	0	2.787	6.255	1	0	0	0	0	2.455	0	0	0	0	2.758	1.351	0	1.802	5.031	4.067	1.698	1.44	0	0.6	1.1	1.1	0.2	0.2	0	0	143.385	0	0	732	0	0	0	0	0	0	264.896	0	4.053	16.792	0
1007	0	0	2.914	0	5.476	6.399	0.777	0	0.84	0	0	0	0	0	0	0	0	0	49.476	66.328	0	1.747	4.108	3.382	0.336	0.137	0	0.449	0.869	1.089	0.224	0.158	0	0	0	0	0	0	0	0	519.139	6.44	0	0	28.399	26.603	3.597	18.259	0
1008	0	0	153.654	7.385	1.177	1.241	0	0	5.575	0	0	5.708	1.717	0	0	0	0	0	55.8	13.659	0	18.563	36.357	28.292	3.946	2.51	0.311	5.987	12.457	13.679	3.403	2.47	0	0	0	0	0	0	0	75.519	0	75.789	193.577	0	0	1.347	0	154.006	17.417
1009	0	0	41.403	0	0	0	0.114	0	0	0	0	0	0	0	0	0	0	0	1.494	0.135	0	0.203	0.432	0.354	0.163	0.066	0	0.145	0.306	0.383	0.108	0.076	0	0	50.377	0	0	0	0	110.031	45.644	0	194.132	0	17.93	3.121	0	0	0
1010	0	0	0	0	6.583	6.594	4.452	0	0	0	0	0	0	0	0	0	0	0	3.283	5.036	0	7.252	16.116	12.869	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	289.371	0	0	0	18.444	20.458	9.567	0
1011	0	0	0	0	0	0	0.462	5.173	3.024	0	8.063	0	0	0	0	0	0	0	0.977	0	0	0	0	0	0.711	0.339	0	2.596	5.2	6.279	1.61	0.652	0	54.286	333.41	55.796	0	0	0	0	0	0	0	0	0	296.497	0	107.577	0.022	0
1012	0	34.124	0	0.181	0.114	0.131	0	0.263	1.915	0	1.423	1.372	0	0	0	0	0	0	0	0.245	0	0.332	0.646	0.502	1.51	0.948	0.1	2.311	4.766	5.332	1.354	1	0	970.515	0	57.835	97.798	148.32	0	0	0	0	0	57.835	0	0	0	0.141
1013	0	4.759	92.028	0	0	0	0	0	4.774	0	8.871	4.277	0	0	0	0	0	0	0	3.774	0	5.165	11.933	9.486	3.346	1.557	0.239	4.358	8.871	10.833	2.708	1.169	0	146.209	0	28.357	8.578	0	0	51.158	0	33.312	0.959	167.094	0	0	0	0	0
1014	0	0.871	4.922	4.599	2.2	2.319	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	78.165	395.081	4.945	5.911	0	0	205.226	378.22	5.226	0.539	7.145	35.69	0	0	0.723
1015	0	31.23	8.074	2.224	1.405	1.613	0	0	2.167	0	0.503	2.64	0	0	0	0	0	0	0	3.009	0	4.087	7.935	6.168	1.537	0.991	0.119	2.369	4.884	5.395	1.358	0.987	0.014	116.656	0	8.044	21.892	2.584	0	44.621	171.284	0	5.858	18.426	42.954	0	0	0	1.729
1018	0	0	0	0	0	0	0.241	0	0	0	0	0	0	0	0	0	0	0	4.878	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	260	0	0	0	0	0	76.583	0	0	0	0	0	1.141	14.294	0

Existing AM Adjusted Matrix

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	100	201	202	203	300	401	402	500	601	602	603	604	605	700	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1012	1013	1014	1015	1018
1	0	0	0	0	0	0	0.441	3.05	0	0	1.692	0	0	92.813	0	0	0	0	0.35	0.676	0	1.099	1.168	0.93	1.012	0.561	0	1.044	2.701	3.384	0.675	0.323	0	0	40.732	0	0	0	0	0	0	0	0	0	122.951	4.687	7.843	21.54	0
2	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0.07	0	0	0	0	0	0	0	0	0	0	0	0.96	0	0	0	2.054	1.634	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55.111	2.118	13.503	0	0	0	0.821	355.604	4.277	0
4	0	0	0	0	0	0	0.03	0	0	0	0	0	0	0	0	0	0	0	0.638	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	10.812	0	0	0	0	0	0	5.199	0
5	0	0	0	0	0	0	0.005	0	0	0	0	0	0	0	0	0	0	0	0.098	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.576	1.451	0.766	0	0	0	1.402	5.366	0	0	1.407	1.413	0	2.326	1.495	0
6	0	0	0	0	0	0	0.004	0	0	0	0	0	0	0	0	0	0	0	0.077	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.075	2.21	0.687	0	0	0	1.143	4.845	0	0	0	0	0	1.994	1.17	0
7	0	2.619	0	0	0	0	0	0.632	0.141	0	0.033	0.172	0	0	0	0	0	0	0	0	0	0	0	0	0.1	0.065	0.008	0.154	0.318	0.351	0.088	0.064	0.001	7.598	0	0.277	1.706	3.228	0	0	17.67	0	0	1.577	0	0	0	0	0
8	0	0	0	0	0	0	0	0	1.226	0	0.404	1.493	0	25.093	0	0	0	0	0	0.701	0	0.951	0	0	0.861	0.406	0.052	1.128	2.277	2.765	0.696	0.305	0.002	47.892	69.729	0.988	0	0	0	0	0	0	0	1.915	102.115	0	0	0	0
9	0	0	0	0	0	0	0.401	0.77	0	0	0	0	0	47.734	0	0	0	0	1.984	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.862	1.712	0	6.65	0	0.795	0	1.61	0	44	46.332	14.544	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.727	0	0.969	2.004	1.612	0.406	0.226	0	0.537	1.135	1.422	0.402	0.179	0	18.568	1.125	0	0	0	0	0	0	0	0	35	30.357	6.461	4.235	0	0
11	0	0	0	0	0	0	0.023	0.257	0	0	0	0	0	2.811	0	0	0	0	0.049	0	0	0	0.141	0.144	0	0	0	0	0.093	0.116	0	0	0	3.633	5.716	2.028	0	2.005	0	0	0	0.89	0	13	4.216	0	12.484	0.001	0
12	0	0	0	0	0	0	0.062	0.12	0	0	0	0	0	0	0	0	0	0	0.004	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.112	0	0	0	0	0	0	0	0	0	0.017	0.238	4.252	0	0.05	0
13	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	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	0	0	0	0	0	1079	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	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	0	0	0	0	0	787	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	8.171	0	2	0	0	0	2.206	0.383	0	1.296	0	0	0	0	0	0	0	0	1.424	0	2.034	4.108	3.135	0.426	0.259	0	0.649	1.399	1.545	0.395	0.25	0	216.92	0	28.055	54.528	36.328	0	10.966	0	1.646	2.676	33.889	0	0	18.336	0	5.058
19	0	11.285	1.696	0.467	0.295	0.339	0	0	0.608	0	0.141	0.741	0	0	0	0	0	0	0	0.632	0	0.858	1.667	1.296	0.431	0.266	0.033	0.665	1.371	1.514	0.381	0.277	0.004	32.734	0	1.195	7.349	0.725	0	9.373	20.857	0	1.28	5.17	0	0	0	0	0.363
100	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	0	0	0	0	92.577	0	0	0	0	0	0	0	0	0	0	0	34.86	0	0	0
201	0	0.133	0.001	0	0.042	0.046	0.031	0.104	0	0	0.044	0	0.085	0	0	0	0	0	0.547	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67.946	0.262	0.282	0.775	1.321	0	0.207	6.827	0.334	0.08	1.131	10.66	2.931	0	4.091	0
202	0	0.01	0.014	0	0.003	0.003	0.002	0.008	0	0	0.003	0	0.006	0	0	0	0	0	0.041	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.627	0.021	0.022	0.061	0.13	0	0.015	1.923	0.025	0.006	0.075	0	0.219	0	0.306	0
203	0	0.021	0.172	0	0.007	0.009	0.006	0	0	0	0.01	0	0.016	0	0	0	0	0	0.104	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.063	0.246	0	0	0.443	22	0.076	0.019	0.104	0	0.668	0	0.776	0
300	0	0	0	0	0	3	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	15	0	0	0	0	49	0	0	0	0	0	0	0	0	0	0
401	0	1.28	0	0	0.41	0.447	0	1.467	0	0	0.314	0	0.323	77.193	0	0	0	0	8.747	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.448	1.873	2.736	3.011	12.803	0	2.005	0	30.611	0	14.164	92.812	128.402	0	28.408	0
402	0	0.491	0	0	0.157	0.172	0.116	0.563	0	0	0.165	0	0.169	50.506	0	0	0	0	2.033	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58.717	0.982	1.05	1.156	4.913	0	0.769	0	11.637	0.297	7.046	35.799	10.898	0	15.211	0
500	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
601	0	0.471	0	0	0.151	0.165	0.112	0.541	0	0	0.115	0	0.05	0	0	0	0	0	1.347	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.376	0.812	1.008	0.026	4.718	0	0.739	0	1.193	0	6.424	28.077	10.466	0	7.545	0
602	0	0.37	0	0	0.118	0.129	0.088	0.424	0	0	0.09	0	0.04	0	0	0	0	0	1.086	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.275	0.651	0.792	0.02	3.703	0	0.58	0	0.937	0	5.048	22.642	8.216	0	6.085	0
603	0	1.781	0	0	0.57	0.622	0.421	2.042	0	0	0.433	0	0.491	1.93	0	0	0	0	13.311	0	0	0	0	0	0	0	0	0	0	0	0	0	0	87.212	63	4.143	0.108	17.825	0	2.791	0	4.507	0	24.664	81.129	39.543	0	0	0
604	0	0.3	0	0	0.096	0.105	0.071	0.344	0	0	0.073	0	0.055	0	0	0	0	0	1.478	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.079	0	0.706	0.018	3.006	0	0.471	0	0.76	0	4.106	32.801	6.668	0	8.281	0
605	0	0.3	0	0	0.096	0.107	0.071	0.344	0	0	0.073	0	0.034	0	0	0	0	0	0.934	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.078	0	0.706	0.018	3.006	0	0.471	0	0.76	0	4.105	20.728	6.668	0	5.233	0
700	0	0.456	0	0	0.146	0.309	0.108	0.522	0	0	0.111	0	0.1	0	0	0	0	0	2.703	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.944	0	1.072	0.028	4.56	0	0.714	0	1.153	0	6.349	59.995	10.116	0	15.146	0
1001	589	0	0	0	1.754	1.757	0	68.434	38.517	0	22.366	43.129	0	829.704	0	0	0	0	4.005	21.492	0	29.189	56.058	88.5	71.514	12.369	1.687	4.521	69.756	0	21.207	9.965	0.34	0	5024	0	0	478	247	0	0	0	0	0	2337.901	257	9.014	29.938	0
1002	0	60.346	0	6.554	1.568	1.652	0	22.864	4.639	0	3.592	5.54	0	0	0	0	350.129	0	0	4.43	0	5.984	11.646	9.086	3.283	2.088	0.302	0	10.503	11.567	2.961	2.145	0	5161.406	0	222.168	176.808	130.536	0	28.857	0	6.915	13.744	130.195	0	0	153.018	0	25.506
1003	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	0	0	0	0	180	57	0	254	0	0	0	0	0	0	0	353.675	0	0	0	0
1004	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	0	0	0	0	247	0	647	0	0	0	0	0	0	0	0	0	0	0	0	0
1005	0	0	0	0	0	0	0	7.118	2.35	0	2.184	0	0.528	5.455	0	0	0	0	0	0	0	0	0	0	0.706	0.288	0	0.942	1.879	2.354	0.47	0.209	0	410.353	130.891	0	21.171	0	362.818	0	0	0	0	0	198.848	0	0	0	0
1006	0	0	0	0	0	0	1.992	4.472	0.715	0	0	0	0	1.755	0	0	0	0	1.972	0.966	0	1.288	3.597	2.908	1.214	1.029	0	0.429	0.786	0.786	0.143	0.143	0	0	102.506	0	0	732	0	0	0	0	0	0	189.375	0	2.898	12.005	0
1007	0	0	2.914	0	5.476	6.399	0.777	0	0.84	0	0	0	0	0	0	0	0	0	0	66.328	0	1.747	4.108	3.382	0.336	0.137	0	0.449	0.869	1.089	0.224	0.158	0	0	0	0	0	0	0	0	537.398	66	122	0	28.399	86.603	3.597	40	0
1008	0	0	53.654	7.385	1.177	1.241	0	0	5.575	0	0	5.708	1.717	0	0	0	0	0	55.8	13.659	0	18.563	0	28.292	3.946	2.51	0.311	0	12.457	13.679	3.403	2.47	0	0	0	0	0	0	0	265.519	0	51.177	103.577	0	0	1.347	60	23	17.417
1009	0	0	41.403	0	0	0	0.114	0	0	0	0	0	0	0	0	0	0	0	1.494	0.135	0	0.203	0.432	0.354	0.163	0.066	0	0.145	0.306	0.383	0.108	0.076	0	0	50.377	0	0	0	0	121	45.644	0	234	0	17.93	3.121	0	0	0
1010	0	0	0	0	6.583	6.594	0	0	0	0	0	0	0	0	0	0	0	0	3.283	5.036	0	7.252	16.116	12.869	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	110	0	312	0	0	0	18.444	20.458	9.567	0
1011	0	0	0	0	0	0	0.462	5.173	3.024	0	8.063	0	0	0	0	0	0	0	0.977	0	0	0	0	0	0.711	0.339	0	2.596	5.2	6.279	1.61	0.652	0	135	333.41	29.54	0	0	0	0	0	0	0	0	0	416.497	0	62.363	0.013	0
1012	0	43.944	0	0.181	0.114	0.131	0	0.263	1.915	0	1.423	1.372	0	0	0	0	0	0	0	0.245	0	0.332	0.646	0.502	1.51	0.948	0.1	0	4.766	5.332	1.354	1	0	970.515	0	30.62	116.99	148.32	0	0	80	0	0	57.835	0	0	0	0	0.141
1013	0	6.128	92.028	0	0	0	0	0	4.774	0	8.871	4.277	0	0	0	0	0	0	0	3.774	0	5.165	11.933	9.486	3.346	1.557	0.239	4.358	8.871	10.833	2.708	1.169	0	146.209	0	15.013	10.261	0	0	85.429	54	0	0	167.094	0	0	0	0	0
1014	0	1.122	4.922	4.599	2.2	2.319	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	43.165	395.081	2.618	7.071	0	0	205.226	378.22	3.529	0.539	7.145	35.69	0	0	0	0.723
1015	0	40.217	8.074	2.224	1.405	1.613	0	0	2.167	0	0.503	2.64	0	0	0	0	0	0	0	3.009	0	4.087	7.935	6.168	1.537	0.991	0.119	0	4.884	5.395	1.358	0.987	0.014	116.656	0	4.259	26.188	2.584	0	44.621	122	0	5.858	18.426	122.954	0	0	0	1.729
1018	0	0	0	0	0	0	0.241	0	0	0	0	0	0	0	0	0	0	0	4.878	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	110	0	0	0	0	23	156	0	0	0	0	0	1.141	0	0

Existing PM Raw Matrix

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	100	201	202	203	300	401	402	500	601	602	603	604	605	700	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1012	1013	1014	1015	1018
1	0	0	0	0	2.877	0.491	1.513	19.492	2.368	0	4.192	3.616	1.618	26.375	0	0	0	0	2.121	0	0	0	0	0	10.474	2.76	0	3.233	6.097	6.882	1.721	1.275	2.5	0	80.407	0	0	0	0	0	1.499	0	0	0	213.543	24.253	20.447	35.946	0
2	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	3.307	0.848	7.498	0	0	0	0	0	0	0	0	0	0	0	1.659	0	0	0	0	0	1.128	0.05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60.288	47.461	58.931	0	0	0	79.147	43.594	37.449	0
4	0	0	0	0	0.067	0.015	0.042	0	0	0	0	0	0.113	0.704	0	0	0	0	0.206	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.22	0	0	0	0	0	0	7.199	0	0	0	0.28	0	1.323	2.752	0
5	0	0	2.066	0.088	0	0	0.024	0	0.122	0.804	0.147	0.184	0	0.356	0	0	0	0	0.063	0	0	0	0	0	0.546	0.11	0	0.166	0.316	0.36	0.086	0.066	0.21	2.159	1.743	3.264	0.89	0	0	1.729	2.223	0.31	0.298	1.376	0.337	0	2.449	0.945	0
6	0	0	2.009	0.105	0	0	0.027	0	0.149	0	0.17	0.237	0	0.513	0	0	0	0	0.091	0	0	0	0	0	0.651	0.07	0	0.205	0.381	0.429	0.099	0.076	0.13	2.58	2.496	3.893	1.017	0	0	2.065	3.172	0.367	0.354	2.592	0.481	0	3.519	1.353	0
7	0	0.519	0	0	0	0	0	0.395	0.064	0	0.053	0.026	0	0	0	0	0	0	0	0	0	0	0	0	0.312	0.08	0	0.055	0.126	0.244	0.023	0.023	0.2	4.336	0	0.478	1.724	0	0	0	4.545	0	0	0.772	11.366	0	0	0	0
8	0	0	0	0	0.951	0	0	0	0.497	0	1.121	0.16	0.199	3.755	0	0	0	0	0	40	0	0	11	0	2.1	0	0	0.639	1.221	1.184	0.263	0.263	0.55	31.483	16.076	0	0	0	0	0	7.85	0	0	7.01	0.597	0	2.138	0	0
9	0	0.335	0	0	0.089	0.02	0.85	0.555	0	0	0.566	0	0.038	5.413	0	0	0	0	0.304	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.397	0	1.391	0.448	1.958	0	4.772	9.668	0.746	0	12.341	14.014	7.053	0	7.667	0
10	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0.426	0	0	0.195	0.042	0.188	0.353	0.199	0	0	0.286	0.054	1.255	0	0	0	0	0.039	0	0	0	0	0	0.844	0.12	0	0.266	0.5	0.562	0.137	0.105	0.25	1.302	1.275	3.755	0	1.308	0	1.838	0.805	2.273	0	8.877	4.148	2.235	5.233	0.188	0
12	0	0.225	0	0	0.063	0.016	0.573	0.235	0	0	0.366	0	0.024	3.664	0	0	0	0	0.159	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.462	0	0.943	1.015	1.325	0	3.238	5.225	0.511	0	6.07	7.587	4.774	0	4.155	0
13	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	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	0	0	0	0	0	931.425	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	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	0	0	0	0	0	195.181	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	5.479	0	0	0	0	39.125	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	1258.335	0	25.91	41.478	63.89	0	0	0	0	0	0	0	0	0	0	0	0
19	0	1.757	2.719	1.028	0.427	0.107	0	0	0.216	0	0.179	0.086	0	0	0	0	0	0	0	0	0	0	0	0	3.006	0.18	0	0.188	0.432	0.829	0.076	0.083	0.44	14.732	0	1.627	5.838	0	0	3.326	15.471	0	1.307	1.945	22.246	0	0	0	2.088
100	0	0.28	1.4	0	0.05	0.01	0.19	0.315	0	2.74	0.44	0	0.03	0.48	0	0	0	0	0.46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.4	0	1.57	3.69	0	0	3.99	7.36	0.36	0.32	1.91	5.58	4.41	0	3.59	0
201	0	0.04	0.296	0	0.012	0	0.012	0	0	0.325	0.055	0	0	0.599	0	0	0	0	0.024	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.134	0	0.163	0.379	0.226	0	0.552	1.958	0.085	0.156	0.228	2.558	0.815	0	0.235	0
202	0	0.069	0.402	0	0.01	0	0.612	0.074	0	0.546	0.098	0	0.186	1.006	0	0	0	0	1.445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.635	0	0.267	0.638	0	0	1.146	2.321	0.098	0.085	0.384	3.04	0.965	0	14.562	0
203	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	0	0	0	0	0	0	0	0	0	0	0	2.201	0	0	0	0	0	0	0	0	0
300	0	0	3.52	0	0.058	0.015	0.297	0	0	5.761	1.048	0	0.088	11.85	0	0	0	0	0.705	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.77	0	2.874	6.099	0	0	223.823	76.038	0.752	2.096	4.015	18.982	7.022	0	7.109	0
401	0	0.176	0	0	0.045	0.011	0.187	0.258	0	1.531	0.281	0	0.021	2.837	0	0	0	0	0.591	0	0	0	0	0	0	0	0	0	0	0	0	0	0	150.497	0	0.741	0.793	1.041	0	2.537	5.066	0.405	0.351	2.981	71.386	3.745	0	4.137	0
402	0	0.099	0	0	0.029	0	0.091	0.11	0	0.995	0.178	0	0.016	1.833	0	0	0	0	0.226	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5.39	0	0.401	0.482	0.577	0	1.395	3.07	0.227	0.192	1.866	4.758	55.67	0	2.278	0
500	0	0.01	0	0	0	0	0.015	0.014	0	0.103	0.02	0	0	0.23	0	0	0	0	0.046	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.667	0	0.051	0.051	0.075	0	0.17	0.405	0.034	0.017	0.206	0.57	0.261	0	0.324	0
601	0	0.232	0	0	0.061	0.012	0.228	0.145	0	2.061	0.378	0	0.031	4.122	0	0	0	0	0.967	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.98	0	0.98	1.048	1.382	0	3.373	8.956	0.36	0	4.107	12.998	4.982	0	6.727	0
602	0	0.331	0	0	0.085	0.021	0.703	0.117	0	2.879	0.521	0	0.062	5.286	0	0	0	0	1.709	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.131	0	1.373	1.47	1.932	0	4.698	7.22	0.736	0	5.77	10.484	6.949	0	11.816	0
603	0	1.843	0	0	0.47	0.087	1.752	0.799	0	16.2	2.963	0	0.177	24.352	0	0	0	0	4.574	0	0	0	0	0	0	0	0	0	0	0	0	0	0	101.946	0	7.702	8.253	10.839	0	26.448	43.526	4.154	0	32.39	63.137	39.101	0	31.745	0
604	0	0.563	0	0	0.124	0.018	0.43	0.1	0	3.085	0.875	0	0.012	7.299	0	0	0	0	0.424	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.538	0	2.307	2.455	3.235	0	7.908	4.88	1.243	0	11.508	7.083	11.698	0	2.881	0
605	0	0.347	0	0	0.077	0.023	0.265	0.1	0	2.985	0.539	0	0.015	11.24	0	0	0	0	0.54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.809	0	1.421	1.512	1.992	0	4.871	6.214	0.766	0	6.002	9.02	7.205	0	3.669	0
700	0	0	0	0	0	0	0	0.001	0	0.016	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.113	0	0.013	0	0.017	0	0.031	0.038	0	0	94.31	110.719	0.047	0	0.038	0
1001	548.532	0	0	0	10.015	2.027	36.863	100.35	22.383	0	26.545	34.426	8.856	1066.893	0	0	0	0	20.562	0	0	0	0	0	99.264	12.02	0	30.547	57.772	65.239	16.266	12.121	23.85	0	2461.167	0	0	490.636	639.162	0	0	0	0	0	2087.32	267.981	89.56	89.912	0
1002	0	136.328	0	25.961	2.978	0.725	0	0	18.017	0	25.26	0	0	0	0	0	574.051	0	0	0	0	0	0	0	0	0	0	24.627	0	0	0	0	0	3226.185	0	37.252	64.399	181.287	0	78.864	0	41.29	29.486	359.794	0	0	279.42	0	111.124
1003	0	0	0	0	0	0	0	10.356	3.489	0	4.514	5.401	2.288	6.314	0	0	0	0	0	0	0	0	0	0	15.497	1.26	0	4.779	9.016	10.194	2.536	1.894	2.5	257.436	279.524	0	676.655	0	0	0	0	0	0	0	22.416	0	0	0	0
1004	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	0	0	0	0	407.058	0	714.389	0	0	0	0	0	0	0	0	0	0	0	0	0
1005	0	0	0	0	0	0	0	53.345	5.194	0	12.378	8.02	0.376	25.43	0	0	0	0	0	0	0	0	0	0	23.049	2.5	0	7.098	13.417	15.153	3.772	2.804	4.95	530.891	274.352	0	55.009	0	639.86	0	0	0	0	0	1.273	0	0	0	0
1006	0	0	0	0	2.155	0.541	10.306	17.315	0.678	0	1.737	1.035	0.286	60.171	0	0	0	0	0.24	0	0	0	0	0	8.4	1.98	0	0.898	1.693	1.908	0.471	0.361	0.55	0	99.46	0	0	758.097	0	0	0	0	0	0	40.149	18.3	15.573	14.144	0
1007	0	0	18.903	0	19.908	4.01	1.704	0	2.414	0	2.085	3.707	1.749	0	0	0	0	0	12.504	0	0	0	0	202.801	10.722	1.29	0	3.3	6.242	7.051	1.759	1.314	2.56	0	0	0	0	0	0	0	442.456	134.374	0	0	8.512	133.027	54.767	105.958	0
1008	0	0	91.674	39.774	7.144	1.723	9.705	0	2.748	1.059	0.233	1.091	5.012	0	0	0	0	0	33.153	0	0	0	0	170.404	12.039	5.81	0	3.515	7.036	6.511	1.621	1.86	8	0	0	0	0	0	0	142.655	0	65.155	51.108	1.384	0	0.92	28.783	241.398	136.621
1009	0	0	65.019	0	0.951	0.188	0.163	0	0.903	0	0.494	1.395	0.787	0	0	0	0	0	0.585	0	0	0	0	0	3.99	0.39	0	1.223	2.315	2.621	0.646	0.481	0.78	0	8.462	0	0	0	0	135.709	19.123	0	287.101	0	0.596	17.019	0	0	0
1010	0	0	0	0	0.88	0.176	0.163	0	0	0	0	0	0	0	0	0	0	0	0.461	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.932	292.942	0	0	0	6.347	4.721	12.879	0
1011	0	0	0	0	2.148	0.429	2.025	4.066	9.535	0	21.432	12.503	1.862	45.906	0	0	0	0	2.431	0	0	0	0	0	31.246	2.47	0	11.026	20.831	23.519	5.856	4.35	10.8	13.973	34.371	48.417	0	0	0	0	24.117	0	0	0	248.76	24.022	56.275	6.058	0
1012	0	15.752	0	0	0	0	0	0	4.925	0.016	3.862	9.105	0	0	0	0	0	0	0	0	0	0	0	0	62.146	13.43	0	4.674	58.711	54.307	13.544	15.514	30.18	1489.634	0	86.452	173.883	193.106	0	0	0	0	0	227.95	0	0	0	0	0
1013	0	0	25.658	0	0	0	0	0	11.924	53.879	9.846	18.362	3.044	0	0	0	0	0	0	21.117	0	0	0	85.607	52.899	19.92	0	16.284	30.786	34.767	8.659	6.462	9.76	43.902	0	46.273	10.764	0	0	30.822	1.77	5.033	19.011	22.52	0	0	0	0	0
1014	0	0	17.263	4.102	6.893	1.671	0	0	0	83.898	16.224	0	0	1.246	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	80.203	614.59	8.935	18.019	0	0	12.726	0	0	0	11.211	48.379	0	0	0	4.741
1015	0	11.623	20.986	9.958	4.087	0.992	0	0	1.443	0	1.172	0.57	0	0	0	0	0	0	0	0	0	0	0	0	7.031	1.55	0	1.229	2.856	5.468	0.489	0.56	3.82	97.502	0	10.795	38.583	0	0	32.074	102.407	0	12.647	17.271	3.431	0	0	0	20.156
1018	0	0	0	0	0	0	0.513	0	0	0	0	0	0.246	8.745	0	0	0	0	1.328	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.602	0	0	0	0	0	0	63.487	0	0	0	5.009	0	4.708	13.923	0

Existing PM Adjusted Matrix

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	100	201	202	203	300	401	402	500	601	602	603	604	605	700	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1012	1013	1014	1015	1018
1	0	0	0	0	2.877	0.491	1.513	19.492	2.368	0	4.192	3.616	1.618	26.375	0	0	0	0	2.121	0	0	0	0	0	10.474	2.76	0	3.233	6.097	6.882	1.721	1.275	2.5	0	80.407	0	0	0	0	0	1.499	0	0	0	213.543	24.253	20.447	35.946	0
2	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	3.307	0.848	7.498	0	0	0	0	0	0	0	0	0	0	0	1.659	0	0	0	0	0	1.128	0.05	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0.288	47.461	38.931	0	0	0	79.147	43.594	37.449	0
4	0	0	0	0	0.067	0.015	0.042	0	0	0	0	0	0.113	0.704	0	0	0	0	0.206	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.22	0	0	0	0	0	0	7.199	0	0	0	0.28	0	1.323	2.752	0
5	0	0	2.066	0.088	0	0	0.024	0	0.122	0	0.147	0.184	0	0.356	0	0	0	0	0.063	0	0	0	0	0	0.546	0.11	0	0.166	0.316	0.36	0.086	0.066	0.21	2.159	1.743	3.264	0.89	0	0	1.729	2.223	0.31	0.298	1.376	0.337	0	2.449	0.945	0
6	0	0	2.009	0.105	0	0	0.027	0	0.149	0	0.17	0.237	0	0.513	0	0	0	0	0.091	0	0	0	0	0	0.651	0.07	0	0.205	0.381	0.429	0.099	0.076	0.13	2.58	2.496	3.893	1.017	0	0	2.065	3.172	0.367	0.354	2.592	0.481	0	3.519	1.353	0
7	0	0.519	0	0	0	0	0	0.395	0.064	0	0.053	0.026	0	0	0	0	0	0	0	0	0	0	0	0	0.312	0.08	0	0.055	0.126	0.244	0.023	0.023	0.2	4.336	0	0.478	1.724	0	0	0	4.545	0	0	0.772	11.366	0	0	0	0
8	0	0	0	0	0.951	0	0	0	0.497	0	1.121	0.16	0.199	3.755	0	0	0	0	0	40	0	0	11	100	2.1	0	0	0.639	1.221	1.184	0.263	0.263	0.55	31.483	16.076	0	0	0	0	0	7.85	0	0	7.01	0.597	0	2.138	0	0
9	0	0.335	0	0	0.089	0.02	0.85	0.555	0	0	0.566	0	0.038	5.413	0	0	0	0	0.304	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.397	0	1.391	0.448	1.958	0	4.772	9.668	0.746	0	17	14.014	7.053	0	7.667	0
10	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	23	0	0	0	0
11	0	0.426	0	0	0.195	0.042	0.188	0.353	0.199	0	0	0.286	0.054	1.255	0	0	0	0	0.039	0	0	0	0	0	0.844	0.12	0	0.266	0.5	0.562	0.137	0.105	0.25	1.302	1.275	3.755	0	1.308	0	1.838	0.805	2.273	0	8.877	4.148	2.235	5.233	0.188	0
12	0	0.225	0	0	0.063	0.016	0.573	0.235	0	0	0.366	0	0.024	3.664	0	0	0	0	0.159	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.462	0	0.943	1.015	1.325	0	3.238	5.225	0.511	0	6.07	7.587	4.774	0	4.155	0
13	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	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	1163	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	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	0	0	0	0	0	493	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	5.479	0	0	0	0	39.125	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	778.335	0	25.91	41.478	63.89	0	0	0	0	0	0	0	0	0	0	0	0
19	0	1.757	2.719	1.028	0.427	0.107	0	0	0.216	0	0.179	0.086	0	0	0	0	0	0	0	0	0	0	0	0	3.006	0.18	0	0.188	0.432	0.829	0.076	0.083	0.44	14.732	0	1.627	5.838	0	0	3.326	15.471	0	1.307	1.945	22.246	0	0	0	2.088
100	0	0.28	1.4	0	0.05	0.01	0.19	0.315	0	0	0.44	0	0.03	0.48	0	0	0	0	0.46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.4	0	1.57	3.69	0	0	3.99	7.36	0.36	0.32	1.91	5.58	4.41	0	3.59	0
201	0	0.04	0.296	0	0.012	0	0.012	0	0	0	0.055	0	0	0.599	0	0	0	0	0.024	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.134	0	0.163	0.379	0.226	0	0.552	1.958	0.085	0.156	0.228	2.558	0.815	0	0.235	0
202	0	0.069	0.402	0	0.01	0	0.612	0.074	0	0	0.098	0	0.186	1.006	0	0	0	0	1.445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.635	0	0.267	0.638	0	0	1.146	2.321	0.098	0.085	0.384	3.04	0.965	0	14.562	0
203	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	0	0	0	0	0	0	0	0	0	0	0	2.201	0	0	0	0	0	0	0	0	0
300	0	0	3.52	0	0.058	0.015	0.297	0	0	0	1.048	0	0.088	11.85	0	0	0	0	0.705	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.77	0	2.874	6.099	0	0	223.823	76.038	0.752	2.096	4.015	18.982	7.022	0	7.109	0
401	0	0.176	0	0	0.045	0.011	0.187	0.258	0	0	0.281	0	0.021	2.837	0	0	0	0	0.591	0	0	0	0	0	0	0	0	0	0	0	0	0	0	150.497	0	0.741	0.793	1.041	0	2.537	5.066	0.405	0.351	2.981	71.386	3.745	0	4.137	0
402	0	0.099	0	0	0.029	0	0.091	0.11	0	0	0.178	0	0.016	1.833	0	0	0	0	0.226	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5.39	0	0.401	0.482	0.577	0	1.395	3.07	0.227	0.192	1.866	4.758	55.67	0	2.278	0
500	0	0.01	0	0	0	0	0.015	0.014	0	0	0.02	0	0	0.23	0	0	0	0	0.046	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.667	0	0.051	0.051	0.075	0	0.17	0.405	0.034	0.017	0.206	0.57	0.261	0	0.324	0
601	0	0.232	0	0	0.061	0.012	0.228	0.145	0	0	0.378	0	0.031	4.122	0	0	0	0	0.967	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.98	0	0.98	1.048	1.382	0	3.373	8.956	0.36	0	4.107	12.998	4.982	0	6.727	0
602	0	0.331	0	0	0.085	0.021	0.703	0.117	0	0	0.521	0	0.062	5.286	0	0	0	0	1.709	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.131	0	1.373	1.47	1.932	0	4.698	7.22	0.736	0	5.77	10.484	6.949	0	11.816	0
603	0	1.843	0	0	0.47	0.087	1.752	0.799	0	0	2.963	0	0.177	24.352	0	0	0	0	4.574	0	0	0	0	0	0	0	0	0	0	0	0	0	0	101.946	0	7.702	8.253	10.839	0	26.448	43.526	4.154	0	32.39	63.137	39.101	0	31.745	0
604	0	0.563	0	0	0.124	0.018	0.43	0.1	0	0	0.875	0	0.012	7.299	0	0	0	0	0.424	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.538	0	2.307	2.455	3.235	0	7.908	4.88	1.243	0	11.508	7.083	11.698	0	2.881	0
605	0	0.347	0	0	0.077	0.023	0.265	0.1	0	0	0.539	0	0.015	11.24	0	0	0	0	0.54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.809	0	1.421	1.512	1.992	0	4.871	6.214	0.766	0	6.002	9.02	7.205	0	3.669	0
700	0	0	0	0	0	0	0	0.001	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	0.113	0	0.013	0	0.017	0	0.031	0.038	0	0	94.31	110.719	0.047	0	0.038	0
1001	548.532	0	0	0	10.015	2.027	36.863	100.35	22.383	0	26.545	34.426	8.856	766.893	0	0	0	0	20.562	0	0	0	0	0	99.264	12.02	0	30.547	57.772	65.239	16.266	12.121	23.85	0	3361.167	0	0	490.636	539.162	0	0	0	0	0	2087.32	267.981	89.56	89.912	0
1002	0	136.328	0	25.961	2.978	0.725	0	0	18.017	0	25.26	0	0	0	0	0	91	0	0	0	0	0	0	0	0	0	0	24.627	0	0	0	0	0	4126.185	0	37.252	64.399	181.287	0	78.864	0	41.29	29.486	359.794	0	0	279.42	0	111.124
1003	0	0	0	0	0	0	0	10.356	3.489	0	4.514	5.401	2.288	6.314	0	0	0	0	0	0	0	0	0	0	15.497	1.26	0	4.779	9.016	10.194	2.536	1.894	2.5	257.436	279.524	0	676.655	0	0	0	0	0	0	0	22.416	0	0	0	0
1004	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	0	0	0	0	407.058	0	714.389	0	0	0	0	0	0	0	0	0	0	0	0	0
1005	0	0	0	0	0	0	0	53.345	5.194	0	12.378	8.02	0.376	25.43	0	0	0	0	0	0	0	0	0	0	23.049	2.5	0	7.098	13.417	15.153	3.772	2.804	4.95	530.891	274.352	0	55.009	0	639.86	0	0	0	0	0	1.273	0	0	0	0
1006	0	0	0	0	2.155	0.541	10.306	17.315	0.678	0	1.737	1.035	0.286	60.171	0	0	0	0	0.24	0	0	0	0	0	8.4	1.98	0	0.898	1.693	1.908	0.471	0.361	0.55	0	99.46	0	0	758.097	0	0	0	0	0	0	40.149	18.3	15.573	14.144	0
1007	0	0	18.903	0	19.908	4.01	1.704	0	2.414	0	2.085	3.707	1.749	0	0	0	0	0	12.504	0	0	0	0	102.801	10.722	1.29	0	3.3	6.242	7.051	1.759	1.314	2.56	0	0	0	0	0	0	0	442.456	158	107	0	8.512	133.027	54.767	105.958	30
1008	0	0	91.674	39.774	7.144	1.723	9.705	0	2.748	0	0.233	1.091	5.012	0	0	0	0	0	33.153	0	0	0	0	170.404	12.039	5.81	0	3.515	7.036	6.511	1.621	1.86	8	0	0	0	0	0	0	342.655	0	5.155	51.108	1.384	40	0.92	28.783	46	136.621
1009	0	0	22.019	23	0.951	0.188	0.163	0	0.903	0	0.494	1.395	0.787	0	0	0	0	0	0.585	0	0	0	0	20	3.99	0.39	0	1.223	2.315	2.621	0.646	0.481	0.78	0	8.462	0	0	0	0	104	19.123	0	351	0	0.596	17.019	0	0	0
1010	0	0	0	0	0.88	0.176	0.163	0	0	0	0	0	0	0	0	0	0	0	0.461	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	113	22.932	285	0	0	0	6.347	4.721	12.879	0
1011	0	0	0	0	2.148	0.429	2.025	4.066	9.535	0	21.432	12.503	1.862	45.906	0	0	0	0	2.431	0	0	0	0	0	31.246	2.47	0	11.026	20.831	23.519	5.856	4.35	10.8	13.973	34.371	48.417	0	0	0	0	24.117	0	0	0	248.76	24.022	56.275	6.058	0
1012	0	15.752	0	0	0	0	0	0	4.925	0	3.862	9.105	3	0	0	0	0	0	0	0	0	0	0	0	62.146	13.43	0	4.674	58.711	54.307	13.544	15.514	30.18	1489.634	0	86.452	173.883	193.106	0	0	0	0	0	227.95	0	0	0	102	0
1013	0	0	25.658	0	0	0	0	0	11.924	0	9.846	18.362	3.044	0	0	0	0	0	0	21.117	0	0	0	85.607	52.899	19.92	0	16.284	30.786	34.767	8.659	6.462	9.76	43.902	0	46.273	10.764	0	0	130.822	1.77	5.033	19.011	22.52	0	0	0	0	0
1014	0	0	17.263	4.102	6.893	1.671	0	50	0	0	16.224	0	0	1.246	0	0	0	0	0	0	0	0	0	0	0	50	0	0	0	0	0	0	0	80.203	614.59	8.935	18.019	0	0	0	12.726	0	0	11.211	48.379	0	0	0	4.741
1015	0	11.623	20.986	9.958	4.087	0.992	0	0	1.443	0	1.172	0.57	0	0	0	0	0	0	0	0	0	0	0	0	7.031	1.55	0	1.229	2.856	65.468	0.489	0.56	3.82	97.502	0	10.795	38.583	0	0	32.074	102.407	0	12.647	17.271	3.431	0	0	0	20.156
1018	0	0	0	0	0	0	0.513	0	0	0	0	0	0.246	8.745	0	0	0	0	1.328	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.602	0	0	0	0	0	63.487	0	0	0	5.009	0	4.708	13.923	0

AECOM

Appendix G

Full GEH Comparison Table

Movement / Section	Movement / Approach	Auto AM	Existing AM Model Volume / Link GEH / Turn GEH		
Park Lawn Rd & Lake Shore Blvd W	SBR	212	243		2.06
	SBT	139	110		2.60
	SBL	840	612		8.46
	SB	**1191**	**965**	6.88	
	EBR	8	0		4.00
	EBT	907	940		1.09
	EBL	203	286		5.31
	EB	**1118**	**1226**	3.15	
	NBR	23	0		6.78
	NBT	168	25		14.56
	NBL	34	12		4.59
	NB	**225**	**37**	16.43	
	WBR	362	401		2.00
	WBT	353	308		2.48
	WBL	11	17		1.60
	WB	**726**	**726**	0.00	
Park Lawn Rd & Metro Driveway	SBR	77	65		1.42
	SBT	1067	761		10.12
	SBL	0	0		0.00
	SB	**1144**	**826**	10.13	
	EBR	124	208		6.52
	EBT	0	0		0.00
	EBL	267	230		2.35
	EB	**391**	**438**	2.31	
	NBR	0	0		0.00
	NBT	722	716		0.22
	NBL	11	0		4.69
	NB	**733**	**716**	0.63	
	WBR	0	0		0.00
	WBT	0	0		0.00
	WBL	0	0		0.00
	WB	**0**	**0**	0.00	
Park Lawn Rd & South Beach Condos Driveway	SBR	34	15		3.84
	SBT	1084	722		12.05
	SBL	0	0		0.00
	SB	**1118**	**737**	12.51	
	EBR	60	99		4.37
	EBT	0	0		0.00
	EBL	107	104		0.29
	EB	**167**	**203**	2.65	
	NBR	0	0		0.00
	NBT	972	937		1.13
	NBL	17	4		4.01
	NB	**989**	**941**	1.55	
Park Lawn Rd & Gardiner South Ramp Terminal	SBR	27	1		6.95
	SBT	293	232		3.77
	SB	**320**	**233**	5.23	
	EBR	825	508		12.28
	EBL	585	438		6.50
	EB	**1410**	**946**	13.52	
	NBT	1043	1003		1.25
	NBL	36	32		0.69
	NB	**1079**	**1035**	1.35	
	SBR	406	467		2.92
	SBT	312	233		4.79
	SB	**718**	**700**	0.68	
	NBT	1010	769		8.08

Park Lawn Rd & Gardiner North Ramp Terminal	NBL	618	655		1.47
	NB	**1628**	**1424**	5.22	
	WBR	30	25		0.95
	WBT	74	69		0.59
	WBL	8	1		3.30
	WB	**112**	**95**	1.67	
Park Lawn Rd & Starbucks Driveway	SBR	70	95		2.75
	SBT	627	617		0.40
	SBL	26	43		2.89
	SB	**723**	**755**	1.18	1.18
	EBR	87	92		0.53
	EBL	33	35		0.34
	EB	**120**	**127**	0.63	0.63
	NBR	26	26		0.00
	NBT	975	747		7.77
	NBL	39	20		3.50
	NB	**1040**	**793**	8.16	8.16
	WBR	4	2		1.15
	WBT	1			1.41
	WBL	4	1		1.90
	WB	**9**	**3**	2.45	2.45
Park Lawn Rd & The Queensway	SBR	195	177		1.32
	SBT	388	403		0.75
	SBL	79	75		0.46
	SB	**662**	**655**	0.27	
	EBR	125	84		4.01
	EBT	1262	1167		2.73
	EBL	112	106		0.57
	EB	**1499**	**1357**	3.76	
	NBR	485	264		11.42
	NBT	367	457		4.43
	NBL	160	61		9.42
	NB	**1012**	**782**	7.68	
	WBR	38	3		7.73
	WBT	860	884		0.81
	WBL	210	270		3.87
	WB	**1108**	**1157**	1.46	
The Queensway & Aldgate Ave	SBR	31	31		0.00
	SBL	16	17		0.25
	SB	**47**	**48**	0.15	
	EBT	1819	1508		7.63
	EBL	7	0		3.74
	EB	**1826**	**1508**	7.79	
	WBR	29	21		1.60
	WBT	1077	1130		1.60
	WB	**1106**	**1151**	1.34	
The Queensway & Smithfield Dr	SBR	21	9		3.10
	SBL	2	12		3.78
	SB	**23**	**21**	0.43	
	EBL	5	14		2.92
	EBT	1830	1514		7.73
	EB	**1835**	**1528**	7.49	
	WBR	2	6		2.00
	WBT	1085	1143		1.74
	WB	**1087**	**1149**	1.85	
The Queensway & Stephen Dr	SBR	23	23		0.00
	SBL	264	270		0.37
	SB	**287**	**293**	0.35	
	EBT	1828	1529		7.30
	EBL	4	0		2.83

	EB	**1832**	**1529**	7.39	
	WBR	38	49		1.67
	WBT	1064	1127		1.90
	WB	**1102**	**1176**	2.19	
The Queensway & Ontario Food Terminal	EBR	74	80		0.68
	EBT	2018	1717		6.97
	EB	**2092**	**1797**	6.69	
	NBR	26	23		0.61
	NBL	1	1		0.00
	NB	**27**	**24**	0.59	
	WBT	1101	1176		2.22
	WBL	21	24		0.63
	WB	**1122**	**1200**	2.29	
The Queensway & TD Plaza	SBR	10	5		1.83
	SBT	3	0		2.45
	SBL	3	10		2.75
	SB	**16**	**15**	0.25	
	EBR	104	91		1.32
	EBT	1927	1631		7.02
	EBL	13	14		0.27
	EB	**2044**	**1736**	7.08	
	NBR	15	15		0.00
	NBT	3	3		0.00
	NBL	49	50		0.14
	NB	**67**	**68**	0.12	
	WBR	4	7		1.28
	WBT	1063	1149		2.59
	WBL	28	46		2.96
	WB	**1095**	**1202**	3.16	
The Queensway & The Kingsway Interchange	SBR	264	227		2.36
	SBT	271	328		
	SBL	607	342		
	SB	**1142**	**897**		
	EBR	561	180		
	EBT	862	1038		5.71
	EBL	522	445		3.50
	EB	**862**	**1663**		
	NBT		599		
	NBL		144		
	NB	**0**	**743**		
	WBR	220	96		
	WBT	785	824		1.37
	WBL		0		
	WB	**1005**	**920**		
The Queensway & Southport / NXT II Condos Driveway	EBR	2	3		0.63
	EBT	1467	1375		2.44
	EB	**1469**	**1378**	2.41	
	NBR	32	0		8.00
	NB	**32**	**0**	8.00	
	WBR	35	83		6.25
	WBT	899	848		1.73
	WB	**934**	**931**	0.10	
	SBR	106	74		3.37
	SB	**106**	**74**	3.37	
	SBR	44	185		13.18
	SBT	318	253		3.85
	SBL	122	123		0.09
	SB	**484**	**561**	3.37	
	EBR	115	94		2.05
	EBT	1304	1138		4.75

The Queensway & Windermere	EBL	80	128		4.71
	EB	**1499**	**1360**	3.68	
	NBR	109	80		2.98
	NBT	137	93		4.10
	NBL	160	69		8.50
	NB	**406**	**242**	9.11	
	WBR	23	23		0.00
	WBT	730	676		2.04
	WBL	63	49		1.87
	WB	**816**	**748**	2.43	
Lake Shore Blvd W & Windermere	SBR	357	192		9.96
	SBT	4	2		1.15
	SBL	210	209		0.07
	SB	**571**	**403**	7.61	
	EBR	2	1		0.82
	EBT	3598	3490		1.81
	EBL	236	157		5.64
	EB	**3836**	**3648**	3.07	
	WBR	80	82		0.22
	WBT	1397	1386		0.29
	WBL	0	0		0.00
	WB	**1477**	**1468**	0.23	
Lake Shore Blvd W & Palace Pier	EBR	65	0		11.40
	EBT	1198	1091		3.16
	EB	**1263**	**1091**	5.01	
	NBR	80	81		0.11
	NBL	40	14		5.00
	NB	**120**	**95**	2.41	
Lake Shore Blvd W & Marine Parade	EBR	28	13		3.31
	EBT	1125	1005		3.68
	EB	**1153**	**1018**	4.10	
	NBR	138	57		8.20
	NBL	66	13		8.43
	NB	**204**	**70**	11.45	
	WBT	40	14		5.00
	WBL	0	0		0.00
	WB	**40**	**14**	5.00	
Lake Shore Blvd W & Newport Beach Condos / Streetcar Tunnel	SBR	0			0.00
	SB	**0**		0.00	
	EBR	14	29		3.23
	EBT	1148	977		5.25
	EBL	0			0.00
	EB	**1162**	**1006**	4.74	
	NBR	5	43		7.76
	NBL	38	34		0.67
	NB	**43**	**77**	4.39	
	WBT	106	56		5.56
	WB	**106**	**56**	5.56	
Lake Shore Blvd W & Brookers Ln	SBR	374	394		1.02
	SBT	35	38		0.50
	SBL	47	16		5.52
	SB	**456**	**448**	0.38	
	EBR	25	29		0.77
	EBT	1020	887		4.31
	EBL	694	618		2.97
	EB	**1739**	**1534**	5.07	
	NBR	95	96		0.10
	NBT	63	64		0.13
	NBL	184	185		0.07
	NB	**342**	**345**	0.16	

	WBR	17	0		5.83
	WBT	124	89		3.39
	WBL	3	0		2.45
	WB	**144**	**89**	5.10	
Lake Shore Blvd W & Silver Moon Dr	EBT	1722	1536		4.61
	EBR	58	13		7.55
	EB	**1780**	**1549**	5.66	
	NBL	33	51		2.78
	NBR	17	38		4.00
	NB	**50**	**89**	4.68	
	WBL	7	1		3.00
	WBT	675	672		0.12
	WB	**682**	**673**	0.35	
Lake Shore Blvd W & Shore Breeze Dr	EBT	1743	1508		5.83
	EBR	27	61		5.13
	EB	**1770**	**1569**	4.92	
	NBL	25	41		2.79
	NBR	37	30		1.21
	NB	**62**	**71**	1.10	
	WBL	7	36		6.25
	WBT	701	630		2.75
	WB	**708**	**666**	1.60	
Gardiner Off-Ramp & Legion Rd N	EBT	1150	683		15.43
	EBR	50	60		1.35
	EB	**1200**	**743**	14.66	
	NBR	260	262		0.12
	NB	**260**	**262**	0.12	
	WBL	63	33		4.33
	WB	**63**	**33**	4.33	
The Queensway & Royal York Rd	EBL	66	65		0.12
	EBT	825	788		1.30
	EBR	122	122		0.00
	EB	**1013**	**975**	1.21	
	NBL	110	109		0.10
	NBT	312	308		0.23
	NBR	85	105		2.05
	NB	**507**	**522**	0.66	
	WBL	123	126		0.27
	WBT	778	781		0.11
	WBR	131	128		0.26
	WB	**1032**	**1035**	0.09	
	SBL	123	159		3.03
	SBT	234	232		0.13
	SBR	121	121		0.00
	SB	**478**	**512**	1.53	
The Queensway & Grand Ave	EBT	1000	1004		
	EBR	33	44		
	EB	**1033**	**1048**	0.47	
	NBL	71	69		
	NBR	499	366		
	NB	**570**	**435**		
	WBL	254	158		
	WBT	961	963		
	WB	**1215**	**1121**	2.75	
Kipling & Gardiner WB Off-Ramp	NBT	647	646		0.04
	NB	**647**	**646**	0.04	
	WBL	427	390		1.83
	WBR	364	322		2.27
	WB	**791**	**712**	2.88	
	SBT	664	664		0.00

	SB	**664**	**664**	0.00	
Lake Shore & Legion Road S	EBT	952	1009		1.82
	EB	**952**	**1009**	1.82	
	NBL	35	34		0.17
	NBR	54	68		1.79
	NB	**89**	**102**	1.33	
	WBT	550	486		2.81
	WBR	40	50		1.49
	WB	**590**	**536**	2.28	
	SBL	117	122		0.46
	SBR	44	44		0.00
	SB	**161**	**166**	0.39	
Mainline Sections					
Gardiner EB W of Kipling		7039	7108	0.82	
Gardiner EB W of Kipling (Collector)		3856	2522		
Gardiner EB W of Islington (Core)		3183	4563		
Gardiner EB W of Horner (Collector)		4266	2924		
Gardiner EB W of Islington N-to-E On-Ramp (Collector)		3740	2821		
Gardiner EB W of Royal York (Collector)		3949	3001		
Gardiner EB W of Park Lawn (Core)		5932	6818	11.10	
Gardiner EB W of Brookers Ln On-Ramp		3374	4372		
Gardiner EB W of S Kingsway On-Ramp		4148	5070		
Gardiner EB W of Jameson Off-Ramp		5090	5569	6.57	
Gardiner EB W of Jameson On-Ramp		3955	4707	11.43	
Gardiner EB W of Lake Shore Blvd WB On-Ramp		5134	5354		
Gardiner WB W of Kipling		6854	7538		
Gardiner WB W of Kipling (Core)		4243	5074		
Gardiner WB W of Kipling (Collector)		2611	2464		
Gardiner WB W of Collector Transfer (Collector)		2975	2750		
Gardiner WB W of St Lawrence Off-Ramp (Collector)		2037	2248		
Gardiner WB W of Islington On-Ramp (Collector)		2216	2415	4.13	
Gardiner WB W of Islington (Core)		5181	5579	5.42	
Gardiner WB W of Islington Off-Ramp (Collector)		2174	1987		
Gardiner WB W of Core-Collector Split (Collector)		2174	2349		
Gardiner WB W of Park Lawn On-Ramp		7355	7926		
Gardiner WB W of Lake Shore Blvd On-Ramp		6257	6816	6.91	
Gardiner WB W of Brookers Ln Off-Ramp		6257	5564		
Gardiner WB W of S Kingsway Off-Ramp		6257	5880		
Gardiner WB W of Jameson On-Ramp		5350	6205	11.24	
Gardiner WB W of Jameson Off-Ramp		4909	6035		
Ramps					
Eastbound On-Ramp from Kipling SB		410	411	0.05	
Eastbound Off-Ramp to Horner Ave		589	401	8.45	
Eastbound On-Ramp from Horner Ave		310	308	0.11	
Eastbound Off-Ramp to Islington SB		247	171	5.26	
Eastbound On-Ramp from Islington SB		356	355	0.05	
Eastbound Off-Ramp to Islington NB		478	322	7.80	
Eastbound On-Ramp from Islington NB		331	331	0.00	
Eastbound Collector to Core Transfer W of Royal York Rd		2749	2257	9.83	
Eastbound Off-Ramp to Lake Shore Blvd W		2558	2503	1.09	
Eastbound On-Ramp from Lake Shore Blvd W/Brookers Ln		774	684	3.33	
Eastbound On-Ramp from Queensway		561	180	19.79	
Eastbound On-Ramp from Kingsway		381	328	2.81	
Eastbound Off-Ramp to Jameson		1135	872	8.30	
Eastbound On-Ramp from Lake Shore Blvd W EB		1179	657	17.23	
Eastbound On-Ramp from Lake Shore Blvd W WB		687	782	3.51	
Westbound On-Ramp from Kipling SB		180	180	0.00	
Westbound On-Ramp from Kipling NB		247	246	0.06	
Westbound Off-Ramp to Kipling Ave		791	712	2.88	
Westbound Off-Ramp to St. Lawrence St		179	166	0.99	

Westbound Core to Collector Transfer W of Islington		938	501	16.29	
Westbound On-Ramp from Islington SB		428	430	0.10	
Westbound Off-Ramp to Islington NB		386	364	1.14	
Westbound On-Ramp from Park Lawn		1098	1191	2.75	
Westbound On-Ramp from Lake Shore Blvd W		1573	1407	4.29	
Westbound Off-Ramp to Lake Shore Blvd W/Brookers Ln		456	267	9.94	
Westbound Off-Ramp to Kingsway		390	299	4.90	
Westbound On-Ramp from Jameson Avenue		441	437	0.19	
Westbound Off-Ramp to Jameson Avenue		354	339	0.81	

Movement / Section	Movement / Approach	Auto PM	Existing PM Model Volume / Link GEH / Turn GEH		
Park Lawn Rd & Lake Shore Blvd W	SBR	340	227		6.71
	SBT	152	124		2.38
	SBL	584	503		3.47
	SB	**1076**	**854**	7.15	
	EBR	68	16		8.02
	EBT	547	517		1.30
	EBL	166	193		2.02
	EB	**781**	**726**	2.00	
	NBR	20	4		4.62
	NBT	138	34		11.21
	NBL	51	108		6.39
	NB	**209**	**146**	4.73	
	WBR	350	360		0.53
	WBT	729	766		1.35
	WBL	11	10		0.31
	WB	**1090**	**1136**	1.38	
Park Lawn Rd & Metro Driveway	SBR	272	235		2.32
	SBT	990	776		7.20
	SBL	0	0		0.00
	SB	**1262**	**1011**	7.45	
	EBR	86	79		0.77
	EBT	0	0		0.00
	EBL	138	164		2.12
	EB	**224**	**243**	1.24	
	NBR	0	0		0.00
	NBT	603	587		0.66
	NBL	51	0		10.10
	NB	**654**	**587**	2.69	
	WBR	0	0		0.00
	WBT	0	0		0.00
	WBL	0	0		0.00
	WB	**0**	**0**	0.00	
Park Lawn Rd & South Beach Condos Driveway	SBR	93	97		0.41
	SBT	1227	1000		6.80
	SBL	0	0		0.00
	SB	**1320**	**1097**	6.41	
	EBR	35	10		5.27
	EBT	0	0		0.00
	EBL	52	67		1.94
	EB	**87**	**77**	1.10	
	NBR	0	0		0.00
	NBT	699	732		1.23
	NBL	42	16		4.83
	NB	**741**	**748**	0.26	
Park Lawn Rd & Gardiner South Ramp Terminal	SBR	44	49		0.73
	SBT	472	464		0.37
	SB	**516**	**513**	0.13	
	EBR	848	633		7.90
	EBL	644	678		1.32
	EB	**1492**	**1311**	4.83	
	NBT	676	790		4.21
	NBL	75	6		10.84
	NB	**751**	**796**	1.62	
	SBR	442	383		2.90
	SBT	513	513		0.00
	SB	**955**	**896**	1.94	
	NBT	936	944		0.26

Park Lawn Rd & Gardiner North Ramp Terminal	NBL	384	522		6.48
	NB	**1320**	**1466**	3.91	
	WBR	4	5		0.47
	WBT	3	2		0.63
	WBL	3	1		1.41
	WB	**10**	**8**	0.67	
Park Lawn Rd & Starbucks Driveway	SBR	24	22		0.42
	SBT	904	853		1.72
	SBL	0	0		0.00
	SB	**928**	**875**	1.77	1.77
	EBR	33	22		2.10
	EBL	20	26		1.25
	EB	**53**	**48**	0.70	0.70
	NBR	1	0		1.41
	NBT	912	912		0.00
	NBL	27	39		2.09
	NB	**940**	**951**	0.36	0.36
	WBR	25	23		0.41
	WBT	0			0.00
	WBL	18	23		1.10
	WB	**43**	**46**	0.45	0.45
Park Lawn Rd & The Queensway	SBR	173	180		0.53
	SBT	333	364		1.66
	SBL	77	88		1.21
	SB	**583**	**632**	1.99	
	EBR	189	156		2.51
	EBT	1001	1038		1.16
	EBL	203	234		2.10
	EB	**1393**	**1428**	0.93	
	NBR	474	420		2.55
	NBT	345	462		5.82
	NBL	138	79		5.66
	NB	**957**	**961**	0.13	
	WBR	90	8		11.71
	WBT	985	990		0.16
	WBL	406	353		2.72
	WB	**1481**	**1351**	3.45	
The Queensway & Aldgate Ave	SBR	9	0		4.24
	SBL	5	21		4.44
	SB	**14**	**21**	1.67	
	EBT	1530	1517		0.33
	EBL	22	23		0.21
	EB	**1552**	**1540**	0.31	
	WBR	50	79		3.61
	WBT	1472	1349		3.28
	WB	**1522**	**1428**	2.45	
The Queensway & Smithfield Dr	SBR	14	13		0.27
	SBL	2	8		2.68
	SB	**16**	**21**	1.16	
	EBL	13	42		5.53
	EBT	1522	1498		0.62
	EB	**1535**	**1540**	0.13	
	WBR	15	21		1.41
	WBT	1508	1416		2.41
	WB	**1523**	**1437**	2.24	
The Queensway & Stephen Dr	SBR	36	0		8.49
	SBL	113	142		2.57
	SB	**149**	**142**	0.58	
	EBT	1494	1478		0.42
	EBL	30	30		0.00

	EB	**1524**	**1508**	0.41	
	WBR	130	272		10.02
	WBT	1487	1437		1.31
	WB	**1617**	**1709**	2.26	
The Queensway & Ontario Food Terminal	EBR	7	11		1.33
	EBT	1600	1608		0.20
	EB	**1607**	**1619**	0.30	
	NBR	2	2		0.00
	NBL	0	0		0.00
	NB	**2**	**2**	0.00	
	WBT	1617	1709		2.26
	WBL	4	0		2.83
	WB	**1621**	**1709**	2.16	
The Queensway & TD Plaza	SBR	13	17		1.03
	SBT	8	0		4.00
	SBL	6	11		1.71
	SB	**27**	**28**	0.19	
	EBR	308	310		0.11
	EBT	1291	1293		0.06
	EBL	3	7		1.79
	EB	**1602**	**1610**	0.20	
	NBR	83	115		3.22
	NBT	1	0		1.41
	NBL	265	279		0.85
	NB	**349**	**394**	2.33	
	WBR	9	5		1.51
	WBT	1343	1411		1.83
	WBL	151	166		1.19
	WB	**1503**	**1582**	2.01	
The Queensway & The Kingsway Interchange	SBR	286	287		0.06
	SBT	499	617		
	SBL	222	44		
	SB	**1007**	**948**		
	EBR	206	90		9.54
	EBT	1008	1048		1.25
	EBL	166	283		7.81
	EB	**1008**	**1421**		
	NBT		552		
	NBL		280		
	NB	**0**	**832**		
	WBR	50	39		
	WBT	1181	1027		
	WBL		0		
	WB	**1231**	**1066**		
The Queensway & Southport / NXT II Condos Driveway	EBR	24	57		5.19
	EBT	1206	1028		5.33
	EB	**1230**	**1085**	4.26	
	NBR	21	0		6.48
	NB	**21**	**0**	6.48	
	WBR	57	60		0.39
	WBT	1184	1027		4.72
	WB	**1241**	**1087**	4.51	
	SBR	47	39		1.22
	SB	**47**	**39**	1.22	
	SBR	63	120		5.96
	SBT	268	245		1.44
	SBL	74	101		2.89
	SB	**405**	**466**	2.92	
	EBR	146	90		5.16
	EBT	989	711		9.54

The Queensway & Windermere	EBL	92	184		7.83
	EB	**1227**	**985**	7.28	
	NBR	22	101		10.07
	NBT	312	292		1.15
	NBL	132	38		10.20
	NB	**466**	**431**	1.65	
	WBR	46	46		0.00
	WBT	1046	929		3.72
	WBL	112	86		2.61
	WB	**1204**	**1061**	4.25	
Lake Shore Blvd W & Windermere	SBR	414	322		4.80
	SBT	8	9		0.34
	SBL	104	108		0.39
	SB	**526**	**439**	3.96	
	EBR	0	16		5.66
	EBT	3253	2865		7.02
	EBL	364	365		0.05
	EB	**3617**	**3246**	6.33	
	WBR	102	101		0.10
	WBT	2405	2462		1.16
	WBL	3	3		0.00
	WB	**2510**	**2566**	1.11	
Lake Shore Blvd W & Palace Pier	EBR	102	99		0.30
	EBT	815	738		2.76
	EB	**917**	**837**	2.70	
	NBR	76	111		3.62
	NBL	57	0		10.68
	NB	**133**	**111**	1.99	
Lake Shore Blvd W & Marine Parade	EBR	63	40		3.20
	EBT	848	781		2.35
	EB	**911**	**821**	3.06	
	NBR	69	36		4.55
	NBL	67	0		11.58
	NB	**136**	**36**	10.78	
	WBT	57	0		10.68
	WBL	0	0		0.00
	WB	**57**	**0**	10.68	
Lake Shore Blvd W & Newport Beach Condos / Streetcar Tunnel	SBR	0			0.00
	SB	**0**		0.00	
	EBR	23	55		5.12
	EBT	910	806		3.55
	EBL	0			0.00
	EB	**933**	**861**	2.40	
	NBR	1	15		4.95
	NBL	17	79		8.95
	NB	**18**	**94**	10.16	
	WBT	124	47		8.33
	WB	**124**	**47**	8.33	
Lake Shore Blvd W & Brookers Ln	SBR	869	834		1.20
	SBT	122	127		0.45
	SBL	90	108		1.81
	SB	**1081**	**1069**	0.37	
	EBR	155	165		0.79
	EBT	779	605		6.61
	EBL	103	126		2.15
	EB	**1037**	**896**	4.54	
	NBR	64	145		7.92
	NBT	10	25		3.59
	NBL	103	235		10.15
	NB	**177**	**405**	13.37	

	WBR	7	19		3.33
	WBT	122	108		1.31
	WBL	12	0		4.90
	WB	**141**	**127**	1.21	
Lake Shore Blvd W & Silver Moon Dr	EBT	1017	944		2.33
	EBR	110	76		3.53
	EB	**1127**	**1020**	3.27	
	NBL	38	25		2.32
	NBR	20	34		2.69
	NB	**58**	**59**	0.13	
	WBL	34	34		0.00
	WBT	1060	1105		1.37
	WB	**1094**	**1139**	1.35	
Lake Shore Blvd W & Shore Breeze Dr	EBT	1109	857		8.04
	EBR	42	115		8.24
	EB	**1151**	**972**	5.49	
	NBL	15	32		3.51
	NBR	18	37		3.62
	NB	**33**	**69**	5.04	
	WBL	23	69		6.78
	WBT	1075	1103		0.85
	WB	**1098**	**1172**	2.20	
Gardiner Off-Ramp & Legion Rd N	EBT	1291	1086		5.95
	EBR	173	195		1.62
	EB	**1464**	**1281**	4.94	
	NBR	201	227		1.78
	NB	**201**	**227**	1.78	
	WBL	119	57		6.61
	WB	**119**	**57**	6.61	
The Queensway & Royal York Rd	EBL	158	157		0.08
	EBT	901	979		2.54
	EBR	107	108		0.10
	EB	**1166**	**1244**	2.25	
	NBL	113	112		0.09
	NBT	285	282		0.18
	NBR	126	47		8.49
	NB	**524**	**441**	3.78	
	WBL	127	127		0.00
	WBT	986	887		3.24
	WBR	80	99		2.01
	WB	**1193**	**1113**	2.36	
	SBL	113	125		1.10
	SBT	351	345		0.32
	SBR	104	104		0.00
	SB	**568**	**574**	0.25	
The Queensway & Grand Ave	EBT	1092	1104		
	EBR	48	41		
	EB	**1140**	**1145**	0.15	
	NBL	42	39		
	NBR	301	322		
	NB	**343**	**361**		
	WBL	145	171		
	WBT	1151	1071		
	WB	**1296**	**1242**	1.52	
Kipling & Gardiner WB Off-Ramp	NBT	615	715		3.88
	NB	**615**	**715**	3.88	
	WBL	357	424		3.39
	WBR	238	286		2.97
	WB	**595**	**710**	4.50	
	SBT	1247	1057		5.60

	SB	**1247**	**1057**	5.60	
Lake Shore & Legion Road S	EBT	706	657		1.88
	EB	**706**	**657**	1.88	
	NBL	13	13		0.00
	NBR	23	23		0.00
	NB	**36**	**36**	0.00	
	WBT	987	846		4.66
	WBR	57	74		2.10
	WB	**1044**	**920**	3.96	
	SBL	57	73		1.98
	SBR	17	17		0.00
	SB	**74**	**90**	1.77	
Mainline Sections					
Gardiner EB W of Kipling		8222	8794		
Gardiner EB W of Kipling (Collector)		3593	2412		
Gardiner EB W of Islington (Core)		4629	6301		
Gardiner EB W of Horner (Collector)		4094	2746		
Gardiner EB W of Islington N-to-E On-Ramp (Collector)		3436	2659	14.08	
Gardiner EB W of Royal York (Collector)		3643	2437		
Gardiner EB W of Park Lawn (Core)		6808	7330	6.21	
Gardiner EB W of Brookers Ln On-Ramp		4082	4711		
Gardiner EB W of S Kingsway On-Ramp		4202	4751		
Gardiner EB W of Jameson Off-Ramp		4932	5390		
Gardiner EB W of Jameson On-Ramp		3963	4441	7.37	
Gardiner EB W of Lake Shore Blvd WB On-Ramp		5126	5150		
Gardiner WB W of Kipling		7816	8056		
Gardiner WB W of Kipling (Core)		4820	5373		
Gardiner WB W of Kipling (Collector)		2996	2687		
Gardiner WB W of Collector Transfer (Collector)		2920	2728		
Gardiner WB W of St Lawrence Off-Ramp (Collector)		2052	2257		
Gardiner WB W of Islington On-Ramp (Collector)		2220	2423	4.21	
Gardiner WB W of Islington (Core)		5688	5857	2.22	
Gardiner WB W of Islington Off-Ramp (Collector)		2028	1838		
Gardiner WB W of Core-Collector Split (Collector)		2028	2271		
Gardiner WB W of Park Lawn On-Ramp		7716	8143		
Gardiner WB W of Lake Shore Blvd On-Ramp		6887	7323	5.17	
Gardiner WB W of Brookers Ln Off-Ramp		5326	5178		
Gardiner WB W of S Kingsway Off-Ramp		6251	5614		
Gardiner WB W of Jameson On-Ramp		5785	6171	4.99	
Gardiner WB W of Jameson Off-Ramp		4829	5340		
Ramps					
Eastbound On-Ramp from Kipling SB		501	381	5.71	
Eastbound Off-Ramp to Horner Ave		531	516	0.66	
Eastbound On-Ramp from Horner Ave		441	475	1.59	
Eastbound Off-Ramp to Islington SB		568	501	2.90	
Eastbound On-Ramp from Islington SB		474	452	1.02	
Eastbound Off-Ramp to Islington NB		509	461	2.18	
Eastbound On-Ramp from Islington NB		242	298	3.41	
Eastbound Collector to Core Transfer W of Royal York Rd		2179	1149	25.25	
Eastbound Off-Ramp to Lake Shore Blvd W		2726	2422	5.99	
Eastbound On-Ramp from Lake Shore Blvd W/Brookers Ln		120	170	4.15	
Eastbound On-Ramp from Queensway		206	90	9.54	
Eastbound On-Ramp from Kingsway		730	618	4.31	
Eastbound Off-Ramp to Jameson		969	932	1.20	
Eastbound On-Ramp from Lake Shore Blvd W EB		1163	710	14.80	
Eastbound On-Ramp from Lake Shore Blvd W WB		193	493	16.20	
Westbound On-Ramp from Kipling SB		267	258	0.56	
Westbound On-Ramp from Kipling NB		404	407	0.15	
Westbound Off-Ramp to Kipling Ave		595	711	4.54	
Westbound Off-Ramp to St. Lawrence St		168	167	0.08	

Westbound Core to Collector Transfer W of Islington		868	470	15.39	
Westbound On-Ramp from Islington SB		569	585	0.67	
Westbound Off-Ramp to Islington NB		377	435	2.88	
Westbound On-Ramp from Park Lawn		829	906	2.61	
Westbound On-Ramp from Lake Shore Blvd W		2663	2164	10.16	
Westbound Off-Ramp to Lake Shore Blvd W/Brookers Ln		1081	445	23.02	
Westbound Off-Ramp to Kingsway		636	552	3.45	
Westbound On-Ramp from Jameson Avenue		956	841	3.84	
Westbound Off-Ramp to Jameson Avenue		91	86	0.53	

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Appendix H

Travel Time Data

HERE Data Extraction Period: Jan 1, 2018 to April 30, 2019

Route ID	Main Street	From Cross Street	To Cross Street	Length (km)	AM Peak Period Tue, Wed, Thu (7:00 - 8:59)								PM Peak Period Tue, Wed, Thu (16:00 - 17:59)							
					AM				AM				PM				PM			
					Travel Time (mins)				Travel Speed (km/hr)				Travel Time (mins)				Travel Speed (km/hr)			
					Average	Median	Maximum	Minimum	Average	Median	Maximum	Minimum	Average	Median	Maximum	Minimum	Average	Median	Maximum	Minimum
2142	Gardiner Expressway (Core) EB	Kipling	Jameson	8.34	19.45	19.04	29.10	14.48	27.74	27.83	36.20	20.21	11.50	11.34	18.57	7.20	48.50	47.54	74.05	28.70
2143	Gardiner Expressway (Core) WB	Jameson	Kipling	8.66	10.01	9.95	12.46	7.21	56.28	57.02	74.47	45.43	9.85	8.78	41.56	5.46	61.67	61.54	95.34	14.28
2144	Gardiner Expressway (Core) EB	Kipling	Islington	1.56	2.76	2.74	3.95	1.20	45.08	44.15	82.00	25.04	1.75	1.76	3.51	1.02	63.81	61.21	91.81	33.44
2145	Gardiner Expressway (Core) WB	Islington	Kipling	1.63	1.71	1.69	2.15	1.28	64.82	64.47	81.25	51.83	1.70	1.66	3.26	0.99	64.74	62.46	100.81	31.16
2146	Gardiner Expressway (Collector) EB	Kipling	Islington	1.51	2.71	2.56	4.19	1.49	54.61	54.68	81.66	39.06	2.13	1.96	4.83	1.43	65.62	68.16	85.58	39.47
2149	Gardiner Expressway (Collector) WB	Islington	Kipling	1.01	2.78	2.70	4.61	1.69	53.34	54.07	76.10	32.83	2.31	2.21	3.58	1.37	57.00	54.99	87.62	34.84
2150	Gardiner Expressway (Core) EB	Islington	Brookers Lane Ramps	3.25	7.14	7.20	8.73	4.17	33.34	32.67	56.09	23.71	3.38	3.34	5.37	2.40	63.62	62.49	85.65	37.83
2151	Gardiner Expressway (Core) WB	Brookers Lane Ramps	Islington	3.1	3.65	3.57	4.88	2.72	55.24	55.43	72.20	46.63	3.64	3.39	14.93	1.95	59.33	55.72	95.67	14.30
2152	Gardiner Expressway (Core) EB	Brookers Lane Ramps	Jameson	4.41	11.54	11.16	19.61	9.91	23.72	23.98	27.43	15.54	8.06	7.99	13.13	4.01	36.62	35.26	66.84	21.17
2153	Gardiner Expressway (Core) WB	Jameson	Brookers Lane Ramps	4.75	5.24	5.29	6.42	3.89	57.39	56.64	73.90	46.24	5.04	4.32	22.54	3.43	65.04	69.00	83.14	15.01
2154	Lakeshore Blvd EB	Legion	Park Lawn	0.38	0.79	0.74	1.54	0.57	31.74	32.14	39.79	21.26	0.67	0.66	0.85	0.57	34.44	34.16	39.51	28.74
2155	Lakeshore Blvd WB	Park Lawn	Legion	0.46	0.70	0.69	0.82	0.62	39.51	39.75	44.12	34.05	0.76	0.74	1.30	0.68	36.47	36.99	39.81	23.19
2156	Lakeshore Blvd EB	Park Lawn	Brookers	0.58	1.75	1.61	3.42	1.06	24.70	25.01	33.34	16.91	1.05	1.04	1.37	0.89	33.98	34.09	39.33	26.05
2157	Lakeshore Blvd WB	Brookers	Park Lawn	0.59	1.04	1.04	1.29	0.87	34.48	34.44	40.98	27.76	1.41	1.36	2.62	1.11	26.87	27.03	31.87	16.68
2158	Lakeshore Blvd EB	Brookers	Palace Pier	0.65	1.25	1.21	1.69	1.04	33.25	33.61	39.05	25.55	0.96	0.95	1.08	0.87	41.74	41.93	45.64	37.72
2159	Lakeshore Blvd WB	Palace Pier	Brookers	0.57	0.73	0.73	0.76	0.71	46.67	46.68	47.98	44.53	0.73	0.73	0.74	0.71	46.80	46.86	48.01	45.76
2160	Lakeshore Blvd EB	Palace Pier	Windermere	0.93	1.43	1.42	1.67	1.30	39.56	39.79	43.40	34.12	1.25	1.26	1.41	1.10	44.94	44.67	50.87	39.59
2161	Lakeshore Blvd WB	Windermere	Palace Pier	0.82	1.07	1.07	1.42	0.92	46.41	46.17	53.25	36.15	1.50	1.38	4.20	1.11	35.20	36.49	44.13	16.64
2162	Lakeshore Blvd - Brookers Ln Ramp WB	Windermere	Brookers	1.56	1.93	1.92	2.29	1.70	48.83	49.01	55.11	41.44	2.47	2.29	7.38	1.96	40.45	41.57	47.53	18.35
2163	ardiner Exit 146 off-ramp to Lakeshore E	Exit 146	Humber River	1.68	2.49	2.40	3.57	2.00	42.30	43.43	51.06	29.68	1.77	1.77	2.14	1.44	58.01	57.69	69.92	47.95
2164	The Queensway EB	Royal York	Park Lawn	1.13	2.39	2.28	4.21	1.81	32.61	33.10	38.69	24.06	2.30	2.26	3.71	1.95	31.13	31.18	35.33	26.11
2165	The Queensway WB	Park Lawn	Royal York	1.13	1.77	1.73	2.37	1.51	39.31	40.05	45.17	31.16	2.06	2.04	2.48	1.72	34.07	34.05	39.94	27.93
2166	The Queensway EB	Park Lawn	South Kingsway	1.72	3.23	3.14	4.50	2.47	35.21	35.74	42.71	26.51	2.52	2.49	2.96	2.30	41.62	42.16	45.29	35.68
2167	The Queensway EB	South Kingsway	Park Lawn	1.64	2.35	2.34	2.79	2.08	42.70	42.84	47.57	35.80	3.05	2.77	7.13	2.30	35.09	36.05	43.59	17.09
2168	The Queensway EB	South Kingsway	Windermere	0.46	0.70	0.68	0.87	0.63	40.19	40.54	44.25	33.39	0.61	0.61	0.72	0.50	45.58	45.38	54.61	38.14
2169	The Queensway WB	Windermere	South Kingsway	0.38	0.56	0.55	0.89	0.46	41.73	41.51	49.34	27.97	0.92	0.84	3.38	0.60	27.51	27.80	37.52	10.63
2170	Park Lawn NB	Lakeshore	Queensway	1.1	2.88	2.79	4.41	2.37	24.32	24.73	28.97	19.08	2.22	2.17	3.19	1.88	30.50	31.04	35.62	22.02
2171	Park Lawn SB	Queensway	Lakeshore	1.09	3.03	3.03	4.44	2.45	23.15	23.16	26.87	17.93	2.56	2.56	2.90	2.25	26.08	26.14	29.56	22.73
2172	Park Lawn NB	Lakeshore	Gardiner EB off-ramp	0.48	1.26	1.21	1.87	1.01	24.81	24.83	29.78	19.35	0.96	0.96	1.29	0.79	31.30	31.80	36.97	23.48
2173	Park Lawn SB	Gardiner EB off-ramp	Lakeshore	0.51	1.73	1.68	3.31	1.19	20.51	20.69	26.33	13.26	1.36	1.33	1.71	1.12	23.69	23.91	28.39	19.55
2175	Park Lawn NB	Gardiner EB off-ramp	Gardiner WB on-ramp	0.25	0.71	0.69	1.06	0.55	23.23	23.53	29.42	17.65	0.51	0.49	0.94	0.42	31.43	31.96	36.40	19.09
2176	Park Lawn SB	Gardiner WB on-ramp	Gardiner EB off-ramp	0.22	0.50	0.50	0.62	0.44	28.04	27.79	31.01	22.63	0.45	0.44	0.54	0.40	30.20	30.84	34.34	25.49
2177	Park Lawn NB	Gardiner EB off-ramp	Queensway	0.4	0.97	0.92	1.61	0.78	27.20	27.41	31.50	21.54	0.82	0.82	1.07	0.67	30.12	29.82	35.60	26.08
2179	Park Lawn SB	Queensway	Gardiner EB off-ramp	0.44	1.00	0.97	1.32	0.83	27.66	27.95	31.73	22.76	0.92	0.90	1.15	0.80	29.06	29.51	32.94	23.15

Start Datetime	End Datetime	Timezone	Vehicle Type	Route Number	Route Name	Avg Speed Am	Avg Speed Pm	Avg Travel Time Am	Avg Travel Time Pm	Route Length
2019-09-09 00:00	2019-11-29 23:59	America/Toronto	all	796	LAKE SHORE BLVD W (SW) To WINDERMERE AVE to LAKE SHORE BLVD W (SW) From LEGION RD	42.4	35.2	3.546	4.456	2.478795262
2019-09-09 00:00	2019-11-29 23:59	America/Toronto	all	797	LAKE SHORE BLVD W (NE) To LEGION RD to LAKE SHORE BLVD W (NE)	31.5	38.7	5.023	3.854	2.455525504
2019-09-09 00:00	2019-11-29 23:59	America/Toronto	all	798	THE QUEENSWAY (E) From UNO DR to THE QUEENSWAY (E) From WINDERMERE AVE	33.4	35.8	6.279	5.507	3.221352351
2019-09-09 00:00	2019-11-29 23:59	America/Toronto	all	799	THE QUEENSWAY (W) Between SWANSEA MEWS and WINDERMERE AVE to THE QUEENSWAY (W) From ROYAL YORK RD	40.2	33.5	5.491	6.763	3.633235197
2019-09-09 00:00	2019-11-29 23:59	America/Toronto	all	800	PARK LAWN RD (S) To THE QUEENSWAY to PARK LAWN RD (SE)	23.4	26.4	2.974	2.521	1.081871579
2019-09-09 00:00	2019-11-29 23:59	America/Toronto	all	801	PARK LAWN RD (NW) to PARK LAWN RD (N) From THE QUEENSWAY	24.3	30.8	2.906	2.218	1.107612502

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Appendix I

Model Audit Responses

Model Audit

1. **Study Area Extent and Assumptions**
    a. Model Study Area encompasses agreed upon boundaries.
2. **Check basic network connectivity**
    a. Please include the names of all the streets in the Model.
    To be completed.
    b. Please connect Queensway to Islington
    Requires recompilation of Visum matrix and new OD system.
3. **Lane schematics geometry**
    a. Please ensure that Queensway has a speed limit of 60 km/h at the east end of the Study Area
    Speed limit of 60 km/h applied east of Humber Bay Water Treatment Plant. Sped limit of 50 km/h applied to the west.
    b. Several Storage lengths in the model do not match existing conditions. For example, the Park Lawn Road Northbound Left going to Legion road is about 35 metres in the model. The storage length in existing conditions is about 50 meters.
    With the inability to add tapers in the model, storage lanes are extended to allow for smoother lane change, more akin to the taper transition.
    c. Based on the above, there is lack of tapers in Model. Please confirm if there will be any impacts on traffic operations.
    Tapers cannot be applied in Vissim. Slightly extending the storage lane allows for realistic operation during vehicle lane change.
4. **Check intersection control types and data**
    a. Verified
5. **Check Detector Placement**
    a. Verified
6. **Verify Signal Coordination**
    a. Verified
    b. Please confirm that Transit Signal Priority (if any) was coded in the Model
    TSP was identified and coded for the Lake Shore Blvd E & Newport Condos Access / TTC Streetcar Tunnel intersection.
7. **Transit Ridership, dwell time, and desired speed.**
    a. Please confirm the desired speed limits for all modes.
    Private Car: 100 km/hr (or as per speed limit)
    Heavy vehicle: 50 km/hr (or as per speed limit)
    Pedestrian: 5 km/hr
    Bus: 50 km/hr (or as per speed limit)
    Bike: 15 km/hr
    b. Please provide transit travel time in the primary study area
    To be provided in memo.
8. **Warm-up time is large enough to load network with vehicles**
    a. Please increase warmup period to 1 hour
    Model now employs 30 minute warm up, 1 hour pre peak, 1 hour peak, and 1 hour post peak.
9. **Vehicles not entered due to Queuing**
    a. Please provide vehicles not entered**.**
    To be provided in memo.

Model Performance:

10. **Traffic Volumes, Travel Time (Auto and Transit)**

a. With regards to the Park Lawn and Lakeshore Southbound left turn, please note that the simulation volumes are significantly lower than the observed (840 vs 479). This is critical intersection and movement that will require further refinement to calibrate to existing conditions.
   To be provided.
b. With regards the Lakeshore and Park Lawn Intersection, with respect to the Eastbound left movement, it was observed in the simulation that the left turn is showing aggressive behavior over pedestrian and westbound through **(Please see Attached Image #1).**
   Conflict area was redefined and aggressive behaviour is no longer observed.
c. With regards to the Park Lawn and Queensway Intersection, and with respect to the Northbound Right Turn (Channelized Yield), the simulation is showing priority of this movement over the eastbound through **(Please see Attached Image #2)**
   Conflict area was redefined and aggressive behaviour is no longer observed.
d. Overall, Park Lawn is not showing any major issues during the morning peak, which is not reflective of existing conditions.
   Park Lawn Road is shown to operate within 0 % of observed travel times for the northbound and 3% for the southbound. Vehicle GEH is shown to also be within required limits.

11. Queue Lengths

a. Kingsway (Southbound) to Queensway (Eastbound) ramp is showing excessive queueing that is not reflective of existing conditions
   Matrix demand was manually adjusted in order to reduce demand for N to E loop ramp.
b. No major queues was observed in the model on Park Lawn. Specifically for the Southbound Left, not reflecting existing conditions, which is more than 84 metres. **(Please see attached image # 3)**
   To be confirmed.

12. Calibration targets

a. GEH for Links and Turning movements are acceptable.
b. Please share the excel sheet which includes the calculation (in-cell formula) that derives the percentage of movements with different GEH values. The excel sheet provided only shows the final percentage, and no in-cell formula.
   To be provided.
c. The above comments also applies to the Mainline Volume and GEH score, as the excel sheet provided did not include all the calculations for GEH for all sections.
   To be provided.
d. Please complete the table for Intersection GEH to show delay and queueing for all intersections
   To be provided.
e. Please provide the GEH score for the primary study area only. In other words GEH score for primary study area should derived.
   To be provided.
f. The performance of the travel time / speed for Lakeshore (Eastbound) from Legion Road and Windermere will require improvement, as this an important segment to evaluate transit priority in future alternatives.
   To be revisited.

13. Model Documentation

a. Please provide model development, assumption and calibration memo
   To be provided.

14. Appropriate number of runs have been conducted

a. Please confirm if 30 runs were simulated
   30 runs were preformed to reach convergence, followed by 10 runs for result extraction.

15. Compare model animation to field characteristics

a. Northbound left at Park Lawn and Gardiner On-Ramp shows aggressive behavior that conflicts with southbound through, and is not reflective of existing condition **(Please See Image #4)**
   Conflict area was redefined and aggressive behaviour is no longer observed.

16. Runtime warning messages

a. No Warnings