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December 16, 2024

Reference Number: 24079

Ms. Carmina Tupe
Trinity Point
Development Manager
1681 Langstaff Rd, Vaughan, ON
L4K 5T3

RE: Transportation Impact Study
Proposed Mixed-Use Development
2555 Erin Centre Boulevard, City of Mississauga

Dear Ms. Tupe:

LEA Consulting Ltd. (LEA) is pleased to present the findings of our Transportation Impact Study (TIS) for the proposed residential development located at 2555 Erin Centre Boulevard in the City of Mississauga. This report provides an analysis of the existing and future traffic conditions of the site, a review of parking and loading provisions, a traffic demand management plan, and a functional design review with swept path diagrams demonstrating the site's vehicular and loading functionality. This report concludes that the traffic associated with the proposed development will have an acceptable impact on the surrounding road network.

Should you have any questions regarding this Transportation Impact Study, please do not hesitate to contact the undersigned.

Yours truly,

LEA CONSULTING LTD.

Debang Chen, P.Eng., M.Eng.,
Project Manager, Transportation

Encl. Transportation Impact Study - Proposed Mixed-Use Development, 2555 Erin Centre Boulevard, City of Mississauga

Starmont Estates Inc.

TRANSPORTATION IMPACT STUDY

Proposed Mixed-Use Development

2555 Erin Centre Boulevard
City of Mississauga

December 2024

25054

Disclaimer

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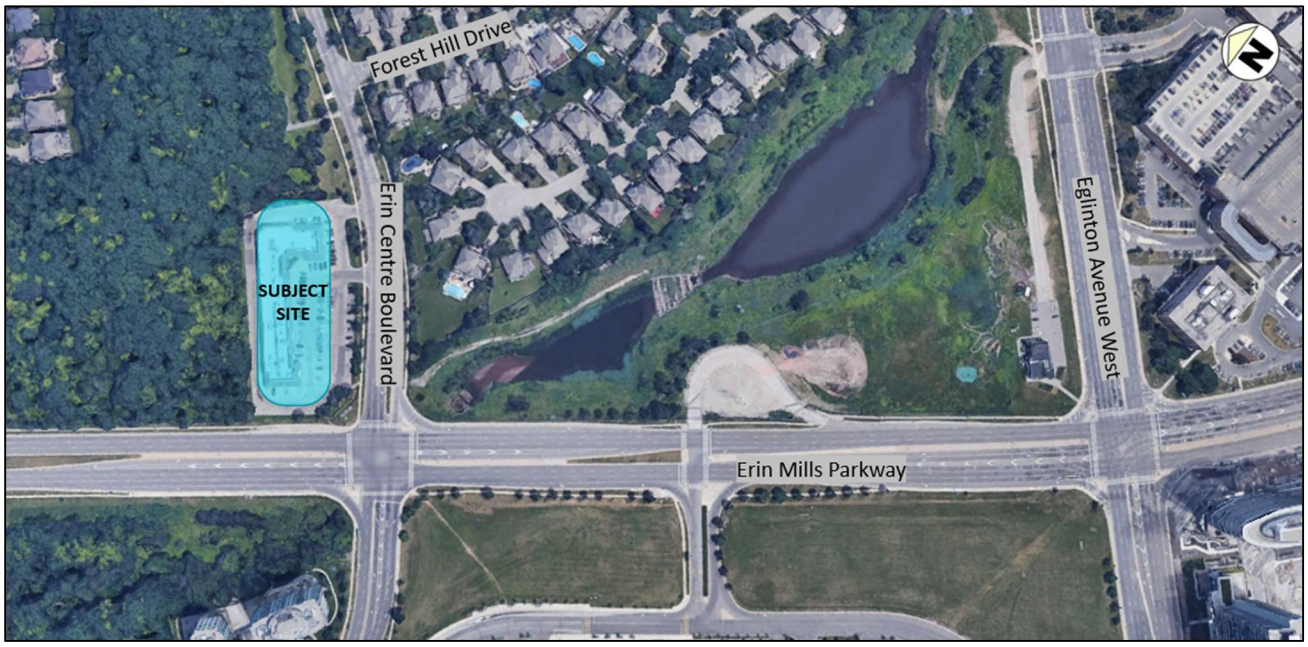
1 INTRODUCTION

LEA Consulting Ltd. (LEA) has been retained by Starmont Estates Inc. to undertake a Transportation Impact Study (TIS) in support of the Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) for the proposed mixed-use development located at 2555 Erin Centre Blvd, Mississauga (hereinafter referred to as the "subject site") in the City of Mississauga.

1.1 SITE LOCATION

The subject site is currently occupied by a retail plaza. The subject site is currently accessible via driveways along Erin Centre Blvd. Key destinations surrounding the subject site include the Erin Mills Town Centre Shopping Mall, and Credit Valley Hospital. The site location and existing context is shown in **Figure 1-1**.

Figure 1-1: Site Location



Source: Google Earth, accessed July 2024

1.2 DEVELOPMENT PROPOSAL

The proposed development at 2555 Erin Centre Blvd consists of three buildings. Retail will be located in Block A fronting Erin Centre Boulevard and Erin Mills Parkway. The proposed site plan is shown in **Figure 1-2**.

Figure 1-2: Proposed Site Plan

Source: Arcadis, December 2024

The proposed development will replace the existing commercial plaza entirely. The existing site has two driveways along Erin Centre Blvd and the redeveloped site will maintain one site access along Erin Centre Blvd.

In total, 1022 residential units and 1,080 m^2 of retail GFA are proposed. A total of 1146 parking spaces are proposed to accommodate the development. Three loading spaces will be provided within the ground floor. The proposed site statistics are presented in **Table 1-1**.

Table 1-1: Proposed Mixed-Use Development Statistics

Land Use	Units/GFA (m^2)		Total
	Block A	Block B	
Studio	0	0	*0*
1 Bedroom	457	206	*663*
2 Bedroom	247	112	*359*
3 Bedroom	0	0	*0*
Total Units By Block	**704**	**318**	**1022**
Retail GFA m^2	**1080 m^2**	**-**	**1080 m^2**

1.3 STUDY DETAILS

In accordance with Mississauga's *Transportation Impact Study* Guidelines (December 2022), the following study will assess the existing transportation network prior to development, followed by a review of the horizon years for this study. Based on consultation with City Staff, a 5-year horizon year to 2029 is to be assessed. The weekday AM and PM peak hours will be assessed for each horizon.

The existing, future background, and future total traffic conditions for the identified horizon years will be compared to assess the impact of the proposed development on the study area transportation network. This will include an assessment of intersection operations as well as queues at critical locations in the road network.

2 EXISTING TRANSPORTATION NETWORK

This section identifies and assesses the existing transportation conditions within the study area, including the road, transit, cycling, and pedestrian networks. The study area for this TIS was determined by assessing the size of the proposed development and its anticipated transportation impact, and through consultation with City staff, which is documented in **Appendix A**. The study area includes the following intersections:

- Erin Mills Parkway & Erin Centre Boulevard (Signalized)
- Erin Mills Parkway & Erin Mills Town Centre East Access (Signalized)
- Erin Mills Parkway & Eglinton Avenue West (Signalized)
- Existing West Access & Erin Centre Boulevard (Unsignalized)
- Existing East Access & Erin Centre Boulevard (Unsignalized)
- Forest Hill Drive Erin Centre Boulevard (Signalized)

2.1 ROAD NETWORK

The following section provides a description and classification of the roadways within the study area. All roadways within the study area are under the jurisdiction of the City of Mississauga. **Figure 2-1** illustrates the existing lane configuration.

Figure 2-1: Existing Lane Configuration

Erin Mills Parkway is a north-south major collector that operates with a six-lane cross-section (i.e. three lanes per direction). The roadway operates with a posted speed limit of 70 km/h within the study area. Sidewalks are provided on both sides of the street. Parking is not permitted on Erin Mills Parkway.

Eglinton Avenue West is an east-west arterial road that operates with a six-lane cross section (i.e. three lanes per direction). The roadway operates with a posted speed limit of 60 km/h within the study area. Sidewalks are provided on the north side of the street with a multi-use path (MUP) on the south side. Parking is not permitted on Eglinton Avenue West.

Erin Centre Boulevard is an east-west major collector that operates with a 4-lane cross section (i.e. two lanes per direction). The roadway operates with a posted speed limit of 50 km/h within the study area. Sidewalks are provided on both sides of the street. Parking is not permitted on Erin Centre Boulevard.

Forest Hill Drive is an east-west local road that operates with a two-lane cross-section (i.e. one lane per direction). The roadway operates with a posted speed limit of 50 km/h within the study area and has sidewalk on the north side only. Parking is permitted on both sides of Forest Hill Drive.

2.2 TRANSIT NETWORK

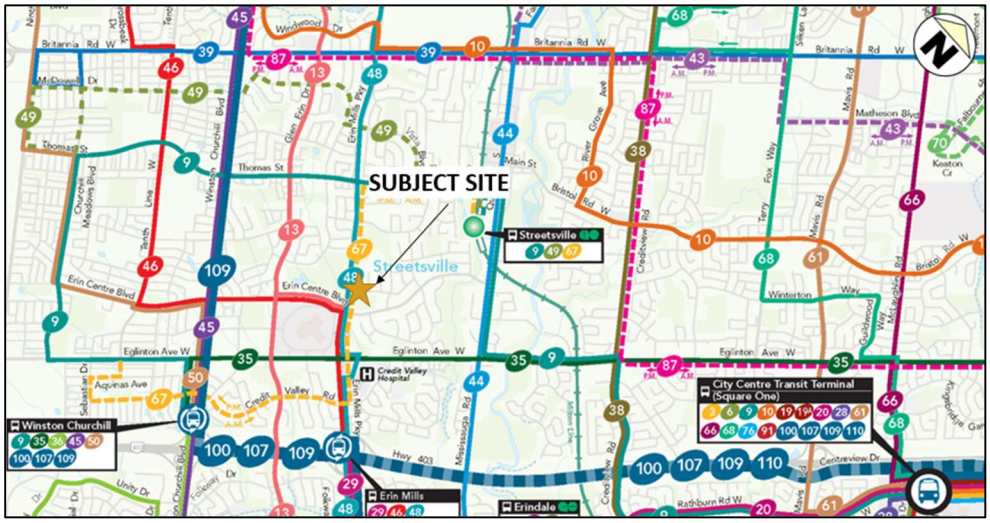
The subject site is served by MiWay transit and GO Transit. The subject site is within walking distance to the nearest local transit stops Erin Centre Boulevard and Erin Mills Parkway and within 7-minute walking distance to the Erin Mills Town Centre Bus Terminal.

Additionally, the subject site is within an approximate 4-minute drive or 6-minute bike ride to Streetsville GO Station on the Milton GO Train Line.

Overall, the subject site receives a Transit Score of 56/100 – "Good Transit" when entered into the WalkScore application.

The surrounding transit network currently servicing the area is illustrated in **Figure 2-2**.

Figure 2-2: Existing Transit Network



Source: MiWay, effective July 1, 2024

MiWay Route 46 – Tenth Line is a bus route that operates in a north-south direction between Meadowvale Town Centre, and Erin Mills Station. The route operates all day, seven days a week. Route 46 operates with headways between 10 to 15 minutes during peak periods.

> *Access Location:* Route 46 is accessible at Erin Mills Town Centre Bus Terminal, located 450m away from the subject site.

MiWay Route 48 – Erin Mills is a bus route that operates in a north-south direction between Meadowvale Town Centre, and South Common Centre. The route operates all day, seven days a week. Route 48 operates with headways between 10 to 15 minutes during peak periods.

> *Access Location:* Route 48 is accessible at the intersection of Erin Centre Blvd & Erin Mills Pkwy in front of the subject site.

MiWay Route 49 – Erin Mills is a bus route that operates in an east-west direction between Erin Mills Town Centre, and Churchill Meadows Blvd. The route operates all day, Monday to Friday. Route 49 operates with headways between 10 to 15 minutes during peak periods.

> *Access Location:* Route 49 is accessible at Erin Mills Town Centre Bus Terminal, located 450m away from the subject site.

MiWay Route 9 – Erin Mills is a bus route that operates in an east-west direction between City Centre Transit Termina, and Churchill Meadows Community Centre Terminal. The route operates all day, seven days a week. Route 9 operates with headways between 10 to 15 minutes during peak periods.

> *Access Location:* Route 9 is accessible at the intersection of Erin Centre Blvd & Erin Mills Pkwy in front of the subject site.

MiWay Route 13 – Milton is a local bus route that operates generally in a north-south direction between Meadowvale Town Centre and Clarkson GO Station. The route operates all day, seven days a week. Route 43 operates with headways between 10 to 15 minutes during peak periods.

> *Access Location:* Route 13 is accessible at Erin Mills Town Centre Bus Terminal, located 450m away from the subject site.

Go Bus Route 21 – Lisgar Go is a bus route that operates generally in an east-west direction between Milton Go Station and Lisgar Go Station. Route 21 operates Monday to Saturday and operates during peak periods only. Route 43 operates with headways between 30 to 35 minutes during peak periods.

> *Access Location:* Route 21 is accessible at the intersection of Erin Centre Blvd & Erin Mills Pkwy, in from the subject site.

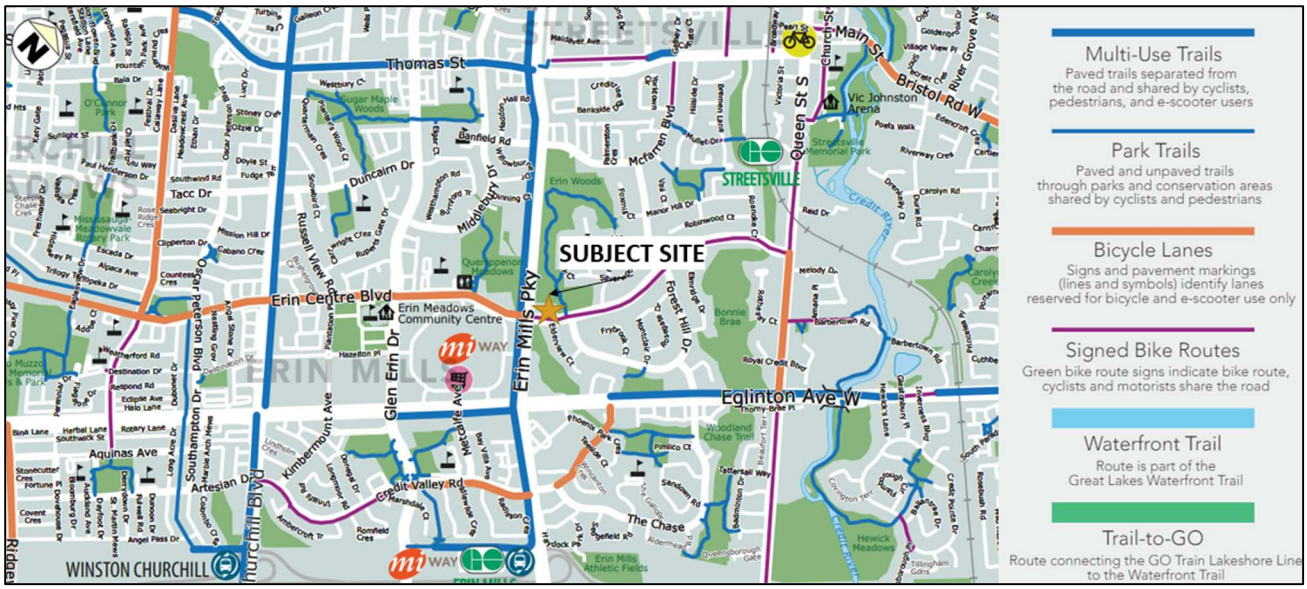
The Milton GO Train Line provides rush hour service every 15 minutes eastbound to Toronto's Union Station in the morning peak period and westbound to Milton in the evening peak period.

> *Access Location:* The Milton GO Train Line is accessible from Streetsville GO Station (2km from subject site).

2.3 CYCLING NETWORK

The existing cycling network surrounding the site is illustrated in **Figure 2-3.** The local cycling network provides connections to local destinations, such as the Streetsville GO, retail and nearby schools. The subject site receives a Bike Score of 55/100 – "Bikeable" when entered into the WalkScore application.

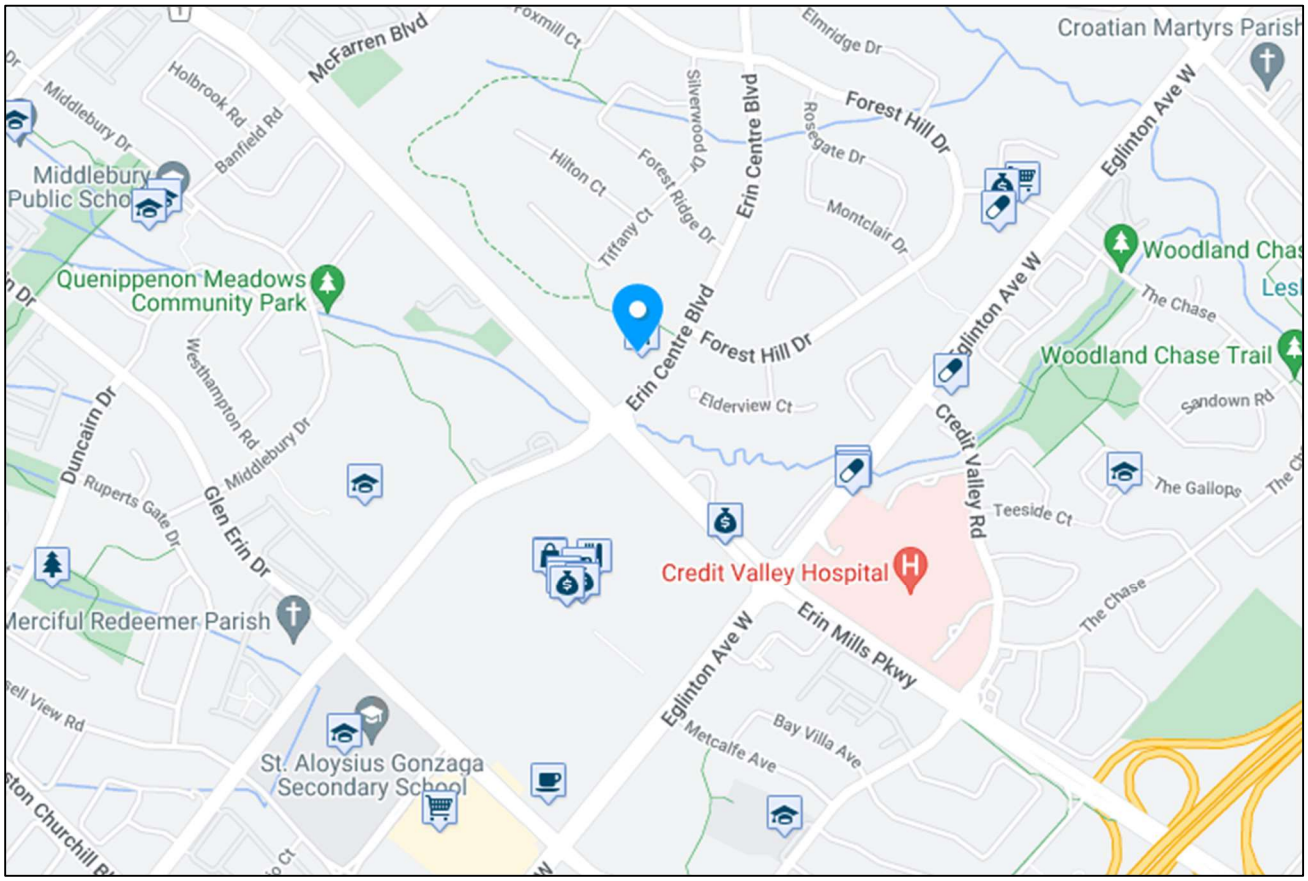
Figure 2-3: Existing Cycling Network



Source: City of Mississauga, September 2023

2.4 PEDESTRIAN NETWORK

Figure 2-4: Existing Pedestrian Network



[1] Walk Score is a private company that operates a large-scale, public access walkability and transit connectivity index that assigns a numerical walk/transit score to any address in Canada. More information can be found at: walkscore.com.

The subject site receives a Walk Score of 75/100 – "Very Walkable" when entered into the WalkScore application. In the area immediately surrounding the subject site, the existing pedestrian network consists of sidewalks. Pedestrian crosswalks are available on all approaches with protected pedestrian phases at the signalized intersections within the study area.

2.5 TRAFFIC DATA COLLECTION

Turning movement counts (TMCs) were used as the source of traffic data for the intersection capacity analysis. Traffic counts were conducted by LEA on Tuesday, June 11, 2024, during the weekday AM and PM peak periods. Signal timing plans at the signalized intersections were obtained from the City of Mississauga.

A summary of the TMC data collected is provided in **Table 2-1**, with detailed traffic counts and signal timing plans available in **Appendix B**.

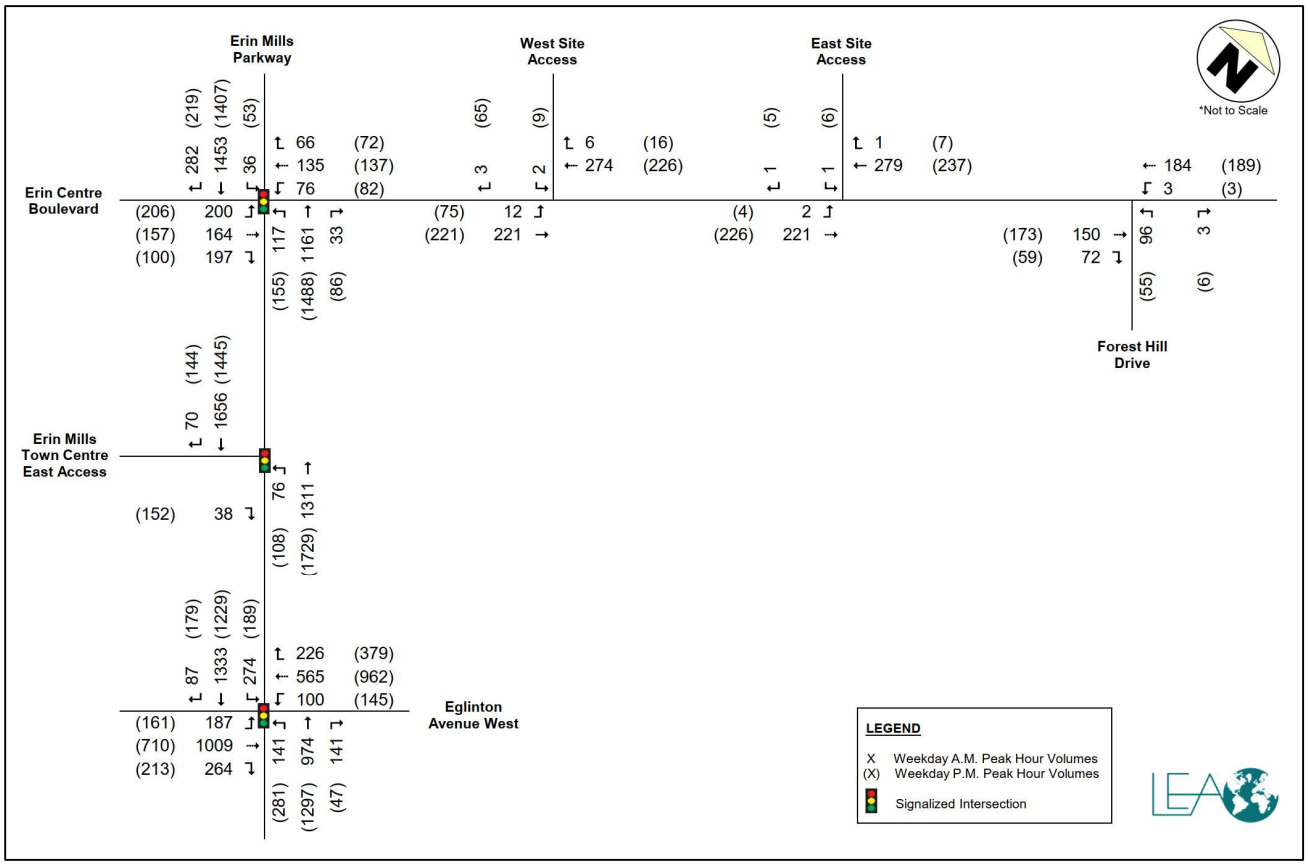
Table 2-1: Data Collection Summary

Intersection	TMC Date	Source
Erin Centre Boulevard and Forest Hill Drive	Tuesday, June 11, 2024	LEA Consulting
Erin Centre Boulevard and East Site Access		
Erin Centre Boulevard and West Site Access		
Erin Mills Parkway and Erin Centre Boulevard		
Erin Mills Parkway and Erin Mills Town Centre East Access		
Erin Mills Parkway and Eglinton Avenue West		

2.6 EXISTING TRAFFIC VOLUMES

The existing traffic volumes for the AM and PM peak hours are illustrated in **Figure 2-5**.

Figure 2-5: Existing Traffic Volumes



3 FUTURE BACKGROUND TRAFFIC CONDITIONS

For the analysis of future background traffic conditions, the study considers a five-year horizon to 2029.

3.1 TRAFFIC GROWTH

Corridor growth rates provided by the City of Mississauga and Peel Region were applied to through movements along Eglinton Avenue West, Erin Centre Boulevard, and Erin Mills Parkway. The corridor growth rates applied to the calculation of future background traffic are summarized in **Table 3-1**. Email correspondence between the Region and City confirming the estimated growth rates is provided in **Appendix C**.

Table 3-1: Corridor Growth Rates

Corridor	AM	PM
Eglinton Avenue West EB	0.50%	1.50%
Eglinton Avenue West WB	1.50%	0.50%
Erin Centre Boulevard EB	1.00%	1.00%
Erin Centre Boulevard WB	1.00%	1.00%
Erin Mills Parkway NB	0.50%	0.50%
Erin Mills Parkway SB	0.50%	0.50%

3.2 BACKGROUND DEVELOPMENTS

One (1) background development was identified within the immediate study area in consultation with the City. Background development traffic volumes were extracted from their respective TIS where available and otherwise derived using the ITE Trip Generation Manual 11th Edition based on the nature of the uses proposed for the development. The site statistics of the background developments are summarized in **Table 3-2**.

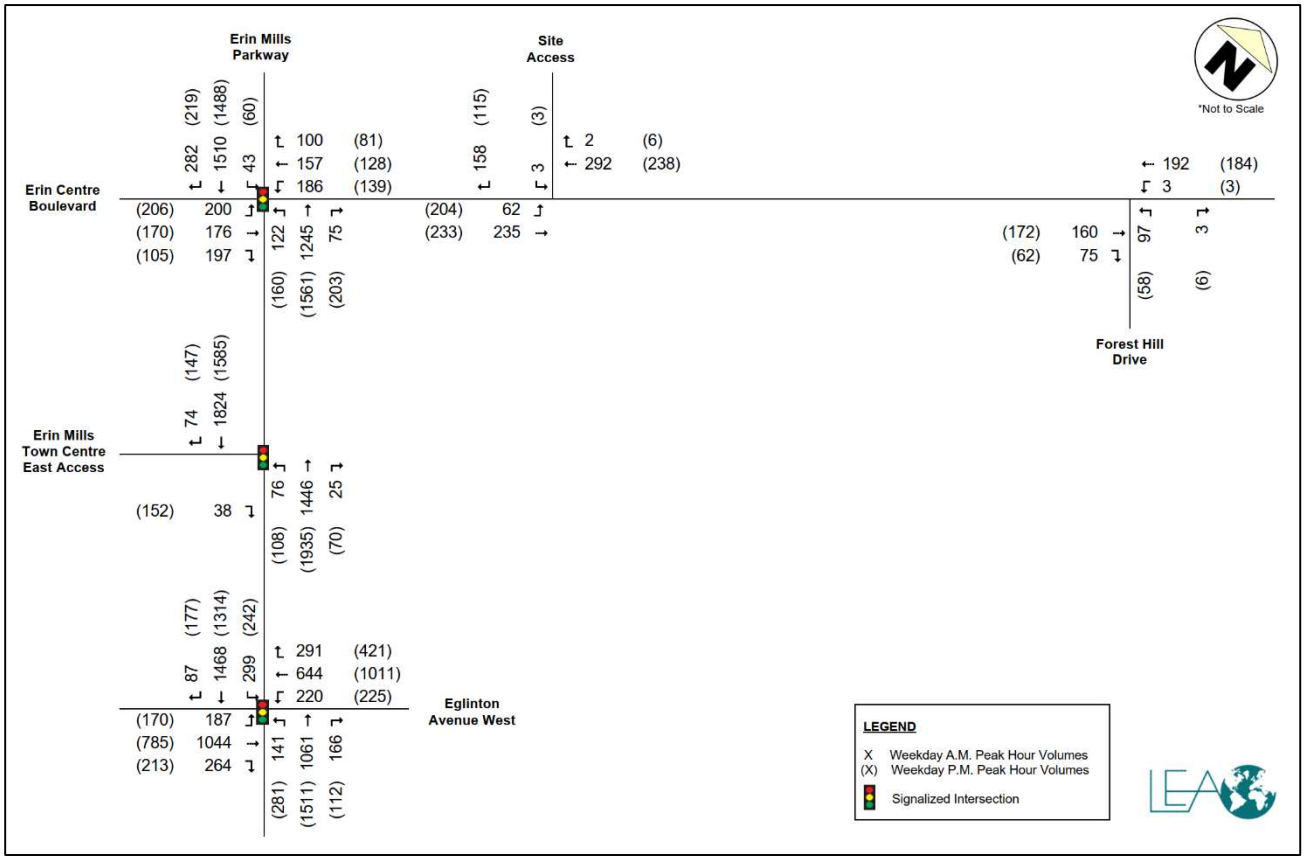
Table 3-2: Summary of Background Developments

#	Location	Proposed Development	Source of Traffic Volumes
1	2475 Eglinton Avenue West, Mississauga	3977 residential units; 9,400 ft^2 of medical office space; 9,400 ft^2 of office space; 6,591 ft^2 of restaurant space; 12,147 ft^2 of retail space;	TIS dated October 2018 (Figure 18) BA Group

3.3 FUTURE BACKGROUND TRAFFIC VOLUMES

Future background traffic conditions were determined by incorporating the future road network configuration, growth rates for the respective horizon years, and background development traffic along with existing traffic volumes. The future background traffic volumes for the 2029 horizon year are illustrated in **Figure 3-1.**

Figure 3-1: Future Background Traffic Volumes – 2029



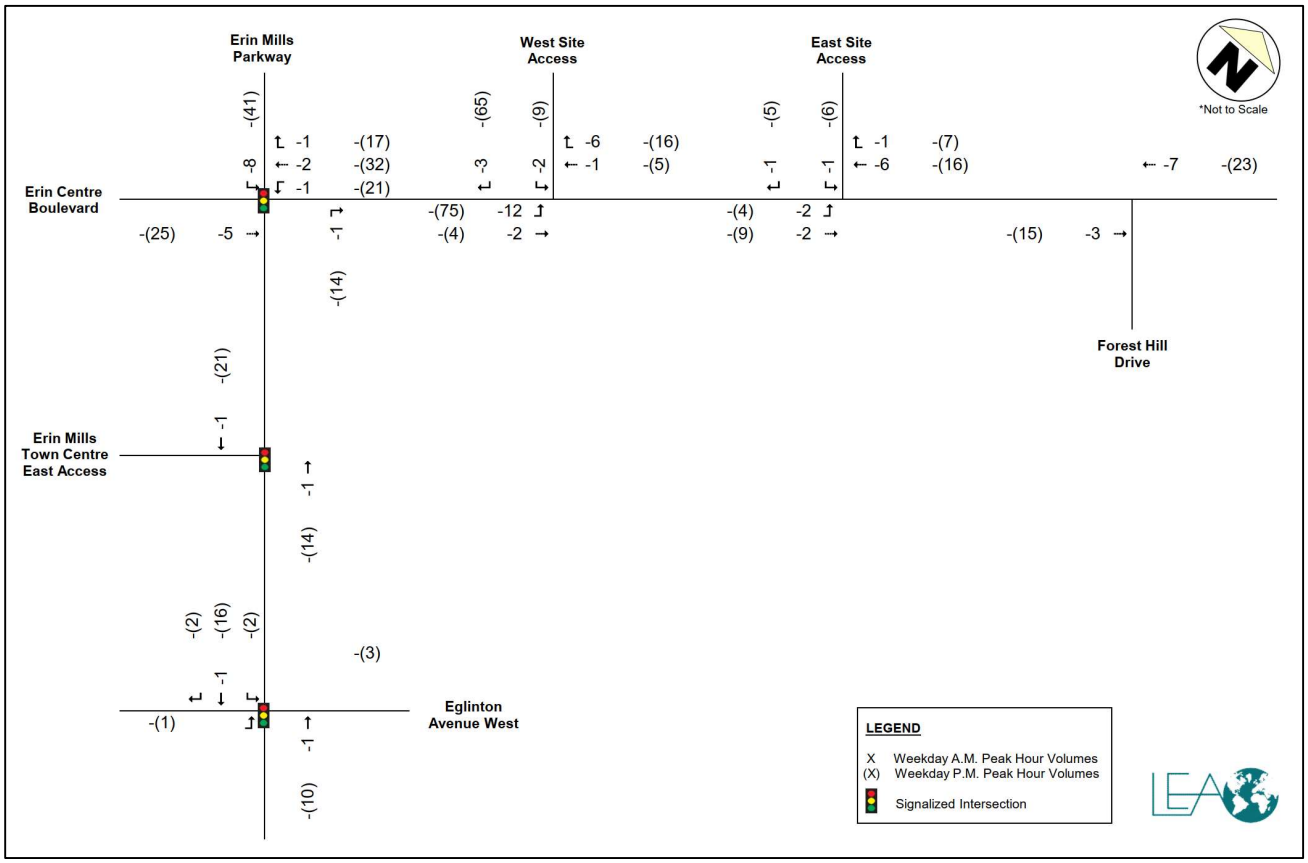
4 FUTURE TOTAL TRAFFIC CONDITIONS

The proposed development consists of a new, mixed-use building to replace the existing commercial plaza and surface parking lot located at the subject site. In total, 1022 residential units and 1,080 m^2 of retail GFA are proposed. The section below discusses the calculation of existing site traffic to be removed from the road network, as well as the calculation, distribution, and assignment of site-generated vehicle trips to be generated by the proposed development.

4.1 EXISTING SITE TRAFFIC TO BE REMOVED

The total useable existing retail GFA for the existing mixed-use retail buildings was estimated using Google Maps imagery and business information available. To appraise the trips generated at existing mixed-use retail buildings, survey counts were conducted at the vehicular accesses. Transportation Tomorrow Survey (TTS) 2016 data and existing traffic volume patterns at the site access were used to determine site trip distribution. The existing site trips to be removed for are shown in **Figure 4-1**.

Figure 4-1: Existing Site Trip Removal



4.2 NEW SITE-GENERATED TRAFFIC

Based on the latest site statistics, 1022 residential units and 1080 m^2 (11,629 ft^2) of retail GFA are proposed for the subject site. The *ITE Trip Generation Manual 11th* Edition was used to estimate trips generated and Transportation Tomorrow Survey (TTS) 2016 data was used to determine site trip distribution as well as the local modal split. The retail site trips were generated using peak hour of adjacent street average rates from the ITE Trip Generation Manual 11th Edition, while other uses were generated using peak hour rates.

4.2.1 Vehicle Trip Generation

The current development proposal includes 1022 total residential units and 1080 m^2 (11,629 ft^2) of retail GFA. Trip generation was estimated using trip rates from the ITE Trip Generation Manual 11th Edition. The average trip rates from ITE Land Use Code (LUC) 222 were used for residential trips, and the average trip rates from ITE LUC 821 were used for retail trips. The calculation of site trip generation and external person trips is detailed in **Table 4-1**.

In total, the subject development is expected to generate 225 two-way vehicle trips in the AM peak hour (64 inbound, 161 outbound) and 328 two-way vehicle trips (210 inbound, 118 outbound) in the PM peak hour.

Table 4-1: Vehicle Site Trip Generation

Land Use	Description	Weekday AM Peak Hour			Weekday PM Peak Hour		
		In	Out	Total	In	Out	Total
ITE LUC 222 – Multifamily Housing (High-Rise) 1,022 units	ITE Person Trip Rate (/unit)	0.09	0.26	0.34	0.30	0.16	0.46
	ITE Person Trips	87	260	347	310	160	470
	Site Interaction	-2	-3	-5	-12	-5	-17
	Total External Trips	85	257	342	298	155	453
	Primary External Auto Trips (59%)	**50**	**152**	**202**	**176**	**91**	**267**
ITE LUC 822– Strip Retail (<40k) 12,000 ft^2	ITE Auto Trip Rate (/1000 ft^2)	1.42	0.94	2.36	3.30	3.30	6.59
	ITE Auto Trips	17	11	28	40	39	79
	Adjusted Person Trips	20	13	33	48	46	94
	Site Interaction	-3	-2	-5	-5	-12	-17
	Total External Trips	17	11	28	43	34	77
	Primary External Auto Trips (80%)	**14**	**9**	**23**	**34**	**27**	**61**
	Total New Site Auto Trips	**64**	**161**	**225**	**210**	**118**	**328**

Note: Some site stats are rounded up on, as a conservative approach, for trip generation calculation purposes. Hence, they may not match with the site plan or in **Table 1-1**.

4.2.2 Multi-Modal Trip Generation

The modal split for the area, based on TTS 2016 data was used to determine the multi-modal trip generation for the subject development. The anticipated trip generation by mode and use is summarized **Table 4-2**.

Table 4-2: Multi-Modal Site Trip Generation

Land Use	Description	Modal Split	Weekday AM Peak Hour			Weekday PM Peak Hour		
			In	Out	In	In	In	Total
Proposed Residential	**External Person Trips**	**100%**	**85**	**257**	**342**	**298**	**155**	**453**
	Auto Driver Trips	59%	50	152	202	176	91	267

	Passenger Trip	12%	10	30	40	35	19	54
	Transit Trips	17%	14	44	58	51	26	77
	Pedestrian trips	10%	9	26	35	30	16	46
	Cycling Trips	2%	2	5	7	6	3	9
Proposed Retail	**External Person Trips**	**100%**	**17**	**11**	**28**	**43**	**34**	**77**
	Auto Driver Trips	80%	14	9	23	34	27	61
	Passenger Trip	13%	2	1	3	6	4	10
	Transit Trips	5%	1	1	2	2	2	4
	Pedestrian trips	2%	0	0	0	1	1	2
	Cycling Trips	0%	0	0	0	0	0	0
Total Proposed	**External Person Trips**	**100%**	**102**	**268**	**370**	**341**	**189**	**530**
	Auto Driver Trips	-	64	161	225	210	118	328
	Passenger Trip	-	12	31	43	41	23	64
	Transit Trips	-	15	45	60	53	28	81
	Pedestrian trips	-	9	26	35	31	17	48
	Cycling Trips	-	2	5	7	6	3	9

4.2.3 Trip Distribution and Assignment

Directional trip distribution of the site traffic was derived using TTS 2016 data for Traffic Analysis Zone (TAZ) 3602-3603, and 3714-3715. The site traffic was assigned to the road network based on trip patterns in the study area, changes in the future road network, and logical routing for each of the proposed uses.

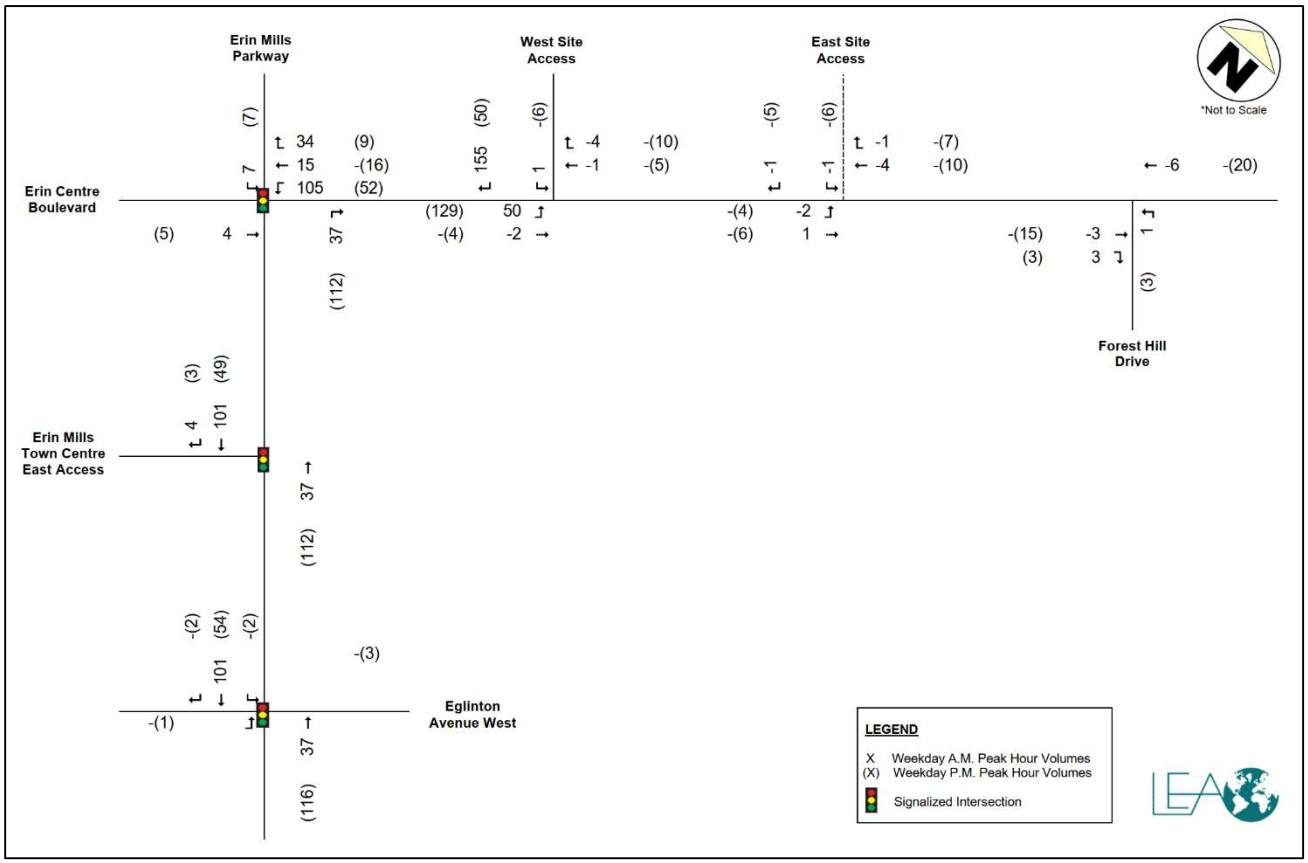
The residential and retail trip distribution is summarized in **Table 4-3**. Detailed TTS calculations are provided in **Appendix D**.

Table 4-3: Site Trip Distribution

Origin/ Destination	Assigned Route	Residential		Retail	
		Weekday AM/PM		Weekday AM/PM	
		In	Out	In	Out
North	Erin Mills Parkway and EW Corridors	16%	16%	26%	17%
	Erin Mills Parkway and 400 Series Highways	8%	9%	2%	2%
South	Erin Mills Parkway and EW Corridors	7%	7%	16%	11%
	Erin Mills Parkway and 400 Series Highways	9%	9%	2%	4%
East	Erin Centre Boulevard and NS Corridors	1%	0%	4%	2%
	Erin Mills Parkway and EW Corridors	4%	3%	1%	0%
	Forest Hill and EW Corridors	1%	2%	3%	2%
	Erin Mills Parkway and 400 Series Highways	36%	34%	13%	22%
	Erin Mills Parkway and QEW/Gardiner	5%	5%	0%	2%
West	Erin Centre Boulevard and NS Corridors	7%	9%	30%	32%
	Erin Mills Parkway and 400 Series Highways	3%	3%	0%	3%
	Erin Mills Town Centre	3%	3%	3%	3%
	TOTAL	100%	100%	100%	100%

The net total site traffic volumes for the 2029 Horizon Year during both weekday AM and PM peak hours are shown in **Figure 4-2**.

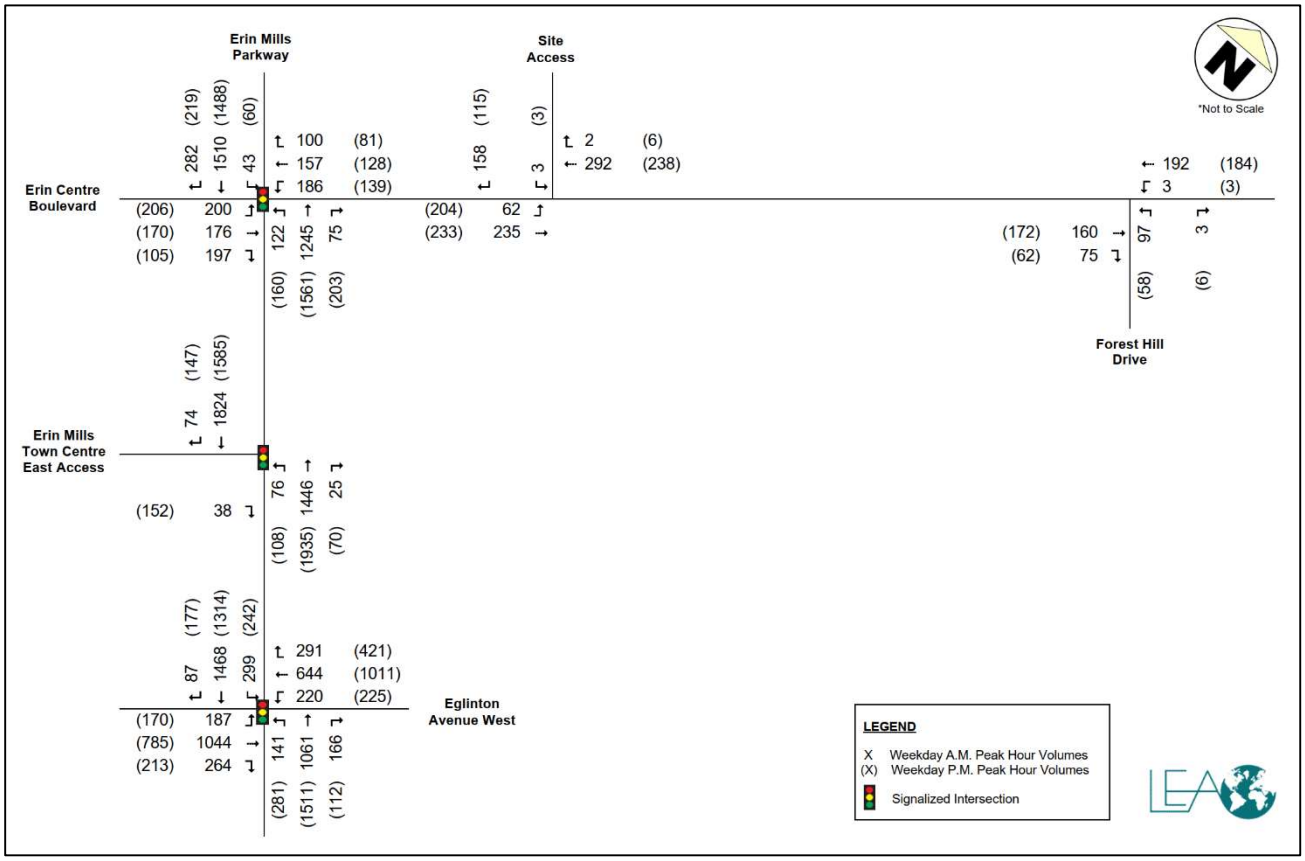
Figure 4-2: Net Total Site Traffic Volumes – 2029



4.3 FUTURE TOTAL TRAFFIC VOLUMES

The future total traffic volumes for the weekday AM and PM peak hours in 2029 as detailed in , are illustrated in **Figure 4-3.**

Figure 4-3: Future Total Traffic Volumes – 2029



5 INTERSECTION CAPACITY ASSESSMENT

Existing traffic operations were assessed to provide a baseline for future traffic operations for the identified scenarios: Future Background 2029, and Future Total 2029. The intersection capacity analyses and operations assessments for the study area intersections were undertaken using Synchro version 11.0, based on the Highway Capacity Manual methodology.

5.1 SIGNAL TIMING OPTIMIZATIONS

Due to critical movements identified during the weekday AM and PM peak hours in the future scenarios, the following signal timing plan optimization is recommended to provide adequate service to all movements under future conditions.

Table 5-1: Summary of Signal Timing Plan Optimization Undertaken for Future Conditions

Erin Mills Parkway and Eglinton Avenue West	
Existing – AM Peak Period	Splits and Phases: 6: Erin Mills Parkway & Eglinton Avenue West Ø1 20 s, Ø2 (R) 59 s, Ø3 20 s, Ø4 61 s Ø5 23 s, Ø6 (R) 56 s, Ø7 15 s, Ø8 66 s
Existing – PM Peak Period	Splits and Phases: 6: Erin Mills Parkway & Eglinton Avenue West Ø1 23 s, Ø2 (R) 56 s, Ø3 20 s, Ø4 61 s Ø5 20 s, Ø6 (R) 59 s, Ø7 15 s, Ø8 66 s
Future Optimized – AM & PM Peak Period	Splits and Phases: 6: Erin Mills Parkway & Eglinton Avenue West Ø1 18 s, Ø2 (R) 61 s, Ø3 20 s, Ø4 61 s Ø5 18 s, Ø6 (R) 61 s, Ø7 20 s, Ø8 61 s

5.1.1 Erin Mills Parkway and Erin Mills Town Centre East Access

The results of the intersection capacity analysis for Erin Mills Parkway and Erin Mills Town Centre East Access are summarized in,

Table 5-2: Intersection Capacity Analysis, Erin Mills Parkway and Erin Mills Town Centre East Access (2029)

AM	Existing (2024)				Future Background (2029)				Future Total (2029)			
Mvmt	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)
Overall	-	0.44	A (4)	-/-	-	0.46	A (3)	-/-	-	0.49	A (3)	-/-
EBR	38	0.03	E (73)	0/0	38	0.03	E (73)	0/0	38	0.03	E (73)	0/0
NBL	76	0.42	D (36)	3/16	76	0.44	D (50)	6/13	76	0.47	C (27)	7/13
NBT	1311	0.34	A (2)	5/4	1434	0.38	A (1)	4/4	1471	0.39	A (1)	4/4
SBT	1656	0.47	A (2)	3/6	1723	0.49	A (1)	3/7	1824	0.52	A (2)	16/21
SBR	70	0.06	A (0)	0/0	70	0.06	A (0)	0/0	74	0.06	A (0)	0/0
PM	Existing (2024)				Future Background (2029)				Future Total (2029)			
Mvmt	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)
Overall	-	0.41	A (5)	-/-	-	0.46	A (5)	-/-	-	0.48	A (5)	-/-
EBR	152	0.11	E (71)	0/22	152	0.12	E (71)	0/23	152	0.12	E (71)	1/24
NBL	108	0.42	B (19)	4/17	108	0.44	C (25)	5/13	108	0.46	C (31)	6/13
NBT	1729	0.43	A (1)	20/20	1893	0.47	A (2)	18/28	2005	0.50	A (2)	18/28
SBT	1445	0.39	A (2)	12/14	1536	0.42	A (2)	13/15	1585	0.43	A (2)	19/21
SBR	144	0.11	A (0)	0/0	144	0.11	A (0)	0/0	147	0.11	A (0)	0/0

Existing Conditions: Under existing conditions, the intersection of Erin Mills Parkway and Erin Mills Town Centre East Access operates well during both weekday peak hours. All movements operate with residual capacity and acceptable delays. All existing 95th percentile queues can be accommodated by their available storage lanes. No critical movements have been identified.

Future Background Conditions: Under future background conditions, the intersection is expected to operate similar to existing conditions with acceptable increases in V/C ratios and delay. No major constraints are noted.

Future Total Conditions: Under future total conditions, the addition of site traffic is expected to have an acceptable impact on intersection operations, with all movements operating similar to future background conditions. No intersection modifications are recommended.

5.1.2 Erin Mills Parkway and Erin Centre Boulevard

The results of the intersection capacity analysis for Erin Mills Parkway and Erin Centre Boulevard are summarized in,

Table 5-3: Intersection Capacity Analysis, Erin Mills Parkway and Erin Centre Boulevard (2029)

AM	Existing (2024)				Future Background (2029)				Future Total (2029)			
Mvmt	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)
Overall	-	0.72	C (30)	-/-	-	0.75	C (31)	-/-	-	0.85	C (34)	-/-
EBL	200	0.98	**F (113)**	66/80	200	0.98	**F (111)**	66/79	200	0.68	D (50)	54/69
EBT	164	0.48	D (55)	55/69	172	0.49	D (54)	58/71	176	0.35	D (41)	50/64
EBR	197	0.41	D (54)	27/45	197	0.40	D (53)	28/45	197	0.31	D (41)	23/39
WBL	76	0.67	E (80)	28/42	81	0.69	**F (80)**	30/44	186	0.89	**F (90)**	67/90
WBT	135	0.70	E (77)	50/66	142	0.71	E (76)	53/68	157	0.44	D (54)	51/67
WBR	66	0.11	E (63)	3/16	66	0.11	E (62)	3/16	100	0.20	D (50)	13/27
NBL	117	0.57	E (62)	21/42	122	0.59	E (72)	29/48	122	0.83	**F (118)**	33/71
NBT	1161	0.42	A (3)	14/22	1245	0.45	A (6)	27/38	1245	0.53	A (8)	29/38
NBR	33	0.03	A (0)	0/0	38	0.03	A (1)	0/0	75	0.06	A (1)	0/1
SBL	36	0.25	C (22)	7/18	36	0.29	C (25)	7/19	43	0.43	D (39)	11/24
SBT	1453	0.63	C (26)	134/160	1510	0.67	C (28)	145/174	1510	0.77	D (38)	178/177
SBR	282	0.23	B (19)	0/11	282	0.23	C (20)	0/12	282	0.23	C (26)	0/12
PM	**Existing (2024)**				**Future Background (2029)**				**Future Total (2029)**			
Mvmt	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)
Overall	-	0.71	C (27)	-/-	-	0.73	C (29)	-/-	-	0.73	C (32)	-/-
EBL	206	0.91	**F (94)**	62/83	206	0.91	**F (92)**	61/82	206	0.70	E (58)	57/74
EBT	157	0.42	D (55)	48/67	165	0.43	D (54)	50/69	170	0.37	D (48)	48/64
EBR	100	0.08	D (50)	0/15	105	0.09	D (49)	0/15	105	0.09	D (44)	0/14
WBL	82	0.68	**F (81)**	28/45	87	0.69	**F (81)**	30/47	139	0.80	**F (84)**	47/68
WBT	137	0.68	E (76)	46/67	144	0.68	E (75)	49/70	128	0.44	E (61)	40/57
WBR	72	0.11	E (64)	3/18	72	0.11	E (63)	3/18	81	0.13	E (57)	6/20
NBL	155	0.62	D (44)	26/60	160	0.63	D (48)	33/63	160	0.70	E (61)	42/69
NBT	1488	0.47	A (9)	35/84	1561	0.50	B (12)	44/104	1561	0.54	B (16)	82/116
NBR	86	0.06	A (9)	0/5	91	0.07	B (15)	0/7	203	0.15	C (26)	2/17
SBL	53	0.41	C (29)	10/30	53	0.46	C (34)	11/34	60	0.60	D (50)	15/46
SBT	1407	0.55	C (23)	109/152	1488	0.60	C (26)	125/171	1488	0.65	C (31)	140/181
SBR	219	0.17	B (18)	0/15	219	0.17	B (19)	0/16	219	0.17	C (23)	0/17

Existing Conditions: Under existing conditions, the intersection of Erin Mills Parkway and Erin Centre Boulevard operates well during both weekday peak hours. Most movements operate with residual capacity and acceptable delays. During both peak hours, the EBL movement operates close to capacity and experiences some delay. All existing 95th percentile queues can be accommodated by their available storage lanes. No critical movements have been identified.

Future Background Conditions: Under future background conditions, the intersection is expected to operate similar to existing conditions with acceptable increases in V/C ratios and delay. No major constraints are noted.

Future Total Conditions: Under future total conditions, the addition of site traffic is expected to have an acceptable impact on intersection operations. The additional site trips are expected to trigger more green

time for the EW movements, improving some constraints for the EBL, WBT, and WBR movements for the AM and PM peak hour. During the AM peak, the WBL and NBL movements are expected to operate closer to capacity and experience some delay. No intersection modifications are recommended.

5.1.3 Erin Mills Parkway and Eglinton Avenue West

The results of the intersection capacity analysis for Erin Mills Parkway and Eglinton Avenue West are summarized in,

Table 5-4: Intersection Capacity Analysis, Erin Mills Parkway and Eglinton Avenue West (2029)

AM	Existing (2024)				Future Background (2029)				Future Total (2029)			
Mvmt	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)
Overall	-	0.74	D (54)	-/-	-	0.79	E (57)	-/-	-	0.81	E (60)	-/-
EBL	187	0.73	**F (81)**	32/46	187	0.73	**F (81)**	32/46	187	0.73	**F (81)**	32/46
EBT	1009	0.75	D (54)	113/120	1044	0.77	D (55)	118/126	1044	0.77	D (55)	118/126
EBR	264	0.28	D (45)	9/33	264	0.38	D (46)	25/51	264	0.38	D (46)	25/51
WBL	100	0.59	E (78)	17/28	220	0.83	**F (91)**	38/59	220	0.83	**F (91)**	38/59
WBT	565	0.47	D (51)	60/67	644	0.48	D (47)	66/74	644	0.48	D (47)	66/74
WBR	226	0.17	D (47)	0/20	291	0.42	D (47)	30/57	291	0.42	D (47)	30/58
NBL	141	0.59	E (75)	24/35	141	0.63	E (77)	24/36	141	0.63	E (77)	24/36
NBT	974	0.56	D (41)	95/122	1024	0.65	D (47)	107/123	1061	0.68	D (48)	112/129
NBR	141	0.10	C (33)	0/17	166	0.12	D (37)	0/17	166	0.12	D (37)	0/17
SBL	274	0.75	E (73)	48/64	299	0.80	E (80)	53/98	299	0.80	E (75)	53/97
SBT	1333	0.68	D (55)	125/168	1367	0.75	E (56)	116/170	1468	0.81	E (67)	157/189
SBR	87	0.07	**F (125)**	5/24	87	0.07	**F (124)**	4/24	87	0.07	**F (147)**	9/22
PM	Existing (2024)				Future Background (2029)				Future Total (2029)			
Mvmt	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)
Overall	-	0.70	D (47)	-/-	-	0.77	D (50)	-/-	-	0.79	D (51)	-/-
EBL	161	0.62	E (76)	26/39	171	0.65	E (76)	28/41	170	0.64	E (76)	28/41
EBT	710	0.50	D (48)	71/76	785	0.58	D (51)	81/88	785	0.58	D (51)	81/88
EBR	213	0.15	D (43)	0/18	213	0.21	D (45)	8/28	213	0.22	D (45)	8/28
WBL	145	0.76	**F (89)**	24/41	225	0.80	**F (86)**	38/56	225	0.80	**F (86)**	38/56
WBT	962	0.73	E (56)	105/112	1011	0.72	D (54)	109/117	1011	0.72	D (54)	109/117
WBR	379	0.54	D (52)	43/76	424	0.71	E (57)	75/111	421	0.70	E (57)	74/110
NBL	281	0.76	E (77)	46/62	281	0.72	E (74)	45/83	281	0.72	E (74)	45/83
NBT	1297	0.65	D (40)	125/161	1395	0.76	D (47)	150/173	1511	0.82	D (49)	168/193
NBR	47	0.04	C (29)	0/0	112	0.08	C (33)	0/14	112	0.08	C (33)	0/14
SBL	189	0.66	**F (100)**	31/47	244	0.76	**F (107)**	43/71	242	0.76	**F (100)**	42/70
SBT	1229	0.65	C (27)	73/93	1260	0.71	C (29)	121/75	1314	0.74	C (31)	77/92
SBR	179	0.15	B (11)	1/11	179	0.13	B (16)	0/11	177	0.12	C (29)	0/17

Existing Conditions: Under existing conditions, the intersection of Erin Mills Parkway and Eglinton Avenue West operates well during both weekday peak hours. Most movements operate with residual capacity and acceptable delays. The SBR and SBL movements operates with significant delay during the A and PM peaks, respectively. All existing 95th percentile queues can be accommodated by their available storage lanes. No critical movements have been identified.

Future Background Conditions: Under future background conditions, the intersection is expected to operate similar to existing conditions with acceptable increases in V/C ratios and delay, with signal optimization. No major constraints are noted.

Future Total Conditions: Under future total conditions, the addition of site traffic is expected to have an acceptable impact on intersection operations, with all movements operating similar to future background conditions with signal optimization. No intersection modifications are recommended.

5.2 UNSIGNALIZED INTERSECTIONS

5.2.1 Erin Centre Boulevard and East Site Access

The results of the intersection capacity analysis for Erin Centre Boulevard and East Site Access are summarized in,

Table 5-5: Intersection Capacity Analysis, Erin Centre Boulevard and East Site Access (2029)

AM	Existing (2024)				Future Background (2029)				Future Total (2029)			
Mvmt	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)
Overall	-	-	- (0)	-/-	-	-	- (0)	-/-				
EBL	2	0.00	A (8)	-/0	2	0.00	A (8)	-/0				
EBT	221	0.00	A (0)	-/0	237	0.00	A (0)	-/0				
WBT	279	0.00	(0)	-/0	298	0.00	(0)	-/0	-			
WBR	1	0.00	(0)	-/0	1	0.00	(0)	-/0				
SBL	1	0.00	B (14)	-/0	1	0.00	B (15)	-/0				
SBR	1	0.00	B (11)	-/0	1	0.00	B (11)	-/0				
PM	Existing (2024)				Future Background (2029)				Future Total (2029)			
Mvmt	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)
Overall	-	-	- (0)	-/-	-	-	- (0)	-/-				
EBL	4	0.00	A (8)	-/0	4	0.00	A (8)	-/0				
EBT	226	0.00	A (0)	-/0	243	0.00	A (0)	-/0				
WBT	237	0.00	(0)	-/0	254	0.00	(0)	-/0	-			
WBR	7	0.00	(0)	-/0	7	0.00	(0)	-/0				
SBL	6	0.02	B (13)	-/0	6	0.02	B (13)	-/0				
SBR	5	0.01	A (10)	-/0	5	0.01	B (10)	-/0				

Existing Conditions: Under existing conditions, the intersection of Erin Centre Boulevard and East Site Access and acceptable delays. All existing 95th percentile queues can be accommodated by their available storage lanes. No critical movements have been identified.

Future Background Conditions: Under future background conditions, the intersection is expected to operate similar to existing conditions with acceptable increases in V/C ratios and delay. No major constraints are noted.

Future Total Conditions: Intersection is not present under future total conditions.

5.2.2 Erin Centre Boulevard and West Site Access/Proposed New Site Access

The results of the intersection capacity analysis for Erin Centre Boulevard and West Site Access are summarized in,

Table 5-6: Intersection Capacity Analysis, Erin Centre Boulevard and West Site Access (2029)

AM	Existing (2024)				Future Background (2029)				Future Total (2029)			
Mvmt	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)
Overall	-	-	B (11)	-/-	-	-	B (11)	-/-	-	-	C (15)	-/-
EBLT	233	0.40	B (10)	-/2	249	0.43	B (11)	-/2	297	0.62	C (17)	-/4
WBTR	280	0.47	B (11)	-/3	299	0.51	B (12)	-/3	294	0.61	C (16)	-/4
SBL	2	0.01	A (9)	-/0	2	0.01	A (9)	-/0	3	0.01	A (10)	-/0
SBR	3	0.01	A (8)	-/0	3	0.01	A (8)	-/0	158	0.37	B (12)	-/2
PM	Existing (2024)				Future Background (2029)				Future Total (2029)			
Mvmt	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)
Overall	-	-	B (10)	-/-	-	-	B (11)	-/-	-	-	B (14)	-/-
EBLT	296	0.43	B (11)	-/2	312	0.46	B (11)	-/2	437	0.68	C (17)	-/5
WBTR	242	0.35	A (10)	-/2	259	0.38	B (10)	-/2	244	0.39	B (11)	-/2
SBL	9	0.02	A (9)	-/0	9	0.02	A (9)	-/0	3	0.01	A (10)	-/0
SBR	65	0.11	A (9)	-/0	65	0.11	A (9)	-/0	115	0.21	A (10)	-/1

Existing Conditions: Under existing conditions, the intersection of Erin Centre Boulevard and West Site Access operates well during both weekday peak hours. All movements operate with residual capacity and acceptable delays. All existing 95th percentile queues can be accommodated by their available storage lanes. No critical movements have been identified.

Future Background Conditions: Under future background conditions, the intersection is expected to operate similar to existing conditions with acceptable increases in V/C ratios and delay. No major constraints are noted.

Future Total Conditions: Under future total conditions, the addition of site traffic is expected to have an acceptable impact on intersection operations, with all movements operating similar to future background conditions. No intersection modifications are recommended.

5.2.3 Erin Centre Boulevard and Forest Hill Drive

The results of the intersection capacity analysis for Erin Centre Boulevard and Forest Hill Drive are summarized in,

Table 5-7: Intersection Capacity Analysis, Erin Centre Boulevard and Forest Hill Drive (2029)

AM	Existing (2024)				Future Background (2029)				Future Total (2029)			
Mvmt	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)
Overall	-	-	B (11)	-/-	-	-	B (11)	-/-	-	-	B (11)	-/-
NBLR	99	0.21	A (10)	-/1	99	0.21	A (10)	-/1	100	0.21	A (10)	-/1
EBTR	222	0.38	B (10)	-/2	235	0.40	B (11)	-/2	235	0.40	B (11)	-/2
WBLT	187	0.37	B (11)	-/2	201	0.40	B (12)	-/2	195	0.39	B (12)	-/2
PM	Existing (2024)				Future Background (2029)				Future Total (2029)			
Mvmt	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)
Overall	-	-	A (10)	-/-	-	-	A (10)	-/-	-	-	A (10)	-/-
NBLR	61	0.10	A (9)	-/0	61	0.11	A (9)	-/0	64	0.11	A (9)	-/0
EBTR	232	0.32	A (9)	-/1	246	0.34	A (10)	-/2	234	0.32	A (9)	-/1
WBLT	192	0.31	B (10)	-/1	207	0.34	B (11)	-/2	187	0.30	B (10)	-/1

Existing Conditions: Under existing conditions, the intersection of Erin Centre Boulevard and Forest Hill Drive operates well during both weekday peak hours. All movements operate with residual capacity and acceptable delays. All existing 95th percentile queues can be accommodated by their available storage lanes. No critical movements have been identified.

Future Background Conditions: Under future background conditions, the intersection is expected to operate similar to existing conditions with acceptable increases in V/C ratios and delay. No major constraints are noted.

Future Total Conditions: Under future total conditions, the addition of site traffic is expected to have an acceptable impact on intersection operations, with all movements operating similar to future background conditions. No intersection modifications are recommended.

6 PARKING REVIEW

The following sections will provide a review of the vehicle, accessible, EVSE and bicycle parking policies applicable to the subject site.

6.1 BICYCLE PARKING REVIEW

The City of Mississauga Zoning By-law 0225-2007 as amended by By-law 0118-2022, outlines the City's bicycle parking requirements. The required rates and supply are shown in **Table 6-1.**

Table 6-1: Zoning By-law 0225-2007 Bicycle Parking Requirements

Use	Scale	Minimum Bicycle Parking Rate		Bicycle Parking Spaces Required		Proposed Bicycle Parking Spaces	
		Long-Term	Short-Term	Long-Term	Short-Term	Long-Term	Short-Term
Residential	1022 units	0.6 sp./unit	0.05 sp./unit	613	51	614	52
Retail	1080m^2	0.15 sp./100m^2	0.2 sp./ 100m^2	2	2	2	2
			Total	**615**	**53**	**616**	**54**

In total, 614 long term and 52 short-term bicycle parking spaces are proposed for the residential use and 2 long term and 2 short term bicycle spaces are proposed for the retail use for the development. The minimum requirement of the Zoning By-Law is satisfied.

6.2 VEHICLE PARKING REVIEW

6.2.1 Proposed Parking Supply

The development is proposed to supply parking of 992 spaces at a rate of 0.97 spaces per for residential parking, and 154 spaces at a rate of 0.15 spaces per unit will be provided for visitors and retail. The proposed vehicular parking supply is summarized in **Table 6-2.**

A parking justification has been provided to support the proposed parking supply.

Table 6-2: Proposed Parking Supply

Land Use	Units	GFA (m^2)	Zoning By-law 0225-2007		Proposed Supply	
			Parking Rate	Parking Spaces	Rates	Spaces
1-bedroom	663	-	1.1(sp./unit)	1124	0.97	992
2-bedroom	359	-				
			Residential Total	**1124**	**-**	**992**
Visitors	1022	-	0.2(sp./unit)	204	0.15	154
Retail	-	1080	5(sp./100m^2)	54		
			Retail/Visitor Total	**204**	**-**	**154**
			Total	**1329**	**-**	**1146**

**Note: parking supply required by zoning by-law 0225-2007 has been calculated in accordance with article 3.1.2.1.3 which allows for shared parking between retail and residential visitor uses, with either the greater of 0.15 visitor spaces per unit or the required number of spaces for all non-residential uses including retail.*

6.3 ELECTRIC VEHICLE READY PARKING

The City of Mississauga requires 20% of residential parking and 10% of visitor parking to be Electric Vehicle Ready as per Zoning By-law 0225-2007. **Table 6-3** summarizes the required EV-ready parking supply that must be provided on-site.

Table 6-3: Zoning By-law 0225-2007 Electric Vehicle Ready Parking Requirements

Land Use	Minimum Number of Required EV Parking		Proposed Supply
	Rate	Spaces	
Residential	20% of the total required parking spaces	199	199
Visitor	10% of the total required parking spaces	16	16
	Development Total	215	215

The proposed development will provide a total of 215 EVSE parking spaces.

6.4 ACCESSIBLE PARKING

The subject development is required to satisfy the minimum requirements for accessible parking as set out in Zoning By-law 0225-2007. Accessible parking requirements are calculated based on the total number of non-residential parking spaces required on-site.

Table 6-4 highlights the required accessible parking supply on-site and the proposed supply.

Table 6-4: Zoning By-law 0225-2007, Accessible Parking Requirements

Total Required Parking Spaces (Non-Residential)	*Required Accessible Parking Spaces*	Required Parking Spaces	Proposed Supply
154	*2 plus 2% of total required parking spaces*	6	7
	Development Total	6	7

The proposed development will provide a total of 7 accessible parking spaces, meeting the requirements.

7 LOADING AND FUNCTIONAL DESIGN REVIEW

7.1 LOADING REVIEW

The loading space requirements of the subject site are governed by the City's Zoning By-law 0225-2007. **Table 7-1** summarizes the loading requirements for the proposed uses on-site.

Table 7-1: Zoning By-Law Loading Requirements

Block	Proposed Use	Units/GFA (m2)	Zoning By-Law 0225-2007		Proposed Spaces
			Loading Rate	Required Spaces	
A	Residential	704	> 30 units	1	3
B	Residential	318	> 30 units	1	
A	Retail	1080	250 to 2,350 m^2	1	
			Total	3	3

A total of 3 loading spaces are proposed for the subject site, satisfying the requirements of By-law 0225-2007. It should be noted that the property management will ensure that the loading spaces are operated in an efficient manner, where the loading spaces will be reserved for waste collection vehicles during dedicated times.

8 TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) is a set of strategies which strive towards a more efficient transportation network by influencing travel behaviour. Effective TDM measures can reduce vehicle usage and encourage people to engage in more sustainable modes of transportation. There are several opportunities to incorporate TDM measures to promote alternate modes of transportation and support existing and future planned transit infrastructure.

8.1 PROPOSED TDM SCHEME

The following subsections discuss the proposed TDM initiatives for the redevelopment, with focus on reducing single-occupant vehicle (SOV) trips. These include a number of multi-modal travel and parking-based strategies, which collectively will support the reduction in vehicle parking proposed and will ultimately impact the vehicle trip generation of the subject site on a regular basis.

The main objectives of this TDM Scheme include:

- Reduce vehicle dependence and the attractiveness of SOV trips;
- Increase the feasibility and attractiveness of walking, cycling, and transit modes of travel;
- Promote transit and carpooling programs that reduce SOV travel; and
- Ensure that all measures can be reasonably implemented and support the proposed development.

The proposed TDM Scheme to be implemented on the subject site is outlined in **Table 8-1**, and is discussed in the following sections.

Table 8-1: Summary of TDM Scheme

TDM Measures	Benefits
Pedestrian Circulation	
▶ Located within walking distance of amenities and destinations ▶ Building entrances provide direct access to public streets, sidewalks and nearby transit ▶ Sidewalks along proposed public street and within the site will be continuous and accessible ▶ Vehicular accesses consolidated and relocated from arterial street to side streets; all parking provided within structure ▶ Loading areas consolidated within ground floor, away from pedestrian entrances ▶ Enhanced landscaping	▶ Provides amenities on-site, reducing the need to travel far ▶ Encourages people to conduct activity within walking distance ▶ Encourages travel by existing surface transit network ▶ Creates a safe and comfortable environment for active travel modes
Cyclist Orientation	
▶ Long-term and short-term bicycle parking provided in accordance with Zoning By-law minimum requirements ▶ Bicycle repair station provided for residents ▶ Provide information packages about cycling opportunities	▶ Supports the existing and future cycling network in study area ▶ Facilitates basic repairs / maintenance ▶ Encourages cycling as a travel mode
Transit Service	
▶ Located within local and express bus services, with shelters and benches at nearby transit stops ▶ Provide information about public transit routes, schedules and fares in building lobbies	▶ Improves knowledge about available multi-modal travel options ▶ Capitalizes on planned transit improvements
Motor Vehicle Parking	
▶ Provide a minimal parking supply ▶ Share parking between non-residential uses ▶ The majority of new parking will be located underground, screened from pedestrians	▶ Avoids oversupplying parking where travel demand can be accommodated by alternative travel modes ▶ Supports residents who live car-free ▶ Reduces visual impact of parking
Incentives	
▶ TDM measures will reduce peak hour vehicle trips by >10% ▶ Parking cost will be unbundled from unit cost	▶ Avoids oversupply of parking where travel demand can be accommodated by alternative travel modes

8.1.1 Pedestrian Circulation

TDM elements for the subject site have been planned in such a way that residents can access key destinations and run daily errands within walking distance, or by accessing the local transit network. The land use strategy and development form are crucial elements that directly affect the amount of travel, length of trips, and choice of travel mode. The goal for the development is to make non-SOV trips more viable.

Connectivity to nearby amenities: The subject site is situated within an area that offers various retail, services, restaurants and employment. The development itself will provide at-grade retail uses to benefit the larger community. The subject development is also within convenient walking distance from existing transit stops and the Erin Mills Town Centre Bus Terminal. This will help to reduce the need for a personal vehicle to accomplish regular trips.

Development form: The proposed development will have an entrance along Erin Centre Boulevard, providing convenient access for pedestrians, cyclists, and transit users. Loading activities will take place within the parking garage, away from pedestrian activity.

Enhanced landscaping: Enhanced landscaping will be provided to improve the public realm and 'eyes of the street', which will support a safe and attractive pedestrian environment at all times of day.

8.1.2 Cycling Orientation

Bicycle parking: Provision of bicycle parking facilities will support and encourage active transportation. Short-term bicycle parking facilities should be located at-grade in a highly visible and convenient area close to building entrances and parks/gardens for residents and visitors. Long-term bicycle parking should be provided in secured and weather-protected locations, such as storage rooms and bicycle locker rooms. Bike parking will be provided in accordance with Zoning By-law 0225-2007 to encourage bicycle ownership as an alternative to vehicle ownership, to support cycling as a viable travel mode for regular trips, as well as to facilitate first and last-mile trips.

Bicycle repair station: The provision of a bicycle repair station increases the accessibility of cycling for residents and visitors as common tools will be available in the building. Therefore, residents won't need to worry about buying or keeping tools to maintain their bicycle. A bicycle repair station should be located at-grade or near long-term bicycle parking.

Promote and increase cycling awareness & multi-modal transportation: It is recommended that information packages be provided to residents to help encourage active transportation and increase awareness of different travel alternatives. The package should include information regarding the environmental and health benefits of cycling, rules of the road, and maps of active transportation infrastructure available in the surrounding area.

8.1.3 Transit Service

Support existing and future transit connections: The subject site is located in an area with accessibility to surface transit provided by MiWay bus routes that connect to local destinations, other MiWay routes and to GO Transit services in the City of Toronto.

Provide public transit information to residents: Public transit information should be made available to residents and employees, such as MiWay route maps and seven-day schedule timetables for nearby stops. Route and scheduling information could be provided as displays in lobbies, or through real-time updated digital displays in a central location in the building. This will increase the likelihood of new residents incorporating alternatives in their travel patterns when residing at the development. Transit screens will also allow individuals to wait inside or make alternate arrangements if there is a significant delay. It is recommended that the owner coordinate an information session with the City of Mississauga to deliver and promote transit incentives to residents that work in the City.

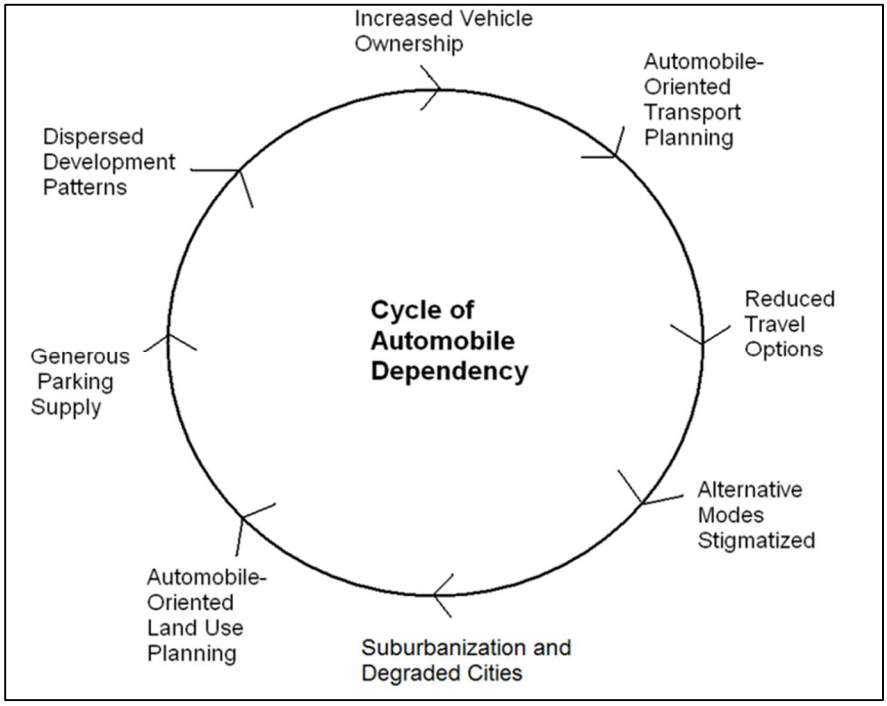
8.1.4 Motor Vehicle Parking

A parking strategy is proposed for the subject site that includes a reduction from the typical zoning by-law parking requirements to maximize the efficiency of the parking supply. The following strategies with respect to managing parking demand on-site are recommended for consideration as the development concept continues to develop through the application process.

Parking reduction from Zoning By-law requirements: Parking policies can either encourage households to choose transit, or to purchase a vehicle. **Figure 8-1** illustrates the self-reinforcing cycle of increased automobile dependency and urban sprawl, with has been reinforced by many transportation and land use planning practices observed during the last century. This was generally unintended, reflecting a lack of

consideration of the consequences behind these decisions. For example, when determining the parking requirements for a particular type of land use, traffic engineers generally determine minimum parking rates disregarding the additional sprawl that may result from these supply rates.

Figure 8-1: Cycle of Automobile Dependency and Related Affects



Source: Evaluating Transportation Land Use Impacts Considering the Impacts, Benefits and Costs of Different Land Use Development Patterns 27 (February 2017).

As displayed by the figure, it has been recognized that an oversupply of parking is becoming problematic in areas with strong transit access and active transportation networks, wherein the availability of parking greatly reduces transit ridership, along with walking and cycling trips. Parking policies should be based on location, transit availability, context of the development, and strategic plans for the area outlined by the City.

A reduced parking supply will be a key measure in supporting existing transit services, avoiding oversupply of parking, discouraging automobile use, and supporting the City's long-term transportation goals.

Shared Parking Strategy: It is recommended that a shared parking strategy be adopted for the non-residential uses on-site, namely the retail and residential visitor components. This will ensure that parking is being provided appropriately to accommodate demand without oversupplying parking to accommodate a 'worst-case scenario'.

8.1.5 Incentives

Unbundled Parking: It is recommended that parking be provided unbundled from the lease of rental units and/or sale of apartment units to support zero-car households and tie the cost of vehicle ownership to units requiring parking only.

Reduction of single-occupant vehicle trips: The TDM Scheme discussed above is intended to support the development in reducing the number of single-occupant vehicle trips generated by increasing the attractiveness of other travel modes.

8.1.6 TDM Monitoring

It is recommended that ongoing monitoring and evaluation be undertaken to collect data and information regarding TDM performance measures. The key goal of performance measuring is to provide useful information on identifying successful program activities, improvements to existing programming as well as the potential development of future programs. The owner should perform periodic evaluation to assess how well the TDM Program is achieving the goal of reducing the number of single-occupant vehicle trips generated by the site. A baseline travel survey followed by a follow-up survey two years later and annual monitoring five years onward is recommended to ensure effective monitoring.

8.1.7 Summary of TDM Recommendations

Table 8-2 summarizes the recommended TDM measures and benefits for the subject site.

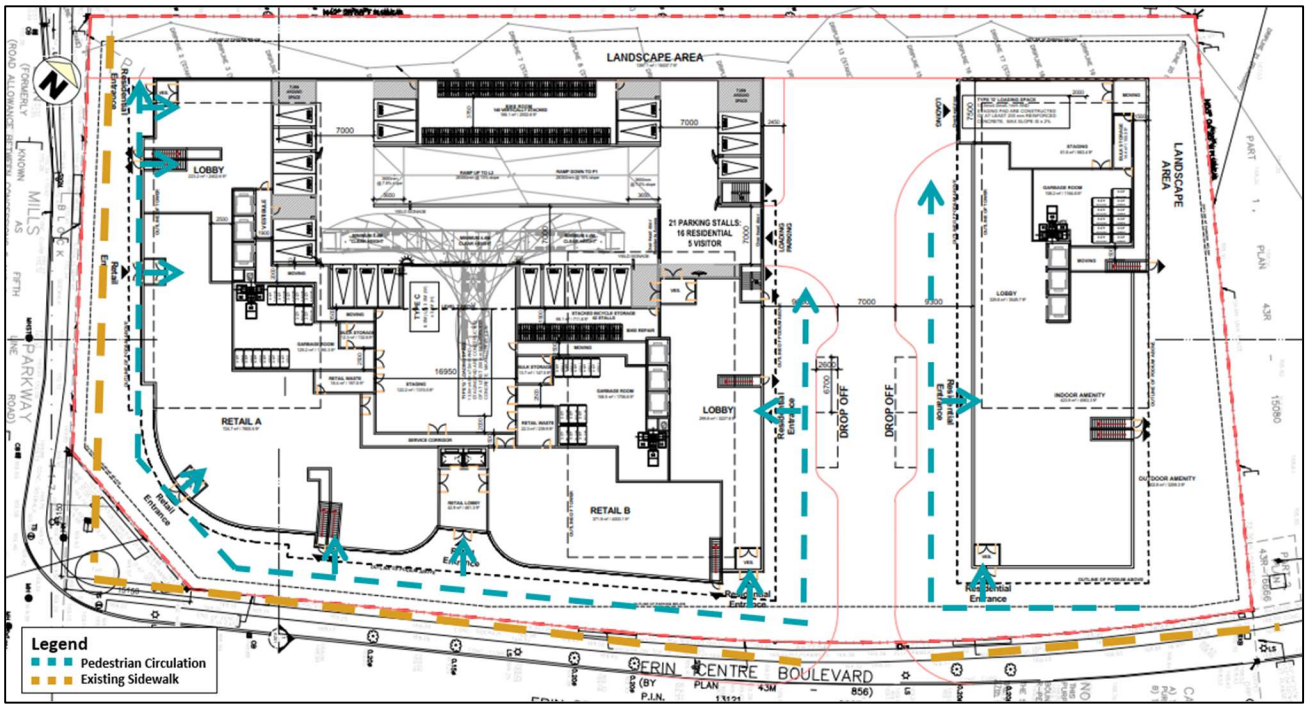
Table 8-2: Summary of TDM Measures

Category	TDM Measure	Estimated Cost	Impact (% Reduction in SOV Trips)
Pedestrian Circulation	Connectivity to nearby amenities	N/A	1%
	Development form – building entrances fronting public streets	N/A	
	Development form – sidewalks along Proposed Future Street	Design Cost	
	Development form – consolidated driveways, parking and loading	N/A	
	Enhanced landscaping	Design Cost	
Cyclist Orientation	Bicycle parking	Design Cost	3%
	Bicycle repair station	$2,500 per station; one station per block Total Cost: **$5,000**	
	Cycling information packages	**$1,000**	
Transit Service	Connectivity to nearby transit	N/A	1%
	Transit information packages	**$1,000**	
Motor Vehicle Parking	Reduced parking supply	N/A	10%
	Shared non-residential parking supply	N/A	
Incentives	Unbundled parking cost	TBD	5%
Monitoring	Monitoring	**$5,000**	-
	Estimated Total	**Approx. $12,000 +**	**20%**

9 PEDESTRIAN CIRCULATION PLAN

A pedestrian circulation plan is provided to highlight the pedestrian circulation throughout the proposed development, including the sidewalk facilities and pedestrian crosswalks available. **Figure 9-1** illustrates that there is good pedestrian circulation located within the proposed development.

Figure 9-1: Pedestrian Circulation Plan



10 CONCLUSIONS & RECOMMENDATIONS

- The proposed development consists of 1022 residential units and 1,080 m^2 of retail.
- The subject site is located in an area serviced by the MiWay Transit network. The subject site is within walkable distance of bus stops along Erin Centre Boulevard and Erin Mills Parkway as well as Erin Mills Town Centre Bus Terminal.
- A total of three (3) traffic scenarios were assessed: Existing Conditions 2024, Future Background Conditions 2029, and Future Total Conditions 2029.
- The subject development is expected to generate 225 two-way vehicle trips in the AM peak hour (64 inbound, 161 outbound) and 328 two-way vehicle trips (210 inbound, 118 outbound) in the PM peak hour.
- The majority of the intersections within the study area are expected to operate comparably under future background conditions following development of the subject site. A signal timing plat optimization is recommended for Erin Mills Parkway and Eglinton Avenue West to provide adequate service to all movements under future conditions.
- In total, the proposed development will provide 992 parking spaces at a rate of 0.97 spaces/unit for residential parking, and 154 parking spaces at a rate of 0.15 spaces/unit for retail. A parking justification has been provided to support the proposed parking supply.
- A comprehensive TDM Strategy that can adapt and evolve as the site plan concept and design evolves is also proposed to support the parking reduction. As a result, the proposed parking strategy is considered to be appropriate and supportable for the subject site.
- Three (3) loading spaces are proposed for the subject site, satisfying the City of Mississauga Zoning By-Law.

Transportation Impact Study
Proposed Mixed-Use Development
2980 Crosscurrent Dr
City of Mississauga

APPENDIX A

Terms of Reference

Appendix B

APPROVED
By Cyrus Hiranandani at 3:00 pm, Jul 09, 2024

Pre-Study Consultation Checklist

Description	Information	Section Reference
Development Information		
Development Description (land use, size, and number of phases of development)	• Phase 1: Residential Development with two structures, a total of approximately 1064 units at 2555 Erin Centre Blvd, Mississauga • Phase 2: • Phase 3:	2.3.6
Transportation Impact Assessment		
Step 1 – Screening		
Type of Application (attach a drawing)	☑ Official Plan Amendment ☑ Zoning Amendment ☐ Site Plan Control Application ☐ Plan of Subdivision ☐ Other_____	2.3.5
Screening Criteria	☑ Trip Generation Trigger Satisfied ☐ Location Trigger Satisfied ☐ Operational/Safety Trigger Satisfied	2.2.1
Type of Study	☑ Transportation Impact Study ☐ Access Review ☐ No Additional Study Required	2.2.1
Step 2 – Scoping		
Study Area (intersections to be analyzed) Note: The Transportation Consultant is responsible to identify any further intersections impacted as the study progresses.	• 1. Erin Mills Pkwy & Erin Centre Blvd • 2. Erin Mills Pkwy & Erin Mills Town Centre East Access • 3. Erin Mills Pkwy & Eglinton Ave W • 4. Forest Hill Dr & Erin Centre Blvd • 5. Existing West Access & Erin Centre Blvd • 6. Existing East Access & Erin Centre Blvd • • •	2.3.8

Description	Information	Section Reference
Horizon Years	☑ 5 years from date of TIS ☐ Interim years_____ ☐ Other_____	2.3.9
Analysis Periods	☑ AM weekday peak hour of adjacent roadway ☑ PM weekday peak hour of adjacent roadway ☐ Saturday peak hour of adjacent roadway ☐ AM weekday peak hour of development ☐ PM weekday peak hour of development ☐ Saturday peak hour of development ☐ Other _____	2.3.10
Input Parameters and Assumptions (potential deviations)	• N/A • • •	2.3.13
Existing Transportation Conditions	☐ City data sources ☑ New data collection by LEA Consulting ☐ Other _____	2.3.14
Planned Network Improvements (with timing)	• LEA is requesting that City staff confirm the assumption that there are no planned road network improvement in the study area. • •	2.3.16
Other Planned Developments (per City's Website)	• LEA is requesting the City staff to share the TISs of the following background developments: • 1. FILE NO: 20, SITE ADDRESS: 2475 Eglinton Avenue West • 2. FILE NO: 9, SITE ADDRESS: 5065 Erin Mills Parkway • 5035 Erin Mills Parkway • •	2.3.17
Identification of Mitigation Improvement Measures	☐ Neighbourhood Traffic Management Plan ☑ Other N/A	2.3.23
Safety Analysis (any special issues)	• N/A • • •	2.3.25
Site Access and Circulation (design vehicles)	☑ Passenger Car (P) ☑ Light Single Unit Truck (LSU) ☑ Medium Single Unit Truck (MSU) ☑ Heavy Single Unit Truck (HSU) ☐ Pumper Fire Truck ☐ WB-20 Tractor Semi-Trailer Truck ☑ Other Peel Waste Collection Truck	2.3.26
Impacts During Construction (any special issues)	• N/A • • •	2.3.27

Description	Information	Section Reference
Step 3 – Forecasting		
Growth Rate	☐ Obtained from City Obtained from City if available ☑ Historical traffic counts ☐ Travel demand forecasts ☐ Proposed Growth Rate: _____	2.3.15
Site Trip Generation	☑ ITE Trip Generation Manual ☐ "First Principles" ☐ Observed rates for similar developments in area ☐ Other _____	2.3.19
Trip Reductions	☐ Internal capture reductions for mixed-use developments ☐ Pass-by reductions Non-Auto Modal Split Reduction ☑ Other Trip Reduction will be considered if applicable	2.3.19
Trip Distribution	☐ Local traffic patterns ☑ TTS ☐ Travel demand model ☐ Population and employment distribution ☐ Market analysis of catchment area ☐ Other _____	2.3.20
Trip Assignment	☑ Local traffic patterns ☐ Shortest distance ☑ Site layout, access design and logical routing ☐ Existing turning movements ☐ Other _____	2.3.21
Transportation Demand Management Plan		
Format	☑ Within a TIA Report ☐ Standalone	3.2.1
Type of Transportation Demand Management Plan	☐ TDM Statement ☑ TDM Scheme	3.2.2
Pedestrian Circulation Plan		
Format	☑ Within a TIA Report ☐ Standalone	4.2.1
Additional Comments		
-Access Review: Ensure that the proposed site access conform to all TAC standards (e.g. corner clearances, clear throat lengths, veh & ped sight line distances for ingress/egress, proximity/alignment to other driveways/roads, etc.); Provide confirmation and technical justification of whether the site access location and design are safe for all roadway users and why. The proposed access shall be relocated to align, centreline to centreline, with the opposing road (Gulfstream Way) -Recommendations: Detailed Recommendations regarding on-site/off-site roadway improvements, site access, site circulation, and TDM measures shall be made. -Community Impacts: Any transportation related impacts on the existing community and comments from the public through the planning approvals process shall be addressed in the report.		

APPENDIX B

Traffic Data & Signal Timing Plan

LEA Consulting Ltd.
625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

Intersection : Forest Hill Drive & Erin Centre Boulevard
Survey Date : June 11, 2024
Project No. : 25054
Count ID : 24211

Turning Movement Count - Forest Hill Drive & Erin Centre Boulevard

	N/A Southbound						Erin Centre Boulevard Westbound						Forest Hill Drive Northbound						Erin Centre Boulevard Eastbound						
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Grand Total
7:30	0	0	0	0	0	0	0	2	21	0	0	23	0	4	0	0	0	4	0	0	19	4	2	23	50
7:45	0	0	0	0	0	0	0	3	31	0	1	34	0	5	0	0	1	5	0	0	18	8	1	26	65
Hourly Total	0	0	0	0	0	0	0	5	52	0	1	57	0	9	0	0	1	9	0	0	37	12	3	49	115
8:00	0	0	0	0	0	0	0	0	49	0	0	49	0	30	0	0	0	30	0	0	32	9	3	41	120
8:15	0	0	0	0	0	0	0	0	55	0	0	55	0	26	0	0	1	26	0	0	52	31	3	83	164
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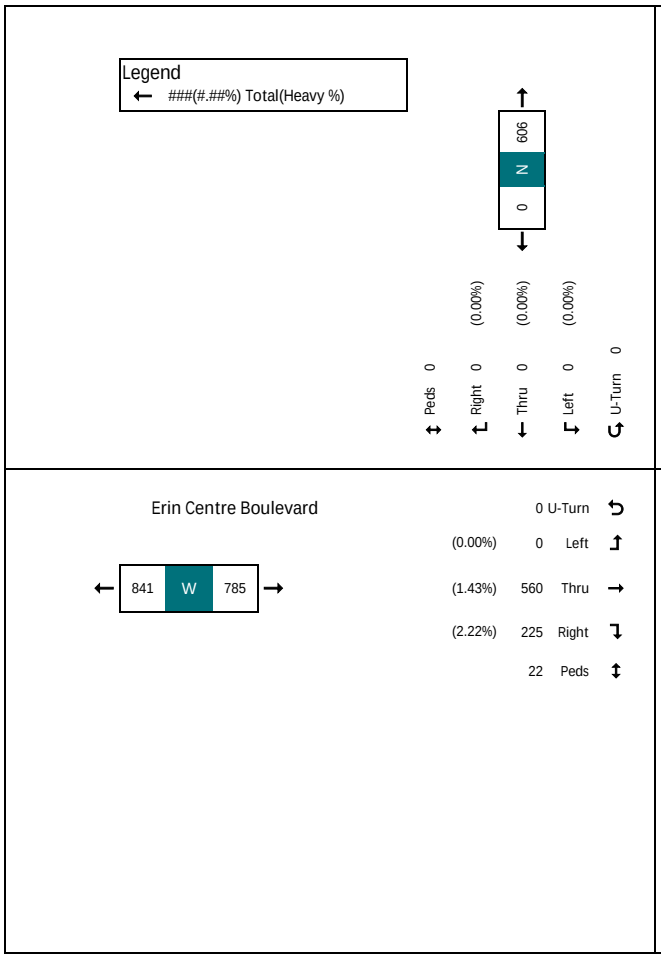
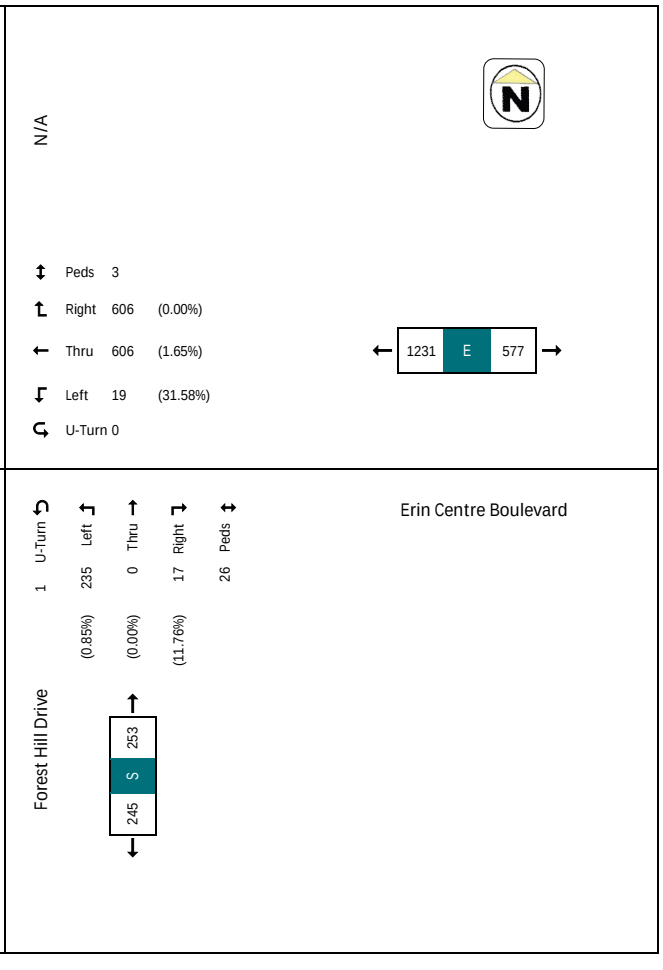
Hourly Total	0	0	0	0	0	0	0	3	166	0	1	169	0	86	0	3	6	89	0	0	150	72	8	222	480
9:00	0	0	0	0	0	0	0	1	30	0	0	31	0	15	0	1	7	16	0	0	21	10	0	31	78
9:15	0	0	0	0	0	0	0	4	28	0	0	32	0	8	0	1	0	9	0	0	30	14	0	44	85
Hourly Total	0	0	0	0	0	0	0	5	58	0	0	63	0	23	0	2	7	25	0	0	51	24	0	75	163
* Break *																									
16:00	0	0	0	0	0	0	0	0	23	0	0	23	0	16	0	4	3	20	0	0	43	19	3	62	105
16:15	0	0	0	0	0	0	0	2	41	0	0	43	0	12	0	1	2	13	0	0	35	18	1	53	109
16:30	0	0	0	0	0	0	0	1	33	0	0	34	0	20	0	1	0	21	0	0	40	9	0	49	104
16:45	0	0	0	0	0	0	0	0	44	0	1	44	0	15	0	0	3	15	0	0	31	12	2	43	102
Hourly Total	0	0	0	0	0	0	0	3	141	0	1	144	0	63	0	6	8	69	0	0	149	58	6	207	420
17:00	0	0	0	0	0	0	0	1	50	0	0	51	0	10	0	1	1	11	0	0	38	12	4	50	112
17:15	0	0	0	0	0	0	0	2	30	0	0	32	0	15	0	2	2	17	0	0	33	16	0	49	98
17:30	0	0	0	0	0	0	0	0	43	0	0	43	1	8	0	2	0	11	0	0	62	17	1	79	133
17:45	0	0	0	0	0	0	0	0	66	0	0	66	0	21	0	1	1	22	0	0	40	14	0	54	142
Hourly Total	0	0	0	0	0	0	0	3	189	0	0	192	1	54	0	6	4	61	0	0	173	59	5	232	485
Grand Total	0	0	0	0	0	0	0	19	606	0	3	625	1	235	0	17	26	253	0	0	560	225	22	785	1663
Approach %	-	-	-	-	-	-	0.0%	3.0%	97.0%	0.0%	-	-	0.4%	92.9%	0.0%	6.7%	-	-	0.0%	0.0%	71.3%	28.7%	-	-	-
Total %	0.0%	0.0%	0.0%	0.0%	-	0.0%	0.0%	1.1%	36.4%	0.0%	-	37.6%	0.1%	14.1%	0.0%	1.0%	-	15.2%	0.0%	0.0%	33.7%	13.5%	-	47.2%	-
Lights	0	0	0	0	-	0	0	13	596	0	-	609	1	233	0	15	-	249	0	0	552	220	-	772	1630
% Lights	-	-	-	-	-	-	-	68.4%	98.3%	-	-	97.4%	100.0%	99.1%	-	88.2%	-	98.4%	-	-	98.6%	97.8%	-	98.3%	98.0%
Buses	-	0	0	0	-	0	-	3	9	0	-	12	-	0	0	1	-	1	-	0	6	3	-	9	22
% Buses	-	-	-	-	-	-	-	15.8%	1.5%	-	-	1.9%	-	0.0%	-	5.9%	-	0.4%	-	-	1.1%	1.3%	-	1.1%	1.3%
Trucks	-	0	0	0	-	0	-	3	1	0	-	4	-	2	0	1	-	3	-	0	2	2	-	4	11
% Trucks	-	-	-	-	-	-	-	15.8%	0.2%	-	-	0.6%	-	0.9%	-	5.9%	-	1.2%	-	-	0.4%	0.9%	-	0.5%	0.7%
Bicycles	-	-	-	-	0	0	-	-	-	-	4	4	-	-	-	-	1	1	-	-	-	-	8	8	13
Pedestrians	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	26	-	-	-	-	-	22	-	51





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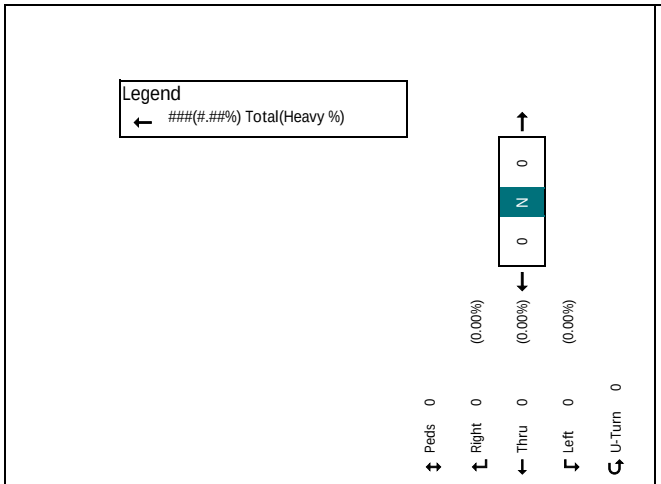
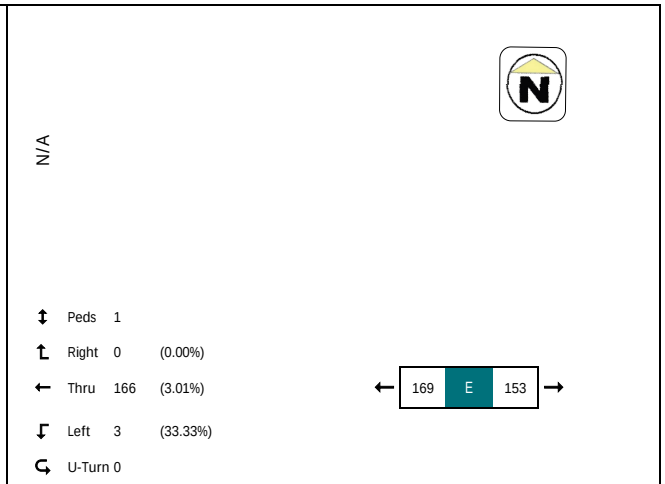
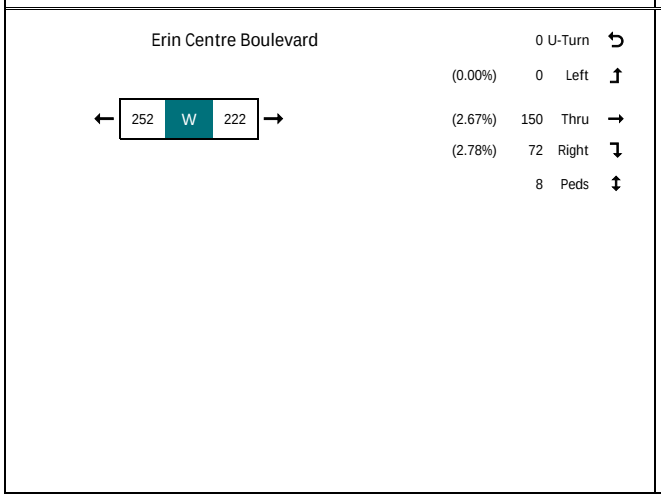
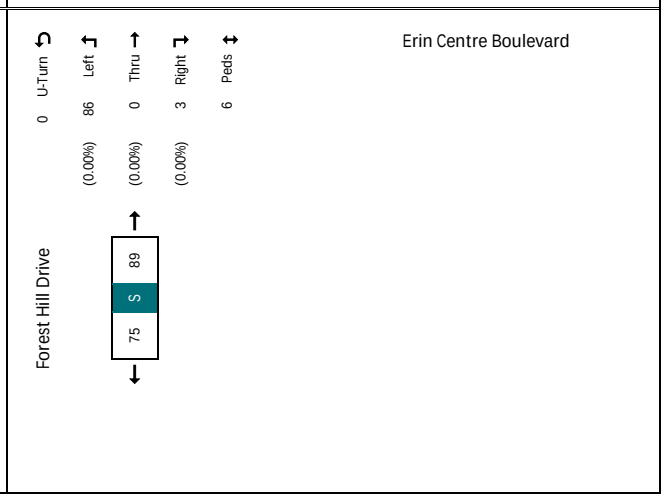
AM Peak Hour - Forest Hill Drive & Erin Centre Boulevard

	N/A Southbound						Erin Centre Boulevard Westbound						Forest Hill Drive Northbound						Erin Centre Boulevard Eastbound						
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Grand Total
8:00	0	0	0	0	0	0	0	0	49	0	0	49	0	30	0	0	1	30	0	0	32	9	3	41	120
8:15	0	0	0	0	0	0	0	0	55	0	0	55	0	26	0	0	1	26	0	0	52	31	3	83	164
8:30	0	0	0	0	0	0	0	3	32	0	1	35	0	15	0	2	1	17	0	0	36	19	2	55	107
8:45	0	0	0	0	0	0	0	0	30	0	0	30	0	15	0	1	3	16	0	0	30	13	0	43	89
Hourly Total	0	0	0	0	0	0	0	3	166	0	1	169	0	86	0	3	6	89	0	0	150	72	8	222	480
Approach %	-	-	-	-	-	-	0.0%	1.8%	98.2%	0.0%	-	-	0.0%	96.6%	0.0%	3.4%	-	-	0.0%	0.0%	67.6%	32.4%	-	-	-
Total %	0.0%	0.0%	0.0%	0.0%	-	0.0%	0.0%	0.6%	34.6%	0.0%	-	35.2%	0.0%	17.9%	0.0%	0.6%	-	18.5%	0.0%	0.0%	31.3%	15.0%	-	46.3%	
PHF	0	0	0	0	-	0	0	0.25	0.75	0	-	0.77	0	0.72	0	0.38	-	0.74	0	0	0.72	0.58	-	0.67	0.73
Lights	0	0	0	0	-	0	0	2	161	0	-	163	0	86	0	3	-	89	0	0	146	70	-	216	468
% Lights	-	-	-	-	-	-	-	66.7%	97.0%	-	-	96.4%	-	100.0%	-	100.0%	-	100.0%	-	-	97.3%	97.2%	-	97.3%	97.5%
Buses	-	0	0	0	-	0	-	1	5	0	-	6	-	0	0	0	-	0	-	0	4	2	-	6	12
% Buses	-	-	-	-	-	-	-	33.3%	3.0%	-	-	3.6%	-	0.0%	-	0.0%	-	0.0%	-	-	2.7%	2.8%	-	2.7%	2.5%
Trucks	-	0	0	0	-	0	-	0	0	0	-	0	-	0	0	0	-	0	-	0	0	0	-	0	0
% Trucks	-	-	-	-	-	-	-	0.0%	0.0%	-	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	-	0.0%	0.0%	-	0.0%	0.0%
Bicycles	-	-	-	-	0	0	-	-	-	-	2	2	-	-	-	-	1	1	-	-	-	-	0	0	3
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	8	-	9







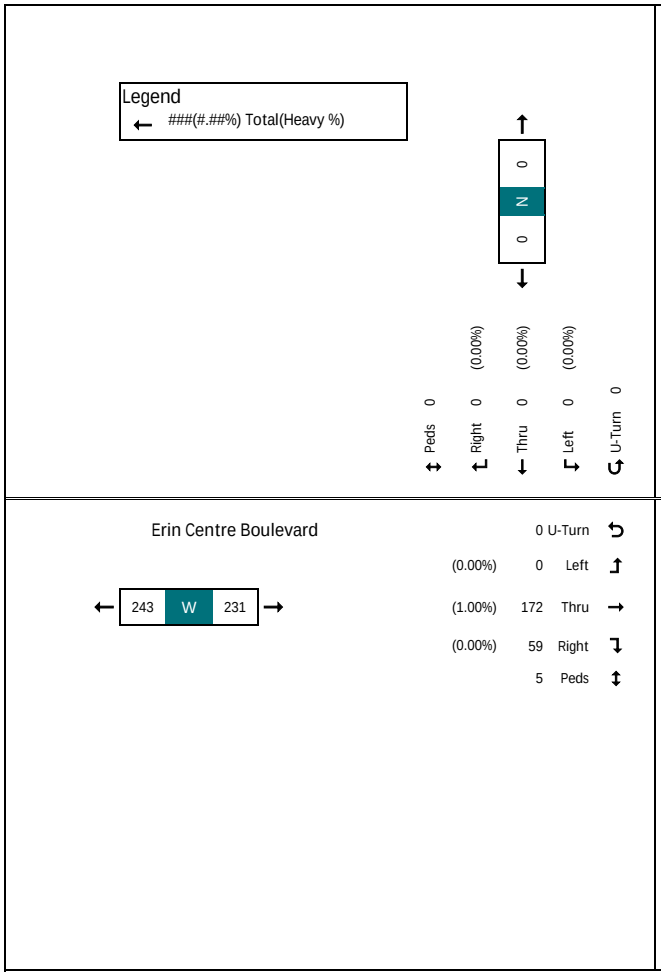


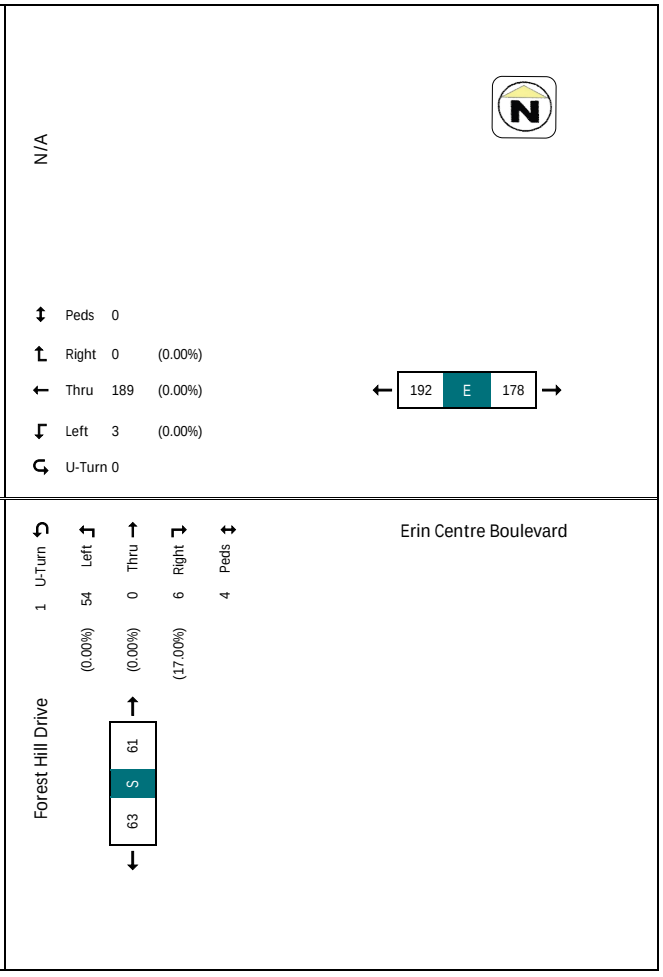
LEA Consulting Ltd.
625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

Intersection : Forest Hill Drive & Erin Centre Boulevard
Survey Date : June 11, 2024
Project No. : 25054
Count ID : 24211

PM Peak Hour - Forest Hill Drive & Erin Centre Boulevard

	N/A Southbound						Erin Centre Boulevard Westbound						Forest Hill Drive Northbound						Erin Centre Boulevard Eastbound						
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Grand Total
17:00	0	0	0	0	0	0	0	1	50	0	0	51	0	10	0	1	1	12	0	0	38	12	4	50	112
17:15	0	0	0	0	0	0	0	2	30	0	0	32	0	15	0	2	2	17	0	0	33	16	0	49	98
17:30	0	0	0	0	0	0	0	0	43	0	0	43	1	8	0	2	0	11	0	0	62	17	1	79	133
17:45	0	0	0	0	0	0	0	0	66	0	0	66	0	21	0	1	1	22	0	0	40	14	0	54	142
Hourly Total	0	0	0	0	0	0	0	3	189	0	0	192	1	54	0	6	4	61	0	0	173	59	5	232	485
Approach %	-	-	-	-	-	-	0.0%	1.6%	98.4%	0.0%	-	-	1.6%	88.5%	0.0%	9.8%	-	-	0.0%	0.0%	74.6%	25.4%	-	-	-
Total %	0.0%	0.0%	0.0%	0.0%	-	0.0%	0.0%	0.6%	39.4%	0.0%	-	39.6%	0.2%	11.3%	0.0%	1.3%	-	12.6%	0.0%	0.0%	36.0%	12.3%	-	47.8%	
PHF	0	0	0	0	-	0	0	0.38	0.72	0	-	0.73	0	0.64	0	0.75	-	0.69	0	0	0.7	0.87	-	0.73	0.85
Lights	0	0	0	0	-	0	0	2	188	0	-	190	1	54	0	5	-	60	0	0	172	59	-	231	481
% Lights	-	-	-	-	-	-	-	66.7%	99.5%	-	-	99.0%	-	100.0%	-	83.3%	-	98.4%	-	-	99.4%	100.0%	-	99.6%	99.2%
Buses	-	0	0	0	-	0	-	0	0	0	-	0	-	0	0	0	-	0	-	0	0	0	-	0	0
% Buses	-	-	-	-	-	-	-	0.0%	0.0%	-	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	-	0.0%	0.0%	-	0.0%	0.0%
Trucks	-	0	0	0	-	0	-	1	1	0	-	2	-	0	0	1	-	1	-	0	1	0	-	1	4
% Trucks	-	-	-	-	-	-	-	33.3%	0.5%	-	-	1.0%	-	0.0%	-	16.7%	-	1.6%	-	-	0.6%	0.0%	-	0.4%	0.8%
Bicycles	-	-	-	-	0	0	-	-	-	-	1	1	-	-	-	-	0	0	-	-	-	-	5	5	6
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	1



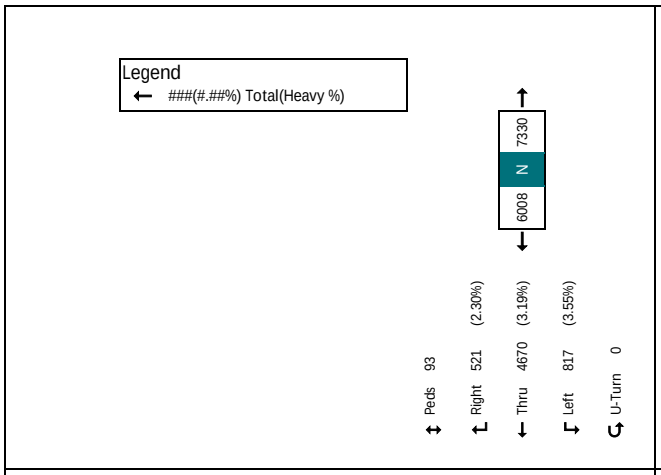


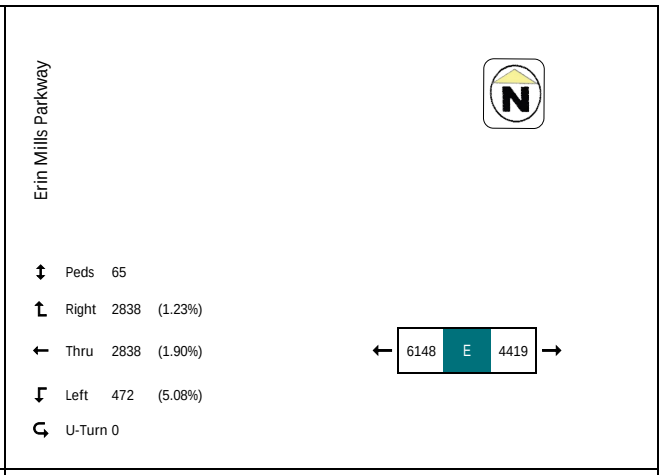
LEA Consulting Ltd.
625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

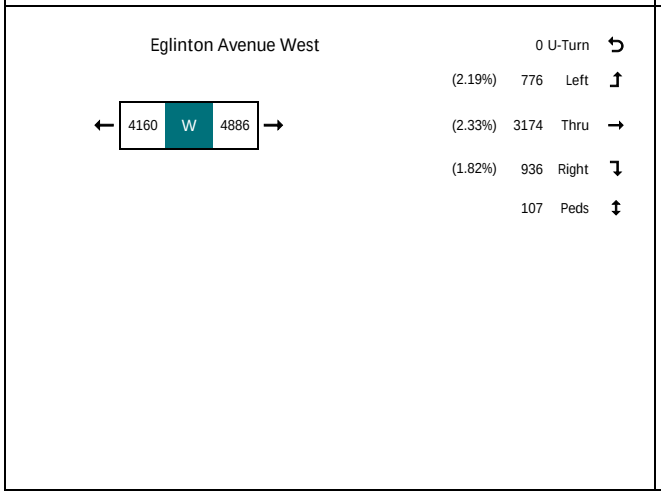
Intersection : Erin Mills Parkway & Eglinton Avenue West
Survey Date : June 11, 2024
Project No. : 25054
Count ID : 24206

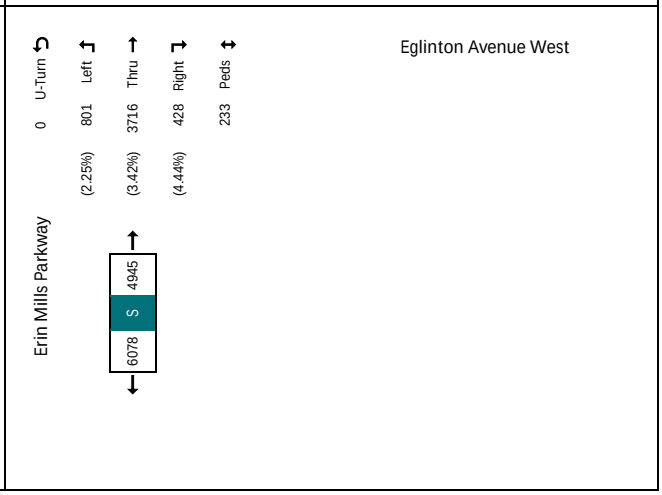
Turning Movement Count - Erin Mills Parkway & Eglinton Avenue West

	Erin Mills Parkway Southbound						Eglinton Avenue West Westbound						Erin Mills Parkway Northbound						Eglinton Avenue West Eastbound						
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Grand Total
7:30	0	41	260	19	6	310	0	20	91	28	0	139	0	97	147	18	19	192	0	22	221	55	1	299	939
7:45	0	65	321	24	5	410	0	16	93	42	3	151	0	31	217	28	10	276	0	38	230	58	1	326	1163
Hourly Total	0	106	571	43	11	720	0	36	184	70	9	290	0	58	364	46	29	468	0	60	451	113	2	624	2102
8:00	0	69	360	22	3	451	0	19	145	46	3	210	0	39	199	36	10	274	0	33	231	57	0	321	1256
8:15	0	79	325	20	0	424	0	25	152	60	0	237	0	24	197	32	20	253	0	56	280	78	0	414	1328
8:30	0	64	352	19	5	435	0	25	114	41	5	180	0	39	238	50	22	327	0	25	267	67	23	359	1301
8:45	0	62	296	26	7	384	0	31	154	39	5	224	0	39	169	23	21	231	0	41	231	62	6	334	1173
Hourly Total	0	274	1333	87	15	1694	0	100	565	186	13	851	0	141	803	141	73	1085	0	155	1009	264	29	1428	5058
9:00	0	29	252	24	4	305	0	37	126	42	0	205	0	30	170	38	20	238	0	24	231	67	14	322	1070
9:15	0	37	295	33	14	365	0	15	94	32	18	141	0	55	172	43	13	270	0	12	180	44	4	236	1012
Hourly Total	0	66	547	57	18	670	0	52	220	74	18	346	0	85	342	81	33	508	0	36	411	111	18	558	2082
* Break *																									
16:00	0	54	259	35	20	348	0	30	209	67	11	306	0	66	273	35	14	374	0	20	137	58	11	215	1243
16:15	0	32	204	31	13	267	0	49	251	68	2	366	0	82	249	28	18	339	0	43	159	69	7	271	1243
16:30	0	38	286	42	7	366	0	34	208	60	4	302	0	42	251	25	18	318	0	39	143	65	11	247	1233
16:45	0	58	241	47	9	346	0	26	235	61	8	322	0	66	248	25	8	339	0	25	151	43	6	219	1226
Hourly Total	0	182	990	155	49	1327	0	139	903	254	25	1296	0	236	1021	113	58	1370	0	127	590	235	35	952	4945
17:00	0	43	294	39	0	376	0	39	252	95	0	386	0	65	322	29	13	416	0	29	188	44	5	261	1439
17:15	0	61	348	45	0	454	0	36	223	77	0	336	0	77	320	0	7	397	0	37	155	61	9	253	1440
17:30	0	47	256	49	0	352	0	35	251	92	0	378	0	81	264	0	7	345	0	45	184	51	2	280	1355
17:45	0	38	331	46	0	415	0	35	236	83	0	354	0	58	280	18	12	356	0	36	183	57	7	276	1401
Hourly Total	0	189	1229	179	0	1597	0	145	962	347	0	1454	0	281	1186	47	39	1514	0	147	710	213	23	1070	5635
Grand Total	0	817	4670	521	93	6008	0	472	2838	932	65	4242	0	801	3716	428	233	4945	0	525	3174	936	107	4635	19830
Approach %	0.0%	13.6%	77.7%	8.7%	-	-	0.0%	11.1%	66.9%	22.0%	-	-	0.0%	16.2%	75.1%	8.7%	-	-	0.0%	11.3%	68.5%	20.2%	-	-	-
Total %	0.0%	4.1%	23.6%	2.6%	-	30.3%	0.0%	2.4%	14.3%	4.7%	-	21.4%	0.0%	4.0%	18.7%	2.2%	-	24.9%	0.0%	2.6%	16.0%	4.7%	-	23.4%	-
Lights	0	788	4521	509	-	5818	0	448	2784	897	-	4129	0	783	3589	409	-	4781	0	508	3100	919	-	4527	19255
% Lights	-	96.5%	96.8%	97.7%	-	96.8%	-	94.9%	98.1%	96.2%	-	97.3%	-	97.8%	96.6%	95.6%	-	96.7%	-	96.8%	97.7%	98.2%	-	97.7%	97.1%
Buses	-	18	62	7	-	87	-	7	37	24	-	68	-	7	62	1	-	70	-	11	49	8	-	68	293
% Buses	-	2.2%	1.3%	1.3%	-	1.4%	-	1.5%	1.3%	2.6%	-	1.6%	-	0.9%	1.7%	0.2%	-	1.4%	-	2.1%	1.5%	0.9%	-	1.5%	1.5%
Trucks	-	11	87	5	-	103	-	17	17	11	-	45	-	11	65	18	-	94	-	6	25	9	-	40	282
% Trucks	-	1.3%	1.9%	-	-	1.7%	-	3.6%	0.6%	1.2%	-	1.1%	-	1.4%	1.7%	4.2%	-	1.9%	-	1.1%	0.8%	1.0%	-	0.9%	1.4%
Bicycles	-	-	-	-	0	0	-	-	-	-	1	1	-	-	-	-	4	4	-	-	-	-	11	11	16
Pedestrians	-	-	-	-	93	-	-	-	-	-	65	-	-	-	-	-	233	-	-	-	-	-	107	-	498







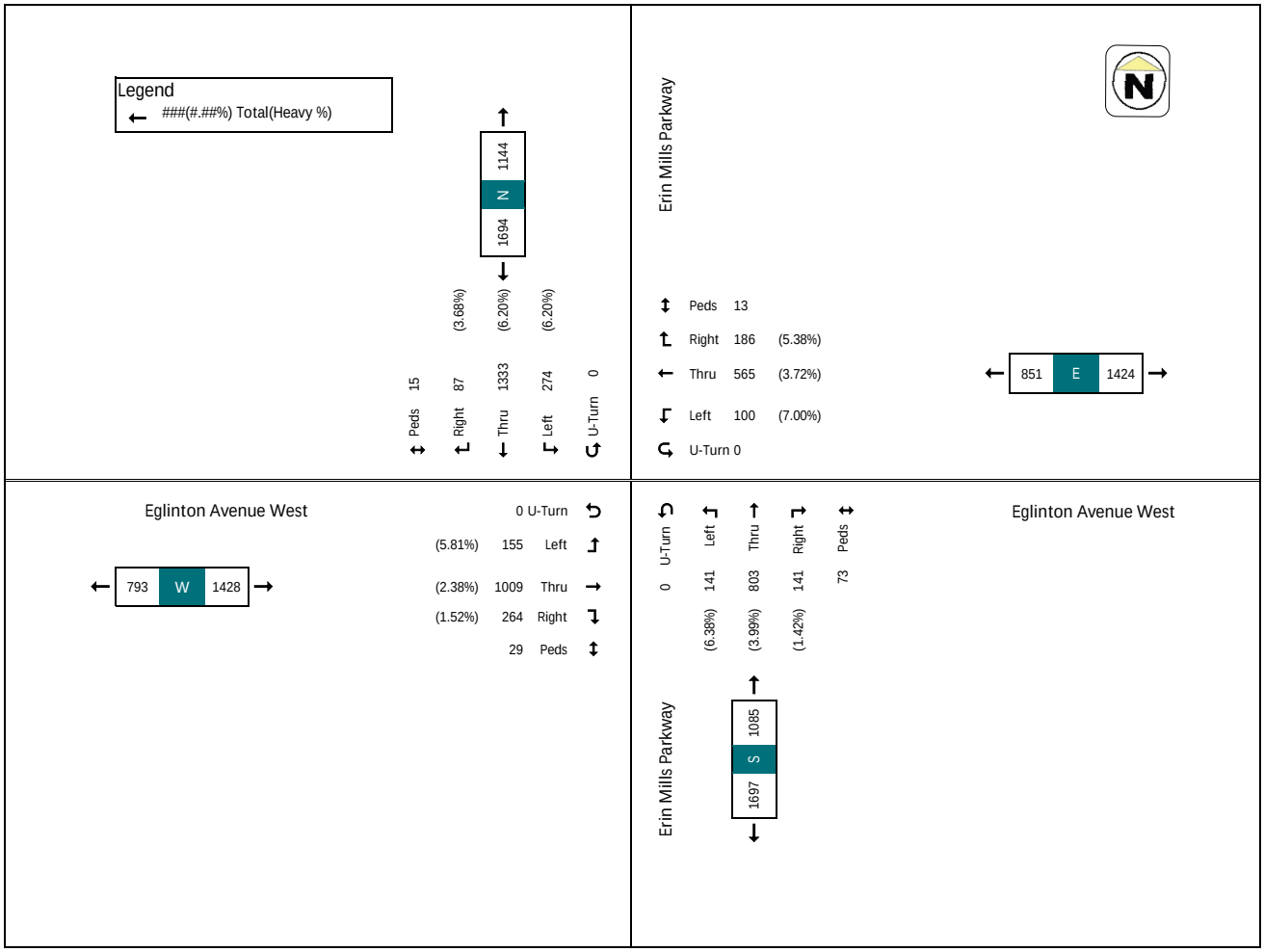


LEA Consulting Ltd.
625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

Intersection : Erin Mills Parkway & Eglinton Avenue West
Survey Date : June 11, 2024
Project No. : 25054
Count ID : 24206

AM Peak Hour - Erin Mills Parkway & Eglinton Avenue West

	Erin Mills Parkway Southbound						Eglinton Avenue West Westbound						Erin Mills Parkway Northbound						Eglinton Avenue West Eastbound						
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Grand Total
8:00	0	69	360	22	3	451	0	19	145	46	3	210	0	39	199	36	10	274	0	32	231	57	0	321	1256
8:15	0	79	325	20	0	424	0	25	152	60	0	237	0	24	197	32	20	253	0	56	280	78	0	414	1328
8:30	0	64	352	19	5	435	0	25	114	41	5	180	0	39	238	50	22	327	0	26	267	67	23	359	1301
8:45	0	62	296	26	7	394	0	31	154	39	5	224	0	39	169	23	21	231	0	41	231	62	6	334	1173
Hourly Total	0	274	1333	87	15	1694	0	100	565	186	13	851	0	141	803	141	73	1085	0	155	1009	264	29	1428	5058
Approach %	0.0%	16.2%	78.7%	5.1%	-	-	0.0%	11.8%	66.4%	21.9%	-	-	0.0%	13.0%	74.0%	13.0%	-	-	0.0%	10.9%	70.7%	18.5%	-	-	-
Total %	0.0%	5.4%	26.4%	1.7%	-	33.5%	0.0%	2.0%	11.2%	3.7%	-	16.8%	0.0%	2.8%	15.9%	2.8%	-	21.5%	0.0%	3.1%	19.9%	5.2%	-	28.2%	
PHF	0	0.87	0.93	0.84	-	0.94	0	0.81	0.92	0.78	-	0.9	0	0.9	0.84	0.71	-	0.83	0	0.69	0.9	0.85	-	0.86	0.95
Lights	0	257	1284	82	-	1623	0	93	544	176	-	813	0	132	771	139	-	1042	0	146	985	260	-	1391	4869
% Lights	-	93.8%	96.3%	94.3%	-	95.8%	-	93.0%	96.3%	94.6%	-	95.5%	-	93.6%	96.0%	98.6%	-	96.0%	-	94.2%	97.6%	98.5%	-	97.4%	96.3%
Buses	-	11	23	3	-	37	-	0	10	7	-	17	-	4	13	0	-	17	-	6	16	2	-	24	95
% Buses	-	4.0%	1.7%	3.4%	-	2.2%	-	0.0%	1.8%	3.8%	-	2.0%	-	2.8%	1.6%	0.0%	-	1.6%	-	3.9%	1.6%	0.8%	-	1.7%	1.9%
Trucks	-	6	26	2	-	34	-	7	11	3	-	21	-	5	19	2	-	26	-	3	8	2	-	13	94
% Trucks	-	2.2%	2.0%	2.3%	-	2.0%	-	7.0%	1.9%	1.6%	-	2.5%	-	3.5%	2.4%	1.4%	-	2.4%	-	1.9%	0.8%	0.8%	-	0.9%	1.9%
Bicycles	-	-	-	-	0	0	-	-	-	-	0	0	-	-	-	-	1	1	-	-	-	-	1	1	2
Pedestrians	-	-	-	-	15	-	-	-	-	-	13	-	-	-	-	-	0	-	-	-	-	-	29	-	57

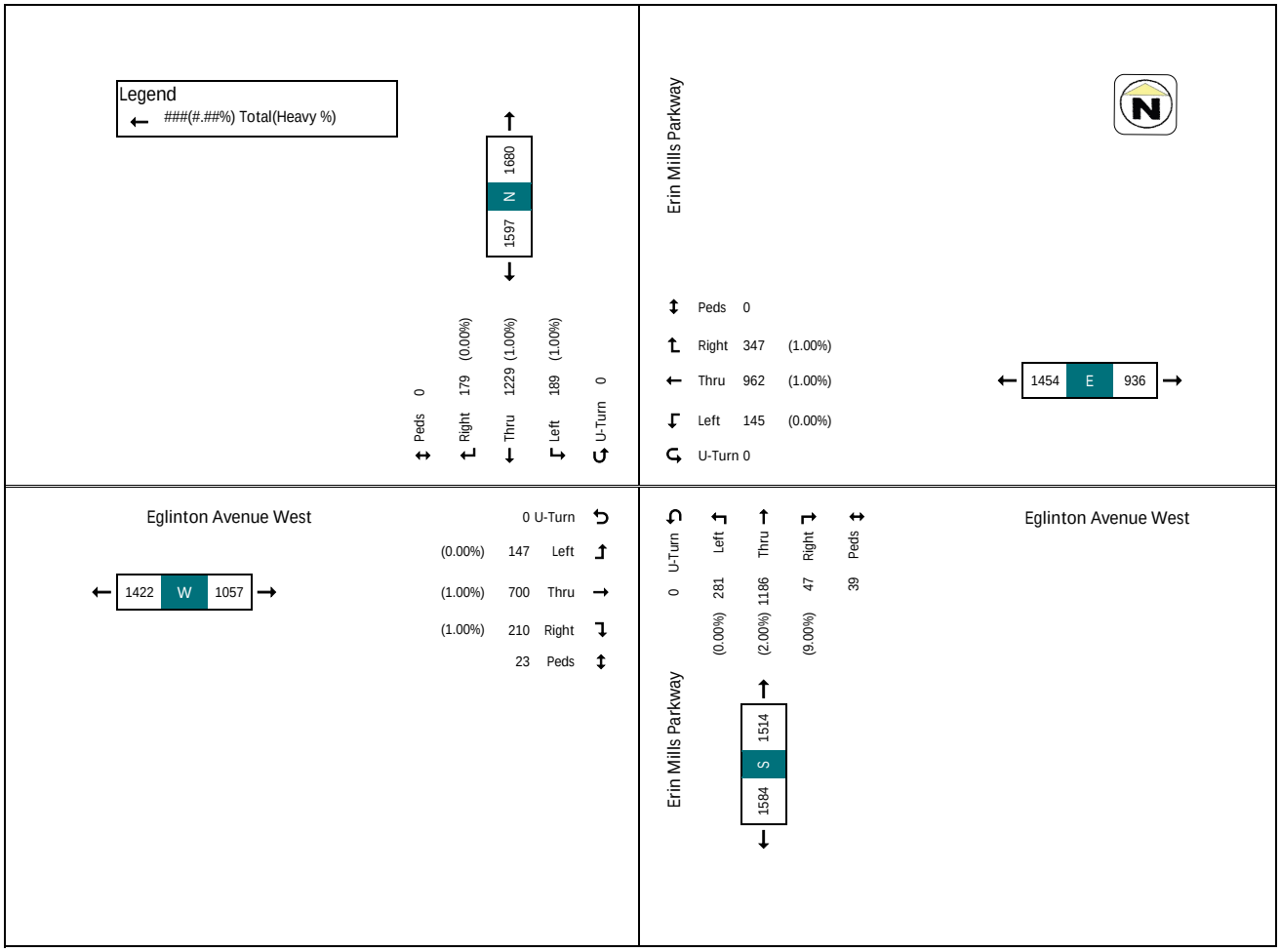


LEA Consulting Ltd.
625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

Intersection : Erin Mills Parkway & Eglinton Avenue West
Survey Date : June 11, 2024
Project No. : 25054
Count ID : 24206

PM Peak Hour - Erin Mills Parkway & Eglinton Avenue West

	Erin Mills Parkway Southbound						Eglinton Avenue West Westbound						Erin Mills Parkway Northbound						Eglinton Avenue West Eastbound						
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Grand Total
17:00	0	43	294	39	0	376	0	39	252	95	0	386	0	65	322	29	13	416	0	29	188	44	5	261	1439
17:15	0	61	348	45	0	454	0	36	223	77	0	336	0	77	320	0	7	397	0	37	155	61	9	253	1440
17:30	0	47	256	49	0	352	0	35	253	92	0	378	0	81	264	0	7	345	0	45	184	51	2	280	1355
17:45	0	38	331	46	0	415	0	35	236	83	0	354	0	58	280	18	12	356	0	36	183	57	7	276	1401
Hourly Total	0	189	1229	179	0	1597	0	145	962	347	0	1454	0	281	1186	47	39	1514	0	147	710	213	23	1070	5635
Approach %	0.0%	11.8%	77.0%	11.2%	-	-	0.0%	10.0%	66.2%	23.9%	-	-	0.0%	18.6%	78.3%	3.1%	-	-	0.0%	13.7%	66.4%	19.9%	-	-	-
Total %	0.0%	3.4%	21.8%	3.2%	-	28.3%	0.0%	2.6%	17.1%	6.2%	-	25.8%	0.0%	5.0%	21.1%	0.8%	-	26.9%	0.0%	2.6%	12.6%	3.8%	-	19.0%	-
PHF	0	0.77	0.88	0.91	-	0.88	0	0.93	0.95	0.91	-	0.94	0	0.87	0.92	0.41	-	0.91	0	0.82	0.94	0.87	-	0.96	0.98
Lights	0	187	1213	179	-	1579	0	141	956	341	-	1438	0	281	1163	43	-	1487	0	147	700	210	-	1057	5561
% Lights	-	98.9%	98.7%	100.0%	-	98.9%	-	97.2%	99.4%	98.3%	-	98.9%	-	100.0%	98.1%	91.5%	-	98.2%	-	100.0%	98.6%	98.6%	-	98.8%	98.7%
Buses	-	1	23	0	-	24	-	0	6	2	-	8	-	0	10	0	-	10	-	0	8	0	-	8	50
% Buses	-	0.5%	1.9%	0.0%	-	1.5%	-	0.0%	0.6%	0.6%	-	0.6%	-	0.0%	0.8%	0.0%	-	0.7%	-	0.0%	1.1%	0.0%	-	0.7%	0.9%
Trucks	-	1	12	0	-	13	-	4	0	4	-	8	-	0	13	4	-	17	-	0	2	3	-	5	43
% Trucks	-	0.5%	1.0%	0.0%	-	0.8%	-	2.8%	0.0%	1.2%	-	0.6%	-	0.0%	1.1%	8.5%	-	1.1%	-	0.0%	0.3%	1.4%	-	0.5%	0.8%
Bicycles	-	-	-	-	0	0	-	-	-	-	0	0	-	-	-	-	1	1	-	-	-	-	2	2	3
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	0

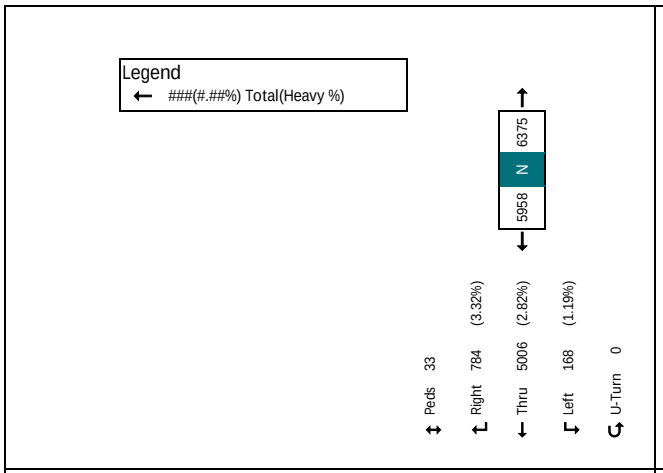


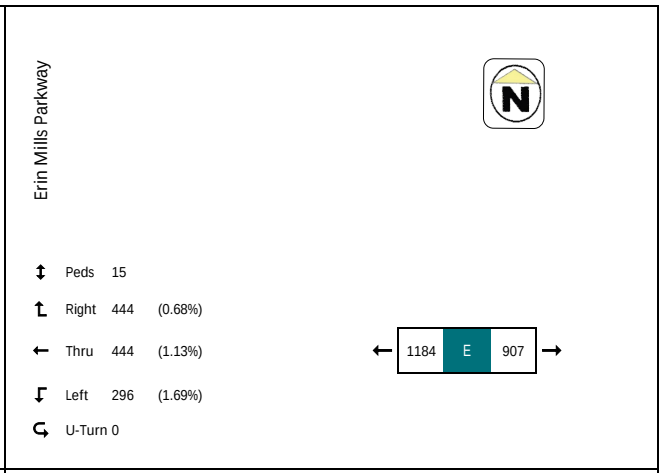
LEA Consulting Ltd.
625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

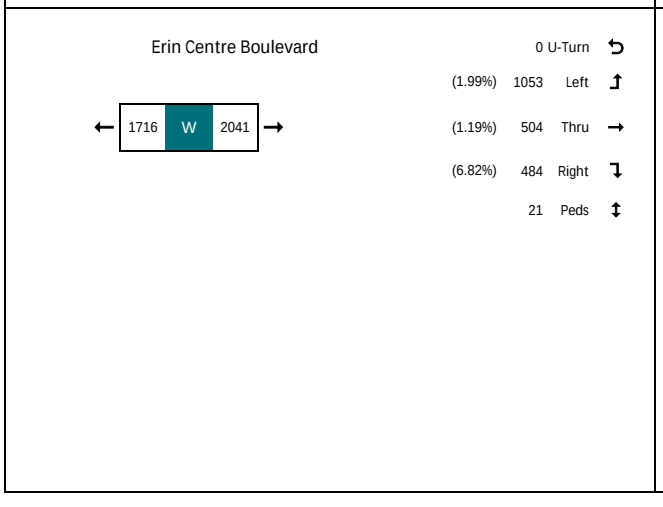
Intersection : Erin Mills Parkway & Erin Centre Boulevard
Survey Date : June 11, 2024
Project No. : 25054
Count ID : 24207

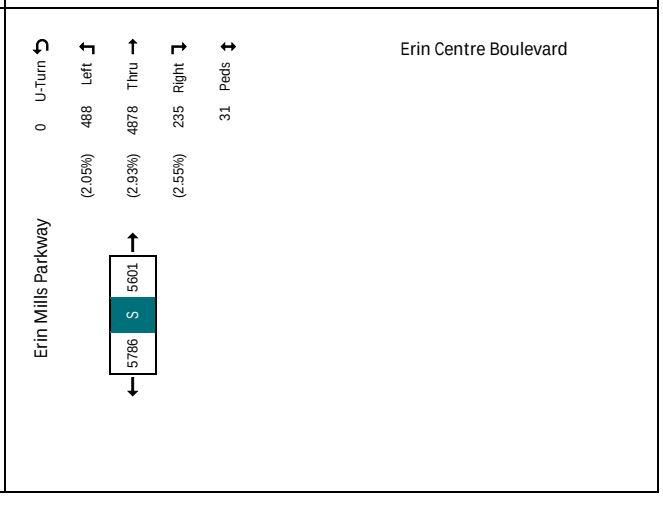
Turning Movement Count - Erin Mills Parkway & Erin Centre Boulevard

	Erin Mills Parkway Southbound						Erin Centre Boulevard Westbound						Erin Mills Parkway Northbound						Erin Centre Boulevard Eastbound						
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Grand Total
7:30	0	4	315	15	0	334	0	10	8	6	0	24	0	18	227	1	0	246	0	34	16	25	0	75	679
7:45	0	6	366	43	1	415	0	14	16	1	0	31	0	25	275	6	2	306	0	27	16	34	0	77	829
Hourly Total	0	10	681	58	1	749	0	24	24	7	0	55	0	43	502	7	2	552	0	61	32	59	0	152	1508
8:00	0	7	346	75	1	428	0	17	41	10	0	68	0	33	263	7	0	303	0	42	24	44	0	110	909
8:15	0	12	364	118	7	494	0	19	58	31	1	108	0	34	271	6	2	311	0	61	76	63	0	200	1113
8:30	0	8	327	61	0	396	0	22	14	9	0	45	0	53	293	8	0	324	0	63	38	53	1	154	919
8:45	0	9	340	28	3	377	0	14	22	16	0	52	0	19	256	11	1	286	0	34	26	27	2	87	802
Hourly Total	0	36	1377	282	11	1695	0	72	135	66	1	273	0	109	1083	32	3	1224	0	200	164	187	3	551	3743
9:00	0	17	313	23	0	353	0	11	19	11	0	41	0	15	248	8	0	271	0	23	16	19	0	58	723
9:15	0	10	254	43	3	307	0	23	17	5	2	45	0	13	202	10	1	225	0	32	24	23	2	79	656
Hourly Total	0	27	567	66	3	660	0	34	36	16	2	86	0	28	450	18	1	496	0	55	40	42	2	137	1379
* Break *																									
16:00	0	8	269	57	1	334	0	23	27	14	3	64	0	40	299	20	7	359	0	56	48	25	0	129	886
16:15	0	10	281	54	3	345	0	9	31	12	1	52	0	35	399	18	1	452	0	52	25	19	1	96	945
16:30	0	10	353	59	1	422	0	18	28	16	2	62	0	35	402	19	0	456	0	50	31	17	1	98	1038
16:45	0	17	329	49	5	395	0	22	22	15	2	59	0	39	331	16	5	386	0	48	28	27	7	103	943
Hourly Total	0	45	1232	219	10	1496	0	72	108	57	8	237	0	149	1431	73	13	1653	0	206	132	88	9	426	3812
17:00	0	11	267	29	4	307	0	32	43	18	0	93	0	42	379	19	1	440	0	57	33	29	0	119	959
17:15	0	15	341	38	2	394	0	16	23	8	1	47	0	40	363	24	7	427	0	55	30	28	4	113	981
17:30	0	13	261	33	1	307	0	19	35	12	1	66	0	43	317	26	2	386	0	45	44	25	2	114	873
17:45	0	10	279	59	1	348	0	27	40	20	2	87	0	34	353	36	2	423	0	58	29	26	1	113	971
Hourly Total	0	49	1148	159	8	1356	0	94	141	58	4	293	0	159	1412	105	12	1676	0	215	136	108	7	459	3784
Grand Total	0	168	5006	784	33	5958	0	296	444	204	15	944	0	488	4878	235	31	5601	0	737	504	484	21	1725	14228
Approach %	0.0%	2.8%	84.0%	13.2%	-	-	0.0%	31.4%	47.0%	21.6%	-	-	0.0%	8.7%	87.1%	4.2%	-	-	0.0%	42.7%	29.2%	28.1%	-	-	-
Total %	0.0%	1.2%	35.2%	5.5%	-	41.9%	0.0%	2.1%	3.1%	1.4%	-	6.6%	0.0%	3.4%	34.3%	1.7%	-	39.4%	0.0%	5.2%	3.5%	3.4%	-	12.1%	-
Lights	0	166	4865	758	-	5789	0	291	439	201	-	931	0	478	4735	229	-	5442	0	716	498	451	-	1665	13827
% Lights	-	98.8%	97.2%	96.7%	-	97.2%	-	98.3%	98.9%	98.5%	-	98.6%	-	98.0%	97.1%	97.4%	-	97.2%	-	97.2%	98.8%	93.2%	-	96.5%	97.2%
Buses	-	2	54	25	-	81	-	2	5	3	-	10	-	7	65	4	-	76	-	17	5	29	-	51	218
% Buses	-	1.2%	1.1%	3.2%	-	1.4%	-	0.7%	1.1%	1.5%	-	1.1%	-	1.4%	1.3%	1.7%	-	1.4%	-	2.3%	1.0%	6.0%	-	3.0%	1.5%
Trucks	-	0	87	1	-	88	-	3	0	0	-	3	-	3	78	2	-	83	-	4	1	4	-	9	183
% Trucks	-	0.0%	1.7%	-	-	1.5%	-	1.0%	0.0%	0.0%	-	0.3%	-	0.6%	1.6%	0.9%	-	1.5%	-	0.5%	0.2%	0.8%	-	0.5%	1.3%
Bicycles	-	-	-	-	6	6	-	-	-	-	3	3	-	-	-	-	2	2	-	-	-	-	3	3	14
Pedestrians	-	-	-	-	33	-	-	-	-	-	15	-	-	-	-	-	31	-	-	-	-	-	21	-	100







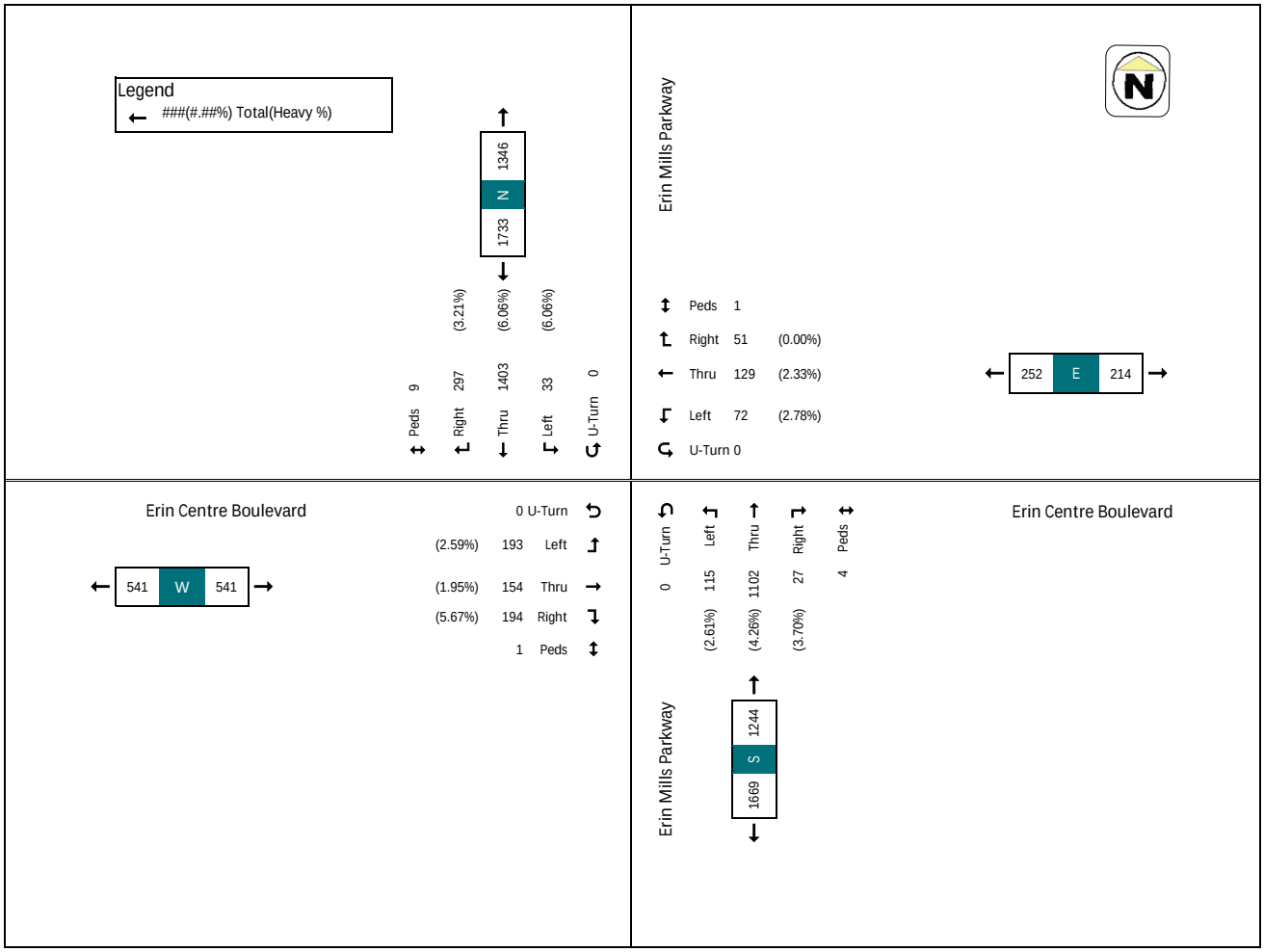


LEA Consulting Ltd.
625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

Intersection : Erin Mills Parkway & Erin Centre Boulevard
Survey Date : June 11, 2024
Project No. : 25054
Count ID : 24207

AM Peak Hour - Erin Mills Parkway & Erin Centre Boulevard

	Erin Mills Parkway Southbound						Erin Centre Boulevard Westbound						Erin Mills Parkway Northbound						Erin Centre Boulevard Eastbound						
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Grand Total
7:45	0	6	366	43	1	415	0	14	16	1	0	31	0	25	275	6	2	306	0	27	16	34	0	77	829
8:00	0	7	346	75	1	428	0	17	41	10	0	68	0	33	263	7	0	303	0	42	24	44	0	110	909
8:15	0	12	364	118	7	494	0	19	58	31	1	108	0	34	271	6	2	311	0	61	76	63	0	200	1113
8:30	0	8	327	61	0	396	0	22	14	9	0	45	0	23	293	8	0	324	0	63	38	53	1	154	919
Hourly Total	0	33	1403	297	9	1733	0	72	129	51	1	252	0	115	1102	27	4	1244	0	193	154	194	1	541	3770
Approach %	0.0%	1.9%	81.0%	17.1%	-	-	0.0%	28.6%	51.2%	20.2%	-	-	0.0%	9.2%	88.6%	2.2%	-	-	0.0%	35.7%	28.5%	35.9%	-	-	-
Total %	0.0%	0.9%	37.2%	7.9%	-	46.0%	0.0%	1.9%	3.4%	1.4%	-	6.7%	0.0%	3.1%	29.2%	0.7%	-	33.0%	0.0%	5.1%	4.1%	5.1%	-	14.4%	
PHF	0	0.69	0.96	0.63	-	0.88	0	0.82	0.56	0.41	-	0.58	0	0.85	0.94	0.84	-	0.96	0	0.77	0.51	0.77	-	0.68	0.85
Lights	0	31	1358	287	-	1676	0	70	126	51	-	247	0	112	1055	26	-	1193	0	188	151	183	-	522	3638
% Lights	-	93.9%	96.8%	96.6%	-	96.7%	-	97.2%	97.7%	100.0%	-	98.0%	-	97.4%	95.7%	96.3%	-	95.9%	-	97.4%	98.1%	94.3%	-	96.5%	96.5%
Buses	-	2	25	10	-	37	-	2	3	0	-	5	-	2	22	1	-	25	-	4	3	10	-	17	84
% Buses	-	6.1%	1.8%	3.4%	-	2.1%	-	2.8%	2.3%	0.0%	-	2.0%	-	1.7%	2.0%	3.7%	-	2.0%	-	2.1%	1.9%	5.2%	-	3.1%	2.2%
Trucks	-	0	20	0	-	20	-	0	0	0	-	0	-	1	25	0	-	26	-	1	0	1	-	2	48
% Trucks	-	0.0%	1.4%	0.0%	-	1.2%	-	0.0%	0.0%	0.0%	-	0.0%	-	0.9%	2.3%	0.0%	-	2.1%	-	0.5%	0.0%	0.5%	-	0.4%	1.3%
Bicycles	-	-	-	-	2	2	-	-	-	-	0	0	-	-	-	-	0	0	-	-	-	-	0	0	2
Pedestrians	-	-	-	-	9	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	11

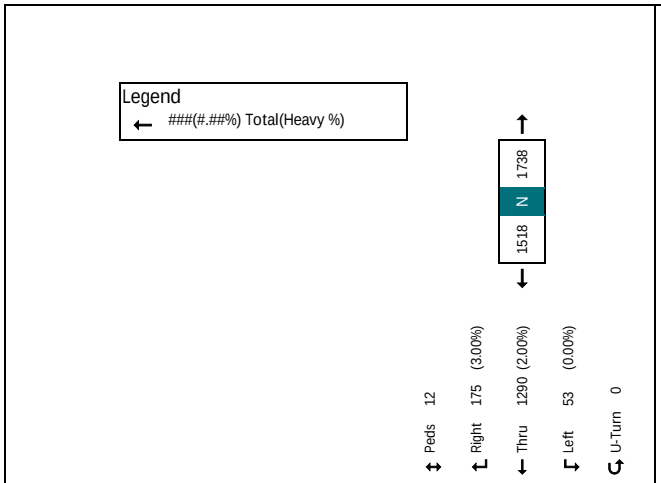


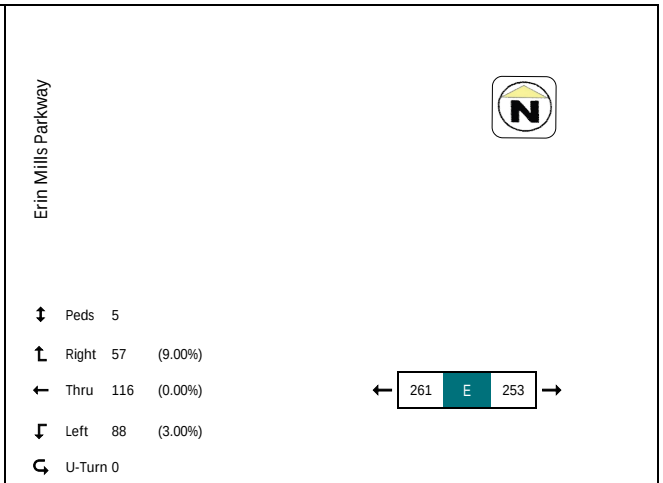
LEA Consulting Ltd.
625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

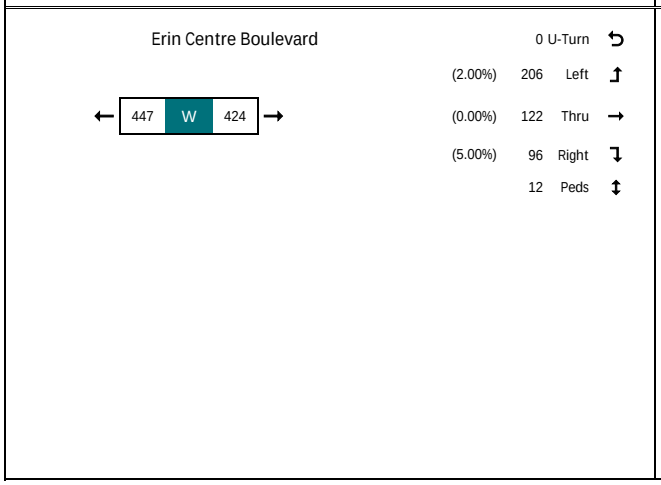
Intersection : Erin Mills Parkway & Erin Centre Boulevard
Survey Date : June 11, 2024
Project No. : 25054
Count ID : 24207

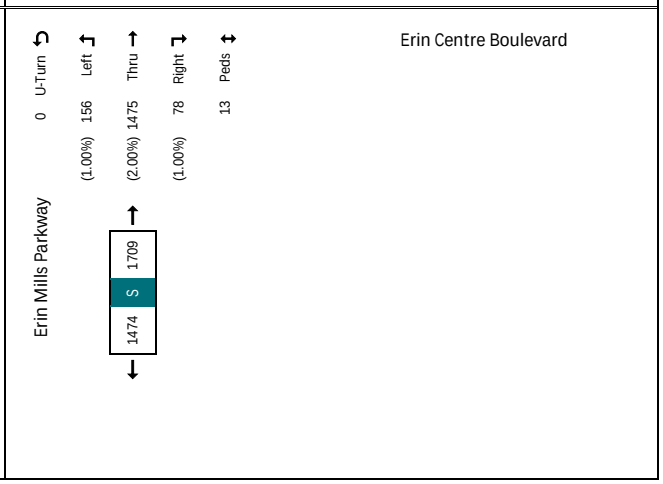
PM Peak Hour - Erin Mills Parkway & Erin Centre Boulevard

	Erin Mills Parkway Southbound						Erin Centre Boulevard Westbound						Erin Mills Parkway Northbound						Erin Centre Boulevard Eastbound						
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Grand Total
16:30	0	10	353	59	1	422	0	18	28	16	2	62	0	35	402	19	0	456	0	50	31	17	1	98	1038
16:45	0	17	329	49	5	395	0	22	22	15	2	59	0	39	331	16	5	386	0	48	28	27	7	103	943
17:00	0	11	267	29	4	307	0	32	43	18	0	93	0	42	379	19	1	440	0	57	33	29	0	119	959
17:15	0	15	341	38	2	394	0	16	23	8	1	47	0	40	363	24	7	427	0	55	30	28	4	113	981
Hourly Total	0	53	1290	175	12	1518	0	88	116	57	5	261	0	156	1475	78	13	1709	0	210	122	101	12	433	3921
Approach %	0.0%	3.5%	85.0%	11.5%	-	-	0.0%	33.7%	44.4%	21.8%	-	-	0.0%	9.1%	86.3%	4.6%	-	-	0.0%	48.5%	28.2%	23.3%	-	-	-
Total %	0.0%	1.4%	32.9%	4.5%	-	38.7%	0.0%	2.3%	3.0%	1.5%	-	6.7%	0.0%	4.1%	38.1%	2.1%	-	43.6%	0.0%	5.6%	3.2%	2.7%	-	11.0%	
PHF	0	0.78	0.91	0.74	-	0.9	0	0.69	0.67	0.79	-	0.7	0	0.93	0.92	0.81	-	0.94	0	0.92	0.92	0.87	-	0.91	0.94
Lights	0	53	1270	170	-	1493	0	86	116	57	-	259	0	155	1444	77	-	1676	0	206	122	96	-	424	3852
% Lights	-	100.0%	98.4%	97.1%	-	98.4%	-	97.7%	100.0%	100.0%	-	99.2%	-	99.4%	97.9%	98.7%	-	98.1%	-	98.1%	100.0%	95.0%	-	97.9%	98.2%
Buses	-	0	25	5	-	30	-	0	0	0	-	0	-	1	8	1	-	10	-	3	0	5	-	8	48
% Buses	-	0.0%	1.9%	2.9%	-	2.0%	-	0.0%	0.0%	0.0%	-	0.0%	-	0.6%	0.5%	1.3%	-	0.6%	-	1.4%	0.0%	5.0%	-	1.8%	1.2%
Trucks	-	0	16	0	-	16	-	2	0	0	-	2	-	0	23	0	-	23	-	1	0	0	-	1	42
% Trucks	-	0.0%	1.2%	0.0%	-	1.1%	-	2.3%	0.0%	0.0%	-	0.8%	-	0.0%	1.6%	0.0%	-	1.3%	-	0.5%	0.0%	0.0%	-	0.2%	1.1%
Bicycles	-	-	-	-	2	2	-	-	-	-	1	1	-	-	-	-	0	0	-	-	-	-	1	1	4
Pedestrians	-	-	-	-	12	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	12







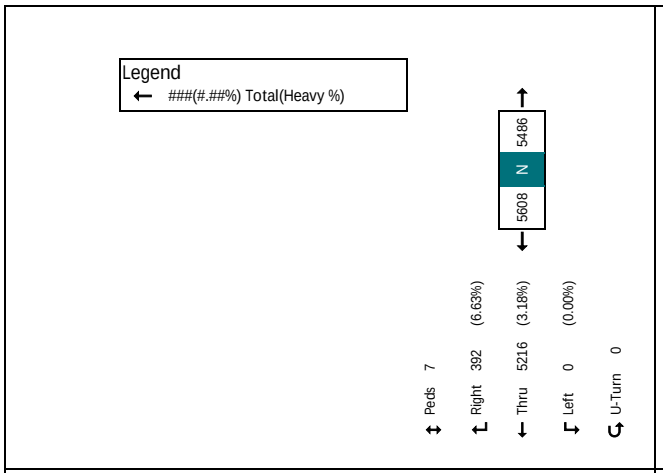


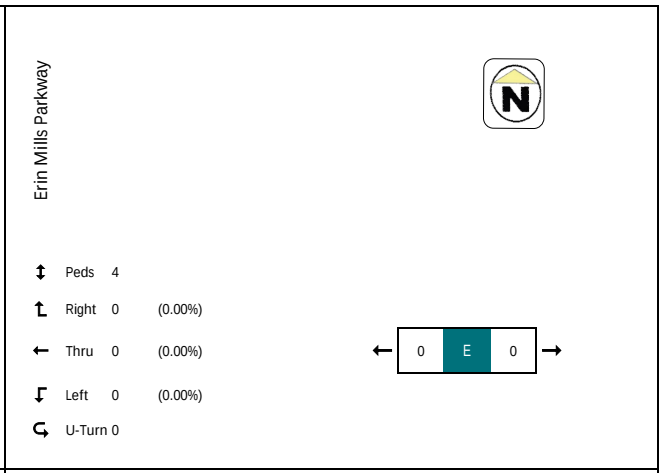
LEA Consulting Ltd.
625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

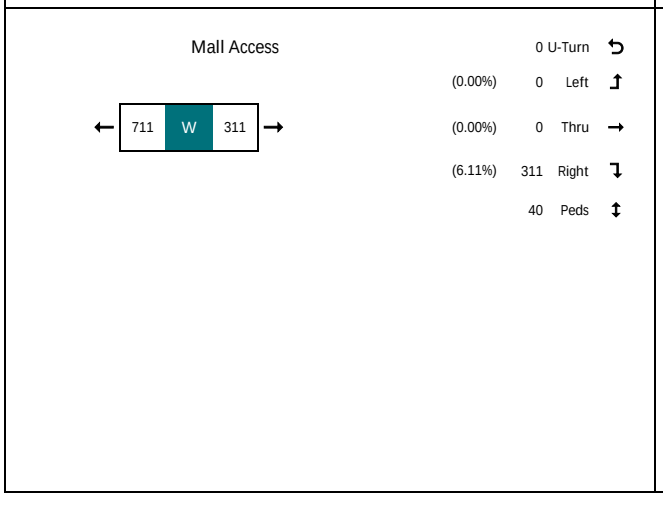
Intersection : Erin Mills Parkway & Mall Access
Survey Date : June 11, 2024
Project No. : 25054
Count ID : 24208

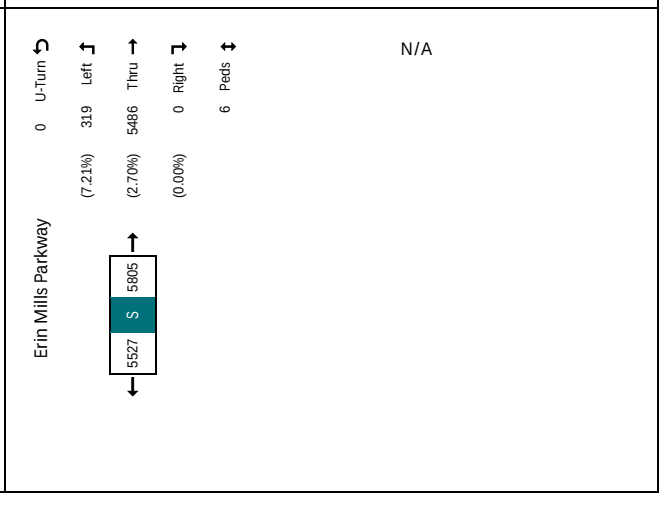
Turning Movement Count - Erin Mills Parkway & Mall Access

	Erin Mills Parkway Southbound						N/A Westbound						Erin Mills Parkway Northbound						Mall Access Eastbound						
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Grand Total
7:30	0	0	345	14	0	359	0	0	0	0	0	0	0	6	251	0	1	257	0	0	0	2	2	2	618
7:45	0	0	402	14	0	416	0	0	0	0	0	0	0	12	329	0	2	341	0	0	0	10	3	10	767
Hourly Total	0	0	747	28	0	775	0	0	0	0	0	0	0	18	580	0	3	598	0	0	0	12	5	12	1385
8:00	0	0	397	17	0	414	0	0	0	0	0	0	0	18	309	0	1	327	0	0	0	8	2	8	749
8:15	0	0	444	18	0	462	0	0	0	0	0	0	0	27	344	0	1	371	0	0	0	17	5	17	850
8:30	0	0	376	17	3	393	0	0	0	0	1	0	0	15	364	0	1	379	0	0	0	8	3	8	780
8:45	0	0	364	18	0	382	0	0	0	0	0	0	0	16	294	0	0	310	0	0	0	3	1	3	695
Hourly Total	0	0	1581	70	3	1651	0	0	0	0	1	0	0	76	1311	0	3	1387	0	0	0	36	11	36	3074
9:00	0	0	313	23	0	336	0	0	0	0	0	0	0	10	279	0	0	289	0	0	0	8	0	8	633
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	313	23	0	336	0	0	0	0	0	0	0	10	279	0	0	289	0	0	0	8	0	8	633
* Break *																									
16:00	0	0	302	29	3	331	0	0	0	0	2	0	0	29	378	0	0	407	0	0	0	24	5	24	762
16:15	0	0	286	32	0	318	0	0	0	0	0	0	0	24	445	0	0	469	0	0	0	32	0	32	819
16:30	0	0	338	33	0	371	0	0	0	0	0	0	0	30	397	0	0	427	0	0	0	27	1	27	825
16:45	0	0	337	33	0	370	0	0	0	0	0	0	0	24	367	0	0	391	0	0	0	34	5	34	795
Hourly Total	0	0	1263	127	3	1390	0	0	0	0	2	0	0	107	1587	0	0	1694	0	0	0	117	11	117	3201
17:00	0	0	300	33	0	333	0	0	0	0	1	0	0	29	458	0	0	487	0	0	0	29	4	29	849
17:15	0	0	353	41	0	394	0	0	0	0	0	0	0	21	448	0	0	469	0	0	0	36	5	36	899
17:30	0	0	306	32	0	338	0	0	0	0	0	0	0	34	397	0	0	431	0	0	0	38	2	38	807
17:45	0	0	353	38	1	391	0	0	0	0	0	0	0	24	426	0	0	450	0	0	0	35	2	35	876
Hourly Total	0	0	1312	144	1	1456	0	0	0	0	1	0	0	108	1729	0	0	1837	0	0	0	138	13	138	3431
Grand Total	0	0	5216	392	7	5608	0	0	0	0	4	0	0	319	5486	0	6	5805	0	0	0	311	40	311	11724
Approach %	0.0%	0.0%	93.0%	7.0%	-	-	-	-	-	-	-	-	0.0%	5.5%	94.5%	0.0%	-	-	0.0%	0.0%	0.0%	100.0%	-	-	-
Total %	0.0%	0.0%	44.5%	3.3%	-	47.8%	0.0%	0.0%	0.0%	0.0%	-	0.0%	0.0%	2.7%	46.8%	0.0%	-	49.5%	0.0%	0.0%	0.0%	2.7%	-	2.7%	-
Lights	0	0	5050	366	-	5416	0	0	0	0	-	0	0	296	5338	0	-	5634	0	0	0	292	-	292	11342
% Lights	-	-	96.8%	93.4%	-	96.6%	-	-	-	-	-	-	-	92.8%	97.3%	-	-	97.1%	-	-	-	93.9%	-	93.9%	96.7%
Buses	-	0	70	23	-	93	-	0	0	0	-	0	-	20	64	0	-	84	-	0	0	16	-	16	193
% Buses	-	-	1.3%	5.9%	-	1.7%	-	-	-	-	-	-	-	6.3%	1.2%	-	-	1.4%	-	-	-	5.1%	-	5.1%	1.6%
Trucks	-	0	96	3	-	99	-	0	0	0	-	0	-	3	84	0	-	87	-	0	0	3	-	3	189
% Trucks	-	-	1.8%	-	-	1.8%	-	-	-	-	-	-	-	0.9%	1.5%	-	-	1.5%	-	-	-	1.0%	-	1.0%	1.6%
Bicycles	-	-	-	-	0	0	-	-	-	-	1	1	-	-	-	-	0	0	-	-	-	-	6	6	7
Pedestrians	-	-	-	-	7	-	-	-	-	-	4	-	-	-	-	-	6	-	-	-	-	-	40	-	57







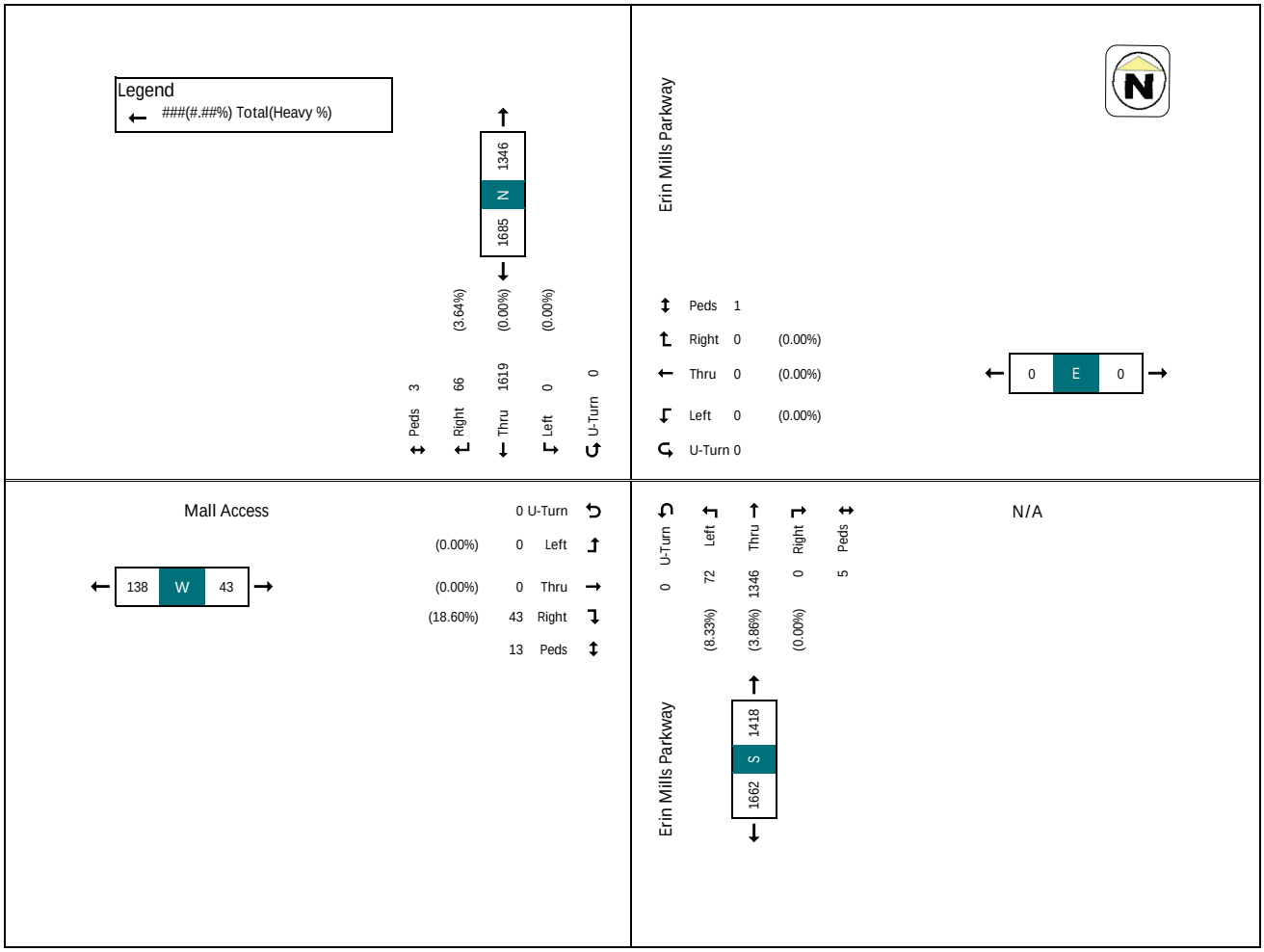


LEA Consulting Ltd.
625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

Intersection : Erin Mills Parkway & Mall Access
Survey Date : June 11, 2024
Project No. : 25054
Count ID : 24208

AM Peak Hour - Erin Mills Parkway & Mall Access

	Erin Mills Parkway Southbound						N/A Westbound						Erin Mills Parkway Northbound						Mall Access Eastbound						
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Grand Total
7:45	0	0	402	14	0	416	0	0	0	0	0	0	0	12	329	0	2	341	0	0	0	10	3	10	767
8:00	0	0	397	17	0	414	0	0	0	0	0	0	0	18	309	0	1	327	0	0	0	8	2	8	749
8:15	0	0	444	18	0	462	0	0	0	0	0	0	0	27	344	0	1	371	0	0	0	17	5	17	850
8:30	0	0	376	17	3	393	0	0	0	0	1	0	0	15	364	0	1	379	0	0	0	8	3	8	780
Hourly Total	0	0	1619	66	3	1685	0	0	0	0	1	0	0	72	1346	0	5	1418	0	0	0	43	13	43	3146
Approach %	0.0%	0.0%	96.1%	3.9%	-	-	-	-	-	-	-	-	0.0%	5.1%	94.9%	0.0%	-	-	0.0%	0.0%	0.0%	100.0%	-	-	-
Total %	0.0%	0.0%	51.5%	2.1%	-	53.6%	0.0%	0.0%	0.0%	0.0%	-	0.0%	0.0%	2.3%	42.8%	0.0%	-	45.1%	0.0%	0.0%	0.0%	1.4%	-	1.4%	
PHF	0	0	0.91	0.92	-	0.91	0	0	0	0	-	0	0	0.67	0.92	0	-	0.94	0	0	0	0.63	-	0.63	0.93
Lights	0	0	1560	58	-	1618	0	0	0	0	-	0	0	66	1294	0	-	1360	0	0	0	35	-	35	3013
% Lights	-	-	96.4%	87.9%	-	96.0%	-	-	-	-	-	-	-	91.7%	96.1%	-	-	95.9%	-	-	-	81.4%	-	81.4%	95.8%
Buses	-	0	33	8	-	41	-	0	0	0	-	0	-	5	23	0	-	28	-	0	0	6	-	6	75
% Buses	-	-	2.0%	12.1%	-	2.4%	-	-	-	-	-	-	-	6.9%	1.7%	0	-	2.0%	-	-	-	14.0%	-	14.0%	2.4%
Trucks	-	0	26	0	-	26	-	0	0	0	-	0	-	1	29	0	-	30	-	0	0	2	-	2	58
% Trucks	-	-	1.6%	0.0%	-	1.5%	-	-	-	-	-	-	-	1.4%	2.2%	-	-	2.1%	-	-	-	4.7%	-	4.7%	1.8%
Bicycles	-	-	-	-	0	0	-	-	-	-	0	0	-	-	-	-	0	0	-	-	-	-	2	2	2
Pedestrians	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	13	-	17

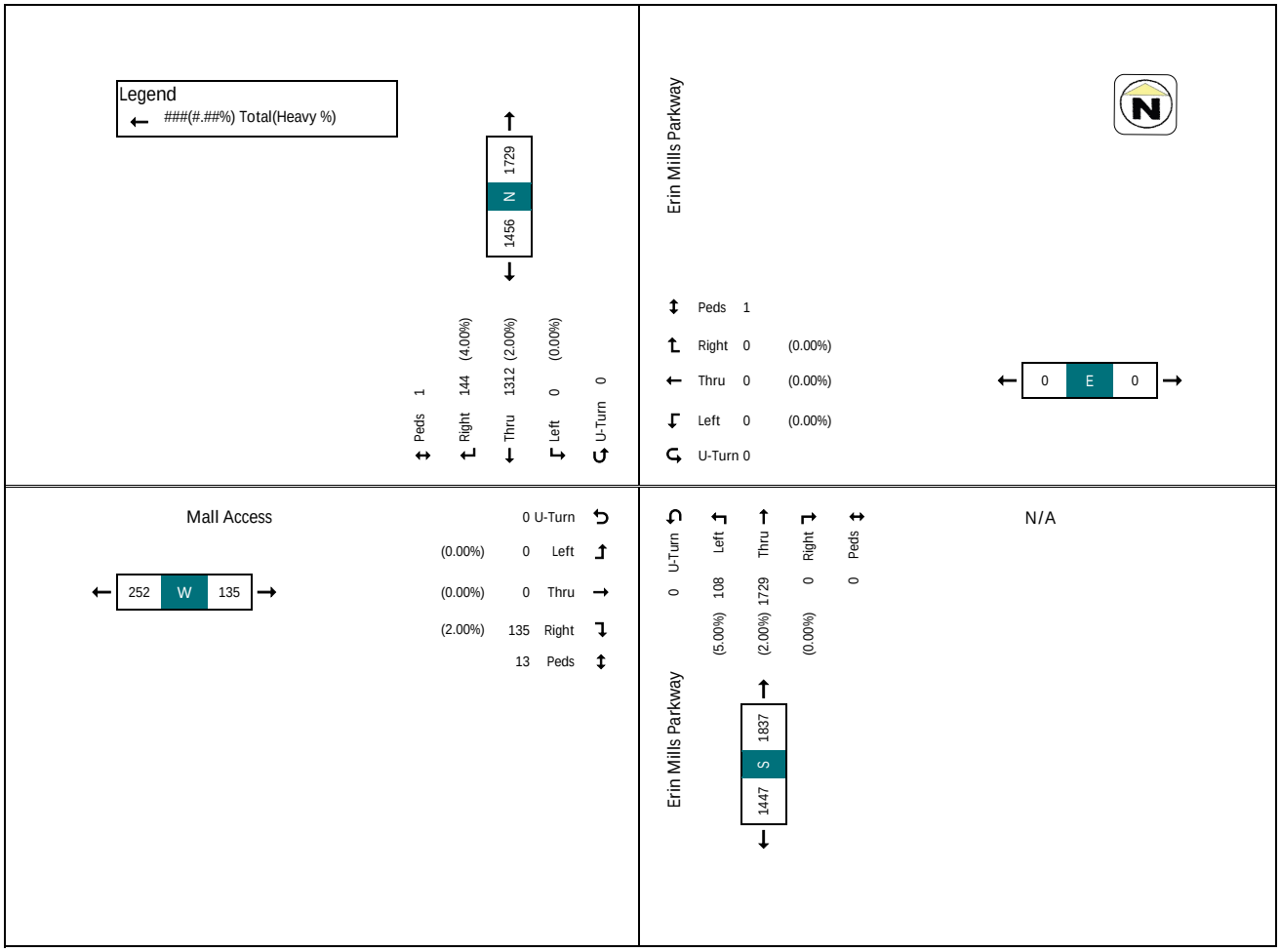


LEA Consulting Ltd.
625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

Intersection : Erin Mills Parkway & Mall Access
Survey Date : June 11, 2024
Project No. : 25054
Count ID : 24208

PM Peak Hour - Erin Mills Parkway & Mall Access

	Erin Mills Parkway Southbound						N/A Westbound						Erin Mills Parkway Northbound						Mall Access Eastbound						
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Grand Total
17:00	0	0	300	33	0	333	0	0	0	0	1	0	0	29	458	0	0	487	0	0	0	29	4	29	849
17:15	0	0	353	41	0	394	0	0	0	0	0	0	0	21	448	0	0	469	0	0	0	36	5	36	899
17:30	0	0	306	32	0	338	0	0	0	0	0	0	0	34	397	0	0	431	0	0	0	38	2	38	807
17:45	0	0	353	38	1	391	0	0	0	0	0	0	0	24	426	0	0	450	0	0	0	35	2	35	876
Hourly Total	0	0	1312	144	1	1456	0	0	0	0	1	0	0	108	1729	0	0	1837	0	0	0	138	13	138	3431
Approach %	0.0%	0.0%	90.1%	9.9%	-	-	-	-	-	-	-	-	0.0%	5.9%	94.1%	0.0%	-	-	0.0%	0.0%	0.0%	100.0%	-	-	-
Total %	0.0%	0.0%	38.2%	4.2%	-	42.4%	0.0%	0.0%	0.0%	0.0%	-	0.0%	0.0%	3.4%	55.0%	0.0%	-	53.5%	0.0%	0.0%	0.0%	4.4%	-	4.0%	
PHF	0	0	0.93	0.88	-	0.92	0	0	0	0	-	0	0	0.79	0.94	0	-	0.94	0	0	0	0.91	-	0.91	0.95
Lights	0	0	1289	138	-	1427	0	0	0	0	-	0	0	103	1701	0	-	1804	0	0	0	135	-	135	3366
% Lights	-	-	98.2%	95.8%	-	98.0%	-	-	-	-	-	-	-	95.4%	98.4%	-	-	98.2%	-	-	-	97.8%	-	97.8%	98.1%
Buses	-	0	33	5	-	38	-	0	0	0	-	0	-	5	10	0	-	15	-	0	0	3	-	3	56
% Buses	-	-	2.5%	3.5%	-	2.6%	-	-	-	-	-	-	-	4.6%	0.6%	-	-	0.8%	-	-	-	2.2%	-	2.2%	1.6%
Trucks	-	0	19	1	-	20	-	0	0	0	-	0	-	0	18	0	-	18	-	0	0	0	-	0	38
% Trucks	-	-	1.4%	0.7%	-	1.4%	-	-	-	-	-	-	-	0.0%	1.0%	-	-	1.0%	-	-	-	0.0%	-	0.0%	1.1%
Bicycles	-	-	-	-	0	0	-	-	-	-	0	0	-	-	-	-	0	0	-	-	-	-	0	0	0
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	1



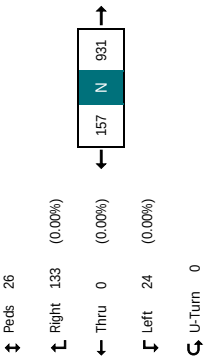
LEA Consulting Ltd.
625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

Intersection : Site Access (W) & Erin Centre Boulevard
Survey Date : June 11, 2024
Project No. : 25054
Count ID : 24209

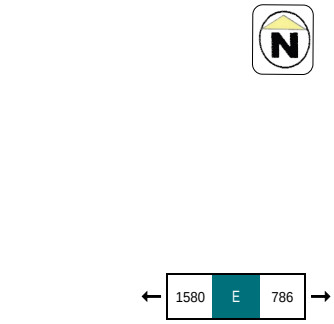
Turning Movement Count - Site Access (W) & Erin Centre Boulevard

	Site Access (W) Southbound						Erin Centre Boulevard Westbound						N/A Northbound						Erin Centre Boulevard Eastbound						
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Grand Total
7:30	0	1	0	0	1	1	0	0	24	1	0	25	0	0	0	0	0	0	0	1	22	0	0	23	49
7:45	0	1	0	2	0	3	0	0	33	1	0	34	0	0	0	0	0	0	0	0	26	0	0	26	63
Hourly Total	0	2	0	2	1	4	0	0	57	2	0	59	0	0	0	0	0	0	0	1	48	0	0	49	112
8:00	0	0	0	1	1	1	0	0	78	1	0	79	0	0	0	0	0	0	0	0	40	0	0	40	120
8:15	0	1	0	1	0	2	0	0	79	1	0	80	0	0	0	0	0	0	10	0	83	0	0	93	175
8:30	0	1	0	1	1	2	0	0	45	2	0	47	0	0	0	0	0	0	1	1	54	0	0	56	105
8:45	0	0	0	0	1	0	0	0	44	2	0	46	0	0	0	0	0	0	0	0	44	0	0	44	90
Hourly Total	0	2	0	3	3	5	0	0	246	6	0	252	0	0	0	0	0	0	11	1	221	0	0	233	490
9:00	0	0	0	2	0	2	0	0	42	2	0	44	0	0	0	0	0	0	1	0	31	0	0	32	78
9:15	0	2	0	4	2	6	0	0	29	7	0	36	0	0	0	0	0	0	0	1	42	0	0	43	85
Hourly Total	0	2	0	6	2	8	0	0	71	9	0	80	0	0	0	0	0	0	1	1	73	0	0	75	163
* Break *																									
16:00	0	3	0	21	3	24	0	0	37	2	0	39	0	0	0	0	0	0	0	18	58	0	0	76	139
16:15	0	4	0	6	1	10	0	0	48	2	0	50	0	0	0	0	0	0	0	13	49	0	0	62	122
16:30	0	1	0	15	5	16	0	0	52	2	0	54	0	0	0	0	0	0	0	10	48	0	0	58	128
16:45	0	1	0	15	2	16	0	0	54	4	0	58	0	0	0	0	0	0	0	19	44	0	0	63	137
Hourly Total	0	9	0	57	11	66	0	0	191	10	0	201	0	0	0	0	0	0	0	60	199	0	0	259	526
17:00	0	2	0	26	2	28	0	0	58	1	0	59	0	0	0	0	0	0	0	17	47	0	0	64	151
17:15	0	2	0	11	3	13	0	0	41	3	0	44	0	0	0	0	0	0	0	18	47	0	0	65	122
17:30	0	3	0	14	1	17	0	0	49	3	0	52	0	0	0	0	0	0	0	15	75	0	0	90	159
17:45	0	2	0	14	3	16	0	0	77	9	0	86	0	0	0	0	0	0	0	25	52	0	0	77	179
Hourly Total	0	9	0	65	9	74	0	0	225	16	0	241	0	0	0	0	0	0	0	75	221	0	0	296	611
Grand Total	0	24	0	133	26	157	0	0	790	43	0	833	0	0	0	0	0	0	12	138	762	0	0	912	1902
Approach %	0.0%	15.3%	0.0%	84.7%	-	-	0.0%	0.0%	94.8%	5.2%	-	-	-	-	-	-	-	-	1.3%	15.1%	83.6%	0.0%	-	-	-
Total %	0.0%	1.3%	0.0%	7.0%	-	8.3%	0.0%	0.0%	41.5%	2.3%	-	43.8%	0.0%	0.0%	0.0%	0.0%	-	0.0%	0.6%	7.3%	40.1%	0.0%	-	47.9%	-
Lights	0	24	0	133	-	157	0	0	778	42	-	820	0	0	0	0	-	0	12	138	749	0	-	899	1876
% Lights	-	100.0%	-	100.0%	-	100.0%	-	-	98.5%	97.7%	-	98.4%	-	-	-	-	-	-	100.0%	100.0%	98.3%	-	-	98.6%	98.6%
Buses	-	0	0	0	-	0	-	0	9	0	-	9	-	0	0	0	-	0	-	0	9	0	-	9	18
% Buses	-	0.0%	-	0.0%	-	0.0%	-	-	1.1%	0.0%	-	1.1%	-	-	-	-	-	-	-	0.0%	1.2%	-	-	1.0%	0.9%
Trucks	-	0	0	0	-	0	-	0	3	1	-	4	-	0	0	0	-	0	-	0	4	0	-	4	8
% Trucks	-	0.0%	-	-	-	0.0%	-	-	0.4%	2.3%	-	0.5%	-	-	-	-	-	-	-	0.0%	0.5%	-	-	0.4%	0.4%
Bicycles	-	-	-	-	0	0	-	-	-	-	9	9	-	-	-	-	0	0	-	-	-	-	0	0	9
Pedestrians	-	-	-	-	26	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	26

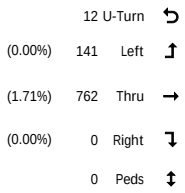
Legend
← ###(#.##%) Total(Heavy %)

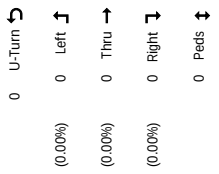


Site Access (W)



Erin Centre Boulevard





N/A

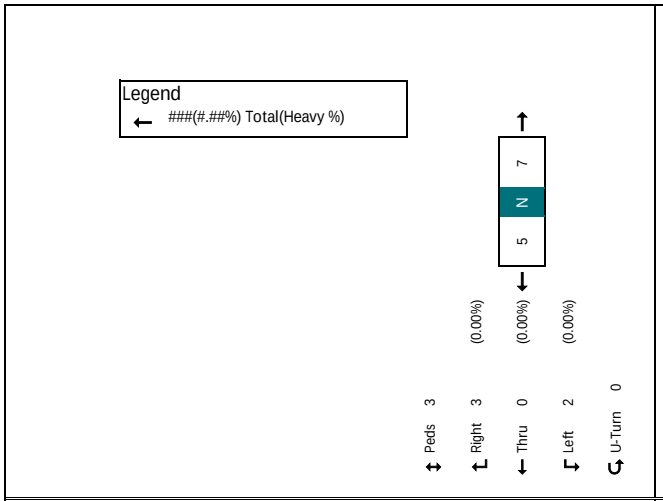
Erin Centre Boulevard

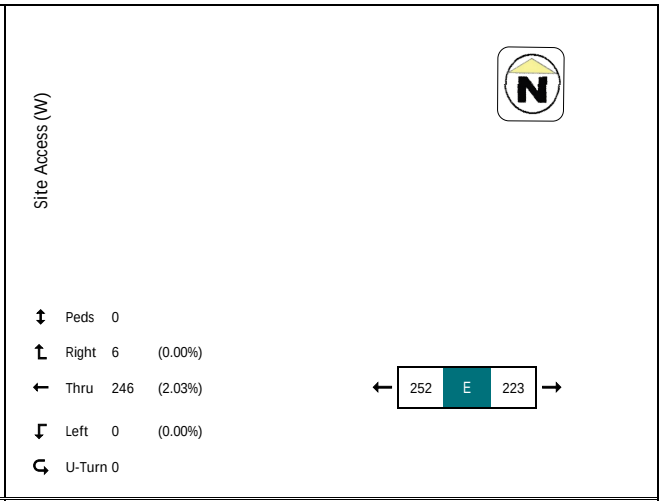
LEA Consulting Ltd.
625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

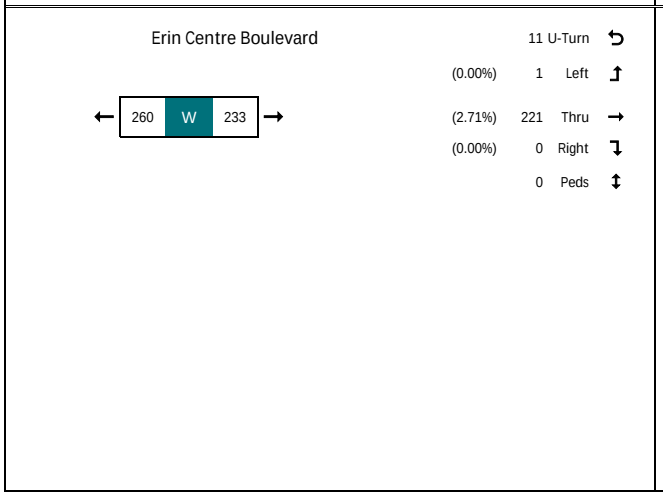
Intersection : Site Access (W) & Erin Centre Boulevard
Survey Date : June 11, 2024
Project No. : 25054
Count ID : 24209

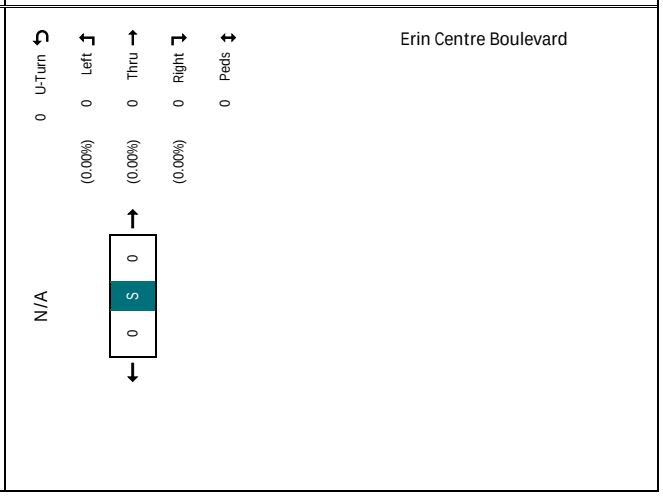
AM Peak Hour - Site Access (W) & Erin Centre Boulevard

	Site Access (W) Southbound						Erin Centre Boulevard Westbound						N/A Northbound						Erin Centre Boulevard Eastbound						
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Grand Total
8:00	0	0	0	1	1	1	0	0	78	1	0	79	0	0	0	0	0	0	0	0	40	0	0	40	120
8:15	0	1	0	1	0	2	0	0	79	1	0	80	0	0	0	0	0	0	10	0	83	0	0	93	175
8:30	0	1	0	1	1	2	0	0	45	2	0	47	0	0	0	0	0	0	1	1	54	0	0	56	105
8:45	0	0	0	0	1	0	0	0	44	2	0	46	0	0	0	0	0	0	0	0	44	0	0	44	90
Hourly Total	0	2	0	3	3	5	0	0	246	6	0	252	0	0	0	0	0	0	11	1	221	0	0	233	490
Approach %	0.0%	40.0%	0.0%	60.0%	-	-	0.0%	0.0%	97.6%	2.4%	-	-	-	-	-	-	-	-	4.7%	0.4%	94.8%	0.0%	-	-	-
Total %	0.0%	0.4%	0.0%	0.6%	-	1.0%	0.0%	0.0%	50.2%	1.2%	-	51.4%	0.0%	0.0%	0.0%	0.0%	-	0.0%	2.2%	0.2%	45.1%	0.0%	-	47.6%	-
PHF	0	0.5	0	0.75	-	0.63	0	0	0.78	0.75	-	0.79	0	0	0	0	-	0	0.28	0.25	0.67	0	-	0.63	0.7
Lights	0	2	0	3	-	5	0	0	241	6	-	247	0	0	0	0	-	0	11	1	215	0	-	227	479
% Lights	-	100.0%	-	100.0%	-	100.0%	-	-	98.0%	100.0%	-	98.0%	-	-	-	-	-	-	-	100.0%	97.3%	-	-	97.4%	97.8%
Buses	-	0	0	0	-	0	-	0	5	0	-	5	-	0	0	0	-	0	-	0	6	0	-	6	11
% Buses	-	0.0%	-	0.0%	-	0.0%	-	-	2.0%	0.0%	-	2.0%	-	-	-	-	-	-	-	0.0%	2.7%	-	-	2.6%	2.2%
Trucks	-	0	0	0	-	0	-	0	0	0	-	0	-	0	0	0	-	0	-	0	0	0	-	0	0
% Trucks	-	0.0%	-	0.0%	-	0.0%	-	-	0.0%	0.0%	-	0.0%	-	-	-	-	-	-	-	0.0%	0.0%	-	-	0.0%	0.0%
Bicycles	-	-	-	-	0	0	-	-	-	-	4	4	-	-	-	-	0	0	-	-	-	-	0	0	4
Pedestrians	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	3







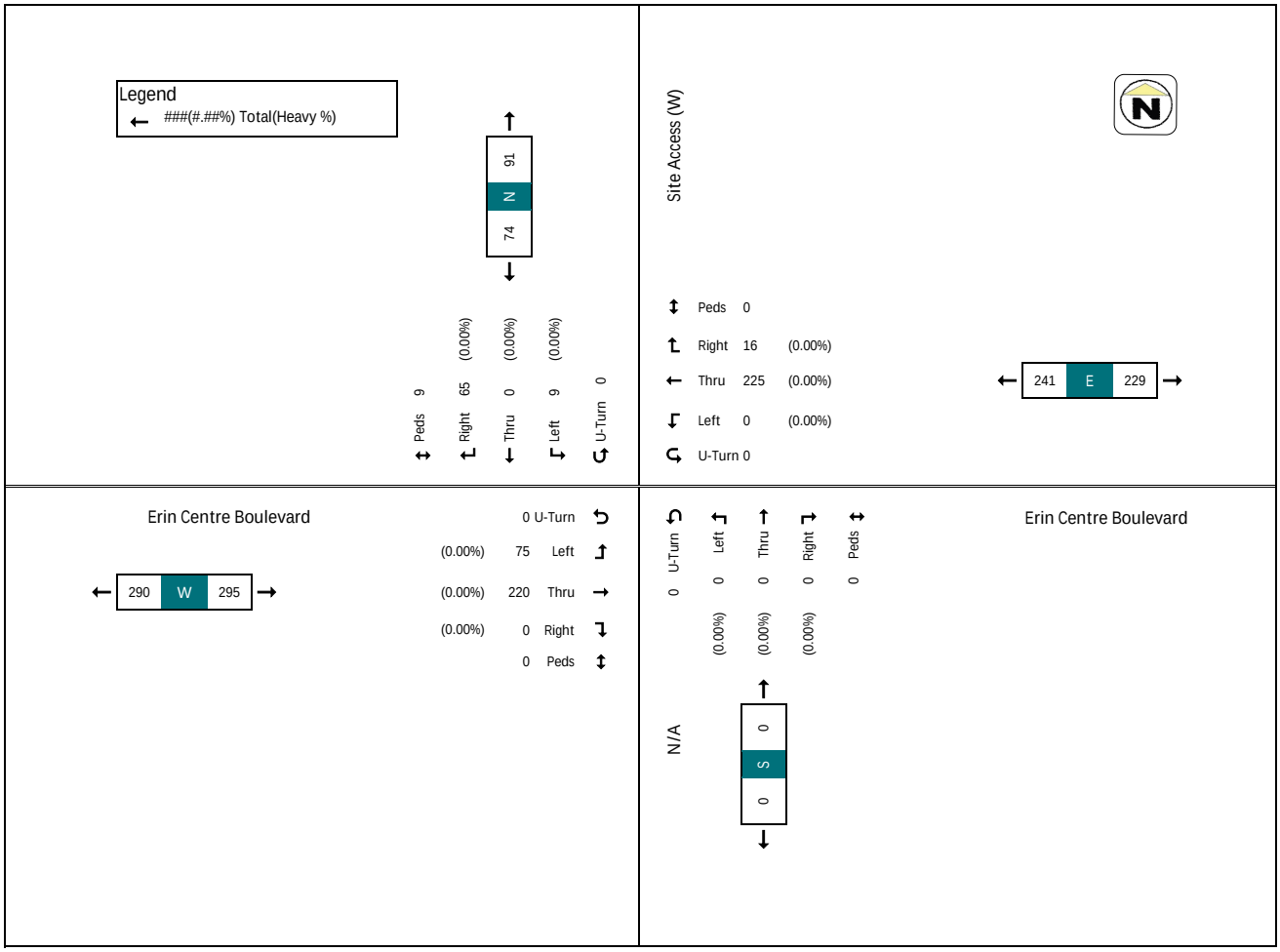


LEA Consulting Ltd.
625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

Intersection : Site Access (W) & Erin Centre Boulevard
Survey Date : June 11, 2024
Project No. : 25054
Count ID : 24209

PM Peak Hour - Site Access (W) & Erin Centre Boulevard

	Site Access (W) Southbound						Erin Centre Boulevard Westbound						N/A Northbound						Erin Centre Boulevard Eastbound						
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Grand Total
17:00	0	2	0	26	2	28	0	0	58	1	0	59	0	0	0	0	0	0	0	17	47	0	0	64	151
17:15	0	-	0	11	3	13	0	0	41	3	0	44	0	0	0	0	0	0	0	18	47	0	0	65	122
17:30	0	3	0	14	1	17	0	0	49	3	0	52	0	0	0	0	0	0	0	15	75	0	0	90	159
17:45	0	2	0	14	3	16	0	0	77	9	0	86	0	0	0	0	0	0	0	25	52	0	0	77	179
Hourly Total	0	9	0	65	9	74	0	0	225	16	0	241	0	0	0	0	0	0	0	75	221	0	0	296	611
Approach %	0.0%	12.2%	0.0%	87.8%	-	-	0.0%	0.0%	93.4%	6.6%	-	-	-	-	-	-	-	-	0.0%	25.3%	74.7%	0.0%	-	-	-
Total %	0.0%	1.5%	0.0%	10.6%	-	12.1%	0.0%	0.0%	45.9%	2.6%	-	39.4%	0.0%	0.0%	0.0%	0.0%	-	0.0%	0.0%	15.3%	45.1%	0.0%	-	48.4%	-
PHF	0	0.75	0	0.63	-	0.66	0	0	0.73	0.44	-	0.7	0	0	0	0	-	0	0	0.75	0.74	0	-	0.82	0.85
Lights	0	9	0	65	-	74	0	0	224	16	-	240	0	0	0	0	-	0	0	75	220	0	-	295	609
% Lights	-	100.0%	-	100.0%	-	100.0%	-	-	99.6%	100.0%	-	99.6%	-	-	-	-	-	-	-	100.0%	99.5%	-	-	99.7%	99.7%
Buses	-	0	0	0	-	0	-	0	0	0	-	0	-	0	0	0	-	0	-	0	0	0	-	0	0
% Buses	-	0.0%	-	0.0%	-	0.0%	-	-	0.0%	0.0%	-	0.0%	-	-	-	-	-	-	-	0.0%	0.0%	-	-	0.0%	0.0%
Trucks	-	0	0	0	-	0	-	0	1	0	-	1	-	0	0	0	-	0	-	0	1	0	-	1	2
% Trucks	-	0.0%	-	0.0%	-	0.0%	-	-	0.4%	0.0%	-	0.4%	-	-	-	-	-	-	-	0.0%	0.5%	-	-	0.3%	0.3%
Bicycles	-	-	-	-	0	0	-	-	-	-	2	2	-	-	-	-	0	0	-	-	-	-	0	0	2
Pedestrians	-	-	-	-	9	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	9

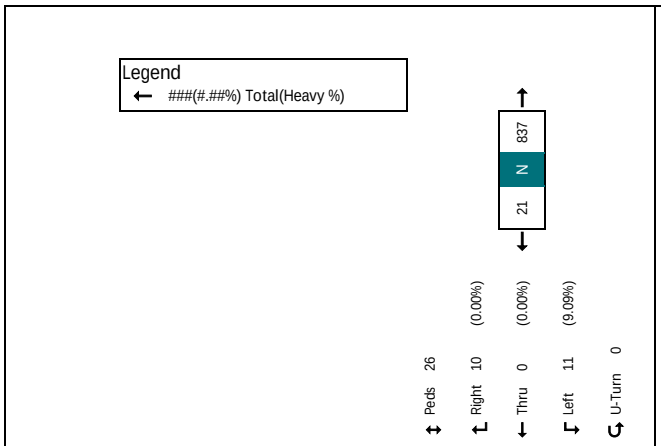


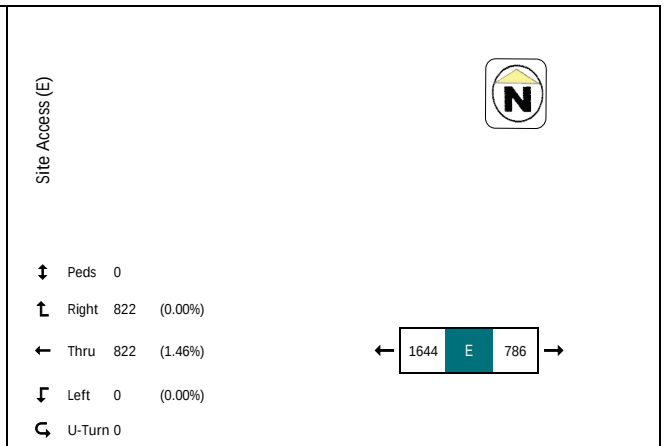
LEA Consulting Ltd.
625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

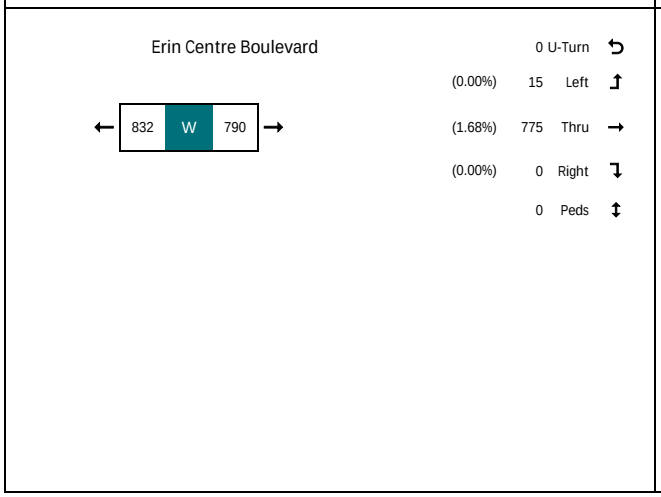
Intersection : Site Access (E) & Erin Centre Boulevard
Survey Date : June 11, 2024
Project No. : 25054
Count ID : 24210

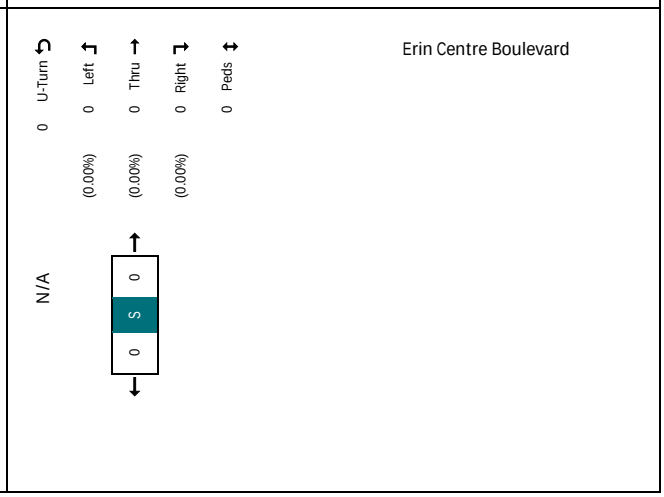
Turning Movement Count - Site Access (E) & Erin Centre Boulevard

	Site Access (E) Southbound						Erin Centre Boulevard Westbound						N/A Northbound						Erin Centre Boulevard Eastbound						
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Grand Total
7:30	0	0	0	0	1	0	0	0	25	0	0	25	0	0	0	0	0	0	0	0	23	0	0	23	48
7:45	0	0	0	1	0	1	0	0	33	3	0	36	0	0	0	0	0	0	0	1	26	0	0	27	64
Hourly Total	0	0	0	1	1	1	0	0	58	3	0	61	0	0	0	0	0	0	0	1	49	0	0	50	112
8:00	0	1	0	0	1	1	0	0	79	0	0	79	0	0	0	0	0	0	0	0	40	0	0	40	120
8:15	0	0	0	0	0	0	0	0	80	1	0	81	0	0	0	0	0	0	0	1	83	0	0	84	165
8:30	0	0	0	0	1	0	0	0	47	0	0	47	0	0	0	0	0	0	0	0	55	0	0	55	102
8:45	0	0	0	1	1	1	0	0	45	0	0	45	0	0	0	0	0	0	0	1	43	0	0	44	90
Hourly Total	0	1	0	1	3	2	0	0	251	1	0	252	0	0	0	0	0	0	0	2	221	0	0	223	477
9:00	0	1	0	0	0	1	0	0	44	1	0	45	0	0	0	0	0	0	0	1	30	0	0	31	77
9:15	0	0	0	0	2	0	0	0	36	0	0	36	0	0	0	0	0	0	0	0	44	0	0	44	80
Hourly Total	0	1	0	0	2	1	0	0	80	1	0	81	0	0	0	0	0	0	0	1	74	0	0	75	157
* Break *																									
16:00	0	1	0	0	3	1	0	0	39	0	0	39	0	0	0	0	0	0	0	0	61	0	0	61	101
16:15	0	1	0	0	1	1	0	0	50	3	0	53	0	0	0	0	0	0	0	1	52	0	0	53	107
16:30	0	1	0	2	5	3	0	0	51	3	0	53	0	0	0	0	0	0	0	0	49	0	0	49	105
16:45	0	0	0	1	2	1	0	0	57	2	0	59	0	0	0	0	0	0	0	2	43	0	0	45	105
Hourly Total	0	3	0	3	11	6	0	0	197	7	0	204	0	0	0	0	0	0	0	3	205	0	0	208	418
17:00	0	3	0	0	2	3	0	0	59	1	0	60	0	0	0	0	0	0	0	2	47	0	0	49	112
17:15	0	1	0	1	3	2	0	0	43	2	0	45	0	0	0	0	0	0	0	1	48	0	0	49	96
17:30	0	1	0	2	1	3	0	0	50	1	0	51	0	0	0	0	0	0	0	0	78	0	0	78	132
17:45	0	1	0	2	3	3	0	0	84	3	0	87	0	0	0	0	0	0	0	1	53	0	0	54	144
Hourly Total	0	6	0	5	9	11	0	0	236	7	0	243	0	0	0	0	0	0	0	4	226	0	0	230	484
Grand Total	0	11	0	10	26	21	0	0	822	19	0	841	0	0	0	0	0	0	0	11	775	0	0	786	1648
Approach %	0.0%	52.4%	0.0%	47.6%	-	-	0.0%	0.0%	97.7%	2.3%	-	-	-	-	-	-	-	-	0.0%	1.4%	98.6%	0.0%	-	-	-
Total %	0.0%	0.7%	0.0%	0.6%	-	1.3%	0.0%	0.0%	49.9%	1.2%	-	51.0%	0.0%	0.0%	0.0%	0.0%	-	0.0%	0.0%	0.7%	47.0%	0.0%	-	47.7%	-
Lights	0	10	0	10	-	20	0	0	810	19	-	829	0	0	0	0	-	0	0	11	762	0	-	773	1622
% Lights	-	90.9%	-	100.0%	-	95.2%	-	-	98.5%	100.0%	-	98.6%	-	-	-	-	-	-	-	100.0%	98.3%	-	-	98.3%	98.4%
Buses	-	0	0	0	-	0	-	0	9	0	-	9	-	0	0	0	-	0	-	0	9	0	-	9	18
% Buses	-	0.0%	-	0.0%	-	0.0%	-	-	1.1%	0.0%	-	1.1%	-	-	-	-	-	-	-	0.0%	1.2%	-	-	1.1%	1.1%
Trucks	-	1	0	0	-	1	-	0	3	0	-	3	-	0	0	0	-	0	-	0	4	0	-	4	8
% Trucks	-	9.1%	-	-	-	4.8%	-	-	0.4%	0.0%	-	0.4%	-	-	-	-	-	-	-	0.0%	0.5%	-	-	0.5%	0.5%
Bicycles	-	-	-	-	0	0	-	-	-	-	9	9	-	-	-	-	0	0	-	-	-	-	3	3	12
Pedestrians	-	-	-	-	26	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	26







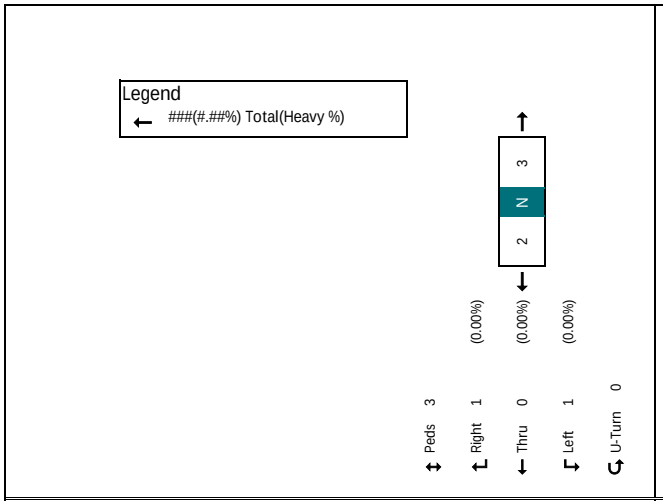


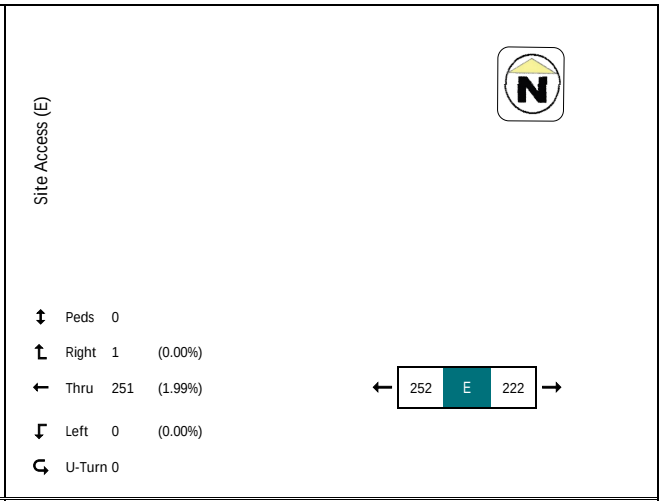
LEA Consulting Ltd.
625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

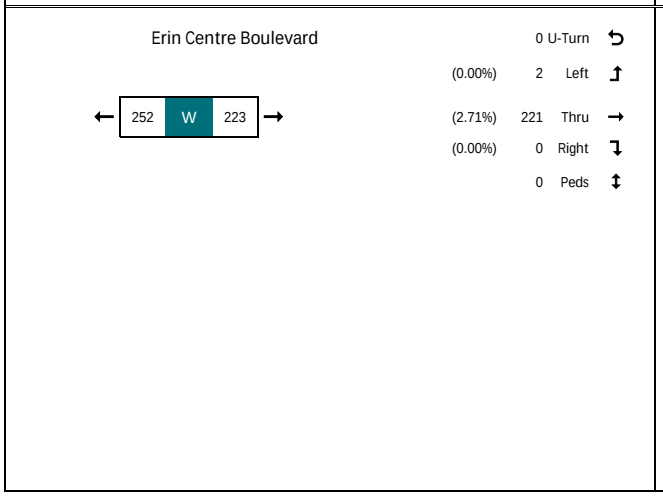
Intersection : Site Access (E) & Erin Centre Boulevard
Survey Date : June 11, 2024
Project No. : 25054
Count ID : 24210

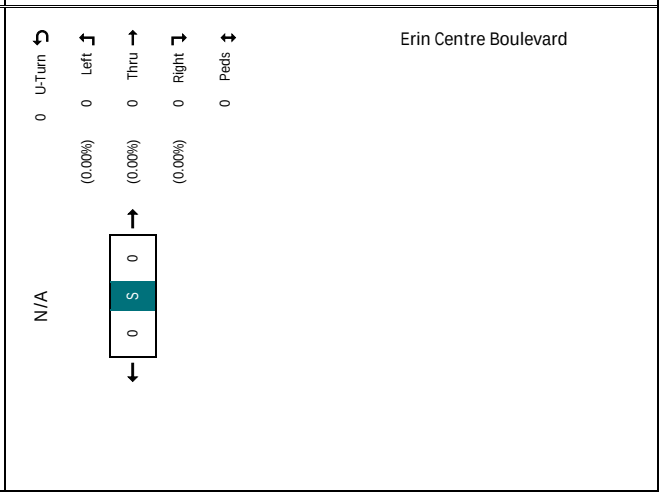
AM Peak Hour - Site Access (E) & Erin Centre Boulevard

	Site Access (E) Southbound						Erin Centre Boulevard Westbound						N/A Northbound						Erin Centre Boulevard Eastbound						
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Grand Total
8:00	0	1	0	0	1	1	0	0	79	0	0	79	0	0	0	0	0	0	0	0	40	0	0	40	120
8:15	0	0	0	0	0	0	0	0	80	1	0	81	0	0	0	0	0	0	0	1	83	0	0	84	165
8:30	0	0	0	0	1	0	0	0	47	0	0	47	0	0	0	0	0	0	0	0	55	0	0	55	102
8:45	0	0	0	1	1	1	0	0	45	0	0	45	0	0	0	0	0	0	0	1	43	0	0	44	90
Hourly Total	0	1	0	1	3	2	0	0	251	1	0	252	0	0	0	0	0	0	0	2	221	0	0	223	477
Approach %	0.0%	50.0%	0.0%	50.0%	-	-	0.0%	0.0%	99.6%	0.4%	-	-	-	-	-	-	-	-	0.0%	0.9%	99.1%	0.0%	-	-	-
Total %	0.0%	0.2%	0.0%	0.2%	-	0.4%	0.0%	0.0%	52.6%	0.2%	-	52.8%	0.0%	0.0%	0.0%	0.0%	-	0.0%	0.0%	0.4%	46.3%	0.0%	-	46.8%	-
PHF	0	0.25	0	0.25	-	0.5	0	0	0.78	0.25	-	0.78	0	0	0	0	-	0	0	0.5	0.67	0	-	0.66	0.72
Lights	0	1	0	1	-	2	0	0	246	1	-	247	0	0	0	0	-	0	0	2	215	0	-	217	466
% Lights	-	100.0%	-	100.0%	-	100.0%	-	-	98.0%	100.0%	-	98.0%	-	-	-	-	-	-	-	100.0%	97.3%	-	-	97.3%	97.7%
Buses	-	0	0	0	-	0	-	0	5	0	-	5	-	0	0	0	-	0	-	0	6	0	-	6	11
% Buses	-	0.0%	-	0.0%	-	0.0%	-	-	2.0%	0.0%	-	2.0%	-	-	-	-	-	-	-	0.0%	2.7%	-	-	2.7%	2.3%
Trucks	-	0	0	0	-	0	-	0	0	0	-	0	-	0	0	0	-	0	-	0	0	0	-	0	0
% Trucks	-	0.0%	-	0.0%	-	0.0%	-	-	0.0%	0.0%	-	0.0%	-	-	-	-	-	-	-	0.0%	0.0%	-	-	0.0%	0.0%
Bicycles	-	-	-	-	0	0	-	-	-	-	4	4	-	-	-	-	0	0	-	-	-	-	0	0	4
Pedestrians	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	3







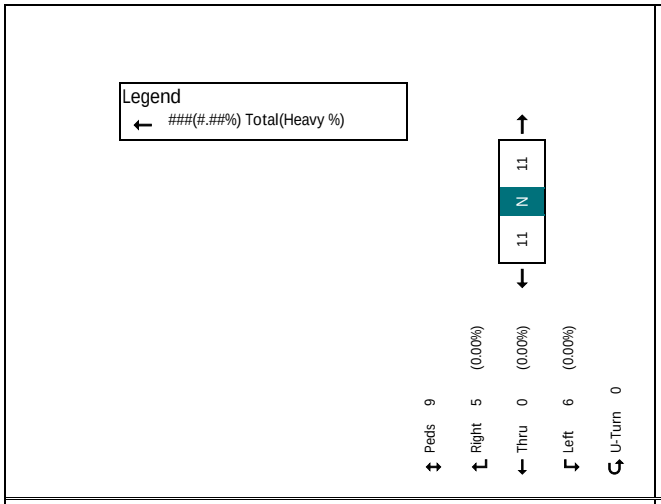


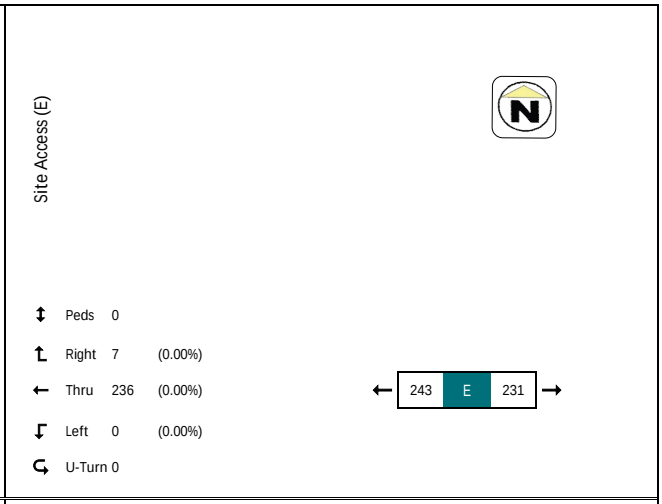
LEA Consulting Ltd.
625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

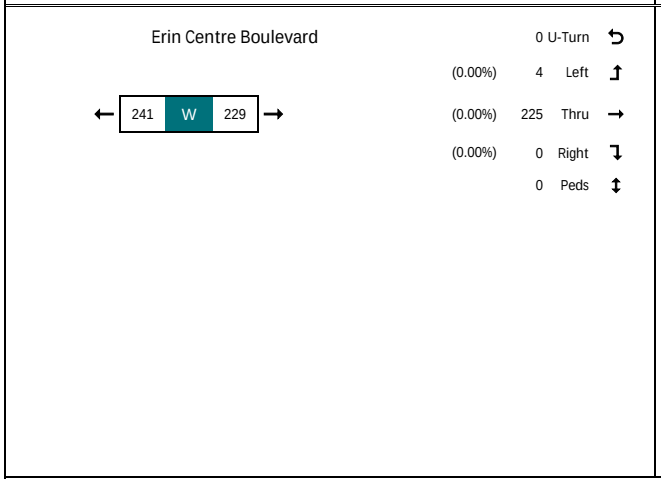
Intersection : Site Access (E) & Erin Centre Boulevard
Survey Date : June 11, 2024
Project No. : 25054
Count ID : 24210

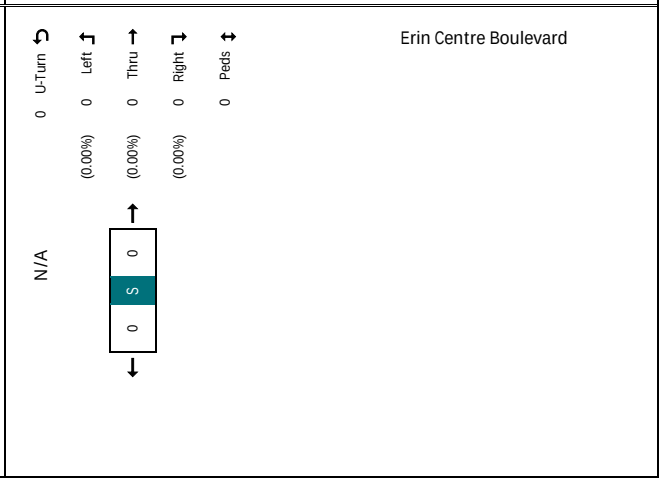
PM Peak Hour - Site Access (E) & Erin Centre Boulevard

	Site Access (E) Southbound						Erin Centre Boulevard Westbound						N/A Northbound						Erin Centre Boulevard Eastbound						
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Grand Total
17:00	0	3	0	0	2	3	0	0	59	1	0	60	0	0	0	0	0	0	0	2	47	0	0	49	112
17:15	0	1	0	1	3	2	0	0	43	2	0	45	0	0	0	0	0	0	0	1	48	0	0	49	96
17:30	0	1	0	2	1	3	0	0	50	1	0	51	0	0	0	0	0	0	0	0	78	0	0	78	132
17:45	0	1	0	2	3	3	0	0	84	3	0	87	0	0	0	0	0	0	0	1	53	0	0	54	144
Hourly Total	0	6	0	5	9	11	0	0	236	7	0	243	0	0	0	0	0	0	0	4	226	0	0	230	484
Approach %	0.0%	54.5%	0.0%	45.5%	-	-	0.0%	0.0%	97.1%	2.9%	-	-	-	-	-	-	-	-	0.0%	1.7%	98.3%	0.0%	-	-	-
Total %	0.0%	1.2%	0.0%	1.0%	-	2.3%	0.0%	0.0%	49.0%	1.4%	-	50.2%	0.0%	0.0%	0.0%	0.0%	-	0.0%	0.0%	0.8%	47.4%	0.0%	-	47.5%	-
PHF	0	0.5	0	0.63	-	0.92	0	0	0.7	0.58	-	0.7	0	0	0	0	0	0	0	0.5	0.72	0	-	0.74	0.84
Lights	0	6	0	5	-	11	0	0	235	7	-	242	0	0	0	0	0	0	0	4	225	0	-	229	482
% Lights	-	100.0%	-	100.0%	-	100.0%	-	-	99.6%	100.0%	-	99.6%	-	-	-	-	-	-	-	100.0%	99.6%	-	-	99.6%	99.6%
Buses	-	0	0	0	-	0	-	0	0	0	-	0	-	0	0	0	-	0	-	0	0	0	-	0	0
% Buses	-	0.0%	-	0.0%	-	0.0%	-	-	0.0%	0.0%	-	0.0%	-	-	-	-	-	-	-	0.0%	0.0%	-	-	0.0%	0.0%
Trucks	-	0	0	0	-	0	-	0	1	0	-	1	-	0	0	0	-	0	-	0	1	0	-	1	2
% Trucks	-	0.0%	-	0.0%	-	0.0%	-	-	0.4%	0.0%	-	0.4%	-	-	-	-	-	-	-	0.0%	0.4%	-	-	0.4%	0.4%
Bicycles	-	-	-	-	0	0	-	-	-	-	2	2	-	-	-	-	0	-	-	-	-	-	3	3	5
Pedestrians	-	-	-	-	9	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	9









REGIONAL MUNICIPALITY OF PEEL

Traffic Signal Timing Parameters

Database Date	**June 21, 2024**		**Prepared Date**	**July 2, 2024**
Database Rev	**iNET**		**Completed By**	**N.T**
Timing Card / Field rev	**-**		**Checked By**	**N.R.L**

Location **Erin Mills Parkway and Erin Mills Town Centre Access**

Phase #	Street Name - Direction	Vehicle Minimum (s)	Pedestrian Minimum (s)		Amber (s)	All Red (s)	TIME PERIOD (s) (Green+Amber+All Red)		
			WALK	FDWALK			AM SPLITS	OFF SPLITS	PM SPLITS
1	Erin Mills Parkway - NBLT Prot. Perm.	7	0	0	3	0	16	19	16
2	Erin Mills Parkway - Southbound	10	10	26	4.2	4	113	103	92
3	Not in Use	-	-	-	-	-	-	-	-
4	Erin Mills Town Center Access - Westbound	10	10	34	4	2	31	38	52
5	Not in Use	-	-	-	-	-	-	-	-
6	Erin Mills Parkway - Northbound	10	10	26	4.2	4	129	122	108
7	Not in Use	-	-	-	-	-	-	-	-
8	Erin Mills Town Center Access-Eastbound Computer Phase	10	10	34	4	2	31	38	52

System Control
Yes

Semi-Actuated Mode
Yes

TIME (M-F)	PEAK	CYCLE LENGTH (s)	OFFSET (s)
6:00 - 9:30	AM	160	108
9:30 - 15:00 19:30 - 3:00	OFF	160	90
15:00 - 19:30	PM	160	49

REGIONAL MUNICIPALITY OF PEEL

Traffic Signal Timing Parameters

Database Date	**June 21, 2024**		**Prepared Date**	**July 2, 2024**
Database Rev	**iNET**		**Completed By**	**N.T**
Timing Card / Field rev	**-**		**Checked By**	**N.R.L**

Location — **Erin Mills Parkway & Eglinton Avenue**

Phase #	Street Name - Direction	Vehicle Minimum (s)	Pedestrian Minimum (s)		Amber (s)	All Red (s)	TIME PERIOD (s) (Green+Amber+All Red)		
			WALK	FDWALK			AM SPLITS	OFF SPLITS	PM SPLITS
1	Erin Mills Parkway - NBLT Prot.	7	0	0	3	2	20	22	23
2	Erin Mills Parkway - Southbound	10	10	36	4.3	3.2	59	59	56
3	Eglinton Avenue - EBLT Prot.	7	0	0	3	2	20	18	20
4	Eglinton Avenue - Westbound	10	10	42	4	4.1	61	61	61
5	Erin Mills Parkway - SBLT Prot.	7	0	0	3	2	23	18	20
6	Erin Mills Parkway - Northbound	10	10	36	4.3	3.2	56	63	59
7	Eglinton Avenue - WBLT Prot.	7	0	0	3	2	15	16	15
8	Eglinton Avenue - Eastbound	10	10	42	4	4.1	66	63	66

System Control
Yes

Semi-Actuated Mode
Yes

TIME (M-F)	PEAK	CYCLE LENGTH (s)	OFFSET (s)
06:00 - 09:30	AM	160	69
09:30 - 15:00 19:30 - 03:00	OFF	160	91
15:00 - 19:30	PM	160	51

REGIONAL MUNICIPALITY OF PEEL

Traffic Signal Timing Parameters

Database Date	**June 21, 2024**		**Prepared Date**	**July 2, 2024**
Database Rev	**iNET**		**Completed By**	**N.T**
Timing Card / Field rev	**-**		**Checked By**	**N.R.L**

Location — **Erin Mills Parkway and Erin Centre Boulevard**

Phase #	Street Name - Direction	Vehicle Minimum (s)	Pedestrian Minimum (s)		Amber (s)	All Red (s)	TIME PERIOD (s) (Green+Amber+All Red)		
			WALK	FDWALK			AM SPLITS	OFF SPLITS	PM SPLITS
1	Erin Mills Parkway - NBLT Prot. Perm.	7	0	0	3	0	13	13	18
2	Erin Mills Parkway - Southbound	10	10	26	4.2	2.6	79	82	73
3	Erin Centre Boulevard - EBLT Prot. Perm.	7	0	0	3	0	16	13	16
4	Erin Centre Boulevard - Westbound	10	10	38	4	5.8	52	52	53
5	Not in Use	-	-	-	-	-	-	-	-
6	Erin Mills Parkway - Northbound	10	10	26	4.2	2.6	92	95	91
7	Not in Use	-	-	-	-	-	-	-	-
8	Erin Centre Boulevard - Eastbound	10	10	38	4	5.8	68	65	69

System Control
Yes

Semi-Actuated Mode
Yes

TIME (M-F)	PEAK	CYCLE LENGTH (s)	OFFSET (s)
6:00 - 9:30	AM	160	91
9:30 - 15:00 19:30 - 00:00	OFF	160	90
15:00 - 19:30	PM	160	44

APPENDIX C

TTS Data

Tue Jul 09 2024 15:39:26 GMT-0400 (Eastern Daylight Time) - Run Time: 2887ms

Cross Tabulation Query Form - Trip - 2016

Row: Planning district of origin - pd_orig
Column: 2006 GTA zone of destination - gta06_dest

Filters:
(2006 GTA zone of destination - gta06_dest In 3602-3603 3714-3715
and
Start time of trip - start_time In 1500-1900
and
Trip purpose of destination - purp_dest In H
and
Primary travel mode of trip - mode_prime In D,M

Pull for Mississauga only:
Tue Jul 09 2024 15:46:22 GMT-0400 (Eastern Daylight Time) - Run Time: 2715ms

Cross Tabulation Query Form - Trip - 2016

Row: 2006 GTA zone of origin - gta06_orig
Column: 2006 GTA zone of destination - gta06_dest

Filters:
(2006 GTA zone of destination - gta06_dest In 3602-3603
and
Start time of trip - start_time In 1500-1900
and
Trip purpose of destination - purp_dest In H
and
Primary travel mode of trip - mode_prime In D,M
and
Planning district of origin - pd_orig In 36

Trip 2016
Table:

Origin	Destination				Trips from Origin	Trip Distribution		Trip Assignment				
	3602	3603	3714	3715		Distribution	Direction From	From East	From West	From North	From South	Assignment
PD 1 of Toronto	69	0	57	0	126	2%	E	2%				Gardiner, QEW, NB Erin Mills
PD 2 of Toronto	80	0	14	44	138	2%	E	2%				Gardiner, QEW, NB Erin Mills
PD 3 of Toronto	62	0	14	31	107	1%	E	1%				401, 403, NB Erin Mills
PD 4 of Toronto	6	0	28	0	34	0%	E	0%				401, 403, NB Erin Mills
PD 5 of Toronto	23	0	40	0	63	1%	E	1%				401, 403, NB Erin Mills
PD 6 of Toronto	0	0	16	0	16	0%	E	0%				Gardiner, QEW, NB Erin Mills
PD 7 of Toronto	30	0	24	0	54	1%	E	1%				Gardiner, QEW, NB Erin Mills
PD 8 of Toronto	54	7	114	6	181	2%	E	2%				403, NB Erin Mills
PD 9 of Toronto	34	42	32	67	175	2%	E	2%				401, 403, NB Erin Mills
PD 10 of Toronto	101	8	6	0	115	1%	E	1%				401, 403, NB Erin Mills
PD 11 of Toronto	5	19	58	0	82	1%	E	1%				401, 403, NB Erin Mills
PD 12 of Toronto	5	19	0	0	24	0%	E	0%				401, 403, NB Erin Mills
PD 13 of Toronto	0	0	23	0	23	0%	E	0%				401, 403, NB Erin Mills
PD 16 of Toronto	0	5	29	66	100	1%	E	1%				401, 403, NB Erin Mills
Aurora	0	7	0	0	7	0%	N			0%		404, 401, 403, NB Erin Mills
Richmond Hill	0	0	23	0	23	0%	N			0%		404, 401, 403, NB Erin Mills
Whitchurch-Stouffville	0	0	0	21	21	0%	N			0%		404, 401, 403, NB Erin Mills
Markham	38	52	14	16	120	1%	N			1%		404, 401, 403, NB Erin Mills
Vaughan	0	0	51	47	98	1%	N			1%		400, 401, 403, NB Erin Mills
Caledon	0	26	15	29	70	1%	N			1%		410, 403, NB Erin Mills
Brampton	73	56	149	46	324	4%	N			4%		410, 403, NB Erin Mills
Milton	5	34	58	24	121	1%	W		1%			401, SB Erin Mills
Oakville	167	171	146	0	484	6%	S				6%	403, NB Erin Mills
Burlington	37	0	45	57	139	2%	S				2%	403, NB Erin Mills
Flamborough	0	0	0	18	18	0%	S				0%	403, NB Erin Mills
Dundas	4	0	0	0	4	0%	S				0%	403, NB Erin Mills
Stoney Creek	0	0	30	0	30	0%	S				0%	403, NB Erin Mills
Hamilton	7	0	0	66	73	1%	S				1%	403, NB Erin Mills
St. Catharines	10	0	0	0	10	0%	S				0%	403, NB Erin Mills
Niagara Falls	5	0	0	0	5	0%	S				0%	403, NB Erin Mills
Welland	20	0	0	0	20	0%	S				0%	403, NB Erin Mills
Waterloo	0	0	7	0	7	0%	W		0%			401, SB Erin Mills
Kitchener	0	0	21	0	21	0%	W		0%			401, SB Erin Mills
Cambridge	0	0	3	27	30	0%	W		0%			401, SB Erin Mills
City of Guelph	21	9	15	0	45	1%	W		1%			401, SB Erin Mills
Puslinch	0	0	7	0	7	0%	W		0%			401, SB Erin Mills
Brant	0	0	29	0	29	0%	W		0%			403, NB Erin Mills
3601	263	94	140	84	581	7%	W		3%			EB Erin Centre
							W		3%			EB Mall, NB Erin Mills, EB Erin Centre
3602	76	0	80	0	156	2%	W		2%			EB Erin Centre
3603	21	21	0	0	42	1%	E	1%				WB Erin Centre
3604	0	0	33	0	33	0%	E	0%				WB Erin Centre
3605	11	12	16	46	85	1%	E	1%				403, NB Erin Mills
3607	0	8	17	36	61	1%	E	1%				WB Eglinton, NB Forest Hill
3608	0	75	0	0	75	1%	E	1%				SB Erin Mills
3609	7	0	0	66	73	1%	E	1%				403, NB Erin Mills
3611	0	31	0	27	58	1%	N			1%		SB Erin Mills
3612	39	9	70	36	154	2%	N			2%		SB Erin Mills
3613	20	43	5	0	68	1%	S				1%	NB Erin Mills
3615	0	11	11	0	22	0%	N			0%		SB Erin Mills
3617	0	9	0	0	9	0%	N			0%		SB Erin Mills
3618	92	0	0	0	92	1%	N			1%		SB Erin Mills
3619	0	0	35	0	35	0%	N			0%		SB Erin Mills
3620	0	0	51	0	51	1%	N			1%		SB Erin Mills
3621	14	23	0	0	37	0%	E	0%				403, NB Erin Mills
3625	0	12	0	0	12	0%	E	0%				403, NB Erin Mills
3626	0	0	39	0	39	0%	E	0%				403, NB Erin Mills
3631	0	0	39	0	39	0%	S				0%	NB Erin Mills
3632	39	0	25	0	64	1%	E	1%				QEW, NB Erin Mills
3633	9	0	21	0	30	0%	S				0%	NB Erin Mills
3634	37	32	7	0	76	1%	S				1%	NB Erin Mills
3639	9	26	41	0	76	1%	S				1%	NB Erin Mills
3649	0	17	0	0	17	0%	E	0%				QEW, NB Erin Mills
3650	17	0	0	0	17	0%	S				0%	NB Erin Mills
3651	5	0	15	33	53	1%	S				1%	NB Erin Mills
3654	9	0	0	0	9	0%	E	0%				QEW, NB Erin Mills
3658	0	0	13	0	13	0%	E	0%				403, NB Erin Mills
3660	0	0	0	29	29	0%	E	0%				403, NB Erin Mills
3662	7	3	41	8	59	1%	S				1%	NB Erin Mills
3664	9	0	9	0	18	0%	S				0%	NB Erin Mills
3669	4	0	22	15	41	0%	E	0%				403, NB Erin Mills
3670	0	0	39	0	39	0%	E	0%				403, NB Erin Mills
3671	63	34	112	22	231	3%	E	3%				403, NB Erin Mills
3677	0	9	0	0	9	0%	S				0%	NB Erin Mills
3678	0	0	53	11	64	1%	E	1%				403, NB Erin Mills
3684	0	17	13	0	30	0%	S				0%	NB Erin Mills
3685	5	0	0	0	5	0%	E	0%				WB Eglinton, NB Forest Hill
3690	0	11	0	0	11	0%	E	0%				403, NB Erin Mills
3692	6	0	0	0	6	0%	E	0%				WB Eglinton, NB Forest Hill
3693	13	0	18	21	52	1%	E	1%				403, NB Erin Mills
3694	17	0	0	0	17	0%	E	0%				SB Erin Mills
3695	19	0	0	0	19	0%	E	0%				SB Erin Mills
3696	75	0	0	8	83	1%	E	1%				SB Erin Mills
3697	30	0	8	66	104	1%	E	1%				SB Erin Mills
3698	78	0	16	0	94	1%	E	1%				403, NB Erin Mills
3699	34	17	71	0	122	1%	E	1%				403, NB Erin Mills
3700	0	0	26	30	56	1%	E	1%				403, NB Erin Mills
3701	21	11	18	0	50	1%	E	1%				403, NB Erin Mills
3702	119	0	42	0	161	2%	E	2%				403, NB Erin Mills
3703	0	0	17	50	67	1%	E	1%				403, NB Erin Mills
3704	0	7	23	0	30	0%	E	0%				403, NB Erin Mills
3705	0	26	9	0	35	0%	E	0%				403, NB Erin Mills
3706	0	0	36	29	65	1%	E	1%				403, NB Erin Mills
3709	13	0	57	47	117	1%	E	1%				403, NB Erin Mills
3710	0	27	86	29	142	2%	E	2%				403, NB Erin Mills
3711	24	0	11	0	35	0%	E	0%				403, NB Erin Mills
3713	8	0	5	0	13	0%	E	0%				403, NB Erin Mills
3714	41	36	105	0	182	2%	N			2%		SB Erin Mills
3715	12	12	5	57	86	1%	N			1%		SB Erin Mills
3716	0	19	24	0	43	1%	N			1%		SB Erin Mills
3717	8	0	0	40	48	1%	N			1%		SB Erin Mills
3718	0	0	7	0	7	0%	N			0%		SB Erin Mills
3719	0	0	15	0	15	0%	N			0%		SB Erin Mills
3720	0	0	12	0	12	0%	N			0%		SB Erin Mills
3721	0	4	47	0	51	1%	N			1%		SB Erin Mills
3722	0	0	0	21	21	0%	N			0%		SB Erin Mills
3809	18	0	16	0	34	0%	W		0%			EB Erin Centre
3810	14	0	0	48	62	1%	W		1%			EB Erin Centre
3814	19	0	0	0	19	0%	S				0%	NB Erin Mills
3815	0	88	0	0	88	1%	E	1%				403, NB Erin Mills
3819	50	0	0	0	50	1%	N			1%		SB Erin Mills
3820	24	0	0	0	24	0%	N			0%		SB Erin Mills
3822	0	0	0	19	19	0%	N			0%		SB Erin Mills
3823	5	0	0	59	64	1%	N			1%		SB Erin Mills
3824	0	0	0	21	21	0%	N			0%		SB Erin Mills
3825	6	13	16	10	45	1%	N			1%		SB Erin Mills
3828	5	0	0	0	5	0%	N			0%		SB Erin Mills
3831	0	0	7	0	7	0%	N			0%		SB Erin Mills
3833	0	0	0	15	15	0%	E	0%				WB Eglinton, NB Forest Hill
3834	0	9	0	0	9	0%	E	0%				403, NB Erin Mills
3835	31	0	68	8	107	1%	E	1%				403, NB Erin Mills
3836	0	28	89	77	194	2%	N			2%		SB Erin Mills
3838	0	11	0	0	11	0%	W		0%			EB Erin Centre
3841	0	0	0	9	9	0%	E	0%				WB Eglinton, NB Forest Hill
3843	12	0	0	0	12	0%	E	0%				403, NB Erin Mills
3847	0	0	5	0	5	0%	E	0%				403, NB Erin Mills
3849	0	14	0	0	14	0%	E	0%				403, NB Erin Mills
3850	62	0	16	0	78	1%	E	1%				403, NB Erin Mills
3851	30	12	0	0	42	1%	E	1%				403, NB Erin Mills
3854	24	0	0	6	30	0%	E	0%				403, NB Erin Mills
3860	0	0	9	0	9	0%	E	0%				403, NB Erin Mills
3864	0	0	12	0	12	0%	E	0%				403, NB Erin Mills
3867	3	0	5	0	8	0%	E	0%				403, NB Erin Mills
3868	15	23	0	0	38	0%	S				0%	NB Erin Mills
3870	0	0	5	0	5	0%	S				0%	NB Erin Mills
3877	8	22	0	0	30	0%	S				0%	NB Erin Mills
					9356	100%	TOTAL	47%	13%	24%	16%	100%

Tue Jul 09 2024 15:50:18 GMT-0400 (Eastern Daylight Time) - Run Time: 2767ms

Cross Tabulation Query Form - Trip - 2016

Row: Planning district of destination - pd_dest
Column: 2006 GTA zone of origin - gta06_orig

Filters:
(2006 GTA zone of origin - gta06_or 3714-3715
and
Start time of trip - start_time In 600-1000
and
Trip purpose of origin - purp_orig In H
and
Primary travel mode of trip - mode_prime In D,M

Pull for Mississauga only:
Tue Jul 09 2024 15:49:48 GMT-0400 (Eastern Daylight Time) - Run Time: 2877ms

Cross Tabulation Query Form - Trip - 2016

Row: 2006 GTA zone of destination - gta06_dest
Column: 2006 GTA zone of origin - gta06_orig

Filters:
(2006 GTA zone of origin - gta06_orig In 3602-3603
and
Start time of trip - start_time In 600-1000
and
Trip purpose of origin - purp_orig In H
and
Primary travel mode of trip - mode_prime In D
and
Planning district of destination - pd_dest In 36)

Trip 2016
Table:

	3602	3603	3714	3715	Trips to Destination	Trip Distribution		Trip Assignment				
						Distribution	Direction To	To East	To West	To North	To South	Assignment
PD 1 of Toronto	76	18	35	0	129	1%	E	1%				SB Erin Mills, QEW, Gardiner
PD 2 of Toronto	80	0	14	6	100	1%	E	1%				SB Erin Mills, QEW, Gardiner
PD 3 of Toronto	62	0	53	31	146	2%	E	2%				SB Erin Mills, 403, 401
PD 4 of Toronto	6	0	28	0	34	0%	E	0%				SB Erin Mills, 403, 401
PD 5 of Toronto	23	0	40	0	63	1%	E	1%				SB Erin Mills, 403, 401
PD 6 of Toronto	0	0	16	0	16	0%	E	0%				SB Erin Mills, QEW, Gardiner
PD 7 of Toronto	16	0	24	0	40	0%	E	0%				SB Erin Mills, QEW, Gardiner
PD 8 of Toronto	69	7	115	6	197	2%	E	2%				SB Erin Mills, 403
PD 9 of Toronto	34	42	22	39	137	2%	E	2%				SB Erin Mills, 403, 401
PD 10 of Toronto	101	48	30	0	179	2%	E	2%				SB Erin Mills, 403, 401
PD 11 of Toronto	5	50	5	0	60	1%	E	1%				SB Erin Mills, 403, 401
PD 12 of Toronto	5	0	0	0	5	0%	E	0%				SB Erin Mills, 403, 401
PD 13 of Toronto	0	0	0	32	32	0%	E	0%				SB Erin Mills, 403, 401
PD 16 of Toronto	0	0	29	66	95	1%	E	1%				SB Erin Mills, 403, 401
Newmarket	0	17	0	0	17	0%	N			0%		SB Erin Mills, 403, 401, 404
Aurora	0	7	0	0	7	0%	N			0%		SB Erin Mills, 403, 401, 404
Richmond Hill	0	0	23	0	23	0%	N			0%		SB Erin Mills, 403, 401, 404
Whitchurch-Stouffville	0	0	0	21	21	0%	N			1%		SB Erin Mills, 403, 401, 404
Markham	38	52	14	16	120	1%	N			1%		SB Erin Mills, 403, 401, 404
Vaughan	0	10	36	41	87	1%	N			1%		SB Erin Mills, 403, 401, 400
Caledon	14	18	15	23	70	1%	N			5%		SB Erin Mills, 403, 410
Brampton	143	64	142	116	465	5%	N			0%		SB Erin Mills, 403, 410
Halton Hills	0	0	25	0	25	0%	W		0%			NB Erin Mills, 401
Milton	0	0	55	53	108	1%	W		1%			NB Erin Mills, 401
Oakville	181	148	151	47	527	6%	S				6%	SB Erin Mills, 403
Burlington	66	0	12	57	135	2%	S				2%	SB Erin Mills, 403
Flamborough	0	0	0	18	18	0%	S				0%	SB Erin Mills, 403
Dundas	4	0	0	0	4	0%	S				0%	SB Erin Mills, 403
Stoney Creek	0	0	30	0	30	0%	S				0%	SB Erin Mills, 403
Hamilton	7	0	0	66	73	1%	S				1%	SB Erin Mills, 403
St. Catharines	10	0	0	0	10	0%	S				0%	SB Erin Mills, 403
Niagara Falls	5	0	0	0	5	0%	S				0%	SB Erin Mills, 403
Welland	20	0	0	0	20	0%	S				0%	SB Erin Mills, 403
Waterloo	0	0	7	0	7	0%	W		0%			NB Erin Mills, 401
Kitchener	0	19	21	0	40	0%	W		0%			NB Erin Mills, 401
Cambridge	0	0	3	0	3	0%	W		0%			NB Erin Mills, 401
City of Guelph	21	9	15	0	45	1%	W		1%			NB Erin Mills, 401
Puslinch	0	0	7	0	7	0%	W		0%			NB Erin Mills, 401
Brant	0	0	29	0	29	0%	W		0%			SB Erin Mills, 403
3601	147	164	145	8	464	5%	W		3%			WB Erin Centre
							W		3%			WB Erin Centre, SB Erin Mills, WB Mall
3602	148	81	156	0	385	4%	W		4%			WB Erin Centre
3603	8	0	0	0	8	0%	E	0%				EB Erin Centre
3604	0	12	4	0	16	0%	E	0%				EB Erin Centre
3605	11	12	16	46	85	1%	E	1%				SB Erin Mills, 403
3606	0	0	4	0	4	0%	E	0%				SB Forest Hill, EB Eglinton
3607	30	8	7	0	45	1%	E	1%				SB Forest Hill, EB Eglinton
3609	4	0	0	66	70	1%	E	1%				SB Erin Mills, 403
3611	0	31	0	27	58	1%	N			1%		NB Erin Mills
3612	87	36	103	0	226	3%	N			3%		NB Erin Mills
3613	16	25	34	19	94	1%	S				1%	SB Erin Mills
3615	15	0	0	0	15	0%	N			0%		NB Erin Mills
3617	0	0	7	24	31	0%	N			0%		NB Erin Mills
3618	12	0	18	0	30	0%	N			0%		NB Erin Mills
3619	0	0	9	0	9	0%	N			0%		NB Erin Mills
3620	0	0	11	0	11	0%	N			0%		NB Erin Mills
3621	19	23	33	0	75	1%	E	1%				SB Erin Mills, 403
3625	0	12	0	0	12	0%	E	0%				SB Erin Mills, 403
3626	7	4	0	0	11	0%	E	0%				SB Erin Mills, 403
3631	0	0	39	0	39	0%	S				0%	SB Erin Mills
3632	48	0	78	0	126	1%	E	1%				SB Erin Mills, QEW
3633	9	0	21	14	44	0%	S				0%	SB Erin Mills
3634	15	32	0	0	47	1%	S				1%	SB Erin Mills
3635	46	0	10	0	56	1%	W		1%			WB Erin Centre
3639	9	9	41	0	59	1%	S				1%	SB Erin Mills
3641	24	0	0	0	24	0%	S				0%	SB Erin Mills
3645	5	0	0	0	5	0%	S				0%	SB Erin Mills
3649	12	0	0	6	18	0%	E	0%				SB Erin Mills, QEW
3650	6	0	6	0	12	0%	S				0%	SB Erin Mills
3651	5	0	15	33	53	1%	S				1%	SB Erin Mills
3653	9	0	0	0	9	0%	E	0%				SB Erin Mills, QEW
3654	0	0	12	0	12	0%	E	0%				SB Erin Mills, QEW
3660	0	0	11	29	40	0%	E	0%				SB Erin Mills, 403
3662	9	3	23	8	43	0%	S				0%	SB Erin Mills
3663	0	0	8	0	8	0%	S				0%	SB Erin Mills
3665	0	0	0	5	5	0%	E	0%				SB Erin Mills, 403
3669	4	0	22	0	26	0%	E	0%				SB Erin Mills, 403
3670	0	0	39	0	39	0%	E	0%				SB Erin Mills, 403
3671	63	15	70	19	167	2%	E	2%				SB Erin Mills, 403
3675	0	0	41	27	68	1%	E	1%				SB Erin Mills, 403
3677	0	7	4	0	11	0%	S				0%	SB Erin Mills
3678	0	0	7	11	18	0%	E	0%				SB Erin Mills, 403
3680	0	0	0	17	17	0%	E	0%				SB Erin Mills, 403
3683	42	0	13	43	98	1%	S				1%	SB Erin Mills
3688	0	43	0	0	43	0%	E	0%				SB Forest Hill, EB Eglinton
3690	0	0	9	21	30	0%	E	0%				SB Erin Mills, 403
3692	6	0	16	0	22	0%	E	0%				SB Forest Hill, EB Eglinton
3693	21	0	23	0	44	0%	E	0%				SB Erin Mills, 403
3695	32	0	0	32	64	1%	E	1%				NB Erin Mills
3696	47	0	0	29	76	1%	E	1%				NB Erin Mills
3697	30	0	8	66	104	1%	E	1%				NB Erin Mills
3698	117	0	16	0	133	1%	E	1%				SB Erin Mills, 403
3699	6	17	0	0	23	0%	E	0%				SB Erin Mills, 403
3700	0	0	0	30	30	0%	E	0%				SB Erin Mills, 403
3701	12	11	18	0	41	0%	E	0%				SB Erin Mills, 403
3702	119	0	78	0	197	2%	E	2%				SB Erin Mills, 403
3703	0	9	17	50	76	1%	E	1%				SB Erin Mills, 403
3704	0	7	23	0	30	0%	E	0%				SB Erin Mills, 403
3705	0	26	9	0	35	0%	E	0%				SB Erin Mills, 403
3706	0	0	36	29	65	1%	E	1%				SB Erin Mills, 403
3709	48	23	46	47	164	2%	E	2%				SB Erin Mills, 403
3710	0	0	86	29	115	1%	E	1%				SB Erin Mills, 403
3711	12	0	0	0	12	0%	E	0%				SB Erin Mills, 403
3713	8	0	17	0	25	0%	E	0%				SB Erin Mills, 403
3714	5	19	167	0	191	2%	N			2%		NB Erin Mills
3715	27	68	5	104	204	2%	N			2%		NB Erin Mills
3716	0	0	18	17	35	0%	N			0%		NB Erin Mills
3717	8	0	0	17	25	0%	N			0%		NB Erin Mills
3718	0	0	0	29	29	0%	N			0%		NB Erin Mills
3719	4	0	18	0	22	0%	N			0%		NB Erin Mills
3720	0	0	12	0	12	0%	N			0%		NB Erin Mills
3721	0	4	64	24	92	1%	N			1%		NB Erin Mills
3722	0	0	0	21	21	0%	N			0%		NB Erin Mills
3723	0	21	0	0	21	0%	E	0%				SB Erin Mills, 403
3809	18	18	39	0	75	1%	W		1%			WB Erin Centre
3810	14	0	0	48	62	1%	W		1%			WB Erin Centre
3813	0	0	4	0	4	0%	S				0%	SB Erin Mills
3814	19	0	0	0	19	0%	S				0%	SB Erin Mills
3815	0	88	0	0	88	1%	E	1%				SB Erin Mills, 403
3819	50	0	0	0	50	1%	N			1%		NB Erin Mills
3820	28	7	13	0	48	1%	N			1%		NB Erin Mills
3822	6	0	0	0	6	0%	N			0%		NB Erin Mills
3823	5	0	0	59	64	1%	N			1%		NB Erin Mills
3824	0	0	0	21	21	0%	N			0%		NB Erin Mills
3825	6	24	0	10	40	0%	N			0%		NB Erin Mills
3831	0	0	7	0	7	0%	N			0%		NB Erin Mills
3833	0	0	0	15	15	0%	E	0%				SB Forest Hill, EB Eglinton
3834	17	9	16	0	42	0%	E	0%				SB Erin Mills, 403
3835	31	0	35	0	66	1%	E	1%				SB Erin Mills, 403
3836	47	21	98	50	216	2%	N			2%		NB Erin Mills
3841	0	0	0	17	17	0%	E	0%				SB Forest Hill, EB Eglinton
3847	0	0	5	29	34	0%	E	0%				SB Erin Mills, 403
3849	0	14	0	0	14	0%	E	0%				SB Erin Mills, 403
3850	62	0	16	0	78	1%	E	1%				SB Erin Mills, 403
3851	40	0	3	0	43	0%	E	0%				SB Erin Mills, 403
3852	20	0	0	0	20	0%	E	0%				SB Erin Mills, 403
3854	24	0	0	6	30	0%	E	0%				SB Erin Mills, 403
3860	0	0	9	0	9	0%	E	0%				SB Erin Mills, 403
3867	3	0	5	0	8	0%	E	0%				SB Erin Mills, 403
3868	15	0	0	0	15	0%	S				0%	SB Erin Mills
3870	0	0	12	0	12	0%	S				0%	SB Erin Mills
3872	0	29	0	0	29	0%	E	0%				SB Erin Mills, 403
3877	8	22	22	0	52	1%	S				1%	SB Erin Mills
					8987	100%	TOTAL	44%	15%	25%	16%	100%

Tue Jul 09 2024 16:08:56 GMT-0400 (Eastern Daylight Time) - Run Time: 2616ms

Cross Tabulation Query Form - Trip - 2016

Row: Planning district of origin - pd_orig
Column: 2006 GTA zone of destination - gta06_dest

Filters:
(2006 GTA zone of destination - gta06_dest In 3601-3603, 3714-3715
and
Start time of trip - start_time In 1500-1900
and
Trip purpose of destination - purp_dest In M
and
Primary travel mode of trip - mode_prime In D,M

Pull for Mississauga only:
Tue Jul 09 2024 16:07:23 GMT-0400 (Eastern Daylight Time) - Run Time: 3411ms

Cross Tabulation Query Form - Trip - 2016

Row: 2006 GTA zone of origin - gta06_orig
Column: 2006 GTA zone of destination - gta06_dest

Filters:
(2006 GTA zone of destination - gta06_dest In 3601-3603, 3714-3715
and
Start time of trip - start_time In 1500-1900
and
Trip purpose of destination - purp_dest In M
and
Primary travel mode of trip - mode_prime In D, M
and
Planning district of origin - pd_orig In 36

Trip 2016
Table:

						Trip Distribution		Trip Assignment				
	3601	3602	3603	3714	Trips from Origin	Distribution	Direction From	From East	From West	From North	From South	Assignment
PD 5 of Toronto	35	0	0	0	35	1%	E	1%				401, 403, NB Erin Mills
PD 8 of Toronto	57	0	0	0	57	2%	E	2%				403, NB Erin Mills
PD 9 of Toronto	21	0	0	0	21	1%	E	1%				401, 403, NB Erin Mills
PD 10 of Toronto	10	0	0	0	10	0%	E	0%				401, 403, NB Erin Mills
PD 11 of Toronto	23	0	0	0	23	1%	E	1%				401, 403, NB Erin Mills
Brampton	43	0	0	0	43	2%	N			2%		410, 403, NB Erin Mills
Milton	0	6	0	0	6	0%	W		0%			401, SB Erin Mills
Oakville	46	0	0	0	46	2%	S				2%	403, NB Erin Mills
Haldimand-Norfolk	0	0	0	11	11	0%	S				0%	403, NB Erin Mills
3601	132	0	0	0	132	6%	W		3%			EB Erin Centre
							W		3%			SB Mall, NB Erin Mills, EB Erin Centre
3602	75	0	0	0	75	3%	W		3%			EB Erin Centre
3603	75	0	21	0	96	4%	E	4%				WB Erin Centre
3605	0	0	0	19	19	1%	E	1%				403, NB Erin Mills
3608	11	0	0	0	11	0%	E	0%				SB Erin Mills
3611	34	0	0	0	34	1%	N			1%		SB Erin Mills
3613	10	0	24	0	34	1%	S				1%	NB Erin Mills
3614	46	0	0	0	46	2%	S				2%	NB Erin Mills
3615	110	0	0	0	110	5%	N			5%		SB Erin Mills
3617	0	0	0	8	8	0%	N			0%		SB Erin Mills
3618	0	0	0	20	20	1%	N			1%		SB Erin Mills
3621	0	0	0	33	33	1%	E	1%				403, NB Erin Mills
3633	0	0	0	16	16	1%	S				1%	NB Erin Mills
3634	40	0	0	0	40	2%	S				2%	NB Erin Mills
3635	105	0	0	0	105	4%	S				4%	NB Erin Mills
3636	108	0	0	0	108	5%	W		5%			EB Erin Centre
3637	0	8	0	0	8	0%	N			0%		SB Erin Mills
3638	21	0	0	0	21	1%	N			1%		SB Erin Mills
3639	17	0	0	0	17	1%	S				1%	NB Erin Mills
3662	32	0	0	0	32	1%	S				1%	NB Erin Mills
3665	11	0	0	0	11	0%	E	0%				403, NB Erin Mills
3671	14	0	0	0	14	1%	E	1%				403, NB Erin Mills
3678	35	22	0	0	57	2%	E	2%				403, NB Erin Mills
3683	87	0	0	0	87	4%	W		4%			EB Erin Centre
3684	27	0	0	0	27	1%	S				1%	NB Erin Mills
3685	15	0	0	0	15	1%	E	1%				WB Eglinton, NB Forest Hill
3688	45	15	0	0	60	3%	E	3%				WB Eglinton, NB Forest Hill
3693	0	5	0	0	5	0%	E	0%				403, NB Erin Mills
3694	5	0	0	0	5	0%	E	0%				SB Erin Mills
3704	13	0	0	0	13	1%	E	1%				403, NB Erin Mills
3714	58	0	0	7	65	3%	N			3%		SB Erin Mills
3715	23	27	0	14	64	3%	N			3%		SB Erin Mills
3716	27	0	0	0	27	1%	N			1%		SB Erin Mills
3719	13	0	0	21	34	1%	N			1%		SB Erin Mills
3721	34	0	0	0	34	1%	N			1%		SB Erin Mills
3809	56	0	0	0	56	2%	W		2%			EB Erin Centre
3810	93	24	0	0	117	5%	W		5%			EB Erin Centre
3811	73	0	0	0	73	3%	W		3%			EB Erin Centre
3812	23	0	0	5	28	1%	W		1%			EB Erin Centre
3813	20	0	0	0	20	1%	W		1%			EB Erin Centre
3814	35	0	0	0	35	1%	S				1%	NB Erin Mills
3820	10	0	0	0	10	0%	N			0%		SB Erin Mills
3821	53	0	0	0	53	2%	N			2%		SB Erin Mills
3822	57	0	0	0	57	2%	N			2%		SB Erin Mills
3836	53	10	0	0	63	3%	N			3%		SB Erin Mills
3837	80	0	0	0	80	3%	W		3%			EB Erin Centre
3838	8	0	0	0	8	0%	W		0%			EB Erin Centre
3840	16	0	0	0	16	1%	S				1%	NB Erin Mills
3851	13	0	0	0	13	1%	E	1%				403, NB Erin Mills
3868	11	0	0	0	11	0%	S				0%	NB Erin Mills
					2375	100%	TOTAL	21%	33%	27%	18%	100%

Tue Jul 09 2024 15:52:32 GMT-0400 (Eastern Daylight Time) - Run Time: 2744ms

Cross Tabulation Query Form - Trip - 2016

Row: Planning district of destination - pd_dest
Column: 2006 GTA zone of origin - gta06_orig

Filters:
(2006 GTA zone of origin - gta06_orig In 3601-3603, 3714-3715
and
Start time of trip - start_time In 1500-1900
and
Trip purpose of origin - purp_orig In M
and
Primary travel mode of trip - mode_prime In D,M

Pull for Mississauga only:
Tue Jul 09 2024 15:53:59 GMT-0400 (Eastern Daylight Time) - Run Time: 2490ms

Cross Tabulation Query Form - Trip - 2016

Row: 2006 GTA zone of destination - gta06_dest
Column: 2006 GTA zone of origin - gta06_orig

Filters:
(2006 GTA zone of origin - gta06_orig In 3601-3603, 3714-3715
and
Start time of trip - start_time In 1500-1900
and
Trip purpose of origin - purp_orig In M
and
Primary travel mode of trip - mode_prime In D,M
and
Planning district of destination - pd_dest In 36)

Trip 2016
Table:

						Trip Distribution		Trip Assignment				
	3601	3602	3603	3714	Trips to Destination	Distribution	Direction To	To East	To West	To North	To South	Assignment
PD 1 of Toronto	21	0	0	0	21	1%	E	1%				SB Erin Mills, QEW, Gardiner
PD 3 of Toronto	5	0	0	0	5	0%	E	0%				SB Erin Mills, 403, 401
PD 8 of Toronto	57	0	0	0	57	2%	E	2%				SB Erin Mills, 403
PD 9 of Toronto	10	0	0	0	10	0%	E	0%				SB Erin Mills, 403, 401
Brampton	63	0	0	0	63	2%	N			2%		SB Erin Mills, 403, 410
Halton Hills	44	0	0	0	44	2%	W		2%			NB Erin Mills, 401
Milton	31	0	0	0	31	1%	W		1%			NB Erin Mills, 401
Oakville	103	0	0	0	103	4%	S				4%	SB Erin Mills, 403
Burlington	19	0	0	0	19	1%	S				1%	SB Erin Mills, 403
Glanbrook	0	0	0	11	11	0%	W		0%			NB Erin Mills, 401
3601	126	5	24	0	155	6%	W		3%			WB Erin Centre
							W		3%			WB Erin Centre, SB Erin Mills, WB Mall
3602	135	0	0	0	135	5%	W		5%			WB Erin Centre
3603	0	0	21	0	21	1%	E	1%				EB Erin Centre
3604	22	0	0	0	22	1%	E	1%				EB Erin Centre
3606	5	0	0	0	5	0%	E	0%				SB Forest Hill, EB Eglinton
3613	46	0	0	0	46	2%	S				2%	SB Erin Mills
3615	69	0	0	0	69	2%	N			2%		NB Erin Mills
3617	0	0	0	39	39	1%	N			1%		NB Erin Mills
3631	8	0	0	0	8	0%	S				0%	SB Erin Mills
3633	20	0	0	0	20	1%	S				1%	SB Erin Mills
3634	35	0	0	0	35	1%	S				1%	SB Erin Mills
3635	50	0	0	0	50	2%	W		2%			WB Erin Centre
3636	184	0	0	0	184	7%	E	7%				SB Erin Mills, 403
3637	110	15	0	8	133	5%	E	5%				SB Erin Mills, 403
3638	11	0	0	0	11	0%	E	0%				SB Erin Mills, 403
3652	21	0	0	0	21	1%	E	1%				SB Erin Mills, QEW
3653	11	0	0	0	11	0%	E	0%				SB Erin Mills, QEW
3662	47	0	0	0	47	2%	S				2%	SB Erin Mills
3663	22	0	0	0	22	1%	S				1%	SB Erin Mills
3664	13	0	0	0	13	0%	E	0%				SB Erin Mills, 403
3668	21	0	0	0	21	1%	E	1%				SB Erin Mills, 403
3672	10	0	0	0	10	0%	E	0%				SB Erin Mills, 403
3677	39	6	0	0	45	2%	S				2%	SB Erin Mills
3678	0	22	0	0	22	1%	E	1%				SB Erin Mills, 403
3681	15	0	0	0	15	1%	E	1%				SB Erin Mills, 403
3683	41	0	0	0	41	1%	S				1%	SB Erin Mills
3684	95	0	0	0	95	3%	E	3%				SB Erin Mills, 403
3688	51	0	0	0	51	2%	E	2%				SB Forest Hill, EB Eglinton
3694	33	0	0	0	33	1%	N			1%		NB Erin Mills
3710	23	0	0	0	23	1%	E	1%				SB Erin Mills, 403
3714	108	0	0	11	119	4%	N			4%		NB Erin Mills
3715	24	0	0	14	38	1%	N			1%		NB Erin Mills
3716	47	0	0	16	63	2%	N			2%		NB Erin Mills
3717	0	33	0	0	33	1%	N			1%		NB Erin Mills
3718	3	0	0	0	3	0%	N			0%		NB Erin Mills
3719	41	0	0	21	62	2%	N			2%		NB Erin Mills
3809	144	0	0	0	144	5%	W		5%			WB Erin Centre
3810	122	52	0	19	193	7%	W		7%			WB Erin Centre
3811	115	0	0	20	135	5%	W		5%			WB Erin Centre
3812	19	0	0	5	24	1%	W		1%			WB Erin Centre
3814	35	0	0	0	35	1%	S				1%	SB Erin Mills
3820	13	0	0	0	13	0%	N			0%		NB Erin Mills
3836	0	10	0	0	10	0%	N			0%		NB Erin Mills
3837	80	0	0	0	80	3%	W		3%			WB Erin Centre
3838	46	0	0	0	46	2%	W		2%			WB Erin Centre
3840	16	0	0	0	16	1%	S				1%	SB Erin Mills
					2781	100%	TOTAL	27%	38%	20%	16%	100%

APPENDIX D

Background Developments and Growth

Date: July 19, 2024
Requestor: Keanna Tacay-Clarke, LEA Consulting Ltd
Request Type: Growth Rate Data Request
Location: Erin Mills Parkway at Eglinton Avenue

Keanna Tacay-Clarke,

See below the forecasted compound annual growth rate values for Erin Mills Parkway at Eglinton Avenue.

2011 to 2021	2021 to 2031	2031 to 2041
0.5%	0.5%	0.5%

These growth rates are estimated using several sources including socioeconomic data and results from the Region of Peel's Travel Demand Forecasting Model. It is important to exercise professional judgment when using these values.

If you require further assistance, please contact me at transportationplanningdata@peelregion.ca

Regards,

Karan Bedi
Intermediate Planner, Transportation Planning
Transportation Division | Public Works | Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON L6T 4B9

Keanna Tacay-Clarke

From: Tyler Xuereb <Tyler.Xuereb@mississauga.ca>
Sent: July 18, 2024 10:25 AM
To: Keanna Tacay-Clarke
Subject: RE: 2555 Erin Centre Boulevard, Mississauga Corridor Growth Request

External Sender

Good Morning Keanna,

Below are the recommended growth rates to be used along Erin Centre Boulevard and Eglinton Avenue. These rates are compounded annually from existing to 2029

Erin Centre Boulevard

	Compounded Annual Growth from Existing to 2029	
	EB	WB
AM Peak	1.0%	1.0%
PM Peak	1.0%	1.0%

Eglinton Avenue

	Compounded Annual Growth from Existing to 2029	
	EB	WB
AM Peak	0.5%	1.5%
PM Peak	1.5%	0.5%

Regards,

Tyler Xuereb
Transportation Planning Analyst
T 905-615-3200 ext.4783
Tyler.xuereb@mississauga.ca

City of Mississauga | Transportation and Works Department,
Infrastructure Planning and Engineering Services Division

Please consider the environment before printing.

From: Keanna Tacay-Clarke <KTacay-Clarke@lea.ca>
Sent: Wednesday, July 10, 2024 10:44 AM
To: Tyler Xuereb <Tyler.Xuereb@mississauga.ca>
Subject: [EXTERNAL] 2555 Erin Centre Boulevard, Mississauga Corridor Growth Request

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[CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

Hello Tyler,

I'm working on a TIS at the municipal address of 2555 Erin Centre Boulevard, Mississauga. I was looking to get the corridor growth along Erin Centre Boulevard, Erin Mills Parkway and Eglinton Avenue West.

The study intersections are as follows:

- Erin Centre Boulevard and Forest Hill Drive
- Erin Centre Boulevard and East Site Access
- Erin Centre Boulevard and West Site Access
- Erin Mills Parkway and Erin Centre Boulevard
- Erin Mills Parkway and Erin Mills Town Centre East Access
- Erin Mills Parkway and Eglinton Avenue West

The background developments that will be included in the study are:

- 2475 Eglinton Avenue West
- 5065 Erin Mills Parkway
- 5035 Erin Mills Parkway

It will be a five-year horizon to 2029.

The terms of reference were approved yesterday.

Thank you,

Keanna Tacay-Clarke
Transportation Technical Lead – Data Analytics
LEA Consulting Ltd.
625 Crochane Drive, 5th Floor | Markham, ON | L3R 9R9
T: 905-470-0015 ext. 387 E: KTacay-Clarke@LEA.ca

Date: July 19, 2024
Requestor: Keanna Tacay-Clarke, LEA Consulting Ltd
Request Type: Growth Rate Data Request
Location: Erin Mills Parkway North of Dundas St W

Keanna Tacay-Clarke,

See below the forecasted compound annual growth rate values for Erin Mills Parkway North of Dundas St W.

2011 to 2021	2021 to 2031	2031 to 2041
0.5%	0.5%	0.5%

These growth rates are estimated using several sources including socioeconomic data and results from the Region of Peel's Travel Demand Forecasting Model. It is important to exercise professional judgment when using these values.

If you require further assistance, please contact me at transportationplanningdata@peelregion.ca

Regards,

Karan Bedi
Intermediate Planner, Transportation Planning
Transportation Division | Public Works | Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON L6T 4B9

As such, traffic volumes have also been prepared which consider the permitted "As-of-Right" development levels within the assignments of the future background traffic forecasts. The "As of Right" traffic allowances are illustrated in Figure 12.

Future background conditions with the inclusion of "As of Right" volumes are illustrated in **Figure 13** and **Figure 14** for the 5- and 10-year horizons, respectively.

4.3 SITE TRAFFIC

4.4 TRIP GENERATION

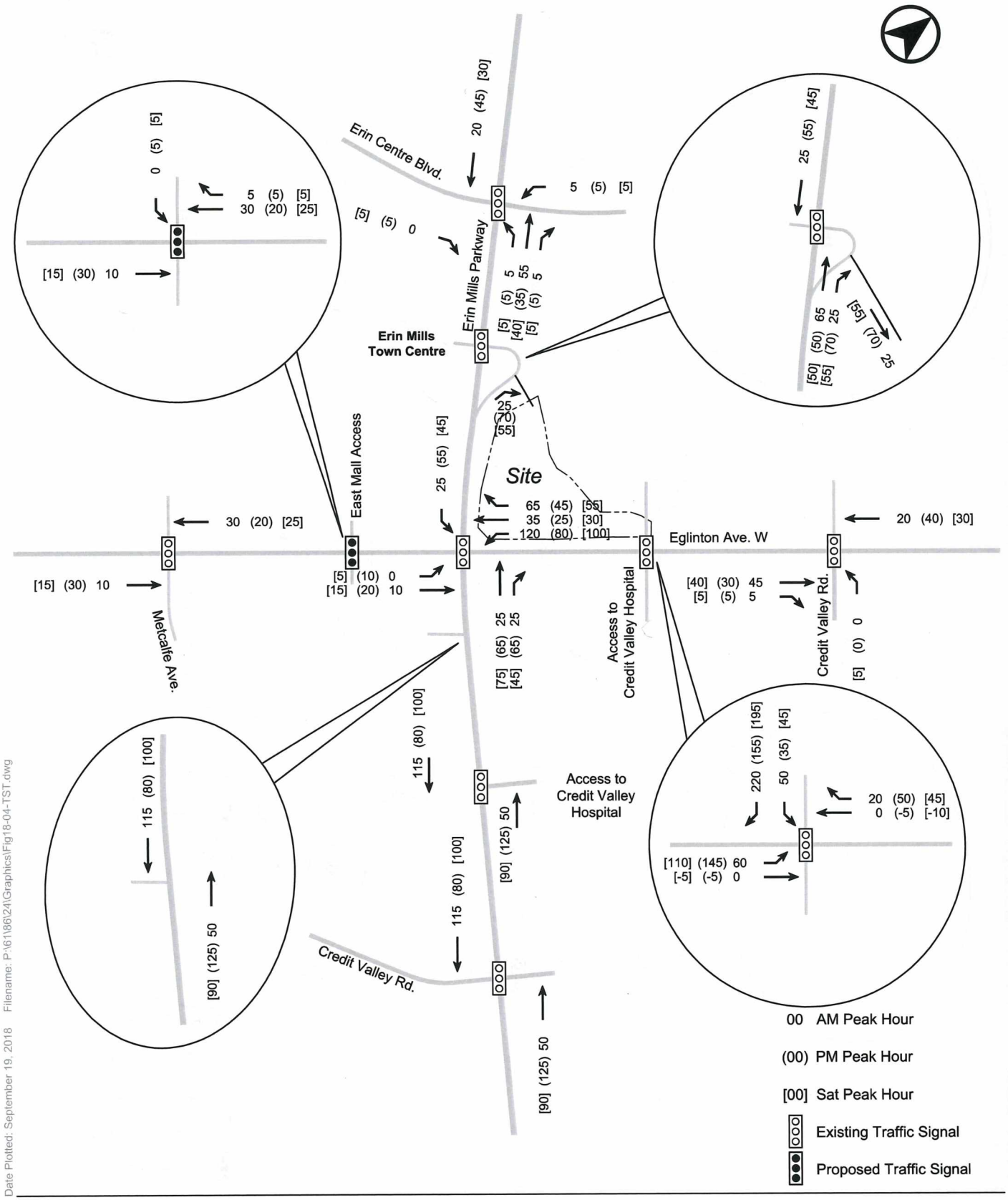
The trip generation forecast has been updated based on City staff comments as detailed in the memorandum of November 27, 2017 prepared by BA Group. The updates reflect modestly refined trip generation rates. The current trip generation for the site is provided below in Table 4. It also provides a comparison to prior reporting undertaken by BA Group in August 2017.

TABLE 4 TRIP GENERATION COMPARISON

Land Use	Morning Peak Hour			Afternoon Peak Hour			Saturday Peak Hour		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Current Development Plan									
Typical Condo apartments 977 units	60	255	315	215	130	345	140	185	325
Medical Office 9,400 sq. ft.	20	5	25	10	25	35	20	15	35
Office 9,400 sq. ft.	15	-	15	-	10	10	-	-	-
Retail and Restaurant Trips									
Restaurant – Gross Trips 6,591 sq. ft.[1]	5	5	10	35	15	50	40	30	70
Retail – Gross Trips 12,147 sq. ft.[1]	5	5	10	20	25	45	30	30	60
Total Restaurant and Retail Trips	10	10	20	55	40	95	70	60	130
• *Interaction (30%)*	-	-	-	*15*	*15*	*30*	*20*	*20*	*40*
• *Primary*	*10*	*10*	*20*	*30*	*15*	*45*	*35*	*25*	*60*
• *Pass-by (25%)*	-	-	-	*10*	*10*	*20*	*15*	*15*	*30*
Total	**105**	**270**	**375**	**280**	**205**	**485**	**230**	**260**	**490**
Total External Trips (Excludes Interaction)	**105**	**270**	**375**	**265**	**190**	**455**	**210**	**240**	**450**
Total – Net-New	**105**	**270**	**375**	**255**	**180**	**435**	**195**	**225**	**420**

Notes:

1. Interaction and Pass-By rates applied to PM and SAT only to restaurant and retail trips. Discounting for pass-by and interaction effects in the AM would result in only minor changes to the trip generation.



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TOTAL SITE TRAFFIC VOLUMES

BA Group

Erin Mills Parkway / Eglinton Avenue W. - Northeast Corner
6186-24 September 2018

Figure 18

APPENDIX E

Intersection Capacity Results

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	150	72	3	184	96	3
Future Vol, veh/h	150	72	3	184	96	3
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles, %	3	3	33	3	0	0
Mvmt Flow	205	99	4	252	132	4
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	10.2	11.2	9.8
HCM LOS	B	B	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	97%	0%	2%
Vol Thru, %	0%	68%	98%
Vol Right, %	3%	32%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	99	222	187
LT Vol	96	0	3
Through Vol	0	150	184
RT Vol	3	72	0
Lane Flow Rate	136	304	256
Geometry Grp	1	1	1
Degree of Util (X)	0.202	0.376	0.367
Departure Headway (Hd)	5.371	4.45	5.164
Convergence, Y/N	Yes	Yes	Yes
Cap	665	806	694
Service Time	3.435	2.491	3.212
HCM Lane V/C Ratio	0.205	0.377	0.369
HCM Control Delay, s/veh	9.8	10.2	11.2
HCM Lane LOS	A	B	B
HCM 95th-tile Q	0.8	1.8	1.7

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	221	279	1	1	1
Future Vol, veh/h	2	221	279	1	1	1
Conflicting Peds, #/hr	3	0	0	3	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	15	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	3	307	388	1	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	392	0	-	0	705	392
Stage 1	-	-	-	-	392	-
Stage 2	-	-	-	-	313	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1178	-	-	-	406	661
Stage 1	-	-	-	-	687	-
Stage 2	-	-	-	-	746	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1175	-	-	-	403	659
Mov Cap-2 Maneuver	-	-	-	-	403	-
Stage 1	-	-	-	-	684	-
Stage 2	-	-	-	-	745	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.1	0	12.2
HCM LOS			B

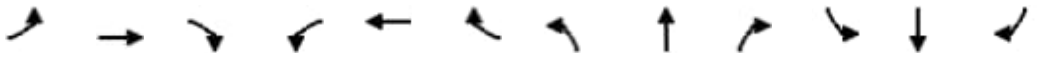
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1175	-	-	-	403	659
HCM Lane V/C Ratio	0.002	-	-	-	0.003	0.002
HCM Control Delay (s/veh)	8.1	0	-	-	14	10.5
HCM Lane LOS	A	A	-	-	B	B
HCM 95th %tile Q (veh)	0	-	-	-	0	0

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	221	274	6	2	3
Future Vol, veh/h	12	221	274	6	2	3
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	17	316	391	9	3	4
Number of Lanes	0	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	1
HCM Control Delay, s/veh	10.1	10.9	8.6
HCM LOS	B	B	A

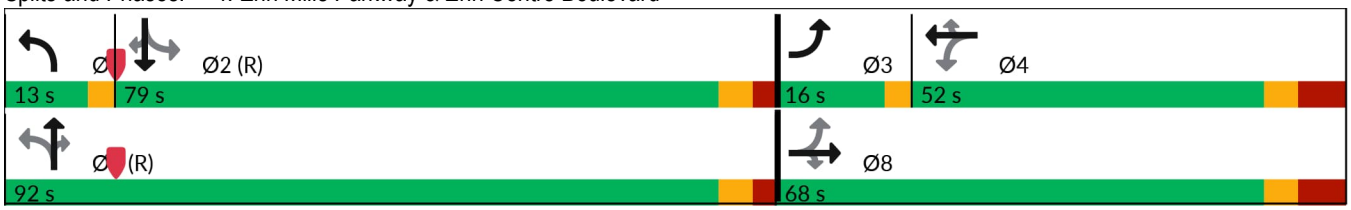
Lane	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	5%	0%	100%	0%
Vol Thru, %	95%	98%	0%	0%
Vol Right, %	0%	2%	0%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	233	280	2	3
LT Vol	12	0	2	0
Through Vol	221	274	0	0
RT Vol	0	6	0	3
Lane Flow Rate	333	400	3	4
Geometry Grp	2	2	5	5
Degree of Util (X)	0.39	0.465	0.005	0.006
Departure Headway (Hd)	4.221	4.182	6.561	5.345
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	839	848	549	674
Service Time	2.321	2.269	4.261	3.045
HCM Lane V/C Ratio	0.397	0.472	0.005	0.006
HCM Control Delay, s/veh	10.1	10.9	9.3	8.1
HCM Lane LOS	B	B	A	A
HCM 95th-tile Q	1.9	2.5	0	0

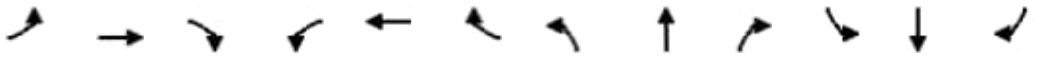


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	164	197	76	135	66	117	1161	33	36	1453	282
Future Volume (vph)	200	164	197	76	135	66	117	1161	33	36	1453	282
Lane Group Flow (vph)	238	195	235	90	161	79	139	1382	39	43	1730	336
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases	3	8			4		1	6			2	
Permitted Phases	8		8	4		4	6		6	2		2
Detector Phase	3	8	8	4	4	4	1	6	6	2	2	2
Switch Phase												
Minimum Initial (s)	7.0	10.0	10.0	10.0	10.0	10.0	7.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.0	57.8	57.8	57.8	57.8	57.8	10.0	42.8	42.8	42.8	42.8	42.8
Total Split (s)	16.0	68.0	68.0	52.0	52.0	52.0	13.0	92.0	92.0	79.0	79.0	79.0
Total Split (%)	10.0%	42.5%	42.5%	32.5%	32.5%	32.5%	8.1%	57.5%	57.5%	49.4%	49.4%	49.4%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	3.0	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	0.0	5.8	5.8	5.8	5.8	5.8	0.0	2.6	2.6	2.6	2.6	2.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	9.8	9.8	9.8	9.8	9.8	3.0	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead			Lag	Lag	Lag	Lead			Lag	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	42.5	35.7	35.7	19.7	19.7	19.7	111.5	107.7	107.7	88.6	88.6	88.6
Actuated g/C Ratio	0.27	0.22	0.22	0.12	0.12	0.12	0.70	0.67	0.67	0.55	0.55	0.55
v/c Ratio	0.87	0.47	0.56	0.67	0.71	0.33	0.57	0.42	0.04	0.25	0.63	0.36
Control Delay (s/veh)	80.5	57.1	26.6	89.9	83.1	20.0	60.4	3.4	0.1	27.1	26.9	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total Delay (s/veh)	80.5	57.1	26.6	89.9	83.1	20.0	60.4	3.5	0.1	27.1	26.9	3.2
LOS	F	E	C	F	F	B	E	A	A	C	C	A
Approach Delay (s/veh)		54.7			69.9			8.5			23.1	
Approach LOS		D			E			A			C	
Queue Length 50th (m)	65.8	54.7	27.4	27.9	50.1	3.2	20.7	13.8	0.0	6.9	133.7	0.0
Queue Length 95th (m)	80.4	68.8	45.2	42.0	65.7	15.5	42.2	21.5	0.0	17.6	160.1	11.4
Internal Link Dist (m)		346.4			91.7			172.5			558.0	
Turn Bay Length (m)	105.0			75.0		110.0	130.0		105.0	155.0		115.0
Base Capacity (vph)	275	670	601	287	490	430	246	3319	985	170	2758	944
Starvation Cap Reductn	0	0	0	0	0	0	0	638	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.29	0.39	0.31	0.33	0.18	0.57	0.52	0.04	0.25	0.63	0.36

Intersection Summary		
Cycle Length: 160		
Actuated Cycle Length: 160		
Offset: 91 (57%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green		
Natural Cycle: 125		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.87		
Intersection Signal Delay (s/veh): 26.1	Intersection LOS: C	
Intersection Capacity Utilization 90.3%	ICU Level of Service E	
Analysis Period (min) 15		

Splits and Phases: 4: Erin Mills Parkway & Erin Centre Boulevard





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	164	197	76	135	66	117	1161	33	36	1453	282
Future Volume (vph)	200	164	197	76	135	66	117	1161	33	36	1453	282
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	3.0	9.8	9.8	9.8	9.8	9.8	3.0	6.8	6.8	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1630	1842	1414	1632	1860	1441	1652	4932	1431	1589	4980	1436
Flt Permitted	0.45	1.00	1.00	0.64	1.00	1.00	0.08	1.00	1.00	0.18	1.00	1.00
Satd. Flow (perm)	778	1842	1414	1091	1860	1441	136	4932	1431	307	4980	1436
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	238	195	235	90	161	79	139	1382	39	43	1730	336
RTOR Reduction (vph)	0	0	106	0	0	60	0	0	13	0	0	150
Lane Group Flow (vph)	238	195	129	90	161	19	139	1382	26	43	1730	186
Confl. Peds. (#/hr)	11		3	3		11	3		1	1		3
Confl. Bikes (#/hr)						1						3
Heavy Vehicles (%)	3%	2%	5%	3%	1%	2%	2%	4%	3%	6%	3%	2%
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases	3	8			4		1	6			2	
Permitted Phases	8		8	4		4	6		6	2		2
Actuated Green, G (s)	35.7	35.7	35.7	19.7	19.7	19.7	107.7	107.7	107.7	88.6	88.6	88.6
Effective Green, g (s)	35.7	35.7	35.7	19.7	19.7	19.7	107.7	107.7	107.7	88.6	88.6	88.6
Actuated g/C Ratio	0.22	0.22	0.22	0.12	0.12	0.12	0.67	0.67	0.67	0.55	0.55	0.55
Clearance Time (s)	3.0	9.8	9.8	9.8	9.8	9.8	3.0	6.8	6.8	6.8	6.8	6.8
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	242	410	315	134	229	177	244	3319	963	170	2757	795
v/s Ratio Prot	c0.08	0.11			0.09		c0.06	0.28			c0.35	
v/s Ratio Perm	c0.14		0.09	0.08		0.01	0.33		0.02	0.14		0.13
v/c Ratio	0.98	0.48	0.41	0.67	0.70	0.11	0.57	0.42	0.03	0.25	0.63	0.23
Uniform Delay, d1	60.1	54.0	53.1	67.1	67.3	62.4	20.3	11.9	8.7	18.5	24.4	18.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	2.89	0.24	0.00	1.00	1.00	1.00
Incremental Delay, d2	52.9	0.9	0.9	12.5	9.4	0.3	2.9	0.4	0.1	3.5	1.1	0.7
Delay (s)	113.0	54.9	54.0	79.5	76.7	62.6	61.7	3.2	0.1	22.1	25.5	19.0
Level of Service	F	D	D	E	E	E	E	A	A	C	C	B
Approach Delay (s/veh)		75.3			74.1			8.4			24.4	
Approach LOS		E			E			A			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	29.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	22.6
Intersection Capacity Utilization	90.3%	ICU Level of Service	E
Analysis Period (min)	15		

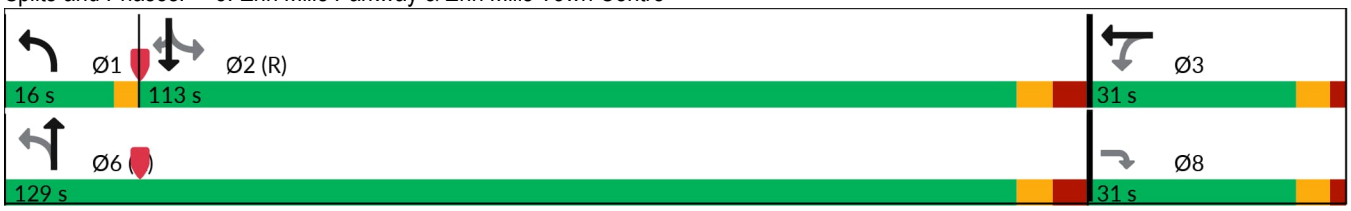
c Critical Lane Group

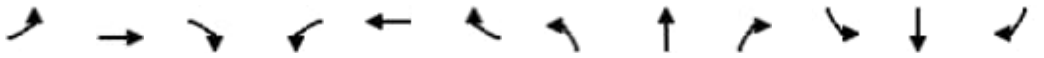
Lane Group	EBR	NBL	NBT	SBT	SBR	Ø3
Lane Configurations						
Traffic Volume (vph)	38	76	1311	1656	70	
Future Volume (vph)	38	76	1311	1656	70	
Lane Group Flow (vph)	42	84	1457	1840	78	
Turn Type	Perm	pm+pt	NA	NA	Perm	
Protected Phases		1	6	2		3
Permitted Phases	8	6			2	
Detector Phase	8	1	6	2	2	
Switch Phase						
Minimum Initial (s)	10.0	7.0	10.0	10.0	10.0	10.0
Minimum Split (s)	50.0	10.0	44.2	44.2	44.2	50.0
Total Split (s)	31.0	16.0	129.0	113.0	113.0	31.0
Total Split (%)	19.4%	10.0%	80.6%	70.6%	70.6%	19%
Yellow Time (s)	4.0	3.0	4.2	4.2	4.2	4.0
All-Red Time (s)	2.0	0.0	4.0	4.0	4.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	3.0	8.2	8.2	8.2	
Lead/Lag		Lead		Lag	Lag	
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	C-Max	None
Act Effct Green (s)	10.0	144.2	140.6	128.6	128.6	
Actuated g/C Ratio	0.06	0.90	0.88	0.80	0.80	
v/c Ratio	0.20	0.41	0.34	0.46	0.07	
Control Delay (s/veh)	2.1	19.0	2.3	1.6	0.1	
Queue Delay	0.0	0.0	0.0	0.2	0.0	
Total Delay (s/veh)	2.1	19.0	2.3	1.8	0.1	
LOS	A	B	A	A	A	
Approach Delay (s/veh)			3.2	1.7		
Approach LOS			A	A		
Queue Length 50th (m)	0.0	2.7	4.5	3.1	0.0	
Queue Length 95th (m)	0.0	m16.1	3.8	5.8	m0.0	
Internal Link Dist (m)			243.2	172.5		
Turn Bay Length (m)		50.0			90.0	
Base Capacity (vph)	316	251	4335	3963	1087	
Starvation Cap Reductn	0	0	0	967	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.13	0.33	0.34	0.61	0.07	

Intersection Summary		
Cycle Length: 160		
Actuated Cycle Length: 160		
Offset: 108 (68%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green		
Natural Cycle: 105		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.46		
Intersection Signal Delay (s/veh): 2.4	Intersection LOS: A	
Intersection Capacity Utilization 86.0%	ICU Level of Service E	
Analysis Period (min) 15		

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

Splits and Phases: 5: Erin Mills Parkway & Erin Mills Town Centre





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	38	0	0	0	76	1311	0	0	1656	70
Future Volume (vph)	0	0	38	0	0	0	76	1311	0	0	1656	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)			6.0				3.0	8.2			8.2	8.2
Lane Util. Factor			1.00				1.00	0.91			0.91	1.00
Frpb, ped/bikes			0.98				1.00	1.00			1.00	0.97
Flpb, ped/bikes			1.00				1.00	1.00			1.00	1.00
Frt			0.87				1.00	1.00			1.00	0.85
Flt Protected			1.00				0.95	1.00			1.00	1.00
Satd. Flow (prot)			1258				1504	4932			4932	1334
Flt Permitted			1.00				0.10	1.00			1.00	1.00
Satd. Flow (perm)			1258				159	4932			4932	1334
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	42	0	0	0	84	1457	0	0	1840	78
RTOR Reduction (vph)	0	0	40	0	0	0	0	0	0	0	0	16
Lane Group Flow (vph)	0	0	2	0	0	0	84	1457	0	0	1840	62
Confl. Peds. (#/hr)	3		3	3		3	11		1	1		11
Confl. Bikes (#/hr)			2									
Heavy Vehicles (%)	0%	0%	19%	0%	0%	0%	12%	4%	0%	0%	4%	10%
Turn Type			Perm				pm+pt	NA			NA	Perm
Protected Phases					3		1	6			2	
Permitted Phases			8	3			6			2		2
Actuated Green, G (s)			8.0				137.8	137.8			127.4	127.4
Effective Green, g (s)			8.0				137.8	137.8			127.4	127.4
Actuated g/C Ratio			0.05				0.86	0.86			0.80	0.80
Clearance Time (s)			6.0				3.0	8.2			8.2	8.2
Vehicle Extension (s)			3.0				3.0	3.0			3.0	3.0
Lane Grp Cap (vph)			62				199	4247			3927	1062
v/s Ratio Prot							c0.02	0.30			c0.37	
v/s Ratio Perm			c0.00				0.34					0.05
v/c Ratio			0.03				0.42	0.34			0.47	0.06
Uniform Delay, d1			72.3				2.8	2.2			5.3	3.5
Progression Factor			1.00				12.13	0.98			0.24	0.05
Incremental Delay, d2			0.2				1.3	0.2			0.3	0.1
Delay (s)			72.5				35.7	2.3			1.6	0.2
Level of Service			E				D	A			A	A
Approach Delay (s/veh)		72.5			0.0			4.1			1.6	
Approach LOS		E			A			A			A	

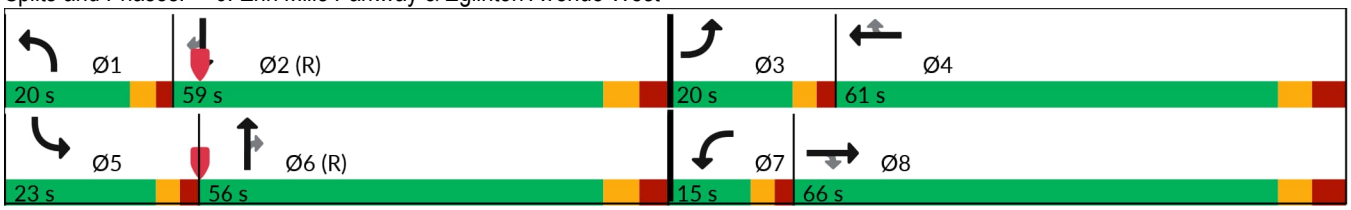
Intersection Summary			
HCM 2000 Control Delay (s/veh)	3.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	17.2
Intersection Capacity Utilization	86.0%	ICU Level of Service	E
Analysis Period (min)	15		

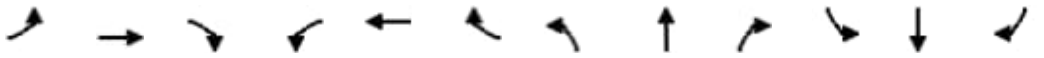
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	187	1009	264	100	565	226	141	974	141	274	1333	87
Future Volume (vph)	187	1009	264	100	565	226	141	974	141	274	1333	87
Lane Group Flow (vph)	197	1062	278	105	595	238	148	1025	148	288	1403	92
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4			6			2
Detector Phase	3	8	8	7	4	4	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	10.0	10.0	7.0	10.0	10.0	7.0	10.0	10.0	7.0	10.0	10.0
Minimum Split (s)	12.0	60.1	60.1	12.0	60.1	60.1	12.0	53.5	53.5	12.0	53.5	53.5
Total Split (s)	20.0	66.0	66.0	15.0	61.0	61.0	20.0	56.0	56.0	23.0	59.0	59.0
Total Split (%)	12.5%	41.3%	41.3%	9.4%	38.1%	38.1%	12.5%	35.0%	35.0%	14.4%	36.9%	36.9%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.3	4.3	3.0	4.3	4.3
All-Red Time (s)	2.0	4.1	4.1	2.0	4.1	4.1	2.0	3.2	3.2	2.0	3.2	3.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	8.1	8.1	5.0	8.1	8.1	5.0	7.5	7.5	5.0	7.5	7.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	14.0	45.3	45.3	9.4	40.7	40.7	13.0	59.7	59.7	20.0	66.7	66.7
Actuated g/C Ratio	0.09	0.28	0.28	0.06	0.25	0.25	0.08	0.37	0.37	0.13	0.42	0.42
v/c Ratio	0.73	0.75	0.50	0.59	0.47	0.45	0.59	0.56	0.23	0.75	0.68	0.15
Control Delay (s/veh)	87.4	55.3	10.8	86.7	51.3	7.4	80.5	42.6	6.5	77.0	57.1	21.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	87.4	55.3	10.8	86.7	51.3	7.4	80.5	42.6	6.5	77.0	57.1	21.0
LOS	F	E	B	F	D	A	F	D	A	E	E	C
Approach Delay (s/veh)		51.4			44.1			42.8			58.5	
Approach LOS		D			D			D			E	
Queue Length 50th (m)	31.8	113.3	9.0	17.0	59.5	0.0	23.8	95.4	0.0	48.4	124.8	4.5
Queue Length 95th (m)	45.8	120.2	32.7	27.6	67.2	20.3	35.2	122.1	16.6	64.0	167.8	24.1
Internal Link Dist (m)		311.2			233.2			756.7			243.2	
Turn Bay Length (m)	80.0		100.0	100.0		135.0	150.0		135.0	200.0		125.0
Base Capacity (vph)	289	1819	646	190	1630	621	295	1841	635	394	2056	628
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.58	0.43	0.55	0.37	0.38	0.50	0.56	0.23	0.73	0.68	0.15

Intersection Summary		
Cycle Length: 160		
Actuated Cycle Length: 160		
Offset: 69 (43%), Referenced to phase 2:SBT and 6:NBT, Start of Green		
Natural Cycle: 140		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.75		
Intersection Signal Delay (s/veh): 50.4	Intersection LOS: D	
Intersection Capacity Utilization 114.6%	ICU Level of Service H	
Analysis Period (min) 15		

Splits and Phases: 6: Erin Mills Parkway & Eglinton Avenue West





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	187	1009	264	100	565	226	141	974	141	274	1333	87
Future Volume (vph)	187	1009	264	100	565	226	141	974	141	274	1333	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	5.0	8.1	8.1	5.0	8.1	8.1	5.0	7.5	7.5	5.0	7.5	7.5
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.92	1.00	1.00	0.97	1.00	1.00	0.97	1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3083	5029	1361	3054	4932	1399	3083	4932	1454	3083	4932	1363
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3083	5029	1361	3054	4932	1399	3083	4932	1454	3083	4932	1363
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	197	1062	278	105	595	238	148	1025	148	288	1403	92
RTOR Reduction (vph)	0	0	172	0	0	177	0	0	93	0	0	54
Lane Group Flow (vph)	197	1062	106	105	595	61	148	1025	55	288	1403	38
Confl. Peds. (#/hr)	15		73	73		15	29		13	13		29
Confl. Bikes (#/hr)			1						1			
Heavy Vehicles (%)	6%	2%	2%	7%	4%	5%	6%	4%	1%	6%	4%	6%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4			6			2
Actuated Green, G (s)	14.0	45.3	45.3	9.4	40.7	40.7	13.0	59.7	59.7	20.0	66.7	66.7
Effective Green, g (s)	14.0	45.3	45.3	9.4	40.7	40.7	13.0	59.7	59.7	20.0	66.7	66.7
Actuated g/C Ratio	0.09	0.28	0.28	0.06	0.25	0.25	0.08	0.37	0.37	0.13	0.42	0.42
Clearance Time (s)	5.0	8.1	8.1	5.0	8.1	8.1	5.0	7.5	7.5	5.0	7.5	7.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	269	1423	385	179	1254	355	250	1840	542	385	2056	568
v/s Ratio Prot	c0.06	c0.21		0.03	0.12		0.05	0.21		c0.09	c0.28	
v/s Ratio Perm			0.08			0.04			0.04			0.03
v/c Ratio	0.73	0.75	0.28	0.59	0.47	0.17	0.59	0.56	0.10	0.75	0.68	0.07
Uniform Delay, d1	71.2	52.1	44.6	73.4	50.6	46.5	70.9	39.7	32.7	67.6	38.0	28.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.39	4.46
Incremental Delay, d2	9.9	2.2	0.4	4.8	0.3	0.2	3.7	1.2	0.4	7.0	1.7	0.2
Delay (s)	81.0	54.3	45.0	78.2	50.9	46.7	74.7	40.9	33.1	72.7	54.7	125.1
Level of Service	F	D	D	E	D	D	E	D	C	E	D	F
Approach Delay (s/veh)		56.0			52.9			43.8			61.2	
Approach LOS		E			D			D			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	54.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.6
Intersection Capacity Utilization	114.6%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	173	59	3	189	55	6
Future Vol, veh/h	173	59	3	189	55	6
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	1	0	33	1	0	17
Mvmt Flow	204	69	4	222	65	7
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	9.2	10.1	8.8
HCM LOS	A	B	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	90%	0%	2%
Vol Thru, %	0%	75%	98%
Vol Right, %	10%	25%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	61	232	192
LT Vol	55	0	3
Through Vol	0	173	189
RT Vol	6	59	0
Lane Flow Rate	72	273	226
Geometry Grp	1	1	1
Degree of Util (X)	0.103	0.32	0.309
Departure Headway (Hd)	5.149	4.218	4.927
Convergence, Y/N	Yes	Yes	Yes
Cap	695	854	730
Service Time	3.183	2.238	2.95
HCM Lane V/C Ratio	0.104	0.32	0.31
HCM Control Delay, s/veh	8.8	9.2	10.1
HCM Lane LOS	A	A	B
HCM 95th-tile Q	0.3	1.4	1.3

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	226	237	7	6	5
Future Vol, veh/h	4	226	237	7	6	5
Conflicting Peds, #/hr	9	0	0	9	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	15	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	269	282	8	7	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	299	0	-	0	574	295
Stage 1	-	-	-	-	295	-
Stage 2	-	-	-	-	279	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1274	-	-	-	484	749
Stage 1	-	-	-	-	760	-
Stage 2	-	-	-	-	773	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1265	-	-	-	475	744
Mov Cap-2 Maneuver	-	-	-	-	475	-
Stage 1	-	-	-	-	751	-
Stage 2	-	-	-	-	768	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.1	0	11.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1265	-	-	-	475	744
HCM Lane V/C Ratio	0.004	-	-	-	0.015	0.008
HCM Control Delay (s/veh)	7.9	0	-	-	12.7	9.9
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q (veh)	0	-	-	-	0	0

Intersection	
Intersection Delay, s/veh	10.2
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	75	221	226	16	9	65
Future Vol, veh/h	75	221	226	16	9	65
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	88	260	266	19	11	76
Number of Lanes	0	1	1	0	1	1

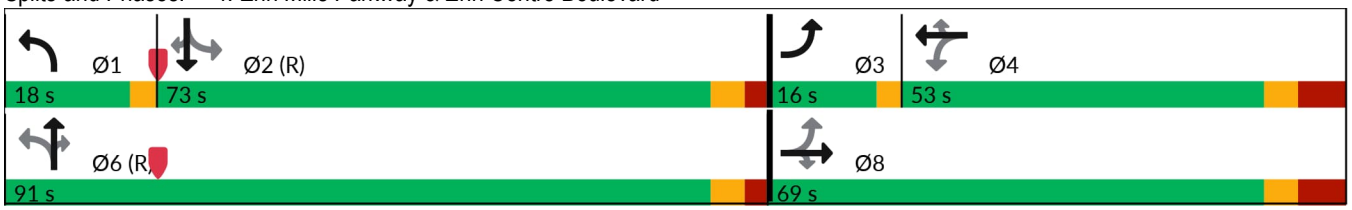
Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	1
HCM Control Delay, s/veh	10.9	9.9	8.7
HCM LOS	B	A	A

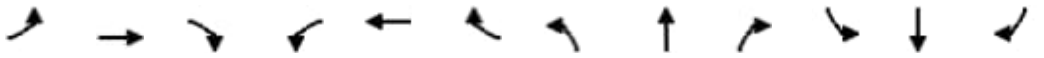
Lane	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	25%	0%	100%	0%
Vol Thru, %	75%	93%	0%	0%
Vol Right, %	0%	7%	0%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	296	242	9	65
LT Vol	75	0	9	0
Through Vol	221	226	0	0
RT Vol	0	16	0	65
Lane Flow Rate	348	285	11	76
Geometry Grp	2	2	5	5
Degree of Util (X)	0.434	0.353	0.019	0.11
Departure Headway (Hd)	4.483	4.463	6.393	5.179
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	804	806	559	689
Service Time	2.512	2.493	4.146	2.931
HCM Lane V/C Ratio	0.433	0.354	0.02	0.11
HCM Control Delay, s/veh	10.9	9.9	9.3	8.6
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	2.2	1.6	0.1	0.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	206	157	100	82	137	72	155	1488	86	53	1407	219
Future Volume (vph)	206	157	100	82	137	72	155	1488	86	53	1407	219
Lane Group Flow (vph)	224	171	109	89	149	78	168	1617	93	58	1529	238
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases	3	8			4		1	6			2	
Permitted Phases	8		8	4		4	6		6	2		2
Detector Phase	3	8	8	4	4	4	1	6	6	2	2	2
Switch Phase												
Minimum Initial (s)	7.0	10.0	10.0	10.0	10.0	10.0	7.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.0	57.8	57.8	57.8	57.8	57.8	10.0	42.8	42.8	42.8	42.8	42.8
Total Split (s)	16.0	69.0	69.0	53.0	53.0	53.0	18.0	91.0	91.0	73.0	73.0	73.0
Total Split (%)	10.0%	43.1%	43.1%	33.1%	33.1%	33.1%	11.3%	56.9%	56.9%	45.6%	45.6%	45.6%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	3.0	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	0.0	5.8	5.8	5.8	5.8	5.8	0.0	2.6	2.6	2.6	2.6	2.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	9.8	9.8	9.8	9.8	9.8	3.0	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead			Lag	Lag	Lag	Lead			Lag	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	41.5	34.7	34.7	18.7	18.7	18.7	112.5	108.7	108.7	89.7	89.7	89.7
Actuated g/C Ratio	0.26	0.22	0.22	0.12	0.12	0.12	0.70	0.68	0.68	0.56	0.56	0.56
v/c Ratio	0.79	0.42	0.29	0.67	0.68	0.34	0.61	0.47	0.09	0.41	0.55	0.27
Control Delay (s/veh)	72.0	56.4	9.5	91.0	82.3	20.7	43.2	9.3	2.1	35.8	24.7	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total Delay (s/veh)	72.0	56.4	9.5	91.0	82.3	20.7	43.2	9.3	2.1	35.8	24.7	3.3
LOS	E	E	A	F	F	C	D	A	A	D	C	A
Approach Delay (s/veh)		53.2			69.5			12.0			22.2	
Approach LOS		D			E			B			C	
Queue Length 50th (m)	61.9	47.7	0.0	27.7	46.4	3.2	26.0	35.4	0.3	10.2	108.9	0.0
Queue Length 95th (m)	82.9	66.5	15.3	45.3	66.8	18.2	59.8	83.7	4.7	30.1	151.9	15.0
Internal Link Dist (m)		346.4			91.7			172.5			558.0	
Turn Bay Length (m)	105.0			75.0		110.0	130.0		105.0	155.0		115.0
Base Capacity (vph)	282	688	557	304	507	438	292	3415	1005	141	2791	897
Starvation Cap Reductn	0	0	0	0	0	0	0	458	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.25	0.20	0.29	0.29	0.18	0.58	0.55	0.09	0.41	0.55	0.27

Intersection Summary		
Cycle Length: 160		
Actuated Cycle Length: 160		
Offset: 44 (28%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green		
Natural Cycle: 135		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.79		
Intersection Signal Delay (s/veh): 24.7	Intersection LOS: C	
Intersection Capacity Utilization 93.8%	ICU Level of Service F	
Analysis Period (min) 15		

Splits and Phases: 4: Erin Mills Parkway & Erin Centre Boulevard





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	206	157	100	82	137	72	155	1488	86	53	1407	219
Future Volume (vph)	206	157	100	82	137	72	155	1488	86	53	1407	219
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	3.0	9.8	9.8	9.8	9.8	9.8	3.0	6.8	6.8	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	0.97	1.00	1.00	0.96	1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1646	1860	1320	1651	1879	1440	1635	5029	1436	1681	4980	1416
Flt Permitted	0.48	1.00	1.00	0.65	1.00	1.00	0.11	1.00	1.00	0.14	1.00	1.00
Satd. Flow (perm)	833	1860	1320	1128	1879	1440	189	5029	1436	253	4980	1416
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	224	171	109	89	149	78	168	1617	93	58	1529	238
RTOR Reduction (vph)	0	0	85	0	0	59	0	0	30	0	0	105
Lane Group Flow (vph)	224	171	24	89	149	19	168	1617	63	58	1529	133
Confl. Peds. (#/hr)	10		13	13		10	9		8	8		9
Confl. Bikes (#/hr)			3			2			1			3
Heavy Vehicles (%)	2%	1%	11%	1%	0%	2%	3%	2%	1%	0%	3%	2%
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases	3	8			4		1	6			2	
Permitted Phases	8		8	4		4	6		6	2		2
Actuated Green, G (s)	34.7	34.7	34.7	18.7	18.7	18.7	108.7	108.7	108.7	89.7	89.7	89.7
Effective Green, g (s)	34.7	34.7	34.7	18.7	18.7	18.7	108.7	108.7	108.7	89.7	89.7	89.7
Actuated g/C Ratio	0.22	0.22	0.22	0.12	0.12	0.12	0.68	0.68	0.68	0.56	0.56	0.56
Clearance Time (s)	3.0	9.8	9.8	9.8	9.8	9.8	3.0	6.8	6.8	6.8	6.8	6.8
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	246	403	286	131	219	168	273	3416	975	141	2791	793
v/s Ratio Prot	c0.07	0.09			0.08		c0.06	0.32			0.31	
v/s Ratio Perm	c0.12		0.02	0.08		0.01	c0.36		0.04	0.23		0.09
v/c Ratio	0.91	0.42	0.08	0.68	0.68	0.11	0.62	0.47	0.06	0.41	0.55	0.17
Uniform Delay, d1	59.4	54.0	50.0	67.8	67.8	63.2	15.6	12.1	8.6	20.1	22.3	17.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	2.60	0.69	0.98	1.00	1.00	1.00
Incremental Delay, d2	34.4	0.7	0.1	13.1	8.4	0.3	3.8	0.4	0.1	8.6	0.8	0.5
Delay (s)	93.8	54.8	50.1	80.9	76.2	63.5	44.3	8.9	8.5	28.7	23.1	17.5
Level of Service	F	D	D	F	E	E	D	A	A	C	C	B
Approach Delay (s/veh)		71.1			74.4			12.0			22.5	
Approach LOS		E			E			B			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	27.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	22.6
Intersection Capacity Utilization	93.8%	ICU Level of Service	F
Analysis Period (min)	15		

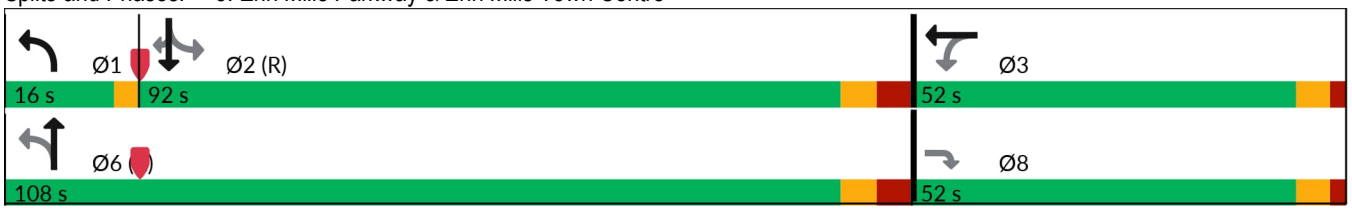
c Critical Lane Group

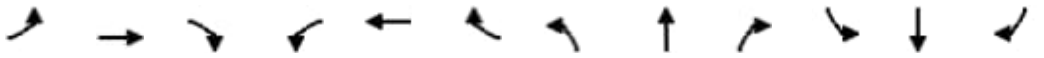
Lane Group	EBR	NBL	NBT	SBT	SBR	Ø3
Lane Configurations						
Traffic Volume (vph)	152	108	1729	1445	144	
Future Volume (vph)	152	108	1729	1445	144	
Lane Group Flow (vph)	160	114	1820	1521	152	
Turn Type	Perm	pm+pt	NA	NA	Perm	
Protected Phases		1	6	2		3
Permitted Phases	8	6			2	
Detector Phase	8	1	6	2	2	
Switch Phase						
Minimum Initial (s)	10.0	7.0	10.0	10.0	10.0	10.0
Minimum Split (s)	50.0	10.0	44.2	44.2	44.2	50.0
Total Split (s)	52.0	16.0	108.0	92.0	92.0	52.0
Total Split (%)	32.5%	10.0%	67.5%	57.5%	57.5%	33%
Yellow Time (s)	4.0	3.0	4.2	4.2	4.2	4.0
All-Red Time (s)	2.0	0.0	4.0	4.0	4.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	3.0	8.2	8.2	8.2	
Lead/Lag		Lead		Lag	Lag	
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	C-Max	None
Act Effct Green (s)	10.8	140.2	135.0	124.0	124.0	
Actuated g/C Ratio	0.07	0.88	0.84	0.78	0.78	
v/c Ratio	0.63	0.40	0.43	0.39	0.14	
Control Delay (s/veh)	20.4	12.7	1.4	1.6	0.2	
Queue Delay	0.0	0.0	0.0	0.1	0.0	
Total Delay (s/veh)	20.4	12.7	1.4	1.7	0.2	
LOS	C	B	A	A	A	
Approach Delay (s/veh)			2.1	1.6		
Approach LOS			A	A		
Queue Length 50th (m)	0.0	4.4	19.6	12.0	0.0	
Queue Length 95th (m)	22.0	m16.6	20.0	14.0	0.0	
Internal Link Dist (m)			243.2	172.5		
Turn Bay Length (m)		50.0			90.0	
Base Capacity (vph)	548	325	4242	3897	1124	
Starvation Cap Reductn	0	0	0	603	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.29	0.35	0.43	0.46	0.14	

Intersection Summary			
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 49 (31%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay (s/veh): 2.6		Intersection LOS: A	
Intersection Capacity Utilization 91.3%		ICU Level of Service F	
Analysis Period (min) 15			

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

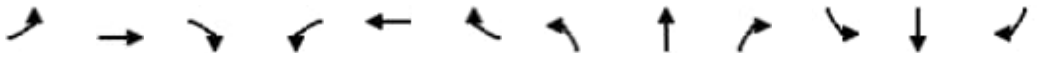
Splits and Phases: 5: Erin Mills Parkway & Erin Mills Town Centre





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	152	0	0	0	108	1729	0	0	1445	144
Future Volume (vph)	0	0	152	0	0	0	108	1729	0	0	1445	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)			6.0				3.0	8.2			8.2	8.2
Lane Util. Factor			1.00				1.00	0.91			0.91	1.00
Frpb, ped/bikes			1.00				1.00	1.00			1.00	0.97
Flpb, ped/bikes			1.00				1.00	1.00			1.00	1.00
Frt			0.87				1.00	1.00			1.00	0.85
Flt Protected			1.00				0.95	1.00			1.00	1.00
Satd. Flow (prot)			1504				1604	5029			5029	1407
Flt Permitted			1.00				0.14	1.00			1.00	1.00
Satd. Flow (perm)			1504				245	5029			5029	1407
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	160	0	0	0	114	1820	0	0	1521	152
RTOR Reduction (vph)	0	0	149	0	0	0	0	0	0	0	0	34
Lane Group Flow (vph)	0	0	11	0	0	0	114	1820	0	0	1521	118
Confl. Peds. (#/hr)	1					1	13		1	1		13
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%	5%	2%	0%	0%	2%	4%
Turn Type			Perm				pm+pt	NA			NA	Perm
Protected Phases					3		1	6			2	
Permitted Phases			8	3			6			2		2
Actuated Green, G (s)			10.8				135.0	135.0			124.0	124.0
Effective Green, g (s)			10.8				135.0	135.0			124.0	124.0
Actuated g/C Ratio			0.07				0.84	0.84			0.78	0.78
Clearance Time (s)			6.0				3.0	8.2			8.2	8.2
Vehicle Extension (s)			3.0				3.0	3.0			3.0	3.0
Lane Grp Cap (vph)			101				274	4243			3897	1090
v/s Ratio Prot							0.02	c0.36			0.30	
v/s Ratio Perm			c0.01				0.33					0.08
v/c Ratio			0.11				0.42	0.43			0.39	0.11
Uniform Delay, d1			70.1				2.8	3.1			5.8	4.4
Progression Factor			1.00				6.53	0.37			0.23	0.00
Incremental Delay, d2			0.5				0.8	0.3			0.3	0.2
Delay (s)			70.5				18.8	1.4			1.6	0.2
Level of Service			E				B	A			A	A
Approach Delay (s/veh)		70.5			0.0			2.4			1.5	
Approach LOS		E			A			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	4.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	17.2
Intersection Capacity Utilization	91.3%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

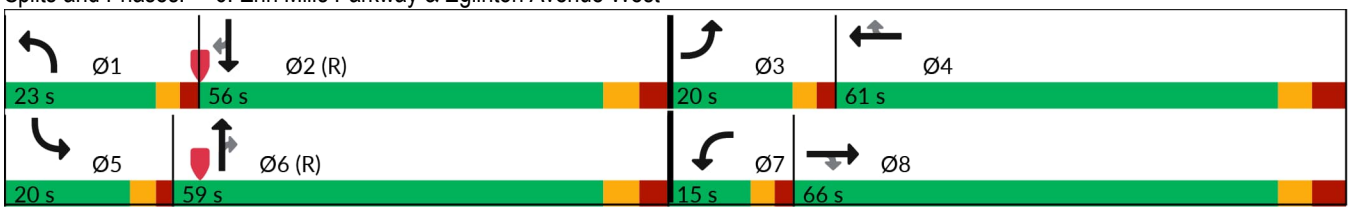


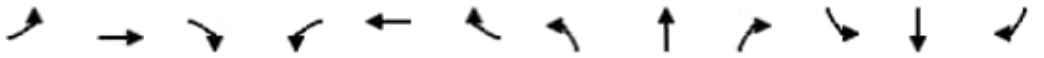
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	161	710	213	145	962	379	281	1297	47	189	1229	179
Future Volume (vph)	161	710	213	145	962	379	281	1297	47	189	1229	179
Lane Group Flow (vph)	164	724	217	148	982	387	287	1323	48	193	1254	183
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4			6			2
Detector Phase	3	8	8	7	4	4	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	10.0	10.0	7.0	10.0	10.0	7.0	10.0	10.0	7.0	10.0	10.0
Minimum Split (s)	12.0	60.1	60.1	12.0	60.1	60.1	12.0	53.5	53.5	12.0	53.5	53.5
Total Split (s)	20.0	66.0	66.0	15.0	61.0	61.0	23.0	59.0	59.0	20.0	56.0	56.0
Total Split (%)	12.5%	41.3%	41.3%	9.4%	38.1%	38.1%	14.4%	36.9%	36.9%	12.5%	35.0%	35.0%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.3	4.3	3.0	4.3	4.3
All-Red Time (s)	2.0	4.1	4.1	2.0	4.1	4.1	2.0	3.2	3.2	2.0	3.2	3.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	8.1	8.1	5.0	8.1	8.1	5.0	7.5	7.5	5.0	7.5	7.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	12.9	45.4	45.4	9.9	42.4	42.4	18.6	64.7	64.7	14.4	60.5	60.5
Actuated g/C Ratio	0.08	0.28	0.28	0.06	0.27	0.27	0.12	0.40	0.40	0.09	0.38	0.38
v/c Ratio	0.62	0.50	0.39	0.76	0.73	0.68	0.76	0.65	0.08	0.67	0.65	0.28
Control Delay (s/veh)	81.5	48.4	6.4	97.1	56.6	24.9	81.6	42.0	0.3	104.9	27.7	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	81.5	48.4	6.4	97.1	56.6	24.9	81.6	42.0	0.3	104.9	27.7	3.6
LOS	F	D	A	F	E	C	F	D	A	F	C	A
Approach Delay (s/veh)		45.0			52.5			47.7			34.2	
Approach LOS		D			D			D			C	
Queue Length 50th (m)	26.4	70.9	0.0	24.3	105.3	42.9	46.0	124.6	0.0	31.2	73.1	0.9
Queue Length 95th (m)	38.8	76.3	18.0	#40.7	112.2	75.6	62.2	160.8	0.0	46.9	93.4	10.7
Internal Link Dist (m)		311.2			233.2			756.7			243.2	
Turn Bay Length (m)	80.0		100.0	100.0		135.0	150.0		135.0	200.0		125.0
Base Capacity (vph)	306	1837	652	198	1679	649	395	2033	613	316	1920	649
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.39	0.33	0.75	0.58	0.60	0.73	0.65	0.08	0.61	0.65	0.28

Intersection Summary			
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 51 (32%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay (s/veh): 44.7		Intersection LOS: D	
Intersection Capacity Utilization 108.8%		ICU Level of Service G	
Analysis Period (min) 15			

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

Splits and Phases: 6: Erin Mills Parkway & Eglinton Avenue West





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	161	710	213	145	962	379	281	1297	47	189	1229	179
Future Volume (vph)	161	710	213	145	962	379	281	1297	47	189	1229	179
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	5.0	8.1	8.1	5.0	8.1	8.1	5.0	7.5	7.5	5.0	7.5	7.5
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3268	5079	1420	3173	5079	1478	3268	5029	1366	3236	5079	1454
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3268	5079	1420	3173	5079	1478	3268	5029	1366	3236	5079	1454
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	164	724	217	148	982	387	287	1323	48	193	1254	183
RTOR Reduction (vph)	0	0	155	0	0	176	0	0	29	0	0	100
Lane Group Flow (vph)	164	724	62	148	982	211	287	1323	19	193	1254	84
Confl. Peds. (#/hr)			39	39			23					23
Confl. Bikes (#/hr)			2						1			
Heavy Vehicles (%)	0%	1%	1%	3%	1%	2%	0%	2%	9%	1%	1%	0%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4			6			2
Actuated Green, G (s)	12.9	45.4	45.4	9.9	42.4	42.4	18.6	64.7	64.7	14.4	60.5	60.5
Effective Green, g (s)	12.9	45.4	45.4	9.9	42.4	42.4	18.6	64.7	64.7	14.4	60.5	60.5
Actuated g/C Ratio	0.08	0.28	0.28	0.06	0.27	0.27	0.12	0.40	0.40	0.09	0.38	0.38
Clearance Time (s)	5.0	8.1	8.1	5.0	8.1	8.1	5.0	7.5	7.5	5.0	7.5	7.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	263	1441	402	196	1345	391	379	2033	552	291	1920	549
v/s Ratio Prot	c0.05	c0.14		0.05	c0.19		c0.09	c0.26		0.06	0.25	
v/s Ratio Perm			0.04			0.14			0.01			0.06
v/c Ratio	0.62	0.50	0.15	0.76	0.73	0.54	0.76	0.65	0.04	0.66	0.65	0.15
Uniform Delay, d1	71.2	47.9	42.9	73.9	53.6	50.4	68.5	38.5	28.8	70.5	41.1	32.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.34	0.61	0.32
Incremental Delay, d2	4.5	0.3	0.2	15.2	2.1	1.4	8.4	1.6	0.1	5.3	1.6	0.6
Delay (s)	75.7	48.1	43.1	89.0	55.7	51.8	76.9	40.2	28.9	99.6	26.6	11.1
Level of Service	E	D	D	F	E	D	E	D	C	F	C	B
Approach Delay (s/veh)		51.2			57.9			46.2			33.5	
Approach LOS		D			E			D			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	46.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.6
Intersection Capacity Utilization	108.8%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Intersection Delay, s/veh	10.9
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	163	72	3	198	96	3
Future Vol, veh/h	163	72	3	198	96	3
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles, %	3	3	33	3	0	0
Mvmt Flow	223	99	4	271	132	4
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	10.5	11.7	10
HCM LOS	B	B	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	97%	0%	1%
Vol Thru, %	0%	69%	99%
Vol Right, %	3%	31%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	99	235	201
LT Vol	96	0	3
Through Vol	0	163	198
RT Vol	3	72	0
Lane Flow Rate	136	322	275
Geometry Grp	1	1	1
Degree of Util (X)	0.206	0.401	0.397
Departure Headway (Hd)	5.458	4.489	5.19
Convergence, Y/N	Yes	Yes	Yes
Cap	654	798	691
Service Time	3.528	2.538	3.244
HCM Lane V/C Ratio	0.208	0.404	0.398
HCM Control Delay, s/veh	10	10.5	11.7
HCM Lane LOS	A	B	B
HCM 95th-tile Q	0.8	1.9	1.9

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	237	298	1	1	1
Future Vol, veh/h	2	237	298	1	1	1
Conflicting Peds, #/hr	3	0	0	3	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	15	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	3	329	414	1	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	418	0	-	0	753	418
Stage 1	-	-	-	-	418	-
Stage 2	-	-	-	-	335	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1152	-	-	-	380	639
Stage 1	-	-	-	-	669	-
Stage 2	-	-	-	-	729	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1149	-	-	-	377	637
Mov Cap-2 Maneuver	-	-	-	-	377	-
Stage 1	-	-	-	-	666	-
Stage 2	-	-	-	-	728	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.1	0	12.6
HCM LOS			B

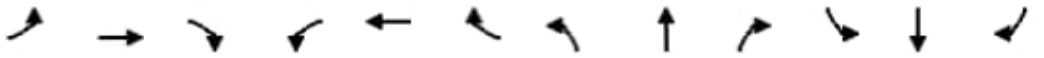
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1149	-	-	-	377	637
HCM Lane V/C Ratio	0.002	-	-	-	0.004	0.002
HCM Control Delay (s/veh)	8.1	0	-	-	14.6	10.7
HCM Lane LOS	A	A	-	-	B	B
HCM 95th %tile Q (veh)	0	-	-	-	0	0

Intersection	
Intersection Delay, s/veh	11.2
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	237	293	6	2	3
Future Vol, veh/h	12	237	293	6	2	3
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	17	339	419	9	3	4
Number of Lanes	0	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	1
HCM Control Delay, s/veh	10.6	11.7	8.7
HCM LOS	B	B	A

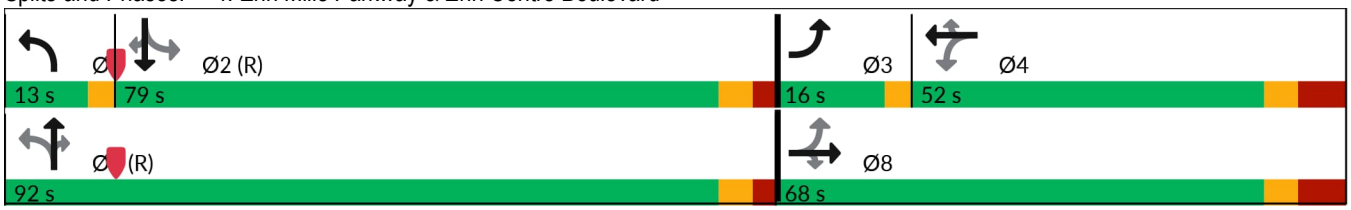
Lane	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	5%	0%	100%	0%
Vol Thru, %	95%	98%	0%	0%
Vol Right, %	0%	2%	0%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	249	299	2	3
LT Vol	12	0	2	0
Through Vol	237	293	0	0
RT Vol	0	6	0	3
Lane Flow Rate	356	427	3	4
Geometry Grp	2	2	5	5
Degree of Util (X)	0.43	0.511	0.005	0.006
Departure Headway (Hd)	4.348	4.303	6.664	5.447
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	832	841	537	656
Service Time	2.359	2.303	4.404	3.186
HCM Lane V/C Ratio	0.428	0.508	0.006	0.006
HCM Control Delay, s/veh	10.6	11.7	9.4	8.2
HCM Lane LOS	B	B	A	A
HCM 95th-tile Q	2.2	3	0	0

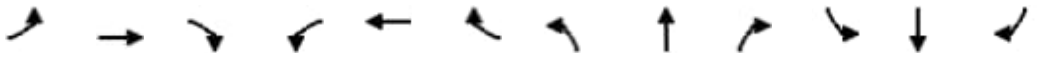


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	172	197	81	142	66	122	1245	38	36	1510	282
Future Volume (vph)	200	172	197	81	142	66	122	1245	38	36	1510	282
Lane Group Flow (vph)	238	205	235	96	169	79	145	1482	45	43	1798	336
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases	3	8			4		1	6			2	
Permitted Phases	8		8	4		4	6		6	2		2
Detector Phase	3	8	8	4	4	4	1	6	6	2	2	2
Switch Phase												
Minimum Initial (s)	7.0	10.0	10.0	10.0	10.0	10.0	7.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.0	57.8	57.8	57.8	57.8	57.8	10.0	42.8	42.8	42.8	42.8	42.8
Total Split (s)	16.0	68.0	68.0	52.0	52.0	52.0	13.0	92.0	92.0	79.0	79.0	79.0
Total Split (%)	10.0%	42.5%	42.5%	32.5%	32.5%	32.5%	8.1%	57.5%	57.5%	49.4%	49.4%	49.4%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	3.0	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	0.0	5.8	5.8	5.8	5.8	5.8	0.0	2.6	2.6	2.6	2.6	2.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	9.8	9.8	9.8	9.8	9.8	3.0	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead			Lag	Lag	Lag	Lead			Lag	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	43.4	36.6	36.6	20.6	20.6	20.6	110.6	106.8	106.8	86.5	86.5	86.5
Actuated g/C Ratio	0.27	0.23	0.23	0.13	0.13	0.13	0.69	0.67	0.67	0.54	0.54	0.54
v/c Ratio	0.87	0.49	0.55	0.70	0.71	0.33	0.59	0.45	0.05	0.29	0.67	0.36
Control Delay (s/veh)	80.1	56.7	26.3	90.6	82.2	19.9	66.8	4.7	0.1	30.4	29.3	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total Delay (s/veh)	80.1	56.7	26.3	90.6	82.2	19.9	66.8	4.8	0.1	30.4	29.3	3.3
LOS	F	E	C	F	F	B	E	A	A	C	C	A
Approach Delay (s/veh)		54.4			70.2			10.0			25.3	
Approach LOS		D			E			B			C	
Queue Length 50th (m)	65.5	57.5	27.5	29.8	52.7	3.4	28.5	22.2	0.0	7.2	145.3	0.0
Queue Length 95th (m)	79.3	71.3	44.9	43.7	68.0	15.6	48.0	28.9	0.0	18.8	173.7	11.8
Internal Link Dist (m)		346.4			91.7			172.5			558.0	
Turn Bay Length (m)	105.0			75.0		110.0	130.0		105.0	155.0		115.0
Base Capacity (vph)	275	670	600	284	490	429	247	3293	977	149	2691	929
Starvation Cap Reductn	0	0	0	0	0	0	0	546	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.31	0.39	0.34	0.34	0.18	0.59	0.54	0.05	0.29	0.67	0.36

Intersection Summary		
Cycle Length: 160		
Actuated Cycle Length: 160		
Offset: 91 (57%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green		
Natural Cycle: 125		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.87		
Intersection Signal Delay (s/veh): 27.3	Intersection LOS: C	
Intersection Capacity Utilization 90.3%	ICU Level of Service E	
Analysis Period (min) 15		

Splits and Phases: 4: Erin Mills Parkway & Erin Centre Boulevard





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	172	197	81	142	66	122	1245	38	36	1510	282
Future Volume (vph)	200	172	197	81	142	66	122	1245	38	36	1510	282
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	3.0	9.8	9.8	9.8	9.8	9.8	3.0	6.8	6.8	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1630	1842	1414	1632	1860	1442	1652	4932	1431	1589	4980	1436
Flt Permitted	0.44	1.00	1.00	0.63	1.00	1.00	0.07	1.00	1.00	0.17	1.00	1.00
Satd. Flow (perm)	754	1842	1414	1081	1860	1442	116	4932	1431	276	4980	1436
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	238	205	235	96	169	79	145	1482	45	43	1798	336
RTOR Reduction (vph)	0	0	105	0	0	58	0	0	15	0	0	155
Lane Group Flow (vph)	238	205	130	96	169	21	145	1482	30	43	1798	181
Confl. Peds. (#/hr)	11		3	3		11	3		1	1		3
Confl. Bikes (#/hr)						1						3
Heavy Vehicles (%)	3%	2%	5%	3%	1%	2%	2%	4%	3%	6%	3%	2%
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases	3	8			4		1	6			2	
Permitted Phases	8		8	4		4	6		6	2		2
Actuated Green, G (s)	36.6	36.6	36.6	20.6	20.6	20.6	106.8	106.8	106.8	86.4	86.4	86.4
Effective Green, g (s)	36.6	36.6	36.6	20.6	20.6	20.6	106.8	106.8	106.8	86.4	86.4	86.4
Actuated g/C Ratio	0.23	0.23	0.23	0.13	0.13	0.13	0.67	0.67	0.67	0.54	0.54	0.54
Clearance Time (s)	3.0	9.8	9.8	9.8	9.8	9.8	3.0	6.8	6.8	6.8	6.8	6.8
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	243	421	323	139	239	185	244	3292	955	149	2689	775
v/s Ratio Prot	c0.08	0.11			0.09		c0.06	0.30			c0.36	
v/s Ratio Perm	c0.14		0.09	0.09		0.01	0.33		0.02	0.16		0.13
v/c Ratio	0.98	0.49	0.40	0.69	0.71	0.11	0.59	0.45	0.03	0.29	0.67	0.23
Uniform Delay, d1	59.5	53.6	52.4	66.7	66.8	61.6	29.9	12.6	9.0	20.1	26.5	19.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	2.37	0.32	0.00	1.00	1.00	1.00
Incremental Delay, d2	51.3	0.9	0.8	13.8	9.2	0.3	3.7	0.4	0.1	4.8	1.3	0.7
Delay (s)	110.8	54.4	53.2	80.4	76.0	61.9	74.5	4.5	0.1	24.9	27.8	20.1
Level of Service	F	D	D	F	E	E	E	A	A	C	C	C
Approach Delay (s/veh)		73.8			74.0			10.5			26.6	
Approach LOS		E			E			B			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	31.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	22.6
Intersection Capacity Utilization	90.3%	ICU Level of Service	E
Analysis Period (min)	15		

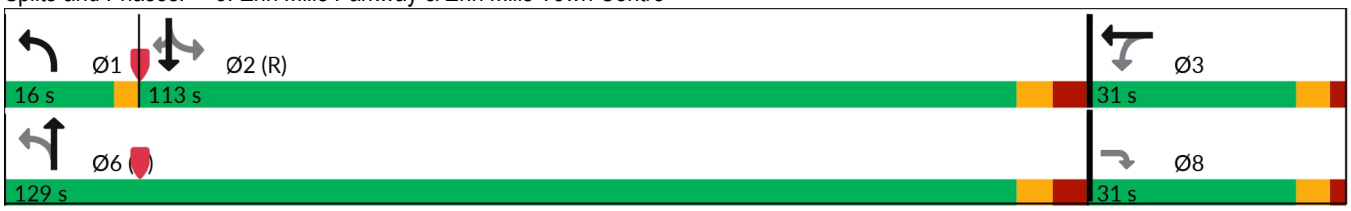
c Critical Lane Group

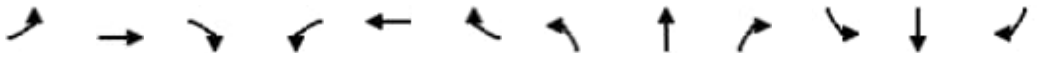
Lane Group	EBR	NBL	NBT	SBT	SBR	Ø3
Lane Configurations						
Traffic Volume (vph)	38	76	1409	1723	70	
Future Volume (vph)	38	76	1409	1723	70	
Lane Group Flow (vph)	42	84	1594	1914	78	
Turn Type	Perm	pm+pt	NA	NA	Perm	
Protected Phases		1	6	2		3
Permitted Phases	8	6			2	
Detector Phase	8	1	6	2	2	
Switch Phase						
Minimum Initial (s)	10.0	7.0	10.0	10.0	10.0	10.0
Minimum Split (s)	50.0	10.0	44.2	44.2	44.2	50.0
Total Split (s)	31.0	16.0	129.0	113.0	113.0	31.0
Total Split (%)	19.4%	10.0%	80.6%	70.6%	70.6%	19%
Yellow Time (s)	4.0	3.0	4.2	4.2	4.2	4.0
All-Red Time (s)	2.0	0.0	4.0	4.0	4.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	3.0	8.2	8.2	8.2	
Lead/Lag		Lead		Lag	Lag	
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	C-Max	None
Act Effct Green (s)	10.0	144.2	140.6	128.4	128.4	
Actuated g/C Ratio	0.06	0.90	0.88	0.80	0.80	
v/c Ratio	0.20	0.43	0.37	0.48	0.07	
Control Delay (s/veh)	2.2	22.4	1.7	1.3	0.1	
Queue Delay	0.0	0.0	0.0	0.2	0.0	
Total Delay (s/veh)	2.2	22.4	1.7	1.5	0.1	
LOS	A	C	A	A	A	
Approach Delay (s/veh)			2.8	1.5		
Approach LOS			A	A		
Queue Length 50th (m)	0.0	4.2	4.6	3.1	0.2	
Queue Length 95th (m)	0.0	m14.9	4.1	6.8	m0.0	
Internal Link Dist (m)			243.2	172.5		
Turn Bay Length (m)		50.0			90.0	
Base Capacity (vph)	314	240	4324	3957	1085	
Starvation Cap Reductn	0	0	0	963	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.13	0.35	0.37	0.64	0.07	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 108 (68%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 105	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.48	
Intersection Signal Delay (s/veh): 2.1	Intersection LOS: A
Intersection Capacity Utilization 86.0%	ICU Level of Service E
Analysis Period (min) 15	

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

Splits and Phases: 5: Erin Mills Parkway & Erin Mills Town Centre

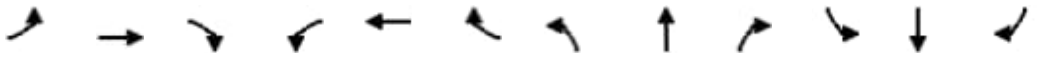




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	38	0	0	0	76	1409	25	0	1723	70
Future Volume (vph)	0	0	38	0	0	0	76	1409	25	0	1723	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)			6.0				3.0	8.2			8.2	8.2
Lane Util. Factor			1.00				1.00	0.91			0.91	1.00
Frpb, ped/bikes			0.98				1.00	1.00			1.00	0.97
Flpb, ped/bikes			1.00				1.00	1.00			1.00	1.00
Frt			0.87				1.00	1.00			1.00	0.85
Flt Protected			1.00				0.95	1.00			1.00	1.00
Satd. Flow (prot)			1258				1504	4920			4932	1334
Flt Permitted			1.00				0.09	1.00			1.00	1.00
Satd. Flow (perm)			1258				145	4920			4932	1334
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	42	0	0	0	84	1566	28	0	1914	78
RTOR Reduction (vph)	0	0	40	0	0	0	0	1	0	0	0	16
Lane Group Flow (vph)	0	0	2	0	0	0	84	1593	0	0	1914	62
Confl. Peds. (#/hr)	3		3	3		3	11		1	1		11
Confl. Bikes (#/hr)			2									
Heavy Vehicles (%)	0%	0%	19%	0%	0%	0%	12%	4%	0%	0%	4%	10%
Turn Type			Perm				pm+pt	NA			NA	Perm
Protected Phases					3		1	6			2	
Permitted Phases			8	3			6			2		2
Actuated Green, G (s)			8.0				137.8	137.8			127.2	127.2
Effective Green, g (s)			8.0				137.8	137.8			127.2	127.2
Actuated g/C Ratio			0.05				0.86	0.86			0.80	0.80
Clearance Time (s)			6.0				3.0	8.2			8.2	8.2
Vehicle Extension (s)			3.0				3.0	3.0			3.0	3.0
Lane Grp Cap (vph)			62				189	4237			3920	1060
v/s Ratio Prot							c0.02	0.32			c0.39	
v/s Ratio Perm			c0.00				0.36					0.05
v/c Ratio			0.03				0.44	0.38			0.49	0.06
Uniform Delay, d1			72.3				3.2	2.3			5.5	3.5
Progression Factor			1.00				14.63	0.67			0.18	0.02
Incremental Delay, d2			0.2				1.4	0.2			0.3	0.1
Delay (s)			72.5				48.3	1.7			1.3	0.1
Level of Service			E				D	A			A	A
Approach Delay (s/veh)		72.5			0.0			4.1			1.3	
Approach LOS		E			A			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	3.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	17.2
Intersection Capacity Utilization	86.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

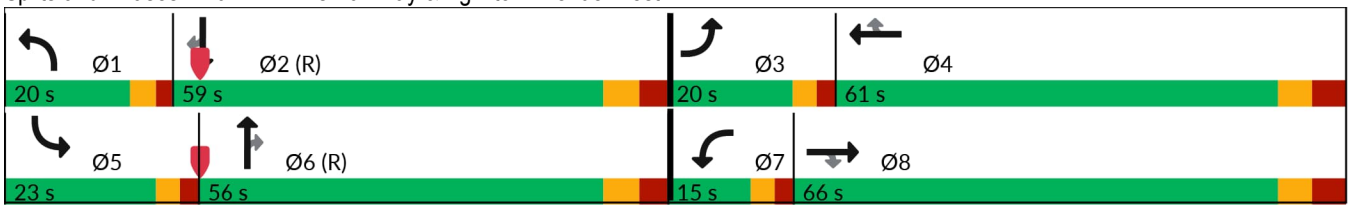


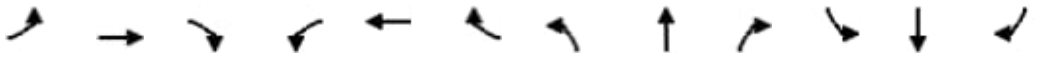
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	187	1044	264	220	644	291	141	1024	166	299	1367	87
Future Volume (vph)	187	1044	264	220	644	291	141	1024	166	299	1367	87
Lane Group Flow (vph)	197	1099	278	232	678	306	148	1078	175	315	1439	92
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4			6			2
Detector Phase	3	8	8	7	4	4	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	10.0	10.0	7.0	10.0	10.0	7.0	10.0	10.0	7.0	10.0	10.0
Minimum Split (s)	12.0	60.1	60.1	12.0	60.1	60.1	12.0	53.5	53.5	12.0	53.5	53.5
Total Split (s)	20.0	66.0	66.0	15.0	61.0	61.0	20.0	56.0	56.0	23.0	59.0	59.0
Total Split (%)	12.5%	41.3%	41.3%	9.4%	38.1%	38.1%	12.5%	35.0%	35.0%	14.4%	36.9%	36.9%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.3	4.3	3.0	4.3	4.3
All-Red Time (s)	2.0	4.1	4.1	2.0	4.1	4.1	2.0	3.2	3.2	2.0	3.2	3.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	8.1	8.1	5.0	8.1	8.1	5.0	7.5	7.5	5.0	7.5	7.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	14.0	46.5	46.5	10.0	42.5	42.5	13.0	56.6	56.6	21.3	65.0	65.0
Actuated g/C Ratio	0.09	0.29	0.29	0.06	0.27	0.27	0.08	0.35	0.35	0.13	0.41	0.41
v/c Ratio	0.73	0.75	0.50	1.22	0.52	0.56	0.59	0.62	0.29	0.77	0.72	0.15
Control Delay (s/veh)	87.4	54.7	12.4	195.9	51.1	15.6	80.5	45.8	9.7	76.9	60.2	22.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	87.4	54.7	12.4	195.9	51.1	15.6	80.5	45.8	9.7	76.9	60.2	22.4
LOS	F	D	B	F	D	B	F	D	A	E	E	C
Approach Delay (s/veh)		51.3			69.8			45.0			61.2	
Approach LOS		D			E			D			E	
Queue Length 50th (m)	31.8	117.2	12.6	~46.3	68.6	17.6	23.8	105.4	5.1	53.0	130.0	5.0
Queue Length 95th (m)	45.8	123.2	36.6	#74.8	75.8	45.4	35.2	129.5	24.3	#72.3	182.8	25.7
Internal Link Dist (m)		311.2			233.2			756.7			243.2	
Turn Bay Length (m)	80.0		100.0	100.0		135.0	150.0		135.0	200.0		125.0
Base Capacity (vph)	289	1819	636	190	1630	620	295	1745	611	412	2002	614
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.60	0.44	1.22	0.42	0.49	0.50	0.62	0.29	0.76	0.72	0.15

Intersection Summary		
Cycle Length: 160		
Actuated Cycle Length: 160		
Offset: 69 (43%), Referenced to phase 2:SBT and 6:NBT, Start of Green		
Natural Cycle: 140		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 1.22		
Intersection Signal Delay (s/veh): 56.6	Intersection LOS: E	
Intersection Capacity Utilization 115.8%	ICU Level of Service H	
Analysis Period (min) 15		

~ 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: 6: Erin Mills Parkway & Eglinton Avenue West





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	187	1044	264	220	644	291	141	1024	166	299	1367	87
Future Volume (vph)	187	1044	264	220	644	291	141	1024	166	299	1367	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	5.0	8.1	8.1	5.0	8.1	8.1	5.0	7.5	7.5	5.0	7.5	7.5
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.92	1.00	1.00	0.97	1.00	1.00	0.97	1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3083	5029	1361	3054	4932	1399	3083	4932	1454	3083	4932	1363
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3083	5029	1361	3054	4932	1399	3083	4932	1454	3083	4932	1363
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	197	1099	278	232	678	306	148	1078	175	315	1439	92
RTOR Reduction (vph)	0	0	160	0	0	173	0	0	98	0	0	55
Lane Group Flow (vph)	197	1099	118	232	678	133	148	1078	77	315	1439	37
Confl. Peds. (#/hr)	15		73	73		15	29		13	13		29
Confl. Bikes (#/hr)			1						1			
Heavy Vehicles (%)	6%	2%	2%	7%	4%	5%	6%	4%	1%	6%	4%	6%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4			6			2
Actuated Green, G (s)	14.0	46.5	46.5	10.0	42.5	42.5	13.0	56.6	56.6	21.3	64.9	64.9
Effective Green, g (s)	14.0	46.5	46.5	10.0	42.5	42.5	13.0	56.6	56.6	21.3	64.9	64.9
Actuated g/C Ratio	0.09	0.29	0.29	0.06	0.27	0.27	0.08	0.35	0.35	0.13	0.41	0.41
Clearance Time (s)	5.0	8.1	8.1	5.0	8.1	8.1	5.0	7.5	7.5	5.0	7.5	7.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	269	1461	395	190	1310	371	250	1744	514	410	2000	552
v/s Ratio Prot	0.06	c0.22		c0.08	0.14		0.05	0.22		c0.10	c0.29	
v/s Ratio Perm			0.09			0.09			0.05			0.03
v/c Ratio	0.73	0.75	0.30	1.22	0.52	0.36	0.59	0.62	0.15	0.77	0.72	0.07
Uniform Delay, d1	71.2	51.5	44.1	75.0	50.0	47.7	70.9	42.8	35.3	67.0	39.9	29.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98	1.41	4.63
Incremental Delay, d2	9.9	2.2	0.4	137.4	0.3	0.6	3.7	1.7	0.6	7.6	2.0	0.2
Delay (s)	81.0	53.8	44.5	212.4	50.4	48.3	74.7	44.4	35.9	73.0	58.3	134.7
Level of Service	F	D	D	F	D	D	E	D	D	E	E	F
Approach Delay (s/veh)		55.5			80.7			46.5			64.6	
Approach LOS		E			F			D			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	61.3	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.6
Intersection Capacity Utilization	115.8%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	187	59	3	204	55	6
Future Vol, veh/h	187	59	3	204	55	6
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	1	0	33	1	0	17
Mvmt Flow	220	69	4	240	65	7
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	9.5	10.5	8.9
HCM LOS	A	B	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	90%	0%	1%
Vol Thru, %	0%	76%	99%
Vol Right, %	10%	24%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	61	246	207
LT Vol	55	0	3
Through Vol	0	187	204
RT Vol	6	59	0
Lane Flow Rate	72	289	244
Geometry Grp	1	1	1
Degree of Util (X)	0.104	0.342	0.335
Departure Headway (Hd)	5.227	4.251	4.947
Convergence, Y/N	Yes	Yes	Yes
Cap	685	848	728
Service Time	3.267	2.271	2.972
HCM Lane V/C Ratio	0.105	0.341	0.335
HCM Control Delay, s/veh	8.9	9.5	10.5
HCM Lane LOS	A	A	B
HCM 95th-tile Q	0.3	1.5	1.5

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	243	254	7	6	5
Future Vol, veh/h	4	243	254	7	6	5
Conflicting Peds, #/hr	9	0	0	9	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	15	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	289	302	8	7	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	319	0	-	0	614	315
Stage 1	-	-	-	-	315	-
Stage 2	-	-	-	-	299	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1252	-	-	-	459	730
Stage 1	-	-	-	-	744	-
Stage 2	-	-	-	-	757	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1243	-	-	-	450	725
Mov Cap-2 Maneuver	-	-	-	-	450	-
Stage 1	-	-	-	-	735	-
Stage 2	-	-	-	-	752	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.1	0	11.7
HCM LOS			B

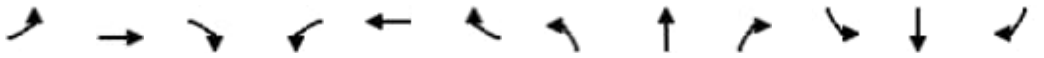
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1243	-	-	-	450	725
HCM Lane V/C Ratio	0.004	-	-	-	0.016	0.008
HCM Control Delay (s/veh)	7.9	0	-	-	13.1	10
HCM Lane LOS	A	A	-	-	B	B
HCM 95th %tile Q (veh)	0	-	-	-	0	0

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	75	237	243	16	9	65
Future Vol, veh/h	75	237	243	16	9	65
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	88	279	286	19	11	76
Number of Lanes	0	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	1
HCM Control Delay, s/veh	11.3	10.3	8.8
HCM LOS	B	B	A

Lane	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	24%	0%	100%	0%
Vol Thru, %	76%	94%	0%	0%
Vol Right, %	0%	6%	0%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	312	259	9	65
LT Vol	75	0	9	0
Through Vol	237	243	0	0
RT Vol	0	16	0	65
Lane Flow Rate	367	305	11	76
Geometry Grp	2	2	5	5
Degree of Util (X)	0.459	0.38	0.019	0.112
Departure Headway (Hd)	4.504	4.489	6.476	5.261
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	800	801	551	678
Service Time	2.538	2.523	4.234	3.018
HCM Lane V/C Ratio	0.459	0.381	0.02	0.112
HCM Control Delay, s/veh	11.3	10.3	9.4	8.7
HCM Lane LOS	B	B	A	A
HCM 95th-tile Q	2.4	1.8	0.1	0.4

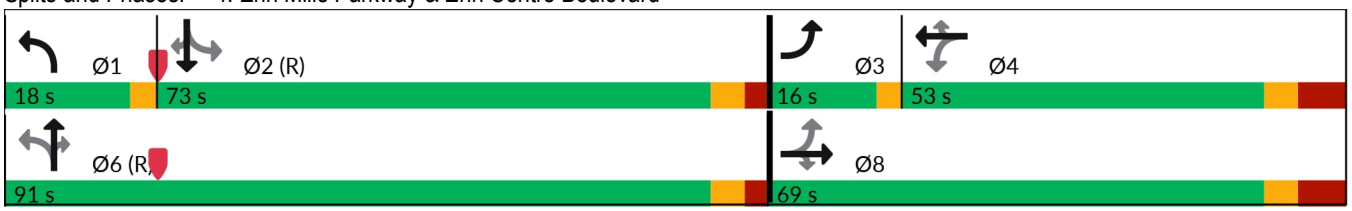


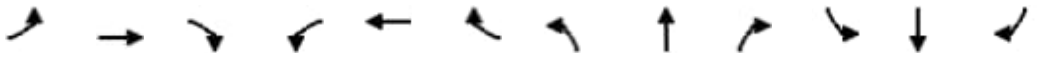
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	206	165	105	87	144	72	160	1561	91	53	1488	219
Future Volume (vph)	206	165	105	87	144	72	160	1561	91	53	1488	219
Lane Group Flow (vph)	224	179	114	95	157	78	174	1697	99	58	1617	238
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases	3	8			4		1	6			2	
Permitted Phases	8		8	4		4	6		6	2		2
Detector Phase	3	8	8	4	4	4	1	6	6	2	2	2
Switch Phase												
Minimum Initial (s)	7.0	10.0	10.0	10.0	10.0	10.0	7.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.0	57.8	57.8	57.8	57.8	57.8	10.0	42.8	42.8	42.8	42.8	42.8
Total Split (s)	16.0	69.0	69.0	53.0	53.0	53.0	18.0	91.0	91.0	73.0	73.0	73.0
Total Split (%)	10.0%	43.1%	43.1%	33.1%	33.1%	33.1%	11.3%	56.9%	56.9%	45.6%	45.6%	45.6%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	3.0	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	0.0	5.8	5.8	5.8	5.8	5.8	0.0	2.6	2.6	2.6	2.6	2.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	9.8	9.8	9.8	9.8	9.8	3.0	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead			Lag	Lag	Lag	Lead			Lag	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	42.4	35.6	35.6	19.6	19.6	19.6	111.6	107.8	107.8	86.4	86.4	86.4
Actuated g/C Ratio	0.27	0.22	0.22	0.12	0.12	0.12	0.70	0.67	0.67	0.54	0.54	0.54
v/c Ratio	0.79	0.43	0.30	0.69	0.68	0.33	0.62	0.50	0.10	0.46	0.60	0.27
Control Delay (s/veh)	71.3	55.8	9.3	91.4	81.2	20.1	47.6	11.1	3.0	42.8	27.8	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total Delay (s/veh)	71.3	55.8	9.3	91.4	81.2	20.1	47.6	11.2	3.0	42.8	27.8	3.5
LOS	E	E	A	F	F	C	D	B	A	D	C	A
Approach Delay (s/veh)		52.3			69.7			14.0			25.2	
Approach LOS		D			E			B			C	
Queue Length 50th (m)	61.4	49.8	0.0	29.6	48.8	3.2	32.5	36.3	0.3	11.0	124.8	0.0
Queue Length 95th (m)	81.9	68.5	15.3	47.4	69.6	18.1	64.2	96.4	5.3	#34.4	170.7	15.6
Internal Link Dist (m)		346.4			91.7			172.5			558.0	
Turn Bay Length (m)	105.0			75.0		110.0	130.0		105.0	155.0		115.0
Base Capacity (vph)	282	688	560	302	507	438	286	3387	999	125	2689	873
Starvation Cap Reductn	0	0	0	0	0	0	0	375	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.26	0.20	0.31	0.31	0.18	0.61	0.56	0.10	0.46	0.60	0.27

Intersection Summary		
Cycle Length: 160		
Actuated Cycle Length: 160		
Offset: 44 (28%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green		
Natural Cycle: 135		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.79		
Intersection Signal Delay (s/veh): 26.6	Intersection LOS: C	
Intersection Capacity Utilization 94.2%	ICU Level of Service F	
Analysis Period (min) 15		

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

Splits and Phases: 4: Erin Mills Parkway & Erin Centre Boulevard





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	206	165	105	87	144	72	160	1561	91	53	1488	219
Future Volume (vph)	206	165	105	87	144	72	160	1561	91	53	1488	219
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	3.0	9.8	9.8	9.8	9.8	9.8	3.0	6.8	6.8	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	0.97	1.00	1.00	0.96	1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1646	1860	1320	1651	1879	1440	1636	5029	1436	1682	4980	1416
Flt Permitted	0.46	1.00	1.00	0.64	1.00	1.00	0.09	1.00	1.00	0.13	1.00	1.00
Satd. Flow (perm)	806	1860	1320	1120	1879	1440	158	5029	1436	233	4980	1416
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	224	179	114	95	157	78	174	1697	99	58	1617	238
RTOR Reduction (vph)	0	0	89	0	0	59	0	0	32	0	0	109
Lane Group Flow (vph)	224	179	25	95	157	19	174	1697	67	58	1617	129
Confl. Peds. (#/hr)	10		13	13		10	9		8	8		9
Confl. Bikes (#/hr)			3			2			1			3
Heavy Vehicles (%)	2%	1%	11%	1%	0%	2%	3%	2%	1%	0%	3%	2%
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases	3	8			4		1	6			2	
Permitted Phases	8		8	4		4	6		6	2		2
Actuated Green, G (s)	35.6	35.6	35.6	19.6	19.6	19.6	107.8	107.8	107.8	86.5	86.5	86.5
Effective Green, g (s)	35.6	35.6	35.6	19.6	19.6	19.6	107.8	107.8	107.8	86.5	86.5	86.5
Actuated g/C Ratio	0.22	0.22	0.22	0.12	0.12	0.12	0.67	0.67	0.67	0.54	0.54	0.54
Clearance Time (s)	3.0	9.8	9.8	9.8	9.8	9.8	3.0	6.8	6.8	6.8	6.8	6.8
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	247	413	293	137	230	176	275	3388	967	125	2692	765
v/s Ratio Prot	c0.07	0.10			0.08		c0.07	0.34			0.32	
v/s Ratio Perm	c0.13		0.02	0.08		0.01	c0.35		0.05	0.25		0.09
v/c Ratio	0.91	0.43	0.09	0.69	0.68	0.11	0.63	0.50	0.07	0.46	0.60	0.17
Uniform Delay, d1	58.8	53.5	49.3	67.3	67.2	62.4	23.2	12.9	8.9	22.5	25.0	18.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	2.00	0.79	1.41	1.00	1.00	1.00
Incremental Delay, d2	33.2	0.7	0.1	14.1	8.1	0.3	4.2	0.5	0.1	11.9	1.0	0.5
Delay (s)	92.0	54.3	49.4	81.4	75.3	62.7	50.5	10.6	12.7	34.4	26.0	19.0
Level of Service	F	D	D	F	E	E	D	B	B	C	C	B
Approach Delay (s/veh)		69.6			74.1			14.2			25.4	
Approach LOS		E			E			B			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	29.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	22.6
Intersection Capacity Utilization	94.2%	ICU Level of Service	F
Analysis Period (min)	15		

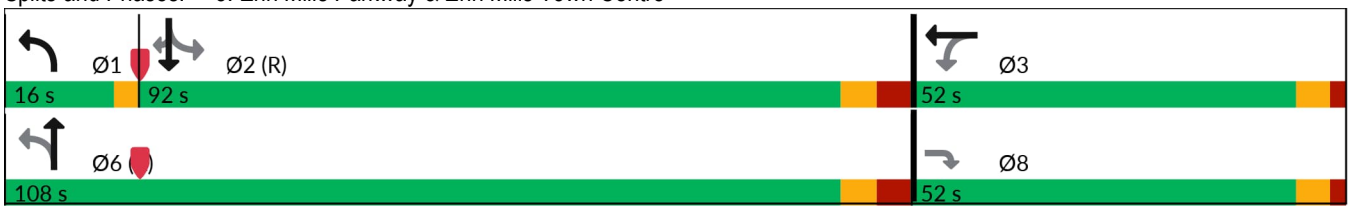
c Critical Lane Group

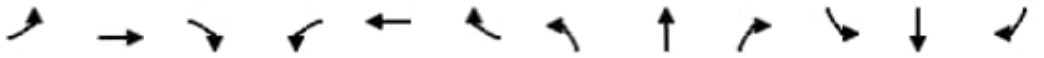
Lane Group	EBR	NBL	NBT	SBT	SBR	Ø3
Lane Configurations						
Traffic Volume (vph)	152	108	1823	1536	144	
Future Volume (vph)	152	108	1823	1536	144	
Lane Group Flow (vph)	160	114	1993	1617	152	
Turn Type	Perm	pm+pt	NA	NA	Perm	
Protected Phases		1	6	2		3
Permitted Phases	8	6			2	
Detector Phase	8	1	6	2	2	
Switch Phase						
Minimum Initial (s)	10.0	7.0	10.0	10.0	10.0	10.0
Minimum Split (s)	50.0	10.0	44.2	44.2	44.2	50.0
Total Split (s)	52.0	16.0	108.0	92.0	92.0	52.0
Total Split (%)	32.5%	10.0%	67.5%	57.5%	57.5%	33%
Yellow Time (s)	4.0	3.0	4.2	4.2	4.2	4.0
All-Red Time (s)	2.0	0.0	4.0	4.0	4.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	3.0	8.2	8.2	8.2	
Lead/Lag		Lead		Lag	Lag	
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	C-Max	None
Act Effct Green (s)	10.9	140.1	134.9	123.2	123.2	
Actuated g/C Ratio	0.07	0.88	0.84	0.77	0.77	
v/c Ratio	0.64	0.43	0.47	0.42	0.14	
Control Delay (s/veh)	21.6	15.5	1.7	1.7	0.2	
Queue Delay	0.0	0.0	0.0	0.1	0.0	
Total Delay (s/veh)	21.6	15.5	1.7	1.8	0.2	
LOS	C	B	A	A	A	
Approach Delay (s/veh)			2.4	1.6		
Approach LOS			A	A		
Queue Length 50th (m)	0.3	5.4	20.9	12.9	0.0	
Queue Length 95th (m)	23.4	m14.1	21.4	15.1	0.0	
Internal Link Dist (m)			243.2	172.5		
Turn Bay Length (m)		50.0			90.0	
Base Capacity (vph)	545	303	4214	3872	1118	
Starvation Cap Reductn	0	0	365	589	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.29	0.38	0.52	0.49	0.14	

Intersection Summary			
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 49 (31%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay (s/veh): 2.8		Intersection LOS: A	
Intersection Capacity Utilization 94.7%		ICU Level of Service F	
Analysis Period (min) 15			

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

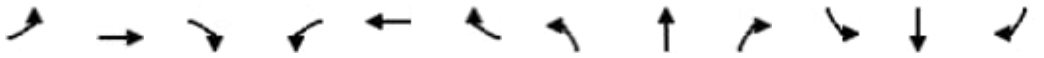
Splits and Phases: 5: Erin Mills Parkway & Erin Mills Town Centre





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	152	0	0	0	108	1823	70	0	1536	144
Future Volume (vph)	0	0	152	0	0	0	108	1823	70	0	1536	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)			6.0				3.0	8.2			8.2	8.2
Lane Util. Factor			1.00				1.00	0.91			0.91	1.00
Frpb, ped/bikes			1.00				1.00	1.00			1.00	0.97
Flpb, ped/bikes			1.00				1.00	1.00			1.00	1.00
Frt			0.87				1.00	0.99			1.00	0.85
Flt Protected			1.00				0.95	1.00			1.00	1.00
Satd. Flow (prot)			1504				1604	5000			5029	1407
Flt Permitted			1.00				0.13	1.00			1.00	1.00
Satd. Flow (perm)			1504				217	5000			5029	1407
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	160	0	0	0	114	1919	74	0	1617	152
RTOR Reduction (vph)	0	0	148	0	0	0	0	1	0	0	0	35
Lane Group Flow (vph)	0	0	12	0	0	0	114	1992	0	0	1617	117
Confl. Peds. (#/hr)	1					1	13		1	1		13
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%	5%	2%	0%	0%	2%	4%
Turn Type			Perm				pm+pt	NA			NA	Perm
Protected Phases					3		1	6			2	
Permitted Phases			8	3			6			2		2
Actuated Green, G (s)			10.9				134.9	134.9			123.2	123.2
Effective Green, g (s)			10.9				134.9	134.9			123.2	123.2
Actuated g/C Ratio			0.07				0.84	0.84			0.77	0.77
Clearance Time (s)			6.0				3.0	8.2			8.2	8.2
Vehicle Extension (s)			3.0				3.0	3.0			3.0	3.0
Lane Grp Cap (vph)			102				258	4215			3872	1083
v/s Ratio Prot							0.02	c0.40			0.32	
v/s Ratio Perm			c0.01				0.35					0.08
v/c Ratio			0.12				0.44	0.47			0.42	0.11
Uniform Delay, d1			70.0				3.1	3.3			6.2	4.6
Progression Factor			1.00				8.22	0.41			0.22	0.00
Incremental Delay, d2			0.5				0.9	0.3			0.3	0.2
Delay (s)			70.5				26.3	1.6			1.7	0.2
Level of Service			E				C	A			A	A
Approach Delay (s/veh)		70.5			0.0			2.9			1.5	
Approach LOS		E			A			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	5.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	17.2
Intersection Capacity Utilization	94.7%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

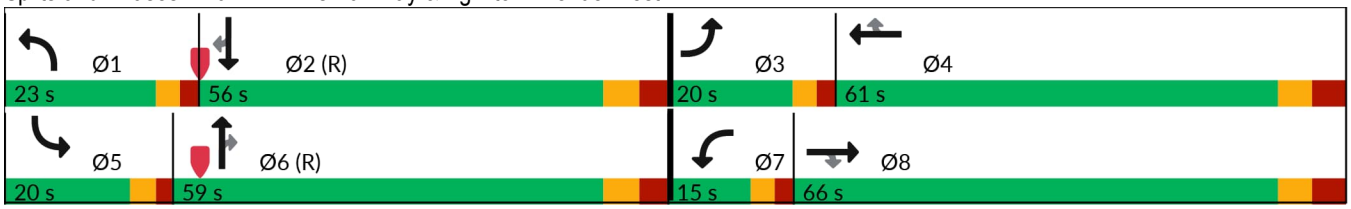


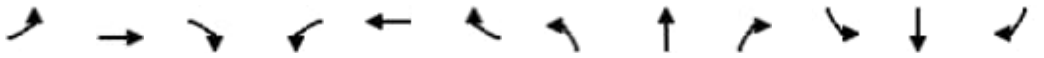
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	171	785	213	225	1011	424	281	1395	112	244	1260	179
Future Volume (vph)	171	785	213	225	1011	424	281	1395	112	244	1260	179
Lane Group Flow (vph)	174	801	217	230	1032	433	287	1423	114	249	1286	183
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4			6			2
Detector Phase	3	8	8	7	4	4	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	10.0	10.0	7.0	10.0	10.0	7.0	10.0	10.0	7.0	10.0	10.0
Minimum Split (s)	12.0	60.1	60.1	12.0	60.1	60.1	12.0	53.5	53.5	12.0	53.5	53.5
Total Split (s)	20.0	66.0	66.0	15.0	61.0	61.0	23.0	59.0	59.0	20.0	56.0	56.0
Total Split (%)	12.5%	41.3%	41.3%	9.4%	38.1%	38.1%	14.4%	36.9%	36.9%	12.5%	35.0%	35.0%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.3	4.3	3.0	4.3	4.3
All-Red Time (s)	2.0	4.1	4.1	2.0	4.1	4.1	2.0	3.2	3.2	2.0	3.2	3.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	8.1	8.1	5.0	8.1	8.1	5.0	7.5	7.5	5.0	7.5	7.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	13.2	48.0	48.0	10.0	44.8	44.8	18.2	60.0	60.0	16.3	58.1	58.1
Actuated g/C Ratio	0.08	0.30	0.30	0.06	0.28	0.28	0.11	0.38	0.38	0.10	0.36	0.36
v/c Ratio	0.65	0.53	0.38	1.16	0.73	0.74	0.77	0.75	0.20	0.75	0.70	0.29
Control Delay (s/veh)	82.4	47.1	6.0	176.1	54.8	30.4	83.0	48.0	7.0	107.5	30.7	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	82.4	47.1	6.0	176.1	54.8	30.4	83.0	48.0	7.0	107.5	30.7	5.8
LOS	F	D	A	F	D	C	F	D	A	F	C	A
Approach Delay (s/veh)		44.8			65.0			51.0			39.2	
Approach LOS		D			E			D			D	
Queue Length 50th (m)	28.0	77.3	0.0	~44.4	109.0	59.5	46.0	148.1	0.0	42.8	75.7	1.0
Queue Length 95th (m)	40.7	83.4	17.7	#72.6	116.9	95.4	#65.6	176.8	14.3	#63.7	108.3	17.6
Internal Link Dist (m)		311.2			233.2			756.7			243.2	
Turn Bay Length (m)	80.0		100.0	100.0		135.0	150.0		135.0	200.0		125.0
Base Capacity (vph)	306	1837	652	198	1679	647	388	1886	583	337	1845	628
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.44	0.33	1.16	0.61	0.67	0.74	0.75	0.20	0.74	0.70	0.29

Intersection Summary		
Cycle Length: 160		
Actuated Cycle Length: 160		
Offset: 51 (32%), Referenced to phase 2:SBT and 6:NBT, Start of Green		
Natural Cycle: 140		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 1.16		
Intersection Signal Delay (s/veh): 50.4	Intersection LOS: D	
Intersection Capacity Utilization 109.8%	ICU Level of Service H	
Analysis Period (min) 15		

~ 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: 6: Erin Mills Parkway & Eglinton Avenue West





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	171	785	213	225	1011	424	281	1395	112	244	1260	179
Future Volume (vph)	171	785	213	225	1011	424	281	1395	112	244	1260	179
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	5.0	8.1	8.1	5.0	8.1	8.1	5.0	7.5	7.5	5.0	7.5	7.5
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3268	5079	1420	3173	5079	1478	3268	5029	1365	3236	5079	1454
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3268	5079	1420	3173	5079	1478	3268	5029	1365	3236	5079	1454
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	174	801	217	230	1032	433	287	1423	114	249	1286	183
RTOR Reduction (vph)	0	0	152	0	0	171	0	0	71	0	0	100
Lane Group Flow (vph)	174	801	65	230	1032	262	287	1423	43	249	1286	83
Confl. Peds. (#/hr)			39	39			23					23
Confl. Bikes (#/hr)			2						1			
Heavy Vehicles (%)	0%	1%	1%	3%	1%	2%	0%	2%	9%	1%	1%	0%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4			6			2
Actuated Green, G (s)	13.2	48.0	48.0	10.0	44.8	44.8	18.2	60.1	60.1	16.3	58.2	58.2
Effective Green, g (s)	13.2	48.0	48.0	10.0	44.8	44.8	18.2	60.1	60.1	16.3	58.2	58.2
Actuated g/C Ratio	0.08	0.30	0.30	0.06	0.28	0.28	0.11	0.38	0.38	0.10	0.36	0.36
Clearance Time (s)	5.0	8.1	8.1	5.0	8.1	8.1	5.0	7.5	7.5	5.0	7.5	7.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	269	1523	426	198	1422	413	371	1889	512	329	1847	528
v/s Ratio Prot	0.05	c0.16		c0.07	c0.20		c0.09	c0.28		0.08	0.25	
v/s Ratio Perm			0.05			0.18			0.03			0.06
v/c Ratio	0.65	0.53	0.15	1.16	0.73	0.64	0.77	0.75	0.08	0.76	0.70	0.16
Uniform Delay, d1	71.1	46.5	41.1	75.0	52.0	50.4	68.9	43.5	32.2	69.9	43.4	34.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.36	0.63	0.55
Incremental Delay, d2	5.3	0.3	0.2	114.3	1.9	3.2	9.7	2.8	0.3	8.9	2.0	0.6
Delay (s)	76.4	46.9	41.3	189.3	53.9	53.6	78.6	46.3	32.5	104.1	29.5	19.4
Level of Service	E	D	D	F	D	D	E	D	C	F	C	B
Approach Delay (s/veh)		50.2			72.2			50.5			39.3	
Approach LOS		D			E			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	53.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.6
Intersection Capacity Utilization	109.8%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Intersection Delay, s/veh	10.9
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	163	72	3	198	96	3
Future Vol, veh/h	163	72	3	198	96	3
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles, %	3	3	33	3	0	0
Mvmt Flow	223	99	4	271	132	4
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	10.5	11.7	10
HCM LOS	B	B	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	97%	0%	1%
Vol Thru, %	0%	69%	99%
Vol Right, %	3%	31%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	99	235	201
LT Vol	96	0	3
Through Vol	0	163	198
RT Vol	3	72	0
Lane Flow Rate	136	322	275
Geometry Grp	1	1	1
Degree of Util (X)	0.206	0.401	0.397
Departure Headway (Hd)	5.458	4.489	5.19
Convergence, Y/N	Yes	Yes	Yes
Cap	654	798	691
Service Time	3.528	2.538	3.244
HCM Lane V/C Ratio	0.208	0.404	0.398
HCM Control Delay, s/veh	10	10.5	11.7
HCM Lane LOS	A	B	B
HCM 95th-tile Q	0.8	1.9	1.9

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	237	298	1	1	1
Future Vol, veh/h	2	237	298	1	1	1
Conflicting Peds, #/hr	3	0	0	3	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	15	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	3	329	414	1	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	418	0	-	0	753	418
Stage 1	-	-	-	-	418	-
Stage 2	-	-	-	-	335	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1152	-	-	-	380	639
Stage 1	-	-	-	-	669	-
Stage 2	-	-	-	-	729	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1149	-	-	-	377	637
Mov Cap-2 Maneuver	-	-	-	-	377	-
Stage 1	-	-	-	-	666	-
Stage 2	-	-	-	-	728	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.1	0	12.6
HCM LOS			B

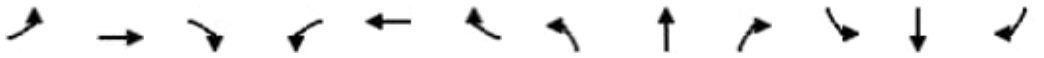
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1149	-	-	-	377	637
HCM Lane V/C Ratio	0.002	-	-	-	0.004	0.002
HCM Control Delay (s/veh)	8.1	0	-	-	14.6	10.7
HCM Lane LOS	A	A	-	-	B	B
HCM 95th %tile Q (veh)	0	-	-	-	0	0

Intersection	
Intersection Delay, s/veh	11.2
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	237	293	6	2	3
Future Vol, veh/h	12	237	293	6	2	3
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	17	339	419	9	3	4
Number of Lanes	0	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	1
HCM Control Delay, s/veh	10.6	11.7	8.7
HCM LOS	B	B	A

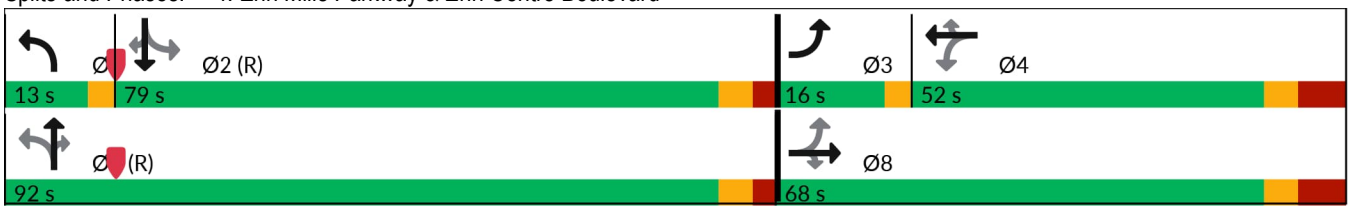
Lane	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	5%	0%	100%	0%
Vol Thru, %	95%	98%	0%	0%
Vol Right, %	0%	2%	0%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	249	299	2	3
LT Vol	12	0	2	0
Through Vol	237	293	0	0
RT Vol	0	6	0	3
Lane Flow Rate	356	427	3	4
Geometry Grp	2	2	5	5
Degree of Util (X)	0.43	0.511	0.005	0.006
Departure Headway (Hd)	4.348	4.303	6.664	5.447
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	832	841	537	656
Service Time	2.359	2.303	4.404	3.186
HCM Lane V/C Ratio	0.428	0.508	0.006	0.006
HCM Control Delay, s/veh	10.6	11.7	9.4	8.2
HCM Lane LOS	B	B	A	A
HCM 95th-tile Q	2.2	3	0	0

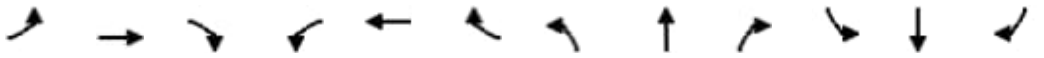


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	172	197	81	142	66	122	1245	38	36	1510	282
Future Volume (vph)	200	172	197	81	142	66	122	1245	38	36	1510	282
Lane Group Flow (vph)	238	205	235	96	169	79	145	1482	45	43	1798	336
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases	3	8			4		1	6			2	
Permitted Phases	8		8	4		4	6		6	2		2
Detector Phase	3	8	8	4	4	4	1	6	6	2	2	2
Switch Phase												
Minimum Initial (s)	7.0	10.0	10.0	10.0	10.0	10.0	7.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.0	57.8	57.8	57.8	57.8	57.8	10.0	42.8	42.8	42.8	42.8	42.8
Total Split (s)	16.0	68.0	68.0	52.0	52.0	52.0	13.0	92.0	92.0	79.0	79.0	79.0
Total Split (%)	10.0%	42.5%	42.5%	32.5%	32.5%	32.5%	8.1%	57.5%	57.5%	49.4%	49.4%	49.4%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	3.0	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	0.0	5.8	5.8	5.8	5.8	5.8	0.0	2.6	2.6	2.6	2.6	2.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	9.8	9.8	9.8	9.8	9.8	3.0	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead			Lag	Lag	Lag	Lead			Lag	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	43.4	36.6	36.6	20.6	20.6	20.6	110.6	106.8	106.8	86.5	86.5	86.5
Actuated g/C Ratio	0.27	0.23	0.23	0.13	0.13	0.13	0.69	0.67	0.67	0.54	0.54	0.54
v/c Ratio	0.87	0.49	0.55	0.70	0.71	0.33	0.59	0.45	0.05	0.29	0.67	0.36
Control Delay (s/veh)	80.1	56.7	26.3	90.6	82.2	19.9	64.8	6.0	0.1	30.4	29.3	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total Delay (s/veh)	80.1	56.7	26.3	90.6	82.2	19.9	64.8	6.1	0.1	30.4	29.3	3.3
LOS	F	E	C	F	F	B	E	A	A	C	C	A
Approach Delay (s/veh)		54.4			70.2			11.0			25.3	
Approach LOS		D			E			B			C	
Queue Length 50th (m)	65.5	57.5	27.5	29.8	52.7	3.4	28.5	26.5	0.0	7.2	145.3	0.0
Queue Length 95th (m)	79.3	71.3	44.9	43.7	68.0	15.6	48.0	37.8	0.0	18.8	173.7	11.8
Internal Link Dist (m)		346.4			91.7			172.5			558.0	
Turn Bay Length (m)	105.0			75.0		110.0	130.0		105.0	155.0		115.0
Base Capacity (vph)	275	670	600	284	490	429	247	3293	977	149	2691	929
Starvation Cap Reductn	0	0	0	0	0	0	0	546	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.31	0.39	0.34	0.34	0.18	0.59	0.54	0.05	0.29	0.67	0.36

Intersection Summary		
Cycle Length: 160		
Actuated Cycle Length: 160		
Offset: 91 (57%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green		
Natural Cycle: 125		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.87		
Intersection Signal Delay (s/veh): 27.6	Intersection LOS: C	
Intersection Capacity Utilization 90.3%	ICU Level of Service E	
Analysis Period (min) 15		

Splits and Phases: 4: Erin Mills Parkway & Erin Centre Boulevard





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	172	197	81	142	66	122	1245	38	36	1510	282
Future Volume (vph)	200	172	197	81	142	66	122	1245	38	36	1510	282
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	3.0	9.8	9.8	9.8	9.8	9.8	3.0	6.8	6.8	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1630	1842	1414	1632	1860	1442	1652	4932	1431	1589	4980	1436
Flt Permitted	0.44	1.00	1.00	0.63	1.00	1.00	0.07	1.00	1.00	0.17	1.00	1.00
Satd. Flow (perm)	754	1842	1414	1081	1860	1442	116	4932	1431	276	4980	1436
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	238	205	235	96	169	79	145	1482	45	43	1798	336
RTOR Reduction (vph)	0	0	105	0	0	58	0	0	15	0	0	155
Lane Group Flow (vph)	238	205	130	96	169	21	145	1482	30	43	1798	181
Confl. Peds. (#/hr)	11		3	3		11	3		1	1		3
Confl. Bikes (#/hr)						1						3
Heavy Vehicles (%)	3%	2%	5%	3%	1%	2%	2%	4%	3%	6%	3%	2%
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases	3	8			4		1	6			2	
Permitted Phases	8		8	4		4	6		6	2		2
Actuated Green, G (s)	36.6	36.6	36.6	20.6	20.6	20.6	106.8	106.8	106.8	86.4	86.4	86.4
Effective Green, g (s)	36.6	36.6	36.6	20.6	20.6	20.6	106.8	106.8	106.8	86.4	86.4	86.4
Actuated g/C Ratio	0.23	0.23	0.23	0.13	0.13	0.13	0.67	0.67	0.67	0.54	0.54	0.54
Clearance Time (s)	3.0	9.8	9.8	9.8	9.8	9.8	3.0	6.8	6.8	6.8	6.8	6.8
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	243	421	323	139	239	185	244	3292	955	149	2689	775
v/s Ratio Prot	c0.08	0.11			0.09		c0.06	0.30			c0.36	
v/s Ratio Perm	c0.14		0.09	0.09		0.01	0.33		0.02	0.16		0.13
v/c Ratio	0.98	0.49	0.40	0.69	0.71	0.11	0.59	0.45	0.03	0.29	0.67	0.23
Uniform Delay, d1	59.5	53.6	52.4	66.7	66.8	61.6	29.9	12.6	9.0	20.1	26.5	19.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	2.29	0.42	0.04	1.00	1.00	1.00
Incremental Delay, d2	51.3	0.9	0.8	13.8	9.2	0.3	3.7	0.4	0.1	4.8	1.3	0.7
Delay (s)	110.8	54.4	53.2	80.4	76.0	61.9	72.1	5.7	0.5	24.9	27.8	20.1
Level of Service	F	D	D	F	E	E	E	A	A	C	C	C
Approach Delay (s/veh)		73.8			74.0			11.3			26.6	
Approach LOS		E			E			B			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	31.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	22.6
Intersection Capacity Utilization	90.3%	ICU Level of Service	E
Analysis Period (min)	15		

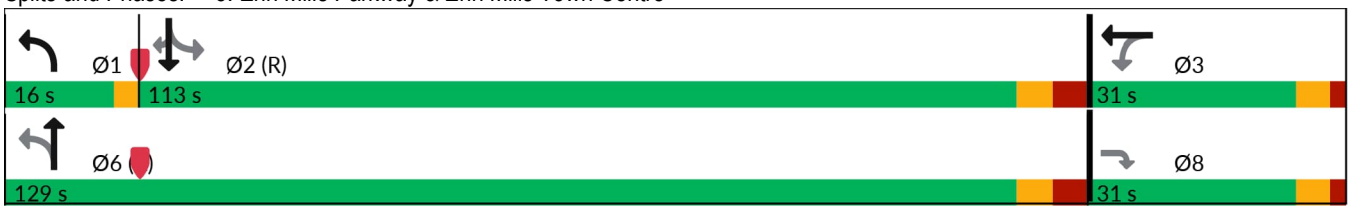
c Critical Lane Group

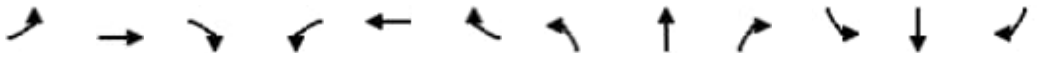
Lane Group	EBR	NBL	NBT	SBT	SBR	Ø3
Lane Configurations						
Traffic Volume (vph)	38	76	1409	1723	70	
Future Volume (vph)	38	76	1409	1723	70	
Lane Group Flow (vph)	42	84	1594	1914	78	
Turn Type	Perm	pm+pt	NA	NA	Perm	
Protected Phases		1	6	2		3
Permitted Phases	8	6			2	
Detector Phase	8	1	6	2	2	
Switch Phase						
Minimum Initial (s)	10.0	7.0	10.0	10.0	10.0	10.0
Minimum Split (s)	50.0	10.0	44.2	44.2	44.2	50.0
Total Split (s)	31.0	16.0	129.0	113.0	113.0	31.0
Total Split (%)	19.4%	10.0%	80.6%	70.6%	70.6%	19%
Yellow Time (s)	4.0	3.0	4.2	4.2	4.2	4.0
All-Red Time (s)	2.0	0.0	4.0	4.0	4.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	3.0	8.2	8.2	8.2	
Lead/Lag		Lead		Lag	Lag	
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	C-Max	None
Act Effct Green (s)	10.0	144.2	140.6	128.4	128.4	
Actuated g/C Ratio	0.06	0.90	0.88	0.80	0.80	
v/c Ratio	0.20	0.43	0.37	0.48	0.07	
Control Delay (s/veh)	2.2	22.7	0.6	1.3	0.1	
Queue Delay	0.0	0.0	0.0	0.2	0.0	
Total Delay (s/veh)	2.2	22.7	0.6	1.5	0.1	
LOS	A	C	A	A	A	
Approach Delay (s/veh)			1.7	1.5		
Approach LOS			A	A		
Queue Length 50th (m)	0.0	6.1	4.0	3.1	0.2	
Queue Length 95th (m)	0.0	m13.0	4.1	6.8	m0.0	
Internal Link Dist (m)			243.2	172.5		
Turn Bay Length (m)		50.0			90.0	
Base Capacity (vph)	314	240	4324	3957	1085	
Starvation Cap Reductn	0	0	0	963	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.13	0.35	0.37	0.64	0.07	

Intersection Summary			
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 108 (68%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay (s/veh): 1.6		Intersection LOS: A	
Intersection Capacity Utilization 86.0%		ICU Level of Service E	
Analysis Period (min) 15			

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

Splits and Phases: 5: Erin Mills Parkway & Erin Mills Town Centre

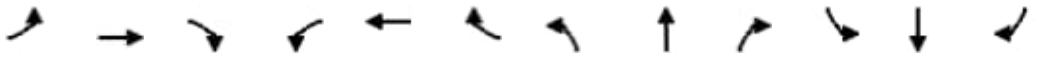




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	38	0	0	0	76	1409	25	0	1723	70
Future Volume (vph)	0	0	38	0	0	0	76	1409	25	0	1723	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)			6.0				3.0	8.2			8.2	8.2
Lane Util. Factor			1.00				1.00	0.91			0.91	1.00
Frpb, ped/bikes			0.98				1.00	1.00			1.00	0.97
Flpb, ped/bikes			1.00				1.00	1.00			1.00	1.00
Frt			0.87				1.00	1.00			1.00	0.85
Flt Protected			1.00				0.95	1.00			1.00	1.00
Satd. Flow (prot)			1258				1504	4920			4932	1334
Flt Permitted			1.00				0.09	1.00			1.00	1.00
Satd. Flow (perm)			1258				145	4920			4932	1334
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	42	0	0	0	84	1566	28	0	1914	78
RTOR Reduction (vph)	0	0	40	0	0	0	0	1	0	0	0	16
Lane Group Flow (vph)	0	0	2	0	0	0	84	1593	0	0	1914	62
Confl. Peds. (#/hr)	3		3	3		3	11		1	1		11
Confl. Bikes (#/hr)			2									
Heavy Vehicles (%)	0%	0%	19%	0%	0%	0%	12%	4%	0%	0%	4%	10%
Turn Type			Perm				pm+pt	NA			NA	Perm
Protected Phases					3		1	6			2	
Permitted Phases			8	3			6			2		2
Actuated Green, G (s)			8.0				137.8	137.8			127.2	127.2
Effective Green, g (s)			8.0				137.8	137.8			127.2	127.2
Actuated g/C Ratio			0.05				0.86	0.86			0.80	0.80
Clearance Time (s)			6.0				3.0	8.2			8.2	8.2
Vehicle Extension (s)			3.0				3.0	3.0			3.0	3.0
Lane Grp Cap (vph)			62				189	4237			3920	1060
v/s Ratio Prot							c0.02	0.32			c0.39	
v/s Ratio Perm			c0.00				0.36					0.05
v/c Ratio			0.03				0.44	0.38			0.49	0.06
Uniform Delay, d1			72.3				3.2	2.3			5.5	3.5
Progression Factor			1.00				15.03	0.17			0.18	0.02
Incremental Delay, d2			0.2				1.3	0.2			0.3	0.1
Delay (s)			72.5				49.6	0.6			1.3	0.1
Level of Service			E				D	A			A	A
Approach Delay (s/veh)		72.5			0.0			3.1			1.3	
Approach LOS		E			A			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	2.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	17.2
Intersection Capacity Utilization	86.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

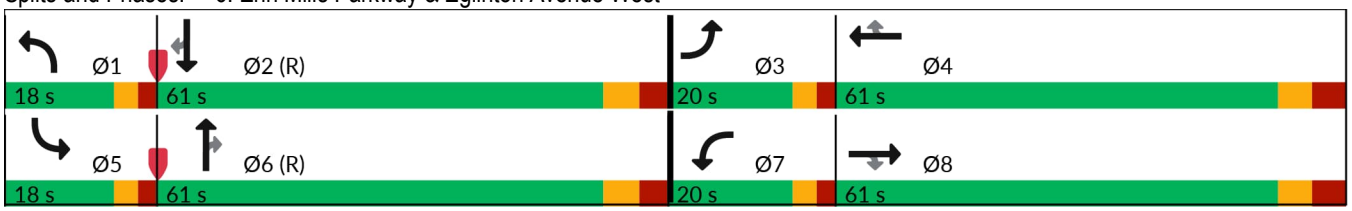


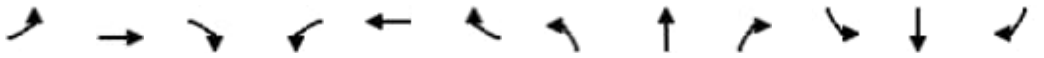
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	187	1044	264	220	644	291	141	1024	166	299	1367	87
Future Volume (vph)	187	1044	264	220	644	291	141	1024	166	299	1367	87
Lane Group Flow (vph)	197	1099	278	232	678	306	148	1078	175	315	1439	92
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4			6			2
Detector Phase	3	8	8	7	4	4	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	10.0	10.0	7.0	10.0	10.0	7.0	10.0	10.0	7.0	10.0	10.0
Minimum Split (s)	12.0	60.1	60.1	12.0	60.1	60.1	12.0	53.5	53.5	12.0	53.5	53.5
Total Split (s)	20.0	61.0	61.0	20.0	61.0	61.0	18.0	61.0	61.0	18.0	61.0	61.0
Total Split (%)	12.5%	38.1%	38.1%	12.5%	38.1%	38.1%	11.3%	38.1%	38.1%	11.3%	38.1%	38.1%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.3	4.3	3.0	4.3	4.3
All-Red Time (s)	2.0	4.1	4.1	2.0	4.1	4.1	2.0	3.2	3.2	2.0	3.2	3.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	8.1	8.1	5.0	8.1	8.1	5.0	7.5	7.5	5.0	7.5	7.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	14.0	45.7	45.7	14.6	46.3	46.3	12.2	53.5	53.5	20.6	61.8	61.8
Actuated g/C Ratio	0.09	0.29	0.29	0.09	0.29	0.29	0.08	0.33	0.33	0.13	0.39	0.39
v/c Ratio	0.73	0.77	0.54	0.83	0.47	0.56	0.63	0.65	0.29	0.80	0.75	0.16
Control Delay (s/veh)	87.4	55.8	19.1	95.3	47.5	20.3	83.7	47.6	6.0	82.0	57.7	19.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	87.4	55.8	19.1	95.3	47.5	20.3	83.7	47.6	6.0	82.0	57.7	19.5
LOS	F	E	B	F	D	C	F	D	A	F	E	B
Approach Delay (s/veh)		53.3			49.8			46.2			59.9	
Approach LOS		D			D			D			E	
Queue Length 50th (m)	31.8	117.6	24.7	37.9	65.8	29.6	23.8	107.1	0.0	52.7	116.0	3.5
Queue Length 95th (m)	45.8	126.1	50.9	#58.7	73.9	57.4	36.1	123.3	16.8	#97.8	170.4	23.5
Internal Link Dist (m)		311.2			233.2			756.7			243.2	
Turn Bay Length (m)	80.0		100.0	100.0		135.0	150.0		135.0	200.0		125.0
Base Capacity (vph)	289	1662	572	286	1630	592	256	1649	602	396	1906	590
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.66	0.49	0.81	0.42	0.52	0.58	0.65	0.29	0.80	0.75	0.16

Intersection Summary		
Cycle Length: 160		
Actuated Cycle Length: 160		
Offset: 69 (43%), Referenced to phase 2:SBT and 6:NBT, Start of Green		
Natural Cycle: 140		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.83		
Intersection Signal Delay (s/veh): 53.0	Intersection LOS: D	
Intersection Capacity Utilization 115.8%	ICU Level of Service H	
Analysis Period (min) 15		

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

Splits and Phases: 6: Erin Mills Parkway & Eglinton Avenue West





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	187	1044	264	220	644	291	141	1024	166	299	1367	87
Future Volume (vph)	187	1044	264	220	644	291	141	1024	166	299	1367	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	5.0	8.1	8.1	5.0	8.1	8.1	5.0	7.5	7.5	5.0	7.5	7.5
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.92	1.00	1.00	0.97	1.00	1.00	0.97	1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3083	5029	1361	3054	4932	1399	3083	4932	1454	3083	4932	1363
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3083	5029	1361	3054	4932	1399	3083	4932	1454	3083	4932	1363
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	197	1099	278	232	678	306	148	1078	175	315	1439	92
RTOR Reduction (vph)	0	0	130	0	0	138	0	0	116	0	0	56
Lane Group Flow (vph)	197	1099	148	232	678	168	148	1078	59	315	1439	36
Confl. Peds. (#/hr)	15		73	73		15	29		13	13		29
Confl. Bikes (#/hr)			1						1			
Heavy Vehicles (%)	6%	2%	2%	7%	4%	5%	6%	4%	1%	6%	4%	6%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4			6			2
Actuated Green, G (s)	14.0	45.7	45.7	14.6	46.3	46.3	12.2	53.5	53.5	20.6	61.9	61.9
Effective Green, g (s)	14.0	45.7	45.7	14.6	46.3	46.3	12.2	53.5	53.5	20.6	61.9	61.9
Actuated g/C Ratio	0.09	0.29	0.29	0.09	0.29	0.29	0.08	0.33	0.33	0.13	0.39	0.39
Clearance Time (s)	5.0	8.1	8.1	5.0	8.1	8.1	5.0	7.5	7.5	5.0	7.5	7.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	269	1436	388	278	1427	404	235	1649	486	396	1908	527
v/s Ratio Prot	0.06	c0.22		c0.08	0.14		0.05	0.22		c0.10	c0.29	
v/s Ratio Perm			0.11			0.12			0.04			0.03
v/c Ratio	0.73	0.77	0.38	0.83	0.48	0.42	0.63	0.65	0.12	0.80	0.75	0.07
Uniform Delay, d1	71.2	52.2	45.8	71.5	46.8	45.9	71.7	45.4	36.9	67.7	42.5	30.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.26	4.01
Incremental Delay, d2	9.9	2.5	0.6	19.0	0.3	0.7	5.2	2.0	0.5	9.5	2.5	0.2
Delay (s)	81.0	54.7	46.4	90.5	47.1	46.6	76.9	47.4	37.4	79.5	55.8	123.9
Level of Service	F	D	D	F	D	D	E	D	D	E	E	F
Approach Delay (s/veh)		56.6			55.2			49.3			63.3	
Approach LOS		E			E			D			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	56.7	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.6
Intersection Capacity Utilization	115.8%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	187	59	3	204	55	6
Future Vol, veh/h	187	59	3	204	55	6
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	1	0	33	1	0	17
Mvmt Flow	220	69	4	240	65	7
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	9.5	10.5	8.9
HCM LOS	A	B	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	90%	0%	1%
Vol Thru, %	0%	76%	99%
Vol Right, %	10%	24%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	61	246	207
LT Vol	55	0	3
Through Vol	0	187	204
RT Vol	6	59	0
Lane Flow Rate	72	289	244
Geometry Grp	1	1	1
Degree of Util (X)	0.104	0.342	0.335
Departure Headway (Hd)	5.227	4.251	4.947
Convergence, Y/N	Yes	Yes	Yes
Cap	685	848	728
Service Time	3.267	2.271	2.972
HCM Lane V/C Ratio	0.105	0.341	0.335
HCM Control Delay, s/veh	8.9	9.5	10.5
HCM Lane LOS	A	A	B
HCM 95th-tile Q	0.3	1.5	1.5

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	243	254	7	6	5
Future Vol, veh/h	4	243	254	7	6	5
Conflicting Peds, #/hr	9	0	0	9	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	15	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	289	302	8	7	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	319	0	-	0	614	315
Stage 1	-	-	-	-	315	-
Stage 2	-	-	-	-	299	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1252	-	-	-	459	730
Stage 1	-	-	-	-	744	-
Stage 2	-	-	-	-	757	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1243	-	-	-	450	725
Mov Cap-2 Maneuver	-	-	-	-	450	-
Stage 1	-	-	-	-	735	-
Stage 2	-	-	-	-	752	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.1	0	11.7
HCM LOS			B

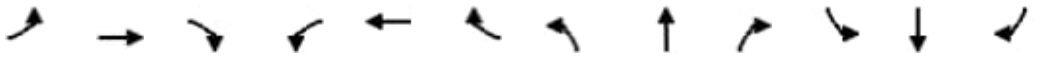
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1243	-	-	-	450	725
HCM Lane V/C Ratio	0.004	-	-	-	0.016	0.008
HCM Control Delay (s/veh)	7.9	0	-	-	13.1	10
HCM Lane LOS	A	A	-	-	B	B
HCM 95th %tile Q (veh)	0	-	-	-	0	0

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	75	237	243	16	9	65
Future Vol, veh/h	75	237	243	16	9	65
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	88	279	286	19	11	76
Number of Lanes	0	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	1
HCM Control Delay, s/veh	11.3	10.3	8.8
HCM LOS	B	B	A

Lane	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	24%	0%	100%	0%
Vol Thru, %	76%	94%	0%	0%
Vol Right, %	0%	6%	0%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	312	259	9	65
LT Vol	75	0	9	0
Through Vol	237	243	0	0
RT Vol	0	16	0	65
Lane Flow Rate	367	305	11	76
Geometry Grp	2	2	5	5
Degree of Util (X)	0.459	0.38	0.019	0.112
Departure Headway (Hd)	4.504	4.489	6.476	5.261
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	800	801	551	678
Service Time	2.538	2.523	4.234	3.018
HCM Lane V/C Ratio	0.459	0.381	0.02	0.112
HCM Control Delay, s/veh	11.3	10.3	9.4	8.7
HCM Lane LOS	B	B	A	A
HCM 95th-tile Q	2.4	1.8	0.1	0.4

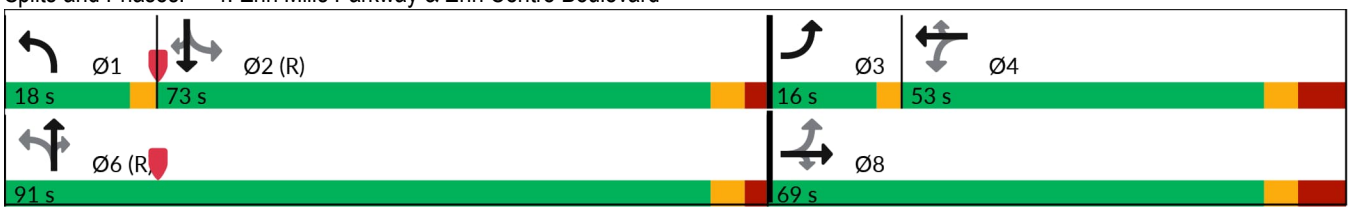


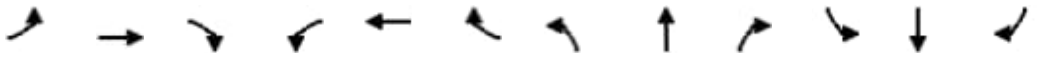
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	206	165	105	87	144	72	160	1561	91	53	1488	219
Future Volume (vph)	206	165	105	87	144	72	160	1561	91	53	1488	219
Lane Group Flow (vph)	224	179	114	95	157	78	174	1697	99	58	1617	238
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases	3	8			4		1	6			2	
Permitted Phases	8		8	4		4	6		6	2		2
Detector Phase	3	8	8	4	4	4	1	6	6	2	2	2
Switch Phase												
Minimum Initial (s)	7.0	10.0	10.0	10.0	10.0	10.0	7.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.0	57.8	57.8	57.8	57.8	57.8	10.0	42.8	42.8	42.8	42.8	42.8
Total Split (s)	16.0	69.0	69.0	53.0	53.0	53.0	18.0	91.0	91.0	73.0	73.0	73.0
Total Split (%)	10.0%	43.1%	43.1%	33.1%	33.1%	33.1%	11.3%	56.9%	56.9%	45.6%	45.6%	45.6%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	3.0	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	0.0	5.8	5.8	5.8	5.8	5.8	0.0	2.6	2.6	2.6	2.6	2.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	9.8	9.8	9.8	9.8	9.8	3.0	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead			Lag	Lag	Lag	Lead			Lag	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	42.4	35.6	35.6	19.6	19.6	19.6	111.6	107.8	107.8	86.4	86.4	86.4
Actuated g/C Ratio	0.27	0.22	0.22	0.12	0.12	0.12	0.70	0.67	0.67	0.54	0.54	0.54
v/c Ratio	0.79	0.43	0.30	0.69	0.68	0.33	0.62	0.50	0.10	0.46	0.60	0.27
Control Delay (s/veh)	71.3	55.8	9.3	91.4	81.2	20.1	45.5	12.2	3.4	42.8	27.8	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total Delay (s/veh)	71.3	55.8	9.3	91.4	81.2	20.1	45.5	12.3	3.4	42.8	27.8	3.5
LOS	E	E	A	F	F	C	D	B	A	D	C	A
Approach Delay (s/veh)		52.3			69.7			14.8			25.2	
Approach LOS		D			E			B			C	
Queue Length 50th (m)	61.4	49.8	0.0	29.6	48.8	3.2	32.9	43.9	0.2	11.0	124.8	0.0
Queue Length 95th (m)	81.9	68.5	15.3	47.4	69.6	18.1	63.1	104.4	7.4	#34.4	170.7	15.6
Internal Link Dist (m)		346.4			91.7			172.5			558.0	
Turn Bay Length (m)	105.0			75.0		110.0	130.0		105.0	155.0		115.0
Base Capacity (vph)	282	688	560	302	507	438	286	3387	999	125	2689	873
Starvation Cap Reductn	0	0	0	0	0	0	0	375	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.26	0.20	0.31	0.31	0.18	0.61	0.56	0.10	0.46	0.60	0.27

Intersection Summary		
Cycle Length: 160		
Actuated Cycle Length: 160		
Offset: 44 (28%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green		
Natural Cycle: 135		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.79		
Intersection Signal Delay (s/veh): 26.9	Intersection LOS: C	
Intersection Capacity Utilization 94.2%	ICU Level of Service F	
Analysis Period (min) 15		

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

Splits and Phases: 4: Erin Mills Parkway & Erin Centre Boulevard





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	206	165	105	87	144	72	160	1561	91	53	1488	219
Future Volume (vph)	206	165	105	87	144	72	160	1561	91	53	1488	219
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	3.0	9.8	9.8	9.8	9.8	9.8	3.0	6.8	6.8	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	0.97	1.00	1.00	0.96	1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1646	1860	1320	1651	1879	1440	1636	5029	1436	1682	4980	1416
Flt Permitted	0.46	1.00	1.00	0.64	1.00	1.00	0.09	1.00	1.00	0.13	1.00	1.00
Satd. Flow (perm)	806	1860	1320	1120	1879	1440	158	5029	1436	233	4980	1416
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	224	179	114	95	157	78	174	1697	99	58	1617	238
RTOR Reduction (vph)	0	0	89	0	0	59	0	0	32	0	0	109
Lane Group Flow (vph)	224	179	25	95	157	19	174	1697	67	58	1617	129
Confl. Peds. (#/hr)	10		13	13		10	9		8	8		9
Confl. Bikes (#/hr)			3			2			1			3
Heavy Vehicles (%)	2%	1%	11%	1%	0%	2%	3%	2%	1%	0%	3%	2%
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases	3	8			4		1	6			2	
Permitted Phases	8		8	4		4	6		6	2		2
Actuated Green, G (s)	35.6	35.6	35.6	19.6	19.6	19.6	107.8	107.8	107.8	86.5	86.5	86.5
Effective Green, g (s)	35.6	35.6	35.6	19.6	19.6	19.6	107.8	107.8	107.8	86.5	86.5	86.5
Actuated g/C Ratio	0.22	0.22	0.22	0.12	0.12	0.12	0.67	0.67	0.67	0.54	0.54	0.54
Clearance Time (s)	3.0	9.8	9.8	9.8	9.8	9.8	3.0	6.8	6.8	6.8	6.8	6.8
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	247	413	293	137	230	176	275	3388	967	125	2692	765
v/s Ratio Prot	c0.07	0.10			0.08		c0.07	0.34			0.32	
v/s Ratio Perm	c0.13		0.02	0.08		0.01	c0.35		0.05	0.25		0.09
v/c Ratio	0.91	0.43	0.09	0.69	0.68	0.11	0.63	0.50	0.07	0.46	0.60	0.17
Uniform Delay, d1	58.8	53.5	49.3	67.3	67.2	62.4	23.2	12.9	8.9	22.5	25.0	18.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.89	0.87	1.63	1.00	1.00	1.00
Incremental Delay, d2	33.2	0.7	0.1	14.1	8.1	0.3	4.2	0.5	0.1	11.9	1.0	0.5
Delay (s)	92.0	54.3	49.4	81.4	75.3	62.7	48.0	11.6	14.7	34.4	26.0	19.0
Level of Service	F	D	D	F	E	E	D	B	B	C	C	B
Approach Delay (s/veh)		69.6			74.1			15.0			25.4	
Approach LOS		E			E			B			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	29.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	22.6
Intersection Capacity Utilization	94.2%	ICU Level of Service	F
Analysis Period (min)	15		

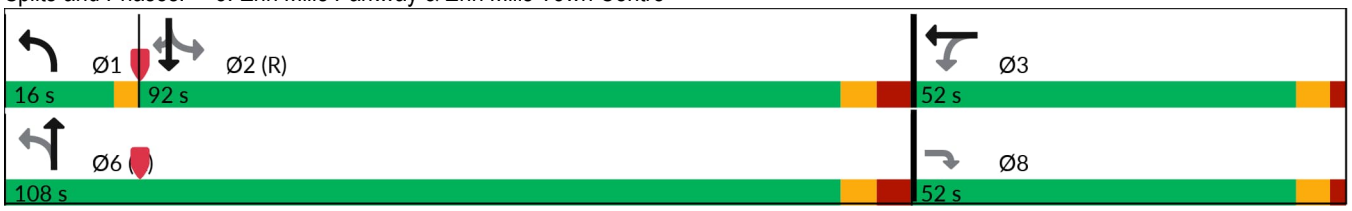
c Critical Lane Group

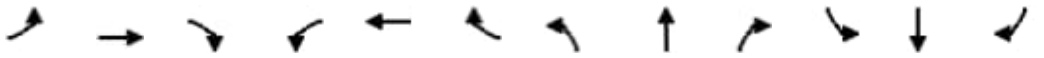
Lane Group	EBR	NBL	NBT	SBT	SBR	Ø3
Lane Configurations						
Traffic Volume (vph)	152	108	1823	1536	144	
Future Volume (vph)	152	108	1823	1536	144	
Lane Group Flow (vph)	160	114	1993	1617	152	
Turn Type	Perm	pm+pt	NA	NA	Perm	
Protected Phases		1	6	2		3
Permitted Phases	8	6			2	
Detector Phase	8	1	6	2	2	
Switch Phase						
Minimum Initial (s)	10.0	7.0	10.0	10.0	10.0	10.0
Minimum Split (s)	50.0	10.0	44.2	44.2	44.2	50.0
Total Split (s)	52.0	16.0	108.0	92.0	92.0	52.0
Total Split (%)	32.5%	10.0%	67.5%	57.5%	57.5%	33%
Yellow Time (s)	4.0	3.0	4.2	4.2	4.2	4.0
All-Red Time (s)	2.0	0.0	4.0	4.0	4.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	3.0	8.2	8.2	8.2	
Lead/Lag		Lead		Lag	Lag	
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	C-Max	None
Act Effct Green (s)	10.9	140.1	134.9	123.2	123.2	
Actuated g/C Ratio	0.07	0.88	0.84	0.77	0.77	
v/c Ratio	0.64	0.43	0.47	0.42	0.14	
Control Delay (s/veh)	21.6	14.6	1.7	1.7	0.2	
Queue Delay	0.0	0.0	0.0	0.1	0.0	
Total Delay (s/veh)	21.6	14.6	1.8	1.8	0.2	
LOS	C	B	A	A	A	
Approach Delay (s/veh)			2.5	1.6		
Approach LOS			A	A		
Queue Length 50th (m)	0.3	5.2	18.3	12.9	0.0	
Queue Length 95th (m)	23.4	m12.6	27.5	15.1	0.0	
Internal Link Dist (m)			243.2	172.5		
Turn Bay Length (m)		50.0			90.0	
Base Capacity (vph)	545	303	4214	3872	1118	
Starvation Cap Reductn	0	0	315	589	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.29	0.38	0.51	0.49	0.14	

Intersection Summary			
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 49 (31%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay (s/veh): 2.9		Intersection LOS: A	
Intersection Capacity Utilization 94.7%		ICU Level of Service F	
Analysis Period (min) 15			

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

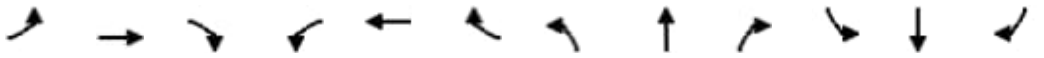
Splits and Phases: 5: Erin Mills Parkway & Erin Mills Town Centre





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	152	0	0	0	108	1823	70	0	1536	144
Future Volume (vph)	0	0	152	0	0	0	108	1823	70	0	1536	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)			6.0				3.0	8.2			8.2	8.2
Lane Util. Factor			1.00				1.00	0.91			0.91	1.00
Frpb, ped/bikes			1.00				1.00	1.00			1.00	0.97
Flpb, ped/bikes			1.00				1.00	1.00			1.00	1.00
Frt			0.87				1.00	0.99			1.00	0.85
Flt Protected			1.00				0.95	1.00			1.00	1.00
Satd. Flow (prot)			1504				1604	5000			5029	1407
Flt Permitted			1.00				0.13	1.00			1.00	1.00
Satd. Flow (perm)			1504				217	5000			5029	1407
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	160	0	0	0	114	1919	74	0	1617	152
RTOR Reduction (vph)	0	0	148	0	0	0	0	1	0	0	0	35
Lane Group Flow (vph)	0	0	12	0	0	0	114	1992	0	0	1617	117
Confl. Peds. (#/hr)	1					1	13		1	1		13
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%	5%	2%	0%	0%	2%	4%
Turn Type			Perm				pm+pt	NA			NA	Perm
Protected Phases					3		1	6			2	
Permitted Phases			8	3			6			2		2
Actuated Green, G (s)			10.9				134.9	134.9			123.2	123.2
Effective Green, g (s)			10.9				134.9	134.9			123.2	123.2
Actuated g/C Ratio			0.07				0.84	0.84			0.77	0.77
Clearance Time (s)			6.0				3.0	8.2			8.2	8.2
Vehicle Extension (s)			3.0				3.0	3.0			3.0	3.0
Lane Grp Cap (vph)			102				258	4215			3872	1083
v/s Ratio Prot							0.02	c0.40			0.32	
v/s Ratio Perm			c0.01				0.35					0.08
v/c Ratio			0.12				0.44	0.47			0.42	0.11
Uniform Delay, d1			70.0				3.1	3.3			6.2	4.6
Progression Factor			1.00				7.67	0.44			0.22	0.00
Incremental Delay, d2			0.5				0.8	0.3			0.3	0.2
Delay (s)			70.5				24.6	1.7			1.7	0.2
Level of Service			E				C	A			A	A
Approach Delay (s/veh)		70.5			0.0			2.9			1.5	
Approach LOS		E			A			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	5.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	17.2
Intersection Capacity Utilization	94.7%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

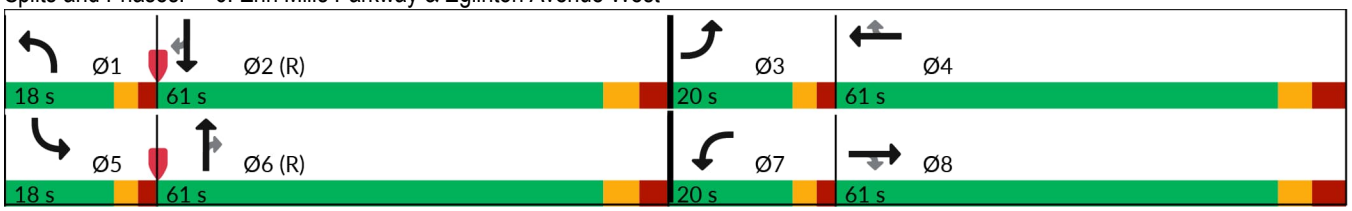


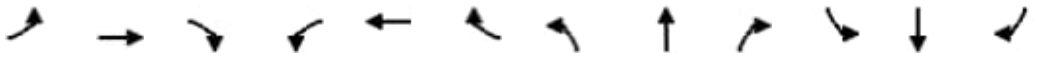
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	171	785	213	225	1011	424	281	1395	112	244	1260	179
Future Volume (vph)	171	785	213	225	1011	424	281	1395	112	244	1260	179
Lane Group Flow (vph)	174	801	217	230	1032	433	287	1423	114	249	1286	183
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4			6			2
Detector Phase	3	8	8	7	4	4	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	10.0	10.0	7.0	10.0	10.0	7.0	10.0	10.0	7.0	10.0	10.0
Minimum Split (s)	12.0	60.1	60.1	12.0	60.1	60.1	12.0	53.5	53.5	12.0	53.5	53.5
Total Split (s)	20.0	61.0	61.0	20.0	61.0	61.0	18.0	61.0	61.0	18.0	61.0	61.0
Total Split (%)	12.5%	38.1%	38.1%	12.5%	38.1%	38.1%	11.3%	38.1%	38.1%	11.3%	38.1%	38.1%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.3	4.3	3.0	4.3	4.3
All-Red Time (s)	2.0	4.1	4.1	2.0	4.1	4.1	2.0	3.2	3.2	2.0	3.2	3.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	8.1	8.1	5.0	8.1	8.1	5.0	7.5	7.5	5.0	7.5	7.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	13.2	43.7	43.7	14.5	45.1	45.1	19.4	59.8	59.8	16.3	56.8	56.8
Actuated g/C Ratio	0.08	0.27	0.27	0.09	0.28	0.28	0.12	0.37	0.37	0.10	0.36	0.36
v/c Ratio	0.65	0.58	0.42	0.80	0.72	0.78	0.73	0.76	0.20	0.76	0.71	0.29
Control Delay (s/veh)	82.4	51.2	10.9	91.5	54.5	38.4	78.2	48.0	6.7	109.6	29.9	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	82.4	51.2	10.9	91.5	54.5	38.4	78.2	48.0	6.7	109.6	29.9	3.2
LOS	F	D	B	F	D	D	E	D	A	F	C	A
Approach Delay (s/veh)		48.4			55.4			50.2			38.6	
Approach LOS		D			E			D			D	
Queue Length 50th (m)	28.0	80.9	7.9	37.5	109.0	74.5	45.2	150.1	0.0	42.7	120.5	0.0
Queue Length 95th (m)	40.7	87.8	28.1	#55.7	116.9	111.0	#82.9	173.4	14.0	#70.7	75.4	11.2
Internal Link Dist (m)		311.2			233.2			756.7			243.2	
Turn Bay Length (m)	80.0		100.0	100.0		135.0	150.0		135.0	200.0		125.0
Base Capacity (vph)	306	1679	592	297	1679	617	395	1880	581	329	1801	633
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.48	0.37	0.77	0.61	0.70	0.73	0.76	0.20	0.76	0.71	0.29

Intersection Summary		
Cycle Length: 160		
Actuated Cycle Length: 160		
Offset: 51 (32%), Referenced to phase 2:SBT and 6:NBT, Start of Green		
Natural Cycle: 140		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.80		
Intersection Signal Delay (s/veh): 48.2	Intersection LOS: D	
Intersection Capacity Utilization 109.8%	ICU Level of Service H	
Analysis Period (min) 15		

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

Splits and Phases: 6: Erin Mills Parkway & Eglinton Avenue West





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	171	785	213	225	1011	424	281	1395	112	244	1260	179
Future Volume (vph)	171	785	213	225	1011	424	281	1395	112	244	1260	179
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	5.0	8.1	8.1	5.0	8.1	8.1	5.0	7.5	7.5	5.0	7.5	7.5
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3268	5079	1420	3173	5079	1478	3268	5029	1365	3236	5079	1454
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3268	5079	1420	3173	5079	1478	3268	5029	1365	3236	5079	1454
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	174	801	217	230	1032	433	287	1423	114	249	1286	183
RTOR Reduction (vph)	0	0	134	0	0	139	0	0	71	0	0	118
Lane Group Flow (vph)	174	801	83	230	1032	294	287	1423	43	249	1286	65
Confl. Peds. (#/hr)			39	39			23					23
Confl. Bikes (#/hr)			2						1			
Heavy Vehicles (%)	0%	1%	1%	3%	1%	2%	0%	2%	9%	1%	1%	0%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4			6			2
Actuated Green, G (s)	13.2	43.8	43.8	14.5	45.1	45.1	19.4	59.8	59.8	16.3	56.7	56.7
Effective Green, g (s)	13.2	43.8	43.8	14.5	45.1	45.1	19.4	59.8	59.8	16.3	56.7	56.7
Actuated g/C Ratio	0.08	0.27	0.27	0.09	0.28	0.28	0.12	0.37	0.37	0.10	0.35	0.35
Clearance Time (s)	5.0	8.1	8.1	5.0	8.1	8.1	5.0	7.5	7.5	5.0	7.5	7.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	269	1390	388	287	1431	416	396	1879	510	329	1799	515
v/s Ratio Prot	0.05	0.16		c0.07	c0.20		c0.09	c0.28		0.08	0.25	
v/s Ratio Perm			0.06			0.20			0.03			0.04
v/c Ratio	0.65	0.58	0.21	0.80	0.72	0.71	0.72	0.76	0.08	0.76	0.71	0.13
Uniform Delay, d1	71.1	50.1	44.8	71.3	51.8	51.5	67.7	43.8	32.4	69.9	44.7	34.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.41	0.61	0.45
Incremental Delay, d2	5.3	0.6	0.3	14.8	1.8	5.4	6.5	2.9	0.3	8.9	2.3	0.5
Delay (s)	76.4	50.7	45.1	86.1	53.6	57.0	74.2	46.7	32.7	107.3	29.4	16.2
Level of Service	E	D	D	F	D	E	E	D	C	F	C	B
Approach Delay (s/veh)		53.4			58.9			50.1			39.3	
Approach LOS		D			E			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	50.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.6
Intersection Capacity Utilization	109.8%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Intersection Delay, s/veh	10.8
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	160	75	3	192	97	3
Future Vol, veh/h	160	75	3	192	97	3
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles, %	3	3	33	3	0	0
Mvmt Flow	219	103	4	263	133	4
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	10.5	11.5	9.9
HCM LOS	B	B	A

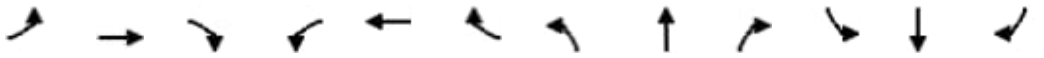
Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	97%	0%	2%
Vol Thru, %	0%	68%	98%
Vol Right, %	3%	32%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	100	235	195
LT Vol	97	0	3
Through Vol	0	160	192
RT Vol	3	75	0
Lane Flow Rate	137	322	267
Geometry Grp	1	1	1
Degree of Util (X)	0.207	0.4	0.385
Departure Headway (Hd)	5.437	4.474	5.191
Convergence, Y/N	Yes	Yes	Yes
Cap	656	802	689
Service Time	3.506	2.521	3.245
HCM Lane V/C Ratio	0.209	0.401	0.388
HCM Control Delay, s/veh	9.9	10.5	11.5
HCM Lane LOS	A	B	B
HCM 95th-tile Q	0.8	1.9	1.8

Intersection	
Intersection Delay, s/veh	15.4
Intersection LOS	C

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	62	235	292	2	3	158
Future Vol, veh/h	62	235	292	2	3	158
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	89	336	417	3	4	226
Number of Lanes	0	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	1
HCM Control Delay, s/veh	16.5	16.2	12.1
HCM LOS	C	C	B

Lane	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	21%	0%	100%	0%
Vol Thru, %	79%	99%	0%	0%
Vol Right, %	0%	1%	0%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	297	294	3	158
LT Vol	62	0	3	0
Through Vol	235	292	0	0
RT Vol	0	2	0	158
Lane Flow Rate	424	420	4	226
Geometry Grp	2	2	5	5
Degree of Util (X)	0.619	0.612	0.008	0.37
Departure Headway (Hd)	5.249	5.243	7.118	5.896
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	687	689	502	609
Service Time	3.286	3.281	4.866	3.643
HCM Lane V/C Ratio	0.617	0.61	0.008	0.371
HCM Control Delay, s/veh	16.5	16.2	9.9	12.1
HCM Lane LOS	C	C	A	B
HCM 95th-tile Q	4.3	4.2	0	1.7

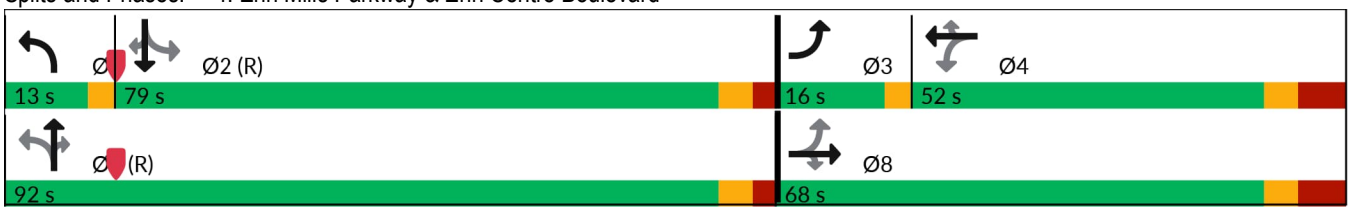


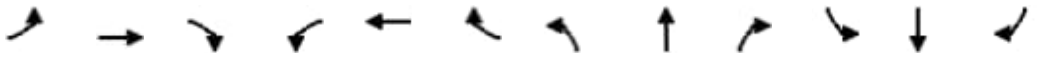
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	176	197	186	157	100	122	1245	75	43	1510	282
Future Volume (vph)	200	176	197	186	157	100	122	1245	75	43	1510	282
Lane Group Flow (vph)	238	210	235	221	187	119	145	1482	89	51	1798	336
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases	3	8			4		1	6			2	
Permitted Phases	8		8	4		4	6		6	2		2
Detector Phase	3	8	8	4	4	4	1	6	6	2	2	2
Switch Phase												
Minimum Initial (s)	7.0	10.0	10.0	10.0	10.0	10.0	7.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.0	57.8	57.8	57.8	57.8	57.8	10.0	42.8	42.8	42.8	42.8	42.8
Total Split (s)	16.0	68.0	68.0	52.0	52.0	52.0	13.0	92.0	92.0	79.0	79.0	79.0
Total Split (%)	10.0%	42.5%	42.5%	32.5%	32.5%	32.5%	8.1%	57.5%	57.5%	49.4%	49.4%	49.4%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	3.0	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	0.0	5.8	5.8	5.8	5.8	5.8	0.0	2.6	2.6	2.6	2.6	2.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	9.8	9.8	9.8	9.8	9.8	3.0	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead			Lag	Lag	Lag	Lead			Lag	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	59.1	52.3	52.3	36.3	36.3	36.3	94.9	91.1	91.1	75.4	75.4	75.4
Actuated g/C Ratio	0.37	0.33	0.33	0.23	0.23	0.23	0.59	0.57	0.57	0.47	0.47	0.47
v/c Ratio	0.61	0.35	0.42	0.89	0.44	0.31	0.82	0.53	0.10	0.43	0.77	0.39
Control Delay (s/veh)	44.5	41.6	18.3	93.4	55.5	23.9	98.7	8.7	0.5	44.2	38.4	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total Delay (s/veh)	44.5	41.6	18.3	93.4	55.5	23.9	98.7	8.8	0.5	44.2	38.4	3.8
LOS	D	D	B	F	E	C	F	A	A	D	D	A
Approach Delay (s/veh)		34.6			64.2			16.0			33.2	
Approach LOS		C			E			B			C	
Queue Length 50th (m)	54.3	49.6	22.8	67.3	50.5	13.1	33.3	29.0	0.1	11.1	178.0	0.0
Queue Length 95th (m)	69.4	64.3	39.3	90.1	67.2	26.9	#70.6	38.0	0.5	24.2	176.5	12.0
Internal Link Dist (m)		346.4			91.7			172.5			558.0	
Turn Bay Length (m)	105.0			75.0		110.0	130.0		105.0	155.0		115.0
Base Capacity (vph)	387	670	600	289	490	433	177	2807	861	118	2345	853
Starvation Cap Reductn	0	0	0	0	0	0	0	381	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.31	0.39	0.76	0.38	0.27	0.82	0.61	0.10	0.43	0.77	0.39

Intersection Summary			
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 91 (57%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green			
Natural Cycle: 125			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay (s/veh): 30.8		Intersection LOS: C	
Intersection Capacity Utilization 90.3%		ICU Level of Service E	
Analysis Period (min) 15			

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

Splits and Phases: 4: Erin Mills Parkway & Erin Centre Boulevard





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	176	197	186	157	100	122	1245	75	43	1510	282
Future Volume (vph)	200	176	197	186	157	100	122	1245	75	43	1510	282
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	3.0	9.8	9.8	9.8	9.8	9.8	3.0	6.8	6.8	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1629	1842	1414	1664	1860	1457	1652	4932	1445	1604	4980	1435
Flt Permitted	0.52	1.00	1.00	0.63	1.00	1.00	0.05	1.00	1.00	0.15	1.00	1.00
Satd. Flow (perm)	887	1842	1414	1097	1860	1457	89	4932	1445	252	4980	1435
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	238	210	235	221	187	119	145	1482	89	51	1798	336
RTOR Reduction (vph)	0	0	92	0	0	52	0	0	38	0	0	178
Lane Group Flow (vph)	238	210	143	221	187	67	145	1482	51	51	1798	158
Confl. Peds. (#/hr)	11		3	3		11	3		1	1		3
Confl. Bikes (#/hr)						1						3
Heavy Vehicles (%)	3%	2%	5%	1%	1%	1%	2%	4%	2%	5%	3%	2%
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases	3	8			4		1	6			2	
Permitted Phases	8		8	4		4	6		6	2		2
Actuated Green, G (s)	52.3	52.3	52.3	36.3	36.3	36.3	91.1	91.1	91.1	75.4	75.4	75.4
Effective Green, g (s)	52.3	52.3	52.3	36.3	36.3	36.3	91.1	91.1	91.1	75.4	75.4	75.4
Actuated g/C Ratio	0.33	0.33	0.33	0.23	0.23	0.23	0.57	0.57	0.57	0.47	0.47	0.47
Clearance Time (s)	3.0	9.8	9.8	9.8	9.8	9.8	3.0	6.8	6.8	6.8	6.8	6.8
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	350	602	462	248	421	330	174	2808	822	118	2346	676
v/s Ratio Prot	c0.06	0.11			0.10		c0.07	0.30			0.36	
v/s Ratio Perm	0.17		0.10	c0.20		0.05	c0.41		0.04	0.20		0.11
v/c Ratio	0.68	0.35	0.31	0.89	0.44	0.20	0.83	0.53	0.06	0.43	0.77	0.23
Uniform Delay, d1	44.9	40.9	40.3	59.9	53.2	50.1	45.1	21.2	15.4	28.1	35.0	25.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	2.03	0.36	0.07	1.00	1.00	1.00
Incremental Delay, d2	5.4	0.4	0.4	30.3	0.7	0.3	26.5	0.7	0.1	11.1	2.5	0.8
Delay (s)	50.3	41.3	40.7	90.2	53.9	50.4	118.1	8.4	1.2	39.2	37.5	26.0
Level of Service	D	D	D	F	D	D	F	A	A	D	D	C
Approach Delay (s/veh)		44.2			68.3			17.3			35.7	
Approach LOS		D			E			B			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	34.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	22.6
Intersection Capacity Utilization	90.3%	ICU Level of Service	E
Analysis Period (min)	15		

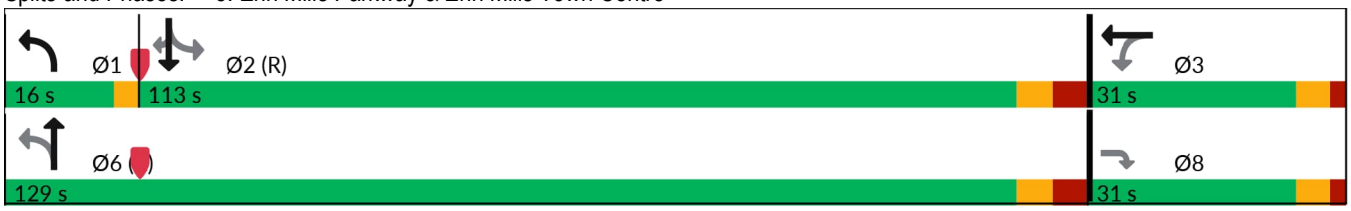
c Critical Lane Group

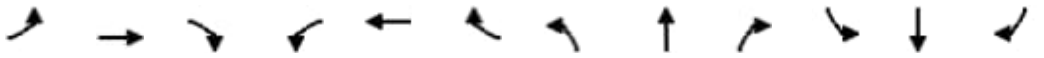
Lane Group	EBR	NBL	NBT	SBT	SBR	Ø3
Lane Configurations						
Traffic Volume (vph)	38	76	1446	1824	74	
Future Volume (vph)	38	76	1446	1824	74	
Lane Group Flow (vph)	42	84	1635	2027	82	
Turn Type	Perm	pm+pt	NA	NA	Perm	
Protected Phases		1	6	2		3
Permitted Phases	8	6			2	
Detector Phase	8	1	6	2	2	
Switch Phase						
Minimum Initial (s)	10.0	7.0	10.0	10.0	10.0	10.0
Minimum Split (s)	50.0	10.0	44.2	44.2	44.2	50.0
Total Split (s)	31.0	16.0	129.0	113.0	113.0	31.0
Total Split (%)	19.4%	10.0%	80.6%	70.6%	70.6%	19%
Yellow Time (s)	4.0	3.0	4.2	4.2	4.2	4.0
All-Red Time (s)	2.0	0.0	4.0	4.0	4.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	3.0	8.2	8.2	8.2	
Lead/Lag		Lead		Lag	Lag	
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	C-Max	None
Act Effct Green (s)	10.0	144.2	140.6	127.8	127.8	
Actuated g/C Ratio	0.06	0.90	0.88	0.80	0.80	
v/c Ratio	0.21	0.46	0.38	0.51	0.08	
Control Delay (s/veh)	2.3	29.0	0.6	1.9	0.1	
Queue Delay	0.0	0.0	0.0	0.3	0.0	
Total Delay (s/veh)	2.3	29.0	0.6	2.2	0.1	
LOS	A	C	A	A	A	
Approach Delay (s/veh)			2.0	2.1		
Approach LOS			A	A		
Queue Length 50th (m)	0.0	7.2	4.1	16.4	0.0	
Queue Length 95th (m)	0.0	m13.4	4.1	21.0	m0.0	
Internal Link Dist (m)			243.2	172.5		
Turn Bay Length (m)		50.0			90.0	
Base Capacity (vph)	310	224	4324	3939	1091	
Starvation Cap Reductn	0	0	0	1005	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.14	0.38	0.38	0.69	0.08	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 108 (68%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 115	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay (s/veh): 2.1	Intersection LOS: A
Intersection Capacity Utilization 86.0%	ICU Level of Service E
Analysis Period (min) 15	

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

Splits and Phases: 5: Erin Mills Parkway & Erin Mills Town Centre

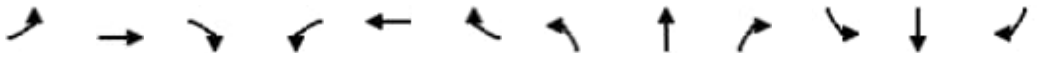




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	38	0	0	0	76	1446	25	0	1824	74
Future Volume (vph)	0	0	38	0	0	0	76	1446	25	0	1824	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)			6.0				3.0	8.2			8.2	8.2
Lane Util. Factor			1.00				1.00	0.91			0.91	1.00
Frpb, ped/bikes			0.98				1.00	1.00			1.00	0.97
Flpb, ped/bikes			1.00				1.00	1.00			1.00	1.00
Frt			0.87				1.00	1.00			1.00	0.85
Flt Protected			1.00				0.95	1.00			1.00	1.00
Satd. Flow (prot)			1258				1504	4921			4932	1346
Flt Permitted			1.00				0.08	1.00			1.00	1.00
Satd. Flow (perm)			1258				125	4921			4932	1346
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	42	0	0	0	84	1607	28	0	2027	82
RTOR Reduction (vph)	0	0	40	0	0	0	0	1	0	0	0	17
Lane Group Flow (vph)	0	0	2	0	0	0	84	1634	0	0	2027	65
Confl. Peds. (#/hr)	3		3	3		3	11		1	1		11
Confl. Bikes (#/hr)			2									
Heavy Vehicles (%)	0%	0%	19%	0%	0%	0%	12%	4%	0%	0%	4%	9%
Turn Type			Perm				pm+pt	NA			NA	Perm
Protected Phases					3		1	6			2	
Permitted Phases			8	3			6			2		2
Actuated Green, G (s)			8.0				137.8	137.8			126.6	126.6
Effective Green, g (s)			8.0				137.8	137.8			126.6	126.6
Actuated g/C Ratio			0.05				0.86	0.86			0.79	0.79
Clearance Time (s)			6.0				3.0	8.2			8.2	8.2
Vehicle Extension (s)			3.0				3.0	3.0			3.0	3.0
Lane Grp Cap (vph)			62				178	4238			3902	1065
v/s Ratio Prot							c0.02	0.33			c0.41	
v/s Ratio Perm			c0.00				0.38					0.05
v/c Ratio			0.03				0.47	0.39			0.52	0.06
Uniform Delay, d1			72.3				4.1	2.3			5.9	3.7
Progression Factor			1.00				6.22	0.17			0.26	0.00
Incremental Delay, d2			0.2				1.6	0.2			0.3	0.1
Delay (s)			72.5				27.0	0.6			1.9	0.1
Level of Service			E				C	A			A	A
Approach Delay (s/veh)		72.5			0.0			1.9			1.8	
Approach LOS		E			A			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	2.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	17.2
Intersection Capacity Utilization	86.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

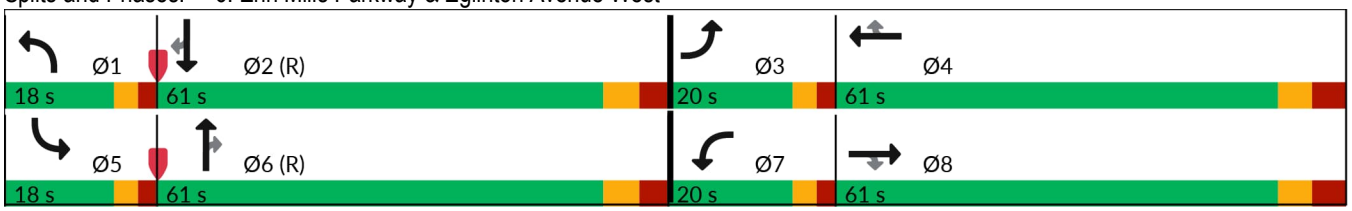


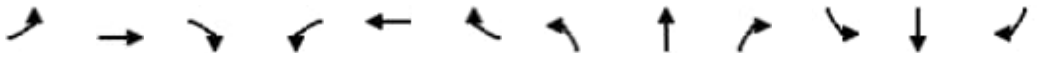
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	187	1044	264	220	644	291	141	1061	166	299	1468	87
Future Volume (vph)	187	1044	264	220	644	291	141	1061	166	299	1468	87
Lane Group Flow (vph)	197	1099	278	232	678	306	148	1117	175	315	1545	92
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4			6			2
Detector Phase	3	8	8	7	4	4	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	10.0	10.0	7.0	10.0	10.0	7.0	10.0	10.0	7.0	10.0	10.0
Minimum Split (s)	12.0	60.1	60.1	12.0	60.1	60.1	12.0	53.5	53.5	12.0	53.5	53.5
Total Split (s)	20.0	61.0	61.0	20.0	61.0	61.0	18.0	61.0	61.0	18.0	61.0	61.0
Total Split (%)	12.5%	38.1%	38.1%	12.5%	38.1%	38.1%	11.3%	38.1%	38.1%	11.3%	38.1%	38.1%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.3	4.3	3.0	4.3	4.3
All-Red Time (s)	2.0	4.1	4.1	2.0	4.1	4.1	2.0	3.2	3.2	2.0	3.2	3.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	8.1	8.1	5.0	8.1	8.1	5.0	7.5	7.5	5.0	7.5	7.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	14.0	45.7	45.7	14.6	46.3	46.3	12.2	53.5	53.5	20.6	61.8	61.8
Actuated g/C Ratio	0.09	0.29	0.29	0.09	0.29	0.29	0.08	0.33	0.33	0.13	0.39	0.39
v/c Ratio	0.73	0.77	0.54	0.83	0.47	0.56	0.63	0.68	0.29	0.80	0.81	0.16
Control Delay (s/veh)	87.4	55.8	19.1	95.3	47.5	20.5	83.7	48.3	6.0	78.0	68.6	23.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	87.4	55.8	19.1	95.3	47.5	20.5	83.7	48.3	6.0	78.0	68.6	23.1
LOS	F	E	B	F	D	C	F	D	A	E	E	C
Approach Delay (s/veh)		53.3			49.8			46.8			67.9	
Approach LOS		D			D			D			E	
Queue Length 50th (m)	31.8	117.6	24.7	37.9	65.8	29.9	23.8	112.2	0.0	52.6	156.8	8.5
Queue Length 95th (m)	45.8	126.1	50.9	#58.7	73.9	57.7	36.1	128.7	16.8	#97.4	#188.9	22.3
Internal Link Dist (m)		311.2			233.2			756.7			243.2	
Turn Bay Length (m)	80.0		100.0	100.0		135.0	150.0		135.0	200.0		125.0
Base Capacity (vph)	289	1662	572	286	1630	591	256	1649	602	396	1906	590
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.66	0.49	0.81	0.42	0.52	0.58	0.68	0.29	0.80	0.81	0.16

Intersection Summary		
Cycle Length: 160		
Actuated Cycle Length: 160		
Offset: 69 (43%), Referenced to phase 2:SBT and 6:NBT, Start of Green		
Natural Cycle: 140		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.83		
Intersection Signal Delay (s/veh): 55.7	Intersection LOS: E	
Intersection Capacity Utilization 115.8%	ICU Level of Service H	
Analysis Period (min) 15		

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

Splits and Phases: 6: Erin Mills Parkway & Eglinton Avenue West





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	187	1044	264	220	644	291	141	1061	166	299	1468	87
Future Volume (vph)	187	1044	264	220	644	291	141	1061	166	299	1468	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	5.0	8.1	8.1	5.0	8.1	8.1	5.0	7.5	7.5	5.0	7.5	7.5
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.92	1.00	1.00	0.97	1.00	1.00	0.97	1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3083	5029	1361	3054	4932	1399	3083	4932	1454	3083	4932	1363
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3083	5029	1361	3054	4932	1399	3083	4932	1454	3083	4932	1363
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	197	1099	278	232	678	306	148	1117	175	315	1545	92
RTOR Reduction (vph)	0	0	130	0	0	137	0	0	116	0	0	56
Lane Group Flow (vph)	197	1099	148	232	678	169	148	1117	59	315	1545	36
Confl. Peds. (#/hr)	15		73	73		15	29		13	13		29
Confl. Bikes (#/hr)			1						1			
Heavy Vehicles (%)	6%	2%	2%	7%	4%	5%	6%	4%	1%	6%	4%	6%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4			6			2
Actuated Green, G (s)	14.0	45.7	45.7	14.6	46.3	46.3	12.2	53.5	53.5	20.6	61.9	61.9
Effective Green, g (s)	14.0	45.7	45.7	14.6	46.3	46.3	12.2	53.5	53.5	20.6	61.9	61.9
Actuated g/C Ratio	0.09	0.29	0.29	0.09	0.29	0.29	0.08	0.33	0.33	0.13	0.39	0.39
Clearance Time (s)	5.0	8.1	8.1	5.0	8.1	8.1	5.0	7.5	7.5	5.0	7.5	7.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	269	1436	388	278	1427	404	235	1649	486	396	1908	527
v/s Ratio Prot	0.06	c0.22		c0.08	0.14		0.05	0.23		c0.10	c0.31	
v/s Ratio Perm			0.11			0.12			0.04			0.03
v/c Ratio	0.73	0.77	0.38	0.83	0.48	0.42	0.63	0.68	0.12	0.80	0.81	0.07
Uniform Delay, d1	71.2	52.2	45.8	71.5	46.8	46.0	71.7	45.8	36.9	67.7	43.8	30.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.46	4.77
Incremental Delay, d2	9.9	2.5	0.6	19.0	0.3	0.7	5.2	2.3	0.5	9.3	3.4	0.2
Delay (s)	81.0	54.7	46.4	90.5	47.1	46.7	76.9	48.1	37.4	75.0	67.3	147.4
Level of Service	F	D	D	F	D	D	E	D	D	E	E	F
Approach Delay (s/veh)		56.6			55.3			49.8			72.3	
Approach LOS		E			E			D			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	59.7	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.6
Intersection Capacity Utilization	115.8%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	172	62	3	184	58	6
Future Vol, veh/h	172	62	3	184	58	6
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	1	0	33	1	0	17
Mvmt Flow	202	73	4	216	68	7
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	9.2	10.1	8.8
HCM LOS	A	B	A

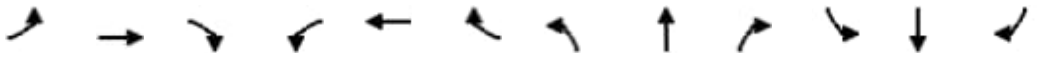
Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	91%	0%	2%
Vol Thru, %	0%	74%	98%
Vol Right, %	9%	26%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	64	234	187
LT Vol	58	0	3
Through Vol	0	172	184
RT Vol	6	62	0
Lane Flow Rate	75	275	220
Geometry Grp	1	1	1
Degree of Util (X)	0.108	0.322	0.302
Departure Headway (Hd)	5.144	4.216	4.94
Convergence, Y/N	Yes	Yes	Yes
Cap	696	853	728
Service Time	3.178	2.236	2.963
HCM Lane V/C Ratio	0.108	0.322	0.302
HCM Control Delay, s/veh	8.8	9.2	10.1
HCM Lane LOS	A	A	B
HCM 95th-tile Q	0.4	1.4	1.3

Intersection	
Intersection Delay, s/veh	14.1
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	204	233	238	6	3	115
Future Vol, veh/h	204	233	238	6	3	115
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	240	274	280	7	4	135
Number of Lanes	0	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	1
HCM Control Delay, s/veh	17	11	9.9
HCM LOS	C	B	A

Lane	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	47%	0%	100%	0%
Vol Thru, %	53%	98%	0%	0%
Vol Right, %	0%	2%	0%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	437	244	3	115
LT Vol	204	0	3	0
Through Vol	233	238	0	0
RT Vol	0	6	0	115
Lane Flow Rate	514	287	4	135
Geometry Grp	2	2	5	5
Degree of Util (X)	0.673	0.387	0.007	0.214
Departure Headway (Hd)	4.71	4.856	6.91	5.691
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	761	732	521	635
Service Time	2.782	2.94	4.61	3.391
HCM Lane V/C Ratio	0.675	0.392	0.008	0.213
HCM Control Delay, s/veh	17	11	9.7	9.9
HCM Lane LOS	C	B	A	A
HCM 95th-tile Q	5.3	1.8	0	0.8

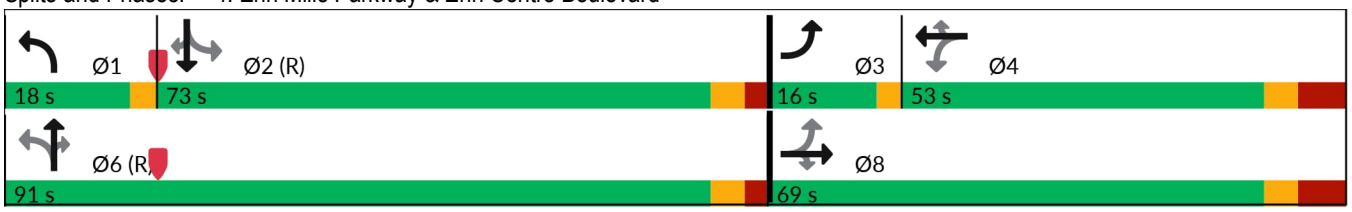


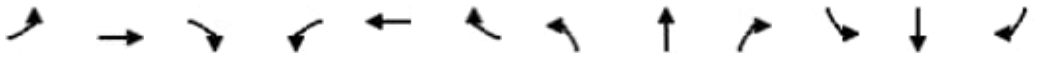
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	206	170	105	139	128	81	160	1561	203	60	1488	219
Future Volume (vph)	206	170	105	139	128	81	160	1561	203	60	1488	219
Lane Group Flow (vph)	224	185	114	151	139	88	174	1697	221	65	1617	238
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases	3	8			4		1	6			2	
Permitted Phases	8		8	4		4	6		6	2		2
Detector Phase	3	8	8	4	4	4	1	6	6	2	2	2
Switch Phase												
Minimum Initial (s)	7.0	10.0	10.0	10.0	10.0	10.0	7.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.0	57.8	57.8	57.8	57.8	57.8	10.0	42.8	42.8	42.8	42.8	42.8
Total Split (s)	16.0	69.0	69.0	53.0	53.0	53.0	18.0	91.0	91.0	73.0	73.0	73.0
Total Split (%)	10.0%	43.1%	43.1%	33.1%	33.1%	33.1%	11.3%	56.9%	56.9%	45.6%	45.6%	45.6%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	3.0	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	0.0	5.8	5.8	5.8	5.8	5.8	0.0	2.6	2.6	2.6	2.6	2.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	9.8	9.8	9.8	9.8	9.8	3.0	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead			Lag	Lag	Lag	Lead			Lag	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	50.0	43.2	43.2	27.2	27.2	27.2	104.0	100.2	100.2	79.7	79.7	79.7
Actuated g/C Ratio	0.31	0.27	0.27	0.17	0.17	0.17	0.65	0.63	0.63	0.50	0.50	0.50
v/c Ratio	0.62	0.37	0.26	0.80	0.44	0.29	0.69	0.54	0.22	0.60	0.65	0.29
Control Delay (s/veh)	51.0	48.1	7.5	91.0	62.0	19.1	57.2	17.0	4.2	59.1	33.1	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total Delay (s/veh)	51.0	48.1	7.5	91.0	62.0	19.1	57.2	17.1	4.2	59.1	33.1	4.1
LOS	D	D	A	F	E	B	E	B	A	E	C	A
Approach Delay (s/veh)		40.5			63.6			19.1			30.4	
Approach LOS		D			E			B			C	
Queue Length 50th (m)	57.0	48.1	0.0	46.8	40.2	5.7	41.7	81.7	1.5	14.7	139.8	0.0
Queue Length 95th (m)	73.9	64.1	13.9	67.7	57.1	20.2	68.6	116.1	17.0	#45.8	181.2	16.6
Internal Link Dist (m)		346.4			91.7			172.5			558.0	
Turn Bay Length (m)	105.0			75.0		110.0	130.0		105.0	155.0		115.0
Base Capacity (vph)	362	688	560	300	507	438	261	3148	990	109	2481	824
Starvation Cap Reductn	0	0	0	0	0	0	0	329	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.27	0.20	0.50	0.27	0.20	0.67	0.60	0.22	0.60	0.65	0.29

Intersection Summary		
Cycle Length: 160		
Actuated Cycle Length: 160		
Offset: 44 (28%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green		
Natural Cycle: 145		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.80		
Intersection Signal Delay (s/veh): 29.2	Intersection LOS: C	
Intersection Capacity Utilization 94.4%	ICU Level of Service F	
Analysis Period (min) 15		

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

Splits and Phases: 4: Erin Mills Parkway & Erin Centre Boulevard





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	206	170	105	139	128	81	160	1561	203	60	1488	219
Future Volume (vph)	206	170	105	139	128	81	160	1561	203	60	1488	219
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	3.0	9.8	9.8	9.8	9.8	9.8	3.0	6.8	6.8	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	0.98	1.00	1.00	0.96	1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1644	1860	1321	1651	1879	1442	1636	5029	1450	1682	4980	1416
Flt Permitted	0.57	1.00	1.00	0.64	1.00	1.00	0.08	1.00	1.00	0.12	1.00	1.00
Satd. Flow (perm)	992	1860	1321	1114	1879	1442	141	5029	1450	220	4980	1416
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	224	185	114	151	139	88	174	1697	221	65	1617	238
RTOR Reduction (vph)	0	0	83	0	0	56	0	0	83	0	0	119
Lane Group Flow (vph)	224	185	31	151	139	32	174	1697	138	65	1617	119
Confl. Peds. (#/hr)	10		13	13		10	9		8	8		9
Confl. Bikes (#/hr)			3			2			1			3
Heavy Vehicles (%)	2%	1%	11%	1%	0%	2%	3%	2%	0%	0%	3%	2%
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases	3	8			4		1	6			2	
Permitted Phases	8		8	4		4	6		6	2		2
Actuated Green, G (s)	43.2	43.2	43.2	27.2	27.2	27.2	100.2	100.2	100.2	79.8	79.8	79.8
Effective Green, g (s)	43.2	43.2	43.2	27.2	27.2	27.2	100.2	100.2	100.2	79.8	79.8	79.8
Actuated g/C Ratio	0.27	0.27	0.27	0.17	0.17	0.17	0.63	0.63	0.63	0.50	0.50	0.50
Clearance Time (s)	3.0	9.8	9.8	9.8	9.8	9.8	3.0	6.8	6.8	6.8	6.8	6.8
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	320	502	356	189	319	245	250	3149	908	109	2483	706
v/s Ratio Prot	c0.06	0.10			0.07		c0.08	0.34			0.32	
v/s Ratio Perm	0.13		0.02	c0.14		0.02	c0.36		0.10	0.30		0.08
v/c Ratio	0.70	0.37	0.09	0.80	0.44	0.13	0.70	0.54	0.15	0.60	0.65	0.17
Uniform Delay, d1	50.9	47.3	43.7	63.8	59.5	56.4	30.8	16.9	12.4	28.6	29.8	21.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.74	0.92	2.04	1.00	1.00	1.00
Incremental Delay, d2	6.7	0.5	0.1	20.5	1.0	0.2	7.3	0.6	0.3	21.8	1.3	0.5
Delay (s)	57.6	47.8	43.8	84.3	60.5	56.6	60.9	16.0	25.5	50.4	31.1	22.5
Level of Service	E	D	D	F	E	E	E	B	C	D	C	C
Approach Delay (s/veh)		51.1			69.1			20.8			30.7	
Approach LOS		D			E			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	31.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	22.6
Intersection Capacity Utilization	94.4%	ICU Level of Service	F
Analysis Period (min)	15		

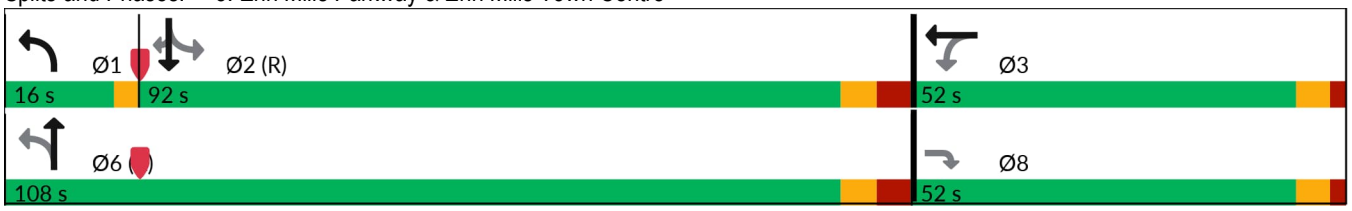
c Critical Lane Group

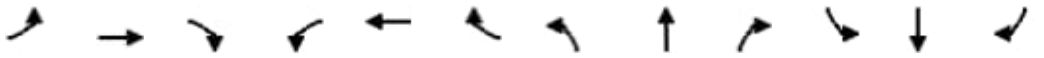
Lane Group	EBR	NBL	NBT	SBT	SBR	Ø3
Lane Configurations						
Traffic Volume (vph)	152	108	1935	1585	147	
Future Volume (vph)	152	108	1935	1585	147	
Lane Group Flow (vph)	160	114	2111	1668	155	
Turn Type	Perm	pm+pt	NA	NA	Perm	
Protected Phases		1	6	2		3
Permitted Phases	8	6			2	
Detector Phase	8	1	6	2	2	
Switch Phase						
Minimum Initial (s)	10.0	7.0	10.0	10.0	10.0	10.0
Minimum Split (s)	50.0	10.0	44.2	44.2	44.2	50.0
Total Split (s)	52.0	16.0	108.0	92.0	92.0	52.0
Total Split (%)	32.5%	10.0%	67.5%	57.5%	57.5%	33%
Yellow Time (s)	4.0	3.0	4.2	4.2	4.2	4.0
All-Red Time (s)	2.0	0.0	4.0	4.0	4.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	3.0	8.2	8.2	8.2	
Lead/Lag		Lead		Lag	Lag	
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	C-Max	None
Act Effct Green (s)	11.0	140.0	134.8	122.8	122.8	
Actuated g/C Ratio	0.07	0.88	0.84	0.77	0.77	
v/c Ratio	0.64	0.45	0.50	0.43	0.14	
Control Delay (s/veh)	22.0	16.7	1.9	2.1	0.2	
Queue Delay	0.0	0.0	0.0	0.1	0.0	
Total Delay (s/veh)	22.0	16.7	1.9	2.2	0.2	
LOS	C	B	A	A	A	
Approach Delay (s/veh)			2.7	2.0		
Approach LOS			A	A		
Queue Length 50th (m)	0.6	6.2	18.2	18.8	0.0	
Queue Length 95th (m)	23.7	m13.3	27.5	21.4	0.0	
Internal Link Dist (m)			243.2	172.5		
Turn Bay Length (m)		50.0			90.0	
Base Capacity (vph)	544	291	4217	3858	1115	
Starvation Cap Reductn	0	0	314	593	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.29	0.39	0.54	0.51	0.14	

Intersection Summary			
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 49 (31%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay (s/veh): 3.1		Intersection LOS: A	
Intersection Capacity Utilization 97.5%		ICU Level of Service F	
Analysis Period (min) 15			

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

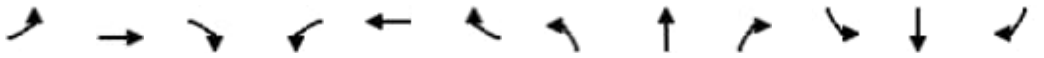
Splits and Phases: 5: Erin Mills Parkway & Erin Mills Town Centre





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	152	0	0	0	108	1935	70	0	1585	147
Future Volume (vph)	0	0	152	0	0	0	108	1935	70	0	1585	147
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)			6.0				3.0	8.2			8.2	8.2
Lane Util. Factor			1.00				1.00	0.91			0.91	1.00
Frpb, ped/bikes			1.00				1.00	1.00			1.00	0.97
Flpb, ped/bikes			1.00				1.00	1.00			1.00	1.00
Frt			0.87				1.00	0.99			1.00	0.85
Flt Protected			1.00				0.95	1.00			1.00	1.00
Satd. Flow (prot)			1504				1604	5002			5029	1407
Flt Permitted			1.00				0.12	1.00			1.00	1.00
Satd. Flow (perm)			1504				203	5002			5029	1407
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	160	0	0	0	114	2037	74	0	1668	155
RTOR Reduction (vph)	0	0	147	0	0	0	0	1	0	0	0	36
Lane Group Flow (vph)	0	0	13	0	0	0	114	2110	0	0	1668	119
Confl. Peds. (#/hr)	1					1	13		1	1		13
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%	5%	2%	0%	0%	2%	4%
Turn Type			Perm				pm+pt	NA			NA	Perm
Protected Phases					3		1	6			2	
Permitted Phases			8	3			6			2		2
Actuated Green, G (s)			11.0				134.8	134.8			122.7	122.7
Effective Green, g (s)			11.0				134.8	134.8			122.7	122.7
Actuated g/C Ratio			0.07				0.84	0.84			0.77	0.77
Clearance Time (s)			6.0				3.0	8.2			8.2	8.2
Vehicle Extension (s)			3.0				3.0	3.0			3.0	3.0
Lane Grp Cap (vph)			103				250	4214			3856	1078
v/s Ratio Prot							0.03	c0.42			0.33	
v/s Ratio Perm			c0.01				0.36					0.08
v/c Ratio			0.12				0.46	0.50			0.43	0.11
Uniform Delay, d1			70.0				3.4	3.4			6.5	4.8
Progression Factor			1.00				9.04	0.45			0.27	0.00
Incremental Delay, d2			0.5				0.9	0.3			0.3	0.2
Delay (s)			70.5				31.2	1.8			2.0	0.2
Level of Service			E				C	A			A	A
Approach Delay (s/veh)		70.5			0.0			3.3			1.9	
Approach LOS		E			A			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	5.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	17.2
Intersection Capacity Utilization	97.5%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

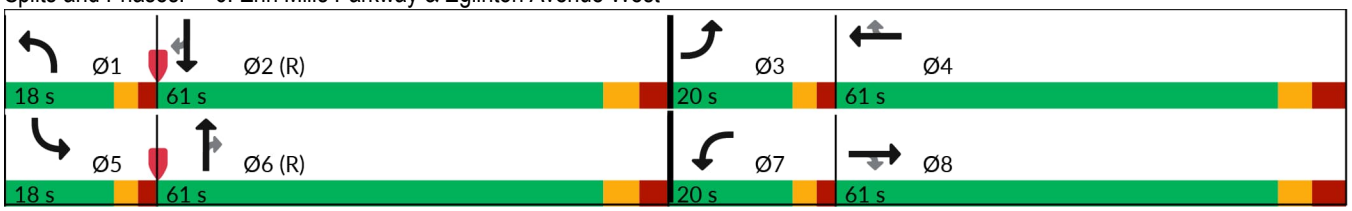


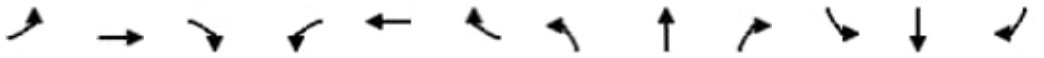
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	785	213	225	1011	421	281	1511	112	242	1314	177
Future Volume (vph)	170	785	213	225	1011	421	281	1511	112	242	1314	177
Lane Group Flow (vph)	173	801	217	230	1032	430	287	1542	114	247	1341	181
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4			6			2
Detector Phase	3	8	8	7	4	4	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	10.0	10.0	7.0	10.0	10.0	7.0	10.0	10.0	7.0	10.0	10.0
Minimum Split (s)	12.0	60.1	60.1	12.0	60.1	60.1	12.0	53.5	53.5	12.0	53.5	53.5
Total Split (s)	20.0	61.0	61.0	20.0	61.0	61.0	18.0	61.0	61.0	18.0	61.0	61.0
Total Split (%)	12.5%	38.1%	38.1%	12.5%	38.1%	38.1%	11.3%	38.1%	38.1%	11.3%	38.1%	38.1%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.3	4.3	3.0	4.3	4.3
All-Red Time (s)	2.0	4.1	4.1	2.0	4.1	4.1	2.0	3.2	3.2	2.0	3.2	3.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	8.1	8.1	5.0	8.1	8.1	5.0	7.5	7.5	5.0	7.5	7.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	13.2	43.7	43.7	14.5	45.0	45.0	19.4	60.0	60.0	16.2	56.8	56.8
Actuated g/C Ratio	0.08	0.27	0.27	0.09	0.28	0.28	0.12	0.38	0.38	0.10	0.36	0.36
v/c Ratio	0.64	0.58	0.42	0.80	0.72	0.78	0.72	0.82	0.20	0.76	0.74	0.29
Control Delay (s/veh)	82.2	51.3	10.9	91.5	54.6	38.2	78.1	50.4	6.7	103.2	31.7	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	82.2	51.3	10.9	91.5	54.6	38.2	78.1	50.4	6.7	103.2	31.7	5.0
LOS	F	D	B	F	D	D	E	D	A	F	C	A
Approach Delay (s/veh)		48.4			55.4			51.9			38.9	
Approach LOS		D			E			D			D	
Queue Length 50th (m)	27.8	80.9	7.9	37.5	109.0	73.8	45.2	167.9	0.0	42.4	76.9	0.0
Queue Length 95th (m)	40.6	87.8	28.1	#55.7	116.9	110.1	#82.9	193.2	14.0	#70.2	91.5	16.5
Internal Link Dist (m)		311.2			233.2			756.7			243.2	
Turn Bay Length (m)	80.0		100.0	100.0		135.0	150.0		135.0	200.0		125.0
Base Capacity (vph)	306	1679	592	297	1679	617	396	1885	583	327	1802	632
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.48	0.37	0.77	0.61	0.70	0.72	0.82	0.20	0.76	0.74	0.29

Intersection Summary		
Cycle Length: 160		
Actuated Cycle Length: 160		
Offset: 51 (32%), Referenced to phase 2:SBT and 6:NBT, Start of Green		
Natural Cycle: 140		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.82		
Intersection Signal Delay (s/veh): 48.7	Intersection LOS: D	
Intersection Capacity Utilization 109.8%	ICU Level of Service H	
Analysis Period (min) 15		

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

Splits and Phases: 6: Erin Mills Parkway & Eglinton Avenue West





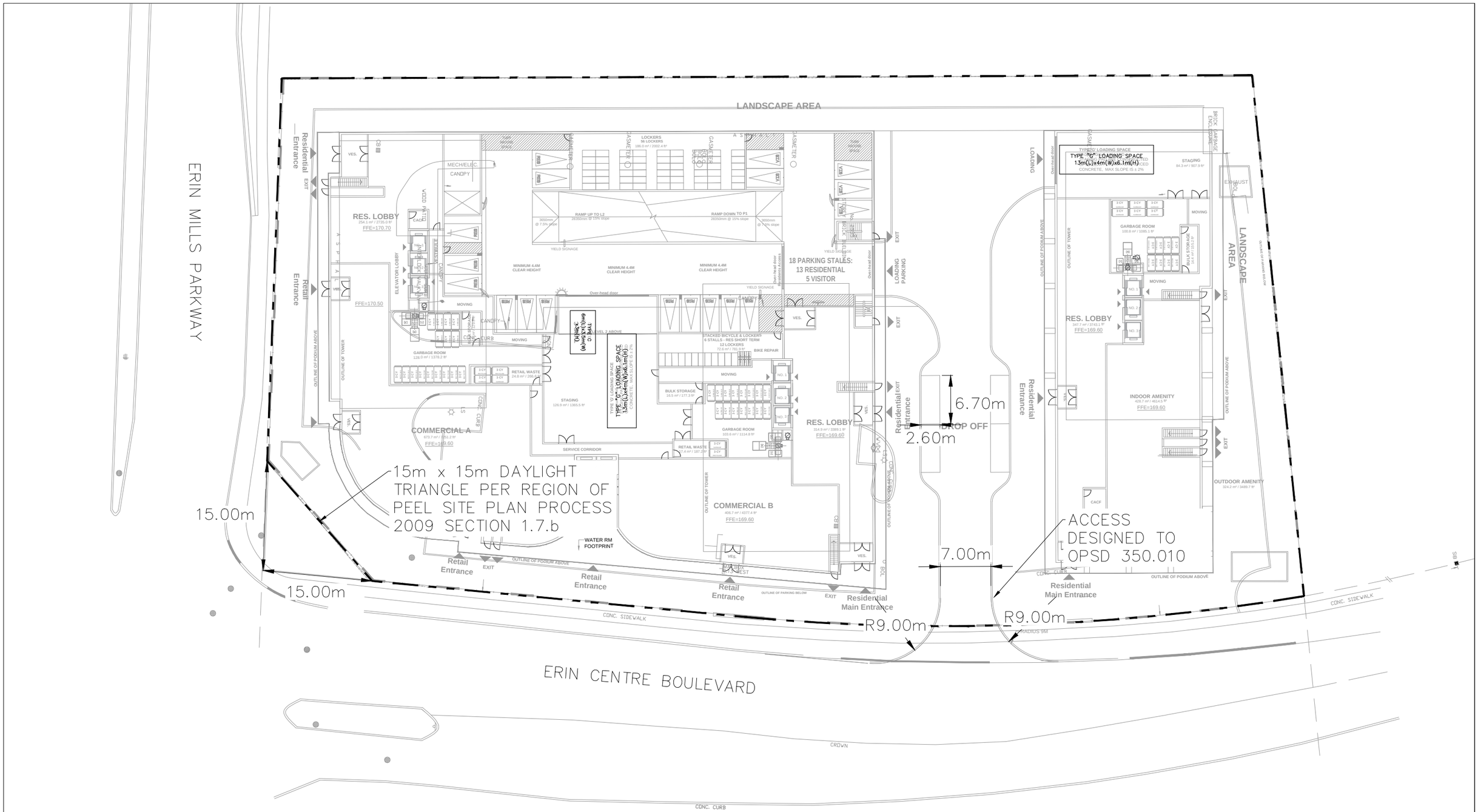
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	785	213	225	1011	421	281	1511	112	242	1314	177
Future Volume (vph)	170	785	213	225	1011	421	281	1511	112	242	1314	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	5.0	8.1	8.1	5.0	8.1	8.1	5.0	7.5	7.5	5.0	7.5	7.5
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3268	5079	1420	3173	5079	1478	3268	5029	1365	3236	5079	1454
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3268	5079	1420	3173	5079	1478	3268	5029	1365	3236	5079	1454
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	173	801	217	230	1032	430	287	1542	114	247	1341	181
RTOR Reduction (vph)	0	0	134	0	0	138	0	0	71	0	0	117
Lane Group Flow (vph)	173	801	83	230	1032	292	287	1542	43	247	1341	64
Confl. Peds. (#/hr)			39	39			23					23
Confl. Bikes (#/hr)			2						1			
Heavy Vehicles (%)	0%	1%	1%	3%	1%	2%	0%	2%	9%	1%	1%	0%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4			6			2
Actuated Green, G (s)	13.2	43.7	43.7	14.5	45.0	45.0	19.4	60.0	60.0	16.2	56.8	56.8
Effective Green, g (s)	13.2	43.7	43.7	14.5	45.0	45.0	19.4	60.0	60.0	16.2	56.8	56.8
Actuated g/C Ratio	0.08	0.27	0.27	0.09	0.28	0.28	0.12	0.38	0.38	0.10	0.36	0.36
Clearance Time (s)	5.0	8.1	8.1	5.0	8.1	8.1	5.0	7.5	7.5	5.0	7.5	7.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	269	1387	387	287	1428	415	396	1885	511	327	1803	516
v/s Ratio Prot	0.05	0.16		c0.07	c0.20		c0.09	c0.31		0.08	0.26	
v/s Ratio Perm			0.06			0.20			0.03			0.04
v/c Ratio	0.64	0.58	0.22	0.80	0.72	0.70	0.72	0.82	0.08	0.76	0.74	0.12
Uniform Delay, d1	71.1	50.2	44.9	71.3	51.9	51.5	67.7	45.1	32.3	70.0	45.2	34.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.31	0.63	0.82
Incremental Delay, d2	5.2	0.6	0.3	14.8	1.8	5.3	6.5	4.1	0.3	8.9	2.6	0.5
Delay (s)	76.3	50.8	45.2	86.1	53.7	56.9	74.2	49.2	32.6	100.4	31.1	29.0
Level of Service	E	D	D	F	D	E	E	D	C	F	C	C
Approach Delay (s/veh)		53.5			58.9			51.9			40.6	
Approach LOS		D			E			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	50.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.6
Intersection Capacity Utilization	109.8%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

APPENDIX F

Function Design Review



DRAWN BY: C.N. PLOT DATE: December 16, 2024

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Project No. 25054

Date Dec. 16, 2024

2555 ERIN CENTRE BLVD
MISSISSAUGA ONTARIO

5 0 5 10 15m
1:500

ACCESS REVIEW

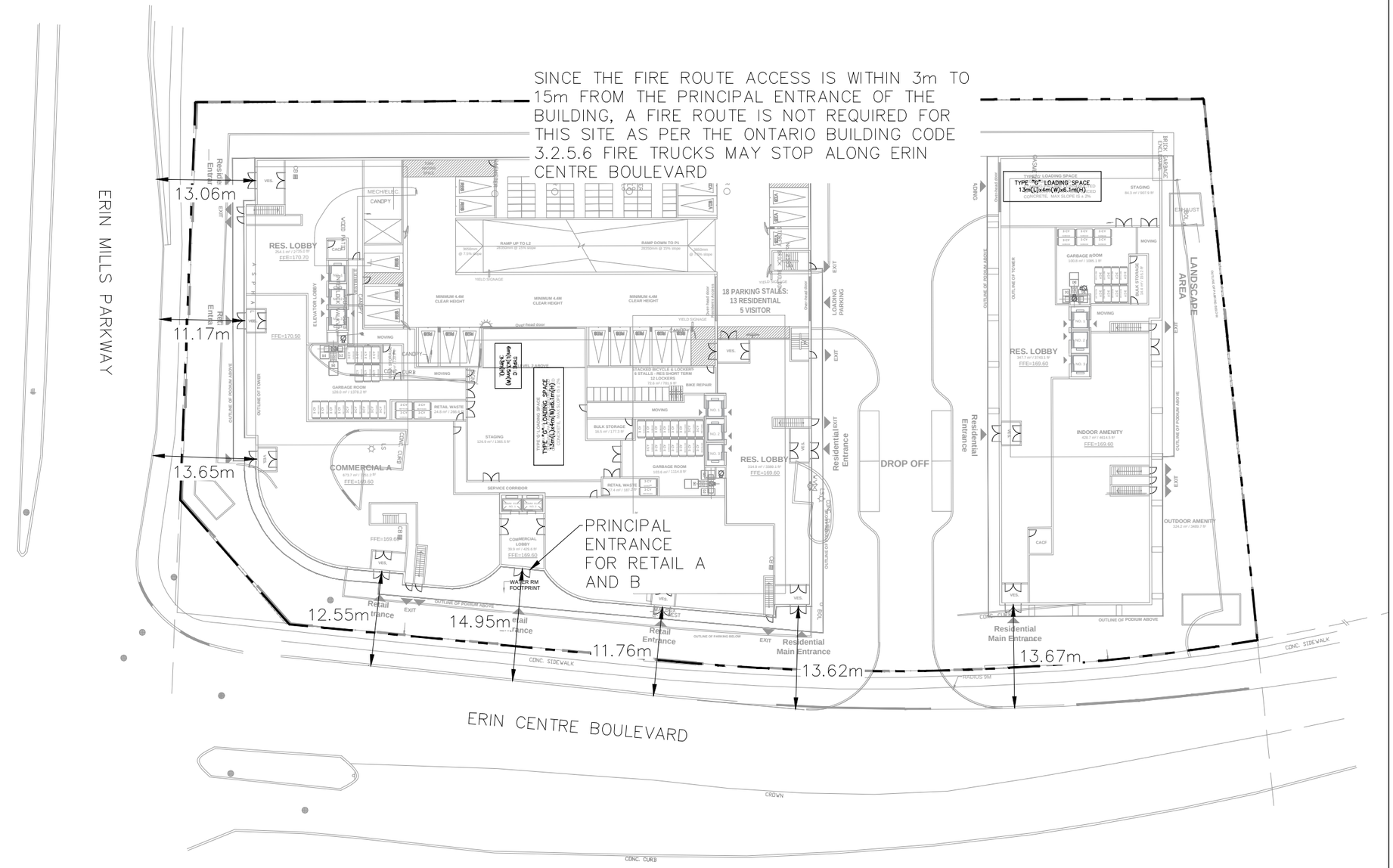
Drawing No. 000

NOTES:

AS PER THE ONTARIO BUILDING CODE 3.2.5

1. 5.5 LOCATION OF ACCESS ROUTES – ACCESS ROUTES SHALL BE LOCATED SO THAT THE PRINCIPAL ENTRANCE AND EVERY ACCESS OPENING ARE LOCATED NOT LESS THAN 3m AND NOT MORE THAN 15m FROM THE CLOSEST PORTION OF THE ACCESS ROUTE
2. 6.1 ACCESS ROUTE DESIGN – A PORTION OF A ROADWAY PROVIDED AS A REQUIRED ACCESS ROUTE FOR FIRE DEPARTMENT USE SHALL:
   - 2.1. 6.1.a HAVE A CLEAR WIDTH NOT LESS THAN 6m
   - 2.2. 6.1.b HAVE A CENTRELINE RADIUS NOT LESS THAN 12m
   - 2.3. 6.1.c HAVE AN OH CLEARANCE OF NOT LESS THAN 5m
   - 2.4. 6.1.f HAVE TURNAROUND FACILITIES FOR ANY DEAD–END PORTION OF THE ACCESS ROUTE MORE THAN 90m LONG
   - 2.5. 6.1.g BE CONNECTED WITH A PUBLIC THOROUGHFARE

SINCE THE FIRE ROUTE ACCESS IS WITHIN 3m TO 15m FROM THE PRINCIPAL ENTRANCE OF THE BUILDING, A FIRE ROUTE IS NOT REQUIRED FOR THIS SITE AS PER THE ONTARIO BUILDING CODE 3.2.5.6 FIRE TRUCKS MAY STOP ALONG ERIN CENTRE BOULEVARD



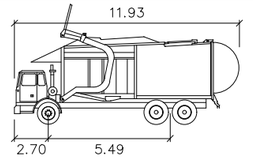
LEA Consulting Ltd. Consulting Engineers and Planners www.LEA.ca		Project No. 25054 Date Dec. 16, 2024		2555 ERIN CENTRE BLVD MISSISSAUGA ONTARIO 6 0 6 12 18m 1:600	FIRE ROUTE REVIEW Drawing No. 001

DRAWN BY: C.N. PLOT DATE: December 16, 2024

NOTES:

AS PER REGION OF PEEL WASTE COLLECTION DESIGN STANDARDS MANUAL (2020):

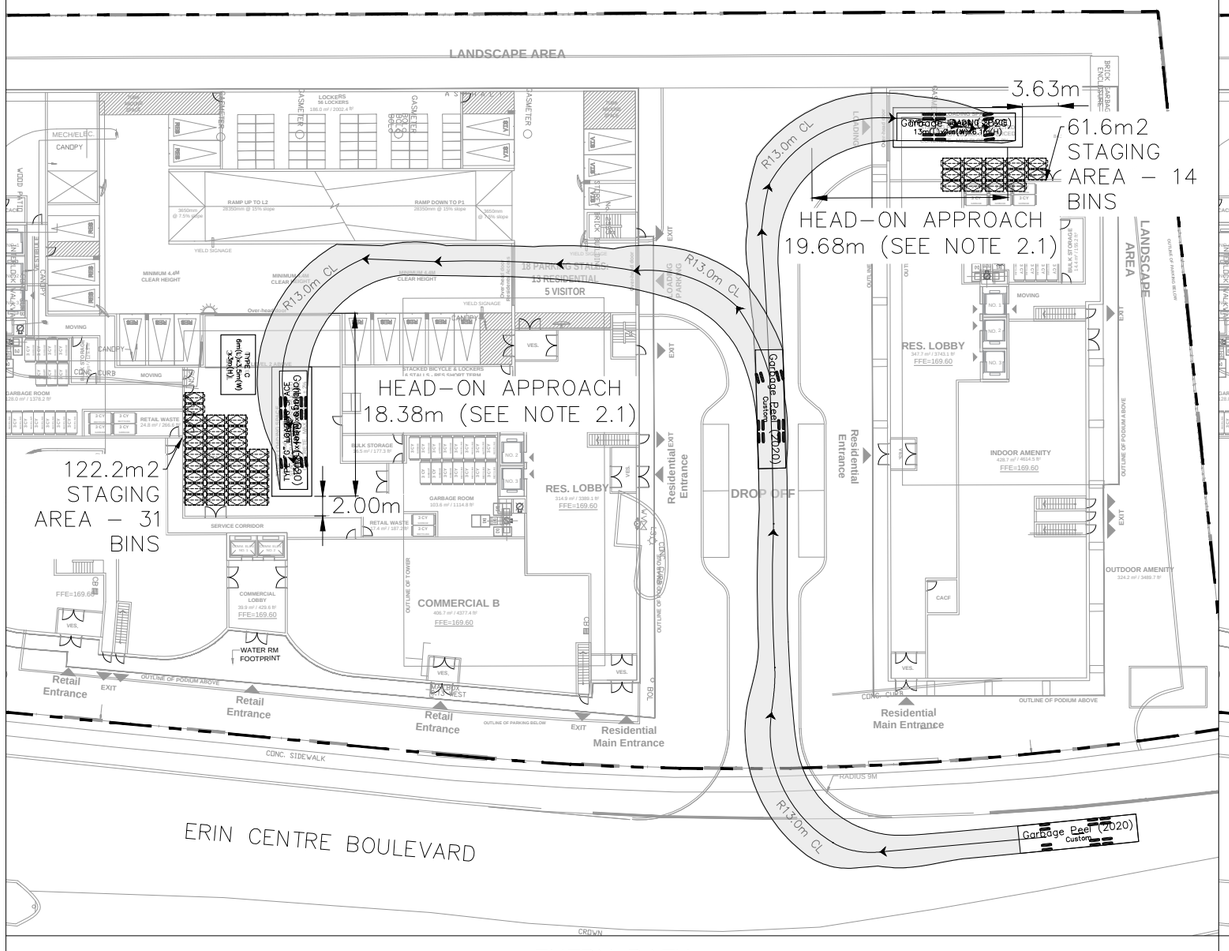
1. ACCESS ROAD – MIN. 6m ROADWAY WIDTH AND MIN. 4.4m CLEAR HEIGHT ALONG ACCESS ROAD
2. INDOOR WASTE COLLECTION SHOULD HAVE:
   - 2.1. MIN. 18m HEAD–ON APPROACH
   - 2.2. MIN. 6m WIDE CONCRETE PAD & MIN. 7.5m OVERHEAD CLEARANCE
   - 2.3. MIN. 10m² BULKY SET OUT AREA
3. ASSUME 3yd³ BINS USED (REFER TO APPENDIX 7 – WASTE BIN CALCULATIONS): EACH 3yd³ BIN REQUIRES A STAGING AREA OF 3m X 3m AND A STORAGE AREA OF 2.01m X 2.03m. RECYCLING GOVERNS THE STAGING AREA REQUIREMENT
   - 3.1. BLOCK A: FOR 704 UNITS, 14 GARBAGE (COMPACTED), 17 RECYCLING 3yd³ BINS ARE REQUIRED
     - 3.1.1. (STAGING AREA = 70.4m² + 10m² BULKY ITEMS)
   - 3.2. BLOCK B: FOR 340 UNITS, 6 GARBAGE (COMPACTED) & 8 RECYCLING 3yd³ BINS ARE REQUIRED
     - 3.2.1. (STAGING AREA = 31.8m² + 10m² BULKY ITEMS)
4. AS PER THE CITY OF MISSISSAUGA ZONING BY–LAW PART 3: REQUIRED LOADING SPACES SHALL HAVE AN UNOBSTRUCTED RECTANGULAR AREA WITH A MINIMUM WIDTH OF 3.5m AND A MINIMUM LENGTH OF 9.0m
5. A TRAINED ON–SITE STAFF MEMBER WILL BE AVAILABLE TO MANEUVER THE GARBAGE BINS FOR THE COLLECTION DRIVER AND ACT AS A FLAGMAN WHEN THE TRUCK IS REVERSING. IN THE EVENT THE ON–SITE STAFF MEMBER IS UNAVAILABLE AT THE TIME THE CITY COLLECTION VEHICLE ARRIVES AT THE SITE, THE COLLECTION VEHICLE WILL LEAVE THE SITE AND NOT RETURN UNTIL THE NEXT SCHEDULED COLLECTION DAY.
6. FLASHING BEACON TO BE ACTIVATED WHEN TRUCKS ENTER AND EXIT THE SITE. THE SYSTEM TO REMAIN ACTIVATED DURING THE DELIVERY AND UNTIL THE TRUCK EXITS THE SITE. WARNING SIGN TO BE MOUNTED BELOW THE FLASHING BEACON.



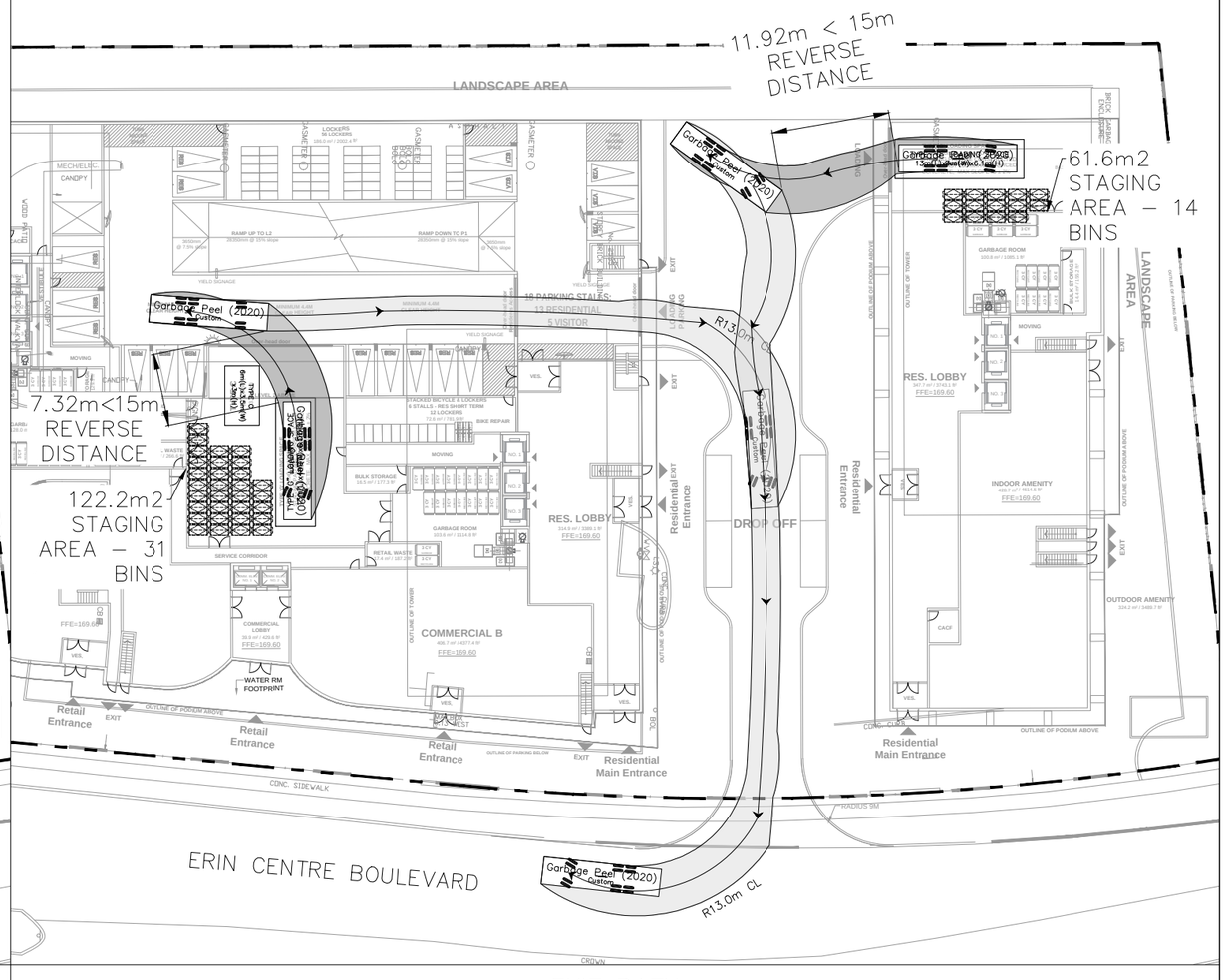
Garbage Peel (2020)

Width	: 2.77
Track	: 2.77
Lock to Lock Time	: 6.0
Steering Angle	: 25.0

FORWARD IN
REVERSE OUT



ENTRY PATH



EXIT PATH

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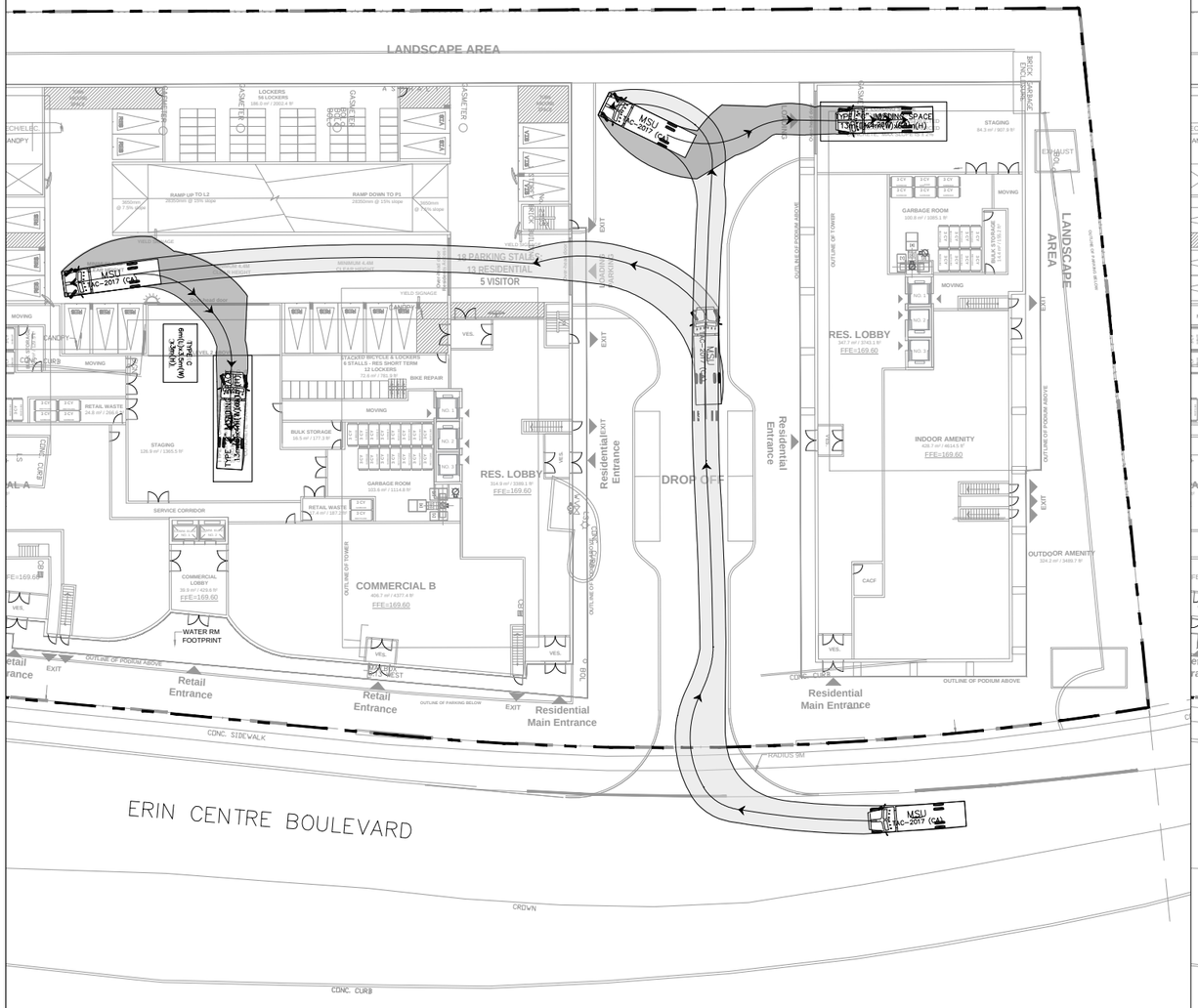
2555 ERIN CENTRE BLVD
MISSISSAUGA ONTARIO

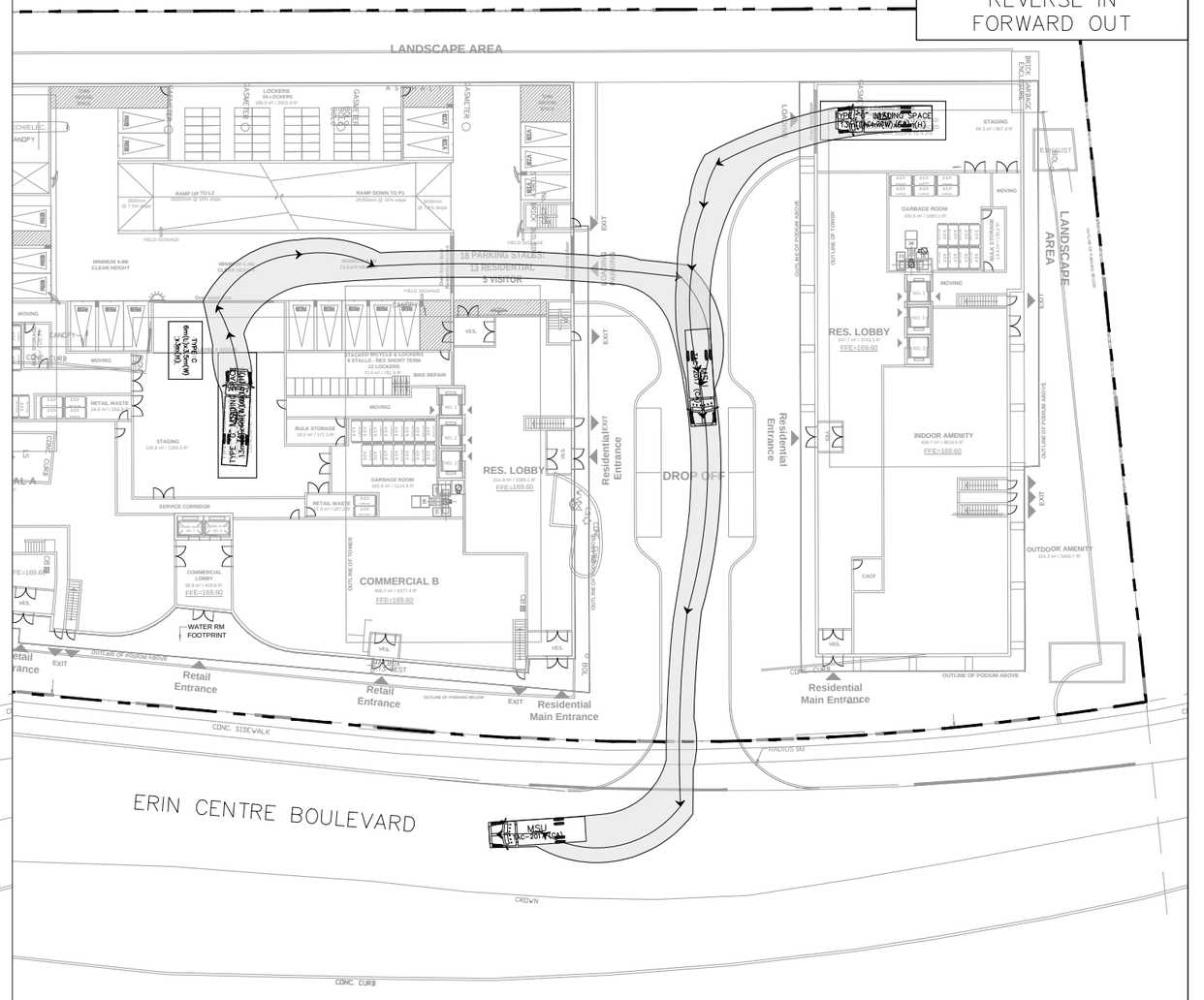
6 0 6 12 18m
1:600

TYPE 'G' LOADING REVIEW PEEL REGION GARBAGE TRUCK ENTRY & EXIT PATHS

Drawing No. 002



ENTRY PATH



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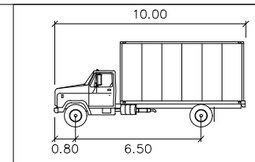

MSU

meters

Width	: 2.60
Track	: 2.60
Lock to Lock Time	: 6.0
Steering Angle	: 40.2

REVERSE IN FORWARD OUT

DRAWN BY: C.N. PLOT DATE: December 16, 2024

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Project No. 25054

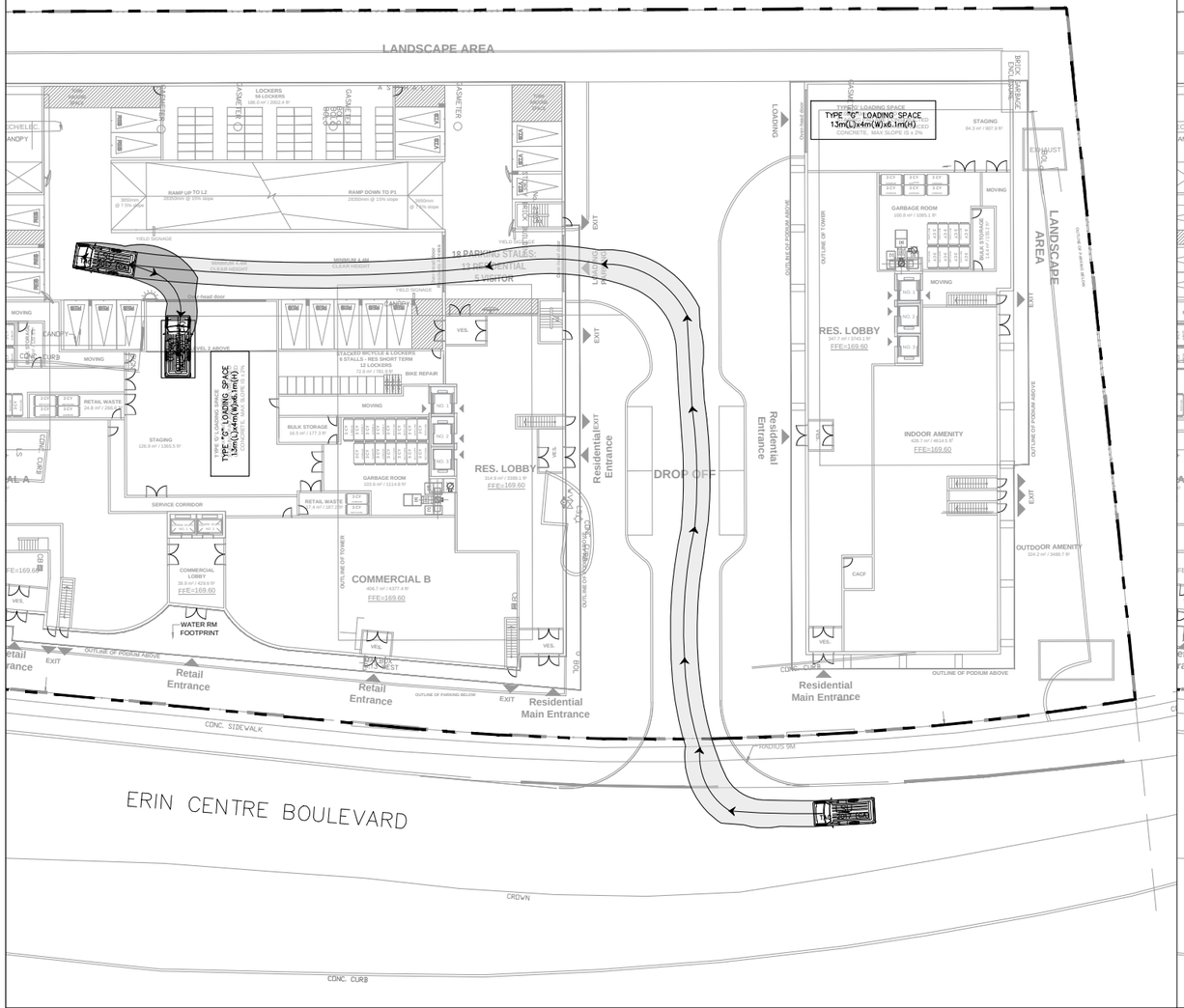
Date Dec. 16, 2024

2555 ERIN CENTRE BLVD
MISSISSAUGA ONTARIO

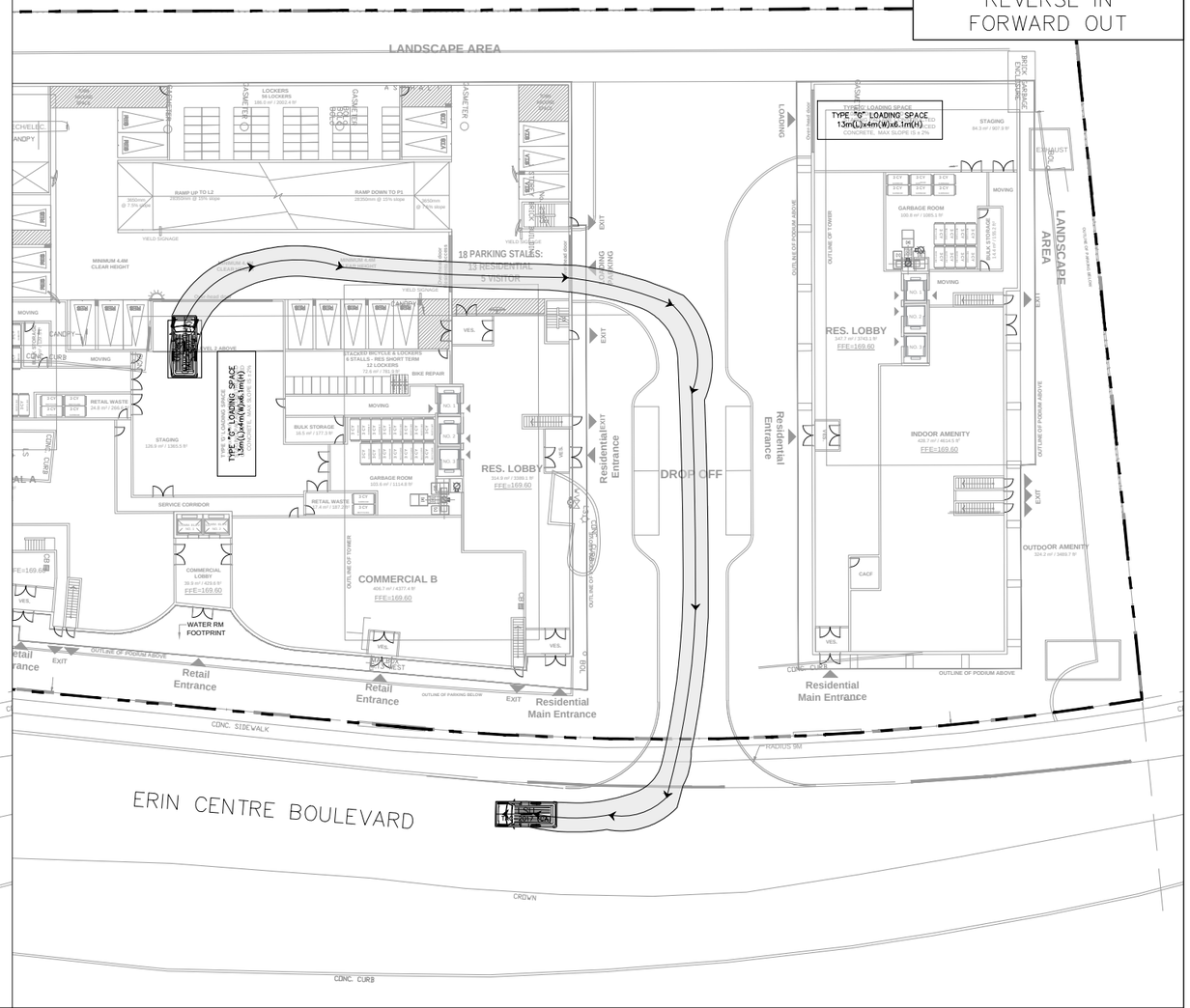
6 0 6 12 18m
1:600

TYPE 'G' LOADING REVIEW
MOVING/DELIVERY VEHICLE (MSU)
ENTRY & EXIT PATHS

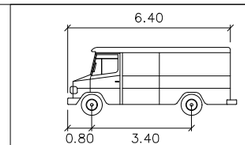
Drawing No. 003



ENTRY PATH



EXIT PATH



LSU

	meters
Width	: 2.60
Track	: 2.60
Lock to Lock Time	: 6.0
Steering Angle	: 40.3

REVERSE IN
FORWARD OUT

DRAWN BY: C.N. PLOT DATE: December 16, 2024

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Project No.
25054

Date
Dec. 16, 2024

2555 ERIN CENTRE BLVD
MISSISSAUGA ONTARIO

6 0 6 12 18m
1:600

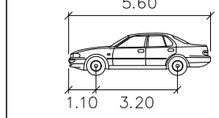
TYPE 'C' LOADING REVIEW
LSU
ENTRY & EXIT PATHS

Drawing No.
004

NOTES:

AS PER THE CITY OF MISSISSAUGA ZONING BY–LAW PART 3:

1. 3.1.14 PARKING SPACE DIMENSIONS
   - 1.1. PARKING SPACES WITH A PARKING ANGLE EXCEEDING 15 DEGREE, EXCEPT THOSE DESIGNATED FOR PERSONS WITH DISABILITIES, SHALL HAVE AN UNOBSTRUCTED RECTANGULAR AREA WITH A MIN WIDTH OF 2.6m AND A MIN LENGTH OF 5.2m, EXCLUSIVE OF ANY AISLE OR DRIVEWAY
   - 1.2. THE MIN WIDTH OF A PARKING SPACE, OTHER THAN AN ACCESSIBLE PARKING SPACE OR PARALLEL PARKING SPACE, SHALL BE INCREASED TO 2.75m WHERE THE LENGTH OF ONE SIDE OF THE PARKING SPACE ABUTS A BUILDING, STRUCTURE OR PART THEREOF AND 2.9m WHERE THE OBSTRUCTION IS FROM BOTH SIDES OF THE PARKING SPACE, EXCEPT FOR A BUILDING, STRUCTURE OR PART THEREOF, THAT EXTENDS 1.0m OR LESS INTO THE FRONT AND/OR REAR OF THE PARKING SPACE
   - 1.3. ACCESSIBLE PARKING SPACES ARE TO BE PROVIDED IN TWO SIZES AND MAINTAIN A 1.5m WIDE ACCESS AISLE ABUTTING THE ENTIRE LENGTH OF EACH PARKING SPACE (0190–2014):
     - 1.3.1. TYPE A SHALL HAVE AN UNOBSTRUCTED RECTANGULAR AREA WITH A MIN WIDTH OF 3.4m AND A MIN LENGTH OF 5.2m
     - 1.3.2. TYPE B SHALL HAVE AN UNOBSTRUCTED RECTANGULAR AREA WITH A MIN WIDTH OF 2.4m AND A MIN LENGTH OF 5.2m
2. 3.1.1.5 AISLES: THE MIN DRIVE AISLE WIDTH SHALL BE 7.0m



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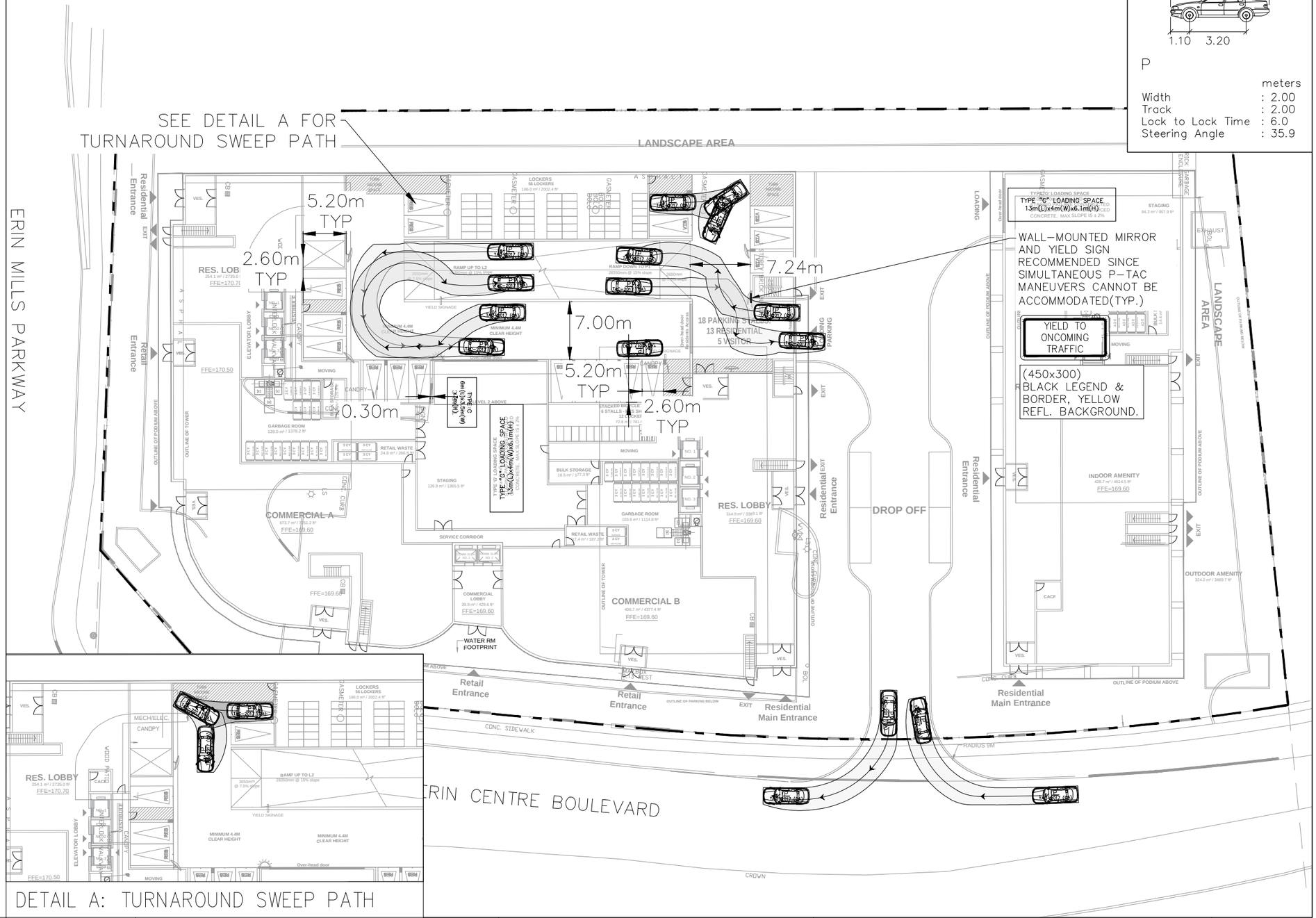

DETAIL A: TURNAROUND SWEEP PATH

DRAWN BY: C.N. PLOT DATE: December 16, 2024

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Project No. 25054

Date Dec. 16, 2024

2555 ERIN CENTRE BLVD
MISSISSAUGA ONTARIO

5 0 5 10 15m
1:500

GF PARKING REVIEW
PASSENGER VEHICLE (P–TAC)

Drawing No. 005

NOTES:

AS PER THE CITY OF MISSISSAUGA ZONING BY-LAW PART 3:

1. 3.1.14 PARKING SPACE DIMENSIONS
   - 1.1. PARKING SPACES WITH A PARKING ANGLE EXCEEDING 15 DEGREE, EXCEPT THOSE DESIGNATED FOR PERSONS WITH DISABILITIES, SHALL HAVE AN UNOBSTRUCTED RECTANGULAR AREA WITH A MIN WIDTH OF 2.6m AND A MIN LENGTH OF 5.2m, EXCLUSIVE OF ANY AISLE OR DRIVEWAY
   - 1.2. THE MIN WIDTH OF A PARKING SPACE, OTHER THAN AN ACCESSIBLE PARKING SPACE OR PARALLEL PARKING SPACE, SHALL BE INCREASED TO 2.75m WHERE THE LENGTH OF ONE SIDE OF THE PARKING SPACE ABUTS A BUILDING, STRUCTURE OR PART THEREOF AND 2.9m WHERE THE OBSTRUCTION IS FROM BOTH SIDES OF THE PARKING SPACE, EXCEPT FOR A BUILDING, STRUCTURE OR PART THEREOF, THAT EXTENDS 1.0m OR LESS INTO THE FRONT AND/OR REAR OF THE PARKING SPACE
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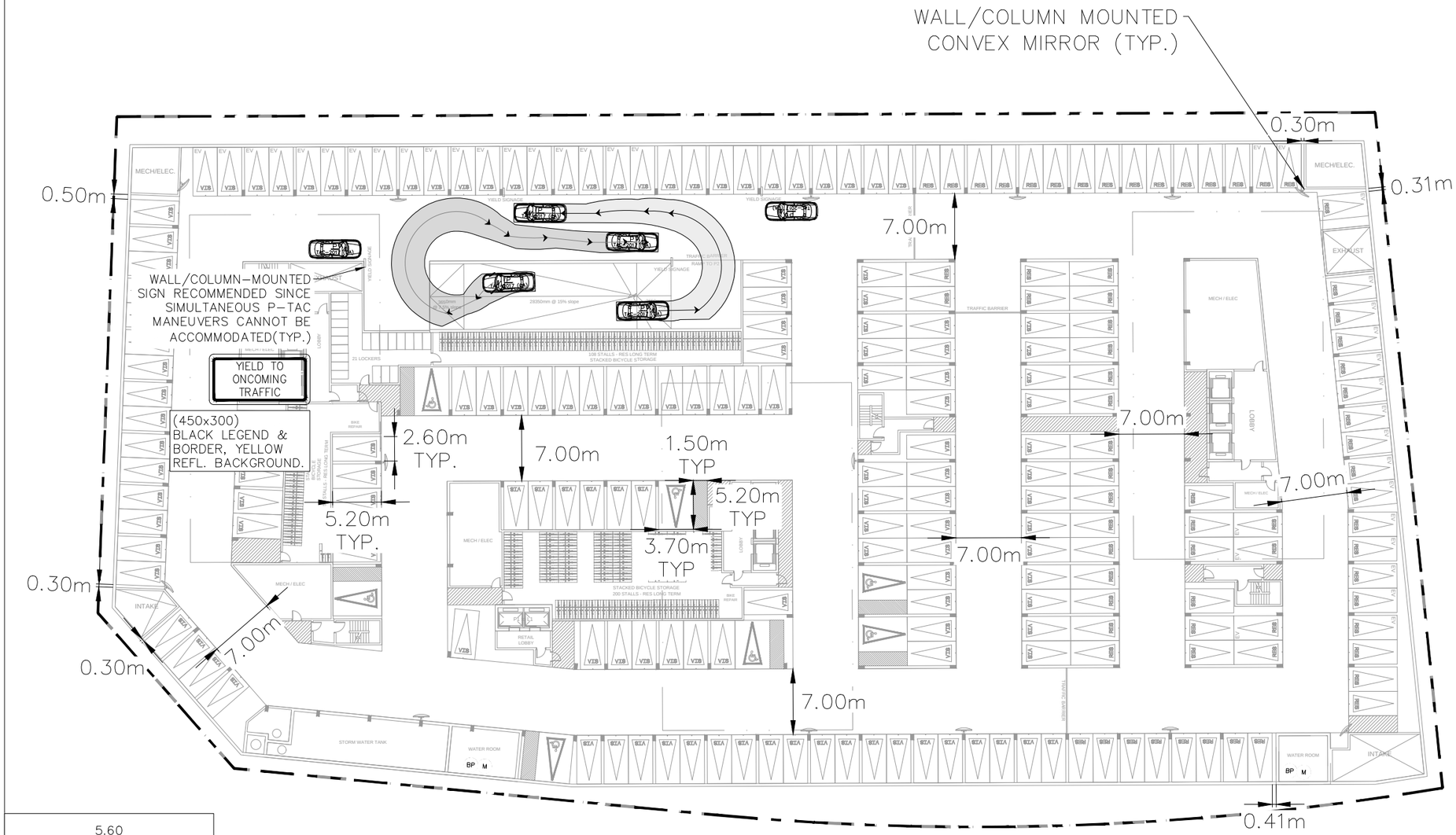

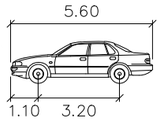

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Steering Angle	: 35.9

DRAWN BY: C.N. PLOT DATE: December 16, 2024

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Project No. 25054

Date Dec. 16, 2024

2555 ERIN CENTRE BLVD
MISSISSAUGA ONTARIO

5 0 5 10 15m
1:500

PARKING REVIEW – UG LEVEL P1
PASSENGER VEHICLE (P-TAC)

Drawing No. 006

NOTES:

AS PER THE CITY OF MISSISSAUGA ZONING BY-LAW PART 3:

1. 3.1.14 PARKING SPACE DIMENSIONS
   - 1.1. PARKING SPACES WITH A PARKING ANGLE EXCEEDING 15 DEGREE, EXCEPT THOSE DESIGNATED FOR PERSONS WITH DISABILITIES, SHALL HAVE AN UNOBSTRUCTED RECTANGULAR AREA WITH A MIN WIDTH OF 2.6m AND A MIN LENGTH OF 5.2m, EXCLUSIVE OF ANY AISLE OR DRIVEWAY
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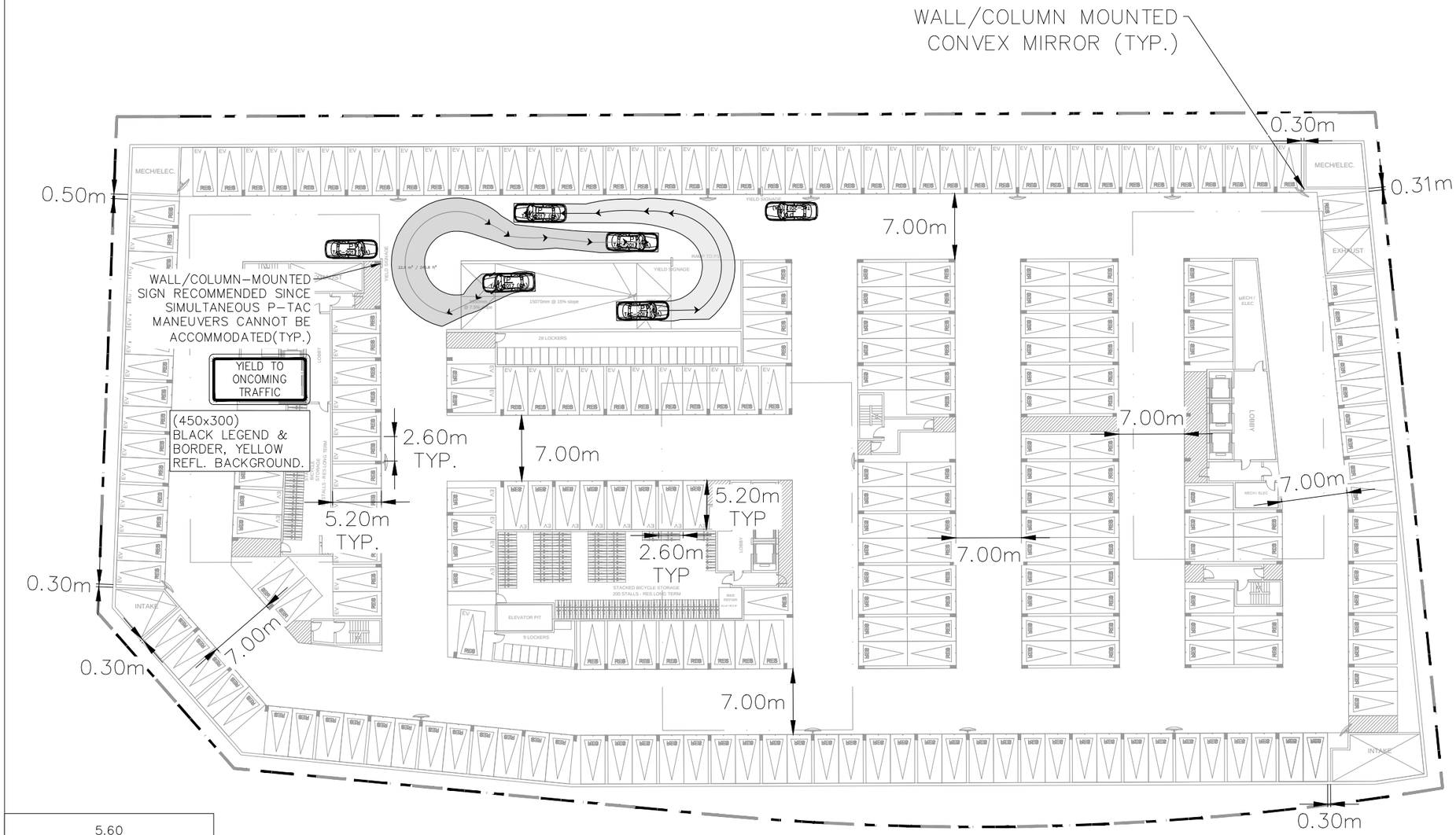

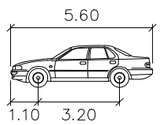

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Lock to Lock Time	: 6.0
Steering Angle	: 35.9

DRAWN BY: C.N. PLOT DATE: December 16, 2024

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Project No. 25054

Date Dec. 16, 2024

2555 ERIN CENTRE BLVD
MISSISSAUGA ONTARIO

5 0 5 10 15m
1:500

PARKING REVIEW – UG LEVEL P2
PASSENGER VEHICLE (P-TAC)

Drawing No. 007

NOTES:

AS PER THE CITY OF MISSISSAUGA ZONING BY-LAW PART 3:

1. 3.1.14 PARKING SPACE DIMENSIONS
   - 1.1. PARKING SPACES WITH A PARKING ANGLE EXCEEDING 15 DEGREE, EXCEPT THOSE DESIGNATED FOR PERSONS WITH DISABILITIES, SHALL HAVE AN UNOBSTRUCTED RECTANGULAR AREA WITH A MIN WIDTH OF 2.6m AND A MIN LENGTH OF 5.2m, EXCLUSIVE OF ANY AISLE OR DRIVEWAY
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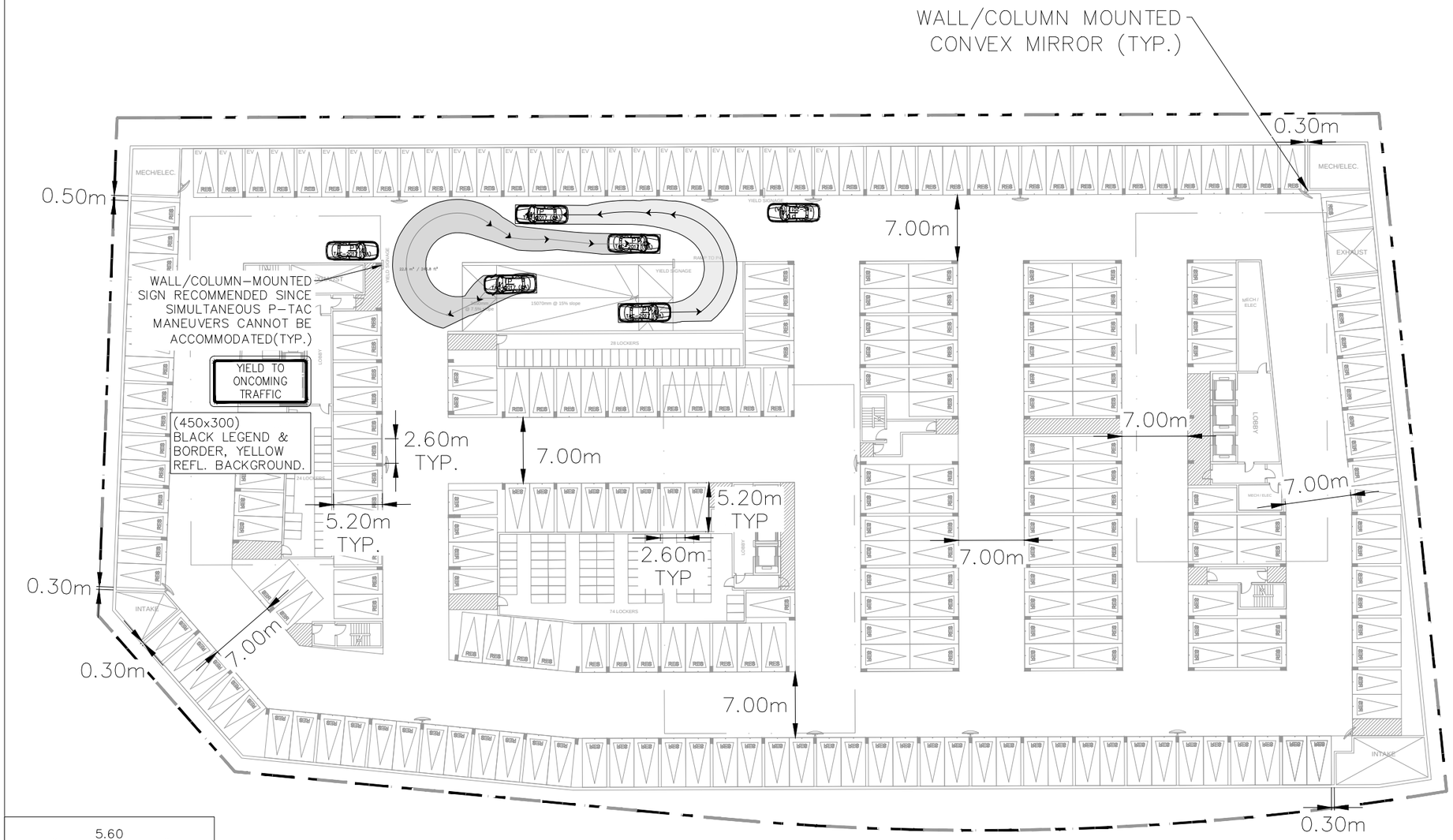

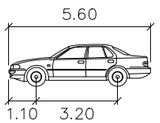

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Steering Angle	: 35.9

DRAWN BY: C.N. PLOT DATE: December 16, 2024

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Project No. 25054

Date Dec. 16, 2024

2555 ERIN CENTRE BLVD
MISSISSAUGA ONTARIO

5 0 5 10 15m
1:500

PARKING REVIEW – UG LEVEL P3-P4
PASSENGER VEHICLE (P-TAC)

Drawing No. 008

NOTES:

AS PER THE CITY OF MISSISSAUGA ZONING BY–LAW PART 3:

1. 3.1.14 PARKING SPACE DIMENSIONS
   - 1.1. PARKING SPACES WITH A PARKING ANGLE EXCEEDING 15 DEGREE, EXCEPT THOSE DESIGNATED FOR PERSONS WITH DISABILITIES, SHALL HAVE AN UNOBSTRUCTED RECTANGULAR AREA WITH A MIN WIDTH OF 2.6m AND A MIN LENGTH OF 5.2m, EXCLUSIVE OF ANY AISLE OR DRIVEWAY
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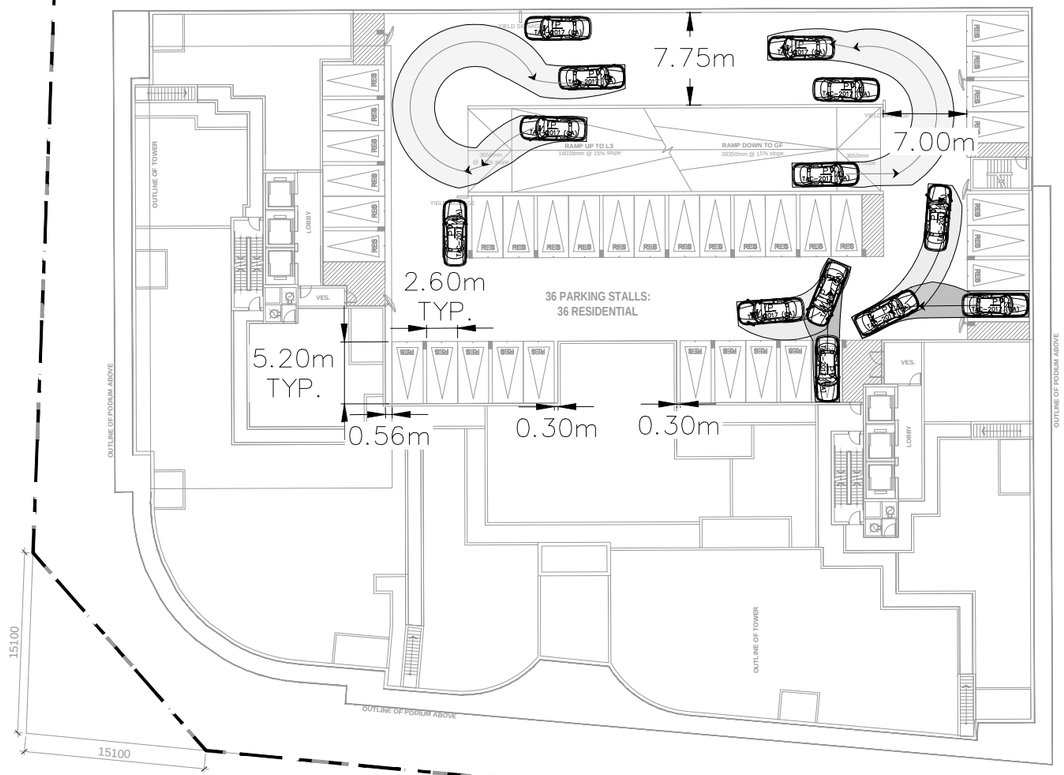

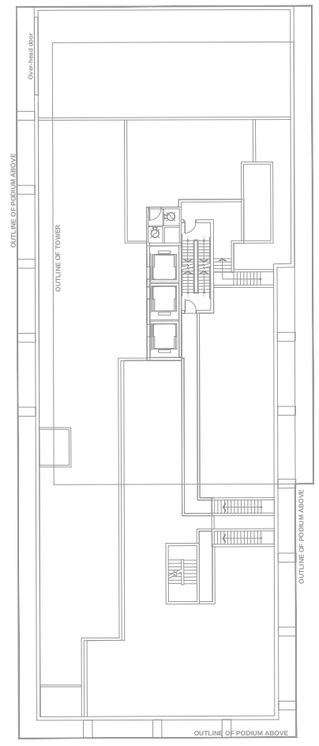

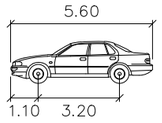

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Lock to Lock Time	: 6.0
Steering Angle	: 35.9

DRAWN BY: C.N. PLOT DATE: December 16, 2024

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Project No. 25054

Date Dec. 16, 2024

2555 ERIN CENTRE BLVD
MISSISSAUGA ONTARIO

5 0 5 10 15m
1:500

PARKING REVIEW – LEVEL L2
PASSENGER VEHICLE (P–TAC)

Drawing No. 009

NOTES:

AS PER THE CITY OF MISSISSAUGA ZONING BY–LAW PART 3:

1. 3.1.14 PARKING SPACE DIMENSIONS
   - 1.1. PARKING SPACES WITH A PARKING ANGLE EXCEEDING 15 DEGREE, EXCEPT THOSE DESIGNATED FOR PERSONS WITH DISABILITIES, SHALL HAVE AN UNOBSTRUCTED RECTANGULAR AREA WITH A MIN WIDTH OF 2.6m AND A MIN LENGTH OF 5.2m, EXCLUSIVE OF ANY AISLE OR DRIVEWAY
   - 1.2. PARALLEL PARKING SPACES WITH A PARKING ANGLE NOT EXCEEDING 15° SHALL HAVE A RECTANGULAR AREA WITH A MINIMUM WIDTH OF 2.6M AND A MINIMUM LENGTH OF 6.7M AS PER 3.1.1.4.2
   - 1.3. THE MIN WIDTH OF A PARKING SPACE, OTHER THAN AN ACCESSIBLE PARKING PARKING SPACE OR PARALLEL PARKING SPACE, SHALL BE INCREASED TO 2.75m WHERE THE LENGTH OF ONE SIDE OF THE PARKING SPACE ABUTS A BUILDING, STRUCTURE OR PART THEREOF AND 2.9m WHERE THE OBSTRUCTION IS FROM BOTH SIDES OF THE PARKING SPACE, EXCEPT FOR A BUILDING, STRUCTURE OR PART THEREOF, THAT EXTENDS 1.0m OR LESS INTO THE FRONT AND/OR REAR OF THE PARKING SPACE
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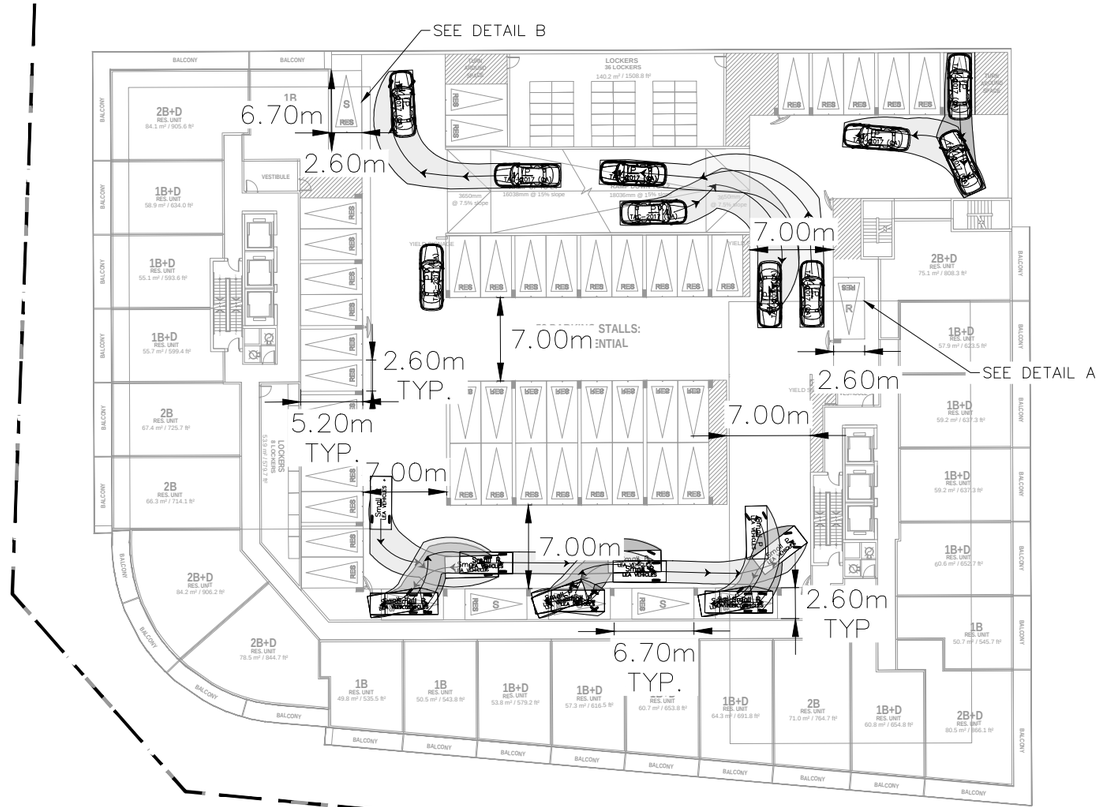

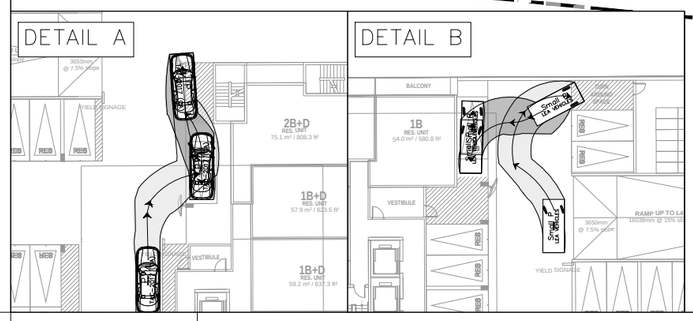

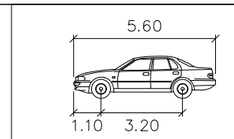

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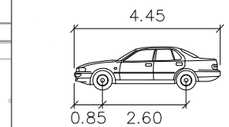

Small P

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Track	: 1.62
Lock to Lock Time	: 6.0
Steering Angle	: 38.5

DRAWN BY: C.N. PLOT DATE: December 16, 2024

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Project No. 25054

Date Dec. 16, 2024

2555 ERIN CENTRE BLVD
MISSISSAUGA ONTARIO

5 0 5 10 15m
1:500

PARKING REVIEW – LEVELS L3
PASSENGER VEHICLE (P–TAC)

Drawing No. 010

NOTES:

AS PER THE CITY OF MISSISSAUGA ZONING BY–LAW PART 3:

1. 3.1.14 PARKING SPACE DIMENSIONS
   - 1.1. PARKING SPACES WITH A PARKING ANGLE EXCEEDING 15 DEGREE, EXCEPT THOSE DESIGNATED FOR PERSONS WITH DISABILITIES, SHALL HAVE AN UNOBSTRUCTED RECTANGULAR AREA WITH A MIN WIDTH OF 2.6m AND A MIN LENGTH OF 5.2m, EXCLUSIVE OF ANY AISLE OR DRIVEWAY
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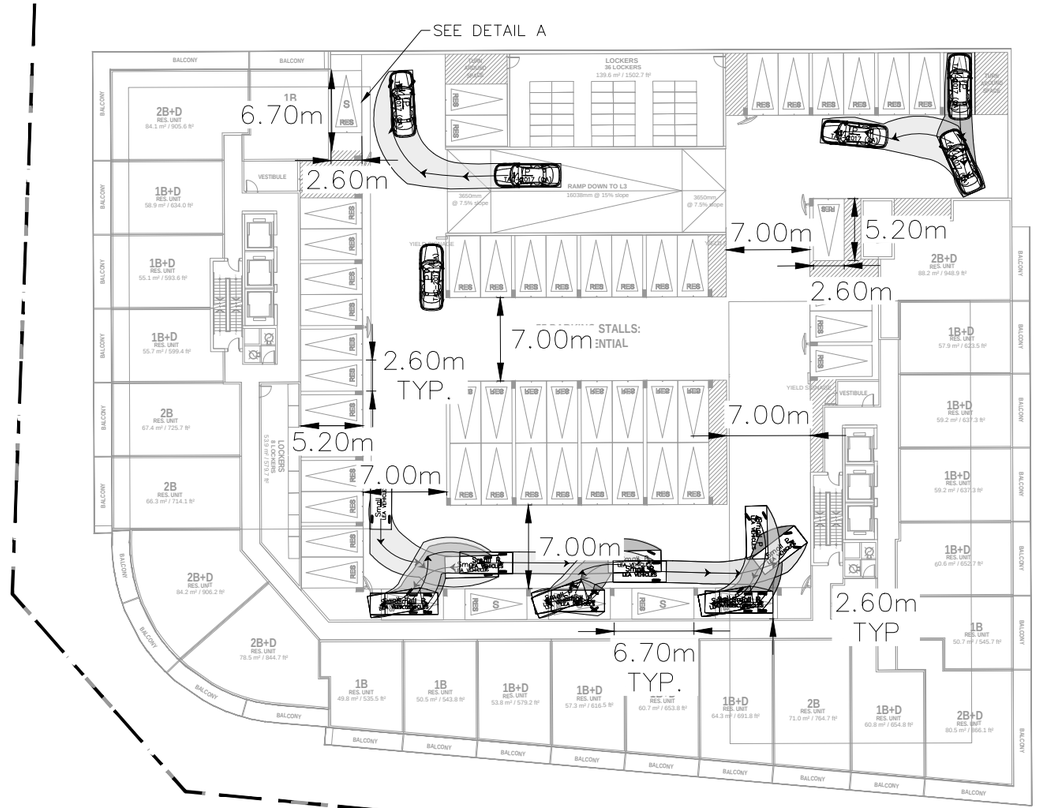
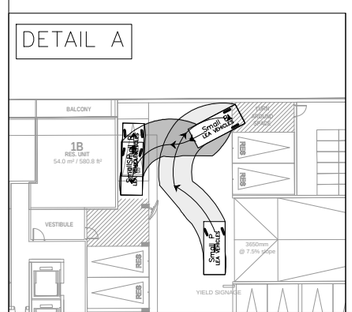
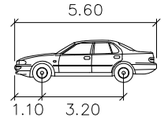


DETAIL A





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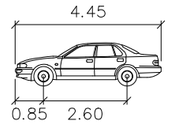

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Lock to Lock Time	: 6.0
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DRAWN BY: C.N. PLOT DATE: December 16, 2024

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Project No. 25054

Date Dec. 16, 2024

2555 ERIN CENTRE BLVD
MISSISSAUGA ONTARIO

5 0 5 10 15m
1:500

PARKING REVIEW – LEVELS L4
PASSENGER VEHICLE (P–TAC)

Drawing No. 011

APPENDIX A

Terms of Reference

Appendix B

APPROVED
By Cyrus Hiranandani at 3:00 pm, Jul 09, 2024

Pre-Study Consultation Checklist

Description	Information	Section Reference
Development Information		
Development Description (land use, size, and number of phases of development)	• Phase 1: Residential Development with two structures, a total of approximately 1064 units at 2555 Erin Centre Blvd, Mississauga • Phase 2: • Phase 3:	2.3.6
Transportation Impact Assessment		
Step 1 – Screening		
Type of Application (attach a drawing)	☑ Official Plan Amendment ☑ Zoning Amendment ☐ Site Plan Control Application ☐ Plan of Subdivision ☐ Other_____	2.3.5
Screening Criteria	☑ Trip Generation Trigger Satisfied ☐ Location Trigger Satisfied ☐ Operational/Safety Trigger Satisfied	2.2.1
Type of Study	☑ Transportation Impact Study ☐ Access Review ☐ No Additional Study Required	2.2.1
Step 2 – Scoping		
Study Area (intersections to be analyzed) Note: The Transportation Consultant is responsible to identify any further intersections impacted as the study progresses.	• 1. Erin Mills Pkwy & Erin Centre Blvd • 2. Erin Mills Pkwy & Erin Mills Town Centre East Access • 3. Erin Mills Pkwy & Eglinton Ave W • 4. Forest Hill Dr & Erin Centre Blvd • 5. Existing West Access & Erin Centre Blvd • 6. Existing East Access & Erin Centre Blvd • • •	2.3.8

Description	Information	Section Reference
Horizon Years	☑ 5 years from date of TIS ☐ Interim years_____ ☐ Other_____	2.3.9
Analysis Periods	☑ AM weekday peak hour of adjacent roadway ☑ PM weekday peak hour of adjacent roadway ☐ Saturday peak hour of adjacent roadway ☐ AM weekday peak hour of development ☐ PM weekday peak hour of development ☐ Saturday peak hour of development ☐ Other _____	2.3.10
Input Parameters and Assumptions (potential deviations)	• N/A • • •	2.3.13
Existing Transportation Conditions	☐ City data sources ☑ New data collection by LEA Consulting ☐ Other _____	2.3.14
Planned Network Improvements (with timing)	• LEA is requesting that City staff confirm the assumption that there are no planned road network improvement in the study area. • •	2.3.16
Other Planned Developments (per City's Website)	• LEA is requesting the City staff to share the TISs of the following background developments: • 1. FILE NO: 20, SITE ADDRESS: 2475 Eglinton Avenue West • 2. FILE NO: 9, SITE ADDRESS: 5065 Erin Mills Parkway • 5035 Erin Mills Parkway • •	2.3.17
Identification of Mitigation Improvement Measures	☐ Neighbourhood Traffic Management Plan ☑ Other N/A	2.3.23
Safety Analysis (any special issues)	• N/A • • •	2.3.25
Site Access and Circulation (design vehicles)	☑ Passenger Car (P) ☑ Light Single Unit Truck (LSU) ☑ Medium Single Unit Truck (MSU) ☑ Heavy Single Unit Truck (HSU) ☐ Pumper Fire Truck ☐ WB-20 Tractor Semi-Trailer Truck ☑ Other Peel Waste Collection Truck	2.3.26
Impacts During Construction (any special issues)	• N/A • • •	2.3.27

Description	Information	Section Reference
Step 3 – Forecasting		
Growth Rate	☐ Obtained from City Obtained from City if available ☑ Historical traffic counts ☐ Travel demand forecasts ☐ Proposed Growth Rate: _____	2.3.15
Site Trip Generation	☑ ITE Trip Generation Manual ☐ "First Principles" ☐ Observed rates for similar developments in area ☐ Other _____	2.3.19
Trip Reductions	☐ Internal capture reductions for mixed-use developments ☐ Pass-by reductions Non-Auto Modal Split Reduction ☑ Other Trip Reduction will be considered if applicable	2.3.19
Trip Distribution	☐ Local traffic patterns ☑ TTS ☐ Travel demand model ☐ Population and employment distribution ☐ Market analysis of catchment area ☐ Other _____	2.3.20
Trip Assignment	☑ Local traffic patterns ☐ Shortest distance ☑ Site layout, access design and logical routing ☐ Existing turning movements ☐ Other _____	2.3.21
Transportation Demand Management Plan		
Format	☑ Within a TIA Report ☐ Standalone	3.2.1
Type of Transportation Demand Management Plan	☐ TDM Statement ☑ TDM Scheme	3.2.2
Pedestrian Circulation Plan		
Format	☑ Within a TIA Report ☐ Standalone	4.2.1
Additional Comments		
-Access Review: Ensure that the proposed site access conform to all TAC standards (e.g. corner clearances, clear throat lengths, veh & ped sight line distances for ingress/egress, proximity/alignment to other driveways/roads, etc.); Provide confirmation and technical justification of whether the site access location and design are safe for all roadway users and why. The proposed access shall be relocated to align, centreline to centreline, with the opposing road (Gulfstream Way) -Recommendations: Detailed Recommendations regarding on-site/off-site roadway improvements, site access, site circulation, and TDM measures shall be made. -Community Impacts: Any transportation related impacts on the existing community and comments from the public through the planning approvals process shall be addressed in the report.		

APPENDIX B

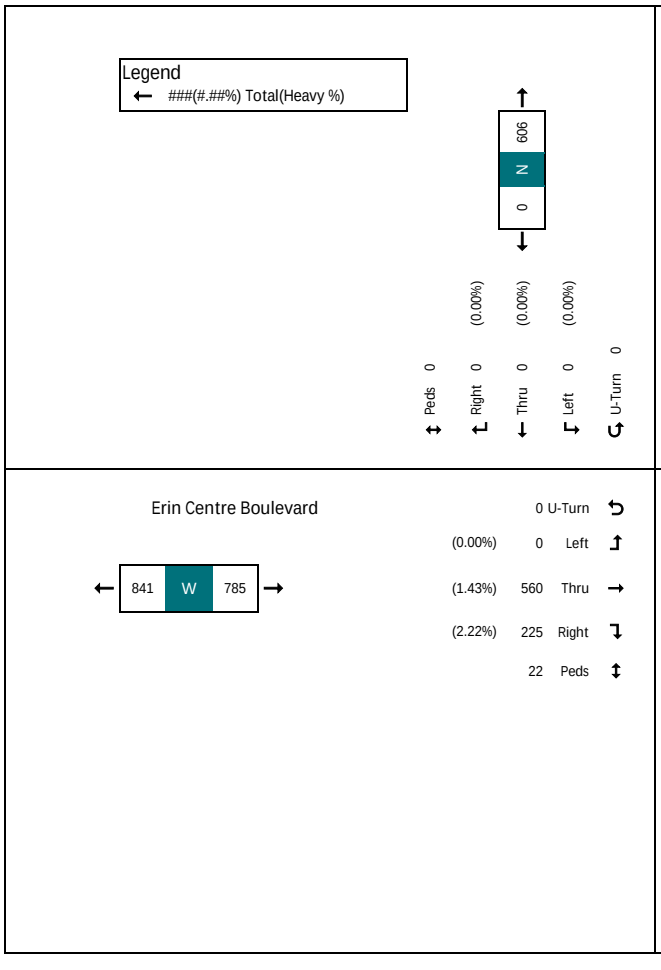
Traffic Data & Signal Timing Plan

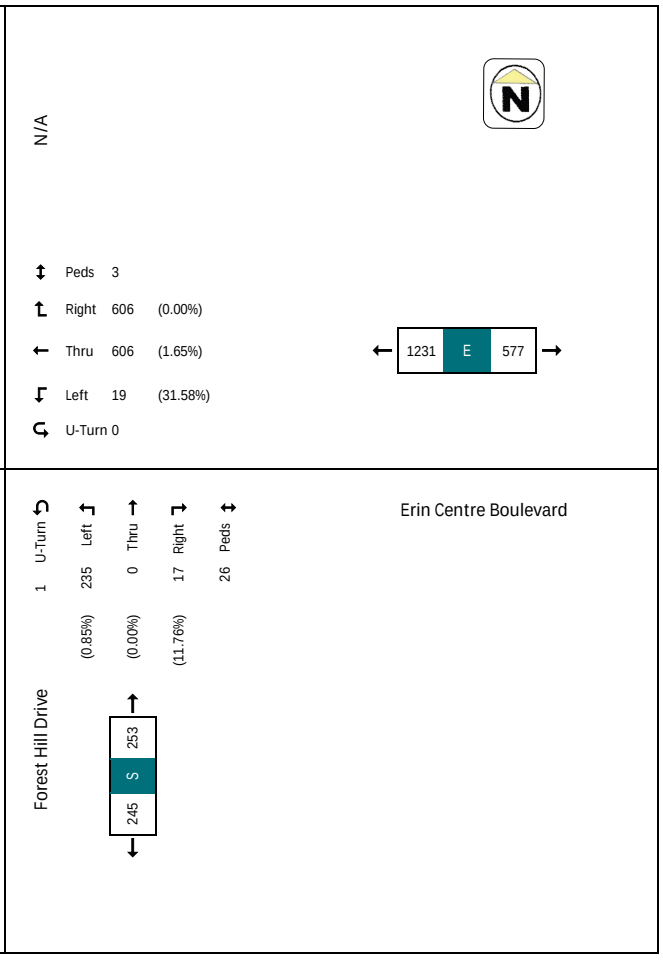
LEA Consulting Ltd.
625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

Intersection : Forest Hill Drive & Erin Centre Boulevard
Survey Date : June 11, 2024
Project No. : 25054
Count ID : 24211

Turning Movement Count - Forest Hill Drive & Erin Centre Boulevard

	N/A Southbound						Erin Centre Boulevard Westbound						Forest Hill Drive Northbound						Erin Centre Boulevard Eastbound						
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Grand Total
7:30	0	0	0	0	0	0	0	2	21	0	0	23	0	4	0	0	0	4	0	0	19	4	2	23	50
7:45	0	0	0	0	0	0	0	3	31	0	1	34	0	5	0	0	1	5	0	0	18	8	1	26	65
Hourly Total	0	0	0	0	0	0	0	5	52	0	1	57	0	9	0	0	1	9	0	0	37	12	3	49	115
8:00	0	0	0	0	0	0	0	0	49	0	0	49	0	30	0	0	0	30	0	0	32	9	3	41	120
8:15	0	0	0	0	0	0	0	0	55	0	0	55	0	26	0	0	1	26	0	0	52	31	3	83	164
8:30	0	0	0	0	0	0	0	3	32	0	1	35	0	15	0	2	1	17	0	0	36	19	2	55	107
8:45	0	0	0	0	0	0	0	0	30	0	0	30	0	15	0	1	3	16	0	0	30	13	0	43	89
Hourly Total	0	0	0	0	0	0	0	3	166	0	1	169	0	86	0	3	6	89	0	0	150	72	8	222	480
9:00	0	0	0	0	0	0	0	1	30	0	0	31	0	15	0	1	7	16	0	0	21	10	0	31	78
9:15	0	0	0	0	0	0	0	4	28	0	0	32	0	8	0	1	0	9	0	0	30	14	0	44	85
Hourly Total	0	0	0	0	0	0	0	5	58	0	0	63	0	23	0	2	7	25	0	0	51	24	0	75	163
* Break *																									
16:00	0	0	0	0	0	0	0	0	23	0	0	23	0	16	0	4	3	20	0	0	43	19	3	62	105
16:15	0	0	0	0	0	0	0	2	41	0	0	43	0	12	0	1	2	13	0	0	35	18	1	53	109
16:30	0	0	0	0	0	0	0	1	33	0	0	34	0	20	0	1	0	21	0	0	40	9	0	49	104
16:45	0	0	0	0	0	0	0	0	44	0	1	44	0	15	0	0	3	15	0	0	31	12	2	43	102
Hourly Total	0	0	0	0	0	0	0	3	141	0	1	144	0	63	0	6	8	69	0	0	149	58	6	207	420
17:00	0	0	0	0	0	0	0	1	50	0	0	51	0	10	0	1	1	11	0	0	38	12	4	50	112
17:15	0	0	0	0	0	0	0	2	30	0	0	32	0	15	0	2	2	17	0	0	33	16	0	49	98
17:30	0	0	0	0	0	0	0	0	43	0	0	43	1	8	0	2	0	11	0	0	62	17	1	79	133
17:45	0	0	0	0	0	0	0	0	66	0	0	66	0	21	0	1	1	22	0	0	40	14	0	54	142
Hourly Total	0	0	0	0	0	0	0	3	189	0	0	192	1	54	0	6	4	61	0	0	173	59	5	232	485
Grand Total	0	0	0	0	0	0	0	19	606	0	3	625	1	235	0	17	26	253	0	0	560	225	22	785	1663
Approach %	-	-	-	-	-	-	0.0%	3.0%	97.0%	0.0%	-	-	0.4%	92.9%	0.0%	6.7%	-	-	0.0%	0.0%	71.3%	28.7%	-	-	-
Total %	0.0%	0.0%	0.0%	0.0%	-	0.0%	0.0%	1.1%	36.4%	0.0%	-	37.6%	0.1%	14.1%	0.0%	1.0%	-	15.2%	0.0%	0.0%	33.7%	13.5%	-	47.2%	-
Lights	0	0	0	0	-	0	0	13	596	0	-	609	1	233	0	15	-	249	0	0	552	220	-	772	1630
% Lights	-	-	-	-	-	-	-	68.4%	98.3%	-	-	97.4%	100.0%	99.1%	-	88.2%	-	98.4%	-	-	98.6%	97.8%	-	98.3%	98.0%
Buses	-	0	0	0	-	0	-	3	9	0	-	12	-	0	0	1	-	1	-	0	6	3	-	9	22
% Buses	-	-	-	-	-	-	-	15.8%	1.5%	-	-	1.9%	-	0.0%	-	5.9%	-	0.4%	-	-	1.1%	1.3%	-	1.1%	1.3%
Trucks	-	0	0	0	-	0	-	3	1	0	-	4	-	2	0	1	-	3	-	0	2	2	-	4	11
% Trucks	-	-	-	-	-	-	-	15.8%	0.2%	-	-	0.6%	-	0.9%	-	5.9%	-	1.2%	-	-	0.4%	0.9%	-	0.5%	0.7%
Bicycles	-	-	-	-	0	0	-	-	-	-	4	4	-	-	-	-	1	1	-	-	-	-	8	8	13
Pedestrians	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	26	-	-	-	-	-	22	-	51



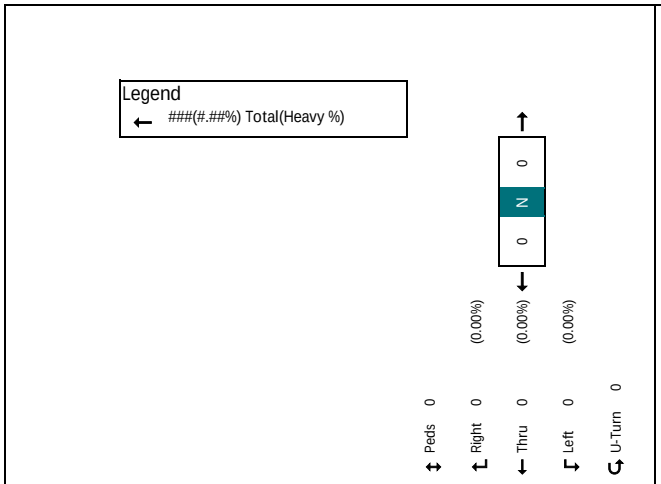


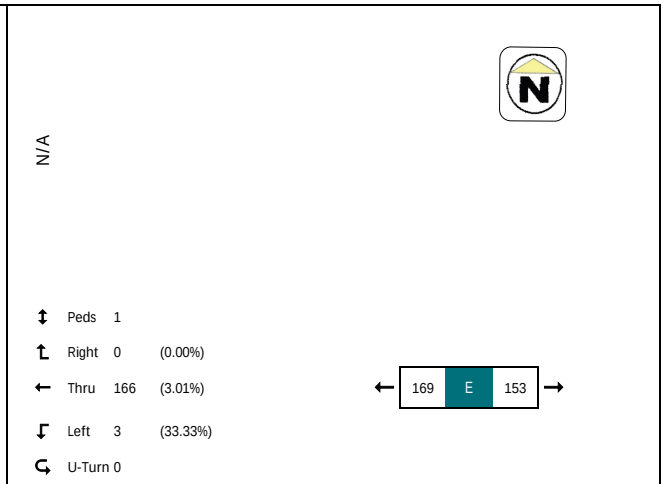
LEA Consulting Ltd.
625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

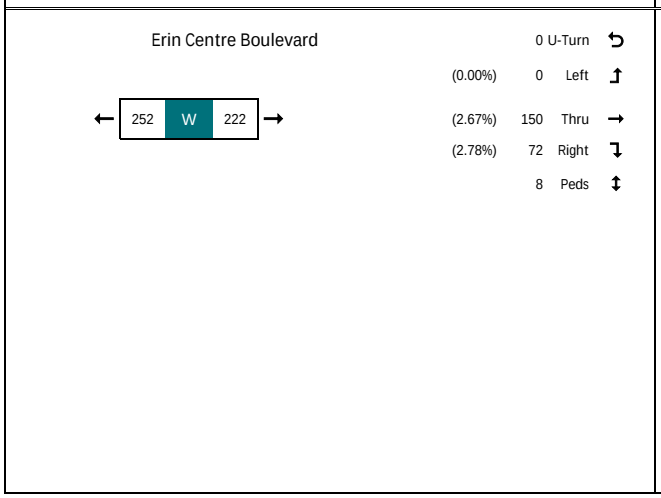
Intersection : Forest Hill Drive & Erin Centre Boulevard
Survey Date : June 11, 2024
Project No. : 25054
Count ID : 24211

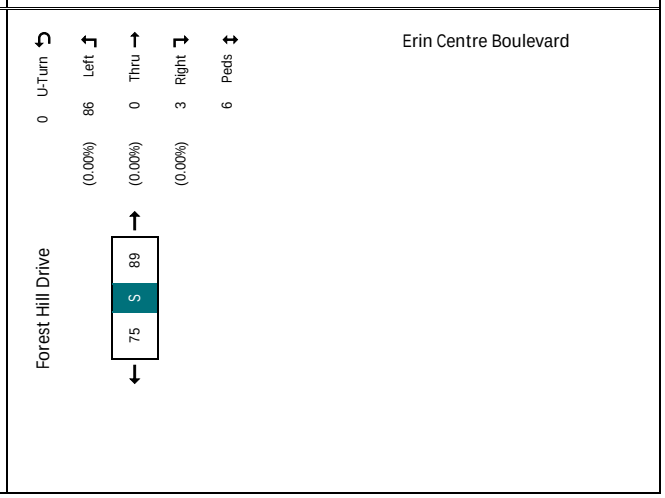
AM Peak Hour - Forest Hill Drive & Erin Centre Boulevard

	N/A Southbound						Erin Centre Boulevard Westbound						Forest Hill Drive Northbound						Erin Centre Boulevard Eastbound						
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Grand Total
8:00	0	0	0	0	0	0	0	0	49	0	0	49	0	30	0	0	1	30	0	0	32	9	3	41	120
8:15	0	0	0	0	0	0	0	0	55	0	0	55	0	26	0	0	1	26	0	0	52	31	3	83	164
8:30	0	0	0	0	0	0	0	3	32	0	1	35	0	15	0	2	1	17	0	0	36	19	2	55	107
8:45	0	0	0	0	0	0	0	0	30	0	0	30	0	15	0	1	3	16	0	0	30	13	0	43	89
Hourly Total	0	0	0	0	0	0	0	3	166	0	1	169	0	86	0	3	6	89	0	0	150	72	8	222	480
Approach %	-	-	-	-	-	-	0.0%	1.8%	98.2%	0.0%	-	-	0.0%	96.6%	0.0%	3.4%	-	-	0.0%	0.0%	67.6%	32.4%	-	-	-
Total %	0.0%	0.0%	0.0%	0.0%	-	0.0%	0.0%	0.6%	34.6%	0.0%	-	35.2%	0.0%	17.9%	0.0%	0.6%	-	18.5%	0.0%	0.0%	31.3%	15.0%	-	46.3%	
PHF	0	0	0	0	-	0	0	0.25	0.75	0	-	0.77	0	0.72	0	0.38	-	0.74	0	0	0.72	0.58	-	0.67	0.73
Lights	0	0	0	0	-	0	0	2	161	0	-	163	0	86	0	3	-	89	0	0	146	70	-	216	468
% Lights	-	-	-	-	-	-	-	66.7%	97.0%	-	-	96.4%	-	100.0%	-	100.0%	-	100.0%	-	-	97.3%	97.2%	-	97.3%	97.5%
Buses	-	0	0	0	-	0	-	1	5	0	-	6	-	0	0	0	-	0	-	0	4	2	-	6	12
% Buses	-	-	-	-	-	-	-	33.3%	3.0%	-	-	3.6%	-	0.0%	-	0.0%	-	0.0%	-	-	2.7%	2.8%	-	2.7%	2.5%
Trucks	-	0	0	0	-	0	-	0	0	0	-	0	-	0	0	0	-	0	-	0	0	0	-	0	0
% Trucks	-	-	-	-	-	-	-	0.0%	0.0%	-	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	-	0.0%	0.0%	-	0.0%	0.0%
Bicycles	-	-	-	-	0	0	-	-	-	-	2	2	-	-	-	-	1	1	-	-	-	-	0	0	3
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	8	-	9







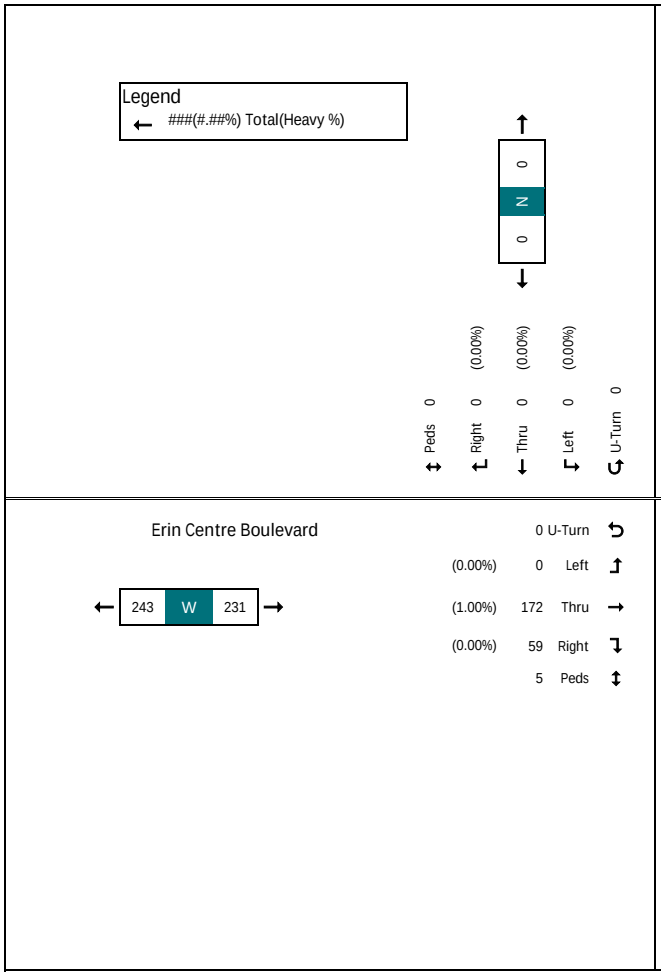


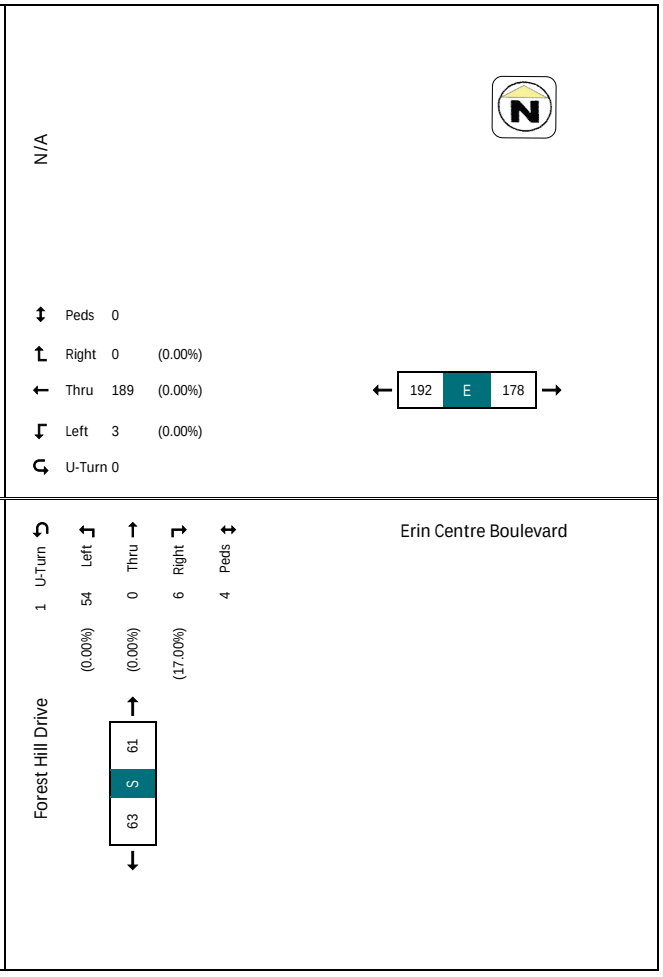
LEA Consulting Ltd.
625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

Intersection : Forest Hill Drive & Erin Centre Boulevard
Survey Date : June 11, 2024
Project No. : 25054
Count ID : 24211

PM Peak Hour - Forest Hill Drive & Erin Centre Boulevard

	N/A Southbound						Erin Centre Boulevard Westbound						Forest Hill Drive Northbound						Erin Centre Boulevard Eastbound						
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Grand Total
17:00	0	0	0	0	0	0	0	1	50	0	0	51	0	10	0	1	1	12	0	0	38	12	4	50	112
17:15	0	0	0	0	0	0	0	2	30	0	0	32	0	15	0	2	2	17	0	0	33	16	0	49	98
17:30	0	0	0	0	0	0	0	0	43	0	0	43	1	8	0	2	0	11	0	0	62	17	1	79	133
17:45	0	0	0	0	0	0	0	0	66	0	0	66	0	21	0	1	1	22	0	0	40	14	0	54	142
Hourly Total	0	0	0	0	0	0	0	3	189	0	0	192	1	54	0	6	4	61	0	0	173	59	5	232	485
Approach %	-	-	-	-	-	-	0.0%	1.6%	98.4%	0.0%	-	-	1.6%	88.5%	0.0%	9.8%	-	-	0.0%	0.0%	74.6%	25.4%	-	-	-
Total %	0.0%	0.0%	0.0%	0.0%	-	0.0%	0.0%	0.6%	39.4%	0.0%	-	39.6%	0.2%	11.3%	0.0%	1.3%	-	12.6%	0.0%	0.0%	36.0%	12.3%	-	47.8%	
PHF	0	0	0	0	-	0	0	0.38	0.72	0	-	0.73	0	0.64	0	0.75	-	0.69	0	0	0.7	0.87	-	0.73	0.85
Lights	0	0	0	0	-	0	0	2	188	0	-	190	1	54	0	5	-	60	0	0	172	59	-	231	481
% Lights	-	-	-	-	-	-	-	66.7%	99.5%	-	-	99.0%	-	100.0%	-	83.3%	-	98.4%	-	-	99.4%	100.0%	-	99.6%	99.2%
Buses	-	0	0	0	-	0	-	0	0	0	-	0	-	0	0	0	-	0	-	0	0	0	-	0	0
% Buses	-	-	-	-	-	-	-	0.0%	0.0%	-	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	-	0.0%	0.0%	-	0.0%	0.0%
Trucks	-	0	0	0	-	0	-	1	1	0	-	2	-	0	0	1	-	1	-	0	1	0	-	1	4
% Trucks	-	-	-	-	-	-	-	33.3%	0.5%	-	-	1.0%	-	0.0%	-	16.7%	-	1.6%	-	-	0.6%	0.0%	-	0.4%	0.8%
Bicycles	-	-	-	-	0	0	-	-	-	-	1	1	-	-	-	-	0	0	-	-	-	-	5	5	6
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	1



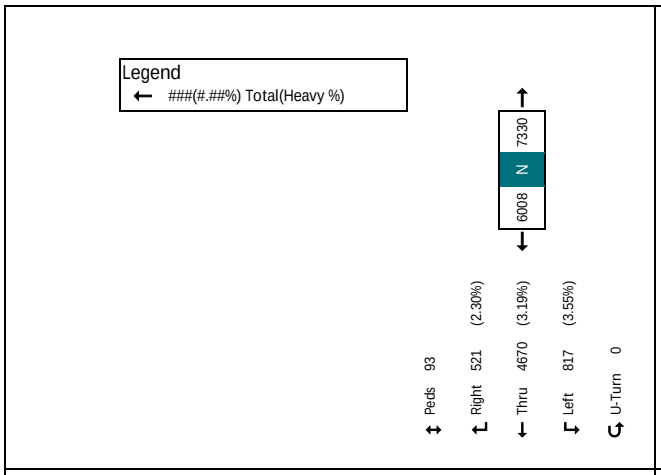


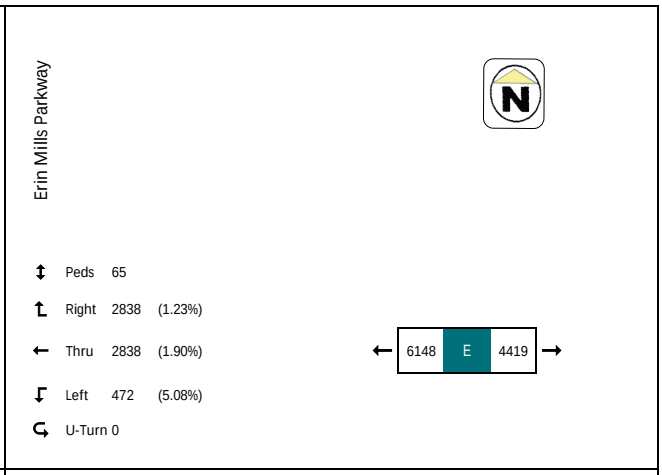
LEA Consulting Ltd.
625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

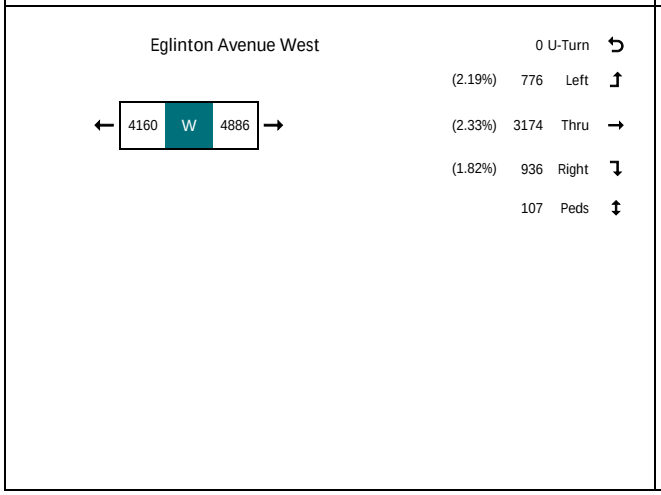
Intersection : Erin Mills Parkway & Eglinton Avenue West
Survey Date : June 11, 2024
Project No. : 25054
Count ID : 24206

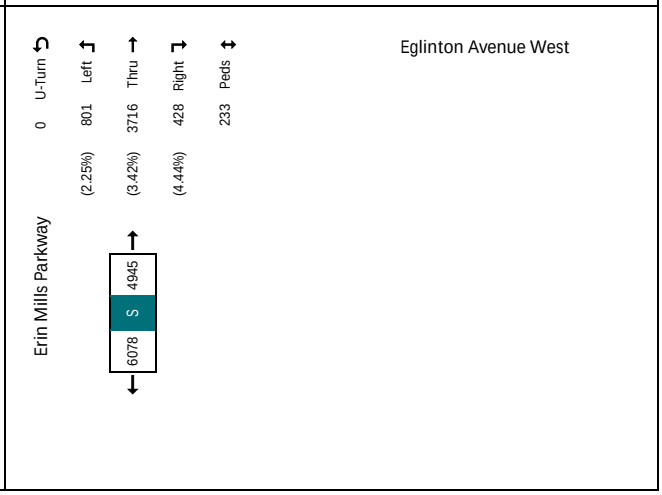
Turning Movement Count - Erin Mills Parkway & Eglinton Avenue West

	Erin Mills Parkway Southbound						Eglinton Avenue West Westbound						Erin Mills Parkway Northbound						Eglinton Avenue West Eastbound						
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Grand Total
7:30	0	41	260	19	6	310	0	20	91	28	0	139	0	97	147	18	19	192	0	22	221	55	1	299	939
7:45	0	65	321	24	5	410	0	16	93	42	3	151	0	31	217	28	10	276	0	38	230	58	1	326	1163
Hourly Total	0	106	571	43	11	720	0	36	184	70	9	290	0	58	364	46	29	468	0	60	451	113	2	624	2102
8:00	0	69	360	22	3	451	0	19	145	46	3	210	0	39	199	36	10	274	0	33	231	57	0	321	1256
8:15	0	79	325	20	0	424	0	25	152	60	0	237	0	24	197	32	20	253	0	56	280	78	0	414	1328
8:30	0	64	352	19	5	435	0	25	114	41	5	180	0	39	238	50	22	327	0	25	267	67	23	359	1301
8:45	0	62	296	26	7	384	0	31	154	39	5	224	0	39	169	23	21	231	0	41	231	62	6	334	1173
Hourly Total	0	274	1333	87	15	1694	0	100	565	186	13	851	0	141	803	141	73	1085	0	155	1009	264	29	1428	5058
9:00	0	29	252	24	4	305	0	37	126	42	0	205	0	30	170	38	20	238	0	24	231	67	14	322	1070
9:15	0	37	295	33	14	365	0	15	94	32	18	141	0	55	172	43	13	270	0	12	180	44	4	236	1012
Hourly Total	0	66	547	57	18	670	0	52	220	74	18	346	0	85	342	81	33	508	0	36	411	111	18	558	2082
* Break *																									
16:00	0	54	259	35	20	348	0	30	209	67	11	306	0	66	273	35	14	374	0	20	137	58	11	215	1243
16:15	0	32	204	31	13	267	0	49	251	68	2	366	0	82	249	28	18	339	0	43	159	69	7	271	1243
16:30	0	38	286	42	7	366	0	34	208	60	4	302	0	42	251	25	18	318	0	39	143	65	11	247	1233
16:45	0	58	241	47	9	346	0	26	235	61	8	322	0	66	248	25	8	339	0	25	151	43	6	219	1226
Hourly Total	0	182	990	155	49	1327	0	139	903	254	25	1296	0	236	1021	113	58	1370	0	127	590	235	35	952	4945
17:00	0	43	294	39	0	376	0	39	252	95	0	386	0	65	322	29	13	416	0	29	188	44	5	261	1439
17:15	0	61	348	45	0	454	0	36	223	77	0	336	0	77	320	0	7	397	0	37	155	61	9	253	1440
17:30	0	47	256	49	0	352	0	35	251	92	0	378	0	81	264	0	7	345	0	45	184	51	2	280	1355
17:45	0	38	331	46	0	415	0	35	236	83	0	354	0	58	280	18	12	356	0	36	183	57	7	276	1401
Hourly Total	0	189	1229	179	0	1597	0	145	962	347	0	1454	0	281	1186	47	39	1514	0	147	710	213	23	1070	5635
Grand Total	0	817	4670	521	93	6008	0	472	2838	932	65	4242	0	801	3716	428	233	4945	0	525	3174	936	107	4635	19830
Approach %	0.0%	13.6%	77.7%	8.7%	-	-	0.0%	11.1%	66.9%	22.0%	-	-	0.0%	16.2%	75.1%	8.7%	-	-	0.0%	11.3%	68.5%	20.2%	-	-	-
Total %	0.0%	4.1%	23.6%	2.6%	-	30.3%	0.0%	2.4%	14.3%	4.7%	-	21.4%	0.0%	4.0%	18.7%	2.2%	-	24.9%	0.0%	2.6%	16.0%	4.7%	-	23.4%	-
Lights	0	788	4521	509	-	5818	0	448	2784	897	-	4129	0	783	3589	409	-	4781	0	508	3100	919	-	4527	19255
% Lights	-	96.5%	96.8%	97.7%	-	96.8%	-	94.9%	98.1%	96.2%	-	97.3%	-	97.8%	96.6%	95.6%	-	96.7%	-	96.8%	97.7%	98.2%	-	97.7%	97.1%
Buses	-	18	62	7	-	87	-	7	37	24	-	68	-	7	62	1	-	70	-	11	49	8	-	68	293
% Buses	-	2.2%	1.3%	1.3%	-	1.4%	-	1.5%	1.3%	2.6%	-	1.6%	-	0.9%	1.7%	0.2%	-	1.4%	-	2.1%	1.5%	0.9%	-	1.5%	1.5%
Trucks	-	11	87	5	-	103	-	17	17	11	-	45	-	11	65	18	-	94	-	6	25	9	-	40	282
% Trucks	-	1.3%	1.9%	-	-	1.7%	-	3.6%	0.6%	1.2%	-	1.1%	-	1.4%	1.7%	4.2%	-	1.9%	-	1.1%	0.8%	1.0%	-	0.9%	1.4%
Bicycles	-	-	-	-	0	0	-	-	-	-	1	1	-	-	-	-	4	4	-	-	-	-	11	11	16
Pedestrians	-	-	-	-	93	-	-	-	-	-	65	-	-	-	-	-	233	-	-	-	-	-	107	-	498







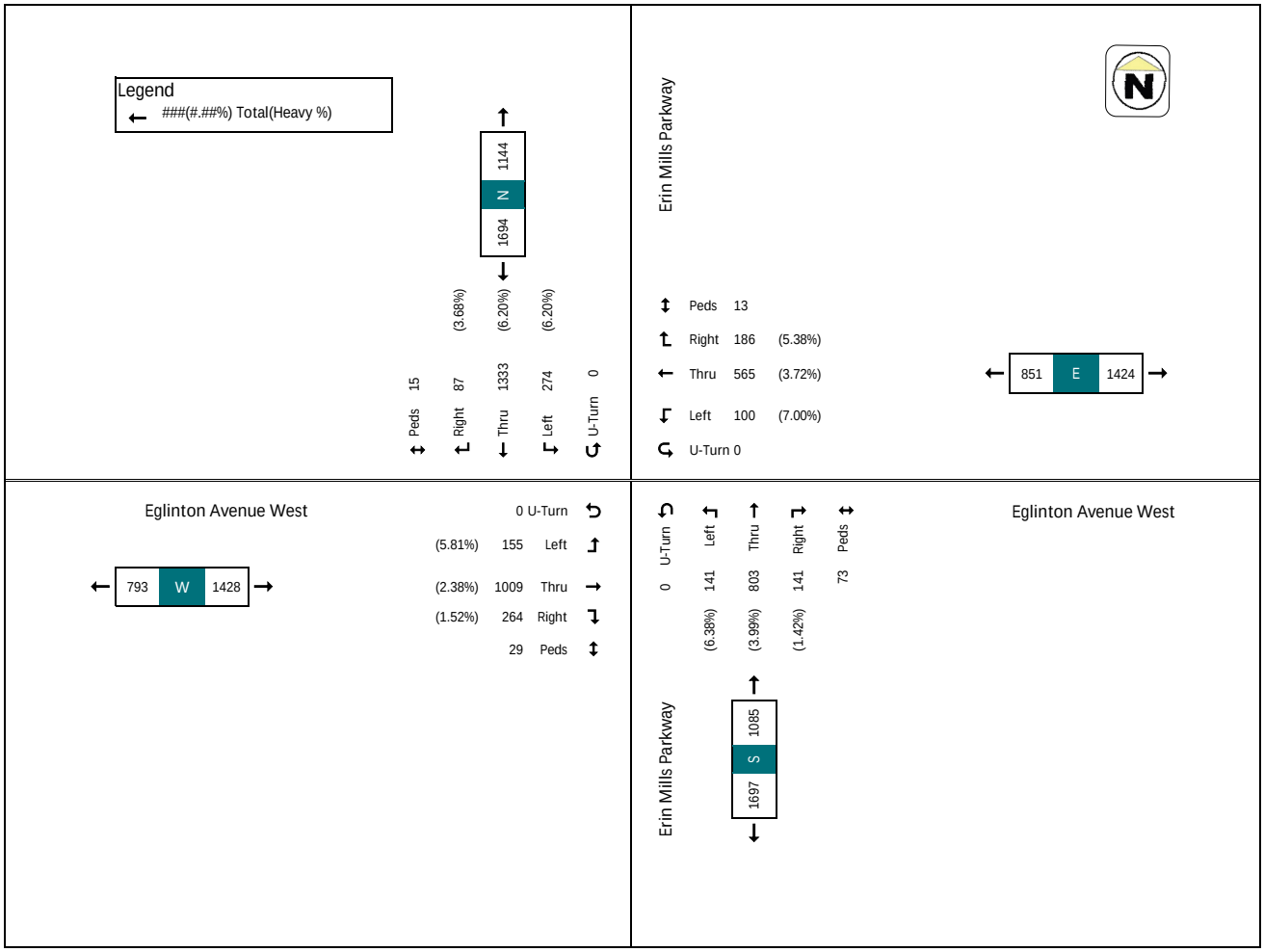


LEA Consulting Ltd.
625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

Intersection : Erin Mills Parkway & Eglinton Avenue West
Survey Date : June 11, 2024
Project No. : 25054
Count ID : 24206

AM Peak Hour - Erin Mills Parkway & Eglinton Avenue West

	Erin Mills Parkway Southbound						Eglinton Avenue West Westbound						Erin Mills Parkway Northbound						Eglinton Avenue West Eastbound						
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Grand Total
8:00	0	69	360	22	3	451	0	19	145	46	3	210	0	39	199	36	10	274	0	32	231	57	0	321	1256
8:15	0	79	325	20	0	424	0	25	152	60	0	237	0	24	197	32	20	253	0	56	280	78	0	414	1328
8:30	0	64	352	19	5	435	0	25	114	41	5	180	0	39	238	50	22	327	0	26	267	67	23	359	1301
8:45	0	62	296	26	7	394	0	31	154	39	5	224	0	39	169	23	21	231	0	41	231	62	6	334	1173
Hourly Total	0	274	1333	87	15	1694	0	100	565	186	13	851	0	141	803	141	73	1085	0	155	1009	264	29	1428	5058
Approach %	0.0%	16.2%	78.7%	5.1%	-	-	0.0%	11.8%	66.4%	21.9%	-	-	0.0%	13.0%	74.0%	13.0%	-	-	0.0%	10.9%	70.7%	18.5%	-	-	-
Total %	0.0%	5.4%	26.4%	1.7%	-	33.5%	0.0%	2.0%	11.2%	3.7%	-	16.8%	0.0%	2.8%	15.9%	2.8%	-	21.5%	0.0%	3.1%	19.9%	5.2%	-	28.2%	
PHF	0	0.87	0.93	0.84	-	0.94	0	0.81	0.92	0.78	-	0.9	0	0.9	0.84	0.71	-	0.83	0	0.69	0.9	0.85	-	0.86	0.95
Lights	0	257	1284	82	-	1623	0	93	544	176	-	813	0	132	771	139	-	1042	0	146	985	260	-	1391	4869
% Lights	-	93.8%	96.3%	94.3%	-	95.8%	-	93.0%	96.3%	94.6%	-	95.5%	-	93.6%	96.0%	98.6%	-	96.0%	-	94.2%	97.6%	98.5%	-	97.4%	96.3%
Buses	-	11	23	3	-	37	-	0	10	7	-	17	-	4	13	0	-	17	-	6	16	2	-	24	95
% Buses	-	4.0%	1.7%	3.4%	-	2.2%	-	0.0%	1.8%	3.8%	-	2.0%	-	2.8%	1.6%	0.0%	-	1.6%	-	3.9%	1.6%	0.8%	-	1.7%	1.9%
Trucks	-	6	26	2	-	34	-	7	11	3	-	21	-	5	19	2	-	26	-	3	8	2	-	13	94
% Trucks	-	2.2%	2.0%	2.3%	-	2.0%	-	7.0%	1.9%	1.6%	-	2.5%	-	3.5%	2.4%	1.4%	-	2.4%	-	1.9%	0.8%	0.8%	-	0.9%	1.9%
Bicycles	-	-	-	-	0	0	-	-	-	-	0	0	-	-	-	-	1	1	-	-	-	-	1	1	2
Pedestrians	-	-	-	-	15	-	-	-	-	-	13	-	-	-	-	-	0	-	-	-	-	-	29	-	57

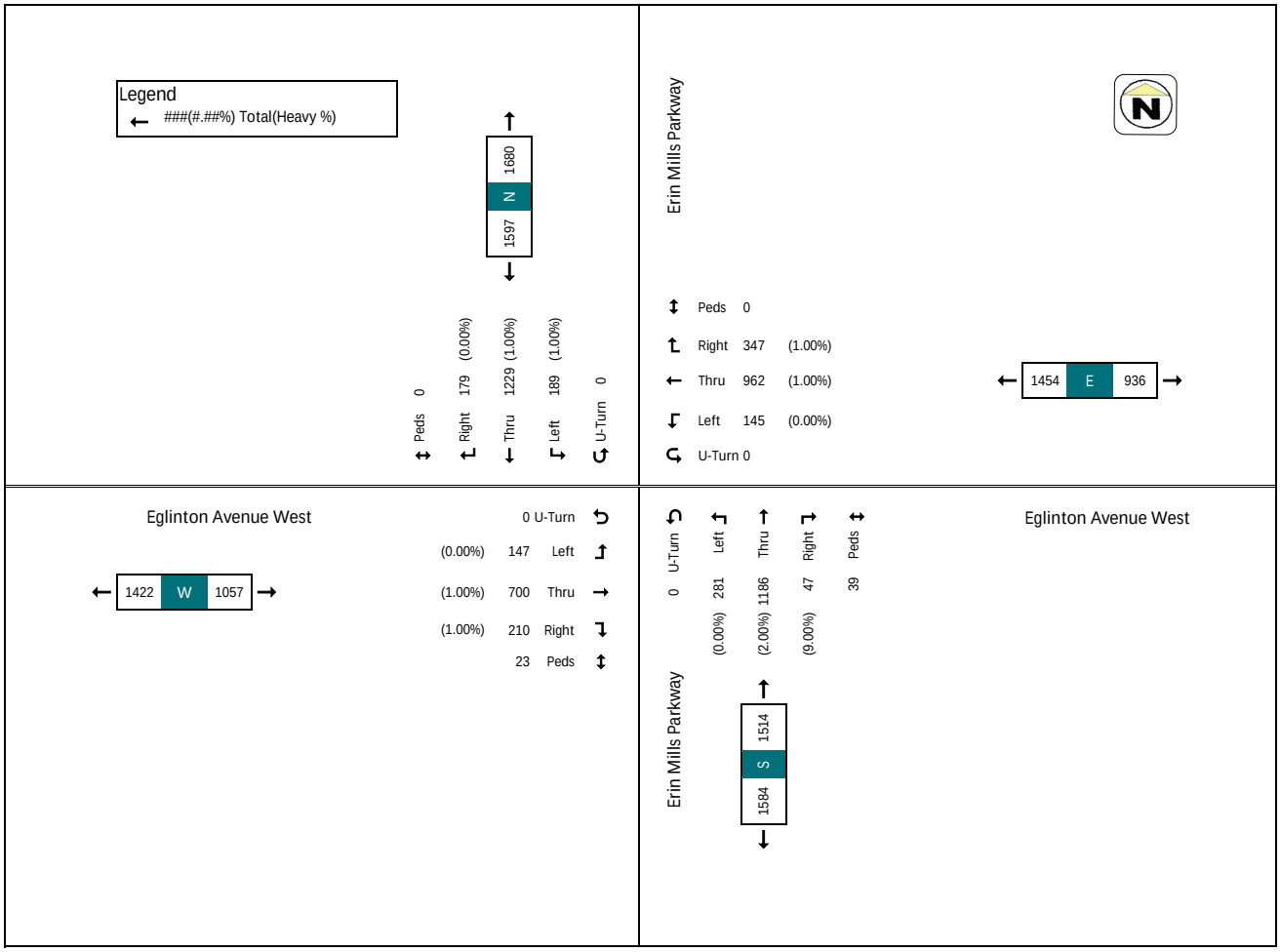


LEA Consulting Ltd.
625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

Intersection : Erin Mills Parkway & Eglinton Avenue West
Survey Date : June 11, 2024
Project No. : 25054
Count ID : 24206

PM Peak Hour - Erin Mills Parkway & Eglinton Avenue West

	Erin Mills Parkway Southbound						Eglinton Avenue West Westbound						Erin Mills Parkway Northbound						Eglinton Avenue West Eastbound						
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Grand Total
17:00	0	43	294	39	0	376	0	39	252	95	0	386	0	65	322	29	13	416	0	29	188	44	5	261	1439
17:15	0	61	348	45	0	454	0	36	223	77	0	336	0	77	320	0	7	397	0	37	155	61	9	253	1440
17:30	0	47	256	49	0	352	0	35	253	92	0	378	0	81	264	0	7	345	0	45	184	51	2	280	1355
17:45	0	38	331	46	0	415	0	35	236	83	0	354	0	58	280	18	12	356	0	36	183	57	7	276	1401
Hourly Total	0	189	1229	179	0	1597	0	145	962	347	0	1454	0	281	1186	47	39	1514	0	147	710	213	23	1070	5635
Approach %	0.0%	11.8%	77.0%	11.2%	-	-	0.0%	10.0%	66.2%	23.9%	-	-	0.0%	18.6%	78.3%	3.1%	-	-	0.0%	13.7%	66.4%	19.9%	-	-	-
Total %	0.0%	3.4%	21.8%	3.2%	-	28.3%	0.0%	2.6%	17.1%	6.2%	-	25.8%	0.0%	5.0%	21.1%	0.8%	-	26.9%	0.0%	2.6%	12.6%	3.8%	-	19.0%	-
PHF	0	0.77	0.88	0.91	-	0.88	0	0.93	0.95	0.91	-	0.94	0	0.87	0.92	0.41	-	0.91	0	0.82	0.94	0.87	-	0.96	0.98
Lights	0	187	1213	179	-	1579	0	141	956	341	-	1438	0	281	1163	43	-	1487	0	147	700	210	-	1057	5561
% Lights	-	98.9%	98.7%	100.0%	-	98.9%	-	97.2%	99.4%	98.3%	-	98.9%	-	100.0%	98.1%	91.5%	-	98.2%	-	100.0%	98.6%	98.6%	-	98.8%	98.7%
Buses	-	1	23	0	-	24	-	0	6	2	-	8	-	0	10	0	-	10	-	0	8	0	-	8	50
% Buses	-	0.5%	1.9%	0.0%	-	1.5%	-	0.0%	0.6%	0.6%	-	0.6%	-	0.0%	0.8%	0.0%	-	0.7%	-	0.0%	1.1%	0.0%	-	0.7%	0.9%
Trucks	-	1	12	0	-	13	-	4	0	4	-	8	-	0	13	4	-	17	-	0	2	3	-	5	43
% Trucks	-	0.5%	1.0%	0.0%	-	0.8%	-	2.8%	0.0%	1.2%	-	0.6%	-	0.0%	1.1%	8.5%	-	1.1%	-	0.0%	0.3%	1.4%	-	0.5%	0.8%
Bicycles	-	-	-	-	0	0	-	-	-	-	0	0	-	-	-	-	1	1	-	-	-	-	2	2	3
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	0

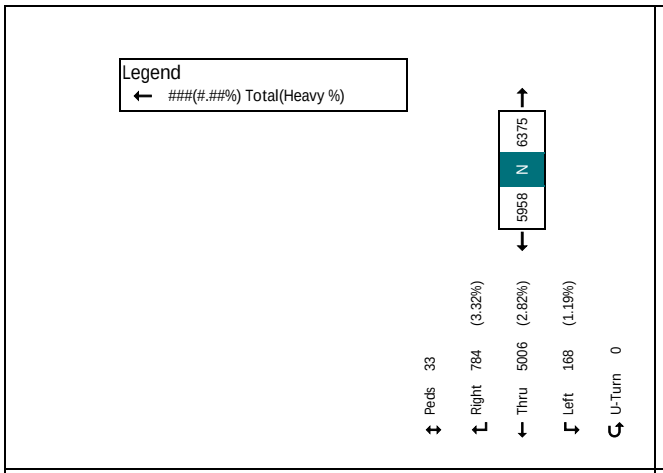


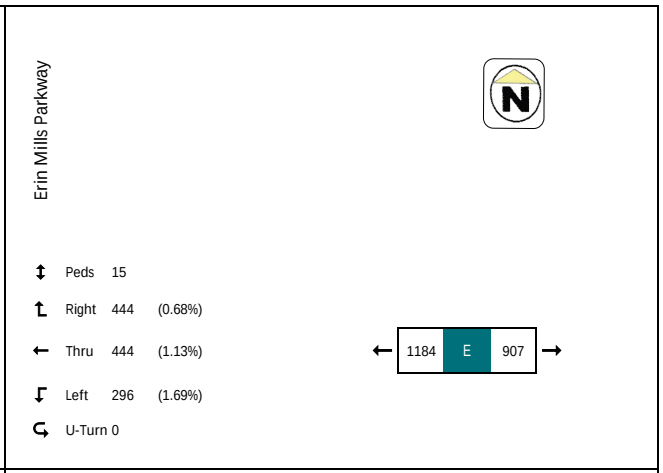
LEA Consulting Ltd.
625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

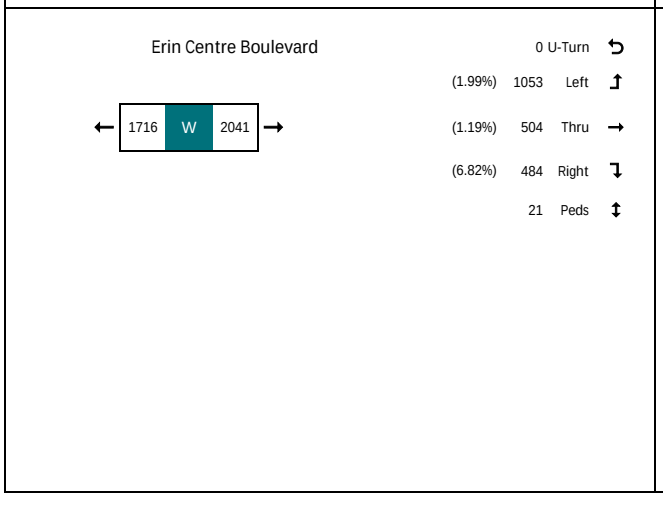
Intersection : Erin Mills Parkway & Erin Centre Boulevard
Survey Date : June 11, 2024
Project No. : 25054
Count ID : 24207

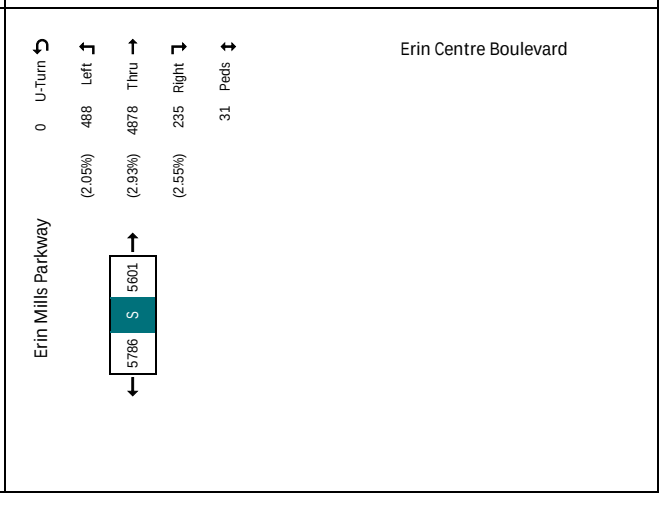
Turning Movement Count - Erin Mills Parkway & Erin Centre Boulevard

	Erin Mills Parkway Southbound						Erin Centre Boulevard Westbound						Erin Mills Parkway Northbound						Erin Centre Boulevard Eastbound						
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Grand Total
7:30	0	4	315	15	0	334	0	10	8	6	0	24	0	18	227	1	0	246	0	34	16	25	0	75	679
7:45	0	6	366	43	1	415	0	14	16	1	0	31	0	25	275	6	2	306	0	27	16	34	0	77	829
Hourly Total	0	10	681	58	1	749	0	24	24	7	0	55	0	43	502	7	2	552	0	61	32	59	0	152	1508
8:00	0	7	346	75	1	428	0	17	41	10	0	68	0	33	263	7	0	303	0	42	24	44	0	110	909
8:15	0	12	364	118	7	494	0	19	58	31	1	108	0	34	271	6	2	311	0	61	76	63	0	200	1113
8:30	0	8	327	61	0	396	0	22	14	9	0	45	0	53	293	8	0	324	0	63	38	53	1	154	919
8:45	0	9	340	28	3	377	0	14	22	16	0	52	0	19	256	11	1	286	0	34	26	27	2	87	802
Hourly Total	0	36	1377	282	11	1695	0	72	135	66	1	273	0	109	1083	32	3	1224	0	200	164	187	3	551	3743
9:00	0	17	313	23	0	353	0	11	19	11	0	41	0	15	248	8	0	271	0	23	16	19	0	58	723
9:15	0	10	254	43	3	307	0	23	17	5	2	45	0	13	202	10	1	225	0	32	24	23	2	79	656
Hourly Total	0	27	567	66	3	660	0	34	36	16	2	86	0	28	450	18	1	496	0	55	40	42	2	137	1379
* Break *																									
16:00	0	8	269	57	1	334	0	23	27	14	3	64	0	40	299	20	7	359	0	56	48	25	0	129	886
16:15	0	10	281	54	3	345	0	9	31	12	1	52	0	35	399	18	1	452	0	52	25	19	1	96	945
16:30	0	10	353	59	1	422	0	18	28	16	2	62	0	35	402	19	0	456	0	50	31	17	1	98	1038
16:45	0	17	329	49	5	395	0	22	22	15	2	59	0	39	331	16	5	386	0	48	28	27	7	103	943
Hourly Total	0	45	1232	219	10	1496	0	72	108	57	8	237	0	149	1431	73	13	1653	0	206	132	88	9	426	3812
17:00	0	11	267	29	4	307	0	32	43	18	0	93	0	42	379	19	1	440	0	57	33	29	0	119	959
17:15	0	15	341	38	2	394	0	16	23	8	1	47	0	40	363	24	7	427	0	55	30	28	4	113	981
17:30	0	13	261	33	1	307	0	19	35	12	1	66	0	43	317	26	2	386	0	45	44	25	2	114	873
17:45	0	10	279	59	1	348	0	27	40	20	2	87	0	34	353	36	2	423	0	58	29	26	1	113	971
Hourly Total	0	49	1148	159	8	1356	0	94	141	58	4	293	0	159	1412	105	12	1676	0	215	136	108	7	459	3784
Grand Total	0	168	5006	784	33	5958	0	296	444	204	15	944	0	488	4878	235	31	5601	0	737	504	484	21	1725	14228
Approach %	0.0%	2.8%	84.0%	13.2%	-	-	0.0%	31.4%	47.0%	21.6%	-	-	0.0%	8.7%	87.1%	4.2%	-	-	0.0%	42.7%	29.2%	28.1%	-	-	-
Total %	0.0%	1.2%	35.2%	5.5%	-	41.9%	0.0%	2.1%	3.1%	1.4%	-	6.6%	0.0%	3.4%	34.3%	1.7%	-	39.4%	0.0%	5.2%	3.5%	3.4%	-	12.1%	-
Lights	0	166	4865	758	-	5789	0	291	439	201	-	931	0	478	4735	229	-	5442	0	716	498	451	-	1665	13827
% Lights	-	98.8%	97.2%	96.7%	-	97.2%	-	98.3%	98.9%	98.5%	-	98.6%	-	98.0%	97.1%	97.4%	-	97.2%	-	97.2%	98.8%	93.2%	-	96.5%	97.2%
Buses	-	2	54	25	-	81	-	2	5	3	-	10	-	7	65	4	-	76	-	17	5	29	-	51	218
% Buses	-	1.2%	1.1%	3.2%	-	1.4%	-	0.7%	1.1%	1.5%	-	1.1%	-	1.4%	1.3%	1.7%	-	1.4%	-	2.3%	1.0%	6.0%	-	3.0%	1.5%
Trucks	-	0	87	1	-	88	-	3	0	0	-	3	-	3	78	2	-	83	-	4	1	4	-	9	183
% Trucks	-	0.0%	1.7%	-	-	1.5%	-	1.0%	0.0%	0.0%	-	0.3%	-	0.6%	1.6%	0.9%	-	1.5%	-	0.5%	0.2%	0.8%	-	0.5%	1.3%
Bicycles	-	-	-	-	6	6	-	-	-	-	3	3	-	-	-	-	2	2	-	-	-	-	3	3	14
Pedestrians	-	-	-	-	33	-	-	-	-	-	15	-	-	-	-	-	31	-	-	-	-	-	21	-	100







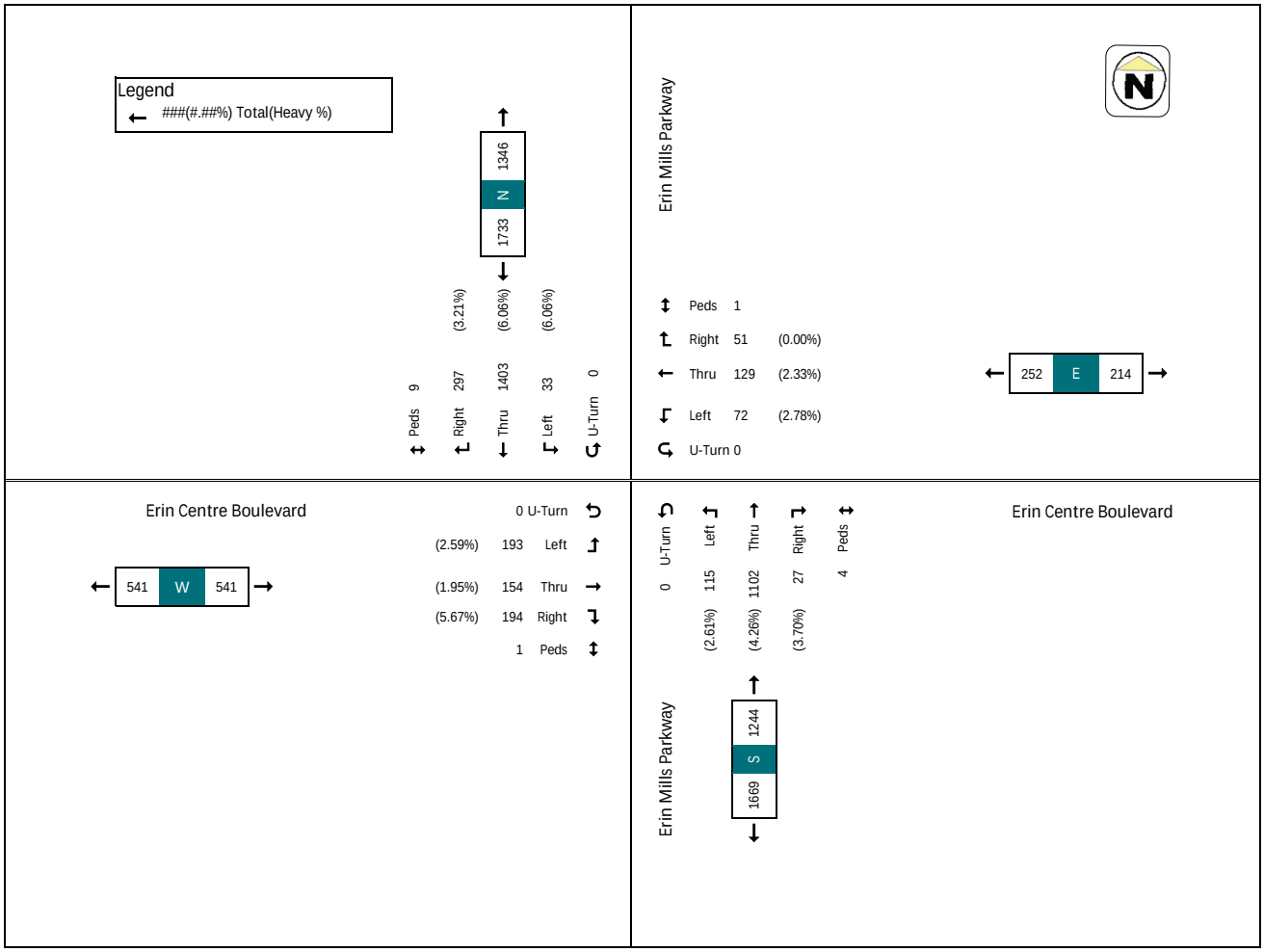


LEA Consulting Ltd.
625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

Intersection : Erin Mills Parkway & Erin Centre Boulevard
Survey Date : June 11, 2024
Project No. : 25054
Count ID : 24207

AM Peak Hour - Erin Mills Parkway & Erin Centre Boulevard

	Erin Mills Parkway Southbound						Erin Centre Boulevard Westbound						Erin Mills Parkway Northbound						Erin Centre Boulevard Eastbound						
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Grand Total
7:45	0	6	366	43	1	415	0	14	16	1	0	31	0	25	275	6	2	306	0	27	16	34	0	77	829
8:00	0	7	346	75	1	428	0	17	41	10	0	68	0	33	263	7	0	303	0	42	24	44	0	110	909
8:15	0	12	364	118	7	494	0	19	58	31	1	108	0	34	271	6	2	311	0	61	76	63	0	200	1113
8:30	0	8	327	61	0	396	0	22	14	9	0	45	0	23	293	8	0	324	0	63	38	53	1	154	919
Hourly Total	0	33	1403	297	9	1733	0	72	129	51	1	252	0	115	1102	27	4	1244	0	193	154	194	1	541	3770
Approach %	0.0%	1.9%	81.0%	17.1%	-	-	0.0%	28.6%	51.2%	20.2%	-	-	0.0%	9.2%	88.6%	2.2%	-	-	0.0%	35.7%	28.5%	35.9%	-	-	-
Total %	0.0%	0.9%	37.2%	7.9%	-	46.0%	0.0%	1.9%	3.4%	1.4%	-	6.7%	0.0%	3.1%	29.2%	0.7%	-	33.0%	0.0%	5.1%	4.1%	5.1%	-	14.4%	
PHF	0	0.69	0.96	0.63	-	0.88	0	0.82	0.56	0.41	-	0.58	0	0.85	0.94	0.84	-	0.96	0	0.77	0.51	0.77	-	0.68	0.85
Lights	0	31	1358	287	-	1676	0	70	126	51	-	247	0	112	1055	26	-	1193	0	188	151	183	-	522	3638
% Lights	-	93.9%	96.8%	96.6%	-	96.7%	-	97.2%	97.7%	100.0%	-	98.0%	-	97.4%	95.7%	96.3%	-	95.9%	-	97.4%	98.1%	94.3%	-	96.5%	96.5%
Buses	-	2	25	10	-	37	-	2	3	0	-	5	-	2	22	1	-	25	-	4	3	10	-	17	84
% Buses	-	6.1%	1.8%	3.4%	-	2.1%	-	2.8%	2.3%	0.0%	-	2.0%	-	1.7%	2.0%	3.7%	-	2.0%	-	2.1%	1.9%	5.2%	-	3.1%	2.2%
Trucks	-	0	20	0	-	20	-	0	0	0	-	0	-	1	25	0	-	26	-	1	0	1	-	2	48
% Trucks	-	0.0%	1.4%	0.0%	-	1.2%	-	0.0%	0.0%	0.0%	-	0.0%	-	0.9%	2.3%	0.0%	-	2.1%	-	0.5%	0.0%	0.5%	-	0.4%	1.3%
Bicycles	-	-	-	-	2	2	-	-	-	-	0	0	-	-	-	-	0	0	-	-	-	-	0	0	2
Pedestrians	-	-	-	-	9	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	11

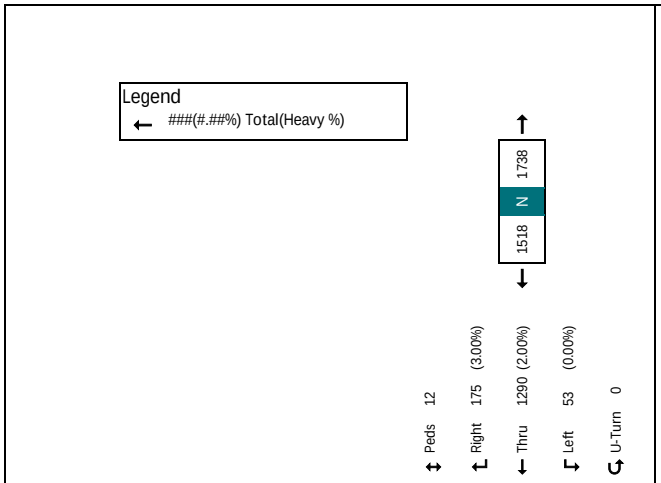


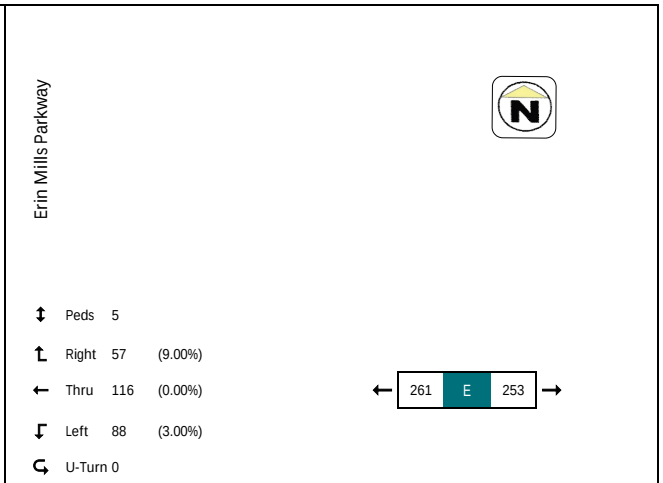
LEA Consulting Ltd.
625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

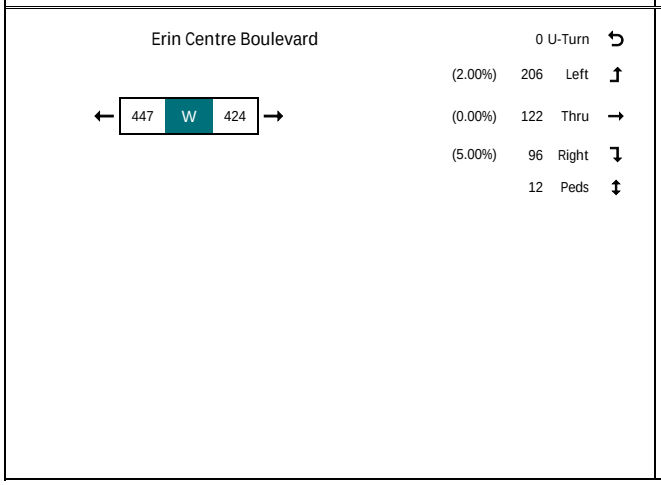
Intersection : Erin Mills Parkway & Erin Centre Boulevard
Survey Date : June 11, 2024
Project No. : 25054
Count ID : 24207

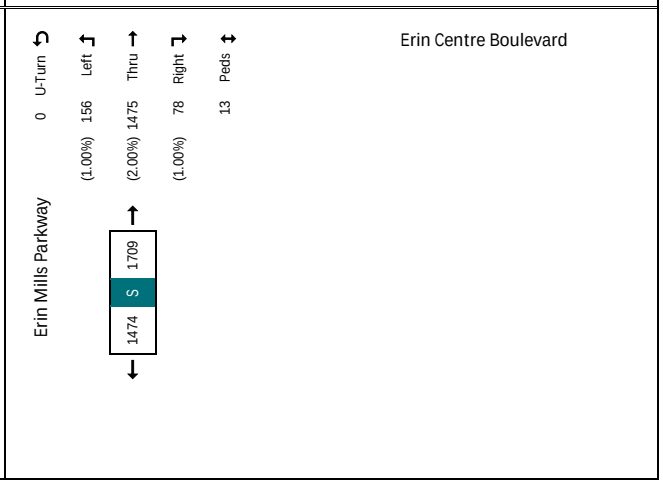
PM Peak Hour - Erin Mills Parkway & Erin Centre Boulevard

	Erin Mills Parkway Southbound						Erin Centre Boulevard Westbound						Erin Mills Parkway Northbound						Erin Centre Boulevard Eastbound						
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Grand Total
16:30	0	10	353	59	1	422	0	18	28	16	2	62	0	35	402	19	0	456	0	50	31	17	1	98	1038
16:45	0	17	329	49	5	395	0	22	22	15	2	59	0	39	331	16	5	386	0	48	28	27	7	103	943
17:00	0	11	267	29	4	307	0	32	43	18	0	93	0	42	379	19	1	440	0	57	33	29	0	119	959
17:15	0	15	341	38	2	394	0	16	23	8	1	47	0	40	363	24	7	427	0	55	30	28	4	113	981
Hourly Total	0	53	1290	175	12	1518	0	88	116	57	5	261	0	156	1475	78	13	1709	0	210	122	101	12	433	3921
Approach %	0.0%	3.5%	85.0%	11.5%	-	-	0.0%	33.7%	44.4%	21.8%	-	-	0.0%	9.1%	86.3%	4.6%	-	-	0.0%	48.5%	28.2%	23.3%	-	-	-
Total %	0.0%	1.4%	32.9%	4.5%	-	38.7%	0.0%	2.3%	3.0%	1.5%	-	6.7%	0.0%	4.1%	38.1%	2.1%	-	43.6%	0.0%	5.6%	3.2%	2.7%	-	11.0%	
PHF	0	0.78	0.91	0.74	-	0.9	0	0.69	0.67	0.79	-	0.7	0	0.93	0.92	0.81	-	0.94	0	0.92	0.92	0.87	-	0.91	0.94
Lights	0	53	1270	170	-	1493	0	86	116	57	-	259	0	155	1444	77	-	1676	0	206	122	96	-	424	3852
% Lights	-	100.0%	98.4%	97.1%	-	98.4%	-	97.7%	100.0%	100.0%	-	99.2%	-	99.4%	97.9%	98.7%	-	98.1%	-	98.1%	100.0%	95.0%	-	97.9%	98.2%
Buses	-	0	25	5	-	30	-	0	0	0	-	0	-	1	8	1	-	10	-	3	0	5	-	8	48
% Buses	-	0.0%	1.9%	2.9%	-	2.0%	-	0.0%	0.0%	0.0%	-	0.0%	-	0.6%	0.5%	1.3%	-	0.6%	-	1.4%	0.0%	5.0%	-	1.8%	1.2%
Trucks	-	0	16	0	-	16	-	2	0	0	-	2	-	0	23	0	-	23	-	1	0	0	-	1	42
% Trucks	-	0.0%	1.2%	0.0%	-	1.1%	-	2.3%	0.0%	0.0%	-	0.8%	-	0.0%	1.6%	0.0%	-	1.3%	-	0.5%	0.0%	0.0%	-	0.2%	1.1%
Bicycles	-	-	-	-	2	2	-	-	-	-	1	1	-	-	-	-	0	0	-	-	-	-	1	1	4
Pedestrians	-	-	-	-	12	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	12







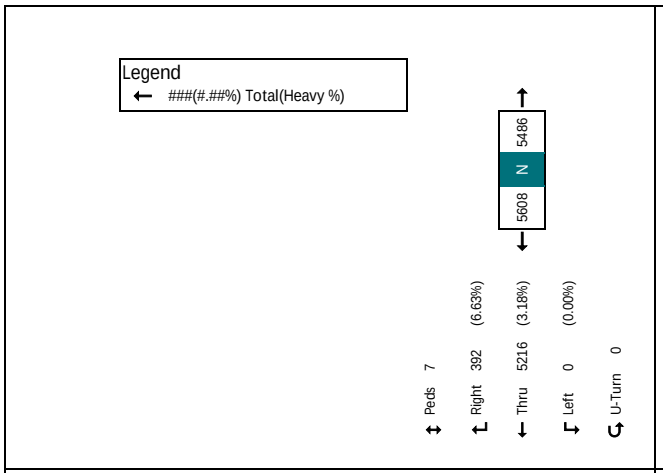


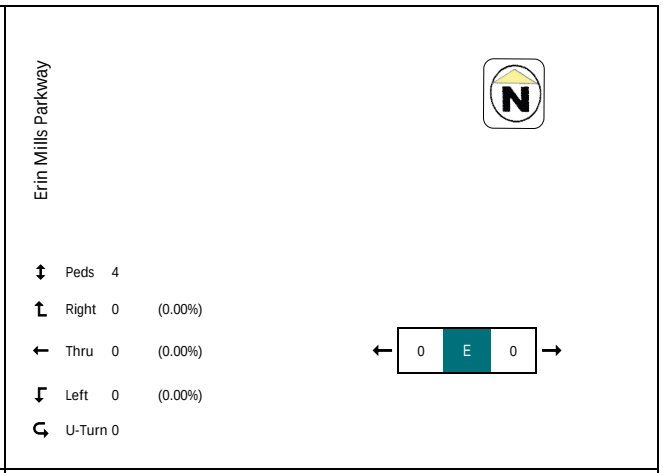
LEA Consulting Ltd.
625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

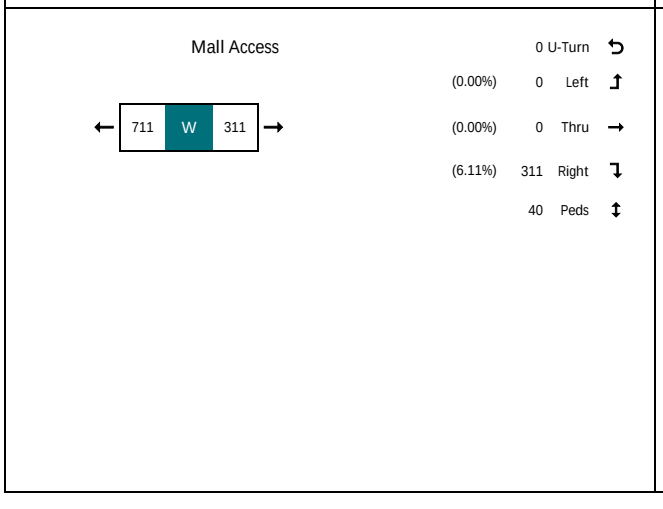
Intersection : Erin Mills Parkway & Mall Access
Survey Date : June 11, 2024
Project No. : 25054
Count ID : 24208

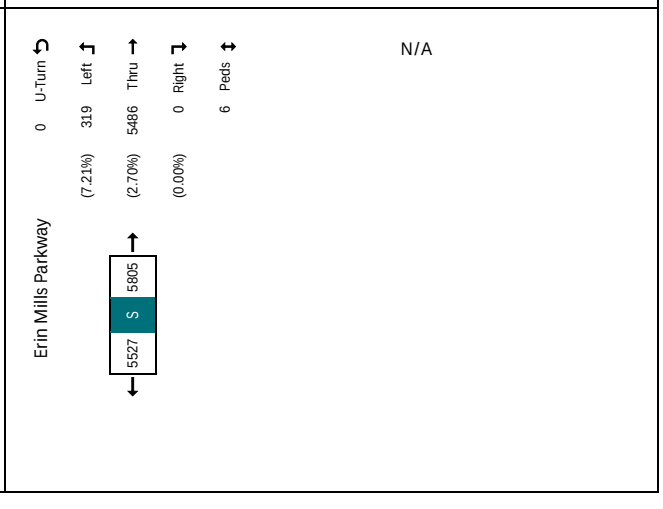
Turning Movement Count - Erin Mills Parkway & Mall Access

	Erin Mills Parkway Southbound						N/A Westbound						Erin Mills Parkway Northbound						Mall Access Eastbound						
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Grand Total
7:30	0	0	345	14	0	359	0	0	0	0	0	0	0	6	251	0	1	257	0	0	0	2	2	2	618
7:45	0	0	402	14	0	416	0	0	0	0	0	0	0	12	329	0	2	341	0	0	0	10	3	10	767
Hourly Total	0	0	747	28	0	775	0	0	0	0	0	0	0	18	580	0	3	598	0	0	0	12	5	12	1385
8:00	0	0	397	17	0	414	0	0	0	0	0	0	0	18	309	0	1	327	0	0	0	8	2	8	749
8:15	0	0	444	18	0	462	0	0	0	0	0	0	0	27	344	0	1	371	0	0	0	17	5	17	850
8:30	0	0	376	17	3	393	0	0	0	0	1	0	0	15	364	0	1	379	0	0	0	8	3	8	780
8:45	0	0	364	18	0	382	0	0	0	0	0	0	0	16	294	0	0	310	0	0	0	3	1	3	695
Hourly Total	0	0	1581	70	3	1651	0	0	0	0	1	0	0	76	1311	0	3	1387	0	0	0	36	11	36	3074
9:00	0	0	313	23	0	336	0	0	0	0	0	0	0	10	279	0	0	289	0	0	0	8	0	8	633
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	313	23	0	336	0	0	0	0	0	0	0	10	279	0	0	289	0	0	0	8	0	8	633
* Break *																									
16:00	0	0	302	29	3	331	0	0	0	0	2	0	0	29	378	0	0	407	0	0	0	24	5	24	762
16:15	0	0	286	32	0	318	0	0	0	0	0	0	0	24	445	0	0	469	0	0	0	32	0	32	819
16:30	0	0	338	33	0	371	0	0	0	0	0	0	0	30	397	0	0	427	0	0	0	27	1	27	825
16:45	0	0	337	33	0	370	0	0	0	0	0	0	0	24	367	0	0	391	0	0	0	34	5	34	795
Hourly Total	0	0	1263	127	3	1390	0	0	0	0	2	0	0	107	1587	0	0	1694	0	0	0	117	11	117	3201
17:00	0	0	300	33	0	333	0	0	0	0	1	0	0	29	458	0	0	487	0	0	0	29	4	29	849
17:15	0	0	353	41	0	394	0	0	0	0	0	0	0	21	448	0	0	469	0	0	0	36	5	36	899
17:30	0	0	306	32	0	338	0	0	0	0	0	0	0	34	397	0	0	431	0	0	0	38	2	38	807
17:45	0	0	353	38	1	391	0	0	0	0	0	0	0	24	426	0	0	450	0	0	0	35	2	35	876
Hourly Total	0	0	1312	144	1	1456	0	0	0	0	1	0	0	108	1729	0	0	1837	0	0	0	138	13	138	3431
Grand Total	0	0	5216	392	7	5608	0	0	0	0	4	0	0	319	5486	0	6	5805	0	0	0	311	40	311	11724
Approach %	0.0%	0.0%	93.0%	7.0%	-	-	-	-	-	-	-	-	0.0%	5.5%	94.5%	0.0%	-	-	0.0%	0.0%	0.0%	100.0%	-	-	-
Total %	0.0%	0.0%	44.5%	3.3%	-	47.8%	0.0%	0.0%	0.0%	0.0%	-	0.0%	0.0%	2.7%	46.8%	0.0%	-	49.5%	0.0%	0.0%	0.0%	2.7%	-	2.7%	-
Lights	0	0	5050	366	-	5416	0	0	0	0	-	0	0	296	5338	0	-	5634	0	0	0	292	-	292	11342
% Lights	-	-	96.8%	93.4%	-	96.6%	-	-	-	-	-	-	-	92.8%	97.3%	-	-	97.1%	-	-	-	93.9%	-	93.9%	96.7%
Buses	-	0	70	23	-	93	-	0	0	0	-	0	-	20	64	0	-	84	-	0	0	16	-	16	193
% Buses	-	-	1.3%	5.9%	-	1.7%	-	-	-	-	-	-	-	6.3%	1.2%	-	-	1.4%	-	-	-	5.1%	-	5.1%	1.6%
Trucks	-	0	96	3	-	99	-	0	0	0	-	0	-	3	84	0	-	87	-	0	0	3	-	3	189
% Trucks	-	-	1.8%	-	-	1.8%	-	-	-	-	-	-	-	0.9%	1.5%	-	-	1.5%	-	-	-	1.0%	-	1.0%	1.6%
Bicycles	-	-	-	-	0	0	-	-	-	-	1	1	-	-	-	-	0	0	-	-	-	-	6	6	7
Pedestrians	-	-	-	-	7	-	-	-	-	-	4	-	-	-	-	-	6	-	-	-	-	-	40	-	57







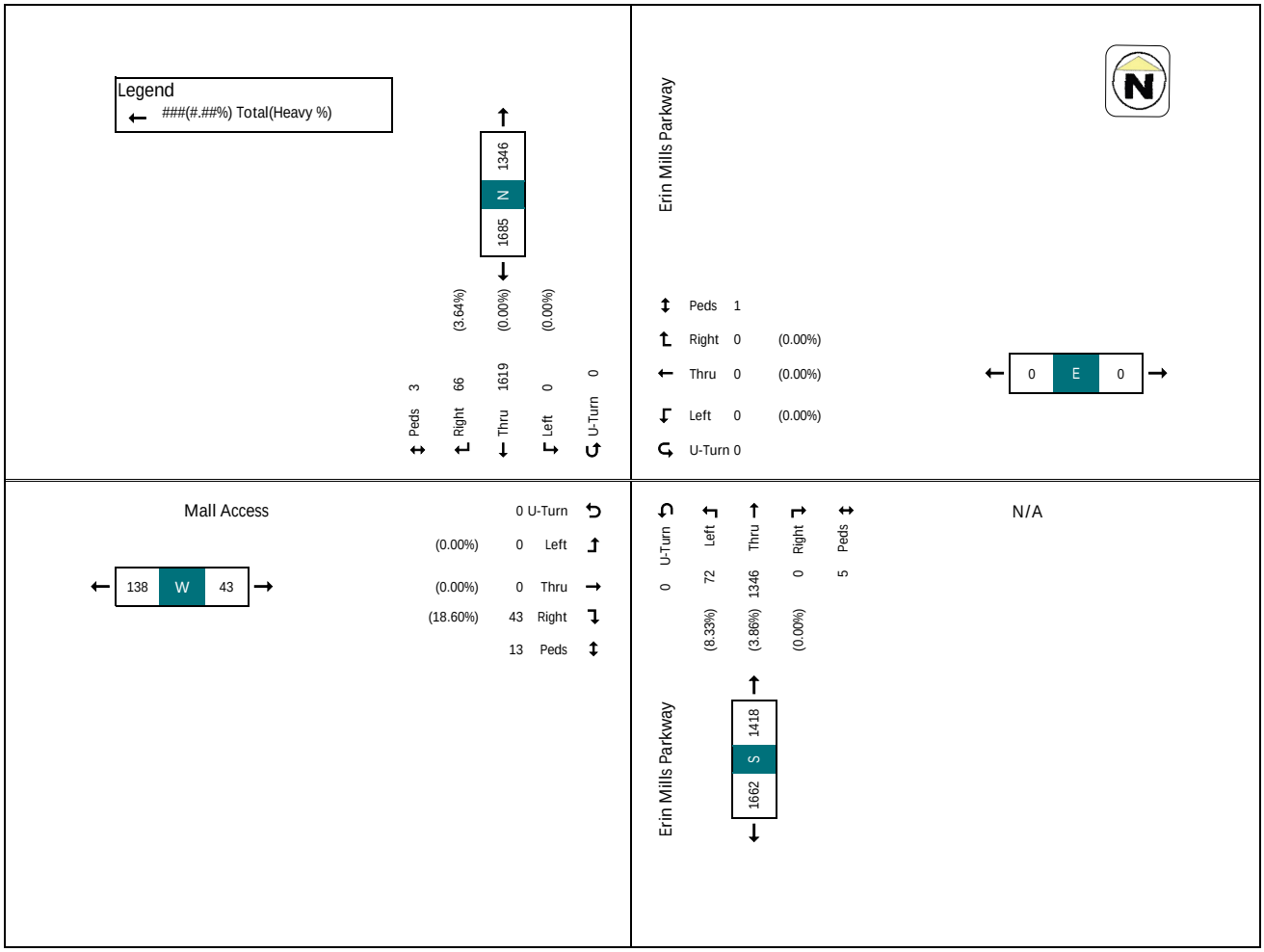


LEA Consulting Ltd.
625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

Intersection : Erin Mills Parkway & Mall Access
Survey Date : June 11, 2024
Project No. : 25054
Count ID : 24208

AM Peak Hour - Erin Mills Parkway & Mall Access

	Erin Mills Parkway Southbound						N/A Westbound						Erin Mills Parkway Northbound						Mall Access Eastbound						
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Grand Total
7:45	0	0	402	14	0	416	0	0	0	0	0	0	0	12	329	0	2	341	0	0	0	10	3	10	767
8:00	0	0	397	17	0	414	0	0	0	0	0	0	0	18	309	0	1	327	0	0	0	8	2	8	749
8:15	0	0	444	18	0	462	0	0	0	0	0	0	0	27	344	0	1	371	0	0	0	17	5	17	850
8:30	0	0	376	17	3	393	0	0	0	0	1	0	0	15	364	0	1	379	0	0	0	8	3	8	780
Hourly Total	0	0	1619	66	3	1685	0	0	0	0	1	0	0	72	1346	0	5	1418	0	0	0	43	13	43	3146
Approach %	0.0%	0.0%	96.1%	3.9%	-	-	-	-	-	-	-	-	0.0%	5.1%	94.9%	0.0%	-	-	0.0%	0.0%	0.0%	100.0%	-	-	-
Total %	0.0%	0.0%	51.5%	2.1%	-	53.6%	0.0%	0.0%	0.0%	0.0%	-	0.0%	0.0%	2.3%	42.8%	0.0%	-	45.1%	0.0%	0.0%	0.0%	1.4%	-	1.4%	
PHF	0	0	0.91	0.92	-	0.91	0	0	0	0	-	0	0	0.67	0.92	0	-	0.94	0	0	0	0.63	-	0.63	0.93
Lights	0	0	1560	58	-	1618	0	0	0	0	-	0	0	66	1294	0	-	1360	0	0	0	35	-	35	3013
% Lights	-	-	96.4%	87.9%	-	96.0%	-	-	-	-	-	-	-	91.7%	96.1%	-	-	95.9%	-	-	-	81.4%	-	81.4%	95.8%
Buses	-	0	33	8	-	41	-	0	0	0	-	0	-	5	23	0	-	28	-	0	0	6	-	6	75
% Buses	-	-	2.0%	12.1%	-	2.4%	-	-	-	-	-	-	-	6.9%	1.7%	0	-	2.0%	-	-	-	14.0%	-	14.0%	2.4%
Trucks	-	0	26	0	-	26	-	0	0	0	-	0	-	1	29	0	-	30	-	0	0	2	-	2	58
% Trucks	-	-	1.6%	0.0%	-	1.5%	-	-	-	-	-	-	-	1.4%	2.2%	-	-	2.1%	-	-	-	4.7%	-	4.7%	1.8%
Bicycles	-	-	-	-	0	0	-	-	-	-	0	0	-	-	-	-	0	0	-	-	-	-	2	2	2
Pedestrians	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	13	-	17

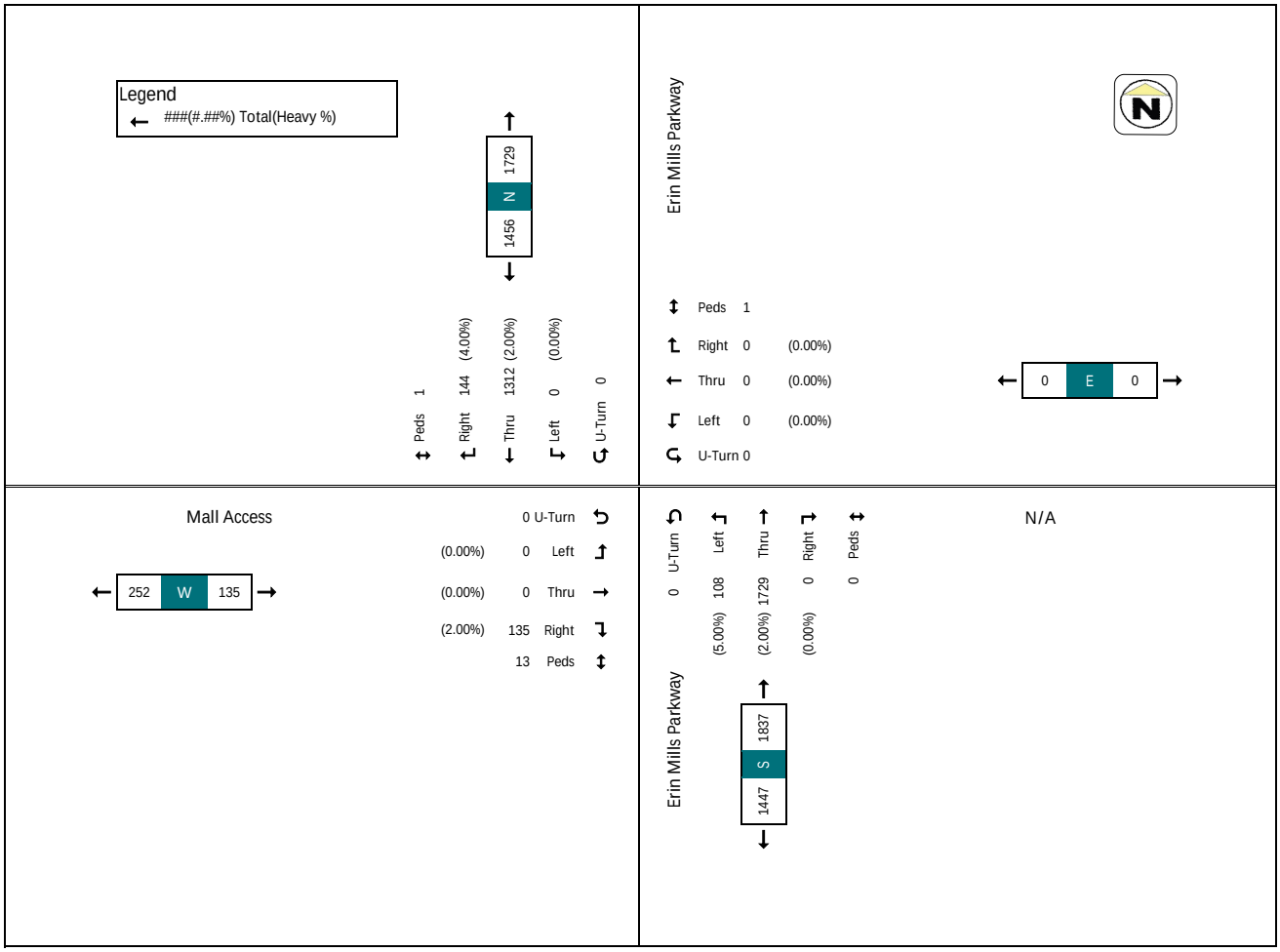


LEA Consulting Ltd.
625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

Intersection : Erin Mills Parkway & Mall Access
Survey Date : June 11, 2024
Project No. : 25054
Count ID : 24208

PM Peak Hour - Erin Mills Parkway & Mall Access

	Erin Mills Parkway Southbound						N/A Westbound						Erin Mills Parkway Northbound						Mall Access Eastbound						
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Grand Total
17:00	0	0	300	33	0	333	0	0	0	0	1	0	0	29	458	0	0	487	0	0	0	29	4	29	849
17:15	0	0	353	41	0	394	0	0	0	0	0	0	0	21	448	0	0	469	0	0	0	36	5	36	899
17:30	0	0	306	32	0	338	0	0	0	0	0	0	0	34	397	0	0	431	0	0	0	38	2	38	807
17:45	0	0	353	38	1	391	0	0	0	0	0	0	0	24	426	0	0	450	0	0	0	35	2	35	876
Hourly Total	0	0	1312	144	1	1456	0	0	0	0	1	0	0	108	1729	0	0	1837	0	0	0	138	13	138	3431
Approach %	0.0%	0.0%	90.1%	9.9%	-	-	-	-	-	-	-	-	0.0%	5.9%	94.1%	0.0%	-	-	0.0%	0.0%	0.0%	100.0%	-	-	-
Total %	0.0%	0.0%	38.2%	4.2%	-	42.4%	0.0%	0.0%	0.0%	0.0%	-	0.0%	0.0%	3.4%	55.0%	0.0%	-	53.5%	0.0%	0.0%	0.0%	4.4%	-	4.0%	
PHF	0	0	0.93	0.88	-	0.92	0	0	0	0	-	0	0	0.79	0.94	0	-	0.94	0	0	0	0.91	-	0.91	0.95
Lights	0	0	1289	138	-	1427	0	0	0	0	-	0	0	103	1701	0	-	1804	0	0	0	135	-	135	3366
% Lights	-	-	98.2%	95.8%	-	98.0%	-	-	-	-	-	-	-	95.4%	98.4%	-	-	98.2%	-	-	-	97.8%	-	97.8%	98.1%
Buses	-	0	33	5	-	38	-	0	0	0	-	0	-	5	10	0	-	15	-	0	0	3	-	3	56
% Buses	-	-	2.5%	3.5%	-	2.6%	-	-	-	-	-	-	-	4.6%	0.6%	-	-	0.8%	-	-	-	2.2%	-	2.2%	1.6%
Trucks	-	0	19	1	-	20	-	0	0	0	-	0	-	0	18	0	-	18	-	0	0	0	-	0	38
% Trucks	-	-	1.4%	0.7%	-	1.4%	-	-	-	-	-	-	-	0.0%	1.0%	-	-	1.0%	-	-	-	0.0%	-	0.0%	1.1%
Bicycles	-	-	-	-	0	0	-	-	-	-	0	0	-	-	-	-	0	0	-	-	-	-	0	0	0
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	1



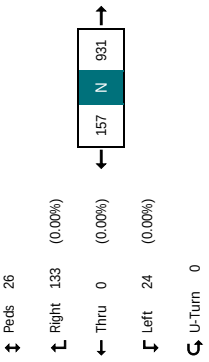
LEA Consulting Ltd.
625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

Intersection : Site Access (W) & Erin Centre Boulevard
Survey Date : June 11, 2024
Project No. : 25054
Count ID : 24209

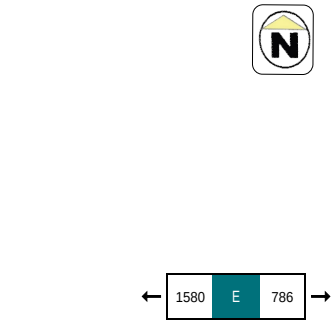
Turning Movement Count - Site Access (W) & Erin Centre Boulevard

	Site Access (W) Southbound						Erin Centre Boulevard Westbound						N/A Northbound						Erin Centre Boulevard Eastbound						
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Grand Total
7:30	0	1	0	0	1	1	0	0	24	1	0	25	0	0	0	0	0	0	0	1	22	0	0	23	49
7:45	0	1	0	2	0	3	0	0	33	1	0	34	0	0	0	0	0	0	0	0	26	0	0	26	63
Hourly Total	0	2	0	2	1	4	0	0	57	2	0	59	0	0	0	0	0	0	0	1	48	0	0	49	112
8:00	0	0	0	1	1	1	0	0	78	1	0	79	0	0	0	0	0	0	0	0	40	0	0	40	120
8:15	0	1	0	1	0	2	0	0	79	1	0	80	0	0	0	0	0	0	10	0	83	0	0	93	175
8:30	0	1	0	1	1	2	0	0	45	2	0	47	0	0	0	0	0	0	1	1	54	0	0	56	105
8:45	0	0	0	0	1	0	0	0	44	2	0	46	0	0	0	0	0	0	0	0	44	0	0	44	90
Hourly Total	0	2	0	3	3	5	0	0	246	6	0	252	0	0	0	0	0	0	11	1	221	0	0	233	490
9:00	0	0	0	2	0	2	0	0	42	2	0	44	0	0	0	0	0	0	1	0	31	0	0	32	78
9:15	0	2	0	4	2	6	0	0	29	7	0	36	0	0	0	0	0	0	0	1	42	0	0	43	85
Hourly Total	0	2	0	6	2	8	0	0	71	9	0	80	0	0	0	0	0	0	1	1	73	0	0	75	163
* Break *																									
16:00	0	3	0	21	3	24	0	0	37	2	0	39	0	0	0	0	0	0	0	18	58	0	0	76	139
16:15	0	4	0	6	1	10	0	0	48	2	0	50	0	0	0	0	0	0	0	13	49	0	0	62	122
16:30	0	1	0	15	5	16	0	0	52	2	0	54	0	0	0	0	0	0	0	10	48	0	0	58	128
16:45	0	1	0	15	2	16	0	0	54	4	0	58	0	0	0	0	0	0	0	19	44	0	0	63	137
Hourly Total	0	9	0	57	11	66	0	0	191	10	0	201	0	0	0	0	0	0	0	60	199	0	0	259	526
17:00	0	2	0	26	2	28	0	0	58	1	0	59	0	0	0	0	0	0	0	17	47	0	0	64	151
17:15	0	2	0	11	3	13	0	0	41	3	0	44	0	0	0	0	0	0	0	18	47	0	0	65	122
17:30	0	3	0	14	1	17	0	0	49	3	0	52	0	0	0	0	0	0	0	15	75	0	0	90	159
17:45	0	2	0	14	3	16	0	0	77	9	0	86	0	0	0	0	0	0	0	25	52	0	0	77	179
Hourly Total	0	9	0	65	9	74	0	0	225	16	0	241	0	0	0	0	0	0	0	75	221	0	0	296	611
Grand Total	0	24	0	133	26	157	0	0	790	43	0	833	0	0	0	0	0	0	12	138	762	0	0	912	1902
Approach %	0.0%	15.3%	0.0%	84.7%	-	-	0.0%	0.0%	94.8%	5.2%	-	-	-	-	-	-	-	-	1.3%	15.1%	83.6%	0.0%	-	-	-
Total %	0.0%	1.3%	0.0%	7.0%	-	8.3%	0.0%	0.0%	41.5%	2.3%	-	43.8%	0.0%	0.0%	0.0%	0.0%	-	0.0%	0.6%	7.3%	40.1%	0.0%	-	47.9%	-
Lights	0	24	0	133	-	157	0	0	778	42	-	820	0	0	0	0	-	0	12	138	749	0	-	899	1876
% Lights	-	100.0%	-	100.0%	-	100.0%	-	-	98.5%	97.7%	-	98.4%	-	-	-	-	-	-	100.0%	100.0%	98.3%	-	-	98.6%	98.6%
Buses	-	0	0	0	-	0	-	0	9	0	-	9	-	0	0	0	-	0	-	0	9	0	-	9	18
% Buses	-	0.0%	-	0.0%	-	0.0%	-	-	1.1%	0.0%	-	1.1%	-	-	-	-	-	-	-	0.0%	1.2%	-	-	1.0%	0.9%
Trucks	-	0	0	0	-	0	-	0	3	1	-	4	-	0	0	0	-	0	-	0	4	0	-	4	8
% Trucks	-	0.0%	-	-	-	0.0%	-	-	0.4%	2.3%	-	0.5%	-	-	-	-	-	-	-	0.0%	0.5%	-	-	0.4%	0.4%
Bicycles	-	-	-	-	0	0	-	-	-	-	9	9	-	-	-	-	0	0	-	-	-	-	0	0	9
Pedestrians	-	-	-	-	26	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	26

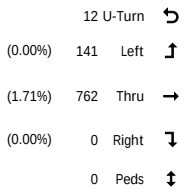
Legend
← ###(#.##%) Total(Heavy %)

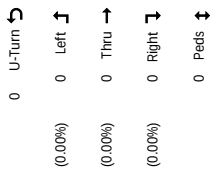


Site Access (W)



Erin Centre Boulevard





N/A

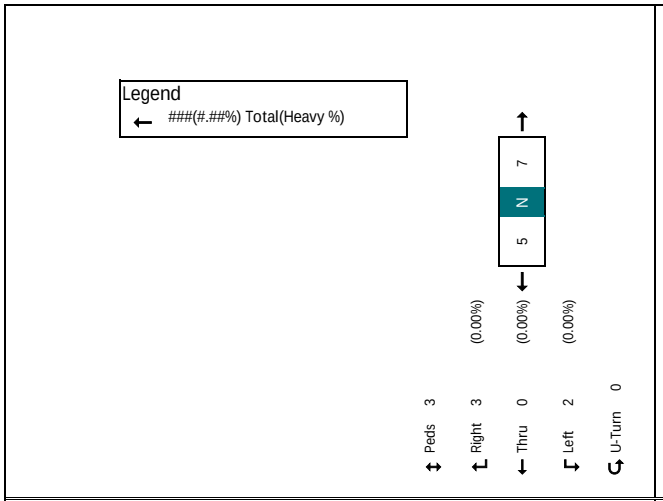
Erin Centre Boulevard

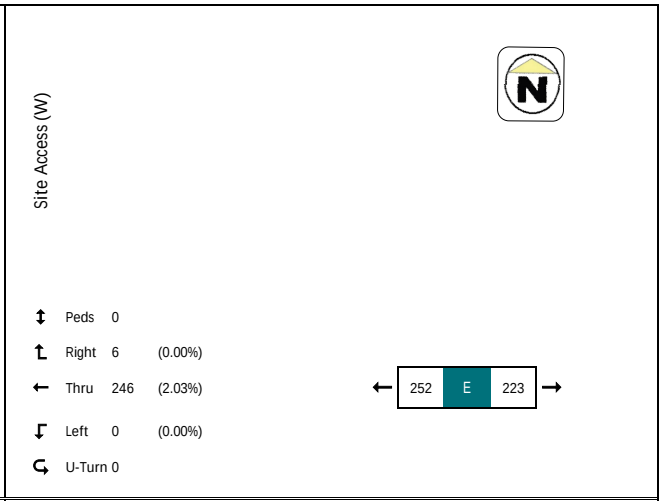
LEA Consulting Ltd.
625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

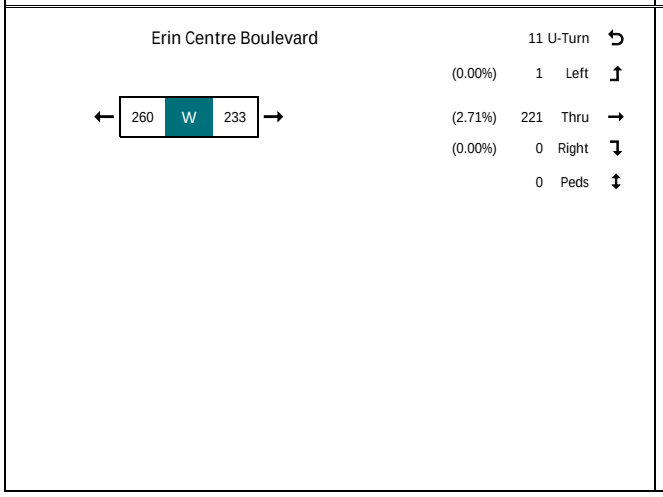
Intersection : Site Access (W) & Erin Centre Boulevard
Survey Date : June 11, 2024
Project No. : 25054
Count ID : 24209

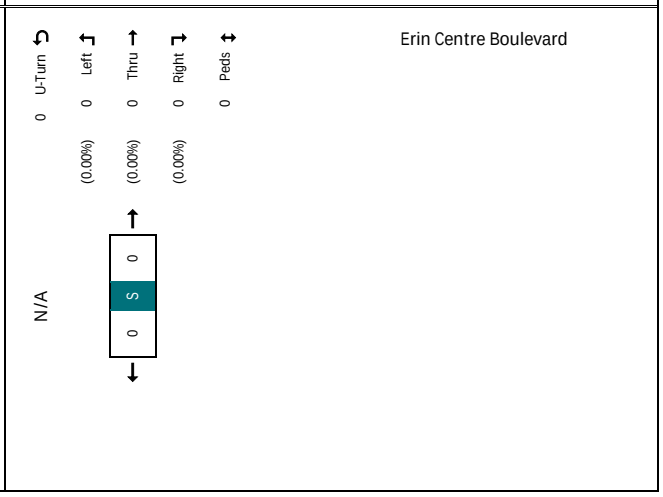
AM Peak Hour - Site Access (W) & Erin Centre Boulevard

	Site Access (W) Southbound						Erin Centre Boulevard Westbound						N/A Northbound						Erin Centre Boulevard Eastbound						
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Grand Total
8:00	0	0	0	1	1	1	0	0	78	1	0	79	0	0	0	0	0	0	0	0	40	0	0	40	120
8:15	0	1	0	1	0	2	0	0	79	1	0	80	0	0	0	0	0	0	10	0	83	0	0	93	175
8:30	0	1	0	1	1	2	0	0	45	2	0	47	0	0	0	0	0	0	1	1	54	0	0	56	105
8:45	0	0	0	0	1	0	0	0	44	2	0	46	0	0	0	0	0	0	0	0	44	0	0	44	90
Hourly Total	0	2	0	3	3	5	0	0	246	6	0	252	0	0	0	0	0	0	11	1	221	0	0	233	490
Approach %	0.0%	40.0%	0.0%	60.0%	-	-	0.0%	0.0%	97.6%	2.4%	-	-	-	-	-	-	-	-	4.7%	0.4%	94.8%	0.0%	-	-	-
Total %	0.0%	0.4%	0.0%	0.6%	-	1.0%	0.0%	0.0%	50.2%	1.2%	-	51.4%	0.0%	0.0%	0.0%	0.0%	-	0.0%	2.2%	0.2%	45.1%	0.0%	-	47.6%	-
PHF	0	0.5	0	0.75	-	0.63	0	0	0.78	0.75	-	0.79	0	0	0	0	-	0	0.28	0.25	0.67	0	-	0.63	0.7
Lights	0	2	0	3	-	5	0	0	241	6	-	247	0	0	0	0	-	0	11	1	215	0	-	227	479
% Lights	-	100.0%	-	100.0%	-	100.0%	-	-	98.0%	100.0%	-	98.0%	-	-	-	-	-	-	-	100.0%	97.3%	-	-	97.4%	97.8%
Buses	-	0	0	0	-	0	-	0	5	0	-	5	-	0	0	0	-	0	-	0	6	0	-	6	11
% Buses	-	0.0%	-	0.0%	-	0.0%	-	-	2.0%	0.0%	-	2.0%	-	-	-	-	-	-	-	0.0%	2.7%	-	-	2.6%	2.2%
Trucks	-	0	0	0	-	0	-	0	0	0	-	0	-	0	0	0	-	0	-	0	0	0	-	0	0
% Trucks	-	0.0%	-	0.0%	-	0.0%	-	-	0.0%	0.0%	-	0.0%	-	-	-	-	-	-	-	0.0%	0.0%	-	-	0.0%	0.0%
Bicycles	-	-	-	-	0	0	-	-	-	-	4	4	-	-	-	-	0	0	-	-	-	-	0	0	4
Pedestrians	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	3







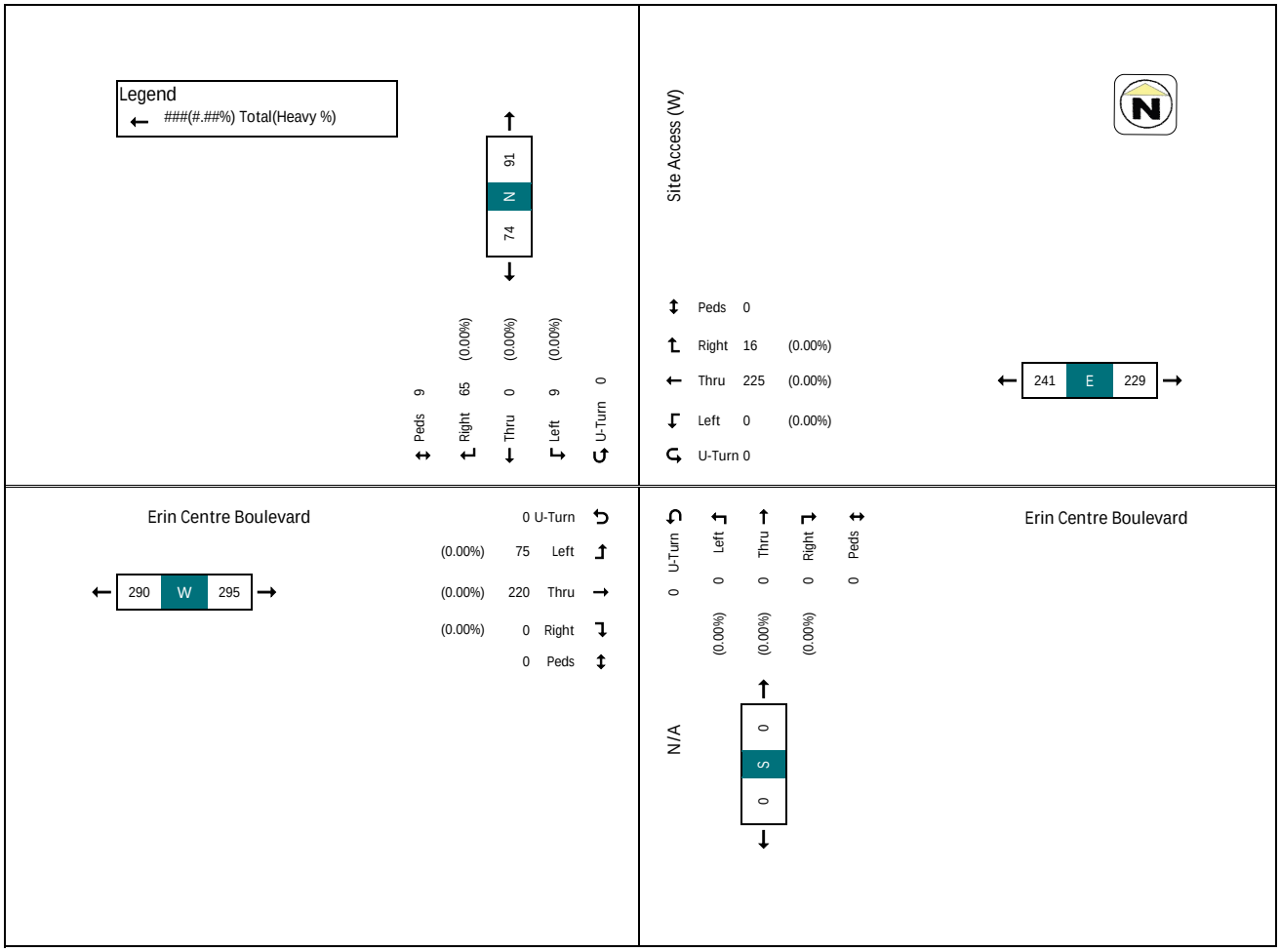


LEA Consulting Ltd.
625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

Intersection : Site Access (W) & Erin Centre Boulevard
Survey Date : June 11, 2024
Project No. : 25054
Count ID : 24209

PM Peak Hour - Site Access (W) & Erin Centre Boulevard

	Site Access (W) Southbound						Erin Centre Boulevard Westbound						N/A Northbound						Erin Centre Boulevard Eastbound						
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Grand Total
17:00	0	2	0	26	2	28	0	0	58	1	0	59	0	0	0	0	0	0	0	17	47	0	0	64	151
17:15	0	-	0	11	3	13	0	0	41	3	0	44	0	0	0	0	0	0	0	18	47	0	0	65	122
17:30	0	3	0	14	1	17	0	0	49	3	0	52	0	0	0	0	0	0	0	15	75	0	0	90	159
17:45	0	2	0	14	3	16	0	0	77	9	0	86	0	0	0	0	0	0	0	25	52	0	0	77	179
Hourly Total	0	9	0	65	9	74	0	0	225	16	0	241	0	0	0	0	0	0	0	75	221	0	0	296	611
Approach %	0.0%	12.2%	0.0%	87.8%	-	-	0.0%	0.0%	93.4%	6.6%	-	-	-	-	-	-	-	-	0.0%	25.3%	74.7%	0.0%	-	-	-
Total %	0.0%	1.5%	0.0%	10.6%	-	12.1%	0.0%	0.0%	45.9%	2.6%	-	39.4%	0.0%	0.0%	0.0%	0.0%	-	0.0%	0.0%	15.3%	45.1%	0.0%	-	48.4%	-
PHF	0	0.75	0	0.63	-	0.66	0	0	0.73	0.44	-	0.7	0	0	0	0	-	0	0	0.75	0.74	0	-	0.82	0.85
Lights	0	9	0	65	-	74	0	0	224	16	-	240	0	0	0	0	-	0	0	75	220	0	-	295	609
% Lights	-	100.0%	-	100.0%	-	100.0%	-	-	99.6%	100.0%	-	99.6%	-	-	-	-	-	-	-	100.0%	99.5%	-	-	99.7%	99.7%
Buses	-	0	0	0	-	0	-	0	0	0	-	0	-	0	0	0	-	0	-	0	0	0	-	0	0
% Buses	-	0.0%	-	0.0%	-	0.0%	-	-	0.0%	0.0%	-	0.0%	-	-	-	-	-	-	-	0.0%	0.0%	-	-	0.0%	0.0%
Trucks	-	0	0	0	-	0	-	0	1	0	-	1	-	0	0	0	-	0	-	0	1	0	-	1	2
% Trucks	-	0.0%	-	0.0%	-	0.0%	-	-	0.4%	0.0%	-	0.4%	-	-	-	-	-	-	-	0.0%	0.5%	-	-	0.3%	0.3%
Bicycles	-	-	-	-	0	0	-	-	-	-	2	2	-	-	-	-	0	0	-	-	-	-	0	0	2
Pedestrians	-	-	-	-	9	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	9

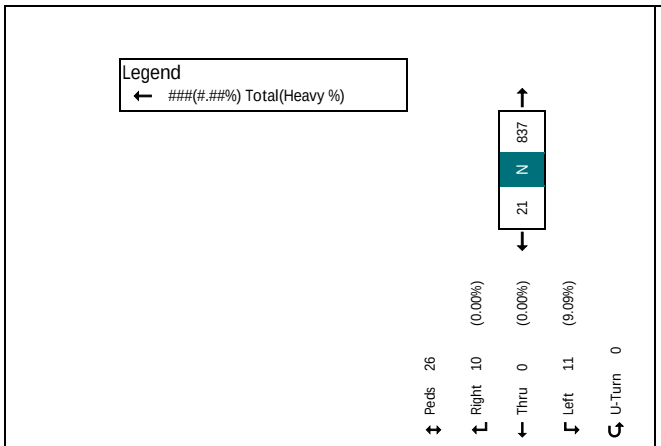


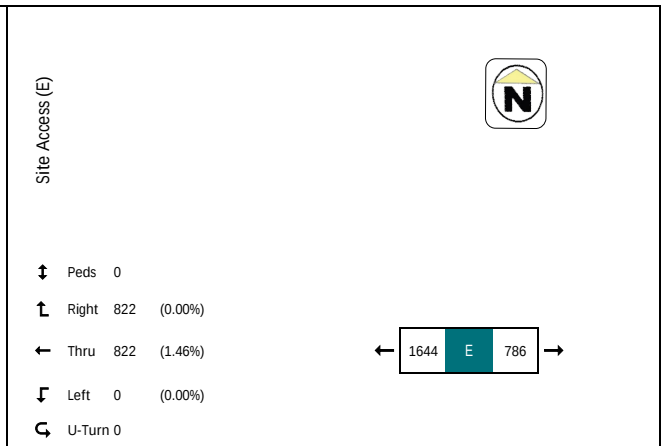
LEA Consulting Ltd.
625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

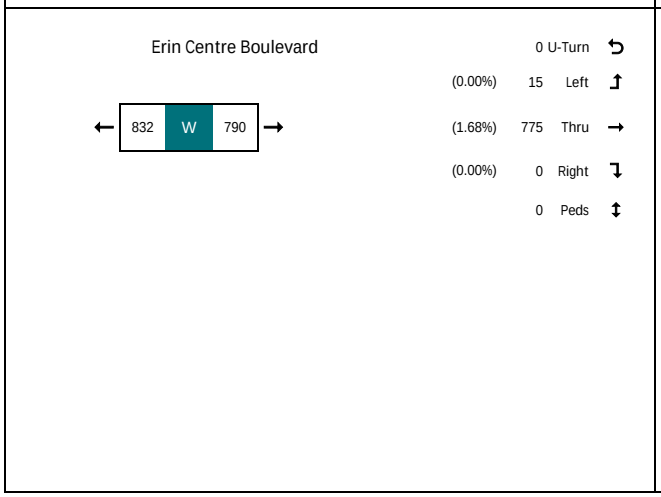
Intersection : Site Access (E) & Erin Centre Boulevard
Survey Date : June 11, 2024
Project No. : 25054
Count ID : 24210

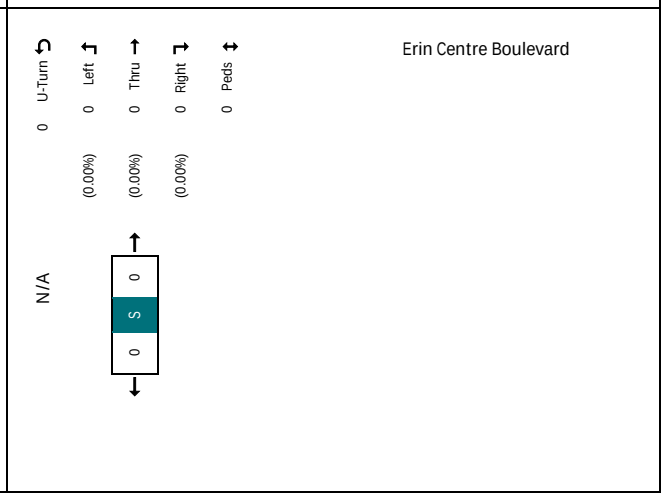
Turning Movement Count - Site Access (E) & Erin Centre Boulevard

	Site Access (E) Southbound						Erin Centre Boulevard Westbound						N/A Northbound						Erin Centre Boulevard Eastbound						
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Grand Total
7:30	0	0	0	0	1	0	0	0	25	0	0	25	0	0	0	0	0	0	0	0	23	0	0	23	48
7:45	0	0	0	1	0	1	0	0	33	3	0	36	0	0	0	0	0	0	0	1	26	0	0	27	64
Hourly Total	0	0	0	1	1	1	0	0	58	3	0	61	0	0	0	0	0	0	0	1	49	0	0	50	112
8:00	0	1	0	0	1	1	0	0	79	0	0	79	0	0	0	0	0	0	0	0	40	0	0	40	120
8:15	0	0	0	0	0	0	0	0	80	1	0	81	0	0	0	0	0	0	0	1	83	0	0	84	165
8:30	0	0	0	0	1	0	0	0	47	0	0	47	0	0	0	0	0	0	0	0	55	0	0	55	102
8:45	0	0	0	1	1	1	0	0	45	0	0	45	0	0	0	0	0	0	0	1	43	0	0	44	90
Hourly Total	0	1	0	1	3	2	0	0	251	1	0	252	0	0	0	0	0	0	0	2	221	0	0	223	477
9:00	0	1	0	0	0	1	0	0	44	1	0	45	0	0	0	0	0	0	0	1	30	0	0	31	77
9:15	0	0	0	0	2	0	0	0	36	0	0	36	0	0	0	0	0	0	0	0	44	0	0	44	80
Hourly Total	0	1	0	0	2	1	0	0	80	1	0	81	0	0	0	0	0	0	0	1	74	0	0	75	157
* Break *																									
16:00	0	1	0	0	3	1	0	0	39	0	0	39	0	0	0	0	0	0	0	0	61	0	0	61	101
16:15	0	1	0	0	1	1	0	0	50	3	0	53	0	0	0	0	0	0	0	1	52	0	0	53	107
16:30	0	1	0	2	5	3	0	0	51	3	0	53	0	0	0	0	0	0	0	0	49	0	0	49	105
16:45	0	0	0	1	2	1	0	0	57	2	0	59	0	0	0	0	0	0	0	2	43	0	0	45	105
Hourly Total	0	3	0	3	11	6	0	0	197	7	0	204	0	0	0	0	0	0	0	3	205	0	0	208	418
17:00	0	3	0	0	2	3	0	0	59	1	0	60	0	0	0	0	0	0	0	2	47	0	0	49	112
17:15	0	1	0	1	3	2	0	0	43	2	0	45	0	0	0	0	0	0	0	1	48	0	0	49	96
17:30	0	1	0	2	1	3	0	0	50	1	0	51	0	0	0	0	0	0	0	0	78	0	0	78	132
17:45	0	1	0	2	3	3	0	0	84	3	0	87	0	0	0	0	0	0	0	1	53	0	0	54	144
Hourly Total	0	6	0	5	9	11	0	0	236	7	0	243	0	0	0	0	0	0	0	4	226	0	0	230	484
Grand Total	0	11	0	10	26	21	0	0	822	19	0	841	0	0	0	0	0	0	0	11	775	0	0	786	1648
Approach %	0.0%	52.4%	0.0%	47.6%	-	-	0.0%	0.0%	97.7%	2.3%	-	-	-	-	-	-	-	-	0.0%	1.4%	98.6%	0.0%	-	-	-
Total %	0.0%	0.7%	0.0%	0.6%	-	1.3%	0.0%	0.0%	49.9%	1.2%	-	51.0%	0.0%	0.0%	0.0%	0.0%	-	0.0%	0.0%	0.7%	47.0%	0.0%	-	47.7%	-
Lights	0	10	0	10	-	20	0	0	810	19	-	829	0	0	0	0	-	0	0	11	762	0	-	773	1622
% Lights	-	90.9%	-	100.0%	-	95.2%	-	-	98.5%	100.0%	-	98.6%	-	-	-	-	-	-	-	100.0%	98.3%	-	-	98.3%	98.4%
Buses	-	0	0	0	-	0	-	0	9	0	-	9	-	0	0	0	-	0	-	0	9	0	-	9	18
% Buses	-	0.0%	-	0.0%	-	0.0%	-	-	1.1%	0.0%	-	1.1%	-	-	-	-	-	-	-	0.0%	1.2%	-	-	1.1%	1.1%
Trucks	-	1	0	0	-	1	-	0	3	0	-	3	-	0	0	0	-	0	-	0	4	0	-	4	8
% Trucks	-	9.1%	-	-	-	4.8%	-	-	0.4%	0.0%	-	0.4%	-	-	-	-	-	-	-	0.0%	0.5%	-	-	0.5%	0.5%
Bicycles	-	-	-	-	0	0	-	-	-	-	9	9	-	-	-	-	0	0	-	-	-	-	3	3	12
Pedestrians	-	-	-	-	26	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	26







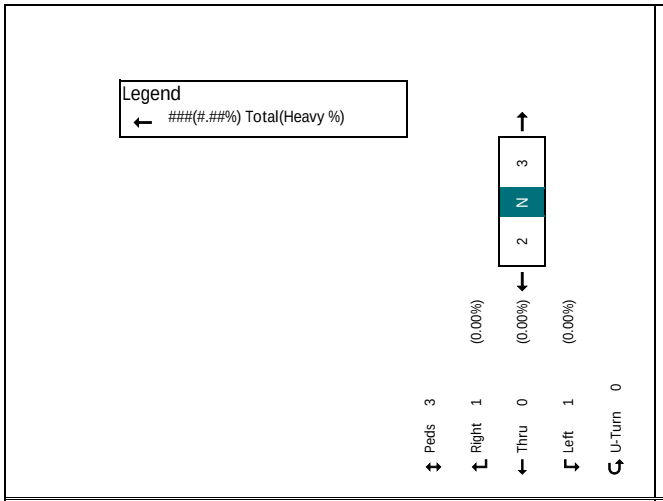


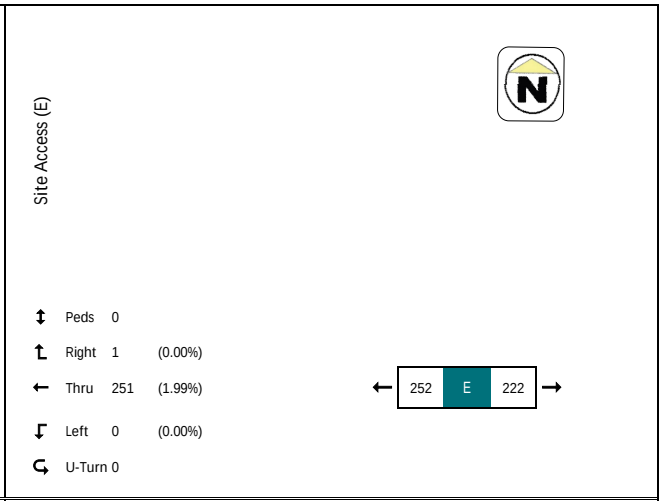
LEA Consulting Ltd.
625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

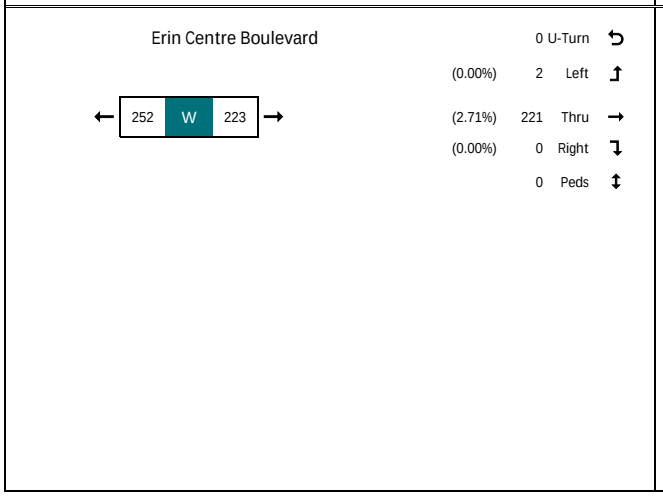
Intersection : Site Access (E) & Erin Centre Boulevard
Survey Date : June 11, 2024
Project No. : 25054
Count ID : 24210

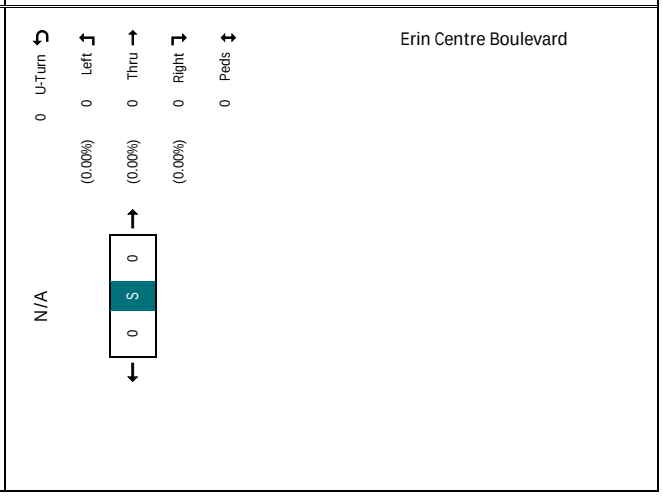
AM Peak Hour - Site Access (E) & Erin Centre Boulevard

	Site Access (E) Southbound						Erin Centre Boulevard Westbound						N/A Northbound						Erin Centre Boulevard Eastbound						
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Grand Total
8:00	0	1	0	0	1	1	0	0	79	0	0	79	0	0	0	0	0	0	0	0	40	0	0	40	120
8:15	0	0	0	0	0	0	0	0	80	1	0	81	0	0	0	0	0	0	0	1	83	0	0	84	165
8:30	0	0	0	0	1	0	0	0	47	0	0	47	0	0	0	0	0	0	0	0	55	0	0	55	102
8:45	0	0	0	1	1	1	0	0	45	0	0	45	0	0	0	0	0	0	0	1	43	0	0	44	90
Hourly Total	0	1	0	1	3	2	0	0	251	1	0	252	0	0	0	0	0	0	0	2	221	0	0	223	477
Approach %	0.0%	50.0%	0.0%	50.0%	-	-	0.0%	0.0%	99.6%	0.4%	-	-	-	-	-	-	-	-	0.0%	0.9%	99.1%	0.0%	-	-	-
Total %	0.0%	0.2%	0.0%	0.2%	-	0.4%	0.0%	0.0%	52.6%	0.2%	-	52.8%	0.0%	0.0%	0.0%	0.0%	-	0.0%	0.0%	0.4%	46.3%	0.0%	-	46.8%	-
PHF	0	0.25	0	0.25	-	0.5	0	0	0.78	0.25	-	0.78	0	0	0	0	-	0	0	0.5	0.67	0	-	0.66	0.72
Lights	0	1	0	1	-	2	0	0	246	1	-	247	0	0	0	0	-	0	0	2	215	0	-	217	466
% Lights	-	100.0%	-	100.0%	-	100.0%	-	-	98.0%	100.0%	-	98.0%	-	-	-	-	-	-	-	100.0%	97.3%	-	-	97.3%	97.7%
Buses	-	0	0	0	-	0	-	0	5	0	-	5	-	0	0	0	-	0	-	0	6	0	-	6	11
% Buses	-	0.0%	-	0.0%	-	0.0%	-	-	2.0%	0.0%	-	2.0%	-	-	-	-	-	-	-	0.0%	2.7%	-	-	2.7%	2.3%
Trucks	-	0	0	0	-	0	-	0	0	0	-	0	-	0	0	0	-	0	-	0	0	0	-	0	0
% Trucks	-	0.0%	-	0.0%	-	0.0%	-	-	0.0%	0.0%	-	0.0%	-	-	-	-	-	-	-	0.0%	0.0%	-	-	0.0%	0.0%
Bicycles	-	-	-	-	0	0	-	-	-	-	4	4	-	-	-	-	0	0	-	-	-	-	0	0	4
Pedestrians	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	3







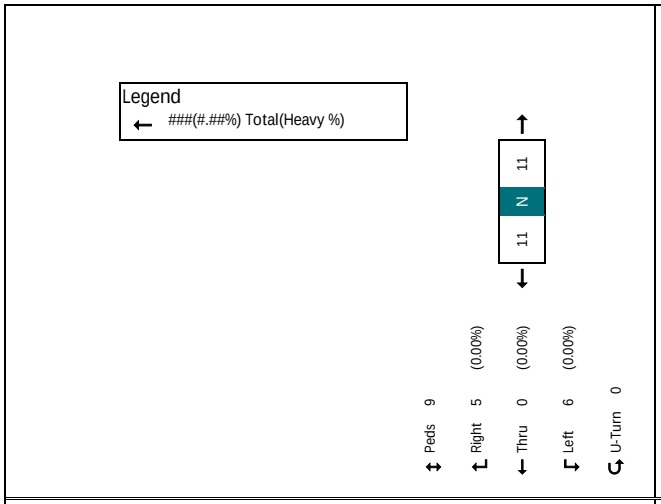


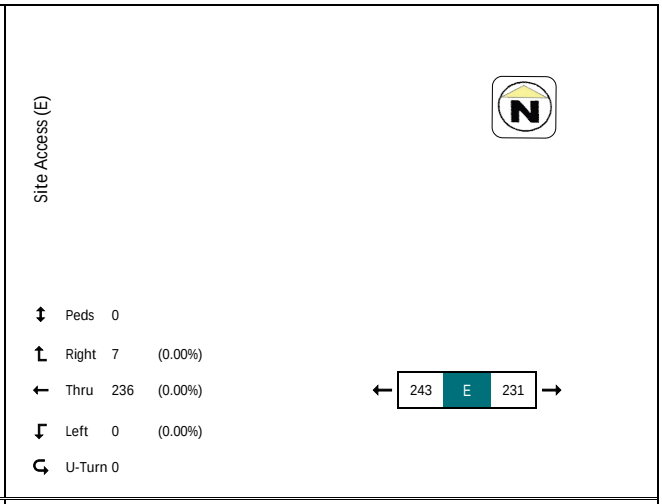
LEA Consulting Ltd.
625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

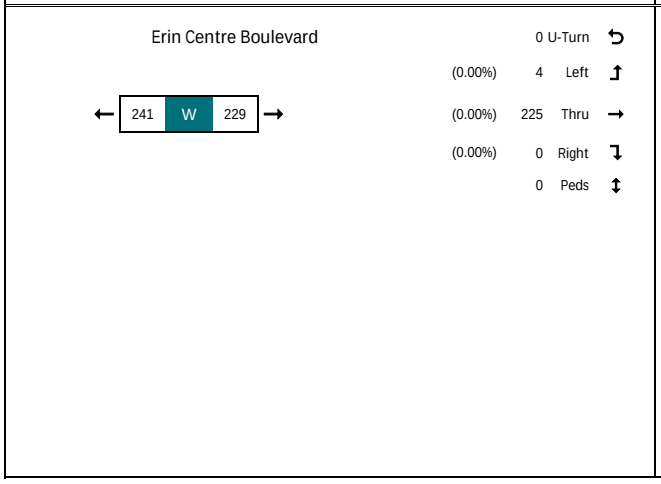
Intersection : Site Access (E) & Erin Centre Boulevard
Survey Date : June 11, 2024
Project No. : 25054
Count ID : 24210

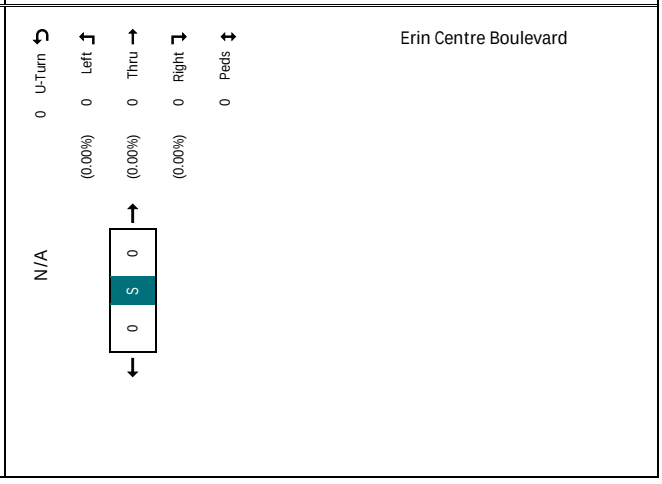
PM Peak Hour - Site Access (E) & Erin Centre Boulevard

	Site Access (E) Southbound						Erin Centre Boulevard Westbound						N/A Northbound						Erin Centre Boulevard Eastbound						
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Grand Total
17:00	0	3	0	0	2	3	0	0	59	1	0	60	0	0	0	0	0	0	0	2	47	0	0	49	112
17:15	0	1	0	1	3	2	0	0	43	2	0	45	0	0	0	0	0	0	0	1	48	0	0	49	96
17:30	0	1	0	2	1	3	0	0	50	1	0	51	0	0	0	0	0	0	0	0	78	0	0	78	132
17:45	0	1	0	2	3	3	0	0	84	3	0	87	0	0	0	0	0	0	0	1	53	0	0	54	144
Hourly Total	0	6	0	5	9	11	0	0	236	7	0	243	0	0	0	0	0	0	0	4	226	0	0	230	484
Approach %	0.0%	54.5%	0.0%	45.5%	-	-	0.0%	0.0%	97.1%	2.9%	-	-	-	-	-	-	-	-	0.0%	1.7%	98.3%	0.0%	-	-	-
Total %	0.0%	1.2%	0.0%	1.0%	-	2.3%	0.0%	0.0%	49.0%	1.4%	-	50.2%	0.0%	0.0%	0.0%	0.0%	-	0.0%	0.0%	0.8%	47.4%	0.0%	-	47.5%	-
PHF	0	0.5	0	0.63	-	0.92	0	0	0.7	0.58	-	0.7	0	0	0	0	0	0	0	0.5	0.72	0	-	0.74	0.84
Lights	0	6	0	5	-	11	0	0	235	7	-	242	0	0	0	0	0	0	0	4	225	0	-	229	482
% Lights	-	100.0%	-	100.0%	-	100.0%	-	-	99.6%	100.0%	-	99.6%	-	-	-	-	-	-	-	100.0%	99.6%	-	-	99.6%	99.6%
Buses	-	0	0	0	-	0	-	0	0	0	-	0	-	0	0	0	-	0	-	0	0	0	-	0	0
% Buses	-	0.0%	-	0.0%	-	0.0%	-	-	0.0%	0.0%	-	0.0%	-	-	-	-	-	-	-	0.0%	0.0%	-	-	0.0%	0.0%
Trucks	-	0	0	0	-	0	-	0	1	0	-	1	-	0	0	0	-	0	-	0	1	0	-	1	2
% Trucks	-	0.0%	-	0.0%	-	0.0%	-	-	0.4%	0.0%	-	0.4%	-	-	-	-	-	-	-	0.0%	0.4%	-	-	0.4%	0.4%
Bicycles	-	-	-	-	0	0	-	-	-	-	2	2	-	-	-	-	0	-	-	-	-	-	3	3	5
Pedestrians	-	-	-	-	9	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	9









REGIONAL MUNICIPALITY OF PEEL

Traffic Signal Timing Parameters

Database Date	**June 21, 2024**		**Prepared Date**	**July 2, 2024**
Database Rev	**iNET**		**Completed By**	**N.T**
Timing Card / Field rev	**-**		**Checked By**	**N.R.L**

Location **Erin Mills Parkway and Erin Mills Town Centre Access**

Phase #	Street Name - Direction	Vehicle Minimum (s)	Pedestrian Minimum (s)		Amber (s)	All Red (s)	TIME PERIOD (s) (Green+Amber+All Red)		
			WALK	FDWALK			AM SPLITS	OFF SPLITS	PM SPLITS
1	Erin Mills Parkway - NBLT Prot. Perm.	7	0	0	3	0	16	19	16
2	Erin Mills Parkway - Southbound	10	10	26	4.2	4	113	103	92
3	Not in Use	-	-	-	-	-	-	-	-
4	Erin Mills Town Center Access - Westbound	10	10	34	4	2	31	38	52
5	Not in Use	-	-	-	-	-	-	-	-
6	Erin Mills Parkway - Northbound	10	10	26	4.2	4	129	122	108
7	Not in Use	-	-	-	-	-	-	-	-
8	Erin Mills Town Center Access-Eastbound Computer Phase	10	10	34	4	2	31	38	52

System Control
Yes

Semi-Actuated Mode
Yes

TIME (M-F)	PEAK	CYCLE LENGTH (s)	OFFSET (s)
6:00 - 9:30	AM	160	108
9:30 - 15:00 19:30 - 3:00	OFF	160	90
15:00 - 19:30	PM	160	49

REGIONAL MUNICIPALITY OF PEEL

Traffic Signal Timing Parameters

Database Date	**June 21, 2024**		**Prepared Date**	**July 2, 2024**
Database Rev	**iNET**		**Completed By**	**N.T**
Timing Card / Field rev	**-**		**Checked By**	**N.R.L**

Location — **Erin Mills Parkway & Eglinton Avenue**

Phase #	Street Name - Direction	Vehicle Minimum (s)	Pedestrian Minimum (s)		Amber (s)	All Red (s)	TIME PERIOD (s) (Green+Amber+All Red)		
			WALK	FDWALK			AM SPLITS	OFF SPLITS	PM SPLITS
1	Erin Mills Parkway - NBLT Prot.	7	0	0	3	2	20	22	23
2	Erin Mills Parkway - Southbound	10	10	36	4.3	3.2	59	59	56
3	Eglinton Avenue - EBLT Prot.	7	0	0	3	2	20	18	20
4	Eglinton Avenue - Westbound	10	10	42	4	4.1	61	61	61
5	Erin Mills Parkway - SBLT Prot.	7	0	0	3	2	23	18	20
6	Erin Mills Parkway - Northbound	10	10	36	4.3	3.2	56	63	59
7	Eglinton Avenue - WBLT Prot.	7	0	0	3	2	15	16	15
8	Eglinton Avenue - Eastbound	10	10	42	4	4.1	66	63	66

System Control
Yes

Semi-Actuated Mode
Yes

TIME (M-F)	PEAK	CYCLE LENGTH (s)	OFFSET (s)
06:00 - 09:30	AM	160	69
09:30 - 15:00 19:30 - 03:00	OFF	160	91
15:00 - 19:30	PM	160	51

REGIONAL MUNICIPALITY OF PEEL

Traffic Signal Timing Parameters

Database Date	**June 21, 2024**		**Prepared Date**	**July 2, 2024**
Database Rev	**iNET**		**Completed By**	**N.T**
Timing Card / Field rev	**-**		**Checked By**	**N.R.L**

Location — **Erin Mills Parkway and Erin Centre Boulevard**

Phase #	Street Name - Direction	Vehicle Minimum (s)	Pedestrian Minimum (s)		Amber (s)	All Red (s)	TIME PERIOD (s) (Green+Amber+All Red)		
			WALK	FDWALK			AM SPLITS	OFF SPLITS	PM SPLITS
1	Erin Mills Parkway - NBLT Prot. Perm.	7	0	0	3	0	13	13	18
2	Erin Mills Parkway - Southbound	10	10	26	4.2	2.6	79	82	73
3	Erin Centre Boulevard - EBLT Prot. Perm.	7	0	0	3	0	16	13	16
4	Erin Centre Boulevard - Westbound	10	10	38	4	5.8	52	52	53
5	Not in Use	-	-	-	-	-	-	-	-
6	Erin Mills Parkway - Northbound	10	10	26	4.2	2.6	92	95	91
7	Not in Use	-	-	-	-	-	-	-	-
8	Erin Centre Boulevard - Eastbound	10	10	38	4	5.8	68	65	69

System Control
Yes

Semi-Actuated Mode
Yes

TIME (M-F)	PEAK	CYCLE LENGTH (s)	OFFSET (s)
6:00 - 9:30	AM	160	91
9:30 - 15:00 19:30 - 00:00	OFF	160	90
15:00 - 19:30	PM	160	44

APPENDIX C

TTS Data

Tue Jul 09 2024 15:39:26 GMT-0400 (Eastern Daylight Time) - Run Time: 2887ms

Cross Tabulation Query Form - Trip - 2016

Row: Planning district of origin - pd_orig
Column: 2006 GTA zone of destination - gta06_dest

Filters:
(2006 GTA zone of destination - gta06_dest In 3602-3603 3714-3715
and
Start time of trip - start_time In 1500-1900
and
Trip purpose of destination - purp_dest In H
and
Primary travel mode of trip - mode_prime In D,M

Pull for Mississauga only:
Tue Jul 09 2024 15:46:22 GMT-0400 (Eastern Daylight Time) - Run Time: 2715ms

Cross Tabulation Query Form - Trip - 2016

Row: 2006 GTA zone of origin - gta06_orig
Column: 2006 GTA zone of destination - gta06_dest

Filters:
(2006 GTA zone of destination - gta06_dest In 3602-3603
and
Start time of trip - start_time In 1500-1900
and
Trip purpose of destination - purp_dest In H
and
Primary travel mode of trip - mode_prime In D,M
and
Planning district of origin - pd_orig In 36

Trip 2016
Table:

Origin	Destination				Trips from Origin	Trip Distribution		Trip Assignment				
	3602	3603	3714	3715		Distribution	Direction From	From East	From West	From North	From South	Assignment
PD 1 of Toronto	69	0	57	0	126	2%	E	2%				Gardiner, QEW, NB Erin Mills
PD 2 of Toronto	80	0	14	44	138	2%	E	2%				Gardiner, QEW, NB Erin Mills
PD 3 of Toronto	62	0	14	31	107	1%	E	1%				401, 403, NB Erin Mills
PD 4 of Toronto	6	0	28	0	34	0%	E	0%				401, 403, NB Erin Mills
PD 5 of Toronto	23	0	40	0	63	1%	E	1%				401, 403, NB Erin Mills
PD 6 of Toronto	0	0	16	0	16	0%	E	0%				Gardiner, QEW, NB Erin Mills
PD 7 of Toronto	30	0	24	0	54	1%	E	1%				Gardiner, QEW, NB Erin Mills
PD 8 of Toronto	54	7	114	6	181	2%	E	2%				403, NB Erin Mills
PD 9 of Toronto	34	42	32	67	175	2%	E	2%				401, 403, NB Erin Mills
PD 10 of Toronto	101	8	6	0	115	1%	E	1%				401, 403, NB Erin Mills
PD 11 of Toronto	5	19	58	0	82	1%	E	1%				401, 403, NB Erin Mills
PD 12 of Toronto	5	19	0	0	24	0%	E	0%				401, 403, NB Erin Mills
PD 13 of Toronto	0	0	23	0	23	0%	E	0%				401, 403, NB Erin Mills
PD 16 of Toronto	0	5	29	66	100	1%	E	1%				401, 403, NB Erin Mills
Aurora	0	7	0	0	7	0%	N			0%		404, 401, 403, NB Erin Mills
Richmond Hill	0	0	23	0	23	0%	N			0%		404, 401, 403, NB Erin Mills
Whitchurch-Stouffville	0	0	0	21	21	0%	N			0%		404, 401, 403, NB Erin Mills
Markham	38	52	14	16	120	1%	N			1%		404, 401, 403, NB Erin Mills
Vaughan	0	0	51	47	98	1%	N			1%		400, 401, 403, NB Erin Mills
Caledon	0	26	15	29	70	1%	N			1%		410, 403, NB Erin Mills
Brampton	73	56	149	46	324	4%	N			4%		410, 403, NB Erin Mills
Milton	5	34	58	24	121	1%	W		1%			401, SB Erin Mills
Oakville	167	171	146	0	484	6%	S				6%	403, NB Erin Mills
Burlington	37	0	45	57	139	2%	S				2%	403, NB Erin Mills
Flamborough	0	0	0	18	18	0%	S				0%	403, NB Erin Mills
Dundas	4	0	0	0	4	0%	S				0%	403, NB Erin Mills
Stoney Creek	0	0	30	0	30	0%	S				0%	403, NB Erin Mills
Hamilton	7	0	0	66	73	1%	S				1%	403, NB Erin Mills
St. Catharines	10	0	0	0	10	0%	S				0%	403, NB Erin Mills
Niagara Falls	5	0	0	0	5	0%	S				0%	403, NB Erin Mills
Welland	20	0	0	0	20	0%	S				0%	403, NB Erin Mills
Waterloo	0	0	7	0	7	0%	W		0%			401, SB Erin Mills
Kitchener	0	0	21	0	21	0%	W		0%			401, SB Erin Mills
Cambridge	0	0	3	27	30	0%	W		0%			401, SB Erin Mills
City of Guelph	21	9	15	0	45	1%	W		1%			401, SB Erin Mills
Puslinch	0	0	7	0	7	0%	W		0%			401, SB Erin Mills
Brant	0	0	29	0	29	0%	W		0%			403, NB Erin Mills
3601	263	94	140	84	581	7%	W		3%			EB Erin Centre
							W		3%			EB Mall, NB Erin Mills, EB Erin Centre
3602	76	0	80	0	156	2%	W		2%			EB Erin Centre
3603	21	21	0	0	42	1%	E	1%				WB Erin Centre
3604	0	0	33	0	33	0%	E	0%				WB Erin Centre
3605	11	12	16	46	85	1%	E	1%				403, NB Erin Mills
3607	0	8	17	36	61	1%	E	1%				WB Eglinton, NB Forest Hill
3608	0	75	0	0	75	1%	E	1%				SB Erin Mills
3609	7	0	0	66	73	1%	E	1%				403, NB Erin Mills
3611	0	31	0	27	58	1%	N			1%		SB Erin Mills
3612	39	9	70	36	154	2%	N			2%		SB Erin Mills
3613	20	43	5	0	68	1%	S				1%	NB Erin Mills
3615	0	11	11	0	22	0%	N			0%		SB Erin Mills
3617	0	9	0	0	9	0%	N			0%		SB Erin Mills
3618	92	0	0	0	92	1%	N			1%		SB Erin Mills
3619	0	0	35	0	35	0%	N			0%		SB Erin Mills
3620	0	0	51	0	51	1%	N			1%		SB Erin Mills
3621	14	23	0	0	37	0%	E	0%				403, NB Erin Mills
3625	0	12	0	0	12	0%	E	0%				403, NB Erin Mills
3626	0	0	39	0	39	0%	E	0%				403, NB Erin Mills
3631	0	0	39	0	39	0%	S				0%	NB Erin Mills
3632	39	0	25	0	64	1%	E	1%				QEW, NB Erin Mills
3633	9	0	21	0	30	0%	S				0%	NB Erin Mills
3634	37	32	7	0	76	1%	S				1%	NB Erin Mills
3639	9	26	41	0	76	1%	S				1%	NB Erin Mills
3649	0	17	0	0	17	0%	E	0%				QEW, NB Erin Mills
3650	17	0	0	0	17	0%	S				0%	NB Erin Mills
3651	5	0	15	33	53	1%	S				1%	NB Erin Mills
3654	9	0	0	0	9	0%	E	0%				QEW, NB Erin Mills
3658	0	0	13	0	13	0%	E	0%				403, NB Erin Mills
3660	0	0	0	29	29	0%	E	0%				403, NB Erin Mills
3662	7	3	41	8	59	1%	S				1%	NB Erin Mills
3664	9	0	9	0	18	0%	S				0%	NB Erin Mills
3669	4	0	22	15	41	0%	E	0%				403, NB Erin Mills
3670	0	0	39	0	39	0%	E	0%				403, NB Erin Mills
3671	63	34	112	22	231	3%	E	3%				403, NB Erin Mills
3677	0	9	0	0	9	0%	S				0%	NB Erin Mills
3678	0	0	53	11	64	1%	E	1%				403, NB Erin Mills
3684	0	17	13	0	30	0%	S				0%	NB Erin Mills
3685	5	0	0	0	5	0%	E	0%				WB Eglinton, NB Forest Hill
3690	0	11	0	0	11	0%	E	0%				403, NB Erin Mills
3692	6	0	0	0	6	0%	E	0%				WB Eglinton, NB Forest Hill
3693	13	0	18	21	52	1%	E	1%				403, NB Erin Mills
3694	17	0	0	0	17	0%	E	0%				SB Erin Mills
3695	19	0	0	0	19	0%	E	0%				SB Erin Mills
3696	75	0	0	8	83	1%	E	1%				SB Erin Mills
3697	30	0	8	66	104	1%	E	1%				SB Erin Mills
3698	78	0	16	0	94	1%	E	1%				403, NB Erin Mills
3699	34	17	71	0	122	1%	E	1%				403, NB Erin Mills
3700	0	0	26	30	56	1%	E	1%				403, NB Erin Mills
3701	21	11	18	0	50	1%	E	1%				403, NB Erin Mills
3702	119	0	42	0	161	2%	E	2%				403, NB Erin Mills
3703	0	0	17	50	67	1%	E	1%				403, NB Erin Mills
3704	0	7	23	0	30	0%	E	0%				403, NB Erin Mills
3705	0	26	9	0	35	0%	E	0%				403, NB Erin Mills
3706	0	0	36	29	65	1%	E	1%				403, NB Erin Mills
3709	13	0	57	47	117	1%	E	1%				403, NB Erin Mills
3710	0	27	86	29	142	2%	E	2%				403, NB Erin Mills
3711	24	0	11	0	35	0%	E	0%				403, NB Erin Mills
3713	8	0	5	0	13	0%	E	0%				403, NB Erin Mills
3714	41	36	105	0	182	2%	N			2%		SB Erin Mills
3715	12	12	5	57	86	1%	N			1%		SB Erin Mills
3716	0	19	24	0	43	1%	N			1%		SB Erin Mills
3717	8	0	0	40	48	1%	N			1%		SB Erin Mills
3718	0	0	7	0	7	0%	N			0%		SB Erin Mills
3719	0	0	15	0	15	0%	N			0%		SB Erin Mills
3720	0	0	12	0	12	0%	N			0%		SB Erin Mills
3721	0	4	47	0	51	1%	N			1%		SB Erin Mills
3722	0	0	0	21	21	0%	N			0%		SB Erin Mills
3809	18	0	16	0	34	0%	W		0%			EB Erin Centre
3810	14	0	0	48	62	1%	W		1%			EB Erin Centre
3814	19	0	0	0	19	0%	S				0%	NB Erin Mills
3815	0	88	0	0	88	1%	E	1%				403, NB Erin Mills
3819	50	0	0	0	50	1%	N			1%		SB Erin Mills
3820	24	0	0	0	24	0%	N			0%		SB Erin Mills
3822	0	0	0	19	19	0%	N			0%		SB Erin Mills
3823	5	0	0	59	64	1%	N			1%		SB Erin Mills
3824	0	0	0	21	21	0%	N			0%		SB Erin Mills
3825	6	13	16	10	45	1%	N			1%		SB Erin Mills
3828	5	0	0	0	5	0%	N			0%		SB Erin Mills
3831	0	0	7	0	7	0%	N			0%		SB Erin Mills
3833	0	0	0	15	15	0%	E	0%				WB Eglinton, NB Forest Hill
3834	0	9	0	0	9	0%	E	0%				403, NB Erin Mills
3835	31	0	68	8	107	1%	E	1%				403, NB Erin Mills
3836	0	28	89	77	194	2%	N			2%		SB Erin Mills
3838	0	11	0	0	11	0%	W		0%			EB Erin Centre
3841	0	0	0	9	9	0%	E	0%				WB Eglinton, NB Forest Hill
3843	12	0	0	0	12	0%	E	0%				403, NB Erin Mills
3847	0	0	5	0	5	0%	E	0%				403, NB Erin Mills
3849	0	14	0	0	14	0%	E	0%				403, NB Erin Mills
3850	62	0	16	0	78	1%	E	1%				403, NB Erin Mills
3851	30	12	0	0	42	1%	E	1%				403, NB Erin Mills
3854	24	0	0	6	30	0%	E	0%				403, NB Erin Mills
3860	0	0	9	0	9	0%	E	0%				403, NB Erin Mills
3864	0	0	12	0	12	0%	E	0%				403, NB Erin Mills
3867	3	0	5	0	8	0%	E	0%				403, NB Erin Mills
3868	15	23	0	0	38	0%	S				0%	NB Erin Mills
3870	0	0	5	0	5	0%	S				0%	NB Erin Mills
3877	8	22	0	0	30	0%	S				0%	NB Erin Mills
					9356	100%	TOTAL	47%	13%	24%	16%	100%

Tue Jul 09 2024 15:50:18 GMT-0400 (Eastern Daylight Time) - Run Time: 2767ms

Cross Tabulation Query Form - Trip - 2016

Row: Planning district of destination - pd_dest
Column: 2006 GTA zone of origin - gta06_orig

Filters:
(2006 GTA zone of origin - gta06_or 3714-3715
and
Start time of trip - start_time In 600-1000
and
Trip purpose of origin - purp_orig In H
and
Primary travel mode of trip - mode_prime In D,M

Pull for Mississauga only:
Tue Jul 09 2024 15:49:48 GMT-0400 (Eastern Daylight Time) - Run Time: 2877ms

Cross Tabulation Query Form - Trip - 2016

Row: 2006 GTA zone of destination - gta06_dest
Column: 2006 GTA zone of origin - gta06_orig

Filters:
(2006 GTA zone of origin - gta06_orig In 3602-3603
and
Start time of trip - start_time In 600-1000
and
Trip purpose of origin - purp_orig In H
and
Primary travel mode of trip - mode_prime In D
and
Planning district of destination - pd_dest In 36)

Trip 2016
Table:

	3602	3603	3714	3715	Trips to Destination	Trip Distribution		Trip Assignment				
						Distribution	Direction To	To East	To West	To North	To South	Assignment
PD 1 of Toronto	76	18	35	0	129	1%	E	1%				SB Erin Mills, QEW, Gardiner
PD 2 of Toronto	80	0	14	6	100	1%	E	1%				SB Erin Mills, QEW, Gardiner
PD 3 of Toronto	62	0	53	31	146	2%	E	2%				SB Erin Mills, 403, 401
PD 4 of Toronto	6	0	28	0	34	0%	E	0%				SB Erin Mills, 403, 401
PD 5 of Toronto	23	0	40	0	63	1%	E	1%				SB Erin Mills, 403, 401
PD 6 of Toronto	0	0	16	0	16	0%	E	0%				SB Erin Mills, QEW, Gardiner
PD 7 of Toronto	16	0	24	0	40	0%	E	0%				SB Erin Mills, QEW, Gardiner
PD 8 of Toronto	69	7	115	6	197	2%	E	2%				SB Erin Mills, 403
PD 9 of Toronto	34	42	22	39	137	2%	E	2%				SB Erin Mills, 403, 401
PD 10 of Toronto	101	48	30	0	179	2%	E	2%				SB Erin Mills, 403, 401
PD 11 of Toronto	5	50	5	0	60	1%	E	1%				SB Erin Mills, 403, 401
PD 12 of Toronto	5	0	0	0	5	0%	E	0%				SB Erin Mills, 403, 401
PD 13 of Toronto	0	0	0	32	32	0%	E	0%				SB Erin Mills, 403, 401
PD 16 of Toronto	0	0	29	66	95	1%	E	1%				SB Erin Mills, 403, 401
Newmarket	0	17	0	0	17	0%	N			0%		SB Erin Mills, 403, 401, 404
Aurora	0	7	0	0	7	0%	N			0%		SB Erin Mills, 403, 401, 404
Richmond Hill	0	0	23	0	23	0%	N			0%		SB Erin Mills, 403, 401, 404
Whitchurch-Stouffville	0	0	0	21	21	0%	N			1%		SB Erin Mills, 403, 401, 404
Markham	38	52	14	16	120	1%	N			1%		SB Erin Mills, 403, 401, 404
Vaughan	0	10	36	41	87	1%	N			1%		SB Erin Mills, 403, 401, 400
Caledon	14	18	15	23	70	1%	N			5%		SB Erin Mills, 403, 410
Brampton	143	64	142	116	465	5%	N			0%		SB Erin Mills, 403, 410
Halton Hills	0	0	25	0	25	0%	W		0%			NB Erin Mills, 401
Milton	0	0	55	53	108	1%	W		1%			NB Erin Mills, 401
Oakville	181	148	151	47	527	6%	S				6%	SB Erin Mills, 403
Burlington	66	0	12	57	135	2%	S				2%	SB Erin Mills, 403
Flamborough	0	0	0	18	18	0%	S				0%	SB Erin Mills, 403
Dundas	4	0	0	0	4	0%	S				0%	SB Erin Mills, 403
Stoney Creek	0	0	30	0	30	0%	S				0%	SB Erin Mills, 403
Hamilton	7	0	0	66	73	1%	S				1%	SB Erin Mills, 403
St. Catharines	10	0	0	0	10	0%	S				0%	SB Erin Mills, 403
Niagara Falls	5	0	0	0	5	0%	S				0%	SB Erin Mills, 403
Welland	20	0	0	0	20	0%	S				0%	SB Erin Mills, 403
Waterloo	0	0	7	0	7	0%	W		0%			NB Erin Mills, 401
Kitchener	0	19	21	0	40	0%	W		0%			NB Erin Mills, 401
Cambridge	0	0	3	0	3	0%	W		0%			NB Erin Mills, 401
City of Guelph	21	9	15	0	45	1%	W		1%			NB Erin Mills, 401
Puslinch	0	0	7	0	7	0%	W		0%			NB Erin Mills, 401
Brant	0	0	29	0	29	0%	W		0%			SB Erin Mills, 403
3601	147	164	145	8	464	5%	W		3%			WB Erin Centre
							W		3%			WB Erin Centre, SB Erin Mills, WB Mall
3602	148	81	156	0	385	4%	W		4%			WB Erin Centre
3603	8	0	0	0	8	0%	E	0%				EB Erin Centre
3604	0	12	4	0	16	0%	E	0%				EB Erin Centre
3605	11	12	16	46	85	1%	E	1%				SB Erin Mills, 403
3606	0	0	4	0	4	0%	E	0%				SB Forest Hill, EB Eglinton
3607	30	8	7	0	45	1%	E	1%				SB Forest Hill, EB Eglinton
3609	4	0	0	66	70	1%	E	1%				SB Erin Mills, 403
3611	0	31	0	27	58	1%	N			1%		NB Erin Mills
3612	87	36	103	0	226	3%	N			3%		NB Erin Mills
3613	16	25	34	19	94	1%	S				1%	SB Erin Mills
3615	15	0	0	0	15	0%	N			0%		NB Erin Mills
3617	0	0	7	24	31	0%	N			0%		NB Erin Mills
3618	12	0	18	0	30	0%	N			0%		NB Erin Mills
3619	0	0	9	0	9	0%	N			0%		NB Erin Mills
3620	0	0	11	0	11	0%	N			0%		NB Erin Mills
3621	19	23	33	0	75	1%	E	1%				SB Erin Mills, 403
3625	0	12	0	0	12	0%	E	0%				SB Erin Mills, 403
3626	7	4	0	0	11	0%	E	0%				SB Erin Mills, 403
3631	0	0	39	0	39	0%	S				0%	SB Erin Mills
3632	48	0	78	0	126	1%	E	1%				SB Erin Mills, QEW
3633	9	0	21	14	44	0%	S				0%	SB Erin Mills
3634	15	32	0	0	47	1%	S				1%	SB Erin Mills
3635	46	0	10	0	56	1%	W		1%			WB Erin Centre
3639	9	9	41	0	59	1%	S				1%	SB Erin Mills
3641	24	0	0	0	24	0%	S				0%	SB Erin Mills
3645	5	0	0	0	5	0%	S				0%	SB Erin Mills
3649	12	0	0	6	18	0%	E	0%				SB Erin Mills, QEW
3650	6	0	6	0	12	0%	S				0%	SB Erin Mills
3651	5	0	15	33	53	1%	S				1%	SB Erin Mills
3653	9	0	0	0	9	0%	E	0%				SB Erin Mills, QEW
3654	0	0	12	0	12	0%	E	0%				SB Erin Mills, QEW
3660	0	0	11	29	40	0%	E	0%				SB Erin Mills, 403
3662	9	3	23	8	43	0%	S				0%	SB Erin Mills
3663	0	0	8	0	8	0%	S				0%	SB Erin Mills
3665	0	0	0	5	5	0%	E	0%				SB Erin Mills, 403
3669	4	0	22	0	26	0%	E	0%				SB Erin Mills, 403
3670	0	0	39	0	39	0%	E	0%				SB Erin Mills, 403
3671	63	15	70	19	167	2%	E	2%				SB Erin Mills, 403
3675	0	0	41	27	68	1%	E	1%				SB Erin Mills, 403
3677	0	7	4	0	11	0%	S				0%	SB Erin Mills
3678	0	0	7	11	18	0%	E	0%				SB Erin Mills, 403
3680	0	0	0	17	17	0%	E	0%				SB Erin Mills, 403
3683	42	0	13	43	98	1%	S				1%	SB Erin Mills
3688	0	43	0	0	43	0%	E	0%				SB Forest Hill, EB Eglinton
3690	0	0	9	21	30	0%	E	0%				SB Erin Mills, 403
3692	6	0	16	0	22	0%	E	0%				SB Forest Hill, EB Eglinton
3693	21	0	23	0	44	0%	E	0%				SB Erin Mills, 403
3695	32	0	0	32	64	1%	E	1%				NB Erin Mills
3696	47	0	0	29	76	1%	E	1%				NB Erin Mills
3697	30	0	8	66	104	1%	E	1%				NB Erin Mills
3698	117	0	16	0	133	1%	E	1%				SB Erin Mills, 403
3699	6	17	0	0	23	0%	E	0%				SB Erin Mills, 403
3700	0	0	0	30	30	0%	E	0%				SB Erin Mills, 403
3701	12	11	18	0	41	0%	E	0%				SB Erin Mills, 403
3702	119	0	78	0	197	2%	E	2%				SB Erin Mills, 403
3703	0	9	17	50	76	1%	E	1%				SB Erin Mills, 403
3704	0	7	23	0	30	0%	E	0%				SB Erin Mills, 403
3705	0	26	9	0	35	0%	E	0%				SB Erin Mills, 403
3706	0	0	36	29	65	1%	E	1%				SB Erin Mills, 403
3709	48	23	46	47	164	2%	E	2%				SB Erin Mills, 403
3710	0	0	86	29	115	1%	E	1%				SB Erin Mills, 403
3711	12	0	0	0	12	0%	E	0%				SB Erin Mills, 403
3713	8	0	17	0	25	0%	E	0%				SB Erin Mills, 403
3714	5	19	167	0	191	2%	N			2%		NB Erin Mills
3715	27	68	5	104	204	2%	N			2%		NB Erin Mills
3716	0	0	18	17	35	0%	N			0%		NB Erin Mills
3717	8	0	0	17	25	0%	N			0%		NB Erin Mills
3718	0	0	0	29	29	0%	N			0%		NB Erin Mills
3719	4	0	18	0	22	0%	N			0%		NB Erin Mills
3720	0	0	12	0	12	0%	N			0%		NB Erin Mills
3721	0	4	64	24	92	1%	N			1%		NB Erin Mills
3722	0	0	0	21	21	0%	N			0%		NB Erin Mills
3723	0	21	0	0	21	0%	E	0%				SB Erin Mills, 403
3809	18	18	39	0	75	1%	W		1%			WB Erin Centre
3810	14	0	0	48	62	1%	W		1%			WB Erin Centre
3813	0	0	4	0	4	0%	S				0%	SB Erin Mills
3814	19	0	0	0	19	0%	S				0%	SB Erin Mills
3815	0	88	0	0	88	1%	E	1%				SB Erin Mills, 403
3819	50	0	0	0	50	1%	N			1%		NB Erin Mills
3820	28	7	13	0	48	1%	N			1%		NB Erin Mills
3822	6	0	0	0	6	0%	N			0%		NB Erin Mills
3823	5	0	0	59	64	1%	N			1%		NB Erin Mills
3824	0	0	0	21	21	0%	N			0%		NB Erin Mills
3825	6	24	0	10	40	0%	N			0%		NB Erin Mills
3831	0	0	7	0	7	0%	N			0%		NB Erin Mills
3833	0	0	0	15	15	0%	E	0%				SB Forest Hill, EB Eglinton
3834	17	9	16	0	42	0%	E	0%				SB Erin Mills, 403
3835	31	0	35	0	66	1%	E	1%				SB Erin Mills, 403
3836	47	21	98	50	216	2%	N			2%		NB Erin Mills
3841	0	0	0	17	17	0%	E	0%				SB Forest Hill, EB Eglinton
3847	0	0	5	29	34	0%	E	0%				SB Erin Mills, 403
3849	0	14	0	0	14	0%	E	0%				SB Erin Mills, 403
3850	62	0	16	0	78	1%	E	1%				SB Erin Mills, 403
3851	40	0	3	0	43	0%	E	0%				SB Erin Mills, 403
3852	20	0	0	0	20	0%	E	0%				SB Erin Mills, 403
3854	24	0	0	6	30	0%	E	0%				SB Erin Mills, 403
3860	0	0	9	0	9	0%	E	0%				SB Erin Mills, 403
3867	3	0	5	0	8	0%	E	0%				SB Erin Mills, 403
3868	15	0	0	0	15	0%	S				0%	SB Erin Mills
3870	0	0	12	0	12	0%	S				0%	SB Erin Mills
3872	0	29	0	0	29	0%	E	0%				SB Erin Mills, 403
3877	8	22	22	0	52	1%	S				1%	SB Erin Mills
					8987	100%	TOTAL	44%	15%	25%	16%	100%

Tue Jul 09 2024 16:08:56 GMT-0400 (Eastern Daylight Time) - Run Time: 2616ms

Cross Tabulation Query Form - Trip - 2016

Row: Planning district of origin - pd_orig
Column: 2006 GTA zone of destination - gta06_dest

Filters:
(2006 GTA zone of destination - gta06_dest In 3601-3603, 3714-3715
and
Start time of trip - start_time In 1500-1900
and
Trip purpose of destination - purp_dest In M
and
Primary travel mode of trip - mode_prime In D,M

Pull for Mississauga only:
Tue Jul 09 2024 16:07:23 GMT-0400 (Eastern Daylight Time) - Run Time: 3411ms

Cross Tabulation Query Form - Trip - 2016

Row: 2006 GTA zone of origin - gta06_orig
Column: 2006 GTA zone of destination - gta06_dest

Filters:
(2006 GTA zone of destination - gta06_dest In 3601-3603, 3714-3715
and
Start time of trip - start_time In 1500-1900
and
Trip purpose of destination - purp_dest In M
and
Primary travel mode of trip - mode_prime In D, M
and
Planning district of origin - pd_orig In 36

Trip 2016
Table:

						Trip Distribution		Trip Assignment				
	3601	3602	3603	3714	Trips from Origin	Distribution	Direction From	From East	From West	From North	From South	Assignment
PD 5 of Toronto	35	0	0	0	35	1%	E	1%				401, 403, NB Erin Mills
PD 8 of Toronto	57	0	0	0	57	2%	E	2%				403, NB Erin Mills
PD 9 of Toronto	21	0	0	0	21	1%	E	1%				401, 403, NB Erin Mills
PD 10 of Toronto	10	0	0	0	10	0%	E	0%				401, 403, NB Erin Mills
PD 11 of Toronto	23	0	0	0	23	1%	E	1%				401, 403, NB Erin Mills
Brampton	43	0	0	0	43	2%	N			2%		410, 403, NB Erin Mills
Milton	0	6	0	0	6	0%	W		0%			401, SB Erin Mills
Oakville	46	0	0	0	46	2%	S				2%	403, NB Erin Mills
Haldimand-Norfolk	0	0	0	11	11	0%	S				0%	403, NB Erin Mills
3601	132	0	0	0	132	6%	W		3%			EB Erin Centre
							W		3%			SB Mall, NB Erin Mills, EB Erin Centre
3602	75	0	0	0	75	3%	W		3%			EB Erin Centre
3603	75	0	21	0	96	4%	E	4%				WB Erin Centre
3605	0	0	0	19	19	1%	E	1%				403, NB Erin Mills
3608	11	0	0	0	11	0%	E	0%				SB Erin Mills
3611	34	0	0	0	34	1%	N			1%		SB Erin Mills
3613	10	0	24	0	34	1%	S				1%	NB Erin Mills
3614	46	0	0	0	46	2%	S				2%	NB Erin Mills
3615	110	0	0	0	110	5%	N			5%		SB Erin Mills
3617	0	0	0	8	8	0%	N			0%		SB Erin Mills
3618	0	0	0	20	20	1%	N			1%		SB Erin Mills
3621	0	0	0	33	33	1%	E	1%				403, NB Erin Mills
3633	0	0	0	16	16	1%	S				1%	NB Erin Mills
3634	40	0	0	0	40	2%	S				2%	NB Erin Mills
3635	105	0	0	0	105	4%	S				4%	NB Erin Mills
3636	108	0	0	0	108	5%	W		5%			EB Erin Centre
3637	0	8	0	0	8	0%	N			0%		SB Erin Mills
3638	21	0	0	0	21	1%	N			1%		SB Erin Mills
3639	17	0	0	0	17	1%	S				1%	NB Erin Mills
3662	32	0	0	0	32	1%	S				1%	NB Erin Mills
3665	11	0	0	0	11	0%	E	0%				403, NB Erin Mills
3671	14	0	0	0	14	1%	E	1%				403, NB Erin Mills
3678	35	22	0	0	57	2%	E	2%				403, NB Erin Mills
3683	87	0	0	0	87	4%	W		4%			EB Erin Centre
3684	27	0	0	0	27	1%	S				1%	NB Erin Mills
3685	15	0	0	0	15	1%	E	1%				WB Eglinton, NB Forest Hill
3688	45	15	0	0	60	3%	E	3%				WB Eglinton, NB Forest Hill
3693	0	5	0	0	5	0%	E	0%				403, NB Erin Mills
3694	5	0	0	0	5	0%	E	0%				SB Erin Mills
3704	13	0	0	0	13	1%	E	1%				403, NB Erin Mills
3714	58	0	0	7	65	3%	N			3%		SB Erin Mills
3715	23	27	0	14	64	3%	N			3%		SB Erin Mills
3716	27	0	0	0	27	1%	N			1%		SB Erin Mills
3719	13	0	0	21	34	1%	N			1%		SB Erin Mills
3721	34	0	0	0	34	1%	N			1%		SB Erin Mills
3809	56	0	0	0	56	2%	W		2%			EB Erin Centre
3810	93	24	0	0	117	5%	W		5%			EB Erin Centre
3811	73	0	0	0	73	3%	W		3%			EB Erin Centre
3812	23	0	0	5	28	1%	W		1%			EB Erin Centre
3813	20	0	0	0	20	1%	W		1%			EB Erin Centre
3814	35	0	0	0	35	1%	S				1%	NB Erin Mills
3820	10	0	0	0	10	0%	N			0%		SB Erin Mills
3821	53	0	0	0	53	2%	N			2%		SB Erin Mills
3822	57	0	0	0	57	2%	N			2%		SB Erin Mills
3836	53	10	0	0	63	3%	N			3%		SB Erin Mills
3837	80	0	0	0	80	3%	W		3%			EB Erin Centre
3838	8	0	0	0	8	0%	W		0%			EB Erin Centre
3840	16	0	0	0	16	1%	S				1%	NB Erin Mills
3851	13	0	0	0	13	1%	E	1%				403, NB Erin Mills
3868	11	0	0	0	11	0%	S				0%	NB Erin Mills
					2375	100%	TOTAL	21%	33%	27%	18%	100%

Tue Jul 09 2024 15:52:32 GMT-0400 (Eastern Daylight Time) - Run Time: 2744ms

Cross Tabulation Query Form - Trip - 2016

Row: Planning district of destination - pd_dest
Column: 2006 GTA zone of origin - gta06_orig

Filters:
(2006 GTA zone of origin - gta06_orig In 3601-3603, 3714-3715
and
Start time of trip - start_time In 1500-1900
and
Trip purpose of origin - purp_orig In M
and
Primary travel mode of trip - mode_prime In D,M

Pull for Mississauga only:
Tue Jul 09 2024 15:53:59 GMT-0400 (Eastern Daylight Time) - Run Time: 2490ms

Cross Tabulation Query Form - Trip - 2016

Row: 2006 GTA zone of destination - gta06_dest
Column: 2006 GTA zone of origin - gta06_orig

Filters:
(2006 GTA zone of origin - gta06_orig In 3601-3603, 3714-3715
and
Start time of trip - start_time In 1500-1900
and
Trip purpose of origin - purp_orig In M
and
Primary travel mode of trip - mode_prime In D,M
and
Planning district of destination - pd_dest In 36)

Trip 2016
Table:

						Trip Distribution		Trip Assignment				
	3601	3602	3603	3714	Trips to Destination	Distribution	Direction To	To East	To West	To North	To South	Assignment
PD 1 of Toronto	21	0	0	0	21	1%	E	1%				SB Erin Mills, QEW, Gardiner
PD 3 of Toronto	5	0	0	0	5	0%	E	0%				SB Erin Mills, 403, 401
PD 8 of Toronto	57	0	0	0	57	2%	E	2%				SB Erin Mills, 403
PD 9 of Toronto	10	0	0	0	10	0%	E	0%				SB Erin Mills, 403, 401
Brampton	63	0	0	0	63	2%	N			2%		SB Erin Mills, 403, 410
Halton Hills	44	0	0	0	44	2%	W		2%			NB Erin Mills, 401
Milton	31	0	0	0	31	1%	W		1%			NB Erin Mills, 401
Oakville	103	0	0	0	103	4%	S				4%	SB Erin Mills, 403
Burlington	19	0	0	0	19	1%	S				1%	SB Erin Mills, 403
Glanbrook	0	0	0	11	11	0%	W		0%			NB Erin Mills, 401
3601	126	5	24	0	155	6%	W		3%			WB Erin Centre
							W		3%			WB Erin Centre, SB Erin Mills, WB Mall
3602	135	0	0	0	135	5%	W		5%			WB Erin Centre
3603	0	0	21	0	21	1%	E	1%				EB Erin Centre
3604	22	0	0	0	22	1%	E	1%				EB Erin Centre
3606	5	0	0	0	5	0%	E	0%				SB Forest Hill, EB Eglinton
3613	46	0	0	0	46	2%	S				2%	SB Erin Mills
3615	69	0	0	0	69	2%	N			2%		NB Erin Mills
3617	0	0	0	39	39	1%	N			1%		NB Erin Mills
3631	8	0	0	0	8	0%	S				0%	SB Erin Mills
3633	20	0	0	0	20	1%	S				1%	SB Erin Mills
3634	35	0	0	0	35	1%	S				1%	SB Erin Mills
3635	50	0	0	0	50	2%	W		2%			WB Erin Centre
3636	184	0	0	0	184	7%	E	7%				SB Erin Mills, 403
3637	110	15	0	8	133	5%	E	5%				SB Erin Mills, 403
3638	11	0	0	0	11	0%	E	0%				SB Erin Mills, 403
3652	21	0	0	0	21	1%	E	1%				SB Erin Mills, QEW
3653	11	0	0	0	11	0%	E	0%				SB Erin Mills, QEW
3662	47	0	0	0	47	2%	S				2%	SB Erin Mills
3663	22	0	0	0	22	1%	S				1%	SB Erin Mills
3664	13	0	0	0	13	0%	E	0%				SB Erin Mills, 403
3668	21	0	0	0	21	1%	E	1%				SB Erin Mills, 403
3672	10	0	0	0	10	0%	E	0%				SB Erin Mills, 403
3677	39	6	0	0	45	2%	S				2%	SB Erin Mills
3678	0	22	0	0	22	1%	E	1%				SB Erin Mills, 403
3681	15	0	0	0	15	1%	E	1%				SB Erin Mills, 403
3683	41	0	0	0	41	1%	S				1%	SB Erin Mills
3684	95	0	0	0	95	3%	E	3%				SB Erin Mills, 403
3688	51	0	0	0	51	2%	E	2%				SB Forest Hill, EB Eglinton
3694	33	0	0	0	33	1%	N			1%		NB Erin Mills
3710	23	0	0	0	23	1%	E	1%				SB Erin Mills, 403
3714	108	0	0	11	119	4%	N			4%		NB Erin Mills
3715	24	0	0	14	38	1%	N			1%		NB Erin Mills
3716	47	0	0	16	63	2%	N			2%		NB Erin Mills
3717	0	33	0	0	33	1%	N			1%		NB Erin Mills
3718	3	0	0	0	3	0%	N			0%		NB Erin Mills
3719	41	0	0	21	62	2%	N			2%		NB Erin Mills
3809	144	0	0	0	144	5%	W		5%			WB Erin Centre
3810	122	52	0	19	193	7%	W		7%			WB Erin Centre
3811	115	0	0	20	135	5%	W		5%			WB Erin Centre
3812	19	0	0	5	24	1%	W		1%			WB Erin Centre
3814	35	0	0	0	35	1%	S				1%	SB Erin Mills
3820	13	0	0	0	13	0%	N			0%		NB Erin Mills
3836	0	10	0	0	10	0%	N			0%		NB Erin Mills
3837	80	0	0	0	80	3%	W		3%			WB Erin Centre
3838	46	0	0	0	46	2%	W		2%			WB Erin Centre
3840	16	0	0	0	16	1%	S				1%	SB Erin Mills
					2781	100%	TOTAL	27%	38%	20%	16%	100%

APPENDIX D

Background Developments and Growth

Date: July 19, 2024
Requestor: Keanna Tacay-Clarke, LEA Consulting Ltd
Request Type: Growth Rate Data Request
Location: Erin Mills Parkway at Eglinton Avenue

Keanna Tacay-Clarke,

See below the forecasted compound annual growth rate values for Erin Mills Parkway at Eglinton Avenue.

2011 to 2021	2021 to 2031	2031 to 2041
0.5%	0.5%	0.5%

These growth rates are estimated using several sources including socioeconomic data and results from the Region of Peel's Travel Demand Forecasting Model. It is important to exercise professional judgment when using these values.

If you require further assistance, please contact me at transportationplanningdata@peelregion.ca

Regards,

Karan Bedi
Intermediate Planner, Transportation Planning
Transportation Division | Public Works | Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON L6T 4B9

Keanna Tacay-Clarke

From: Tyler Xuereb <Tyler.Xuereb@mississauga.ca>
Sent: July 18, 2024 10:25 AM
To: Keanna Tacay-Clarke
Subject: RE: 2555 Erin Centre Boulevard, Mississauga Corridor Growth Request

External Sender

Good Morning Keanna,

Below are the recommended growth rates to be used along Erin Centre Boulevard and Eglinton Avenue. These rates are compounded annually from existing to 2029

Erin Centre Boulevard

	Compounded Annual Growth from Existing to 2029	
	EB	WB
AM Peak	1.0%	1.0%
PM Peak	1.0%	1.0%

Eglinton Avenue

	Compounded Annual Growth from Existing to 2029	
	EB	WB
AM Peak	0.5%	1.5%
PM Peak	1.5%	0.5%

Regards,

Tyler Xuereb
Transportation Planning Analyst
T 905-615-3200 ext.4783
Tyler.xuereb@mississauga.ca

City of Mississauga | Transportation and Works Department,
Infrastructure Planning and Engineering Services Division

Please consider the environment before printing.

From: Keanna Tacay-Clarke <KTacay-Clarke@lea.ca>
Sent: Wednesday, July 10, 2024 10:44 AM
To: Tyler Xuereb <Tyler.Xuereb@mississauga.ca>
Subject: [EXTERNAL] 2555 Erin Centre Boulevard, Mississauga Corridor Growth Request

---

[CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

Hello Tyler,

I'm working on a TIS at the municipal address of 2555 Erin Centre Boulevard, Mississauga. I was looking to get the corridor growth along Erin Centre Boulevard, Erin Mills Parkway and Eglinton Avenue West.

The study intersections are as follows:

- Erin Centre Boulevard and Forest Hill Drive
- Erin Centre Boulevard and East Site Access
- Erin Centre Boulevard and West Site Access
- Erin Mills Parkway and Erin Centre Boulevard
- Erin Mills Parkway and Erin Mills Town Centre East Access
- Erin Mills Parkway and Eglinton Avenue West

The background developments that will be included in the study are:

- 2475 Eglinton Avenue West
- 5065 Erin Mills Parkway
- 5035 Erin Mills Parkway

It will be a five-year horizon to 2029.

The terms of reference were approved yesterday.

Thank you,

Keanna Tacay-Clarke
Transportation Technical Lead – Data Analytics
LEA Consulting Ltd.
625 Crochane Drive, 5th Floor | Markham, ON | L3R 9R9
T: 905-470-0015 ext. 387 E: KTacay-Clarke@LEA.ca

Date: July 19, 2024
Requestor: Keanna Tacay-Clarke, LEA Consulting Ltd
Request Type: Growth Rate Data Request
Location: Erin Mills Parkway North of Dundas St W

Keanna Tacay-Clarke,

See below the forecasted compound annual growth rate values for Erin Mills Parkway North of Dundas St W.

2011 to 2021	2021 to 2031	2031 to 2041
0.5%	0.5%	0.5%

These growth rates are estimated using several sources including socioeconomic data and results from the Region of Peel's Travel Demand Forecasting Model. It is important to exercise professional judgment when using these values.

If you require further assistance, please contact me at transportationplanningdata@peelregion.ca

Regards,

Karan Bedi
Intermediate Planner, Transportation Planning
Transportation Division | Public Works | Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON L6T 4B9

As such, traffic volumes have also been prepared which consider the permitted "As-of-Right" development levels within the assignments of the future background traffic forecasts. The "As of Right" traffic allowances are illustrated in Figure 12.

Future background conditions with the inclusion of "As of Right" volumes are illustrated in **Figure 13** and **Figure 14** for the 5- and 10-year horizons, respectively.

4.3 SITE TRAFFIC

4.4 TRIP GENERATION

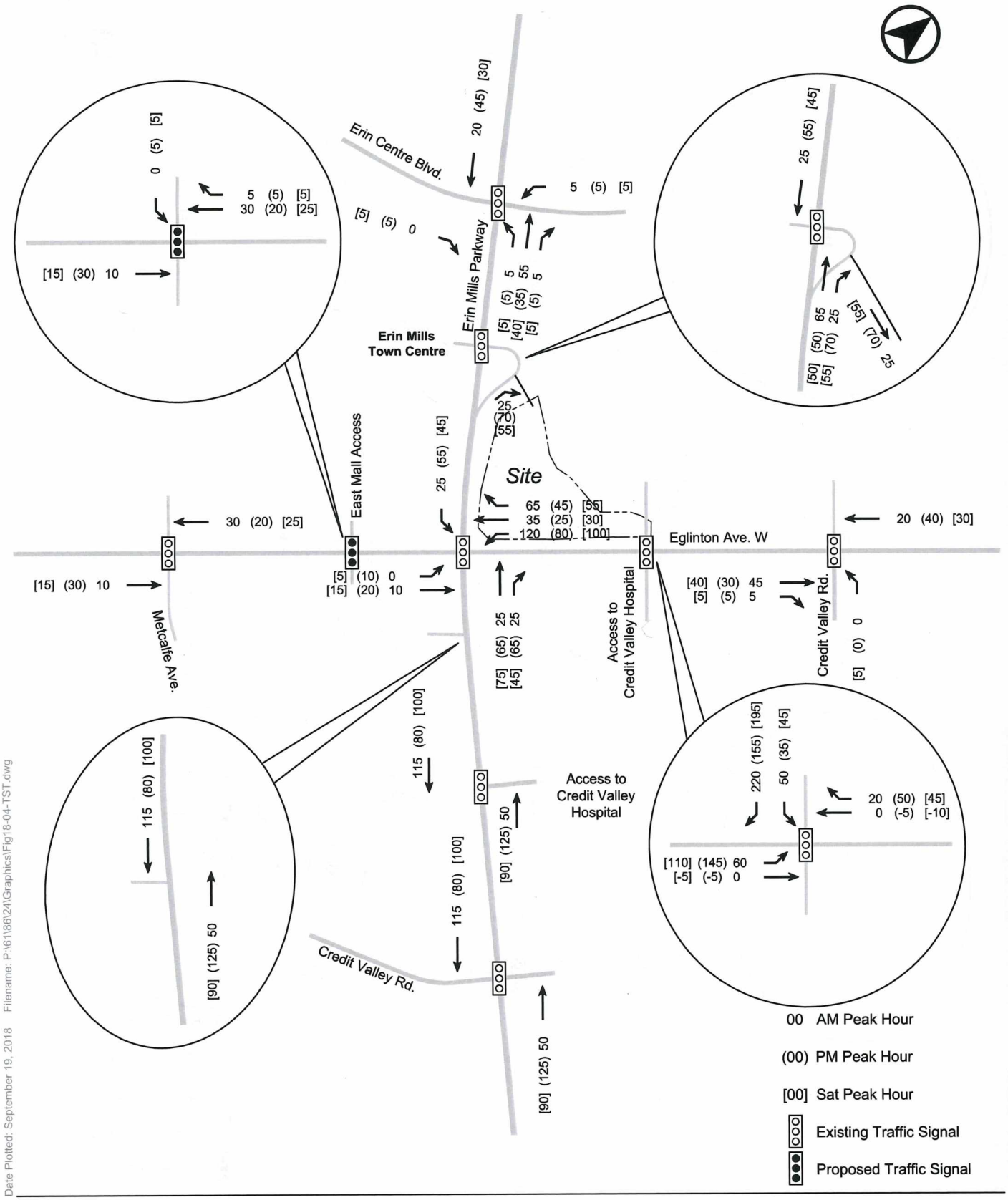
The trip generation forecast has been updated based on City staff comments as detailed in the memorandum of November 27, 2017 prepared by BA Group. The updates reflect modestly refined trip generation rates. The current trip generation for the site is provided below in Table 4. It also provides a comparison to prior reporting undertaken by BA Group in August 2017.

TABLE 4 TRIP GENERATION COMPARISON

Land Use	Morning Peak Hour			Afternoon Peak Hour			Saturday Peak Hour		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Current Development Plan									
Typical Condo apartments 977 units	60	255	315	215	130	345	140	185	325
Medical Office 9,400 sq. ft.	20	5	25	10	25	35	20	15	35
Office 9,400 sq. ft.	15	-	15	-	10	10	-	-	-
Retail and Restaurant Trips									
Restaurant – Gross Trips 6,591 sq. ft.[1]	5	5	10	35	15	50	40	30	70
Retail – Gross Trips 12,147 sq. ft.[1]	5	5	10	20	25	45	30	30	60
Total Restaurant and Retail Trips	10	10	20	55	40	95	70	60	130
• *Interaction (30%)*	-	-	-	*15*	*15*	*30*	*20*	*20*	*40*
• *Primary*	*10*	*10*	*20*	*30*	*15*	*45*	*35*	*25*	*60*
• *Pass-by (25%)*	-	-	-	*10*	*10*	*20*	*15*	*15*	*30*
Total	**105**	**270**	**375**	**280**	**205**	**485**	**230**	**260**	**490**
Total External Trips (Excludes Interaction)	**105**	**270**	**375**	**265**	**190**	**455**	**210**	**240**	**450**
Total – Net-New	**105**	**270**	**375**	**255**	**180**	**435**	**195**	**225**	**420**

Notes:

1. Interaction and Pass-By rates applied to PM and SAT only to restaurant and retail trips. Discounting for pass-by and interaction effects in the AM would result in only minor changes to the trip generation.



Date Plotted: September 19, 2018 Filename: P:\6186\24\Graphics\Fig18-04-TST.dwg

TOTAL SITE TRAFFIC VOLUMES

BA Group

Erin Mills Parkway / Eglinton Avenue W. - Northeast Corner
6186-24 September 2018

Figure 18

APPENDIX E

Intersection Capacity Results

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	150	72	3	184	96	3
Future Vol, veh/h	150	72	3	184	96	3
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles, %	3	3	33	3	0	0
Mvmt Flow	205	99	4	252	132	4
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	10.2	11.2	9.8
HCM LOS	B	B	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	97%	0%	2%
Vol Thru, %	0%	68%	98%
Vol Right, %	3%	32%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	99	222	187
LT Vol	96	0	3
Through Vol	0	150	184
RT Vol	3	72	0
Lane Flow Rate	136	304	256
Geometry Grp	1	1	1
Degree of Util (X)	0.202	0.376	0.367
Departure Headway (Hd)	5.371	4.45	5.164
Convergence, Y/N	Yes	Yes	Yes
Cap	665	806	694
Service Time	3.435	2.491	3.212
HCM Lane V/C Ratio	0.205	0.377	0.369
HCM Control Delay, s/veh	9.8	10.2	11.2
HCM Lane LOS	A	B	B
HCM 95th-tile Q	0.8	1.8	1.7

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	221	279	1	1	1
Future Vol, veh/h	2	221	279	1	1	1
Conflicting Peds, #/hr	3	0	0	3	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	15	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	3	307	388	1	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	392	0	-	0	705	392
Stage 1	-	-	-	-	392	-
Stage 2	-	-	-	-	313	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1178	-	-	-	406	661
Stage 1	-	-	-	-	687	-
Stage 2	-	-	-	-	746	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1175	-	-	-	403	659
Mov Cap-2 Maneuver	-	-	-	-	403	-
Stage 1	-	-	-	-	684	-
Stage 2	-	-	-	-	745	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.1	0	12.2
HCM LOS			B

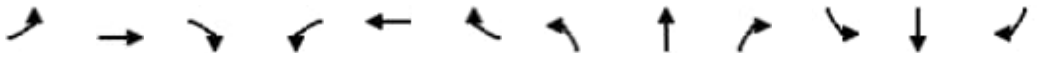
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1175	-	-	-	403	659
HCM Lane V/C Ratio	0.002	-	-	-	0.003	0.002
HCM Control Delay (s/veh)	8.1	0	-	-	14	10.5
HCM Lane LOS	A	A	-	-	B	B
HCM 95th %tile Q (veh)	0	-	-	-	0	0

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	221	274	6	2	3
Future Vol, veh/h	12	221	274	6	2	3
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	17	316	391	9	3	4
Number of Lanes	0	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	1
HCM Control Delay, s/veh	10.1	10.9	8.6
HCM LOS	B	B	A

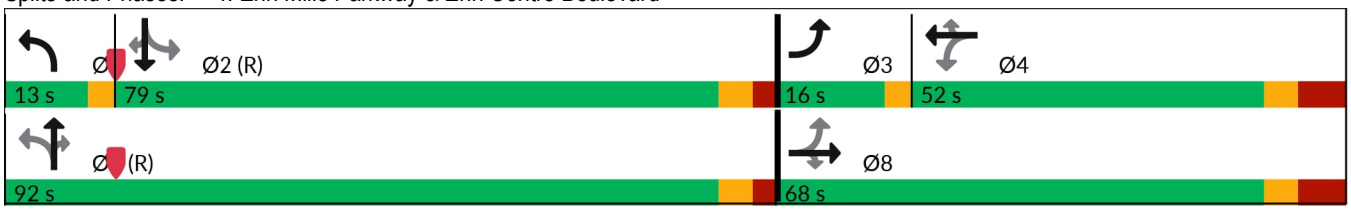
Lane	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	5%	0%	100%	0%
Vol Thru, %	95%	98%	0%	0%
Vol Right, %	0%	2%	0%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	233	280	2	3
LT Vol	12	0	2	0
Through Vol	221	274	0	0
RT Vol	0	6	0	3
Lane Flow Rate	333	400	3	4
Geometry Grp	2	2	5	5
Degree of Util (X)	0.39	0.465	0.005	0.006
Departure Headway (Hd)	4.221	4.182	6.561	5.345
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	839	848	549	674
Service Time	2.321	2.269	4.261	3.045
HCM Lane V/C Ratio	0.397	0.472	0.005	0.006
HCM Control Delay, s/veh	10.1	10.9	9.3	8.1
HCM Lane LOS	B	B	A	A
HCM 95th-tile Q	1.9	2.5	0	0

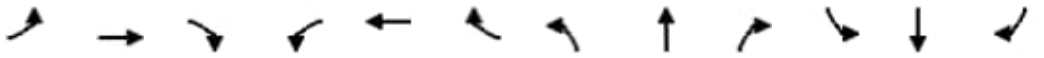


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	164	197	76	135	66	117	1161	33	36	1453	282
Future Volume (vph)	200	164	197	76	135	66	117	1161	33	36	1453	282
Lane Group Flow (vph)	238	195	235	90	161	79	139	1382	39	43	1730	336
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases	3	8			4		1	6			2	
Permitted Phases	8		8	4		4	6		6	2		2
Detector Phase	3	8	8	4	4	4	1	6	6	2	2	2
Switch Phase												
Minimum Initial (s)	7.0	10.0	10.0	10.0	10.0	10.0	7.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.0	57.8	57.8	57.8	57.8	57.8	10.0	42.8	42.8	42.8	42.8	42.8
Total Split (s)	16.0	68.0	68.0	52.0	52.0	52.0	13.0	92.0	92.0	79.0	79.0	79.0
Total Split (%)	10.0%	42.5%	42.5%	32.5%	32.5%	32.5%	8.1%	57.5%	57.5%	49.4%	49.4%	49.4%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	3.0	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	0.0	5.8	5.8	5.8	5.8	5.8	0.0	2.6	2.6	2.6	2.6	2.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	9.8	9.8	9.8	9.8	9.8	3.0	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead			Lag	Lag	Lag	Lead			Lag	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	42.5	35.7	35.7	19.7	19.7	19.7	111.5	107.7	107.7	88.6	88.6	88.6
Actuated g/C Ratio	0.27	0.22	0.22	0.12	0.12	0.12	0.70	0.67	0.67	0.55	0.55	0.55
v/c Ratio	0.87	0.47	0.56	0.67	0.71	0.33	0.57	0.42	0.04	0.25	0.63	0.36
Control Delay (s/veh)	80.5	57.1	26.6	89.9	83.1	20.0	60.4	3.4	0.1	27.1	26.9	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total Delay (s/veh)	80.5	57.1	26.6	89.9	83.1	20.0	60.4	3.5	0.1	27.1	26.9	3.2
LOS	F	E	C	F	F	B	E	A	A	C	C	A
Approach Delay (s/veh)		54.7			69.9			8.5			23.1	
Approach LOS		D			E			A			C	
Queue Length 50th (m)	65.8	54.7	27.4	27.9	50.1	3.2	20.7	13.8	0.0	6.9	133.7	0.0
Queue Length 95th (m)	80.4	68.8	45.2	42.0	65.7	15.5	42.2	21.5	0.0	17.6	160.1	11.4
Internal Link Dist (m)		346.4			91.7			172.5			558.0	
Turn Bay Length (m)	105.0			75.0		110.0	130.0		105.0	155.0		115.0
Base Capacity (vph)	275	670	601	287	490	430	246	3319	985	170	2758	944
Starvation Cap Reductn	0	0	0	0	0	0	0	638	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.29	0.39	0.31	0.33	0.18	0.57	0.52	0.04	0.25	0.63	0.36

Intersection Summary		
Cycle Length: 160		
Actuated Cycle Length: 160		
Offset: 91 (57%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green		
Natural Cycle: 125		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.87		
Intersection Signal Delay (s/veh): 26.1	Intersection LOS: C	
Intersection Capacity Utilization 90.3%	ICU Level of Service E	
Analysis Period (min) 15		

Splits and Phases: 4: Erin Mills Parkway & Erin Centre Boulevard





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	164	197	76	135	66	117	1161	33	36	1453	282
Future Volume (vph)	200	164	197	76	135	66	117	1161	33	36	1453	282
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	3.0	9.8	9.8	9.8	9.8	9.8	3.0	6.8	6.8	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1630	1842	1414	1632	1860	1441	1652	4932	1431	1589	4980	1436
Flt Permitted	0.45	1.00	1.00	0.64	1.00	1.00	0.08	1.00	1.00	0.18	1.00	1.00
Satd. Flow (perm)	778	1842	1414	1091	1860	1441	136	4932	1431	307	4980	1436
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	238	195	235	90	161	79	139	1382	39	43	1730	336
RTOR Reduction (vph)	0	0	106	0	0	60	0	0	13	0	0	150
Lane Group Flow (vph)	238	195	129	90	161	19	139	1382	26	43	1730	186
Confl. Peds. (#/hr)	11		3	3		11	3		1	1		3
Confl. Bikes (#/hr)						1						3
Heavy Vehicles (%)	3%	2%	5%	3%	1%	2%	2%	4%	3%	6%	3%	2%
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases	3	8			4		1	6			2	
Permitted Phases	8		8	4		4	6		6	2		2
Actuated Green, G (s)	35.7	35.7	35.7	19.7	19.7	19.7	107.7	107.7	107.7	88.6	88.6	88.6
Effective Green, g (s)	35.7	35.7	35.7	19.7	19.7	19.7	107.7	107.7	107.7	88.6	88.6	88.6
Actuated g/C Ratio	0.22	0.22	0.22	0.12	0.12	0.12	0.67	0.67	0.67	0.55	0.55	0.55
Clearance Time (s)	3.0	9.8	9.8	9.8	9.8	9.8	3.0	6.8	6.8	6.8	6.8	6.8
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	242	410	315	134	229	177	244	3319	963	170	2757	795
v/s Ratio Prot	c0.08	0.11			0.09		c0.06	0.28			c0.35	
v/s Ratio Perm	c0.14		0.09	0.08		0.01	0.33		0.02	0.14		0.13
v/c Ratio	0.98	0.48	0.41	0.67	0.70	0.11	0.57	0.42	0.03	0.25	0.63	0.23
Uniform Delay, d1	60.1	54.0	53.1	67.1	67.3	62.4	20.3	11.9	8.7	18.5	24.4	18.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	2.89	0.24	0.00	1.00	1.00	1.00
Incremental Delay, d2	52.9	0.9	0.9	12.5	9.4	0.3	2.9	0.4	0.1	3.5	1.1	0.7
Delay (s)	113.0	54.9	54.0	79.5	76.7	62.6	61.7	3.2	0.1	22.1	25.5	19.0
Level of Service	F	D	D	E	E	E	E	A	A	C	C	B
Approach Delay (s/veh)		75.3			74.1			8.4			24.4	
Approach LOS		E			E			A			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	29.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	22.6
Intersection Capacity Utilization	90.3%	ICU Level of Service	E
Analysis Period (min)	15		

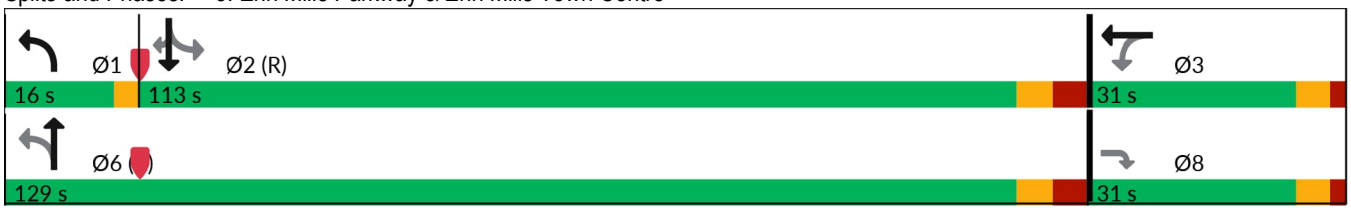
c Critical Lane Group

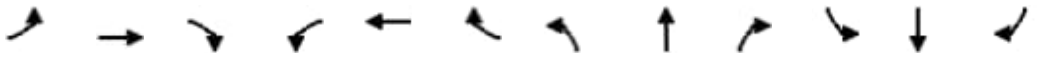
Lane Group	EBR	NBL	NBT	SBT	SBR	Ø3
Lane Configurations						
Traffic Volume (vph)	38	76	1311	1656	70	
Future Volume (vph)	38	76	1311	1656	70	
Lane Group Flow (vph)	42	84	1457	1840	78	
Turn Type	Perm	pm+pt	NA	NA	Perm	
Protected Phases		1	6	2		3
Permitted Phases	8	6			2	
Detector Phase	8	1	6	2	2	
Switch Phase						
Minimum Initial (s)	10.0	7.0	10.0	10.0	10.0	10.0
Minimum Split (s)	50.0	10.0	44.2	44.2	44.2	50.0
Total Split (s)	31.0	16.0	129.0	113.0	113.0	31.0
Total Split (%)	19.4%	10.0%	80.6%	70.6%	70.6%	19%
Yellow Time (s)	4.0	3.0	4.2	4.2	4.2	4.0
All-Red Time (s)	2.0	0.0	4.0	4.0	4.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	3.0	8.2	8.2	8.2	
Lead/Lag		Lead		Lag	Lag	
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	C-Max	None
Act Effct Green (s)	10.0	144.2	140.6	128.6	128.6	
Actuated g/C Ratio	0.06	0.90	0.88	0.80	0.80	
v/c Ratio	0.20	0.41	0.34	0.46	0.07	
Control Delay (s/veh)	2.1	19.0	2.3	1.6	0.1	
Queue Delay	0.0	0.0	0.0	0.2	0.0	
Total Delay (s/veh)	2.1	19.0	2.3	1.8	0.1	
LOS	A	B	A	A	A	
Approach Delay (s/veh)			3.2	1.7		
Approach LOS			A	A		
Queue Length 50th (m)	0.0	2.7	4.5	3.1	0.0	
Queue Length 95th (m)	0.0	m16.1	3.8	5.8	m0.0	
Internal Link Dist (m)			243.2	172.5		
Turn Bay Length (m)		50.0			90.0	
Base Capacity (vph)	316	251	4335	3963	1087	
Starvation Cap Reductn	0	0	0	967	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.13	0.33	0.34	0.61	0.07	

Intersection Summary		
Cycle Length: 160		
Actuated Cycle Length: 160		
Offset: 108 (68%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green		
Natural Cycle: 105		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.46		
Intersection Signal Delay (s/veh): 2.4	Intersection LOS: A	
Intersection Capacity Utilization 86.0%	ICU Level of Service E	
Analysis Period (min) 15		

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

Splits and Phases: 5: Erin Mills Parkway & Erin Mills Town Centre





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	38	0	0	0	76	1311	0	0	1656	70
Future Volume (vph)	0	0	38	0	0	0	76	1311	0	0	1656	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)			6.0				3.0	8.2			8.2	8.2
Lane Util. Factor			1.00				1.00	0.91			0.91	1.00
Frpb, ped/bikes			0.98				1.00	1.00			1.00	0.97
Flpb, ped/bikes			1.00				1.00	1.00			1.00	1.00
Frt			0.87				1.00	1.00			1.00	0.85
Flt Protected			1.00				0.95	1.00			1.00	1.00
Satd. Flow (prot)			1258				1504	4932			4932	1334
Flt Permitted			1.00				0.10	1.00			1.00	1.00
Satd. Flow (perm)			1258				159	4932			4932	1334
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	42	0	0	0	84	1457	0	0	1840	78
RTOR Reduction (vph)	0	0	40	0	0	0	0	0	0	0	0	16
Lane Group Flow (vph)	0	0	2	0	0	0	84	1457	0	0	1840	62
Confl. Peds. (#/hr)	3		3	3		3	11		1	1		11
Confl. Bikes (#/hr)			2									
Heavy Vehicles (%)	0%	0%	19%	0%	0%	0%	12%	4%	0%	0%	4%	10%
Turn Type			Perm				pm+pt	NA			NA	Perm
Protected Phases					3		1	6			2	
Permitted Phases			8	3			6			2		2
Actuated Green, G (s)			8.0				137.8	137.8			127.4	127.4
Effective Green, g (s)			8.0				137.8	137.8			127.4	127.4
Actuated g/C Ratio			0.05				0.86	0.86			0.80	0.80
Clearance Time (s)			6.0				3.0	8.2			8.2	8.2
Vehicle Extension (s)			3.0				3.0	3.0			3.0	3.0
Lane Grp Cap (vph)			62				199	4247			3927	1062
v/s Ratio Prot							c0.02	0.30			c0.37	
v/s Ratio Perm			c0.00				0.34					0.05
v/c Ratio			0.03				0.42	0.34			0.47	0.06
Uniform Delay, d1			72.3				2.8	2.2			5.3	3.5
Progression Factor			1.00				12.13	0.98			0.24	0.05
Incremental Delay, d2			0.2				1.3	0.2			0.3	0.1
Delay (s)			72.5				35.7	2.3			1.6	0.2
Level of Service			E				D	A			A	A
Approach Delay (s/veh)		72.5			0.0			4.1			1.6	
Approach LOS		E			A			A			A	

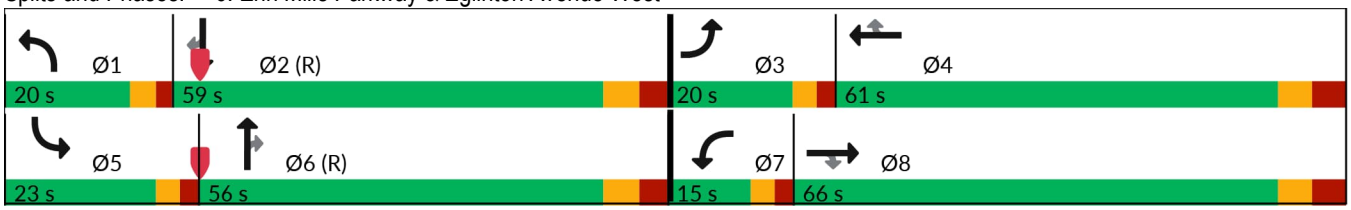
Intersection Summary			
HCM 2000 Control Delay (s/veh)	3.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	17.2
Intersection Capacity Utilization	86.0%	ICU Level of Service	E
Analysis Period (min)	15		

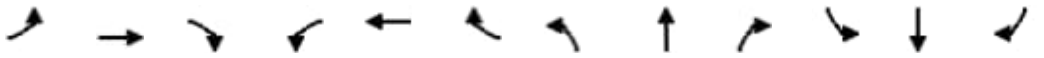
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	187	1009	264	100	565	226	141	974	141	274	1333	87
Future Volume (vph)	187	1009	264	100	565	226	141	974	141	274	1333	87
Lane Group Flow (vph)	197	1062	278	105	595	238	148	1025	148	288	1403	92
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4			6			2
Detector Phase	3	8	8	7	4	4	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	10.0	10.0	7.0	10.0	10.0	7.0	10.0	10.0	7.0	10.0	10.0
Minimum Split (s)	12.0	60.1	60.1	12.0	60.1	60.1	12.0	53.5	53.5	12.0	53.5	53.5
Total Split (s)	20.0	66.0	66.0	15.0	61.0	61.0	20.0	56.0	56.0	23.0	59.0	59.0
Total Split (%)	12.5%	41.3%	41.3%	9.4%	38.1%	38.1%	12.5%	35.0%	35.0%	14.4%	36.9%	36.9%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.3	4.3	3.0	4.3	4.3
All-Red Time (s)	2.0	4.1	4.1	2.0	4.1	4.1	2.0	3.2	3.2	2.0	3.2	3.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	8.1	8.1	5.0	8.1	8.1	5.0	7.5	7.5	5.0	7.5	7.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	14.0	45.3	45.3	9.4	40.7	40.7	13.0	59.7	59.7	20.0	66.7	66.7
Actuated g/C Ratio	0.09	0.28	0.28	0.06	0.25	0.25	0.08	0.37	0.37	0.13	0.42	0.42
v/c Ratio	0.73	0.75	0.50	0.59	0.47	0.45	0.59	0.56	0.23	0.75	0.68	0.15
Control Delay (s/veh)	87.4	55.3	10.8	86.7	51.3	7.4	80.5	42.6	6.5	77.0	57.1	21.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	87.4	55.3	10.8	86.7	51.3	7.4	80.5	42.6	6.5	77.0	57.1	21.0
LOS	F	E	B	F	D	A	F	D	A	E	E	C
Approach Delay (s/veh)		51.4			44.1			42.8			58.5	
Approach LOS		D			D			D			E	
Queue Length 50th (m)	31.8	113.3	9.0	17.0	59.5	0.0	23.8	95.4	0.0	48.4	124.8	4.5
Queue Length 95th (m)	45.8	120.2	32.7	27.6	67.2	20.3	35.2	122.1	16.6	64.0	167.8	24.1
Internal Link Dist (m)		311.2			233.2			756.7			243.2	
Turn Bay Length (m)	80.0		100.0	100.0		135.0	150.0		135.0	200.0		125.0
Base Capacity (vph)	289	1819	646	190	1630	621	295	1841	635	394	2056	628
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.58	0.43	0.55	0.37	0.38	0.50	0.56	0.23	0.73	0.68	0.15

Intersection Summary		
Cycle Length: 160		
Actuated Cycle Length: 160		
Offset: 69 (43%), Referenced to phase 2:SBT and 6:NBT, Start of Green		
Natural Cycle: 140		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.75		
Intersection Signal Delay (s/veh): 50.4	Intersection LOS: D	
Intersection Capacity Utilization 114.6%	ICU Level of Service H	
Analysis Period (min) 15		

Splits and Phases: 6: Erin Mills Parkway & Eglinton Avenue West





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	187	1009	264	100	565	226	141	974	141	274	1333	87
Future Volume (vph)	187	1009	264	100	565	226	141	974	141	274	1333	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	5.0	8.1	8.1	5.0	8.1	8.1	5.0	7.5	7.5	5.0	7.5	7.5
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.92	1.00	1.00	0.97	1.00	1.00	0.97	1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3083	5029	1361	3054	4932	1399	3083	4932	1454	3083	4932	1363
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3083	5029	1361	3054	4932	1399	3083	4932	1454	3083	4932	1363
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	197	1062	278	105	595	238	148	1025	148	288	1403	92
RTOR Reduction (vph)	0	0	172	0	0	177	0	0	93	0	0	54
Lane Group Flow (vph)	197	1062	106	105	595	61	148	1025	55	288	1403	38
Confl. Peds. (#/hr)	15		73	73		15	29		13	13		29
Confl. Bikes (#/hr)			1						1			
Heavy Vehicles (%)	6%	2%	2%	7%	4%	5%	6%	4%	1%	6%	4%	6%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4			6			2
Actuated Green, G (s)	14.0	45.3	45.3	9.4	40.7	40.7	13.0	59.7	59.7	20.0	66.7	66.7
Effective Green, g (s)	14.0	45.3	45.3	9.4	40.7	40.7	13.0	59.7	59.7	20.0	66.7	66.7
Actuated g/C Ratio	0.09	0.28	0.28	0.06	0.25	0.25	0.08	0.37	0.37	0.13	0.42	0.42
Clearance Time (s)	5.0	8.1	8.1	5.0	8.1	8.1	5.0	7.5	7.5	5.0	7.5	7.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	269	1423	385	179	1254	355	250	1840	542	385	2056	568
v/s Ratio Prot	c0.06	c0.21		0.03	0.12		0.05	0.21		c0.09	c0.28	
v/s Ratio Perm			0.08			0.04			0.04			0.03
v/c Ratio	0.73	0.75	0.28	0.59	0.47	0.17	0.59	0.56	0.10	0.75	0.68	0.07
Uniform Delay, d1	71.2	52.1	44.6	73.4	50.6	46.5	70.9	39.7	32.7	67.6	38.0	28.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.39	4.46
Incremental Delay, d2	9.9	2.2	0.4	4.8	0.3	0.2	3.7	1.2	0.4	7.0	1.7	0.2
Delay (s)	81.0	54.3	45.0	78.2	50.9	46.7	74.7	40.9	33.1	72.7	54.7	125.1
Level of Service	F	D	D	E	D	D	E	D	C	E	D	F
Approach Delay (s/veh)		56.0			52.9			43.8			61.2	
Approach LOS		E			D			D			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	54.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.6
Intersection Capacity Utilization	114.6%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	173	59	3	189	55	6
Future Vol, veh/h	173	59	3	189	55	6
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	1	0	33	1	0	17
Mvmt Flow	204	69	4	222	65	7
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	9.2	10.1	8.8
HCM LOS	A	B	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	90%	0%	2%
Vol Thru, %	0%	75%	98%
Vol Right, %	10%	25%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	61	232	192
LT Vol	55	0	3
Through Vol	0	173	189
RT Vol	6	59	0
Lane Flow Rate	72	273	226
Geometry Grp	1	1	1
Degree of Util (X)	0.103	0.32	0.309
Departure Headway (Hd)	5.149	4.218	4.927
Convergence, Y/N	Yes	Yes	Yes
Cap	695	854	730
Service Time	3.183	2.238	2.95
HCM Lane V/C Ratio	0.104	0.32	0.31
HCM Control Delay, s/veh	8.8	9.2	10.1
HCM Lane LOS	A	A	B
HCM 95th-tile Q	0.3	1.4	1.3

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	226	237	7	6	5
Future Vol, veh/h	4	226	237	7	6	5
Conflicting Peds, #/hr	9	0	0	9	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	15	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	269	282	8	7	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	299	0	-	0	574	295
Stage 1	-	-	-	-	295	-
Stage 2	-	-	-	-	279	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1274	-	-	-	484	749
Stage 1	-	-	-	-	760	-
Stage 2	-	-	-	-	773	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1265	-	-	-	475	744
Mov Cap-2 Maneuver	-	-	-	-	475	-
Stage 1	-	-	-	-	751	-
Stage 2	-	-	-	-	768	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.1	0	11.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1265	-	-	-	475	744
HCM Lane V/C Ratio	0.004	-	-	-	0.015	0.008
HCM Control Delay (s/veh)	7.9	0	-	-	12.7	9.9
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q (veh)	0	-	-	-	0	0

Intersection	
Intersection Delay, s/veh	10.2
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	75	221	226	16	9	65
Future Vol, veh/h	75	221	226	16	9	65
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	88	260	266	19	11	76
Number of Lanes	0	1	1	0	1	1

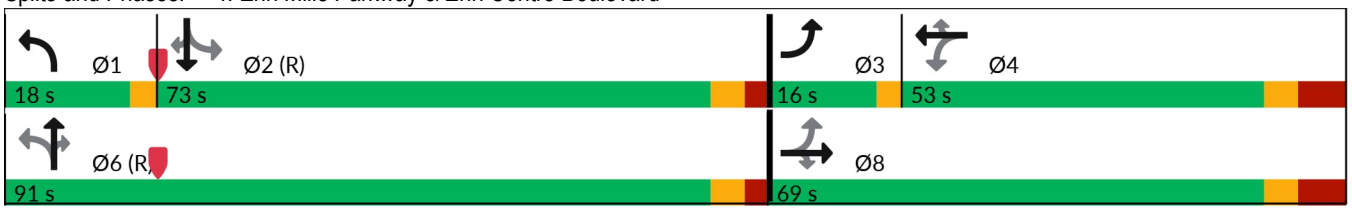
Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	1
HCM Control Delay, s/veh	10.9	9.9	8.7
HCM LOS	B	A	A

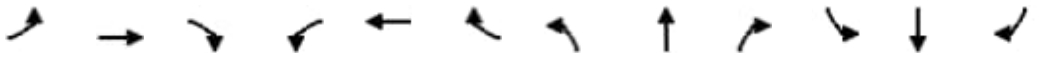
Lane	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	25%	0%	100%	0%
Vol Thru, %	75%	93%	0%	0%
Vol Right, %	0%	7%	0%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	296	242	9	65
LT Vol	75	0	9	0
Through Vol	221	226	0	0
RT Vol	0	16	0	65
Lane Flow Rate	348	285	11	76
Geometry Grp	2	2	5	5
Degree of Util (X)	0.434	0.353	0.019	0.11
Departure Headway (Hd)	4.483	4.463	6.393	5.179
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	804	806	559	689
Service Time	2.512	2.493	4.146	2.931
HCM Lane V/C Ratio	0.433	0.354	0.02	0.11
HCM Control Delay, s/veh	10.9	9.9	9.3	8.6
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	2.2	1.6	0.1	0.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	206	157	100	82	137	72	155	1488	86	53	1407	219
Future Volume (vph)	206	157	100	82	137	72	155	1488	86	53	1407	219
Lane Group Flow (vph)	224	171	109	89	149	78	168	1617	93	58	1529	238
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases	3	8			4		1	6			2	
Permitted Phases	8		8	4		4	6		6	2		2
Detector Phase	3	8	8	4	4	4	1	6	6	2	2	2
Switch Phase												
Minimum Initial (s)	7.0	10.0	10.0	10.0	10.0	10.0	7.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.0	57.8	57.8	57.8	57.8	57.8	10.0	42.8	42.8	42.8	42.8	42.8
Total Split (s)	16.0	69.0	69.0	53.0	53.0	53.0	18.0	91.0	91.0	73.0	73.0	73.0
Total Split (%)	10.0%	43.1%	43.1%	33.1%	33.1%	33.1%	11.3%	56.9%	56.9%	45.6%	45.6%	45.6%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	3.0	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	0.0	5.8	5.8	5.8	5.8	5.8	0.0	2.6	2.6	2.6	2.6	2.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	9.8	9.8	9.8	9.8	9.8	3.0	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead			Lag	Lag	Lag	Lead			Lag	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	41.5	34.7	34.7	18.7	18.7	18.7	112.5	108.7	108.7	89.7	89.7	89.7
Actuated g/C Ratio	0.26	0.22	0.22	0.12	0.12	0.12	0.70	0.68	0.68	0.56	0.56	0.56
v/c Ratio	0.79	0.42	0.29	0.67	0.68	0.34	0.61	0.47	0.09	0.41	0.55	0.27
Control Delay (s/veh)	72.0	56.4	9.5	91.0	82.3	20.7	43.2	9.3	2.1	35.8	24.7	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total Delay (s/veh)	72.0	56.4	9.5	91.0	82.3	20.7	43.2	9.3	2.1	35.8	24.7	3.3
LOS	E	E	A	F	F	C	D	A	A	D	C	A
Approach Delay (s/veh)		53.2			69.5			12.0			22.2	
Approach LOS		D			E			B			C	
Queue Length 50th (m)	61.9	47.7	0.0	27.7	46.4	3.2	26.0	35.4	0.3	10.2	108.9	0.0
Queue Length 95th (m)	82.9	66.5	15.3	45.3	66.8	18.2	59.8	83.7	4.7	30.1	151.9	15.0
Internal Link Dist (m)		346.4			91.7			172.5			558.0	
Turn Bay Length (m)	105.0			75.0		110.0	130.0		105.0	155.0		115.0
Base Capacity (vph)	282	688	557	304	507	438	292	3415	1005	141	2791	897
Starvation Cap Reductn	0	0	0	0	0	0	0	458	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.25	0.20	0.29	0.29	0.18	0.58	0.55	0.09	0.41	0.55	0.27

Intersection Summary		
Cycle Length: 160		
Actuated Cycle Length: 160		
Offset: 44 (28%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green		
Natural Cycle: 135		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.79		
Intersection Signal Delay (s/veh): 24.7	Intersection LOS: C	
Intersection Capacity Utilization 93.8%	ICU Level of Service F	
Analysis Period (min) 15		

Splits and Phases: 4: Erin Mills Parkway & Erin Centre Boulevard





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	206	157	100	82	137	72	155	1488	86	53	1407	219
Future Volume (vph)	206	157	100	82	137	72	155	1488	86	53	1407	219
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	3.0	9.8	9.8	9.8	9.8	9.8	3.0	6.8	6.8	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	0.97	1.00	1.00	0.96	1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1646	1860	1320	1651	1879	1440	1635	5029	1436	1681	4980	1416
Flt Permitted	0.48	1.00	1.00	0.65	1.00	1.00	0.11	1.00	1.00	0.14	1.00	1.00
Satd. Flow (perm)	833	1860	1320	1128	1879	1440	189	5029	1436	253	4980	1416
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	224	171	109	89	149	78	168	1617	93	58	1529	238
RTOR Reduction (vph)	0	0	85	0	0	59	0	0	30	0	0	105
Lane Group Flow (vph)	224	171	24	89	149	19	168	1617	63	58	1529	133
Confl. Peds. (#/hr)	10		13	13		10	9		8	8		9
Confl. Bikes (#/hr)			3			2			1			3
Heavy Vehicles (%)	2%	1%	11%	1%	0%	2%	3%	2%	1%	0%	3%	2%
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases	3	8			4		1	6			2	
Permitted Phases	8		8	4		4	6		6	2		2
Actuated Green, G (s)	34.7	34.7	34.7	18.7	18.7	18.7	108.7	108.7	108.7	89.7	89.7	89.7
Effective Green, g (s)	34.7	34.7	34.7	18.7	18.7	18.7	108.7	108.7	108.7	89.7	89.7	89.7
Actuated g/C Ratio	0.22	0.22	0.22	0.12	0.12	0.12	0.68	0.68	0.68	0.56	0.56	0.56
Clearance Time (s)	3.0	9.8	9.8	9.8	9.8	9.8	3.0	6.8	6.8	6.8	6.8	6.8
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	246	403	286	131	219	168	273	3416	975	141	2791	793
v/s Ratio Prot	c0.07	0.09			0.08		c0.06	0.32			0.31	
v/s Ratio Perm	c0.12		0.02	0.08		0.01	c0.36		0.04	0.23		0.09
v/c Ratio	0.91	0.42	0.08	0.68	0.68	0.11	0.62	0.47	0.06	0.41	0.55	0.17
Uniform Delay, d1	59.4	54.0	50.0	67.8	67.8	63.2	15.6	12.1	8.6	20.1	22.3	17.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	2.60	0.69	0.98	1.00	1.00	1.00
Incremental Delay, d2	34.4	0.7	0.1	13.1	8.4	0.3	3.8	0.4	0.1	8.6	0.8	0.5
Delay (s)	93.8	54.8	50.1	80.9	76.2	63.5	44.3	8.9	8.5	28.7	23.1	17.5
Level of Service	F	D	D	F	E	E	D	A	A	C	C	B
Approach Delay (s/veh)		71.1			74.4			12.0			22.5	
Approach LOS		E			E			B			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	27.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	22.6
Intersection Capacity Utilization	93.8%	ICU Level of Service	F
Analysis Period (min)	15		

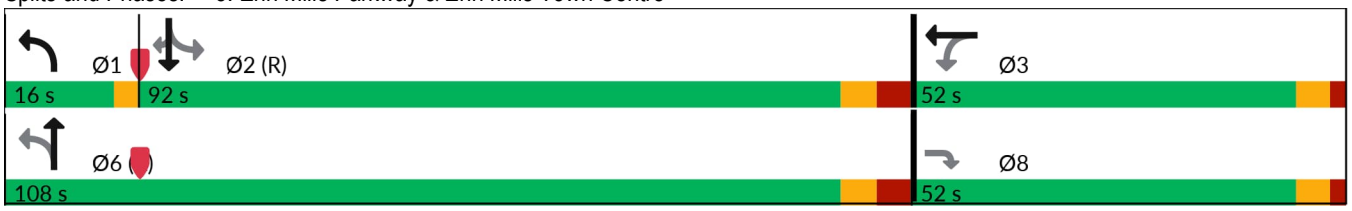
c Critical Lane Group

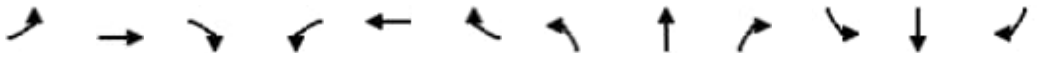
Lane Group	EBR	NBL	NBT	SBT	SBR	Ø3
Lane Configurations						
Traffic Volume (vph)	152	108	1729	1445	144	
Future Volume (vph)	152	108	1729	1445	144	
Lane Group Flow (vph)	160	114	1820	1521	152	
Turn Type	Perm	pm+pt	NA	NA	Perm	
Protected Phases		1	6	2		3
Permitted Phases	8	6			2	
Detector Phase	8	1	6	2	2	
Switch Phase						
Minimum Initial (s)	10.0	7.0	10.0	10.0	10.0	10.0
Minimum Split (s)	50.0	10.0	44.2	44.2	44.2	50.0
Total Split (s)	52.0	16.0	108.0	92.0	92.0	52.0
Total Split (%)	32.5%	10.0%	67.5%	57.5%	57.5%	33%
Yellow Time (s)	4.0	3.0	4.2	4.2	4.2	4.0
All-Red Time (s)	2.0	0.0	4.0	4.0	4.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	3.0	8.2	8.2	8.2	
Lead/Lag		Lead		Lag	Lag	
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	C-Max	None
Act Effct Green (s)	10.8	140.2	135.0	124.0	124.0	
Actuated g/C Ratio	0.07	0.88	0.84	0.78	0.78	
v/c Ratio	0.63	0.40	0.43	0.39	0.14	
Control Delay (s/veh)	20.4	12.7	1.4	1.6	0.2	
Queue Delay	0.0	0.0	0.0	0.1	0.0	
Total Delay (s/veh)	20.4	12.7	1.4	1.7	0.2	
LOS	C	B	A	A	A	
Approach Delay (s/veh)			2.1	1.6		
Approach LOS			A	A		
Queue Length 50th (m)	0.0	4.4	19.6	12.0	0.0	
Queue Length 95th (m)	22.0	m16.6	20.0	14.0	0.0	
Internal Link Dist (m)			243.2	172.5		
Turn Bay Length (m)		50.0			90.0	
Base Capacity (vph)	548	325	4242	3897	1124	
Starvation Cap Reductn	0	0	0	603	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.29	0.35	0.43	0.46	0.14	

Intersection Summary			
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 49 (31%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay (s/veh): 2.6		Intersection LOS: A	
Intersection Capacity Utilization 91.3%		ICU Level of Service F	
Analysis Period (min) 15			

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

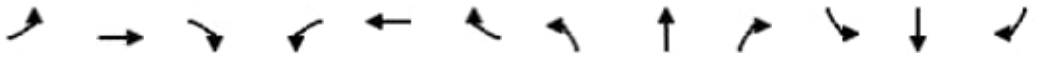
Splits and Phases: 5: Erin Mills Parkway & Erin Mills Town Centre





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	152	0	0	0	108	1729	0	0	1445	144
Future Volume (vph)	0	0	152	0	0	0	108	1729	0	0	1445	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)			6.0				3.0	8.2			8.2	8.2
Lane Util. Factor			1.00				1.00	0.91			0.91	1.00
Frpb, ped/bikes			1.00				1.00	1.00			1.00	0.97
Flpb, ped/bikes			1.00				1.00	1.00			1.00	1.00
Frt			0.87				1.00	1.00			1.00	0.85
Flt Protected			1.00				0.95	1.00			1.00	1.00
Satd. Flow (prot)			1504				1604	5029			5029	1407
Flt Permitted			1.00				0.14	1.00			1.00	1.00
Satd. Flow (perm)			1504				245	5029			5029	1407
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	160	0	0	0	114	1820	0	0	1521	152
RTOR Reduction (vph)	0	0	149	0	0	0	0	0	0	0	0	34
Lane Group Flow (vph)	0	0	11	0	0	0	114	1820	0	0	1521	118
Confl. Peds. (#/hr)	1					1	13		1	1		13
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%	5%	2%	0%	0%	2%	4%
Turn Type			Perm				pm+pt	NA			NA	Perm
Protected Phases					3		1	6			2	
Permitted Phases			8	3			6			2		2
Actuated Green, G (s)			10.8				135.0	135.0			124.0	124.0
Effective Green, g (s)			10.8				135.0	135.0			124.0	124.0
Actuated g/C Ratio			0.07				0.84	0.84			0.78	0.78
Clearance Time (s)			6.0				3.0	8.2			8.2	8.2
Vehicle Extension (s)			3.0				3.0	3.0			3.0	3.0
Lane Grp Cap (vph)			101				274	4243			3897	1090
v/s Ratio Prot							0.02	c0.36			0.30	
v/s Ratio Perm			c0.01				0.33					0.08
v/c Ratio			0.11				0.42	0.43			0.39	0.11
Uniform Delay, d1			70.1				2.8	3.1			5.8	4.4
Progression Factor			1.00				6.53	0.37			0.23	0.00
Incremental Delay, d2			0.5				0.8	0.3			0.3	0.2
Delay (s)			70.5				18.8	1.4			1.6	0.2
Level of Service			E				B	A			A	A
Approach Delay (s/veh)		70.5			0.0			2.4			1.5	
Approach LOS		E			A			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	4.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	17.2
Intersection Capacity Utilization	91.3%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

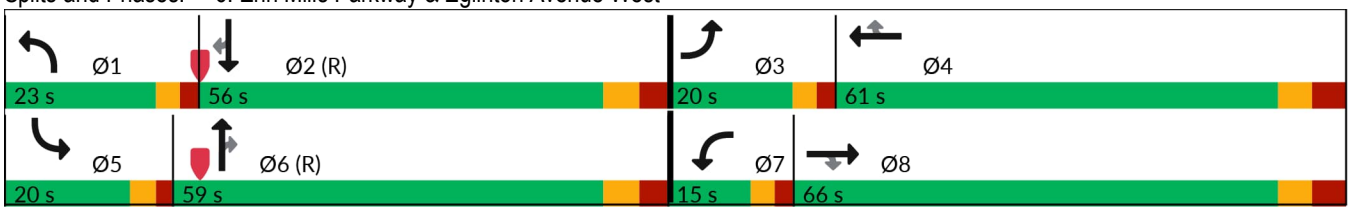


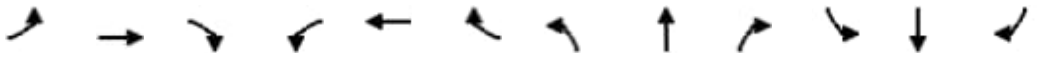
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	161	710	213	145	962	379	281	1297	47	189	1229	179
Future Volume (vph)	161	710	213	145	962	379	281	1297	47	189	1229	179
Lane Group Flow (vph)	164	724	217	148	982	387	287	1323	48	193	1254	183
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4			6			2
Detector Phase	3	8	8	7	4	4	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	10.0	10.0	7.0	10.0	10.0	7.0	10.0	10.0	7.0	10.0	10.0
Minimum Split (s)	12.0	60.1	60.1	12.0	60.1	60.1	12.0	53.5	53.5	12.0	53.5	53.5
Total Split (s)	20.0	66.0	66.0	15.0	61.0	61.0	23.0	59.0	59.0	20.0	56.0	56.0
Total Split (%)	12.5%	41.3%	41.3%	9.4%	38.1%	38.1%	14.4%	36.9%	36.9%	12.5%	35.0%	35.0%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.3	4.3	3.0	4.3	4.3
All-Red Time (s)	2.0	4.1	4.1	2.0	4.1	4.1	2.0	3.2	3.2	2.0	3.2	3.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	8.1	8.1	5.0	8.1	8.1	5.0	7.5	7.5	5.0	7.5	7.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	12.9	45.4	45.4	9.9	42.4	42.4	18.6	64.7	64.7	14.4	60.5	60.5
Actuated g/C Ratio	0.08	0.28	0.28	0.06	0.27	0.27	0.12	0.40	0.40	0.09	0.38	0.38
v/c Ratio	0.62	0.50	0.39	0.76	0.73	0.68	0.76	0.65	0.08	0.67	0.65	0.28
Control Delay (s/veh)	81.5	48.4	6.4	97.1	56.6	24.9	81.6	42.0	0.3	104.9	27.7	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	81.5	48.4	6.4	97.1	56.6	24.9	81.6	42.0	0.3	104.9	27.7	3.6
LOS	F	D	A	F	E	C	F	D	A	F	C	A
Approach Delay (s/veh)		45.0			52.5			47.7			34.2	
Approach LOS		D			D			D			C	
Queue Length 50th (m)	26.4	70.9	0.0	24.3	105.3	42.9	46.0	124.6	0.0	31.2	73.1	0.9
Queue Length 95th (m)	38.8	76.3	18.0	#40.7	112.2	75.6	62.2	160.8	0.0	46.9	93.4	10.7
Internal Link Dist (m)		311.2			233.2			756.7			243.2	
Turn Bay Length (m)	80.0		100.0	100.0		135.0	150.0		135.0	200.0		125.0
Base Capacity (vph)	306	1837	652	198	1679	649	395	2033	613	316	1920	649
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.39	0.33	0.75	0.58	0.60	0.73	0.65	0.08	0.61	0.65	0.28

Intersection Summary			
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 51 (32%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay (s/veh): 44.7		Intersection LOS: D	
Intersection Capacity Utilization 108.8%		ICU Level of Service G	
Analysis Period (min) 15			

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

Splits and Phases: 6: Erin Mills Parkway & Eglinton Avenue West





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	161	710	213	145	962	379	281	1297	47	189	1229	179
Future Volume (vph)	161	710	213	145	962	379	281	1297	47	189	1229	179
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	5.0	8.1	8.1	5.0	8.1	8.1	5.0	7.5	7.5	5.0	7.5	7.5
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3268	5079	1420	3173	5079	1478	3268	5029	1366	3236	5079	1454
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3268	5079	1420	3173	5079	1478	3268	5029	1366	3236	5079	1454
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	164	724	217	148	982	387	287	1323	48	193	1254	183
RTOR Reduction (vph)	0	0	155	0	0	176	0	0	29	0	0	100
Lane Group Flow (vph)	164	724	62	148	982	211	287	1323	19	193	1254	84
Confl. Peds. (#/hr)			39	39			23					23
Confl. Bikes (#/hr)			2						1			
Heavy Vehicles (%)	0%	1%	1%	3%	1%	2%	0%	2%	9%	1%	1%	0%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4			6			2
Actuated Green, G (s)	12.9	45.4	45.4	9.9	42.4	42.4	18.6	64.7	64.7	14.4	60.5	60.5
Effective Green, g (s)	12.9	45.4	45.4	9.9	42.4	42.4	18.6	64.7	64.7	14.4	60.5	60.5
Actuated g/C Ratio	0.08	0.28	0.28	0.06	0.27	0.27	0.12	0.40	0.40	0.09	0.38	0.38
Clearance Time (s)	5.0	8.1	8.1	5.0	8.1	8.1	5.0	7.5	7.5	5.0	7.5	7.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	263	1441	402	196	1345	391	379	2033	552	291	1920	549
v/s Ratio Prot	c0.05	c0.14		0.05	c0.19		c0.09	c0.26		0.06	0.25	
v/s Ratio Perm			0.04			0.14			0.01			0.06
v/c Ratio	0.62	0.50	0.15	0.76	0.73	0.54	0.76	0.65	0.04	0.66	0.65	0.15
Uniform Delay, d1	71.2	47.9	42.9	73.9	53.6	50.4	68.5	38.5	28.8	70.5	41.1	32.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.34	0.61	0.32
Incremental Delay, d2	4.5	0.3	0.2	15.2	2.1	1.4	8.4	1.6	0.1	5.3	1.6	0.6
Delay (s)	75.7	48.1	43.1	89.0	55.7	51.8	76.9	40.2	28.9	99.6	26.6	11.1
Level of Service	E	D	D	F	E	D	E	D	C	F	C	B
Approach Delay (s/veh)		51.2			57.9			46.2			33.5	
Approach LOS		D			E			D			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	46.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.6
Intersection Capacity Utilization	108.8%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Intersection Delay, s/veh	10.9
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	163	72	3	198	96	3
Future Vol, veh/h	163	72	3	198	96	3
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles, %	3	3	33	3	0	0
Mvmt Flow	223	99	4	271	132	4
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	10.5	11.7	10
HCM LOS	B	B	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	97%	0%	1%
Vol Thru, %	0%	69%	99%
Vol Right, %	3%	31%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	99	235	201
LT Vol	96	0	3
Through Vol	0	163	198
RT Vol	3	72	0
Lane Flow Rate	136	322	275
Geometry Grp	1	1	1
Degree of Util (X)	0.206	0.401	0.397
Departure Headway (Hd)	5.458	4.489	5.19
Convergence, Y/N	Yes	Yes	Yes
Cap	654	798	691
Service Time	3.528	2.538	3.244
HCM Lane V/C Ratio	0.208	0.404	0.398
HCM Control Delay, s/veh	10	10.5	11.7
HCM Lane LOS	A	B	B
HCM 95th-tile Q	0.8	1.9	1.9

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	237	298	1	1	1
Future Vol, veh/h	2	237	298	1	1	1
Conflicting Peds, #/hr	3	0	0	3	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	15	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	3	329	414	1	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	418	0	-	0	753	418
Stage 1	-	-	-	-	418	-
Stage 2	-	-	-	-	335	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1152	-	-	-	380	639
Stage 1	-	-	-	-	669	-
Stage 2	-	-	-	-	729	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1149	-	-	-	377	637
Mov Cap-2 Maneuver	-	-	-	-	377	-
Stage 1	-	-	-	-	666	-
Stage 2	-	-	-	-	728	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.1	0	12.6
HCM LOS			B

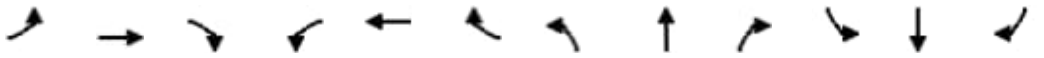
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1149	-	-	-	377	637
HCM Lane V/C Ratio	0.002	-	-	-	0.004	0.002
HCM Control Delay (s/veh)	8.1	0	-	-	14.6	10.7
HCM Lane LOS	A	A	-	-	B	B
HCM 95th %tile Q (veh)	0	-	-	-	0	0

Intersection	
Intersection Delay, s/veh	11.2
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	237	293	6	2	3
Future Vol, veh/h	12	237	293	6	2	3
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	17	339	419	9	3	4
Number of Lanes	0	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	1
HCM Control Delay, s/veh	10.6	11.7	8.7
HCM LOS	B	B	A

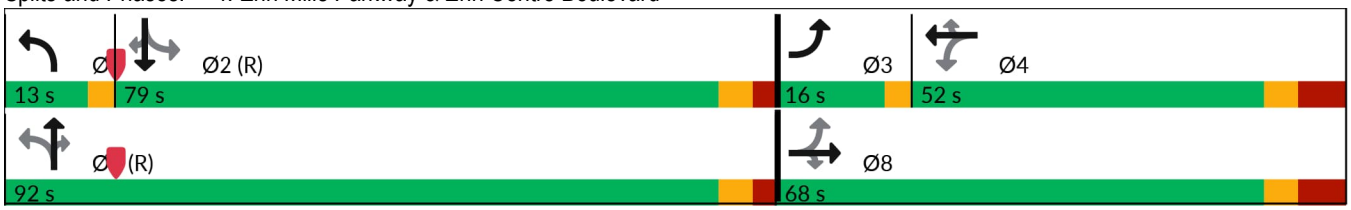
Lane	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	5%	0%	100%	0%
Vol Thru, %	95%	98%	0%	0%
Vol Right, %	0%	2%	0%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	249	299	2	3
LT Vol	12	0	2	0
Through Vol	237	293	0	0
RT Vol	0	6	0	3
Lane Flow Rate	356	427	3	4
Geometry Grp	2	2	5	5
Degree of Util (X)	0.43	0.511	0.005	0.006
Departure Headway (Hd)	4.348	4.303	6.664	5.447
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	832	841	537	656
Service Time	2.359	2.303	4.404	3.186
HCM Lane V/C Ratio	0.428	0.508	0.006	0.006
HCM Control Delay, s/veh	10.6	11.7	9.4	8.2
HCM Lane LOS	B	B	A	A
HCM 95th-tile Q	2.2	3	0	0

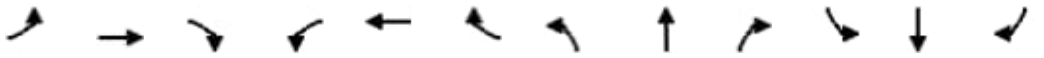


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	172	197	81	142	66	122	1245	38	36	1510	282
Future Volume (vph)	200	172	197	81	142	66	122	1245	38	36	1510	282
Lane Group Flow (vph)	238	205	235	96	169	79	145	1482	45	43	1798	336
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases	3	8			4		1	6			2	
Permitted Phases	8		8	4		4	6		6	2		2
Detector Phase	3	8	8	4	4	4	1	6	6	2	2	2
Switch Phase												
Minimum Initial (s)	7.0	10.0	10.0	10.0	10.0	10.0	7.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.0	57.8	57.8	57.8	57.8	57.8	10.0	42.8	42.8	42.8	42.8	42.8
Total Split (s)	16.0	68.0	68.0	52.0	52.0	52.0	13.0	92.0	92.0	79.0	79.0	79.0
Total Split (%)	10.0%	42.5%	42.5%	32.5%	32.5%	32.5%	8.1%	57.5%	57.5%	49.4%	49.4%	49.4%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	3.0	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	0.0	5.8	5.8	5.8	5.8	5.8	0.0	2.6	2.6	2.6	2.6	2.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	9.8	9.8	9.8	9.8	9.8	3.0	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead			Lag	Lag	Lag	Lead			Lag	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	43.4	36.6	36.6	20.6	20.6	20.6	110.6	106.8	106.8	86.5	86.5	86.5
Actuated g/C Ratio	0.27	0.23	0.23	0.13	0.13	0.13	0.69	0.67	0.67	0.54	0.54	0.54
v/c Ratio	0.87	0.49	0.55	0.70	0.71	0.33	0.59	0.45	0.05	0.29	0.67	0.36
Control Delay (s/veh)	80.1	56.7	26.3	90.6	82.2	19.9	66.8	4.7	0.1	30.4	29.3	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total Delay (s/veh)	80.1	56.7	26.3	90.6	82.2	19.9	66.8	4.8	0.1	30.4	29.3	3.3
LOS	F	E	C	F	F	B	E	A	A	C	C	A
Approach Delay (s/veh)		54.4			70.2			10.0			25.3	
Approach LOS		D			E			B			C	
Queue Length 50th (m)	65.5	57.5	27.5	29.8	52.7	3.4	28.5	22.2	0.0	7.2	145.3	0.0
Queue Length 95th (m)	79.3	71.3	44.9	43.7	68.0	15.6	48.0	28.9	0.0	18.8	173.7	11.8
Internal Link Dist (m)		346.4			91.7			172.5			558.0	
Turn Bay Length (m)	105.0			75.0		110.0	130.0		105.0	155.0		115.0
Base Capacity (vph)	275	670	600	284	490	429	247	3293	977	149	2691	929
Starvation Cap Reductn	0	0	0	0	0	0	0	546	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.31	0.39	0.34	0.34	0.18	0.59	0.54	0.05	0.29	0.67	0.36

Intersection Summary		
Cycle Length: 160		
Actuated Cycle Length: 160		
Offset: 91 (57%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green		
Natural Cycle: 125		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.87		
Intersection Signal Delay (s/veh): 27.3	Intersection LOS: C	
Intersection Capacity Utilization 90.3%	ICU Level of Service E	
Analysis Period (min) 15		

Splits and Phases: 4: Erin Mills Parkway & Erin Centre Boulevard





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	172	197	81	142	66	122	1245	38	36	1510	282
Future Volume (vph)	200	172	197	81	142	66	122	1245	38	36	1510	282
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	3.0	9.8	9.8	9.8	9.8	9.8	3.0	6.8	6.8	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1630	1842	1414	1632	1860	1442	1652	4932	1431	1589	4980	1436
Flt Permitted	0.44	1.00	1.00	0.63	1.00	1.00	0.07	1.00	1.00	0.17	1.00	1.00
Satd. Flow (perm)	754	1842	1414	1081	1860	1442	116	4932	1431	276	4980	1436
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	238	205	235	96	169	79	145	1482	45	43	1798	336
RTOR Reduction (vph)	0	0	105	0	0	58	0	0	15	0	0	155
Lane Group Flow (vph)	238	205	130	96	169	21	145	1482	30	43	1798	181
Confl. Peds. (#/hr)	11		3	3		11	3		1	1		3
Confl. Bikes (#/hr)						1						3
Heavy Vehicles (%)	3%	2%	5%	3%	1%	2%	2%	4%	3%	6%	3%	2%
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases	3	8			4		1	6			2	
Permitted Phases	8		8	4		4	6		6	2		2
Actuated Green, G (s)	36.6	36.6	36.6	20.6	20.6	20.6	106.8	106.8	106.8	86.4	86.4	86.4
Effective Green, g (s)	36.6	36.6	36.6	20.6	20.6	20.6	106.8	106.8	106.8	86.4	86.4	86.4
Actuated g/C Ratio	0.23	0.23	0.23	0.13	0.13	0.13	0.67	0.67	0.67	0.54	0.54	0.54
Clearance Time (s)	3.0	9.8	9.8	9.8	9.8	9.8	3.0	6.8	6.8	6.8	6.8	6.8
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	243	421	323	139	239	185	244	3292	955	149	2689	775
v/s Ratio Prot	c0.08	0.11			0.09		c0.06	0.30			c0.36	
v/s Ratio Perm	c0.14		0.09	0.09		0.01	0.33		0.02	0.16		0.13
v/c Ratio	0.98	0.49	0.40	0.69	0.71	0.11	0.59	0.45	0.03	0.29	0.67	0.23
Uniform Delay, d1	59.5	53.6	52.4	66.7	66.8	61.6	29.9	12.6	9.0	20.1	26.5	19.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	2.37	0.32	0.00	1.00	1.00	1.00
Incremental Delay, d2	51.3	0.9	0.8	13.8	9.2	0.3	3.7	0.4	0.1	4.8	1.3	0.7
Delay (s)	110.8	54.4	53.2	80.4	76.0	61.9	74.5	4.5	0.1	24.9	27.8	20.1
Level of Service	F	D	D	F	E	E	E	A	A	C	C	C
Approach Delay (s/veh)		73.8			74.0			10.5			26.6	
Approach LOS		E			E			B			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	31.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	22.6
Intersection Capacity Utilization	90.3%	ICU Level of Service	E
Analysis Period (min)	15		

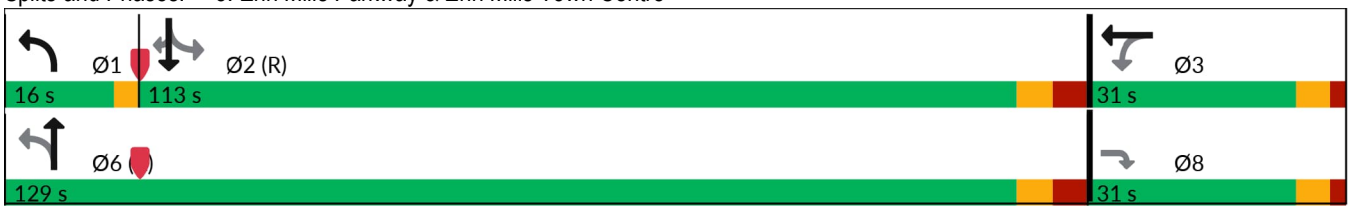
c Critical Lane Group

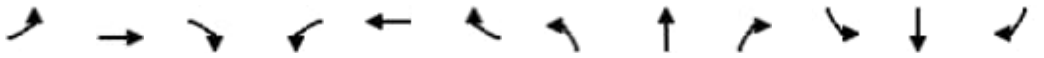
Lane Group	EBR	NBL	NBT	SBT	SBR	Ø3
Lane Configurations						
Traffic Volume (vph)	38	76	1409	1723	70	
Future Volume (vph)	38	76	1409	1723	70	
Lane Group Flow (vph)	42	84	1594	1914	78	
Turn Type	Perm	pm+pt	NA	NA	Perm	
Protected Phases		1	6	2		3
Permitted Phases	8	6			2	
Detector Phase	8	1	6	2	2	
Switch Phase						
Minimum Initial (s)	10.0	7.0	10.0	10.0	10.0	10.0
Minimum Split (s)	50.0	10.0	44.2	44.2	44.2	50.0
Total Split (s)	31.0	16.0	129.0	113.0	113.0	31.0
Total Split (%)	19.4%	10.0%	80.6%	70.6%	70.6%	19%
Yellow Time (s)	4.0	3.0	4.2	4.2	4.2	4.0
All-Red Time (s)	2.0	0.0	4.0	4.0	4.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	3.0	8.2	8.2	8.2	
Lead/Lag		Lead		Lag	Lag	
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	C-Max	None
Act Effct Green (s)	10.0	144.2	140.6	128.4	128.4	
Actuated g/C Ratio	0.06	0.90	0.88	0.80	0.80	
v/c Ratio	0.20	0.43	0.37	0.48	0.07	
Control Delay (s/veh)	2.2	22.4	1.7	1.3	0.1	
Queue Delay	0.0	0.0	0.0	0.2	0.0	
Total Delay (s/veh)	2.2	22.4	1.7	1.5	0.1	
LOS	A	C	A	A	A	
Approach Delay (s/veh)			2.8	1.5		
Approach LOS			A	A		
Queue Length 50th (m)	0.0	4.2	4.6	3.1	0.2	
Queue Length 95th (m)	0.0	m14.9	4.1	6.8	m0.0	
Internal Link Dist (m)			243.2	172.5		
Turn Bay Length (m)		50.0			90.0	
Base Capacity (vph)	314	240	4324	3957	1085	
Starvation Cap Reductn	0	0	0	963	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.13	0.35	0.37	0.64	0.07	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 108 (68%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 105	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.48	
Intersection Signal Delay (s/veh): 2.1	Intersection LOS: A
Intersection Capacity Utilization 86.0%	ICU Level of Service E
Analysis Period (min) 15	

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

Splits and Phases: 5: Erin Mills Parkway & Erin Mills Town Centre

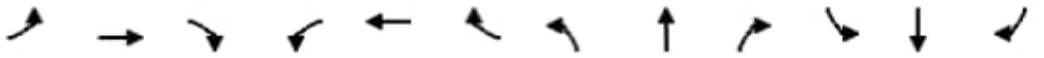




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	38	0	0	0	76	1409	25	0	1723	70
Future Volume (vph)	0	0	38	0	0	0	76	1409	25	0	1723	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)			6.0				3.0	8.2			8.2	8.2
Lane Util. Factor			1.00				1.00	0.91			0.91	1.00
Frpb, ped/bikes			0.98				1.00	1.00			1.00	0.97
Flpb, ped/bikes			1.00				1.00	1.00			1.00	1.00
Frt			0.87				1.00	1.00			1.00	0.85
Flt Protected			1.00				0.95	1.00			1.00	1.00
Satd. Flow (prot)			1258				1504	4920			4932	1334
Flt Permitted			1.00				0.09	1.00			1.00	1.00
Satd. Flow (perm)			1258				145	4920			4932	1334
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	42	0	0	0	84	1566	28	0	1914	78
RTOR Reduction (vph)	0	0	40	0	0	0	0	1	0	0	0	16
Lane Group Flow (vph)	0	0	2	0	0	0	84	1593	0	0	1914	62
Confl. Peds. (#/hr)	3		3	3		3	11		1	1		11
Confl. Bikes (#/hr)			2									
Heavy Vehicles (%)	0%	0%	19%	0%	0%	0%	12%	4%	0%	0%	4%	10%
Turn Type			Perm				pm+pt	NA			NA	Perm
Protected Phases					3		1	6			2	
Permitted Phases			8	3			6			2		2
Actuated Green, G (s)			8.0				137.8	137.8			127.2	127.2
Effective Green, g (s)			8.0				137.8	137.8			127.2	127.2
Actuated g/C Ratio			0.05				0.86	0.86			0.80	0.80
Clearance Time (s)			6.0				3.0	8.2			8.2	8.2
Vehicle Extension (s)			3.0				3.0	3.0			3.0	3.0
Lane Grp Cap (vph)			62				189	4237			3920	1060
v/s Ratio Prot							c0.02	0.32			c0.39	
v/s Ratio Perm			c0.00				0.36					0.05
v/c Ratio			0.03				0.44	0.38			0.49	0.06
Uniform Delay, d1			72.3				3.2	2.3			5.5	3.5
Progression Factor			1.00				14.63	0.67			0.18	0.02
Incremental Delay, d2			0.2				1.4	0.2			0.3	0.1
Delay (s)			72.5				48.3	1.7			1.3	0.1
Level of Service			E				D	A			A	A
Approach Delay (s/veh)		72.5			0.0			4.1			1.3	
Approach LOS		E			A			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	3.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	17.2
Intersection Capacity Utilization	86.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

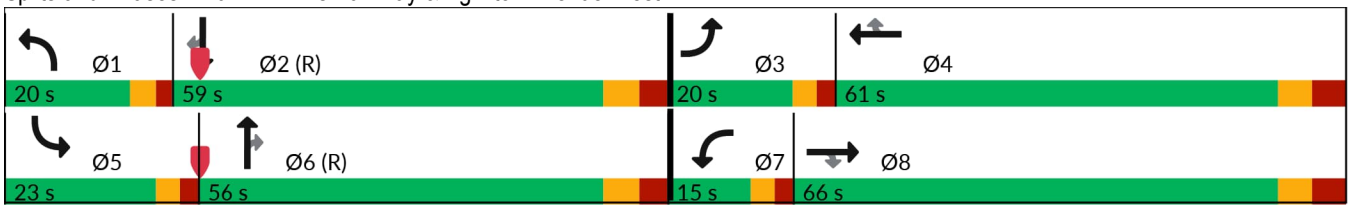


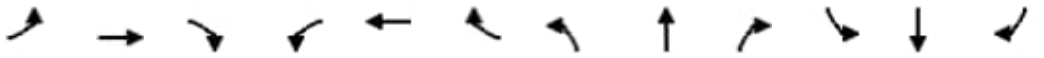
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	187	1044	264	220	644	291	141	1024	166	299	1367	87
Future Volume (vph)	187	1044	264	220	644	291	141	1024	166	299	1367	87
Lane Group Flow (vph)	197	1099	278	232	678	306	148	1078	175	315	1439	92
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4			6			2
Detector Phase	3	8	8	7	4	4	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	10.0	10.0	7.0	10.0	10.0	7.0	10.0	10.0	7.0	10.0	10.0
Minimum Split (s)	12.0	60.1	60.1	12.0	60.1	60.1	12.0	53.5	53.5	12.0	53.5	53.5
Total Split (s)	20.0	66.0	66.0	15.0	61.0	61.0	20.0	56.0	56.0	23.0	59.0	59.0
Total Split (%)	12.5%	41.3%	41.3%	9.4%	38.1%	38.1%	12.5%	35.0%	35.0%	14.4%	36.9%	36.9%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.3	4.3	3.0	4.3	4.3
All-Red Time (s)	2.0	4.1	4.1	2.0	4.1	4.1	2.0	3.2	3.2	2.0	3.2	3.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	8.1	8.1	5.0	8.1	8.1	5.0	7.5	7.5	5.0	7.5	7.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	14.0	46.5	46.5	10.0	42.5	42.5	13.0	56.6	56.6	21.3	65.0	65.0
Actuated g/C Ratio	0.09	0.29	0.29	0.06	0.27	0.27	0.08	0.35	0.35	0.13	0.41	0.41
v/c Ratio	0.73	0.75	0.50	1.22	0.52	0.56	0.59	0.62	0.29	0.77	0.72	0.15
Control Delay (s/veh)	87.4	54.7	12.4	195.9	51.1	15.6	80.5	45.8	9.7	76.9	60.2	22.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	87.4	54.7	12.4	195.9	51.1	15.6	80.5	45.8	9.7	76.9	60.2	22.4
LOS	F	D	B	F	D	B	F	D	A	E	E	C
Approach Delay (s/veh)		51.3			69.8			45.0			61.2	
Approach LOS		D			E			D			E	
Queue Length 50th (m)	31.8	117.2	12.6	~46.3	68.6	17.6	23.8	105.4	5.1	53.0	130.0	5.0
Queue Length 95th (m)	45.8	123.2	36.6	#74.8	75.8	45.4	35.2	129.5	24.3	#72.3	182.8	25.7
Internal Link Dist (m)		311.2			233.2			756.7			243.2	
Turn Bay Length (m)	80.0		100.0	100.0		135.0	150.0		135.0	200.0		125.0
Base Capacity (vph)	289	1819	636	190	1630	620	295	1745	611	412	2002	614
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.60	0.44	1.22	0.42	0.49	0.50	0.62	0.29	0.76	0.72	0.15

Intersection Summary		
Cycle Length: 160		
Actuated Cycle Length: 160		
Offset: 69 (43%), Referenced to phase 2:SBT and 6:NBT, Start of Green		
Natural Cycle: 140		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 1.22		
Intersection Signal Delay (s/veh): 56.6	Intersection LOS: E	
Intersection Capacity Utilization 115.8%	ICU Level of Service H	
Analysis Period (min) 15		

~ 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: 6: Erin Mills Parkway & Eglinton Avenue West





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	187	1044	264	220	644	291	141	1024	166	299	1367	87
Future Volume (vph)	187	1044	264	220	644	291	141	1024	166	299	1367	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	5.0	8.1	8.1	5.0	8.1	8.1	5.0	7.5	7.5	5.0	7.5	7.5
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.92	1.00	1.00	0.97	1.00	1.00	0.97	1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3083	5029	1361	3054	4932	1399	3083	4932	1454	3083	4932	1363
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3083	5029	1361	3054	4932	1399	3083	4932	1454	3083	4932	1363
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	197	1099	278	232	678	306	148	1078	175	315	1439	92
RTOR Reduction (vph)	0	0	160	0	0	173	0	0	98	0	0	55
Lane Group Flow (vph)	197	1099	118	232	678	133	148	1078	77	315	1439	37
Confl. Peds. (#/hr)	15		73	73		15	29		13	13		29
Confl. Bikes (#/hr)			1						1			
Heavy Vehicles (%)	6%	2%	2%	7%	4%	5%	6%	4%	1%	6%	4%	6%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4			6			2
Actuated Green, G (s)	14.0	46.5	46.5	10.0	42.5	42.5	13.0	56.6	56.6	21.3	64.9	64.9
Effective Green, g (s)	14.0	46.5	46.5	10.0	42.5	42.5	13.0	56.6	56.6	21.3	64.9	64.9
Actuated g/C Ratio	0.09	0.29	0.29	0.06	0.27	0.27	0.08	0.35	0.35	0.13	0.41	0.41
Clearance Time (s)	5.0	8.1	8.1	5.0	8.1	8.1	5.0	7.5	7.5	5.0	7.5	7.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	269	1461	395	190	1310	371	250	1744	514	410	2000	552
v/s Ratio Prot	0.06	c0.22		c0.08	0.14		0.05	0.22		c0.10	c0.29	
v/s Ratio Perm			0.09			0.09			0.05			0.03
v/c Ratio	0.73	0.75	0.30	1.22	0.52	0.36	0.59	0.62	0.15	0.77	0.72	0.07
Uniform Delay, d1	71.2	51.5	44.1	75.0	50.0	47.7	70.9	42.8	35.3	67.0	39.9	29.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98	1.41	4.63
Incremental Delay, d2	9.9	2.2	0.4	137.4	0.3	0.6	3.7	1.7	0.6	7.6	2.0	0.2
Delay (s)	81.0	53.8	44.5	212.4	50.4	48.3	74.7	44.4	35.9	73.0	58.3	134.7
Level of Service	F	D	D	F	D	D	E	D	D	E	E	F
Approach Delay (s/veh)		55.5			80.7			46.5			64.6	
Approach LOS		E			F			D			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	61.3	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.6
Intersection Capacity Utilization	115.8%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	187	59	3	204	55	6
Future Vol, veh/h	187	59	3	204	55	6
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	1	0	33	1	0	17
Mvmt Flow	220	69	4	240	65	7
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	9.5	10.5	8.9
HCM LOS	A	B	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	90%	0%	1%
Vol Thru, %	0%	76%	99%
Vol Right, %	10%	24%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	61	246	207
LT Vol	55	0	3
Through Vol	0	187	204
RT Vol	6	59	0
Lane Flow Rate	72	289	244
Geometry Grp	1	1	1
Degree of Util (X)	0.104	0.342	0.335
Departure Headway (Hd)	5.227	4.251	4.947
Convergence, Y/N	Yes	Yes	Yes
Cap	685	848	728
Service Time	3.267	2.271	2.972
HCM Lane V/C Ratio	0.105	0.341	0.335
HCM Control Delay, s/veh	8.9	9.5	10.5
HCM Lane LOS	A	A	B
HCM 95th-tile Q	0.3	1.5	1.5

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	243	254	7	6	5
Future Vol, veh/h	4	243	254	7	6	5
Conflicting Peds, #/hr	9	0	0	9	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	15	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	289	302	8	7	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	319	0	-	0	614	315
Stage 1	-	-	-	-	315	-
Stage 2	-	-	-	-	299	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1252	-	-	-	459	730
Stage 1	-	-	-	-	744	-
Stage 2	-	-	-	-	757	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1243	-	-	-	450	725
Mov Cap-2 Maneuver	-	-	-	-	450	-
Stage 1	-	-	-	-	735	-
Stage 2	-	-	-	-	752	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.1	0	11.7
HCM LOS			B

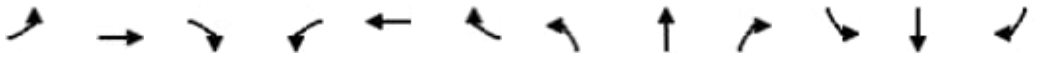
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1243	-	-	-	450	725
HCM Lane V/C Ratio	0.004	-	-	-	0.016	0.008
HCM Control Delay (s/veh)	7.9	0	-	-	13.1	10
HCM Lane LOS	A	A	-	-	B	B
HCM 95th %tile Q (veh)	0	-	-	-	0	0

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	75	237	243	16	9	65
Future Vol, veh/h	75	237	243	16	9	65
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	88	279	286	19	11	76
Number of Lanes	0	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	1
HCM Control Delay, s/veh	11.3	10.3	8.8
HCM LOS	B	B	A

Lane	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	24%	0%	100%	0%
Vol Thru, %	76%	94%	0%	0%
Vol Right, %	0%	6%	0%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	312	259	9	65
LT Vol	75	0	9	0
Through Vol	237	243	0	0
RT Vol	0	16	0	65
Lane Flow Rate	367	305	11	76
Geometry Grp	2	2	5	5
Degree of Util (X)	0.459	0.38	0.019	0.112
Departure Headway (Hd)	4.504	4.489	6.476	5.261
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	800	801	551	678
Service Time	2.538	2.523	4.234	3.018
HCM Lane V/C Ratio	0.459	0.381	0.02	0.112
HCM Control Delay, s/veh	11.3	10.3	9.4	8.7
HCM Lane LOS	B	B	A	A
HCM 95th-tile Q	2.4	1.8	0.1	0.4

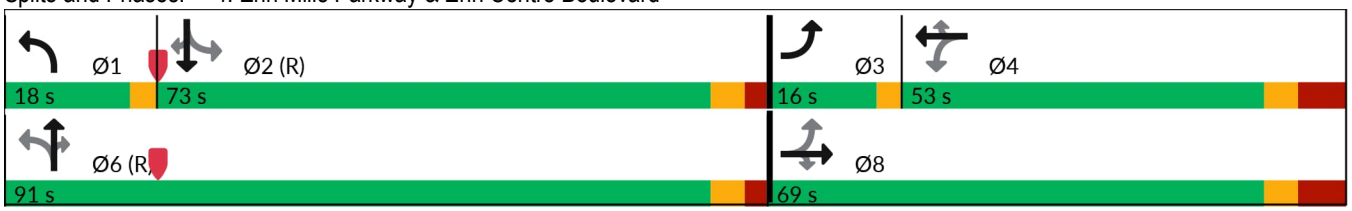


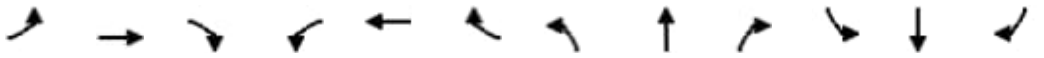
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	206	165	105	87	144	72	160	1561	91	53	1488	219
Future Volume (vph)	206	165	105	87	144	72	160	1561	91	53	1488	219
Lane Group Flow (vph)	224	179	114	95	157	78	174	1697	99	58	1617	238
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases	3	8			4		1	6			2	
Permitted Phases	8		8	4		4	6		6	2		2
Detector Phase	3	8	8	4	4	4	1	6	6	2	2	2
Switch Phase												
Minimum Initial (s)	7.0	10.0	10.0	10.0	10.0	10.0	7.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.0	57.8	57.8	57.8	57.8	57.8	10.0	42.8	42.8	42.8	42.8	42.8
Total Split (s)	16.0	69.0	69.0	53.0	53.0	53.0	18.0	91.0	91.0	73.0	73.0	73.0
Total Split (%)	10.0%	43.1%	43.1%	33.1%	33.1%	33.1%	11.3%	56.9%	56.9%	45.6%	45.6%	45.6%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	3.0	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	0.0	5.8	5.8	5.8	5.8	5.8	0.0	2.6	2.6	2.6	2.6	2.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	9.8	9.8	9.8	9.8	9.8	3.0	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead			Lag	Lag	Lag	Lead			Lag	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	42.4	35.6	35.6	19.6	19.6	19.6	111.6	107.8	107.8	86.4	86.4	86.4
Actuated g/C Ratio	0.27	0.22	0.22	0.12	0.12	0.12	0.70	0.67	0.67	0.54	0.54	0.54
v/c Ratio	0.79	0.43	0.30	0.69	0.68	0.33	0.62	0.50	0.10	0.46	0.60	0.27
Control Delay (s/veh)	71.3	55.8	9.3	91.4	81.2	20.1	47.6	11.1	3.0	42.8	27.8	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total Delay (s/veh)	71.3	55.8	9.3	91.4	81.2	20.1	47.6	11.2	3.0	42.8	27.8	3.5
LOS	E	E	A	F	F	C	D	B	A	D	C	A
Approach Delay (s/veh)		52.3			69.7			14.0			25.2	
Approach LOS		D			E			B			C	
Queue Length 50th (m)	61.4	49.8	0.0	29.6	48.8	3.2	32.5	36.3	0.3	11.0	124.8	0.0
Queue Length 95th (m)	81.9	68.5	15.3	47.4	69.6	18.1	64.2	96.4	5.3	#34.4	170.7	15.6
Internal Link Dist (m)		346.4			91.7			172.5			558.0	
Turn Bay Length (m)	105.0			75.0		110.0	130.0		105.0	155.0		115.0
Base Capacity (vph)	282	688	560	302	507	438	286	3387	999	125	2689	873
Starvation Cap Reductn	0	0	0	0	0	0	0	375	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.26	0.20	0.31	0.31	0.18	0.61	0.56	0.10	0.46	0.60	0.27

Intersection Summary		
Cycle Length: 160		
Actuated Cycle Length: 160		
Offset: 44 (28%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green		
Natural Cycle: 135		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.79		
Intersection Signal Delay (s/veh): 26.6	Intersection LOS: C	
Intersection Capacity Utilization 94.2%	ICU Level of Service F	
Analysis Period (min) 15		

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

Splits and Phases: 4: Erin Mills Parkway & Erin Centre Boulevard





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	206	165	105	87	144	72	160	1561	91	53	1488	219
Future Volume (vph)	206	165	105	87	144	72	160	1561	91	53	1488	219
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	3.0	9.8	9.8	9.8	9.8	9.8	3.0	6.8	6.8	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	0.97	1.00	1.00	0.96	1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1646	1860	1320	1651	1879	1440	1636	5029	1436	1682	4980	1416
Flt Permitted	0.46	1.00	1.00	0.64	1.00	1.00	0.09	1.00	1.00	0.13	1.00	1.00
Satd. Flow (perm)	806	1860	1320	1120	1879	1440	158	5029	1436	233	4980	1416
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	224	179	114	95	157	78	174	1697	99	58	1617	238
RTOR Reduction (vph)	0	0	89	0	0	59	0	0	32	0	0	109
Lane Group Flow (vph)	224	179	25	95	157	19	174	1697	67	58	1617	129
Confl. Peds. (#/hr)	10		13	13		10	9		8	8		9
Confl. Bikes (#/hr)			3			2			1			3
Heavy Vehicles (%)	2%	1%	11%	1%	0%	2%	3%	2%	1%	0%	3%	2%
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases	3	8			4		1	6			2	
Permitted Phases	8		8	4		4	6		6	2		2
Actuated Green, G (s)	35.6	35.6	35.6	19.6	19.6	19.6	107.8	107.8	107.8	86.5	86.5	86.5
Effective Green, g (s)	35.6	35.6	35.6	19.6	19.6	19.6	107.8	107.8	107.8	86.5	86.5	86.5
Actuated g/C Ratio	0.22	0.22	0.22	0.12	0.12	0.12	0.67	0.67	0.67	0.54	0.54	0.54
Clearance Time (s)	3.0	9.8	9.8	9.8	9.8	9.8	3.0	6.8	6.8	6.8	6.8	6.8
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	247	413	293	137	230	176	275	3388	967	125	2692	765
v/s Ratio Prot	c0.07	0.10			0.08		c0.07	0.34			0.32	
v/s Ratio Perm	c0.13		0.02	0.08		0.01	c0.35		0.05	0.25		0.09
v/c Ratio	0.91	0.43	0.09	0.69	0.68	0.11	0.63	0.50	0.07	0.46	0.60	0.17
Uniform Delay, d1	58.8	53.5	49.3	67.3	67.2	62.4	23.2	12.9	8.9	22.5	25.0	18.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	2.00	0.79	1.41	1.00	1.00	1.00
Incremental Delay, d2	33.2	0.7	0.1	14.1	8.1	0.3	4.2	0.5	0.1	11.9	1.0	0.5
Delay (s)	92.0	54.3	49.4	81.4	75.3	62.7	50.5	10.6	12.7	34.4	26.0	19.0
Level of Service	F	D	D	F	E	E	D	B	B	C	C	B
Approach Delay (s/veh)		69.6			74.1			14.2			25.4	
Approach LOS		E			E			B			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	29.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	22.6
Intersection Capacity Utilization	94.2%	ICU Level of Service	F
Analysis Period (min)	15		

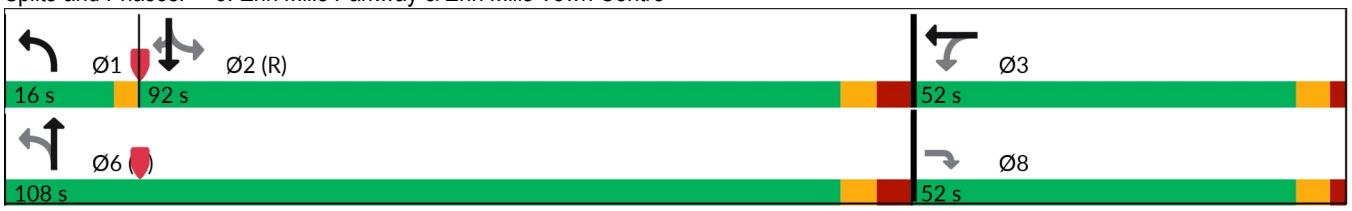
c Critical Lane Group

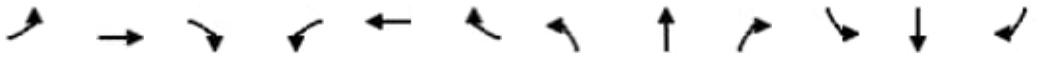
Lane Group	EBR	NBL	NBT	SBT	SBR	Ø3
Lane Configurations						
Traffic Volume (vph)	152	108	1823	1536	144	
Future Volume (vph)	152	108	1823	1536	144	
Lane Group Flow (vph)	160	114	1993	1617	152	
Turn Type	Perm	pm+pt	NA	NA	Perm	
Protected Phases		1	6	2		3
Permitted Phases	8	6			2	
Detector Phase	8	1	6	2	2	
Switch Phase						
Minimum Initial (s)	10.0	7.0	10.0	10.0	10.0	10.0
Minimum Split (s)	50.0	10.0	44.2	44.2	44.2	50.0
Total Split (s)	52.0	16.0	108.0	92.0	92.0	52.0
Total Split (%)	32.5%	10.0%	67.5%	57.5%	57.5%	33%
Yellow Time (s)	4.0	3.0	4.2	4.2	4.2	4.0
All-Red Time (s)	2.0	0.0	4.0	4.0	4.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	3.0	8.2	8.2	8.2	
Lead/Lag		Lead		Lag	Lag	
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	C-Max	None
Act Effct Green (s)	10.9	140.1	134.9	123.2	123.2	
Actuated g/C Ratio	0.07	0.88	0.84	0.77	0.77	
v/c Ratio	0.64	0.43	0.47	0.42	0.14	
Control Delay (s/veh)	21.6	15.5	1.7	1.7	0.2	
Queue Delay	0.0	0.0	0.0	0.1	0.0	
Total Delay (s/veh)	21.6	15.5	1.7	1.8	0.2	
LOS	C	B	A	A	A	
Approach Delay (s/veh)			2.4	1.6		
Approach LOS			A	A		
Queue Length 50th (m)	0.3	5.4	20.9	12.9	0.0	
Queue Length 95th (m)	23.4	m14.1	21.4	15.1	0.0	
Internal Link Dist (m)			243.2	172.5		
Turn Bay Length (m)		50.0			90.0	
Base Capacity (vph)	545	303	4214	3872	1118	
Starvation Cap Reductn	0	0	365	589	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.29	0.38	0.52	0.49	0.14	

Intersection Summary			
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 49 (31%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay (s/veh): 2.8		Intersection LOS: A	
Intersection Capacity Utilization 94.7%		ICU Level of Service F	
Analysis Period (min) 15			

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

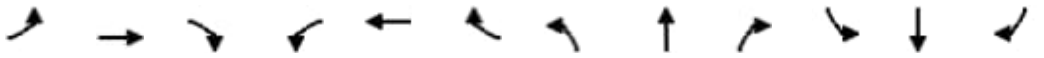
Splits and Phases: 5: Erin Mills Parkway & Erin Mills Town Centre





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	152	0	0	0	108	1823	70	0	1536	144
Future Volume (vph)	0	0	152	0	0	0	108	1823	70	0	1536	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)			6.0				3.0	8.2			8.2	8.2
Lane Util. Factor			1.00				1.00	0.91			0.91	1.00
Frpb, ped/bikes			1.00				1.00	1.00			1.00	0.97
Flpb, ped/bikes			1.00				1.00	1.00			1.00	1.00
Frt			0.87				1.00	0.99			1.00	0.85
Flt Protected			1.00				0.95	1.00			1.00	1.00
Satd. Flow (prot)			1504				1604	5000			5029	1407
Flt Permitted			1.00				0.13	1.00			1.00	1.00
Satd. Flow (perm)			1504				217	5000			5029	1407
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	160	0	0	0	114	1919	74	0	1617	152
RTOR Reduction (vph)	0	0	148	0	0	0	0	1	0	0	0	35
Lane Group Flow (vph)	0	0	12	0	0	0	114	1992	0	0	1617	117
Confl. Peds. (#/hr)	1					1	13		1	1		13
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%	5%	2%	0%	0%	2%	4%
Turn Type			Perm				pm+pt	NA			NA	Perm
Protected Phases					3		1	6			2	
Permitted Phases			8	3			6			2		2
Actuated Green, G (s)			10.9				134.9	134.9			123.2	123.2
Effective Green, g (s)			10.9				134.9	134.9			123.2	123.2
Actuated g/C Ratio			0.07				0.84	0.84			0.77	0.77
Clearance Time (s)			6.0				3.0	8.2			8.2	8.2
Vehicle Extension (s)			3.0				3.0	3.0			3.0	3.0
Lane Grp Cap (vph)			102				258	4215			3872	1083
v/s Ratio Prot							0.02	c0.40			0.32	
v/s Ratio Perm			c0.01				0.35					0.08
v/c Ratio			0.12				0.44	0.47			0.42	0.11
Uniform Delay, d1			70.0				3.1	3.3			6.2	4.6
Progression Factor			1.00				8.22	0.41			0.22	0.00
Incremental Delay, d2			0.5				0.9	0.3			0.3	0.2
Delay (s)			70.5				26.3	1.6			1.7	0.2
Level of Service			E				C	A			A	A
Approach Delay (s/veh)		70.5			0.0			2.9			1.5	
Approach LOS		E			A			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	5.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	17.2
Intersection Capacity Utilization	94.7%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

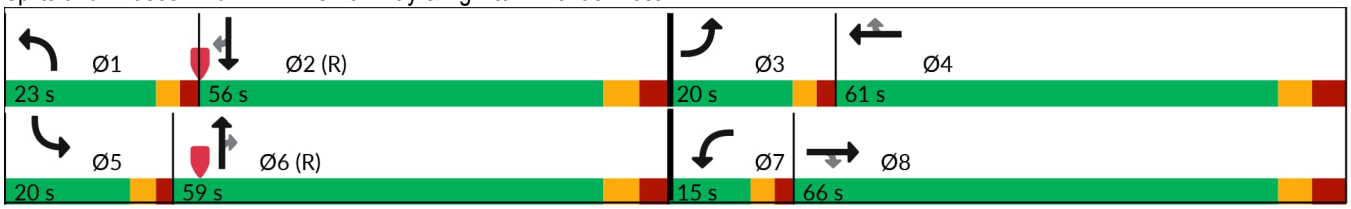


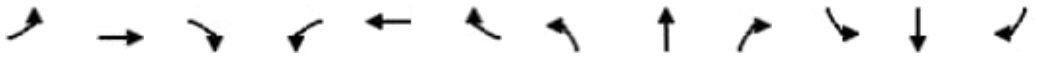
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	171	785	213	225	1011	424	281	1395	112	244	1260	179
Future Volume (vph)	171	785	213	225	1011	424	281	1395	112	244	1260	179
Lane Group Flow (vph)	174	801	217	230	1032	433	287	1423	114	249	1286	183
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4			6			2
Detector Phase	3	8	8	7	4	4	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	10.0	10.0	7.0	10.0	10.0	7.0	10.0	10.0	7.0	10.0	10.0
Minimum Split (s)	12.0	60.1	60.1	12.0	60.1	60.1	12.0	53.5	53.5	12.0	53.5	53.5
Total Split (s)	20.0	66.0	66.0	15.0	61.0	61.0	23.0	59.0	59.0	20.0	56.0	56.0
Total Split (%)	12.5%	41.3%	41.3%	9.4%	38.1%	38.1%	14.4%	36.9%	36.9%	12.5%	35.0%	35.0%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.3	4.3	3.0	4.3	4.3
All-Red Time (s)	2.0	4.1	4.1	2.0	4.1	4.1	2.0	3.2	3.2	2.0	3.2	3.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	8.1	8.1	5.0	8.1	8.1	5.0	7.5	7.5	5.0	7.5	7.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	13.2	48.0	48.0	10.0	44.8	44.8	18.2	60.0	60.0	16.3	58.1	58.1
Actuated g/C Ratio	0.08	0.30	0.30	0.06	0.28	0.28	0.11	0.38	0.38	0.10	0.36	0.36
v/c Ratio	0.65	0.53	0.38	1.16	0.73	0.74	0.77	0.75	0.20	0.75	0.70	0.29
Control Delay (s/veh)	82.4	47.1	6.0	176.1	54.8	30.4	83.0	48.0	7.0	107.5	30.7	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	82.4	47.1	6.0	176.1	54.8	30.4	83.0	48.0	7.0	107.5	30.7	5.8
LOS	F	D	A	F	D	C	F	D	A	F	C	A
Approach Delay (s/veh)		44.8			65.0			51.0			39.2	
Approach LOS		D			E			D			D	
Queue Length 50th (m)	28.0	77.3	0.0	~44.4	109.0	59.5	46.0	148.1	0.0	42.8	75.7	1.0
Queue Length 95th (m)	40.7	83.4	17.7	#72.6	116.9	95.4	#65.6	176.8	14.3	#63.7	108.3	17.6
Internal Link Dist (m)		311.2			233.2			756.7			243.2	
Turn Bay Length (m)	80.0		100.0	100.0		135.0	150.0		135.0	200.0		125.0
Base Capacity (vph)	306	1837	652	198	1679	647	388	1886	583	337	1845	628
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.44	0.33	1.16	0.61	0.67	0.74	0.75	0.20	0.74	0.70	0.29

Intersection Summary		
Cycle Length: 160		
Actuated Cycle Length: 160		
Offset: 51 (32%), Referenced to phase 2:SBT and 6:NBT, Start of Green		
Natural Cycle: 140		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 1.16		
Intersection Signal Delay (s/veh): 50.4	Intersection LOS: D	
Intersection Capacity Utilization 109.8%	ICU Level of Service H	
Analysis Period (min) 15		

~ 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: 6: Erin Mills Parkway & Eglinton Avenue West





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	171	785	213	225	1011	424	281	1395	112	244	1260	179
Future Volume (vph)	171	785	213	225	1011	424	281	1395	112	244	1260	179
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	5.0	8.1	8.1	5.0	8.1	8.1	5.0	7.5	7.5	5.0	7.5	7.5
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3268	5079	1420	3173	5079	1478	3268	5029	1365	3236	5079	1454
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3268	5079	1420	3173	5079	1478	3268	5029	1365	3236	5079	1454
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	174	801	217	230	1032	433	287	1423	114	249	1286	183
RTOR Reduction (vph)	0	0	152	0	0	171	0	0	71	0	0	100
Lane Group Flow (vph)	174	801	65	230	1032	262	287	1423	43	249	1286	83
Confl. Peds. (#/hr)			39	39			23					23
Confl. Bikes (#/hr)			2						1			
Heavy Vehicles (%)	0%	1%	1%	3%	1%	2%	0%	2%	9%	1%	1%	0%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4			6			2
Actuated Green, G (s)	13.2	48.0	48.0	10.0	44.8	44.8	18.2	60.1	60.1	16.3	58.2	58.2
Effective Green, g (s)	13.2	48.0	48.0	10.0	44.8	44.8	18.2	60.1	60.1	16.3	58.2	58.2
Actuated g/C Ratio	0.08	0.30	0.30	0.06	0.28	0.28	0.11	0.38	0.38	0.10	0.36	0.36
Clearance Time (s)	5.0	8.1	8.1	5.0	8.1	8.1	5.0	7.5	7.5	5.0	7.5	7.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	269	1523	426	198	1422	413	371	1889	512	329	1847	528
v/s Ratio Prot	0.05	c0.16		c0.07	c0.20		c0.09	c0.28		0.08	0.25	
v/s Ratio Perm			0.05			0.18			0.03			0.06
v/c Ratio	0.65	0.53	0.15	1.16	0.73	0.64	0.77	0.75	0.08	0.76	0.70	0.16
Uniform Delay, d1	71.1	46.5	41.1	75.0	52.0	50.4	68.9	43.5	32.2	69.9	43.4	34.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.36	0.63	0.55
Incremental Delay, d2	5.3	0.3	0.2	114.3	1.9	3.2	9.7	2.8	0.3	8.9	2.0	0.6
Delay (s)	76.4	46.9	41.3	189.3	53.9	53.6	78.6	46.3	32.5	104.1	29.5	19.4
Level of Service	E	D	D	F	D	D	E	D	C	F	C	B
Approach Delay (s/veh)		50.2			72.2			50.5			39.3	
Approach LOS		D			E			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	53.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.6
Intersection Capacity Utilization	109.8%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Intersection Delay, s/veh	10.9
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	163	72	3	198	96	3
Future Vol, veh/h	163	72	3	198	96	3
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles, %	3	3	33	3	0	0
Mvmt Flow	223	99	4	271	132	4
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	10.5	11.7	10
HCM LOS	B	B	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	97%	0%	1%
Vol Thru, %	0%	69%	99%
Vol Right, %	3%	31%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	99	235	201
LT Vol	96	0	3
Through Vol	0	163	198
RT Vol	3	72	0
Lane Flow Rate	136	322	275
Geometry Grp	1	1	1
Degree of Util (X)	0.206	0.401	0.397
Departure Headway (Hd)	5.458	4.489	5.19
Convergence, Y/N	Yes	Yes	Yes
Cap	654	798	691
Service Time	3.528	2.538	3.244
HCM Lane V/C Ratio	0.208	0.404	0.398
HCM Control Delay, s/veh	10	10.5	11.7
HCM Lane LOS	A	B	B
HCM 95th-tile Q	0.8	1.9	1.9

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	237	298	1	1	1
Future Vol, veh/h	2	237	298	1	1	1
Conflicting Peds, #/hr	3	0	0	3	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	15	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	3	329	414	1	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	418	0	-	0	753	418
Stage 1	-	-	-	-	418	-
Stage 2	-	-	-	-	335	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1152	-	-	-	380	639
Stage 1	-	-	-	-	669	-
Stage 2	-	-	-	-	729	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1149	-	-	-	377	637
Mov Cap-2 Maneuver	-	-	-	-	377	-
Stage 1	-	-	-	-	666	-
Stage 2	-	-	-	-	728	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.1	0	12.6
HCM LOS			B

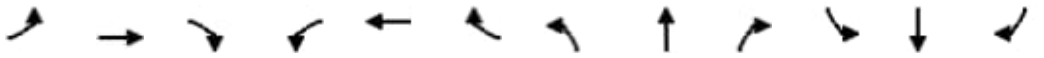
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1149	-	-	-	377	637
HCM Lane V/C Ratio	0.002	-	-	-	0.004	0.002
HCM Control Delay (s/veh)	8.1	0	-	-	14.6	10.7
HCM Lane LOS	A	A	-	-	B	B
HCM 95th %tile Q (veh)	0	-	-	-	0	0

Intersection	
Intersection Delay, s/veh	11.2
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	237	293	6	2	3
Future Vol, veh/h	12	237	293	6	2	3
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	17	339	419	9	3	4
Number of Lanes	0	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	1
HCM Control Delay, s/veh	10.6	11.7	8.7
HCM LOS	B	B	A

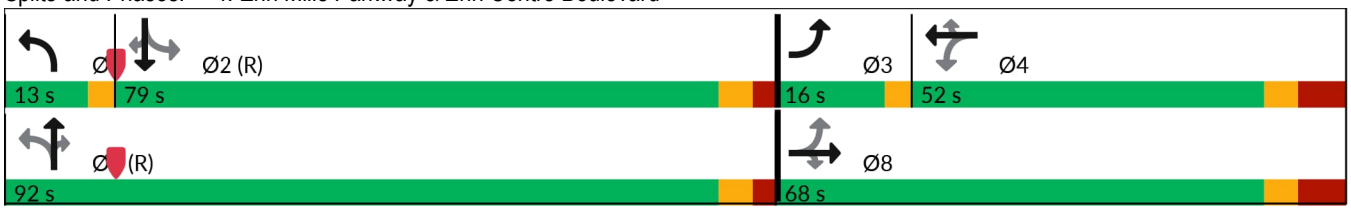
Lane	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	5%	0%	100%	0%
Vol Thru, %	95%	98%	0%	0%
Vol Right, %	0%	2%	0%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	249	299	2	3
LT Vol	12	0	2	0
Through Vol	237	293	0	0
RT Vol	0	6	0	3
Lane Flow Rate	356	427	3	4
Geometry Grp	2	2	5	5
Degree of Util (X)	0.43	0.511	0.005	0.006
Departure Headway (Hd)	4.348	4.303	6.664	5.447
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	832	841	537	656
Service Time	2.359	2.303	4.404	3.186
HCM Lane V/C Ratio	0.428	0.508	0.006	0.006
HCM Control Delay, s/veh	10.6	11.7	9.4	8.2
HCM Lane LOS	B	B	A	A
HCM 95th-tile Q	2.2	3	0	0

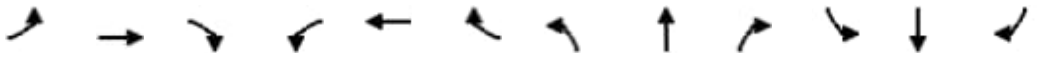


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	172	197	81	142	66	122	1245	38	36	1510	282
Future Volume (vph)	200	172	197	81	142	66	122	1245	38	36	1510	282
Lane Group Flow (vph)	238	205	235	96	169	79	145	1482	45	43	1798	336
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases	3	8			4		1	6			2	
Permitted Phases	8		8	4		4	6		6	2		2
Detector Phase	3	8	8	4	4	4	1	6	6	2	2	2
Switch Phase												
Minimum Initial (s)	7.0	10.0	10.0	10.0	10.0	10.0	7.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.0	57.8	57.8	57.8	57.8	57.8	10.0	42.8	42.8	42.8	42.8	42.8
Total Split (s)	16.0	68.0	68.0	52.0	52.0	52.0	13.0	92.0	92.0	79.0	79.0	79.0
Total Split (%)	10.0%	42.5%	42.5%	32.5%	32.5%	32.5%	8.1%	57.5%	57.5%	49.4%	49.4%	49.4%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	3.0	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	0.0	5.8	5.8	5.8	5.8	5.8	0.0	2.6	2.6	2.6	2.6	2.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	9.8	9.8	9.8	9.8	9.8	3.0	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead			Lag	Lag	Lag	Lead			Lag	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	43.4	36.6	36.6	20.6	20.6	20.6	110.6	106.8	106.8	86.5	86.5	86.5
Actuated g/C Ratio	0.27	0.23	0.23	0.13	0.13	0.13	0.69	0.67	0.67	0.54	0.54	0.54
v/c Ratio	0.87	0.49	0.55	0.70	0.71	0.33	0.59	0.45	0.05	0.29	0.67	0.36
Control Delay (s/veh)	80.1	56.7	26.3	90.6	82.2	19.9	64.8	6.0	0.1	30.4	29.3	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total Delay (s/veh)	80.1	56.7	26.3	90.6	82.2	19.9	64.8	6.1	0.1	30.4	29.3	3.3
LOS	F	E	C	F	F	B	E	A	A	C	C	A
Approach Delay (s/veh)		54.4			70.2			11.0			25.3	
Approach LOS		D			E			B			C	
Queue Length 50th (m)	65.5	57.5	27.5	29.8	52.7	3.4	28.5	26.5	0.0	7.2	145.3	0.0
Queue Length 95th (m)	79.3	71.3	44.9	43.7	68.0	15.6	48.0	37.8	0.0	18.8	173.7	11.8
Internal Link Dist (m)		346.4			91.7			172.5			558.0	
Turn Bay Length (m)	105.0			75.0		110.0	130.0		105.0	155.0		115.0
Base Capacity (vph)	275	670	600	284	490	429	247	3293	977	149	2691	929
Starvation Cap Reductn	0	0	0	0	0	0	0	546	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.31	0.39	0.34	0.34	0.18	0.59	0.54	0.05	0.29	0.67	0.36

Intersection Summary		
Cycle Length: 160		
Actuated Cycle Length: 160		
Offset: 91 (57%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green		
Natural Cycle: 125		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.87		
Intersection Signal Delay (s/veh): 27.6	Intersection LOS: C	
Intersection Capacity Utilization 90.3%	ICU Level of Service E	
Analysis Period (min) 15		

Splits and Phases: 4: Erin Mills Parkway & Erin Centre Boulevard





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	172	197	81	142	66	122	1245	38	36	1510	282
Future Volume (vph)	200	172	197	81	142	66	122	1245	38	36	1510	282
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	3.0	9.8	9.8	9.8	9.8	9.8	3.0	6.8	6.8	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1630	1842	1414	1632	1860	1442	1652	4932	1431	1589	4980	1436
Flt Permitted	0.44	1.00	1.00	0.63	1.00	1.00	0.07	1.00	1.00	0.17	1.00	1.00
Satd. Flow (perm)	754	1842	1414	1081	1860	1442	116	4932	1431	276	4980	1436
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	238	205	235	96	169	79	145	1482	45	43	1798	336
RTOR Reduction (vph)	0	0	105	0	0	58	0	0	15	0	0	155
Lane Group Flow (vph)	238	205	130	96	169	21	145	1482	30	43	1798	181
Confl. Peds. (#/hr)	11		3	3		11	3		1	1		3
Confl. Bikes (#/hr)						1						3
Heavy Vehicles (%)	3%	2%	5%	3%	1%	2%	2%	4%	3%	6%	3%	2%
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases	3	8			4		1	6			2	
Permitted Phases	8		8	4		4	6		6	2		2
Actuated Green, G (s)	36.6	36.6	36.6	20.6	20.6	20.6	106.8	106.8	106.8	86.4	86.4	86.4
Effective Green, g (s)	36.6	36.6	36.6	20.6	20.6	20.6	106.8	106.8	106.8	86.4	86.4	86.4
Actuated g/C Ratio	0.23	0.23	0.23	0.13	0.13	0.13	0.67	0.67	0.67	0.54	0.54	0.54
Clearance Time (s)	3.0	9.8	9.8	9.8	9.8	9.8	3.0	6.8	6.8	6.8	6.8	6.8
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	243	421	323	139	239	185	244	3292	955	149	2689	775
v/s Ratio Prot	c0.08	0.11			0.09		c0.06	0.30			c0.36	
v/s Ratio Perm	c0.14		0.09	0.09		0.01	0.33		0.02	0.16		0.13
v/c Ratio	0.98	0.49	0.40	0.69	0.71	0.11	0.59	0.45	0.03	0.29	0.67	0.23
Uniform Delay, d1	59.5	53.6	52.4	66.7	66.8	61.6	29.9	12.6	9.0	20.1	26.5	19.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	2.29	0.42	0.04	1.00	1.00	1.00
Incremental Delay, d2	51.3	0.9	0.8	13.8	9.2	0.3	3.7	0.4	0.1	4.8	1.3	0.7
Delay (s)	110.8	54.4	53.2	80.4	76.0	61.9	72.1	5.7	0.5	24.9	27.8	20.1
Level of Service	F	D	D	F	E	E	E	A	A	C	C	C
Approach Delay (s/veh)		73.8			74.0			11.3			26.6	
Approach LOS		E			E			B			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	31.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	22.6
Intersection Capacity Utilization	90.3%	ICU Level of Service	E
Analysis Period (min)	15		

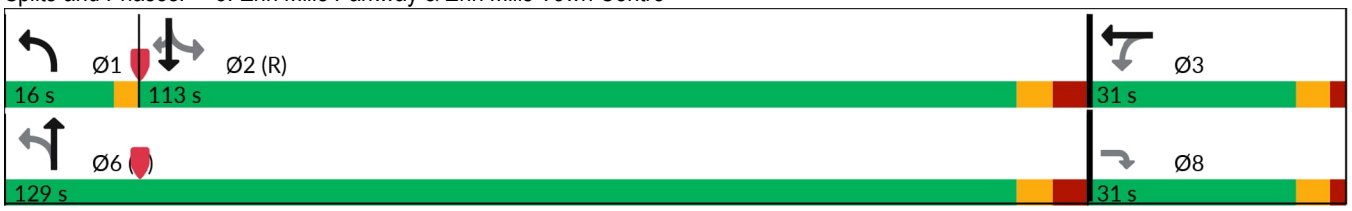
c Critical Lane Group

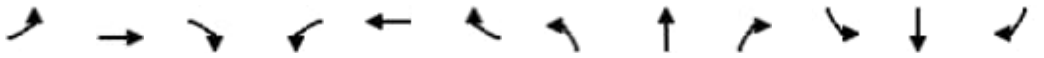
Lane Group	EBR	NBL	NBT	SBT	SBR	Ø3
Lane Configurations						
Traffic Volume (vph)	38	76	1409	1723	70	
Future Volume (vph)	38	76	1409	1723	70	
Lane Group Flow (vph)	42	84	1594	1914	78	
Turn Type	Perm	pm+pt	NA	NA	Perm	
Protected Phases		1	6	2		3
Permitted Phases	8	6			2	
Detector Phase	8	1	6	2	2	
Switch Phase						
Minimum Initial (s)	10.0	7.0	10.0	10.0	10.0	10.0
Minimum Split (s)	50.0	10.0	44.2	44.2	44.2	50.0
Total Split (s)	31.0	16.0	129.0	113.0	113.0	31.0
Total Split (%)	19.4%	10.0%	80.6%	70.6%	70.6%	19%
Yellow Time (s)	4.0	3.0	4.2	4.2	4.2	4.0
All-Red Time (s)	2.0	0.0	4.0	4.0	4.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	3.0	8.2	8.2	8.2	
Lead/Lag		Lead		Lag	Lag	
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	C-Max	None
Act Effct Green (s)	10.0	144.2	140.6	128.4	128.4	
Actuated g/C Ratio	0.06	0.90	0.88	0.80	0.80	
v/c Ratio	0.20	0.43	0.37	0.48	0.07	
Control Delay (s/veh)	2.2	22.7	0.6	1.3	0.1	
Queue Delay	0.0	0.0	0.0	0.2	0.0	
Total Delay (s/veh)	2.2	22.7	0.6	1.5	0.1	
LOS	A	C	A	A	A	
Approach Delay (s/veh)			1.7	1.5		
Approach LOS			A	A		
Queue Length 50th (m)	0.0	6.1	4.0	3.1	0.2	
Queue Length 95th (m)	0.0	m13.0	4.1	6.8	m0.0	
Internal Link Dist (m)			243.2	172.5		
Turn Bay Length (m)		50.0			90.0	
Base Capacity (vph)	314	240	4324	3957	1085	
Starvation Cap Reductn	0	0	0	963	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.13	0.35	0.37	0.64	0.07	

Intersection Summary			
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 108 (68%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay (s/veh): 1.6		Intersection LOS: A	
Intersection Capacity Utilization 86.0%		ICU Level of Service E	
Analysis Period (min) 15			

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

Splits and Phases: 5: Erin Mills Parkway & Erin Mills Town Centre

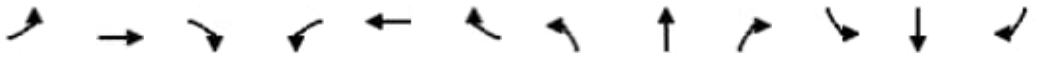




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	38	0	0	0	76	1409	25	0	1723	70
Future Volume (vph)	0	0	38	0	0	0	76	1409	25	0	1723	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)			6.0				3.0	8.2			8.2	8.2
Lane Util. Factor			1.00				1.00	0.91			0.91	1.00
Frpb, ped/bikes			0.98				1.00	1.00			1.00	0.97
Flpb, ped/bikes			1.00				1.00	1.00			1.00	1.00
Frt			0.87				1.00	1.00			1.00	0.85
Flt Protected			1.00				0.95	1.00			1.00	1.00
Satd. Flow (prot)			1258				1504	4920			4932	1334
Flt Permitted			1.00				0.09	1.00			1.00	1.00
Satd. Flow (perm)			1258				145	4920			4932	1334
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	42	0	0	0	84	1566	28	0	1914	78
RTOR Reduction (vph)	0	0	40	0	0	0	0	1	0	0	0	16
Lane Group Flow (vph)	0	0	2	0	0	0	84	1593	0	0	1914	62
Confl. Peds. (#/hr)	3		3	3		3	11		1	1		11
Confl. Bikes (#/hr)			2									
Heavy Vehicles (%)	0%	0%	19%	0%	0%	0%	12%	4%	0%	0%	4%	10%
Turn Type			Perm				pm+pt	NA			NA	Perm
Protected Phases					3		1	6			2	
Permitted Phases			8	3			6			2		2
Actuated Green, G (s)			8.0				137.8	137.8			127.2	127.2
Effective Green, g (s)			8.0				137.8	137.8			127.2	127.2
Actuated g/C Ratio			0.05				0.86	0.86			0.80	0.80
Clearance Time (s)			6.0				3.0	8.2			8.2	8.2
Vehicle Extension (s)			3.0				3.0	3.0			3.0	3.0
Lane Grp Cap (vph)			62				189	4237			3920	1060
v/s Ratio Prot							c0.02	0.32			c0.39	
v/s Ratio Perm			c0.00				0.36					0.05
v/c Ratio			0.03				0.44	0.38			0.49	0.06
Uniform Delay, d1			72.3				3.2	2.3			5.5	3.5
Progression Factor			1.00				15.03	0.17			0.18	0.02
Incremental Delay, d2			0.2				1.3	0.2			0.3	0.1
Delay (s)			72.5				49.6	0.6			1.3	0.1
Level of Service			E				D	A			A	A
Approach Delay (s/veh)		72.5			0.0			3.1			1.3	
Approach LOS		E			A			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	2.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	17.2
Intersection Capacity Utilization	86.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

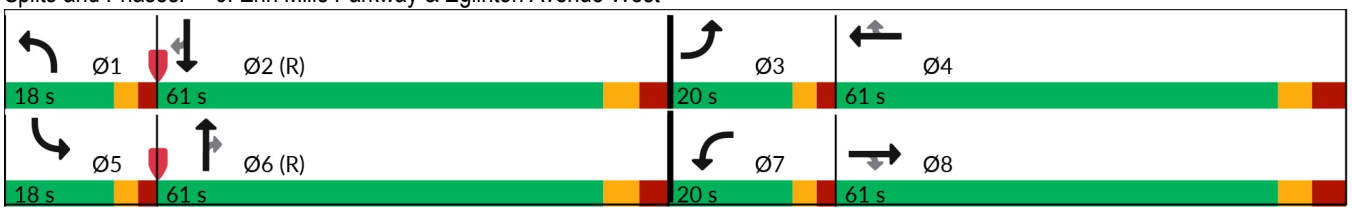


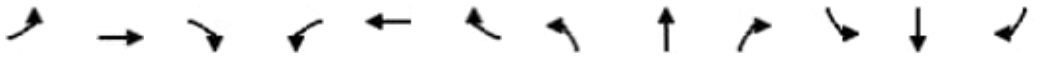
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	187	1044	264	220	644	291	141	1024	166	299	1367	87
Future Volume (vph)	187	1044	264	220	644	291	141	1024	166	299	1367	87
Lane Group Flow (vph)	197	1099	278	232	678	306	148	1078	175	315	1439	92
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4			6			2
Detector Phase	3	8	8	7	4	4	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	10.0	10.0	7.0	10.0	10.0	7.0	10.0	10.0	7.0	10.0	10.0
Minimum Split (s)	12.0	60.1	60.1	12.0	60.1	60.1	12.0	53.5	53.5	12.0	53.5	53.5
Total Split (s)	20.0	61.0	61.0	20.0	61.0	61.0	18.0	61.0	61.0	18.0	61.0	61.0
Total Split (%)	12.5%	38.1%	38.1%	12.5%	38.1%	38.1%	11.3%	38.1%	38.1%	11.3%	38.1%	38.1%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.3	4.3	3.0	4.3	4.3
All-Red Time (s)	2.0	4.1	4.1	2.0	4.1	4.1	2.0	3.2	3.2	2.0	3.2	3.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	8.1	8.1	5.0	8.1	8.1	5.0	7.5	7.5	5.0	7.5	7.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	14.0	45.7	45.7	14.6	46.3	46.3	12.2	53.5	53.5	20.6	61.8	61.8
Actuated g/C Ratio	0.09	0.29	0.29	0.09	0.29	0.29	0.08	0.33	0.33	0.13	0.39	0.39
v/c Ratio	0.73	0.77	0.54	0.83	0.47	0.56	0.63	0.65	0.29	0.80	0.75	0.16
Control Delay (s/veh)	87.4	55.8	19.1	95.3	47.5	20.3	83.7	47.6	6.0	82.0	57.7	19.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	87.4	55.8	19.1	95.3	47.5	20.3	83.7	47.6	6.0	82.0	57.7	19.5
LOS	F	E	B	F	D	C	F	D	A	F	E	B
Approach Delay (s/veh)		53.3			49.8			46.2			59.9	
Approach LOS		D			D			D			E	
Queue Length 50th (m)	31.8	117.6	24.7	37.9	65.8	29.6	23.8	107.1	0.0	52.7	116.0	3.5
Queue Length 95th (m)	45.8	126.1	50.9	#58.7	73.9	57.4	36.1	123.3	16.8	#97.8	170.4	23.5
Internal Link Dist (m)		311.2			233.2			756.7			243.2	
Turn Bay Length (m)	80.0		100.0	100.0		135.0	150.0		135.0	200.0		125.0
Base Capacity (vph)	289	1662	572	286	1630	592	256	1649	602	396	1906	590
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.66	0.49	0.81	0.42	0.52	0.58	0.65	0.29	0.80	0.75	0.16

Intersection Summary		
Cycle Length: 160		
Actuated Cycle Length: 160		
Offset: 69 (43%), Referenced to phase 2:SBT and 6:NBT, Start of Green		
Natural Cycle: 140		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.83		
Intersection Signal Delay (s/veh): 53.0	Intersection LOS: D	
Intersection Capacity Utilization 115.8%	ICU Level of Service H	
Analysis Period (min) 15		

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

Splits and Phases: 6: Erin Mills Parkway & Eglinton Avenue West





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	187	1044	264	220	644	291	141	1024	166	299	1367	87
Future Volume (vph)	187	1044	264	220	644	291	141	1024	166	299	1367	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	5.0	8.1	8.1	5.0	8.1	8.1	5.0	7.5	7.5	5.0	7.5	7.5
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.92	1.00	1.00	0.97	1.00	1.00	0.97	1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3083	5029	1361	3054	4932	1399	3083	4932	1454	3083	4932	1363
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3083	5029	1361	3054	4932	1399	3083	4932	1454	3083	4932	1363
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	197	1099	278	232	678	306	148	1078	175	315	1439	92
RTOR Reduction (vph)	0	0	130	0	0	138	0	0	116	0	0	56
Lane Group Flow (vph)	197	1099	148	232	678	168	148	1078	59	315	1439	36
Confl. Peds. (#/hr)	15		73	73		15	29		13	13		29
Confl. Bikes (#/hr)			1						1			
Heavy Vehicles (%)	6%	2%	2%	7%	4%	5%	6%	4%	1%	6%	4%	6%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4			6			2
Actuated Green, G (s)	14.0	45.7	45.7	14.6	46.3	46.3	12.2	53.5	53.5	20.6	61.9	61.9
Effective Green, g (s)	14.0	45.7	45.7	14.6	46.3	46.3	12.2	53.5	53.5	20.6	61.9	61.9
Actuated g/C Ratio	0.09	0.29	0.29	0.09	0.29	0.29	0.08	0.33	0.33	0.13	0.39	0.39
Clearance Time (s)	5.0	8.1	8.1	5.0	8.1	8.1	5.0	7.5	7.5	5.0	7.5	7.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	269	1436	388	278	1427	404	235	1649	486	396	1908	527
v/s Ratio Prot	0.06	c0.22		c0.08	0.14		0.05	0.22		c0.10	c0.29	
v/s Ratio Perm			0.11			0.12			0.04			0.03
v/c Ratio	0.73	0.77	0.38	0.83	0.48	0.42	0.63	0.65	0.12	0.80	0.75	0.07
Uniform Delay, d1	71.2	52.2	45.8	71.5	46.8	45.9	71.7	45.4	36.9	67.7	42.5	30.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.26	4.01
Incremental Delay, d2	9.9	2.5	0.6	19.0	0.3	0.7	5.2	2.0	0.5	9.5	2.5	0.2
Delay (s)	81.0	54.7	46.4	90.5	47.1	46.6	76.9	47.4	37.4	79.5	55.8	123.9
Level of Service	F	D	D	F	D	D	E	D	D	E	E	F
Approach Delay (s/veh)		56.6			55.2			49.3			63.3	
Approach LOS		E			E			D			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	56.7	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.6
Intersection Capacity Utilization	115.8%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	187	59	3	204	55	6
Future Vol, veh/h	187	59	3	204	55	6
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	1	0	33	1	0	17
Mvmt Flow	220	69	4	240	65	7
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	9.5	10.5	8.9
HCM LOS	A	B	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	90%	0%	1%
Vol Thru, %	0%	76%	99%
Vol Right, %	10%	24%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	61	246	207
LT Vol	55	0	3
Through Vol	0	187	204
RT Vol	6	59	0
Lane Flow Rate	72	289	244
Geometry Grp	1	1	1
Degree of Util (X)	0.104	0.342	0.335
Departure Headway (Hd)	5.227	4.251	4.947
Convergence, Y/N	Yes	Yes	Yes
Cap	685	848	728
Service Time	3.267	2.271	2.972
HCM Lane V/C Ratio	0.105	0.341	0.335
HCM Control Delay, s/veh	8.9	9.5	10.5
HCM Lane LOS	A	A	B
HCM 95th-tile Q	0.3	1.5	1.5

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	243	254	7	6	5
Future Vol, veh/h	4	243	254	7	6	5
Conflicting Peds, #/hr	9	0	0	9	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	15	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	289	302	8	7	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	319	0	-	0	614	315
Stage 1	-	-	-	-	315	-
Stage 2	-	-	-	-	299	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1252	-	-	-	459	730
Stage 1	-	-	-	-	744	-
Stage 2	-	-	-	-	757	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1243	-	-	-	450	725
Mov Cap-2 Maneuver	-	-	-	-	450	-
Stage 1	-	-	-	-	735	-
Stage 2	-	-	-	-	752	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.1	0	11.7
HCM LOS			B

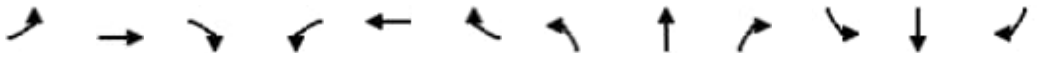
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1243	-	-	-	450	725
HCM Lane V/C Ratio	0.004	-	-	-	0.016	0.008
HCM Control Delay (s/veh)	7.9	0	-	-	13.1	10
HCM Lane LOS	A	A	-	-	B	B
HCM 95th %tile Q (veh)	0	-	-	-	0	0

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	75	237	243	16	9	65
Future Vol, veh/h	75	237	243	16	9	65
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	88	279	286	19	11	76
Number of Lanes	0	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	1
HCM Control Delay, s/veh	11.3	10.3	8.8
HCM LOS	B	B	A

Lane	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	24%	0%	100%	0%
Vol Thru, %	76%	94%	0%	0%
Vol Right, %	0%	6%	0%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	312	259	9	65
LT Vol	75	0	9	0
Through Vol	237	243	0	0
RT Vol	0	16	0	65
Lane Flow Rate	367	305	11	76
Geometry Grp	2	2	5	5
Degree of Util (X)	0.459	0.38	0.019	0.112
Departure Headway (Hd)	4.504	4.489	6.476	5.261
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	800	801	551	678
Service Time	2.538	2.523	4.234	3.018
HCM Lane V/C Ratio	0.459	0.381	0.02	0.112
HCM Control Delay, s/veh	11.3	10.3	9.4	8.7
HCM Lane LOS	B	B	A	A
HCM 95th-tile Q	2.4	1.8	0.1	0.4

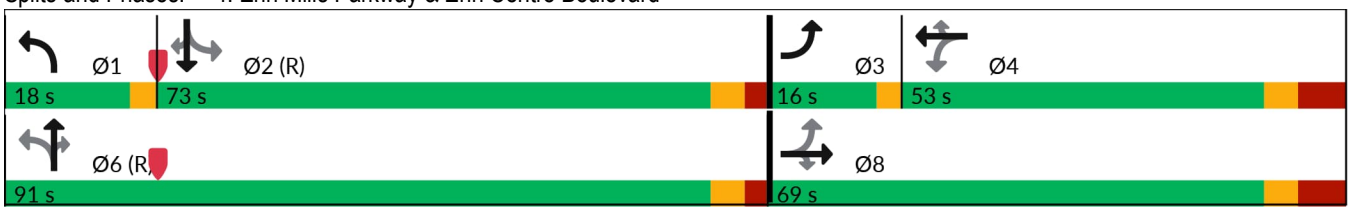


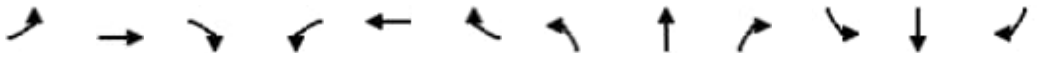
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	206	165	105	87	144	72	160	1561	91	53	1488	219
Future Volume (vph)	206	165	105	87	144	72	160	1561	91	53	1488	219
Lane Group Flow (vph)	224	179	114	95	157	78	174	1697	99	58	1617	238
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases	3	8			4		1	6			2	
Permitted Phases	8		8	4		4	6		6	2		2
Detector Phase	3	8	8	4	4	4	1	6	6	2	2	2
Switch Phase												
Minimum Initial (s)	7.0	10.0	10.0	10.0	10.0	10.0	7.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.0	57.8	57.8	57.8	57.8	57.8	10.0	42.8	42.8	42.8	42.8	42.8
Total Split (s)	16.0	69.0	69.0	53.0	53.0	53.0	18.0	91.0	91.0	73.0	73.0	73.0
Total Split (%)	10.0%	43.1%	43.1%	33.1%	33.1%	33.1%	11.3%	56.9%	56.9%	45.6%	45.6%	45.6%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	3.0	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	0.0	5.8	5.8	5.8	5.8	5.8	0.0	2.6	2.6	2.6	2.6	2.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	9.8	9.8	9.8	9.8	9.8	3.0	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead			Lag	Lag	Lag	Lead			Lag	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	42.4	35.6	35.6	19.6	19.6	19.6	111.6	107.8	107.8	86.4	86.4	86.4
Actuated g/C Ratio	0.27	0.22	0.22	0.12	0.12	0.12	0.70	0.67	0.67	0.54	0.54	0.54
v/c Ratio	0.79	0.43	0.30	0.69	0.68	0.33	0.62	0.50	0.10	0.46	0.60	0.27
Control Delay (s/veh)	71.3	55.8	9.3	91.4	81.2	20.1	45.5	12.2	3.4	42.8	27.8	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total Delay (s/veh)	71.3	55.8	9.3	91.4	81.2	20.1	45.5	12.3	3.4	42.8	27.8	3.5
LOS	E	E	A	F	F	C	D	B	A	D	C	A
Approach Delay (s/veh)		52.3			69.7			14.8			25.2	
Approach LOS		D			E			B			C	
Queue Length 50th (m)	61.4	49.8	0.0	29.6	48.8	3.2	32.9	43.9	0.2	11.0	124.8	0.0
Queue Length 95th (m)	81.9	68.5	15.3	47.4	69.6	18.1	63.1	104.4	7.4	#34.4	170.7	15.6
Internal Link Dist (m)		346.4			91.7			172.5			558.0	
Turn Bay Length (m)	105.0			75.0		110.0	130.0		105.0	155.0		115.0
Base Capacity (vph)	282	688	560	302	507	438	286	3387	999	125	2689	873
Starvation Cap Reductn	0	0	0	0	0	0	0	375	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.26	0.20	0.31	0.31	0.18	0.61	0.56	0.10	0.46	0.60	0.27

Intersection Summary		
Cycle Length: 160		
Actuated Cycle Length: 160		
Offset: 44 (28%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green		
Natural Cycle: 135		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.79		
Intersection Signal Delay (s/veh): 26.9	Intersection LOS: C	
Intersection Capacity Utilization 94.2%	ICU Level of Service F	
Analysis Period (min) 15		

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

Splits and Phases: 4: Erin Mills Parkway & Erin Centre Boulevard





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	206	165	105	87	144	72	160	1561	91	53	1488	219
Future Volume (vph)	206	165	105	87	144	72	160	1561	91	53	1488	219
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	3.0	9.8	9.8	9.8	9.8	9.8	3.0	6.8	6.8	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	0.97	1.00	1.00	0.96	1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1646	1860	1320	1651	1879	1440	1636	5029	1436	1682	4980	1416
Flt Permitted	0.46	1.00	1.00	0.64	1.00	1.00	0.09	1.00	1.00	0.13	1.00	1.00
Satd. Flow (perm)	806	1860	1320	1120	1879	1440	158	5029	1436	233	4980	1416
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	224	179	114	95	157	78	174	1697	99	58	1617	238
RTOR Reduction (vph)	0	0	89	0	0	59	0	0	32	0	0	109
Lane Group Flow (vph)	224	179	25	95	157	19	174	1697	67	58	1617	129
Confl. Peds. (#/hr)	10		13	13		10	9		8	8		9
Confl. Bikes (#/hr)			3			2			1			3
Heavy Vehicles (%)	2%	1%	11%	1%	0%	2%	3%	2%	1%	0%	3%	2%
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases	3	8			4		1	6			2	
Permitted Phases	8		8	4		4	6		6	2		2
Actuated Green, G (s)	35.6	35.6	35.6	19.6	19.6	19.6	107.8	107.8	107.8	86.5	86.5	86.5
Effective Green, g (s)	35.6	35.6	35.6	19.6	19.6	19.6	107.8	107.8	107.8	86.5	86.5	86.5
Actuated g/C Ratio	0.22	0.22	0.22	0.12	0.12	0.12	0.67	0.67	0.67	0.54	0.54	0.54
Clearance Time (s)	3.0	9.8	9.8	9.8	9.8	9.8	3.0	6.8	6.8	6.8	6.8	6.8
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	247	413	293	137	230	176	275	3388	967	125	2692	765
v/s Ratio Prot	c0.07	0.10			0.08		c0.07	0.34			0.32	
v/s Ratio Perm	c0.13		0.02	0.08		0.01	c0.35		0.05	0.25		0.09
v/c Ratio	0.91	0.43	0.09	0.69	0.68	0.11	0.63	0.50	0.07	0.46	0.60	0.17
Uniform Delay, d1	58.8	53.5	49.3	67.3	67.2	62.4	23.2	12.9	8.9	22.5	25.0	18.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.89	0.87	1.63	1.00	1.00	1.00
Incremental Delay, d2	33.2	0.7	0.1	14.1	8.1	0.3	4.2	0.5	0.1	11.9	1.0	0.5
Delay (s)	92.0	54.3	49.4	81.4	75.3	62.7	48.0	11.6	14.7	34.4	26.0	19.0
Level of Service	F	D	D	F	E	E	D	B	B	C	C	B
Approach Delay (s/veh)		69.6			74.1			15.0			25.4	
Approach LOS		E			E			B			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	29.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	22.6
Intersection Capacity Utilization	94.2%	ICU Level of Service	F
Analysis Period (min)	15		

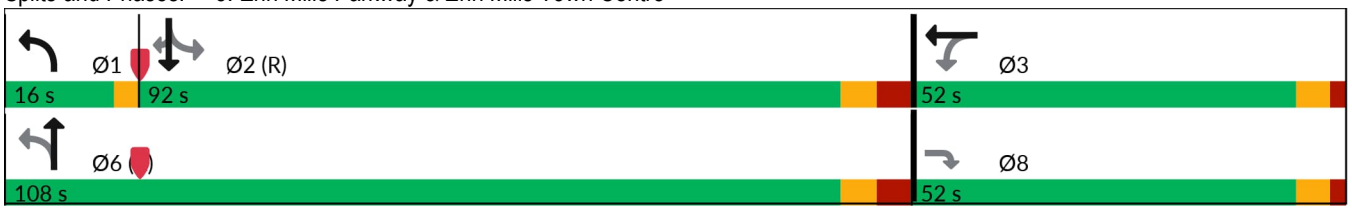
c Critical Lane Group

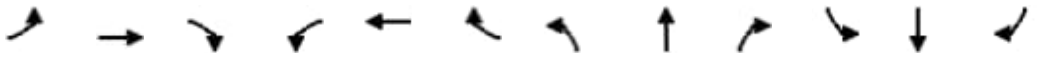
Lane Group	EBR	NBL	NBT	SBT	SBR	Ø3
Lane Configurations						
Traffic Volume (vph)	152	108	1823	1536	144	
Future Volume (vph)	152	108	1823	1536	144	
Lane Group Flow (vph)	160	114	1993	1617	152	
Turn Type	Perm	pm+pt	NA	NA	Perm	
Protected Phases		1	6	2		3
Permitted Phases	8	6			2	
Detector Phase	8	1	6	2	2	
Switch Phase						
Minimum Initial (s)	10.0	7.0	10.0	10.0	10.0	10.0
Minimum Split (s)	50.0	10.0	44.2	44.2	44.2	50.0
Total Split (s)	52.0	16.0	108.0	92.0	92.0	52.0
Total Split (%)	32.5%	10.0%	67.5%	57.5%	57.5%	33%
Yellow Time (s)	4.0	3.0	4.2	4.2	4.2	4.0
All-Red Time (s)	2.0	0.0	4.0	4.0	4.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	3.0	8.2	8.2	8.2	
Lead/Lag		Lead		Lag	Lag	
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	C-Max	None
Act Effct Green (s)	10.9	140.1	134.9	123.2	123.2	
Actuated g/C Ratio	0.07	0.88	0.84	0.77	0.77	
v/c Ratio	0.64	0.43	0.47	0.42	0.14	
Control Delay (s/veh)	21.6	14.6	1.7	1.7	0.2	
Queue Delay	0.0	0.0	0.0	0.1	0.0	
Total Delay (s/veh)	21.6	14.6	1.8	1.8	0.2	
LOS	C	B	A	A	A	
Approach Delay (s/veh)			2.5	1.6		
Approach LOS			A	A		
Queue Length 50th (m)	0.3	5.2	18.3	12.9	0.0	
Queue Length 95th (m)	23.4	m12.6	27.5	15.1	0.0	
Internal Link Dist (m)			243.2	172.5		
Turn Bay Length (m)		50.0			90.0	
Base Capacity (vph)	545	303	4214	3872	1118	
Starvation Cap Reductn	0	0	315	589	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.29	0.38	0.51	0.49	0.14	

Intersection Summary			
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 49 (31%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay (s/veh): 2.9		Intersection LOS: A	
Intersection Capacity Utilization 94.7%		ICU Level of Service F	
Analysis Period (min) 15			

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

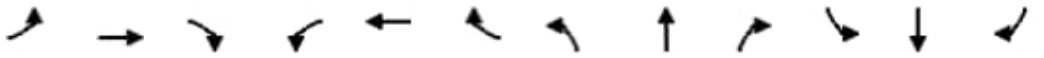
Splits and Phases: 5: Erin Mills Parkway & Erin Mills Town Centre





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	152	0	0	0	108	1823	70	0	1536	144
Future Volume (vph)	0	0	152	0	0	0	108	1823	70	0	1536	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)			6.0				3.0	8.2			8.2	8.2
Lane Util. Factor			1.00				1.00	0.91			0.91	1.00
Frpb, ped/bikes			1.00				1.00	1.00			1.00	0.97
Flpb, ped/bikes			1.00				1.00	1.00			1.00	1.00
Frt			0.87				1.00	0.99			1.00	0.85
Flt Protected			1.00				0.95	1.00			1.00	1.00
Satd. Flow (prot)			1504				1604	5000			5029	1407
Flt Permitted			1.00				0.13	1.00			1.00	1.00
Satd. Flow (perm)			1504				217	5000			5029	1407
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	160	0	0	0	114	1919	74	0	1617	152
RTOR Reduction (vph)	0	0	148	0	0	0	0	1	0	0	0	35
Lane Group Flow (vph)	0	0	12	0	0	0	114	1992	0	0	1617	117
Confl. Peds. (#/hr)	1					1	13		1	1		13
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%	5%	2%	0%	0%	2%	4%
Turn Type			Perm				pm+pt	NA			NA	Perm
Protected Phases					3		1	6			2	
Permitted Phases			8	3			6			2		2
Actuated Green, G (s)			10.9				134.9	134.9			123.2	123.2
Effective Green, g (s)			10.9				134.9	134.9			123.2	123.2
Actuated g/C Ratio			0.07				0.84	0.84			0.77	0.77
Clearance Time (s)			6.0				3.0	8.2			8.2	8.2
Vehicle Extension (s)			3.0				3.0	3.0			3.0	3.0
Lane Grp Cap (vph)			102				258	4215			3872	1083
v/s Ratio Prot							0.02	c0.40			0.32	
v/s Ratio Perm			c0.01				0.35					0.08
v/c Ratio			0.12				0.44	0.47			0.42	0.11
Uniform Delay, d1			70.0				3.1	3.3			6.2	4.6
Progression Factor			1.00				7.67	0.44			0.22	0.00
Incremental Delay, d2			0.5				0.8	0.3			0.3	0.2
Delay (s)			70.5				24.6	1.7			1.7	0.2
Level of Service			E				C	A			A	A
Approach Delay (s/veh)		70.5			0.0			2.9			1.5	
Approach LOS		E			A			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	5.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	17.2
Intersection Capacity Utilization	94.7%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

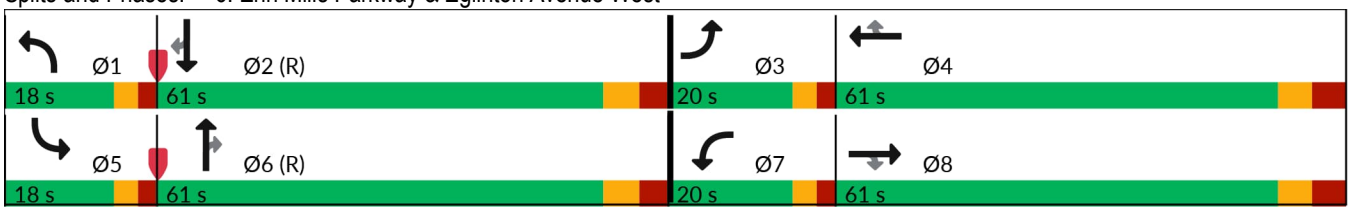


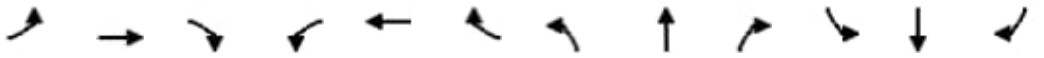
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	171	785	213	225	1011	424	281	1395	112	244	1260	179
Future Volume (vph)	171	785	213	225	1011	424	281	1395	112	244	1260	179
Lane Group Flow (vph)	174	801	217	230	1032	433	287	1423	114	249	1286	183
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4			6			2
Detector Phase	3	8	8	7	4	4	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	10.0	10.0	7.0	10.0	10.0	7.0	10.0	10.0	7.0	10.0	10.0
Minimum Split (s)	12.0	60.1	60.1	12.0	60.1	60.1	12.0	53.5	53.5	12.0	53.5	53.5
Total Split (s)	20.0	61.0	61.0	20.0	61.0	61.0	18.0	61.0	61.0	18.0	61.0	61.0
Total Split (%)	12.5%	38.1%	38.1%	12.5%	38.1%	38.1%	11.3%	38.1%	38.1%	11.3%	38.1%	38.1%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.3	4.3	3.0	4.3	4.3
All-Red Time (s)	2.0	4.1	4.1	2.0	4.1	4.1	2.0	3.2	3.2	2.0	3.2	3.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	8.1	8.1	5.0	8.1	8.1	5.0	7.5	7.5	5.0	7.5	7.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	13.2	43.7	43.7	14.5	45.1	45.1	19.4	59.8	59.8	16.3	56.8	56.8
Actuated g/C Ratio	0.08	0.27	0.27	0.09	0.28	0.28	0.12	0.37	0.37	0.10	0.36	0.36
v/c Ratio	0.65	0.58	0.42	0.80	0.72	0.78	0.73	0.76	0.20	0.76	0.71	0.29
Control Delay (s/veh)	82.4	51.2	10.9	91.5	54.5	38.4	78.2	48.0	6.7	109.6	29.9	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	82.4	51.2	10.9	91.5	54.5	38.4	78.2	48.0	6.7	109.6	29.9	3.2
LOS	F	D	B	F	D	D	E	D	A	F	C	A
Approach Delay (s/veh)		48.4			55.4			50.2			38.6	
Approach LOS		D			E			D			D	
Queue Length 50th (m)	28.0	80.9	7.9	37.5	109.0	74.5	45.2	150.1	0.0	42.7	120.5	0.0
Queue Length 95th (m)	40.7	87.8	28.1	#55.7	116.9	111.0	#82.9	173.4	14.0	#70.7	75.4	11.2
Internal Link Dist (m)		311.2			233.2			756.7			243.2	
Turn Bay Length (m)	80.0		100.0	100.0		135.0	150.0		135.0	200.0		125.0
Base Capacity (vph)	306	1679	592	297	1679	617	395	1880	581	329	1801	633
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.48	0.37	0.77	0.61	0.70	0.73	0.76	0.20	0.76	0.71	0.29

Intersection Summary		
Cycle Length: 160		
Actuated Cycle Length: 160		
Offset: 51 (32%), Referenced to phase 2:SBT and 6:NBT, Start of Green		
Natural Cycle: 140		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.80		
Intersection Signal Delay (s/veh): 48.2	Intersection LOS: D	
Intersection Capacity Utilization 109.8%	ICU Level of Service H	
Analysis Period (min) 15		

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

Splits and Phases: 6: Erin Mills Parkway & Eglinton Avenue West





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	171	785	213	225	1011	424	281	1395	112	244	1260	179
Future Volume (vph)	171	785	213	225	1011	424	281	1395	112	244	1260	179
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	5.0	8.1	8.1	5.0	8.1	8.1	5.0	7.5	7.5	5.0	7.5	7.5
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3268	5079	1420	3173	5079	1478	3268	5029	1365	3236	5079	1454
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3268	5079	1420	3173	5079	1478	3268	5029	1365	3236	5079	1454
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	174	801	217	230	1032	433	287	1423	114	249	1286	183
RTOR Reduction (vph)	0	0	134	0	0	139	0	0	71	0	0	118
Lane Group Flow (vph)	174	801	83	230	1032	294	287	1423	43	249	1286	65
Confl. Peds. (#/hr)			39	39			23					23
Confl. Bikes (#/hr)			2						1			
Heavy Vehicles (%)	0%	1%	1%	3%	1%	2%	0%	2%	9%	1%	1%	0%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4			6			2
Actuated Green, G (s)	13.2	43.8	43.8	14.5	45.1	45.1	19.4	59.8	59.8	16.3	56.7	56.7
Effective Green, g (s)	13.2	43.8	43.8	14.5	45.1	45.1	19.4	59.8	59.8	16.3	56.7	56.7
Actuated g/C Ratio	0.08	0.27	0.27	0.09	0.28	0.28	0.12	0.37	0.37	0.10	0.35	0.35
Clearance Time (s)	5.0	8.1	8.1	5.0	8.1	8.1	5.0	7.5	7.5	5.0	7.5	7.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	269	1390	388	287	1431	416	396	1879	510	329	1799	515
v/s Ratio Prot	0.05	0.16		c0.07	c0.20		c0.09	c0.28		0.08	0.25	
v/s Ratio Perm			0.06			0.20			0.03			0.04
v/c Ratio	0.65	0.58	0.21	0.80	0.72	0.71	0.72	0.76	0.08	0.76	0.71	0.13
Uniform Delay, d1	71.1	50.1	44.8	71.3	51.8	51.5	67.7	43.8	32.4	69.9	44.7	34.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.41	0.61	0.45
Incremental Delay, d2	5.3	0.6	0.3	14.8	1.8	5.4	6.5	2.9	0.3	8.9	2.3	0.5
Delay (s)	76.4	50.7	45.1	86.1	53.6	57.0	74.2	46.7	32.7	107.3	29.4	16.2
Level of Service	E	D	D	F	D	E	E	D	C	F	C	B
Approach Delay (s/veh)		53.4			58.9			50.1			39.3	
Approach LOS		D			E			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	50.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.6
Intersection Capacity Utilization	109.8%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Intersection Delay, s/veh	10.8
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	160	75	3	192	97	3
Future Vol, veh/h	160	75	3	192	97	3
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles, %	3	3	33	3	0	0
Mvmt Flow	219	103	4	263	133	4
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	10.5	11.5	9.9
HCM LOS	B	B	A

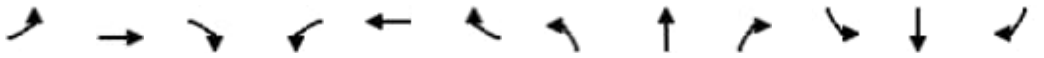
Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	97%	0%	2%
Vol Thru, %	0%	68%	98%
Vol Right, %	3%	32%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	100	235	195
LT Vol	97	0	3
Through Vol	0	160	192
RT Vol	3	75	0
Lane Flow Rate	137	322	267
Geometry Grp	1	1	1
Degree of Util (X)	0.207	0.4	0.385
Departure Headway (Hd)	5.437	4.474	5.191
Convergence, Y/N	Yes	Yes	Yes
Cap	656	802	689
Service Time	3.506	2.521	3.245
HCM Lane V/C Ratio	0.209	0.401	0.388
HCM Control Delay, s/veh	9.9	10.5	11.5
HCM Lane LOS	A	B	B
HCM 95th-tile Q	0.8	1.9	1.8

Intersection	
Intersection Delay, s/veh	15.4
Intersection LOS	C

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	62	235	292	2	3	158
Future Vol, veh/h	62	235	292	2	3	158
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	89	336	417	3	4	226
Number of Lanes	0	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	1
HCM Control Delay, s/veh	16.5	16.2	12.1
HCM LOS	C	C	B

Lane	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	21%	0%	100%	0%
Vol Thru, %	79%	99%	0%	0%
Vol Right, %	0%	1%	0%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	297	294	3	158
LT Vol	62	0	3	0
Through Vol	235	292	0	0
RT Vol	0	2	0	158
Lane Flow Rate	424	420	4	226
Geometry Grp	2	2	5	5
Degree of Util (X)	0.619	0.612	0.008	0.37
Departure Headway (Hd)	5.249	5.243	7.118	5.896
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	687	689	502	609
Service Time	3.286	3.281	4.866	3.643
HCM Lane V/C Ratio	0.617	0.61	0.008	0.371
HCM Control Delay, s/veh	16.5	16.2	9.9	12.1
HCM Lane LOS	C	C	A	B
HCM 95th-tile Q	4.3	4.2	0	1.7

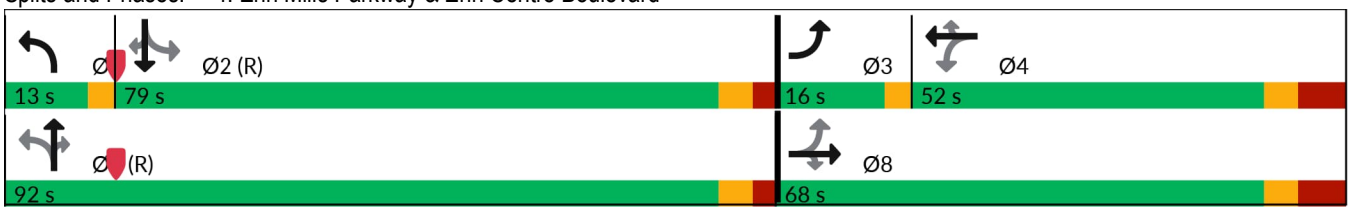


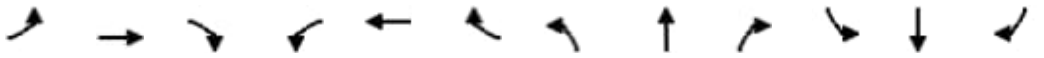
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	176	197	186	157	100	122	1245	75	43	1510	282
Future Volume (vph)	200	176	197	186	157	100	122	1245	75	43	1510	282
Lane Group Flow (vph)	238	210	235	221	187	119	145	1482	89	51	1798	336
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases	3	8			4		1	6			2	
Permitted Phases	8		8	4		4	6		6	2		2
Detector Phase	3	8	8	4	4	4	1	6	6	2	2	2
Switch Phase												
Minimum Initial (s)	7.0	10.0	10.0	10.0	10.0	10.0	7.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.0	57.8	57.8	57.8	57.8	57.8	10.0	42.8	42.8	42.8	42.8	42.8
Total Split (s)	16.0	68.0	68.0	52.0	52.0	52.0	13.0	92.0	92.0	79.0	79.0	79.0
Total Split (%)	10.0%	42.5%	42.5%	32.5%	32.5%	32.5%	8.1%	57.5%	57.5%	49.4%	49.4%	49.4%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	3.0	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	0.0	5.8	5.8	5.8	5.8	5.8	0.0	2.6	2.6	2.6	2.6	2.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	9.8	9.8	9.8	9.8	9.8	3.0	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead			Lag	Lag	Lag	Lead			Lag	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	59.1	52.3	52.3	36.3	36.3	36.3	94.9	91.1	91.1	75.4	75.4	75.4
Actuated g/C Ratio	0.37	0.33	0.33	0.23	0.23	0.23	0.59	0.57	0.57	0.47	0.47	0.47
v/c Ratio	0.61	0.35	0.42	0.89	0.44	0.31	0.82	0.53	0.10	0.43	0.77	0.39
Control Delay (s/veh)	44.5	41.6	18.3	93.4	55.5	23.9	98.7	8.7	0.5	44.2	38.4	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total Delay (s/veh)	44.5	41.6	18.3	93.4	55.5	23.9	98.7	8.8	0.5	44.2	38.4	3.8
LOS	D	D	B	F	E	C	F	A	A	D	D	A
Approach Delay (s/veh)		34.6			64.2			16.0			33.2	
Approach LOS		C			E			B			C	
Queue Length 50th (m)	54.3	49.6	22.8	67.3	50.5	13.1	33.3	29.0	0.1	11.1	178.0	0.0
Queue Length 95th (m)	69.4	64.3	39.3	90.1	67.2	26.9	#70.6	38.0	0.5	24.2	176.5	12.0
Internal Link Dist (m)		346.4			91.7			172.5			558.0	
Turn Bay Length (m)	105.0			75.0		110.0	130.0		105.0	155.0		115.0
Base Capacity (vph)	387	670	600	289	490	433	177	2807	861	118	2345	853
Starvation Cap Reductn	0	0	0	0	0	0	0	381	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.31	0.39	0.76	0.38	0.27	0.82	0.61	0.10	0.43	0.77	0.39

Intersection Summary			
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 91 (57%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green			
Natural Cycle: 125			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay (s/veh): 30.8		Intersection LOS: C	
Intersection Capacity Utilization 90.3%		ICU Level of Service E	
Analysis Period (min) 15			

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

Splits and Phases: 4: Erin Mills Parkway & Erin Centre Boulevard





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	176	197	186	157	100	122	1245	75	43	1510	282
Future Volume (vph)	200	176	197	186	157	100	122	1245	75	43	1510	282
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	3.0	9.8	9.8	9.8	9.8	9.8	3.0	6.8	6.8	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1629	1842	1414	1664	1860	1457	1652	4932	1445	1604	4980	1435
Flt Permitted	0.52	1.00	1.00	0.63	1.00	1.00	0.05	1.00	1.00	0.15	1.00	1.00
Satd. Flow (perm)	887	1842	1414	1097	1860	1457	89	4932	1445	252	4980	1435
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	238	210	235	221	187	119	145	1482	89	51	1798	336
RTOR Reduction (vph)	0	0	92	0	0	52	0	0	38	0	0	178
Lane Group Flow (vph)	238	210	143	221	187	67	145	1482	51	51	1798	158
Confl. Peds. (#/hr)	11		3	3		11	3		1	1		3
Confl. Bikes (#/hr)						1						3
Heavy Vehicles (%)	3%	2%	5%	1%	1%	1%	2%	4%	2%	5%	3%	2%
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases	3	8			4		1	6			2	
Permitted Phases	8		8	4		4	6		6	2		2
Actuated Green, G (s)	52.3	52.3	52.3	36.3	36.3	36.3	91.1	91.1	91.1	75.4	75.4	75.4
Effective Green, g (s)	52.3	52.3	52.3	36.3	36.3	36.3	91.1	91.1	91.1	75.4	75.4	75.4
Actuated g/C Ratio	0.33	0.33	0.33	0.23	0.23	0.23	0.57	0.57	0.57	0.47	0.47	0.47
Clearance Time (s)	3.0	9.8	9.8	9.8	9.8	9.8	3.0	6.8	6.8	6.8	6.8	6.8
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	350	602	462	248	421	330	174	2808	822	118	2346	676
v/s Ratio Prot	c0.06	0.11			0.10		c0.07	0.30			0.36	
v/s Ratio Perm	0.17		0.10	c0.20		0.05	c0.41		0.04	0.20		0.11
v/c Ratio	0.68	0.35	0.31	0.89	0.44	0.20	0.83	0.53	0.06	0.43	0.77	0.23
Uniform Delay, d1	44.9	40.9	40.3	59.9	53.2	50.1	45.1	21.2	15.4	28.1	35.0	25.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	2.03	0.36	0.07	1.00	1.00	1.00
Incremental Delay, d2	5.4	0.4	0.4	30.3	0.7	0.3	26.5	0.7	0.1	11.1	2.5	0.8
Delay (s)	50.3	41.3	40.7	90.2	53.9	50.4	118.1	8.4	1.2	39.2	37.5	26.0
Level of Service	D	D	D	F	D	D	F	A	A	D	D	C
Approach Delay (s/veh)		44.2			68.3			17.3			35.7	
Approach LOS		D			E			B			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	34.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	22.6
Intersection Capacity Utilization	90.3%	ICU Level of Service	E
Analysis Period (min)	15		

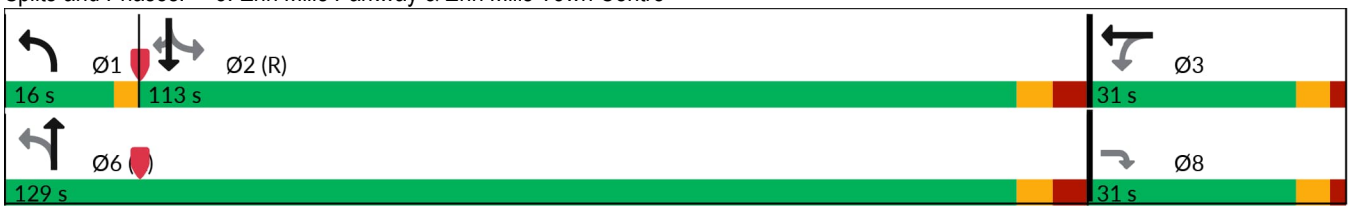
c Critical Lane Group

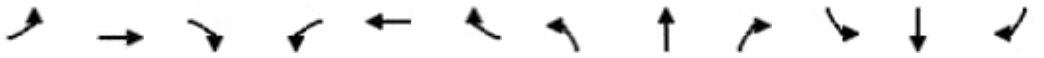
Lane Group	EBR	NBL	NBT	SBT	SBR	Ø3
Lane Configurations						
Traffic Volume (vph)	38	76	1446	1824	74	
Future Volume (vph)	38	76	1446	1824	74	
Lane Group Flow (vph)	42	84	1635	2027	82	
Turn Type	Perm	pm+pt	NA	NA	Perm	
Protected Phases		1	6	2		3
Permitted Phases	8	6			2	
Detector Phase	8	1	6	2	2	
Switch Phase						
Minimum Initial (s)	10.0	7.0	10.0	10.0	10.0	10.0
Minimum Split (s)	50.0	10.0	44.2	44.2	44.2	50.0
Total Split (s)	31.0	16.0	129.0	113.0	113.0	31.0
Total Split (%)	19.4%	10.0%	80.6%	70.6%	70.6%	19%
Yellow Time (s)	4.0	3.0	4.2	4.2	4.2	4.0
All-Red Time (s)	2.0	0.0	4.0	4.0	4.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	3.0	8.2	8.2	8.2	
Lead/Lag		Lead		Lag	Lag	
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	C-Max	None
Act Effct Green (s)	10.0	144.2	140.6	127.8	127.8	
Actuated g/C Ratio	0.06	0.90	0.88	0.80	0.80	
v/c Ratio	0.21	0.46	0.38	0.51	0.08	
Control Delay (s/veh)	2.3	29.0	0.6	1.9	0.1	
Queue Delay	0.0	0.0	0.0	0.3	0.0	
Total Delay (s/veh)	2.3	29.0	0.6	2.2	0.1	
LOS	A	C	A	A	A	
Approach Delay (s/veh)			2.0	2.1		
Approach LOS			A	A		
Queue Length 50th (m)	0.0	7.2	4.1	16.4	0.0	
Queue Length 95th (m)	0.0	m13.4	4.1	21.0	m0.0	
Internal Link Dist (m)			243.2	172.5		
Turn Bay Length (m)		50.0			90.0	
Base Capacity (vph)	310	224	4324	3939	1091	
Starvation Cap Reductn	0	0	0	1005	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.14	0.38	0.38	0.69	0.08	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 108 (68%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 115	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay (s/veh): 2.1	Intersection LOS: A
Intersection Capacity Utilization 86.0%	ICU Level of Service E
Analysis Period (min) 15	

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

Splits and Phases: 5: Erin Mills Parkway & Erin Mills Town Centre

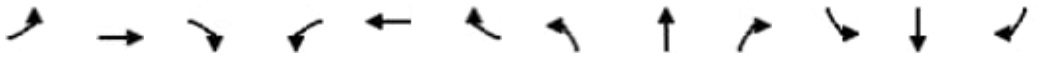




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	38	0	0	0	76	1446	25	0	1824	74
Future Volume (vph)	0	0	38	0	0	0	76	1446	25	0	1824	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)			6.0				3.0	8.2			8.2	8.2
Lane Util. Factor			1.00				1.00	0.91			0.91	1.00
Frpb, ped/bikes			0.98				1.00	1.00			1.00	0.97
Flpb, ped/bikes			1.00				1.00	1.00			1.00	1.00
Frt			0.87				1.00	1.00			1.00	0.85
Flt Protected			1.00				0.95	1.00			1.00	1.00
Satd. Flow (prot)			1258				1504	4921			4932	1346
Flt Permitted			1.00				0.08	1.00			1.00	1.00
Satd. Flow (perm)			1258				125	4921			4932	1346
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	42	0	0	0	84	1607	28	0	2027	82
RTOR Reduction (vph)	0	0	40	0	0	0	0	1	0	0	0	17
Lane Group Flow (vph)	0	0	2	0	0	0	84	1634	0	0	2027	65
Confl. Peds. (#/hr)	3		3	3		3	11		1	1		11
Confl. Bikes (#/hr)			2									
Heavy Vehicles (%)	0%	0%	19%	0%	0%	0%	12%	4%	0%	0%	4%	9%
Turn Type			Perm				pm+pt	NA			NA	Perm
Protected Phases					3		1	6			2	
Permitted Phases			8	3			6			2		2
Actuated Green, G (s)			8.0				137.8	137.8			126.6	126.6
Effective Green, g (s)			8.0				137.8	137.8			126.6	126.6
Actuated g/C Ratio			0.05				0.86	0.86			0.79	0.79
Clearance Time (s)			6.0				3.0	8.2			8.2	8.2
Vehicle Extension (s)			3.0				3.0	3.0			3.0	3.0
Lane Grp Cap (vph)			62				178	4238			3902	1065
v/s Ratio Prot							c0.02	0.33			c0.41	
v/s Ratio Perm			c0.00				0.38					0.05
v/c Ratio			0.03				0.47	0.39			0.52	0.06
Uniform Delay, d1			72.3				4.1	2.3			5.9	3.7
Progression Factor			1.00				6.22	0.17			0.26	0.00
Incremental Delay, d2			0.2				1.6	0.2			0.3	0.1
Delay (s)			72.5				27.0	0.6			1.9	0.1
Level of Service			E				C	A			A	A
Approach Delay (s/veh)		72.5			0.0			1.9			1.8	
Approach LOS		E			A			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	2.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	17.2
Intersection Capacity Utilization	86.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

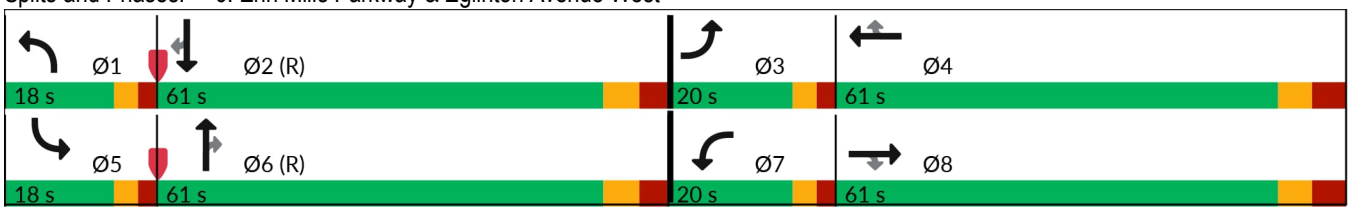


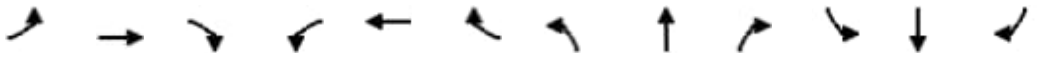
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	187	1044	264	220	644	291	141	1061	166	299	1468	87
Future Volume (vph)	187	1044	264	220	644	291	141	1061	166	299	1468	87
Lane Group Flow (vph)	197	1099	278	232	678	306	148	1117	175	315	1545	92
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4			6			2
Detector Phase	3	8	8	7	4	4	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	10.0	10.0	7.0	10.0	10.0	7.0	10.0	10.0	7.0	10.0	10.0
Minimum Split (s)	12.0	60.1	60.1	12.0	60.1	60.1	12.0	53.5	53.5	12.0	53.5	53.5
Total Split (s)	20.0	61.0	61.0	20.0	61.0	61.0	18.0	61.0	61.0	18.0	61.0	61.0
Total Split (%)	12.5%	38.1%	38.1%	12.5%	38.1%	38.1%	11.3%	38.1%	38.1%	11.3%	38.1%	38.1%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.3	4.3	3.0	4.3	4.3
All-Red Time (s)	2.0	4.1	4.1	2.0	4.1	4.1	2.0	3.2	3.2	2.0	3.2	3.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	8.1	8.1	5.0	8.1	8.1	5.0	7.5	7.5	5.0	7.5	7.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	14.0	45.7	45.7	14.6	46.3	46.3	12.2	53.5	53.5	20.6	61.8	61.8
Actuated g/C Ratio	0.09	0.29	0.29	0.09	0.29	0.29	0.08	0.33	0.33	0.13	0.39	0.39
v/c Ratio	0.73	0.77	0.54	0.83	0.47	0.56	0.63	0.68	0.29	0.80	0.81	0.16
Control Delay (s/veh)	87.4	55.8	19.1	95.3	47.5	20.5	83.7	48.3	6.0	78.0	68.6	23.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	87.4	55.8	19.1	95.3	47.5	20.5	83.7	48.3	6.0	78.0	68.6	23.1
LOS	F	E	B	F	D	C	F	D	A	E	E	C
Approach Delay (s/veh)		53.3			49.8			46.8			67.9	
Approach LOS		D			D			D			E	
Queue Length 50th (m)	31.8	117.6	24.7	37.9	65.8	29.9	23.8	112.2	0.0	52.6	156.8	8.5
Queue Length 95th (m)	45.8	126.1	50.9	#58.7	73.9	57.7	36.1	128.7	16.8	#97.4	#188.9	22.3
Internal Link Dist (m)		311.2			233.2			756.7			243.2	
Turn Bay Length (m)	80.0		100.0	100.0		135.0	150.0		135.0	200.0		125.0
Base Capacity (vph)	289	1662	572	286	1630	591	256	1649	602	396	1906	590
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.66	0.49	0.81	0.42	0.52	0.58	0.68	0.29	0.80	0.81	0.16

Intersection Summary		
Cycle Length: 160		
Actuated Cycle Length: 160		
Offset: 69 (43%), Referenced to phase 2:SBT and 6:NBT, Start of Green		
Natural Cycle: 140		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.83		
Intersection Signal Delay (s/veh): 55.7	Intersection LOS: E	
Intersection Capacity Utilization 115.8%	ICU Level of Service H	
Analysis Period (min) 15		

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

Splits and Phases: 6: Erin Mills Parkway & Eglinton Avenue West





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	187	1044	264	220	644	291	141	1061	166	299	1468	87
Future Volume (vph)	187	1044	264	220	644	291	141	1061	166	299	1468	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	5.0	8.1	8.1	5.0	8.1	8.1	5.0	7.5	7.5	5.0	7.5	7.5
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.92	1.00	1.00	0.97	1.00	1.00	0.97	1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3083	5029	1361	3054	4932	1399	3083	4932	1454	3083	4932	1363
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3083	5029	1361	3054	4932	1399	3083	4932	1454	3083	4932	1363
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	197	1099	278	232	678	306	148	1117	175	315	1545	92
RTOR Reduction (vph)	0	0	130	0	0	137	0	0	116	0	0	56
Lane Group Flow (vph)	197	1099	148	232	678	169	148	1117	59	315	1545	36
Confl. Peds. (#/hr)	15		73	73		15	29		13	13		29
Confl. Bikes (#/hr)			1						1			
Heavy Vehicles (%)	6%	2%	2%	7%	4%	5%	6%	4%	1%	6%	4%	6%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4			6			2
Actuated Green, G (s)	14.0	45.7	45.7	14.6	46.3	46.3	12.2	53.5	53.5	20.6	61.9	61.9
Effective Green, g (s)	14.0	45.7	45.7	14.6	46.3	46.3	12.2	53.5	53.5	20.6	61.9	61.9
Actuated g/C Ratio	0.09	0.29	0.29	0.09	0.29	0.29	0.08	0.33	0.33	0.13	0.39	0.39
Clearance Time (s)	5.0	8.1	8.1	5.0	8.1	8.1	5.0	7.5	7.5	5.0	7.5	7.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	269	1436	388	278	1427	404	235	1649	486	396	1908	527
v/s Ratio Prot	0.06	c0.22		c0.08	0.14		0.05	0.23		c0.10	c0.31	
v/s Ratio Perm			0.11			0.12			0.04			0.03
v/c Ratio	0.73	0.77	0.38	0.83	0.48	0.42	0.63	0.68	0.12	0.80	0.81	0.07
Uniform Delay, d1	71.2	52.2	45.8	71.5	46.8	46.0	71.7	45.8	36.9	67.7	43.8	30.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.46	4.77
Incremental Delay, d2	9.9	2.5	0.6	19.0	0.3	0.7	5.2	2.3	0.5	9.3	3.4	0.2
Delay (s)	81.0	54.7	46.4	90.5	47.1	46.7	76.9	48.1	37.4	75.0	67.3	147.4
Level of Service	F	D	D	F	D	D	E	D	D	E	E	F
Approach Delay (s/veh)		56.6			55.3			49.8			72.3	
Approach LOS		E			E			D			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	59.7	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.6
Intersection Capacity Utilization	115.8%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	172	62	3	184	58	6
Future Vol, veh/h	172	62	3	184	58	6
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	1	0	33	1	0	17
Mvmt Flow	202	73	4	216	68	7
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	9.2	10.1	8.8
HCM LOS	A	B	A

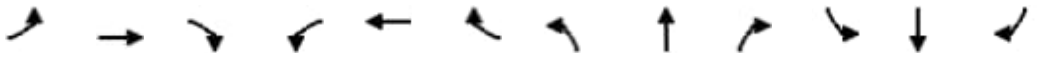
Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	91%	0%	2%
Vol Thru, %	0%	74%	98%
Vol Right, %	9%	26%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	64	234	187
LT Vol	58	0	3
Through Vol	0	172	184
RT Vol	6	62	0
Lane Flow Rate	75	275	220
Geometry Grp	1	1	1
Degree of Util (X)	0.108	0.322	0.302
Departure Headway (Hd)	5.144	4.216	4.94
Convergence, Y/N	Yes	Yes	Yes
Cap	696	853	728
Service Time	3.178	2.236	2.963
HCM Lane V/C Ratio	0.108	0.322	0.302
HCM Control Delay, s/veh	8.8	9.2	10.1
HCM Lane LOS	A	A	B
HCM 95th-tile Q	0.4	1.4	1.3

Intersection	
Intersection Delay, s/veh	14.1
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	204	233	238	6	3	115
Future Vol, veh/h	204	233	238	6	3	115
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	240	274	280	7	4	135
Number of Lanes	0	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	1
HCM Control Delay, s/veh	17	11	9.9
HCM LOS	C	B	A

Lane	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	47%	0%	100%	0%
Vol Thru, %	53%	98%	0%	0%
Vol Right, %	0%	2%	0%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	437	244	3	115
LT Vol	204	0	3	0
Through Vol	233	238	0	0
RT Vol	0	6	0	115
Lane Flow Rate	514	287	4	135
Geometry Grp	2	2	5	5
Degree of Util (X)	0.673	0.387	0.007	0.214
Departure Headway (Hd)	4.71	4.856	6.91	5.691
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	761	732	521	635
Service Time	2.782	2.94	4.61	3.391
HCM Lane V/C Ratio	0.675	0.392	0.008	0.213
HCM Control Delay, s/veh	17	11	9.7	9.9
HCM Lane LOS	C	B	A	A
HCM 95th-tile Q	5.3	1.8	0	0.8

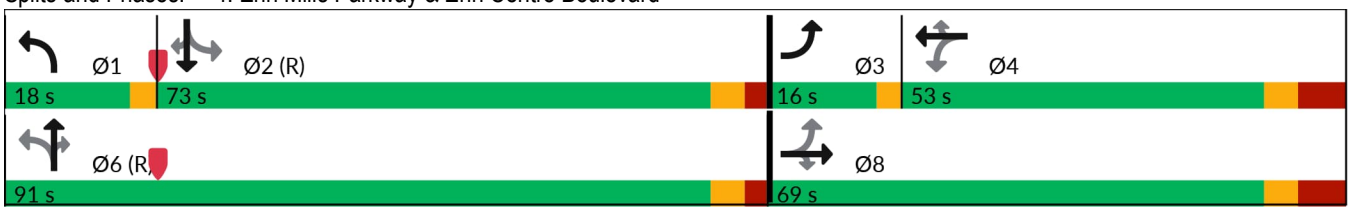


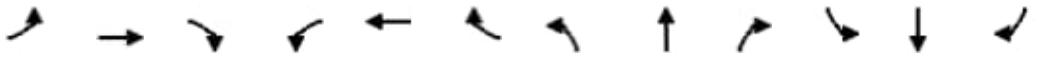
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	206	170	105	139	128	81	160	1561	203	60	1488	219
Future Volume (vph)	206	170	105	139	128	81	160	1561	203	60	1488	219
Lane Group Flow (vph)	224	185	114	151	139	88	174	1697	221	65	1617	238
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases	3	8			4		1	6			2	
Permitted Phases	8		8	4		4	6		6	2		2
Detector Phase	3	8	8	4	4	4	1	6	6	2	2	2
Switch Phase												
Minimum Initial (s)	7.0	10.0	10.0	10.0	10.0	10.0	7.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.0	57.8	57.8	57.8	57.8	57.8	10.0	42.8	42.8	42.8	42.8	42.8
Total Split (s)	16.0	69.0	69.0	53.0	53.0	53.0	18.0	91.0	91.0	73.0	73.0	73.0
Total Split (%)	10.0%	43.1%	43.1%	33.1%	33.1%	33.1%	11.3%	56.9%	56.9%	45.6%	45.6%	45.6%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	3.0	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	0.0	5.8	5.8	5.8	5.8	5.8	0.0	2.6	2.6	2.6	2.6	2.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	9.8	9.8	9.8	9.8	9.8	3.0	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead			Lag	Lag	Lag	Lead			Lag	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	50.0	43.2	43.2	27.2	27.2	27.2	104.0	100.2	100.2	79.7	79.7	79.7
Actuated g/C Ratio	0.31	0.27	0.27	0.17	0.17	0.17	0.65	0.63	0.63	0.50	0.50	0.50
v/c Ratio	0.62	0.37	0.26	0.80	0.44	0.29	0.69	0.54	0.22	0.60	0.65	0.29
Control Delay (s/veh)	51.0	48.1	7.5	91.0	62.0	19.1	57.2	17.0	4.2	59.1	33.1	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total Delay (s/veh)	51.0	48.1	7.5	91.0	62.0	19.1	57.2	17.1	4.2	59.1	33.1	4.1
LOS	D	D	A	F	E	B	E	B	A	E	C	A
Approach Delay (s/veh)		40.5			63.6			19.1			30.4	
Approach LOS		D			E			B			C	
Queue Length 50th (m)	57.0	48.1	0.0	46.8	40.2	5.7	41.7	81.7	1.5	14.7	139.8	0.0
Queue Length 95th (m)	73.9	64.1	13.9	67.7	57.1	20.2	68.6	116.1	17.0	#45.8	181.2	16.6
Internal Link Dist (m)		346.4			91.7			172.5			558.0	
Turn Bay Length (m)	105.0			75.0		110.0	130.0		105.0	155.0		115.0
Base Capacity (vph)	362	688	560	300	507	438	261	3148	990	109	2481	824
Starvation Cap Reductn	0	0	0	0	0	0	0	329	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.27	0.20	0.50	0.27	0.20	0.67	0.60	0.22	0.60	0.65	0.29

Intersection Summary		
Cycle Length: 160		
Actuated Cycle Length: 160		
Offset: 44 (28%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green		
Natural Cycle: 145		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.80		
Intersection Signal Delay (s/veh): 29.2	Intersection LOS: C	
Intersection Capacity Utilization 94.4%	ICU Level of Service F	
Analysis Period (min) 15		

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

Splits and Phases: 4: Erin Mills Parkway & Erin Centre Boulevard





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	206	170	105	139	128	81	160	1561	203	60	1488	219
Future Volume (vph)	206	170	105	139	128	81	160	1561	203	60	1488	219
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	3.0	9.8	9.8	9.8	9.8	9.8	3.0	6.8	6.8	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	0.98	1.00	1.00	0.96	1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1644	1860	1321	1651	1879	1442	1636	5029	1450	1682	4980	1416
Flt Permitted	0.57	1.00	1.00	0.64	1.00	1.00	0.08	1.00	1.00	0.12	1.00	1.00
Satd. Flow (perm)	992	1860	1321	1114	1879	1442	141	5029	1450	220	4980	1416
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	224	185	114	151	139	88	174	1697	221	65	1617	238
RTOR Reduction (vph)	0	0	83	0	0	56	0	0	83	0	0	119
Lane Group Flow (vph)	224	185	31	151	139	32	174	1697	138	65	1617	119
Confl. Peds. (#/hr)	10		13	13		10	9		8	8		9
Confl. Bikes (#/hr)			3			2			1			3
Heavy Vehicles (%)	2%	1%	11%	1%	0%	2%	3%	2%	0%	0%	3%	2%
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases	3	8			4		1	6			2	
Permitted Phases	8		8	4		4	6		6	2		2
Actuated Green, G (s)	43.2	43.2	43.2	27.2	27.2	27.2	100.2	100.2	100.2	79.8	79.8	79.8
Effective Green, g (s)	43.2	43.2	43.2	27.2	27.2	27.2	100.2	100.2	100.2	79.8	79.8	79.8
Actuated g/C Ratio	0.27	0.27	0.27	0.17	0.17	0.17	0.63	0.63	0.63	0.50	0.50	0.50
Clearance Time (s)	3.0	9.8	9.8	9.8	9.8	9.8	3.0	6.8	6.8	6.8	6.8	6.8
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	320	502	356	189	319	245	250	3149	908	109	2483	706
v/s Ratio Prot	c0.06	0.10			0.07		c0.08	0.34			0.32	
v/s Ratio Perm	0.13		0.02	c0.14		0.02	c0.36		0.10	0.30		0.08
v/c Ratio	0.70	0.37	0.09	0.80	0.44	0.13	0.70	0.54	0.15	0.60	0.65	0.17
Uniform Delay, d1	50.9	47.3	43.7	63.8	59.5	56.4	30.8	16.9	12.4	28.6	29.8	21.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.74	0.92	2.04	1.00	1.00	1.00
Incremental Delay, d2	6.7	0.5	0.1	20.5	1.0	0.2	7.3	0.6	0.3	21.8	1.3	0.5
Delay (s)	57.6	47.8	43.8	84.3	60.5	56.6	60.9	16.0	25.5	50.4	31.1	22.5
Level of Service	E	D	D	F	E	E	E	B	C	D	C	C
Approach Delay (s/veh)		51.1			69.1			20.8			30.7	
Approach LOS		D			E			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	31.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	22.6
Intersection Capacity Utilization	94.4%	ICU Level of Service	F
Analysis Period (min)	15		

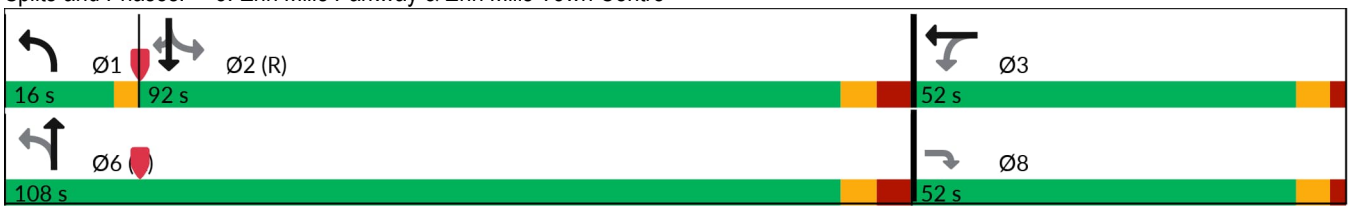
c Critical Lane Group

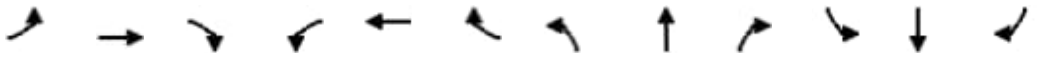
Lane Group	EBR	NBL	NBT	SBT	SBR	Ø3
Lane Configurations						
Traffic Volume (vph)	152	108	1935	1585	147	
Future Volume (vph)	152	108	1935	1585	147	
Lane Group Flow (vph)	160	114	2111	1668	155	
Turn Type	Perm	pm+pt	NA	NA	Perm	
Protected Phases		1	6	2		3
Permitted Phases	8	6			2	
Detector Phase	8	1	6	2	2	
Switch Phase						
Minimum Initial (s)	10.0	7.0	10.0	10.0	10.0	10.0
Minimum Split (s)	50.0	10.0	44.2	44.2	44.2	50.0
Total Split (s)	52.0	16.0	108.0	92.0	92.0	52.0
Total Split (%)	32.5%	10.0%	67.5%	57.5%	57.5%	33%
Yellow Time (s)	4.0	3.0	4.2	4.2	4.2	4.0
All-Red Time (s)	2.0	0.0	4.0	4.0	4.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	3.0	8.2	8.2	8.2	
Lead/Lag		Lead		Lag	Lag	
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	C-Max	None
Act Effct Green (s)	11.0	140.0	134.8	122.8	122.8	
Actuated g/C Ratio	0.07	0.88	0.84	0.77	0.77	
v/c Ratio	0.64	0.45	0.50	0.43	0.14	
Control Delay (s/veh)	22.0	16.7	1.9	2.1	0.2	
Queue Delay	0.0	0.0	0.0	0.1	0.0	
Total Delay (s/veh)	22.0	16.7	1.9	2.2	0.2	
LOS	C	B	A	A	A	
Approach Delay (s/veh)			2.7	2.0		
Approach LOS			A	A		
Queue Length 50th (m)	0.6	6.2	18.2	18.8	0.0	
Queue Length 95th (m)	23.7	m13.3	27.5	21.4	0.0	
Internal Link Dist (m)			243.2	172.5		
Turn Bay Length (m)		50.0			90.0	
Base Capacity (vph)	544	291	4217	3858	1115	
Starvation Cap Reductn	0	0	314	593	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.29	0.39	0.54	0.51	0.14	

Intersection Summary			
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 49 (31%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay (s/veh): 3.1		Intersection LOS: A	
Intersection Capacity Utilization 97.5%		ICU Level of Service F	
Analysis Period (min) 15			

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

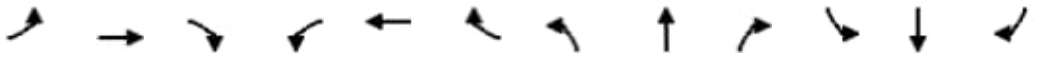
Splits and Phases: 5: Erin Mills Parkway & Erin Mills Town Centre





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	152	0	0	0	108	1935	70	0	1585	147
Future Volume (vph)	0	0	152	0	0	0	108	1935	70	0	1585	147
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)			6.0				3.0	8.2			8.2	8.2
Lane Util. Factor			1.00				1.00	0.91			0.91	1.00
Frpb, ped/bikes			1.00				1.00	1.00			1.00	0.97
Flpb, ped/bikes			1.00				1.00	1.00			1.00	1.00
Frt			0.87				1.00	0.99			1.00	0.85
Flt Protected			1.00				0.95	1.00			1.00	1.00
Satd. Flow (prot)			1504				1604	5002			5029	1407
Flt Permitted			1.00				0.12	1.00			1.00	1.00
Satd. Flow (perm)			1504				203	5002			5029	1407
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	160	0	0	0	114	2037	74	0	1668	155
RTOR Reduction (vph)	0	0	147	0	0	0	0	1	0	0	0	36
Lane Group Flow (vph)	0	0	13	0	0	0	114	2110	0	0	1668	119
Confl. Peds. (#/hr)	1					1	13		1	1		13
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%	5%	2%	0%	0%	2%	4%
Turn Type			Perm				pm+pt	NA			NA	Perm
Protected Phases					3		1	6			2	
Permitted Phases			8	3			6			2		2
Actuated Green, G (s)			11.0				134.8	134.8			122.7	122.7
Effective Green, g (s)			11.0				134.8	134.8			122.7	122.7
Actuated g/C Ratio			0.07				0.84	0.84			0.77	0.77
Clearance Time (s)			6.0				3.0	8.2			8.2	8.2
Vehicle Extension (s)			3.0				3.0	3.0			3.0	3.0
Lane Grp Cap (vph)			103				250	4214			3856	1078
v/s Ratio Prot							0.03	c0.42			0.33	
v/s Ratio Perm			c0.01				0.36					0.08
v/c Ratio			0.12				0.46	0.50			0.43	0.11
Uniform Delay, d1			70.0				3.4	3.4			6.5	4.8
Progression Factor			1.00				9.04	0.45			0.27	0.00
Incremental Delay, d2			0.5				0.9	0.3			0.3	0.2
Delay (s)			70.5				31.2	1.8			2.0	0.2
Level of Service			E				C	A			A	A
Approach Delay (s/veh)		70.5			0.0			3.3			1.9	
Approach LOS		E			A			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	5.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	17.2
Intersection Capacity Utilization	97.5%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

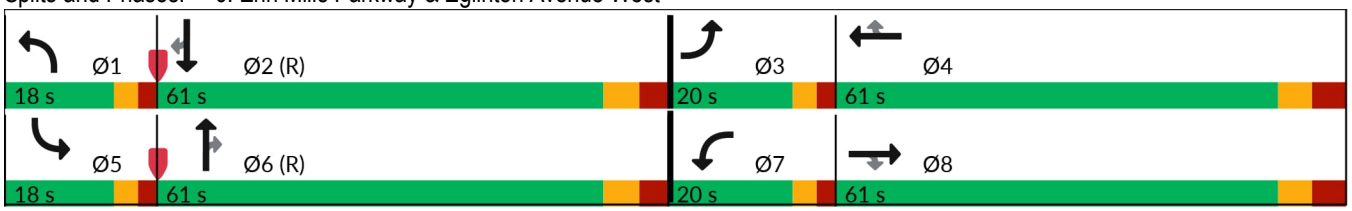


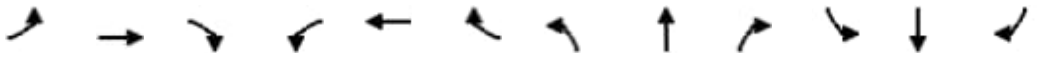
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	785	213	225	1011	421	281	1511	112	242	1314	177
Future Volume (vph)	170	785	213	225	1011	421	281	1511	112	242	1314	177
Lane Group Flow (vph)	173	801	217	230	1032	430	287	1542	114	247	1341	181
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4			6			2
Detector Phase	3	8	8	7	4	4	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	10.0	10.0	7.0	10.0	10.0	7.0	10.0	10.0	7.0	10.0	10.0
Minimum Split (s)	12.0	60.1	60.1	12.0	60.1	60.1	12.0	53.5	53.5	12.0	53.5	53.5
Total Split (s)	20.0	61.0	61.0	20.0	61.0	61.0	18.0	61.0	61.0	18.0	61.0	61.0
Total Split (%)	12.5%	38.1%	38.1%	12.5%	38.1%	38.1%	11.3%	38.1%	38.1%	11.3%	38.1%	38.1%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.3	4.3	3.0	4.3	4.3
All-Red Time (s)	2.0	4.1	4.1	2.0	4.1	4.1	2.0	3.2	3.2	2.0	3.2	3.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	8.1	8.1	5.0	8.1	8.1	5.0	7.5	7.5	5.0	7.5	7.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	13.2	43.7	43.7	14.5	45.0	45.0	19.4	60.0	60.0	16.2	56.8	56.8
Actuated g/C Ratio	0.08	0.27	0.27	0.09	0.28	0.28	0.12	0.38	0.38	0.10	0.36	0.36
v/c Ratio	0.64	0.58	0.42	0.80	0.72	0.78	0.72	0.82	0.20	0.76	0.74	0.29
Control Delay (s/veh)	82.2	51.3	10.9	91.5	54.6	38.2	78.1	50.4	6.7	103.2	31.7	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	82.2	51.3	10.9	91.5	54.6	38.2	78.1	50.4	6.7	103.2	31.7	5.0
LOS	F	D	B	F	D	D	E	D	A	F	C	A
Approach Delay (s/veh)		48.4			55.4			51.9			38.9	
Approach LOS		D			E			D			D	
Queue Length 50th (m)	27.8	80.9	7.9	37.5	109.0	73.8	45.2	167.9	0.0	42.4	76.9	0.0
Queue Length 95th (m)	40.6	87.8	28.1	#55.7	116.9	110.1	#82.9	193.2	14.0	#70.2	91.5	16.5
Internal Link Dist (m)		311.2			233.2			756.7			243.2	
Turn Bay Length (m)	80.0		100.0	100.0		135.0	150.0		135.0	200.0		125.0
Base Capacity (vph)	306	1679	592	297	1679	617	396	1885	583	327	1802	632
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.48	0.37	0.77	0.61	0.70	0.72	0.82	0.20	0.76	0.74	0.29

Intersection Summary		
Cycle Length: 160		
Actuated Cycle Length: 160		
Offset: 51 (32%), Referenced to phase 2:SBT and 6:NBT, Start of Green		
Natural Cycle: 140		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.82		
Intersection Signal Delay (s/veh): 48.7	Intersection LOS: D	
Intersection Capacity Utilization 109.8%	ICU Level of Service H	
Analysis Period (min) 15		

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

Splits and Phases: 6: Erin Mills Parkway & Eglinton Avenue West





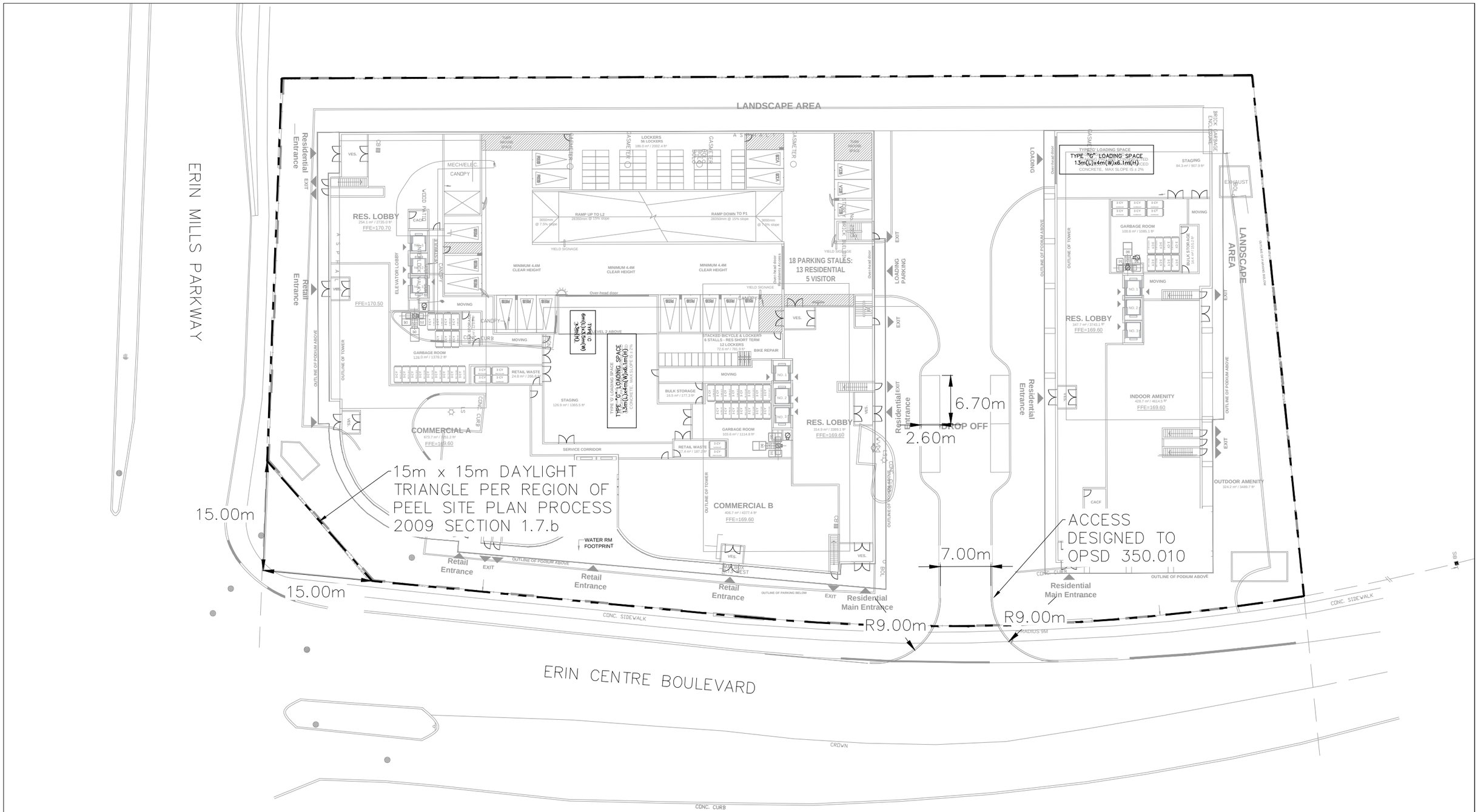
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	785	213	225	1011	421	281	1511	112	242	1314	177
Future Volume (vph)	170	785	213	225	1011	421	281	1511	112	242	1314	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	5.0	8.1	8.1	5.0	8.1	8.1	5.0	7.5	7.5	5.0	7.5	7.5
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3268	5079	1420	3173	5079	1478	3268	5029	1365	3236	5079	1454
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3268	5079	1420	3173	5079	1478	3268	5029	1365	3236	5079	1454
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	173	801	217	230	1032	430	287	1542	114	247	1341	181
RTOR Reduction (vph)	0	0	134	0	0	138	0	0	71	0	0	117
Lane Group Flow (vph)	173	801	83	230	1032	292	287	1542	43	247	1341	64
Confl. Peds. (#/hr)			39	39			23					23
Confl. Bikes (#/hr)			2						1			
Heavy Vehicles (%)	0%	1%	1%	3%	1%	2%	0%	2%	9%	1%	1%	0%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4			6			2
Actuated Green, G (s)	13.2	43.7	43.7	14.5	45.0	45.0	19.4	60.0	60.0	16.2	56.8	56.8
Effective Green, g (s)	13.2	43.7	43.7	14.5	45.0	45.0	19.4	60.0	60.0	16.2	56.8	56.8
Actuated g/C Ratio	0.08	0.27	0.27	0.09	0.28	0.28	0.12	0.38	0.38	0.10	0.36	0.36
Clearance Time (s)	5.0	8.1	8.1	5.0	8.1	8.1	5.0	7.5	7.5	5.0	7.5	7.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	269	1387	387	287	1428	415	396	1885	511	327	1803	516
v/s Ratio Prot	0.05	0.16		c0.07	c0.20		c0.09	c0.31		0.08	0.26	
v/s Ratio Perm			0.06			0.20			0.03			0.04
v/c Ratio	0.64	0.58	0.22	0.80	0.72	0.70	0.72	0.82	0.08	0.76	0.74	0.12
Uniform Delay, d1	71.1	50.2	44.9	71.3	51.9	51.5	67.7	45.1	32.3	70.0	45.2	34.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.31	0.63	0.82
Incremental Delay, d2	5.2	0.6	0.3	14.8	1.8	5.3	6.5	4.1	0.3	8.9	2.6	0.5
Delay (s)	76.3	50.8	45.2	86.1	53.7	56.9	74.2	49.2	32.6	100.4	31.1	29.0
Level of Service	E	D	D	F	D	E	E	D	C	F	C	C
Approach Delay (s/veh)		53.5			58.9			51.9			40.6	
Approach LOS		D			E			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	50.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.6
Intersection Capacity Utilization	109.8%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

APPENDIX F

Function Design Review



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Project No. 25054

Date Dec. 16, 2024

2555 ERIN CENTRE BLVD
MISSISSAUGA ONTARIO

5 0 5 10 15m
1:500

ACCESS REVIEW

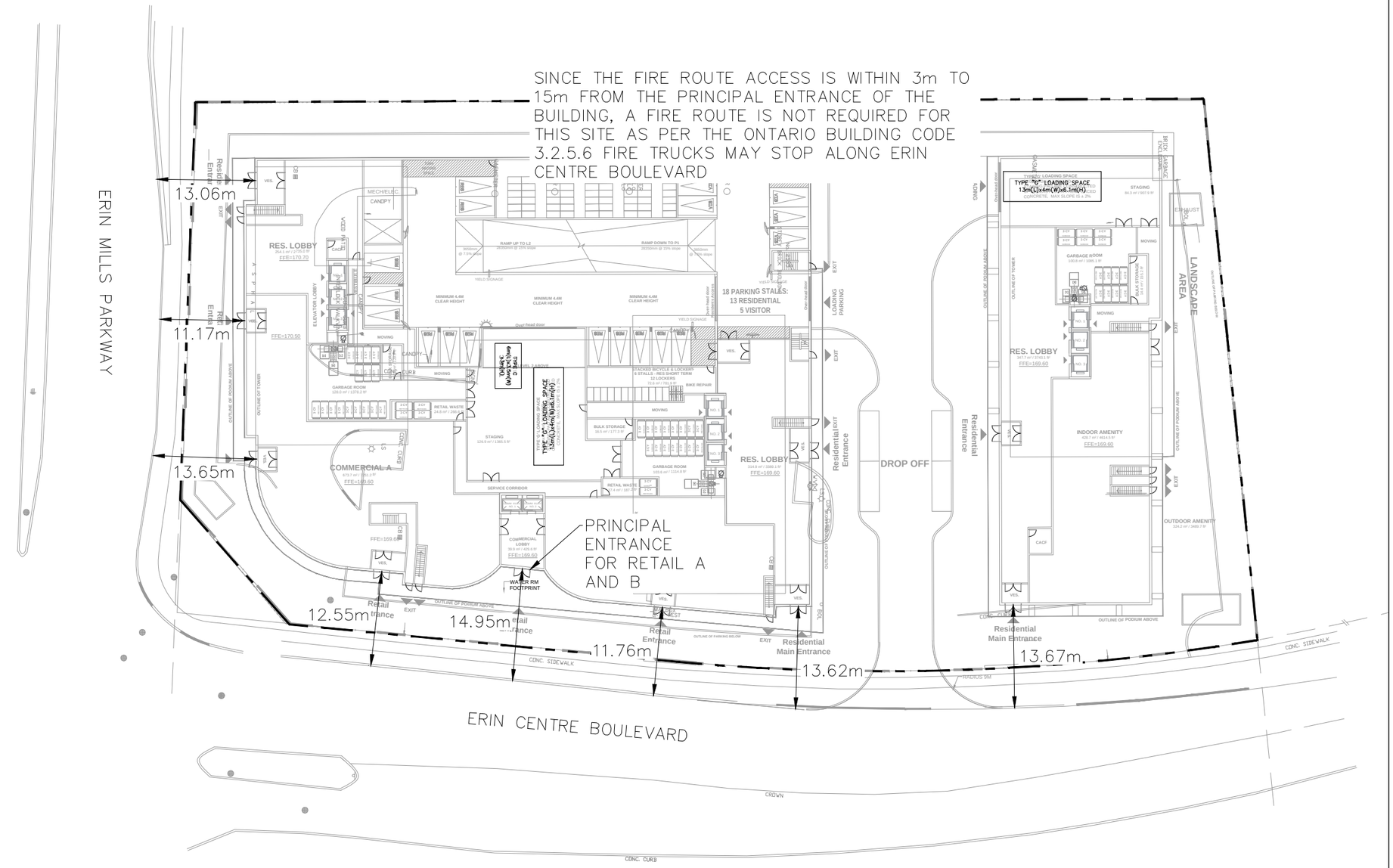
Drawing No. 000

NOTES:

AS PER THE ONTARIO BUILDING CODE 3.2.5

1. 5.5 LOCATION OF ACCESS ROUTES – ACCESS ROUTES SHALL BE LOCATED SO THAT THE PRINCIPAL ENTRANCE AND EVERY ACCESS OPENING ARE LOCATED NOT LESS THAN 3m AND NOT MORE THAN 15m FROM THE CLOSEST PORTION OF THE ACCESS ROUTE
2. 6.1 ACCESS ROUTE DESIGN – A PORTION OF A ROADWAY PROVIDED AS A REQUIRED ACCESS ROUTE FOR FIRE DEPARTMENT USE SHALL:
   - 2.1. 6.1.a HAVE A CLEAR WIDTH NOT LESS THAN 6m
   - 2.2. 6.1.b HAVE A CENTRELINE RADIUS NOT LESS THAN 12m
   - 2.3. 6.1.c HAVE AN OH CLEARANCE OF NOT LESS THAN 5m
   - 2.4. 6.1.f HAVE TURNAROUND FACILITIES FOR ANY DEAD–END PORTION OF THE ACCESS ROUTE MORE THAN 90m LONG
   - 2.5. 6.1.g BE CONNECTED WITH A PUBLIC THOROUGHFARE

SINCE THE FIRE ROUTE ACCESS IS WITHIN 3m TO 15m FROM THE PRINCIPAL ENTRANCE OF THE BUILDING, A FIRE ROUTE IS NOT REQUIRED FOR THIS SITE AS PER THE ONTARIO BUILDING CODE 3.2.5.6 FIRE TRUCKS MAY STOP ALONG ERIN CENTRE BOULEVARD



LEA Consulting Ltd. Consulting Engineers and Planners www.LEA.ca		Project No. 25054 Date Dec. 16, 2024		2555 ERIN CENTRE BLVD MISSISSAUGA ONTARIO 6 0 6 12 18m 1:600	FIRE ROUTE REVIEW Drawing No. 001

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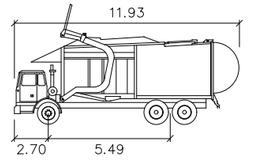
NOTES:

AS PER REGION OF PEEL WASTE COLLECTION DESIGN STANDARDS MANUAL (2020):

1. ACCESS ROAD – MIN. 6m ROADWAY WIDTH AND MIN. 4.4m CLEAR HEIGHT ALONG ACCESS ROAD
2. INDOOR WASTE COLLECTION SHOULD HAVE:
   - 2.1. MIN. 18m HEAD–ON APPROACH
   - 2.2. MIN. 6m WIDE CONCRETE PAD & MIN. 7.5m OVERHEAD CLEARANCE
   - 2.3. MIN. 10m² BULKY SET OUT AREA
3. ASSUME 3yd³ BINS USED (REFER TO APPENDIX 7 – WASTE BIN CALCULATIONS): EACH 3yd³ BIN REQUIRES A STAGING AREA OF 3m X 3m AND A STORAGE AREA OF 2.01m X 2.03m. RECYCLING GOVERNS THE STAGING AREA REQUIREMENT
   - 3.1. BLOCK A: FOR 704 UNITS, 14 GARBAGE (COMPACTED), 17 RECYCLING 3yd³ BINS ARE REQUIRED
     - 3.1.1. (STAGING AREA = 70.4m² + 10m² BULKY ITEMS)
   - 3.2. BLOCK B: FOR 340 UNITS, 6 GARBAGE (COMPACTED) & 8 RECYCLING 3yd³ BINS ARE REQUIRED
     - 3.2.1. (STAGING AREA = 31.8m² + 10m² BULKY ITEMS)
4. AS PER THE CITY OF MISSISSAUGA ZONING BY–LAW PART 3: REQUIRED LOADING SPACES SHALL HAVE AN UNOBSTRUCTED RECTANGULAR AREA WITH A MINIMUM WIDTH OF 3.5m AND A MINIMUM LENGTH OF 9.0m
5. A TRAINED ON–SITE STAFF MEMBER WILL BE AVAILABLE TO MANEUVER THE GARBAGE BINS FOR THE COLLECTION DRIVER AND ACT AS A FLAGMAN WHEN THE TRUCK IS REVERSING. IN THE EVENT THE ON–SITE STAFF MEMBER IS UNAVAILABLE AT THE TIME THE CITY COLLECTION VEHICLE ARRIVES AT THE SITE, THE COLLECTION VEHICLE WILL LEAVE THE SITE AND NOT RETURN UNTIL THE NEXT SCHEDULED COLLECTION DAY.
6. FLASHING BEACON TO BE ACTIVATED WHEN TRUCKS ENTER AND EXIT THE SITE. THE SYSTEM TO REMAIN ACTIVATED DURING THE DELIVERY AND UNTIL THE TRUCK EXITS THE SITE. WARNING SIGN TO BE MOUNTED BELOW THE FLASHING BEACON.



Garbage Peel (2020)

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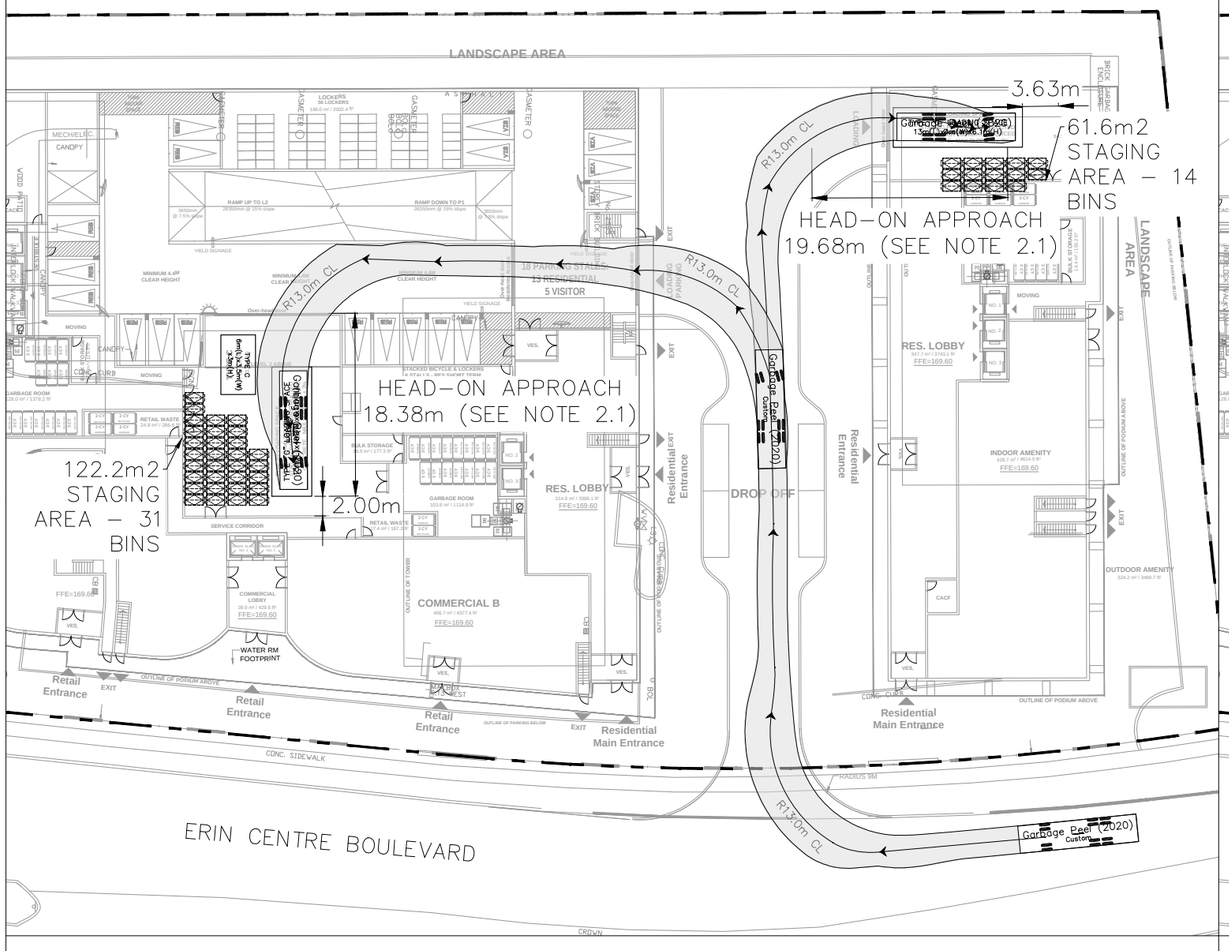
Track	: 2.77
Lock to Lock Time	: 6.0
Steering Angle	: 25.0

FORWARD IN
REVERSE OUT



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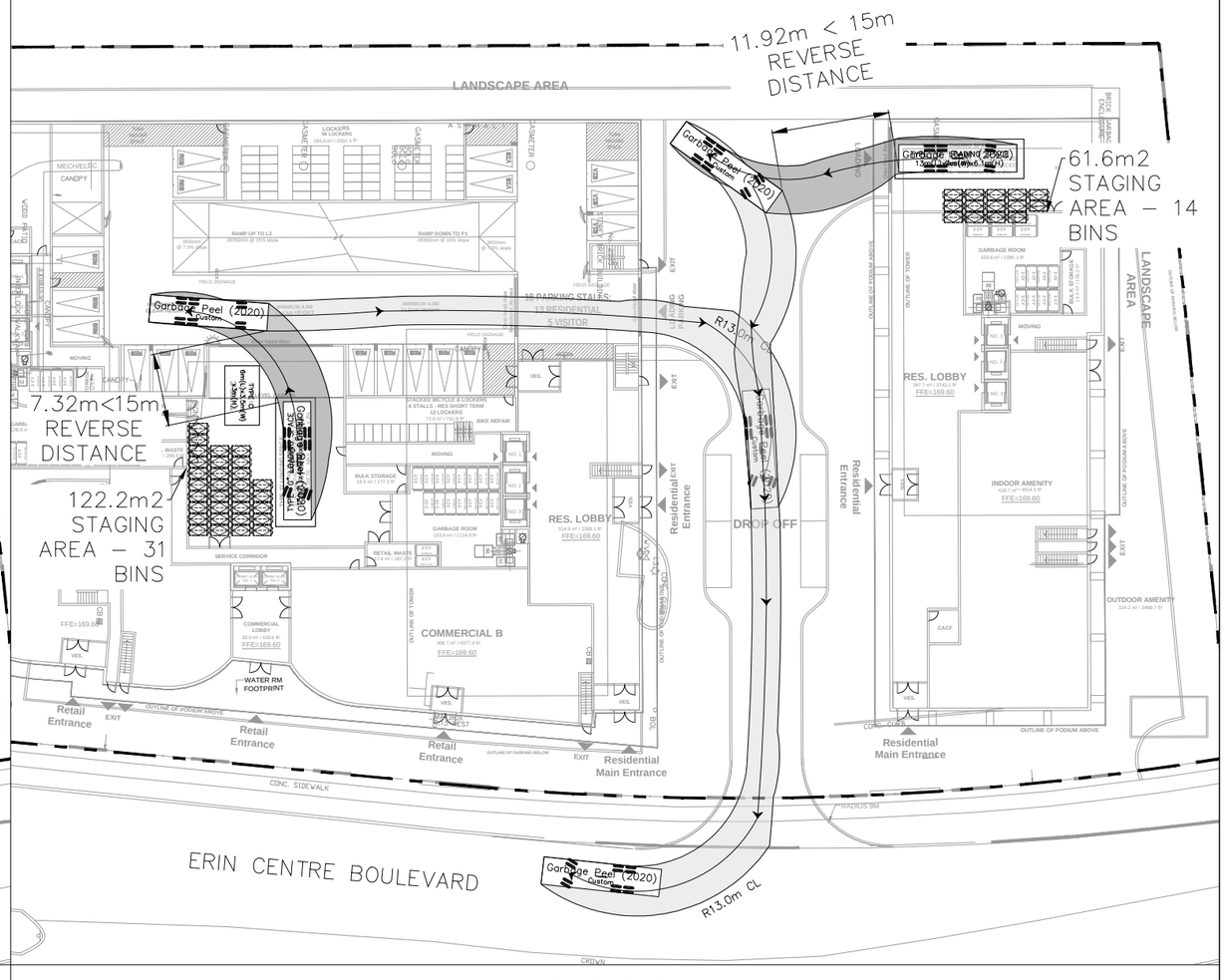

EXIT PATH

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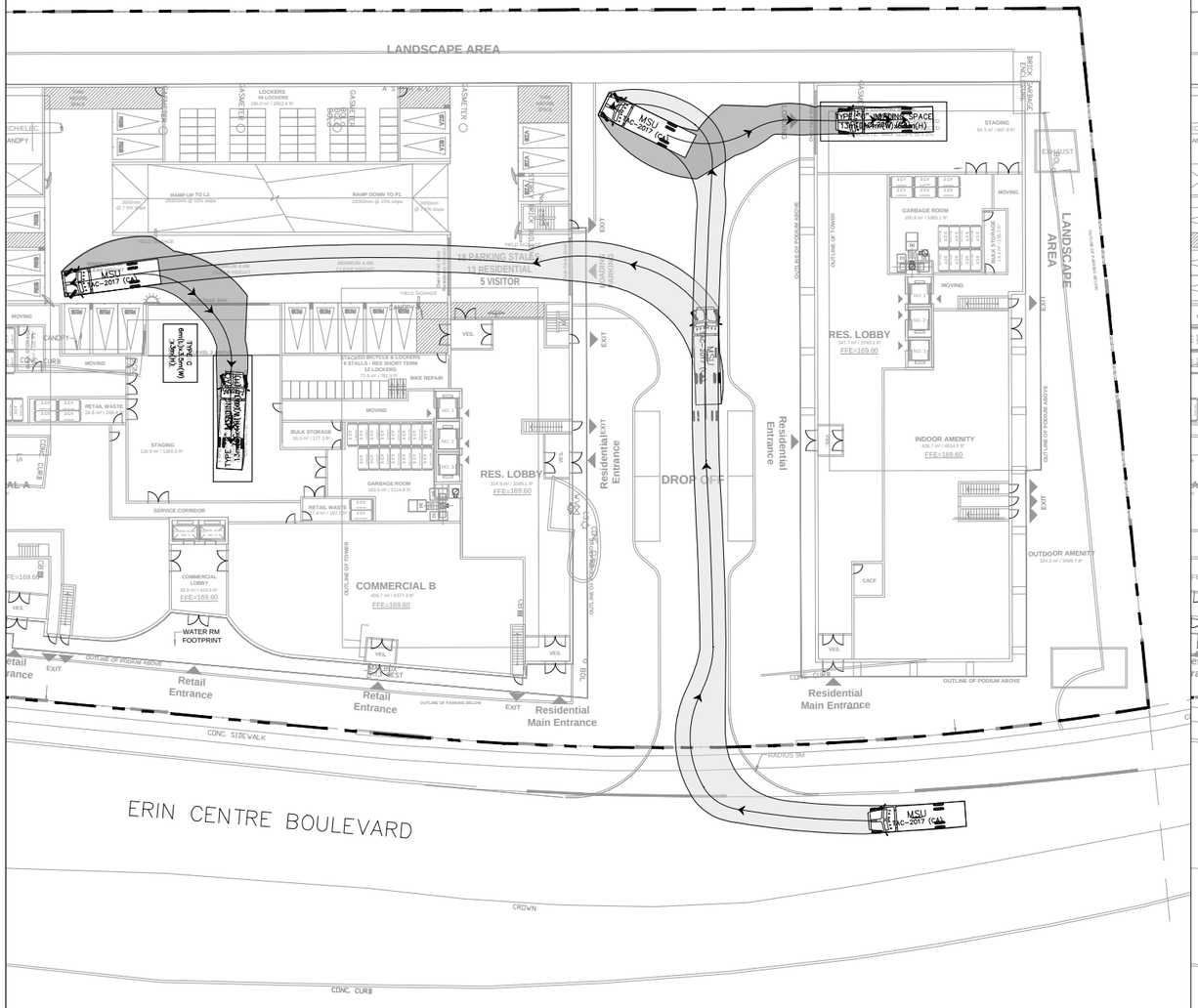
2555 ERIN CENTRE BLVD
MISSISSAUGA ONTARIO

6 0 6 12 18m
1:600

TYPE 'G' LOADING REVIEW PEEL REGION GARBAGE TRUCK ENTRY & EXIT PATHS

Drawing No. 002



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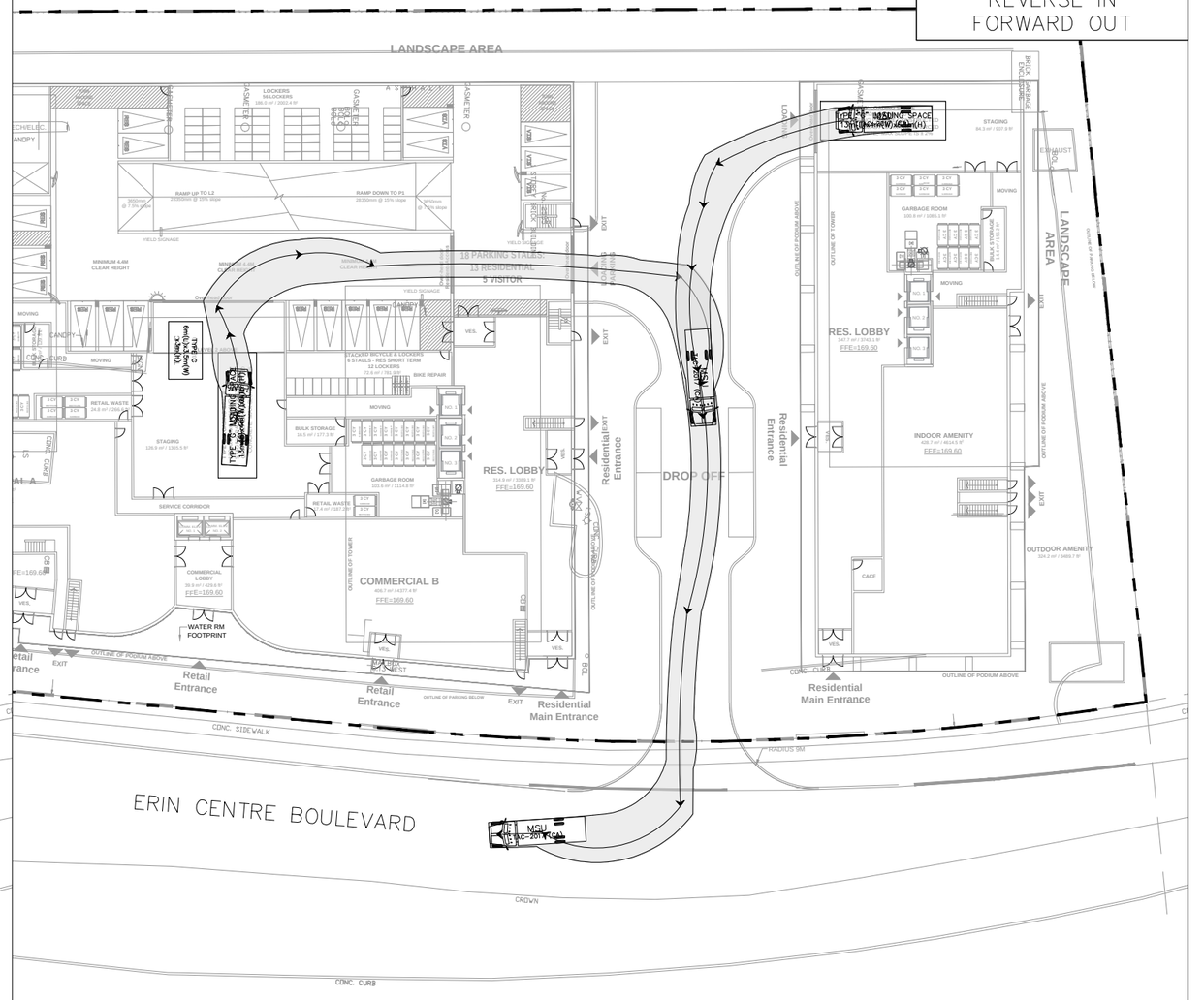

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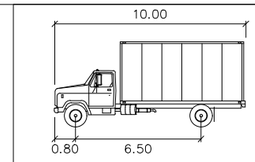

MSU

meters

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Track	: 2.60
Lock to Lock Time	: 6.0
Steering Angle	: 40.2

REVERSE IN FORWARD OUT

DRAWN BY: C.N. PLOT DATE: December 16, 2024

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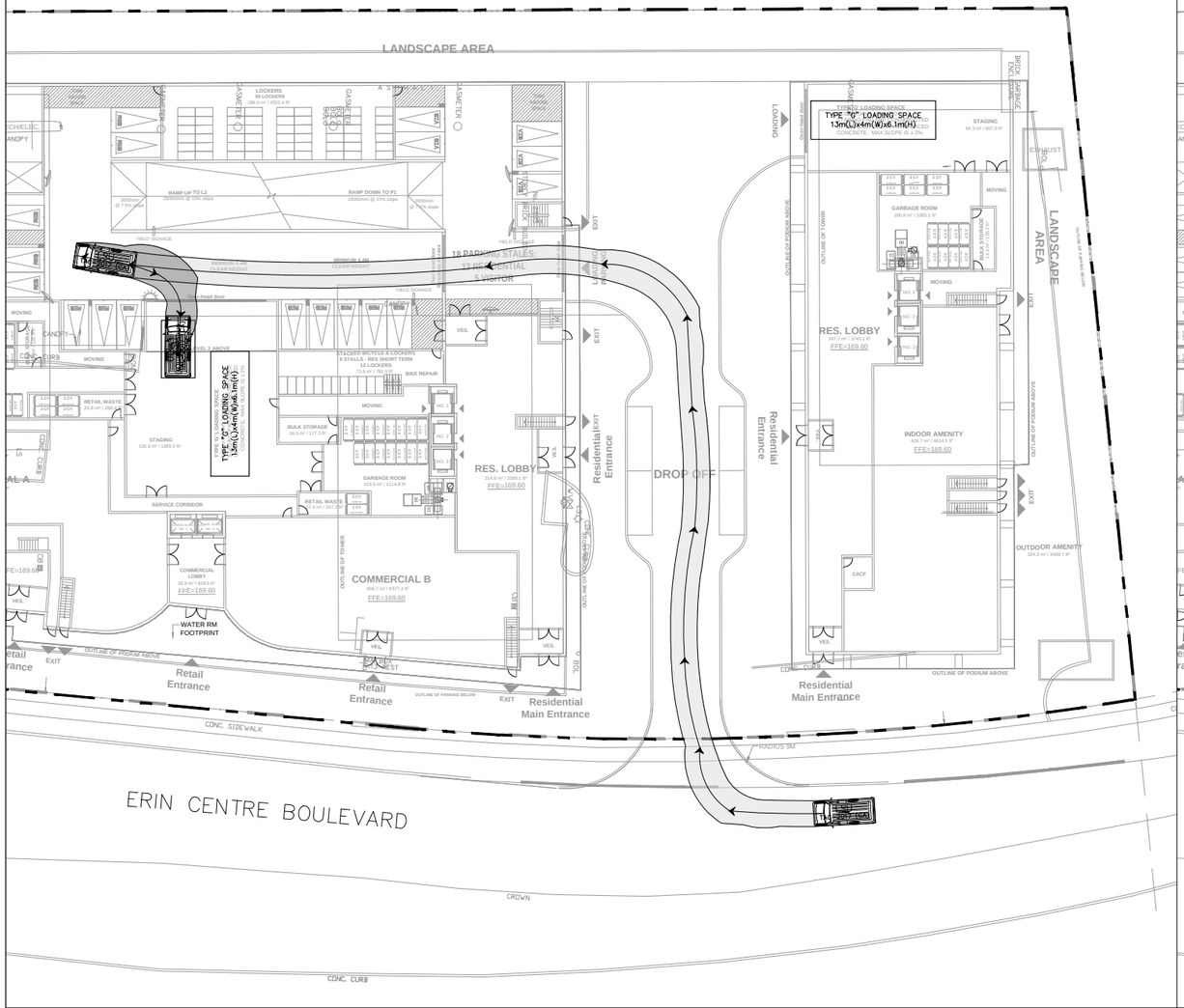
2555 ERIN CENTRE BLVD
MISSISSAUGA ONTARIO

6 0 6 12 18m
1:600

TYPE 'G' LOADING REVIEW
MOVING/DELIVERY VEHICLE (MSU)
ENTRY & EXIT PATHS

Drawing No. 003



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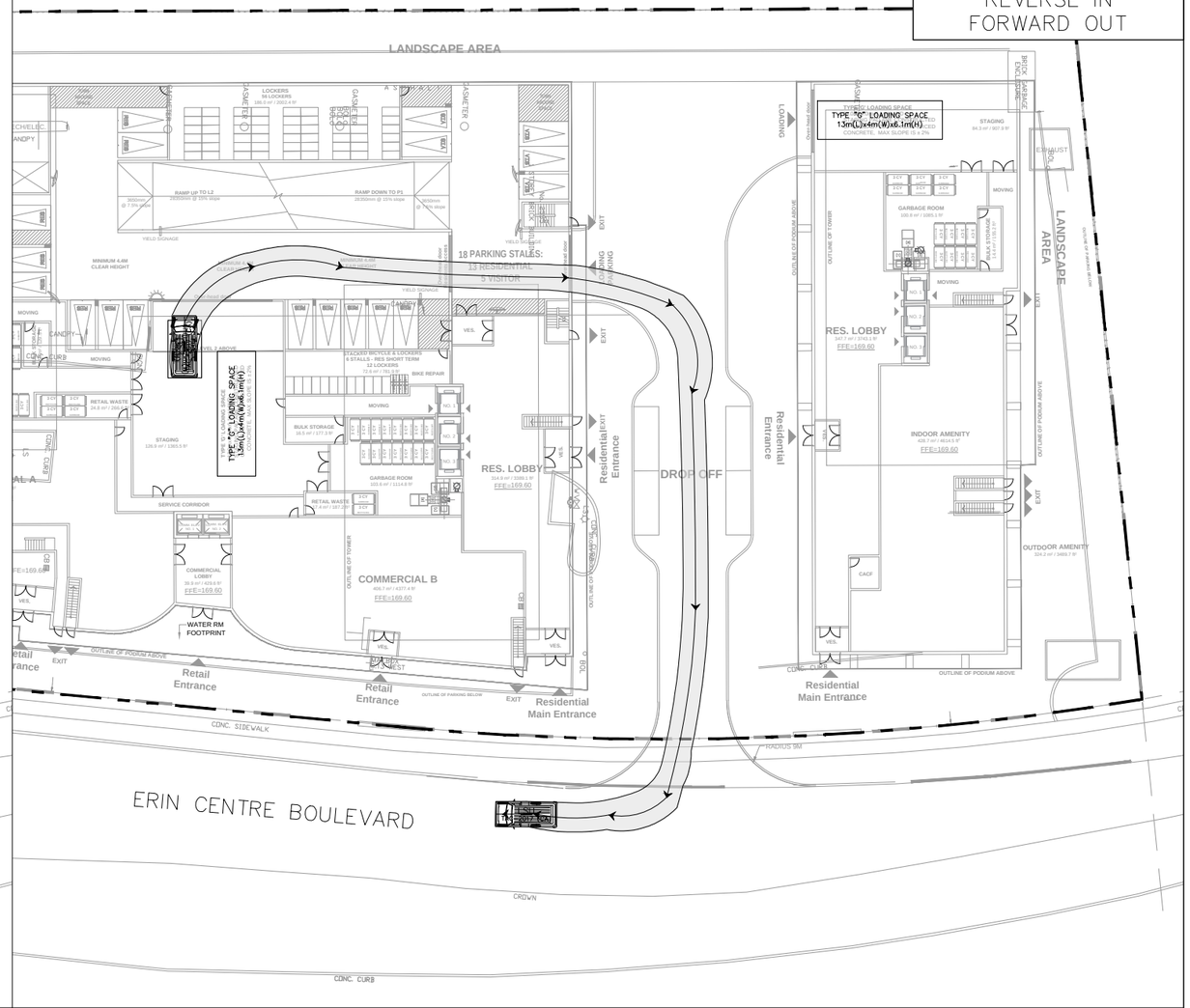

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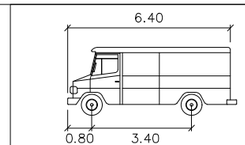

LSU

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Width	: 2.60
Track	: 2.60
Lock to Lock Time	: 6.0
Steering Angle	: 40.3

REVERSE IN
FORWARD OUT

DRAWN BY: C.N. PLOT DATE: December 16, 2024

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Project No.
25054

Date
Dec. 16, 2024

2555 ERIN CENTRE BLVD
MISSISSAUGA ONTARIO

6 0 6 12 18m
1:600

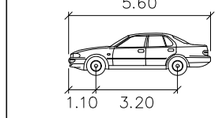
TYPE 'C' LOADING REVIEW
LSU
ENTRY & EXIT PATHS

Drawing No.
004

NOTES:

AS PER THE CITY OF MISSISSAUGA ZONING BY–LAW PART 3:

1. 3.1.14 PARKING SPACE DIMENSIONS
   - 1.1. PARKING SPACES WITH A PARKING ANGLE EXCEEDING 15 DEGREE, EXCEPT THOSE DESIGNATED FOR PERSONS WITH DISABILITIES, SHALL HAVE AN UNOBSTRUCTED RECTANGULAR AREA WITH A MIN WIDTH OF 2.6m AND A MIN LENGTH OF 5.2m, EXCLUSIVE OF ANY AISLE OR DRIVEWAY
   - 1.2. THE MIN WIDTH OF A PARKING SPACE, OTHER THAN AN ACCESSIBLE PARKING SPACE OR PARALLEL PARKING SPACE, SHALL BE INCREASED TO 2.75m WHERE THE LENGTH OF ONE SIDE OF THE PARKING SPACE ABUTS A BUILDING, STRUCTURE OR PART THEREOF AND 2.9m WHERE THE OBSTRUCTION IS FROM BOTH SIDES OF THE PARKING SPACE, EXCEPT FOR A BUILDING, STRUCTURE OR PART THEREOF, THAT EXTENDS 1.0m OR LESS INTO THE FRONT AND/OR REAR OF THE PARKING SPACE
   - 1.3. ACCESSIBLE PARKING SPACES ARE TO BE PROVIDED IN TWO SIZES AND MAINTAIN A 1.5m WIDE ACCESS AISLE ABUTTING THE ENTIRE LENGTH OF EACH PARKING SPACE (0190–2014):
     - 1.3.1. TYPE A SHALL HAVE AN UNOBSTRUCTED RECTANGULAR AREA WITH A MIN WIDTH OF 3.4m AND A MIN LENGTH OF 5.2m
     - 1.3.2. TYPE B SHALL HAVE AN UNOBSTRUCTED RECTANGULAR AREA WITH A MIN WIDTH OF 2.4m AND A MIN LENGTH OF 5.2m
2. 3.1.1.5 AISLES: THE MIN DRIVE AISLE WIDTH SHALL BE 7.0m



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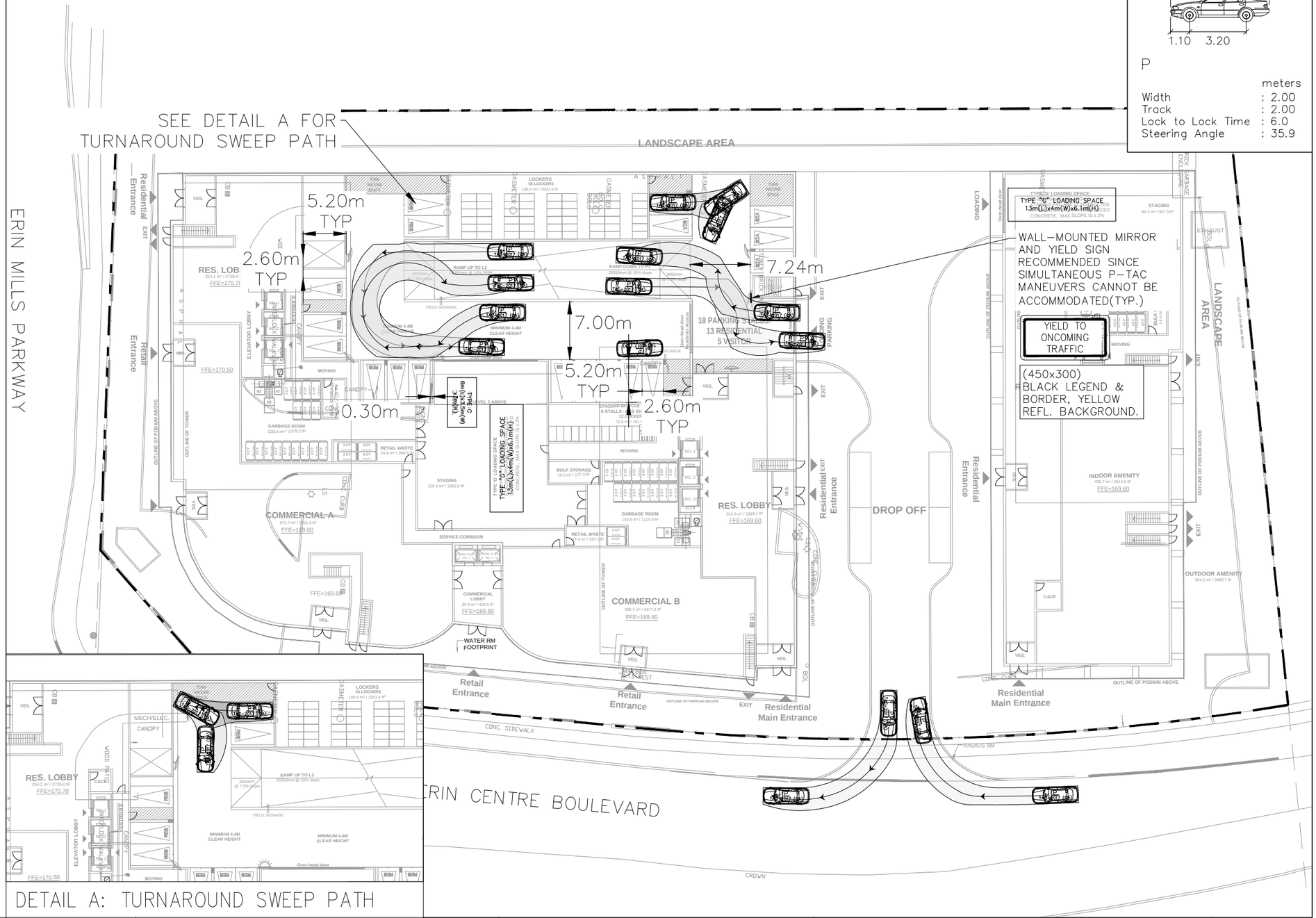

DETAIL A: TURNAROUND SWEEP PATH

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Date Dec. 16, 2024

2555 ERIN CENTRE BLVD
MISSISSAUGA ONTARIO

5 0 5 10 15m
1:500

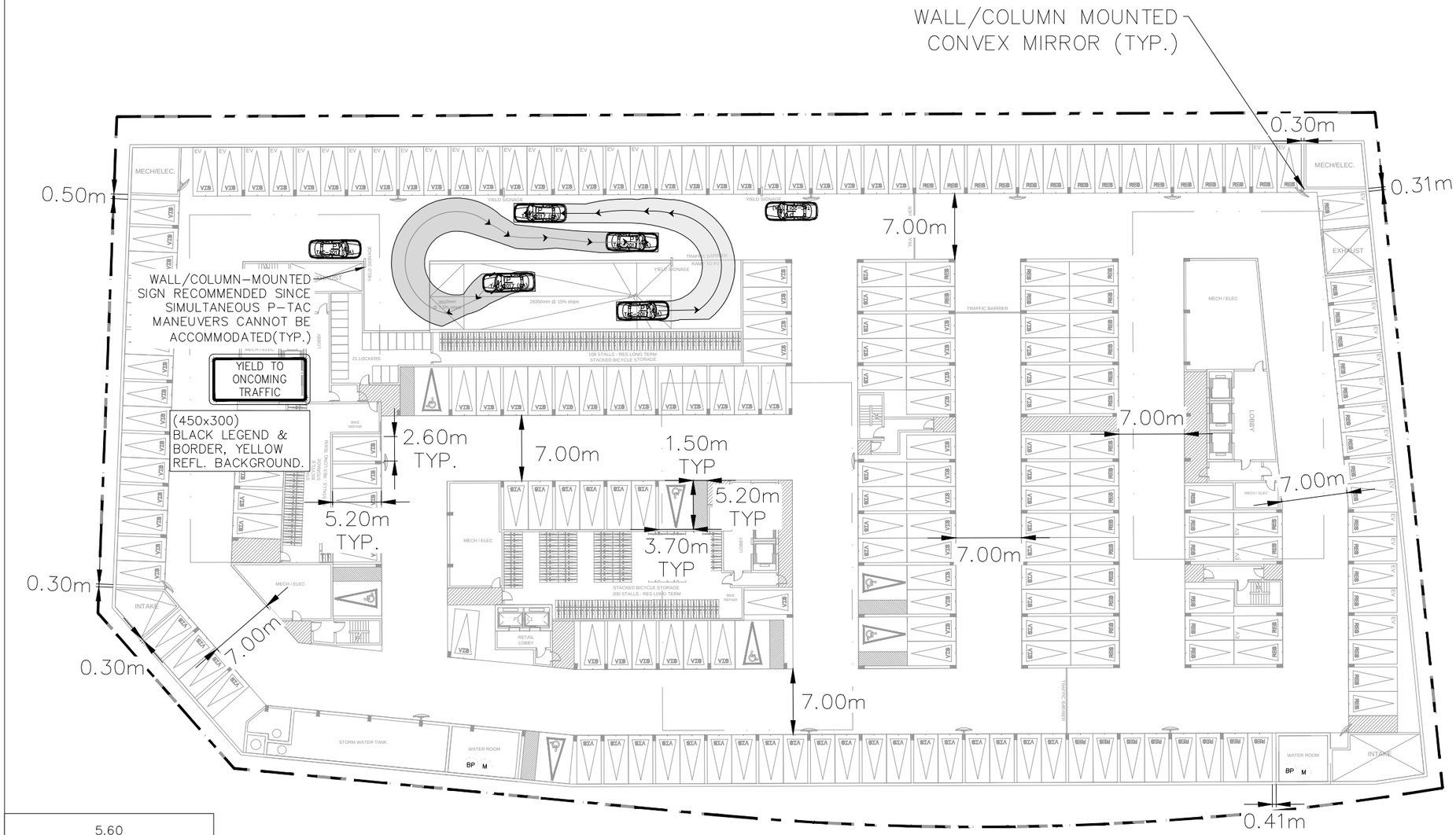
GF PARKING REVIEW
PASSENGER VEHICLE (P–TAC)

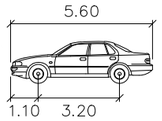
Drawing No. 005

NOTES:

AS PER THE CITY OF MISSISSAUGA ZONING BY-LAW PART 3:

1. 3.1.14 PARKING SPACE DIMENSIONS
   - 1.1. PARKING SPACES WITH A PARKING ANGLE EXCEEDING 15 DEGREE, EXCEPT THOSE DESIGNATED FOR PERSONS WITH DISABILITIES, SHALL HAVE AN UNOBSTRUCTED RECTANGULAR AREA WITH A MIN WIDTH OF 2.6m AND A MIN LENGTH OF 5.2m, EXCLUSIVE OF ANY AISLE OR DRIVEWAY
   - 1.2. THE MIN WIDTH OF A PARKING SPACE, OTHER THAN AN ACCESSIBLE PARKING SPACE OR PARALLEL PARKING SPACE, SHALL BE INCREASED TO 2.75m WHERE THE LENGTH OF ONE SIDE OF THE PARKING SPACE ABUTS A BUILDING, STRUCTURE OR PART THEREOF AND 2.9m WHERE THE OBSTRUCTION IS FROM BOTH SIDES OF THE PARKING SPACE, EXCEPT FOR A BUILDING, STRUCTURE OR PART THEREOF, THAT EXTENDS 1.0m OR LESS INTO THE FRONT AND/OR REAR OF THE PARKING SPACE
   - 1.3. ACCESSIBLE PARKING SPACES ARE TO BE PROVIDED IN TWO SIZES AND MAINTAIN A 1.5m WIDE ACCESS AISLE ABUTTING THE ENTIRE LENGTH OF EACH PARKING SPACE (0190-2014):
     - 1.3.1. TYPE A SHALL HAVE AN UNOBSTRUCTED RECTANGULAR AREA WITH A MIN WIDTH OF 3.4m AND A MIN LENGTH OF 5.2m
     - 1.3.2. TYPE B SHALL HAVE AN UNOBSTRUCTED RECTANGULAR AREA WITH A MIN WIDTH OF 2.4m AND A MIN LENGTH OF 5.2m
2. 3.1.1.5 AISLES: THE MIN DRIVE AISLE WIDTH SHALL BE 7.0m





P

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Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9

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Date Dec. 16, 2024

2555 ERIN CENTRE BLVD
MISSISSAUGA ONTARIO

5 0 5 10 15m
1:500

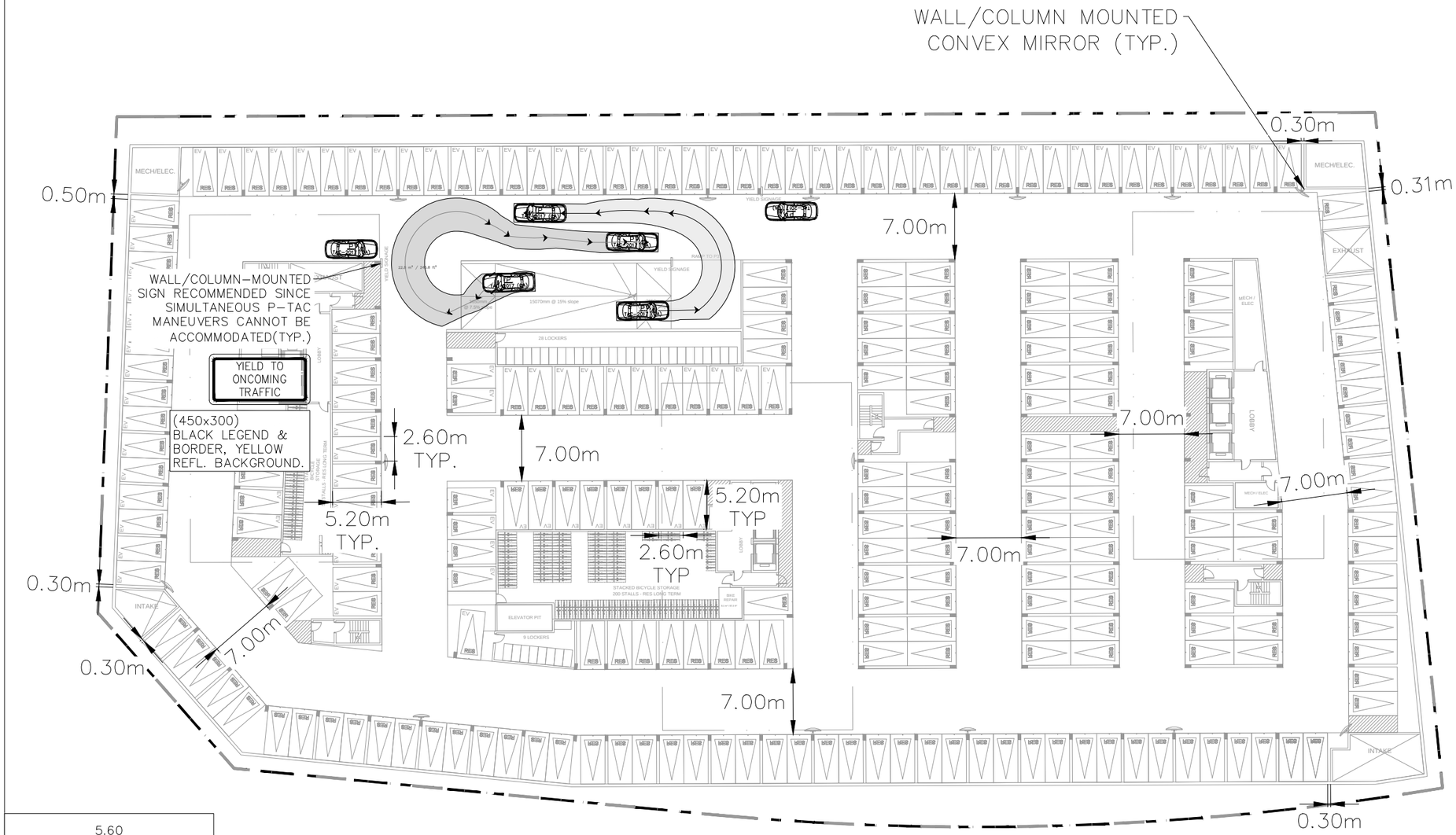
PARKING REVIEW – UG LEVEL P1
PASSENGER VEHICLE (P-TAC)

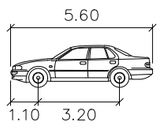
Drawing No. 006

NOTES:

AS PER THE CITY OF MISSISSAUGA ZONING BY-LAW PART 3:

1. 3.1.14 PARKING SPACE DIMENSIONS
   - 1.1. PARKING SPACES WITH A PARKING ANGLE EXCEEDING 15 DEGREE, EXCEPT THOSE DESIGNATED FOR PERSONS WITH DISABILITIES, SHALL HAVE AN UNOBSTRUCTED RECTANGULAR AREA WITH A MIN WIDTH OF 2.6m AND A MIN LENGTH OF 5.2m, EXCLUSIVE OF ANY AISLE OR DRIVEWAY
   - 1.2. THE MIN WIDTH OF A PARKING SPACE, OTHER THAN AN ACCESSIBLE PARKING SPACE OR PARALLEL PARKING SPACE, SHALL BE INCREASED TO 2.75m WHERE THE LENGTH OF ONE SIDE OF THE PARKING SPACE ABUTS A BUILDING, STRUCTURE OR PART THEREOF AND 2.9m WHERE THE OBSTRUCTION IS FROM BOTH SIDES OF THE PARKING SPACE, EXCEPT FOR A BUILDING, STRUCTURE OR PART THEREOF, THAT EXTENDS 1.0m OR LESS INTO THE FRONT AND/OR REAR OF THE PARKING SPACE
   - 1.3. ACCESSIBLE PARKING SPACES ARE TO BE PROVIDED IN TWO SIZES AND MAINTAIN A 1.5m WIDE ACCESS AISLE ABUTTING THE ENTIRE LENGTH OF EACH PARKING SPACE (0190-2014):
     - 1.3.1. TYPE A SHALL HAVE AN UNOBSTRUCTED RECTANGULAR AREA WITH A MIN WIDTH OF 3.4m AND A MIN LENGTH OF 5.2m
     - 1.3.2. TYPE B SHALL HAVE AN UNOBSTRUCTED RECTANGULAR AREA WITH A MIN WIDTH OF 2.4m AND A MIN LENGTH OF 5.2m
2. 3.1.1.5 AISLES: THE MIN DRIVE AISLE WIDTH SHALL BE 7.0m





P

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Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9

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Project No. 25054

Date Dec. 16, 2024

2555 ERIN CENTRE BLVD
MISSISSAUGA ONTARIO

5 0 5 10 15m
1:500

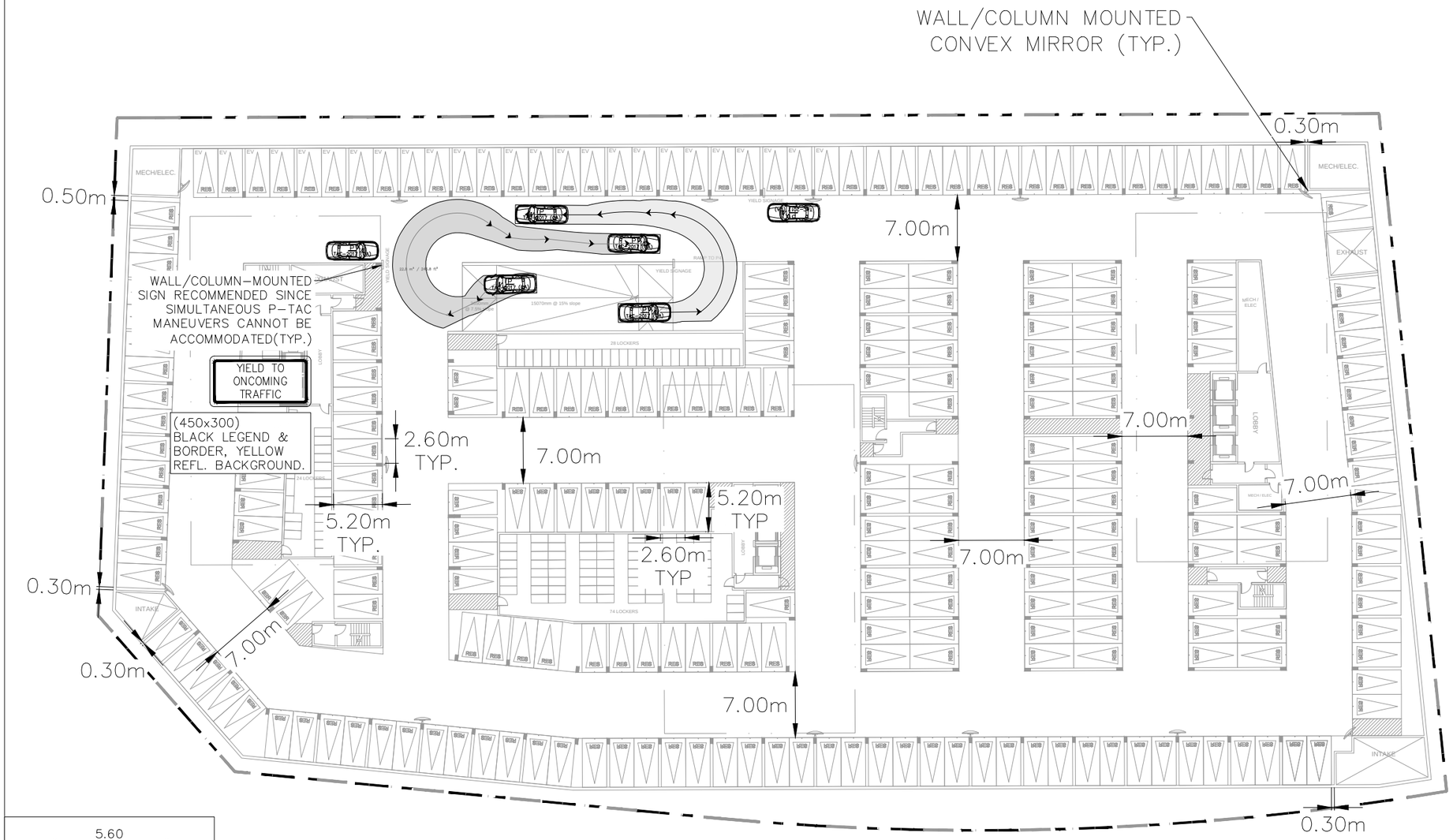
PARKING REVIEW – UG LEVEL P2
PASSENGER VEHICLE (P-TAC)

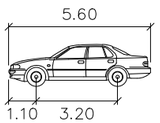
Drawing No. 007

NOTES:

AS PER THE CITY OF MISSISSAUGA ZONING BY-LAW PART 3:

1. 3.1.14 PARKING SPACE DIMENSIONS
   - 1.1. PARKING SPACES WITH A PARKING ANGLE EXCEEDING 15 DEGREE, EXCEPT THOSE DESIGNATED FOR PERSONS WITH DISABILITIES, SHALL HAVE AN UNOBSTRUCTED RECTANGULAR AREA WITH A MIN WIDTH OF 2.6m AND A MIN LENGTH OF 5.2m, EXCLUSIVE OF ANY AISLE OR DRIVEWAY
   - 1.2. THE MIN WIDTH OF A PARKING SPACE, OTHER THAN AN ACCESSIBLE PARKING SPACE OR PARALLEL PARKING SPACE, SHALL BE INCREASED TO 2.75m WHERE THE LENGTH OF ONE SIDE OF THE PARKING SPACE ABUTS A BUILDING, STRUCTURE OR PART THEREOF AND 2.9m WHERE THE OBSTRUCTION IS FROM BOTH SIDES OF THE PARKING SPACE, EXCEPT FOR A BUILDING, STRUCTURE OR PART THEREOF, THAT EXTENDS 1.0m OR LESS INTO THE FRONT AND/OR REAR OF THE PARKING SPACE
   - 1.3. ACCESSIBLE PARKING SPACES ARE TO BE PROVIDED IN TWO SIZES AND MAINTAIN A 1.5m WIDE ACCESS AISLE ABUTTING THE ENTIRE LENGTH OF EACH PARKING SPACE (0190-2014):
     - 1.3.1. TYPE A SHALL HAVE AN UNOBSTRUCTED RECTANGULAR AREA WITH A MIN WIDTH OF 3.4m AND A MIN LENGTH OF 5.2m
     - 1.3.2. TYPE B SHALL HAVE AN UNOBSTRUCTED RECTANGULAR AREA WITH A MIN WIDTH OF 2.4m AND A MIN LENGTH OF 5.2m
2. 3.1.1.5 AISLES: THE MIN DRIVE AISLE WIDTH SHALL BE 7.0m





P

	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9

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Project No. 25054

Date Dec. 16, 2024

2555 ERIN CENTRE BLVD
MISSISSAUGA ONTARIO

5 0 5 10 15m
1:500

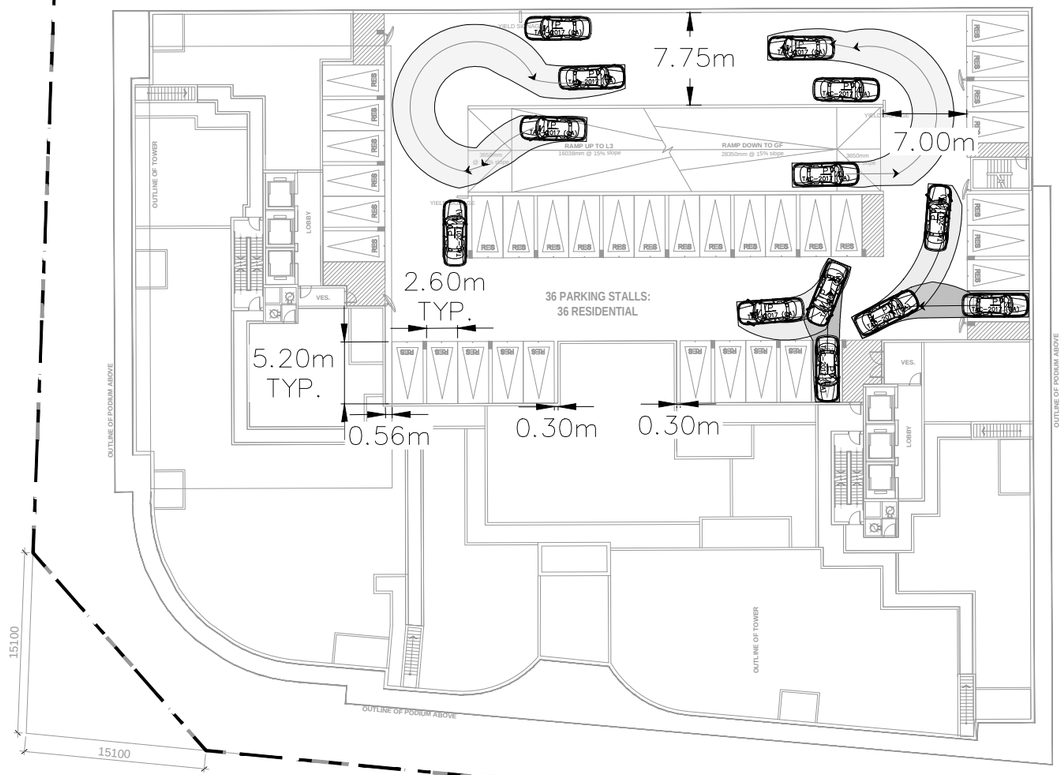
PARKING REVIEW – UG LEVEL P3-P4
PASSENGER VEHICLE (P-TAC)

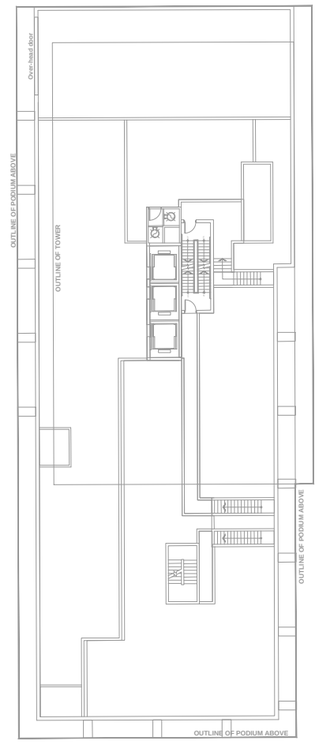
Drawing No. 008

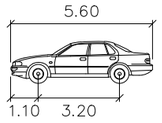
NOTES:

AS PER THE CITY OF MISSISSAUGA ZONING BY–LAW PART 3:

1. 3.1.14 PARKING SPACE DIMENSIONS
   - 1.1. PARKING SPACES WITH A PARKING ANGLE EXCEEDING 15 DEGREE, EXCEPT THOSE DESIGNATED FOR PERSONS WITH DISABILITIES, SHALL HAVE AN UNOBSTRUCTED RECTANGULAR AREA WITH A MIN WIDTH OF 2.6m AND A MIN LENGTH OF 5.2m, EXCLUSIVE OF ANY AISLE OR DRIVEWAY
   - 1.2. THE MIN WIDTH OF A PARKING SPACE, OTHER THAN AN ACCESSIBLE PARKING SPACE OR PARALLEL PARKING SPACE, SHALL BE INCREASED TO 2.75m WHERE THE LENGTH OF ONE SIDE OF THE PARKING SPACE ABUTS A BUILDING, STRUCTURE OR PART THEREOF AND 2.9m WHERE THE OBSTRUCTION IS FROM BOTH SIDES OF THE PARKING SPACE, EXCEPT FOR A BUILDING, STRUCTURE OR PART THEREOF, THAT EXTENDS 1.0m OR LESS INTO THE FRONT AND/OR REAR OF THE PARKING SPACE
   - 1.3. ACCESSIBLE PARKING SPACES ARE TO BE PROVIDED IN TWO SIZES AND MAINTAIN A 1.5m WIDE ACCESS AISLE ABUTTING THE ENTIRE LENGTH OF EACH PARKING SPACE (0190–2014):
     - 1.3.1. TYPE A SHALL HAVE AN UNOBSTRUCTED RECTANGULAR AREA WITH A MIN WIDTH OF 3.4m AND A MIN LENGTH OF 5.2m
     - 1.3.2. TYPE B SHALL HAVE AN UNOBSTRUCTED RECTANGULAR AREA WITH A MIN WIDTH OF 2.4m AND A MIN LENGTH OF 5.2m
2. 3.1.1.5 AISLES: THE MIN DRIVE AISLE WIDTH SHALL BE 7.0m







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Lock to Lock Time	: 6.0
Steering Angle	: 35.9

DRAWN BY: C.N. PLOT DATE: December 16, 2024

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Project No. 25054

Date Dec. 16, 2024

2555 ERIN CENTRE BLVD
MISSISSAUGA ONTARIO

5 0 5 10 15m
1:500

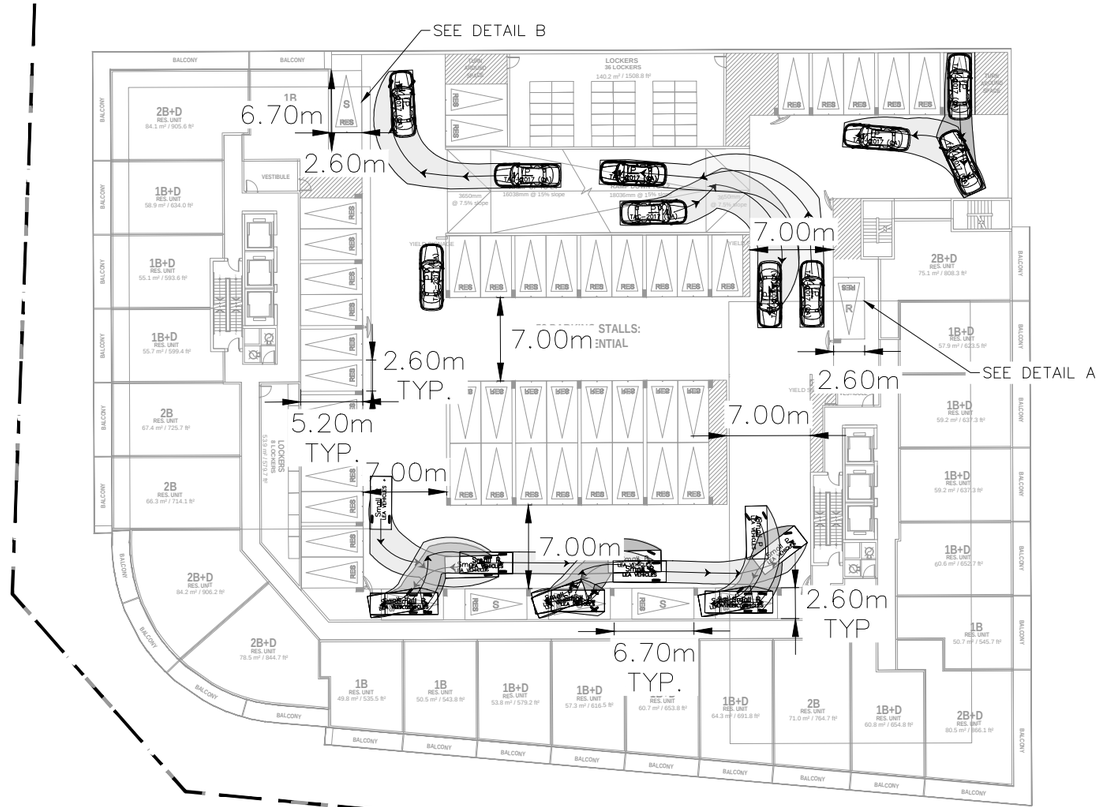
PARKING REVIEW – LEVEL L2
PASSENGER VEHICLE (P–TAC)

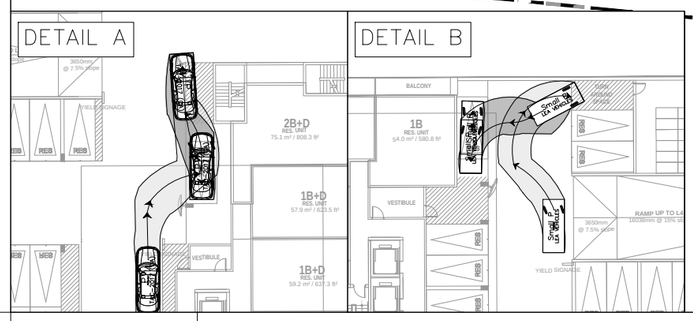
Drawing No. 009

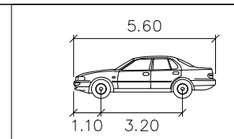
NOTES:

AS PER THE CITY OF MISSISSAUGA ZONING BY–LAW PART 3:

1. 3.1.14 PARKING SPACE DIMENSIONS
   - 1.1. PARKING SPACES WITH A PARKING ANGLE EXCEEDING 15 DEGREE, EXCEPT THOSE DESIGNATED FOR PERSONS WITH DISABILITIES, SHALL HAVE AN UNOBSTRUCTED RECTANGULAR AREA WITH A MIN WIDTH OF 2.6m AND A MIN LENGTH OF 5.2m, EXCLUSIVE OF ANY AISLE OR DRIVEWAY
   - 1.2. PARALLEL PARKING SPACES WITH A PARKING ANGLE NOT EXCEEDING 15° SHALL HAVE A RECTANGULAR AREA WITH A MINIMUM WIDTH OF 2.6M AND A MINIMUM LENGTH OF 6.7M AS PER 3.1.1.4.2
   - 1.3. THE MIN WIDTH OF A PARKING SPACE, OTHER THAN AN ACCESSIBLE PARKING PARKING SPACE OR PARALLEL PARKING SPACE, SHALL BE INCREASED TO 2.75m WHERE THE LENGTH OF ONE SIDE OF THE PARKING SPACE ABUTS A BUILDING, STRUCTURE OR PART THEREOF AND 2.9m WHERE THE OBSTRUCTION IS FROM BOTH SIDES OF THE PARKING SPACE, EXCEPT FOR A BUILDING, STRUCTURE OR PART THEREOF, THAT EXTENDS 1.0m OR LESS INTO THE FRONT AND/OR REAR OF THE PARKING SPACE
   - 1.4. ACCESSIBLE PARKING SPACES ARE TO BE PROVIDED IN TWO SIZES AND MAINTAIN A 1.5m WIDE ACCESS AISLE ABUTTING THE ENTIRE LENGTH OF EACH PARKING SPACE (0190–2014):
     - 1.4.1. TYPE A SHALL HAVE AN UNOBSTRUCTED RECTANGULAR AREA WITH A MIN WIDTH OF 3.4m AND A MIN LENGTH OF 5.2m
     - 1.4.2. TYPE B SHALL HAVE AN UNOBSTRUCTED RECTANGULAR AREA WITH A MIN WIDTH OF 2.4m AND A MIN LENGTH OF 5.2m
2. 3.1.1.5 AISLES: THE MIN DRIVE AISLE WIDTH SHALL BE 7.0m







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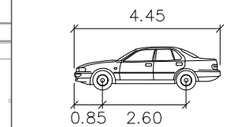

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Lock to Lock Time	: 6.0
Steering Angle	: 38.5

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2555 ERIN CENTRE BLVD
MISSISSAUGA ONTARIO

5 0 5 10 15m
1:500

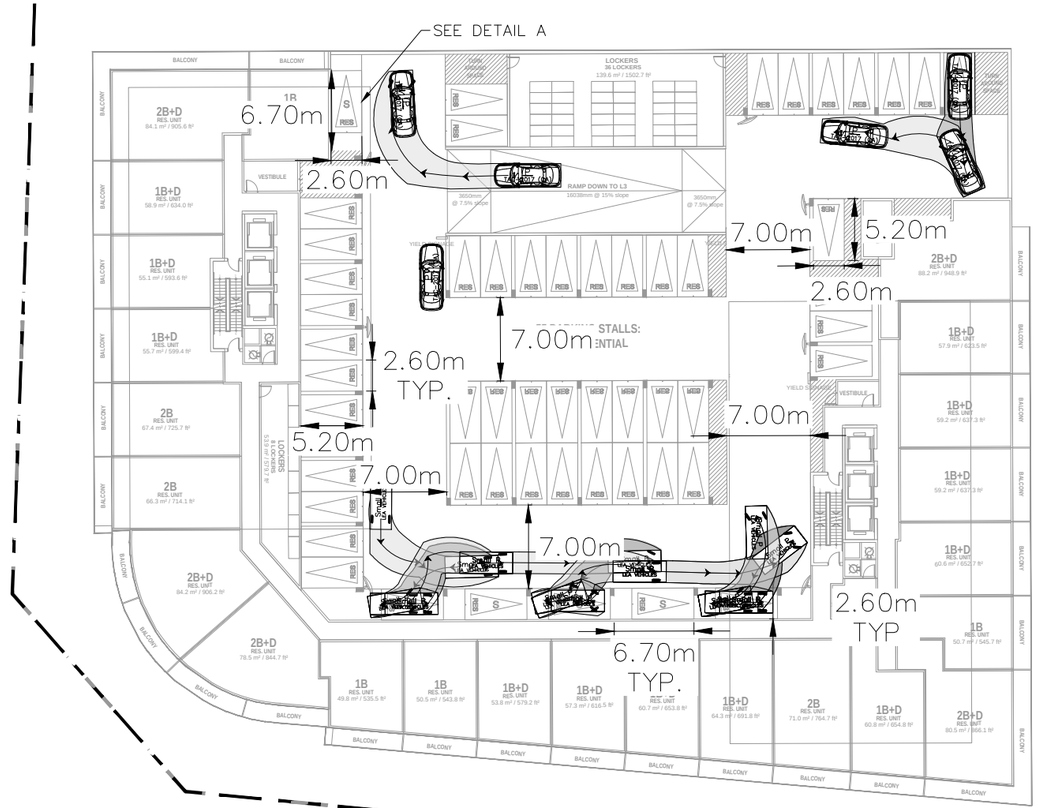
PARKING REVIEW – LEVELS L3
PASSENGER VEHICLE (P–TAC)

Drawing No. 010

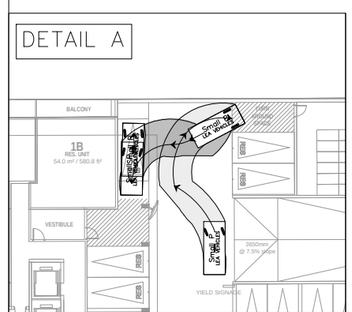
NOTES:

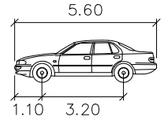
AS PER THE CITY OF MISSISSAUGA ZONING BY–LAW PART 3:

1. 3.1.14 PARKING SPACE DIMENSIONS
   - 1.1. PARKING SPACES WITH A PARKING ANGLE EXCEEDING 15 DEGREE, EXCEPT THOSE DESIGNATED FOR PERSONS WITH DISABILITIES, SHALL HAVE AN UNOBSTRUCTED RECTANGULAR AREA WITH A MIN WIDTH OF 2.6m AND A MIN LENGTH OF 5.2m, EXCLUSIVE OF ANY AISLE OR DRIVEWAY
   - 1.2. PARALLEL PARKING SPACES WITH A PARKING ANGLE NOT EXCEEDING 15° SHALL HAVE A RECTANGULAR AREA WITH A MINIMUM WIDTH OF 2.6M AND A MINIMUM LENGTH OF 6.7M AS PER 3.1.1.4.2
   - 1.3. THE MIN WIDTH OF A PARKING SPACE, OTHER THAN AN ACCESSIBLE PARKING PARKING SPACE OR PARALLEL PARKING SPACE, SHALL BE INCREASED TO 2.75m WHERE THE LENGTH OF ONE SIDE OF THE PARKING SPACE ABUTS A BUILDING, STRUCTURE OR PART THEREOF AND 2.9m WHERE THE OBSTRUCTION IS FROM BOTH SIDES OF THE PARKING SPACE, EXCEPT FOR A BUILDING, STRUCTURE OR PART THEREOF, THAT EXTENDS 1.0m OR LESS INTO THE FRONT AND/OR REAR OF THE PARKING SPACE
   - 1.4. ACCESSIBLE PARKING SPACES ARE TO BE PROVIDED IN TWO SIZES AND MAINTAIN A 1.5m WIDE ACCESS AISLE ABUTTING THE ENTIRE LENGTH OF EACH PARKING SPACE (0190–2014):
     - 1.4.1. TYPE A SHALL HAVE AN UNOBSTRUCTED RECTANGULAR AREA WITH A MIN WIDTH OF 3.4m AND A MIN LENGTH OF 5.2m
     - 1.4.2. TYPE B SHALL HAVE AN UNOBSTRUCTED RECTANGULAR AREA WITH A MIN WIDTH OF 2.4m AND A MIN LENGTH OF 5.2m
2. 3.1.1.5 AISLES: THE MIN DRIVE AISLE WIDTH SHALL BE 7.0m



DETAIL A





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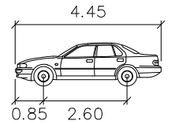

Small P

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Width	: 1.80
Track	: 1.62
Lock to Lock Time	: 6.0
Steering Angle	: 38.5

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2555 ERIN CENTRE BLVD
MISSISSAUGA ONTARIO

5 0 5 10 15m
1:500

PARKING REVIEW – LEVELS L4
PASSENGER VEHICLE (P–TAC)

Drawing No. 011