

Traffic Impact Study

Proposed Residential Development

65 & 71 Agnes Street City of Mississauga, ON

UT-21-032

April 28, 2022

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Intentional Capital Real Estate 147 Liberty Street Toronto ON M6K 3G3



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RE: Traffic Impact Study (TIS)

Proposed Residential Development

65 & 71 Agnes Street, City of Mississauga ON

Reference No.: PP-21-032

UrbanTrans Engineering Solutions Inc. was retained by Intentional Capital Real Estate (the "Client") to complete this Traffic Impact Study (TIS) in support of an Official Plan Amendment (OPA) and Zoning By-law Amendment application(s). The proposed development is located at the northwest corner of Agnes Street and Cook Street intersection municipally known as 65 & 71 Agnes Street, in the City of Mississauga.

The subject site is currently occupied by two (2) single family detached residential dwellings. Based on the site plan provided by Sweeny & Co Architects dated April 22, 2022, we understand the project consists of the following components:

- ➤ Redevelop the subject property with a 29-storey residential condominium building consisting of 379 residential units including six (6) townhouse residential units.
- ➤ A total of 412 parking spaces are proposed within five (5) levels above grade and two (2) underground parking levels comprising of 57 visitor parking spaces and 355 tenant parking spaces.
- ➤ A full movement vehicular entrance is proposed via Agnes Street.

This report concludes the proposed residential development will have minimal traffic impacts to the immediate roadways and nearby intersections. It is understood that the City of Mississauga and Region of Peel are the Municipal authority to review and approve the Traffic Impact Study for the proposed development. The Study is in accordance with the municipalities Traffic Impact Study (TIS) Guidelines as well as the Terms of Reference comments received in a timely manner from the City Staff (see **Appendix A**).

We thank you for the opportunity to undertake this study. We trust the enclosed comply with your requirements. Should you have any questions, please do not hesitate to contact the undersigned.

Kind Regards,

UrbanTrans Engineering Solutions Inc.

Signature

Engineer's Seal

SRIKANTHA

Annosan Srikantha, P.Eng. President



DISCLAIMER

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RECORD OF REVISIONS

Revision	Date	Identification	Description
1	April 28, 2022	Final Report	Final Submission
-			



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1.0 INTRODUCTION

1.1 Background

UrbanTrans Engineering Solutions Inc. was retained by Intentional Capital Real Estate (the "Client") to complete this Traffic Impact Study (TIS) in support of an Official Plan Amendment (OPA) and Zoning By-law Amendment application(s).

1.2 Objective

The study will assess the following components:

- Evaluate potential impacts of traffic changes prompted by the proposed development on municipal roadways and identify any infrastructure enhancements or mitigation measures warranted to ensure the road network will operate acceptably and safely upon completion of the proposed development.
- ➤ Determine whether the proposed vehicle supply conforms to the City's Zoning By-law requirements.
- ➤ Evaluate and identify potential safety and/or operational issues associated with sight distance, access conflicts.
- ➤ Simulate vehicle swept path analysis to determine adequate space requirements are provided for passenger car, waste collection and fire/emergency vehicles.

1.3 Development Proposal

The proposed development is located at the northwest corner of Agnes Street and Cook Street intersection municipally known as 65 & 71 Agnes Street, in the City of Mississauga.

The subject site is currently occupied by two (2) single family detached residential dwellings. Based on the site plan provided by Sweeny & Co Architects dated April 22, 2022, we understand the project consists of the following components:

- ➤ Redevelop the subject property with a 29-storey residential condominium building consisting of 379 residential units including six (6) townhouse residential units.
- ➤ A total of 412 parking spaces are proposed within five (5) levels above grade and two (2) underground parking levels comprising of 57 visitor parking spaces and 355 tenant parking spaces.
- ➤ A full movement vehicular entrance is proposed via Agnes Street.

The location of the proposed development is illustrated in **Figure 1**. The proposed site plan is illustrated in **Figure 2**; **Appendix B** also provides a larger scale version of the proposed site plan.



Figure 1 - Site Location



Source: Google Map

Figure 2 - Proposed Site Plan 6-51 1-51 6-5T 28-ST 4-ST

Source: Sweeny&Co Architects

UT-21-032 65-71 Agnes Street, City of Mississauga ON



2.0 EXISTING CONDITIONS

This section documents the transportation network in the study area in 2022, including existing roadways, transit services, active transportation network, traffic control measures, and intersection performances.

2.1 Road Network

To provide clarity throughout this report, Agnes Street has been given an east-west orientation and Cook Street is given a north-south orientation. On this basis, the characteristics of the roads and intersections within the vicinity of the subject site are described below:

- ➤ **Hurontario Street** is a north-south arterial road under the jurisdiction of the City of Mississauga. It operates as a 7-lane cross-section with a two-way left turn lane and maintains a posted speed limit of 50 km/hr.
- ➤ **Dundas Street** is an east-west arterial road under the jurisdiction of the City of Mississauga. It operates as a 5-lane cross-section with a two-way left turn lane and maintains an unposted speed limit 50 km/hr.
- ➤ Confederation Parkway is a north-south major collector road under the jurisdiction of the City of Mississauga. It operates as a 5-lane cross-section with a two-way left turn lane and maintains a posted speed limit of 50 km/hr.
- ➤ **Agnes Street** is an east-west local road under the jurisdiction of the City of Mississauga. It operates as a 2-lane cross-section and maintains an unposted speed limit of 50 km/hr.
- ➤ Cook Street is a north-south local road under the jurisdiction of the City of Mississauga. It operates as a 2-lane cross-section north of Agnes Street and is one-way (northbound only) south of Agnes Street and maintains an unposted speed limit of 50 km/hr.

2.2 Transit Network

The proposed subject site is situated within an area that is currently well serviced by the existing City of Mississauga MiWay transit network and GO Transit. Bus stops are located within an easily walkable distance of 100m from the subject site and the Cooksville GO Train station is located within a 10 minute walk. The transit routes are provided in **Appendix C** and the route services in the vicinity of the subject site is summarized in **Table 1**. The existing MiWay Transit System Map and GO Transit Map in the vicinity of the subject site is illustrated in **Figure 3**.

Table 1: Area Transit Context

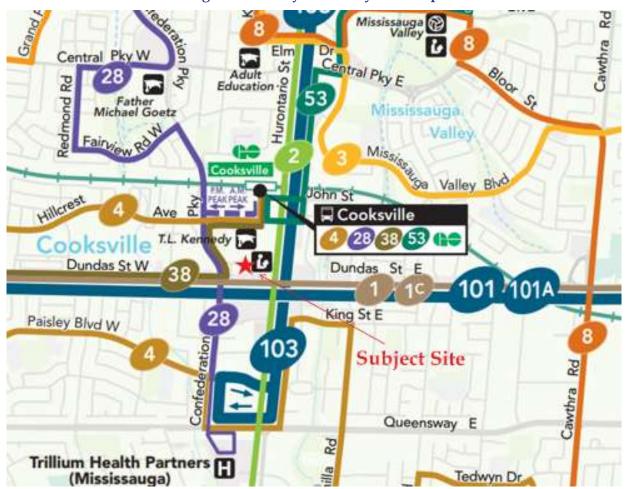
Bus Route	Route Description	Frequency
1 Dundas (MiWay)	The 1 Dundas Bus route operates in a mostly east-west direction. Bus service is Monday through Sunday Between Kipling Bus Terminal and Laird Road/Ridgeway Drive.	10-15 minutes
101 Dundas Express (MiWay)	The 101 Dundas Express route operates in a mostly east-west direction. Bus service is Monday through Friday Between Kipling Bus Terminal and South Common Centre.	10 minutes



Table 1: Area Transit Context (Cont'd)

Bus Route	Route Description	Frequency
2 Hurontario (MiWay)	The 2 Hurontario Bus route operates in a mostly north-south direction. This bus operates Monday through Sunday Between Port Credit GO Station and City Centre Transit Terminal.	5-10 minutes
The 103 Hurontario Express route operates in a mostly north-south direction. Bus service is Monday through Sunday Between Trillium Health Centre and Brampton Gateway Terminal.		
28 Confederation (MiWay)	The 28 Confederation Bus route operates in a mostly north- south direction. Bus service is Monday through Sunday Between City Centre Transit Terminal and Trillium Health Centre.	10-15 minutes
The 38 Creditview Bus route operates in a mostly north-south direction. Bus service is Monday through Friday Between Cooksville GO Station and Meadowvale Town Centre.		25 minutes
21 Milton GO Train (GO)	The 21 Milton GO Train operates in a mostly east-west direction. Train service is Monday through Friday Between Union Station and Milton GO. Train service is Eastbound in the morning and Westbound in the afternoon only.	30-40 minutes

Figure 3: MiWay Transit System Map



Source: MiWay Route Map



2.3 Active Transportation Network

Active transportation network involves human-powered forms of travel with walking and cycling being the most dominant and can be combined with other modes such as public transit.

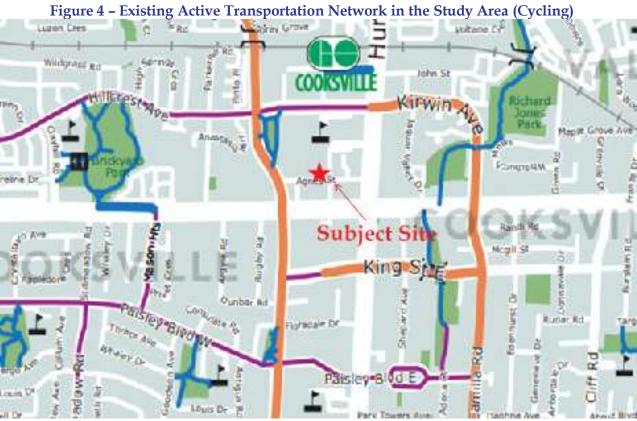
2.3.1 Sidewalk Network

Currently, there are sidewalks located on both sides of Agnes Street, Hurontario Street, Dundas Street, and Confederation Parkway, and on the east side of Cook Street in the vicinity of the subject site. The proposed development provides direct sidewalk connections to the surrounding road network. The sidewalk connections to the surrounding intersections and roadways will facilitate pedestrian movement to and from the residential development.

2.3.2 Bicycle Network

Currently, within the general area of the proposed development, many cycling routes exist. The following roads are currently designated a cycling route within the vicinity of the subject site.

- ➤ Confederation Parkway (Bike Lane)
- ➤ Hillcrest Avenue (Shared Route)
- ➤ Kirwin Avenue/Camilla Road (Bike Lane)



Source: Mississauga Cycling Map



2.4 Traffic Data

The study will review and evaluate the following intersections in the vicinity of the subject site:

- Confederation Parkway & Agnes Street (Signalized)
- Confederation Parkway & Dundas Street West (Signalized)
- Cook Street & Agnes Street (Unsignalized)
- Cook Street & Dundas Street West (Unsignalized)
- Agnes Street & Hurontario Street (Unsignalized)
- ➤ Hurontario Street & Dundas Street West (Signalized)

Based on discussion with City Staff provided in **Appendix A**, the Staff requested the pre COVID-19 traffic data counts for the aforementioned study area intersections provided in GHD's Traffic Impact Study dated March 2, 2022 should be utilized for assessment purposes.

GHD collected turning movement counts in December 2019 during the weekday AM and PM peak hour for the following intersections:

- Confederation Parkway & Agnes Street (Signalized)
- Confederation Parkway & Dundas Street West (Signalized)
- ➤ Agnes Street & Hurontario Street (Unsignalized)
- Hurontario Street & Dundas Street West (Signalized)

In addition, GHD used historical 2015 counts for the following intersections:

- Cook Street & Agnes Street (Unsignalized)
- Cook Street & Dundas Street West (Unsignalized)

Based on discussion with City Staff, **Table 2** details the compounded annual growth rates recommended by Transportation Planning Staff (see **Appendix A**) that was applied to the 2019 pre COVID-19 traffic data's through traffic volumes in order to achieve existing 2022 traffic volumes.

Table 2: Growth Rates Applied to Pre COVID-19 Traffic Data for 2022 Horizon Period

Intersection	Movement	Peak Hour			
intersection	Wiovement	AM	PM		
Confederation Parkuray	Northbound	2.0%	1.0%		
Confederation Parkway	Southbound	1.0%	1.5%		
Dundas Street	Eastbound	0.5%	1.0%		
Dundas Street	Westbound	1.0%	0.5%		
Hurontario Street	Northbound	-2.0%	-1.0%		
Turontario street	Southbound	-1.0%	-1.5%		

It is UrbanTrans opinion, since the surrounding neighbourhood is quite mature for the remaining urban roadways of Agnes Street and Cook Street in the vicinity of the subject area, applying growth rates to the historical 2015 counts are overly conservative and will not be a true representation of the road network. It is important to note, future additional traffic growth along



Agnes Street and Cook Street as already been accounted for within the proposed developments site traffic detailed in Section 4.2 and the future background development site traffic detailed in Section 3.3.

Metrolinx has implemented the new Hurontario light rail transit (LRT) known as the Hazel McCallion Line which in currently under construction and expected to open in 2024. Once in service, the 18-kilometer Hazel McCallion Line will feature 19 stops, travel through two urban growth centres and connect to major transit systems including three (3) stations in the vicinity of the subject development namely, Dundas Station, Cooksville Station and Fairview Station.

The future LRT will restrict northbound left turning movement at Hurontario Street and Dundas Street signalized intersection. Based on discussion with City Staff, all northbound left turning volumes have been added to the northbound through movement for assessment purposes. Furthermore, the northbound left phase timings provided from the City will be removed for assessment purposes as discussed with City Staff under existing 2022 traffic conditions.

The detailed traffic data and signal timing plans are provided for reference in **Appendix D** and the existing 2022 lane configuration and traffic volumes are illustrated in **Figure 5** and **Figure 6**, respectively.

2.5 Base Year (2022) Traffic Operations

To assess the existing traffic conditions, UrbanTrans utilized window-based computer software Synchro Version 11 which incorporates the Highway Capacity Manual 2000 methodology (HCM 2000), to undertake capacity analysis (i.e., level of services, volume to capacity ratios, delays, queues, etc.) at the study area intersections during weekday AM and PM peak hour periods for the signalized and unsignalized intersections.

The detailed results of the analysis for existing (2022) baseline traffic conditions are provided in **Appendix E** and summarized in **Table 3**.

Table 3: Existing (2022) Traffic Peak Hour Level of Service Analysis

	Weekday AM Peak Hour					Weekday PM Peak Hour			
Intersection	Movement	Control Delay (s)	95 th Queue (m)	V/C	LOS	Control Delay (s)	95 th Queue (m)	V/C	LOS
	OVERALL	5.2	-	0.29	Α	5.5	-	0.30	A
	EBLTR	28.6	1.3	0.01	C	29.6	9.8	0.23	C
Confederation Pkwy	WBL	29.6	7.3	0.17	C	29.4	8.7	0.22	C
& Agnes St/Private	WBTR	28.8	8.9	0.05	С	28.2	8.7	0.04	С
Driveway	NBL	2.7	1.4	0.01	Α	2.8	1.3	0.01	A
(Signalized)	NBTR	3.4	18.3	0.23	Α	3.8	26.2	0.31	A
	SBL	3.6	8.7	0.16	Α	3.3	5.1	0.09	A
	SBTR	3.7	24.6	0.30	Α	3.5	21.1	0.25	A



Table 3: Existing (2022) Traffic Peak Hour Level of Service Analysis (Cont'd)

TWO OV ENIO	Weekday AM Peak Hour					Weekday PM Peak Hour			
Intersection	Movement	Control Delay (s)	95 th Queue (m)	V/C	LOS	Control Delay (s)	95 th Queue (m)	V/C	LOS
	OVERALL	34.6	-	0.66	С	41.8	-	0.84	D
	EBL	25.8	30.1	0.43	С	43.2	43.0	0.69	D
	EBTR	40.4	168.6	0.87	D	25.4	119.8	0.55	С
Confederation Pkwy	WBL	37.6	15.6	0.37	D	27.5	15.0	0.16	C
& Dundas St W	WBTR	39.5	89.8	0.65	D	51.4	234.1	0.92	D
(Signalized)	NBL	20.6	32.4	0.30	C	44.6	82.7	0.74	D
	NBTR	28.2	60.3	0.32	C	43.8	92.7	0.48	D
	SBL	21.2	41.3	0.36	С	34.7	41.6	0.38	C
	SBR	30.3	82.5	0.44	С	46.4	93.2	0.51	D
	OVERALL	45.4	-	0.86	D	59.9	-	0.93	E
	EBL	29.9	30.6	0.35	С	37.5	31.5	0.54	D
	EBT	57.9	198.8	0.91	E	32.7	5.0	0.01	С
Hurontario St &	EBR	34.7	20.2	0.13	С	36.1	33.6	0.25	D
Dundas St W	WBL	37.3	23.6	0.52	D	28.4	40.9	0.30	С
(Signalized)	WBTR	41.0	91.5	0.52	D	69.1	249.6	0.97	E
	NBTR	51.4	234.8	0.88	D	76.6	266.8	1.00	E
	SBL	48.4	62.9	0.78	D	70.9	76.5	0.84	E
	SBTR	29.1	137.9	0.56	С	42.6	219.8	0.82	D
Hurontario St & Agnes St (Unsignalized)	EBR	12.4	4.0	0.14	В	14.2	3.8	0.14	В
	EBLT	8.2	-	0.15	Α	7.5	-	0.08	A
Cook St & Agnes St	WBTR	7.6	-	0.05	Α	7.9	-	0.17	A
(Unsignalized)	NLTR	7.5	-	0.05	Α	7.4	-	0.02	A
	SBLR	7.8	-	0.12	A	7.3	-	0.02	A

The following observations are identified for the signalized and unsignalized intersections based on the intersection capacity operational analysis:

Confederation Parkway & Agnes Street (Signalized)

The intersection capacity analysis indicates that under the existing conditions, the intersection is currently operating at acceptable levels of service based on overall intersection levels of service, v/c ratios and delay with no critical movements identified.

Confederation Parkway & Dundas Street West (Signalized)

The intersection capacity analysis indicates that under the existing conditions, the intersection is currently operating at acceptable levels of service, v/c ratios and delay with no critical movements identified.



Hurontario Street & Dundas Street West (Signalized)

The intersection capacity analysis indicates that under the existing conditions, the intersection is currently operating at acceptable levels of service based on overall intersection levels of service, v/c ratios and delay, with the exception of northbound through-right movements operating with higher delay and a $1.00 \, v/c$ ratio during the afternoon peak hour period.

The movement is expected to operate at capacity when long queues are formed, and vehicles are required to wait more than one cycle length to get through the intersection. Given the implementation of the future LRT and the restriction of the northbound left turning movement at Hurontario Street and Dundas Street signalized intersection, the northbound left turning volumes has been added to the northbound through movements for assessment purposes. It is important to note, the northbound through traffic volumes growth from existing to horizon period 2026 are expected to drop by 20.5% as detailed in Section 3.2, Table 4. Furthermore, the primary objective in implementing the LRT is to provide sustainable infrastructure on the development site that will encourage people to use alternative modes of travel, resulting in reduce auto usage and travel time, increase in air quality, and decrease in single-occupancy auto use. Furthermore, drivers will adapt to existing travel patterns and use adjacent arterial roads downstream such as King Street West to head west.

Agnes Street & Hurontario Street (Unsignalized)

The intersection capacity analysis indicates that under the existing conditions, the intersection is currently operating at acceptable levels of service based on overall intersection levels of service, v/c ratios and delay with no critical movements identified.

Cook Street & Agnes Street (Unsignalized)

The intersection capacity analysis indicates that under the existing conditions, the intersection is currently operating at acceptable levels of service based on overall intersection levels of service, v/c ratios and delay with no critical movements identified.

3.0 FUTURE BACKGROUND CONDITIONS

3.1 Horizon Years

A five-year horizon (2027) period will be analyzed as agreed upon with the City Staff.

3.2 Growth Rate

Based on discussion with City Staff, **Table 4** details the compounded annual growth rates recommended by Transportation Planning Staff (see **Appendix A**) that was applied to the existing 2022 through traffic volumes to achieve future (2027) background traffic volumes.



Table 4: Growth Rate Applied to Existing 2022 Traffic Volumes for 2027 Horizon Period

Intersection	Movement	Peak Hour					
Intersection	iviov ement	AM	PM				
G	Growth from Existing 2022 to 2026						
Confederation Parleman	Northbound	1.5%	0.5%				
Confederation Parkway	Southbound	0.5%	1.5%				
Dundas Street	Eastbound	0.0%	0.5%				
Dundas Street	Westbound	1.0%	0.0%				
Hurontario Street	Northbound	-20.5%	-20.5%				
Huromano Street	Southbound	-23.5%	-17.5%				
	Growth from 2026 to 2027						
Confederation Parkway	Northbound	1.0%	0.5%				
Confederation rankway	Southbound	1.0%	0.5%				
Dundas Street	Eastbound	0.0%	0.0%				
Dulidas Street	Westbound	0.0%	0.0%				
Hurontario Street	Northbound	1.0%	0.5%				
Turomario street	Southbound	0.5%	0.5%				

As previously mentioned, it is UrbanTrans opinion the surrounding neighbourhood is quite mature for the remaining urban roadways of Agnes Street and Cook Street in the vicinity of the subject area, applying growth rates to the existing 2022 traffic volumes are overly conservative and will not be a true representation of the road network. It is important to note, additional traffic growth along Agnes Street and Cook Street as already been accounted for within the proposed developments site traffic detailed in Section 4.2 and the future background development site traffic detailed in Section 3.3.

3.3 Future Background Developments

In addition to general corridor traffic growth, specific allowances have also been made to account for traffic generated by other area developments in the vicinity of the site that are either undergoing the approval process or under construction at the time of this study.

The future background developments in this study area have been determined based on discussion with the City Staff (see **Appendix A**). The background developments that have been reviewed for analysis purposes are as follow:

- ➤ 89-95 Dundas Street West 419 residential condominium units and 4,144 sq. ft. of commercial GFA.
- ➤ 86-90 Dundas Street East 334 residential units plus 3,231 sq. ft. commercial GFA.
- ➤ 45 Agnes Street 268 residential units and 8,460 sq. ft of retail GFA,
- ➤ 90-110 Dundas Street West -140 dwelling units and 16,146 sq. ft. of ground floor commercial area.



The aforementioned development traffic volumes were obtained from GHD's Traffic Impact Study's provided by City Staff. Detailed trip assignments for the background developments are provided in **Appendix F**.

On this basis, the background traffic growth rates detailed in Section 3.2 and the traffic generated by background developments in the vicinity of the subject site noted above will ultimately provide the volumes for the future (2027) background traffic conditions. The analysis approach has been accepted by City Staff to account for all existing and future background development site traffic volumes.

3.4 Future Background (2027) Traffic Operations

The future (2027) background traffic volumes consist of two (2) components; background traffic growth applied to through traffic movements within the study area intersections (detailed in Section 3.2) as well as traffic generated by background developments in the vicinity of the subject site (detailed in Section 3.3).

To assess the future (2027) background traffic conditions, UrbanTrans utilized window-based computer software Synchro Version 11 which incorporates the Highway Capacity Manual 2000 methodology (HCM 2000), to undertake capacity analysis (i.e., level of services, volume to capacity ratios, delays, queues, etc.) at the study area intersections during weekday AM and PM peak hour periods for the signalized and unsignalized intersections.

It is important to note, Synchro calculates the v/c ratios and delays based on the input parameters such as ideal saturation flow, peak hour factors, truck volumes, lane width and lost time. The peak hour factor (PHF) is used to evaluate capacity and other parameters because it represents the most critical time period during which the traffic volumes is at its highest. Lower PHF values indicate more variable traffic flows and that the traffic volume has a spike during the peak 15-minute interval whereas a PHF of 1.00 indicates that the traffic volume in every 15-minute interval is the same and therefore the traffic flow is consistent throughout the hour.

Based on discussion with City Staff, under existing 2022 traffic conditions a 0.95 PHF has been applied. However, under future (2027) background and total traffic conditions, the intersection is experiencing a significant increase in traffic volumes due to the corridor growth increase and future background site generated traffic volumes. Therefore, the traffic flow is fairly consistent throughout the hour which results in PHF closer to 1.00. In accordance to the Region of Peel's "Regional Guidelines for Using Synchro" dated December 2010, a PHF shall be 1.00 for all movements on all approaches and was carried forward for assessment purposes.

The estimated future (2027) background traffic volumes are illustrated in **Figure 7**. The detailed results of the analysis are provided in **Appendix G** and summarized in **Table 5**.



Table 5: Future (2027) Background Traffic Peak Hour Level of Service Analysis

Table 5. Tatal	Weekday AM Peak Hour					Weekday PM Peak Hour			
Intersection	Movement	Control Delay (s)	95 th Queue (m)	V/C	LOS	Control Delay (s)	95 th Queue (m)	V/C	LOS
	OVERALL	7.0	-	0.33	Α	6.9	-	0.34	Α
	EBLTR	25.9	1.2	0.01	C	27.0	9.7	0.17	C
Confederation Pkwy	WBL	27.9	13.3	0.31	C	28.1	13.1	0.32	C
& Agnes St/Private	WBTR	26.3	12.3	0.08	C	26.3	11.3	0.07	C
Driveway	NBL	3.4	1.5	0.01	Α	3.4	1.4	0.01	Α
(Signalized)	NBTR	4.4	22.4	0.27	Α	4.8	30.8	0.34	A
	SBL	4.8	10.9	0.20	Α	4.6	8.5	0.16	A
	SBTR	4.7	28.5	0.33	Α	4.5	25.2	0.28	A
	OVERALL	35.3	-	0.69	D	43.7	-	0.90	D
	EBL	26.0	29.9	0.45	С	43.8	43.7	0.70	D
	EBTR	40.4	172.5	0.87	D	26.0	131.0	0.58	C
Confederation Pkwy	WBL	46.6	24.3	0.57	D	28.8	20.4	0.25	С
& Dundas St W	WBTR	40.2	97.6	0.68	D	51.9	239.3	0.93	D
(Unsignalized)	NBL	21.3	35.2	0.35	С	61.9	108.9	0.87	E
	NBTR	29.4	69.7	0.37	С	46.0	106.3	0.55	D
	SBL	22.0	43.0	0.39	С	35.7	43.1	0.44	D
	SBR	31.7	91.5	0.48	С	48.3	104.4	0.57	D
	OVERALL	43.3	-	0.79	D	53.0	-	0.89	D
	EBL	30.6	34.1	0.41	С	42.6	39.5	0.6	D
	EBT	58.3	201.8	0.91	E	43.3	136.0	0.64	D
Hurontario St &	EBR	34.9	21.3	0.14	С	37.6	48.7	0.34	D
Dundas St W	WBL	40.9	30.5	0.60	D	32.0	42.8	0.56	С
(Unsignalized)	WBTR	42.3	103.3	0.57	D	75.2	262.5	1.00	E
	NBTR	43.7	174.1	0.74	D	56.0	193.8	0.85	E
	SBL	33.6	43.7	0.66	С	56.1	75.8	0.84	E
	SBTR	27.8	110.4	0.48	С	38.7	182.5	0.73	D
	EBLT	8.6	-	0.18	Α	8.0	-	0.12	Α
Cook St & Agnes St	WBTR	7.8	-	0.06	Α	8.3	-	0.21	Α
(Unsignalized)	NLTR	7.7	-	0.05	Α	7.7	-	0.04	Α
_ ,	SBLR	8.2	-	0.19	Α	7.6	-	0.08	Α

The following observations are identified for the signalized and unsignalized intersections based on the intersection capacity operational analysis:

Confederation Parkway & Agnes Street (Signalized)

The intersection capacity analysis indicates that under the future (2027) background traffic conditions, the intersection is expected to operate at acceptable levels of service, v/c ratios and delay with no critical movements identified.

Confederation Parkway & Dundas Street West (Signalized)

The intersection capacity analysis indicates that under the future (2027) background traffic conditions, the intersection is expected to operate at acceptable levels of service, v/c ratios and delay with no critical movements identified.



Hurontario Street & Dundas Street West (Signalized)

The intersection capacity analysis indicates that under the future (2027) background traffic conditions, the intersection is expected to operate at acceptable levels of service, v/c ratios and delay, with the exception of westbound through-right movements operating with higher delay and $1.00 \, v/c$ ratio during the afternoon peak hour period.

Agnes Street & Hurontario Street (Unsignalized)

The intersection capacity analysis indicates that under the future (2027) background traffic conditions, the intersection is expected to operate at acceptable levels of service, v/c ratios and delay with no critical movements identified.

Cook Street & Agnes Street (Unsignalized)

The intersection capacity analysis indicates that under the future (2027) background traffic conditions, the intersection is expected to operate at acceptable levels of service, v/c ratios and delay with no critical movements identified.

4.0 SITE GENERATED TRAFFIC VOLUMES

4.1 Proposed Development

The subject site is currently occupied by two (2) single family detached residential dwellings. Based on the site plan provided by Sweeny & Co Architects dated April 22, 2022, we understand the project consists of the following components:

- ➤ Redevelop the subject property with a 29-storey residential condominium building consisting of 379 residential units including six (6) townhouse residential units.
- ➤ A total of 412 parking spaces are proposed within five (5) levels above grade and two (2) underground parking levels comprising of 57 visitor parking spaces and 355 tenant parking spaces.
- ➤ A full movement vehicular entrance is proposed via Agnes Street.

4.2 Non-Auto Modal Split

UrbanTrans reviewed the 2016 Transportation Tomorrow Survey Data Ward 7, in the City of Mississauga. **Table 6** summarizes the non-auto modal split information catered to the proposed development and provided in **Appendix H**.



Table 1: Non-Auto Modal Split Based on 2016 TTS Data (6-9 AM)

Mode of Travel	Percentage				
wiode of Travel	Trips Made by Residents (Ward 7)				
Driver	60%				
Passenger (Carpool)	10%				
Transit	12%				
GO Train	5%				
Walk & Cycle	9%				
Other	4%				
Total	100%				

Based on the information outlined in Table 6, it is suggested that there is considerable number of trips made by residents in Ward 7 that are non-single occupant vehicles (Non-SOV) with approximately 40%.

This assessment suggests that there are viable alternative modes of transportation other than driving private automobiles and is expected to increase with the new Hurontario light rail transit (LRT) known as the Hazel McCallion Line which in currently under construction and expected to open in 2024. For the purpose of this assessment, a reduction of 25% modal split has been assumed for the proposed development.

This assumption is reasonable given that the 18-kilometer Hazel McCallion Line will feature 19 stops, travelling through two urban growth centres and connect to major transit systems including three (3) stations in the vicinity of the subject development namely, Dundas Station, Cooksville Station and Fairview Station which will further reduce vehicle trip generation for this development. The Dundas Station and Cooksville GO Station are approximately 10 minutes walking distance from this development with 4 Mississauga Transit routes frequently serving the area with bus stops located within walking distance from this development. The Cooksville Station is also connected to the Dundas BRT which is a transit corridor along a 48 kilometer stretch of Dundas Street from Highway 6 in the City of Hamilton through to the Kipling Transit Hub in the City of Toronto, linking Etobicoke and Mississauga City Centres. Furthermore, more than 20 kilometers, of the 48 kilometer BRT, will operate in bus lanes or in a dedicated right-of-way, separate from other traffic, allowing faster and more reliable transit connections.

4.3 Trip Generation

The number of vehicular trips generated by the proposed development is estimated using the information contained in the ITE Trip Generation Manual (10th Edition) published by the Institute of Transportation Engineers (ITE). For the purpose of this assessment, the maximum between equations and average rates of the ITE Land Use Codes (LUC) 222 "Multifamily Housing (High-Rise)" and Land Use Codes (LUC) 221 "Multifamily Housing (Low-Rise)" have been utilized for the proposed development.

Table 7 summarizes the trip generation volumes for the proposed development during the weekday AM and PM peak hour for full build-out.



Table 7: Site Traffic Trip Generation

Land Use (Magnitude)		Week	day AM Hour	Peak	Weekday PM Peak Hour			
(1V1)	In	Out	Total	In	Out	Total		
	Gross Trip Rate	0.08	0.23	0.31	0.22	0.14	0.36	
Multifamily	Gross Trips	28	89	117	82	53	135	
Housing (High-Rise)	Transit Reduction (25%)	7	22	29	21	13	34	
373 Units	New Trip Rate	0.06	0.18	0.24	0.16	0.11	0.27	
	New Trip	21	67	88	61	40	101	
	Gross Trip Rate	0.00	0.01	0.01	0.01	0.00	0.01	
Multifamily	Gross Trips	1	2	3	3	2	5	
Housing (Low-Rise) 6 Units	Transit Reduction (25%)	0	1	1	1	0	1	
	New Trip Rate	0.00	0.01	0.01	0.01	0.00	0.01	
	New Trip	1	1	2	2	2	4	
Tota	l New Trips	22	68	90	63	42	105	

Based on the trip generation calculations, the proposed residential development is estimated to generate a total 90 two-way trips (22 inbound and 68 outbound) during the weekday morning peak hour and 105 two-way trips (63 inbound and 42 outbound) during the afternoon peak hour.

4.4 Trip Distribution and Trip Assignment

The trips generated by the proposed development were distributed to and from the boundary road network based on the 2016 Transportation Tomorrow Survey (TTS) data. Trip distribution was conducted for the traffic zones 3863, 3862, 3871, and 3872, which are located in the City of Mississauga. The TTS data detailing the trip distributions are provided in **Appendix I.** The site generated trips were distributed to the study intersections based on the TTS data and engineering judgement.

The overall distribution of trips to the study area intersections are summarized in **Table 8**. **Table 9** summarizes distribution of trips based on each study intersection and is illustrated in **Figure 8**.

Table 8: Trip Distribution (Overall)

r r r r r r r r r r r r r r r r r r r							
Direction	To/From Proposed Development						
North	30%						
South	35%						
East	20%						
West	15%						



Table 9: Trip Distribution (Study Intersections)

Dire	ection	To Proposed Development	From Proposed Development
North	Confederation Pkwy	15%	30%
North	Hurontario St	15%	0%
South	Confederation Pkwy	35%	18%
South	Hurontario St	0%	17%
East	Dundas St E	20%	20%
West Dundas St W		15%	15%
To	otal	100%	100%

5.0 FUTURE TOTAL CONDITIONS

The future (2027) total traffic volumes are the sum of the future (2027) background traffic volumes plus the proposed site generated traffic volumes.

To assess the future (2027) total traffic conditions, UrbanTrans utilized window-based computer software Synchro Version 11 which incorporates the Highway Capacity Manual 2000 methodology (HCM 2000), to undertake capacity analysis (i.e., level of services, volume to capacity ratios, delays, queues, etc.) at the study area intersections during weekday AM and PM peak hour periods for the signalized and unsignalized intersections.

The estimated future (2027) total traffic volumes are illustrated in **Figure 9**. The detailed results of the analysis are provided in **Appendix J** and summarized in **Table 10**.

Table 10: Future (2027) Total Traffic Peak Hour Level of Service Analysis

	We	eekday AN	⁄I Peak H	our		Week	day PM F	eak H	our
Intersection	Movement	Control Delay (s)	95 th Queue (m)	V/C	LOS	Control Delay (s)	95 th Queue (m)	V/C	LOS
	OVERALL	7.7	-	0.35	Α	7.4	-	0.37	Α
	EBLTR	25.1	1.2	0.01	C	26.3	9.6	0.16	C
Confederation Pkwy	WBL	28.0	17.8	0.42	С	28.3	16.2	0.40	C
& Agnes St/Private	WBTR	25.5	13.0	0.09	С	25.8	11.9	0.08	С
Driveway	NBL	3.7	1.7	0.02	Α	3.6	1.4	0.01	Α
(Signalized)	NBTR	4.7	24.7	0.28	Α	5.1	34.0	0.36	Α
	SBL	5.2	12.3	0.21	Α	5.0	10.3	0.19	Α
	SBTR	5.0	30.8	0.34	Α	4.6	26.6	0.29	Α
	OVERALL	35.4	-	0.70	D	44.5	-	0.91	D
	EBL	26.1	30.6	0.46	C	51.8	50.7	0.75	D
	EBTR	40.5	172.5	0.88	D	26.0	131.0	0.58	С
Confederation Pkwy	WBL	46.7	24.3	0.57	D	28.8	20.3	0.24	С
& Dundas St W	WBTR	40.3	97.6	0.68	D	52.0	239.3	0.93	D
(Unsignalized)	NBL	21.4	35.2	0.36	C	65.9	110.8	0.89	E
	NBTR	29.5	71.0	0.37	C	46.7	110.6	0.57	D
	SBL	22.0	43.0	0.39	C	36.1	43.1	0.45	D
	SBR	32.1	95.2	0.50	С	48.8	107.2	0.59	D



Table 10: Future (2027) Total Traffic Peak Hour Level of Service Analysis (Cont'd)

	W	eekday AN	A Peak H	our		Week	day PM F	eak H	our
Intersection	Movement	Control Delay (s)	95 th Queue (m)	V/C	LOS	Control Delay (s)	95 th Queue (m)	V/C	LOS
	OVERALL	43.5	-	0.80	D	54.3	-	0.90	D
	EBL	30.6	34.1	0.42	С	42.8	39.5	0.63	D
	EBT	58.3	201.8	0.91	E	43.3	136.0	0.64	D
Hurontario St &	EBR	34.9	21.3	0.14	С	37.6	48.7	0.34	D
Dundas St W	WBL	40.9	30.5	0.60	D	32.0	42.8	0.56	C
(Unsignalized)	WBTR	42.4	104.0	0.58	D	78.2	267.7	1.01	E
	NBTR	43.9	174.1	0.74	D	56.9	193.8	0.86	E
	SBL	37.3	51.6	0.72	D	61.9	83.0	0.86	E
	SBTR	27.9	112.8	0.49	C	38.8	184.3	0.74	D
Hurontario St & Agnes St (Unsignalized)	EBR	12.4	6.6	0.22	В	14.3	6.0	0.20	В
	EBLT	8.8	-	0.21	Α	8.2	-	0.14	A
Cook St & Agnes St	WBTR	7.9	_	0.07	Α	8.5	-	0.22	Α
(Unsignalized)	NLTR	7.9	_	0.06	Α	8.0	-	0.06	Α
	SBLR	8.3	-	0.20	Α	7.7	-	0.09	Α
Agnes St & Site Access (Unsignalized)	EBLT SBLR	0.8 9.9	0.3 2.2	0.01 0.08	A A	2.2 9.8	0.7 1.3	0.03 0.05	A A

The following observations are identified for the signalized and unsignalized intersections based on the intersection capacity operational analysis:

Confederation Parkway & Agnes Street (Signalized)

The intersection capacity analysis indicates that under the future (2027) total traffic conditions, the intersection is expected to operate at acceptable levels of service, v/c ratios and delay with no critical movements identified.

Confederation Parkway & Dundas Street West (Signalized)

The intersection capacity analysis indicates that under the future (2027) total traffic conditions, the intersection is expected to operate at acceptable levels of service, v/c ratios and delay with no critical movements identified.

Hurontario Street & Dundas Street West (Signalized)

The intersection capacity analysis indicates that under the future (2027) total traffic conditions, the intersection is expected to operate at acceptable levels of service, v/c ratios and delay, with the exception of westbound through-right movements operating with higher delay and $1.00 \, v/c$ ratio during the afternoon peak hour period similar to future (2027) background traffic conditions.



However, the proposed development site traffic only adds a maximum of 1.3 delay to the overall intersection operations during afternoon peak hour periods. **Table 11** details the changes in traffic operations from future (2027) background to future (2027) total traffic conditions for all movements during the morning and afternoon peak hour periods.

Table 11: Future (2027) background vs Future (2027) Total Level of Services Comparison

	Weel	kday PM I	Peak Hour	
Intersection	Movement	Control Delay (s)	95 th Queue (m)	V/C
	OVERALL	1.3	-	0.01
	EBL	0.2	-	0.03
	EBT	-	-	-
Hurontario St &	EBR	-	-	-
Dundas St W	WBL	-	-	-
(Unsignalized)	WBTR	3.0	5.2	0.01
	NBTR	0.9	-	0.01
	SBL	5.8	7.2	0.02
	SBTR	0.1	1.8	0.01

As indicated in Table 11, the proposed development site traffic will not create any adverse impacts to the adjacent road network and operations particularly the critical westbound through-right turning movements compared to the future (2027) background traffic conditions. The westbound through-right turning movement experiences an increase in the 95th percentile queue of 5.2 meters during the afternoon peak hour period. Approximately 7.5 meters is required for one (1) vehicle storage length in queue.

For the purpose of this assessment and for comparison purposes, UrbanTrans assessed several scenarios of signal timing optimization to address the westbound through-right movement and to reduce queues and capacity limits. On this basis, the signal timing was optimized for the afternoon peak hour period while maintaining the 160 second cycle length. The recommended optimize timings for the afternoon peak hour period are detailed in **Table 12**.

Table 12: Signal Timing Optimization Improvements

Movement	Existing Signal T	Timing	Optimized Signal Timing			
Wiovement	Turn Type	Total Split	Turn Type	Total Split		
EBL	Permitted + Protected	16.0	Permitted + Protected	10.0		
EBTR	Permitted	65.0	Permitted	76.0		
WBL	Permitted + Protected	16.0	Permitted + Protected	10.0		
WBTR	Permitted	65.0	Permitted	76.0		
NBTR	Permitted	61.0	Permitted	57.0		
SBL	Permitted + Protected	18.0	Permitted + Protected	17.0		
SBTR Permitted		79.0	Permitted	74.0		
	Cycle Length		Cycle Length	103.0		



Table 13 summarizes the intersection operations based on the proposed improvements noted above. The detailed optimized timing results of the analysis are provided in **Appendix K**.

Table 13: Future (2027) Total Level of Service (Optimized Timing)

	Weekday PM Peak Hour					Weekday PM Peak Hour (Optimized Timings)			
Intersection	Movement	Control Delay (s)	95 th Queue (m)	V/C	LOS	Control Delay (s)	95 th Queue (m)	V/C	LOS
	OVERALL	54.3	-	0.90	D	48.7	-	0.90	D
	EBL	42.8	39.5	0.63	D	67.2	50.9	0.83	E
	EBT	43.3	136.0	0.64	D	36.5	120.5	0.58	D
Hurontario St &	EBR	37.6	48.7	0.34	D	32.1	43.8	0.32	С
Dundas St W	WBL	32.0	42.8	0.56	С	33.4	40.1	0.60	С
(Unsignalized)	WBTR	78.2	267.7	1.01	E	54.0	221.2	0.92	D
	NBTR	56.9	193.8	0.86	E	60.6	215.3	0.90	E
	SBL	61.9	83.0	0.86	E	71.4	95.9	0.89	E
	SBTR	38.8	184.3	0.74	D	39.5	195.4	0.76	D

As indicated in Table 13, with the proposed optimized timings splits, the intersection is expected to operate better with acceptable level of services, v/c ratios less than 1.00 and delays.

It is recommended that the Region of Peel monitor these movements in the future and make appropriate adjustment as required based on the optimized signal timings recommended in this study when the proposed development and other developments in the area are fully occupied.

Furthermore, it is recommended that the Region monitors the growth rates along Hurontario Street and Dundas Street West and other main corridors in the area so that signal timing plans will be appropriately prioritized for transit vehicles and other modes of transportation. This will facilitate and encourage new residents and employees to take alternative and sustainable modes of transportation to work, school, shopping or other discretionary trips during the peak periods.

Agnes Street & Hurontario Street (Unsignalized)

The intersection capacity analysis indicates that under the future (2027) total traffic conditions, the intersection is expected to operate at acceptable levels of service, v/c ratios and delay with no critical movements identified.

Cook Street & Agnes Street (Unsignalized)

The intersection capacity analysis indicates that under the future (2027) total traffic conditions, the intersection is expected to operate at acceptable levels of service, v/c ratios and delay with no critical movements identified.

Site Access & Agnes Street (Unsignalized)

The intersection capacity analysis indicates that under the future (2027) total traffic conditions, the intersection is expected to operate at acceptable levels of service, v/c ratios and delay with no critical movements identified.



On this basis, no infrastructure improvements will be required to accommodate the proposed development and future (2027) background developments. It is our opinion the proposed development can adequately be accommodated by the existing transportation network with minimal traffic impact to the adjacent public roadways based on recommended optimized timings provided in Table 12.

6.0 TRANSPORTATION IMPACT ASSESSMENT

6.1 Site Access

Based on the site plan provided by Sweeny & Co Architects dated April 22, 2022, a full movement vehicular entrance is proposed via Agnes Street.

6.2 Sight Distance Analysis

6.2.1 Agnes Street & Site Access

For the purpose of sight distance assessment, a design speed of 60 km/hr (posted speed plus 10 km/hr) under stop control will be utilized. Sight distance requirements will be considered both for passenger vehicles approaching and departing the stopped position at the proposed Site Access via Agnes Street. **Figure 10** illustrates the available and required sight distance via Agnes Street and Site Access.

6.2.1. a Stopping Sight Distance

Stopping Sight distance (SSD) is a near worst-case distance where a vehicle driver must be able to see in order to have room to stop before colliding with something in the roadway such as a pedestrian in crosswalk, a stopped vehicle, an intersection ahead and/or road debris.

Under SSD assessment, the target height applied is 0.38m for vehicles tail lights with a driver height of 1.05m. A driver height of 1.05m has been applied with a road grade of +0.42% and -0.42% from the east and west approaches, respectively.

Required stopping sight distance is determined using the following formula:

```
Stopping Sight Distance = 0.278tV + [V^2/254(f + /-G)]
Where:
               = perception / reaction time = 2.5s (TAC 1999, Table 1.2.5.3)
       G
               = the percent grade divided by 100
       V
               = design speed
       f
               = coefficient of friction (0.30) (TAC 1999, Table 1.2.5.2)
       Average G for East approach = -0.0042
       Average G for West approach = +0.0042
Minimum sight dist. for East approach
                                               = 0.278 \times 2.5 \times 60 + [60^{2}/254(0.30-0.0042)]
                                               = 89.61m say 90m
Minimum sight dist. for West approach
                                               = 0.278 \times 2.5 \times 60 + [60^{2}/254(0.30+0.0042)]
                                               = 88.29 \text{ say } 90\text{m}
```



Actual sight distances approaching the Agnes Street and the proposed Site Access have been determined through on-site visit. The stopping sight distance at the Agnes Street and proposed Site Access are illustrated in **Figure 10** and the results are summarized in **Table 14**.

Table 14: Stopping Sight Distance Assessment via Agnes Street & Site Access

Approach @ Agnes Street & Site Access	Required	Achieved	Difference
East Approach	90m	+250m	+160m
West Approach	90m	+160m	+70m

Table 14 indicates that the stopping sight distances achieve an excess of +160m and +70m in distances for the east and west approaches, respectively. It is important to note, the available sight distances fall within the signalized and unsignalized intersection resulting in vehicles being under stop control and speeds being monitored appropriately.

Given the information summarized above, it is our opinion that a driver with standard eye height has sufficient time to stop safely and is supportable from a traffic engineering and stopping sight distance perspective.

6.2.1. b Departure Site Distance

Departure Sight distance (DSD) is considered for each of the three basic maneuvers, left turn, right turn and through for a stopped vehicle at an intersection.

The turning departure maneuvers for right turns will be the applied criteria where vehicles are required to stop on the intersecting road; refer to TAC Figure 2.3.3.2, Departure Sight Triangles and Figure 2.3.3.4, Sight Distance for Turning Movement from Stop, attached in **Appendix L**. The Sight triangle for the right turn maneuver is summarized as follows:

Left-turn movement: D-1 = **160m** (West approach)

D-2 = 115m (East approach)

Right-turn movement: D-1 = **160m** (East approach)

Actual sight distances approaching the Agnes Street and the proposed Site Access have been determined through on-site visit. The departure sight distance results are summarized in **Table 15**.



Table 15: Departure Sight Distance Assessment via Agnes Street & Site Access

Approach @ Agnes Street & Site Access	Required	Achieved	Difference
East Approach	160m	+250m	+90m
West Approach	160m	+160m	-

Table 15 indicates that the departure sight distances achieve an excess of +90m in distances for the east approach and meets the requirement of the west approach. As previously mentioned, the available sight distances fall within the signalized intersection resulting in vehicles being under stop control and speeds being monitored appropriately.

Given the information summarized above, it is our opinion that vehicles can sufficiently complete a right turn from site entrance future stop bar location and is supportable from a traffic engineering and departure sight distance perspective. It is important to note, the vegetation within the City's right of way along Agnes Street illustrated in Figure 11 must be cleared that is currently obstructing signages and providing substandard sight lines.

Figure 11 - Clear Vegetation for Clear Sightline Visibility

Source: Google Map



6.3 On-site Circulation

AutoTURN software was used to generate vehicular turning templates to confirm and demonstrate the accessibility for typical 5.6m long passenger vehicle (P TAC-2017) and Region of Peel's 9.8m long Waste Collection Truck.

Figure 12 to **Figure 14** illustrates the turning movement templates for passenger vehicle and waste collection vehicles, respectively. The analysis demonstrates that a passenger vehicle and waste collection can maneuver within the designated route with no conflicts.

It is to be noted a total of three (3) parking stalls (i.e. one (1) located P2 level underground and two (2) located on level 5 above grade) should be designated for 'small car' only. The City's standard is to use a conservatively long vehicle (PTAC = 5.6 m) in AutoTURN software analysis for passenger vehicles. However, it is UrbanTrans' our opinion the 85th percentile average size passenger vehicles are (4.90 m in length), which represents most of the vehicles in the market place between years 2005 to 2021. As a result, a total of three (3) passenger vehicle used in the designated 'small car' parking spaces is the 85th percentile average size vehicle length 4.90 m as shown in **Figure 13**.

6.4 Signage and Pavement Marking Plan

In accordance with the Ontario Traffic Manuel (OTM) Book 5, UrbanTrans' recommend appropriate internal signages and pavement marking signs and is illustrated in **Figure 15**.

Based on the recommended signages and pedestrian sidewalk within the subject site, it is our opinion the site will operate safely and efficiently for both motorists and pedestrian connectivity.

7.0 PARKING REQUIREMENT

7.1 City of Mississauga Zoning By-law No. 0225-2007

The City of Mississauga Zoning By-law No. 0225-2007 (Section 3.1 Parking, Loading and Stacking Lane Regulations – Table 3.1.2.1 Required Number of Parking Spaces for Residential Uses) is applied to the proposed development.

Based on the site plan provided, a total of 412 parking spaces are proposed within five (5) levels above grade and two (2) underground parking levels comprising of 57 visitor parking spaces and 355 tenant parking spaces. The parking requirement and supply for the proposed development is detailed in **Table 16**.



Table 16: City of Mississauga Zoning By-law No. 0225-2007 Vehicle Parking Requirements

Type of Use	Unit Type	No. of Units	Parking Rates	Parking Requirement	Parking Provided	Difference
	Bachelor	0	1.00 parking space/unit	0		
Residential 1-Bedroom		270	1.25 parking space/unit	337	355	-138
Condominium	2-Bedroom	98	1.40 parking space/unit	137		-136
	3-Bedroom	11	1.75 parking space/unit	19		
	Visitor	379	0.20 parking space/unit	76	57	-19
Total				569	412	-157

Where the calculation of the required parking spaces results in a number containing a fraction, fractions of less than 0.5 shall be rounded down to the nearest whole number and fractions equal to or greater than 0.5 shall be rounded up to the nearest whole number.

Based on the applicable Zoning By-law detailed in Table 16, the proposed development is required to provide 569 vehicle parking spaces. The proposed development will provide a total of 412 vehicle parking spaces resulting in a parking deficiency of 157 vehicle parking spaces.

Based on our experience, excessive parking supply imposes environmental costs, contradicts community development objects for more livable and walkable communities, and tends to increase driving and discourage the use of alternative modes of travel. It is anticipated that the combination of reduce parking supply and an efficient public transit system will encourage the use of alternative modes of travel.

7.2 Proposed Zoning By-law Amendment

The 2019 Parking Master Plan & Implementation Study (PMPIS) established four parking precincts and recommended staff undertake a review of its off-street parking rates based on these precincts. Subsequently, staff prepared a Parking Regulations Study which was the subject of the May 31, 2021, Planning Development Committee meeting. At the meeting, several concerns were raised, including the need to develop rates tailored to Mississauga's context, review visitor parking reductions, manage parking pressure on local streets and increase community and stakeholder engagement. On September 14, 2021, a community meeting was held to invite comment on the draft off-street parking rates and regulations. Based on feedback heard from various stakeholders, staff undertook additional revisions which culminated in a new set of off-street parking rates and regulations. The following final recommended parking rates have been made since the December 6, 2021 PDC meeting.

The study proposes four parking precincts with tailored parking rates. The proposed subject site falls within Precinct 1 (Downtown Core to Cooksville, Uptown Node, and Port Credit) which requires the lowest parking rates given the mix of uses and the level of transit and other modes of travel available (i.e. rapid transit). By reducing parking rates, it is anticipated that the modal split towards non-auto modes of transportation including transit will be encouraged. Based on discussion with City Staff, although Council has not endorsed the proposed parking



requirements, it is under review and is the stated intent of the Council. The proposed parking rates also takes into account the new rapid transit and high order frequency of transit users. The parking requirement and supply for the proposed development is detailed in **Table 17**.

Table 17: City of Mississauga Zoning By-law 0225-2007 Vehicle Parking Requirements (Proposed Amendment - Precinct 1)

Type of Use	Unit Type	No. of Units	Parking Rates	Parking Requirement	Parking Provided	Difference
	Bachelor	0	0.80 parking space/unit	0		
Residential 1-	1-Bedroom	270	0.9 parking space/unit	243	355	
Condominium	2-Bedroom	98	1.0 parking space/unit	98	333	-
	3-Bedroom	11	1.3 parking space/unit	14		
	Visitor	379 0.15 parking space/unit		57	57	-
	412	412	-			

Where the calculation of the required parking spaces results in a number containing a fraction, fractions of less than 0.5 shall be rounded down to the nearest whole number and fractions equal to or greater than 0.5 shall be rounded up to the nearest whole number.

Based on the proposed Amended Zoning By-law parking requirements under Precinct 1 detailed in Table 17, the proposed development is required to provide 412 vehicle parking spaces. The proposed development will provide a total of 412 vehicle parking spaces thereby meeting the proposed amended parking requirement.

It is UrbanTrans opinion, the current parking requirement under Zoning By-law No. 0225-2007 is oversupplied and not required. As previously mentioned, Metrolinx has implemented the new Hurontario light rail transit (LRT) known as the Hazel McCallion Line which is currently under construction and expected to open in 2024. Once in service, the 18-kilometer Hazel McCallion Line will feature 19 stops, travelling through two urban growth centres and connect to major transit systems including three (3) stations in the vicinity of the subject development namely, Dundas Station, Cooksville Station and Fairview Station which will further reduce vehicle trip generation resulting in less parking demand for this development.

The Dundas Station and Cooksville GO Station is approximately 10 minutes walking distance from the proposed development with four (4) Mississauga Transit routes frequently serving the area with bus stops located within walking distance from the proposed development. The Cooksville Station is also connected to the Dundas BRT which is a transit corridor along a 48 kilometer stretch of Dundas Street from Highway 6 in the City of Hamilton through to the Kipling Transit Hub in the City of Toronto, linking Etobicoke and Mississauga City Centres. Furthermore, more than 20 kilometers of the 48 kilometer BRT, will operate in bus lanes or in a dedicated right-of-way, separate from other traffic, allowing faster and more reliable transit connections.

It is UrbanTrans opinion, as this is a transit-supportive development, the parking supply of 412 spaces can meet the parking demand of this development without any adverse impact to the surroundings. Furthermore, with the implementation of the TDM measures as part of the design



and construction of this development site described in this report, any future parking demands of this development can be accommodated onsite without relying on any off-site parking spaces.

7.3 Working From Home (COVID-19 Pandemic)

Based on the existing and pre-covid traffic data volume studies, it has become evident there has been a significant decrease in peak hour auto and non-auto modes of travel due to the current pandemic. The COVID-19 pandemic has forced a massive remote-work experiment where companies across the province of Ontario abruptly shuttered their offices and instructed employees to work from home. Many companies are now switching to permanent remote work in the future during post-pandemic as we see the trend continuing in 2022. According to Business Development Bank of Canada (BDC), working from home survey found that 74% of businesses plan to offer employees remote work after the pandemic and 55% of employees want to work remotely as much or more than they do now.

Due to the COVID-19 pandemic and the resulting stay-at-home orders have led to significant changes in the way people work. Many employees in major cities can spend up to two (2) hours commuting back and forth to work, so being able to work from home has been a time and money saver. Furthermore, means of communicating or holding work meeting has increased with online meeting platforms such as Zoom, Microsoft Teams and Skype avoiding travel times.

On this basis, it is UrbanTrans' opinion as the province moves forward into post-pandemic periods, less residents living in the proposed development will own cars given they do not need to travel to work. This provision will also help with housing affordability, especially for young professionals and family with no kids. As such, it is UrbanTrans' opinion the recommended parking rates are supported based on the current and future working from home trend.

7.4 Bicycle Parking Requirement

The City of Mississauga Zoning By-law 0225-2007 does not provide bicycle parking requirements. However, Transportation Planning Staff requested that the proposed development provide 0.60 long term spaces and 0.05 short term spaces. **Table 18** summarizes the long-term and short-term bicycle parking requirements.

Table 18: City of Mississauga Bicycle Parking Requirements

Type of Use	No. of Units	Bicycle Parking Rates	Parking Requirement	Parking Provided	Difference
Residential 379		Long term - 0.60 spaces/unit	228	229	+1
Condominium	3/9	Long term - 0.05 spaces/unit	19	19	-

Based on the Table 18, the proposed development is required to provide a total of 228 long term bicycle parking spaces and 19 short term bicycle parking spaces. The proposed development bicycle parking supply meets the parking requirements.



8.0 TRANSPORATION DEMAND MANAGEMENT (TDM)

Transportation Demand Management (TDM) Plan discusses measures to reduce congestion, minimize the number of single-occupant vehicle and encourage non-auto modes of travel such as walking, cycling and transit as well as ridesharing. TDM plans consist of specialized policies, targeted plans, innovative mobility services and products that encourage people to use sustainable modes of transportation, rather than driving alone, or make fewer trips by car.

TDM strategies have multiple benefits including reduce auto-related emissions to improve air quality, decreased traffic congestion to reduce travel time, increased travel options, reduce personal transportation costs and energy consumption and support Provincial smart growth objectives.

The primary objective of this TDM plan are as follows:

- ➤ Provision of facilities/operations to promote behavioural change for reduced automobile uses and encourage the use of alternative sustainable transportation modes aside from single-occupancy vehicle (SOV).
- ➤ Maximize average auto occupancies, with the intent of a net minimization of site-related auto trips.
- ➤ Create and support opportunities for an inclusive transportation system to accommodate and facilitate all potential road uses in a safe and efficient manner.

8.1 Smart Commute

The Smart Commute Mississauga and Smart Commute Pearson Airport are non-profit Transportation Management Associations (TMAs) that promote commuter options and transportation services and promote sustainable transportation which are ways of travelling between places with little or no effect on the environment. The Smart Commute are partnered with Metrolinx and the Greater Toronto/Hamilton Area (GTHA) municipalities. The aim is to reduce traffic and fight climate change by encouraging people to use cleaner ways of travelling in and around Mississauga and Pearson Airport. They are devoted to:

- > Reduce traffic congestion, and improve air quality and health by reducing vehicle emissions
- > Support for improved transit service, and increased local transportation infrastructure
- > Bus-only and cycling lanes, and a wider network of subway and light rapid transit;
- > Encourage the benefits of transit-supportive development and smart-growth strategies.
- ➤ Promote legislative flexibility in support of high-value, cost effective transportation strategies such as vanpools, telework, transit subsidies and shuttle services; and,
- ➤ Increase opportunities for TMA collaboration with business and government.



8.2 TDM Incentives and Recommendations

The following TDM incentives are recommended for the proposed residential development:

Cycling and Walking

- ➤ The Owner shall provide direct shared pedestrian/bicycle connections from the proposed development to Agnes Street and Cook Street.
- ➤ The Owner shall provide Bicycle parking for residents and visitors.
 - The proposed development currently has 229 long term bicycle parking spaces and 19 short term bicycle parking spaces.
- ➤ The proposed residential development is located in an area currently well serviced by existing sidewalks as well as existing and proposed cycling routes.

Transit

- ➤ The Owner shall coordinate with Region of Peel and City of Mississauga to deliver and promote the Transit Incentive information packages and programs. This includes the following:
 - o Information packages (MiWay maps, GO schedules, cycling maps).
- ➤ The proposed residential development is located in an area currently well serviced by transit.
 - Located within 300 meters of MiWay bus stops
 - Located within 500 meters of the Cooksville GO Train Station (Milton Line) which is considered a major transit station.
 - Proposed Hurontario LRT (stops at Dundas and Cooksville GO)

9.0 Transportation Planning Context in the Area

9.1 City of Mississauga's Official Plan (October 2021)

The City of Mississauga Official Plan provides direction for the next stage of the City's growth and provides a vision for a future Mississauga through specific guidance for both the public and private sectors. The most recent office consolidation of Mississauga Official Plan was updated October 21, 2021.

The Official Plan also indicates that: "The City will create a multi-modal transportation network for the movement of people and goods that supports more sustainable communities. The multi-modal transportation system is composed of the following modes of travel:

- > Transit;
- ➤ Vehicular (e.g., cars and trucks);
- ➤ Active transportation (e.g., walking and cycling);
- ➤ Rail (passenger and freight); and
- ➤ Air travel (passenger and freight).



While vehicle trips will continue to account for a significant share of the total trips, the length of these trips should shorten in response to the to the creation of mixed use nodes that support the daily needs of surrounding residential and business communities, and the share of auto trips will be reduced as opportunities to travel by transit, cycling and walking improve."

Based on our review of the Official Plan Transportation Policies and directions indicate that there is a need to reduce automobile trips by managing parking in the City in order to reduce single-occupant-vehicle trips and to support other modes of transportation such as public transit and active transportation.

9.2 Proposed Transit Improvements

Hurontario LRT

The Hurontario light rail transit (LRT) project will extend 18km and include 19 stops. The Hurontario LRT project will be environmentally friendly creating near zero emissions. The LRT will feature stops at both Cooksville GO and Dundas Street, both within an easily walkable distance of 300 or 600 meters respectively from the proposed residential development. Completion date is estimated for fall of 2024 and construction has already begun.

Dundas BRT Alignment

The Dundas bus rapid transit (BRT) project is a proposed 48km transit corridor along Dundas Street linking the City of Hamilton with the City of Toronto. The Dundas BRT aims at providing faster and more reliable transit while reducing greenhouse gas emissions along a major east-west corridor. While the project is still in its early phases (Identified in Metrolinx's 2041 RTP), it would likely feature a stop at Dundas Street and Hurontario Street, within an easily walkable 300 meters from the proposed development.

9.3 Mississauga Living Green Plan (LGMP)

The Living Green Master Plan (LGMP) is Mississauga's first environmental master plan. It was adopted by Mississauga City Council on January 8, 2012. It is primarily a document to focus on City policies and programs into actions to meet the environmental objectives of the Strategic Plan. Transportation and urban form are two policy and program areas where municipalities have clear jurisdiction and can undertake actions that significantly reduce impacts on the environment and reverse climate change. The City has committed significant resources towards building a reliable and convenient transit system, adapting roads to accommodate active means of transportation, and facilitating cycling and walking. As such, the the following seven (7) actions in Transportation are part of the strategic framework for actions:

- Action 1: Maximize investment in the expansion of public transit in areas where transit-supportive developments exist or is planned for the future.
- > Action 2: Lobby for funding to improve the regional transportation system
- Action 3: Evaluate Transportation Demand Management (TDM) initiatives to date and existing modal split; and work collaboratively to implement TDM measures across the City of Mississauga.



- ➤ Action 4: Invest in the expansion of alternative forms of transportation, including cycling, walking and car-sharing.
- ➤ Action 5: Develop targets for modal splits in the Transportation Strategy
- Action 6: Develop guidelines that advance new or rehabilitated transportation infrastructure that supports natural ecological functions.
- Action 7: Study the efficiency of eh transit network on priority corridors to speed up the system and make it more competitive and more attractive to commuters.

9.4 Mississauga Cycling Master Plan

The City of Mississauga's Cycling Master Plan will include recommendations for the City's cycling network which includes 897 kilometers of infrastructure to be built over 27 years. The vision is to have people choose to cycle for recreation, fitness and daily transportation needs enhancing the overall health and quality of life. The ambitious plan recommends a framework for designing, constructing, and operating a safe comprehensive and cost-effect cycling network in the City of Mississauga. The Mississauga Cycling Master Plan indicates that "The plan includes the following three (3) goals:

- ➤ Goal 1: Foster a culture where cycling is an everyday action
- ➤ Goal 2: Build an integrated on-rod and off-road cycling network as part of a multi-modal transportation system
- ➤ Goal 3: Adopt a "Safety First" approach for cycling in Mississauga"

The proposed Mississauga Cycling Route Network is provided in **Appendix M** which proposes Cycling Tracks or Separated Bike Lanes along Dundas Street and Hurontario Street.

10.0 CONCLUSIONS

The following section provides brief overview of the study findings and our assessment of the transportation related aspects of the proposed development.

DEVELOPMENT PROPOSAL

- ➤ The proposed development is located at the northwest corner of Agnes Street and Cook Street intersection municipally known as 65 & 71 Agnes Street, in the City of Mississauga.
- ➤ The subject site is currently occupied by two (2) single family detached residential dwellings. Based on the site plan provided by Sweeny & Co Architects dated April 22, 2022, we understand the project consists of the following components:
 - Redevelop the subject property with a 29-storey residential condominium building consisting of 379 residential units including six (6) townhouse residential units.
 - A total of 412 parking spaces are proposed within five (5) levels above grade and two (2) underground parking levels comprising of 57 visitor parking spaces and 355 tenant parking spaces.
 - A full movement vehicular entrance is proposed via Agnes Street.



Base Year (2022) Traffic Operations

- ➤ Metrolinx has implemented the new Hurontario light rail transit (LRT) known as the Hazel McCallion Line which in currently under construction and expected to open in 2024. Once in service, the 18-kilometer Hazel McCallion Line will feature 19 stops, travel through two urban growth centres and connect to major transit systems including three (3) stations in the vicinity of the subject development namely, Dundas Station, Cooksville Station and Fairview Station.
- ➤ The future LRT will restrict northbound left turning movement at Hurontario Street and Dundas Street signalized intersection. Based on discussion with City Staff, all northbound left turning volumes have been added to the northbound through movement for assessment purposes. Furthermore, the northbound left phase timings provided from the City will be removed for assessment purposes as discussed with City Staff under existing 2022 traffic conditions.
- > The following observations are identified for the signalized and unsignalized intersections based on the intersection capacity operational analysis:

Confederation Parkway & Agnes Street (Signalized)

The intersection capacity analysis indicates that under the existing conditions, the intersection is currently operating at acceptable levels of service based on overall intersection levels of service, v/c ratios and delay with no critical movements identified.

Confederation Parkway & Dundas Street West (Signalized)

The intersection capacity analysis indicates that under the existing conditions, the intersection is currently operating at acceptable levels of service, v/c ratios and delay with no critical movements identified.

Hurontario Street & Dundas Street West (Signalized)

The intersection capacity analysis indicates that under the existing conditions, the intersection is currently operating at acceptable levels of service based on overall intersection levels of service, v/c ratios and delay, with the exception of northbound through-right movements operating with higher delay and a 1.00 v/c ratio during the afternoon peak hour period.

The movement is expected to operate at capacity when long queues are formed, and vehicles are required to wait more than one cycle length to get through the intersection. Given the implementation of the future LRT and the restriction of the northbound left turning movement at Hurontario Street and Dundas Street signalized intersection, the northbound left turning volumes has been added to the northbound through movements for assessment purposes. It is important to note, the northbound through traffic volumes growth from existing to horizon period 2026 are expected to drop by 20.5% as detailed in Section 3.2, Table 4. Furthermore, the primary objective in implementing the LRT is to provide sustainable infrastructure on the development site that will encourage people to



use alternative modes of travel, resulting in reduce auto usage and travel time, increase in air quality, and decrease in single-occupancy auto use. Furthermore, drivers will adapt to existing travel patterns and use adjacent arterial roads downstream such as King Street West to head west.

Agnes Street & Hurontario Street (Unsignalized)

The intersection capacity analysis indicates that under the existing conditions, the intersection is currently operating at acceptable levels of service based on overall intersection levels of service, v/c ratios and delay with no critical movements identified.

Cook Street & Agnes Street (Unsignalized)

The intersection capacity analysis indicates that under the existing conditions, the intersection is currently operating at acceptable levels of service based on overall intersection levels of service, v/c ratios and delay with no critical movements identified.

Future (2027) Background Traffic Conditions

➤ The following observations are identified for the signalized and unsignalized intersections based on the intersection capacity operational analysis:

Confederation Parkway & Agnes Street (Signalized)

The intersection capacity analysis indicates that under the future (2027) background traffic conditions, the intersection is expected to operate at acceptable levels of service, v/c ratios and delay with no critical movements identified.

Confederation Parkway & Dundas Street West (Signalized)

The intersection capacity analysis indicates that under the future (2027) background traffic conditions, the intersection is expected to operate at acceptable levels of service, v/c ratios and delay with no critical movements identified.

Hurontario Street & Dundas Street West (Signalized)

The intersection capacity analysis indicates that under the future (2027) background traffic conditions, the intersection is expected to operate at acceptable levels of service, v/c ratios and delay, with the exception of westbound through-right movements operating with higher delay and 1.00 v/c ratio during the afternoon peak hour period.

Agnes Street & Hurontario Street (Unsignalized)

The intersection capacity analysis indicates that under the future (2027) background traffic conditions, the intersection is expected to operate at acceptable levels of service, v/c ratios and delay with no critical movements identified.



Cook Street & Agnes Street (Unsignalized)

The intersection capacity analysis indicates that under the future (2027) background traffic conditions, the intersection is expected to operate at acceptable levels of service, v/c ratios and delay with no critical movements identified.

Site Generated Traffic Volumes

➤ Based on the trip generation calculations, the proposed residential development is estimated to generate a total 90 two-way trips (22 inbound and 68 outbound) during the weekday morning peak hour and 105 two-way trips (63 inbound and 42 outbound) during the afternoon peak hour.

Future (2027) Total Traffic Conditions

➤ The following observations are identified for the signalized and unsignalized intersections based on the intersection capacity operational analysis:

Confederation Parkway & Agnes Street (Signalized)

The intersection capacity analysis indicates that under the future (2027) total traffic conditions, the intersection is expected to operate at acceptable levels of service, v/c ratios and delay with no critical movements identified.

Confederation Parkway & Dundas Street West (Signalized)

The intersection capacity analysis indicates that under the future (2027) total traffic conditions, the intersection is expected to operate at acceptable levels of service, v/c ratios and delay with no critical movements identified.

Hurontario Street & Dundas Street West (Signalized)

The intersection capacity analysis indicates that under the future (2027) total traffic conditions, the intersection is expected to operate at acceptable levels of service, v/c ratios and delay, with the exception of westbound through-right movements operating with higher delay and $1.00 \ v/c$ ratio during the afternoon peak hour period similar to future (2027) background traffic conditions.

The proposed development site traffic will not create any adverse impacts to the adjacent road network and operations particularly the critical westbound through-right turning movements compared to the future (2027) background traffic conditions. The westbound through-right turning movement experiences an increase in the 95th percentile queue of 5.2 meters during the afternoon peak hour period. Approximately 7.5 meters is required for one (1) vehicle storage length in queue.

Based on the proposed optimized timings splits, the intersection is expected to operate better with acceptable level of services, v/c ratios less than 1.00 and delays.

It is recommended that the Region of Peel monitor these movements in the future and make appropriate adjustment as required based on the optimized signal timings recommended in



this study when the proposed development and other developments in the area are fully occupied.

Furthermore, it is recommended that the Region monitors the growth rates along Hurontario Street and Dundas Street West and other main corridors in the area so that signal timing plans will be appropriately prioritized for transit vehicles and other modes of transportation. This will facilitate and encourage new residents and employees to take alternative and sustainable modes of transportation to work, school, shopping or other discretionary trips during the peak periods.

Agnes Street & Hurontario Street (Unsignalized)

The intersection capacity analysis indicates that under the future (2027) total traffic conditions, the intersection is expected to operate at acceptable levels of service, v/c ratios and delay with no critical movements identified.

Cook Street & Agnes Street (Unsignalized)

The intersection capacity analysis indicates that under the future (2027) total traffic conditions, the intersection is expected to operate at acceptable levels of service, v/c ratios and delay with no critical movements identified.

Site Access & Agnes Street (Unsignalized)

The intersection capacity analysis indicates that under the future (2027) total traffic conditions, the intersection is expected to operate at acceptable levels of service, v/c ratios and delay with no critical movements identified.

On this basis, no infrastructure improvements will be required to accommodate the proposed development and future (2027) background developments. It is our opinion the proposed development can adequately be accommodated by the existing transportation network with minimal traffic impact to the adjacent public roadways based on recommended optimized timings provided in Table 12.

Site Access

➤ The stopping sight distances achieve an excess of +160m and +70m in distances for the east and west approaches, respectively. It is important to note, the available sight distances fall within the signalized and unsignalized intersection resulting in vehicles being under stop control and speeds being monitored appropriately.

Given the information summarized above, it is our opinion that a driver with standard eye height has sufficient time to stop safely and is supportable from a traffic engineering and stopping sight distance perspective.

➤ The departure sight distances achieve an excess of +90m in distances for the east approach and meets the requirement of the west approach. As previously mentioned, the available sight distances fall within the signalized intersection resulting in vehicles being under stop control and speeds being monitored appropriately.



Given the information summarized above, it is our opinion that vehicles can sufficiently complete a right turn from site entrance future stop bar location and is supportable from a traffic engineering and departure sight distance perspective.

- ➤ The analysis demonstrates that a passenger vehicle and waste collection can maneuver within the designated route with no conflicts.
- Based on the recommended signages and pedestrian sidewalk within the subject site, it is our opinion the site will operate safely and efficiently for both motorists and pedestrian connectivity.

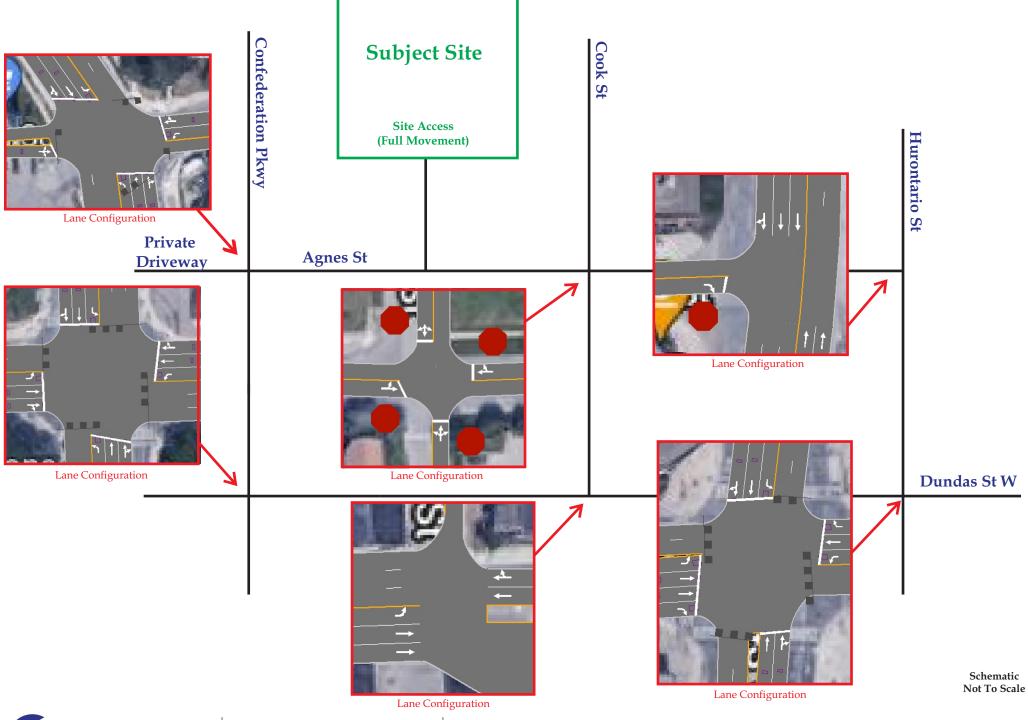
Parking Requirement

- ➤ Based on the applicable Zoning By-law detailed in Table 16, the proposed development is required to provide 569 vehicle parking spaces. The proposed development will provide a total of 412 vehicle parking spaces resulting in a parking deficiency of 157 vehicle parking spaces.
- ➤ Based on the proposed Amended Zoning By-law parking requirements under Precinct 1 detailed in Table 17, the proposed development is required to provide 412 vehicle parking spaces. The proposed development will provide a total of 412 vehicle parking spaces thereby meeting the proposed amended parking requirement.
- ➤ The proposed development is required to provide a total of 228 long term bicycle parking spaces and 19 short term bicycle parking spaces. The proposed development bicycle parking supply meets the parking requirements.

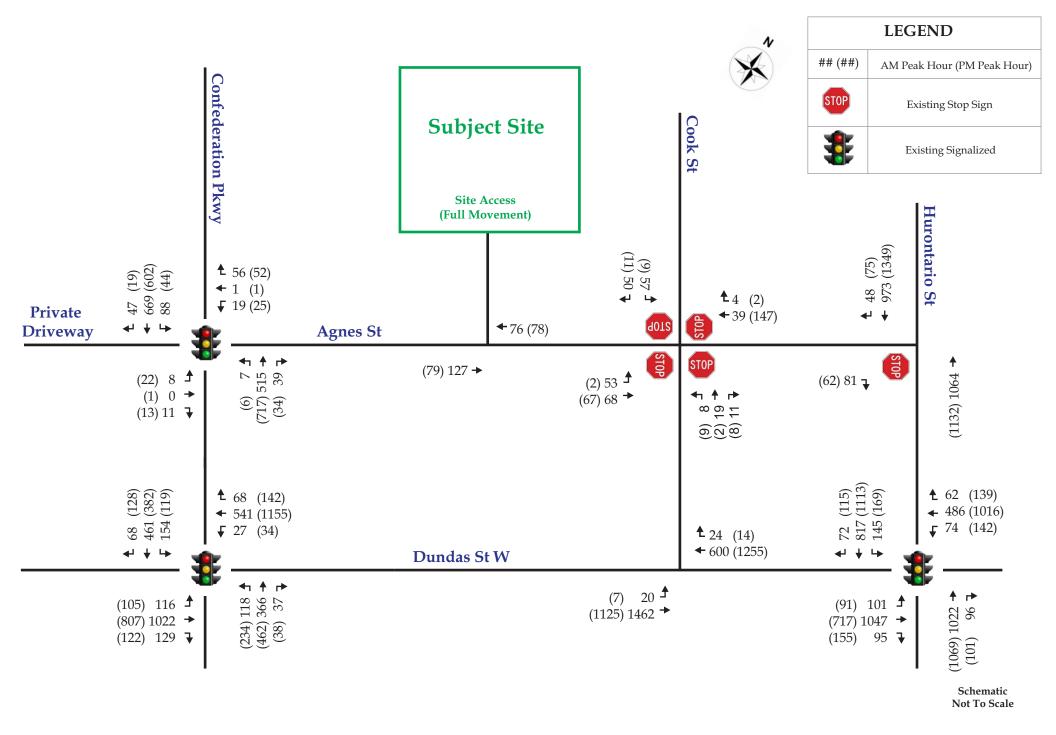
12.0 RECOMMNEDATIONS

The following section provides our recommendations for the proposed development.

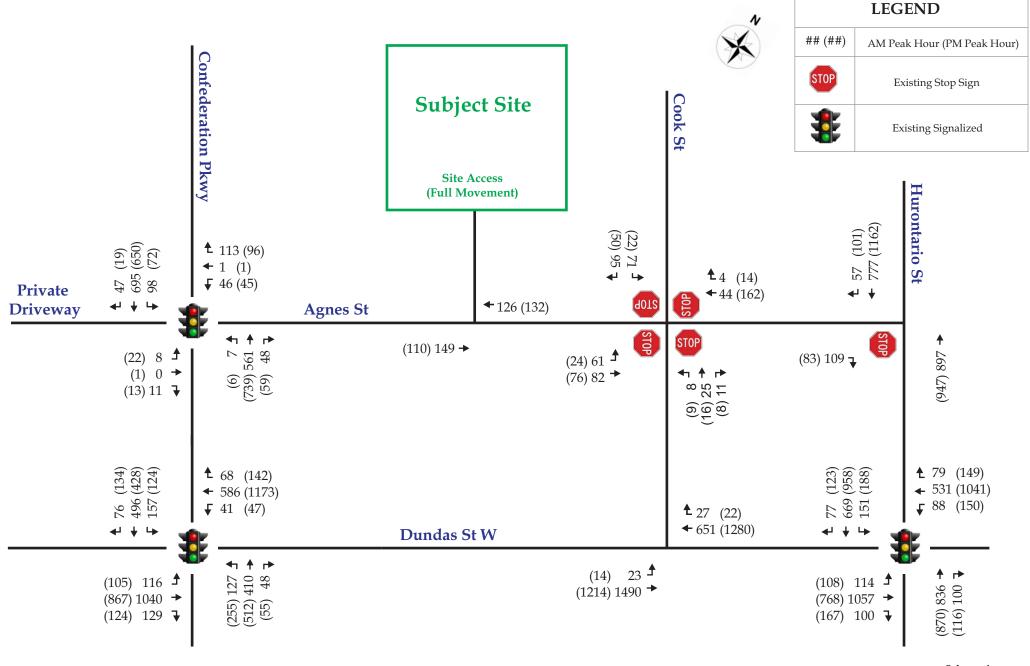
- ➤ It is important to note, the vegetation within the City's right of way along Agnes Street illustrated in **Figure 11** must be cleared that is currently obstructing signages and providing substandard sight lines.
- ➤ The Owner shall coordinate with City of Mississauga to deliver and promote the Transit Incentive information packages and programs.





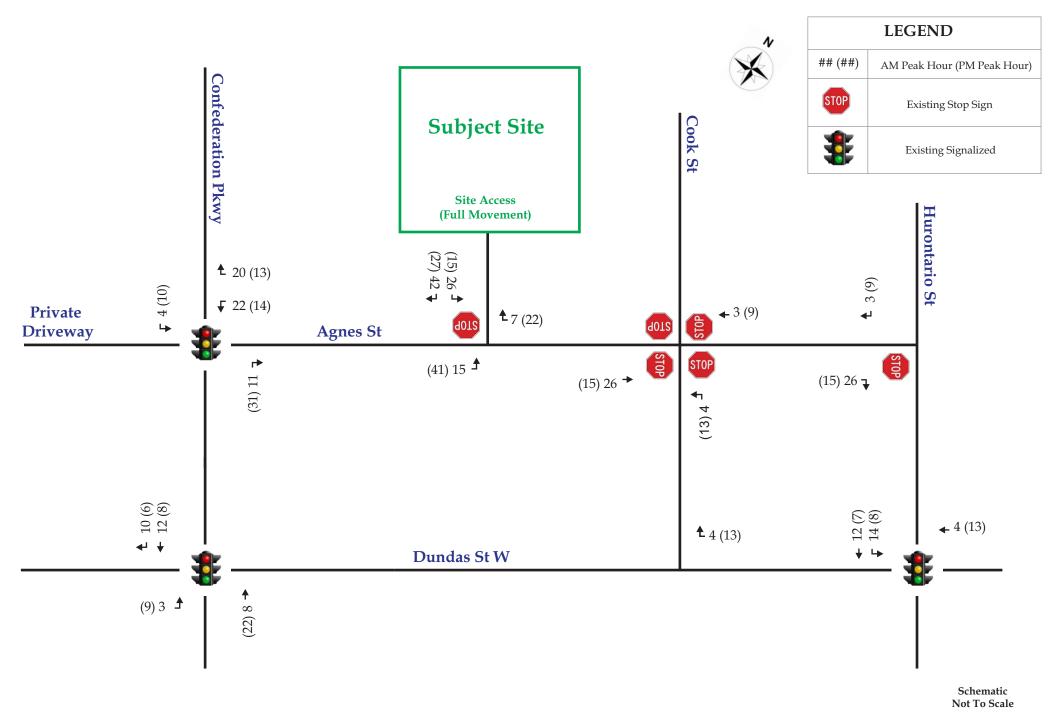




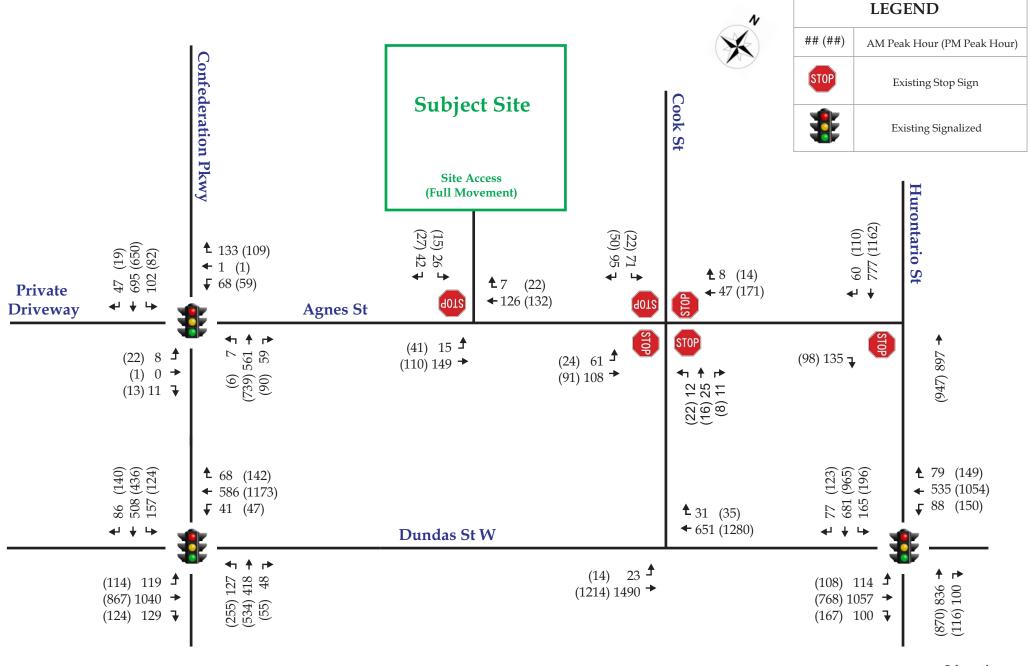












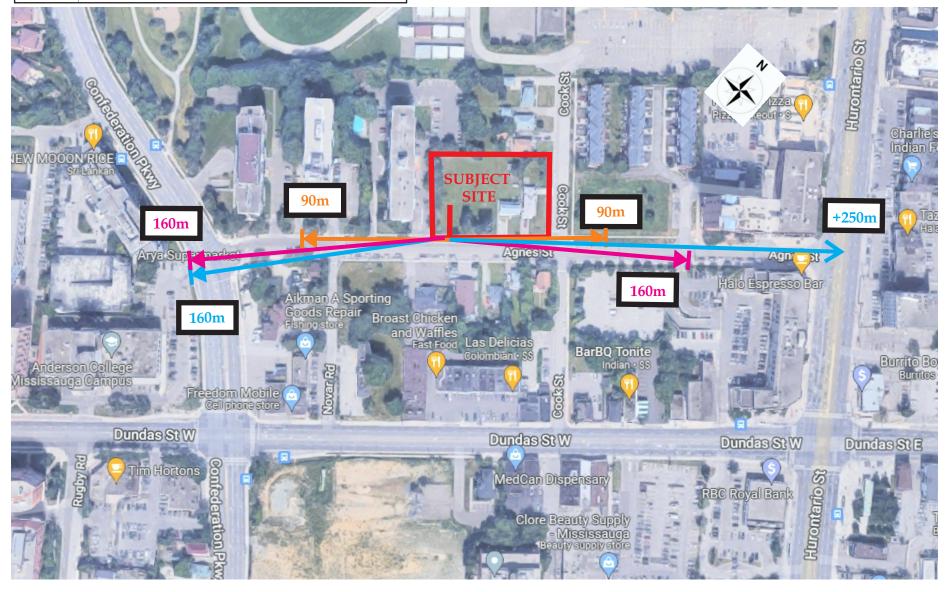




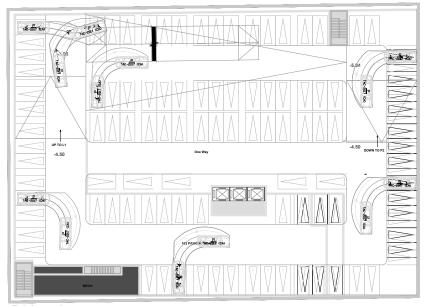
LEGENDAvailable Sight Distance

Stopping Sight Distance (SSD)

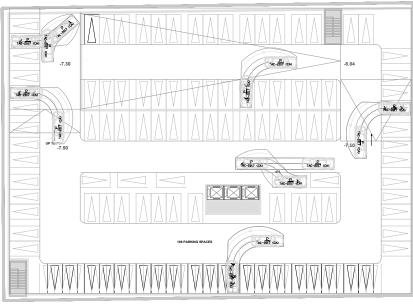
Departure Sight Distance (DSD)



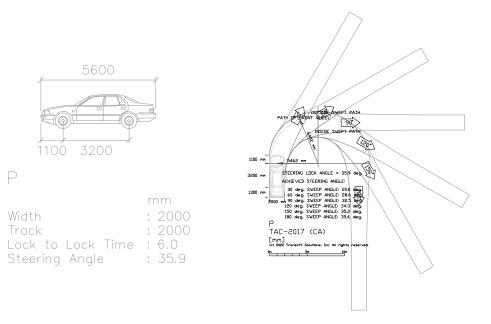


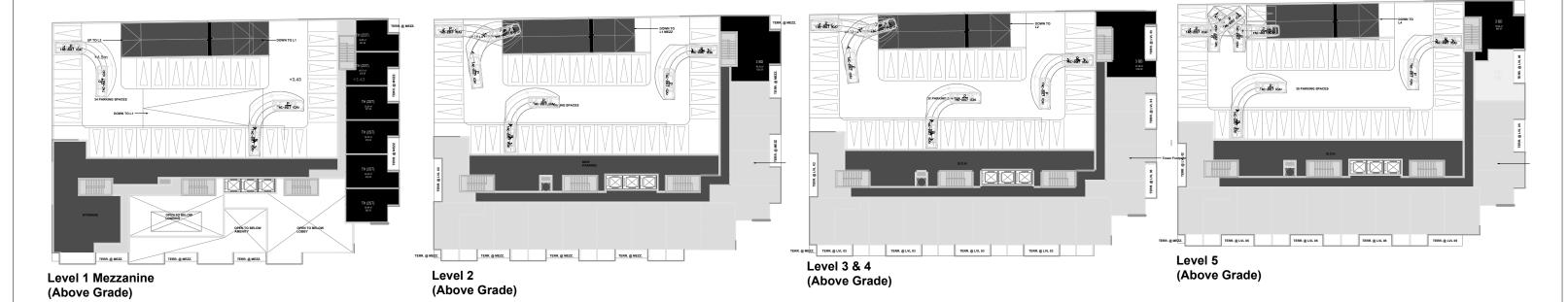


P1 Level (Underground)



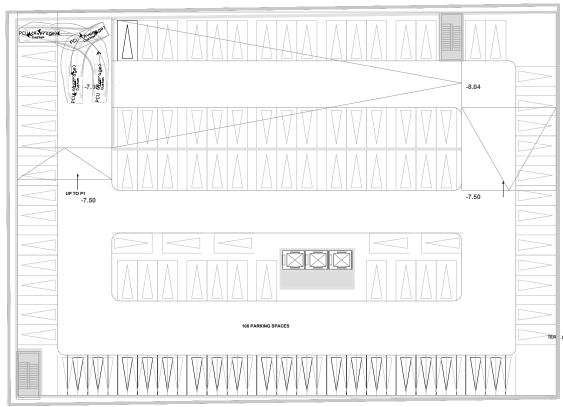
P2 Level (Underground)







Drawing Title:	AutoTURN Analyis (P TAC-2017)						
Drawing No.:	Figure 12 Date: April 28, 2022						
Project No.:	UT-21-032	Drawn By: AS					
Scale:	NTS	Notes:					



33 PARKING SPACES

38 PARKING SPACES

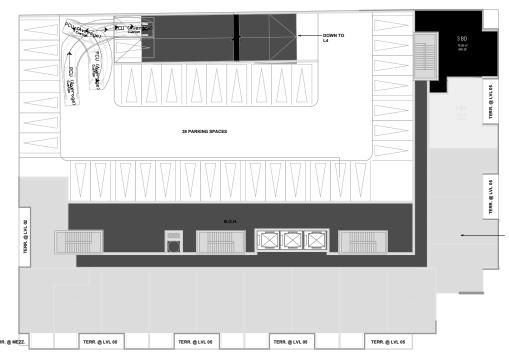
TERR. @ LVL 05

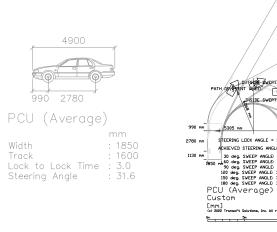
TERR. @ LVL 05

TERR. @ LVL 05

Level 5 (Above Grade)

P2 Level (Underground)





Level 5 (Above Grade)



Drawing Title:	AutoTURN Analyis (Small Car 4.90m)					
Drawing No.:	Figure 13	Date:	April 28, 2022			
Project No.:	UT-21-032	Drawn By:	AS			
Scale:	NTS	Notes:				

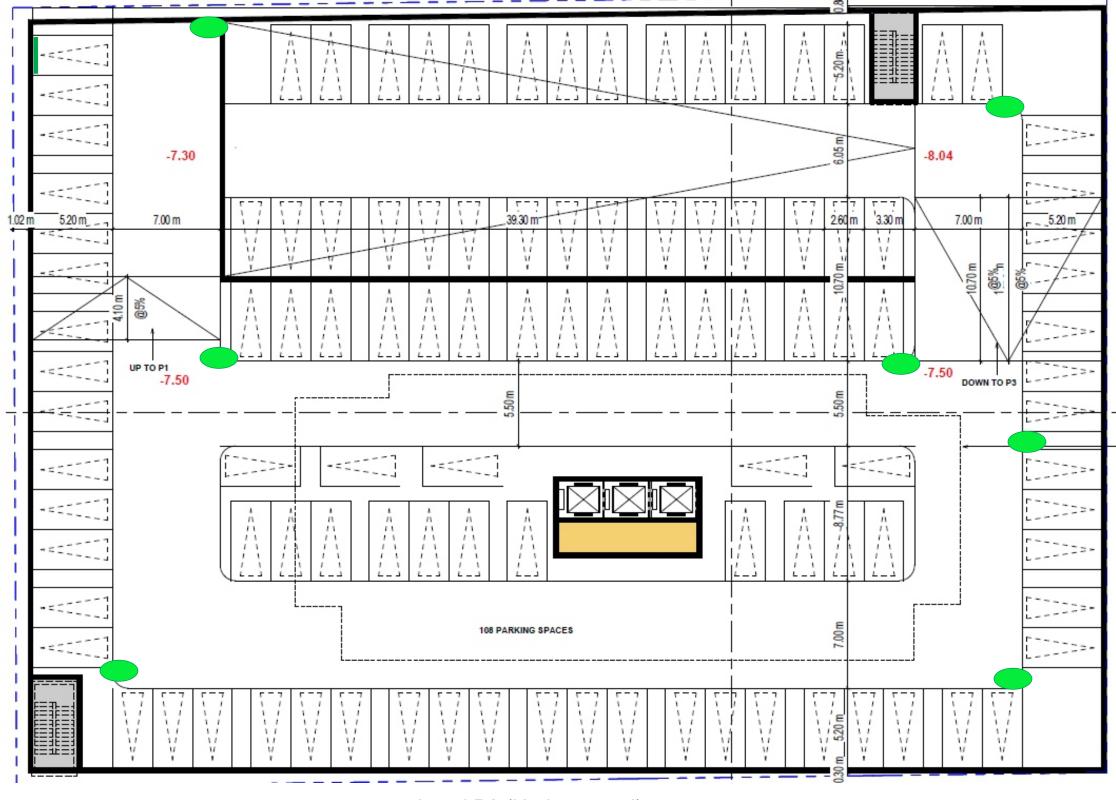




65-71 Agnes Street, City of Mississauga

Prawing Title: AutoTURN Analyis (P TAC-2017)						
Drawing No.:	Figure 14 Pate: April 28, 2022					
Project No.:	UT-21-032	Drawn By:	AS			
Scale:	NTS	Notes:				

LEGEND							
SYMBOL	DESCRIPTION						
	Convex Mirror						
	SMALL CAR ONLY						

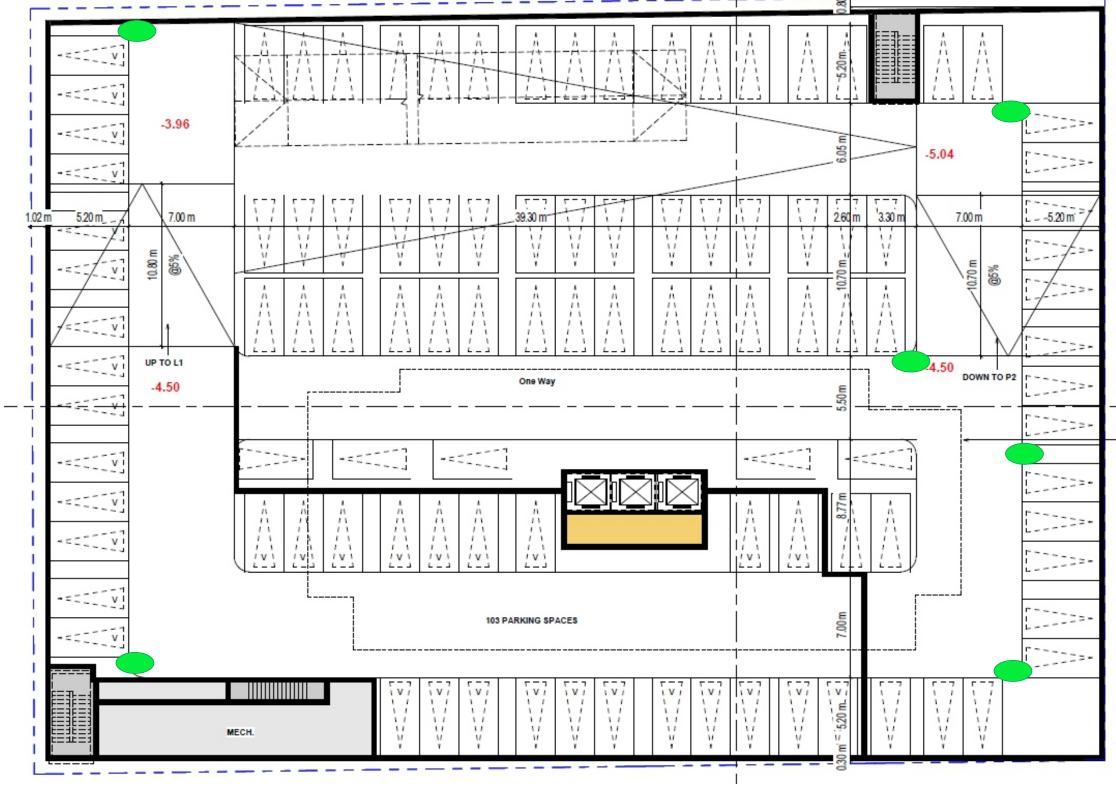


Level P2 (Underground)



Drawing Title:	Signage and Pavement Marking Plan						
Drawing No.:	Figure 15 April 28, 2022						
Project No.:	UT-22-032	Drawn By: AS					
Scale:	NTS	Notes:					

SYMBOL DESCRIPTION Convex Mirror

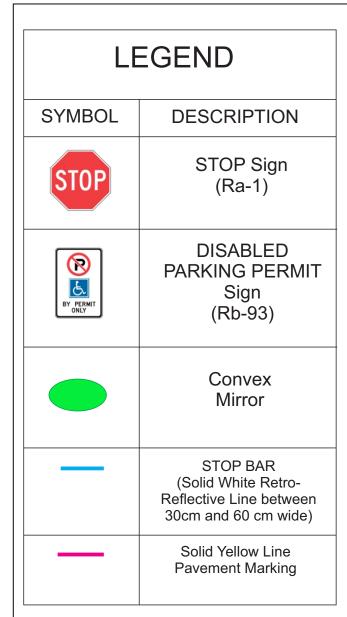


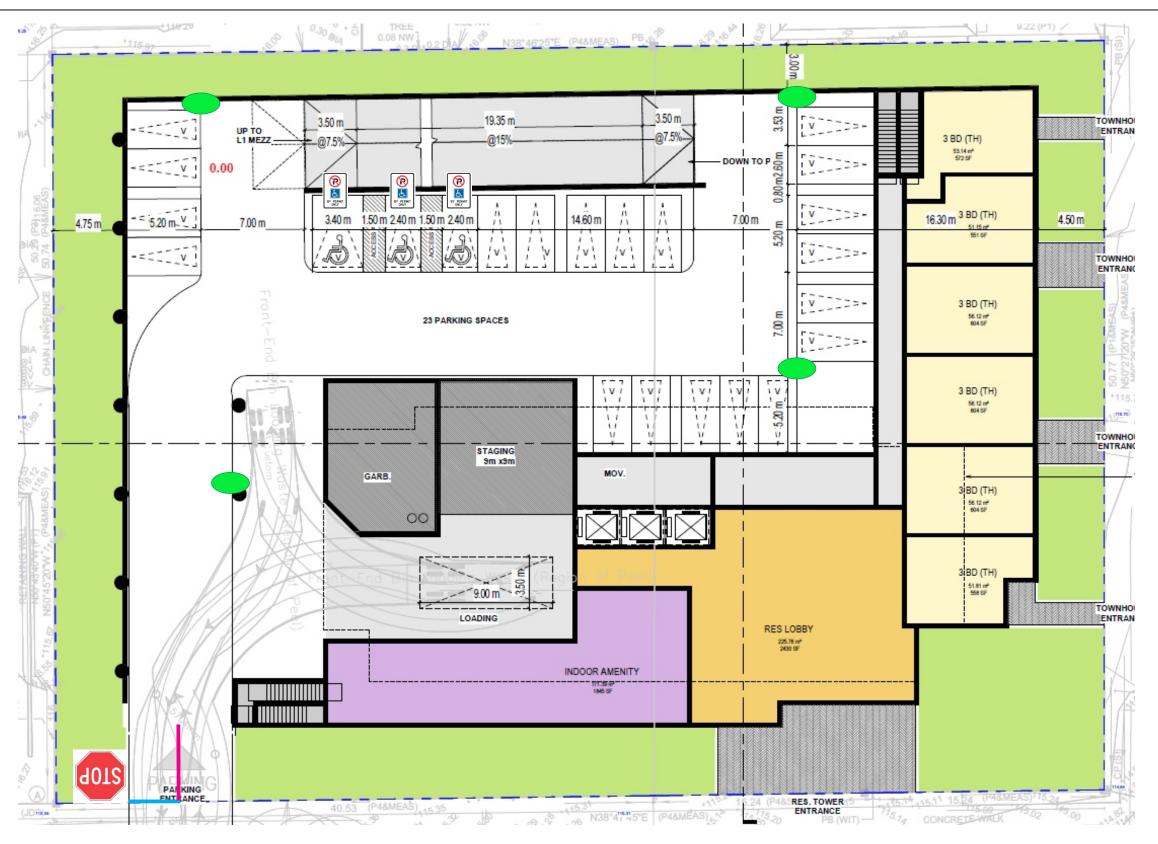
Level P1 (Underground)



Project Name:

Drawing Title:	Signage and Pavement Marking Plan						
Drawing No.:	Figure 16	Date: April 28, 2022					
Project No.:	UT-22-032	Drawn By: AS					
Scale:	NTS	Notes:					

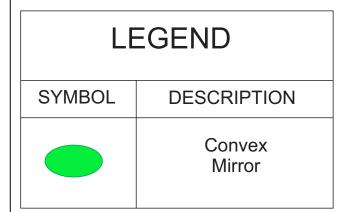


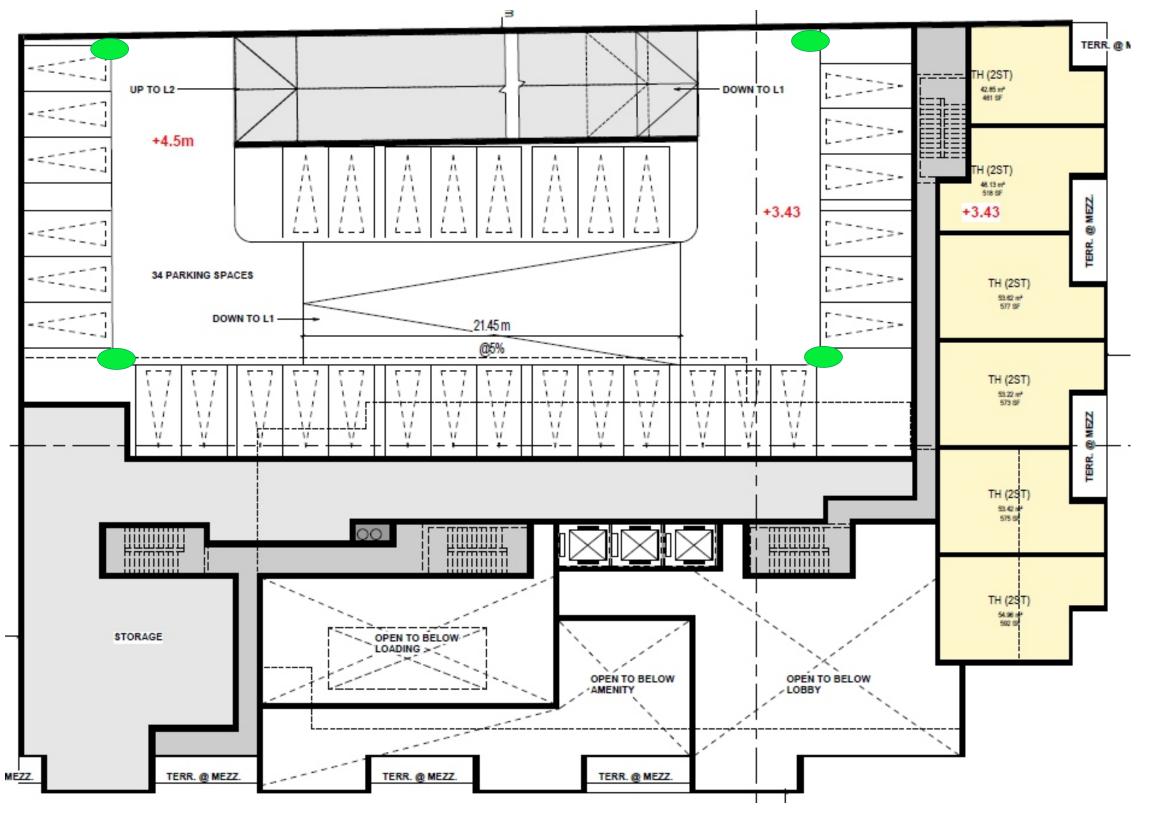


Ground (At Grade)



Drawing Title:	Signage and Pavement Marking Plan						
Drawing No.:	Figure 17 April 28, 2022						
Project No.:	UT-22-032	Drawn By: AS					
Scale:	NTS	Notes:					

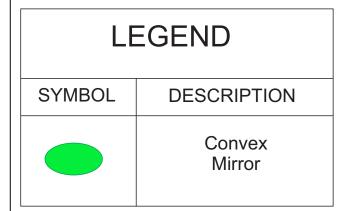


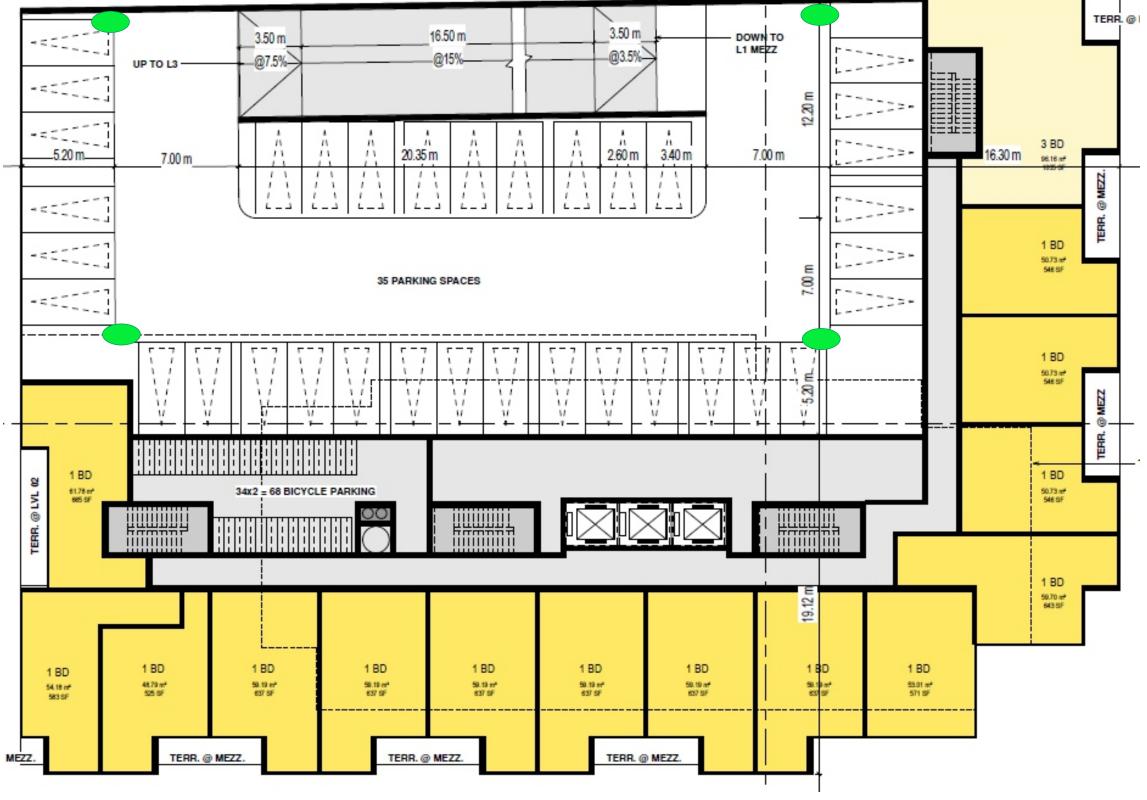


Level 1 Mezz (Above Grade)



Drawing Title:	Signage and Pavement Marking Plan					
Drawing No.:	Figure 18	Date: April 28, 2022				
Project No.:	UT-22-032	Drawn By: AS				
Scale:	NTS	Notes:				

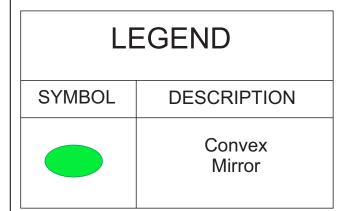


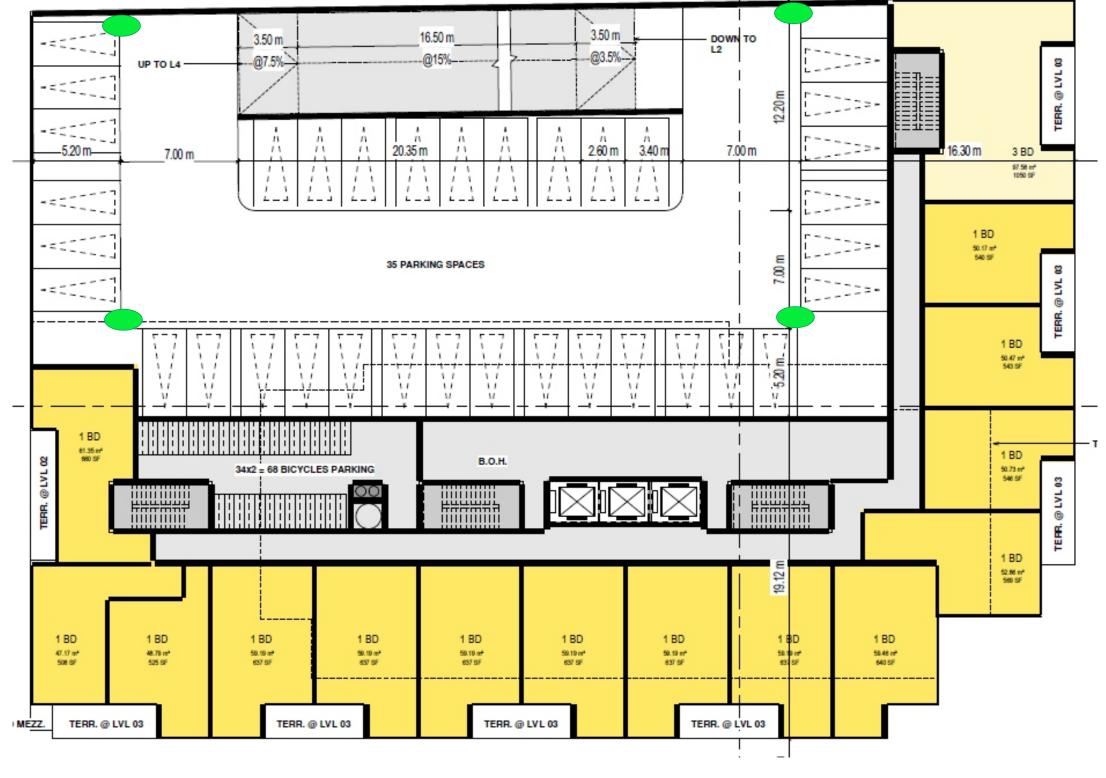


Level 2 (Above Grade)



Drawing Title:	Signage and Pavement Marking Plan					
Drawing No.:	Figure 19	Date: April 28,	2022			
Project No.:	UT-22-032	Drawn By: AS				
Scale:	NTS	Notes:				

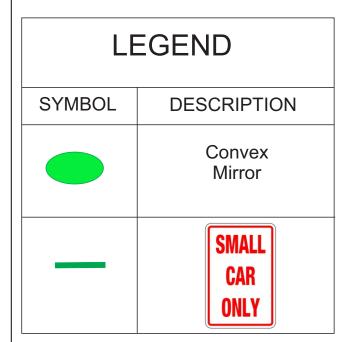


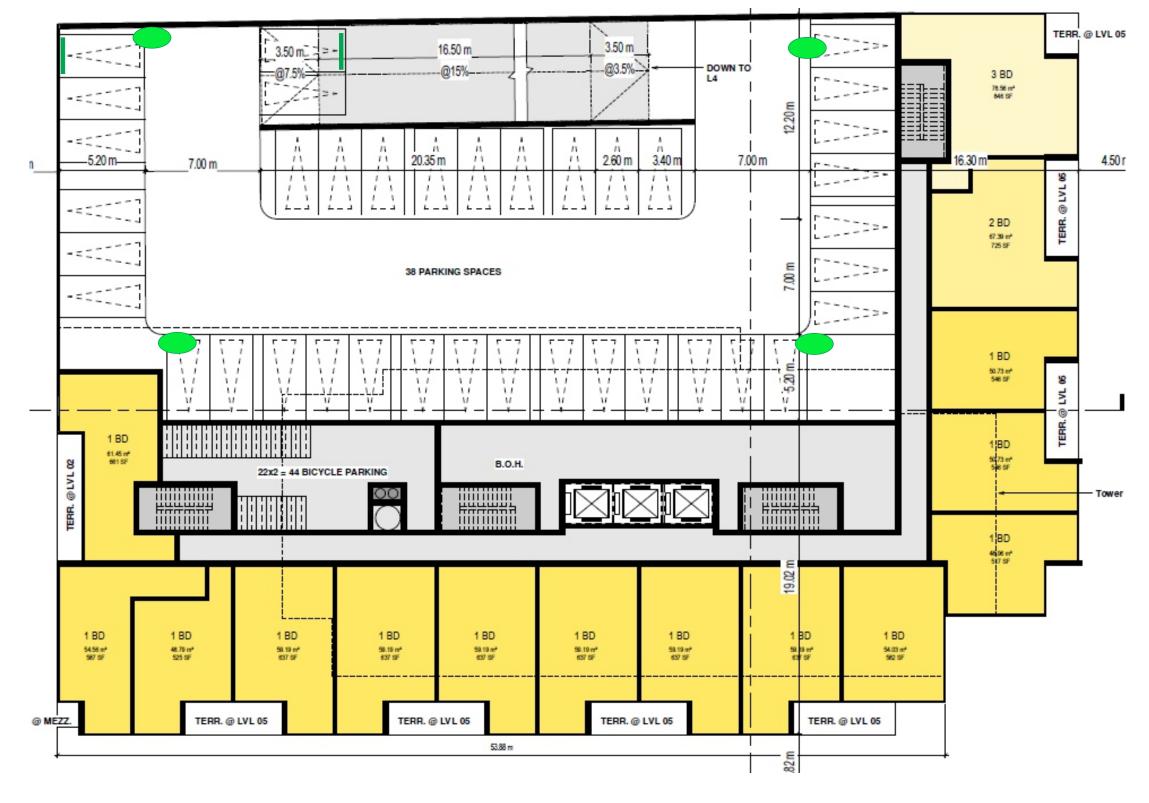


Level 3 & 4 (Above Grade)



Drawing Title: Signage and Pavement Marking Plan							
Drawing No.:	Figure 20 April 28, 2022						
Project No.:	UT-22-032	Drawn By:	AS				
Scale:	NTS	Notes:					





Level 5 (Above Grade)



Drawing Title:	Signage and Pavement Marking Plan						
Drawing No.:	Figure 21	Date: April 28, 2022					
Project No.:	UT-22-032	Drawn By:	AS				
Scale:	NTS	Notes:					

Appendix A Terms of Reference (City of Mississauga)



UrbanTrans Engineering Solutions Inc. 9275 Markham Road, Suite 146 Markham ON L6E 0H9 Tel: 437-236-7085 annosan@uteng.ca

TERMS OF REFERENCE

To: Bo Yang Yu, Traffic Review, City of Mississauga

From: Annosan Srikantha, President, UrbanTrans Engineering Solutions Inc.

Date: March 17, 2022

Re: Terms of Reference for Traffic Impact Study – Proposed Residential

Development (64-79 Agnes Street, City of Mississauga) DARC 22-17 W7

These Terms of Reference below are to serve as a general guideline to present the purpose, structure and scope of the work to be undertaken for the preparation of the Traffic Impact Study (TIS) for a residential development in support of an Official Plan Amendment (OPA) and Zoning By-law Amendment application(s). The proposed development is located at the northwest corner of Agnes Street and Cook Street intersection municipally known as 65 & 71 Agnes Street, in the City of Mississauga.

Based on the site plan provided by Sweeny & Co Architects, we understand the project consists of the following components:

- ➤ Redevelop the subject property with a 29-storey residential condominium building consisting of 390 residential units.
- ➤ A total of 324 parking spaces are proposed comprising of 67 visitor parking spaces and 185 tenant parking spaces. A total of 15 visitor parking spaces are located at grade and remaining 52 visitor parking spaces and 185 tenant parking spaces are located within three (3) levels of underground parking.
- ➤ A full movement vehicular entrance is proposed to serve the via Agnes Street.

Introduction

The report introduction will include full description of the proposed development, but not limited to:

- Municipal Address
- > Existing and proposed land uses, access locations and operations
- ➤ Total building size and parking/loading supply
- > Anticipated date of occupancy



Existing Traffic and Active Transportation Conditions

The existing traffic analysis for the development includes the following, but not limited to:

- ➤ Review the existing conditions of the surrounding area, including road network (i.e., traffic data, lane configuration and turning restrictions), active transportation and/or transit network and assessment.
- Turning movement counts will be collected during weekday AM (7am-10am), weekday PM (4pm-7pm) peak periods at the following study area intersections:
 - Confederation Parkway & Agnes Street (Signalized)
 - Novar Road & Agnes Street (Unsignalized)
 - o Cook Street & Agnes Street (Unsignalized)
 - Agnes Street & Hurontario Street (Unsignalized)
 - Proposed Site Access & Agnes Street (Unsignalized)
- ➤ The traffic data obtained will utilize window-based computer software (Synchro Version 11) to undertake capacity analysis (i.e. level of services, volume to capacity ratios, delays, queues, etc.) at the study area intersections during weekday peak hour periods for signalized and unsignalized intersections.
- ➤ Document the results of all level-of-services analysis, including overall delay, control delay per vehicle, vehicle queues, and volume/capacity ratios for each intersection and critical lane group or critical movements in appendix to the TIS.

Future Background Traffic and Transit Assessment

The future background traffic analysis for the development includes the following, but not limited to:

- ➤ Review the future background traffic volumes surrounding the subject property that consist of two (2) components.
 - Background traffic growth applied to through traffic movements within the study area intersections. Growth Rate will be based off regression analysis of historical average annual daily traffic count information collected by City of Mississauga at the study area intersections and applied to horizon study year.
 - Traffic generated by background developments in the vicinity of the subject site approved or in the approval process occurring within the horizon year of this development.
- ➤ Transportation network improvements and transit considerations will be examined.
- ➤ A five-year horizon after the entire building process of the proposed development will be carried out for assessment purposes.
- ➤ Document the results of all level-of-services analysis, including overall delay, control delay per vehicle, vehicle queues, and volume/capacity ratios for each intersection and critical lane group or critical movements in appendix to the TIS.



> Operational deficiencies due to future forecasted traffic volumes will be identified and alleviative measures will be proposed and documented in the final report.

Trip Generation and Distribution

The trip generation and distribution analysis will include:

- Apply trip generation rates from the ITE Trip Generation Manual (10th Edition) and similar development applications/first principal analysis in the area to the subject site to determine site traffic and newly added trips on the surrounding network.
- ➤ The Transportation Tomorrow Survey (TTS) data will be reviewed to forecast the persontrips generated by the proposed development as well as each transportation modal split (i.e. automobile, transit, cycling) and trip distributions.

Future Total Traffic Assessment

The future total traffic volume analysis for the development includes the following, but not limited to:

- ➤ The Future total traffic assessment comprises of future background traffic volumes plus site generated traffic volumes.
- ➤ Document the results of all level-of-services analysis, including overall delay, control delay per vehicle, vehicle queues, and volume/capacity ratios for each intersection and critical lane group or critical movements in appendix to the TIS.
- ➤ Review the proposed site accesses from a safety and operational feasibility perspective.
- ➤ Potential operational shortcomings as a result of the proposed development site traffic will be identified and alleviative measures will be proposed and documented in the report
- ➤ Identify vehicle queuing that exceeds the available storage and requirement for turn lanes as necessary.
- > Access consideration and recommendations necessary to fulfill the study requirements will be detailed.

Parking Assessment

- ➤ Describe parking and loading facilities proposed in conjunction with the proposed development.
- ➤ Determine whether the proposed vehicle, bicycle and loading supply can sufficiently accommodate the peak parking demand/requirement of the proposed development and meets the City's Zoning By-law requirements.
- A recommended minimum parking rate for proposed land uses, based on best practices and shared parking rationale will be provided (if applicable).



Site Access & On-site Circulation Review

- Undertake AutoTURN Analysis as part of the functionality of the site plan by simulating vehicle swept path on the proposed site plan to confirm adequate space requirements are provided for passenger cars, waste collection, fire/emergency, and delivery trucks (where applicable).
- ➤ Appropriate signage and pavement marking plans will be recommended in accordance with the Ontario Traffic Manual (OTM).

Transportation Demand Management (TDM)

Evaluate and recommend TDM plans to reduce single-occupant vehicular trips (vehicles carrying only one person) which consists of specialized policies, targeted programs, innovative mobility services and products that encourage people to use more sustainable modes of transportation to and from the subject site.

A Traffic Impact Study (TIS) report will be compiled and produced in final report form for submission to the City summarizing the findings and recommendations with supporting documentation (i.e. summaries of data collection, assumptions related to traffic operations, computer outputs of level of service calculations, and other technical data).

We appreciate the opportunity to submit this Terms of Reference and look forward to working with you on this study application. Should you have any questions or would like to discuss any matter in greater detail, please do not hesitate to contact me at 437-236-7085. We courteously await your instructions to advance.

Kind Regards,

UrbanTrans Engineering Solutions Inc.

Annosan Srikantha, P.Eng.

President

From: Bo Yu <BoYang.Yu@mississauga.ca>

Sent: April 28, 2022 9:45 AM

To: Annosan Srikantha <annosan@uteng.ca> **Subject:** RE: HuLRT future lane configuration

Hi Annosan,

Please see my comments below.

Thank you,



Bo Yang Yu, C.Tech Traffic Planning Technologist T 905-615-3200 ext. 4784 boyang.yu@mississauga.ca

City of Mississauga | Transportation & Works Department 201 City Centre Drive, Suite 800 | Mississauga ON | L5B 2T4

Please consider the environment before printing.

From: Annosan Srikantha <annosan@uteng.ca>

Sent: Thursday, April 28, 2022 9:03 AM

To: Bo Yu < BoYang. Yu@mississauga.ca >
Cc: Annosan Srikantha < annosan@uteng.ca >
Subject: RE: HuLRT future lane configuration

Hi Bo Yu,

Can you plase confirm the following as preivously discussed:

-Based on our discussion regarding City's signal timing plans provided, I will add the northbound left phase timings to the northbound through movement at Hurontario St and Dundas St signalized intersection under existing (2022) traffic conditions. In addition, I will provide recommended timings to future 2027 horizon period as necessary. Yes.

-The growth rates to be used along Hurontario Street, Dundas Street and Confederation Parkway will be applied to the through movements. Yes.

-A 0.95 peak hour factor will be applied to the 2022 horizon period. In addition, a 1.00 peak hour factor will be applied to the 2027 future background and future total traffic coniditions for assessment purposes.

Please provide rationale and justification within the report based on your engineering judgement.

Kind regards,



Annosan Srikantha, P.Eng. President

P: 437-236-7085 E: annosan@uteng.ca

9275 Markham Road, Suite 146 | Markham ON | L6E 0H9

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From: Bo Yu <BoYang.Yu@mississauga.ca>

Sent: March 28, 2022 3:27 PM

To: Annosan Srikantha <annosan@uteng.ca>

Cc: Trans Projects < Trans. Projects@mississauga.ca>

Subject: RE: Terms of Reference - Traffic Impact Study (65-79 Agnes Street, City of Mississauga) - DARC

22-17 W7

HI Annosan,

Please note the report provided by GHD has not been approved and still under review (staff have provided comments as of justification to the 1% growth rate used for Existing Conditions which is yet to be addressed). The GHD report is provided as reference for existing 2015 and 2019 counts. Growth rate to bring up to 2022 existing condition shall be confirmed with our Transportation Planning section.

For background development, please ensure all developments proposed in the surrounding neighbourhood as stated my original ToR response are included.

Traffic Planning does not review the dimension required for loading. The internal circulation of the site is reviewed to ensure all vehicles expected on-site can maneuver safely through the turning movement diagram of various design vehicle. Region of Peel does provide design standards for waste collection vehicles online, please confirm with the Region with the most appropriate vehicle expected on-site.

Please do not hesitate to contact me if you have any questions.

Thank you



Bo Yang Yu, C.Tech Technologist-in-training T 905-615-3200 ext. 4784 boyang.yu@mississauga.ca City of Mississauga | Transportation & Works Department 201 City Centre Drive, Suite 800 | Mississauga ON | L5B 2T4

Please consider the environment before printing.

From: Annosan Srikantha < annosan@uteng.ca>

Sent: Friday, March 25, 2022 7:02 PM **To:** Bo Yu <<u>BoYang.Yu@mississauga.ca</u>>

Cc: Trans Projects <Trans.Projects@mississauga.ca>; Annosan Srikantha <annosan@uteng.ca>

Subject: RE: Terms of Reference - Traffic Impact Study (65-79 Agnes Street, City of Mississauga) - DARC

22-17 W7

Hi Bo Yu,

Based on our phone conversation, you advised to utilize the existing traffic volumes which includes pre-COVID -19 and applied growth rates, from the attached Traffic Impact Study completed by GHD March 2022. However, the GHD study also provides future background developments and growth rates obtained from the City that was required in our terms of reference. GHD reached out to the same staff for abovementioned items as early as February 2022.

On this basis, for assessment purposes UrbanTrans will undertake the Traffic Impact Study as follow:

Existing 2022 Traffic Conitions

- Existing 2022 traffic conditions will comprise of *GHD Figure 6: Existing 2021 Traffic Conditions* plus a one percent (1%) compounded annual growth rate applied to reach existing 2022 traffic conditions.

Future Background Traffic Conitions

- -A five-year horizon (2027) will be analyzed as per City's Traffic Impact Study Guidelines (i.e. five year period from the date of the Traffic Impact Study)
- -Traffic generated by background developments in the vicinity of the subject site will comprise of *GHD Figure 7:* 2026 *Future Background Volumes* plus *Figure 8: Total Site Trips*

Can you please the aformentioned analysis is acceptable for our Traffic Impact Study.

Kind regards,



Annosan Srikantha, P.Eng. President P: 437-236-7085

E: annosan@uteng.ca

9275 Markham Road, Suite 146 | Markham ON | L6E 0H9

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From: Bo Yu

Sent: Friday, March 25, 2022 5:12 PM

To: 'Annosan Srikantha' <annosan@uteng.ca>
Cc: Trans Projects Trans.Projects@mississauga.ca

Subject: RE: Terms of Reference - Traffic Impact Study (65-79 Agnes Street, City of Mississauga) - DARC

22-17 W7

Hello Annosan,

Thank you for providing a TIS Terms of Reference for the proposed development at 65 & 71 Agnes Street. Please see my comments below:

- Existing Traffic and Active Transportation Conditions Please include the following study area intersections:
 - Cook Street and Dundas Street;
 - Dundas Street and Hurontario Street:
 - Dundas Street and Confederation Parkway;

Please contact Tyler Xuereb from Transportation Planning Section (tyler.xuereb@mississauga.ca, Ext. 4783) for growth rates and historical AADT data and Turning Movement Counts. Signal timing plans for signalized intersections can be obtained from Jim Kartsomanis (jim.Kartsomanis@mississauga.ca, Ext. 3964).

With respect to traffic data collection, it is the City's preference to use available counts conducted pre COVID-19, the consultant shall contact staff to determine what counts are available and discuss methodology with staff prior to commencing the study.

- Future Background Traffic and Transit Assessment Please use the following link to gather
 information about developments proposed in the neighbouring lands for background traffic
 assessment: http://www.mississauga.ca/portal/residents/developmentinformation
 - 89-95 Dundas Street West (419 residential condominium units and 4,144 sq. ft. of commercial GFA)
 - Higher Living Development Inc. 334 residential units plus 3,231 sq. ft. commercial GFA located at 86-90 Dundas Street East (east of Jaguar Valley Drive)
 - 45 Agnes Street 268 residential units and 8,460 sq. ft of retail GFA located at east of Cook Street
 - 90-110 Dundas Street West -140 dwelling units and 16,146 sq. ft. of ground floor commercial area
- Parking Assessment Please be advised that Traffic Planning does not review parking utilization studies, please contact the Planning Section (<u>ParkingStudy.Review@mississauga.ca</u>) to confirm the terms of reference for the Parking Study.

 Site Access & On-site Circulation Review – The site must be able to accommodate the largest design vehicles which will be accessing the property. An evaluation of the parking areas and ramps using a PTAC design vehicle should also be included.

Additional Comments:

- The Traffic Impact Study is to comply with the City of Mississauga Traffic Impact Study Guidelines
- The Traffic Impact Study is required to be signed and stamped by a Professional Engineer.
- The Traffic Impact Study is to include a section for Community Impacts. Any traffic related impacts on the existing community and comments from the public through the planning approvals process shall be addressed in this section.
- All supporting documents are to be included in the appendices of the study.
- A comprehensive Transportation Demand Management Plan (TDM) is to be part of the report.
 Provide a TDM Plan to demonstrate measures to be implemented to reduce single occupancy
 vehicle (SOV) trips to/from the site. The TDM Plan component of the study should include active
 transportation measures including cycling.

Should you have any questions. Please feel free to contact me.

Regards,

Во



Bo Yang Yu, C.Tech Technologist-in-training T 905-615-3200 ext. 4784 boyang.yu@mississauga.ca

<u>City of Mississauga</u> | Transportation & Works Department 201 City Centre Drive, Suite 800 | Mississauga ON | L5B 2T4

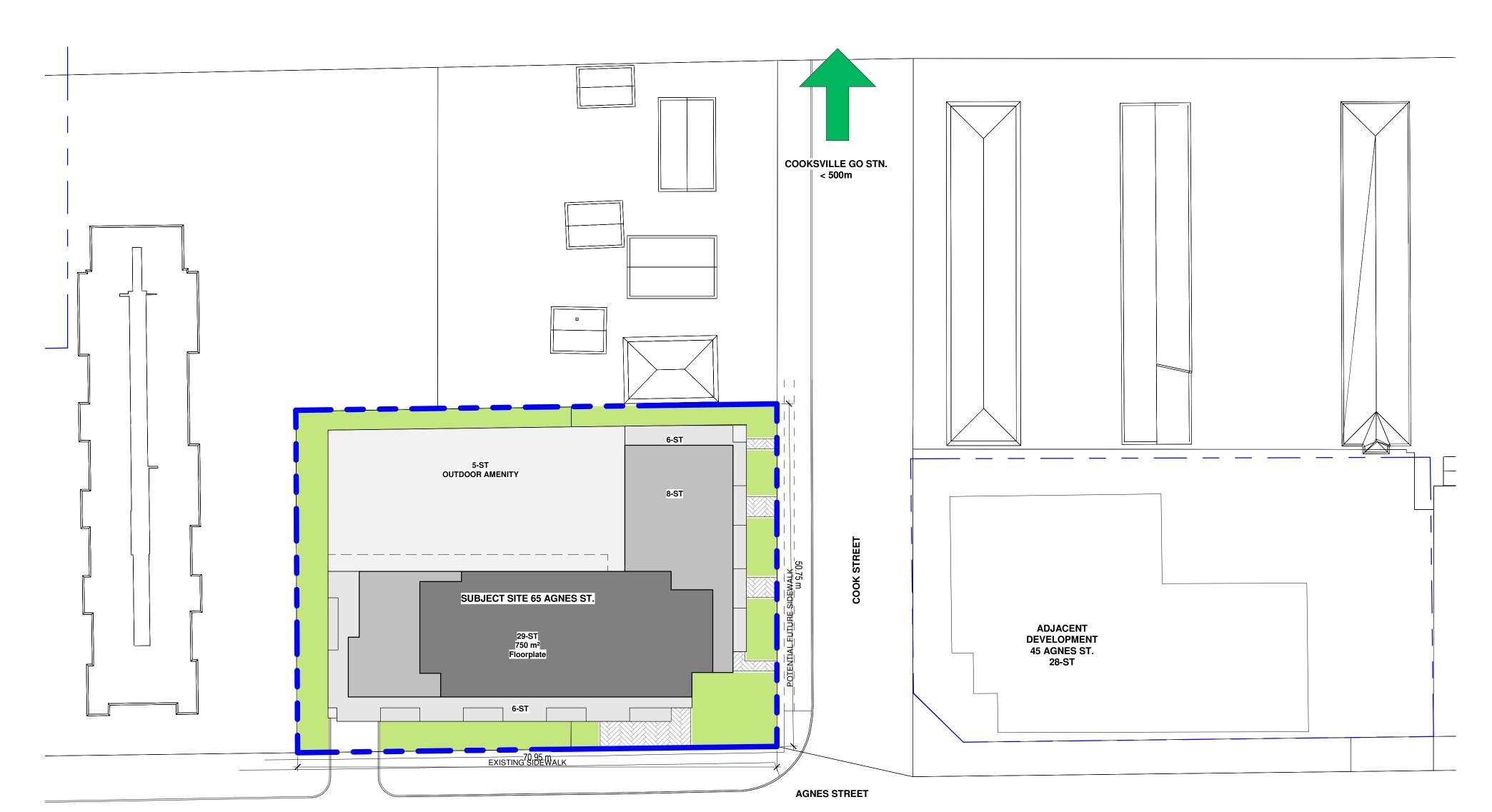
Please consider the environment before printing.

Appendix B Proposed Site Plan

		IGHT	TFA		TFA + PARKING		GFA - City of Mississauga Zoning By-law 0225-2007								SALEABLE / RENTABLE	
							RESIDEN	TIAL	GFA TO	OTAL	INDOOR A	MENITY	OUTDOOR	AMENITY	RESIDE	NTIAL
UNDERGROUND	Storeys	Metres	Area m²	Area SF	Area m²	Area SF	Area m²	Area SF	Area m²	Area SF	Area m²	Area SF	Area m²	Area SF	Area m²	Area SF
PARKING									<u> </u>		1	<u>'</u>	<u>'</u>			_
Level -2	1	3.00 m	82.65 m²	890 SF	3,473.88 m²	37,393 SF	21.43 m²	231 SF	21.43 m²	231 SF						
Level -1	1	4.50 m	181.84 m²	1,957 SF	3,473.88 m²	37,393 SF	110.03 m ²	1,184 SF	110.03 m ²	1,184 SF						
PARKING TOTAL	2	7.50 m	264.48 m²	2,847 SF	6,947.75 m²	74,785 SF	131.46 m²	1,415 SF	131.46 m²	1,415 SF						
U/G TOTAL	2	7.50 m	264.48 m²	2,847 SF	6,947.75 m²	74,785 SF	131.46 m²	1,415 SF	131.46 m²	1,415 SF						
															L	

	HE	HEIGHT			TFA + PARKING		GFA - City of Mississauga Zoning By-law 0225-2007							SALEABLE / RENTABLE		TOTAL RESIDENTIAL UNIT COUNT				
							RESIDEN	ITIAL	GFA TO	OTAL	INDOOR A	MENITY	OUTDOOR /	AMENITY	RESIDE	NTIAL				
ABOVE GRADE	Storeys	Metres	Area m²	Area SF	Area m²	Area SF	Area m²	Area SF	Area m²	Area SF	Area m²	Area SF	Area m²	Area SF	Area m²	Area SF	BAG	CH 1BD	2BD 3BD	O TH TO
PODIUM													1							
Level 01	1	4.50 m	1,368.15 m²	14,727 SF	2,618.40 m ²	28,184 SF	679.52 m²	7,314 SF	679.52 m²	7,314 SF	171.39 m²	1,845 SF			324.46 m²	3,493 SF			-	- 6
Level 01Mezz	1	3.00 m	1,029.13 m²	11,077 SF	2,079.86 m²	22,387 SF	306.20 m ²	3,296 SF	306.20 m ²	3,296 SF					306.20 m ²	3,296 SF			-	
Level 02	1	3.00 m	1,456.08 m²	15,673 SF	2,536.48 m²	27,302 SF	999.37 m²	10,757 SF	999.37 m²	10,757 SF					880.94 m²	9,482 SF		- 14	-	1 -
Level 03	1	3.00 m	1,450.79 m²	15,616 SF	2,528.29 m ²	27,214 SF	996.13 m²	10,722 SF	996.13 m²	10,722 SF					873.72 m²	9,405 SF		- 14	-	1 -
Level 04	1	3.00 m	1,451.23 m²	15,621 SF	2,528.73 m ²	27,219 SF	996.57 m²	10,727 SF	996.57 m²	10,727 SF					873.89 m²	9,406 SF		- 14	-	1 -
Level 05	1	3.00 m	1,434.47 m²	15,441 SF	2,536.83 m²	27,306 SF	987.14 m²	10,626 SF	987.14 m²	10,626 SF					869.43 m²	9,358 SF		- 13	1	1 -
Level 06	1	3.60 m	1,603.81 m²	17,263 SF	1,603.81 m²	17,263 SF	1,283.39 m²	13,814 SF	1,283.39 m²	13,814 SF	223.61 m²	2,407 SF	829.30 m ²	8,927 SF	1,165.62 m²	12,547 SF		- 15	3	1 -
Level 07	1	3.00 m	1,312.92 m²	14,132 SF	1,312.92 m²	14,132 SF	1,222.83 m²	13,162 SF	1,222.83 m²	13,162 SF					1,107.99 m²	11,926 SF		- 16	5	
Level 08	1	3.00 m	1,312.92 m²	14,132 SF	1,312.92 m²	14,132 SF	1,222.83 m²	13,162 SF	1,222.83 m²	13,162 SF					1,107.99 m²	11,926 SF		- 16	5	
SUBTOTAL	9	29.10 m	12,419.49 m²	133,682 SF	19,058.23 m²	205,141 SF	8,693.99 m²	93,581 SF	8,693.99 m²	93,581 SF	395.00 m²	4,252 SF	829.30 m²	8,927 SF	7,510.23 m²	80,839 SF		- 102 80.3%	14	5 6
TOWER																				+ +
Level 09	1	3.60 m	758.42 m²	8,164 SF	758.42 m²	8,164 SF	696.85 m ²	7,501 SF	696.85 m²	7,501 SF					634.35 m ²	6,828 SF		- 8	4	
Level 10	1	3.60 m	758.42 m²	8,164 SF	758.42 m²	8,164 SF	696.85 m²	7,501 SF	696.85 m²	7,501 SF					634.49 m²	6,830 SF		- 8	4	
Level 11	1	3.00 m	758.42 m²	8,164 SF	758.42 m²	8,164 SF	696.85 m²	7,501 SF	696.85 m²	7,501 SF					634.49 m²	6,830 SF		- 8	4	
Level 112o 29	18	54.00 m	13,651.57 m²	146,944 SF	13,651.57 m²	146,944 SF	12,543.36 m²	135,016 SF	12,543.36 m²	135,016 SF					11,420.86 m²	122,933 SF		- 144	72	'
Mech. Penthouse	1	5.00 m	281.32 m²	3,028 SF	281.32 m²	3,028 SF													-	
SUBTOTAL	22	69.20 m	16,208.15 m²	174,463 SF	16,208.15 m²	174,463 SF	14,633.92 m²	157,518 SF	14,633.92 m²	157,518 SF					13,324.19 m²	143,420 SF		- 168 66.7%	33.3%	/
A/G TOTAL	31	98.3 m	28,627.65 m²	308,145 SF	35,266.38 m²	379,604 SF	23,327.91 m²	251,100 SF	23,327.91 m²	251,100 SF	395.00 m²	4,252 SF	829.30 m²	8,927 SF	20,834.42 m²	224,260 SF		- 270	98	5 6
	HEIGHT		TFA		TFA + PARKING		RESIDENTIAL		GFA TOTAL		INDOOR AMENITY OUTDO		OUTDOOR A	AMENITY	RESIDE	RESIDENTIAL		0 270	98	11 37

*** Areas in square feet are for reference only.



TYPE	UNITS		PROVIDED					
Residential - Bach		0.80	REQUIRE spaces/unit	=	0	(111011122		
Residential - 1 BD	270 units	0.90	spaces/unit	=	243	243		
Residential - 2 BD	98 units	1.00	spaces/unit	=	98	98		
Residential - 3 BD	11 units	1.30	spaces/unit	=	14.3	15		
Residential Visitor	379 units	0.15	spaces/unit	=	56.85	57		
TOTAL PARKING			'		412	412		
LEVEL	REGULAR	VISITOR	BARRIER-FR	REE	EVSE	LVL TOTAL		
P2	108	0		0	0	108		
P1	69	34		0	0	103		
L1	0	23		3	0	23		
Mezz	35	0		0	0	35		
L2	35	0		0	0	35		
L3	35	0		0	0	35		
L4	35	0		0	0	35		
L5	38	0		0	0	38		
TOTAL PARKING	355	57		3	0	412		
includes retail parking spots								
BICYCLE PARKING								
TYPE	UNITS		REQUIRE		PROVIDED			
RES. LONG TERM	379	0.6	spaces/unit	=	228	229		
RES. SHORT TERM	379	0.05	spaces/unit	=	19	19		
TOTAL BICYCLES	_	0.65			247	248		

DRAWING NOT TO BE SCALED Contractor must check and verify all dimensions on the job and report any discrepancies to the architect before proceeding with the work. This drawing shall not be used for construction purposes until signed by the consultant responsible. This drawing, as an instrument of service, is provided by and is the property of Sweeny & Co. Architects Inc. ISSUED / REVISED yy-mm-dd Description

Sweeny&Co Architects

134 Peter Street P 416.971.6252
Suite 1601 F 416.971.5420
Toronto ON E info@sweenyandco.com
Canada M5V 2H2 W sweenyandco.com

PROJ. NAME 65 Agnes Street

Mississauga, Ontario

OWNER

Context Plan & Project
Statistics

DATE: 2022-04-26 SCALE: 1:400 DRAWN: AA
CHECKED: AG/MS PROJ. No. : 2131 AZ001



Appendix C Transit Route Services

Local Route Monday to Sunday

Dundas

Eastbound to Kipling Bus Terminal **Westbound** to Laird Rd/Ridgeway Dr







Effective: January 4, 2021



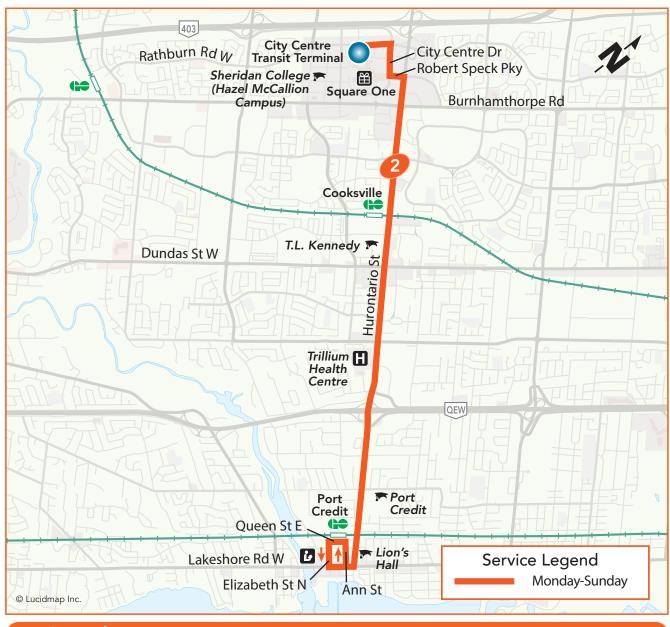


Local Route Monday to Sunday

Hurontario

Northbound to City Centre Transit Terminal Southbound to Port Credit GO Station





Legend



TTC Subway Station

Library

Transitway Station

Community Centre

High School, University or College

GO Train Station

Hospital

Shopping Centre

Effective: April 27, 2020





Confederation

Local Route Monday to Sunday **Northbound** to City Centre Transit Terminal **Southbound** to Trillium Health Centre





Transitway Station

Effective: September 05, 2016

High School, University or College

Terminal

miw

TTC Subway Station

Hospital

GO Train Station



Library

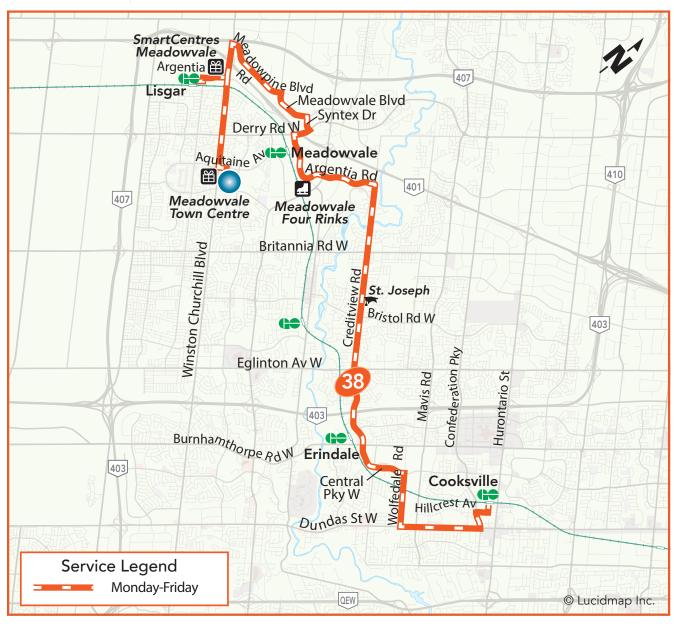
Community Centre

Shopping Centre

Creditview

Local Route Monday to Friday **Northbound** to Meadowvale Town Centre **Southbound** to Cooksville GO Station







Effective: April 26, 2021





Dundas Express

Express Route Monday to Friday

Eastbound to Kipling Bus Terminal **Westbound** to South Common Centre







Effective: June 28, 2021



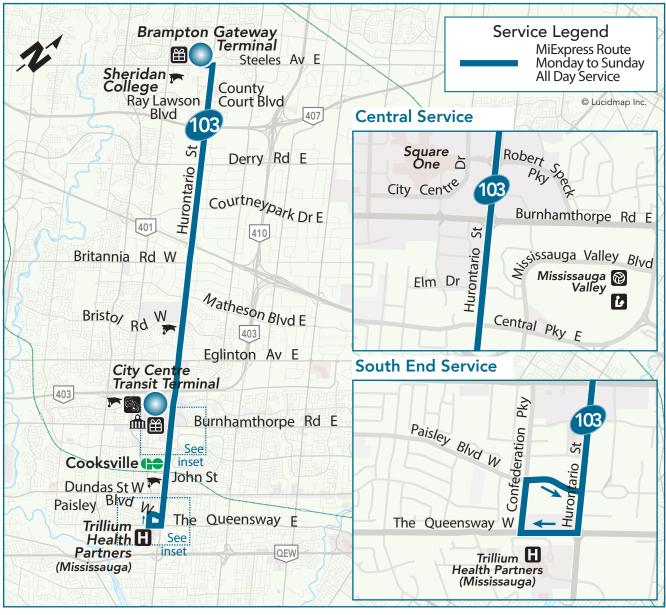


Express Route Monday to Sunday

Hurontario Express

Northbound to Brampton Gateway Terminal **Southbound** to Trillium Health Centre (Mississauga)







Effective: February 21, 2022





Route number
Nombre d'itinéraire

Milton



CONTACT US



- gotransit.com/schedules
- @GOtransitBus
- See Something?
 Say Something.

 24/7 Transit Safety Dispatch:
 1-877-297-0642
- prestocard.ca
- Sign-up for email or text alerts/Inscrivez-vous pour recevoir des alertes par courriel ou message texte.

 gotransit.com/OnTheGO

Face coverings are mandatory on GO Transit. Let's keep each other safe.

Le port d'un masque est obligatoire lors de vos trajets sur GO Transit. Protégeons notre santé les uns les autres.

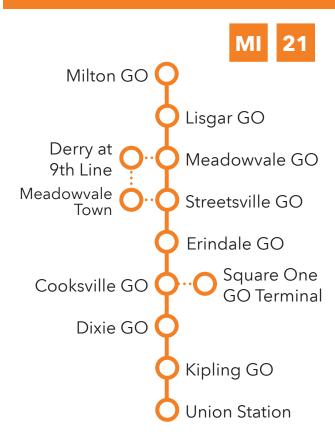
Milton





GO Train and Bus Schedule/ Horaire des trains et des autobus GO

⇒ METROLINX



Daily / Quotidiennement

Includes GO Bus routes 21 / Inclut les routes 21 d'autobus GO

Effective / À partir de:

2 APRIL 2022



How to read our schedules

Step 1

Find the station or terminal Look across the rows you are departing from. Stops are listed across the top in the order they are served.

Step 2

The upper left corner tells you what day the schedule is for and the direction of travel.

Step 3

for available departure times.

Step 4

Not all trains or buses stop at every station. If you see \rightarrow the train or bus will not stop at that station.

Schedule times shown in 24-hour clock

Midnight to noon 00 01 - 12 00 Noon to midnight 12 01 - 24 00



Legend

Train trips

Bus trips



Trip does not serve this location.



GO Bus service is accessible to passengers using mobility devices at this location.



GO Train & GO Bus service is accessible to passengers using mobility devices at this location.



GO Train service is accessible to passengers using mobility devices at this location.



Parking available.

For the latest schedule information and updates, please visit gotransit.com/schedules.

Notes

Bicycles

- 1. Bicycles are not allowed in Union Station or on-board trains during morning rush hour (6:30-9:30) and evening rush hour (15:30-18:30), Monday to Friday.
- 2. Foldable bicycles are allowed on-board trains at all times.

Comment lire nos horaires

Étape 1

Trouvez votre gare ou terminus de départ. La liste des arrêts est donnée en haut dans l'ordre dans lequel ils sont desservis.

Étape 2

Le coin supérieur gauche vous indique le jour pour lequel l'horaire le train ou l'autobus ne est donné et la direction de circulation.

Étape 3

Regardez dans les rangées pour obtenir les heures de départ offertes.

Étape 4

Les trains ou les autobus ne s'arrêtent pas tous à chaque gare. Si vous voyez le symbole → s'arrêtera pas à cette gare.

Indications selon un système horaire de 24 heures

> De minuit à midi: 00 01 - 12 00 De midi à minuit: 12 01 - 24 00



Légende

Horaire des trains

Horaire des autobus



Trajet ne sert pas cette station.



Service d'autobus GO accessible aux personnes utilisant des aides à la mobilité à cet endroit.



Les services de trains et d'autobus GO sont accessibles aux utilisateurs d'un appareil d'aide à la mobilité à cet endroit.



Service de trains GO accessible aux personnes utilisant des aides à la mobilité à cet endroit.



Stationnement disponible.

Pour consulter les horaires les plus récents et les mises à jour, veuillez visiter gotransit.com/schedules.

Notes

Vélos

- 1. Les vélos ne sont pas autorisés dans la gare Union ou à bord des trains du lundi au vendredi, pendant l'heure de pointe (6:30-9:30) et pendant l'heure de pointe du soir (15:30-18:30).
- 2. Les vélos pliables sont permis à bord des trains en tout temps.

Monday to Friday (except holidays) Du lundi au vendredi (sauf les jours fériés)

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	7		Q	m	Q		10		JU		/ E		IIKE		UI			_	_	_				_	
Route Number Numéro du trajet	Trip Number ob Numéro du parcours ←	(Milton 24	Milton GO Dp	(Mississauga 23	Lisgar GO Dp	Mississauga 22	Derry Rd. W. @ Ninth Line	Aquitane Ave. @ Mississauga 22	Meadowvale Town Centre Circle	(Mississauga 22	Meadowvale GO	(Mississauga 21	Streetsville GO	(Mississauga 40	Erindale GO	Mississauga 20	Square One Dp	(Mississauga 11	Cooksville GO	(Mississauga 11	Dixie GO	Etobicoke 3	Kipling GO	Toronto 2	Union Station
		Ġ		Ġ						Ġ		Ġ		Ġ		દું		Ġ		Ġ				Ġ	
21T	21060	<u> </u>		<u> </u>										05				05		-)		05	
21B	21062	04	50	-		05 0		05		05		-		-		-		-		-)			50
21E	21072			05		\rightarrow				-		05		-		-				-)			50
21B	21080	05	10	-		05 2		05		05		-		-		-		-3		-)			15
21D	21092			05	20	\rightarrow		-	>	-	>	05	35	05	50	-		-		-		-			25
21H	21090			ļ												05		06		06)			40
21B	21104	05		-		05 4		05		05		-		-)		-		-		-)			40
	2706	06		06		\rightarrow		-		06		06		06				06		06		06			03
	2712	06		06		\rightarrow		-}		07		07		07				07		07		07			48
	2716	07		07		\rightarrow		-		07		07		07				07		07		07		08	
	2720	07		07		\rightarrow		-)		08		08		80				08		08		08			48
0411	2726	08	33	08	41	\rightarrow	•	-	>	08	46	08	53	08	58	-		09		09		09			33
21H	21280	00	00	ļ		00.4		00	0.4	00	00					09		09		09)			00
21B	21284	09	UU	-	>	09 1	14	09	21	09	30	-	>	-	>	-		-2		-		→ `			25
21H	21300			00	4.5							00	20	00		09		09		09		→ `			30
21D	21302	00	20	09		→ 00.7				-)		09		09		-		-		-)			35
21B	21304	09	20	-	7	09 3	04	09	41	09	อบ	-	7	-	,	10						→ →			40 50
21H 21D	21310			09	40	\rightarrow				-		09	57	10	15	-		10		10		→ →			00
21B	21322 21320	09	50	- 09		10 0		10		10		-		-)						-		→ →			05
21H		09	50			10 (J4 -	10	11	10	20		7			10		10		10		→ →			20
21B	21330 21344	10	20	<u> </u>	>	10 3	2/1	10	11	10	50	-		->			> >	-			>	→ →			35
21H	21344	10	20			10 0)4	10	41	10	JU					11		11		11		→ →			50
21D	21360	 		10	4 ∩	\rightarrow		-	}	-	>	10	57	11	15	-		- 11			20 >	→ →			00
21B	21362	10	50	10		11 (11		11		10		-		_						- -			05
21H	21370	10	50		_	110	, τ	- 1 1	1 1	- ' '	20				,		30	11		11		- -			20
21B	21384	11	25	-	>	11 3	39	11	46	11	55	_)	-	>))	<u> </u>			40

Monday to Friday (except holidays) Du lundi au vendredi (sauf les jours fériés)

				FΔS	TBOU	ND / E	N DIRE	CTION		00)			
	Zono-	24	23 2	_	22					—	7	က	2 Ar
	Zone→	Milton 24	Mississauga 23	anga	m	Mississauga 22	Mississauga 21	Mississauga 40	Mississauga 20 Dp	Mississauga 11	Mississauga 1	Etobicoke	Toronto 2 Ar
Route Number Numéro du trajet	Trip Number Numéro du parcours	(P)	Lisaar GO	Mississ Derry Rd. W. @ Ninth Line	Aquitane Ave. @ Mississaug Meadowvale Town Centre Circle	্ব- (ক্	ு Streetsville GO	ு Erindale GO	ক্র Square One	ශ් ල Cooksville GO	P. (a) Dixie GO	Kipling GO	ූං Union Station
21H	21390								11 55	12 07	12 20	\rightarrow	12 50
21B	21400	11 55	\rightarrow	12 09	12 16	12 25	\rightarrow	\rightarrow	\rightarrow	\rightarrow	\rightarrow	\rightarrow	13 10
21W	21392		11 35	\rightarrow	\rightarrow	\rightarrow	11 52	12 10	12 25	12 37	12 50	\rightarrow	13 20
21B	21424	12 25	i →	12 39	12 46	12 55	\rightarrow	\rightarrow	\rightarrow	\rightarrow	\rightarrow	\rightarrow	13 40
21H	21430								12 55	13 07	13 20	\rightarrow	13 50
21B	21440	12 55	\rightarrow	13 09	13 16	13 25	\rightarrow	\rightarrow	\rightarrow	\rightarrow	\rightarrow	\rightarrow	14 10
21W	21432		12 35	\rightarrow	\rightarrow	\rightarrow	12 52	13 10	13 25	13 37	13 50	\rightarrow	14 20
21B	21464	13 25	i →	13 39	13 46	13 55	\rightarrow	\rightarrow	\rightarrow	\rightarrow	\rightarrow	\rightarrow	14 40
21H	21470								14 00	14 12	14 25	\rightarrow	14 55
21W	21472		13 40	\rightarrow	\rightarrow	\rightarrow	13 57	14 15	14 30	14 42	14 55	\rightarrow	15 25
21B	21514	14 20	\rightarrow	14 34	14 41	14 50	\rightarrow	\rightarrow	\rightarrow	\rightarrow	\rightarrow	\rightarrow	15 40
21H	21540								15 00	15 12	15 25	\rightarrow	16 00
21W	21532		14 40	\rightarrow	\rightarrow	\rightarrow	14 57	15 15	15 30	15 42	15 55	\rightarrow	16 30
21B	21604	15 20	\rightarrow	15 34	15 41	15 50	\rightarrow	\rightarrow	\rightarrow	\rightarrow	\rightarrow	\rightarrow	16 45
21H	21606								16 00	16 12	16 25	\rightarrow	17 05
21W	21602		15 40	\rightarrow	\rightarrow	\rightarrow	15 57	16 15	16 30	16 42	16 55	\rightarrow	17 40
21B	21664	16 25	i →	16 39	16 46	16 55	\rightarrow	\rightarrow	\rightarrow	\rightarrow	\rightarrow	\rightarrow	18 00
21H	21670								17 00	17 12	17 25	\rightarrow	18 15
21W	21662		16 40	\rightarrow	\rightarrow	\rightarrow	16 59	17 20	17 35	17 47	18 00	\rightarrow	18 45
21B	21702	17 20) ->	17 34	17 41	17 50	\rightarrow	\rightarrow	\rightarrow	\rightarrow	\rightarrow	\rightarrow	18 55
21W	21692		17 40	\rightarrow	\rightarrow	\rightarrow	17 59	18 20	18 35	18 47	19 00	\rightarrow	19 40
21	21742	18 20) ->	18 34	18 41	18 50	19 00	19 15	19 30	19 40	19 50	\rightarrow	20 20
21	21780	19 20) ->	19 34	19 41	19 50	20 00	20 15	20 30	20 40	20 50	\rightarrow	21 20
21	21820	20 25	i →	20 36	20 40	20 50	21 00	21 15	21 25	21 35	21 45	\rightarrow	22 15
21	21850	21 25	i →	21 36	21 40	21 50	22 00	22 15	22 25	22 35	22 45	\rightarrow	23 15
21	21880	22 25	i →	22 36	22 40	22 50	22 58	23 11	23 20	23 30	23 40	\rightarrow	00 05
21	21910	23 30		23 40	23 43	23 50	23 58	00 11	00 20	00 30	00 40	\rightarrow	01 05
21	21940	00 30		00 40	00 43	00 50	00 58	01 11	01 20	01 30	01 40	\rightarrow	02 00
	•	•	•	•	•	-	•	•	-	-	•		-

Monday to Friday (except holidays) Du lundi au vendredi (sauf les jours fériés)

				WEST	ROUN	D / EN	DIREC	CTION	OUES	T			
	Zone→	2 Dp	m								23 Ar	23	24 Ar
	Zone 7	욛		Mississauga 11	Mississauga 11	Mississauga 20 Ar	Mississauga 40	Mississauga 21	Mississauga 22	Mississauge 22	Mississauga 23 Ar	Mississauga 22	Milton 24 Ar
		Toronto	Etobicoke	ssau	ssau	ssau	ssau	ssau	ssau	issa	ssau	ssau	Ĭ
		_	뜁	Aissi	Aissi	Aissi	Aissi	Aissi	Aissi	Miss	Aissi	Aissi	
				2	2	2	2	2	2		2	2	
										Aquitaine Ave. @ Formentera Ave. Meadowvale Town Centre		e e	
										tera tre		Derry Rd. W. @ Ninth Line	
										Aquitaine Ave. @ Formenter Meadowvale Town Centre		di t	
r ajet	ours	_			0			o o	9	@ Fo		@	
mbe Iu tra	paro	atio	o o		<u>e</u>	ne	9	<u></u> =	/ale	Ave.	0	×.	0
ero o	nm ou	n St	l gu	8	Svil		ae	tsvi	o No	aine owv	E.	/ Rd	Ğ
Route Number Numéro du trajet	Trip Number Numéro du parcours	Union Station	Kipling GO	Dixie GO	Gooksville GO	G Square One	G Erindale GO	(D) Streetsville GO	(D) Meadowvale GO	\quita Nead	(a) Lisgar GO)ern	Milton GO
L 2		ė.	_	ė.	ė	Ė	Ė	Ė	Ė		ė.	_	Ė
21H	21071	05 55	\rightarrow	06 10	06 17	06 35	<u> </u>		<u> </u>				<u> </u>
21	21091	06 20	\rightarrow	06 37	06 47	07 05	07 12	07 27	07 40	07 42	\rightarrow	07 48	08 10
21H	21121	06 55	\rightarrow	07 12	07 22	07 45							
21	21153	07 20	\rightarrow	07 45	07 57	08 15	08 25	08 40	08 55	08 57	\rightarrow	09 03	09 25
21H	21181	07 55	\rightarrow	08 25	08 37	09 00							
21	21213	08 20	\rightarrow	08 50	09 02	09 20	09 30	09 45	10 00	10 02	\rightarrow	10 08	10 30
21H	21231	08 55	\rightarrow	09 25	09 37	10 00		40.0-					
21	21253	09 20	\rightarrow	09 40	09 52	10 10	10 20	10 35	10 50	10 52	\rightarrow	10 58	11 20
21H 21	21271	09 55 10 20	\rightarrow \rightarrow	10 12 10 37	10 22 10 47	10 45 11 05	11 15	11 30	11 45	11 47	\rightarrow	11 53	12 15
21H	21293 21311	10 20	→	11 12	11 22	11 45	1113	1130	1145	1141	7	11 33	12 13
21W	21333	11 20	\rightarrow	11 37	11 47	12 05	12 15	12 30	\rightarrow	\rightarrow	12 55		
21B	21335	11 25	\rightarrow	→	→	→	→	→	12 05	12 07	→	12 13	12 35
21H	21351	11 55	\rightarrow	12 15	12 27	12 50							
21B	21361	12 05	\rightarrow	\rightarrow	\rightarrow	\rightarrow	\rightarrow	\rightarrow	12 45	12 47	\rightarrow	12 53	13 15
21W	21373	12 20	\rightarrow	12 40	12 52	13 10	13 20	13 35	\rightarrow	\rightarrow	14 00		
21B	21385	12 35	\rightarrow	\rightarrow	\rightarrow	\rightarrow	\rightarrow	\rightarrow	13 15	13 17	\rightarrow	13 23	13 45
21H	21391	12 55	\rightarrow	13 20	13 32	13 55							
21B	21401	13 05	\rightarrow	\rightarrow	\rightarrow	\rightarrow	\rightarrow	\rightarrow	13 45	13 47	→	13 53	14 15
21D	21411	13 20	\rightarrow	→ 12.50	→ 14.00	→ 14.05	13 55	14 10	\rightarrow	\rightarrow	14 35		
21H	21413	13 25	→ →	13 50 →	14 02 →	14 25			1/1 1E	14 17		14 22	11 15
21B 21H	21425 21431	13 35 13 55	→ →	→ 14 20	→ 14 32	→ 14 55	→	\rightarrow	14 15	14 1/	→	14 23	14 45
21B	21431	14 05	→	→ →	→ →	→ →	→	\rightarrow	14 55	14 57	\rightarrow	15 03	15 25
21D	21453	14 20	<i>→</i>	<i>→</i>	<i>→</i>	\rightarrow	15 00	15 15	→	→	15 45	10 00	10 20
21H	21451	14 25	\rightarrow	14 55	15 07	15 30			-				

6

Monday to Friday (except holidays) Du lundi au vendredi (sauf les jours fériés)

				WEST	BOUN	D / EN	DIRE	CTION	OUES	T			
	Zone→	Toronto 2	Etobicoke 3	Mississauga 11	Mississauga 11	Mississauga 20 Ar	Mississauga 40	Mississauga 21	Mississauga 22	Mississauge 22	Mississauga 23 Ar	Mississauga 22	Milton 24
Route Number Numéro du trajet	Trip Number Numéro du parcours	Section States	_		(Dooksville GO	(a) Square One	(0) Erindale G0	(D) Streetsville GO	(G) Meadowvale GO	Aquitaine Ave. @ Formentera Ave. Meadowvale Town Centre	(a) Lisgar GO	Derry Rd. W. @ Ninth Line	P
21B	21465	14 3		\rightarrow	\rightarrow	\rightarrow	\rightarrow	\rightarrow	15 30	15 32	\rightarrow	15 38	16 05
21H	21471	14 50		15 20	15 32	16 00							
21D	21473	14 5		\rightarrow	\rightarrow	\rightarrow	15 45	16 00	\rightarrow	\rightarrow	16 30		
21B	21485	15 00		\rightarrow	\rightarrow	\rightarrow	\rightarrow	\rightarrow	15 55	15 57	\rightarrow	16 03	16 3
	2723	15 40		16 03	16 08	\rightarrow	16 14	16 19	16 25	\rightarrow	16 30	\rightarrow	16 3
	2729	16 28		16 48	16 53	\rightarrow	16 59	17 04	17 10	\rightarrow	17 15	\rightarrow	17 2
	2735	17 10		17 33	17 38	\rightarrow	17 44	17 49	17 55	\rightarrow	18 00	\rightarrow	18 0
	2741	17 5		18 18	18 23	\rightarrow	18 29	18 34	18 40	\rightarrow	18 45	\rightarrow	18 5
	2749	19 10		19 33	19 38	\rightarrow	19 44	19 49	19 55	\rightarrow	20 00	\rightarrow	20 0
21B	21721	19 30		\rightarrow	\rightarrow	\rightarrow	\rightarrow	\rightarrow	20 10	20 12	\rightarrow	20 18	20 4
21D	21723	19 3		→	\rightarrow	\rightarrow	20 10	20 25	\rightarrow	\rightarrow	20 50		
21H	21725	19 40		20 05	20 17	20 40							
21B	21741	20 00		\rightarrow	\rightarrow	\rightarrow	\rightarrow	\rightarrow	20 40	20 42	\rightarrow	20 48	21 1
21D	21743	20 0		\rightarrow	\rightarrow	\rightarrow	20 35	20 50	\rightarrow	\rightarrow	21 15		
21H	21745	20 10		20 30	20 42	21 05		ļ	ļ				
21B	21761	20 30		→	→	→	\rightarrow	\rightarrow	21 05	21 07	\rightarrow	21 13	21 3
21D	21763	20 3		\rightarrow	→	\rightarrow	21 05	21 20	\rightarrow	\rightarrow	21 45		
21H	21765	20 40		21 00	21 12	21 35	ļ	ļ	04.05	04.07	ļ	04.40	00.0
21B	21781	21 00		→	→ `	\rightarrow	→ 24.05	→ 24.50	21 35	21 37	→ 20.45	21 43	22 0
21D	21783	21 0		→ 24.07	→ 24.27	→ 22.00	21 35	21 50	\rightarrow	\rightarrow	22 15		
21H	21785	21 10		21 27	21 37	22 00			00.05	00.07		00.40	00.0
21B	21801	21 30		→ 24.52	→ 22.02	→ 22.20	→ 22.20	→ 22.45	22 05	22 07	→ 22.40	22 13	22 3
21W	21803	21 3		21 52	22 02	22 20	22 30	22 45	→ 22.25	→ 22.27	23 10	20.42	22.0
21B	21821	22 00		→ 22,22	→ 22.22	→ 22.50	→ 22.00	→ 22.45	22 35	22 37	→ 22.40	22 43	23 0
21W	21823	22 0		22 22	22 32	22 50	23 00	23 15	→ 22.05	→ 22.07	23 40	02.40	22.2
21B	21831	22 30		→ 22.52	→ 22.02	→ 22.20	→ 22.20	→ 22.45	23 05	23 07	→ 00.10	23 13	23 3
21W	21833	22 3		22 52	23 02	23 20	23 30	23 45	→ 00.50	→ 00.52	00 10	00 56	04.4
21	21865	23 30		23 47	23 57	00 15	00 25	00 40	00 50	00 52	→ →	00 56	01 1
21	21891	00 20		00 37	00 47	01 05 02 00	01 10 02 05	01 22	01 30	01 32	→ →	01 36	01 5
21 21	21921	01 20		01 35 02 35	01 42 02 42	02 00		02 17 03 17	02 25 03 25	02 27	→ →	02 31 03 31	02 5 03 4
21	21951	UZ ZI))	02 33	02 42	03 00	03 05	03 17	00 20	03 27	\rightarrow	0001	034

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Saturday and Sunday Samedi et dimanche

		Ī	EASTB	UIIND	/ EN D	IRECT	ION E	RT.		
	Zone→			S	2 d			20	1	2 Ar
14		Milton 24	Mississauga 22	Mississauga Centre Circle	Mississauga	Mississauga 21	Mississauga 40	Mississauga 2	Mississauga 1	outo
Route Number Numéro du trajet	Trip Number Numéro du parcours	المالية Wilton GO	Missis Derry Rd. W. @ Ninth Line	Aquitane Ave. @ Meadowvale Town	Meadowvale GO	প্ল (ট্ৰ Streetsville GO	ন Frindale GO	জু Square One	ි Cooksville GO	Tor Union Station Bus Terminal
21B	21090	05 25	05 36	05 40	05 50	\rightarrow	\rightarrow	\rightarrow	\rightarrow	06 25
21P	21132				05 50	06 00	06 15	06 25	06 35	07 05
21B	21150	06 25	06 36	06 40	06 50	\rightarrow	\rightarrow	\rightarrow	\rightarrow	07 25
21P	21192				06 50	07 00	07 15	07 25	07 35	08 05
21P	21230				07 30	07 40	07 55	08 05	08 15	08 45
21B	21210	07 25	07 36	07 40	07 50	\rightarrow	\rightarrow	\rightarrow	\rightarrow	08 25
21P	21240		<u> </u>		07 55	08 05	08 20	08 30	08 40	09 10
21P	21270				08 30	08 40	08 55	09 05	09 15	09 45
21B	21250	08 25	08 36	08 40	08 50	\rightarrow	\rightarrow	\rightarrow	\rightarrow	09 30
21P	21280				08 55	09 05	09 20	09 30	09 40	10 15
21P	21320				09 35	09 45	10 00	10 10	10 20	11 00
21B	21304	09 25	09 37	09 42	09 50	\rightarrow	\rightarrow	\rightarrow	\rightarrow	10 35
21P	21340				10 05	10 15	10 30	10 45	10 55	11 35
21P	21360				10 35	10 45	11 00	11 15	11 25	12 05
21B	21344	10 25	10 38	10 43	10 55	\rightarrow	\rightarrow	\rightarrow	\rightarrow	11 40
21P	21380				11 05	11 15	11 30	11 45	11 55	12 35
21P	21400				11 30	11 40	11 55	12 10	12 20	13 05
21B	21384	11 25	11 38	11 43	11 55	\rightarrow	\rightarrow	\rightarrow	\rightarrow	12 45
21P	21420				12 00	12 10	12 25	12 40	12 50	13 35
21P	21440				12 30	12 40	12 55	13 10	13 20	14 05
21B	21424	12 25	12 38	12 43	12 55	\rightarrow	\rightarrow	\rightarrow	\rightarrow	13 45
21P	21460				13 00	13 10	13 25	13 40	13 50	14 35

Saturday and Sunday Samedi et dimanche

	EASTBOUND / EN DIRECTION EST																			
	Tole 39																			
	Zon	e→	n 24	۵	la 22					۵	la 21		1a 40		1a 20		<u>a</u>			¥
			Milto		saug		ang	cle	saug		saug		saug		saug		saug		oro	_
					SSis	Derry Rd. W. @ Ninth Line	ssiss	Meadowvale Town Centre Circle	SSis		issis		SSIS		ISSIS		SSis		Ĕ	Union Station Bus Terminal
					≥	nth I	Ĭ Si	entr	Σ		≊		≅		≥		Ī			Ter
₩.		<u>S</u>				N (S	(9)	w		Q		_								Bus
Route Number Numéro du trajet		Numéro du parcours				⊚	Aquitane Ave. @	е То		Meadowvale GO		Streetsville GO		Q		<u>e</u>		Cooksville GO		ion
Route Number Numéro du traj	nber	d np		8		Rd.	ne /	wval		WVa		svill		Erindale GO		Square One		ville		Stat
oute Imér	Trip Number	méro		Milton GO		rry	quita	ado		adc		reet		inda		luar		oks		ion
జ్ వ	트	N	P	Į₩		Ğ	¥	M	P	Š	P	St	P	ш	P	တိ	P	ပိ		֖֖֖֡֞֞֞֞֞֞֞֞֞֞֞֞֞֞֞֞֞֞֞֞֞
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21P	214		40	0.5	40	20	40	10	13		13			50	h	05		15		00
21B 21P	214		13	25	13	38	13	43	13 14		-) 14			→ 25)		→ 50		45 40
21P	214				ļ				14		14			25 50		40 05		15		05
21B	215		14	25	14	38	14	4 3	14		-			→ >))		45
21P	215		17	20	17	30	17	70	15		15			25		40	i	50		40
21P	216								15		15			50		05	÷	15		05
21B	215		15	25	15	38	15	43	15		-			>		>)		45
21P	216	10							16		16	10	16	25	16	40	16	50		40
21P	216	60							16	25	16	35	16	50	17	05	17	15	18	05
21B	216	34	16	25	16	38	16	43	16	55	-	>	-	>	-	>	-	>	17	45
21P	216	80							17	00	17	10	17	25	17	40	17	50	18	40
21P	217	00							17		17			50		05		15		05
21B	216	90	17	30	17	43	17	48	18		-			>		>		>		50
21P	217				ļ				18		18			30	h	45		55		45
21B	217		18	30	18	43	18	48	19		-2			>		>		>		45
21P	217								19		19			30		45		55		35
21B	217		19	30	19	43	19	48	20		-)))		40
21P	218		00	20	00	1.4	00	4.5	20		20			30		45	ļ	55		30
21B	218		20	30	20	41	20	45	20					→))	21	
21P	218		24	ΩF.	04	26	04	40	21		21			30	J	45	ļ	55		25
21A	218			25	21		21		21		22			15		25	÷	35		05
21A	218			30	22			45	22		23			16		25	÷	35		05
21A 21A	219 219			35 35	23 00		23	48 48	00		00			16 16		2525	÷	35 35		00
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Saturd	ay and	d Sunda	ay
Same	di et d	imanch	е

		WE	STBO		EN DI	RECTION		EST		
	7 \								2	4 -
	Zone→	Toronto 2 Dp	Mississauga 11	Mississauga 20	Mississauga 40	Mississauga 21	Mississauga 22 Ar	Mississauga 22	Mississauga 22	Milton 24
Route Number Numéro du trajet	Trip Number Numéro du parcours	ج. Union Station Bus Terminal	জ• ন্ত Cooksville GO	Square One	প্ল ডি Erindale GO	স্ক্ Treets ville GO	<mark>কে-</mark> তি Meadowvale GO	Aquitane Ave. @ Formentera Ave. Meadowvale Town Centre	Derry Rd. W. @ Ninth Line	জ্ Milton GO
21P	21153	07 20	07 42	07 55	08 02	08 15	08 30			
21B	21195	08 00	\rightarrow	\rightarrow	\rightarrow	\rightarrow	08 35	08 37	08 43	09 00
21P	21211	08 20	08 42	08 55	09 02	09 15	09 30			
21B	21245	09 00	→ 	→ 	→	→	09 35	09 37	09 43	10 00
21P	21251	09 25	09 47	10 05	10 12	10 25	10 40			
21P	21271	09 50	10 12 →	10 30 →	10 37 →	10 50 →	11 05	40.27	10.42	11.05
21B 21P	21285 21291	10 00 10 30	10 52	11 15	11 22	11 35	10 35 11 50	10 37	10 43	11 05
21P	21311	10 50	11 12	11 35	11 42	11 55	12 10			
21B	21311	11 05	→	→)	→	11 45	11 47	11 53	12 15
21P	21331	11 20	11 47	12 10	12 17	12 30	12 45	1147	11 33	12 13
21P	21351	11 50	12 17	12 40	12 47	13 00	13 15			
21B	21365	12 00	→	→	→	→	12 45	12 47	12 53	13 15
21P	21371	12 20	12 47	13 10	13 17	13 30	13 45		12 00	10 10
21P	21391	12 50	13 17	13 45	13 52	14 05	14 20			
21B	21405	13 00	\rightarrow	\rightarrow	\rightarrow	\rightarrow	13 45	13 47	13 53	14 15
21P	21411	13 20	13 47	14 15	14 22	14 35	14 50			
21P	21431	13 50	14 17	14 45	14 52	15 05	15 20			
21B	21445	14 05	\rightarrow	\rightarrow	\rightarrow	\rightarrow	14 50	14 52	14 58	15 20
21P	21451	14 20	14 47	15 15	15 22	15 35	15 50			
21P	21471	14 50	15 17	15 45	15 52	16 05	16 20			
21B	21485	15 05	\rightarrow	\rightarrow	\rightarrow	\rightarrow	15 50	15 52	15 58	16 20
21P	21501	15 20	15 47	16 15	16 22	16 35	16 50			
21P	21531	15 55	16 22	16 50	16 57	17 10	17 25			
21B	21545	16 00	\rightarrow	\rightarrow	\rightarrow	\rightarrow	16 50	16 52	16 58	17 20
21P	21561	16 20	16 47	17 15	17 22	17 35	17 50			
21P	21591	16 55	17 22	17 50	17 57	18 10	18 25			
21B	21605	17 00	\rightarrow	\rightarrow	\rightarrow	\rightarrow	17 50	17 52	17 58	18 20

Saturday and Sunday Samedi et dimanche

		WE	STBO	UND /	EN DII	RECTION	ON OU	EST		
	Zone→	2 Dp	=	20	40	21	22 Ar	22	22	24 Ar
		Toronto	Mississauga 11	Mississauga 20	Mississauga 40	Mississauga 21	Mississauga	Mississauga	Mississauga 22	Milton 24 Ar
Route Number Numéro du traiet	Trip Number Numéro du parcours	چ- Union Station Bus Terminal	Cooksville GO	Square One	유 ① Erindale GO	Streetsville GO	分 (で) Meadowvale GO	Aquitane Ave. @ Formentera Ave. Meadowvale Town Centre	Derry Rd. W. @ Ninth Line	와 데 Milton GO
21P	21621	17 20	17 47	18 15	18 22	18 35	18 50			
21P	21651	17 55	18 22	18 50	18 57	19 10	19 25			
21B	21665	18 00	\rightarrow	\rightarrow	\rightarrow	\rightarrow	18 50	18 52	18 58	19 20
21P	21671	18 20	18 47	19 15	19 22	19 35	19 50			
21P	21691	18 55	19 22	19 45	19 52	20 05	20 20			
21B	21705	19 05	\rightarrow	\rightarrow	\rightarrow	\rightarrow	19 50	19 52	19 58	20 20
21P	21711	19 20	19 47	20 10	20 17	20 30	20 45			
21P	21731	20 00	20 27	20 50	20 57	21 10	21 25			
21B	21741	20 05	\rightarrow	\rightarrow	\rightarrow	\rightarrow	20 45	20 47	20 53	21 15
21P	21751	20 20	20 42	21 05	21 12	21 25	21 40			
21P	21771	20 50	21 12	21 30	21 37	21 50	22 05			
21B	21785	21 00	\rightarrow	\rightarrow	\rightarrow	\rightarrow	21 40	21 42	21 48	22 10
21P	21791	21 20	21 42	22 00	22 07	22 20	22 35			
21P	21811	21 50	22 12	22 30	22 37	22 50	23 05			
21B	21825	22 00	\rightarrow	\rightarrow	\rightarrow	\rightarrow	22 35	22 37	22 43	23 05
21P	21831	22 20	22 42	23 00	23 07	23 20	23 30			
21P	21841	22 50	23 12	23 30	23 37	23 50	00 00			
21B	21855	23 00	\rightarrow	\rightarrow	\rightarrow	\rightarrow	23 35	23 37	23 41	00 00
21P	21861	23 20	23 42	00 00	00 07	00 20	00 30			
21A	21871	23 50	00 12	00 30	00 37	00 50	01 00	01 02	01 06	01 25
21A	21891	00 20	00 42	01 00	01 07	01 20	01 30	01 32	01 36	01 55
21A	21921	01 20	01 40	01 55	02 02	02 15	02 25	02 27	02 31	02 50
21A	21951	02 20	02 40	02 50	02 57	03 10	03 20	03 22	03 26	03 45

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Appendix D Existing Traffic Data & Signal Timing Plan



Project #19399 - GHD

Intersection Count Report

Intersection: Dundas St W & Confederation Pkwy

Municipality: Mississauga

Count Date: Dec 18, 2019

Site Code: 1939900001

Count Categories: Cars, Trucks, Pedestrians

Count Period: 07:00-09:00, 16:00-18:00

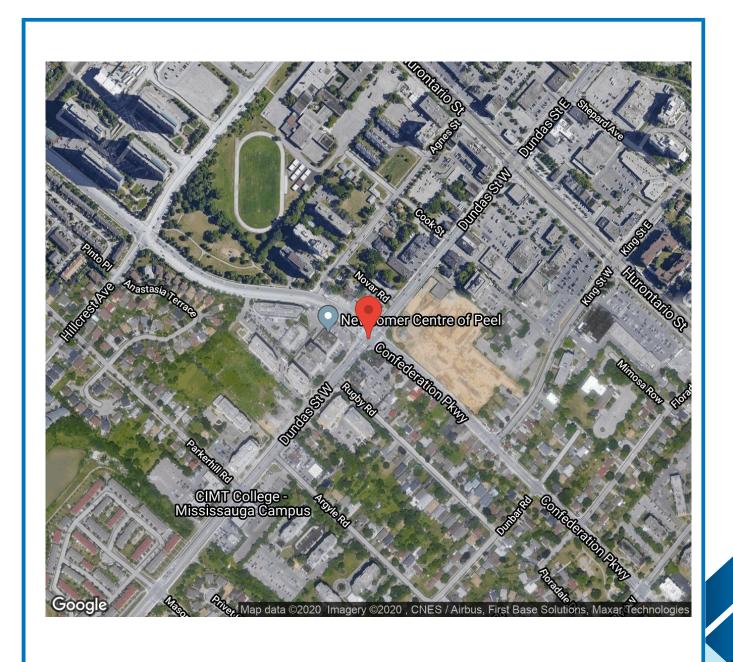
Weather: Clear



Traffic Count Map

Intersection: Dundas St W & Confederation Pkwy

Municipality: Mississauga
Count Date: Dec 18, 2019



Traffic Count Summary



Intersection: Dundas St W & Confederation Pkwy

Municipality: Mississauga
Count Date: Dec 18, 2019

Confederation Pkwy - Traffic Summary

		North	Appr	oach T	otals			South	Appr	oach T	otals	
		Inc	ludes Ca	ars, Truc	ks			Inc	ludes C	ars, Trucl	ks	
Hour	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds
07:00 - 08:00	93	330	34	0	457	25	90	245	26	0	361	41
08:00 - 09:00	154	447	68	0	669	49	118	345	37	0	500	67
					BREAK							
16:00 - 17:00	147	346	124	0	617	56	250	484	47	0	781	48
17:00 - 18:00	129	364	120	0	613	51	245	465	45	1	756	53
GRAND TOTAL	523	1487	346	0	2356	181	703	1539	155	1	2398	209

Traffic Count Summary



Intersection: Dundas St W & Confederation Pkwy

Municipality: Mississauga
Count Date: Dec 18, 2019

Dundas St W - Traffic Summary

East Approach Totals

West Approach Totals

		Inc	ludes Ca	ars, Truc	ks			Inc	ludes C	ars, Trucl	ks	
Hour	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds
07:00 - 08:00	12	385	49	0	446	24	109	940	91	0	1140	32
08:00 - 09:00	27	525	68	0	620	53	116	1007	129	0	1252	69
					BREAK							
16:00 - 17:00	37	1111	106	0	1254	44	108	757	122	0	987	43
17:00 - 18:00	30	1068	153	0	1251	36	115	781	122	0	1018	54
GRAND TOTAL	106	3089	376	0	3571	157	448	3485	464	0	4397	198



Intersection: Dundas St W & Confederation Pkwy

Municipality: Mississauga
Count Date: Dec 18, 2019

North Approach - Confederation Pkwy

			Cars				1	rucks			
Start Time	4	1	₽	Q	Total	4	1	₩.	Q	Total	Total Peds
07:00	14	60	4	0	78	0	4	1	0	5	
07:15	20	78	7	0	105	3	1	2	0	6	
07:30	27	44	6	0	77	2	12	1	0	15	1
07:45	23	119	11	0	153	4	12	2	0	18	
08:00	40	118	9	0	167	2	7	3	0	12	
08:15	39	90	20	0	149	5	6	4	0	15	1
08:30	31	104	14	0	149	3	6	4	0	13	1
08:45	30	101	12	0	143	4	15	2	0	21	1
SUBTOTAL	224	714	83	0	1021	23	63	19	0	105	7.



Intersection: Dundas St W & Confederation Pkwy

Municipality: Mississauga
Count Date: Dec 18, 2019

North Approach - Confederation Pkwy

			Cars				T	rucks			
Start Time	4	1	•	O.	Total	4	1	•	Q.	Total	Total Peds
16:00	28	78	31	0	137	3	5	1	0	9	
16:15	36	83	30	0	149	2	4	3	0	9	
16:30	44	80	30	0	154	1	4	0	0	5	
16:45	31	87	28	0	146	2	5	1	0	8	
17:00	30	86	33	0	149	0	3	2	0	5	
17:15	28	94	31	0	153	1	5	2	0	8	
17:30	26	83	31	0	140	1	2	0	0	3	
17:45	43	87	21	0	151	0	4	0	0	4	
SUBTOTAL	266	678	235	0	1179	10	32	9	0	51	1
GRAND TOTAL	490	1392	318	0	2200	33	95	28	0	156	1



Intersection: Dundas St W & Confederation Pkwy

Municipality: Mississauga
Count Date: Dec 18, 2019

South Approach - Confederation Pkwy

			Cars					Trucks			
Start Time	4	1	•	J	Total	4	1	*	O.	Total	Total Peds
07:00	16	30	3	0	49	1	3	0	0	4	9
07:15	19	57	5	0	81	3	4	0	0	7	7
07:30	23	55	7	0	85	1	3	2	0	6	9
07:45	26	87	9	0	122	1	6	0	0	7	16
08:00	25	71	2	0	98	0	3	0	0	3	21
08:15	27	80	9	0	116	2	4	0	0	6	6
08:30	31	76	12	0	119	5	7	2	0	14	20
08:45	28	97	11	0	136	0	7	1	0	8	20
SUBTOTAL	195	553	58	0	806	13	37	5	0	55	108



Intersection: Dundas St W & Confederation Pkwy

Municipality: Mississauga
Count Date: Dec 18, 2019

South Approach - Confederation Pkwy

			Cars				T	rucks			
Start Time	4	1	•	Q	Total	4	1	•	Q	Total	Total Peds
16:00	59	137	9	0	205	1	2	0	0	3	1
16:15	67	120	13	0	200	3	2	1	0	6	
16:30	60	115	15	0	190	3	6	0	0	9	1
16:45	52	94	8	0	154	5	8	1	0	14	2
17:00	63	117	9	1	190	2	2	0	0	4	1
17:15	61	107	9	0	177	3	5	2	0	10	1
17:30	48	110	8	0	166	0	5	1	0	6	1
17:45	66	113	16	0	195	2	6	0	0	8	1
SUBTOTAL	476	913	87	1	1477	19	36	5	0	60	10
GRAND TOTAL	671	1466	145	1	2283	32	73	10	0	115	20



Intersection: Dundas St W & Confederation Pkwy

Municipality: Mississauga
Count Date: Dec 18, 2019

East Approach - Dundas St W

			Cars				Ţ	rucks			
Start Time	4	1	•	Q	Total	4	1	•	Q	Total	Total Peds
07:00	2	82	7	0	91	1	14	0	0	15	3
07:15	1	72	8	0	81	1	13	5	0	19	4
07:30	0	78	7	0	85	1	15	2	0	18	11
07:45	4	95	18	0	117	2	16	2	0	20	6
08:00	6	86	15	0	107	0	10	2	0	12	13
08:15	7	140	18	0	165	1	16	0	0	17	11
08:30	3	131	12	0	146	0	16	3	0	19	16
08:45	10	107	15	0	132	0	19	3	0	22	13
SUBTOTAL	33	791	100	0	924	6	119	17	0	142	77



Intersection: Dundas St W & Confederation Pkwy

Municipality: Mississauga
Count Date: Dec 18, 2019

East Approach - Dundas St W

			Cars				Т	rucks			
Start Time	4	1	***	Q	Total	4	1	P	Q	Total	Total Peds
16:00	7	246	24	0	277	1	25	1	0	27	,
16:15	7	269	28	0	304	0	15	1	0	16	•
16:30	10	235	24	0	269	0	21	2	0	23	
16:45	11	283	26	0	320	1	17	0	0	18	
17:00	6	246	40	0	292	0	25	1	0	26	
17:15	5	274	38	0	317	0	17	2	0	19	
17:30	11	268	34	0	313	0	8	1	0	9	
17:45	8	220	37	0	265	0	10	0	0	10	
SUBTOTAL	65	2041	251	0	2357	2	138	8	0	148	8
GRAND TOTAL	98	2832	351	0	3281	8	257	25	0	290	1



Intersection: Dundas St W & Confederation Pkwy

Municipality: Mississauga
Count Date: Dec 18, 2019

West Approach - Dundas St W

		(Cars				T	rucks			
Start Time	4	1	₩.	Q	Total	4	1	•	Q	Total	Total Peds
07:00	16	156	15	0	187	3	28	2	0	33	6
07:15	24	198	23	0	245	1	22	2	0	25	9
07:30	28	240	25	0	293	1	30	0	0	31	6
07:45	32	246	22	0	300	4	20	2	0	26	11
08:00	27	197	34	0	258	4	27	1	0	32	21
08:15	35	251	32	0	318	2	26	0	0	28	9
08:30	19	241	32	0	292	1	18	1	0	20	16
08:45	24	222	29	0	275	4	25	0	0	29	23
SUBTOTAL	205	1751	212	0	2168	20	196	8	0	224	101



Intersection: Dundas St W & Confederation Pkwy

Municipality: Mississauga
Count Date: Dec 18, 2019

West Approach - Dundas St W

			Cars				T	rucks			
Start Time	4	1	•	O.	Total	4	1	•	O.	Total	Total Peds
16:00	22	168	35	0	225	1	18	6	0	25	
16:15	30	173	20	0	223	2	18	2	0	22	
16:30	26	167	24	0	217	1	17	3	0	21	
16:45	25	183	30	0	238	1	13	2	0	16	
17:00	27	175	31	0	233	0	11	0	0	11	
17:15	19	194	27	0	240	0	12	1	0	13	
17:30	29	178	30	0	237	4	17	1	0	22	
17:45	35	177	29	0	241	1	17	3	0	21	
SUBTOTAL	213	1415	226	0	1854	10	123	18	0	151	(
GRAND TOTAL	418	3166	438	0	4022	30	319	26	0	375	19



Peak Hour Diagram

Specified Period

One Hour Peak

From: To: 07:00:00 09:00:00

From: 08:00:00 To: 09:00:00

Intersection:

Dundas St W & Confederation Pkwy

 Site ID:
 1939900001

 Count Date:
 Dec 18, 2019

Weather conditions:

** Signalized Intersection **

Major Road: Dundas St W runs E/W

North Approach

Out	In	Total
608	489	1097
61	40	101
669	529	1198

Confederation Pkwy

	4	1	L	Ĵ
Totals	68	447	154	0
	55	413	140	0
₽	13	34	14	0

East Approach

	Out	In	Total
盘	550	1085	1635
	70	113	183
	620	1198	1818

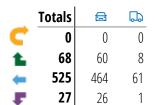
Dundas St W

	Totals			
7	0	0	0	
4	116	105 911	11	
\Rightarrow	1007	911	96	
3	129	127	2	

Peds: 49



9



Dundas St W

West Approach

Out	In	Total
1143	630	1773
109	81	190
1252	711	1963

	4	t	P	J
Totals	118	345	37	0
	111	324	34	0
	7	21	3	0

Peds: 67

Confederation Pkwy

South Approach

Out	ln	Total
469	566	1035
31	37	68
500	603	1103



- Trucks

Comments



Peak Hour Summary

Intersection: Dundas St W & Confederation Pkwy

Count Date: Dec 18, 2019

Period: 07:00 - 09:00

Peak Hour Data (08:00 - 09:00)

		N Cor	lorth A nfedera	pproac ation Pl	:h kwy			Coi	outh A nfedera	pproac ation Pl	h kwy				East A _l Dunda	pproach as St W	1			١	West A _l Dunda	pproacl is St W	h		Total Vehicl
Start Time	4	1	P	J	Peds	Total	4	1	P	J	Peds	Total	4	1	P	J	Peds	Total	4	1	•	J	Peds	Total	es
08:00	42	125	12	0	9	179	25	74	2	0	21	101	6	96	17	0	13	119	31	224	35	0	21	290	689
08:15	44	96	24	0	10	164	29	84	9	0	6	122	8	156	18	0	11	182	37	277	32	0	9	346	814
08:30	34	110	18	0	16	162	36	83	14	0	20	133	3	147	15	0	16	165	20	259	33	0	16	312	772
08:45	34	116	14	0	14	164	28	104	12	0	20	144	10	126	18	0	13	154	28	247	29	0	23	304	766
Grand Total	154	447	68	0	49	669	118	345	37	0	67	500	27	525	68	0	53	620	116	1007	129	0	69	1252	3041
Approach %	23	66.8	10.2	0		-	23.6	69	7.4	0		-	4.4	84.7	11	0		-	9.3	80.4	10.3	0		-	
Totals %	5.1	14.7	2.2	0		22	3.9	11.3	1.2	0		16.4	0.9	17.3	2.2	0		20.4	3.8	33.1	4.2	0		41.2	
PHF	0.88	0.89	0.71	0		0.93	0.82	0.83	0.66	0		0.87	0.68	0.84	0.94	0		0.85	0.78	0.91	0.92	0		0.9	0.93
Cars	140	413	55	0		608	111	324	34	0		469	26	464	60	0		550	105	911	127	0		1143	2770
% Cars	90.9	92.4	80.9	0		90.9	94.1	93.9	91.9	0		93.8	96.3	88.4	88.2	0		88.7	90.5	90.5	98.4	0		91.3	91.1
Trucks	14	34	13	0		61	7	21	3	0		31	1	61	8	0		70	11	96	2	0		109	271
% Trucks	9.1	7.6	19.1	0		9.1	5.9	6.1	8.1	0		6.2	3.7	11.6	11.8	0		11.3	9.5	9.5	1.6	0		8.7	8.9
Peds					49	-					67	-					53	-					69	-	238
% Peds					20.6	-					28.2	-					22.3	-					29	-	



Peak Hour Diagram

Specified Period

One Hour Peak

From: To: 16:00:00 18:00:00

From: 16:45:00 To: 17:45:00

Intersection: Dundas St W & Confederation Pkwy

 Site ID:
 1939900001

 Count Date:
 Dec 18, 2019

Weather conditions:

** Signalized Intersection **

Major Road: Dundas St W runs E/W

North Approach

Out	In	Total
588	666	1254
24	29	53
612	695	1307

Confederation Pkwy

	4	1	L	Ú
Totals	128	365	119	0
	123	350	115	0
₽	5	15	4	0

East Approach

	Out	In	Total
	1242	879	2121
.	72	61	133
	1314	940	2254

Dundas St W

	Totals		
7	0	0	0
4	105	100 730 118	5
\rightarrow	783	730	53
7	122	118	4

Peds: 55



	Totals		
C	0	0	0
Ł	142	138	4
(1138	1071	67
F	34	33	1

Dundas St W

West Approach

Out	In	Total
948	1418	2366
62	82	144
1010	1500	2510

4	t	-

Peds: 63

	1			- +
Totals	234	448	38	1
	224	428	34	1
₽	10	20	4	0

Confederation Pkwy

South Approach

Out	ln	Total
687	502	1189
34	20	54
721	522	1243





Comments



Peak Hour Summary

Intersection: Dundas St W & Confederation Pkwy

Count Date: Dec 18, 2019

Period: 16:00 - 18:00

Peak Hour Data (16:45 - 17:45)

		Cor	lorth A nfedera	pproac	:h kwy			Coi	outh A nfedera	pproacl ition Pk	h xwy				East Ap Dunda	pproach as St W	1			West Approach Dundas St W					Total Vehicl
Start Time	4	1	•	J	Peds	Total	4	1	•	J	Peds	Total	•	1	P	J	Peds	Total	4	1	•	•	Peds	Total	es
16:45	33	92	29	0	20	154	57	102	9	0	20	168	12	300	26	0	14	338	26	196	32	0	20	254	914
17:00	30	89	35	0	18	154	65	119	9	1	12	194	6	271	41	0	16	318	27	186	31	0	17	244	910
17:15	29	99	33	0	5	161	64	112	11	0	16	187	5	291	40	0	6	336	19	206	28	0	14	253	937
17:30	27	85	31	0	12	143	48	115	9	0	15	172	11	276	35	0	8	322	33	195	31	0	10	259	896
Grand Total	119	365	128	0	55	612	234	448	38	1	63	721	34	1138	142	0	44	1314	105	783	122	0	61	1010	3657
Approach %	19.4	59.6	20.9	0		-	32.5	62.1	5.3	0.1		-	2.6	86.6	10.8	0		-	10.4	77.5	12.1	0		-	
Totals %	3.3	10	3.5	0		16.7	6.4	12.3	1	0		19.7	0.9	31.1	3.9	0		35.9	2.9	21.4	3.3	0		27.6	
PHF	0.9	0.92	0.91	0		0.95	0.9	0.94	0.86	0.25		0.93	0.71	0.95	0.87	0		0.97	0.8	0.95	0.95	0		0.97	0.98
Cars	115	350	123	0		588	224	428	34	1		687	33	1071	138	0		1242	100	730	118	0		948	3465
% Cars	96.6	95.9	96.1	0		96.1	95.7	95.5	89.5	100		95.3	97.1	94.1	97.2	0		94.5	95.2	93.2	96.7	0		93.9	94.7
Trucks	4	15	5	0		24	10	20	4	0		34	1	67	4	0		72	5	53	4	0		62	192
% Trucks	3.4	4.1	3.9	0		3.9	4.3	4.5	10.5	0		4.7	2.9	5.9	2.8	0		5.5	4.8	6.8	3.3	0		6.1	5.3
Peds					55	-					63	-					44	-					61	-	223
% Peds					24.7	-					28.3	-					19.7	-					27.4	-	



Project #19399 - GHD

Intersection Count Report

Intersection: Dundas St W & Hurontario St

Municipality: Mississauga

Count Date: Dec 18, 2019

Site Code: 1939900003

Count Categories: Cars, Trucks, Pedestrians

Count Period: 07:00-09:00, 16:00-18:00

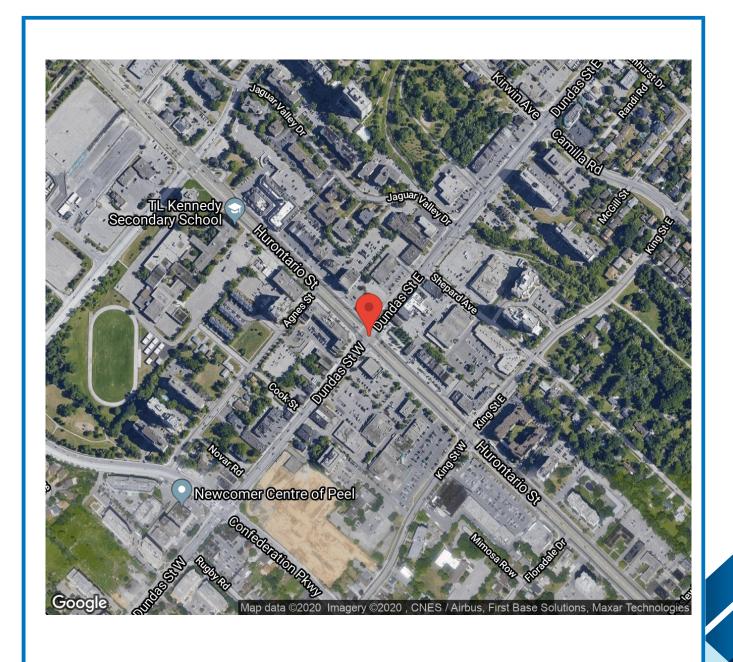
Weather: Clear



Traffic Count Map

Intersection: Dundas St W & Hurontario St

Municipality: Mississauga
Count Date: Dec 18, 2019



Traffic Count Summary



Intersection: Dundas St W & Hurontario St

South Approach Totals

Municipality: Mississauga
Count Date: Dec 18, 2019

Hurontario St - Traffic Summary

		North	Thhi	oucii i	otais		South Approach Totals									
		Inc	ludes C	ars, Truc	ks		Includes Cars, Trucks									
Hour	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds				
07:00 - 08:00	93	770	42	0	905	42	90	752	41	1	884	105				
08:00 - 09:00	145	842	72	3	1062	58	106	980	96	0	1182	110				
					BREAK											
16:00 - 17:00	169	1165	115	0	1449	85	157	945	101	1	1204	266				
17:00 - 18:00	148	1100	146	1	1395	76	146	894	133	0	1173	213				
GRAND TOTAL	555	3877	375	4	4811	261	499	3571	371	2	4443	694				

North Approach Totals

Traffic Count Summary



Intersection: Dundas St W & Hurontario St

Municipality: Mississauga
Count Date: Dec 18, 2019

Dundas St W - Traffic Summary

East Approach Totals

West Approach Totals

		Inc	ludes Ca	ars, Truc	ks		Includes Cars, Trucks								
Hour	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds			
07:00 - 08:00	40	316	45	0	401	49	57	911	77	0	1045	107			
08:00 - 09:00	74	472	62	0	608	71	101	1031	95	0	1227	136			
					BREAK										
16:00 - 17:00	142	1001	139	0	1282	127	91	696	155	0	942	237			
17:00 - 18:00	141	936	119	0	1196	144	143	687	118	0	948	233			
GRAND TOTAL	397	2725	365	0	3487	391	392	3325	445	0	4162	713			



Intersection: Dundas St W & Hurontario St

Municipality: Mississauga
Count Date: Dec 18, 2019

North Approach - Hurontario St

			Cars								
Start Time	4	1	•	Q	Total	4	1	*	Q	Total	Total Peds
07:00	15	146	6	0	167	0	14	1	0	15	8
07:15	21	167	14	0	202	2	18	1	0	21	8
07:30	23	196	4	0	223	2	19	3	0	24	14
07:45	27	193	10	0	230	3	17	3	0	23	12
08:00	40	197	13	0	250	2	23	0	0	25	7
08:15	41	200	15	0	256	4	19	1	0	24	19
08:30	28	175	18	1	222	0	15	5	0	20	13
08:45	26	199	16	2	243	4	14	4	0	22	19
SUBTOTAL	221	1473	96	3	1793	17	139	18	0	174	100



Intersection: Dundas St W & Hurontario St

Municipality: Mississauga
Count Date: Dec 18, 2019

North Approach - Hurontario St

			Cars								
Start Time	4	1	*	Q	Total	4	1	•	Q	Total	Total Peds
16:00	39	247	26	0	312	2	16	1	0	19	25
16:15	39	254	25	0	318	4	17	3	0	24	22
16:30	38	302	34	0	374	1	21	3	0	25	24
16:45	43	297	22	0	362	3	11	1	0	15	14
17:00	36	264	35	0	335	1	12	3	0	16	29
17:15	42	264	38	0	344	1	9	3	0	13	11
17:30	27	259	38	1	325	1	7	0	0	8	19
17:45	38	276	28	0	342	2	9	1	0	12	17
SUBTOTAL	302	2163	246	1	2712	15	102	15	0	132	161
GRAND TOTAL	523	3636	342	4	4505	32	241	33	0	306	261



Intersection: Dundas St W & Hurontario St

Municipality: Mississauga
Count Date: Dec 18, 2019

South Approach - Hurontario St

			Cars								
Start Time	4	1	•	Q	Total	4	1	•	Q	Total	Total Peds
07:00	19	128	8	0	155	2	13	1	0	16	28
07:15	11	169	8	1	189	8	13	1	0	22	34
07:30	13	200	7	0	220	3	22	0	0	25	20
07:45	28	192	13	0	233	6	15	3	0	24	23
08:00	26	238	16	0	280	0	22	7	0	29	26
08:15	17	226	24	0	267	2	12	1	0	15	19
08:30	24	210	22	0	256	1	32	4	0	37	36
08:45	30	221	19	0	270	6	19	3	0	28	29
SUBTOTAL	168	1584	117	1	1870	28	148	20	0	196	215



Intersection: Dundas St W & Hurontario St

Municipality: Mississauga
Count Date: Dec 18, 2019

South Approach - Hurontario St

		(Cars				T	rucks			
Start Time	4	1	*	Q	Total	4	1	•	Q	Total	Total Peds
16:00	34	214	31	0	279	3	21	0	0	24	7
16:15	41	234	29	0	304	1	16	0	0	17	6
16:30	38	238	20	1	297	4	15	3	0	22	6
16:45	33	199	18	0	250	3	8	0	0	11	6
17:00	43	215	39	0	297	2	14	0	0	16	6
17:15	35	213	34	0	282	1	10	1	0	12	4
17:30	26	188	21	0	235	2	15	3	0	20	6
17:45	36	228	34	0	298	1	11	1	0	13	4
SUBTOTAL	286	1729	226	1	2242	17	110	8	0	135	47
GRAND TOTAL	454	3313	343	2	4112	45	258	28	0	331	69



Intersection: Dundas St W & Hurontario St

Municipality: Mississauga
Count Date: Dec 18, 2019

East Approach - Dundas St W

			Cars					Trucks			
Start Time	4	1	*	O.	Total	4	1	₽	O.	Total	Total Peds
07:00	7	65	11	0	83	2	12	2	0	16	9
07:15	4	64	8	0	76	2	11	1	0	14	9
07:30	9	71	8	0	88	2	10	1	0	13	20
07:45	13	70	13	0	96	1	13	1	0	15	11
08:00	14	83	7	0	104	2	9	3	0	14	8
08:15	16	123	12	0	151	0	16	4	0	20	16
08:30	19	124	10	0	153	3	14	4	0	21	18
08:45	17	90	20	0	127	3	13	2	0	18	29
SUBTOTAL	99	690	89	0	878	15	98	18	0	131	120



Intersection: Dundas St W & Hurontario St

Municipality: Mississauga
Count Date: Dec 18, 2019

East Approach - Dundas St W

			Cars				T	rucks			
Start Time	4	1	•	Q	Total	4	1	•	O.	Total	Total Peds
16:00	19	231	43	0	293	2	20	1	0	23	3:
16:15	34	235	26	0	295	1	13	3	0	17	3:
16:30	40	208	33	0	281	2	17	1	0	20	3
16:45	42	255	32	0	329	2	22	0	0	24	25
17:00	35	212	23	0	270	3	23	1	0	27	5
17:15	25	219	33	0	277	0	18	2	0	20	38
17:30	37	243	28	0	308	2	9	2	0	13	2
17:45	37	203	30	0	270	2	9	0	0	11	2:
SUBTOTAL	269	1806	248	0	2323	14	131	10	0	155	27
GRAND TOTAL	368	2496	337	0	3201	29	229	28	0	286	39



Intersection: Dundas St W & Hurontario St

Municipality: Mississauga
Count Date: Dec 18, 2019

West Approach - Dundas St W

			Cars				T	rucks			
Start Time	4	1	•	Q	Total	4	1	₩.	Q	Total	Total Peds
07:00	11	155	12	0	178	2	21	1	0	24	2
07:15	13	178	19	0	210	2	19	2	0	23	3
07:30	12	228	17	0	257	3	21	3	0	27	3
07:45	12	269	17	0	298	2	20	6	0	28	1
08:00	14	287	10	0	311	2	19	5	0	26	4
08:15	19	243	18	0	280	3	19	9	0	31	4
08:30	29	248	22	0	299	5	5	3	0	13	2
08:45	25	192	21	0	238	4	18	7	0	29	2
SUBTOTAL	135	1800	136	0	2071	23	142	36	0	201	24



Intersection: Dundas St W & Hurontario St

Municipality: Mississauga
Count Date: Dec 18, 2019

West Approach - Dundas St W

			Cars				T	rucks			
Start Time	4	1	*	Q	Total	4	1	•	O.	Total	Total Peds
16:00	19	177	43	0	239	0	15	7	0	22	6
16:15	22	135	35	0	192	0	13	4	0	17	5
16:30	24	165	34	0	223	3	15	1	0	19	8
16:45	22	164	30	0	216	1	12	1	0	14	3
17:00	28	153	22	0	203	0	9	1	0	10	7
17:15	37	179	27	0	243	3	9	1	0	13	5
17:30	34	160	24	0	218	1	11	2	0	14	5
17:45	40	158	39	0	237	0	8	2	0	10	5
SUBTOTAL	226	1291	254	0	1771	8	92	19	0	119	47
GRAND TOTAL	361	3091	390	0	3842	31	234	55	0	320	71



Peak Hour Diagram

Specified Period

One Hour Peak

From: To: 07:00:00 09:00:00

From: 08:00:00 To: 09:00:00

Intersection: Dundas St W & Hurontario St

 Site ID:
 1939900003

 Count Date:
 Dec 18, 2019

Weather conditions:

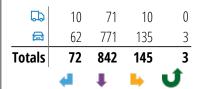
** Signalized Intersection **

Major Road: Dundas St W runs E/W

North Approach

Out	In	Total
971	1034	2005
91	112	203
1062	1146	2208

Hurontario St



East Approach

Out	In	Total
535	1186	1721
73	86	159
608	1272	1880

Dundas St W

	Totals			
7	0	0	0	
4	101	87	14	
→	1031	87 970	61	
3	95	71	24	

Peds: 58



Dundas St W

	Totals		
C	0	0	0
Ł	62	49	13
(=	472	420	52
F	74	66	8

West Approach

Out	In	Total
1128	579	1707
99	71	170
1227	650	1877

Peds:	11

Peds: 136

	4	1	•	J
Totals	106	980	96	0
	97	895	81	0
	9	85	15	0

Hurontario St

South Approach

Out	In	Total
1073	908	1981
109	103	212
1182	1011	2193



🚨 - Trucks

Comments



Peak Hour Summary

Intersection: Dundas St W & Hurontario St

Count Date: Dec 18, 2019

Period: 07:00 - 09:00

Peak Hour Data (08:00 - 09:00)

		N		pproac tario St				S		Approac tario St					East Ap Dunda	pproach as St W	1		West Approach Dundas St W						Total Vehicl
Start Time	4	1	P.	J	Peds	Total	4	1	P	J	Peds	Total	4	1	P	J	Peds	Total	4	1	•	•	Peds	Total	es
08:00	42	220	13	0	7	275	26	260	23	0	26	309	16	92	10	0	8	118	16	306	15	0	47	337	1039
08:15	45	219	16	0	19	280	19	238	25	0	19	282	16	139	16	0	16	171	22	262	27	0	40	311	1044
08:30	28	190	23	1	13	242	25	242	26	0	36	293	22	138	14	0	18	174	34	253	25	0	23	312	1021
08:45	30	213	20	2	19	265	36	240	22	0	29	298	20	103	22	0	29	145	29	210	28	0	26	267	975
Grand Total	145	842	72	3	58	1062	106	980	96	0	110	1182	74	472	62	0	71	608	101	1031	95	0	136	1227	4079
Approach %	13.7	79.3	6.8	0.3		-	9	82.9	8.1	0		-	12.2	77.6	10.2	0		-	8.2	84	7.7	0		-	
Totals %	3.6	20.6	1.8	0.1		26	2.6	24	2.4	0		29	1.8	11.6	1.5	0		14.9	2.5	25.3	2.3	0		30.1	
PHF	0.81	0.96	0.78	0.38		0.95	0.74	0.94	0.92	0		0.96	0.84	0.85	0.7	0		0.87	0.74	0.84	0.85	0		0.91	0.98
Cars	135	771	62	3		971	97	895	81	0		1073	66	420	49	0		535	87	970	71	0		1128	3707
% Cars	93.1	91.6	86.1	100		91.4	91.5	91.3	84.4	0		90.8	89.2	89	79	0		88	86.1	94.1	74.7	0		91.9	90.9
Trucks	10	71	10	0		91	9	85	15	0		109	8	52	13	0		73	14	61	24	0		99	372
% Trucks	6.9	8.4	13.9	0		8.6	8.5	8.7	15.6	0		9.2	10.8	11	21	0		12	13.9	5.9	25.3	0		8.1	9.1
Peds					58	-					110	-					71	-					136	-	375
% Peds					15.5	-					29.3	-					18.9	-					36.3	-	



Peak Hour Diagram

Specified Period

One Hour Peak

From: 16:00:00 To: 18:00:00

From: 16:00:00 To: 17:00:00

Intersection: Dundas St W & Hurontario St

 Site ID:
 1939900003

 Count Date:
 Dec 18, 2019

Weather conditions:

** Signalized Intersection **

Major Road: Dundas St W runs E/W

North Approach

Out	In	Total
1366	1106	2472
83	69	152
1449	1175	2624

Hurontario St

	4	1	E.	LÎ.
Totals	115	1165	169	0
	107	1100	159	0
₽	8	65	10	0

East Approach

Out	In	Total
1198	898	2096
84	68	152
1282	966	2248

Dundas St W

	Totals			
7	0	0	0	
4	91	87	4	
\Rightarrow	696	641	55	
3	155	142	13	

Peds: 85

Peds: 237



Dundas St W

	Totals		
C	0	0	0
Ł	139		5
(=	1001	929	72
F	142	135	7

West Approach

Out	In	Total
870	1182	2052
72	91	163
942	1273	2215

	4	1		J.
Totals	157	945	101	1
	146	885	98	1
₽	11	60	3	0

Peds: 266

Hurontario St

South Approach

Out	ln	Total
1130	1378	2508
74	85	159
1204	1463	2667



🚨 - Trucks

Comments



Peak Hour Summary

Intersection: Dundas St W & Hurontario St

Count Date: Dec 18, 2019

Period: 16:00 - 18:00

Peak Hour Data (16:00 - 17:00)

		N	lorth A Huron	pproac tario St	h :			S		pproac tario St						pproach as St W			West Approach Dundas St W						Total Vehicl
Start Time	4	1	P	J	Peds	Total	4	t	P	•	Peds	Total	•	1	P	J	Peds	Total	Ŧ	1	•	J	Peds	Total	es
16:00	41	263	27	0	25	331	37	235	31	0	78	303	21	251	44	0	33	316	19	192	50	0	64	261	1211
16:15	43	271	28	0	22	342	42	250	29	0	68	321	35	248	29	0	33	312	22	148	39	0	58	209	1184
16:30	39	323	37	0	24	399	42	253	23	1	60	319	42	225	34	0	32	301	27	180	35	0	80	242	1261
16:45	46	308	23	0	14	377	36	207	18	0	60	261	44	277	32	0	29	353	23	176	31	0	35	230	1221
Grand Total	169	1165	115	0	85	1449	157	945	101	1	266	1204	142	1001	139	0	127	1282	91	696	155	0	237	942	4877
Approach %	11.7	80.4	7.9	0		-	13	78.5	8.4	0.1		-	11.1	78.1	10.8	0		-	9.7	73.9	16.5	0		-	
Totals %	3.5	23.9	2.4	0		29.7	3.2	19.4	2.1	0		24.7	2.9	20.5	2.9	0		26.3	1.9	14.3	3.2	0		19.3	
PHF	0.92	0.9	0.78	0		0.91	0.93	0.93	0.81	0.25		0.94	0.81	0.9	0.79	0		0.91	0.84	0.91	0.78	0		0.9	0.97
Cars	159	1100	107	0		1366	146	885	98	1		1130	135	929	134	0		1198	87	641	142	0		870	4564
% Cars	94.1	94.4	93	0		94.3	93	93.7	97	100		93.9	95.1	92.8	96.4	0		93.4	95.6	92.1	91.6	0		92.4	93.6
Trucks	10	65	8	0		83	11	60	3	0		74	7	72	5	0		84	4	55	13	0		72	313
% Trucks	5.9	5.6	7	0		5.7	7	6.3	3	0		6.1	4.9	7.2	3.6	0		6.6	4.4	7.9	8.4	0		7.6	6.4
Peds					85	-					266	-					127	-					237	-	715
% Peds					11.9	-					37.2	-					17.8	-					33.1	-	



Project #19399 - GHD

Intersection Count Report

Intersection: Confederation Pkwy & Agnes St-Commercial Access

Municipality: Mississauga

Count Date: Dec 19, 2019

Site Code: 1939900004

Count Categories: Cars, Trucks, Pedestrians

Count Period: 07:00-09:00, 16:00-18:00

Weather: Clear

Traffic Count Map

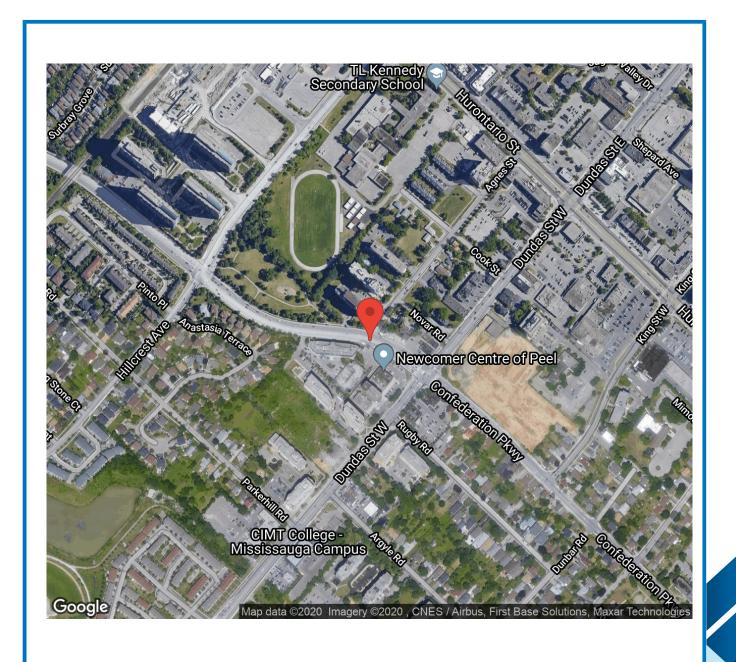


Intersection: Confederation Pkwy & Agnes St-Commercial

Access

Municipality: Mississauga

Count Date: Dec 19, 2019



Traffic Count Summary



Intersection: Confederation Pkwy & Agnes St-Commercial

South Approach Totals

Access

Municipality: Mississauga

Count Date: Dec 19, 2019

Confederation Pkwy - Traffic Summary

			p p -					- PP-					
		Inc	ludes C	ars, Truc	ks	Includes Cars, Trucks							
Hour	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	
07:00 - 08:00	54	455	16	0	525	2	1	385	16	0	402	4	
08:00 - 09:00	86	628	54	3	771	10	12	474	46	0	532	10	
					BREAK								
16:00 - 17:00	47	581	27	0	655	17	9	653	36	0	698	8	
17:00 - 18:00	44	576	19	0	639	13	6	696	34	1	737	3	
GRAND TOTAL	231	2240	116	3	2590	42	28	2208	132	1	2369	25	

North Approach Totals

Traffic Count Summary



Intersection: Confederation Pkwy & Agnes St-Commercial

Access

Municipality: Mississauga

Count Date: Dec 19, 2019

Agnes St - Traffic Summary

East Approach Totals

West Approach Totals

		Inc	ludes Ca	ars, Truck	(S			Inc	ludes Ca	ars, Truck	(S	
Hour	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds
07:00 - 08:00	5	0	41	0	46	14	2	0	2	0	4	15
08:00 - 09:00	26	1	46	0	73	26	15	0	16	0	31	4
					BREAK							
16:00 - 17:00	12	2	49	0	63	21	25	1	24	0	50	24
17:00 - 18:00	25	1	52	0	78	22	22	1	13	0	36	20
GRAND TOTAL	68	4	188	0	260	83	64	2	55	0	121	63



Intersection: Confederation Pkwy & Agnes St-Commercial Access

Municipality: Mississauga
Count Date: Dec 19, 2019

North Approach - Confederation Pkwy

			Cars				T	rucks				
Start Time	4	1	•	Q	Total	4	1	*	Q	Total	Total Peds	
07:00	11	80	0	0	91	0	5	0	0	5		
07:15	9	103	0	0	112	1	6	1	0	8		
07:30	11	76	3	0	90	0	13	0	0	13		
07:45	19	154	12	0	185	3	18	0	0	21		
08:00	26	158	8	2	194	1	13	0	0	14		
08:15	23	143	16	1	183	1	15	0	0	16		
08:30	14	134	10	0	158	1	14	1	0	16		
08:45	19	132	19	0	170	1	19	0	0	20		
SUBTOTAL	132	980	68	3	1183	8	103	2	0	113	1	



Intersection: Confederation Pkwy & Agnes St-Commercial Access

Municipality: Mississauga
Count Date: Dec 19, 2019

North Approach - Confederation Pkwy

			Cars				Т	rucks	Trucks				
Start Time	4	1	P	O.	Total	4	1	•	O.	Total	Total Peds		
16:00	6	137	5	0	148	0	9	0	0	9			
16:15	14	140	2	0	156	2	9	1	0	12			
16:30	13	135	11	0	159	1	5	0	0	6			
16:45	11	137	8	0	156	0	9	0	0	9			
17:00	10	136	6	0	152	0	6	0	0	6			
17:15	11	145	4	0	160	0	8	0	0	8			
17:30	10	129	4	0	143	0	2	0	0	2			
17:45	13	147	5	0	165	0	3	0	0	3			
SUBTOTAL	88	1106	45	0	1239	3	51	1	0	55	3		
GRAND TOTAL	220	2086	113	3	2422	11	154	3	0	168	4		



Intersection: Confederation Pkwy & Agnes St-Commercial Access

Municipality: Mississauga
Count Date: Dec 19, 2019

South Approach - Confederation Pkwy

			Cars				T	rucks			
Start Time	4	1	•	Q	Total	4	1	•	Q	Total	Total Peds
07:00	1	50	3	0	54	0	5	1	0	6	
07:15	0	86	2	0	88	0	9	0	0	9	
07:30	0	88	2	0	90	0	6	1	0	7	
07:45	0	131	5	0	136	0	10	2	0	12	
08:00	4	94	17	0	115	0	9	0	0	9	
08:15	2	123	9	0	134	0	5	1	0	6	
08:30	1	103	5	0	109	0	10	0	0	10	
08:45	4	119	11	0	134	1	11	3	0	15	
SUBTOTAL	12	794	54	0	860	1	65	8	0	74	



Intersection: Confederation Pkwy & Agnes St-Commercial Access

Municipality: Mississauga
Count Date: Dec 19, 2019

South Approach - Confederation Pkwy

			Cars				Т	rucks			
Start Time	4	1	•	O.	Total	4	1	•	Q	Total	Total Peds
16:00	3	171	7	0	181	0	2	2	0	4	
16:15	2	171	7	0	180	0	6	0	0	6	
16:30	2	151	9	0	162	0	9	1	0	10	
16:45	2	135	10	0	147	0	8	0	0	8	
17:00	1	182	4	0	187	0	2	2	0	4	
17:15	0	157	9	0	166	0	7	0	0	7	
17:30	3	159	12	1	175	0	9	0	0	9	
17:45	2	173	7	0	182	0	7	0	0	7	
SUBTOTAL	15	1299	65	1	1380	0	50	5	0	55	1
GRAND TOTAL	27	2093	119	1	2240	1	115	13	0	129	2



Intersection: Confederation Pkwy & Agnes St-Commercial Access

Municipality: Mississauga
Count Date: Dec 19, 2019

East Approach - Agnes St

		Cars					Trucks				
Start Time	4	1	₩.	Q	Total	4	1	*	O.	Total	Total Peds
07:00	0	0	5	0	5	0	0	0	0	0	1
07:15	1	0	3	0	4	0	0	0	0	0	4
07:30	3	0	8	0	11	1	0	2	0	3	2
07:45	0	0	21	0	21	0	0	2	0	2	7
08:00	4	1	13	0	18	0	0	0	0	0	11
08:15	6	0	13	0	19	0	0	0	0	0	4
08:30	9	0	6	0	15	0	0	1	0	1	5
08:45	7	0	12	0	19	0	0	1	0	1	6
SUBTOTAL	30	1	81	0	112	1	0	6	0	7	40



Intersection: Confederation Pkwy & Agnes St-Commercial Access

Municipality: Mississauga
Count Date: Dec 19, 2019

East Approach - Agnes St

			Cars				1	rucks			
Start Time	4	1	r cuis	Q.	Total	4	1	i deks	Q.	Total	Total Peds
16:00	0	2	11	0	13	0	0	2	0	2	
16:15	1	0	8	0	9	1	0	1	0	2	
16:30	6	0	14	0	20	0	0	1	0	1	
16:45	4	0	11	0	15	0	0	1	0	1	
17:00	9	1	8	0	18	0	0	1	0	1	
17:15	6	0	15	0	21	0	0	1	0	1	
17:30	6	0	13	0	19	0	0	0	0	0	
17:45	3	0	13	0	16	1	0	1	0	2	
SUBTOTAL	35	3	93	0	131	2	0	8	0	10	
GRAND TOTAL	65	4	174	0	243	3	0	14	0	17	



Intersection: Confederation Pkwy & Agnes St-Commercial Access

Municipality: Mississauga
Count Date: Dec 19, 2019

West Approach - Commercial Access

			Cars				T	rucks			
Start Time	4	1	*	O.	Total	4	1	*	Q	Total	Total Peds
07:00	0	0	0	0	0	0	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0	0	0	5
07:30	1	0	0	0	1	0	0	0	0	0	4
07:45	1	0	2	0	3	0	0	0	0	0	4
08:00	2	0	4	0	6	0	0	0	0	0	1
08:15	2	0	1	0	3	0	0	0	0	0	0
08:30	2	0	4	0	6	1	0	0	0	1	0
08:45	8	0	6	0	14	0	0	1	0	1	3
SUBTOTAL	16	0	17	0	33	1	0	1	0	2	19



Intersection: Confederation Pkwy & Agnes St-Commercial Access

Municipality: Mississauga
Count Date: Dec 19, 2019

West Approach - Commercial Access

			Cars				1	rucks			
Start Time	4	1	*	O.	Total	4	1	•	Q	Total	Total Peds
16:00	8	1	2	0	11	1	0	0	0	1	
16:15	3	0	5	0	8	0	0	0	0	0	
16:30	10	0	10	0	20	0	0	0	0	0	
16:45	3	0	7	0	10	0	0	0	0	0	
17:00	6	0	4	0	10	0	0	0	0	0	
17:15	2	0	2	0	4	0	0	0	0	0	
17:30	7	0	5	0	12	0	0	0	0	0	
17:45	7	1	2	0	10	0	0	0	0	0	
SUBTOTAL	46	2	37	0	85	1	0	0	0	1	
GRAND TOTAL	62	2	54	0	118	2	0	1	0	3	



Peak Hour Diagram

Specified Period

One Hour Peak

From: To:

07:00:00 09:00:00

07:45:00 From: To: 08:45:00

Intersection:

Confederation Pkwy & Agnes St-Commercial Access

Site ID:

1939900004

Count Date:

Dec 19, 2019

Weather conditions:

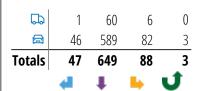
** Signalized Intersection **

Major Road: Confederation Pkwy runs N/S

North Approach

Out	In	Total
720	514	1234
67	38	105
787	552	1339

Confederation Pkwy



East Approach

	Out	In	Total
	73	118	191
۵	3	9	12
	76	127	203

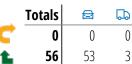
Commercial Access

	Totals			
7	0	0	0	
4	8	7	1	
\Rightarrow	0	0	0	
3	11	11	0	

Peds: 5



Peds: 7



Agnes St

0 3 1 0 1 19 0 19

West Approach

Out	In	Total
18	54	72
1	1	2
19	55	74

	4	1	•	J
Totals	7	485	39	0
	7	451	36	0
다	0	34	3	0

Peds: 4

Confederation Pkwy

South Approach

Out	In	Total
494	619	1113
37	60	97
531	679	1210





Comments



Peak Hour Summary

Intersection: Confederation Pkwy & Agnes St-Commercial Access

Count Date: Dec 19, 2019

Period: 07:00 - 09:00

Peak Hour Data (07:45 - 08:45)

	North Approach Confederation Pkwy							South Approach Confederation Pkwy							East Approach Agnes St					West Approach Commercial Access					
Start Time	•	1		•	Peds	Total	4	1	P	J	Peds	Total	4	1	P	J	Peds	Total	4	t	•	J	Peds	Total	Vehicl es
07:45	22	172	12	0	0	206	0	141	7	0	0	148	0	0	23	0	7	23	1	0	2	0	4	3	380
08:00	27	171	8	2	3	208	4	103	17	0	1	124	4	1	13	0	11	18	2	0	4	0	1	6	356
08:15	24	158	16	1	0	199	2	128	10	0	0	140	6	0	13	0	4	19	2	0	1	0	0	3	361
08:30	15	148	11	0	4	174	1	113	5	0	3	119	9	0	7	0	5	16	3	0	4	0	0	7	316
Grand Total	88	649	47	3	7	787	7	485	39	0	4	531	19	1	56	0	27	76	8	0	11	0	5	19	1413
Approach %	11.2	82.5	6	0.4		-	1.3	91.3	7.3	0		-	25	1.3	73.7	0		-	42.1	0	57.9	0		-	
Totals %	6.2	45.9	3.3	0.2		55.7	0.5	34.3	2.8	0		37.6	1.3	0.1	4	0		5.4	0.6	0	0.8	0		1.3	
PHF	0.81	0.94	0.73	0.38		0.95	0.44	0.86	0.57	0		0.9	0.53	0.25	0.61	0		0.83	0.67	0	0.69	0		0.68	0.93
Cars	82	589	46	3		720	7	451	36	0		494	19	1	53	0		73	7	0	11	0		18	1305
% Cars	93.2	90.8	97.9	100		91.5	100	93	92.3	0		93	100	100	94.6	0		96.1	87.5	0	100	0		94.7	92.4
Trucks	6	60	1	0		67	0	34	3	0		37	0	0	3	0		3	1	0	0	0		1	108
% Trucks	6.8	9.2	2.1	0		8.5	0	7	7.7	0		7	0	0	5.4	0		3.9	12.5	0	0	0		5.3	7.6
Peds					7	-					4	-					27	-					5	-	43
% Peds					16.3	-					9.3	-					62.8	-					11.6	-	



Peak Hour Diagram

Specified Period

One Hour Peak

From: 16:00:00 To: 18:00:00

From: 17:00:00 To: 18:00:00

Intersection: Confederation Pkwy & Agnes St-Commercial Access

 Site ID:
 1939900004

 Count Date:
 Dec 19, 2019

Weather conditions:

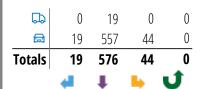
** Signalized Intersection **

Major Road: Confederation Pkwy runs N/S

North Approach

Out	In	Total
620	742	1362
19	28	47
639	770	1409

Confederation Pkwy



East Approach

Out	In	Total
74	77	151
4	2	6
78	79	157

Commercial Access

	Totals		
7	0	0	0
4	22	22	0
\rightarrow	1	1	0
4	13	13	0

Peds: 13



Agnes St

	Totals		
C	0	0	0
Ł	52	49	3
(1	1	0
F	25	24	1

West Approach

Out	In	Total
36	26	62
0	0	0
36	26	62

	4	1		J
Totals	6	696	34	1
	6	671	32	1
	0	25	2	0

Peds: 3

Confederation Pkwy

South Approach

Out	In	Total
710	595	1305
27	20	47
737	615	1352



- Trucks

Comments



Peak Hour Summary

Intersection: Confederation Pkwy & Agnes St-Commercial Access

Count Date: Dec 19, 2019

Period: 16:00 - 18:00

Peak Hour Data (17:00 - 18:00)

		Cor	North A nfedera	pproac ition Pl	h kwy		South Approach Confederation Pkwy								East Approach Agnes St					West Approach Commercial Access					
Start Time	4	1	r.	J	Peds	Total	4	1	r.	•	Peds	Total	4	1	P	J	Peds	Total	4	1	P.	J	Peds	Total	Vehicl es
17:00	10	142	6	0	4	158	1	184	6	0	1	191	9	1	9	0	4	19	6	0	4	0	4	10	378
17:15	11	153	4	0	1	168	0	164	9	0	0	173	6	0	16	0	5	22	2	0	2	0	5	4	367
17:30	10	131	4	0	4	145	3	168	12	1	1	184	6	0	13	0	6	19	7	0	5	0	8	12	360
17:45	13	150	5	0	4	168	2	180	7	0	1	189	4	0	14	0	7	18	7	1	2	0	3	10	385
Grand Total	44	576	19	0	13	639	6	696	34	1	3	737	25	1	52	0	22	78	22	1	13	0	20	36	1490
Approach %	6.9	90.1	3	0		-	0.8	94.4	4.6	0.1		-	32.1	1.3	66.7	0		-	61.1	2.8	36.1	0		-	
Totals %	3	38.7	1.3	0		42.9	0.4	46.7	2.3	0.1		49.5	1.7	0.1	3.5	0		5.2	1.5	0.1	0.9	0		2.4	
PHF	0.85	0.94	0.79	0		0.95	0.5	0.95	0.71	0.25		0.96	0.69	0.25	0.81	0		0.89	0.79	0.25	0.65	0		0.75	0.97
Cars	44	557	19	0		620	6	671	32	1		710	24	1	49	0		74	22	1	13	0		36	1440
% Cars	100	96.7	100	0		97	100	96.4	94.1	100		96.3	96	100	94.2	0		94.9	100	100	100	0		100	96.6
Trucks	0	19	0	0		19	0	25	2	0		27	1	0	3	0		4	0	0	0	0		0	50
% Trucks	0	3.3	0	0		3	0	3.6	5.9	0		3.7	4	0	5.8	0		5.1	0	0	0	0		0	3.4
Peds					13	-					3	-					22	-					20	-	58
% Peds					22.4	-					5.2	-					37.9	-					34.5	-	



Project #19399 - GHD

Intersection Count Report

Intersection: Hurontario St & Agnes St

Municipality: Mississauga

Count Date: Dec 18, 2019

Site Code: 1939900006

Count Categories: Cars, Trucks, Pedestrians

Count Period: 07:00-09:00, 16:00-18:00

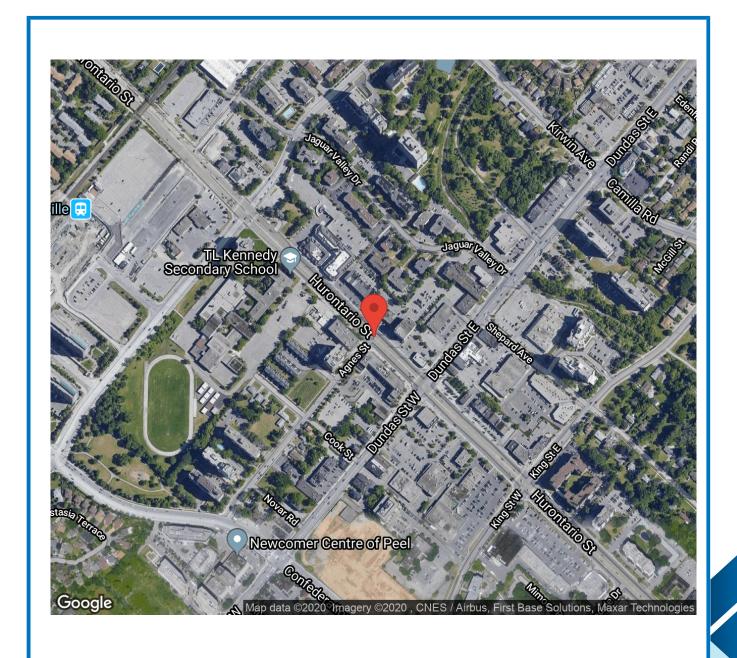
Weather: Clear



Traffic Count Map

Intersection: Hurontario St & Agnes St

Municipality: Mississauga
Count Date: Dec 18, 2019



Traffic Count Summary



Intersection: Hurontario St & Agnes St

Municipality: Mississauga
Count Date: Dec 18, 2019

Hurontario St - Traffic Summary

		North	Appr	oach T	otals		South Approach Totals							
		Inc	ludes Ca	ars, Truc	ks		Includes Cars, Trucks							
Hour	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds		
07:00 - 08:00	14	870	22	0	906	2	11	845	0	0	856	0		
08:00 - 09:00	23	980	48	0	1051	3	23	1108	0	0	1131	0		
					BREAK									
16:00 - 17:00	23	1389	75	0	1487	6	37	1130	0	2	1169	2		
17:00 - 18:00	28	1307	62	0	1397	5	31	1101	0	3	1135	0		
GRAND TOTAL	88	4546	207	0	4841	16	102	4184	0	5	4 291	2		

Traffic Count Summary



Intersection: Hurontario St & Agnes St

Municipality: Mississauga
Count Date: Dec 18, 2019

Commercial Access - Traffic Summary

East Approach Totals

West Approach Totals

		Inc	ludes Ca	ars, Truck	(S			Inc	ludes C	ars, Truck	(S	
Hour	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds
07:00 - 08:00	0	0	0	0	0	19	30	0	37	0	67	12
08:00 - 09:00	0	0	0	0	0	12	66	0	81	0	147	55
					BREAK							
16:00 - 17:00	0	0	0	0	0	51	41	1	61	0	103	50
17:00 - 18:00	0	0	0	0	0	34	40	0	86	0	126	38
GRAND TOTAL	0	0	0	0	0	116	177	1	265	0	443	155



Intersection: Hurontario St & Agnes St

Municipality: Mississauga
Count Date: Dec 18, 2019

North Approach - Hurontario St

			Cars				T	rucks			
Start Time	4	1	•	Q	Total	4	1	•	Q	Total	Total Peds
07:00	5	164	5	0	174	0	13	0	0	13	
07:15	6	195	2	0	203	0	21	0	0	21	
07:30	3	215	7	0	225	0	24	0	0	24	
07:45	0	216	7	0	223	0	22	1	0	23	
08:00	4	227	6	0	237	0	24	1	0	25	
08:15	4	233	7	0	244	0	25	1	0	26	
08:30	6	202	7	0	215	0	20	2	0	22	
08:45	9	228	24	0	261	0	21	0	0	21	
SUBTOTAL	37	1680	65	0	1782	0	170	5	0	175	



Intersection: Hurontario St & Agnes St

Municipality: Mississauga
Count Date: Dec 18, 2019

North Approach - Hurontario St

			Cars				T	rucks			
Start Time	4	1	*	O.	Total	4	1	*	Q	Total	Total Peds
16:00	4	301	22	0	327	0	18	0	0	18	
16:15	8	312	24	0	344	0	22	2	0	24	
16:30	6	355	15	0	376	0	24	1	0	25	
16:45	5	342	11	0	358	0	15	0	0	15	
17:00	9	304	15	0	328	0	15	0	0	15	
17:15	9	320	16	0	345	0	10	1	0	11	
17:30	2	314	15	0	331	0	7	0	0	7	
17:45	8	324	15	0	347	0	13	0	0	13	
SUBTOTAL	51	2572	133	0	2756	0	124	4	0	128	
GRAND TOTAL	88	4252	198	0	4538	0	294	9	0	303	



Intersection: Hurontario St & Agnes St

Municipality: Mississauga
Count Date: Dec 18, 2019

South Approach - Hurontario St

			Cars				T	rucks			
Start Time	4	1	•	Q	Total	4	1	•	Q	Total	Total Peds
07:00	0	153	0	0	153	1	17	0	0	18	
07:15	4	182	0	0	186	0	17	0	0	17	
07:30	1	213	0	0	214	1	25	0	0	26	
07:45	4	219	0	0	223	0	19	0	0	19	
08:00	4	251	0	0	255	0	26	0	0	26	
08:15	2	264	0	0	266	1	18	0	0	19	
08:30	8	235	0	0	243	0	39	0	0	39	
08:45	8	250	0	0	258	0	25	0	0	25	
SUBTOTAL	31	1767	0	0	1798	3	186	0	0	189	



Intersection: Hurontario St & Agnes St

Municipality: Mississauga
Count Date: Dec 18, 2019

South Approach - Hurontario St

		(Cars				Т	rucks			
Start Time	4	1	•	Q	Total	4	1	•	Q	Total	Total Peds
16:00	14	270	0	0	284	0	23	0	0	23	2
16:15	7	267	0	0	274	0	17	0	0	17	0
16:30	8	278	0	2	288	0	19	0	0	19	0
16:45	8	247	0	0	255	0	9	0	0	9	0
17:00	9	246	0	1	256	1	13	0	0	14	0
17:15	9	267	0	0	276	0	16	0	0	16	0
17:30	6	248	0	0	254	0	17	0	0	17	0
17:45	6	284	0	2	292	0	10	0	0	10	0
SUBTOTAL	67	2107	0	5	2179	1	124	0	0	125	2
GRAND TOTAL	98	3874	0	5	3977	4	310	0	0	314	2



Intersection: Hurontario St & Agnes St

Municipality: Mississauga
Count Date: Dec 18, 2019

East Approach - Commercial Access

			Cars				T	rucks			
Start Time	4	1	•	Q	Total	4	1	•	Q	Total	Total Peds
07:00	0	0	0	0	0	0	0	0	0	0	6
07:15	0	0	0	0	0	0	0	0	0	0	4
07:30	0	0	0	0	0	0	0	0	0	0	4
07:45	0	0	0	0	0	0	0	0	0	0	5
08:00	0	0	0	0	0	0	0	0	0	0	3
08:15	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	5
08:45	0	0	0	0	0	0	0	0	0	0	4
SUBTOTAL	0	0	0	0	0	0	0	0	0	0	31



Intersection: Hurontario St & Agnes St

Municipality: Mississauga
Count Date: Dec 18, 2019

East Approach - Commercial Access

			Cars					Trucks			
Start Time	4	1	₩.	O.	Total	4	1	•	O.	Total	Total Peds
16:00	0	0	0	0	0	0	0	0	0	0	10
16:15	0	0	0	0	0	0	0	0	0	0	14
16:30	0	0	0	0	0	0	0	0	0	0	13
16:45	0	0	0	0	0	0	0	0	0	0	14
17:00	0	0	0	0	0	0	0	0	0	0	10
17:15	0	0	0	0	0	0	0	0	0	0	9
17:30	0	0	0	0	0	0	0	0	0	0	8
17:45	0	0	0	0	0	0	0	0	0	0	7
SUBTOTAL	0	0	0	0	0	0	0	0	0	0	85
GRAND TOTAL	0	0	0	0	0	0	0	0	0	0	116



Intersection: Hurontario St & Agnes St

Municipality: Mississauga
Count Date: Dec 18, 2019

West Approach - Agnes St

			Cars				T	rucks			
Start Time	4	1	•	O.	Total	4	1	•	O.	Total	Total Peds
07:00	5	0	4	0	9	0	0	2	0	2	
07:15	6	0	6	0	12	1	0	0	0	1	
07:30	8	0	10	0	18	0	0	1	0	1	
07:45	9	0	14	0	23	1	0	0	0	1	
08:00	12	0	21	0	33	0	0	1	0	1	
08:15	33	0	24	0	57	0	0	0	0	0	
08:30	12	0	18	0	30	0	0	0	0	0	
08:45	8	0	16	0	24	1	0	1	0	2	
SUBTOTAL	93	0	113	0	206	3	0	5	0	8	



Traffic Count Data

Intersection: Hurontario St & Agnes St

Municipality: Mississauga
Count Date: Dec 18, 2019

West Approach - Agnes St

			Cars				1	rucks			
Start Time	4	1	*	Q	Total	4	1	•	Q	Total	Total Peds
16:00	7	1	13	0	21	1	0	1	0	2	1
16:15	7	0	8	0	15	0	0	1	0	1	1
16:30	14	0	14	0	28	0	0	2	0	2	
16:45	12	0	22	0	34	0	0	0	0	0	
17:00	7	0	27	0	34	0	0	0	0	0	
17:15	10	0	25	0	35	2	0	3	0	5	
17:30	10	0	13	0	23	0	0	0	0	0	
17:45	11	0	18	0	29	0	0	0	0	0	
SUBTOTAL	78	1	140	0	219	3	0	7	0	10	1
GRAND TOTAL	171	1	253	0	425	6	0	12	0	18	19



Peak Hour Diagram

Specified Period

One Hour Peak

From: To: 07:00:00 09:00:00

From: To: 08:00:00 09:00:00

Intersection: Hurontario St & Agnes St

 Site ID:
 1939900006

 Count Date:
 Dec 18, 2019

Weather conditions:

** Unsignalized Intersection **

Major Road: Hurontario St runs N/S

North Approach

Out	In	Total
957	1065	2022
94	109	203
1051	1174	2225

Hurontario St

	4	1	E.	Ú.
Totals	48	980	23	0
	44	890	23	0
	4	90	0	0

East Approach

	Out	In	Total
	0	23	23
.	0	0	0
	0	23	23

Agnes St

	Totals			
7	0	0	0	
4	66	65	1	
\Rightarrow	0	0	0	
4	81	79	2	

Peds: 3



Commercial Access

	Totals		
C	0	0	0
Ł	0	0	0
(=	0	0	0
F	0	0	0

West Approach

Out	In	Total
144	66	210
3	5	8
147	71	218

	4	1		J
Totals	23	1108	0	0
	22	1000	0	0
	1	108	0	0

Peds: 0

Hurontario St

South Approach

Out	In	Total
1022	969	1991
109	92	201
1131	1061	2192



🚨 - Trucks

Comments



Peak Hour Summary

Intersection: Hurontario St & Agnes St

Count Date: Dec 18, 2019

Period: 07:00 - 09:00

Peak Hour Data (08:00 - 09:00)

		ľ		pproac tario St				S	outh <i>F</i> Huron	Approac Itario Si	h :			Co	East A ommer	pproacl cial Acc	n ess				West A Agn	pproach es St	1		Total Vehicl
Start Time	4	1	•	J	Peds	Total	4	1	•	J	Peds	Total	•	1	•	J	Peds	Total	4	1	•	J	Peds	Total	es
08:00	4	251	7	0	0	262	4	277	0	0	0	281	0	0	0	0	3	0	12	0	22	0	7	34	577
08:15	4	258	8	0	1	270	3	282	0	0	0	285	0	0	0	0	0	0	33	0	24	0	28	57	612
08:30	6	222	9	0	1	237	8	274	0	0	0	282	0	0	0	0	5	0	12	0	18	0	8	30	549
08:45	9	249	24	0	1	282	8	275	0	0	0	283	0	0	0	0	4	0	9	0	17	0	12	26	591
Grand Total	23	980	48	0	3	1051	23	1108	0	0	0	1131	0	0	0	0	12	0	66	0	81	0	55	147	2329
Approach %	2.2	93.2	4.6	0		-	2	98	0	0		-	0	0	0	0		-	44.9	0	55.1	0		-	
Totals %	1	42.1	2.1	0		45.1	1	47.6	0	0		48.6	0	0	0	0		0	2.8	0	3.5	0		6.3	
PHF	0.64	0.95	0.5	0		0.93	0.72	0.98	0	0		0.99	0	0	0	0		0	0.5	0	0.84	0		0.64	0.95
Cars	23	890	44	0		957	22	1000	0	0		1022	0	0	0	0		0	65	0	79	0		144	2123
% Cars	100	90.8	91.7	0		91.1	95.7	90.3	0	0		90.4	0	0	0	0		0	98.5	0	97.5	0		98	91.2
Trucks	0	90	4	0		94	1	108	0	0		109	0	0	0	0		0	1	0	2	0		3	206
% Trucks	0	9.2	8.3	0		8.9	4.3	9.7	0	0		9.6	0	0	0	0		0	1.5	0	2.5	0		2	8.8
Peds					3	-					0	-					12	-					55	-	70
% Peds					4.3	-					0	-					17.1	-					78.6	-	



Peak Hour Diagram

Specified Period

One Hour Peak

From: To:

16:00:00

From:

18:00:00

To: 17:00:00

16:00:00

Intersection: Hurontario St & Agnes St

1939900006 Site ID: **Count Date:**

Dec 18, 2019

Weather conditions:

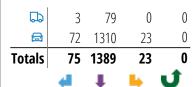
** Unsignalized Intersection **

Major Road: Hurontario St runs N/S

North Approach

Out	In	Total
1405	1102	2507
82	69	151
1487	1171	2658

Hurontario St



East Approach

Out	In	Total
0	24	24
0	0	0
0	24	24

Agnes St

	Totals			
7	0	0	0	
4	41	40	1	
\Rightarrow	1	1	0	
3	61	57	4	

Peds: 6



Commercial Access

	Totals		
C	0	0	0
Ł	0	0	0
(0	0	0
F	0	0	0

West Approach

Out	In	Total
98	109	207
5	3	8
103	112	215

	4	1	•	J
Totals	37	1130	0	2
	37	1062	0	2
	0	68	0	0

Peds: 2

Hurontario St

South Approach

Out	In	Total
1101	1369	2470
68	83	151
1169	1452	2621



🚨 - Trucks

Comments



Peak Hour Summary

Intersection: Hurontario St & Agnes St

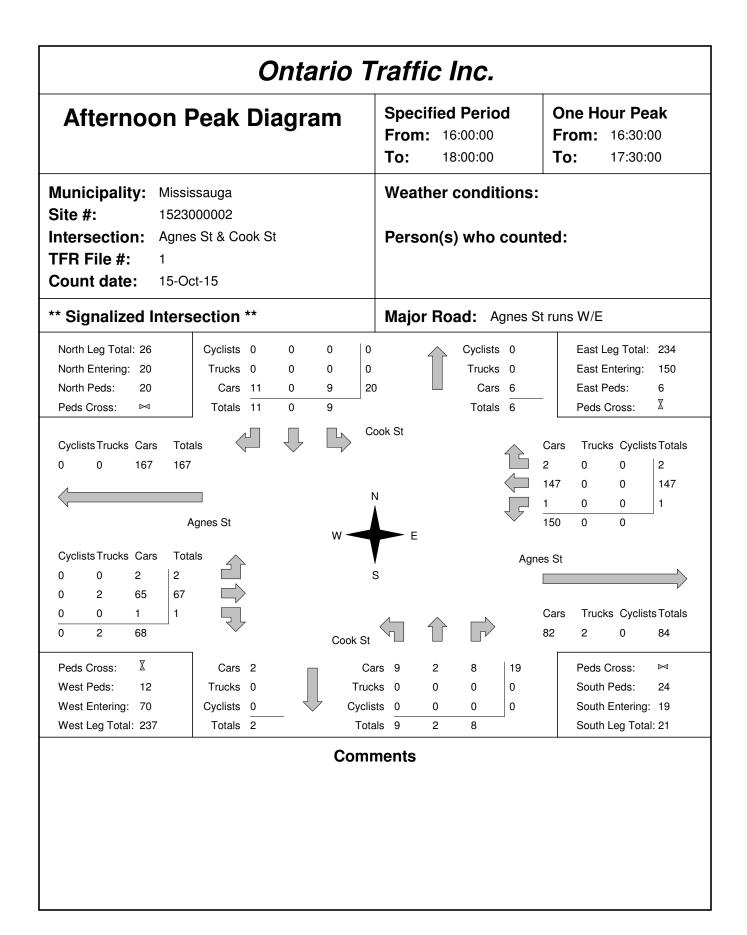
Count Date: Dec 18, 2019

Period: 16:00 - 18:00

Peak Hour Data (16:00 - 17:00)

		N	lorth A Huron	pproac tario St	h :			S	outh <i>A</i> Huron	Approac tario St	h			Co	East A ommer	pproach cial Acc	n ess				West A Agn	pproach es St	1		Total Vehicl
Start Time	4	1	•	•	Peds	Total	•	1	P	J	Peds	Total	•	1	•	J	Peds	Total	4	1	•	J	Peds	Total	es
16:00	4	319	22	0	3	345	14	293	0	0	2	307	0	0	0	0	10	0	8	1	14	0	12	23	675
16:15	8	334	26	0	0	368	7	284	0	0	0	291	0	0	0	0	14	0	7	0	9	0	10	16	675
16:30	6	379	16	0	0	401	8	297	0	2	0	307	0	0	0	0	13	0	14	0	16	0	19	30	738
16:45	5	357	11	0	3	373	8	256	0	0	0	264	0	0	0	0	14	0	12	0	22	0	9	34	671
Grand Total	23	1389	75	0	6	1487	37	1130	0	2	2	1169	0	0	0	0	51	0	41	1	61	0	50	103	2759
Approach %	1.5	93.4	5	0		-	3.2	96.7	0	0.2		-	0	0	0	0		-	39.8	1	59.2	0		-	
Totals %	0.8	50.3	2.7	0		53.9	1.3	41	0	0.1		42.4	0	0	0	0		0	1.5	0	2.2	0		3.7	
PHF	0.72	0.92	0.72	0		0.93	0.66	0.95	0	0.25		0.95	0	0	0	0		0	0.73	0.25	0.69	0		0.76	0.93
Cars	23	1310	72	0		1405	37	1062	0	2		1101	0	0	0	0		0	40	1	57	0		98	2604
% Cars	100	94.3	96	0		94.5	100	94	0	100		94.2	0	0	0	0		0	97.6	100	93.4	0		95.1	94.4
Trucks	0	79	3	0		82	0	68	0	0		68	0	0	0	0		0	1	0	4	0		5	155
% Trucks	0	5.7	4	0		5.5	0	6	0	0		5.8	0	0	0	0		0	2.4	0	6.6	0		4.9	5.6
Peds					6	-				_	2	-					51	-					50	-	109
% Peds					5.5	-					1.8	-					46.8	-					45.9	-	

Ontario Traffic Inc. **Morning Peak Diagram Specified Period One Hour Peak** From: 7:45:00 **From:** 7:30:00 To: 9:30:00 To: 8:45:00 Municipality: Mississauga Weather conditions: Site #: 1523000002 Intersection: Agnes St & Cook St Person(s) who counted: TFR File #: Count date: 15-Oct-15 ** Signalized Intersection ** Major Road: Agnes St runs W/E North Leg Total: 183 Cyclists 0 0 0 Cyclists 0 East Leg Total: 185 North Entering: 107 Trucks 1 Trucks 1 East Entering: 0 49 North Peds: East Peds: 12 Cars 49 0 57 106 Cars 75 11 \mathbb{X} Totals 76 Peds Cross: Totals 50 57 Peds Cross: \bowtie Cook St Totals Trucks Cyclists Totals Cyclists Trucks Cars Cars 6 95 101 0 0 39 0 43 0 2 Agnes St Cyclists Trucks Cars Totals Agnes St 52 53 1 67 68 0 2 2 Trucks Cyclists Totals 0 Cars 0 121 135 136 Cook St \mathbb{X} Peds Cross: Cars 3 37 Peds Cross: \bowtie Cars 7 11 West Peds: 15 Trucks 1 Trucks 1 0 0 1 South Peds: 12 West Entering: 123 Cyclists 0 Cyclists 0 0 0 South Entering: 38 West Leg Total: 224 Totals 4 Totals 8 South Leg Total: 42 **Comments**



Total Count Diagram

Municipality: Mississauga Site #: 1523000002

Intersection: Agnes St & Cook St

TFR File #: 1

Count date: 15-Oct-15

Weather conditions:

Person(s) who counted:

** Signalized Intersection **

Cyclists 0 North Leg Total: 284 0 0 North Entering: 174 Trucks 2 1 3 North Peds: 66 Cars 84 86 171 Peds Cross: ⋈ Totals 86 87

Cyclists 0
Trucks 3
Cars 107
Totals 110

Major Road: Agnes St runs W/E

East Leg Total: 778
East Entering: 366
East Peds: 28
Peds Cross:

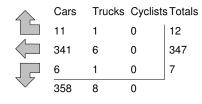
▼

Cyclists Trucks Cars Totals
0 9 452 461





Cook St



Agnes St

405

 Cyclists Trucks
 Cars
 Totals

 0
 1
 70
 71

 0
 6
 279
 285

 0
 0
 5
 5

 0
 7
 354



Agnes St



		\longrightarrow
Cars	Trucks	Cyclists Totals

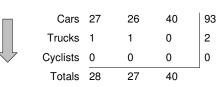
Peds Cross:

West Peds: 45

West Entering: 361

West Leg Total: 822

Cars 12
Trucks 1
Cyclists 0
Totals 13



Peds Cross:
South Peds: 74

South Entering: 95

South Leg Total: 108

0

412

Comments

Ontario Traffic Inc. Traffic Count Summary

Intersection:	Agnes S	St & Coo	k St		Count D	ate: 15-Oct-15		Munic	cipality: Mis	ssissauc	na		
			ach Tot	als							ach Tot	als	
	Include	es Cars, T	rucks, & C	yclists		North/South					rucks, & C		
Hour	Left	Thru		Grand	Total	Total I	Hou		Left	Thru		Grand	Total
Ending 8:00:00	<u>Leit</u>	0	Right 7	Total 8	Peds 10	Approaches 25	Endi: 8:00		1	11	Right 5	Total 17	Peds 5
9:00:00	62	0	46	108	19	138	9:00		8	12	10	30	18
16:00:00	11	1	4	16	7	21	16:00		1	2	2	5	5
17:00:00	10	0	20	30	11		17:00		9	0	11	20	32
18:00:00	3	0	9	12	19	35	18:00	00:0	9	2	12	23	14
Totals:	87 Eas	1 t Approa	86 ach Tota	174	66	269					40 ach Tota		74
Hour				Grand	Total	East/West Total	Hou	ır				Grand	Total
Ending	Left	Thru	Right	Total	Peds	Approaches	Endi		Left	Thru	Right	Total	Peds
8:00:00 9:00:00	0 2	17 46	2	19 51	3 13	59 177	8:00 9:00		23 40	17 84	0 2	40 126	5 11
16:00:00	0	39	2	41	1		16:00		3	53	1	57	
17:00:00	2	124	2	129	5		17:00		4	73	Ö	77	2 16
18:00:00	3	121	2	126	6		18:00		1	58	2	61	11
Totals:	7	347	12 Calc	366 ulated V	28] alues f	727 or Traffic Cro	ossin	g Ma	71 ajor Stre	285 eet	5	361	45
Totals:		347 0:00	Calc				ç	g M a 9:00 106			18:00	361	45

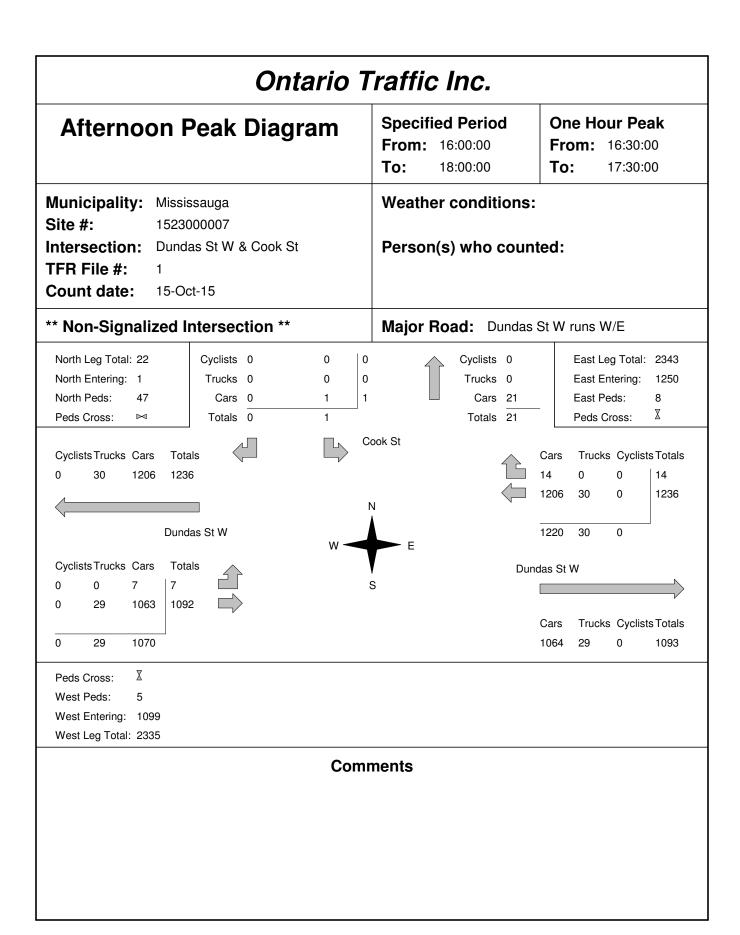
		Passenç	ger Cars	- North A	pproach			Tru	icks - Nor	th Appro	ach			Сус	lists - Noi	rth Appro	oach		Pedes	trians
Interval	Le	ft	Th	ıru	Rig	jht	Le	ft	Th	ru	Rig	ght	Le	ft	Th	ru	Rig	ht	North	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:30:00	0	0	0	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	1	1	0		7	7	0	0		0	0	0		0	1	0	0	0	10	3
8:15:00	25	24	0		23	16	0	0		0		1	0	0			0	0	12	2
8:30:00	53	28			45	22	0	0	0	0		0	1	0		0	0	0	12	0
8:45:00	57	4	0		49	4	0	0	0	0		0		0		0	0	0	19	7
9:00:00	62	5	0		52	3	1_	1	0	0		0		0		0	0	0	29	10
9:15:00	68	6	0	0	54	2	1	0		0		0		0		0	0	0	31	2
9:30:00	73	5	1	1	56	2	1	0		0		0		0	I	0	0	0	36	5
9:33:30	73	0	1	0	56	0	1	0		0		0		0		0	0	0	36	0
16:00:00	73	0	1	0	56	0	11	0		0		0	1	0	1	0	0	0	36	0
16:15:00	75 77	2	1	0	66 70	10	<u>1</u> 1	0		0		0		0		0	0	0	38	2
16:30:00 16:45:00		2	1	0		4	11	0		0		0		0		0	0	0	41	3
17:00:00	81 83	2	1	0	74 76	2	<u> </u> 1	0		0		0		0		0	0	0	44 47	3
17:00:00	83	0	1	0	78	2	<u> </u> 1	0	0	0		0		0		0	0	0	50	3
17:13:00	86	3	1	0	81	3	1	0		0		0		0		0	0	0	61	11
17:45:00	86	0	1	0	81	0	<u>'</u> 1	0		0		0	_	0			0	0	66	5
18:00:00	86	0	1	0	84	3	1	0		0			0	0	l	0	0	0	66	0
18:15:00	86	0	1	0	84	0	1	0		0				0				0	66	0
18:17:43	86	0		0	84	0	1	0						0			0	0	66	0
					<u> </u>						_									

		Passen	ger Cars -	East Ap	proach			Tre	ucks - Eas	st Appro	ach			Сус	lists - Ea	st Appro	ach		Pedes	trians
Interval	Let	ft	Thi	ru	Rig	ht	Le	ft	Th	ru	Rig	ght	Le	ft	Th	ru	Rig	jht	East C	Cross
Time	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	1	1	0	0		0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0		9	2	1	0	0		0				0			0	0	3	3
8:15:00	0	0		7	3	1	0	0		1	0	0		0			0	0	4	1
8:30:00	1	1	32	8	4	1	1	1	3	2	0	0		0			0	0	7	3
8:45:00	1	0		15	5	1	1	0		1	0	0		0			0	0	11	4
9:00:00	1	0		11	5	0	1	0		1	0	0		0		0	0	0	16	5
9:15:00	1	0		20	6	1	1	0		0		0		0			0	0	17	1
9:30:00	1	0		19	7	1	1	0		0		0		0		0	0	0	17	0
9:33:30	1	0		0	7	0		0		0		0		0		0	0	0	17	0
16:00:00	1	0		0	7	0	1	0		0		0		0			0	0	17	0
16:15:00 16:30:00	3	0	113 141	16 28	9	2	1	0		0	0	0		0		0	0	0	18 19	I
16:30:00	3	0		39	9	0	1	0		0		0		0				0	19	0
17:00:00	3	0		40	10	1	I	0		0		0		0			0	0	22	3
17:00:00	3	0	249	29	11	1	1	0		0		0	I	0		0	0	0	23	1
17:13:00	4	1	288	39	11	0		0		0		0		0				0	25	2
17:45:00	5	<u>-</u>	320	32	11	0		0		0		1		0			0	0	28	2
18:00:00	6	1	341	21	11	0		0		0		0		0		0	0	0	28	0
18:15:00	6	0		0	11	0		0		0		0		0				0	28	0
18:17:43	6	0		0	11	0		0		0		0		0			0	0	28	0
								-												

	ı	Passeng	ger Cars -	South A	pproach			Tru	cks - Sou	th Appro	ach			Сус	lists - Sou	ıth Appro	oach		Pedes	trians
Interval	Lef	ft	Thi	u	Rig	ht	Le	ft	Th	ıru	Rig	ght	Le	eft	Th	ru	Rig	jht	South	Cross
Time	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	4	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	3	3
8:00:00	1	1	11	7	5	3	0	0						0			0	0	5	2
8:15:00	3	2		6	5	0	0	0				0		0			0	0	9	4
8:30:00	5	2		6	9	4	0	0				0		0			0	0	11	2
8:45:00	7	2		0	13	4	1_	1	0			0		0			0	0	15	4
9:00:00	8	1	23	0	15	2	1_	0		0		0		0			0	0	23	8
9:15:00	8	0		0	16	1	1	0		1	0	0		0			0	0	26	3
9:30:00	9	1	24	1	17	1	1	0		0			_	0			0	0	28	2
9:33:30	9	0		0	17	0	1_	0		0		0		0		0	0	0	28	0
16:00:00	9	0		0	17	0	1_	0		0		0		0			0	0	28	0
16:15:00	12	3		0	19	2	1 1	0		0				0			0	0	37	9
16:30:00	14	2		0	24	5	1_	0	-	0		0		0		0	0	0	44	7
16:45:00	17	3		0	25	1	1	0		0		0		0				0	50	6
17:00:00 17:15:00	18	1	24	0	28	3	1	0 0	I	0		0	_	0			0	0	60	10
17:15:00	20 23	2		2	29 32	1	<u> </u> 1	0		0		0	_	0		0		0	65 68	5
17:30:00	25	2		0	38	3 6	<u> </u> 1	0		0				0			0	0	70	3
18:00:00	25	2		0	40	2	<u> </u> 1	0		0		0		0		0	0	0	70	4
18:15:00	27	0		0	40	0	<u> </u> 1	0		0				0				0	74	0
18:17:43	27	0		0	40	0	<u> </u> 1	0		0				0			0	0	74	0
10.17.43	21	U	20	U	40	٧			1		0		, 0	U		U	0	U	74	U

		Passen	ger Cars -	West Ap	proach			Tru	ıcks - We	st Appro	ach			Сус	lists - We	st Appro	ach		Pedes	trians
Interval	Le	ft	Thi	ru	Rig	ht	Le	ft	Th	ru	Rig	ght	Le	ft	Th	ru	Rig	ht	West	Cross
Time	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	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
8:00:00	23	17	17	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	4
8:15:00	46	23		18	0	0	0	0		0		0		0		0	0	0	6	1
8:30:00	56	10		15	1	1	0	0	1	0		0		0		0	0	0	10	4
8:45:00	58	2		20	2	1	1	1	1	1	0	0		0		0	0	0	16	6
9:00:00	62	4	99	29	2	0	1	0		1	0	0		0		0	0	0	16	0
9:15:00	62	0		29	3	1	1	0		0		0		0		0	0	0	18	2
9:30:00	65	3		24	3	0	1	0		0		0		0		0	0	0	18	0
9:33:30	65	0		0	3	0	1	0		0		0		0		0	0	0	18	0
16:00:00	65	0		0	3	0	1	0	1	0		0		0		0	0	0	18	0
16:15:00	66	1	175	23	3	0	1	0		2	0	0		0		0	0	0	21	3
16:30:00	68	2		12	3	0	1_	0	1	0	-	0		0		0	0	0	28	/
16:45:00	69	1	208	21	3	0	1_	0	1	0	-	0		0		0	0	0	30	2
17:00:00	69 70	0		15 13	3	0	1 1	0		0	0	0		0		0	0	0	34	4
17:15:00 17:30:00	70		236	13	3	0	<u>1</u> 1	0		1	0		-	0		0			37 40	3
		0			4	- !	<u></u>	0			-	0		0		0	0	0		3
17:45:00 18:00:00	70 70	0		9 18	5 5	0	<u></u>	0		0		0		0		0	0	0	43 45	3
18:15:00	70	0		0	5	0	1	0	1	0	-	0		0				0	45	2
18:17:43	70	0		0	5	0	1	0		0		0		0			0	0	45	0
10.17.43	70	U	219	· ·		٧	<u> </u>		0		, ·		0	U	, ·		0	٧	43	

Ontario Traffic Inc. **Morning Peak Diagram Specified Period One Hour Peak** From: 7:45:00 **From:** 7:30:00 To: 9:30:00 To: 8:45:00 Municipality: Mississauga Weather conditions: Site #: 1523000007 Intersection: Dundas St W & Cook St Person(s) who counted: TFR File #: Count date: 15-Oct-15 ** Non-Signalized Intersection ** Major Road: Dundas St W runs W/E Cyclists 0 North Leg Total: 48 0 0 Cyclists 0 East Leg Total: 2047 North Entering: 4 Trucks 1 0 Trucks 0 East Entering: 606 North Peds: East Peds: Cars 2 1 3 Cars 44 1 \mathbb{X} Peds Cross: Totals 3 Totals 44 Peds Cross: ⋈ Cook St Totals Trucks Cyclists Totals Cyclists Trucks Cars Cars 40 545 585 0 0 24 582 543 39 0 Dundas St W 0 567 39 Cyclists Trucks Cars Totals Dundas St W 0 0 20 20 32 1408 1440 Trucks Cyclists Totals Cars 0 1428 1409 32 1441 \mathbb{X} Peds Cross: West Peds: 2 West Entering: 1460 West Leg Total: 2045 **Comments**



Total Count Diagram

Municipality: Mississauga **Site #:** 1523000007

Intersection: Dundas St W & Cook St

TFR File #: 1

Count date: 15-Oct-15

Weather conditions:

Person(s) who counted:

** Non-Signalized Intersection **

 North Leg Total: 102
 Cyclists 0
 0
 0

 North Entering: 8
 Trucks 1
 0
 1

 North Peds: 162
 Cars 4
 3
 7

 Peds Cross: №
 Totals 5
 3

Cyclists 0
Trucks 1
Cars 93
Totals 94

Major Road: Dundas St W runs W/E

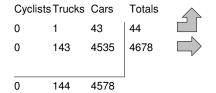
East Leg Total: 8342
East Entering: 3661
East Peds: 21
Peds Cross:

▼

Cyclists Trucks Cars Totals
0 144 3472 3616

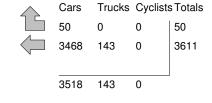


Dundas St W





Cook St



Dundas St W

Cars Trucks Cyclists Totals
4538 143 0 4681

Peds Cross:

West Peds: 18

West Entering: 4722

West Leg Total: 8338

Comments

Ontario Traffic Inc. Traffic Count Summary

-	Junuas	St W &	Cook St		Count	^{0ate:} 15-Oct-15	•	Munic	^{cipality:} Mis	ssissaug	ga		
			ach Tot		•						ach Tot		
	Include	es Cars, T	rucks, & C		-	North/South		-	Include	es Cars, T	rucks, & C		
Hour Ending	Left	Thru	Right	Grand Total	Total Peds	Total Approaches	Hou Endir	r ng	Left	Thru	Right	Grand Total	Total Peds
8:00:00 9:00:00 16:00:00 17:00:00 18:00:00	0 1 1 0 1	0 0 0 0	0 3 0 1 1	0 4 1 1 2	2 18 26 69 47	0 4 1 1 2	8:00 9:00 16:00 17:00 18:00	:00 :00 :00	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Totals:	3	0	5	8	162	8			0	0	0	0	0
Totalor	East	Approa	ach Tota	ıls					Wes	t Appro	ach Tota	als	Ť
l -	Include	es Cars, T	rucks, & C			East/West Total		-	Include	es Cars, T	rucks, & C		
Hour Ending	Left	Thru	Right	Grand Total	Total Peds	l otal Approaches	Hou Endir		Left	Thru	Right	Grand Total	Total Peds
8:00:00 9:00:00 16:00:00 17:00:00 18:00:00	00000	250 612 326 1250 1173	7 19 3 5 16	257 631 329 1255 1189	0 1 1 11 8		8:00 9:00 16:00 17:00 18:00	:00 :00 :00	11 13 8 8 4	709 1335 534 1039 1061	0 0 0 0	720 1348 542 1047 1065	0 2 2 8 6
Totals:		3611 0:00	0:00	0:00	8:00	8383 or Traffic Cr		:00	16:00	17:00	18:00	4722	18
Crossing \	values:	0	0	0	0			4	4	19	15		

		Passenç	ger Cars -	North A	pproach			Tru	ıcks - Nor	th Appro	ach			Сус	lists - Nor	th Appro	ach		Pedes	trians
Interval	Le	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ght	Le	ft	Th	ru	Rig	jht	North	Cross
Time	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
8:00:00	0	0	-	0	0	0		0						0		0	0	0	2	
8:15:00	0	0	0	0	0	0	0	0		0	1			0		0	0	0	2	0
8:30:00	0	0	0	0	1	1	0	0		0	1	1		0		0	0	0	8	6
8:45:00	1	1	0	0	2	1	0	0		0	1			0		0		0	11	3
9:00:00 9:15:00	1	0	0	0	2	0		0		0	1	0		0		0	0	0	20 34	9 14
9:30:00	2	1	0	0	2	0	0	0		0		0		0		0		0	46	12
9:33:28	2	0	-	0	2	0	0	0		0		0		0		0	0	0	46	0
16:00:00	2	0	0	0	2	0	0	0		0		0		0		0	0	0	46	0
16:15:00	2	0	0	0	2	0	0	0		0		0		0		0	0	0	74	28
16:30:00	2	0	0	0	3	1	0	0		0		0		0		0	0	0	91	17
16:45:00	2	0	0	0	3	0	0	0		0	1	0	0	0		0	0	0	109	18
17:00:00	2	0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	115	6
17:15:00	2	0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	129	14
17:30:00	3	1	0	0	3	0	0	0		0				0		0		0	138	9
17:45:00	3	0		0	4	1	0	0		0				0		0		0	153	15
18:00:00	3	0		0	4	0	0	0			1			0		0		0	162	9
18:15:00	3	0		0	4	0	0	0		0				0		0		0	162	0
18:16:46	3	0	0	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	162	0

		Passen	ger Cars -	East Ap	proach			Tre	ucks - Eas	t Approa	ach			Сус	lists - Ea	st Appro	ach		Pedes	trians
Interval	Let	ft	Thi	ru	Rig	ht	Le	ft	Th	ru	Riç	ght	Le	ft	Th	ru	Rig	ht	East (Cross
Time	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
7:45:00	0	0	112	112	1	1	0	0		5	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	239	127	7	6	0	0		6	0	0		0		0	0	0	0	0
8:15:00	0	0	369	130	13	6	0	0		10	0	0		0		0	0	0	0	0
8:30:00	0	0	518	149	20	7	0	0		11	0	0		0		0	0	0	-	0
8:45:00	0	0	655	137	25	5	0	0		12	0	0		0		0		0	·	1
9:00:00	0	0	807	152	26	1	0	0	I	11	0	0		0		0	0	0	1	0
9:15:00	0	0	970	163	27	1	0	0		10 15	0	0		0		0	0	0	1	0
9:30:00	0	0	1108	138	29	2	0	0			0	0		0		0	0	0		1
9:33:28 16:00:00	0	0	1108 1108	0	29 29	0	0	0		0	0	0		0		0	0	0	2	0
16:00:00	0	0	1387	279	29	0	0	0		11	0	0	-	0		0	0	0	6	4
16:30:00	0	0	1689	302	29	0	0	0		10	0	0		0		0	0	0		3
16:45:00	0	0	2000	311	31	2	0	0		9	0	0		0	0	0	0	0		4
17:00:00	0	0	2316	316	34	3	0	0		12	0	0		0	0	0	0	0	13	0
17:15:00	0	0	2583	267	37	3	0	0		5	0	0		0		0	0	0		2
17:30:00	0	0	2895	312	43	6	0	0		4	0	0		0		0		0		2 2
17:45:00	0	0	3171	276	49	6	0	0		6	0	0		0		0	0	0		3
18:00:00	0	0	3468	297	50	1	0	0		6	0	0	0	0	0	0	0	0		1
18:15:00	0	0	3468	0	50	0	0	0		0	0	0		0	0	0	0	0		0
18:16:46	0	0	3468	0	50	0	0	0	143	0	0	0	0	0	0	0	0	0	21	0

		Passenç	ger Cars	- South A	pproach			Tru	cks - Sou	th Appro	ach			Сус	lists - Sou	uth Appro	oach		Pedes	trians
Interval	Le	ft	Th	ıru	Rig	ht	Le	ft	Th	ru	Riç	ght	Le	ft	Th	ru	Rig	ht	South	Cross
Time	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
8:30:00	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
9:00:00	0	0	0		0	0	0	0	I	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
9:30:00	0	0	-		0	0	0	0		0		0	1	0	I	0	0	0	0	0
9:33:28	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	1	0	1	0	0	0	0	0
16:15:00 16:30:00	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
17:00:00	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
17:30:00	0	0	-		0	0	0	0		0		0	1	0			0	0	0	0
17:45:00	0	0	ő		0	0	0	0		0		0	_	0			0	0	0	Ö
18:00:00	0	0	0		0	0	0	0		0		0		0	l	0	0	0	0	O
18:15:00	0	0	0	0	0	0	0	0		0		0	0	0	0	0	0	0	0	0
18:16:46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

		Passen	ger Cars -	West Ap	proach			Tru	ıcks - We	st Appro	ach			Сус	lists - We	est Appro	ach		Pedes	trians
Interval	Let	ft	Thr	u	Rig	ht	Le	ft	Th	ru	Rig	ght	Le	ft	Th	ru	Riç	ght	West	Cross
Time	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	299	299	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0
8:00:00	11	8	689	390	0	0	0	0		6	0	0	0	0	0	0	0	0	0	0
8:15:00	15	4	1014	325	0	0	0	0		11	0	0		0			0		0	0
8:30:00	19	4	1364	350	0	0	0	0		6	0	0		0			0		0	0
8:45:00	23	4	1707	343	0	0	0	0		9	0	0		0			0		2	2
9:00:00	24	1	1986	279	0	0	0	0		12	0	0		0			0		2	
9:15:00	29	5	2281	295	0	0	1	1	69	11	0	0		0			0		3	
9:30:00	31	2	2500	219	0	0	1	0		9	0	0		0			0		4	1
9:33:28	31	0	2500	0	0	0	1	0	-	0	0	0		0			0		4	0
16:00:00	31	0	2500	0	0	0	1	0		0	0	0		0			0		4	0
16:15:00	33	2	2760	260	0	0	1	0		7	0	0		0			0		7	0
16:30:00	36 37	3	2966 3240	206 274	0	0	<u> </u> 1	0		9	0	0		0			0		11	3
16:45:00 17:00:00	37	2	3509	269	0	0	<u></u>	0		9 5	0	0		0			0		12	1
17:00:00	41	2	3767	258	0	0	<u></u>	0			0	0		0			0		12	
17:13:00	43	2	4029	262	0	0	1	0		7	0	0		0			0		12	
17:30:00	43	0	4268	239	0	0	1	0		6	0	0		0			0		12	
18:00:00	43	0	4535	267	0	0	1	0		14	0	0		0	_		-		18	
18:15:00	43	0	4535	0	0	0	1	0		0	ő	0		0			0		18	
18:16:46	43	0	4535	0	0	0	1	0		0	ő	0		0					18	
10.10.10			1000						1.0		Ĭ									

From: Yelena Klimenko < Yelena. Klimenko@mississauga.ca>

Sent: April 22, 2022 3:20 PM

To: Annosan Srikantha <annosan@uteng.ca>

Subject: RE: OFFICIAL RECEIPT NO. 499259 & 499257 DUNDAS @ CONFEDERATION & HURONTARIO

Hi Annosan,

Please find attached the requested Traffic Signal Timings.

Please note the below intersections phasing:

- 1) Hurontario Street / Dundas Street (ID#1401)
 - Ph1 NBL
 - Ph2 SB
 - Ph3 EBL
 - Ph4 WB
 - Ph5 SBL
 - Ph6 NB
 - Ph7 WBL
 - Ph8 EB
- 1. Dundas Street and Confederation Parkway (ID#1506)
 - Ph2 EB
 - Ph3 SBL
 - Ph4 NB
 - Ph5 EBL
 - Ph6 WB
 - Ph7 NBL
 - Ph8 SB

Sincerely,



Yelena Klimenko, C.E.T.

From: Yelena Klimenko < Yelena. Klimenko@mississauga.ca>

Sent: March 25, 2022 11:50 AM

To: Annosan Srikantha <annosan@uteng.ca>

Subject: RE: OFFICIAL RECEIPT NO. 497954 - CONFEDERATION PKWY & AGNES ST

Hi Annosan,

Please find attached the requested Traffic Signal Timing letter and report.

Please note the below intersections phasing:

2. Confederation Parkway @ Agnes Street (ID#2224)

- Ph2 SB
- Ph4 WB
- Ph6 NB
- Ph8 EB

Sincerely,



Yelena Klimenko, C.E.T.



File: CA.13.SIG Signal Timing Request RT.07.2224

March 25, 2022

Dear Annosan Srikantha:

Re: Traffic Signal Timings

Please find the attached traffic signal timings for the intersections of:

Confederation Parkway @ Agnes Street

The side street phases (4, 8) are actuated; meaning a vehicle or pedestrian must be present on the side street before the side street is given a green indication. Vehicle presence on the side street would result in a possible green time of between the minimum and maximum time noted, depending on demand. Pedestrian "Walk" and flashing "Don't Walk" time on the side street, as noted, would be used in the event that the pedestrian push button is activated. During the side street pedestrian indications, the side street vehicle green is concurrently displayed. Should there be no demand on the actuated phase, the signals would result in a green indication on the major street (2, 6).

Note: All times recorded in seconds, based on full demand.

The time of day plan is used for system control operation. In the event that the coordination pattern has a cycle length, offset and split value identified, the cycle length, split and offset values, as noted, would be used. However, when the time of day plan is programed using 'Action' 8, the mode is 'Free', meaning no cycle length, split and offset values are given and the intersection operates using the phase timings provided in the report.

March 25, 2022

2

Should you require further information, please contact Yelena Klimenko, at 905-615-3200 ext. 3211.

Sincerely,

Yelena Klimenko
Traffic Systems Coordinator, Traffic Systems and ITS
Traffic Signals and Street Lighting
Transportation and Works Department
City of Mississauga
905-615-3200 ext. 3211
yelena.klimenko@mississauga.ca

c: Jim Kartsomanis, Supervisor, Traffic Systems and ITS

District Mississ	auga	ID : 2	224	Loc	ation: Confed	deration Parkwa	y N @ Agnes S	Street
: Phase	Units	1	2	3	4	5	6	7
Walk	Sec	0	8	0	9	0	8	0
Ped Clear	Sec	0	11	0	18	0	10	0
Min Green	Sec	0	8	0	8	0	8	0
Passage	Sec	0.0	3.0	0.0	3.0	0.0	3.0	0.0
Maximum 1	Sec	0	20	0	30	0	20	0
Maximum 2	Sec	0	20	0	30	0	20	0
Yellow Change	Sec	3.0	4.0	3.0	4.0	3.0	4.0	3.0
Red Clearance	Sec	0.0	3.0	0.0	3.0	0.0	3.0	0.0
Red Revert Added Initial	Sec Sec	0.0	0.0	0.0	0.0	0.0	0.0	0.0 0.0
Max Initial	Sec	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time Before	Sec	0	0	0	0	0	0	0
Cars Before	Veh	0	0	0	0	0	0	0
Time To Reduce	Sec	0	0	0	0	0	0	0
Reduce By	Sec	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Gap	Sec	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Dynamic Max Limit	Sec	0	0	0	0	0	0	0
Dynamic Max Step	Sec	0.0	0.0	0.0	0.0	0.0	0.0	0.0
[P2] Start Up	Enum	other	redClear	other	phaseNotOn	other	redClear	other
[P2] Options	Bit	0	Enabled Non-Actuated 1 Max Veh Recall Ped Recall Dual Entry Act Rest In Walk	0	Enabled Non Lock Det Dual Entry	0	Enabled Non-Actuated 1 Max Veh Recall Ped Recall Dual Entry Act Rest In Walk	0
[P2] Ring	Ring	0	1	0	1	0	2	0
[P2] Concurrency	Phase (,)	()	(6)	()	(8)	()	(2)	()
Coord Pattern	Units	1	2	3	4	5	6	7
Cycle Time	Sec	160	80	160	0	0	0	0
Offset	Sec	119	0	4	0	0	0	0
Split	Split	1	2	3	4	5	6	7
Sequence	Sequence	1	1	1	1	1	1	1
Coord Split	Units	1	2	3	4	5	6	7
Split 1 - Mode	Enum	none	none	none	none	none	none	none
Split 1 - Time Split 1 - Coord	Sec Enum	0 foloo	126	0 false	34 false	0 false	126	0 false
Split 2 - Mode	Enum	false none	true none	none	none	none	true none	none
Split 2 - Time	Sec	0	46	0	34	0	46	0
Split 2 - Coord	Enum	false	true	false	false	false	true	false
Split 3 - Mode	Enum	none	none	none	none	none	none	none
Split 3 - Time	Sec	0	123	0	37	0	123	0
Split 3 - Coord	Enum	false	true	false	false	false	true	false
TB Schedule	Units	1	2	3	4	5	6	7
Month	Bit	JFMAMJJASOND	JFMAMJJASOND	JFMAMJJASOND	J	-F	A	M
Day of Week	Bit	-MTWTF-	S	S	-M	-M	F-	-M
Day of Month	Bit		12345678901234 56789012345678 901	123456789012345 678901234567890 1	3	1	5 	3-
Day Plan	Number	1	3	2	3	3	3	3
TB Schedule	Units	9	10	11	12	13	14	15
Month	Bit	A	S	O	D	D	D	S
Day of Week	Bit	-M	-M	-M	T	-M	W	F-
Day of Month Day Plan	Bit Number	3	5 3	3	7 3	-6 3	8 3	0- 3
TB Dayplan	Units	1	2	3	4	5	6	7
Plan 1 Hour	Hour	0	7	9	16	18	21	3
Plan 1 Minute	Min	0	0	0	0	30	30	0
Plan 1 Action	Number	8	1	2	3	2	8	7
Plan 2 Hour	Hour	0	9	21	0	0	0	3
Plan 2 Minute	Min	0	0	30	0	0	0	0
Plan 2 Action	Number	8	2	8	0	0	0	7
Plan 3 Hour	Hour	0	10	0	0	0	0	3
Plan 3 Minute	Min	0	0	0	0	0	0	0

Plan 3 Action	Number	8	2	0	0	0	0	7
TB Action	Units	1	2	3	4	5	6	7
Pattern	Enum	Pattern 1	Pattern 2	Pattern 3	Pattern 4	Pattern 5	Pattern 6	Free
Aux. Functions	Bit	0	0	0	0	0	0	0
Spec. Functions	Bit	0	0	0	0	0	0	0



File: CA.13.SIG Signal Timing Request RT.07.1401 RT.07.1506

April 22, 2022

Dear Annosan Srikantha:

Re: Traffic Signal Timings

Please find the attached traffic signal timings for the intersections of:

Hurontario Street and Dundas Street Dundas Street and Confederation Parkway

The side street phases (4,8) are actuated; meaning a vehicle or pedestrian must be present on the side street before the side street is given a green indication. Vehicle presence on the side street would result in a possible green time of between the minimum and maximum time noted, depending on demand. Pedestrian "Walk" and flashing "Don't Walk" time on the side street, as noted, would be used in the event that the pedestrian push button is activated. During the side street pedestrian indications, the side street vehicle green is concurrently displayed. Should there be no demand on the actuated phase, the signals would result in a green indication on the major street (2,6).

Note: All times recorded in seconds, based on full demand.

The time of day plan is used for system control operation. In the event that the coordination pattern has a cycle length, offset and split value identified, the cycle length, split and offset values, as noted, would be used. However, when the time of day plan is programed using 'Action' 8, the mode is 'Free', meaning no cycle length, split and offset values are given and the intersection operates using the phase timings provided in the report.

Apr. 22, 2022

Should you require further information, please contact Yelena Klimenko, at 905-615-3200 ext. 3211.

2

Sincerely,

Yelena Klimenko
Traffic Systems Coordinator, Traffic Systems and ITS
Traffic Signals and Street Lighting
Transportation and Works Department
City of Mississauga
905-615-3200 ext. 3211
yelena.klimenko@mississauga.ca

Ped Clear Min Green	sauga Units Sec	ID: 1 0	1401 2 14	n: 3 0	4 16	RONTARIO S 5 0	6 14	7 0	8 16
Passage Maximum 1 Maximum 2 Yellow Change	Sec Sec Sec Sec Sec Sec	0 5 2.0 10 10 3.0	20 8 3.0 15 15	0 5 2.0 10 10 3.0	22 8 3.0 40 40 4.0	0 5 2.0 10 10 3.0	20 8 3.0 15 15 4.0	0 5 2.0 10 10 3.0	22 8 3.0 40 40 4.0
Red Clearance Red Revert Added Initial Max Initial Time Before	Sec Sec Sec Sec Sec	0.0 0.0 0.0 0	3.0 0.0 0.0 0	0.0 0.0 0.0 0	3.5 0.0 0.0 0	0.0 0.0 0.0 0.0	3.0 0.0 0.0 0	0.0 0.0 0.0 0.0	3.5 0.0 0.0 0
Cars Before Time To Reduce Reduce By Min Gap Dynamic Max	Veh Sec Sec Sec Sec	0 0 0.0 0.0	0 0 0.0 0.0	0 0 0.0 0.0	0 0 0.0 0.0	0 0 0.0 0.0	0 0 0.0 0.0	0 0 0.0 0.0	0 0 0.0 0.0
Oynamic Max P2] Start Up P2] Options	Sec Enum Bit	0.0 phaseNotOn Enabled Non Lock Det	0.0 redClear Enabled Non-Actuated 1 Max Veh Recall	0.0 phaseNotOn Enabled Non Lock Det	0.0 phaseNotOn Enabled Ped Recall Dual Entry	0.0 phaseNotOn Enabled Non Lock Det	0.0 redClear Enabled Non-Actuated 1	0.0 phaseNotOn Enabled Non Lock Det	0.0 phaseNot Enabled Ped Reca Dual Entr
P2] Ring P2] Concurrency Phase	Ring Phase (,) Units	1 (5,6) 9	Ped Recall Dual Entry 1 (5,6) 10	1 (7,8) 11	1 (7,8) 12	2 (1,2) 13	Max Veh Recall 2 (1,2) 14	2 (3,4) 15	2 (3,4) 16
Valk Ped Clear Ilin Green Passage	Sec Sec Sec	0 0 0 0.0	0 0 0 0.0	0 0 1 0.0	0 0 1 0.0	0 0 1 0.0	0 0 1 0.0	0 0 1 0.0	0 0 1 0.0
laximum 1 laximum 2 ellow Change led Clearance led Revert	Sec Sec Sec Sec Sec	0 0 3.0 0.0 0.0	0 0 3.0 0.0 0.0	0 0 3.0 0.0 0.0	0 0 3.0 0.0 0.0	0 0 3.0 0.0 0.0	0 0 3.0 0.0 0.0	0 0 3.0 0.0 0.0	0 0 3.0 0.0 0.0
dded Initial lax Initial ime Before ars Before ime To Reduce	Sec Sec Sec Veh Sec	0.0 0 0 0	0.0 0 0 0	0.0 0 0 0	0.0 0 0 0	0.0 0 0 0	0.0 0 0 0	0.0 0 0 0	0.0 0 0 0
educe By lin Gap lynamic Max lynamic Max 22] Start Up	Sec Sec Sec Sec Enum	0.0 0.0 0 0.0 other	0.0 0.0 0 0.0 other	0.0 0.0 0 0.0 other	0.0 0.0 0 0.0 other	0.0 0.0 0 0.0 other	0.0 0.0 0 0.0 other	0.0 0.0 0 0.0 other	0.0 0.0 0 0.0 other
P2] Options P2] Ring P2] Concurrency Peh Detector Options	Bit Ring Phase (,) Units Bit	0 0 () 1 Passage	0 0 () 2	0 0 () 3 Passage	0 0 () 4 Passage	0 0 () 5 Passage	0 0 () 6	0 0 () 7 Passage	0 0 () 8 Passage
all Phase witch Phase elay xtend	Phase Phase Sec Sec	Call 1 0 0.0 0.0	0 0 0.0 0.0	Call 3 0 0.0 0.0	Call 4 0 0.0 0.0	Call 5 0 0.0 0.0	0 0 0.0 0.0	Call 7 0 0.0	Call 8 0 0.0
Queue Limit lo Activity Max Presence crratic Counts dail Time	Sec Min Min Counts/Min Sec	0 0 60 0 255	0 0 0 0	0 0 60 0 255	0 0 60 0 255	0 0 60 0 255	0 0 0 0	0 0 60 0 255	0 0 60 0 255
/eh Detector Options Call Phase Switch Phase Delay	Units Bit Phase Phase Sec	9 0 0 0 0	10 0 0 0 0	11 0 0 0 0	12 0 0 0 0	13 0 0 0 0	14 0 0 0 0	15 0 0 0 0	16 0 0 0 0
extend Queue Limit Io Activity Iax Presence Erratic Counts	Sec Sec Min Min Counts/Min	0.0 0 0 0	0.0 0 0 0	0.0 0 0 0	0.0 0 0 0	0.0 0 0 0	0.0 0 0 0	0.0 0 0 0	0.0 0 0 0
Fail Time /eh Detector Options Call Phase Switch Phase	Sec Units Bit Phase Phase	0 17 0 0	0 18 0 0	0 19 0 0	0 20 0 0	0 21 0 0	0 22 0 0	0 23 0 0	0 24 0 0
elay xtend ueue Limit	Sec Sec Sec Min	0.0 0.0 0 0	0.0 0.0 0 0	0.0 0.0 0 0	0.0 0.0 0 0	0.0 0.0 0 0	0.0 0.0 0 0	0.0 0.0 0 0	0.0 0.0 0 0
ail Time	Counts/Min Sec Units Bit Phase	0 0 25 0	0 0 26 0	0 0 27 0	0 0 28 0	0 0 29 0	0 0 30 0	0 0 31 0	0 0 32 0 0
witch Phase elay xtend ueue Limit o Activity	Phase Sec Sec Sec Min	0 0.0 0.0 0	0 0.0 0.0 0	0 0.0 0.0 0	0 0.0 0.0 0	0 0.0 0.0 0	0 0.0 0.0 0	0 0.0 0.0 0	0 0.0 0.0 0
ax Presence rratic Counts ail Time eh Detector ptions	Min Counts/Min Sec Units Bit	0 0 0 33	0 0 0 34	0 0 0 35	0 0 0 36	0 0 0 37	0 0 0 38	0 0 0 39	0 0 0 40 0
all Phase witch Phase elay ctend	Phase Phase Sec Sec	0 0 0.0 0.0	0 0 0.0 0.0	0 0 0.0 0.0	0 0 0.0 0.0	0 0 0.0 0.0	0 0 0.0 0.0	0 0 0.0 0.0	0 0 0.0 0.0
ueue Limit o Activity ax Presence ratic Counts ail Time eh Detector	Sec Min Min Counts/Min Sec Units	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0 0
ptions all Phase witch Phase elay	Units Bit Phase Phase Sec Sec	0 0 0 0.0	42 0 0 0 0 0.0	0 0 0 0.0	0 0 0 0.0	45 0 0 0 0 0.0	0 0 0 0.0	47 0 0 0 0 0.0	0 0 0 0.0
extend Rueue Limit lo Activity lax Presence Fratic Counts	Sec Sec Min Min Counts/Min	0.0 0 0 0	0.0 0 0 0	0.0 0 0 0	0.0 0 0 0	0.0 0 0 0	0.0 0 0 0	0.0 0 0 0	0.0 0 0 0
ail Time /eh Detector ptions all Phase witch Phase	Sec Units Bit Phase Phase	0 49 0 0	0 50 0 0	0 51 0 0	0 52 0 0	0 53 0 0	0 54 0 0	0 555 0 0	0 56 0 0
witch Phase elay xtend ueue Limit o Activity lax Presence	Sec Sec Sec Min Min	0 0.0 0.0 0 0	0 0.0 0.0 0 0	0 0.0 0.0 0 0	0 0.0 0.0 0 0	0 0.0 0.0 0 0	0 0.0 0.0 0 0	0 0.0 0.0 0 0	0 0.0 0.0 0 0
rratic Counts ail Time eh Detector ptions	Counts/Min Sec	0 0 0 57 0	0 0 0 58 0	0 0 0 59 0	0 0 0 60 0	0 0 0 61 0	0 0 0 62 0	0 0 0 63 0	0 0 0 64 0
all Phase witch Phase elay xtend tueue Limit o Activity	Phase Phase Sec Sec Sec Min	0 0 0.0 0.0 0	0 0 0.0 0.0 0	0 0 0.0 0.0 0	0 0 0.0 0.0 0	0 0 0.0 0.0 0	0 0 0.0 0.0 0	0 0 0.0 0.0 0	0 0 0.0 0.0 0
ax Presence rratic Counts ail Time eh Vol/Occ	Min Min Counts/Min Sec Units Sec	0 0 0 0 Value 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
call Phase lo Activity lax Presence	Units Phase Min Min	1 0 0	2 2 0 0	3 0 0	4 4 0 1	5 0 0 0	6 6 0 0	7 0 0 0	8 8 0 1
rratic Counts Init Param tart Up Flash uto Ped Clear ack Up Time	Counts/Min Units Sec Enum Sec	0 Value 0 enable 300	0	0	0	0	0	0	0
ed Revert	Sec Sec Units Enum Enum Enum	0.0 Value Automatic shortway maxInhibit							
laximum Mode orce Mode Coord ycle Time offset plit	Enum Enum Units Sec Sec Split	maxInhibit other 1 160 72	2 160 88 2	3 160 130 3	4 0 0 4	5 0 0 5	6 0 0 6	7 0 0 7	8 0 0 8
plit equence Coord ycle Time Iffset plit	Split Sequence Units Sec Sec Split	1 1 9 0 0	2 1 10 0 0	3 1 11 0 0	4 1 12 0 0	5 1 13 0 0	6 1 14 0 0	7 1 15 0 0	8 1 16 0 0
equence Coord Split plit 1 - Mode plit 1 - Time	Sequence Units Enum Sec	1 1 none 14	1 2 none 66	1 3 none 14	1 4 none 66	1 5 none 14	1 6 none 66	1 7 none 14	1 8 none 66
plit 2 - Mode plit 2 - Time plit 2 - Coord plit 3 - Mode	Enum Enum Sec Enum Enum Sec	false none 18 false none 14	true none 61 true none 61	false none 16 false none 14	false none 65 false none 71	false none 18 false none 14	true none 61 true none 61	false none 16 false none 14	false none 65 false none 71
plit 3 - Time plit 3 - Coord plit 4 - Mode plit 4 - Time plit 4 - Coord	Sec Enum Enum Sec Enum	14 false none 0 false	61 true none 0 false	14 false none 0 false	71 false none 0 false	14 false none 0 false	61 true none 0 false	14 false none 0 false	71 false none 0 false
olit 5 - Mode plit 5 - Time plit 5 - Coord plit 6 - Mode plit 6 - Time	Enum Sec Enum Enum Sec	none 0 false none 0	none 0 false none 0	none 0 false none 0	none 0 false none 0	none 0 false none 0	none 0 false none 0	none 0 false none 0	none 0 false none 0
olit 6 - Coord olit 7 - Mode olit 7 - Time olit 7 - Coord olit 8 - Mode	Enum Enum Sec Enum Enum	false none 0 false none	false none 0 false none	false none 0 false none	false none 0 false none	false none 0 false none	false none 0 false none	false none 0 false none	false none 0 false none
plit 9 - Mode plit 9 - Time plit 9 - Coord	Sec Enum Enum Sec Enum	0 false none 0 false	0 false none 0 false	0 false none 0 false	0 false none 0 false	0 false none 0 false	0 false none 0 false	0 false none 0 false	0 false none 0 false
plit 10 - Time plit 10 - Coord plit 11 - Mode plit 11 - Time	Enum Sec Enum Enum Sec	none 0 false none 0	none 0 false none 0	none 0 false none 0	none 0 false none 0	none 0 false none 0	none 0 false none 0	none 0 false none 0	none 0 false none 0
olit 11 - Coord olit 12 - Mode olit 12 - Time olit 12 - Coord olit 13 - Mode	Enum Enum Sec Enum Enum	false none 0 false none	false none 0 false none	false none 0 false none	false none 0 false none	false none 0 false none	false none 0 false none	false none 0 false none	false none 0 false none
plit 13 - Time plit 13 - Coord plit 14 - Mode plit 14 - Time plit 14 - Coord	Sec Enum Enum Sec Enum	0 false none 0 false	0 false none 0 false	0 false none 0 false	0 false none 0 false	0 false none 0 false	0 false none 0 false	0 false none 0 false	0 false none 0 false
plit 15 - Mode plit 15 - Time plit 15 - Coord plit 16 - Time plit 16 - Mode	Enum Sec Enum Sec Enum	none 0 false 0 none	none 0 false 0 none	none 0 false 0 none	none 0 false 0 none	none 0 false 0 none	none 0 false 0 none	none 0 false 0 none	none 0 false 0 none
plit 16 - Coord Coord Split plit 1 - Mode plit 1 - Time plit 1 - Coord	Enum Units Enum Sec Enum	false 9 none 0 false	false 10 none 0 false	false 11 none 0 false	false 12 none 0 false	false 13 none 0 false	false 14 none 0 false	false 15 none 0 false	false 16 none 0 false
plit 2 - Mode plit 2 - Time plit 2 - Coord plit 3 - Mode plit 3 - Time	Enum Sec Enum Enum Sec	none 0 false none 0	none 0 false none 0	none 0 false none 0	none 0 false none 0	none 0 false none 0	none 0 false none 0	none 0 false none 0	none 0 false none 0
plit 3 - Coord plit 4 - Mode plit 4 - Time plit 4 - Coord plit 5 - Mode	Enum Enum Sec Enum Enum	false none 0 false none	false none 0 false none	false none 0 false none	false none 0 false none	false none 0 false none	false none 0 false none	false none 0 false none	false none 0 false none
plit 5 - Time plit 5 - Coord plit 6 - Mode plit 6 - Time plit 6 - Coord	Sec Enum Enum Sec Enum	0 false none 0 false	0 false none 0 false	0 false none 0 false	0 false none 0 false	0 false none 0 false	0 false none 0 false	0 false none 0 false	0 false none 0 false
plit 7 - Mode plit 7 - Time plit 7 - Coord plit 8 - Mode plit 8 - Time	Enum Sec Enum Enum Sec	none 0 false none 0	none 0 false none 0	none 0 false none 0	none 0 false none 0	none 0 false none 0	none 0 false none 0	none 0 false none 0	none 0 false none 0
plit 8 - Coord plit 9 - Mode plit 9 - Time plit 9 - Coord plit 10 - Mode	Enum Enum Sec Enum Enum	false none 0 false none	false none 0 false none	false none 0 false none	false none 0 false none	false none 0 false none	false none 0 false none	false none 0 false none	false none 0 false none
plit 10 - Time plit 10 - Coord plit 11 - Mode plit 11 - Time plit 11 - Coord	Sec Enum Enum Sec Enum	0 false none 0 false	0 false none 0 false	0 false none 0 false	0 false none 0 false	0 false none 0 false	0 false none 0 false	0 false none 0 false	0 false none 0 false
plit 12 - Mode plit 12 - Time plit 12 - Coord plit 13 - Mode plit 13 - Time	Enum Sec Enum Enum Sec	none 0 false none 0	none 0 false none 0	none 0 false none 0	none 0 false none 0	none 0 false none 0	none 0 false none 0	none 0 false none 0	none 0 false none 0
plit 13 - Coord plit 14 - Mode plit 14 - Time plit 14 - Coord plit 15 - Mode plit 15 - Time	Enum Enum Sec Enum Enum Sec	false none 0 false none 0	false none 0 false none 0	false none 0 false none 0	false none 0 false none 0	false none 0 false none 0	false none 0 false none 0	false none 0 false none 0	false none 0 false none 0
plit 15 - Time plit 15 - Coord plit 16 - Time plit 16 - Mode plit 16 - Coord	Sec Enum Sec Enum Enum	0 false 0 none false							
B Param aylight Saving tandard Time attern Sync 'B Schedule	Units Enum Sec Sec Units	Value 3 -18000 0 1	2	3	4	5	6	7	8
lonth ay of Week ay of Month	Bit Bit Bit	JFMAMJJASO -MTWTF- 1234567890123 4567890123456 79001	JFMAMJJASO S 12345678901234 56789012345678	JFMAMJJASOS 1234567890123 4567890123456 79001	J SMTWTFS -2	-F SMTWTFS 	J SMTWTFS 2	-F SMTWTFS 	SMTWT
•	Number Units Bit Bit Bit		3 10 J SMTWTFS	2 11 A SMTWTFS	3 12 S SMTWTFS	3 13 O SMTWTFS 9			3 16 smtwt
ay Plan B Dayplan an 1 Hour lan 1 Minute	Number Units Hour Min	23 1 0 0	3 2 6	3 3 9 30	3 4 15 0	3 5 19 30	3 6 3 0	3 7 0	3 8 0
lan 1 Action lan 2 Hour lan 2 Minute lan 2 Action lan 3 Hour	Number Hour Min Number Hour	8 0 0 8 0	1 7 0 2 8	2 3 0 7 23	3 0 0 0 3	2 0 0 0	7 0 0 0	0 0 0 0	0 0 0 0 0
lan 3 Minute lan 3 Action lan 4 Hour lan 4 Minute lan 4 Action	Min Number Hour Min Number	0 8 0 0	0 2 0 0	0 8 0 0	0 7 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0 0 0 0
lan 5 Hour lan 5 Minute lan 5 Action lan 6 Hour lan 6 Minute	Hour Min Number Hour Min	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0 0
lan 6 Action lan 7 Hour lan 7 Minute lan 7 Action lan 8 Hour	Number Hour Min Number Hour	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0 0
an 8 Minute an 8 Action B Dayplan an 1 Hour	Min Number Units Hour Min	0 0 0 9 0	0 0 10 0	0 0 0 11 0	0 0 0 12 0	0 0 0 13 0	0 0 0 14 0	0 0 0 15 0	0 0 0 16 0
lan 1 Minute lan 1 Action lan 2 Hour lan 2 Minute lan 2 Action lan 3 Hour	Min Number Hour Min Number Hour	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0
an 3 Minute an 3 Action an 4 Hour an 4 Minute	Hour Min Number Hour Min Number	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0
Plan 4 Action Plan 5 Hour Plan 5 Minute Plan 5 Action Plan 6 Hour	Number Hour Min Number Hour	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
lan 6 Minute Ian 6 Action Ian 7 Hour Ian 7 Minute Ian 7 Action	Min Number Hour Min Number	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
lan 8 Hour lan 8 Minute lan 8 Action B Action attern	Hour Min Number Units Enum	0 0 0 1 Pattern 1	0 0 0 2 Pattern 2	0 0 0 3 Pattern 3	0 0 0 4 Pattern 4	0 0 0 5 Pattern 5	0 0 0 6 Pattern 6	0 0 0 7 Pattern 7	0 0 0 8 Free
ux. Functions pec. Functions B Action attern	Enum Bit Bit Units Enum Bit	Pattern 1 0 0 9 Pattern 9	Pattern 2 0 0 10 Pattern 10	Pattern 3 0 0 11 Interconnect 0	Pattern 4 0 0 1 1 Interconnect 0	Pattern 5 0 0 13 Interconnect 0	Pattern 6 0 0 14 Interconnect 0	Pattern 7 0 0 15 Interconnect 0	Free 0 0 16 Interconr
ux. Functions pec. Functions B DST egin Month egin eain DOW	Bit Units Enum Enum	o o Value	0 0	0	0	0	0	0	0
egin DOW egin DOM nd Occurrence nd DOW nd DOM	Enum Date Enum Enum Date								
nd Seconds djustment P reempt ontrol ink	Sec Sec Units Bit Preempt	1 0 0	2 0 0	3 0 0	4 0 0	5 0 0	6 0		
elay iin Duration iin Green iin Walk nter Ped Clear	Sec Sec Sec Sec	0 0 0 255 255 255	0 0 255 255 255	0 0 255 255 255	0 0 255 255 255	0 0 255 255 255	0 0 255 255 255		
rack Green lin Dwell lax Presence 22] Track Phase 22] Dwell Phase	Sec Sec Sec Sec Phase (,)	255 0 5 0 ()	255 0 5 0 ()	255 0 5 0 () (2,6)	255 0 5 0 () (4,8)	255 0 5 0 ()	255 0 5 0 () ()		
22] Dwell Ped 22] Exit Phase 5] State 22] Track	Phase (,) Phase (,) Phase (,) Enum Phase (,) Phase (,)	0 0 0	0 0 0	(2,6) () () ()	(4,8) () () ()	0 0 0 0	0 0 0		
2] Cycling	Phase (,) Phase (,) Phase (,) Phase (,) Sec Sec	() () () () 25.5 25.5	() () () () 25.5 25.5	() () () () 25.5 25.5	() () () () 25.5 25.5	() () () () 25.5 25.5	() () () () 25.5 25.5		
nter Red Clear rack Yellow rack Red Clear Ling 2] Sequence 1	Sec Sec Sec Units Phase (,)	25.5 25.5 25.5 1 ()		25.5 25.5 25.5 2 ()		25.5 25.5 25.5 3 ()		4 0	
P2] Sequence 2 P2] Sequence 3	Phase (,) Phase (,) Phase (,) Phase (,) Units Phase or	0 0 0 0 1	2 2	0 0 0 0 3 3	4 4	0 0 0 0 5 5	6	0 0 0 0 7 7	8 8
ontrol Type lash imming	Overlan Enum Bit	phaseVehicle 0	phaseVehicle Flash Red	phaseVehicle 0	phaseVehicle Flash Red Half Hertz 0	phaseVehicle 0	phaseVehicle Flash Red	phaseVehicle 0	phaseVe Flash Re Half Hert 0
channel ontrol Source ontrol Type lash	Units Phase or Overlan Enum Bit Bit	9 2 phasePedestria 0	0	11 6 phasePedestria 0 0	12 8 phasePedestria 0 0	0	14 0 other 0	15 0 other 0	16 0 other 0
imming Overlap 22] Type 22] Included 22] Modifier	Bit Units Enum Phase (,) Phase (,)	0 1 other () ()	0 2 other () ()	0 3 other () ()	0 4 other () ()	0 5 other () ()	0 6 other () ()	0 7 other () ()	0 8 other () ()
rail Green rail Yellow rail Red Overlap	Sec Sec Sec Units Enum	0 0.0 0.0 9 other	0 0.0 0.0 10 other	0 0.0 0.0 11 other	0 0.0 0.0 12 other	0 0.0 0.0 13 other	0 0.0 0.0 14 other	0 0.0 0.0 15 other	0 0.0 0.0 16 other
2] Type	Phase (,)	other () () 0	other () () 0	() () O	other () () 0 0.0	() () O O.O	() () 0 0.0	other () () 0 0.0	() () 0 0.0
P2] Type P2] Included	Phase (,) Sec Sec Sec	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

District Mississa	auga	ID: 1	506	Loc	ation: DUND	AS STREET E	@ Confederatio	n Parkway
Phase	Units	1	2	3	4	5	6	7
Walk	Sec	0	10	0	10	0	10	0
Ped Clear	Sec	0	27	0	23	0	27	0
Min Green	Sec	0	8	5	8	5	8	5
Passage	Sec	0.0	3.0	3.0	3.0	2.0	3.0	2.0
Maximum 1	Sec	0	35	10	30	10	35	15
Maximum 2	Sec	0	35	10	30	10	35	15
Yellow Change Red Clearance	Sec Sec	3.0 0.0	3.5 4.0	3.0 0.0	3.5 3.5	3.0 0.0	3.5 4.0	3.0 0.0
Red Revert	Sec	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Added Initial	Sec	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	Sec	0	0	0	0	0	0	0
Time Before	Sec	0	0	0	0	0	0	0
Cars Before	Veh	0	0	0	0	0	0	0
Time To Reduce	Sec	0	0	0	0	0	0	0
Reduce By	Sec	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Gap Dynamic Max Limit	Sec Sec	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Dynamic Max Step	Sec	0.0	0.0	0.0	0.0	0.0	0.0	0.0
[P2] Start Up	Enum	other	redClear	phaseNotOn	phaseNotOn	phaseNotOn	redClear	phaseNotOn
[P2] Options	Bit	0	Enabled	Enabled	Enabled	Enabled	Enabled	Enabled
			Non-Actuated 1 Max Veh Recall Ped Recall Dual Entry Act Rest In Walk	Non Lock Det	Non Lock Det Dual Entry	Non Lock Det	Non-Actuated 1 Max Veh Recall Ped Recall Dual Entry Act Rest In Walk	Non Lock Det
[P2] Ring	Ring	0	1	1	1	2	2	2
[P2] Concurrency	Phase (,)	()	(5,6)	(7,8)	(7,8)	(2)	(2)	(3,4)
Coord Pattern	Units	1	2	3	4	5	6	7
Cycle Time	Sec	160	160	160	0	0	0	0
Offset	Sec	32	50	64	0	0	0	0
Split Sequence	Split Sequence	1	2	3	1	5 1	6 1	7 1
Coord Split	Units	1	2	3	4	5	6	7
Split 1 - Mode	Enum	none	none	none	none	none	none	none
Split 1 - Time	Sec	0	94	13	53	14	80	15
Split 1 - Coord	Enum	false	true	false	false	false	true	false
Split 2 - Mode	Enum	none	none	none	none	phaseOmitted	none	none
Split 2 - Time	Sec	0	88	14	58	0	88	21
Split 2 - Coord	Enum	false	true	false	false	false	true	false
Split 3 - Mode	Enum	none	none	none	none	none	none	none
Split 3 - Time Split 3 - Coord	Sec Enum	0 false	94 true	13 false	53 false	14 false	80 true	21 false
TB Schedule	Units	1	2	3	4	5	6	7
Month	Bit	JFMAMJJASOND	JFMAMJJASOND	JFMAMJJASOND	J	-F	A	M
Day of Week	Bit	-MTWTF-	S	S	-M	-M	F-	-M
Day of Month	Bit	123456789012345 678901234567890 1	12345678901234 56789012345678 901	123456789012345 678901234567890 1	3	1 	5 	3
Day Plan	Number	1	3	2	3	3	3	3
TB Schedule	Units	9	10	11	12	13	14	15
Month	Bit	A	S	O	D	D	D	S
Day of Week	Bit	-M	-M	-M	T	-M	W	F-
Day of Month Day Plan	Bit Number	1 3	5	 3	7 3	6	8 3	0- 3
TB Dayplan	Units	1	2	3	4	5	6	7
Plan 1 Hour	Hour	0	6	9	15	19	3	0
Plan 1 Minute	Min	0	0	30	0	30	0	0
Plan 1 Action	Number	8	1	2	3	2	7	0
Plan 2 Hour	Hour	0	7	3	0	0	0	0
Plan 2 Minute	Min	0	0	0	0	0	0	0
Plan 2 Action	Number	8	2	7	0	0	0	0
Plan 3 Hour	Hour	0	8	23	3	0	0	0
Plan 3 Minute	Min	0	0	0	0	0	0	0
Plan 3 Action	Number	8	2	8	7	0	0	0

TB Action	Units	1	2	3	4	5	6	7
Pattern	Enum	Pattern 1	Pattern 2	Pattern 3	Pattern 4	Pattern 5	Pattern 6	Free
Aux. Functions	Bit	0	0	0	0	0	0	0
Spec. Functions	Bit	0	0	0	0	0	0	0

Appendix E Existing (2022) Traffic Level of Service Calculations

	٠	→	•	•	←	•	4	†	~	>	ţ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	∱ î≽		ħ	ħβ		ħ	∱ β		Ţ	ħβ	
Traffic Volume (vph)	116	1022	129	27	541	68	118	366	37	154	461	68
Future Volume (vph)	116	1022	129	27	541	68	118	366	37	154	461	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	7.5		7.5	7.5		3.0	7.0		3.0	7.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		0.99	1.00		0.99	1.00		0.99	1.00	
Frt	1.00	0.98		1.00	0.98		1.00	0.99		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1635	3225		1717	3148		1683	3331		1632	3195	
Flt Permitted	0.26	1.00		0.14	1.00		0.38	1.00		0.48	1.00	
Satd. Flow (perm)	445	3225		250	3148		678	3331		824	3195	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	116	1022	129	27	541	68	118	366	37	154	461	68
RTOR Reduction (vph)	0	8	0	0	8	0	0	4	0	0	6	0
Lane Group Flow (vph)	116	1143	0	27	601	0	118	399	0	154	523	0
Confl. Peds. (#/hr)	49		67	67		49	69		53	53		69
Heavy Vehicles (%)	10%	10%	2%	4%	12%	12%	6%	6%	8%	9%	8%	20%
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	50.3	50.3		36.6	36.6		56.1	46.3		55.7	46.1	
Effective Green, g (s)	50.3	50.3		36.6	36.6		56.1	46.3		55.7	46.1	
Actuated g/C Ratio	0.41	0.41		0.30	0.30		0.45	0.37		0.45	0.37	
Clearance Time (s)	4.5	7.5		7.5	7.5		3.0	7.0		3.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	269	1311		73	931		387	1246		433	1190	
v/s Ratio Prot	0.03	c0.35			0.19		0.02	0.12		c0.03	c0.16	
v/s Ratio Perm	0.14			0.11			0.11			0.13		
v/c Ratio	0.43	0.87		0.37	0.65		0.30	0.32		0.36	0.44	
Uniform Delay, d1	24.7	33.7		34.4	37.9		20.1	27.5		20.7	29.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.1	6.6		3.1	1.6		0.4	0.7		0.5	1.2	
Delay (s)	25.8	40.4		37.6	39.5		20.6	28.2		21.2	30.3	
Level of Service	С	D		D	D		С	С		С	С	
Approach Delay (s)		39.0			39.4			26.5			28.2	
Approach LOS		D			D			С			С	
Intersection Summary												
HCM 2000 Control Delay			34.6	H	CM 2000	Level of	Service		С			
HCM 2000 Volume to Capa	city ratio		0.66									
Actuated Cycle Length (s)			123.7	Sı	um of lost	time (s)			22.0			
Intersection Capacity Utiliza	ation		97.3%	IC	U Level o	of Service	9		F			
Analysis Period (min)			15									

c Critical Lane Group

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4		Ť	₽		7	ħβ		Ť	∱ β	
Traffic Volume (vph)	8	0	11	19	1	56	7	515	39	88	669	47
Future Volume (vph)	8	0	11	19	1	56	7	515	39	88	669	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99		1.00	0.98		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00		1.00	1.00		0.98	1.00	
Frt		0.92		1.00	0.85		1.00	0.99		1.00	0.99	
Flt Protected		0.98		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1615		1799	1518		1799	3320		1648	3287	
FIt Permitted		0.84		0.85	1.00		0.38	1.00		0.44	1.00	
Satd. Flow (perm)		1381		1612	1518		719	3320		771	3287	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	8	0	11	19	1	56	7	515	39	88	669	47
RTOR Reduction (vph)	0	18	0	0	52	0	0	4	0	0	4	0
Lane Group Flow (vph)	0	1	0	19	5	0	7	550	0	88	712	0
Confl. Peds. (#/hr)	7	00/	4	4	00/	7	5	7 0/	27	27	00/	5
Heavy Vehicles (%)	12%	0%	0%	0%	0%	5%	0%	7%	8%	7%	9%	2%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8	4 =		2	4 4		6	4 4	
Actuated Green, G (s)		4.7		4.7	4.7		47.4	47.4		47.4	47.4	
Effective Green, g (s)		4.7		4.7	4.7		47.4	47.4		47.4	47.4	
Actuated g/C Ratio		0.07		0.07	0.07		0.72	0.72		0.72	0.72	
Clearance Time (s)		7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		98		114	107		515	2380		552	2357	
v/s Ratio Prot		0.00		.0.04	0.00		0.04	0.17		0.44	c0.22	
v/s Ratio Perm		0.00		c0.01	0.05		0.01	0.00		0.11	0.00	
v/c Ratio		0.01		0.17	0.05		0.01	0.23		0.16	0.30	
Uniform Delay, d1		28.5		28.9	28.6		2.7	3.2		3.0	3.4	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.1		0.7	0.2		0.0	0.2		0.6	0.3	
Delay (s)		28.6		29.6	28.8		2.7	3.4		3.6	3.7	
Level of Service		C		С	C		Α	Α		Α	A	
Approach LOS		28.6			29.0			3.4			3.7	
Approach LOS		С			С			Α			Α	
Intersection Summary			5.0		014 0000		<u> </u>					
HCM 2000 Control Delay	-!t C .		5.2	Н	CM 2000	Level of S	service		Α			
HCM 2000 Volume to Capac	city ratio		0.29		() - (4: (·)			110			
Actuated Cycle Length (s)	t!		66.1		um of lost				14.0			
Intersection Capacity Utiliza	tion		54.2%	IC	U Level o	of Service			Α			
Analysis Period (min)			15									

c Critical Lane Group

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	, j	^	7	7	↑ ↑			∱ }		*	∱ }	
Traffic Volume (vph)	101	1047	95	74	486	62	0	1022	96	145	817	72
Future Volume (vph)	101	1047	95	74	486	62	0	1022	96	145	817	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	7.5	7.5	3.0	7.5			7.0		3.0	7.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95			0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.86	1.00	0.99			0.99		1.00	0.98	
Flpb, ped/bikes	0.99	1.00	1.00	1.00	1.00			1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.98			0.99		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00			1.00		0.95	1.00	
Satd. Flow (prot)	1570	3406	1110	1625	3136			3222		1687	3237	
Flt Permitted	0.34	1.00	1.00	0.08	1.00			1.00		0.09	1.00	
Satd. Flow (perm)	557	3406	1110	137	3136			3222		159	3237	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	101	1047	95	74	486	62	0	1022	96	145	817	72
RTOR Reduction (vph)	0	0	45	0	7	0	0	4	0	0	4	0
Lane Group Flow (vph)	101	1047	50	74	541	0	0	1114	0	145	885	0
Confl. Peds. (#/hr)	58		110	110		58	136		71	71		136
Heavy Vehicles (%)	14%	6%	25%	11%	11%	21%	0%	9%	16%	7%	8%	14%
Turn Type	pm+pt	NA	Perm	pm+pt	NA			NA		pm+pt	NA	
Protected Phases	7	4		3	8			2		1	6	
Permitted Phases	4		4	8						6		
Actuated Green, G (s)	61.3	51.3	51.3	59.5	50.4			59.5		73.3	73.3	
Effective Green, g (s)	61.3	51.3	51.3	59.5	50.4			59.5		73.3	73.3	
Actuated g/C Ratio	0.41	0.34	0.34	0.39	0.33			0.39		0.48	0.48	
Clearance Time (s)	3.0	7.5	7.5	3.0	7.5			7.0		3.0	7.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)	292	1155	376	143	1045			1267		186	1569	
v/s Ratio Prot	c0.02	c0.31		c0.03	0.17			c0.35		c0.06	0.27	
v/s Ratio Perm	0.12		0.05	0.17						0.32		
v/c Ratio	0.35	0.91	0.13	0.52	0.52			0.88		0.78	0.56	
Uniform Delay, d1	29.2	47.7	34.6	34.1	40.6			42.5		30.0	27.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	0.7	10.2	0.2	3.1	0.4			8.9		18.4	1.5	
Delay (s)	29.9	57.9	34.7	37.3	41.0			51.4		48.4	29.1	
Level of Service	С	Е	С	D	D			D		D	С	
Approach Delay (s)		53.8			40.6			51.4			31.8	
Approach LOS		D			D			D			С	
Intersection Summary												
HCM 2000 Control Delay		45.4	HCM 2000 Level of Service					D				
HCM 2000 Volume to Capacity ratio			0.86									
Actuated Cycle Length (s)		151.2	Sı	um of lost	time (s)			20.5				
Intersection Capacity Utilization			94.3%			of Service			F			
Analysis Period (min)			15		,,,,,							
o Critical Lana Croup												

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations	7	∱ î≽	7	∱ î≽	7	∱ ∱	7	∱ ∱	
Traffic Volume (vph)	116	1022	27	541	118	366	154	461	
Future Volume (vph)	116	1022	27	541	118	366	154	461	
Lane Group Flow (vph)	116	1151	27	609	118	403	154	529	
Turn Type	pm+pt	NA	Perm	NA	pm+pt	NA	pm+pt	NA	
Protected Phases	7	4		8	5	2	1	6	
Permitted Phases	4		8		2		6		
Detector Phase	7	4	8	8	5	2	1	6	
Switch Phase									
Minimum Initial (s)	5.0	8.0	8.0	8.0	5.0	8.0	5.0	8.0	
Minimum Split (s)	9.5	44.5	44.5	44.5	11.5	40.0	11.5	40.0	
Total Split (s)	14.0	94.0	80.0	80.0	15.0	53.0	13.0	51.0	
Total Split (%)	8.8%	58.8%	50.0%	50.0%	9.4%	33.1%	8.1%	31.9%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.0	3.5	3.0	3.5	
All-Red Time (s)	1.0	4.0	4.0	4.0	0.0	3.5	0.0	3.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	7.5	7.5	7.5	3.0	7.0	3.0	7.0	
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	Max	None	Max	
v/c Ratio	0.42	0.88	0.36	0.65	0.29	0.32	0.34	0.44	
Control Delay	25.8	41.6	49.3	40.4	20.0	29.4	20.9	31.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	
Total Delay	25.8	41.6	49.3	40.4	20.0	29.4	20.9	32.9	
Queue Length 50th (m)	17.9	139.7	5.5	70.6	15.5	37.7	20.7	52.1	
Queue Length 95th (m)	30.1	168.6	15.6	89.8	32.4	60.3	41.3	82.5	
Internal Link Dist (m)		83.3		187.5		98.5		94.3	
Turn Bay Length (m)									
Base Capacity (vph)	281	2266	147	1856	434	1247	459	1192	
Starvation Cap Reductn	0	0	0	0	0	0	2	418	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.41	0.51	0.18	0.33	0.27	0.32	0.34	0.68	

Cycle Length: 160

Actuated Cycle Length: 123.7

Natural Cycle: 110





6: Confederation Pkwy & Private Driveway/Agnes St

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations		4	Ť	eî	Ť	↑ ↑	ħ	↑ ↑	
Traffic Volume (vph)	8	0	19	1	7	515	88	669	
Future Volume (vph)	8	0	19	1	7	515	88	669	
Lane Group Flow (vph)	0	19	19	57	7	554	88	716	
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		
Detector Phase	4	4	8	8	2	2	6	6	
Switch Phase									
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	30.0	30.0	34.0	34.0	25.0	25.0	26.0	26.0	
Total Split (s)	34.0	34.0	34.0	34.0	46.0	46.0	46.0	46.0	
Total Split (%)	42.5%	42.5%	42.5%	42.5%	57.5%	57.5%	57.5%	57.5%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		7.0	7.0	7.0	7.0	7.0	7.0	7.0	
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	Max	Max	Max	Max	
v/c Ratio		0.09	0.09	0.24	0.01	0.21	0.14	0.27	
Control Delay		2.1	25.5	10.8	4.1	3.5	4.7	3.8	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		2.1	25.5	10.8	4.1	3.5	4.7	3.8	
Queue Length 50th (m)		0.0	2.5	0.1	0.3	12.1	3.5	16.8	
Queue Length 95th (m)		1.3	7.3	8.9	1.4	18.3	8.7	24.6	
Internal Link Dist (m)		26.3		115.6		94.3		88.0	
Turn Bay Length (m)									
Base Capacity (vph)		622	689	681	570	2638	611	2614	
Starvation Cap Reductn		0	0	0	0	0	0	0	
Spillback Cap Reductn		0	0	0	0	0	0	0	
Storage Cap Reductn		0	0	0	0	0	0	0	
Reduced v/c Ratio		0.03	0.03	0.08	0.01	0.21	0.14	0.27	
Internation Comment									

Intersection Summary

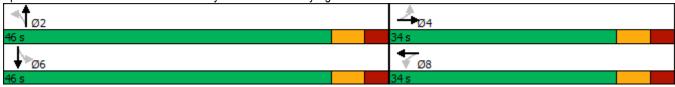
Cycle Length: 80

Actuated Cycle Length: 63.3

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Splits and Phases: 6: Confederation Pkwy & Private Driveway/Agnes St



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Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT	
Lane Configurations	7	^	7	Ţ	ħβ	∱ }	7	∱ ∱	
Traffic Volume (vph)	101	1047	95	74	486	1022	145	817	
Future Volume (vph)	101	1047	95	74	486	1022	145	817	
Lane Group Flow (vph)	101	1047	95	74	548	1118	145	889	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	NA	pm+pt	NA	
Protected Phases	7	4		3	8	2	1	6	
Permitted Phases	4		4	8			6		
Detector Phase	7	4	4	3	8	2	1	6	
Switch Phase									
Minimum Initial (s)	5.0	8.0	8.0	5.0	8.0	8.0	5.0	8.0	
Minimum Split (s)	9.5	45.5	45.5	9.5	45.5	41.0	9.5	41.0	
Total Split (s)	14.0	66.0	66.0	14.0	66.0	66.0	14.0	80.0	
Total Split (%)	8.8%	41.3%	41.3%	8.8%	41.3%	41.3%	8.8%	50.0%	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	0.0	3.5	3.5	0.0	3.5	3.0	0.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.0	7.5	7.5	3.0	7.5	7.0	3.0	7.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	None	Max	None	Max	
v/c Ratio	0.33	0.91	0.23	0.51	0.52	0.88	0.76	0.57	
Control Delay	27.0	59.5	13.4	35.7	41.6	52.6	50.3	30.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	27.0	59.5	13.4	35.7	41.6	52.6	50.3	30.3	
Queue Length 50th (m)	18.5	166.1	5.8	13.3	72.7	176.7	25.0	106.3	
Queue Length 95th (m)	30.6	198.8	20.2	23.6	91.5	#234.8	#62.9	137.9	
Internal Link Dist (m)		141.1			108.8	50.4		98.2	
Turn Bay Length (m)									
Base Capacity (vph)	315	1321	468	167	1222	1268	193	1570	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.32	0.79	0.20	0.44	0.45	0.88	0.75	0.57	

Cycle Length: 160

Actuated Cycle Length: 151.3

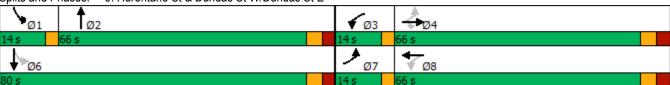
Natural Cycle: 110

Control Type: Semi Act-Uncoord

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 9: Hurontario St & Dundas St W/Dundas St E



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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		7		^	ተ ተኈ	
Traffic Volume (veh/h)	0	81	0	1064	973	48
Future Volume (Veh/h)	0	81	0	1064	973	48
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	0	81	0	1064	973	48
Pedestrians	55					
Lane Width (m)	3.6					
Walking Speed (m/s)	1.2					
Percent Blockage	5					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				122		
pX, platoon unblocked	0.69					
vC, conflicting volume	1584	403	1076			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	962	403	1076			
tC, single (s)	6.8	7.0	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	86	100			
cM capacity (veh/h)	171	567	626			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	81	532	532	389	389	243
Volume Left	0	0	0	0	0	0
Volume Right	81	0	0	0	0	48
cSH	567	1700	1700	1700	1700	1700
	0.14	0.31	0.31	0.23	0.23	0.14
Volume to Capacity Queue Length 95th (m)	4.0		0.0	0.23	0.23	0.14
	12.4	0.0	0.0	0.0	0.0	0.0
Control Delay (s)		0.0	0.0	0.0	0.0	0.0
Lane LOS	B	0.0		0.0		
Approach LOS	12.4	0.0		0.0		
Approach LOS	В					
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utiliz	ation		32.7%	IC	CU Level o	of Service
Analysis Period (min)			15			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			f)			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	53	68	0	0	39	4	8	19	11	57	0	50
Future Volume (vph)	53	68	0	0	39	4	8	19	11	57	0	50
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	53	68	0	0	39	4	8	19	11	57	0	50
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	121	43	38	107								
Volume Left (vph)	53	0	8	57								
Volume Right (vph)	0	4	11	50								
Hadj (s)	0.12	-0.02	-0.10	-0.14								
Departure Headway (s)	4.4	4.3	4.3	4.2								
Degree Utilization, x	0.15	0.05	0.05	0.12								
Capacity (veh/h)	791	785	794	826								
Control Delay (s)	8.2	7.6	7.5	7.8								
Approach Delay (s)	8.2	7.6	7.5	7.8								
Approach LOS	Α	Α	Α	Α								
Intersection Summary												
Delay			7.9									
Level of Service			Α									
Intersection Capacity Utilizat	tion		32.7%	IC	U Level o	of Service			Α			
Analysis Period (min)			15									

	•	→	•	•	←	•	•	†	~	/	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	∱ }		ň	∱ }		ň	∱ }		ሻ	ħβ	
Traffic Volume (vph)	105	807	122	34	1155	142	234	462	38	119	382	128
Future Volume (vph)	105	807	122	34	1155	142	234	462	38	119	382	128
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	7.5		7.5	7.5		3.0	7.0		3.0	7.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	0.99		1.00	0.98	
Flpb, ped/bikes	1.00	1.00		0.98	1.00		0.99	1.00		0.99	1.00	
Frt	1.00	0.98		1.00	0.98		1.00	0.99		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1719	3285		1718	3331		1719	3366		1736	3262	
Flt Permitted	0.06	1.00		0.28	1.00		0.32	1.00		0.38	1.00	
Satd. Flow (perm)	106	3285		501	3331		584	3366		695	3262	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	105	807	122	34	1155	142	234	462	38	119	382	128
RTOR Reduction (vph)	0	8	0	0	6	0	0	3	0	0	20	0
Lane Group Flow (vph)	105	921	0	34	1291	0	234	497	0	119	490	0
Confl. Peds. (#/hr)	55		63	63		55	61		44	44		61
Heavy Vehicles (%)	5%	7%	3%	3%	6%	3%	4%	5%	11%	3%	4%	4%
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	77.3	77.3		63.6	63.6		58.7	46.7		53.7	44.2	
Effective Green, g (s)	77.3	77.3		63.6	63.6		58.7	46.7		53.7	44.2	
Actuated g/C Ratio	0.51	0.51		0.42	0.42		0.39	0.31		0.36	0.29	
Clearance Time (s)	4.5	7.5		7.5	7.5		3.0	7.0		3.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	152	1681		211	1402		317	1041		312	954	
v/s Ratio Prot	c0.04	0.28			c0.39		c0.06	0.15		0.02	0.15	
v/s Ratio Perm	0.31			0.07			c0.23			0.11		
v/c Ratio	0.69	0.55		0.16	0.92		0.74	0.48		0.38	0.51	
Uniform Delay, d1	30.5	25.0		27.1	41.3		35.9	42.3		33.9	44.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	12.7	0.4		0.4	10.1		8.7	1.6		0.8	2.0	
Delay (s)	43.2	25.4		27.5	51.4		44.6	43.8		34.7	46.4	
Level of Service	D	С		С	D		D	D		С	D	
Approach Delay (s)		27.2			50.8			44.1			44.2	
Approach LOS		С			D			D			D	
Intersection Summary												
HCM 2000 Control Delay			41.8	H	CM 2000	Level of	Service		D			
HCM 2000 Volume to Capa	city ratio		0.84									
Actuated Cycle Length (s)			151.0		um of lost				22.0			
Intersection Capacity Utiliza	ation		102.4%	IC	U Level o	of Service	9		G			
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4		7	f)		, J	∱ }		7	∱ }	
Traffic Volume (vph)	22	1	13	25	1	52	6	717	34	44	602	19
Future Volume (vph)	22	1	13	25	1	52	6	717	34	44	602	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99		1.00	0.98		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		0.99		1.00	1.00		0.99	1.00		0.99	1.00	
Frt		0.95		1.00	0.85		1.00	0.99		1.00	1.00	
Flt Protected		0.97		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1735		1731	1498		1779	3435		1780	3486	
Flt Permitted		0.78		0.83	1.00		0.42	1.00		0.37	1.00	
Satd. Flow (perm)		1399		1519	1498		780	3435		687	3486	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	22	1	13	25	1	52	6	717	34	44	602	19
RTOR Reduction (vph)	0	12	0	0	48	0	0	2	0	0	1	0
Lane Group Flow (vph)	0	24	0	25	5	0	6	749	0	44	620	0
Confl. Peds. (#/hr)	13		3	3		13	20		22	22		20
Heavy Vehicles (%)	0%	0%	0%	4%	0%	6%	0%	4%	6%	0%	3%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		4.8		4.8	4.8		46.3	46.3		46.3	46.3	
Effective Green, g (s)		4.8		4.8	4.8		46.3	46.3		46.3	46.3	
Actuated g/C Ratio		0.07		0.07	0.07		0.71	0.71		0.71	0.71	
Clearance Time (s)		7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		103		112	110		554	2443		488	2479	
v/s Ratio Prot					0.00			c0.22			0.18	
v/s Ratio Perm		c0.02		0.02	0.00		0.01			0.06	00	
v/c Ratio		0.23		0.22	0.04		0.01	0.31		0.09	0.25	
Uniform Delay, d1		28.4		28.4	28.0		2.7	3.5		2.9	3.3	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.2		1.0	0.2		0.0	0.3		0.4	0.2	
Delay (s)		29.6		29.4	28.2		2.8	3.8		3.3	3.5	
Level of Service		С		С	С		Α	Α		Α	Α	
Approach Delay (s)		29.6		_	28.6			3.8			3.5	
Approach LOS		C			C			A			A	
Intersection Summary												
HCM 2000 Control Delay			5.5	Н	CM 2000	Level of	Service		A			
HCM 2000 Volume to Capac	city ratio		0.30	11	CIVI 2000	_0 VOI 01 V	231 1100					
Actuated Cycle Length (s)	only ratio		65.1	Sı	um of lost	time (s)			14.0			
Intersection Capacity Utiliza	tion		57.4%			of Service			В			
Analysis Period (min)			15	10	. S LOVOI (J. OCI VICE			U			
Critical Lang Croup			10									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	Ť	^	7	ř	ħβ			∱ β		ň	ħβ	
Traffic Volume (vph)	91	17	155	142	1016	139	0	1069	101	169	1113	115
Future Volume (vph)	91	17	155	142	1016	139	0	1069	101	169	1113	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	7.5	7.5	3.0	7.5			7.0		2.0	7.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95			0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.69	1.00	0.99			0.98		1.00	0.97	
Flpb, ped/bikes	1.00	1.00	1.00	0.78	1.00			1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.98			0.99		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00			1.00		0.95	1.00	
Satd. Flow (prot)	1736	3343	1019	1348	3278			3316		1703	3257	
Flt Permitted	0.07	1.00	1.00	0.74	1.00			1.00		0.07	1.00	
Satd. Flow (perm)	129	3343	1019	1049	3278			3316		124	3257	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	91	17	155	142	1016	139	0	1069	101	169	1113	115
RTOR Reduction (vph)	0	0	64	0	6	0	0	5	0	0	5	0
Lane Group Flow (vph)	91	17	91	142	1149	0	0	1165	0	169	1223	0
Confl. Peds. (#/hr)	85		266	266		85	237		127	127		237
Heavy Vehicles (%)	4%	8%	9%	5%	7%	4%	0%	6%	3%	6%	6%	7%
Turn Type	pm+pt	NA	Perm	pm+pt	NA			NA		pm+pt	NA	
Protected Phases	7	4		3	8			2		1	6	
Permitted Phases	4		4	8						6		
Actuated Green, G (s)	67.8	56.5	56.5	68.8	57.0			55.7		72.1	72.1	
Effective Green, g (s)	67.8	56.5	56.5	68.8	57.0			55.7		72.1	72.1	
Actuated g/C Ratio	0.43	0.36	0.36	0.44	0.36			0.35		0.46	0.46	
Clearance Time (s)	3.0	7.5	7.5	3.0	7.5			7.0		2.0	7.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)	170	1196	364	479	1183			1169		200	1487	
v/s Ratio Prot	c0.04	0.01		0.02	c0.35			c0.35		c0.08	0.38	
v/s Ratio Perm	0.19		0.09	0.11						0.31		
v/c Ratio	0.54	0.01	0.25	0.30	0.97			1.00		0.84	0.82	
Uniform Delay, d1	34.3	32.7	35.8	28.1	49.6			51.0		44.4	37.3	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	3.2	0.0	0.4	0.3	19.5			25.6		26.5	5.3	
Delay (s)	37.5	32.7	36.1	28.4	69.1			76.6		70.9	42.6	
Level of Service	D	С	D	С	Е			Е		Е	D	
Approach Delay (s)		36.4			64.6			76.6			46.0	
Approach LOS		D			Е			E			D	
Intersection Summary												
HCM 2000 Control Delay			59.9	Н	CM 2000	Level of S	Service		Е			
HCM 2000 Volume to Capa	acity ratio		0.93									
Actuated Cycle Length (s)			157.9		um of lost				19.5			
Intersection Capacity Utiliza	ation		101.0%	IC	CU Level of	of Service			G			
Analysis Period (min)			15									

3: Confederation Pkwy & Dundas St W

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations	, j	∱ }	7	↑ 1>	7	↑ ↑	*	↑ ↑	
Traffic Volume (vph)	105	807	34	1155	234	462	119	382	
Future Volume (vph)	105	807	34	1155	234	462	119	382	
Lane Group Flow (vph)	105	929	34	1297	234	500	119	510	
Turn Type	pm+pt	NA	Perm	NA	pm+pt	NA	pm+pt	NA	
Protected Phases	7	4		8	5	2	1	6	
Permitted Phases	4		8		2		6		
Detector Phase	7	4	8	8	5	2	1	6	
Switch Phase									
Minimum Initial (s)	5.0	8.0	8.0	8.0	5.0	8.0	5.0	8.0	
Minimum Split (s)	9.5	44.5	44.5	44.5	11.5	40.0	11.5	40.0	
Total Split (s)	14.0	94.0	80.0	80.0	15.0	53.0	13.0	51.0	
Total Split (%)	8.8%	58.8%	50.0%	50.0%	9.4%	33.1%	8.1%	31.9%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.0	3.5	3.0	3.5	
All-Red Time (s)	1.0	4.0	4.0	4.0	0.0	3.5	0.0	3.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	7.5	7.5	7.5	3.0	7.0	3.0	7.0	
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	Max	None	Max	
v/c Ratio	0.68	0.55	0.16	0.92	0.71	0.48	0.36	0.53	
Control Delay	47.8	25.7	28.8	52.4	46.4	45.1	33.0	45.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9	
Total Delay	47.8	25.7	28.8	52.4	46.4	45.1	33.0	48.5	
Queue Length 50th (m)	16.0	100.4	6.6	200.7	51.0	69.2	24.1	69.2	
Queue Length 95th (m)	#43.0	119.8	15.0	234.1	#82.7	92.7	41.6	93.2	
Internal Link Dist (m)		83.3		187.5		98.5		94.3	
Turn Bay Length (m)									
Base Capacity (vph)	158	1893	240	1611	328	1044	334	971	
Starvation Cap Reductn	0	0	0	0	0	0	0	341	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.66	0.49	0.14	0.81	0.71	0.48	0.36	0.81	

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 151.1

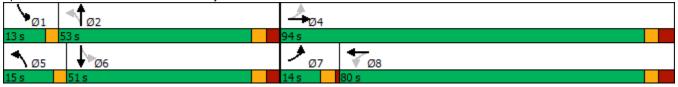
Natural Cycle: 110

Control Type: Semi Act-Uncoord

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Confederation Pkwy & Dundas St W



6: Confederation Pkwy & Private Driveway/Agnes St

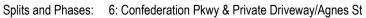
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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations		4	Ť	eî	Ť	↑ ↑	*	↑ ↑	
Traffic Volume (vph)	22	1	25	1	6	717	44	602	
Future Volume (vph)	22	1	25	1	6	717	44	602	
Lane Group Flow (vph)	0	36	25	53	6	751	44	621	
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		
Detector Phase	4	4	8	8	2	2	6	6	
Switch Phase									
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	30.0	30.0	34.0	34.0	25.0	25.0	26.0	26.0	
Total Split (s)	34.0	34.0	34.0	34.0	46.0	46.0	46.0	46.0	
Total Split (%)	42.5%	42.5%	42.5%	42.5%	57.5%	57.5%	57.5%	57.5%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		7.0	7.0	7.0	7.0	7.0	7.0	7.0	
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	Max	Max	Max	Max	
v/c Ratio		0.19	0.13	0.22	0.01	0.28	0.08	0.23	
Control Delay		20.5	25.6	10.8	4.2	3.9	4.5	3.7	
Queue Delay		0.0	0.0	0.0	0.0	0.1	0.0	0.0	
Total Delay		20.5	25.6	10.8	4.2	4.0	4.5	3.7	
Queue Length 50th (m)		2.8	3.0	0.1	0.2	17.7	1.7	14.0	
Queue Length 95th (m)		9.8	8.7	8.7	1.3	26.2	5.1	21.1	
Internal Link Dist (m)		26.3		115.6		94.3		88.0	
Turn Bay Length (m)									
Base Capacity (vph)		613	658	678	613	2711	542	2751	
Starvation Cap Reductn		0	0	0	0	796	0	0	
Spillback Cap Reductn		0	0	0	0	0	0	0	
Storage Cap Reductn		0	0	0	0	0	0	0	
Reduced v/c Ratio		0.06	0.04	0.08	0.01	0.39	0.08	0.23	
Internation Comment									

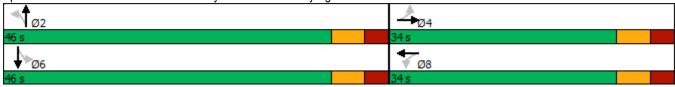
Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 62.3

Natural Cycle: 60





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Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT	
Lane Configurations	ሻ	^	7	ሻ	∱ ∱	∱ ∱	ሻ	∱ ∱	
Traffic Volume (vph)	91	17	155	142	1016	1069	169	1113	
Future Volume (vph)	91	17	155	142	1016	1069	169	1113	
Lane Group Flow (vph)	91	17	155	142	1155	1170	169	1228	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	NA	pm+pt	NA	
Protected Phases	7	4		3	8	2	1	6	
Permitted Phases	4		4	8			6		
Detector Phase	7	4	4	3	8	2	1	6	
Switch Phase									
Minimum Initial (s)	5.0	8.0	8.0	5.0	8.0	8.0	5.0	8.0	
Minimum Split (s)	9.5	45.5	45.5	9.5	45.5	41.0	9.5	41.0	
Total Split (s)	16.0	65.0	65.0	16.0	65.0	61.0	18.0	79.0	
Total Split (%)	10.0%	40.6%	40.6%	10.0%	40.6%	38.1%	11.3%	49.4%	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	2.0	4.0	
All-Red Time (s)	0.0	3.5	3.5	0.0	3.5	3.0	0.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.0	7.5	7.5	3.0	7.5	7.0	2.0	7.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	None	Max	None	Max	
v/c Ratio	0.52	0.01	0.36	0.29	0.97	1.00	0.83	0.82	
Control Delay	36.3	33.1	16.6	24.9	69.3	75.5	68.4	43.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	36.3	33.1	16.6	24.9	69.3	75.5	68.4	43.1	
Queue Length 50th (m)	16.2	1.9	12.7	26.2	198.2	~219.7	38.7	186.3	
Queue Length 95th (m)	31.5	5.0	33.6	40.9	#249.6	#266.8	#76.5	219.8	
Internal Link Dist (m)		141.1			108.8	50.4		98.2	
Turn Bay Length (m)									
Base Capacity (vph)	193	1218	434	503	1201	1174	220	1491	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.47	0.01	0.36	0.28	0.96	1.00	0.77	0.82	

Cycle Length: 160

Actuated Cycle Length: 157.8

Natural Cycle: 110

Control Type: Semi Act-Uncoord

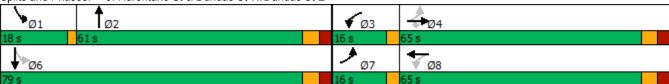
Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 9: Hurontario St & Dundas St W/Dundas St E



Existing (2022) PM 10:25 am 04-25-2022

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Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations		7		^	ተተኈ		
Traffic Volume (veh/h)	0	62	0	1132	1349	75	
Future Volume (Veh/h)	0	62	0	1132	1349	75	
Sign Control	Stop			Free	Free		
Grade	0%			0%	0%		
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly flow rate (vph)	0	62	0	1132	1349	75	
Pedestrians	51						
Lane Width (m)	3.6						
Walking Speed (m/s)	1.2						
Percent Blockage	4						
Right turn flare (veh)							
Median type				None	None		
Median storage veh)							
Upstream signal (m)				122			
pX, platoon unblocked	0.67						
vC, conflicting volume	2004	538	1475				
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	1506	538	1475				
tC, single (s)	6.8	7.0	4.1				
tC, 2 stage (s)							
tF (s)	3.5	3.4	2.2				
p0 queue free %	100	86	100				
cM capacity (veh/h)	73	455	443				
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3	
Volume Total	62	566	566	540	540	345	
Volume Left	0	0	0	0	0	0	
Volume Right	62	0	0	0	0	75	
cSH	455	1700	1700	1700	1700	1700	
Volume to Capacity	0.14	0.33	0.33	0.32	0.32	0.20	
Queue Length 95th (m)	3.8	0.0	0.0	0.0	0.0	0.0	
Control Delay (s)	14.2	0.0	0.0	0.0	0.0	0.0	
Lane LOS	В						
Approach Delay (s)	14.2	0.0		0.0			
Approach LOS	В						
Intersection Summary							
Average Delay			0.3				
Intersection Capacity Utiliza	ation		38.5%	IC	U Level c	of Service	
Analysis Period (min)			15				

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		ર્ન			ĵ∍			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	2	67	0	0	147	2	9	2	8	9	0	11
Future Volume (vph)	2	67	0	0	147	2	9	2	8	9	0	11
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	2	67	0	0	147	2	9	2	8	9	0	11
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	69	149	19	20								
Volume Left (vph)	2	0	9	9								
Volume Right (vph)	0	2	8	11								
Hadj (s)	0.04	0.03	-0.12	-0.21								
Departure Headway (s)	4.2	4.1	4.3	4.2								
Degree Utilization, x	0.08	0.17	0.02	0.02								
Capacity (veh/h)	845	868	793	813								
Control Delay (s)	7.5	7.9	7.4	7.3								
Approach Delay (s)	7.5	7.9	7.4	7.3								
Approach LOS	Α	Α	Α	Α								
Intersection Summary												
Delay			7.7									
Level of Service			Α									
Intersection Capacity Utilization	on		17.9%	IC	U Level o	of Service			Α			
Analysis Period (min)			15									

Appendix F Future (2027) Background Development Site Traffic



Traffic Impact Study

Proposed Residential Development 45 Agnes Street City of Mississauga

Client: 45 Agnes GP Corp.



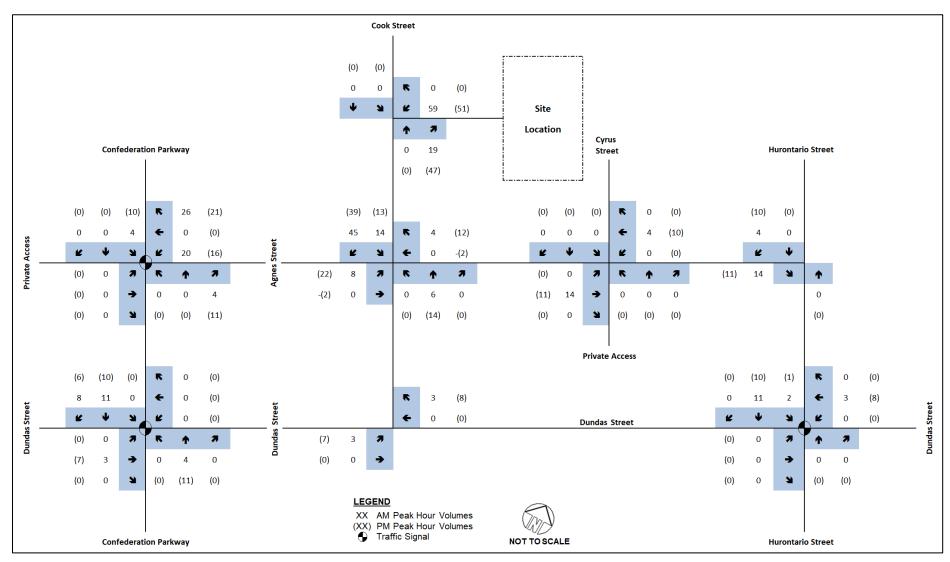


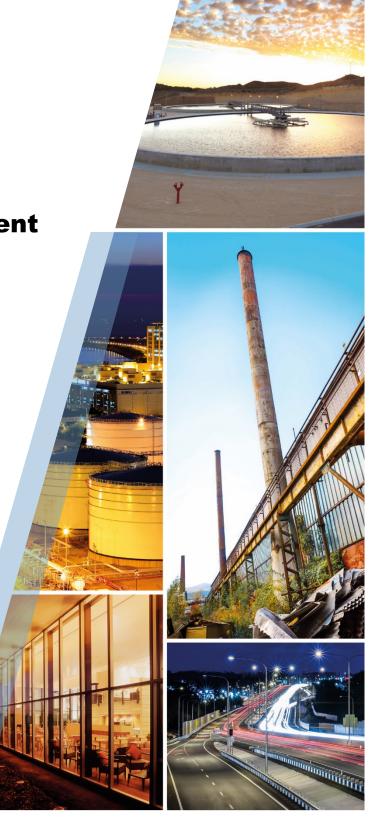
Figure 8: Total Site Trips



Proposed Mixed-Use Residential Development

Traffic Impact Study 89-95 Dundas Street West Mississauga, Ontario

On behalf of Mississauga II LP



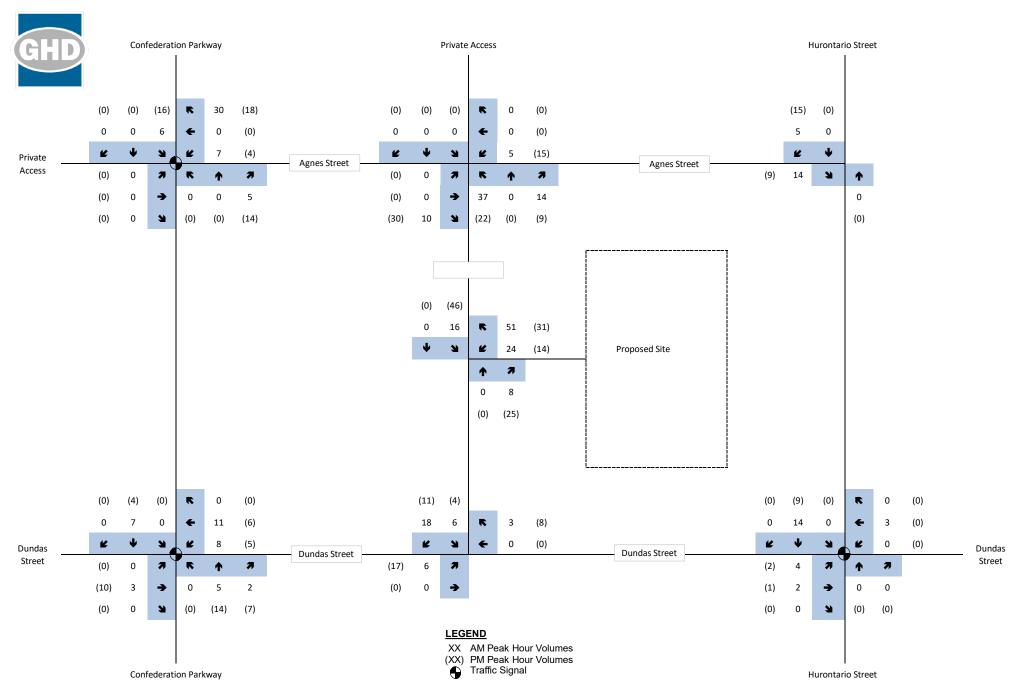


Figure 9 Estimated Residential Site Trips

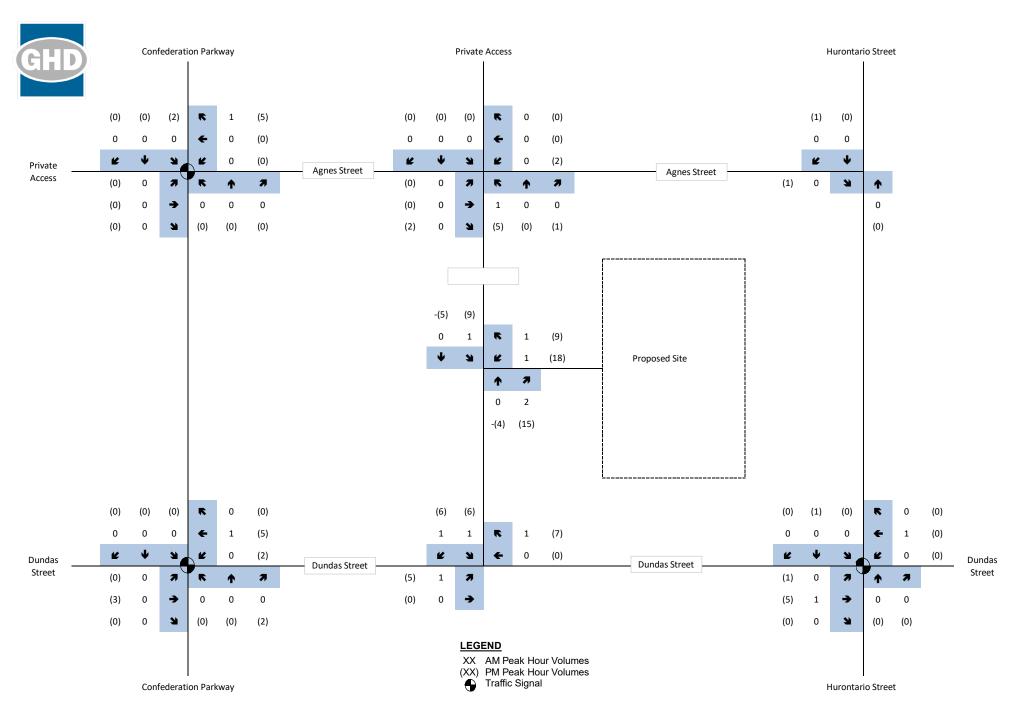
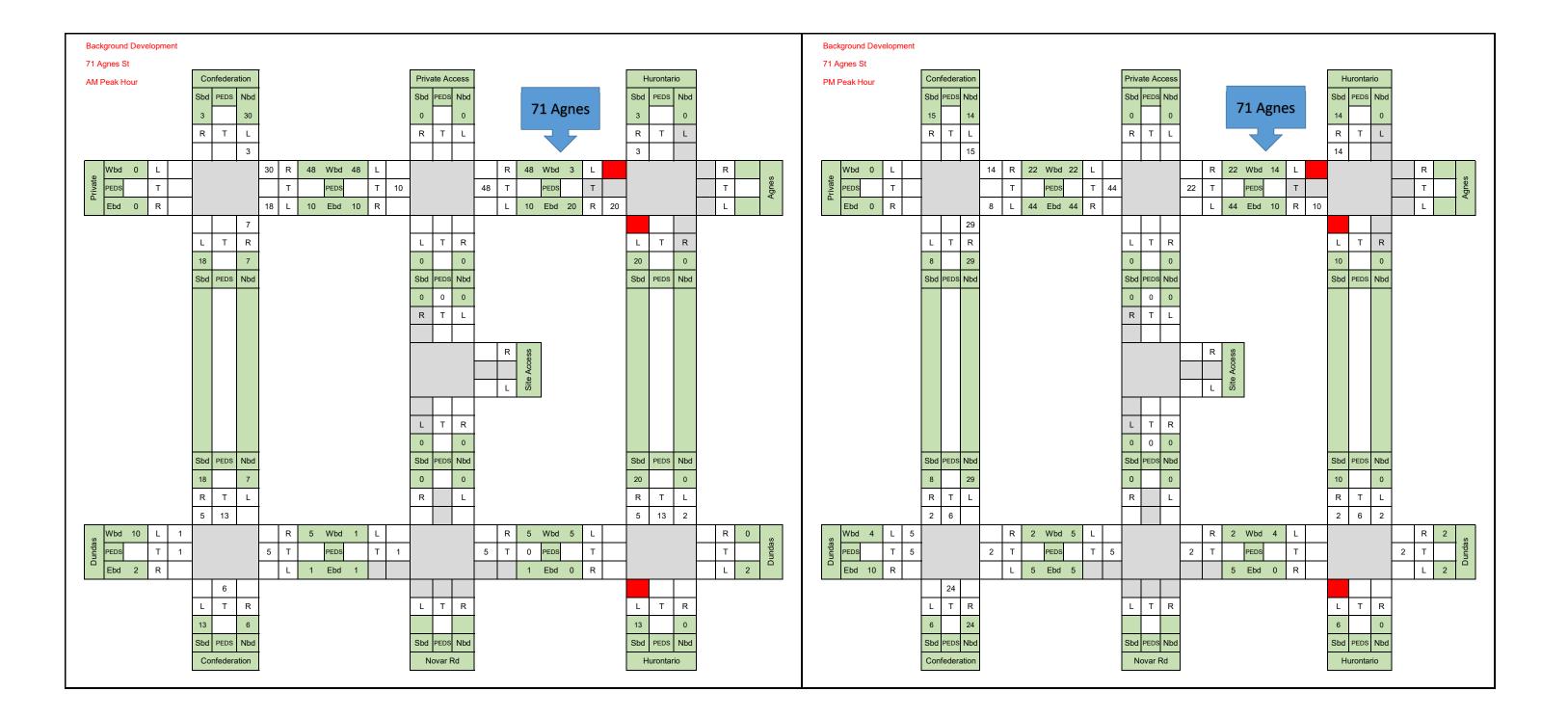
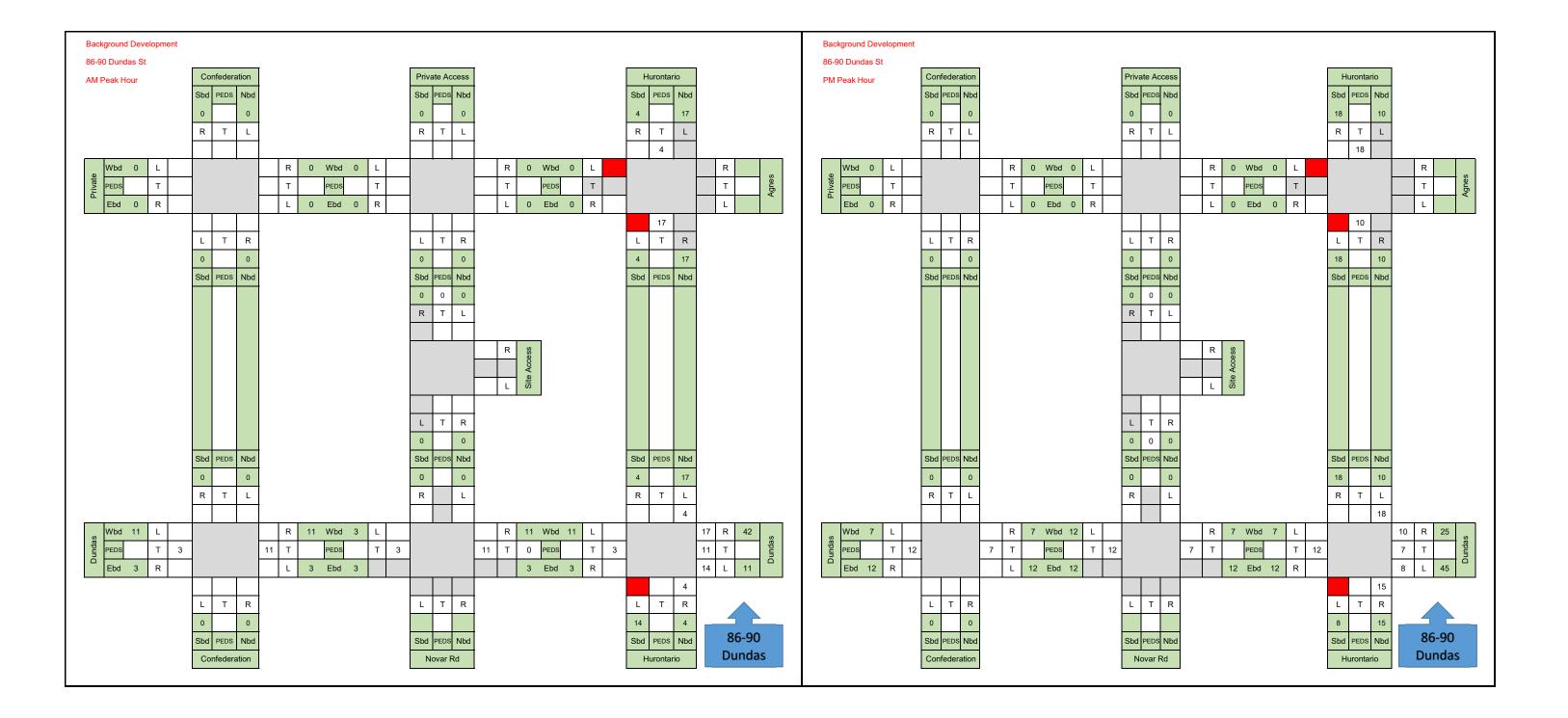


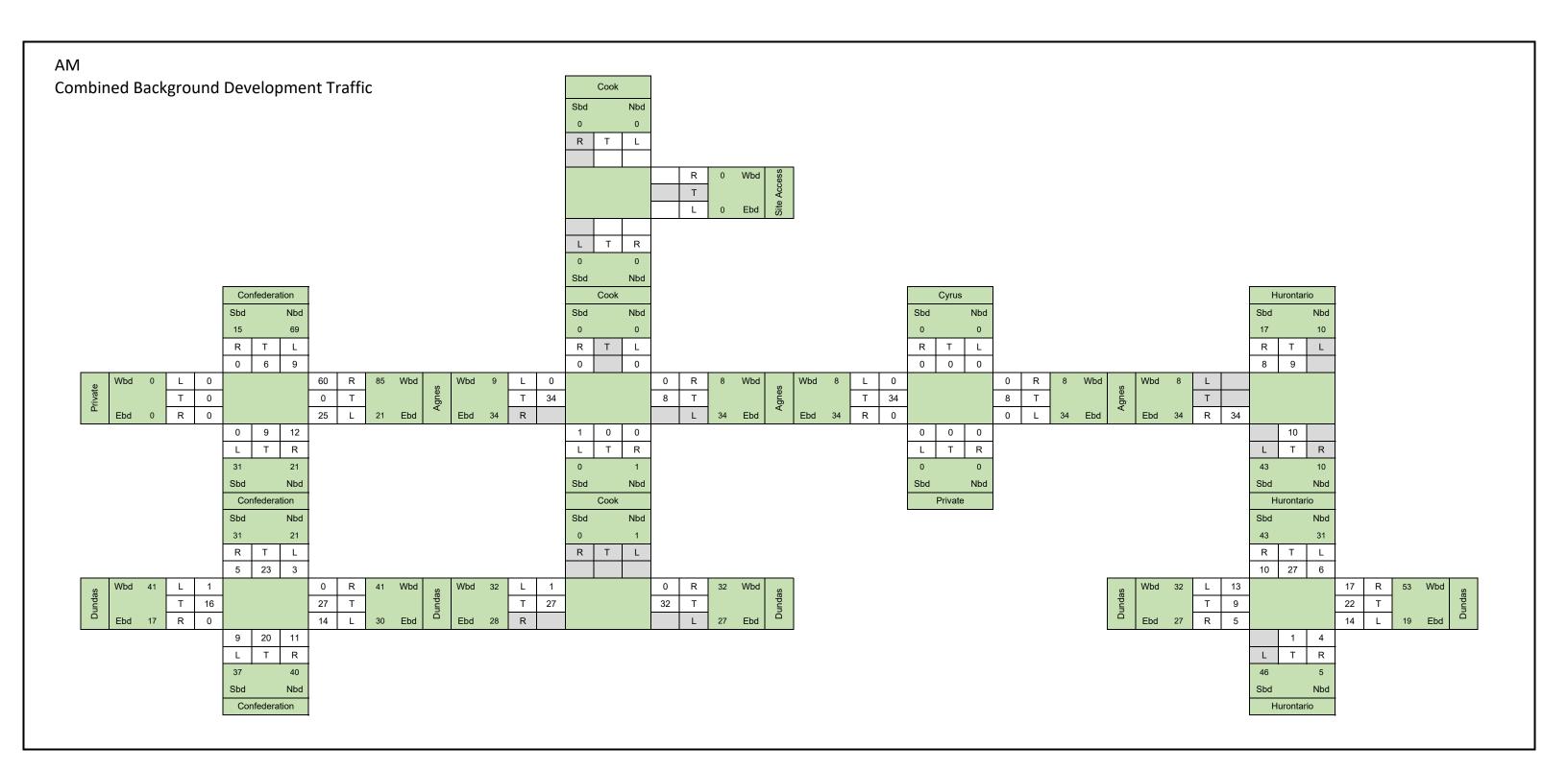
Figure 10 Estimated Commercial Trips

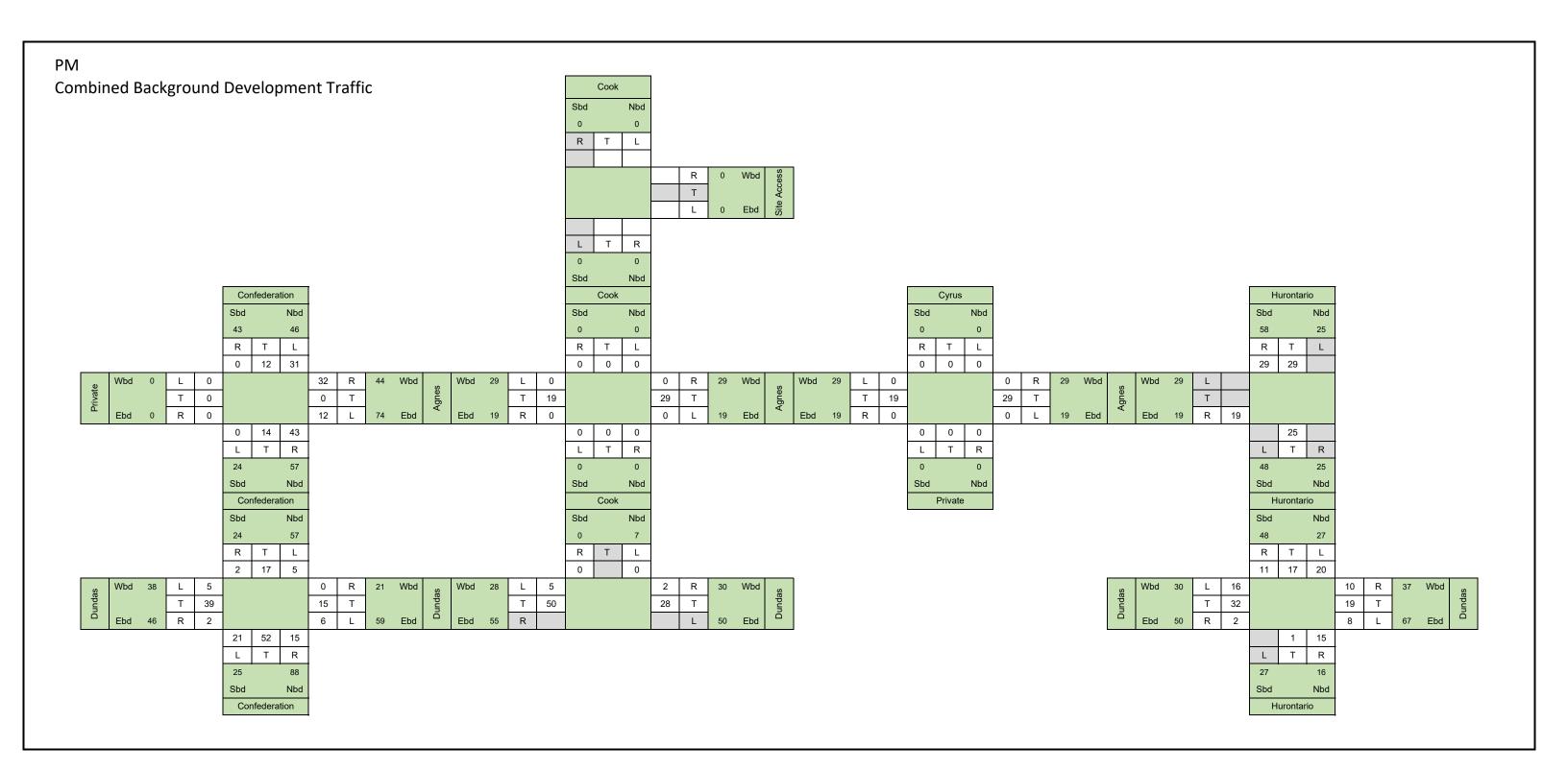




Background Development	Background Development
90-110 Dundas St	90-110 Dundas St
AM Peak Hour Private Access Hurontario	PM Peak Hour Private Access Hurontario
Sbd PEDS Nbd Sbd PEDS Nbd Sbd PEDS Nbd	Sbd PEDS Nbd Sbd PEDS Nbd Sbd PEDS Nbd
R T L R T L	R T L R T L
Wbd 0 L	Wbd 0 L
PEDS T PEDS T PEDS T	PEDS T PEDS T PEDS T
Ebd 0 R	Ebd 0 R
9 9	4 5
L T R L T R	L T R L T R
2 8 0 0 1 9	8 4 0 0 0
Sbd PEDS Nbd Sbd PEDS Nbd Sbd PEDS Nbd	Sbd PEDS Nbd Sbd PEDS Nbd Sbd PEDS Nbd
R T L	R T L
L T R	L T R
Sbd PEDS Nbd Sbd PEDS Nbd	Sbd PEDS Nbd Sbd PEDS Nbd Sbd PEDS Nbd
	8 4 0 0 0
R T L R T L	R T L R L R T L
	6 2
Wbd 5 L	Wbd 2 L
PEDS T 1 T PEDS T 6 1 T 0 PEDS T 1	PEDS T 3 T PEDS T 9 6 T PEDS T 0 1 T PEDS T 0
Ebd 1 R 1 L 6 Ebd 6 6 L 1 1 D	Ebd 5 R 2 6 L 9 Ebd 9 9 9 Ebd 6 R 2 L 0
5 8 5	
3 18 4 0	14 10 4 0
Sbd PEDS Nbd Sbd PEDS Nbd Sbd PEDS Nbd	Sbd PEDS Nbd Sbd PEDS Nbd Sbd PEDS Nbd
Confederation Novar Rd Hurontario	Confederation Novar Rd Dundas Hurontario

Background Development	Background Development
90-110 Dundas St	90-110 Dundas St
AM Peak Hour Confederation Private Access Hurontario	PM Peak Hour Confederation Private Access Hurontario
Sbd PEDS Nbd Sbd PEDS Nbd Sbd PEDS Nbd	Sbd PEDS Nbd Sbd PEDS Nbd Sbd PEDS Nbd
R T L R T L	R T L R T L
Wbd 0 L	Wbd 0 L
PEDS T PEDS T T PEDS T	PEDS T PEDS T PEDS T
Ebd 0 R	Ebd 0 R
	L T R L T R
Sbd PEDS Nbd Sbd PEDS Nbd	Sbd PEDS Nbd Sbd PEDS Nbd Sbd PEDS Nbd
R T L	R T L
L T R	L T R
Sbd PEDS Nbd Sbd PEDS Nbd Sbd PEDS Nbd	Sbd PEDS Nbd Sbd PEDS Nbd Sbd PEDS Nbd
4 1 0 0 0	4 10 0 0
R T L R T L	R T L R T L
Wbd 4 L	Wbd 19 L
	Volume T PEDS T 16 T PEDS T 19 9 T PEDS T 19 10 10 10 10 10 10 10
	Ebd 9 R
	19 10 4 L T R L T R
6 9	1 33
Sbd PEDS Nbd Sbd PEDS Nbd Sbd PEDS Nbd Dundas Huroptorio	Sbd PEDS Nbd Sbd PEDS Nbd 90-110 Sbd PEDS Nbd Dundas Huroptario
Confederation Novar Rd Hurontario	Confederation Novar Rd Hurontario





Appendix G Future (2027) Background Traffic Level of Service Calculations

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	∱ ∱		Ť	∱ ∱		ሻ	∱ ∱		ሻ	∱ ∱	
Traffic Volume (vph)	116	1040	129	41	586	68	127	410	48	157	496	76
Future Volume (vph)	116	1040	129	41	586	68	127	410	48	157	496	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	7.5		7.5	7.5		3.0	7.0		3.0	7.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		0.99	1.00		0.99	1.00		0.99	1.00	
Frt	1.00	0.98		1.00	0.98		1.00	0.98		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1636	3225		1718	3153		1686	3321		1636	3190	
FIt Permitted	0.24	1.00		0.13	1.00		0.35	1.00		0.44	1.00	
Satd. Flow (perm)	405	3225		241	3153		621	3321		754	3190	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	116	1040	129	41	586	68	127	410	48	157	496	76
RTOR Reduction (vph)	0	8	0	0	7	0	0	5	0	0	6	0
Lane Group Flow (vph)	116	1161	0	41	647	0	127	453	0	157	566	0
Confl. Peds. (#/hr)	49		67	67		49	69		53	53		69
Heavy Vehicles (%)	10%	10%	2%	4%	12%	12%	6%	6%	8%	9%	8%	20%
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	51.4	51.4		37.7	37.7		56.3	46.3		55.5	45.9	
Effective Green, g (s)	51.4	51.4		37.7	37.7		56.3	46.3		55.5	45.9	
Actuated g/C Ratio	0.41	0.41		0.30	0.30		0.45	0.37		0.44	0.37	
Clearance Time (s)	4.5	7.5		7.5	7.5		3.0	7.0		3.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	257	1328		72	952		365	1232		403	1173	
v/s Ratio Prot	0.03	c0.36			0.21		0.03	0.14		c0.03	c0.18	
v/s Ratio Perm	0.15			0.17			0.13			0.14		
v/c Ratio	0.45	0.87		0.57	0.68		0.35	0.37		0.39	0.48	
Uniform Delay, d1	24.7	33.7		36.7	38.2		20.7	28.6		21.4	30.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.3	6.7		9.9	1.9		0.6	0.8		0.6	1.4	
Delay (s)	26.0	40.4		46.6	40.2		21.3	29.4		22.0	31.7	
Level of Service	С	D		D	D		С	С		С	С	
Approach Delay (s)		39.1			40.6			27.7			29.6	
Approach LOS		D			D			С			С	
Intersection Summary												
HCM 2000 Control Delay			35.3	Н	CM 2000	Level of	Service		D			
HCM 2000 Volume to Cap	acity ratio		0.69									
Actuated Cycle Length (s)			124.8	\ <i>\</i>					22.0			
Intersection Capacity Utiliz	ation		97.9%		U Level o)		F			
Analysis Period (min)			15									_
0 111 11 0												

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4		ሻ	₽		ሻ	ተ ኈ		ሻ	∱ ∱	
Traffic Volume (vph)	8	0	11	46	1	113	7	561	48	98	695	47
Future Volume (vph)	8	0	11	46	1	113	7	561	48	98	695	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99		1.00	0.98		1.00	0.99		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00		1.00	1.00		0.98	1.00	
Frt		0.92		1.00	0.85		1.00	0.99		1.00	0.99	
Flt Protected		0.98		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1615		1799	1515		1800	3314		1652	3288	
Flt Permitted		0.81		0.75	1.00		0.37	1.00		0.42	1.00	
Satd. Flow (perm)		1338		1411	1515		701	3314		733	3288	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	8	0	11	46	1	113	7	561	48	98	695	47
RTOR Reduction (vph)	0	17	0	0	101	0	0	5	0	0	4	0
Lane Group Flow (vph)	0	2	0	46	13	0	7	604	0	98	738	0
Confl. Peds. (#/hr)	7		4	4		7	5		27	27		5
Heavy Vehicles (%)	12%	0%	0%	0%	0%	5%	0%	7%	8%	7%	9%	2%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		6.8		6.8	6.8		43.8	43.8		43.8	43.8	
Effective Green, g (s)		6.8		6.8	6.8		43.8	43.8		43.8	43.8	
Actuated g/C Ratio		0.11		0.11	0.11		0.68	0.68		0.68	0.68	
Clearance Time (s)		7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		140		148	159		475	2246		496	2229	
v/s Ratio Prot					0.01			0.18			c0.22	
v/s Ratio Perm		0.00		c0.03			0.01			0.13		
v/c Ratio		0.01		0.31	0.08		0.01	0.27		0.20	0.33	
Uniform Delay, d1		25.9		26.7	26.1		3.4	4.1		3.9	4.3	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.0		1.2	0.2		0.1	0.3		0.9	0.4	
Delay (s)		25.9		27.9	26.3		3.4	4.4		4.8	4.7	
Level of Service		С		С	С		Α	Α		Α	Α	
Approach Delay (s)		25.9			26.8			4.4			4.7	
Approach LOS		С			С			Α			Α	
Intersection Summary												
HCM 2000 Control Delay			7.0	H	CM 2000	Level of	Service		Α			
HCM 2000 Volume to Capaci	ity ratio		0.33									
Actuated Cycle Length (s)			64.6				14.0					
Intersection Capacity Utilizati	on		55.8%	IC	U Level o	of Service			В			
Analysis Period (min)			15									

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Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL	SBT	SBR
Lane Configurations \$\f\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	∱ }	
Traffic Volume (vph) 114 1057 100 88 531 79 0 836 100 151	669	77
Future Volume (vph) 114 1057 100 88 531 79 0 836 100 151	669	77
Ideal Flow (vphpl) 1900 1900 1900 1900 1900 1900 1900 190	1900	1900
Total Lost time (s) 3.0 7.5 7.5 3.0 7.5 7.0 3.0	7.0	
Lane Util. Factor 1.00 0.95 1.00 1.00 0.95 0.95 1.00	0.95	
Frpb, ped/bikes 1.00 1.00 0.86 1.00 0.99 0.99 1.00	0.98	
Flpb, ped/bikes 0.99 1.00 1.00 1.00 1.00 1.00 1.00	1.00	
Frt 1.00 1.00 0.85 1.00 0.98 0.98 1.00	0.98	
Fit Protected 0.95 1.00 1.00 0.95 1.00 1.00 0.95	1.00	
Satd. Flow (prot) 1573 3406 1109 1625 3119 3200 1684	3208	
Flt Permitted 0.30 1.00 1.00 0.08 1.00 1.00 0.15	1.00	
Satd. Flow (perm) 494 3406 1109 133 3119 3200 275	3208	
Peak-hour factor, PHF 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	1.00	1.00
Adj. Flow (vph) 114 1057 100 88 531 79 0 836 100 151	669	77
RTOR Reduction (vph) 0 0 46 0 8 0 0 5 0 0	5	0
Lane Group Flow (vph) 114 1057 54 88 602 0 0 931 0 151	741	0
Confl. Peds. (#/hr) 58 110 110 58 136 71 71		136
Heavy Vehicles (%) 14% 6% 25% 11% 11% 21% 0% 9% 16% 7%	8%	14%
Turn Type pm+pt NA Perm pm+pt NA NA pm+pt		
Protected Phases 7 4 3 8 2 1	6	
Permitted Phases 4 4 8 6		
Actuated Green, G (s) 62.3 52.0 52.0 60.9 51.3 59.7 73.2	73.2	
Effective Green, g (s) 62.3 52.0 52.0 60.9 51.3 59.7 73.2	73.2	
Actuated g/C Ratio 0.41 0.34 0.34 0.40 0.34 0.39 0.48	0.48	
Clearance Time (s) 3.0 7.5 7.5 3.0 7.5 7.0 3.0	7.0	
Vehicle Extension (s) 3.0 3.0 3.0 3.0 3.0 3.0 3.0	3.0	
Lane Grp Cap (vph) 275 1162 378 147 1050 1254 229	1541	
v/s Ratio Prot c0.03 c0.31 c0.04 0.19 c0.29 c0.05	0.23	
v/s Ratio Perm 0.14 0.05 0.20 0.29 0.29 0.27		
v/c Ratio 0.41 0.91 0.14 0.60 0.57 0.74 0.66	0.48	
Uniform Delay, d1 29.6 47.9 34.7 34.4 41.5 39.7 26.9	26.7	
Progression Factor 1.00 1.00 1.00 1.00 1.00 1.00 1.00	1.00	
Incremental Delay, d2 1.0 10.4 0.2 6.4 0.8 4.0 6.7	1.00	
Delay (s) 30.6 58.3 34.9 40.9 42.3 43.7 33.6		
Level of Service C E C D D D C		
Approach Delay (s) 54.0 42.1 43.7	28.8	
Approach LOS D D D	20.0 C	
	C	
Intersection Summary		
HCM 2000 Control Delay 43.3 HCM 2000 Level of Service D		
HCM 2000 Volume to Capacity ratio 0.79		
Actuated Cycle Length (s) 152.3 Sum of lost time (s) 20.5		
Intersection Capacity Utilization 91.9% ICU Level of Service F		
Analysis Period (min) 15		

3: Confederation Pkwy & Dundas St W

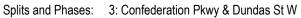
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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations	, j	↑ ↑	¥	↑ ↑	, J	↑ ↑	¥	↑ ↑	
Traffic Volume (vph)	116	1040	41	586	127	410	157	496	
Future Volume (vph)	116	1040	41	586	127	410	157	496	
Lane Group Flow (vph)	116	1169	41	654	127	458	157	572	
Turn Type	pm+pt	NA	Perm	NA	pm+pt	NA	pm+pt	NA	
Protected Phases	7	4		8	5	2	1	6	
Permitted Phases	4		8		2		6		
Detector Phase	7	4	8	8	5	2	1	6	
Switch Phase									
Minimum Initial (s)	5.0	8.0	8.0	8.0	5.0	8.0	5.0	8.0	
Minimum Split (s)	9.5	44.5	44.5	44.5	11.5	40.0	11.5	40.0	
Total Split (s)	14.0	94.0	80.0	80.0	15.0	53.0	13.0	51.0	
Total Split (%)	8.8%	58.8%	50.0%	50.0%	9.4%	33.1%	8.1%	31.9%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.0	3.5	3.0	3.5	
All-Red Time (s)	1.0	4.0	4.0	4.0	0.0	3.5	0.0	3.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	7.5	7.5	7.5	3.0	7.0	3.0	7.0	
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	Max	None	Max	
v/c Ratio	0.44	0.88	0.57	0.68	0.33	0.37	0.37	0.49	
Control Delay	26.2	41.8	68.4	41.4	21.1	30.7	22.0	33.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	
Total Delay	26.2	41.8	68.4	41.4	21.1	30.7	22.0	34.9	
Queue Length 50th (m)	17.9	143.2	9.0	77.4	17.0	44.4	21.5	58.5	
Queue Length 95th (m)	29.9	172.5	24.3	97.6	35.2	69.7	43.0	91.5	
Internal Link Dist (m)		83.3		187.5		98.5		94.3	
Turn Bay Length (m)									
Base Capacity (vph)	268	2246	140	1842	408	1233	427	1174	
Starvation Cap Reductn	0	0	0	0	0	0	0	400	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.43	0.52	0.29	0.36	0.31	0.37	0.37	0.74	

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 124.8

Natural Cycle: 110





6: Confederation Pkwy & Private Driveway/Agnes St

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations		4	7	f)	*	∱ }	*	∱ ∱	
Traffic Volume (vph)	8	0	46	1	7	561	98	695	
Future Volume (vph)	8	0	46	1	7	561	98	695	
Lane Group Flow (vph)	0	19	46	114	7	609	98	742	
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		
Detector Phase	4	4	8	8	2	2	6	6	
Switch Phase									
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	30.0	30.0	34.0	34.0	25.0	25.0	26.0	26.0	
Total Split (s)	34.0	34.0	34.0	34.0	46.0	46.0	46.0	46.0	
Total Split (%)	42.5%	42.5%	42.5%	42.5%	57.5%	57.5%	57.5%	57.5%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		7.0	7.0	7.0	7.0	7.0	7.0	7.0	
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	Max	Max	Max	Max	
v/c Ratio		0.08	0.24	0.38	0.01	0.26	0.19	0.31	
Control Delay		1.8	27.5	9.9	4.6	4.7	6.0	5.1	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		1.8	27.5	9.9	4.6	4.7	6.0	5.1	
Queue Length 50th (m)		0.0	5.0	0.1	0.3	13.5	4.0	17.6	
Queue Length 95th (m)		1.2	13.3	12.3	1.5	22.4	10.9	28.5	
Internal Link Dist (m)		26.3		115.6		94.3		88.0	
Turn Bay Length (m)									
Base Capacity (vph)		604	604	712	501	2374	522	2356	
Starvation Cap Reductn		0	0	0	0	0	0	0	
Spillback Cap Reductn		0	0	0	0	0	0	0	
Storage Cap Reductn		0	0	0	0	0	0	0	
Reduced v/c Ratio		0.03	0.08	0.16	0.01	0.26	0.19	0.31	
Intersection Summary									

Intersection Summary

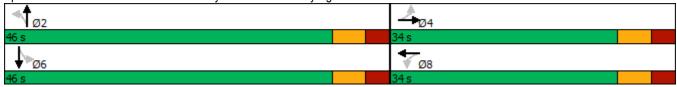
Cycle Length: 80

Actuated Cycle Length: 63.2

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Splits and Phases: 6: Confederation Pkwy & Private Driveway/Agnes St

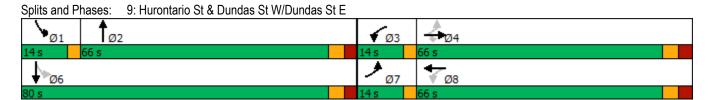


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Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT	
Lane Configurations	7	† †	7	*	∱ }	∱ ∱	ř	∱ ∱	
Traffic Volume (vph)	114	1057	100	88	531	836	151	669	
Future Volume (vph)	114	1057	100	88	531	836	151	669	
Lane Group Flow (vph)	114	1057	100	88	610	936	151	746	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	NA	pm+pt	NA	
Protected Phases	7	4		3	8	2	1	6	
Permitted Phases	4		4	8			6		
Detector Phase	7	4	4	3	8	2	1	6	
Switch Phase									
Minimum Initial (s)	5.0	8.0	8.0	5.0	8.0	8.0	5.0	8.0	
Minimum Split (s)	9.5	45.5	45.5	9.5	45.5	41.0	9.5	41.0	
Total Split (s)	14.0	66.0	66.0	14.0	66.0	66.0	14.0	80.0	
Total Split (%)	8.8%	41.3%	41.3%	8.8%	41.3%	41.3%	8.8%	50.0%	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	0.0	3.5	3.5	0.0	3.5	3.0	0.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.0	7.5	7.5	3.0	7.5	7.0	3.0	7.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	None	Max	None	Max	
v/c Ratio	0.40	0.91	0.24	0.59	0.58	0.74	0.64	0.48	
Control Delay	28.3	60.1	13.9	42.0	42.8	45.0	35.1	28.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	28.3	60.1	13.9	42.0	42.8	45.0	35.1	28.6	
Queue Length 50th (m)	21.0	169.7	6.5	15.9	82.9	139.0	26.8	86.0	
Queue Length 95th (m)	34.1	201.8	21.3	30.5	103.3	174.1	43.7	110.4	
Internal Link Dist (m)		141.1			108.8	50.4		98.2	
Turn Bay Length (m)									
Base Capacity (vph)	294	1312	467	165	1208	1259	241	1546	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.39	0.81	0.21	0.53	0.50	0.74	0.63	0.48	

Cycle Length: 160

Actuated Cycle Length: 152.3

Natural Cycle: 110



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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		7		^	ተተ _ጉ	
Traffic Volume (veh/h)	0	109	0	897	777	57
Future Volume (Veh/h)	0	109	0	897	777	57
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	0	109	0	897	777	57
Pedestrians	55					
Lane Width (m)	3.6					
Walking Speed (m/s)	1.2					
Percent Blockage	5					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				122		
pX, platoon unblocked	0.77					
vC, conflicting volume	1309	342	889			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	810	342	889			
tC, single (s)	6.8	7.0	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	82	100			
cM capacity (veh/h)	237	621	735			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	109	448	448	311	311	212
Volume Left	0	0	0	0	0	0
Volume Right	109	0	0	0	0	57
cSH	621	1700	1700	1700	1700	1700
Volume to Capacity	0.18	0.26	0.26	0.18	0.18	0.12
Queue Length 95th (m)	5.1	0.20	0.20	0.10	0.10	0.12
Control Delay (s)	12.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	12.0 B	0.0	0.0	0.0	0.0	0.0
	12.0	0.0		0.0		
Approach Delay (s) Approach LOS	12.0 B	0.0		0.0		
• •	D					
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utiliz	ation		30.0%	IC	CU Level of	of Service
Analysis Period (min)			15			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			f)			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	61	82	0	0	44	8	8	25	11	71	0	95
Future Volume (vph)	61	82	0	0	44	8	8	25	11	71	0	95
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	61	82	0	0	44	8	8	25	11	71	0	95
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	143	52	44	166								
Volume Left (vph)	61	0	8	71								
Volume Right (vph)	0	8	11	95								
Hadj (s)	0.12	-0.06	-0.08	-0.22								
Departure Headway (s)	4.6	4.5	4.5	4.2								
Degree Utilization, x	0.18	0.06	0.05	0.19								
Capacity (veh/h)	746	749	757	812								
Control Delay (s)	8.6	7.8	7.7	8.2								
Approach Delay (s)	8.6	7.8	7.7	8.2								
Approach LOS	Α	Α	Α	Α								
Intersection Summary												
Delay			8.2									
Level of Service			Α									
Intersection Capacity Utilizat	tion		37.5%	IC	U Level o	of Service			Α			
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	∱ β		ħ	∱ }		ħ	∱ β		ň	∱ β	
Traffic Volume (vph)	105	867	124	47	1173	142	255	512	55	124	428	134
Future Volume (vph)	105	867	124	47	1173	142	255	512	55	124	428	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	7.5		7.5	7.5		3.0	7.0		3.0	7.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	0.99		1.00	0.98	
Flpb, ped/bikes	1.00	1.00		0.98	1.00		0.99	1.00		0.99	1.00	
Frt	1.00	0.98		1.00	0.98		1.00	0.99		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1719	3289		1722	3332		1723	3346		1741	3272	
Flt Permitted	0.06	1.00		0.25	1.00		0.28	1.00		0.32	1.00	
Satd. Flow (perm)	105	3289		452	3332		516	3346		595	3272	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	105	867	124	47	1173	142	255	512	55	124	428	134
RTOR Reduction (vph)	0	7	0	0	6	0	0	5	0	0	18	0
Lane Group Flow (vph)	105	984	0	47	1309	0	255	562	0	124	544	0
Confl. Peds. (#/hr)	55		63	63		55	61		44	44		61
Heavy Vehicles (%)	5%	7%	3%	3%	6%	3%	4%	5%	11%	3%	4%	4%
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	78.2	78.2		64.5	64.5		58.6	46.6		53.8	44.2	
Effective Green, g (s)	78.2	78.2		64.5	64.5		58.6	46.6		53.8	44.2	
Actuated g/C Ratio	0.51	0.51		0.42	0.42		0.39	0.31		0.35	0.29	
Clearance Time (s)	4.5	7.5		7.5	7.5		3.0	7.0		3.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	151	1693		191	1414		294	1026		283	952	
v/s Ratio Prot	0.04	c0.30			c0.39		c0.07	0.17		0.03	0.17	
v/s Ratio Perm	0.31			0.10			c0.27			0.13		
v/c Ratio	0.70	0.58		0.25	0.93		0.87	0.55		0.44	0.57	
Uniform Delay, d1	30.8	25.5		28.1	41.4		39.4	43.9		34.6	45.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	13.0	0.5		0.7	10.5		22.5	2.1		1.1	2.5	
Delay (s)	43.8	26.0		28.8	51.9		61.9	46.0		35.7	48.3	
Level of Service	D	С		С	D		Е	D		D	D	
Approach Delay (s)		27.7			51.1			50.9			46.0	
Approach LOS		С			D			D			D	
Intersection Summary												
HCM 2000 Control Delay			43.7	H	CM 2000	Level of	Service		D			
HCM 2000 Volume to Capa	acity ratio		0.90									
Actuated Cycle Length (s)			151.9	Sı			22.0					
Intersection Capacity Utiliza	ation		104.0%	IC	U Level	of Service)		G			
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4		ሻ	₽		ሻ	∱ ኈ		ሻ	∱ ∱	
Traffic Volume (vph)	22	1	13	45	1	96	6	739	59	72	650	19
Future Volume (vph)	22	1	13	45	1	96	6	739	59	72	650	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99		1.00	0.98		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		0.99		1.00	1.00		0.99	1.00		0.99	1.00	
Frt		0.95		1.00	0.85		1.00	0.99		1.00	1.00	
Flt Protected		0.97		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1736		1731	1495		1781	3413		1781	3488	
Flt Permitted		0.76		0.73	1.00		0.40	1.00		0.35	1.00	
Satd. Flow (perm)		1354		1337	1495		745	3413		656	3488	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	22	1	13	45	1	96	6	739	59	72	650	19
RTOR Reduction (vph)	0	12	0	0	86	0	0	5	0	0	2	0
Lane Group Flow (vph)	0	24	0	45	11	0	6	793	0	72	667	0
Confl. Peds. (#/hr)	13		3	3		13	20		22	22		20
Heavy Vehicles (%)	0%	0%	0%	4%	0%	6%	0%	4%	6%	0%	3%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		6.9		6.9	6.9		44.0	44.0		44.0	44.0	
Effective Green, g (s)		6.9		6.9	6.9		44.0	44.0		44.0	44.0	
Actuated g/C Ratio		0.11		0.11	0.11		0.68	0.68		0.68	0.68	
Clearance Time (s)		7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		143		142	158		505	2313		444	2364	
v/s Ratio Prot					0.01			c0.23			0.19	
v/s Ratio Perm		0.02		c0.03			0.01			0.11		
v/c Ratio		0.17		0.32	0.07		0.01	0.34		0.16	0.28	
Uniform Delay, d1		26.4		26.8	26.1		3.4	4.4		3.8	4.2	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.6		1.3	0.2		0.0	0.4		0.8	0.3	
Delay (s)		27.0		28.1	26.3		3.4	4.8		4.6	4.5	
Level of Service		С		С	С		Α	Α		Α	Α	
Approach Delay (s)		27.0			26.9			4.8			4.5	
Approach LOS		С			С			Α			Α	
Intersection Summary												
HCM 2000 Control Delay			6.9	H	CM 2000	Level of	Service		Α			
HCM 2000 Volume to Capacity ratio			0.34									
Actuated Cycle Length (s)			64.9	Sı	um of lost	time (s)			14.0			
Intersection Capacity Utilization			59.3%	IC	U Level o	of Service			В			
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	^	7	ች	↑ 1>			∱ %		*	∱ %	
Traffic Volume (vph)	108	768	167	150	1041	149	0	870	116	188	958	123
Future Volume (vph)	108	768	167	150	1041	149	0	870	116	188	958	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	7.5	7.5	3.0	7.5			7.0		2.0	7.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95			0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.69	1.00	0.99			0.98		1.00	0.96	
Flpb, ped/bikes	1.00	1.00	1.00	0.99	1.00			1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.98			0.98		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00			1.00		0.95	1.00	
Satd. Flow (prot)	1736	3343	1019	1696	3274			3283		1703	3225	
Flt Permitted	0.07	1.00	1.00	0.22	1.00			1.00		0.10	1.00	
Satd. Flow (perm)	128	3343	1019	393	3274			3283		187	3225	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	108	768	167	150	1041	149	0	870	116	188	958	123
RTOR Reduction (vph)	0	0	41	0	7	0	0	7	0	0	6	0
Lane Group Flow (vph)	108	768	126	150	1183	0	0	979	0	188	1075	0
Confl. Peds. (#/hr)	85		266	266		85	237		127	127		237
Heavy Vehicles (%)	4%	8%	9%	5%	7%	4%	0%	6%	3%	6%	6%	7%
Turn Type	pm+pt	NA	Perm	pm+pt	NA			NA		pm+pt	NA	
Protected Phases	7	4		3	8			2		1	6	
Permitted Phases	4		4	8						6		
Actuated Green, G (s)	68.4	57.0	57.0	69.4	57.5			55.3		72.0	72.0	
Effective Green, g (s)	68.4	57.0	57.0	69.4	57.5			55.3		72.0	72.0	
Actuated g/C Ratio	0.43	0.36	0.36	0.44	0.36			0.35		0.45	0.45	
Clearance Time (s)	3.0	7.5	7.5	3.0	7.5			7.0		2.0	7.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)	171	1202	366	270	1188			1146		225	1465	
v/s Ratio Prot	c0.05	0.23		0.04	c0.36			c0.30		c0.08	0.33	
v/s Ratio Perm	0.23		0.12	0.20						0.30		
v/c Ratio	0.63	0.64	0.34	0.56	1.00			0.85		0.84	0.73	
Uniform Delay, d1	35.2	42.1	37.0	29.5	50.3			47.8		33.4	35.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	7.4	1.1	0.6	2.5	24.9			8.2		22.7	3.3	
Delay (s)	42.6	43.3	37.6	32.0	75.2			56.0		56.1	38.7	
Level of Service	D	D	D	С	Е			Е		Е	D	
Approach Delay (s)		42.3			70.4			56.0			41.2	
Approach LOS		D			Е			Е			D	
Intersection Summary												
HCM 2000 Control Delay			53.0	Н	CM 2000	Level of S	Service		D			
HCM 2000 Volume to Capa	acity ratio		0.89									
Actuated Cycle Length (s)			158.4		um of lost				19.5			
Intersection Capacity Utilization	ation		97.9%	IC	CU Level of	of Service			F			
Analysis Period (min)			15									

c Critical Lane Group

3: Confederation Pkwy & Dundas St W

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations	ሻ	ħβ	ሻ	∱ }	ሻ	↑ ↑	ሻ	∱ }	
Traffic Volume (vph)	105	867	47	1173	255	512	124	428	
Future Volume (vph)	105	867	47	1173	255	512	124	428	
Lane Group Flow (vph)	105	991	47	1315	255	567	124	562	
Turn Type	pm+pt	NA	Perm	NA	pm+pt	NA	pm+pt	NA	
Protected Phases	7	4		8	5	2	1	6	
Permitted Phases	4		8		2		6		
Detector Phase	7	4	8	8	5	2	1	6	
Switch Phase									
Minimum Initial (s)	5.0	8.0	8.0	8.0	5.0	8.0	5.0	8.0	
Minimum Split (s)	9.5	44.5	44.5	44.5	11.5	40.0	11.5	40.0	
Total Split (s)	14.0	94.0	80.0	80.0	15.0	53.0	13.0	51.0	
Total Split (%)	8.8%	58.8%	50.0%	50.0%	9.4%	33.1%	8.1%	31.9%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.0	3.5	3.0	3.5	
All-Red Time (s)	1.0	4.0	4.0	4.0	0.0	3.5	0.0	3.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	7.5	7.5	7.5	3.0	7.0	3.0	7.0	
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	Max	None	Max	
v/c Ratio	0.68	0.58	0.25	0.93	0.84	0.55	0.42	0.58	
Control Delay	48.7	26.5	31.6	52.9	59.3	47.1	34.7	47.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.3	
Total Delay	48.7	26.5	31.6	52.9	59.3	47.1	34.7	53.1	
Queue Length 50th (m)	16.0	110.1	9.5	205.2	57.5	81.6	25.7	79.7	
Queue Length 95th (m)	#43.7	131.0	20.4	239.3	#108.9	106.3	43.1	104.4	
Internal Link Dist (m)		83.3		187.5		98.5		94.3	
Turn Bay Length (m)									
Base Capacity (vph)	157	1883	216	1600	304	1030	301	967	
Starvation Cap Reductn	0	0	0	0	0	0	0	335	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.67	0.53	0.22	0.82	0.84	0.55	0.41	0.89	

Intersection Summary

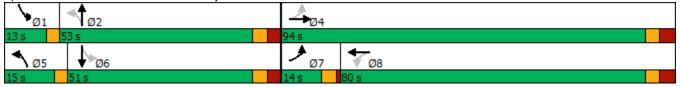
Cycle Length: 160 Actuated Cycle Length: 152 Natural Cycle: 110

Control Type: Semi Act-Uncoord

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Confederation Pkwy & Dundas St W



6: Confederation Pkwy & Private Driveway/Agnes St

	•	-	•	←	1	†	-	ļ	
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations		4	7	f)	*	↑ ↑	*	↑ ↑	
Traffic Volume (vph)	22	1	45	1	6	739	72	650	
Future Volume (vph)	22	1	45	1	6	739	72	650	
Lane Group Flow (vph)	0	36	45	97	6	798	72	669	
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		
Detector Phase	4	4	8	8	2	2	6	6	
Switch Phase									
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	30.0	30.0	34.0	34.0	25.0	25.0	26.0	26.0	
Total Split (s)	34.0	34.0	34.0	34.0	46.0	46.0	46.0	46.0	
Total Split (%)	42.5%	42.5%	42.5%	42.5%	57.5%	57.5%	57.5%	57.5%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		7.0	7.0	7.0	7.0	7.0	7.0	7.0	
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	Max	Max	Max	Max	
v/c Ratio		0.19	0.25	0.34	0.01	0.33	0.15	0.27	
Control Delay		19.8	27.8	10.0	4.5	5.1	5.8	4.8	
Queue Delay		0.0	0.0	0.0	0.0	0.1	0.0	0.0	
Total Delay		19.8	27.8	10.0	4.5	5.2	5.8	4.8	
Queue Length 50th (m)		2.4	4.9	0.1	0.2	19.1	2.9	15.3	
Queue Length 95th (m)		9.7	13.1	11.3	1.4	30.8	8.5	25.2	
Internal Link Dist (m)		26.3		115.6		94.3		88.0	
Turn Bay Length (m)									
Base Capacity (vph)		584	570	692	532	2446	469	2499	
Starvation Cap Reductn		0	0	0	0	646	0	0	
Spillback Cap Reductn		0	0	0	0	0	0	0	
Storage Cap Reductn		0	0	0	0	0	0	0	
Reduced v/c Ratio		0.06	0.08	0.14	0.01	0.44	0.15	0.27	
Internation Comment									

Intersection Summary

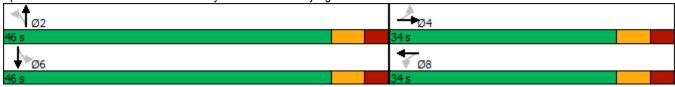
Cycle Length: 80

Actuated Cycle Length: 63.5

Natural Cycle: 60

Control Type: Semi Act-Uncoord





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Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT	
Lane Configurations	ሻ	^	7	ň	∱ }	↑ ↑	ň	↑ ↑	
Traffic Volume (vph)	108	768	167	150	1041	870	188	958	
Future Volume (vph)	108	768	167	150	1041	870	188	958	
Lane Group Flow (vph)	108	768	167	150	1190	986	188	1081	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	NA	pm+pt	NA	
Protected Phases	7	4		3	8	2	1	6	
Permitted Phases	4		4	8			6		
Detector Phase	7	4	4	3	8	2	1	6	
Switch Phase									
Minimum Initial (s)	5.0	8.0	8.0	5.0	8.0	8.0	5.0	8.0	
Minimum Split (s)	9.5	45.5	45.5	9.5	45.5	41.0	9.5	41.0	
Total Split (s)	16.0	65.0	65.0	16.0	65.0	61.0	18.0	79.0	
Total Split (%)	10.0%	40.6%	40.6%	10.0%	40.6%	38.1%	11.3%	49.4%	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	2.0	4.0	
All-Red Time (s)	0.0	3.5	3.5	0.0	3.5	3.0	0.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.0	7.5	7.5	3.0	7.5	7.0	2.0	7.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	None	Max	None	Max	
v/c Ratio	0.62	0.64	0.41	0.55	1.00	0.86	0.81	0.73	
Control Delay	44.3	45.3	26.5	31.2	74.4	56.4	55.7	38.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	44.3	45.3	26.5	31.2	74.4	56.4	55.7	38.9	
Queue Length 50th (m)	19.5	112.5	25.4	27.8	206.8	161.4	36.0	152.4	
Queue Length 95th (m)	39.5	136.0	48.7	42.8	#262.5	193.8	#75.8	182.5	
Internal Link Dist (m)		141.1			108.8	50.4		98.2	
Turn Bay Length (m)									
Base Capacity (vph)	191	1213	410	284	1195	1151	243	1472	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.57	0.63	0.41	0.53	1.00	0.86	0.77	0.73	

Intersection Summary

Cycle Length: 160

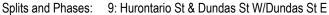
Actuated Cycle Length: 158.4

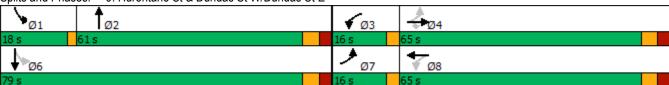
Natural Cycle: 110

Control Type: Semi Act-Uncoord

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.





Movement		۶	•	4	†	↓	4
Lane Configurations	Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Volume (veh/h) 0 83 0 947 1162 101 Future Volume (Veh/h) 0 83 0 947 1162 101 Sign Control Stop Free Free Free Grade 0% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0							
Future Volume (Veh/h) 0 83 0 947 1162 101 Sign Control Stop Free Free Free Grade 0% 0% 0% 0% Peak Hour Factor 1.00 1.00 1.00 1.00 1.00 Hourly flow rate (vph) 0 83 0 947 1162 101 Pedestrians 51 1.2		0		0			101
Sign Control Stop Grade Free Own				0			
Grade 0% 0% 0% Peak Hour Factor 1.00		Stop			Free	Free	
Hourly flow rate (vph)					0%	0%	
Hourly flow rate (vph)			1.00	1.00			1.00
Pedestrians 51	Hourly flow rate (vph)			0			101
Walking Speed (m/s) 1.2 Percent Blockage 4 Right turn flare (veh) None Median type None Median storage veh) 122 Upstream signal (m) 122 pX, platoon unblocked 0.75 vC, conflicting volume 1737 489 1314 vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol 1305 489 1314 tC, single (s) 6.8 7.0 4.1 tC, 2 stage (s) tf (s) 3.5 3.4 2.2 p0 queue free % 100 83 100 cM capacity (veh/h) 110 490 510 Direction, Lane # EB 1 NB 1 NB 2 SB 1 SB 2 SB 3 Volume Total 83 474 474 465 465 333 Volume Left 0		51					
Walking Speed (m/s) 1.2 Percent Blockage 4 Right turn flare (veh) None Median type None Median storage veh) 122 Upstream signal (m) 122 pX, platoon unblocked 0.75 vC, conflicting volume 1737 489 1314 vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol 1305 489 1314 tC, single (s) 6.8 7.0 4.1 tC, 2 stage (s) tf (s) 3.5 3.4 2.2 p0 queue free % 100 83 100 cM capacity (veh/h) 110 490 510 Direction, Lane # EB 1 NB 1 NB 2 SB 1 SB 2 SB 3 Volume Total 83 474 474 465 465 333 Volume Left 0	Lane Width (m)	3.6					
Percent Blockage	. ,	1.2					
Median type None None Median storage veh) Upstream signal (m) 122 pX, platoon unblocked 0.75 VC, conflicting volume 1737 489 1314 vC1, stage 1 conf vol vC2, stage 2 conf vol VCu, unblocked vol 1305 489 1314 tC, single (s) 6.8 7.0 4.1 4.1 tC, 2 stage (s) tF (s) 3.5 3.4 2.2 p0 queue free % 100 83 100 cM capacity (veh/h) 110 490 510 Direction, Lane # EB 1 NB 1 NB 2 SB 1 SB 2 SB 3 Volume Total 83 474 474 465 465 333 Volume Left 0 0 0 0 0 0 Volume Right 83 0 0 0 0 0 Volume to Capacity 0.17 0.28 0.28 0.27 0.27 0.20 Queue Length 95th (m) 4.8		4					
Median type None None Median storage veh) Upstream signal (m) 122 pX, platoon unblocked 0.75 VC, conflicting volume 1737 489 1314 vC1, stage 1 conf vol vC2, stage 2 conf vol VCu, unblocked vol 1305 489 1314 tC, single (s) 6.8 7.0 4.1 4.1 tC, 2 stage (s) tF (s) 3.5 3.4 2.2 p0 queue free % 100 83 100 cM capacity (veh/h) 110 490 510 Direction, Lane # EB 1 NB 1 NB 2 SB 1 SB 2 SB 3 Volume Total 83 474 474 465 465 333 Volume Left 0 0 0 0 0 0 Volume Right 83 0 0 0 0 0 Volume to Capacity 0.17 0.28 0.28 0.27 0.27 0.20 Queue Length 95th (m) 4.8	Right turn flare (veh)						
Median storage veh) Upstream signal (m) 122 pX, platoon unblocked 0.75 vC, conflicting volume 1737 489 1314 vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol 1305 489 1314 tC, single (s) 6.8 7.0 4.1 tC, 2 stage (s) tF (s) 3.5 3.4 2.2 p0 queue free % 100 83 100 cM capacity (veh/h) 110 490 510 Direction, Lane # EB 1 NB 1 NB 2 SB 1 SB 2 SB 3 Volume Total 83 474 474 465 465 333 Volume Left 0 0 0 0 0 0 101 cSH 490 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0					None	None	
Upstream signal (m) pX, platoon unblocked							
pX, platoon unblocked vC, conflicting volume 1737 489 1314 vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol 1305 489 1314 tC, single (s) 6.8 7.0 4.1 tC, single (s) tF (s) 3.5 3.4 2.2 p0 queue free % 100 83 100 cM capacity (veh/h) 110 490 510 Direction, Lane # EB 1 NB 1 NB 2 SB 1 SB 2 SB 3					122		
VC, conflicting volume 1737 489 1314 vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol 1305 489 1314 tC, single (s) 6.8 7.0 4.1 tC, 2 stage (s) tF (s) 3.5 3.4 2.2 p0 queue free % 100 83 100 cM capacity (veh/h) 110 490 510 Direction, Lane # EB 1 NB 1 NB 2 SB 1 SB 2 SB 3 Volume Total 83 474 474 465 465 333 Volume Left 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0.75					
VC1, stage 1 conf vol VC2, stage 2 conf vol VCu, unblocked vol 1305 489 1314 tC, single (s) 6.8 7.0 4.1 tC, 2 stage (s) tF (s) 3.5 3.4 2.2 p0 queue free % 100 83 100 cM capacity (veh/h) 110 490 510 Direction, Lane # EB 1 NB 1 NB 2 SB 1 SB 2 SB 3 Volume Total 83 474 474 465 465 333 Volume Left 0 0 0 0 0 0 0 Volume Right 83 0 0 0 0 0 101 cSH 490 1700 1700 1700 1700 1700 1700 Volume to Capacity 0.17 0.28 0.28 0.27 0.27 0.20 Queue Length 95th (m) 4.8 0.0 0.0 0.0 0.0 0.0 Control Delay (s) 13.8 0.0 0.0 0.0 0.0 Approach LOS B Intersection Summary Average Delay Intersection Capacity Utilization 36.8% ICU Level of Service			489	1314			
vC2, stage 2 conf vol vCu, unblocked vol 1305 489 1314 tC, single (s) 6.8 7.0 4.1 tC, 2 stage (s) tF (s) 3.5 3.4 2.2 p0 queue free % 100 83 100 cM capacity (veh/h) 110 490 510 Direction, Lane # EB 1 NB 1 NB 2 SB 1 SB 2 SB 3 Volume Total 83 474 474 465 465 333 Volume Left 0 <							
vCu, unblocked vol 1305 489 1314 tC, single (s) 6.8 7.0 4.1 tC, 2 stage (s) tF (s) 3.5 3.4 2.2 p0 queue free % 100 83 100 cM capacity (veh/h) 110 490 510 Direction, Lane # EB 1 NB 1 NB 2 SB 1 SB 2 SB 3 Volume Total 83 474 474 465 465 333 Volume Left 0 0 0 0 0 0 0 Volume Right 83 0 0 0 0 100 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0							
tC, single (s) tC, 2 stage (s) tF (s) 3.5 3.4 2.2 p0 queue free % 100 83 100 cM capacity (veh/h) 110 490 510 Direction, Lane # EB 1 NB 1 NB 2 SB 1 SB 2 SB 3 Volume Total 83 474 474 465 465 333 Volume Left 0 0 0 0 0 0 0 0 101 cSH 490 1700 1700 1700 1700 1700 1700 1700 17		1305	489	1314			
tC, 2 stage (s) tF (s)		6.8	7.0	4.1			
tF (s) 3.5 3.4 2.2 p0 queue free % 100 83 100 cM capacity (veh/h) 110 490 510 Direction, Lane # EB 1 NB 1 NB 2 SB 1 SB 2 SB 3 Volume Total 83 474 474 465 465 333 Volume Left 0 0 0 0 0 0 0 0 Volume Right 83 0 0 0 0 0 101 cSH 490 1700 1700 1700 1700 1700 1700 Volume to Capacity 0.17 0.28 0.28 0.27 0.27 0.20 Queue Length 95th (m) 4.8 0.0 0.0 0.0 0.0 0.0 Control Delay (s) 13.8 0.0 0.0 0.0 0.0 Approach LOS B Intersection Summary Average Delay Intersection Capacity Utilization 36.8% ICU Level of Service	- , ,						
p0 queue free % 100 83 100 cM capacity (veh/h) 110 490 510 Direction, Lane # EB 1 NB 1 NB 2 SB 1 SB 2 SB 3 Volume Total 83 474 474 465 465 333 Volume Left 0 0 0 0 0 0 0 Volume Right 83 0 0 0 0 0 101 cSH 490 1700 1700 1700 1700 1700 1700 Volume to Capacity 0.17 0.28 0.28 0.27 0.27 0.20 Queue Length 95th (m) 4.8 0.0 0.0 0.0 0.0 0.0 Control Delay (s) 13.8 0.0 0.0 0.0 0.0 0.0 Lane LOS B Approach LOS B Intersection Summary 0.5 Intersection Capacity Utilization ICU Level of Service		3.5	3.4	2.2			
Direction, Lane # EB 1 NB 1 NB 2 SB 1 SB 2 SB 3 Volume Total 83 474 474 465 465 333 Volume Left 0 0 0 0 0 0 0 Volume Right 83 0 0 0 0 101 1700 10.0 0.0		100	83	100			
Volume Total 83 474 474 465 465 333 Volume Left 0 0 0 0 0 0 0 0 Volume Right 83 0 0 0 0 101 1 0 0 0 101 1 0 0 0 100 1700 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 0.0 0.0 <td>cM capacity (veh/h)</td> <td>110</td> <td>490</td> <td>510</td> <td></td> <td></td> <td></td>	cM capacity (veh/h)	110	490	510			
Volume Total 83 474 474 465 465 333 Volume Left 0 0 0 0 0 0 0 0 Volume Right 83 0 0 0 0 101 1 0 0 0 101 1 0 0 0 100 1700 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 0.0 0.0 <td>Direction, Lane #</td> <td>EB 1</td> <td>NB 1</td> <td>NB 2</td> <td>SB 1</td> <td>SB 2</td> <td>SB 3</td>	Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Left 0 0 0 0 0 0 0 Volume Right 83 0 0 0 0 101 cSH 490 1700 1700 1700 1700 1700 Volume to Capacity 0.17 0.28 0.28 0.27 0.27 0.20 Queue Length 95th (m) 4.8 0.0 0.0 0.0 0.0 0.0 0.0 Control Delay (s) 13.8 0.0 0.0 0.0 0.0 0.0 0.0 Lane LOS B B 0.0 0.0 0.0 0.0 0.0 0.0 Approach LOS B B Intersection Summary 0.5 Intersection Capacity Utilization 136.8% ICU Level of Service							
Volume Right 83 0 0 0 0 101 cSH 490 1700 1700 1700 1700 1700 Volume to Capacity 0.17 0.28 0.28 0.27 0.27 0.20 Queue Length 95th (m) 4.8 0.0 0.0 0.0 0.0 0.0 0.0 Control Delay (s) 13.8 0.0 0.0 0.0 0.0 0.0 Lane LOS B Approach Delay (s) 13.8 0.0 0.0 0.0 Approach LOS B Intersection Summary 0.5 ICU Level of Service							
cSH 490 1700 1							
Volume to Capacity 0.17 0.28 0.28 0.27 0.27 0.20 Queue Length 95th (m) 4.8 0.0 0.0 0.0 0.0 0.0 0.0 Control Delay (s) 13.8 0.0 0.0 0.0 0.0 0.0 Lane LOS B Approach Delay (s) 13.8 0.0 0.0 0.0 Approach LOS B Intersection Summary 0.5 ICU Level of Service							
Queue Length 95th (m) 4.8 0.0 0.0 0.0 0.0 0.0 Control Delay (s) 13.8 0.0 0.0 0.0 0.0 0.0 Lane LOS B B 0.0 0.0 0.0 0.0 Approach LOS B Intersection Summary 0.0							
Control Delay (s) 13.8 0.0 0.0 0.0 0.0 0.0 Lane LOS B Approach Delay (s) 13.8 0.0 0.0 Approach LOS B Intersection Summary Average Delay 0.5 Intersection Capacity Utilization 36.8% ICU Level of Service							
Lane LOS B Approach Delay (s) 13.8 0.0 0.0 Approach LOS B Intersection Summary Average Delay 0.5 Intersection Capacity Utilization 36.8% ICU Level of Service							
Approach Delay (s) 13.8 0.0 0.0 Approach LOS B Intersection Summary Average Delay 0.5 Intersection Capacity Utilization 36.8% ICU Level of Service			3.3	3.3	3.3	3.3	
Approach LOS B Intersection Summary Average Delay 0.5 Intersection Capacity Utilization 36.8% ICU Level of Service			0.0		0.0		
Average Delay O.5 Intersection Capacity Utilization O.5 ICU Level of Service							
Average Delay O.5 Intersection Capacity Utilization O.5 ICU Level of Service	Intersection Summary						
Intersection Capacity Utilization 36.8% ICU Level of Service				0.5			
		ation			IC	CU Level o	of Service
Analysis Period (min) 15	Analysis Period (min)			15		20 20 20 10	OOI VIOO

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			ą.			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	24	76	0	0	162	14	9	16	8	22	0	50
Future Volume (vph)	24	76	0	0	162	14	9	16	8	22	0	50
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	24	76	0	0	162	14	9	16	8	22	0	50
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	100	176	33	72								
Volume Left (vph)	24	0	9	22								
Volume Right (vph)	0	14	8	50								
Hadj (s)	0.08	-0.01	-0.06	-0.32								
Departure Headway (s)	4.4	4.2	4.5	4.2								
Degree Utilization, x	0.12	0.21	0.04	0.08								
Capacity (veh/h)	788	827	736	786								
Control Delay (s)	8.0	8.3	7.7	7.6								
Approach Delay (s)	8.0	8.3	7.7	7.6								
Approach LOS	Α	Α	Α	Α								
Intersection Summary												
Delay			8.1									
Level of Service			Α									
Intersection Capacity Utilization	on		30.7%	IC	U Level o	of Service			Α			
Analysis Period (min)			15									

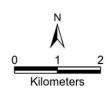
Appendix H 2016 TTS Data Non-Auto Modal Split



CITY OF MISSISSAUGA WARD 7







WARD 7

	WARD /																		
							HOU	SEHOL	D CHA	RACT	ERISTI	CS							
Ī		D۱	welling Ty	/pe		Но	usehold S	Size		١	Number o	f Availabl	e Vehicle	S		House	ehold Ave	rages	
	Households	esnoH	Townhouse	Apartment	1	2	3	4	5+	0	1	2	3	4+	Persons	Workers	Drivers	Vehicles	Trips/Day
	30,300	25%	6%	69%	27%	29%	18%	15%	10%	14%	51%	28%	5%	2%	2.6	1.3	1.7	1.3	4.6

I							POP	ULATIC	ON CH	ARACT	ERISTICS						
I					Age					<u>_</u>		Em	oloyment T	уре			
	Population		2	2	5	4		ian	Daily Trips per erson (age 11+)	work Trips pe Worker	Population	Full Time	Part Time	At Home	Student	Licensed	Transit Pass
		-10	1-1	6-2	6-4	46-6	2+	Median	D Pel	Daily			ı	Лаle			
		0	1	1	2	4	9	V]	37,400	44%	6%	3%	22%	70%	26%
													Fe	emale			
	77,600	12%	5%	13%	30%	25%	14%	38.8	2.0	0.75	40,200	31%	10%	2%	21%	60%	28%

				TR	IPS MAI	DE BY RE	SIDENTS	OF CITY	OF MIS	SISSAUG	GA - WAF	RD 7				
Time		%		Trip I	Purpose				Mode o	f Travel			N	∕ledian Trip	Length (km	1)
Period		24hr	HB-W	HB-S	HB-D	N-HB	Driver	Pass.	Transit	GO Train	Walk & Cycle	Other	Driver	Pass.	Transit	GO Train
6-9 AM	35,600	25.6%	49%	18%	24%	9%	60%	10%	12%	5%	9%	4%	8.6	3.3	7.7	21.3
24 Hrs	139,100		36%	12%	39%	14%	62%	13%	11%	3%	7%	3%	6.9	4.2	7.6	21.3

			TRIPS	MADE	TO CITY	OF MIS	SSISSAU	GA - WA	RD 7 - B'	Y RESIDE	NTS OF	THE TTS	AREA			
Time		% 24		Trip P	urpose				Mode o	f Travel			N	/ledian Trip	Length (km	ı)
Period	Trips	% 24 hr	Work	School	Home	Other	Driver	Pass.	Transit	GO Train	Walk & Cycle	Other	Driver	Pass.	Transit	GO Train
6-9 AM	26,300	22.4%	45%	21%	9%	25%	66%	11%	7%	*	12%	4%	7.8	2.6	3.4	*
24 Hrs	117,300		16%	5%	51%	27%	64%	13%	9%	2%	8%	3%	6.3	3.6	5.8	21.1

Appendix I 2016 TTS Data Trip Distribution

Trip 2016 Table: Auto driver

	PD 1 of Tor	PD 4 of Tor I	PD 5 of Tor	PD 6 of Tor	PD 7 of Tor	PD 8 of Tor	PD 9 of Tor	PD 10 of Tc	PD 15 of To	PD 16 of To	Markham	Vaughan	Brampton	Mississaug	Oakville	Burlington	Hamilton	Waterloo	Brantford T	otal
3862	2 32	0	0	0	0	0	19	32	0	24	21	0	0	227	49	0	0	0	24	428
3863	3 25	0	38	22	23	124	46	81	51	0	0	85	199	1449	82	0	33	18	0	2276
3872	2 0	11	0	0	0	0	0	12	0	0	0	27	27	164	0	47	0	0	0	288
sum	57	11	38	22	23	124	65	125	51	24	21	112	226	1840	131	47	33	18	24	2992
Percent	2%	0%	1%	1%	1%	4%	2%	4%	2%	1%	1%	4%	8%	61%	4%	2%	1%	1%	1%	100%
North		0.5	0.5				0.5	0.5	1	1	1	0.5	1	0.25		0.3		0.8		
	0	0.001838	0.00635	0	0	0	0.010862	0.020889	0.017045	0.008021	0.007019	0.018717	0.075535	0.153743	0	0.004713	0	0.004813	0	33%
South	1	0.5	0.5	1	0.5	0.5	0.5	0.5				0.5		0.25	0.7	0.7	1	0.2	1	
	0.019051	0.001838	0.00635	0.007353	0.003844	0.020722	0.010862	0.020889	0	0	0	0.018717	0	0.153743	0.030648	0.010996	0.011029	0.001203	0.008021	33%
East					0.5	0.5								0.25						
	0	0	0	0	0.003844	0.020722	0	0	0	0	0	0	0	0.153743	0	0	0	0	0	18%
West														0.25	0.3					
	0	0	0	0	0	0	0	0	0	0	0	0	0	0.153743	0.013135	0	0	0	0	17%

Appendix J Future (2027) Total Traffic Level of Service Calculations

	۶	→	•	•	←	•	4	†	<i>></i>	>	ļ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	, j	∱ }		¥	↑ ↑		*	∱ }		Ĭ	ħβ	
Traffic Volume (vph)	119	1040	129	41	586	68	127	418	48	157	508	86
Future Volume (vph)	119	1040	129	41	586	68	127	418	48	157	508	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	7.5		7.5	7.5		3.0	7.0		3.0	7.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		0.99	1.00		0.99	1.00		0.99	1.00	
Frt	1.00	0.98		1.00	0.98		1.00	0.98		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1636	3225		1718	3153		1688	3322		1637	3177	
Flt Permitted	0.23	1.00		0.13	1.00		0.34	1.00		0.43	1.00	
Satd. Flow (perm)	404	3225		241	3153		596	3322		744	3177	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	119	1040	129	41	586	68	127	418	48	157	508	86
RTOR Reduction (vph)	0	8	0	0	7	0	0	5	0	0	8	0
Lane Group Flow (vph)	119	1161	0	41	647	0	127	461	0	157	586	0
Confl. Peds. (#/hr)	49		67	67		49	69		53	53		69
Heavy Vehicles (%)	10%	10%	2%	4%	12%	12%	6%	6%	8%	9%	8%	20%
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	51.3	51.3		37.6	37.6		56.3	46.3		55.5	45.9	
Effective Green, g (s)	51.3	51.3		37.6	37.6		56.3	46.3		55.5	45.9	
Actuated g/C Ratio	0.41	0.41		0.30	0.30		0.45	0.37		0.45	0.37	
Clearance Time (s)	4.5	7.5		7.5	7.5		3.0	7.0		3.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	257	1326		72	950		356	1233		399	1169	
v/s Ratio Prot	0.03	c0.36			0.21		0.03	0.14		c0.03	c0.18	
v/s Ratio Perm	0.16			0.17			0.13			0.14		
v/c Ratio	0.46	0.88		0.57	0.68		0.36	0.37		0.39	0.50	
Uniform Delay, d1	24.8	33.8		36.7	38.3		20.8	28.6		21.4	30.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.3	6.8		9.9	2.0		0.6	0.9		0.6	1.5	
Delay (s)	26.1	40.5		46.7	40.3		21.4	29.5		22.0	32.1	
Level of Service	С	D		D	D		С	С		С	С	
Approach Delay (s)		39.2			40.7			27.8			30.0	
Approach LOS		D			D			С			С	
Intersection Summary												
HCM 2000 Control Delay			35.4	Н	CM 2000	Level of	Service		D			
HCM 2000 Volume to Cap	acity ratio		0.70									
Actuated Cycle Length (s)	.,		124.7	S	um of lost	time (s)			22.0			
Intersection Capacity Utiliz	ation		97.9%		CU Level		9		F			
Analysis Period (min)			15									
o Critical Lana Croup												

c Critical Lane Group

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4		ሻ	₽		ሻ	∱ ኈ		ሻ	∱ ∱	
Traffic Volume (vph)	8	0	11	68	1	133	7	561	59	102	695	47
Future Volume (vph)	8	0	11	68	1	133	7	561	59	102	695	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99		1.00	0.98		1.00	0.99		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00		1.00	1.00		0.98	1.00	
Frt		0.92		1.00	0.85		1.00	0.99		1.00	0.99	
Flt Protected		0.98		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1616		1799	1515		1800	3302		1653	3288	
Flt Permitted		0.80		0.75	1.00		0.37	1.00		0.42	1.00	
Satd. Flow (perm)		1323		1411	1515		701	3302		725	3288	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	8	0	11	68	1	133	7	561	59	102	695	47
RTOR Reduction (vph)	0	17	0	0	118	0	0	6	0	0	4	0
Lane Group Flow (vph)	0	2	0	68	16	0	7	614	0	102	738	0
Confl. Peds. (#/hr)	7		4	4		7	5		27	27		5
Heavy Vehicles (%)	12%	0%	0%	0%	0%	5%	0%	7%	8%	7%	9%	2%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		7.4		7.4	7.4		42.6	42.6		42.6	42.6	
Effective Green, g (s)		7.4		7.4	7.4		42.6	42.6		42.6	42.6	
Actuated g/C Ratio		0.12		0.12	0.12		0.67	0.67		0.67	0.67	
Clearance Time (s)		7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		152		163	175		466	2197		482	2188	
v/s Ratio Prot					0.01			0.19			c0.22	
v/s Ratio Perm		0.00		c0.05			0.01			0.14		
v/c Ratio		0.01		0.42	0.09		0.02	0.28		0.21	0.34	
Uniform Delay, d1		25.1		26.3	25.3		3.6	4.4		4.2	4.6	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.0		1.7	0.2		0.1	0.3		1.0	0.4	
Delay (s)		25.1		28.0	25.5		3.7	4.7		5.2	5.0	
Level of Service		С		С	С		Α	Α		Α	Α	
Approach Delay (s)		25.1			26.4			4.7			5.0	
Approach LOS		С			С			Α			Α	
Intersection Summary												
HCM 2000 Control Delay			7.7	H	CM 2000	Level of	Service		Α			
HCM 2000 Volume to Capaci	ity ratio		0.35									
Actuated Cycle Length (s)			64.0	Sı	um of lost	time (s)			14.0			
Intersection Capacity Utilizati	on		56.7%	IC	U Level o	of Service			В			
Analysis Period (min)			15									

c Critical Lane Group

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	^	7	Ť	∱ }			↑ ↑		*	∱ }	
Traffic Volume (vph)	114	1057	100	88	535	79	0	836	100	165	681	77
Future Volume (vph)	114	1057	100	88	535	79	0	836	100	165	681	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	7.5	7.5	3.0	7.5			7.0		3.0	7.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95			0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.86	1.00	0.99			0.99		1.00	0.98	
Flpb, ped/bikes	0.99	1.00	1.00	1.00	1.00			1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.98			0.98		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00			1.00		0.95	1.00	
Satd. Flow (prot)	1574	3406	1109	1625	3120			3200		1684	3210	
Flt Permitted	0.30	1.00	1.00	0.08	1.00			1.00		0.15	1.00	
Satd. Flow (perm)	490	3406	1109	133	3120			3200		273	3210	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	114	1057	100	88	535	79	0	836	100	165	681	77
RTOR Reduction (vph)	0	0	46	0	7	0	0	5	0	0	5	0
Lane Group Flow (vph)	114	1057	54	88	607	0	0	931	0	165	753	0
Confl. Peds. (#/hr)	58		110	110		58	136		71	71		136
Heavy Vehicles (%)	14%	6%	25%	11%	11%	21%	0%	9%	16%	7%	8%	14%
Turn Type	pm+pt	NA	Perm	pm+pt	NA			NA		pm+pt	NA	
Protected Phases	7	4		3	8			2		1	6	
Permitted Phases	4		4	8						6		
Actuated Green, G (s)	62.3	52.0	52.0	60.9	51.3			59.5		73.2	73.2	
Effective Green, g (s)	62.3	52.0	52.0	60.9	51.3			59.5		73.2	73.2	
Actuated g/C Ratio	0.41	0.34	0.34	0.40	0.34			0.39		0.48	0.48	
Clearance Time (s)	3.0	7.5	7.5	3.0	7.5			7.0		3.0	7.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)	273	1162	378	147	1050			1250		230	1542	
v/s Ratio Prot	c0.03	c0.31	0.0	c0.04	0.19			0.29		c0.05	0.23	
v/s Ratio Perm	0.14		0.05	0.20	00			0.20		c0.29	0.20	
v/c Ratio	0.42	0.91	0.14	0.60	0.58			0.74		0.72	0.49	
Uniform Delay, d1	29.6	47.9	34.7	34.4	41.6			39.9		27.3	26.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	1.0	10.4	0.2	6.4	0.8			4.1		10.2	1.1	
Delay (s)	30.6	58.3	34.9	40.9	42.4			43.9		37.5	27.9	
Level of Service	C	E	С	D	D			D		D	C	
Approach Delay (s)		54.0		_	42.2			43.9			29.7	
Approach LOS		D			D			D			C	
Intersection Summary												
HCM 2000 Control Delay			43.5	Н	CM 2000	Level of S	Service		D			
HCM 2000 Control Delay	acity ratio		0.80	- 11	CIVI 2000	LOVGI OI C	JOI VICE		U			
Actuated Cycle Length (s)	adity fallo		152.3	Q.	um of lost	time (s)			20.5			
Intersection Capacity Utiliz	ration		92.7%			of Service			20.5 F			
Analysis Period (min)			15	i C	O LGVGI (JI OUI VIUE			'			
Critical Lana Croup			13									

3: Confederation Pkwy & Dundas St W

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations	*	∱ î≽	7	∱ î≽	7	∱ }	7	ħβ	
Traffic Volume (vph)	119	1040	41	586	127	418	157	508	
Future Volume (vph)	119	1040	41	586	127	418	157	508	
Lane Group Flow (vph)	119	1169	41	654	127	466	157	594	
Turn Type	pm+pt	NA	Perm	NA	pm+pt	NA	pm+pt	NA	
Protected Phases	7	4		8	5	2	1	6	
Permitted Phases	4		8		2		6		
Detector Phase	7	4	8	8	5	2	1	6	
Switch Phase									
Minimum Initial (s)	5.0	8.0	8.0	8.0	5.0	8.0	5.0	8.0	
Minimum Split (s)	9.5	44.5	44.5	44.5	11.5	40.0	11.5	40.0	
Total Split (s)	14.0	94.0	80.0	80.0	15.0	53.0	13.0	51.0	
Total Split (%)	8.8%	58.8%	50.0%	50.0%	9.4%	33.1%	8.1%	31.9%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.0	3.5	3.0	3.5	
All-Red Time (s)	1.0	4.0	4.0	4.0	0.0	3.5	0.0	3.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	7.5	7.5	7.5	3.0	7.0	3.0	7.0	
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	Max	None	Max	
v/c Ratio	0.45	0.88	0.57	0.68	0.34	0.38	0.38	0.51	
Control Delay	26.5	41.8	68.4	41.4	21.2	30.8	22.1	33.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7	
Total Delay	26.5	41.8	68.4	41.4	21.2	30.8	22.1	35.4	
Queue Length 50th (m)	18.4	143.2	9.0	77.4	17.0	45.3	21.5	61.2	
Queue Length 95th (m)	30.6	172.5	24.3	97.6	35.2	71.0	43.0	95.2	
Internal Link Dist (m)		83.3		187.5		98.5		94.3	
Turn Bay Length (m)									
Base Capacity (vph)	268	2246	140	1842	398	1235	423	1170	
Starvation Cap Reductn	0	0	0	0	0	0	0	393	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.44	0.52	0.29	0.36	0.32	0.38	0.37	0.76	

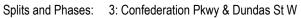
Intersection Summary

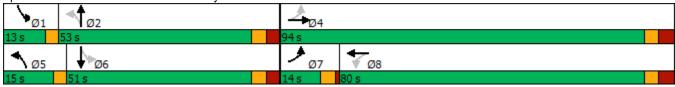
Cycle Length: 160

Actuated Cycle Length: 124.8

Natural Cycle: 110

Control Type: Semi Act-Uncoord





6: Confederation Pkwy & Private Driveway/Agnes St

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations		4	ሻ	€Î	ሻ	∱ }	ሻ	↑ ↑	
Traffic Volume (vph)	8	0	68	1	7	561	102	695	
Future Volume (vph)	8	0	68	1	7	561	102	695	
Lane Group Flow (vph)	0	19	68	134	7	620	102	742	
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		
Detector Phase	4	4	8	8	2	2	6	6	
Switch Phase									
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	30.0	30.0	34.0	34.0	25.0	25.0	26.0	26.0	
Total Split (s)	34.0	34.0	34.0	34.0	46.0	46.0	46.0	46.0	
Total Split (%)	42.5%	42.5%	42.5%	42.5%	57.5%	57.5%	57.5%	57.5%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		7.0	7.0	7.0	7.0	7.0	7.0	7.0	
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	Max	Max	Max	Max	
v/c Ratio		0.08	0.33	0.40	0.01	0.27	0.20	0.32	
Control Delay		1.8	28.6	9.3	5.0	5.1	6.6	5.5	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		1.8	28.6	9.3	5.0	5.1	6.6	5.5	
Queue Length 50th (m)		0.0	7.5	0.1	0.3	14.0	4.3	17.8	
Queue Length 95th (m)		1.2	17.8	13.0	1.7	24.7	12.3	30.8	
Internal Link Dist (m)		26.3		115.6		94.3		88.0	
Turn Bay Length (m)									
Base Capacity (vph)		601	608	728	493	2327	508	2315	
Starvation Cap Reductn		0	0	0	0	0	0	0	
Spillback Cap Reductn		0	0	0	0	0	0	0	
Storage Cap Reductn		0	0	0	0	0	0	0	
Reduced v/c Ratio		0.03	0.11	0.18	0.01	0.27	0.20	0.32	
Internation Comment									

Intersection Summary

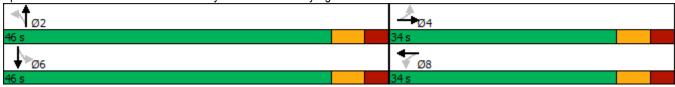
Cycle Length: 80

Actuated Cycle Length: 62.6

Natural Cycle: 60

Control Type: Semi Act-Uncoord





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Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT	
Lane Configurations	ሻ	^	7	ሻ	∱ ⊅	∱ ⊅	7	∱ î≽	
Traffic Volume (vph)	114	1057	100	88	535	836	165	681	
uture Volume (vph)	114	1057	100	88	535	836	165	681	
ane Group Flow (vph)	114	1057	100	88	614	936	165	758	
urn Type	pm+pt	NA	Perm	pm+pt	NA	NA	pm+pt	NA	
rotected Phases	7	4		3	8	2	1	6	
ermitted Phases	4		4	8			6		
etector Phase	7	4	4	3	8	2	1	6	
witch Phase									
inimum Initial (s)	5.0	8.0	8.0	5.0	8.0	8.0	5.0	8.0	
inimum Split (s)	9.5	45.5	45.5	9.5	45.5	41.0	9.5	41.0	
otal Split (s)	14.0	66.0	66.0	14.0	66.0	66.0	14.0	80.0	
otal Split (%)	8.8%	41.3%	41.3%	8.8%	41.3%	41.3%	8.8%	50.0%	
ellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	
-Red Time (s)	0.0	3.5	3.5	0.0	3.5	3.0	0.0	3.0	
ost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
otal Lost Time (s)	3.0	7.5	7.5	3.0	7.5	7.0	3.0	7.0	
ead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead		
ead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
ecall Mode	None	None	None	None	None	Max	None	Max	
c Ratio	0.40	0.91	0.24	0.59	0.58	0.75	0.70	0.49	
ontrol Delay	28.4	60.1	13.9	42.0	43.0	45.2	39.0	28.8	
ueue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
otal Delay	28.4	60.1	13.9	42.0	43.0	45.2	39.0	28.8	
Queue Length 50th (m)	21.0	169.7	6.5	15.9	83.7	139.0	29.6	87.8	
lueue Length 95th (m)	34.1	201.8	21.3	30.5	104.0	174.1	#51.6	112.8	
ternal Link Dist (m)		141.1			108.8	50.4		98.2	
urn Bay Length (m)									
ase Capacity (vph)	292	1312	467	165	1208	1255	240	1546	
tarvation Cap Reductn	0	0	0	0	0	0	0	0	
oillback Cap Reductn	0	0	0	0	0	0	0	0	
torage Cap Reductn	0	0	0	0	0	0	0	0	
educed v/c Ratio	0.39	0.81	0.21	0.53	0.51	0.75	0.69	0.49	

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 152.3

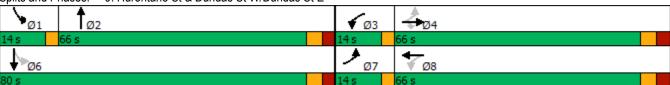
Natural Cycle: 110

Control Type: Semi Act-Uncoord

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 9: Hurontario St & Dundas St W/Dundas St E



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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		7		^	ተተ _ጉ	
Traffic Volume (veh/h)	0	135	0	897	777	60
Future Volume (Veh/h)	0	135	0	897	777	60
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	0	135	0	897	777	60
Pedestrians	55					
Lane Width (m)	3.6					
Walking Speed (m/s)	1.2					
Percent Blockage	5					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				122		
pX, platoon unblocked	0.77					
vC, conflicting volume	1310	344	892			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	810	344	892			
tC, single (s)	6.8	7.0	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	78	100			
cM capacity (veh/h)	237	619	733			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	135	448	448	311	311	215
Volume Left	0	0	0	0	0	0
Volume Right	135	0	0	0	0	60
cSH	619	1700	1700	1700	1700	1700
Volume to Capacity	0.22	0.26	0.26	0.18	0.18	0.13
Queue Length 95th (m)	6.6	0.0	0.0	0.0	0.0	0.0
Control Delay (s)	12.4	0.0	0.0	0.0	0.0	0.0
Lane LOS	В		0.0		0.0	
Approach Delay (s)	12.4	0.0		0.0		
Approach LOS	В			0.0		
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utiliza	ation		31.7%	ıc	III evel d	of Service
Analysis Period (min)	audii		15	IC	O LEVEL	JI OCI VICE
Analysis Period (min)			10			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			ą.			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	61	108	0	0	47	8	12	25	11	71	0	95
Future Volume (vph)	61	108	0	0	47	8	12	25	11	71	0	95
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	61	108	0	0	47	8	12	25	11	71	0	95
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	169	55	48	166								
Volume Left (vph)	61	0	12	71								
Volume Right (vph)	0	8	11	95								
Hadj (s)	0.11	-0.05	-0.05	-0.22								
Departure Headway (s)	4.6	4.5	4.6	4.3								
Degree Utilization, x	0.21	0.07	0.06	0.20								
Capacity (veh/h)	745	739	736	794								
Control Delay (s)	8.8	7.9	7.9	8.3								
Approach Delay (s)	8.8	7.9	7.9	8.3								
Approach LOS	Α	Α	Α	Α								
Intersection Summary												
Delay			8.4									
Level of Service			Α									
Intersection Capacity Utilization	on		38.8%	IC	U Level o	of Service			Α			
Analysis Period (min)			15									

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	\$		W	
Traffic Volume (veh/h)	15	149	126	7	26	42
Future Volume (Veh/h)	15	149	126	7	26	42
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	15	149	126	7	26	42
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)		140				
pX, platoon unblocked						
vC, conflicting volume	133				308	130
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	133				308	130
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				96	95
cM capacity (veh/h)	1452				677	920
	EB 1	M/D 1	SB 1			
Direction, Lane # Volume Total	164	WB 1	68			
Volume Left	15		26			
	0	0 7	42			
Volume Right cSH	1452	1700	809			
	0.01	0.08	0.08			
Volume to Capacity	0.01		2.2			
Queue Length 95th (m)	0.8	0.0				
Control Delay (s)		0.0	9.9			
Lane LOS	A	0.0	A			
Approach Delay (s)	0.8	0.0	9.9			
Approach LOS			Α			
Intersection Summary						
Average Delay			2.2			
Intersection Capacity Utiliza	ation		29.7%	IC	U Level o	f Service
Analysis Period (min)			15			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	∱ β		ሻ	∱ ∱		ሻ	∱ ∱		7	∱ ⊅	
Traffic Volume (vph)	114	867	124	47	1173	142	255	534	55	124	436	140
Future Volume (vph)	114	867	124	47	1173	142	255	534	55	124	436	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	7.5		7.5	7.5		3.0	7.0		3.0	7.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	0.99		1.00	0.98	
Flpb, ped/bikes	1.00	1.00		0.98	1.00		0.99	1.00		0.99	1.00	
Frt	1.00	0.98		1.00	0.98		1.00	0.99		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1719	3289		1722	3332		1724	3349		1742	3268	
Flt Permitted	0.06	1.00		0.25	1.00		0.27	1.00		0.31	1.00	
Satd. Flow (perm)	105	3289		454	3332		497	3349		564	3268	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	114	867	124	47	1173	142	255	534	55	124	436	140
RTOR Reduction (vph)	0	7	0	0	6	0	0	5	0	0	19	0
Lane Group Flow (vph)	114	984	0	47	1309	0	255	584	0	124	557	0
Confl. Peds. (#/hr)	55		63	63		55	61		44	44		61
Heavy Vehicles (%)	5%	7%	3%	3%	6%	3%	4%	5%	11%	3%	4%	4%
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	78.5	78.5		64.6	64.6		58.6	46.6		53.8	44.2	
Effective Green, g (s)	78.5	78.5		64.6	64.6		58.6	46.6		53.8	44.2	
Actuated g/C Ratio	0.52	0.52		0.42	0.42		0.39	0.31		0.35	0.29	
Clearance Time (s)	4.5	7.5		7.5	7.5		3.0	7.0		3.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	153	1696		192	1414		288	1025		273	949	
v/s Ratio Prot	c0.05	0.30			c0.39		c0.07	0.17		0.03	0.17	
v/s Ratio Perm	0.34			0.10			c0.27			0.13		
v/c Ratio	0.75	0.58		0.24	0.93		0.89	0.57		0.45	0.59	
Uniform Delay, d1	34.1	25.5		28.1	41.5		39.9	44.4		34.9	46.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	17.7	0.5		0.7	10.5		26.0	2.3		1.2	2.7	
Delay (s)	51.8	26.0		28.8	52.0		65.9	46.7		36.1	48.8	
Level of Service	D	С		С	D		Е	D		D	D	
Approach Delay (s)		28.6			51.2			52.5			46.6	
Approach LOS		С			D			D			D	
Intersection Summary												
HCM 2000 Control Delay			44.5	Н	CM 2000	Level of	Service		D			
HCM 2000 Volume to Capa	acity ratio		0.91									
Actuated Cycle Length (s)			152.2		um of lost				22.0			
Intersection Capacity Utiliza	ation		104.5%		U Level)		G			
Analysis Period (min)			15									

c Critical Lane Group

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4		*	f)		¥	∱ }		¥	∱ β	
Traffic Volume (vph)	22	1	13	59	1	109	6	739	90	82	650	19
Future Volume (vph)	22	1	13	59	1	109	6	739	90	82	650	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99		1.00	0.98		1.00	0.99		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00		0.99	1.00		0.99	1.00	
Frt		0.95		1.00	0.85		1.00	0.98		1.00	1.00	
Flt Protected		0.97		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1736		1731	1495		1781	3386		1783	3488	
Flt Permitted		0.75		0.73	1.00		0.40	1.00		0.34	1.00	
Satd. Flow (perm)		1342		1337	1495		745	3386		637	3488	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	22	1	13	59	1	109	6	739	90	82	650	19
RTOR Reduction (vph)	0	12	0	0	97	0	0	8	0	0	2	0
Lane Group Flow (vph)	0	24	0	59	13	0	6	821	0	82	667	0
Confl. Peds. (#/hr)	13		3	3		13	20		22	22		20
Heavy Vehicles (%)	0%	0%	0%	4%	0%	6%	0%	4%	6%	0%	3%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		7.2		7.2	7.2		43.1	43.1		43.1	43.1	
Effective Green, g (s)		7.2		7.2	7.2		43.1	43.1		43.1	43.1	
Actuated g/C Ratio		0.11		0.11	0.11		0.67	0.67		0.67	0.67	
Clearance Time (s)		7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		150		149	167		499	2269		426	2337	
v/s Ratio Prot					0.01			c0.24			0.19	
v/s Ratio Perm		0.02		c0.04			0.01			0.13		
v/c Ratio		0.16		0.40	0.08		0.01	0.36		0.19	0.29	
Uniform Delay, d1		25.8		26.5	25.6		3.5	4.6		4.0	4.3	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.5		1.7	0.2		0.0	0.4		1.0	0.3	
Delay (s)		26.3		28.3	25.8		3.6	5.1		5.0	4.6	
Level of Service		С		С	С		Α	Α		Α	Α	
Approach Delay (s)		26.3			26.6			5.1			4.7	
Approach LOS		С			С			Α			Α	
Intersection Summary												
HCM 2000 Control Delay			7.4	Н	CM 2000	Level of	Service		А			
HCM 2000 Volume to Capa	city ratio		0.37									
Actuated Cycle Length (s)			64.3	Sı	um of lost	time (s)			14.0			
Intersection Capacity Utiliza	ition		60.9%			of Service			В			
Analysis Period (min)			15									
o Critical Lana Croup												

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	† †	7	ሻ	∱ }			∱ }		ሻ	ħβ	
Traffic Volume (vph)	108	768	167	150	1054	149	0	870	116	196	965	123
Future Volume (vph)	108	768	167	150	1054	149	0	870	116	196	965	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	7.5	7.5	3.0	7.5			7.0		2.0	7.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95			0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.69	1.00	0.99			0.98		1.00	0.96	
Flpb, ped/bikes	1.00	1.00	1.00	0.99	1.00			1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.98			0.98		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00			1.00		0.95	1.00	
Satd. Flow (prot)	1736	3343	1019	1696	3275			3283		1703	3226	
Flt Permitted	0.07	1.00	1.00	0.22	1.00			1.00		0.10	1.00	
Satd. Flow (perm)	128	3343	1019	393	3275			3283		183	3226	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	108	768	167	150	1054	149	0	870	116	196	965	123
RTOR Reduction (vph)	0	0	41	0	7	0	0	7	0	0	6	0
Lane Group Flow (vph)	108	768	126	150	1196	0	0	979	0	196	1082	0
Confl. Peds. (#/hr)	85		266	266		85	237		127	127		237
Heavy Vehicles (%)	4%	8%	9%	5%	7%	4%	0%	6%	3%	6%	6%	7%
Turn Type	pm+pt	NA	Perm	pm+pt	NA			NA		pm+pt	NA	
Protected Phases	7	4	. •	3	8			2		1	6	
Permitted Phases	4		4	8						6		
Actuated Green, G (s)	68.4	57.0	57.0	69.4	57.5			54.9		72.0	72.0	
Effective Green, g (s)	68.4	57.0	57.0	69.4	57.5			54.9		72.0	72.0	
Actuated g/C Ratio	0.43	0.36	0.36	0.44	0.36			0.35		0.45	0.45	
Clearance Time (s)	3.0	7.5	7.5	3.0	7.5			7.0		2.0	7.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)	171	1202	366	270	1188			1137		228	1466	
v/s Ratio Prot	c0.05	0.23		0.04	c0.37			c0.30		c0.08	0.34	
v/s Ratio Perm	0.23	VV	0.12	0.20				00.00		0.31	0.0.	
v/c Ratio	0.63	0.64	0.34	0.56	1.01			0.86		0.86	0.74	
Uniform Delay, d1	35.4	42.1	37.0	29.5	50.5			48.2		35.9	35.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	7.4	1.1	0.6	2.5	27.8			8.6		26.0	3.4	
Delay (s)	42.8	43.3	37.6	32.0	78.2			56.9		61.9	38.8	
Level of Service	D	D	D	С	E			E		E	D	
Approach Delay (s)		42.3	_		73.1			56.9		_	42.3	
Approach LOS		D			E			E			D	
Intersection Summary								_				
HCM 2000 Control Delay			54.3	Н	CM 2000	Level of S	Service		D			
HCM 2000 Volume to Cap	acity ratio		0.90	11	CIVI 2000	2010101	201 VIOC		- 0			
Actuated Cycle Length (s)	adity ratio		158.4	Q	um of los	t time (s)			19.5			
Intersection Capacity Utiliz	ration		98.7%			of Service			19.5 F			
Analysis Period (min)	.auon		15	IC.	O LGVGI (JI OUIVIUE			'			
Critical Lana Croup			13									

3: Confederation Pkwy & Dundas St W

	•	-	•	←	4	†	-	↓	
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations	*	ħβ	ሻ	∱ }	ሻ	↑ ↑	ሻ	∱ }	
Traffic Volume (vph)	114	867	47	1173	255	534	124	436	
Future Volume (vph)	114	867	47	1173	255	534	124	436	
Lane Group Flow (vph)	114	991	47	1315	255	589	124	576	
Turn Type	pm+pt	NA	Perm	NA	pm+pt	NA	pm+pt	NA	
Protected Phases	7	4		8	5	2	1	6	
Permitted Phases	4		8		2		6		
Detector Phase	7	4	8	8	5	2	1	6	
Switch Phase									
Minimum Initial (s)	5.0	8.0	8.0	8.0	5.0	8.0	5.0	8.0	
Minimum Split (s)	9.5	44.5	44.5	44.5	11.5	40.0	11.5	40.0	
Total Split (s)	14.0	94.0	80.0	80.0	15.0	53.0	13.0	51.0	
Total Split (%)	8.8%	58.8%	50.0%	50.0%	9.4%	33.1%	8.1%	31.9%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.0	3.5	3.0	3.5	
All-Red Time (s)	1.0	4.0	4.0	4.0	0.0	3.5	0.0	3.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	7.5	7.5	7.5	3.0	7.0	3.0	7.0	
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	Max	None	Max	
v/c Ratio	0.74	0.58	0.24	0.93	0.86	0.57	0.43	0.60	
Control Delay	55.2	26.4	31.5	52.9	61.8	47.7	35.2	48.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.6	
Total Delay	55.2	26.4	31.5	52.9	61.8	47.7	35.2	54.8	
Queue Length 50th (m)	19.1	110.1	9.5	205.2	57.5	85.5	25.7	82.0	
Queue Length 95th (m)	#50.7	131.0	20.3	239.3	#111.0	110.6	43.1	107.2	
Internal Link Dist (m)		83.3		187.5		98.5		94.3	
Turn Bay Length (m)									
Base Capacity (vph)	157	1879	216	1597	298	1029	291	965	
Starvation Cap Reductn	0	0	0	0	0	0	0	333	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.73	0.53	0.22	0.82	0.86	0.57	0.43	0.91	

Intersection Summary

Cycle Length: 160

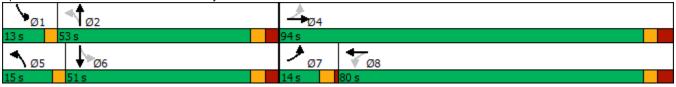
Actuated Cycle Length: 152.3

Natural Cycle: 110

Control Type: Semi Act-Uncoord

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

Splits and Phases: 3: Confederation Pkwy & Dundas St W



6: Confederation Pkwy & Private Driveway/Agnes St

	•	→	•	←	•	†	-	ţ	
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations		4	ሻ	f)	ሻ	∱ }	7	∱ ∱	
Traffic Volume (vph)	22	1	59	1	6	739	82	650	
Future Volume (vph)	22	1	59	1	6	739	82	650	
Lane Group Flow (vph)	0	36	59	110	6	829	82	669	
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		
Detector Phase	4	4	8	8	2	2	6	6	
Switch Phase									
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	30.0	30.0	34.0	34.0	25.0	25.0	26.0	26.0	
Total Split (s)	34.0	34.0	34.0	34.0	46.0	46.0	46.0	46.0	
Total Split (%)	42.5%	42.5%	42.5%	42.5%	57.5%	57.5%	57.5%	57.5%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		7.0	7.0	7.0	7.0	7.0	7.0	7.0	
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	Max	Max	Max	Max	
v/c Ratio		0.18	0.31	0.36	0.01	0.35	0.18	0.27	
Control Delay		19.3	28.6	9.6	4.8	5.4	6.5	5.1	
Queue Delay		0.0	0.0	0.0	0.0	0.1	0.0	0.0	
Total Delay		19.3	28.6	9.6	4.8	5.6	6.5	5.1	
Queue Length 50th (m)		2.4	6.5	0.1	0.2	19.8	3.3	15.3	
Queue Length 95th (m)		9.6	16.2	11.9	1.4	34.0	10.3	26.6	
Internal Link Dist (m)		26.3		115.6		94.3		88.0	
Turn Bay Length (m)									
Base Capacity (vph)		583	574	702	526	2402	451	2470	
Starvation Cap Reductn		0	0	0	0	620	0	0	
Spillback Cap Reductn		0	0	0	0	0	0	0	
Storage Cap Reductn		0	0	0	0	0	0	0	
Reduced v/c Ratio		0.06	0.10	0.16	0.01	0.47	0.18	0.27	

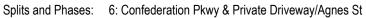
Intersection Summary

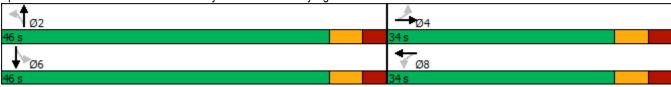
Cycle Length: 80

Actuated Cycle Length: 62.9

Natural Cycle: 60

Control Type: Semi Act-Uncoord





	•	→	•	•	•	†	-	ţ	
Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT	
Lane Configurations	7	^	7	ሻ	∱ ∱	∱ î≽	7	∱ }	
Traffic Volume (vph)	108	768	167	150	1054	870	196	965	
Future Volume (vph)	108	768	167	150	1054	870	196	965	
Lane Group Flow (vph)	108	768	167	150	1203	986	196	1088	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	NA	pm+pt	NA	
Protected Phases	7	4		3	8	2	1	6	
Permitted Phases	4		4	8			6		
Detector Phase	7	4	4	3	8	2	1	6	
Switch Phase									
Minimum Initial (s)	5.0	8.0	8.0	5.0	8.0	8.0	5.0	8.0	
Minimum Split (s)	9.5	45.5	45.5	9.5	45.5	41.0	9.5	41.0	
Total Split (s)	16.0	65.0	65.0	16.0	65.0	61.0	18.0	79.0	
Total Split (%)	10.0%	40.6%	40.6%	10.0%	40.6%	38.1%	11.3%	49.4%	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	2.0	4.0	
All-Red Time (s)	0.0	3.5	3.5	0.0	3.5	3.0	0.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.0	7.5	7.5	3.0	7.5	7.0	2.0	7.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	None	Max	None	Max	
v/c Ratio	0.62	0.64	0.41	0.55	1.01	0.86	0.84	0.74	
Control Delay	44.3	45.3	26.5	31.2	76.8	57.0	60.1	39.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	44.3	45.3	26.5	31.2	76.8	57.0	60.1	39.0	
Queue Length 50th (m)	19.5	112.5	25.4	27.8	~214.1	161.4	39.4	153.9	
Queue Length 95th (m)	39.5	136.0	48.7	42.8	#267.7	193.8	#83.0	184.3	
Internal Link Dist (m)		141.1			108.8	50.4		98.2	
Turn Bay Length (m)									
Base Capacity (vph)	191	1213	410	284	1195	1143	242	1472	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.57	0.63	0.41	0.53	1.01	0.86	0.81	0.74	

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 158.4

Natural Cycle: 110

Control Type: Semi Act-Uncoord

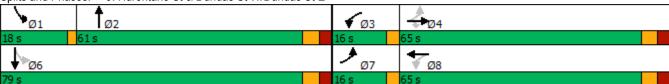
Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 9: Hurontario St & Dundas St W/Dundas St E



Future (2027) Total PM 10:25 am 04-25-2022

	•	•	4	†	ļ	4
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		7		^	ተተኈ	
Traffic Volume (veh/h)	0	98	0	947	1162	110
Future Volume (Veh/h)	0	98	0	947	1162	110
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	0	98	0	947	1162	110
Pedestrians	51			011	1102	
Lane Width (m)	3.6					
Walking Speed (m/s)	1.2					
Percent Blockage	4					
Right turn flare (veh)	T					
Median type				None	None	
Median storage veh)				140116	INOHE	
Upstream signal (m)				122		
pX, platoon unblocked	0.74			144		
vC, conflicting volume	1742	493	1323			
vC1, stage 1 conf vol	1742	433	1323			
vC2, stage 2 conf vol						
vCu, unblocked vol	1309	493	1323			
	6.8	7.0	4.1			
tC, single (s)	0.0	1.0	4.1			
tC, 2 stage (s)	3.5	3.4	2.2			
tF (s)	100	80	100			
p0 queue free %						
cM capacity (veh/h)	109	487	506			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	98	474	474	465	465	342
Volume Left	0	0	0	0	0	0
Volume Right	98	0	0	0	0	110
cSH	487	1700	1700	1700	1700	1700
Volume to Capacity	0.20	0.28	0.28	0.27	0.27	0.20
Queue Length 95th (m)	6.0	0.0	0.0	0.0	0.0	0.0
Control Delay (s)	14.3	0.0	0.0	0.0	0.0	0.0
Lane LOS	В					
Approach Delay (s)	14.3	0.0		0.0		
Approach LOS	В					
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utiliz	zation		38.0%	ıc	CU Level o	of Sarvice
Analysis Period (min)	Lauon		15	IC	O LEVEL) OEI VICE
Analysis Penod (min)			10			

	•	→	\rightarrow	•	•	•	1	†	/	>	ļ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			ĵ»			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	24	91	0	0	171	14	22	16	8	22	0	50
Future Volume (vph)	24	91	0	0	171	14	22	16	8	22	0	50
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	24	91	0	0	171	14	22	16	8	22	0	50
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	115	185	46	72								
Volume Left (vph)	24	0	22	22								
Volume Right (vph)	0	14	8	50								
Hadj (s)	0.08	-0.01	0.03	-0.32								
Departure Headway (s)	4.5	4.3	4.7	4.3								
Degree Utilization, x	0.14	0.22	0.06	0.09								
Capacity (veh/h)	779	803	712	768								
Control Delay (s)	8.2	8.5	8.0	7.7								
Approach Delay (s)	8.2	8.5	8.0	7.7								
Approach LOS	Α	Α	Α	Α								
Intersection Summary												
Delay			8.2									
Level of Service			Α									
Intersection Capacity Utilizat	tion		30.8%	IC	U Level o	of Service			Α			
Analysis Period (min)			15									

	۶	→	←	•	\	4	
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		4	1>		¥		
Fraffic Volume (veh/h)	41	110	132	22	15	27	
future Volume (Veh/h)	41	110	132	22	15	27	
ign Control		Free	Free		Stop		
Grade		0%	0%		0%		
eak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	
lourly flow rate (vph)	41	110	132	22	15	27	
edestrians	''	110	102			<u>-</u> !	
ane Width (m)							
/alking Speed (m/s)							
Percent Blockage							
Right turn flare (veh)							
Median type		None	None				
Median storage veh)		110110	140110				
Jpstream signal (m)		140					
oX, platoon unblocked		170					
C, conflicting volume	154				335	143	
C1, stage 1 conf vol	104				000	170	
C2, stage 2 conf vol							
Cu, unblocked vol	154				335	143	
C, single (s)	4.1				6.4	6.2	
C, 2 stage (s)	7.1				0.4	0.2	
F (s)	2.2				3.5	3.3	
0 queue free %	97				98	97	
M capacity (veh/h)	1426				641	905	
, , ,		M/D 4	0D 4		0+1		
irection, Lane #	EB 1	WB 1	SB 1				
/olume Total	151	154	42				
/olume Left	41	0	15				
olume Right	0	22	27				
SH Constitution	1426	1700	789				
olume to Capacity	0.03	0.09	0.05				
Queue Length 95th (m)	0.7	0.0	1.3				
Control Delay (s)	2.2	0.0	9.8				
ane LOS	A		Α				
pproach Delay (s)	2.2	0.0	9.8				
pproach LOS			Α				
tersection Summary							
verage Delay			2.2				
tersection Capacity Utiliz	ation		29.7%	IC	U Level c	f Service	Α
nalysis Period (min)			15				

Appendix K Future (2027) Total Traffic Level of Service Calculations (Optimized Timing)

	۶	→	•	•	←	•	4	†	~	>	ļ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	† †	7	ሻ	∱ }			∱ }		ሻ	∱ }	
Traffic Volume (vph)	108	768	167	150	1054	149	0	870	116	196	965	123
Future Volume (vph)	108	768	167	150	1054	149	0	870	116	196	965	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	7.5	7.5	3.0	7.5			7.0		2.0	7.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95			0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.69	1.00	0.99			0.98		1.00	0.97	
Flpb, ped/bikes	1.00	1.00	1.00	0.98	1.00			1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.98			0.98		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00			1.00		0.95	1.00	
Satd. Flow (prot)	1736	3343	1023	1691	3277			3286		1703	3227	
Flt Permitted	0.07	1.00	1.00	0.25	1.00			1.00		0.09	1.00	
Satd. Flow (perm)	128	3343	1023	439	3277			3286		160	3227	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	108	768	167	150	1054	149	0	870	116	196	965	123
RTOR Reduction (vph)	0	0	37	0	7	0	0	6	0	0	6	0
Lane Group Flow (vph)	108	768	130	150	1196	0	0	980	0	196	1082	0
Confl. Peds. (#/hr)	85		266	266		85	237		127	127		237
Heavy Vehicles (%)	4%	8%	9%	5%	7%	4%	0%	6%	3%	6%	6%	7%
Turn Type	pm+pt	NA	Perm	pm+pt	NA			NA		pm+pt	NA	
Protected Phases	7	4	. •	3	8			2		1	6	
Permitted Phases	4		4	8						6		
Actuated Green, G (s)	67.4	60.4	60.4	67.4	60.4			50.3		67.2	67.2	
Effective Green, g (s)	67.4	60.4	60.4	67.4	60.4			50.3		67.2	67.2	
Actuated g/C Ratio	0.44	0.40	0.40	0.44	0.40			0.33		0.44	0.44	
Clearance Time (s)	3.0	7.5	7.5	3.0	7.5			7.0		2.0	7.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)	130	1327	406	252	1301			1086		221	1425	
v/s Ratio Prot	c0.04	0.23	100	0.03	c0.36			c0.30		c0.09	0.34	
v/s Ratio Perm	0.33	0.20	0.13	0.24	00.00			00.00		0.30	0.01	
v/c Ratio	0.83	0.58	0.32	0.60	0.92			0.90		0.89	0.76	
Uniform Delay, d1	33.0	35.9	31.7	29.6	43.5			48.6		39.6	35.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	34.2	0.6	0.5	3.7	10.5			12.0		31.8	3.8	
Delay (s)	67.2	36.5	32.1	33.4	54.0			60.6		71.4	39.5	
Level of Service	E	D	C	C	D			E		Ε	D	
Approach Delay (s)	_	39.0			51.7			60.6		_	44.4	
Approach LOS		D			D			E			D	
Intersection Summary								_				
•			48.7	ш	CM 2000	Level of S	Sonvice		D			
HCM 2000 Control Delay HCM 2000 Volume to Capa	noity rotio		0.90	П	CIVI ZUUU	Level Of 3	Del VICE		U			
	acity ratio		152.1	C	um of look	t time (a)			19.5			
Actuated Cycle Length (s)	otion				um of lost	of Service						
Intersection Capacity Utiliz	auun		98.7%	IC	o Level (oervice			F			
Analysis Period (min)			15									

	•	-	•	•	←	†	>	ļ	
Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT	
Lane Configurations	*	† †	7	7	∱ }	∱ ⊅	*	∱ ∱	
Traffic Volume (vph)	108	768	167	150	1054	870	196	965	
Future Volume (vph)	108	768	167	150	1054	870	196	965	
Lane Group Flow (vph)	108	768	167	150	1203	986	196	1088	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	NA	pm+pt	NA	
Protected Phases	7	4		3	8	2	1	6	
Permitted Phases	4		4	8			6		
Detector Phase	7	4	4	3	8	2	1	6	
Switch Phase									
Minimum Initial (s)	5.0	8.0	8.0	5.0	8.0	8.0	5.0	8.0	
Minimum Split (s)	9.5	45.5	45.5	9.5	45.5	41.0	9.5	41.0	
Total Split (s)	10.0	76.0	76.0	10.0	76.0	57.0	17.0	74.0	
Total Split (%)	6.3%	47.5%	47.5%	6.3%	47.5%	35.6%	10.6%	46.3%	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	2.0	4.0	
All-Red Time (s)	0.0	3.5	3.5	0.0	3.5	3.0	0.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.0	7.5	7.5	3.0	7.5	7.0	2.0	7.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	None	Max	None	Max	
v/c Ratio	0.81	0.58	0.38	0.59	0.92	0.91	0.86	0.76	
Control Delay	64.4	37.6	22.2	32.5	55.1	61.1	67.6	40.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	64.4	37.6	22.2	32.5	55.1	61.1	67.6	40.7	
Queue Length 50th (m)	18.2	99.6	23.1	26.0	188.3	160.3	42.7	154.3	
Queue Length 95th (m)	#50.9	120.5	43.8	40.1	221.2	#215.3	#95.9	195.4	
Internal Link Dist (m)		141.1			108.8	50.4		98.2	
Turn Bay Length (m)									
Base Capacity (vph)	134	1509	493	255	1484	1089	228	1430	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.81	0.51	0.34	0.59	0.81	0.91	0.86	0.76	

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 152.2

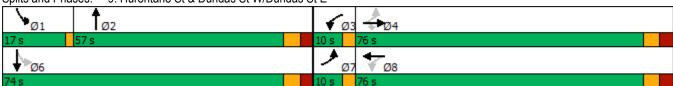
Natural Cycle: 110

Control Type: Semi Act-Uncoord

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

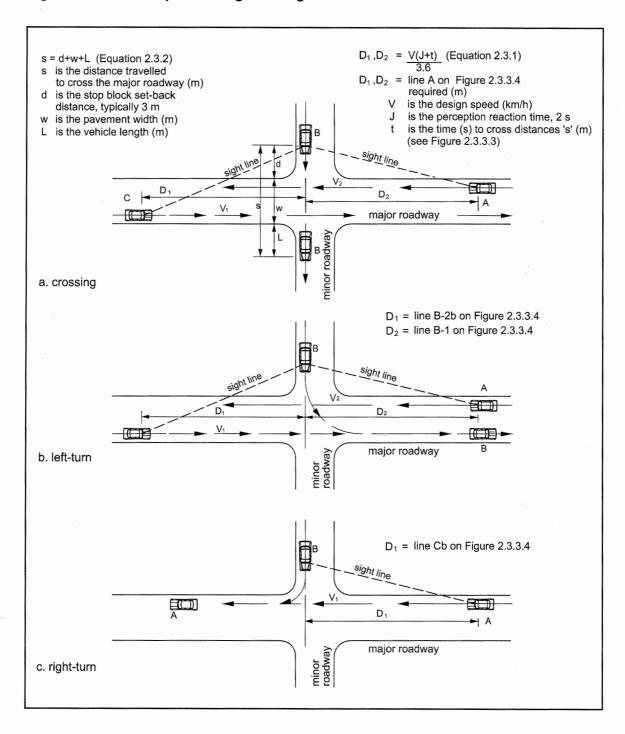




Appendix L TAC Manual (Departure Sight Triangles and Sight Distance for Turning Movement from Stop)



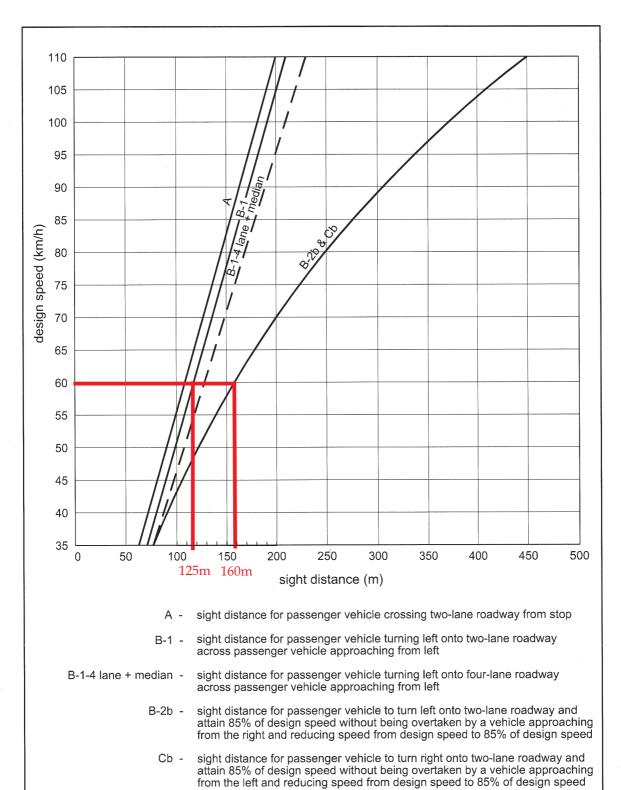
Figure 2.3.3.2 Departure Sight Triangles



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Figure 2.3.3.4 Sight Distance for Turning Movements from Stop¹¹



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Appendix M City of Mississauga Cycle Master Plan

Figure I-1: Cycling Network Map

